

# SWITZERLAND

TEL: +41 (0) 43 931 61 68

Telegraphic address:

AFTN: LSSAYOYX

E-mail: aip@skyguide.ch

skyguide

AIP Services

CH-8602 WANGEN  
BEI DÜBENDORF

AIRAC

AIP

AIRAC AMDT 001  
2025

Effective Date 23 JAN 2025

Publication Date 12 DEC 2024

RMK

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

**1. Insert the following pages:**

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**2. Record entry of amendment on page GEN 0.2**

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

NOTAM: B1306/24, B1307/24

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: 003 2024, 007 2024, 008 2024

Checklist AIRAC SUP: 006 2024

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<b>AIRAC AIP Amendment</b>			
NR/Year	Publication date	Effective Date	Inserted by
009/2023	19-Oct-2023	30-Nov-2023	
010/2023	16-Nov-2023	28-Dec-2023	
001/2024	14-Dec-2023	25-Jan-2024	
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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 23 JAN 2025	ENR 5.5 - 2	AIRAC 21 MAR 2024
ENR 3.2 - 57	AIRAC 28 NOV 2024	ENR 4.4 - 14	AIRAC 23 JAN 2025	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
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ENR 3.2 - 65	AIRAC 31 OCT 2024	ENR 5.1 - 6	AIRAC 21 MAR 2024	ENR 5.5 - 11	AIRAC 21 MAR 2024
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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
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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
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				<b>PART 3 - AERODROMES (AD)</b>	
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				AD 0.1 - 2	26 JAN 2023
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AD 0.6 - 7	28 DEC 2023	LSZB AD 2.24.10 - 8	07 SEP 2023	LSGG AD 2 - 7	AIRAC 08 AUG 2024
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AD 1.3 - 2	AIRAC 25 JAN 2024	LSZC AD 2.24.1 - 1	26 DEC 2024	LSGG AD 2 - 26	26 DEC 2024
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
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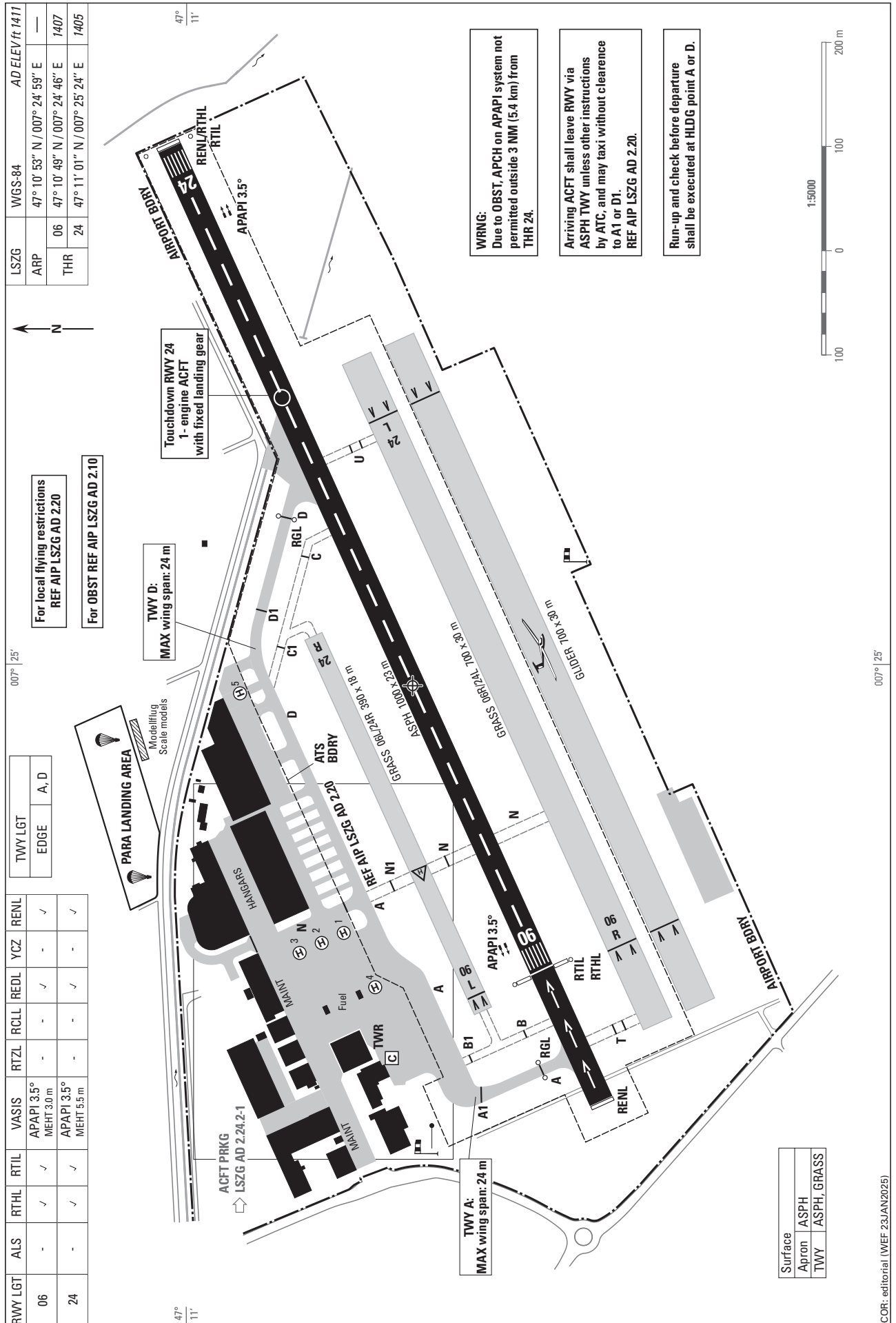
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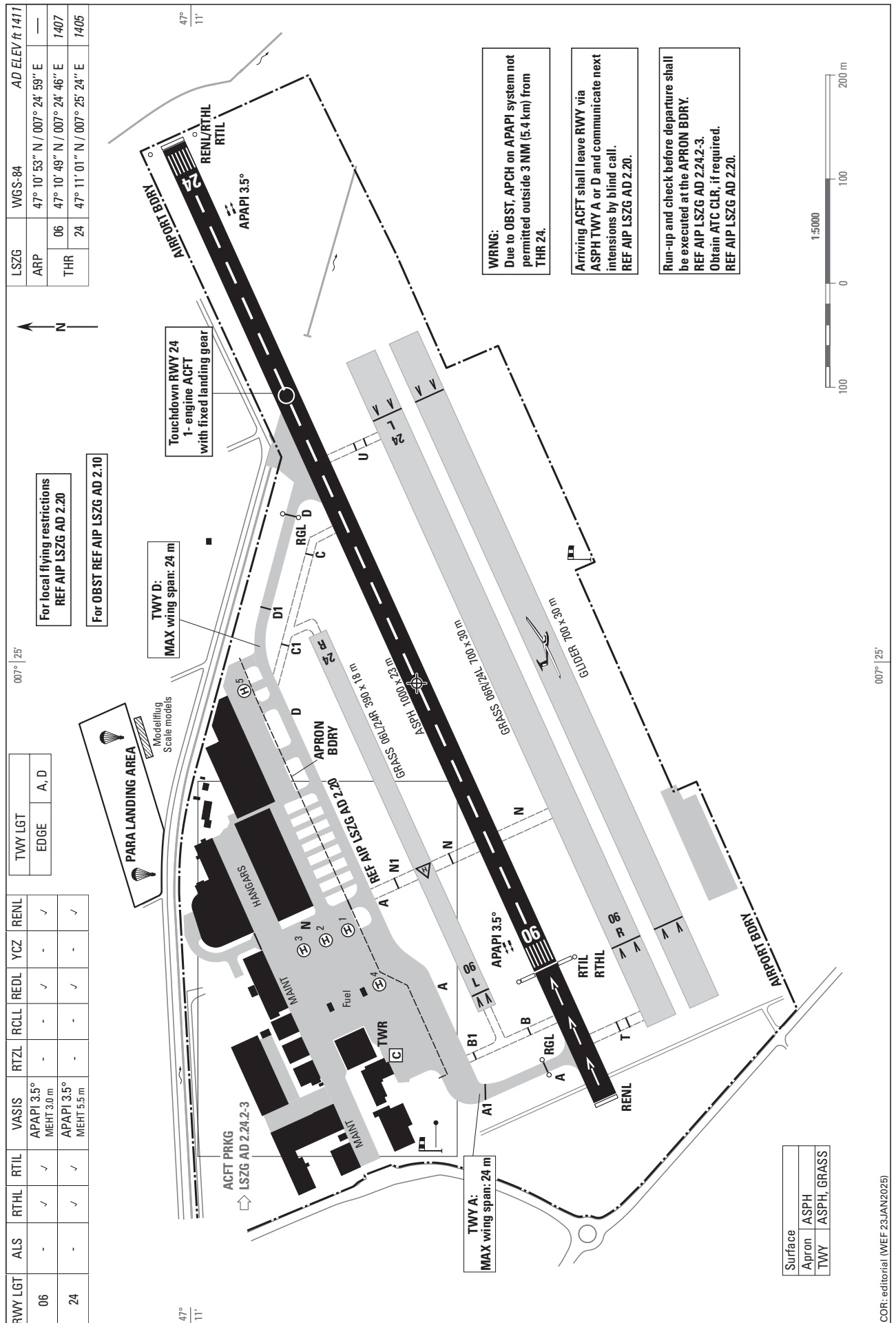
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LS202	46 56 00.8 N 008 36 23.1 E	KY252	
LS203	46 53 01.4 N 008 36 42.4 E	KY252	
LS204	46 49 40.6 N 008 38 37.5 E	KY252	
LS205	46 46 45.0 N 008 39 20.8 E	KY252	
LS206	46 41 51.5 N 008 36 05.3 E	KY252	
LS207	46 38 59.9 N 008 35 25.1 E	KY252	
LS208	46 35 30.7 N 008 32 22.2 E	KY252	
LS209	46 32 52.6 N 008 34 03.6 E	KY252	
LS210	46 31 37.9 N 008 38 10.8 E	KY252	
LS211	46 28 33.8 N 008 48 17.4 E	KY252	
LS212	46 21 39.2 N 008 56 39.3 E	KY252	
LS213	46 13 22.8 N 009 02 21.2 E	KY252	
LS214	46 06 32.9 N 008 56 16.8 E	KY252	
LS301	47 08 14.0 N 008 42 41.3 E	KY253	
LS302	47 11 25.4 N 008 46 25.9 E	KY253	
LS561	46 54 28.4 N 007 21 41.4 E	KQ861	
LS562	46 50 32.0 N 007 14 49.4 E	KQ862	
LS600	47 18 34.9 N 007 41 35.7 E		SID/IAC LSHA PinS
LS601	47 15 04.1 N 008 03 26.0 E	KY256	SID LSHA PinS
LS602	47 15 56.6 N 008 10 06.8 E	KY256	IAC LSHA PinS
LS603	47 17 16.4 N 008 16 48.8 E	KY256	

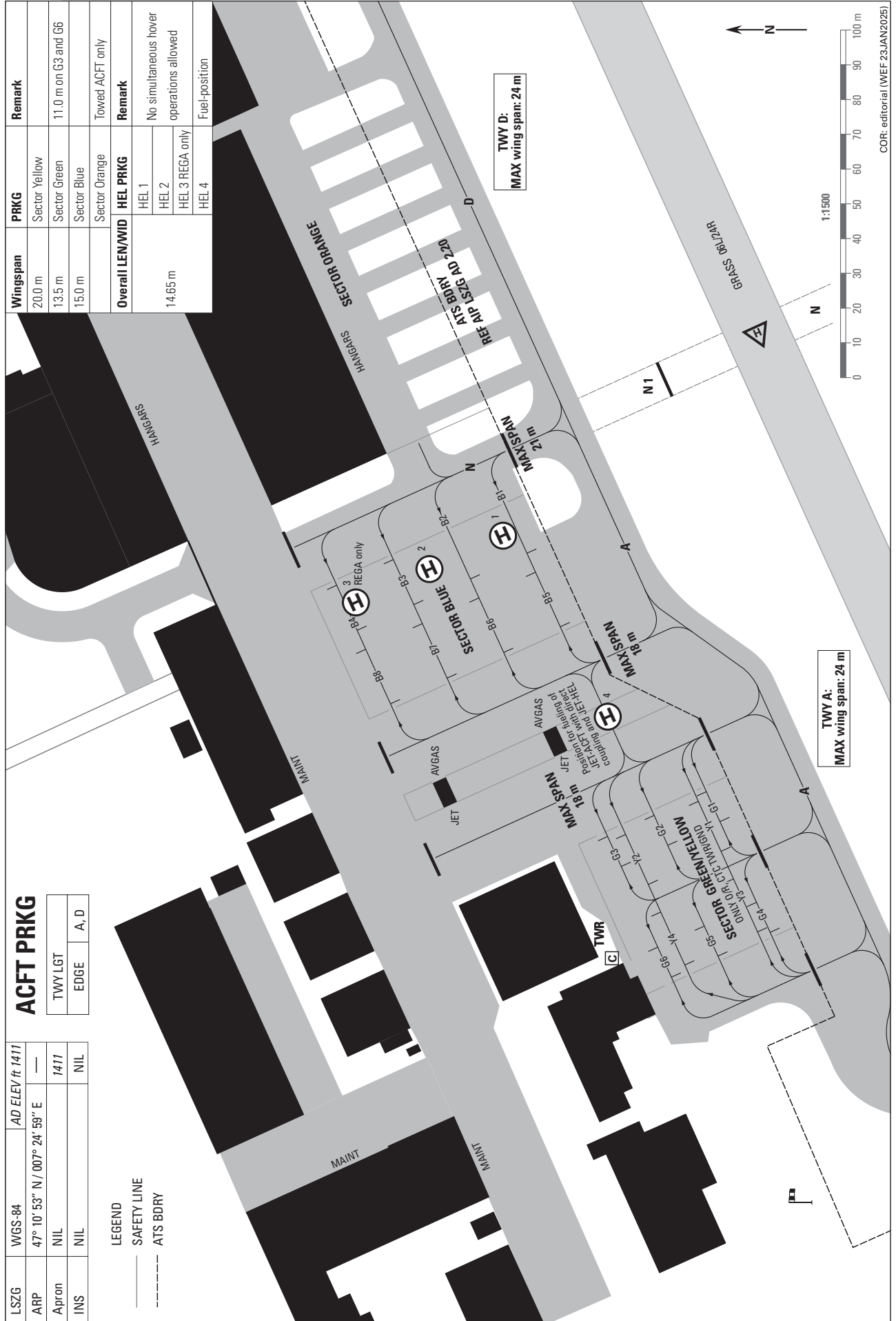
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LS702	47 07 06.3 N 008 25 45.1 E	KY252, KY257	
LS703	47 10 00.7 N 008 31 31.7 E	KY257	
MD503	47 19 16.1 N 009 00 03.8 E	KQ831, KQ834	
MD505	47 14 30.6 N 008 57 49.1 E	KQ832	
MD516	47 13 02.2 N 008 46 37.2 E	KQ833	
ME102	47 07 54.5 N 008 20 59.1 E		MIL PROC LSME
ME103	47 07 27.9 N 008 07 05.1 E	KQ821, KY251, KY257	MIL PROC LSME
ME104	47 08 53.5 N 008 22 05.9 E	KY251, KY252	MIL PROC LSME
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ZC700	47 11 14.6 N 008 31 23.3 E	KY251, KY256	IAC LSZC



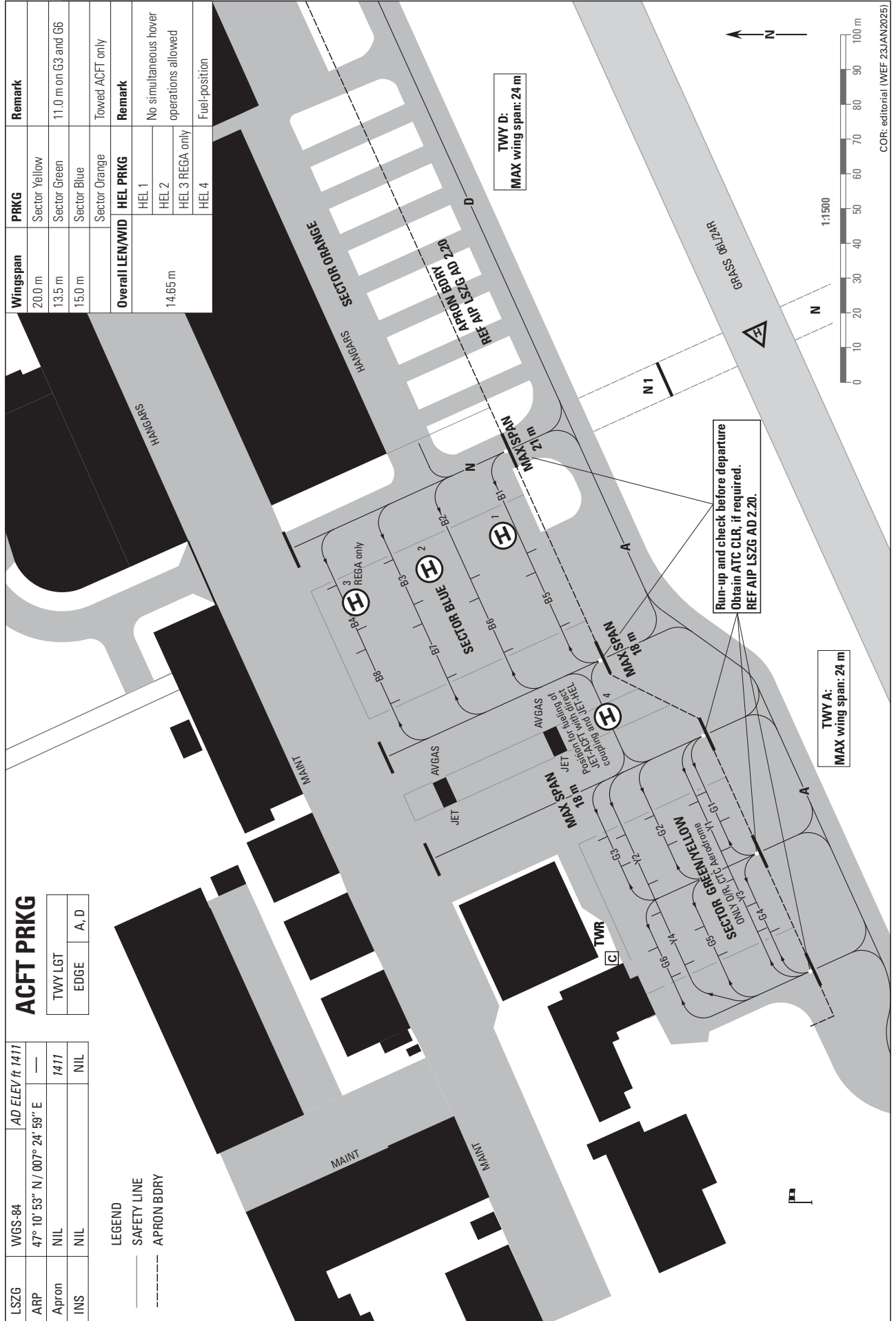
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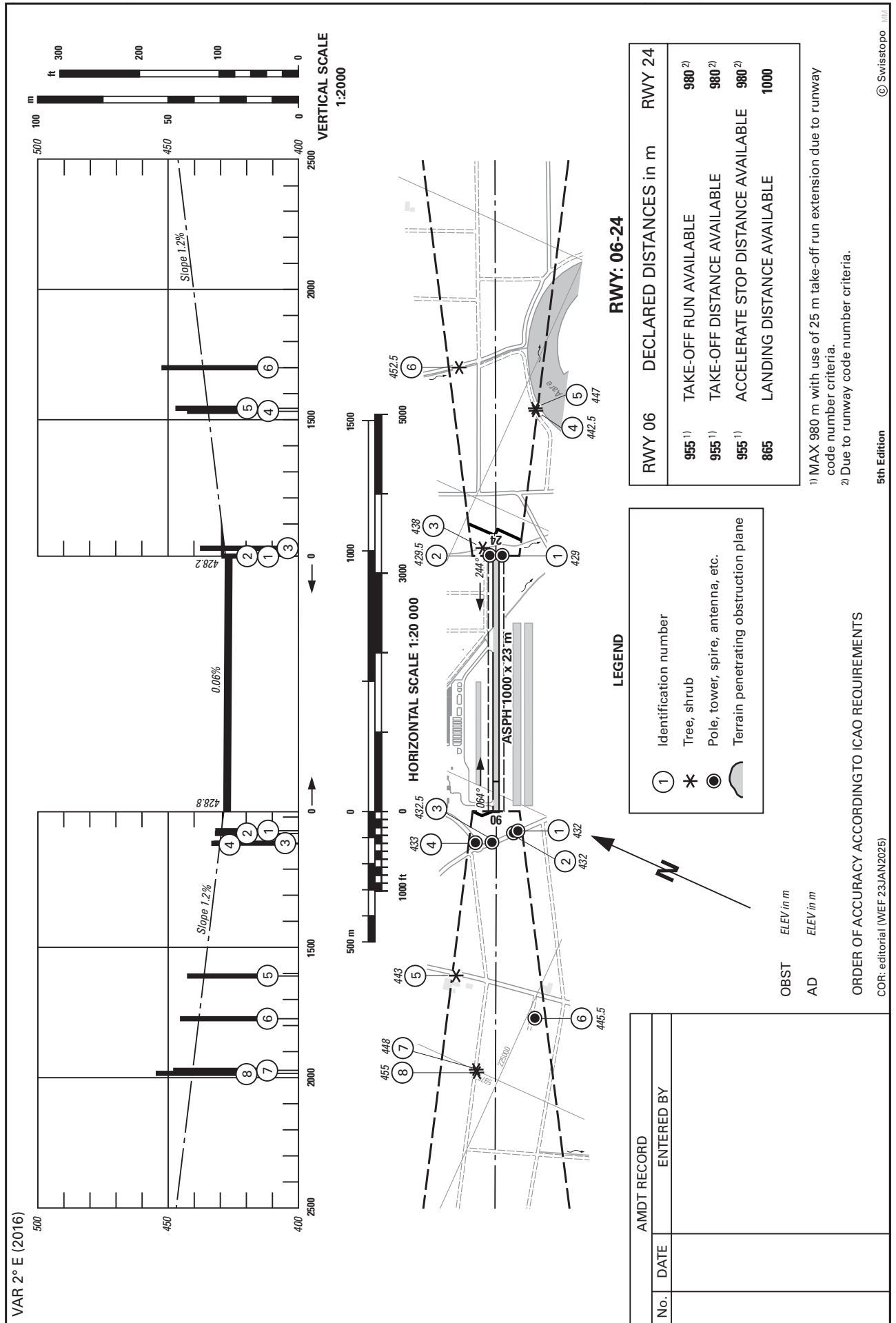
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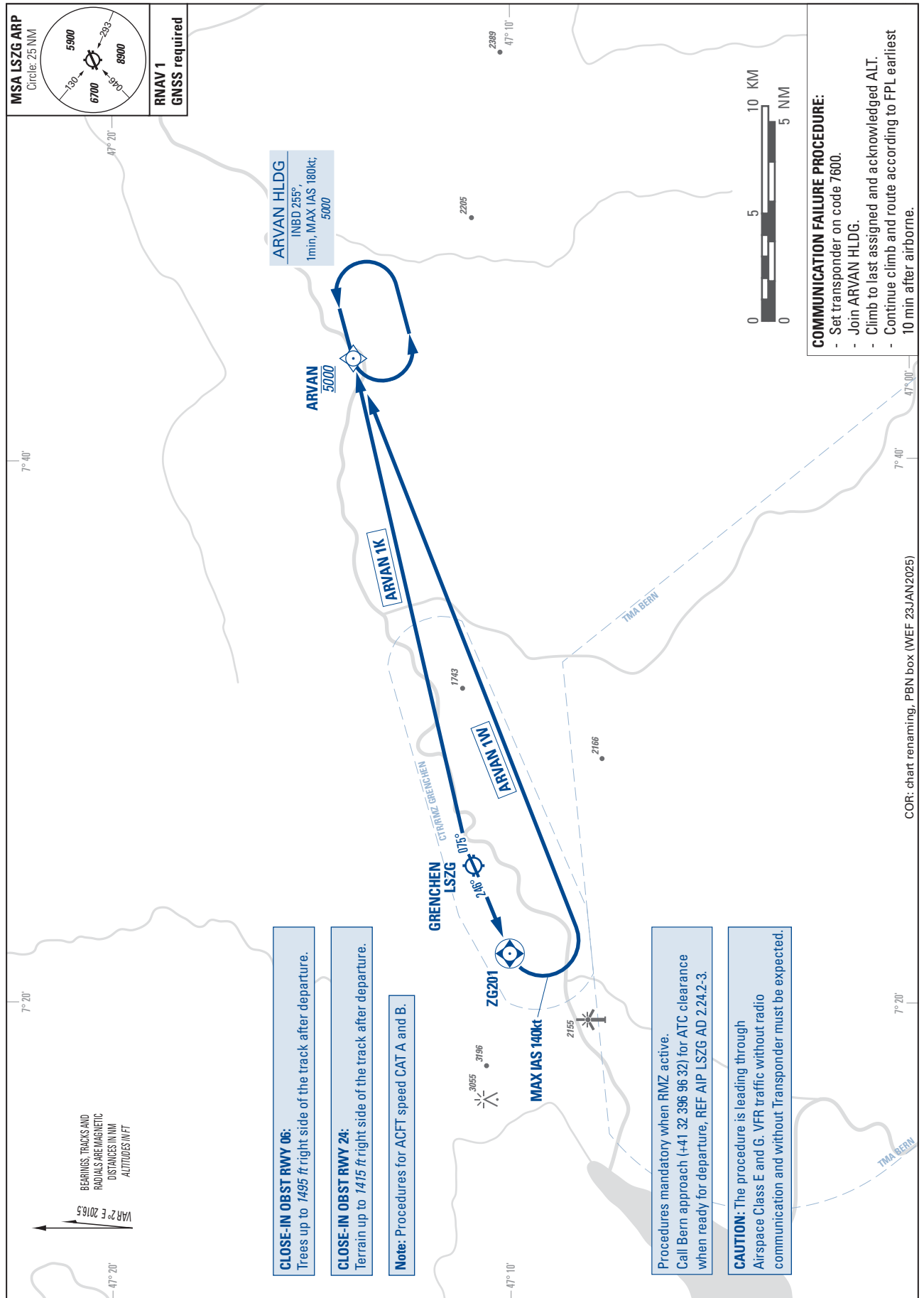


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TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN (LSZG)  
RNAV RWY 06/24  
ARVAN 1K ARVAN 1W



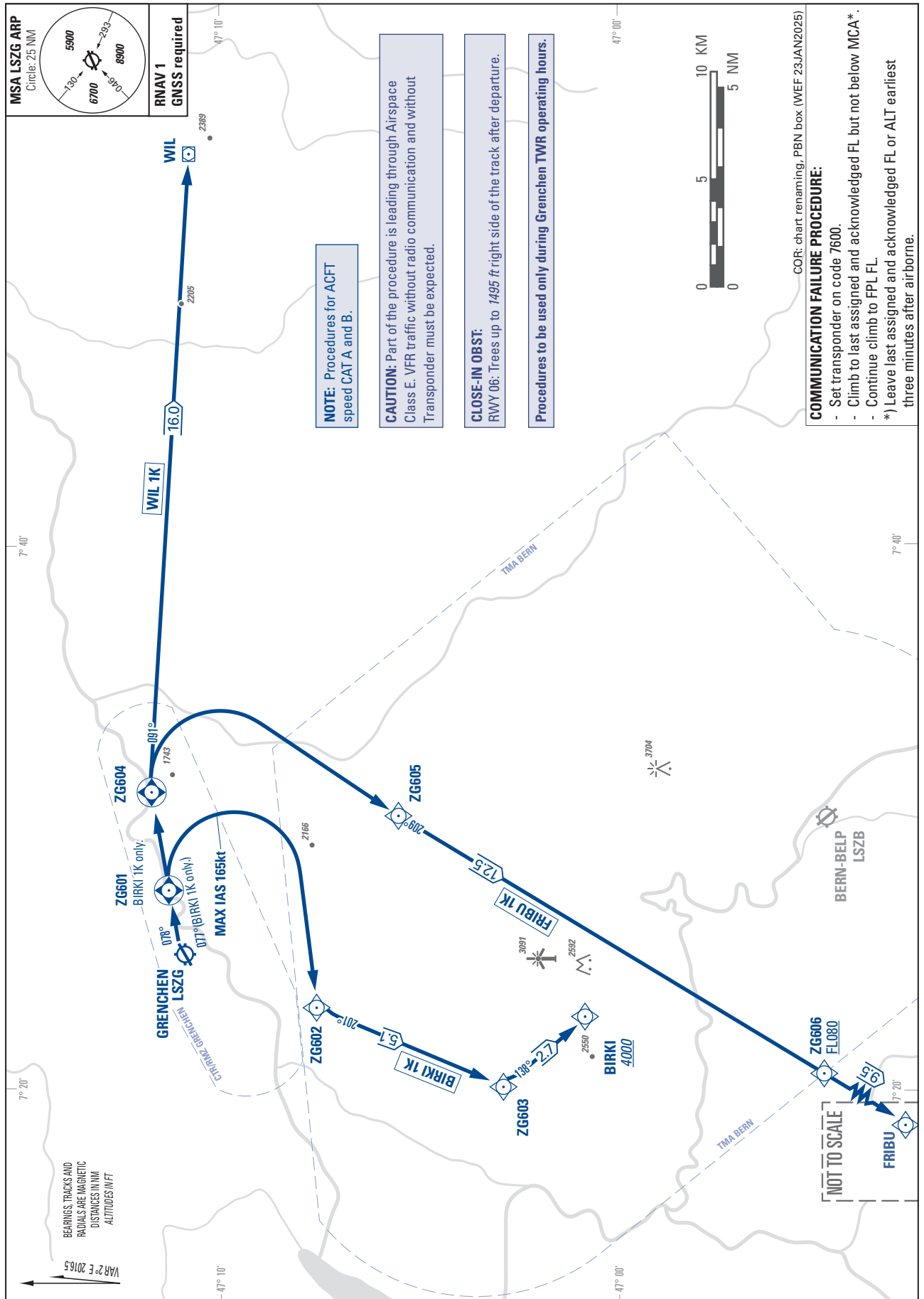
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INSTRUMENT (SID) - ICAO

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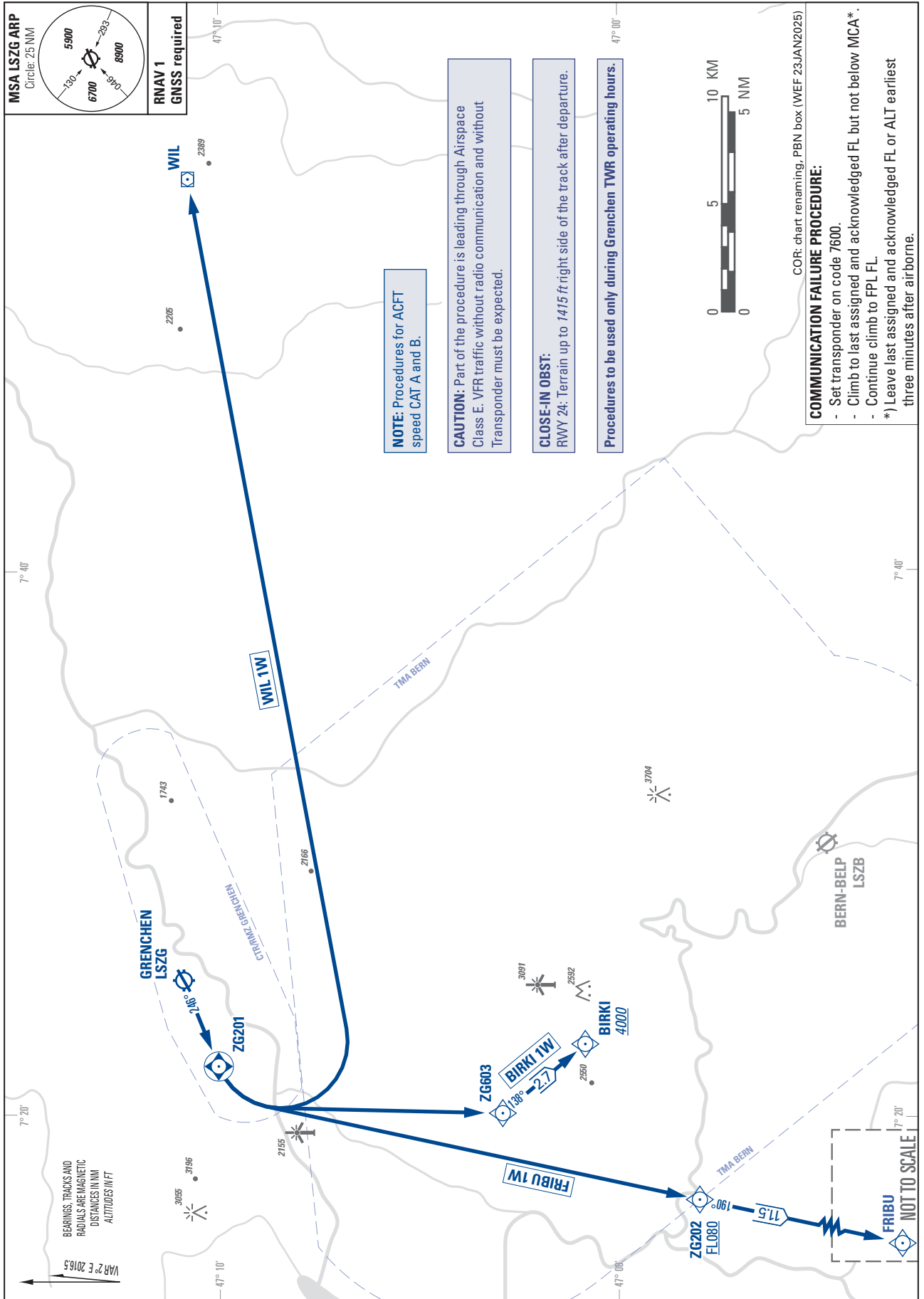
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEM (LSZG)  
RNAV RWY 24

BIRKI 1W FRIBU 1W WIL 1W



**MSA LSZG ARP**  
Circle: 25 NM

**RNAV 1**  
GNSS required

**NOTE:** Procedures for ACFT speed CAT A and B.

**CAUTION:** Part of the procedure is leading through Airspace Class E. VFR traffic without radio communication and without Transponder must be expected.

**CLOSE-IN OBST:**  
RWY 24: Terrain up to 1415 ft right side of the track after departure.

**Procedures to be used only during Grencchen TWR operating hours.**

COR: chart renaming, PBN box (WEF 23JAN2025)

**COMMUNICATION FAILURE PROCEDURE:**

- Set transponder on code 7600.
- Climb to last assigned and acknowledged FL but not below MCA\*.
- Continue climb to FPL FL.

\*) Leave last assigned and acknowledged FL or ALT earliest three minutes after airborne.

VAR 2° E 2016.5  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
DISTANCES IN NM  
ALTITUDES IN FT

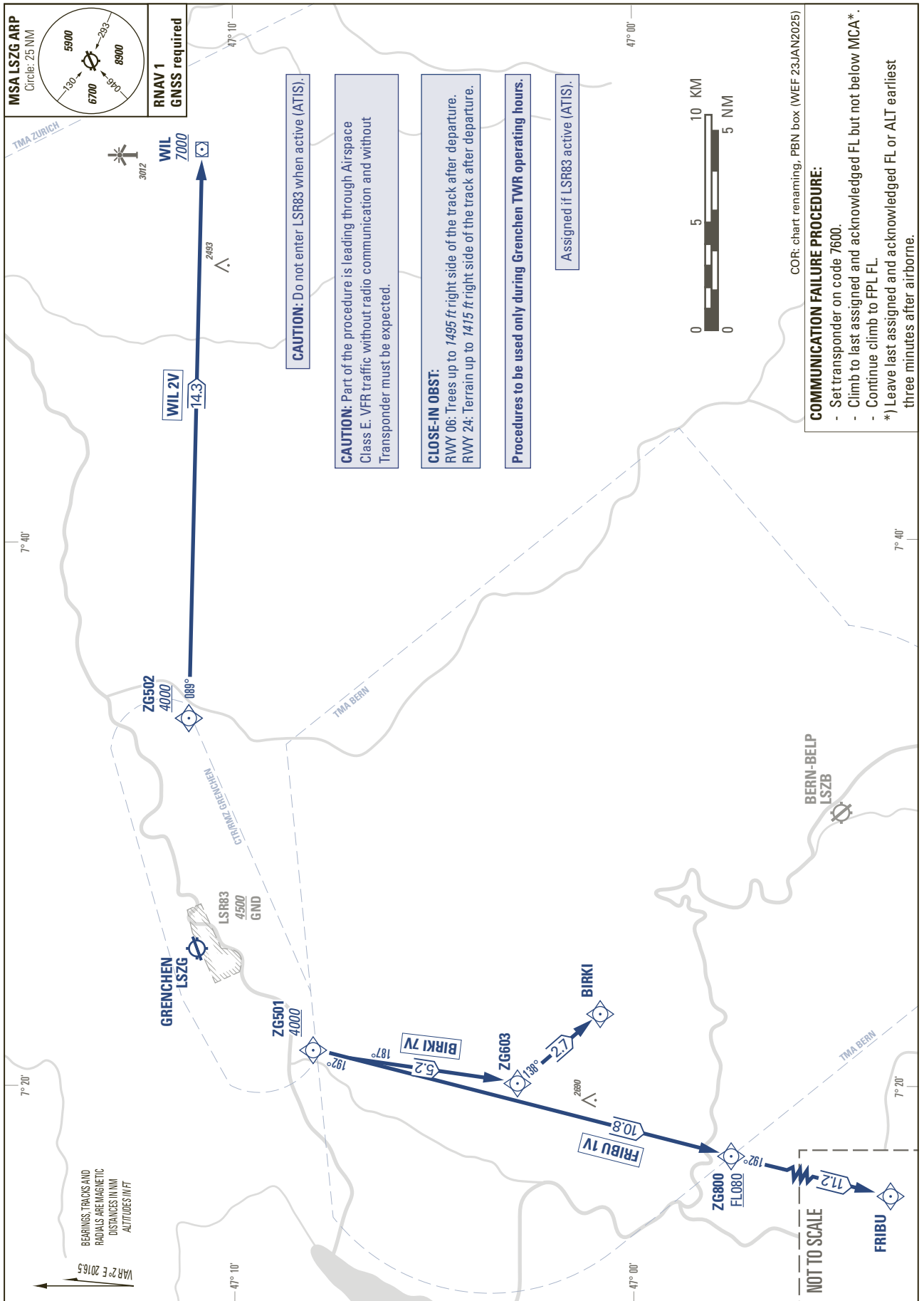
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID)

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN (LSZG)  
RNAV RWY 06/24 (VISUAL)

BIRKI 7V FRIBU 1V WIL 2V



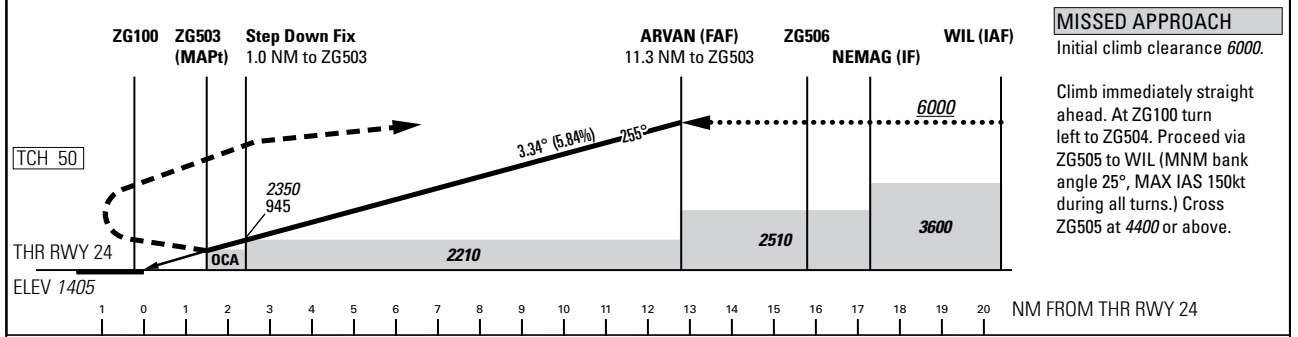
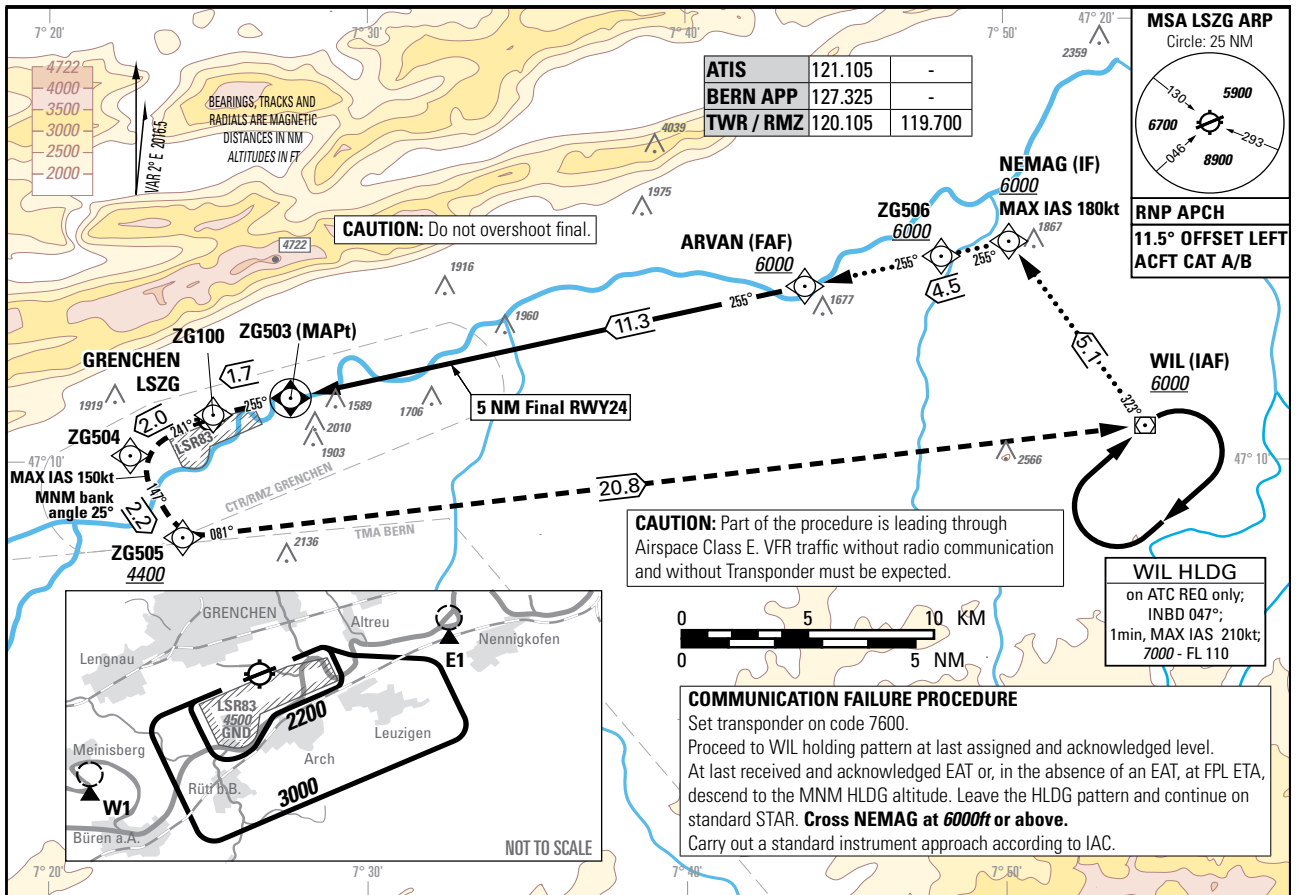
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
RNP RWY 24



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH <sup>1)</sup>	
	A	B
	OCA(H) LNAV	
2.5%	2490 (1085)	
6.6%	2010 (605)	
	MDA(H) LNAV	
2.5%	2490 (1085)	
6.6%	2010 (605)	
CIRCLING <sup>2) 3)</sup>	A	B
OCA	2270	2320
VIS	1900m	2800m

ROD	GS kt				
	90	110	130	150	
	533	651	769	888	

DIST ZG503	1	2	3	4	5	6	7	8	9	10	11	11.3
DIST FTP	2.5	3.5	4.5	5.5	6.5	7.5	8.5	9.5	10.5	11.5	12.5	12.8
ALT FT	2350	2700	3060	3410	3760	4120	4470	4830	5180	5540	5890	6000

**NOTE**

<sup>1)</sup> Noise abatement:  
- do not turn onto final before reaching 1.2 NM to ZG100.

<sup>2)</sup> Circling:  
- No circlings north of RWY 06/24.  
- avoid overflying villages.  
- whenever possible, circling ALT 3000ft on outer downwind, circling shall remain inside CTR limits.

**CAUTION**

- Visual Segment Surface (VSS) penetrated by terrain right of track up to 1560ft AMSL.  
- Do not enter LSR83 when active (ATIS).

COR: chart renaming, PBN box (WEF 23JAN2025)

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**LSZS AD 2.22 FLIGHT PROCEDURES****1. Special regulations for IFR approach and departure****1.1 IFR Procedures General**

The use of IFR APCH or DEP procedures in LSZS is limited to pilots, operators and ACFT fulfilling the AP Qualifications in accordance with § 1.4. and the specific requirements below.

Availability of the IFR Procedures depending on the military activity in the temporary reserved areas (TRA) REF: ENR 5.2

The non-availability of the ATS Route can be checked under “**European AUP/UUP**” on

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

The availability of the IFR Procedures can also be suspended by good weather conditions due to high traffic density.

Check NOTAM about IFR-status and for further information the pilot briefing on

URL: <https://www.engadin-airport.ch/piloten>

The published altitudes of the IFR procedures are not corrected for any pressure and temperature errors.

The flight crew is responsible for these corrections. The altimeter error may be significant in extremely cold temperatures and at high altitudes.

The following table indicates the minimum correction value to be applied to the flight altitude in relation to the aerodrome temperature.

Aerodrome Temperature LSZS							
Altitude ft	0° C	-5° C	-10° C	-15° C	-20° C	-25° C	-30° C
16000	+153 ft	+348 ft	+543 ft	+738 ft	+933 ft	+1128 ft	+1323 ft
14000	+122 ft	+279 ft	+435 ft	+591 ft	+748 ft	+904 ft	+1060 ft
13000	+107 ft	+245 ft	+382 ft	+519 ft	+656 ft	+793 ft	+931 ft
12700	+103 ft	+234 ft	+366 ft	+497 ft	+629 ft	+760 ft	+892 ft
12400	+99 ft	+224 ft	+350 ft	+476 ft	+602 ft	+727 ft	+853 ft
11800	+90 ft	+204 ft	+319 ft	+433 ft	+547 ft	+662 ft	+776 ft
11400	+84 ft	+191 ft	+298 ft	+404 ft	+511 ft	+618 ft	+725 ft
10600	+72 ft	+164 ft	+256 ft	+348 ft	+440 ft	+531 ft	+623 ft
9500	+56 ft	+127 ft	+199 ft	+270 ft	+342 ft	+413 ft	+484 ft
8680	+44 ft	+100 ft	+157 ft	+213 ft	+269 ft	+325 ft	+381 ft

The IFR procedures are partly within airspace class E and G. Watch out for VFR traffic.

**1.2 IFR Departures**

Any departing ACFT must comply with the relevant procedures published on the SID charts. Due to high terrain, any non-adherence to the published PDG will result in an infringement of the minimum obstacle clearance.

Contingency procedures (e.g. for OEI operations) must be provided by the operator and must be available to the pilot.

(see chart LSZS AD 2.24.7 - 1)

DESIGNATOR	RWY 03 - HIGH PERFORMANCE RNAV 1			
	ROUTE			Remark
	Lateral	Vertical	Contact	
RONAG 1E PDG 16.6% to 10200ft	Proceed via ZS500, ZS711, ZS710 to RONAG. Enter the RONAG holding pattern. MAX IAS 210 kt to RONAG.	Climb to 16000ft. Cross RONAG at 14000ft or above. Shuttle climb as required to MEA.	When instructed contact ALPS RADAR 119.225	NIL

Close-in obstacles right of track up to 5715 ft shortly after end of RWY 03.

(see chart LSZS AD 2.24.7 - 1)

RNAV 1 SID RONAG 1E						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	DER03	Y	-	-	026° (029.2°T)	-
TF	ZS500	Y	-	-	030° (033.3°T)	5.9
DF	ZS711	N	-	-	-	-
TF	ZS710	N	-	-	041° (044.4°T)	5.4
TF	RONAG	N	+14000	210	053° (056.3°T)	5.3

(see chart LSZS AD 2.24.7 - 3)

DESIGNATOR	RWY 03 - HIGH PERFORMANCE RNAV 1 VISUAL			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>RONAG 1V</b> Set your VISUAL climb rate as required to avoid obstacles, but not below 10% ~ 610 ft/NM. At 10000 ft continue climb to 10600 ft with MNM PDG of 10%.	Proceed via ZS501, ZS711, ZS710 to RONAG. Enter the RONAG holding pattern. MAX IAS 180 kt to ZS711, MAX IAS 210 kt to RONAG.	Climb to 16000ft. Cross RONAG at 14000ft or above. Shuttle climb as required to MEA.	When instructed contact ALPS RADAR 119.225	Maintain visual ground contact to 10000ft.

Close-in obstacles right of track up to 5715 ft shortly after end of RWY 03.

(see chart LSZS AD 2.24.7 - 3)

RNAV 1 SID RONAG 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	DER03	Y	-	-	026° (029.2°T)	-
TF	ZS501	Y	-	-	030° (033.3°T)	2.4
TF	ZS711	N	-	180	043° (046.2°T)	7.9
TF	ZS710	N	-	-	041° (044.4°T)	5.4
TF	RONAG	N	+14000	210	053° (056.3°T)	5.3

(see chart LSZS AD 2.24.7 - 5)

DESIGNATOR	RWY 21 - HIGH PERFORMANCE RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>PELAD 1W</b> PDG 15.6% to 10700ft	Proceed via ZS510, ZS511 to PELAD. Enter the PELAD holding pattern. MAX IAS 210 kt to PELAD.	Climb to 16000ft. Cross PELAD at 16000ft or above.	When instructed contact ALPS RADAR 119.225	NIL

Close-in obstacles right of track up to 5630 ft shortly after end of RWY 21.