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AIP Services

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AIP

AMDT 005 2025

Effective Date 15 MAY 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 0.1 - 3/4	15 MAY 2025
GEN 0.2 - 11/12	15 MAY 2025
GEN 0.4 - 1/2	15 MAY 2025
GEN 0.4 - 3/4	15 MAY 2025
GEN 0.4 - 5/6	15 MAY 2025
GEN 0.4 - 7/8	15 MAY 2025
GEN 1.2 - 5/6	15 MAY 2025
GEN 3.6 - 5/6	15 MAY 2025
GEN 4.1 - 5/6	15 MAY 2025
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GEN 4.1 - 41/42	15 MAY 2025
GEN 4.1 - 83/84	15 MAY 2025
ENR 0.6 - 1/2	15 MAY 2025
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Destroy the following pages:

GEN 0.1 - 3/4	01 MAY 2014
GEN 0.2 - 11/12	17 APR 2025
GEN 0.4 - 1/2	AIRAC 15 MAY 2025
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GEN 0.4 - 5/6	AIRAC 15 MAY 2025
GEN 0.4 - 7/8	AIRAC 15 MAY 2025
GEN 1.2 - 5/6	28 NOV 2024
GEN 3.6 - 5/6	16 JUN 2022
GEN 4.1 - 5/6	26 DEC 2024
GEN 4.1 - 7/8	26 DEC 2024
GEN 4.1 - 23/24	26 DEC 2024
GEN 4.1 - 41/42	26 DEC 2024
GEN 4.1 - 83/84	26 DEC 2024
ENR 0.6 - 1/2	13 JUN 2024
ENR 0.6 - 3/4	13 JUN 2024
ENR 1.1 - 3/4	20 FEB 2025
ENR 1.3 - 1/2	AIRAC 31 OCT 2024
ENR 1.3 - 3/4	AIRAC 31 OCT 2024
ENR 1.6 - 1/2	27 JAN 2022
ENR 1.6 - 3/4	29 MAR 2018

2. Record entry of amendment on page GEN 0.2

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

NOTAM: A 0587/24

AIP SUP: NIL

AIC: NIL

Enroute chart: New version available on eAIP

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:	
ENR 1.7 - 1/2	15 MAY 2025	ENR 1.7 - 1/2	10 AUG 2023
ENR 1.7 - 5/6	15 MAY 2025	ENR 1.7 - 5/6	AIRAC 20 MAR 2025
ENR 5.3 - 1/2	15 MAY 2025	ENR 5.3 - 1/2	17 APR 2025
ENR 5.5 - 19/20	15 MAY 2025	ENR 5.5 - 19/20	AIRAC 20 MAR 2025
ENR 5.6 - 3/4	15 MAY 2025	ENR 5.6 - 3/4	AIRAC 20 MAR 2025
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AD 1.1 - 5/6	15 MAY 2025	AD 1.1 - 5/6	19 MAY 2022
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LSZC AD 2 - 5/6	15 MAY 2025	LSZC AD 2 - 5/6	20 MAR 2025
LSZC AD 2 - 7/8	15 MAY 2025	LSZC AD 2 - 7/8	20 MAR 2025
LSZC AD 2.24.1 - 1/2	15 MAY 2025	LSZC AD 2.24.1 - 1/2	20 MAR 2025
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LSGG AD 2.24.1 - 1/2	15 MAY 2025	LSGG AD 2.24.1 - 1/2	20 FEB 2025
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LSZA AD 2 - 1/2	15 MAY 2025	LSZA AD 2 - 1/2	28 DEC 2023
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LSZH AD 2.24.1 - 1/2	15 MAY 2025	LSZH AD 2.24.1 - 1/2	17 APR 2025
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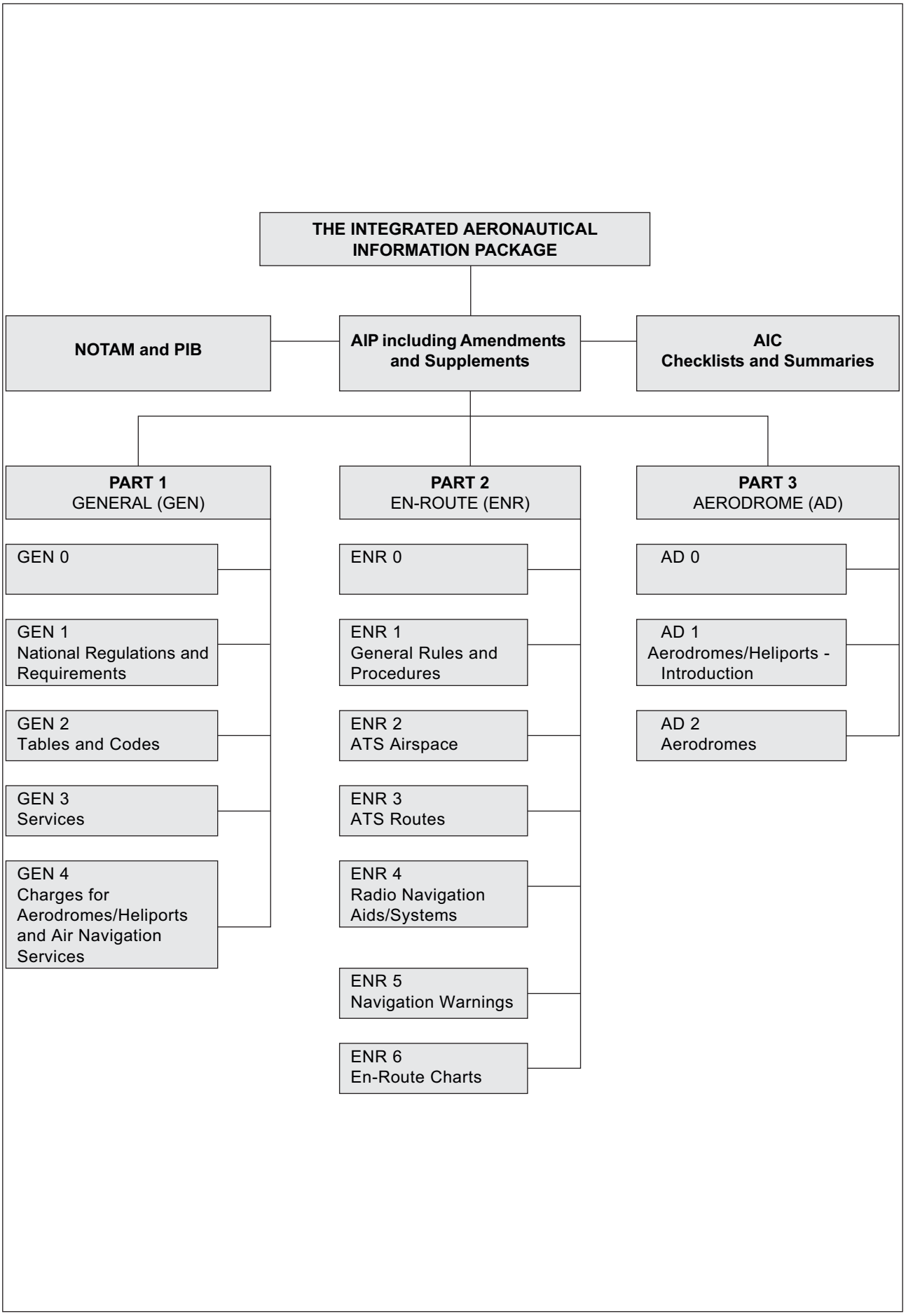
LSZH AD 2.24.4.11 - 11/12	15 MAY 2025	LSZH AD 2.24.4.11 - 11/12	AIRAC 20 MAR 2025


THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
NOTAM and PIB
AIP including Amendments and Supplements
AIC Checklists and Summaries
PART 1 GENERAL (GEN)
PART 2 EN-ROUTE (ENR)
PART 3 AERODROME (AD)
GEN 0
GEN 1 National Regulations and Requirements
GEN 2 Tables and Codes
GEN 3 Services
GEN 4 Charges for Aerodromes/Heliports and Air Navigation Services
ENR 0
ENR 1 General Rules and Procedures
ENR 2 ATS Airspace
ENR 3 ATS Routes
ENR 4 Radio Navigation Aids/Systems
ENR 5 Navigation Warnings
ENR 6 En-Route Charts
AD 0
AD 1 Aerodromes/Heliports - Introduction
AD 2 Aerodromes

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AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
009/2021	09-Sep-2021	09-Sep-2021	
010/2021	07-Oct-2021	07-Oct-2021	
011/2021	04-Nov-2021	04-Nov-2021	
012/2021	02-Dec-2021	02-Dec-2021	
013/2021	30-Dec-2021	30-Dec-2021	
001/2022	27-Jan-2022	27-Jan-2022	
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005/2022	19-May-2022	19-May-2022	
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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	
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012/2022	01-Dec-2022	01-Dec-2022	
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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	
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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	
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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	
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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 0.2 - 2	AIRAC 26 MAY 2016
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GEN 0.2 - 4	AIRAC 02 NOV 2023
GEN 0.2 - 5	AIRAC 15 MAY 2025
GEN 0.2 - 6	AIRAC 15 MAY 2025
GEN 0.2 - 7	AIRAC 30 NOV 2023
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GEN 0.2 - 9	AIRAC 30 NOV 2023
GEN 0.2 - 10	AIRAC 30 NOV 2023
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GEN 0.2 - 12	15 MAY 2025
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GEN 0.4 - 1	15 MAY 2025
GEN 0.4 - 2	15 MAY 2025
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GEN 0.6 - 1	26 DEC 2024
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GEN 1.1 - 1	17 JUN 2021
GEN 1.1 - 2	17 JUN 2021
GEN 1.2 - 1	28 NOV 2024
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GEN 1.2 - 3	28 NOV 2024
GEN 1.2 - 4	28 NOV 2024
GEN 1.2 - 5	15 MAY 2025
GEN 1.2 - 6	15 MAY 2025
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GEN 1.2 - 8	28 NOV 2024
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GEN 1.4 - 1	11 DEC 2014
GEN 1.4 - 2	11 DEC 2014
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GEN 1.7 - 6	26 JAN 2023
GEN 1.7 - 7	16 MAY 2024
GEN 1.7 - 8	16 MAY 2024
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GEN 1.7 - 11	07 SEP 2023
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GEN 2.2 - 5	AIRAC 20 FEB 2025
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GEN 2.2 - 7	AIRAC 20 FEB 2025
GEN 2.2 - 8	AIRAC 20 FEB 2025
GEN 2.2 - 9	AIRAC 20 FEB 2025
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GEN 2.3 - 1	17 APR 2025
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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
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GEN 2.4 - 6	AIRAC 25 JAN 2024
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GEN 2.4 - 8	AIRAC 25 JAN 2024
GEN 2.5 - 1	AIRAC 20 MAR 2025
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GEN 2.6 - 2	10 AUG 2023
GEN 2.6 - 3	10 DEC 2015
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GEN 3.1 - 2	10 AUG 2023
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GEN 3.1 - 7	18 APR 2024
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GEN 3.3 - 2	AIRAC 29 DEC 2022
GEN 3.3 - 3	09 SEP 2021
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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	15 MAY 2025
GEN 4.1 - 24	15 MAY 2025
GEN 4.1 - 25	26 DEC 2024
GEN 4.1 - 26	26 DEC 2024
GEN 4.1 - 27	26 DEC 2024
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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
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ENR 0.6 - 2	15 MAY 2025
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ENR 1.3 - 2	15 MAY 2025
ENR 1.3 - 3	15 MAY 2025
ENR 1.3 - 4	15 MAY 2025
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
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ENR 1.10 - 1	AIRAC 20 FEB 2025
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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				

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5.4 Authorisations (Diplomatic Clearances)

Through its FOCA, Switzerland grants single AUTHs and long-term AUTHs. These AUTHs grant the right to carry out State FLTs within the territory of the Swiss Confederation, and by agreement with the Principality of Liechtenstein they also grant overflight rights within the Principality's airspace, in accordance with the standards agreed each year with the Office for Commerce and Transport of the Principality of Liechtenstein.

5.4.1 Single authorisations

A request for a single AUTH must be submitted to FOCA using the 'DC application form'. Single AUTHs are valid for the specific FLT in each case, and lapse once the authorised term has expired. (Section 5.4.1.2)

5.4.1.1 Application formalities

The diplomatic representation in Switzerland of the State making the application is responsible for submitting the request to FOCA.

FOCA contact:
Post: Federal Office of Civil Aviation
Headquarters: Papiermühlestrasse 172
CH-3003 Berne
Phone: +41 (0) 58 465 91 77
Email: diplomatic.clearances@bazl.admin.ch
URL: http://www.bazl.admin.ch - Diplomatic Clearances

The FOCA liaison office for Diplomatic Clearances is staffed during normal office HR. Outside these HR, TEL enquiries will automatically be forwarded to the Air Force duty office. Please note, that the duty office only deals with enquiries, which cannot be processed during normal office HR.

A request for a single AUTH must be submitted to FOCA at least five working days before the State FLT is due to take place, and applications for State FLTs for the 'transport of dangerous goods'[1] must be submitted to FOCA not later than eight working days before the State FLT is due to take place.

Exemption to the five working day advance notification rule may be made for the following circumstances:

- Exceptional Urgency FLTs:
  Urgent medical evacuation, humanitarian and disaster assistance and SAR operations.
  Additional information required: - medical urgency
  - name of the hospital
- Short-Notice Official Business VIP FLTs:
  Additional information required: - name of VIP
  - location of the official business

Where an application is filed late, FOCA cannot guarantee the timely issuance of an AUTH.

Applications must be submitted to FOCA using the 'DC application form' and must contain the following:

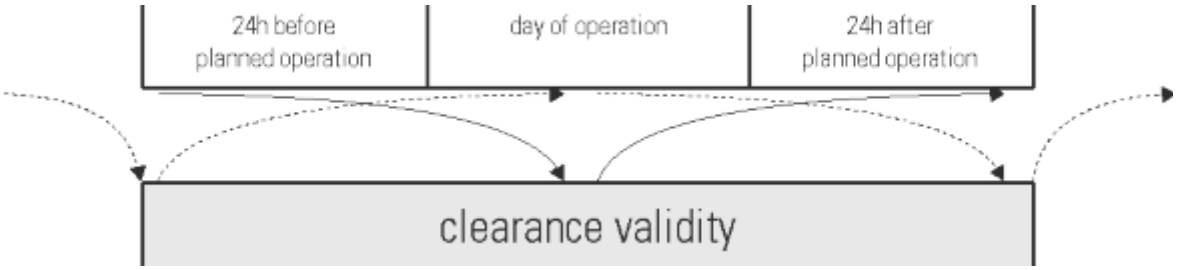
- Requesting State
- Specific type and model of ACFT
- Tail number or registration number
- Call sign. MAX seven (7) characters
- Point(s) of DEP and DEST. Name of the APs and ICAO four letter codes.
- FLT route and time (UTC)
- Date of FLT (UTC / ddmmyyyy)
- Purpose of FLT, remarks (include name and position of VIP if any, the name of the conference, the name of MIL EXER, etc)
- Date and signature

1. Dangerous goods in terms of the ICAO standards (International Civil Aviation Organisation, ICAO Annex 18, Technical Instructions), as well as the Dangerous Goods Regulations (http://www.iata.org/ps/publications/9065.htm) of the International Air Transport Association (IATA)

5.4.1.2 Validity

Single AUTHs are valid for the specific FLT in each case, and lapse once the authorised term has expired.

Unless stipulated otherwise by FOCA at the time of granting the AUTH, single AUTHs are valid on the day preceding and the day following the day specified for the State FLT to take place.



State FLTs are permitted at Swiss APs only during the OPN HR for private traffic; these are published in the Swiss AIP. Applications for FLTs taking place outside these OPN times must provide details of appropriate reasons for this. In these cases, the compulsory latest LDG or DEP time is specified in the AUTH.

Where there is good reason to do so, FOCA will also grant AUTHs with a longer period of validity, upon application.

5.4.2 Long-term authorisation

Long-term AUTHs are valid only for overflights within Swiss territory and the territory of the Principality of Liechtenstein, and for FLTs to which the restrictions under Section 5.4.2.1 do not apply.

Applications for a long-term AUTH must be submitted to FOCA by the end of OCT of the preceding year, and contain an ACFT list[1] containing all ACFT intending to be used for State FLTs under the AUTH. In the list, the exact ACFT model name including the ICAO type ID, special equipment, REG marks and associated radio call signs must be specified.

Switzerland normally grants such long-term AUTHs through FOCA in accordance with the principle of reciprocity.

5.4.2.1 Restrictions

The following FLTs may not be carried out under the AUTH. A request for a separate, single AUTH must be submitted ('DC application form'):

- FLTs operating below FL 100 (FL100/*10000ft/AMSL*)
- FLTs from or to an AP on Swiss territory
- FLTs not on published ATS routes
- FLTs operating in part or entirely under VFR
- FLTs transporting dangerous goods[2]
- FLTs with ACFT equipped with reconnaissance devices
- Reconnaissance FLTs
- FLTs with combat FLTs
- FLTs to perform MIL EXER and FLT displays
- FLTs with armed ACFT
- FLTs transporting armed troops, munitions and MIL equipment in terms of the Federal Law on Military Equipment of 13 DEC 1996 (SR 514.51) and the corresponding Ordinance of 25 FEB 1998 (SR 514.511).

5.4.2.2 Flight Notification

Overflights in accordance with long-term AUTHs by the organisations: OSCE, OPCW and UN shall submit a FLT notification to FOCA no later than one day in advance of the FLT and include the following information:

- Responsible organisation
- Mission (if known)
- TYP (incl. ICAO Code)
- REG number

1. Relevant forms can be obtained from FOCA
2. Dangerous goods in terms of the ICAO standards (International Civil Aviation Organisation, ICAO Annex 18, Technical Instructions), as well as the Dangerous Goods Regulations (http://www.iata.org/ps/publications/9065.htm) of the International Air Transport Association (IATA)

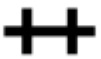
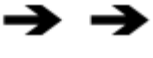
5.7 Search and rescue signals

(REF: ICAO Annex 12)

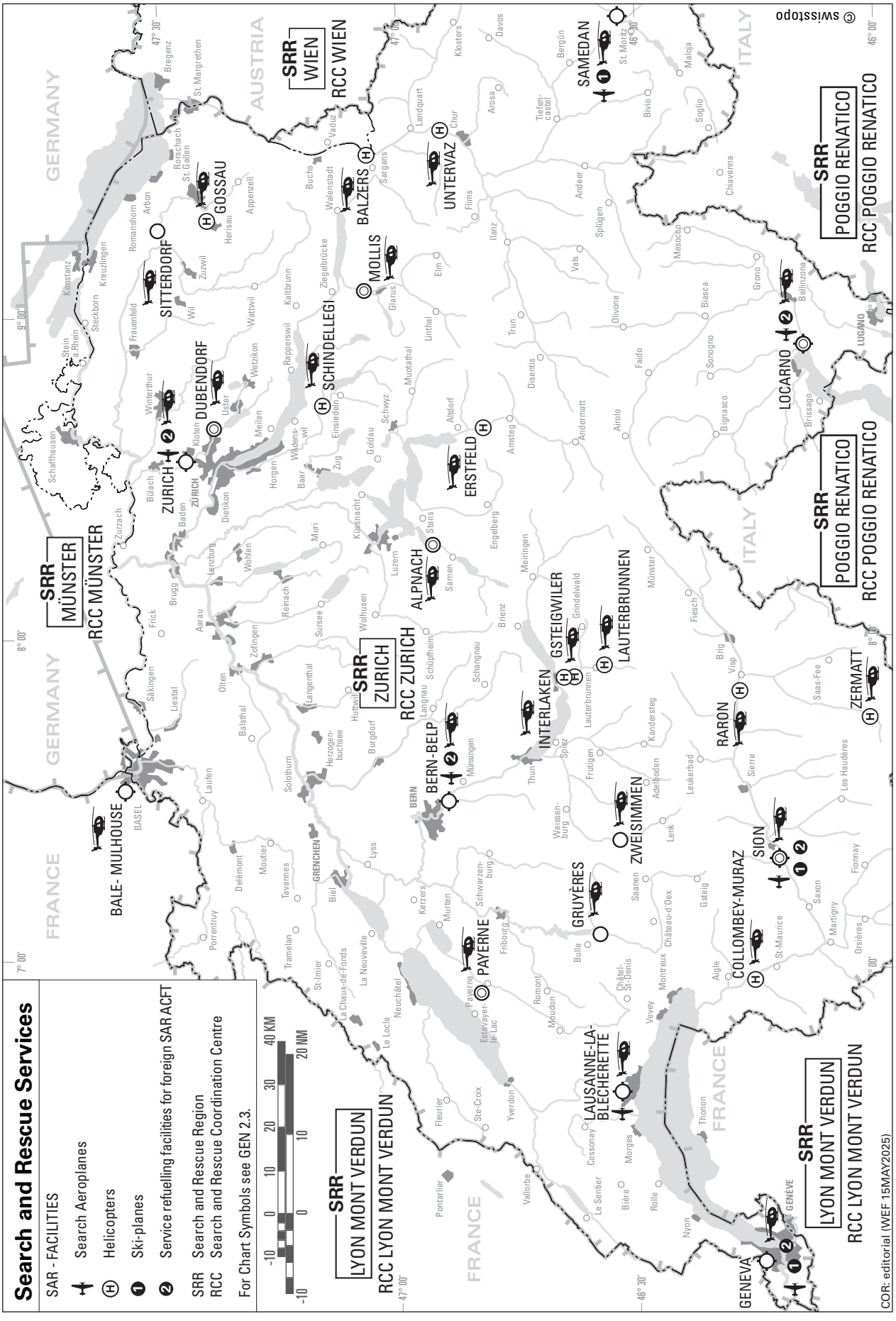
Ground-air visual signal code for use by survivors

No	Message	Code symbol
1	Require assistance	
2	Require medical assistance	
3	No or Negative	
4	Yes or affirmative	
5	Proceeding in this direction	

Ground-air visual signal code for use by rescue units

No	Message	Code symbol
1	Operation completed	
2	We have found all personnel	
3	We have found only some personnel	
4	We are not able to continue. Returning to base	
5	Have divided into two groups. Each proceeding in direction indicated	
6	Information received that aircraft is in this direction	
7	Nothing found. Will continue to search	

5.8 SEARCH AND RESCUE SERVICES



Landing charges (as from 01 APR 2001)			
MTOM kg	**International flights**	**National flights**	**VFR training flights ***
	CHF	CHF	CHF
31001 - 32000	363.30	236.15	--
32001 - 33000	375.90	244.35	--
33001 - 34000	388.50	252.55	--
34001 - 35000	401.10	260.70	--
35001 - 36000	413.70	268.90	--
36001 - 37000	426.30	277.10	--
37001 - 38000	438.90	285.30	--
38001 - 39000	451.50	293.50	--
39001 - 40000	464.10	301.65	--
For each additional tonne or part thereof, the charge is increased by CHF 14.70 for international traffic and by CHF 9.55 for national traffic. **For Approach charges see GEN 4.2 AIR NAVIGATION SERVICES CHARGES**			
***Definition of VFR training FLTs** - Training FLTs must be attended or supervised by a FLT instructor or inspector; - Training FLTs are neither to be used for commercial purposes nor for the carriage of passengers or goods.			

1.2.1.3 Helicopters

For HEL, the same rates are applicable.

1.2.1.4 Special cases

For the FLTs mentioned hereafter, the AP management may apply a reduced charge:

- technical check FLTs;
- FLTs of resident pilots who follow the formation courses and apply the noise-relevant instructions given by Bern Airport AG;
- training and check FLTs under the supervision of a FLT instructor or of an examination expert who has followed the formation courses of Bern Airport AG;
- activities for the improvement of the safety of the air traffic.

1.2.2 Noise charges

1.2.2.1 Charge duty

For an APCH and subsequent LDG, a charge is levied depending on the noise classification of each ACFT. For each “Touch-and-go” and “Go-around”, the same charge is levied.

1.2.2.2 New or modified aircraft

If an operator proposes a more advantageous classification for his ACFT, he has to provide evidence by means of appropriate documentation within 60 days after the application. On condition of timely submitted evidence, the noise charges paid during this period will be reimbursed.

1.2.2.3 Jet aircraft

1.2.2.3.1 Noise class determination

Jet ACFT are classified according to the TKOF noise, as measured by the ACFT noise-measuring equipment at Zurich AP. For the classification, the difference between the energetic mean value of the noise level of an ACFT type and the energetic mean value of the noise level measured for all ACFT types is used.

1.2.2.3.2 Noise classification assignment

The assignment of each ACFT to the existing noise classes is given in GEN 4.1 - Appendix A
(Noise classification for jet aircraft).

1.2.2.3.3 Charge rates

The noise-related charge is as follows:

Noise class	Charge in CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	no charge

1.2.2.4 Propeller-driven airplanes up to 8618 kg MTOM

1.2.2.4.1 Noise classification assignment

The noise charge depends on the airplane assignment to one of the classes A-D. For the assignment of Swiss ACFT, the classification list of the Swiss ACFT register is applicable. For foreign ACFT, the classification list of ACFT types GEN 4.1 - Appendix B (Noise classification for propeller-driven aircraft without special sound-proofing) applies.

1.2.2.4.2 Charge rates

The noise charge per tonne MTOM, or part thereof, is as follows:

Noise class	Charge in CHF (excl. VAT)
A	10.--
B	6.--
C	3.--
D	no charge

1.2.2.5 Helicopters and propeller-driven airplanes of more than 8618 kg MTOM

For HEL, as well as propeller-driven airplanes of more than 8618 kg MTOM, no noise charge will be levied until a relevant noise classification model is submitted.

1.2.3 Weekend surcharge (valid for all classified aircraft)

For FLTs on SUN and on public HOL, double the noise-related charge is due.

1.2.4 Approaches without subsequent landing

The noise charges are also due when APCHs, without subsequent LDG, are executed for training purposes.

1.2.5 Emission-related landing charges

(WEF 01 APR 2010)

1.2.5.1 Principle

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive “Aircraft Engine Emission Charges in Switzerland” (Reference 33-05-27).

1.2.5.2 Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,

are subject to the EM calculation as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \#\text{Engines} * \sum_{LTO-modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

where:

a = 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
a > 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard. a = HC Dp/Foo /19.6, with a maximum value for 'a' of 4.0

LTO-Modes: ICAO Certification LTO Modes:

Mode	Time (in minutes)
Take-off	0.7
Climbout	2.2
Approach	4.0
Taxi/Idle	26.0

# Engines:	number of engines fitted to the aircraft	
Time:	time in mode (see above)	(in minutes)
Fuelflow:	fuel flow per mode	(in kg/sec)
$NOx_{Emissionfactor}$	Measured NOx-Emission factor per mode	(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information:
www.bazl.admin.ch -> For Specialists -> Environment

1.2.5.3 Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with
- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional up to 200 hp	Piston: Conventional 200-400 hp	Piston: Conventional >400 hp	Helicopter <1000 shp	Helicopter >1000 shp	Business-Jets (<16 kN)	Business-Jets (>16 but <26.7 kN)	Turbo-props
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

1.2.5.4 Emission tariff

The applicable tariff is CHF 3.30 per $Emission\ Value_{Aircraft}$

1.3 Passenger charges

1.3.1 Charge duty

For each passenger departing aboard an ACFT, a charge is due, with the exception of the exemptions listed in 1.3.3.

1.3.2 Charge rates

The charge for each departing passenger amounts to:

- CHF 10.-- for passengers of international private and commercial traffic;
- CHF 10.-- for passengers of national commercial traffic;
- CHF 35.-- for all passengers of scheduled and charter traffic (incl. security noise portion CHF 19.50).

1.3.3 Charge exemption

Exempt from the charges are:

- transit passengers;
- passengers of non-commercial DOM private traffic;
- infants up to the age of two;
- passengers of sight-seeing FLTs.

1.4 Parking charges

1.4.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied, after a free parking period has elapsed.

1.4.2 Criteria for charge determination

The criteria for determining the charge are both the parking time and the parking place. Parts of a day and of an HR will be charged as a whole day or a whole HR. 24 HR is counted from the beginning of the charge duty and considered as one day. A parking place is defined by the respective indication on the area.

1.4.3 Assignment of the parking places

The AP operator determines the area on which the ACFT may be parked. The AP operator may determine a MAX period for the parking.

1.4.4 Charge rates

1.4.4.1 Hard surface areas

Fees per day for ACFT with MTOM in kg		CHF
< 2000		20.--
≥ 2000	< 5700	40.--
≥ 5700	< 10000	100.--
≥ 10000	< 20000	200.--
≥ 20000	< 30000	300.--
≥ 30000	< 40000	350.--
≥ 40000	< 50000	400.--
≥ 50000	< 60000	450.--
> 60000		500.--

The fee parking time is of 2 hours. Day = 24 hours

1.4.4.2 Night service charges

The night service charges for General Aviation ACFT which are beyond the respective operational HR are CHF 300.-- per quarter of an HR.

The classification of ACFT registered abroad is established in conformity with the corresponding ACFT type. The operator is allowed to propose a more advantageous classification for his ACFT within 60 days of the implementation of the charge. As long as the evidence necessary to support a new classification are presented within the required time, the excess charges will be reimbursed.

Noise class	Difference
A	noise level HYR than the limit value;
B	0 to 1.9 dB less than the limit value;
C	2 to 4.9 dB less than the limit value;
D	5 dB and HYR less than the limit value.

Noise class	Noise charge
A	15.40 per tonne;
B	8.80 per tonne;
C	4.40 per tonne;
D	1.50 per tonne;
Helicopter	2.50 per tonne

The expenditures on the fund financing the soundproofing obligations are, at present, lower than the revenues and its balance already shows a substantial surplus.

Therefore, as an exceptional measure and given the unprecedented current circumstances, the invoicing of the fee shown in the two (2) above tables is suspended between January 1st, 2021 and December 31st, 2023. An eventual extension of the invoicing suspension is subject to an assessment of the environmental fund balance by Genève Aéroport during the course of 2023.

For TKOFs between 2100 (2000) and 0459 (0359), an additional noise charge is applied for propeller-driven ACFT with a MTOM HYR than 8618 kg (MTOW > 8618 kg). The additional noise charge rate is equal to the additional noise charge applicable to jet-engine ACFT classified in noise class V (see article 3a above).

The noise charge rate is as follows (CHF, excl. VAT):

Noise class	ATD				
	2100-2129 (2000-2029)	2130-2159 (2030-2059)	2200-2229 (2100-2129)	2230-2259 (2130-2159)	2300-0459 (2200-0359)
V	50.--	100.--	200.--	400.--	1500.--

The noise charge is not applicable to ACFT exempt from LDG charges in accordance with article 8 below.

Art. 3c Indemnification charge for business and general aviation aircraft

A fee equal to 25% of the applicable landing charge is levied per landing to cover the indemnity amounts to be paid to neighboring property owners for the loss of property value caused by the noise levels of aircraft operating to/from Geneva International AP.

Art. 4 Emission-related landing charges (WEF 01 MAY 2010)

Art. 4a Principle

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive “Aircraft Engine Emission Charges in Switzerland” (Reference 33-05-27).

Art. 4b Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA

are subject to the EM calculation, as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \#\text{Engines} * \sum_{LTO-modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

where:

a = 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
a > 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard. a = HC Dp/Foo /19.6, with a maximum value for 'a' of 4.0

LTO-Modes: ICAO Certification LTO Modes:

Mode	Time (in minutes)
Take-off	0.7
Climbout	2.2
Approach	4.0
Taxi/Idle	26.0

# Engines:	number of engines fitted to the aircraft	
Time:	time in mode (see above)	(in minutes)
Fuelflow:	fuel flow per mode	(in kg/sec)
$NOx_{Emissionfactor}$	Measured NOx-Emission factor per mode	(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information: www.bazl.admin.ch -> For Specialists -> Environment

Art. 4c Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with
- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived from the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business-Jets	Business-Jets	Turbo-props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Art. 4d Emission tariff

The applicable tariff is CHF 1.40 per $Emission\ Value_{Aircraft}$

Art. 5 A reduction of $66^{2/3}$% on the rates of article 3 is granted for ACFT with a MTOM over 8618 kg when used for:

a. instruction-, training- or check FLTs of pilots accompanied by or under the surveillance of a FLT instructor or inspector of an airline;

b. technical check FLTs and transfer FLTs without payload.

Art. 6 Local air crew training schools and other operators of ACFT based permanently at the AP may be granted more favorable rates than those of article 3 when the MTOM of the ACFT does not exceed 8618 kg.

Art. 7 The LDG charge is also due when for instruction-, training- or check purposes of pilots, the APCH is not followed by a LDG.

Art. 21 **Assignments to the noise classes**
ACFT registered in Switzerland are assigned to the classes mentioned below in accordance with the Swiss Aircraft Register. ACFT registered abroad are classified in accordance with Appendix B to the tariff regulations for public APs in Switzerland (Noise classification for propeller-driven ACFT without special sound-proofing, ref. GEN 4.1 - Appendix B).

Art. 22 **Noise surcharge rates**
The amount of the noise surcharge per tonne or part thereof is:

Noise class	Noise charge CHF (excl. VAT)
A	20.--
B	15.--
C	10.--
D	no surcharge

Art. 23 **Surcharge on Saturday, Sundays and local holidays**
For LDGs on SAT, SUN and local HOL, the noise surcharge is increased by 50% for:

- all ACFT
- in addition from 0600-0700 (0500-0600) / 1100-1230 (1000-1130) / 1900-2100 (1800-2000)

Between 2101-0559 (2001-0459), the noise charge is increased by 100% for all ACFT.

Art. 24 **New and modified aircraft**
In the event that a party liable to pay the charges submits a claims for a more advantageous classification, it shall provide evidence to Lugano AP Authority by submitting appropriate documentation within 60 days of the date on which the claim is made.

Art. 25 **Refund**
If the evidence required is provided on time, Lugano AP Authority shall refund the excess surcharge paid during the 60-day period.

Emission-related landing charges (WEF 01 APR 2010)

Art. 26 **Principle**
An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive "Aircraft Engine Emission Charges in Switzerland" (Reference 33-05-27).

Art. 27 **Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA**
ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under the ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,

are subject to the EM calculation, as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \#\text{Engines} * \sum_{LTO-modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

where:

a = 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
a > 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard. a = HC Dp/Foo /19.6, with a maximum value for 'a' of 4.0

LTO-Modes:	ICAO Certification LTO Modes:	
	Mode / Time (in minutes)	
	Take-off 0.7	
	Climbout 2.2	
	Approach 4.0	
	Taxi/Idle 26.0	
# Engines:	number of engines fitted to the aircraft	
Time:	time in mode (see above)	(in minutes)
Fuelflow:	fuel flow per mode	(in kg/sec)
$NOx_{Emissionfactor}$	Measured NOx-Emission factor per mode	(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information:
www.bazl.admin.ch -> For Specialists -> Environment

Art. 28 **Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA**
ACFT equipped with:
- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived from the type, PER and number of engines fitted to the ACFT, as detailed in Table1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional up to 200 hp	Piston: Conventional 200-400 hp	Piston: Conventional >400 hp	Helicopter <1000 shp	Helicopter >1000 shp	Business-Jets (<16 kN)	Business-Jets (>16 but <26.7 kN)	Turbo-props
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Art. 29 **Emission tariff**
The applicable tariff is CHF 3.40 per $Emission\ Value_{Aircraft}$

Passenger charge

Art.30 **Obligation**
Subject to Art. 31, a charge shall be payable for each passenger who is transported by an ACFT that takes off from the AP.

Art. 31 Passenger charge rates

	Charges	Passenger	Security	Noise	PRM	Total Charge
a.	for general aviation traffic per passenger	CHF 19.00	-	CHF 1.00	-	**CHF 20.00**
b.	for scheduled and charter traffic per passenger	CHF 24.00	CHF 16.50	CHF 1.00	CHF 1.00	**CHF 42.50**
c.	for transit scheduled and charter traffic per passenger	CHF 9.50	CHF 5.50	CHF 1.00	-	**CHF 16.00**

Art. 32 **Exemptions**
No charge shall be levied in the cases of:

Emission charge

Jet aircraft

For aircraft that are regulated by ICAO Annex 16, Vol. II, and aircraft that are not regulated but for which the FOCA does hold emissions data, the emission charge per landing is determined and collected on the basis of Guideline 33-05-27 of the FOCA regarding “Aircraft Engine Emission Charges in Switzerland” dated 1 June 2009. The following formula applies:

Emission Charge = EmissionValueAircraft * Emission tariff whereas
Emission tariff = 2.50 CHF

$$\text{EmissionValueAircraft} = a * \#\text{Engines} * \sum_{LTO-modes}(60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

whereas:

a = 1	if the certified LTO Hydrocarbon emission per rated axial thrust (HCC Dp/Foo) is less than or equal to the current ICAO standard for non-regulated engines.
a > 1	if the certified LTO Hydrocarbon emission per rated thrust (HCC Dp/Foo) is greater than the current ICAO standard for non-regulated engines. a = HC Dp/Foo/19.6, with a maximal value of a = 4.0

For LTO hydrocarbon emissions, the following certification values from the ICAO resp. FOCA engine emission database apply:

Mode	Time(in minutes)	
Take-off	0.7	
Climbout	2.2	
Approach	4.0	
Taxi/Idle	26.0	
Fuelflow:	fuel flow per mode	(in kg/sec)
$NOx_{Emissionfactor}$	Measured NOx-Emission factor per mode	(in g/kg fuel)

Other aircraft

Propeller driven aircraft, helicopters and aircraft for which the Federal Office of Civil Aviation does not hold engine data, are also subject to the emission charges as follows:

Table 1: FOCA Aircraft emission Value Matrix

# Eng	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional up to 200 hp	Piston: Conventional 200-400 hp	Piston: Conventional >400 hp	Helicopter <1000 shp	Helicopter >1000 shp	Business-Jets (<16 kN)	Business-Jets (>16 but <26.7 kN)	Turbo-props
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Aircraft parking charge

Scheduled / Charter (S/C):

Aircraft parking charges for S/C are graded based on the MTOM classification for levying landing charges and are levied per minute, divided into high rate and low rate tariffs. The aircraft parking charges are calculated according to the actual time of arrival (ATA) and actual time of departure (ATD).

- For MTOM classes 1 – 6, the first 30 minutes are free of charge; from the 31st minute up to and including the 180th minute, the high rate tariff applies, then the low rate tariff.
- For MTOM classes 7 and 8, the first 60 minutes are free of charge; from the 61st minute up to and including the 240th minute, the high rate tariff applies, then the low rate tariff.
- For MTOM class 9, the first 90 minutes are free of charge; from the 91st minute up to and including the 300th minute, the high rate tariff applies, then the low rate tariff.

Aircraft parking charges are not levied between 22:00:01 and 05:00:00 (21:00:01 and 04:00:00). During this time, the calculation of parking time is suspended. If a parking procedure at the high rate tariff is interrupted by the fee-free parking period, the high rate tariff will continue once the fee-free parking period has expired. If a parking procedure at the low rate tariff is interrupted, the low rate tariff will continue once the fee-free parking period has expired. If a parking procedure is interrupted during the initial fee-free period, the fee-free period will continue to apply afterwards.
If the parking time is interrupted by a move to a non-chargeable stand, the parking time begins again as soon as the aircraft is moved back to a chargeable stand.

MTOM class	High tariff per hour	Low tariff per hour
1 - 3	29.00	7.00
4	48.30	11.60
5	87.00	20.80
6	145.00	34.70
7	241.70	57.80
8	338.30	80.90
9	435.00	104.00

GA/BA aircraft parking charges are charged in the same way as for S/C. Regardless of the MTOM class, the first 120 minutes are free of charge.

Aircraft parking charges are not levied between 22:00:01 and 05:00:00 (21:00:01 and 04:00:00). During this time, the calculation of parking time is suspended.
If the parking time is interrupted by a move to a non-chargeable stand, the parking time begins again as soon as the aircraft is moved back to a chargeable stand.
The aircraft parking charge for GA/BA is increased by 200% two days before (from 05:00:01 (04:00:01)) until two days after the World Economic Forum (until 22:00:00 (21:00:00)).
As of 1 January 2024, GA/BA aircraft parking charges will be charged in the same way as for S/C. Regardless of the MTOM class, GA/BA will have a fee-free period of 120 minutes as of 1 January 2024.

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

Introduction and Certificate Verification

A national Low Flight Network for rotary wing aircraft is established for which an enroute navigational performance of RNP 0.3 (see ENR 1.3 § 8.1.2) and a specific state authorization are required. Operations are limited to rotary wing aircraft equipped with GNSS avionic receivers using the European Geostationary Navigation Overlay Service (EGNOS) - the European SBAS.
Request such authorization at Federal Office of Civil Aviation 3003 Bern Switzerland.
Description:
This network consists of low-level routes and associated routes to and from various landing sites or regions (see ENR 3.3 Helicopter Routes). All segments are within controlled airspace and ATC service is provided.

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

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

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

4.6.1 LFN PinS Chart in Skybriefing (En-Route)

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

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

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

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

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

5. Maximum speed

a. MAX speed applies in accordance with:
   1. The airspace classification; or
   2. As published in flight procedures; or
   3. As instructed by ATC.

b. ACFT that, according to PER specifications, must fly at a greater speed for safety reasons are exempted from the requirements as specified in point a. above. In such cases, the lowest possible speed according to FLT configuration shall be maintained. In the case of IFR FLTs the appropriate ATC unit shall be notified accordingly.

c. FOCA may grant exceptions.

d. MIL ACFT FLTs below FL 100 are subject to special speed regulations.

6. Supersonic flights

Supersonic FLTs are prohibited within Swiss airspace.

7. Special air report

Special air reports shall be made by all ACFT whenever the following conditions are encountered or OBS:
a. moderate or severe TURB; or
b. moderate or severe icing; or
c. severe MT wave; or
d. TS, with or without GR that are obscured, embedded, WDSPR or in SQ lines; or
e. volcanic ACT.
When other meteorological conditions not listed above are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other ACFT operations, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable.

When voice communications are used, special air reports shall contain the following detailed elements. These elements, including the format of the messages and phraseology, shall be used by FLT crews when transmitting special air reports:
a. special air report;
b. ACFT IDENT (for ACFT reporting to ATS units) or ACFT type (for ATS units retransmitting to other airborne ACFT likely to be affected);
c. PSN;
d. time;
e. FL or ALT; and
f. condition prompting the issuance of the special air report, to be selected from the list of conditions encountered above.

7.1 Reporting of wind shear

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

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

8. Test-Flight Pattern EAST A9

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

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

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

Before taxiing for take-off, the pilot in command shall ensure that the time in the aircraft is set and checked by synchronising it with the GPS time (corrected to UTC). This synchronisation shall be carried out with an aviation-approved GPS device located in the aircraft.
When unable to comply with this requirement, the pilot in command shall request the correct time from the aerodrome control tower.

10. Radio communication failure procedures

Radio communication failure procedures applicable for flight crews and air traffic control units are defined in the Standardised European Rules of the Air (SERA), more specifically in SERA.14083 and its Acceptable Means of Compliance (AMC) and Guidance Material (GM).

ENR 1.3 INSTRUMENT FLIGHT RULES

1. Turns with MNM Bank Angle

Several IFR procedures in the Swiss airspace contain turns with bank angle restrictions (e.g. MNM BANK ANGLE 25°). Such turns shall be performed either at or above the specified bank angle, or at the bank angle corresponding to the standard rate of turn of 3°/s, whichever is the lesser.
MIL ACFT FLTs are subject to special regulations.

2. Procedures for RVSM flights

Where an ACFT's **altitude reporting system displayed level (Transponder mode C/S ADS_B)** differs from the reported FL by 200 ft or more, the controller shall inform the pilot accordingly and the pilot shall be requested to check the pressure setting and confirm the ACFT's level.

3. Special procedures for IFR flights (Z and Y) within FIR Switzerland (LSAS)

3.1 Departures

Flight plans are to be submitted in accordance to FPL REF: ENR 1.10.

When a Z FLT commences from a Swiss AD with a joining point within FIR Switzerland, this FLT shall be notified immediately before TKOF by TEL to:

- ACC Zurich (for FLTs joining within the CTA Zurich),
  TEL +41 (0) 43 931 69 65, or to
- ACC Geneva (for FLTs joining within the CTA Geneva),
  TEL +41 (0) 22 747 13 91.

The above mentioned services transmit a transponder code which shall be operated at TKOF, as well as the FREQ to call for ATC clearance.

Due to regulation measures, a TKOF slot allocation for Z-flights is possible. The adherence to a received TKOF slot (CTOT) is compulsory. The responsibility lays with the Pilot in command.
Additionally, Pilot in command shall request the activation of the flight plan by transmitting the time of departure upon initial contact with the appropriate ATS unit.

Joining-clearance may be denied or delayed by ATC for flights which are not pre-announced by TEL or not respecting their TKOF slot (CTOT). Ref to: ENR 1.9.4. (AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT Chapter 4)

ATC clearances will be given by TEL only in exceptional cases.

For local procedures, contact the relevant AD authority.

3.2 General procedures for Z/Y FLTs from and to LSZL

FPL concerning Z/Y flights from and/or to LSZL shall additionally be addressed to LSZAZTZX.

Whenever active, LSZL ATC will carry out the coordination for Z flights described in ENR 1.3.2.1, providing the flight crew with a transponder code and the frequency for the IFR joining, in addition to other relevant information.

3.2.1 Southbound Z FLTs departing from LSZL

Southbound FLTs may join IFR either over LUGAN or a WPT within the AoR (Area of Responsibility) of MILANO.

Departures intending to join a LSZA SID are coordinated either by Locarno TWR or by Locarno AD authority (outside ATS service hours) with Lugano TWR/APP, when active. After departure, flights shall proceed under VFR towards LUGAN and hold outside CTR, until contact with Lugano TWR/APP is established.

Departures intending to join IFR within MILANO AoR (not LUGAN), or if Lugano TWR/APP is not active, are coordinated by Locarno TWR or by Locarno AD authority (outside ATS service hours) with MILANO FIC.

3.2.2 Northbound Z FLTs departing from LSZL

Northbound FLTs should climb under VFR towards the north, to join IFR within the airway system. Coordination procedures with ACC Zurich according to ENR 1.3.2.1 apply.

If the meteorological conditions do not permit the above-mentioned procedure, the FLT may join a LSZA SID towards the north, according to the procedure described in ENR 1.3.2.2.1.

3.2.3 Y FLTs to LSZL

Such FLTs should preferably file "PINIK" or any other WPT within TMA Milano or CTA Zurich, as the WPT at which the change from IFR flight to VFR flight may be executed.

After their change from IFR to VFR, such FLTs may expect to cross CTR Lugano either via MEZZO or via W-Luino.

If continuation of the FLT under VFR is not possible, Lugano TWR/APP may issue an IFR APCH CLR to land at LSZA.

4. Clearance to fly maintaining own separation in VMC (VMC climb/descent)

When so requested by an ACFT, a controlled FLT operating in VMC may be cleared to climb or descend, subject to maintaining its own separation from other ACFT and remaining in VMC, provided the following conditions are fulfilled:

a. the VMC climb/descent clearance may be delivered O/R only if the FLT crew of the other ACFT agrees to the use of the procedure;
b. the VMC climb/descent clearance may be delivered during the HR of daylight only;
c. essential traffic information will be given by ATC to the ACFT concerned.

5. Expected Approach Time (EAT)

An EAT is transmitted to an ACFT only O/R of the pilot, or if it is likely that the delay will be 10 MIN or more. The EAT will only be revised if the transmitted time is likely to change by more than 5 MIN.

6. Reduced reporting procedures

Radiotelephony procedures employed by pilots of IFR FLTs within Swiss area of jurisdiction:

a. The initial call after a change of radio FREQ will only contain ACFT IDENT and actual FL, indicating the cleared FL for ACFT in climb or descent;
b. Any PSN report, if required subsequently, will only contain ACFT IDENT, PSN and time over;
c. If assigned a speed requirement, the FLT crew shall report this in the initial call.

7. Rate of climb/descent

Should a pilot for any reason not be able to comply with the ROC/ROD cleared by ATC, he shall inform the controller immediately.
Depending on the phase of FLT, the procedures specified below are applicable to all ACFT whose PER data allows these procedures to be met:

- level changes ENR:
  during descent, a rate of between 1000-2500 ft/min is expected and should be complied with (except within the last 1000 ft to the cleared FL, the rate should not exceed 1000 ft /min) and similarly, ACFT CMB the cleared FL, the ROC within the last 1000 ft should not exceed 1000 ft/min either;
- level changes in HLDG patterns:
  a ROD of 1000 ft/min or less is expected and should be complied with;
- descent on STAR’s:
  a rate of between 1500-2500 ft/min is expected and should be complied with;
- LVE IAF under radar vectors:
  unless otherwise specified by ATC, the ROD is at pilot’s discretion.
- any DEV from the above mentioned rates, if deemed necessary by the pilot, shall be communicated to ATC immediately.

8. RNAV applications

8.1 Fixed RNAV routes

These are permanently published ATS routes which shall be flight-planned. They are identified by route designators in accordance with ICAO Annex 11.

8.1.1 RNAV 5 routes

RNAV 5 routes are designed within Swiss Airspace in accordance with ICAO Doc 8168 Vol II Procedures for Air Navigation Services - Aircraft Operations.

8.1.2 RNP 0.3 routes for helicopter

RNP 0.3 routes (KYxyz) and associated routes (KQxyz) are designed for helicopter operation within Swiss Airspace in accordance with ICAO Doc 8168 Vol II Procedures for Air Navigation Services - Aircraft Operations.

8.2 Free Route Airspace – General procedures

8.2.1 Definitions

8.2.1.1 FRA

A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) waypoints, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

8.2.1.2 FRA significant points

FRA horizontal entry point (E)
A published significant point on the horizontal boundary of the Free Route Airspace from which FRA operations are allowed. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (E).

FRA horizontal exit point (X)
A published significant point on the horizontal boundary of the Free Route Airspace to which FRA operations are allowed. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (X).

FRA horizontal intermediate point (I)
A published significant point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed. Intermediate points may be used to connect FRA operations to ATS route network. If published, the FRA relevance of such points is included in ENR 4.1/4.4 columns as (I).

FRA arrival connecting point (A)
A published significant point to which FRA operations are allowed for arriving traffic to specific aerodromes.
The FRA relevance of such points is included in ENR 4.1/4.4 columns as (A).

FRA departure connecting point (D)
A published significant point from which FRA operations are allowed for departing traffic from specific aerodromes.
The FRA relevance of such points is included in ENR 4.1/4.4 columns as (D).

8.2.2 Area of application

Skyguide provides ATS in areas above Switzerland and in delegated areas above Austria, Germany, Italy and France. These combined areas comprise Skyguide's Area of Responsibility (AoR).
LSASFRA is a Free Route Airspace area created within the entire lateral limits of Skyguide's AoR. FRA procedures are available H24 above FL195 up to FL660 within LSASFRA Part 1 and up to FL245 within LSASFRA Part 2 as detailed in ENR 2.2 and ENR Charts.
Italian Free Route Airspace volume "FRAIT" as described in AIP Italy ENR 2.2 extends over Swiss territory. Flights within FRAIT shall comply with the flight planning requirements defined in AIP Italy ENR 1.10.
French Free Route Airspace volume "LFFRAE" as described in AIP France ENR 2.2 extends over Swiss territory.
Flights within LFFRAE shall comply with the flight planning requirements defined in AIP France ENR 1.10.

8.2.3 FRA procedures

8.2.3.1 General

Within FRA flights may be planned DCT between significant points and/or radio navigation aids published in ENR 4.1/4.4. There is no restriction on the maximum DCT distance.
The use of unpublished points defined by geographical coordinates or by bearing and distance is not allowed.

8.2.3.2 Overflying traffic

Within LSASFRA aircraft operators can freely plan a route between a defined FRA Horizontal Entry Point (E) and a defined FRA Horizontal Exit Point (X), with the possibility to route via FRA Intermediate Points (I), without a reference to the ATS route network, subject to airspace availability.

8.2.3.3 Access to/from terminal airspace

Vertical entry and exit to/from the LSASFRA is made possible via the connection of ATS route segments connected to FRA significant points mentioned above. These ATS route segments are in turn connected to the SIDs or STARs of the various aerodromes. The available FRA connections between significant points and/or radio navigation aids to the ATS route network are published in the Route Availability Document (RAD).

8.2.3.4 Cross-border application

8.2.3.4.1 FRA Germany

Cross border FRA application is available between LSASFRA and DFS FRA Cells EDUU East, EDUU West and EDMM South. Flights between these areas are not required to file a FRA horizontal entry or exit point (E, X), rather the use of a FRA intermediate point (I), that is situated near the boundary and published in ENR 4.1 or ENR 4.4 is possible. It is not allowed to plan from a FRA significant point inside LSASFRA to a location described by geographical coordinates inside DFS FRA and vice versa. Only significant points as published in AIP ENR 4.1 or ENR 4.4 are permitted. Specific restrictions on the use of the FRA intermediate points (I) between the FRA areas are defined in the RAD if necessary.

8.2.3.4.2 FRA France

Cross border FRA application is available between LSASFRA and French FRA Cell LFFRAE. Flights between these areas are not required to file a FRA horizontal entry or exit point (E, X), rather the use of a FRA intermediate point (I), that is situated near the boundary and published in ENR 4.1 or ENR 4.4 is possible. It is not allowed to plan from a FRA significant point inside LSASFRA to a location described by geographical coordinates inside LFFRAE and vice versa. Only significant points as published in AIP ENR 4.1 or ENR 4.4 are permitted. Specific restrictions on the use of the FRA intermediate points (I) between the FRA areas are defined in the RAD if necessary.

8.2.3.5 Airspace reservation – special areas

In general, aircraft operators will plan their trajectory around reserved or segregated airspace, when not available for civil operations, by using the relevant FRA intermediate points (I) published for this purpose in ENR 4.4.
Flights may be planned through AMC-manageable restricted airspaces (RSAs) according to the European Airspace Use Plan/ European Updated Airspace Use Plan (EAUP/EUUP); subject to the rules that are specified in RAD Annex 2C.

8.3 RNAV Instrument departure, arrival, approach and holding procedures

RNAV procedures for departure (SID), arrival (STAR), holding pattern and instrument approach (initial, intermediate, final approach and missed approach segments) are designed in accordance with the ICAO Doc 8168 PANS-OPS criteria, or the ICAO Doc 9905 RNP AR Procedure Design Manual for procedures based on the RNP AR navigation specification. To navigate these procedures all aircraft and aircrew shall comply with the requirements of the prescribed navigation specification notified to users by the way of the aeronautical information publication indicated on the charts in the relevant AD sections. The published RNAV procedure can require that the performance of the RNAV system is realized by means of specific sensors (e.g.: GNSS or DME/DME).

8.4 Other applications of RNAV

There are specific direct routings assigned by ATC at tactical level or on pilots' requests.

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

1. Primary radar

Introduction

The provision of radar services is based on enroute and APCH radar facilities on Swiss territory augmented by additional radar information from facilities in France, Germany and Italy.
Information on radar ground movement services based on SMR is provided in AD 2.23.
The procedures for the radar are based on the recommendations in ICAO Doc 4444-ATM/501.

1.1 Supplementary services

NIL

1.2 The application of radar control service

1.2.1 Radar control services

The distribution of the functions of the radar services of the ATC is as follows:

a. overall watch of air traffic, particularly as to the way in which clearances are adhered to;
b. radar control services for departing and arriving ACFT for the purpose of expediting the traffic flow and of resolving conflict situations;
c. assistance to ACFT experiencing difficulties in navigation or a failure of two-way communications;
d. provide information to crews on their request about the presence of TS areas;
e. provision of information regarding identified or unidentified ACFT traffic that may constitute a hazard;
f. assistance to ACFT in EMERG.

The PER of those functions is at the discretion of the radar controller and depends on the capacity of the radar equipments, the traffic density and the atmospheric conditions.

1.2.2 ATC units equipped with radar:

ACC ZURICH
ZURICH APP
ZURICH DELTA
ACC GENEVA
GENEVA APP
GENEVA DELTA
BERN APP
SION APP

1.2.3 Minimum levels

When vectoring an IFR FLT, the radar controller shall ensure that adequate terrain clearance will exist at all times until the ACFT reaches the point where the pilot will resume his own navigation.

The radar controller is at all times in possession of the following information:

a. the MNM FLT ALTs for the relevant route segments;
b. the lowest usable FLT levels in accordance with ENR 1.7 5.3

1.2.4 Radar separation

General radar separation MNM is 5 NM. It may be reduced to 3 NM under specific circumstances in the terminal control area or in the area of responsibility of approach/departure.

1.2.5 Surveillance Radar Approaches (SRA)

Approaches shall be carried out with the surveillance radar when no other APCH facility is AVBL or when the pilot requests it explicitly. Radar instructions are terminated at 2 NM from touchdown at the latest.

At or before the commencement of final APCH, the FLT crew shall be informed of the following:

a. the type of APCH;
b. the RWY to be used;
c. the point at which the SRA will be terminated.

When conducting a SRA, the radar controller shall TRANS the following to the FLT crew:

a. the applicable OCA/OCH when approaching the point at which it is computed that descent should begin, and just before RCH that point;
b. AZM instructions as, follows:
   i. the FLT crew shall be informed at regular intervals of the ACFT's PSN in relation to the EXTD CL of the RWY. HDG corrections shall be given, as necessary, to bring the ACFT back on to the EXTD CL.
   ii. in the case of AZM DEV, the FLT crew should not take corrective action unless specifically instructed to do so.
c. the DIST to touchdown at each NM;
d. the pre-computed levels through which the ACFT should be PSG to maintain the GP at each NM, at the same time as the DIST;

The SRA shall be terminated:

a. at a DIST of 2 NM from touchdown; or
b. before the ACFT enters an area of CONS radar clutter; or
c. when the pilot reports that a visual APCH can be effected;

whichever is the earliest.
For SRA, the same missed APCH procedures are applicable as for ILS APCHs.

1.3 Radar and air-ground communication failure procedures

1.3.1 Transponder failure

1.3.1.1 Failure before intended departure

In the case of a transponder which has failed and cannot be restored before DEP, pilots shall:

a. inform ATS as soon as possible and preferably before filing a flight plan;
b. plan to PCD, as directly as possible, to the nearest suitable AD where repair can be effected; and
c. insert in item 10 of the ICAO flight plan form under "SSR" the letter N for CMPL unserviceability of the transponder or, in case of partial transponder failure, the letter corresponding to the remaining transponder capability as specified (REF: ENR 1.10).

1.3.1.2 Transponder failure after departure

In case of failure which occurs after DEP, pilots may expect that ATC units will endeavour to provide for the continuation of the FLT to the AD of first intended LDG in accordance with the FLT plan. After LDG, pilots shall make every effort to have the transponder restored to normal operation.
If repair cannot be effected, pilots shall comply with the above provisions for failure before intended DEP.

1.3.2 Radar failure

In the event of radar equipment failure, attempts will be made to CONT to provide the service by other means. If this should not be possible, separation procedures shall be applied to ACFT under radar control.
Reduced VER separation of 500 ft, respectively 1000 ft, may immediately be resorted to on a TEMPO basis.
As an EMERG measure, VMC clearances will also be given and HLDG patterns will be prescribed.

1.4 Voice and CPDLC position reporting requirements

NIL

1.5 Graphic portrayal of area of radar coverage

NIL

2. Secondary Surveillance Radar (SSR)

Mode S:
FLT crew of ACFT with Mode S transponders that have an ACFT indication feature shall set the ACFT IDENT to exactly that entered in item 7 of ICAO ATC flight plan. It shall be set through the FMS or transponder control panel before activation of the transponder. For Mode S transponder ground operations at Genève and Zurich APs, refer to AD (LSGG or LSZH) § 2.23.2 A-SMGCS.

Non-Mode S:
Pilots of departing ACFT may only switch the transponder from ”Standby” to ”ON” immediately prior to the TKOF run.
Pilots of arriving ACFT shall switch off the transponder immediately after LDG.

Operational use of Mode C:
Before Mode C data are used for ATC purposes they are verified. This is achieved by the appropriate ATC unit checking the readout of the Mode C transmission against the altimeter reading reported by the pilot at the moment of verification. Where the ATC unit is UNA to verify mode C data, either directly or with the assistance of another unit, or if, on verification there is a variation of more than ± 300 ft between the level readout and the reported level, the pilot will normally be instructed to switch off Mode C.

When reporting levels under routine procedures or when requested by ATC unit, pilots shall always state precisely (to the nearest 100 ft) the current altimeter reading to facilitate verification of the accuracy of Mode C data.

2.1 Emergency procedures

NIL

2.2 Air-ground communication failure and unlawful interference procedures

For radio communication failure refer to ENR 1.1 §10.

2.3 SSR code assignment

Without prior instruction, the transponder shall be operated on code:

- **7500** in case of unlawful interference;
- **7600** in case of radio communication failure;
- **7601** for an IFR flight experiencing a radio communication failure continuing in VMC to the nearest suitable aerodrome (refer SERA.14083 for more details);
- **7700** in case of emergencies;
- **7000** for all VFR flights.

2.4 Voice and CPDLC position reporting requirements

NIL

2.5 Graphic portrayal of area of radar coverage

NIL

3. Automatic Dependent Surveillance - Broadcast (ADS-B)

NIL

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ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction

1.1 Applicable Regulations

The following documents are applicable for altimeter setting in the Swiss FIR/UIR:

- **ICAO Annex 2, Rules of the Air:** no differences.
- **ICAO Doc 8168-OPS/611, Aircraft Operations:** no differences.
- **Implementing Regulation (EU) 923/2012** (Standardised European Rules of the Air): no differences.

1.2 Definitions (references relate to ICAO LEXICON DOC 9110 Vol. II definitions)

When the following terms are used in the text of this chapter they have the following meanings:

Term	Meaning	ICAO Lexicon
Altitude:	The vertical distance of a level, a point or an object considered as a point, measured from mean sea level.	A 96
Elevation:	The vertical distance of a level, a point or an object affixed to the surface of the earth, measured from sea level.	E 6
Flight level:	A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 mb, and is separated from other such surfaces by specific pressure intervals.	F 22
Height:	The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.	H 6
Level:	A generic term relating to the VER PSN of an aircraft in FLT and meaning variously, HGT, ALT or FLT FL.	L 8
Transition altitude:	The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.	T 26
Transition layer:	The airspace between the transition altitude and the transition level.	T 27
Transition level:	The lowest flight level available for use above the transition altitude.	T 28

1.3 Terrain clearance

The lowest usable FLs for operations in controlled airspace taking into account terrain clearance will be determined by the appropriate ATC units.

1.4 Transition altitude

The TA for the APs of Bern-Belp, Genève, Les Eplatures and Zurich are indicated in AD 2.17 and on the IACs.

1.5 Transition level

When the transition level cannot be transmitted on the ATIS, it will be provided to the pilots in the approach clearance.

2. Basic altimeter setting procedures

2.1 Altimeter setting procedure

The VER PSN of ACFT when **at or below** the TA shall be expressed in **terms of ALT**, whereas PSN **at or above** the TRL shall be expressed in terms of FLs.

While PSG through the transition layer, VER PSN shall be expressed in terms of FLs when ascending and in terms of ALT when descending.

2.2 QNH

The QNH will be transmitted unasked to arriving and departing ACFT.

2.3 En route

The VER PSN of ACFT during ENR FLT shall be expressed in terms of FLs compatible with the indications in ENR 3.2 and ENR 3.3.

2.4 QFE

A QFE setting will be transmitted O/R only. Reference points are as follows:

AP	Bern-Belp	AP ELEV:	LSZB AD 2.2
AP	Genève	THR 22:	LSGG AD 2.12
		THR 04:	LSGG AD 2.12
AP	Zurich	THR 14:	LSZH AD 2.12
		THR 16:	LSZH AD 2.12
		THR 10:	LSZH AD 2.12
		THR 28:	LSZH AD 2.12

2.5 Missed approach

The procedures in 2.1 shall apply in the event of a missed APCH.

2.6 Flight planning

The true ALT of the lowest FL usable on AWYs A1 and A9 will be determined in time intervals of three HR by the MET service. It may be obtained from the competent ATC unit O/R.

The MET information required for FLT planning may be obtained from the MET office at Geneva for the Geneva area or at Zurich for the Zurich and Ticino area.

3. Description of altimeter setting region(s)

Switzerland is divided into three altimeter setting regions, which are:

a. Zurich altimeter setting region.
b. Geneva altimeter setting region.
c. Ticino altimeter setting region.

The atmospheric pressure for the Ticino region will be transmitted O/R by the FIC or MET centres at Geneva and Zurich. For flights conducted in accordance with VFR, the QNH values for the respective altimeter setting region shall be used.

QNH and QFE values will be transmitted in whole millibars only and rounded down to the nearest whole millibar.
FL zero is located at the standard atmospheric pressure level of 1013.2 millibar (29.92 in.) at MSL. Consecutive FLs are separated by a pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.

4. Procedures applicable to operators (including pilots)

4.1 Altimeter test

According to the ICAO documents mentioned in 1.1, the pilot-in-command or another crew member charged with the responsibility has the duty to carry out a test of the altimeter(s) prior to the commencement of a FLT, in order to ensure that its indications are correct.

4.2 QNH setting

When it is intended to use a QNH setting for the FLT, set the altimeter for the test to the QNH setting of the AD concerned. Then, particularly if the PWR plant is not running, the altimeter should be tapped lightly before reading. A SVCBL altimeter will indicate the real ELEV when so set.

4.3 QFE setting

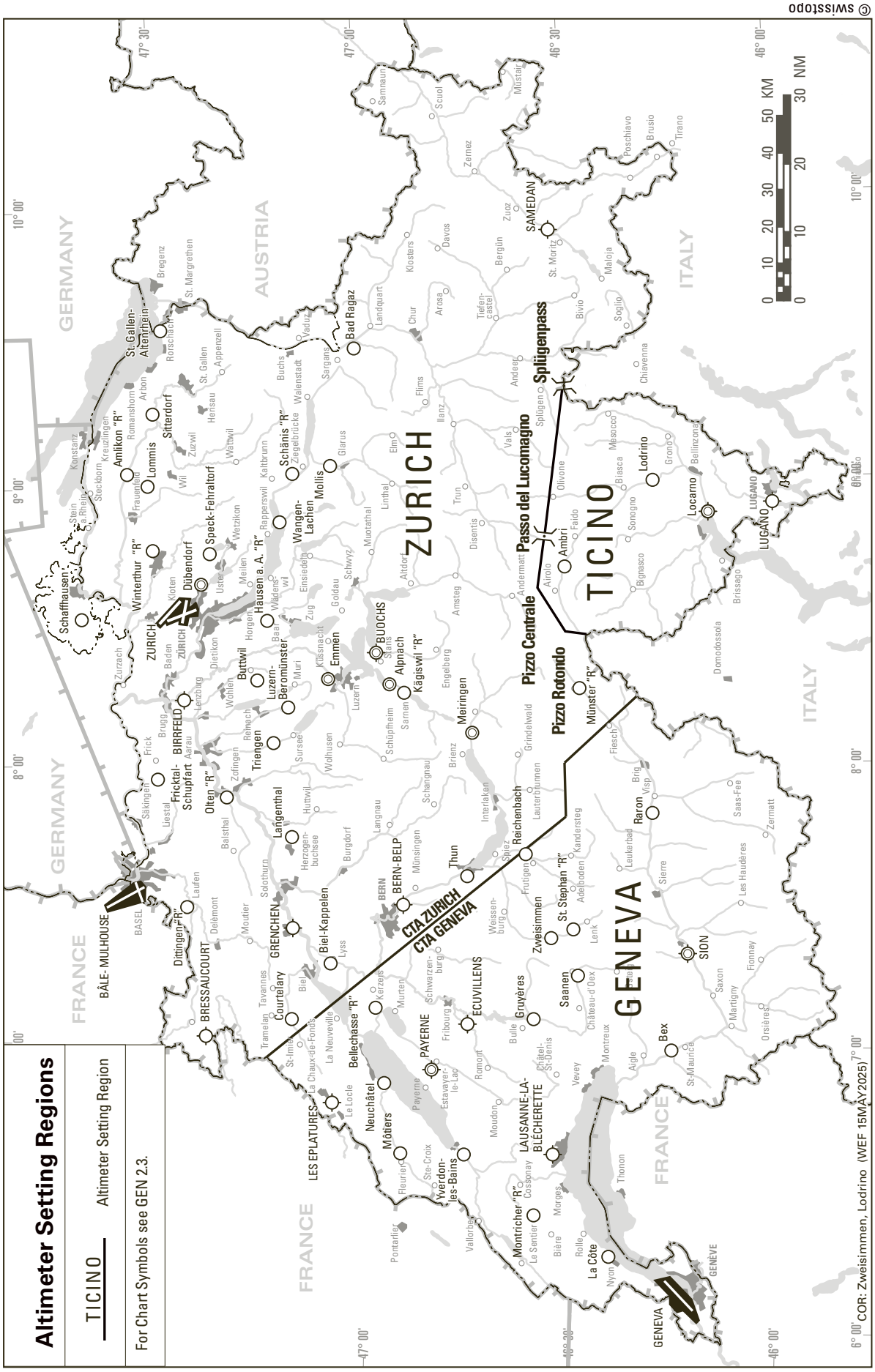
When a QFE setting is used, the same procedure as in 4.2 should be applied. When set, however, the altimeter will indicate the HGT in relation to the QFE reference point.

5. Cruising levels

5.1 IFR FLTs

a. outside of controlled airsace:
An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels in 5.3 except when otherwise specified by the competent authority for flight at or below 900 m (3000 ft) above mean sea level.

Figure 1. Altimeter Setting Regions



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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)

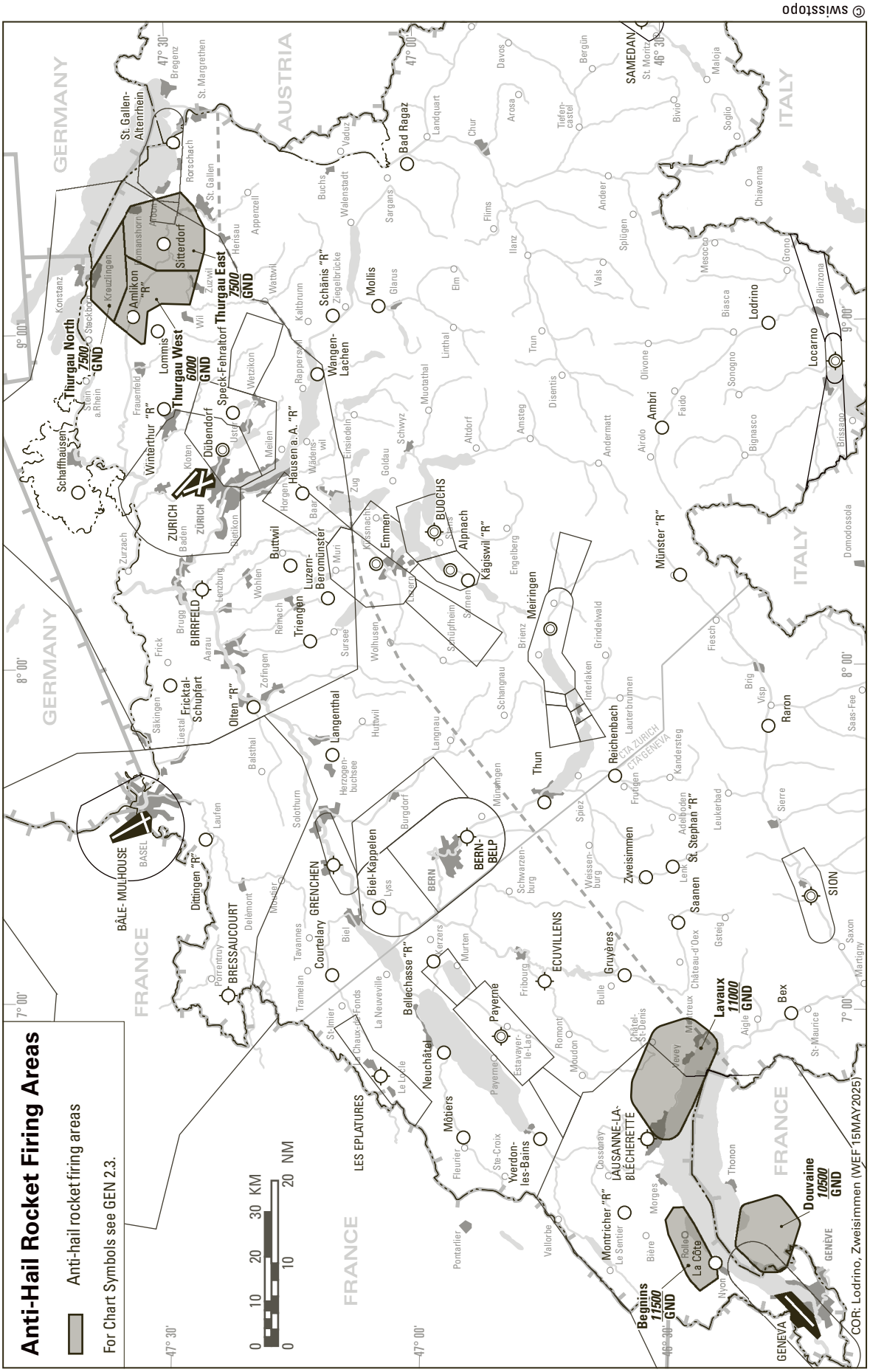
REF: ENR 5.5 § 9

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



12. Mountain flying

The terrain configuration of mountainous areas and the particular weather conditions prevailing in them require the following recommendations to be considered when planning VFR-flights over the Alps:

The crossing of the Alps in a north-south direction and vice-versa shall be planned in a way to take the shortest possible flight routes over inhospitable regions.

The following main routes are recommended for overflight in good weather conditions:

a. Zurich - Vierwaldstättersee - Reusstal - Andermatt - **Gotthardpass** - Val Leventina - Locarno;
b. Berne - Spiez - Kandersteg - **Gemmipass** - Visp - Brig - **Simplonpass** - Domodossola;
c. Altenrhein - Sargans - Chur - Lenzerheide - **Julierpass** - Samedan.

The 3 routes above, as well as several more that are recommended for VFR crossing of the Alps, are shown on the ICAO aeronautical chart 1:500'000 (2253-B), Switzerland.

VFR flight route	
Mountain pass with spot elevation in ft	
Recommended minimum altitude in ft	

The crossing of the Alps should not be carried out above closed cloud cover. The necessary high altitudes and the corresponding strong reduction in engine power may lead to unexpected situations of flight in IMC between invisible peaks.

Updrafts and downdrafts are much stronger in the mountains than in the plains. Consequently, mountain passes shall be approached from the side at a safety height of at least 1000 ft AGL (300 m), in such a way that a 180° turn can be flown safely should the terrain behind the pass be covered by clouds.
A mountain pass should not be crossed in a climb, but in level flight or even in descent at a sufficient airspeed to enable the traversing of zones of downdrafts rapidly.

Pilots with little experience in mountain flying are recommended to restrain from crossing the Alps, respectively to stop such a crossing in time:

a. during fœhn situations;
b. when the MET report states: „Alps in clouds";
c. when observing thunderstorm formation;
d. during showers (even in summer);
e. when the cloud base is too low over the mountain passes.

13. Safety measures

Attention should be paid to part GEN 3.6.
Further, it is recommended to carry warm clothes, blankets, signalling lamps and rockets, as well as emergency food supplies.

After an emergency landing in high mountains, it is recommended to stay near the aircraft and not to undertake dangerous climb-downs over glaciers or crags without suitable equipment or without mountain experience.

Whenever possible, emergency calls should be sent with the aircraft transmitter, not only on the emergency frequency 121.500 MHz but also on an appropriate FIC frequency, as well as any frequency used for airway traffic control.

14. Collision with birds of prey

Isolated cases are known where aeroplanes have been attacked by eagles. Therefore during flights in the Alps collisions with eagles should be considered possible. Related information is published in ENR 5.6.

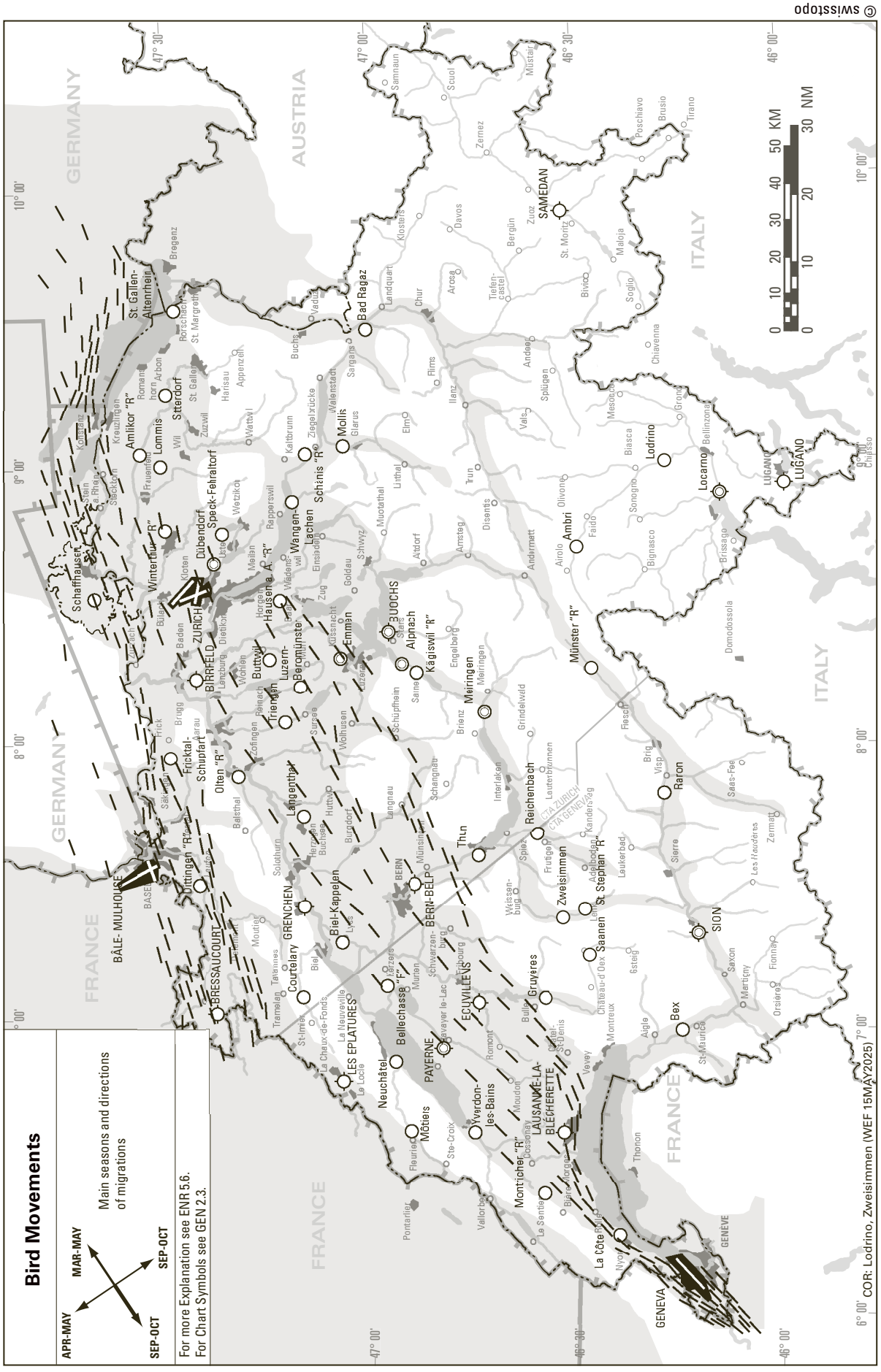
15. Information service on hazards in Swiss airspace

The information about other dangers provides data on acrobatic flights, parachuting outside aerodromes, captive balloon ascents, extensive flying, gliding or helicopter activities outside permanent danger areas, towing and guided missile flights.
In NOTAM, when referring to locations on a map, the aeronautical chart ICAO 1:500 000 Switzerland is used.
The completeness of the information concerning hazards in the airspace and the observance of the times indicated therein cannot be quaranteed.

16. FREQUENCIES FOR SPECIAL USE

FREQUENCIES FOR SPECIAL USE			
FREQ / Channel MHz	**UTILISATION**		**Languages used**
1	**2**		**3**
GENERAL AVIATION			
123.135	Air-to-Air communication up to MAX FL 150		En, Ge, Fr, It, Swiss-German
GLIDER FLIGHTS			
122.305	Region NORTH	A/G	Ge, Fr, It, Swiss-German Only the following transmissions are permitted on these frequencies: - Test transmissions - Location reports - Weather reports - Message exchange, pilot-accompanying vehicle - Message exchange, pilot flight instructor Languages used: German, French, Italian, Swiss-German In-flight radio telephonists do not require a licence for radio communications of this nature.
123.580	Region NORTH	A/A	
120.880	GLD INFO (GLD ACT within TMA Zurich)		
122.480	Region ALPS	A/G	
123.680	Region ALPS	A/A	
121.130	Region WEST	A/G	
125.030	Region WEST	A/A	
124.755	GLD ATIS (GLD ACT within TMA Geneva)		
122.955	Training		
BALLOONS			
122.255	E of Basel - St. Moritz and Alps		Ge, Fr, It, Swiss-German
122.130	W of Basel - St. Moritz		
	The frequencies 122.255 MHz and 122.130 MHz are available for balloonists communicating with one another and with accompanying vehicles.		
PARACHUTING PRACTICE			
123.480	Training		Ge, Fr, It, Swiss-German
Powered-flight training			
122.205	Powered-flight training		Ge, Fr, It, Swiss-German
Mountain landing strips			
130.355	Mountain landing strips		Ge, Fr, It, Swiss-German
HANG GLIDERS			
123.430	Training		Ge, Fr, It, Swiss-German
130.930	For general use		
MIL FREQ			
135.475	For communications between CIV ACFT and MIL navigation equipment (Reserve-FREQ)		En, It
HELICOPTERS			
130.355	Mountain frequency: For TKOF and LDG or FLT below 150 m AGL		En
123.380	Coordination frequency for hospital helipads For TKOF and LDG		

Figure 1. Bird Movements



Bird Movements

1 Broad front migration all over the country; and in fine weather also above the highest mountains. 90% small birds. Birds flying singly at night and flocked during daytime; often concentrated when flying towards mountain ridges or large lakes, especially in bad weather and head winds.

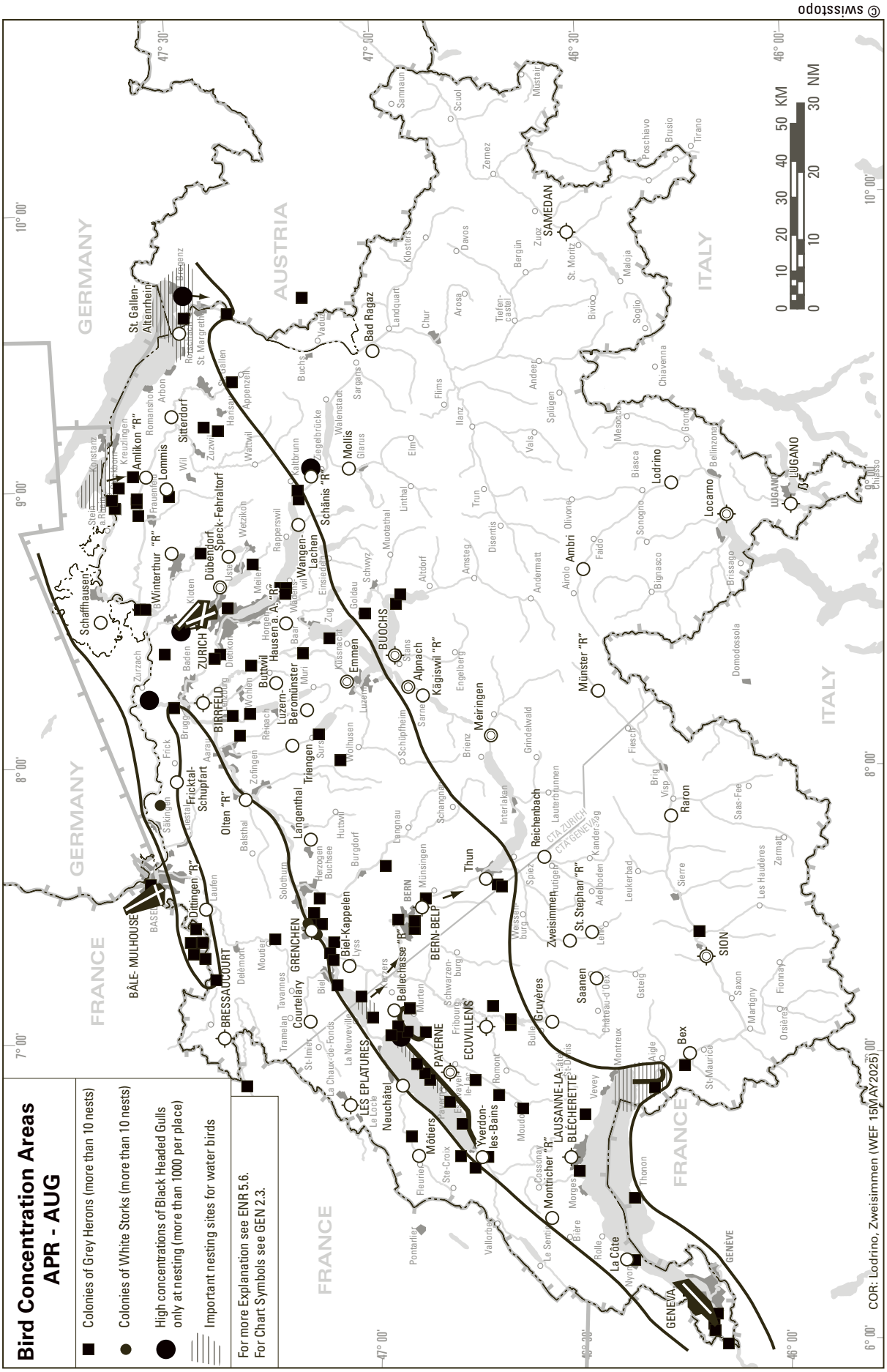
1.1 Concentrations of large, flocked rooks in late autumn (similar pigeons and buzzards) and also in fine weather along "leading lines".

2 **Flight heights**

2.1 **50% below 1500 ft AGL (460 m), 90% below 6000 ft AGL (1830 m)**

2.2 **Greater heights under anticyclonic, lower heights under cyclonic conditions**

Figure 2. BIRD CONCENTRATION AREAS APR-AUG



Bird concentration areas April-August

1 **Concentrations**

1.1 High concentrations of water birds (more than 1000 per place) only at nesting sites of Black headed Gulls.

1.2 Raptors (mainly Buzzards) spread all over the lower parts of the country. Black Kites concentrated along large rivers and lakes especially:

1.3 Colonies of Grey Herons and White Storks more than 10 nests.

1.4 Main concentrations confined to the “Mittelland” between the Jura and the Alps.

1.5 Important nesting sites for water birds.

2 **Flight heights of birds**
Feeding flights of water birds usually below **700 ft AGL** (215 m), displaying raptors up to **2000 ft AGL** (610 m), herons on feeding flights up to **1000 ft AGL** (300 m).

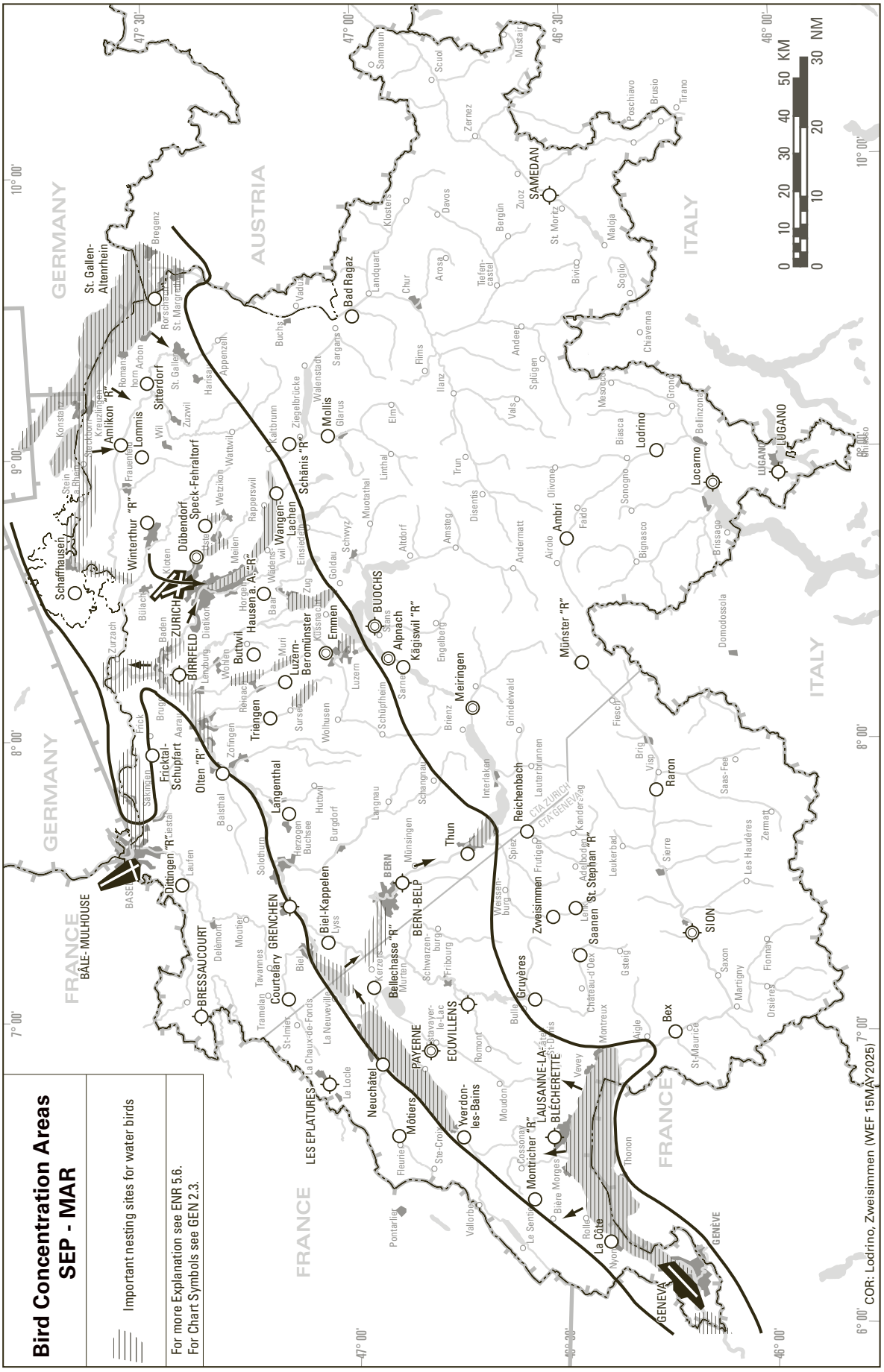
3 **Flights activity**

3.1 Low flight activity of breeding water birds until end of JUN. Noticeable feeding flights off the concentration areas starting in JUL (mainly dusk and dawn).

3.2 Feeding flights of Grey Herons at any time of day and period.

3.3 Displaying raptors only on warm days (whole period).

Figure 3. BIRD CONCENTRATION AREAS SEP-MAR



Bird concentration areas, September-March

1 **Wintering water birds**
Highest numbers of wintering water birds (350000-400000) from NOV to JAN on the lakes and larger rivers between the Alps and the Jura (“Mittelland”).

2 **Flight heights of birds**
Wintering birds usually below 700 ft AGL (215 m). Migrating birds to 90% below 6000 ft AGL (1830 m) (immigration and emigration can take place during the whole period, but is confined mainly to night and to the “Mittelland”).

3 **Flight activity**

3.1 Regular feeding and roosting flights mainly during dusk and dawn.

3.2 Gulls dispersing up to 25 km from their roosting places (flights also during daytime).

3.3 Other water birds, few flights during day-time (only when disturbed or in very wet weather conditions).

AD 0.6 TABLE OF CONTENT TO PART 3

AD 0 PART 2 Aerodrome (AD)

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 2 AERODROMES

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5.6 Reduced separation between aircraft on the same runway

Aircraft classification

For the purpose of reduced runway separation, aircraft shall be classified as follows:

a. **Category 1 aircraft:** Single-engine propeller aircraft with a maximum certificated take-off mass of 2000 kg or less;
b. **Category 2 aircraft:** single-engine propeller aircraft with a maximum certificated take-off mass of more than 2000 kg but less than 7000 kg; and twin-engine propeller aircraft with a maximum certificated take-off mass of less than 7000 kg;
c. **Category 3 aircraft:** all other aircraft.

Applicability

With respect to the aircraft categories in § 1.1.6.8 above, reduced runway separation may be applied under the following conditions:

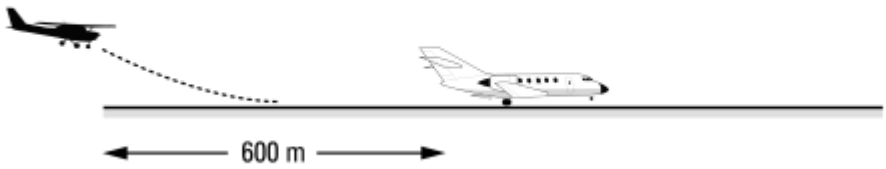
a. Reduced RWY separation minima shall only be applied during hours of daylight from 1 hour after the beginning of the morning local civil twilight to 1 hour before the end of the evening local civil twilight;
b. appropriate wake turbulence minima is applied;
c. visibility is at least 5 km and the ceiling not less than 1000 ft;
d. the tailwind component does not exceed 5 kt;
e. suitable landmarks exist to assist controllers in assessing the distances between aircraft;
f. minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft;
g. traffic information is issued to the flight crew of the succeeding aircraft; and
h. the braking action is not adversely affected by runway contaminants such as ice, slush, snow, water, etc.

Reduced runway separation minima shall not apply between a departing aircraft and a preceding landing aircraft.

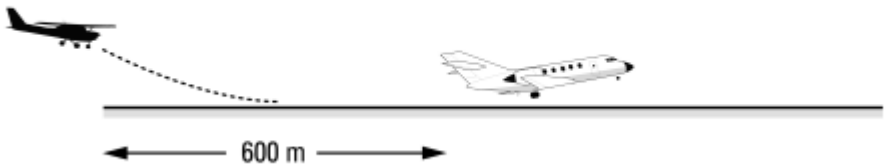
Landing aircraft

To separate a succeeding landing:

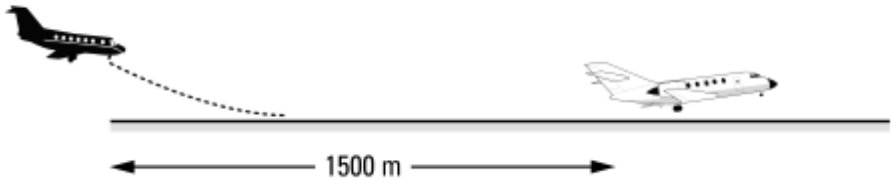
a. Category 1 aircraft from a preceding Category 1 or 2 aircraft by ensuring that the succeeding aircraft does not cross the landing threshold until one of the following conditions exists:
    1. the preceding aircraft has landed and passed a point at least 600 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or



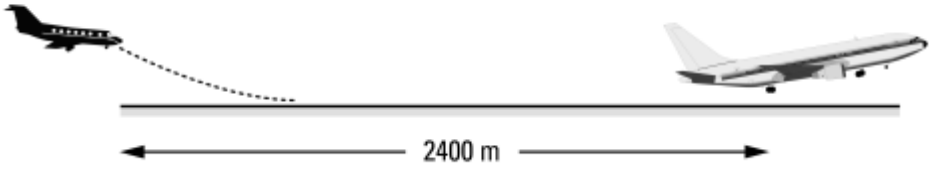
    2. the preceding aircraft is airborne and has passed a point at least 600 m from the threshold of the runway;



b. Category 2 aircraft from a preceding Category 1 or 2 aircraft by ensuring that the succeeding aircraft does not cross the landing threshold until one of the following conditions exists:
    1. the preceding aircraft has landed and passed a point at least 1500 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
    2. the preceding aircraft is airborne and has passed a point at least 1500 m from the threshold of the runway;



c. aircraft from a preceding Category 3 aircraft by ensuring that the succeeding aircraft does not cross the landing threshold until one of the following conditions exists:
   1. the preceding aircraft has landed and has passed a point 2400 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
   2. the preceding aircraft is airborne and has passed a point at least 2400 m from the threshold of the runway.



Phraseology:
- (traffic information) RUNWAY (number) CLEARED TO LAND

LAND Example:
- TRAFFIC, BOEING 767 DEPARTING, RUNWAY 23 CLEARED TO LAND
- TRAFFIC, LEARJET LANDING ROLL, RUNWAY 23 CLEARED TO LAND

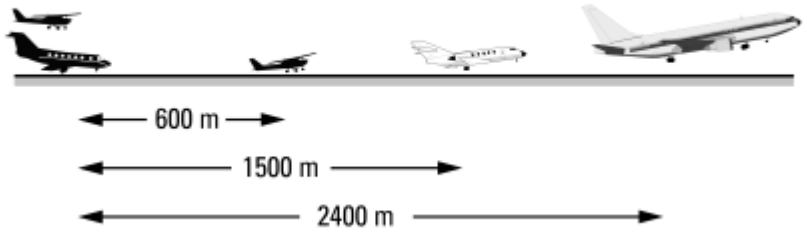
Departing aircraft

You may clear:

a. a Category 1 aircraft for take-off when the preceding departing aircraft is a Category 1 or 2 aircraft which is airborne and has passed a point at least 600 m from the position of the succeeding aircraft;

b. a Category 2 aircraft for take-off when the preceding departing aircraft is a Category 1 or 2 aircraft which is airborne and has passed a point at least 1500 m from the position of the succeeding aircraft; and

c. an aircraft for take-off when a preceding departing Category 3 aircraft is airborne and has passed a point at least 2400 m from the position of the succeeding aircraft.



Phraseology example:
- (traffic information) RUNWAY (number) CLEARED FOR TAKE-OFF

Example:
- TRAFFIC, DEPARTING AIRBUS 320, RUNWAY 23 CLEARED FOR TAKE-OFF

	Type of traffic permitted to use the aerodrome/heliport			
Aerodrome/heliport name Location indicator	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non-scheduled P = Private	Reference to AD Section and remarks
1	2	3	4	5
Lausanne CHUV (HEL) LSHV	NTL	NIL	P	NIL
Lauterbrunnen (HEL) LSXL	NTL	VFR	P	VFR Manual, AD INFO & HEL AGA
Les Éplatures LSGC	INTL - NTL	IFR - VFR	NS - P	AD 2 LSGC VFR Manual, AD INFO
Leysin (HEL) LSEY	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Locarno LSZL	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Locarno (MIL) LSMO	MIL	NIL	NIL	NIL
Lodrino LSPR	NTL	VFR	P	VFR Manual, AD INFO
Lommis LSZT	NTL	VFR	P	VFR Manual, AD INFO
Lugano LSZA	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZA VFR Manual, AD INFO
Luzern-Beromünster LSZO	NTL	VFR	P	VFR Manual, AD INFO
Luzern Kantonsspital (HEL) LSHL	NTL	NIL	P	NIL
Männlichen (Winter AD) LSWM	NTL	VFR	P	VFR Manual, VFR AGA
Meiringen (MIL) LSMM	MIL	NIL	NIL	NIL
Mollis LSZM	INTL - NTL	VFR	P	NIL
Montricher (Restricted) LSTR	NTL	VFR	P	VFR Manual, AD INFO
Môtiers LSTO	NTL	VFR	P	VFR Manual, AD INFO
Münster (Restricted) LSPU	NTL	VFR	P	VFR Manual, AD INFO
Neuchâtel LSGN	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Nottwil SPZ (HEL) LSHH	NTL	NIL	P	NIL
Olten (Restricted) LSPO	NTL	VFR	P	VFR Manual, AD INFO
Payerne (MIL/CIV) LSMP	INTL - NTL	IFR - VFR	NS - P	AD 2 LSMP VFR Manual, AD INFO
Pfaffnau (HEL) (Restricted) LSXP	NTL	VFR	P	VFR Manual, HEL AGA
Porrentruy (Hôpital du Jura) (HEL) LSKP	NTL	NIL	P	NIL
Raron (HEL) LSER	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Raron LSTA	NTL	VFR	P	VFR Manual, AD INFO
Reichenbach LSGR	NTL	VFR	P	VFR Manual, AD INFO

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non-scheduled P = Private	Reference to AD Section and remarks
1	2	3	4	5
Rennaz (HEL) LSNR	MIL	NIL	NIL	NIL
Rennaz (Hôpital Riviera-Chablais) (HEL) LSCR	NTL	NIL	P	NIL
Saanen LSGK	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Samedan LSZS	INTL - NTL	VFR	S - NS - P	AD 2 LSZS VFR Manual, AD INFO
San Vittore (HEL) LSXV	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Schaffhausen LSPF	NTL	VFR	P	VFR Manual, AD INFO
Schänis (Restricted) LSZX	NTL	VFR	P	VFR Manual, AD INFO
Schattenhalb (HEL) LSXC	NTL	VFR	P	VFR Manual, HEL AGA
Schindellegi (HEL) LSXS	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Schwarzsee (Winter AD) LSWS	NTL	VFR	P	VFR Manual, VFR AGA
Sion (MIL/CIV) LSGS	INTL - NTL	IFR - VFR	NS - P	AD 2 LSGS VFR Manual, AD INFO
Sion (Hôpital de Sion) (HEL) LSHS	NTL	NIL	P	NIL
Sitterdorf LSZV	NTL	VFR	P	VFR Manual, AD INFO
Speck-Fehraltorf LSZK	NTL	VFR	P	VFR Manual, AD INFO
St. Gallen-Altenrhein LSZR	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZR VFR Manual, AD INFO
St. Gallen-Breitfeld (MIL) LSNG	MIL	NIL	NIL	NIL
St. Gallen Kantonsspital (HEL) LSHG	NTL	NIL	P	NIL
St. Gallen Ostschweizer Kinderspital (HEL) LSHN	NTL	NIL	P	NIL
St. Moritz (Winter HEL) (Restricted) LSXM	NTL	VFR	P	VFR Manual, HEL AGA
St. Stephan (Restricted) LSTS	NTL	VFR	P	NIL
Tavanasa (HEL) LSXA	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Thun LSZW	NTL	VFR	P	VFR Manual, AD INFO
Triengen LSPN	NTL	VFR	P	VFR Manual, AD INFO
Trogen (HEL) (Restricted) LSXT	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Untervaz (HEL) LSXU	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Wangen-Lachen LSPV	NTL	VFR	P	VFR Manual, AD INFO
Winterthur (Restricted) LSPH	NTL	VFR	P	VFR Manual, AD INFO

LSZC AD 2.14 APPROACH AND RUNWAY LIGHTING

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

LSZC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LSZC AD 2.16 HELICOPTER LANDING AREA

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

LSZC AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Buochs CTR O/R 47 03 00 N 008 28 20 E - 46 58 56 N 008 30 22 E - 46 57 46 N 008 30 42 E - 46 55 47 N 008 20 27 E - 47 00 37 N 008 18 33 E - 47 01 50 N 008 20 18 E - 47 02 35 N 008 25 30 E - 47 03 00 N 008 28 20 E
2	**Vertical limits**	FL 130
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*7000 ft AMSL*
6	**Remarks**	HX

LSZC AD 2.18 ATS COMMUNICATION FACILITIES

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

LSZC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LSZC AD 2.20 LOCAL AERODROME REGULATIONS

1. Customs:

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

2. Local flying restrictions:

2.1 The Airport is CLSD on the following days:

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

2.2 Local HOL:

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

2.3 Other than normal OPS:

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

2.4 Flight operations outside TWR OPR HR:

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

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

3. ACFT guidance on apron

- ACFT movement (TAX) between intermediate HLDG PSN A1 and intermediate HLDG PSN A2 only with marshaller.
- Pedestrian crossing TWY on marked sector.

4. Departure

At start-up, ACFT PSN must be reported.

5. High-visibility jacket

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

6. Traffic light to H10:

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

User instruction:

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

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

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

8. Traffic light to Pilatus Aircraft Ltd:

Only for pilots operating for Pilatus Aircraft Ltd.

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

User instruction:

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

LSZC AD 2.21 NOISE ABATEMENT PROCEDURES

1. Auxiliary Power Unit (APU)

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

LSZC AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR procedure

1.1.1 SID Descriptions

Procedure limited to pilotes operating for Pilatus Aircraft Ltd.

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

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

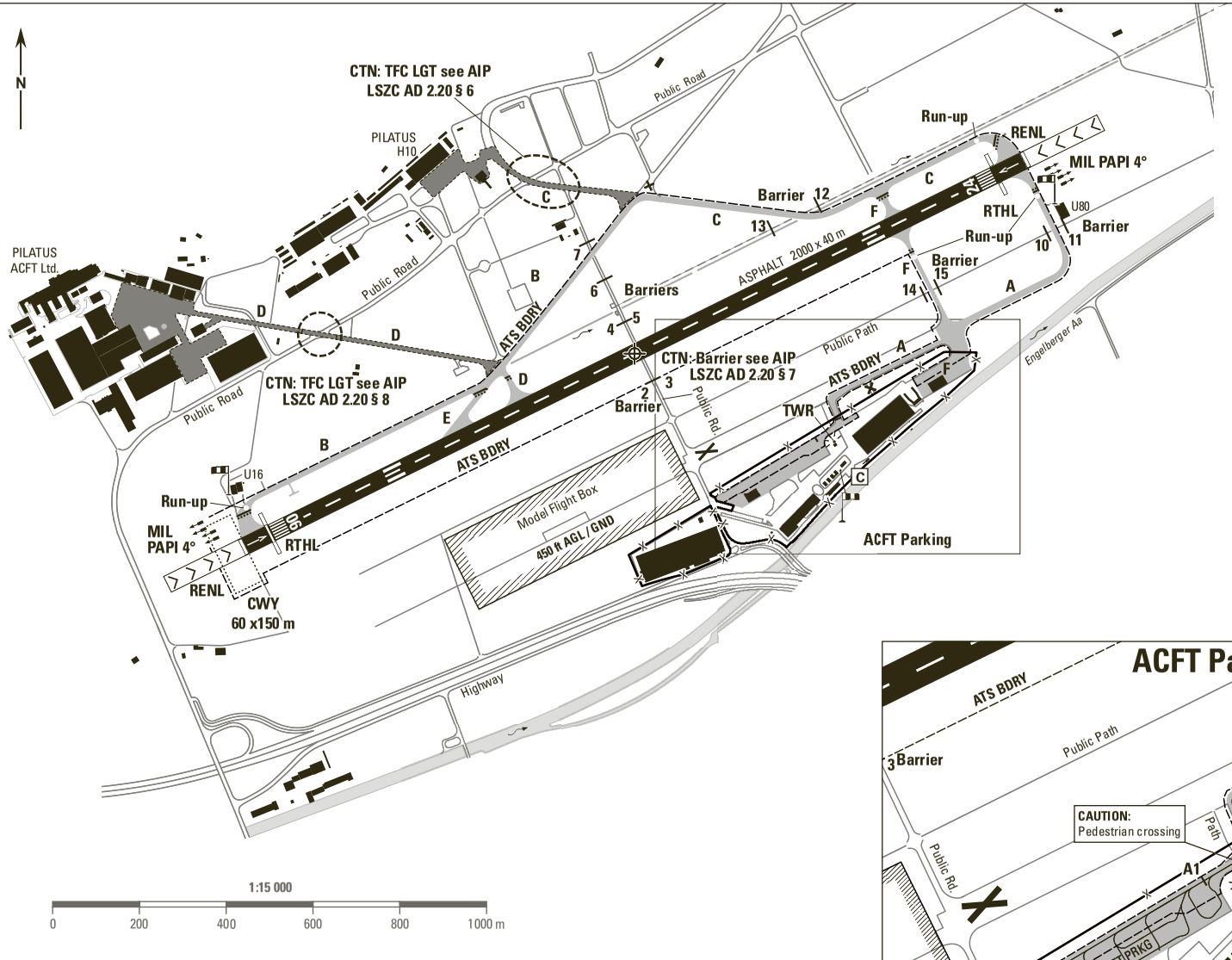
1.1.2 STAR Descriptions (see chart LSZC AD 2.24.9 - 1)

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

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

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

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



LSZC		WGS-84	AD ELEV ft 1475
ARP		46° 58′ 28″ N / 008° 23′ 49″ E	—
THR	06	46° 58′ 15″ N / 008° 23′ 09″ E	1475
	24	46° 58′ 41″ N / 008° 24′ 29″ E	1435

----- **ATS Responsibility BDRY**

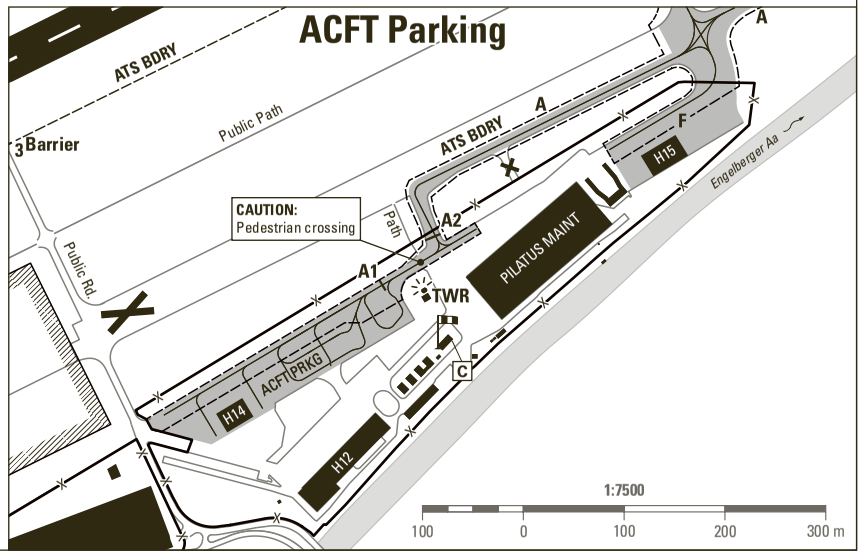
WRNG:
PAPI 06/24 (HX) in use for MIL purpose.
The system cannot be used by CIV ACFT.
Agricultural work along TWY and RWY.

RMK:
RWY and APCH LGT not ICAO-Standard.

CTN: TFC LGT for crossing public roads

For OBST see AIP LSZC AD 2.10

Surface	
Apron	ASPH
TWY	ASPH



RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
06	✓	✓	-	MIL PAPI 4°	-	-	✓	-	✓
24	✓	✓	-	MIL PAPI 4°	-	-	✓	-	✓

COR: stop bar A1 and A2, path, caution note (WEF 15MAY2025)

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

1	**Designation, surface and strength of Aprons**	South parking sectors (90, 95, D, A, Satellites 20, 30, 40, positions 1 to 11, positions 61 to 66, positions 73 to 76, positions 83, 84): CONC - PCR 500/R/B/W/T. Positions 85 to 89, positions 15 to 19, positions 69 to 72, positions 54 to 58, positions 48, 151, 152, 181, 182, 191, 192: CONC - PCR 1100/R/B/W/T. TAG aviation, positions 67, 68: ASPH - PCR 500/F/B/W/T. North Apron: ASPH - PCR 400/F/B/W/T.
2	**Designation, width, surface and strength of Taxiways**	TWY A, B, C, D, E, G and Outer: WID 23 m. TWY Inner, Link 4 and Link 5 located within the overall paved apron area. CONC - PCR 1100/R/B/W/T. TWY Inner, Link 0, Link 1, Link 2, Link 3, Link A and Link D located within the overall paved apron South West Area. CONC - PCR 650/R/B/W/T. TWY F: WID: 20 m. ASPH - PCR 400/F/B/W/T. TWY P and Q: WID 10.5 m. CONC - PCR 400/R/B/W/T. HEL TWY V: WID 7.5 m. ASPH - MTOM 9000 kg.
3	**ACL location and elevation**	Beginning RWY 04: *1407.5 ft* Beginning RWY 22: *1363 ft* Parking sectors A, D and 70-88: *1393 ft* Parking sectors 2-61: *1377 ft*
4	**Location of VOR checkpoints**	NIL

5 Location of INS checkpoints

NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84
1	46 13 44.92N 006 06 14.72E	16	46 14 01.17N 006 06 38.14E	27	46 13 51.44N 006 06 11.30E
2	46 13 45.77N 006 06 16.70E	17	46 14 03.09N 006 06 40.87E	28	46 13 51.43N 006 06 12.81E
3	46 13 46.93N 006 06 18.13E	18	46 14 04.66N 006 06 43.39E	31	46 13 54.96N 006 06 20.73E
3A	46 13 46.97N 006 06 18.60E	181	46 14 04.19N 006 06 43.01E	32	46 13 52.59N 006 06 18.95E
4	46 13 47.97N 006 06 19.46E	182	46 14 05.87N 006 06 43.32E	33	46 13 53.64N 006 06 15.65E
5	46 13 48.92N 006 06 20.84E	19	46 14 06.56N 006 06 46.19E	34	46 13 56.08N 006 06 17.28E
8	46 13 49.70N 006 06 22.47E	191	46 14 06.09N 006 06 45.81E	42	46 13 56.79N 006 06 25.20E
9	46 13 51.36N 006 06 24.43E	192	46 14 07.69N 006 06 46.08E	43	46 13 57.86N 006 06 21.84E
10	46 13 52.24N 006 06 25.83E	21	46 13 50.64N 006 06 13.73E	44	46 14 00.30N 006 06 23.49E
11	46 13 53.18N 006 06 27.21E	22	46 13 49.67N 006 06 13.70E	48	46 14 42.28N 006 07 29.40E
		23	46 13 48.90N 006 06 12.55E	48A ARR	46 14 43.34N 006 07 29.47E
15	46 13 59.24N 006 06 35.44E	24	46 13 48.83N 006 06 11.17E	48A DEP	46 14 44.25N 006 07 28.19E
151	46 13 58.78N 006 06 35.08E	25	46 13 49.56N 006 06 09.95E	48B ARR	46 14 42.39N 006 07 28.08E
152	46 14 00.45N 006 06 35.36E	26	46 13 50.61N 006 06 09.96E	48B DEP	46 14 43.29N 006 07 26.80E
54	46 14 31.00N 006 07 10.66E				
55	46 14 32.04N 006 07 12.19E	121	46 13 50.73N 006 06 14.54E	G1	46 14 14.22N 006 05 56.57E
56	46 14 33.09N 006 07 13.73E	123	46 13 48.36N 006 06 12.88E	G2	46 14 13.75N 006 05 55.88E
57	46 14 34.14N 006 07 15.26E	125	46 13 49.43N 006 06 09.46E	G3	46 14 13.28N 006 05 55.19E
58	46 14 36.17N 006 07 18.14E	127	46 13 51.86N 006 06 11.11E	G4	46 14 12.82N 006 05 54.52E
61	46 14 03.10N 006 06 29.50E	A1	46 13 33.18N 006 05 51.60E	H1	46 14 15.17N 006 06 07.56E
62	46 14 04.10N 006 06 30.80E	A2	46 13 32.30N 006 05 50.60E	H2	46 14 15.54N 006 06 08.02E
63	46 14 05.80N 006 06 33.40E	A3	46 13 31.23N 006 05 50.28E	H3	46 14 15.85N 006 06 08.56E
64	46 14 06.64N 006 06 34.84E	A4	46 13 32.02N 006 05 49.11E	H4	46 14 16.54N 006 06 09.57E
64A	46 14 05.81N 006 06 33.99E	A5	46 13 32.89N 006 05 47.93E	H5	46 14 17.23N 006 06 10.57E
65	46 14 08.00N 006 06 36.60E	A6	46 13 33.72N 006 05 46.75E	H6	46 14 17.91N 006 06 11.57E
66	46 14 08.90N 006 06 38.00E	A7	46 13 34.13N 006 05 46.12E	H8	46 14 01.03N 006 05 53.00E
66A	46 14 08.60N 006 06 38.00E	A8	46 13 34.60N 006 05 46.82E	H REGA	46 14 01.05N 006 05 48.76E
67	46 14 12.36N 006 06 42.58E	A9	46 13 35.40N 006 05 48.00E		
68	46 14 13.54N 006 06 44.31E				
69	46 14 14.27N 006 06 47.57E	D1	46 13 27.20N 006 05 45.75E	I1	46 14 05.08N 006 05 54.14E
70	46 14 16.26N 006 06 48.65E	D2	46 13 27.88N 006 05 46.51E	I2	46 14 05.67N 006 05 53.29E
		D3	46 13 27.85N 006 05 44.54E		
		D4	46 13 28.48N 006 05 45.33E		

5	**Location of INS checkpoints**					
	NR	**COORD WGS 84**	NR	**COORD WGS 84**	NR	**COORD WGS 84**
	71	46 14 17.10N 006 06 51.33E	95A	46 13 30.55N 006 05 40.90E	L0	46 14 06.89N 006 05 55.01E
	72	46 14 16.61N 006 06 50.62E	95B	46 13 31.33N 006 05 42.06E	L1	46 14 07.44N 006 05 55.82E
	73	46 14 18.25N 006 06 53.82E	95C	46 13 32.12N 006 05 43.21E	L2	46 14 08.00N 006 05 56.63E
	74	46 14 19.21N 006 06 55.23E	95D	46 13 31.02N 006 05 41.37E	L3	46 14 08.55N 006 05 57.44E
	75	46 14 20.12N 006 06 56.70E	95E	46 13 31.83N 006 05 42.52E	L4	46 14 09.10N 006 05 58.25E
	76	46 14 21.08N 006 06 58.10E			L5	46 14 09.65N 006 05 59.06E
					L6	46 14 10.20N 006 05 59.87E
					L7	46 14 10.75N 006 06 00.68E
					L8	46 14 11.30N 006 06 01.48E
	83	46 13 44.25N 006 06 05.59E			L9	46 14 11.85N 006 06 02.29E
	84	46 13 43.12N 006 06 04.01E	E1	46 14 13.37N 006 06 01.82E	L10	46 14 12.44N 006 06 03.15E
	85	46 13 41.65N 006 06 01.60E	E2	46 14 12.84N 006 06 01.16E		
	85A	46 13 41.09N 006 06 00.62E	E3	46 14 12.38N 006 06 00.47E	PC1	46 14 44.79N 006 07 31.97E
	86	46 13 40.60N 006 05 59.30E	E4	46 14.11.96N 006 05 59.76E	PC2	46 14 43.75N 006 07 32.31E
	86A	46 13 40.70N 006 05 59.60E	E5	46 14 11.49N 006 05 59.07E	PC3	46 14 42.50N 006 07 32.81E
	87	46 13 39.70N 006 05 56.80E	E6	46 14 11.03N 006 05 58.38E	PC4	46 14 41.51N 006 07 33.10E
	87A	46 13 39.91N 006 05 57.00E	E7	46 14 10.57N 006 05 57.71E	PC5	46 14 40.69N 006 07 32.53E
	88	46 13 39.20N 006 05 54.19E			PC6	46 14 39.83N 006 07 31.14E
	89	46 13 38.29N 006 05 55.14E	F1	46 14 14.78N 006 05 59.82E	PC7	46 14 38.80N 006 07 30.17E
	89A	46 13 38.80N 006 05 52.79E	F2	46 14 14.31N 006 05 59.14E	PC8	46 14 38.34N 006 07 28.59E
	89B	46 13 38.33N 006 05 53.94E	F3	46 14 13.84N 006 05 58.45E	PC9	46 14 40.10N 006 07 28.30E
	89C	46 13 37.30N 006 05 55.19E	F4	46 14 13.37N 006 05 57.76E	PC10	46 14 41.09N 006 07 27.96E
	90A	46 13 36.17N 006 05 48.86E	F5	46 14 12.90N 006 05 57.07E	PE1	46 14 45.31N 006 07 32.67E
	90B	46 13 35.16N 006 05 50.28E	F6	46 14 12.43N 006 05 56.39E	PF1	46 14 40.59N 006 07 34.34E
	90C	46 13 34.16N 006 05 51.70E	F7	46 14 11.98N 006 05 55.71E	PF2	46 14 37.17N 006 07 29.55E

6	**Remarks**	The TWY system north of the RWY fulfils ACFT code letter B operations with MAX wingspan 21.5 m. HEL TWY V fulfils rotor diameter MAX 20 m. The TWY system south of the RWY fulfils ACFT code letter E operations (MAX wingspan 65 m). Due to proximity of TWY and taxilane with terminal buildings and equipment areas use minimum power when taxiing IN/OUT ACFT stands to avoid jet blast. Exceptions and particularities are listed below: Link 0, Link 1, Link 2, Link 3 and TWY Inner (between Link 0 and Link 4): MAX wingspan 48.0 m. Link A and Link D: MAX wingspan 36.0 m. TWY C: The clearance distance between outer main gear and taxiway edge is at least 3.8 m for A346, when nose wheel is over taxiway centre line (EASA requirement: 4.5 m). TWY F: Usable in CAT I conditions only. Available to ACFT up to wake turbulence CAT MEDIUM, except B757 and TU154. Restrictions to vacate RWY04: TWY F is available for ACFT up to wake turbulence CAT MEDIUM, except B757 and TU154; TWY E is available for ACFT up to wake turbulence CAT MEDIUM. Restrictions to vacate RWY22: TWY B is available for ACFT up to wake turbulence CAT MEDIUM. TWY Outer and ACFT stands 87 to 89A: Wing tip clearance for an ACFT with 65 m wingspan: 10 m TWY Outer and Inner west of Link 1: Wing tip to wing tip clearance may be reduced to at least 7.5 m depending on taxiing ACFT. A124, B748 and C5M may operate under special conditions (marshalling, dedicated ACFT stand).

Post: **Swissport Executive Aviation**
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P.O. Box 632
CH-1215 Geneva 15
Phone: +41 (0) 22 306 12 60
Fax: +41 (0) 22 306 12 66
Email: gva.privatport@swissportexecutive.com
SITA: GVASEXH
FREQ: 131.680 MHz

Post: **Tag Aviation Handling**
18, Chemin des Papillons
P.O. Box 36
CH-1215 Geneva 15
Phone: +41 (0) 22 717 01 23
Fax: +41 (0) 22 717 01 26
Email: handling_GVA@tagaviation.ch
SITA: GVAKPFP
FREQ: 131.955 MHz

5. Safety and Security

5.1 Safety

All persons walking on the movement area (incl. FLT crew during pre-flight check) must wear a high-visibility safety equipment (jacket or vest) which complies with the EN 471 standard class 2 or 3.
If unable to comply with the above rule, persons must ask for assistance of a handling agent.
South Apron: walking on tarmac is not permitted except for remote push operators or access to stands 1 to 11 from doors C1 or C4.

Smoking on airside is strictly forbidden except in specific designated areas.
Lightning alert: A siren, followed by flashing red lights, is activated on the movement areas if there is a risk of lightning within a radius of 5 km around the airport.
During the alert: - persons who are outside and not under a shelter are strongly advised to enter a building or to remain in the aircraft until the end of the alert.
- ground handling and refuelling operations are suspended.
End of the alert: The flashing red lights are switched off and the siren sounds intermittently for 5 seconds.

5.2 Security

Access to security restricted area is only permitted with a valid Airport Identification Card (CIA) or a valid Crew Member Certificate (CMC), both duly validated by Geneva Airport Security (Flight crew licence not accepted).
CIA or CMC must be clearly displayed at all time while in this area.
If unable to comply with the above rule, persons must ask for assistance of a handling agent.

6. Airport shuttle

Genève AP does not transport crew members or passengers of commercial air transporters. Such crew members or passengers must ask a handling agent for assistance. Home-based carriers can transport their own crew members.

7. Parking

All ACFT not coordinated by Slot Coordination Switzerland, and with a wing span exceeding 30 m: PPR via handling agent at Genève due to limited parking PSN. Authorised ground time at Genève may be limited.
- North zone is limited to ACFT with a wing span not exceeding 21.50 m.
- For ACFT with a wing span exceeding 21.50 m, special AUTH may be requested from Genève AP Authority for MAINT purposes only.
- P-48: Tow-in and tow-out mandatory. TAX not allowed inside the parking (beyond “stop engine” line).
- Arriving general and business aviation FLTs must notify the estimated parking period through a PPR request.
- All ACFT operator and handling agent must ensure that ACFT are properly parked with chocks in place.
Parking PSNs are always assigned by AP Authority.
Except for MAINT purposes, ACFT without valid certificates (Airworthiness certificate, Registration certificate or insurance certificate) are not allowed on parking PSNs. Parking permission can be revoked accordingly and the ACFT owner and/or operator required to remove said ACFT out of the AP boundaries without delay.

8. ACFT guidance on apron

8.1 General

The Genève AP Authority is operating “Geneva Apron” (way securing service) see LSGG AD 2.18.

8.2 Area of responsibility

The limits of the area of responsibility are shown on chart.

8.3 Procedures / Authorisations

Single engine TAX is not allowed for HEAVY ACFT (wake turbulence category).

8.3.1 Arriving aircraft

All arriving ACFT shall expedite to vacate the RWY and keep a reasonable speed until having completely crossed the CAT I markings.

North Apron:
When vacating the RWY via TWY PAPA or QUEBEC, ACFT shall hold position after having passed the CAT I/II/III markings. Expect further taxi clearance from GND (121.680 MHz).

South Apron:
When RWY 22 is in use, ACFT shall not vacate via TWY CHARLIE unless instructed by ATC. When vacating via TWY CHARLIE, ACFT shall hold on TWY CHARLIE after the CAT I markings, clear of TWY OUTER. Expect further taxi clearance from "Geneva Apron" (121.855 MHz).

8.3.2 Departing aircraft

8.3.2.1 Airport Collaborative Decision Making (A-CDM)

A-CDM is part of the European programme "Single European Sky" to optimise airspace and AP operations. A-CDM is a harmonised concept supported by EUROCONTROL where procedures and processes are aligned throughout Europe. The aim of the concept is to optimise the turn-around process in order to ensure the best possible co-ordination of resources. Providing all partners with accurate and timely information will allow decisions to be made to ensure that the turn-around of a FLT is efficient and everyone has a common awareness of the situation.
A-CDM is based on partnership at APs between AP Operations, ATC, ACFT Operators (AO), Ground Handlers (GH) and the Network Managers Operation Centre (NMOC). Emphasis is put on:

- Linking the INBD, turn-around and outbound processes of FLTs.
- Sharing of the right information at the right time to the right people best placed to act upon it.
- Improved FLT data exchange between APs and the ATFM network (NMOC).
- A-CDM is implemented in GVA airport environment through the introduction of the following operational procedures.
- TOBT improves predictability during the turn-around process of aircraft. The TOBT has to be set and updated by the handling agents.
- TOBT is key data for a proper processing for GVA A-CDM concept, as it permits to determine the TSAT and the TTOT.

8.3.2.2 A-CDM Procedure

Flight Plan Check

The ATC FPL originator needs to check if the ATC flight plan is consistent with the AP slot. Filing and updating the flight plan is and remains the responsibility of the ACFT Operator (AO). He may delegate these tasks to his accredited Handling Agent.

Target Off Block Time (TOBT) management

TOBT is set and updated by the handling agents based upon the following status:

- Aircraft ready, doors closed.
- Fuelling completed.
- If required push-back truck connected.
- If required de-icing completed.

The TOBT must be updated by the handling agent as soon as he is aware of variation in readiness of a flight (delay or improvement) of 5 minutes or more.
Communication of the TOBT:

- The Handling Agents are responsible to transmit the TOBT to the flight crew.
- TOBT for all flights are also accessible on the Flight Information Display System (FIDS) monitors.

Estimated Off-Block Time (EOBT) management

The aircraft operator is still required to update flight plan by sending DLA to avoid Flight Suspension Message (FLS) due to Flight Activation Monitoring (FAM) process, when EOBT is modified by more than 15 minutes.

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

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

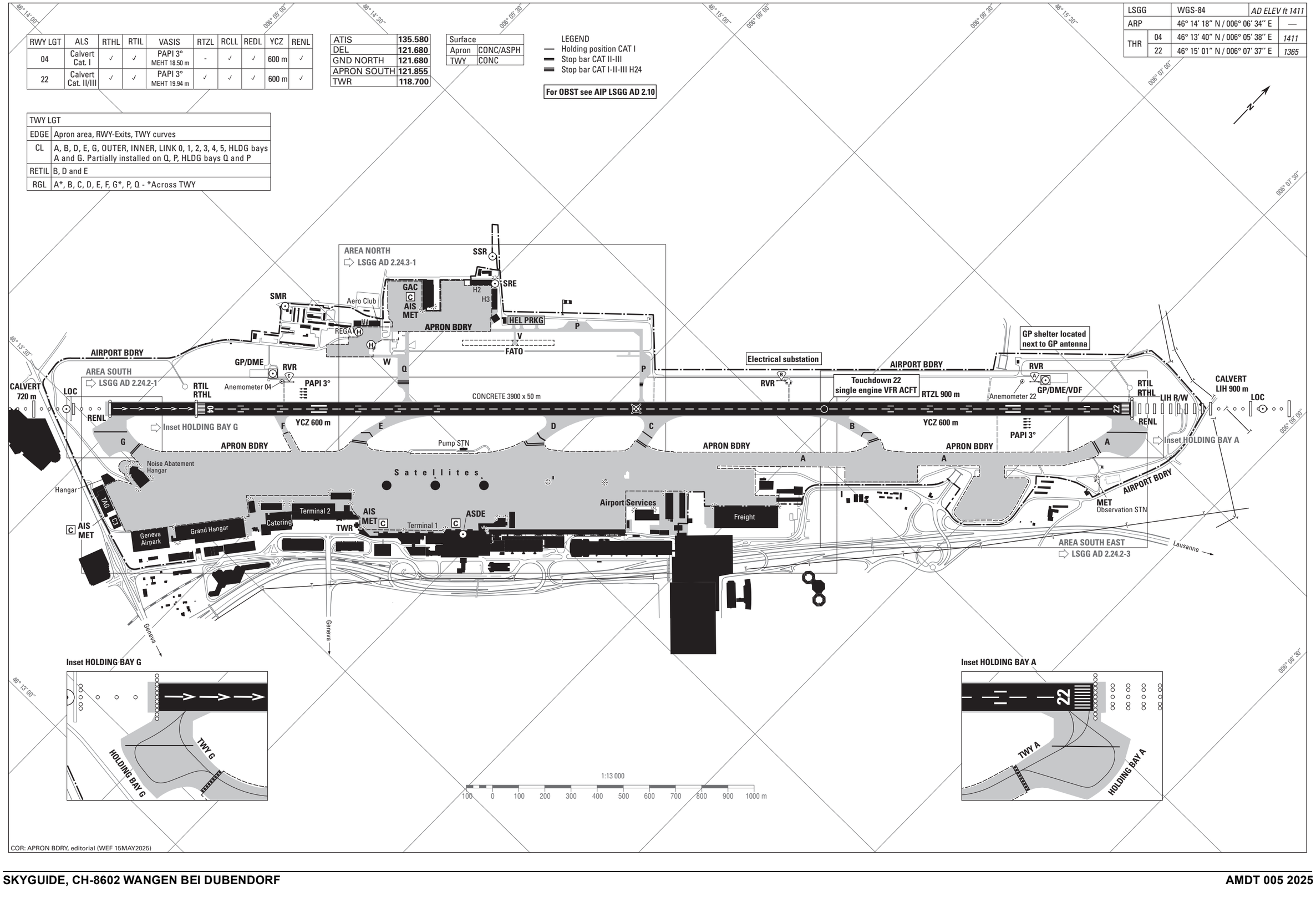
ATIS	135.580
DEL	121.680
GND NORTH	121.680
APRON SOUTH	121.855
TWR	118.700

Surface	
Apron	CONC/ASPH
TWY	CONC

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

For OBST see AIP LSGG AD 2.10

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



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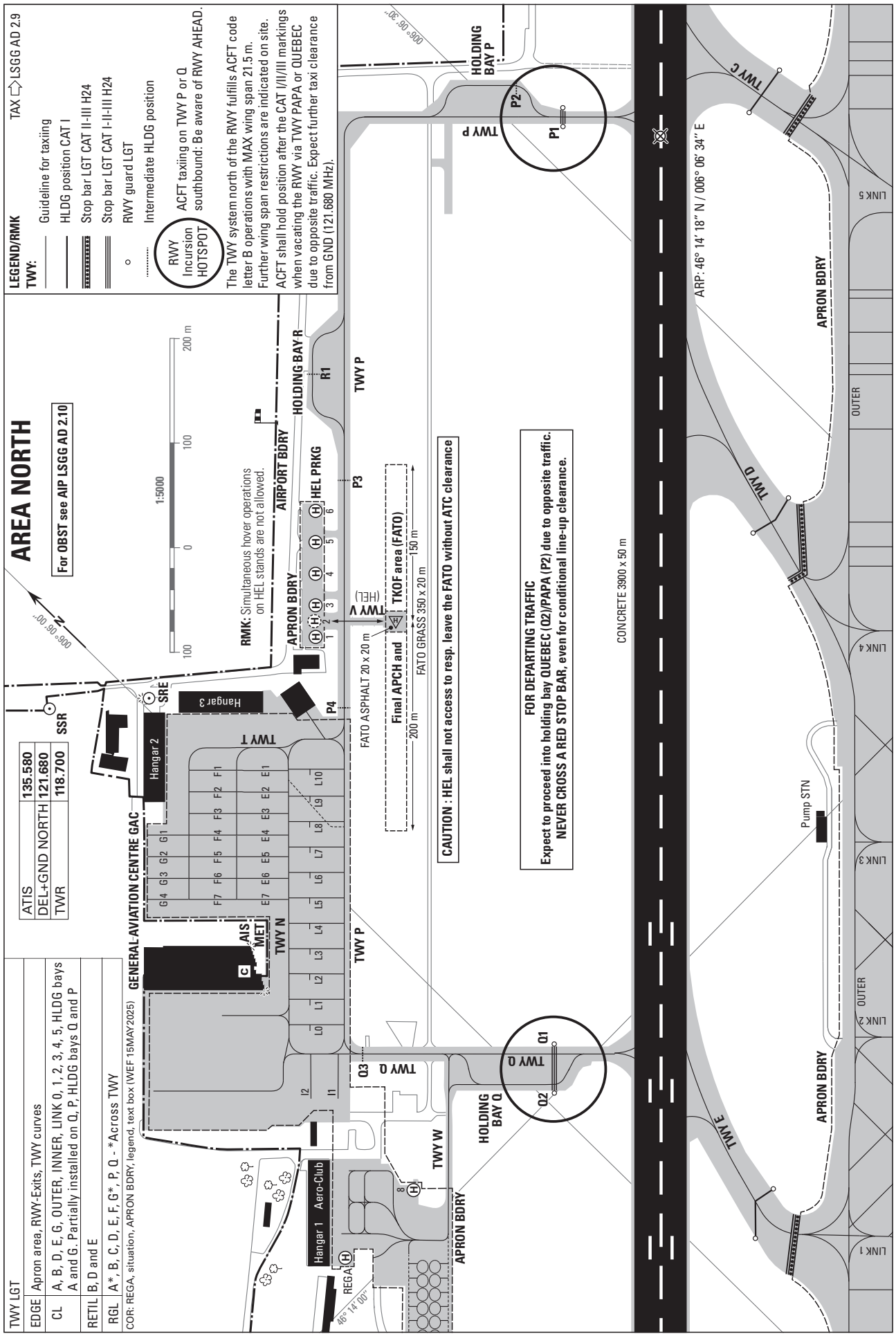
Aircraft Parking / Docking Chart - Area North



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LSZA - LUGANO

LSZA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZA - LUGANO

LSZA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 00 13N 008 54 37E RWY midpoint
2	**Direction and distance from the CITY**	4 km W Lugano
3	**Elevation/Reference temperature**	*915 ft AMSL* - 27.0° C
4	**Geoid undulation at AD ELEV PSN**	166.7 ft
5	**MAG VAR/Annual change**	2° E (2016.5) / 0°10' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Lugano Airport via Aeroporto CH-6982 Agno Phone: +41 (0) 91 610 11 11 Fax: +41 (0) 91 610 11 00 Email: info@luganoairport.ch URL: www.luganoairport.ch **LSZA-Airport Authority:** Phone: +41 (0) 79 917 68 01 Email: airportauthority@luganoairport.ch
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSZA AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	AD OPR HR: 0700-1100 (0600-1000) and 1230-1900 (1130-1800) from MON to SUN and HOL.
2	**Customs and immigration**	AD OPR HR
3	**Health and sanitation**	NIL
4	**AIS Briefing Office**	AD OPR HR
5	**ATS Reporting Office (ARO)**	CTC ARO Zurich; Phone: +41 (0) 43 931 61 61
6	**MET Briefing Office**	AD OPR HR
7	**ATS**	AD OPR HR
8	**Fuelling**	AD OPR HR
9	**Handling**	AD OPR HR
10	**Security**	AD OPR HR
11	**De-icing**	AD OPR HR
12	**Remarks**	Extension permission O/R allowed for HOSP FLT, SAR FLT, FLT of the Swiss Confederation, members of the Swiss Government or equivalent foreign official. PPR compulsory for all other operators at least 48 hours notice before ETA/ETD and subject to Airport Authority approval. All requests have to be submitted via email to Email: gahandling@luganoairport.ch ONLY FOR URGENT REQUESTS outside opening hours contact directly by phone Airport Authority.

LSZA AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities:**	O/R
2	**Fuel/oil types**	JET A1, AVGAS 100LL
3	**Fuelling facilities/capacity**	JET A1: Tank 28500 litres / Fuel Truck 30000 litres AVGAS 100LL: Tank 26000 litres / Fuel Truck 1500 litres
4	**De-icing facilities**	Service available with Fluid Type II Killfrost ABC K-Plus from 01 NOV to 30 APR
5	**Hangar space for visiting aircraft**	Handled by third parties
6	**Repair facilities for visiting aircraft**	Business aviation major maintenance available in hangar
7	**Remarks**	General and Business Aviation handling: Lugano Airport Phone: +41 (0) 91 610 11 16 FREQ: 131.805 MHz AFS: LSZAYDYH Email: gahandling@luganoairport.ch

LSZA AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Special corporate rates available through General Aviation office
2	**Restaurants**	Available at airport and many others in the surrounding area within walking distance
3	**Transportation**	Airport taxi, Limousine service or public transport URL: https://flpsa.ch
4	**Medical facilities**	Ambulance O/R, Lugano Hospital (8 km)
5	**Bank and Post Office**	Within walking distance (5 min)
6	**Tourist Office**	Caslano (5km) and Lugano (8km)
7	**Remarks**	NIL

LSZA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 3 Category 4 O/R 3 HR before ETA/ETD Category 5 and 6 O/R preferably 24 HR before ETA/ETD
2	**Rescue equipment**	Rosenbauer Panther Fire Fighting Truck 6x6 Mercedes Benz Fire Fighting Truck 2 rescue boats
3	**Capability for removal of disabled aircraft**	No limitations for all type of ACFT admitted at AD
4	**Remarks**	NIL

LSZA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 01, IGS, class I/C/2, VAR 2° E	ILU	108.90 MHz	H24	46 00 42.15N 008 54 51.21E	NIL	NIL	LOC PSN: 409 m FM THR 19. RWY 01: LOC course 017° MAG. Front course sector width 5.0°. Restricted coverage: at 10 NM - 30° W to 30° E from CL above *5000 ft* AMSL.
GP 01		329.30 MHz	H24	46 00 01.28N 008 54 34.40E	NIL	NIL	GP angle 6.65°. PSN: 123 m FM THR 01. GP HGT THR 01: 48 ft / 14.6 m. Restricted coverage: at 8 NM - 8° W to 8° E from CL above *5000 ft* AMSL.
DME 01	ILU	26X	H24	46 00 41.27N 008 54 49.04E	*942 ft*	NIL	DME co-located with LOC, reads D0.8 at THR 01. Restricted coverage: at 10 NM - 6° W to 14° E from CL above *5000 ft* AMSL. at 10 NM - 25° W to 25° E from CL above *5900 ft* AMSL.

LSZA AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions and remarks

1.1 Commercial and Private traffic

- DEPs and LDGs may be planned according AD OPR HR.
- If out of NML OPS HR, PPR according to Remarks in LSZA AD 2.3

1.2 AD circuits

- AD circuits allowed between 0700-1100 (0600-1000) and 1300-SS [MAX-1700] (1200-SS [MAX-1600]) from Monday to Friday and between 0800-1100 (0700-1000) and 1400-1600 (1300-1500) on Saturday.
- Night VFR flights (circuits) under instruction are allowed from SS to 1900 (1800) from Monday to Friday.
-

1.3 Apron - Parking

-
- HEL OPS during the night, air taxi via N.
- Embarking and disembarking crew members, passengers, luggage and catering with the engine running is prohibited.
- Refuelling with the engine running is prohibited. Exceptions can be granted by Lugano AP Authority for EMERG reasons.
- For general aviation ACFT, the parking period for arriving ACFT shall be indicated in item 18 of the flight plan.
- “Follow me” SER on request.
- For handling and fuelling, SER priority is given to SKED FLT.
- Refueling on the grass is forbidden. For any fuel request contact TWR for coordination.
- **Safety Rules for Crews and Passengers**
  All persons on the Airside must wear a high-visibility jacket which complies with EN 471 standard class 2 or 3. With the exception of passengers of scheduled and general aviation FLTs accompanied by the handling agent or crew members wearing high-visibility clothing or vests.
  Crew members arriving without high-visibility clothing or vests must be transported by car by the handling agent.
- **Security Rules for Crew Members**
  Crew members holding an Airport ID Card or crew member certificate must ensure it is visible. Departing crew members accessing the movement area must already have filed a FPL or flight notification.

2. Procedure for Deparure

2.1 Start-up Clearance

For IFR or SVFR FLT, a **start-up clearance** shall be requested on the Lugano Clearance Delivery FREQ.

3. De-icing

3.1 Clean Aircraft Concept (CAC)

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.

LSZA AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

- The following regulations are defined to avoid excessive noise at and in the VCY of Lugano AP.
- Operators UNA to comply with these rules and procedures shall submit for APV to Lugano AP Authority those procedures they intend to apply.
- All ACFT types to be used for regular services at Lugano AP will be subject to an individual noise qualification prior to receiving operational rights.
- In particular cases, Lugano AP Authority can issue differing procedures and rules for noise abatement.

2. Aircraft not admitted without a special authorisation

The following ACFT types are not admitted to operate at Lugano AP unless a special AUTH has been issued by Lugano AP Authority.
The request for a special AUTH must be filed at least 24 HR before the intended ARR.

2.1 Jet aeroplanes

REF: GEN 4.1.13., class I, II, III, IV.

2.2 Propeller aeroplanes

REF: GEN 4.1.14., class A and following aeroplanes of class B:

- BE-55 Beech Baron 55
- C 210 Cessna
- C 336/337 Cessna; 336 Skymaster/337 Super Skymaster

2.3 Helicopters

- Bell 204
- Bell 214
- Kamow

3. Circling procedure RWY 19

The Circling Foxtrot procedure is the preferential manoeuvre for noise abatement purposes when LDG on RWY 19.
FLTs performing a visual APCH to RWY 19 from a PSN south or east of the AP are requested, if conditions permit, to join the circling Foxtrot pattern at the beginning of the base turn.

4. Reverse thrust

For deceleration it is recommended to use the entire RWY LEN AVBL; use of reverse thrust shall be limited to only when safety or particular operational reasons require it.

5. Taxi and holding

Aeroplanes shall be operated so as to reduce noise to a MNM during TAX and HLDG operations.

6. Auxiliary Power Units (APU)

The following regulations are applicable to the use of APU:

- a MAX of 20 MIN prior to the ACFT DEP,
- a MAX of 20 MIN after the ACFT ARR.

The use of APU shall be restricted to a MNM DUR.
For maintenance, only the GPU shall be used, except for technical reasons on Coordination with the Airport Authority.

7. Instruction and qualification for IFR flights

Operators are requested to plan introduction flights well in advance. Airport authority should be contacted whenever possible latest 5 days in advance of the planned training.

8. Engine tests

Engine tests are considered to be those run-ups prescribed by technical inspections and which are not part of the normal checks before take-off. Engine tests are subject to special authorization by the Airport Authority and must be requested in advance indicating the start time and maximum duration.
The duration of engine tests must be kept to a minimum and may not exceed 30 minutes.
If a test must be repeated, this may only be done after an interval of at least 15 minutes.
Engine tests shall not be permitted on Saturdays and local public holidays, as well as on weekdays between 1100 - 1200 (1000 - 1100) and between 1700 - 0800 (1600 - 0700).
Engine tests must be carried out according to the instructions of the ramp Staff. During taxiing or towing to the test site and returning to the parking area, radio contact must be maintained with the TWR.

LSZA AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR procedures

The use of IFR APCH or DEP procedures in Lugano is limited to pilots, operators and ACFT fulfilling the AP Qualifications in accordance with § 1.2.

Helicopter flight crews are allowed to operate without Lugano Qualification.

1.1.1 IFR departure procedures

Any departing ACFT must comply with the requirements of Aircraft Certification § 1.2.1, as well as with the relevant procedures published on the SID charts.

SID (Standard Instrument Departures):

a. Requirements:
- Pilot Qualification type A.

Conditions:
- VIS 3000 m or more and ceiling *2100 ft AAL* or HYR.

b. Requirements:
- Pilot Qualification type D.

Conditions:
- for ME (A) VIS 400 m or more and less than 3000 m
- for SE (A) VIS 800 m or more and less than 3000 m, ceiling *1200 ft AAL* or HYR

LSZH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	**ACFT PRKG PSNs at Dock A, B and E - Docking and stopping procedure** • Safegate Aircraft Docking Guidance System "Safedock A-VDGS T1" **Routine docking manoeuvre:** • Check for correct ACFT type displayed (ICAO type designator according to ICAO Doc 8643). Note that the Airbus Neo series aircraft (A19N/A20N/A21N) are displayed as standard Airbus ICAO codes (A319/A320/A321). Same applies for Embraer 175 and Embraer 170-200 Aircraft, where short or long wing versions (E75S/E75L) are displayed as E175. • Do not proceed beyond the passenger bridge unless a positive tracking of the aircraft has been established. This is indicated by changed displayed information, where a yellow guidance center line bar becomes visible. The position in relation to CL is indicated by yellow arrows. Additionally, arrows show direction of turn if aircraft is not aligned with CL. • Display of digital countdown in meters starts at 15m before stop PSN. • At the stop PSN the display will show "STOP" followed by "OK" if parked correctly. • In case of overshooting the stop PSN, a "too far" indication is displayed. In any case where a safe docking process is not possible e.g., no guidance information displayed, error on display, obstacles in the path, wrong aircraft type, etc. stop the aircraft and request assistance from Apron Control. • The color scheme of an ACFT may have a negative impact on the identification process. **ACFT PRKG PSNs C, D, F, G, H, I, P, T and W - Stopping procedure:** Stop markings are located to the left with a 90-degree angle to the guide lines and visible from the left-hand pilot seat only. ACFT has to be stopped with the pilot seat ABM the stop line. (See: LSZH AD 2.24.3 - 1, inset)
2	**RWY/TWY markings and LGT**	RWY markings: DTHR, THR, designation, aiming point, TDZ and centre line. TWY markings: Centre line and intermediate holding position. (See: LSZH AD 2.24.1 - 1) Where no taxiway centre line markings are applied at runway exits, taxiing clearance distances using "cockpit over TWY CL" not ensured. Markings at all intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. RWY LGT: See LSZH AD 2.14 TWY LGT: See LSZH AD 2.15
3	**Stop bars and RWY guard lights**	Stop bars no LED: E1, E2, E3, E4, E5, E6, E7, E8, E9, G, H1, H2, H3, R7 and R8, LIH, R. Stop bars LED: A1, B, B1, B7, B9, E, F, J, K, L, L7 and L9, LIH, R. On the apron, taxiway centre line light section after stop bars (intermediate holding positions) not switchable. RGL no LED: TWY E1, E2, E3, E4, E5, E6, E7, E8, E9, G, H1, H2, H3, R7 and R8, LIL,Y. RGL LED: TWY A1, B, B1, B7, B9, E, F, J,K, L, L7 and L9, LIL, Y. (See: LSZH AD 2.24.3 - 1 and LSZH AD 2.24.3 - 3)
4	**Other RWY protection measures**	RIMCAS: Runway Incursion Monitoring and Conflict Alerting System ARSI: Advanced Runway Safety Improvement
5	**Remarks**	Mandatory instruction signs at all RWY holding positions. Information signs on the movement area. • Backtrack RWY 16: Turn Pad AVBL at THR 16. Turns are executed from left to right only. • Backtrack RWY 34: Turns are executed at E9 from right to left only. • RWY 10/28: RWY HLDG PSNs are located 75 m from RCL. (See: LSZH AD 2.24.1 - 1)

LSZH 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 10 (1)	Pole	*1420*	47 27 23 N 008 34 18 E	Church	*1588*	47 25 56 N 008 34 38 E	A0087/08
AOC 10 (2)	Pole	*1420*	47 27 21 N 008 34 18 E	Building LGTD	*1483*	47 27 27 N 008 34 25 E	A0096/01
AOC 10 (3)	Pole	*1422*	47 27 26 N 008 34 20 E	Antenna marked/LGTD	*1705*	47 24 52 N 008 33 56 E	A0164/12
AOC 10 (4)	Pole	*1426*	47 27 20 N 008 34 20 E	Building LGTD	*1690*	47 24 49 N 008 33 10 E	A0390/02
AOC 10 (5)	Pole	*1428*	47 27 23 N 008 34 25 E	Antenna marked/LGTD	*1435*	47 28 23 N 008 32 23 E	A0198/07
AOC 10 (6)	Enclosure	*1433*	47 27 27 N 008 34 30 E	Radar marked/LGTD	*1526*	47 27 52 N 008 33 03 E	A0393/02
AOC 10 (7)	Pole	*1436*	47 27 23 N 008 34 31 E	Crane/Cranes marked/LGTD	*1754*	47 24 39 N 008 32 35 E	A0285/20
AOC 10 (8)	Pole	*1440*	47 27 20 N 008 34 31 E	RVR Camera	*1400*	47 28 49 N 008 32 12 E	A0281/08
AOC 10 (9)	Pole	*1442*	47 27 22 N 008 34 34 E	Antenna marked/LGTD	*1766*	47 24 39 N 008 32 38 E	A0635/08
AOC 10 (10)	Pole	1445	47 27 23 N 008 34 35 E	Antenna LGTD	*1591*	47 26 56 N 008 34 33 E	A0285/00
AOC 10 (11)	Tree/Trees	1448	47 27 18 N 008 34 35 E	Antenna marked/LGTD	*2148*	47 25 17 N 008 27 48 E	A0262/07
AOC 10 (12)	Tree/Trees	1452	47 27 18 N 008 34 35 E	Antenna marked/LGTD	*1591*	47 26 59 N 008 34 26 E	
AOC 10 (13)	Tree/Trees	1461	47 27 24 N 008 34 38 E	Tower/Mast LGTD	1683	47 26 30 N 008 34 55 E	
AOC 10 (14)	Tree/Trees	1478	47 27 26 N 008 34 40 E	Crane/Cranes marked/LGTD	1516	47 23 35 N 008 30 29 E	
AOC 10 (15)	Building	1486	47 27 25 N 008 34 47 E	Tower LGTD	1550	47 27 14 N 008 33 28 E	
AOC 10 (16)	Tree/Trees	1496	47 27 27 N 008 34 58 E	Antenna LGTD	1473	47 28 43 N 008 31 47 E	
AOC 10 (17)	Tree/Trees	1511	47 27 25 N 008 35 15 E	Tower/Mast	*2168*	47 26 11 N 008 24 28 E	A0154/10
AOC 10 (18)	Tree/Trees	1515	47 27 27 N 008 35 20 E	Antenna marked/LGTD	1699	47 25 22 N 008 32 14 E	
AOC 10 (19)	Tree/Trees	*1536*	47 27 26 N 008 35 21 E	Building LGTD	1476	47 27 29 N 008 34 24 E	
AOC 10 (20)	Tree/Trees	*1548*	47 27 25 N 008 35 22 E	Antenna LGTD	1532	47 26 43 N 008 32 57 E	
AOC 10 (21)	Tree/Trees	*1554*	47 27 25 N 008 35 23 E	Tree/Trees	1611	47 26 31 N 008 34 20 E	
AOC 10 (22)	Antenna	*1569*	47 27 25 N 008 35 24 E	Building	1532	47 27 13 N 008 34 13 E	
AOC 10 (23)	Tree/Trees	*1572*	47 27 25 N 008 35 25 E	Antenna LGTD	1545	47 27 14 N 008 33 52 E	
AOC 10 (24)	Tree/Trees	*1603*	47 27 09 N 008 35 53 E	Antenna LGTD	1421	47 27 26 N 008 32 44 E	
AOC 10 (25)	Tree/Trees	*1620*	47 27 08 N 008 35 54 E				

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 16 (22)	Building	*1554*	47 25 29 N 008 34 29 E				
AOC 16 (23)	Building	*1565*	47 25 27 N 008 34 30 E				
AOC 16 (24)	Building	*1566*	47 25 27 N 008 34 30 E				
AOC 16 (25)	Building	*1701*	47 23 58 N 008 36 00 E				
AOC 16 (26)	Building	*1768*	47 23 58 N 008 36 01 E				
AOC 16 (27)	Transmission line	*1921*	47 22 14 N 008 37 49 E				
AOC 16 (28)	Transmission line	*1927*	47 22 14 N 008 37 49 E				
AOC 34 (1)	Pole	*1396*	47 28 36 N 008 32 07 E				
AOC 34 (2)	Pole	*1397*	47 28 37 N 008 32 07 E				
AOC 34 (3)	Pole	*1398*	47 28 38 N 008 32 06 E				
AOC 34 (4)	Pole	*1398*	47 28 39 N 008 32 05 E				
AOC 34 (5)	Pole	*1405*	47 28 41 N 008 32 04 E				
AOC 34 (6)	Pole	*1412*	47 28 45 N 008 32 01 E				
AOC 34 (7)	Building	*1417*	47 28 44 N 008 31 56 E				
AOC 34 (8)	Tree/Trees	*1445*	47 29 03 N 008 31 41 E				
AOC 34 (9)	Tree/Trees	*1458*	47 29 05 N 008 31 41 E				
AOC 34 (10)	Tree/Trees	*1490*	47 29 34 N 008 31 44 E				
AOC 34 (11)	Tree/Trees	*1537*	47 29 35 N 008 31 43 E				
AOC 34 (12)	Tree/Trees	*1564*	47 29 48 N 008 31 22 E				
AOC 34 (13)	Tree/Trees	*1565*	47 29 51 N 008 31 33 E				
Refer also to AOC 10, LSZH AD 2.24.4 - 1; AOC 28, LSZH AD 2.24.4 - 3, AOC 14, LSZH AD 2.24.4 - 5; AOC 32, LSZH AD 2.24.4 - 7; AOC 16, LSZH AD 2.24.4 - 9; AOC 34, 24.4 -11							

LSZH 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 30 hours
4	**Type of landing forecast**	Trend; issuance: HH+20, HH+50
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com), (TAMSI[1]), Briefing officer
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 forecast charts available worldwide
8	**Supplementary equipment available for providing information**	Weather Radar, Satellite Pictures
9	**ATS units provided with information**	Zurich TWR / APP
10	**Additional information (limitation of service, etc.)**	Manned briefing between 0400 and 2100 (0300 and 2000). Weather briefing: Phone: 0900 162 737 (Ge); accessible within Switzerland Weather alert: orange FLG lights are ACT on apron areas if a lightning warning is active, red FLG lights are ACT on apron areas if a handling & fueling stop is required due to immediate adverse meteorological conditions. The warning lights are operated by the Airport Authority.

1. TAMSI = TAF METAR SIGMET

LSZH 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 ELEV and highest TDZ ELEV	Slope of RWY-SWY
1	2	3	4	5	6	7
10*	096° GEO 093° MAG	2500 x 60	ASPH** PCR 875/F/B/W/T	47 27 32.18N 008 32 14.93E GUND 47.3 m / *155.2 ft*	*1391 ft* *1392 ft*	Refer to LSZH AOC 16/34/32, 10/28
28*	276° GEO 273° MAG			47 27 23.76N 008 34 13.63E GUND 47.2 m / *155.0 ft*	*1416 ft* *1417 ft*	
14	137° GEO 134° MAG	3300 x 60	ASPH** PCR 875/F/A/W/T	47 28 55.53N 008 32 09.87E GUND 47.3 m / *155.3 ft*	*1402 ft* *1402 ft*	
32	317° GEO 314° MAG			47 27 40.65N 008 33 52.06E GUND 47.3 m / *155.0 ft*	*1402 ft* *1402 ft*	
16*	155° GEO 152° MAG	3700 x 60	ASPH** PCR 875/F/B/W/T	47 28 32.57N 008 32 09.37E GUND 47.3 m / *155.2 ft*	*1390 ft* *1390 ft*	
34*	335° GEO 332° MAG			47 26 57.39N 008 33 14.91E GUND 47.3 m / *155.0 ft*	*1388 ft* *1389 ft*	

* MAG VAR tolerance for RWY designators exceeded.
** Central strip 23 m wide; remaining side strips CONC PCR 1260/R/B/W/T.

LSZH 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: 325 m S of THR 14, LGTD. RWY 16: 385 m N of THR 16, LGTD. RWY 28: 330 m NW of THR 28, LGTD. RWY 34: 590 m NW of THR 34, LGTD.
3	**TWY edge and centre line lighting**	Edge no LED: RWY exits, TWY curves, G, R, S, T and apron area. LIL, B. Edge LED: RWY exits, TWY curves L, L7, L9, LIH, B. CL no LED: TWY A, B, C, C1, C2, C3, D, E1, E2, E3, E4, E5, E7, E8, E9, F, F1, F2, F3, H, H1, H2, H3, INNER, J, K, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P, Z. LIH G; coded Y/G on ILS critical / sensitive areas. CL LED: TWY A1, B1, B7, B9, T, E (partially), E6 (partially), F (partially), J (partially), K (partially), L7, L9, M (partially). LIH G; coded Y/G on ILS critical / sensitive areas. RETIL no LED: H1, LIH, Y. RETIL LED: L7, LIH, Y.
4	**Secondary power supply/switch-over time**	AVBL / MAX 1 sec.
5	**Remarks**	OBST: Marked and lighted (see LSZH AD 2.24.1 - 1)

LSZH AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO** **Geoid undulation**	THR 01: 47 26 57.90 N 008 32 51.89 E GUND 47.3m / *155.1 ft* THR 19: 47 27 06.77 N 008 32 56.13 E GUND 47.3 m / *155.1 ft*
2	**TLOF and/or FATO elevation**	FATO: *421 m / 1382 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	Reference HEL: Overall LEN 17 m, rotor diameter 14.0 m TLOF:10 stands collocated with TLOF, inner diameter touchdown/positioning marking 8.5 m Distance between centre of stands 28 m, ASPH FATO:25 x 290 m, grass Markings: FATO designation, heliport identification, touchdown/positioning and apron safety line.
4	**True BRG of FATO**	FATO THR 01: 018° FATO THR 19: 198°
5	**Declared distance available**	Ref: VFRM Zürich HEL, LSZH AD INFO 3
6	**APP and FATO lighting**	FATO lighted, no LED
7	**Remarks**	The geographical coordinates of helicopter stands are not published in AIP. The diameter of the stand protection area is 28 m instead of 34 m required. Therefore simultaneous operations on Heliport West are not allowed due to overlapping of the protection areas. It is the pilot's responsibility to avoid simultaneous operation between: • Adjacent helicopter stand • Helicopter stands and FATO • FATO and the taxilane SIERRA HEL TKOF or LDG shall take place on FATO, RWY or designated helicopter landing area. Air taxi shall only take place on RWYs, TWYs and at Heliport West. Air taxi and/or taxi are considered as ground movements. ATC does not apply wake turbulence separation to ground movements and it is the pilot in commands responsibility to be aware of and avoid as far as practicable, turbulent wake hazards. HEL OPS at GA sectors 1-4 is prohibited, except HEMS. Unless otherwise directed by air traffic control, the last assigned SSR code shall be retained. If no SSR code has been assigned, Mode A code 2000 (for repositioning) or 7000 (for VFR flights) shall be selected. Detailed charts: VFR Manual

LSZH AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Zurich CTR** 47 21 49 N 008 32 10 E - 47 21 52 N 008 23 26 E - 47 23 20 N 008 20 36 E - 47 29 06 N 008 19 59 E - 47 30 44 N 008 20 38 E - 47 32 10 N 008 21 38 E - 47 33 10 N 008 22 33 E - 47 34 08 N 008 23 57 E - 47 35 20 N 008 26 21 E - 47 36 12 N 008 28 54 E - 47 36 34 N 008 32 27 E - 47 30 35 N 008 44 15 E - 47 29 46 N 008 44 57 E - 47 29 33 N 008 46 08 E - 47 27 40 N 008 45 34 E - 47 23 58 N 008 44 27 E - 47 23 17 N 008 43 24 E - 47 21 50 N 008 42 58 E - 47 19 10 N 008 34 10 E - 47 21 49 N 008 32 10 E
2	**Vertical limits**	CTR: *4500 ft AMSL (1350 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	CTR: Zurich TWR, En
5	**Transition altitude**	*7000 ft*
6	**Remarks**	NIL

LSZH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ZURICH AREA		121.500 MHz	H24	**Language: En** Emergency channel
ATIS ARR		125.730 MHz	H24	Phone: Service +41 (0) 43 931 60 72
ATIS DEP		129.005 MHz	H24	Phone: Service +41 (0) 43 931 60 73
APP/SR VDF[1)]	Zurich Arrival do.	130.560 MHz 135.230 MHz	H24 H24	ARR ACFT via GIPOL ARR ACFT via AMIKI and RILAX
	Zurich Departure	125.955 MHz	HX*	DEP ACFT
	Zurich Final	125.330 MHz	HX*	*only on ATC instruction
		120.750 MHz	HX*	ALTN FREQ for all APP services (Zurich Arrival, Departure and Final)
TWR VDF[1)]	Zurich Tower do. do.	118.100 MHz 120.230 MHz 119.700 MHz	H24 H24 H24	Primary APCH RWY 14 and TKOF RWY 32 ALTN FREQ
Dubendorf TWR	Dubendorf Tower	118.975 MHz	HX	See: ENR 2.1 TMA Zurich 5: up to FL095 - if Dubendorf TWR inactive, contact Zurich Information 124.700 MHz
Terminal VDF[1)]	Zurich Terminal	127.755 MHz	H24	VFR FLT within LSZH TMA
CLR DEL	Zurich Delivery	121.930 MHz	H24	ATC clearance for IFR
GND VDF[1)]	Zurich Ground	121.905 MHz 118.100 MHz 119.700 MHz	H24 H24 H24	Primary
De-Icing	Pad Coordinator F	121.635 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	Pad Coordinator C	121.640 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	De-icing Coordination	121.810 MHz	H24	
APRON	Zurich Apron	121.755 MHz	0445-2230 (0345-2130)	South of RWY 28
	do.	121.705 MHz	0445-2230 (0345-2130)	ALTN FREQ
	do.	121.855 MHz	0445-2230 (0345-2130)	North of RWY 28
	do.	121.980 MHz	0445-2230 (0345-2130)	ALTN FREQ
FIC	Zurich Information	124.700 MHZ	H24	For VFR FLT within TMA
Fire Brigade	Florian 1	123.100 MHz	H24*	*Only when fire brigade present on site. REF: LSZH AD 2.6 §4

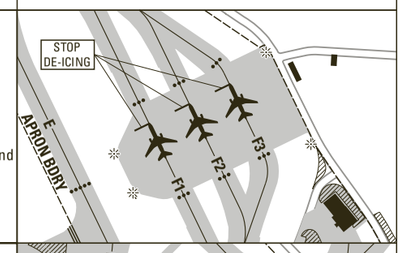
1. VDF REC antenna PSN: 47 27 01 N 008 34 37 E

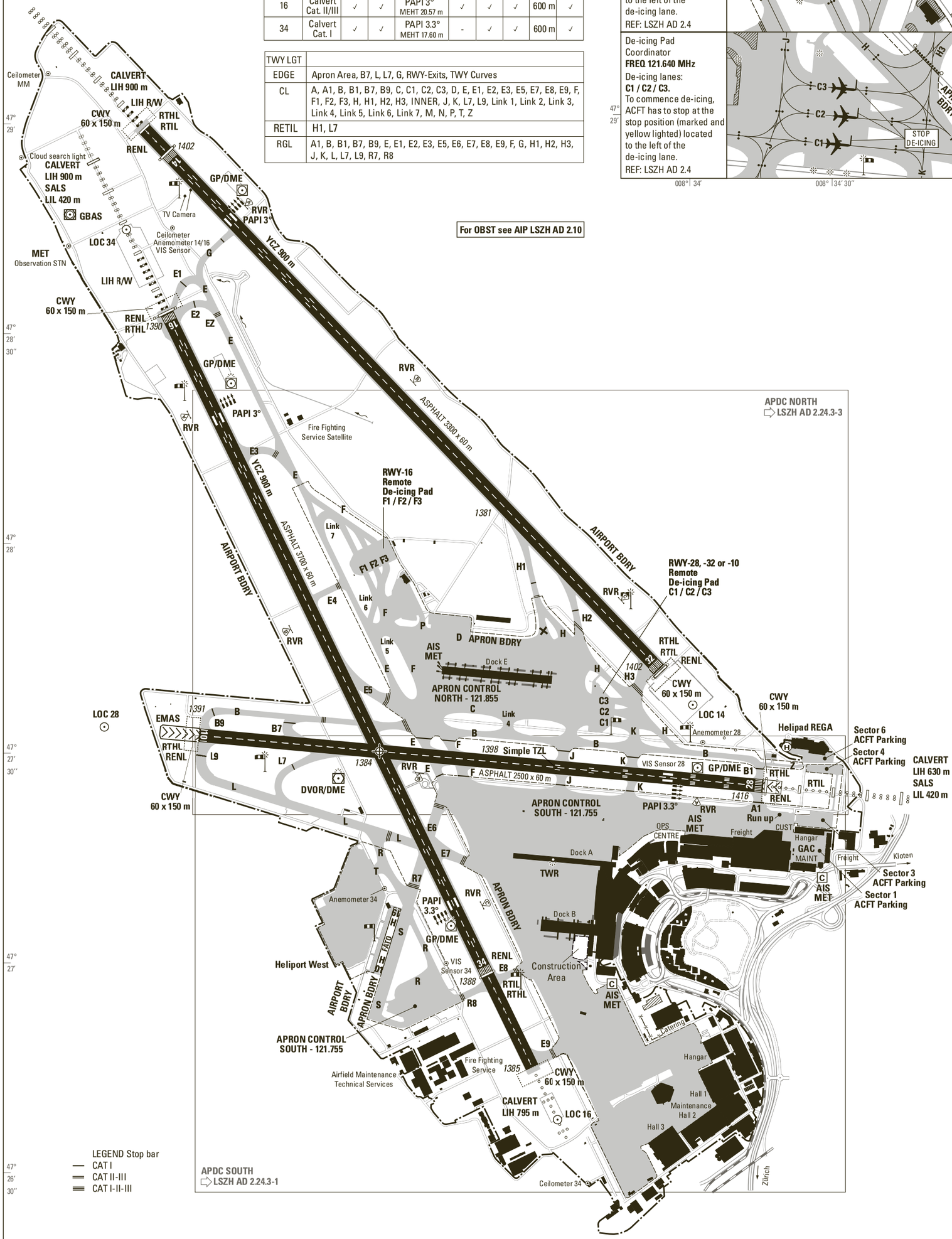
ARP WGS-84	AD ELEV ft
47° 27′ 29″ N / 008° 32′ 53″ E	1417

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	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	A, A1, B, B1, B7, 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, L7, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P, T, Z
RETIL	H1, L7
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

For OBST see AIP LSZH AD 2.10

Remote De-icing Pad	Site Overview
De-icing Pad Coordinator **FREQ 121.635 MHz** De-icing lanes: **F1 / F2 / F3.** To commence de-icing, ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane. REF: LSZH AD 2.4	
De-icing Pad Coordinator **FREQ 121.640 MHz** De-icing lanes: **C1 / C2 / C3.** To commence de-icing, ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane. REF: LSZH AD 2.4	



COR: TWY LGT table (WEF 15MAY2025)

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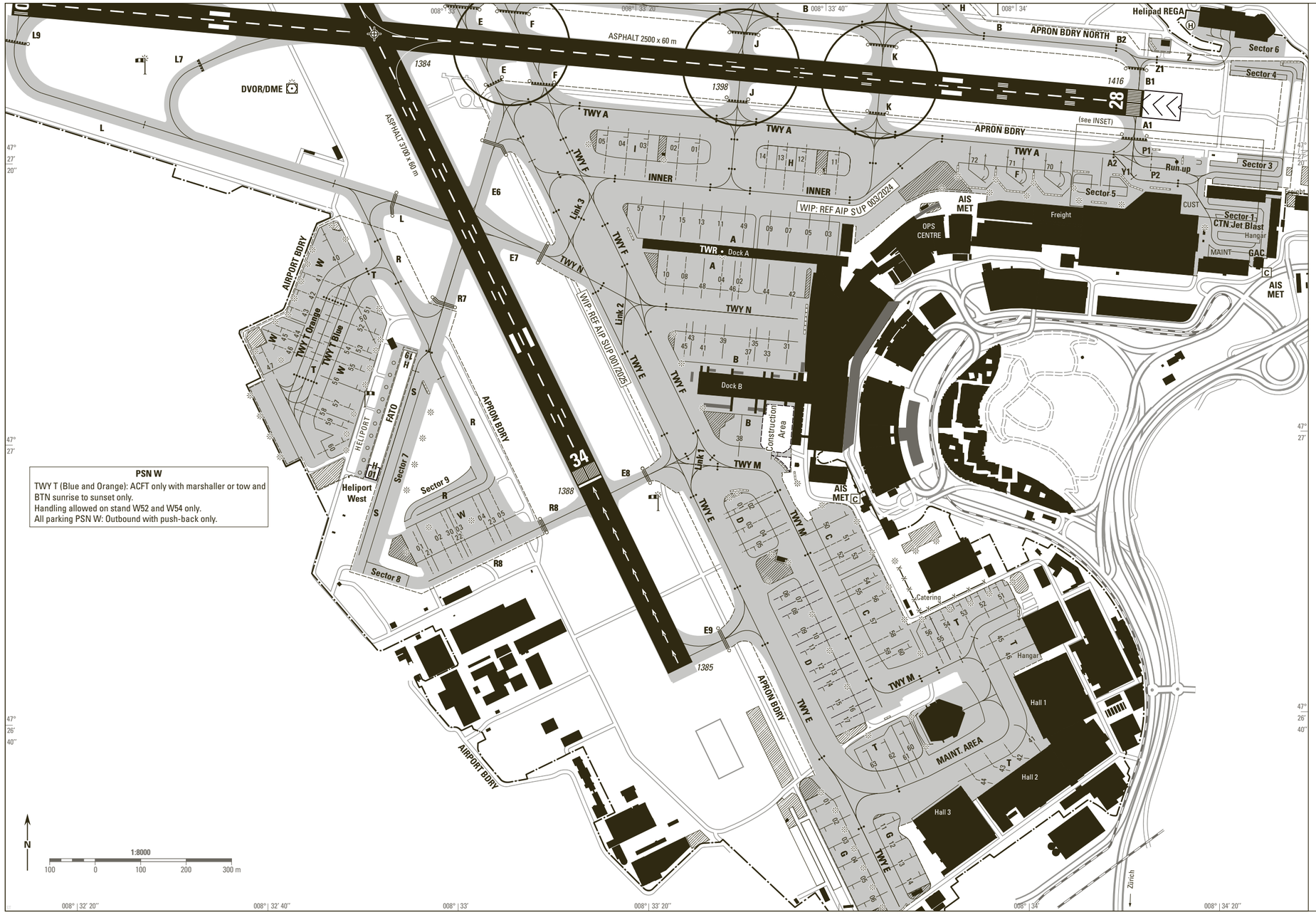
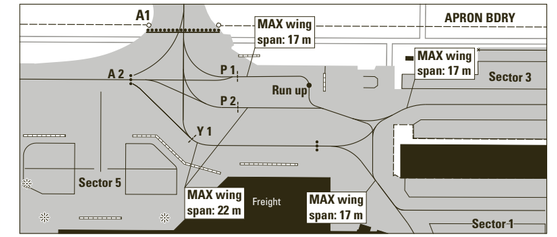


PSN W

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.

APRON SOUTH

INSET



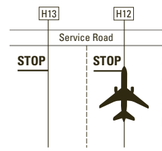
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

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, B7, 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, L7, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P, T, Z
RETIL	H1, L7
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:TWY LGT table (WEF 15MAY2025)

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APRON NORTH

LEGEND

- Blast fences
- Light pole
- 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
- Stands E4M AND E5M SOUTH OF DOCK-E WITH MARSHALLER ONLY

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.

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

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	A, A1, B, B1, B7, 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, L7, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P, T, Z
RETIL	H1, L7
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

TWY Z: Outer main gear wheel span MAX 6 m. MAX 30 m wingspan
TWY P: ICAO Code C ACFT only up to 36 m wingspan

For sequencing - ACFT north of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to intermediate HLDG PSN B2 or Z1.

COR: TWY LGT table (WEF 15MAY2025)

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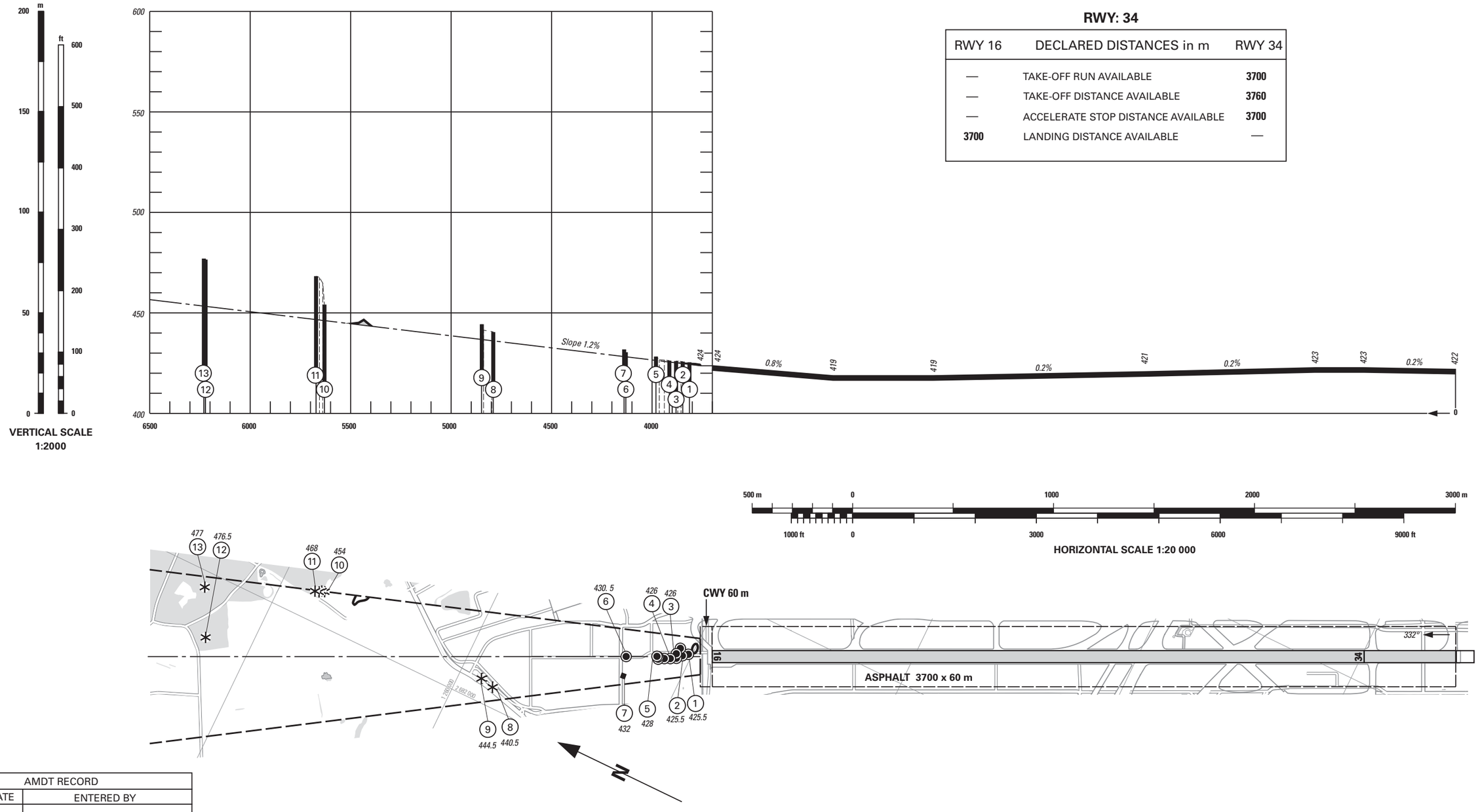
VAR 3°E (2020.5)



RWY: 34

RWY 16	DECLARED DISTANCES in m	RWY 34
—	TAKE-OFF RUN AVAILABLE	**3700**
—	TAKE-OFF DISTANCE AVAILABLE	**3760**
—	ACCELERATE STOP DISTANCE AVAILABLE	**3700**
3700	LANDING DISTANCE AVAILABLE	—

AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: OBST 6 (WEF 15MAY2025)

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