

LSZG - GRENCHEN

LSZG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZG - GRENCHEN

LSZG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|--|
| 1 | ARP coordinates and site at Aerodrome | 47 10 53 N 007 24 59 E RWY midpoint |
| 2 | Direction and distance from the CITY | 1.5 km SE Grenchen |
| 3 | Elevation/Reference temperature | 1411 ft AMSL - 24.0° C |
| 4 | Geoid undulation at AD ELEV PSN | 160.5 ft |
| 5 | MAG VAR/Annual change | 4° E (2025.5) / 0° 09' eastwards |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Post: Regionalflygplatz Jura-Grenchen AG CH-2540 Grenchen Phone: +41 (0) 32 396 96 96 AFS: LSZGYDYX Email: office@airport-grenchen.ch URL: http://www.airport-grenchen.ch/ |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | NIL |

LSZG AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|---|
| 1 | Aerodrome Operator | 1. JAN-DEC 0700 (0600) - HRH; MAX 2000 (1900) 2. Outside OPR HR O/R - 1500 (1400) 3. WED AD OPN till 1900 (1800) for Night FLT (VFR + IFR) except DEC 26 and JAN 02 4. AD CLSD: DEC 25, DEC 26, JAN 01 HRH = Day and night limits. REF: GEN 2.7 . |
| 2 | Customs and immigration | AD OPR HR; Customs procedures and documents see: URL: https://zollform.airport-grenchen.ch Declaring goods O/R customs Bern TEL +41 (0) 58 462 68 69 |
| 3 | Health and sanitation | NIL |
| 4 | AIS Briefing Office | AD OPR HR |
| 5 | ATS Reporting Office (ARO) | NIL |
| 6 | MET Briefing Office | NIL |
| 7 | ATS | HX |
| 8 | Fuelling | AD OPR HR |
| 9 | Handling | NIL |
| 10 | Security | NIL |
| 11 | De-icing | NIL |
| 12 | Remarks | NIL |

LSZG AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | NIL |
| 2 | Fuel/oil types | JET A1, AVGAS 100LL 80/100; 15W50 |
| 3 | Fuelling facilities/capacity | HEL without landing gear airtaxi to H4. |
| 4 | De-icing facilities | NIL |
| 5 | Hangar space for visiting aircraft | Restricted |
| 6 | Repair facilities for visiting aircraft | Hangar, major aircraft repairs and minor engine repairs for ACFT up to 5700 kg |
| 7 | Remarks | Oxygen and related servicing (working days only) |

LSZG AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|--|
| 1 | Hotels | At AD and in city |
| 2 | Restaurants | At AD and in city |
| 3 | Transportation | Buses, Taxi, Rental car available O/R TEL +41 (0) 32 396 96 96 |
| 4 | Medical facilities | Ambulance O/R; Hospital in Solothurn |
| 5 | Bank and Post Office | In city |
| 6 | Tourist Office | In city |
| 7 | Remarks | NIL |

LSZG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | Category 1 Higher category (MAX 3): O/R 3 HR before ETA/ETD |
| 2 | Rescue equipment | 1 fire vehicle, defibrillator, rescue vessel |
| 3 | Capability for removal of disabled aircraft | C68A |
| 4 | Remarks | NIL |

LSZG AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|-------------------------------|------------------------------------|
| 1 | Type(s) of clearing equipment | Snow removal available |
| 2 | Clearance priorities | NIL |
| 3 | Remarks | Seasonal availability: All seasons |

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

| | | |
|---|--|--|
| 1 | Designation, surface and strength of Aprons | ASPH: - PCR 120/F/C/Y/U |
| 2 | Designation, width, surface and strength of Taxiways | 10.5 m ASPH: - PCR 120/F/C/Y/U TWY A and D: max. wingspan 24.0 m TWY N: max. wingspan 21.0 m Details: ref to LSZG AD 2.24.2 - 1 |
| 3 | ACL location and elevation | Apron 1411 ft |
| 4 | Location of VOR checkpoints | NIL |
| 5 | Location of INS checkpoints | NIL |
| 6 | Remarks | NIL |

LSZG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

| | | |
|---|---|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Guidance sign boards, TWY CL Restrictions see: ACFT PRKG Chart LSZG AD 2.24.2 - 1 |
| 2 | RWY/TWY markings and LGT | RWY, TWY and holding PSN markings. TWY LGT: see LSZG AD 2.15 |
| 3 | Stop bars and RWY guard lights | Stop bars: NIL RWY guard lights: on TWY A and D |
| 4 | Other RWY protection measures | NIL |
| 5 | Remarks | NIL |

LSZG AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | | In circling area and at aerodrome | | 3 | |
|--|--|--------------|--|-----------------------------------|------|---------------------------|----------|
| 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 | | |
| | | <i>ft</i> | | <i>ft</i> | | | |
| AOC 06 (1) | Pole | 1409 | 47 11 00 N 007 25 24 E | Chimney marked/LGTD | 1700 | 47 08 46 N 007 32 49 E | B0471/02 |
| AOC 06 (2) | Pole | 1410 | 47 11 01 N 007 25 23 E | Pole marked | 1437 | 47 10 45 N 007 24 54 E | B0362/07 |
| AOC 06 (3) | Tree/Trees | 1437 | 47 11 02 N 007 25 24 E | Crane/Cranes marked/LGTD | 1679 | 47 11 49 N 007 23 41 E | B0455/22 |
| AOC 06 (4) | Tree/Trees | 1453 | 47 11 03 N 007 25 51 E | Crane/Cranes marked/LGTD | 1634 | 47 11 46 N 007 25 01 E | B0497/22 |
| AOC 06 (5) | Tree/Trees | 1468 | 47 11 04 N 007 25 51 E | | | | |
| AOC 06 (6) | Tree/Trees | 1485 | 47 11 14 N 007 25 52 E | | | | |
| AOC 24 (1) | Pole | 1418 | 47 10 44 N 007 24 40 E | | | | |
| AOC 24 (2) | Pole | 1418 | 47 10 44 N 007 24 39 E | | | | |
| AOC 24 (3) | Pole | 1419 | 47 10 46 N 007 24 36 E | | | | |
| AOC 24 (4) | Pole | 1422 | 47 10 48 N 007 24 34 E | | | | |
| AOC 24 (5) | Tree/Trees | 1453 | 47 10 44 N 007 24 11 E | | | | |
| AOC 24 (6) | Pole | 1462 | 47 10 32 N 007 24 10 E | | | | |
| AOC 24 (7) | Tree/Trees | 1471 | 47 10 36 N 007 23 57 E | | | | |
| AOC 24 (8) | Tree/Trees | 1493 | 47 10 36 N 007 23 56 E | | | | |
| Refer also to LSZG AOC 06/24, LSZG AD 2.24.4 - 1 Number in brackets is equivalent to identification number on AOC | | | | | | | |

LSZG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LSZG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE & MAG BRG | Dimensions of RWY (m) | Strength (PCR) and surface of RWY and SWY | THR COORD | THR elevation and highest elevation of TDZ of precision APP RWY | Slope of RWY-SWY |
|------------------------|----------------------|--------------------------|---|-------------------------------|---|---------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 06 | 066° GEO 062° MAG | 1000 x 23 | PCR 120/F/C/X/U ASPH | 47 10 48.99N 007 24 45.88E | 1407 ft | Refer to: LSZG AOC RWY 06/24 |
| 24 | 246° GEO 242° MAG | | | 47 11 00.54N 007 25 23.51E | 1405 ft | |
| 06 L | 066° GEO 062° MAG | 390 x 18 | 0.25 MPa GRASS | NIL | NIL | NIL |
| 24 R | 246° GEO 242° MAG | | | | | |
| 06 R | 066° GEO 062° MAG | 700 x 30 | 0.25 MPa GRASS | NIL | NIL | NIL |
| 24 L | 246° GEO 242° MAG | | | | | |
| 06 GLD | 066° GEO 062° MAG | 700 x 30 | 0.25 MPa GRASS | NIL | NIL | NIL |
| 24 GLD | 246° GEO 242° MAG | | | | | |

| Designations RWY NR | SWY dimensions (m) | CWY dimensions (m) | Strip dimensions (m) | OFZ | Remarks |
|---------------------------|--------------------------|--------------------------|----------------------------|-------------------|---|
| 1 | 8 | 9 | 10 | 11 | 12 |
| 06 | NIL | NIL | 1060 x 60 | not applicable | Non-instrument runway Grooved 1000 m |
| 24 | | | | | Non-instrument runway Grooved 1000 m |
| 06 L | NIL | NIL | 450 x 60 | not applicable | Powered-aircraft runway |
| 24 R | | | | | |
| 06 R | NIL | NIL | 760 x 60 | not applicable | Powered-aircraft runway |
| 24 L | | | | | |
| 06 GLD | NIL | NIL | 760 x 60 | not applicable | Glider runway |
| 24 GLD | | | | | |

LSZG AD 2.13 DECLARED DISTANCES

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

1) MAX 980 m with use of 25 m take-off run extension due to runway code number criteria

2) Due to runway code number criteria

LSZG AD 2.14 APPROACH AND RUNWAY LIGHTING

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

LSZG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LSZG AD 2.16 HELICOPTER LANDING AREA

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

LSZG AD 2.17 ATS AIRSPACE

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

LSZG AD 2.18 ATS COMMUNICATION FACILITIES

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

LSZG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LSZG AD 2.20 LOCAL AERODROME REGULATIONS**1. Local flying restrictions:**

Simultaneous movements between the grass runways 06L / 24R incl. or FATO or 06R / 24L and the concrete runway and also between RWY 06R / 24L and the glider RWY are not permitted.

No simultaneous helicopter operation on H1, H2 and H3.

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

- Circuits and target landing exercises:

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

SUN + HOL: before 0930 (0830), 1115-1245 (1015-1145), after 1600 (1500).

Good Friday, Easter Sunday, Ascension Day, Whitsunday, Corpus Christi, Assumption, All Saints Day.

- Glider towing:

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

SUN + HOL: before 0930 (0830), 1115-1245 (1015-1145), after 1600 (1500), excl. glider return by towplane.

Good Friday, Easter Sunday, Whitsunday.

TRNG for glider towing prohibited on, Ascension Day, Corpus Christi, Assumption, All Saints Day

- Aerobatics with powered aircraft:

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

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

SUN + HOL: before 1400 (1300), after 1600 (1500).

Good Friday, Easter Sunday, Whitsunday. No school and TRNG Flights: Ascension Day, Corpus Christi, Assumption, All Saints Day

- Flights for Parachute dropping operations:

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

SUN + HOL: before 0930 (0830), 1100-1245 (1000-1145), after 1800 (1700).

Good Friday, Easter Sunday, Whitsunday.

MAX of 6 FLT's daily permitted on Ascension Day, Corpus Christi, Assumption, All Saints Day.

Night FLT's subject to PPR. Requests to AD operator not later than 1500 (1400).

HOL with same restrictions as SUN: 1st of August.

2. Procedures applicable in the Control Zone

Arrivals:

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

Departures:

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

3. Procedure applicable in the Radio Mandatory Zone

General

All flights:

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

All IFR operations (departures and arrivals)

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

IFR Approaches

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

IFR Departures

- ARVAN DEP mandatory when RMZ active.
- For ATFM-Slot inquires (e.g. Ready Message) call ZRH FMP +41 (0)43 931 69 62
- Obtain ATC Clearance by telephone-call to Bern APP (+41 (0)32 396 96 32), when ready for Departure (all checks before departure, incl. run-up, completed).
- Unless otherwise stated by BERN APP, the ATC clearance is valid for 10min; hence the aircraft must be airborne within this period. If unable to comply, the crew shall inform Bern APP by phone immediately. And when ready, obtain a new ATC clearance from Bern APP (+41 (0)32 396 96 32)
- Crews must monitor RMZ FREQ 120.105 MHz
- Report "taxiing to holding point RWY 24 or RWY 06, for IFR Departure, ARVAN SID" on RMZ FREQ 120.105 MHz (blind transmission).
- Report "(backtrack) lining-up RWY 24 or RWY 06, for IFR Departure ARVAN SID" on RMZ FREQ 120.105 MHz (blind transmission).
- Report "leaving RMZ" on RMZ FREQ 120.105 MHz (blind transmission)
- Contact Bern APP on FREQ 127.325 MHz immediately, when leaving RMZ

4. Runway lighting and visual approach slope indicator for ASPH RWY 06/24:

| PTT* | RTHL | RTIL | REDL & RENL | APAPI | Intensity % | Intensity |
|---------|------|------|-------------|-------|-------------|-----------|
| 7 times | Yes | Yes | Yes | Yes | 100 | LIH |
| 5 times | Yes | No | Yes | Yes | 30 | LIM |
| 3 times | Yes | No | Yes | Yes | 3 | LIL |

*Push To Talk

5. High-visibility jacket

All persons walking in the movement area must wear a high-visibility safety jacket, which complies with the EN ISO 20471 standard, EXC accompanied passengers.

LSZG AD 2.21 NOISE ABATEMENT PROCEDURES

- avoid overflying villages
- Approach RWY 24: do not turn onto final before reaching 1.2NM to ZG100.

LSZG AD 2.22 FLIGHT PROCEDURES

Special regulations for IFR approach and departure

1. SID Description

1.1 SID RNAV

1.1.1 SID RWY 06/24 to ARVAN - RNAV (see chart LSZG AD 2.24.7 - 1)

Procedures mandatory when RMZ active.

General:

RWY 06 - Close-In obstacles: Trees up to 1495 ft right side of the track after departure.

RWY 24 - Close-In obstacles: Terrain up to 1415 ft right side of the track after departure.

| DESIGNATOR | RWY 06/24 - RNAV | | | | |
|---------------------------------------|--|------------------------------------|-----|---------------------------|--------|
| | ROUTE | | | Contact | Remark |
| | Lateral | Vertical | | | |
| ARVAN 2K PDG 4.3% to 2100ft | Proceed on course 073° to ARVAN and hold as published. | INITIAL CLIMB CLEARANCE 5000ft | NIL | Available RMZ active only | |
| ARVAN 2W PDG 5.4% to 2100ft | Proceed on course 244° to ZG201. Turn left (MAX IAS 140kt during turn) to ARVAN and hold as published. | INITIAL CLIMB CLEARANCE 5000ft. | NIL | Available RMZ active only | |

| RNAV SID ARVAN 2K | | | | | | |
|-------------------|----------|---------|---------------|------------------|----------------|---------------|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| CF | ARVAN | N | 5000 | - | 073° (077.0°T) | - |
| HM | ARVAN | N | 5000 | - 170 | 254° (257.2°T) | - |

| RNAV SID ARVAN 2W | | | | | | |
|-------------------|----------|---------|---------------|------------------|----------------|---------------|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| CF | ZG201 | Y | - | - | 244° (247.8°T) | - |
| DF | ARVAN | N | 5000 | - 140 | - | - |
| HM | ARVAN | N | 5000 | - 170 | 254° (257.2°T) | - |

1.1.2 SID RWY 06 - RNAV (see chart LSZG AD 2.24.7 - 3)

General:

RWY 06 - Close-In obstacles: Trees up to 1495 ft right side of the track after departure.

| DESIGNATOR | RWY 06 - RNAV | | | | |
|--|---|---|-----|---------|--------|
| | ROUTE | | | Contact | Remark |
| | Lateral | Vertical | | | |
| BIRKI 2K PDG: 6.3% to 2300ft MNM climb gradient 10.5% up to 3800ft to remain inside controlled airspace | Proceed via ZG601, ZG602, ZG603 to BIRKI. | INITIAL CLIMB CLEARANCE 5000ft. Cross BIRKI at MNM 4000 ft | NIL | NIL | |
| FRIBU 2K PDG: 4.3% to 2200ft MNM climb gradient 6.3% up to 3500ft to remain inside controlled airspace | Proceed via ZG604, ZG605, ZG606 to FRIBU. | INITIAL CLIMB CLEARANCE 5000ft. Cross ZG606 at FL080 or above | NIL | NIL | |
| WILLISAU 2K (WIL 2K) PDG: 4.3% to 2100ft MNM climb gradient 6.0% up to 3500ft to remain inside controlled airspace | Proceed via ZG604 to WIL. | INITIAL CLIMB CLEARANCE 5000ft. | NIL | NIL | |

| RNAV SID BIRKI 2K | | | | | | |
|-------------------|----------|---------|---------------|------------------|----------------|---------------|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| CF | ZG601 | Y | - | -165 | 076° (079.3°T) | - |
| DF | ZG602 | N | - | - | - | - |
| TF | ZG603 | N | - | - | 199° (203.0°T) | 5.1 |
| TF | BIRKI | N | +4000 | - | 136° (140.0°T) | 2.7 |

| RNAV SID FRIBU 2K | | | | | | |
|-------------------|----------|---------|---------------|------------------|----------------|---------------|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| CF | ZG604 | Y | - | -165 | 076° (079.8°T) | - |
| DF | ZG605 | N | - | - | - | - |
| TF | ZG606 | N | +FL080 | - | 208° (211.2°T) | 12.5 |
| TF | FRIBU | N | - | - | 207° (211.1°T) | 9.5 |

| RNAV SID WIL 2K | | | | | | |
|-----------------|----------|---------|---------------|------------------|----------------|---------------|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| CF | ZG604 | Y | - | -165 | 076° (079.8°T) | - |
| TF | WIL | N | - | - | 090° (093.4°T) | 16.0 |

1.1.3 SID RWY 24 - RNAV (see chart LSZG AD 2.24.7 - 5)

General:

RWY 24 - Close-In obstacles: Terrain up to 1415 ft right side of the track after departure.

| DESIGNATOR | RWY 24 - RNAV | | | | |
|--|------------------------------------|---|-----|---------|--------|
| | ROUTE | | | Contact | Remark |
| | Lateral | Vertical | | | |
| BIRKI 2W PDG: 5.4% to 2100ft MNM climb gradient 7.7% up to 3500ft to remain inside controlled airspace | Proceed via ZG201, ZG603 to BIRKI. | INITIAL CLIMB CLEARANCE 5000ft. Cross BIRKI at MNM 4000ft | NIL | NIL | |
| FRIBU 2W PDG: 5.4% to 2100ft MNM climb gradient 7.9% up to 3500ft to remain inside controlled airspace | Proceed via ZG201, ZG202 to FRIBU | INITIAL CLIMB CLEARANCE 5000ft. Cross ZG202 at FL080 or above | NIL | NIL | |
| WILLISAU 2W (WIL 2W) PDG: 5.4% to 2100ft MNM climb gradient 7.9% up to 3500ft to remain inside controlled airspace | Proceed via ZG201 to WIL. | INITIAL CLIMB CLEARANCE 5000ft. | NIL | NIL | |

RNAV SID BIRKI 2W

| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
|-----------------|----------|---------|---------------|------------------|----------------|---------------|
| CF | ZG201 | Y | - | -165 | 244° (247.8°T) | - |
| DF | ZG603 | N | - | - | - | - |
| TF | BIRKI | N | +4000 | - | 136° (140.0°T) | 2.7 |

RNAV SID FRIBU 2W

| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
|-----------------|----------|---------|---------------|------------------|----------------|---------------|
| CF | ZG201 | Y | - | -165 | 244° (247.8°T) | - |
| DF | ZG202 | N | +FL080 | - | - | - |
| TF | FRIBU | N | - | - | 188° (192.0°T) | 11.5 |

RNAV SID WIL 2W

| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
|-----------------|----------|---------|---------------|------------------|----------------|---------------|
| CF | ZG201 | Y | - | -165 | 244° (247.8°T) | - |
| DF | WIL | N | - | - | - | - |

1.1.4 VISUAL SID RWY 06/24 - RNAV (see chart LSZG AD 2.24.7 - 7)

General:

Minimum MET requirements: VIS 5000 m and Ceiling 3000 ft AGL

RWY 06 - Close-In obstacles: Trees up to 1495 ft right side of the track after departure.

RWY 24 - Close-In obstacles: Terrain up to 1415 ft right side of the track after departure.

| DESIGNATOR | RWY 06/24 - RNAV | | | | |
|--------------------------------|--|--|-----|---|--------|
| | ROUTE | | | Contact | Remark |
| | Lateral | Vertical | | | |
| WILLISAU 3V (WIL 3V) | Maintain visual ground contact to ZG502 (north side of Catholic Church in Biberist.). From ZG502 proceed to WIL. | INITIAL CLIMB CLEARANCE 5000ft. Cross ZG502 at or above 4000ft. | NIL | Assigned if LSR83 active (ATIS). Do not enter LSR83 when active. | |
| BIRKI 7V | Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). From ZG501 proceed via ZG603 to BIRKI. | INITIAL CLIMB CLEARANCE 5000ft. Cross ZG501 at or above 4000ft. | NIL | Assigned if LSR83 active (ATIS). Do not enter LSR83 when active. | |
| FRIBU 1V | Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). From ZG501 proceed via ZG800 to FRIBU. | INITIAL CLIMB CLEARANCE 5000ft. Cross ZG501 at or above 4000ft. Cross ZG800 at or above FL080 | NIL | Assigned if LSR83 active (ATIS). Do not enter LSR83 when active. | |

VISUAL RNAV SID WIL 3V

| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
|-----------------|----------|---------|---------------|------------------|----------------|---------------|
| IF | ZG502 | N | +4000 | - | - | - |
| TF | WIL | N | - | - | 088° (091.4°T) | 14.3 |

VISUAL RNAV SID BIRKI 7V

| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
|-----------------|----------|---------|---------------|------------------|----------------|---------------|
| IF | ZG501 | N | +4000 | - | - | - |
| TF | ZG603 | N | - | - | 186° (189.2°T) | 5.2 |
| TF | BIRKI | N | - | - | 136° (140.0°T) | 2.7 |

VISUAL RNAV SID FRIBU 1V

| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
|-----------------|----------|---------|---------------|------------------|----------------|---------------|
| IF | ZG501 | N | +4000 | - | - | - |
| TF | ZG800 | N | +FL080 | - | 191° (194.2°T) | 10.8 |
| TF | FRIBU | N | - | - | 191° (194.1°T) | 11.2 |

1.2 Approach Procedures

1.2.1 Procedure description of RNP RWY 24 (see chart LSZG AD 2.24.10 - 1)

| From WIL | | | | | | |
|-----------------|----------|---------|---------------|------------------|----------------|---------------|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| IF | WIL | N | +6000 | - | - | - |
| TF | NEMAG | N | +6000 | 180 | 322° (325.3°T) | 5.1 |
| TF | ARVAN | N | +6000 | - | 254° (257.2°T) | 4.5 |
| TF | ZG503 | Y | - | - | 253° (257.3°T) | 11.3 |
| TF | ZG100 | N | - | 150 | 253° (257.1°T) | 1.7 |
| TF | ZG504 | N | - | 150 | 239° (242.5°T) | 2.0 |
| TF | ZG505 | N | +4400 | 150 | 145° (148.8°T) | 2.2 |
| TF | WIL | N | +6000 | - | 079° (082.9°T) | 20.8 |

1.3 VFR procedure

Refer to VFR Manual, LSZG AD INFO.

1.4 Supplementary provisions regarding VFR-flights

Refer to VFR Manual, LSZG AD INFO.

2. Minima for IFR departures (TKOF minima)

| RWY | ACFT CAT | VIS (m) / Ceiling (ft AGL) | | | RMK |
|-----|----------|----------------------------|-------------------|--------------------|-----|
| | | No LGT AVBL | REDL or RCLL AVBL | REDL and RCLL AVBL | |
| All | A | 800/--- | 400/--- | --- | NIL |
| | B | 800/--- | 400/--- | --- | NIL |

LSZG AD 2.23 ADDITIONAL INFORMATION**1. List of significant points (Terminal)**

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

LSZG AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

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

LSZG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

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