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AIP

AMDT 003 2025

Effective Date 20 MAR 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	20 MAR 2025
GEN 0.4 - 1/2	20 MAR 2025
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Destroy the following pages:

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GEN 0.4 - 1/2	AIRAC 20 MAR 2025
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LSZC AD 2 - 5/6	25 JAN 2024
LSZC AD 2 - 7/8	AIRAC 15 JUN 2023
LSZC AD 2 - 9/10	21 MAR 2024

2. Record entry of amendment on page GEN 0.2

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

NOTAM: B 1881/24

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:		Destroy the following pages:	
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LSZA AD 2 - 15/16	20 MAR 2025	LSZA AD 2 - 15/16	AIRAC 08 AUG 2024
LSZA AD 2 - 17/18	20 MAR 2025	LSZA AD 2 - 17/18	AIRAC 08 AUG 2024
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LSZS AD 2 - 5/6	20 MAR 2025	LSZS AD 2 - 5/6	28 NOV 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	
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004/2022	21-Apr-2022	21-Apr-2022	
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007/2022	14-Jul-2022	14-Jul-2022	
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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	
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002/2023	23-Feb-2023	23-Feb-2023	
003/2023	23-Mar-2023	23-Mar-2023	
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005/2023	18-May-2023	18-May-2023	
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009/2023	07-Sep-2023	07-Sep-2023	
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005/2024	16-May-2024	16-May-2024	

AIP Amendment			
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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	
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GEN 0.4 CHECKLIST OF AIP PAGES

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3.7 Skybriefing Products

http://www.skybriefing.com

	Designation and reference	Type	Code	Rate CHF incl. VAT
1	**Yearly subscription**			
1.1	electronic AIP on skybriefing	IFR	eaip	92.50
1.2	electronic VFR Manual on skybriefing	VFR	evfr	53.30
1.3	VFR Manual - electronic GEN / AGA / COM / RAC / MAP / COR	VFR		free of charge
2	**Charts**			
	REF GEN-3.2, REF VFR Manual, VFR MAP 2, § 1			

4. AIRAC system

4.1 AIRAC predetermined dates

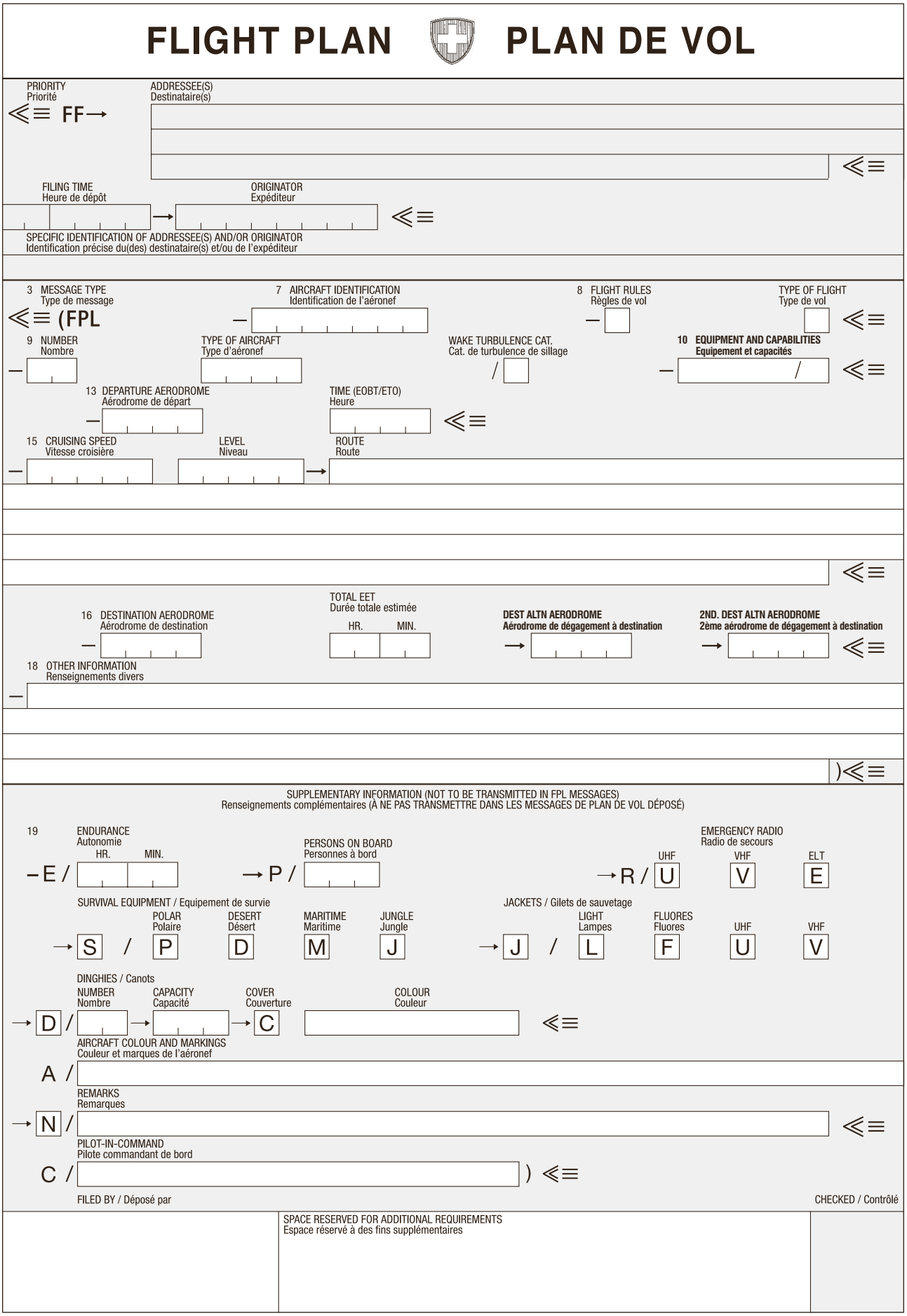
In order to control and regulate the operationally significant changes requiring amendments to charts, route manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP. The table below indicates AIRAC effective dates for the coming years.

(Ensuing dates listed in AIS Manual, ICAO Doc 8126, Chapter 2.6.4, Table 2-1). Where no information has been submitted to AIS for publication on the selected date, a NIL notification will be originated.

Schedule of AIRAC effective dates 2024		Schedule of AIRAC effective dates 2025	
Publication dates	**Effective dates**	**Publication dates**	**Effective dates**
14 DEC 2023	**25 JAN 2024**	12 DEC 2024	**23 JAN 2025**
11 JAN 2024	**22 FEB 2024**	09 JAN 2025	**20 FEB 2025**
08 FEB 2024	**21 MAR 2024**	06 FEB 2025	**20 MAR 2025**
07 MAR 2024	**18 APR 2024**	06 MAR 2025	**17 APR 2025**
04 APR 2024	**16 MAY 2024**	03 APR 2025	**15 MAY 2025**
02 MAY 2024	**13 JUN 2024**	01 MAY 2025	**12 JUN 2025**
30 MAY 2024	**11 JUL 2024**	29 MAY 2025	**10 JUL 2025**
27 JUN 2024	**08 AUG 2024**	26 JUN 2025	**07 AUG 2025**
25 JUL 2024	**05 SEP 2024**	24 JUL 2025	**04 SEP 2025**
22 AUG 2024	**03 OCT 2024**	21 AUG 2025	**02 OCT 2025**
19 SEP 2024	**31 OCT 2024**	18 SEP 2025	**30 OCT 2025**
17 OCT 2024	**28 NOV 2024**	16 OCT 2025	**27 NOV 2025**
14 NOV 2024	**26 DEC 2024**	13 NOV 2025	**25 DEC 2025**

Schedule of AIRAC effective dates 2026		Schedule of AIRAC effective dates 2027	
Publication dates	**Effective dates**	**Publication dates**	**Effective dates**
11 DEC 2025	**22 JAN 2026**	10 DEC 2026	**21 JAN 2027**
08 JAN 2026	**19 FEB 2026**	07 JAN 2027	**18 FEB 2027**
05 FEB 2026	**19 MAR 2026**	04 FEB 2027	**18 MAR 2027**
05 MAR 2026	**16 APR 2026**	04 MAR 2027	**15 APR 2027**
02 APR 2026	**14 MAY 2026**	01 APR 2027	**13 MAY 2027**
30 APR 2026	**11 JUN 2026**	29 APR 2027	**10 JUN 2027**
28 MAY 2026	**09 JUL 2026**	27 MAY 2027	**08 JUL 2027**
25 JUN 2026	**06 AUG 2026**	24 JUN 2027	**05 AUG 2027**
23 JUL 2026	**03 SEP 2026**	22 JUL 2027	**02 SEP 2027**
20 AUG 2026	**01 OCT 2026**	19 AUG 2027	**30 SEP 2027**
17 SEP 2026	**29 OCT 2026**	16 SEP 2027	**28 OCT 2027**
15 OCT 2026	**26 NOV 2026**	14 OCT 2027	**25 NOV 2027**
12 NOV 2026	**24 DEC 2026**	11 NOV 2027	**23 DEC 2027**

Figure 1. Flight Plan



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6. Non-standard Planning Zones

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

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

7. Compulsory radio contact for all NVFR flights

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

8. Free Route Airspace Skyguide

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

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

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

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

9. Free Route Airspace Italy

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

10. Free Route Airspace France

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

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Figure 1. TRA Low

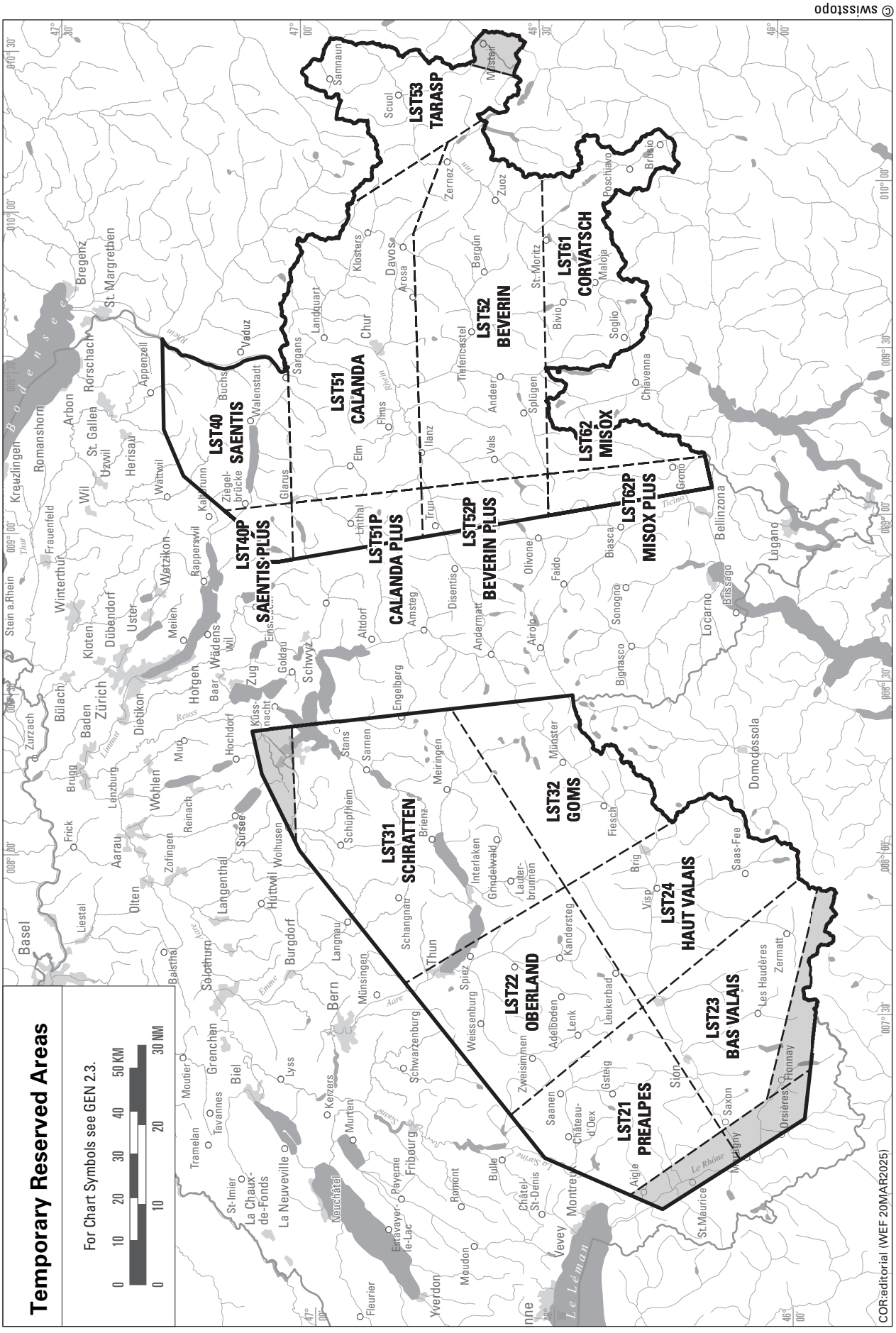


Figure 2. TRA High

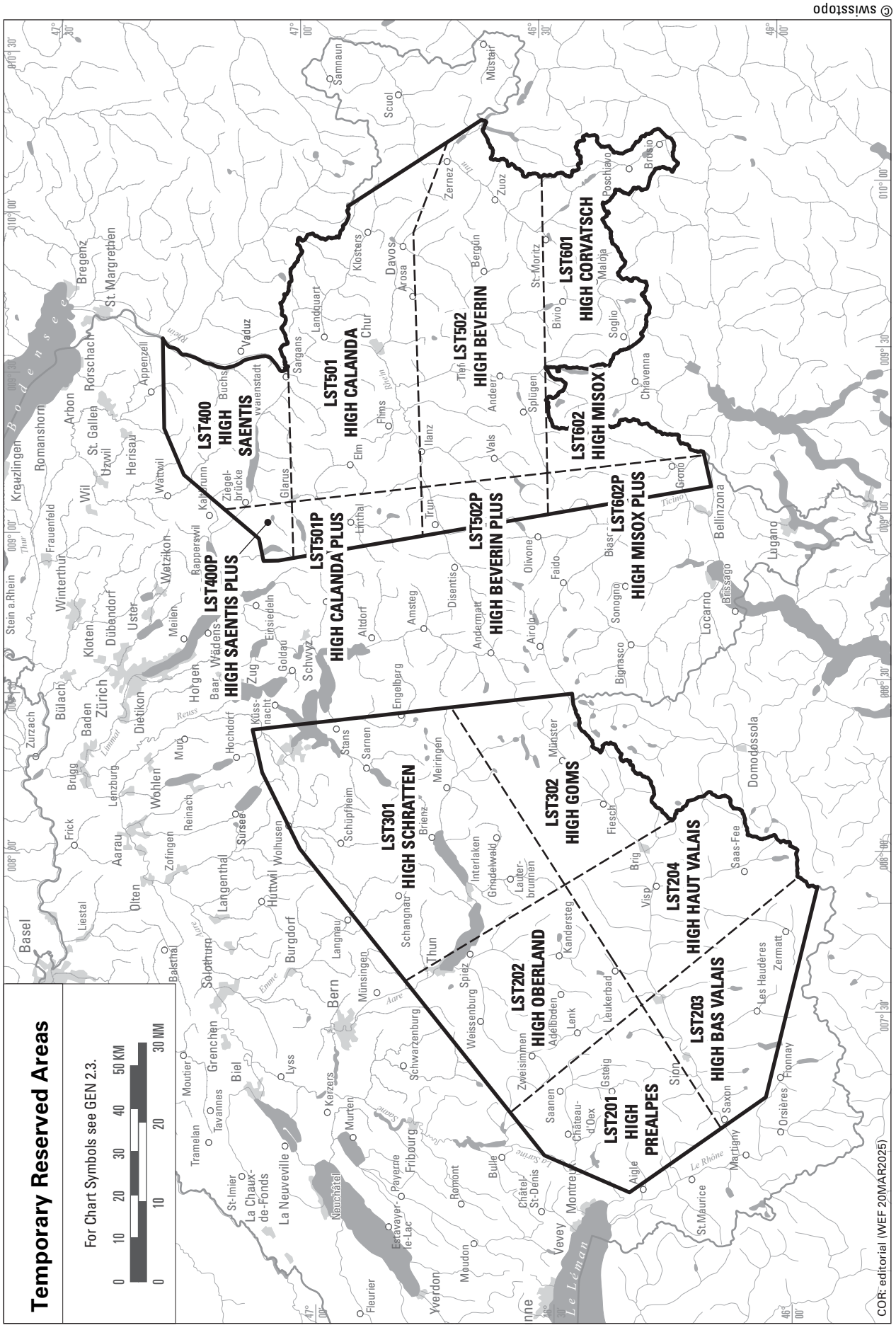


Figure 3. TRA Low (Cross Border Area)

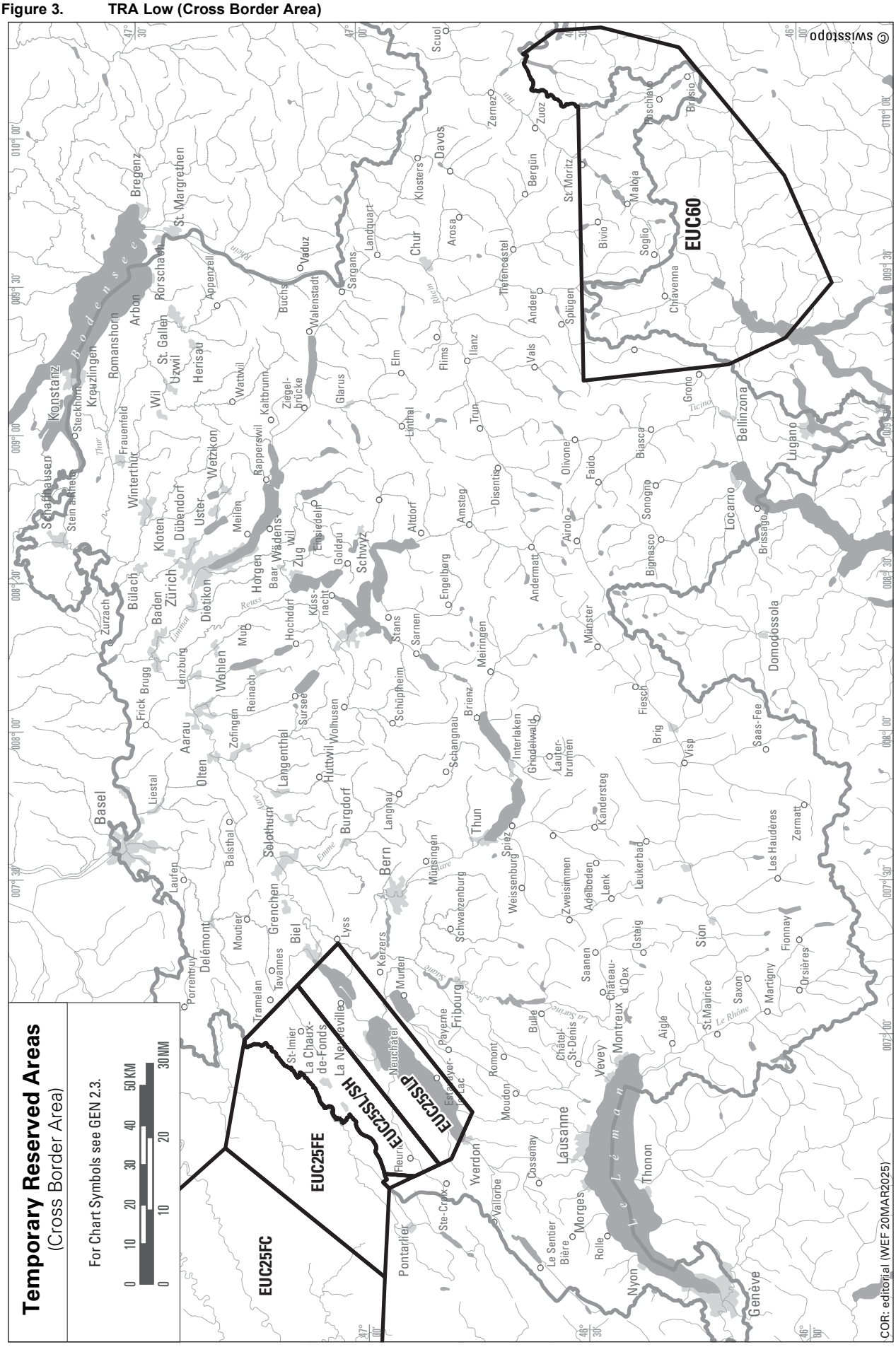
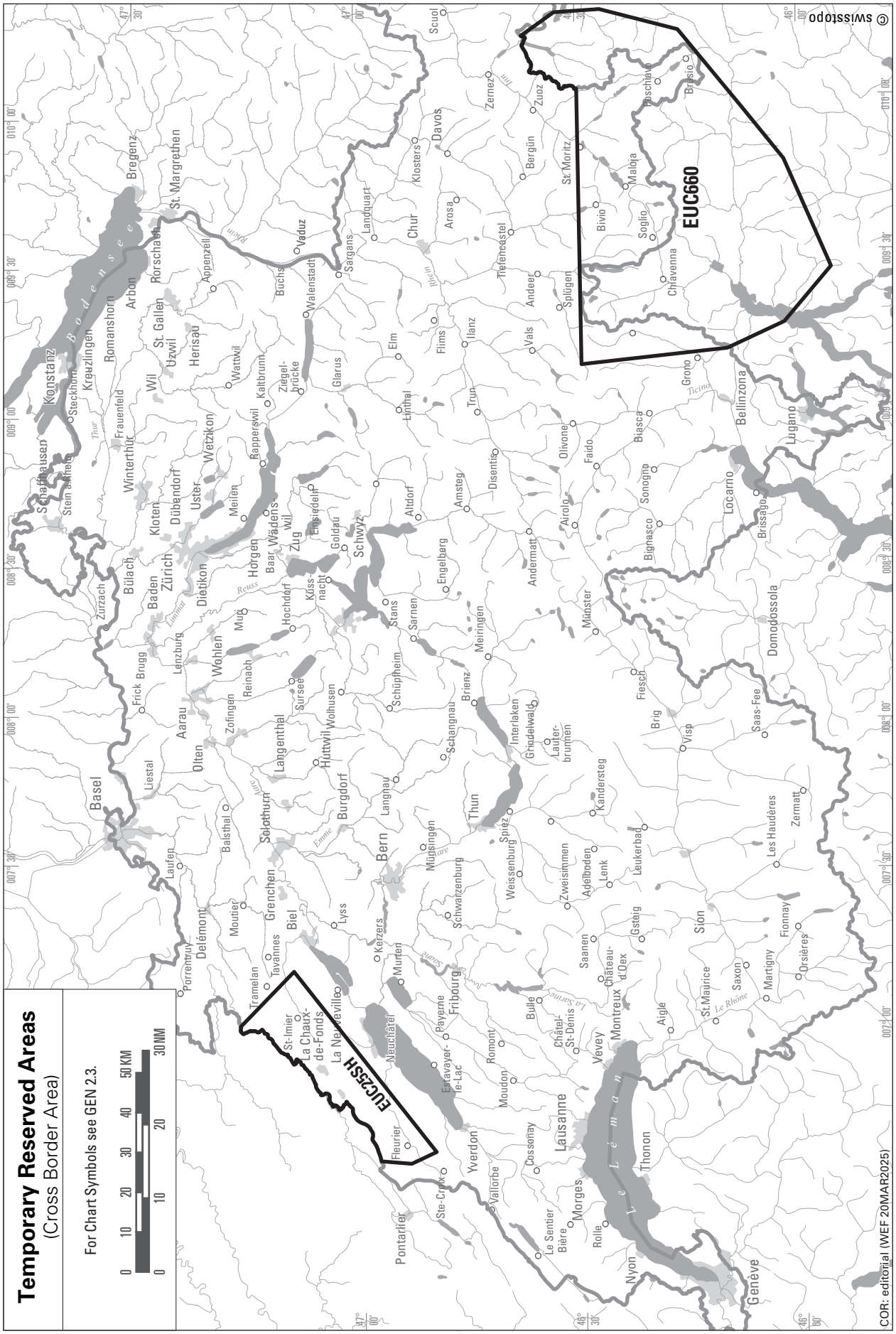


Figure 4. TRA High (Cross Border Area)



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

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

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LSZB - BERN - BELP

LSZB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZB - BERN - BELP

LSZB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 54 44N 007 29 58E - Intersection RWY and TWY C
2	**Direction and distance from the CITY**	6 km SE Bern
3	**Elevation/Reference temperature**	*1675 ft* - 23.5°C
4	**Geoid undulation at AD ELEV PSN**	163.4 ft
5	**MAG VAR/Annual change**	2° E (2019.5) / 0°11' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Flughafen Bern AG Flugplatzstrasse 31 CH-3123 Belp Phone: +41 (0) 31 960 21 11 (Authority) +41 (0) 31 960 21 31 (Ground Services, REQ processed daily 0700 - 1800 (0600 - 1700) Fax: +41 (0) 31 960 21 12 (Authority) AFS: LSZBYDYX LSZBZPZX (ARO) Email: info@bernairport.ch URL: https://www.bernairport.ch
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSZB AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	**Opening hours:** For ACFT up to 3.5 tonnes MTOM MON - FRI 0700 - 1900 (0600 - 1800) SAT - SUN 0700 - 1800 (0600 - 1700) For ACFT above 3.5 tonnes MTOM MON - SUN 0700 - 1800 (0600 - 1700)
2	**Customs and immigration**	AD OPR HR
3	**Health and sanitation**	AD OPR HR
4	**AIS Briefing Office**	AD OPR HR
5	**ATS Reporting Office (ARO)**	CTC ARO Zurich; TEL +41 (0) 43 931 61 61
6	**MET Briefing Office**	AD OPR HR
7	**ATS**	HX
8	**Fuelling**	Self-service station: (MAX wingspan 12M) AVGAS 100LL / MOGAS 98 (EN 228) AD OPR HR Fuel trucks: AVGAS 100LL 0700 - 1800 (0600 - 1700) JET A1 0700 - 1800 (0600 - 1700) (after 1800 (1700) only available O/R MNM 3 HR before ETD/ETA by phone +41 (0) 31 960 21 31) Charging station for electric plane (EASA certified): SKYCHARGE Mobile AD OPR HR only available O/R MNM 3 HR before ETA by phone +41 (0) 31 960 21 11
9	**Handling**	AD OPR HR
10	**Security**	Security screening / critical part O/R
11	**De-icing**	AD OPR HR

12	**Remarks**	Extensions: Special permission is required for flights outside official opening hours and is possible during the following times: **Scheduled FLT:** MON-SUN 0500 - 2130 (0400 - 2030) for TKOF 0500 - 2200 (0400 - 2100) for LDG No APCH clearance will be issued to ACFT which have not reached the DIST of 8 NM from the AP (DME IBE) at 2145 (2045). For DEP, the ACFT needs to be ready for TAX at 2115 (2015), at the latest. **Other FLT:** MON-FRI 0600 - 1900 (0500 - 1800) for TKOF 0600 - 2100 (0500 - 2000) for LDG SAT 0600 - HRH (min 1700) (0500 -1800) for TKOF 0600 - HRH (min 1700) (0500 -1900) for LDG SUN 0700 - 1900 (0600 - 1800) for TKOF 0700 - 2100 (0600 - 2000) for LDG Extensions O/R MNM 3 HR before ETD/ETA by phone +41 (0) 31 960 21 31. See also NOTAM for changes to operating HR.

LSZB AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities:**	Forklift (2000 kg). Nearest railway siding: Kehrsatz 1.8 km Cargo handling including DG (Dangerous Goods) only on request and prior to approval by airport authorities.
2	**Fuel/oil types**	Jet A1, AVGAS 100 LL, MOGAS 98 (EN 228) 15 W-50
3	**Fuelling facilities/capacity**	AVGAS 100 LL: 1 Mercedes Benz “A380”- 9000 litres 1 self-service tank - 20000 litres (see LSZB AD 2.20) MOGAS 98 (EN 228): 1 self-service tank - 9500 litres (see LSZB AD 2.20) Jet A1: 1 Mercedes Benz “070” - 19000 litres 1 Mercedes Benz “071” - 19000 litres No defuelling for regular operations Charging station for electric plane (SKYCHARGE Mobile/EASA certified)
4	**De-icing facilities**	OCT 01 - APR 30: available Operator: Flughafen Bern AG De-icing fluids available: Type I = Clariant Safewing MP I 1938 ECO (80) Type II = Clariant Safewing MP II Flight De-icing trucks: 1 JBT Tempest II 1 JBT Tempest AirFirst On stand de-icing: Y3-Y4 CAC: REF LSZB AD 2.20
5	**Hangar space for visiting aircraft**	O/R Operator: Flughafen Bern AG Phone: +41 (0) 31 960 21 11 Email: info@bernairport.ch
6	**Repair facilities for visiting aircraft**	For ACFT up to 5700 kg (major ACFT repairs and major engine repairs): Airmatec Flugplatzstrasse 19 3123 Belp Phone: +41 (0) 31 961 07 07 Email: info@airmatec.ch For HEL (according capability list): Swiss Helicopter Maintenance AG Muristrasse 114a 3123 Belp Phone: +41 (0) 31 818 88 22 Email: info.belp@shm-ag.ch

LSZB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area FCST charts AVBL worldwide
8	**Supplementary equipment available for providing information**	Weather radar, InfoNet-Terminal
9	**ATS units provided with information**	Bern TWR / APP
10	**Additional information (limitation of service, etc.)**	TEL: Weather briefing: 0900 162 737 (Ge); accessible within Switzerland

LSZB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
14	140° GEO 138° MAG	1730 x 30	PCR 426/F/C/X/U ASPH	46 55 04.58N 007 29 32.98E	*1668 ft*	+0.15%
32	320° GEO 318° MAG			46 54 26.60N 007 30 19.30E	*1675 ft*	-0.15%
14R	140° GEO 138° MAG	650 x 30	0.25 MPa GRASS	NIL	NIL	NIL
32L	320° GEO 318° MAG					
16 GLD	161° GEO 159° MAG	520 x 30	0.25 MPa GRASS	NIL	NIL	NIL
34 GLD	341° GEO 339° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
14	NIL	60 x 150	1850 x 150	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
32		NIL			RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
14R	NIL	NIL	710 x 60	Not applicable	GRASS RWY closed No RESA provided (both sides)
32L					
16 GLD	NIL	NIL	580 x 60	Not applicable	Glider Runway: PPR; for the opening, contact Airport Authority No RESA provided (both sides) Use only after prior instruction by the responsibles of the “Segelfluggruppe Bern”
34 GLD					

LSZB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	1730	1790	1730	1530	Full length
	1090	1150	1090	Not applicable	Intersection ALPHA
	910	970	910		Intersection BRAVO
32	1730	1730	1730	1730	Full length
	1270	1270	1270	Not applicable	Intersection DELTA
	1490	1490	1490		Intersection ECHO (ACFT MTOM 5.7 t)
	1510	1510	1510		Intersection FOXTROTT
14R	650	650	650	650	GRASS RWY closed
32L	650	650	650	650	
16 GLD	Not applicable	Not applicable	Not applicable	Not applicable	Glider Runway
34 GLD					

LSZB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
14	Calvert 660 m, LIH, no LED (except 200 m before DTHR)	RTHL G, LIH, LED (except elevated); RTIL FLG W, LED	PAPI 4.0°, L, 13.07 m, no LED	Simple TZL* 621 m FM THR 14, W, LIH, LED	NIL	200 m, 60 m R, LIH; 954 m, 60 m, W, LIH; 576 m, 60 m, Y, LIH; no LED	R, LIH, LED	NIL	Turn pad LGT, B, LIL, LED
32	NIL	RTHL G, LIH, LED WBAR, no LED, RTIL FLG W, LED	PAPI 3.4°, L, 12.78 m, no LED	Simple TZL* 622 m FM THR 32, W, LIH, LED		1154 m, 60 m, W, LIH; 576 m, 60 m, Y, LIH; no LED	R, LIH, LED	NIL	Turn pad, LGT, B, LIL, LED

***TZL:** The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

LSZB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	No LDI Anemometer: RWY 14: 255 m SE of THR 14, LGTD. RWY 32: 100 m N of THR 32, LGTD.
3	**TWY edge and centre line lighting**	Edge TWY C (LED) and TWY F (no LED). Turn pads 14 and 32 (LED). LIL, B. CL: NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 15 sec.
5	**Remarks**	OBST: Marked and lighted (see LSZB AD 2.24.1 - 1)

LSZC - BUOCHS

LSZC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZC - BUOCHS

LSZC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 58 28 N 008 23 49 E RWY midpoint
2	**Direction and distance from the CITY**	2 km W Buochs
3	**Elevation/Reference temperature**	*1475 ft AMSL* - 24.7°C
4	**Geoid undulation at AD ELEV PSN**	158.8 ft
5	**MAG VAR/Annual change**	2° E (2016.5) / 0° 9.7' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Airport-Buochs AG Fadenbrücke 20 CH-6374 **Buochs** Phone: +41 (0) 41 622 06 11 Fax: +41 (0) 41 622 06 10 TWR: +41 (0) 41 624 59 01 AFS: LSZCZTZX Email: info@airportbuochs.ch URL: http://www.airportbuochs.ch/
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSZC AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	MON - FRI: 0700 - 1105 (0600 - 1005) / 1215 (1115) - SS MAX 1900 (1800) SAT: 0700 - 1100 (0600 - 1000) / 1300 (1200) - SS MAX 1900 (1800) SUN/HOL: 0900 - 1100 (0800 - 1000) / 1300 (1200) - SS MAX 1700 (1600) HOL: REF AIP GEN 2.1.6., Local HOL REF LSZC AD 2.20.2
2	**Customs and immigration**	REF LSZC AD 2.20.1
3	**Health and sanitation**	NIL
4	**AIS Briefing Office**	AD OPR HR
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	NIL; REF LSZC AD 2.11
7	**ATS**	MON-FRI 0630 - 1105 (0530 - 1005) / 1215 - 1605 (1115 - 1505) Other times and SAT/SUN/HOL: O/R. MNM 24 HR before DEP, MNM 3 days before ARR due to local traffic regulations, see LSZC AD 2.20
8	**Fuelling**	O/R during AD OPR HR
9	**Handling**	Limited service O/R during AD OPR HR
10	**Security**	NIL
11	**De-icing**	NIL
12	**Remarks**	**AD: PPR**

LSZC AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities:**	NIL
2	**Fuel/oil types**	Jet A1 / MOBIL JET OIL II / Eastman (BP) 2380 Turbine Oil
3	**Fuelling facilities/capacity**	By fuel truck
4	**De-icing facilities**	NIL

5	**Hangar space for visiting aircraft**	O/R
6	**Repair facilities for visiting aircraft**	By Pilatus Ltd. maint O/R, limited to Pilatus ACFT only
7	**Remarks**	NIL

LSZC AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Close to AD and surrounding cities
2	**Restaurants**	Close to AD and surrounding cities
3	**Transportation**	Taxis
4	**Medical facilities**	Hospital in the city (Stans)
5	**Bank and Post Office**	In the city
6	**Tourist Office**	NIL
7	**Remarks**	NIL

LSZC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Rescue and Firefighting Service (RFFS): • Allowed operations are: - non-CAT operation - CAT operations with aeroplanes with MTOM ≤ 2250 kg - HEL with MTOM ≤ 3175 kg • Personnel not necessarily on site • 1 fire extinguisher available east side of grey tent (H15) • 10 fire extinguisher available on the fence north side of tarmac • For CAT operations with aeroplanes with MTOM > 2250 kg: - O/R during ATS HR Category 3 - 5, 24 HR before ETD / ETA
2	**Rescue equipment**	2 fire trucks
3	**Capability for removal of disabled aircraft**	Up to 5.7 tonnes immediately, others O/R
4	**Remarks**	NIL

LSZC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	Snow removal available O/R
2	**Clearance priorities**	RWY, TWY, Apron
3	**Remarks**	All seasons

LSZC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Designation, surface and strength of Aprons**	ASPH: PCR 380/F/C/X/U
2	**Designation, width, surface and strength of Taxiways**	Width: TWY A: 12.0 m TWY B, C: 12.0 m TWY D: min 10.1 m, BTN TWY B - Pilatus factory 9.4 m, TWY E: 12.0 m; TWY F: 9.8 m. Surface: ASPH: PCR 380/F/C/X/U
3	**ACL location and elevation**	NIL
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	NIL

LSZC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Guidance sign boards, TWY CL
2	**RWY/TWY markings and LGT**	RWY, TWY and holding position markings RWY LGT: see LSZC AD 2.14
3	**Stop bars and RWY guard lights**	NIL
4	**Other RWY protection measures**	NIL
5	**Remarks**	NIL

LSZC AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**RMK**
a	**b**		**c**	**a**		**b**	**c**
		ft			ft		
AOC 24 (1)	Tree/Trees	*1512*	46 58 14 N 008 22 57 E	Crane/Cranes marked/LGTD	*1523*	46 58 43 N 008 24 52 E	B0365/14
AOC 24 (2)	Tree/Trees	*1521*	46 58 07 N 008 22 55 E	Silo LGTD	*1468*	46 58 44 N 008 24 50 E	B1468/19
AOC 24 (3)	Tree/Trees	*1524*	46 58 05 N 008 22 52 E	Crane/Cranes marked/LGTD	*1681*	46 59 10 N 008 24 39 E	B0670/21
AOC 24 (4)	Building	*1649*	46 57 25 N 008 21 23 E	Crane/Cranes marked/LGTD	*1616*	46 57 34 N 008 21 55 E	B0976/21
AOC 24 (5)	Power line	*1701*	46 57 23 N 008 21 20 E	Crane/Cranes marked/LGTD	*1605*	46 58 16 N 008 24 22 E	B0047/22
AOC 24 (6)	Tree/Trees	*1717*	46 57 20 N 008 21 11 E	Crane/Cranes marked/LGTD	*1785*	46 59 10 N 008 24 30 E	B0141/22
AOC 24 (7)	Tree/Trees	*2163*	46 57 11 N 008 20 50 E				
AOC 24 (8)	Tree/Trees	*2184*	46 57 03 N 008 20 34 E				
AOC 24 (9)	Tree/Trees	*2278*	46 56 56 N 008 20 16 E				
AOC 24 (10)	Tree/Trees	*2323*	46 57 19 N 008 19 18 E				
AOC 24 (11)	Pole	*2838*	46 57 17 N 008 19 10 E				
AOC 24 (12)	Tree/Trees	*2852*	46 57 17 N 008 19 10 E				
AOC 24 (13)	Pole	*2868*	46 57 17 N 008 19 09 E				
AOC 24 (14)	Antenna	*2934*	46 57 17 N 008 19 09 E				

LSZC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	-- En
7	**Charts and other information available for briefing or consultation**	NIL
8	**Supplementary equipment available for providing information**	NIL
9	**ATS units provided with information**	ATS Buochs
10	**Additional information (limitation of service, etc.)**	Tel weather briefing: 0900 162 737 (GE), accessible within Switzerland

LSZC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
06	064/062	2000 X 40	PCR 380/F/C/X/U ASPH	46 58 14.63 N 008 23 08.89 E	*1475 ft*	-0.6%
24	244/242			46 58 40.91 N 008 24 28.97 E	*1435 ft*	+0.6%

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
06	NIL	NIL	2120 X 150	NIL	Non-instrument RWY
24		60 x 150			

LSZC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	2000 m	2000 m	2000 m	1940 m	NIL
24	2000 m	2060 m	2000 m	1940 m	NIL

LSZC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
06 24	ALS LIH	RTHL G LIH WBAR	MIL PAPI: 4°	NIL	NIL	REDL 60m W LIH	RENL R WBAR	NIL	RWY and APCH LGT not ICAO Standard

LSZC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	NIL
4	**Secondary power supply/switch-over time**	NIL
5	**Remarks**	NIL

LSZC AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	NIL
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	NIL
3	**TLOF and FATO area dimensions, surface, strength, marking**	NIL
4	**True BRG of FATO**	NIL
5	**Declared distance available**	NIL
6	**APP and FATO lighting**	NIL
7	**Remarks**	TLOF and Stand PSN as indicated by the marshaller

LSZC AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Buochs CTR O/R** 47 03 00 N 008 28 20 E - 46 58 56 N 008 30 22 E - 46 57 46 N 008 30 42 E - 46 55 47 N 008 20 27 E - 47 00 37 N 008 18 33 E - 47 01 50 N 008 20 18 E - 47 03 00 N 008 28 20 E
2	**Vertical limits**	FL 130
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*7000 ft AMSL*
6	**Remarks**	HX

LSZC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Buochs Tower	119.625	HX	HX Language: En; En and Ge for Non-Commercial VFR traffic.
AD - Information	NIL	134.130	H24	HX Status Information Buochs, Emmen and Alpnach (automatic tape)

LSZC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

LSZC AD 2.20 LOCAL AERODROME REGULATIONS

1. Customs:

Customs will be informed by AD Operator after receipt of FLT announcement and customs declaration form on http://www.airportbuochs.ch. Lead time:
Flights to Schengen area: 2 HR before ETD, 3 HR before ETA
Flights to third countries (Non-Schengen): 24 HR before ETD and ETA
- no commercial goods
- no tax-free fuel

2. Local flying restrictions:

2.1 The Airport is CLSD on the following days:

Good FRI, Federal Prayday (3rd SUN in SEP), Christmas Day (25 DEC)

2.2 Local HOL:

Joseph's Day (19 MAR), Corpus Christi, Assumption Day, All Saints' Day (01 NOV), Immaculate Conception (08 DEC)

2.3 Other than normal OPS:

AD circuits, aerobatics, PJE and HEL OPS are restricted in accordance with the AD operating regulations. Appropriate information will be given by the AD authority.

2.4 Flight operations outside TWR OPR HR:

- NO IFR traffic allowed.
- ARR and DEP ACFT have to make blind transmissions on FREQ 119.625 MHz.
- TKOF must be performed from the beginning of RWY. INT TKOF are prohibited.
- The AP manager must always be mobilized for non home-based pilots.
- If ATS has to be provided outside TWR OPR HR, a charge for each operation will be levied. Consult http://www.airportbuochs.ch

Special procedure for IFR-joinings (Z PLN) departing from LSZC. Before start-up, contact mandatory with:
- ACC Zurich (for FLT joining within the CTA Zurich), TEL +41 (0) 43 931 69 65
- ACC Geneva (for FLT joining within the CTA Geneva), TEL +41 (0) 22 747 13 91

3. ACFT guidance outside ATS BDRY in the south area

ACFT movement (TAX) with marshaller only.

4. Departure

At start-up, ACFT PSN must be reported.

5. High-visibility jacket

It is mandatory for all personnel remaining in the movement areas (ACFT, PRKG, TWY, RWY) to wear safety jackets. A yellow high-visibility safety jacket which complies with the EN471 standard must be worn.

6. Traffic light to H10:

A traffic light regulates traffic between the public roads and TWY C to H10. The system shall be ACT by the pilot himself. TWR FREQ may therefore be left for short moments.
Aeroplanes on area in front of H10 shall contact the TWR before entering TWY C.

User instruction:

- Activation with three short radio SGL on 121.705 MHz in an interval of half a second. A sharp whistle follows as confirmation.
  Only then, CONT slowly towards the crossing and cross over when the light turns green.
- The traffic light remains green for 2 MIN.
- If the traffic light cannot be ACTcontact TWR (OPR HR see AD 2.3). A follow-me car can be requested from the TWR.

7. Barrier remote control RWY 06/24 (middle of the RWY) outside TWR OPR HR:

- Instruction mandatory
- To activate the system, TRANS four short radio SGL on FREQ 119.625 MHz (at intervals of half a second).
- The barriers will be lowered within 70 sec and will remain CLSD for 4 MIN.
- The system will confirm by an automatic voice message the closure of the barriers as soon as they are lowered and the RWY lighting is on.
- No TKOF and LDG with OPN barrier. Without acoustic confirmation no TKOF or LDG permitted.
- Barriers must also be CLSD for backtracking.
- After TKOF or LDG, the system shall be deactivated by transmitting six short radio SGL.

8. Traffic light to Pilatus Aircraft Ltd:

Only for pilots operating for Pilatus Aircraft Ltd.

A traffic light regulates traffic between the public road and TWY D to Pilatus Aircraft Ltd. The system shall be ACT by the pilot himself. TWR FREQ may therefore be left for short moments. Aeroplanes on the Pilatus area shall contact the TWR before entering TWY D.

User instruction:

- Activation with three short radio SGL on 121.905 MHz, before crossing the inductive loop on TWY D. A sharp whistle follows as confirmation. Only then CONT slowly towards the crossing and cross over when the light turns green.
- The traffic light remains green for 2 MIN.
- If the traffic light cannot be ACT, contact TWR (OPR HR see AD 2.3). A follow-me car can be requested from the TWR.
- TWR cannot activate the traffic light once the aeroplane has crossed the inductive loop.

LSZC AD 2.21 NOISE ABATEMENT PROCEDURES

1. Auxiliary Power Unit (APU)

APU shall be started no earlier than 30 MIN before off-block time and kept in operation no longer than 30 MIN after the on-block time.

LSZC AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR procedure

1.1.1 SID Descriptions

Procedure limited to pilotes operating for Pilatus Aircraft Ltd.

1.1.1.1 SID RWY 24 (see chart LSZC AD 2.24.7 - 1)

DESIGNATOR	RWY 24 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
WILLISAU 3A (WIL 3A) PDG 13.3% to *7100ft* MNM Climb gradient 13.3% to *7600ft* to remain inside controlled Airspace.	Climb on CRS244. When crossing R158 (ZC601) turn right (MAX IAS 230kt during turn) and intercept R158 WIL inbound WIL. Proceed to WIL DVOR/DME.	Cross R158 WIL (ZC601) at FL100 or above. INITIAL CLIMB CLEARANCE FL100	NIL	Day only

1.1.2 STAR Descriptions (see chart LSZC AD 2.24.9 - 1)

SPEED LIMITATION:
General: Below FL 100 MAX IAS 250kt.

DESIGNATOR	STAR TO RONIX - RNAV 1		
	ROUTE		
	Lateral	Vertical	Remark
ASGED 1F	From ASGED proceed to RONIX.	Refer to chart	MAX IAS 200 kt at ASGED MAX IAS 180 kt at RONIX
WILLISAU 2F (WIL 2F)	From WIL proceed to RONIX	Refer to chart	MAX IAS 180 kt at RONIX

RNAV STAR ASGED 1F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
						-
-	ASGED	N	-	200	-	-
TF	RONIX	N	+6000	180	261° (263.0°T)	4.7

RNAV STAR WIL 2F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	WIL	N	-	-	-	-
TF	RONIX	N	+6000	180	081° (082.5°T)	22.7

1.1.3 Approach procedure

1.1.3.1 Special regulation for IFR approach RNP A

Procedure limited to pilots operating for Pilatus Aircraft Ltd.

The APCH shall be used during HR of daylight only.
CTR 2 Emmen needs to be ACT for APCHs below *3500 ft AMSL.*

1.1.3.2 RAIM

No NOTAM RAIM service will be provided. It is the operator's responsibility to check RAIM availability. Due to the high terrain, a mask angle of 12.5 DEG should be chosen. EUROCONTROL provides the AUGUR tool for checking RAIM. It is AVBL from the following link: https://augur.eurocontrol.int

1.1.3.3 Procedure description of RNP A (see chart LSZC AD 2.24.10 - 1)

RNP A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	RONIX	N	+6000	180	-	-
TF	ZC700	N	-	150	129° (130.7°T)	3.6
TF	ZC701	N	-	-	181° (182.9°T)	2.0
TF	KUSIX	N	+4500	-	216° (217.9°T)	2.7
TF	ZC760	Y	-	-	216° (217.8°T)	5.6
DF	ZC752	N	-	150	-	-
TF	ZC753	N	-	-	038° (039.9°T)	5.6
TF	RONIX	N	+6000	-	082° (083.5°T)	9.3

1.2 VFR procedure

Refer to VFR Manual, LSZC AD INFO.

1.3 Supplementary provisions regarding VFR-flights

Refer to VFR Manual, LSZC AD INFO.

2. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	VIS (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
24	A	1400/---	1400/---	---	NIL
	B	1400/---	1400/---	---	
	C	1400/---	1400/---	---	
	D	1400/---	1400/---	---	

LSZC AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
KUSIX	N 47 07 06.8	E 008 28 47.0	RNP APCH LSZC
ZC601	N 46 52 22.6	E 008 04 04.6	SID LSZC
ZC700	N 47 11 14.6	E 008 31 23.3	RNP APCH LSZC, GNSS LFN on trial
ZC701	N 47 09 16.6	E 008 31 14.7	RNP APCH LSZC
ZC752	N 47 08 13.3	E 008 08 36.2	RNP APCH LSZC
ZC753	N 47 12 32.6	E 008 13 54.5	RNP APCH LSZC
ZC760	N 47 02 41.4	E 008 23 45.7	RNP APCH LSZC

2. Bird concentrations in the vicinity of the airport

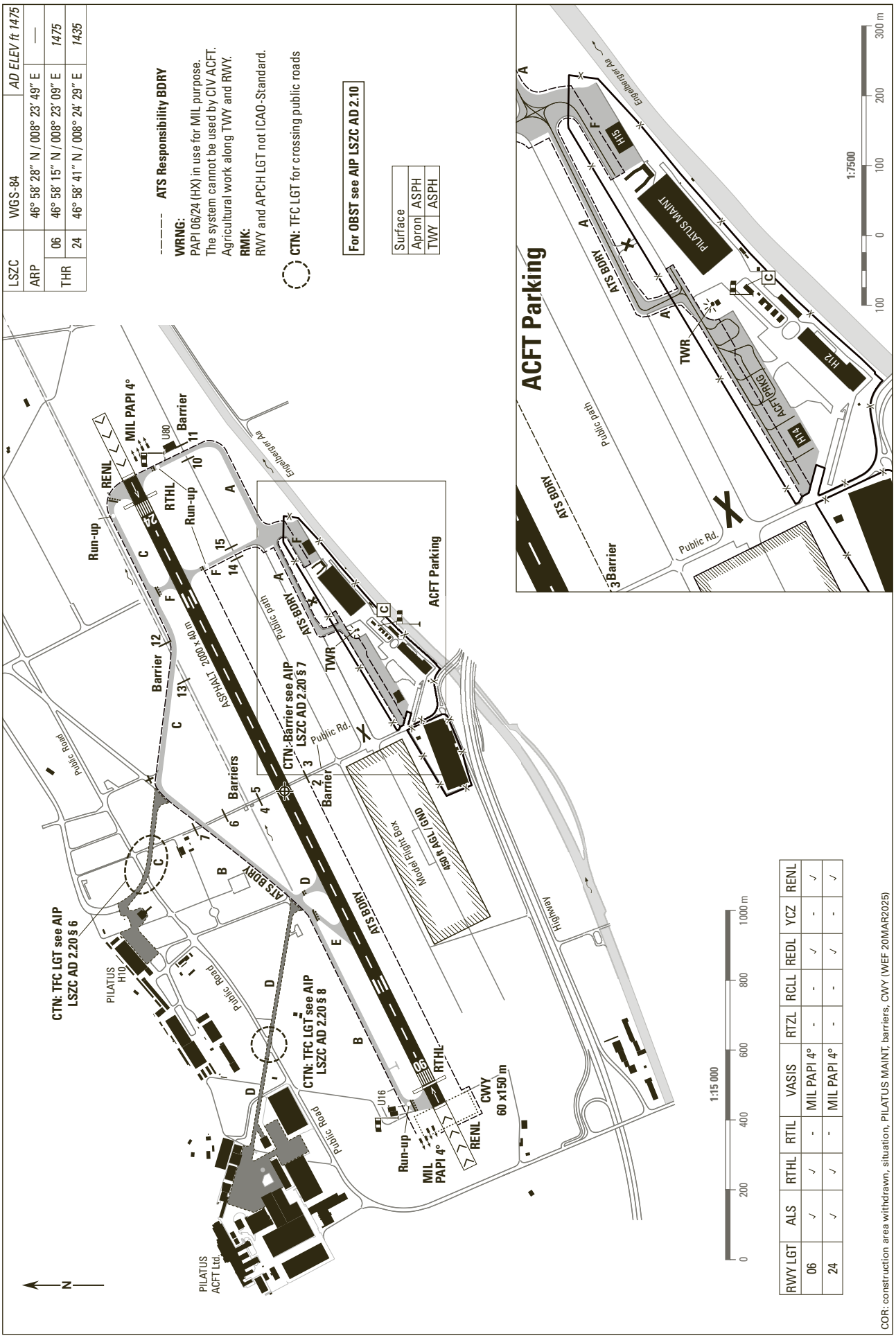
Tracer shots will be fired OCNL.

LSZC AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSZC AD 2.24.1-1
Aerodrome Obstacle Chart - Type A - RWY 24	LSZC AD 2.24.4.1
SID RWY 24 - NON RNAV	LSZC AD 2.24.7.1
STAR to RONIX - RNAV 1	LSZC AD 2.24.9-1
IAC RNP A CAT A/B	LSZC AD 2.24.10-1
IAC VIS APCH	LSZC AD 2.24.10-3

LSZC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.


LSZC | WGS-84 | AD ELEV ft 1475
ARP | 46° 58' 28" N / 008° 23' 49" E | —
THR 06 | 46° 58' 15" N / 008° 23' 09" E | 1475
THR 24 | 46° 58' 41" N / 008° 24' 29" E | 1435
ATS Responsibility BDRY
WRNG: PAPI 06/24 (HX) in use for MIL purpose. The system cannot be used by CIV ACFT. Agricultural work along TWY and RWY.
RMK: RWY and APCH LGT not ICAO-Standard.
CTN: TFC LGT for crossing public roads
For OBST see AIP LSZC AD 2.10
Surface
Apron ASPH
TWY ASPH
ACFT Parking
PILATUS MAINT
TWR
ATS BDRY
Public Path
Public Rd.
Barrier
Engelhörnerstr.
Run-up
RENL
RTHL
MIL PAPI 4°
U80
U16
ASPHALT 2'000 x 40 m
CTN: Barrier see AIP LSZC AD 2.20 § 7
CTN: TFC LGT see AIP LSZC AD 2.20 § 6
CTN: TFC LGT see AIP LSZC AD 2.20 § 8
PILATUS H10
Public Road
Barriers
Wooden Flight Box
400 TGL / GND
CWY 60 x 150 m
Highway
PILATUS ACFT Ltd.
N
1:15 000
0 200 400 600 800 1000 m
1:7500
100 0 100 200 300 m
RWY LGT | ALS | RTHL | RTIL | VASIS | RTZL | RCLL | REDL | YCZ | RENL
06 | ✓ | ✓ | - | MIL PAPI 4° | - | - | ✓ | - | ✓
24 | ✓ | ✓ | - | MIL PAPI 4° | - | - | ✓ | - | ✓
COR: construction area withdrawn, situation, PILATUS MAINT, barriers, CWY (WEF 20MAR2025)

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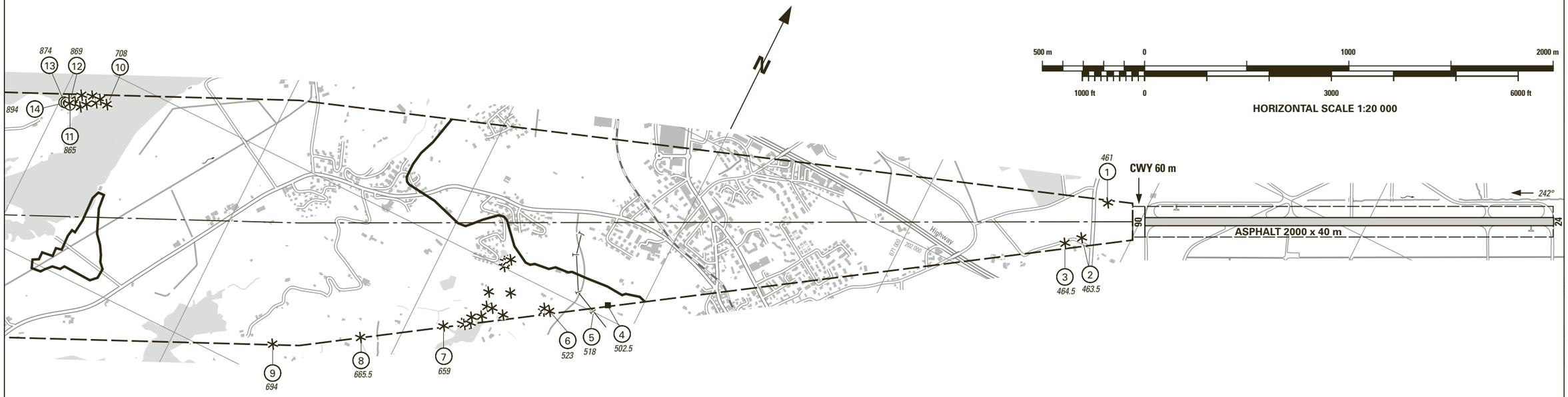
VAR 2° E (2016.5)

Profile view see LSZC AD 2.24.4-2

RWY: 24

RWY 06	DECLARED DISTANCES in m	RWY 24
—	TAKE-OFF RUN AVAILABLE	**2000**
—	TAKE-OFF DISTANCE AVAILABLE	**2060**
—	ACCELERATE-STOP DISTANCE AVAILABLE	**2000**
1940	LANDING DISTANCE AVAILABLE	—



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

(1)	Identification number	OBST *ELEV in m*
✳	Tree, shrub	AD *ELEV in m*
◉	Pole, tower, spire, antenna, etc.	
▬	Building, large structure	
—T—	Transmission line, overhead cable	
⌒	Terrain penetrating obstruction plane	

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: CWY, TODA (WEF 20MAR2025)

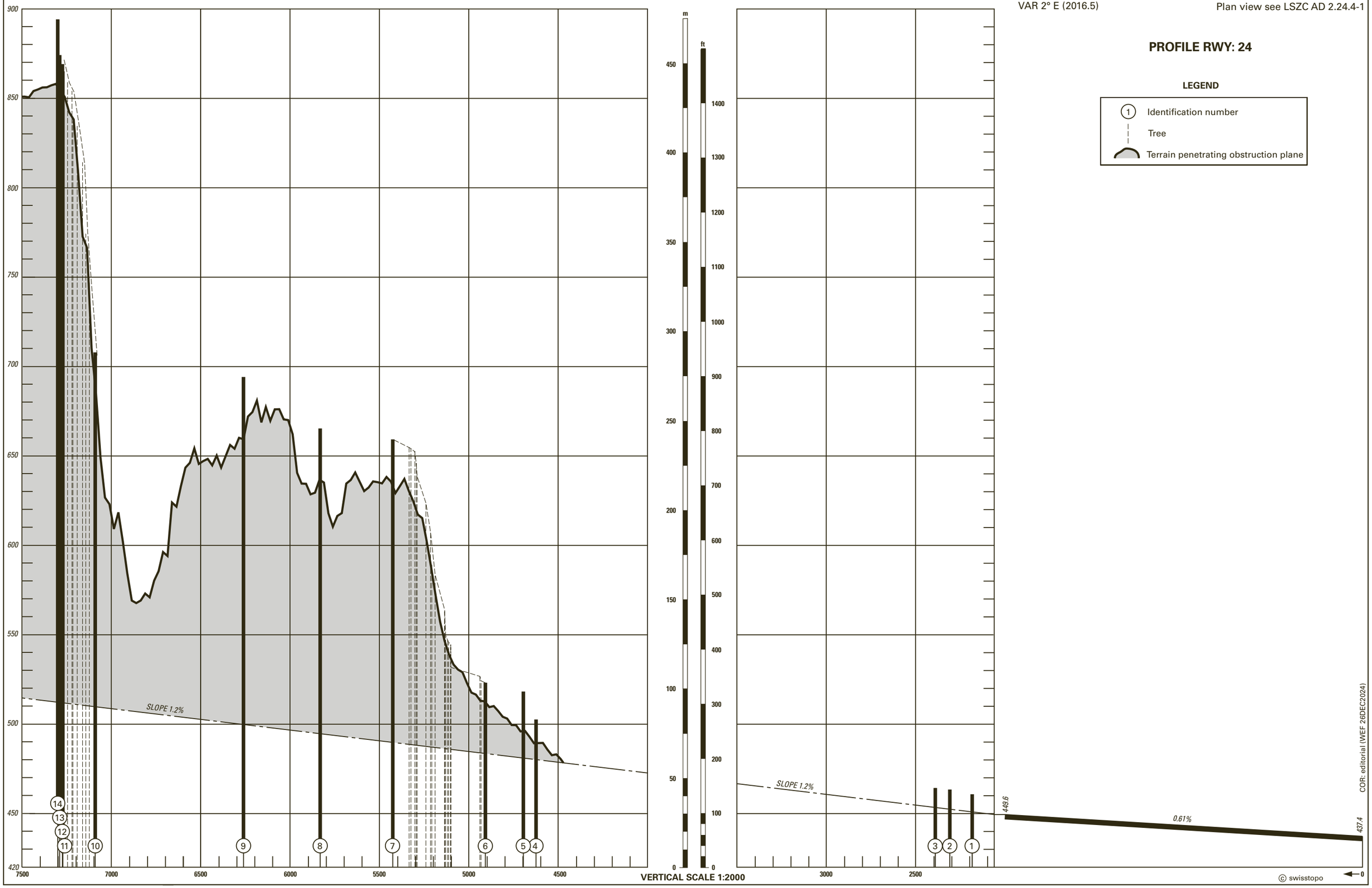
VAR 2° E (2016.5)

Plan view see LSZC AD 2.24.4-1

PROFILE RWY: 24

LEGEND

- (1) Identification number
- Tree
- Terrain penetrating obstruction plane



LSGC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
05	054° GEO 052° MAG	1090 x 27	PCR 121/F/C/Y/U ASPH	47 04 52.89N 006 47 15.95E	*3368 ft*	AVG -0.746%
23	234° GEO 232° MAG			47 05 12.22N 006 47 55.32E	*3346 ft*	AVG +0.746%

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
05	NIL	60	1150 x 60	NIL	Non-instrument RWY Pavement surface width 30m RESA: 30 m Grooved
23	NIL	30		NIL	Non-instrument RWY Pavement surface width 30m RESA: 30 m Grooved

LSGC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
05	1090	1150	1090	1054	Additional 40 m starter extension available, subject to Airport Authority approval
23	1090	1120	1090	1059	Additional 54 m starter extension available, subject to Airport Authority approval

LSGC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type, LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type, PSN, MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	NIL	RTHL G, LIH	APAPI 4.3° L 9.5 m	NIL	NIL	37 m, 80 m, R, LIH; 688 m, 80 m, W, LIH; 365 m, 80 m, Y, LIH	R, LIH	NIL	NIL
23	SALS 420 m LIH	RTHL G, LIH	APAPI 3.83° L 8.4 m	NIL	NIL	30 m, 80 m, R, LIH; 695 m, 80 m, W, LIH; 365 m, 80 m, Y, LIH	R, LIH	NIL	NIL

LSGC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 1 sec.
5	**Remarks**	Obstruction marking and lighting

LSGC AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	NIL
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	1026 m / *3366 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	FATO on RWY 05/23 ASPH No specific marking
4	**True BRG of FATO**	RWY 05: 054° RWY 23: 234°
5	**Declared distance available**	See: LSGC AD 2.13 for RWY 05/23
6	**APP and FATO lighting**	RWY LGT
7	**Remarks**	APCH via RWY and air taxi to apron. Follow ATC instruction.

LSGC AD 2.17 ATS AIRSPACE

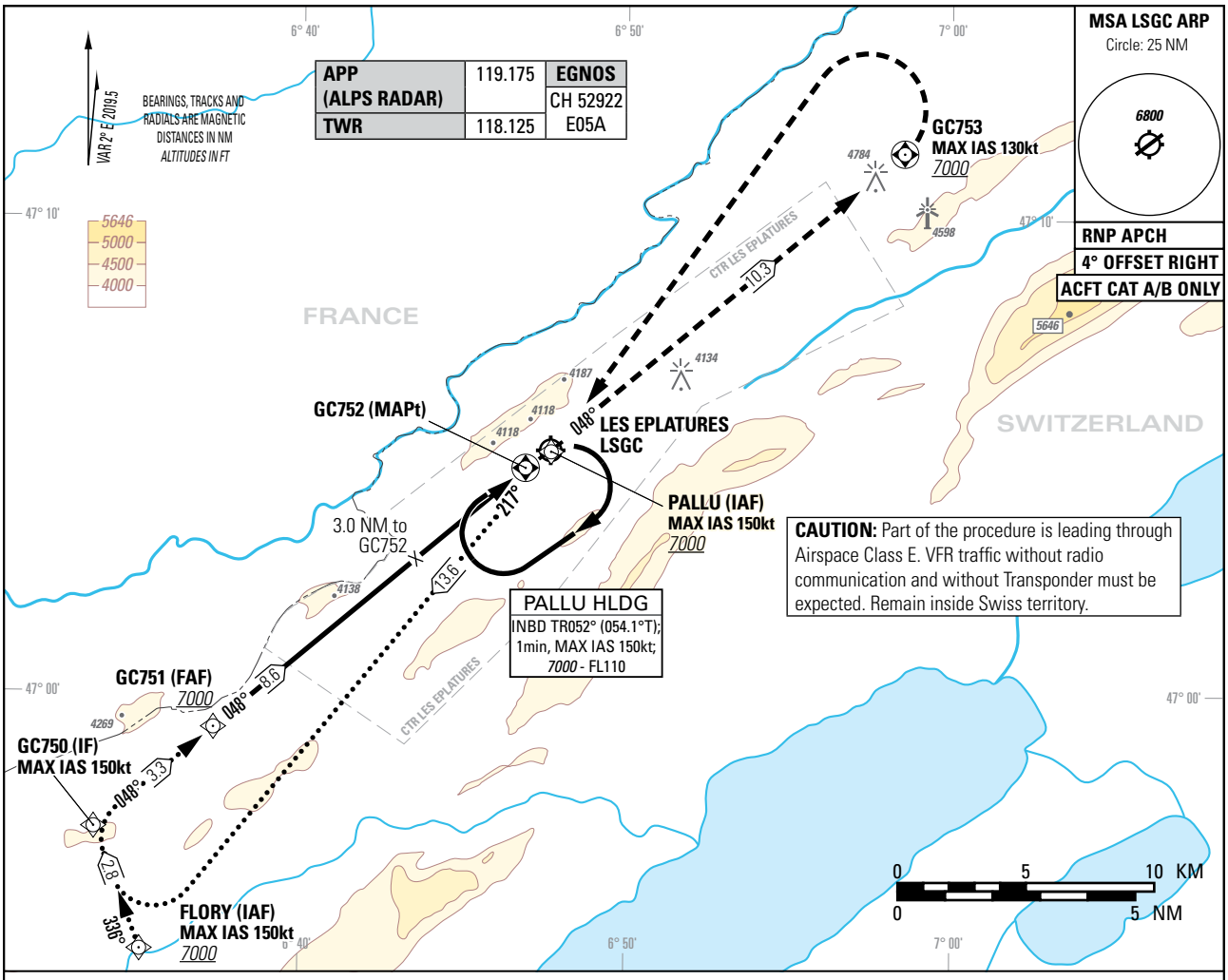
1	**Designation and lateral limits**	**Les Eplatures CTR** 47 00 51N 006 38 53E - along Swiss BDRY - 47 03 27N 006 42 31E - 47 03 47N 006 42 43E - 47 07 31N 006 49 40E - 47 10 44N 006 56 02E - 47 08 08N 006 58 27E - 47 06 00N 006 52 15E - 47 01 47N 006 47 30E - 46 58 51N 006 43 11E - 47 00 51N 006 38 53E
2	**Vertical limits**	*6500 ft*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En, En and Fr for Non-Commercial VFR traffic.
5	**Transition altitude**	*7000 ft*
6	**Remarks**	ACT: HX

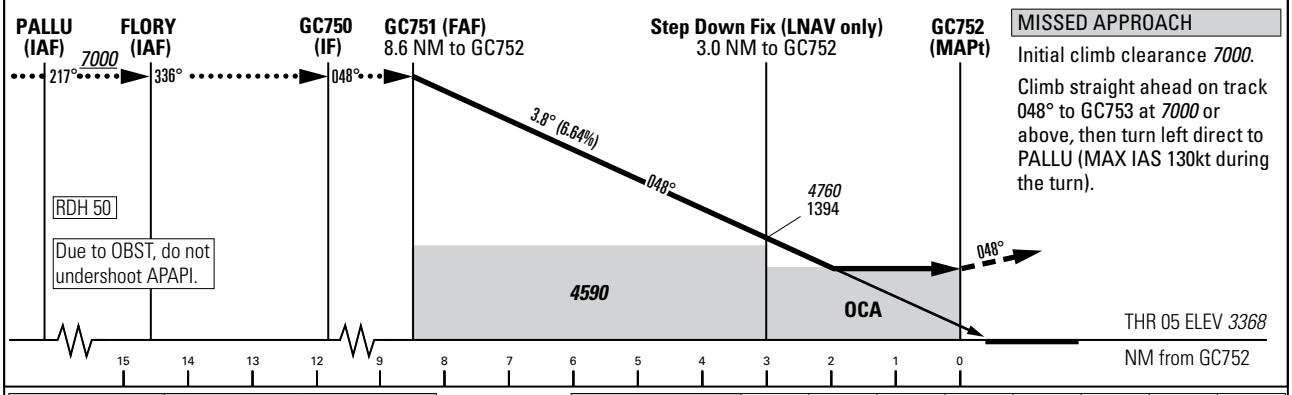
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 3368ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

LES EPLATURES (LSGC)
RNP RWY 05





MISSED APPROACH

Initial climb clearance *7000*.

Climb straight ahead on track 048° to GC753 at *7000* or above, then turn left direct to PALLU (MAX IAS 130kt during the turn).

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH	
	A	B[2]
	OCA(H) LPV CAT I	
2.5%	*4194* (826)	*4210* (842)
5.0%	*3950* (582)	*3966* (598)
	OCA(H) LNAV	
2.5%	*4380* (1014)	
Circling[1]	*4640* (1272)	*5010* (1642)

ROD	GS kt	90	110	130	150
	FT/MIN	605	740	874	1009

GC752 DIST	8	7	6	5	4	3	2	1
recommended CROSSING ALT	*6650*	*6240*	*5840*	*5440*	*5030*	*4630*	*4230*	*3820*
recommended CROSSING HGT	3282	2872	2472	2072	1662	1262	862	452

REMARK

AIRAC date MAR - OCT 31: Intense GLD ACT within APCH Sector and ATS Routes.

CAUTION

On 3.8° APCH angle and GS > 140kt resulting ROD > 1000ft/min.
1.3 NM BFR THR 05 Visual Segment Surface (VSS) penetrated by trees up to *3730ft* AMSL.
Non-standard APCH angle.
Final APCH TR offset by 4° right from RWY CTRL intercepting the RWY CTRL 597m before THR05.

NOTE

[1] Circling shall remain within CTR limits.
[2] Higher CAT of ACFT may use the same PROC if they comply with the CAT B restrictions.

COR: editorial (WEF 20MAR2025)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSGC
Runway	05
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E05A
LTP/FTP Latitude	470453.9575N
LTP/FTP Longitude	0064714.7400E
LTP/FTP Ellipsoidal Height (metres)	1076.8
FPAP Latitude	470529.0145N
Delta FPAP Latitude (seconds)	35.0570
FPAP Longitude	0064816.5730E
Delta FPAP Longitude (seconds)	61.8330
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.80
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 03 07 13 0C 05 00 00 01 35 30 05 8B 8B 34 14 68 B0 E9 02 10 3E E2 11 01 12 E3 01 F4 01 7C 01 64 00 C8 AF AF 98 FA DC
Calculated CRC Value	AF98FADC

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	1026.5

LSZG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	955 [1]	955 [1]	955 [1]	865	Line-up TWY A
24	980 [2]	980 [2]	980 [2]	1000	Full length
	660	660	660	not applicable	Intersection TWY D
06 L 24 R	not applicable	not applicable	not applicable	not applicable	GRASS RWY: Refer to VFR Manual LSZG AD INFO + VAC.
06 R 24 L	not applicable	not applicable	not applicable	not applicable	GRASS RWY: Refer to VFR Manual LSZG AD INFO + VAC
06 GLD 24 GLD	not applicable	not applicable	not applicable	not applicable	GLIDER RWY: Refer to VFR Manual LSZG AD INFO + VAC

[1] MAX 980 m with use of 25 m take-off run extension due to runway code number criteria
[2] Due to runway code number criteria

LSZG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type, LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type, PSN, MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
06	NIL	RTHL LIH/LIL G - RTIL FLG W	APAPI: 3.5° (3.0 m)	NIL	NIL	LIH/LIL W	LIH/LIL R	NIL	NIL
24	NIL	RTHL LIH/LIL G - RTIL FLG W	APAPI: 3.5° (5.5 m)	NIL	NIL	LIH/LIL W	LIH/LIL R	NIL	NIL

LSZG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	TWY edge lights: LIL B, TWY A and D
4	**Secondary power supply/switch-over time**	AVBL / MAX 1 sec.
5	**Remarks**	Obstruction marking and lighting

LSZG AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	Coordinates TLOF or THR of FATO: TLOF 1: 47 10 55 N 007 24 48 E TLOF 2: 47 10 56 N 007 24 47 E TLOF 3: 47 10 56 N 007 24 47 E TLOF 4: 47 10 54 N 007 24 45 E TLOF 5: 47 10 58 N 007 24 59 E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	TLOF and/or FATO elevation m/ft: TLOF 1: 429 m / *1409 ft* TLOF 2: 429 m / *1409 ft* TLOF 3: 429 m / *1409 ft* TLOF 4: 429 m / *1408 ft* TLOF 5: 430 m / *1410 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	TLOF and FATO area dimensions, surface strength, marking: TLOF 1, 2, 3 and 4: TLOF stand MAX OAL or OAW 14.65 m, ASPH, marked TLOF 5: TLOF stand MAX OAL or OAW 13.0 m, ASPH, marked FATO: 06/24; 400 x 23 m, ASPH 06L/24R; 380 x 18m, GRASS aiming point marked
4	**True BRG of FATO**	RWY 06: 066° RWY 24: 246°
5	**Declared distance available**	see FATO dimensions
6	**APP and FATO lighting**	NIL
7	**Remarks**	NIL

LSZG AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Grenchen CTR / RMZ 47 13 05 N 007 32 31 E - Arc of circle centered on 47 11 32 N 007 31 52 E, Radius 1.60 NM, clockwise 47 11 13 N 007 34 10 E - 47 08 02 N 007 23 23 E - 47 07 52 N 007 21 00 E, Arc of circle centered on 47 09 18 N 007 22 02 E, Radius 1.61 NM, clockwise 47 10 03 N 007 19 58 E - 47 11 15 N 007 23 08 E - 47 13 05 N 007 32 31 E
2	**Vertical limits**	CTR: *4500 ft AMSL (1350 m)* RMZ: 2000 ft AGL (600m)
3	**Airspace classification**	CTR: D RMZ: G
4	**ATS unit call sign Language(s)**	CTR: En; En and Ge for Non-Commercial VFR traffic. RMZ: En
5	**Transition altitude**	*6000 ft AMSL*
6	**Remarks**	ACT: HX - ATIS (monitoring compulsory)

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 01 (23)	Tree/Trees	*1507*	46 02 17 N 008 56 19 E	Pole LGTD	*1931*	46 01 52 N 008 54 48 E	B1143/09
AOC 01 (24)	Antenna	*1520*	46 02 15 N 008 56 20 E	Pole LGTD	1518	46 01 13 N 008 57 03 E	B1331/11
AOC 01 (25)	Tree/Trees	*1555*	46 02 24 N 008 56 52 E				
AOC 01 (26)	Tree/Trees	*1631*	46 02 24 N 008 56 58 E				
AOC 01 (27)	Tree/Trees	*1637*	46 02 20 N 008 56 57 E				
AOC 01 (28)	Tree/Trees	*1660*	46 02 21 N 008 56 58 E				
AOC 01 (29)	Building	*1672*	46 02 21 N 008 57 05 E				
AOC 01 (30)	Building	*1705*	46 02 19 N 008 57 04 E				
AOC 01 (31)	Tree/Trees	*1723*	46 02 21 N 008 57 07 E				
AOC 01 (32)	Tree/Trees	*1815*	46 02 19 N 008 57 11 E				
AOC 01 (33)	Tree/Trees	*1828*	46 02 15 N 008 57 29 E				
AOC 19 (1)	Pole	*913*	45 59 54 N 008 54 24 E				
AOC 19 (2)	Pole	*943*	45 59 52 N 008 54 30 E				
AOC 19 (3)	Tree/Trees	*953*	45 59 48 N 008 54 29 E				
AOC 19 (4)	Tree/Trees	*955*	45 59 43 N 008 54 17 E				
AOC 19 (5)	Tree/Trees	*979*	45 59 40 N 008 54 16 E				
AOC 19 (6)	Tree/Trees	*1079*	45 58 23 N 008 54 04 E				
AOC 19 (7)	Tree/Trees	*1164*	45 58 15 N 008 54 02 E				
AOC 19 (8)	Tree/Trees	*1234*	45 57 47 N 008 53 12 E				
AOC 19 (9)	Tree/Trees	*1289*	45 57 47 N 008 53 11 E				
AOC 19 (10)	Tree/Trees	*1353*	45 57 12 N 008 53 06 E				
AOC 19 (11)	Tree/Trees	*1573*	45 57 09 N 008 53 05 E				
AOC 19 (12)	Tree/Trees	*1628*	45 56 32 N 008 54 22 E				
AOC 19 (13	Tree/Trees	*2121*	45 56 21 N 008 54 23 E				
AOC 19 (14)	Tree/Trees	*2130*	45 56 17 N 008 54 23 E				
AOC 19 (15)	Tree/Trees	*2161*	45 56 17 N 008 54 23 E				
Refer also to LSZA AOC 01/19, LSZA AD 2.24.4							

LSZA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr, It
7	**Charts and other information available for briefing or consultation**	All area forecast charts available worldwide
8	**Supplementary equipment available for providing information**	Internet connection in the briefing room
9	**ATS units provided with information**	Lugano TWR
10	**Additional information (limitation of service, etc.)**	TEL: Weather briefing: 0900 162 737 (Ge), 0900 162 767 (Fr); accessible within Switzerland

LSZA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
01 [1)]	019° 017°	1415 x 30	PCR 400/F/B/W/T ASPH	45 59 58.17N 008 54 29.68E	*900 ft*	Refer to: LSZA AOC 01/19
19 [1)]	199° 197°			46 00 29.60N 008 54 45.07E	*915 ft*	

1) MAG VAR tolerance for RWY designators exceeded.

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
01 [1)]	NIL	NIL	1535 x 80	NIL	Runway strip and RESA dimensions according to non-instrument runway criteria Grooved 1415 m RESA: 30 m
19 [1)]		60			Runway strip and RESA dimensions according to non-instrument runway criteria Grooved 1415 m RESA: 30 m

1) MAG VAR tolerance for RWY designators exceeded.

LSZA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	1345	1345	1415	1305	No turn pad at the beginning of RWY
	1025	1025	1095	Not applicable	Intersection MIKE
19	1415	1475	1415	1135	Turn pad at the beginning of RWY
	940	1000	940	Not applicable	Intersection ZULU
	695	755	695	Not applicable	Intersection NOVEMBER

DER RWY 01 is located 70 m before runway end respective RENL 01 due to obstacles in the immediate departure area.

LSZA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
01	NIL	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 4.17°, L, 6.27 m, no LED; PAPI 6.00°, L, 15.54 m, no LED	Simple TZL* 323 m FM THR 01, W, LIH, no LED	740 m, 30 m, W, LIH; 375 m, 30 m, R/W, LIH; 300 m, 30 m, R, LIH. All LED	110 m, 60 m, R, LIH; 830 m, 60 m, W, LIH; 475 m, 60 m, Y, LIH. All LED	R, LIH, LED	NIL	PAPI 6.00° only switched on for IGS RWY 01 approaches
19	RLLS Seq. FLG LGT W, LIH, no LED; SALS 360m, LIH, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 4.17°, L, 6.71 m, no LED	Simple TZL*, 323 m FM THR 19, W, LIH, no LED		280 m, 60 m, R, LIH; 660 m, 60 m, W, LIH; 475 m, 60 m, Y, LIH. All LED	R, LIH, LED	NIL	RLLS follows circling Charlie track

* TZL: The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

LSZA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	No LDI Anemometer: RWY 01/19: 180 m NE of THR 01 resp. 860 m S of THR 19, not LGTD.
3	**TWY edge and centre line lighting**	Edge: TWY L, M and N (no LED). Turn pads 01 and 19 (LED). LIL, B. CL: NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 1 sec.
5	**Remarks**	OBST: Marked and lighted (see LSZA AD 2.24.1 - 1)

LSZA AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	FATO: 46 00 12.87 N / 008 54 36.86 E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	*276 m / 907 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	TLOF HEL stands 1 and 2: MAX Overall LEN 17 m, Rotor Diameter 14 m, ASPH, marked and numbered circles with diameter 6.5 m. TLOF HEL stands 3 and 4: MAX Overall LEN 13 m, Rotor Diameter 11 m, ASPH, marked and numbered circles with diameter 6.5 m. FATO: paved RWY 01-19.
4	**True BRG of FATO**	RWY 01: 019° RWY 19: 199°
5	**Declared distance available**	See: LSZA AD 2.13 for RWY 01/19
6	**APP and FATO lighting**	RWY LGT
7	**Remarks**	Simultaneous hover operations on HEL stands are not allowed

LSZA AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Lugano CTR** 45 55 51 N 008 46 22 E - 46 03 43 N 008 54 41 E Arc of circle centred on 46 02 26 N 008 57 10 E, Radius 2.16 NM, clockwise 46 01 21 N 008 59 51 E - 45 52 54 N 008 52 50 E Arc of circle centred on 45 54 15 N 008 49 29 E, Radius 2.70 NM, clockwise 45 55 51 N 008 46 22 E
2	**Vertical limits**	*6500 ft AMSL (2000 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	Lugano TWR En; En and It for Non-Commercial VFR traffic.
5	**Transition altitude**	*6000 ft AMSL (1800 m)*
6	**Remarks**	ACT: HX

LSZA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
ATIS		121.175 MHz	H24	TEL Service +41 (0) 22 417 40 88
TWR VDF	Lugano Tower	120.250 MHz 119.700 MHz	HX do.	QDM AVBL O/R ALTN FREQ En; En and It for Non-Commercial VFR traffic.
CLR DEL	Lugano Delivery	121.780 MHz	HX	

1.1.3 IFR approach procedures

Any approaching ACFT must comply with the requirements of Aircraft Certification § 1.2.1, as well as with the relevant procedures published on the APCH charts.
The following instrument APCH procedures, with the corresponding requirements, are AVBL:

1. **LOC RWY 01 for CIRCLING FOXTROT RWY 19**
   - Requirements:
     Pilot Qualification type A.
     Approach can be flown during the day only.

2. **LOC RWY 01 for CIRCLING CHARLIE RWY 19**
   - Requirements:
     Pilot Qualification type B.
     An Approved contingency procedure RWY 19 may be required according to § 1.1.9

3. **IGS RWY 01** (steep APCH procedure)
   - Requirements:
     Pilot Qualification type C.
     ACFT certification in accordance with § 1.2.1, for steep APCH of 6° or higher.

1.1.4 Approach to RWY 01

1.1.4.1 IGS RWY 01 steep approach 6.65°

Instruction of crews using the IGS 01 APCH procedure must satisfy the rules of the "Training Requirements Application Manual" (TRAM) for Lugano AP.
The IGS APCH may only be used by qualified crew and certified ACFT for a "steep APCH" of 6° or HYR.
For ACFT certified for steep APCHs of 6.65° or more, the instrument APCH procedure IGS 01 may be used with an angle of 6.65° during the entire APCH until LDG.
For ACFT certified for steep APCHs with an angle between 6° and 6.64°, the use of the instrument APCH procedure IGS 01 is regulated as follows:

- The ACFT shall obtain a “Letter of non-objection” from the manufacturer to carry out APCHs with a MAX angle of 6.65°.
- The APCH takes place at an angle of 6.65° from the FAF to the DA. The next LDG phase starting from the DA is carried out with a MAX angle of 6° using the PAPI.
- The ACFT must be stabilized at the latest at a HGT of *500 ft AAL*; otherwise the APCH procedure must be interrupted and a go-around procedure must be initiated.
- For ACFT with approved AFM supplement or annex for steep APCH, fulfilling the IGS angle of descend requirement, the tail wind component limitation must not exceed the AFM limitation value from the steep approach supplement or annex. For all other ACFTs the tail wind component must not exceed half of the value of the tail wind component according the AFM.
- The maximum discrepancy allowed along the trajectory corresponds to a half scale on the glideslope Indicator (usually 1 “dot”). If thislimit is exceeded, a go-around procedure must be carried out without exception.

1.1.4.2 PAPI RWY 01

For all APCHs, only one PAPI shall be illuminated and operative.
The use of the 6° PAPI on RWY 01 is limited to certified ACFT and to FLT crews qualified for steep APCHs and LDGs of 6° or HYR.
The 6° PAPI on RWY 01 will only be in use for IFR traffic performing an IGS APCH. For all other APCHs, the 4.17° PAPI on RWY 01 will be in use.
If on an IGS APCH, IFR is CNL, or if a visual APCH is requested after having passed CALDO (INBD), then the LDG procedure on RWY 01 must be complete following (and not undershooting) the 6° PAPI until LDG on RWY 01, or a circling procedure for LDG on RWY 19 is initiated. Under these circumstances, the ACFT may descend onto the 6.0° PAPI earlier than MDA or Visual Descent Point (VDP) but not before PSG 3.7 DME ILU.

1.1.5 Approach to RWY 19

1.1.5.1 LOC approach for circling RWY 19

The LOC APCH shall be flown on a continuous descent angle or gradient.
The break-off points on the APCH will always remain at the same PSN, but it will be overflown at the applicable ALT.

1.1.5.2 Circling procedures RWY 19

There are two circling procedures AVBL:

1. **CIRCLING FOXTROT RWY 19** (see chart LSZA AD 2.24.10 - 5)
   Requirements:
   - Pilot Qualification type A.

Conditions:
   - VIS 5000 m or more, day only and ceiling *3100 ft AAL* or HYR.

2. **CIRCLING CHARLIE RWY 19** (see chart LSZA AD 2.24.10 - 7)
   a. Requirements:
      - Pilot Qualification type A or B depending on weather minima's as required in § 1.1.9

Conditions:
      - VIS 5000 m or more, day only and ceiling *3100 ft AAL* or HYR.

   b. Requirements:
      - Pilot Qualification type B.
        Contingency procedure APV by the respective National Aviation Authority (Including APCH LDG climb gross gradient table and 2.0 NM ARP TP definition).
      - Specific FLT training associated with the afore mentioned contingency procedure.

Conditions:
      - VIS 3000 m or more during the day / VIS 5000 m or more at night, and ceiling *1700 ft AAL* or HYR.

1.1.6 Missed approach

During all IFR APCHs the applicable MDA and the corresponding MNM visibility shall be predefined by the operator and the FLT crew reflecting the daily PER limits of the corresponding ACFT given by mass, temperature, density, and wind conditions (including, where applicable, the Company contingency procedures).

1.1.7 STAR Descriptions

1.1.7.1 STAR RWY 01/19 (see chart LSZA AD 2.24.9 - 1)

DESIGNATOR	RWY 01/19		
	ROUTE		
	Lateral	Vertical	Remark
ORIO 7L (ORI 7L)	At ORI intercept R103 BEG. Proceed to BEG. At BEG intercept R299 BEG. Proceed to LUGAN. At LUGAN intercept R017 MMP. Proceed to PINIK.	Cross BEG at FL120 or above, LUGAN at FL100/FL110 or above (depending on QNH).	Expect base turn over CALDO.
LUSIL 7L	At LUSIL intercept R035 BEG. Proceed to BEG. At BEG intercept R299 BEG. Proceed to LUGAN. At LUGAN intercept R017 MMP. Proceed to PINIK.	Cross LUSIL at FL140 or above, BEG at FL120 or above, LUGAN at FL100/FL110 or above (depending on QNH).	Expect base turn over CALDO.
ORIO 7P (ORI 7P)	At ORI intercept R103 BEG. Proceed to BEG. At BEG intercept R287 BEG. Proceed to PINIK.	Cross BEG at FL120 or above, ZA631 at FL100 or above, ZA632 at FL080/TL or above (depending on TL).	
LUSIL 7P	At LUSIL intercept R035 BEG. Proceed to BEG. At BEG intercept R287 BEG. Proceed to PINIK.	Cross LUSIL at FL140 or above, BEG at FL120 or above, ZA631 at FL100 or above, ZA632 at FL080/ TL or above (depending on TL).	
SARONNO 6L (SRN 6L)	At SRN intercept R330 SRN. Proceed via SULUR to PINIK.	Cross SRN at 6000ft or above.	
VOGHERA 6L (VOG 6L)	At VOG intercept R344 VOG. Proceed to MMP. At MMP intercept R017 MMP. Proceed to PINIK.	Cross VOG at FL090 or above, MMP at 6000ft or above.	
TORINO 6L (TOP 6L)	At TOP intercept R085 TOP. Proceed to VOG. At VOG intercept R344 VOG. Proceed to MMP. At MMP intercept R017 MMP. Proceed to PINIK.	Cross TOP at FL090 or above, VOG at FL090 or above, MMP at 6000ft or above.	
ODINA 7L	At ODINA intercept R299 BEG. Proceed to LUGAN. At LUGAN intercept R017 MMP. Proceed to PINIK.	Cross ODINA at FL140/FL150 or above (depending on QNH), LUGAN at FL100/FL110 or above (depending on QNH).	Expect base turn over CALDO.

(Tracks and radials calculated with VAR 2° East)

1.1.8 ATC

1.1.8.1 Communication with ATC

FLT crews entering Lugano CTR under IFR shall make contact with ATC, requesting the type of APCH they intend to execute.

1.1.8.2 ATC flight plan

Operators holding an AP Qualification in accordance with § 1.2 shall insert "THE TYPE OF QUALIFICATION" in item 18 of ATC flight plan.

1.1.9 Requirements overview

Requirements overview						
Flight Procedure	Flight Operation				Pilot Qualification	Operator Qualification Procedures	Aircraft Performances
Approach and landing (1)	- VFR commercial - IFR Visual APP				Type A	NIL	NIL
	- LOC R01, Circling C R19 - LOC R01, Circling F R19	(VIS 5000 m or more and ceiling 3100 ft AAL or higher)	-Day Only-				
	- LOC R01 Circling C R19	(VIS 3000 m or more) (VIS 5000 m or more) (ceiling 1700 ft AAL or higher)	-Day- -Night- -Day and Night-		Type B	Approved contingency procedure for circling missed approach required	NIL
	- IGS				Type C	NIL	glide > 6° See Explanation §1.1.5.1
Departure (1)	IFR departure				-	-	-
	Take-off	SE/ME	VIS 3000 m or more and ceiling 2100 ft AAL or higher		Type A	NIL	NIL
		ME	VIS 400 m or more and less than 3000 m		Type D	Approved contingency procedure take-off RWY 19 and/or 01 required	NIL
		SE	VIS 800 m or more and less than 3000 m, ceiling 1200 ft AAL or higher				

(1) VFR according SERA and Swiss AIP.
Note: VIS = Visibility. Visibility is meant as reported Meteorological Visibility.

1.2 Airport qualification

To operate at Lugano under IFR, the following AP requirements must be fulfilled:

a. The ACFT must meet the PER requirements in accordance with the ACFT certification, including (where necessary) a steep APCH and LDG certification.
b. Operator's contingency procedures (if required by the type of FLT operation) must be calculated and AVBL.
c. The FLT crew must hold a valid Pilot Qualification for the applicable type of operation and FLT procedures.

The application shall contain:

a. A letter of Endorsement from the National Aviation Authority (NAA) approving Training Syllabus and the operation into Lugano and confirming conformity with the requirements of § 1.2.1 and 1.2.2
b. The APV, given by the respective NAA, of the operator's contingency procedures.

1.2.1 Aircraft certification

Any ACFT to be operated under IFR at Lugano AP shall be able to comply with the published IFR procedures § 1.1 or with approved company contingency procedures.
The MAX IAS, as published on the relevant charts, shall not be exceeded during the corresponding FLT manoeuvres.

For ACFT certified for steep APCHs with an angle of 6.65° or more

The ACFT Certification of compliancy for the AP Qualification shall contain:

- Type, REG and Serial Number (S/N) of the ACFT;
- Mass, AP and Temperature (MAT) PER table calculated and published for the operation in Lugano and for the Individual Runway Tables including:
  a. MTOM table for all applicable SID, covering One Engine Inoperative (OEI) conditions,
  b. MAX Landing Mass (MLM) for the APCH covering the speed requirements,
  c. table of the applicable minima covering the requirements for the APCH gross climb gradient,
  d. if required, contingency procedures covering the entire MAT items above.
- If required for the operation, a copy of the "steep APCH" certificate, or equivalent steep APCH and LDG capabilities for the applicable S/N AFM.

For ACFT certified for steep APCHs between 6° and 6.64°

A "Letter of non objection" is needed. The "Letter of non objection" proves, from a technical/operational point of view, that in the certification already obtained by an ACFT, it also includes an “INA” of 6.65° until the published Minimum Descent Altitude (MDA), and a further "steep APCH to LDG", starting at 500 ft AAL, at the latest, with an angle of 6°. The manufacturer shall prove that this special procedure is supported by tests and equipment used for the AVBL certification.

Furthermore, the manufacturer, in the "Letter of non objection", shall clearly state the PER requirements in a such manner that they shall be properly covered in case an ACFT is certified for 6° (tolerance of +/-2° included); for instance, the "handling qualities", the Flight Guidance Systems and Autopilot until the published Minimum Descent Altitude (MDA) and the PER.

1.2.2 Pilot qualification

MNM training requirements for the AP Qualification are included in a so-called "Training Requirements Application Manual (TRAM)"
Pilots intending to operate under IFR conditions at Lugano AP shall hold a valid Pilot Qualification, in accordance with the requirements of IFR Procedures § 1.1.9

1.2.2.1 Pilot qualification type A

The Pilot Qualification type A is directly controlled by the Lugano AP Authority and includes:

a. A theoretical self-instruction on:
- Lugano general operational requirements (FOCA & Lugano AP Authority),
- Local weather phenomena and dangers,
- Lugano orographic and topographic situation, including all relevant obstacles,
- APCH and DEP procedures (VFR and IFR),
- Noise abatement and communication procedures,
- ACFT PER (All Engines Operating (AEO) and OEI), including calculations of MTOM, MLM gradients and applicable minima,
- EMERG procedures.

To apply for the Pilot Qualification type A, the pilot shall contact Lugano AP Authority or consult Lugano AP's website.
URL: http://www.lugano-qualification.ch/

1.2.2.2 Pilot qualification type B, C and D

Initial and recurrence training for Pilot Qualification types B, C and D are to be conducted under the jurisdiction of the respective NAA.

1.2.2.3 Procedures to obtain the qualification

Qualification A:
The pilot applies for the Pilot qualification type A to the Lugano Airport Authority on :
www.lugano-qualification.ch. The qualification consists in a familiarization briefing and a test with multiple-choice questions. The Lugano Airport Authority verifies the validity of the application in the Lugano Qualification database where all relevant data are automatically collected.

Qualification B:
The operator submits its training syllabus with the related approved contingency procedure to the respective NAA for approval and transmits the approval confirmation to the Lugano Airport Authority.
The pilot in command performs the training according to the training syllabus approved by the respective NAA. Once done, the operator transmits an updated list of operator/pilots who obtained the Type B qualification to the Lugano Airport Authority which it will be classified as per operator name, in a dedicated binder.

Qualification C:
The operator submits its training syllabus to the respective NAA for approval and transmits the approval confirmation to the Lugano Airport Authority.
The operator presents the corresponding AFM supplements or a “Letter of non-objection” (described in chapter 1.2.1) to the Lugano Airport Authority.
The pilot in command performs the training according to the training syllabus approved by the respective NAA. Once done, the operator transmits an updated list of operator/pilots/ aircraft who obtained the Type C qualification to the Lugano Airport Authority which it will be classified as per operator name, in a dedicated binder.

Qualification D:
The operator submits its training syllabus with the related approved contingency procedure to the respective NAA for approval and transmits the approval confirmation to the Lugano Airport Authority.
The pilot in command performs the training according to the training syllabus approved by the respective NAA. Once done, the operator transmits an updated list of operator/pilots who obtained the qualification type D to the Lugano Airport Authority which it will be classified as per operator name, in a dedicated binder.

1.2.2.4 Airport qualification validity

Qualification Type A:
Airport qualification type A is valid for two years.

Qualification Type B, C and D:
Pilots must hold a valid qualification type A.
The pilot in command shall fly at least 1 IFR approach into and 1 IFR departure from LSZA within a 12 months period.
In case of an interruption of the recency of 12 months and more, the applicable minima for the first 3 APP shall be augmented by 500 feet for Ceiling and the applicable visibility by 1000 meters.
In case of an interruption of the recency of 24 months and more, a new qualification B, C or D is required.
FFS or FTD cannot be used as per Validity requirements.

1.3 Charts

1.3.1 Procedures to be followed by arriving and departing ACFT are contained on the charts STAR/SID and IAC.

1.3.2 The MNM vectoring levels chart for CTR/TMA Lugano is AVBL under AIP Italy, ENR 2.1.

1.4 VFR procedure

Private OPS refer to VFR Manual, LSZA AD INFO. Commercial OPS see also 1.1.9.

1.5 Description of Instrument Guidance System (IGS)

Non-precision APCH with ILS components.
DEV are: Angle HYR than standard (6.65°) and the definition of a MAPT.

1.5.1 IGS components

- ILS (LOC/GP/DME) for line-up and final APCH
- SRN VOR/DME

1.5.2 Procedure

The IGS procedure is a steep APCH of 6.65° GP reference.

IGS PROC may be flown as an ILS PROC.

The published ALT at D5.3 ILU and D3.7 ILU are to be strictly OBS without undershooting.

After MAPT, PCD to RWY maintaining visual ground contact and by following the PAPI of 6.0° reference angle. LOC track is aligned with RWY 01 axis.

1.6 Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	Vis (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
01	A	1500/---	1500/---	1500/---	
	B	1500/---	1500/---	1500/---	
	C	1500/---	1500/---	1500/---	
19	A	800/---	400/---	400/---	
	B	800/---	400/---	400/---	
	C	800/---	400/---	400/---	

LSZA AD 2.23 ADDITIONAL INFORMATION

1. List of significant points

NAV point	COORD WGS84		Back-up Definition			Purpose
	N LAT	E LONG	Radial	DME	NAV	
1	2		3			4
BAVMI	45 42 13	008 24 28	276	26	SRN	SID LSZA
CALDO	45 54 33.2	008 51 50.9	017	---	MMP	STAR LSZA
			---	6.5	ILU	
LUSIL	46 02 35	010 07 00	035	28.2	BEG	STAR LSZA
OMETO	45 44 12.0	008 02 34.0	276	42	SRN	SID LSZA
PINIK	45 52 26.8	008 50 55.9	017	14.8	MMP	STAR/SID LSZA, HLDG
			---	8.7	ILU	
SULUR	45 44 57	008 56 36	330	7	SRN	SID LSZA
ZA505	46 00 16	008 55 29	347	22	SRN	SID LSZA
ZA506	46 05 14	008 54 09	347	27	SRN	SID LSZA
ZA526	45 50 31	008 59 11	287	32.1	BEG	SID LSZA
			351	---	SRN	
ZA527	45 48 18	009 08 41	287	25.1	BEG	SID LSZA
			026	---	SRN	
ZA552	45 46 17	008 47 49	017	8	MMP	SID LSZA
ZA557	45 47 35.8	008 41 16.7	300	16.6	SRN	SID LSZA
ZA558	45 41 45.0	008 29 42.8	276	22.4	SRN	SID LSZA
ZA559	45 51 50.0	008 31 35.6	300	24.6	SRN	SID LSZA
ZA631	45 48 18	009 08 41	287	25.1	BEG	STAR LSZA
			026	---	SRN	
ZA632	45 50 31	008 59 11	287	32.1	BEG	STAR LSZA
			351	---	SRN	

(Tracks and radials calculated with VAR 2° East)

LSMP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
05	049/046	2791 x 40	PCR 400/F/C/X/U ASPH	46 50 07.73 N 006 54 07.73 E	*1464 ft*	*-0.09%*
23	229/226			46 51 03.10 N 006 55 39.02 E	*1455 ft*	*+0.09%*

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
05	NIL	60	2911 x 150	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. CTN: MIL net barrier at end of runway strip
23	NIL	60			CWY only if MIL net barrier lowered RESA available after MIL net barrier

LSMP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2433	2433	2433	2708	Max lengths with MIL net barrier raised
	2665	2725	2665	2708	Max lengths with MIL net barrier lowered
	2297	2297	2297	N/A	From turn pad intersection TWY S with MIL net barrier raised.
23	2364	2364	2364	2665	Max lengths with MIL net barrier raised
	2708	2768	2708	2665	Max lengths with MIL net barrier lowered
	2087	2087	2087	N/A	Intersection T/O KILO with net barrier raised

LSMP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type, LEN, INTST	THR LGT colour INTST WBAR	VASIS Type, PSN, MEHT	TDZ LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
05	Calvert CAT I, 770 m LIH	RTHL, G LIH, WBAR, RTIL FLG W	PAPI 4,7°, L (MIL use)	NIL	NIL	120 m, 60 m R, LIH; 1986 m, 60 m, W, LIH; 685 m, 60 m Y, LIH	R, LIH CIV RWY end 99 m before RENL	NIL	RWY LGT refer to MIL RWY dimensions
23	Calvert CAT I, 900 m LIH		PAPI 3,7°, L (MIL use)	NIL	NIL	190 m, 60 m R, LIH; 1933 m, 60 m, W, LIH; 668 m, 60 m Y, LIH	R, LIH CIV RWY end 69 m before RENL		

LSMP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	All TWY with edge lighting
4	**Secondary power supply/switch-over time**	AVBL / MAX 15 sec.
5	**Remarks**	MIL rotating beacon 0.5 NM final centre line on both sides

LSMP AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	NIL
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	1460 ft
3	**TLOF and FATO area dimensions, surface, strength, marking**	FATO on main RWY: 05/23; 500 x 40 m, No specific marking
4	**True BRG of FATO**	049° / 229°
5	**Declared distance available**	See FATO dimensions
6	**APP and FATO lighting**	RWY LGT
7	**Remarks**	FATO on RWY between TWY M and P

LSMP AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Payerne CTR** 46 56 22 N 006 59 31 E - 46 52 33 N 007 04 35 E - 46 44 08 N 006 51 13 E - 46 47 56 N 006 46 09 E - 46 56 22 N 006 59 31 E
2	**Vertical limits**	FL 100
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	Language: En; En and Fr for Non-Commercial VFR traffic.
5	**Transition altitude**	*6000 ft AMSL*
6	**Remarks**	NIL

LSZR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	1455	1515	1455	1380	Public roads behind RWY (outside airport area)
28	1455	1515	1455	1400	Public roads behind RWY (outside airport area)
10 GRASS	810	810	810	810	NIL
28 GRASS	810	810	810	810	NIL

LSZR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
10	RLLS Seq. FLG LGT, 300 m, W, LIH, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 4.0°, L+R, 7.0 m, no LED	Simple TZL* 473 m FM THR 10, W, LIH, LED	NIL	75 m, 50 m, R, LIH; 930 m, 50 m, W, LIH; 450 m, 50 m, Y, LIH, no LED	R, LIH, no LED	NIL	First RLLS LGT is 530 m FM THR10
28	NIL	RTHL G, LIH, WBAR, no LED	PAPI 4.0°, L , 8.5 m, no LED	Simple TZL*, 473 m FM THR 28, W, LIH, LED	NIL	55 m, 50 m, R, LIH; 950 m, 50 m, W, LIH; 450 m, 50 m, Y,LIH, no LED	R, LIH, LED	NIL	NIL

TZL*: The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

LSZR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	No LDI. Anemometer: RWY 10: 220 m E of THR 10, LGTD. RWY 28: 140 m W of THR 28, LGTD.
3	**TWY edge and centre line lighting**	Edge: TWY A and S partly. Turn pads 10 and 28. LIL, B, no LED. CL: NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 15 sec; DEP in VIS less than 800m MAX 1 sec.
5	**Remarks**	OBST: Marked and lighted (see LSZR AD 2.24.1 - 1)

LSZR AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	TLOF: Main Apron: 47 29 13.87N / 009 33 10.73E TLOF: Hangar B2: 47 29 13.74N / 009 33 44.68E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	TLOF: Main Apron: 398 m / *1306 ft* TLOF: Hangar B2: 398 m / *1306 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	TLOF: Main Apron: TLOF stand MAX OAL or OAW 15.6 m, ASPH, marked TLOF: Hangar B2: TLOF stand MAX OAL or OAW 13.0 m, ASPH, marked
4	**True BRG of FATO**	RWY 10: GRASS; 099° RWY 28: GRASS; 279°
5	**Declared distance available**	See: LSZR AD 2.13 for RWY 10-28 GRASS
6	**APP and FATO lighting**	NIL
7	**Remarks**	NIL

LSZR AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**St. Gallen CTR** 47 33 08 N 009 31 28 E - FIR SWITZERLAND/FIR MUNICH - 47 32 31 N 009 33 16 E - German/Austrian border - 47 31 31 N 009 37 50 E - arc of circle radius 1.90 NM on 47 29 40 N 009 37 08 E - 47 27 46 N 009 37 13 E - 47 28 40 N 009 23 09 E - 47 31 13 N 009 23 36 E - 47 33 29 N 009 26 51 E - 47 33 08 N 009 31 28 E
2	**Vertical limits**	*5500 ft AMSL (1700 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*5000 ft AMSL*
6	**Remarks**	ACT: HX - ATIS (monitoring compulsory)

LSZR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ATIS		123.780 MHz	H24	Phone Service: +41 (0) 71 858 51 66
APP	ALPS RADAR	119.925 MHz	H24	Language: En; Ge
TWR	St. Gallen Tower	135.430 MHz 119.700 MHz	HX	QDM AVBL O/R ALTN FREQ Language: En; En and Ge for Non-Commercial VFR traffic.
		121.500 MHz		EMERG
GND	St. Gallen Ground	121.805 MHz		According to ATIS INFO Language: En; En and Ge for Non-Commercial VFR traffic.

LSZS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area FCST charts AVBL worldwide
8	**Supplementary equipment available for providing information**	do.
9	**ATS units provided with information**	Samedan AFIS
10	**Additional information (limitation of service, etc.)**	Phone: Weather briefing: 0900 162 737 (Ge); accessible within Switzerland

LSZS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
03	029° GEO 026° MAG	1840 x 40	PCR 300/F/C/X/U	46 31 37.28N 009 52 41.13E	*5602 ft*	refer to: LSZS AOC RWY 03/21
21	209° GEO 206° MAG			46 32 26.27N 009 53 20.85E	*5573 ft*	

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
03	NIL	NIL	1960 x 80	NIL	Non-instrument RWY
21					Non-instrument RWY

LSZS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	1840 m	1840 m	1840 m	1840 m	NIL
21	1840 m	1840 m	1840 m	1730 m	NIL

LSZS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	NIL	NIL	PAPI 4.49°, R, (13.67 m)	NIL	NIL	NIL	NIL	NIL	1)
21	NIL	NIL	PAPI 4.4°, L, (8.27 m)	NIL	NIL	NIL	NIL	NIL	2)

1) PAPI 03 light beam offset 5° west from runway axis. ICAO obstacle protection surface penetrated by a hill between ZS705 and THR 03.
2) PAPI 21 light beam offset 5° east from runway axis.

LSZS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 1 sec.
5	**Remarks**	NIL

LSZS AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	FATO (aiming point): 46 31 52.98 N 009 52 53.88 E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	*5600 ft / 1707 m*
3	**TLOF and FATO area dimensions, surface, strength, marking**	**HEL with overall LEN <13 m or an overall WID <11 m** TLOF: Whole year 5 HEL CONC/ASPH, 5000 kg, white marked circles with a diameter of 6.5 m; Winter only: 7 additional HEL stands, SNOW, 5000 kg, blue marked circles with a diameter of 6.5 m. FATO: 40 x 40 m, ASPH, 5000 kg, aiming point marked on RWY 03/21. **HEL with overall LEN >13 m or an overall WID >11 m** TLOF: Parking on main apron with marshaller FATO: 1840 x 40 m, ASPH, 5000 kg, aiming point marked on RWY 03/21.
4	**True BRG of FATO**	029° - 209°
5	**Declared distance available**	REF: VFR Manual Samedan HEL AD INFO, § 10
6	**APP and FATO lighting**	NIL
7	**Remarks**	REF: VFR Manual Samedan HEL AD INFO 7 HEL with overall LEN >13 m or an overall WID >11 m use VAC ARRIVAL and VAC DEPARTURE for operations on paved RWY. PPR TEL +41 (0) 81 851 08 51 PPR FAX +41 (0) 81 851 08 59 Email: handling@engadin-airport.ch - contact AFISO (AD Flight Information Service Officer) for start-up - report crossing of IFR APCH and DEP route to AFIS