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AIP

AMDT 002 2025

Effective Date 20 FEB 2025

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 4.2 - 1/2
GEN 4.2 - 11/12
GEN 4.2 - 13/14
GEN 4.2 - 15/16
GEN 4.2 - 17/18
ENR 1.1 - 3/4
ENR 1.4 - 1/2
ENR 1.5 - 1/2
LSZB AD 2.24.13 - 3/4
LSGG AD 2 - 1/2
LSGG AD 2.24.1 - 1/2
LSGG AD 2.24.2 - 1/2
LSGG AD 2.24.3 - 1/2
LSGG AD 2.24.3 - 3/4
LSGG AD 2.24.4 - 1/2

Destroy the following pages:

20 FEB 2025	GEN 0.2 - 11/12	23 JAN 2025
20 FEB 2025	GEN 0.4 - 1/2	AIRAC 20 FEB 2025
20 FEB 2025	GEN 0.4 - 3/4	AIRAC 20 FEB 2025
20 FEB 2025	GEN 0.4 - 5/6	AIRAC 20 FEB 2025
20 FEB 2025	GEN 0.4 - 7/8	AIRAC 20 FEB 2025
20 FEB 2025	GEN 4.2 - 1/2	22 FEB 2024
20 FEB 2025	GEN 4.2 - 11/12	18 APR 2024
20 FEB 2025	GEN 4.2 - 13/14	18 APR 2024
20 FEB 2025	GEN 4.2 - 15/16	18 APR 2024
20 FEB 2025	GEN 4.2 - 17/18	18 APR 2024
20 FEB 2025	ENR 1.1 - 3/4	08 AUG 2024
20 FEB 2025	ENR 1.4 - 1/2	07 OCT 2021
20 FEB 2025	ENR 1.5 - 1/2	08 JAN 2015
20 FEB 2025	LSZB AD 2.24.13 - 3/4	AIRAC 20 FEB 2025
20 FEB 2025	LSGG AD 2 - 1/2	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.1 - 1/2	28 NOV 2024
20 FEB 2025	LSGG AD 2.24.2 - 1/2	28 NOV 2024
20 FEB 2025	LSGG AD 2.24.3 - 1/2	28 NOV 2024
20 FEB 2025	LSGG AD 2.24.3 - 3/4	03 OCT 2024
20 FEB 2025	LSGG AD 2.24.4 - 1/2	AIRAC 31 OCT 2024

2. Record entry of amendment on page GEN 0.2

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

NOTAM: A0795/24

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: 003 2024, 007 2024, 008 2024, 001 2025

Checklist AIRAC SUP: NIL

Insert the following pages:

LSGG AD 2.24.4 - 3/4
LSGG AD 2.24.5 - 1/2
LSGG AD 2.24.6 - 1/2
LSGG AD 2.24.6 - 3/4
LSGG AD 2.24.7 - 1/2
LSGG AD 2.24.7 - 3/4
LSGG AD 2.24.7 - 5/6
LSGG AD 2.24.7 - 7/8
LSGG AD 2.24.9 - 1/2
LSGG AD 2.24.9 - 3/4
LSGG AD 2.24.9 - 5/6
LSGG AD 2.24.9 - 7/8
LSGG AD 2.24.9 - 9/10
LSGG AD 2.24.9 - 11/12
LSGG AD 2.24.10 - 1/2
LSGG AD 2.24.10 - 3/4
LSGG AD 2.24.10 - 5/6
LSGG AD 2.24.10 - 7/8
LSGG AD 2.24.13 - 1/2
LSGG AD 2.24.13 - 3/4
LSZS AD 2.24.1 - 1/2
LSZS AD 2.24.4 - 1/2
LSZS AD 2.24.4 - 3/4
LSZS AD 2.24.7 - 1/2
LSZS AD 2.24.7 - 3/4
LSZS AD 2.24.7 - 5/6
LSZS AD 2.24.7 - 7/8
LSZS AD 2.24.10 - 1/2
LSZS AD 2.24.10 - 3/4
LSZS AD 2.24.11 - 1/2
LSZS AD 2.24.12 - 1/2
LSZH AD 2 - 27/28
LSZH AD 2.24.10.4 - 3/4

Destroy the following pages:

20 FEB 2025	LSGG AD 2.24.4 - 3/4	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.5 - 1/2	AIRAC 13 SEP 2018
20 FEB 2025	LSGG AD 2.24.6 - 1/2	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.6 - 3/4	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.7 - 1/2	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.7 - 3/4	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.7 - 5/6	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.7 - 7/8	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.9 - 1/2	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.9 - 3/4	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.9 - 5/6	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.9 - 7/8	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.9 - 9/10	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.9 - 11/12	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.10 - 1/2	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.10 - 3/4	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.10 - 5/6	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.10 - 7/8	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.13 - 1/2	AIRAC 31 OCT 2024
20 FEB 2025	LSGG AD 2.24.13 - 3/4	AIRAC 31 OCT 2024
20 FEB 2025	LSZS AD 2.24.1 - 1/2	05 SEP 2024
20 FEB 2025	LSZS AD 2.24.4 - 1/2	AIRAC 05 DEC 2019
20 FEB 2025	LSZS AD 2.24.4 - 3/4	AIRAC 05 DEC 2019
20 FEB 2025	LSZS AD 2.24.7 - 1/2	AIRAC 05 DEC 2019
20 FEB 2025	LSZS AD 2.24.7 - 3/4	AIRAC 05 DEC 2019
20 FEB 2025	LSZS AD 2.24.7 - 5/6	AIRAC 24 MAR 2022
20 FEB 2025	LSZS AD 2.24.7 - 7/8	AIRAC 24 MAR 2022
20 FEB 2025	LSZS AD 2.24.10 - 1/2	AIRAC 03 NOV 2022
20 FEB 2025	LSZS AD 2.24.10 - 3/4	AIRAC 24 MAR 2022
20 FEB 2025	LSZS AD 2.24.11 - 1/2	AIRAC 21 MAR 2024
20 FEB 2025	LSZS AD 2.24.12 - 1/2	AIRAC 16 MAY 2024
20 FEB 2025	LSZH AD 2 - 27/28	AIRAC 08 AUG 2024
20 FEB 2025	LSZH AD 2.24.10.4 - 3/4	AIRAC 03 OCT 2024

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	
001/2025	23-Jan-2025	23-Jan-2025	
002/2025	20-Feb-2025	20-Feb-2025	

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 20 FEB 2025	GEN 2.1 - 1	10 AUG 2023	GEN 3.4 - 8	AIRAC 20 MAY 2021
GEN 0.2 - 6	AIRAC 20 FEB 2025	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	20 FEB 2025	GEN 2.2 - 3	11 JUL 2024	GEN 3.5 - 6	23 APR 2020
GEN 0.2 - 12	20 FEB 2025	GEN 2.2 - 4	11 JUL 2024	GEN 3.5 - 7	23 APR 2020
GEN 0.3 - 1	23 JAN 2025	GEN 2.2 - 5	AIRAC 20 FEB 2025	GEN 3.5 - 8	23 APR 2020
GEN 0.3 - 2	23 JAN 2025	GEN 2.2 - 6	AIRAC 20 FEB 2025	GEN 3.5 - 9	23 APR 2020
GEN 0.4 - 1	20 FEB 2025	GEN 2.2 - 7	AIRAC 20 FEB 2025	GEN 3.5 - 10	23 APR 2020
GEN 0.4 - 2	20 FEB 2025	GEN 2.2 - 8	AIRAC 20 FEB 2025	GEN 3.5 - 11	23 APR 2020
GEN 0.4 - 3	20 FEB 2025	GEN 2.2 - 9	AIRAC 20 FEB 2025	GEN 3.5 - 12	23 APR 2020
GEN 0.4 - 4	20 FEB 2025	GEN 2.2 - 10	AIRAC 20 FEB 2025	GEN 3.6 - 1	16 JUN 2022
GEN 0.4 - 5	20 FEB 2025	GEN 2.3 - 1	AIRAC 31 OCT 2024	GEN 3.6 - 2	16 JUN 2022
GEN 0.4 - 6	20 FEB 2025	GEN 2.3 - 2	AIRAC 31 OCT 2024	GEN 3.6 - 3	13 JUN 2024
GEN 0.4 - 7	20 FEB 2025	GEN 2.3 - 3	AIRAC 21 MAR 2024	GEN 3.6 - 4	13 JUN 2024
GEN 0.4 - 8	20 FEB 2025	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	23 JAN 2025	GEN 3.1 - 3	05 SEP 2024	GEN 4.1 - 26	26 DEC 2024
GEN 1.7 - 2	23 JAN 2025	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	20 FEB 2025	ENR 1.12 - 2	28 MAY 2015
GEN 4.1 - 41	26 DEC 2024	GEN 4.2 - 18	20 FEB 2025	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 20 FEB 2025
GEN 4.1 - 48	26 DEC 2024	PART 2 - EN-ROUTE (ENR)		ENR 2.1 - 2	AIRAC 20 FEB 2025
GEN 4.1 - 49	26 DEC 2024			ENR 2.1 - 3	AIRAC 20 FEB 2025
GEN 4.1 - 50	26 DEC 2024	ENR 0.1 - 1	10 AUG 2023	ENR 2.1 - 4	AIRAC 20 FEB 2025
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	20 FEB 2025	ENR 2.1 - 20	16 JUN 2022
GEN 4.1 - 67	26 DEC 2024	ENR 1.1 - 4	20 FEB 2025	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 20 FEB 2025
GEN 4.1 - 74	26 DEC 2024	ENR 1.4 - 1	20 FEB 2025	ENR 2.2 - 2	AIRAC 20 FEB 2025
GEN 4.1 - 75	26 DEC 2024	ENR 1.4 - 2	20 FEB 2025	ENR 2.2 - 3	AIRAC 20 FEB 2025
GEN 4.1 - 76	26 DEC 2024	ENR 1.4 - 3	11 JUL 2024	ENR 2.2 - 4	AIRAC 20 FEB 2025
GEN 4.1 - 77	26 DEC 2024	ENR 1.4 - 4	11 JUL 2024	ENR 2.2 - 5	AIRAC 20 FEB 2025
GEN 4.1 - 78	26 DEC 2024	ENR 1.4 - 5	21 MAR 2024	ENR 2.2 - 6	AIRAC 20 FEB 2025
GEN 4.1 - 79	26 DEC 2024	ENR 1.4 - 6	21 MAR 2024	ENR 3.1 - 1	13 JUN 2024
GEN 4.1 - 80	26 DEC 2024	ENR 1.5 - 1	20 FEB 2025	ENR 3.1 - 2	13 JUN 2024
GEN 4.1 - 81	26 DEC 2024	ENR 1.5 - 2	20 FEB 2025	ENR 3.2 - 1	23 JAN 2025
GEN 4.1 - 82	26 DEC 2024	ENR 1.5 - 3	23 APR 2020	ENR 3.2 - 2	23 JAN 2025
GEN 4.1 - 83	26 DEC 2024	ENR 1.5 - 4	23 APR 2020	ENR 3.2 - 3	23 JAN 2025
GEN 4.1 - 84	26 DEC 2024	ENR 1.6 - 1	27 JAN 2022	ENR 3.2 - 4	23 JAN 2025
GEN 4.1 - 85	26 DEC 2024	ENR 1.6 - 2	27 JAN 2022	ENR 3.2 - 5	23 JAN 2025
GEN 4.1 - 86	26 DEC 2024	ENR 1.6 - 3	29 MAR 2018	ENR 3.2 - 6	23 JAN 2025
GEN 4.1 - 87	26 DEC 2024	ENR 1.6 - 4	29 MAR 2018	ENR 3.2 - 7	23 JAN 2025
GEN 4.1 - 88	26 DEC 2024	ENR 1.7 - 1	10 AUG 2023	ENR 3.2 - 8	23 JAN 2025
GEN 4.1 - 89	26 DEC 2024	ENR 1.7 - 2	10 AUG 2023	ENR 3.2 - 9	23 JAN 2025
GEN 4.1 - 90	26 DEC 2024	ENR 1.7 - 3	AIRAC 22 APR 2021	ENR 3.2 - 10	23 JAN 2025
GEN 4.1 - 91	26 DEC 2024	ENR 1.7 - 4	AIRAC 22 APR 2021	ENR 3.2 - 11	23 JAN 2025
GEN 4.1 - 92	26 DEC 2024	ENR 1.7 - 5	05 SEP 2024	ENR 3.2 - 12	23 JAN 2025
GEN 4.1 - 93	26 DEC 2024	ENR 1.7 - 6	05 SEP 2024	ENR 3.2 - 13	23 JAN 2025
GEN 4.1 - 94	26 DEC 2024	ENR 1.8 - 1	08 AUG 2024	ENR 3.2 - 14	23 JAN 2025
GEN 4.2 - 1	20 FEB 2025	ENR 1.8 - 2	08 AUG 2024	ENR 3.2 - 15	23 JAN 2025
GEN 4.2 - 2	20 FEB 2025	ENR 1.9 - 1	AIRAC 22 FEB 2024	ENR 3.2 - 16	23 JAN 2025
GEN 4.2 - 3	30 MAR 2017	ENR 1.9 - 2	AIRAC 22 FEB 2024	ENR 3.2 - 17	23 JAN 2025
GEN 4.2 - 4	30 MAR 2017	ENR 1.9 - 3	AIRAC 22 FEB 2024	ENR 3.2 - 18	23 JAN 2025
GEN 4.2 - 5	30 MAR 2017	ENR 1.9 - 4	AIRAC 22 FEB 2024	ENR 3.2 - 19	23 JAN 2025
GEN 4.2 - 6	30 MAR 2017	ENR 1.10 - 1	AIRAC 20 FEB 2025	ENR 3.2 - 20	23 JAN 2025
GEN 4.2 - 7	30 MAR 2017	ENR 1.10 - 2	AIRAC 20 FEB 2025	ENR 3.2 - 21	23 JAN 2025
GEN 4.2 - 8	30 MAR 2017	ENR 1.10 - 3	21 APR 2022	ENR 3.2 - 22	23 JAN 2025
GEN 4.2 - 9	30 MAR 2017	ENR 1.10 - 4	21 APR 2022	ENR 3.2 - 23	23 JAN 2025
GEN 4.2 - 10	30 MAR 2017	ENR 1.10 - 5	13 JUN 2024	ENR 3.2 - 24	23 JAN 2025
GEN 4.2 - 11	20 FEB 2025	ENR 1.10 - 6	13 JUN 2024	ENR 3.2 - 25	23 JAN 2025
GEN 4.2 - 12	20 FEB 2025	ENR 1.11 - 1	AIRAC 31 OCT 2024	ENR 3.2 - 26	23 JAN 2025
GEN 4.2 - 13	20 FEB 2025	ENR 1.11 - 2	AIRAC 31 OCT 2024	ENR 3.2 - 27	23 JAN 2025
GEN 4.2 - 14	20 FEB 2025	ENR 1.11 - 3	28 MAY 2015	ENR 3.2 - 28	23 JAN 2025
GEN 4.2 - 15	20 FEB 2025	ENR 1.11 - 4	28 MAY 2015	ENR 3.2 - 29	23 JAN 2025
GEN 4.2 - 16	20 FEB 2025	ENR 1.12 - 1	28 MAY 2015	ENR 3.2 - 30	23 JAN 2025

Page	Date	Page	Date	Page	Date
ENR 3.2 - 31	23 JAN 2025	ENR 3.3 - 14	AIRAC 22 FEB 2024	ENR 5.2 - 23	AIRAC 21 MAR 2024
ENR 3.2 - 32	23 JAN 2025	ENR 3.3 - 15	AIRAC 22 FEB 2024	ENR 5.2 - 24	AIRAC 21 MAR 2024
ENR 3.2 - 33	23 JAN 2025	ENR 3.3 - 16	AIRAC 22 FEB 2024	ENR 5.2 - 25	AIRAC 21 MAR 2024
ENR 3.2 - 34	23 JAN 2025	ENR 3.3 - 17	AIRAC 22 FEB 2024	ENR 5.2 - 26	AIRAC 21 MAR 2024
ENR 3.2 - 35	23 JAN 2025	ENR 3.3 - 18	AIRAC 22 FEB 2024	ENR 5.2 - 27	AIRAC 21 MAR 2024
ENR 3.2 - 36	23 JAN 2025	ENR 3.4 - 1	13 JUN 2024	ENR 5.2 - 28	AIRAC 21 MAR 2024
ENR 3.2 - 37	23 JAN 2025	ENR 3.4 - 2	13 JUN 2024	ENR 5.2 - 29	AIRAC 21 MAR 2024
ENR 3.2 - 38	23 JAN 2025	ENR 4.1 - 1	AIRAC 31 OCT 2024	ENR 5.2 - 30	AIRAC 21 MAR 2024
ENR 3.2 - 39	23 JAN 2025	ENR 4.1 - 2	AIRAC 31 OCT 2024	ENR 5.2 - 31	AIRAC 21 MAR 2024
ENR 3.2 - 40	23 JAN 2025	ENR 4.2 - 1	26 JAN 2023	ENR 5.2 - 32	AIRAC 21 MAR 2024
ENR 3.2 - 41	23 JAN 2025	ENR 4.2 - 2	26 JAN 2023	ENR 5.2 - 33	AIRAC 23 MAR 2023
ENR 3.2 - 42	23 JAN 2025	ENR 4.3 - 1	15 JUL 2021	ENR 5.2 - 34	AIRAC 23 MAR 2023
ENR 3.2 - 43	23 JAN 2025	ENR 4.3 - 2	15 JUL 2021	ENR 5.2 - 35	AIRAC 23 MAR 2023
ENR 3.2 - 44	23 JAN 2025	ENR 4.4 - 1	AIRAC 13 JUN 2024	ENR 5.2 - 36	AIRAC 23 MAR 2023
ENR 3.2 - 45	23 JAN 2025	ENR 4.4 - 2	AIRAC 13 JUN 2024	ENR 5.2 - 37	AIRAC 21 MAR 2024
ENR 3.2 - 46	23 JAN 2025	ENR 4.4 - 3	AIRAC 31 OCT 2024	ENR 5.2 - 38	AIRAC 21 MAR 2024
ENR 3.2 - 47	23 JAN 2025	ENR 4.4 - 4	AIRAC 31 OCT 2024	ENR 5.2 - 39	AIRAC 21 MAR 2024
ENR 3.2 - 48	23 JAN 2025	ENR 4.4 - 5	AIRAC 31 OCT 2024	ENR 5.2 - 40	AIRAC 21 MAR 2024
ENR 3.2 - 49	23 JAN 2025	ENR 4.4 - 6	AIRAC 31 OCT 2024	ENR 5.2 - 41	13 JUN 2024
ENR 3.2 - 50	23 JAN 2025	ENR 4.4 - 7	AIRAC 31 OCT 2024	ENR 5.2 - 42	13 JUN 2024
ENR 3.2 - 51	23 JAN 2025	ENR 4.4 - 8	AIRAC 31 OCT 2024	ENR 5.3 - 1	05 SEP 2024
ENR 3.2 - 52	23 JAN 2025	ENR 4.4 - 9	AIRAC 31 OCT 2024	ENR 5.3 - 2	05 SEP 2024
ENR 3.2 - 53	23 JAN 2025	ENR 4.4 - 10	AIRAC 31 OCT 2024	ENR 5.4 - 1	18 APR 2024
ENR 3.2 - 54	23 JAN 2025	ENR 4.4 - 11	AIRAC 31 OCT 2024	ENR 5.4 - 2	18 APR 2024
ENR 3.2 - 55	23 JAN 2025	ENR 4.4 - 12	AIRAC 31 OCT 2024	ENR 5.5 - 1	AIRAC 21 MAR 2024
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ENR 3.2 - 57	23 JAN 2025	ENR 4.4 - 14	AIRAC 23 JAN 2025	ENR 5.5 - 3	AIRAC 21 MAR 2024
ENR 3.2 - 58	23 JAN 2025	ENR 4.5 - 1	26 JAN 2023	ENR 5.5 - 4	AIRAC 21 MAR 2024
ENR 3.2 - 59	23 JAN 2025	ENR 4.5 - 2	26 JAN 2023	ENR 5.5 - 5	AIRAC 24 MAR 2022
ENR 3.2 - 60	23 JAN 2025	ENR 5.1 - 1	AIRAC 21 MAR 2024	ENR 5.5 - 6	AIRAC 24 MAR 2022
ENR 3.2 - 61	23 JAN 2025	ENR 5.1 - 2	AIRAC 21 MAR 2024	ENR 5.5 - 7	AIRAC 24 MAR 2022
ENR 3.2 - 62	23 JAN 2025	ENR 5.1 - 3	AIRAC 21 MAR 2024	ENR 5.5 - 8	AIRAC 24 MAR 2022
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ENR 3.2 - 64	23 JAN 2025	ENR 5.1 - 5	AIRAC 21 MAR 2024	ENR 5.5 - 10	AIRAC 21 MAR 2024
ENR 3.2 - 65	23 JAN 2025	ENR 5.1 - 6	AIRAC 21 MAR 2024	ENR 5.5 - 11	AIRAC 21 MAR 2024
ENR 3.2 - 66	23 JAN 2025	ENR 5.1 - 7	AIRAC 21 MAR 2024	ENR 5.5 - 12	AIRAC 21 MAR 2024
ENR 3.2 - 67	23 JAN 2025	ENR 5.1 - 8	AIRAC 21 MAR 2024	ENR 5.5 - 13	13 JUN 2024
ENR 3.2 - 68	23 JAN 2025	ENR 5.1 - 9	16 MAY 2024	ENR 5.5 - 14	13 JUN 2024
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ENR 3.2 - 70	23 JAN 2025	ENR 5.1 - 11	AIRAC 21 MAR 2024	ENR 5.5 - 16	AIRAC 21 MAR 2024
ENR 3.2 - 71	23 JAN 2025	ENR 5.1 - 12	AIRAC 21 MAR 2024	ENR 5.5 - 17	11 JUL 2024
ENR 3.2 - 72	23 JAN 2025	ENR 5.1 - 13	AIRAC 21 MAR 2024	ENR 5.5 - 18	11 JUL 2024
ENR 3.2 - 73	23 JAN 2025	ENR 5.1 - 14	AIRAC 21 MAR 2024	ENR 5.5 - 19	25 JAN 2024
ENR 3.2 - 74	23 JAN 2025	ENR 5.1 - 15	AIRAC 21 MAR 2024	ENR 5.5 - 20	25 JAN 2024
ENR 3.2 - 75	23 JAN 2025	ENR 5.1 - 16	AIRAC 21 MAR 2024	ENR 5.6 - 1	15 OCT 2015
ENR 3.2 - 76	23 JAN 2025	ENR 5.1 - 17	11 JUL 2024	ENR 5.6 - 2	15 OCT 2015
ENR 3.2 - 77	23 JAN 2025	ENR 5.1 - 18	11 JUL 2024	ENR 5.6 - 3	13 JUN 2024
ENR 3.2 - 78	23 JAN 2025	ENR 5.1 - 19	AIRAC 21 MAR 2024	ENR 5.6 - 4	13 JUN 2024
ENR 3.2 - 79	23 JAN 2025	ENR 5.1 - 20	AIRAC 21 MAR 2024	ENR 5.6 - 5	13 JUN 2024
ENR 3.2 - 80	23 JAN 2025	ENR 5.2 - 1	AIRAC 21 MAR 2024	ENR 5.6 - 6	13 JUN 2024
ENR 3.2 - 81	23 JAN 2025	ENR 5.2 - 2	AIRAC 21 MAR 2024	ENR 5.6 - 7	13 JUN 2024
ENR 3.2 - 82	23 JAN 2025	ENR 5.2 - 3	AIRAC 21 MAR 2024	ENR 5.6 - 8	13 JUN 2024
ENR 3.2 - 83	23 JAN 2025	ENR 5.2 - 4	AIRAC 21 MAR 2024	ENR 6 - 1	18 MAY 2023
ENR 3.2 - 84	23 JAN 2025	ENR 5.2 - 5	AIRAC 21 MAR 2024	ENR 6 - 2	18 MAY 2023
ENR 3.2 - 85	23 JAN 2025	ENR 5.2 - 6	AIRAC 21 MAR 2024	ENR 6.1 - 1	05 SEP 2024
ENR 3.2 - 86	23 JAN 2025	ENR 5.2 - 7	AIRAC 21 MAR 2024	ENR 6.1 - 2	05 SEP 2024
ENR 3.2 - 87	23 JAN 2025	ENR 5.2 - 8	AIRAC 21 MAR 2024	ENR 6.3 - 1	AIRAC 31 OCT 2024
ENR 3.2 - 88	23 JAN 2025	ENR 5.2 - 9	AIRAC 21 MAR 2024	ENR 6.3 - 2	AIRAC 31 OCT 2024
ENR 3.3 - 1	AIRAC 22 FEB 2024	ENR 5.2 - 10	AIRAC 21 MAR 2024	ENR 6.4 - 1	AIRAC 31 OCT 2024
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
ENR 3.3 - 4	AIRAC 22 FEB 2024	ENR 5.2 - 13	AIRAC 21 MAR 2024	ENR 6.5 - 2	26 DEC 2024
ENR 3.3 - 5	AIRAC 22 FEB 2024	ENR 5.2 - 14	AIRAC 21 MAR 2024	ENR 6.7 - 1	26 DEC 2024
ENR 3.3 - 6	AIRAC 22 FEB 2024	ENR 5.2 - 15	AIRAC 21 MAR 2024	ENR 6.7 - 2	26 DEC 2024
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		
				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

Page	Date	Page	Date	Page	Date
AD 0.2 - 2	26 JAN 2023	LSZB AD 2.24.7 - 1	AIRAC 20 FEB 2025	LSGC AD 2.24.9 - 2	23 JAN 2025
AD 0.3 - 1	26 JAN 2023	LSZB AD 2.24.7 - 2	AIRAC 20 FEB 2025	LSGC AD 2.24.9 - 3	23 JAN 2025
AD 0.3 - 2	26 JAN 2023	LSZB AD 2.24.7 - 3	AIRAC 20 FEB 2025	LSGC AD 2.24.9 - 4	23 JAN 2025
AD 0.4 - 1	26 JAN 2023	LSZB AD 2.24.7 - 4	AIRAC 20 FEB 2025	LSGC AD 2.24.10 - 1	23 JAN 2025
AD 0.4 - 2	26 JAN 2023	LSZB AD 2.24.9 - 1	AIRAC 20 FEB 2025	LSGC AD 2.24.10 - 2	23 JAN 2025
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AD 0.6 - 2	28 DEC 2023	LSZB AD 2.24.10 - 3	AIRAC 20 FEB 2025	LSGG AD 2 - 2	20 FEB 2025
AD 0.6 - 3	28 DEC 2023	LSZB AD 2.24.10 - 4	AIRAC 20 FEB 2025	LSGG AD 2 - 3	28 NOV 2024
AD 0.6 - 4	28 DEC 2023	LSZB AD 2.24.10 - 5	AIRAC 20 FEB 2025	LSGG AD 2 - 4	28 NOV 2024
AD 0.6 - 5	28 DEC 2023	LSZB AD 2.24.10 - 6	AIRAC 20 FEB 2025	LSGG AD 2 - 5	26 DEC 2024
AD 0.6 - 6	28 DEC 2023	LSZB AD 2.24.10 - 7	AIRAC 20 FEB 2025	LSGG AD 2 - 6	26 DEC 2024
AD 0.6 - 7	28 DEC 2023	LSZB AD 2.24.10 - 8	AIRAC 20 FEB 2025	LSGG AD 2 - 7	AIRAC 08 AUG 2024
AD 0.6 - 8	28 DEC 2023	LSZB AD 2.24.10 - 9	AIRAC 20 FEB 2025	LSGG AD 2 - 8	AIRAC 08 AUG 2024
AD 0.6 - 9	28 DEC 2023	LSZB AD 2.24.10 - 10	AIRAC 20 FEB 2025	LSGG AD 2 - 9	28 NOV 2024
AD 0.6 - 10	28 DEC 2023	LSZB AD 2.24.10 - 11	AIRAC 20 FEB 2025	LSGG AD 2 - 10	28 NOV 2024
AD 0.6 - 11	28 DEC 2023	LSZB AD 2.24.10 - 12	AIRAC 20 FEB 2025	LSGG AD 2 - 11	03 OCT 2024
AD 0.6 - 12	28 DEC 2023	LSZB AD 2.24.13 - 1	AIRAC 20 FEB 2025	LSGG AD 2 - 12	03 OCT 2024
AD 0.6 - 13	28 DEC 2023	LSZB AD 2.24.13 - 2	AIRAC 20 FEB 2025	LSGG AD 2 - 13	AIRAC 31 OCT 2024
AD 0.6 - 14	28 DEC 2023	LSZB AD 2.24.13 - 3	20 FEB 2025	LSGG AD 2 - 14	AIRAC 31 OCT 2024
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AD 1.1 - 2	19 MAY 2022	LSZC AD 2 - 1	28 NOV 2024	LSGG AD 2 - 16	AIRAC 31 OCT 2024
AD 1.1 - 3	28 NOV 2024	LSZC AD 2 - 2	28 NOV 2024	LSGG AD 2 - 17	AIRAC 31 OCT 2024
AD 1.1 - 4	28 NOV 2024	LSZC AD 2 - 3	28 NOV 2024	LSGG AD 2 - 18	AIRAC 31 OCT 2024
AD 1.1 - 5	19 MAY 2022	LSZC AD 2 - 4	28 NOV 2024	LSGG AD 2 - 19	03 OCT 2024
AD 1.1 - 6	19 MAY 2022	LSZC AD 2 - 5	25 JAN 2024	LSGG AD 2 - 20	03 OCT 2024
AD 1.2 - 1	28 DEC 2023	LSZC AD 2 - 6	25 JAN 2024	LSGG AD 2 - 21	03 OCT 2024
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
AD 1.2 - 4	19 MAY 2022	LSZC AD 2 - 9	21 MAR 2024	LSGG AD 2 - 24	26 DEC 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
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
AD 1.3 - 6	AIRAC 25 JAN 2024	LSZC AD 2.24.7 - 1	26 DEC 2024	LSGG AD 2 - 30	AIRAC 31 OCT 2024
AD 1.4 - 1	19 MAY 2022	LSZC AD 2.24.7 - 2	26 DEC 2024	LSGG AD 2 - 31	AIRAC 31 OCT 2024
AD 1.4 - 2	19 MAY 2022	LSZC AD 2.24.9 - 1	26 DEC 2024	LSGG AD 2 - 32	AIRAC 31 OCT 2024
AD 1.5 - 1	19 MAY 2022	LSZC AD 2.24.9 - 2	26 DEC 2024	LSGG AD 2 - 33	26 DEC 2024
AD 1.5 - 2	19 MAY 2022	LSZC AD 2.24.10 - 1	23 JAN 2025	LSGG AD 2 - 34	26 DEC 2024
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LSZB AD 2 - 3	28 NOV 2024	LSZC AD 2.24.10 - 4	26 DEC 2024	LSGG AD 2 - 37	AIRAC 31 OCT 2024
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LSZB AD 2 - 19	AIRAC 20 FEB 2025	LSGC AD 2 - 16	23 JAN 2025	LSGG AD 2.24.1 - 1	20 FEB 2025
LSZB AD 2 - 20	AIRAC 20 FEB 2025	LSGC AD 2.24.1 - 1	23 JAN 2025	LSGG AD 2.24.1 - 2	20 FEB 2025
LSZB AD 2.24.1 - 1	AIRAC 20 FEB 2025	LSGC AD 2.24.1 - 2	23 JAN 2025	LSGG AD 2.24.2 - 1	20 FEB 2025
LSZB AD 2.24.1 - 2	AIRAC 20 FEB 2025	LSGC AD 2.24.2 - 1	23 JAN 2025	LSGG AD 2.24.2 - 2	20 FEB 2025
LSZB AD 2.24.2 - 1	AIRAC 20 FEB 2025	LSGC AD 2.24.2 - 2	23 JAN 2025	LSGG AD 2.24.3 - 1	20 FEB 2025
LSZB AD 2.24.2 - 2	AIRAC 20 FEB 2025	LSGC AD 2.24.4 - 1	23 JAN 2025	LSGG AD 2.24.3 - 2	20 FEB 2025
LSZB AD 2.24.4 - 1	AIRAC 20 FEB 2025	LSGC AD 2.24.4 - 2	23 JAN 2025	LSGG AD 2.24.3 - 3	20 FEB 2025
LSZB AD 2.24.4 - 2	AIRAC 20 FEB 2025	LSGC AD 2.24.7 - 1	23 JAN 2025	LSGG AD 2.24.3 - 4	20 FEB 2025
LSZB AD 2.24.4 - 3	AIRAC 20 FEB 2025	LSGC AD 2.24.7 - 2	23 JAN 2025	LSGG AD 2.24.4 - 1	20 FEB 2025
LSZB AD 2.24.4 - 4	AIRAC 20 FEB 2025	LSGC AD 2.24.7 - 3	23 JAN 2025	LSGG AD 2.24.4 - 2	20 FEB 2025
LSZB AD 2.24.6 - 1	AIRAC 20 FEB 2025	LSGC AD 2.24.7 - 4	23 JAN 2025	LSGG AD 2.24.4 - 3	20 FEB 2025
LSZB AD 2.24.6 - 2	AIRAC 20 FEB 2025	LSGC AD 2.24.9 - 1	23 JAN 2025	LSGG AD 2.24.4 - 4	20 FEB 2025

Page	Date	Page	Date	Page	Date
LSGG AD 2.24.5 - 1	20 FEB 2025	LSZG AD 2.24.7 - 8	AIRAC 23 JAN 2025	LSMP AD 2.24.7 - 1	23 JAN 2025
LSGG AD 2.24.5 - 2	20 FEB 2025	LSZG AD 2.24.10 - 1	23 JAN 2025	LSMP AD 2.24.7 - 2	23 JAN 2025
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LSZG AD 2.24.7 - 7	AIRAC 23 JAN 2025	LSMP AD 2.24.4 - 4	23 JAN 2025	LSZS AD 2 - 11	28 DEC 2023

Page	Date	Page	Date	Page	Date
LSZS AD 2 - 12	28 DEC 2023	LSZH AD 2 - 2	AIRAC 08 AUG 2024	LSZH AD 2 - 73	AIRAC 03 OCT 2024
LSZS AD 2 - 13	21 MAR 2024	LSZH AD 2 - 3	28 NOV 2024	LSZH AD 2 - 74	AIRAC 03 OCT 2024
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LSGS AD 2.24.4 - 1	23 JAN 2025	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	23 JAN 2025	LSZH AD 2 - 55	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 8	AIRAC 18 MAY 2023
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LSGS AD 2.24.7 - 3	23 JAN 2025	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	23 JAN 2025	LSZH AD 2 - 59	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 2	AIRAC 24 MAR 2022
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LSGS AD 2.24.9 - 2	23 JAN 2025	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	23 JAN 2025	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	23 JAN 2025	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	23 JAN 2025	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	23 JAN 2025	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	23 JAN 2025	LSZH AD 2 - 66	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 1	07 OCT 2021
LSGS AD 2.24.10 - 6	23 JAN 2025	LSZH AD 2 - 67	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 2	07 OCT 2021
LSGS AD 2.24.13 - 1	23 JAN 2025	LSZH AD 2 - 68	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 3	07 OCT 2021
LSGS AD 2.24.13 - 2	23 JAN 2025	LSZH AD 2 - 69	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 4	07 OCT 2021
LSGS AD 2.24.13 - 3	23 JAN 2025	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	23 JAN 2025	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

Page	Date	Page	Date	Page	Date
LSZH AD 2.24.7.5 - 8	AIRAC 18 MAY 2023				
LSZH AD 2.24.7.5 - 9	07 OCT 2021				
LSZH AD 2.24.7.5 - 10	07 OCT 2021				
LSZH AD 2.24.7.6 - 1	07 OCT 2021				
LSZH AD 2.24.7.6 - 2	07 OCT 2021				
LSZH AD 2.24.9.1 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.1 - 2	AIRAC 24 MAR 2022				
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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	20 FEB 2025				
LSZH AD 2.24.10.4 - 4	20 FEB 2025				
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 4.2 AIR NAVIGATION SERVICES CHARGES

1. EN ROUTE AIR NAVIGATION SERVICES

1.1 Principles

The main following principles apply:

- The Swiss FIR constitutes a single charging zone
- A single unit rate is set per charging zone
- Charges take the DIST flown and the MTOM of the ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

As signatory of the Multilateral Agreement of 12 FEB 1981 relating to air navigation route charges, Switzerland is a member of the EUROCONTROL Organization and thus applies all related rules. Of particular interest for the user are the Conditions of application of the route charges system and conditions of payment which are AVBL on the following web site:

URL: <http://www.eurocontrol.int/articles/reference-documents>

The detailed principles applied also are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: <http://www.admin.ch/ch/f/rs/rs.html>

1.2 En route charges

The Swiss unit rate is set up in Swiss francs and is recalculated monthly in Euros by applying the average monthly exchange rate between the Euros and the national currency for the month preceding the month during which the FLT takes place.

The Swiss tariff is AVBL on following web site:

URL: <http://www.eurocontrol.int/services/monthly-adjusted-unit-rates>

It is composed of a national unit rate to finance national air navigation services and of a regional administrative unit rate to finance the central billing and collection of charges at the EUROCONTROL level.

The exchange rate applied shall be that published in the Official Journal of the European Communities (Information and Notices). Where not indicated in the Official Journal, the exchange rate shall be calculated by reference on the one hand to the rate of exchange between the Euro and the dollar of the United States of America and, on the other hand, to the rate of exchange between the national currency concerned and the dollar of the United States of America as published by the International Monetary Fund in its "International Financial Statistics".

The data for the calculation of the charges are derived from the flight plan. Flight plans should therefore be CMPL in strict accordance with ICAO instructions.

With regard to the conditions of payment of route charges the interest rate on late payment of route charges is published on Eurocontrol circulars:

URL: <http://www.eurocontrol.int/articles/information-circulars>

Exempt flights

The following FLTs are exempt from ENR charges:

- FLTs performed by ACFT of which the MTOM authorised is less than two metric tonnes
- Mixed VFR/IFR FLTs in the charging zones where they are performed exclusively under VFR and where a charge is not levied for VFR FLTs
- FLTs performed exclusively for the transport, on official mission, of the reigning Monarch and his immediate family, Heads of State, Heads of Government, and Government Ministers; in all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan
- SAR FLTs authorised in accordance with the related Federal Ordinance
- FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned
- VFR FLTs
- With the agreement of the Federal Department of Foreign Affairs and of the Swiss Air Force, FOCA exempts foreign MIL FLTs from route charges, on request of the concerned State and under the conditions of reciprocity
- Humanitarian FLTs

1.3 Billing and collection of route charges

FOCA has entrusted the EUROCONTROL Organisation with the billing and collection of the charges.

Post: EUROCONTROL
Central route charges office
Rue de la Fusée 96
B-1130 Brussels

Phone: +32 (0) 2 729 38 13

Fax: +32 (0) 2 729 90 93

Email: r3.crc@eurocontrol.int

Information concerning the billing and collection of ENR charges may be obtained from the above mentioned office.

2. CATEGORY I APPROACH AIR NAVIGATION SERVICES

2.1 Principles

The main following principles apply:

- A single unit rate is set per charging zone
- One charge is billed for each APCH
- Charges take the MTOM of ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

One charging zone is defined:

- Category I encompasses the ADs of Geneva and Zurich

The detailed principles applied are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: <http://www.admin.ch/ch/fr/rs/rs.html>

2.2 Category I charges (Zurich and Geneva)

Valid charges per APCH (VAT excl.) are AVBL in [ANNEX 1: Approach charges for aerodromes of category I](#).

For information, they are calculated using following formula:

Unit rate x $((\text{MTOM}/50)^{0.7})$ and following unit rate: CHF 560.35

A set charge per MTOM in tonnes is applied to ACFT under 4.999 tonnes. The formula mentioned above is thus not applied for these FLT's.

VFR training flights

A set charge per MTOM is applied for VFR training FLT's under 29.999 tonnes LDG in Geneva. Beyond this MTOM, in Geneva, normal charges apply. In Zurich, normal charges apply for all training FLT's.

For the purpose of fees and charges only, a reduced fee is granted to VFR training FLT's that meet the following conditions:

- the FLT must be performed within a course, the aim of which it is to obtain a pilot's or an instructor's rating;
- it must be a VFR FLT;
- it must be attended or supervised by a FLT instructor or an inspector certified by FOCA and a student;
- training FLT's within the AD circuit are treated as such provided that the AP offers reduced LDG charges for these FLT's;
- training FLT's are not commercial FLT's as defined by aviation law, and are not to be used for the purpose of the carriage of passengers or goods.

VFR FLT's to obtain a certification on specific APCH procedures are considered as VFR training FLT's.

Within a FLT school organisation or a FLT club, only the FLT's matching the above mentioned criteria are entitled to a reduced fee.

The following FLT's are not considered to be training FLT's:

- FLT's to retain a pilot's or an instructor's rating;
- familiarisation FLT's;
- check FLT's;
- positioning FLT's to deliver training at another AP;
- FLT's to maintain a certification on specific APCH procedures.

Gliders

Towing ACFT are exempt from APCH charges for APCH on the grass RWY for gliders:

For powered gliders, the ordinary APCH charges are levied.

For instruction and training FLT's with towing ACFT and powered gliders, the rate and the definition of "VFR training flights" are applicable.

Exempt flights

The following FLT's are exempt from APCH charges on:

- a. FLT's operated exclusively for the transport, on official mission, of the following passengers:
 - Reigning monarch and his immediate family
 - Heads of State, heads of Government and Government Ministers

In all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan.

- b. SAR FLT's, as defined in the corresponding Federal Ordinance.
- c. FLT's performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLT's by the ACFT concerned.

9.3 Billing and collection of charges

The AD is responsible for the billing and collection of the charges. Information concerning the billing and collection of APCH charges may be obtained from the local AP authorities.

10. ANNEX 1: Approach charges for aerodromes of category I

The tariffs are exclusive of VAT.

(1) Zurich excluded

Maximum take-off mass (MTOM in kg)		Charges CHF	VFR training flights CHF ⁽¹⁾	Maximum take-off mass (MTOM in kg)		Charges CHF	VFR training flights CHF ⁽¹⁾
1	- 1 000	7.30	3.85	40 001	- 41 000	487.70	
1 001	- 2 000	15.00	7.70	41 001	- 42 000	496.00	
2 001	- 3 000	21.30	11.25	42 001	- 43 000	504.20	
3 001	- 4 000	95.60	15.00	43 001	- 44 000	512.40	
4 001	- 5 000	111.80	18.75	44 001	- 45 000	520.50	
5 001	- 6 000	127.00	22.20	45 001	- 46 000	528.60	
6 001	- 7 000	141.50	25.90	46 001	- 47 000	536.60	
7 001	- 8 000	155.40	29.60	47 001	- 48 000	544.60	
8 001	- 9 000	168.70	33.30	48 001	- 49 000	552.50	
9 001	- 10 000	181.60	37.00	49 001	- 50 000	560.40	
10 001	- 11 000	194.20	40.70	50 001	- 51 000	568.20	
11 001	- 12 000	206.40	44.40	51 001	- 52 000	575.90	
12 001	- 13 000	218.20	48.10	52 001	- 53 000	583.70	
13 001	- 14 000	229.90	51.80	53 001	- 54 000	591.40	
14 001	- 15 000	241.20	55.50	54 001	- 55 000	599.00	
15 001	- 16 000	252.40	59.20	55 001	- 56 000	606.60	
16 001	- 17 000	263.30	62.90	56 001	- 57 000	614.20	
17 001	- 18 000	274.10	66.60	57 001	- 58 000	621.70	
18 001	- 19 000	284.60	70.30	58 001	- 59 000	629.20	
19 001	- 20 000	295.10	74.00	59 001	- 60 000	636.60	
20 001	- 21 000	305.30	76.65	60 001	- 61 000	644.00	
21 001	- 22 000	315.40	80.30	61 001	- 62 000	651.40	
22 001	- 23 000	325.40	83.95	62 001	- 63 000	658.70	
23 001	- 24 000	335.20	87.60	63 001	- 64 000	666.00	
24 001	- 25 000	344.90	91.25	64 001	- 65 000	673.30	
25 001	- 26 000	354.50	94.90	65 001	- 66 000	680.60	
26 001	- 27 000	364.00	98.55	66 001	- 67 000	687.80	
27 001	- 28 000	373.40	102.20	67 001	- 68 000	694.90	
28 001	- 29 000	382.70	105.85	68 001	- 69 000	702.10	
29 001	- 30 000	391.90	109.50	69 001	- 70 000	709.20	
30 001	- 31 000	401.00		70 001	- 71 000	716.20	
31 001	- 32 000	410.00		71 001	- 72 000	723.30	
32 001	- 33 000	418.90		72 001	- 73 000	730.30	
33 001	- 34 000	427.80		73 001	- 74 000	737.30	
34 001	- 35 000	436.50		74 001	- 75 000	744.30	
35 001	- 36 000	445.20		75 001	- 76 000	751.20	
36 001	- 37 000	453.90		76 001	- 77 000	758.10	
37 001	- 38 000	462.40		77 001	- 78 000	765.00	
38 001	- 39 000	470.90		78 001	- 79 000	771.80	
39 001	- 40 000	479.30		79 001	- 80 000	778.70	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎	Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎
80 001	-	81 000	785.50		125 001	-	126 000	1070.10	
81 001	-	82 000	792.20		126 001	-	127 000	1076.10	
82 001	-	83 000	799.00		127 001	-	128 000	1082.00	
83 001	-	84 000	805.70		128 001	-	129 000	1087.90	
84 001	-	85 000	812.40		129 001	-	130 000	1093.80	
85 001	-	86 000	819.10		130 001	-	131 000	1099.70	
86 001	-	87 000	825.70		131 001	-	132 000	1105.60	
87 001	-	88 000	832.40		132 001	-	133 000	1111.40	
88 001	-	89 000	839.00		133 001	-	134 000	1117.30	
89 001	-	90 000	845.60		134 001	-	135 000	1123.10	
90 001	-	91 000	852.10		135 001	-	136 000	1128.90	
91 001	-	92 000	858.70		136 001	-	137 000	1134.70	
92 001	-	93 000	865.20		137 001	-	138 000	1140.50	
93 001	-	94 000	871.70		138 001	-	139 000	1146.30	
94 001	-	95 000	878.20		139 001	-	140 000	1152.00	
95 001	-	96 000	884.60		140 001	-	141 000	1157.80	
96 001	-	97 000	891.10		141 001	-	142 000	1163.50	
97 001	-	98 000	897.50		142 001	-	143 000	1169.30	
98 001	-	99 000	903.90		143 001	-	144 000	1175.00	
99 001	-	100 000	910.30		144 001	-	145 000	1180.70	
100 001	-	101 000	916.70		145 001	-	146 000	1186.40	
101 001	-	102 000	923.00		146 001	-	147 000	1192.10	
102 001	-	103 000	929.30		147 001	-	148 000	1197.70	
103 001	-	104 000	935.60		148 001	-	149 000	1203.40	
104 001	-	105 000	941.90		149 001	-	150 000	1209.00	
105 001	-	106 000	948.20		150 001	-	151 000	1214.70	
106 001	-	107 000	954.10		151 001	-	152 000	1220.30	
107 001	-	108 000	960.70		152 001	-	153 000	1225.90	
108 001	-	109 000	966.90		153 001	-	154 000	1231.50	
109 001	-	110 000	973.10		154 001	-	155 000	1237.10	
110 001	-	111 000	979.30		155 001	-	156 000	1242.70	
111 001	-	112 000	985.40		156 001	-	157 000	1248.30	
112 001	-	113 000	991.60		157 001	-	158 000	1253.80	
113 001	-	114 000	997.70		158 001	-	159 000	1259.40	
114 001	-	115 000	1003.90		159 001	-	160 000	1264.90	
115 001	-	116 000	1010.00		160 001	-	161 000	1270.50	
116 001	-	117 000	1016.00		161 001	-	162 000	1276.00	
117 001	-	118 000	1022.10		162 001	-	163 000	1281.50	
118 001	-	119 000	1028.20		163 001	-	164 000	1287.00	
119 001	-	120 000	1034.20		164 001	-	165 000	1292.50	
120 001	-	121 000	1040.20		165 001	-	166 000	1297.80	
121 001	-	122 000	1046.20		166 001	-	167 000	1303.40	
122 001	-	123 000	1052.20		167 001	-	168 000	1308.90	
123 001	-	124 000	1058.20		168 001	-	169 000	1314.30	
124 001	-	125 000	1064.20		169 001	-	170 000	1319.80	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ⁽¹⁾
170 001	-	171 000	1325.20	
171 001	-	172 000	1330.60	
172 001	-	173 000	1336.00	
173 001	-	174 000	1341.40	
174 001	-	175 000	1346.80	
175 001	-	176 000	1352.20	
176 001	-	177 000	1357.60	
177 001	-	178 000	1362.90	
178 001	-	179 000	1368.30	
179 001	-	180 000	1373.60	
180 001	-	181 000	1379.00	
181 001	-	182 000	1384.30	
182 001	-	183 000	1389.60	
183 001	-	184 000	1394.90	
184 001	-	185 000	1400.20	
185 001	-	186 000	1405.50	
186 001	-	187 000	1410.80	
187 001	-	188 000	1416.10	
188 001	-	189 000	1421.40	
189 001	-	190 000	1426.60	
190 001	-	191 000	1431.90	
191 001	-	192 000	1437.10	
192 001	-	193 000	1442.30	
193 001	-	194 000	1447.60	
194 001	-	195 000	1452.80	
195 001	-	196 000	1458.00	
196 001	-	197 000	1463.20	
197 001	-	198 000	1468.40	
198 001	-	199 000	1473.60	
199 001	-	200 000	1478.80	
200 001	-	201 000	1483.90	
201 001	-	202 000	1489.10	
202 001	-	203 000	1494.30	
203 001	-	204 000	1499.40	
204 001	-	205 000	1504.60	
205 001	-	206 000	1509.70	
206 001	-	207 000	1514.80	
207 001	-	208 000	1519.90	
208 001	-	209 000	1525.00	
209 001	-	210 000	1530.10	
210 001	-	211 000	1535.20	
211 001	-	212 000	1540.30	
212 001	-	213 000	1545.40	
213 001	-	214 000	1550.50	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ⁽¹⁾
214 001	-	215 000	1555.60	
215 001	-	216 000	1560.60	
216 001	-	217 000	1565.70	
217 001	-	218 000	1570.70	
218 001	-	219 000	1575.80	
219 001	-	220 000	1580.80	
220 001	-	221 000	1585.80	
221 001	-	222 000	1590.80	
222 001	-	223 000	1595.90	
223 001	-	224 000	1600.90	
224 001	-	225 000	1605.90	
225 001	-	226 000	1610.90	
226 001	-	227 000	1615.80	
227 001	-	228 000	1620.80	
228 001	-	229 000	1625.80	
229 001	-	230 000	1630.80	
230 001	-	231 000	1635.70	
231 001	-	232 000	1640.70	
232 001	-	233 000	1645.60	
233 001	-	234 000	1650.60	
234 001	-	235 000	1655.50	
235 001	-	236 000	1660.40	
236 001	-	237 000	1665.30	
237 001	-	238 000	1670.30	
238 001	-	239 000	1675.20	
239 001	-	240 000	1680.10	
240 001	-	241 000	1685.00	
241 001	-	242 000	1689.90	
242 001	-	243 000	1694.70	
243 001	-	244 000	1699.60	
244 001	-	245 000	1704.50	
245 001	-	246 000	1709.40	
246 001	-	247 000	1714.20	
247 001	-	248 000	1719.10	
248 001	-	249 000	1723.90	
249 001	-	250 000	1728.80	
250 001	-	251 000	1733.60	
251 001	-	252 000	1738.40	
252 001	-	253 000	1743.30	
253 001	-	254 000	1748.10	
254 001	-	255 000	1752.90	
255 001	-	256 000	1757.70	
256 001	-	257 000	1762.50	
257 001	-	258 000	1767.30	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎	Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎
258 001	-	259 000	1772.10		299 001	-	300 000	1964.10	
259 001	-	260 000	1776.90		300 001	-	301 000	1968.70	
260 001	-	261 000	1781.70		301 001	-	302 000	1973.30	
261 001	-	262 000	1786.50		302 001	-	303 000	1977.80	
262 001	-	263 000	1791.20		303 001	-	304 000	1982.40	
263 001	-	264 000	1796.00		304 001	-	305 000	1987.00	
264 001	-	265 000	1800.70		305 001	-	306 000	1991.50	
265 001	-	266 000	1805.50		306 001	-	307 000	1996.10	
266 001	-	267 000	1810.20		307 001	-	308 000	2000.60	
267 001	-	268 000	1815.00		308 001	-	309 000	2005.20	
268 001	-	269 000	1819.70		309 001	-	310 000	2009.70	
269 001	-	270 000	1824.50		310 001	-	311 000	2014.20	
270 001	-	271 000	1829.20		311 001	-	312 000	2018.80	
271 001	-	272 000	1833.90		312 001	-	313 000	2023.30	
272 001	-	273 000	1838.60		313 001	-	314 000	2027.80	
273 001	-	274 000	1843.30		314 001	-	315 000	2032.30	
274 001	-	275 000	1848.00		315 001	-	316 000	2036.90	
275 001	-	276 000	1852.70		316 001	-	317 000	2041.40	
276 001	-	277 000	1857.40		317 001	-	318 000	2045.90	
277 001	-	278 000	1862.10		318 001	-	319 000	2050.40	
278 001	-	279 000	1866.80		319 001	-	320 000	2054.90	
279 001	-	280 000	1871.50		320 001	-	321 000	2059.40	
280 001	-	281 000	1876.20		321 001	-	322 000	2063.90	
281 001	-	282 000	1880.90		322 001	-	323 000	2068.30	
282 001	-	283 000	1885.50		323 001	-	324 000	2072.80	
283 001	-	284 000	1890.20		324 001	-	325 000	2077.30	
284 001	-	285 000	1894.80		325 001	-	326 000	2081.80	
285 001	-	286 000	1899.50		326 001	-	327 000	2086.20	
286 001	-	287 000	1904.10		327 001	-	328 000	2090.70	
287 001	-	288 000	1908.80		328 001	-	329 000	2095.20	
288 001	-	289 000	1913.40		329 001	-	330 000	2099.60	
289 001	-	290 000	1918.00		330 001	-	331 000	2104.10	
290 001	-	291 000	1922.70		331 001	-	332 000	2108.50	
291 001	-	292 000	1927.30		332 001	-	333 000	2113.00	
292 001	-	293 000	1931.90		333 001	-	334 000	2117.40	
293 001	-	294 000	1936.50		334 001	-	335 000	2121.80	
294 001	-	295 000	1941.10		335 001	-	336 000	2126.30	
295 001	-	296 000	1945.70		336 001	-	337 000	2130.70	
296 001	-	297 000	1950.30		337 001	-	338 000	2135.10	
297 001	-	298 000	1954.90		338 001	-	339 000	2139.50	
298 001	-	299 000	1959.50		339 001	-	340 000	2144.00	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ⁽¹⁾
340 001	-	341 000	2148.40	
341 001	-	342 000	2152.80	
342 001	-	343 000	2157.20	
343 001	-	344 000	2161.60	
344 001	-	345 000	2166.00	
345 001	-	346 000	2170.40	
346 001	-	347 000	2174.80	
347 001	-	348 000	2179.10	
348 001	-	349 000	2183.50	
349 001	-	350 000	2187.90	
350 001	-	351 000	2192.30	
351 001	-	352 000	2196.60	
352 001	-	353 000	2201.00	
353 001	-	354 000	2205.40	
354 001	-	355 000	2209.70	
355 001	-	356 000	2214.10	
356 001	-	357 000	2218.40	
357 001	-	358 000	2222.80	
358 001	-	359 000	2227.10	
359 001	-	360 000	2231.50	
360 001	-	361 000	2235.80	
361 001	-	362 000	2240.10	
362 001	-	363 000	2244.50	
363 001	-	364 000	2248.80	
364 001	-	365 000	2253.10	
365 001	-	366 000	2257.40	
366 001	-	367 000	2261.80	
367 001	-	368 000	2266.10	
368 001	-	369 000	2270.40	
369 001	-	370 000	2274.70	
370 001	-	371 000	2279.00	
371 001	-	372 000	2283.30	
372 001	-	373 000	2287.60	
373 001	-	374 000	2291.90	
374 001	-	375 000	2296.20	
375 001	-	376 000	2300.40	
376 001	-	377 000	2304.70	
377 001	-	378 000	2309.00	
378 001	-	379 000	2313.30	
379 001	-	380 000	2317.50	
380 001	-	381 000	2321.80	
381 001	-	382 000	2326.10	
382 001	-	383 000	2330.30	
383 001	-	384 000	2334.60	
384 001	-	385 000	2338.90	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ⁽¹⁾
385 001	-	386 000	2343.10	
386 001	-	387 000	2347.40	
387 001	-	388 000	2351.60	
388 001	-	389 000	2355.80	
389 001	-	390 000	2360.10	
390 001	-	391 000	2364.30	
391 001	-	392 000	2368.50	
392 001	-	393 000	2372.80	
393 001	-	394 000	2377.00	
394 001	-	395 000	2381.20	
395 001	-	396 000	2385.40	
396 001	-	397 000	2389.60	
397 001	-	398 000	2393.90	
398 001	-	399 000	2398.10	
399 001	-	400 000	2402.30	
400 001	-	401 000	2406.50	
401 001	-	402 000	2410.70	
402 001	-	403 000	2414.90	
403 001	-	404 000	2419.10	
404 001	-	405 000	2423.30	
405 001	-	406 000	2427.40	
406 001	-	407 000	2431.60	
407 001	-	408 000	2435.80	
408 001	-	409 000	2440.00	
409 001	-	410 000	2444.20	
410 001	-	411 000	2448.30	
411 001	-	412 000	2452.50	
412 001	-	413 000	2456.70	
413 001	-	414 000	2460.80	
414 001	-	415 000	2465.00	
415 001	-	416 000	2469.10	
416 001	-	417 000	2473.30	
417 001	-	418 000	2477.40	
418 001	-	419 000	2481.60	
419 001	-	420 000	2485.70	
420 001	-	421 000	2489.90	
421 001	-	422 000	2494.00	
422 001	-	423 000	2498.20	
423 001	-	424 000	2502.30	
424 001	-	425 000	2506.40	
425 001	-	426 000	2510.50	
426 001	-	427 000	2514.70	
427 001	-	428 000	2518.80	
428 001	-	429 000	2522.90	
429 001	-	430 000	2527.00	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎	Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎
430 001	-	431 000	2531.10		475 001	-	476 000	2713.30	
431 001	-	432 000	2535.20		476 001	-	477 000	2717.30	
432 001	-	433 000	2539.30		477 001	-	478 000	2721.30	
433 001	-	434 000	2543.40		478 001	-	479 000	2725.30	
434 001	-	435 000	2547.60		479 001	-	480 000	2729.30	
435 001	-	436 000	2551.60		480 001	-	481 000	2733.30	
436 001	-	437 000	2555.70		481 001	-	482 000	2737.20	
437 001	-	438 000	2559.80		482 001	-	483 000	2741.20	
438 001	-	439 000	2563.90		483 001	-	484 000	2745.20	
439 001	-	440 000	2568.00		484 001	-	485 000	2749.20	
440 001	-	441 000	2572.10		485 001	-	486 000	2753.10	
441 001	-	442 000	2576.20		486 001	-	487 000	2757.10	
442 001	-	443 000	2580.30		487 001	-	488 000	2761.00	
443 001	-	444 000	2584.30		488 001	-	489 000	2765.00	
444 001	-	445 000	2588.40		489 001	-	490 000	2769.00	
445 001	-	446 000	2592.50		490 001	-	491 000	2772.90	
446 001	-	447 000	2596.50		491 001	-	492 000	2776.90	
447 001	-	448 000	2600.60		492 001	-	493 000	2780.80	
448 001	-	449 000	2604.70		493 001	-	494 000	2784.80	
449 001	-	450 000	2608.70		494 001	-	495 000	2788.70	
450 001	-	451 000	2612.80		495 001	-	496 000	2792.70	
451 001	-	452 000	2616.80		496 001	-	497 000	2796.60	
452 001	-	453 000	2620.90		497 001	-	498 000	2800.50	
453 001	-	454 000	2624.90		498 001	-	499 000	2804.50	
454 001	-	455 000	2629.00		499 001	-	500 000	2808.40	
455 001	-	456 000	2633.00		500 001	-	501 000	2812.30	
456 001	-	457 000	2637.10		501 001	-	502 000	2816.30	
457 001	-	458 000	2641.10		502 001	-	503 000	2820.20	
458 001	-	459 000	2645.10		503 001	-	504 000	2824.10	
459 001	-	460 000	2649.20		504 001	-	505 000	2828.00	
460 001	-	461 000	2653.20		505 001	-	506 000	2832.00	
461 001	-	462 000	2657.20		506 001	-	507 000	2835.90	
462 001	-	463 000	2661.30		507 001	-	508 000	2839.80	
463 001	-	464 000	2665.30		508 001	-	509 000	2843.70	
464 001	-	465 000	2669.30		509 001	-	510 000	2847.60	
465 001	-	466 000	2673.30		510 001	-	511 000	2851.50	
466 001	-	467 000	2677.30		511 001	-	512 000	2855.40	
467 001	-	468 000	2681.30		512 001	-	513 000	2859.30	
468 001	-	469 000	2685.40		513 001	-	514 000	2863.20	
469 001	-	470 000	2689.40		514 001	-	515 000	2867.10	
470 001	-	471 000	2693.10		515 001	-	516 000	2871.00	
471 001	-	472 000	2697.40		516 001	-	517 000	2874.90	
472 001	-	473 000	2701.40		517 001	-	518 000	2878.80	
473 001	-	474 000	2705.40		518 001	-	519 000	2882.70	
474 001	-	475 000	2709.40		519 001	-	520 000	2886.60	

Maximum take-off mass (MTOM in kg)		Charges CHF	VFR training flights CHF ⁽¹⁾
520 001	- 521 000	2890.50	
521 001	- 522 000	2894.30	
522 001	- 523 000	2898.20	
523 001	- 524 000	2902.10	
524 001	- 525 000	2906.00	
525 001	- 526 000	2909.80	
526 001	- 527 000	2913.70	
527 001	- 528 000	2917.60	
528 001	- 529 000	2921.50	
529 001	- 530 000	2925.30	
530 001	- 531 000	2929.20	
531 001	- 532 000	2933.00	
532 001	- 533 000	2936.90	
533 001	- 534 000	2940.80	
534 001	- 535 000	2944.60	
535 001	- 536 000	2948.50	
536 001	- 537 000	2952.30	
537 001	- 538 000	2956.20	
538 001	- 539 000	2960.00	
539 001	- 540 000	2963.80	
540 001	- 541 000	2967.70	
541 001	- 542 000	2971.50	
542 001	- 543 000	2975.40	
543 001	- 544 000	2979.20	
544 001	- 545 000	2983.00	
545 001	- 546 000	2986.90	
546 001	- 547 000	2990.70	
547 001	- 548 000	2994.50	
548 001	- 549 000	2998.30	
549 001	- 550 000	3002.20	
550 001	- 551 000	3006.00	
551 001	- 552 000	3009.80	
552 001	- 553 000	3013.60	
553 001	- 554 000	3017.40	
554 001	- 555 000	3021.20	
555 001	- 556 000	3025.10	
556 001	- 557 000	3028.90	
557 001	- 558 000	3032.70	
558 001	- 559 000	3036.50	
559 001	- 560 000	3040.30	
560 001	- 561 000	3044.10	
561 001	- 562 000	3047.90	
562 001	- 563 000	3051.70	
563 001	- 564 000	3055.50	
564 001	- 565 000	3059.20	

Maximum take-off mass (MTOM in kg)		Charges CHF	VFR training flights CHF ⁽¹⁾
565 001	- 566 000	3063.00	
566 001	- 567 000	3066.80	
567 001	- 568 000	3070.60	
568 001	- 569 000	3074.40	
569 001	- 570 000	3078.20	
570 001	- 571 000	3082.00	
571 001	- 572 000	3085.70	
572 001	- 573 000	3089.50	
573 001	- 574 000	3093.30	
574 001	- 575 000	3097.00	
575 001	- 576 000	3100.80	
576 001	- 577 000	3104.60	
577 001	- 578 000	3108.30	
578 001	- 579 000	3112.10	
579 001	- 580 000	3115.90	
580 001	- 581 000	3119.60	
581 001	- 582 000	3123.40	
582 001	- 583 000	3127.10	
583 001	- 584 000	3130.90	
584 001	- 585 000	3134.70	
585 001	- 586 000	3138.40	
586 001	- 587 000	3142.20	
587 001	- 588 000	3145.90	
588 001	- 589 000	3149.60	
589 001	- 590 000	3153.40	
590 001	- 591 000	3157.10	
591 001	- 592 000	3160.90	
592 001	- 593 000	3164.60	
593 001	- 594 000	3168.30	
594 001	- 595 000	3172.10	
595 001	- 596 000	3175.80	
596 001	- 597 000	3179.50	
597 001	- 598 000	3183.30	
598 001	- 599 000	3187.00	
599 001	- 600 000	3190.70	

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

Introduction and Certificate Verification

A national Low Flight Network for rotary wing aircraft is established for which an enroute navigational performance of RNP 0.3 (see [ENR 1.3 §9.1.2](#)) and a specific state authorization are required. Operations are limited to rotary wing aircraft equipped with GNSS avionic receivers using the European Geostationary Navigation Overlay Service (EGNOS) - the European SBAS.

Request such authorization at Federal Office of Civil Aviation 3003 Bern Switzerland.

Description:

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

Access Procedures:

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

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

- A time window shall be requested from Flight Management Position (FMP) CTA Zurich;
- The request may be handed in by mail (sua-preact@skyguide.ch) on the day before operation latest by 1200 UTC or by telephone (+41 (0) 43 931 69 62) for same day operation; An approval must be received to conduct the requested flight;
- The reservation process is based on a "first come - first served" basis;
- An ICAO IFR flight plan must be submitted;
- Clearance for IFR operation on LFN is delivered upon initial contact with the first ATC unit corresponding to the point of departure;
- For Joining flights refer to procedures in [ENR 1.3 §3.1](#)
- Flights are to be conducted with the respective ATC unit QNH, received with the ATC clearance;
- The network is available H24/7.

4.6.1 LFN PinS Chart in Skybriefing (En-Route)

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

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

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

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

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

5. Maximum speed

- a. MAX speed applies in accordance with:
 1. The airspace classification; or
 2. As published in flight procedures; or
 3. As instructed by ATC.
- b. ACFT that, according to PER specifications, must fly at a greater speed for safety reasons are exempted from the requirements as specified in point a. above. In such cases, the lowest possible speed according to FLT configuration shall be maintained. In the case of IFR FLTs the appropriate ATC unit shall be notified accordingly.
- c. FOCA may grant exceptions.
- d. MIL ACFT FLTs below FL 100 are subject to special speed regulations.

6. Supersonic flights

Supersonic FLTs are prohibited within Swiss airspace.

7. Special air report

Special air reports shall be made by all ACFT whenever the following conditions are encountered or OBS:

- a. moderate or severe TURB; or
- b. moderate or severe icing; or
- c. severe MT wave; or
- d. TS, with or without GR that are obscured, embedded, WDSPR or in SQ lines; or
- e. volcanic ACT.

When other meteorological conditions not listed above are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other ACFT operations, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable.

When voice communications are used, special air reports shall contain the following detailed elements. These elements, including the format of the messages and phraseology, shall be used by FLT crews when transmitting special air reports:

- a. special air report;
- b. ACFT IDENT (for ACFT reporting to ATS units) or ACFT type (for ATS units retransmitting to other airborne ACFT likely to be affected);
- c. PSN;
- d. time;
- e. FL or ALT; and
- f. condition prompting the issuance of the special air report, to be selected from the list of conditions encountered above.

7.1 Reporting of wind shear

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

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

8. Test-Flight Pattern EAST A9

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

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

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

Before taxiing for take-off, the pilot in command shall ensure that the time in the aircraft is set and checked by synchronising it with the GPS time (corrected to UTC). This synchronisation shall be carried out with an aviation-approved GPS device located in the aircraft.

When unable to comply with this requirement, the pilot in command shall request the correct time from the aerodrome control tower.

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION**1. ATS AIRSPACE CLASSIFICATION**

Within the FIR and UIR, the airspace is further divided into four classifications C, D, E and G which equate broadly with those prescribed by EASA. Airspace classified as C, D and E is controlled airspace.

Generally, Prohibited and Restricted areas have priority. Furthermore, CTR/TMA, and AWY have priority over the general classifications. RMZ/TMZ add specified restrictions to the airspace classifications as specified. ATS routes have no effect on the airspace class, but adopt the class of surrounding airspace. In a deactivated airspace structure the regulations governing the surrounding Class (normally G and/or Class E airspace) apply.

CTR/TMA and/or RMZ/TMZ may be ACT continuously (H24), during specified operating HR (HO) or without specified operating HR (HX). Outside the specified operating HR, the airspace classification of the surrounding airspace applies.

Handling of airspace Structures (HX)

The times indicated in [ENR-2.1](#) give an indication of the activation times to be expected. Activation is however possible at all times.

Inquiry into the Status of the Airspace

The status of airspace designated as "HX" may be requested from the responsible ATS and/or via a designated_FREQ, TEL NR or via ATIS, where AVBL.

If it is not possible to obtain information regarding the current status of the airspace, or if the status has not been checked at all, this airspace shall be considered as ACT.

Listening watch/Blind Calls

FLT crews, on a FLT through a deactivated airspace structure, designated as "HX", shall maintain constant listening watch on the_FREQ, on which the status has been requested so that they can be notified of short-term changes of status or transmit blind calls in those "HX" airspace structures where prescribed.

Civil/Military coordination

Civil and MIL air traffic is coordinated EXC MIL VFR FLTs in airspace classes E and G, where the rules of the air apply.

Military Operating Hours

MIL ON:

MON-FRI: 0630 - 1105 (0530 - 1005), 1215 - 1605 (1115 - 1505), deviations therefrom are published by NOTAM.

MIL OFF:

Outside the times mentioned above and on the following days:

- | | |
|---|----------------------|
| - New Years Day | - Swiss National Day |
| - Berchtoldstag (Swiss public holiday in January) | - Assumption Day |
| - Good Friday | - Christmas Eve |
| - Easter Monday | - Christmas Day |
| - Ascension Day | - Boxing Day |
| - Whit Monday | - New Year's Eve |

1.1 Class A - Controlled airspace

The provisions of class A airspace are shown below:

	IFR	VFR
Separation provided	All aircraft	VFR FLIGHTS NOT PERMITTED
Service provided	ATC	
VMC minima	Not applicable	
Speed limitation	Not applicable	
Radio communication	Continuous two-way	
ATC clearance	Required	

No Swiss airspace is designated as class A.

1.2 Class B - Controlled airspace

The provisions of class B airspace are shown below:

	IFR	VFR
Separation provided	All aircraft	All aircraft
Service provided	ATC	ATC
VMC minima	Not applicable	At and above FL 100: 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft Below FL 100: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	Not applicable	Not applicable
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

No Swiss airspace is designated as class B.

1.3 Class C - Controlled airspace

The provisions of class C airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR/IFR from VFR	VFR from IFR
Service provided	ATC	ATC for separation from IFR VFR traffic information (and traffic avoidance advice on request)
VMC minima	Not applicable	At and above FL 100: 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft Below FL 100: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	Not applicable	250 kt IAS below FL 100
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

Class C airspace comprises:

- Zurich TMA
- Geneva TMA
- Milano TMA above FL 125/105
- Airspace "Mittelland/Jura" above FL 100
- Airspace "Alpen" above FL 150 (MIL OFF)
- Airspace "Alpen" above FL 130 (MIL ON)

- Corridor "A9.1" with COORD
47 15 19 N 008 58 21 E - 47 13 04 N 008 55 26 E - 47 02 50 N 008 56 50 E - 46 59 02 N 008 30 56 E
47 09 20 N 008 29 27 E - 47 13 56 N 008 25 55 E - 47 16 35 N 008 44 29 E - 47 15 19 N 008 58 21 E
from FL 090 until FL 195

- Corridor "A9.2" with COORD
47 02 50 N 008 56 50 E - 46 09 47 N 009 03 58 E - 46 06 25 N 008 40 48 E - Swiss border line -
46 07 22 N 008 38 18 E - 46 59 02 N 008 30 56 E - 47 02 50 N 008 56 50 E
from FL 130 until FL 195

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES**1. General**

The procedures for HLDG, APCH and DEP are based on the provisions of ICAO Document 8168 Aircraft Operations (PANS-OPS).

Holding procedures

If for any reason a pilot is UNA to conform to the procedures laid down for any particular HLDG pattern, he should ADZ ATC as early as possible.

HLDG patterns shall be entered and flown at IAS not exceeding the limits given hereafter:

Holding level ¹	Normal conditions	In turbulence
up to 14 000 ft	170 kt ²	170 kt ²
above 14 000 ft and up to 20 000 ft	240 kt	280 kt or 0.8 Mach, whichever gives the lesser speed
above 20 000 ft and up to 34 000 ft	265 kt	
above 34 000 ft	0.83 Mach	0.83 Mach
1. The levels indicated represent altitudes or flight levels depending on the altimeter setting to be used. 2. For holding areas limited to aeroplanes of categories A and B.		

2. Arriving flights

Arriving ACFT will be cleared to a particular HLDG point in accordance with the published ARR routes. If the clearance limit is reached before further instructions have been received from ATC, the HLDG procedure shall be commenced at the last assigned and acknowledged level.

During an instrument APCH, the following reports to APP or TWR are compulsory:

- a. PSG the OM or substitute.
- b. The initiation of the missed APCH.

2.1 Assigned speed

Speeds assigned by ATC shall be maintained during APCH. Issuance of APCH clearance does not cancel a previously assigned speed. Flight crews unable to maintain the assigned speed shall notify ATC immediately.

2.2 Contact of aerodrome control tower

Pilots of arriving ACFT shall not contact the TWR until instructed to do so by the APP.

2.3 Visual approach

An IFR FLT may be cleared to execute a visual APCH provided the pilot can maintain visual REF to the terrain and:

- a. if the reported ceiling is not below the APV INA level for the particular ACFT cleared, or
- b. if he reports at the INA level or at any time during the instrument APCH procedure that the visibility will permit a visual APCH and he has reasonable assurance that the LDG can be accomplished.

Separation between an ACFT cleared to execute a visual APCH and other arriving and departing air traffic shall be provided in accordance with the respective airspace classification.

The pilot-in-command of the ACFT concerned shall be responsible for ensuring that the spacing from a preceding ACFT of a heavier wake turbulence category is acceptable. If it is determined that additional spacing is required, the FLT crew shall inform the ATS unit accordingly, stating their requirements.

2.4 Weather minima for approach and landing

An APCH to land, as well as a LDG clearance, will be issued regardless of weather conditions.

DH/A:

Operators have to establish DH/A and MDH/A for each APCH procedure which shall not be less than the published MDH/A or DH/A. (REF: [2.5](#))

Any operator wishing to use the minima of CAT II and III shall apply for an AUTH by writing to:

Post: Federal Office for Civil Aviation
CH-3003 Berne

2.5 Landing minima

OCA/H is a calculated value, based on the prominent obstacles. The LDG MNM, termed

- DA/H for a precision APCH or
- MDA/H for a non-precision APCH

is established by the operator and based on additional criteria of ICAO Annex 6, taking into consideration factors such as crew qualification, MET conditions, ground/airborne equipment characteristics, etc. Provided that a HYR value will not be required by the obstacle environment of the Swiss APs, the MNM values promulgated to date i.e. 200 ft for CAT I and 100 ft for CAT II LDGs, will remain unchanged. (REF: [2.4](#)).

2.6 Visual manoeuvring (circling)

This is the term used to describe the phase of FLT after completing an instrument APCH, to bring the ACFT into PSN for LDG on a RWY which is not suitably located for a straight-in-APCH.

2.7 Instrument guidance system (IGS)

The IGS system uses ILS components. However, the IGS procedure is not an ILS procedure. The IGS procedure may be flown as an ILS procedure, but the published ALTs at the published DME/LOC steps are to be strictly OBS.

The IGS may be offset from the LDG direction. When RCH DH the RWY can still be several NM away and may not yet be in sight. After RCH DH, pilots on final APCH on the IGS must therefore CONT their FLT maintaining visual ground contact and line up visually with the RWY when in sight. During this visual portion, it is imperative that the correct visual cue with the SFC is carefully maintained, making REF aeronautical ground lights where appropriate.

If visual sight is not achieved when RCH DH, an immediate missed APCH procedure, as published on the IAC, must be initiated.

In view of the local terrain and the IGS which can be offset from RWY, operators intending to use the IGS must ensure, for FLT safety reasons, that their pilots are fully conversant with, and have adequate practice in, published procedures. See also special conditions and restrictions for each published IGS procedure.

3. Departing flights

The applicable DEP procedures are contained in the SID charts, AD 2.24. When they cannot be applied due to the particular PER data of the ACFT, the competent ATC unit shall be advised without delay.

SID routes are at the same time **MNM noise routes**.

3.1 Visual departure

An IFR FLT may be cleared to execute a visual DEP during HR of daylight provided the pilot can maintain visual REF the terrain and that:

- a. the reported ceiling is not below the initial climb level to which the ACFT is cleared; or
- b. if the reported ceiling is below the initial climb level to which the ACFT is cleared, the pilot reports on top of CLDs.

Local procedures are reserved.

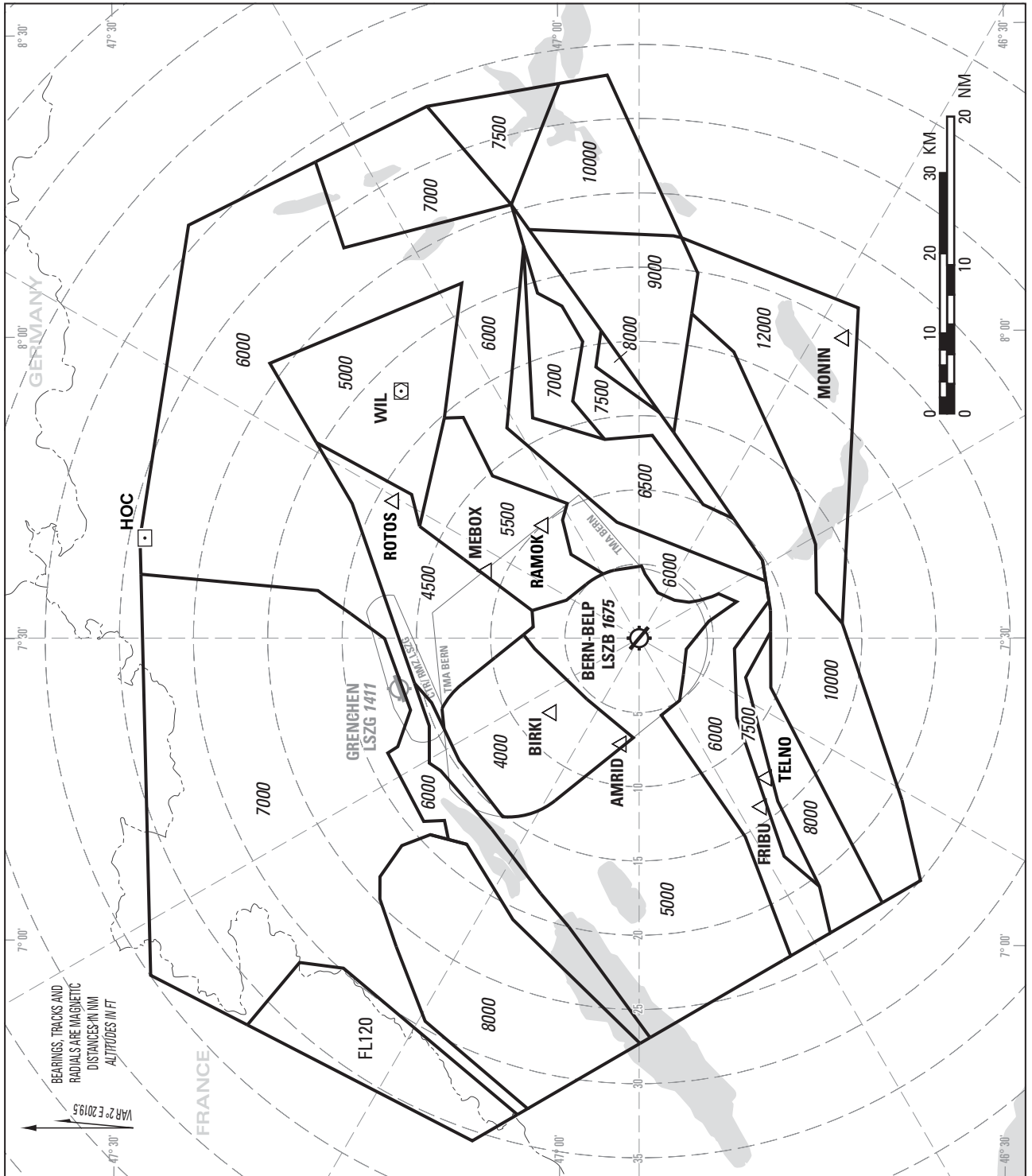
Separation between an ACFT cleared to execute a visual DEP and other departing and arriving ACFT shall be provided in accordance with the respective airspace classification.

3.2 Operating minima

Where no minima are prescribed for TKOF, it is the responsibility of the operator to determine the relevant minima.

Where an IFR DEP procedure containing a visual part prescribes a MNM ground visibility value and a MNM ceiling HGT, these restrictions are to be applied for the TKOF phase only. Pilots are fully responsible for compliance with these restrictions. After TKOF, FLT visibility must be such that, taking into account FLT speed, obstacles may be identified and avoided in a timely manner.

MINIMUM VECTORING ALTITUDE CHART (ADTEMPERATURES -4°C AND ABOVE)



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 to minus 4 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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LSGG - GENÈVE

LSGG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGG - GENÈVE

LSGG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	46 14 18N 006 06 34E RWY, 2000 m from RWY end 04
2	Direction and distance from the CITY	322°, 4 km from Genève
3	Elevation/Reference temperature	1411 ft 24.8°C
4	Geoid undulation at AD ELEV PSN	172.3 ft
5	MAG VAR/Annual change	3° E (2024.5) 0°11' eastwards
6	AD Administration, address, telephone, telefax, telex, AFS	Administration: Post: Aéroport International de Genève Case postale 100 CH-1215 Genève 15 AFS: LSGGYDYX URL: http://www.gva.ch/ Phone: +41 (0) 22 717 71 11 Fax: +41 (0) 22 798 43 77 Email: info.aig@gva.ch Airport Duty Manager: Phone: +41 (0) 22 717 79 79 Email: airport.manager@gva.ch Aviation Authority: Police aérienne Phone: +41 (0) 22 717 71 28 Email: pa@gva.ch Airport Operations: Phone: +41 (0) 22 717 71 27 Phone: +41 (0) 22 717 71 26 (PPR) Fax: +41 (0) 22 717 71 31 Email: ops@gva.ch
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LSGG AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Airport Duty Manager: H24
2	Custom and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	0500 - 2300 (0400 - 2200)
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	0400 - 2200 (0300 - 2100), O/R 2201 - 0359 (2101 - 0259)
9	Handling	0400 - 2300 (0300 - 2200), O/R 2301 - 0359 (2201 - 0259)
10	Security	H24
11	De-icing	0400 - 2300 (0300 - 2200), O/R 2301 - 0359 (2201 - 0259)
12	Remarks	Swiss and French customs. BTN 2331 - 0459 (2231 - 0359), expect the operational availability of the RWY within 40 min and only for MEDEVAC, HEMS, SAR, EMERG and flights holding a prior approval from the Airport Duty Manager, due to regular maintenance works.

LSGG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All modern facilities
2	Fuel/oil types	JET A1, AVGAS 100LL 65, 80, 100/120, E80, E100, W100, W120+Turbine
3	Fuelling facilities/capacity	No limitations
4	De-icing facilities	<ul style="list-style-type: none"> Scheduled traffic: SWISSPORT, Dnata Non-scheduled traffic and General Aviation: JET AVIATION, TAG AVIATION, DASSAULT AVIATION
5	Hangar space for visiting aircraft	<p>LGT ACFT:</p> <p>1 Hangar 101 x 20x 4,10 m 1 Hangar 80 x 20 x 5,10 m 1 Hangar 80 x 20 x 5,50 m</p> <p>Commercial and general aviation:</p> <p>1 Hangar 170 x 62,5 x 15 m Workshop 80 x 42,5 x 4,15 m</p>
6	Repair facilities for visiting aircraft	<p>Hangarage, major aircraft repairs and major engine repairs up to 5700 kg</p> <p>A 300, 310, 319, 320, 330, 340, B 727, 737, 747, 757, 767, BAC 111, BAE 125, Beech 90, 100, 200, 300, 400, Canadair 600, 601, 604, CASA 212, Cessna 500, 550, 560, Convair 580, Falcon 10, 20, 50, 900, 2000, G-II59, G-I59, G-4, G-5, Lear 20, 23, 24, 25, 31, 35, 36, 55, 60, Lockheed 731, 1011, MD80, Mitsubishi 300, PC12, Piper 31, 42, Rockwell 690.</p>
7	Remarks	Oxygen and related servicing

LSGG AD 2.5 PASSENGER FACILITIES

1	Hotels	In city and around the AP
2	Restaurants	Swiss and French restaurants, fast food, bar at the AP
3	Transportation	Buses, taxis, trains, car rental
4	Medical facilities	First aid at AP, hospitals in the city, 2 ambulances
5	Bank and Post Office	At AP and in city
6	Tourist Office	At AP and in city
7	Remarks	NIL

LSGG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	0500 - 2330 (0400 - 2230): Category 9 and O/R category 10 2331 - 0459 (2231 - 0359): Category 7 and O/R category 9
2	Rescue equipment	Available, 1 rescue boat, 6 inflatable rafts for 37 passengers each, 2 inflatable raft for 65 passengers each.
3	Capability for removal of disabled aircraft	B-747
4	Remarks	Ambulances available H24

LSGG AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	13 Jetbrooms, 10 snow ploughs, 16 trucks, 4 de-icers, 6 snow blowers
2	Clearance priorities	Runway, taxiways, then Apron
3	Remarks	<p>Snow removal assured</p> <p>RWY 04/22 de-iced / anti-iced with KFOR (potassium formate fluids) or with NAFO (sodium formate solids)</p> <p>Expect up to 40 min RWY closure for standard snow removal procedure.</p>

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
04	Calvert Cat. I	✓	✓	PAPI 3° MEHT 18.50 m	-	✓	✓	600 m	✓
22	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 19.94 m	✓	✓	✓	600 m	✓

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

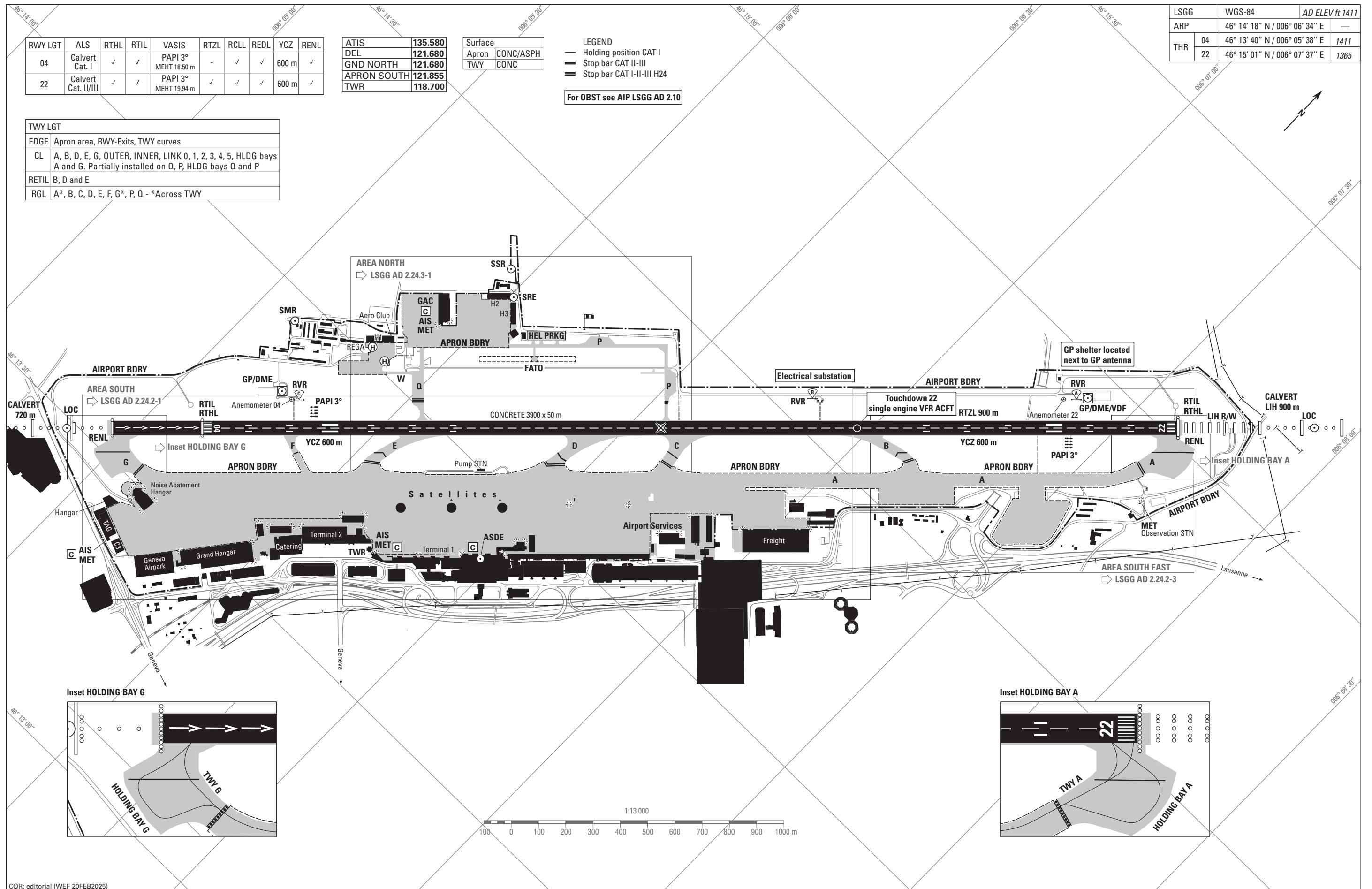
Surface
Apron CONC/ASPH
TWY CONC

- LEGEND
- Holding position CAT I
 - Stop bar CAT II-III
 - Stop bar CAT I-II-III H24

For OBST see AIP LSGG AD 2.10

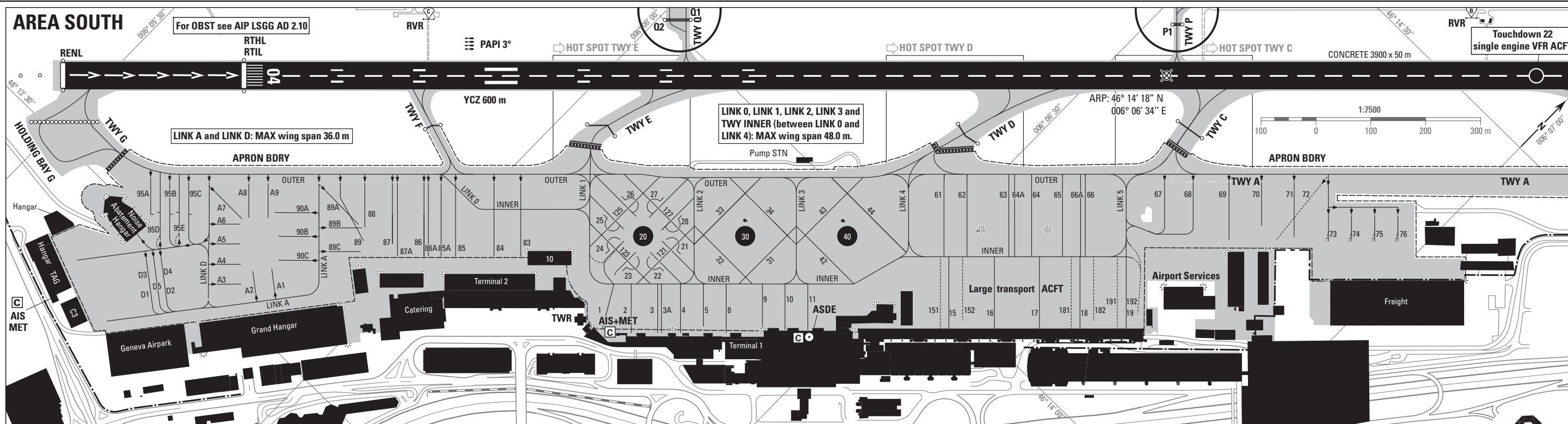
TWY LGT
EDGE Apron area, RWY-Exits, TWY curves
CL A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5, HLDG bays A and G. Partially installed on Q, P, HLDG bays Q and P
RETIL B, D and E
RGL A*, B, C, D, E, F, G*, P, Q - *Across TWY

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

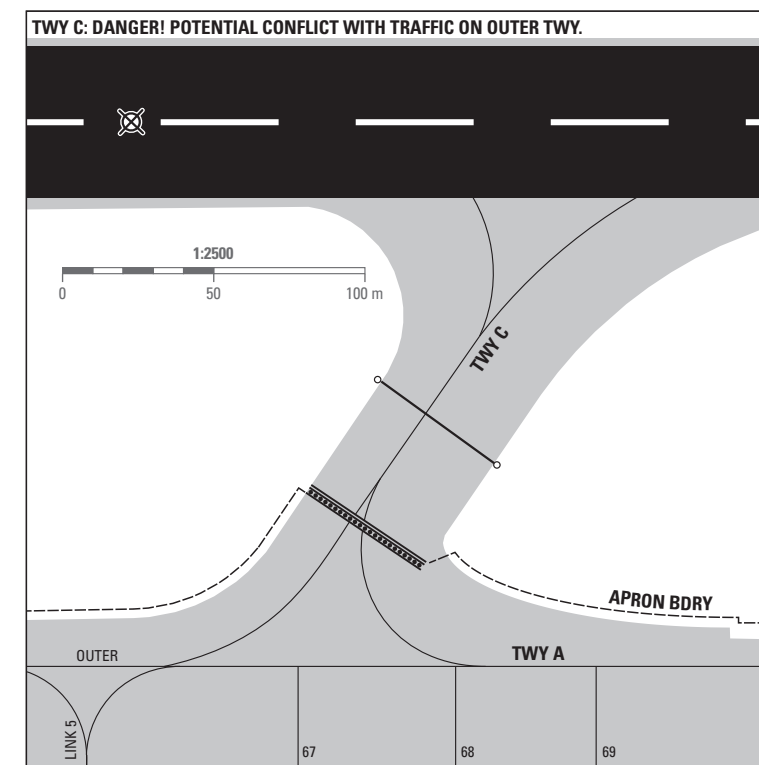
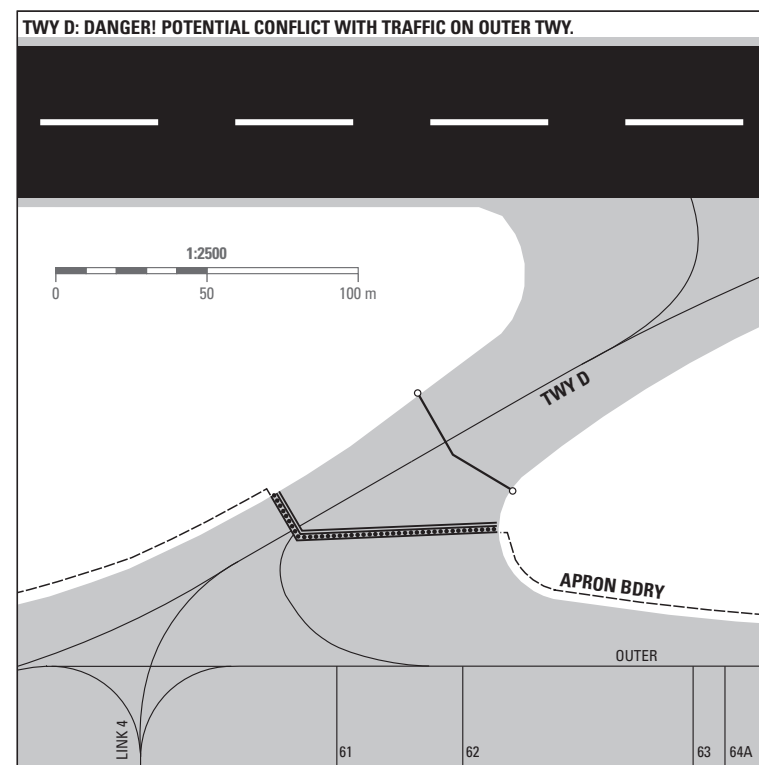
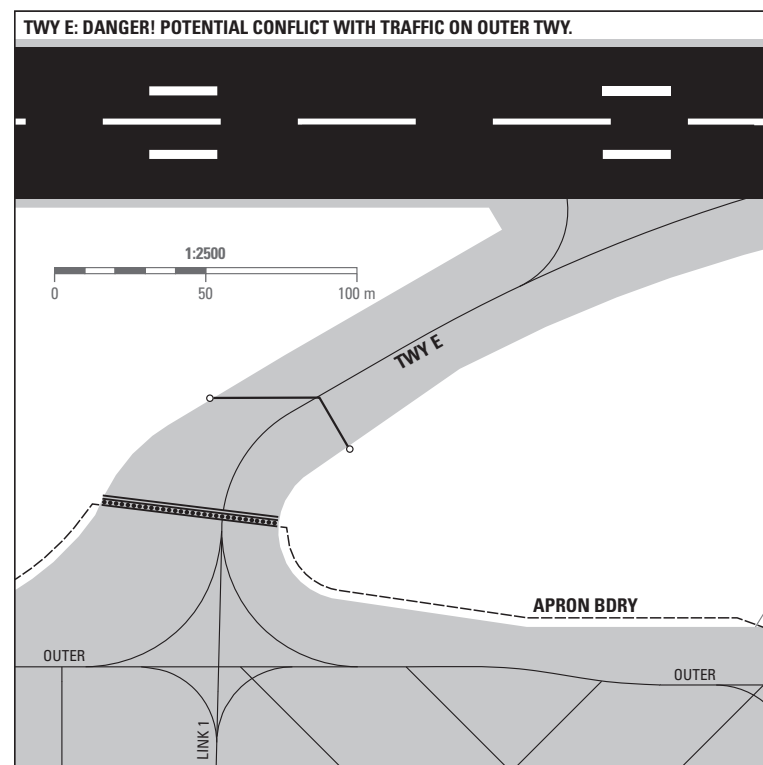


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HOT SPOTS



TWY LGT	
EDGE	Apron area, RWY-Exits, TWY curves
CL	A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5, HLDG bays A and G. Partially installed on Q, P, HLDG bays Q and P
RETIL	B, D and E
RGL	A*, B, C, D, E, F, G*, P, Q - *Across TWY

LEGEND/RMK
Arrivals:
 PSN equipped with/without visual docking guidance system ↗ LSGG AD 2.9
 The appropriate stop line - 1, 2 or 3 - at the ACFT stand will be transmitted by Geneva APRON.
Departures:
 Push back procedure ↗ LSGG AD 2.20

ATIS	135.580
DEL	121.680
APRON SOUTH	121.855
TWR	118.700

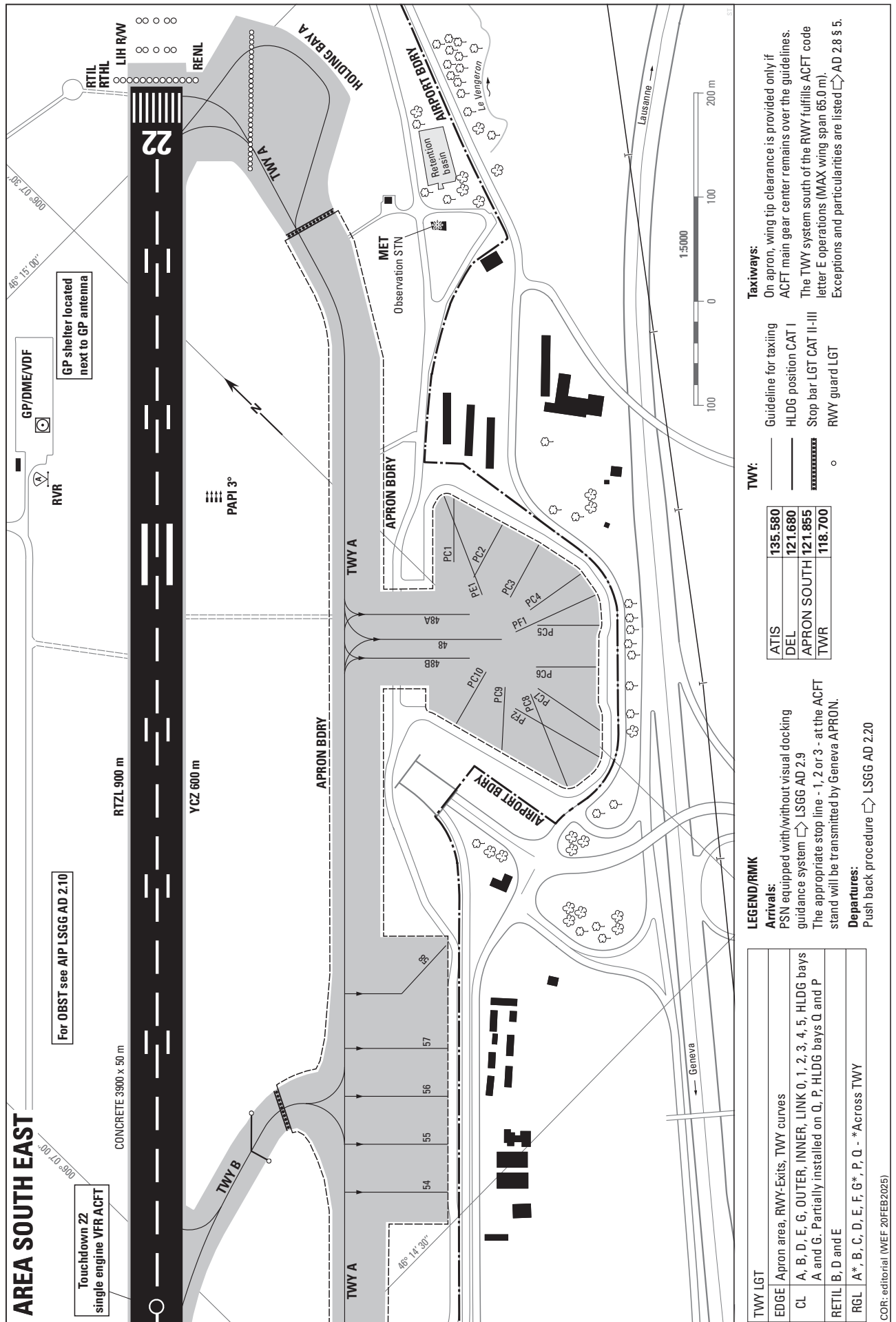
RWY Inclusion HOTSPOT
 ACFT taxiing on TWY Q or P southbound: Be aware of RWY AHEAD.

TWY:
 ——— Guideline for taxiing
 ——— HLDG position CAT I
 ——— Stop bar LGT CAT II-III
 ——— Stop bar LGT CAT II-III H24
 ——— Stop bar LGT CAT I-II-III H24
 ○ RWY guard LGT

Taxiways:
 On apron, wing tip clearance is provided only if ACFT main gear center remains over the guidelines.
 When RWY 22 is in use: ACFT shall not use TWY CHARLIE unless otherwise instructed by TWR. If instructed to vacate via TWY CHARLIE, ACFT shall clear the RWY and hold on TWY CHARLIE remaining clear of OUTER TWY.
 The TWY system south of the RWY fulfills ACFT code letter E operations (MAX wing span 65.0 m).
 Exceptions and particularities are listed ↗ AD 2.8 § 5.

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AREA SOUTH EAST

For OBST see AIP LSGG AD 2.10

Touchdown 22
single engine VFR ACFT

CONCRETE 3900 x 50 m

RTZL 900 m

YCZ 600 m

RTIL
RTHL

LH RWY

RENL

22

PAPI 3°

TWY A

APRON BDRY

TWY A

APRON BDRY

PC1

PC2

PE1

PC3

PC4

FI

PC5

PC6

PC7

PC8

PC9

48A

48

48B

48C

48D

48E

48F

48G

48H

48I

48J

48K

48L

48M

48N

48O

48P

48Q

48R

Touchdown 22
single engine VFR ACFT

CONCRETE 3900 x 50 m

RTZL 900 m

YCZ 600 m

PAPI 3°

TWY A

APRON BDRY

TWY A

APRON BDRY

PC1

PC2

PE1

PC3

PC4

FI

PC5

PC6

PC7

PC8

PC9

48A

48

48B

48C

48D

48E

48F

48G

48H

48I

48J

48K

48L

48M

48N

48O

48P

48Q

48R

AREA SOUTH EAST

For OBST see AIP LSGG AD 2.10

Touchdown 22
single engine VFR ACFT

CONCRETE 3900 x 50 m

RTZL 900 m

YCZ 600 m

PAPI 3°

TWY A

APRON BDRY

TWY A

APRON BDRY

PC1

PC2

PE1

PC3

PC4

FI

PC5

PC6

PC7

PC8

PC9

48A

48

48B

48C

48D

48E

48F

48G

48H

48I

48J

48K

48L

48M

48N

48O

48P

48Q

48R

Taxiways:

On apron, wing tip clearance is provided only if ACFT main gear center remains over the guidelines.
The TWY system south of the RWY fulfills ACFT code letter E operations (MAX wing span 65.0 m).
Exceptions and particularities are listed \square AD 2.8 § 5.

TWY:

Guideline for taxiing
HLDG position CAT I
Stop bar LGT CAT II-III
RWY guard LGT

ATIS	135.580
DEL	121.680
APRON SOUTH	121.855
TWR	118.700

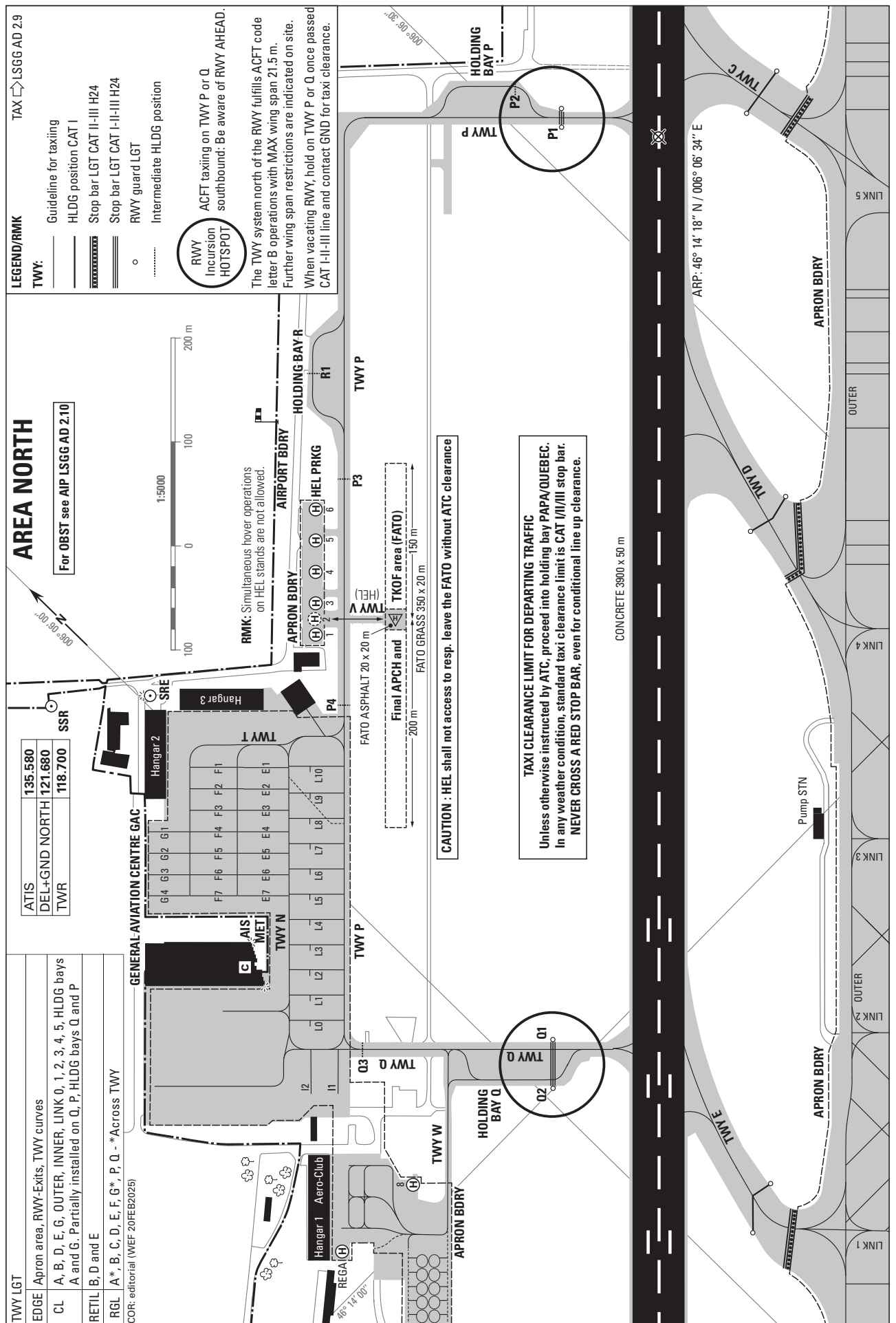
LEGEND/RMK

Arrivals:
PSN equipped with/without visual docking guidance system \square LSGG AD 2.9
The appropriate stop line - 1, 2 or 3 - at the ACFT stand will be transmitted by Geneva APRON.
Departures:
Push back procedure \square LSGG AD 2.20

TWY LGT	
EDGE	Apron area, RWY-Exits, TWY curves
CL	A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5, HLDG bays A and G. Partially installed on Q, P, HLDG bays Q and P
RETIL	B, D and E
RGL	A*, B, C, D, E, F, G*, P, Q, *Across TWY

COR: editorial (WEG 20FEB2025)

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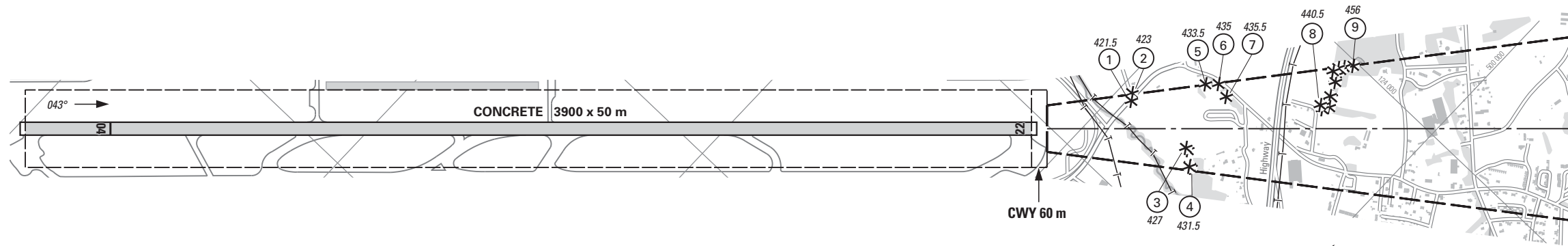
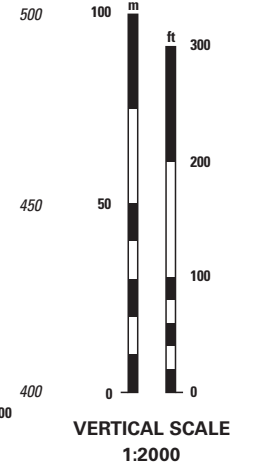
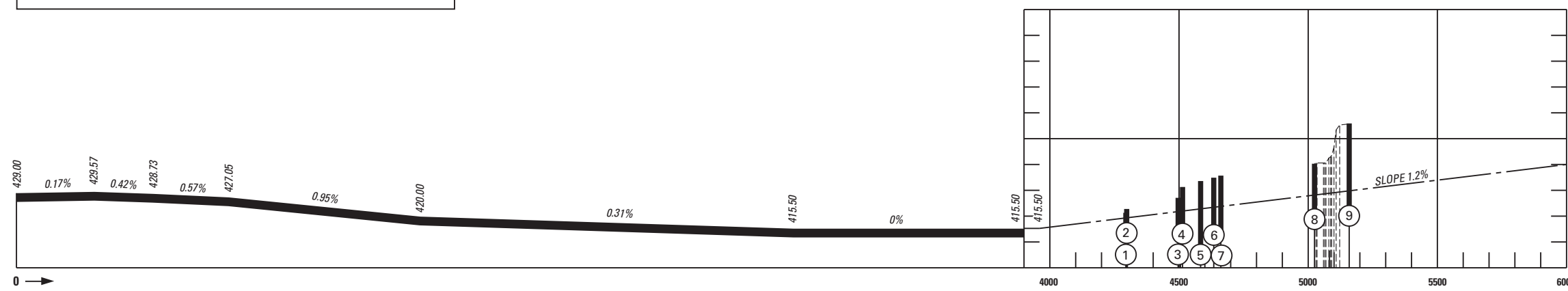


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VAR 3° E (2024.5)

RWY: 04

RWY 04	DECLARED DISTANCES in m	RWY 22
3900	TAKE-OFF RUN AVAILABLE	—
3960	TAKE-OFF DISTANCE AVAILABLE	—
3900	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	3900



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND	
①	Identification number
*	Tree, shrub
- - -	Tree
— —	Transmission line, overhead cable

OBST ELEV in m
AD ELEV in m

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

© swisstopo

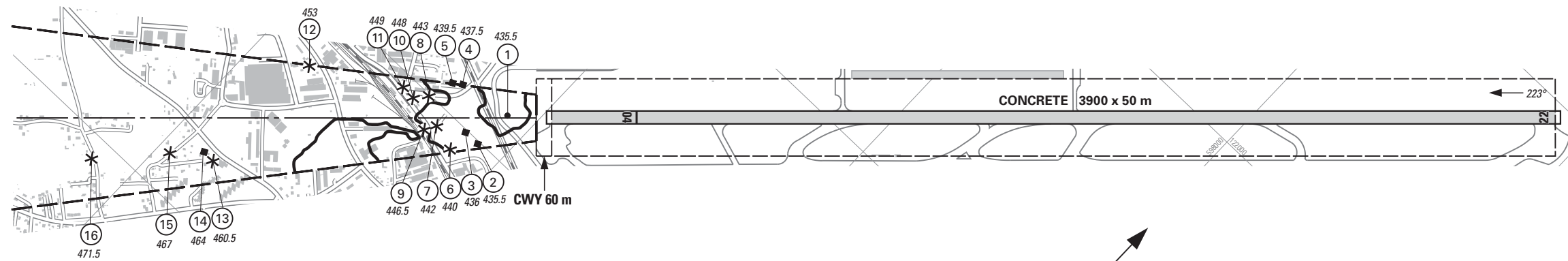
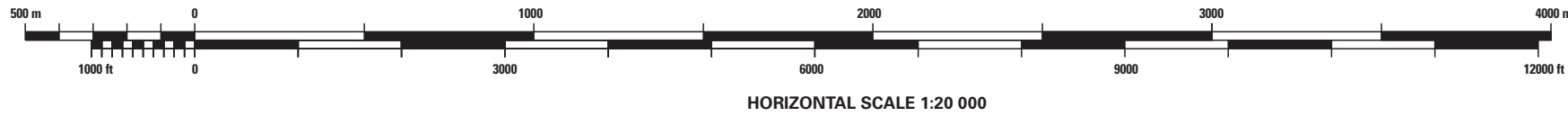
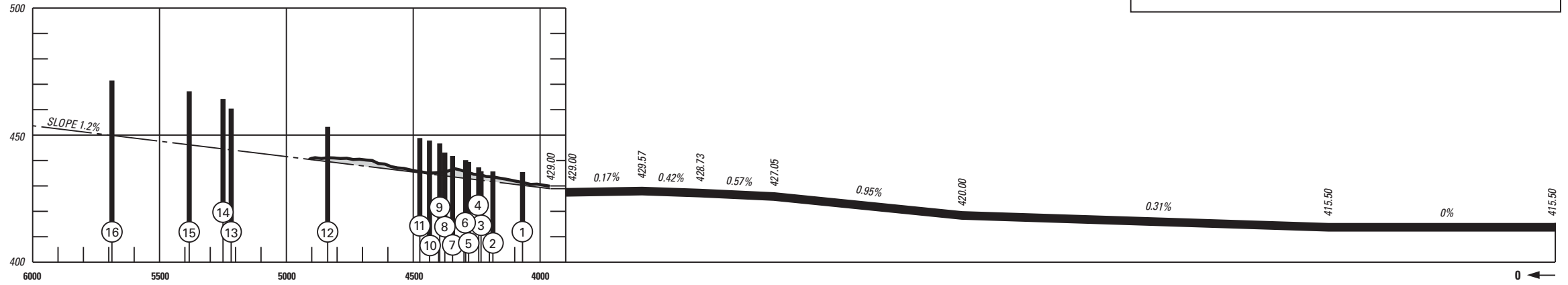
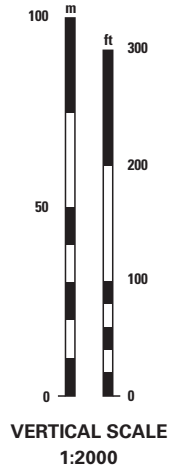
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VAR 3° E (2024.5)

RWY: 22

RWY 04	DECLARED DISTANCES in m	RWY 22
—	TAKE-OFF RUN AVAILABLE	3900
—	TAKE-OFF DISTANCE AVAILABLE	3960
—	ACCELERATE STOP DISTANCE AVAILABLE	3900
3570	LANDING DISTANCE AVAILABLE	—



AMDT RECORD		
No.	DATE	ENTERED BY

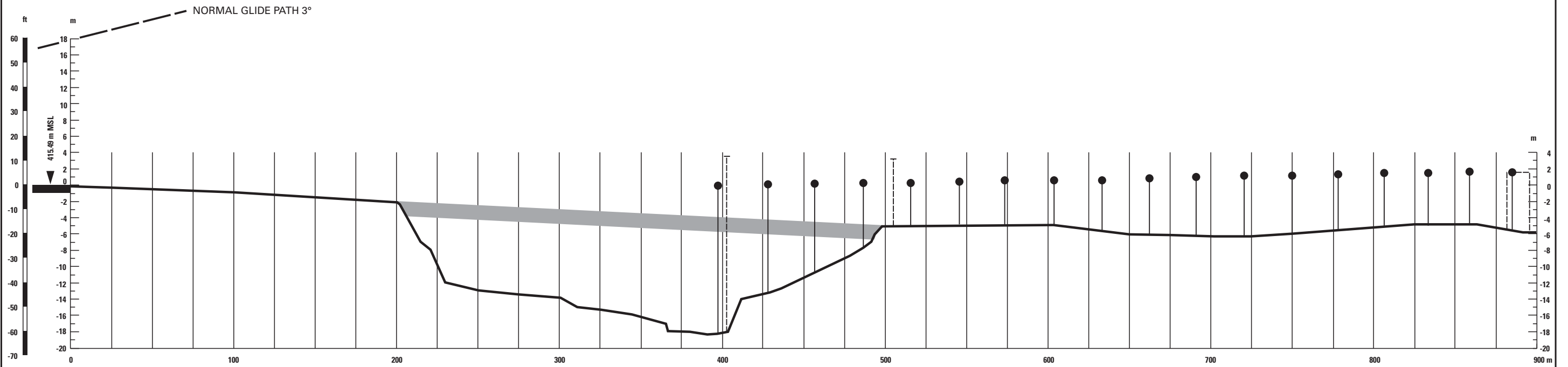
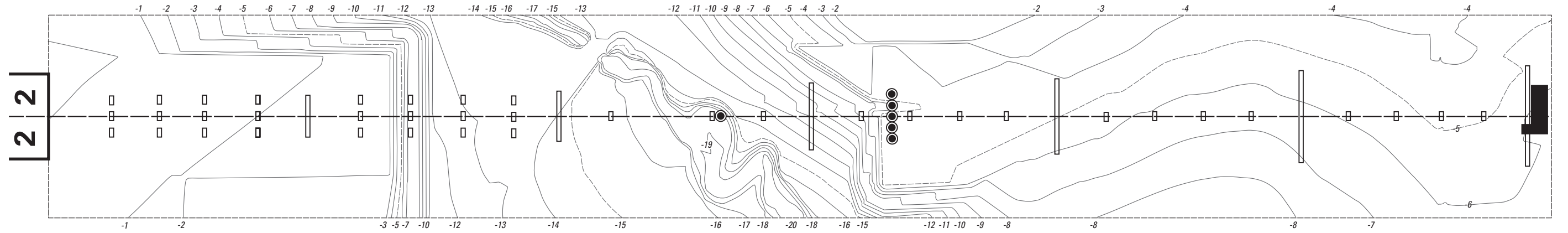
LEGEND	
①	Identification number
*	Tree, shrub
●	Pole, tower, spire, antenna, etc.
■	Building, large structure
⤴	Terrain penetrating obstacle plane

OBST ELEV in m
AD ELEV in m
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

© swisstopo

COR: editorial (WEF 20FEB2025)

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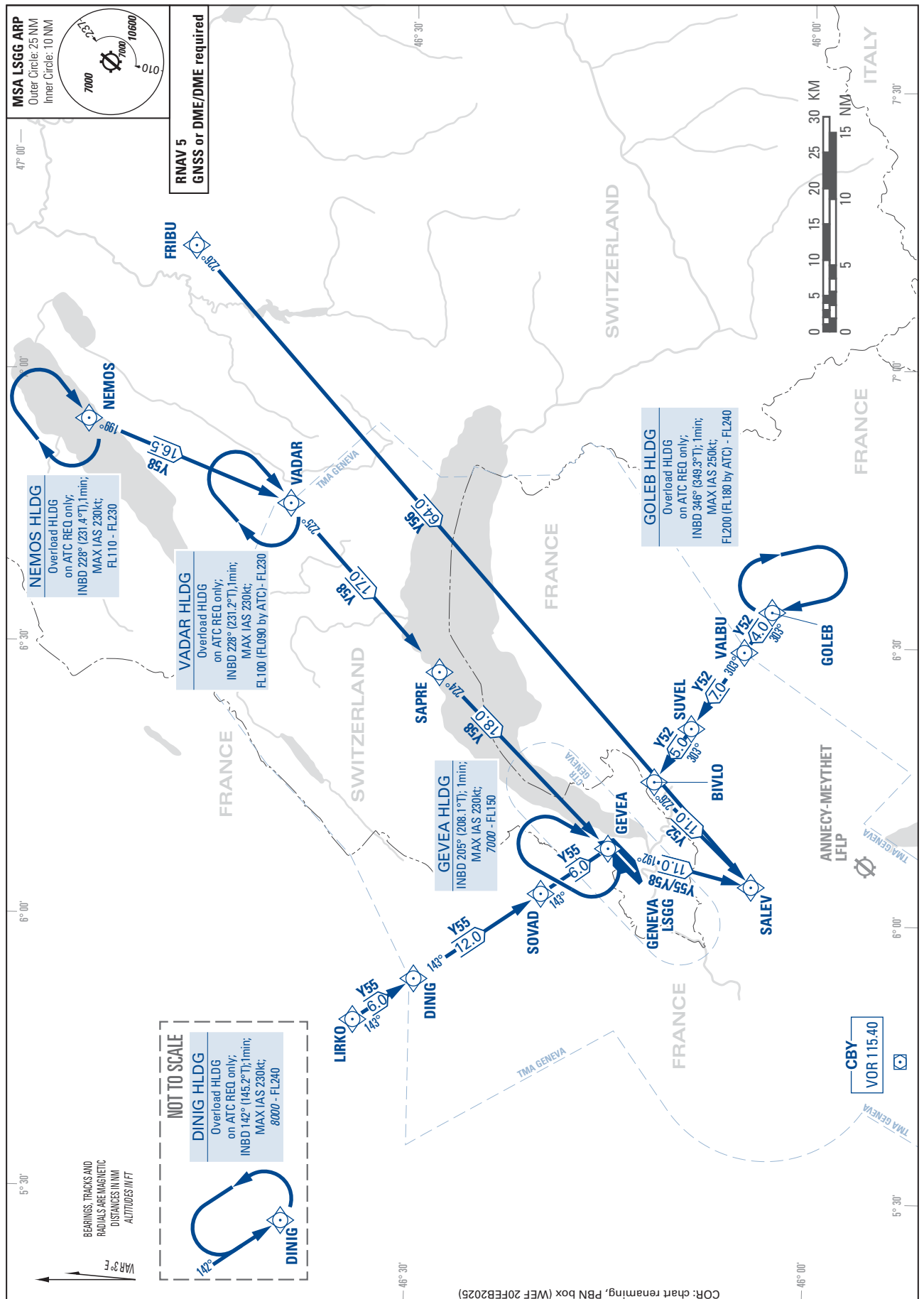
VERTICAL SCALE 1:500
HORIZONTAL SCALE 1:2500

LEGEND

- Pole, antenna
- Contour
- Centre-line profile
- Artificial Reference Surface for Radio Altimeter
- Approach Lights

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

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DEFINITION OF ROUTINGS

After DIPIR DEP:

FPL via DJL:

- proceed via T37 to DJL, if CLR FL200 or above, cross IBABA at FL200 or above.

FPL via ARBOS:

- proceed via V25 to ARBOS, cross LERDU at FL200 or above.

FPL via OBURO:

- proceed via T37 to IBABA then UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF TRA 24 activity; expect routing via T37 to DJL).

After SIROD DEP:

FPL via DJL:

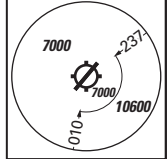
- proceed via L615/UH10 to DJL, if CLR FL200 or above, cross D30 DJL at FL200 or above.

FPL via OBURO:

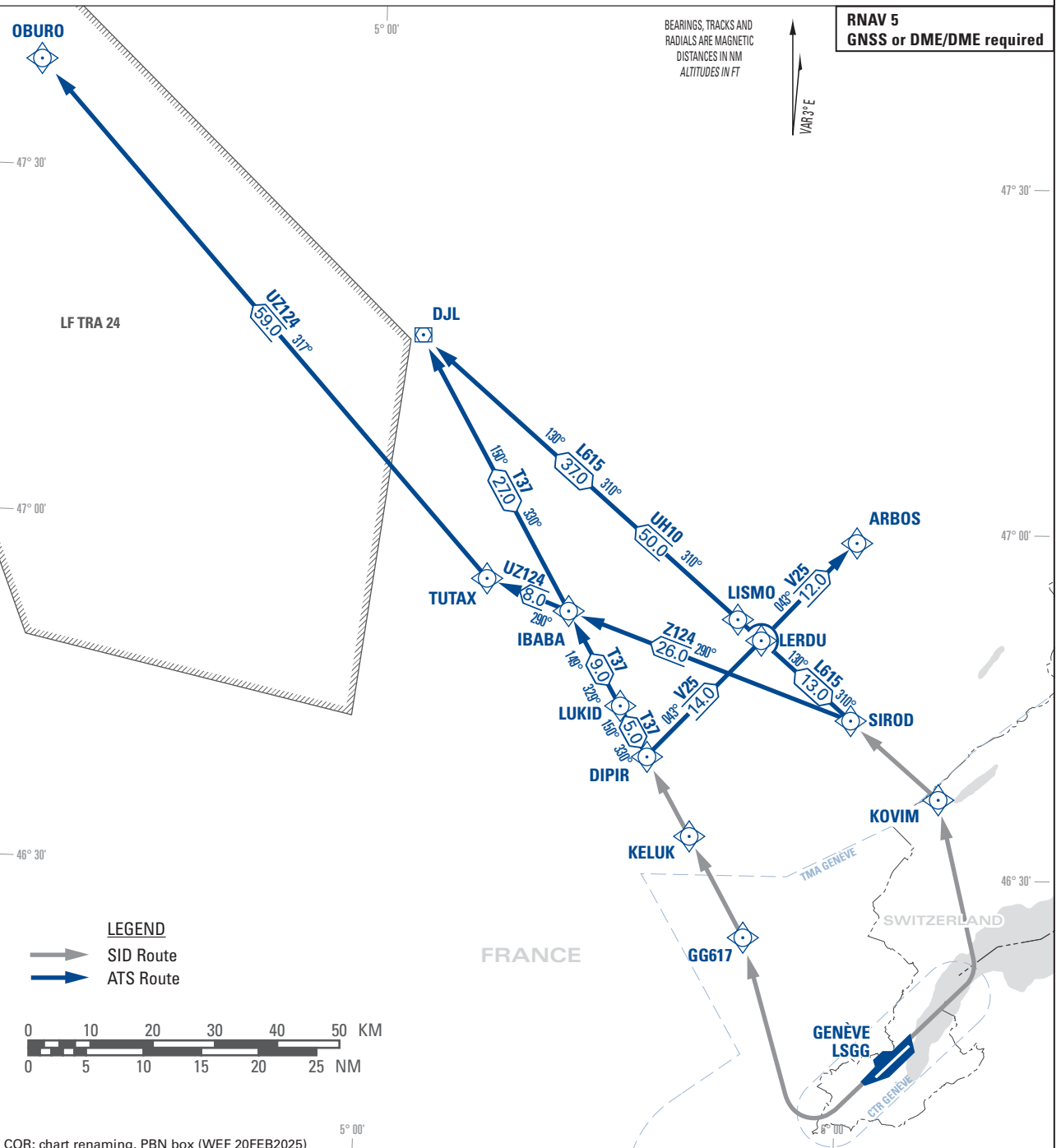
- proceed via Z124/UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF TRA 24 activity; expect routing via L615/UH10 to DJL).

MSA LSGG ARP

Outer Circle: 25 NM
Inner Circle: 10 NM



RNAV 5
GNSS or DME/DME required



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

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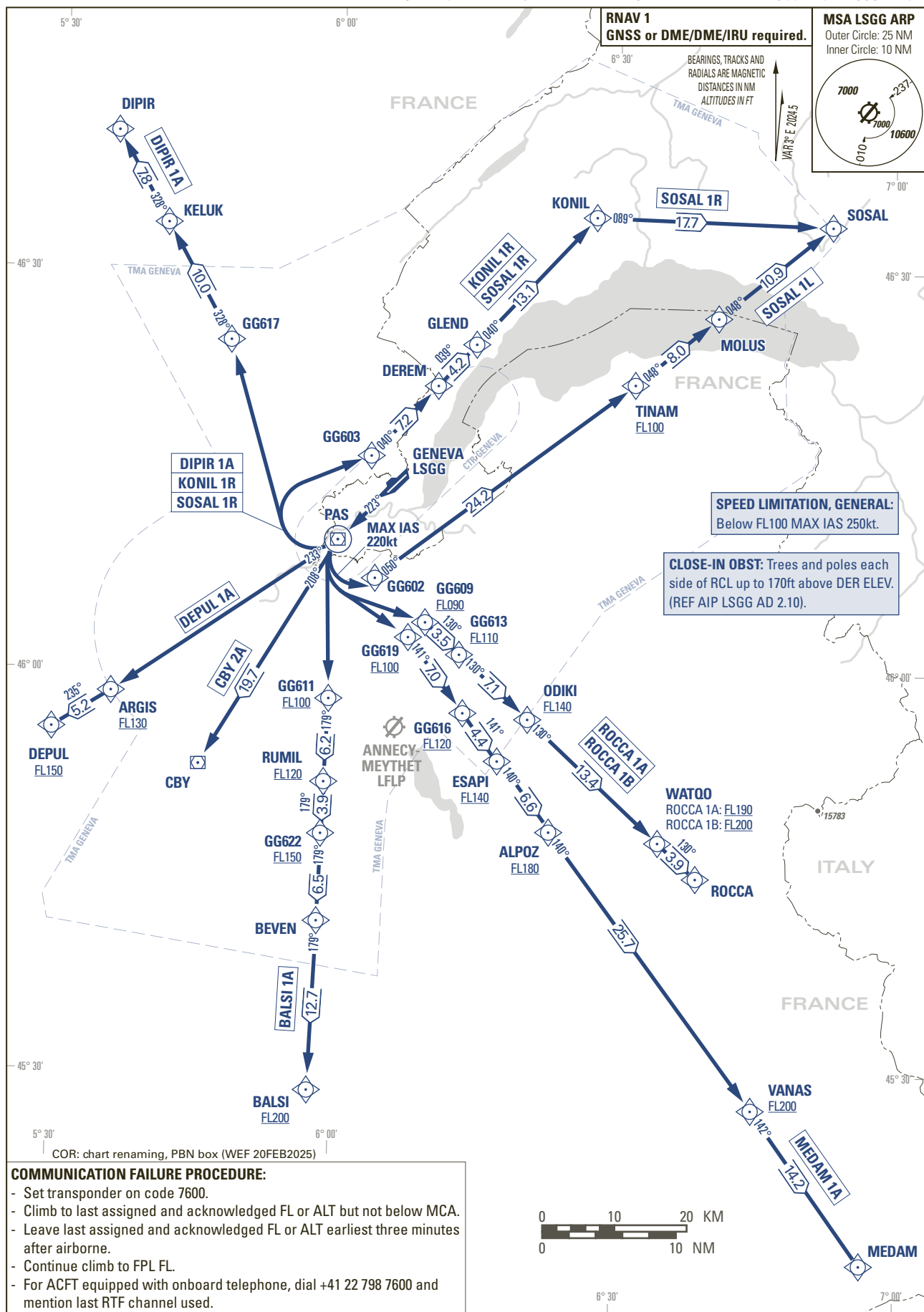
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

GENEVA (LSGG)
RNAV RWY 22

BALSI 1A CBY 2A DEPUL 1A DIPIR 1A KONIL 1R MEDAM 1A ROCCA 1A/1B SOSAL 1L/1R



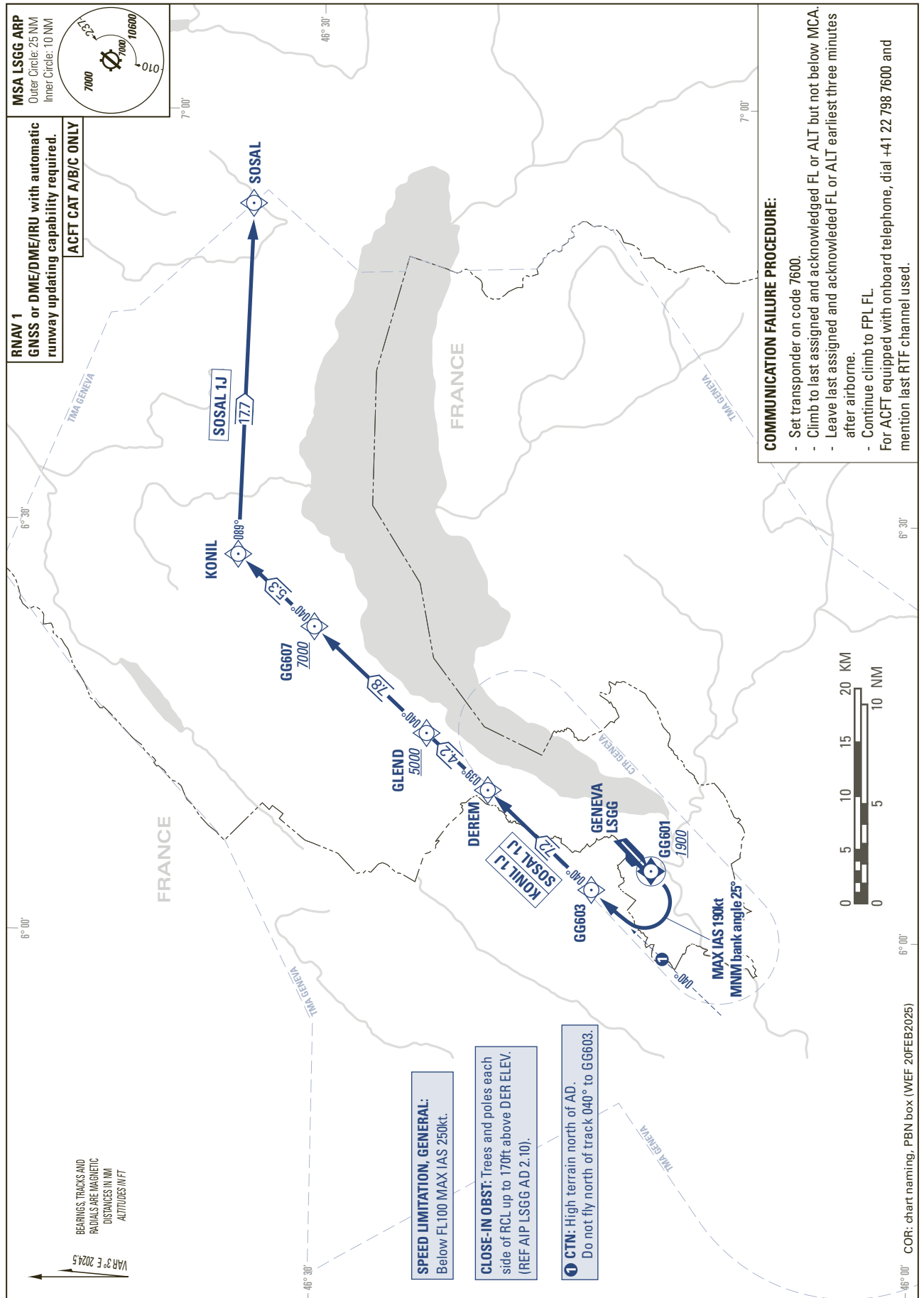
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

GENEVA (LSGG)
RNAV RWY 22

KONIL 1J SOSAL 1J

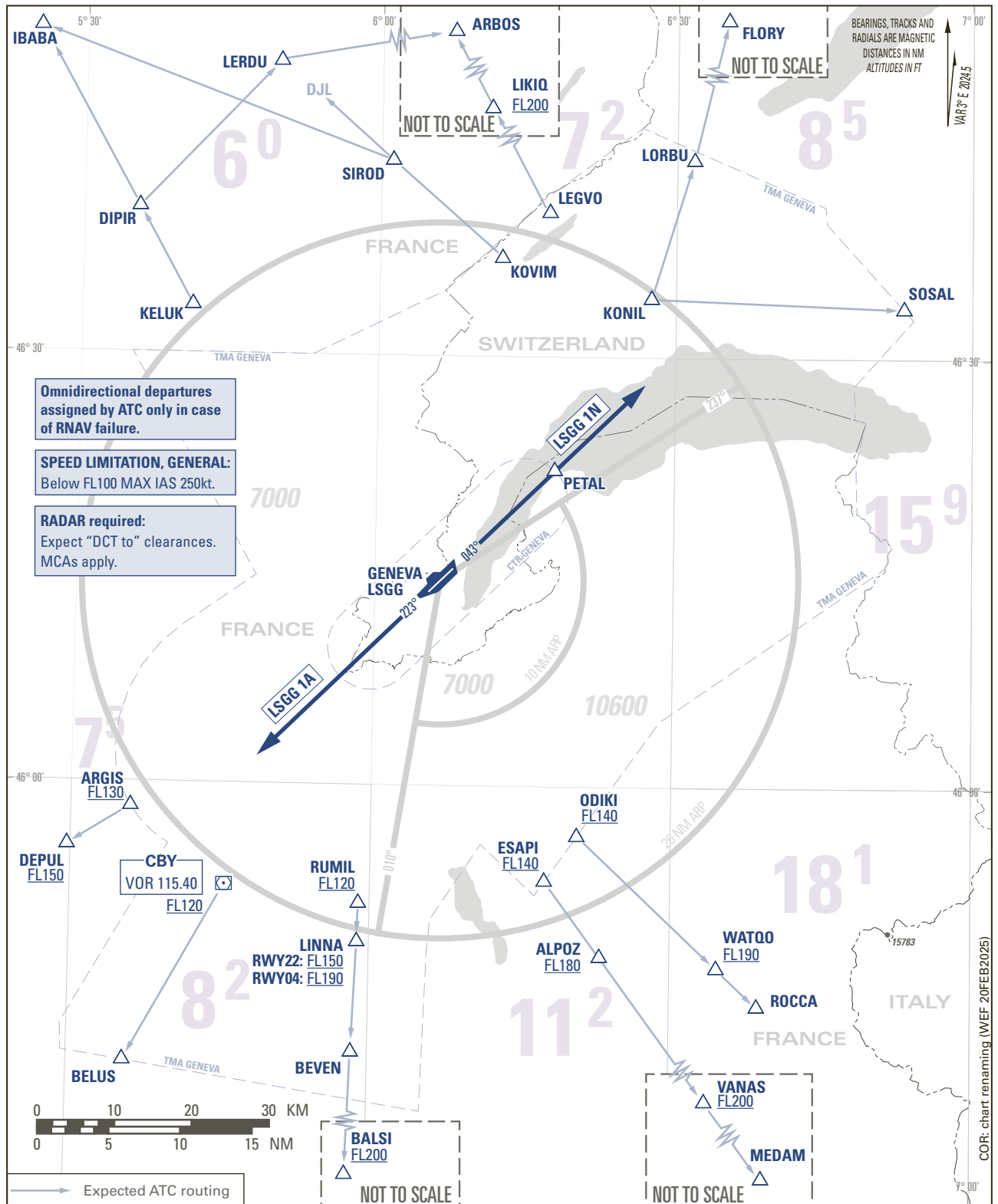


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OMNIDIRECTIONAL DEPARTURE CHART

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

GENEVA (LSGG)
RWY 04/22



Omnidirectional departures assigned by ATC only in case of RNAV failure.

SPEED LIMITATION, GENERAL:
Below FL100 MAX IAS 250kt.

RADAR required:
Expect "DCT to" clearances.
MCAs apply.

COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Climb to FL090 or last assigned and acknowledged FL.
- Leave last assigned and acknowledged FL earliest three minutes after airborne.
- Continue climb to FPL FL and proceed to first en-route point according to FPL but not below grid AMA.
- For ACFT equipped with onboard telephone, dial +41 22 798 7600 and mention last RTF channel used.

Initial climb clearance: **FL090**

RWY 04: GENEVA ONE NOVEMBER PDG 5.4% to 6100ft.	Climb straight ahead on track 043° to FL090, continue to en-route as cleared by ATC.
RWY 22: GENEVA ONE ALPHA PDG 7.6% to 6200ft.	Climb straight ahead on track 223° to FL090, continue to en-route as cleared by ATC.

CLOSE-IN OBST: RWY 04/22 - Trees and poles each side of RWY centre line up to 170ft AGL above DER ELEV (REF AIP LSGG AD 2.10).

Notes:

- Strict adherence to initial climb nominal track required for noise abatement.
- For expected ATC routing REF AIP LSGG AD 2.22 §1.1.2.

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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

GENEVA (LSGG)
RNAV RWY 04

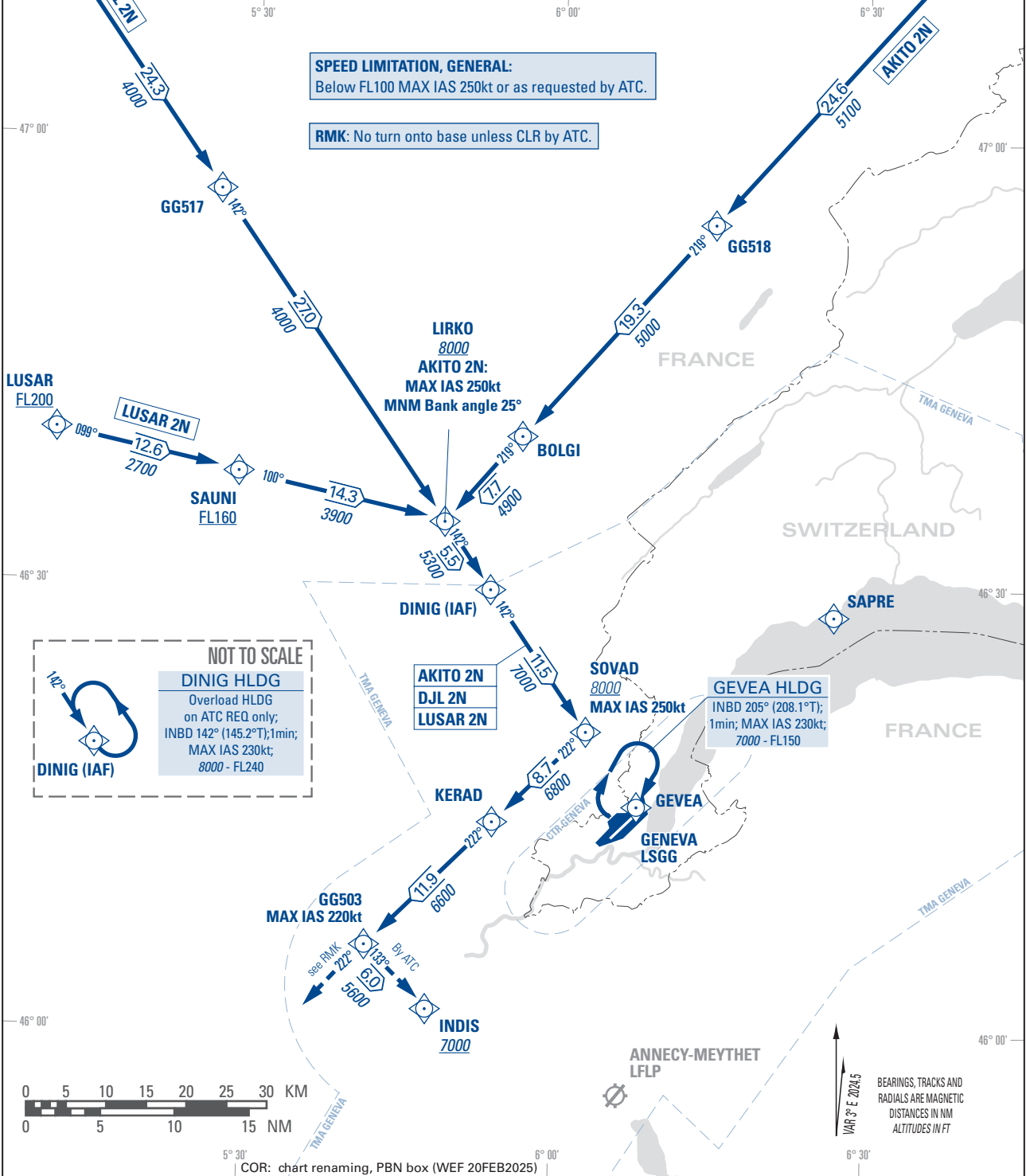
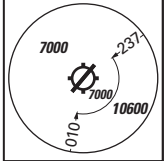
AKITO 2N DJL 2N LUSAR 2N

RNAV 1
GNSS or DME/DME/IRU required.

COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- If on final intercept or cleared for the approach, continue as instructed and follow the IAC.
- In any other case, proceed direct to GEVEA at last assigned and acknowledged FL.
- When in the GEVEA HLDG pattern descend or climb to FL100.
- If RWY 04 is in use, leave GEVEA HLDG at FL100 and proceed via PITOM, GG502 (MAX IAS 220kt) to INDIS and carry out an instrument approach according to IAC. Cross PITOM at or above FL080, GG502 at or above 7000.
- If RWY 22 is in use, leave GEVEA HLDG at FL100 and proceed via GG525, GG512 (MAX IAS 220kt) to SAPRE and carry out an instrument approach according to IAC. Cross GG525 at or above FL080, GG512 at or above 7000.
- For ACFT equipped with onboard telephone, dial +41 22 798 7600 and mention last RTF channel used.

MSA LSGG ARP
Outer Circle: 25 NM
Inner Circle: 10 NM



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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

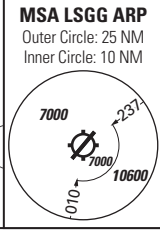
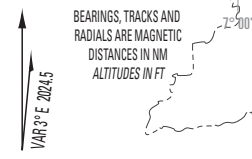
TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

GENEVA (LSGG)
RNAV RWY 04

BENOT 1N BENOT 1P FRIBU 1P ULMES 1N ULMES 1P

COMMUNICATION FAILURE PROCEDURE

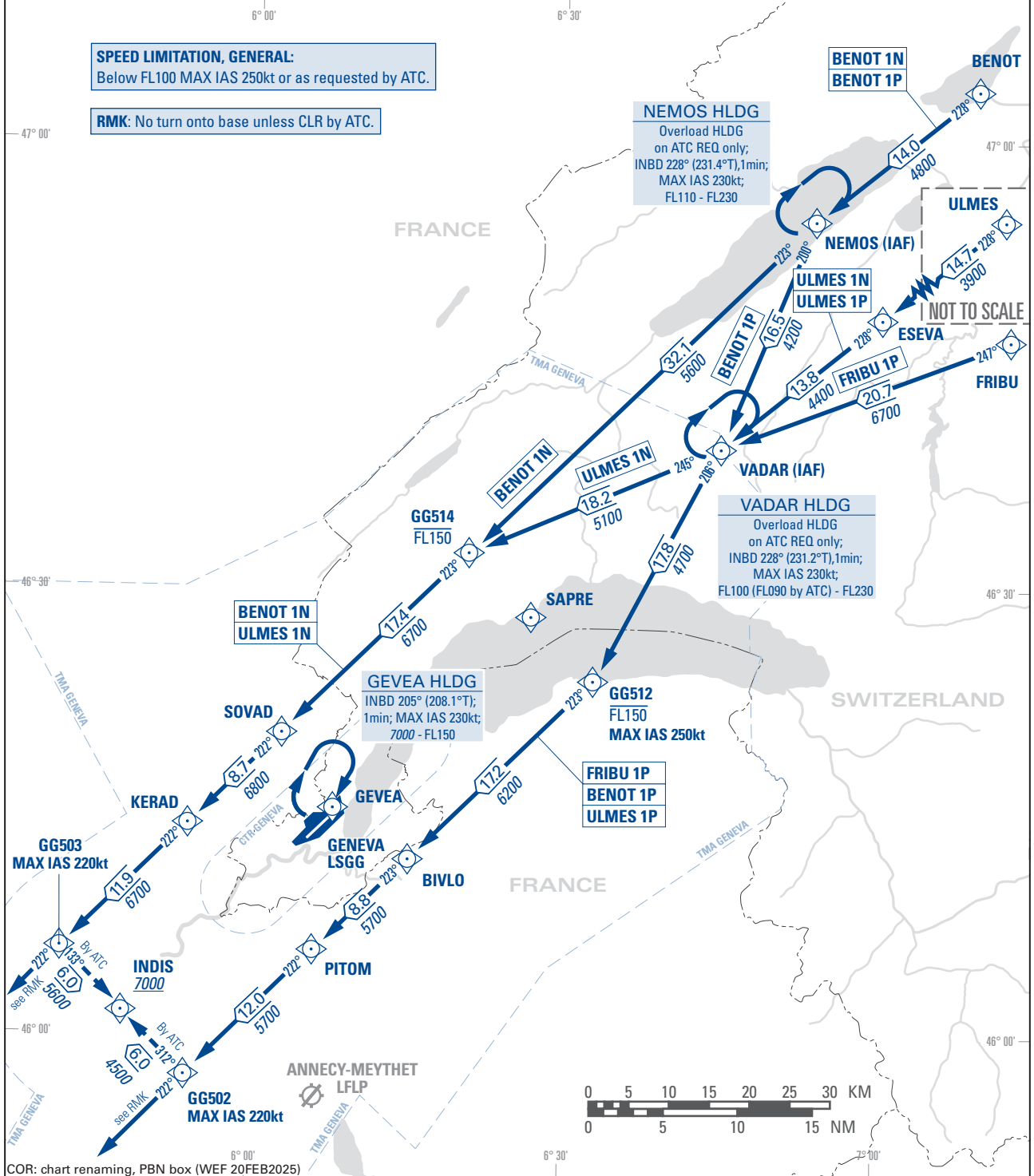
- Set transponder on code 7600.
- If on final intercept or cleared for the approach, continue as instructed and follow the IAC.
- In any other case, proceed direct to GEVEA at last assigned and acknowledged FL.
- When in the GEVEA HLDG pattern descend or climb to FL100.
- If RWY 04 is in use, leave GEVEA HLDG at FL100 and proceed via PITOM, GG502 (MAX IAS 220kt) to INDIS and carry out an instrument approach according to IAC. Cross PITOM at or above FL080, GG502 at or above 7000.
- If RWY 22 is in use, leave GEVEA HLDG at FL100 and proceed via GG525, GG512 (MAX IAS 220kt) to SAPRE and carry out an instrument approach according to IAC. Cross GG525 at or above FL080, GG512 at or above 7000.
- For ACFE equipped with onboard telephone, dial +41 22 798 7600 and mention last RTF channel used.



RNAV 1
GNSS or DME/DME/IRU required.

SPEED LIMITATION, GENERAL:
Below FL100 MAX IAS 250kt or as requested by ATC.

RMK: No turn onto base unless CLR by ATC.



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

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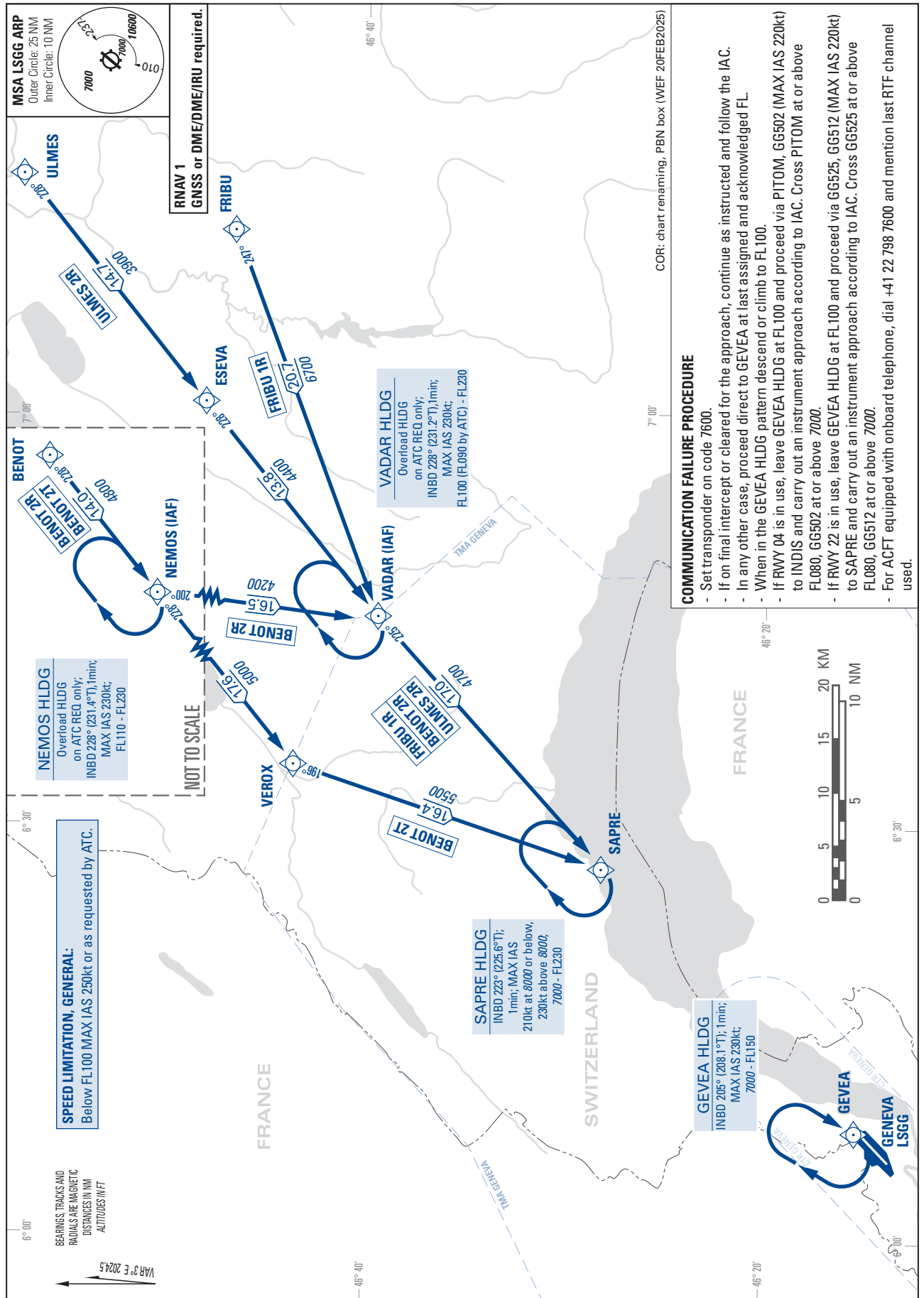
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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

GENEVA (LSGG)
RNAV RWY 22

BENOT 2R BENOT 2T FRIBU 1R ULMES 2R



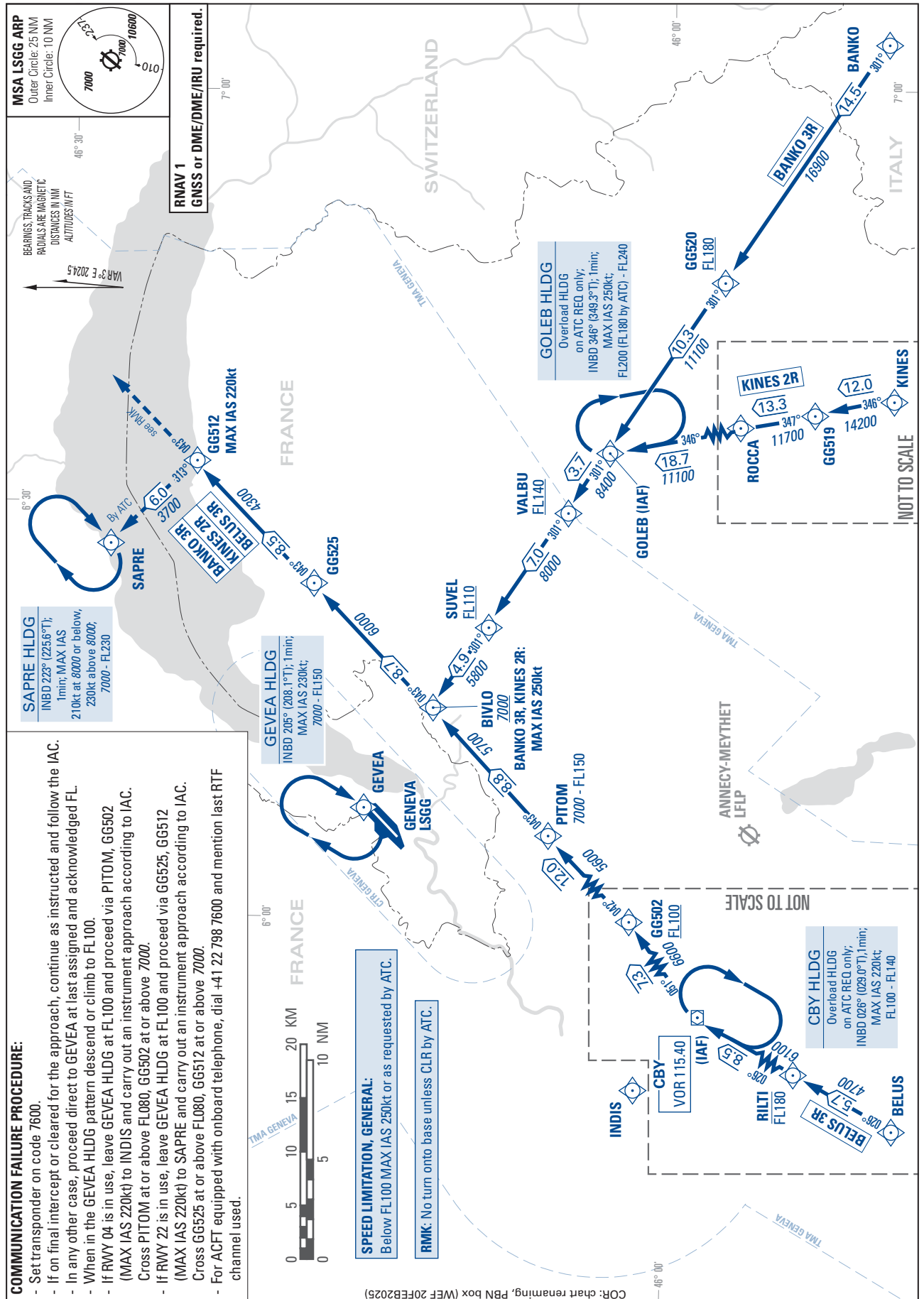
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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

GENEVA (LSGG)
RNAV RWY 22

BANKO 3R BELUS 3R KINES 2R



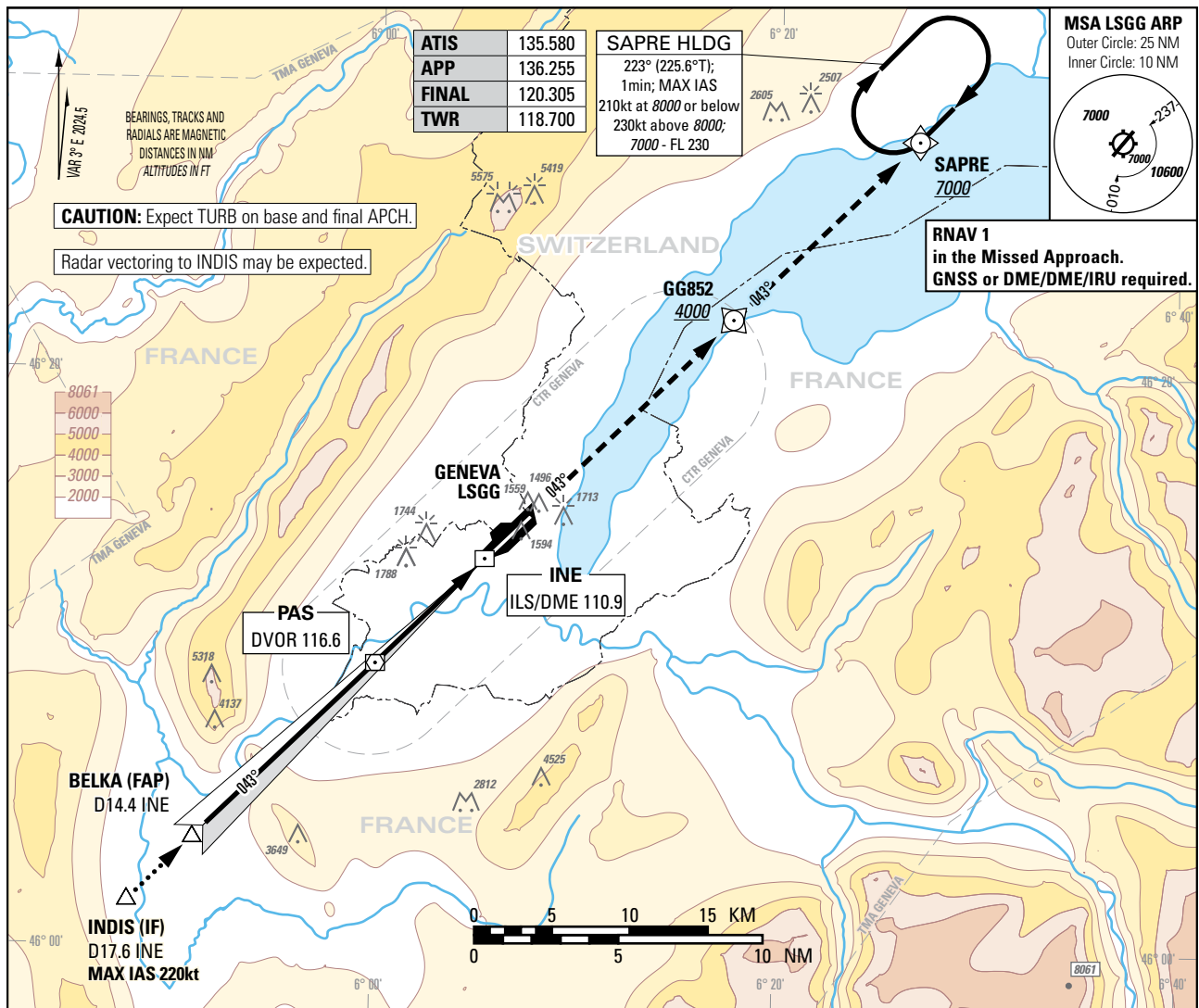
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

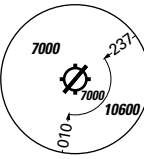
GENEVA (LSGG)
ILS RWY 04



ATIS	135.580
APP	136.255
FINAL	120.305
TWR	118.700

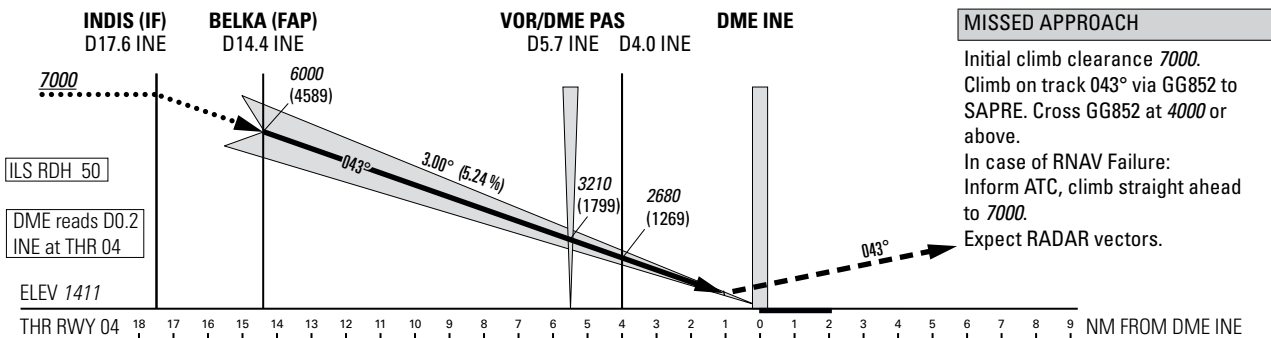
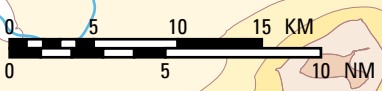
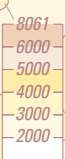
SAPRE HLDG
223° (225.6°T);
1min; MAX IAS
210kt at 8000 or below
230kt above 8000;
7000 - FL 230

MSA LSGG ARP
Outer Circle: 25 NM
Inner Circle: 10 NM



CAUTION: Expect TURB on base and final APCH.
Radar vectoring to INDIS may be expected.

RNAV 1
in the Missed Approach.
GNSS or DME/DME/IRU required.



MISSED APPROACH
Initial climb clearance 7000.
Climb on track 043° via GG852 to SAPRE. Cross GG852 at 4000 or above.
In case of RNAV Failure:
Inform ATC, climb straight ahead to 7000.
Expect RADAR vectors.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)					
		A	B	C	D
CAT I	pressure altimeter	1601 (190)	1609 (198)	1617 (206)	1627 (216)
		Straight-in approach			
		1611 (200)	1617 (206)	1627 (216)	
DECISION ALTITUDE (HEIGHT)					
		A	B	C	D
CAT I	pressure altimeter	1611 (200)	1617 (206)	1627 (216)	
		Circling ¹⁾²⁾			
		2100 (689)	2150 (739)	2400 (989)	

DIST DME INE	16	14	12	10	8	6	4	2
recommended CROSSING ALT	6510	5870	5230	4590	3960	3320	2680	2050

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

NOTE
1) Circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.
2) Circling must remain inside CTR at all times.

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

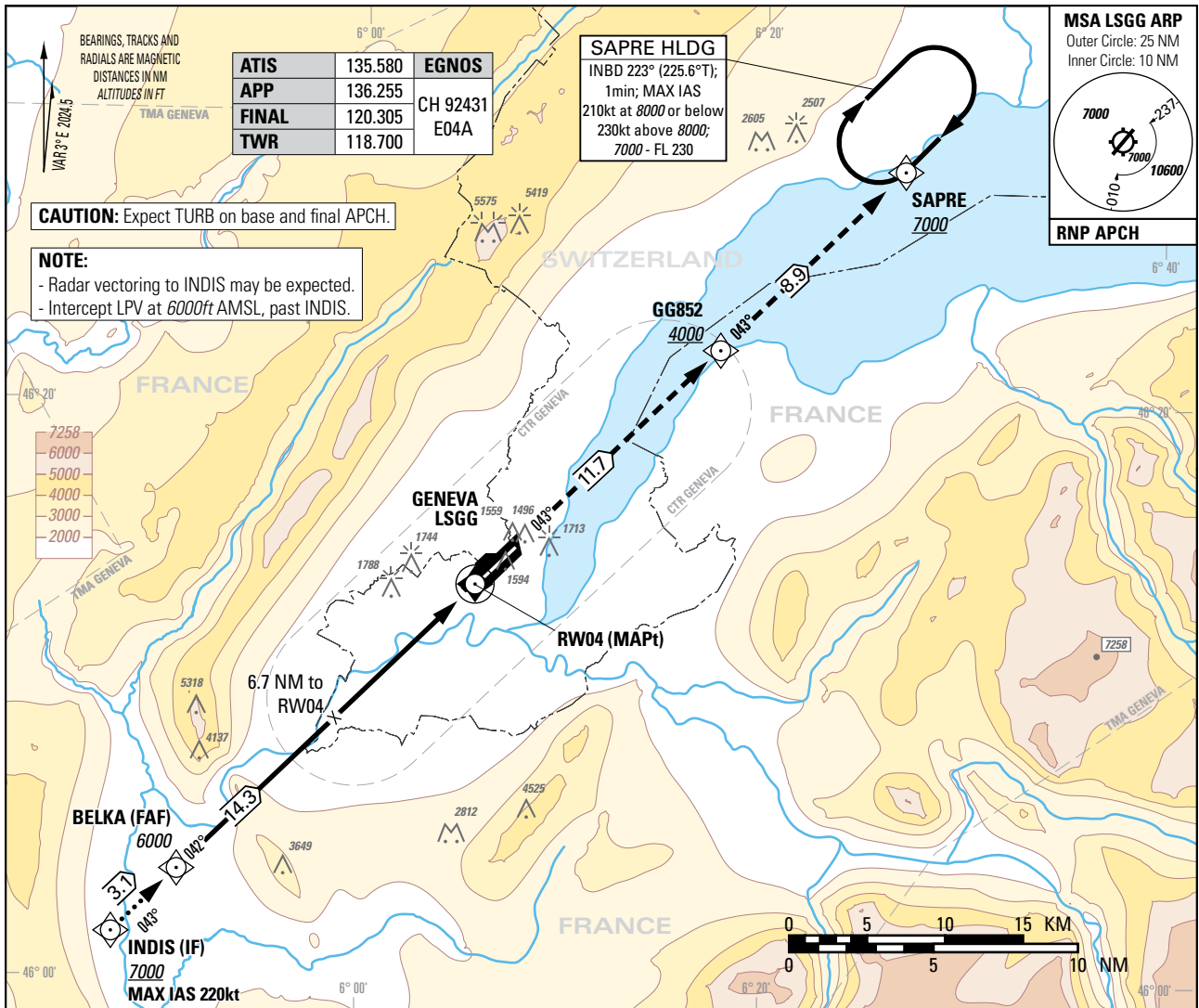
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

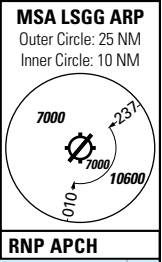
TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

GENEVA (LSGG)
RNP RWY 04



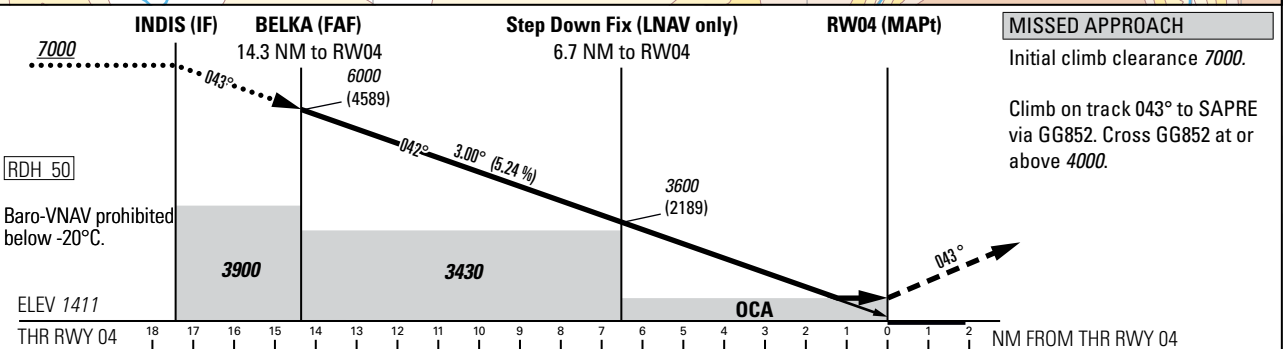
ATIS	135.580	EGNOS	
APP	136.255	CH 92431	
FINAL	120.305	E04A	
TWR	118.700		

SAPRE HLDG
INBD 223° (225.6°T);
1min; MAX IAS
210kt at 8000 or below
230kt above 8000;
7000 - FL 230



CAUTION: Expect TURB on base and final APCH.

NOTE:
- Radar vectoring to INDIS may be expected.
- Intercept LPV at 6000ft AMSL, past INDIS.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH				DIST RWY 04	17.4	16	14.3	12	10	8	6.7	6	4	2
	A	B	C	D		recommended crossing ALTITUDE (HEIGHT)	7000 (5589)	6560 (5149)	6000 (4598)	5290 (3879)	4650 (3239)	4010 (2599)	3600 (2189)	3380 (1969)	2740 (1329)
2.5%	OCA(H) LPV CAT I				ROD	GS kt		90	110	130	150				
	DA(H) LPV CAT I					FT/MIN		478	584	690	796				
	OCA(H) LNAV/VNAV														
	OCA(H) LNAV														
	1860 (449)														
Circling ⁽¹⁾²⁾	2100 (689)	2150 (739)	2400 (989)												

CAUTION
0.5 NM before THR 04 Visual Segment Surface (VSS) penetrated by trees up to 1520ft AMSL.

NOTE
¹⁾ Circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.
²⁾ Circling must remain inside CTR at all times.

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

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LSGG
Runway	04
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E04A
LTP/FTP Latitude	461340.2340N
LTP/FTP Longitude	0060538.2400E
LTP/FTP Ellipsoidal Height (metres)	479.9
FPAP Latitude	461505.8430N
Delta FPAP Latitude (seconds)	85.6090
FPAP Longitude	0060743.8945E
Delta FPAP Longitude (seconds)	125.6545
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	144
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 07 07 13 0C 04 00 00 01 34 30 05 14 BE D6 13 80 80 9D 02 BF 26 D2 9C 02 AD D5 03 F4 01 2C 01 64 12 C8 AF 03 D3 C8 33
Calculated CRC Value	03D3C833

Required Additional Data

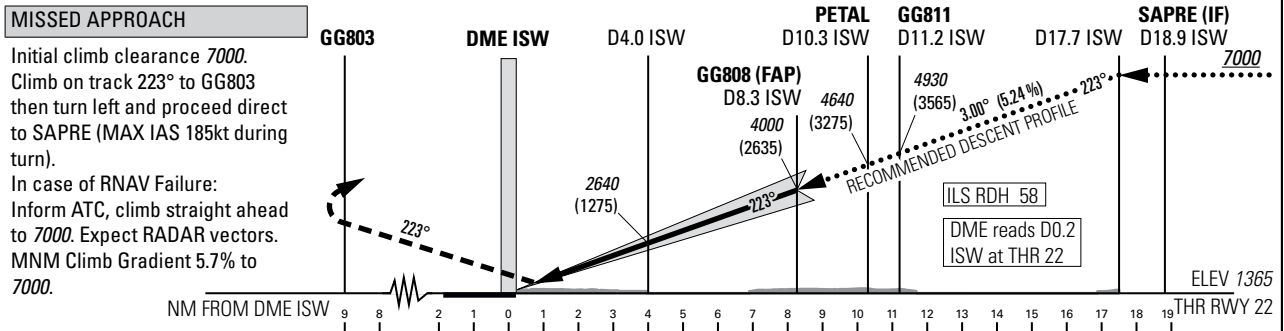
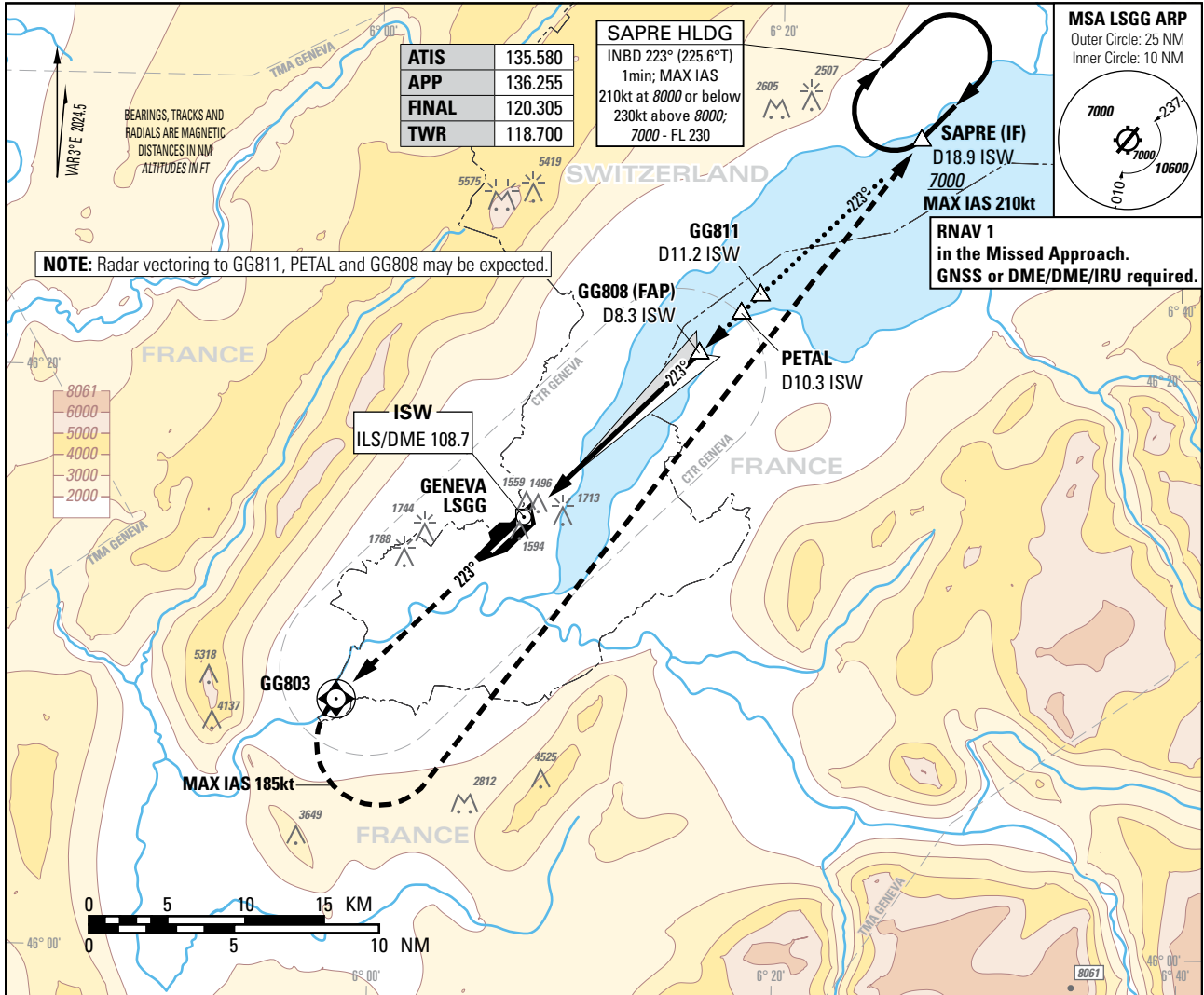
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	430.1
FPAP Orthometric Height (metres)	

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

GENEVA (LSGG)
ILS RWY 22
CAT II & CAT III



OBSTACLE CLEARANCE ALTITUDE (HEIGHT) ¹⁾					
Missed APCH climb gradient requirement					
	A	B	C	D	
CAT I pressure altimeter	2.5%	2420 (1055)	2430 (1065)	2440 (1075)	2450 (1085)
CAT I pressure altimeter	4.2% to 4800	1530 (165)	1538 (173)	1548 (183)	1560 (195)
radio altimeter		1432 (67)	1438 (73)	1449 (84)	1465 (100)
CAT II radio altimeter and autopilot		1427 (62)	1436 (71)	1447 (82)	1464 (99)
DECISION ALTITUDE (HEIGHT) ¹⁾					
	A	B	C	D	
CAT I pressure ²⁾ altimeter	4.2% to 4800	1565 (200)			
radio altimeter and autopilot ²⁾		1465 (100)			
Circling ^{3) 4)}		2100 (689)	2150 (739)	2400 (989)	

DIST DME ISW	2	4	6	8	8.3	10	12	14	16
	recommended CROSSING ALT	2000	2640	3280	3910	4000	4550	5190	5820

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

NOTE

¹⁾ Above THR elevation 1365ft.
²⁾ Radio altimeter reading at CAT I DH 216ft, at CAT II DH 108ft, for lower operating minima (DH and RVR) PPR FOCA.
³⁾ Above aerodrome ELEV 1411ft, circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.
⁴⁾ Circling must remain inside CTR at all times.

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

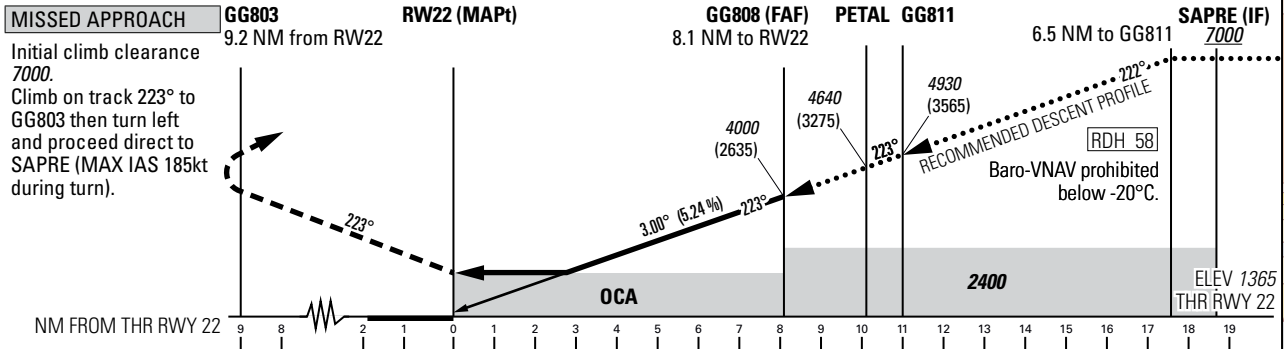
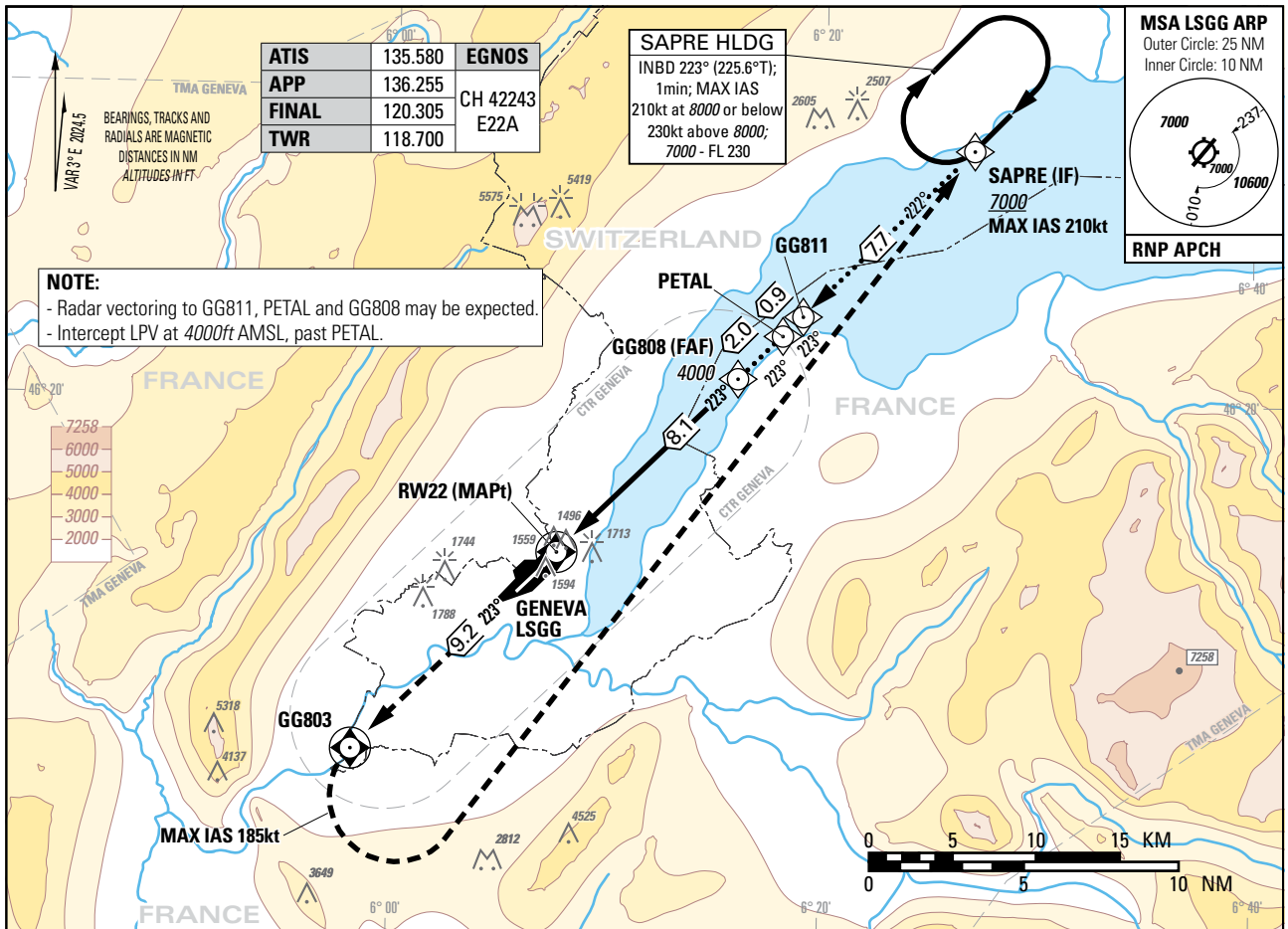
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

GENEVA (LSGG)
RNP RWY 22



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH				
	A	B	C	D	
To Altitude	OCA(H) LPV CAT I				
2.5%	N/A	2005 (640)	2015 (650)	2025 (660)	2035 (670)
3.3%	4300	1532 (167)	1540 (175)	1550 (185)	1562 (197)
		DA(H) LPV CAT I			
3.3%	4300	1565 (200)			
		OCA(H) LNAV/VNAV			
2.5%	N/A	2422 (1057)	2432 (1067)	2453 (1088)	2479 (1114)
3.8%	4800	1706 (341)	1715 (350)	1731 (366)	1762 (397)
		OCA(H) LNAV			
2.5%	N/A	2850 (1485)			
3.8%	4800	1870 (505)			
Circling ¹⁾²⁾		2100 (689)	2150 (739)	2400 (989)	

DIST RWY 22	2	4	6	8.1	10.1	11	12	14	16	17.5
recommended crossing ALTITUDE (HEIGHT)	2060 (695)	2700 (1335)	3340 (1975)	4000 (2635)	4640 (3275)	4930 (3565)	5250 (3885)	5890 (4525)	6520 (5155)	7000 (5635)

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

CAUTION
 0.8 NM before THR22 Visual Segment Surface (VSS) penetrated by power lines and trees up to 1527ft AMSL.

NOTE
¹⁾ Above aerodrome ELEV 1411ft, circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.
²⁾ Circling must remain inside CTR at all times.

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

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LSGG
Runway	22
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E22A
LTP/FTP Latitude	461501.2980N
LTP/FTP Longitude	0060737.2190E
LTP/FTP Ellipsoidal Height (metres)	465.9
FPAP Latitude	461331.4425N
Delta FPAP Latitude (seconds)	-89.8555
FPAP Longitude	0060525.3575E
Delta FPAP Longitude (seconds)	-131.8615
Threshold Crossing Height	58.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

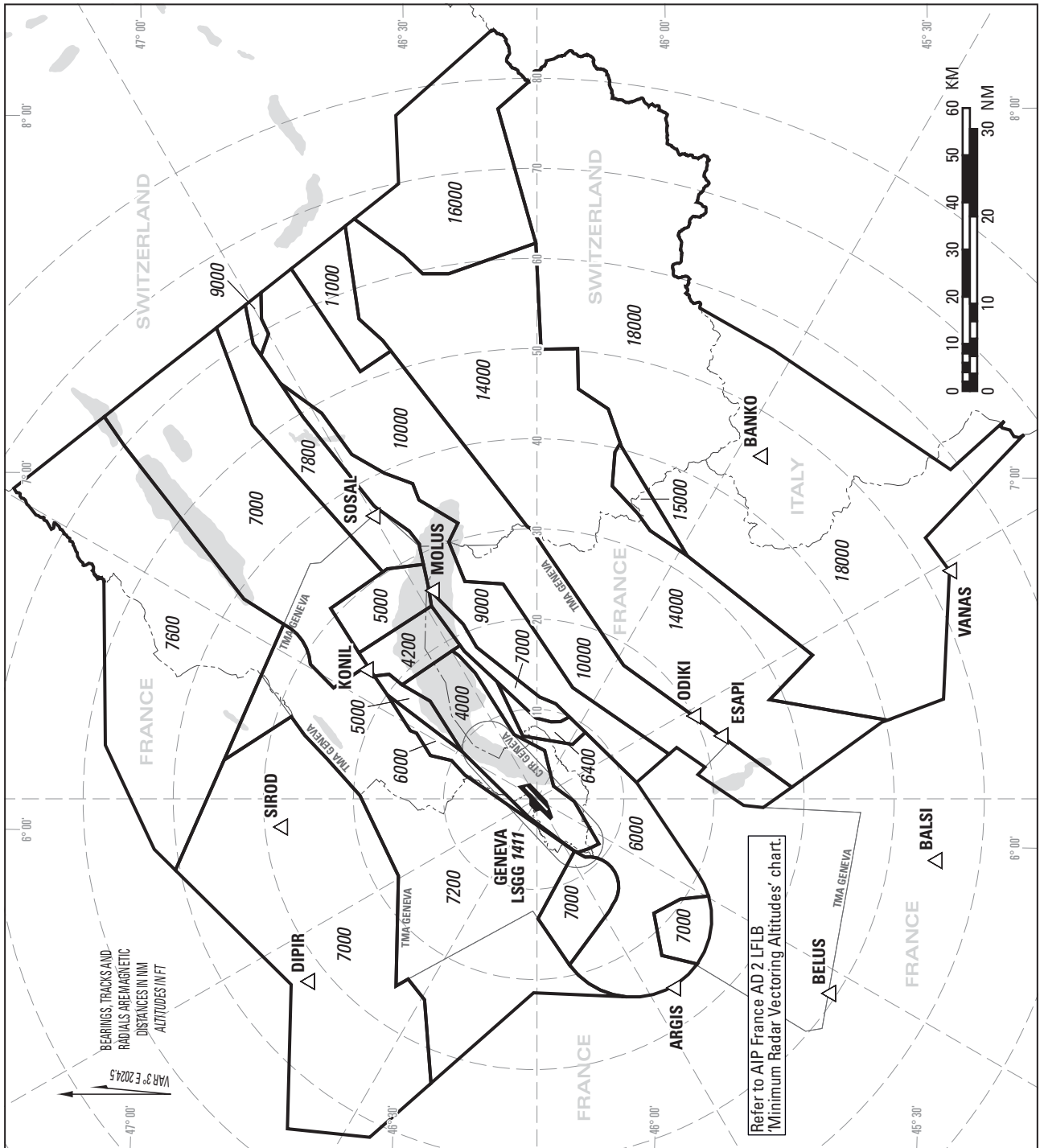
Output data

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Calculated CRC Value	CF2CFDEE

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	416.1
FPAP Orthometric Height (metres)	

ATC SURVEILLANCE MINIMUM ALTITUDE CHART (ADTEMPERATURES FROM -8° TO 1°C)



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSGG and provides for terrain / obstacle clearance as well as radio and radar coverage.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSGG QNH.
Altitudes do NOT consider airspace classification.
Transition ALT: 7000

Minimum altitudes are calculated in accordance with ICAO SARPS (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes up to Transition ALT 7000 are protected for low temperatures from minus 8 to 1 degrees celsius (LSGG temperature).

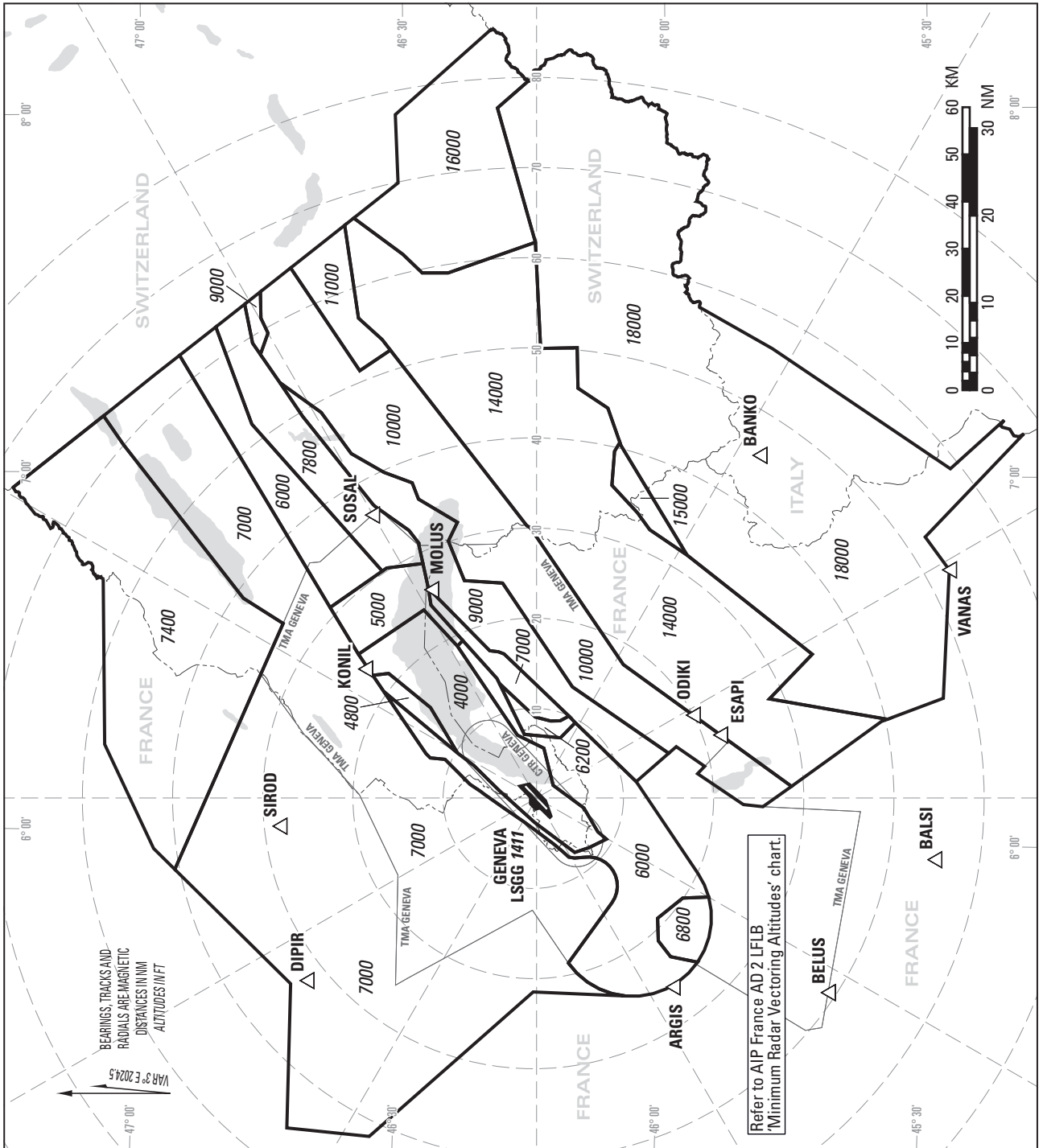
Assigned altitudes above 7000 under radar vectoring are protected for low temperatures by ATC.

Sectors indicated all 30°, distances indicated all 10 NM, based on LSGG ARP.

COR: editorial (WEF 20FEB2025)

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART (ADTEMPERATURES FROM 2°C AND ABOVE)



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSGG and provides for terrain / obstacle clearance as well as radio and radar coverage.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSGG QNH.
Altitudes do NOT consider airspace classification.

Transition ALT: 7000

Minimum altitudes are calculated in accordance with ICAO SARPS (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

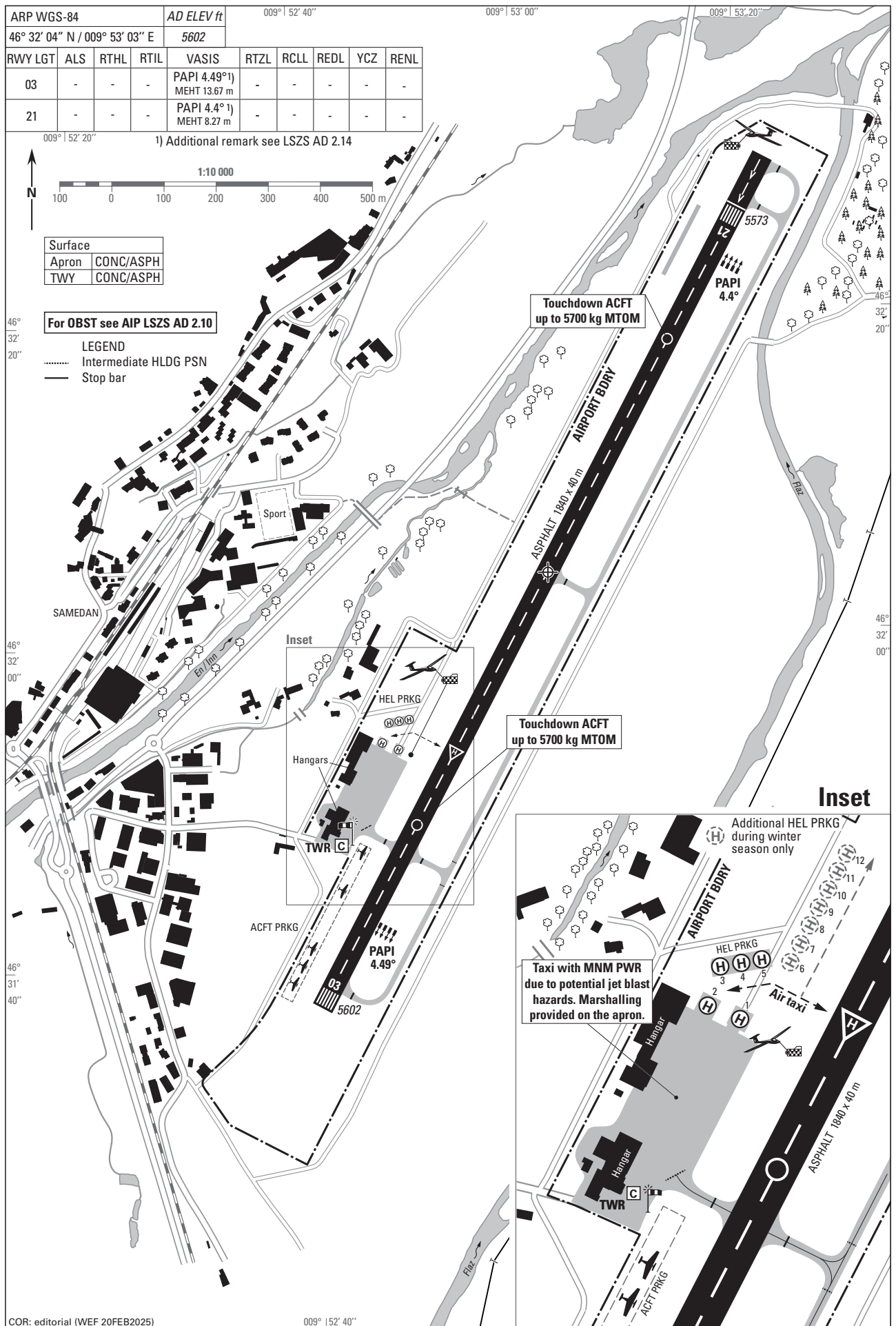
Minimum altitudes up to Transition ALT 7000 are protected for low temperatures to 2 degrees Celsius (LSGG temperature).

Assigned altitudes above 7000 under radar vectoring are protected for low temperatures by ATC.

Sectors indicated all 30°, distances indicated all 10 NM, based on LSGG ARP.

COR: editorial (WEF 20FEB2025)

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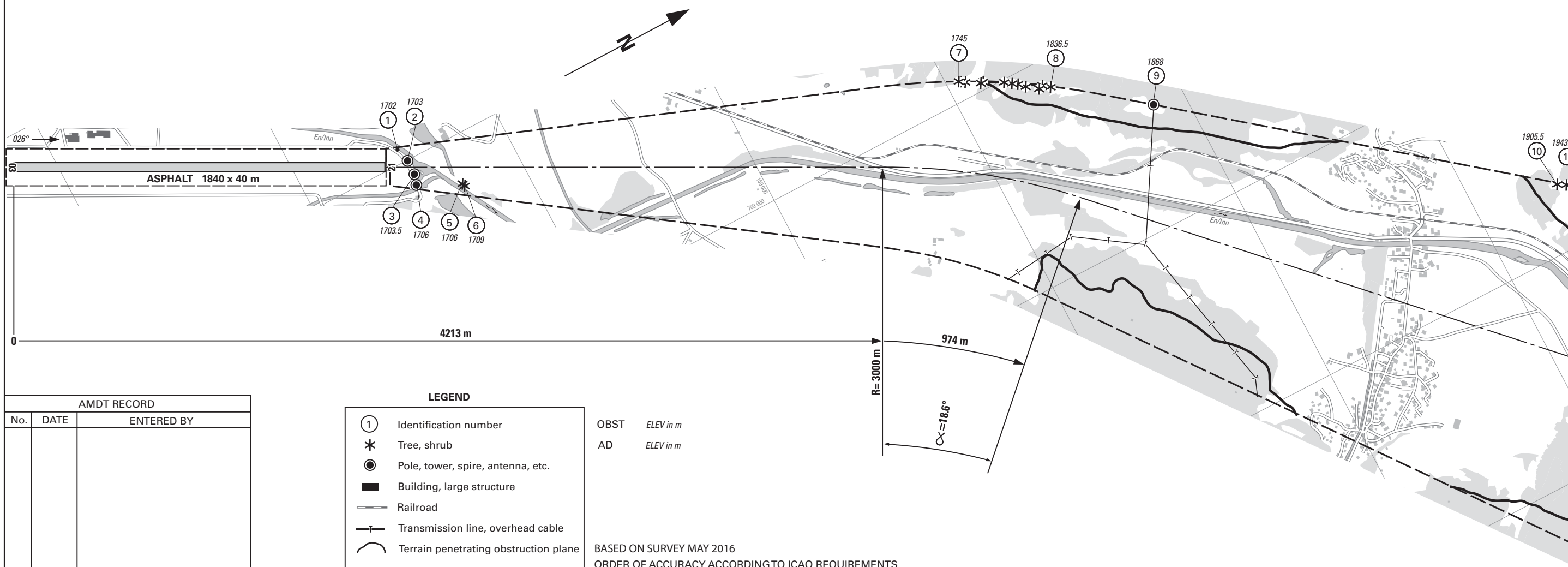
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VAR 3° E (2019.5)

Profile view see LSZS AD 2.24.4-2

RWY: 03

RWY 03	DECLARED DISTANCES in m	RWY 21
1840	TAKE-OFF RUN AVAILABLE	—
1840	TAKE-OFF DISTANCE AVAILABLE	—
1840	ACCELERATE-STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	1730



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

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

OBST ELEV in m
AD ELEV in m

BASED ON SURVEY MAY 2016
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20FEB2025)

© Swisstopo

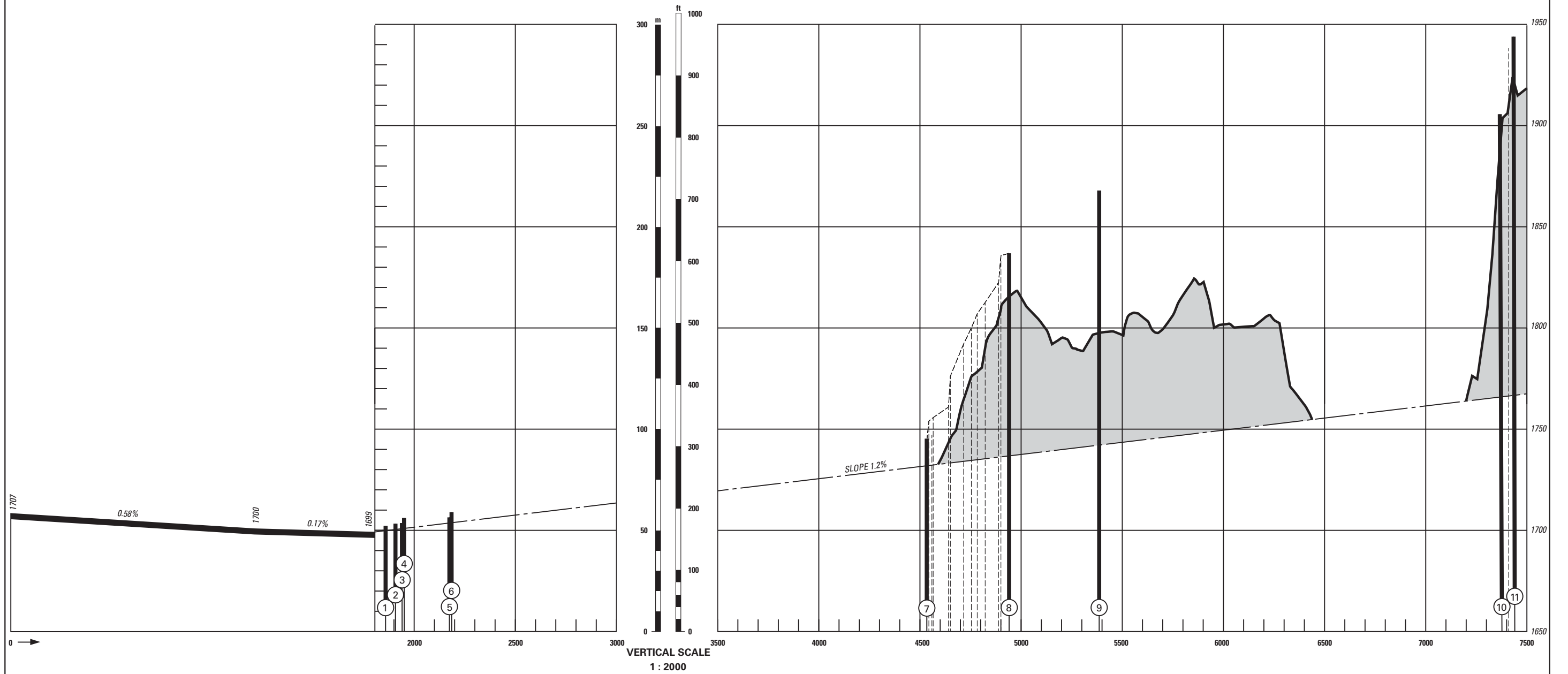
VAR 3° E (2019.5)

Plan view see LSZS AD 2.24.4-1

PROFILE RWY: 03

LEGEND

- ① Identification number
- Tree
- ⌒ Terrain penetrating obstruction plane

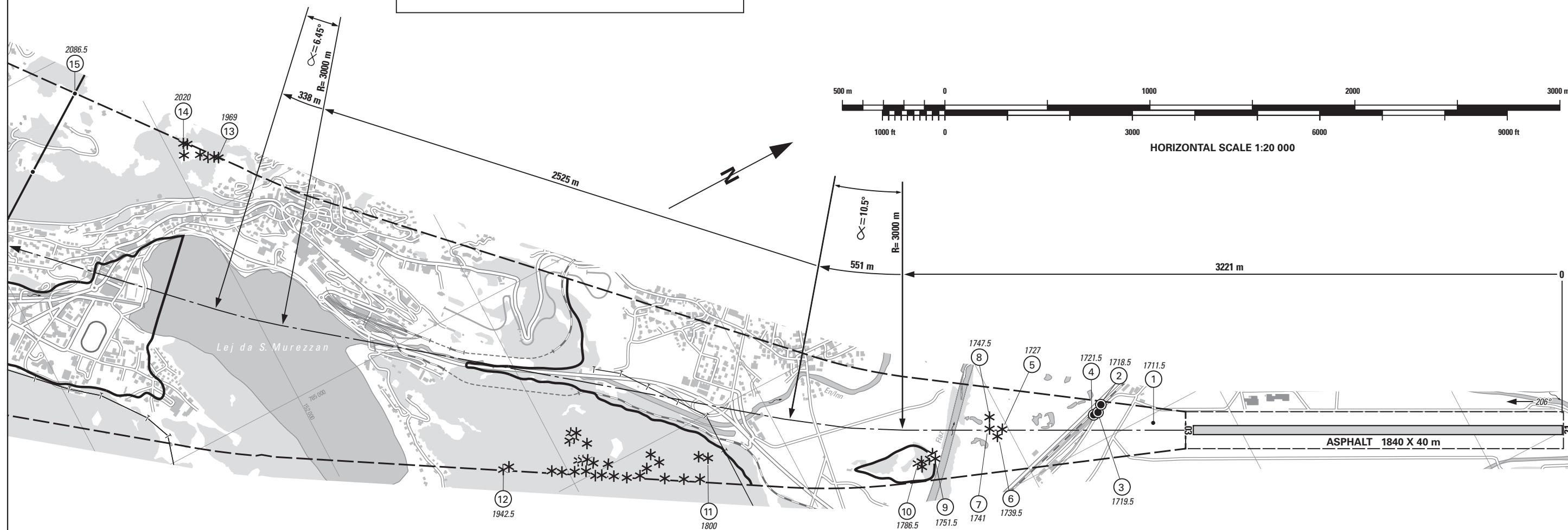


VAR 3° E (2019.5)

Profile view see LSZS AD 2.24.4-4

RWY: 21

RWY 03	DECLARED DISTANCES in m	RWY 21
—	TAKE-OFF RUN AVAILABLE	1840
—	TAKE-OFF DISTANCE AVAILABLE	1840
—	ACCELERATE-STOP DISTANCE AVAILABLE	1840
1840	LANDING DISTANCE AVAILABLE	—



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

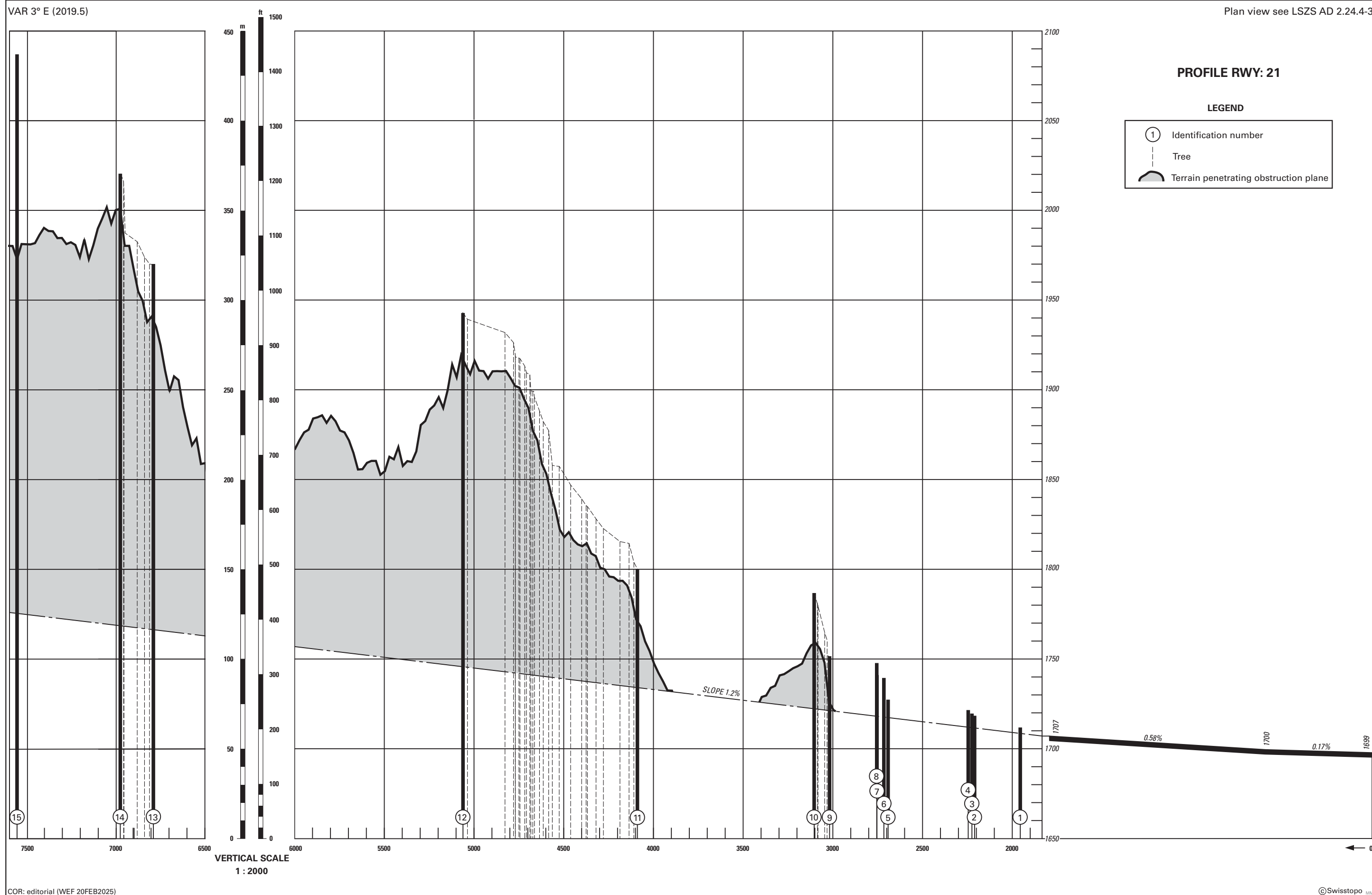
①	Identification number
*	Tree, shrub
●	Pole, tower, spire, antenna, etc.
■	Building, large structure
—	Railroad
—	Transmission line, overhead cable
—	Cable railway
⌒	Terrain penetrating obstruction plane

OBST ELEV in m
AD ELEV in m

BASED ON SURVEY MAY 2016
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20FEB2025)

© Swisstopo

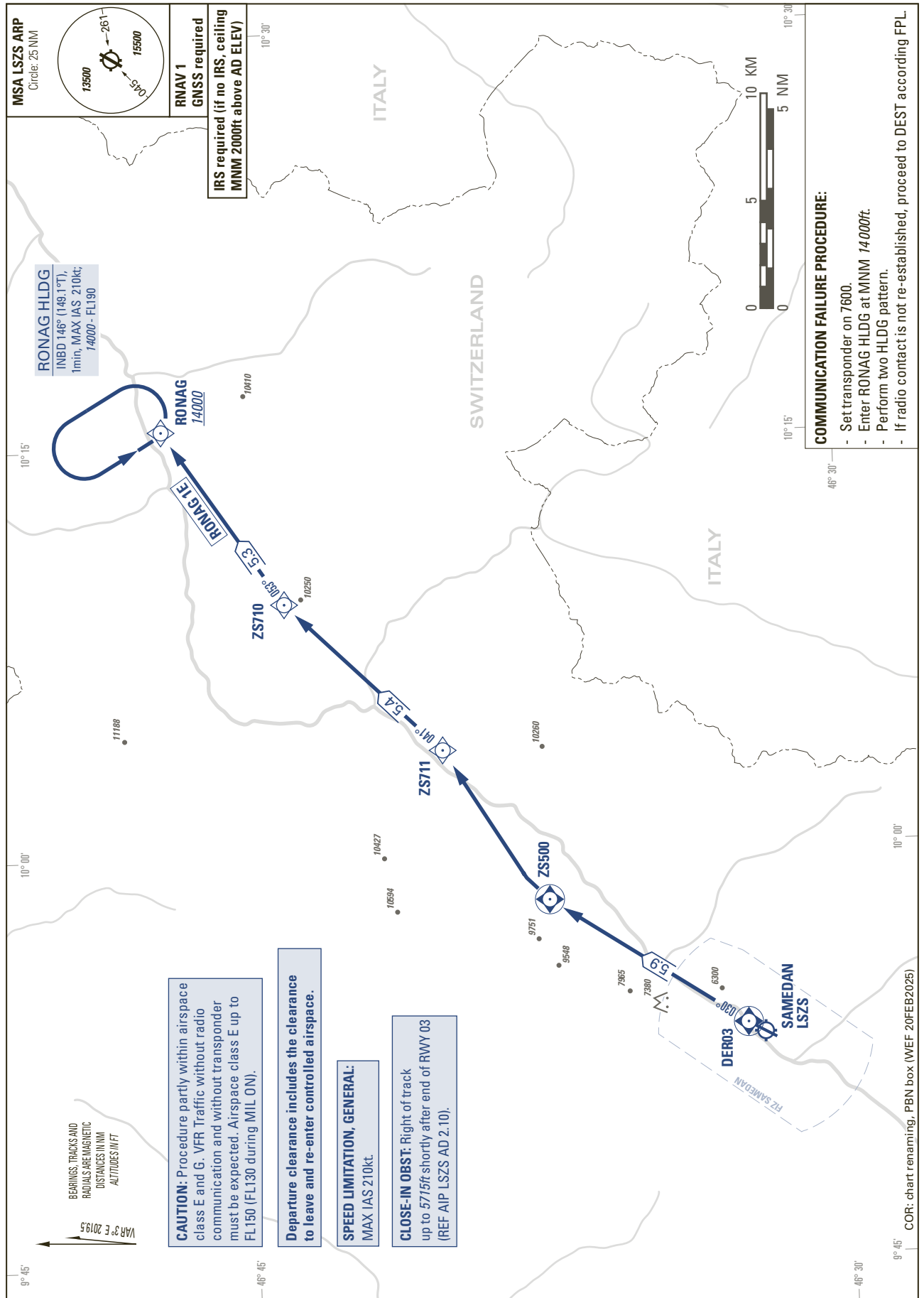


STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 16000

SAMEDAN (LSZS)
RNAV high performance RWY 03

RONAG 1E



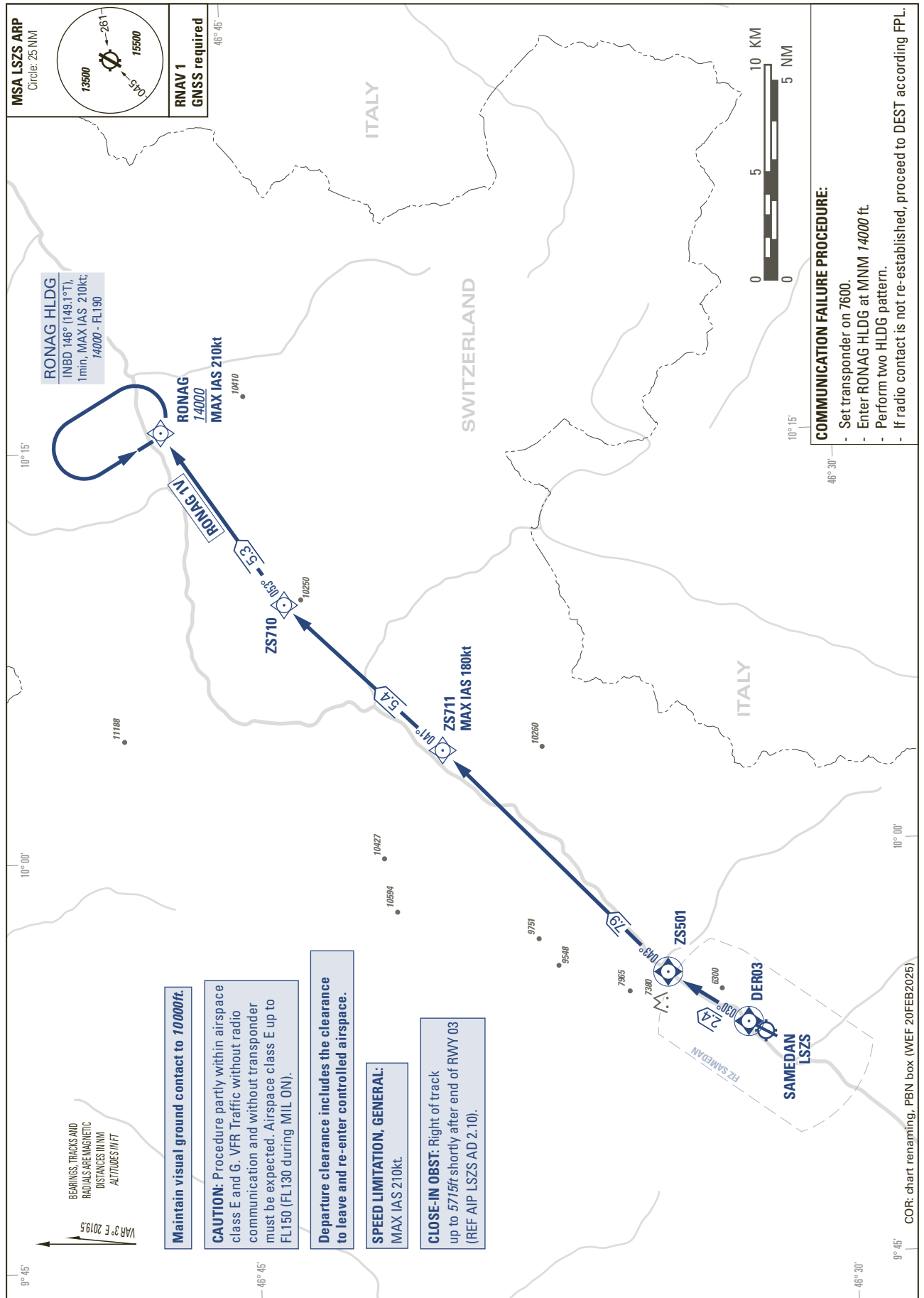
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 16000

SAMEDAN (LSZS)
RNAV high performance RWY 03 (VISUAL)

RONAG 1V



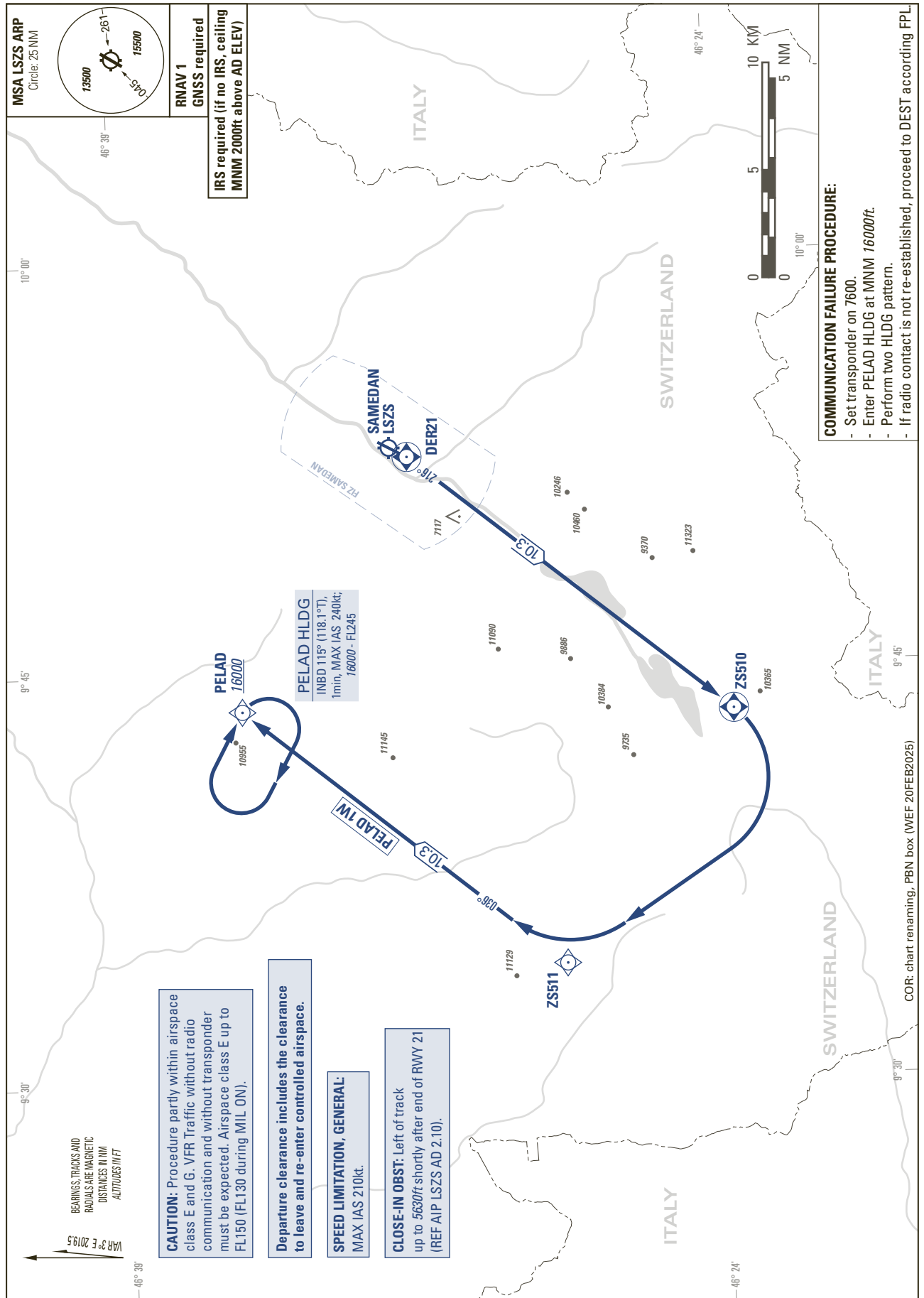
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 16000

SAMEDAN (LSZS)
RNAV high performance RWY 21

PELAD 1W



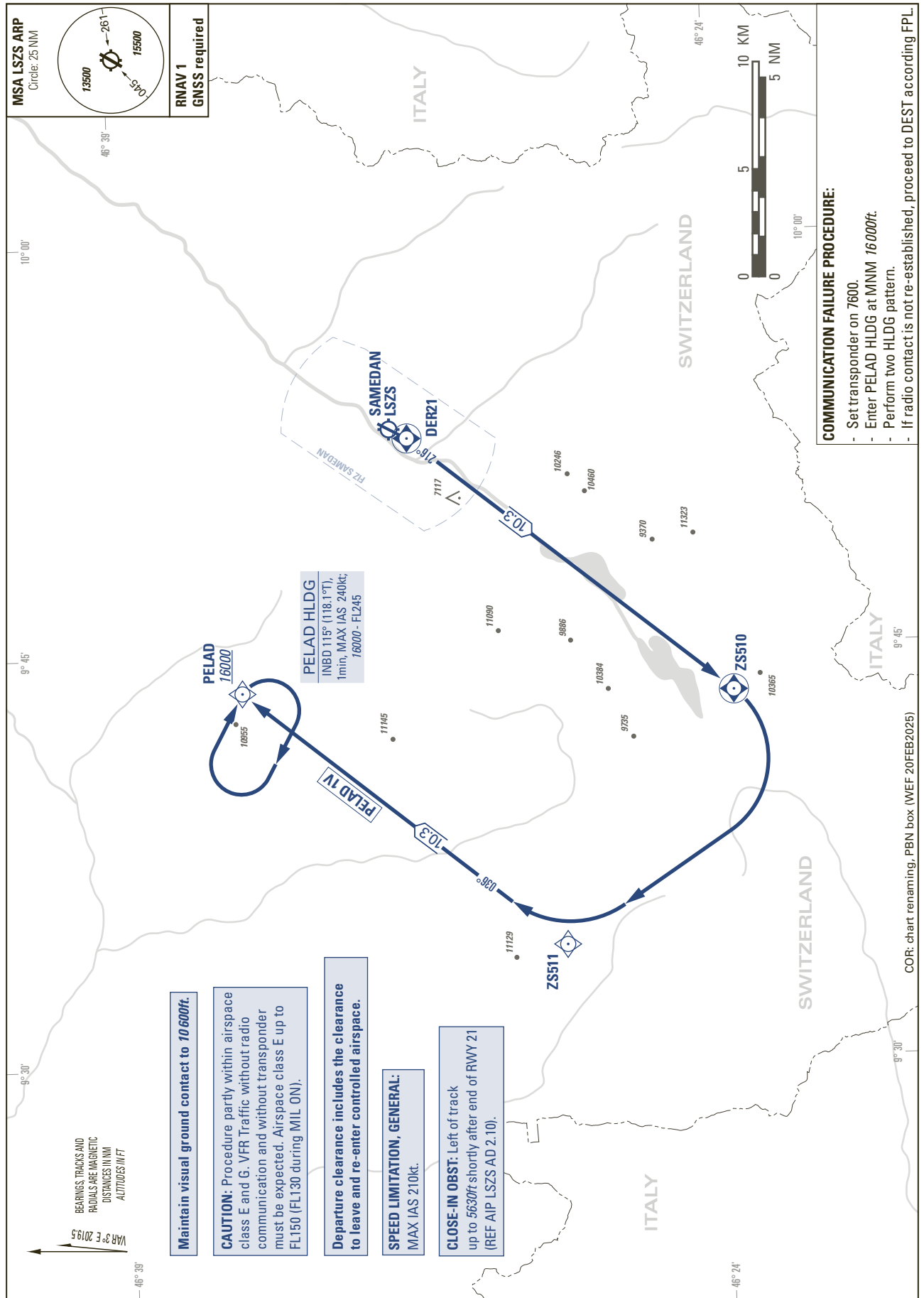
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 16000

SAMEDAN (LSZS)
RNAV high performance RWY 21 (VISUAL)

PELAD 1V



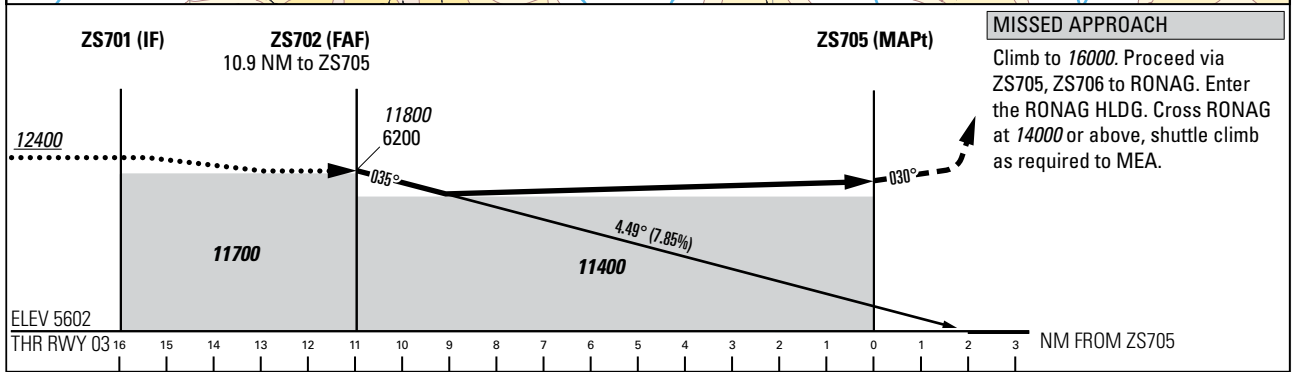
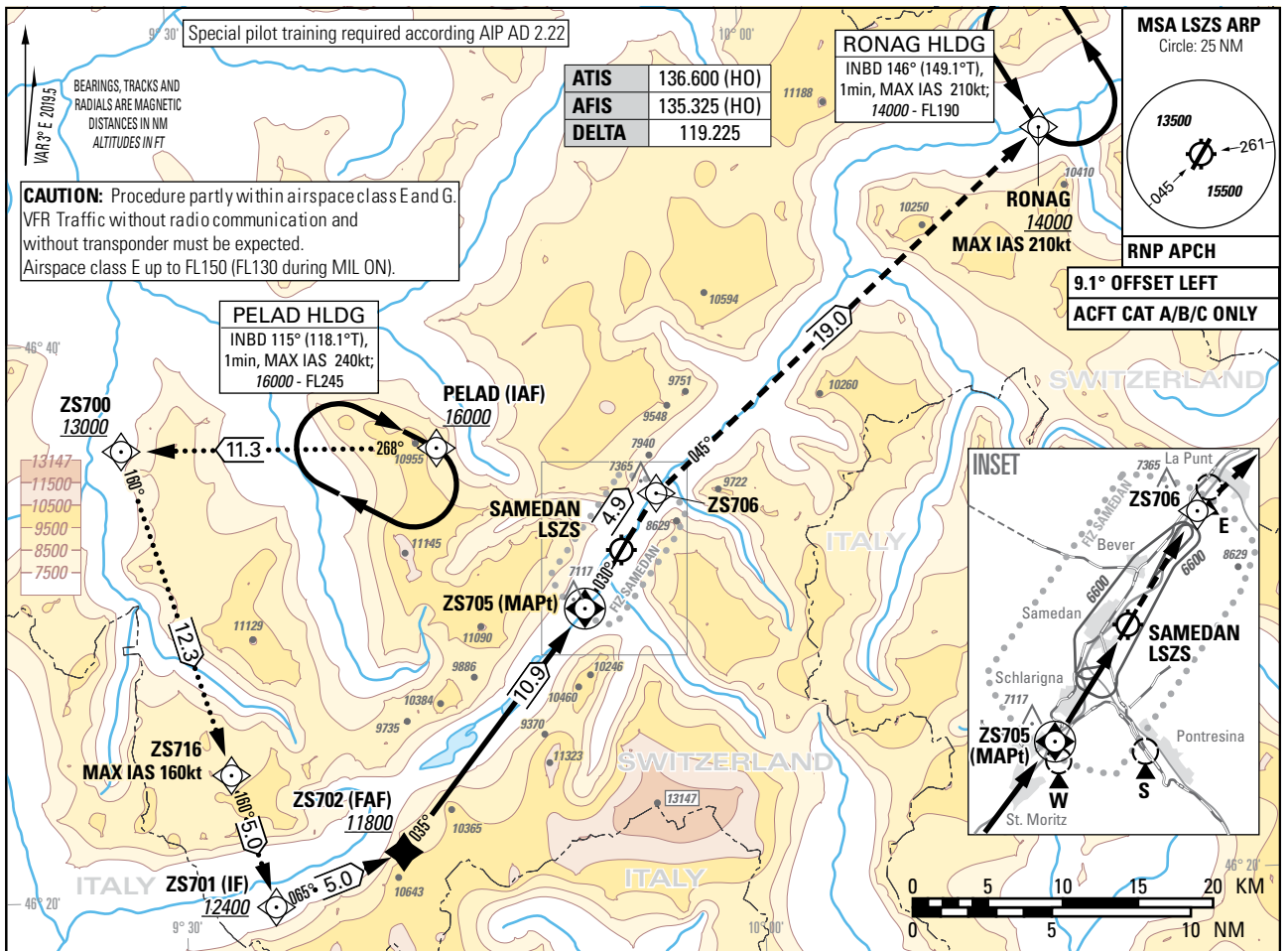
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Instrument Approach Chart
(IAC)

AD ELEV 5602ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 16000

SAMEDAN (LSZS)
VISUAL APCH WITH RNP GUIDANCE RWY 03



Missed APCH climb gradient requirement	NON-ALIGNED VISUAL APCH WITH RNP TRACK GUIDANCE			ROD	GS kt	80	100	120	140	160	180
	A	B	C		FT/MIN	636	795	954	1113	1272	1431
2.5%	MDA(H) 11400 (5798)			DIST ZS705	10.9	10	9	8	7	6	5
				DIST THR	12.9	12	11	10	9	8	7
				ALT FT	11800	11370	10890	10420	9940	9460	8980

COMMUNICATION FAILURE PROCEDURE

In case of communication failure after having passed the IAF:

- Set transponder on 7600.
- Continue approach.

In case of missed approach perform two HLDG patterns at RONAG.

If radio contact is not re-established, proceed to ALTN AD.

REMARK

- ROD 1000ft/min exceeded with GS > 125kt in final approach.
- Approach clearance includes the clearance to leave and re-enter controlled airspace.
- ICAO obstacle protection surface penetrated by a hill BTN ZS705 and THR 03.
- PAPI at 4.49°.

CAUTION

- Altitude adjustments for cold temperature conditions required by the flight crew.

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

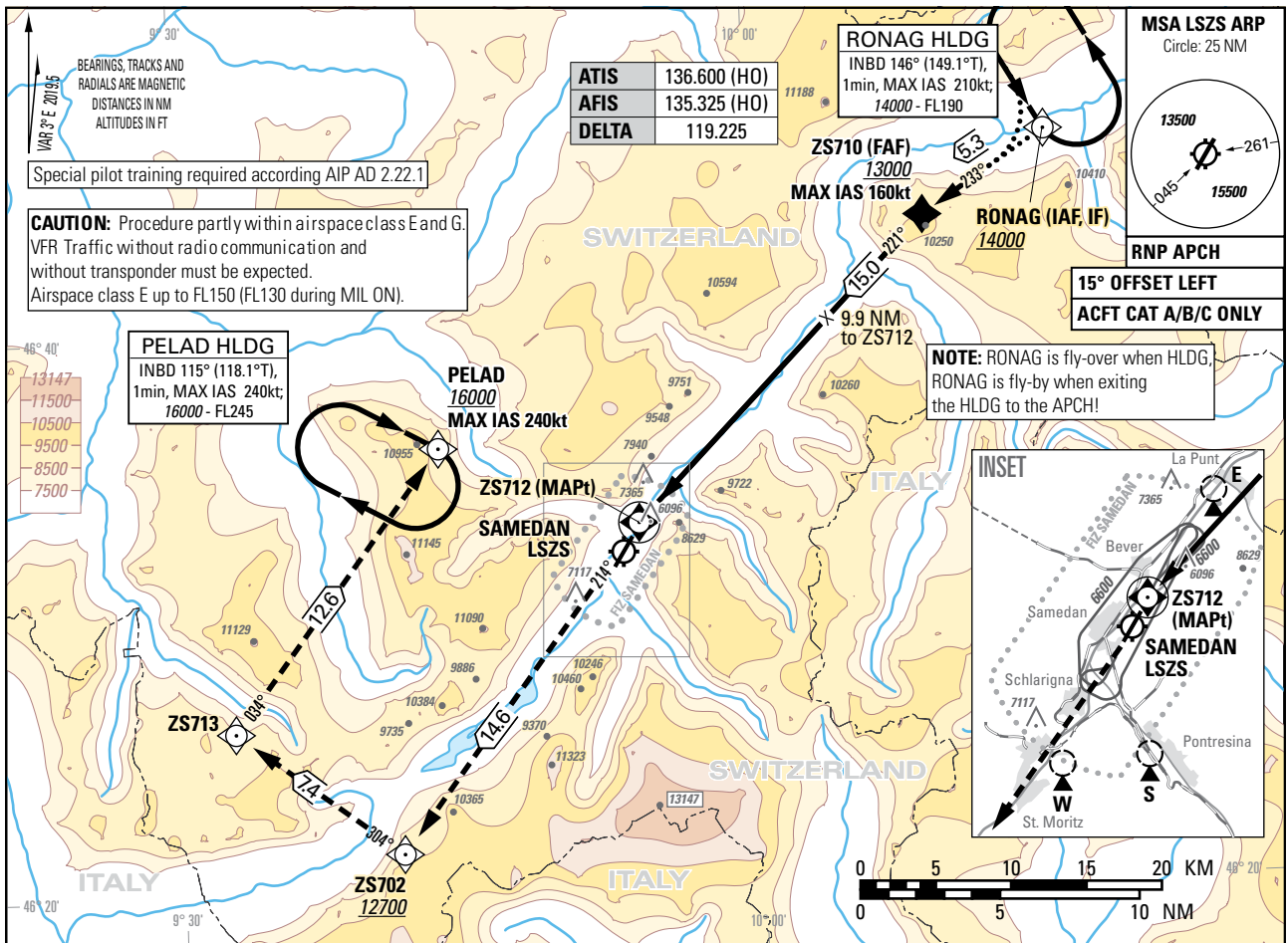
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 5602ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 16000

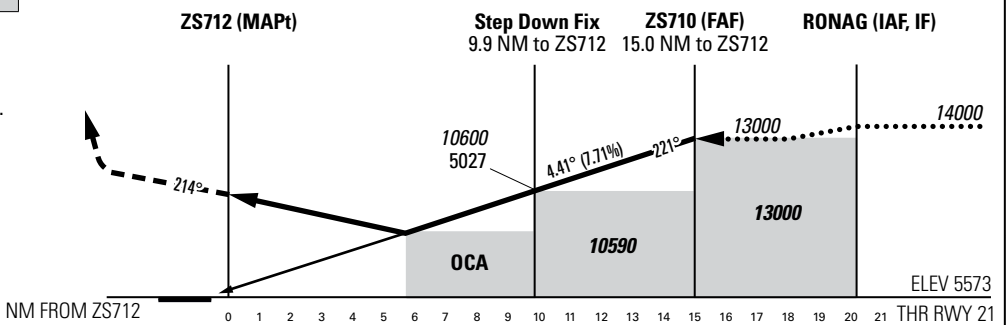
SAMEDAN (LSZS)
RNP RWY 21



MISSED APPROACH

Climb to 16000. Proceed via ZS712, ZS702, ZS713 to PELAD. Enter the PELAD HLDG. Cross PELAD at 16000 or above. Minimum climb gradient 4.3% to 12500. Initiate missed APCH no later than 5.5 NM to MAPt.

Note: Level flight to MAPt at OCA(H) prohibited.



Missed APCH climb gradient requirement	NON-ALIGNED STRAIGHT-IN APPROACH		
	A	B	C
	OCA(H) LNAV		
2.5%	9500 (3927)		
4.3% to 12500	8680 (3107)		

DIST ZS712	15	14	13	12	11	10	9	8	7	6
DIST THR	15.8	14.8	13.8	12.8	11.8	10.8	9.8	8.8	7.8	6.8
ALT FT	13000	12530	12060	11600	11130	10660	10190	9720	9250	8780

ROD	GS kt	80	100	120	140	160	180
	FT/MIN	625	781	937	1093	1250	1406

REMARK

- MAX IAS 160kt established no later than FAF.
- ROD 1000ft/min exceeded with GS > 125kt in final approach.
- Approach clearance includes the clearance to leave and re-enter controlled airspace.
- PAPI at 4.40°.

CAUTION

- Altitude adjustments for cold temperature conditions required by the flight crew.
- From 2.4 NM before THR 21 Visual Segment Surface (VSS) penetrated by trees and power lines up to 6690ft AMSL left of RWY centerline.
- **When reaching the OCA(H) and no visual contact to the landing RWY is established and can be maintained, start the missed approach climb without delay and continue to ZS712 (MAPt). Climb via ZS712, ZS702, ZS713 to PELAD.**

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

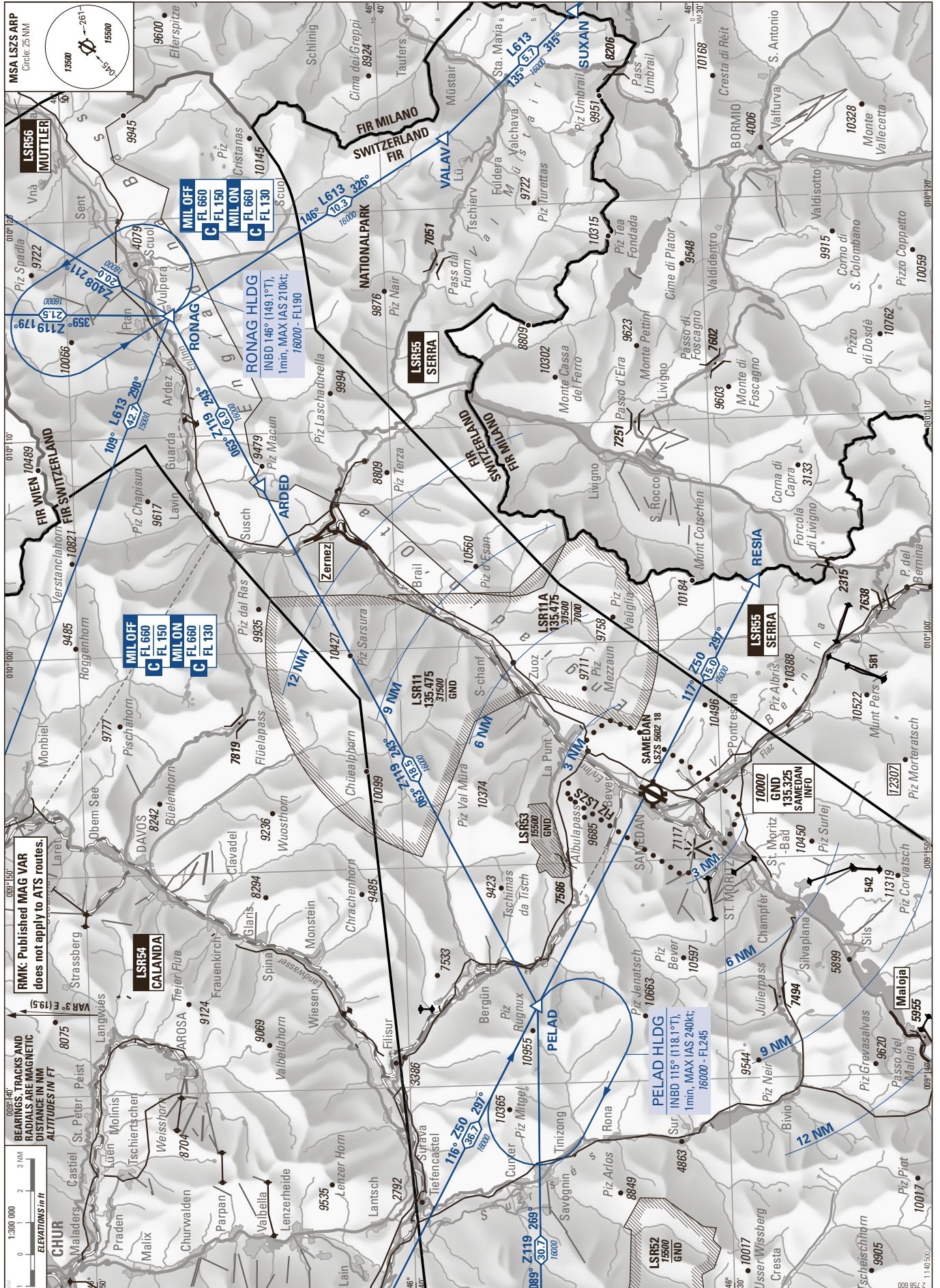
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VFR Area Chart for Y and Z ATC FPL

MOUNTAINOUS AREA
ELEV 5602 ft (1708 m)

ATIS	136.600 HO
AFIS	135.325 HO
DELIVERY	121.880 HX

SAMEDAN (LSZS)



COR: editorial (WFF 20FEB2025)

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VISUAL APPROACH CHART -
ICAO

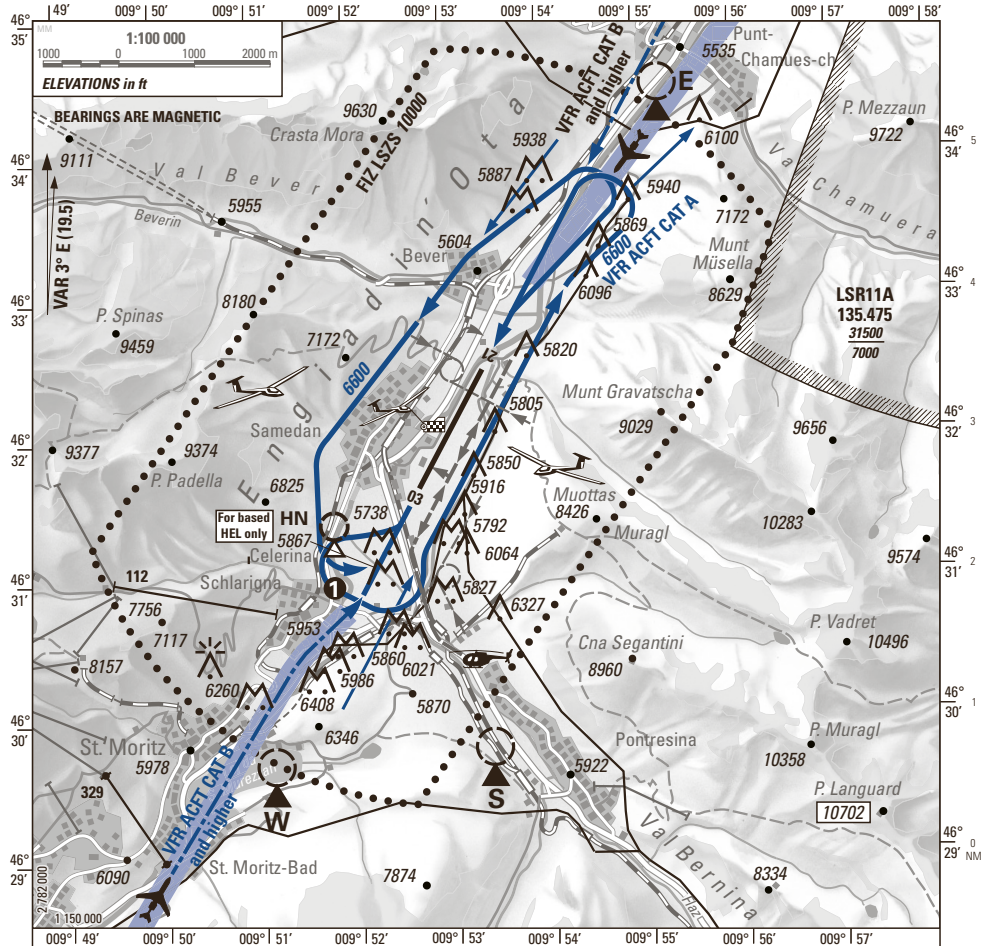
MOUNTAINOUS AREA

SAMEDAN (LSZS)

RWY 03/21

ATIS	136.600 HO
AFIS	135.325 HO
DELIVERY	121.880 HX

ELEV 5602 ft (1708 m)



CTN: AD LSZS: Familiarization mandatory.

CTN: REP HN: for based HEL only

MNT Samedan ATIS (confirm ATIS designator)

Straight-in approach for VFR ACFT CAT B and higher CTN: IFR APCH AREA

Noise sensitive areas

1 TKOF RWY 21 DEP via ALBULA / ZERNEZ
CTN: Expect strong Maloja winds

HEL Routes via Whiskey, Sierra and Echo MNM 6000, crossing of RWY-axis via FATO in accordance with AFIS only, Helipad advised by AFIS

Announce FLT ALT

Intense Glider ACT MAY-OCT
GLD FREQ: A/A 123.680

CTN:

VFR RAC 4-5 Mountain Flights

Altitudes in ft; Heights in ft

COR: editorial (WEF 20FEB2025)

© swisstopo

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3.3.2.4.4 Revert to voice procedures

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

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

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

3.3.2.4.5 Datalink Departure Clearance (DCL) Technical Information

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

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

Reporting of problems: email to atm@skyguide.ch

3.3.2.5 Aircraft Ready

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

3.3.2.6 Start-up and pushback procedure

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

3.3.2.7 Taxi procedures for departing aircraft

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

3.3.2.8 Winter Operation

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

3.4 ICAO Code Letter F Ground Operation

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

3.4.1 Ground movement area

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

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

3.4.2 Parking positions

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

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

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

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

3.5 High-Visibility Jackets and FLT crew ID badge

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

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

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

4. Ground handling

All ACFT must be able to pushback. It is compulsory to check with the ground handling if an adequate tow-bar is AVBL.

Operators of scheduled air traffic and charter FLT's (including ferry-, technical-, trainings- and positioning FLT's) are obliged to choose one of the following ground handling agents mentioned in § 4.1.

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

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

Post: Flughafen Zürich AG:

Email: handling.admin@zurich-airport.com

4.1 Ground handling agents:

Post: **Airline Assistance Switzerland**

Operations

P.O. Box 2119

CH-8058 Zurich-Airport

Phone: +41 (0) 43 816 54 23

Fax: +41 (0) 43 816 54 29

Email: ops@aas-switzerland.ch

SITA: ZRHKPCR

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

FREQ: 131.485 MHz

Post: **Dnata Switzerland AG**

P.O. Box

CH-8302 Kloten

Phone: +41 (0) 43 815 83 83

Fax: +41 (0) 43 815 83 85

Email: zrh.opsplanning@dnata.ch

SITA: ZRHSC7X

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

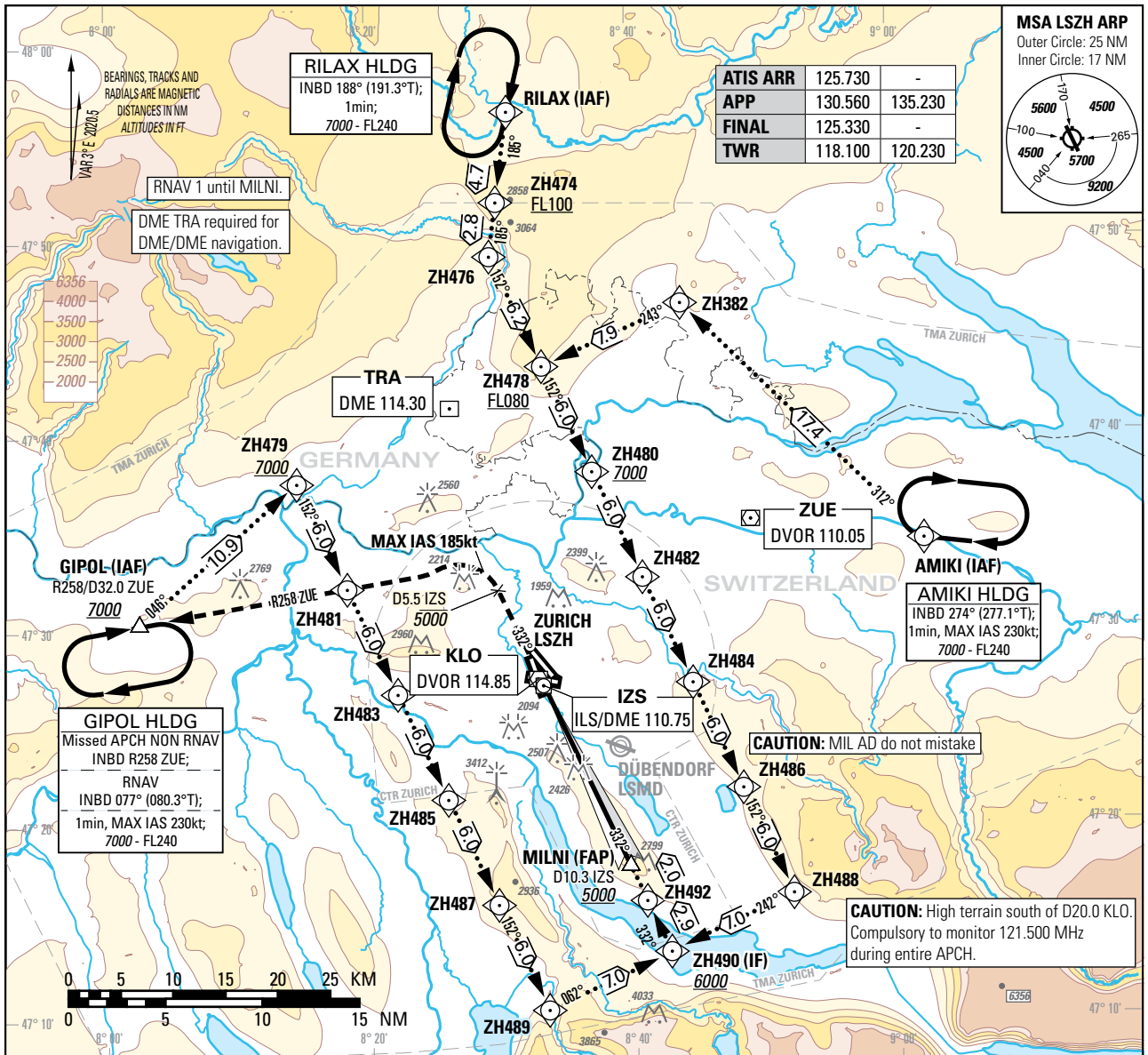
FREQ: 130.455 MHz

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH LSZH
ILS RWY 34

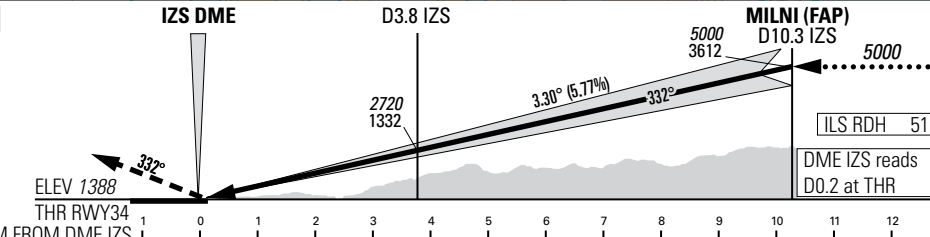


MSA LSZH ARP
Outer Circle: 25 NM
Inner Circle: 17 NM

5600 4500
100 265
4500 5700
3200

ATIS ARR	125.730	-
APP	130.560	135.230
FINAL	125.330	-
TWR	118.100	120.230

MISSED APPROACH
Initial climb clearance 5000.
Climb straight ahead. At D5.5 IZS past the station turn left (MAX IAS 185kt during turn) and intercept R258 ZUE. Continue climb to 7000. Proceed to GIPOL.
Cross D5.5 IZS at or below 5000.
Cross GIPOL at or above 7000.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH				
	A	B	C	D	D _L
OBSTACLE CLEARANCE ALTITUDE (HEIGHT)					
2.5%	1592 (204)	1602 (214)	1615 (227)	1625 (237)	
2.8% to 2200	1543 (155)	1552 (164)	1560 (172)	1571 (183)	1572 (184)
DECISION ALTITUDE (HEIGHT)					
2.8% to 2200	1588 (200)				

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

NOTE
Level assignments will be issued by ATC.

IZS DME	2	3	4	5	6	7	8	9	10
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	2090 (700)	2440 (1050)	2790 (1400)	3140 (1750)	3490 (2100)	3840 (2450)	4190 (2800)	4540 (3150)	4890 (3500)

COR: note added (WEF 20FEB2025)

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