SWITZERLAND

TEL: +41 (0) 43 931 61 68

Telegraphic address:
AFTN: LSSAYOYX
E-mail: aip@skyguide.ch

skyguide

AIP Services

CH-8602 WANGEN BEI DÜBENDORF

AIP

AMDT 004 2025

Effective Date 17 APR 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	17 APR 2025
GEN 0.3 - 1/2	17 APR 2025
GEN 0.4 - 1/2	17 APR 2025
GEN 0.4 - 3/4	17 APR 2025
GEN 0.4 - 5/6	17 APR 2025
GEN 0.4 - 7/8	17 APR 2025
GEN 2.3 - 1/2	17 APR 2025
GEN 2.3 - 3/4	17 APR 2025
GEN 2.3 - 5/6	17 APR 2025
GEN 2.3 - 7/8	17 APR 2025
GEN 3.5 - 7/8	17 APR 2025
GEN 3.5 - 9/10	17 APR 2025
GEN 3.5 - 11/12	17 APR 2025
ENR 2.1 - 13/14	17 APR 2025
ENR 5.3 - 1/2	17 APR 2025
ENR 5.5 - 11/12	17 APR 2025
ENR 5.5. - 17/18	17 APR 2025
LSZB AD 2 - 5/6	17 APR 2025
LSZB AD 2 - 7/8	17 APR 2025
LSZB AD 2 - 19/20	17 APR 2025

Destroy the following pages:

GEN 0.2 - 11/12	20 MAR 2025
GEN 0.3 - 1/2	23 JAN 2025
GEN 0.4 - 1/2	20 MAR 2025
GEN 0.4 - 3/4	20 MAR 2025
GEN 0.4 - 5/6	20 MAR 2025
GEN 0.4 - 7/8	20 MAR 2025
GEN 2.3 - 1/2	AIRAC 31 OCT 2024
GEN 2.3 - 3/4	AIRAC 21 MAR 2024
GEN 2.3 - 5/6	20 APR 2023
GEN 2.3 - 7/8	24 MAY 2018
GEN 3.5 - 7/8	23 APR 2020
GEN 3.5 - 9/10	23 APR 2020
GEN 3.5 - 11/12	23 APR 2020
ENR 2.1 - 13/14	AIRAC 20 MAR 2025
ENR 5.3 - 1/2	AIRAC 20 MAR 2025
ENR 5.5 - 11/12	AIRAC 20 MAR 2025
ENR 5.5. - 17/18	AIRAC 20 MAR 2025
LSZB AD 2 - 5/6	30 NOV 2023
LSZB AD 2 - 7/8	20 MAR 2025
LSZB AD 2 - 19/20	AIRAC 20 FEB 2025

2. Record entry of amendment on page GEN 0.2

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

NOTAM: A 0655/24

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: 003 2024, 008 2024, 001 2025

Checklist AIRAC SUP: NIL

Insert the following pages:		Destroy the following pages:	
LSZB AD 2.24.1 - 1/2	17 APR 2025	LSZB AD 2.24.1 - 1/2	AIRAC 20 FEB 2025
LSZB AD 2.24.4 - 1/2	17 APR 2025	LSZB AD 2.24.4 - 1/2	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 7/8	17 APR 2025	LSZB AD 2.24.10 - 7/8	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 9/10	17 APR 2025	LSZB AD 2.24.10 - 9/10	AIRAC 20 FEB 2025
LSZC AD 2 - 9/10	17 APR 2025	LSZC AD 2 - 9/10	20 MAR 2025
LSZC AD 2.24.10 - 3/4	17 APR 2025	LSZC AD 2.24.10 - 3/4	26 DEC 2024
LSGC AD 2 - 15/16	17 APR 2025	LSGC AD 2 - 15/16	23 JAN 2025
LSGG AD 2 - 23/24	17 APR 2025	LSGG AD 2 - 23/24	26 DEC 2024
LSGG AD 2 - 51/52	17 APR 2025	LSGG AD 2 - 51/52	AIRAC 31 OCT 2024
LSZG AD 2 - 7/8	17 APR 2025	LSZG AD 2 - 7/8	05 SEP 2024
LSZG AD 2 - 15/16	17 APR 2025	LSZG AD 2 - 15/16	AIRAC 31 OCT 2024
LSZG AD 2.24.1 - 1/2	17 APR 2025	LSZG AD 2.24.1 - 1/2	AIRAC 23 JAN 2025
LSZG AD 2.24.1 - 3/4	17 APR 2025	LSZG AD 2.24.1 - 3/4	AIRAC 23 JAN 2025
LSZG AD 2.24.2 - 1/2	17 APR 2025	LSZG AD 2.24.2 - 1/2	AIRAC 23 JAN 2025
LSZG AD 2.24.2 - 3/4	17 APR 2025	LSZG AD 2.24.2 - 3/4	AIRAC 23 JAN 2025
LSZA AD 2 - 21/22	17 APR 2025	LSZA AD 2 - 21/22	AIRAC 08 AUG 2024
LSMP AD 2 - 15/16	17 APR 2025	LSMP AD 2 - 15/16	AIRAC 31 OCT 2024
LSZR AD 2 - 19/20	17 APR 2025	LSZR AD 2 - 19/20	AIRAC 08 AUG 2024
LSZS AD 2 - 13/14	17 APR 2025	LSZS AD 2 - 13/14	21 MAR 2024
LSZS AD 2.24.11 - 1/2	17 APR 2025	LSZS AD 2.24.11 - 1/2	AIRAC 20 MAR 2025
LSZS AD 2.24.12 - 1/2	17 APR 2025	LSZS AD 2.24.12 - 1/2	20 FEB 2025
LSGS AD 2 - 1/2	17 APR 2025	LSGS AD 2 - 1/2	AIRAC 13 JUN 2024
LSGS AD 2 - 21/22	17 APR 2025	LSGS AD 2 - 21/22	AIRAC 13 JUN 2024
LSZH AD 2 - 3/4	17 APR 2025	LSZH AD 2 - 3/4	28 NOV 2024
LSZH AD 2 - 75/76	17 APR 2025	LSZH AD 2 - 75/76	AIRAC 20 MAR 2025
LSZH AD 2.24.1 - 1/2	17 APR 2025	LSZH AD 2.24.1 - 1/2	AIRAC 20 MAR 2025
LSZH AD 2.24.3 - 1/2	17 APR 2025	LSZH AD 2.24.3 - 1/2	AIRAC 20 MAR 2025
LSZH AD 2.24.3 - 5/6	17 APR 2025	LSZH AD 2.24.3 - 5/6	AIRAC 20 MAR 2025

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	
003/2025	20-Mar-2025	20-Mar-2025	
004/2025	17-Apr-2025	17-Apr-2025	

GEN 0.3 RECORD OF SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
003/2024	Zurich Airport (LSZH) - Project Reconstruction Apron South - Phase B1 - INNER	LSZH	13-JUN-2024 - 22-DEC-2025	-
008/2024	LSGG Temporary crane in AOC - Type A - RWY 22	LSGG	26-DEC-2024 - UFN	-
001/2025	Zurich Airport (LSZH) - Project Reconstruction Apron South - Phase B1 - TWY - E7	LSZH	23-JAN-2025 - UFN	-

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

Page	Date
GEN 0.1 - 1	10 AUG 2023
GEN 0.1 - 2	10 AUG 2023
GEN 0.1 - 3	01 MAY 2014
GEN 0.1 - 4	01 MAY 2014
GEN 0.2 - 1	AIRAC 26 MAY 2016
GEN 0.2 - 2	AIRAC 26 MAY 2016
GEN 0.2 - 3	AIRAC 02 NOV 2023
GEN 0.2 - 4	AIRAC 02 NOV 2023
GEN 0.2 - 5	AIRAC 20 MAR 2025
GEN 0.2 - 6	AIRAC 20 MAR 2025
GEN 0.2 - 7	AIRAC 30 NOV 2023
GEN 0.2 - 8	AIRAC 30 NOV 2023
GEN 0.2 - 9	AIRAC 30 NOV 2023
GEN 0.2 - 10	AIRAC 30 NOV 2023
GEN 0.2 - 11	17 APR 2025
GEN 0.2 - 12	17 APR 2025
GEN 0.3 - 1	17 APR 2025
GEN 0.3 - 2	17 APR 2025
GEN 0.4 - 1	17 APR 2025
GEN 0.4 - 2	17 APR 2025
GEN 0.4 - 3	17 APR 2025
GEN 0.4 - 4	17 APR 2025
GEN 0.4 - 5	17 APR 2025
GEN 0.4 - 6	17 APR 2025
GEN 0.4 - 7	17 APR 2025
GEN 0.4 - 8	17 APR 2025
GEN 0.5 - 1	11 AUG 2022
GEN 0.5 - 2	11 AUG 2022
GEN 0.6 - 1	26 DEC 2024
GEN 0.6 - 2	26 DEC 2024
GEN 0.6 - 3	26 DEC 2024
GEN 0.6 - 4	26 DEC 2024
GEN 1.1 - 1	17 JUN 2021
GEN 1.1 - 2	17 JUN 2021
GEN 1.2 - 1	28 NOV 2024
GEN 1.2 - 2	28 NOV 2024
GEN 1.2 - 3	28 NOV 2024
GEN 1.2 - 4	28 NOV 2024
GEN 1.2 - 5	28 NOV 2024
GEN 1.2 - 6	28 NOV 2024
GEN 1.2 - 7	28 NOV 2024
GEN 1.2 - 8	28 NOV 2024
GEN 1.2 - 9	14 JUL 2022
GEN 1.2 - 10	14 JUL 2022
GEN 1.3 - 1	11 DEC 2014
GEN 1.3 - 2	11 DEC 2014
GEN 1.4 - 1	11 DEC 2014
GEN 1.4 - 2	11 DEC 2014
GEN 1.5 - 1	08 AUG 2024
GEN 1.5 - 2	08 AUG 2024
GEN 1.6 - 1	25 MAR 2021
GEN 1.6 - 2	25 MAR 2021
GEN 1.7 - 1	23 JAN 2025
GEN 1.7 - 2	23 JAN 2025
GEN 1.7 - 3	26 JAN 2023
GEN 1.7 - 4	26 JAN 2023
GEN 1.7 - 5	26 JAN 2023
GEN 1.7 - 6	26 JAN 2023
GEN 1.7 - 7	16 MAY 2024
GEN 1.7 - 8	16 MAY 2024
GEN 1.7 - 9	16 MAY 2024
GEN 1.7 - 10	16 MAY 2024
GEN 1.7 - 11	07 SEP 2023
GEN 1.7 - 12	07 SEP 2023
GEN 1.7 - 13	26 JAN 2023
GEN 1.7 - 14	26 JAN 2023
GEN 1.7 - 15	26 JAN 2023
GEN 1.7 - 16	26 JAN 2023
GEN 1.7 - 17	20 APR 2023
GEN 1.7 - 18	20 APR 2023
GEN 1.7 - 19	20 APR 2023
GEN 1.7 - 20	20 APR 2023
GEN 1.7 - 21	26 JAN 2023
GEN 1.7 - 22	26 JAN 2023
GEN 1.7 - 23	16 MAY 2024
GEN 1.7 - 24	16 MAY 2024
GEN 1.7 - 25	20 APR 2023
GEN 1.7 - 26	20 APR 2023
GEN 2.1 - 1	10 AUG 2023
GEN 2.1 - 2	10 AUG 2023
GEN 2.1 - 3	21 JUL 2016
GEN 2.1 - 4	21 JUL 2016
GEN 2.2 - 1	28 NOV 2024
GEN 2.2 - 2	28 NOV 2024
GEN 2.2 - 3	11 JUL 2024
GEN 2.2 - 4	11 JUL 2024
GEN 2.2 - 5	AIRAC 20 FEB 2025
GEN 2.2 - 6	AIRAC 20 FEB 2025
GEN 2.2 - 7	AIRAC 20 FEB 2025
GEN 2.2 - 8	AIRAC 20 FEB 2025
GEN 2.2 - 9	AIRAC 20 FEB 2025
GEN 2.2 - 10	AIRAC 20 FEB 2025
GEN 2.3 - 1	17 APR 2025
GEN 2.3 - 2	17 APR 2025
GEN 2.3 - 3	17 APR 2025
GEN 2.3 - 4	17 APR 2025
GEN 2.3 - 5	17 APR 2025
GEN 2.3 - 6	17 APR 2025
GEN 2.3 - 7	17 APR 2025
GEN 2.3 - 8	17 APR 2025
GEN 2.4 - 1	AIRAC 25 JAN 2024
GEN 2.4 - 2	AIRAC 25 JAN 2024
GEN 2.4 - 3	AIRAC 25 JAN 2024
GEN 2.4 - 4	AIRAC 25 JAN 2024
GEN 2.4 - 5	AIRAC 25 JAN 2024
GEN 2.4 - 6	AIRAC 25 JAN 2024
GEN 2.4 - 7	AIRAC 25 JAN 2024
GEN 2.4 - 8	AIRAC 25 JAN 2024
GEN 2.5 - 1	AIRAC 20 MAR 2025
GEN 2.5 - 2	AIRAC 20 MAR 2025
GEN 2.6 - 1	10 AUG 2023
GEN 2.6 - 2	10 AUG 2023
GEN 2.6 - 3	10 DEC 2015
GEN 2.6 - 4	10 DEC 2015
GEN 2.7 - 1	03 OCT 2024
GEN 2.7 - 2	03 OCT 2024
GEN 2.7 - 3	03 OCT 2024
GEN 2.7 - 4	03 OCT 2024
GEN 2.7 - 5	03 OCT 2024
GEN 2.7 - 6	03 OCT 2024
GEN 3.1 - 1	10 AUG 2023
GEN 3.1 - 2	10 AUG 2023
GEN 3.1 - 3	20 MAR 2025
GEN 3.1 - 4	20 MAR 2025
GEN 3.1 - 5	18 APR 2024
GEN 3.1 - 6	18 APR 2024
GEN 3.1 - 7	18 APR 2024
GEN 3.1 - 8	18 APR 2024
GEN 3.2 - 1	AIRAC 01 DEC 2022
GEN 3.2 - 2	AIRAC 01 DEC 2022
GEN 3.2 - 3	11 DEC 2014
GEN 3.2 - 4	11 DEC 2014
GEN 3.3 - 1	AIRAC 29 DEC 2022
GEN 3.3 - 2	AIRAC 29 DEC 2022
GEN 3.3 - 3	09 SEP 2021
GEN 3.3 - 4	09 SEP 2021
GEN 3.3 - 5	AIRAC 13 JUN 2024
GEN 3.3 - 6	AIRAC 13 JUN 2024
GEN 3.3 - 7	AIRAC 13 JUN 2024
GEN 3.3 - 8	AIRAC 13 JUN 2024
GEN 3.4 - 1	02 DEC 2021
GEN 3.4 - 2	02 DEC 2021
GEN 3.4 - 3	21 MAR 2024
GEN 3.4 - 4	21 MAR 2024
GEN 3.4 - 5	AIRAC 20 MAY 2021
GEN 3.4 - 6	AIRAC 20 MAY 2021
GEN 3.4 - 7	AIRAC 20 MAY 2021
GEN 3.4 - 8	AIRAC 20 MAY 2021
GEN 3.5 - 1	14 JUL 2022
GEN 3.5 - 2	14 JUL 2022
GEN 3.5 - 3	23 APR 2020
GEN 3.5 - 4	23 APR 2020
GEN 3.5 - 5	23 APR 2020
GEN 3.5 - 6	23 APR 2020
GEN 3.5 - 7	17 APR 2025
GEN 3.5 - 8	17 APR 2025
GEN 3.5 - 9	17 APR 2025
GEN 3.5 - 10	17 APR 2025
GEN 3.5 - 11	17 APR 2025
GEN 3.5 - 12	17 APR 2025
GEN 3.6 - 1	16 JUN 2022
GEN 3.6 - 2	16 JUN 2022
GEN 3.6 - 3	13 JUN 2024
GEN 3.6 - 4	13 JUN 2024
GEN 3.6 - 5	16 JUN 2022
GEN 3.6 - 6	16 JUN 2022
GEN 4.1 - 1	26 DEC 2024
GEN 4.1 - 2	26 DEC 2024
GEN 4.1 - 3	07 SEP 2023
GEN 4.1 - 4	07 SEP 2023
GEN 4.1 - 5	26 DEC 2024
GEN 4.1 - 6	26 DEC 2024
GEN 4.1 - 7	26 DEC 2024
GEN 4.1 - 8	26 DEC 2024
GEN 4.1 - 9	07 SEP 2023
GEN 4.1 - 10	07 SEP 2023
GEN 4.1 - 11	13 JUN 2024
GEN 4.1 - 12	13 JUN 2024
GEN 4.1 - 13	13 JUN 2024
GEN 4.1 - 14	13 JUN 2024
GEN 4.1 - 15	26 DEC 2024
GEN 4.1 - 16	26 DEC 2024
GEN 4.1 - 17	26 DEC 2024
GEN 4.1 - 18	26 DEC 2024
GEN 4.1 - 19	26 DEC 2024
GEN 4.1 - 20	26 DEC 2024
GEN 4.1 - 21	26 DEC 2024
GEN 4.1 - 22	26 DEC 2024
GEN 4.1 - 23	26 DEC 2024
GEN 4.1 - 24	26 DEC 2024
GEN 4.1 - 25	26 DEC 2024
GEN 4.1 - 26	26 DEC 2024
GEN 4.1 - 27	26 DEC 2024
GEN 4.1 - 28	26 DEC 2024
GEN 4.1 - 29	26 DEC 2024
GEN 4.1 - 30	26 DEC 2024
GEN 4.1 - 31	26 DEC 2024
GEN 4.1 - 32	26 DEC 2024
GEN 4.1 - 33	26 DEC 2024
GEN 4.1 - 34	26 DEC 2024
GEN 4.1 - 35	26 DEC 2024
GEN 4.1 - 36	26 DEC 2024
GEN 4.1 - 37	26 DEC 2024
GEN 4.1 - 38	26 DEC 2024
GEN 4.1 - 39	26 DEC 2024

Page	Date
GEN 4.1 - 40	26 DEC 2024
GEN 4.1 - 41	26 DEC 2024
GEN 4.1 - 42	26 DEC 2024
GEN 4.1 - 43	26 DEC 2024
GEN 4.1 - 44	26 DEC 2024
GEN 4.1 - 45	26 DEC 2024
GEN 4.1 - 46	26 DEC 2024
GEN 4.1 - 47	26 DEC 2024
GEN 4.1 - 48	26 DEC 2024
GEN 4.1 - 49	26 DEC 2024
GEN 4.1 - 50	26 DEC 2024
GEN 4.1 - 51	26 DEC 2024
GEN 4.1 - 52	26 DEC 2024
GEN 4.1 - 53	26 DEC 2024
GEN 4.1 - 54	26 DEC 2024
GEN 4.1 - 55	26 DEC 2024
GEN 4.1 - 56	26 DEC 2024
GEN 4.1 - 57	26 DEC 2024
GEN 4.1 - 58	26 DEC 2024
GEN 4.1 - 59	26 DEC 2024
GEN 4.1 - 60	26 DEC 2024
GEN 4.1 - 61	26 DEC 2024
GEN 4.1 - 62	26 DEC 2024
GEN 4.1 - 63	26 DEC 2024
GEN 4.1 - 64	26 DEC 2024
GEN 4.1 - 65	26 DEC 2024
GEN 4.1 - 66	26 DEC 2024
GEN 4.1 - 67	26 DEC 2024
GEN 4.1 - 68	26 DEC 2024
GEN 4.1 - 69	26 DEC 2024
GEN 4.1 - 70	26 DEC 2024
GEN 4.1 - 71	26 DEC 2024
GEN 4.1 - 72	26 DEC 2024
GEN 4.1 - 73	26 DEC 2024
GEN 4.1 - 74	26 DEC 2024
GEN 4.1 - 75	26 DEC 2024
GEN 4.1 - 76	26 DEC 2024
GEN 4.1 - 77	26 DEC 2024
GEN 4.1 - 78	26 DEC 2024
GEN 4.1 - 79	26 DEC 2024
GEN 4.1 - 80	26 DEC 2024
GEN 4.1 - 81	26 DEC 2024
GEN 4.1 - 82	26 DEC 2024
GEN 4.1 - 83	26 DEC 2024
GEN 4.1 - 84	26 DEC 2024
GEN 4.1 - 85	26 DEC 2024
GEN 4.1 - 86	26 DEC 2024
GEN 4.1 - 87	26 DEC 2024
GEN 4.1 - 88	26 DEC 2024
GEN 4.1 - 89	26 DEC 2024
GEN 4.1 - 90	26 DEC 2024
GEN 4.1 - 91	26 DEC 2024
GEN 4.1 - 92	26 DEC 2024
GEN 4.1 - 93	26 DEC 2024
GEN 4.1 - 94	26 DEC 2024
GEN 4.2 - 1	20 FEB 2025
GEN 4.2 - 2	20 FEB 2025
GEN 4.2 - 3	30 MAR 2017
GEN 4.2 - 4	30 MAR 2017
GEN 4.2 - 5	30 MAR 2017
GEN 4.2 - 6	30 MAR 2017
GEN 4.2 - 7	30 MAR 2017
GEN 4.2 - 8	30 MAR 2017
GEN 4.2 - 9	30 MAR 2017
GEN 4.2 - 10	30 MAR 2017
GEN 4.2 - 11	20 FEB 2025
GEN 4.2 - 12	20 FEB 2025
GEN 4.2 - 13	20 FEB 2025
GEN 4.2 - 14	20 FEB 2025
GEN 4.2 - 15	20 FEB 2025
GEN 4.2 - 16	20 FEB 2025
GEN 4.2 - 17	20 FEB 2025
GEN 4.2 - 18	20 FEB 2025
GEN 4.2 - 19	30 MAR 2017
GEN 4.2 - 20	30 MAR 2017
GEN 4.2 - 21	30 MAR 2017
GEN 4.2 - 22	30 MAR 2017

PART 2 - EN-ROUTE (ENR)

Page	Date
ENR 0.1 - 1	10 AUG 2023
ENR 0.1 - 2	10 AUG 2023
ENR 0.2 - 1	26 JAN 2023
ENR 0.2 - 2	26 JAN 2023
ENR 0.3 - 1	26 JAN 2023
ENR 0.3 - 2	26 JAN 2023
ENR 0.4 - 1	26 JAN 2023
ENR 0.4 - 2	26 JAN 2023
ENR 0.5 - 1	26 JAN 2023
ENR 0.5 - 2	26 JAN 2023
ENR 0.6 - 1	13 JUN 2024
ENR 0.6 - 2	13 JUN 2024
ENR 0.6 - 3	13 JUN 2024
ENR 0.6 - 4	13 JUN 2024
ENR 1.1 - 1	AIRAC 31 OCT 2024
ENR 1.1 - 2	AIRAC 31 OCT 2024
ENR 1.1 - 3	20 FEB 2025
ENR 1.1 - 4	20 FEB 2025
ENR 1.2 - 1	20 AUG 2015
ENR 1.2 - 2	20 AUG 2015
ENR 1.3 - 1	AIRAC 31 OCT 2024
ENR 1.3 - 2	AIRAC 31 OCT 2024
ENR 1.3 - 3	AIRAC 31 OCT 2024
ENR 1.3 - 4	AIRAC 31 OCT 2024
ENR 1.4 - 1	AIRAC 20 MAR 2025
ENR 1.4 - 2	AIRAC 20 MAR 2025
ENR 1.4 - 3	11 JUL 2024
ENR 1.4 - 4	11 JUL 2024
ENR 1.4 - 5	21 MAR 2024
ENR 1.4 - 6	21 MAR 2024
ENR 1.5 - 1	20 FEB 2025
ENR 1.5 - 2	20 FEB 2025
ENR 1.5 - 3	23 APR 2020
ENR 1.5 - 4	23 APR 2020
ENR 1.6 - 1	27JAN 2022
ENR 1.6 - 2	27JAN 2022
ENR 1.6 - 3	29 MAR 2018
ENR 1.6 - 4	29 MAR 2018
ENR 1.7 - 1	10 AUG 2023
ENR 1.7 - 2	10 AUG 2023
ENR 1.7 - 3	AIRAC 22 APR 2021
ENR 1.7 - 4	AIRAC 22 APR 2021
ENR 1.7 - 5	AIRAC 20 MAR 2025
ENR 1.7 - 6	AIRAC 20 MAR 2025
ENR 1.8 - 1	08 AUG 2024
ENR 1.8 - 2	08 AUG 2024
ENR 1.9 - 1	AIRAC 22 FEB 2024
ENR 1.9 - 2	AIRAC 22 FEB 2024
ENR 1.9 - 3	AIRAC 22 FEB 2024
ENR 1.9 - 4	AIRAC 22 FEB 2024
ENR 1.10 - 1	AIRAC 20 FEB 2025
ENR 1.10 - 2	AIRAC 20 FEB 2025
ENR 1.10 - 3	21 APR 2022
ENR 1.10 - 4	21 APR 2022
ENR 1.10 - 5	20 MAR 2025
ENR 1.10 - 6	20 MAR 2025
ENR 1.11 - 1	AIRAC 31 OCT 2024
ENR 1.11 - 2	AIRAC 31 OCT 2024
ENR 1.11 - 3	28 MAY 2015
ENR 1.11 - 4	28 MAY 2015
ENR 1.12 - 1	28 MAY 2015
ENR 1.12 - 2	28 MAY 2015
ENR 1.12 - 3	28 MAY 2015
ENR 1.12 - 4	28 MAY 2015
ENR 1.13 - 1	28 MAY 2015
ENR 1.13 - 2	28 MAY 2015
ENR 1.14 - 1	10 AUG 2023
ENR 1.14 - 2	10 AUG 2023
ENR 2.1 - 1	AIRAC 20 FEB 2025
ENR 2.1 - 2	AIRAC 20 FEB 2025
ENR 2.1 - 3	AIRAC 20 MAR 2025
ENR 2.1 - 4	AIRAC 20 MAR 2025
ENR 2.1 - 5	AIRAC 20 MAR 2025
ENR 2.1 - 6	AIRAC 20 MAR 2025
ENR 2.1 - 7	AIRAC 20 MAR 2025
ENR 2.1 - 8	AIRAC 20 MAR 2025
ENR 2.1 - 9	AIRAC 20 MAR 2025
ENR 2.1 - 10	AIRAC 20 MAR 2025
ENR 2.1 - 11	AIRAC 20 MAR 2025
ENR 2.1 - 12	AIRAC 20 MAR 2025
ENR 2.1 - 13	17 APR 2025
ENR 2.1 - 14	17 APR 2025
ENR 2.1 - 15	AIRAC 25 MAR 2021
ENR 2.1 - 16	AIRAC 25 MAR 2021
ENR 2.1 - 17	AIRAC 25 MAR 2021
ENR 2.1 - 18	AIRAC 25 MAR 2021
ENR 2.1 - 19	AIRAC 20 MAR 2025
ENR 2.1 - 20	AIRAC 20 MAR 2025
ENR 2.1 - 21	AIRAC 21 MAR 2024
ENR 2.1 - 22	AIRAC 21 MAR 2024
ENR 2.1 - 23	AIRAC 20 MAR 2025
ENR 2.1 - 24	AIRAC 20 MAR 2025
ENR 2.1 - 25	AIRAC 20 MAR 2025
ENR 2.1 - 26	AIRAC 20 MAR 2025
ENR 2.2 - 1	AIRAC 20 FEB 2025
ENR 2.2 - 2	AIRAC 20 FEB 2025
ENR 2.2 - 3	20 MAR 2025
ENR 2.2 - 4	20 MAR 2025
ENR 2.2 - 5	20 MAR 2025
ENR 2.2 - 6	20 MAR 2025
ENR 3.1 - 1	13 JUN 2024
ENR 3.1 - 2	13 JUN 2024
ENR 3.2 - 1	23 JAN 2025
ENR 3.2 - 2	23 JAN 2025
ENR 3.2 - 3	23 JAN 2025
ENR 3.2 - 4	23 JAN 2025
ENR 3.2 - 5	23 JAN 2025
ENR 3.2 - 6	23 JAN 2025
ENR 3.2 - 7	23 JAN 2025
ENR 3.2 - 8	23 JAN 2025
ENR 3.2 - 9	23 JAN 2025
ENR 3.2 - 10	23 JAN 2025
ENR 3.2 - 11	23 JAN 2025
ENR 3.2 - 12	23 JAN 2025
ENR 3.2 - 13	23 JAN 2025
ENR 3.2 - 14	23 JAN 2025
ENR 3.2 - 15	23 JAN 2025
ENR 3.2 - 16	23 JAN 2025
ENR 3.2 - 17	23 JAN 2025
ENR 3.2 - 18	23 JAN 2025
ENR 3.2 - 19	23 JAN 2025
ENR 3.2 - 20	23 JAN 2025
ENR 3.2 - 21	23 JAN 2025
ENR 3.2 - 22	23 JAN 2025
ENR 3.2 - 23	23 JAN 2025
ENR 3.2 - 24	23 JAN 2025
ENR 3.2 - 25	23 JAN 2025
ENR 3.2 - 26	23 JAN 2025
ENR 3.2 - 27	23 JAN 2025
ENR 3.2 - 28	23 JAN 2025
ENR 3.2 - 29	23 JAN 2025
ENR 3.2 - 30	23 JAN 2025

Page	Date
ENR 3.2 - 31	23 JAN 2025
ENR 3.2 - 32	23 JAN 2025
ENR 3.2 - 33	23 JAN 2025
ENR 3.2 - 34	23 JAN 2025
ENR 3.2 - 35	23 JAN 2025
ENR 3.2 - 36	23 JAN 2025
ENR 3.2 - 37	23 JAN 2025
ENR 3.2 - 38	23 JAN 2025
ENR 3.2 - 39	23 JAN 2025
ENR 3.2 - 40	23 JAN 2025
ENR 3.2 - 41	23 JAN 2025
ENR 3.2 - 42	23 JAN 2025
ENR 3.2 - 43	23 JAN 2025
ENR 3.2 - 44	23 JAN 2025
ENR 3.2 - 45	23 JAN 2025
ENR 3.2 - 46	23 JAN 2025
ENR 3.2 - 47	23 JAN 2025
ENR 3.2 - 48	23 JAN 2025
ENR 3.2 - 49	23 JAN 2025
ENR 3.2 - 50	23 JAN 2025
ENR 3.2 - 51	23 JAN 2025
ENR 3.2 - 52	23 JAN 2025
ENR 3.2 - 53	23 JAN 2025
ENR 3.2 - 54	23 JAN 2025
ENR 3.2 - 55	23 JAN 2025
ENR 3.2 - 56	23 JAN 2025
ENR 3.2 - 57	23 JAN 2025
ENR 3.2 - 58	23 JAN 2025
ENR 3.2 - 59	23 JAN 2025
ENR 3.2 - 60	23 JAN 2025
ENR 3.2 - 61	23 JAN 2025
ENR 3.2 - 62	23 JAN 2025
ENR 3.2 - 63	23 JAN 2025
ENR 3.2 - 64	23 JAN 2025
ENR 3.2 - 65	23 JAN 2025
ENR 3.2 - 66	23 JAN 2025
ENR 3.2 - 67	23 JAN 2025
ENR 3.2 - 68	23 JAN 2025
ENR 3.2 - 69	23 JAN 2025
ENR 3.2 - 70	23 JAN 2025
ENR 3.2 - 71	AIRAC 20 MAR 2025
ENR 3.2 - 72	AIRAC 20 MAR 2025
ENR 3.2 - 73	23 JAN 2025
ENR 3.2 - 74	23 JAN 2025
ENR 3.2 - 75	23 JAN 2025
ENR 3.2 - 76	23 JAN 2025
ENR 3.2 - 77	23 JAN 2025
ENR 3.2 - 78	23 JAN 2025
ENR 3.2 - 79	23 JAN 2025
ENR 3.2 - 80	23 JAN 2025
ENR 3.2 - 81	23 JAN 2025
ENR 3.2 - 82	23 JAN 2025
ENR 3.2 - 83	23 JAN 2025
ENR 3.2 - 84	23 JAN 2025
ENR 3.2 - 85	23 JAN 2025
ENR 3.2 - 86	23 JAN 2025
ENR 3.2 - 87	23 JAN 2025
ENR 3.2 - 88	23 JAN 2025
ENR 3.3 - 1	AIRAC 22 FEB 2024
ENR 3.3 - 2	AIRAC 22 FEB 2024
ENR 3.3 - 3	AIRAC 22 FEB 2024
ENR 3.3 - 4	AIRAC 22 FEB 2024
ENR 3.3 - 5	AIRAC 22 FEB 2024
ENR 3.3 - 6	AIRAC 22 FEB 2024
ENR 3.3 - 7	AIRAC 22 FEB 2024
ENR 3.3 - 8	AIRAC 22 FEB 2024
ENR 3.3 - 9	AIRAC 31 OCT 2024
ENR 3.3 - 10	AIRAC 31 OCT 2024
ENR 3.3 - 11	AIRAC 31 OCT 2024
ENR 3.3 - 12	AIRAC 31 OCT 2024
ENR 3.3 - 13	AIRAC 22 FEB 2024
ENR 3.3 - 14	AIRAC 22 FEB 2024
ENR 3.3 - 15	AIRAC 22 FEB 2024
ENR 3.3 - 16	AIRAC 22 FEB 2024
ENR 3.3 - 17	AIRAC 22 FEB 2024
ENR 3.3 - 18	AIRAC 22 FEB 2024
ENR 3.4 - 1	13 JUN 2024
ENR 3.4 - 2	13 JUN 2024
ENR 4.1 - 1	AIRAC 20 MAR 2025
ENR 4.1 - 2	AIRAC 20 MAR 2025
ENR 4.2 - 1	26 JAN 2023
ENR 4.2 - 2	26 JAN 2023
ENR 4.3 - 1	15 JUL 2021
ENR 4.3 - 2	15 JUL 2021
ENR 4.4 - 1	AIRAC 13 JUN 2024
ENR 4.4 - 2	AIRAC 13 JUN 2024
ENR 4.4 - 3	AIRAC 31 OCT 2024
ENR 4.4 - 4	AIRAC 31 OCT 2024
ENR 4.4 - 5	AIRAC 31 OCT 2024
ENR 4.4 - 6	AIRAC 31 OCT 2024
ENR 4.4 - 7	AIRAC 31 OCT 2024
ENR 4.4 - 8	AIRAC 31 OCT 2024
ENR 4.4 - 9	AIRAC 31 OCT 2024
ENR 4.4 - 10	AIRAC 31 OCT 2024
ENR 4.4 - 11	AIRAC 31 OCT 2024
ENR 4.4 - 12	AIRAC 31 OCT 2024
ENR 4.4 - 13	AIRAC 23 JAN 2025
ENR 4.4 - 14	AIRAC 23 JAN 2025
ENR 4.5 - 1	26 JAN 2023
ENR 4.5 - 2	26 JAN 2023
ENR 5.1 - 1	AIRAC 21 MAR 2024
ENR 5.1 - 2	AIRAC 21 MAR 2024
ENR 5.1 - 3	AIRAC 21 MAR 2024
ENR 5.1 - 4	AIRAC 21 MAR 2024
ENR 5.1 - 5	AIRAC 21 MAR 2024
ENR 5.1 - 6	AIRAC 21 MAR 2024
ENR 5.1 - 7	AIRAC 21 MAR 2024
ENR 5.1 - 8	AIRAC 21 MAR 2024
ENR 5.1 - 9	16 MAY 2024
ENR 5.1 - 10	16 MAY 2024
ENR 5.1 - 11	AIRAC 21 MAR 2024
ENR 5.1 - 12	AIRAC 21 MAR 2024
ENR 5.1 - 13	AIRAC 21 MAR 2024
ENR 5.1 - 14	AIRAC 21 MAR 2024
ENR 5.1 - 15	AIRAC 20 MAR 2025
ENR 5.1 - 16	AIRAC 20 MAR 2025
ENR 5.1 - 17	AIRAC 20 MAR 2025
ENR 5.1 - 18	AIRAC 20 MAR 2025
ENR 5.1 - 19	AIRAC 21 MAR 2024
ENR 5.1 - 20	AIRAC 21 MAR 2024
ENR 5.2 - 1	AIRAC 21 MAR 2024
ENR 5.2 - 2	AIRAC 21 MAR 2024
ENR 5.2 - 3	AIRAC 21 MAR 2024
ENR 5.2 - 4	AIRAC 21 MAR 2024
ENR 5.2 - 5	AIRAC 21 MAR 2024
ENR 5.2 - 6	AIRAC 21 MAR 2024
ENR 5.2 - 7	AIRAC 21 MAR 2024
ENR 5.2 - 8	AIRAC 21 MAR 2024
ENR 5.2 - 9	AIRAC 21 MAR 2024
ENR 5.2 - 10	AIRAC 21 MAR 2024
ENR 5.2 - 11	AIRAC 21 MAR 2024
ENR 5.2 - 12	AIRAC 21 MAR 2024
ENR 5.2 - 13	AIRAC 21 MAR 2024
ENR 5.2 - 14	AIRAC 21 MAR 2024
ENR 5.2 - 15	AIRAC 21 MAR 2024
ENR 5.2 - 16	AIRAC 21 MAR 2024
ENR 5.2 - 17	AIRAC 21 MAR 2024
ENR 5.2 - 18	AIRAC 21 MAR 2024
ENR 5.2 - 19	AIRAC 21 MAR 2024
ENR 5.2 - 20	AIRAC 21 MAR 2024
ENR 5.2 - 21	AIRAC 21 MAR 2024
ENR 5.2 - 22	AIRAC 21 MAR 2024
ENR 5.2 - 23	AIRAC 21 MAR 2024
ENR 5.2 - 24	AIRAC 21 MAR 2024
ENR 5.2 - 25	AIRAC 21 MAR 2024
ENR 5.2 - 26	AIRAC 21 MAR 2024
ENR 5.2 - 27	AIRAC 21 MAR 2024
ENR 5.2 - 28	AIRAC 21 MAR 2024
ENR 5.2 - 29	AIRAC 21 MAR 2024
ENR 5.2 - 30	AIRAC 21 MAR 2024
ENR 5.2 - 31	AIRAC 21 MAR 2024
ENR 5.2 - 32	AIRAC 21 MAR 2024
ENR 5.2 - 33	AIRAC 23 MAR 2023
ENR 5.2 - 34	AIRAC 23 MAR 2023
ENR 5.2 - 35	AIRAC 23 MAR 2023
ENR 5.2 - 36	AIRAC 23 MAR 2023
ENR 5.2 - 37	AIRAC 21 MAR 2024
ENR 5.2 - 38	AIRAC 21 MAR 2024
ENR 5.2 - 39	20 MAR 2025
ENR 5.2 - 40	20 MAR 2025
ENR 5.2 - 41	20 MAR 2025
ENR 5.2 - 42	20 MAR 2025
ENR 5.3 - 1	17 APR 2025
ENR 5.3 - 2	17 APR 2025
ENR 5.4 - 1	18 APR 2024
ENR 5.4 - 2	18 APR 2024
ENR 5.5 - 1	AIRAC 21 MAR 2024
ENR 5.5 - 2	AIRAC 21 MAR 2024
ENR 5.5 - 3	AIRAC 21 MAR 2024
ENR 5.5 - 4	AIRAC 21 MAR 2024
ENR 5.5 - 5	AIRAC 24 MAR 2022
ENR 5.5 - 6	AIRAC 24 MAR 2022
ENR 5.5 - 7	AIRAC 24 MAR 2022
ENR 5.5 - 8	AIRAC 24 MAR 2022
ENR 5.5 - 9	AIRAC 21 MAR 2024
ENR 5.5 - 10	AIRAC 21 MAR 2024
ENR 5.5 - 11	17 APR 2025
ENR 5.5 - 12	17 APR 2025
ENR 5.5 - 13	AIRAC 20 MAR 2025
ENR 5.5 - 14	AIRAC 20 MAR 2025
ENR 5.5 - 15	AIRAC 20 MAR 2025
ENR 5.5 - 16	AIRAC 20 MAR 2025
ENR 5.5 - 17	17 APR 2025
ENR 5.5 - 18	17 APR 2025
ENR 5.5 - 19	AIRAC 20 MAR 2025
ENR 5.5 - 20	AIRAC 20 MAR 2025
ENR 5.6 - 1	15 OCT 2015
ENR 5.6 - 2	15 OCT 2015
ENR 5.6 - 3	AIRAC 20 MAR 2025
ENR 5.6 - 4	AIRAC 20 MAR 2025
ENR 5.6 - 5	AIRAC 20 MAR 2025
ENR 5.6 - 6	AIRAC 20 MAR 2025
ENR 5.6 - 7	AIRAC 20 MAR 2025
ENR 5.6 - 8	AIRAC 20 MAR 2025
ENR 6 - 1	18 MAY 2023
ENR 6 - 2	18 MAY 2023
ENR 6.1 - 1	AIRAC 20 MAR 2025
ENR 6.1 - 2	AIRAC 20 MAR 2025
ENR 6.3 - 1	AIRAC 20 MAR 2025
ENR 6.3 - 2	AIRAC 20 MAR 2025
ENR 6.4 - 1	AIRAC 20 MAR 2025
ENR 6.4 - 2	AIRAC 20 MAR 2025
ENR 6.5 - 1	20 MAR 2025
ENR 6.5 - 2	20 MAR 2025
ENR 6.7 - 1	20 MAR 2025
ENR 6.7 - 2	20 MAR 2025

PART 3 - AERODROMES (AD)

Page	Date
AD 0.1 - 1	26 JAN 2023
AD 0.1 - 2	26 JAN 2023
AD 0.2 - 1	26 JAN 2023

Page	Date
AD 0.2 - 2	26 JAN 2023
AD 0.3 - 1	26 JAN 2023
AD 0.3 - 2	26 JAN 2023
AD 0.4 - 1	26 JAN 2023
AD 0.4 - 2	26 JAN 2023
AD 0.5 - 1	26 JAN 2023
AD 0.5 - 2	26 JAN 2023
AD 0.6 - 1	28 DEC 2023
AD 0.6 - 2	28 DEC 2023
AD 0.6 - 3	28 DEC 2023
AD 0.6 - 4	28 DEC 2023
AD 0.6 - 5	28 DEC 2023
AD 0.6 - 6	28 DEC 2023
AD 0.6 - 7	28 DEC 2023
AD 0.6 - 8	28 DEC 2023
AD 0.6 - 9	28 DEC 2023
AD 0.6 - 10	28 DEC 2023
AD 0.6 - 11	28 DEC 2023
AD 0.6 - 12	28 DEC 2023
AD 0.6 - 13	28 DEC 2023
AD 0.6 - 14	28 DEC 2023
AD 1.1 - 1	19 MAY 2022
AD 1.1 - 2	19 MAY 2022
AD 1.1 - 3	28 NOV 2024
AD 1.1 - 4	28 NOV 2024
AD 1.1 - 5	19 MAY 2022
AD 1.1 - 6	19 MAY 2022
AD 1.2 - 1	28 DEC 2023
AD 1.2 - 2	28 DEC 2023
AD 1.2 - 3	19 MAY 2022
AD 1.2 - 4	19 MAY 2022
AD 1.3 - 1	AIRAC 25 JAN 2024
AD 1.3 - 2	AIRAC 25 JAN 2024
AD 1.3 - 3	AIRAC 25 JAN 2024
AD 1.3 - 4	AIRAC 25 JAN 2024
AD 1.3 - 5	AIRAC 25 JAN 2024
AD 1.3 - 6	AIRAC 25 JAN 2024
AD 1.4 - 1	19 MAY 2022
AD 1.4 - 2	19 MAY 2022
AD 1.5 - 1	19 MAY 2022
AD 1.5 - 2	19 MAY 2022
LSZB AD 2 - 1	20 MAR 2025
LSZB AD 2 - 2	20 MAR 2025
LSZB AD 2 - 3	28 NOV 2024
LSZB AD 2 - 4	28 NOV 2024
LSZB AD 2 - 5	17 APR 2025
LSZB AD 2 - 6	17 APR 2025
LSZB AD 2 - 7	17 APR 2025
LSZB AD 2 - 8	17 APR 2025
LSZB AD 2 - 9	AIRAC 08 AUG 2024
LSZB AD 2 - 10	AIRAC 08 AUG 2024
LSZB AD 2 - 11	AIRAC 08 AUG 2024
LSZB AD 2 - 12	AIRAC 08 AUG 2024
LSZB AD 2 - 13	09 SEP 2021
LSZB AD 2 - 14	09 SEP 2021
LSZB AD 2 - 15	AIRAC 31 OCT 2024
LSZB AD 2 - 16	AIRAC 31 OCT 2024
LSZB AD 2 - 17	AIRAC 31 OCT 2024
LSZB AD 2 - 18	AIRAC 31 OCT 2024
LSZB AD 2 - 19	17 APR 2025
LSZB AD 2 - 20	17 APR 2025
LSZB AD 2.24.1 - 1	17 APR 2025
LSZB AD 2.24.1 - 2	17 APR 2025
LSZB AD 2.24.2 - 1	AIRAC 20 FEB 2025
LSZB AD 2.24.2 - 2	AIRAC 20 FEB 2025
LSZB AD 2.24.4 - 1	17 APR 2025
LSZB AD 2.24.4 - 2	17 APR 2025
LSZB AD 2.24.4 - 3	AIRAC 20 FEB 2025
LSZB AD 2.24.4 - 4	AIRAC 20 FEB 2025
LSZB AD 2.24.6 - 1	AIRAC 20 FEB 2025
LSZB AD 2.24.6 - 2	AIRAC 20 FEB 2025
LSZB AD 2.24.7 - 1	AIRAC 20 FEB 2025
LSZB AD 2.24.7 - 2	AIRAC 20 FEB 2025
LSZB AD 2.24.7 - 3	AIRAC 20 FEB 2025
LSZB AD 2.24.7 - 4	AIRAC 20 FEB 2025
LSZB AD 2.24.9 - 1	AIRAC 20 FEB 2025
LSZB AD 2.24.9 - 2	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 1	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 2	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 3	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 4	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 5	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 6	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 7	17 APR 2025
LSZB AD 2.24.10 - 8	17 APR 2025
LSZB AD 2.24.10 - 9	17 APR 2025
LSZB AD 2.24.10 - 10	17 APR 2025
LSZB AD 2.24.10 - 11	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 12	AIRAC 20 FEB 2025
LSZB AD 2.24.13 - 1	AIRAC 20 FEB 2025
LSZB AD 2.24.13 - 2	AIRAC 20 FEB 2025
LSZB AD 2.24.13 - 3	20 FEB 2025
LSZB AD 2.24.13 - 4	20 FEB 2025
LSZC AD 2 - 1	20 MAR 2025
LSZC AD 2 - 2	20 MAR 2025
LSZC AD 2 - 3	20 MAR 2025
LSZC AD 2 - 4	20 MAR 2025
LSZC AD 2 - 5	20 MAR 2025
LSZC AD 2 - 6	20 MAR 2025
LSZC AD 2 - 7	20 MAR 2025
LSZC AD 2 - 8	20 MAR 2025
LSZC AD 2 - 9	17 APR 2025
LSZC AD 2 - 10	17 APR 2025
LSZC AD 2.24.1 - 1	20 MAR 2025
LSZC AD 2.24.1 - 2	20 MAR 2025
LSZC AD 2.24.4 - 1	20 MAR 2025
LSZC AD 2.24.4 - 2	20 MAR 2025
LSZC AD 2.24.7 - 1	26 DEC 2024
LSZC AD 2.24.7 - 2	26 DEC 2024
LSZC AD 2.24.9 - 1	26 DEC 2024
LSZC AD 2.24.9 - 2	26 DEC 2024
LSZC AD 2.24.10 - 1	AIRAC 20 MAR 2025
LSZC AD 2.24.10 - 2	AIRAC 20 MAR 2025
LSZC AD 2.24.10 - 3	17 APR 2025
LSZC AD 2.24.10 - 4	17 APR 2025
LSGC AD 2 - 1	28 NOV 2024
LSGC AD 2 - 2	28 NOV 2024
LSGC AD 2 - 3	18 APR 2024
LSGC AD 2 - 4	18 APR 2024
LSGC AD 2 - 5	20 MAR 2025
LSGC AD 2 - 6	20 MAR 2025
LSGC AD 2 - 7	AIRAC 31 OCT 2024
LSGC AD 2 - 8	AIRAC 31 OCT 2024
LSGC AD 2 - 9	AIRAC 31 OCT 2024
LSGC AD 2 - 10	AIRAC 31 OCT 2024
LSGC AD 2 - 11	AIRAC 31 OCT 2024
LSGC AD 2 - 12	AIRAC 31 OCT 2024
LSGC AD 2 - 13	28 DEC 2023
LSGC AD 2 - 14	28 DEC 2023
LSGC AD 2 - 15	17 APR 2025
LSGC AD 2 - 16	17 APR 2025
LSGC AD 2.24.1 - 1	23 JAN 2025
LSGC AD 2.24.1 - 2	23 JAN 2025
LSGC AD 2.24.2 - 1	23 JAN 2025
LSGC AD 2.24.2 - 2	23 JAN 2025
LSGC AD 2.24.4 - 1	23 JAN 2025
LSGC AD 2.24.4 - 2	23 JAN 2025
LSGC AD 2.24.7 - 1	23 JAN 2025
LSGC AD 2.24.7 - 2	23 JAN 2025
LSGC AD 2.24.7 - 3	23 JAN 2025
LSGC AD 2.24.7 - 4	23 JAN 2025
LSGC AD 2.24.9 - 1	23 JAN 2025
LSGC AD 2.24.9 - 2	23 JAN 2025
LSGC AD 2.24.9 - 3	23 JAN 2025
LSGC AD 2.24.9 - 4	23 JAN 2025
LSGC AD 2.24.10 - 1	20 MAR 2025
LSGC AD 2.24.10 - 2	20 MAR 2025
LSGC AD 2.24.10 - 3	23 JAN 2025
LSGC AD 2.24.10 - 4	23 JAN 2025
LSGG AD 2 - 1	20 FEB 2025
LSGG AD 2 - 2	20 FEB 2025
LSGG AD 2 - 3	28 NOV 2024
LSGG AD 2 - 4	28 NOV 2024
LSGG AD 2 - 5	26 DEC 2024
LSGG AD 2 - 6	26 DEC 2024
LSGG AD 2 - 7	AIRAC 08 AUG 2024
LSGG AD 2 - 8	AIRAC 08 AUG 2024
LSGG AD 2 - 9	28 NOV 2024
LSGG AD 2 - 10	28 NOV 2024
LSGG AD 2 - 11	03 OCT 2024
LSGG AD 2 - 12	03 OCT 2024
LSGG AD 2 - 13	AIRAC 20 MAR 2025
LSGG AD 2 - 14	AIRAC 20 MAR 2025
LSGG AD 2 - 15	AIRAC 31 OCT 2024
LSGG AD 2 - 16	AIRAC 31 OCT 2024
LSGG AD 2 - 17	AIRAC 31 OCT 2024
LSGG AD 2 - 18	AIRAC 31 OCT 2024
LSGG AD 2 - 19	03 OCT 2024
LSGG AD 2 - 20	03 OCT 2024
LSGG AD 2 - 21	03 OCT 2024
LSGG AD 2 - 22	03 OCT 2024
LSGG AD 2 - 23	17 APR 2025
LSGG AD 2 - 24	17 APR 2025
LSGG AD 2 - 25	26 DEC 2024
LSGG AD 2 - 26	26 DEC 2024
LSGG AD 2 - 27	AIRAC 31 OCT 2024
LSGG AD 2 - 28	AIRAC 31 OCT 2024
LSGG AD 2 - 29	AIRAC 31 OCT 2024
LSGG AD 2 - 30	AIRAC 31 OCT 2024
LSGG AD 2 - 31	AIRAC 31 OCT 2024
LSGG AD 2 - 32	AIRAC 31 OCT 2024
LSGG AD 2 - 33	26 DEC 2024
LSGG AD 2 - 34	26 DEC 2024
LSGG AD 2 - 35	AIRAC 31 OCT 2024
LSGG AD 2 - 36	AIRAC 31 OCT 2024
LSGG AD 2 - 37	AIRAC 31 OCT 2024
LSGG AD 2 - 38	AIRAC 31 OCT 2024
LSGG AD 2 - 39	AIRAC 31 OCT 2024
LSGG AD 2 - 40	AIRAC 31 OCT 2024
LSGG AD 2 - 41	AIRAC 31 OCT 2024
LSGG AD 2 - 42	AIRAC 31 OCT 2024
LSGG AD 2 - 43	AIRAC 31 OCT 2024
LSGG AD 2 - 44	AIRAC 31 OCT 2024
LSGG AD 2 - 45	AIRAC 31 OCT 2024
LSGG AD 2 - 46	AIRAC 31 OCT 2024
LSGG AD 2 - 47	AIRAC 31 OCT 2024
LSGG AD 2 - 48	AIRAC 31 OCT 2024
LSGG AD 2 - 49	AIRAC 31 OCT 2024
LSGG AD 2 - 50	AIRAC 31 OCT 2024
LSGG AD 2 - 51	17 APR 2025
LSGG AD 2 - 52	17 APR 2025
LSGG AD 2.24.1 - 1	20 FEB 2025
LSGG AD 2.24.1 - 2	20 FEB 2025
LSGG AD 2.24.2 - 1	20 FEB 2025
LSGG AD 2.24.2 - 2	20 FEB 2025
LSGG AD 2.24.3 - 1	20 FEB 2025
LSGG AD 2.24.3 - 2	20 FEB 2025
LSGG AD 2.24.3 - 3	20 FEB 2025
LSGG AD 2.24.3 - 4	20 FEB 2025
LSGG AD 2.24.4 - 1	20 FEB 2025
LSGG AD 2.24.4 - 2	20 FEB 2025
LSGG AD 2.24.4 - 3	20 FEB 2025
LSGG AD 2.24.4 - 4	20 FEB 2025

Page	Date
LSGG AD 2.24.5 - 1	20 FEB 2025
LSGG AD 2.24.5 - 2	20 FEB 2025
LSGG AD 2.24.6 - 1	20 FEB 2025
LSGG AD 2.24.6 - 2	20 FEB 2025
LSGG AD 2.24.6 - 3	20 FEB 2025
LSGG AD 2.24.6 - 4	20 FEB 2025
LSGG AD 2.24.7 - 1	20 FEB 2025
LSGG AD 2.24.7 - 2	20 FEB 2025
LSGG AD 2.24.7 - 3	20 FEB 2025
LSGG AD 2.24.7 - 4	20 FEB 2025
LSGG AD 2.24.7 - 5	20 FEB 2025
LSGG AD 2.24.7 - 6	20 FEB 2025
LSGG AD 2.24.7 - 7	20 FEB 2025
LSGG AD 2.24.7 - 8	20 FEB 2025
LSGG AD 2.24.9 - 1	20 FEB 2025
LSGG AD 2.24.9 - 2	20 FEB 2025
LSGG AD 2.24.9 - 3	20 FEB 2025
LSGG AD 2.24.9 - 4	20 FEB 2025
LSGG AD 2.24.9 - 5	20 FEB 2025
LSGG AD 2.24.9 - 6	20 FEB 2025
LSGG AD 2.24.9 - 7	20 FEB 2025
LSGG AD 2.24.9 - 8	20 FEB 2025
LSGG AD 2.24.9 - 9	20 FEB 2025
LSGG AD 2.24.9 - 10	20 FEB 2025
LSGG AD 2.24.9 - 11	20 FEB 2025
LSGG AD 2.24.9 - 12	20 FEB 2025
LSGG AD 2.24.10 - 1	20 FEB 2025
LSGG AD 2.24.10 - 2	20 FEB 2025
LSGG AD 2.24.10 - 3	20 FEB 2025
LSGG AD 2.24.10 - 4	20 FEB 2025
LSGG AD 2.24.10 - 5	20 FEB 2025
LSGG AD 2.24.10 - 6	20 FEB 2025
LSGG AD 2.24.10 - 7	20 FEB 2025
LSGG AD 2.24.10 - 8	20 FEB 2025
LSGG AD 2.24.13 - 1	20 FEB 2025
LSGG AD 2.24.13 - 2	20 FEB 2025
LSGG AD 2.24.13 - 3	20 FEB 2025
LSGG AD 2.24.13 - 4	20 FEB 2025
LSZG AD 2 - 1	28 NOV 2024
LSZG AD 2 - 2	28 NOV 2024
LSZG AD 2 - 3	28 NOV 2024
LSZG AD 2 - 4	28 NOV 2024
LSZG AD 2 - 5	20 MAR 2025
LSZG AD 2 - 6	20 MAR 2025
LSZG AD 2 - 7	17 APR 2025
LSZG AD 2 - 8	17 APR 2025
LSZG AD 2 - 9	AIRAC 31 OCT 2024
LSZG AD 2 - 10	AIRAC 31 OCT 2024
LSZG AD 2 - 11	AIRAC 31 OCT 2024
LSZG AD 2 - 12	AIRAC 31 OCT 2024
LSZG AD 2 - 13	AIRAC 31 OCT 2024
LSZG AD 2 - 14	AIRAC 31 OCT 2024
LSZG AD 2 - 15	17 APR 2025
LSZG AD 2 - 16	17 APR 2025
LSZG AD 2.24.1 - 1	17 APR 2025
LSZG AD 2.24.1 - 2	17 APR 2025
LSZG AD 2.24.1 - 3	17 APR 2025
LSZG AD 2.24.1 - 4	17 APR 2025
LSZG AD 2.24.2 - 1	17 APR 2025
LSZG AD 2.24.2 - 2	17 APR 2025
LSZG AD 2.24.2 - 3	17 APR 2025
LSZG AD 2.24.2 - 4	17 APR 2025
LSZG AD 2.24.4 - 1	AIRAC 23 JAN 2025
LSZG AD 2.24.4 - 2	AIRAC 23 JAN 2025
LSZG AD 2.24.7 - 1	AIRAC 23 JAN 2025
LSZG AD 2.24.7 - 2	AIRAC 23 JAN 2025
LSZG AD 2.24.7 - 3	AIRAC 23 JAN 2025
LSZG AD 2.24.7 - 4	AIRAC 23 JAN 2025
LSZG AD 2.24.7 - 5	AIRAC 23 JAN 2025
LSZG AD 2.24.7 - 6	AIRAC 23 JAN 2025
LSZG AD 2.24.7 - 7	AIRAC 23 JAN 2025
LSZG AD 2.24.7 - 8	AIRAC 23 JAN 2025
LSZG AD 2.24.10 - 1	23 JAN 2025
LSZG AD 2.24.10 - 2	23 JAN 2025
LSZA AD 2 - 1	28 DEC 2023
LSZA AD 2 - 2	28 DEC 2023
LSZA AD 2 - 3	28 NOV 2024
LSZA AD 2 - 4	28 NOV 2024
LSZA AD 2 - 5	20 MAR 2025
LSZA AD 2 - 6	20 MAR 2025
LSZA AD 2 - 7	20 MAR 2025
LSZA AD 2 - 8	20 MAR 2025
LSZA AD 2 - 9	AIRAC 08 AUG 2024
LSZA AD 2 - 10	AIRAC 08 AUG 2024
LSZA AD 2 - 11	03 OCT 2024
LSZA AD 2 - 12	03 OCT 2024
LSZA AD 2 - 13	AIRAC 08 AUG 2024
LSZA AD 2 - 14	AIRAC 08 AUG 2024
LSZA AD 2 - 15	20 MAR 2025
LSZA AD 2 - 16	20 MAR 2025
LSZA AD 2 - 17	20 MAR 2025
LSZA AD 2 - 18	20 MAR 2025
LSZA AD 2 - 19	20 MAR 2025
LSZA AD 2 - 20	20 MAR 2025
LSZA AD 2 - 21	17 APR 2025
LSZA AD 2 - 22	17 APR 2025
LSZA AD 2.24.1 - 1	23 JAN 2025
LSZA AD 2.24.1 - 2	23 JAN 2025
LSZA AD 2.24.2 - 1	23 JAN 2025
LSZA AD 2.24.2 - 2	23 JAN 2025
LSZA AD 2.24.4 - 1	23 JAN 2025
LSZA AD 2.24.4 - 2	23 JAN 2025
LSZA AD 2.24.4 - 3	23 JAN 2025
LSZA AD 2.24.4 - 4	23 JAN 2025
LSZA AD 2.24.7 - 1	23 JAN 2025
LSZA AD 2.24.7 - 2	23 JAN 2025
LSZA AD 2.24.7 - 3	23 JAN 2025
LSZA AD 2.24.7 - 4	23 JAN 2025
LSZA AD 2.24.7 - 5	23 JAN 2025
LSZA AD 2.24.7 - 6	23 JAN 2025
LSZA AD 2.24.9 - 1	23 JAN 2025
LSZA AD 2.24.9 - 2	23 JAN 2025
LSZA AD 2.24.10 - 1	23 JAN 2025
LSZA AD 2.24.10 - 2	23 JAN 2025
LSZA AD 2.24.10 - 3	23 JAN 2025
LSZA AD 2.24.10 - 4	23 JAN 2025
LSZA AD 2.24.10 - 5	23 JAN 2025
LSZA AD 2.24.10 - 6	23 JAN 2025
LSZA AD 2.24.10 - 7	23 JAN 2025
LSZA AD 2.24.10 - 8	23 JAN 2025
LSMP AD 2 - 1	26 DEC 2024
LSMP AD 2 - 2	26 DEC 2024
LSMP AD 2 - 3	28 NOV 2024
LSMP AD 2 - 4	28 NOV 2024
LSMP AD 2 - 5	14 JUL 2022
LSMP AD 2 - 6	14 JUL 2022
LSMP AD 2 - 7	20 MAR 2025
LSMP AD 2 - 8	20 MAR 2025
LSMP AD 2 - 9	AIRAC 21 MAR 2024
LSMP AD 2 - 10	AIRAC 21 MAR 2024
LSMP AD 2 - 11	AIRAC 31 OCT 2024
LSMP AD 2 - 12	AIRAC 31 OCT 2024
LSMP AD 2 - 13	AIRAC 31 OCT 2024
LSMP AD 2 - 14	AIRAC 31 OCT 2024
LSMP AD 2 - 15	17 APR 2025
LSMP AD 2 - 16	17 APR 2025
LSMP AD 2.24.1 - 1	23 JAN 2025
LSMP AD 2.24.1 - 2	23 JAN 2025
LSMP AD 2.24.4 - 1	23 JAN 2025
LSMP AD 2.24.4 - 2	23 JAN 2025
LSMP AD 2.24.4 - 3	23 JAN 2025
LSMP AD 2.24.4 - 4	23 JAN 2025
LSMP AD 2.24.7 - 1	23 JAN 2025
LSMP AD 2.24.7 - 2	23 JAN 2025
LSMP AD 2.24.9 - 1	23 JAN 2025
LSMP AD 2.24.9 - 2	23 JAN 2025
LSMP AD 2.24.10 - 1	23 JAN 2025
LSMP AD 2.24.10 - 2	23 JAN 2025
LSMP AD 2.24.10 - 3	23 JAN 2025
LSMP AD 2.24.10 - 4	23 JAN 2025
LSMP AD 2.24.10 - 5	23 JAN 2025
LSMP AD 2.24.10 - 6	23 JAN 2025
LSZR AD 2 - 1	05 SEP 2024
LSZR AD 2 - 2	05 SEP 2024
LSZR AD 2 - 3	28 NOV 2024
LSZR AD 2 - 4	28 NOV 2024
LSZR AD 2 - 5	28 NOV 2024
LSZR AD 2 - 6	28 NOV 2024
LSZR AD 2 - 7	20 MAR 2025
LSZR AD 2 - 8	20 MAR 2025
LSZR AD 2 - 9	AIRAC 08 AUG 2024
LSZR AD 2 - 10	AIRAC 08 AUG 2024
LSZR AD 2 - 11	20 MAY 2021
LSZR AD 2 - 12	20 MAY 2021
LSZR AD 2 - 13	20 MAY 2021
LSZR AD 2 - 14	20 MAY 2021
LSZR AD 2 - 15	20 MAY 2021
LSZR AD 2 - 16	20 MAY 2021
LSZR AD 2 - 17	AIRAC 05 OCT 2023
LSZR AD 2 - 18	AIRAC 05 OCT 2023
LSZR AD 2 - 19	17 APR 2025
LSZR AD 2 - 20	17 APR 2025
LSZR AD 2.24.1 - 1	26 DEC 2024
LSZR AD 2.24.1 - 2	26 DEC 2024
LSZR AD 2.24.4 - 1	26 DEC 2024
LSZR AD 2.24.4 - 2	26 DEC 2024
LSZR AD 2.24.7 - 1	26 DEC 2024
LSZR AD 2.24.7 - 2	26 DEC 2024
LSZR AD 2.24.7 - 3	26 DEC 2024
LSZR AD 2.24.7 - 4	26 DEC 2024
LSZR AD 2.24.7 - 5	23 JAN 2025
LSZR AD 2.24.7 - 6	23 JAN 2025
LSZR AD 2.24.7 - 7	26 DEC 2024
LSZR AD 2.24.7 - 8	26 DEC 2024
LSZR AD 2.24.7 - 9	26 DEC 2024
LSZR AD 2.24.7 - 10	26 DEC 2024
LSZR AD 2.24.7 - 11	26 DEC 2024
LSZR AD 2.24.7 - 12	26 DEC 2024
LSZR AD 2.24.9 - 1	26 DEC 2024
LSZR AD 2.24.9 - 2	26 DEC 2024
LSZR AD 2.24.9 - 3	26 DEC 2024
LSZR AD 2.24.9 - 4	26 DEC 2024
LSZR AD 2.24.9 - 5	26 DEC 2024
LSZR AD 2.24.9 - 6	26 DEC 2024
LSZR AD 2.24.10 - 1	23 JAN 2025
LSZR AD 2.24.10 - 2	23 JAN 2025
LSZR AD 2.24.10 - 3	23 JAN 2025
LSZR AD 2.24.10 - 4	23 JAN 2025
LSZR AD 2.24.10 - 5	23 JAN 2025
LSZR AD 2.24.10 - 6	23 JAN 2025
LSZR AD 2.24.13 - 1	AIRAC 20 MAR 2025
LSZR AD 2.24.13 - 2	AIRAC 20 MAR 2025
LSZS AD 2 - 1	05 SEP 2024
LSZS AD 2 - 2	05 SEP 2024
LSZS AD 2 - 3	28 NOV 2024
LSZS AD 2 - 4	28 NOV 2024
LSZS AD 2 - 5	20 MAR 2025
LSZS AD 2 - 6	20 MAR 2025
LSZS AD 2 - 7	05 SEP 2024
LSZS AD 2 - 8	05 SEP 2024
LSZS AD 2 - 9	AIRAC 23 JAN 2025
LSZS AD 2 - 10	AIRAC 23 JAN 2025
LSZS AD 2 - 11	28 DEC 2023

Page	Date
LSZS AD 2 - 12	28 DEC 2023
LSZS AD 2 - 13	17 APR 2025
LSZS AD 2 - 14	17 APR 2025
LSZS AD 2.24.1 - 1	20 FEB 2025
LSZS AD 2.24.1 - 2	20 FEB 2025
LSZS AD 2.24.4 - 1	20 FEB 2025
LSZS AD 2.24.4 - 2	20 FEB 2025
LSZS AD 2.24.4 - 3	20 FEB 2025
LSZS AD 2.24.4 - 4	20 FEB 2025
LSZS AD 2.24.7 - 1	20 FEB 2025
LSZS AD 2.24.7 - 2	20 FEB 2025
LSZS AD 2.24.7 - 3	20 FEB 2025
LSZS AD 2.24.7 - 4	20 FEB 2025
LSZS AD 2.24.7 - 5	20 FEB 2025
LSZS AD 2.24.7 - 6	20 FEB 2025
LSZS AD 2.24.7 - 7	20 FEB 2025
LSZS AD 2.24.7 - 8	20 FEB 2025
LSZS AD 2.24.10 - 1	20 FEB 2025
LSZS AD 2.24.10 - 2	20 FEB 2025
LSZS AD 2.24.10 - 3	20 FEB 2025
LSZS AD 2.24.10 - 4	20 FEB 2025
LSZS AD 2.24.11 - 1	17 APR 2025
LSZS AD 2.24.11 - 2	17 APR 2025
LSZS AD 2.24.12 - 1	17 APR 2025
LSZS AD 2.24.12 - 2	17 APR 2025
LSGS AD 2 - 1	17 APR 2025
LSGS AD 2 - 2	17 APR 2025
LSGS AD 2 - 3	28 NOV 2024
LSGS AD 2 - 4	28 NOV 2024
LSGS AD 2 - 5	28 NOV 2024
LSGS AD 2 - 6	28 NOV 2024
LSGS AD 2 - 7	13 JUN 2024
LSGS AD 2 - 8	13 JUN 2024
LSGS AD 2 - 9	AIRAC 13 JUN 2024
LSGS AD 2 - 10	AIRAC 13 JUN 2024
LSGS AD 2 - 11	AIRAC 13 JUN 2024
LSGS AD 2 - 12	AIRAC 13 JUN 2024
LSGS AD 2 - 13	AIRAC 31 OCT 2024
LSGS AD 2 - 14	AIRAC 31 OCT 2024
LSGS AD 2 - 15	AIRAC 31 OCT 2024
LSGS AD 2 - 16	AIRAC 31 OCT 2024
LSGS AD 2 - 17	AIRAC 13 JUN 2024
LSGS AD 2 - 18	AIRAC 13 JUN 2024
LSGS AD 2 - 19	AIRAC 13 JUN 2024
LSGS AD 2 - 20	AIRAC 13 JUN 2024
LSGS AD 2 - 21	17 APR 2025
LSGS AD 2 - 22	17 APR 2025
LSGS AD 2.24.1 - 1	23 JAN 2025
LSGS AD 2.24.1 - 2	23 JAN 2025
LSGS AD 2.24.2 - 1	23 JAN 2025
LSGS AD 2.24.2 - 2	23 JAN 2025
LSGS AD 2.24.4 - 1	23 JAN 2025
LSGS AD 2.24.4 - 2	23 JAN 2025
LSGS AD 2.24.7 - 1	23 JAN 2025
LSGS AD 2.24.7 - 2	23 JAN 2025
LSGS AD 2.24.7 - 3	23 JAN 2025
LSGS AD 2.24.7 - 4	23 JAN 2025
LSGS AD 2.24.9 - 1	23 JAN 2025
LSGS AD 2.24.9 - 2	23 JAN 2025
LSGS AD 2.24.10 - 1	23 JAN 2025
LSGS AD 2.24.10 - 2	23 JAN 2025
LSGS AD 2.24.10 - 3	23 JAN 2025
LSGS AD 2.24.10 - 4	23 JAN 2025
LSGS AD 2.24.10 - 5	23 JAN 2025
LSGS AD 2.24.10 - 6	23 JAN 2025
LSGS AD 2.24.13 - 1	23 JAN 2025
LSGS AD 2.24.13 - 2	23 JAN 2025
LSGS AD 2.24.13 - 3	23 JAN 2025
LSGS AD 2.24.13 - 4	23 JAN 2025
LSZH AD 2 - 1	AIRAC 08 AUG 2024
LSZH AD 2 - 2	AIRAC 08 AUG 2024
LSZH AD 2 - 3	17 APR 2025
LSZH AD 2 - 4	17 APR 2025
LSZH AD 2 - 5	28 NOV 2024
LSZH AD 2 - 6	28 NOV 2024
LSZH AD 2 - 7	15 JUN 2023
LSZH AD 2 - 8	15 JUN 2023
LSZH AD 2 - 9	07 SEP 2023
LSZH AD 2 - 10	07 SEP 2023
LSZH AD 2 - 11	28 NOV 2024
LSZH AD 2 - 12	28 NOV 2024
LSZH AD 2 - 13	AIRAC 08 AUG 2024
LSZH AD 2 - 14	AIRAC 08 AUG 2024
LSZH AD 2 - 15	AIRAC 20 MAR 2025
LSZH AD 2 - 16	AIRAC 20 MAR 2025
LSZH AD 2 - 17	AIRAC 20 MAR 2025
LSZH AD 2 - 18	AIRAC 20 MAR 2025
LSZH AD 2 - 19	AIRAC 20 MAR 2025
LSZH AD 2 - 20	AIRAC 20 MAR 2025
LSZH AD 2 - 21	AIRAC 08 AUG 2024
LSZH AD 2 - 22	AIRAC 08 AUG 2024
LSZH AD 2 - 23	AIRAC 08 AUG 2024
LSZH AD 2 - 24	AIRAC 08 AUG 2024
LSZH AD 2 - 25	AIRAC 08 AUG 2024
LSZH AD 2 - 26	AIRAC 08 AUG 2024
LSZH AD 2 - 27	20 FEB 2025
LSZH AD 2 - 28	20 FEB 2025
LSZH AD 2 - 29	AIRAC 08 AUG 2024
LSZH AD 2 - 30	AIRAC 08 AUG 2024
LSZH AD 2 - 31	AIRAC 26 DEC 2024
LSZH AD 2 - 32	AIRAC 26 DEC 2024
LSZH AD 2 - 33	AIRAC 08 AUG 2024
LSZH AD 2 - 34	AIRAC 08 AUG 2024
LSZH AD 2 - 35	AIRAC 08 AUG 2024
LSZH AD 2 - 36	AIRAC 08 AUG 2024
LSZH AD 2 - 37	AIRAC 08 AUG 2024
LSZH AD 2 - 38	AIRAC 08 AUG 2024
LSZH AD 2 - 39	AIRAC 08 AUG 2024
LSZH AD 2 - 40	AIRAC 08 AUG 2024
LSZH AD 2 - 41	AIRAC 08 AUG 2024
LSZH AD 2 - 42	AIRAC 08 AUG 2024
LSZH AD 2 - 43	AIRAC 08 AUG 2024
LSZH AD 2 - 44	AIRAC 08 AUG 2024
LSZH AD 2 - 45	AIRAC 08 AUG 2024
LSZH AD 2 - 46	AIRAC 08 AUG 2024
LSZH AD 2 - 47	AIRAC 08 AUG 2024
LSZH AD 2 - 48	AIRAC 08 AUG 2024
LSZH AD 2 - 49	AIRAC 08 AUG 2024
LSZH AD 2 - 50	AIRAC 08 AUG 2024
LSZH AD 2 - 51	AIRAC 08 AUG 2024
LSZH AD 2 - 52	AIRAC 08 AUG 2024
LSZH AD 2 - 53	AIRAC 08 AUG 2024
LSZH AD 2 - 54	AIRAC 08 AUG 2024
LSZH AD 2 - 55	AIRAC 08 AUG 2024
LSZH AD 2 - 56	AIRAC 08 AUG 2024
LSZH AD 2 - 57	AIRAC 08 AUG 2024
LSZH AD 2 - 58	AIRAC 08 AUG 2024
LSZH AD 2 - 59	AIRAC 08 AUG 2024
LSZH AD 2 - 60	AIRAC 08 AUG 2024
LSZH AD 2 - 61	AIRAC 08 AUG 2024
LSZH AD 2 - 62	AIRAC 08 AUG 2024
LSZH AD 2 - 63	AIRAC 08 AUG 2024
LSZH AD 2 - 64	AIRAC 08 AUG 2024
LSZH AD 2 - 65	AIRAC 03 OCT 2024
LSZH AD 2 - 66	AIRAC 03 OCT 2024
LSZH AD 2 - 67	AIRAC 03 OCT 2024
LSZH AD 2 - 68	AIRAC 03 OCT 2024
LSZH AD 2 - 69	AIRAC 03 OCT 2024
LSZH AD 2 - 70	AIRAC 03 OCT 2024
LSZH AD 2 - 71	AIRAC 03 OCT 2024
LSZH AD 2 - 72	AIRAC 03 OCT 2024
LSZH AD 2 - 73	AIRAC 03 OCT 2024
LSZH AD 2 - 74	AIRAC 03 OCT 2024
LSZH AD 2 - 75	17 APR 2025
LSZH AD 2 - 76	17 APR 2025
LSZH AD 2.24.1 - 1	17 APR 2025
LSZH AD 2.24.1 - 2	17 APR 2025
LSZH AD 2.24.3 - 1	17 APR 2025
LSZH AD 2.24.3 - 2	17 APR 2025
LSZH AD 2.24.3 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.3 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.3 - 5	17 APR 2025
LSZH AD 2.24.3 - 6	17 APR 2025
LSZH AD 2.24.4 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 5	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 6	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 7	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 8	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 9	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 10	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 11	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 12	AIRAC 20 MAR 2025
LSZH AD 2.24.5 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.5 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.5 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.5 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.6 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.6 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.6 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.6 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 5	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 6	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 5	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 6	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 7	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 8	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 5	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 6	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 7	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 8	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 9	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 10	AIRAC 20 MAR 2025
LSZH AD 2.24.7.4 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.7.4 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.7.4 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.7.4 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.7.4 - 5	AIRAC 20 MAR 2025
LSZH AD 2.24.7.4 - 6	AIRAC 20 MAR 2025
LSZH AD 2.24.7.4 - 7	AIRAC 20 MAR 2025
LSZH AD 2.24.7.4 - 8	AIRAC 20 MAR 2025
LSZH AD 2.24.7.5 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.7.5 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.7.5 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.7.5 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.7.5 - 5	AIRAC 20 MAR 2025
LSZH AD 2.24.7.5 - 6	AIRAC 20 MAR 2025
LSZH AD 2.24.7.5 - 7	AIRAC 20 MAR 2025
LSZH AD 2.24.7.5 - 8	AIRAC 20 MAR 2025

Page	Date	Page	Date	Page	Date
LSZH AD 2.24.7.5 - 9	AIRAC 20 MAR 2025				
LSZH AD 2.24.7.5 - 10	AIRAC 20 MAR 2025				
LSZH AD 2.24.7.6 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.7.6 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.1 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.1 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.2 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.2 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.3 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.3 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 7	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 8	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 9	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 10	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 7	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 8	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 7	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 8	AIRAC 20 MAR 2025				
LSZH AD 2.24.13 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.13 - 2	AIRAC 20 MAR 2025				

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 2.3 CHART SYMBOLS

2.3.1 Aerodromes


Airport *


Airfield (private) *


Military Aerodrome *

*) *with alignment of the longest paved surface Runway*


Civil and Military Airport, joint *

Runway Pattern of Airport, with Name and Designator


Heliport

2.3.2 Radio Navigation Aids

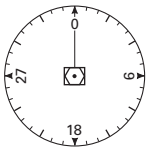

Basic Radio Facility (e.g., VDF, LOC, GP)


Non-directional Radio Beacon (NDB)

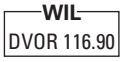

Distance Measuring Equipment (DME)


VHF Omnidirectional Radio Range (VOR)


Colocated VOR and DME Radio Navigation Aid (VOR/DME)



VOR/DME with Compass Rose



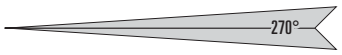
Example for a VOR/DME Tag: *Ident, Type, Frequency*


Ground Based Augmentation System (GBAS)


Instrument Landing System (ILS) colocated with DME

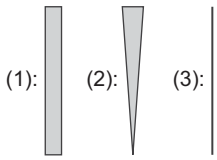
Landing System's Course:

Front Course (ILS LOC, GLS) in Chart View



Glide Path (ILS GP, GLS) in Profile View

Profile View of

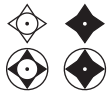


(1) DME,
(2) VOR/DME or NDB, and
(3) DME Fix.

2.3.3 Significant Points

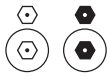
On Request and Compulsory, Intersection

Example for Waypoint Tag: Designator and *MCA*

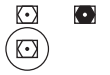


On Request and Compulsory, flyby Waypoint (RNAV)
On Request and Compulsory, flyover Waypoint (RNAV)

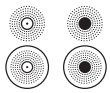
On Request and Compulsory, VFR Reporting Point with Ident



On Request and Compulsory, VOR (flyby RNAV)
On Request and Compulsory, flyover VOR (RNAV)

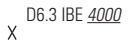


On Request and Compulsory, VOR/DME (flyby RNAV)
On Request and Compulsory, flyover VOR/DME (RNAV)



On Request and Compulsory, NDB (flyby RNAV)
On Request and Compulsory, flyover NDB (RNAV)

2.3.4 Routes, Procedures and Holdings



Fix or Turning Point, possibly with Altitude Change or Restriction

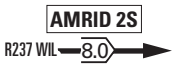
ATS Route, STAR, SID, or Instrument Approach Procedure (IAP)

SID or STAR: Routing by ATC
IAC: Missed Approach Procedure (MAP)

IAC: Additional Procedure Track

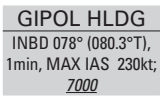
Enroute Chart: RNAV Route

Enroute Chart: Non-RNAV Route

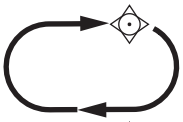


Example for a SID or STAR Procedure: *Designator*, *Radial and Distance*

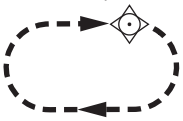
Enroute Chart Example for an ATS Route: *Route Designator, Track, Distance, Direction of Cruising Level, and MEA*



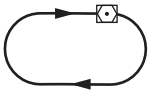
Example for a Holding Description: *Identification, Fix or Waypoint; Inbound Track (True Track), Outbound Time, Indicated Airspeed, Minimum Holding Altitude*



Graphical Depiction of a Holding



Graphical Depiction of an Overload Holding (on ATC REQ only)



Graphical Depiction of a Race Track

2.3.5 Air Traffic Services

Flight Information Region (FIR)

Control Area (CTA)

Terminal Control Area (TMA) or Control Zone (CTR) or Radio Mandatory Zone (RMZ), generalised

Flight Information Zone (FIZ)

Index Chart: Separation Line *"Mittelland/ Jura-Alpen"*

ATC SMA Chart: Minimum Vectoring Altitude Sector with Minimum Altitude

2.3.6 Procedure Altitudes and Flight Levels

17000 *10000*	FL220 *10000*

Altitude/ Flight Level Vertical Limits

7000	FL70

"At or above" Altitude/ Flight Level

5000	FL50

"At or below" Altitude/ Flight Level

3000	FL30

"At" Altitude/ Flight Level

5000	FL50

"Recommended" Procedure Altitude/ Flight Level

2.3.7 Airspace Restrictions

Prohibited (P), Restricted (R) or Danger Area (D)

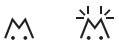
Example for Restricted Area Tag: *Designator and Restrictions*

Glider Sector

Temporary Reserved Area (LST...) with Designator and Name

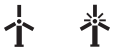
2.3.8 Obstacles

Single Obstacle and Single Obstacle lighted



Group of Obstacles and Group of Obstacles lighted

Exceptionally high Obstacle (500 ft AGL or more)

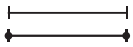


Wind Turbine and Wind Turbine lighted

Elevation of top in *ft AMSL*

Spot Elevation and Highest Elevation on Chart in *ft AMSL*

Transmission lines, unmarked and marked



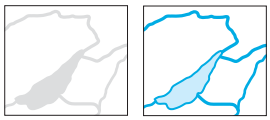
Line obstruction (cable, cableway, etc.), unmarked and marked

Altitudes shown for transmission lines and cables in ft AGL

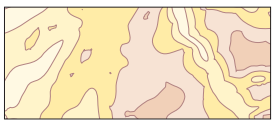
Mountain Pass with Spot Elevation in *ft AMSL*

2.3.9 Topography

Country Border



SID, STAR, Area: Lake and River
IAC: Lake and River



IAC: Hypsometry, Tinted Layers

2.3.10 Aerodrome and Landing Charts

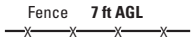
	Runway Threshold and Ident, ASPH or CONC,
	Displaced Runway Threshold and Ident, ASPH or CONC,
	Temporary Displaced Threshold, Ident, Unpaved
	Runway Centreline
	Runway Crossline, Dimension in Meter
	Grass Runway, Dimension
	Glider Grass Runway
	Closed Runway
	Aiming Point on Runway
	Touchdown Zone on Runway
	Aerodrome Reference Point
	Touchdown
	Chevron Marking: Unsuitable Pre-Threshold Area
	Stopway
	Clearway
	Net Barrier, Arresting Cable
	Runway Turn Pad, Arrow Turn Pad
	Acceleration Strip
	Taxiway with Ident
	Run-up/ Holding Point
	Barrier
	Stop Bar
	Apron Guidance Line
	Apron Parking Positions
	Safety Line
	Material Area
	Apron/ ATS Boundary
	Construction Area
	Caution Zone with Reference to AIP Chapter

Continuing Aerodrome and Landing Charts (I)

Grass Taxiway

Grass Parking


Grass Parking Positions



Fence

Fence, lighted

Airport Boundary

Air Taxi

Guideline for Taxiing

Gate Position

Intermediate Holding Position

Runway Guard Light


Stop Bars CAT I,
LGT CAT I H24,
LGT CAT II-III,
LGT CAT II-III H24, and
LGT CAT I-II-III H24

Air Traffic Service

Runway Visual Range Measuring System

Model Flight Box

Visual Approach Slope Indicator Systems (VASIS):
Precision Approach Path Indicator (PAPI),
Abbreviated Precision Approach Path Indicator (APAPI),
and MIL PAPI


Wind Direction Indicator (WDI), unlighted and lighted


Wind Direction Indicator, Military, unlighted and lighted

Landing Direction Indicator (LDI), unlighted and lighted

Obstacle Light

Blast Fence, Noise Fence


Parachute Jumping Exercise (PJE)

Hospital

Continuing Aerodrome and Landing Charts (II)


Aircraft A380


Jet


Glider Flying


Winch-Launching


Glider Towing


Helicopter (HEL)


HEL Parking


HEL Aiming Point


HEL TLOF-Pad

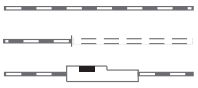

HEL FATO


HEL FATO-TLOF

Buildings and Description of Significant Infrastructure

Highway with Direction


Road
Small Road
Field Path
Trail


Railway
Railway Tunnel
Railway Station


Lake

River with Wall, and Indication of Direction


Small River and Indication of Direction


Swamp

THIS PAGE INTENTIONALLY LEFT BLANK

The following hazardous weather phenomena are forecasted in the Low-Level SWC Alps:

- Drizzle, Rain, Freezing Drizzle, Freezing Rain, Snow Grains, Snow, Ice Pellets, Showers of Rain/Snow/Hail, Thunderstorm with Rain/Snow/Hail.
- Fog, Freezing Fog, Mist, Dust- and Sandstorm, Smoke, Blowing or Drifting Snow.
- Ice, Turbulence, Mountain Waves.
- Areas with strong surface winds and gusts below.

4.3.3 Schedule

Every 4 hours two Low-Level SWC are issued. The first chart with a validity time of 2 hours, the second chart with a validity time of 6 hours after the time of issuance. The outlook covers the extended time period for the following 4 hours after the time of issuance.

Time of issuance (in UTC)		Validity (in UTC)	Outlook (in UTC)
0000	Chart 1 Chart 2	0200 0600	0200 - 0600 0600 - 1000
0400	Chart 1 Chart 2	0600 1000	0600 - 1000 1000 - 1400
0800	Chart 1 Chart 2	1000 1400	1000 - 1400 1400 - 1800
1200	Chart 1 Chart 2	1400 1800	1400 - 1800 1800 - 2200
1600	Chart 1 Chart 2	1800 2200	1800 - 2200 2200 - 0200
2000	Chart 1 Chart 2	2200 0200	2200 - 0200 0200 - 0600

4.4 GAFOR

Time of issuance (UTC)	Validity (UTC)	Time segments (UTC)		
0345 (during central European summer time CEST)	0400-1000	0400-0600	0600-0800	0800-1000
0545 (during regular central European time CET)*	0400-1000	/	0600-0800	0800-1000
0745	0800-1400	0800-1000	1000-1200	1200-1400
1145	1200-1800	1200-1400	1400-1600	1600-1800
1545 (during central European summer time CEST)*	1600-2200	1600-1800	1800-2000	/

*The formal period of validity of a GAFOR is always 6h to maintain the same code format (text version) and layout (chart version) throughout the day. For practical reasons the first 2 hours segment of the first GAFOR during regular time and the last 2 hours segment of the last GAFOR during summertime contain no weather information but only a "/".To provide the latest information available, the first GAFOR during regular time is published after the regular start of its validity period.

The GAFOR comprises the route identification and the forecast for visibility in kilometres as well for ceiling (ceiling of 5/8 and above). The conditions are forecasted in the form of classes (O/D/M/X) for each time segment. The definitive GAFOR class is defined by the least visibility and ceiling on the corresponding GAFOR route (incl. start and end point).

Weather categories					
Ceiling					
2000 ft	**X**	**M**	**D**	**O**	Oscar / open
1500 ft	**X**	**M**	**D**	**D**	Delta / difficult
1000 ft	**X**	**M**	**M**	**M**	Mike / marginal
	X	**X**	**X**	**X**	X-Ray / closed
	2 km	5 km	8 km		**Visibility**
Ceiling: Lowest cloud base of at least 5 oktas (BKN/OVC)					

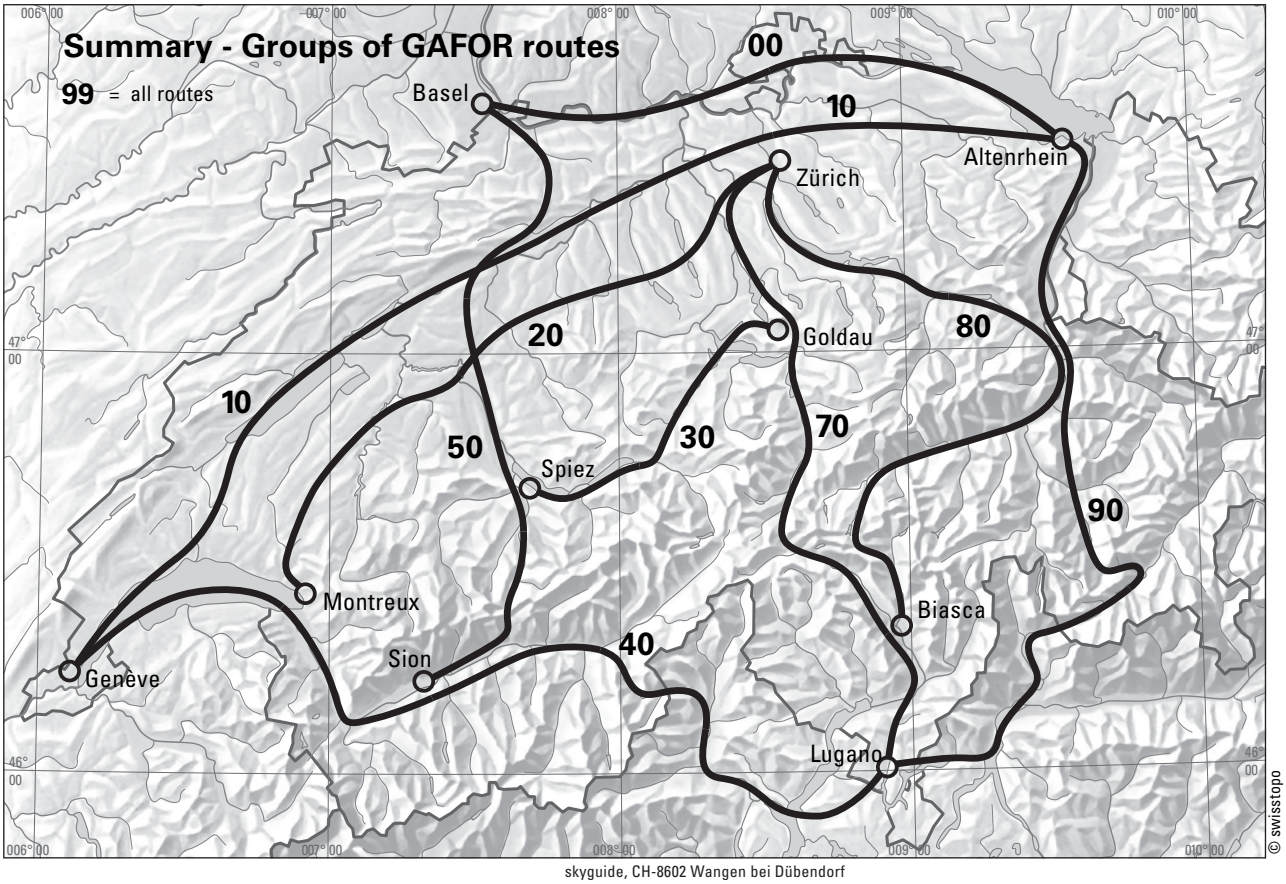
For all weather categories except "O", the meteorological reason for the reduction of visibility and/or the low ceiling is indicated by the most relevant phenomenon from the following table:

Symbol	Phenomenon	Symbol	Phenomenon
	Thunderstorm		Showers of Rain
	Snow		Low Clouds
	Rain		Fog
	Showers of Snow		Mist

Other weather phenomena hazardous to aviation, such as icing and turbulence are forecasted in the Low-Level SWC Alps or aviation weather forecast. They are not taken into account in GAFOR.

4.4.1 GAFOR Routes (groups)

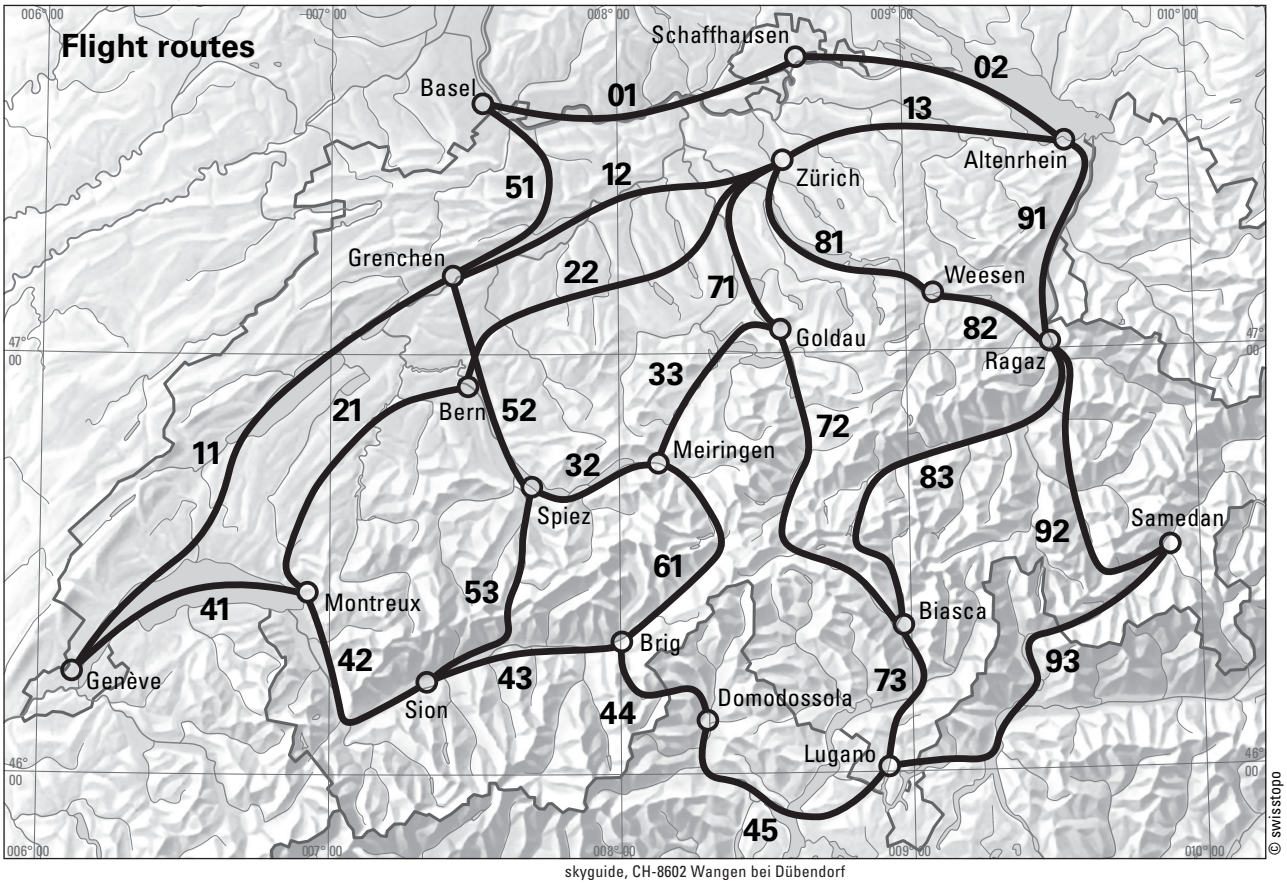
Groups of routes	Reference level AMSL (Highest point of a route)
00 Basel-Schaffhausen-Altenrhein	*1600 ft*
10 Genève-Grenchen-Zürich-Altenrhein	*1900 ft*
20 Montreux-Bern-Zürich	*2900 ft*
30 Spiez-Meiringen-Brünig-Goldau	*3600 ft*
40 Genève-Simplonpass-Domodossola-Lugano	*6800 ft*
50 Basel-Gemmipass-Sion	*7700 ft*
70 Zürich-Gotthardpass-Lugano	*7200 ft*
80 Zürich-Lukmanierpass-Biasca	*6500 ft*
90 Altenrhein-Julierpass-Malojapass-Lugano	*7500 ft*
99 All routes	*7700 ft*



skyguide, CH-8602 Wangen bei Dübendorf

4.4.2 GAFOR routes (single)

Flight routes	Reference level *AMSL*	Flight routes	Reference level AMSL
01 Basel-Schaffhausen	*1600 ft*	51 Basel-Langenbruck-Grenchen	*2600 ft*
02 Schaffhausen-Altenrhein	*1600 ft*	52 Grenchen-Bern-Spiez	*1900 ft*
11 Genève-Morges-Grenchen	*1900 ft*	53 Spiez-Gemmipass-Sion	*7700 ft*
12 Grenchen-Bremgarten-Zürich	*1900 ft*	61 Meiringen-Grimselpass-Brig	*7200 ft*
13 Zürich-Attikon-Altenrhein	*1900 ft*	71 Zürich-Bremgarten-Goldau	*1900 ft*
21 Montreux-Romont-Fribourg-Neuenegg-Bern	*2900 ft*	72 Goldau-Gotthardpass-Biasca	*7200 ft*
22 Bern-Moossee-Sursee-Bremgarten-Zürich	*2900 ft*	73 Biasca-Lugano	*1900 ft*
32 Spiez-Meiringen	*1900 ft*	81 Zürich-Horgen-Weesen	*1600 ft*
33 Meiringen-Brünig-Küssnacht-Goldau	*3600 ft*	82 Weesen-Ragaz	*1600 ft*
41 Genève-Montreux	*1600 ft*	83 Ragaz-Lukmanierpass-Biasca	*6500 ft*
42 Montreux-Sion	*1600 ft*	91 Altenrhein-Ragaz	*1600 ft*
43 Sion-Brig	*2300 ft*	92 Ragaz-Lenzerheide-Julierpass-Samedan	*7500 ft*
44 Brig-Simplonpass-Domodossola	*6800 ft*	93 Samedan-Malojapass-Menaggio-Lugano	*6200 ft*
45 Domodossola-Laveno-Lugano	*1600 ft*		



skyguide, CH-8602 Wangen bei Dübendorf

4.5 Service distribution

Meteorological information is available on site at the aerodromes (Self-briefing Station). They are also available by telephone and internet.

Quick reference:

A quick reference guide containing background information to the main aeronautical meteorological services and products is available for free from:
URL: http:// www.meteoschweiz.ch/aviatik

Telephone:

Service	German	French	Price
Personal flight briefing	0900 162 737	0900 162 767	CHF 2.90/Min
Aviation weather forecast	0900 162 121	0900 162 151	CHF 1.20/Min.
GAFOR	0900 162 120	0900 162 150	CHF 1.20/Min.
Glider forecast (April-September)	0900 162 122	0900 162 152	CHF 1.20/Min.

Internet:

Service	Website	Price
Internet briefing Alpine region and more	www.flugwetter.de	CHF 85.- / Year
Internet flight preparation	www.skybriefing.com	Depending on service and access time

5. Notification required from operators

5.1 Notification to obtain meteorological service

For the provision of meteorological information to be used by scheduled flights, a prior notification of 2 months is required. For non-scheduled flights, notification 24 hours in advance of the hour of meteorological briefing is required.

6. Aircraft reports

Reporting requirements see § 3.7 AIREP

7. VOLMET service

METEOROLOGICAL BROADCASTS								
Name	**Call Sign**	**EM**	**FREQ MHz**	**Broadcast period**	**Service HR**	**Stations**	**Contents**	**Remarks**
1	**2**		**3**	**4**	**5**	**6**	**7**	**8**
GENEVA	Geneva MET Broadcast	A3E	**126.805**	CNS	H24	Genève, Zurich, Bâle-Mulhouse, Nice, Lyon-Saint-Exupéry, Paris-Charles-de-Gaulle, Paris-Orly, Milan-Linate, Milan-Malpensa, Bern [1)]	AERODROME ROUTINE WEATHER REPORT	plain language - En. **VOLMET** + 41 (0) 22 417 40 82 [1)] AUTO METARs when AD is closed
ZURICH	Zurich MET Broadcast	A3E	**127.205**	CNS	H24	Zurich, Genève, Bâle-Mulhouse, Frankfurt/Main, Munich, Stuttgart Milan-Malpensa, Milan-Linate, Lugano [1)] Bern [1)]		plain language - En. **VOLMET** + 41 (0) 43 931 60 71 [1)] AUTO METARs when AD is closed

8. SIGMET and AIRMET service

AIRMET will only be issued in case of Low-Level SWC not being available due to technical reasons.

9. Other automated meteorological services

Meteorological information is provided automatically by telephone, mobile and Internet (see § 4.5).

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
TMA Sector 5B 47 10 47 N 007 57 35 E - 47 19 12 N 007 51 31 E - 47 25 52 N 007 46 41 E - 47 33 38 N 007 45 33 E - 47 38 34 N 008 00 00 E - 47 32 48 N 007 59 47 E - 47 27 30 N 008 00 59 E - 47 14 35 N 008 13 22 E - 47 11 42 N 008 06 02 E - 47 10 47 N 007 57 35 E FL 100 / *6500 ft AMSL (2000 m)*	REF LSZH AD 2.18			
TMA Sector 6A 47 47 25 N 008 18 05 E - 47 51 58 N 008 24 26 E - 47 51 45 N 008 46 30 E - 47 47 34 N 008 30 47 E - 47 47 33 N 008 28 09 E - 47 47 27 N 008 20 36 E - 47 47 25 N 008 18 05 E FL 100 / *7500 ft AMSL (2300 m)*	REF LSZH AD 2.18			
TMA Sector 6B 47 35 13 N 009 20 18 E - 47 26 24 N 009 19 15 E - 47 23 45 N 009 16 51 E - 47 21 49 N 009 11 12 E - 47 21 26 N 009 08 12 E - 47 27 27 N 009 08 03 E- 47 35 13 N 009 20 18 E FL 100 / *7500 ft AMSL (2300 m)*	REF LSZH AD 2.18			
TMA Sector 6C 47 13 59 N 008 26 15 E - 47 12 41 N 008 15 34 E - 47 07 53 N 007 59 41 E - 47 10 47 N 007 57 35 E - 47 11 42 N 008 06 02 E - 47 14 35 N 008 13 22 E - 47 17 29 N 008 20 47 E - 47 18 28 N 008 23 30 E - 47 13 59 N 008 26 15 E FL 100 / *7500 ft AMSL (2300 m)*	REF LSZH AD 2.18			
TMA Sector 7 47 44 18 N 009 13 56 E - 47 43 20 N 009 25 38 E - 47 35 12 N 009 27 13 E - 47 26 24 N 009 19 15 E - 47 35 13 N 009 20 18 E - 47 40 17 N 009 13 56 E- 47 44 18 N 009 13 56 E FL 100 / *8500 ft AMSL (2600 m)*	REF LSZH AD 2.18			
TMA Sector S1 47 11 50 N 008 44 59 E - 47 11 35 N 008 39 25 E - 47 14 00 N 008 37 53 E - 47 14 12 N 008 37 08 E - 47 15 25 N 008 36 18 E - 47 15 31 N 008 36 56 E - 47 16 30 N 008 44 44 E - 47 16 21 N 008 46 26 E - 47 14 54 N 008 47 34 E - 47 14 23 N 008 44 51 E - 47 11 50 N 008 44 59 E FL 100 / *4500 ft AMSL (1350 m)*	REF LSZH AD 2.18	HX [1]		[1] REF ENR 1.4
TMA Sector S2 47 16 30 N 008 44 44 E - 47 16 21 N 008 46 26 E - 47 15 37 N 008 55 07 E - 47 15 20 N 008 58 26 E - 47 13 04 N 008 55 26 E - 47 11 43 N 008 53 42 E - 47 09 51 N 008 38 56 E - 47 09 19 N 008 37 07 E - 47 08 40 N 008 29 32 E - 47 13 59 N 008 26 15 E- 47 15 25 N 008 36 18 E - 47 15 31 N 008 36 56 E- 47 16 30 N 008 44 44 E FL 100 / *5500 ft AMSL (1700 m)*	REF LSZH AD 2.18	HX [1]		[1] REF ENR 1.4
TMA Sector S3 47 13 59 N 008 26 15 E - 47 08 40 N 008 29 32 E - 47 08 18 N 008 22 14 E - 47 07 53 N 007 59 41 E - 47 12 41 N 008 15 34 E - 47 13 59 N 008 26 15 E FL 100 / *7500 ft AMSL (2300 m)*	REF LSZH AD 2.18	HX [1]		[1] REF ENR 1.4

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
BÂLE (REF: AIP FRANCE)				
TMA French - Swiss part 01				REF: AIP France
47 48 52 N 007 32 46 E - German-French border -				
47 46 00 N 007 32 00 E - German-French border -				ZURICH ATS
47 35 24 N 007 35 21 E - German-Swiss border -				delegation
47 35 31 N 007 40 06 E - 47 35 15 N 007 40 19 E -				
German-Swiss border - 47 35 04 N 007 40 27 E -		Bâle Approach		
47 34 04 N 007 41 13 E - German-Swiss border -	APP Bâle	Fr, En		
47 33 17 N 007 38 37 E - 47 34 39 N 007 24 56 E -		H24		
47 28 55 N 007 23 42 E - Arc 10 NM radius, centred on 47 37 58.05 N 007 29 58.17 E (VOR-DME BLM) clockwise				
47 45 37 N 007 20 26 E - Arc 10 NM radius, centred on 47 55 19 N 007 23 59 E (ARP LFSC) counter-clockwise -				
47 45 22 N 007 22 29 E - 47 46 00 N 007 23 00 E -				
47 48 52 N 007 32 46 E				
FL 145 / 1000 ft AGL (300 m)				
Classification **D**				
TMA French - Swiss part 02				REF: AIP France
47 32 07 N 007 42 08 E - 47 25 52 N 007 46 41 E -				
47 23 00 N 007 39 30 E - 47 24 42 N 007 22 48 E -				ZURICH ATS
47 28 55 N 007 23 42 E - 47 34 39 N 007 24 56 E -		Bâle Approach		delegation
47 33 17 N 007 38 37 E - German-Swiss border -	APP Bâle	Fr, En		
47 32 07 N 007 42 08 E		H24		
5500 ft AMSL / 1000 ft AGL (300 m)				
Classification **D**				
TMA French - Swiss part 03				REF: AIP France
47 56 00 N 007 35 06 E - German-French border -				
47 48 52 N 007 32 46 E - 47 46 00 N 007 23 00 E -				ZURICH ATS
47 45 22 N 007 22 29 E - Arc 10 NM radius, centred on 47 55 19 N 007 23 59 E (ARP LFSC) clockwise -				delegation
47 45 37 N 007 20 26 E - Arc 10 NM radius, centred on 47 37 58.05 N 007 29 58.17 E (VOR-DME BLM) counter-clockwise -	APP Bâle			
47 28 55 N 007 23 42 E - 47 24 42 N 007 22 48 E -		Bâle Approach		
47 24 44 N 007 22 28 E - 47 26 23 N 007 05 54 E -		Fr, En		
Arc 20 NM radius, centred on 47 37 58.05 N 007 29 58.17 E (VOR-DME BLM) clockwise -		H24		
47 44 19 N 007 01 54 E - 47 51 01 N 007 15 47 E -				
Arc 7 NM radius, centred on 47 55 19 N 007 23 59 E (ARP LFSC) clockwise -				
47 54 39 N 007 13 37 E - 47 56 00 N 007 14 57 E -				
47 56 00 N 007 35 06 E				
FL 145 / *3000 ft AMSL* or 1000 ft AGL (300 m) whichever is higher				
Classification **D**				

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

1. Other activities of a dangerous nature

1.1 Firings

When a TEMPO danger area affects the traffic in classes C and D airspace, or the APCH area of Les Eplatures, ACFT not able to overfly the area at a safe level will be radar-vectored around the area. In class C airspace the ATC authority can interrupt the FRNG EXER to permit the passage of these ACFT.

IFR FLTs within class C airspace may therefore be planned without regard to TEMPO danger areas.

IFR FLTs within class D airspace must expect diversions.

VFR FLTs are not co-ordinated with FRNG EXER.

IFR and VFR FLTs within other Swiss airspace classes are not co-ordinated with FRNG EXER.

Exception: REF:
Enquiries can be made at the FIC Geneva and Zurich, at the co-ordination office for FRNG and safety of air navigation (KOSIF), as well as at the AIS.
Co-ordination office for FRNG and safety of air navigation:
Postal address:

Post: KOSIF
P.O. Box
8602 Wangen bei Dübendorf
Phone: +41 (0) 44 813 31 10

1.2 Cloud flying procedure

REF: ENR 5.5.

1.3 LSR for Gliders

Three types of restricted areas for gliders are defined:
- LSR for Gliders outside TMA established on a TEMPO basis for glider flying (Art. 26 of the Ordinance on the Rules of the Air [VRV-L, SR 748.121.11]).
- LSR for Gliders within TMA with activation and deactivation procedures subject to local agreements between the ATS authority and airspace users.
- LSR for Gliders within CTR with activation and deactivation procedures subject to local agreements between the ATS authority and airspace users.

1.4 Glider sectors

Areas of defined dimensions in CTRs, which are reserved exclusively for gliders (incl. hang-gliders), self- sustaining gliders, self-launching gliders and their tow aircraft.
REF: ENR 5.5.

1.5 Glider areas (over French delegated territory)

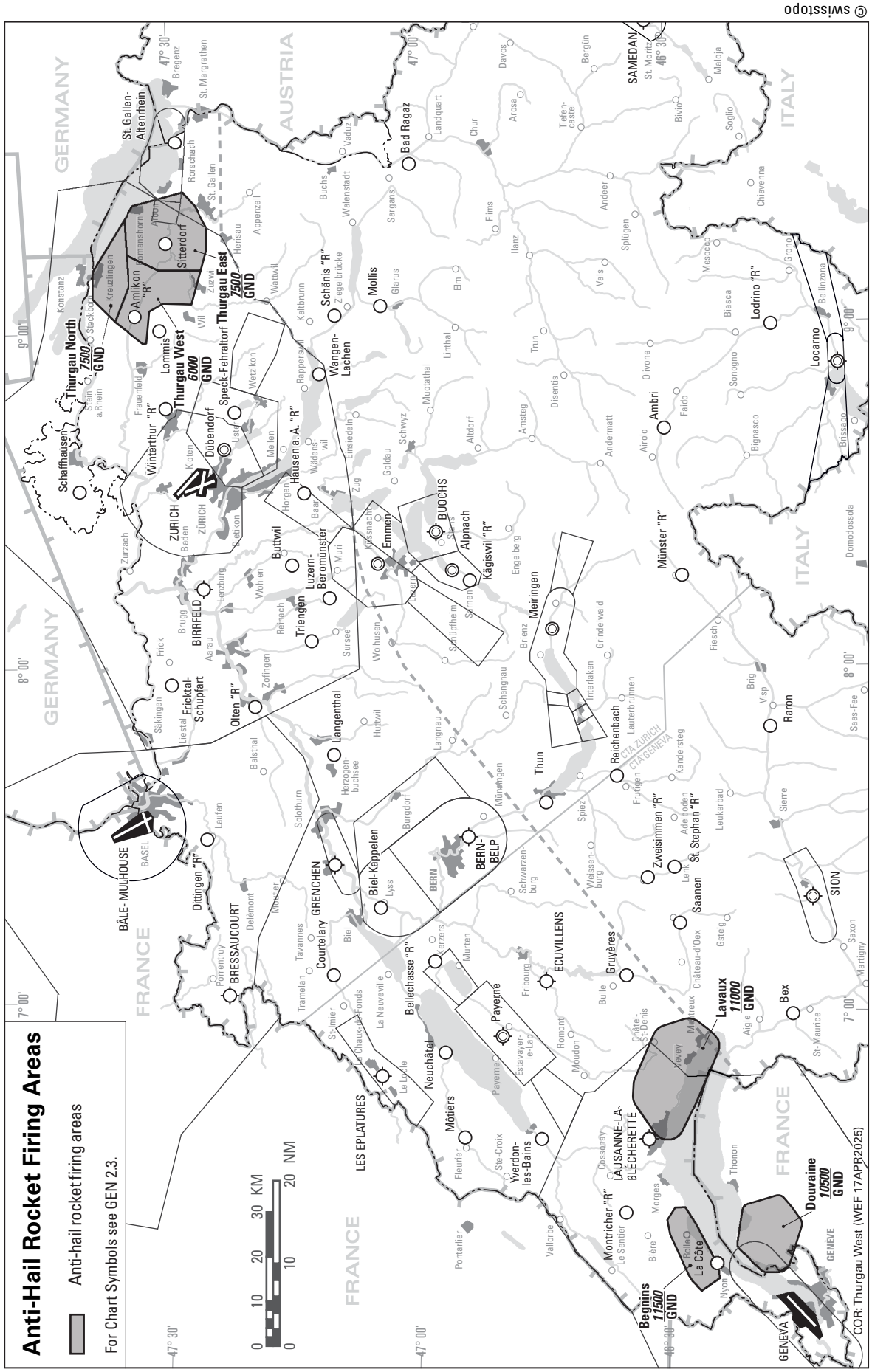
REF: ENR 5.5 § 9

2. Other potential hazards

2.1 Anti-hail rocket firings

Anti-GR rocket FRNG may constitute a hazard to air navigation. Air traffic in controlled airspace will be informed about ACT anti-GR rocket FRNG areas.
See also Figure 1.
- Anti-GR rocket FRNG can be ACT at short notice.
- No information about anti-GR rocket FRNG is published by DABS.
- Information about ACT anti-GR rocket FRNG areas can be obtained from
  FIC GENEVA on 126.350 MHz (for shootings within CTA GENEVA) or
  FIC ZURICH on 124.700 MHz (for shootings within CTA ZURICH).

Figure 1. Anti-hail rocket firing areas



8.2 Restricted areas for gliders within TMA

LSR FOR GLIDERS WITHIN TMA

Airspace class within these LSR for gliders within TMA changes to E when active.
Standard distances to clouds apply:
- vertically: 300 m
- horizontallly: 1500 m

NO IFR Traffic allowed in these LSR for gliders
Other VFR TFC into this type of LSR for gliders is allowed with approval from the designated ATS unit

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR69T **SCHAFFHAUSEN EAST**	47 44 10 N 008 49 18 E - 47 44 17 N 008 47 06 E - 47 42 33 N 008 37 55 E - 47 42 25 N 008 36 54 E - 47 46 17 N 008 33 10 E - 47 46 43 N 008 44 58 E - 47 44 10 N 008 49 18 E	*6500 (2000)* --- *5500 (1700)*	Phone: +41 (0) 43 931 69 61	Approval request by head of aerodrome Schaffhausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR70AT **SCHAFFHAUSEN WEST**	47 42 04 N 008 34 05 E - 47 41 58 N 008 31 01 E - 47 46 01 N 008 28 28 E - 47 46 06 N 008 32 02 E - 47 46 17 N 008 33 10 E - 47 42 25 N 008 36 54 E - 47 42 04 N 008 34 05 E	*6500 (2000) or 5500 (1700)* --- *4500 (1350)*	Phone: +41 (0) 43 931 69 61	
LSR70BT **SCHAFFHAUSEN NORTH**	47 46 01 N 008 28 28 E - 47 47 33 N 008 28 09 E - 47 47 34 N 008 30 47 E - 47 46 17 N 008 33 10 E - 47 46 06 N 008 32 02 E - 47 46 01 N 008 28 28 E	*6500 (2000)* --- *4500 (1350)*	Phone: +41 (0) 43 931 69 61	
LSR71T **SCHAFFHAUSEN SOUTH**	47 41 58 N 008 31 01 E - 47 40 18 N 008 32 04 E - 47 40 31 N 008 34 56 E - 47 41 24 N 008 37 52 E - 47 42 25 N 008 36 54 E - 47 42 04 N 008 34 05 E - 47 41 58 N 008 31 01 E	*5500 (1700)* --- *4500 (1350)*	Phone: + 41 (0) 43 931 69 61	
LSR72T **BOHLHOF**	47 39 03 N 008 25 49 E - Arc of circle centred on - 47 39 02 N 008 23 01 E - Radius 1.89 NM, clockwise 47 39 01 N 008 20 13 E - 47 41 19 N 008 20 13 E - 47 41 36 N 008 20 50 E - 47 41 19 N 008 25 51 E - 47 39 03 N 008 25 49 E	*3500 (1050)* --- *3000 (900)*		Available from: SR-SS Approval request by head of aerodrome Bohlhof with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR73T **WINTERTHUR WEST**	47 30 01 N 008 56 54 E - 47 31 01 N 008 49 52 E - 47 30 58 N 008 48 29 E - 47 32 19 N 008 47 50 E - 47 33 07 N 008 49 19 E - 47 30 54 N 008 54 44 E - 47 30 01 N 008 56 54 E	*5500* *(1700)* --------- *4500* *(1350)*		Approval request by head of aerodrome Winterthur with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR74T **WINTERTHUR EAST**	47 32 40 N 009 03 46 E - 47 30 58 N 009 05 07 E - 47 28 51 N 009 04 58 E - 47 30 01 N 008 56 54 E - 47 30 54 N 008 54 44 E - 47 33 19 N 008 55 08 E - 47 32 40 N 009 03 46 E	*6500* *(2000)* --------- *5500* *(1700)*		
LSR75T **DITTINGEN WEST**	47 25 56 N 007 23 04 E - 47 24 45 N 007 22 49 E - 47 25 27 N 007 15 16 E - Swiss border line - 47 25 56 N 007 23 04 E	*5000* *(1525)* --------- *3000* *(900)*		Exclusive usage from aerodrome Dittingen.
	47 27 30 N 007 25 41 E - 47 27 39 N 007 29 21 E - Arc of circle 1.35 NM radius clockwise centred on 47 26 18 N 007 29 28 E - 47 26 48 N 007 31 19 E - 47 26 06 N 007 31 44 E - 47 23 43 N 007 32 32 E - 47 24 45 N 007 22 49 E - 47 25 56 N 007 23 04 E - Swiss border line - 47 27 30 N 007 25 41 E	*5000* *(1525)* --------- 1000 AGL (300)		
LSR76T **DITTINGEN EAST**	47 26 06 N 007 31 44 E - 47 27 00 N 007 39 00 E - 47 28 58 N 007 44 25 E - 47 25 52 N 007 46 41 E - 47 23 00 N 007 39 30 E - 47 23 43 N 007 32 32 E - 47 26 06 N 007 31 44 E	*5000* *(1525)* --------- 1000 AGL (300)		
LSR77T **ALBIS**	47 15 31 N 008 36 56 E - 47 15 25 N 008 36 18 E - 47 13 59 N 008 26 15 E - 47 18 28 N 008 23 30 E - 47 19 10 N 008 34 10 E - 47 15 31 N 008 36 56 E	*7500* *(2300)* or *6500* *(2000)* --------- *5500* *(1700)*		Activation only when Zurich TMA S1/S2/S3 is not active. Approval request by head of aerodrome Hausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.

9. List of glider areas (over French delegated territory)

TMA Lyon part 6.1 (Oyonnax North)	46 21 48 N 005 24 28 E - 46 28 38 N 005 36 22 E - 46 18 44 N 005 44 36 E - 46 14 14 N 005 34 35 E - 46 21 48 N 005 24 28 E	*2600* (FL 85) / *2300* (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz. Deactivated as written in the protocol. Info available on GLD ATIS **124.755** MHz. When deactivated, mandatory monitoring on **121.130 MHz**.
LF R 135 (Oyonnax South)	46 18 44 N 005 44 36 E - 46 16 10 N 005 46 43 E - 46 08 54 N 005 36 03 E - 46 09 13 N 005 34 25 E - 46 14 14 N 005 34 35 E - 46 18 44 N 005 44 36 E	*2600* (FL 85) / *2300* (FL 75)		Clearance by ALPS RADAR **119.175** MHz required. For transit flights only.
TMA Geneva part 4.1 (St-Claude North)	46 28 38 N 005 36 22 E - 46 30 00 N 005 35 10 E - 46 30 00 N 005 53 26 E - 46 34 34 N 006 06 39 E - follow border to next point 46 27 05 N 006 04 42 E - 46 22 22 N 005 57 47 E - 46 18 44 N 005 44 36 E - 46 28 38 N 005 36 22 E	*2600* (FL 85) / *2300* (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz. Deactivated as written in the protocol. Info available on GLD ATIS **124.755** MHz. When deactivated, mandatory monitoring on **121.130 MHz**.
LF R 219 (St-Claude South)	46 15 16 N 005 47 28 E - 46 18 44 N 005 44 36 E - 46 22 22 N 005 57 47 E - 46 15 16 N 005 47 28 E	*2600* (FL 85) / *2300* (FL 75)		Clearance by ALPS RADAR **119.175** MHz required. For transit flights only.

10. Restricted areas within CTR

Airspace Class G

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR84A SPECK SOUTH	47 23 53 N 008 44 20 E - 47 23 38 N 008 45 08 E - 47 23 01 N 008 45 04 E - 47 20 05 N 008 48 32 E - 47 17 35 N 008 47 21 E - 47 17 35 N 008 46 54 E - 47 18 26 N 008 45 33 E - 47 20 41 N 008 46 13 E - 47 21 37 N 008 45 11 E - 47 22 41 N 008 43 14 E - 47 23 17 N 008 43 24 E - 47 23 53 N 008 44 20 E	*2500 (750)* --- GND	LSZK Aerodrome **120.355** MHz	Active when CTR LSMD is active **No IFR traffic allowed, only VFR traffic to/from Speck.** HEMS Flights in active Restricted Areas: REF ENR 5.1 §1.1
LSR84B SPECK NORTH	47 24 27 N 008 45 38 E - 47 22 49 N 008 49 51 E - 47 20 05 N 008 48 32 E - 47 23 01 N 008 45 04 E - 47 23 38 N 008 45 08 E - 47 23 53 N 008 44 20 E - 47 23 58 N 008 44 27 E - 47 24 27 N 008 45 38 E	*3000 (900)* --- GND	LSZK Aerodrome **120.355** MHz	Active when CTR LSMD is active **No IFR traffic allowed, only VFR traffic to/from Speck.** HEMS Flights in active Restricted Areas: REF ENR 5.1 §1.1

11. Special rules for free balloon flights

11.1 General

For free balloon flights
- the Ordinance on the Rules of the AIR (SR 748.121.11), as well as
- the special rules set out hereafter (notably, SR 748.941) are applicable.

11.2 Radio communication

5 minutes before entering classes C and D airspace, radio contact with the competent ATC unit shall be established and maintained during the flight.
In case of interruption of the radio communication during flight in **classes C and D airspace,** the following procedure shall be applied:
a. set code 7600 on the SSR transponder; and when continuing the flight maintain the last reported altitude or a lower altitude; or
b. leave the controlled airspace by the shortest route (laterally or vertically).

11.3 Frequencies

The frequencies **122.255** MHz and **122.130** MHz are available for radio communications between balloons and between balloons and retrieving vehicles. See §15: FREQUENCIES FOR SPECIAL USE.

11.4 ATC instructions

The competent ATC unit can impose certain conditions for a flight if the traffic situation requires it.
The instructions of ATC are mandatory.

11.5 SSR-transponder

For flights in classes C and D airspace, the carriage of an operational SSR transponder
(Mode A/C or Mode S) is required, except in CTR's.
It shall be switched on upon instruction by ATC.

11.6 Ascents in ground fog conditions

See ENR-1.8, § 2.

11.7 Flights by night

3 HR prior to the planned take-off, at the latest, a flight plan shall be filed with the competent ATS unit.

Ascents and flights in classes C and D airspace are only permitted with a clearance from the competent ATC unit.

Ascents and flights in the whole airspace during military night flights are only permitted with a clearance from the competent ATC unit.

In case of radio failure during a flight by night within classes C and D airspace, the procedure detailed in 12.2 applies.

If the airspace in question can only be left by executing a landing, such a landing may be delayed until morning civil twilight, provided the radio failure occurred less than 30 MIN before the beginning of morning civil twilight.

11.8 Flights crossing the national border

For flights to Germany, Austria and France, consult the instructions of FOCA of 10 MAY 1978 (on reverse of "Laissez-passer" form), with respect to customs clearance.

For flights to Germany and Italy, a flight plan must be filed 60 MIN prior to ascent with the appropriate Air Traffic Control unit.

For flights to France, a flight plan must be filed with the appropriate Air Traffic Control unit, as a rule by radio, shortly before crossing the border.

Ascents by night in France are basically prohibited. Requests for exemption permission have to be addressed to:

Post: Direction de la Navigation Aérienne,
48, rue Camille Desmoulins,
F-92452 Issy-les-Moulineaux.

LSZB 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 14 (1)	APCH LGT	*1678*	46 54 25 N 007 30 21 E	Antenna LGTD	*1873*	46 53 45 N 007 29 45 E	
AOC 14 (2)	Pole	*1682*	46 54 24 N 007 30 23 E	Antenna marked/LGTD	*1703*	46 55 02 N 007 29 39 E	
AOC 14 (3)	Antenna	*1684*	46 54 22 N 007 30 19 E	Antenna	*2044*	46 54 52 N 007 30 49 E	
AOC 14 (4)	Antenna	*1692*	46 54 22 N 007 30 20 E	Pole marked/LGTD	*1741*	46 54 16 N 007 30 21 E	B1012/09
AOC 14 (5)	Antenna	*1693*	46 54 22 N 007 30 20 E	Antenna	*2018*	46 56 06 N 007 29 26 E	
AOC 14 (6)	APCH LGT	*1694*	46 54 16 N 007 30 32 E	Tree/Trees	*1729*	46 55 08 N 007 29 20 E	
AOC 14 (7)	Building	*1713*	46 54 13 N 007 30 42 E	Tree/Trees	*1713*	46 54 32 N 007 29 45 E	
AOC 14 (8)	Building	*1718*	46 54 13 N 007 30 43 E	Antenna LGTD	*2500*	46 56 56 N 007 30 08 E	
AOC 14 (9)	Tree/Trees	*1722*	46 54 13 N 007 30 44 N	Antenna marked/LGTD	*2697*	46 52 57 N 007 31 14 E	
AOC 14 (10)	Building	*1726*	46 54 13 N 007 30 45 E	Crane/Cranes marked/LGTD	*1772*	46 54 44 N 007 30 10 E	B0026/22
AOC 14 (11)	Power line	*1757*	46 54 05 N 007 30 59 E	Chimney LGTD	*2037*	46 55 56 N 007 30 37 E	
AOC 14 (12)	Tree/Trees	*1901*	46 53 06 N 007 31 31 E	Antenna marked/LGTD	*3351*	46 54 02 N 007 26 03 E	B0107/09
AOC 14 (13)	Tree/Trees	*1927*	46 53 00 N 007 31 37 E	Wind cone LGTD	*1726*	46 54 48 N 007 30 01 E	B0538/03
AOC 14 (14)	Tree/Trees	*1935*	46 52 57 N 007 31 39 E	Building	*1994*	46 56 39 N 007 28 25 E	B0493/10
AOC 14 (15)	Tree/Trees	*1971*	46 52 56 N 007 31 40 E	Antenna marked/LGTD	*1703*	46 55 02 N 007 29 39 E	B0232/11
AOC 14 (16)	Tree/Trees	*1989*	46 52 55 N 007 31 41 E	Antenna marked/LGTD	*1772*	46 54 45 N 007 30 07 E	B0820/05
AOC 14 (17)	Tree/Trees	*2125*	46 52 08 N 007 32 25 E	Antenna marked/LGTD	*2710*	46 52 56 N 007 31 14 E	B0468/06
AOC 14 (18)	Tree/Trees	*2151*	46 52 07 N 007 32 26 E	Antenna marked/LGTD	*2937*	46 55 09 N 007 26 13 E	B0506/06
AOC 14 (19)	Tree/Trees	*2163*	46 52 02 N 007 32 31 E	Antenna marked/LGTD	*1741*	46 54 54 N 007 29 57 E	B0454/22
AOC 14 (20)	Tree/Trees	*2357*	46 50 47 N 007 35 42 E	Anemometer marked/LGTD	*1709*	46 54 30 N 007 30 21 E	B0616/07
AOC 14 (21)	Tree/Trees	*2379*	46 50 49 N 007 35 48 E	Crane/Cranes marked/LGTD	*1969*	46 54 48 N 007 28 20 E	B0466/22
AOC 14 (22)	Tree/Trees	*2402*	46 50 47 N 007 35 47 E	Anemometer marked/LGTD	*1702*	46 55 00 N 007 29 43 E	B0615/07
AOC 32 (1)	Fence	*1673*	46 55 11 N 007 29 29 E	Antenna marked/LGTD	*1685*	46 54 22 N 007 30 21 E	
AOC 32 (2)	Pole	*1674*	46 55 13 N 007 29 22 E	Antenna marked/LGTD	*1706*	46 55 01 N 007 29 40 E	B0231/11
AOC 32 (3)	Pole	*1677*	46 55 14 N 007 29 21 E	Chimney LGTD	*2042*	46 57 06 N 007 24 51 E	B0542/12

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 32 (4)	Pole	*1679*	46 55 15 N 007 29 20 E	Crane/Cranes marked/LGTD	*1928*	46 56 42 N 007 27 48 E	B1163/21
AOC 32 (5)	Pole	*1682*	46 55 16 N 007 29 19 E	Antenna marked/LGTD	*2088*	46 57 06 N 007 24 51 E	B0830/17
AOC 32 (6)	Pole	*1683*	46 55 17 N 007 29 17 E	Antenna marked/LGTD	*2913*	46 53 11 N 007 28 41 E	
AOC 32 (7)	Building	*1686*	46 55 19 N 007 29 17 E	Antenna marked/LGTD	*3703*	46 58 40 N 007 31 43 E	
AOC 32 (8)	Pole	*1719*	46 55 26 N 007 29 07 E	Crane/Cranes marked/LGTD	*1876*	46 55 38 N 007 27 27 E	B1436/21
AOC 32 (9)	Tree/Trees	*1749*	46 55 24 N 007 29 00 E	Building LGTD	*2174*	46 57 22 N 007 28 51 E	B1374/21
AOC 32 (10)	Tree/Trees	*1765*	46 55 31 N 007 29 12 E	Crane/Cranes marked/LGTD	*1845*	46 53 13 N 007 30 01 E	B0541/22
AOC 32 (11)	Tree/Trees	*1780*	46 55 26 N 007 28 59 E	Crane/Cranes marked/LGTD	*1944*	46 56 01 N 007 28 26 E	B0326/22
AOC 32 (12)	Tree/Trees	*1784*	46 55 25 N 007 28 58 E	Crane/Cranes marked/LGTD	*1911*	46 55 47 N 007 28 29 E	B1492/20
AOC 32 (13)	Tree/Trees	*1844*	46 55 40 N 007 29 02 E	Crane/Cranes marked/LGTD	*1918*	46 56 00 N 007 28 23 E	B0206/22
AOC 32 (14)	Tree/Trees	*1855*	46 55 39 N 007 28 55 E	Crane/Cranes marked/LGTD	*1796*	46 54 44 N 007 30 10 E	B0142/22
AOC 32 (15)	Tree/Trees	*1858*	46 55 41 N 007 28 56 E				
AOC 32 (16)	Tree/Trees	*1881*	46 55 42 N 007 28 55 E				
AOC 32 (17)	Tree/Trees	*1920*	46 56 03 N 007 28 39 E				
AOC 32 (18)	Tree/Trees	*1923*	46 56 03 N 007 28 35 E				
AOC 32 (19)	Tree/Trees	*1925*	46 56 04 N 007 28 37 E				
AOC 32 (20)	Tree/Trees	*1936*	46 56 04 N 007 28 36 E				
AOC 32 (21)	Building	*2084*	46 56 50 N 007 27 04 E				
Refer also to LSZB AOC charts LSZB AD 2.24.4 Number in brackets is equivalent to identification number on AOC							

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	SALS 420 m, LIH, LED	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

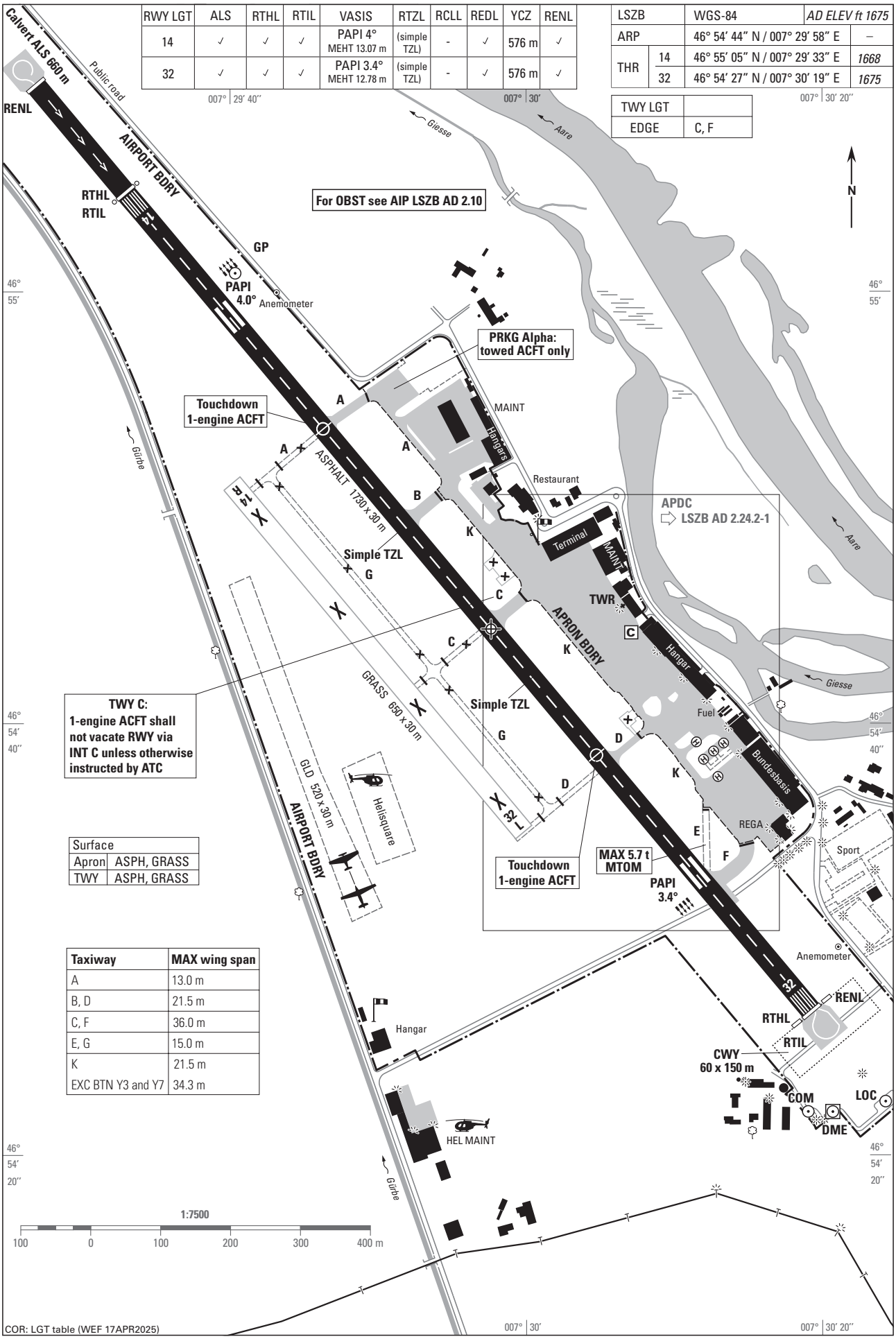
1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	No LDI Anemometer: RWY 14: 255 m SE of THR 14, LGTD. RWY 32: 100 m N of THR 32, LGTD.
3	**TWY edge and centre line lighting**	Edge TWY C (LED) and TWY F (no LED). Turn pads 14 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)

LSZB AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

LSZB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

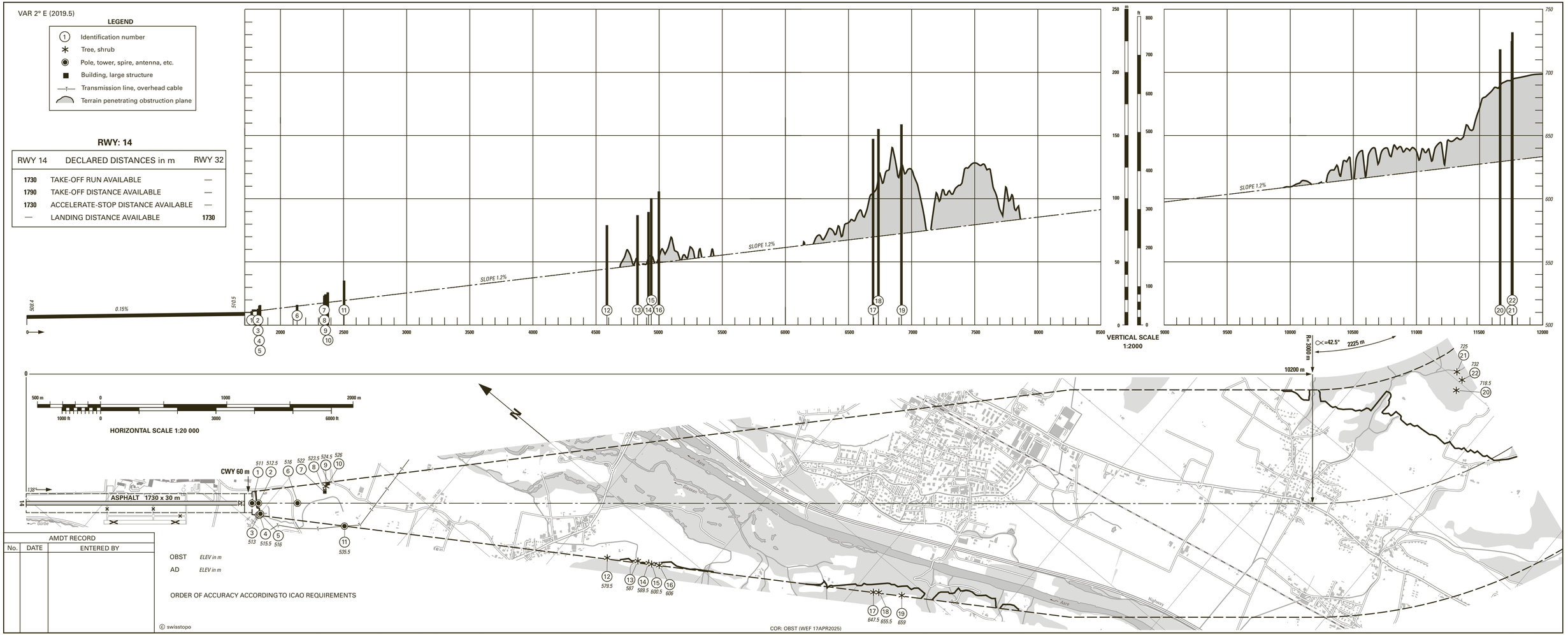
The information on visual segment surface penetration is published on the respective instrument approach chart.
See LSZB AD 2.24 for details.

THIS PAGE INTENTIONALLY LEFT BLANK



COR: LGT table (WEF 17APR2025)

THIS PAGE INTENTIONALLY LEFT BLANK


VAR 2° E (2019.5)
LEGEND
Identification number
Tree, shrub
Pole, tower, spire, antenna, etc.
Building, large structure
Transmission line, overhead cable
Terrain penetrating obstruction plane
RWY: 14
RWY 14 DECLARED DISTANCES in m RWY 32
1730 TAKE-OFF RUN AVAILABLE —
1790 TAKE-OFF DISTANCE AVAILABLE —
1730 ACCELERATE-STOP DISTANCE AVAILABLE —
— LANDING DISTANCE AVAILABLE 1730
508.4
0.15%
510.5
SLOPE 1.2%
SLOPE 1.2%
SLOPE 1.2%
VERTICAL SCALE
1:2000
HORIZONTAL SCALE 1:20 000
CWY 60 m
ASPHALT 1730 x 30 m
138°
18
511 512.5 516 522 523.5 524.5 526
513 515.5 516 535.5
579.5 587 588.5 600.5 606
647.5 655.5 659
725 732 718.5
R=3000 m
α=42.5°
2225 m
10200 m
AMDT RECORD
No. DATE ENTERED BY
OBST ELEV in m
AD ELEV in m
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS
© swisstopo
COR: OBST (WEF 17APR2025)

THIS PAGE INTENTIONALLY LEFT BLANK

VISUAL APPROACH PROCEDURE

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

BERN-BELP (LSZB)
CITY CIRCLING RWY 32

ELEV 1675 ft (511 m)

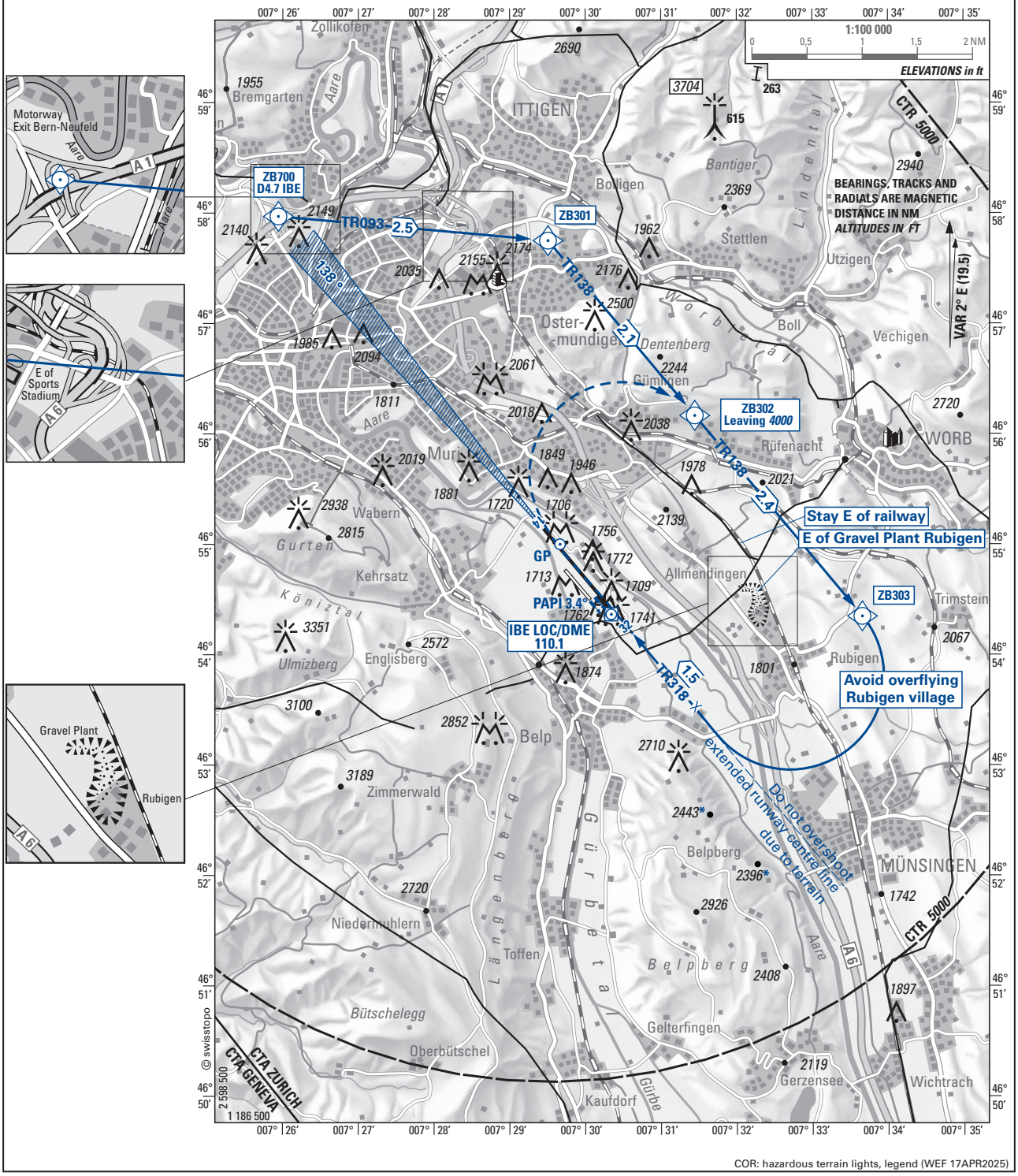
	CAT A	CAT B	CAT C
Circling RWY 32 OCA/H	***3190*** / 1515	***3210*** / 1535	***3320*** / 1645
Circling RWY 32 MDA/H	***4000*** / 2330	***4000*** / 2330	***4000*** / 2330
Visibility m	**5000**	**5000**	**5000**

Circling speed MAX IAS 150kt

WPT in circling to be used for reference only

PROCEDURE ASSIGNED FOR NOISE ABATEMENT

*** When ALS RWY 32 in use, red fixed LGT denoting hazardous terrain**



COR: hazardous terrain lights, legend (WEF 17APR2025)

THIS PAGE INTENTIONALLY LEFT BLANK

VISUAL APPROACH PROCEDURE

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

BERN-BELP (LSZB)
ROMEO CIRCLING RWY 32

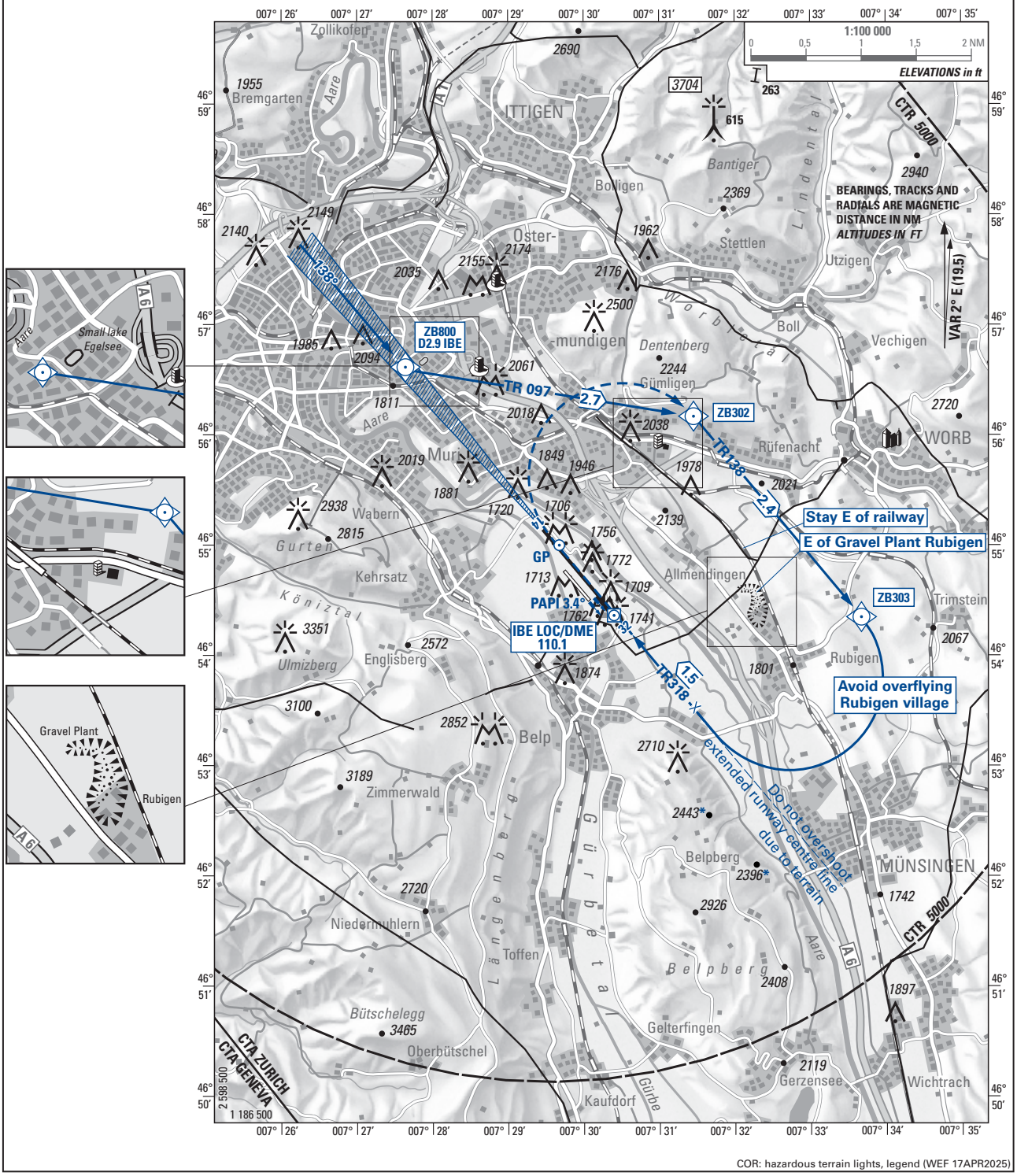
ELEV 1675 ft (511 m)

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

Circling speed MAX IAS 150kt

WPT in circling to be used for reference only

*** When ALS RWY 32 in use, red fixed LGT denoting hazardous terrain**



COR: hazardous terrain lights, legend (WEF 17APR2025)

THIS PAGE INTENTIONALLY LEFT BLANK

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 RWY 06/24 (CAT A/B)	LSZC AD 2.24.10 - 1
IAC Visual APCH PROC RWY 06/24	LSZC AD 2.24.10 - 3

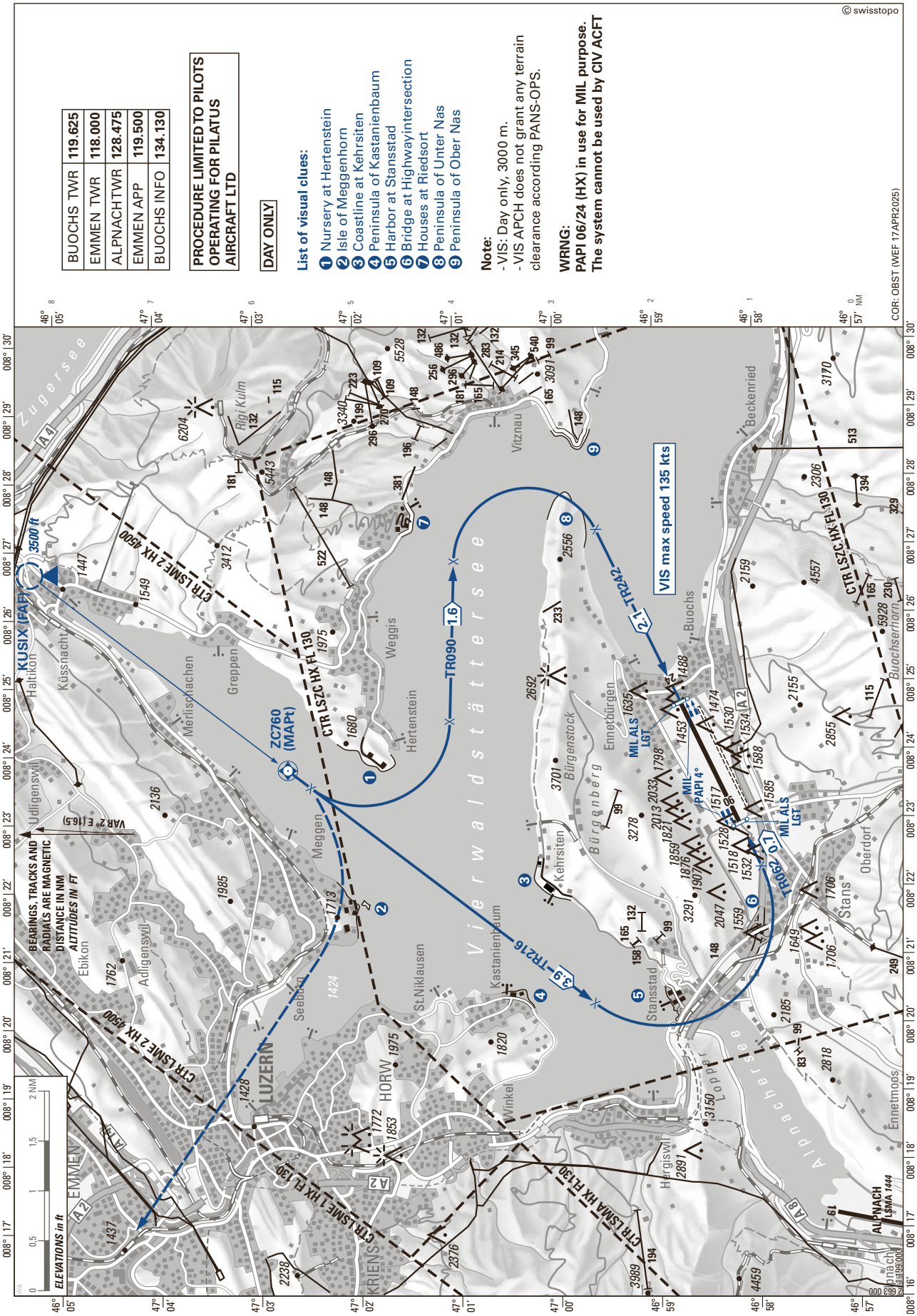
LSZC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

VISUAL APPROACH PROCEDURE

ELEV 1475 ft (450 m)

BUOCHS (LSZC)
RWY 06/24



THIS PAGE INTENTIONALLY LEFT BLANK

LSGC AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Back-up Definition			Purpose
	LAT	LONG	Radial	DME	NAV	
1	2		3			4
ARPUS	N 47 40 21.3	E 006 39 56.8	---	---	---	STAR LSGC
BOMEC	N 47 10 50.4	E 006 59 26.9	---	---	---	STAR/SID LSGC
GC610	N 47 06 47.5	E 006 51 09.6	---	---	---	SID LSGC
GC611	N 47 09 58.1	E 006 57 39.6	---	---	---	SID LSGC
GC630	N 47 02 41.4	E 006 43 37.2	---	---	---	SID LSGC
GC631	N 47 00 33.2	E 006 40 05.0	---	---	---	SID LSGC
GC701	N 47 16 31.0	E 007 11 08.4	---	---	---	IAC LSGC
GC704	N 47 02 51.0	E 006 43 07.8	---	---	---	IAC LSGC
GC706	N 47 16 54.1	E 007 03 49.5	---	---	---	IAC LSGC
GC750	N 46 57 07.2	E 006 33 35.2	---	---	---	IAC LSGC
GC751	N 46 59 13.5	E 006 37 16.3	---	---	---	IAC LSGC
GC752	N 47 04 41.6	E 006 46 53.0	---	---	---	IAC LSGC
GC753	N 47 11 16.7	E 006 58 31.9	---	---	---	IAC LSGC

LSGC AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSGC AD 2.24.1 - 1
Aircraft Parking / Docking Chart	LSGC AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 05/23	LSGC AD 2.24.4 - 1
Visual SID RWY 05 - RNAV 1	LSGC AD 2.24.7 - 1
Visual SID RWY 23 - RNAV 1	LSGC AD 2.24.7 - 3
STAR ARPUS to PALLU - RNAV 1	LSGC AD 2.24.9 - 1
STAR to PALLU - RNAV 1	LSGC AD 2.24.9 - 3
IAC RNP RWY 05 (CAT A/B)	LSGC AD 2.24.10 - 1
IAC RNP RWY 23 (CAT A/B)	LSGC AD 2.24.10 - 3

LSGC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

THIS PAGE INTENTIONALLY LEFT BLANK

8.3.4 Push-back and tow procedures

In all cases, the ACFT rotating beacon shall be operated during the push-back procedure.
If security requires, ”Follow me” vehicles will escort ACFT during the push-back procedure.
Request ATC clearance with ”Geneva Ground”, FREQ **121.680** MHz.
Start-up shall be initiated during push-back unless otherwise instructed by “Geneva Apron”, FREQ **121.855** MHz.
Request push-back and start-up clearance with ”Geneva Apron”, FREQ **121.855** MHz.
For the towing or push-back of an operating ACFT a general AUTH will only be given to the cockpit crew. Detailed instructions will be transmitted directly to the driver.
All instructions for the tow or push-back of ACFT with MAINT personnel in the cockpit will be transmitted directly by ”Geneva Apron” on the tow vehicle’s FREQ to the driver.

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

All ACFT operators and handling agents must ensure, H24 and within a MAX of one HR, that push-back equipment and personnel, as well as an authorised cockpit brake operator, are AVBL for their ACFT. Due to operational reasons, Genève AP Authorities may ask for the repositioning of an ACFT. Towing costs will be charged to the operator.
Parking PSNs GOLF for General Aviation FLTs:
Push-back into PSNs GOLF 1 - 4 is mandatory on ARR. Passengers must remain on board until the ACFT is in the final parking PSN and secured.

9. Run-up

Run-ups are subject to a prior AUTH of the Genève AP Authority (Operation Division), “Apron Control”,
Phone: 7141, 7140.

10. Fuelling with passengers on board

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

10.1 Conditions

Authorised only with JET A-1 fuel.
Not permitted on ACFT with MTOW less than 5700 kg and/or with a capacity of less than 20 seats.
Defuelling with passengers on board is strictly prohibited.

10.2 Procedure

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

At least two exits must be accessible by a jetty or mobile stairs. If not applicable, CLR EMERG slide deployment areas must be guaranteed.
The ACFT cockpit must be occupied by a pilot and communication with ground personnel must be established during the operation.

11. Code letter F aircraft

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

LSGG AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

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

Pilots may deviate from Noise Abatement Procedures only upon instruction by ATC, previous AUTH of Genève AP Authority or FOCA, or for safety reasons.

The term “Night“ covers the period between 2100 and 0459 (2000 and 0359). The term “Day“ covers the period between 0500 and 2059 (0400 and 1959).

Training and check FLTs are prohibited at night.

The North Apron (GAC) is CLSD at night, except for ambulance FLTs and towed ground movements.

TKOFs of jet ACFT with a noise certificate in accordance with the standards of ICAO Annex 16, Volume I, Second Part, Chapter 2 are prohibited.

As of 30 MAR 2008, TKOFs and LDGs of ACFT complying with noise certification requirements of ICAO Annex 16, Volume I, Part 2, Chapter 3 by a margin equal to or lower than 5dbA are prohibited at night.

2. Arrival

2.1 ILS approach

ILS APCH shall be carried out at an angle equal to or above the GP angle established for each direction as defined by the ILS profile.

The descent shall be planned as to maintain a clean configuration as long as possible, considering safety and ATC requirements.

2.2 RWY 22: Arrival from the South

Pilots may be vectored to join the APCH axis at latest 11NM touchdown.

2.3 Visual approach

If cleared for visual APCH, pilots will be instructed to join or be established on the APCH axis as follows:

- for RWY 22: at latest 8.1NM touchdown (GG808), MNM *4000 ft QNH*, for arrivals from the north, or at latest 11 NM touchdown (GG811), MNM *4000 ft QNH*, for arrivals from the south.
- for RWY 04: at latest 5.6NM touchdown (PAS VOR).

2.4 Landing

More than idle reverse shall not be used except for safety reasons or if necessitated to comply with an ATC request.

3. Departure

Follow strictly published SIDs for RWY 04 and 22 (LSGG AD 2.24), in order to minimise noise around Genève AP.

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

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

Above 5000 ft/AGL, ATC may permit pilots to deviate from SIDs to shorten the path towards the DEST.
Adherence to Noise Abatement Procedures is automatically MNT by a noise MNT system.

4. Visual circuit

Visual circuit for jet and propeller ACFT shall be flown on the northern side of the AP, as follows:

- right (RWY 22) or left (RWY 04) turns for cross-wind at 4 DME ILS (04/22)
- CMB to 3500 ft, max IAS 180 kts,
- base-leg on ATC instruction.

LSGG AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

LSGG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

THIS PAGE INTENTIONALLY LEFT BLANK

LSZG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Grenchen Tower	120.105 MHz	HX	
		119.700 MHz	HX	ALTN FREQ Language: En; En and Ge for Non-Commercial VFR traffic.
		121.500 MHz	HX	EMERG
RMZ	Grenchen Aerodrome	120.105 MHz	HX	Language: En
		119.700 MHz	HX	ALTN FREQ
		121.500 MHz	HX	EMERG
ATIS		121.105 MHz	H24	Phone: +41 (0) 32 396 96 33
GND	Grenchen Ground	121.805 MHz	HX	CTR active only Language: En; En and Ge for Non-Commercial VFR traffic.

LSZG 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						

LSZG AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions:

Simultaneous movements between the grass runways 06L / 24R incl. or FATO or 06R / 24L and the concrete runway and also between RWY 06R / 24L and the glider RWY are not permitted.
No simultaneous helicopter operation on H1, H2 and H3.

Blocking times for specified activities within the airport area (CTR/RMZ).

- Circuits and target landing exercises:

MON-SAT: before 0700 (0600), 1115-1245 (1015-1145), after 1900 (1800).

SUN + HOL: before 0930 (0830), 1115-1245 (1015-1145), after 1600 (1500).
Good Friday, Easter Sunday, Ascension Day, Whitsunday, Corpus Christi, Assumption, All Saints Day.

- Glider towing:

MON-SAT: before 0700 (0600), 1115-1245 (1015-1145), after 1900 (1800).

SUN + HOL: before 0930 (0830), 1115-1245 (1015-1145), after 1600 (1500), excl. glider return by townplane.
Good Friday, Easter Sunday, Whitsunday.
TRNG for glider towing prohibited on, Ascension Day, Corpus Christi, Assumption, All Saints Day

- Aerobatics with powered aircraft:

MON-FRI: before 0700 (0600), 1115-1245 (1015-1145), after 1800 (1700).

SAT: before 0800 (0700), 1115-1400 (1015-1300), after 1700 (1600).

SUN + HOL: before 1400 (1300), after 1600 (1500).
Good Friday, Easter Sunday, Whitsunday. No school and TRNG Flights: Ascension Day, Corpus Christi, Assumption, All Saints Day

- Flights for Parachute dropping operations:

MON-SAT: before 0700 (0600), 1100-1245 (1000-1145), after 1900 (1800).

SUN + HOL: before 0930 (0830), 1100-1245 (1000-1145),after 1800 (1700).
Good Friday, Easter Sunday, Whitsunday.
MAX of 6 FLT's daily permitted on Ascension Day, Corpus Christi, Assumption, All Saints Day.

Night FLTs subject to PPR. Requests to AD operator not later than 1500 (1400).
HOL with same restrictions as SUN: 1st of August.

2. Procedures applicable in the Control Zone

Arrivals:

- For IFR training FLTs, 1 APCH is granted, succeeding APCH are subject to ATC.
- Arriving ACFT shall leave the RWY only via ASPH TWY A or D, unless otherwise instructed by the TWR and may taxi without clearance up to A1 or D1.
- When instructed to vacate via B, C or N cross RWY 06L/24R and hold at B1, C1 or N1.
- Each additional movement to the parking position requires a taxi clearance from TWR/GND.
- In certain cases, final guidance will be provided by an aircraft marshaller. (REF: LSZG AD 2.24.1-1 / 2.24.2 -1).

Departures:

- For IFR FLT, the REQ for start-up clearance to Grenchen TWR/GND, with an indication of ATIS designator, is compulsory.
- Departing ACFT shall taxi from the parking position as instructed by TWR/GND. (REF: LSZG AD 2.24.1-1 / 2.24.2 -1).
- Run-up at Holding Position.
- Single engine aircraft are considered to depart from the following intersections (TORA see LSZG AD 2.13):
  RWY 06: Intersections A and B
  RWY 24: Intersections D and C
  If a backtrack is needed (performance / noise abatement) PIC shall advise ATC at the holding point during his ready for departure message, i.e "ready for departure, request backtrack".
- ARVAN SID is not available.

3. Procedure applicable in the Radio Mandatory Zone

General

All flights:

- Apply the principle "see and avoid" in accordance with the visibility distances and proximity to clouds specified for the airspace class concerned and apply MAX IAS 140 kt.
- Crew is responsible for own separation to other traffic and obstacles in the RMZ and on the movement area.
- Check ATIS Grenchen 121.105 MHz.
- Comply with dedicated RMZ run-up positions, if applicable (REF: LSZG AD 2.24.1-3 / 2.24.2 -3).
- Make blind calls to report intentions and changes in altitude and direction. Use ATIS identifier on initial radio transmission.
- Report "begin of Downwind" / "Base" and "Final" for RWY 06(06L/R) or RWY 24(24L/R).
- Simultaneous movements are not permitted between:
  - the grass runways 06L/24R incl. FATO or 06R/24L and the concrete runway.
  - 06R/24L and the glider strip.

All IFR operations (departures and arrivals)

- Are subject to PPR. The Airport slot shall be obtained from Grenchen Airport (+41 (0)32 396 96 96). The Airport slot number shall be entered in the ICAO flight plan field 18 REMARKS.
- PIC shall state his mobile phone number in the ICAO flight plan field 18 REMARKS.
- Bern APP applies the principle "one at a time".

IFR Approaches

- Bern APP will provide RWY in use and QNH. No other flight or airport information services are provided.
- Approach clearance is provided according RWY in use only.
- Bern APP will terminate Radar Service and instruct crew to make blind calls on FREQ 120,105 MHz when the crew reports established on the inbound track, latest at ARVAN.
- Cancelling IFR after leaving Bern APP frequency is not allowed.
- Report 5 NM final RWY 24 and/or breaking for circling RWY06.
  RTF example: "HBXXX, 5NM final RWY 24 for landing" or "HBXXX, 5NM final RWY 24 for circling RWY 06".
- Missed approach shall be reported on the RMZ frequency. When leaving the RMZ the missed approach shall be reported immediately to Bern APP frequency 127.325 MHz.
  Note: CLR for re-entry into controlled airspace is implied with the approach clearance.
- All IFR APCH must either land, circle to land and vacate the RWY or fly the IFR missed approach procedure, if required (no VFR circuits, no missed approach for training).
- Report "runway vacated" on the RMZ frequency.
- Crew shall close the flight plan by calling 0800 437 837 (0800 IFR VFR).

LSZG AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZG100	N 47 10 59.4	E 007 25 05.5	SID/IAC LSZG
ZG201	N 47 09 58.3	E 007 21 44.6	SID LSZG
ZG202	N 46 57 54.5	E 007 16 53.3	SID LSZG
ZG501	N 47 07 58.2	E 007 21 14.8	SID LSZG
ZG502	N 47 11 05.0	E 007 33 26.8	SID LSZG
ZG503	N 47 11 22.2	E 007 27 31.2	IAC LSZG
ZG504	N 47 10 04.0	E 007 22 29.4	IAC LSZG
ZG505	N 47 08 12.8	E 007 24 08.2	IAC LSZG
ZG506	N 47 14 33.2	E 007 47 58.5	IAC LSZG
ZG601	N 47 11 14.9	E 007 27 15.4	SID LSZG
ZG602	N 47 07 32.4	E 007 22 56.7	SID LSZG
ZG603	N 47 02 50.9	E 007 20 02.2	SID LSZG
ZG604	N 47 11 40.9	E 007 30 52.1	SID LSZG
ZG605	N 47 05 29.3	E 007 29 59.8	SID LSZG
ZG606	N 46 54 48.0	E 007 20 33.3	SID LSZG
ZG800	N 46 57 29.5	E 007 17 22.9	SID LSZG

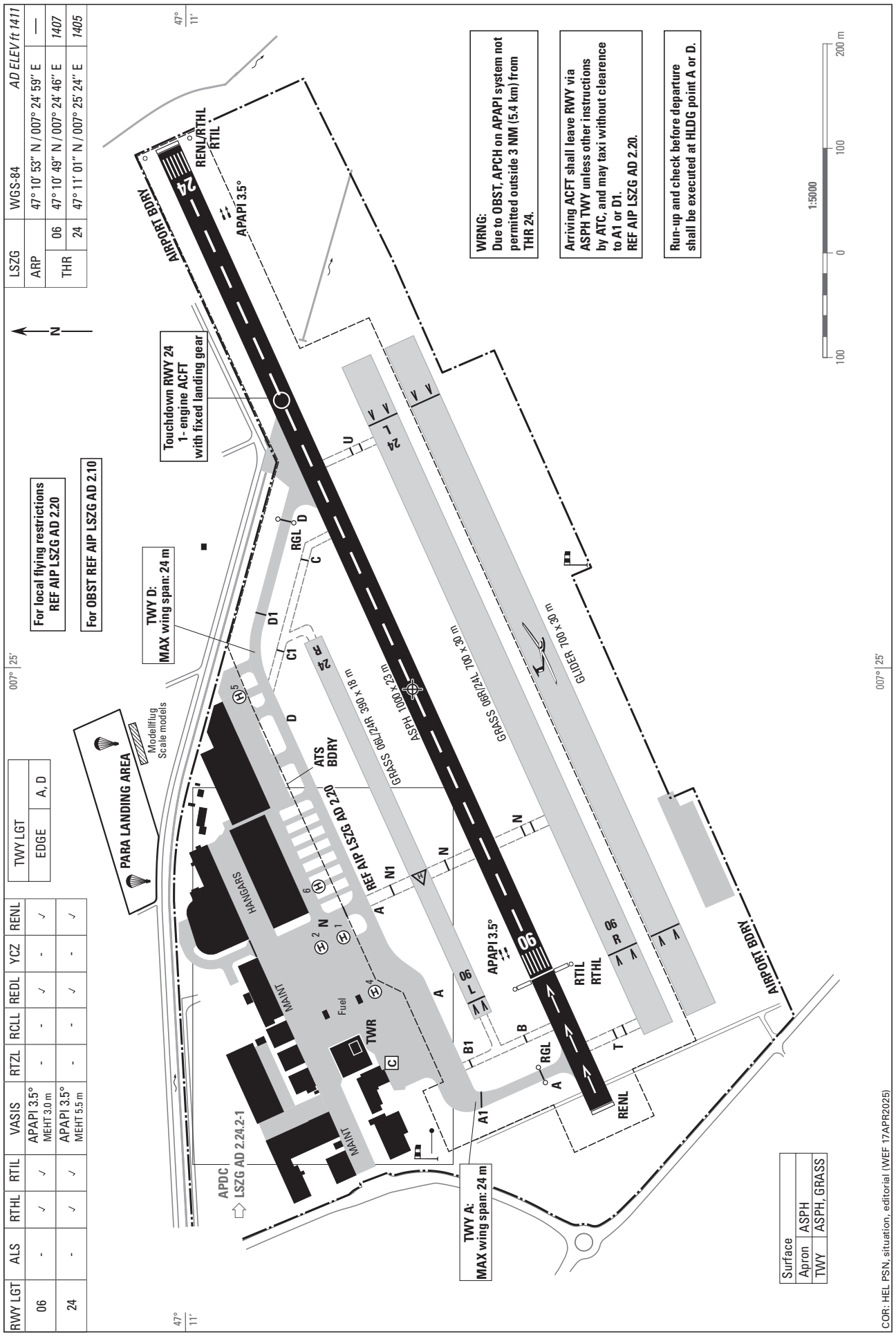
LSZG AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart - CTR	LSZG AD 2.24.1 - 1
Aerodrome Chart - RMZ	LSZG AD 2.24.1 - 3
Aircraft Parking / Docking Chart - CTR	LSZG AD 2.24.2 - 1
Aircraft Parking / Docking Chart - RMZ	LSZG AD 2.24.2 - 3
Aerodrome Obstacle Chart - Type A - RWY 06/24	LSZG AD 2.24.4 - 1
SID RWY 06/24 to ARVAN - RNAV 1	LSZG AD 2.24.7 - 1
SID RWY 06 - RNAV 1	LSZG AD 2.24.7 - 3
SID RWY 24 - RNAV 1	LSZG AD 2.24.7 - 5
Visual SID RWY 06/24 - RNAV 1	LSZG AD 2.24.7 - 7
IAC RNP RWY 24 (CAT A/B)	LSZG AD 2.24.10 - 1

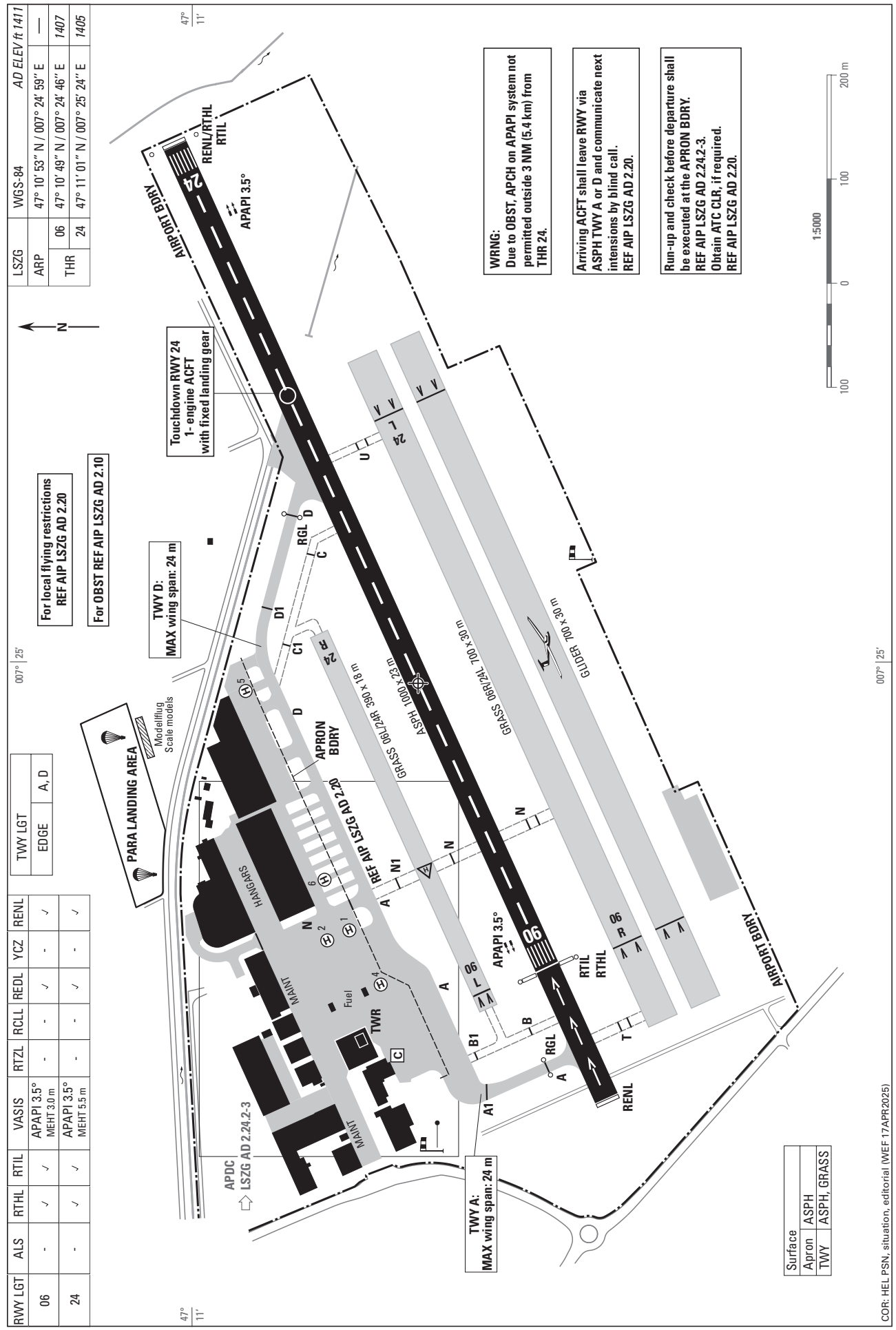
LSZG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

THIS PAGE INTENTIONALLY LEFT BLANK


LSZG | WGS-84 | AD ELEV ft 1411
ARP | 47° 10' 53" N / 007° 24' 59" E | —
THR 06 | 47° 10' 49" N / 007° 24' 46" E | 1407
THR 24 | 47° 11' 01" N / 007° 25' 24" E | 1405
RWY LGT | ALS | RTHL | RTIL | VASIS | RTZL | RCLL | REDL | YCZ | RENL
06 | - | ✓ | ✓ | APAPI 3.5° MEHT 3.0 m | - | - | ✓ | - | ✓
24 | - | ✓ | ✓ | APAPI 3.5° MEHT 5.5 m | - | - | ✓ | - | ✓
TWY LGT
EDGE | A, D
WRNG: Due to OBST, APCH on APAPI system not permitted outside 3 NM (5.4 km) from THR 24.
Arriving ACFT shall leave RWY via ASPH TWY unless other instructions by ATC, and may taxi without clearence to A1 or D1. REF AIP LSZG AD 2.20.
Run-up and check before departure shall be executed at HLDG point A or D.
1:5000
200 m 100 0 100
Touchdown RWY 24 1- engine ACFT with fixed landing gear
For local flying restrictions REF AIP LSZG AD 2.20
For OBST REF AIP LSZG AD 2.10
TWY D: MAX wing span: 24 m
TWY A: MAX wing span: 24 m
AIRPORT BDRY
RENL/RTHL RTIL
APAPI 3.5°
PARA LANDING AREA
Modelflug Scale models
ATS BDRY
REF AIP LSZG AD 2.20
HANGARS
MAINT
Fuel
TWR
APDC
LSZG AD 2.24.2-1
GRASS 06R/24L 700 x 80 m
GLIDER 700 x 30 m
ASPH 1000 x 23 m
GRASS 06L/24R 390 x 18 m
RTIL
RTHL
RENL
RGL
Surface
Apron | ASPH
TWY | ASPH, GRASS
COR: HEL PSN, situation, editorial (WEF 17APR2025)

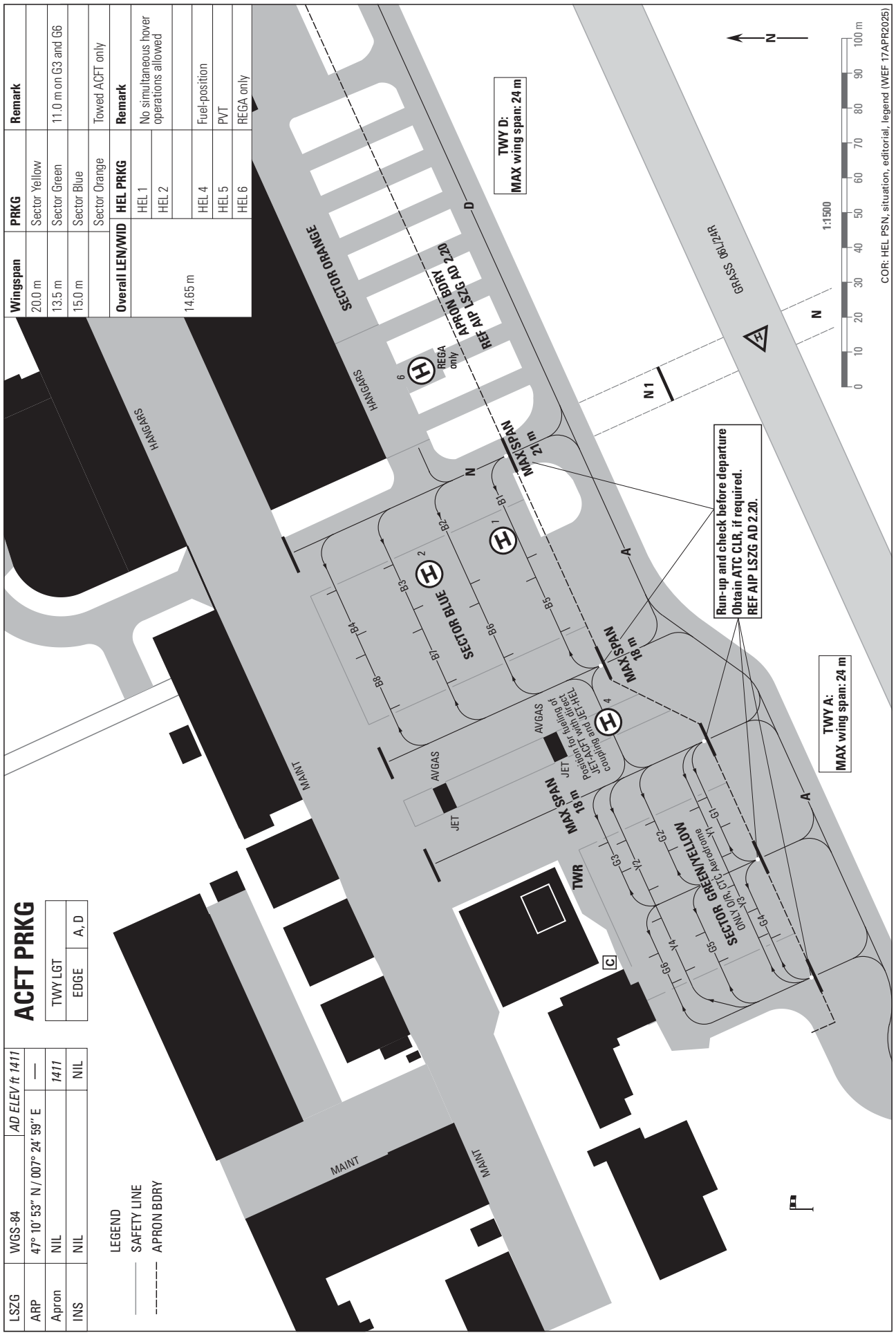
THIS PAGE INTENTIONALLY LEFT BLANK


LSZG | WGS-84 | AD ELEV ft 1411
ARP | 47° 10' 53" N / 007° 24' 59" E | —
THR 06 | 47° 10' 49" N / 007° 24' 46" E | 1407
THR 24 | 47° 11' 01" N / 007° 25' 24" E | 1405
RWY LGT | ALS | RTHL | RTIL | VASIS | RTZL | RCLL | REDL | YCZ | RENL
06 | - | ✓ | ✓ | APAPI 3.5° MEHT 3.0 m | - | - | ✓ | - | ✓
24 | - | ✓ | ✓ | APAPI 3.5° MEHT 5.5 m | - | - | ✓ | - | ✓
TWY LGT
EDGE | A, D
WRNG: Due to OBST, APCH on APAPI system not permitted outside 3 NM (5.4 km) from THR 24.
Arriving ACFT shall leave RWY via ASPH TWY A or D and communicate next intensions by blind call. REF AIP LSZG AD 2.20.
Run-up and check before departure shall be executed at the APRON BDRY. REF AIP LSZG AD 2.24.2-3. Obtain ATC CLR, if required. REF AIP LSZG AD 2.20.
AIRPORT BDRY
RENL/RTHL RTIL
APAPI 3.5°
Touchdown RWY 24 1- engine ACFT with fixed landing gear
For local flying restrictions REF AIP LSZG AD 2.20
For OBST REF AIP LSZG AD 2.10
TWY D: MAX wing span: 24 m
PARA LANDING AREA
Modellflug Scale models
APRON BDRY
REF AIP LSZG AD 2.20
ASPH 1000 x 23 m
GRASS 06L/24R 390 x 18 m
GRASS 06R/24L 700 x 30 m
GLIDER 700 x 30 m
HANGARS
MAINT
Fuel
TWR
APDC
LSZG AD 2.24.2-3
TWY A: MAX wing span: 24 m
RGL
RTIL
RTHL
RENL
1:5000
100 0 100 200 m
Surface
Apron ASPH
TWY ASPH, GRASS
COR: HEL PSN, situation, editorial (WEF 17APR2025)

THIS PAGE INTENTIONALLY LEFT BLANK

Aircraft Parking / Docking Chart - CTR

THIS PAGE INTENTIONALLY LEFT BLANK


ACFT PRKG
LSZG | WGS-84 | AD ELEV ft 1411
ARP | 47° 10' 53" N / 007° 24' 59" E | —
Apron | NIL | 1411
INS | NIL | NIL
TWY LGT
EDGE | A, D
LEGEND
SAFETY LINE
APRON BDRY
Wingspan | PRKG | Remark
20.0 m | Sector Yellow |
13.5 m | Sector Green | 11.0 m on G3 and G6
15.0 m | Sector Blue |
Sector Orange | Towed ACFT only
Overall LEN/WID | HEL PRKG | Remark
14.65 m | HEL 1 | No simultaneous hover operations allowed
HEL 2
HEL 4 | Fuel-position
HEL 5 | PVT
HEL 6 | REGA only
SECTOR ORANGE
SECTOR BLUE
SECTOR GREEN/YELLOW
ONLY 07 R-TC Aerodrome
APRON BDRY
REF AIP LSZG AD 2.20
REGA only
MAX SPAN 21 m
MAX SPAN 18 m
MAX SPAN 18 m
TWY D: MAX wing span: 24 m
TWY A: MAX wing span: 24 m
Run-up and check before departure
Obtain ATC CLR, if required.
REF AIP LSZG AD 2.20.
AVGAS
JET
Position for fueling of JET-ACFT with HEL-HEL
Coupling and
HANGARS
MAINT
TWR
GRASS 07/25R
N 1
1:1500
COR: HEL PSN, situation, editorial, legend (WEF 17APR2025)

THIS PAGE INTENTIONALLY LEFT BLANK

LSZA AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

LSZA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

THIS PAGE INTENTIONALLY LEFT BLANK

LSMP AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	N LAT	E LONG	
1	2		3
MP401	N 46 58 35.8	E 007 08 08.4	IAC LSMP
MP402	N 46 47 56.9	E 006 50 32.4	IAC LSMP
MP501	N 46 54 03.5	E 007 00 37.0	IAC LSMP
MP502	N 46 45 55.8	E 007 04 44.7	IAC LSMP
MP701	N 46 45 28.4	E 006 54 08.3	SID LSMP

LSMP AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSMP AD 2.24.1 - 1
Aerodrome Obstacle Chart - Type A - RWY 05	LSMP AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 23	LSMP AD 2.24.4 - 3
SID RWY 05/23 - RNAV 1	LSMP AD 2.24.7 - 1
STAR RWY 05/23 - RNAV 1	LSMP AD 2.24.9 - 1
IAC ILS RWY 05 (CAT A/B/C/D)	LSMP AD 2.24.10 - 1
IAC ILS RWY 23 (CAT A/B/C/D)	LSMP AD 2.24.10 - 3
IAC RNP Z RWY 23 (CAT A/B/C/D)	LSMP AD 2.24.10 - 5

LSMP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

THIS PAGE INTENTIONALLY LEFT BLANK

LSZR AD 2.23 ADDITIONAL INFORMATION

1. List of significant points

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AMRIS	N 47 30 17.2	E 009 23 05.2	STAR LSZR
BEMKI	N 47 33 33.8	E 010 18 20.1	SID LSZR
ENIBI	N 47 40 52.4	E 009 32 16.0	SID/STAR LSZR
EVTAT	N 47 34 28.9	E 010 15 19.9	SID LSZR
LAGOS	N 47 32 28.1	E 009 31 53.4	STAR LSZR
OKPUS	N 47 40 03.4	E 009 56 58.6	SID LSZR
TUSRO	N 47 38 55.6	E 010 00 43.1	SID LSZR
XASIS	N 47 35 49.6	E 010 10 55.7	SID LSZR
ZR500	N 47 34 56.0	E 009 25 20.8	SID LSZR
ZR501	N 47 36 15.1	E 009 32 03.4	SID LSZR
ZR502	N 47 36 12.1	E 009 37 36.2	SID LSZR
ZR612	N 47 38 54.0	E 009 57 22.0	STAR LSZR
ZR675	N 47 26 02.0	E 009 10 51.0	STAR LSZR
ZR685	N 47 31 56.2	E 009 08 14.2	STAR LSZR
ZR695	N 47 31 05.9	E 009 15 48.5	IAC LSZR
ZR700	N 47 30 33.8	E 009 20 36.7	IAC LSZR
ZR701	N 47 29 12.4	E 009 32 38.2	IAC LSZR
ZR702	N 47 28 53.3	E 009 35 26.4	IAC LSZR
ZR703	N 47 31 09.4	E 009 23 35.7	IAC LSZR

2. Classification of the Instrument Landing System (ILS)

The ILS on RWY 10 is classified as an ILS Category I with “NIL facilities”, in accordance with JAR-OPS 1 Subpart E.
Due to the following facts, a classification as ILS Category I with ”full facilities” in accordance with JAR-OPS 1 Subpart E, is not possible:

a. No ALS is AVBL;
b. The APCH angle is steeper (4°) than the ICAO standard (MAX 3.5°);
c. The RWY THR crossing HGT is less than 50 ft.

LSZR AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

LSZR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

1.4 Aircraft, Airport and Pilot Qualification

To operate at Samedan under IFR, the following airport requirements must be fulfilled:

a. For piston engine aircraft and multiple IFR APCH (training) PPR required. ppr.smv@engadin-airport.ch
b. Operator's contingency procedures (if required by the type of FLT operation) must be calculated and available.
c. The pilot in command must hold a valid pilot qualification for the applicable type of operation and flight procedures.
d. LSZS briefing not older than 24 months.

1.5 Minima for IFR Departures (TKOF Minima)

RWY	SID	VIS (m) / Ceiling (ft AGL)	RMK
03	RONAG 1E	2000 / ---	Ceiling means BKN or OVC. VMC must be maintained up to the ALT stated in the table.
	RONAG 1V	5000 / 4400	
21	PELAD 1W	2000 / ---	
	PELAD 1V	5000 / 5100	

LSZS AD 2.23 ADDITIONAL INFORMATION

High Visibility Jackets and Crew ID badge:
All pilots walking on the AP movement area must wear a high-visibility jacket which complies with the EN 471 standard class 2 or 3.
Persons not wearing a high-visibility jacket have to use the AP shuttle or ask the ground staff or ground handling agents for assistance.
All crew members must ensure their ID badge is clearly visible, above the waist and shall produce the Crew ID badge upon request of the control agents of the AP.

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
DER03	N 46 32 29.4	E 009 53 23.4	SID LSZS
DER21	N 46 31 37.3	E 009 52 41.1	SID LSZS
ZS500	N 46 37 23.3	E 009 58 03.2	SID LSZS
ZS501	N 46 34 28.6	E 009 55 16.7	SID LSZS
ZS510	N 46 23 35.3	E 009 43 15.1	SID LSZS
ZS511	N 46 27 55.9	E 009 34 08.3	SID LSZS
ZS700	N 46 36 06.5	E 009 27 06.2	IAC LSZS
ZS701	N 46 19 35.4	E 009 34 33.4	IAC LSZS
ZS702	N 46 21 26.7	E 009 41 15.5	IAC LSZS
ZS705	N 46 30 00.0	E 009 51 02.4	IAC LSZS
ZS706	N 46 34 04.0	E 009 54 56.4	IAC LSZS
ZS710	N 46 43 49.1	E 010 09 06.0	IAC LSZS, SID LSZS
ZS711	N 46 39 57.6	E 010 03 36.4	SID LSZS
ZS712	N 46 33 05.8	E 009 53 53.0	IAC LSZS
ZS713	N 46 25 52.1	E 009 32 40.7	IAC LSZS
ZS716	N 46 24 21.8	E 009 32 24.7	IAC LSZS

LSZS AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSZS AD 2.24.1 - 1
Aerodrome Obstacle Chart - Type A - RWY 03	LSZS AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 21	LSZS AD 2.24.4 - 3
SID RWY 03 - RNAV 1 High Performance	LSZS AD 2.24.7 - 1
Visual SID RWY 03 - RNAV 1 High Performance	LSZS AD 2.24.7 - 3
SID RWY 21 - RNAV 1 High Performance	LSZS AD 2.24.7 - 5
Visual SID RWY 21 - RNAV 1 High Performance	LSZS AD 2.24.7 - 7
IAC Visual APCH PROC RWY 03 (RNP Guidance) (CAT A/B/C)	LSZS AD 2.24.10 - 1
IAC RNP RWY 21 (CAT A/B/C)	LSZS AD 2.24.10 - 3
VFR Area Chart for Y and Z ATC FPL	LSZS AD 2.24.11 - 1
Visual Approach Chart RWY 03/21	LSZS AD 2.24.12 - 1

LSZS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

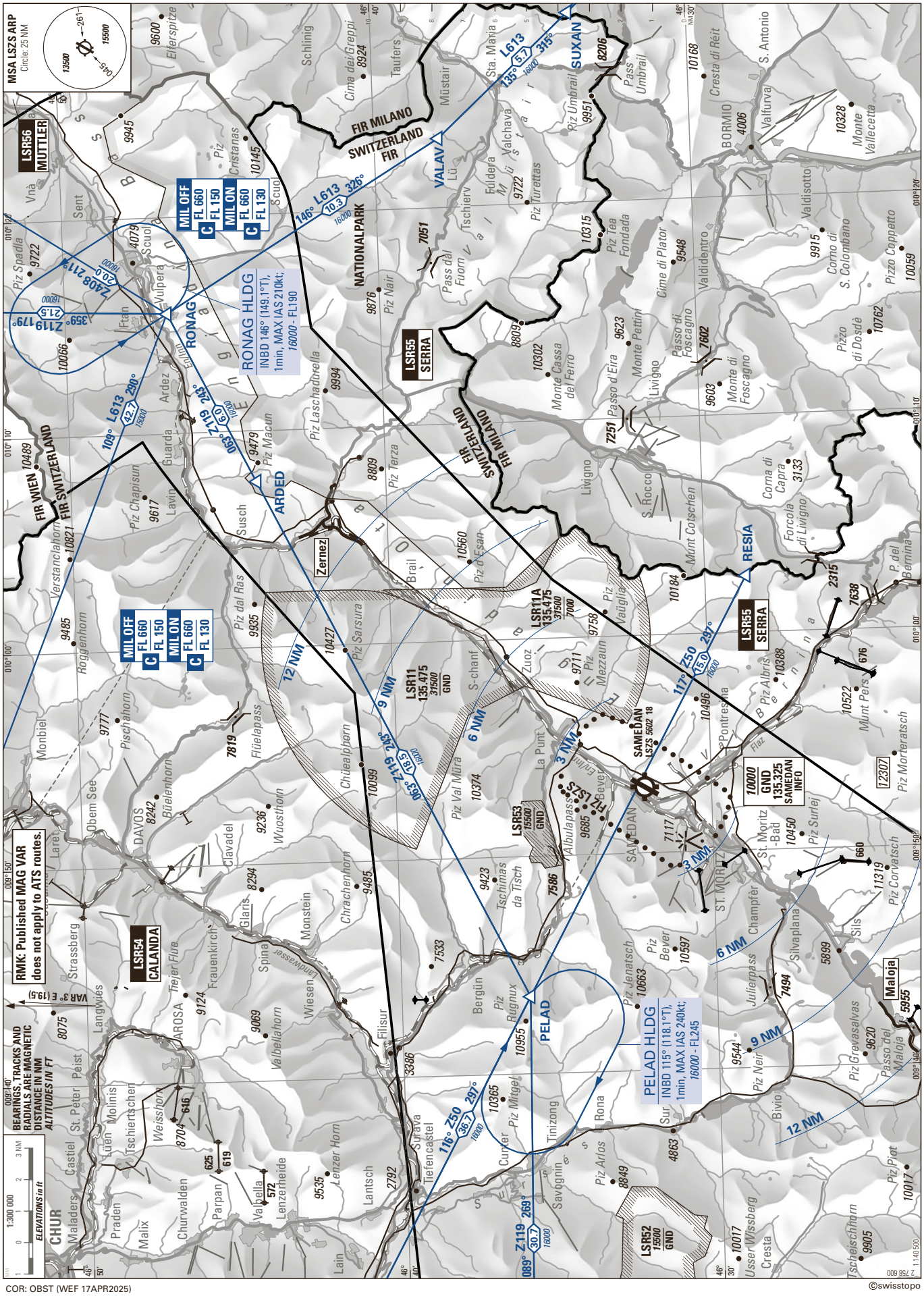
VFR Area Chart for Y and Z ATC FPL

MOUNTAINOUS AREA

ELEV 5602 ft (1708 m)

ATIS	**136.600**	HO
AFIS	**135.325**	HO
DELIVERY	**121.880**	HX

SAMEDAN (LSZS)



THIS PAGE INTENTIONALLY LEFT BLANK

VISUAL APPROACH CHART - ICAO

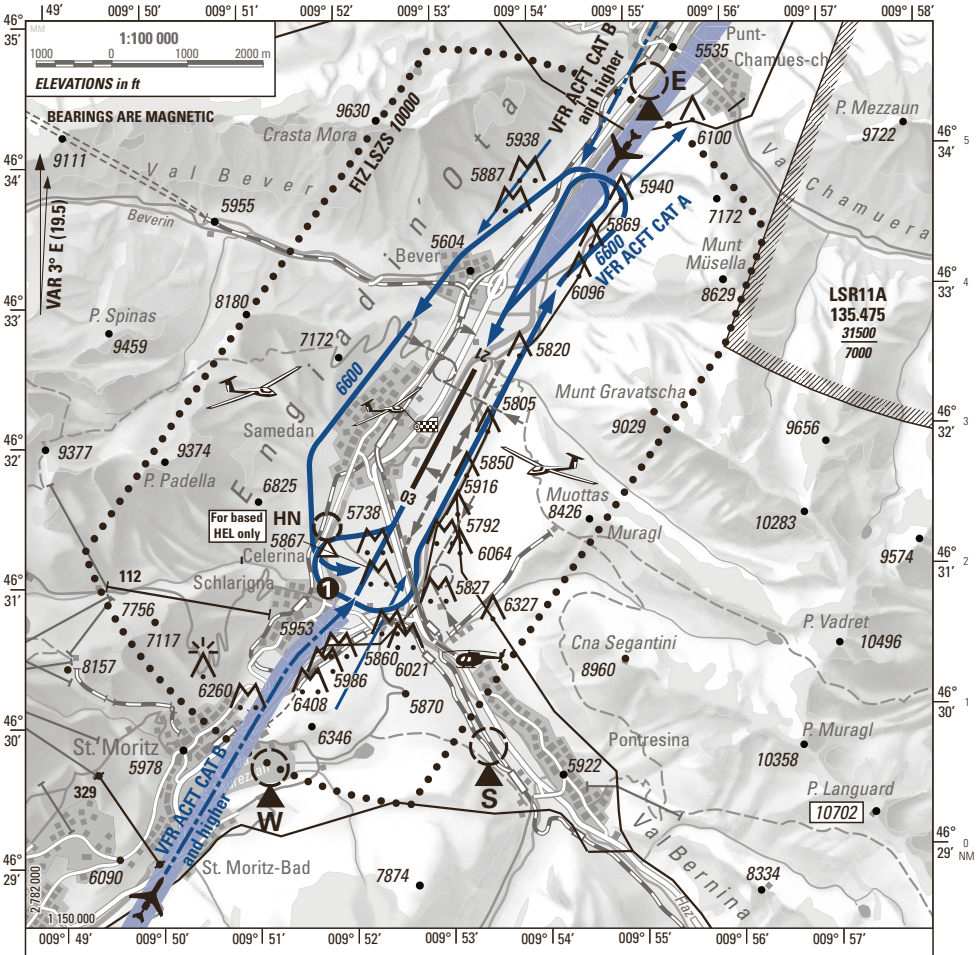
MOUNTAINOUS AREA

ATIS	**136.600** HO
AFIS	**135.325** HO
DELIVERY	**121.880** HX

SAMEDAN (LSZS)

RWY 03/21

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

❶ **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 — **CTN:**

GLD FREQ: A/A **123.680**

VFR RAC 4-5 Mountain Flights

Altitudes in ft; **Heights in ft**

COR: editorial (WEF 20FEB2025)

THIS PAGE INTENTIONALLY LEFT BLANK

LSGS - SION

LSGS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGS - SION

LSGS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 13 09 N 007 19 37 E - RWY midpoint
2	**Direction and distance from the CITY**	2.5 km SW Sion
3	**Elevation/Reference temperature**	*1582 ft AMSL* - 25.5º C
4	**Geoid undulation at AD ELEV PSN**	169.9 ft
5	**MAG VAR/Annual change**	3° E (2021.5) / 0°11' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Aéroport de Sion Route de l'aéroport CH-1950 **Sion** Phone: +41 (0) 27 329 06 00 Fax: +41 (0) 27 329 06 16 AFS: LSGSZPZX - LSGSYDYX SITA: SIRAPXH Email: aeroport@sion.ch URL: http://www.sionairport.ch/
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSGS AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	APR-SEP: 0500 - HRH, MAX 1800 OCT-MAR: 0700 - HRH, MAX 1900 HRH = Day and night limits. REF: GEN 2.7.
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)**	AD OPR HR
6	**MET Briefing Office**	AD OPR HR
7	**ATS**	HX
8	**Fuelling**	AD OPR HR
9	**Handling**	AD OPR HR
10	**Security**	AD OPR HR
11	**De-icing**	AD OPR HR
12	**Remarks**	Outside AD administration hours - OPS and services O/R. Special permission is required for flights outside of the opening hours. APR-SEP: 1800 - 1900, **PPR** until 1000 OCT-MAR: 0600 - 0700, **PPR** until 1600 the preceding day, HRH - 2000, **PPR** until 1100 **Special Flights inside CTR and TMA** Special FLTs are subject to coordination requirements. Refer to VFR Manual, VFR RAC 4-0-7 Or via URL: http://www.skyguide.ch/en/services/aim-services/special-flights-activities/

LSGS AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Handling possible O/R
2	**Fuel/oil types**	JET A1, AVGAS 100LL, AVGAS UL91 MOBIL 2, W80, W100, 15W50
3	**Fuelling facilities/capacity**	JET A1: 2 trucks 20000 litres AVGAS 100LL: 1 truck 2500 litres AVGAS 100LL & UL91: 1 truck with 4500 litres “100LL” and 2500 litres “UL91”
4	**De-icing facilities**	NOV 01 - APR 30: De-icing assured De-icing fluids available: Type I Kilfrost DF-Plus; Type II Kilfrost ABC K-Plus On-stand de-icing: Sion Airport Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.
5	**Hangar space for visiting aircraft**	For ACFT up to 77'000 kg, type A320
6	**Repair facilities for visiting aircraft**	Major and minor aircraft and engine repairs: • FARNER (ACFT up to 5700 kg): +41 (0) 27 322 97 31 • Dassault Aviation Business Services: +351 210 322 824
7	**Remarks**	For non-based aircraft with MTOM > 3 tons, a handling agent is mandatory. Self-handling is not allowed. The handling agents are: **Aéroport de Sion** Phone: +41 (0) 27 329 06 00 Fax: +41 (0) 27 329 06 16 Email: aeroport@sion.ch **Signature Flight Support** Phone: +41 (0) 27 305 24 24 Fax: +41 (0) 27 322 14 16 Email: sir@signatureflight.ch **Alpine Jet Services** Phone: +41 (0) 78 250 62 20 Fax: +41 (0) 27 327 30 51 Email: handling@alpinejet.ch For such FLTs the name of the handling agent shall be entered in item 18 "other information" of the ICAO flight plan.

LSGS AD 2.5 PASSENGER FACILITIES

1	**Hotels**	In the city
2	**Restaurants**	At AD and in the city
3	**Transportation**	Buses, taxis and car rental from the AD. Trains in city
4	**Medical facilities**	First aid at AD, Ambulance O/R, Hospitals in the city
5	**Bank and Post Office**	In the city, Cash dispenser and Letterbox at AD within AD OPS HRS
6	**Tourist Office**	Office in the city: Phone: +41 (0) 27 327 77 27 Fax: +41 (0) 27 322 77 28 Email: info@siontourisme.ch
7	**Remarks**	NIL

LSGS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 5 for charter traffic Category 3 for other traffic HYR than Category 3 (max category 7): O/R 3 HR before ETA/ETD
2	**Rescue equipment**	4 fire engines, 1 ramp control vehicle
3	**Capability for removal of disabled aircraft**	Crane, lifting bags and hydraulic jacks up to 20 t.
4	**Remarks**	RFF not available during snow clearing

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
GS618	N 46 23 38.8	E 007 55 58.9	IAC LSGS
GS619	N 46 13 28.1	E 007 37 30.6	IAC LSGS
GS620	N 46 06 20.3	E 007 18 54.9	IAC LSGS
GS621	N 46 04 57.7	E 006 50 16.8	IAC LSGS
GS623	N 46 34 17.0	E 008 10 17.2	IAC LSGS
MASAB	N 46 23 56.0	E 007 54 45.0	IAC LSGS

2. Table for temperature deviation from ISA

ALT	ISA	ISA + 20°C	ISA + 10°C	ISA - 10°C	ISA - 20°C
		Altimeter reading	Altimeter reading	Altimeter reading	Altimeter reading
17000	- 19°C	OAT + 1°C *15940*	OAT - 9°C *16450*	OAT - 29°C *17600*	OAT - 39°C *18240*
16000	- 17°C	OAT + 3°C *15010*	OAT - 7°C *15490*	OAT - 27°C *16550*	OAT - 37°C *17160*
13610	- 12°C	OAT + 8°C *12790*	OAT - 2°C *13190*	OAT - 22°C *14070*	OAT - 32°C *14560*
11690	- 8°C	OAT + 12°C *11010*	OAT + 2°C *11340*	OAT - 18°C *12070*	OAT - 28°C *12490*
8630	- 2°C	OAT + 18°C *8160*	OAT + 8°C *8390*	OAT - 12°C *8890*	OAT - 22°C *9180*
7100	+ 1°C	OAT + 21°C *6730*	OAT + 11°C *6910*	OAT - 9°C *7300*	OAT - 19°C *7530*
4030	+ 7°C	OAT + 27°C *3870*	OAT + 17°C *3950*	OAT - 3°C *4120*	OAT - 13°C *4220*

Note: Pressure altimeters are calibrated to indicate true ALT under ISA conditions. Any DEV from ISA will therefore result in an erroneous reading on the altimeter. In case of a temperature HYR than ISA, the true ALT will be HYR than the figure indicated by the altimeter and the true ALT will be lower when the temperature is lower than ISA. The altimeter error may be significant in extremely cold temperatures.

LSGS AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSGS AD 2.24.1 - 1
Aircraft Parking / Docking Chart	LSGS AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 07/25	LSGS AD 2.24.4 - 1
SID RWY 07/25 - RNAV 1 - Low Performance	LSGS AD 2.24.7 - 1
SID RWY 25 - RNAV 1 - High Performance	LSGS AD 2.24.7 - 3
STAR to GRANA - RNAV 5	LSGS AD 2.24.9 - 1
IAC IGS RWY 25 (CAT A/B/C)	LSGS AD 2.24.10 - 1
IAC IGS RWY 25 Visual APCH	LSGS AD 2.24.10 - 3
IAC RNP RWY 25 (AR) SUSPENDED (CAT A/B/C)	LSGS AD 2.24.10 - 5
ATC Surveillance Minimum Altitude Chart (-15°C to -7°C)	LSGS AD 2.24.13 - 1
ATC Surveillance Minimum Altitude Chart (-6°C and above)	LSGS AD 2.24.13 - 3

LSGS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

LSZH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 10
2	**Rescue equipment**	Available
3	**Capability for removal of disabled aircraft**	Yes
4	**Remarks**	Fire Brigade available when ACFT on ground on 123.100 MHz in German and English. Ask ATC for frequency change on second set.

LSZH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	8 snow blowers, 17 snow ploughs, 19 ACFT de-icers, 11 RWY and apron de-icers, 25 jet sweepers
2	**Clearance priorities**	Varies according to conditions at AD
3	**Remarks**	All Rwys / Twys / Aprons de-iced / anti-iced with KFOR (potassium formate fluids)

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

1	**Designation, surface and strength of Aprons**	CONC - PCR 1260/R/B/W/T
2	**Designation, width, surface and strength of Taxiways**	WID: 27 m and 23 m CONC - PCR 1260/R/B/W/T
3	**ACL location and elevation**	Beginning RWY 10: *1391 ft* Beginning RWY 28: *1416 ft* Beginning RWY 14: *1402 ft* Beginning RWY 32: *1402 ft* Beginning RWY 16: *1390 ft* Beginning RWY 34: *1385 ft* Parking sector A: *1400 ft* Parking sector C, D: *1390 ft* Parking sector B, I: *1397 ft* Parking sector E: *1395 ft* Parking sector F: *1407 ft* Parking sector H: *1404 ft* Parking sector P: *1385 ft* Parking sector T: *1394 ft* Parking sector W: *1382 ft*
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	

NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84
A02	47 27 12.59N 008 33 31.05E	A57	47 27 15.58N 008 33 20.44E	C53	47 26 52.13N 008 33 43.45E
A03	47 27 14.35N 008 33 40.18E			C54	47 26 50.34N 008 33 44.68E
A04	47 27 12.40N 008 33 29.08E	B31	47 27 05.67N 008 33 35.65E	C55	47 26 49.94N 008 33 45.04E
A05	47 27 14.42N 008 33 38.15E			C56	47 26 49.06N 008 33 45.56E
A07	47 27 14.56N 008 33 36.01E	B33	47 27 05.87N 008 33 33.66E	C57	47 26 47.81N 008 33 46.50E
A08	47 27 13.03N 008 33 25.29E			C58	47 26 46.51N 008 33 47.32E
A09	47 27 14.50N 008 33 33.99E	B35	47 27 05.81N 008 33 32.29E	C59	47 26 45.72N 008 33 48.10E
A10	47 27 12.97N 008 33 23.34E			C60	47 26 45.24N 008 33 48.20E
A11	47 27 15.08N 008 33 28.87E	B37	47 27 05.55N 008 33 31.60E		
A13	47 27 15.28N 008 33 26.86E	B38	47 27 01.55N 008 33 30.88E	D01	47 26 55.25N 008 33 29.93E
A15	47 27 15.29N 008 33 24.82E	B39	47 27 06.05N 008 33 28.94E	D02	47 26 54.92N 008 33 30.01E
A17	47 27 15.27N 008 33 22.78E	B41	47 27 06.35N 008 33 26.97E	D03	47 26 53.90N 008 33 30.86E
		B43	47 27 06.48N 008 33 25.62E	D04	47 26 52.95N 008 33 31.26E
A42	47 27 11.77N 008 33 36.63E	B45	47 27 06.51N 008 33 24.98E	D05	47 26 52.58N 008 33 32.00E
A44	47 27 12.13N 008 33 33.96E			D06	47 26 49.00N 008 33 34.74E
A46	47 27 12.38N 008 33 30.37E	C50	47 26 54.70N 008 33 41.76E	D07	47 26 48.09N 008 33 34.47E
A48	47 27 12.64N 008 33 27.17E	C51	47 26 53.41N 008 33 42.57E	D08	47 26 47.70N 008 33 35.45E
A49	47 27 14.80N 008 33 31.35E	C52	47 26 52.57N 008 33 43.22E	D09	47 26 46.35N 008 33 36.38E

5 Location of INS checkpoints

NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84
D10	47 26 45.49N 008 33 36.25E	E64	47 27 41.12N 008 33 04.63E	T44	47 26 35.54N 008 33 56.25E
D11	47 26 45.11N 008 33 37.24E	E67	47 27 42.19N 008 33 04.18E	T45	47 26 46.45N 008 33 59.87E
D12	47 26 43.76N 008 33 38.17E			T46	47 26 45.07N 008 34 00.23E
D13	47 26 42.90N 008 33 38.04E	F70	47 27 17.95N 008 34 04.41E	T51	47 26 49.50N 008 33 57.45E
D14	47 26 42.51N 008 33 39.03E	F71	47 27 18.23N 008 34 00.43E	T52	47 26 48.88N 008 33 55.51E
D15	47 26 41.16N 008 33 39.96E	F72	47 27 18.51N 008 33 56.45E	T53	47 26 48.27N 008 33 53.56E
D16	47 26 40.30N 008 33 39.83E			T54	47 26 47.25N 008 33 51.89E
D17	47 26 39.91N 008 33 40.81E	G01	47 26 33.89N 008 33 38.03E	T55	47 26 47.26N 008 33 50.46E
		G02	47 26 32.51N 008 33 38.97E	T56	47 26 26.70N 008 33 49.90E
E4M	47 27 38.86N 008 33 15.85E	G03	47 26 31.13N 008 33 39.92E	T60	47 26 39.19N 008 33 47.42E
E5M	47 27 39.25N 008 33 08.66E	G04	47 26 29.75N 008 33 40.87E	T61	47 26 39.22N 008 33 46.47E
		G05	47 26 28.37N 008 33 41.82E	T62	47 26 38.57N 008 33 45.47E
E19	47 27 41.16N 008 33 30.08E	G06	47 26 27.08N 008 33 43.05E	T63	47 26 37.95N 008 33 43.52E
E20	47 27 38.04N 008 33 30.07E	G11	47 26 32.90N 008 33 46.37E		
E23	47 27 40.85N 008 33 27.92E	G12	47 26 31.55N 008 33 47.13E	W01	47 26 53.81N 008 32 56.31E
E26	47 27 38.05N 008 33 26.60E	G13	47 26 30.28N 008 33 48.12E	W02	47 26 53.98N 008 32 58.59E
E27	47 27 41.13N 008 33 24.48E	G14	47 26 28.97N 008 33 49.02E	W03	47 26 55.11N 008 33 00.42E
E32	47 27 38.18N 008 33 23.26E			W04	47 26 55.58N 008 33 03.02E
E33	47 27 41.85N 008 33 21.81E	H11	47 27 20.38N 008 33 41.52E	W05	47 26 56.14N 008 33 04.79E
E34	47 27 38.33N 008 33 22.58E	H12	47 27 20.66N 008 33 38.08E	W21	47 26 54.19N 008 32 56.76E
E35	47 27 41.32N 008 33 21.03E	H13	47 27 20.80N 008 33 36.06E	W22	47 26 55.18N 008 32 59.90E
E36	47 27 38.07N 008 33 21.15E	H14	47 27 20.95N 008 33 34.05E	W23	47 26 56.29N 008 33 03.40E
E37	47 27 41.87N 008 33 19.72E			W30	47 26 55.15N 008 32 59.23E
E42	47 27 38.61N 008 33 19.14E	I01	47 27 21.39N 008 33 26.87E	W40	47 27 15.27N 008 32 47.27E
E43	47 27 41.57N 008 33 17.59E	I02	47 27 21.51N 008 33 24.72E	W41	47 27 12.54N 008 32 45.21E
E44	47 27 38.20N 008 33 17.00E	I03	47 27 21.74N 008 33 21.50E	W42	47 27 11.32N 008 32 44.49E
E45	47 27 42.10N 008 33 15.58E	I04	47 27 21.89N 008 33 19.36E	W43	47 27 10.11N 008 32 43.77E
E46	47 27 38.87N 008 33 15.71E	I05	47 27 22.04N 008 33 17.22E	W44	47 27 08.66N 008 32 42.68E
E47	47 27 41.86N 008 33 14.15E			W45	47 27 08.44N 008 32 41.22E
E48	47 27 38.33N 008 33 14.93E	P31	47 27 48.26N 008 33 11.51E	W46	47 27 07.45N 008 32 41.94E
E49	47 27 42.05N 008 33 13.48E	P32	47 27 48.41N 008 33 09.45E	W47	47 27 06.99N 008 32 40.68E
E50	47 27 38.92N 008 33 12.93E	P33	47 27 48.55N 008 33 07.38E	W50	47 27 07.74N 008 32 52.30E
E51	47 27 42.77N 008 33 10.93E	P34	47 27 48.70N 008 33 05.31E	W51	47 27 09.62N 008 32 52.65E
E52	47 27 39.06N 008 33 12.26E	P35	47 27 49.10N 008 32 58.19E	W52	47 27 08.18N 008 32 52.35E
E53	47 27 42.10N 008 33 10.13E	P36	47 27 50.38N 008 32 57.32E	W53	47 27 06.87N 008 32 51.58E
E54	47 27 38.82N 008 33 10.83E	P37	47 27 51.66N 008 32 56.44E	W54	47 27 06.37N 008 32 51.76E
E55	47 27 42.81N 008 33 08.85E			W55	47 27 05.57N 008 32 50.81E
E56	47 27 39.34N 008 33 08.82E	T41	47 26 38.04N 008 34 01.46E	W56	47 27 04.12N 008 32 50.75E
E57	47 27 42.34N 008 33 06.69E	T42	47 26 37.23N 008 34 00.20E	W57	47 27 02.87N 008 32 49.57E
E58	47 27 38.72N 008 33 06.88E	T43	47 26 36.40N 008 33 58.33E	W58	47 27 01.92N 008 32 49.52E
E62	47 27 39.91N 008 33 05.72E			W59	47 27 01.56N 008 32 48.80E
				W60	47 27 00.49N 008 32 48.98E

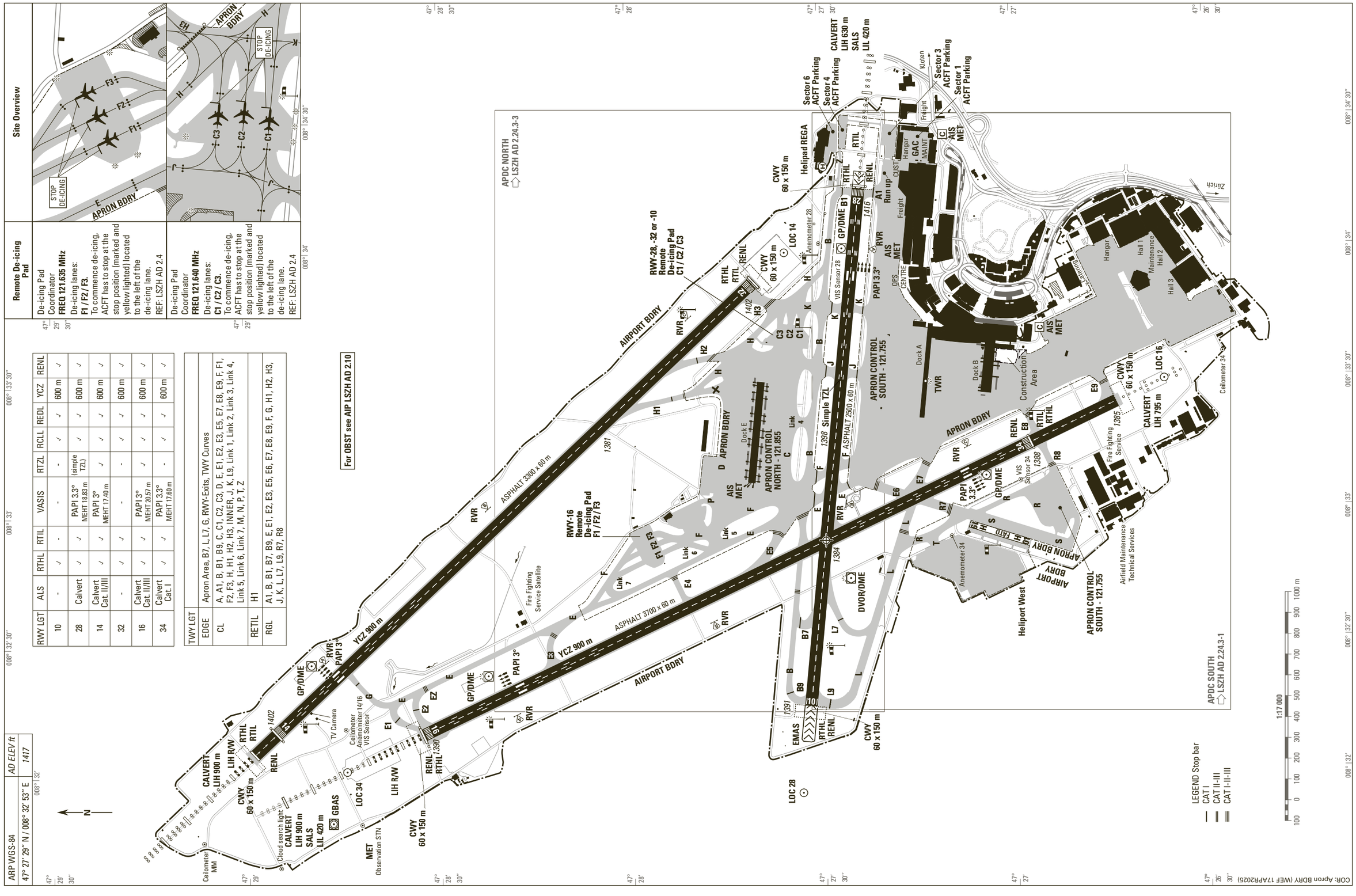
6	**Remarks**	Transverse slopes of following taxiway strips partially exceeding downward slope of 5 % beyond graded portion: - TWY BRAVO (western part) - TWY ECHO (between E3 and E1, between TWY DELTA and CHARLIE) - TWY FOXTROTT (between TWY DELTA and CHARLIE) - TWY GOLF (eastern part)

LSZH AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
IAC RNP RWY 34 (by ATC only) (CAT A/B/C/D)	LSZH AD 2.24.10.4 - 7
ATC Surveillance Minimum Altitude Chart (-20°C to -7°C)	LSZH AD 2.24.13 - 1

LSZH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

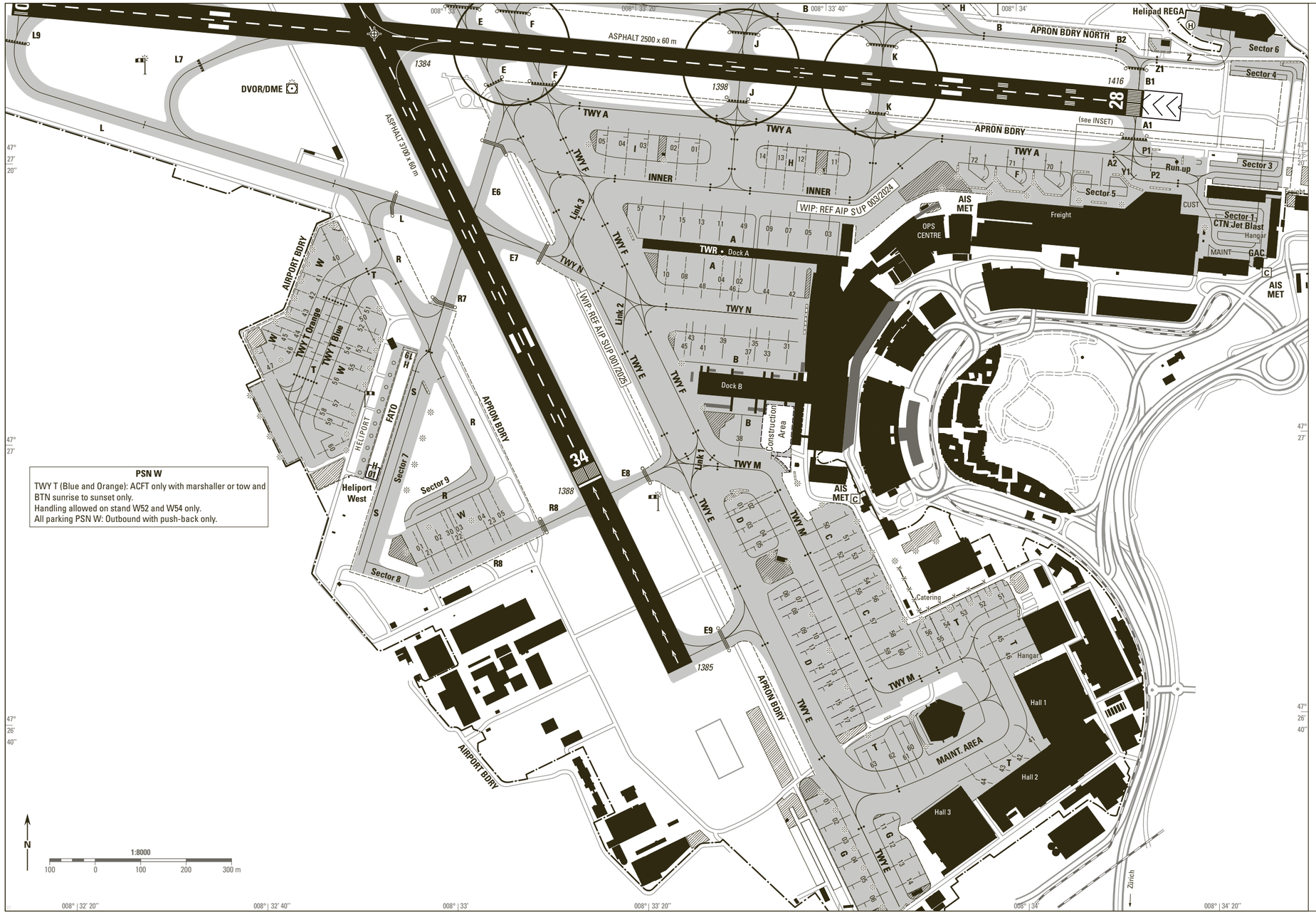
The information on visual segment surface penetration is published on the respective instrument approach chart.
See LSZH AD 2.24 for details.



RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
10	-	✓	-	-	-	-	✓	600 m	✓
28	Calvert	✓	✓	PAPI 3.3° MEHT 18.83 m	✓ (simple TZL)	✓	✓	600 m	✓
14	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 17.40 m	✓	✓	✓	600 m	✓
32	-	✓	✓	-	-	-	✓	600 m	✓
16	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 20.57 m	✓	✓	✓	600 m	✓
34	Calvert Cat. I	✓	✓	PAPI 3.3° MEHT 17.60 m	-	✓	✓	600 m	✓

TWY LGT	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
EDGE	A, A1, B, B1, B9, C, C1, C2, C3, D, E, E1, E2, E3, E5, E7, E8, E9, F, F1, F2, F3, H, H1, H2, H3, INNER, J, K, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P, T, Z
CL	H1
RETIL	A1, B, B1, B7, B9, E, E1, E2, E3, E5, E6, E7, E8, E9, F, G, H1, H2, H3, J, K, L, L7, L9, R7, R8
RGL	

THIS PAGE INTENTIONALLY LEFT BLANK



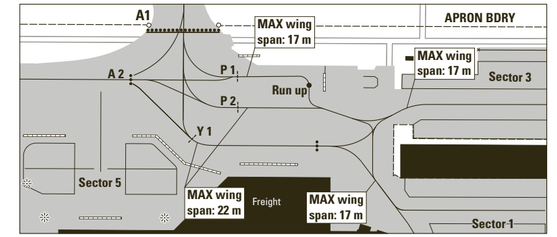
PSN W

TWY T (Blue and Orange): ACFT only with marshaller or tow and BTN sunrise to sunset only.
Handling allowed on stand W52 and W54 only.
All parking PSN W: Outbound with push-back only.

N
1:8000
100 0 100 200 300 m

APRON SOUTH

INSET



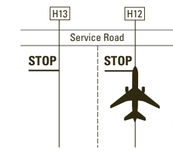
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

LEGEND

- Guideline for taxiing
- Intermediate HLDG PSN
- Intermediate HLDG PSN with Stop bar
- RWY GUARD LGT
- Stop bar CAT I
- Stop bar LGT CAT I H24
- Stop bar LGT CAT II-III
- Stop bar LGT CAT I-II-III H24
- Blast fences
- Light pole

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	A, A1, B, B1, B9, C, C1, C2, C3, D, E, E1, E2, E3, E5, E7, E8, E9, F, F1, F2, F3, H, H1, H2, H3, INNER, J, K, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P, T, Z
RETIL	H1
RGL	A1, B, B1,B7, B9, E, E1, E2, E3, E5, E6, E7,E8, E9, F, G, H1, H2, H3, J, K, L, L7, L9,R7, R8

ACFT PRKG:



STOP Marking:
ACFT has to be stopped with the pilot seat ABM the stop line.
Stop line is visible from the left-hand pilot seat only.

GENERAL REMARKS

On apron wing tip clearance is provided only if ACFT main gear centre remains over the guidelines

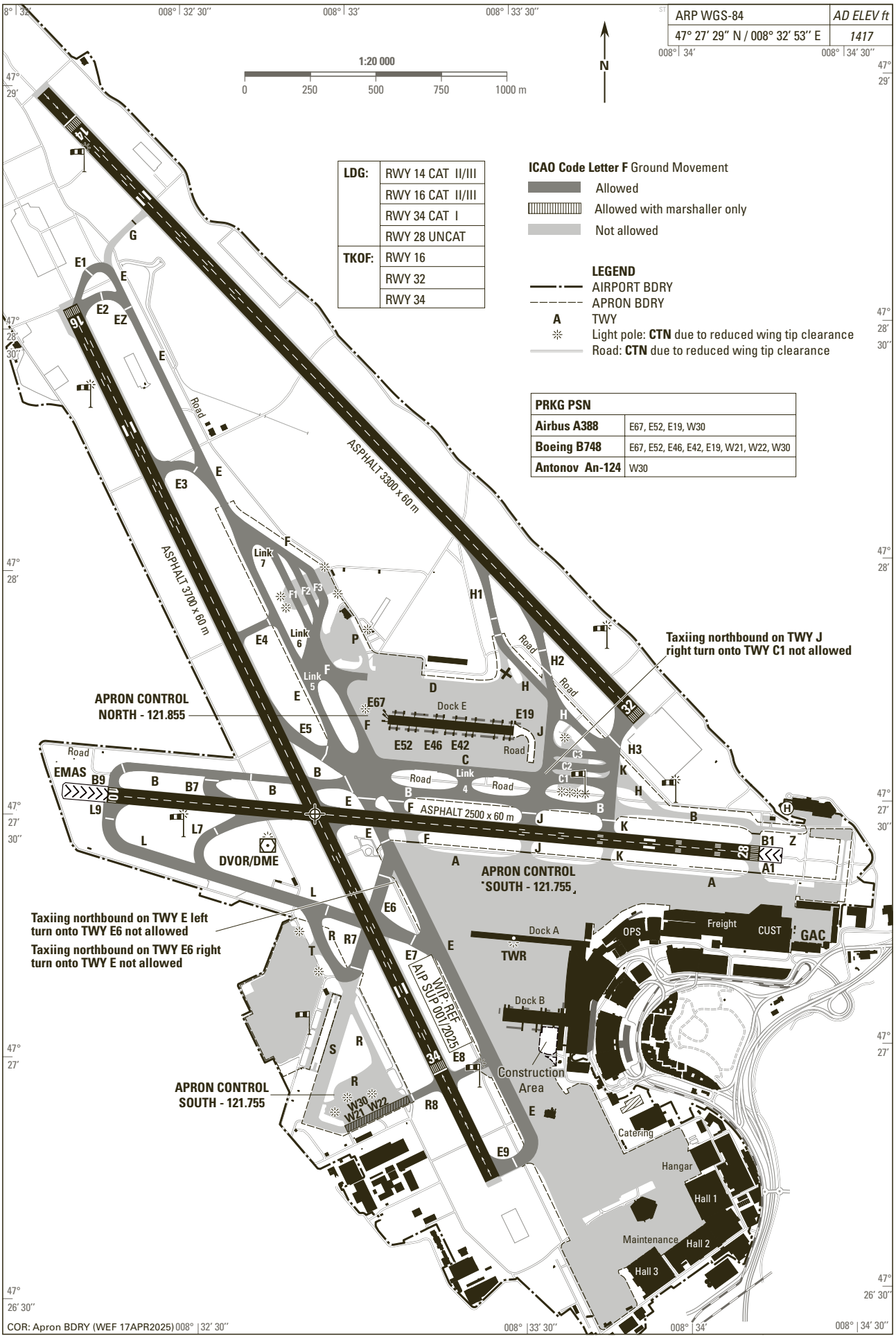
TWY A and TWY B: DRG ILS APCH RWY 28, TWY A and TWY B BTN TWY K and THR 28 CLSD to ACFT with wingspan equal or greater than 36 m
TWY E BTN G01 and G06: ICAO Code C ACFT only up to 36 m wingspan
TWY F from TWY-N to TWY-M: ICAO Code C ACFT only up to 36 m wingspan
TWY P: ICAO Code C ACFT only up to 36 m wingspan
TWY S: MAX 30 m wingspan, with marshaller MAX 31 m
TWY Z: Outer main gear wheel span MAX 6 m. MAX 30 m wingspan

RWY Incursion HOTSPOT

ACFT taxiing on TWY E, F, J or K:
Be aware of RWY AHEAD
ACFT taxiing to RWY28:
Be aware of sharp turn from TWY E or F onto TWY A
For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance
For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance

COR: Apron BDRY, stand B36 deleted (WEF 17APR2025)

THIS PAGE INTENTIONALLY LEFT BLANK


ARP WGS-84
47° 27′ 29″ N / 008° 32′ 53″ E
AD ELEV ft
1417
1:20 000
0 250 500 750 1000 m
N
LDG: RWY 14 CAT II/III
RWY 16 CAT II/III
RWY 34 CAT I
RWY 28 UNCAT
TKOF: RWY 16
RWY 32
RWY 34
ICAO Code Letter F Ground Movement
Allowed
Allowed with marshaller only
Not allowed
LEGEND
AIRPORT BDRY
APRON BDRY
A TWY
Light pole: CTN due to reduced wing tip clearance
Road: CTN due to reduced wing tip clearance
PRKG PSN
Airbus A388 E67, E52, E19, W30
Boeing B748 E67, E52, E46, E42, E19, W21, W22, W30
Antonov An-124 W30
ASPHALT 3300 x 60 m
ASPHALT 3700 x 60 m
ASPHALT 2500 x 60 m
APRON CONTROL NORTH - 121.855
APRON CONTROL SOUTH - 121.755
APRON CONTROL SOUTH - 121.755
DVOR/DME
EMAS
Taxiing northbound on TWY J right turn onto TWY C1 not allowed
Taxiing northbound on TWY E left turn onto TWY E6 not allowed
Taxiing northbound on TWY E6 right turn onto TWY E not allowed
AIP SUP 001/2025 WIP: REF
Dock A
Dock B
Dock E
TWR
OPS
Freight
CUST
GAC
Construction Area
Catering
Hangar
Hall 1
Hall 2
Hall 3
Maintenance
Road
Link 4
Link 5
Link 6
Link 7
COR: Apron BDRY (WEF 17APR2025)

THIS PAGE INTENTIONALLY LEFT BLANK