SWITZERLAND

TEL: +41 (0) 43 931 61 68

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

skyguide

AIP Services

CH-8602 WANGEN BEI DÜBENDORF

AIP

AMDT 006 2025

Effective Date 12 JUN 2025

RMK

Filing instruction: Insert this AMDT into AIP after inserting AIRAC AMDT of same effective date, if issued.

1. Insert the following pages:

GEN 0.2 - 11/12	12 JUN 2025
GEN 0.4 - 1/2	12 JUN 2025
GEN 0.4 - 3/4	12 JUN 2025
GEN 0.4 - 5/6	12 JUN 2025
GEN 0.4 - 7/8	12 JUN 2025
ENR 6.1 - 1/2	12 JUN 2025
LSZB AD 2 - 1/2	12 JUN 2025
LSZB AD 2 - 3/4	12 JUN 2025
LSGC AD 2 - 1/2	12 JUN 2025
LSGG AD 2 - 43/44	12 JUN 2025
LSGG AD 2.24.2 - 1/2	12 JUN 2025
LSGG AD 2.24.3 - 3/4	12 JUN 2025
LSZG AD 2 - 7/8	12 JUN 2025
LSZA AD 2 - 1/2	12 JUN 2025
LSZA AD 2 - 15/16	12 JUN 2025
LSZA AD 2 - 17/18	12 JUN 2025
LSZA AD 2 - 19/20	12 JUN 2025
LSZH AD 2 - 5/6	12 JUN 2025
LSZH AD 2.24.3 - 1/2	12 JUN 2025
LSZH AD 2.24.3 - 5/6	12 JUN 2025

Destroy the following pages:

GEN 0.2 - 11/12	15 MAY 2025
GEN 0.4 - 1/2	AIRAC 12 JUN 2025
GEN 0.4 - 3/4	AIRAC 12 JUN 2025
GEN 0.4 - 5/6	AIRAC 12 JUN 2025
GEN 0.4 - 7/8	AIRAC 12 JUN 2025
ENR 6.1 - 1/2	AIRAC 20 MAR 2025
LSZB AD 2 - 1/2	20 MAR 2025
LSZB AD 2 - 3/4	28 NOV 2024
LSGC AD 2 - 1/2	28 NOV 2024
LSGG AD 2 - 43/44	AIRAC 31 OCT 2024
LSGG AD 2.24.2 - 1/2	20 FEB 2025
LSGG AD 2.24.3 - 3/4	15 MAY 2025
LSZG AD 2 - 7/8	17 APR 2025
LSZA AD 2 - 1/2	15 MAY 2025
LSZA AD 2 - 15/16	20 MAR 2025
LSZA AD 2 - 17/18	20 MAR 2025
LSZA AD 2 - 19/20	20 MAR 2025
LSZH AD 2 - 5/6	15 MAY 2025
LSZH AD 2.24.3 - 1/2	15 MAY 2025
LSZH AD 2.24.3 - 5/6	17 APR 2025

2. Record entry of amendment on page GEN 0.2

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

NOTAM: B 0348/25

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: 003/2024, 008/2024, 002/2025

Checklist AIRAC SUP: NIL

THIS PAGE INTENTIONALLY LEFT BLANK

AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
009/2021	09-Sep-2021	09-Sep-2021	
010/2021	07-Oct-2021	07-Oct-2021	
011/2021	04-Nov-2021	04-Nov-2021	
012/2021	02-Dec-2021	02-Dec-2021	
013/2021	30-Dec-2021	30-Dec-2021	
001/2022	27-Jan-2022	27-Jan-2022	
002/2022	24-Feb-2022	24-Feb-2022	
003/2022	24-Mar-2022	24-Mar-2022	
004/2022	21-Apr-2022	21-Apr-2022	
005/2022	19-May-2022	19-May-2022	
006/2022	16-Jun-2022	16-Jun-2022	
007/2022	14-Jul-2022	14-Jul-2022	
008/2022	11-Aug-2022	11-Aug-2022	
009/2022	08-Sep-2022	08-Sep-2022	
010/2022	06-Oct-2022	06-Oct-2022	
011/2022	03-Nov-2022	03-Nov-2022	
012/2022	01-Dec-2022	01-Dec-2022	
013/2022	29-Dec-2022	29-Dec-2022	
001/2023	26-Jan-2023	26-Jan-2023	
002/2023	23-Feb-2023	23-Feb-2023	
003/2023	23-Mar-2023	23-Mar-2023	
004/2023	20-Apr-2023	20-Apr-2023	
005/2023	18-May-2023	18-May-2023	
006/2023	15-Jun-2023	15-Jun-2023	
007/2023	13-Jul-2023	13-Jul-2023	
008/2023	10-Aug-2023	10-Aug-2023	
009/2023	07-Sep-2023	07-Sep-2023	
010/2023	05-Oct-2023	05-Oct-2023	
011/2023	02-Nov-2023	02-Nov-2023	
012/2023	30-Nov-2023	30-Nov-2023	
013/2023	28-Dec-2023	28-Dec-2023	
001/2024	25-Jan-2024	25-Jan-2024	
002/2024	22-Feb-2024	22-Feb-2024	
003/2024	21-Mar-2024	21-Mar-2024	
004/2024	18-Apr-2024	18-Apr-2024	
005/2024	16-May-2024	16-May-2024	

AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2024	13-Jun-2024	13-Jun-2024	
007/2024	11-Jul-2024	11-Jul-2024	
008/2024	08-Aug-2024	08-Aug-2024	
009/2024	05-Sep-2024	05-Sep-2024	
010/2024	03-Oct-2024	03-Oct-2024	
011/2024	31-Oct-2024	31-Oct-2024	
012/2024	28-Nov-2024	28-Nov-2024	
013/2024	26-Dec-2024	26-Dec-2024	
001/2025	23-Jan-2025	23-Jan-2025	
002/2025	20-Feb-2025	20-Feb-2025	
003/2025	20-Mar-2025	20-Mar-2025	
004/2025	17-Apr-2025	17-Apr-2025	
005/2025	15-May-2025	15-May-2025	
006/2025	12-Jun-2025	12-Jun-2025	

GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

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

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

PART 2 - EN-ROUTE (ENR)

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

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

PART 3 - AERODROMES (AD)

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

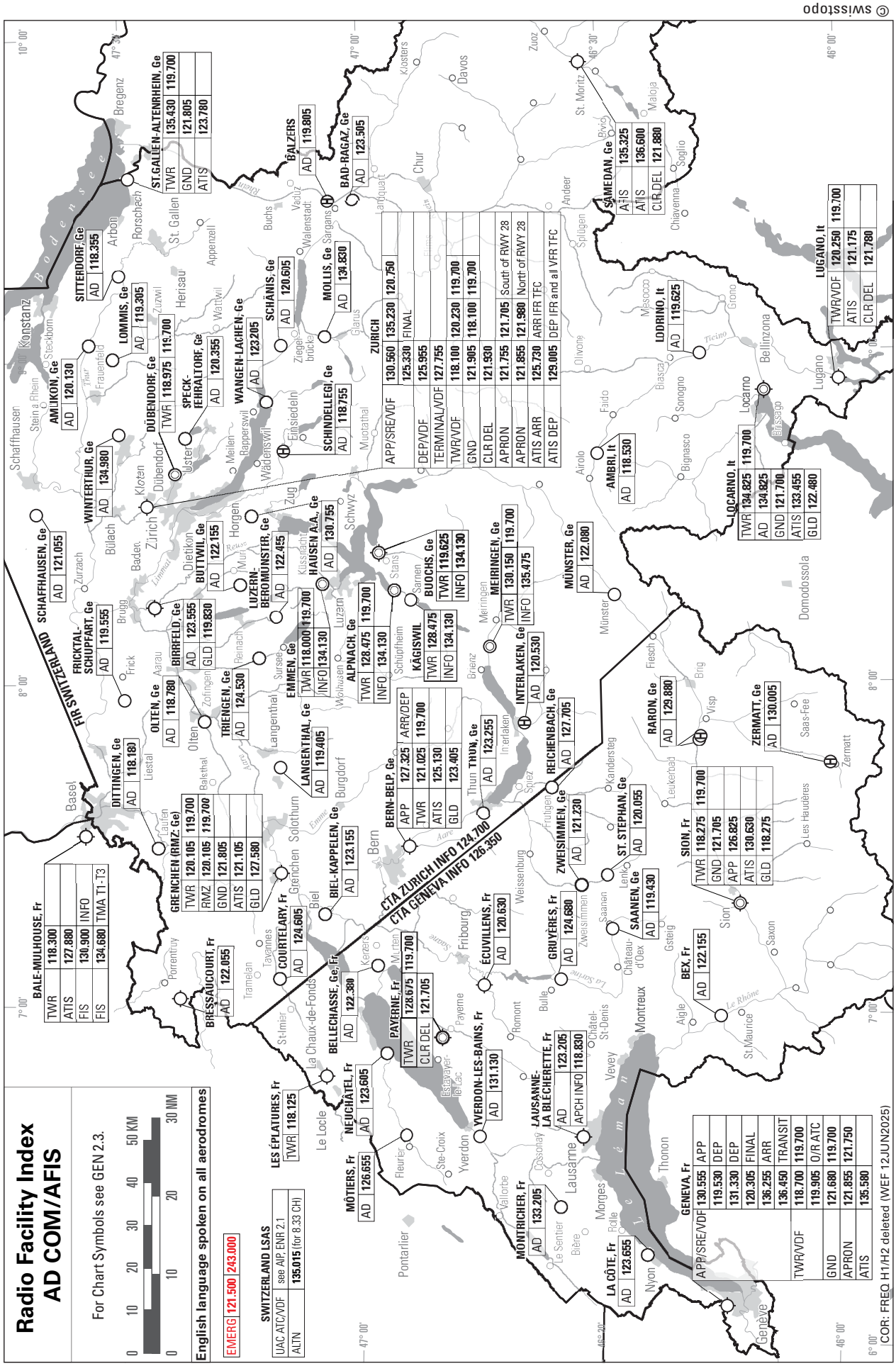
Page	Date
AD 0.2 - 2	26 JAN 2023
AD 0.3 - 1	26 JAN 2023
AD 0.3 - 2	26 JAN 2023
AD 0.4 - 1	26 JAN 2023
AD 0.4 - 2	26 JAN 2023
AD 0.5 - 1	26 JAN 2023
AD 0.5 - 2	26 JAN 2023
AD 0.6 - 1	15 MAY 2025
AD 0.6 - 2	15 MAY 2025
AD 0.6 - 3	15 MAY 2025
AD 0.6 - 4	15 MAY 2025
AD 0.6 - 5	15 MAY 2025
AD 0.6 - 6	15 MAY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

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

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

Page	Date	Page	Date	Page	Date
LSZH AD 2.24.7.5 - 9	AIRAC 12 JUN 2025				
LSZH AD 2.24.7.5 - 10	AIRAC 12 JUN 2025				
LSZH AD 2.24.7.6 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.7.6 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.1 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.1 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.2 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.2 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.3 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.3 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 7	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 8	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 9	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 10	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 7	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 8	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 7	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 8	AIRAC 20 MAR 2025				
LSZH AD 2.24.13 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.13 - 2	AIRAC 20 MAR 2025				

THIS PAGE INTENTIONALLY LEFT BLANK


Radio Facility Index
AD COM/AFIS
For Chart Symbols see GEN 2.3.
0 10 20 30 40 50 KM
0 10 20 30 NM
English language spoken on all aerodromes
EMERG 121.500 243.000
SWITZERLAND LSAS
UAC ATC/VDF see AIP, ENR 2.1
ALTN 135.015 (for 8.33 CH)
FIR SWITZERLAND
CTA ZURICH INFO 124.700
CTA GENEVA INFO 126.350
BALE-MULHOUSE, Fr
TWR 118.300
ATIS 127.880
FIS 130.900 INFO
FIS 134.680 TMA T1-T3
SCHAFFHAUSEN, Ge
AD 121.055
FRICKTAL-SCHUPFART, Ge
AD 119.555
DITTINGEN, Ge
AD 118.180
OLTEN, Ge
AD 118.780
BIRRFELD, Ge
AD 123.555
GLD 119.830
BUTTWIL, Ge
AD 122.155
LUZERN-BEROMÜNSTER, Ge
AD 122.455
HAUSEN A.A., Ge
AD 130.755
GRENCHEN (RMZ: Ge)
TWR 120.105 119.700
RMZ 120.105 119.700
GND 121.805
ATIS 121.105
GLD 127.580
TRIENGEN, Ge
AD 124.530
EMMEN, Ge
TWR 118.000 119.700
INFO 134.130
LANGENTHAL, Ge
AD 119.405
ALPNACH, Ge
TWR 128.475 119.700
INFO 134.130
KÄGISWIL
TWR 128.475
INFO 134.130
BUOCHS, Ge
TWR 119.625
INFO 134.130
MEIRINGEN, Ge
TWR 130.150 119.700
INFO 135.475
INTERLAKEN, Ge
AD 120.530
MÜNSTER, Ge
AD 122.080
BERN-BELP, Ge
APP 127.325
TWR 121.025 119.700
ATIS 125.130
GLD 123.405
ARR/DEP
THUN, Ge
AD 123.255
REICHENBACH, Ge
AD 127.705
BIEL-KAPPELEN, Ge
AD 123.155
COURTELARY, Fr
AD 124.605
BRESSAUCOURT, Fr
AD 122.055
BELLECHASSE, Ge, Fr
AD 122.380
ZWEISIMMEN, Ge
AD 121.230
ST. STEPHAN, Ge
AD 120.055
SAANEN, Ge
AD 119.430
RAROM, Ge
AD 129.880
ZERMATT, Ge
AD 130.005
SION, Fr
TWR 118.275 119.700
GND 121.705
APP 126.825
ATIS 130.630
GLD 118.275
ÉCUVILLENS, Fr
AD 120.630
GRUYÈRES, Fr
AD 124.680
BEX, Fr
AD 122.155
PAYERNE, Fr
TWR 128.675 119.700
CLR DEL 121.705
YVERDON-LES-BAINS, Fr
AD 131.130
LES ÉPLATURES, Fr
TWR 118.125
NEUCHÂTEL, Fr
AD 123.605
MÔTIERS, Fr
AD 126.655
LAUSANNE-LA BLECHERETTE, Fr
AD 123.205
APCH INFO 118.830
MONTRICHER, Fr
AD 133.205
LA CÔTE, Fr
AD 123.655
GENEVA, Fr
APP/SRE/VDF 130.555 APP
119.530 DEP
131.330 DEP
120.305 FINAL
136.255 ARR
136.450 TRANSIT
TWR/VDF 118.700 119.700
119.905 O/R ATC
GND 121.680 119.700
APRON 121.855 121.750
ATIS 135.580
WINTERTHUR, Ge
AD 134.980
DÜBENDORF, Ge
TWR 118.975 119.700
SPECK-FEHRALTORF, Ge
AD 120.355
WANGEN-LACHEN, Ge
AD 123.205
SCHÄNIS, Ge
AD 120.605
SCHINDELLEGI, Ge
AD 118.755
MOLLIS, Ge
AD 134.830
BALZERS
AD 119.805
BAD-RAGAZ, Ge
AD 123.505
ZURICH
APP/SRE/VDF 130.560 135.230 120.750
125.330 FINAL
DEP/VDF 125.955
TERMINAL/VDF 127.755
TWR/VDF 118.100 120.230 119.700
GND 121.905 118.100 119.700
CLR DEL 121.930
APRON 121.755 121.705 South of RWY 28
APRON 121.855 121.980 North of RWY 28
ATIS ARR 125.730 ARR IFR TFC
ATIS DEP 129.005 DEP IFR and all VFR TFC
SITTERDORF, Ge
AD 118.355
LOMMIS, Ge
AD 119.305
AMLIKON, Ge
AD 120.130
ST.GALLEN-ALTENRHEIN, Ge
TWR 135.430 119.700
GND 121.805
ATIS 123.780
SAMEDAN, Ge
ATIS 135.325
ATIS 136.600
CLR DEL 121.880
LODRINO, It
AD 119.625
LOCARNO, It
TWR 134.825 119.700
AD 134.825
GND 121.700
ATIS 133.455
GLD 122.480
AMBRI, It
AD 118.530
LUGANO, It
TWR/VDF 120.250 119.700
ATIS 121.175
CLR DEL 121.780
COR: FREQ H1/H2 deleted (WEF 12JUN2025)
skyguide, CH-8602 Wangen bei Dübendorf
© swisstopo

THIS PAGE INTENTIONALLY LEFT BLANK

LSZB - BERN - BELP

LSZB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZB - BERN - BELP

LSZB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LSZB AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	**Opening hours:** For ACFT up to 3.5 tonnes MTOM MON - SUN 0700 - 1800 (0600 - 1700) MON - SUN 1800 - 2000 (1700 - 1900) only for Category 2 (TKOF only until 1900 (1800)) For ACFT above 3.5 tonnes MTOM MON - SUN 0700 - 1800 (0600 - 1700)
2	**Customs and immigration**	AD OPR HR
3	**Health and sanitation**	AD OPR HR
4	**AIS Briefing Office**	AD OPR HR
5	**ATS Reporting Office (ARO)**	CTC ARO Zurich; TEL +41 (0) 43 931 61 61
6	**MET Briefing Office**	AD OPR HR
7	**ATS**	HX
8	**Fuelling**	Self-service station: (MAX wingspan 12M) AVGAS 100LL / MOGAS 98 (EN 228) AD OPR HR Fuel trucks: AVGAS 100LL 0700 - 1800 (0600 - 1700) JET A1 0700 - 1800 (0600 - 1700) (after 1800 (1700) only available O/R MNM 3 HR before ETD/ETA by phone +41 (0) 31 960 21 31) Charging station for electric plane (EASA certified): SKYCHARGE Mobile AD OPR HR only available O/R MNM 3 HR before ETA by phone +41 (0) 31 960 21 11
9	**Handling**	AD OPR HR
10	**Security**	Security screening / critical part O/R
11	**De-icing**	AD OPR HR

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

LSZB AD 2.4 HANDLING SERVICES AND FACILITIES

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

7	**Remarks**	Ground handling agent and parking permission: compulsory for scheduled and charter FLTs and all taxi FLTs and non commercial air transport • with ACFT above 3.5 tonnes MTOM to and from Schengen destinations • for all ACFT to and from Non-Schengen destinations Ground Services Bern Phone: +41 (0) 31 960 21 31 Fax: +41 (0) 31 960 21 41 SITA: BRNKKXH FREQ: 131.410 MHz (Ground Services Bern) RTF: GROUND SERVICES BERN Email: groundservices@bernairport.ch

LSZB AD 2.5 PASSENGER FACILITIES

1	**Hotels**	At AD and in the city
2	**Restaurants**	At AD and in the city
3	**Transportation**	Buses, taxis and car rental from AD
4	**Medical facilities**	Ambulance O/R; hospital at Belp and in the city O/R
5	**Bank and Post Office**	Cash dispenser at AD, post office in the city
6	**Tourist Office**	Tourist Office and Convention Bureau of Berne Post: main railway station P.O. Box 3001 Berne CH-3008 Berne Phone: +41 (0) 31 328 12 12 Fax: +41 (0) 31 328 12 77
7	**Remarks**	**Inadmissible persons** Due to limited infrastructure AVBL for the custody and care of inadmissible persons such passengers can stay at the facilities of the AP **for a period of no longer than 24 hrs**. In all circumstances, persons found inadmissible have to be removed by the operator the day after the ARR of such passengers using its own services or by alternate removal arrangements, at the latest. The operator will have to bear all costs in relation to such removal as apportioned to operators in accordance with applicable rules of public international and national law.

LSZB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 3 0700 - 1800 (0600 - 1700) Category 2 MON - SUN 1800 - 2000 (1700 - 1900) Higher category O/R MNM 3 HR before ETA/ETD, by phone +41 (0) 31 960 21 31 for scheduled traffic category 4 or higher according to aircraft type
2	**Rescue equipment**	4 fire engines, 1 ramp-control vehicle
3	**Capability for removal of disabled aircraft**	Lifting bags and electrical jacks available
4	**Remarks**	NIL

LSZB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	2 snow ploughs / jet sweeper, 1 RWY de-icer, 2 ACFT de-icers
2	**Clearance priorities**	1. RWY ASPH 2. TWY C 3. TWY K & F 4. TWY A, B, D 5. Apron 6. Other
3	**Remarks**	RDF: Basic Solutions Runway De-icing Fluid GEN3 6-4 RWY 14/32 de-icing with GAC (glycerol-/acetatbasic fluids)

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

1	**Designation, surface and strength of Aprons**	ASPH - PCR 426/F/C/X/U GRASS - 0.25 MPa
2	**Designation, width, surface and strength of Taxiways**	Widths: TWY A: 7.5 m; TWY B: 15.5 m; TWY C: 18.0 m; TWY D: 10.0 m TWY E: 9.0 m; TWY F: 20.5 m; TWY G: 7.5 m TWY K: BTN TWY B and TWY C:14.0 m; BTN TWY C and Stand Y7: 16.0 m BTN Stand Y7 and TWY E: 10.0 m; BTN TWY E and TWY F: 18.0 m. Surface: TWY A, B, C, D, F and K: ASPH, PCR 426/F/C/X/U. TWY E: GRASS, max. 5.7 t MTOM. TWY G: GRASS, 0.25 MPa MAX wingspan: TWY A: 13.0 m; TWY B, D: 21.5 m; TWY C, F: 36.0 m; TWY E, G: 15.0 m TWY K: 21.5 m except 34.3 m BTN stand Y3 and stand Y7. RMK: 36.0 m on stand Y3A as access/egress directly viaTWY C. MAX outer main gear wheel span: TWY A, E, G: 4.5 m; TWY B: 9.0 m; TWY C: 10.0 m; TWY D: 5.5 m; TWY F: 12.5 m TWY K: BTN TWY B and TWY C: 8.0 m; BTN TWY C and Stand Y7: 9.3 m. BTN stand Y7 and TWY E: 5.5 m; BTN TWY E and TWY F: 10.0 m.
3	**ACL location and elevation**	At apron / *510 m / 1673 ft*
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	Grass TWY A, C and G closed.

LSZB AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Sectors YELLOW and GREEN: ACFT stand identification markings as well as lead-in, stop and lead-out lines. Sector BLUE: Safety line only (box). Apron safety lines east of TWY A resp. TWY K. Marshalling available for sectors YELLOW, GREEN and BLUE. On the apron, wing tip clearance is guaranteed if the cockpit of the ACFT follows the CL markings. Restrictions: See ACFT PRKG Chart LSZB AD 2.24.2 - 1
2	**RWY/TWY markings and LGT**	Paved RWY markings: DTHR, THR, designation, aiming point and centre line. Grass RWY closed. Paved TWY markings: Centre line (including on turn pads) and intermediate holding position. Grass TWY markings / markers: Edge markers. Markings at paved intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. Markings/markers at unpaved intersection with RWY: RWY holding position. RWY LGT: See LSZB AD 2.14 TWY LGT: See LSZB AD 2.15
3	**Stop bars and RWY guard lights**	Stop bars: NIL RGL: TWY A, B, C, D, E and F. LIH, Y, no LED.
4	**Other RWY protection measures**	NIL
5	**Remarks**	RWY holding positions at TWY B, C, D and E are located 65 m from RWY 14/32 centre line (EASA 75 m). Special operational procedures are in force to ensure RWY strip clearance. Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.

LSGC - LES ÉPLATURES

LSGC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGC - LES ÉPLATURES

LSGC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	47 05 03 N 006 47 36 E - 234°/441 m from THR 23
2	**Direction and distance from the CITY**	2 km SW La Chaux-de-Fonds
3	**Elevation/Reference temperature**	*3368 ft* - 20.0°C
4	**Geoid undulation at AD ELEV PSN**	163.6 ft
5	**MAG VAR/Annual change**	2°.17' E (2019.5) / 0°09' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: ARESA Aéroport Régional Les Eplatures SA Boulevard des Eplatures 56 CH-2300 La Chaux-de-Fonds Phone: +41 (0) 32 925 97 97 AFS: LSGCYDYX Email: info@leseplaturesairport.ch
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSGC AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	1. 0700 (0600) - SS / MAX 1900 (1800) 2. AD CLSD: DEC 25, DEC 26, JAN 01
2	**Customs and immigration**	As AD Administration; Customs procedure and documents see: URL: http://www.leseplaturesairport.ch
3	**Health and sanitation**	NIL
4	**AIS Briefing Office**	As AD Administration
5	**ATS Reporting Office (ARO)**	As AD Administration
6	**MET Briefing Office**	NIL
7	**ATS**	As AD Administration
8	**Fuelling**	As AD Administration
9	**Handling**	As AD Administration / services O/R
10	**Security**	NIL
11	**De-icing**	NIL
12	**Remarks**	Other hours O/R by phone to AD Administration

LSGC AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	NIL
2	**Fuel/oil types**	JET A1, AVGAS 100LL 80, 100, W80, W100, W15W50, EXXON 23-80
3	**Fuelling facilities/capacity**	JET A1: dock with 20 m pipe / 110 L/MIN and 30 m pipe 40 L/MIN AVGAS 100LL: dock with 20 m pipe / 40 L/MIN
4	**De-icing facilities**	NIL
5	**Hangar space for visiting aircraft**	Limited - O/R to AD Administration
6	**Repair facilities for visiting aircraft**	Hangarage, major aircraft repairs and minor engine repairs for ACFT up to 5700kg
7	**Remarks**	Oxygen available in limited quantities

LSGC AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Near AD and in city
2	**Restaurants**	2 restaurants at AD
3	**Transportation**	Buses, Taxis, Car rental O/R
4	**Medical facilities**	Hospital in city
5	**Bank and Post Office**	Near AD and in city
6	**Tourist Office**	In city Phone: +41 (0)32 889 68 95
7	**Remarks**	NIL

LSGC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 1 Category 2 - 4: O/R 24 HR before ETA/ETD
2	**Rescue equipment**	O/R
3	**Capability for removal of disabled aircraft**	NIL
4	**Remarks**	NIL

LSGC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	2 Snow blower, 2 Snow ploughs, 2 Sweepers
2	**Clearance priorities**	1. RWY 2. TWY 3. Apron 4. Other areas
3	**Remarks**	NOV 01 - MAR 31: It is essential to check RWY conditions by TEL. RWY 05/23 de-iced / anti-iced with KFOR (potassium formate fluids)

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

1	**Designation, surface and strength of Aprons**	ASPH: - PCR 121/F/C/Y/U
2	**Designation, width, surface and strength of Taxiways**	TWY West and East: 9 m; intersection A: 20 m; intersection B: 16.5 m; intersection C: 12.5 m; All TWY ASPH: PCR 121/F/C/Y/U
3	**ACL location and elevation**	Holding point 05: *3363 ft* - Holding point 23: *3343 ft*
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	NIL

1.7.1.1 STANDARD INSTRUMENT RNAV ARRIVAL ROUTES (see chart AD 2.24.9 - 1 / - 3 / - 5)

DESIGNATOR	RWY 04		
	ROUTE		
	Lateral	Vertical	Remark
AKITO 2N	From AKITO proceed via GG518, BOLGI, LIRKO (MAX IAS 250kt, MNM bank angle 25°), DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
BANKO 3N	From BANKO proceed via GG520, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
BELUS 4N	From BELUS (MAX IAS 250kt) proceed via RILTI, CBY (IAF), INDIS, GEVEA (MAX IAS 220kt), BIVLO (MAX IAS 220kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	In contrast to the flight plan, 54NM average flight distance from the starting point of the STAR to the landing may be regarded as the expected flight distance for flight and fuel planning purposes. Any deviations from this may be regarded as a delay situation.
BENOT 1N	From BENOT proceed via NEMOS (IAF), GG514, SOVAD, KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
BENOT 1P	From BENOT proceed via NEMOS (IAF), VADAR, GG512 (MAX IAS 250kt), BIVLO, PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
DIJON 2N (DJL 2N)	From DJL proceed via GG517, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
FRIBU 1P	From FRIBU proceed via VADAR (IAF), GG512 (MAX IAS 250kt), BIVLO, PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
KINES 2N	From KINES proceed via GG519, ROCCA, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
LUSAR 2N	From LUSAR proceed via SAUNI, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
ULMES 1N	From ULMES proceed via ESEVA, VADAR (IAF), GG514, SOVAD, KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
ULMES 1P	From ULMES proceed via ESEVA, VADAR (IAF), GG512 (MAX IAS 250kt), BIVLO, PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL

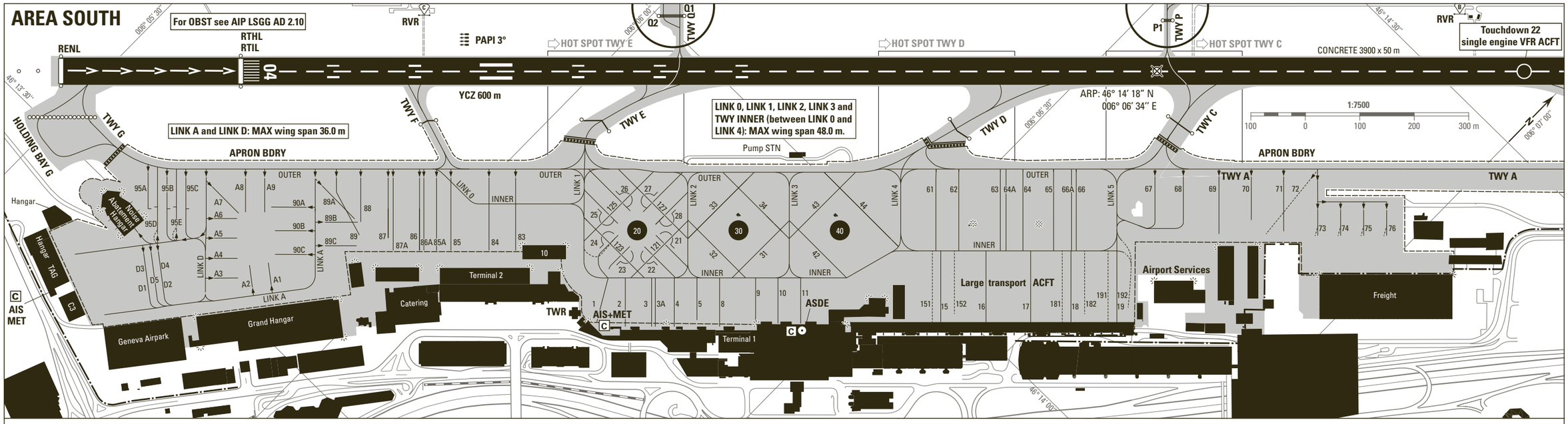
1.7.2 STAR RWY 22 - RNAV (see chart AD 2.24.9 - 7 / - 9 / - 11)

RNAV STAR AKITO 3R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AKITO	N	-	-	-	-
TF	GG518	N	-	-	219° (221.9°T)	24.6
TF	BOLGI	N	-	-	219° (221.8°T)	19.3
TF	LIRKO	N	+8000	-250	219° (221.5°T)	7.7
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	142° (145.3°T)	11.5
TF	GG507	N	-	-	042° (045.3°T)	8.8
TF	GG514	N	-	-220	043° (045.6°T)	8.5
FM	GG514	N	-	-	043° (045.6°T)	-

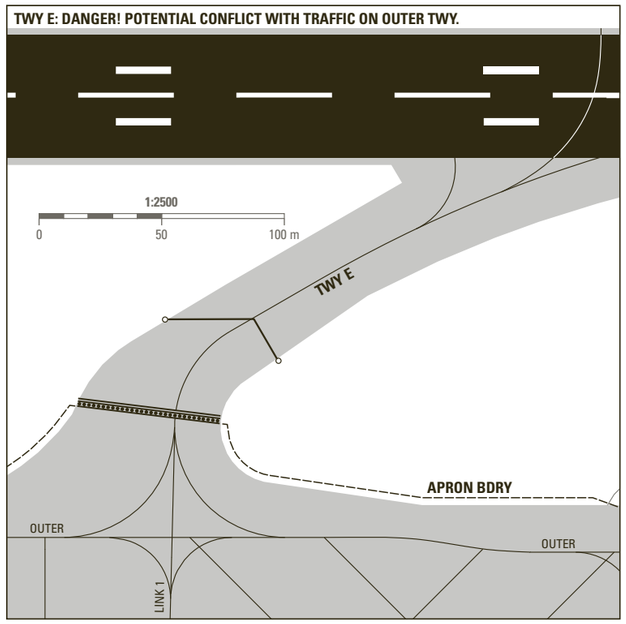
RNAV STAR BANKO 3R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	301° (304.4°T)	14.5
TF	GOLEB	N	-	-	301° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	+7000	-250	301° (304.1°T)	4.9
TF	GG525	N	-	-	043° (045.5°T)	8.7
TF	GG512	N	-	-220	043° (045.7°T)	8.5
FM	GG512	N	-	-	043° (045.7°T)	-

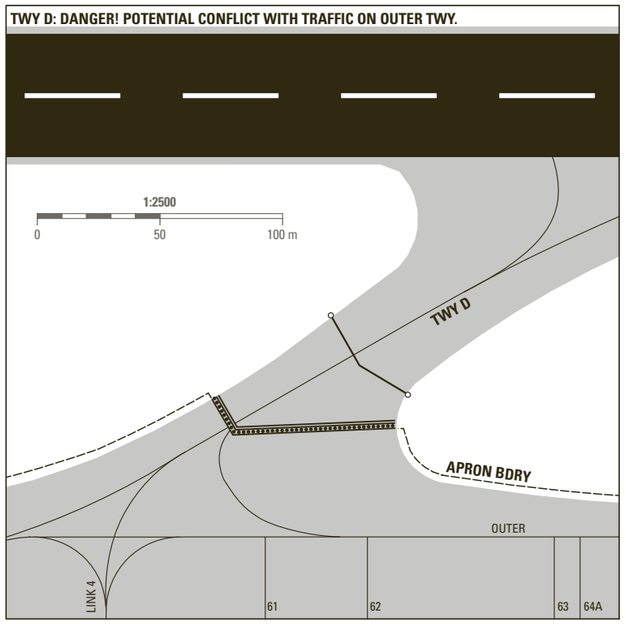
RNAV STAR BELUS 3R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BELUS	N	-	-	-	-
TF	RILTI	N	-FL180	-	026° (028.9°T)	5.7
TF	CBY	N	-	-	026° (029.0°T)	8.5
TF	GG502	N	+FL100	-	051° (053.9°T)	7.3
TF	PITOM	N	MNM 7000 MAX FL150	-	042° (045.0°T)	12.0
TF	BIVLO	N	+7000	-	043° (045.8°T)	8.8
TF	GG525	N	-	-	043° (045.5°T)	8.7
TF	GG512	N	-	-220	043° (045.7°T)	8.5
FM	GG512	N	-	-	043° (045.7°T)	-

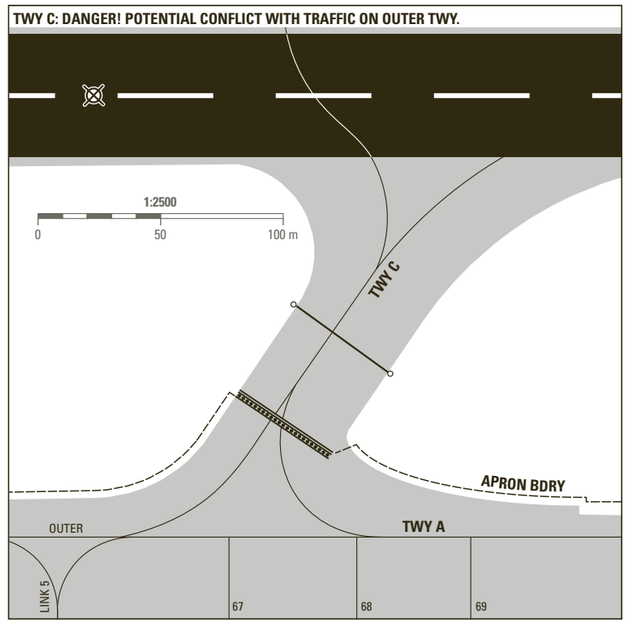
RNAV STAR BENOT 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	228° (231.4°T)	14.0
TF	VADAR	N	-	-	200° (202.5°T)	16.5
TF	SAPRE	N	-	-210	225° (228.3°T)	17.0



HOT SPOTS







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

LEGEND/RMK

Arrivals:

PSN equipped with/without visual docking guidance system ⇨ LSGG AD 2.9

The appropriate stop line - 1, 2 or 3 - at the ACFT stand will be transmitted by Geneva APRON.

Departures:

Push back procedure ⇨ LSGG AD 2.20

ATIS	135.580
DEL	121.680
APRON SOUTH	121.855
TWR	118.700

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

TWY:

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

Taxiways:

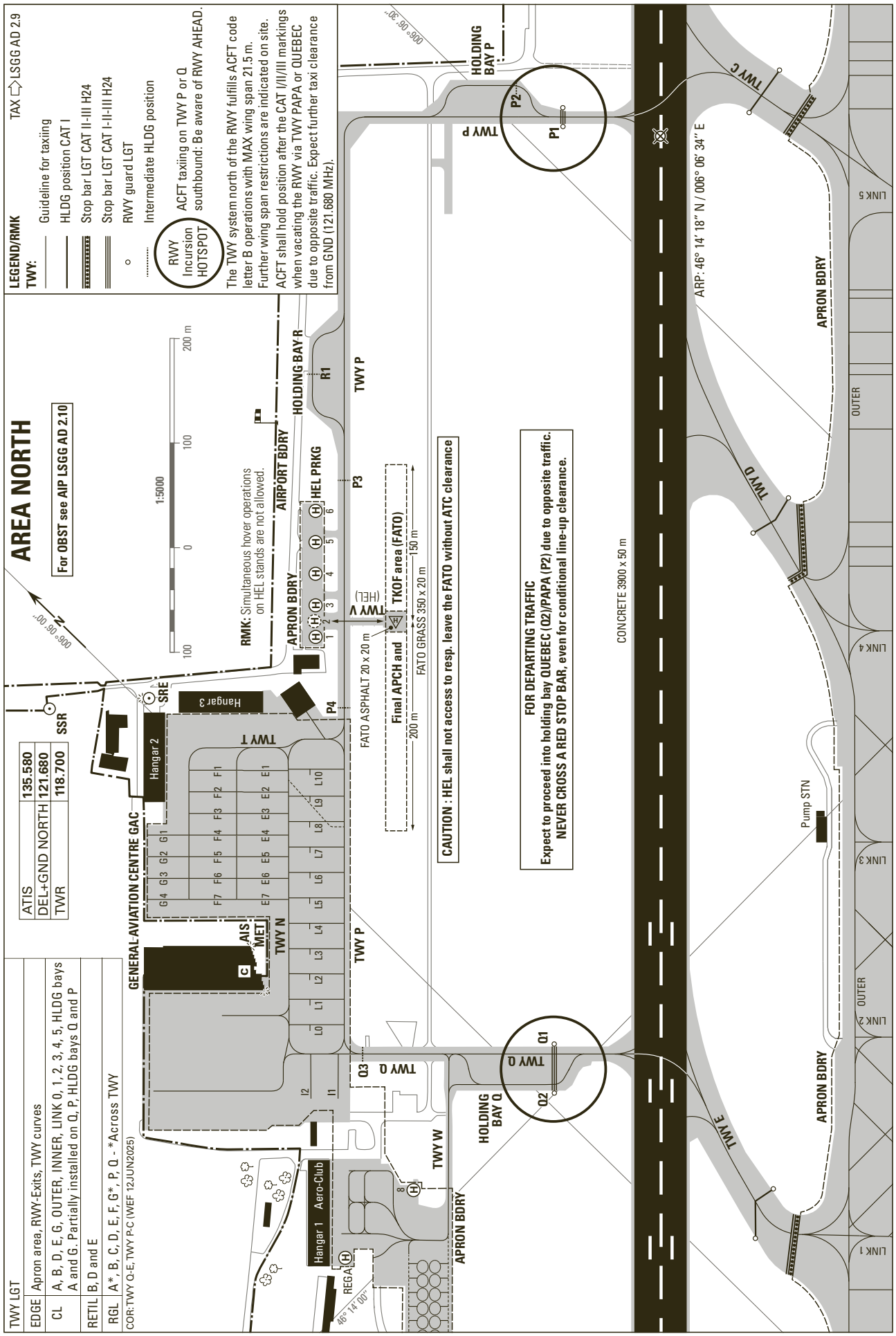
On apron, wing tip clearance is provided only if ACFT main gear center remains over the guidelines.
When RWY 22 is in use: ACFT shall not use TWY CHARLIE unless otherwise instructed by TWR. If instructed to vacate via TWY CHARLIE, ACFT shall clear the RWY and hold on TWY CHARLIE remaining clear of OUTER TWY.

The TWY system south of the RWY fulfills ACFT code letter E operations (MAX wing span 65.0 m).
Exceptions and particularities are listed ⇨ AD 2.8 § 5.

COR: TWY Q-E, TWY P-C (WEF 12JUN2025)

THIS PAGE INTENTIONALLY LEFT BLANK

Aircraft Parking / Docking Chart - Area North



THIS PAGE INTENTIONALLY LEFT BLANK

LSZG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Grenchen Tower	120.105 MHz	HX	
		119.700 MHz	HX	ALTN FREQ Language: En; En and Ge for Non-Commercial VFR traffic.
		121.500 MHz	HX	EMERG
RMZ	Grenchen Aerodrome	120.105 MHz	HX	Language: En
		119.700 MHz	HX	ALTN FREQ
		121.500 MHz	HX	EMERG
ATIS		121.105 MHz	H24	Phone: +41 (0) 43 488 19 54
GND	Grenchen Ground	121.805 MHz	HX	CTR active only Language: En; En and Ge for Non-Commercial VFR traffic.

LSZG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LSZG AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions:

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

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

- Circuits and target landing exercises:

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

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

- Glider towing:

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

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

- Aerobatics with powered aircraft:

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

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

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

- Flights for Parachute dropping operations:

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

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

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

2. Procedures applicable in the Control Zone

Arrivals:

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

Departures:

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

3. Procedure applicable in the Radio Mandatory Zone

General

All flights:

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

All IFR operations (departures and arrivals)

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

IFR Approaches

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

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 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

1.1.3 IFR approach procedures

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

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

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

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

1.1.4 Approach to RWY 01

1.1.4.1 IGS RWY 01 steep approach 6.65°

Instruction of crews using the IGS 01 APCH procedure must satisfy the rules of the "Training Requirements Application Manual" (TRAM) for Lugano AP.

The IGS APCH may only be used by qualified crew and certified ACFT for a "steep APCH" of 6° or HYR.

For ACFT certified for steep APCHs of 6.65° or more, the instrument APCH procedure IGS 01 can be used with an angle of 6.65° for the entire APCH to LDG.

For ACFT certified for steep APCHs with an angle between 6° and 6.64°, the use of the instrument APCH procedure IGS 01 is regulated as follows:

- The ACFT shall obtain a “Letter of non-objection” from the manufacturer to carry out APCHs with a MAX angle of 6.65°.
- The APCH initiates with an angle of 6.65° from the FAF to the DA. The next LDG phase starting from the DA is carried out with a MAX angle of 6° using the PAPI.
- The ACFT must be stabilized at the latest at a HGT of *500 ft AAL*; otherwise the APCH procedure must be interrupted and a go-around procedure must be initiated.
- For ACFT with approved AFM supplement or annex for steep APCH, fulfilling the IGS angle of descend requirement, the tail wind component limitation must not exceed the AFM limitation value from the steep approach supplement or annex. For all other ACFTs the tail wind component must not exceed half of the value of the tail wind component according the AFM.
- The maximum discrepancy allowed along the trajectory corresponds to a half scale on the glideslope Indicator (usually 1 “dot”). If this limit is exceeded, a go-around must be initiated.

1.1.4.2 PAPI RWY 01

For all APCHs, only one PAPI shall be illuminated and operative.
The use of the 6° PAPI on RWY 01 is limited to certified ACFT and to FLT crews qualified for steep APCHs and LDGs of 6° or HYR.

The 6° PAPI on RWY 01 will only be in use for IFR traffic performing an IGS APCH. For all other APCHs, the 4.17° PAPI on RWY 01 will be in use.

If on an IGS APCH, IFR is CNL, or if a visual APCH is requested after having passed CALDO (INBD), then the LDG procedure on RWY 01 must be complete following (and not undershooting) the 6° PAPI until LDG on RWY 01, or a circling procedure for LDG on RWY 19 is initiated. Under these circumstances, the ACFT may descend onto the 6.0° PAPI earlier than MDA or Visual Descent Point (VDP) but not before PSG 3.7 DME ILU.

1.1.5 Approach to RWY 19

1.1.5.1 LOC approach for circling RWY 19

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

1.1.5.2 Circling procedures RWY 19

There are two circling procedures AVBL:

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

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

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

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

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

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

1.1.6 Missed approach

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

1.1.7 STAR Descriptions

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

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

(Tracks and radials calculated with VAR 2° East)

1.1.8 ATC

1.1.8.1 Communication with ATC

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

1.1.8.2 ATC flight plan

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

1.1.9 Requirements overview

Requirements overview						
Flight Procedure	Flight Operation				**Pilot Qualification**	**Operator Qualification Procedures**	**Aircraft Performances**
Approach and landing (1)	- VFR commercial - IFR Visual APP				Type A	NIL	NIL
	- LOC R01, Circling C R19 - LOC R01, Circling F R19		(VIS 5000 m or more and ceiling 3100 ft AAL or higher)	-Day Only-			
	- LOC R01 Circling C R19		(VIS 3000 m or more)	-Day-	Type B	Approved contingency procedure for circling missed approach required	NIL
			(VIS 5000 m or more) (ceiling 1700 ft AAL or higher)	-Night- -Day and Night-			
	- IGS				Type C	NIL	glide > 6° See Explanation §1.1.4.1
Departure (1)	IFR departure				-	-	-
	Take-off	SE/ME	VIS 3000 m or more and ceiling 2100 ft AAL or higher		Type A	NIL	NIL
		ME	VIS 400 m or more and less than 3000 m		Type D	Approved contingency procedure take-off RWY 19 and/or 01 required	NIL
		SE	VIS 800 m or more and less than 3000 m, ceiling 1200 ft AAL or higher				

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

1.2 Airport qualification

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

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

The AD operator has the responsibility to ensure that the PIC/Operator have the required information to operate the qualifications type A and B, C and/or D effectively, efficiently and safely.

Nevertheless, it is responsibility of the PIC/Operator to ensure compliances with the regulation and that the requirements of this TRAM are met. Additionally, the PIC/Operator must ensure that the aircraft performance meets the required aerodrome limitations.
Operators may use Training Requirement Application Manual (TRAM) as guideline to develop their own training program (syllabus). Depending on the procedures required for B, C or D qualification and the aircraft's performance, the training program may be modified as required and in agreement with the Lugano Airport qualification representative or with specific suppliers.

1.2.1 Aircraft certification

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

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

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

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

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

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

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

1.2.2 Qualification for Pilots

MNM training requirements for the AP Qualification are included in a so-called "Training Requirements Application Manual (TRAM)"
The guidelines of this Training Manual are applicable for the training of aeroplane flight crews and instructors intending to operate under IFR or VFR commercial at Lugano only, in accordance with the requirements of IFR Procedures § 1.1.9
The PIC must fulfill first the online qualification type A before initiating any qualification type B, C or D training.

1.2.2.1 Pilot qualification type A

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

a. A theoretical Airport self-Briefing on-line including the following sections:
   - Lugano general operational requirements,
   - Local weather phenomena and associated hazards,
   - Lugano orographic and topographic situation, including all relevant obstacles,
   - APCH and DEP procedures (VFR and IFR), Contingency Procedure for OEI,
   - Noise abatement procedures, Communication procedures,
   - ACFT PER (All Engines Operating (AEO) and OEI),
   - Emergency procedures and if applicable, the relevant company contingency procedures.

To apply for the Pilot Qualification type A:
URL: http://www.lugano-qualification.ch/
Upon successful completion of the test a certificate will be issued.

1.2.2.2 Pilot qualification type B, C and D

Initial and recurrence training for Pilot Qualification types B, C and D are to be conducted under the jurisdiction of the respective NAA.
On a multi-pilot operation (MPO), the Pilot Monitoring (PM) has to pass the qualification type A.

1.2.2.3 Procedures to obtain the qualification

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

Qualification B:
The PIC performs the training according to the operator's training syllabus and ensures that the "LSZA Qualification Declaration Form" has been fill out according the qualification **type B**.
The PIC/Operator ensures that the related contingency procedure for circling missed approach is in compliance with the requirements and the aircraft performance meets the required limitations.

Qualification C:
The PIC performs the training according to the operator's training syllabus and ensures that the "LSZA Qualification Declaration Form" has been fill out according the qualification **type C**.
The PIC/Operator ensures that the related AFM supplements for steep approach and/or a manufacturer "Letter of non-objection" is in compliance with the requirements and the aircraft performance meets the required limitations.

Qualification D:
The PIC performs the training according to the operator's training syllabus and ensures that the "LSZA Qualification Declaration Form" has been fill out according the qualification **type D**.
The PIC/Operator ensures that the related contingency procedures for take-off RWY 19 or 01 is in compliance with the requirements and the aircraft performance meets the required limitations.

1.2.2.4 Airport qualification validity

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

Qualification Type B, C and D:
Pilots must hold a valid qualification type A.
The pilot in command shall fly at least 1 IFR approach into and 1 IFR departure from LSZA within a 12 months period on the aircraft or on a suitable FSTD.
In case of an interruption of the recency of 12 months and more, the applicable minima for the first 3 APP shall be augmented by 500 feet for Ceiling and the applicable visibility by 1000 meters.
In case of an interruption of the recency of 24 months and more, a new qualification B, C or D is required.

In case Lugano qualified pilot will transit to a new aircraft the Lugano qualification will remain valid only if the following conditions are cumulatively met:

- The type of qualification is still current and valid.
- The transition is from Multi Engine (ME) to Multi Engine (ME) or is from Single Engine (SE) to Single Engine (SE).
- The size and the mass of the aircraft remains within a reasonable range.
- The aircraft has similar complexity and performance.
- The Airport Authority has been informed at least 1 week in advance.

1.2.2.5 LSZA Qualification Declaration Form

When LSZA qualification type(s) training is completed the PIC/Operator must submit to Lugano Airport Authority the "LSZA Qualification Declaration Form" for each aircraft type, either as scanned hard copy or electronically filled out and electronically signed off.

1.3 Charts

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

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

1.4 VFR procedure

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

1.5 Description of Instrument Guidance System (IGS)

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

1.5.1 IGS components

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

1.5.2 Procedure

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

IGS PROC may be flown as an ILS PROC.

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

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

1.6 Minima for IFR departures (TKOF minima)

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

LSZA AD 2.23 ADDITIONAL INFORMATION

1. List of significant points

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

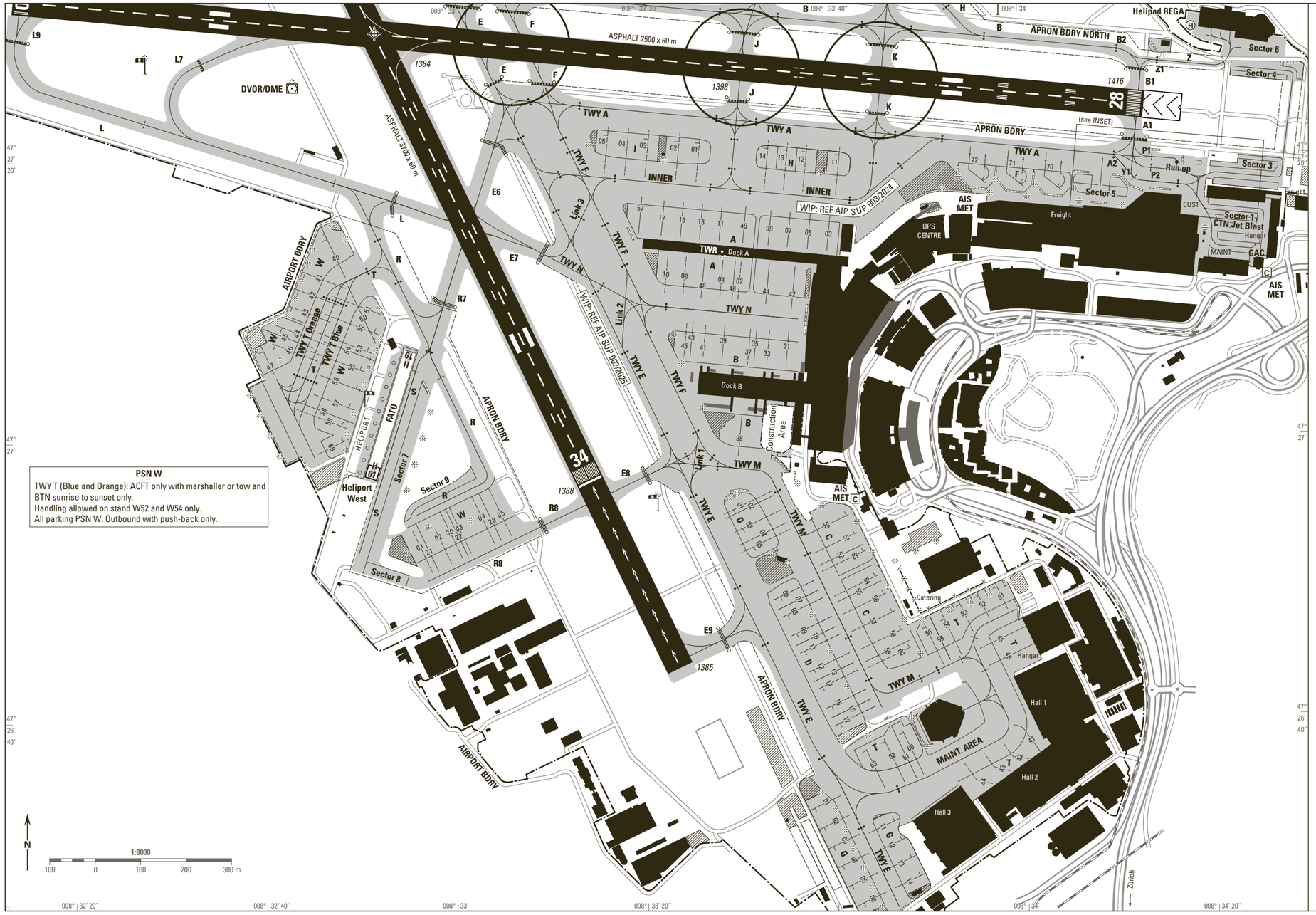
(Tracks and radials calculated with VAR 2° East)

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). • 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

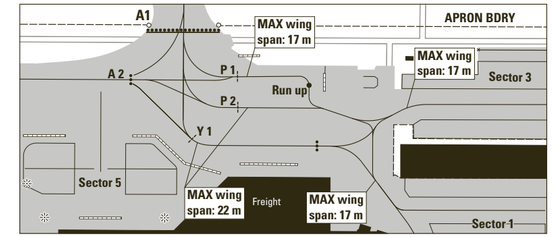
In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 10 (1)	Pole	*1420*	47 27 23 N 008 34 18 E	Church	*1588*	47 25 56 N 008 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				



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



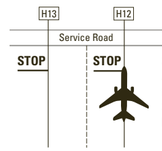
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

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

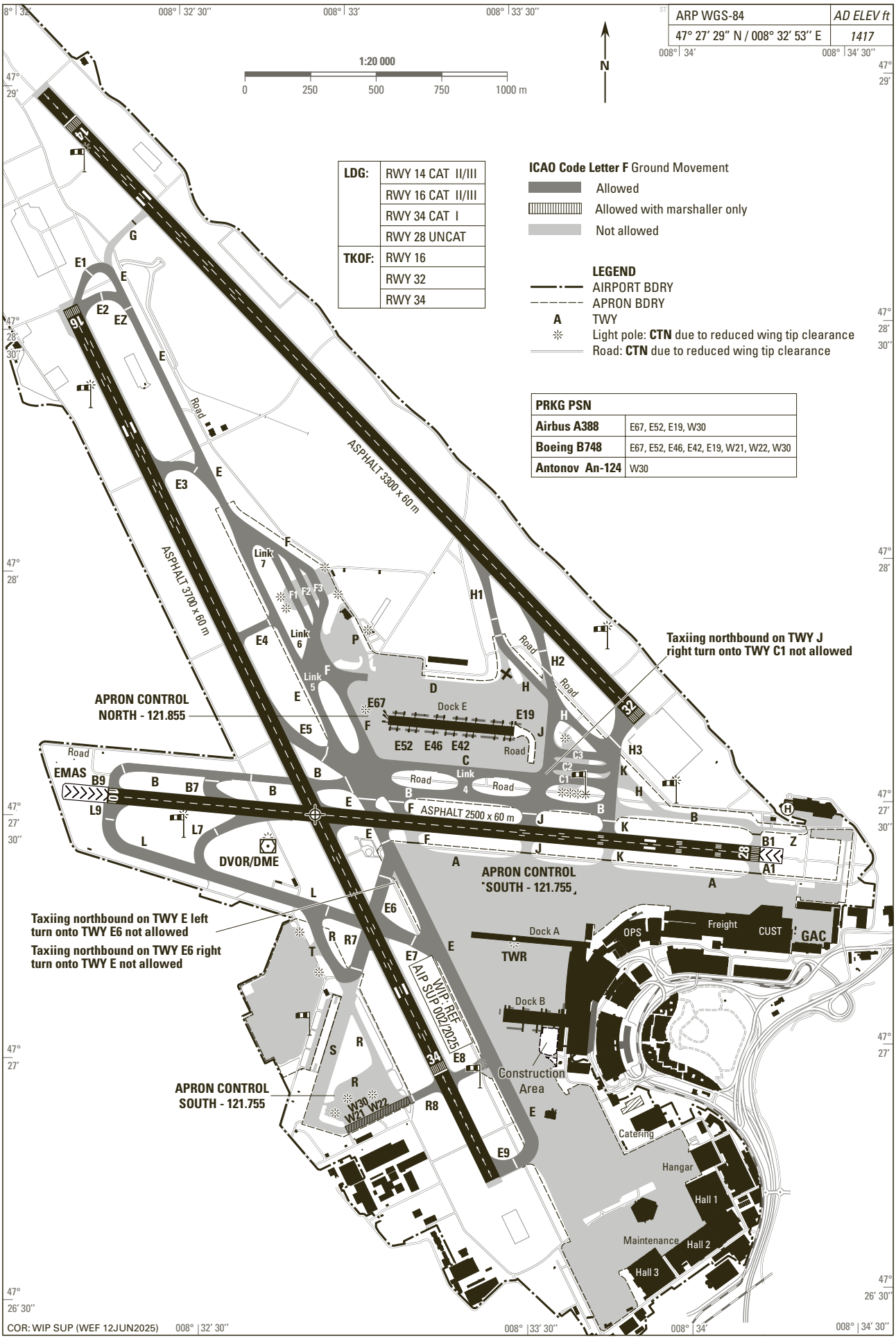
TWY A and TWY B: DRG ILS APCH RWY 28, TWY A and TWY B BTN TWY K and THR 28 CLSD to ACFT with wingspan equal or greater than 36 m
TWY E BTN G01 and G06: ICAO Code C ACFT only up to 36 m wingspan
TWY F from TWY-N to TWY-M: ICAO Code C ACFT only up to 36 m wingspan
TWY P: ICAO Code C ACFT only up to 36 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: WIP SUP (WEF 12JUN2025)

THIS PAGE INTENTIONALLY LEFT BLANK


ARP WGS-84
47° 27′ 29″ N / 008° 32′ 53″ E
AD ELEV ft
1417
1:20 000
0 250 500 750 1000 m
N
LDG: RWY 14 CAT II/III
RWY 16 CAT II/III
RWY 34 CAT I
RWY 28 UNCAT
TKOF: RWY 16
RWY 32
RWY 34
ICAO Code Letter F Ground Movement
Allowed
Allowed with marshaller only
Not allowed
LEGEND
AIRPORT BDRY
APRON BDRY
A TWY
Light pole: CTN due to reduced wing tip clearance
Road: CTN due to reduced wing tip clearance
PRKG PSN
Airbus A388 E67, E52, E19, W30
Boeing B748 E67, E52, E46, E42, E19, W21, W22, W30
Antonov An-124 W30
ASPHALT 3300 x 60 m
ASPHALT 3700 x 60 m
ASPHALT 2500 x 60 m
APRON CONTROL NORTH - 121.855
APRON CONTROL SOUTH - 121.755
APRON CONTROL SOUTH - 121.755
DVOR/DME
EMAS
Taxiing northbound on TWY J right turn onto TWY C1 not allowed
Taxiing northbound on TWY E left turn onto TWY E6 not allowed
Taxiing northbound on TWY E6 right turn onto TWY E not allowed
WIP: REF AIP SUP 002/2025
Dock A
Dock B
Dock E
TWR
OPS
Freight
CUST
GAC
Construction Area
Catering
Hangar
Hall 1
Hall 2
Hall 3
Maintenance
Road
Link 4
Link 5
Link 6
Link 7
COR: WIP SUP (WEF 12JUN2025)

THIS PAGE INTENTIONALLY LEFT BLANK