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AIRAC

AIP

AIRAC AMDT 002 2025

Effective Date 20 FEB 2025
Publication Date 09 JAN 2025

RMK

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

1. Insert the following pages:

GEN 0.2 - 5/6	AIRAC 20 FEB 2025
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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: NIL

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, 001 2025

Checklist AIRAC SUP: NIL

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AIRAC AIP Amendment			
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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PART 3 - AERODROMES (AD)

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ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
INA	Initial approach
INBD	Inbound
INCERFA†	Uncertainty phase
INFO†	Information
INOP	Inoperative
INS	Inertial navigation system
INT	Intersection
INTL	International
INTST	Intensity
IR	Ice on runway
ISA	International standard atmosphere
It*	Italian

J

JAA*	Joint Aviation Authorities
JAN	January
JTST	Jet stream
JUL	July
JUN	June

K

KG [kg]	Kilograms
KHZ [kHz]	Kilohertz
KM [km]	Kilometres
KMH [km/h]	Kilometres per hour
KOSIF*	Coordination office for firings and safety of air navigation
KPA [kPa]	Kilopascal
KT [kt]	Knots
KW [kw]	Kilowatts

L

L	Left *(runway identification)*
L	Litre
L	Locator (LO)
LAT [°]	Latitude
LC*	Landing chart
LCA	Locally *or* local *or* location *or* located
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LED*	Light-emitting diode
LEN	Length
LF	Low frequency (30 to 300 kHz)
LFHK*	Chart of Air Navigation Obstacles (ONAV)
LFN*	Low Flight Network
LGT	Light *or* lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LM	Locator, middle
LMT	Local mean time
LNAV	Lateral navigation
LO	Locator, outer
LOC	Localizer
LONG [°]	Longitude
LOSS	Airspeed or headwind loss
LPV	Localizer performance with vertical guidance
LT*	Swiss time/local time
LTD	Limited
LTP	Landing threshold point
LTT	Landline teletypewriter
LV	Light and variable *(relating to wind)*
LVE	Leave *or* leaving
LVL	Level
LVO*	Low visibility operations
LVP	Low visibility procedures

M

M [m]	Metres *(preceded by figures)*
M	Mach number *(followed by figures)*
MA*	Chart of air masses
MAA	Maximum authorized altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MAX	Maximum
MAY	May
MCA	Minimum crossing altitude
MDA	Minimum descent altitude
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEHT	Minimum eye height over threshold *(for VASIS)*
MET†	Meteorological *or* meteorology
METAR†	Aerodrome routine meteorological report *(in aeronautical meteorological code)*
MF	Medium frequency (300 to 3’000 kHz)
MHZ [MHz]	Megahertz
MID	Mid-point *(related to RVR)*
MIL	Military
MIN [min]	Minutes
MKR	Marker radio beacon
MLAT*	Multilateration
MLS	Microwave landing system
MM	Middle marker
MNM	Minimum
MNT	Monitor *or* monitoring *or* monitored
MOA	Military operating area
MOC	Minimum obstacle clearance *(required)*
MOCA	Minimum obstacle clearance altitude

MON	Monday
MPS [m/s]	Metres per second
MRA	Minimum reception altitude
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSG	Message
MSL	Mean sea level
MT	Mountain
MTOM*	Maximum take-off mass
MWO	Meteorological watch office

N

N	North *or* northern latitude
N	No distinct tendency *(in RVR during previous 10 minutes)*
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NDB	Non-directional radio beacon
NE	North-east
NEB	North-eastbound
NEG	No *or* negative *or* permission not granted *or* that is not correct
NGT	Night
NIL†	None *or* I have nothing to send to you
NM [M]	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NOF	International NOTAM office
NOSIG†	No significant change *(used in trend-type landing forecasts)*
NOTAM†	A notice containing information concerning the establishment, condition *or* change in any aeronautical facility, service, procedure *or* hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NPZ*	Non-standard planning zone
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSW	Nil significant weather
NVFR*	VFR by night
NW	North-west
NWB	North-westbound

O

OACI*	ICAO
OAS	Obstacle assessment surface
OBS	Observe *or* observed *or* observation
OBST	Obstacle
OCA	Obstacle clearance altitude
OCC	Occulting *(light)*
OCH	Obstacle clearance height
OCNL	Occasional *or* occasionally
OCS	Obstacle clearance surface
OCT	October
OFAC*	Federal Office of Civil Aviation (BAZL, FOCA, UFAC)
OHD	Overhead
OM	Outer marker
ONAV*	Air Navigation Obstacle Chart including Glider Flying Information (LFHK)
OPMET†	Operational meteorological (*information)*
OPN	Open *or* opening *or* opened
OPR	Operator *or* operate *or* operative *or* operating *or* operational
OPS†	Operations
O/R	On request
OTS	Organized track system
OUBD	Outbound

P

P ...	Prohibited area *(followed by identification)*
PALS	Precision approach lighting system *(specify CAT)*
PANS	Procedures for air navigation services
PAPI†	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PAX	Passengers
PBN	Performance-based navigation
PCD	Proceed *or* proceeding
PCR	Pavement classification rating
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PJE	Parachute jumping exercise
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
POB	Persons on board
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRI	Primary

PRKG	Parking
P-RNAV*†	Precision RNAV
PROB†	Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q

QDM	Magnetic heading *(zero wind)*
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation *(or at runway threshold)*
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing

R

R	Red
R	Right *(Runway identification)*
R ...	Restricted area *(followed by identification)*
R ...*	VOR Radial *(followed by number of degrees)*
RA	Rain
RAC	Rules of the air and air traffic services
RAD*	Route Availability Document
RAFC*	Regional area forecast centre
RB	Rescue boat
RCC	Rescue coordination centre
RCF	Radiocommunication failure *(message type designator)*
RCH	Reach *or* reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	Required communication performance
RDH	Reference datum height
RDL	Radial
RDO	Radio
RE ...	Recent *(used to qualify weather phenomena,e.g. RERA = recent rain)*
REC	Receive *or* receiver
REDL	Runway edge light(s)
REF	Reference to... *or* refer to...
REG	Registration
RENL	Runway end light(s)
REP	Report *or* reporting *or* reporting point
REQ	Request *or* requested
RERTE	Re-route
RESA	Runway end safety area
RETIL*	Rapid Exit Taxiway Indicator Lights
RF	Constant radius arc to a fix
RFP*	Replacement *or* replaced flight plan
RG	Range (lights)
RGL*	Runway Guard Light
RIF	Reclearance in flight
RL	Report leaving
RLA	Relay to...
RLLS	Runway lead-in lighting system
RMK	Remark
RMZ	Radio Mandatory Zone
RNAV†	Area navigation (to be pronounced AR NAV)
RNG	Radio range
RNP	Required navigation performance
ROBEX†	Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
RPI	Reference path identifier
RPL	Repetitive flight plan
RPLC	Replace *or* replaced
RPS	Radar position symbol
RR	Report reaching
RRA	*(or RRB, RRC, etc. in sequence)* Delayed meteorological message *(message type designator)*
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RTD	Delayed *(used to indicate delayed meteorological* message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTIL*	Runway threshold identification light(s)
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	Runway visual range
RVSM	Reduced vertical separation minimum
RWY	Runway

S

S	South *or* southern latitude
S1 - S5*	Ground service

SA CAT I*	Special authorisation category I
SA CAT II*	Special authorisation category II
SALS	Simple approach lighting system
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SB	Southbound
SBAS†	Satellite-based augmentation system (to be pronounced "ESS-BAS")
SC	Stratocumulus
SCT	Scattered
SE	South-east
SEB	South-eastbound
SEC [s]	Seconds
SECT	Sector
SELCAL†	Selective calling system
SEP	September
SER	Service *or* servicing *or* served
SFC	Surface
SFR*	Special flight route
SG	Snow grains
SGL	Signal
SH ...	Showers *(followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)*
SHF	Super high frequency (3'000 to 30'000 MHz)
SID†	Standard instrument departure
SIGMET†	Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIWL	Single isolated wheel load
SKED	Schedule *or* scheduled
SLP	Speed limiting point
SMR	Surface movement radar
SN	Snow
SNOWTAM†	A special series NOTAM notifying the presence *or* removal of hazardous conditions due to snow, ice, slush *or* standing water associated with snow, slush and ice on the movement area, by means of a specific format
SPECI†	Aviation selected special weather report *(in aeronautical meteorological code)*
SPECIAL†	Local special meteorological report *(in abbreviated plain language)*
SPL	Supplementary flight plan *(message type designator)*
SPOC	SAR point of contact
SPOT†	Spot wind
SQ	Squall
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSR	Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STAR†	Standard instrument arrival
STD	Standard
STN	Station
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement *(AIP Supplement)*
SVC	Service message
SVCBL	Serviceable
SVFR*	Special VFR
SVID*	Standard visual/instrument departure
SW	South-west
SWB	South-westbound
SWY	Stopway

T

T	Temperature
...T	True *(preceded by a bearing to indicate reference to True North)*
TA	Transition altitude
TACAN†	UHF tactical air navigation aid
TAF†	Aerodrome forecast
TAIL†	Tail wind
TAS	True airspeed
TAX	Taxiing *or* taxi
TC	Terminal control centre*
TCU	Towering cumulus
TDZ	Touchdown zone
TEL	Telephone
TEMPO†	Temporary *or* temporarily
TFC	Traffic
TGL*	Temporary guidance leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIL†	Until
TIP	Until past... (place)
TKOF	Take-off

TL ...	Till *(followed by time by which weather change is forecast to end)*
TLOF	Touchdown and lift-off area
TMA	Terminal control area
TMM*	Transmissometer (RVR)
TMZ	Transponder Mandatory Zone
TNA	Turn altitude
TNH	Turn height
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP†	Cloud top
TOBT*	Target off block time
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA*	Temporary reserved area
TRANS	Transmits *or* transmitter
TREND†	Trend forecast
TRL	Transition level
TS	Thunderstorm *(in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)*
TS ...	Thunderstorm *(followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)*
TSA*	Temporary Segregated Area (LST..)
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
TVOR	Terminal VOR
TWIL*	Twilight
TWR	Aerodrome control tower *or* aerodrome control
TWY	Taxiway
TX*	Telex
TYP	Type of aircraft
TZL*	(Simple) Touchdown zone light (Explanation see AIP LSZB, LSZA, LSZR: AD 2.14 - Footnote)

U

U	Upward *(tendency in RVR during previous 10 minutes)*
U2*	U3 etc. MET charts
UA	Unmanned aircraft
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
UDF	Ultra high frequency direction-finding station
UFAC*	Federal Office of Civil Aviation (BAZL, FOCA, OFAC)
UFN	Until further notice
UHDT	Unable higher due to traffic
UHF	Ultra high frequency (300 to 3’000 MHz)
UIR	Upper flight information region
UNA	Unable
UNAP	Unable to approve
UNCAT*	Uncategorised
UNL	Unlimited
UNREL	Unreliable
U/S	Unserviceable
UTA	Upper control area
UTC	Coordinated universal time

V

VAC	Visual approach chart
VAN	Runway control van
VAR	Magnetic variation
VASIS	Visual approach slope indicator systems
VC	Vicinity of the aerodrome *(followed by FG = fog, FC = funnel cloud, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, TS = thunderstorm or VA = volcanic ash, e.g. VC FG = vicinity fog)*
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFG*	VFR Flight Guide *(in VFR Manual)*
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 MHz)
VIS	Visibility
VLF	Very low frequency (3 to 30 kHz)
VMC	Visual meteorological conditions
VNAV†	Vertical navigation (to be pronounced “VEE-NAV”)
VOLMET†	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC†	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSP	Vertical speed
VSS	Visual segment surface
VTOL	Vertical take-off and landing

W

W	West *or* western longitude
W	White

WAC	World Aeronautical Chart ICAO 1:1 000 000 (followed by name/title)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from *or* effective from
WGS-84	World Geodetic System-1984
WID	Width
WIE	With immediate effect *or* effective immediately
WILCO†	Will comply
WIP	Work in progress
WKN	Weaken *or* weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSW	west-south-west
WT	Weight
WX	Weather

X

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

Y

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

Z

Z	Coordinated universal time *(in meteorological messages)*

ENR 1.10 FLIGHT PLANNING

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

1.1 The Swiss flight planning policy

1.1.1 General

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

1.1.2 Completion of a flight plan (SERA.4010)

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

1.1.3 Flight plan message flow

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

1.1.4 Flight plan filling

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

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

The flight plan filing service in contingency situations:

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

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

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

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

More Information available in the: IFPS User Manual.

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

1.1.6 NOP - Network Operations Portal

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

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

1.1.7 Adherence to Airspace Utilisation Rules and Availability

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

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

1.1.8 Free Route Airspace Switzerland (LSASFRA)

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

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

1.1.9 Non-standard Planning Zone (NPZ)

A Non-standard Planning Zone is an airspace of defined dimensions within which the planning of flight trajectory is either not permitted or allowed under certain specified conditions.

Note: This type of zone is only relevant for IFR flight planning.

The specific flight planning restrictions applicable to any NPZ are defined in the route availability document.

1.2 IFPS - The Integrated initial Flight plan Processing System

1.2.1 General

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

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

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

2.1 Filing and submission of flight plans

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

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

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

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA, CTR

The airspace of Swiss territory is designated as controlled airspace from 2000 ft AGL (600 m) and above.

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
FIR SWITZERLAND (LSAS)	Zurich ACC	Swiss Radar En		
47 34 03 N 007 41 13 E - 47 53 00 N 008 51 00 E 47 47 00 N 008 52 00 E - 47 47 30 N 009 14 00 E 47 39 24 N 009 14 00 E - National border with Germany, Austria (Liechtenstein included in FIR/UIR SWITZERLAND), Italy, France, Germany to 47 34 03 N 007 41 13 E		H24		
	Geneva ACC			
	FIC Geneva	Geneva Information En, Fr H24		
FL 195 / GND	FIC Zurich	Zurich Information En, Ge H24		
	DELTA Zurich	ALPS RADAR En, Ge H24		
	DELTA Geneva	ALPS RADAR En, Fr H24		
UIR SWITZERLAND (LSAS)	Zurich ACC	Swiss Radar En	**ATC/VDF**	
See FIR for lateral limits		H24	133.050*	M1, FL 250 - 310 southern part
			133.405*	M2, FL 250 - 310 northern part
FL 660 / FL 195			132.815*	M3, FL 320 - 330
			134.605*	M4, FL 340 - 350
			132.835*	M5, FL 360 - 370
			133.690*	M6, FL 380 and above
FL 410 / FL 290 RVSM airspace			126.225	ALTN FREQ for sector M1
			247.400	Sectors M5/M6 for non -8.33 EQPT State ACFT
FL 660 / FL 245 Upper airspace			133.660	ALTN FREQ for sectors M2/M3/M4/M5/M6
			245.025	Sectors M1/M2/M3/M4 for non -8.33 EQPT State ACFT
			135.015	ALTN FREQ for Swiss-wide sectors
Classification: **C**				

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
	Geneva ACC	Swiss Radar	**ATC/VDF**	
		En	134.850	L1, FL 250 - 280
		H24	126.050	L2, FL 290 - 310
			134.315	L3, FL 320 - 330
			136.015	L4, FL 340 - 350
			128.155	L5, FL 360 - 370
			132.615	L6, FL 380 - and above
			133.630	ALTN for 8.33 kHz Channels
			374.050	Sectors L1/L2/L3/L4/L5/L6 for non-8.33 EQPT ACFT
			298.250	ALTN for non-8.33 EQPT State ACFT
			128.785	ALTN FREQ for Swiss-wide sectors
		En H24	121.500	EMERG for all services
	Note: VDF/UDF REC antenna PSN 46 25 35 N 006 06 01 E; 360° MAG 11 NM Genève ARP * VDF REC antenna PSN 47 27 01 N 008 34 37 E			
Lower airspace: (FIR/UIR Switzerland is divided into two areas of responsibility)				
Control Area Geneva: 47 14 34 N 006 57 19 E - 46 30 35 N 007 48 09 E - 46 30 51 N 007 59 29 E - 46 19 51 N 008 13 24 E - National border with Italy, France to 47 14 34 N 006 57 19 E FL 245 / 2000 ft AGL	Geneva ACC	Swiss Radar En, Fr H24	**ATC/VDF** 134.030 124.225 128.905 125.550 340.800	 INI North, FL 240 and below INI South, FL 240 and below INI East, FL 240 and below ALTN frequency for non-8.33 EQPT State ACFT
		ALPS RADAR En, Fr H24	**ATC/VDF** 119.175	VFR FLT within airspace class C, except LSGG TMAs below FL 155 IFR FLT to and from Les Eplatures (LSGC)
		Geneva Information En, Fr H24	**FIS/VDF** 126.350[1)]	VFR FLT in airspace classes E/G
		En, Fr H24	121.500	EMERG for all services
		Note: VDF/UDF REC antenna PSN 46 25 35 N 006 06 01 E; 360° MAG 11 NM Genève ARP		

[1)] or ALTN FREQ according automated broadcast

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
Control Area Zurich:	Zurich ACC	Swiss Radar	**ATC/VDF**	
47 14 34 N 006 57 19 E - National border with France, Germany to 47 34 03 N 007 41 13 E - 47 53 00 N 008 51 00 E 47 47 00 N 008 52 00 E - 47 47 30 N 009 14 00 E 47 39 24 N 009 14 00 E - National border with Germany, Austria (Liechtenstein included in area of responsibility Zurich TC), Italy to 46 19 51 N 008 13 24 E - 46 30 51 N 007 59 29 E - 46 30 35 N 007 48 09 E - 47 14 34 N 006 57 19 E FL 245 / 2000 ft AGL		En H24	128.050 136.155 135.680 133.905	South, FL 240 and below North, FL 240 and below West, FL 240 and below East, FL 240 and below
		ALPS RADAR En, Ge H24	119.925	ARR/DEP EDNY and LSZR
		ALPS RADAR En, Ge H24	**ATC/VDF** 119.225[1)]	VFR FLT within airspace class C, except LSZH TMAs below FL 125
		Zurich Information En, Ge H24	**FIS/VDF** 124.700[1)]	VFR FLT in airspace classes E/G
		En HX	126.225	ALTN FREQ for all FREQ used in Zurich ACC below FL 245 including FIC
		En H24	121.500	EMERG for all services
		Note: VDF REC antenna PSN 47 27 01 N 008 34 37 E		

[1)] or ALTN FREQ according automated broadcast

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
PERMANENT TERMINAL CONTROL AREAS (TMA)				
BERN				
Classification **D** 47 08 00 N 007 23 01 E - Arc of circle centred on 47 03 32 N 007 19 41 E, Radius 5.02 NM, clockwise 47 06 41 N 007 25 25 E - 46 58 18 N 007 35 15 E - Arc of circle centred on 46 55 09 N 007 29 32 E, Radius 5.02 NM, clockwise 46 52 00 N 007 23 50 E - 47 00 23 N 007 13 58 E - Arc of circle centred on 47 03 32 N 007 19 41 E, Radius 5.02 NM, clockwise 47 07 28 N 007 15 07 E - 47 08 00 N 007 23 01 E FL 100 / *3500 ft AMSL (1050 m)* EXC CTR	APP Bern	Bern Arrival En HX[1)]		[1)] REF ENR 1.4
TMA Sector 2 47 08 39 N 007 32 29 E - 46 58 47 N 007 44 02 E - 46 54 32 N 007 36 48 E - Arc of circle centred on 46 55 09 N 007 29 32 E, Radius 5.02 NM, anticlockwise 46 58 18 N 007 35 15 E - 47 06 41 N 007 25 25 E - Arc of circle centred on 47 03 32 N 007 19 41 E, Radius 5.02 NM, anticlockwise 47 08 00 N 007 23 01 E - 47 08 39 N 007 32 29 E FL 100 / *5500 ft AMSL (1700 m)*	APP Bern	Bern Arrival En HX[1)]		
DUBENDORF (MIL)				
Classification **D** **TMA Sector 1** 47 22 57 N 008 55 12 E - 47 18 10 N 008 52 55 E - 47 19 13 N 008 48 08 E - 47 24 01 N 008 50 25 E - 47 22 57 N 008 55 12 E FL 95 / *3500 ft AMSL (1050 m)* **TMA Sector 2** 47 20 49 N 009 04 53 E - 47 16 24 N 009 02 44 E - 47 16 11 N 009 01 52 E - 47 18 10 N 008 52 55 E - 47 22 57 N 008 55 12 E - 47 20 49 N 009 04 53 E FL 95 / *5500 ft AMSL (1700 m)*	TWR Dubendorf	Dubendorf Tower En; En and Ge for Non-Commercial VFR traffic. HX [1)]		[1)] REF: ENR 1.4

ENR 2.2 OTHER REGULATED AIRSPACE

1. RVSM AIRSPACE

Within Switzerland UIR, RVSM applies between FL 290 and FL 410 inclusive. ACFT flying within this levelband must meet the RVSM requirements. Flight plans must be filed accordingly (REF: ENR 1.10).

2. Variations of the classification

NIL

3. Flight Information Zone

A FIZ is an airspace of defined dimensions, normally established around an AD, within which a FIS and ALRS is provided by an AFIS.
With the **exception of compulsory two-way radio communication**, the rules of the surrounding airspace class apply.

Aerodrome Flight Information Service AFIS

The purpose of AFIS is to provide information necessary for the safe and efficient conduct of FLT operations in the VCY of the AD and on the manoeuvring area. It shall be noted, that the pilot-in-command is - on the basis of the Rules of the Air, the information received and the use of his or her own judgment - responsible for maintaining a safe DIST to other traffic, as well as for reporting his/her own intentions.

Service provided:

a. MET information about the AD or other ADs, if AVBL;
b. Information about LDG and DEP RWY in use;
c. Traffic information;
d. Information about the serviceability of the AP, its RWYs, TWYs and other facilities and/or installations;
e. Information to student pilots;
f. Information about MET hazards for the safe and efficient conduct of FLT (TS, WS, ice, SN, standing water on the RWY etc.);
g. Operational information for the safe and efficient conduct of commercial FLTs;
h. Altimeter Setting (QNH);
i. FLT visibility;
j. Co-ordination with ADJ FLT Information or ATC units;
k. Assistance for SAR operations;
l. Activation and closure of Flight Plans;
m. …

Name **Lateral limits (WGS 84)** **Vertical limits** **Class of airspace**	**Unit providing service**	**Call sign** **Languages** **Area and conditions of use** **Hours of service**	**FREQ CH/ purpose**	**Remarks**
1	**2**	**3**	**4**	**5**
FIZ SAMEDAN				
Classification **G/E** *10'000 ft AMSL (3050 m)* / GND 46 34 46 N / 009 53 01 E - Arc of circle centred on 46 32 04 N 009 53 02 E, Radius 2.70 NM, clockwise 46 33 23 N / 009 56 27 E - 46 32 35 N / 009 55 59 E - 46 29 23 N / 009 52 36 E - Arc of circle centred on 46 32 04 N 009 53 02 E, Radius 2.70 NM, clockwise 46 31 15 N / 009 49 18 E - 46 34 46 N / 009 53 01 E	INFO Samedan	Samedan Information En; En and Ge for Non-Commercial VFR traffic. HO		

4. Radio Mandatory Zone

Ref to SERA: 6005 (A)

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
RMZ Grenchen				
Classification **G** 2'000 ft AGL (600 m) / GND 47 13 05 N 007 32 31 E - Arc of circle centered on 47 11 32 N 007 31 52 E, Radius 1.60 NM, clockwise 47 11 13 N 007 34 10 E - 47 08 02 N 007 23 23 E - 47 07 52 N 007 21 00 E Arc of circle centered on 47 09 18 N 007 22 02 E, Radius 1.61 NM, clockwise 47 10 03 N 007 19 58 E - 47 11 15 N 007 23 08 E - 47 13 05 N 007 32 31 E		Grenchen Aerodrome En HX		

5. Transponder Mandatory Zone

Within the airspaces mentioned below, all aircraft conducting VFR flights must carry a Mode S transponder of at least Level 2 with SI code and elementary surveillance functionality and operate with the transponder code 7000 or another code as assigned or designated by ATC or FIC.

Hang gliders, parachutes and model aircraft (excluding drones) are generally not required to carry and operate a transponder. Exemptions to carry and operate a transponder for other VFR flights, drones, kites, parasail wings and tethered balloons may be granted.

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
TMZ Northeast (TMZ NE)				
Classification **E** FL100 / 2000 ft AGL Outside Class C/D airspace 47 39 25 N 009 10 05 E - ALONG SWISS-GERMAN BORDER - 47 32 21 N 009 33 49 E - ALONG SWISS-AUSTRIAN BORDER - 47 27 52 N 009 35 39 E - 47 28 28 N 009 26 20 E - 47 25 15 N 009 17 26 E - 47 28 06 N 009 07 29 E - 47 39 25 N 009 10 05 E	Zurich ACC	Alps Radar En, Ge H24	119.925	

6. Non-standard Planning Zones

Non-standard Planning Zones have been established for IFR flight planning purposes only.

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Restrictions Remarks
1	2	3
LSNPZ1 **SION** 46 49 17 N / 007 35 46 E - 46 29 07 N / 007 53 16 E - 46 15 37 N / 008 04 50 E - 46 15 35 N / 008 04 50 E - Swiss border - 45 57 36 N / 007 29 45 E - 45 57 35 N / 007 29 45 E - 45 58 21 N / 007 20 05 E - 45 59 03 N / 007 11 09 E - 46 07 07 N / 007 03 43 E - 46 16 52 N / 006 54 40 E - 46 20 58 N / 006 57 12 E - 46 31 43 N / 007 03 52 E - 46 36 02 N / 007 11 40 E - 46 49 17 N / 007 35 46 E	FL660 / FL115	Manageable by AMC H24 Activation times published in daily AUP / UUP

7. Compulsory radio contact for all NVFR flights

Between 2100 (2000) or HRH (whichever is later) and 0500 (0400) or HRH (whichever is earlier), radio contact is compulsory for all NVFR FLTs in airspace class G and E with FIC or with a designated ATC Centre for coordination of FLTs with unmanned MIL ACFT (drone).

8. Free Route Airspace Skyguide

Skyguide provides ATS in areas above Switzerland and in delegated areas above Austria, Germany, Italy and France. These combined areas comprise Skyguide's Area of Responsibility (AoR).

LSASFRA is a Free Route Airspace area created within the entire lateral limits of Skyguide's AoR. FRA procedures (see ENR 1.3 and ENR 1.10) are available H24 above FL195 up to FL660 within LSASFRA Part 1 and up to FL245 within LSASFRA Part 2.

The lateral limits of LSASFRA volumes are detailed below.

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
FRA Skyguide				
Part 1 46 51 18 N 010 28 11 E - Switzerland-Italy EAD Border - 46 29 08 N 010 02 27 E - 46 28 42 N 010 02 36 E - 46 18 25 N 009 33 05 E - 46 10 29 N 009 10 24 E - 46 09 35 N 009 02 34 E - 46 06 16 N 008 39 54 E - 46 06 35 N 008 29 44 E - 46 19 23 N 008 13 08 E - Switzerland-Italy EAD Border - 45 56 41 N 007 28 03 E - 45 51 37 N 007 23 47 E - 45 47 47 N 007 20 45 E - 45 27 23 N 007 01 16 E - 45 21 15 N 007 09 12 E - 44 58 49 N 007 09 36 E - 44 48 50 N 007 07 41 E - 44 48 00 N 007 00 45 E - 44 48 00 N 006 46 00 E - 45 23 23 N 006 26 30 E - 45 27 57 N 006 23 57 E - 45 35 00 N 006 20 00 E - 45 39 10 N 006 15 35 E - 45 40 47 N 006 13 48 E - 45 45 09 N 006 09 15 E - 45 46 20 N 006 07 57 E - 45 48 23 N 006 05 48 E - 45 51 00 N 006 03 00 E - 46 01 13 N 005 49 37 E -	Geneva ACC Zurich ACC	Swiss Radar	As Per UIR Switzerland (LSAS) ENR 2.1	REF AIPs Austria, Germany, Italy, France

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
FRA Skyguide				
46 07 00 N 005 42 00 E - 46 14 00 N 005 08 00 E - 46 30 05 N 005 09 43 E - 46 42 00 N 005 11 00 E - 46 42 01 N 005 25 09 E - 46 42 01 N 005 27 44 E - 46 42 00 N 005 35 00 E - 46 52 21 N 005 49 14 E - 46 55 32 N 005 53 39 E - 46 58 00 N 005 57 04 E - 47 03 48 N 006 14 21 E - 47 04 12 N 006 42 02 E - 47 04 12 N 006 42 04 E - France-Switzerland EAD Border - 47 14 17 N 006 56 34 E - 47 14 35 N 006 57 17 E - 47 14 36 N 006 57 20 E - France-Switzerland EAD Border - 47 21 42 N 007 02 58 E - 47 21 51 N 007 02 36 E - 47 22 19 N 007 20 35 E - 47 25 56 N 007 23 04 E - 47 34 39 N 007 24 56 E - 47 37 58 N 007 29 58 E - 47 41 21 N 007 30 59 E - 47 41 48 N 007 30 42 E - France-Germany EAD Border - 47 59 57 N 007 36 36 E - 48 00 54 N 007 35 26 E - 47 50 00 N 008 17 45 E - 47 50 00 N 008 51 30 E - 47 53 25 N 009 08 13 E - 47 53 24 N 009 33 00 E - 47 50 00 N 009 33 00 E - 47 48 00 N 009 33 00 E - 47 32 01 N 009 43 59 E - 47 29 11 N 009 46 47 E - 47 20 12 N 009 55 29 E - 47 06 37 N 010 08 29 E - 47 05 15 N 010 11 33 E - 47 00 03 N 010 23 22 E - 47 00 02 N 010 23 22 E - Switzerland-Austria EAD border - 46 51 18 N / 010 28 11 E - FL660 / FL195 Classification: **C**				
Part 2 48 05 00 N 007 34 39 E - 48 06 00 N 007 58 00 E - 48 08 55 N 008 12 46 E - 48 10 12 N 008 19 17 E - 48 10 00 N 008 52 58 E - 48 10 00 N 009 33 00 E - 48 02 49 N 009 33 00 E - 47 58 24 N 009 33 00 E - 47 53 24 N 009 33 00 E - 47 53 25 N 009 08 13 E - 47 50 00 N 008 51 30 E - 47 50 00 N 008 17 45 E - 48 00 54 N 007 35 26 E - France-Germany EAD Border - 48 04 49 N 007 34 09 E - 48 05 00 N 007 34 39 E - FL245 / FL195 Classification: **C**	Zurich ACC	Swiss Radar	As Per UIR Switzerland (LSAS) ENR 2.1	REF AIP Germany

9. Free Route Airspace Italy

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

10. Free Route Airspace France

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

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LSZB AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

LSZB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

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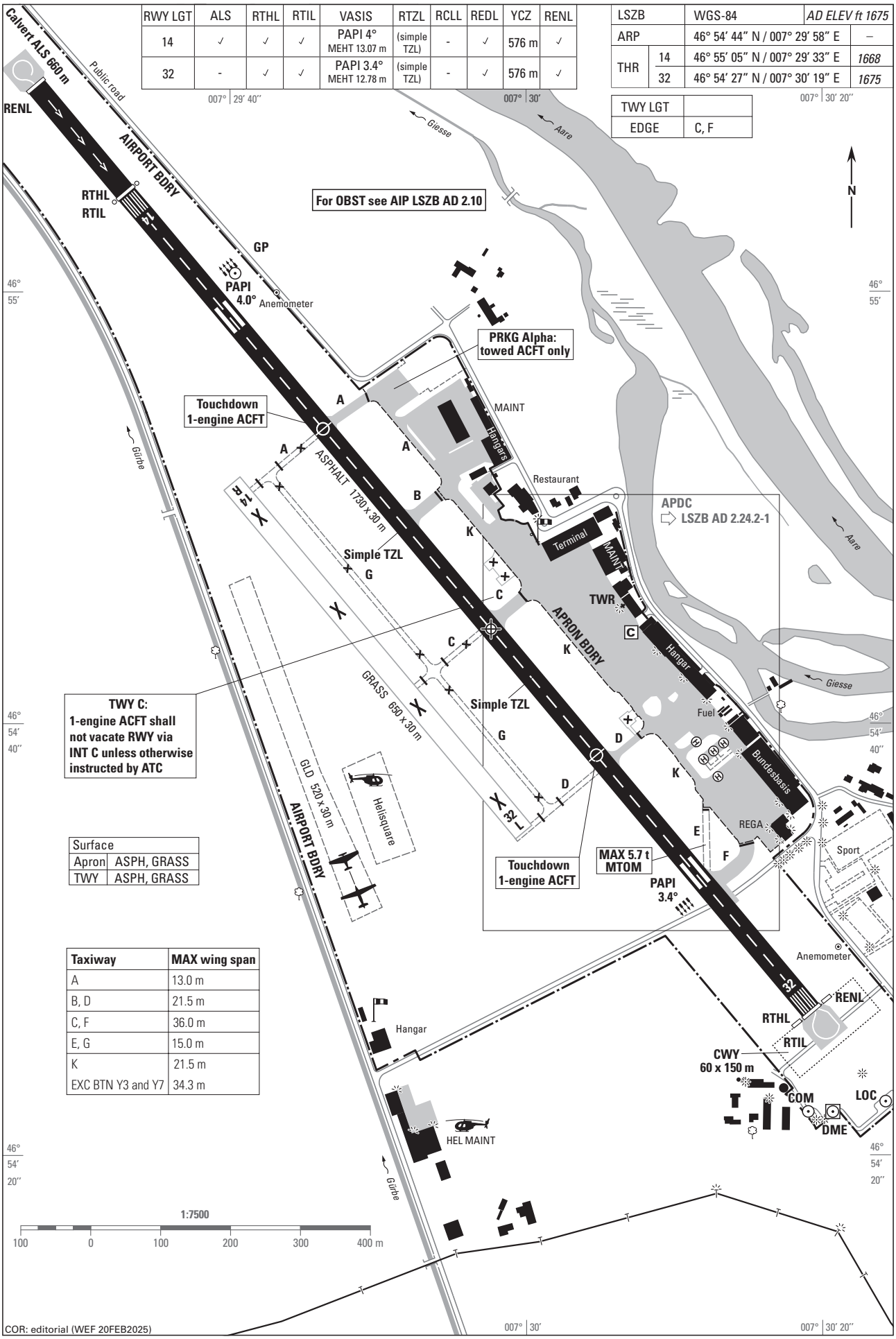

COR: editorial (WEF 20FEB2025)

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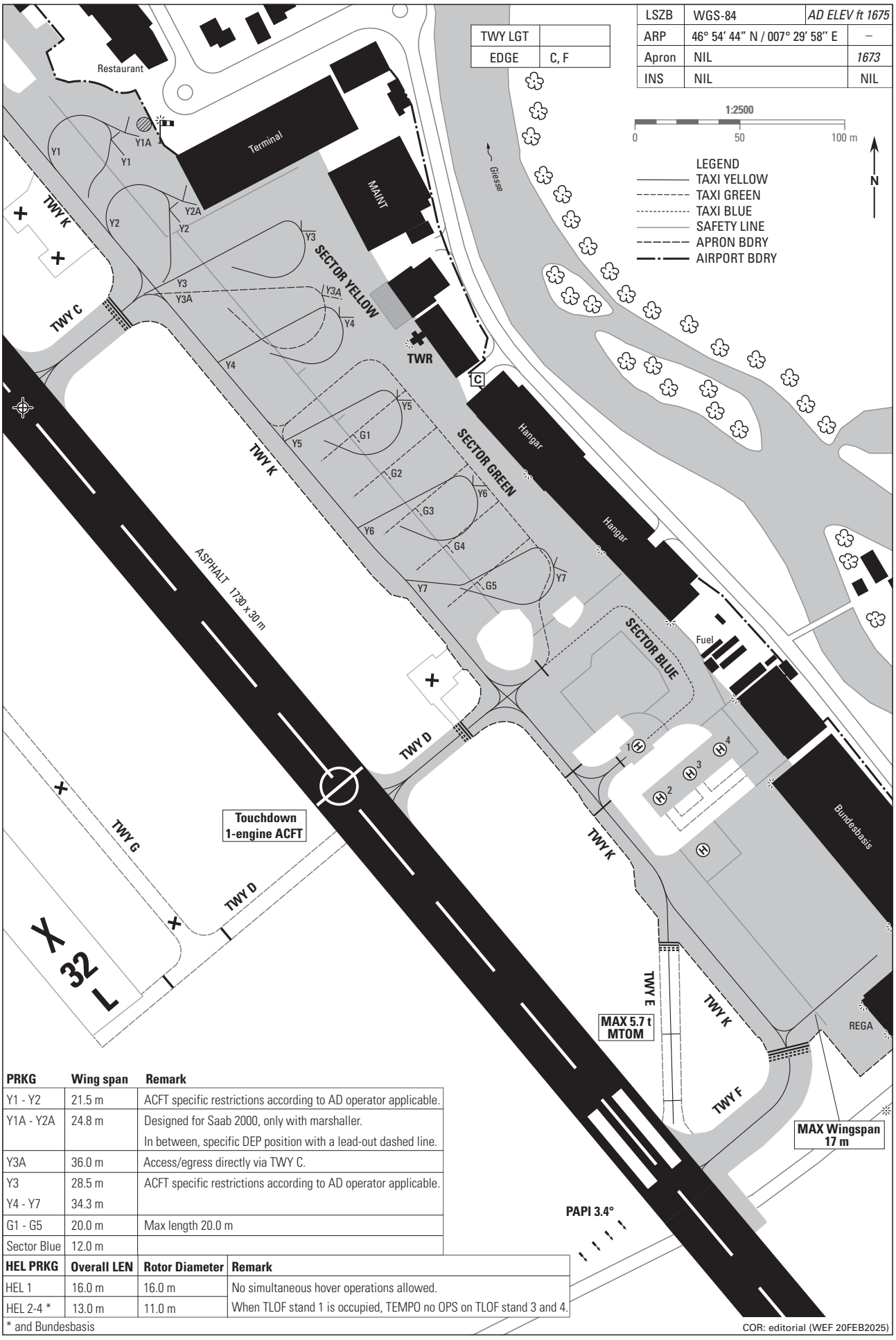

PRKG	Wing span	Remark
Y1 - Y2	21.5 m	ACFT specific restrictions according to AD operator applicable.
Y1A - Y2A	24.8 m	Designed for Saab 2000, only with marshaller. In between, specific DEP position with a lead-out dashed line.
Y3A	36.0 m	Access/egress directly via TWY C.
Y3	28.5 m	ACFT specific restrictions according to AD operator applicable.
Y4 - Y7	34.3 m	
G1 - G5	20.0 m	Max length 20.0 m
Sector Blue	12.0 m	

HEL PRKG	Overall LEN	Rotor Diameter	Remark
HEL 1	16.0 m	16.0 m	No simultaneous hover operations allowed.
HEL 2-4 *	13.0 m	11.0 m	When TLOF stand 1 is occupied, TEMPO no OPS on TLOF stand 3 and 4.

* and Bundesbasis

COR: editorial (WEF 20FEB2025)

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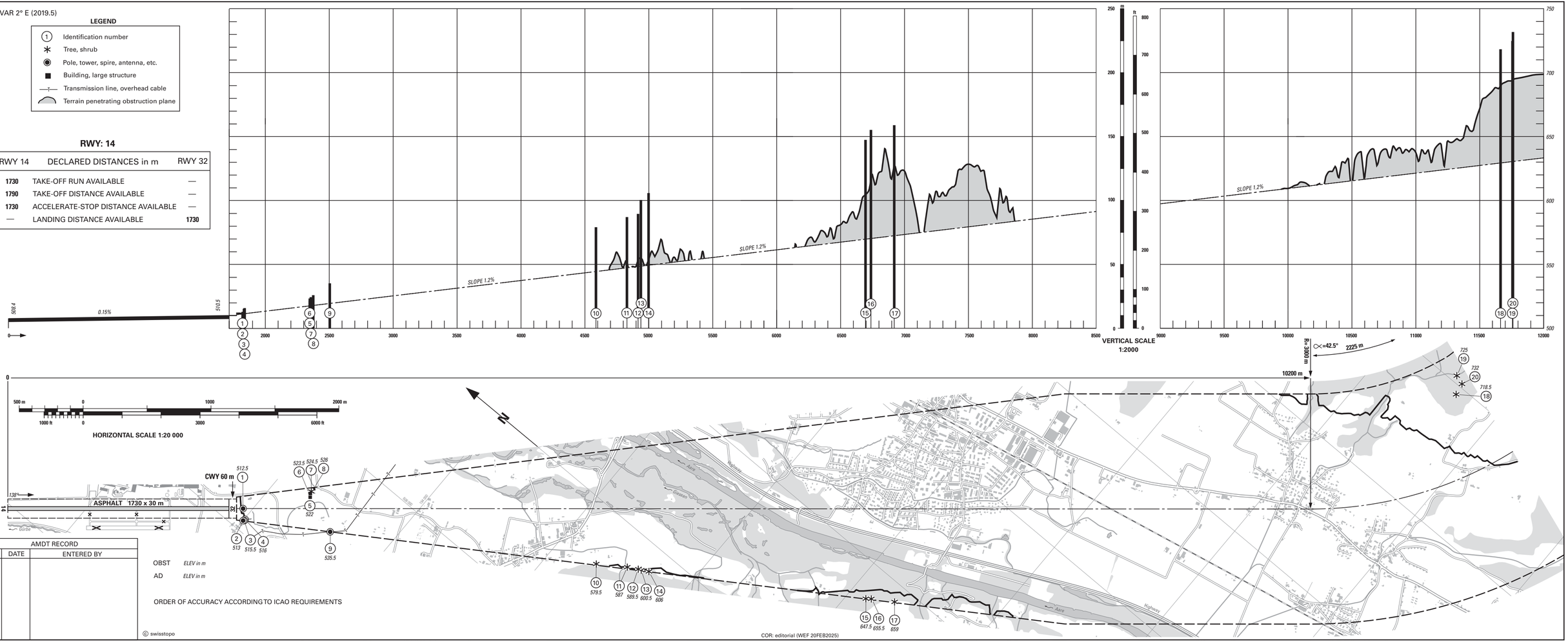
VAR 2° E (2019.5)

LEGEND

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

RWY: 14

RWY 14	DECLARED DISTANCES in m	RWY 32
1730	TAKE-OFF RUN AVAILABLE	—
1790	TAKE-OFF DISTANCE AVAILABLE	—
1730	ACCELERATE-STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	1730



AMDT RECORD		
No.	DATE	ENTERED BY

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20FEB2025)

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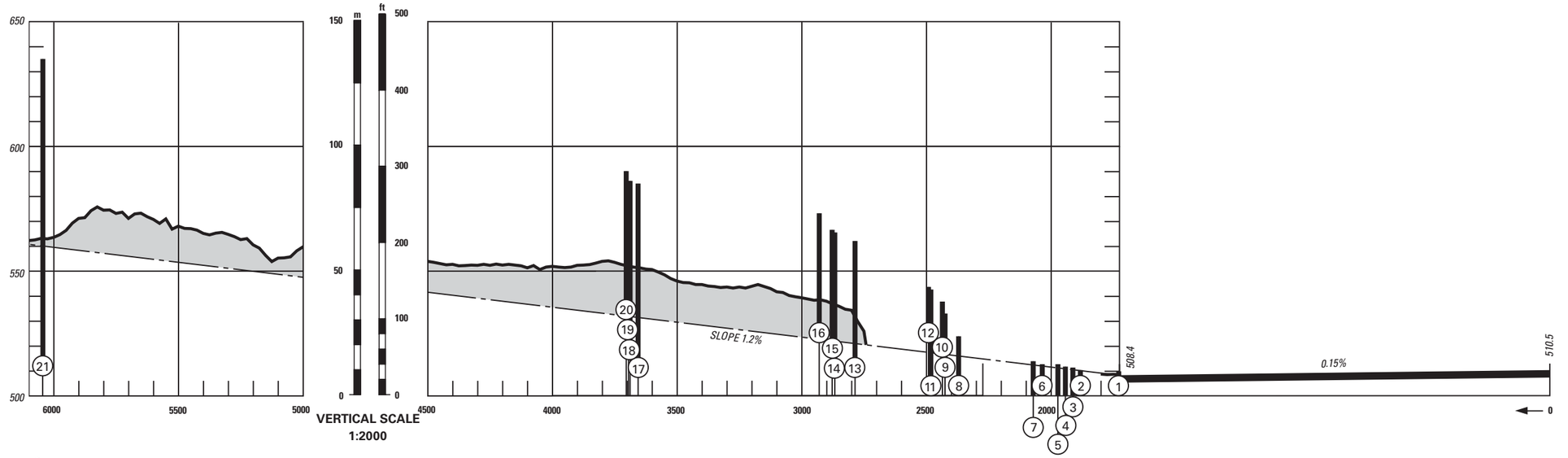
VAR 2° E (2019.5)



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

(1)	Identification number
✳	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
■	Building, large structure
●	Enclosure
⌒	Terrain penetrating obstruction plane

OBST *ELEV in m*

AD *ELEV in m*

RWY: 32

RWY 14	DECLARED DISTANCES in m	RWY 32
—	TAKE-OFF RUN AVAILABLE	**1730**
—	TAKE-OFF DISTANCE AVAILABLE	**1730**
—	ACCELERATE-STOP DISTANCE AVAILABLE	**1730**
1530	LANDING DISTANCE AVAILABLE	—

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20FEB2025)

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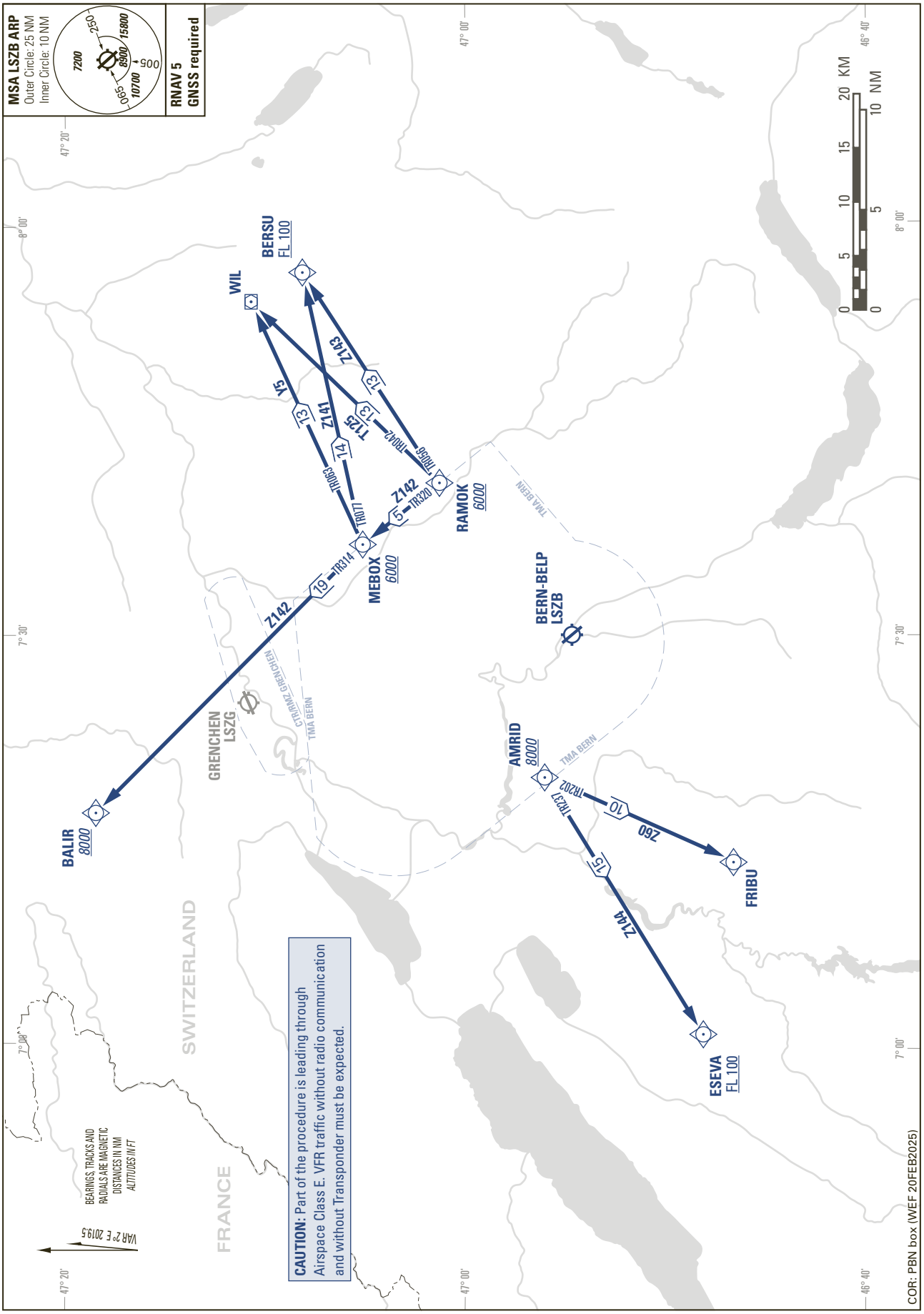
AREA CHART - ICAO

TRANSITION AFTER DEPARTURE
ROUTES RAMOK / MEBOX / AMRID

BERN-BELP (LSZB)



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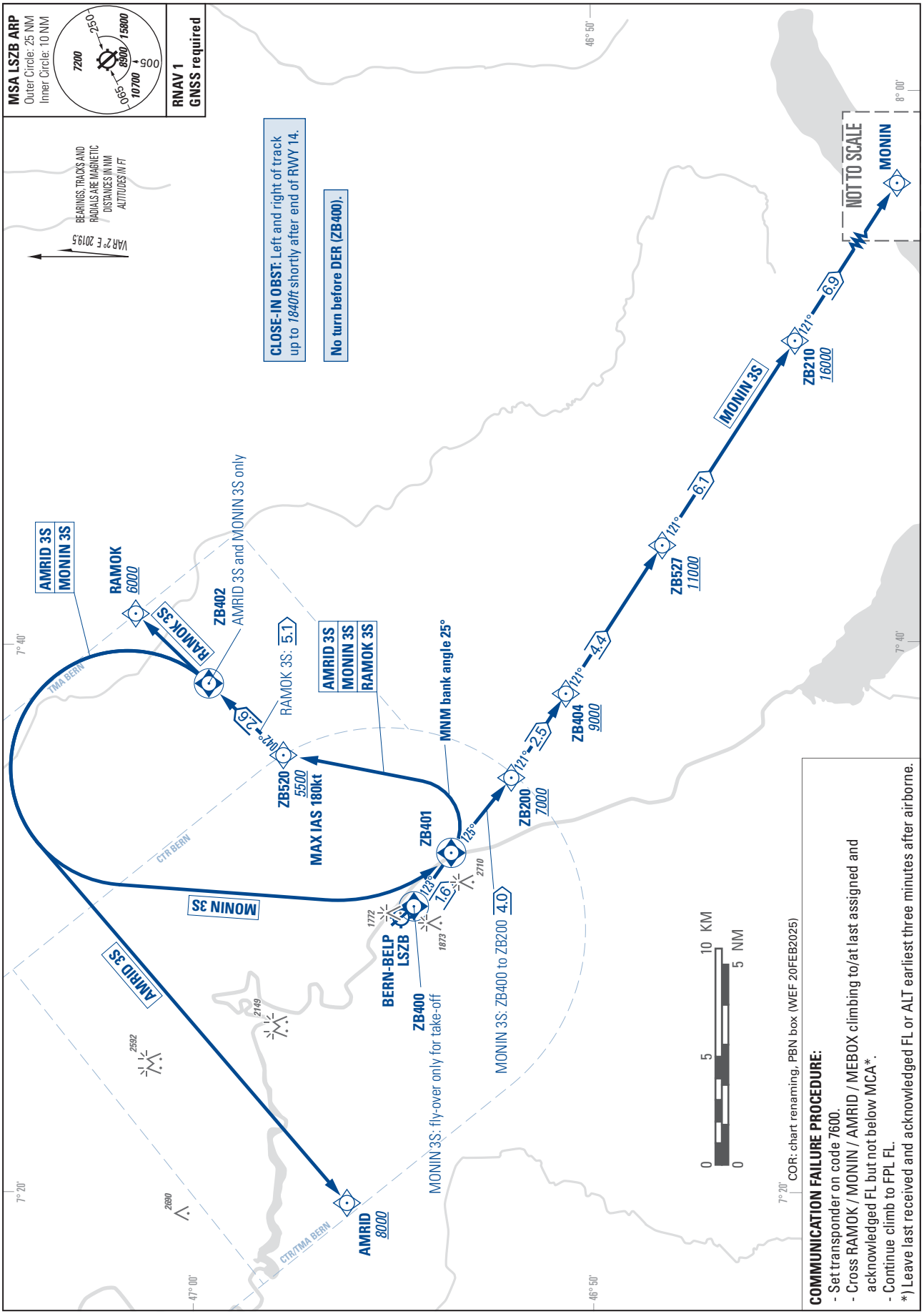
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

BERN-BELP (LSZB)
RNAV RWY 14

AMRID 3S MONIN 3S RAMOK 3S



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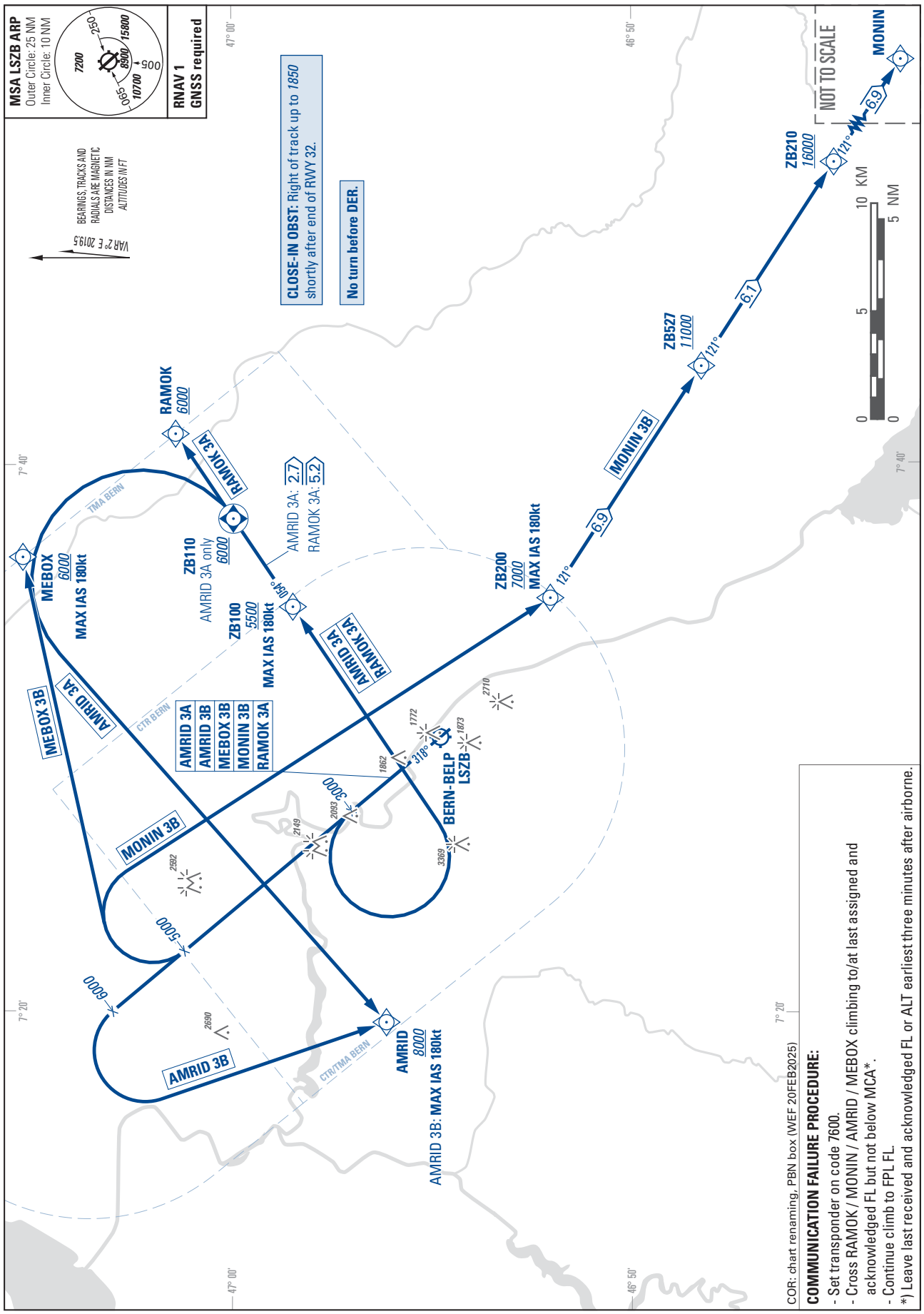
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

BERN-BELP (LSZB)
RNAV RWY 32

AMRID 3A/ 3B | MEBOX 3B | MONIN 3B | RAMOK 3A



COR: chart renaming, PBN box (WEF 20FEB2025)

COMMUNICATION FAILURE PROCEDURE:
- Set transponder on code 7600.
- Cross RAMOK / MONIN / AMRID / MEBOX climbing to/at last assigned and acknowledged FL but not below MCA*.
- Continue climb to FPL FL.

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

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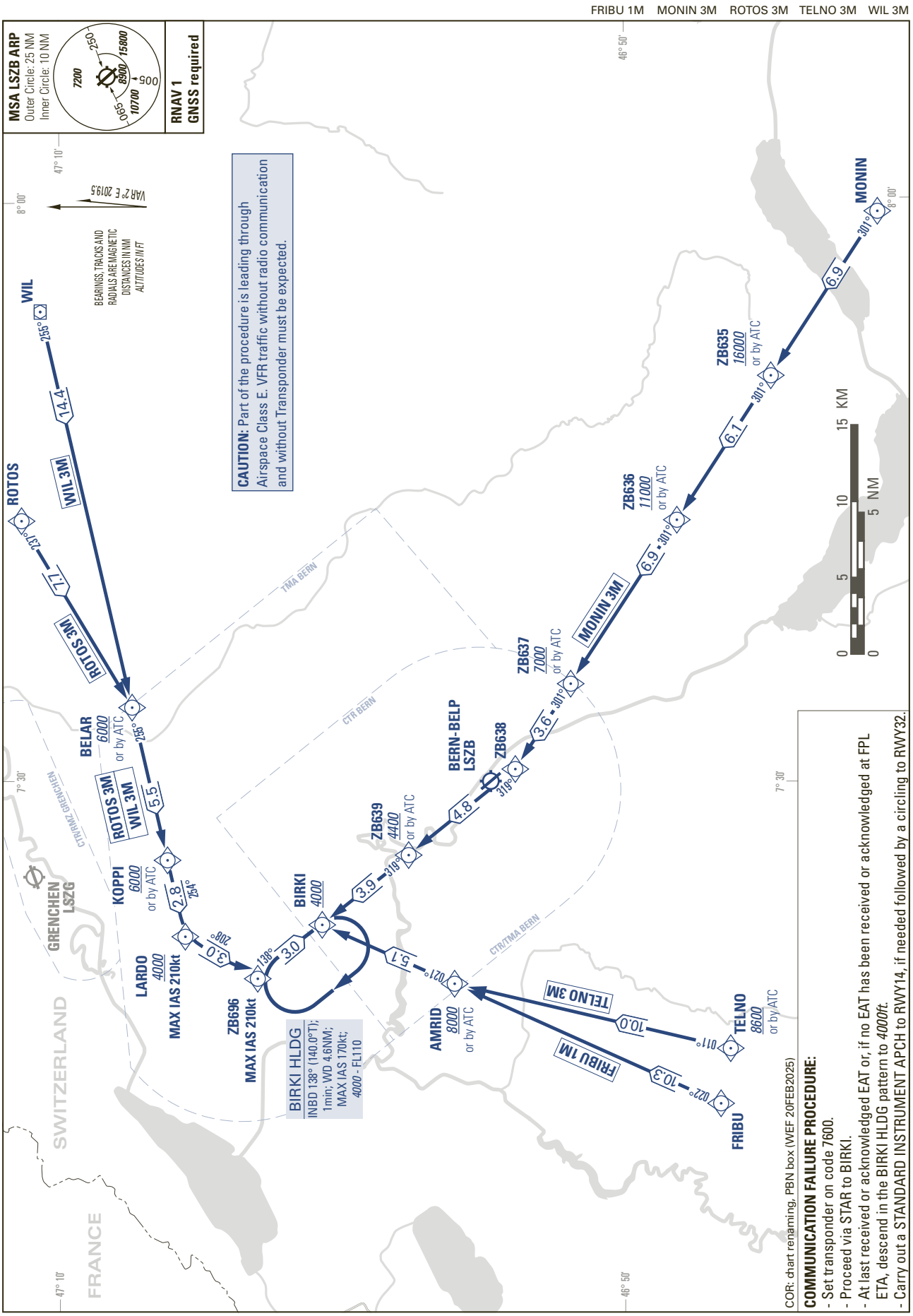
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

BERN-BELP (LSZB)
RNAV BIRKI



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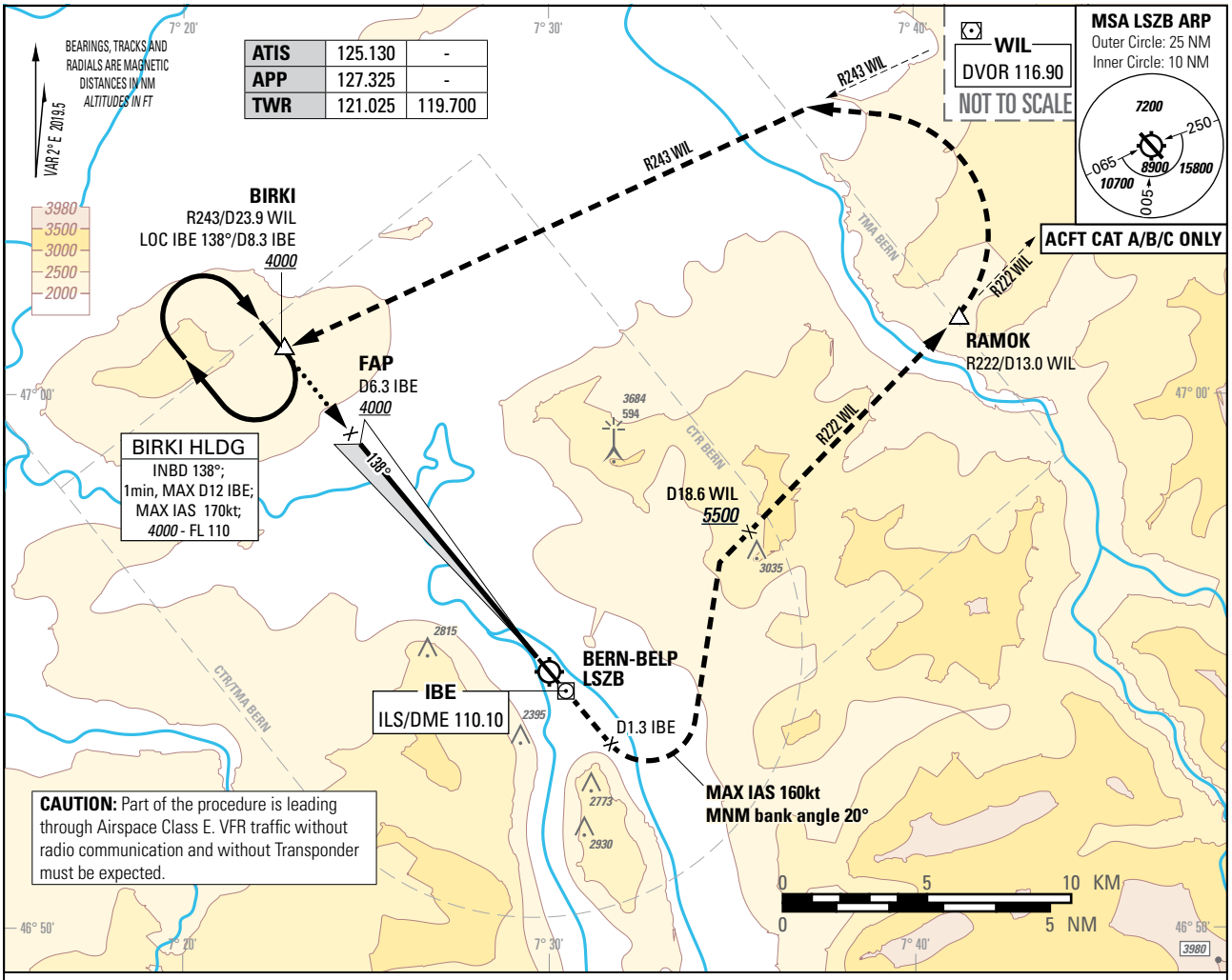
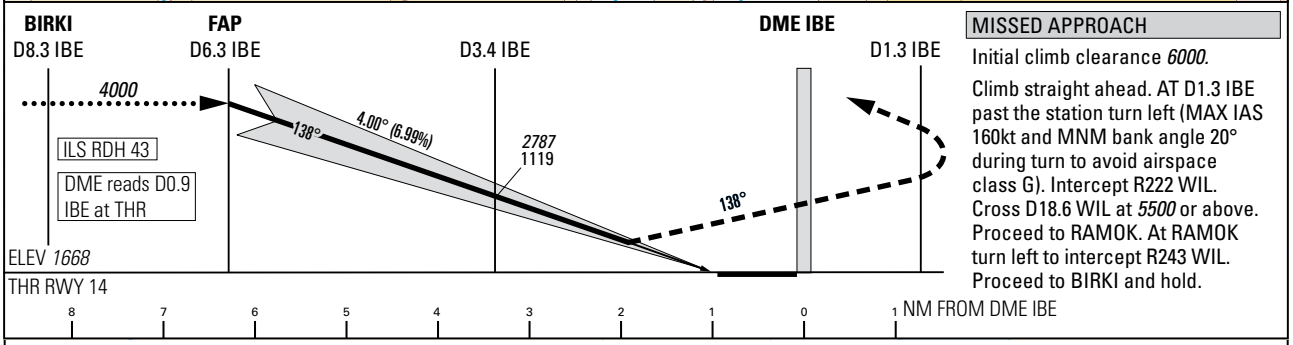
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
ILS RWY 14





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. AT D1.3 IBE past the station turn left (MAX IAS 160kt and MNM bank angle 20° during turn to avoid airspace class G). Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. Proceed to RAMOK. At RAMOK turn left to intercept R243 WIL. Proceed to BIRKI and hold.

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH		
		OBSTACLE CLEARANCE ALTITUTE (HEIGHT)		
		A	B	C
2.5%	pressure altimeter	*2636* (968)	*2653* (985)	*2666* (998)
5.0% up to *3100*		*2290* (623)	*2306* (639)	*2319* (652)
7.0% up to *3100*		*2113* (445)	*2130* (462)	*2143* (475)
		DECISION ALTITUDE (HEIGHT)		
2.5%	pressure altimeter	*2636* (968)	*2653* (985)	*2666* (998)
5.0% up to *3100*		*2290* (623)	*2306* (639)	*2319* (652)
7.0% up to *3100*		*2168* (500)		

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DME IBE	6.3	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1
ALT FT	*4000*	*3877*	*3452*	*3028*	*2603*	-	

CAUTION

- MAX GS 140kt in final APCH to avoid ROD >1000ft/min.
- 0.7 NM BFR THR14 Visual Segment Surface (VSS) penetrated by trees up to *1890ft* AMSL.
- This is not a standard APCH angle.

REMARK

- Uncategorised ILS APCH RWY 14 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS14 signal fulfills ICAO Annex 10, CAT I specifications.
- Circling according to specific APCH charts.
- Training ILS APCH: DA (H) *3000ft* (1332ft)

COR: chart renaming (WEF 20FEB2025)

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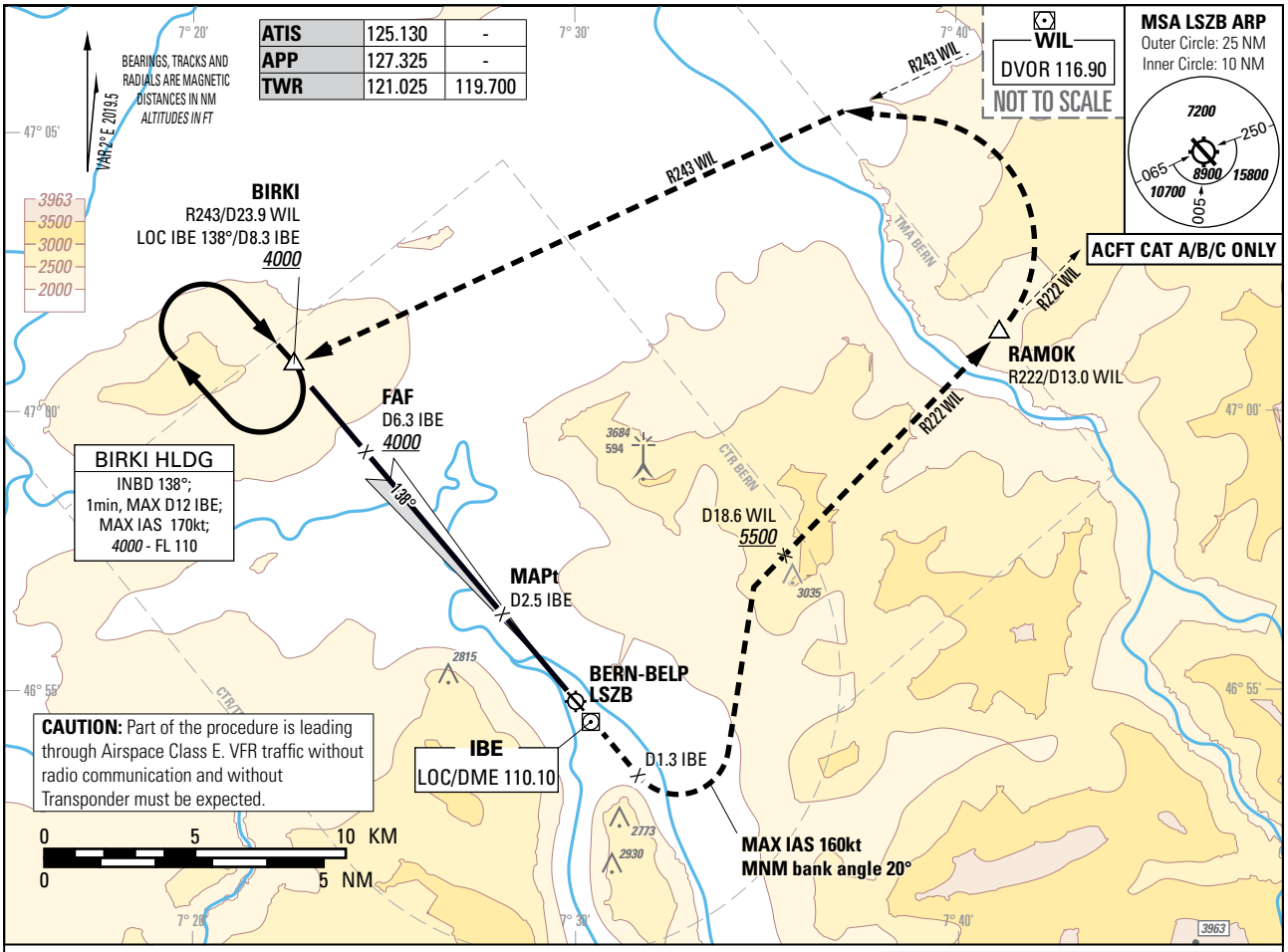
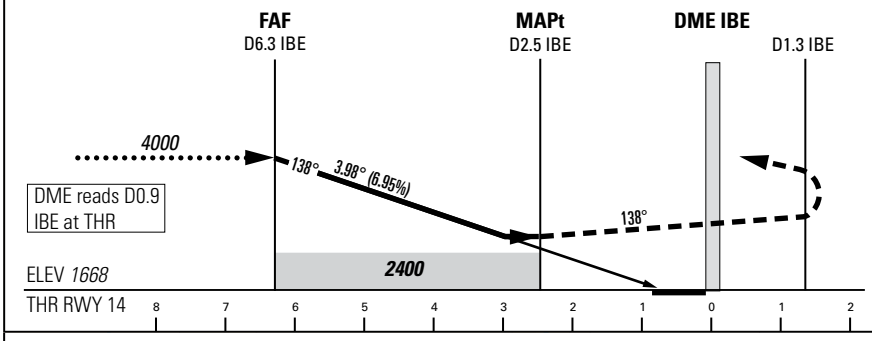
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
LOC RWY 14





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. At D1.3 IBE past the station turn left (MAX IAS 160kt and MNM bank angle 20° during turn to avoid airspace class G). Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. Proceed to RAMOK. At RAMOK turn left. Intercept R243 WIL. Proceed to BIRKI and hold.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OCA(H)		
	A	B	C
2.5%	*2570* (902)		
5.0% up to *2900*	*2400* (732)		
	MDA(H)		
	A	B	C
2.5%	*2710* (1040)		
5.0% up to *2900*	*2460* (790)		

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DME IBE	6.3	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1
ALT FT	*4000*	*3880*	*3460*	*3040*	*2610*	-	-

CAUTION

- 0.7 NM BFR THR14 Visual Segment Surface (VSS) penetrated by trees up to *1890ft* AMSL.
- This is not a standard APCH angle.

REMARK

- Circling according to specific APCH charts.
- OBST limitation and restriction according to non-instrument RWY criteria.
- Training LOC APCH: MDA/H *3000ft* / 1330ft.

COR: chart renaming (WEF 20FEB2025)

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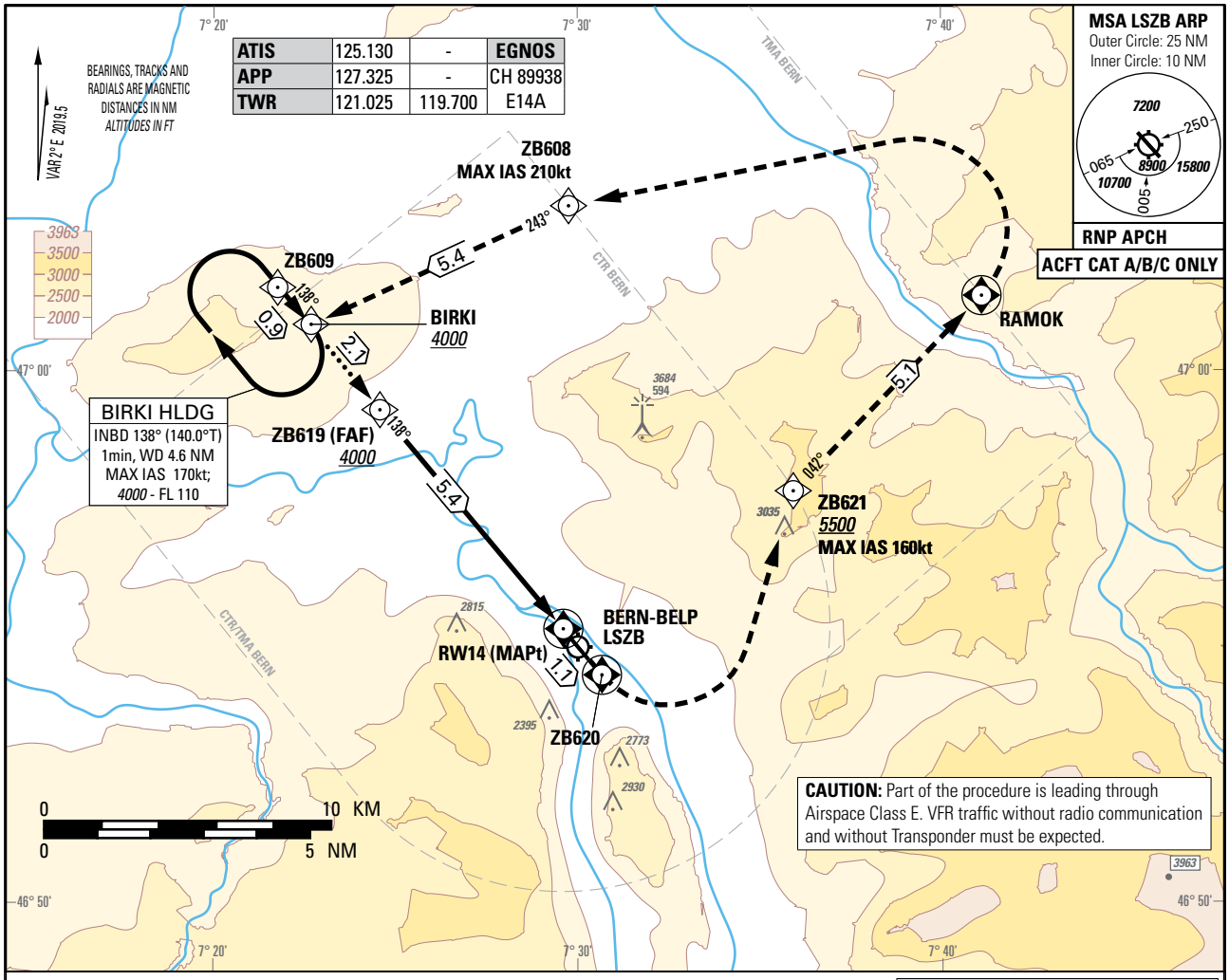
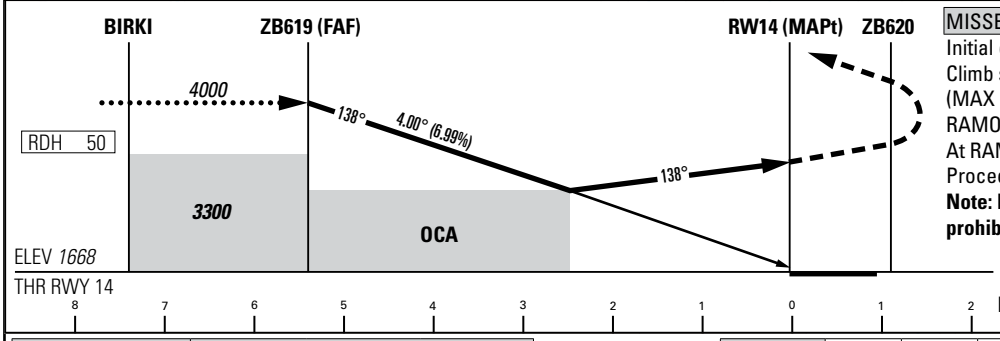
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
RNP RWY 14





MISSED APPROACH
Initial climb clearance *6000*.
Climb straight ahead. At ZB620 turn left (MAX IAS 160kt). Proceed via ZB621 to RAMOK. Cross ZB621 at *5500* or above. At RAMOK turn left (MAX IAS 210kt). Proceed via ZB608 to BIRKI and hold.
Note: Level flight to MAPt at OCA(H) prohibited.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OCA(H) LPV CAT I		
	A	B	C
2.5%	*2610* (942)	*2626* (958)	*2639* (971)
5.0% up to *3100*	*2286* (618)	*2303* (635)	*2316* (648)
7.0% up to *3100*	*2113* (445)	*2130* (462)	*2143* (475)
	DA(H) LPV		
6.7% up to *3100*	*2168* (500)		
	OCA(H) LNAV		
2.5%	*2840* (1172)		
3.9% up to *3400*	*2570* (902)		

DIST THR	5.4	5.0	4.0	3.0	2.0	1.0
ALT	*4000*	*3840*	*3420*	*3000*	*2570*	-

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

CAUTION
- Visual Segment Surface (VSS) penetrated by trees 0.8 NM before THR 14 on the left hand side up to *1910ft* AMSL.
- This is not a standard APCH angle.
- On 4° APCH angle and GS>140kt resulting ROD>1000ft/min.
- OBST limitation and restriction according to non-instrument RWY criteria.
- **When reaching the OCA(H) and no visual contact to the landing RWY is established and can be maintained, start the missed APCH climb without delay.**

REMARK
- Circling according to specific APCH charts.
- Training RNP APCH: OCA (H) *3000ft* (1330ft).

COR: chart renaming, PBN box (WEF 20FEB2025)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZB
Runway	14
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E14A
LTP/FTP Latitude	465504.5820N
LTP/FTP Longitude	0072932.9760E
LTP/FTP Ellipsoidal Height (metres)	557.3
FPAP Latitude	465422.4635N
Delta FPAP Latitude (seconds)	-42.1185
FPAP Longitude	0073024.3390E
Delta FPAP Longitude (seconds)	51.3630
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.00
Course Width (metres)	105.00
Length Offset (metres)	168
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 02 1A 13 0C 0E 00 00 01 34 31 05 0C 8F 22 14 60 26 37 03 C5 29 F3 B6 FE 46 91 01 F4 01 90 01 64 15 C8 AF B1 6A 8D 9D
Calculated CRC Value	B16A8D9D

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	508.28

VISUAL APPROACH PROCEDURE

ATIS	**125.130**	
TWR	**121.025**	**119.700**
APP	**127.325**	

BERN-BELP (LSZB)
CITY CIRCLING RWY 32

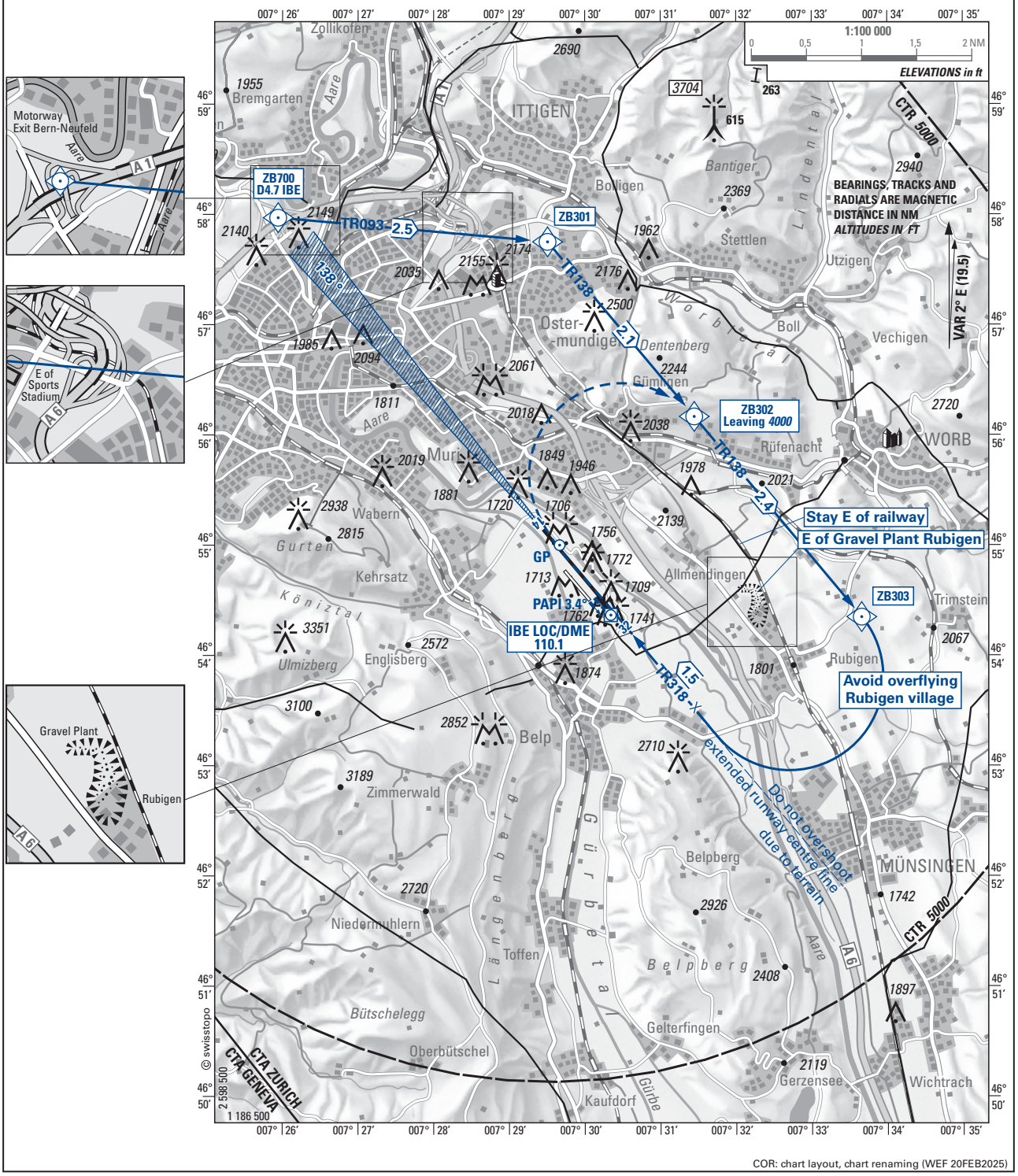
ELEV 1675 ft (511 m)

	CAT A	CAT B	CAT C
Circling RWY 32 OCA/H	***3190*** / 1515	***3210*** / 1535	***3320*** / 1645
Circling RWY 32 MDA/H	***4000*** / 2330	***4000*** / 2330	***4000*** / 2330
Visibility m	**5000**	**5000**	**5000**

Circling speed MAX IAS 150kt

WPT in circling to be used for reference only

PROCEDURE ASSIGNED FOR NOISE ABATEMENT



COR: chart layout, chart renaming (WEF 20FEB2025)

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VISUAL APPROACH PROCEDURE

ATIS	**125.130**	
TWR	**121.025**	**119.700**
APP	**127.325**	

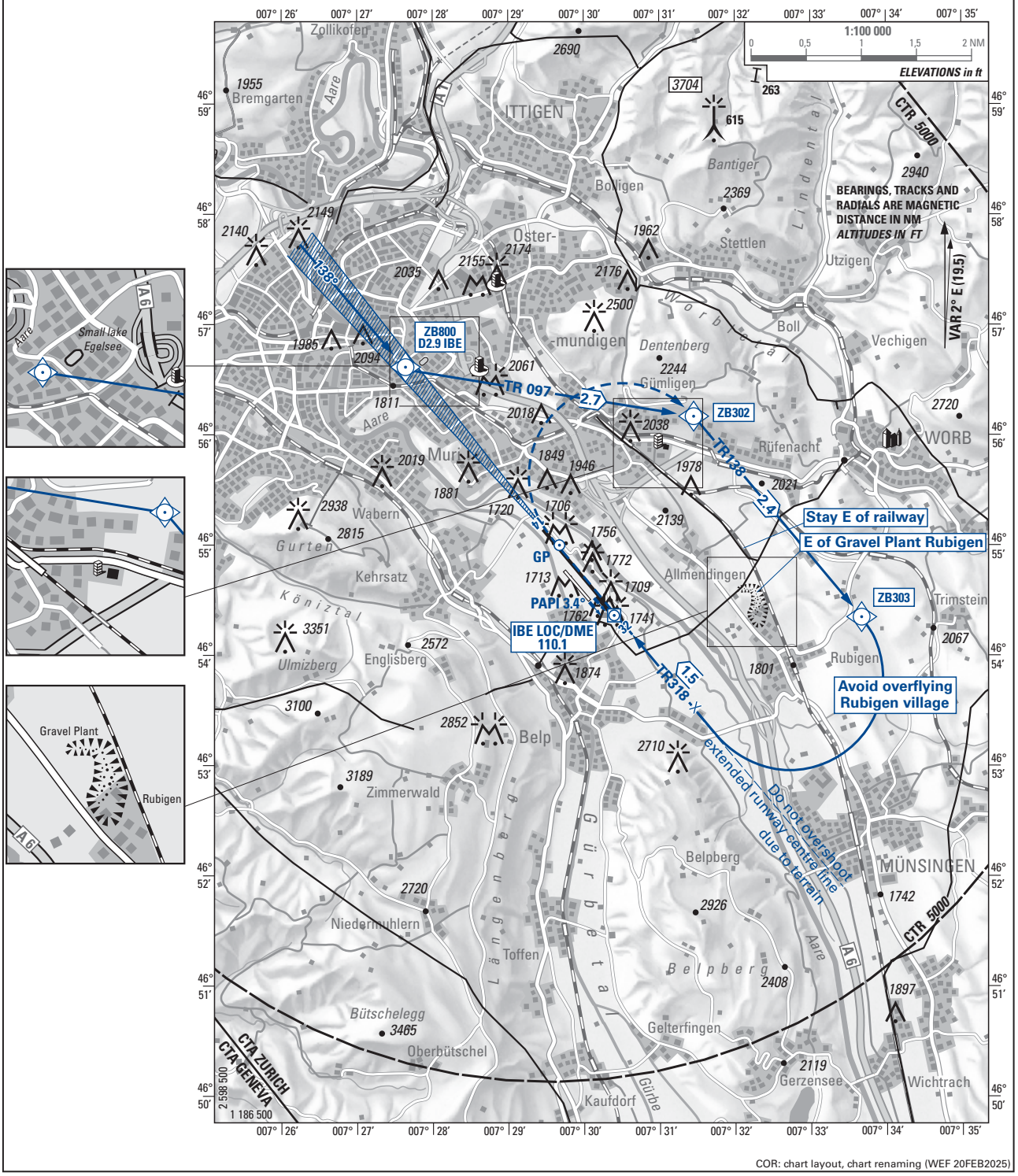
BERN-BELP (LSZB)
ROMEO CIRCLING RWY 32

ELEV 1675 ft (511 m)

	CAT A	CAT B	CAT C
Circling RWY 32 OCA/H	***3190*** / 1515	***3210*** / 1535	***3320*** / 1645
Visibility m	**5000**	**5000**	**5000**

Circling speed MAX IAS 150kt

WPT in circling to be used for reference only



COR: chart layout, chart renaming (WEF 20FEB2025)

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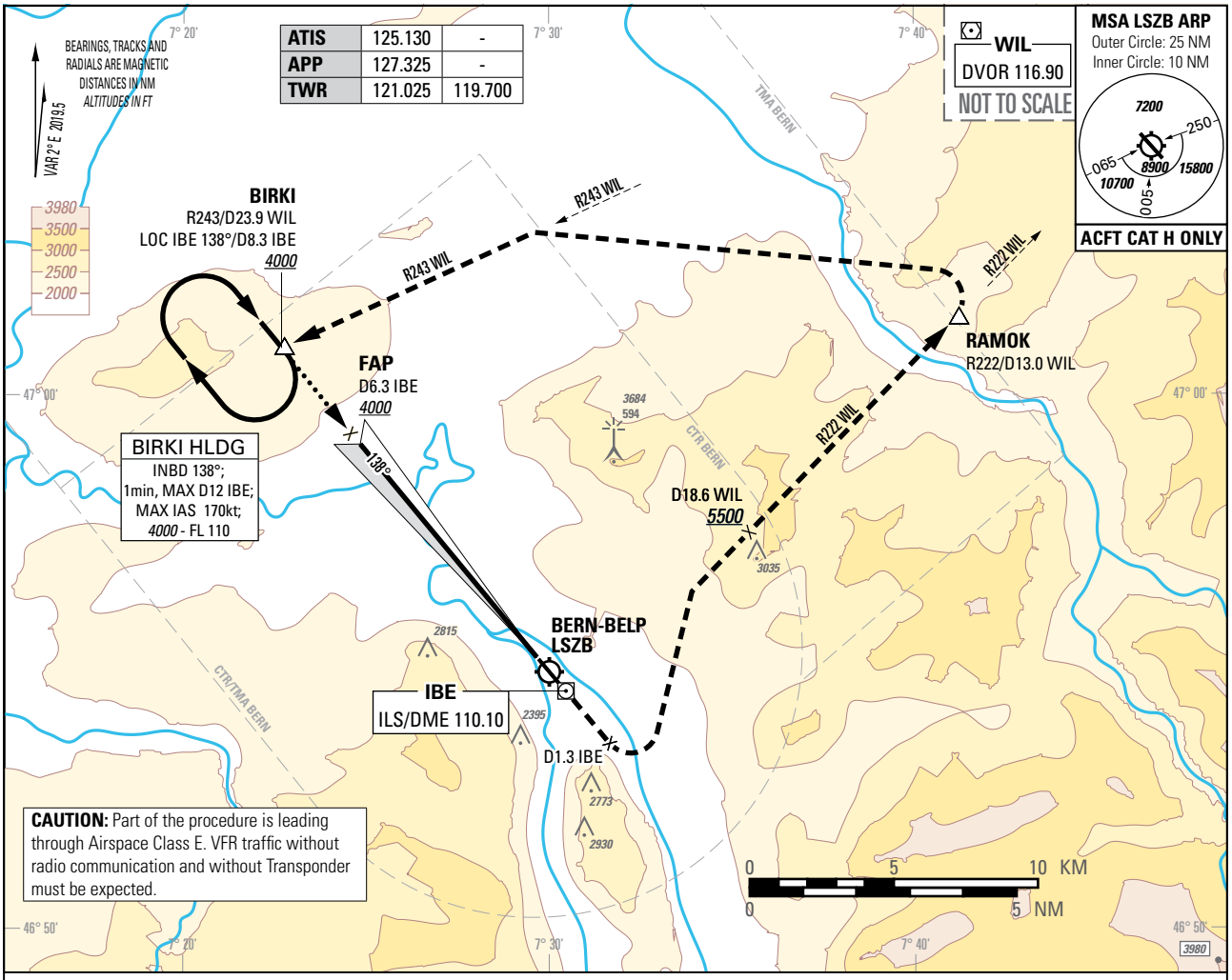
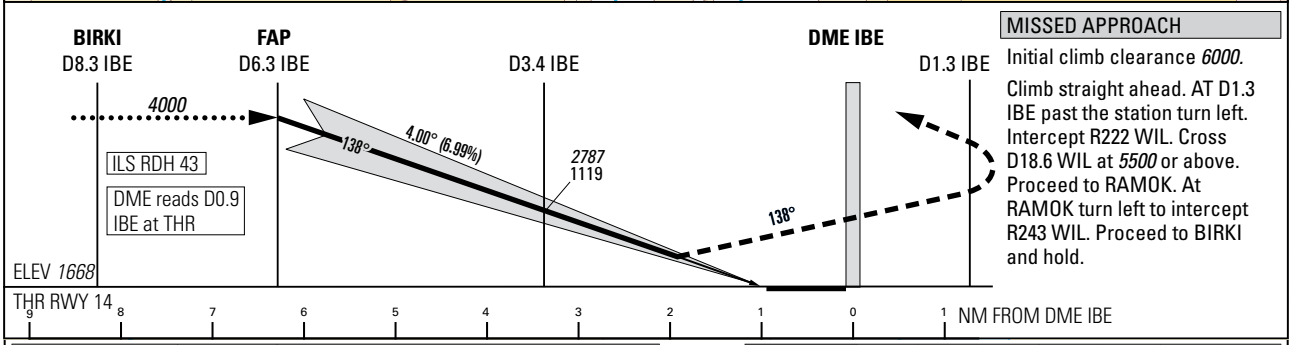
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
ILS RWY 14





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. AT D1.3 IBE past the station turn left. Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. Proceed to RAMOK. At RAMOK turn left to intercept R243 WIL. Proceed to BIRKI and hold.

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)
		H
4.2%	pressure altimeter	*2334* (666)
5.0% up to *3100*		*2229* (561)
7.0% up to *3100*		*2075* (407)
		DECISION ALTITUDE (HEIGHT)
4.2%	pressure altimeter	*2334* (666)
5.0% up to *3100*		*2229* (561)
7.0% up to *3100*		*2117* (449)

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DME IBE	6.3	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1
ALT FT	*4000*	*3877*	*3452*	*3028*	*2603*	-	

CAUTION

- MAX GS 140kt in final APCH to avoid ROD >1000ft/min.
- 0.7 NM BFR THR 14 Visual Segment Surface (VSS) penetrated by trees up to *1890ft* AMSL.
- This is not a standard APCH angle.

REMARK

- Uncategorised ILS APCH RWY 14 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS14 signal fulfills ICAO Annex 10, CAT I specifications.
- Circling according to specific APCH charts.

COR: chart renaming (WEF 20FEB2025)

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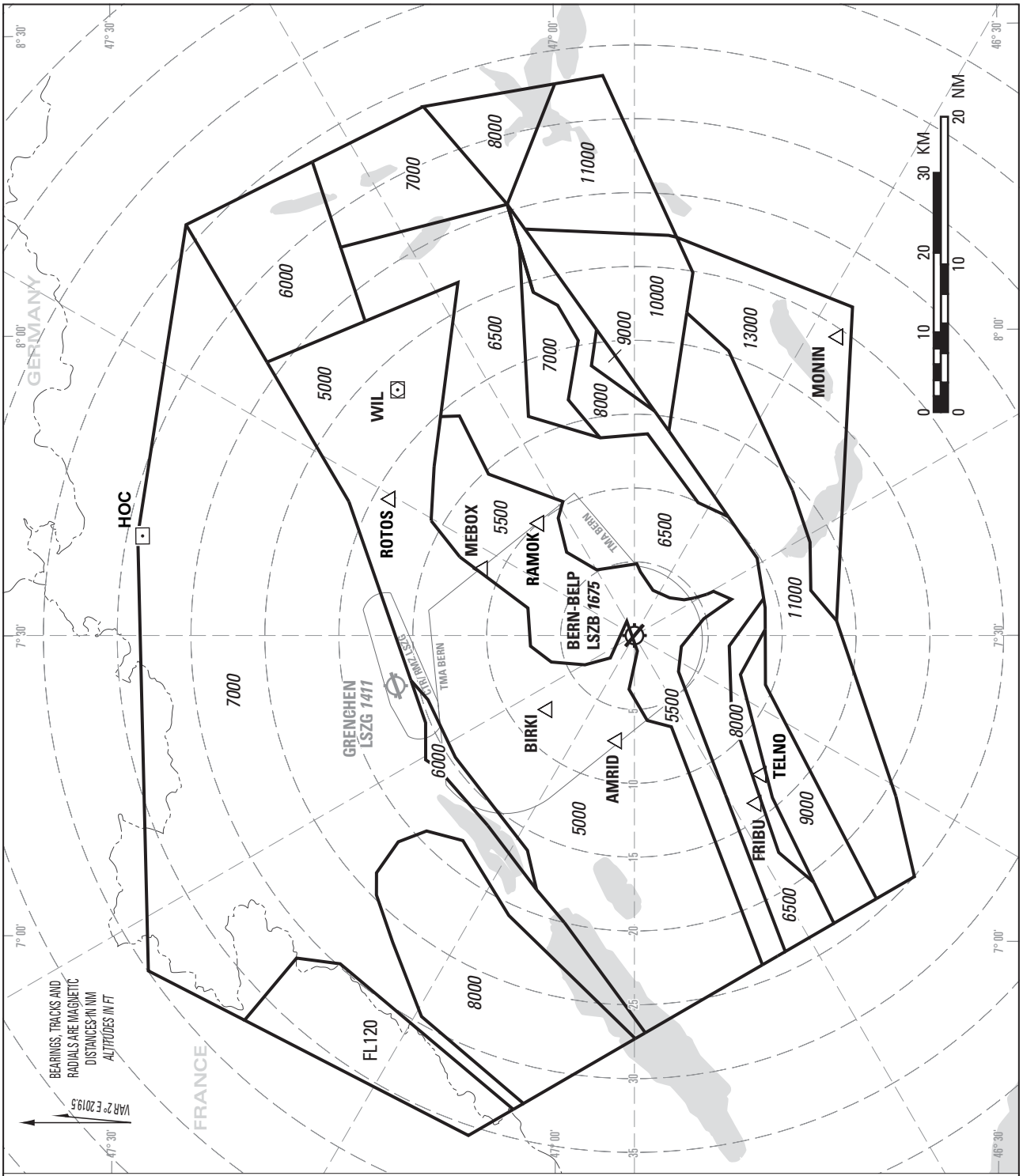
MINIMUM VECTORING ALTITUDE CHART (AD TEMPERATURES -20° TO -5°C)



NOTES:

The minimum vectoring altitude chart shows the lowest altitude for the approach / departure sectors of LSZB 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: LSZB QNH.

Transition ALT: *6000*

Minimum altitudes over Swiss territory are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes are protected for low temperatures from minus 20 degrees to minus 5 degrees celsius (LSZB temperature).

Sectors indicated all 30°, distances indicated all 5 NM, based on ARP LSZB.

COR: editorial (WEF 20FEB2025)

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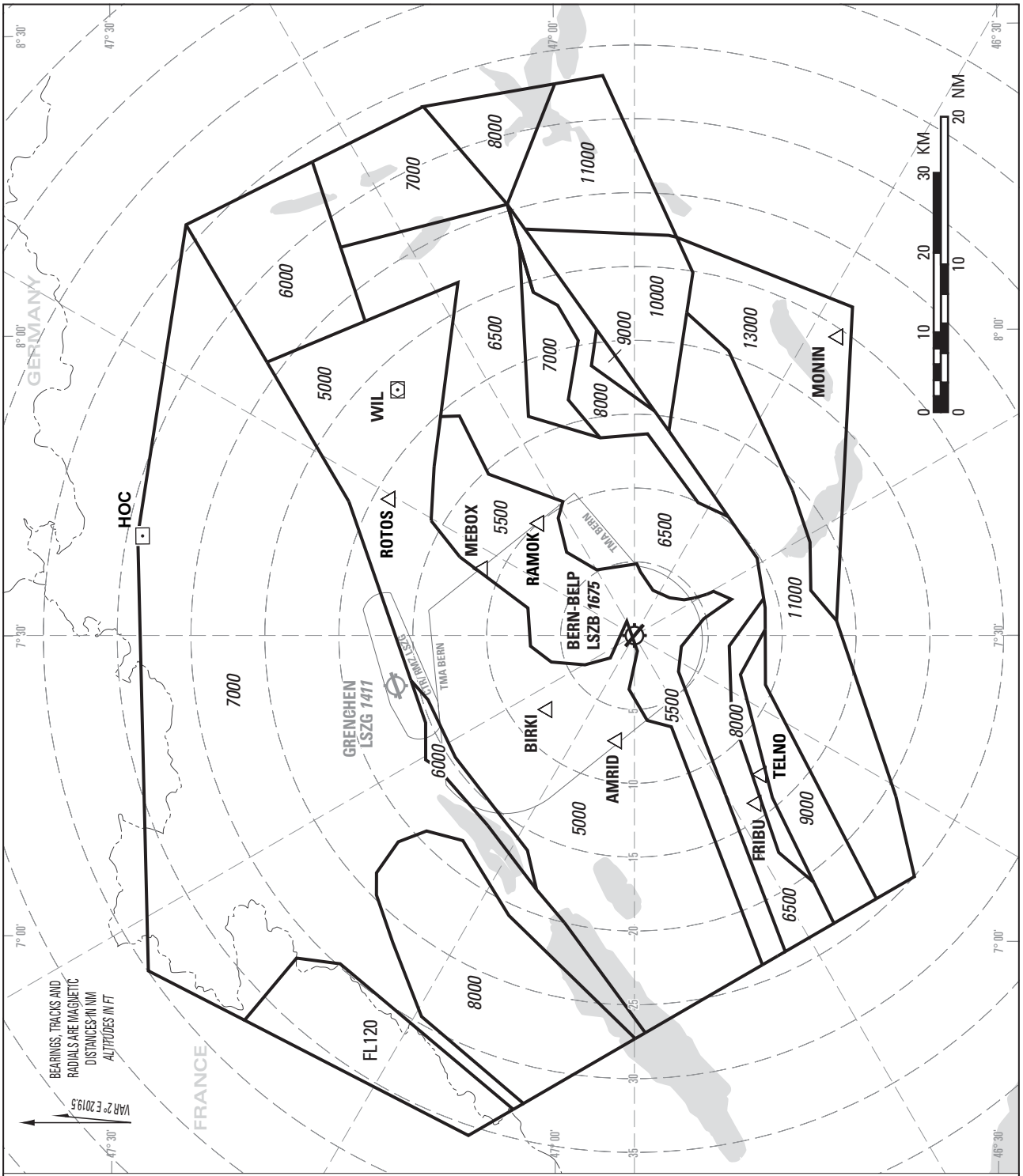
MINIMUM VECTORING ALTITUDE CHART (AD TEMPERATURES -20° TO -5°C)



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