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AIP

AMDT 013 2024

Effective Date 26 DEC 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
GEN 0.4 - 1/2
GEN 0.4 - 3/4
GEN 0.4 - 5/6
GEN 0.4 - 7/8
GEN 0.6 - 1/2
GEN 0.6 - 3/4
GEN 4.1 - 1/2
GEN 4.1 - 5/6
GEN 4.1 - 7/8
GEN 4.1 - 15/16
GEN 4.1 - 17/18
GEN 4.1 - 19/20
GEN 4.1 - 21/22
GEN 4.1 - 23/24
GEN 4.1 - 25/26
GEN 4.1 - 27/28
GEN 4.1 - 29/30
GEN 4.1 - 31/32
GEN 4.1 - 33/34

Destroy the following pages:

26 DEC 2024	GEN 0.2 - 11/12	28 NOV 2024
26 DEC 2024	GEN 0.4 - 1/2	AIRAC 26 DEC 2024
26 DEC 2024	GEN 0.4 - 3/4	AIRAC 26 DEC 2024
26 DEC 2024	GEN 0.4 - 5/6	AIRAC 26 DEC 2024
26 DEC 2024	GEN 0.4 - 7/8	AIRAC 26 DEC 2024
26 DEC 2024	GEN 0.6 - 1/2	02 NOV 2023
26 DEC 2024	GEN 0.6 - 3/4	02 NOV 2023
26 DEC 2024	GEN 4.1 - 1/2	07 SEP 2023
26 DEC 2024	GEN 4.1 - 5/6	07 SEP 2023
26 DEC 2024	GEN 4.1 - 7/8	07 SEP 2023
26 DEC 2024	GEN 4.1 - 15/16	31 OCT 2024
26 DEC 2024	GEN 4.1 - 17/18	31 OCT 2024
26 DEC 2024	GEN 4.1 - 19/20	07 SEP 2023
26 DEC 2024	GEN 4.1 - 21/22	07 SEP 2023
26 DEC 2024	GEN 4.1 - 23/24	07 SEP 2023
26 DEC 2024	GEN 4.1 - 25/26	03 OCT 2024
26 DEC 2024	GEN 4.1 - 27/28	07 SEP 2023
26 DEC 2024	GEN 4.1 - 29/30	07 SEP 2023
26 DEC 2024	GEN 4.1 - 31/32	07 SEP 2023
26 DEC 2024	GEN 4.1 - 33/34	07 SEP 2023

2. Record entry of amendment on page GEN 0.2

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

NOTAM: A0742/24, A0694/24

AIP SUP: NIL

AIC: AIC 004/2024 A

Enroute chart: NIL

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

Checklist SUP: 003 2024, 008 2024

Checklist AIRAC SUP: 006 2024

Insert the following pages:

Destroy the following pages:

GEN 4.1 - 35/36	26 DEC 2024	GEN 4.1 - 35/36	07 SEP 2023
GEN 4.1 - 37/38	26 DEC 2024	GEN 4.1 - 37/38	07 SEP 2023
GEN 4.1 - 39/40	26 DEC 2024	GEN 4.1 - 39/40	07 SEP 2023
GEN 4.1 - 41/42	26 DEC 2024	GEN 4.1 - 41/42	07 SEP 2023
GEN 4.1 - 43/44	26 DEC 2024	GEN 4.1 - 43/44	07 SEP 2023
GEN 4.1 - 45/46	26 DEC 2024	GEN 4.1 - 45/46	07 SEP 2023
GEN 4.1 - 47/48	26 DEC 2024	GEN 4.1 - 47/48	07 SEP 2023
GEN 4.1 - 49/50	26 DEC 2024	GEN 4.1 - 49/50	07 SEP 2023
GEN 4.1 - 51/52	26 DEC 2024	GEN 4.1 - 51/52	07 SEP 2023
GEN 4.1 - 53/54	26 DEC 2024	GEN 4.1 - 53/54	07 SEP 2023
GEN 4.1 - 55/56	26 DEC 2024	GEN 4.1 - 55/56	07 SEP 2023
GEN 4.1 - 57/58	26 DEC 2024	GEN 4.1 - 57/58	07 SEP 2023
GEN 4.1 - 59/60	26 DEC 2024	GEN 4.1 - 59/60	07 SEP 2023
GEN 4.1 - 61/62	26 DEC 2024	GEN 4.1 - 61/62	07 SEP 2023
GEN 4.1 - 63/64	26 DEC 2024	GEN 4.1 - 63/64	07 SEP 2023
GEN 4.1 - 65/66	26 DEC 2024	GEN 4.1 - 65/66	07 SEP 2023
GEN 4.1 - 67/68	26 DEC 2024	GEN 4.1 - 67/68	07 SEP 2023
GEN 4.1 - 69/70	26 DEC 2024	GEN 4.1 - 69/70	07 SEP 2023
GEN 4.1 - 71/72	26 DEC 2024	GEN 4.1 - 71/72	07 SEP 2023
GEN 4.1 - 73/74	26 DEC 2024	GEN 4.1 - 73/74	07 SEP 2023
GEN 4.1 - 75/76	26 DEC 2024	GEN 4.1 - 75/76	07 SEP 2023
GEN 4.1 - 77/78	26 DEC 2024	GEN 4.1 - 77/78	07 SEP 2023
GEN 4.1 - 79/80	26 DEC 2024	GEN 4.1 - 79/80	07 SEP 2023
GEN 4.1 - 81/82	26 DEC 2024	GEN 4.1 - 81/82	07 SEP 2023
GEN 4.1 - 83/84	26 DEC 2024	GEN 4.1 - 83/84	07 SEP 2023
GEN 4.1 - 85/86	26 DEC 2024	GEN 4.1 - 85/86	16 MAY 2024
GEN 4.1 - 87/88	26 DEC 2024	GEN 4.1 - 87/88	07 SEP 2023
GEN 4.1 - 89/90	26 DEC 2024	GEN 4.1 - 89/90	07 SEP 2023
GEN 4.1 - 91/92	26 DEC 2024		
GEN 4.1 - 93/94	26 DEC 2024		
ENR 6.5 - 1/2	26 DEC 2024	ENR 6.5 - 1/2	18 MAY 2023
ENR 6.7 - 1/2	26 DEC 2024	ENR 6.7 - 1/2	18 MAY 2023
LSZC AD 2.24.1 - 1/2	26 DEC 2024	LSZC AD 2.24.1 - 1/2	18 MAY 2023
LSZC AD 2.24.4 - 1/2	26 DEC 2024	LSZC AD 2.24.4 - 1/2	30 DEC 2021
LSZC AD 2.24.7 - 1/2	26 DEC 2024	LSZC AD 2.24.7 - 1/2	AIRAC 15 JUN 2023
LSZC AD 2.24.9 - 1/2	26 DEC 2024	LSZC AD 2.24.9 - 1/2	AIRAC 15 JUN 2023
LSZC AD 2.24.10 - 1/2	26 DEC 2024	LSZC AD 2.24.10 - 1/2	23 APR 2020
LSZC AD 2.24.10 - 3/4	26 DEC 2024	LSZC AD 2.24.10 - 3/4	11 JUN 2024
LSGG AD 2 - 5/6	26 DEC 2024	LSGG AD 2 - 5/6	03 OCT 2024
LSGG AD 2 - 23/24	26 DEC 2024	LSGG AD 2 - 23/24	AIRAC 31 OCT 2024
LSGG AD 2 - 25/26	26 DEC 2024	LSGG AD 2 - 25/26	AIRAC 31 OCT 2024
LSGG AD 2 - 33/34	26 DEC 2024	LSGG AD 2 - 33/34	AIRAC 31 OCT 2024
LSZA AD 2.24.1 - 1/2	26 DEC 2024	LSZA AD 2.24.1 - 1/2	AIRAC 08 DEC 2016
LSZA AD 2.24.2 - 1/2	26 DEC 2024	LSZA AD 2.24.2 - 1/2	04 NOV 2021
LSMP AD 2 - 1/2	26 DEC 2024	LSMP AD 2 - 1/2	AIRAC 31 OCT 2024
LSZR AD 2.24.1 - 1/2	26 DEC 2024	LSZR AD 2.24.1 - 1/2	11 JUL 2024
LSZR AD 2.24.4 - 1/2	26 DEC 2024	LSZR AD 2.24.4 - 1/2	18 APR 2024
LSZR AD 2.24.7 - 1/2	26 DEC 2024	LSZR AD 2.24.7 - 1/2	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 3/4	26 DEC 2024	LSZR AD 2.24.7 - 3/4	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 5/6	26 DEC 2024	LSZR AD 2.24.7 - 5/6	AIRAC 21 MAY 2020
LSZR AD 2.24.7 - 7/8	26 DEC 2024	LSZR AD 2.24.7 - 7/8	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 9/10	26 DEC 2024	LSZR AD 2.24.7 - 9/10	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 11/12	26 DEC 2024	LSZR AD 2.24.7 - 11/12	AIRAC 21 MAY 2020
LSZR AD 2.24.9 - 1/2	26 DEC 2024	LSZR AD 2.24.9 - 1/2	AIRAC 05 OCT 2023
LSZR AD 2.24.9 - 3/4	26 DEC 2024	LSZR AD 2.24.9 - 3/4	AIRAC 05 OCT 2023
LSZR AD 2.24.9 - 5/6	26 DEC 2024	LSZR AD 2.24.9 - 5/6	AIRAC 05 OCT 2023
LSZR AD 2.24.10 - 1/2	26 DEC 2024	LSZR AD 2.24.10 - 1/2	03 DEC 2020
LSZR AD 2.24.10 - 3/4	26 DEC 2024	LSZR AD 2.24.10 - 3/4	03 DEC 2020
LSZR AD 2.24.10 - 5/6	26 DEC 2024	LSZR AD 2.24.10 - 5/6	03 DEC 2020
LSZR AD 2.24.13 - 1/2	26 DEC 2024	LSZR AD 2.24.13 - 1/2	23 MAR 2023

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	
001/2024	25-Jan-2024	25-Jan-2024	
002/2024	22-Feb-2024	22-Feb-2024	
003/2024	21-Mar-2024	21-Mar-2024	
004/2024	18-Apr-2024	18-Apr-2024	
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	
009/2024	05-Sep-2024	05-Sep-2024	
010/2024	03-Oct-2024	03-Oct-2024	
011/2024	31-Oct-2024	31-Oct-2024	
012/2024	28-Nov-2024	28-Nov-2024	
013/2024	26-Dec-2024	26-Dec-2024	

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
PART 1 - GENERAL (GEN)					
		GEN 1.7 - 16	26 JAN 2023	GEN 3.3 - 5	AIRAC 13 JUN 2024
		GEN 1.7 - 17	20 APR 2023	GEN 3.3 - 6	AIRAC 13 JUN 2024
		GEN 1.7 - 18	20 APR 2023	GEN 3.3 - 7	AIRAC 13 JUN 2024
GEN 0.1 - 1	10 AUG 2023	GEN 1.7 - 19	20 APR 2023	GEN 3.3 - 8	AIRAC 13 JUN 2024
GEN 0.1 - 2	10 AUG 2023	GEN 1.7 - 20	20 APR 2023	GEN 3.4 - 1	02 DEC 2021
GEN 0.1 - 3	01 MAY 2014	GEN 1.7 - 21	26 JAN 2023	GEN 3.4 - 2	02 DEC 2021
GEN 0.1 - 4	01 MAY 2014	GEN 1.7 - 22	26 JAN 2023	GEN 3.4 - 3	21 MAR 2024
GEN 0.2 - 1	AIRAC 26 MAY 2016	GEN 1.7 - 23	16 MAY 2024	GEN 3.4 - 4	21 MAR 2024
GEN 0.2 - 2	AIRAC 26 MAY 2016	GEN 1.7 - 24	16 MAY 2024	GEN 3.4 - 5	AIRAC 20 MAY 2021
GEN 0.2 - 3	AIRAC 02 NOV 2023	GEN 1.7 - 25	20 APR 2023	GEN 3.4 - 6	AIRAC 20 MAY 2021
GEN 0.2 - 4	AIRAC 02 NOV 2023	GEN 1.7 - 26	20 APR 2023	GEN 3.4 - 7	AIRAC 20 MAY 2021
GEN 0.2 - 5	AIRAC 26 DEC 2024	GEN 2.1 - 1	10 AUG 2023	GEN 3.4 - 8	AIRAC 20 MAY 2021
GEN 0.2 - 6	AIRAC 26 DEC 2024	GEN 2.1 - 2	10 AUG 2023	GEN 3.5 - 1	14 JUL 2022
GEN 0.2 - 7	AIRAC 30 NOV 2023	GEN 2.1 - 3	21 JUL 2016	GEN 3.5 - 2	14 JUL 2022
GEN 0.2 - 8	AIRAC 30 NOV 2023	GEN 2.1 - 4	21 JUL 2016	GEN 3.5 - 3	23 APR 2020
GEN 0.2 - 9	AIRAC 30 NOV 2023	GEN 2.2 - 1	28 NOV 2024	GEN 3.5 - 4	23 APR 2020
GEN 0.2 - 10	AIRAC 30 NOV 2023	GEN 2.2 - 2	28 NOV 2024	GEN 3.5 - 5	23 APR 2020
GEN 0.2 - 11	26 DEC 2024	GEN 2.2 - 3	11 JUL 2024	GEN 3.5 - 6	23 APR 2020
GEN 0.2 - 12	26 DEC 2024	GEN 2.2 - 4	11 JUL 2024	GEN 3.5 - 7	23 APR 2020
GEN 0.3 - 1	28 NOV 2024	GEN 2.2 - 5	28 NOV 2024	GEN 3.5 - 8	23 APR 2020
GEN 0.3 - 2	28 NOV 2024	GEN 2.2 - 6	28 NOV 2024	GEN 3.5 - 9	23 APR 2020
GEN 0.4 - 1	26 DEC 2024	GEN 2.2 - 7	11 JUL 2024	GEN 3.5 - 10	23 APR 2020
GEN 0.4 - 2	26 DEC 2024	GEN 2.2 - 8	11 JUL 2024	GEN 3.5 - 11	23 APR 2020
GEN 0.4 - 3	26 DEC 2024	GEN 2.2 - 9	11 JUL 2024	GEN 3.5 - 12	23 APR 2020
GEN 0.4 - 4	26 DEC 2024	GEN 2.2 - 10	11 JUL 2024	GEN 3.6 - 1	16 JUN 2022
GEN 0.4 - 5	26 DEC 2024	GEN 2.3 - 1	AIRAC 31 OCT 2024	GEN 3.6 - 2	16 JUN 2022
GEN 0.4 - 6	26 DEC 2024	GEN 2.3 - 2	AIRAC 31 OCT 2024	GEN 3.6 - 3	13 JUN 2024
GEN 0.4 - 7	26 DEC 2024	GEN 2.3 - 3	AIRAC 21 MAR 2024	GEN 3.6 - 4	13 JUN 2024
GEN 0.4 - 8	26 DEC 2024	GEN 2.3 - 4	AIRAC 21 MAR 2024	GEN 3.6 - 5	16 JUN 2022
GEN 0.5 - 1	11 AUG 2022	GEN 2.3 - 5	20 APR 2023	GEN 3.6 - 6	16 JUN 2022
GEN 0.5 - 2	11 AUG 2022	GEN 2.3 - 6	20 APR 2023	GEN 4.1 - 1	26 DEC 2024
GEN 0.6 - 1	26 DEC 2024	GEN 2.3 - 7	24 MAY 2018	GEN 4.1 - 2	26 DEC 2024
GEN 0.6 - 2	26 DEC 2024	GEN 2.3 - 8	24 MAY 2018	GEN 4.1 - 3	07 SEP 2023
GEN 0.6 - 3	26 DEC 2024	GEN 2.4 - 1	AIRAC 25 JAN 2024	GEN 4.1 - 4	07 SEP 2023
GEN 0.6 - 4	26 DEC 2024	GEN 2.4 - 2	AIRAC 25 JAN 2024	GEN 4.1 - 5	26 DEC 2024
GEN 1.1 - 1	17 JUN 2021	GEN 2.4 - 3	AIRAC 25 JAN 2024	GEN 4.1 - 6	26 DEC 2024
GEN 1.1 - 2	17 JUN 2021	GEN 2.4 - 4	AIRAC 25 JAN 2024	GEN 4.1 - 7	26 DEC 2024
GEN 1.2 - 1	28 NOV 2024	GEN 2.4 - 5	AIRAC 25 JAN 2024	GEN 4.1 - 8	26 DEC 2024
GEN 1.2 - 2	28 NOV 2024	GEN 2.4 - 6	AIRAC 25 JAN 2024	GEN 4.1 - 9	07 SEP 2023
GEN 1.2 - 3	28 NOV 2024	GEN 2.4 - 7	AIRAC 25 JAN 2024	GEN 4.1 - 10	07 SEP 2023
GEN 1.2 - 4	28 NOV 2024	GEN 2.4 - 8	AIRAC 25 JAN 2024	GEN 4.1 - 11	13 JUN 2024
GEN 1.2 - 5	28 NOV 2024	GEN 2.5 - 1	AIRAC 31 OCT 2024	GEN 4.1 - 12	13 JUN 2024
GEN 1.2 - 6	28 NOV 2024	GEN 2.5 - 2	AIRAC 31 OCT 2024	GEN 4.1 - 13	13 JUN 2024
GEN 1.2 - 7	28 NOV 2024	GEN 2.6 - 1	10 AUG 2023	GEN 4.1 - 14	13 JUN 2024
GEN 1.2 - 8	28 NOV 2024	GEN 2.6 - 2	10 AUG 2023	GEN 4.1 - 15	26 DEC 2024
GEN 1.2 - 9	14 JUL 2022	GEN 2.6 - 3	10 DEC 2015	GEN 4.1 - 16	26 DEC 2024
GEN 1.2 - 10	14 JUL 2022	GEN 2.6 - 4	10 DEC 2015	GEN 4.1 - 17	26 DEC 2024
GEN 1.3 - 1	11 DEC 2014	GEN 2.7 - 1	03 OCT 2024	GEN 4.1 - 18	26 DEC 2024
GEN 1.3 - 2	11 DEC 2014	GEN 2.7 - 2	03 OCT 2024	GEN 4.1 - 19	26 DEC 2024
GEN 1.4 - 1	11 DEC 2014	GEN 2.7 - 3	03 OCT 2024	GEN 4.1 - 20	26 DEC 2024
GEN 1.4 - 2	11 DEC 2014	GEN 2.7 - 4	03 OCT 2024	GEN 4.1 - 21	26 DEC 2024
GEN 1.5 - 1	08 AUG 2024	GEN 2.7 - 5	03 OCT 2024	GEN 4.1 - 22	26 DEC 2024
GEN 1.5 - 2	08 AUG 2024	GEN 2.7 - 6	03 OCT 2024	GEN 4.1 - 23	26 DEC 2024
GEN 1.6 - 1	25 MAR 2021	GEN 3.1 - 1	10 AUG 2023	GEN 4.1 - 24	26 DEC 2024
GEN 1.6 - 2	25 MAR 2021	GEN 3.1 - 2	10 AUG 2023	GEN 4.1 - 25	26 DEC 2024
GEN 1.7 - 1	26 JAN 2023	GEN 3.1 - 3	05 SEP 2024	GEN 4.1 - 26	26 DEC 2024
GEN 1.7 - 2	26 JAN 2023	GEN 3.1 - 4	05 SEP 2024	GEN 4.1 - 27	26 DEC 2024
GEN 1.7 - 3	26 JAN 2023	GEN 3.1 - 5	18 APR 2024	GEN 4.1 - 28	26 DEC 2024
GEN 1.7 - 4	26 JAN 2023	GEN 3.1 - 6	18 APR 2024	GEN 4.1 - 29	26 DEC 2024
GEN 1.7 - 5	26 JAN 2023	GEN 3.1 - 7	18 APR 2024	GEN 4.1 - 30	26 DEC 2024
GEN 1.7 - 6	26 JAN 2023	GEN 3.1 - 8	18 APR 2024	GEN 4.1 - 31	26 DEC 2024
GEN 1.7 - 7	16 MAY 2024	GEN 3.2 - 1	AIRAC 01 DEC 2022	GEN 4.1 - 32	26 DEC 2024
GEN 1.7 - 8	16 MAY 2024	GEN 3.2 - 2	AIRAC 01 DEC 2022	GEN 4.1 - 33	26 DEC 2024
GEN 1.7 - 9	16 MAY 2024	GEN 3.2 - 3	11 DEC 2014	GEN 4.1 - 34	26 DEC 2024
GEN 1.7 - 10	16 MAY 2024	GEN 3.2 - 4	11 DEC 2014	GEN 4.1 - 35	26 DEC 2024
GEN 1.7 - 11	07 SEP 2023	GEN 3.3 - 1	AIRAC 29 DEC 2022	GEN 4.1 - 36	26 DEC 2024
GEN 1.7 - 12	07 SEP 2023	GEN 3.3 - 2	AIRAC 29 DEC 2022	GEN 4.1 - 37	26 DEC 2024
GEN 1.7 - 13	26 JAN 2023	GEN 3.3 - 3	09 SEP 2021	GEN 4.1 - 38	26 DEC 2024
GEN 1.7 - 14	26 JAN 2023	GEN 3.3 - 4	09 SEP 2021	GEN 4.1 - 39	26 DEC 2024
GEN 1.7 - 15	26 JAN 2023				

Page	Date	Page	Date	Page	Date
GEN 4.1 - 40	26 DEC 2024	GEN 4.2 - 17	18 APR 2024	ENR 1.12 - 2	28 MAY 2015
GEN 4.1 - 41	26 DEC 2024	GEN 4.2 - 18	18 APR 2024	ENR 1.12 - 3	28 MAY 2015
GEN 4.1 - 42	26 DEC 2024	GEN 4.2 - 19	30 MAR 2017	ENR 1.12 - 4	28 MAY 2015
GEN 4.1 - 43	26 DEC 2024	GEN 4.2 - 20	30 MAR 2017	ENR 1.13 - 1	28 MAY 2015
GEN 4.1 - 44	26 DEC 2024	GEN 4.2 - 21	30 MAR 2017	ENR 1.13 - 2	28 MAY 2015
GEN 4.1 - 45	26 DEC 2024	GEN 4.2 - 22	30 MAR 2017	ENR 1.14 - 1	10 AUG 2023
GEN 4.1 - 46	26 DEC 2024			ENR 1.14 - 2	10 AUG 2023
GEN 4.1 - 47	26 DEC 2024			ENR 2.1 - 1	AIRAC 24 MAR 2022
GEN 4.1 - 48	26 DEC 2024	PART 2 - EN-ROUTE (ENR)		ENR 2.1 - 2	AIRAC 24 MAR 2022
GEN 4.1 - 49	26 DEC 2024			ENR 2.1 - 3	16 JUN 2022
GEN 4.1 - 50	26 DEC 2024	ENR 0.1 - 1	10 AUG 2023	ENR 2.1 - 4	16 JUN 2022
GEN 4.1 - 51	26 DEC 2024	ENR 0.1 - 2	10 AUG 2023	ENR 2.1 - 5	16 JUN 2022
GEN 4.1 - 52	26 DEC 2024	ENR 0.2 - 1	26 JAN 2023	ENR 2.1 - 6	16 JUN 2022
GEN 4.1 - 53	26 DEC 2024	ENR 0.2 - 2	26 JAN 2023	ENR 2.1 - 7	30 NOV 2023
GEN 4.1 - 54	26 DEC 2024	ENR 0.3 - 1	26 JAN 2023	ENR 2.1 - 8	30 NOV 2023
GEN 4.1 - 55	26 DEC 2024	ENR 0.3 - 2	26 JAN 2023	ENR 2.1 - 9	AIRAC 21 MAR 2024
GEN 4.1 - 56	26 DEC 2024	ENR 0.4 - 1	26 JAN 2023	ENR 2.1 - 10	AIRAC 21 MAR 2024
GEN 4.1 - 57	26 DEC 2024	ENR 0.4 - 2	26 JAN 2023	ENR 2.1 - 11	AIRAC 24 MAR 2022
GEN 4.1 - 58	26 DEC 2024	ENR 0.5 - 1	26 JAN 2023	ENR 2.1 - 12	AIRAC 24 MAR 2022
GEN 4.1 - 59	26 DEC 2024	ENR 0.5 - 2	26 JAN 2023	ENR 2.1 - 13	AIRAC 25 MAR 2021
GEN 4.1 - 60	26 DEC 2024	ENR 0.6 - 1	13 JUN 2024	ENR 2.1 - 14	AIRAC 25 MAR 2021
GEN 4.1 - 61	26 DEC 2024	ENR 0.6 - 2	13 JUN 2024	ENR 2.1 - 15	AIRAC 25 MAR 2021
GEN 4.1 - 62	26 DEC 2024	ENR 0.6 - 3	13 JUN 2024	ENR 2.1 - 16	AIRAC 25 MAR 2021
GEN 4.1 - 63	26 DEC 2024	ENR 0.6 - 4	13 JUN 2024	ENR 2.1 - 17	AIRAC 25 MAR 2021
GEN 4.1 - 64	26 DEC 2024	ENR 1.1 - 1	AIRAC 31 OCT 2024	ENR 2.1 - 18	AIRAC 25 MAR 2021
GEN 4.1 - 65	26 DEC 2024	ENR 1.1 - 2	AIRAC 31 OCT 2024	ENR 2.1 - 19	16 JUN 2022
GEN 4.1 - 66	26 DEC 2024	ENR 1.1 - 3	08 AUG 2024	ENR 2.1 - 20	16 JUN 2022
GEN 4.1 - 67	26 DEC 2024	ENR 1.1 - 4	08 AUG 2024	ENR 2.1 - 21	AIRAC 21 MAR 2024
GEN 4.1 - 68	26 DEC 2024	ENR 1.2 - 1	20 AUG 2015	ENR 2.1 - 22	AIRAC 21 MAR 2024
GEN 4.1 - 69	26 DEC 2024	ENR 1.2 - 2	20 AUG 2015	ENR 2.1 - 23	16 JUN 2022
GEN 4.1 - 70	26 DEC 2024	ENR 1.3 - 1	AIRAC 31 OCT 2024	ENR 2.1 - 24	16 JUN 2022
GEN 4.1 - 71	26 DEC 2024	ENR 1.3 - 2	AIRAC 31 OCT 2024	ENR 2.1 - 25	AIRAC 25 MAR 2021
GEN 4.1 - 72	26 DEC 2024	ENR 1.3 - 3	AIRAC 31 OCT 2024	ENR 2.1 - 26	AIRAC 25 MAR 2021
GEN 4.1 - 73	26 DEC 2024	ENR 1.3 - 4	AIRAC 31 OCT 2024	ENR 2.2 - 1	AIRAC 01 DEC 2022
GEN 4.1 - 74	26 DEC 2024	ENR 1.4 - 1	07 OCT 2021	ENR 2.2 - 2	AIRAC 01 DEC 2022
GEN 4.1 - 75	26 DEC 2024	ENR 1.4 - 2	07 OCT 2021	ENR 2.2 - 3	13 JUN 2024
GEN 4.1 - 76	26 DEC 2024	ENR 1.4 - 3	11 JUL 2024	ENR 2.2 - 4	13 JUN 2024
GEN 4.1 - 77	26 DEC 2024	ENR 1.4 - 4	11 JUL 2024	ENR 3.1 - 1	13 JUN 2024
GEN 4.1 - 78	26 DEC 2024	ENR 1.4 - 5	21 MAR 2024	ENR 3.1 - 2	13 JUN 2024
GEN 4.1 - 79	26 DEC 2024	ENR 1.4 - 6	21 MAR 2024	ENR 3.2 - 1	AIRAC 13 JUN 2024
GEN 4.1 - 80	26 DEC 2024	ENR 1.5 - 1	08 JAN 2015	ENR 3.2 - 2	AIRAC 13 JUN 2024
GEN 4.1 - 81	26 DEC 2024	ENR 1.5 - 2	08 JAN 2015	ENR 3.2 - 3	AIRAC 31 OCT 2024
GEN 4.1 - 82	26 DEC 2024	ENR 1.5 - 3	23 APR 2020	ENR 3.2 - 4	AIRAC 31 OCT 2024
GEN 4.1 - 83	26 DEC 2024	ENR 1.5 - 4	23 APR 2020	ENR 3.2 - 5	AIRAC 28 NOV 2024
GEN 4.1 - 84	26 DEC 2024	ENR 1.6 - 1	27JAN 2022	ENR 3.2 - 6	AIRAC 28 NOV 2024
GEN 4.1 - 85	26 DEC 2024	ENR 1.6 - 2	27JAN 2022	ENR 3.2 - 7	AIRAC 26 DEC 2024
GEN 4.1 - 86	26 DEC 2024	ENR 1.6 - 3	29 MAR 2018	ENR 3.2 - 8	AIRAC 26 DEC 2024
GEN 4.1 - 87	26 DEC 2024	ENR 1.6 - 4	29 MAR 2018	ENR 3.2 - 9	AIRAC 28 NOV 2024
GEN 4.1 - 88	26 DEC 2024	ENR 1.7 - 1	10 AUG 2023	ENR 3.2 - 10	AIRAC 28 NOV 2024
GEN 4.1 - 89	26 DEC 2024	ENR 1.7 - 2	10 AUG 2023	ENR 3.2 - 11	AIRAC 28 NOV 2024
GEN 4.1 - 90	26 DEC 2024	ENR 1.7 - 3	AIRAC 22 APR 2021	ENR 3.2 - 12	AIRAC 28 NOV 2024
GEN 4.1 - 91	26 DEC 2024	ENR 1.7 - 4	AIRAC 22 APR 2021	ENR 3.2 - 13	AIRAC 28 NOV 2024
GEN 4.1 - 92	26 DEC 2024	ENR 1.7 - 5	05 SEP 2024	ENR 3.2 - 14	AIRAC 28 NOV 2024
GEN 4.1 - 93	26 DEC 2024	ENR 1.7 - 6	05 SEP 2024	ENR 3.2 - 15	AIRAC 13 JUN 2024
GEN 4.1 - 94	26 DEC 2024	ENR 1.8 - 1	08 AUG 2024	ENR 3.2 - 16	AIRAC 13 JUN 2024
GEN 4.2 - 1	22 FEB 2024	ENR 1.8 - 2	08 AUG 2024	ENR 3.2 - 17	AIRAC 13 JUN 2024
GEN 4.2 - 2	22 FEB 2024	ENR 1.9 - 1	AIRAC 22 FEB 2024	ENR 3.2 - 18	AIRAC 13 JUN 2024
GEN 4.2 - 3	30 MAR 2017	ENR 1.9 - 2	AIRAC 22 FEB 2024	ENR 3.2 - 19	AIRAC 28 NOV 2024
GEN 4.2 - 4	30 MAR 2017	ENR 1.9 - 3	AIRAC 22 FEB 2024	ENR 3.2 - 20	AIRAC 28 NOV 2024
GEN 4.2 - 5	30 MAR 2017	ENR 1.9 - 4	AIRAC 22 FEB 2024	ENR 3.2 - 21	AIRAC 03 OCT 2024
GEN 4.2 - 6	30 MAR 2017	ENR 1.10 - 1	08 AUG 2024	ENR 3.2 - 22	AIRAC 03 OCT 2024
GEN 4.2 - 7	30 MAR 2017	ENR 1.10 - 2	08 AUG 2024	ENR 3.2 - 23	AIRAC 13 JUN 2024
GEN 4.2 - 8	30 MAR 2017	ENR 1.10 - 3	21 APR 2022	ENR 3.2 - 24	AIRAC 13 JUN 2024
GEN 4.2 - 9	30 MAR 2017	ENR 1.10 - 4	21 APR 2022	ENR 3.2 - 25	AIRAC 13 JUN 2024
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GEN 4.2 - 11	18 APR 2024	ENR 1.10 - 6	13 JUN 2024	ENR 3.2 - 27	AIRAC 31 OCT 2024
GEN 4.2 - 12	18 APR 2024	ENR 1.11 - 1	AIRAC 31 OCT 2024	ENR 3.2 - 28	AIRAC 31 OCT 2024
GEN 4.2 - 13	18 APR 2024	ENR 1.11 - 2	AIRAC 31 OCT 2024	ENR 3.2 - 29	AIRAC 28 NOV 2024
GEN 4.2 - 14	18 APR 2024	ENR 1.11 - 3	28 MAY 2015	ENR 3.2 - 30	AIRAC 28 NOV 2024
GEN 4.2 - 15	18 APR 2024	ENR 1.11 - 4	28 MAY 2015	ENR 3.2 - 31	AIRAC 13 JUN 2024
GEN 4.2 - 16	18 APR 2024	ENR 1.12 - 1	28 MAY 2015	ENR 3.2 - 32	AIRAC 13 JUN 2024

Page	Date	Page	Date	Page	Date
ENR 3.2 - 33	AIRAC 13 JUN 2024	ENR 3.3 - 16	AIRAC 22 FEB 2024	ENR 5.2 - 25	AIRAC 21 MAR 2024
ENR 3.2 - 34	AIRAC 13 JUN 2024	ENR 3.3 - 17	AIRAC 22 FEB 2024	ENR 5.2 - 26	AIRAC 21 MAR 2024
ENR 3.2 - 35	AIRAC 31 OCT 2024	ENR 3.3 - 18	AIRAC 22 FEB 2024	ENR 5.2 - 27	AIRAC 21 MAR 2024
ENR 3.2 - 36	AIRAC 31 OCT 2024	ENR 3.4 - 1	13 JUN 2024	ENR 5.2 - 28	AIRAC 21 MAR 2024
ENR 3.2 - 37	AIRAC 13 JUN 2024	ENR 3.4 - 2	13 JUN 2024	ENR 5.2 - 29	AIRAC 21 MAR 2024
ENR 3.2 - 38	AIRAC 13 JUN 2024	ENR 4.1 - 1	AIRAC 31 OCT 2024	ENR 5.2 - 30	AIRAC 21 MAR 2024
ENR 3.2 - 39	AIRAC 31 OCT 2024	ENR 4.1 - 2	AIRAC 31 OCT 2024	ENR 5.2 - 31	AIRAC 21 MAR 2024
ENR 3.2 - 40	AIRAC 31 OCT 2024	ENR 4.2 - 1	26 JAN 2023	ENR 5.2 - 32	AIRAC 21 MAR 2024
ENR 3.2 - 41	AIRAC 31 OCT 2024	ENR 4.2 - 2	26 JAN 2023	ENR 5.2 - 33	AIRAC 23 MAR 2023
ENR 3.2 - 42	AIRAC 31 OCT 2024	ENR 4.3 - 1	15 JUL 2021	ENR 5.2 - 34	AIRAC 23 MAR 2023
ENR 3.2 - 43	AIRAC 31 OCT 2024	ENR 4.3 - 2	15 JUL 2021	ENR 5.2 - 35	AIRAC 23 MAR 2023
ENR 3.2 - 44	AIRAC 31 OCT 2024	ENR 4.4 - 1	AIRAC 13 JUN 2024	ENR 5.2 - 36	AIRAC 23 MAR 2023
ENR 3.2 - 45	AIRAC 28 NOV 2024	ENR 4.4 - 2	AIRAC 13 JUN 2024	ENR 5.2 - 37	AIRAC 21 MAR 2024
ENR 3.2 - 46	AIRAC 28 NOV 2024	ENR 4.4 - 3	AIRAC 31 OCT 2024	ENR 5.2 - 38	AIRAC 21 MAR 2024
ENR 3.2 - 47	AIRAC 13 JUN 2024	ENR 4.4 - 4	AIRAC 31 OCT 2024	ENR 5.2 - 39	AIRAC 21 MAR 2024
ENR 3.2 - 48	AIRAC 13 JUN 2024	ENR 4.4 - 5	AIRAC 31 OCT 2024	ENR 5.2 - 40	AIRAC 21 MAR 2024
ENR 3.2 - 49	AIRAC 13 JUN 2024	ENR 4.4 - 6	AIRAC 31 OCT 2024	ENR 5.2 - 41	13 JUN 2024
ENR 3.2 - 50	AIRAC 13 JUN 2024	ENR 4.4 - 7	AIRAC 31 OCT 2024	ENR 5.2 - 42	13 JUN 2024
ENR 3.2 - 51	AIRAC 13 JUN 2024	ENR 4.4 - 8	AIRAC 31 OCT 2024	ENR 5.3 - 1	05 SEP 2024
ENR 3.2 - 52	AIRAC 13 JUN 2024	ENR 4.4 - 9	AIRAC 31 OCT 2024	ENR 5.3 - 2	05 SEP 2024
ENR 3.2 - 53	AIRAC 13 JUN 2024	ENR 4.4 - 10	AIRAC 31 OCT 2024	ENR 5.4 - 1	18 APR 2024
ENR 3.2 - 54	AIRAC 13 JUN 2024	ENR 4.4 - 11	AIRAC 31 OCT 2024	ENR 5.4 - 2	18 APR 2024
ENR 3.2 - 55	AIRAC 31 OCT 2024	ENR 4.4 - 12	AIRAC 31 OCT 2024	ENR 5.5 - 1	AIRAC 21 MAR 2024
ENR 3.2 - 56	AIRAC 31 OCT 2024	ENR 4.4 - 13	AIRAC 31 OCT 2024	ENR 5.5 - 2	AIRAC 21 MAR 2024
ENR 3.2 - 57	AIRAC 28 NOV 2024	ENR 4.4 - 14	AIRAC 31 OCT 2024	ENR 5.5 - 3	AIRAC 21 MAR 2024
ENR 3.2 - 58	AIRAC 28 NOV 2024	ENR 4.5 - 1	26 JAN 2023	ENR 5.5 - 4	AIRAC 21 MAR 2024
ENR 3.2 - 59	AIRAC 26 DEC 2024	ENR 4.5 - 2	26 JAN 2023	ENR 5.5 - 5	AIRAC 24 MAR 2022
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ENR 3.2 - 61	AIRAC 31 OCT 2024	ENR 5.1 - 2	AIRAC 21 MAR 2024	ENR 5.5 - 7	AIRAC 24 MAR 2022
ENR 3.2 - 62	AIRAC 31 OCT 2024	ENR 5.1 - 3	AIRAC 21 MAR 2024	ENR 5.5 - 8	AIRAC 24 MAR 2022
ENR 3.2 - 63	AIRAC 28 NOV 2024	ENR 5.1 - 4	AIRAC 21 MAR 2024	ENR 5.5 - 9	AIRAC 21 MAR 2024
ENR 3.2 - 64	AIRAC 28 NOV 2024	ENR 5.1 - 5	AIRAC 21 MAR 2024	ENR 5.5 - 10	AIRAC 21 MAR 2024
ENR 3.2 - 65	AIRAC 31 OCT 2024	ENR 5.1 - 6	AIRAC 21 MAR 2024	ENR 5.5 - 11	AIRAC 21 MAR 2024
ENR 3.2 - 66	AIRAC 31 OCT 2024	ENR 5.1 - 7	AIRAC 21 MAR 2024	ENR 5.5 - 12	AIRAC 21 MAR 2024
ENR 3.2 - 67	AIRAC 13 JUN 2024	ENR 5.1 - 8	AIRAC 21 MAR 2024	ENR 5.5 - 13	13 JUN 2024
ENR 3.2 - 68	AIRAC 13 JUN 2024	ENR 5.1 - 9	16 MAY 2024	ENR 5.5 - 14	13 JUN 2024
ENR 3.2 - 69	AIRAC 31 OCT 2024	ENR 5.1 - 10	16 MAY 2024	ENR 5.5 - 15	AIRAC 21 MAR 2024
ENR 3.2 - 70	AIRAC 31 OCT 2024	ENR 5.1 - 11	AIRAC 21 MAR 2024	ENR 5.5 - 16	AIRAC 21 MAR 2024
ENR 3.2 - 71	AIRAC 13 JUN 2024	ENR 5.1 - 12	AIRAC 21 MAR 2024	ENR 5.5 - 17	11 JUL 2024
ENR 3.2 - 72	AIRAC 13 JUN 2024	ENR 5.1 - 13	AIRAC 21 MAR 2024	ENR 5.5 - 18	11 JUL 2024
ENR 3.2 - 73	AIRAC 13 JUN 2024	ENR 5.1 - 14	AIRAC 21 MAR 2024	ENR 5.5 - 19	25 JAN 2024
ENR 3.2 - 74	AIRAC 13 JUN 2024	ENR 5.1 - 15	AIRAC 21 MAR 2024	ENR 5.5 - 20	25 JAN 2024
ENR 3.2 - 75	AIRAC 13 JUN 2024	ENR 5.1 - 16	AIRAC 21 MAR 2024	ENR 5.6 - 1	15 OCT 2015
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ENR 3.2 - 78	AIRAC 13 JUN 2024	ENR 5.1 - 19	AIRAC 21 MAR 2024	ENR 5.6 - 4	13 JUN 2024
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ENR 3.2 - 81	AIRAC 28 NOV 2024	ENR 5.2 - 2	AIRAC 21 MAR 2024	ENR 5.6 - 7	13 JUN 2024
ENR 3.2 - 82	AIRAC 28 NOV 2024	ENR 5.2 - 3	AIRAC 21 MAR 2024	ENR 5.6 - 8	13 JUN 2024
ENR 3.2 - 83	AIRAC 13 JUN 2024	ENR 5.2 - 4	AIRAC 21 MAR 2024	ENR 6 - 1	18 MAY 2023
ENR 3.2 - 84	AIRAC 13 JUN 2024	ENR 5.2 - 5	AIRAC 21 MAR 2024	ENR 6 - 2	18 MAY 2023
ENR 3.2 - 85	AIRAC 13 JUN 2024	ENR 5.2 - 6	AIRAC 21 MAR 2024	ENR 6.1 - 1	05 SEP 2024
ENR 3.2 - 86	AIRAC 13 JUN 2024	ENR 5.2 - 7	AIRAC 21 MAR 2024	ENR 6.1 - 2	05 SEP 2024
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ENR 3.3 - 2	AIRAC 22 FEB 2024	ENR 5.2 - 11	AIRAC 21 MAR 2024	ENR 6.4 - 2	AIRAC 31 OCT 2024
ENR 3.3 - 3	AIRAC 22 FEB 2024	ENR 5.2 - 12	AIRAC 21 MAR 2024	ENR 6.5 - 1	26 DEC 2024
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ENR 3.3 - 7	AIRAC 22 FEB 2024	ENR 5.2 - 16	AIRAC 21 MAR 2024		
ENR 3.3 - 8	AIRAC 22 FEB 2024	ENR 5.2 - 17	AIRAC 21 MAR 2024		
ENR 3.3 - 9	AIRAC 31 OCT 2024	ENR 5.2 - 18	AIRAC 21 MAR 2024		
ENR 3.3 - 10	AIRAC 31 OCT 2024	ENR 5.2 - 19	AIRAC 21 MAR 2024		
ENR 3.3 - 11	AIRAC 31 OCT 2024	ENR 5.2 - 20	AIRAC 21 MAR 2024		
ENR 3.3 - 12	AIRAC 31 OCT 2024	ENR 5.2 - 21	AIRAC 21 MAR 2024		
ENR 3.3 - 13	AIRAC 22 FEB 2024	ENR 5.2 - 22	AIRAC 21 MAR 2024		
ENR 3.3 - 14	AIRAC 22 FEB 2024	ENR 5.2 - 23	AIRAC 21 MAR 2024		
ENR 3.3 - 15	AIRAC 22 FEB 2024	ENR 5.2 - 24	AIRAC 21 MAR 2024		

PART 3 - AERODROMES (AD)

AD 0.1 - 1	26 JAN 2023
AD 0.1 - 2	26 JAN 2023
AD 0.2 - 1	26 JAN 2023
AD 0.2 - 2	26 JAN 2023
AD 0.3 - 1	26 JAN 2023

Page	Date	Page	Date	Page	Date
AD 0.3 - 2	26 JAN 2023	LSZB AD 2.24.7 - 3	AIRAC 18 JUN 2020	LSGC AD 2.24.9.2 - 2	AIRAC 31 OCT 2024
AD 0.4 - 1	26 JAN 2023	LSZB AD 2.24.7 - 4	AIRAC 18 JUN 2020	LSGC AD 2.24.10 - 1	AIRAC 02 NOV 2023
AD 0.4 - 2	26 JAN 2023	LSZB AD 2.24.9 - 1	AIRAC 31 OCT 2024	LSGC AD 2.24.10 - 2	AIRAC 02 NOV 2023
AD 0.5 - 1	26 JAN 2023	LSZB AD 2.24.9 - 2	AIRAC 31 OCT 2024	LSGC AD 2.24.10 - 3	AIRAC 26 DEC 2024
AD 0.5 - 2	26 JAN 2023	LSZB AD 2.24.10 - 1	10 AUG 2023	LSGC AD 2.24.10 - 4	AIRAC 26 DEC 2024
AD 0.6 - 1	28 DEC 2023	LSZB AD 2.24.10 - 2	10 AUG 2023	LSGG AD 2 - 1	AIRAC 31 OCT 2024
AD 0.6 - 2	28 DEC 2023	LSZB AD 2.24.10 - 3	10 AUG 2023	LSGG AD 2 - 2	AIRAC 31 OCT 2024
AD 0.6 - 3	28 DEC 2023	LSZB AD 2.24.10 - 4	10 AUG 2023	LSGG AD 2 - 3	28 NOV 2024
AD 0.6 - 4	28 DEC 2023	LSZB AD 2.24.10 - 5	13 JUN 2024	LSGG AD 2 - 4	28 NOV 2024
AD 0.6 - 5	28 DEC 2023	LSZB AD 2.24.10 - 6	13 JUN 2024	LSGG AD 2 - 5	26 DEC 2024
AD 0.6 - 6	28 DEC 2023	LSZB AD 2.24.10 - 7	07 SEP 2023	LSGG AD 2 - 6	26 DEC 2024
AD 0.6 - 7	28 DEC 2023	LSZB AD 2.24.10 - 8	07 SEP 2023	LSGG AD 2 - 7	AIRAC 08 AUG 2024
AD 0.6 - 8	28 DEC 2023	LSZB AD 2.24.10 - 9	07 SEP 2023	LSGG AD 2 - 8	AIRAC 08 AUG 2024
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AD 0.6 - 10	28 DEC 2023	LSZB AD 2.24.10 - 11	10 AUG 2023	LSGG AD 2 - 10	28 NOV 2024
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AD 0.6 - 13	28 DEC 2023	LSZB AD 2.24.13 - 2	AIRAC 31 OCT 2024	LSGG AD 2 - 13	AIRAC 31 OCT 2024
AD 0.6 - 14	28 DEC 2023	LSZB AD 2.24.13 - 3	AIRAC 31 OCT 2024	LSGG AD 2 - 14	AIRAC 31 OCT 2024
AD 1.1 - 1	19 MAY 2022	LSZB AD 2.24.13 - 4	AIRAC 31 OCT 2024	LSGG AD 2 - 15	AIRAC 31 OCT 2024
AD 1.1 - 2	19 MAY 2022	LSZC AD 2 - 1	28 NOV 2024	LSGG AD 2 - 16	AIRAC 31 OCT 2024
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AD 1.1 - 6	19 MAY 2022	LSZC AD 2 - 5	25 JAN 2024	LSGG AD 2 - 20	03 OCT 2024
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AD 1.2 - 2	28 DEC 2023	LSZC AD 2 - 7	AIRAC 15 JUN 2023	LSGG AD 2 - 22	03 OCT 2024
AD 1.2 - 3	19 MAY 2022	LSZC AD 2 - 8	AIRAC 15 JUN 2023	LSGG AD 2 - 23	26 DEC 2024
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AD 1.3 - 3	AIRAC 25 JAN 2024	LSZC AD 2.24.1 - 2	26 DEC 2024	LSGG AD 2 - 27	AIRAC 31 OCT 2024
AD 1.3 - 4	AIRAC 25 JAN 2024	LSZC AD 2.24.4 - 1	26 DEC 2024	LSGG AD 2 - 28	AIRAC 31 OCT 2024
AD 1.3 - 5	AIRAC 25 JAN 2024	LSZC AD 2.24.4 - 2	26 DEC 2024	LSGG AD 2 - 29	AIRAC 31 OCT 2024
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LSZB AD 2.24.1 - 1	26 JAN 2023	LSGC AD 2.24.1 - 2	AIRAC 02 NOV 2023	LSGG AD 2.24.2 - 1	28 NOV 2024
LSZB AD 2.24.1 - 2	26 JAN 2023	LSGC AD 2.24.2 - 1	AIRAC 02 NOV 2023	LSGG AD 2.24.2 - 2	28 NOV 2024
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LSZB AD 2.24.4 - 2	14 JUL 2022	LSGC AD 2.24.7 - 1	AIRAC 31 OCT 2024	LSGG AD 2.24.3 - 4	03 OCT 2024
LSZB AD 2.24.4 - 3	14 JUL 2022	LSGC AD 2.24.7 - 2	AIRAC 31 OCT 2024	LSGG AD 2.24.4 - 1	AIRAC 31 OCT 2024
LSZB AD 2.24.4 - 4	14 JUL 2022	LSGC AD 2.24.7 - 3	AIRAC 31 OCT 2024	LSGG AD 2.24.4 - 2	AIRAC 31 OCT 2024
LSZB AD 2.24.6 - 1	AIRAC 31 OCT 2024	LSGC AD 2.24.7 - 4	AIRAC 31 OCT 2024	LSGG AD 2.24.4 - 3	AIRAC 31 OCT 2024
LSZB AD 2.24.6 - 2	AIRAC 31 OCT 2024	LSGC AD 2.24.9.1 - 1	AIRAC 02 NOV 2023	LSGG AD 2.24.4 - 4	AIRAC 31 OCT 2024
LSZB AD 2.24.7 - 1	AIRAC 18 JUN 2020	LSGC AD 2.24.9.1 - 2	AIRAC 02 NOV 2023	LSGG AD 2.24.5 - 1	AIRAC 13 SEP 2018
LSZB AD 2.24.7 - 2	AIRAC 18 JUN 2020	LSGC AD 2.24.9.2 - 1	AIRAC 31 OCT 2024	LSGG AD 2.24.5 - 2	AIRAC 13 SEP 2018

Page	Date	Page	Date	Page	Date
LSGG AD 2.24.6 - 1	AIRAC 31 OCT 2024	LSZG AD 2.24.10 - 2	AIRAC 31 OCT 2024	LSMP AD 2.24.9 - 1	AIRAC 31 OCT 2024
LSGG AD 2.24.6 - 2	AIRAC 31 OCT 2024	LSZA AD 2 - 1	28 DEC 2023	LSMP AD 2.24.9 - 2	AIRAC 31 OCT 2024
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LSGG AD 2.24.6 - 4	AIRAC 31 OCT 2024	LSZA AD 2 - 3	28 NOV 2024	LSMP AD 2.24.10 - 2	AIRAC 31 OCT 2024
LSGG AD 2.24.7 - 1	AIRAC 31 OCT 2024	LSZA AD 2 - 4	28 NOV 2024	LSMP AD 2.24.10 - 3	AIRAC 31 OCT 2024
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LSGG AD 2.24.7 - 4	AIRAC 31 OCT 2024	LSZA AD 2 - 7	AIRAC 08 AUG 2024	LSMP AD 2.24.10 - 6	AIRAC 31 OCT 2024
LSGG AD 2.24.7 - 5	AIRAC 31 OCT 2024	LSZA AD 2 - 8	AIRAC 08 AUG 2024	LSZR AD 2 - 1	05 SEP 2024
LSGG AD 2.24.7 - 6	AIRAC 31 OCT 2024	LSZA AD 2 - 9	AIRAC 08 AUG 2024	LSZR AD 2 - 2	05 SEP 2024
LSGG AD 2.24.7 - 7	AIRAC 31 OCT 2024	LSZA AD 2 - 10	AIRAC 08 AUG 2024	LSZR AD 2 - 3	28 NOV 2024
LSGG AD 2.24.7 - 8	AIRAC 31 OCT 2024	LSZA AD 2 - 11	03 OCT 2024	LSZR AD 2 - 4	28 NOV 2024
LSGG AD 2.24.9 - 1	AIRAC 31 OCT 2024	LSZA AD 2 - 12	03 OCT 2024	LSZR AD 2 - 5	28 NOV 2024
LSGG AD 2.24.9 - 2	AIRAC 31 OCT 2024	LSZA AD 2 - 13	AIRAC 08 AUG 2024	LSZR AD 2 - 6	28 NOV 2024
LSGG AD 2.24.9 - 3	AIRAC 31 OCT 2024	LSZA AD 2 - 14	AIRAC 08 AUG 2024	LSZR AD 2 - 7	AIRAC 08 AUG 2024
LSGG AD 2.24.9 - 4	AIRAC 31 OCT 2024	LSZA AD 2 - 15	AIRAC 08 AUG 2024	LSZR AD 2 - 8	AIRAC 08 AUG 2024
LSGG AD 2.24.9 - 5	AIRAC 31 OCT 2024	LSZA AD 2 - 16	AIRAC 08 AUG 2024	LSZR AD 2 - 9	AIRAC 08 AUG 2024
LSGG AD 2.24.9 - 6	AIRAC 31 OCT 2024	LSZA AD 2 - 17	AIRAC 08 AUG 2024	LSZR AD 2 - 10	AIRAC 08 AUG 2024
LSGG AD 2.24.9 - 7	AIRAC 31 OCT 2024	LSZA AD 2 - 18	AIRAC 08 AUG 2024	LSZR AD 2 - 11	20 MAY 2021
LSGG AD 2.24.9 - 8	AIRAC 31 OCT 2024	LSZA AD 2 - 19	AIRAC 08 AUG 2024	LSZR AD 2 - 12	20 MAY 2021
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LSGG AD 2.24.9 - 10	AIRAC 31 OCT 2024	LSZA AD 2 - 21	AIRAC 08 AUG 2024	LSZR AD 2 - 14	20 MAY 2021
LSGG AD 2.24.9 - 11	AIRAC 31 OCT 2024	LSZA AD 2 - 22	AIRAC 08 AUG 2024	LSZR AD 2 - 15	20 MAY 2021
LSGG AD 2.24.9 - 12	AIRAC 31 OCT 2024	LSZA AD 2.24.1 - 1	26 DEC 2024	LSZR AD 2 - 16	20 MAY 2021
LSGG AD 2.24.10 - 1	AIRAC 31 OCT 2024	LSZA AD 2.24.1 - 2	26 DEC 2024	LSZR AD 2 - 17	AIRAC 05 OCT 2023
LSGG AD 2.24.10 - 2	AIRAC 31 OCT 2024	LSZA AD 2.24.2 - 1	26 DEC 2024	LSZR AD 2 - 18	AIRAC 05 OCT 2023
LSGG AD 2.24.10 - 3	AIRAC 31 OCT 2024	LSZA AD 2.24.2 - 2	26 DEC 2024	LSZR AD 2 - 19	AIRAC 08 AUG 2024
LSGG AD 2.24.10 - 4	AIRAC 31 OCT 2024	LSZA AD 2.24.4 - 1	11 JUL 2024	LSZR AD 2 - 20	AIRAC 08 AUG 2024
LSGG AD 2.24.10 - 5	AIRAC 31 OCT 2024	LSZA AD 2.24.4 - 2	11 JUL 2024	LSZR AD 2.24.1 - 1	26 DEC 2024
LSGG AD 2.24.10 - 6	AIRAC 31 OCT 2024	LSZA AD 2.24.4 - 3	11 JUL 2024	LSZR AD 2.24.1 - 2	26 DEC 2024
LSGG AD 2.24.10 - 7	AIRAC 31 OCT 2024	LSZA AD 2.24.4 - 4	11 JUL 2024	LSZR AD 2.24.4 - 1	26 DEC 2024
LSGG AD 2.24.10 - 8	AIRAC 31 OCT 2024	LSZA AD 2.24.7 - 1	AIRAC 15 JUL 2021	LSZR AD 2.24.4 - 2	26 DEC 2024
LSGG AD 2.24.13 - 1	AIRAC 31 OCT 2024	LSZA AD 2.24.7 - 2	AIRAC 15 JUL 2021	LSZR AD 2.24.7 - 1	26 DEC 2024
LSGG AD 2.24.13 - 2	AIRAC 31 OCT 2024	LSZA AD 2.24.7 - 3	30 DEC 2021	LSZR AD 2.24.7 - 2	26 DEC 2024
LSGG AD 2.24.13 - 3	AIRAC 31 OCT 2024	LSZA AD 2.24.7 - 4	30 DEC 2021	LSZR AD 2.24.7 - 3	26 DEC 2024
LSGG AD 2.24.13 - 4	AIRAC 31 OCT 2024	LSZA AD 2.24.7 - 5	30 DEC 2021	LSZR AD 2.24.7 - 4	26 DEC 2024
LSZG AD 2 - 1	28 NOV 2024	LSZA AD 2.24.7 - 6	30 DEC 2021	LSZR AD 2.24.7 - 5	26 DEC 2024
LSZG AD 2 - 2	28 NOV 2024	LSZA AD 2.24.9 - 1	30 DEC 2021	LSZR AD 2.24.7 - 6	26 DEC 2024
LSZG AD 2 - 3	28 NOV 2024	LSZA AD 2.24.9 - 2	30 DEC 2021	LSZR AD 2.24.7 - 7	26 DEC 2024
LSZG AD 2 - 4	28 NOV 2024	LSZA AD 2.24.10 - 1	30 JAN 2020	LSZR AD 2.24.7 - 8	26 DEC 2024
LSZG AD 2 - 5	13 JUN 2024	LSZA AD 2.24.10 - 2	30 JAN 2020	LSZR AD 2.24.7 - 9	26 DEC 2024
LSZG AD 2 - 6	13 JUN 2024	LSZA AD 2.24.10 - 3	30 JAN 2020	LSZR AD 2.24.7 - 10	26 DEC 2024
LSZG AD 2 - 7	05 SEP 2024	LSZA AD 2.24.10 - 4	30 JAN 2020	LSZR AD 2.24.7 - 11	26 DEC 2024
LSZG AD 2 - 8	05 SEP 2024	LSZA AD 2.24.10 - 5	18 APR 2024	LSZR AD 2.24.7 - 12	26 DEC 2024
LSZG AD 2 - 9	AIRAC 31 OCT 2024	LSZA AD 2.24.10 - 6	18 APR 2024	LSZR AD 2.24.9 - 1	26 DEC 2024
LSZG AD 2 - 10	AIRAC 31 OCT 2024	LSZA AD 2.24.10 - 7	18 APR 2024	LSZR AD 2.24.9 - 2	26 DEC 2024
LSZG AD 2 - 11	AIRAC 31 OCT 2024	LSZA AD 2.24.10 - 8	18 APR 2024	LSZR AD 2.24.9 - 3	26 DEC 2024
LSZG AD 2 - 12	AIRAC 31 OCT 2024	LSMP AD 2 - 1	26 DEC 2024	LSZR AD 2.24.9 - 4	26 DEC 2024
LSZG AD 2 - 13	AIRAC 31 OCT 2024	LSMP AD 2 - 2	26 DEC 2024	LSZR AD 2.24.9 - 5	26 DEC 2024
LSZG AD 2 - 14	AIRAC 31 OCT 2024	LSMP AD 2 - 3	28 NOV 2024	LSZR AD 2.24.9 - 6	26 DEC 2024
LSZG AD 2 - 15	AIRAC 31 OCT 2024	LSMP AD 2 - 4	28 NOV 2024	LSZR AD 2.24.10 - 1	26 DEC 2024
LSZG AD 2 - 16	AIRAC 31 OCT 2024	LSMP AD 2 - 5	14 JUL 2022	LSZR AD 2.24.10 - 2	26 DEC 2024
LSZG AD 2.24.1 - 1	05 SEP 2024	LSMP AD 2 - 6	14 JUL 2022	LSZR AD 2.24.10 - 3	26 DEC 2024
LSZG AD 2.24.1 - 2	05 SEP 2024	LSMP AD 2 - 7	28 NOV 2024	LSZR AD 2.24.10 - 4	26 DEC 2024
LSZG AD 2.24.1 - 3	05 SEP 2024	LSMP AD 2 - 8	28 NOV 2024	LSZR AD 2.24.10 - 5	26 DEC 2024
LSZG AD 2.24.1 - 4	05 SEP 2024	LSMP AD 2 - 9	AIRAC 21 MAR 2024	LSZR AD 2.24.10 - 6	26 DEC 2024
LSZG AD 2.24.2 - 1	AIRAC 21 MAR 2024	LSMP AD 2 - 10	AIRAC 21 MAR 2024	LSZR AD 2.24.13 - 1	26 DEC 2024
LSZG AD 2.24.2 - 2	AIRAC 21 MAR 2024	LSMP AD 2 - 11	AIRAC 31 OCT 2024	LSZR AD 2.24.13 - 2	26 DEC 2024
LSZG AD 2.24.2 - 3	25 FEB 2021	LSMP AD 2 - 12	AIRAC 31 OCT 2024	LSZS AD 2 - 1	05 SEP 2024
LSZG AD 2.24.2 - 4	25 FEB 2021	LSMP AD 2 - 13	AIRAC 31 OCT 2024	LSZS AD 2 - 2	05 SEP 2024
LSZG AD 2.24.4 - 1	26 APR 2018	LSMP AD 2 - 14	AIRAC 31 OCT 2024	LSZS AD 2 - 3	28 NOV 2024
LSZG AD 2.24.4 - 2	26 APR 2018	LSMP AD 2 - 15	AIRAC 31 OCT 2024	LSZS AD 2 - 4	28 NOV 2024
LSZG AD 2.24.7 - 1	AIRAC 31 OCT 2024	LSMP AD 2 - 16	AIRAC 31 OCT 2024	LSZS AD 2 - 5	28 NOV 2024
LSZG AD 2.24.7 - 2	AIRAC 31 OCT 2024	LSMP AD 2.24.1 - 1	AIRAC 31 OCT 2024	LSZS AD 2 - 6	28 NOV 2024
LSZG AD 2.24.7 - 3	AIRAC 31 OCT 2024	LSMP AD 2.24.1 - 2	AIRAC 31 OCT 2024	LSZS AD 2 - 7	05 SEP 2024
LSZG AD 2.24.7 - 4	AIRAC 31 OCT 2024	LSMP AD 2.24.4 - 1	AIRAC 31 OCT 2024	LSZS AD 2 - 8	05 SEP 2024
LSZG AD 2.24.7 - 5	AIRAC 31 OCT 2024	LSMP AD 2.24.4 - 2	AIRAC 31 OCT 2024	LSZS AD 2 - 9	05 SEP 2024
LSZG AD 2.24.7 - 6	AIRAC 31 OCT 2024	LSMP AD 2.24.4 - 3	AIRAC 31 OCT 2024	LSZS AD 2 - 10	05 SEP 2024
LSZG AD 2.24.7 - 7	AIRAC 31 OCT 2024	LSMP AD 2.24.4 - 4	AIRAC 31 OCT 2024	LSZS AD 2 - 11	28 DEC 2023
LSZG AD 2.24.7 - 8	AIRAC 31 OCT 2024	LSMP AD 2.24.7 - 1	AIRAC 31 OCT 2024	LSZS AD 2 - 12	28 DEC 2023
LSZG AD 2.24.10 - 1	AIRAC 31 OCT 2024	LSMP AD 2.24.7 - 2	AIRAC 31 OCT 2024	LSZS AD 2 - 13	21 MAR 2024

Page	Date	Page	Date	Page	Date
LSZS AD 2 - 14	21 MAR 2024	LSZH AD 2 - 5	28 NOV 2024	LSZH AD 2 - 76	AIRAC 03 OCT 2024
LSZS AD 2.24.1 - 1	05 SEP 2024	LSZH AD 2 - 6	28 NOV 2024	LSZH AD 2.24.1 - 1	28 NOV 2024
LSZS AD 2.24.1 - 2	05 SEP 2024	LSZH AD 2 - 7	15 JUN 2023	LSZH AD 2.24.1 - 2	28 NOV 2024
LSZS AD 2.24.4 - 1	AIRAC 05 DEC 2019	LSZH AD 2 - 8	15 JUN 2023	LSZH AD 2.24.3 - 1	28 NOV 2024
LSZS AD 2.24.4 - 2	AIRAC 05 DEC 2019	LSZH AD 2 - 9	07 SEP 2023	LSZH AD 2.24.3 - 2	28 NOV 2024
LSZS AD 2.24.4 - 3	AIRAC 05 DEC 2019	LSZH AD 2 - 10	07 SEP 2023	LSZH AD 2.24.3 - 3	28 NOV 2024
LSZS AD 2.24.4 - 4	AIRAC 05 DEC 2019	LSZH AD 2 - 11	28 NOV 2024	LSZH AD 2.24.3 - 4	28 NOV 2024
LSZS AD 2.24.7 - 1	AIRAC 05 DEC 2019	LSZH AD 2 - 12	28 NOV 2024	LSZH AD 2.24.3 - 5	28 NOV 2024
LSZS AD 2.24.7 - 2	AIRAC 05 DEC 2019	LSZH AD 2 - 13	AIRAC 08 AUG 2024	LSZH AD 2.24.3 - 6	28 NOV 2024
LSZS AD 2.24.7 - 3	AIRAC 05 DEC 2019	LSZH AD 2 - 14	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 1	15 JUN 2023
LSZS AD 2.24.7 - 4	AIRAC 05 DEC 2019	LSZH AD 2 - 15	28 NOV 2024	LSZH AD 2.24.4 - 2	15 JUN 2023
LSZS AD 2.24.7 - 5	AIRAC 24 MAR 2022	LSZH AD 2 - 16	28 NOV 2024	LSZH AD 2.24.4 - 3	15 JUN 2023
LSZS AD 2.24.7 - 6	AIRAC 24 MAR 2022	LSZH AD 2 - 17	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 4	15 JUN 2023
LSZS AD 2.24.7 - 7	AIRAC 24 MAR 2022	LSZH AD 2 - 18	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 5	15 JUN 2023
LSZS AD 2.24.7 - 8	AIRAC 24 MAR 2022	LSZH AD 2 - 19	31 OCT 2024	LSZH AD 2.24.4 - 6	15 JUN 2023
LSZS AD 2.24.10 - 1	AIRAC 03 NOV 2022	LSZH AD 2 - 20	31 OCT 2024	LSZH AD 2.24.4 - 7	15 JUN 2023
LSZS AD 2.24.10 - 2	AIRAC 03 NOV 2022	LSZH AD 2 - 21	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 8	15 JUN 2023
LSZS AD 2.24.10 - 3	AIRAC 24 MAR 2022	LSZH AD 2 - 22	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 9	AIRAC 30 NOV 2023
LSZS AD 2.24.10 - 4	AIRAC 24 MAR 2022	LSZH AD 2 - 23	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 10	AIRAC 30 NOV 2023
LSZS AD 2.24.11 - 1	AIRAC 21 MAR 2024	LSZH AD 2 - 24	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 11	15 JUN 2023
LSZS AD 2.24.11 - 2	AIRAC 21 MAR 2024	LSZH AD 2 - 25	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 12	15 JUN 2023
LSZS AD 2.24.12 - 1	AIRAC 16 MAY 2024	LSZH AD 2 - 26	AIRAC 08 AUG 2024	LSZH AD 2.24.5 - 1	AIRAC 07 DEC 2017
LSZS AD 2.24.12 - 2	AIRAC 16 MAY 2024	LSZH AD 2 - 27	AIRAC 08 AUG 2024	LSZH AD 2.24.5 - 2	AIRAC 07 DEC 2017
LSGS AD 2 - 1	AIRAC 13 JUN 2024	LSZH AD 2 - 28	AIRAC 08 AUG 2024	LSZH AD 2.24.5 - 3	AIRAC 07 DEC 2017
LSGS AD 2 - 2	AIRAC 13 JUN 2024	LSZH AD 2 - 29	AIRAC 08 AUG 2024	LSZH AD 2.24.5 - 4	AIRAC 07 DEC 2017
LSGS AD 2 - 3	28 NOV 2024	LSZH AD 2 - 30	AIRAC 08 AUG 2024	LSZH AD 2.24.6 - 1	AIRAC 24 MAR 2022
LSGS AD 2 - 4	28 NOV 2024	LSZH AD 2 - 31	AIRAC 26 DEC 2024	LSZH AD 2.24.6 - 2	AIRAC 24 MAR 2022
LSGS AD 2 - 5	28 NOV 2024	LSZH AD 2 - 32	AIRAC 26 DEC 2024	LSZH AD 2.24.6 - 3	AIRAC 15 JUN 2023
LSGS AD 2 - 6	28 NOV 2024	LSZH AD 2 - 33	AIRAC 08 AUG 2024	LSZH AD 2.24.6 - 4	AIRAC 15 JUN 2023
LSGS AD 2 - 7	13 JUN 2024	LSZH AD 2 - 34	AIRAC 08 AUG 2024	LSZH AD 2.24.7.1 - 1	AIRAC 25 JAN 2024
LSGS AD 2 - 8	13 JUN 2024	LSZH AD 2 - 35	AIRAC 08 AUG 2024	LSZH AD 2.24.7.1 - 2	AIRAC 25 JAN 2024
LSGS AD 2 - 9	AIRAC 13 JUN 2024	LSZH AD 2 - 36	AIRAC 08 AUG 2024	LSZH AD 2.24.7.1 - 3	AIRAC 25 JAN 2024
LSGS AD 2 - 10	AIRAC 13 JUN 2024	LSZH AD 2 - 37	AIRAC 08 AUG 2024	LSZH AD 2.24.7.1 - 4	AIRAC 25 JAN 2024
LSGS AD 2 - 11	AIRAC 13 JUN 2024	LSZH AD 2 - 38	AIRAC 08 AUG 2024	LSZH AD 2.24.7.1 - 5	AIRAC 25 JAN 2024
LSGS AD 2 - 12	AIRAC 13 JUN 2024	LSZH AD 2 - 39	AIRAC 08 AUG 2024	LSZH AD 2.24.7.1 - 6	AIRAC 25 JAN 2024
LSGS AD 2 - 13	AIRAC 31 OCT 2024	LSZH AD 2 - 40	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 1	07 OCT 2021
LSGS AD 2 - 14	AIRAC 31 OCT 2024	LSZH AD 2 - 41	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 2	07 OCT 2021
LSGS AD 2 - 15	AIRAC 31 OCT 2024	LSZH AD 2 - 42	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 3	AIRAC 15 JUN 2023
LSGS AD 2 - 16	AIRAC 31 OCT 2024	LSZH AD 2 - 43	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 4	AIRAC 15 JUN 2023
LSGS AD 2 - 17	AIRAC 13 JUN 2024	LSZH AD 2 - 44	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 5	AIRAC 18 MAY 2023
LSGS AD 2 - 18	AIRAC 13 JUN 2024	LSZH AD 2 - 45	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 6	AIRAC 18 MAY 2023
LSGS AD 2 - 19	AIRAC 13 JUN 2024	LSZH AD 2 - 46	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 7	AIRAC 15 JUN 2023
LSGS AD 2 - 20	AIRAC 13 JUN 2024	LSZH AD 2 - 47	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 8	AIRAC 15 JUN 2023
LSGS AD 2 - 21	AIRAC 13 JUN 2024	LSZH AD 2 - 48	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 1	AIRAC 15 JUN 2023
LSGS AD 2 - 22	AIRAC 13 JUN 2024	LSZH AD 2 - 49	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 2	AIRAC 15 JUN 2023
LSGS AD 2.24.1 - 1	21 MAR 2024	LSZH AD 2 - 50	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 3	07 OCT 2021
LSGS AD 2.24.1 - 2	21 MAR 2024	LSZH AD 2 - 51	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 4	07 OCT 2021
LSGS AD 2.24.2 - 1	08 AUG 2024	LSZH AD 2 - 52	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 5	07 OCT 2021
LSGS AD 2.24.2 - 2	08 AUG 2024	LSZH AD 2 - 53	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 6	07 OCT 2021
LSGS AD 2.24.4 - 1	AIRAC 13 JUN 2024	LSZH AD 2 - 54	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 7	AIRAC 18 MAY 2023
LSGS AD 2.24.4 - 2	AIRAC 13 JUN 2024	LSZH AD 2 - 55	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 8	AIRAC 18 MAY 2023
LSGS AD 2.24.7 - 1	AIRAC 31 OCT 2024	LSZH AD 2 - 56	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 9	07 OCT 2021
LSGS AD 2.24.7 - 2	AIRAC 31 OCT 2024	LSZH AD 2 - 57	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 10	07 OCT 2021
LSGS AD 2.24.7 - 3	AIRAC 31 OCT 2024	LSZH AD 2 - 58	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 1	AIRAC 24 MAR 2022
LSGS AD 2.24.7 - 4	AIRAC 31 OCT 2024	LSZH AD 2 - 59	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 2	AIRAC 24 MAR 2022
LSGS AD 2.24.9 - 1	AIRAC 31 OCT 2024	LSZH AD 2 - 60	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 3	AIRAC 15 JUN 2023
LSGS AD 2.24.9 - 2	AIRAC 31 OCT 2024	LSZH AD 2 - 61	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 4	AIRAC 15 JUN 2023
LSGS AD 2.24.10 - 1	AIRAC 13 JUN 2024	LSZH AD 2 - 62	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 5	AIRAC 18 MAY 2023
LSGS AD 2.24.10 - 2	AIRAC 13 JUN 2024	LSZH AD 2 - 63	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 6	AIRAC 18 MAY 2023
LSGS AD 2.24.10 - 3	AIRAC 13 JUN 2024	LSZH AD 2 - 64	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 7	AIRAC 24 MAR 2022
LSGS AD 2.24.10 - 4	AIRAC 13 JUN 2024	LSZH AD 2 - 65	AIRAC 03 OCT 2024	LSZH AD 2.24.7.4 - 8	AIRAC 24 MAR 2022
LSGS AD 2.24.10 - 5	AIRAC 13 JUN 2024	LSZH AD 2 - 66	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 1	07 OCT 2021
LSGS AD 2.24.10 - 6	AIRAC 13 JUN 2024	LSZH AD 2 - 67	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 2	07 OCT 2021
LSGS AD 2.24.13 - 1	AIRAC 13 JUN 2024	LSZH AD 2 - 68	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 3	07 OCT 2021
LSGS AD 2.24.13 - 2	AIRAC 13 JUN 2024	LSZH AD 2 - 69	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 4	07 OCT 2021
LSGS AD 2.24.13 - 3	AIRAC 13 JUN 2024	LSZH AD 2 - 70	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 5	AIRAC 15 JUN 2023
LSGS AD 2.24.13 - 4	AIRAC 13 JUN 2024	LSZH AD 2 - 71	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 6	AIRAC 15 JUN 2023
LSZH AD 2 - 1	AIRAC 08 AUG 2024	LSZH AD 2 - 72	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 7	AIRAC 18 MAY 2023
LSZH AD 2 - 2	AIRAC 08 AUG 2024	LSZH AD 2 - 73	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 8	AIRAC 18 MAY 2023
LSZH AD 2 - 3	28 NOV 2024	LSZH AD 2 - 74	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 9	07 OCT 2021
LSZH AD 2 - 4	28 NOV 2024	LSZH AD 2 - 75	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 10	07 OCT 2021

Page	Date	Page	Date	Page	Date
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				
LSZH AD 2.24.9.1 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.2 - 1	AIRAC 15 JUN 2023				
LSZH AD 2.24.9.2 - 2	AIRAC 15 JUN 2023				
LSZH AD 2.24.9.3 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.3 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.10.1 - 1	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 2	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 4	AIRAC 15 JUN 2023				
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				
LSZH AD 2.24.10.2 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 1	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 2	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 6	AIRAC 15 JUN 2023				
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 03 OCT 2024				
LSZH AD 2.24.10.4 - 4	AIRAC 03 OCT 2024				
LSZH AD 2.24.10.4 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 7	18 APR 2024				
LSZH AD 2.24.10.4 - 8	18 APR 2024				
LSZH AD 2.24.13 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.13 - 2	AIRAC 24 MAR 2022				

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GEN 0.6 TABLE OF CONTENTS TO PART 1**GEN 0**

GEN 0.1	PREFACE	GEN 0.1 - 1
	1. Name of the publishing organisation	GEN 0.1 - 1
	2. Applicable ICAO documents	GEN 0.1 - 1
	3. The AIP structure and established regular amendment interval	GEN 0.1 - 1
	4. Service to contact in case of detected AIP errors or omissions and missing pages	GEN 0.1 - 2
GEN 0.2	RECORD OF AIP AMENDMENTS	GEN 0.2 - 1
GEN 0.3	RECORD OF SUPPLEMENTS	GEN 0.3 - 1
GEN 0.4	CHECKLIST OF AIP PAGES	GEN 0.4 - 1
GEN 0.5	LIST OF HAND AMENDMENTS TO THE AIP	GEN 0.5 - 1
GEN 0.6	TABLE OF CONTENTS TO PART 1	GEN 0.6 - 1
GEN 1	NATIONAL REGULATIONS AND REQUIREMENTS	GEN 1.1 - 1
GEN 1.1	DESIGNATED AUTHORITIES	GEN 1.1 - 1
	1. Aeronautical Authority	GEN 1.1 - 1
	2. Meteorological Authority	GEN 1.1 - 1
	3. Customs	GEN 1.1 - 1
	4. Immigration	GEN 1.1 - 1
	5. Health	GEN 1.1 - 1
	6. En-route and aerodrome/heliport charges	GEN 1.1 - 2
	7. Agricultural quarantine	GEN 1.1 - 2
	8. Aircraft accidents	GEN 1.1 - 2
	9. Communication	GEN 1.1 - 2
	10. Federal Office of Topography swisstopo	GEN 1.1 - 2
GEN 1.2	ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT	GEN 1.2 - 1
	1. General	GEN 1.2 - 1
	2. Scheduled flights	GEN 1.2 - 2
	3. Non-scheduled flights	GEN 1.2 - 2
	4. Private flights	GEN 1.2 - 4
	5. Flights operated for missions on behalf of State, military, customs and police	GEN 1.2 - 4
	6. ENTRY, TRANSIT AND DEPARTURE OF CIVIL AIRCRAFT ON INTERNATIONAL FLIGHTS	GEN 1.2 - 9
GEN 1.3	ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW	GEN 1.3 - 1
	1. Passengers	GEN 1.3 - 1
	2. Crews	GEN 1.3 - 2
	3. Military Personnel	GEN 1.3 - 2
GEN 1.4	ENTRY, TRANSIT AND DEPARTURE OF CARGO	GEN 1.4 - 1
	1. Customs procedures	GEN 1.4 - 1
	2. Permits, certificates, etc.	GEN 1.4 - 1
	3. Importation and transshipment of animals	GEN 1.4 - 1
	4. Importation, transshipment and exportation of war material	GEN 1.4 - 1
	5. Export and transit of "dual-use" goods (MIL and CIV application)	GEN 1.4 - 2
	6. Importation and exportation of drugs	GEN 1.4 - 2
	7. Safe transport of dangerous goods by air	GEN 1.4 - 2
	8. Carriage of human remains	GEN 1.4 - 2
GEN 1.5	AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS	GEN 1.5 - 1
	1. General	GEN 1.5 - 1
	2. Minimum required communications, navigation and surveillance equipment for IFR flights	GEN 1.5 - 1
	3. Reduced Vertical Separation Minimum (RVSM)	GEN 1.5 - 2

GEN 1.6	SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS	GEN 1.6 - 1
	1. Civil aviation legislation of Switzerland	GEN 1.6 - 1
	2. Foreign aircraft that belong to special categories	GEN 1.6 - 1
GEN 1.7	DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES	GEN 1.7 - 1
	1. ICAO standards, recommended practices and procedures	GEN 1.7 - 1
	2. Data not compliant with data quality requirements	GEN 1.7 - 25
GEN 2	TABLES AND CODES	GEN 2.1 - 1
GEN 2.1	MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS	GEN 2.1 - 1
	1. Units of measurement	GEN 2.1 - 1
	2. Temporal reference system	GEN 2.1 - 1
	3. Horizontal Reference System	GEN 2.1 - 2
	4. Vertical Reference System	GEN 2.1 - 2
	5. Aircraft nationality and registration marks	GEN 2.1 - 2
	6. Public holidays	GEN 2.1 - 3
GEN 2.2	ABBREVIATIONS USED IN AIS PUBLICATIONS	GEN 2.2 - 1
GEN 2.3	CHART SYMBOLS	GEN 2.3 - 1
GEN 2.4	LOCATION INDICATORS	GEN 2.4 - 1
GEN 2.5	LIST OF RADIO NAVIGATION AIDS	GEN 2.5 - 1
GEN 2.6	CONVERSION OF UNITS OF MEASUREMENT	GEN 2.6 - 1
GEN 2.7	SUNRISE/SUNSET	GEN 2.7 - 1
GEN 3	SERVICES	GEN 3.1 - 1
GEN 3.1	AERONAUTICAL INFORMATION SERVICES	GEN 3.1 - 1
	1. Responsible service	GEN 3.1 - 1
	2. Area of responsibility	GEN 3.1 - 1
	3. Aeronautical publications	GEN 3.1 - 1
	4. AIRAC system	GEN 3.1 - 4
	5. Pre-flight information services at aerodromes/heliports	GEN 3.1 - 5
	6. Electronic Terrain and Obstacle Data	GEN 3.1 - 6
	7. Post Flight Information	GEN 3.1 - 7
GEN 3.2	AERONAUTICAL CHARTS	GEN 3.2 - 1
	1. Responsible service	GEN 3.2 - 1
	2. Maintenance of charts	GEN 3.2 - 1
	3. Purchase arrangements	GEN 3.2 - 1
	4. Aeronautical Chart series available	GEN 3.2 - 1
	5. List of aeronautical charts available	GEN 3.2 - 2
	6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000	GEN 3.2 - 2
	7. Topographical charts	GEN 3.2 - 2
	8. Corrections to charts not contained in the AIP	GEN 3.2 - 3
GEN 3.3	AIR TRAFFIC SERVICES	GEN 3.3 - 1
	1. Responsible service	GEN 3.3 - 1
	2. Area of responsibility	GEN 3.3 - 1
	3. Types of services	GEN 3.3 - 2
	4. Coordination between the operator and ATS	GEN 3.3 - 6
	5. Minimum flight altitude	GEN 3.3 - 6
	6. ATS units address list	GEN 3.3 - 6

GEN 3.4	COMMUNICATION SERVICES	GEN 3.4 - 1
	1. Responsible service	GEN 3.4 - 1
	2. Area of responsibility	GEN 3.4 - 1
	3. Types of service	GEN 3.4 - 1
	4. Requirements and conditions	GEN 3.4 - 7
GEN 3.5	METEOROLOGICAL SERVICES	GEN 3.5 - 1
	1. Responsible service	GEN 3.5 - 1
	2. Area of responsibility	GEN 3.5 - 1
	3. Meteorological observations and reports	GEN 3.5 - 1
	4. Types of services	GEN 3.5 - 6
	5. Notification required from operators	GEN 3.5 - 11
	6. Aircraft reports	GEN 3.5 - 11
	7. VOLMET service	GEN 3.5 - 12
	8. SIGMET and AIRMET service	GEN 3.5 - 12
	9. Other automated meteorological services	GEN 3.5 - 12
GEN 3.6	SEARCH AND RESCUE	GEN 3.6 - 1
	1. Responsible service	GEN 3.6 - 1
	2. Area of responsibility	GEN 3.6 - 1
	3. SAR agreements	GEN 3.6 - 2
	4. Conditions of availability	GEN 3.6 - 2
	5. Procedures and signals used	GEN 3.6 - 2
GEN 4	CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES	GEN 4.1 - 1
GEN 4.1	AERODROME/HELIPORT CHARGES	GEN 4.1 - 1
	1. LSZB - BERN-BELP AIRPORT - Aerodrome charges	GEN 4.1 - 3
	2. LSZF - BIRRFELD AIRPORT - Aerodrome charges	GEN 4.1 - 11
	3. LSZQ - BRESSAUCOURT AIRPORT - Aerodrome charges	GEN 4.1 - 15
	4. LSGC - LES EPLATURES AIRPORT - Aerodrome charges	GEN 4.1 - 17
	5. LSGG - GENÈVE AIRPORT - Aerodrome charges	GEN 4.1 - 21
	6. LSZG - GRENCHEN AIRPORT - Aerodrome charges	GEN 4.1 - 31
	7. LSGL - LAUSANNE-LA BLECHERETTE AIRPORT - Aerodrome charges	GEN 4.1 - 35
	8. LSZA - LUGANO AIRPORT - Aerodrome charges	GEN 4.1 - 39
	9. LSZR - ST. GALLEN-ALTENRHEIN AIRPORT - Aerodrome charges	GEN 4.1 - 49
	10. LSZS - SAMEDAN AIRPORT - Aerodrome charges	GEN 4.1 - 63
	11. LSGS - SION AIRPORT - Aerodrome charges	GEN 4.1 - 71
	12. LSZH - ZURICH AIRPORT - Aerodrome charges	GEN 4.1 - 77
	13. Appendix A	GEN 4.1 - 91
	14. Appendix B	GEN 4.1 - 93
GEN 4.2	AIR NAVIGATION SERVICES CHARGES	GEN 4.2 - 1
	1. EN ROUTE AIR NAVIGATION SERVICES	GEN 4.2 - 1
	2. CATEGORY I APPROACH AIR NAVIGATION SERVICES	GEN 4.2 - 2
	3. BERN-BELP APPROACH AIR NAVIGATION SERVICES	GEN 4.2 - 3
	4. BUOCHS APPROACH AIR NAVIGATION SERVICES	GEN 4.2 - 4
	5. LES EPLATURES APPROACH AIR NAVIGATION SERVICES	GEN 4.2 - 5
	6. GRENCHEN APPROACH AIR NAVIGATION SERVICES	GEN 4.2 - 6
	7. LUGANO APPROACH AIR NAVIGATION SERVICES	GEN 4.2 - 8
	8. SION APPROACH AIR NAVIGATION SERVICES	GEN 4.2 - 9
	9. ST. GALLEN-ALTENRHEIN APPROACH AIR NAVIGATION SERVICES	GEN 4.2 - 10
	10. ANNEX 1: Approach charges for aerodromes of category I	GEN 4.2 - 12
	11. ANNEX 2: Approach charges for Category II airports	GEN 4.2 - 19

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GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES**GEN 4.1 AERODROME/HELIPORT CHARGES****Tariff regulations for public airports in Switzerland**

Regulations are published for the following aerodromes:

LSZB - BERN-BELP AIRPORT - Aerodrome charges	GEN 4.1 - 3
LSZF - BIRRFELD AIRPORT - Aerodrome charges	GEN 4.1 - 11
LSZQ - BRESSAUCOURT AIRPORT - Aerodrome charges	GEN 4.1 - 15
LSGC - LES EPLATURES AIRPORT - Aerodrome charges	GEN 4.1 - 17
LSGG - GENÈVE AIRPORT - Aerodrome charges	GEN 4.1 - 21
LSZG - GRENCHEN AIRPORT - Aerodrome charges	GEN 4.1 - 31
LSGL - LAUSANNE-LA BLECHERETTE AIRPORT - Aerodrome charges	GEN 4.1 - 35
LSZA - LUGANO AIRPORT - Aerodrome charges	GEN 4.1 - 39
LSZR - ST. GALLEN-ALTENRHEIN AIRPORT - Aerodrome charges	GEN 4.1 - 49
LSZS - SAMEDAN AIRPORT - Aerodrome charges	GEN 4.1 - 63
LSGS - SION AIRPORT - Aerodrome charges	GEN 4.1 - 71
LSZH - ZURICH AIRPORT - Aerodrome charges	GEN 4.1 - 77

Appendices

Noise classification for jet aircraft	Appendix A	GEN 4.1 - 91
Noise classification for propeller-driven aircraft	Appendix B	GEN 4.1 - 93

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Landing charges (as from 01 APR 2001)			
MTOM kg	International flights	National flights	VFR training flights *
	CHF	CHF	CHF
31001 - 32000	363.30	236.15	--
32001 - 33000	375.90	244.35	--
33001 - 34000	388.50	252.55	--
34001 - 35000	401.10	260.70	--
35001 - 36000	413.70	268.90	--
36001 - 37000	426.30	277.10	--
37001 - 38000	438.90	285.30	--
38001 - 39000	451.50	293.50	--
39001 - 40000	464.10	301.65	--

For each additional tonne or part thereof, the charge is increased by CHF 14.70 for international traffic and by CHF 9.55 for national traffic.
For Approach charges see [GEN 4.2 AIR NAVIGATION SERVICES CHARGES](#)

***Definition of VFR training FLTs**
- Training FLTs must be attended or supervised by a FLT instructor or inspector;
- Training FLTs are neither to be used for commercial purposes nor for the carriage of passengers or goods.

1.2.1.3 Helicopters

For HEL, the same rates are applicable.

1.2.1.4 Special cases

For the FLTs mentioned hereafter, the AP management may apply a reduced charge:

- technical check FLTs;
- FLTs of resident pilots who follow the formation courses and apply the noise-relevant instructions given by Bern Airport AG;
- training and check FLTs under the supervision of a FLT instructor or of an examination expert who has followed the formation courses of Bern Airport AG;
- activities for the improvement of the safety of the air traffic.

1.2.2 Noise charges

1.2.2.1 Charge duty

For an APCH and subsequent LDG, a charge is levied depending on the noise classification of each ACFT. For each "Touch-and-go" and "Go-around", the same charge is levied.

1.2.2.2 New or modified aircraft

If an operator proposes a more advantageous classification for his ACFT, he has to provide evidence by means of appropriate documentation within 60 days after the application. On condition of timely submitted evidence, the noise charges paid during this period will be reimbursed.

1.2.2.3 Jet aircraft

1.2.2.3.1 Noise class determination

Jet ACFT are classified according to the TKOF noise, as measured by the ACFT noise-measuring equipment at Zurich AP. For the classification, the difference between the energetic mean value of the noise level of an ACFT type and the energetic mean value of the noise level measured for all ACFT types is used.

1.2.2.3.2 Noise classification assignment

The assignment of each ACFT to the existing noise classes is given in [GEN 4.1 - Appendix A](#) (Noise classification for jet aircraft).

1.2.2.3.3 Charge rates

The noise-related charge is as follows:

Noise class	Charge in CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	no charge

1.2.2.4 Propeller-driven airplanes up to 8618 kg MTOM

1.2.2.4.1 Noise classification assignment

The noise charge depends on the airplane assignment to one of the classes A-D. For the assignment of Swiss ACFT, the classification list of the Swiss ACFT register is applicable. For foreign ACFT, the classification list of ACFT types [GEN 4.1 - Appendix B](#) (Noise classification for propeller-driven aircraft without special sound-proofing) applies.

1.2.2.4.2 Charge rates

The noise charge per tonne MTOM, or part thereof, is as follows:

Noise class	Charge in CHF (excl. VAT)
A	10.--
B	6.--
C	3.--
D	no charge

1.2.2.5 Helicopters and propeller-driven airplanes of more than 8618 kg MTOM

For HEL, as well as propeller-driven airplanes of more than 8618 kg MTOM, no noise charge will be levied until a relevant noise classification model is submitted.

1.2.3 Weekend surcharge (valid for all classified aircraft)

For FLT on SUN and on public HOL, double the noise-related charge is due.

1.2.4 Approaches without subsequent landing

The noise charges are also due when APCHs, without subsequent LDG, are executed for training purposes.

1.2.5 Emission-related landing charges

(WEF 01 APR 2010)

1.2.5.1 Principle

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive "Aircraft Engine Emission Charges in Switzerland" (Reference 33-05-27).

1.2.5.2 Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under ICAO Annex 16, Volume II, or
 - not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,
- are subject to the EM calculation as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \#Engines * \sum_{LTO - modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

where:

- a = 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
- a > 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard.
a = HC Dp/Foo /19.6, with a maximum value for 'a' of 4.0

LTO-Modes: ICAO Certification LTO Modes:

Mode	Time (in minutes)
Take-off	0.7
Climbout	2.2
Approach	4.0
Taxi/Idle	26.0

- # Engines: number of engines fitted to the aircraft
- Time: time in mode (see above) (in minutes)
- Fuelflow: fuel flow per mode (in kg/sec)
- NO_xEmissionfactor Measured NO_x-Emission factor per mode (in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information:

www.bazl.admin.ch -> For Specialists -> Environment

1.2.5.3 Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with

- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng.	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business- Jets	Business- Jets	Turbo- props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

1.2.5.4 Emission tariff

The applicable tariff is CHF 3.30 per Emission Value_{Aircraft}

1.3 Passenger charges

1.3.1 Charge duty

For each passenger departing aboard an ACFT, a charge is due, with the exception of the exemptions listed in [1.3.3](#).

1.3.2 Charge rates

The charge for each departing passenger amounts to:

- CHF 10.-- for passengers of international private and commercial traffic;
- CHF 10.-- for passengers of national commercial traffic;
- CHF 35.-- for all passengers of scheduled and charter traffic (incl. security noise portion CHF 19.50).

1.3.3 Charge exemption

Exempt from the charges are:

- transit passengers;
- passengers of non-commercial DOM private traffic;
- infants up to the age of two;
- passengers of sight-seeing FLTs.

1.4 Parking charges

1.4.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied, after a free parking period has elapsed.

1.4.2 Criteria for charge determination

The criteria for determining the charge are both the parking time and the parking place. Parts of a day and of an HR will be charged as a whole day or a whole HR. 24 HR is counted from the beginning of the charge duty and considered as one day. A parking place is defined by the respective indication on the area.

1.4.3 Assignment of the parking places

The AP operator determines the area on which the ACFT may be parked. The AP operator may determine a MAX period for the parking.

1.4.4 Charge rates

1.4.4.1 Hard surface areas

Fees per day for ACFT with MTOM in kg	CHF
< 2000	20.--
≥ 2000 < 5700	40.--
≥ 5700 < 10000	100.--
≥ 10000 < 20000	200.--
≥ 20000 < 30000	300.--
≥ 30000 < 40000	350.--
≥ 40000 < 50000	400.--
≥ 50000 < 60000	450.--
> 60000	500.--

The fee parking time is of 2 hours. Day = 24 hours

1.4.4.2 Night service charges

The night service charges for General Aviation ACFT which are beyond the respective operational HR are CHF 300.-- per quarter of an HR.

3. LSZQ - BRESSAUCOURT AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT BRESSAUCOURT AIRPORT**
(Of 01 JUL 2024)**3.1 General provisions****3.1.1 Legal basis**

The legal basis of the tariff regulation is article 39 of the Federal Law of Air Navigation.

3.1.2 Jurisdiction

This tariff regulation is applicable to the use of Bressaucourt regional AP.

As a licensed airport, the Bressaucourt airport is subject to the Ordinance on Airport Charges (SR 748.131.3 - Ordinance of April 25, 2012 on Airport Charges (admin.ch)). Specifically, the procedure described in Articles 39 - 42 of this Ordinance applies to Bressaucourt.

3.1.3 Airport charges

The AP charges applied are the following:

- LDG charge
 - mass-related
 - noise-related
- Parking charge
- Ground service charge

The basic rates are published in the AIP Switzerland.

3.1.4 Indemnity for special services

For special services, the AP operator may make additional charges, independent of the AP charges.

3.1.5 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is considered as the aircraft operator as long as the latter is not able to prove that this status falls to another person.

3.1.6 Charge maturity

The charges must be paid before TKOF, at the latest. The AP operator may claim the payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

3.1.7 Currency

The charges must be paid in Swiss Francs (CHF).

3.1.8 Collection

The AP operator may delegate the collection of the charges to an authorised dispatch office.

3.2 Landing charges (mass related)

3.2.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied that depends on the MTOM of the ACFT.

3.2.2 Charge determination

The LDG charge depends on the MTOM authorised for the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document. Any part of a tonne will be considered as a whole unit.

3.2.3 Charge amount (included VAT)

external prices:					
Nature of flight	up to 600 kg	601 - 1000 kg	1001 - 2000 kg	2001 - 3000 kg	above 3001 kg
Basic training	16.50 CHF ⁽¹⁾	19.00 CHF ⁽²⁾	23.50 CHF ⁽³⁾	28.50 CHF	34.00 CHF
Private	18.50 CHF	23.50 CHF	28.50 CHF	43.50 CHF	55.50 CHF
Commercial	--	33.50 CHF	38.50 CHF	53.50 CHF	65.50 CHF

internal prices:					
Nature of flight	up to 600 kg	601 - 1000 kg	1001 - 2000 kg	2001 - 3000 kg	above 3001 kg
Basic training	14.00 CHF	15.50 CHF	20.50 CHF ⁽³⁾	--	--
Private	15.00 CHF	19.50 CHF	24.50 CHF	29.50 CHF	--
Commercial	--	30.50 CHF	35.50 CHF	50.50 CHF	62.50 CHF

(1) From the 2nd: 14.00 CHF

(2) From the 2nd: 15.50 CHF

(3) From the 2nd: 16.50 CHF

The lower internal prices apply when the aircraft is based at Bressaucourt (homebase).

3.3 Parking charges

3.3.1 Charge duty

For the parking of an ACFT in the open, a charge is levied after a free parking period has elapsed.

3.3.2 Free parking period

The free parking period is from the day of ARR until the beginning of civil evening TWIL.

3.3.3 Charge rates

After the free parking period, the parking charges are:

PWR-driven ACFT:

(incl. VAT)

in the open CHF 10.00 per night*

in the hangar CHF 16.00 per night*

* Up to the beginning of civil evening TWIL the following day.

3.4 Customs fees

Fees for each customs declaration made inside Schengen area.

(incl. VAT)

CHF 10.00

3.5 Implementation

This tariff regulation came into force on 01 JUL 2024

4. LSGC - LES EPLATURES AIRPORT - Aerodrome charges**4.1 TARIFF REGULATIONS AT LES EPLATURES AIRPORT**

(Of 31 OCT 2024)

4.2 General provisions

Art. 1

The present regulations are valid for Les Eplatures AP.

Art. 2

The AP operator may make an additional charge for special services independent from the charges mentioned hereafter.

Art. 3 Airport Charges

The AP Charges applied are the following :

- LDG charges (mass related)
- Passenger charges
- Parking charges

Art. 4 Landing charges

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied; the provisions of Art. 9 are reserved.

The LDG charge is payable by the ACFT operating agency.

Art. 5

The LDG charges are computed based on the MTOM of the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document and are as follows:

Landing charges (CHF excl. VAT)				
MTOM kg	National Flights	International Flights	VFR* national Training Flights	IFR* national Training Flights
0 - 1000	17.85	25.25	15.15	17.85
1001 - 1500	22.35	29.75	13.75	22.35
1501 - 2000	31.60	40.85	17.45	31.60
2001 - 3000	64.45	64.45	32.95	36.70
3001 - 4000	66.15	66.15	44.55	47.85
4001 - 5000	70.75	70.75	48.75	51.40
5001 - 6000	76.70	76.70	58.85	65.65
6001 - 7000	78.60	78.60	64.00	66.05
7001 - 8000	90.65	90.65	69.20	80.95
8001 - 9000	104.10	104.10	84.55	109.20
9001 - 10000	106.50	106.50	114.70	112.90
10001 - 11000	181.85	181.85	181.85	181.85
11001 - 12000	313.50	313.50	313.50	313.50
12001 - 13000	367.15	367.15	367.15	367.15
13001 - 14000	746.75	746.75	746.75	746.75
14001 - 15000	1007.10	1007.10	1007.10	1007.10
15001 - 16000	1056.85	1056.85	1056.85	1056.85
16001 - 17000	1127.15	1127.15	1127.15	1127.15
17001 - 18000	1157.80	1157.80	1157.80	1157.80
18001 - 19000	1267.25	1267.25	1267.25	1267.25
19001 - 20000	1382.40	1382.40	1382.40	1382.40

For Approach charges see GEN 4.2 AIR NAVIGATION SERVICES CHARGES

***Definition of VFR and IFR training FLT's**

- Training FLT's must be attended or supervised by a FLT instructor or inspector
- Training FLT's are neither to be used for commercial purposes nor for the carriage of passengers or goods.

Art. 6 Special Conditions

Companies / aircraft based at Les Eplatures receive a 6% discount on total landing charges from 200 movements per year for the entire fleet.

Les Eplatures-based flying clubs receive a 25% discount on landing fees for national private flights and a 20% discount for national VFR school flights from 100 movements per year.

A discount on fuel is available from 15,000 liters per year. Contact the airport.

Aircraft flying to Les Eplatures for maintenance purposes benefit from a 50% discount on basic handling fees.

Art. 7 NIL

Art. 8

Local air crew training schools and other operators of ACFT based permanently at the AP may be granted more favourable rates than those of article 5 when the MTOM of the ACFT does not exceed 5700 kg.

Art. 9

The LDG charge is also due when, for instruction-, training- or check purposes of pilots, the APCH is not followed by a LDG.

Art.10

The following are exempt from the LDG charge:

- a. service FLT's of the Swiss Accident Investigation Board;
- b. foreign State ACFT carrying the Head of State or ministers of their government on a State visit;
- c. ACFT of recognised Swiss air rescue organisations carrying sick or injured persons or rescue equipment, and when the expenses thus incurred cannot be charged.

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Art. 11

The AP operator is authorised to claim a special compensation to cover the extra costs when an ACFT takes off or lands outside the OPN HR laid down in the operational licence of the AP.

Art. 12 NIL

Art. 13 Passenger charges

The passenger charge is levied on each passenger departing on an ACFT. The following are exempt:

- a. passengers on a direct transit FLT;
- b. infants up to the age of two;
- c. passengers of aircrafts less than 3000 kg MTOM on non commercial flights.

The charge for each departing passenger is:	(excl. VAT)	
- Commercial traffic	CHF	20.80
- Non commercial traffic - aircrafts over 3000 kg MTOM	CHF	20.80

Art. 14 Parking charge

For the parking of an ACFT, a charge is levied.

The AP operator decides on the parking place of the ACFT.

Per night stop on the apron, the charge is:		(excl. VAT)
- Up to 3000 kg MTOM	CHF	20.80
- Over 3001 kg MTOM	CHF	41.65
Per night stop in the hangar, the charge is:		
- Up to 3000 kg MTOM	CHF	31.45
- Over 3001 kg MTOM	CHF	62.90

Art. 15NIL

Art. 16 Fuel and lubricant charges

Fuel charges are always update on the internet site

URL: <https://leseplaturesairport.ch>

Art. 17 Cargo charge

A charge is levied on unloaded import- and transit cargo.

This charge amounts to CHF --.015 per kg cargo; it is payable by the ACFT operator.

Art. 18 Ground service charge

For the servicing of an ACFT by the AP operator or by an agent authorised by him for this purpose, a ground service charge is levied in accordance with the basic rates or under the terms of a special agreement with the user. Details on:

URL: <https://leseplaturesairport.ch>

Art. 19 Charges for using the runway lighting

Per night between the end of civil evening TWIL and the beginning of civil morning TWIL CHF 52.75 (excl. VAT)

Art. 20 Methods of payment

Charges due by the ACFT operator shall be paid prior to TKOF.

Claims for reduction within the scope of these tariff regulations have to be notified and motivated immediately.

For carriers established in Switzerland or represented in Switzerland by a Swiss company, as well as for other regular AP users, the AP operator may open a current account. In such cases, the charges due shall be paid within 30 days of invoicing.

Art. 21 NIL

Art. 22 NIL

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5. LSGG - GENÈVE AIRPORT - Aerodrome charges**5.1 TARIFF REGULATIONS AT GENÈVE AIRPORT**

(Of 01 JUL 2021)

5.2 General provisions**Art. 1** The present regulations are valid for Genève International AP.**Art. 2** The AP operator may charge for special services independently from the charges mentioned hereafter.**Art. 3 Landing charges**

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied; the provisions of articles 5 to 8 are reserved. The LDG charge is due by the ACFT operator.

The LDG charges are computed on the MTOM of the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document provided by the operator.

	Maximum Take-Off Mass (MTOM)		Charge		Maximum Take-Off Mass (MTOM)		General aviation traffic (commercial & non-commercial) ¹	Training with aircraft with MTOM of up to 2000 kg
							(excl. VAT)	
a.	up to	1000 kg	CHF 12.25	up to	1000 kg	CHF 17.50		CHF 5.50
	from	1001 kg		from	1001 kg			
	to	2000 kg	CHF 23.10	to	2000 kg	CHF 33.00		CHF 11.00
	from	2001 kg		from	2001 kg			
	to	3000 kg	CHF 32.35	to	6000 kg	CHF 60.50		
	from	3001 kg		from	6001 kg			
	to	4000 kg	CHF 38.60	to	12000 kg	CHF 132.00		
	from	4001 kg		from	12001 kg			
	to	5000 kg	CHF 44.05	to	20000 kg	CHF 203.50		
	from	5001 kg						
	to	6000 kg	CHF 48.45					
b.	from	6001 kg		from	20001 kg			
	to	26000 kg	CHF 9.15	to	26000 kg	CHF 10.20		
	per tonne or part thereof			per tonne or part thereof				
c.	from	26001 kg		from	26001 kg			
	to	30000 kg	CHF 240.30	to	30000 kg	CHF 269.00		
d.	from	30001 kg		from	30001 kg			
	to	50000 kg	CHF 7.85	to	50000 kg	CHF 8.80		
	per tonne or part thereof			per tonne or part thereof				
e.	over	50000 kg		over	50000 kg			
	for the first	50000 kg	CHF 397.00	for the first	50000 kg	CHF 444.35		
	for each additional tonne or part thereof		CHF 9.15	for each additional tonne or part thereof		CHF 10.20		

HEL are charged the same rates.

- The LDG charge for commercial air transport, computed in accordance with article 3, is reduced by 50% when the preceding TKOF takes place at a Swiss AD (incl. Bâle-Mulhouse), and the same ACFT CONTs within two HR on the same day to a DEST outside Switzerland (excl. Bâle-Mulhouse), and the same FLT number is used on ARR as on DEP.

Art. 3a Noise charges for jet-engine aircraft

At Genève AP, a noise charge is added to the LDG charge. The noise charge is based on a classification of jet-engine ACFT established on the basis of the noise level (mean energetic value) of each ACFT type measured in the VCY of Swiss APs. Each ACFT is then classified in a Noise Class (REF: [GEN 4.1 - Appendix A¹](#))

The noise charge rate is as follows (CHF, excl. VAT):

Noise class	Noise charge in CHF (excl. VAT)
I	4400.--
II	880.--
III	220.--
IV	40.--
V	10.--

For TKOF between 2100 (2000) and 0459 (0359), an additional noise charge is applied to jet-engine ACFT. The additional noise charge is based on noise class and TKOF time.

The additional noise charge rate is as follows (CHF, excl. VAT):

Noise class	ATD				
	2100-2129 (2000-2029)	2130-2159 (2030-2059)	2200-2229 (2100-2129)	2230-2259 (2130-2159)	2300-0459 (2200-0359)
	Noise charge in CHF (excl. VAT)				
I	1500.--	2000.--	3000.--	6000.--	18000.--
II	500.--	1000.--	1500.--	3000.--	9000.--
III	200.--	400.--	800.--	1500.--	4500.--
IV	100.--	200.--	400.--	800.--	2500.--
V	50.--	100.--	200.--	400.--	1500.--

New ACFT or ACFT subsequently re-engined, as well as ACFT types not included in [GEN 4.1 - Appendix A¹](#), are placed in class V until confirmed measurable data are AVBL.

Hushkitted ACFT are placed one class beyond the original type until confirmed measurable data are AVBL. The operators are requested to make AVBL to the AP operator all documents certifying the modifications that have been carried out. There will be no retroactive reimbursement.

Objections to the classification of the ACFT have to be notified within 60 days of receipt of the invoice. Late requests are time-barred.

The noise charge is not applicable to ACFT exempt from LDG charges in accordance with article 8 below.

Art. 3b Noise charges for propeller-driven aircraft

A noise charge is applied to propeller-driven ACFT with MTOM of less than or equal to 8618 kg (MTOW ≤ 8618 kg). The noise charge is based on a classification of propeller-driven ACFT established by FOCA on the basis of the difference between the noise level limits according to ICAO Annex 16 Chapter 10 and the noise level measured and corrected for the ACFT PER factor or for the corresponding ACFT type ([GEN 4.1 - Appendix B²](#)).

- Appendix A - Noise classification for jet aircraft ([www.bazl.admin.ch > For specialists > Airworthiness and Technology > Design and Production > Environment > French > Classes de tarifs en fonction du bruit > Classification des avions à réaction](#))
- Appendix B - Noise classification for propeller-driven aircraft without special sound-proofing ([www.bazl.admin.ch > For specialists > Airworthiness and Technology > Design and Production > Environment > French > Classes de tarifs en fonction du bruit > Classement pour les types de référence](#))

The classification of ACFT registered abroad is established in conformity with the corresponding ACFT type. The operator is allowed to propose a more advantageous classification for his ACFT within 60 days of the implementation of the charge. As long as the evidence necessary to support a new classification are presented within the required time, the excess charges will be reimbursed.

Noise class	Difference
A	noise level HYR than the limit value;
B	0 to 1.9 dB less than the limit value;
C	2 to 4.9 dB less than the limit value;
D	5 dB and HYR less than the limit value.

Noise class	Noise charge
A	15.40 per tonne;
B	8.80 per tonne;
C	4.40 per tonne;
D	1.50 per tonne;
Helicopter	2.50 per tonne

The expenditures on the fund financing the soundproofing obligations are, at present, lower than the revenues and its balance already shows a substantial surplus.

Therefore, as an exceptional measure and given the unprecedented current circumstances, the invoicing of the fee shown in the two (2) above tables is suspended between January 1st, 2021 and December 31st, 2023. An eventual extension of the invoicing suspension is subject to an assessment of the environmental fund balance by Genève Aéroport during the course of 2023.

For TKOFs between 2100 (2000) and 0459 (0359), an additional noise charge is applied for propeller-driven ACFT with a MTOM HYR than 8618 kg (MTOW > 8618 kg). The additional noise charge rate is equal to the additional noise charge applicable to jet-engine ACFT classified in noise class V (see article 3a above).

The noise charge rate is as follows (CHF, excl. VAT):

Noise class	ATD				
	2100-2129 (2000-2029)	2130-2159 (2030-2059)	2200-2229 (2100-2129)	2230-2259 (2130-2159)	2300-0459 (2200-0359)
V	50.--	100.--	200.--	400.--	1500.--

The noise charge is not applicable to ACFT exempt from LDG charges in accordance with article 8 below.

Art. 3c Indemnification charge for business and general aviation aircraft

A fee equal to 25% of the applicable landing charge is levied per landing to cover the indemnity amounts to be paid to neighboring property owners for the loss of property value caused by the noise levels of aircraft operating to/from Geneva International AP.

Art. 4 Emission-related landing charges (WEF 01 MAY 2010)

Art. 4a Principle

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive "Aircraft Engine Emission Charges in Switzerland" (Reference 33-05-27).

Art. 4b Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA

are subject to the EM calculation, as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \#Engines * \sum_{LTO - modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

where:

- a = 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
- a > 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard.
a = HC Dp/Foo /19.6, with a maximum value for 'a' of 4.0

LTO-Modes: ICAO Certification LTO Modes:

Mode	Time (in minutes)
Take-off	0.7
Climbout	2.2
Approach	4.0
Taxi/Idle	26.0

- # Engines: number of engines fitted to the aircraft
- Time: time in mode (see above) (in minutes)
- Fuelflow: fuel flow per mode (in kg/sec)
- NO_xEmissionfactor Measured NO_x-Emission factor per mode (in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information: www.bazl.admin.ch -> For Specialists -> Environment

Art. 4c Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

- ACFT equipped with
- piston engines
 - rotary wing engines
 - any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived from the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng.	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business- Jets	Business- Jets	Turbo- props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Art. 4d Emission tariff

The applicable tariff is CHF 1.40 per Emission Value_{Aircraft}

Art. 5 A reduction of 66^{2/3}% on the rates of article 3 is granted for ACFT with a MTOM over 8618 kg when used for:

- instruction-, training- or check FLT's of pilots accompanied by or under the surveillance of a FLT instructor or inspector of an airline;
- technical check FLT's and transfer FLT's without payload.

Art. 6 Local air crew training schools and other operators of ACFT based permanently at the AP may be granted more favorable rates than those of article 3 when the MTOM of the ACFT does not exceed 8618 kg.

Art. 7 The LDG charge is also due when for instruction-, training- or check purposes of pilots, the APCH is not followed by a LDG.

Art.8 The following are exempt from the LDG charge when using an AP:

- A. FLT's made exclusively to transport the following persons on official mission, provided that the corresponding status is indicated in the flight plan:
1. the ruling monarchs and the members of their close family,
 2. the Heads of State, heads of government and government ministers;
- B. the SAR FLT's referred to in ORSA (RS 748.126.1).

Art. 9 The AP operator is authorised to claim special compensation to cover the extra costs when an ACFT takes off or lands outside the OPN HR laid down in the operational licence of the AP.

Art. 10 Passenger charges

Art. 10a Passenger charges

CHF (excl. VAT)	2025	2026	as from 2027
Local passengers			
Passenger service charge	14.70	14.70	14.70
Security charge	13.20	13.20	13.20
PRM charge	1.25	1.35	1.45
Total Passenger charge	29.15	29.25	29.35
Connecting passengers			
Passenger service charge	8.70	8.70	8.70
Security charge	13.20	13.20	13.20
PRM charge	1.25	1.35	1.45
Total Passenger charge	23.15	23.25	23.35
Passengers of general aviation ACFT up to 8618 kg MTOM			
Passenger service charge	2.85	2.85	2.85
Security charge	13.20	13.20	13.20
PRM charge	1.25	1.35	1.45
Total Passenger charge	17.30	17.40	17.50

Passengers on non-commercial FLT's are exempt from Persons with Reduced Mobility (PRM) charge.

Art. 10b Indemnification charge for scheduled and charter traffic

The indemnification charge is levied per departing passenger to cover the indemnity amounts to be paid to neighbouring property owners for the loss of property value caused by the noise levels of aircraft operating to/from Geneva International AP.

CHF (excl. VAT)

Charge per departing passenger

As from January 1st 2025 0.60

As from January 1st 2026 0.65

The indemnification charge shall automatically end once the indemnification fund exceeds 24MCHF (twenty-four million Swiss Francs) of contributions from the scheduled and charter air traffic sector.

Following an annual assessment by the AP operator, in the event the indemnification fund amount exceeds 15MCHF (fifteen million Swiss francs), the levy of the indemnification charge shall be suspended for the following year (from January 1st to December 31st).

Then, following an annual assessment by the AP operator, if the indemnification fund amount falls below 15MCHF (fifteen million Swiss francs), the levy of the indemnification charge shall resume for the following year (from January 1st until December 31st).

The AP operator shall publish the result of the annual assessment of the indemnification fund by 1st October of each year.

Art. 11 Parking charges

Art. 11a General aviation

Parking positions are always assigned by AP Authority.

For the parking of an ACFT, a charge is levied on the basis of the MTOM, after a free parking period has elapsed.

Parts of a tonne, an HR or a day are computed as a full tonne, a full HR or a full day.

The AP operator decides on the parking space of the ACFT.

- a. The free parking period is two HR.
- b. After the free parking period, the parking charge is:
 - CHF 10.-- per day for ACFT up to a MTOM of 2000 kg;
 - CHF 5.-- per day and per tonne for ACFT with a MTOM over 2000 kg, and up to a MTOM of 20000 kg.
 - CHF 7.50 per day and per tonne for ACFT with a MTOM over 20'000 kg, and up to a MTOM of 100000 kg.
 - CHF 10.-- per day and per tonne for ACFT with a MTOM over 100'000 kg.
- c. For ACFT up to a MTOM of 5700 kg permanently based at Genève AP and which have been allocated corresponding hangar space, a monthly flat charge may apply. In any case, granting of such space is subject to availability. For ACFT with a MTOM exceeding 100 tonnes, an additional CHF 8.00 is levied per tonne and per day for non-scheduled commercial air traffic.

Art. 11b Scheduled and charter traffic

For the parking of an ACFT, a charge is levied on the basis of the ICAO category of the ACFT after a free parking period has elapsed. The parking period is considered to be the time between the ATA and the ATD as logged by the AP operator. Night stop refers to an ACFT with an ATA after 2000 (1900) and an ATD before 0700 (0600).

Parking Charge in CHF Of 1st April 2014 ICAO Category	Free parking period	Thereafter Charge per 15 min up to 300 min	Thereafter applicable 24 hrs charge	Night-stop ¹
B	45 min	27.00	648.00	259.00
C	60 min	41.00	984.00	394.00
D	240 min	57.00	1366.00	547.00
E	240 min	62.00	1488.00	595.00

1. applicable to aircraft arriving after 2000 (1900) and departing before 0700 (0600) the next morning.

Art. 11c Non-payment of parking charges

Should parking charges remain unpaid, AP operator is entitled to revoke parking permission.

In such case, ACFT owner and/or operator will be required to remove said ACFT out of AP boundaries without delay and at their own costs, without prejudice to additional measures and/or legal proceedings.

Art. 12 Fuel and lubricant charges

(excl. VAT)

CHF --.010 per litre gasoline

CHF --.011 per litre of petrol, kerosene or other turbine fuel

These amounts are payable by the authorised fuel and lubricant suppliers at the AP.

Art. 13 Cargo charges

The charge amounts to CHF --.06 (excl. VAT) per kg of import and transfer cargo.

Art. 14 Ground service charges

For the servicing of an ACFT by the AP operator or by an agent authorised by him for this purpose, a ground service charge is levied in accordance with the basic rates or under the terms of a special agreement with the user.

Art. 15 Utilization Charges

Art. 15a De-icing station

A de-icing charge is levied for each ACFT departure and is meant to refinance infrastructure for the storage of de-icing fluids as well as the filling station for de-icing vehicles. The charge is based on the ICAO ACFT category and is applicable each year between 01 OCT and 30 APR.

Aircraft Category	De-icing Charge in CHF
A, B, C	23.50
D, E, F	56.00

Art. 15b Energy supply for aircraft

The energy charges are meant to refinance infrastructures for the supply of electricity and air conditioning to ACFT.

Whenever available, the use of the supplied electricity is mandatory while the provision of air conditioning remains optional. The charge is based on the ICAO ACFT category.

The following minimum one hour charges apply:

Aircraft Category	Electricity 400 Hz in CHF	Electricity and preconditioned air (PCA) in CHF
B	20.00	30.00
C	20.00	30.00
D	30.00	40.00
E	40.00	55.00

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

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

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

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

Art. 15c User fee for Baggage sorting

The user fee for baggage sorting applies only to scheduled and charter air traffic and is levied per departing passenger.

User fee	As from July 1st, 2024	As from January 1st, 2026	As from January 1st, 2027
Per departing passenger	CHF 2.40	CHF 2.60	CHF 2.83

Art. 15d Engine run-up infrastructure

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

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

Art. 16 Methods of payment

In principle charges due by the ACFT operator shall be paid prior to TKOF.

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

Art. 17 Slot service fee

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

Art. 18 PPR fee

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

Charge per aircraft movement in CHF
3.00

Art. 19 Incentive Program

The following incentive program only applies to scheduled and charter air traffic.

Art. 19a Landing incentive

This incentive recognizes the operation of new generation aircraft on the "best in class" principle. Narrow body aircraft categorized in noise class 5 as well as wide-body aircraft categorized in noise class 4 according the Swiss AIP shall be entitled to the following incentive the amount of which is calculated based on a percentage of the applicable landing charges:

Percentage

Incentive on landing

As from January 1 st 2025	20%
As from January 1 st 2027	17%

Art. 19b Passenger incentive

In addition to the incentive on landing, a further incentive is granted for departing passengers transported aboard eligible aircraft categories as set forth under Art.19a.

CHF (excl. VAT)

Incentive per departing passenger

As from January 1 st 2025	0.40
As from January 1 st 2027	0.34

Art. 19c Incremental Bonus

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

$$x \cdot (p1 - p2) \cdot 1.5$$

Where: x = amount of landing charges applicable to eligible NG aircraft in year n

p1 = percentage of movements operated by eligible NG aircraft in year n

p2* = percentage of movements operated by eligible NG aircraft in year n-1

1.5 = multiplying factor

*Note:

The year of reference for the calculation of the incentives in 2021 (year n) will be the traffic figures of 2019 (year n-1).

As from year 2022, year n-1 will be the previous year.

Any bonus is only applied once per the concerned year.

The incremental bonus shall not be granted in the event the percentage of NG aircraft is lower than that of the previous year.

Following a reduction in the percentage of eligible NG aircraft, the incremental bonus shall only be granted once again if the percentage of eligible NG aircraft has equalled or exceeded the previous highest percentage of eligible NG aircraft achieved by the concerned air carrier over the tariff period.

p2 must be > 0

Only Airport Users operating year to year on full IATA seasons are eligible.

Art. 19d Load Factor

An incentive per departing passenger is set forth as per the table below:

Load Factor Reward		
If the load factor is for a given year is:		Discount on PSC per departing PAX in CHF
Greater or equal to	95%	0.15
Greater or equal to	90%	0.125
Greater or equal to	85%	0.08
Greater or equal to	80%	0.05

Art. 19e Incentive implementation date

The implementation date of the incentives set forth under Article 19 is: January 1st, 2025.

Art. 19f General Remark

Any benefit resulting from the application of the incentive scheme shall be provided to the eligible Airport User in the form of a credit note issued in January following the year under review. Airport Users with airport charges payment delay or default in a given year will not benefit from incentives for that year.

Art. 20 Noise Quota charge

The following only applies to scheduled and charter air traffic.

A Noise Quota charge is levied per delayed scheduled departure between 1900 (1800) and 2059 (1959) taking-off after 2059 (1959) once the concerned carrier has used all of its attributed Noise Quotas.

Noise Quotas are allocated by AP operator to airlines with departures scheduled between 1900 (1800) and 2059 (1959) for delayed TKOF after 2059 (1959). Noise Quotas are allocated to eligible airlines annually and proportionally to their scheduled departures between 1900 (1800) and 2059 (1959).

The number of Noise Quotas available for distribution to eligible airlines each year is determined by AP operator according to the extent of the noise curve to be respected. The weighting of Noise Points by aircraft type is based on ICAO certification values according to ICAO Annex 16 to the Convention on International Civil Aviation.

Eligible airlines are responsible for monitoring the use of the Noise Quotas distributed to them for TKOF delayed beyond 2059 (1959). Consumption of Noise Quotas for each flight depends upon the aircraft type and associated Noise Points.

Once the Noise Quotas allocated to a specific airline have been used up, TKOF of that airline delayed beyond 2059 (1959) are subject to a strong incentive charge (Noise Quota charge), depending upon the ICAO ACFT category and the number of occurrences.

NOISE QUOTA CHARGE per delayed scheduled departure between 1900 (1800) and 2059 (1959) taking-off after 2059 (1959) without quota:

CHF (excl. VAT)

AIRCRAFTS	Narrow Body	Wide-Body
ICAO CODES	A, B, C	D, E, F
First occurrence	5000.00	10000.00
Second occurrence	10000.00	20000.00
From 3 rd occurrence onwards	20000.00	40000.00

The charge for delayed TKOF after 2059 (1959) is not applicable to aircraft exempt from landing charge as defined in the Swiss AIP Gen 4.1.

Proceeds from this charge are allocated to AP operator's environment fund and used to finance measures to protect the environment and neighbouring communities.

Detailed operating rules of the Noise Quotas scheme are set forth in the "Noise Quotas System Operating Rules" and made available to ACFT operators on www.gva.ch.

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6. LSZG - GRENCHEN AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT GRENCHEN AIRPORT**
(Of 01 JUL 2007)**6.1 General provisions****6.1.1 Legal basis**

The legal basis for the tariff regulations is chapter 3 *Airport Charges* of the ordinance of the infrastructure of air navigation (SR 748.131.1 VIL) dated 23 NOV 1994 and article 9 of the operating-concession for Grenchen AP.

6.1.2 Jurisdiction

These tariff regulations are applicable for the use of Grenchen AP.

6.1.3 Airport charges

The AP charges applied are the following:

- LDG charges (mass related)
- Noise charges
- Passenger charges
- Parking charges (Transit parking)

According to article 39 of the Air Navigation Law (SR 748.00 LFG, state 21 DEC 1999), the AP charges are subject to the supervision of FOCA. They are published in the AIP Switzerland.

6.1.4 Indemnity for special services

For special services, the AP operator may make additional charges independent of the AP charges.

6.1.5 Other charges

Together with the AP charges, the APCH charge (AFS) is collected on behalf of skyguide as reimbursement for the provision of terminal navigation services.

6.1.6 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is not known, the ACFT owner is considered as ACFT operator as long as the latter is not able to prove that this status falls to another person.

6.1.7 Charge maturity

The charges are to be paid before TKOF, at the latest. The AP operator may claim the payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

6.1.8 Currency

The charges are due in Swiss Francs (CHF).

6.2 Landing charges (mass related)**6.2.1 Charge duty**

For an APCH with subsequent LDG, a charge is levied, depending on the ACFT mass.
For each "Touch-and-go", the same charge is applicable.

6.2.2 Charge determination

The mass-related charge depends on the MTOM of the ACFT, as stated in the Airworthiness Certificate, in the Aircraft Flight Manual or any other equivalent official document.

6.3 Charge rates

The charge rates are provided in [ANNEX 1](#).
The Grenchen AP Authority can offer rebates to local flying schools.

6.3.1 Helicopters and powered gliders

For HEL, the same rates are applicable.
For powered gliders (when operating as ordinary powered ACFT) special rates in accordance with [ANNEX 1](#) are applicable.

6.3.2 Approaches without subsequent landing

The LDG charges are also due when, for schooling and training purposes, APCHs without subsequent LDGs are performed.

6.4 Noise charges (for propeller driven aircraft up to 5.7 tonnes MTOM)

6.4.1 Charge duty

For an APCH with subsequent LDG, a charge is levied, depending on the ACFT mass.
For each "Touch-and-go", the same charge is applicable.

6.4.2 New or modified aircraft

If an operator proposes a more advantageous classification for his ACFT, he has to provide evidence by means of appropriate documentation within 30 days after the application. On condition of timely submitted evidence, the noise charges paid during this period will be reimbursed.

6.4.3 Noise class assignment

The noise charge depends on the ACFT assignment to one of the classes A-D. For the assignment of Swiss ACFT, the classification list of the Swiss ACFT register is applicable. For foreign ACFT, the classification list of ACFT types [GEN 4.1 - Appendix B](#) (Noise classification for propeller-driven ACFT without special sound-proofing) applies.

6.4.4 Charge rates

The charges rates are provided in [ANNEX 2](#).

6.4.5 Approaches without subsequent landing

The noise charges are also due when, for schooling and training purposes, APCHs without subsequent LDGs are performed.

6.5 Passenger charges

6.5.1 Charge duty

For each passenger departing aboard an ACFT or using AP services in transit, a charge is due, with the exception of the exemptions listed in [6.5.3](#).

6.5.2 Charge rates

The charge rates are provided in [ANNEX 3](#).

6.5.3 Charge exemptions

The following are exempt from the charges:

- passengers of non-commercial DOM private traffic;
- infants up to the age of two;
- passengers of sight-seeing FLTs.

6.6 Parking charges (Transit parking)

6.6.1 Charge duty

For the parking of an ACFT in the OPN and over-night, a charge is levied after the free parking period has elapsed.

6.6.2 Assignment of the parking places

The AP operator determines the area on which the ACFT may be parked. The AP operator may determine a MAX period for the parking.

6.6.3 Charge rates

The charges rates are provided in [ANNEX 4](#)

6.7 Charge exemptions**6.7.1 Principle**

The following cases are exempt from the LDG, noise, passenger and parking charges:

- SAR FLTs, as well as police FLTs;
- the use of the AP in unforeseen EMERG cases in connection with ACFT operation;
- special events agreed by the AP operator.

6.7.2 State aircraft (civil and military)

Special agreements may be made for State ACFT.

6.7.3 ANNEX 1**Landing charges** (mass-related)*1. Powered ACFT*

Mass in kg	Charge for national flights CHF (incl. VAT)	Charge for international flights CHF (incl. VAT)
- 1000	10.25	20.50
1001 – 2000	15.65	31.30
2001 – 3000	27.70	55.40
3001 – 4000	37.70	75.40
4001 – 5000	47.70	95.40
5001 – 6000	57.70	115.40
6001 – 7000	67.70	135.40
7001 – 8000	77.70	155.40
8001 – 9000	87.70	175.40
9001 – 10000	97.70	195.40
> 10000 – per 1000 kg or fraction	10.00	20.00

For powered gliders operating as ordinary powered ACFT, the same charge is due. They are also subject to the APCH charge levied by skyguide.

Mass in kg	Charge for national school flights (VFR) CHF (incl. VAT)	Charge for international school flights (VFR) CHF (incl. VAT)
- 1000	9.20	18.40
1001 – 2000	14.40	28.80
2001 – 3000	26.55	53.10
3001 – 4000	34.55	69.10
4001 – 5000	42.55	85.10
5001 – 6000	50.55	101.10
6001 – 7000	58.55	117.10

Mass in kg	Charge for national school flights (VFR) CHF (incl. VAT)	Charge for international school flights (VFR) CHF (incl. VAT)
7001 – 8000	66.55	133.10
8001 – 9000	74.55	149.10
9001 – 10000	82.55	165.10
> 10000 – per 1000 kg or fraction	8.00	16.00

For powered gliders operating as ordinary powered ACFT, the same charge is due. They are also subject to the APCH charge levied by skyguide.

2. Powered gliders

When at TKOF operating as ordinary powered ACFT and at LDG operating as a glider, the following charge is made.
Charge per LDG CHF 13.90 (incl. VAT)

6.7.4 ANNEX 2

Noise charges

Noise Class	Charge per tonne in CHF (incl. VAT)
A	9.05
B	6.05
C	3.00
D	0.00

6.7.5 ANNEX 3

Passenger / customs charges

Charge per departing passenger CHF 10.85 (incl. VAT)
Customs fee for departing ACFT CHF 13.25 (incl. VAT)

School FLT:

Charge per departing passenger CHF 10.40 (incl. VAT)
Customs fee for departing ACFT CHF 12.70 (incl. VAT)

6.7.6 ANNEX 4

Parking charges (Transit parking)

Mass in kg	Charge CHF (incl. VAT)
- 1000	18.05
1001 – 2000	24.10
2001 – 3000	30.10
3001 – 4000	36.10
> 4001	42.20

7. LSGL - LAUSANNE-LA BLECHERETTE AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT LAUSANNE-LA BLÉCHERETTE AIRPORT**
(Of 01 OCT 2001)**7.1 General provisions****7.1.1 Legal basis**

The tariff regulations are governed by article 39 of the Federal Law of Air Navigation and article 8 of the concession for the operation of the AP.

7.1.2 Jurisdiction

These tariffs apply to the use of Lausanne-La Blécherette AP and the services provided there.

7.1.3 Airport charges

The AP charges are applied on the basis of:

- MTOM of the ACFT
- noise generated by ACFT type
- number of passengers
- CUST tariff
- parking DUR
- sale of fuels and lubricants
- ground services and other services

These charges are subject to the supervision of FOCA and are published in the AIP Switzerland.

7.1.4 Charges debtor

AP charges are payable by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is regarded as the ACFT operator and the charges debtor.

7.1.5 Payment of charges

Unless otherwise agreed, the charges must be paid before TKOF, at the latest. The AP operator may claim payment at any time.

7.1.6 Currency

The charges are payable in Swiss Francs (CHF).

7.1.7 Special conditions

The AP operator is entitled to grant exemptions from the current charges to encourage forms of aviation which are particularly environmentally conscious.

FLTs defined as exempt under Swiss law are also exempt from charges.

7.2 Landing charges

7.2.1 Applicability

A LDG charge is levied for every APCH made by an ACFT (including gliders and HEL) whether or not this is followed by a LDG, with the exception of go-arounds not planned by the crew.

7.2.2 Landing charge determination

The LDG charge is indexed to the MTOM, as stated in the Aircraft Flight Manual, Airworthiness Certificate, Swiss Register or any other official document.

A fraction of a tonne is charged as a whole unit.

7.2.3 Charge amount

Maximum Take-Off Mass (MTOM) in kg	Charge CHF (excl. VAT)	
	National traffic	International traffic
0 – 1000	12.10	18.60
1001 – 2000	20.45	29.75
2001 – 3000	32.50	29.75
3001 – 4000	46.55	74.45
4001 and above	83.75	121.00

7.2.4 Special cases - training

A reduction is applicable to trainee pilots from ab initio flying schools based at Lausanne-La Blécherette AP.

7.3 Noise-related landing charges

7.3.1 Applicability

For the APCH, whether or not followed by LDG, and with the exception of go-arounds not planned by the crew, a charge related to the noise class of the ACFT is levied, supplementary to the LDG charge based on the MTOM.

7.3.2 Definition of noise classes

FOCA is responsible for the compilation and MAINT of a list of ACFT classes. The list of ACFT registered in Switzerland is published in the Swiss register or as a separate list and is the sole applicable source. ACFT registered abroad are classified in accordance with the corresponding ACFT type [GEN 4.1 - Appendix B](#) (Noise classification for propeller-driven ACFT without special sound-proofing).

7.3.3 Noise classification

The ACFT classification is based on the noise level limits established by ICAO and laid down in ICAO Annex 16, and the noise level measured and adjusted for the ACFT PER factor or the relevant ACFT type.

Class	Difference
A	Noise level HYR than the threshold value
B	0 to 1.9 dB below the threshold value
C	2 to 4.9 dB below the threshold value
D	5 dB or more below the threshold value

7.3.4 Charge amount

The noise-related charge is as follows, based on the class of ACFT:

Class	Amount payable (excl. VAT)
A	CHF 7.- (per tonne MTOM or fraction thereof)
B	CHF 4.- (per tonne MTOM or fraction thereof)
C	CHF 2.- (per tonne MTOM or fraction thereof)
D	No noise-related charge

7.3.5 Unclassified, new or modified aircraft

In case of doubt or in the absence of a classification, the AP is entitled to categorise the ACFT as Class A. The ACFT operator may propose a more favourable classification for his ACFT within 60 days after payment of the charge if, within this period, proof of its incorrect classification can be furnished. Should this be proven, the excess charges will be reimbursed.

7.4 Passenger charges**7.4.1 Applicability**

With the exception of the cases listed below (7.4.2), a charge is levied for each passenger departing on an ACFT.

7.4.2 Passengers exempt from charges

- Infants up to the age of two;
- Passengers on private FLT's to Swiss DESTs, including Bâle-Mulhouse.

7.4.3 Charge amount

A charge of CHF 5.65 per passenger is levied, excluding VAT.

7.5 Customs charge**7.5.1 Applicability**

A CUST charge is levied on all FLT's originating from or destined for locations outside Switzerland, excluding Bâle-Mulhouse.

7.5.2 Charge amount

The CUST charge is CHF 4.65 excluding VAT and is levied on every ACFT movement.

7.6 Parking charges**7.6.1 Applicability**

When the free parking period is exceeded, a charge is levied for parking ACFT on the tarmac or parking areas.

7.6.2 Charge calculation

The charge is based on the MTOM and DUR of parking.

7.6.3 Free parking period

The first five HR of parking are free of charge.

7.6.4 Charge amount

MTOM in kg	Charge per day in CHF (excl. VAT)
0 – 4000	12.00
4001 and above	2.80 per tonne

The AP operator may make special arrangements for long-term parking.

7.7 Charge for the sale of fuels and lubricants**7.7.1 Applicability**

The prices indicated on the dispensers include the charge levied by the AP operator.

7.8 Handling and other ground services (assistance)**7.8.1 Applicability**

A charge is levied for the use of the AP ground services.

7.8.2 Charge amount

The charges are indexed to the time involved, based on a rate of CHF 80.- per HR per person deployed.

7.9 Airport services provided outside opening hours

7.9.1 Special charge

If the AP has to be specially OPN or remain OPN to permit an ACFT to land or TKOF outside the operating HR defined in the AIP, a charge of CHF 93.- (plus VAT) will be levied for every extra quarter-hour of an HR of OPN, in addition to other applicable charges.

7.9.2 VAT

All prices are exclusive of VAT, which is invoiced over and above the charges listed herein.

7.10 Implementation

The current charges shall enter into force on 01 OCT 2001 and supersede the previous tariff on this date.

8. LSZA - LUGANO AIRPORT - Aerodrome charges

8.1 TARIFF REGULATIONS AT LUGANO AIRPORT

(Of 19 SEP 2013)

I. General terms and conditions

Art.1 Legal basis

For the ordinary use of the AP by ACFT, Lugano AP Authority shall levy charges in accordance with section II. For use of the AP that exceeds the ordinary, Lugano AP Authority shall levy special charges, in accordance with section III.

Art.2 Charges

The AP charges include:

- a. mass-related LDG charge
- b. mass-related noise surcharge on LDG charge
- c. approach charge (Skyguide) see [ANNEX 2: Approach charges for Category II airports](#)
- d. EM charge
- e. passenger charge
- f. parking charge
- g. cargo charge
- h. operating time surcharge
- i. fuel and lubricant prices
- j. ground handling charge - basic handling
 - scheduled and charter FLTs
 - general aviation FLTs

Art. 3 Special services

Lugano AP Authority is entitled to levy extra charges for special services not specifically mentioned in these regulations.

Art. 4 Services by third parties

Lugano AP Authority reserves the right to ask for contributions from firms and companies operating at the AP or offering services to its users.

Art. 5 Special conditions

Lugano AP Authority reserves the right to apply special rates to ACFT operators working for aviation or regional area development purposes, and to operators whose ACFT are mainly stationed on the AP area.

Art.6 Liability for payment of charges

Unless provided otherwise, the charges shall be paid as follows:

- a. in the case of scheduled or non-scheduled commercial FLTs, by the company that actually carries out the FLT ("actual carrier")
- b. in the case of non-commercial FLTs, by the operator of the ACFT

An ACFT operator is defined as the party who has the actual and PERM power of control over the ACFT and who uses it or permits it to be used at its expense.

Several operators of the same ACFT shall be jointly and severally liable for the charges; in the case of the operator not also being the owner of the ACFT, both the operator and the owner shall be jointly and severally liable for the charges.

Art. 7 Exemptions

The following cases are exempted from LDG, noise, approach, passenger and parking charges:

- operators of Swiss and foreign State ACFT provided that the ACFT is carrying the Head of State's government officials on a State visit
- search and police FLTs
- rescue and humanitarian FLTs

- ACFT participating in special demonstrations which are allowed by Lugano AP Authority

Art. 8 Obligation of data delivery

When claiming a reason for exemption in accordance with Art. 7, all the necessary evidence for the claim has to be submitted to Lugano AP Authority.

Art. 9 Terms of payment of the charges

The AP charges must be paid prior to TKOF, at the latest; Lugano AP Authority is, however, entitled to demand payment at any time after the ACFT has landed.

Lugano AP Authority may invoice the charges to regular AP users monthly, provided they have their domicile or head office in Switzerland and can furnish valid financial guarantees.

The payment shall be settled within 30 days of the date of the invoice, unless other agreements have been made.

Art. 10 Currency

The charges are payable in Swiss Francs (CHF).

Art. 11 Value added tax

The charge rates do not include VAT.

Art. 12 Collection

Lugano AP Authority may delegate an authorised dispatch office to levy the charges.

II. Individual charges

Landing charges (based on MTOM)

Art. 13 Obligation

For each LDG, there shall be a charge payable in accordance with the MTOM of the ACFT.

Missed APCHs, during which the ACFT may or may not touch the ground, shall also be considered as LDG with the exception of go-arounds not planned by the crew.

Art. 14 Basis of calculation

The MTOM shall correspond to the information contained in the ACFT's Airworthiness Certificate.

Art. 15 Charge rates

The rates are listed in [GEN 4.1 - Annex 1](#).

Art. 16 NIL

Noise surcharge on landing charge

Art. 17 Obligation

For each LDG, there shall be a surcharge calculated on the LDG charge due, payable in accordance with the noise level of the ACFT.

Noise classes

Art. 18 a) Jet-engine aircraft

Jet-propelled ACFT shall be assigned to one of the noise classes I to V. The class assignment is published in [GEN 4.1 - Appendix A](#)

Art. 19 Noise surcharge rates

The amount of the noise surcharge is:

Noise class	Noise charge CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	80.--

Art. 20 b) Propeller-driven aircraft not exceeding 8618 kg MTOM

The assignment of propeller-driven ACFT with a MTOM not exceeding 8618 kg into one of the noise classes A to D corresponds to the classification established by FOCA. The decisive factor in this regard is the difference between the mandatory noise level limits in accordance with ICAO Annex 16 and the measured noise level of the ACFT type corrected using the PER correction factor.

Art. 21 Assignments to the noise classes

ACFT registered in Switzerland are assigned to the classes mentioned below in accordance with the Swiss Aircraft Register. ACFT registered abroad are classified in accordance with Appendix B to the tariff regulations for public APs in Switzerland (Noise classification for propeller-driven ACFT without special sound-proofing, ref. [GEN 4.1 - Appendix B](#)).

Art. 22 Noise surcharge rates

The amount of the noise surcharge per tonne or part thereof is:

Noise class	Noise charge CHF (excl. VAT)
A	20.--
B	15.--
C	10.--
D	no surcharge

Art. 23 Surcharge on Saturday, Sundays and local holidays

For LDGs on SAT, SUN and local HOL, the noise surcharge is increased by 50% for:

- all ACFT
- in addition from 0600-0700 (0500-0600) / 1100-1230 (1000-1130) / 1900-2100 (1800-2000)

Between 2101-0559 (2001-0459), the noise charge is increased by 100% for all ACFT.

Art. 24 New and modified aircraft

In the event that a party liable to pay the charges submits a claim for a more advantageous classification, it shall provide evidence to Lugano AP Authority by submitting appropriate documentation within 60 days of the date on which the claim is made.

Art. 25 Refund

If the evidence required is provided on time, Lugano AP Authority shall refund the excess surcharge paid during the 60-day period.

Emission-related landing charges (WEF 01 APR 2010)**Art. 26 Principle**

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive "Aircraft Engine Emission Charges in Switzerland" (Reference 33-05-27).

Art. 27 Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under the ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,

are subject to the EM calculation, as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \#Engines * \sum_{LTO - modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

where:

- a = 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
- a > 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard.
- a = HC Dp/Foo / 19.6, with a maximum value for 'a' of 4.0

LTO-Modes:	ICAO Certification LTO Modes:	
	Mode	Time (in minutes)
	Take-off	0.7
	Climbout	2.2
	Approach	4.0
	Taxi/Idle	26.0
# Engines:	number of engines fitted to the aircraft	
Time:	time in mode (see above)	(in minutes)
Fuelflow:	fuel flow per mode	(in kg/sec)
NO _x Emissionfactor	Measured NO _x -Emission factor per mode	(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information:
www.bazl.admin.ch -> For Specialists -> Environment

Art. 28 Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with:

- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived from the type, PER and number of engines fitted to the ACFT, as detailed in Table1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng.	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business- Jets	Business- Jets	Turbo- props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Art. 29 Emission tariff

The applicable tariff is CHF 3.40 per Emission Value_{Aircraft}

Passenger charge

Art.30 Obligation

Subject to Art. 31, a charge shall be payable for each passenger who is transported by an ACFT that takes off from the AP.

Art. 31 Passenger charge rates

	Charges	Passenger	Security	Noise	PRM	Total Charge
a.	for general aviation traffic per passenger	CHF 19.00	-	CHF 1.00	-	CHF 20.00
b.	for scheduled and charter traffic per passenger	CHF 24.00	CHF 16.50	CHF 1.00	CHF 1.00	CHF 42.50
c.	for transit scheduled and charter traffic per passenger	CHF 9.50	CHF 5.50	CHF 1.00	-	CHF 16.00

Art. 32 Exemptions

No charge shall be levied in the cases of:

- infants up to the age of two
- passengers in direct transit
- passengers on local FLTs
- ACFT crew members who, not requiring a ticket, are transported to another AP for purpose of service on a FLT from that AP (dead heading)

Parking charge**Art. 33 Obligation**

A parking charge shall be levied for an ACFT parking between LDG and TKOF. This charge shall be in accordance with the MTOM and the sector occupied (grass or hard SFC), after a free parking period has elapsed.

Art. 34 Basis of calculation

Basis of calculation of the charges is:

- MTOM (according to [Art. 14 Basis of calculation](#))
- occupied sector (grass or hard SFC)
- DUR of the parking period

Partial tonnes, days and HR shall be calculated as full tonnes, days and HR.

Art. 35 Parking rates

The list of the parking rates is contained in [GEN 4.1 - Annex 2](#).

Art. 36 Assignment of the parking positions

Lugano AP Authority assigns the parking PSN based on an assumed DUR, which must be communicated in advance, and on availability of space.

Lugano AP Authority may determine a MAX period for parking.

Lugano AP Authority may delegate the management of parking to third parties.

Cargo charges**Art. 37 Obligation**

This charge is levied for cargo:

- arriving at the AP (import) via air transport or road vehicle
- loaded/unloaded by AP personnel, whether on ARR (import), or transit (transit) or on DEP (export).

The determining factor for cargo charges is the gross WT.

The charges have to be paid by the air transport carrier to Lugano AP Authority.

Art. 38 Arriving cargo charge (import)

The charge amounts to CHF -.05 per kg or part of it.

Art. 39 Cargo transportation charge

The charge amounts to CHF -.07 per kg of cargo transported by the staff of Lugano AP Authority from an ACFT to another (transit), or respectively from an ACFT to the zone reserved for the deposit of goods and vice versa (import-export).

Art. 40 Cargo storage charge

A charge for the storage of cargo is levied in accordance with a tariff published separately by the cargo agent.

Operating time surcharge**Art. 41 Obligation**

For each movement (LDG or TKOF), a special charge is levied according to the operating time.

Art. 42 Rates

The list is contained in [GEN 4.1 - Annex 3](#). If LDG and TKOF are not separated by more than one HR the charge is reduced by 25%.

Fuel and lubricant prices**Art. 43 Charges**

Lugano AP Authority does not levy any charges on fuel, as it is the supplier. The official prices are published separately and adapted monthly to reflect the variations in purchasing prices.

Ground handling charges - basic handling

a) Scheduled and charter flights

Art. 44 **Obligation**

The operator of an ACFT of scheduled or charter traffic is obliged to pay a charge for the services rendered by Lugano AP Authority for every rotation (one ARR and one DEP or vice versa). Movements for instruction or technical reasons, or ferry FLT's are exempt from this charge.

Art. 45 **Rates**

The list of handling rates is published on the Lugano AP Internet site: <http://www.luganoairport.ch>. Refer to the current document: "Scheduled and Charter Traffic Tariffs".

Art. 46 **List of main services**

Ground handling consists of the following main services:

- marshalling of ACFT to and from the parking PSN
- loading, unloading and transport of baggage
- transport of passengers by motor vehicle (on demand)
- general cleaning of passenger cabin of the ACFT
- stand-by of fire fighting services
- accompanying of and assistance to passengers
- check-in operations

b) General aviation flights

Art. 47 **Obligation**

The operator of a commercial or private traffic ACFT over 3000 kg MTOM is due to pay a charge for the services rendered by Lugano Airport SA or the Handling Agent for every rotation (one ARR and one DEP or vice versa).

Art. 48 **Rates**

The amount of the base handling flat rate charge for ACFT, relating to its MTOM, is published on the Lugano AP Internet site: <http://www.luganoairport.ch>. Refer to the current document: "General Aviation Handling Tariff".

III. Special charges

Art. 49 **Ground handling charges - special handling on demand**

Lugano AP Authority levies charges for any special services not covered by [Art. 46 List of main services](#) and [Art. 48 Rates](#), and ordered by the ACFT operator.

Art. 50 **Hangar parking**

In case of AVBL space in hangar, Lugano AP Authority gives priority to ACFT operators with annual contracts and successively to those that normally have their ACFT stationed on the AP area.

Lugano AP Authority may allow other competent organisations to handle ACFT parking.

Art. 51 **Winter surcharges**

The winter operation surcharge will be charged for every LDG General Aviation FLT's from 01 NOV to 30 APR, irrespective of the fact that effective de-icing / anti-icing has taken place or not. Home-based ACFT and technical stops are exempted.

Aircraft	up to 3 tonnes	CHF	9.00
Aircraft	up to 7 tonnes	CHF	15.00
Aircraft	up to 16 tonnes	CHF	20.00
Aircraft	above 16 tonnes	CHF	25.00

Art. 52 **De-icing charges**

Flat fee charge per service for General Aviation ACFT. De-icing fluid / hot water mixture CHF 5.90 per litre sprayed.

Aircraft	up to 7 tonnes	CHF	300.00
Aircraft	up to 16 tonnes	CHF	400.00
Aircraft	above 16 tonnes	CHF	680.00

IV. Concluding provisions

Art. 52 Date of validity

These tariff regulations are valid as from 19 SEP 2013.

[GEN 4.1 - Annex 1](#)

List of the LDG charges

[GEN 4.1 - Annex 2](#)

List of the parking charges

[GEN 4.1 - Annex 3](#)

List of the operating time surcharge charges

Annex 1

Annex 1				
Landing charge based on the MTOM of aircraft				
Class	Maximum Take-Off Mass in kg			CHF
0	up to		1000	20.00
1	from	1001	to 1500	30.00
2	from	1501	to 2000	46.00
3	from	2001	to 3000	65.00
4	from	3001	to 4000	72.00
5	from	4001	to 5000	85.00
6	from	5001	to 6000	94.00
7	from	6001	to 7000	107.00
8	from	7001	to 8000	117.00
9	from	8001	to 9000	130.00
10	from	9001	to 10000	140.00
11	from	10001	to 11000	153.00
12	from	11001	to 12000	162.00
13	from	12001	to 13000	175.00
14	from	13001	to 14000	185.00
15	from	14001	to 15000	198.00
16	from	15001	to 16000	207.00
17	from	16001	to 17000	220.00
18	from	17001	to 18000	233.00
19	from	18001	to 19000	246.00
20	from	19001	to 20000	259.00
21	from	20001	to 21000	272.00
22	from	21001	to 22000	285.00
23	from	22001	to 23000	298.00
24	from	23001	to 24000	311.00
25	from	24001	to 25000	324.00
26	from	25001	to 26000	337.00
27	from	26001	to 27000	350.00
28	from	27001	to 28000	363.00
29	from	28001	to 29000	376.00
30	from	29001	to 30000	389.00
31	from	30001	to 31000	402.00
32	from	31001	to 32000	414.00
33	from	32001	to 33000	427.00
34	from	33001	to 34000	440.00

Annex 1					
Landing charge based on the MTOM of aircraft					
Class	Maximum Take-Off Mass in kg			CHF	
35	from	34001	to	35000	453.00
36	from	35001	to	36000	466.00
37	from	36001	to	37000	479.00
38	from	37001	to	38000	492.00
39	from	38001	to	39000	505.00
40	from	39001	to	40000	518.00
41	from	40001	to	41000	531.00
42	from	41001	to	42000	544.00
43	from	42001	to	43000	557.00
44	from	43001	to	44000	570.00
45	from	44001	to	45000	583.00
46	from	45001	to	46000	596.00
47	from	46001	to	47000	608.00
48	from	47001	to	48000	621.00
49	from	48001	to	49000	634.00
50	from	49001	to	50000	647.00
51	from	50001	to	51000	660.00
52	from	51001	to	52000	673.00
53	from	52001	to	53000	686.00
54	from	53001	to	54000	699.00
55	from	54001	to	55000	712.00
56	from	55001	to	56000	725.00
57	from	56001	to	57000	738.00
58	from	57001	to	58000	751.00
59	from	58001	to	59000	764.00
60	from	59001	to	60000	777.00

Annex 2

Annex 2							
Parking charge based on the MTOM of Aircraft							
Class	Maximum Take-Off Mass in kg			Grass Parking		Hard Surface	
				CHF / hr ¹⁾	CHF / day	CHF / hr ¹⁾	CHF / day
				(excl. VAT)			
0	up to		1000	2.00	12.00	3.00	36.00
1	from	1001	to 1500	2.50	14.00	3.00	36.00
2	from	1501	to 2000	--	--	3.00	36.00
3	from	2001	to 3000	--	--	3.00	50.00
4	from	3001	to 4000	--	--	3.00	50.00
5	from	4001	to 5000	--	--	3.00	50.00
6 - 10	from	5001	to 10000	--	--	7.00	100.00
11 - 15	from	10001	to 15000	--	--	10.00	150.00
16 - 20	from	15001	to 20000	--	--	10.00	180.00
21 - 25	from	20001	to 25000	--	--	10.00	220.00
26 - 30	from	25001	to 30000	--	--	16.00	300.00
31 - 35	from	30001	to 35000	--	--	18.00	300.00
36 - 40	from	35001	to 40000	--	--	20.00	300.00
41 - 45	from	40001	to 45000	--	--	22.00	300.00
46 - 50	from	45001	to 50000	--	--	24.00	300.00
51 - 55	from	50001	to 55000	--	--	26.00	300.00
56 - 60	from	55001	to 60000	--	--	30.00	350.00
Free parking time				1 hr		1 hr	
RMK: 1)	Applied the first day until 2300 (2200) on amounts smaller than the daily charge for one day.						

Annex 3

Annex 3					
Operating time surcharge					
Class	Maximum Take-Off Mass in kg			Type (A)	Type (B)
				0601 - 0700 (0501 - 0600) 1901 - 2100 (1801 - 2000) CHF	2101 - 0600 (2001 - 0500) CHF
0 - 2	up to		2000	144.00	240.00
3 - 5	from	2001	to 5000	180.00	300.00
6 - 10	from	5001	to 10000	240.00	400.00
11 - 30	from	10001	to 30000	300.00	500.00
31 - 50	from	30001	to 50000	360.00	600.00
> 50	from	50001		420.00	700.00
RMK:	If landing and departure are not separated by more than one hour the charge is reduced by 25%.				

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9. LSZR - ST. GALLEN-ALTENRHEIN AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT ST. GALLEN-ALTENRHEIN REGIONAL AERODROME**
(Of 01 JAN 2023)**9.1 General information**

9.1.1 This edition "Tariff Regulations 01 JAN 2023 replaces all earlier versions.

9.1.2 All other services, not hereafter mentioned, will be charged separately.

9.1.3 Airport fees

- Landing, ATC (Skyguide Switzerland) Annex A
- Passenger, aircraft parking Annex B
- Ground handling, cargo Annex C
- Noise, Emission, Extensions OPR hours, RFFS, Winter OPS Annex D
- Aircraft services, other services Annex E

9.1.4 These fees are also applicable for tow plane, powered gliders and HEL, unless otherwise stated.

9.1.5 The fees shall be paid by:

- the company that actually carries out the flight for scheduled and non-scheduled commercial flights.
- the operator of the aircraft for non-commercial flights. Several operators of the same aircraft shall be jointly liable for the fees; in the event that the operator is not also the owner of the aircraft, both the operator and owner shall be jointly liable for the fees.

9.1.6 All published fees are listed without VAT (unless otherwise stated).

9.1.7 Airport Altenrhein AG has the authority to change the applicable fees without prior notice.

9.1.8 Opening HR for St. Gallen-Altenrhein AP:

MON - FRI (including HOL)	0530 - 1100 (0430 - 1000)	1230 - 2000 (1130 - 1900)
SAT	0630 - 1100 (0530 - 1000)	1230 - 1900 (1130 - 1800)
SUN	0900 - 1100 (0800 - 1000)	1230 - 1900 (1130 - 1800)

Special permission is required for flights outside of the operational HR and is possible between:

MON - FRI (including HOL)	0500 - 0530 (0400 - 0430)	1100 - 1230 (1000 - 1130)	2000 - 2100 (1900 - 2000)
SAT	0530 - 0630 (0430 - 0530)	1100 - 1230 (1000 - 1130)	1900 - 2100 (1800 - 2000)
SUN	0630 - 0900 (0530 - 0800)	1100 - 1230 (1000 - 1130)	1900 - 2000 (1800 - 1900)

Exceptions: HOSP FLT, SAR FLT, the President of the Swiss Confederation and members of the Swiss Government: 0 - 24 h (O/R).

9.1.9 Ground run times are allowed to the following hours:

MON - FRI (excluding HOL)	0700 - 1100 (0600 - 1000)	1230 - 1700 (1130 - 1600)
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Special permission is required for ground runs outside of the above mentioned hours. Ground runs for Helicopters need prior permission from the Airport Authority.

9.1.10 The fees are payable latest prior to take-off, in cash or by credit card. Credit accounts can be made available for regular airport users, subject to approval and deposit. The customer is responsible for all bank fees. Standard credit terms are net 10 days.

9.1.11 All tariffs are listed in Swiss Francs (CHF).

9.1.12 General terms and conditions Airport Altenrhein AG apply. .

See Annex F

9.2 Landing Fees

- 9.2.1 The LDG fees are levied on ACFT LDGs at St. Gallen-Altentrhein AP, also for go-around and touch-and-go.
- 9.2.2 The LDG fees are calculated according to ACFT MTOM as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document.
- 9.2.3 For ACFT based in St.Gallen-Altentrhein and with a MTOM up to 3 tonnes, the LDG fee will be reduced by 40% (not cumulative with other discounts).
- 9.2.4 For Training FLT's with Instructor on board or supervised by an Instructor with an ACFT of MTOM up to 3 tonnes LDG fee will be reduced by 30% (not cumulative with other discounts such as homebase).
- 9.2.5 The following LDG are exempt from LDG fees:
- a. FLT's by officials of the Aircraft Accident Investigation Bureau (SUST) in the course of their duties
 - b. SAR FLT's ordered by Federal Office of Civil Aviation (FOCA)
 - c. Approaches without LDG (go-around, touch and go) ordered by ATC due to air safety concerns
 - d. Approaches without LDG (go-around, touch and go) due to meteorological reasons
 - e. Approaches without LDG (go-around, touch and go) due to technical reasons (emergency)

9.3 ATC Fee (Skyguide Switzerland)

- 9.3.1 ATC fees are based on Skyguide Switzerland tariffs, the Swiss civil and military air navigation services provider.
- 9.3.2 The following landings are exempt from ATC fees:
- a. Government / State FLT's (presidents, ministers, monarchs and their family)
 - b. SAR Organisations FLT's ordered by FOCA
 - c. FLT's for measure of Air Navigation equipment for LSZR

See Annex A

9.4 Noise Surcharge

- 9.4.1 For each LDG, there shall be a surcharge on the LDG fee payable in accordance with the noise class of the ACFT. The assignment of propeller-driven ACFT with a MTOM not exceeding 8.7 tonnes into one of the noise classes A to D corresponds to the classification established by FOCA resp. ICAO. Jets, which do not correspond to the ICAO Classification in ICAO Annex 16 Chapter 3, are subject to the noise surcharge. The classification of foreign ACFT shall be determined in accordance with the classification of the particular ACFT type. ACFT without official classification are classified in group A (propeller-driven) or group E (jets).
- 9.4.2 In the event that a party lays claim to a more advantageous classification, the party shall provide proof to the AP Authority by way of appropriate documentation within 60 days. After receipt of the documentation the AP Authority shall reimburse the excess noise surcharge.

See Annex D

9.5 Emission surcharge

- 9.5.1 For each LDG, there shall be an emission-based surcharge payable in accordance with the emission value of the ACFT. The determination of the emission value shall be according to the FOCA directive 33-05-27.
- 9.5.2 In the event that a party lays claim to more advantageous classification, the party shall provide proof to the AP Authority by way of appropriate documentation within 60 days. After receipt of the documentation, the AP Authority shall reimburse the excess emission surcharge.

See Annex D

9.6 Passenger Fee / Passenger Security Fee

9.6.1 A Passenger fee shall be payable for each passenger who is transported in an ACFT taking off from St. Gallen-Altentrhein AP.

9.6.2 Passengers exempt from fees:

- a. Children under the age of two
- b. Passengers in direct transit
- c. Passengers on FLT's, when the following landing is in St.Gallen-Altentrhein

9.6.3 A Passenger Security Fee shall be payable for each passenger on FLT's requiring:

- a. Critical Part, and / or
- b. Passenger and Cabin baggage screening, and / or
- c. Hold baggage screening

See Annex B

9.7 Aircraft Parking Fee

9.7.1 The ACFT parking fees are calculated according to the ACFT MTOM as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document.

9.7.2 The AP Authority determines the parking PSN of the ACFT.

9.7.3 Home based ACFT are exempt from the ACFT parking fee.

9.7.4 ACFT during active maintenance in an official maintenance facility are exempt from the ACFT parking fee.

9.7.5 Outside day parking of more than 4 hours will be charged. In the case of outside overnight parking only the overnight rate will be charged.

9.7.6 Hangar day and overnight parking is subject to availability.

See Annex B

9.8 Ground Handling Fee

Ground handling fees for scheduled FLT's, regular Charter flights, Business & Private Aviation are mandatory. See Annex C

9.9 Surcharges for services

- a. Extended Terminal Services outside of normal opening hours
- b. Fire & rescue services
- c. Ground handling and air navigation services performed during the following hours (outside regular operating hours):

MON - FRI	0500 - 0529 (0400 - 0429)	1101 - 1229 (1001 - 1129)	2001 - 2100 (1901 - 2000)
SAT	0530 - 0629 (0430 - 0529)	1101 - 1229 (1001 - 1129)	1901 - 2100 (1801 - 2000)
SUN	0630 - 0859 (0530 - 0759)	1101 - 1229 (1001 - 1129)	1901 - 2000 (1801 - 1900)

See Annex D

9.10 Surcharge winter operation

The surcharge winter operation will be charged for every landing from 1st October until 31st March, irrespective of actual ACFT deicing / anti-icing being used or not. Exempt are home based ACFT's and ACFT's up to MTOM 3 tonnes.

See Annex D

9.11 Rescue and fire fighting services (RFFS)

The Rescue and fire fighting services will be performed and charged as per Operators request.

See Annex D

9.12 Fees for ACFT services, ACFT deicing / anti-icing, passenger & pilot services, ACFT ground runs, other services

See Annex E

9.13 ANNEX A

Landing Fee / Approach Fee for General Aviation

MTOM (kg)	Fees in CHF per landing / touch and go / go around			VFR Training*
	Landing fees	ATC fees	Total	ATC fees
Glider	10.00	--	--	--
-400	10.00	8.00	18.00	5.00
-500	12.50	8.00	20.50	5.00
-600	15.00	8.00	23.00	5.00
-700	17.50	8.00	25.50	5.00
-800	20.00	8.00	28.00	5.00
-900	22.50	8.00	30.50	5.00
-1000	25.00	8.00	33.00	5.00
-1100	27.50	17.00	44.50	9.00
-1200	30.00	17.00	47.00	9.00
-1300	32.50	17.00	49.50	9.00
-1400	35.00	17.00	52.00	9.00
-1500	42.00	17.00	59.00	9.00
-1600	48.00	17.00	65.00	9.00
-1700	51.00	17.00	68.00	9.00
-1800	54.00	17.00	71.00	9.00
-1900	57.00	17.00	74.00	9.00
-2000	60.00	17.00	77.00	9.00
-3000	75.00	24.00	99.00	13.00
-4000	100.00	84.00	184.00	17.00
-5000	125.00	98.00	223.00	21.00
-6000	186.00	111.00	297.00	25.00
-7000	217.00	122.00	339.00	29.00
-8000	248.00	133.00	381.00	33.00
-9000	279.00	144.00	423.00	37.00
-10000	310.00	154.00	464.00	41.00
-11000	363.00	164.00	527.00	45.00
-12000	396.00	173.00	569.00	49.00
-13000	429.00	183.00	612.00	53.00
-14000	462.00	191.00	653.00	57.00
-15000	495.00	200.00	695.00	62.00
-16000	528.00	209.00	737.00	65.00

*** Definition of VFR training/instruction flights:**

- Training FLT's must be accompanied or supervised by a FLT instructor or inspector
- Training FLT's are not commercial FLT's within the meaning of the aviation law and are not to be used for the purpose of transporting passengers or goods

MTOM (kg)	Fees in CHF per landing / touch and go / go around			VFR Training*
	Landing fees	ATC fees	Total	ATC fees
-17000	561.00	217.00	778.00	70.00
-18000	594.00	225.00	819.00	74.00
-19000	627.00	233.00	860.00	78.00
-20000	660.00	241.00	901.00	82.00
-21000	903.00	249.00	1152.00	85.00
-22000	946.00	257.00	1203.00	89.00
-23000	989.00	264.00	1253.00	93.00
-24000	1032.00	272.00	1304.00	97.00
-25000	1075.00	279.00	1354.00	101.00
-26000	1118.00	286.00	1404.00	105.00
-27000	1161.00	293.00	1454.00	109.00
-28000	1204.00	300.00	1504.00	113.00
-29000	1247.00	307.00	1554.00	117.00
-30000	1290.00	314.00	1604.00	121.00
-31000	1395.00	321.00	1716.00	--
-32000	1440.00	327.00	1767.00	--
-33000	1485.00	334.00	1819.00	--
-34000	1530.00	341.00	1871.00	--
-35000	1575.00	347.00	1922.00	--
-36000	1620.00	353.00	1973.00	--
-37000	1702.00	360.00	2062.00	--
-38000	1748.00	366.00	2114.00	--
-39000	1794.00	372.00	2166.00	--
-40000	1840.00	378.00	2218.00	--
-41000	1968.00	385.00	2353.00	--
-42000	2016.00	391.00	2407.00	--
-43000	2064.00	397.00	2461.00	--
-44000	2112.00	403.00	2515.00	--
-45000	2160.00	409.00	2569.00	--
-46000	2208.00	414.00	2622.00	--
-47000	2256.00	420.00	2676.00	--
-48000	2304.00	425.00	2729.00	--
-49000	2352.00	432.00	2784.00	--
-50000	2400.00	437.00	2837.00	--
-51000	2550.00	443.00	2993.00	--
-52000	2600.00	449.00	3049.00	--
-53000	2650.00	454.00	3104.00	--
-54000	2700.00	460.00	3160.00	--
-55000	2750.00	465.00	3215.00	--
-56000	2800.00	471.00	3271.00	--
-57000	2850.00	476.00	3326.00	--

* Definition of VFR training/instruction flights:

- Training FLT's must be accompanied or supervised by a FLT instructor or inspector
- Training FLT's are not commercial FLT's within the meaning of the aviation law and are not to be used for the purpose of transporting passengers or goods

MTOM (kg)	Fees in CHF per landing / touch and go / go around			VFR Training*
	Landing fees	ATC fees	Total	ATC fees
-58000	2900.00	482.00	3382.00	--
-59000	2950.00	487.00	3437.00	--
-60000	3000.00	492.00	3492.00	--
>60000	52.00 / tonnes	as per ATC tariffs	--	--

* Definition of VFR training/instruction flights:

- Training FLT's must be accompanied or supervised by a FLT instructor or inspector
- Training FLT's are not commercial FLT's within the meaning of the aviation law and are not to be used for the purpose of transporting passengers or goods

Tow aircraft and powered gliders

- Tow ACFT are exempt from ATC fees for APCHs on the grass RWYs
- For powered gliders, the ordinary ATC fees are levied.
- For instruction and training FLT's with towing ACFT and powered gliders, the rates and the definition of "VFR training flights" are applicable.

9.14 ANNEX B

9.14.1 Passenger fees / Aircraft parking fees

A. Passenger fee / Passenger security fee

	Fee per departing passenger
- Aircraft up to 3 tonnes MTOM	free of charge
- Scheduled & Other traffic	30.00
- Passenger security fee	16.50

B. Aircraft parking fees

Outside day parking rates

Aircraft up to (MTOM)	Fee per day
- 2 tonnes	free of charge
- 3 tonnes	free of charge
- 6 tonnes	80.00
- 12 tonnes	150.00
- 24 tonnes	200.00
- 40 tonnes	300.00
> 40 tonnes	400.00

Outside overnight parking rates

Aircraft up to (MTOM)	Fee per overnight
- 2 tonnes	20.00
- 3 tonnes	70.00
- 6 tonnes	150.00
- 12 tonnes	300.00
- 24 tonnes	500.00
- 40 tonnes	700.00
> 40 tonnes	900.00

Hangar day parking rates*

Aircraft up to (MTOM)	Fee per day
- 2 tonnes	40.00
- 3 tonnes	100.00
- 6 tonnes	250.00
- 12 tonnes	450.00
- 24 tonnes	600.00
- 40 tonnes	800.00
> 40 tonnes	1000.00

Hangar overnight parking rates*

Aircraft up to (MTOM)	Fee per overnight
- 2 tonnes	60.00
- 3 tonnes	150.00
- 6 tonnes	300.00
- 12 tonnes	600.00
- 24 tonnes	900.00
- 40 tonnes	1200.00
> 40 tonnes	1400.00

* towing / assistance included

9.15 ANNEX C**9.15.1 Ground handling fee, cargo handling****A. Aircraft and passenger handling for Scheduled flights and regular & single Charter flights**

Check-in, boarding, deboarding, baggage handling, load control, meteo, GPU, ACFT cleaning, communication (MVT, LDM, PTM, PSM), special passenger assistance (PRM, UM, WHC, PETC). Services and fees per special agreement.

B. Aircraft and passenger handling for Business & Private Aviation (mandatory for PAX flights)

Aircraft up to (MTOM)	Fee per turnaround (landing / departure)
- 3 tonnes	free of charge
- 6 tonnes	400.00
- 12 tonnes	800.00
- 24 tonnes	1000.00
- 40 tonnes	1400.00
> 40 tonnes	1800.00

Services included:

- Marshalling
- Aircraft chocking
- Passenger ramp transportation (on request)
- Baggage services
- Crew ramp transportation (on request)
- Customs and immigration assistance
- Operational ground assistance & coordination
- Operational messages, NOTAM, Meteo/TAF, Flight Package printout
- 3rd party liaison
- Crew lounge
- Crew car (if available)

Exemptions: Home-based ACFTs

C. Basic ramp services for Business & Private Aviation (ferry flights/special category/HOSP)

Aircraft up to (MTOM)	Fee per landing / departure
- 3 tonnes	free of charge
- 6 tonnes	100.00
- 12 tonnes	250.00
- 24 tonnes	350.00
- 40 tonnes	450.00
> 40 tonnes	600.00

Services included:

- Marshalling
- Aircraft chocking

Exemptions: Home based ACFTs, maintenance ferry FLTs, maintenance check FLTs, training FLTs

D. Cargo handling

Airport St.Gallen-Altenrhein is not authorized to carry out cargo handling.

9.16 ANNEX D

9.16.1 Surcharges

A. Noise surcharge (propeller-driven aircraft)

Noise Class	Surcharge per landing
A	30.00
B	20.00
C	6.00
D	free of charge

B. Emission surcharge

	Surcharge per emission value
Emission value	5.00

C. Extended terminal services outside of regular opening hours

Type of flight	Surcharge per ½ hour or part thereof
All types of flights	150.00

D. Ground handling and air navigation services outside of the regular operating hours

Type of flight	Surcharge per ½ hour or part thereof
HOSP	250.00
SAR	250.00
Other	500.00
No show fee	50 % of expected chargeable fees

E. Rescue and fire fighting services (RFFS / as per request)

RFF Category	Surcharge per turnaround
CAT 3	330.00
CAT 4	500.00
CAT 5	650.00
CAT 6	800.00

F. Surcharge winter operation

Aircraft up to (MTOM)	Surcharge per landing
- 3 tonnes	free of charge
- 6 tonnes	50.00
- 12 tonnes	80.00
- 24 tonnes	100.00
- 40 tonnes	150.00
> 40 tonnes	200.00

9.17 ANNEX E**9.17.1 Aircraft services and other services****A. Aircraft towing**

Aircraft up to (MTOM)	Fee per tow
- 3 tonnes	40.00
- 6 tonnes	75.00
- 12 tonnes	100.00
- 24 tonnes	200.00
- 40 tonnes	300.00
> 40 tonnes	500.00

B. Aircraft services

Aircraft service	Fee	per
Ground power unit 28VDC	100.00	½ hour or part thereof
Ground power unit 115V / 400Hz	150.00	½ hour or part thereof
Air Starter	300.00	start
Toilet dump	200.00	service
Toilet water refill	150.00	service
Potable water refill	150.00	service

C. Aircraft deicing / anti-icing

Aircraft up to (MTOM)	Flat fee
- 3 tonnes	100.00
- 6 tonnes	200.00
- 12 tonnes	300.00
- 24 tonnes	400.00
- 40 tonnes	600.00
> 40 tonnes	800.00

Deicing fluid / hot water mixture	Price per liter sprayed
-Type I / Type II	9.50

D. Aircraft ground run

Aircraft up to (MTOM)	Fee per maintenance event
- 3 tonnes	50.00
- 6 tonnes	150.00
- 12 tonnes	280.00
- 24 tonnes	400.00
- 40 tonnes	550.00
> 40 tonnes	800.00

E. Other services

Service	Fee	per
Apron access (requires customs permission)	500.00	access (exempt HOSP)
Business- / Crew lounge	20.00*	day
Cabin cleaning	150.00	½ hour or part thereof
Blue collar staff	100.00	hour or part thereof
Supervisory staff	150.00	hour or part thereof
License renewal - confirmation of flight hours	25.00*	renewal
Airport ID authorisation	50.00*	
Airport ID authorisation deposit	100.00	
Airport key	50.00*	
Airport key deposit	100.00	
Airport key and / or ID locking	100.00*	
Airport key and / or ID unlocking	100.00*	

* incl. VAT

9.18 ANNEX F**9.18.1 GENERAL TERMS AND CONDITIONS (GTC) FOR GROUND HANDLING SERVICES, PARKING AND HANGARING BY AIRPORT ALTENRHEIN AG AT AIRPORT ST.GALLEN-ALTENRHEIN / LSZR / ACH****Article 1 Provision of Services****1.1 General**

The services will be made available within the limitations set by Airport Altenrhein AG and in accordance with regulations and procedures applicable in Switzerland.

It is not considered necessary or possible to provide specific details of the services and it is generally understood what such services comprise and the standards to be attained. Airport Altenrhein AG will generally provide services as set out in Annex A of the IATA Standard Ground Handling Agreement except for cases where Airport Altenrhein AG deems such services as not applicable or practicable due to specific circumstances at Altenrhein Airport. Parking and hangaring of longer than five days is handled by Altenrhein Realco AG with a specific agreement

1.2 Documents for Ground Handling

Documents used for ground handling and parking/hangaring will be Airport Altenrhein AG's own documents.

1.3 Schedule of Flights

Airport Altenrhein AG will provide the agreed services for the Client's aircraft for the flight operation and/or parking and hangaring on an agreed schedule at Altenrhein Airport. The Client agrees to immediately inform Airport Altenrhein AG of any changes in schedule and/or type of aircraft.

1.4 Emergency Assistance

It is the responsibility of Airport Altenrhein AG to participate in local emergency response plan(s) in order to provide support to the Carrier in the event of an emergency including but not limited to, forced landings, accidents or acts of violence.

Airport Altenrhein AG will contact the Handling Company to establish the carrier's needs in an emergency and provide the Handling Company its current emergency procedures.

In the absence of Client's instructions, in part or whole, Airport Altenrhein AG shall follow its own emergency response plans.

Airport Altenrhein AG shall take all reasonable measures to assist passengers, crew and family members and to safeguard and protect baggage, cargo and mail carried in the aircraft from loss or damage in cooperation with the relevant local authorities.

The Client shall reimburse Airport Altenrhein AG for any extra expenses incurred in rendering such assistance.

1.5 Additional Services

As far as possible, Airport Altenrhein AG will, upon request, provide the Client with any additional services. Such services may be governed by special conditions agreed upon by the Parties.

1.6 Priority

Airport Altenrhein AG shall, as far as possible, give priority to aircraft operating on schedule.

Article 2 Fair Practises

Neither the Client nor Airport Altenrhein AG shall disclose any information to outside parties without the prior consent of the other Party, unless such information is specifically required by applicable law or by governmental or authorities' regulations, in which case the other Party will be notified accordingly.

Article 3 Standard of Work

3.1 Airport Altenrhein AG shall carry out all technical and flight operation services as well as other services also having a safety aspect, for example load control and loading of aircraft, in accordance with the Client's instructions. Receipt of such instructions must be confirmed in writing to the Client by Airport Altenrhein AG. In the absence of instructions from the Client, Airport Altenrhein AG shall follow its own standard practices and procedures, which shall comply with the applicable Swiss rules, regulations and procedures.

3.2 Airport Altenrhein AG will carry out all other services in accordance with the Client's procedures and instructions, or as mutually agreed. In the absence of instructions from the Client, Airport Altenrhein AG shall follow its own standard practices and procedures.

3.3 Airport Altenrhein AG agrees to ensure that authorisations of specialised personnel performing services for the Client are valid and current. If at any time Airport Altenrhein AG is unable to provide authorised personnel as requested by the Client, Airport Altenrhein AG shall inform the Client immediately.

3.4 The Client shall supply Airport Altenrhein AG with sufficient information and instructions to enable Airport Altenrhein AG to perform its handling, parking and hangaring properly.

3.5 Airport Altenrhein AG must report to the Client's representative, all loss of or damage, threatened or actual, to aircraft and loads noticed in the course of the handling, or which in any way possible becomes known to Airport Altenrhein AG.

3.6 In the provision of the services, the Parties agree to comply with any applicable data protection laws.

Article 4 Remuneration

4.1 The Client agrees to pay to Airport Altenrhein AG the agreed charges set out in the respective "Tariff Regulations" [<https://peoples.ch/business-aviation/facts-figures-lszz/fees-charges>] and to discharge all additional expenditures incurred while providing the agreed services and any additional services referred to in 1.4 and 1.5.

4.2 The charges for Ground Handling services do not include:

- any charges, fees or taxes imposed or levied by the Airport, Customs or other authorities against the Client or Airport Altenrhein AG in connection with the provision of services herein by Airport Altenrhein AG or in connection with the Client's flights.
- expenses incurred in connection with stopover and transfer passengers and with the handling of passengers for interrupted, delayed or cancelled flights.

Such charges, fees, taxes or other expenses as outlined above shall be borne ultimately by the Client.

Article 5 Payment

The Client shall pay all fees and charges either in cash or by credit card. Airport Altenrhein AG may at its discretion make other arrangements for payment, for example pre-arranged monthly invoicing.

Article 6 Liability and Indemnity

In this Article, all references to:

- a. "the Client" or "Airport Altenrhein AG" shall include their employees, servants, agents and subcontractors;
- b. "ground support equipment" shall mean all equipment, whether fixed or mobile, used in the performance of ground handling services provided for the Client by Airport Altenrhein AG.

6.1 Except as stated in Sub-Article 6.5, the Client shall not make any claim against Airport Altenrhein AG and shall indemnify it (subject as hereinafter provided) against any legal liability for claims or suits, including costs and expenses incidental thereto, in respect of:

- a. delay, injury or death of persons carried or to be carried by the Client;
- b. injury or death of any employee of the Client;
- c. damage to or delay or loss of baggage, cargo or mail carried or to be carried by the Client,
- d. damage to or loss of property owned or operated by, or on behalf of, the Client and any consequential loss or damage arising from an act or omission of Airport Altenrhein AG, unless done with intent to cause damage, death, delay, injury or loss or recklessly and with knowledge that damage, death, delay, injury or loss would probably result.

All claims or suits arising hereunder shall be dealt with by the Client. Airport Altenrhein AG shall notify the Client of any claims or suits without undue delay and shall furnish such assistance as the Client may reasonably require.

6.2 The Client shall not make any claim against Airport Altenrhein AG in respect of damage to third parties caused by the operation of the Client's aircraft arising from an act or omission of Airport Altenrhein AG, unless done with intent to cause damage, or recklessly and with knowledge that damage would probably result.

6.3 In the case of claims arising out of surface transportation which Airport Altenrhein AG provides on behalf of the Client, the liability and indemnity provisions contained in these Terms and Conditions shall equally apply.

6.4 Airport Altenrhein AG shall not make any claim against the Client and shall indemnify it (subject as hereinafter provided) against any legal liability for claims or suits, including costs and expenses incidental thereto, in respect of:

- a. injury to or death of any employees of Airport Altenrhein AG, its servants, agents or subcontractors;
- b. damage to or loss of property owned or operated by, or on behalf of, Airport Altenrhein AG and any consequential loss or damage arising from an act or omission of the Client, unless done with intent to cause damage or recklessly and with knowledge that damage would probably result.

6.5 Notwithstanding Sub-Article 6.1(d), Airport Altenrhein AG shall indemnify the Client against any physical loss of or damage to the Client's Aircraft caused by Airport Altenrhein AG's negligent act or omission provided always that the Airport Altenrhein AG's liability shall be limited to any such loss of or damage to the Client's Aircraft in an amount not exceeding the level of deductible under the Client's Hull All Risk Policy which shall not, in any event, exceed USD 1,500,000 except that loss or damage in respect of any incident below USD 3,000 shall not be indemnified.

This Sub-Article 6.5 shall not be ground for any claim for consequential loss incurred in connection with physical loss of or damage to the Client's Aircraft.

For the avoidance of doubt, save as expressly stated, this Sub-Article 6.5 does not affect or prejudice the generality of the provisions of Sub-Article 6.1 including the principle that the Client shall not make any claim against Airport Altenrhein AG and shall indemnify it against any liability in respect of any and all consequential loss or damage, howsoever arising.

Article 7 Governing law and Place of Jurisdiction

Any agreements between the Client and Airport Altenrhein AG are subject to Swiss law, namely the Swiss Code of Obligations. The Place of Jurisdiction is Altenrhein, Switzerland

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10. LSZS - SAMEDAN AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT SAMEDAN AIRPORT**
(Of 01 DEC 2009)**10.1 General provisions****10.1.1 Legal basis**

The legal basis of the tariff regulation is article 39 of the Federal Law of Air Navigation and fig. III, article 2.2 of the concession for the operation of the AP.

10.1.2 Jurisdiction

These tariff regulations are applicable to the use of Samedan AP.

10.1.3 Airport charges

The AP charges applied are the following:

- mass-related LDG charge;
- noise-related LDG charge;
- passenger charge;
- snow-fee charge;
- fire and rescue charge;
- AFIS fee;
- parking charge;
- charge for the sale of fuels and lubricants;
- ground services charge.

These charges are subject to the supervision of FOCA. They are published in the AIP Switzerland.

10.1.4 Indemnity for special services

For special services, the AP operator may make additional charges independent of the AP charges.

10.1.5 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is considered as ACFT operator as long as the latter is not able to prove that this status falls to another person.

10.1.6 Charge maturity

The charges have to be paid before TKOF, at the latest. The AP operator may claim payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

10.1.7 Currency

The charges are due in Swiss Francs (CHF)

10.1.8 Collection

The AP operator may delegate the collection of the charges to an authorised dispatch office.

10.2 Landing charges

10.2.1 Mass-related landing charge

10.2.1.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied depending on the MTOM of the ACFT.

10.2.1.2 Charge determination

The LDG charge depends on the MTOM authorised for the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document. Any part of a tonne will be considered as a whole unit.

10.2.1.3 Charge amounts

Maximum Take-Off Mass (MTOM) in kg	Charge National traffic CHF (excl. VAT)	International Traffic ¹ CHF (excl. VAT)
0 - 1000	17.--	34.--
1001 - 2000	32.--	64.--
2001 - 3000	42.--	84.--
3001 - 4000	54.--	108.--
4001 - 5000	213.--	426.--
5001 - 6000	258.--	516.--
6001 - 7000	324.--	648.--
7001 - 8000	369.--	738.--
8001 - 9000	417.--	834.--
9001 - 10000	459.--	918.--
10001 - 11000	507.--	1014.--
11001 - 12000	552.--	1104.--
12001 - 13000	594.--	1188.--
13001 - 14000	642.--	1284.--
14001 - 15000	687.--	1374.--
15001 - 16000	735.--	1470.--
16001 - 17000	777.--	1554.--
17001 - 18000	819.--	1638.--
18001 - 19000	870.--	1740.--
19001 - 20000	915.--	1830.--
20001 - 21000	960.--	1920.--
21001 - 22000	1002.--	2004.--
22001 - 23000	1050.--	2100.--
23001 - 24000	1092.--	2184.--
24001 - 25000	1140.--	2280.--
25001 - 26000	1185.--	2370.--
26001 - 30000	1206.--	2412.--
30001 - 31000	1245.--	2490.--
31001 - 32000	1287.--	2574.--
32001 - 33000	1326.--	2652.--
33001 - 34000	1365.--	2730.--
34001 - 35000	1404.--	2808.--

Maximum Take-Off Mass (MTOM) in kg	Charge National traffic CHF (excl. VAT)	International Traffic ¹ CHF (excl. VAT)
35001 - 36000	1446.--	2892.--
36001 - 37000	1482.--	2964.--
37001 - 38000	1524.--	3048.--
38001 - 39000	1563.--	3126.--
39001 - 40000	1605.--	3210.--
40001 - 41000	1641.--	3282.--
41001 - 42000	1683.--	3366.--
42001 - 43000	1722.--	3444.--
43001 - 44000	1761.--	3522.--
44001 - 45000	1800.--	3600.--
45001 - 46000	1842.--	3684.--
46001 - 47000	1881.--	3762.--
47001 - 48000	1920.--	3840.--
48001 - 49000	1959.--	3918.--
49001 - 50000	1983.--	3966.--
50001 - 51000	2025.--	4050.--
51001 - 52000	2070.--	4140.--
52001 - 53000	2115.--	4230.--
53001 - 54000	2160.--	4320.--
54001 - 55000	2202.--	4404.--
55001 - 56000	2250.--	4500.--
56001 - 57000	2298.--	4596.--
57001 - 58000	2346.--	4692.--
58001 - 59000	2391.--	4782.--
59001 - 60000	2439.--	4878.--
60001 - 61000	2487.--	4974.--
61001 - 62000	2535.--	5070.--
62001 - 63000	2583.--	5166.--
63001 - 64000	2628.--	5256.--
64001 - 65000	2676.--	5352.--
65001 - 66000	2724.--	5448.--

1. Comprising all landings customs-cleared in Samedan

10.2.1.4 Special cases

A lower charge may be applied for the FLT's mentioned below:

- technical check FLT's;
- training and check FLT's carried out under the surveillance of a FLT instructor or an inspector;
- Special agreements for home-based operators.

10.2.2 Noise-related landing charge

10.2.2.1 Charge duty

For the APCH and the subsequent LDG of each ACFT, a LDG charge is levied that is related to the noise class of the ACFT.

10.2.2.2 Aircraft up to 5700 kg MTOM

10.2.2.2.1 Noise class determination

FOCA is responsible for the ACFT classification and its update. The classification of ACFT registered in Switzerland is published in the Swiss register or in a separate list. The classification of ACFT registered abroad is established in conformity with the corresponding ACFT type classification REF: [GEN 4.1 - Appendix B](#) (Noise classification for propeller-driven ACFT without special sound-proofing).

10.2.2.2.2 Noise classification

The noise level limits in accordance with ICAO Annex 16 and the noise level measured and corrected for the ACFT PER factor or the corresponding ACFT type, are used to derive the noise classification for ACFT:

Noise class	Difference
A	Noise level HYR than the limit value;
B	0 to 1.9 dB, but less than the limit value;
C	2 to 4.9 dB, but less than the limit value;
D	5 dB and HYR, but less than the limit value.

10.2.2.2.3 Charge amount

The noise charge depends on the assignment of the ACFT to one of the classes A - D. It amounts to:

Noise class	Noise charge CHF (excl. VAT)
A	35.-- per tonne MTOM or fraction thereof;
B	20.-- per tonne MTOM or fraction thereof;
C	10.-- per tonne MTOM or fraction thereof;
D	no noise charge

10.2.2.2.4 New or noise-modified aircraft

The operator is allowed to propose a more advantageous classification for his ACFT within 60 days of the implementation of the charge being made. If the evidence necessary for a new classification is presented within the required time, the excess charges will be reimbursed.

10.2.2.3 Aircraft with jet engines

10.2.2.3.1 Noise class determination

Jet ACFT are classified according to the TKOF noise as measured by the ACFT noise-measuring equipment at Zurich AP. For the classification, the difference between the energetic mean value of the noise level of an ACFT type and the energetic mean value of the noise level measured for all ACFT types is used.

10.2.2.3.2 Noise classification

The assignment of each ACFT to the existing noise class is listed in [GEN 4.1 - Appendix A](#) (Noise classification for jet aircraft).

10.2.2.3.3 Charge amount

Noise class	Charge in CHF (excl. VAT)
I	5000.--
II	3000.--
III	2000.--
IV	500.--
V	exempt of charge

10.2.2.4 New or noise-modified aircraft

New or noise-modified (hush-kit) ACFT will only be classified after official noise data have been established. Until such time, no noise-related LDG charge will be levied.

10.3 Passenger charge**10.3.1 Charge duty**

For each passenger departing on an ACFT, a charge is levied with the exception of the exemptions in § 9.3.2.

10.3.2 Passengers exempt of charge

The following are exempt from the charge duty:

- transit passengers;
- infants up to the age of two;
- seriously ill persons;
- passengers in private traffic of ACFT operators domiciled in the Upper Engadin.

10.3.3 Charge amount

Category of flight passenger	Charge in CHF (excl. VAT)
Flight passenger of private air traffic	10.--
Flight passenger of commercial air traffic	10.--

10.4 Snow-Fee**10.4.1 Charge duty**

From 01 NOV to 30 APR a snow-fee is levied for all ACFT LDG at Engadin AP.

10.4.2 Charge amount

Percentage of LDG fees 0000 - 66'000 kg 40%

10.5 Fire & Rescue**10.5.1 Charge duty**

For all ACFT from Category 3 and higher a fire and rescue charge is levied.

10.5.2 Charge amount

Category 3 300.--
 Category 4 600.--
 Category 5 950.--
 Category 6 1'800.--

10.6 AFIS-Fee**10.6.1 Charge duty**

For all ACFT, an AFIS-fee is levied.

10.6.2 Charge amount

Percentage of LDG fees 0000 - 66'000 kg 60%

10.7 Parking charge

10.7.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied for the period exceeding the free parking period. Parking of an ACFT is only AVBL O/R. The Standard Ground Handling Agreement must be signed and returned to Engadin AP prior to an overnight stop in LSZS (Engadin AP). See attachment on <http://www.engadin-airport.ch>.

10.7.2 Charge calculation

The charges are computed on the basis of the MTOM and the parking time.

10.7.2.1 Charge-free parking time

For the parking of an ACFT in the OPN, a charge is levied after a free parking period of two HR. Parking of an ACFT is only AVBL O/R.

10.7.2.2 Charge amount

Class	Maximum Take-Off Mass (MTOM) in kg	Charge per day in CHF (excl. VAT)
I	0 - 3000	80.--
II	3001 - 5000	210.--
III	5001 - 7000	380.--
IV	7001 - 13000	540.--
V	13001 - 25000	1060.--
VI	25001 - 35000	1450.--
VII	35001 - 66000	2870.--

10.8 Charge for the sale of fuel and lubricants

10.8.1 Charge duty

For the sale of fuel and lubricants for ACFT, a charge is levied.

10.8.2 Charge amount

Fuel and lubricants	Charge per litre in CHF (excl. VAT)
Aviation gasoline 100LL	0.04
Jet fuel A1	0.04
Other fuels	0.04
Lubricant	0.12

10.9 Ground service charge

10.9.1 Charge duty

For the utilisation of the AP ground services, a charge is levied, as published on <http://www.engadin-airport.ch>.

10.10 Flights and aircraft exempt of charge**10.10.1 Principle**

For the mass- and noise-related LDG charges, and passenger and parking charges, the following exemptions apply.

10.10.2 Exemptions according to § 9.7.1

No charges are to be paid:

- for ACFT that are owned by the Swiss Confederation;
- for foreign State ACFT carrying the Head of State or members of the government on official State visits;
- for search and police FLT's;
- when the AP is used in unforeseen emergencies that are linked to the operation of an ACFT.

10.10.3 Duty of proof

If evidence of exemption is requested, the evidence necessary to support the analysis has to be submitted to the AP, if requested.

10.11 Implementation

This current tariff regulation is valid as of the 01 DEC 2009 and supersedes all previous versions.

10.12 Value added tax

The aforementioned charges are exclusive of VAT.

10.13 Appendices and annexes

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11. LSGS - SION AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT SION AIRPORT**

The Municipal Council of Sion, based on:

- art. 39 of the Federal Air Navigation Law of 21 DEC 1948,
- the provisions of the Cantonal Law of 03 FEB 1975 for the encouragement of Public transport firms,
- the provisions of the Cantonal Law for the Cantonal Regime of 13 NOV 1980,
- the operating-concession of Sion Regional Airport of 23 AUG 1971, adopts the following provisions.

11.1 General provisions**11.1.1 Jurisdiction**

These regulations are applicable for the use of the facilities of Sion AP.

11.1.2 Airport charges

AP Charges include:

- the mass-related LDG charge;
- the noise-related LDG charge;
- the air navigation charge;
- the passenger boarding charge;
- the parking charge;
- the freight charge;
- the charge for the sale of fuels and lubricants;
- the ground services charge (handling-charge);
- the other charges.

These charges are subject to the supervision of FOCA. They are published in the AIP Switzerland.

11.1.3 Charges debtor

Debtor of the AP charges is the ACFT operator or, in default whereof, its owner.

Exceptions to this rule are:

- the charge on the supply of fuels and lubricants, payable by the authorized supplier;
- the freight charge, payable by the air transport firm.

11.1.4 Charges maturity

The charges are levied before TKOF or before DEP of the freight transport vehicle. For regular users of the AP services, they may be invoiced.

11.1.5 Currency

The charges are fixed and published in Swiss Francs (CHF).

11.1.6 Collection

The AP may delegate the collection of certain charges.

11.2 Mass-related landing charge

11.2.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a mass-related LDG charge is levied. This charge also has to be paid if for instruction, training or pilot-check purposes, an APCH without subsequent LDG is made.

11.2.2 Charge determination

The charge depends on the MTOM, as stated in the Airworthiness Certificate or Aircraft Flight Manual or the Register of Immatriculation or an equivalent document. Any part of a tonne will be treated as a whole tonne.

11.2.3 Charge amount for international traffic

For international traffic, the charge amounts to:

11.2.3.1 Up to 50 tonnes:

MTOM in kg	Charge in CHF (excl. VAT)
0 - 1000	17.--
1001 - 1500	25.--
1501 - 2000	32.--
2001 - 3000	42.--
3001 - 4000	50.--
4001 - 5000	58.--
5001 - 6000	66.--
6001 - 26000	18.70 per ton
26001 - 30000	17.90 per ton
30001 - 50000	17.-- per ton

11.2.3.1.1 in excess of 50 tonnes:

CHF 850.-- (excl. VAT) for the first 50 tonnes and CHF 19.50 for each supplementary tonne (excl. VAT).

11.2.4 Charge amount for national traffic

The charge is half of the one for international traffic if the preceding TKOF was made at a Swiss AD (Bâle-Mulhouse included).

11.2.5 Special Cases

The mass-related LDG charges are also applicable to HEL.

The charge for gliders and towing ACFT is the same as for other ACFT.

For ACFT which have arrived for revision, repair or MAINT, as well as technical FLT's without payload, a discount of 40% is granted. This discount is also applicable for returns due to technical issues after TKOF.

The status of PERM operator is granted O/R to any operator which has the right to use the facilities of Sion AP or has indicated Sion as its main operating base on the REG application of its ACFT.

PERM operators are entitled to the following discounts on the mass-related LDG charge of international and national traffic for ACFT of less than 5700 kg.

- Commercial and private traffic: reduction 40%
- Instruction (training circuits included): reduction 60%
- Glider towing: reduction 60%

(The charge for the glider is included in the charge for towing ACFT)

11.3 Noise-related landing charge**11.3.1 Charge duty**

For the APCH and the subsequent LDG of an ACFT a noise-related LDG charge is levied. This charge is also payable if for instruction, training or pilot control an APCH without subsequent LDG is made.

11.3.2 Jet aircraft**11.3.2.1 Classification**

The ACFT are assigned to classes in accordance with the noise measurements taken using the fix equipment at Zurich AP. The classes are published in [GEN 4.1 - Appendix A](#) (Noise classification for jet aircraft).

11.3.2.2 Charge amount

The charge amounts to:

Noise class	Charge in CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	0.--

11.3.2.3 New or hushkitted aircraft

Such an ACFT will be classified only when its measurement data are AVBL. Otherwise, no noise-related LDG charge will be levied.

11.3.3 Propeller-driven aircraft with a Maximum Take-Off Mass of up to 5.7 tonnes**11.3.3.1 Class determination**

- The noise-related LDG charge depends on which of the classes A to D the ACFT belongs to.
- FOCA is responsible for the aeroplane classification and for its update. The classification of aeroplanes registered in Switzerland is published in the Aircraft Register or in a separate list. The classification of aeroplanes registered abroad is established in conformity with the corresponding aeroplane type classification [Appendix B](#) (Noise classification for propeller-driven aircraft without special sound-proofing).
- In the event that a party liable to pay the charges lays claim to a more advantageous classification, the party shall provide proof to Sion AP Authority by way of appropriate documentation within 60 days of the date on which the claim is made. In this case, the excess charges will be reimbursed.

11.3.3.2 Amount of the charge

The charge amounts to:

Noise Class	Charge per ton in CHF (excl. VAT)
A	7.--
B	4.--
C	2.--
D	0.--

A fraction of a tonne is considered as a full tonne.

11.4 Air navigation charge

11.4.1 Charge duty

An air navigation charge is levied for each LDG or APCH without subsequent LDG.

11.4.2 Charge determination

The charge depends on the MTOM, as stated in the Airworthiness Certificate or Aircraft Flight Manual or the Register of Immatriculation or an equivalent document. Any part of a tonne will be treated as a whole tonne.

11.4.3 Charge amount

The amounts in force are listed in [GEN 4.2 AIR NAVIGATION SERVICES CHARGES](#).

11.5 Passenger boarding charge

11.5.1 Charge duty

For each passenger departing on an ACFT a boarding charge is levied whereby [11.5.2](#) is reserved.

11.5.2 Exemptions

The following are exempt from the charge:

- passengers in direct transit;
- passengers on private FLT's inasmuch as the first LDG after TKOF takes place at a Swiss AP (incl. Bâle-Mulhouse).

11.5.3 Charge amount

- a) For private FLT: The charge amounts to CHF 7.-- per passenger (excl. VAT)
- b) For commercial FLT: The charge amounts to CHF 12.-- per passenger (excl. VAT)

11.6 Parking charge

11.6.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied that depends on the parking time and the MTOM. A fraction of a tonne or a day is considered a full tonne or day.

11.6.2 Determination of the parking time subject to the charge

A charge is levied after a free parking period of five HR.

11.6.3 Charge amount

MTOM in kg	CHF (excl. VAT)
up to 2000 kg	6.--
in excess of 2000 kg	7.-- per ton

11.7 Freight charge

11.7.1 Charge duty

A charge is levied on air-freight that is unloaded from an ACFT.

11.7.2 Exemption

Air freight in transit is exempt from this charge.

11.7.3 Charge amount

The charge amounts to CHF 0.04 (excl. VAT) per kg.

11.8 Charge for the supply of fuels and lubricants**11.8.1 Charge duty**

A charge is levied on the supply of fuels and lubricants for ACFT.

This charge is owed by the supplier that is authorised to deliver fuels and lubricants at the AP.

11.8.2 Charge amount

Fuels and lubricants	Charge per litre in CHF (excl. VAT)
Aviation gasoline AVGAS	0.02
Jet fuel A1	0.01
Other fuels	0.01
Lubricants	0.10

11.9 Ground service charge (handling)**11.9.1 Charge duty**

A charge is levied for the ground service of an ACFT performed by Sion AP Authority or another authorised company.

11.9.2 Charge amount

Charges are AVBL O/R from Sion AP Authority.

11.10 Other charges**11.10.1 Tax for modification of licences**

For the renewal of one or several licences at the same time, or for one or more inscriptions at the same time into one or more licences, a charge of CHF 20.-- (excl. VAT) is levied.

11.10.2 Charge for night-operation

For a night-operation (TKOF or LDG outside AP operational HR, as stated in the AP operation regulations), a charge of CHF 250.-- (excl. VAT) per half HR or fraction of a half HR is levied, in addition to other AP charges.

In case of cancellation, TKOF or LDG during the operational hours a charge of CHF 50.-- is levied for each extension request.

11.10.3 Landing charge for night flight training

For a LDG which is part of an official training night FLT, a charge of CHF 5.-- (excl. VAT) is levied in addition to other AP charges.

11.10.4 Winter Tax**11.10.4.1 Charge duty**

From 01 NOV to 31 MAR, a winter tax is levied for all ACFT with MTOM >3 tonnes LDG at Sion AP.

11.10.4.2 Charge amount

The charge amount is CHF 100.-- (excl. VAT).

11.11 Exemptions

11.11.1 Principle

The exemptions in accordance with [11.11.2](#) are applicable to the mass- and noise-related LDG charges, the passenger embarkation charge and the parking charge.

11.11.2 Beneficiaries

The exemption is valid for:

- official FLT's of employees of the Federal Swiss Accident Investigation Board;
- foreign State ACFT transporting the Head of State or members of the government on the occasion of State visits.

11.11.3 Justification of the claim

The claim for a reduction to or exemption from an ACFT charge within the limits of these regulations must be submitted immediately and, along with justification for the claim.

The evidence necessary for the claim must be submitted to the AP, if so requested.

11.12 Implementation

These charge regulations are valid as of 01 JUN 1991.

Decided by the Municipal Council of Sion on 14 DEC 1989.

APV by the General Council of Sion on 13 FEB 1990.

12. LSZH - ZURICH AIRPORT - Aerodrome charges**12.1 TARIFF REGULATIONS AT ZURICH AIRPORT****I. Definitions**

ABT	Airborne time
ATA	Actual time of arrival
ATD	Actual time of departure
AOS	Airport Operational Systems
CHF	Swiss Francs
Commercial passenger	Passenger on a flight which is offered to the general public for payment of a fee either separately or as part of a package tour.
EASA	European Aviation Safety Agency
FZAG	Flughafen Zürich AG
FOCA	Federal Office of Civil Aviation
GA/BA	General Aviation / Business Aviation: GA/BA flights are flights transporting a maximum of 24 passengers and a maximum of 200 kg of freight and that do not need any terminal infrastructure (e.g. Check-In, connection to IT systems, baggage sorting system) for handling and flights with such character (e.g. technical flights that are GA/BA flights in normal operations)
HCC Dp/Foo	Certified LTO hydrocarbon emission per axial thrust
ICAO	International Civil Aviation Organization
Local passenger	A passenger whose flight journey begins by departing from Zurich Airport or ends by arriving at Zurich Airport, and who is not a transfer or transit passenger
LTO cycle	Landing and take-off cycle
MTOM	Maximum Take-off Mass
PRM	Passenger with reduced mobility in accordance with Regulation (EC) 1107/2006
RFS	Road feeder service
S/C	Scheduled/Charter: commercial flights that require terminal infrastructure for their, handling, and flights of this nature (e.g. technical flights which are operated as scheduled/charter flights in normal operations).
t	Tonne
TDT	Touchdown Time
Transfer passenger	A passenger whose journey makes a stop at Zurich Airport and continues within 24 hours of arrival (scheduled time of arrival) with another aircraft under a different flight number (scheduled time of departure); the place of departure and the destination may not be the same.
Transit passenger	A passenger whose journey makes a stop at Zurich Airport and continues within 24 hours of arrival (scheduled time of arrival) under the same flight number (scheduled time of departure); the place of departure and the destination may not be the same.
VAT	Value Added Tax

II. General

Art. 1 General provisions

Based on Art. 39 of the Federal Act on Civil Aviation (CAA, SR 748.0) and the Ordinance on Airport Charges (OAC, SR 748.131.3), FZAG is issuing the following airport charges regulation.

Any objections to invoices for charges from FZAG must be submitted to FZAG, Accounts Receivable Department, P.O Box, 8058 Zurich Airport within 10 days of the invoice being issued. FZAG will decide on disputed invoices for charges by means of a ruling. Any complaints regarding rulings made by FZAG must be addressed to the Federal Administrative Court within 30 days of opening.

The place of performance is Zurich Airport.

The exclusive place of jurisdiction for civil disputes arising from this charges regulation is Bülach. Swiss law applies.

Art. 2 Precedence over AIP publication

The airport charges regulation in their current valid version in German takes precedence over the AIP and the English translation.

Art. 3 Liability

Within the scope of these charging regulations, FZAG's liability is based on the Federal Act on the Liability of the Federal Government (SR 170.32) as well as Art. 4 of the Zurich Airport Operating Regulations dated June 30, 2011.

This airport charges regulation does not constitute a performance guarantee by FZAG. As such, any liability of FZAG is excluded to the extent permitted by law, including liability for consequential damage and loss of earnings, damages as a result of delays and additional costs in the handling process, and as a result of data loss. FZAG is not liable for its own negligence, nor that of its employees and auxiliaries.

Art. 4 Offsetting

Debtors may not offset claims they might have against FZAG against airport charges.

Art. 5 Collection of Airport Charges

FZAG may commission third parties with the collection of airport charges. These charges are set in accordance with the principles established in the ordinance on airport charges and published in AIP.

III. Flight operations charges

Art. 6 Debtor

Unless stated otherwise, the concession holder is the debtor for flight operations charges for flights operated under a route concession.

If the concession holder cannot be prosecuted or if the flight is not operated under a route concession, the operator of the arriving or departing aircraft is liable in lieu. If the operator cannot be prosecuted either, then the owner of the arriving or departing aircraft takes his place.

The operator is the natural person or legal entity that operates the flight at its own cost and has power of control over the aircraft. If one aircraft has several operators, they are jointly liable for flight operations charges. If the operator of an aircraft is not the same as the owner, the operator and owner are jointly liable for flight operations charges.

Art. 7 Exemptions

The following users are exempt from flight operations charges:

- The Swiss Confederation for official flights of the Federal Office of Civil Aviation (FOCA) and the aircraft accident investigation bureau while fulfilling official duties;
- Swiss state flights,
- Foreign state flights, provided they are transporting a head of state on an official state visit, and
- Search and rescue flights that have been mandated by the Swiss control centre for search and rescue services for civil aviation.

Art. 8 Rates

The rates for flight operations charges are shown in Swiss francs (CHF), excluding value added tax (VAT).

Art. 9 Invoicing and payment

Airport charges are invoiced in CHF.

The flight operations charges are due after FZAG has provided the respective service and prior to departure of the aircraft from Zurich Airport. FZAG may allow postponed payments for parties liable that use Zurich Airport regularly and

- whose headquarters or subsidiary branch is based in Switzerland or
- who have established a special domicile within the meaning of Art. 50, para. 2 of the Federal Act on Debt Enforcement and Bankruptcy (SR 281.1) in Switzerland for the receivables of FZAG arising from this airport charges regulation,

If postponed payment has been granted and unless otherwise agreed, payment is to be made within 10 days of the invoice being issued. In the event of a postponed payment, the debtor must provide FZAG with (direct or indirect) guarantees from a bank headquartered in Switzerland, a payment deposit or similar assurances for an invoice volume of at least one month. In exceptional cases, FZAG may waive the requirement of a guarantee.

If payments are overdue, FZAG reserves the right to

- charge default interest at the rate of 5%,
- refuse departure and charge the debtor for the resulting costs including compensation.

Art. 10 Documentation requirements

The debtor of the flight operations charges must submit the following documentation for the aircraft that they are responsible for operating to and from Zurich annually by 1 April.

- aircraft registration
- aircraft manufacturer, aircraft type and model
- MTOM according to Aircraft Flight Manual (AFM), Basic Section on Weight Limitation
- engine type

The documentation must be accompanied by the corresponding pages from the AFM.

Furthermore, users are obliged to notify FZAG immediately in the event of any changes to the data during a year. Any retroactive complaints regarding MTOM will not be considered.

The documentation is also used to calculate the approach charges, which FZAG collects on behalf of Skyguide Ltd.

Data for billing and statistics (load messages and passenger transfer messages, inbound connection lists) are generally transmitted by the handling agents to FZAG. Airlines are obliged to make such data available. The timely submission of correct data is necessary for accurate invoicing.

Art. 11 Entry into force and duration

The changes to the flight operations charges in accordance with the agreement dated 15 July 2020 will be implemented as of 1 April 2021. Moreover, the flight operations charges in accordance with the charging regulations dated 1 September 2016 (as at 1 July 2020) remain unchanged.

FZAG will initiate next proceedings for adjusting flight operations charges in accordance with Art. 20 et seq. OAC with the information about the proceedings in accordance with Art. 20a OAC at a point in time at which, based on the last available Annual Report of FZAG, the cumulative result (economic value added, EVA) plus the result of the last financial year supplemented by the change in result from the year before last to last year in the regulated segments (Art. 19 para. 1 lit. a to e OAC) since 1 July 2016 is equal or positive for the first time, but at the earliest once the financial statements for 2020 become available, and at the latest by 1 April 2025.

Art. 12 Individual charges**Aircraft movement related charges****Landing charge**

MTOM class*	Charge per landing
1-3	96.50
4	183.30
5	309.00
6	567.40
7	1091.10
8	1817.80
9	3005.00

*See [LSZH A1 Overview of MTOM classification](#)

The landing charge is levied per landing (also for "touch and go" landings and "missed approaches").

Aircraft noise charge

Jet aircraft

The noise classification [GEN 4.1 - Appendix A](#) is based on noise levels measured in the vicinity of Zurich Airport. Aircraft noise charges are imposed based on touch-down time (TDT) and airborne time (ABT).

Daytime noise charge (per landing):

Noise class	I	II	III	IV	V
Charge	2000.00	400.00	40.00	10.00	0.00

Aircraft noise surcharge for shoulder and night hours per departure:

ABT	Noise class				
	I	II	III	IV	V
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	800.00	400.00	200.00	100.00	50.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	1500.00	800.00	400.00	200.00	100.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	3000.00	1500.00	800.00	400.00	200.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	6000.00	3000.00	1500.00	800.00	400.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	12000.00	6000.00	3000.00	1500.00	800.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	18000.00	12000.00	6000.00	3000.00	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	1500.00	800.00	400.00	200.00	100.00

Aircraft noise surcharge for shoulder and night hours per landing:

TDT	All noise classes
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	50.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	100.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	200.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	400.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	800.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	100.00

Incentive payment for jet aircraft:

Upon application, FZAG provides incentive payments for low-noise jet aircraft that are used at Zurich Airport and meet the following requirements:

- The respective aircraft type has been certified by the European Aviation Safety Agency (EASA) for a maximum of four years before its application and it has been operated newly at Zurich airport between certification and application;
- The noise reduction based on the noise measured by Zurich Airport compared to the aircraft type previously used for the same operation must be at least 5 dB. The noise reduction is measured at the same noise measuring points that are also used to measure jet aircraft noise.

The incentive payment is granted as of regular operation of the eligible aircraft type by the airline concerned at Zurich Airport, and based on its effective annual landings for three years but in any case only until the end of the validity period of this airport charges regulation.

The sum of CHF 1 million is available each calendar year for the incentive payments. The amount is credited to the eligible airline at the beginning of the following calendar year based on its share of eligible landings in all eligible landings in the corresponding calendar year. The yearly incentive amount per airline is limited to the total amount of the aircraft noise charges (excluding noise surcharges for shoulder and night hours) paid by the respective airline during this year. The maximum payment per landing is CHF 100.00.

Applications must be submitted to Flughafen Zürich AG, Noise Management, P.O. Box, 8058 Zurich Airport, using the application form found at www.zurich-airport.com/charges by 31 January of the following year.

Relief mechanism for jet aircraft

FZAG relieves airlines that are relevant for the hub-operation at Zurich airport upon application, if the following conditions are met:

- the Airline operates passenger flights (CATY10) during shoulder and night hours at Zurich Airport. Scheduled and actual time of departure have to be between 20:00:01 (19:00:01) and 06:00:00 (05:00:00).
- The non-stop flight distance of the flight in question must be at least 5'000 km
- the average seat load factor (SLF) of the Airline during shoulder and night hours is higher than the average SLF of all airlines at Zurich Airport during these times

If an Airline meets all of the above mentioned criteria, the additional charges due to the increase of charges during shoulder and night hours will be refunded.

The refund will only apply to flights with scheduled and actual time of departure (respectively arrival) between 20:00:01 (19:00:01) and 22:00:00 (21:00:00) or 05:00:01 (04:00:01) and 06:00:00 (05:00:00).

The amount of refund is defined as the difference between the actual noise charges paid during shoulder and night-time hours and the hypothetical noise charges during shoulder and night-time hours that would have been paid if the noise charge framework applicable on 31 December 2014 had been applied to the flight movements of the airline concerned during the year in question.

Aircraft noise surcharge for shoulder and night hours per take off (as per 31. December 2014):

ABT	Noise class				
	I	II	III	IV	V
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	800.00	200.00	100.00	50.00	40.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	1500.00	200.00	100.00	50.00	50.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	2000.00	400.00	200.00	100.00	100.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	3000.00	800.00	400.00	200.00	200.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	6000.00	1500.00	800.00	400.00	400.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	18000.00	9000.00	4500.00	2500.00	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	1500.00	500.00	200.00	100.00	50.00

Aircraft noise surcharge for shoulder and night hours per landing (as per 31. December 2014):

TDT	All noise classes
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	40.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	50.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	100.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	200.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	400.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	50.00

Applications must be submitted to Flughafen Zürich AG, Finance, P.O. Box, 8058 Zurich Airport, using the form found at www.zurich-airport.com/charges by 31 January of the following year.

Propeller aircraft

The following noise charges per noise class ([GEN 4.1 - Appendix B](#)) are valid for propeller driven aircraft with a MTOM of up to 8.7t:

Daytime noise charge

Noise class	Charge per landing per t MTOM
A	7.00
B	4.00
C	2.00
D	0.00

Propeller driven aircraft with an MTOM of more than 8.7 tonnes are classified in noise class V for jet aircraft.

The MTOM according to the AFM is applicable and rounded up to the next tonne.

During shoulder and night hours, for all propeller driven aircraft, independently from their MTOM, the surcharges of noise class V for jet aircraft apply.

Emission charge

Jet aircraft

For aircraft that are regulated by ICAO Annex 16, Vol. II, and aircraft that are not regulated but for which the FOCA does hold emissions data, the emission charge per landing is determined and collected on the basis of Guideline 33-05-27 of the FOCA regarding "Aircraft Engine Emission Charges in Switzerland" dated 1 June 2009. The following formula applies:

Emission Charge = EmissionValueAircraft * Emission tariff whereas
Emission tariff = 2.50 CHF

$$\text{EmissionValueAircraft} = a * \# \text{Engines} * \sum_{LTO - \text{modes}} (60 * \text{time} * \text{fuelflow} * \text{NOx}_{\text{Emissionfactor}} \div 1000)$$

whereas:

- a = 1 if the certified LTO Hydrocarbon emission per rated axial thrust (HCC Dp/Foo) is less than or equal to the current ICAO standard for non-regulated engines.
- a > 1 if the certified LTO Hydrocarbon emission per rated thrust (HCC Dp/Foo) is greater than the current ICAO standard for non-regulated engines. a = HC Dp/Foo/19.6, with a maximal value of a = 4.0

For LTO hydrocarbon emissions, the following certification values from the ICAO resp. FOCA engine emission database apply:

Mode	Time(in minutes)	
Take-off	0.7	
Climbout	2.2	
Approach	4.0	
Taxi/Idle	26.0	
Fuelflow:	fuel flow per mode	(in kg/sec)
NOx _{Emissionfactor}	Measured NOx-Emission factor per mode	(in g/kg fuel)

Other aircraft

Propeller driven aircraft, helicopters and aircraft for which the Federal Office of Civil Aviation does not hold engine data, are also subject to the emission charges as follows:

Table 1: FOCA Aircraft emission Value Matrix

# Eng.	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business- Jets	Business- Jets	Turbo- props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Aircraft parking charge

Scheduled / Charter (S/C):

Aircraft parking charges for S/C are graded based on the MTOM classification for levying landing charges and are levied per minute, divided into high rate and low rate tariffs. The aircraft parking charges are calculated according to the actual time of arrival (ATA) and actual time of departure (ATD).

- For MTOM classes 1 – 6, the first 30 minutes are free of charge; from the 31st minute up to and including the 180th minute, the high rate tariff applies, then the low rate tariff.
- For MTOM classes 7 and 8, the first 60 minutes are free of charge; from the 61st minute up to and including the 240th minute, the high rate tariff applies, then the low rate tariff.
- For MTOM class 9, the first 90 minutes are free of charge; from the 91st minute up to and including the 300th minute, the high rate tariff applies, then the low rate tariff.

Aircraft parking charges are not levied between 22:00:01 and 05:00:00 (21:00:01 and 04:00:00). During this time, the calculation of parking time is suspended. If a parking procedure at the high rate tariff is interrupted by the fee-free parking period, the high rate tariff will continue once the fee-free parking period has expired. If a parking procedure at the low rate tariff is interrupted, the low rate tariff will continue once the fee-free parking period has expired. If a parking procedure is interrupted during the initial fee-free period, the fee-free period will continue to apply afterwards.

If the parking time is interrupted by a move to a non-chargeable stand, the parking time begins again as soon as the aircraft is moved back to a chargeable stand.

MTOM class	High tariff per hour	Low tariff per hour
1 - 3	29.00	7.00
4	48.30	11.60
5	87.00	20.80
6	145.00	34.70
7	241.70	57.80
8	338.30	80.90
9	435.00	104.00

GA/BA aircraft parking charges are charged in the same way as for S/C. Regardless of the MTOM class, the first 120 minutes are free of charge.

Aircraft parking charges are not levied between 22:00:01 and 05:00:00 (21:00:01 and 04:00:00). During this time, the calculation of parking time is suspended.

If the parking time is interrupted by a move to a non-chargeable stand, the parking time begins again as soon as the aircraft is moved back to a chargeable stand.

The aircraft parking charge for GA/BA is increased by 200% two days before (from 05:00:01 (04:00:01)) until two days after the World Economic Forum (until 22:00:00 (21:00:00)).

As of 1 January 2024, GA/BA aircraft parking charges will be charged in the same way as for S/C. Regardless of the MTOM class, GA/BA will have a fee-free period of 120 minutes as of 1 January 2024.

Passenger related charges**General provisions:**

Passenger related charges are levied per departing passenger. The following are exempt from the passenger-related charges:

- children under the age of two years,
- Crew members in an operational function during the flight in question (incl. emergency flights), including operational flights, training, measurement or test flights,
- crew members who do not have a flight ticket and who are transported to another airport for the purpose of service on a flight from that airport (dead head crew) and
- transit passengers

Passenger charge

Charge per departing passenger:

Local passenger	21.00
Transfer passenger	8.00
GA/BA passenger	4.30

Discount on passenger charge:

Flughafen Zürich AG grants a discount between 1% and 10% on passenger charges to S/C airlines based on the number of departing passengers (total of local and transfer passengers) per calendar year. The number of departing (invoiced) passengers of the respective airline during the respective calendar year is decisive.

The discount is 10%* $\frac{\text{departing passengers per year}}{1'000'000}$

Airlines with a passenger volume of less than 100'000 departing passengers per year and airlines that have not paid one or more airport charge invoices on time in the calendar year in question are not entitled to a discount. The discount is capped at 10% for Airlines with 1'000'000 or more departing passengers per year.

The discount is credited within three months of the end of the calendar year in question.

Passenger security charge

Charge per departing passenger:

Local passenger	13.00
Transfer passenger	7.00
GA/BA passenger	13.00

PRM charge

Charge per departing passenger:

Commercial passenger	1.00
Non-commercial passenger	0.00

Freight and/or mail related charge

The holder of an aircraft and the forwarding agent are jointly liable for freight-related charges. A forwarding agent is defined as any recipient in accordance with the transport order and, for airmail, Swiss Post Ltd. or the designated postal organisation of a member state in accordance with the UPU.

Transfer freight charges are invoiced to the incoming carrier.

The freight-related charge applies to freight that is transported by aircraft, as well as freight that is transported via Road Feeder Service (RFS).

The freight charge is levied per kg (gross weight, off loaded), according the airway bill (AWB).

Airmail is considered freight within the scope of this section, but is charged based on the export volume.

Freight Charges

Charge per kg of freight/mail	
Import (and export for airmail)	0.06
Transfer-in (and transfer out for airmail)	0.02

IV. User fees

Art. 13 Applicability

For the provision and operation of key infrastructure facilities, FZAG charges the user fees listed below. Unless stated otherwise, they enter into force on 1 September 2016.

Art. 14 Debtor

If not provided otherwise, the party liable is defined in Art. 6. Art.

Art. 15 Rates

The rates for user fees are shown in CHF, excluding VAT.

Art. 16 Invoicing and payment

User fees are invoiced in CHF.

User fees become payable upon utilisation of the related infrastructure and services by the debtor and are, unless stated otherwise, payable within 10 days of issuance of the invoice.

Flughafen Zürich AG reserves the right to

- to demand assurances from the debtor in the form of (direct or indirect) guarantees from a bank headquartered in Switzerland, cash deposits or advance payments and
- to charge default interest at the rate of 5% in the event of late payments.

If the debtor is an airline or an aircraft operator, section Art. 9 applies to invoice issuing and payment.

Art. 17 Liability

Users of centralised infrastructure are liable to FZAG for any fault in the event of damage that they, their employees or auxiliaries cause to FZAG. Special provisions in the respective Operating Regulations still apply, especially the user's due diligence obligations defined therein.

Should FZAG be made liable for circumstances or events for which the user is responsible, the user is obliged to hold FZAG harmless.

If the key infrastructure facility is a work within the definition of Art. 58 of the Swiss Code of Obligations (SCO), the following applies to liability towards third parties in the relationship between the user and FZAG:

- FZAG is liable as property owner of the building or other structure according to art. 58 of the SCO.
- The user shall assume all other third-party liability where it is the party at fault for any damage or losses.
- The user shall also assume FZAG's liability as the property owner for any damage or losses attributable to:
 - a defect resulting from the user's business operations,
 - a defect which FZAG was unable to rectify in good time due to the user's failure to report it
 - failure on the part of the user to take appropriate immediate action to prevent or minimise damage or losses during the period prior to rectification of the defect by FZAG;
 - any other fault of the user.

Art. 18 Individual User Fees

De-icing per landing

MTOM class*	User fee per landing
1-3	5.80
4	11.65
5	22.10
6	43.60
7	87.20
8	174.40
9	290.65

De-icing throughput

The respective applicator is the debtor for the user fee for de-icing throughput.

Fee per litre troughput:

1.15

The user fee for de-icing throughput is payable within 30 days of invoice issuance.

Aircraft energy supply

The user fee for aircraft power and air conditioning supply is levied for S/C flight events.

The power supply is charged by a basic rate and a time-dependent hourly rate which is levied after a fee-free period. The fee is charged by the minute from the moment the system is turned on.

MTOM class*	Basic rate	Hourly rate	Fee-free period (minutes)
1-3	3.75	3.75	120
4	5.65	6.00	120
5	11.25	11.25	120
6	18.75	18.75	120
7	31.90	32.25	180
8	43.15	43.50	240
9	56.25	56.25	240

User fees for the aircraft power supply system are not levied between 23:00:01 and 04:00:00 (22:00:01 and 03:00:00). During this time, the calculation of usage time is suspended. Basic and hourly rates continue to apply after this suspension.

Aircraft air conditioning supply

The user fee aircraft air conditioning is imposed only for S/C flight operations.

Air conditioning is charged by the minute from the moment the system is turned on.

MTOM class*	User fee per hour
1-3	7.50
4	11.25
5	22.50
6	37.50
7	63.75
8	86.25
9	112.50

User fees for aircraft air conditioning supply are not levied between 23:00:01 and 04:00:00 (22:00:01 and 03:00:00). During this time, the calculation of usage time is suspended. The fee continues to apply after this suspension.

*See [LSZH A1 Overview of MTOM classification](#)

User fee baggage sorting system

The user fee for the baggage system is levied for S/C flight events only.

MTOM class*	User fee per departure
1-3	97.00
4	145.00
5	291.00
6	484.00
7	824.00
8	1114.00
9	1453.00

*See [LSZH A1 Overview of MTOM classification](#)

User fee Check-in

Handling counters:

The debtor for the user fee for the handling desks is the handling agent that is allocated the respective desk.

Check-in counter, flexible use (per counter and minute)	0.15
Check-in counter, fixed use (per counter and day)	90.00
Check-in counter in connection with self-tagging machines, flexible use (per counter and minute)	0.19
Check-in counter in connection with self-tagging machines, fixed use (per counter and day)	114.00
Supervisor counter, supervisor support counter, flexible use (per counter and minute)	0.05
Supervisor counter, supervisor support counter, fixed use (per counter and day)	22.50

Self Bag Drop (SBD)

Debtor for the user fee SBD is the airline as defined in Art. 14 above, respectively the airline occupying a dedicated SBD unit.

Common Use SBD	CHF 0.80 per processed piece of luggage
Dedicated SBD	CHF 7200.00 per month and unit

The user fee for Common Use SBD is levied for the first time three months after the departure control system of the corresponding airline is connected to the SBD or three months after the SBD units are put into operation.

User fee for ground handling equipment parking areas

The debtor for the user fee for the ground handling parking areas is the handling agent that is allocated the respective area. The space allocation and usage is determined by the User Regulation Ground Handling Parking Space.

Fee per m2 month
3.30

The user fee for handling equipment parking areas is payable within 30 days of invoice issuance.

User fee for aircraft noise protection hangar

The debtor for the user fee for aircraft engine testing facility is the respective user of the facility for aircraft engine testing. The use of the silencer hall is determined by the Silencer User Regulations.

Fee for first 45 minutes	235.00
Fee for every additional 15 minutes	80.00

User fee aircraft toilet waste disposal

The debtor for the user fee for the aircraft toilet waste disposal is the handling agent that uses the facility.

User fee per m3
58.45

The user fee aircraft toilet waste disposal is payable 30 days after issuance of the invoice.

User fee for Airport Operational Systems (AOS)

The debtor of the user fee for AOS is the handling agent that publishes the relevant flight.

Number of flight operations per airline per month	User fee per master flight	User fee per slave flight
0 - 1500	7.50	2.50
1501 - 3000	6.75	2.25
3001 - 4500	6.00	2.00
4501 - 6000	5.25	1.75
6001 - 7500	4.50	1.50
7501 - 9000	3.75	1.25
9001 - 10500	3.38	1.13
> 10501	3.00	1.00

The user fee AOS is payable 30 days after issuance of the invoice.

V. Access fees**Art. 19 Debtor**

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

Art. 20 Rates

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

Art. 21 Invoicing and payment

Access fees are invoiced in CHF.

Access fees become payable when the relevant ID is ordered. The customer is not entitled to any reimbursement of access fees. This also applies if an ordered ID is not issued or claimed.

For legal entities and natural persons who regularly work at Zurich Airport, FZAG may permit a later payment of invoices. An invoice of this kind is payable within 30 days of invoice issuance.

FZAG reserves right to charge default interest on arrears at the rate of 5%.

Furthermore, FZAG has the right to revoke the relevant ID/access authorisations and order the debtor to pay the resulting costs, if a debtor has defaulted on their payment.

Art. 22 Individual access fees

The following fees are levied:

- The airport ID badge fee is levied for all airport ID badges, including winter service ID badges.
- The driving permit fee is levied for all airside driving permits.
- The vehicle registration fee is levied for all airside vehicle registrations.

The rates are as follows:

Fee per airport ID badge	60.00
Fee for driving permit	50.00
Fee for vehicle registration	40.00

VI. Other fees not regulated by the OAC**Art. 23 NIL**

NIL

Art. 24 Approach charges

Flughafen Zürich AG is commissioned by Skyguide Ltd. to invoice the approach charges.

The approach charges are published in the AIP Switzerland, GEN 4.2.

Art. 1 to 10 apply analogously.

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

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

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

In case an airline / aircraft operator provides the MTOM data after the deadline, the highest MTOM known of the corresponding aircraft type at Zurich Airport will be applied until the correct MTOM has been provided by the airline / aircraft operator.

Airlines / aircraft operators shall report changes during the year to FZAG and provide documentation in accordance. If reported at least five working days in advance, such changes come into effect on the first day of the following month.

Otherwise the changes come into effect on the first day of the subsequent month.

In all cases, MTOM will not be adjusted retrospectively and no credit notes will be granted for a time period for that FZAG has received the correct MTOM data.

Art. 25 Slot service fee

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

LSZH A1 Overview of MTOM classification

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

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

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

13. Appendix A

13.1 Noise classification for jet aircraft

Noise class	Deviations
I	> 4.5 dB(A)
II	≤ 4.5 dB(A) and > 1.5 dB(A)
III	≤ 1.5 dB(A) and > -1.5 dB(A)
IV	≤ -1.5 dB(A) and > -4.5 dB(A)
V	≤ -4.5 dB(A)

Class	Aircraft types
I	Antonov AN124
	B-707 Serie -100B / -300B / -300C
	B-727 Serie -100 / -200 / -200 ADV / -200 Hushkit
	B-737 Serie -200 / -200 ADV
	B-747 Serie -100 / -200 / -SP / -300 SUD / -400
	B-777 Serie -200ER / -300
	DC-8 Serie -50 / -61 / -62 / -63
	DC-10 Serie -10 / -30 / -30ER / -40
	MD-11
	MD-80 / -81 / -82 / 83
	F28-1000 / -2000 / -3000 / -4000 / -5000 / -6000
	IL-62 / -62M
	IL-76 M / T / TD
	IL-86
	TU-134 A
	TU-154 / A / B / B1 / B2
	GLF II / III
HS 125 Serie -400 / -600	
II	Airbus A-300B2-100 / B2-200 / B2-300 / B4-100 / B4-200 / C4
	Airbus A-300 Serie -600
	Airbus A-310 Serie -200 / -300
	Airbus A-330 Serie -200 / -300
	Airbus A-340 Serie -200 / -300 / -500 / -600
	Airbus A-380 Serie -800
	B-767 Serie -200 / -200ER / -300 / -300ER / -400ER
	B-777 Serie -200LR / -300ER
	DC-8 Serie -70
	MD87
	IL-96 M / Serie -300
	TU-154 M
	Yak-40 / -42
Falcon-50	

Class	Aircraft types
III	Airbus A-321
	B-737 Serie -300 / -400 / -800 / -900
	B-757 Serie -200 / -300
	B-777 Serie -200
	Cessna C650 Citation III, VI, VII
	Falcon Serie -20 / -900 / 7X / -200
	Mitsubishi MU-300
	Sabreliner SAB NA-265 Serie 65 / 70 / 80
	TU-204 Serie -100 / -200
	Westwind IAI-1124 / -1125 / AJ25
IV	Airbus A-318
	Airbus A-319
	Airbus A-320
	Airbus A20N / A21N (GTF)
	Airbus A-350 Serie -900 / -1000
	B-717 Serie -200
	B-737 Serie -500 / -600 / -700
	B-787 Serie -800 / -900
	Bombardier BD700 Global Express 6000 / -6500 (GLEX)
	Bombardier BD700 Global Express 5000 / 5500
	Bombardier CL30 / CL35
	Canadair CRJ-700 / -900 / -1000
	Embraer ERJ-170 / -175 / -190 / -195
	MD90
	Fokker F70 / F100
	Falcon Serie -10 / -2000
	Gulfstream G150 / G200 / G IV / G V / G VI (G650 / G280)
Learjet LR Serie 50	
V	Airbus A20N / A21N (LEAP)
	Airbus A221 / A223
	BEA BA-146 Serie -100 / -200 / -300
	Beechcraft Premier 1
	Cessna C500 / C510 / C525 / C550 / C560 / C680 / C700 / C750
	Canadair CL601 / CL604 / CL605 / CL650
	Dornier DO328 Serie -300
	Embraer EMB-135 / -145ER
	Embraer Phenom 100 / 300
	Embraer E290
	HS-125 Serie -700 / -800 / -900 / -1000
	Learjet LR Serie -30 / -45 / -60 / -70 / -75
	AVRO RJ -70 / -85 / -100
	Canadair RJ100 / RJ200 / ER / LR

14. Appendix B

14.1 Noise classification for propeller-driven aircraft

Classification rules

Propeller planes are divided into noise classes in accordance with their noise level (measured noise level, corrected for the performance factor of the aircraft or aircraft type) compared to the limit in accordance with ICAO Annex 16:

URL: <https://www.bazl.admin.ch/bazl/en/home/specialists/aircraft/noise-related-landing-charges.html>

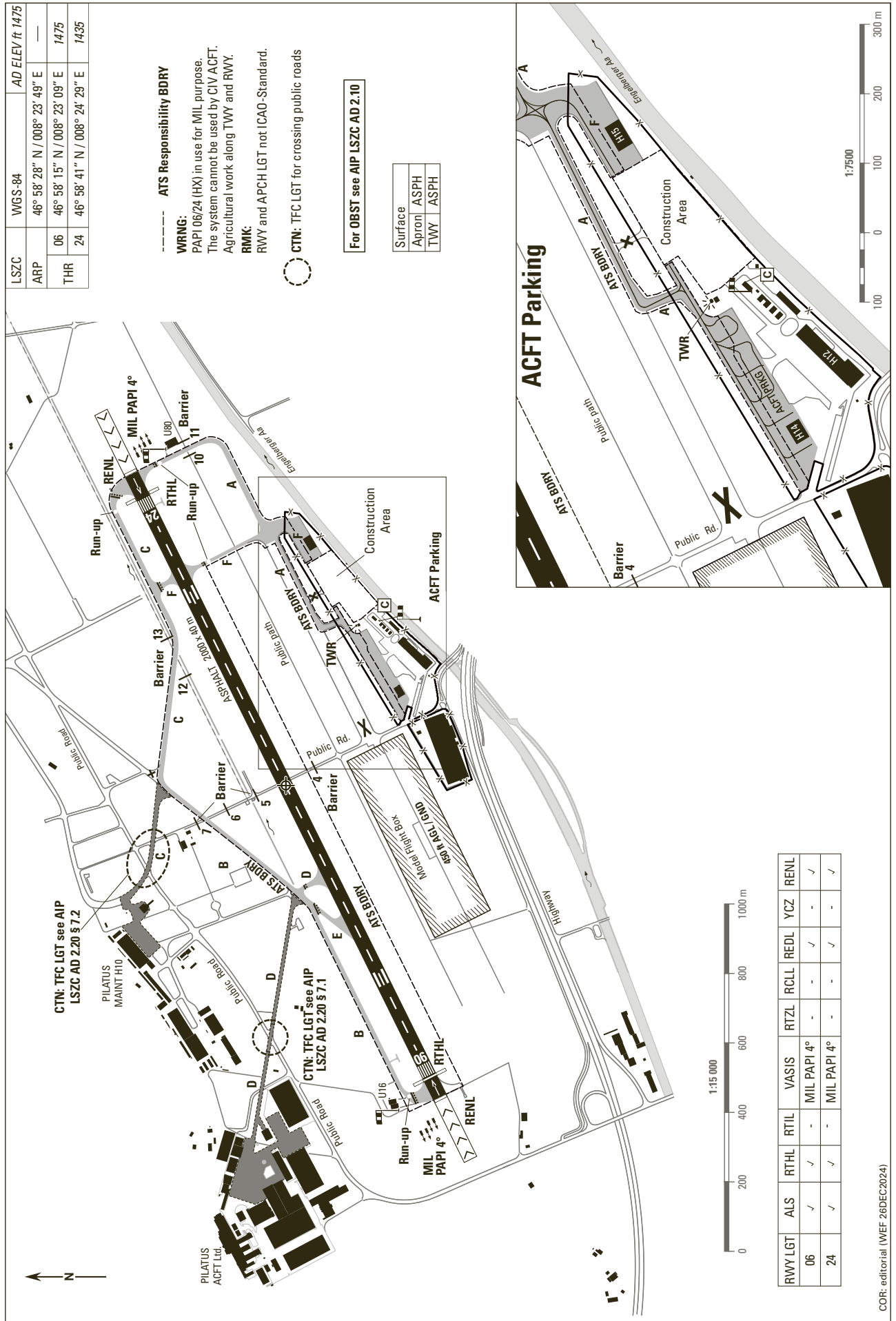
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Enroute Chart - ICAO, available under
<https://www.skybriefing.com/enroute-charts-ch>

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Enroute Chart - FRA, available under
<https://www.skybriefing.com/free-route-airspace>

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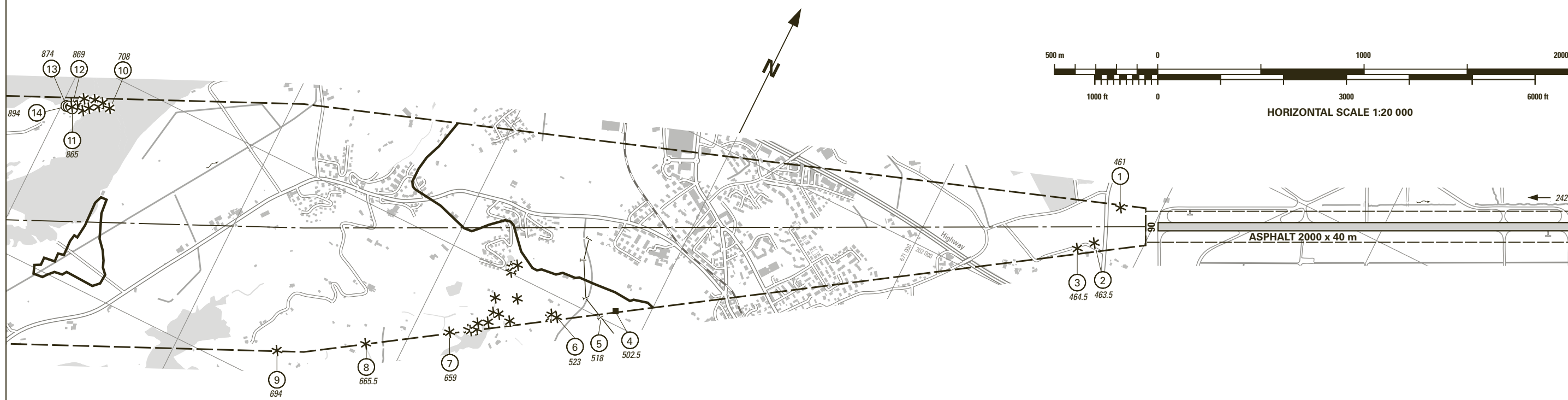
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VAR 2° E (2016.5)

Profile view see LSZC AD 2.24.4-2

RWY: 24

RWY 06	DECLARED DISTANCES in m	RWY 24
—	TAKE-OFF RUN AVAILABLE	2000
—	TAKE-OFF DISTANCE AVAILABLE	2000
—	ACCELERATE-STOP DISTANCE AVAILABLE	2000
1940	LANDING DISTANCE AVAILABLE	—



AMDT RECORD		
No.	DATE	ENTERED BY

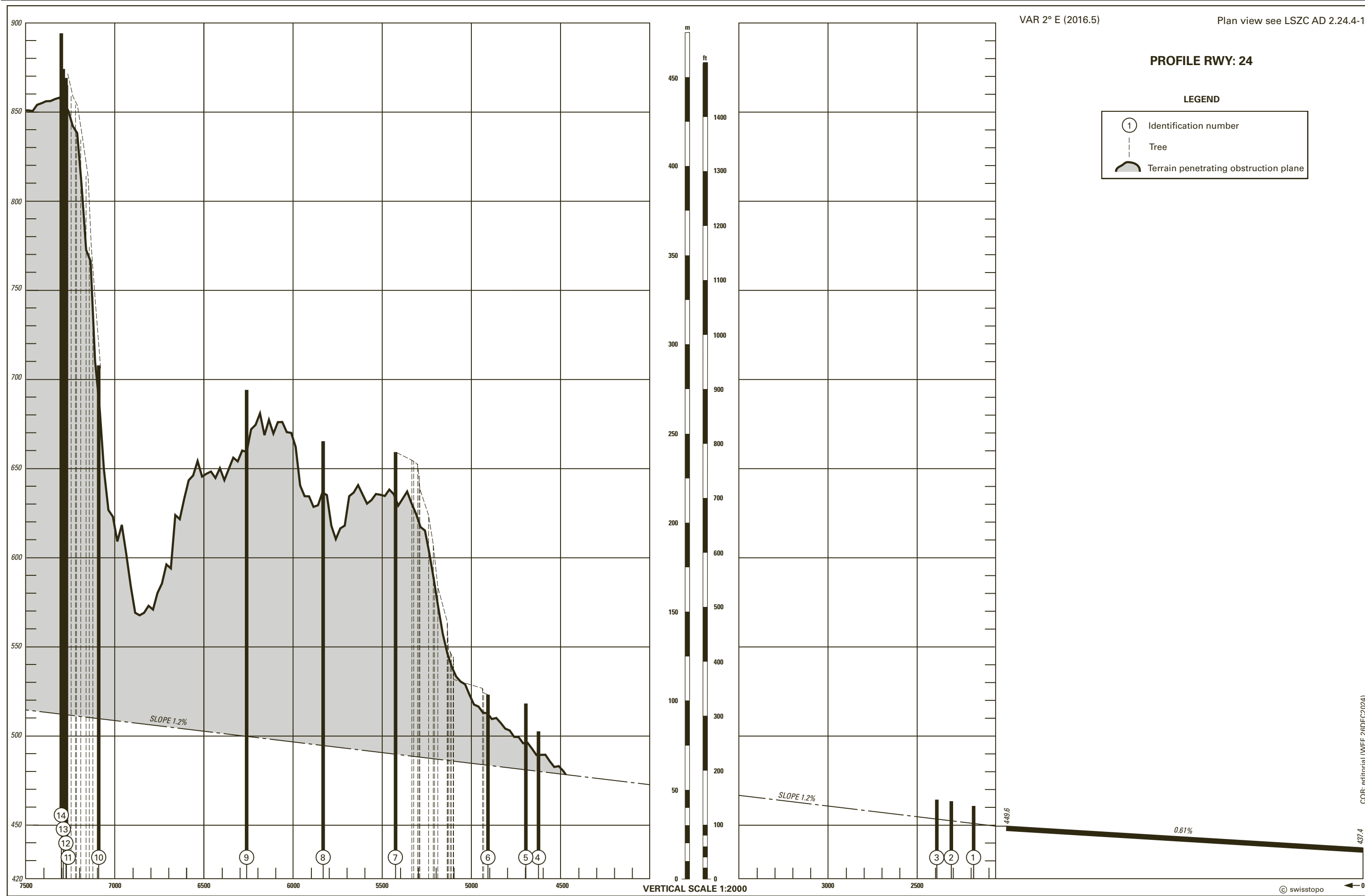
LEGEND	
①	Identification number
*	Tree, shrub
●	Pole, tower, spire, antenna, etc.
■	Building, large structure
—	Transmission line, overhead cable
⌒	Terrain penetrating obstruction plane

OBST ELEV in m
AD ELEV in m

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 26DEC2024)

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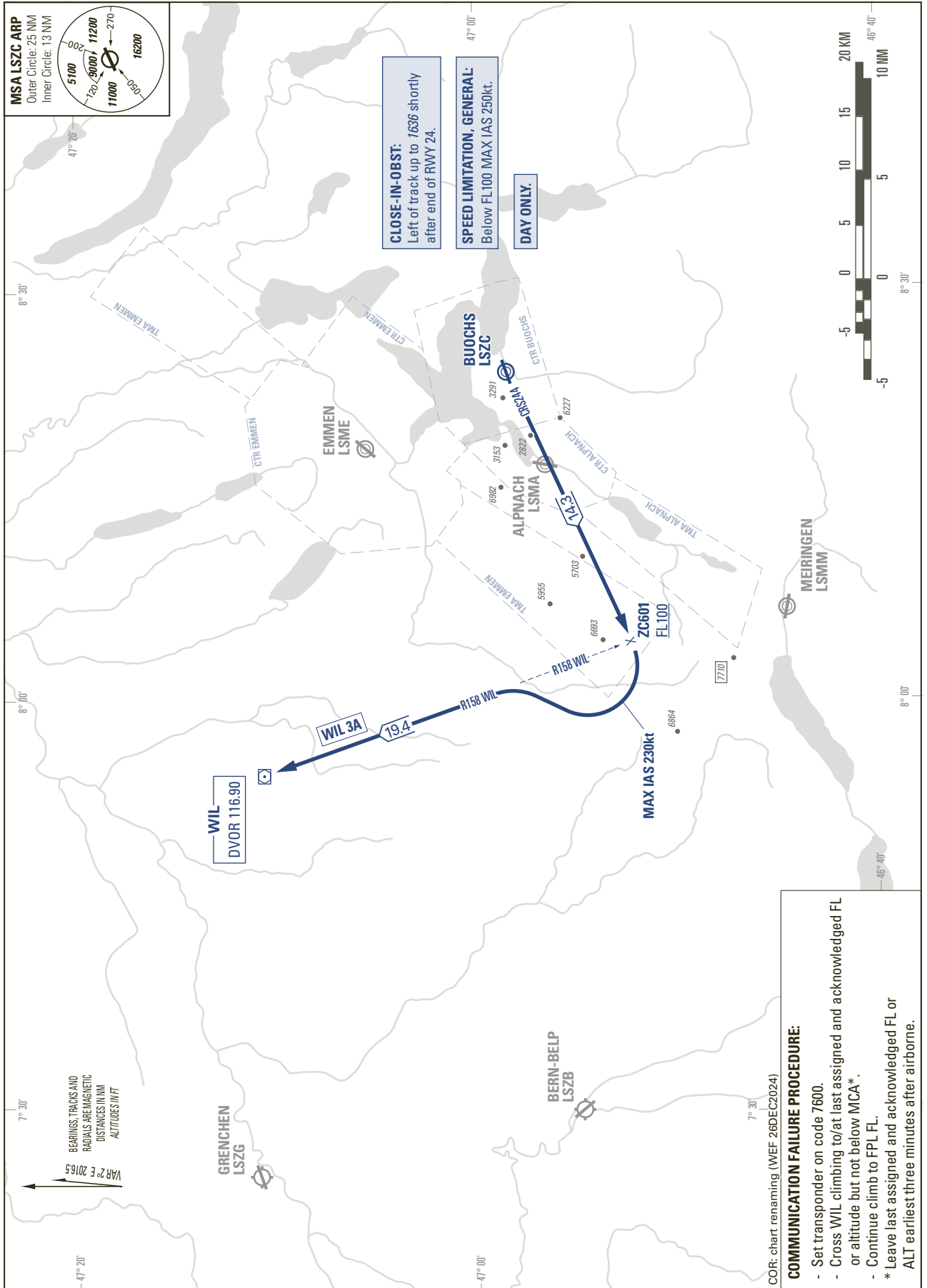
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

BUOCHS (LSZC)
RWY 24

WIL 3A

PROCEDURE LIMITED TO PILOTS OPERATING FOR PILATUS AIRCRAFT LTD



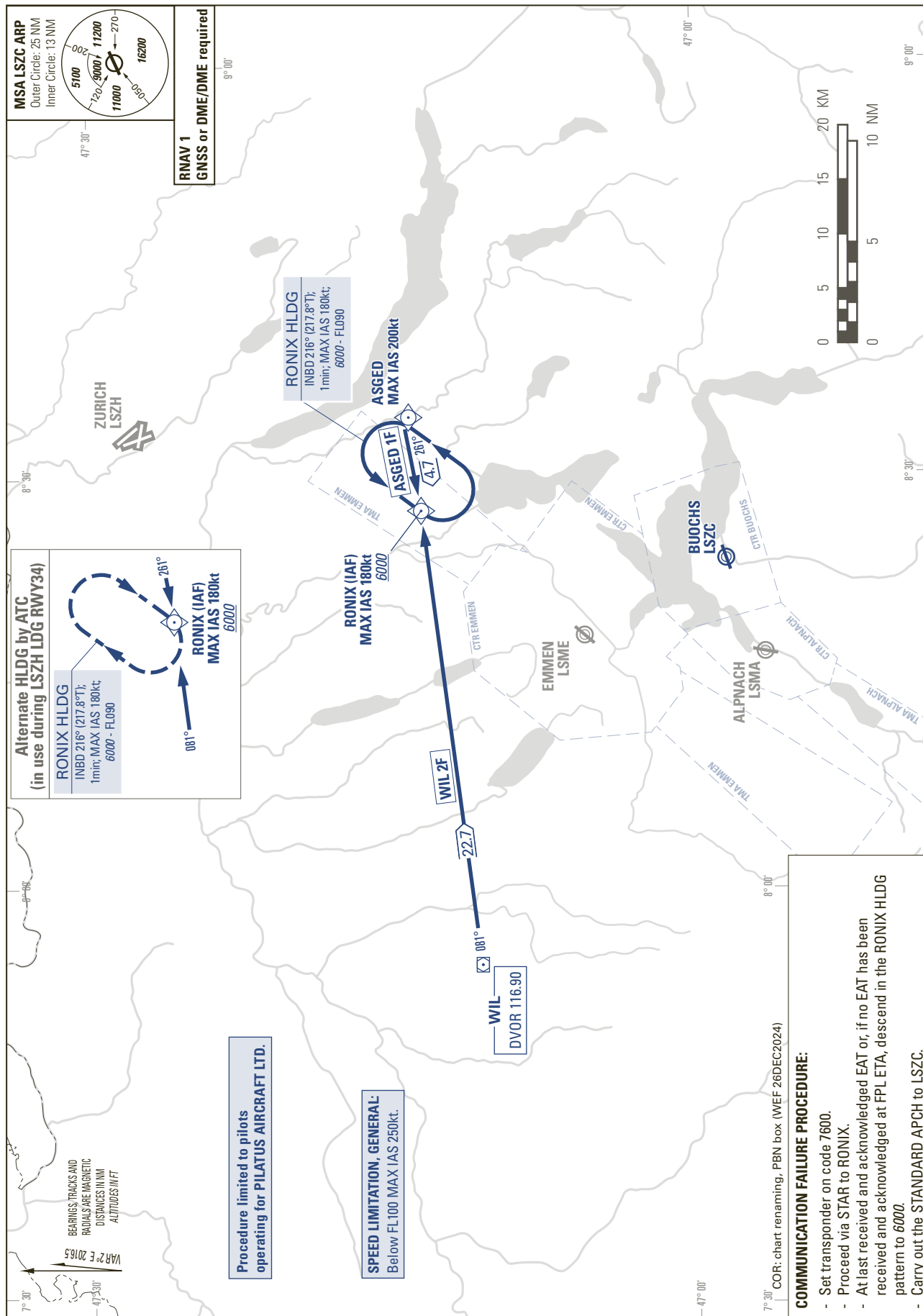
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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

BUOCHS (LSZC)
RNAV RONIX

ASGED 1F WIL 2F



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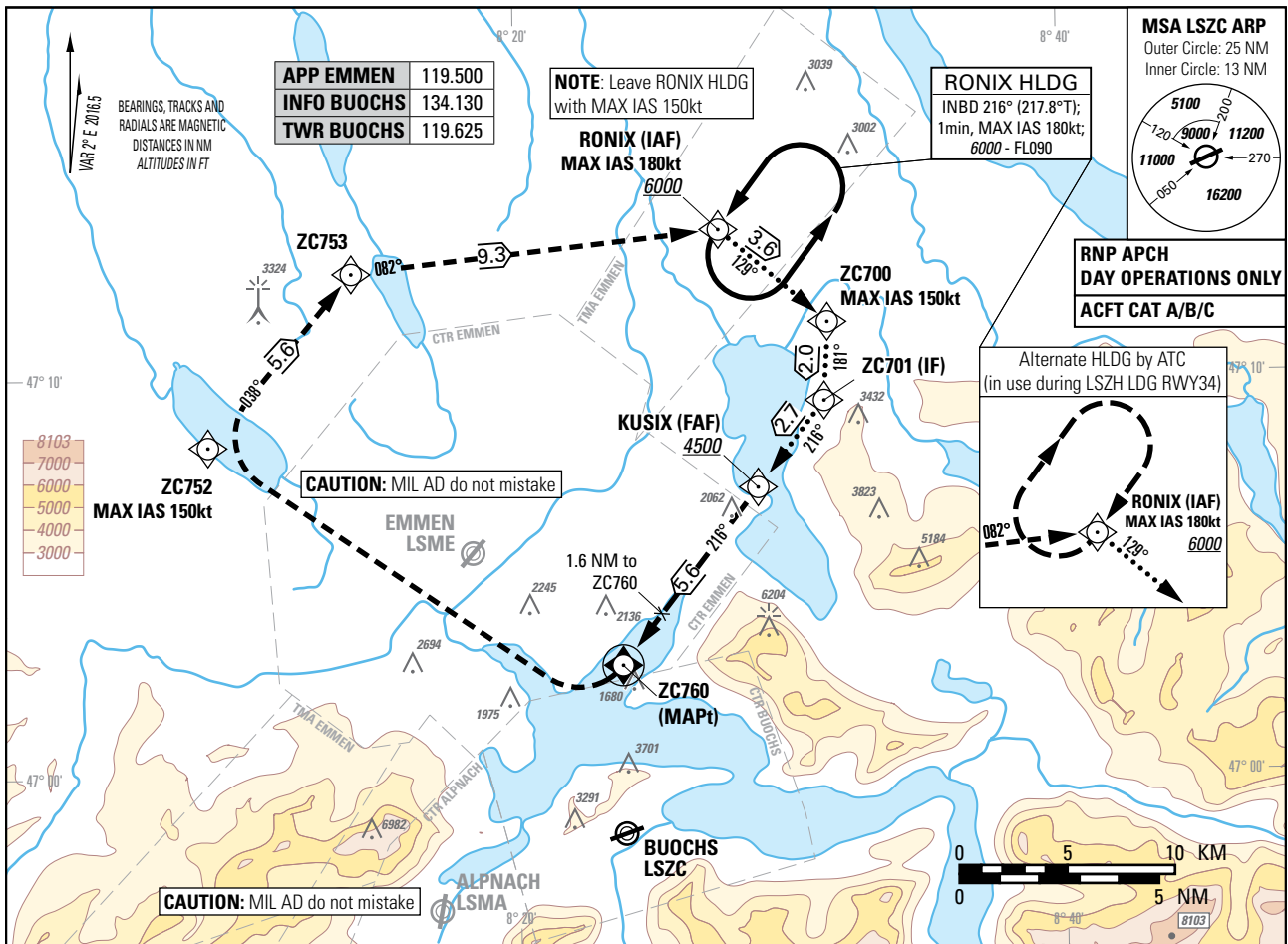
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1475ft

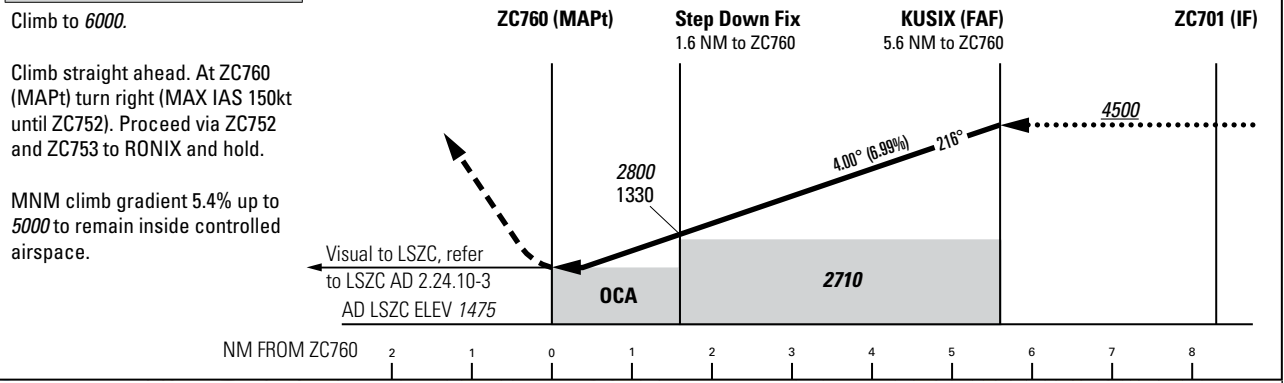
TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

BUOCHS (LSZC)
RNP-A

PROCEDURE LIMITED TO PILOTS OPERATING FOR PILATUS AIRCRAFT LTD



MISSED APPROACH



Missed APCH climb gradient	OCA(H) ¹⁾ LNAV	
	A	B
2.5%	2350 (880)	
5.4% to 2400	2280 (810)	
	MDA(H) ¹⁾	
	3500 (2030) ²⁾	
2.5%	2350 (880) ³⁾	
5.4% to 2400	2280 (810) ³⁾	

CAUTION
This is not a standard APCH angle.

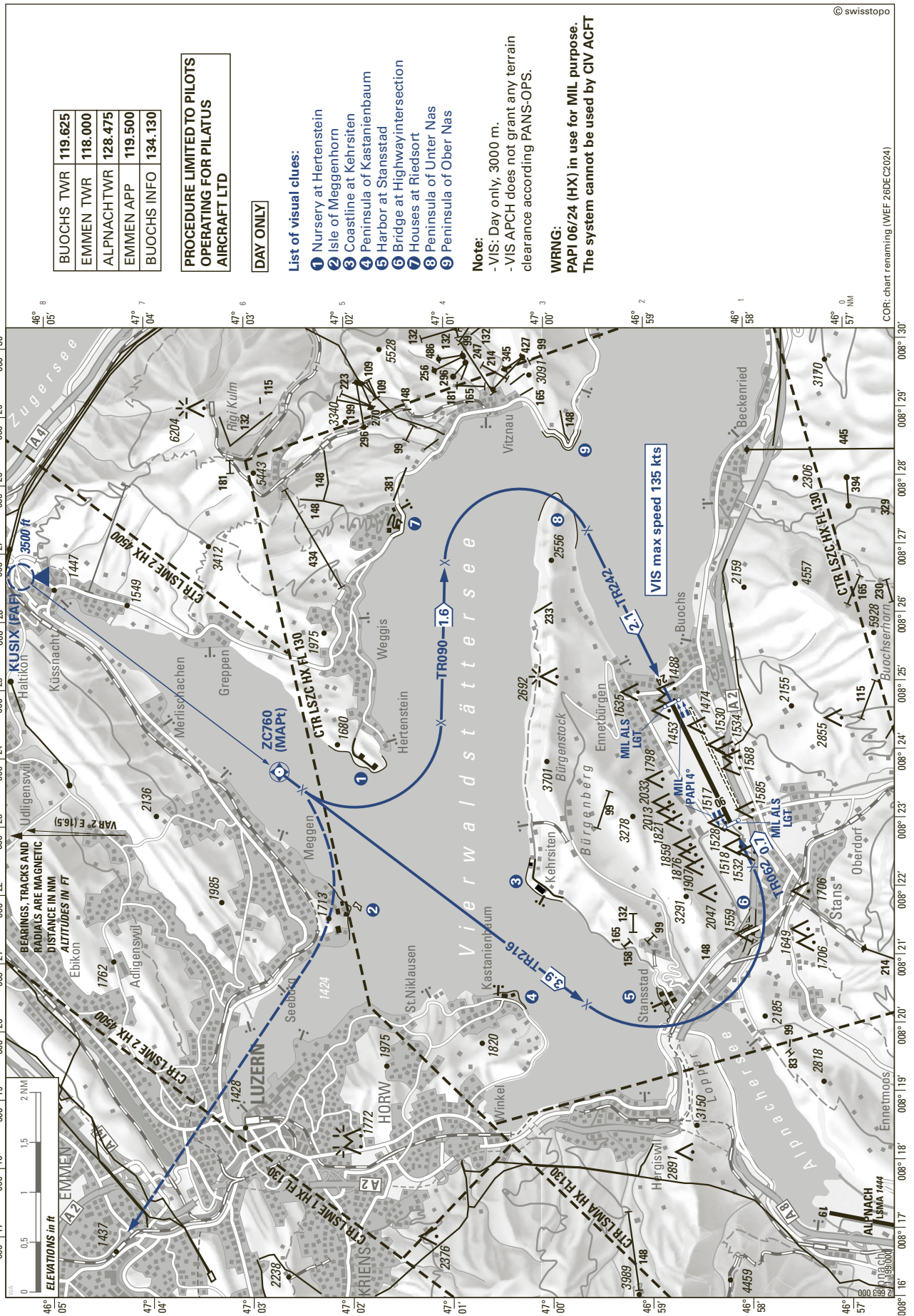
REMARK
- VIS APCH following ZC760 according LSZC AD 2.24.10-3.

NOTE
¹⁾ OCH/MDH above AD ELEV.
²⁾ CTR EMMEN 2 not active.
³⁾ CTR EMMEN 2 active.

Dist to ZC760	1	2	3	4	5
	ALT	2550	2970	3400	3820
ROD	GS kt	90	110	130	
	FT/MIN	637	779	921	

COR: chart renaming, PBN box (WEF 26DEC2024)

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

PROCEDURE LIMITED TO PILOTS OPERATING FOR PILATUS AIRCRAFT LTD

DAY ONLY

List of visual clues:

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

Note:

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

WRNG:

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

COR: chart renaming (WEG 26DEC2024)

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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>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:</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>ACFT PRKG PSN 80s: ACFT stand manoeuvring guidance lights AVBL. "Follow-me" cars (See LSGG AD 2.20, § 8.3.4</p>
2	RWY/TWY markings and LGT	<p>RWY markings: DTHR, THR, designation, aiming point, TDZ and centre line. TWY markings: Centre line, holding- and intermediate holding position (IHP). Markings at all intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. RWY LGT: See LSGG AD 2.14 TWY LGT: See LSGG AD 2.15</p>
3	Stop bars and RWY guard lights	<p>Stop bars: TWY A, B, C, D, E, F (uncontrolled, LVP only), G, P and Q. LIH, R, LED. RGL: TWY A*, B, C, D, E, F, G*, P and Q (*across TWY). LIH, Y, all LED.</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> <p>Stop at ACFT PRKG PSN:</p> <ul style="list-style-type: none"> The pilot has to stop by lining up his left shoulder with STOP line transmitted by "Geneva Apron". If the advanced docking guidance system is switched off, the stand is not cleared for entry. Request assistance from "Geneva Apron". Nose-in parked ACFT have to use push back when leaving the PSN.

LSGG 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	
			<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 04 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 04 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

8.3.4 Push-back and tow procedures

In all cases, the ACFT rotating beacon shall be operated during the push-back procedure.

If security requires, "Follow me" vehicles will escort ACFT during the push-back procedure.

Request ATC clearance with "Geneva Ground", FREQ **121.680** MHz.

Start-up shall be initiated during push-back unless otherwise instructed by "Geneva Apron", FREQ **121.855** MHz.

Request push-back and start-up clearance with "Geneva Apron", FREQ **121.855** MHz.

For the towing or push-back of an operating ACFT a general AUTH will only be given to the cockpit crew. Detailed instructions will be transmitted directly to the driver.

All instructions for the tow or push-back of ACFT with MAINT personnel in the cockpit will be transmitted directly by "Geneva Apron" on the tow vehicle's FREQ to the driver.

Notes:

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

All ACFT operators and handling agents must ensure, H24 and within a MAX of one HR, that push-back equipment and personnel, as well as an authorised cockpit brake operator, are AVBL for their ACFT. Due to operational reasons, Genève AP Authorities may ask for the repositioning of an ACFT. Towing costs will be charged to the operator.

Parking PSNs GOLF for General Aviation FLTs:

Push-back into PSNs GOLF 1 - 4 is mandatory on ARR. Passengers must remain on board until the ACFT is in the final parking PSN and secured.

9. Run-up

Run-ups are subject to a prior AUTH of the Genève AP Authority (Operation Division), "Apron Control",

Phone: 7141, 7140.

10. Fuelling with passengers on board

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

10.1 Conditions

Authorised only with JET A-1 fuel.

Not permitted on ACFT with MTOW less than 5700 kg and/or with a capacity of less than 20 seats.

Defuelling with passengers on board is strictly prohibited.

10.2 Procedure

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

At least two exits must be accessible by a jetty or mobile stairs. If not applicable, CLR EMERG slide deployment areas must be guaranteed.

The ACFT cockpit must be occupied by a pilot and communication with ground personnel must be established during the operation.

11. Code letter F aircraft

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

LSGG AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

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

NADP 1 with thrust reduction at 1500 ft shall be applied for jet and prop ACFT.

KONIL J and SOSAL J SIDs will only be assigned to propeller ACFT and jet ACFT with noise classification IV and V in accordance with [GEN 4.1.13](#).

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.

All LSGG SID/STAR procedures are designed in accordance with ICAO PANS-OPS criteria for RNAV 1 with GNSS or DME/DME/IRU.

ACFT unable GNSS or DME/DME/IRU may be exceptionally accepted in LSGG. PIC shall report "UNABLE RNAV" on initial call. If inbound, expect radar vectors and ILS APCH. In case of MA, follow MA published for RNAV failure.

If outbound, expect omnidirectional departure.

1.1.1 SID Descriptions

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

DESIGNATOR	RWY 04				
	ROUTE			Contact	Remark
	Lateral	Vertical			
ARBOS 1N PDG 5.4% to 1600ft	Climb on track 043°. When passing 7000ft, but not before GG608, turn left direct to LEGVO. Proceed via LIKIQ to ARBOS.	INITIAL CLIMB CLEARANCE FL090. Cross LIKIQ at FL200 or above.		When instructed, contact GENEVA DEP 119.530	NIL

RNAV 1 SID MEDAM 1A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG619	N	+FL100	-	-	-
TF	GG616	N	+FL120	-	141° (143.5°T)	7.0
TF	ESAPI	N	+FL140	-	141° (143.6°T)	4.4
TF	ALPOZ	N	+FL180	-	140° (143.3°T)	6.6
TF	VANAS	N	+FL200	-	140° (143.4°T)	25.7
TF	MEDAM	N	-	-	142° (144.7°T)	14.2

RNAV 1 SID ROCCA 1A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG609	N	+FL090	-	-	-
TF	GG613	N	+FL110	-	130° (132.8°T)	3.5
TF	ODIKI	N	+FL140	-	130° (132.8°T)	7.1
TF	WATQO	N	+FL190	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID ROCCA 1B						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG609	N	+FL090	-	-	-
TF	GG613	N	+FL110	-	130° (132.8°T)	3.5
TF	ODIKI	N	+FL140	-	130° (132.8°T)	7.1
TF	WATQO	N	+FL200	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID SOSAL 1L						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG602	N	-	-220	-	-
TF	TINAM	N	+FL100	-	050° (052.7°T)	24.2
TF	MOLUS	N	-	-	048° (050.8°T)	8.0
TF	SOSAL	N	-	-	048° (051.0°T)	10.9

RNAV 1 SID SOSAL 1R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG603	N	-	-	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	-	-	039° (042.1°T)	4.2
TF	KONIL	N	-	-	040° (042.7°T)	13.1
TF	SOSAL	N	-	-	089° (091.9°T)	17.7

1.1.1.3 SID RWY 22 - RNAV - ACFT CAT A/B/C (see chart LSGG AD 2.24.7 - 5)

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical	Contact		
KONIL 1J PDG 4.9% to 1900ft (ACFT CAT A/B/C) MNM climb gradient 11.2% to 4000ft to remain inside controlled airspace.	Climb on track 223°. When passing 1900ft, but not before GG601, turn right direct to GG603 (MAX IAS 190kt, MNM bank angle 25°). Proceed via DEREM, GLEND, GG607 to KONIL.	INITIAL CLIMB CLEARANCE FL090. Cross GLEND at 5000ft or above and GG607 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. See notes below.	

Note 1: Caution! High terrain North of AD. Do not fly North of track 040° to GG603.
 Note 2: RNAV 1 - GNSS or DME/DME/IRU with automatic runway updating capability required.
 Note 3: Traffic planned on T544 (MAX FL090), after KONIL proceed to FRIBU.

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical	Contact		
SOSAL 1J PDG 4.9% to 1900ft (ACFT CAT A/B/C) MNM climb gradient 11.2% to 4000ft to remain inside controlled airspace.	Climb on track 223°. When passing 1900ft, but not before GG601, turn right direct to GG603 (MAX IAS 190kt, MNM bank angle 25°). Proceed via DEREM, GLEND, GG607, KONIL to SOSAL.	INITIAL CLIMB CLEARANCE FL090. Cross GLEND at 5000ft or above and GG607 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. See notes below.	

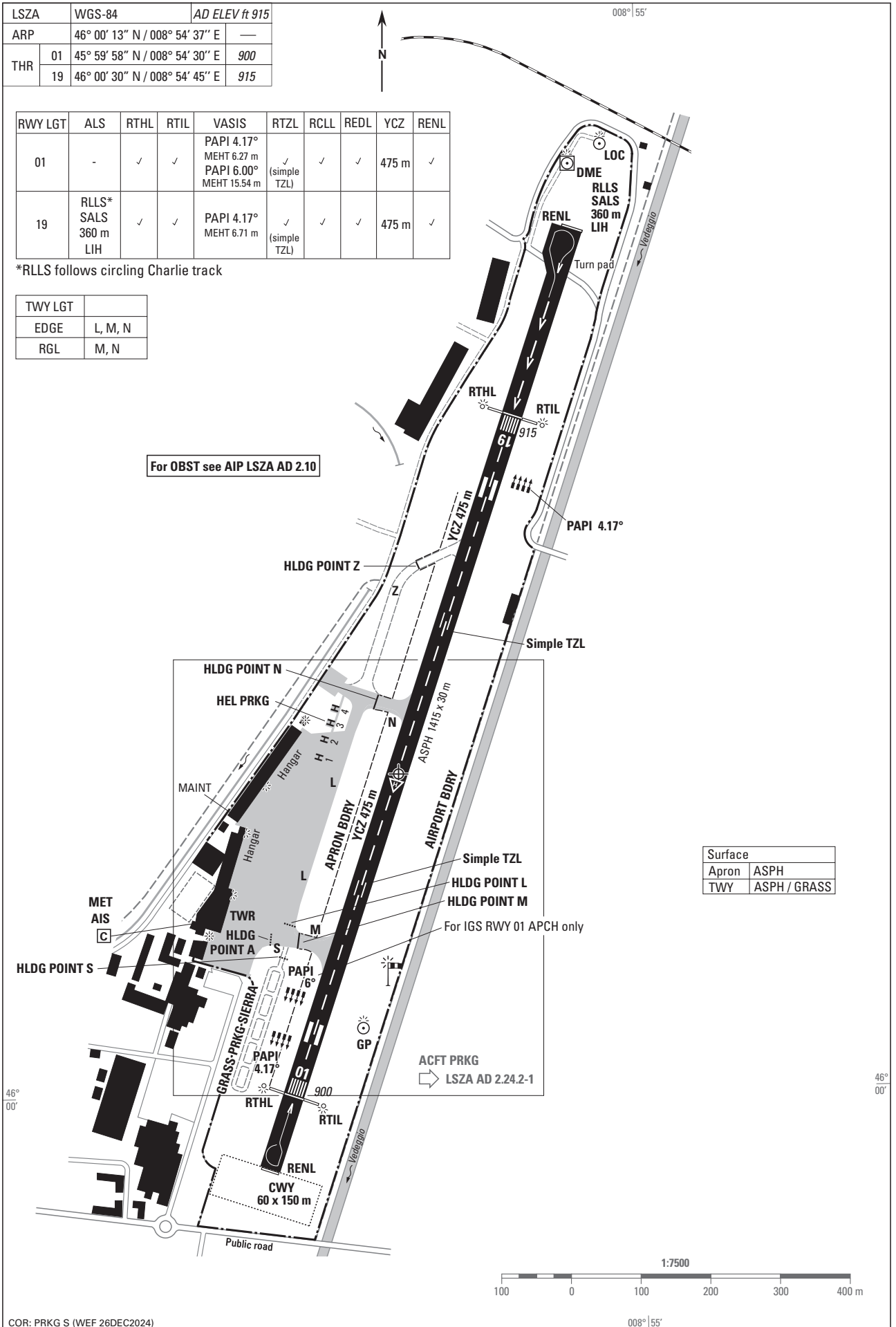
Note 1: Caution! High terrain North of AD. Do not fly North of track 040° to GG603.
 Note 2: RNAV 1 - GNSS or DME/DME/IRU with automatic runway updating capability required.

LSZA	WGS-84	AD ELEV ft 915
ARP	46° 00' 13" N / 008° 54' 37" E	—
THR	01	45° 59' 58" N / 008° 54' 30" E 900
	19	46° 00' 30" N / 008° 54' 45" E 915

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
01	-	✓	✓	PAPI 4.17° MEHT 6.27 m PAPI 6.00° MEHT 15.54 m	✓ (simple TZL)	✓	✓	475 m	✓
19	RLLS* SALS 360 m LIH	✓	✓	PAPI 4.17° MEHT 6.71 m	✓ (simple TZL)	✓	✓	475 m	✓

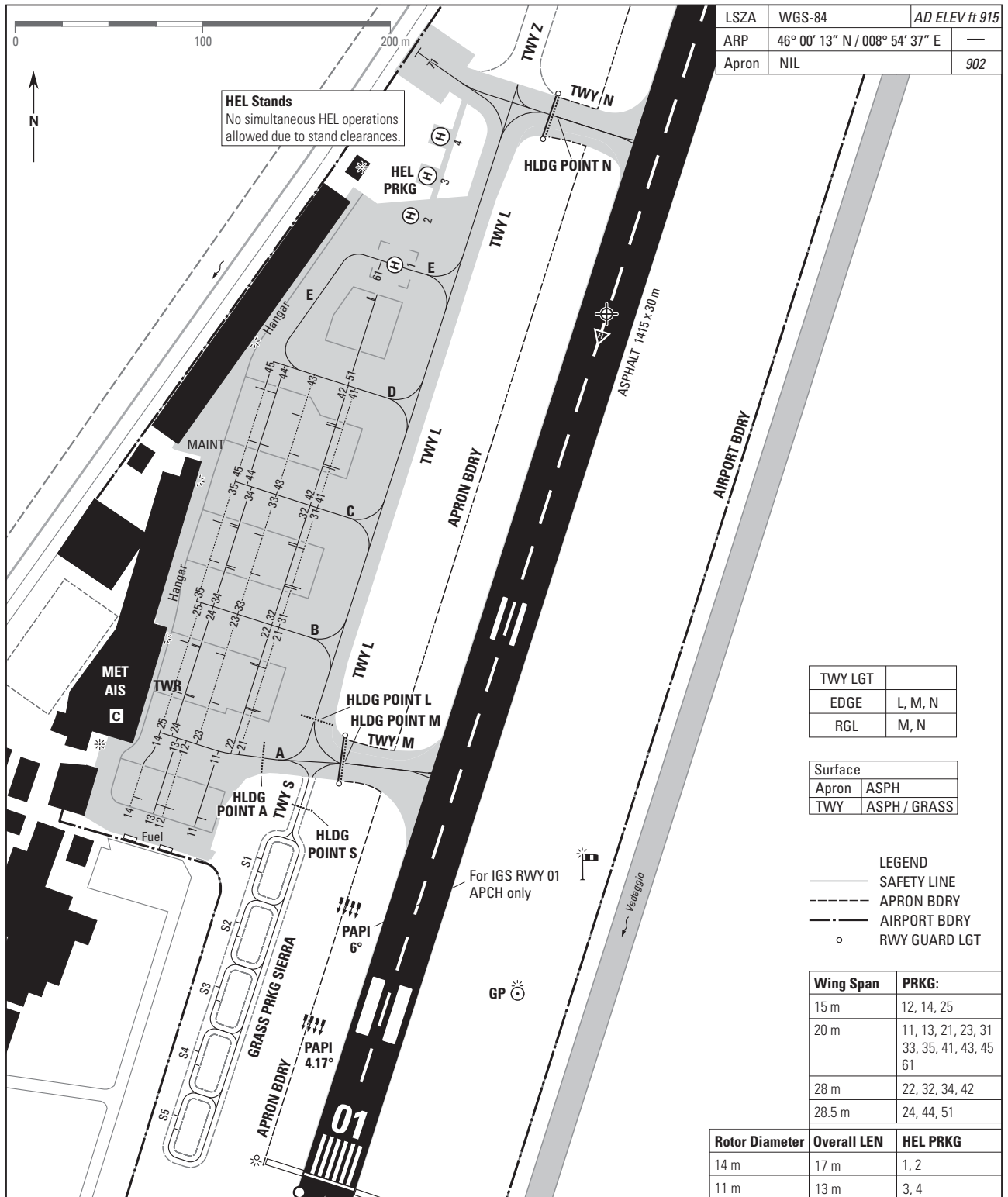
*RLLS follows circling Charlie track

TWY LGT	
EDGE	L, M, N
RGL	M, N



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LSZA	WGS-84	AD ELEV ft 915
ARP	46° 00' 13" N / 008° 54' 37" E	—
Apron	NIL	902

HEL Stands
No simultaneous HEL operations allowed due to stand clearances.

TWY LGT	
EDGE	L, M, N
RGL	M, N

Surface	
Apron	ASPH
TWY	ASPH / GRASS

LEGEND

- SAFETY LINE
- - - APRON BDRY
- AIRPORT BDRY
- RWY GUARD LGT

Wing Span	PRKG:
15 m	12, 14, 25
20 m	11, 13, 21, 23, 31 33, 35, 41, 43, 45 61
28 m	22, 32, 34, 42
28.5 m	24, 44, 51

Rotor Diameter	Overall LEN	HEL PRKG
14 m	17 m	1, 2
11 m	13 m	3, 4

Start-up Procedure

Request startup clearance when ACFT doors are closed and when ready to start engines immediately.

PRKG / Push-back procedure

For wing span and rotor diameter assignment refer to table.

PRKG 11 - 14

Follow yellow TAX guidance lines for PRKG 11 - 14, facing south. Follow instructions of marshaller. DEP: push-back required, if facing south.

PRKG 21 - 45

Follow yellow TAX guidance lines for PRKG 21 - 45, facing north or south. Follow instructions of marshaller.

For PRKG 21 follow instructions of marshaller, whenever available.

PRKG 51

Follow yellow TAX guidance lines for PRKG 51, facing north. Follow instructions of marshaller.

PRKG 61

Follow yellow TAX guidance lines for PRKG 61, facing west. Follow instructions of marshaller.

DEP: ACFT with wingspan between 15.0m and 20.0m, push-back required.

PRKG 71

Follow yellow TAX guidance line for PRKG 71, facing west. Follow instructions of marshaller. Push-back required for DEP.

WARNING

Use caution to reduce jet blast effect when taxiing out from parking area.

CAUTION

Use maximum caution when taxiing on apron due to boarding and disembarking passenger and vehicular traffic.

GRASS FACILITIES

Refueling on the grass is forbidden. Available up to 2.5 MTOM.

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LSMP - PAYERNE

LSMP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSMP - PAYERNE

LSMP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	46 50 33 N / 006 54 49 E
2	Direction and distance from the CITY	3 km NW Payerne
3	Elevation/Reference temperature	1466 ft AMSL - 25.5°C
4	Geoid undulation at AD ELEV PSN	162.2 ft
5	MAG VAR/Annual change	3° E (2024.5) / 0° 11' eastwards
6	AD Administration, address, telephone, telefax, telex, AFS	Post: swiss aeropole SA Aéroport 132 CH-1530 Payerne Phone: +41 (0) 26 662 66 66 AFS: LSMPZTZX Email: airport@swissaeropole.com URL: www.swissaeropole.com Chief of civil aerodrome (CAC) Phone: +41 (0) 26 662 66 69
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LSMP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	MIL AD OPR HR: Time frame, excluding published exceptions: MON - SUN: 0500 - 2100 (0400 - 2000) CIV AD OPR HR: HX, but within following limits The aerodrome is open to civil flights after prior authorisation (PPR), at the following times only: MON - FRI: 0630 - 1900 (0530 - 1800) SAT: 0800 - 1100 (0700 - 1000) + 1230 - 1600 (1130 - 1500) SUN: CLSD HOL: see § 2.20 Exceptions with special authorisation, see §2.20 RMK: outside the periods of previously authorised flights, civil operation of the aerodrome is not continuously provided. The use of Payerne as an alternate aerodrome is prohibited without prior authorisation. MON - FRI: No take-off between 1100 and 1215 (1000 and 1115). Take-offs may only be authorised by MIL OPS if they are delayed for technical, meteorological or ATC reasons. Civil flights outside MIL AD OPR HR: Flights taking place outside MIL AD OPR HR are subject to particular authorisation and activation deadlines and to billing surcharges.
2	Customs and immigration	CIV AD OPR HR Extra-Schengen flights possible Customs clearance for goods available.
3	Health and sanitation	MIL AD OPR HR
4	AIS Briefing Office	CIV AD OPR HR

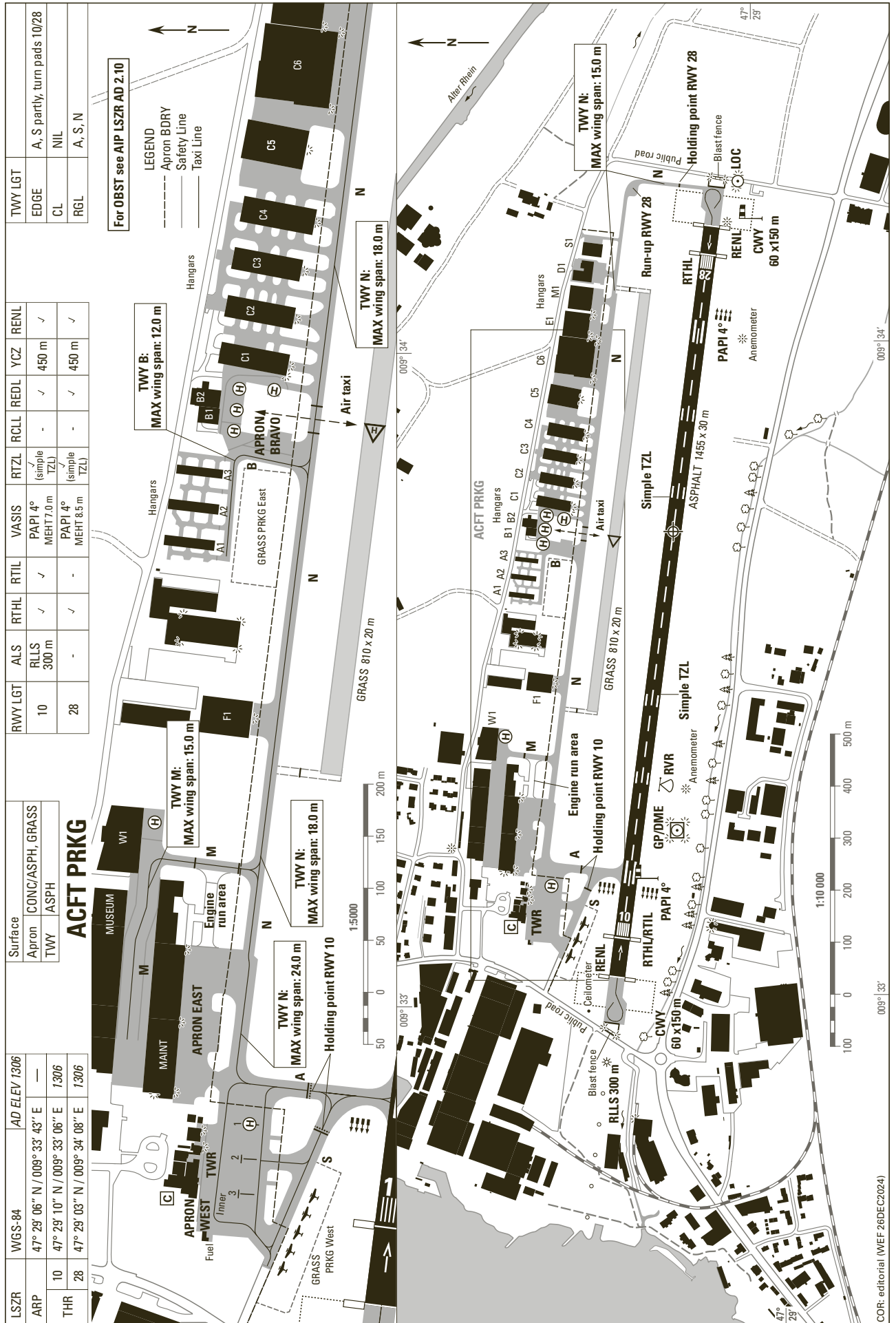
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	HX
8	Fuelling	CIV AD OPR HR
9	Handling	Speedwings Handling Services: Phone: +41 (0) 26 662 66 60 Email: handling@speedwings-payerne.ch
10	Security	H24
11	De-icing	CIV AD OPR HR
12	Remarks	MIL AD with civil co-use Airfield, PPR

LSMP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel and oil types	JET A-1 Mobile Jet Oil II & BP Turbo Oil 2380
3	Fuelling facilities/capacity	Truck 20'000 litres and tank truck 37'000 litres. Additional capacity upon prior request.
4	De-icing facilities	OCT 01 - APR 30: available Operator: Speedwings Handling Services De-icing fluids available: - Type I Clariant Safewing MP I 1938 ECO (80); - Type IV Clariant Safewing MP IV Launch De-icing trucks: JBT Tempest 400 On stand de-icing: 1 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.
5	Hangar space for visiting aircraft	Heated 6600 m2 available for rent. MAX height 9m.
6	Repair facilities for visiting aircraft	AOG support available.
7	Remarks	Handling mandatory, self handling not allowed. Contact Speedwings Handling Services for more details. Crew lounge and 4 crew rooms available on site. Pushback up to 75t. Potable water, lavatory cart, belt loader and GPU available. VIP vehicles available on the apron. Ground Services Payerne Phone: +41 (0) 26 662 66 60 FREQ: 131.880 MHz (Speedwings FBO) RTF: SPEEDWINGS Email: handling@speedwings-payerne.ch

LSMP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity
2	Restaurants	At AD and in the vicinity
3	Transportation	On request. Train station in the city
4	Medical facilities	First aid at AD during MIL AD OPR HR, hospital in Payerne city
5	Bank and Post Office	In Payerne city
6	Tourist Office	In the city, www.estavayer-payerne.ch
7	Remarks	NIL



LSZR	WGS-84	AD ELEV 1306	Surface	RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YZC	RENL	TWY LGT
ARP	47° 29' 06" N / 009° 33' 43" E	—	CONC/ASPH, GRASS	10	300 m	✓	✓	PAPI 4° MEHT 7.0 m	(simple TZL)	-	✓	450 m	✓	EDGE A, S partly, turn pads 10/28
THR	47° 29' 10" N / 009° 33' 06" E	1306	TWY ASPH	28	-	✓	-	PAPI 4° MEHT 8.5 m	(simple TZL)	-	✓	450 m	✓	CL NIL
	47° 29' 03" N / 009° 34' 08" E	1306												RGL A, S, N

LSZR	WGS-84	AD ELEV 1306	Surface	RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YZC	RENL	TWY LGT
ARP	47° 29' 06" N / 009° 33' 43" E	—	CONC/ASPH, GRASS	10	300 m	✓	✓	PAPI 4° MEHT 7.0 m	(simple TZL)	-	✓	450 m	✓	EDGE A, S partly, turn pads 10/28
THR	47° 29' 10" N / 009° 33' 06" E	1306	TWY ASPH	28	-	✓	-	PAPI 4° MEHT 8.5 m	(simple TZL)	-	✓	450 m	✓	CL NIL
	47° 29' 03" N / 009° 34' 08" E	1306												RGL A, S, N

ACFT PRKG

For OBST see AIP LSZR AD 2.10

LEGEND
Apron BDRY
Safety Line
Taxi Line

TWY B:
MAX wing span: 120.0 m

TWY M:
MAX wing span: 15.0 m

TWY N:
MAX wing span: 18.0 m

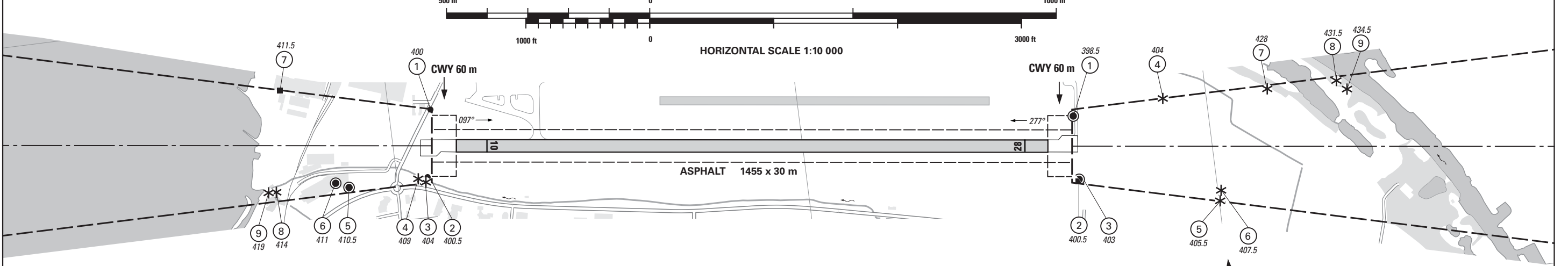
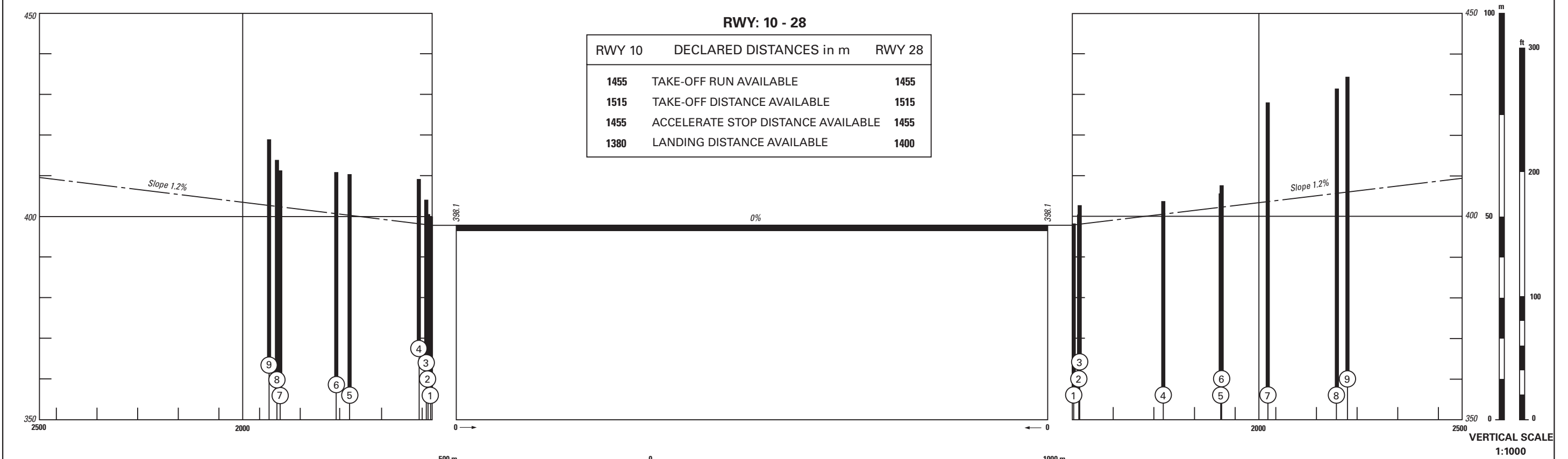
TWY N:
MAX wing span: 24.0 m

TWY N:
MAX wing span: 18.0 m

TWY N:
MAX wing span: 15.0 m

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VAR 2° E (2015.5)



AMDT RECORD		
No.	DATE	ENTERED BY

DIST in m
OBST ELEV in m
AD ELEV in m
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

LEGEND	
①	Identification number
*	Tree, shrub
●	Pole, tower, spire, antenna, etc.
●	Enclosure
■	Building, large structure

COR: editorial (WEF 26DEC2024)

19th Edition

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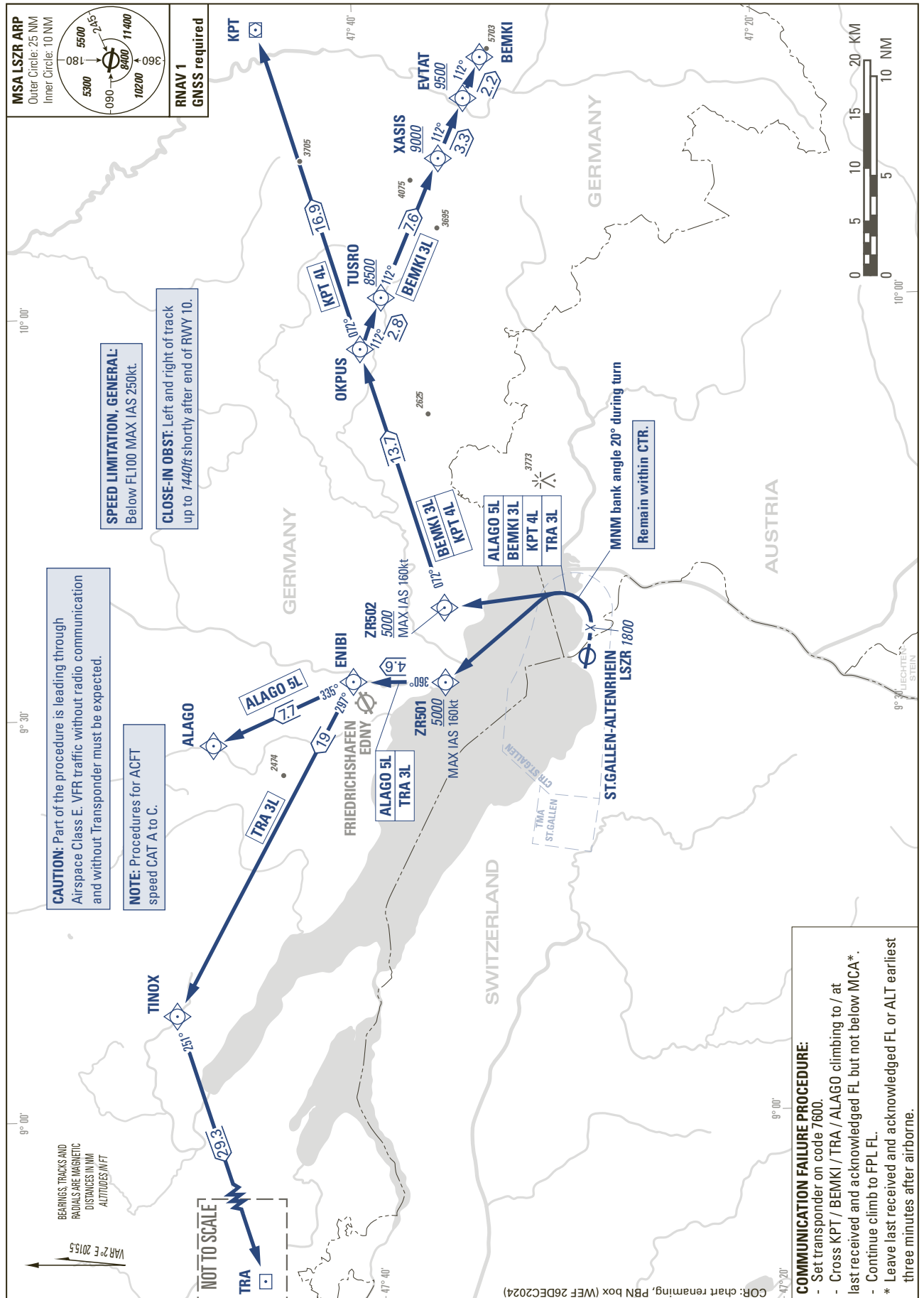
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV RWY 10

ALAGO 5L BEMKI 3L KPT 4L TRA 3L



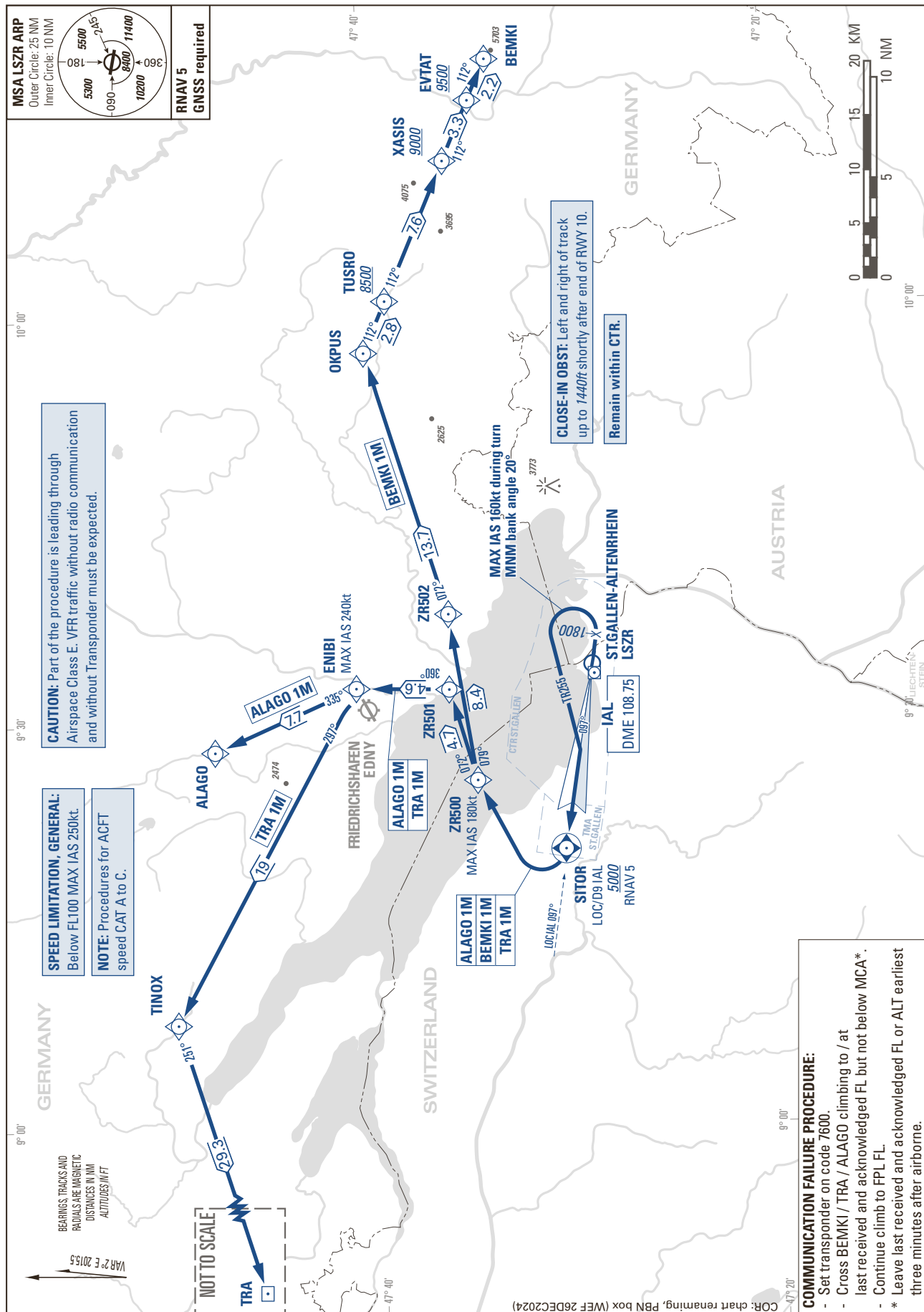
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV RWY 10

ALAGO 1M BEMKI 1M TRA 1M



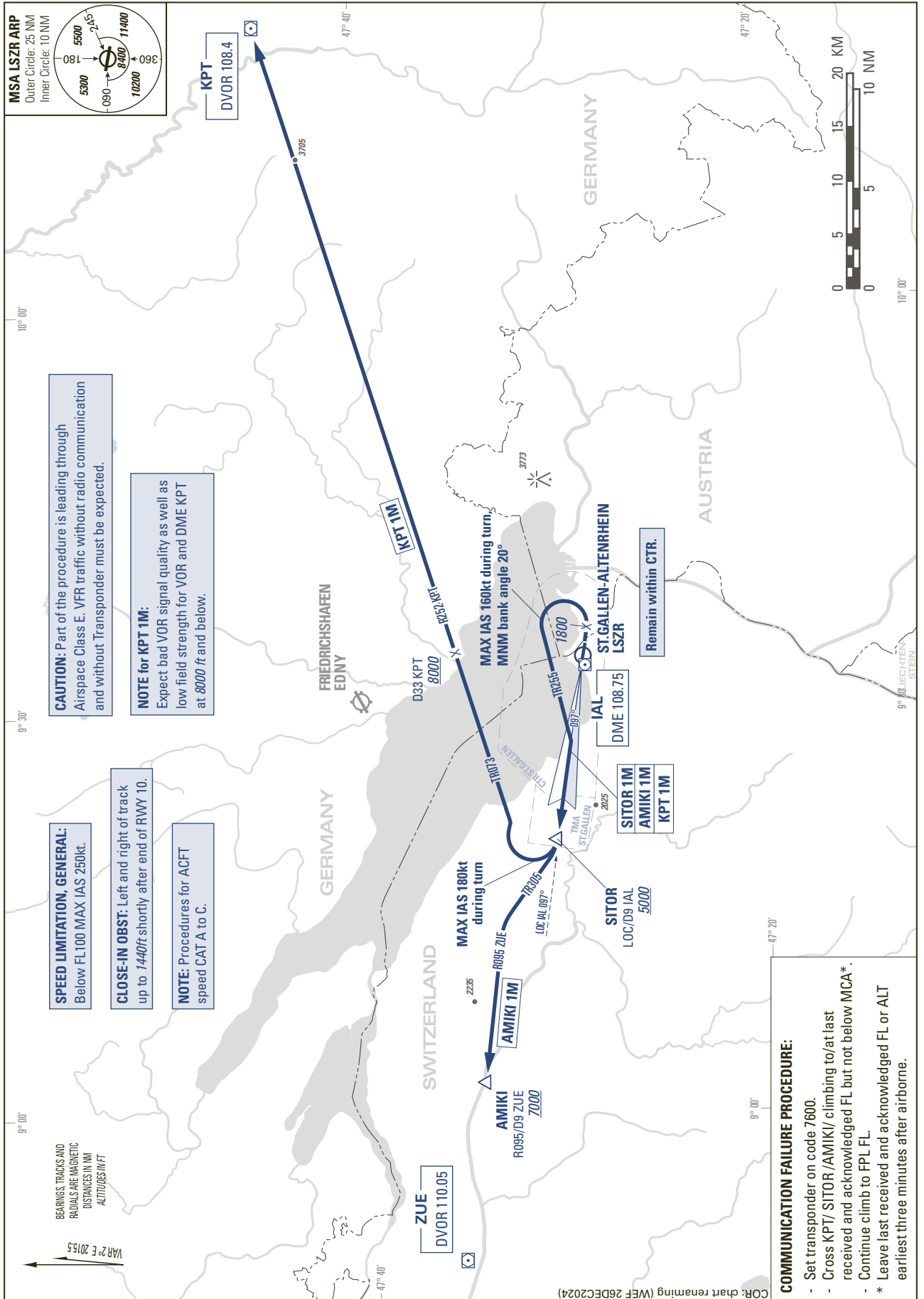
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RWY 10

AMIKI 1M KPT 1M SITOR 1M



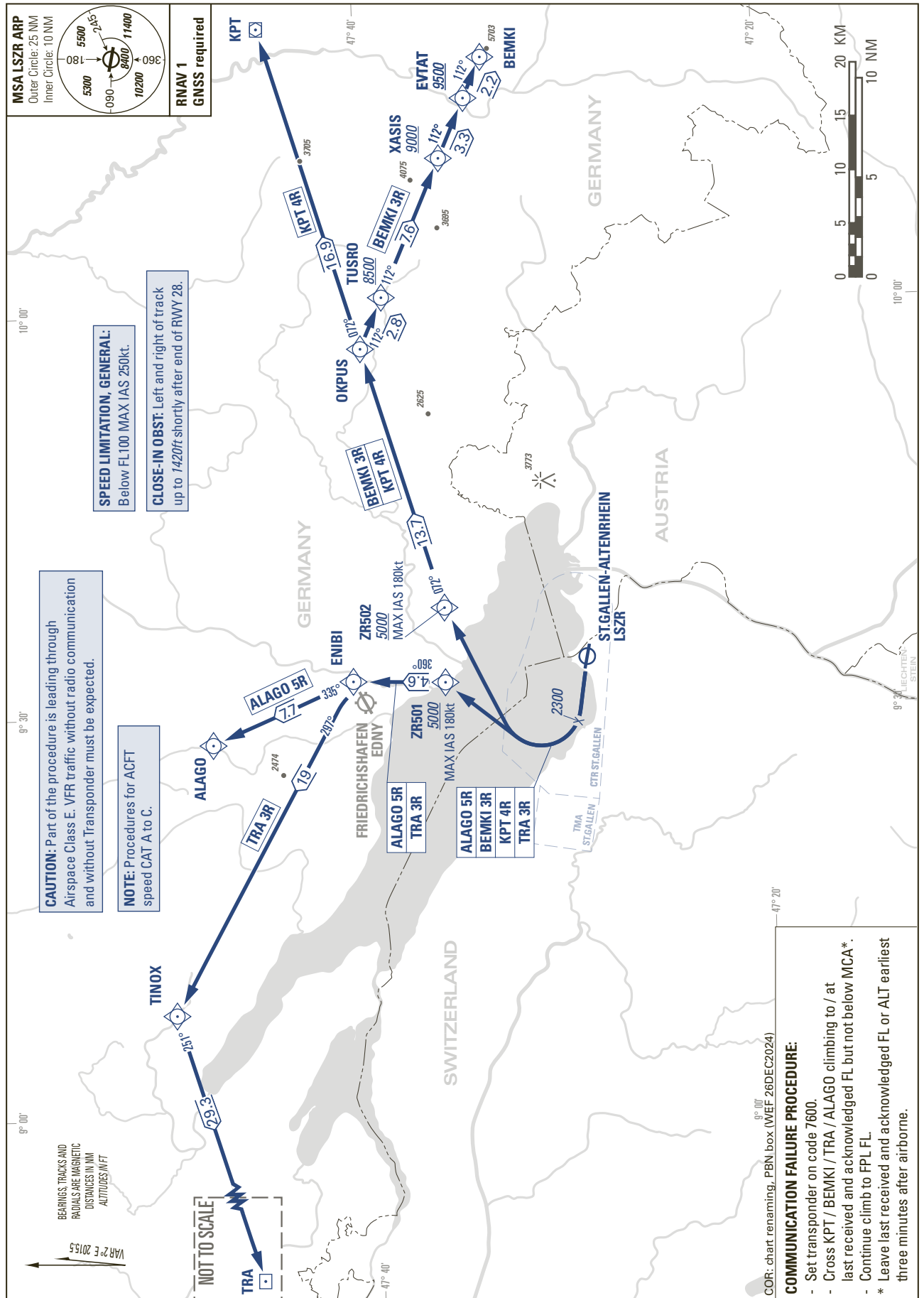
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV RWY 28

ALAGO 5R BEMKI 3R KPT 4R TRA 3R



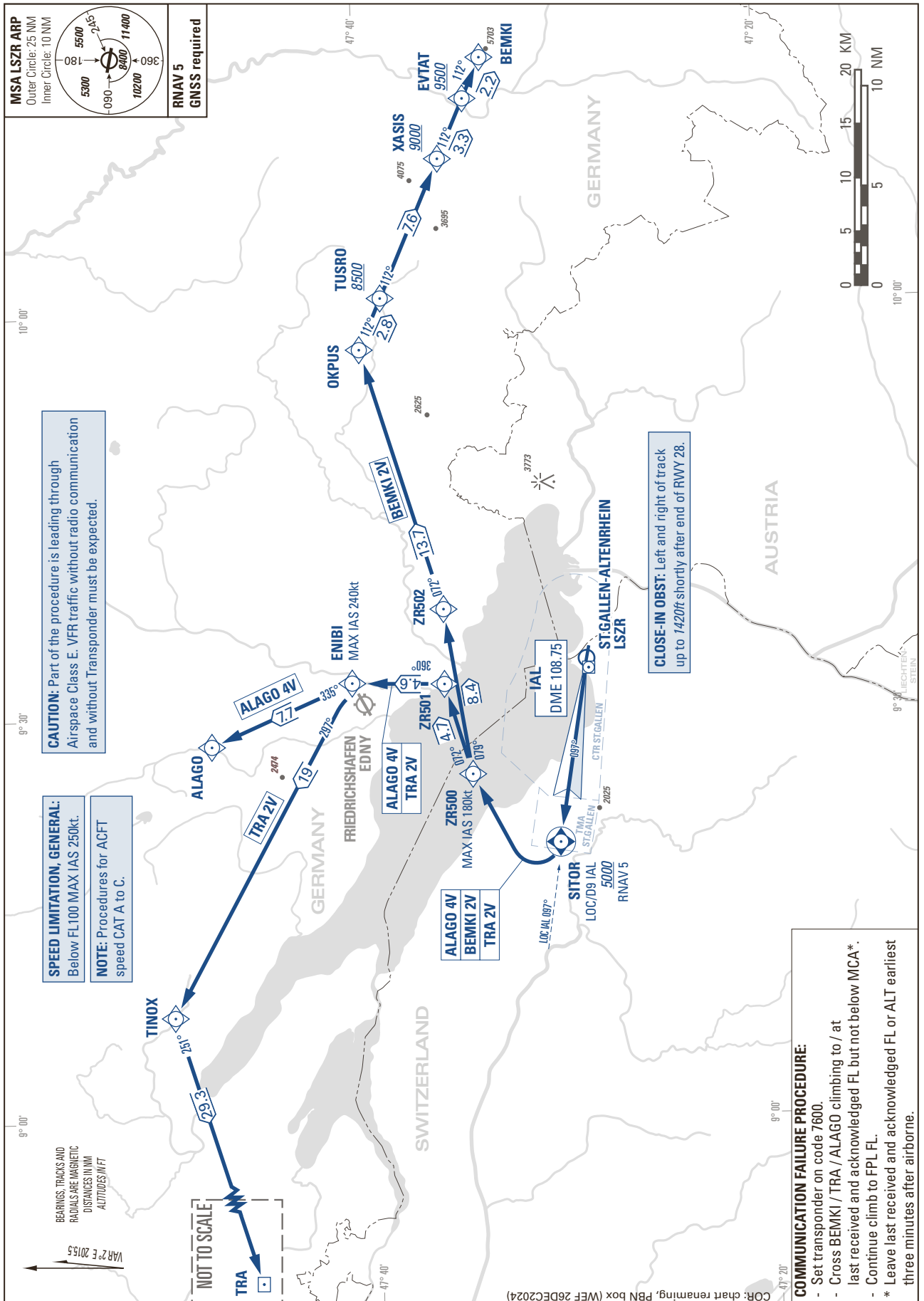
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV RWY 28

ALAGO 4V BEMKI 2V TRA 2V



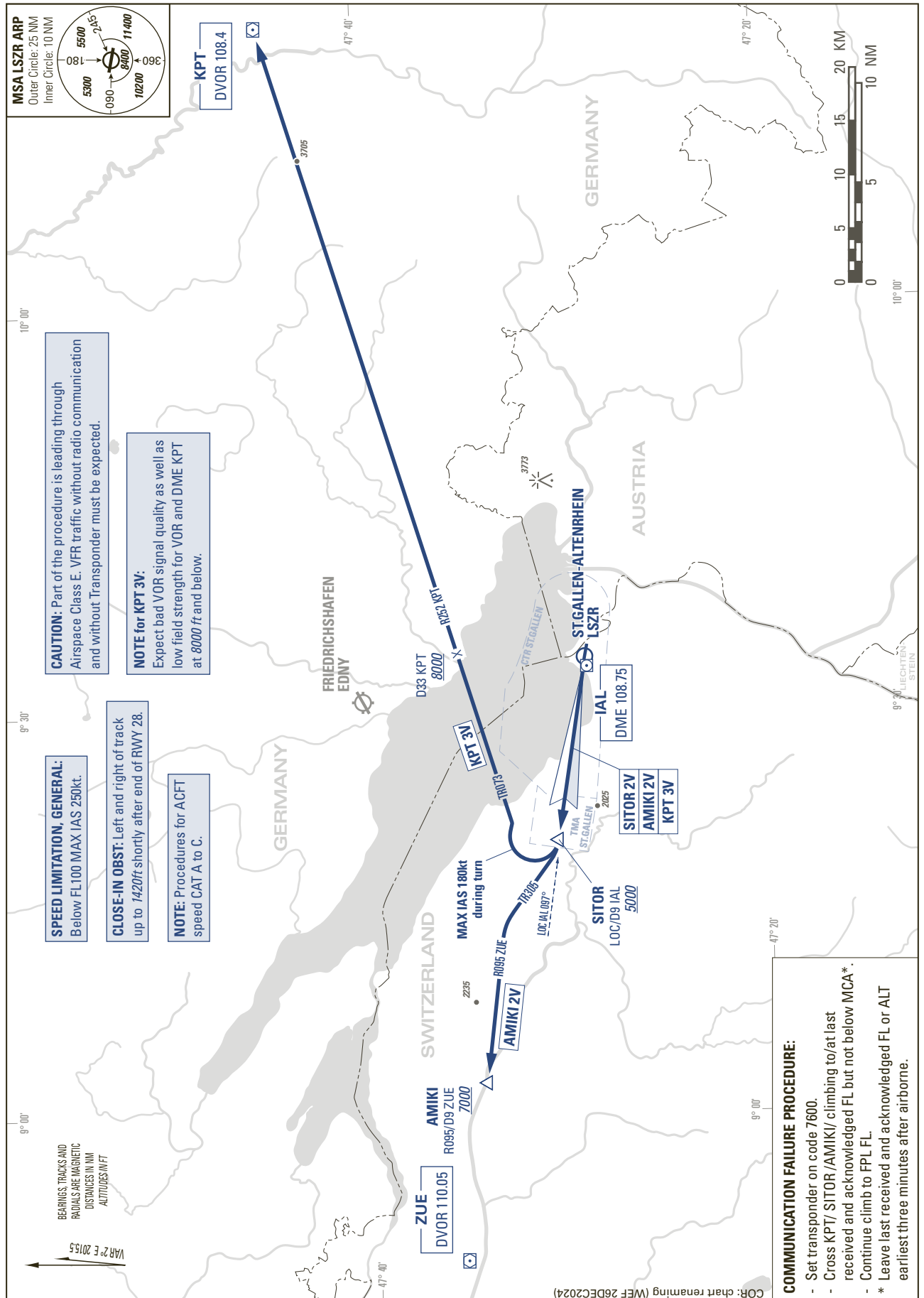
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RWY 28

AMIKI 2V KPT 3V SITOR 2V



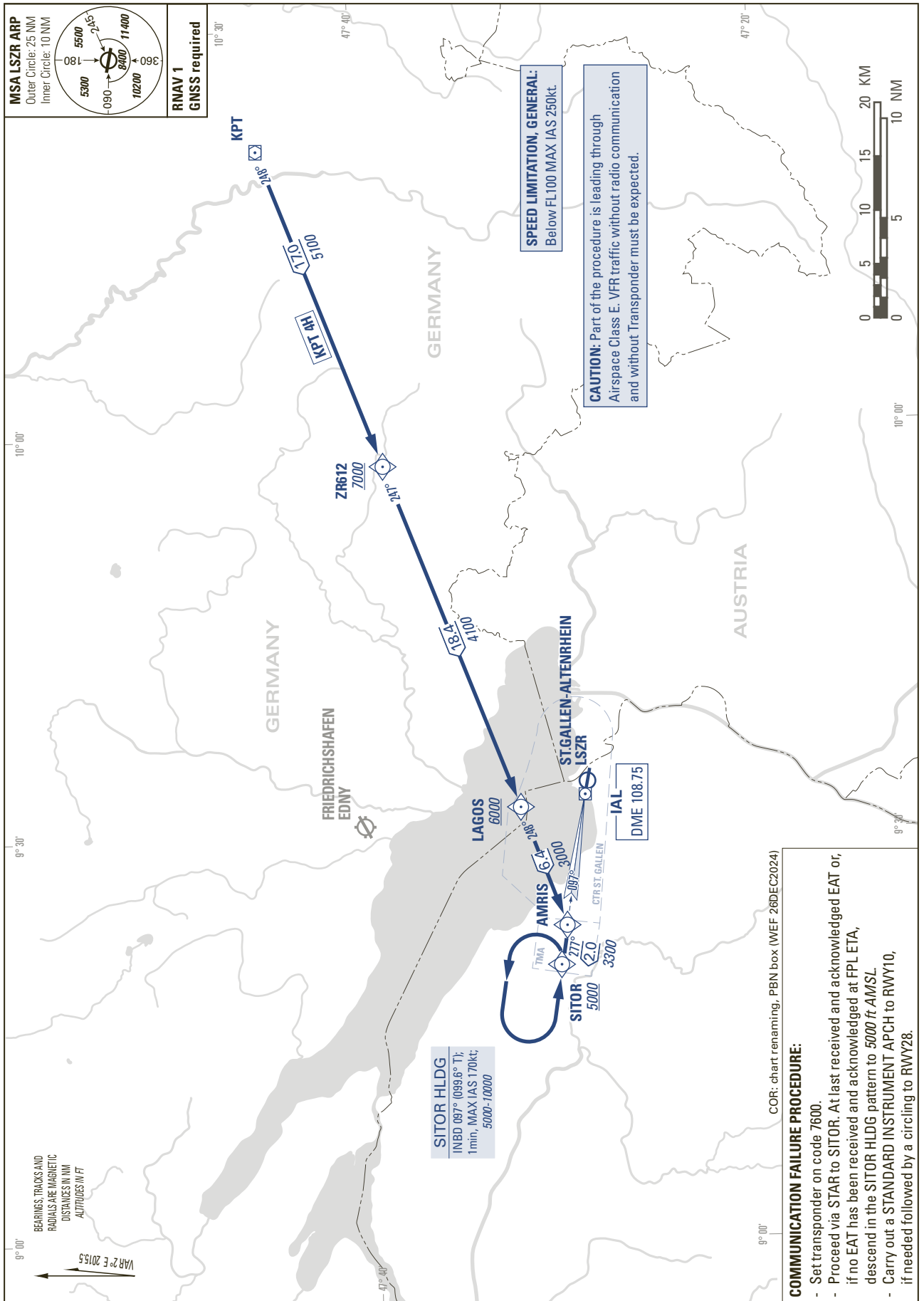
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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV SITOR (1/2)

KPT 4H



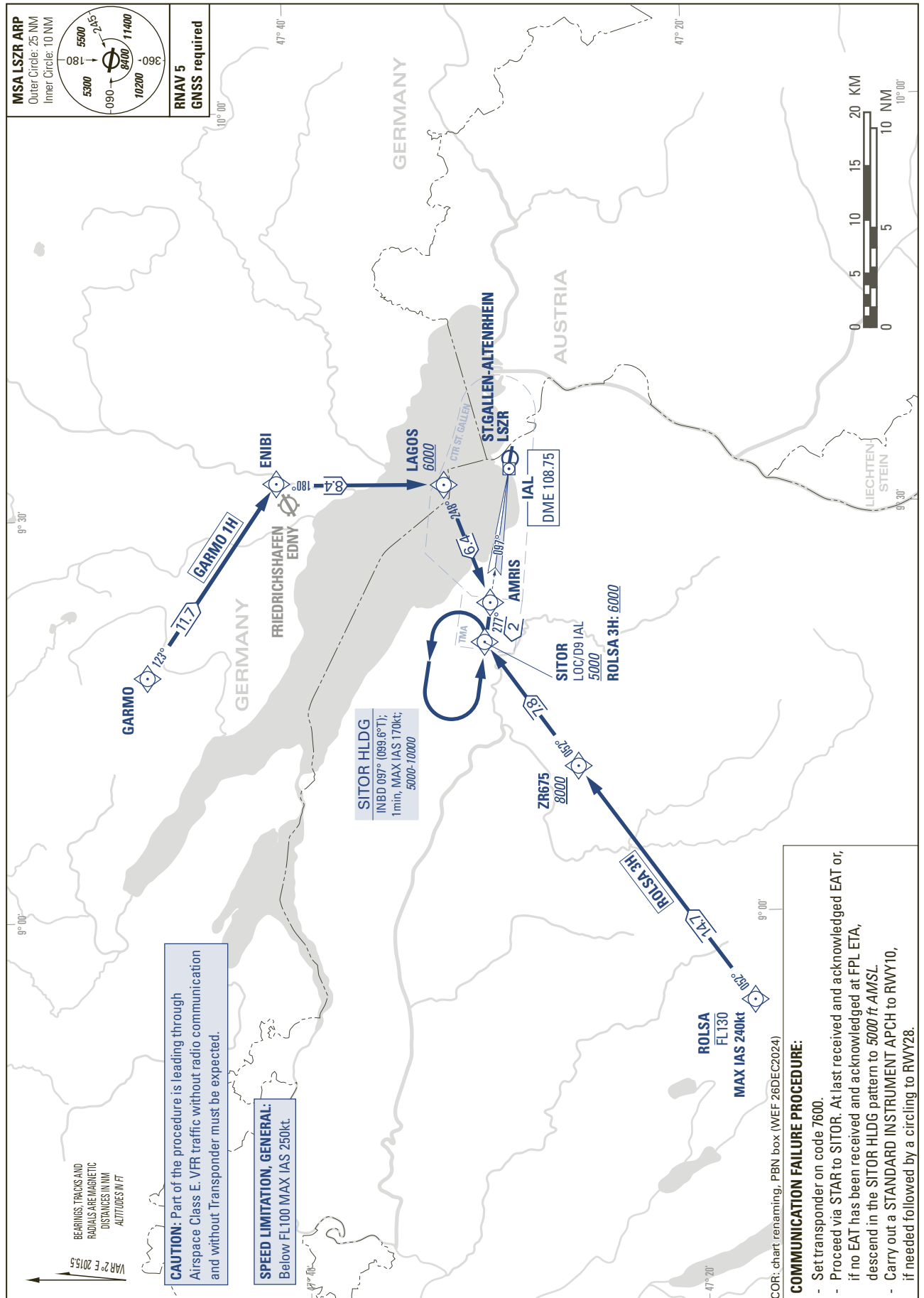
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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV SITOR (2/2)

GARMO 1H ROLSA 3H



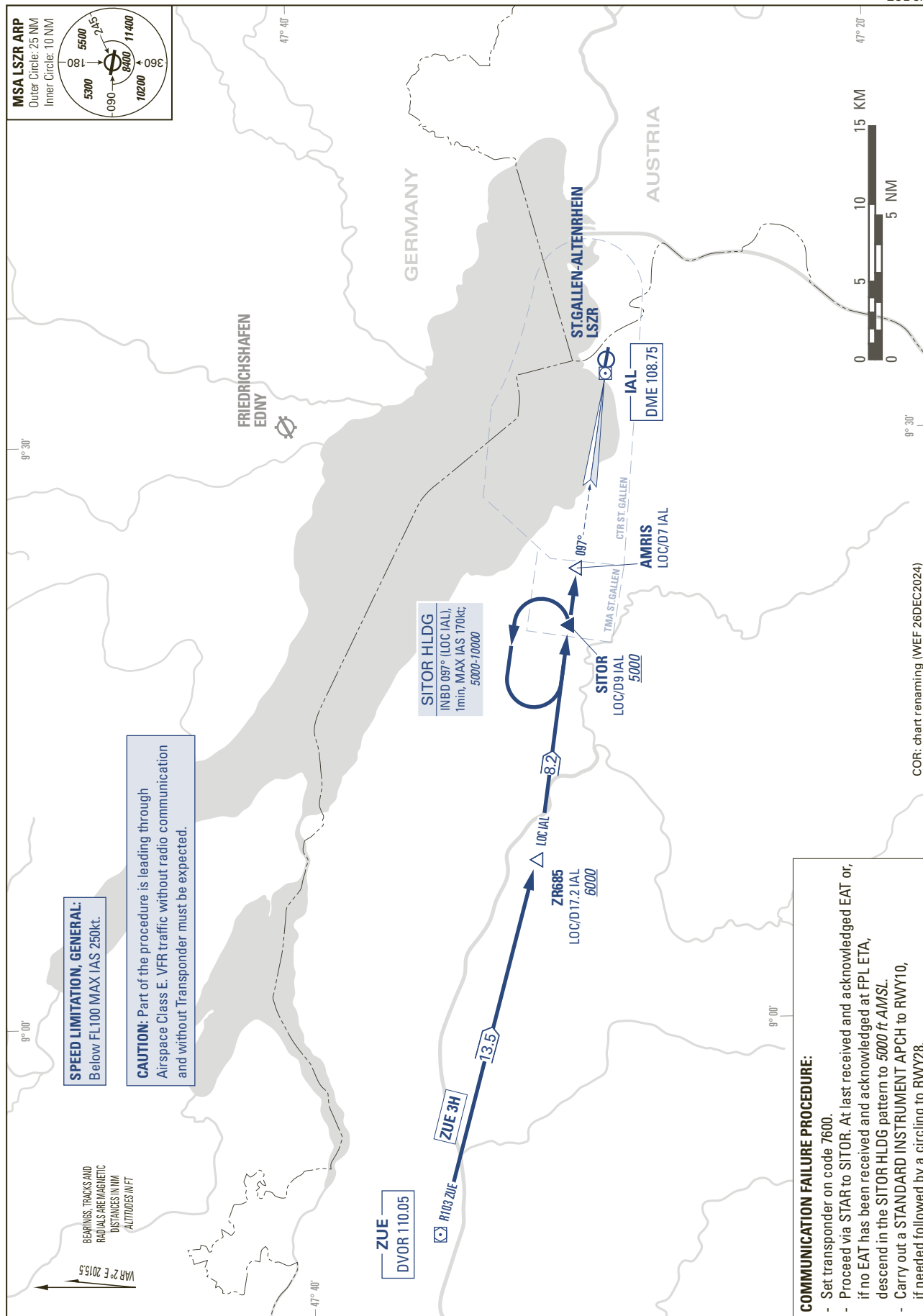
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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
SITOR

ZUE 3H



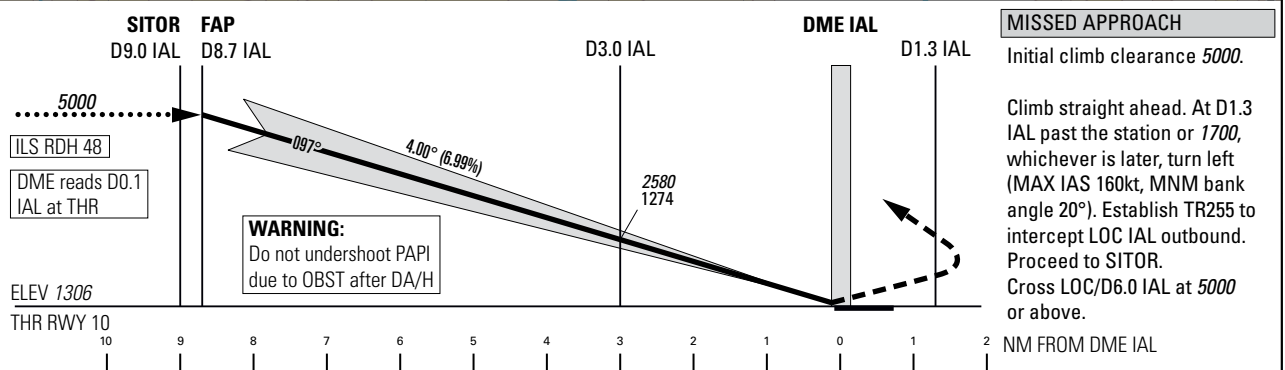
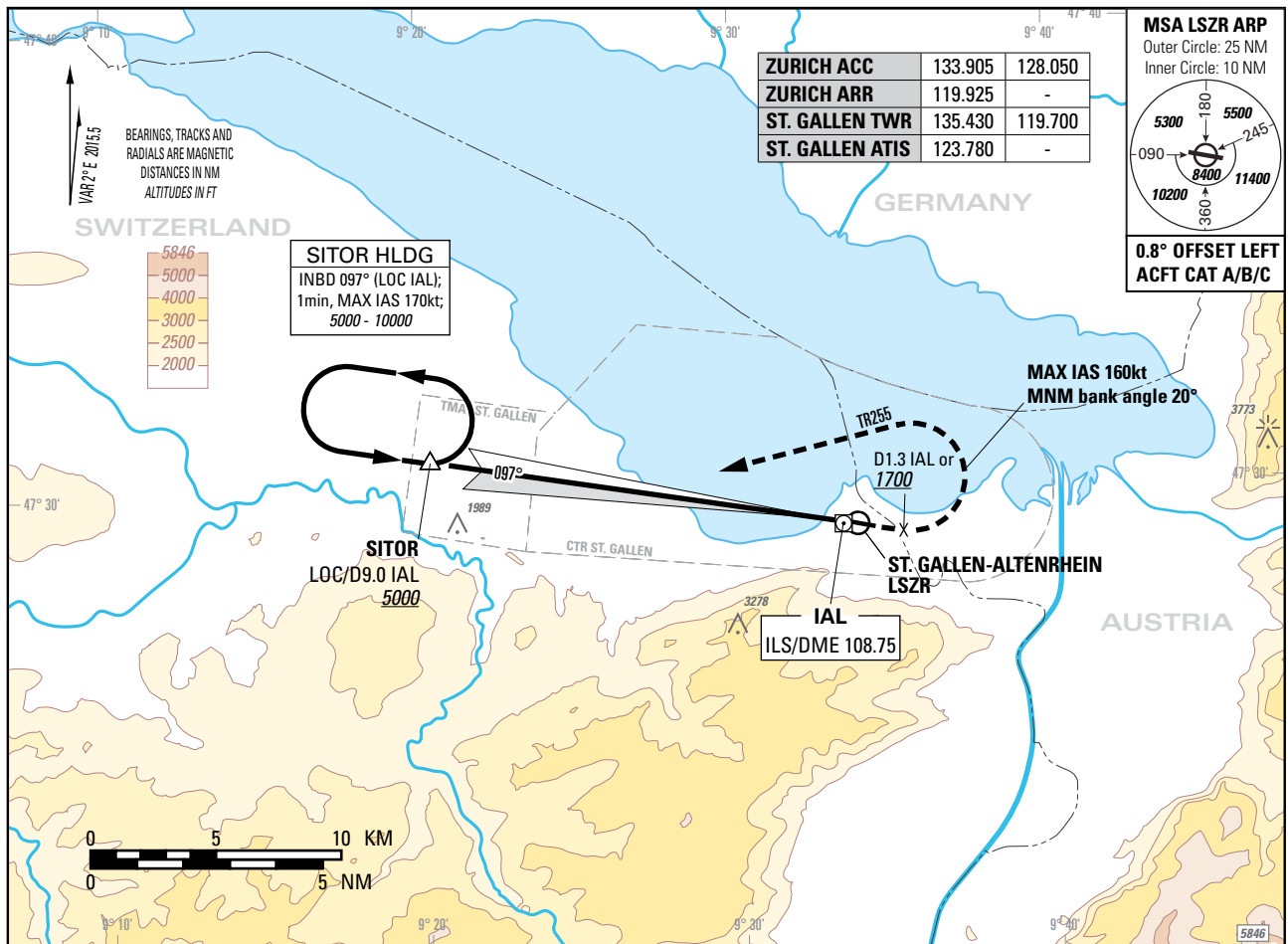
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1306ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN LSZR
ILS RWY 10



OBSTACLE CLEARANCE ALTITUDE (HEIGHT) / OCA (H)	A	B	C
STRAIGHT-IN APPROACH	1743 (438)	1759 (454)	1772 (467)
CIRCLING ^{1) 3)}	2170 (870)		2270 (970 ²⁾)
DECISION ALTITUDE (HEIGHT) / DA(H)	A	B	C
STRAIGHT-IN APPROACH	1806 (500)		

ROD	GS kt	80	100	120	140	160	180
	FT/MIN	567	708	849	991	1133	1274

NOTE
¹⁾ Circling north of AP only.
²⁾ MAX IAS 160kt due to airspace.
³⁾ Remain within CTR.

REMARK
 - Uncategorized ILS APCH RWY 10 due to obstacle limitation and restriction according to non-instrument RWY criteria.
 - ILS 10 signal fulfils ICAO Annex 10, CAT I specifications.

DME IAL	8.7	8	7	6	5	4	3	2	1
DIST THR	8.6	7.9	6.9	5.9	4.9	3.9	2.9	1.9	0.9
ALT FT	5000	4710	4280	3860	3430	3010	2580	2160	1730

CAUTION
 - 0.2 NM before THR 10 Visual Segment Surface (VSS) penetrated by trees up to 1380ft.
 - This is not a standard approach angle.
 - On 4° APCH angle and GS > 140kt resulting ROD will be > 1000ft/min.

COR: chart renaming (WEF 26DEC2024)

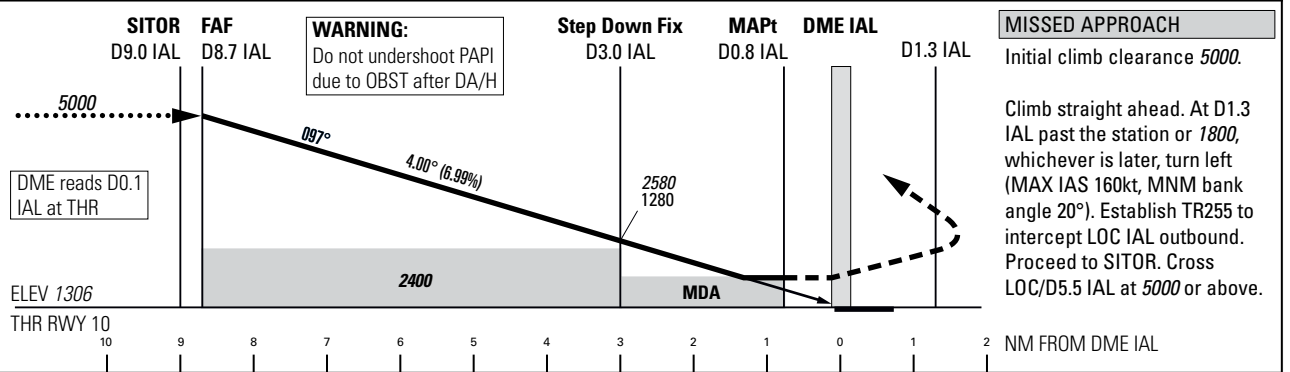
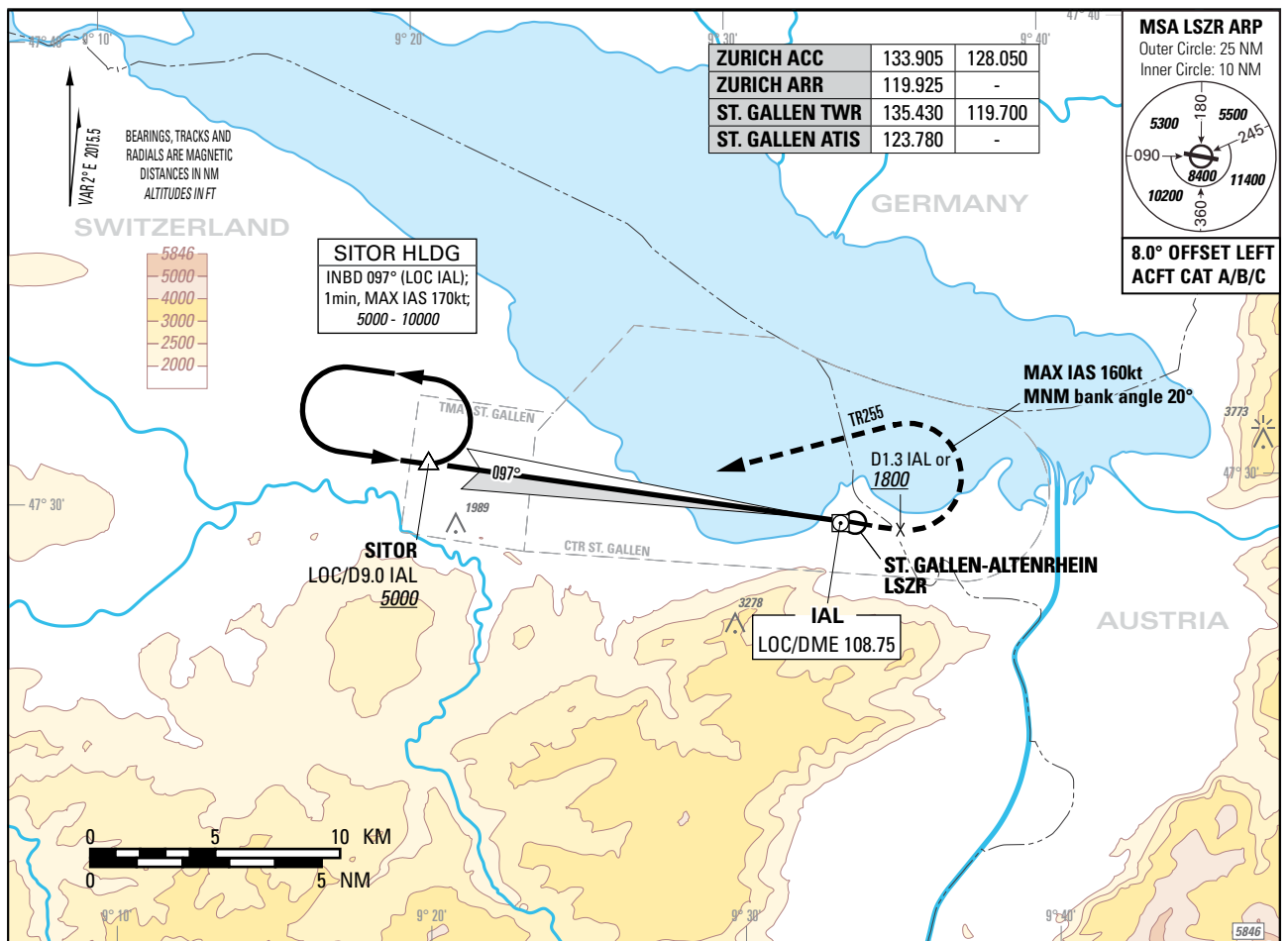
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Instrument Approach Chart (IAC) - ICAO

AD ELEV 1306ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
LOC RWY 10



OBSTACLE CLEARANCE ALTITUDE (HEIGHT) / OCA (H)	A	B	C
STRAIGHT-IN APPROACH	1720 (420)		
CIRCLING ^{1) 3)}	2170 (870)		2270 (970 ²⁾)
MINIMUM DESCENT ALTITUDE (HEIGHT) / MDA(H)	A	B	C
STRAIGHT-IN APPROACH	1806 (500)		

ROD	GS kt	80	100	120	140	160	180
	FT/MIN	567	708	849	991	1133	1274

NOTE
¹⁾ Circling north of AP only.
²⁾ MAX IAS 160kt due to airspace.
³⁾ Remain within CTR.

REMARK
 - Obstacle limitation and restriction according to non-instrument RWY criteria.

CAUTION
 - 0.2 NM before THR 10 Visual Segment Surface (VSS) penetrated by trees up to 1380ft.
 - This is not a standard approach angle.

DME IAL	8.7	8	7	6	5	4	3	2	1
DIST THR	8.6	7.9	6.9	5.9	4.9	3.9	2.9	1.9	0.9
ALT FT	5000	4710	4280	3860	3430	3010	2580	2160	1730

COR: chart renaming (WEF 26DEC2024)

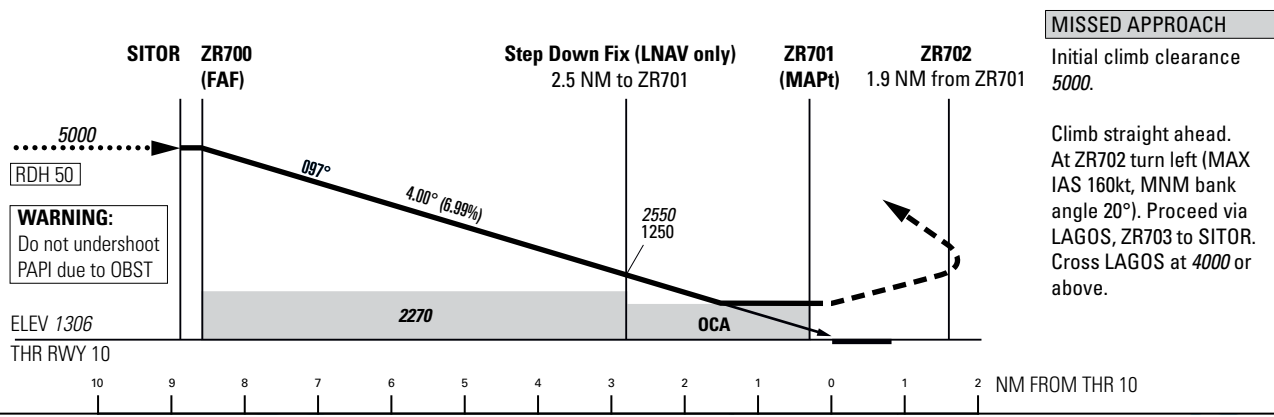
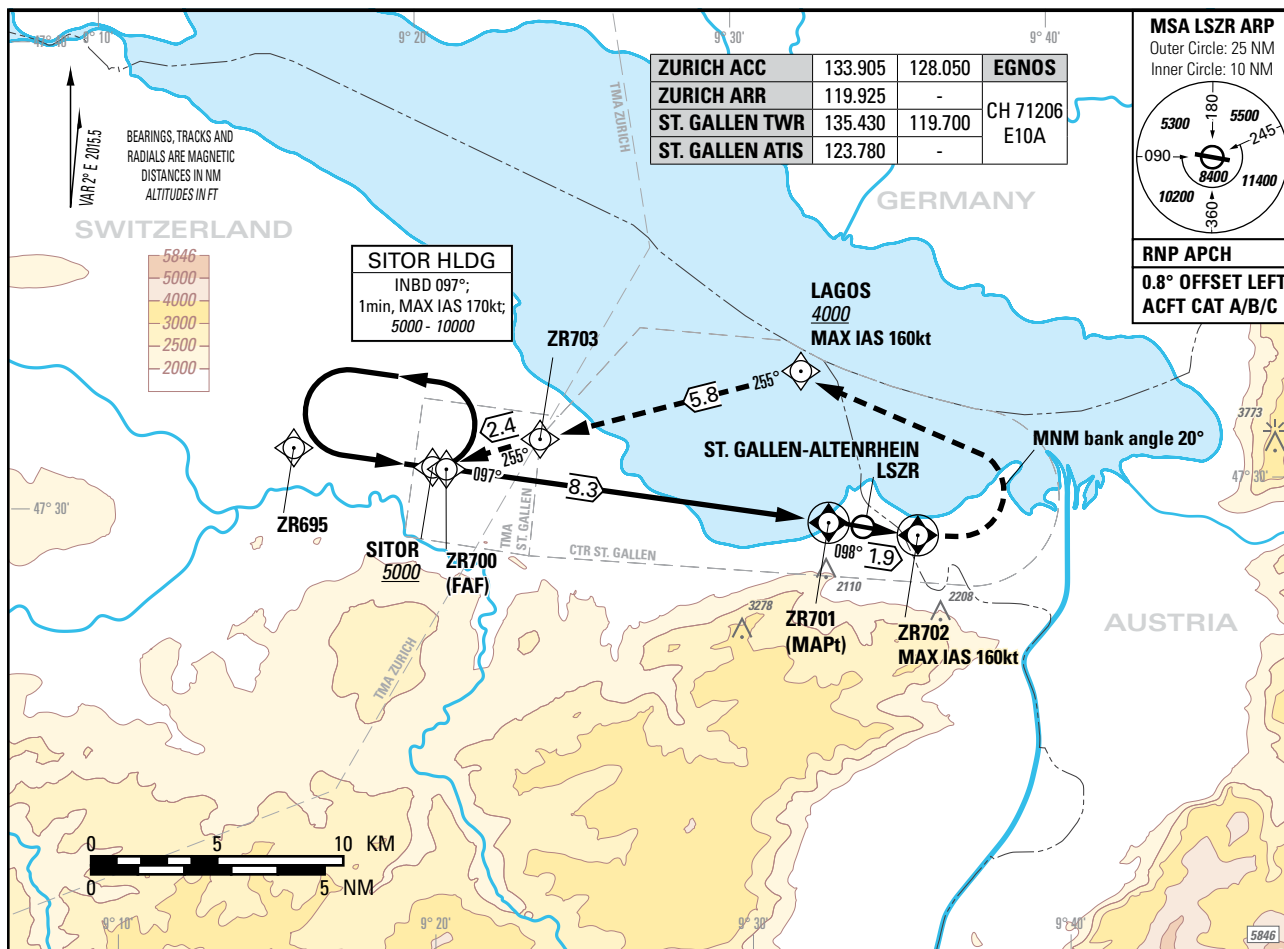
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1306ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RNP RWY 10



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	A	B	C
	OCA(H) LPV		
2.5%	1890 (590)	1910 (610)	1920 (620)
4.0%	1750 (450)	1760 (460)	1780 (480)
	DA(H) LPV		
4.0%	1810 (500)		
	OCA(H) LNAV		
2.5%	2180 (880)		
3.3%	2130 (830)		
	A	B	C
CIRCLING ^{1) 3)}	2170 (870)		2270 (970) ²⁾

ROD	GS kt								
	80	100	120	140					
	567	708	849	991					
DIST ZR701	8.3	8	7	6	5	4	3	2	1
DIST THR	8.6	8.3	7.3	6.3	5.3	4.3	3.3	2.3	1.3
ALT FT	5000	4890	4460	4040	3610	3190	2760	2340	1910

NOTE

- Circling north of AP only.
- MAX IAS 160kt due to airspace.
- Remain within CTR.

CAUTION

- 0.2 NM before THR 10 Visual Segment Surface (VSS) penetrated by trees up to 1380ft AMSL.
- This is not a standard approach angle.
- On 4° APCH angle and GS > 140kt resulting ROD will be > 1000ft/min.

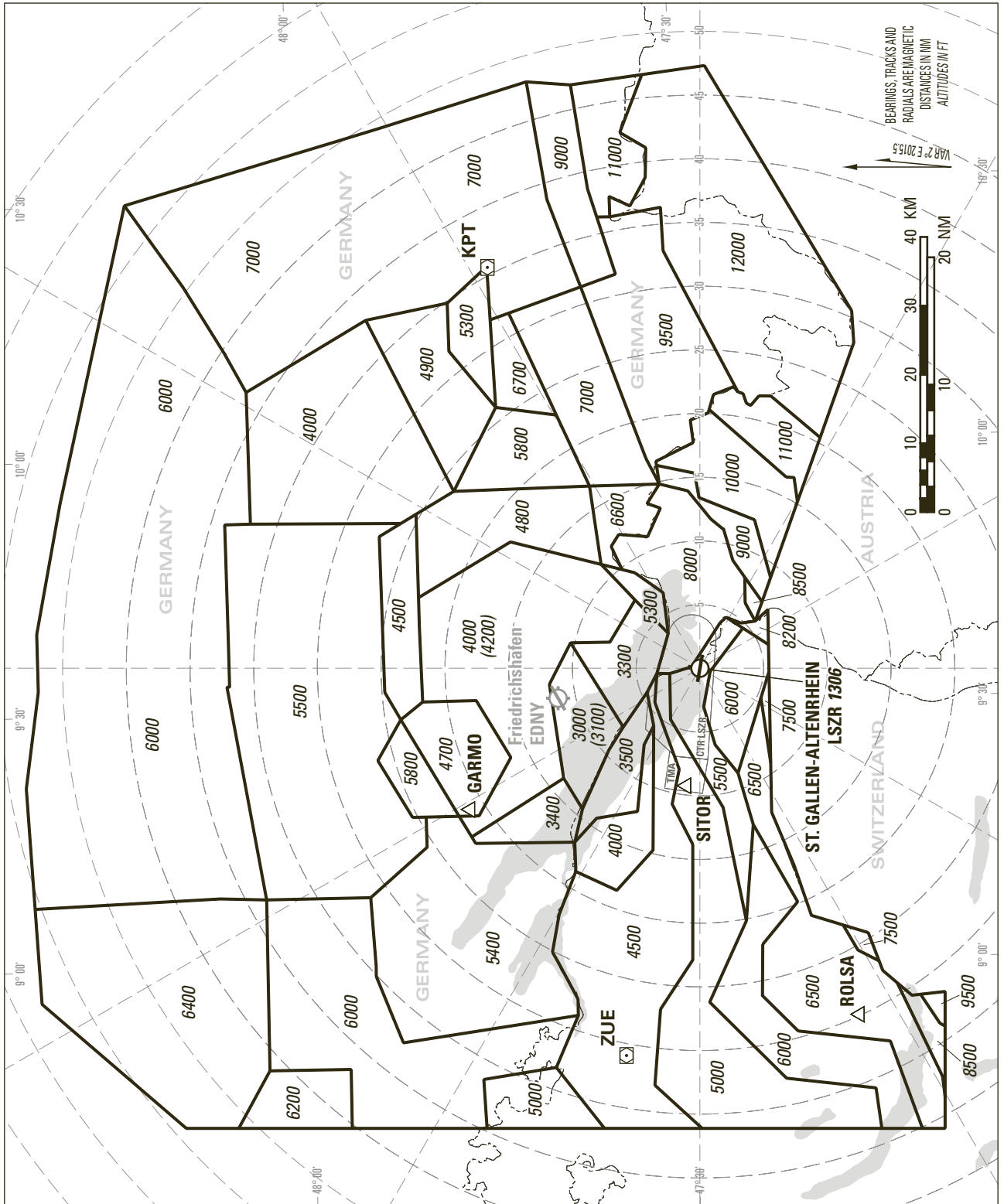
COR: chart renaming (WEF 26DEC2024)

Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	LSZR
Runway	10
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E10A
LTP/FTP Latitude	472909.3060N
LTP/FTP Longitude	0093305.6730E
LTP/FTP Ellipsoidal Height (metres)	444.4
FPAP Latitude	472900.2150N
Delta FPAP Latitude (seconds)	-9.0910
FPAP Longitude	0093425.5200E
Delta FPAP Longitude (seconds)	79.8470
Threshold Crossing Height	15.0
TCH Units Selector	1
Glidepath Angle (degrees)	4
Course Width (metres)	105
Length Offset (metres)	0
HAL	40
VAL	50

Output Data	
Data Block	10 12 1A 13 0C 0A 00 00 01 30 31 05 74 F5 60 14 12 5E 19 04 5C 25 FA B8 FF CE 6F 02 2C 81 90 01 64 00 C8 FA B9 21 23 29
Calculated CRC Value	B9212329
Supplied CRC Value	B9212329
Comparison Result	OK

FTP Orthometric Height 398.1m

ATC SURVEILLANCE MINIMUM ALTITUDE CHART



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the APPROACH / DEPARTURE sectors of LSZR which may be assigned to an IFR flight under radar vectoring.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSZR QNH.

Transition ALT: 5000

Minimum altitudes over Swiss territory are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes over Swiss territory are protected for low temperatures to minus 19 degrees celsius (LSZR temperature).

The raised minimum altitudes (values in brackets) are generally valid for the time period between AIRAC date NOVEMBER to AIRAC date MARCH.

Sectors indicated all 30°, distances indicated all 5 NIM, based on LSZR ARP.

COR: editorial (WEE 26DEC2024)

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