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AIP Services

CH-8602 WANGEN BEI DÜBENDORF

AIP

AMDT 008 2025

Effective Date 07 AUG 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	07 AUG 2025
GEN 0.3 - 1/2	07 AUG 2025
GEN 0.4 - 1/2	07 AUG 2025
GEN 0.4 - 3/4	07 AUG 2025
GEN 0.4 - 5/6	07 AUG 2025
GEN 0.4 - 7/8	07 AUG 2025
GEN 1.7 - 1/2	07 AUG 2025
GEN 1.7 - 3/4	07 AUG 2025
GEN 1.7 - 5/6	07 AUG 2025
GEN 1.7 - 7/8	07 AUG 2025
GEN 1.7 - 9/10	07 AUG 2025
GEN 1.7 - 11/12	07 AUG 2025
GEN 1.7 - 13/14	07 AUG 2025
GEN 1.7 - 15/16	07 AUG 2025
GEN 1.7 - 17/18	07 AUG 2025
GEN 1.7 - 19/20	07 AUG 2025
GEN 1.7 - 21/22	07 AUG 2025
LSZC AD 2.24.10 - 3/4	07 AUG 2025
LSGG AD 2 - 3/4	07 AUG 2025
LSGG AD 2 - 5/6	07 AUG 2025

Destroy the following pages:

GEN 0.2 - 11/12	10 JUL 2025
GEN 0.3 - 1/2	10 JUL 2025
GEN 0.4 - 1/2	AIRAC 07 AUG 2025
GEN 0.4 - 3/4	AIRAC 07 AUG 2025
GEN 0.4 - 5/6	AIRAC 07 AUG 2025
GEN 0.4 - 7/8	AIRAC 07 AUG 2025
GEN 1.7 - 1/2	23 JAN 2025
GEN 1.7 - 3/4	26 JAN 2023
GEN 1.7 - 5/6	26 JAN 2023
GEN 1.7 - 7/8	16 MAY 2024
GEN 1.7 - 9/10	16 MAY 2024
GEN 1.7 - 11/12	07 SEP 2023
GEN 1.7 - 13/14	26 JAN 2023
GEN 1.7 - 15/16	26 JAN 2023
GEN 1.7 - 17/18	20 APR 2023
GEN 1.7 - 19/20	20 APR 2023
GEN 1.7 - 21/22	26 JAN 2023
LSZC AD 2.24.10 - 3/4	17 APR 2025
LSGG AD 2 - 3/4	AIRAC 07 AUG 2025
LSGG AD 2 - 5/6	AIRAC 07 AUG 2025

2. Record entry of amendment on page GEN 0.2

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

NOTAM: NIL

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, 003 2025, 004 2025

Checklist AIRAC SUP: NIL

Insert the following pages:		Destroy the following pages:	
LSGG AD 2 - 7/8	07 AUG 2025	LSGG AD 2 - 7/8	AIRAC 08 AUG 2024
LSGG AD 2 - 9/10	07 AUG 2025	LSGG AD 2 - 9/10	28 NOV 2024
LSGG AD 2 - 11/12	07 AUG 2025	LSGG AD 2 - 11/12	03 OCT 2024
LSGG AD 2 - 13/14	07 AUG 2025	LSGG AD 2 - 13/14	AIRAC 20 MAR 2025
LSGG AD 2 - 15/16	07 AUG 2025	LSGG AD 2 - 15/16	AIRAC 31 OCT 2024
LSGG AD 2 - 17/18	07 AUG 2025	LSGG AD 2 - 17/18	AIRAC 31 OCT 2024
LSGG AD 2 - 19/20	07 AUG 2025	LSGG AD 2 - 19/20	15 MAY 2025
LSGG AD 2 - 21/22	07 AUG 2025	LSGG AD 2 - 21/22	03 OCT 2024
LSGG AD 2 - 23/24	07 AUG 2025	LSGG AD 2 - 23/24	17 APR 2025
LSGG AD 2 - 25/26	07 AUG 2025	LSGG AD 2 - 25/26	26 DEC 2024
LSGG AD 2 - 27/28	07 AUG 2025	LSGG AD 2 - 27/28	AIRAC 31 OCT 2024
LSGG AD 2 - 29/30	07 AUG 2025	LSGG AD 2 - 29/30	AIRAC 31 OCT 2024
LSGG AD 2 - 31/32	07 AUG 2025	LSGG AD 2 - 31/32	AIRAC 31 OCT 2024
LSGG AD 2 - 33/34	07 AUG 2025	LSGG AD 2 - 33/34	26 DEC 2024
LSGG AD 2 - 35/36	07 AUG 2025	LSGG AD 2 - 35/36	AIRAC 31 OCT 2024
LSGG AD 2 - 37/38	07 AUG 2025	LSGG AD 2 - 37/38	AIRAC 31 OCT 2024
LSGG AD 2 - 39/40	07 AUG 2025	LSGG AD 2 - 39/40	AIRAC 31 OCT 2024
LSGG AD 2 - 41/42	07 AUG 2025	LSGG AD 2 - 41/42	AIRAC 31 OCT 2024
LSGG AD 2 - 43/44	07 AUG 2025	LSGG AD 2 - 43/44	12 JUN 2025
LSGG AD 2 - 45/46	07 AUG 2025	LSGG AD 2 - 45/46	AIRAC 31 OCT 2024
LSGG AD 2 - 47/48	07 AUG 2025	LSGG AD 2 - 47/48	AIRAC 31 OCT 2024
LSGG AD 2 - 49/50	07 AUG 2025	LSGG AD 2 - 49/50	AIRAC 31 OCT 2024
LSGG AD 2 - 51/52	07 AUG 2025	LSGG AD 2 - 51/52	17 APR 2025
LSZA AD 2.24.2 - 1/2	07 AUG 2025	LSZA AD 2.24.2 - 1/2	23 JAN 2025
LSZA AD 2.24.10 - 5/6	07 AUG 2025	LSZA AD 2.24.10 - 5/6	23 JAN 2025
LSZA AD 2.24.10 - 7/8	07 AUG 2025	LSZA AD 2.24.10 - 7/8	23 JAN 2025
LSZR AD 2 - 1/2	07 AUG 2025	LSZR AD 2 - 1/2	05 SEP 2024
LSZR AD 2 - 3/4	07 AUG 2025	LSZR AD 2 - 3/4	28 NOV 2024
LSZR AD 2.24.1 - 1/2	07 AUG 2025	LSZR AD 2.24.1 - 1/2	26 DEC 2024
LSZS AD 2.24.11 - 1/2	07 AUG 2025	LSZS AD 2.24.11 - 1/2	17 APR 2025
LSZH AD 2 - 3/4	07 AUG 2025	LSZH AD 2 - 3/4	17 APR 2025
LSZH AD 2 - 5/6	07 AUG 2025	LSZH AD 2 - 5/6	12 JUN 2025
LSZH AD 2 - 7/8	07 AUG 2025	LSZH AD 2 - 7/8	15 JUN 2023
LSZH AD 2 - 9/10	07 AUG 2025	LSZH AD 2 - 9/10	07 SEP 2023
LSZH AD 2 - 11/12	07 AUG 2025	LSZH AD 2 - 11/12	15 MAY 2025
LSZH AD 2 - 13/14	07 AUG 2025	LSZH AD 2 - 13/14	AIRAC 08 AUG 2024
LSZH AD 2 - 15/16	07 AUG 2025	LSZH AD 2 - 15/16	15 MAY 2025
LSZH AD 2 - 17/18	07 AUG 2025	LSZH AD 2 - 17/18	AIRAC 20 MAR 2025
LSZH AD 2 - 19/20	07 AUG 2025	LSZH AD 2 - 19/20	AIRAC 20 MAR 2025
LSZH AD 2 - 21/22	07 AUG 2025	LSZH AD 2 - 21/22	AIRAC 08 AUG 2024
LSZH AD 2 - 23/24	07 AUG 2025	LSZH AD 2 - 23/24	AIRAC 08 AUG 2024
LSZH AD 2 - 25/26	07 AUG 2025	LSZH AD 2 - 25/26	AIRAC 08 AUG 2024
LSZH AD 2 - 27/28	07 AUG 2025	LSZH AD 2 - 27/28	20 FEB 2025
LSZH AD 2 - 29/30	07 AUG 2025	LSZH AD 2 - 29/30	AIRAC 08 AUG 2024
LSZH AD 2 - 31/32	07 AUG 2025	LSZH AD 2 - 31/32	AIRAC 26 DEC 2024
LSZH AD 2 - 33/34	07 AUG 2025	LSZH AD 2 - 33/34	AIRAC 08 AUG 2024
LSZH AD 2 - 35/36	07 AUG 2025	LSZH AD 2 - 35/36	AIRAC 08 AUG 2024
LSZH AD 2 - 37/38	07 AUG 2025	LSZH AD 2 - 37/38	AIRAC 08 AUG 2024
LSZH AD 2 - 39/40	07 AUG 2025	LSZH AD 2 - 39/40	AIRAC 08 AUG 2024
LSZH AD 2 - 41/42	07 AUG 2025	LSZH AD 2 - 41/42	AIRAC 08 AUG 2024
LSZH AD 2 - 43/44	07 AUG 2025	LSZH AD 2 - 43/44	AIRAC 08 AUG 2024
LSZH AD 2 - 45/46	07 AUG 2025	LSZH AD 2 - 45/46	AIRAC 12 JUN 2025
LSZH AD 2 - 47/48	07 AUG 2025	LSZH AD 2 - 47/48	AIRAC 12 JUN 2025
LSZH AD 2 - 49/50	07 AUG 2025	LSZH AD 2 - 49/50	AIRAC 12 JUN 2025
LSZH AD 2 - 51/52	07 AUG 2025	LSZH AD 2 - 51/52	AIRAC 12 JUN 2025
LSZH AD 2 - 53/54	07 AUG 2025	LSZH AD 2 - 53/54	AIRAC 12 JUN 2025
LSZH AD 2 - 55/56	07 AUG 2025	LSZH AD 2 - 55/56	AIRAC 12 JUN 2025
LSZH AD 2 - 57/58	07 AUG 2025	LSZH AD 2 - 57/58	AIRAC 08 AUG 2024
LSZH AD 2 - 59/60	07 AUG 2025	LSZH AD 2 - 59/60	AIRAC 08 AUG 2024
LSZH AD 2 - 61/62	07 AUG 2025	LSZH AD 2 - 61/62	AIRAC 08 AUG 2024
LSZH AD 2 - 63/64	07 AUG 2025	LSZH AD 2 - 63/64	AIRAC 08 AUG 2024
LSZH AD 2 - 65/66	07 AUG 2025	LSZH AD 2 - 65/66	AIRAC 03 OCT 2024
LSZH AD 2 - 67/68	07 AUG 2025	LSZH AD 2 - 67/68	AIRAC 03 OCT 2024
LSZH AD 2 - 69/70	07 AUG 2025	LSZH AD 2 - 69/70	AIRAC 03 OCT 2024
LSZH AD 2 - 71/72	07 AUG 2025	LSZH AD 2 - 71/72	AIRAC 03 OCT 2024
LSZH AD 2 - 73/74	07 AUG 2025	LSZH AD 2 - 73/74	AIRAC 03 OCT 2024

Insert the following pages:		Destroy the following pages:	
LSZH AD 2 - 75/76	07 AUG 2025	LSZH AD 2 - 75/76	17 APR 2025
LSZH AD 2 - 77/78	07 AUG 2025		

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AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
009/2021	09-Sep-2021	09-Sep-2021	
010/2021	07-Oct-2021	07-Oct-2021	
011/2021	04-Nov-2021	04-Nov-2021	
012/2021	02-Dec-2021	02-Dec-2021	
013/2021	30-Dec-2021	30-Dec-2021	
001/2022	27-Jan-2022	27-Jan-2022	
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	
007/2025	10-Jul-2025	10-Jul-2025	
008/2025	07-Aug-2025	07-Aug-2025	

GEN 0.3 RECORD OF SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
003/2024	Zurich Airport (LSZH) - Project Reconstruction Apron South - Phase B1 - INNER	LSZH	13-JUN-2024 - 22-DEC-2025	-
008/2024	LSGG Temporary crane in AOC - Type A - RWY 22	LSGG	26-DEC-2024 - UFN	-
002/2025	Zurich Airport (LSZH): Project - Reconstruction Apron South - B1 - TWY-E7 Phase I-III	LSZH	12-JUN-2025 - UFN	-
003/2025	Zurich Airport (LSZH): RWY 14 GLS APCH NOT AVBL	LSZH	10-JUL-2025 - UFN	-
004/2025	Bern-Belp Airport (LSZB): Reduced GLD RWY length	LSZB	07-AUG-2025 - UFN	-

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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 07 AUG 2025
GEN 0.2 - 6	AIRAC 07 AUG 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	07 AUG 2025
GEN 0.2 - 12	07 AUG 2025
GEN 0.3 - 1	07 AUG 2025
GEN 0.3 - 2	07 AUG 2025
GEN 0.4 - 1	07 AUG 2025
GEN 0.4 - 2	07 AUG 2025
GEN 0.4 - 3	07 AUG 2025
GEN 0.4 - 4	07 AUG 2025
GEN 0.4 - 5	07 AUG 2025
GEN 0.4 - 6	07 AUG 2025
GEN 0.4 - 7	07 AUG 2025
GEN 0.4 - 8	07 AUG 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	07 AUG 2025
GEN 1.7 - 2	07 AUG 2025
GEN 1.7 - 3	07 AUG 2025
GEN 1.7 - 4	07 AUG 2025
GEN 1.7 - 5	07 AUG 2025
GEN 1.7 - 6	07 AUG 2025
GEN 1.7 - 7	07 AUG 2025
GEN 1.7 - 8	07 AUG 2025
GEN 1.7 - 9	07 AUG 2025
GEN 1.7 - 10	07 AUG 2025
GEN 1.7 - 11	07 AUG 2025
GEN 1.7 - 12	07 AUG 2025
GEN 1.7 - 13	07 AUG 2025
GEN 1.7 - 14	07 AUG 2025
GEN 1.7 - 15	07 AUG 2025
GEN 1.7 - 16	07 AUG 2025
GEN 1.7 - 17	07 AUG 2025
GEN 1.7 - 18	07 AUG 2025
GEN 1.7 - 19	07 AUG 2025
GEN 1.7 - 20	07 AUG 2025
GEN 1.7 - 21	07 AUG 2025
GEN 1.7 - 22	07 AUG 2025
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 10 JUL 2025
GEN 2.4 - 4	AIRAC 10 JUL 2025
GEN 2.4 - 5	AIRAC 10 JUL 2025
GEN 2.4 - 6	AIRAC 10 JUL 2025
GEN 2.4 - 7	AIRAC 10 JUL 2025
GEN 2.4 - 8	AIRAC 10 JUL 2025
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	10 JUL 2025

Page	Date
GEN 4.1 - 40	10 JUL 2025
GEN 4.1 - 41	10 JUL 2025
GEN 4.1 - 42	10 JUL 2025
GEN 4.1 - 43	10 JUL 2025
GEN 4.1 - 44	10 JUL 2025
GEN 4.1 - 45	10 JUL 2025
GEN 4.1 - 46	10 JUL 2025
GEN 4.1 - 47	10 JUL 2025
GEN 4.1 - 48	10 JUL 2025
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
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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
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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ICAO standards, recommended practices and procedures

List of **ICAO publications** which are quoted in the AIP and used editing AIS publications.
Copies can be ordered from:
Post: ICAO Store
999 Robert-Bourassa Boulevard
Montreal (Quebec) H3C 5H7
Canada
URL: https://store.icao.int

FOCA does not accept any orders for ICAO documents.

Title	Difference(s)
A. - ANNEXES TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION	
1 Personnel licensing (14th Edition, July 2022, Amendment 179)	**CHAPTER 1** 1.2.5.2 b) Pilots of gliders and free balloons have to pass an initial Class 2 medical assessment as students only. After the initial assessment, they are not subject to further medical assessments (except when a serious decrease in medical fitness is reported to the Authority). c) The validity of a medical assessment is one year. As from mid 2007, the following validity periods will apply in accordance with EU legislation: - below age 40: 24 months - above age 40: 12 months 1.2.9.4 Language proficiency (ICAO Annex 1, Tenth Edition of JUL 2006) In accordance with paragraph 5 of ICAO Assembly Resolution A36-11, Switzerland allows the use of airspace under its jurisdiction for pilots who do not yet meet the ICAO Language Proficiency Requirements, for a period not exceeding three years after the applicability date of 5 MAR 2008, provided that the State who issued or rendered valid the licence has made its implementation plans AVBL to all other Contracting States in accordance with paragraph 3 of Resolution A36-11.
	CHAPTER 2 2.1.9.2 The holder of a licence is entitled to be credited with all the co-pilot flight time required for a higher grade of pilot licence. 2.1.10 a) Age 60 - 64 The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations except: (1) as a member of a multi-pilot crew and provided that (2) such holder is the only pilot in the crew who has attained age 60. b) Age 65 The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations. The five HR of night FLT time are performed under dual instruction (no pilot-in-command time required). 2.10.1.1 The required theoretical knowledge for IR(H) is the same as for IR(A). 2.10.1.2.2 a) There is no MNM cross-country FLT time as pilot-in-command required for applicants for IR(H). 2.10.1.4 No synthetic FLT trainers are accepted for the IR(H) skill test. A simulator certified to at least level D is accepted for the renewal of an IR(H). 2.10.3 Separate ratings are issued for pilots holding an IR(H) or an IR(A). Credit for instruction and renewal will be given for IR-experience in the other category.

Title	Difference(s)
A. - ANNEXES TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION	
	CHAPTER 4 4.2 Aircraft maintenance General remarks: In Switzerland - being a full member of the EASA-Part-66 applies for certifying staff who issue Certificates of Release to service. For EASA Annex I aircraft, including components and special MAINT procedures, the national legislation applies. Consequently, differences may arise to ICAO SARPS as a result of compliance with the applicable law (EASA-Part-66 or national law). 4.2.1.1 The applicant shall not be less than 21 years of age. 4.2.1.3 a) Certifying staff licensed in accordance with EASA-Part-66: - Certificate Category A: Experience of three years required if no approved training course or training credits are existing. - Certificate Category B1 or B2: Experience of five years required if no approved training course or training credits are existing. - Certifying staff licensed in accordance with national law: Experience of three years required. 4.2.2.2 c) Certifying staff licensed in accordance with national law: At least six months of experience must be accumulated in the preceding 24 months. 4.3.1.4 Air traffic controllers must hold a current Class 1 medical assessment. Air traffic controller assistants must undergo an initial Class 1 medical assessment. 4.5 FLT operations officer / FLT dispatcher licences are not issued. 4.6 Aeronautical station operator licences are not issued.

Title	Difference(s)
2 Rules of the Air (11th Edition, July 2024, Amendment 48)	**CHAPTER 3** Table 3-1: Reduced visibility and DIST to CLDs in airspace class G 2000 ft (600 m) AGL. IFR permitted in airspace class G only when operated on a published instrument flight procedure. 3.2.2: Implementing Regulation (EU) No 923/2012, SERA.3210(b), specifies: (b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft. 3.2.3.2 b): (2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, **as far as practicable**. 3.2.5: c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable. 3.3.1.2: e) A flight plan shall be submitted prior to operating any flight across international borders, **unless otherwise prescribed by the States concerned.** With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6) as follows: (6) any flight planned to operate at night, if leaving the vicinity of an aerodrome. 3.2.2.4: Implementing Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that: (i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left. 3.8: The words 'in distress' are not included in European Union law, thus enlarging the scope of escort missions to any type of flight requesting such service.
	CHAPTER 4 4.6: Replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as follows: (f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; (2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.
	APPENDIX 4 1.5 Switzerland does not maintain a registry for RPAS yet.

Title	Difference(s)
3 Meteorological Service for International Air Navigation (20th Edition, July 2018, Amendment 81)	**CHAPTER 4** 4.3.2. a) Local routine reports are disseminated at Zurich (LSZH) and Genève (LSGG) airports. No specific local routine reports are available at the regional ADs. 4.4.2 a) Local special reports are disseminated at Zurich (LSZH) and Genève (LSGG) airports. No specific local special reports are available at the regional ADs.
	CHAPTER 5 5.8 a) No difference. No explicit arrangement regarding the provisions of 5.8 b is formulated or active. The subsequent provisions of this point are therefore not guaranteed.
	CHAPTER 7 7.3.1 MeteoSwiss publishes aerodrome warnings according to local agreement and user requirements. 7.4 No specific wind shear WRNG reports or alerts are available.
	APPENDIX 5 1.3 - SN is a criterion for a change group according to meteorological relevance. 2.2.3 TREND FCSTs appended to local MET reports do not refer to any visibility values along the RWYs but to the prevailing visibility of the AD.
	APPENDIX 8 4.2.3 b) For Zurich airport low level wind shears (below 1500 ft AGL) are reported runway-specific in feet and in relation to surface wind (e.g. WS RWY 28 SFC - WIND 280/10KT IN APCH 725FT - WIND 010/20KT). Wind shears between 1500 ft and 5000 ft AGL and inversions are reported in relation to QNH (e.g. WS 3000FT QNH - WIND 360/10KT 5000FT QNH - WIND 180/12KT).

Title	Difference(s)
4 Aeronautical Charts (11th Edition, July 2009, Amendment 61)	**CHAPTER 2** 2.3.3 Legends are part of the AIP and VFR Manual (clutter/resource). The VFR chart (ICAO 1:500'000) which is also sold separately contains a complete legend. 2.14.1, 2.17, 2.18.1.2, 2.18.2.2 A quality management system for all data and publication procedures is established and certified. No evidence can be provided so far that aeronautical information/data meets the integrity levels as laid down by ICAO. Therefore no evidence can be provided for AIP and charts based on this data. Charts published in AIP Switzerland are not intended for the usage in a cockpit for flight operations. They cannot fulfill all requirements for flight crews and do not replace flight manuals or EFB's generally used for flight planning and -operations. All charts are produced according to ICAO Annex 4 requirements. To avoid clutters and for better readability and best usage as stated in Annex 4, para 2.1.3, some data and information, (e.g. coordinates, frequencies) which are available in data or tabular form on AIP pages are not reproduced on charts. This fulfills also the requirement to omit duplication of information within an AIP as stated in Annex 15, para 4.2.1.1. 2.18.2.3 The resolution of information published in chart form does currently not comply with the requirements of ICAO. Charts published in AIP Switzerland are not intended for the usage in a cockpit for flight operations. They cannot fulfill all requirements for flight crews and do not replace flight manuals or EFB's generally used for flight planning and -operations. All charts are produced according to ICAO Annex 4 requirements. To avoid clutters and for better readability and best usage as stated in Annex 4, para 2.1.3, some data and information, (e.g. coordinates, frequencies) which are available in data or tabular form on AIP pages are not reproduced on charts. This fulfills also the requirement to omit duplication of information within an AIP as stated in PANS-AIM, para 5.2.1.2.4
	CHAPTER 3 3.4.2, 3.4.3 Scale is mostly 1:20'000 to comply with ICAO Annex 4 paragraph 3.4.1. 3.4.5 Linear scales are only provided in metres to match the displayed units of the chart provided. 3.8.4.1.3 A quality management system for all data and publication procedures is established and certified. No evidence can be provided so far that aeronautical information/data meets the integrity levels as laid down by ICAO. Therefore no evidence can be provided for AIP and charts based on this data.
	CHAPTER 4 No Aerodrome Obstacle Chart - ICAO Type B is produced.
	CHAPTER 5 No Aerodrome Terrain and Obstacle Chart ICAO (Electronic) is produced.
	CHAPTER 6 6.3.1, 6.3.2 The horizontal scale is 1:7500 and the vertical scale is 1:750 due to ICAO Annex 4 Paragraph 6.5.2. 6.5.1 Plans show contours at 2 m due to the scale which is in accordance with 6.3.1.
	CHAPTER 7 7.6.2 The area minimum altitude is not shown within each quadrilateral formed by the parallels and meridians. 7.9.1, 7.9.2 To avoid clusters, Aerodromes and P-, R-, D-Area are not shown. 7.9.3.1.1 a) b) c) d) e) f) k) l) To improve readability, information which is provided through tabular data is not repeated on the chart.

Title	Difference(s)
	CHAPTER 8 8.9.3 Not added to avoid cluster information. 8.9.4.1.1 To improve readability, information which is provided through tabular data is not repeated on the chart.
	CHAPTER 9 9.9.4.1.1 a 4) Distances between significant points are shown to one tenth of a NM. 9.9.4.1.1 a 5) MNM FLT ALTs are only shown for WPT and INT if required. 9.9.4.1.1 a 6) To ease readability by reducing clutter, radar MNM ALTs are shown on a separate chart. 9.9.4.1.1 b 10) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 9.9.4.1.1 b 11) DME channel data are provided through tabular data and are not repeated on the chart. 9.9.4.1.1 c) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 9.9.4.1.1 j 13), j 14) The call sign(s) of ATS unit(s) and frequency data are provided through tabular data and are not repeated on the chart.
	CHAPTER 10 10.9.4.1.1 a 4) Distances between significant points are shown to one tenth of a NM. 10.9.4.1.1 a 5) MNM FLT ALTs are only shown for WPT and INT if required. 10.9.4.1.1 a 6) To ease readability by reducing clutter, radar MNM ALTs are shown on a separate chart. 10.9.4.1.1 b 10) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 10.9.4.1.1 b 11) DME channel and elevation data are provided through tabular data and are not repeated on the chart. 10.9.4.1.1 c) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 10.9.4.1.1 i 12), i 13) The call sign(s) of ATS unit(s) and frequency data are provided through tabular data and are not repeated on the chart.
	CHAPTER 11 11.4 The charts are published on A4 for improved legibility. 11.10.2.8 Obstacles that penetrate the visual segment surface will not be identified on the chart but indicated by a note on the chart with reference to the most relevant obstacles, including relative position to the threshold and altitude. For example: "CTN: 0.7 NM BFR THR14 visual segment surface (VSS) penetrated by trees up to 1900 ft AMSL."
	CHAPTER 12 VAC are published in a separate VFR Flight Manual following FLT operations requirements.

Title	Difference(s)
	CHAPTER 13 13.5 MAG VAR are not shown. Provided through tabular data. 13.6.1 To improve readability, information which is provided through tabular data is not repeated on the chart. see 2.14.1
	CHAPTER 14 14.6 b), c), d), i), j), l) To improve the readability of the chart, some information which may be found in tabular data has been omitted.
	CHAPTER 15 15.6 b), d) To improve the readability of the chart some information which may be found in tabular data has been omitted. 15.6 c) Stand information is not provided on the chart but is provided as tabular data. 15.6 f) The geographical co-ordinates for taxiway centre line points are not shown. 15.6 h) Information relating to frequencies is not provided on the chart but is provided as tabular data. 15.6 k) The VOR checkpoints and radio frequencies are not shown.
	CHAPTER 16 16.1 The World Aeronautical Chart - ICAO 1:1'000'000 is not produced.
	CHAPTER 17 17.7.12.1, 17.7.12.2 Wooded areas are not shown.
	CHAPTER 18 18.1 The Aeronautical Navigation Chart - ICAO Small Scale is not produced.
	CHAPTER 19 19.1 The Plotting Chart - ICAO is not produced.
	CHAPTER 20 20.1 The Electronic Aeronautical Chart Display - ICAO is not produced.
	CHAPTER 21 21.2 This chart type is published for these aerodromes: LSZB, LSZR, LSZH, LSGS, LSGG. 21.6.2 Spot elevations and obstacles are not shown. 21.9.3.1 c) Routes used in the vectoring of aircraft to and from the significant points are not shown. 21.9.3.1 e2) Lateral limits of MNM vectoring ALTs SECT are not defined by either BRGs and RDL to/from radio navigation aids to the nearest degree or by geographical COORD in DEG, minutes and seconds on the chart. However, the COORD are AVBL O/R from the IFP office. 21.9.3.1 f) The call sign(s) of ATS units is not provided.

Title	Difference(s)
5 Units of Measurement to be used in Air and Ground Operations (5th Edition, July 2010, Amendment 17)	NIL

Title	Difference(s)
6 Operation of Aircraft	NIL
Part I - International Commercial Air Transport - Aeroplanes (12th Edition, July 2022, Amendment 49)	NIL
Part II - International General Aviation- Aeroplanes (11th Edition, July 2022, Amendment 41)	NIL
Part III - International Operations - Helicopters (11th Edition, July 2022, Amendment 25)	NIL

Title	Difference(s)
7 Aircraft Nationality and Registration Marks (6th Edition, July 2012, Amendment 7)	**CHAPTER 5** 5.1.1 According to ICAO Annex 7, the HGT of the marks on lighter-than-air ACFT, other than unmanned free balloons, shall be at least 50 cm. According to Swiss legislation, it is at least 15 or 20 cm.
	CHAPTER 7 7.0 Unmanned free balloons are not registered in Switzerland.
	CHAPTER 9 9.1 Swiss national law allows the IDENT plate made of fireproof metal to be secured to the ACFT at a prominent PSN near the main door entrance or at a prominent PSN at the rear/back of the ACFT fuselage. 9.2 Unmanned free balloons and remotely piloted ACFT are not registered in CH yet, therefore there's no obligation for an identification plate.

Title	Difference(s)
8 Airworthiness of Aircraft (13th Edition, July 2022, Amendment 109)	NIL

Title	Difference(s)
9 Facilitation (16th Edition, July 2022, Amendment 29)	**CHAPTER 3** 3.9 Switzerland does issue biometric passports. Furthermore, Switzerland has started to issue biometric visa by October 2011 in a step-by-step process which will be finished not earlier than by end of 2014. However, biometrics that are captured during the application process and verified during entry control are not stored in a chip in the visa itself but in a database accessible for all Schengen Member States. 3.67 / 3.67.1 The Swiss Government provides crew member certificate (CMC) facilities for arriving crew members presenting CMCs only if such documents are issued by the competent authority and in the format specified in ICAO Doc 9303, Part 3 - Size 1 and Size 2 Machine Readable Official Travel Documents. No facilities are provided to holders of crew identity cards issued by a private organisation (e.g. Company ID), even if their documents are issued in the format specified by ICAO Doc 9303.
	CHAPTER 4 4.15 Under the Swiss Customs Law, ACFT operator are party to the customs clearance. As such, they can be held responsible, fined or penalized for inaccuracies or omissions arisen during the customs clearance.
	CHAPTER 5 5.9.1 Switzerland holds ACFT operators responsible for the cost of custody and care where a person is denied entry. In practice, however, a cooperative agreement can be concluded between the responsible authorities and an ACFT operator, which allows a reduction in costs and fine depending on the degree of negligence. Exception: REF: LSZB AD 2.5 § 7
	CHAPTER 6 6.44 / 6.45 The upgrade would neither provide effective means against unruly passengers nor will it be possible from a legal point of view to implement such provisions in the national legislation or to enforce them.

Title	Difference(s)
10 Aeronautical Telecommunications	NIL
Volume I: Radio Navigation Aids (8th Edition, July 2023, Amendment 90)	**Volume I** 3.1.3.3.1 Not all ILS localizers are compliant with the coverage requirements due to obstructions 3.1.5.3.1 Not all ILS glide paths are compliant with the coverage requirements due to obstructions

Title	Difference(s)
Volume II: Communication Procedures including those with PANS Status (7th Edition, July 2016, Amendment 90)	**Volume II** 3.5.1.6 e) Signature of operator not required due to implementation of different means of compliance. (badge system with automatic registration). 5.2.1.4.1.1 a) Transmission of numbers (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. i. Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. ii. The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1000 hPa which shall be transmitted as 'ONE THOUSAND'. iii. All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'. (2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word 'HUNDRED' or 'THOUSAND', as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word 'THOUSAND', followed by the number of hundreds, followed by the word 'HUNDRED'. (3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately. (4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as 'TEN O'CLOCK' or 'ELEVEN O'CLOCK'. (5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word 'DECIMAL'. (6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used. 5.2.7.1.2 Non-ATS aeronautical stations for aerodromes without ATS services are identified by the Call sign suffix AERODROME (AD).
Volume III: Part I: Digital Data Communication Systems Part II: Voice Communication Systems (2nd Edition, July 2007, Amendment 90)	**Volume III Part II** 2.3.3.1 Since 1 January 1998 compliance is required for all new airborne VHF communication receiving systems of aircraft registered in Switzerland (retrofit has been suspended). 2.3.3.2 Since 1996 new VHF COM receivers must comply with FM interference immunity requirements. Retrofit is not required.
Volume IV: Surveillance and Collision Avoidance Systems (5th Edition, July 2014, Amendment 89)	NIL
Volume V: Aeronautical Radio Frequency Spectrum Utilization (3rd Edition, July 2013, Amendment 88)	NIL

Title	Difference(s)
11 Air Traffic Services (15th Edition, July 2018, Amendment 53)	**CHAPTER 2** 2.6.1 IFR permitted in airspace class G only when operated on a published instrument flight procedure. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. 2.6.3 Reduced visibility and distance to clouds in airspace class G 2000 ft (600 m) AGL. IFR permitted in airspace class G only when operated on a published instrument flight procedure. 2.11.3.3 Exceptions: LSGS, LSZC, LSME, LSMM, LSMA, LSMP, LSZB, LSZL 2.26.5 According to 2.26.5, Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1), time checks shall be given at least to the nearest minute.
	CHAPTER 3 Complementary to the ICAO provisions, Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies: Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied: (a) such flights may be conducted during day only, unless otherwise permitted by the competent authority; (b) by the pilot: (1) clear of cloud and with the surface in sight; (2) the flight visibility is not less than 1500 m or, for helicopters, not less than 800 m; (3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and (c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: (1) the ground visibility is less than 1500 m or, for helicopters, less than 800 m; (2) the ceiling is less than 180 m (600 ft). 3.3.4: Implementing Regulation (EU) No 923/2012, paragraph SERA.8005(b), specifies: (b) Clearances issued by air traffic control units shall provide separation: (1) between all flights in airspace Classes A and B; (2) between IFR flights in airspace Classes C, D and E; (3) between IFR flights and VFR flights in airspace Class C; (4) between IFR flights and special VFR flights; (5) between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft **and agreed by the pilot of the other aircraft** and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared **subject to maintaining own separation in respect of a specific portion of the flight below 3050 m (10000 ft) during climb or descent, during day in visual meteorological conditions.**

Title	Difference(s)
	3.7.3.1: Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies: (e) Read-back of clearances and safety-related information (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: i. ATC route clearances; ii. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and iii. runway-in-use, altimeter settings, SSR codes, **newly assigned communication channels**, level instructions, heading and speed instructions; and iv. transition levels, whether issued by the controller or contained in ATIS broadcasts. 3.7.3.1.1: (2) Other clearances or instructions, including conditional clearances **and taxi instructions**, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with. 3.8.1 At LSGG and LSZH, the traffic on the manoeuvring area in front of the apron is provided by a specialised AD unit and not by ATS.
	CHAPTER 4 4.3.7 l) 4.3.8 l) 4.3.9 k) The ATIS information is extracted from the local met routine/special report which, in accordance with ICAO Annex 3, is in DEG true north.
	APPENDIX 2 For national helicopter Low Flight Network routes five-alphanumeric name-codes as described in Doc 8168 §1.6 are used to designate significant points.
	APPENDIX 4 Continuous two-way radio communication required in Airspace G and E: 1. Inside Flight Information Zone (FIZ) LSZS

Title	Difference(s)
12 Search and Rescue (9th Edition, July 2024, Amendment 19)	**CHAPTER 2** 2.2.1.1 SAR regions are coincident with State territory of Switzerland and Liechtenstein.

Title	Difference(s)
13 Aircraft Accident and Incident Investigation (13th Edition, July 2024, Amendment 19)	**CHAPTER 5** 5.12 Swiss legislation requires that information not given to STSB under the protection of Art. 24 OSITI (SR 742.161 Ordinance on the Safety Investigation of Transport Incidents) be made available to judicial authorities and aviation authorities.

Title	Difference(s)
14 Aerodromes Volume I: Aerodrome Design and Operations (9th Edition, July 2022, Amendment 17)	**Volume I** **CHAPTER 1** 1.1 On runways designed and equipped according to the criteria of non-instrument runways, which are intended for the operation of aircraft using visual approach procedures or an instrument approach procedure to a point beyond which the approach may continue in visual meteorological conditions, national regulations apply for defining the (M)DA/H and the safety margin above the OCA/H. 1.2.1 Deviation from any standard is possible if the result of an aeronautical study demonstrates that appropriate measures cause no degradation to safety and do not significantly affect uniformity. 1.4.1 Not all aerodromes used for international operations are certified. Aerodromes holding a concession are certified according to ICAO requirements, except LSGG, LSZA, LSZB, LSZH and LSZR, which are certified according to EASA requirements. 1.6.3 The code number for element 1 is determined from Table 1-1 selecting the code number for the highest available runway length (TORA) by applying corrector factors according to Chapter 3.5 of ICAO Doc 9157, Part 1.
	CHAPTER 2 2.9.3 to 2.9.10 At certified aerodromes or at aerodromes serving aeroplanes with an MTOM more than 5700 kg, assessment and reporting of runway surface condition according to ICAO provided. For non-certified aerodromes only serving aeroplanes with an MTOM less than 5700 kg national regulations apply. 2.9.5 The runway surface condition descriptor SLIPPERY WET is used in Switzerland in addition to the runway surface condition descriptors listed. *SLIPPERY WET - a wet runway whose surface friction characteristics for a significant portion of it have been determined to be degraded*
	CHAPTER 3 3.4.2 In case of a displaced threshold, the runway strip will extend before the beginning of the runway for the corresponding distance of at least: • 60 m where the code number is 2, 3 or 4; • 60 m where the code number is 1 and the runway is an instrument one; and • 30 m where the code number is 1 and the runway is a non-instrument one. 3.5.2 Implemented in case of a new runway or runway extension and to be considered when a change impacts the runway operation. 3.5.5 The width of a runway safety area shall be at least twice that of the associated runway or that of the runway strip, whichever is smaller. 3.9.4 The taxiway width may be designed for a specific aircraft type, while applying the required distance between the respective outer main gear and the edge of the taxiway. 3.9.7 The separation distance between the centre line of a taxiway and a runway, the centre line of a parallel taxiway or an object may be linearly interpolated considering the wingspan and according to the code letter of a specific aircraft. For computing the separation distances in Table 3-1, the following differences are applied: • On taxiways where the code letter is A or B, the increment Z is 5.0 m. • On aircraft stand taxilanes where the code letter is A or B, the increment Z is 2.0 m. • On aircraft stand taxilanes, where the code letter is A or B, the gear deviation is 1.0 m. Affected articles and figures: 3.11.2, 3.15.9, 3.15.10, Figure 3-4, 5.2.11.4, Figure 5-28, 6.1.1.3, 9.9.1, 9.9.2.

Title	Difference(s)
	CHAPTER 5 5.1.1.4 Circular band marking does not have to be provided. 5.2.8.9 When mandatory instruction marking is provided on taxiways of code letters A, B, C or D, the enhanced taxiway marking will be shortened accordingly. In case of a taxiway crossing or junction, the distance between the taxiway centre line which does not enter or cross a runway and the enhanced taxiway centre line marking shall be at least 5 m but not more than 10 m. 5.2.16.3 Mandatory instruction markings at the beginning resp. end of the runway will consist of a single runway designation number in accordance with the design of the signs placed across the runway holding position. 5.3.14.1 Only applicable to paved, lighted runways. Only implemented in case of a new runway or modification to the runway lighting system and to be considered when a change impacts the runway or flight operation. 5.3.19.2 Not to be provided on a runway turn pad intended for use at night where the traffic density is light and taxiway edge lights and centre line marking provide adequate guidance. 5.3.5.46 As a supplementary measure where an aeronautical study indicates that an existing object extending above an obstacle protection surface (OPS) could adversely affect the safety of operations of aeroplanes, the threshold may suitably be displaced from the beginning of the runway. 5.5.6 Taxiway centre line markers do not have to be provided.
	CHAPTER 6 6.1.1.1 Vehicles and other mobile objects are not consequently marked according to Art. 6.2.2.2 6.2.1.1 Obstacle night lighting has to combine emissions in red and infrared spectra. 6.2.1.2 Instead of medium-intensity lights Type B, red 100 to 300 cd flashing lights were used. 6.2.3.3 Normally only the top 30 to 50% of an air navigation obstacle will be marked with a red-white pattern. 6.2.3.19 Obstacles exceeding the obstacle limitation surface (OLS) should be lit at night, except in the following situations: • if it does not present a danger for air navigation; • if it is shielded by another existing irremovable obstacle; • the concerned airfield has no night operations.

Title	Difference(s)
	6.2.3.23 • **60 m to less than 100 m:** A red low-intensity 10 to 50 cd fixed light or a red medium-intensity 100 to 300 cd flashing light placed on the top of the object (between 1.5 m and 3.0 m below the top or a chimney). Depending on the risk, additional red low-intensity fixed lights may be imposed at a lower level (maximum 45 m distance from the top). • **100 m to less than 150 m:** A red medium-intensity 100 to 300 cd flashing light placed on the top of the object (between 1.5 m and 3.0 m below the top for a chimney), plus additional levels of red low-intensity 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels. • Obstacles like cable-cranes, construction posts and highlines may be lighted with special low-intensity 8 cd or more flashing lights. • In case of LED technology, special low-intensity lights have to flash and emit with min. 50 mW/sr in the infrared spectrum. • In case of LED technology, low-intensity lights have to flash and emit between 150 and 1200 mW/sr in the infrared spectrum. • In case of LED technology, medium-intensity lights have to flash and emit between 600 and 1200 mW/sr in the infrared spectrum. • In case of LED technology, low, special low and medium-intensity lights have to emit in the infrared spectrum with a wave length of 850 nm. 6.2.3.28 A high-intensity obstacle light and red medium-intensity 100 to 300 cd flashing lights placed on top of the object (between 1.5 m and 3 m below the top for a chimney), plus additional levels of red low-intensity 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels. 6.2.4.2 The rotor blade extremities of wind turbines will additionally be marked with a red stripe (5 to 7 m long, depending on rotor length). 6.2.4.3 • **60 m to less than 100 m:** Instead of medium-intensity lights Type B, red medium-intensity 100 to 300 cd flashing lights have to be placed on the nacelle. • **100 m to less than 150 m :** Instead of medium-intensity lights Type B, red medium-intensity 100 to 300 cd flashing lights have to be placed on the nacelle, plus additional levels of red low-intensity 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels. • **150 m or higher:** A high-intensity obstacle light and red medium-intensity 100 to 300 cd flashing lights have to be placed on the nacelle, plus additional levels of red low-intensity 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels. • In case of LED technology, low-intensity lights have to flash and to emit between 150 and 1200 mW/sr in the infrared spectrum. • In case of LED technology, medium-intensity lights have to flash and emit between 600 and 1200 mW/sr in the infrared spectrum. • In case of LED-technology, low and medium-intensity lights have to emit in the infrared spectrum with a wave length of 850 nm. 6.2.5.1 Normally supporting towers will not be colored. 6.2.5.4 Vertical double spherical caps may replace spherical markings. 6.2.5.5 The space between two markers may be increased up to a maximum of 50 m if the diameter of the marker is 60 cm.

Title	Difference(s)
	CHAPTER 9 9.1.13 At certified aerodromes, the aerodrome emergency plan shall be tested by conducting a full-scale aerodrome emergency exercise at intervals not exceeding three years and partial emergency exercises in the intervening years. Non-certified aerodromes are not required to perform emergency exercises. 9.2.1 Rescue and firefighting equipment and services shall be provided at an aerodrome when serving commercial air transport operations except at a non-certified aerodrome when serving aeroplanes with an MTOM less than 2250 kg. National regulations apply at an aerodrome when serving non commercial air transport operations. 9.6.1 Fire extinguishing equipment needs not to be available during the ground servicing of an aircraft if there are means of quickly summoning the rescue and firefighting service in the event of a fire or major fuel spill.
14 Aerodromes Volume II: Heliports (5th Edition, July 2020, Amendment 9)	**Volume II** **CHAPTER 1** 1.2 Deviation from any standard is possible, if the result of an aeronautical study demonstrates that appropriate measures cause no degradation to safety and do not significantly affect uniformity. For hospital landing sites and landing sites used for rescue and support purposes, national regulations apply.
	CHAPTER 3 3.1.1 and 3.1.2 A FATO needs to provide a solid surface and ground effect. On elevated heliports, it is presumed that the FATO and one TLOF will be coincidental and that the FATO will be dynamic load bearing. 3.1.3 For FATO intended to be used by helicopters operated in performance class 1, in case of the absence of specifications in the HFM, a 1.5 Design D value will be used. For FATO intended to be used by helicopters operated in performance classes 2 or 3 and when there is a limitation on the direction of approach and touchdown, an area not less than a circle with a diameter of 1.0 Design D will be used. For all FATO, it will be ensured that the distance between the edge of the FATO and the edge of the safety area is sufficient and will not lead to a helicopter positioned within the FATO but with parts of its main rotor located outside the safety area. 3.1.9 The external side or outer diameter as appropriate of the safety area shall be at least 2 Design D. 3.1.15 The protected side slope(s) will cover the whole areas between the obstacle limitation surfaces. Only on one of the areas, obstacles may be tolerated. 3.1.34 In any case, the width of a helicopter taxiway will ensure a minimum distance of 1.5 m between the outer edge of any wheel of the undercarriage and the edge of the taxiway. 3.1.52 Helicopter stand clearance reduction to a minimum of 0.4 D or 0.5 RD (whichever is higher) is possible, but only permitted for qualified, home-based operators and if helicopters are parked in same direction.

Title	Difference(s)
	CHAPTER 4 4.1.6 and 4.1.19 More than one turn possible, if an appropriate straight section is provided between two turns. 4.1.7 and 4.1.20 Alternatively, a first straight section of 150 m minimum followed by a turn with a minimum radius of 270 m may be tolerated if an aeronautical study, approved by the competent authority, has reviewed the associated risks. 4.2.7 and 4.2.10 When only a single approach and take-off climb surface is provided, an aeronautical study has to be provided by the heliport operator and approved by the competent authority. 4.2.8 and 4.2.11 The two approach and take-off surfaces should be separated by not less than 135 degrees.
	CHAPTER 5 5.2.3.8 The height of the numbers and the letter of the maximum allowable mass marking are linked to the size of the FATO not to the D-value, as the markings are not specifically large. 5.2.4 D-value markings do not have to be provided. 5.2.7.3 The base of the triangle is increased to 10 m to allow the proper positioning of the heliport identification marking "H". 5.2.8 A TLOF perimeter marking should be provided on a TLOF collocated with a helicopter stand. 5.2.11 Helicopter stand perimeter markings do not have to be provided.
	CHAPTER 6 6.1.8 Heliports are not required to perform emergency exercises. 6.2.1.3 A safety risk assessment should be performed to determine the need for RFF equipment and services at surface-level heliports, aerodromes and elevated heliports located above unoccupied structures only when serving more than 10 movements per year of helicopters with an MTOM more than 3175 kg. At aerodromes and heliports only serving helicopters with an MTOM less than 3175 kg national regulations apply.
Doc 9981 Procedure for Air Navigation Services (PANS) Aerodromes (3rd Edition, May 2020, Amendment 3)	**PART I** **CHAPTER 2** 2.1 Doc 9981 applicable for certified aerodromes and considered as guidance material for non-certified aerodromes.
	PART II **CHAPTER 2** 2.1 Runway Condition Type Descriptors according to EASA Regulation.
	PART II **CHAPTER 5** 5.3 At certified aerodromes only serving traffic with a MTOM less than 5700 kg, no FOD control program established. FOD detection measures according requirements in ICAO Annex 14, Vol. I, Chapter 2.9.3 applies.
	PART II **CHAPTER 6** 6.3 Wildlife Safety Risk Assessment is integrated in the Aerodrome Safety Hazard Library, if hazards identified.

Title	Difference(s)
15 Aeronautical Information Services (16th Edition, July 2018, Amendment 43)	**CHAPTER 1** 1.2.2.2, 1.2.2.3 The geoid model for all coordinates published within the Swiss national AIP cannot be confirmed as being EGM-96 at this time.
	CHAPTER 2 2.2.5 Publication of aeronautical information/data obtained under 2.2.4.a) does not reflect the authority of the State of Origin.
	CHAPTER 3 3.2.1 Aeronautical information/data partially meets the quality levels. 3.2.2 Aeronautical information/data partially meets the data resolution requirements. 3.2.3.1 Aeronautical information/data partially meets the data integrity requirements. 3.2.3.2 Data integrity procedures are partially implemented. 3.4.1, 3.4.2 Digital data error detection techniques are being implemented. 3.5.1, 3.5.2 Use of automation is not fully implemented today.
	CHAPTER 4 4.1.2 Procedures and procedures to ensure accuracy and integrity requirements are not yet fully implemented. 4.2.1, 4.2.2 Metadata process not yet fully implemented.
	CHAPTER 5 5.2.5.1 No specific AD charts for heliports are produced. HEL procedures are integrated on AD charts.The ATC Surveillance-Minimum Altitude Chart - ICAO is produced for LSZB, LSZR, LSZH, LSGS and LSGG. The Aerodrome Terrain and Obstacle Chart is not yet available in electronic form. 5.2.5.3 The World Aeronautical Chart - ICAO 1:1'000'000 is not produced. The Aeronautical Navigation Chart - ICAO Small Scale is not produced. The Plotting Chart - ICAO is not produced. 5.3.1.1 - 3, 5.3.2.1 - 3 At the time, no digital datasets are made available. 5.3.3.1, 5.3.3.3.1 - 5.3.3.3.9, 5.3.3.4.1 - 5.3.3.4.11 Electronic terrain data for Area 1 and Area 4 can be acquired through the sources mentioned in GEN 3.1.6. Nevertheless, not all requirements specified in ICAO Annex 15, Appendix 8, Tables A8-1 and A8-3 are met. Electronic obstacle data for Area 1 is made available through the AIP and related charts. Nevertheless, the electronic obstacle data does not meet all requirements specified in ICAO Annex 15, Appendix 8, Tables A8-2 and A8-4. Electronic obstacle data for Area 4 is not available. 5.3.4.1 - 5.3.4.2 No aerodrome mapping data sets are made available. 5.3.5.1 - 5.3.5.2 No instrument flight procedure data sets are made available.
	CHAPTER 6 6.2.7 Double AIRAC cycle not applicable due to technical and operational restrictions. 6.3.2.3, t) Swiss airfields without jet traffic may choose to publish information on the presence or removal of, or significant changes in, hazardous conditions due to snow, slush, ice by means of telephone or over their official web-site. Means of publication (if other than SNOWTAM) is published in the AIP.

Title	Difference(s)
16 Environmental Protection	NIL
Volume I Aircraft Noise (8th Edition, July 2017, Amendment 13)	NIL
Volume II Aircraft Engine Emissions (5th Edition, July 2023, Amendment 10)	NIL
Volume III Aeroplane CO2 Emissions (1st Edition, July 2017, Amendment 1)	NIL
Volume IV Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) (2nd Edition, July 2013, Amendment 1)	NIL

Title	Difference(s)
17 Security: Safeguarding International Civil Aviation Against Acts of Unlawful Interference (12th Edition, July 2022, Amendment 18)	Differences filed to this Annex are restricted.

Title	Difference(s)
18 The Safe Transport of Dangerous Goods by Air (4th Edition, July 2011, Amendment 12)	NIL

Title	Difference(s)
19 Safety Management (2nd Edition, July 2016, Amendment 1)	NIL

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
4444	Air Traffic Management (PANS-ATM) (16th Edition, 2016, Amendment 12)	Minimum communication and navigation equipment for IFR flights GEN 1.5.2. Wake turbulences, separation prescriptions ENR 1.5.4. Visual departure ENR 1.5.3.2 Instructions for the completion of the flight plan form ENR 1.10. Switzerland does not yet apply the AMDT 7A set of specific phraseologies for clearances to join, climb/ descend on, leave or rejoin SIDs and STARs (refer PANS ATM § 4.5.7.2, § 4.6.4, § 6.3.2.4, § 6.5.2.4, § 12.3.1.2, § 12.3.2.2, § 12.3.3.1, § 12.3.3.2 and § 12.4.1.6). Refer to AIC for details.	
8168	Aircraft Operations (PANS-OPS) Volume II Construction of visual and instrument flight procedures (7th Edition, 2020, Amendment 10)	***Part I Section 2 Chapter 2.7.3.2*** Only OCA/H with SDF published. MNM of each segment on the profile view of the IAC.	LSAS
		Part I Section 2 Chapter 2.7.4 Use of earliest fix line for the start of the 15% surface.	LSAS
		Part I Section 3 Chapter 3 SID starting by a visual part.	LSAS
		Part I Section 3 Chapter 3 SID climb pattern.	LSGG
		Part I Section 3 Chapter 3 and Part III Section 3 Chapter 1 For departure routes turning at an altitude, early limit of the turn based on a 15% climb.	LSAS
		Part I Section 3 Chapter 3.1.2 Track guidance acquired from DER is not assured within 10.8NM for straight DEPs and 5.4 NM after turn CMPL.	LSGG LSGS LSZH LSZR
		Part I Section 3 Chapter 3.2.4.2.1 Departure with 2 track adjustments which equal more than 15°.	LSGS
		Part I Section 3 Chapter 3.3.4 Speed reduction below recommended MNM.	LSZR
		Part I Section 3 Chapter 3.3.4 Bank angle greater than 15° for some departures.	LSGS
		Part I Section 4 Chapter 3 Use of LOC guidance on a departure procedure.	LSZA LSZR
		Part I Section 4 Chapter 3.3.1 INT angle between initial approach track and intermediate track more than 120°.	LSGS
		Part I Section 4 Chapter 3 Appendix C §3.3 HLDG based on Radial and DME with omnidirectional entries.	LSAS
		Part I Section 4 Chapter 4.3.1.1 Intermediate segment area LEN less than 5 NM.	LSZB

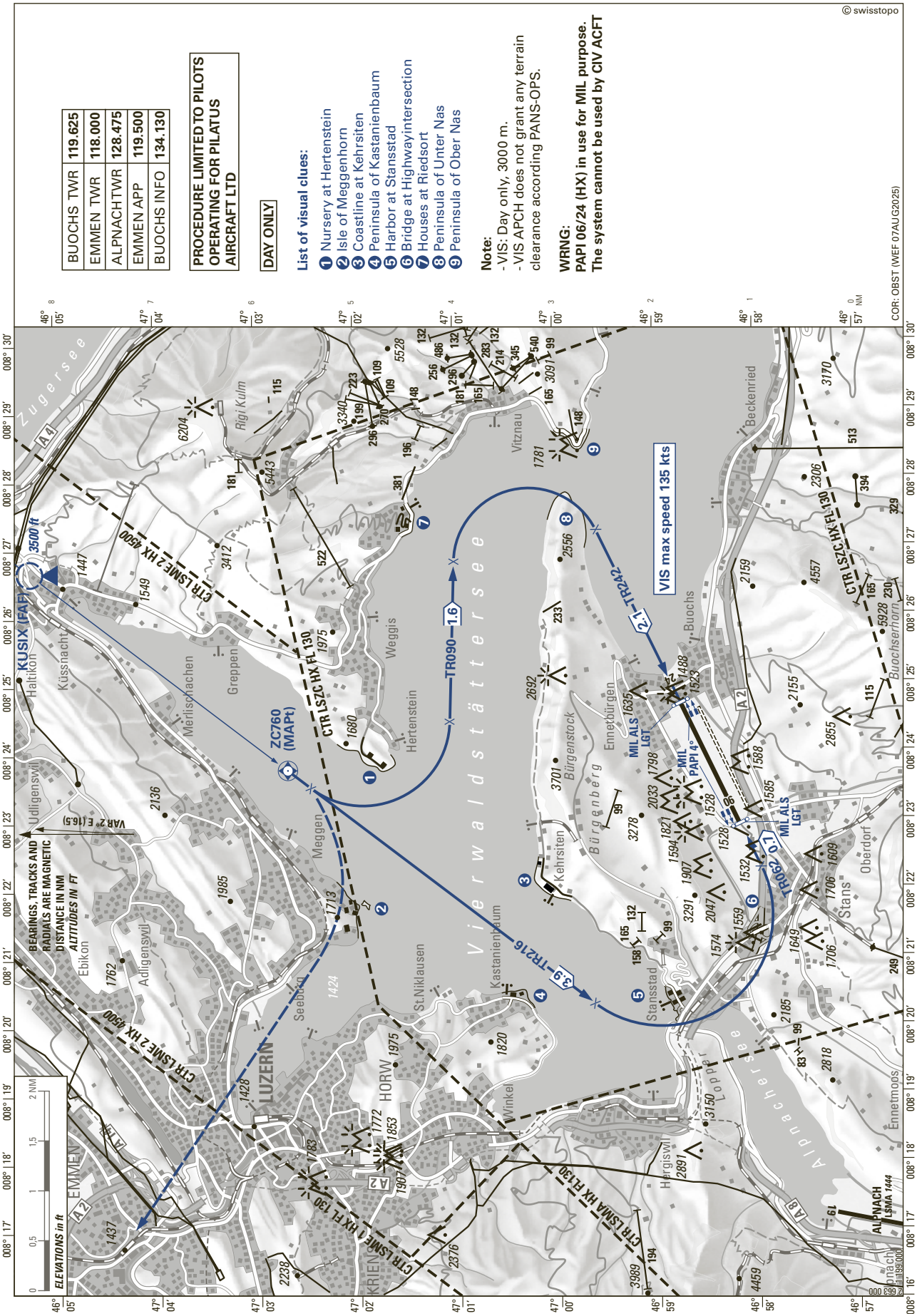
Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		Part I Section 4 Chapter 5.2.1 Straight-in approach offset by more than 5°.	LSGS LSZG
		Part I Section 4 Chapter 5.2.2 Distance between RWY THR and point at which final approach track intersects the RWY CL less than 1400 m.	LSZB LSZG
		Part I Section 4 Chapter 5.3 Descent gradient above ICAO MAX for several airports.	LSAS
		Part I Section 4 Chapter 5.4.6.4 and 5.4.6.5 VSS penetration is accepted according special note on the IAC.	LSAS
		Part I Section 4 Chapter 6.1.5.1 / 9.4.4.1 No specific annotation on the procedure for MAPt not defined by timing.	LSAS
		Part I Section 4 Chapter 6.1.5.2 MAPt not located at the optimum position on RWY THR for several approaches.	LSAS
		Part I Section 4 Chapter 6.1.6.2.2 Missed approach transitional distance based on TAS calculated at OCA (not AD elevation).	LSGS
		Part I Section 4 Chapter 6.2.2.2 MAPCH climb gradient higher than 5% published on several airports.	LSAS
		Part I Section 4 Chapter 7.2.2 / Chapter 7 Appendix §2.6 Speed reduction below recommended MNM.	LSAS
		Part I Section 4 Chapter 7.2.3 TAS calculated on MNM circling altitude not on AD elevation + 1000ft.	LSGS
		Part I Section 4 Chapter 7 Appendix §2.7 10% final descent gradient not assured.	LSZB
		Part I Section 4 Chapter 7 Appendix Table I-4-7-APP-2 MNM visibility higher than prescribed.	LSZB
		Part I Section 4 Chapter 8.1.3 Radius of more than 25 NM from homing station used for calculations.	LSGS
		Part I Section 4 Chapter 8.5 DME arc radius not between 10 NM and 15 NM.	LSZH
		Part I Section 4 Chapter 9.5.4.1 No specific note on chart for DME equipment requirement as a general statement for Switzerland regarding this is included in AIP GEN 1.5.	LSAS
		Part II Section 1 Chapter 1.2.3 Distance of LOC antenna to IF is greater than 25 NM.	LSGG
		Part II Section 1 Appendix C to Chapter 1 Influence of the curvature of the earth‘s surface not considered to calculate FAP.	LSAS

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		Part II Section 3 Chapter 1.3.2 Increased MOC applied only South of the published Mittelland-Jura/Alpen separation line and by extension along LSGG TMA6. MOC increased depending on terrain altitude: Below 1500 m = Standard MOC 1500 m to 3050 m = MOC *1.5 3050 m and above = MOC * 2	LSAS
		Part II Section 4 Chapter 1.4.2 b1) The cone of ambiguity of the VOR is inside HLDG area.	LSGS
		Part III Section 1 Chapter 1.1.4 RNAV5 criteria to support SID/STAR inside 30NM radius of ARP, not RNAV1 or RNAV2.	LSAS
		Part III Section 2 Chapter 1 ***Table III-2-1-1 to III-2-1-20*** MSD not assured for some RNAV turns.	LSGG
		Part III Section 2 Chapter 1.5 MNM length of RNAV segment smaller than criteria.	LSZR
		Part III Section 3 Chapter 8 The WID of some routes is based on EUROCONTROL guidance material.	LSAS
		Part III Section 5 Chapter 1.6.2 c) No convention or rules of application for alphanumeric name-codes are published.	LSAS
7030/4	Regional supplementary procedures (5th Edition, 2008, Amendment 9)	Visual flight rules ENR 1.2. Instrument flight rules ENR 1.3.	
8400	ICAO abbreviations and codes (PANS-ABC) (9th Edition, 2016, Amendment 34)	NIL	
10066	Aeronautical Information Management (PANS-AIM) (1st Edition, 2018, Amendment 3)	**CHAPTER 2** para 2.1.2.1 Collected data are not verified and validated for compliance with data quality requirements according to Appendix 1 of PANS-AIM.	
		CHAPTER 4 para 4.1.1 Collected and transmitted data from originators to the AIS are not in accordance with the accuracy requirements and integrity classification specified in Appendix 1 of the PANS-AIM. 4.2.1 Metadata not yet collected and available.	

VISUAL APPROACH PROCEDURE

ELEV 1475 ft (450 m)

BUOCHS (LSZC)
RWY 06/24



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

1	**Designation, surface and strength of Aprons**	South parking sectors (90, 95, D, A, Satellites 20, 30, 40, positions 1 to 12, 61 to 66, 73 to 76, 83 and 84): CONC - PCR 500/R/B/W/T. Positions: 14 to 19, 48, 54 to 58, 69 to 72, 85 to 89, 141, 142, 151, 152, 181, 182, 191 and 192: CONC - PCR 1100/R/B/W/T. TAG aviation, positions 67, 68: ASPH - PCR 500/F/B/W/T. North Apron: ASPH - PCR 400/F/B/W/T.
2	**Designation, width, surface and strength of Taxiways**	TWY A, B, C, D, E, G and Outer: WID 23 m. TWY Inner, Link 4 and Link 5 located within the overall paved apron area. CONC - PCR 1100/R/B/W/T. TWY Inner, Link 0, Link 1, Link 2, Link 3, Link A and Link D located within the overall paved apron South West Area. CONC - PCR 650/R/B/W/T. TWY F: WID: 20 m. ASPH - PCR 400/F/B/W/T. TWY P and Q: WID 10.5 m. CONC - PCR 400/R/B/W/T. HEL TWY V: WID 7.5 m. ASPH - MTOM 9000 kg.
3	**ACL location and elevation**	Beginning RWY 04: *1407.5 ft* Beginning RWY 22: *1363 ft* Parking sectors A, D and 70-88: *1393 ft* Parking sectors 2-61: *1377 ft*
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	

NR	COORD WGS 84	ELEV (ft)	NR	COORD WGS 84	ELEV (ft)
1	46 13 44.92N 006 06 14.72E	-	42	46 13 56.79N 006 06 25.20E	-
2	46 13 45.77N 006 06 16.70E	-	43	46 13 57.86N 006 06 21.84E	-
3	46 13 46.93N 006 06 18.13E	-	44	46 14 00.30N 006 06 23.49E	-
3A	46 13 46.97N 006 06 18.60E	-			
4	46 13 47.97N 006 06 19.46E	-	48	46 14 42.28N 006 07 29.40E	-
5	46 13 48.92N 006 06 20.84E	-	48A ARR	46 14 43.34N 006 07 29.47E	-
8	46 13 49.70N 006 06 22.47E	-	48A DEP	46 14 44.25N 006 07 28.19E	-
9	46 13 51.36N 006 06 24.43E	-	48B ARR	46 14 42.39N 006 07 28.08E	-
10	46 13 52.24N 006 06 25.83E	-	48B DEP	46 14 43.29N 006 07 26.80E	-
11	46 13 53.18N 006 06 27.21E	-			
12	46 13 54.23N 006 06 28.71E	-	54	46 14 31.00N 006 07 10.66E	-
			55	46 14 32.04N 006 07 12.19E	-
14	46 13 57.34N 006 06 32.66E	-	56	46 14 33.09N 006 07 13.73E	-
15	46 13 59.24N 006 06 35.44E	-	57	46 14 34.14N 006 07 15.26E	-
16	46 14 01.17N 006 06 38.14E	-	58	46 14 36.17N 006 07 18.14E	-
17	46 14 03.09N 006 06 40.87E	-			
18	46 14 04.66N 006 06 43.39E	-	61	46 14 03.10N 006 06 29.50E	-
19	46 14 06.56N 006 06 46.19E	-	62	46 14 04.10N 006 06 30.80E	-
			63	46 14 05.80N 006 06 33.40E	-
21	46 13 50.64N 006 06 13.73E	-	64	46 14 06.64N 006 06 34.84E	-
22	46 13 49.67N 006 06 13.70E	-	64A	46 14 05.81N 006 06 33.99E	-
23	46 13 48.90N 006 06 12.55E	-	65	46 14 08.00N 006 06 36.60E	-
24	46 13 48.83N 006 06 11.17E	-	66	46 14 08.90N 006 06 38.00E	-
25	46 13 49.56N 006 06 09.95E	-	66A	46 14 08.60N 006 06 38.00E	-
26	46 13 50.61N 006 06 09.96E	-	67	46 14 12.36N 006 06 42.58E	-
27	46 13 51.44N 006 06 11.30E	-	68	46 14 13.54N 006 06 44.31E	-
28	46 13 51.43N 006 06 12.81E	-	69	46 14 14.27N 006 06 47.57E	-
			70	46 14 16.26N 006 06 48.65E	-
31	46 13 54.96N 006 06 20.73E	-	71	46 14 17.10N 006 06 51.33E	-
32	46 13 52.59N 006 06 18.95E	-	72	46 14 16.61N 006 06 50.62E	-
33	46 13 53.64N 006 06 15.65E	-	73	46 14 18.25N 006 06 53.82E	-
34	46 13 56.08N 006 06 17.28E	-	74	46 14 19.21N 006 06 55.23E	-
			75	46 14 20.12N 006 06 56.70E	-
			76	46 14 21.08N 006 06 58.10E	-

5 Location of INS checkpoints

NR	COORD WGS 84	ELEV (ft)
83	46 13 44.25N 006 06 05.59E	-
84	46 13 43.12N 006 06 04.01E	-
85	46 13 41.65N 006 06 01.60E	-
85A	46 13 41.09N 006 06 00.62E	-
86	46 13 40.60N 006 05 59.30E	-
86A	46 13 40.70N 006 05 59.60E	-
87	46 13 39.70N 006 05 56.80E	-
87A	46 13 39.91N 006 05 57.00E	-
88	46 13 39.20N 006 05 54.19E	-
89	46 13 38.29N 006 05 55.14E	-
89A	46 13 38.80N 006 05 52.79E	-
89B	46 13 38.33N 006 05 53.94E	-
89C	46 13 37.30N 006 05 55.19E	-
90A	46 13 36.17N 006 05 48.86E	-
90B	46 13 35.16N 006 05 50.28E	-
90C	46 13 34.16N 006 05 51.70E	-
95A	46 13 30.55N 006 05 40.90E	-
95B	46 13 31.33N 006 05 42.06E	-
95C	46 13 32.12N 006 05 43.21E	-
95D	46 13 31.02N 006 05 41.37E	-
95E	46 13 31.83N 006 05 42.52E	-
121	46 13 50.73N 006 06 14.54E	-
123	46 13 48.36N 006 06 12.88E	-
125	46 13 49.43N 006 06 09.46E	-
127	46 13 51.86N 006 06 11.11E	-
141	46 13 56.87N 006 06 32.28E	-
142	46 13 58.56N 006 06 32.58E	-
151	46 13 58.78N 006 06 35.08E	-
152	46 14 00.45N 006 06 35.36E	-
181	46 14 04.19N 006 06 43.01E	-
182	46 14 05.87N 006 06 43.32E	-
191	46 14 06.09N 006 06 45.81E	-
192	46 14 07.69N 006 06 46.08E	-
A1	46 13 33.18N 006 05 51.60E	-
A2	46 13 32.30N 006 05 50.60E	-
A3	46 13 31.23N 006 05 50.28E	-
A4	46 13 32.02N 006 05 49.11E	-
A5	46 13 32.89N 006 05 47.93E	-
A6	46 13 33.72N 006 05 46.75E	-
A7	46 13 34.13N 006 05 46.12E	-
A8	46 13 34.60N 006 05 46.82E	-
A9	46 13 35.40N 006 05 48.00E	-

NR	COORD WGS 84	ELEV (ft)
D1	46 13 27.20N 006 05 45.75E	-
D2	46 13 27.88N 006 05 46.51E	-
D3	46 13 27.85N 006 05 44.54E	-
D4	46 13 28.48N 006 05 45.33E	-
E1	46 14 13.37N 006 06 01.82E	-
E2	46 14 12.84N 006 06 01.16E	-
E3	46 14 12.38N 006 06 00.47E	-
E4	46 14.11.96N 006 05 59.76E	-
E5	46 14 11.49N 006 05 59.07E	-
E6	46 14 11.03N 006 05 58.38E	-
E7	46 14 10.57N 006 05 57.71E	-
F1	46 14 14.78N 006 05 59.82E	-
F2	46 14 14.31N 006 05 59.14E	-
F3	46 14 13.84N 006 05 58.45E	-
F4	46 14 13.37N 006 05 57.76E	-
F5	46 14 12.90N 006 05 57.07E	-
F6	46 14 12.43N 006 05 56.39E	-
F7	46 14 11.98N 006 05 55.71E	-
G1	46 14 14.22N 006 05 56.57E	-
G2	46 14 13.75N 006 05 55.88E	-
G3	46 14 13.28N 006 05 55.19E	-
G4	46 14 12.82N 006 05 54.52E	-
H1	46 14 15.17N 006 06 07.56E	-
H2	46 14 15.54N 006 06 08.02E	-
H3	46 14 15.85N 006 06 08.56E	-
H4	46 14 16.54N 006 06 09.57E	-
H5	46 14 17.23N 006 06 10.57E	-
H6	46 14 17.91N 006 06 11.57E	-
H8	46 14 01.03N 006 05 53.00E	-
H REGA	46 14 01.05N 006 05 48.76E	-
I1	46 14 05.08N 006 05 54.14E	-
I2	46 14 05.67N 006 05 53.29E	-
L0	46 14 06.89N 006 05 55.01E	-
L1	46 14 07.44N 006 05 55.82E	-
L2	46 14 08.00N 006 05 56.63E	-
L3	46 14 08.55N 006 05 57.44E	-
L4	46 14 09.10N 006 05 58.25E	-
L5	46 14 09.65N 006 05 59.06E	-
L6	46 14 10.20N 006 05 59.87E	-
L7	46 14 10.75N 006 06 00.68E	-
L8	46 14 11.30N 006 06 01.48E	-
L9	46 14 11.85N 006 06 02.29E	-
L10	46 14 12.44N 006 06 03.15E	-

5 Location of INS checkpoints

NR	COORD WGS 84	ELEV (ft)	NR	COORD WGS 84	ELEV (ft)
PC1	46 14 44.79N 006 07 31.97E	-	PE1	46 14 45.31N 006 07 32.67E	-
PC2	46 14 43.75N 006 07 32.31E	-	PF1	46 14 40.59N 006 07 34.34E	-
PC3	46 14 42.50N 006 07 32.81E	-	PF2	46 14 37.17N 006 07 29.55E	-
PC4	46 14 41.51N 006 07 33.10E	-			
PC5	46 14 40.69N 006 07 32.53E	-			
PC6	46 14 39.83N 006 07 31.14E	-			
PC7	46 14 38.80N 006 07 30.17E	-			
PC8	46 14 38.34N 006 07 28.59E	-			
PC9	46 14 40.10N 006 07 28.30E	-			
PC10	46 14 41.09N 006 07 27.96E	-			

6 Remarks

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

LSGG 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 PSN 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 14, 141, 142, 15, 151, 152, 16, 17, 18, 181, 182, 19, 191, 192, 83, 84, 85, 86:** a. Alignment of ACFT: Align ACFT with the vertical chevrons which indicate if the ACFT is left, right or centred on the taxilane. b. Stopping of ACFT: Slow down and stop as indicated by the closing rate indicator. **ACFT PRKG PSN 80s:** ACFT stand manoeuvring guidance lights AVBL. “Follow-me” cars (See LSGG AD 2.20, § 8.3.4
2	**RWY/TWY markings and LGT**	RWY markings: DTHR, THR, designation, aiming point, TDZ and centre line. TWY markings: Centre line, holding- and intermediate holding position (IHP). Markings at all intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. RWY LGT: See LSGG AD 2.14 TWY LGT: See LSGG AD 2.15
3	**Stop bars and RWY guard lights**	Stop bars: TWY A, B, C, D, E, F (uncontrolled, LVP only), G, P and Q. LIH, R, LED. RGL: TWY A*, B, C, D, E, F, G*, P and Q (*across TWY). LIH, Y, all LED.
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. **Stop at ACFT PRKG PSN:** • The pilot has to stop by lining up his left shoulder with STOP line transmitted by “Geneva Apron”. • If the advanced docking guidance system is switched off, the stand is not cleared for entry. Request assistance from “Geneva Apron”. • Nose-in parked ACFT have to use push back when leaving the PSN.

LSGG 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 04 (1)	Tree/Trees	*1383*	46 15 13 N 006 07 47 E	Crane/Cranes marked/LGTD	*1734*	46 16 30 N 006 05 40 E	A0653/18
AOC 04 (2)	Tree/Trees	*1388*	46 15 13 N 006 07 46 E	Crane/Cranes marked/LGTD	*1463*	46 15 36 N 006 08 37 E	A0248/08
AOC 04 (3)	Tree/Trees	*1402*	46 15 13 N 006 08 00 E	Antenna LGTD	*1572*	46 13 35 N 006 07 11 E	A0049/02
AOC 04 (4)	Tree/Trees	*1415*	46 15 12 N 006 08 03 E	Pole LGTD	*1424*	46 14 16 N 006 06 48 E	A0273/07
AOC 04 (5)	Tree/Trees	*1423*	46 15 21 N 006 07 54 E	Antenna marked/LGTD	*1539*	46 13 32 N 006 06 01 E	
AOC 04 (6)	Tree/Trees	*1427*	46 15 22 N 006 07 56 E	Antenna marked/LGTD	*1535*	46 13 07 N 006 08 31 E	
AOC 04 (7)	Tree/Trees	*1430*	46 15 21 N 006 07 59 E	Crane/cranes	*1536*	46 13 13 N 006 08 15 E	
AOC 04 (8)	Tree/Trees	*1445*	46 15 29 N 006 08 12 E	Tower/Mast LGTD	*1522*	46 13 48 N 006 06 29 E	
AOC 04 (9)	Tree/Trees	*1496*	46 15 35 N 006 08 11 E	Antenna marked/LGTD	*1398*	46 14 54 N 006 07 41 E	
				Antenna marked/LGTD	*1529*	46 13 30 N 006 05 58 E	
				Building marked/LGTD	*1535*	46 12 49 N 006 07 20 E	
				Antenna marked/LGTD	*1522*	46 14 02 N 006 07 11 E	
AOC 22 (1)	Localizer	*1429*	46 13 29 N 006 05 22 E	Building LGTD	*1523*	46 14 11 N 006 06 58 E	A0051/02
AOC 22 (2)	Building	*1430*	46 13 23 N 006 05 21 E	Antenna LGTD	*1565*	46 13 49 N 006 07 08 E	
AOC 22 (3)	Building	*1430*	46 13 24 N 006 05 18 E	Building marked/LGTD	*1539*	46 14 03 N 006 05 04 E	
AOC 22 (4)	Building	*1435*	46 13 28 N 006 05 12 E	Tree/trees	*1493*	46 15 36 N 006 08 22 E	
AOC 22 (5)	Building	*1442*	46 13 27 N 006 05 10 E	Antenna marked/LGTD	*1453*	46 13 33 N 006 05 14 E	A0438/13
AOC 22 (6)	Tree/Trees	*1445*	46 13 21 N 006 05 19 E	Antenna marked/LGTD	*1575*	46 13 19 N 006 07 19 E	
AOC 22 (7)	Tree/Trees	*1450*	46 13 22 N 006 05 14 E	Antenna marked/LGTD	*1428*	46 14 27 N 006 06 24 E	A0437/13
AOC 22 (8)	Tree/Trees	*1454*	46 13 24 N 006 05 09 E	Pole LGTD	*1398*	46 14 43 N 006 07 27 E	A0108/02
AOC 22 (9)	Tree/Trees	*1466*	46 13 20 N 006 05 13 E	Pole LGTD	*1507*	46 13 26 N 006 05 49 E	A0054/09
AOC 22 (10)	Tree/Trees	*1470*	46 13 22 N 006 05 07 E	Antenna LGTD	*1490*	46 14 15 N 006 06 59 E	A0124/12
AOC 22 (11)	Tree/Trees	*1473*	46 13 22 N 006 05 05 E	Crane/Cranes marked/LGTD	*1586*	46 12 58 N 006 07 14 E	B0431/08
AOC 22 (12)	Tree/Trees	*1487*	46 13 16 N 006 04 50 E	Crane/Cranes marked/LGTD	*1497*	46 13 49 N 006 06 26 E	A0210/08
AOC 22 (13)	Tree/Trees	*1511*	46 12 59 N 006 04 49 E	Pole marked	*1369*	46 15 02 N 006 07 36 E	A0364/09

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 22 (14)	Building	*1523*	46 12 59 N 006 04 47 E	Antenna marked/LGTD	*1470*	46 13 50 N 006 05 44 E	A0251/02
AOC 22 (15)	Tree/Trees	*1533*	46 12 56 N 006 04 43 E	Antenna marked/LGTD	*1391*	46 15 00 N 006 07 48 E	A0436/13
AOC 22 (16)	Tree/Trees	*1547*	46 12 48 N 006 04 33 E	Antenna LGTD	*1523*	46 14 00 N 006 07 09 E	A0329/02
				Anemometer marked/LGTD	*1396*	46 14 54 N 006 07 20 E	A0355/09
				Anemometer marked/LGTD	*1396*	46 14 55 N 006 07 20 E	A0353/09
				Antenna marked/LGTD	*1383*	46 15 07 N 006 07 35 E	A0435/13
				Antenna LGTD	*1744*	46 14 04 N 006 02 27 E	A0103/12
				Antenna marked/LGTD	*1402*	46 14 55 N 006 07 18 E	A0434/13
				Antenna	*1594*	46 13 52 N 006 07 19 E	A0154/12
				Pole marked/LGTD	*1436*	46 14 07 N 006 06 36 E	A0320/12
				Pole marked/LGTD	*1437*	46 14 05 N 006 06 33 E	A0319/12
				Pole marked/LGTD	*1441*	46 14 11 N 006 06 44 E	A0411/12
				Pole marked/LGTD	*1441*	46 14 12 N 006 06 47 E	A0412/12
				Crane/Cranes marked/LGTD	*1522*	46 13 23 N 006 04 26 E	A0657/13
				Measuringmast marked/LGTD	*1410*	46 14 20 N 006 06 12 E	A0395/14
				Antenna LGTD	*1523*	46 14 04 N 006 07 15 E	A0143/03
				Tree/trees	*1483*	46 14 29 N 006 06 28 E	A0378/03
				Tree/trees	*1447*	46 14 35 N 006 06 47 E	A0379/03
				Tree/trees	*1447*	46 14 47 N 006 07 03 E	A0380/03
				Antenna marked/LGTD	*1503*	46 13 00 N 006 04 56 E	A0333/03
				Antenna marked/LGTD	*1539*	46 14 28 N 006 07 52 E	A0099/04
				Antenna LGTD	*1460*	46 14 12 N 006 05 53 E	A0206/04
				Antenna LGTD	*1453*	46 13 27 N 006 05 37 E	A0216/06
				Antenna marked/LGTD		46 14 55 N 006 07 19 E	A0334/07
				Measuringmast marked/LGTD	*1440*	46 13 50 N 006 05 46 E	A0394/14
				Pole marked/LGTD	*1430*	46 14 13 N 006 06 44 E	A0384/14

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		
				Crane/Cranes marked/LGTD	1602	46 13 15 N 006 06 10 E	A0573/18
Refer also to LSGG AOC 04/22, LSGG AD 2.24.4 - 1							

LSGG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Geneva 30 hours
4	**Type of landing forecast**	Trend; issuance: HH+20, HH+50
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com), (TAMSI[1]), Briefing officer
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area forecast charts available worldwide
8	**Supplementary equipment available for providing information**	Weather radar, satellite pictures
9	**ATS units provided with information**	Geneva TWR / APP
10	**Additional information (limitation of service, etc.)**	Geneva Weather Centre AVBL H24 from dedicated TEL (internal number 8231). TEL: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland. Lightning alert: Siren followed by red FLG lights are ACT on apron areas in case of high risk of lightning within a 5 km range of the AP. End of alert: Red FLG lights are extinguished together with discontinued siren for five SEC.

1. TAMSI = TAF METAR SIGMET

LSGG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
04	046° GEO 043° MAG	3900 x 50	PCR 1100/R/B/W/T CONC	46 13 40.23N 006 05 38.24E	1411 ft	Refer to: AOC RWY 04/22
22	226° GEO 223° MAG			46 15 01.30N 006 07 37.22E	1365 ft	

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
04	NIL	60 x 150	4020 x 280	YES	Precision approach RWY CAT I Grooved surface RESA: 100 x 100 m.
22		60 x 150		YES	Precision approach RWY CAT III Grooved surface RESA: 90 x 100 m.

LSGG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
04	3900	3960	3900	3570	Full length
	3570	3630	3570	3570	From DTHR 04
	3200	3260	3200	not applicable	Intersection FOXTROTT
	2600	2660	2600		Intersection ECHO
	2750	2810	2750		Intersection QUEBEC
	1850	1910	1850		Intersection CHARLIE
	1870	1930	1870		Intersection PAPA
22	3900	3960	3900	3900	Full length
	2600	2660	2600	not applicable	Intersection BRAVO
	2000	2060	2000		Intersections PAPA/CHARLIE
	1140	1200	1140		Intersection QUEBEC

Note: RWY 22, limited runway end safety area provided.

LSGG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
04	Calvert CAT I, 720 m, LIH, LED	RTHL G, LIH, WBAR; RTIL FLG W, LED	PAPI 3.0°, L, 18.50 m, no LED	NIL	3000 m, 15m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH. All LED	330 m, 30 m R, LIH; 2970 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. all LED	R, LIH, LED	NIL	NIL
22	Calvert CAT II/III, 900 m, LIH, LED	RTHL G, LIH, WBAR; RTIL FLG W, LED	PAPI 3.0°, L, 19.94 m, no LED	900 m, LIH, LED		3300 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. all LED	R, LIH, LED	NIL	See note below

Note: Supporting structures for RWY 22 elevated approach lights are non-frangible.

LSGG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	No LDI. Anemometer: RWY 04: 275 m N of THR 04, LGTD. RWY 22: 425 m SW of THR 22, LGTD.
3	**TWY edge and centre line lighting**	Edge: RWY exits, TWY curves and apron area. LIL, B, LED. CL: TWY A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4 and 5, TWY P and Q partially, holding bays A and G. LIH, G, LED; coded Y/G on ILS critical/sensitive areas, LIH, LED. RETIL: TWY B, D and E. LIH, Y, LED. North Apron: TWY centre lights 50 m before and 50 m after TWY stop bar (TSB) Q1, Q2, P1. HEL TWY V: no TWY centre lights. IHP P2 across BAY P, LGT. IHP R1 across BAY R, LGT.
4	**Secondary power supply/switch-over time**	AVBL / MAX 1 sec
5	**Remarks**	OBST: Marked and lighted (see LSGG AD 2.24.1 - 1)

LSGG AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	Square-sized FATO/Aiming point centre: 46 14 13.70 N 006 06 10.58 E Runway-type FATO: Beginning 22 in the axis: 46 14 17.13 N 006 06 15.59 E Beginning 04 in the axis: 46 14 09.18 N 006 06 03.94 E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	Square-sized FATO/Aiming point centre: *1381 ft* Runway-type FATO: Beginning 22 in the axis: *1380 ft* Beginning 04 in the axis: *1386 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	Square-sized FATO: 20 m x 20 m, ASPH, MTOM 9000 kg, perimeter and aiming point markings. Runway-type FATO: 350 m x 20 m, GRASS, 5700 kg, perimeter markers. One TLOF co-located with paved FATO. HEL TWY V BTN aiming point and HEL APN, ASPH, CL marking. 6 TLOF co-located with numbered HEL PSN, ASPH, touchdown positioning marking. HEL PSN 1 and 3 to 6: MAX overall dimension 17 m, MAX rotor diameter 14 m. ALTN HEL PSN 2 (PSN 1 and 3 unusable): MAX overall dimension 19 m, MAX rotor diameter 16 m. Safety area dimensions: 370 m x 40 m, GRASS Clearway dimensions: Not available
4	**True BRG of FATO**	046°/226°
5	**Declared distance available**	Square-sized FATO: 20 m Runway-type FATO: MAX TODAH/LDAH 350 m in both directions (with backtrack in a hover). FM/TO Aiming point: - TODAH 04 / LDAH 22: 150 m - TODAH 22 / LDAH 04: 200 m
6	**APP and FATO lighting**	Square-sized FATO with co-located TLOF: - TLOF perimeter, G, LIL, LED, NVG - Aiming point, W, LIL, LED, NVG Runway-type FATO: no LGT HEL TWY V: Edge, B, LIL, LED, NVG
7	**Remarks**	Square-sized FATO AVBL for PER class 1 (back-up or ground helipad PROC), PER class 2 or 3 OPS. Runway-type FATO AVBL for PER class 2 or 3 OPS, day only. Simultaneous hover operations on HEL PSN are not allowed. PPR for HEL with overall dimension >19 m or rotor diameter >16 m. If conditions for FATO use cannot be met, HEL TKOF/LDG shall take place on RWY 04/22. If unable to use FATO due to performance class, inform ATC (TWR or GND) on initial call. Expect concrete RWY instead.

LSGG AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Geneva CTR** 2 arcs of circle as follows and tangents joining the arcs externally: a. Radius 3.02 NM centred on: 46 19 53 N 006 14 55 E b. Radius 3.02 NM centred on: 46 09 40 N 005 59 43 E
2	**Vertical limits**	*4000 ft AMSL (1200 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	Geneva TWR: Fr, En
5	**Transition altitude**	*7000 ft*
6	**Remarks**	ACT: H24

LSGG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
GENEVA AREA				
EMERG		121.500 MHz	H24	EMERG for all services
APP/SRE/VDF	Geneva Transit	136.450 MHz	H24	As instructed by ATC
	Geneva Arrival	136.255 MHz	H24	
	Geneva Departure	119.530 MHz	H24	
	Geneva Approach	130.555 MHz	H24	As instructed by ATC
	Geneva Final	120.305 MHz	H24	
	Geneva Departure	131.330 MHz	H24	As instructed by ATC
TWR/VDF	Geneva Tower	118.700 MHz	H24	Primary FREQ
		119.905 MHz	HJ	As instructed by ATC
		119.700 MHz	H24	ALTN FREQ
GND	Geneva Ground	121.680 MHz	H24	Primary FREQ Clearance Delivery for all IFR flights Start-up and taxi clearance for North Apron
		119.700 MHz	H24	Auxiliary frequency
TRAFFIC APRON	Geneva Apron	121.855 MHz	H24	Primary FREQ Start-up (push-back if needed) and taxi clearance for South Apron
		121.750 MHz	H24	ALTN FREQ
VDF	Geneva Homer	118.700 MHz	H24	Primary FREQ
		119.700 MHz	H24	ALTN FREQ
ATIS		135.580 MHz	H24	TEL: +41 (0) 22 417 40 81
		124.755 MHz	H24	GLD Information En, Fr TEL: +41 (0) 22 417 40 83
FIC	Geneva Information	126.350 MHz	H24	For VFR FLT within TMA

LSGG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LA DOLE DME	LDL	CH 106X	H24	46 25 28.6N 006 05 56.3E	*5517 ft*	NIL	DOC 80 NM / 50'000 ft. Paired VOR FREQ 115.90 MHz.
LA PRAZ DME	LAP	CH 43Y	H24	46 40 34.5N 006 24 47.6E	*4253 ft*	NIL	DOC 80 NM / 50'000 ft in sector 255° - 195°, range 70 NM in sector 195° - 205°, unreliable in sector 205° - 255°. Paired VOR FREQ 110.65 MHz.
PASSEIRY DVOR/DME (VAR 3° E)	PAS	116.60 MHz 113X	H24	46 09 49.3N 005 59 59.7E	*1422 ft*	NIL	PSN: 223°MAG, 5.5 NM FM THR 04. DOC 80 NM / 50'000 ft.
MT. PELERIN DME	PEL	CH 55Y	H24	46 29 49.5N 006 49 08.9E	*3942 ft*	NIL	DOC 80 NM / 50'000 ft. Paired VOR FREQ 111.85 MHz.
LOC 22, ILS CAT III, class III/E/4, VAR 3° E	ISW	108.70 MHz	H24	46 13 29.0N 006 05 21.7E	NIL	NIL	LOC PSN: 496 m FM THR 04. RWY 22: LOC course 223° MAG. Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° *3500 ft AMSL* linearly raising to 17 NM +/- 35° *5800 ft AMSL*. at 25 NM; +/- 10° *5000 ft AMSL*.
GP 22		330.50 MHz	H24	46 14 56.5N 006 07 22.8E	NIL	NIL	GP angle 3°. PSN: 325 m FM THR 22. GP HGT THR 22: 58 ft (17.7 m). Restricted coverage: at 10 NM - 8° S to 4° N from CL above *2900 ft AMSL*. at 20 NM - 8° S to 4° N from CL above *6000 ft AMSL*.
DME 22	ISW	24X	H24	46 14 56.4N 006 07 21.2E	*1378 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° *3500 ft AMSL* linearly raising to 17 NM +/- 35° *5800 ft AMSL*. at 25 NM; +/- 10° *5000 ft AMSL*.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 04, ILS CAT I, class I/C/2, VAR 3° E	INE	110.90 MHz	H24	46 15 12.8N 006 07 54.1E	*1374 ft*	NIL	LOC PSN: 505 m FM THR 22. RWY 04: LOC course 043° MAG. Front course sector width 2.95°. Restricted coverage (published procedures covered): at 17 NM; +/- 30° from CL above *6300 ft AMSL*. at 25 NM; +/- 10° from CL above *6300 ft AMSL*. Maximum elevation 4.3° above horizontal. All LOC restrictions in reference to the LOC.
GP 04		330.80 MHz	H24	46 13 50.0N 006 05 43.6E	NIL	NIL	GP angle 3°. PSN: 324 m FM THR 04 GP HGT 50 ft / 15 m THR 04. Coverage (published procedures covered): at 10 NM; +/- 8° from CL above *2800 ft AMSL*. at 20 NM; +/- 8° from CL above *5800 ft AMSL*.
DME 04	INE	46X	H24	46 13 50.0N 006 05 43.8E	*1460 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 17 NM -10° N to +30° S from CL above *6300 ft AMSL*. at 25 NM -8° N to +10° S from CL above *6300 ft AMSL*.

LSGG AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions and remarks

1.1 Scheduled air traffic and charter flights

Scheduled air traffic and charter FLTs are subject to schedule coordination performed by Slot Coordination Switzerland.
Permission requests for slots shall be submitted to:
Slot Coordination Switzerland e-mail: slot@slotcoordination.ch
ACFT stopovers of more than 3 hours (including night stops), as well as ACFT type changes are subject to parking stand availability.

1.2 Non-scheduled flights

All non-scheduled flights with origin or destination outside of Schengen-area shall send general declaration to border control prior to ARR or DEP.

1.3 Other non-scheduled commercial air traffic as well as non-commercial air traffic

Non-scheduled commercial air traffic and non-commercial air traffic (airplanes and HEL) are subject to coordination requirement PPR.

Airplanes (IFR):
- PPR availability on http://ppr.gva.ch
- For non-scheduled commercial air traffic PPR slot shall be requested via handling agent (REF: LSGG AD 2.20, § 4).
- For non-commercial air traffic using north apron only, PPR slot can be requested via PPR Office.
- Reservation possible 5 days in advance (Day-5)

Airplanes (VFR)
- PPR for VFR airplanes traffic: refer to VFR Manual LSGG AD INFO.

Helicopters (IFR)
- PPR availability on http://ppr.gva.ch
- For non-scheduled commercial air traffic, PPR slot shall be requested via handling agent (REF: LSGG AD 2.20, § 4).
- Reservation possible 5 days in advance (Day-5)
- For non-commercial air traffic, PPR slot can be requested via PPR Office.
- Reservation possible on the day of operation (Same day).
- Reservation for parking on helipad mandatory through PPR office.

Helicopters (VFR)
- PPR for VFR helicopter traffic: refer to VFR Manual LSGG AD INFO.

PPR Office:
- PPR Office OPN HR: MON to SUN 0700 - 1700 (0600 - 1600).
  Phone number +41 (0) 22 717 71 26.

PPR slot:
- PPR slot has to be requested before filing any flight plan.
- Permission number must be indicated in item 18 of FPL.
- FPL has to include DEP or ARR time based on allocated PPR time frame.
- Any modifications and/or cancellations must be immediately notified to handling agent or to the PPR Office.

1.4 Not subject to permission requirements are:

a. SAR FLTs, medical FLTs, police FLTs, Swiss MIL FLTs and FLTs authorised or operated by FOCA;
b. Air traffic which has to divert to Geneva due to safety, MET, technical or medical reasons, except during specific periods notified by NOTAM.

Despite the PPR exemption criteria, flights must be announced to Airport Operations (+41 (0) 22 717 71 26 or +41 (0) 22 717 71 27) except for emergency cases.

1.5 Helicopters Operations

North Apron: Simultaneous hover operations on HEL stands are not allowed
South Apron: HEL FLTs are subject to special AUTH from Genève AP Authorities (except HUG SAR HEL).
For AUTH, contact airport.manager@gva.ch or the AP Duty Manager + 41 (0) 22 717 79 79.
Request for AUTH has to include:
- Date of FLT (ARR and DEP)
- ARR time (UTC)
- DEP time (UTC)
- Type of HEL
- Reason for operating on south apron

2. Night ban regulations

2.1 General

According to Chapter 4, Section 2 of the VIL (edict 748.131.1 concerning aeronautical infrastructure) on the rules governing night-time FLTs, LDGs and DEPs are banned for:

Commercial Air Transport see § 2.2;
Non-commercial Air Transport see § 2.3.

2.2 Commercial Air Transport

Definition of Commercial Air Transport: ''S'' or ''N'' as per ICAO flight plan see ENR 1.10.
LDGs of Commercial Air Transport are banned from 2300 to 0359 (2200 to 0259) and restricted from 0400 to 0459 (0300 to 0359).

LDGs from 0400 to 0459 (0300 to 0359) are only permitted provided the carrier:

a. has submitted and received prior APV from the Genève AP Authorities to publish an STA during this time frame, and
b. holds a Genève AP slot during this time frame which has been issued by Slot Coordination Switzerland.

Delayed LDGs may be tolerated between 2300 and 2329 (2200 and 2229). Prior APV from the Genève AP Authorities must be obtained.
For LDGs of Chapter (Stage) two ACFT, see § 2.5
Ferry FLT ARRs are:

a. Banned from 2100 to 0459 (2000 to 0359).
b. Derogations from 2100 to 2259 (2000 to 2159) may be given by the Genève AP Authorities.

LDGs of supplementary FLTs during the night bans described in § 2.20.2.2 and carried out during the period from the second FRI before Christmas (25 DEC) to the second MON after the New Year (01 JAN) are only permitted provided the carrier:

a. has submitted and received prior APV from the Genève AP Authorities to publish an STA during this time frame, and
b. holds a Genève AP slot during this time frame issued by Slot Coordination Switzerland.

In the morning, LDGs can only expect to REC an APCH clearance if they are overhead SAPRE (RWY 22)
or INDIS (RWY 04) or 20 NM track miles to touchdown at the earliest 5 MIN before the respective night ban ends.
LDG clearance will be issued only if touchdown will occur after the end of the night ban.
In the evening, LDGs can only expect to REC an APCH clearance if they are overhead SAPRE (RWY 22)
or INDIS (RWY 04) or 20 NM track miles to touchdown no later than 10 MIN before the respective night ban comes into effect.
LDG clearance will be issued only if touchdown will occur before the night ban.

DEPs of Commercial Air Transport are:

a. banned from 2300 to 0459 (2200 to 0359)
b. restricted from 2100 to 2259 (2000 to 2159).
c. ACFT shall be fully ready at the holding point at latest 10 minutes before the applicable night regulation comes into effect.
d. Departure remains subject to traffic.

DEPs from 2100 to 2259 (2000 to 2159) are only permitted provided:

a. ACFT with a noise index less than 98 EPNdb are used to DESTs (non-stop FLTs only) of more than 5000 km (2700 NM), or
b. ACFT with a noise index less than 96 EPNdb are used for all other DESTs.
c. Non-Scheduled Commercial ACFT of noise category 4 or 5 holding a valid PPR and prior APV from the Genève AP Authorities.

Delayed DEPs may be tolerated between 2300 and 2329 (2200 and 2229). Prior APV from the Genève AP Authorities must be obtained.
For DEPs of Chapter (Stage) two ACFT see § 2.5.

Ferry FLT DEPs are:

a. Banned from 2100 to 0459 (2000 to 0359).
b. Derogations from 2100 to 2259 (2000 to 2159) may be given by the Genève AP Authorities.

DEPs of supplementary FLTs during the night bans described in § 2.20.2.3 and carried out during the period from the second FRI before Christmas (25 DEC) to the second MON after the New Year (01 JAN) are only permitted provided the carrier:

a. has submitted and received prior APV from the Genève AP Authorities to publish an STD during this time frame, and
b. holds a Genève AP slot during this time frame issued by Slot Coordination Switzerland.

Prior permission is required from the Genève AP Authorities by all commercial air transport operations during the night bans described in § 2.2. Permission to operate during the night ban is only granted in exceptional circumstances.

2.3 Non-commercial Air Transport

Definition of non-commercial Air Transport: ''G'', ''M'' or ''X'' as per ICAO flight plan see ENR 1.10.
LDGs of non-commercial Air Transport are banned from 2100 to 0459 (2000 to 0359).

For LDGs of Chapter (Stage) two ACFT, see § 2.5.

In the morning, LDGs can only expect to REC an APCH clearance if they are overhead SAPRE (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown at the earliest 5 MIN before the respective night ban ends.
LDG clearance will be issued only if touchdown will occur after the end of the night ban.
In the evening, LDGs can only expect to REC an APCH clearance if they are overhead SAPRE (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown no later than 10 MIN before the respective night ban comes into effect.
LDG clearance will be issued only if touchdown will occur before the night ban.
VFR traffic must have planned their FLTs in order to RCH the AD circuit at least 30 MIN before the end of evening civil TWIL (REF: GEN 2.7.). This is to ensure that LDGs can take place before the end of evening civil TWIL despite possible delays caused by ATC or other events.

DEPs of non-commercial Air Transport are:
a. banned from 2100 to 0459 (2000 to 0359)
b. ACFT shall be fully ready at the holding point at latest 10 minutes before the applicable night regulation comes into effect.
c. Departure remains subject to traffic.

For DEPs of Chapter (Stage) two ACFT, see § 2.5.
Prior permission is required from the Genève AP Authorities by all non-commercial air transport operations during the night bans described in § 2. Permission to operate during the night ban is only granted in exceptional circumstances.

2.4 Exemptions

Urgent FLTs holding special AUTH and/or diplomatic clearances from FOCA to operate during the night ban:

State ACFT (''X'' with STS/STATE or STS/HEAD as per ICAO flight plan see ENR 1.1.) both Swiss and foreign (see GEN 1.2.5. on entry, transit and DEP of foreign State ACFT through Swiss airspace or ADs);
MIL ACFT (”M” as per ICAO flight plan see ENR 1.1.) both Swiss and foreign (see ENR 1.1., on entry, transit and DEP of foreign MIL ACFT through Swiss airspace or ADs).
Urgent FLTs holding PERM special AUTH to operate during the night ban from the Genève AP Authorities:

- SAR FLTs (STS/SAR);
- Medevac FLTs (STS/HOSP);
- Law enforcement/supervision FLTs;
- Disaster relief FLTs (STS/HUM).

Forced LDGs due to MET, technical or serious medical reasons.

2.5 Chapter (Stage) two ACFT

Chapter two ACFT are no longer permitted to use Swiss ADs.

In exceptional circumstances (e.g. ACFT performing scheduled MAINT at an APV MAINT facility at Genève AP), FOCA, in conjunction with the Genève AP Authorities, can issue an exemption permit for chapter two ACFT to operate at Genève AP.

Application forms are obtained from the Genève AP Authorities. A CMPL form must be returned, by FAX, to the same authorities, at least three working days before the date of the planned FLT.

A copy of this form, with “permission granted” by FOCA, must travel and remain with the ACFT FLT documents for the DUR of the stay at Genève AP.
Chapter two ACFT, holding an exemption permit, are subject to the following restrictions:
LDGs and TKOFs from MON to FRI, 0800 to 1759 (0700 to 1659), except during locally recognised HOL.
Chapter two ACFT, holding an exemption permit, are still liable for all relevant AP and ATC charges as per GEN 4.1.5. LSGG and GEN 4.2.1.

The Genève AP Authorities reserve the right to impose a fine on the applicant if the above is not respected.
The procedures for all foreign government, and foreign MIL, chapter two ACFT are as per GEN 1.2.5.

3. Reporting of parking position at departure

At DEP, all crews of ACFT parked on the main apron shall report the ACFT stand number when establishing the first RTF contact with ”Geneva Ground”.
These numbers, indicated in LSGG AD 2.8, are conspicuously displayed on the front of the terminal BLDG and of the satellites.

4. Ground handling agents

For commercial air transport, except taxi FLTs, the use of one of the ground handling agents mentioned below is required.

The name of the ground handling agent shall be specified:

- at least 10 days prior to the start of operation at Genève, or
- when there is a change of ground handling agent.

For commercial air transport, except taxi FLTs, the handling agents are:

Post: **Swissport International SA**
Contracting Manager
P.O. Box 776
CH-1215 Geneva 15
Phone: +41 (0) 22 799 32 30
Fax: +41 (0) 22 799 32 66
Email: gva.som@swissport.com
SITA: GVAKSXH
FREQ: 129.705 MHz (ground)

Post: **Dnata Switzerland AG**
Station Control
P.O. Box 196
CH-1215 Geneva 15
Phone: +41 (0) 22 555 94 82
Fax: +41 (0) 22 555 94 85
Email: gva.ops@dnata.ch
SITA: GVAKO7X
FREQ: 131.505 MHz
(call sign: Dnata Handling Geneva)

Operators of non-scheduled commercial air traffic as well as non-commercial air traffic using the south apron are obliged to choose one of the ground handling agents listed below.
Self handling is not allowed.
Crew and passengers (non-commercial air traffic using the north apron) without a handling agent must use the non-Schengen channel and will be subject to document controls.

For general and business aviation FLTs, on ARR and DEP, the name of the handling agent must be entered in item 18 “Other information” of the ICAO FPL.

For business and general aviation FLTs, the ground handling agents are:

Post: **Jet Aviation AG**
Geneva Airport Branch
18, Chemin des Papillons
P.O. Box 456
CH-1215 Geneva 15
Phone: +41 (0) 58 158 18 11
Fax: +41 (0) 58 158 18 15
Email: dopah@jetaviation.ch
SITA: GVAPJPP, LSGGPJSX
FREQ: 130.655 MHz

Post: **Dassault Aviation Business Services**
6, Rue Robert Adrien Stierlin
CH-1217 Meyrin
Phone: +41 (0) 22 710 44 34
Fax: +41 (0) 22 710 44 40
Email: fbo@dassault-business.com
SITA: GVATAXH
FREQ: 131.430 MHz

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

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

5. Safety and Security

5.1 Safety

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

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

5.2 Security

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

6. Airport shuttle

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

7. Parking

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

8. ACFT guidance on apron

8.1 General

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

8.2 Area of responsibility

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

8.3 Procedures / Authorisations

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

8.3.1 Arriving aircraft

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

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

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

8.3.2 Departing aircraft

8.3.2.1 Airport Collaborative Decision Making (A-CDM)

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

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

8.3.2.2 A-CDM Procedure

Flight Plan Check

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

Target Off Block Time (TOBT) management

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

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

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

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

Estimated Off-Block Time (EOBT) management

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

Target Start-up Approval Time (TSAT)

The system calculates for every DEP the best possible start-up and/or off-block time to reduce queuing times at the RWY, while maintaining a high RWY capacity. The TSAT is calculated by taking into account TOBT, Calculated Take-Off Time (CTOT), Variable Taxi Times (VTT) from the parking PSN to the DEP RWY. Apron Control and ATC will CONT to optimise the DEP order sequence by ensuring the right mix of traffic.
The calculated TSAT will be displayed in the Airport Operational Database (AODB) to inform Ground Handling (GH).

Coordination with the Network Manager Operations Centre (NMOC) / CTOT processing

A PERM and fully automatic data exchange with the NMOC is established. This data transfer enables accurate and early prediction of DEP times. Furthermore this allows a more accurate and efficient calculation of the CTOT due to the use of local Target Take-Off Time (TTOT). The following messages are used for each individual FLT:

- Early Departure Planning Information Message (E-DPI) based on current Flight Plan data.
- Target Departure Planning Information Message (T-DPI) based on TOBT and later on TSAT.
- ATC Departure Planning Information Message (A-DPI) based on actual off-block time.
- Cancel Departure Planning Information Message (C-DPI) when local CDM process is interrupted.

8.3.2.3 ATC Clearance

ATC DEP clearance request is possible with GND **(121.680 MHz)** via voice or DCL at the earliest 15 minutes before the TOBT and latest at TOBT. The pilot shall indicate the parking position.

8.3.2.4 Data Link ATC Clearance (DCL)

8.3.2.4.1 Introduction

Skyguide DCL service at Geneva aerodrome provides additional data link means of requesting/issuing ATC clearance for departing aircraft without intention to replace, but rather to co-exist with the voice communications.

DCL is implemented in accordance with EUROCAE specification ED-85A; edition December 2003, and is available to all ACARS equipped aircraft on the ground.

DCL at Geneva Aerodrome is managed by Geneva TWR.

8.3.2.4.2 Requirements

The message must be routed via either SITA or ARINC and comply with ARINC specification 623-2 and the EUROCAE specification ED-85A.

Aircraft operators intending to use data link for obtaining ATC clearance shall ensure that their flight crews are properly trained.

8.3.2.4.3 Messages used in DCL

The following operational messages may be sent by pilot:

- RCD: Request Clearance Departure message
- CDA: Clearance Departure echoback message (equivalent to read-back)

The following operational messages may be sent by controller:

- CLD: Clearance Departure message

The following system message is sent automatically by ATC ground system:

- FSM: Flight System Message (logical response, may be positive or negative)

8.3.2.4.4 Operational Procedure

The decision to use DCL or voice communication is entirely at the discretion of the pilot and/or controller involved.

Pilot may request DCL Clearance by sending RCD message from EOBT/TOBT -15 minutes (ti) until EOBT/TOBT +10 minutes or CTOT-5 minutes (tt) as applicable. RCD message sent outside of the EOBT/TOBT/CTOT tolerance window will be discarded and system will respond with the appropriate error message.

Free text contains in RCD will not be considered by ATC. Any specific request shall be transmitted by voice.

If the pilot finds the content of the ATC clearance delivered by data link unsatisfactory, he/she shall advise controller accordingly by voice communication.

If the pilot accepts the content of ATC clearance received, he/she should acknowledge the received clearance by sending CDA message. If receipt of the clearance has not been acknowledged within 10 minutes (t1), the system will consider an error has occurred.

Under these circumstances, or when any messaging error occurs, a message requiring the flight crew to 'revert to voice procedures' will be sent. When an error message is received, pilot shall consider the ATC clearance delivered via data link cancelled and not valid, and revert to voice.

Pilots shall consider the ATC clearance delivered and acknowledged only after the ground system responds with the clearance confirmation.

No further pilot or system generated DCL request should be made once a successful clearance has been received. The system cannot be used for re-clearance or checking for any update nor can ATC respond via data link to any additional information added in the remarks field.

8.3.2.4.5 Problem reports

Should problems be experienced with the use of DCL, contact should be made with the ATC at the aerodrome. Discussion on the RTF should be avoided. ATC may inquire about the following information required to assist in the investigation: Callsign, Aircraft type and Registration, Departure Airport, Destination, and Time (UTC).

8.3.2.4.6 RCD processing in ground ATC system and content of the FSM messages sent to pilot

RCD processing	Content of FSM message sent to pilot
RCD valid	RCD RECEIVED REQUEST BEING PROCESSED STANDBY
RCD cannot be associated with a FPL	RCD REJECTED FLIGHT PLAN NOT HELD REVERT TO VOICE PROCEDURE
RCD not related to a LSGG departure	*(No response, message discarded)*
Previous RCD was already received for the same FPL	RCD REJECTED REQUEST ALREADY RECEIVED STANDBY
Other RCD processing errors	RCD REJECTED REVERT TO VOICE PROCEDURE
RCD received before **ti**	RCD REJECTED REQUEST TOO EARLY SEND REQUEST 15 MIN BEFORE TOBT
RCD received after **tt**	RCD REJECTED REQUEST TOO LATE REVERT TO VOICE PROCEDURE

8.3.2.4.7 CDA processing in ground ATC system and content of the FSM messages sent to pilot

CDA processing	Content of FSM message sent to pilot
CDA valid	CDA RECEIVED CLEARANCE CONFIRMED
CDA cannot be associated with a previously sent CLD	CDA REJECTED REVERT TO VOICE PROCEDURE
CDA not consistent with previously sent CLD	CDA REJECTED ERROR IN MESSAGE REVERT TO VOICE PROCEDURE
One of the following conditions is true: -CDA received after **tt**-CDA has been updated or cancelled	CDA RECEIVED CLEARANCE CANCELLED REVERT TO VOICE PROCEDURE
CDA not received 10 MIN after CLD transmission or CDA not received before **tt**	CDA RECEIVED CLEARANCE CANCELLED REVERT TO VOICE PROCEDURE

8.3.2.4.8 Contacts:

Further information on DCL implementation in Switzerland can be obtain at the following address:

Post: SKYGUIDE
Swiss Air Navigation Services Agency Ltd.
P.O Box 796
CH-1215 Geneva 15
Phone: +41 43 931 63 54
Fax: +41 43 931 60 19
Email: atm@skyguide.ch
URL: http://www.skyguide.ch

8.3.2.5 Start-up clearance and push-back (if required)

South Apron

When **fully ready** (doors closed, fuelling completed, push-back truck connected when needed, and **if required de-icing completed**), the pilot **shall contact** GND (121.680 MHz) at latest at TOBT. APRON (121.855 MHz) will issue the start-up (and push-back if required) within TSAT -5/+5 minutes. Start-up shall be initiated during push-back unless otherwise instructed by APRON.

North Apron:

When **fully ready** (doors closed, fuelling completed, and **if required de-icing completed**), the pilot **shall request** start-up and taxi clearance from GND (121.680 MHz) at latest at TOBT.
GND will issue the start-up clearance within TSAT -5/+5 minutes.

8.3.2.6 Winter Operation

It is the handling agent's responsibility to feed the A-CDM platform with the deicing information.
Clean Aircraft Concept as defined in ICAO Doc 9640 is applied, aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.

8.3.3 Transmission of messages

”Geneva Apron” will only TRANS messages within its competence.
As a rule, messages such as:

- Wind, VIS, RVR, temperature, QNH, QFE, RWY-report (EXC Apron) will not be transmitted by ”Geneva Apron”.

8.3.4 Push-back and tow procedures

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

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

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

9. Run-up

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

10. Fuelling with passengers on board

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

10.1 Conditions

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

10.2 Procedure

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

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

11. Code letter F aircraft

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

LSGG AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

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

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

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

Training and check FLTs are prohibited at night.

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

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

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

2. Arrival

2.1 ILS approach

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

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

2.2 RWY 22: Arrival from the South

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

2.3 Visual approach

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

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

2.4 Landing

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

3. Departure

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

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

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

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

4. Visual circuit

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

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

5. Auxiliary Power Unit (APU) and Brake Fan

5.1 Stands

A. **Stands 1, 2, 3, 3A, 4, 5, 8, 9 to 11, 15 to 19, 31 to 34, 42 to 44, 151, 152, 181, 182, 191, 192**
These stands are equipped with fixed electrical PWR (400 Hz) and Pre-Conditioned Air (PCA) supplies. ACFT parked at these stands must use fixed electrical PWR and PCA supplies if required. The electrical PWR will be connected prior, or immediately after engine shutdown. PCA connection follows shortly after engine shutdown.

The use of the airborne Auxiliary PWR Unit (APU) is forbidden at these stands, except:
- before the ACFT is connected to the fixed electrical PWR
- five MIN prior to engine start- or push-back, or
- when fixed electrical PWR or PCA supplies system is U/S.

B. **Stands 54, 55, 56, 57, 58, 61, 62, 63, 64, 65, 66, 83, 84, 85, 86, 87, 89B, 89C**
These stands are equipped with fixed electrical PWR (400 Hz) supply. ACFT parked at these stands must use fixed electrical PWR supply if required. The electrical PWR will be connected prior, or immediately after engine shutdown.

The use of the airborne APU is forbidden at these stands, except:
- until the ACFT is connected to the fixed electrical PWR
- five MIN prior to engine start- or push-back
- when fixed electrical PWR supply system is U/S, or
- when climatic conditions require the use of the APU to cool/heat the ACFT.

5.2 All other stands

On all other stands, whether on south apron or on north apron GAC, airborne APU can only be kept in operation 10 MIN after ARR or started 30 MIN before DEP time.

5.3 Use of APU in particular cases

If the above mentioned restrictions cannot be fulfilled, prior AUTH of Genève AP Authority is required.

5.4 Use of Brake Fan

Use of brake fan shall be kept to the MNM.

LSGG AD 2.22 FLIGHT PROCEDURES

1. Special regulations for GENEVA TMA/CTR

Repetitive FLTs on the AD circuit are prohibited SAT TIL 0800 (0700), as well as SUN and Swiss, Geneva and French HOL for the whole day. IFR training FLTs are prohibited every SAT during winter charter season beginning 15th DEC until last SAT before Easter.

Public Holidays	2022	2023	2024	2025	2026
New Year's Day	JAN 01	JAN 01	JAN 01	JAN 01	JAN 01
Good Friday	APR 15	APR 07	MAR 29	APR 18	APR 03
Easter Monday	APR 18	APR 10	APR 01	APR 21	APR 06
Labour Day (France)	MAY 01	MAY 01	MAY 01	MAY 01	MAY 01
V-E Day (France)	MAY 08	MAY 08	MAY 08	MAY 08	MAY 08
Ascension Day	MAY 26	MAY 18	MAY 09	MAY 29	MAY 14
National Day (France)	JUL 14	JUL 14	JUL 14	JUL 14	JUL 14
National Day (Switzerland)	AUG 01	AUG 01	AUG 01	AUG 01	AUG 01
Assumption Day (France)	AUG 15	AUG 15	AUG 15	AUG 15	AUG 15
Geneva Prayday	SEP 08	SEP 07	SEP 05	SEP 11	SEP 10
All Saints' Day (France)	NOV 01	NOV 01	NOV 01	NOV 01	NOV 01
Armistice Day (France)	NOV 11	NOV 11	NOV 11	NOV 11	NOV 11
Christmas Day	DEC 25	DEC 25	DEC 25	DEC 25	DEC 25
Restoration Day (Geneva)	DEC 31	DEC 31	DEC 31	DEC 31	DEC 31

1.1 IFR procedures

Procedures to be followed by arriving and departing ACFT are contained on the charts: STAR/SID RWY 04/22 REF: LSGG AD 2.24.
Note: ATC may instruct DEV from standard ARR and DEP routes in accordance with noise abatement procedures.

All LSGG SID/STAR procedures are designed in accordance with ICAO PANS-OPS criteria for RNAV 1 with GNSS or DME/DME/IRU.
ACFT unable GNSS or DME/DME/IRU may be exceptionally accepted in LSGG. PIC shall report "UNABLE RNAV" on initial call. If inbound, expect radar vectors and ILS APCH. In case of MA, follow MA published for RNAV failure.
If outbound, expect omnidirectional departure.

1.1.1 SID Descriptions

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs.

- If UNA to comply with the specified PDG in the respective SID, ADZ ATC.
- Close-in obstacles: Trees and poles each side of RCL up to 170ft above DER ELEV.
- The SIDs are MNM noise routes.
- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref LSGG AD 2.13).
- Due to wake turbulence, all ACFT (except HVY jets) should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall ADZ TWR 118.700 MHz on initial call if UNA to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

1.1.1.1 SID RWY 04 - RNAV (see chart LSGG AD 2.24.7 - 1)

DESIGNATOR	RWY 04			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ARBOS 1N PDG 5.4% to *1600ft*	Climb on track 043°. When passing *7000ft,* but not before GG608, turn left direct to LEGVO. Proceed via LIKIQ to ARBOS.	INITIAL CLIMB CLEARANCE FL090. Cross LIKIQ at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
BALSI 1N PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft*, but not before GG608, turn right direct to GG604. Proceed via GG618, RUMIL, LINNA, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross GG618 at FL100 or above, RUMIL at FL120 or above, LINNA at FL190 or above, and BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
CHAMBERY 2N (CBY 2N) PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft,* but not before GG608, turn right direct to GG604. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080.	When instructed, contact GENEVA DEP 119.530	Note: only for TFC DEST LFLB, LFLP, and by ATC.
CHAMBERY 2P (CBY 2P) PDG 5.4% to *6000ft*	Climb on track 043°. When passing *5000ft,* but not before GG612, turn left direct to PAS. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080. Cross PAS at *7000ft* or above.	When instructed, contact GENEVA DEP 119.530	Note: only for TFC DEST LFLB, LFLP, and by ATC.
DEPUL 1P PDG 5.4% to *6000ft*	Climb on track 043°. When passing *5000ft,* but not before GG612, turn left direct to PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at *7000ft* or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530	NIL
DEPUL 1T PDG 5.4% to *6000ft*	Climb on track 043°. When passing *5000ft*, but not before GG608, turn left direct to PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at *7000ft* or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530	NIL
MEDAM 1N PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft*, but not before GG608, turn right direct to GG604. Proceed via ESAPI, ALPOZ, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross ESAPI at FL140 or above, ALPOZ at FL180 or above and VANAS at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
ROCCA 1N/1P PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft,* but not before GG608, turn right direct to GG604. Proceed via GG605, ODIKI, WATQO to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according to chart.	When instructed, contact GENEVA DEP 119.530	Note: only for TFC DEST or overflying Italy planned below FL200 (T345).
SAPRE 1N PDG 5.4% to *1600ft*	Climb straight ahead on track 043° and proceed to SAPRE.	INITIAL CLIMB CLEARANCE FL090. Cross SAPRE at *7000ft* or above.	When instructed, contact GENEVA DEP 119.530	NIL
SIROD 1N PDG 5.4% to *1600ft*	Climb on track 043°. When passing *7000ft*, but not before GG608, turn left direct to KOVIM then proceed to SIROD.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	Note: For Routing after SIROD refer to Area Chart AD 2.24.6 - 3
SOSAL 1N PDG 5.4% to *1600ft*	Climb on track 043° to PETAL then proceed via MOLUS to SOSAL.	INITIAL CLIMB CLEARANCE FL090. Cross PETAL at *5000ft* or above and MOLUS at FL100 or above.	When instructed, contact GENEVA DEP 119.530	NIL

1.1.1.1.1 SID RWY 04 - RNAV tabular Description (See chart LSGG AD 2.24.7 - 1)

RNAV 1 SID ARBOS 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+7000	-	043° (045.5°T)	-
DF	LEGVO	N	-	-	-	-
TF	LIKIQ	N	+FL200	-	328° (330.7°T)	12.3
TF	ARBOS	N	-	-	328° (330.6°T)	9.5

RNAV 1 SID BALSI 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	GG618	N	+FL100	-	227° (230.4°T)	17.2
TF	RUMIL	N	+FL120	-	179° (182.4°T)	9.4
TF	LINNA	N	+FL190	-	178° (181.3°T)	2.7
TF	BEVEN	N	-	-	179° (182.3°T)	7.7
TF	BALSI	N	+FL200	-	179° (182.3°T)	12.7

RNAV 1 SID CBY 2N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	CBY	N	-	-	227° (230.4°T)	30.0

RNAV 1 SID CBY 2P						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG612	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	PAS	N	+7000	-	-	-
TF	CBY	N	-	-	208° (211.0°T)	19.7

RNAV 1 SID DEPUL 1P						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG612	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	PAS	N	+7000	-	-	-
TF	ARGIS	N	+FL130	-	233° (235.5°T)	20.4
TF	DEPUL	N	+FL150	-	235° (237.8°T)	5.2

RNAV 1 SID DEPUL 1T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	PAS	N	+7000	-	-	-
TF	ARGIS	N	+FL130	-	233° (235.5°T)	20.4
TF	DEPUL	N	+FL150	-	235° (237.8°T)	5.2

RNAV 1 SID MEDAM 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	ESAPI	N	+FL140	-	179° (182.4°T)	18.7
TF	ALPOZ	N	+FL180	-	140° (143.3°T)	6.6
TF	VANAS	N	+FL200	-	140° (143.4°T)	25.7
TF	MEDAM	N	-	-	142° (144.7°T)	14.2

RNAV 1 SID ROCCA 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	GG605	N	-	-	180° (183.0°T)	13.6
TF	ODIKI	N	+FL140	-	130° (132.9°T)	3.0
TF	WATQO	N	+FL190	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID ROCCA 1P						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	GG605	N	-	-	180° (183.0°T)	13.6
TF	ODIKI	N	+FL140	-	130° (132.9°T)	3.0
TF	WATQO	N	+FL200	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID SAPRE 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	SAPRE	N	+7000	-	043° (045.4°T)	-

RNAV 1 SID SIROD 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+7000	-	043° (045.5°T)	-
DF	KOVIM	N	-	-	-	-
TF	SIROD	N	-	-	308° (311.2°T)	10.3

RNAV 1 SID SOSAL 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	PETAL	N	+5000	-	043° (045.5°T)	-
TF	MOLUS	N	+FL100	-	071° (073.7°T)	16.4
TF	SOSAL	N	-	-	048° (051.0°T)	10.9

1.1.1.2 SID RWY 22 - RNAV (see chart LSGG AD 2.24.7 - 3)

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
BALSI 1A PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft,* but not before PAS, turn left direct to GG611. Proceed via RUMIL, GG622, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross GG611 at FL100 or above, RUMIL at FL120 or above, GG622 at FL150 or above, and BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
CHAMBERY 2A (CBY 2A) PDG 4.9% to *3900ft*	Climb on track 223° to PAS then proceed to CBY.	INITIAL CLIMB CLEARANCE FL080.	When instructed, contact GENEVA DEP 119.530	Note: only for TFC DEST LFLB, LFLP, and by ATC.
DEPUL 1A PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft,* but not before PAS, turn right on track 233° to ARGIS and proceed to DEPUL.	INITIAL CLIMB CLEARANCE FL090. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530	NIL
DIPIR 1A PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft*, but not before PAS, turn right direct to GG617. Proceed via KELUK to DIPIR.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	Note: For Routing after DIPIR refer to Area Chart AD 2.24.6 - 3
KONIL 1R PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft,* but not before PAS, turn right direct to GG603. Proceed via DEREM, GLEND to KONIL.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	Note: Traffic planned on T544 (MAX FL090), after KONIL proceed to FRIBU.
MEDAM 1A PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft*, but not before PAS, turn left direct to GG619. Proceed via GG616, ESAPI, ALPOZ, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross GG619 at FL100 or above, GG616 at FL120 or above, ESAPI at FL140 or above, ALPOZ at FL180 or above, and VANAS at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
ROCCA 1A/1B PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft,* but not before PAS, turn left direct to GG609. Proceed via GG613, ODIKI, WATQO to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according to chart.	When instructed, contact GENEVA DEP 119.530	Note: Only for TFC DEST or overflying Italy planned below FL200 (T345).
SOSAL 1L PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft,* but not before PAS, turn left direct to GG602 (MAX IAS 220 kt). Proceed via TINAM, MOLUS to SOSAL	INITIAL CLIMB CLEARANCE FL090. Cross TINAM at FL100 or above.	When instructed, contact GENEVA DEP 119.530	NIL
SOSAL 1R PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft*, but not before PAS, turn right direct to GG603. Proceed via DEREM, GLEND, KONIL to SOSAL.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	NIL

1.1.1.2.1 SID RWY 22 - RNAV Tabular Description (see chart LSGG AD 2.24.7 - 3)

RNAV 1 SID BALSI 1A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG611	N	+FL100	-	-	-
TF	RUMIL	N	+FL120	-	179° (182.4°T)	6.2
TF	GG622	N	+FL150	-	179° (182.4°T)	3.9
TF	BEVEN	N	-	-	179° (181.8°T)	6.5
TF	BALSI	N	+FL200	-	179° (182.3°T)	12.7

RNAV 1 SID CBY 2A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	N	-	-	223° (225.5°T)	-
TF	CBY	N	-	-	208° (211.0°T)	19.7

RNAV 1 SID DEPUL 1A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	N	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
CF	ARGIS	N	+FL130	-	233° (235.5°T)	-
TF	DEPUL	N	+FL150	-	235° (237.8°T)	5.2

RNAV 1 SID DIPIR 1A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG617	N	-	-	-	-
TF	KELUK	N	-	-	328° (330.9°T)	10.0
TF	DIPIR	N	-	-	328° (330.7°T)	7.8

RNAV 1 SID KONIL 1R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG603	N	-	-	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	-	-	039° (042.1°T)	4.2
TF	KONIL	N	-	-	040° (042.7°T)	13.1

RNAV 1 SID MEDAM 1A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG619	N	+FL100	-	-	-
TF	GG616	N	+FL120	-	141° (143.5°T)	7.0
TF	ESAPI	N	+FL140	-	141° (143.6°T)	4.4
TF	ALPOZ	N	+FL180	-	140° (143.3°T)	6.6
TF	VANAS	N	+FL200	-	140° (143.4°T)	25.7
TF	MEDAM	N	-	-	142° (144.7°T)	14.2

RNAV 1 SID ROCCA 1A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG609	N	+FL090	-	-	-
TF	GG613	N	+FL110	-	130° (132.8°T)	3.5
TF	ODIKI	N	+FL140	-	130° (132.8°T)	7.1
TF	WATQO	N	+FL190	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID ROCCA 1B						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG609	N	+FL090	-	-	-
TF	GG613	N	+FL110	-	130° (132.8°T)	3.5
TF	ODIKI	N	+FL140	-	130° (132.8°T)	7.1
TF	WATQO	N	+FL200	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID SOSAL 1L						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG602	N	-	-220	-	-
TF	TINAM	N	+FL100	-	050° (052.7°T)	24.2
TF	MOLUS	N	-	-	048° (050.8°T)	8.0
TF	SOSAL	N	-	-	048° (051.0°T)	10.9

RNAV 1 SID SOSAL 1R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG603	N	-	-	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	-	-	039° (042.1°T)	4.2
TF	KONIL	N	-	-	040° (042.7°T)	13.1
TF	SOSAL	N	-	-	089° (091.9°T)	17.7

1.1.1.3 SID RWY 22 - RNAV - ACFT CAT A/B/C (see chart LSGG AD 2.24.7 - 5)

	RWY 22			
	ROUTE			
DESIGNATOR	Lateral	Vertical	Contact	Remark
KONIL 1J PDG 4.9% to *1900ft* (ACFT CAT A/B/C) MNM climb gradient 11.2% to *4000ft* to remain inside controlled airspace.	Climb on track 223°. When passing *1900ft*, but not before GG601, turn right direct to GG603 (MAX IAS 190kt, MNM bank angle 25°). Proceed via DEREM, GLEND, GG607 to KONIL.	INITIAL CLIMB CLEARANCE FL090. Cross GLEND at *5000ft* or above and GG607 at *7000ft* or above.	When instructed, contact GENEVA DEP 119.530	Not AVBL to Jet ACFT with noise classification I, II and III, in accordance with AIP GEN 4.1 App A. See notes below.

Note 1: Caution! High terrain North of AD. Do not fly North of track 040° to GG603.
Note 2: RNAV 1 - GNSS or DME/DME/IRU with automatic runway updating capability required.
Note 3: Traffic planned on T544 (MAX FL090), after KONIL proceed to FRIBU.

	RWY 22			
	ROUTE			
DESIGNATOR	Lateral	Vertical	Contact	Remark
SOSAL 1J PDG 4.9% to *1900ft* (ACFT CAT A/B/C) MNM climb gradient 11.2% to *4000ft* to remain inside controlled airspace.	Climb on track 223°. When passing *1900ft*, but not before GG601, turn right direct to GG603 (MAX IAS 190kt, MNM bank angle 25°). Proceed via DEREM, GLEND, GG607, KONIL to SOSAL.	INITIAL CLIMB CLEARANCE FL090. Cross GLEND at *5000ft* or above and GG607 at *7000ft* or above.	When instructed, contact GENEVA DEP 119.530	Not AVBL to Jet ACFT with noise classification I, II and III, in accordance with AIP GEN 4.1 App A. See notes below.

Note 1: Caution! High terrain North of AD. Do not fly North of track 040° to GG603.
Note 2: RNAV 1 - GNSS or DME/DME/IRU with automatic runway updating capability required.

1.1.1.3.1 SID RWY 22 - RNAV Tabular Description (see chart LSGG AD 2.24.7 - 5)

RNAV 1 KONIL 1J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	GG601	Y	-	-	223° (225.5°T)	-
CA	-	-	+1900	-	223° (225.5°T)	-
DF	GG603	N	-	-190	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	+5000	-	039° (042.1°T)	4.2
TF	GG607	N	+7000	-	040° (042.7°T)	7.8
TF	KONIL	N	-	-	040° (042.8°T)	5.3

RNAV 1 SID SOSAL 1J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	GG601	Y	-	-	223° (225.5°T)	-
CA	-	-	+1900	-	223° (225.5°T)	-
DF	GG603	N	-	-190	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	+5000	-	039° (042.1°T)	4.2
TF	GG607	N	+7000	-	040° (042.7°T)	7.8
TF	KONIL	N	-	-	040° (042.8°T)	5.3
TF	SOSAL	N	-	-	089° (091.9°T)	17.7

1.1.2 OMNIDIRECTIONAL DEPARTURE PROCEDURES

GENERAL INFORMATION AND REQUIREMENTS FOR OMNIDIRECTIONAL DEPARTURE PROCEDURES
- Omnidirectional departures assigned by ATC only in case of RNAV failure.
- If unable to comply with the specified PDG advise ATC.
- Close-in obstacles: RWY04/22 Trees and poles each side of RCL up to 170ft above DER ELEV.
- RADAR required. Departing aircraft may be cleared to proceed direct to existing terminal points. Expected routing provided by ATC.
- Specified MCAs are subject to MVAs and airspace structure. Published PDGs do not guarantee MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref LSGG AD 2.13).
- When RWY 04 is in use: due to wake turbulence, all ACFT except HVY jets should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall advise TWR 118.700 MHz on initial call if unable to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

1.1.2.1 OMNIDIRECTIONAL DEPARTURE RWY 04 (see chart LSGG AD 2.24.7 - 7)

	RWY 04			
	ROUTE			
DESIGNATOR	Lateral	Vertical	Contact	Remark
GENEVA ONE NOVEMBER (LSGG 1N) PDG 5.4% to *6100ft*	Climb straight ahead on track 043° to FL090, continue to en-route as cleared by ATC.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	Expect radar vectoring after initial climb.

Note: Strict adherence to initial climb nominal track required for noise abatement.

RADAR vectoring to En-route	
FPL route via	**Expected ATC routing after initial climb**
DIPIR or DJL	- KOVIM – SIROD – IBABA if outbound IBABA. - KOVIM – SIROD – DJL if outbound DJL.
ARBOS	LEGVO – LIKIQ – ARBOS. Cross LIKIQ at MNM FL200.
N871	DCT SOSAL.
T544	DCT FRIBU.
T51	DCT KONIL.
ROCCA	ODIKI – WATQO – ROCCA. Cross ODIKI at MNM FL140, WATQO at MNM FL190.
MEDAM	ESAPI – ALPOZ – VANAS – MEDAM. Cross ESAPI at MNM FL140, ALPOZ at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross RUMIL at MNM FL120, LINNA at MNM FL190, and BALSI at MNM FL200.
CBY or BELUS	CBY – BELUS. Cross CBY at MNM FL120.
ARGIS or DEPUL	ARGIS – DEPUL. Cross ARGIS at MNM FL130, DEPUL at MNM FL150.

1.1.2.2 OMNIDIRECTIONAL DEPARTURE RWY 22 (see chart LSGG AD 2.24.7 - 7)

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
GENEVA ONE ALPHA (LSGG 1A) PDG 7.6% to *6200ft*	Climb straight ahead on track 223° to FL090, continue to en-route as cleared by ATC.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	Expect radar vectoring after initial climb.

Note: Strict adherence to initial climb nominal track required for noise abatement.

RADAR vectoring to En-route	
FPL route via	**Expected ATC routing after initial climb**
DIPIR or DJL	- KELUK – DIPIR – IBABA if outbound IBABA. - KELUK – DIPIR – DJL if outbound DJL.
ARBOS	KELUK – DIPIR – LERDU – ARBOS.
N871	DCT SOSAL.
T544	DCT FRIBU.
Y51	DCT KONIL.
ROCCA	ODIKI – WATQO – ROCCA. Cross ODIKI at MNM FL140 and WATQO at MNM FL190.
MEDAM	ESAPI – ALPOZ - VANAS – MEDAM. Cross ESAPI at MNM FL140, ALPOZ at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross RUMIL at MNM FL120, LINNA at MNM FL150, and BALSI at MNM FL200.
CBY or BELUS	CBY – BELUS. Cross CBY at MNM FL120.
ARGIS or DEPUL	ARGIS – DEPUL. Cross ARGIS at MNM FL130, DEPUL at MNM FL150.

1.2 Procedure for IFR approaches

ACFT type must be reported at first radio contact with ”Geneva Arrival”.

1.3 Approach procedures

1.3.1 Procedure description of ILS RWY 04 (LSGG AD 2.24.10 - 1)

Missed Approach RNAV 1						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RW04	Y	-	-	-	-
TF	GG852	N	+4000	-	043° (045.5°T)	11.7
TF	SAPRE	Y	+7000	-	043° (045.4°T)	8.9

Note: RNAV 1 - GNSS or DME/DME/IRU required.

1.3.2 Procedure description of RNP RWY 04 (LSGG AD 2.24.10 - 3)

From INDIS						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	INDIS	N	+7000	-220	-	-
TF	BELKA	N	6000	-	043° (045.5°T)	3.1
TF	RW04	Y	-	-	042° (045.3°T)	14.3
TF	GG852	N	+4000	-	043° (045.5°T)	11.7
TF	SAPRE	Y	+7000	-	043° (045.4°T)	8.9

1.3.3 Procedure description of ILS RWY 22 (LSGG AD 2.24.10 - 5)

Missed Approach RNAV 1						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RW22	Y	-	-	-	-
TF	GG803	Y	-	-	223° (225.5°T)	9.2
DF	SAPRE	Y	+7000	-185	-	-

Note: RNAV 1 - GNSS or DME/DME/IRU required.

1.3.4 Procedure description of RNP RWY 22 (LSGG AD 2.24.10 - 7)

From SAPRE						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	SAPRE	N	+7000	-210	-	-
TF	GG811	N	-	-	222° (225.4°T)	7.7
TF	PETAL	N	-	-	223° (225.7°T)	0.9
TF	GG808	N	4000	-	223° (225.6°T)	2.0
TF	RW22	Y	-	-	223° (225.6°T)	8.1
TF	GG803	Y	-	-	223° (225.5°T)	9.2
DF	SAPRE	Y	+7000	-185	-	-

1.4 ILS category III

The CAT III ILS (RWY 22) and the associated equipment are in compliance with ICAO SARPS.

1.5 Visual approaches by night

Due to high terrain, ATC will not initiate visual APCHs at night. Pilots familiar with the area may request visual APCHs at night. Requests will be APV subject to traffic conditions.

1.6 Runway Occupancy Time

Departures:

1. If not fully ready, TAX into the HLDG bay.
2. Pilots should be fully ready for a rapid line-up in sequence in accordance with ATC instructions.
3. Pilots should ensure that cockpit checks are CMPL and cabin secured prior to line-up and be able to initiate the TKOF roll immediately upon receiving TKOF clearance.

Arrivals:

1. Pilots are reminded that rapid RWY vacation enables ATC to apply closer spacing on final APCH, allowing MAX RWY utilisation and minimising the occurrence of go-arounds.
2. Runway 04:

Exit TWYs to be used whenever possible:
For parking stands on South apron:

a. Heavy ACFT: TWY C (1650 m from displaced THR) or TWY B (2350 m from displaced THR);
b. Medium/Light/Small ACFT: TWY D (1300 m from displaced THR) or TWY C (1650 m from displaced THR).

For parking stands on North apron:

a. Medium/Small/Light ACFT: TWY P (1600 m from displaced THR).

3. Runway 22:

Exit TWYs to be used whenever possible:
For parking stands on South apron:

a. Heavy/Medium/Light/Small ACFT: TWY D (2000 m from THR) or TWY E (2600 m from THR).
TWY C shall not be used, except on ATC instruction.

For parking stands on North apron:

a. Medium/Light/Small ACFT: TWY P (1800 m from THR).

1.7 STAR Descriptions

GENERAL INFORMATIONS AND REQUIREMENTS FOR RNAV STARs

- No turn onto base unless cleared by ATC.
- All STARs contain a HLDG pattern. HLDG procedures are only applied when requested by ATC. Expect radar vectors to final APCH RWY 04/22.
- ACFT cleared for an RNAV STAR may proceed beyond the IAF in accordance with the STAR.

1.7.1 STAR RWY 04 - RNAV (see chart AD 2.24.9 - 1 / - 3 / - 5)

RNAV STAR AKITO 2N						
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	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR BANKO 3N						
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	-	-250	301° (304.1°T)	4.9
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

RNAV STAR BELUS 4N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BELUS	N	-FL160	-250	-	-
TF	RILTI	N	-	-	026° (028.9°T)	5.7
TF	CBY	N	+FL100	-	026° (029.0°T)	8.5
TF	INDIS	N	+7000	-	008° (011.0°T)	8.7
TF	GEVEA	N	-	-220	042° (045.3°T)	19.6
TF	BIVLO	N	-	-	121° (123.9°T)	6.1
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

RNAV STAR BENOT 1N						
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	GG514	N	-FL150	-	223° (226.2°T)	32.1
TF	SOVAD	N	-	-	223° (226.2°T)	17.4
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR BENOT 1P						
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	GG512	N	-FL150	-250	206° (208.6°T)	17.8
TF	BIVLO	N	-	-	223° (225.8°T)	17.2
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

RNAV STAR DJL 2N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	DJL	N	-	-	-	-
TF	GG517	N	-	-	142° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	142° (144.9°T)	27.0
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR FRIBU 1P						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	FRIBU	N	-	-	-	-
TF	VADAR	N	-	-	247° (249.7°T)	20.7
TF	GG512	N	-FL150	-250	206° (208.6°T)	17.8
TF	BIVLO	N	-	-	223° (225.8°T)	17.2
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

RNAV STAR KINES 2N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	KINES	N	-	-	-	-
TF	GG519	N	-	-	346° (349.2°T)	12.0
TF	ROCCA	N	-	-	347° (349.7°T)	13.3
TF	GOLEB	N	-	-	346° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	-	-250	301° (304.1°T)	4.9
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

RNAV STAR LUSAR 2N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	LUSAR	N	+FL200	-	-	-
TF	SAUNI	N	+FL160	-	099° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	100° (102.7°T)	14.3
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR ULMES 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	228° (231.4°T)	14.7
TF	VADAR	N	-	-	228° (231.2°T)	13.8
TF	GG514	N	-FL150	-	245° (247.5°T)	18.2
TF	SOVAD	N	-	-	223° (225.6°T)	17.4
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR ULMES 1P						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	228° (231.4°T)	14.7
TF	VADAR	N	-	-	228° (231.2°T)	13.8
TF	GG512	N	-FL150	-250	206° (208.6°T)	17.8
TF	BIVLO	N	-	-	223° (225.8°T)	17.2
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

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

RNAV STAR BENOT 2T						
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	VEROX	N	-	-	228° (231.2°T)	17.6
TF	SAPRE	N	-	-210	196° (198.5°T)	16.4

RNAV STAR DJL 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	DJL	N	-	-	-	-
TF	GG517	N	-	-	142° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	142° (144.9°T)	27.0
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	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 FRIBU 1R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	FRIBU	N	-	-	-	-
TF	VADAR	N	-	-	247° (249.7°T)	20.7
TF	SAPRE	N	-	-210	225° (228.3°T)	17.0

RNAV STAR KINES 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	KINES	N	-	-	-	-
TF	GG519	N	-	-	346° (349.2°T)	12.0
TF	ROCCA	N	-	-	347° (349.7°T)	13.3
TF	GOLEB	N	-	-	346° (349.3°T)	18.7
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 LUSAR 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	LUSAR	N	+FL200	-	-	-
TF	SAUNI	N	+FL160	-	099° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	100° (102.7°T)	14.3
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	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 ULMES 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	228° (231.4°T)	14.7
TF	VADAR	N	-	-	228° (231.2°T)	13.8
TF	SAPRE	N	-	-210	225° (228.3°T)	17.0

1.7.2.1 STANDARD INSTRUMENT RNAV ARRIVAL ROUTES (see chart AD 2.24.9 - 7 / - 9/ - 11)

DESIGNATOR	RWY 22		
	ROUTE		
	Lateral	Vertical	Remark
AKITO 3R	From AKITO proceed via GG518, BOLGI, LIRKO (MAX IAS 250kt, MNM bank angle 25°), DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
BANKO 3R	From BANKO proceed via GG520, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
BELUS 3R	From BELUS proceed via RILTI, CBY (IAF), GG502, PITOM, BIVLO, GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
BENOT 2R	From BENOT proceed via NEMOS (IAF), VADAR, SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL
BENOT 2T	From BENOT proceed via NEMOS (IAF), VEROX, SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL
DIJON 2R (DJL 2R)	From DJL proceed via GG517, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
FRIBU 1R	From FRIBU proceed via VADAR (IAF), SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL
KINES 2R	From KINES proceed via GG519, ROCCA, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
LUSAR 2R	From LUSAR proceed via SAUNI, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
ULMES 2R	From ULMES proceed via ESEVA, VADAR (IAF), SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL

2. VFR procedures (Including non-radio ACFT)

Refer to VFR Manual, LSGG AD INFO.

3. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	VIS (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	500/---	250/---	150/---	NIL
	B	600/---	300/---	150/---	NIL
	C	600/---	300/---	150/---	NIL
	D	800/---	400/---	200/---	NIL

LSGG AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AKITO	N 47 12 48.0	E 006 38 55.5	RNAV STAR LSGG
ALPOZ	N 45 48 07.5	E 006 23 01.1	RNAV SID LSGG/OMNI DEP LSGG
ARBOS	N 46 59 03.0	E 006 01 35.0	RNAV SID LSGG/OMNI DEP LSGG
ARGIS	N 45 58 15.6	E 005 35 56.7	RNAV SID LSGG/OMNI DEP LSGG
BALSI	N 45 28 38.6	E 005 57 38.8	RNAV SID LSGG/OMNI DEP LSGG
BELKA	N 46 03 40.1	E 005 51 02.1	RNAV STAR LSGG
BELUS	N 45 40 30.7	E 005 35 37.7	RNAV STAR LSGG/OMNI DEP LSGG
BEVEN	N 45 41 18.5	E 005 58 21.8	RNAV SID LSGG/OMNI DEP LSGG
BOLGI	N 46 40 03.7	E 005 56 17.6	RNAV STAR LSGG
CBY	N 45 52 54.8	E 005 45 26.3	RNAV SID LSGG/RNAV STAR LSGG/OMNI DEP LSGG
DEPUL	N 45 55 30.0	E 005 29 40.0	RNAV SID LSGG/OMNI DEP LSGG
DIPIR	N 46 40 09.1	E 005 35 35.1	RNAV SID LSGG/OMNI DEP LSGG
DJL	N 47 16 14.8	E 005 05 50.4	RNAV SID LSGG/RNAV STAR LSGG/OMNI DEP LSGG
GG502*	N 45 57 13.8	E 005 53 56.6	RNAV STAR LSGG
GG503*	N 46 05 44.6	E 005 41 48.8	RNAV STAR LSGG
GG507*	N 46 26 27.1	E 006 11 59.6	RNAV STAR LSGG
GG510*	N 45 46 22.8	E 005 48 10.6	RNAV STAR LSGG
GG512*	N 46 23 49.8	E 006 32 56.5	RNAV STAR LSGG
GG514*	N 46 32 24.7	E 006 20 48.9	RNAV STAR LSGG
GG517*	N 46 56 22.8	E 005 26 22.1	RNAV STAR LSGG
GG518*	N 46 54 25.7	E 006 14 56.3	RNAV STAR LSGG
GG519*	N 45 31 38.5	E 006 42 07.3	RNAV STARS LSGG
GG520*	N 45 57 22.9	E 006 46 05.8	RNAV STAR LSGG
GG525*	N 46 17 53.5	E 006 24 08.0	RNAV STAR LSGG
GG601*	N 46 13 08.0	E 006 04 51.0	RNAV SID LSGG
GG602*	N 46 06 58.8	E 006 04 01.8	RNAV SID LSGG
GG603*	N 46 16 07.0	E 006 03 28.0	RNAV SID LSGG
GG604*	N 46 12 06.7	E 006 18 31.5	RNAV SID LSGG
GG605*	N 45 58 33.2	E 006 17 29.9	RNAV SID LSGG
GG607*	N 46 30 13.9	E 006 22 17.7	RNAV SID LSGG
GG608*	N 46 20 49.9	E 006 16 10.6	RNAV SID LSGG
GG609*	N 46 03 43.1	E 006 09 30.0	RNAV SID LSGG/OMNI DEP LSGG
GG611*	N 45 57 56.1	E 005 59 16.0	RNAV SID LSGG/OMNI DEP LSGG
GG612*	N 46 16 38.1	E 006 09 59.5	RNAV SID LSGG
GG613*	N 46 01 20.1	E 006 13 11.7	RNAV SID LSGG
GG616*	N 45 56 57.6	E 006 13 39.2	RNAV SID LSGG
GG617*	N 46 24 38.6	E 005 48 08.4	RNAV SID LSGG
GG618*	N 46 01 05.7	E 005 59 27.6	RNAV SID LSGG
GG619*	N 46 02 35.4	E 006 07 41.4	RNAV SID LSGG/OMNI DEP LSGG
GG622*	N 45 47 50.9	E 005 58 39.1	RNAV SID LSGG
GG803*	N 46 08 34.5	E 005 58 10.9	RNP IAC RWY22 LSGG / ILS IAC RWY22 LSGG
GG808*	N 46 20 41.0	E 006 15 57.4	RNP IAC RWY22 LSGG
GG811*	N 46 22 42.9	E 006 18 57.5	RNP IAC RWY22 LSGG
GG852*	N 46 21 52.8	E 006 17 43.5	RNP IAC RWY04 LSGG / ILS IAC RWY04 LSGG
IBABA	N 46 52 38.0	E 005 25 15.0	OMNI DEP LSGG
INDIS	N 46 01 28.0	E 005 47 49.2	RNAV STAR LSGG
KELUK	N 46 33 20.0	E 005 41 08.0	RNAV SID LSGG/OMNI DEP LSGG

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
KERAD	N 46 14 07.1	E 005 53 57.5	RNAV STAR LSGG
KOVIM	N 46 36 52.6	E 006 12 22.8	RNAV SID LSGG/OMNI DEP LSGG
LEGVO	N 46 40 04.5	E 006 17 08.0	RNAV SID LSGG/OMNI DEP LSGG
LINNA	N 45 49 01.7	E 005 58 48.1	RNAV SID LSGG/OMNI DEP LSGG
LIKIQ	N 46 50 46.5	E 006 08 23.5	RNAV SID LSGG/OMNI DEP LSGG
PINOT	N 45 59 07.6	E 005 55 33.5	IAC ILS RWY 04 LSGG
PITOM	N 46 05 41.0	E 006 06 07.0	RNAV STAR LSGG
RILTI	N 45 45 30.1	E 005 39 33.9	RNAV STAR LSGG
SAUNI	N 46 37 25.3	E 005 28 39.7	RNAV STAR LSGG
WATQO	N 45 47 22.8	E 006 34 40.1	RNAV SID LSGG/OMNI DEP LSGG
* Clearance to one of these waypoints: „Cleared to waypoint 502”			

2. Advanced Surface Movement Guidance and Control System A-SMGCS

The A-SMGCS at Genève AP is supported by SMR and Mode S multilateration, which provides ACFT PSN information and IDENT to “TWR”, “Ground” and “Apron Control”. These units will pass information and instructions on the appropriate frequencies REF: LSGG AD 2.18.
ACFT operators intending to use Genève AP shall ensure that Mode S transponders are able to operate when an ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.
When an ACFT is on the ground, the transponder shall be inhibited to reply to Mode S all-call interrogations and replies to Mode A/C interrogations shall also be suppressed.
FLT crew shall select the assigned Mode A (squawk) code and activate the Mode S transponder on request for push-back or TAX, whichever is first, and after LDG until RCH the ACFT stand. The transponder shall be switched off immediately after parking.
Activation of a Mode S transponder normally means selecting the AUTO or XPDR PSN and transponders provided with on-the-ground sensors are automatically switched to this function before TKOF and after LDG. If using a transponder not fitted with an on-the-ground-sensor then refer to the operator's guide. Selection of STAND-BY mode will not activate the Mode S transponder and selecting ON could override the required suppression of SSR Mode A replies and Mode S all-call replies when an ACFT is on the ground.

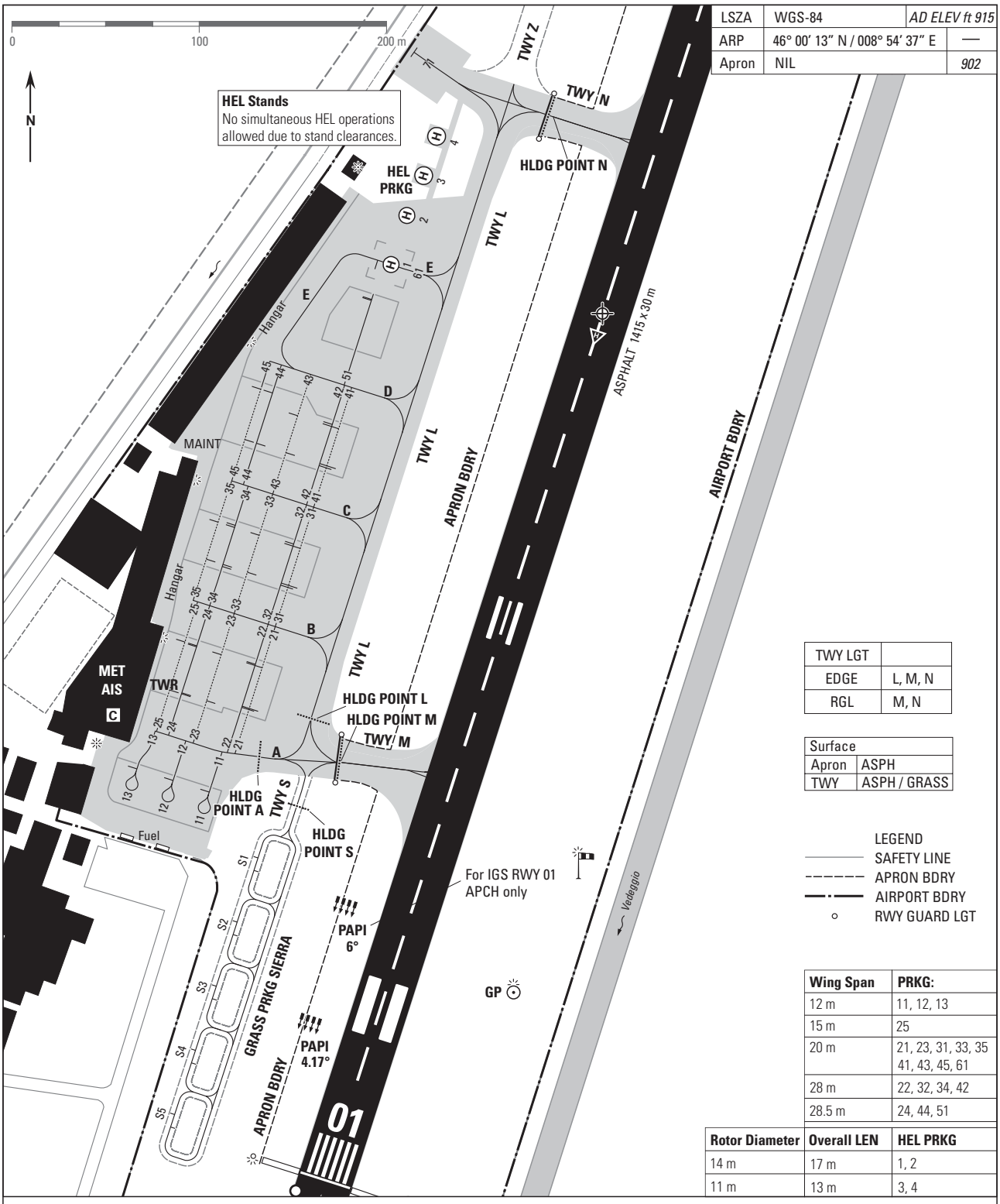
3. Bird Hazard and Wildlife Management Services

Bird hazard and wildlife management services operate within the AP BDRY and up to 500ft AGL.
A system is installed to prevent bird-strikes. It comprises 40 remote-controlled multiple detonation cannons on both side of the CONC RWY. Crews may request its activation by contacting ATC.
In accordance with ICAO, following any collision with an animal, a "Bird Strike Report" shall be CMPL by the crew involved.

LSGG AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

LSGG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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



LSZA	WGS-84	*AD ELEV ft 915*
ARP	46° 00′ 13″ N / 008° 54′ 37″ E	—
Apron	NIL	*902*

TWY LGT	
EDGE	L, M, N
RGL	M, N

Surface	
Apron	ASPH
TWY	ASPH / GRASS

LEGEND
SAFETY LINE
APRON BDRY
AIRPORT BDRY
RWY GUARD LGT

Wing Span	PRKG:
12 m	11, 12, 13
15 m	25
20 m	21, 23, 31, 33, 35 41, 43, 45, 61
28 m	22, 32, 34, 42
28.5 m	24, 44, 51

Rotor Diameter	Overall LEN	HEL PRKG
14 m	17 m	1, 2
11 m	13 m	3, 4

Start-up Procedure
Request startup clearance when ACFT doors are closed and when ready to start engines immediately.

PRKG / Push-back procedure
For wing span and rotor diameter assignment refer to table.

PRKG 11 - 13
Follow yellow TAX guidance lines for PRKG 11 - 13.
Follow instructions of marshaller.

PRKG 21 - 45
Follow yellow TAX guidance lines for PRKG 21 - 45, facing north or south.
Follow instructions of marshaller.
For PRKG 21 follow instructions of marshaller, whenever available.

PRKG 51
Follow yellow TAX guidance lines for PRKG 51, facing north.
Follow instructions of marshaller.

PRKG 61
Follow yellow TAX guidance lines for PRKG 61, facing west.
Follow instructions of marshaller.
DEP: ACFT with wingspan between 15.0m and 20.0m, push-back required.

PRKG 71
Follow yellow TAX guidance line for PRKG 71, facing west.
Follow instructions of marshaller. Push-back required for DEP.

WARNING
Use caution to reduce jet blast effect when taxiing out from parking area.

CAUTION
Use maximum caution when taxiing on apron due to boarding and disembarking passenger and vehicular traffic.

GRASS FACILITIES
Refueling on the grass is forbidden. Available up to 2.5 MTOM.

COR: PRKG 11-13, editorial (WEF 07AUG2025)

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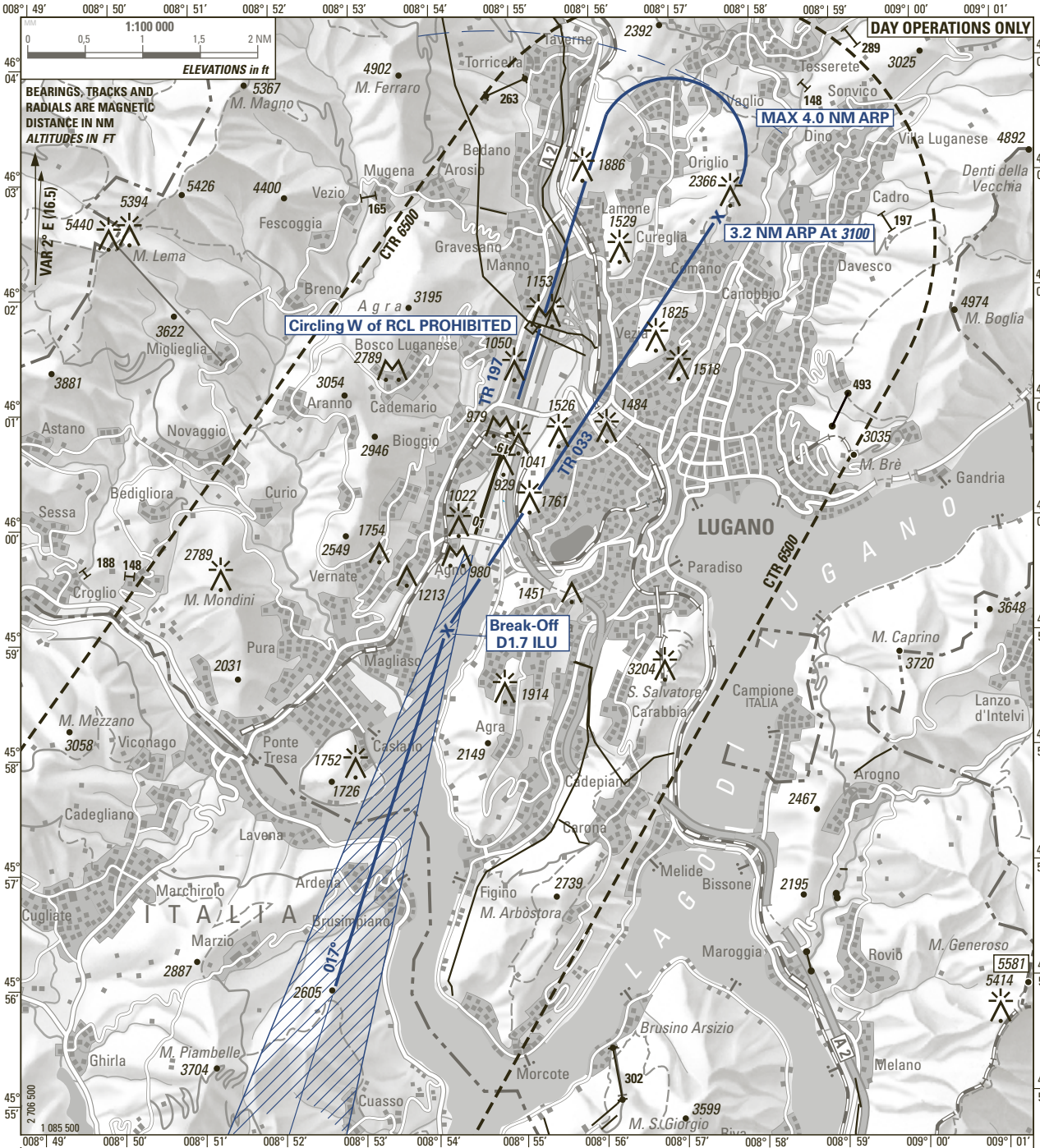
VISUAL APPROACH PROCEDURE

LUGANO (LSZA)
FOXTROT CIRCLING RWY 19

ATIS	**121.175**		
TWR	**120.250**	**119.700**	**121.500**
CLR DEL	**121.780**		

ELEV 915 ft (279 m)



WARNING: Disregard PAPI RWY 01 information.
Use PAPI RWY 19 information only within 2 NM from THR

Descent to be arranged to maintain clean configuration as long as possible, safety and ATC requirement considered.

OBST ELEV: *ft* / HGT: **ft**

OCA/H CIRCLING A & B	VIS m	CEILING REQUIRED
3100 (2185) *3500* (2585) if ceiling and VIS permit	Day only 5000	3100 ft AAL or higher

CIRCLING PROCEDURE

If visual contact is established at D2.2 ILU, continue straight ahead. At D1.7 ILU turn right on track 033°, if ceiling and visibility permit maintain *3500 ft* for noise abatement purposes (*3100 ft* procedure MNM) until 3.2 NM ARP.
At 3.2 NM ARP start left turn onto base.

COR: OBST (WEF 07AUG2025)

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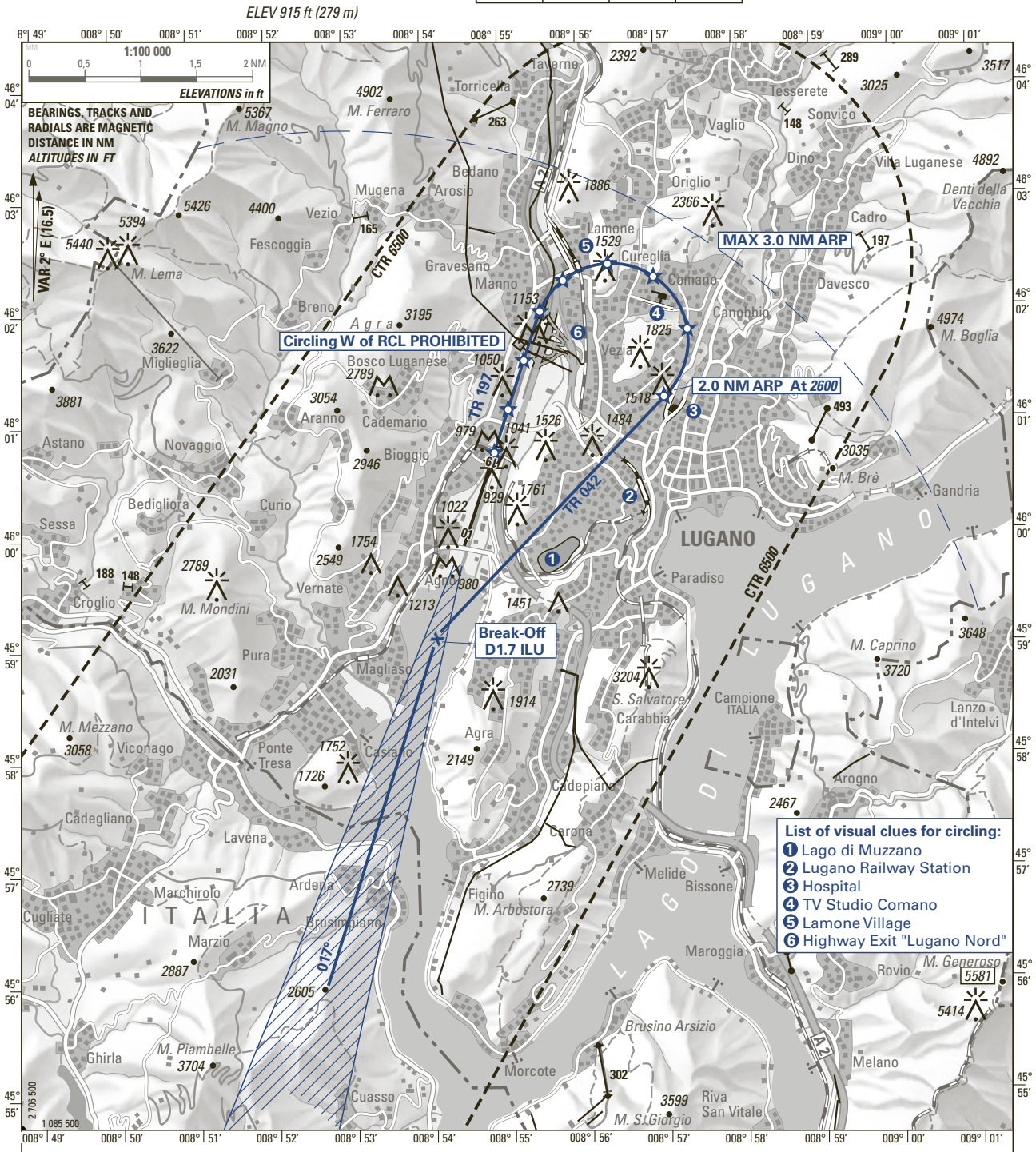
VISUAL APPROACH PROCEDURE

ATIS	**121.175**		
TWR	**120.250**	**119.700**	**121.500**
CLR DEL	**121.780**		

LUGANO (LSZA)
CHARLIE CIRCLING RWY 19



WARNING: Disregard PAPI RWY 01 information.
Use PAPI RWY 19 information only within 2 NM from THR

Descent to be arranged to maintain clean configuration as long as possible, safety and ATC requirement considered.

RLLS RWY 19:
- In case of failure of the RLLS 19, each concerned mast will be numbered on the published NOTAM. Numbering starts with (L1) at the end of the downwind leg and runs until (L9) for last pole before THR 19.
- HN: If RLLS RWY 19 u/s, then no clouds below *3000 ft* QNH.

OBST ELEV: *ft* / HGT: **ft**

OCA/H CIRCLING	
A & B	[1] VIS m
[1]	Day 3000
2600 (1685)	Night 5000

CIRCLING PROCEDURE

If visual contact is established at D2.2 ILU, continue straight ahead. At D1.7 ILU turn right on track 042° and continue descent visually to *2600 ft*.
At 2 NM ARP start left turn onto base.

[1] Only applicable by operators complying with the requirements of § 2.22.1.1.4.2 § 2b), otherwise the following minimum conditions must be observed:
VIS 5000 m and ceiling 3100 ft AAL, day only.

COR: OBST (WEF 07AUG2025)

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LSZR - ST. GALLEN-ALTENRHEIN

LSZR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZR - ST. GALLEN-ALTENRHEIN

LSZR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	47 29 06 N / 009 33 43 E RWY axis, 788 m from DTHR RWY 10
2	**Direction and distance from the CITY**	14 km ENE St. Gallen
3	**Elevation/Reference temperature**	*1306 ft AMSL* - 23.5º C
4	**Geoid undulation at AD ELEV PSN**	151.2 ft
5	**MAG VAR/Annual change**	2° E (2015.5) / 0°10' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Airport Altenrhein AG Flughafenstrasse 11 CH-9423 Altenrhein Phone: +41 (0) 71 858 51 65 AFS: LSZRYDYX SITA: ACHKKPE Email: groundservices@peoples.ch URL: http://www.peoples.ch
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSZR AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	**VFR FLT**:		
		MON-FRI:	0600 - 1100 (0500 - 1000)	1230 - 1900 (1130 - 1800)
		SAT:	0700 - 1100 (0600 - 1000)	1230 - 1900 (1130 - 1800)
		SUN+HOL:	0900 - 1100 (0800 - 1000)	1230 - 1900 (1130 - 1800)
		IFR FLT:		
		MON-FRI (incl. HOL):	0530 - 1100 (0430 - 1000)	1230 - 2000 (1130 - 1900)
		SAT:	0630 - 1100 (0530 - 1000)	1230 - 1900 (1130 - 1800)
		SUN:	0900 - 1100 (0800 - 1000)	1230 - 1900 (1130 - 1800)
2	**Customs and immigration**	AD OPR HR		
3	**Health and sanitation**	Ambulance O/R Hospital: St. Gallen		
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**	HX		
8	**Fuelling**	AD OPR HR		
9	**Handling**	AD OPR HR		
10	**Security**	Security screening / critical part O/R		
11	**De-icing**	AD OPR HR		

12	**Remarks**	Outside AD administration hours - OPS and services O/R Special permission is required for flights outside official opening hours and is possible during the following times: MON-FRI (incl. HOL): 0500 - 0529 (0400 - 0429) 1101 - 1229 (1001 - 1129) 2001 - 2100 (1901 - 2000) SAT: 0530 - 0629 (0430 - 0529) 1101 - 1229 (1001 - 1129) 1901 - 2100 (1801 - 2000) SUN: 0630 - 0859 (0530 - 0759) 1101 - 1229 (1001 - 1129) 1901 - 2000 (1801 - 1900) Request with description of reason needs to be addressed to: Phone: + 41 (0) 71 858 51 65 Email: groundservices@peoples.ch Exceptions: Special permission possible 24/7 O/R for HOSP FLT, SAR FLT, FLT of the President of the Swiss Confederation and members of the Swiss Government. AD CLSD: New Years Day (JAN 01), Easter SUN, Whit SUN, Christmas Day (DEC 25). Grass RWY: Not available between NOV 01 - FEB 28

LSZR AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	NIL
2	**Fuel/oil types**	JET A1, AVGAS 100LL
3	**Fuelling facilities/capacity**	Airport Altenrhein AG - Fuel stations: Jet A1 50000 litres, AVGAS 50000 litres, Jet A1 Fuel Truck 20100 litres, 900 litres/min.
4	**De-icing facilities**	OCT 01 - APR 30: De-icing guaranteed MAY 01 - SEP 30: De-icing O/R Operator: Airport Altenrhein AG De-icing fluids available: Type I Kilfrost DF Plus, Type II Kilfrost ABC K-Plus. Number of de-icing vehicles: 1 On stand de-icing: Apron stands 2 and 3. Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.
5	**Hangar space for visiting aircraft**	O/R Airport Altenrhein AG Phone: +41 (0) 71 858 51 65 Email: groundservices@peoples.ch
6	**Repair facilities for visiting aircraft**	For Airplane: AAL Ltd. Flughafenstrasse 11 9423 Altenrhein Phone: +41 (0) 71 858 51 85 Email: cs@aal.aero URL: http://www.aal.aero For Helicopter: Heli-Maintenance AG Rütiweg 1340 9423 Altenrhein Phone: +41 (0) 71 855 50 21 URL: http://www.helialpin.ch
7	**Remarks**	Ground handling agent: Airport Altenrhein AG Phone: +41 (0) 71 858 51 65 AFS: LSZRYDYX Email: groundservices@peoples.ch FREQ: 131.505 MHz (St.Gallen Handling)

LSZR AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Near the AD, Rorschach, St. Gallen
2	**Restaurants**	At AD, Altenrhein and vicinity
3	**Transportation**	Public buses, taxis and car rental agencies at AD
4	**Medical facilities**	Ambulance O/R Hospital: St.Gallen
5	**Bank and Post Office**	Cash machine: Airport Terminal Bank: Rorschach Post Office: Altenrhein, Rorschach
6	**Tourist Office**	Rorschach: Phone: +41 (0) 71 841 61 41 Email: rorschach@st.gallen-bodensee.ch URL: http://www.st.gallen-bodensee.ch St. Gallen: Phone: +41 (0) 71 227 37 37 Email: info@st.gallen-bodensee.ch URL: http://www.st.gallen-bodensee.ch
7	**Remarks**	IATA travel agency at AD: High Life Reisen GmbH Phone: +41 (0) 71 886 60 88 Email: info@highlife.at URL: http://www.highlife.travel

LSZR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 2 Category 3 - 6: O/R 3 HR before ETA/ETD for scheduled traffic according to aircraft type
2	**Rescue equipment**	2 RFF vehicles and 1 RIV (Rapid Intervention Vehicle)
3	**Capability for removal of disabled aircraft**	Crane, lifting bags and hydraulic jacks available
4	**Remarks**	NIL

LSZR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	3 snow ploughs, 3 jet sweepers, 1 RWY and Apron de-icer, 1 ACFT de-icer
2	**Clearance priorities**	RWY, TWY A/S/N, Apron
3	**Remarks**	RWY 10/28 de-iced / anti-iced with KFOR (potassium formate fluids) or with NAFO (sodium formate solids)

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

1	**Designation, surface and strength of Aprons**	Concrete, ASPH: - PCR 295/F/C/Y/U GRASS: 0.25 MPa
2	**Designation, width, surface and strength of Taxiways**	Widths: TWY A: 15.0 m TWY B: 7.5 m TWY M: 10.5 m to Hangar W1 TWY N: 15.0 m on section parallel to APRON EAST, 10.5 m east of APRON EAST to Hangar M1, 7.5 m east of Hangar M1. TWY S: 15.0 m MAX wingspan: TWY B: 12.0 m TWY M: 24.0 m to Hangar W1, 15.0 m from Hangar W1 to Museum TWY N: 24.0 m on section parallel to APRON EAST, 18.0 m east of TWY M to Hangar M1, 15.0 m east of Hangar M1. ASPH - PCR 295/F/C/Y/U
3	**ACL location and elevation**	not designated
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	NIL

LSZR 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**	Taxi guide lines for parking stands on apron. Apron Safety Lines ACFT stand identification markings
2	**RWY/TWY markings and LGT**	Paved RWY markings: DTHR, designation, aiming point, TDZ and centre line. Grass RWY markings: Beginning, end and edge. TWY markings: Centre line (including on turn pads) and intermediate holding position. Markings at paved intersections with paved RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. Markings at unpaved intersection with grass RWY: RWY holding position. RWY LGT: See LSZR AD 2.14 TWY LGT: See LSZR AD 2.15
3	**Stop bars and RWY guard lights**	Stop bars: TWY M, LED. RGL: TWY A, N and S. LIH, Y, no LED.
4	**Other RWY protection measures**	NIL
5	**Remarks**	Mandatory instruction signs at all paved RWY holding positions. Information signs on the movement area.

LSZR	WGS-84	AD ELEV 1306
ARP	47° 29' 06" N / 009° 33' 43" E	—
THR 10	47° 29' 10" N / 009° 33' 06" E	1306
THR 28	47° 29' 03" N / 009° 34' 08" E	1306

Surface	
Apron	CONC/ASPH, GRASS
TWY	ASPH

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
10	RLLS 300 m	✓	✓	PAPI 4° MEHT 7.0 m	✓ (simple TZL)	-	✓	450 m	✓
28	-	✓	-	PAPI 4° MEHT 8.5 m	✓ (simple TZL)	-	✓	450 m	✓

TWY LGT	
EDGE	A, S partly, turn pads 10/28
CL	NIL
RGL	A, S, N

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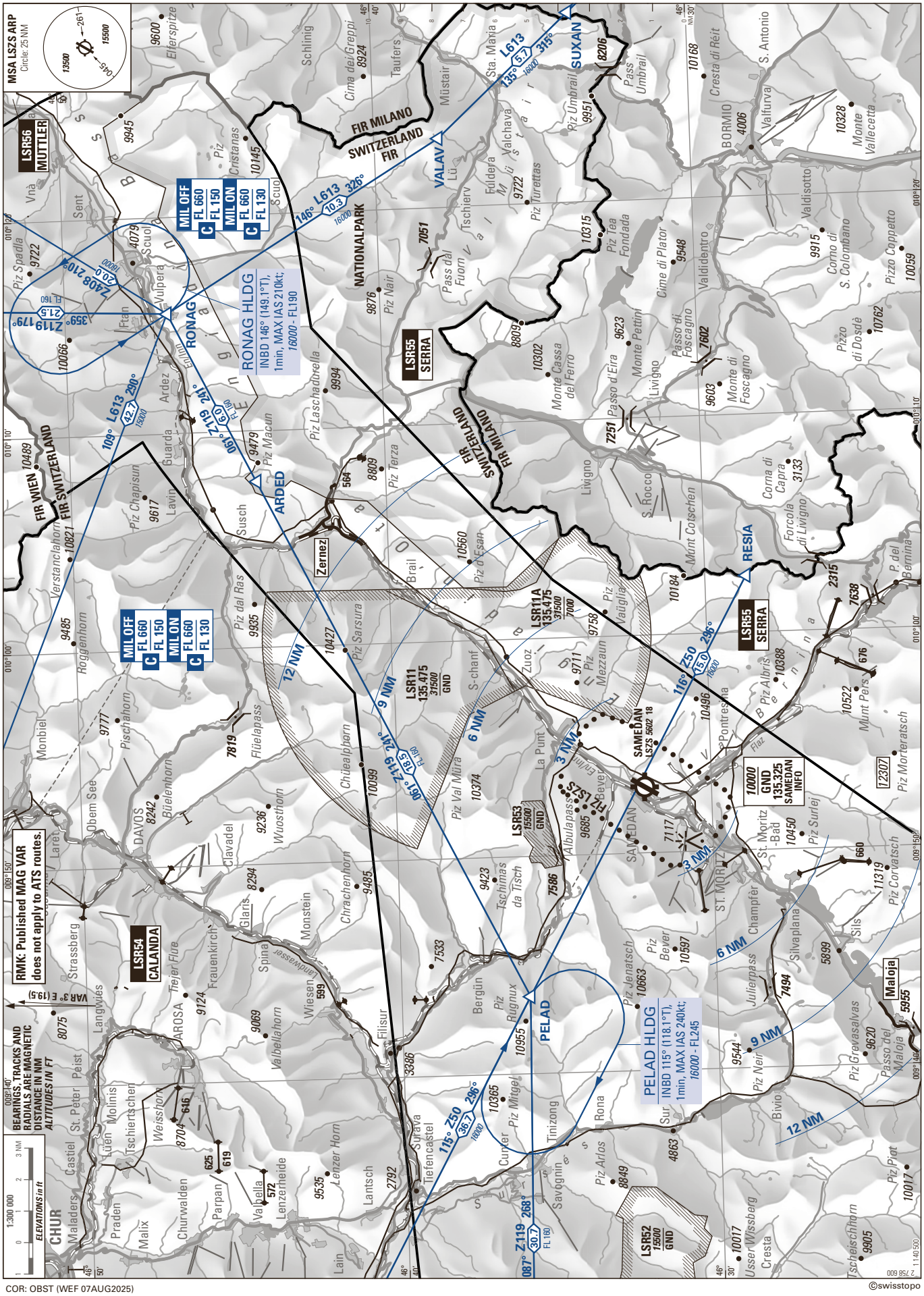
VFR Area Chart for Y and Z ATC FPL

MOUNTAINOUS AREA

ELEV 5602 ft (1708 m)

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

SAMEDAN (LSZS)



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LSZH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LSZH AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

NR	**COORD WGS 84**	**ELEV (ft)**	**NR**	**COORD WGS 84**	**ELEV (ft)**
A02	47 27 12.59N 008 33 31.05E	-	B31	47 27 05.67N 008 33 35.65E	-
A03	47 27 14.35N 008 33 40.18E	-	B33	47 27 05.87N 008 33 33.66E	-
A04	47 27 12.40N 008 33 29.08E	-	B35	47 27 05.81N 008 33 32.29E	-
A05	47 27 14.42N 008 33 38.15E	-			
A07	47 27 14.56N 008 33 36.01E	-			
A08	47 27 13.03N 008 33 25.29E	-			
A09	47 27 14.50N 008 33 33.99E	-	B37	47 27 05.55N 008 33 31.60E	-
A10	47 27 12.97N 008 33 23.34E	-	B38	47 27 01.55N 008 33 30.88E	-
A11	47 27 15.08N 008 33 28.87E	-	B39	47 27 06.05N 008 33 28.94E	-
A13	47 27 15.28N 008 33 26.86E	-			
A15	47 27 15.29N 008 33 24.82E	-	B41	47 27 06.35N 008 33 26.97E	-
A17	47 27 15.27N 008 33 22.78E	-	B43	47 27 06.48N 008 33 25.62E	-
A42	47 27 11.77N 008 33 36.63E	-	B45	47 27 06.51N 008 33 24.98E	-
A44	47 27 12.13N 008 33 33.96E	-			
A46	47 27 12.38N 008 33 30.37E	-			
A48	47 27 12.64N 008 33 27.17E	-			
A49	47 27 14.80N 008 33 31.35E	-			
A57	47 27 15.58N 008 33 20.44E	-			

5	Location of INS checkpoints					
	NR	**COORD WGS 84**	**ELEV (ft)**	**NR**	**COORD WGS 84**	**ELEV (ft)**
	C50	47 26 54.70N 008 33 41.76E	-	E42	47 27 38.61N 008 33 19.14E	-
	C51	47 26 53.41N 008 33 42.57E	-	E43	47 27 41.57N 008 33 17.59E	-
	C52	47 26 52.57N 008 33 43.22E	-	E44	47 27 38.20N 008 33 17.00E	-
	C53	47 26 52.13N 008 33 43.45E	-	E45	47 27 42.10N 008 33 15.58E	-
	C54	47 26 50.34N 008 33 44.68E	-	E46	47 27 38.87N 008 33 15.71E	-
	C55	47 26 49.94N 008 33 45.04E	-	E47	47 27 41.86N 008 33 14.15E	-
	C56	47 26 49.06N 008 33 45.56E	-	E48	47 27 38.33N 008 33 14.93E	-
	C57	47 26 47.81N 008 33 46.50E	-	E49	47 27 42.05N 008 33 13.48E	-
	C58	47 26 46.51N 008 33 47.32E	-	E50	47 27 38.92N 008 33 12.93E	-
	C59	47 26 45.72N 008 33 48.10E	-	E51	47 27 42.77N 008 33 10.93E	-
	C60	47 26 45.24N 008 33 48.20E	-	E52	47 27 39.06N 008 33 12.26E	-
				E53	47 27 42.10N 008 33 10.13E	-
	D01	47 26 55.25N 008 33 29.93E	-	E54	47 27 38.82N 008 33 10.83E	-
	D02	47 26 54.92N 008 33 30.01E	-	E55	47 27 42.81N 008 33 08.85E	-
	D03	47 26 53.90N 008 33 30.86E	-	E56	47 27 39.34N 008 33 08.82E	-
	D04	47 26 52.95N 008 33 31.26E	-	E57	47 27 42.34N 008 33 06.69E	-
	D05	47 26 52.58N 008 33 32.00E	-	E58	47 27 38.72N 008 33 06.88E	-
	D06	47 26 49.00N 008 33 34.74E	-	E62	47 27 39.91N 008 33 05.72E	-
	D07	47 26 48.09N 008 33 34.47E	-	E64	47 27 41.12N 008 33 04.63E	-
	D08	47 26 47.70N 008 33 35.45E	-	E67	47 27 42.19N 008 33 04.18E	-
	D09	47 26 46.35N 008 33 36.38E	-			
	D10	47 26 45.49N 008 33 36.25E	-	F70	47 27 17.95N 008 34 04.41E	-
	D11	47 26 45.11N 008 33 37.24E	-	F71	47 27 18.23N 008 34 00.43E	-
	D12	47 26 43.76N 008 33 38.17E	-	F72	47 27 18.51N 008 33 56.45E	-
	D13	47 26 42.90N 008 33 38.04E	-			
	D14	47 26 42.51N 008 33 39.03E	-	G01	47 26 33.89N 008 33 38.03E	-
	D15	47 26 41.16N 008 33 39.96E	-	G02	47 26 32.51N 008 33 38.97E	-
	D16	47 26 40.30N 008 33 39.83E	-	G03	47 26 31.13N 008 33 39.92E	-
	D17	47 26 39.91N 008 33 40.81E	-	G04	47 26 29.75N 008 33 40.87E	-
				G05	47 26 28.37N 008 33 41.82E	-
	E4M	47 27 38.86N 008 33 15.85E	-	G06	47 26 27.08N 008 33 43.05E	-
	E5M	47 27 39.25N 008 33 08.66E	-	G11	47 26 32.90N 008 33 46.37E	-
				G12	47 26 31.55N 008 33 47.13E	-
	E19	47 27 41.16N 008 33 30.08E	-	G13	47 26 30.28N 008 33 48.12E	-
	E20	47 27 38.04N 008 33 30.07E	-	G14	47 26 28.97N 008 33 49.02E	-
	E23	47 27 40.85N 008 33 27.92E	-			
	E26	47 27 38.05N 008 33 26.60E	-	H11	47 27 20.38N 008 33 41.52E	-
	E27	47 27 41.13N 008 33 24.48E	-	H12	47 27 20.66N 008 33 38.08E	-
	E32	47 27 38.18N 008 33 23.26E	-	H13	47 27 20.80N 008 33 36.06E	-
	E33	47 27 41.85N 008 33 21.81E	-	H14	47 27 20.95N 008 33 34.05E	-
	E34	47 27 38.33N 008 33 22.58E	-			
	E35	47 27 41.32N 008 33 21.03E	-	I01	47 27 21.39N 008 33 26.87E	-
	E36	47 27 38.07N 008 33 21.15E	-	I02	47 27 21.51N 008 33 24.72E	-
	E37	47 27 41.87N 008 33 19.72E	-	I03	47 27 21.74N 008 33 21.50E	-
				I04	47 27 21.89N 008 33 19.36E	-
				I05	47 27 22.04N 008 33 17.22E	-

5	Location of INS checkpoints					
	NR	**COORD WGS 84**	**ELEV (ft)**	**NR**	**COORD WGS 84**	**ELEV (ft)**
	P31	47 27 48.26N 008 33 11.51E	-	W01	47 26 53.81N 008 32 56.31E	-
	P32	47 27 48.41N 008 33 09.45E	-	W02	47 26 53.98N 008 32 58.59E	-
	P33	47 27 48.55N 008 33 07.38E	-	W03	47 26 55.11N 008 33 00.42E	-
	P34	47 27 48.70N 008 33 05.31E	-	W04	47 26 55.58N 008 33 03.02E	-
	P35	47 27 49.10N 008 32 58.19E	-	W05	47 26 56.14N 008 33 04.79E	-
	P36	47 27 50.38N 008 32 57.32E	-	W21	47 26 54.19N 008 32 56.76E	-
	P37	47 27 51.66N 008 32 56.44E	-	W22	47 26 55.18N 008 32 59.90E	-
				W23	47 26 56.29N 008 33 03.40E	-
	T41	47 26 38.04N 008 34 01.46E	-	W30	47 26 55.15N 008 32 59.23E	-
	T42	47 26 37.23N 008 34 00.20E	-	W40	47 27 15.27N 008 32 47.27E	-
	T43	47 26 36.40N 008 33 58.33E	-	W41	47 27 12.54N 008 32 45.21E	-
	T44	47 26 35.54N 008 33 56.25E	-	W42	47 27 11.32N 008 32 44.49E	-
	T45	47 26 46.45N 008 33 59.87E	-	W43	47 27 10.11N 008 32 43.77E	-
	T46	47 26 45.07N 008 34 00.23E	-	W44	47 27 08.66N 008 32 42.68E	-
	T51	47 26 49.50N 008 33 57.45E	-	W45	47 27 08.44N 008 32 41.22E	-
	T52	47 26 48.88N 008 33 55.51E	-	W46	47 27 07.45N 008 32 41.94E	-
	T53	47 26 48.27N 008 33 53.56E	-	W47	47 27 06.99N 008 32 40.68E	-
	T54	47 26 47.25N 008 33 51.89E	-	W50	47 27 07.74N 008 32 52.30E	-
	T55	47 26 47.26N 008 33 50.46E	-	W51	47 27 09.62N 008 32 52.65E	-
	T56	47 26 26.70N 008 33 49.90E	-	W52	47 27 08.18N 008 32 52.35E	-
	T60	47 26 39.19N 008 33 47.42E	-	W53	47 27 06.87N 008 32 51.58E	-
	T61	47 26 39.22N 008 33 46.47E	-	W54	47 27 06.37N 008 32 51.76E	-
	T62	47 26 38.57N 008 33 45.47E	-	W55	47 27 05.57N 008 32 50.81E	-
	T63	47 26 37.95N 008 33 43.52E	-	W56	47 27 04.12N 008 32 50.75E	-
				W57	47 27 02.87N 008 32 49.57E	-
				W58	47 27 01.92N 008 32 49.52E	-
				W59	47 27 01.56N 008 32 48.80E	-
				W60	47 27 00.49N 008 32 48.98E	-

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

LSZH AD 2.9 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				

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 (26)	Tree/Trees	*1631*	47 27 02 N 008 36 01 E				
AOC 10 (27)	Tree/Trees	*1633*	47 27 13 N 008 36 14 E				
AOC 10 (28)	Tree/Trees	*1676*	47 27 11 N 008 36 15 E				
AOC 28 (1)	Pole	*1416*	47 27 30 N 008 31 44 E	Antenna LGTD	2881	47 28 54 N 008 24 10 E	A0492/06
AOC 28 (2)	Building	*1433*	47 27 35 N 008 31 41 E	RVR Camera	*1402*	47 28 50 N 008 32 14 E	A0279/08
AOC 28 (3)	Building	*1435*	47 27 36 N 008 31 41 E	Pole	*1956*	47 27 01 N 008 40 02 E	A0413/06
AOC 28 (4)	Building	*1438*	47 27 36 N 008 31 41 E	Pole	*2002*	47 27 15 N 008 39 44 E	A0412/06
AOC 28 (5)	Tree/Trees	*1453*	47 27 29 N 008 31 35 E	Pole	1998	47 27 23 N 008 39 36 E	A0411/06
AOC 28 (6)	Transmission line	*1464*	47 27 29 N 008 31 23 E	Crane/Cranes marked/LGTD	1582	47 27 08 N 008 33 39 E	A0107/02
AOC 28 (7)	Transmission line	*1465*	47 27 29 N 008 31 23 E	Pole LGTD	1451	47 27 38 N 008 33 38 E	A0289/02
AOC 28 (8)	Tree/Trees	*1499*	47 27 33 N 008 31 08 E	Tower marked/LGTD	*1684*	47 26 30 N 008 34 55 E	A0045/22
AOC 28 (9)	Tree/Trees	*1520*	47 27 34 N 008 31 05 E	Antenna marked/LGTD	1542	47 27 12 N 008 34 05 E	A0316/02
AOC 28 (10)	Tree/Trees	*1549*	47 27 39 N 008 30 50 E	Antenna LGTD	1533	47 26 12 N 008 34 17 E	A0041/03
AOC 28 (11)	Tree/Trees	*1585*	47 27 31 N 008 30 43 E	Antenna marked	1533	47 27 32 N 008 34 34 E	A0391/02
AOC 28 (12)	Tree/Trees	*1588*	47 27 34 N 008 30 42 E	Antenna marked	1441	47 29 03 N 008 32 12 E	A0385/02
AOC 28 (13)	Tree/Trees	*1599*	47 27 28 N 008 30 40 E	Pole	2044	47 27 32 N 008 39 27 E	A0410/06
AOC 28 (14)	Tree/Trees	*1602*	47 27 28 N 008 30 36 E	Building	1605	47 23 08 N 008 31 52 E	A0264/04
AOC 28 (15)	Tree/Trees	*1604*	47 27 32 N 008 30 36 E	Pole LGTD	1444	47 27 32 N 008 33 39 E	A0359/02
AOC 28 (16)	Tree/Trees	*1609*	47 27 34 N 008 30 34 E	Crane/Cranes marked/LGTD	*1598*	47 26 25 N 008 34 16 E	A0308/19
AOC 28 (17)	Tree/Trees	*1609*	47 27 31 N 008 30 33 E	Pole LGTD	1500	47 27 58 N 008 32 56 E	A0361/02
AOC 28 (18)	Tree/Trees	*1617*	47 27 28 N 008 30 32 E	Tree/Trees	2054	47 27 29 N 008 40 19 E	A0416/06
AOC 28 (19)	Tree/Trees	*1623*	47 27 37 N 008 30 27 E	Tree/Trees	2012	47 27 33 N 008 38 51 E	A0415/06
AOC 28 (20)	Tree/Trees	*1629*	47 27 43 N 008 30 25 E	Tree/Trees	1943	47 27 34 N 008 37 13 E	A0414/06
AOC 28 (21)	Tree/Trees	*1640*	47 27 49 N 008 30 23 E	Tower marked/LGTD	*1851*	47 27 29 N 008 36 38 E	A0043/22
AOC 28 (22)	Tree/Trees	*1645*	47 27 49 N 008 30 21 E	Tower marked/LGTD	*1669*	47 26 05 N 008 32 26 E	A0044/22
AOC 28 (23)	Tree/Trees	*1701*	47 27 26 N 008 29 29 E	RVR Camera	1383	47 28 15 N 008 32 13 E	A0277/08

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 28 (24)	Tree/Trees	*1772*	47 27 25 N 008 29 20 E	Pole marked/LGTD	*1772*	47 27 47 N 008 35 51 E	A0348/01
AOC 28 (25)	Tree/Trees	*1804*	47 27 20 N 008 28 47 E	Pole marked/LGTD	*1800*	47 27 47 N 008 35 51 E	A0042/22
AOC 28 (26)	Tree/Trees	*1812*	47 27 21 N 008 28 45 E	Antenna marked/LGTD	1542	47 27 12 N 008 34 05 E	A0316/02
AOC 28 (27)	Tree/Trees	*1876*	47 27 50 N 008 27 26 E	Antenna marked/LGTD	*1459*	47 28 46 N 008 31 46 E	A0286/10
AOC 28 (28)	Tree/Trees	*1881*	47 27 48 N 008 27 23 E	Pole marked/LGTD	*1646*	47 27 26 N 008 30 39 E	A0246/09
AOC 28 (29)	Tree/Trees	*1915*	47 27 46 N 008 27 18 E	Pole marked/LGTD	*1748*	47 26 51 N 008 31 10 E	A0245/09
AOC 14 (1)	Pole	*1408*	47 27 41 N 008 33 58 E	Pole LGTD	1506	47 26 38 N 008 33 41 E	A0467/03
AOC 14 (2)	Pole	*1410*	47 27 39 N 008 33 56 E	Building LGTD	1529	47 26 34 N 008 33 51 E	B0615/03
AOC 14 (3)	Pole	*1414*	47 27 37 N 008 33 57 E	Radar LGTD	*1609*	47 26 54 N 008 34 38 E	A0491/17
AOC 14 (4)	Pole	*1420*	47 27 35 N 008 33 58 E	Pole LGTD	2340	47 21 59 N 008 35 36 E	A0391/03
AOC 14 (5)	Building	*1423*	47 27 35 N 008 34 06 E	Pole LGTD	2264	47 22 13 N 008 36 20 E	A0390/03
AOC 14 (6)	Pole	*1434*	47 27 30 N 008 33 58 E	Pole LGTD	1474	47 26 36 N 008 33 38 E	A0468/03
AOC 14 (7)	Pole	*1445*	47 27 30 N 008 34 01 E	Antenna marked/LGTD	1709	47 28 16 N 008 30 11 E	B0506/05
AOC 14 (8)	Tree/Trees	*1457*	47 27 33 N 008 34 11 E	Building LGTD	1739	47 23 10 N 008 31 02 E	A0070/09
AOC 14 (9)	Tree/Trees	*1476*	47 27 33 N 008 34 12 E	Antenna marked/LGTD	1477	47 25 59 N 008 33 42 E	A0068/09
AOC 14 (10)	Building	*1531*	47 27 13 N 008 34 16 E	Tower/Mast marked/LGTD	1687	47 28 14 N 008 34 00 E	A0229/06
AOC 14 (11)	Building	*1532*	47 27 12 N 008 34 17 E	Tower/Mast marked/LGTD	1841	47 27 12 N 008 37 19 E	A0228/06
AOC 14 (12)	Tree/Trees	*1561*	47 27 01 N 008 34 30 E	Tower/Mast marked/LGTD	2081	47 20 53 N 008 28 01 E	A0269/06
AOC 14 (13)	Tree/Trees	*1587*	47 27 00 N 008 34 31 E	Tower/Mast marked/LGTD	1897	47 20 28 N 008 27 43 E	A0268/06
AOC 14 (14)	Tree/Trees	*1594*	47 27 01 N 008 34 35 E	Antenna	1398	47 27 05 N 008 33 07 E	A0356/06
AOC 14 (15)	Tree/Trees	*1597*	47 27 00 N 008 34 38 E	Antenna marked/LGTD	*1779*	47 31 15 N 008 42 57 E	A0405/09
AOC 14 (16)	Building	*1619*	47 26 54 N 008 34 37 E	Antenna marked/LGTD	*1459*	47 28 46 N 008 31 46 E	A0285/10
AOC 14 (17)	Tree/Trees	*1650*	47 26 45 N 008 34 59 E	Antenna	*1917*	47 31 13 N 008 34 18 E	A0162/11
AOC 14 (18)	Tree/Trees	*1658*	47 26 43 N 008 34 59 E	Antenna marked/LGTD	*1762*	47 23 10 N 008 31 02 E	A0076/11
AOC 14 (19)	Tree/Trees	*1673*	47 26 37 N 008 35 08 E	Building LGTD	*1710*	47 23 23 N 008 31 38 E	A0161/16
AOC 14 (20)	Tree/Trees	*1675*	47 26 37 N 008 35 08 E	Antenna LGTD	*1521*	47 26 45 N 008 33 08 E	A0647/12

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 14 (21)	Tree/Trees	*1682*	47 26 35 N 008 35 13 E	Antenna LGTD	*1429*	47 27 51 N 008 32 29 E	A0411/13
AOC 14 (22)	Tree/Trees	*1686*	47 26 33 N 008 35 16 E	Antenna LGTD	*1454*	47 27 43 N 008 33 59 E	A0406/13
AOC 14 (23)	Tree/Trees	*1699*	47 26 33 N 008 35 21 E	Antenna marked/LGTD	*1419*	47 27 36 N 008 33 59 E	A0171/14
AOC 14 (24)	Tree/Trees	*1702*	47 26 38 N 008 35 32 E	Antenna marked/LGTD	*1442*	47 28 50 N 008 32 26 E	A0170/14
AOC 14 (25)	Tree/Trees	*1753*	47 26 37 N 008 35 48 E	Antenna marked/LGTD	*1415*	47 28 50 N 008 32 26 E	A0169/14
				Crane/Cranes marked/LGTD	*1542*	47 28 38 N 008 30 03 E	A0183/19
				Building LGTD	*1640*	47 24 31 N 008 35 29 E	A0060/20
				Power line	158 ft AGL	47 27 41 N 008 39 23 E 47 27 32 N 008 39 27 E 47 27 23 N 008 39 36 E 47 27 15 N 008 39 44 E 47 27 01 N 008 40 02 E	A0409/06
AOC 32 (1)	Pole	*1407*	47 29 01 N 008 32 03 E	Building marked	*1404*	47 28 50 N 008 32 26 E	
AOC 32 (2)	Pole	*1407*	47 29 01 N 008 32 02 E	Building marked	*1390*	47 28 23 N 008 32 23 E	
AOC 32 (3)	Pole	*1409*	47 29 00 N 008 31 59 E	Pole LGTD	*1465*	47 27 29 N 008 31 23 E	A0304/16
AOC 32 (4)	Pole	*1410*	47 29 01 N 008 31 57 E	Chimney LGTD	*1538*	47 26 57 N 008 33 59 E	A0059/20
AOC 32 (5)	Enclosure	*1422*	47 29 10 N 008 31 55 E	Crane/Cranes marked/LGTD	*1586*	47 27 03 N 008 35 07 E	A0675/21
AOC 32 (6)	Enclosure	*1422*	47 29 10 N 008 31 55 E	Pole marked/LGTD	*1526*	47 27 59 N 008 32 57 E	A0269/18
AOC 32 (7)	Tree/Trees	*1428*	47 29 11 N 008 31 56 E	Antenna	*1541*	47 27 05 N 008 31 49 E	A0450/17
AOC 32 (8)	Tree/Trees	*1435*	47 29 11 N 008 31 54 E	Building LGTD	*1486*	47 26 23 N 008 33 53 E	A0469/16
AOC 32 (9)	Tree/Trees	*1444*	47 29 18 N 008 31 49 E	Building LGTD	*1475*	47 26 23 N 008 33 52 E	A0468/16
AOC 32 (10)	Tree/Trees	*1463*	47 29 24 N 008 31 28 E	Tree/Trees	*1584*	47 26 56 N 008 34 41 E	A0490/16
AOC 32 (11)	Tree/Trees	*1464*	47 29 24 N 008 31 28 E	Crane/Cranes marked/LGTD	*1709*	47 22 40 N 008 32 49 E	A0518/16
AOC 32 (12)	Tree/Trees	*1479*	47 29 25 N 008 31 27 E	Antenna marked/LGTD	*1524*	47 27 15 N 008 33 52 E	A0658/21
AOC 32 (13)	Tree/Trees	*1501*	47 29 45 N 008 31 21 E	Antenna marked/LGTD	*1488*	47 27 17 N 008 34 11 E	A0657/21
AOC 32 (14)	Tree/Trees	*1509*	47 29 45 N 008 31 21 E	Antenna marked/LGTD	*1541*	47 26 55 N 008 33 44 E	A0180/17
AOC 32 (15)	Tree/Trees	*1625*	47 30 41 N 008 29 39 E	Antenna marked/LGTD	*1427*	47 28 17 N 008 32 11 E	A0656/21

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			ft		
AOC 32 (16)	Tree/Trees	1633	47 30 43 N 008 29 40 E	Antenna marked/LGTD	1436	47 28 26 N 008 33 01 E	A0655/21
AOC 32 (17)	Tree/Trees	1638	47 30 48 N 008 29 45 E	Crane/Cranes marked/LGTD	1800	47 24 40 N 008 32 39 E	A0251/22
AOC 32 (18)	Tree/Trees	1655	47 30 51 N 008 29 45 E				
AOC 32 (19)	Tree/Trees	1662	47 30 55 N 008 29 40 E				
AOC 32 (20)	Tree/Trees	1667	47 30 59 N 008 29 40 E				
AOC 16 (1)	Pole	1387	47 26 42 N 008 33 26 E				
AOC 16 (2)	Pole	1395	47 26 38 N 008 33 33 E				
AOC 16 (3)	Structure	1397	47 26 38 N 008 33 33 E				
AOC 16 (4)	Pole	1405	47 26 33 N 008 33 37 E				
AOC 16 (5)	Pole	1410	47 26 33 N 008 33 39 E				
AOC 16 (6)	Pole	1414	47 26 30 N 008 33 39 E				
AOC 16 (7)	Pole	1416	47 26 30 N 008 33 41 E				
AOC 16 (8)	Pole	1421	47 26 26 N 008 33 38 E				
AOC 16 (9)	Pole	1423	47 26 24 N 008 33 36 E				
AOC 16 (10)	Pole	1429	47 26 20 N 008 33 34 E				
AOC 16 (11)	Pole	1432	47 26 20 N 008 33 36 E				
AOC 16 (12)	Building	1436	47 26 20 N 008 33 46 E				
AOC 16 (13)	Tree/Trees	1444	47 26 19 N 008 33 50 E				
AOC 16 (14)	Building	1446	47 26 18 N 008 33 48 E				
AOC 16 (15)	Transmission line	1454	47 26 18 N 008 33 52 E				
AOC 16 (16)	Tree/Trees	1468	47 26 12 N 008 33 53 E				
AOC 16 (17)	Building	1472	47 26 04 N 008 33 39 E				
AOC 16 (18)	Building	1486	47 25 59 N 008 33 42 E				
AOC 16 (19)	Building	1508	47 25 44 N 008 33 52 E				
AOC 16 (20)	Building	1511	47 25 43 N 008 33 52 E				
AOC 16 (21)	Building	1544	47 25 29 N 008 34 28 E				

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 16 (22)	Building	*1554*	47 25 29 N 008 34 29 E				
AOC 16 (23)	Building	*1565*	47 25 27 N 008 34 30 E				
AOC 16 (24)	Building	*1566*	47 25 27 N 008 34 30 E				
AOC 16 (25)	Building	*1701*	47 23 58 N 008 36 00 E				
AOC 16 (26)	Building	*1768*	47 23 58 N 008 36 01 E				
AOC 16 (27)	Transmission line	*1921*	47 22 14 N 008 37 49 E				
AOC 16 (28)	Transmission line	*1927*	47 22 14 N 008 37 49 E				
AOC 34 (1)	Pole	*1396*	47 28 36 N 008 32 07 E				
AOC 34 (2)	Pole	*1397*	47 28 37 N 008 32 07 E				
AOC 34 (3)	Pole	*1398*	47 28 38 N 008 32 06 E				
AOC 34 (4)	Pole	*1398*	47 28 39 N 008 32 05 E				
AOC 34 (5)	Pole	*1405*	47 28 41 N 008 32 04 E				
AOC 34 (6)	Pole	*1412*	47 28 45 N 008 32 01 E				
AOC 34 (7)	Building	*1417*	47 28 44 N 008 31 56 E				
AOC 34 (8)	Tree/Trees	*1445*	47 29 03 N 008 31 41 E				
AOC 34 (9)	Tree/Trees	*1458*	47 29 05 N 008 31 41 E				
AOC 34 (10)	Tree/Trees	*1490*	47 29 34 N 008 31 44 E				
AOC 34 (11)	Tree/Trees	*1537*	47 29 35 N 008 31 43 E				
AOC 34 (12)	Tree/Trees	*1564*	47 29 48 N 008 31 22 E				
AOC 34 (13)	Tree/Trees	*1565*	47 29 51 N 008 31 33 E				
Refer also to AOC 10, LSZH AD 2.24.4 - 1; AOC 28, LSZH AD 2.24.4 - 3, AOC 14, LSZH AD 2.24.4 - 5; AOC 32, LSZH AD 2.24.4 - 7; AOC 16, LSZH AD 2.24.4 - 9; AOC 34, 24.4 -11							

LSZH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 30 hours
4	**Type of landing forecast**	Trend; issuance: HH+20, HH+50
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com), (TAMSI[1]), Briefing officer
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area forecast charts available worldwide
8	**Supplementary equipment available for providing information**	Weather Radar, Satellite Pictures
9	**ATS units provided with information**	Zurich TWR / APP
10	**Additional information (limitation of service, etc.)**	Manned briefing between 0400 and 2100 (0300 and 2000). Weather briefing: Phone: 0900 162 737 (Ge); accessible within Switzerland Weather alert: orange FLG lights are ACT on apron areas if a lightning warning is active, red FLG lights are ACT on apron areas if a handling & fueling stop is required due to immediate adverse meteorological conditions. The warning lights are operated by the Airport Authority.

1. TAMSI = TAF METAR SIGMET

LSZH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
10	NIL	60 x 150	2620 x 150	NIL	Non-instrument runway Grooved RESA: 240x150 m
28	NIL	60 x 150	2620 x 150	NIL	RWY strip dimensions according to non-instrument RWY criteria. Grooved RESA: 100x150 m Engineered Materials Arresting System (EMAS) with a length of 160 m and a width of 60 m at the end of RWY 28.
14	NIL	60 x 150	3420 x 300	YES	Precision approach runway CAT III Grooved RESA: 240x150 m Fully frangible LOC (75 m x 3 m) positioned within RESA at 216 m after RWY end. GP14 shelter located at 120 m from RCL within runway strip (marked and lighted).
32	NIL	60 x 150	3420 x 300	NIL	Non-instrument runway Grooved RESA: 240x150 m
16	NIL	60 x 150	3820 x 300	YES	Precision approach runway CAT III Grooved RESA: 240x150 m GP16 shelter located at 120 m from RCL within runway strip (marked and lighted).
34	NIL	60 x 150	3820 x 300	NIL	Precision approach runway CAT I Grooved RESA: 240x150 m

LSZH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	2500	2560	2500	2500	Full length
	2000	2060	2000	Not usable	Intersection B7
	1900	1960	1900	Not usable	Intersection L7
	1480	1540	1480	Not usable	Intersection E
28	2500	2560	2500	2500	Full length
	1900	1960	1900	Not usable	Intersection K
14	Not usable	Not usable	Not usable	3150	--
32	3300	3360	3300	3300	Full length
	2700	2760	2700	Not usable	Intersection H2
	2300	2360	2300	Not usable	Intersection H1
16	3700	3760	3700	3700	Full length
	3000	3060	3000	Not usable	Intersection E3
	1070	1130	1070	Not usable	Intersection E6 / E7 / R7 / LIMA
34	3700	3760	3700	3240	Full length
	3270	3330	3270	Not usable	Intersection E8 / R8
	2570	2630	2570	Not usable	Intersection E7 / R7

LSZH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
10	NIL	RTHL G, LIL, LED	NIL	NIL	1600 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH. All LED	1900 m, 45 m, W, LIH; 600 m, 45 m, Y, LIH. All LED	R, LIH, LED	NIL	NIL
28	Calvert, 630 m, LIH, LED; SALS 420 m, LIL, LED	RTHL G, LIH, LED; RTIL FLG W, LED	PAPI 3.3°, L, 18.83 m, no LED	Simple TZL* 921 m FM THR 28, W, LIH, LED		1900 m, 45 m, W, LIH; 600 m, 45 m, Y, LIH. All LED	R, LIH, LED	NIL	Calvert 28 shorter than standard (900m).
14	Calvert CAT II/III, 900 m, LIH, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 3.0°, L, 17.40 m, no LED	LIH 900 m, no LED	2400 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH. All no LED	150 m, 30 m, R, LIH; 2550 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. All no LED	R, LIH, no LED	NIL	NIL
32	NIL	RTHL G, LIH, LED; RTIL FLG W, LED	NIL	NIL		2700 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. All no LED	R, LIH, no LED	NIL	NIL
16	Calvert CAT II/III, 900 m, LIH, no LED; SALS 420 m, LIL, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 3.0°, L, 20.57 m, no LED	LIH 900 m, no LED	2800 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH. All no LED	3100 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. All no LED	R, LIH, no LED	NIL	NIL
34	Calvert CAT I, 795 m, LIH, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 3.3°, L, 17.60 m, no LED	NIL		450 m, 30 m, R, LIH; 2650 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. All no LED	R, LIH, no LED	NIL	Calvert 34 shorter than standard (900m).

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

LSZH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LSZH AD 2.16 HELICOPTER LANDING AREA

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

LSZH AD 2.17 ATS AIRSPACE

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

LSZH AD 2.18 ATS COMMUNICATION FACILITIES

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

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

LSZH AD 2.19 RADIO NAVIGATI ON AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
TRASADINGEN DME	TRA	CH 90X	H24	47 41 22.2N 008 26 13.1E	*1850 ft*	NIL	DOC 100 NM / *50'000 ft* Paired VOR FREQ 114.30 MHz
KLOTEN DVOR/DME, VAR 3° E	KLO	114.85 MHz 95Y	H24	47 27 25.7N 008 32 44.1E	*1410 ft*	NIL	PSN: 234° MAG, 0.12 NM FM ARP. DOC 50 NM / *25'000 ft* VOR partially UNREL BTN R235 and R245 BLW *7400 ft AMSL* and BTN R040 and R080 BLW *5200 ft AMSL*.
ZURICH EAST DVOR/DME, VAR 3° E	ZUE	110.05 MHz 37Y	H24	47 35 31.8N 008 49 03.6E	*1734 ft*	NIL	PSN: 051° MAG, 13.6 NM FM ARP. DOC 80 NM / *50'000 ft*
HOCHWALD DME	HOC	CH 79X	H24	47 27 59.6N 007 39 55.6E	*2425 ft*	NIL	DOC 60 NM / *50'000 ft*, DME range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz
KRONBERG DME	KRO	CH 28Y	H24	47 17 30.1N 009 19 39.9E	*5489 ft*	NIL	DOC 100 NM / *50'000 ft* in sector 185° - 115°, unreliable in sector 115° - 185°. Paired VOR FREQ 109.15 MHz
WILLISAU DVOR/DME, VAR 3° E	WIL	116.90 MHz CH 116X	H24	47 10 42.1N 007 54 20.9E	2426 *ft*	NIL	DOC 50 NM / *25'000 ft*, range 80 NM in sector 0° - 105°.
GBAS, class C/G1/0/H, APCH facility designation LSZH/ G14A/20242/S/C	G14A (RWY 14)	114.05 MHz CH 20242	H24	47 28 46.9N 008 31 49.2E	ELEV of GBAS *1416 ft*	NIL	Restricted coverage (published procedures covered): at 15 NM -35°E to 20°S from CL above *3700 ft AMSL*. at 15 NM +/- 35° from CL above *4000 ft AMSL*. at 20 NM +/- 10° from CL above *4700 ft AMSL*. Ellipsoid height: 478.81 m
LOC 14; ILS CAT III, class III/E/4 VAR 3° E	IKL	111.75 MHz	H24	47 27 35.5N 008 33 59.1E	NIL	NIL	LOC PSN: 216 m FM THR 32. RWY 14: LOC course 134° MAG. Front course sector width 3.57°. Restricted coverage: (published procedures covered): at 10 NM - +/- 35° from CL above *3800 ft AMSL*. at 17 NM - 24° E to 33° W from CL above *3800 ft AMSL*. at 25 NM - +/- 10° from CL above *4500 ft AMSL*.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
GP 14		333.35 MHz	H24	47 28 50.0N 008 32 25.8E	NIL	NIL	GP angle 3°. PSN: 350 m FM THR 14. GP HGT THR 14: 53 ft / 16.2 m.
DME 14	IKL	54Y	H24	47 28 50.0N 008 32 25.6E	*1415 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 10 NM - +/- 35° from CL above *3800 ft AMSL.* at 17 NM - +/- 35° from CL above *3800 ft AMSL.* at 25 NM - 10° E to 0° W from CL above *4500 ft AMSL*.
LOC 16, ILS CAT III, class III/E/4, VAR 3° E	IZH	110.50 MHz	H24	47 26 35.2N 008 33 30.2E	NIL	NIL	LOC PSN: 758 m FM THR 34. RWY 16: LOC course 152° MAG Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° from CL above *3800 ft AMSL.* at 25 NM; +/- 10° from CL above *4600 ft AMSL.* No low clearance and no receiver flag within the area 17 NM *3800 ft* 25° E to 30° W from CL.
GP 16		329.60 MHz	H24	47 28 23.1N 008 32 22.6E	NIL	NIL	GP angle 3°. PSN: 384 m FM THR 16. GP HGT THR 16: 54 ft / 16.5 m.
DME 16	IZH	42X	H24	47 28 23.0N 008 32 22.9E	*1400 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° from CL above *3800 ft AMSL.* at 25 NM; +/- 10° from CL above *4600 ft AMSL.*

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 28, ILS UNCAT, class I/C/2, VAR 3° E	IZW	109.75 MHz	H24	47 27 33.6N 008 31 55.3E	NIL	NIL	LOC PSN: 413 m FM THR 10. RWY 28: LOC course 273° MAG. Front course sector width 4.13°. Uncategorised ILS APCH RWY 28 due to obstacle limitation and restriction according to non-instrument RWY criteria. Restricted coverage: at 17 NM; +/- 35° from CL above *4900 ft AMSL*. at 25 NM; +/- 10° from CL above *4900 ft AMSL*.
GP 28		333.050 MHz	H24	Radiating point: 47 27 26.5N 008 33 59.4E	NIL	NIL	GP angle 3.3°. PSN: 304 m FM THR 28. GP HGT THR 28: 51 ft / 15.5 m. Restricted coverage (published procedures covered): above *4900 ft AMSL* at 12 NM; - 8° S to - 4° S from CL at 15 NM; - 4° S to 0° from CL at 13 NM; 0° to 3° N from CL at 12 NM; 3° N to 4° N from CL above *5900 ft AMSL* at 13 NM; - 8° S to - 4° S from CL at 17 NM; - 4° S to 2° N from CL at 14 NM; 2° N to 4° N from CL
DME 28	IZW	34Y	H24	47 27 27.1N 008 33 59.8E	*1423 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 16 NM - 8° S to 4° N from CL above *4700 ft AMSL*. at 17 NM - +/- 15° from CL above *5700 ft AMSL*. at 20 NM - 8° S to 4° N from CL above *5700 ft AMSL*.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 34, ILS CAT I, class I/C/2, VAR 3° E	IZS	110.75 MHz	H24	47 28 45.2N 008 32 00.7E	NIL	NIL	LOC PSN: 431 m FM THR 16. RWY 34: LOC course 332° MAG. Front course sector width 3.27°. Restricted coverage: at 17 NM; +/- 35° from CL above *4200 ft AMSL*. at 21 NM; +/- 10° from CL above *5000 ft AMSL*. at 25 NM; +/- 10° from CL above *6000 ft AMSL*.
GP 34		330.05 MHz	H24	Radiating point: 47 27 04.6N 008 33 07.1E	NIL	NIL	GP angle 3.3°. PSN: 272 m FM THR 34. GP HGT THR 34: 51 ft / 15.6 m. Restricted coverage (published procedures covered): GP usable up to an angle of 5.6° at 10 NM; - 2° W to + 6° E from CL above *3200 ft AMSL*. at 10 NM; - 4° W to + 7° E from CL above *3600 ft AMSL*. at 13 NM; - 4° W to + 7° E from CL above *4900 ft AMSL*. at 17 NM; - 2° W to + 6° E from CL above *5900 ft AMSL*.
DME 34	IZS	44Y	H24	47 27 04.5N 008 33 06.8E	*1400 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 17 NM; - +/- 35° from CL above *5000 ft AMSL*. at 25 NM; - +/- 10° from CL above *6000 ft AMSL*.

LSZH AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions

1.1 General

Active DEP RWY is published on ATIS. DEP on other RWYs, especially opposite to the landing RWY, are only granted in exceptional cases. FLT crews have to expect major delay.
Several missed APCH procedures conflict with SIDs in the immediate climb-out area. The following RWY configurations are therefore operated as dependent RWYs, where DEPs are timed by ATC in respect of arriving traffic:
DEP RWY 16 - LDG RWY 14
DEP RWY 10 - LDG RWY 14
DEP RWY 32 - LDG RWY 34
FLT crews have to expect delay at the HLDG PSN of the above mentioned RWYs.
LSZH may not be planned as ALTN between 2200-0500 (2100-0400).
Crossing Runway Operations:
Pilots to be aware of movements on the crossing runway. For situational awareness: listen out on the TWR-frequency also for calls affecting traffic on the other runways and visually scan the areas around the runways during take-off / landing and crossing.

1.2 Scheduled Air Traffic

DEPs and LDGs may be planned between 0500 and 2200 (0400 and 2100). DEPs and LDGs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.3 Non-scheduled flights

All non-scheduled flights with origin or destination outside of Schengen-area shall send general declaration to border control prior to ARR or DEP.

1.4 Charter Flights

DEPs may be planned between 0500 and 2100 (0400 and 2000). DEPs of delayed ACFT are allowed until 2130 (2030) without further permission.

LDGs may be planned between 0500 and 2200 (0400 and 2100). LDGs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.5 Non-scheduled commercial air traffic (Business Flights)

DEPs and LDGs may be planned between 0500 and 2200 (0400 until 2100).

LDGs and DEPs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.6 Non-commercial air traffic

DEPs and LDGs may be planned between 0500 and 2100 (0400 until 2000).
A pilot-in-command may only expect a clearance for APCH if he is over or ABM (if radar vectored) reporting points GIPOL or AMIKI at 2030 (1930) at the latest.

1.7 Exemptions

1.7.1 Urgent flights

- FLTs with special AUTH from FOCA, namely State ACFT with diplomatic clearance;
- SAR FLTs;
- Police and supervision FLTs;
- FLTs carrying sick or injured persons;
- Disaster relief FLTs;
- Forced LDG due to technical or other safety reasons.

Note: For planned urgent flights prior notification to Airport Authority is required.
Please provide the following information in advance: Date and time of FLT (UTC); FLT number; Type of ACFT and registration; ARR from/DEP to; Number of passengers; Type or purpose of FLT, specific reason for urgency as well as needed services (fuel, customs, others).
Email: airportauthority@zurich-airport.com or phone +41 (0) 43 816 21 11

1.7.2 Permission requests

Other exemptions not stipulated in §1.7.1 may be authorised by Zurich Airport Authority only in unforeseen and exceptional cases, notably in severe weather conditions.
Zurich Airport Authority:
Phone: +41 (0) 43 816 21 11

1.8 Training missed approaches for IFR flights

Due to dependent RWY operations and difference in performance of arriving aircraft, planned missed approaches for training purpose are generally not allowed.

2. Airport slot permission request procedures

2.1 General

Air carriers may not expect an AP slot allocation systematically for night FLT movements for the period between 2045 - 0500 (1945 - 0400). All AP slot requests will be authorised by Slot Coordination Switzerland in order to meet the local noise restrictions.
Traffic flow restrictions for ICAO APCH category “A” ACFT apply in accordance with § 2.3.1.

2.2 Scheduled air traffic and charter flights

All scheduled and charter FLTs are subject to schedule coordination by Slot Coordination Switzerland. Permission requests for AP slots shall be submitted in the SCR-format specified in Chapter 6 of the IATA Standard Schedules Information Manual:
Slot Coordination Switzerland:
Email: slot@slotcoordination.ch

2.3 Non-commercial and non-scheduled commercial air traffic

All non-scheduled commercial and non-commercial IFR air traffic is subject to coordination by Slot Coordination Switzerland (SCS). Flights to and from LSZH are only permitted with a previously allocated airport slot and the corresponding airport Slot-ID. The airport Slot-ID shall be communicated to the operator by the respective and mandatory handling agent. Slot requests must contain accurate flight information and changes must be communicated to the handling agent. The airport slot-ID shall be entered in field “18 – Other Information” of the ATC flight plan. ATC flight plans not containing a valid airport Slot-ID may be rejected.
The filing format is as follows:
RMK/ASL<Slot-ID>
The Slot-ID is composed of 14 alphanumeric characters assigned by SCS when allocating the airport slot.
Example: RMK/ASLLSZHDNJE0137L0

Due to limited stands, the ACFT operator shall declare the ground elapse time in item 18 of flight plan (e.g. RMK/ground time 2 HR). If the parking sector is 1 to 9 and the planned ground time is more than 48 HR, the ground handling agent shall check stand availability with Apron Service on phone: +41 (0) 43 816 21 19 prior to departure at origin.
For all other stands with a ground time request of more than 48 HR the ground handling agent shall contact: dispo@zurich-airport.com or phone +41 (0) 43 816 77 55 for permission prior to DEP at origin.

AP slots will be organised by the respective handling agent.

IFR AP slots shall be requested by operators providing the following data:
- New request, modification or cancellation of AP slot;
- ACFT REG;
- Airline/Operator code (if applicable);
- FLT number (if applicable);
- Date;
- ACFT type (ICAO Code);
- Number of cabin seats;
- Commercial, non-commercial or training FLT;
- Origin and/or DEST of FLT (ICAO Code);
- Intended scheduled OFF-BLOCK time LSZH in UTC or
- Intended scheduled ON-BLOCK time LSZH in UTC.

AP slots shall be requested before filing any flight plan.
Filed flight plans shall include EOBT based on the allocated AP slot. The field flight plan has to match the airport slot +/- 0 minutes. No deviation is permitted.

Non-commercial and non-scheduled commercial traffic have to comply with the regulations stated in chapter 3 § 3.3.2.1 up to 3.3.2.5

Modifications and cancellations of the already permitted FLTs as well as all modifications of the flight plan times which necessitate a new AP slot, shall be notified immediately to the handling agent.

Not subject to flight plan coordination and AP slot requirements are:
- Air traffic which conducts an APCH to Zurich AP due to MET or technical reasons;
- SAR, urgent medical and EMERG FLTs;
- State ACFT FLTs with diplomatic clearance issued by FOCA.

Technical check FLTs shall be coordinated with the TWR supervisor:
Phone: +41 (0) 43 931 69 61
at least one HR prior ETD. The following declarations should be stated:
- Requested FLT program;
- Routing;
- Requested FL;
- Special FLT program parts;
- DUR of special FLT program parts.

ATC may instruct other times and/or routings and may impose other restrictions. Subsequently a corresponding flight plan shall be filed.

2.3.1 Traffic flow restrictions for ICAO approach category “A” ACFT

Due to capacity and traffic flow reasons, the following restrictions apply for ICAO APCH category “A” ACFT:

- AP Slots may be requested at the earliest the day before the planned FLT*.
- AP Slots may only be requested for off-peak HR in accordance with the table below.
- FLT will only be permitted by ATC during off-peak HR in accordance with the table below.
- All helicopter IFR-operations are equated with ICAO approach category “A” fixed-wing aircraft.
- Further restrictions may apply at short notice due to meteorological or operational reasons.

*Except Federal Office for Civil Aviation (FOCA) check FLT.

MON-FRI		SAT, SUN and German public holidays[1]	
Outbound	Inbound	Outbound	Inbound
0715 - 0725 (0615 - 0625)	0750 - 0915 (0650 - 0815)	-	0815 - 0915 (0715 - 0815)
0930 - 1030 (0830 - 0930)	1130 - 1415 (1030 - 1315)	0930 - 1030 (0830 - 0930)	1130 - 1415 (1030 - 1315)
1315 - 1530 (1215 - 1430)	1600 - 1730 (1500 - 1630)	1315 - 1530 (1215 - 1430)	1600 - 1730 (1500 - 1630)
1740 - 1825 (1640 - 1725)	1915 - 1945 (1815 - 1845)	1740 - 1825 (1640 - 1725)	1915 - 1945 (1815 - 1845)
2015 - 2045 (1915 - 1945)	-	2015 - 2045 (1915 - 1945)	-
1. REF to LSZH AD 2.21 §2.3			

Off-peak HR at LSZH:
The AP slot for ICAO APCH category “A” ACFT refers:
- for a DEP to the OFF-BLOCK time
- for an ARR to the ON-BLOCK time

3. Aircraft guidance and procedures on Apron and TWYs

3.1 General

3.1.1 Advanced Surface Movement Guidance and Control System (A-SMGCS)

Zurich AP is equipped with A-SMGCS, supported by SMR and Mode S MLAT, which provides ACFT PSN information and IDENT to Tower, Ground and Apron Control.

3.1.1.1 General

Aircraft Operators intending to use Zurich Airport shall ensure that Mode S transponders are able to operate when the ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.

3.1.1.2 Mode A code

Flight crews shall ensure that the transponder is set to and transmitting the assigned Mode A code;
- for departure: latest when start-up and/or push-back clearance is received by Apron Control; and
- after landing: continuously until the ACFT has reached its final parking position

3.1.1.3 Mode S Aircraft Identification

Flight crews of ACFT with Mode S transponder being able to manually set an aircraft identification shall set their aircraft identification as specified in item 7 of the filed ATC flight plan.
- For departure: latest when start-up and/or push-back clearance is received by Apron Control, the ACFT identification shall be set.

3.2 Apron Control

The AP operates a ground control radio station with the call sign “Zurich Apron”. **Language: En**

3.2.1 Area of responsibility

The exact area of responsibility is shown on the chart LSZH AD 2.24.1-1, LSZH AD 2.24.3 - 1 and LSZH AD 2.24.3 - 3.

3.2.2 Clearance and Transmission of messages

Clearances will only be issued in for the area within their scope of responsibility. In particular, a clearance to TAX does not include a clearance to cross a RWY or to TAX onto a RWY. Handling requests will not be transmitted.

3.2.3 Operational hours and Marshaller service

Operational HR are from 0445 until 2230 (0345 until 2130). In exceptional cases, radio contact will be AVBL after 2230 (2130).
Outside the operating HR, ACFT on the apron and TWYs are guided by a marshaller.
In exceptional operational conditions, marshallers are AVBL for ACFT guidance.

3.3 Procedures

3.3.1 Arriving aircraft

3.3.1.1 Minimum RWY occupancy time

Rapid exit from the LDG RWY minimises the occurrence of go-arounds and allows ATC to apply MNM spacing.
ACFT vacating the RWY in use should not stop on the exit TWY until the entire ACFT has passed the RWY stop bar.

3.3.1.1.1 Landing RWY 14

To ensure MNM RWY occupancy time, pilots are reminded to vacate the RWY via TWY H1 whenever possible (except wake turbulence category HEAVY) or as instructed by ATC.

3.3.1.1.2 Landing RWY 16

Vacating via TWY E4 or E6 only with ATC clearance.

3.3.1.1.3 Landing RWY 28

Vacating into RWY 16 or RWY 34 only with ATC clearance. Vacating to the south via TWY F only with ATC clearance.

3.3.1.1.4 Landing RWY 34

When landing on RWY 34 expedite to cross intersecting RWY 28 to enable departure. Preferred exit via TWY E4 or later.
Vacating via TWY E6 only with ATC clearance.

3.3.1.2 Taxi procedures

Arriving aircraft shall taxi independently to the parking position according to taxi instructions issued by Apron Control.
All traffic shall stop at Intermediate HLDG PSN when Stop bars are activated.
If the docking guidance system, fails the FLT crew shall stop the ACFT immediately and notify Apron Control. The ACFT shall not TAX any further until a marshaller has taken over the guidance.
The final guidance for ACFT taxiing to the GA sectors will be provided by a marshaller. During taxiing in GA sectors use minimum thrust to avoid jet blast.

Placement of ground service equipment (baggage/post cars, dollies, trailer) between two aircraft stands is accepted in accordance with the ground handling regulation.

3.3.2 Departing aircraft

3.3.2.1 Optimization of RWY occupancy time and intersection/converging RWY operations

ATC will consider every ACFT at the HLDG point as able to commence line up and take off immediately after clearance issued. Pilots not ready when reaching the HLDG point (no ACFT in front on the same TWY) shall advise ATC as early as possible.
During certain periods, landings and/or departures on intersecting and/or converging RWYs are in effect. The RWY designator shall be read-back with every take-off or landing clearance received.
Pilots in receipt of a conditional line-up clearance on a preceding departing ACFT should remain behind the subject ACFT but may cross the RWY HLDG point (as long as there is no illuminated red stop bar) and enter the RWY upon receipt of the clearance. Pilots must be aware that there may be a blast hazard as the ACFT on the RWY applies PWR.
The ACFT has to be rolling within 10 seconds after reception of take-off clearance. Pilots unable to comply with this requirement shall notify ATC, preferably before entering the RWY.
Be aware of possible wake turbulence from departing/landing traffic on the intersecting RWY, especially in case of long landing or missed approach.

3.3.2.2 Airport Collaborative Decision Making (A-CDM)

A-CDM focusses on the turn-round process in order to ensure common situational awareness followed by best possible allocation of resources. A PERM and fully automatic data exchange with the European Air Traffic Flow and Capacity Management (ATFCM) is established.

3.3.2.3 A-CDM Definition and Procedure

Target Off Block Time (TOBT)

i. The TOBT reflects the time when all ground handling activities are completed, meaning
   - all doors are closed
   - boarding bridge removed
   - except on stand de-icing

ii. TOBT must have an accuracy of +/- 5 minutes and shall be maintained by Aircraft Operator (AO) or Ground Handling (GH).

iii. FLT crew shall ensure that the flight is ready at TOBT +/- 5 minutes. Otherwise, a TOBT update shall be initiated (see also §3.3.2.5).

EOBT

i. Time when the ICAO FPL has estimated to leave the stand.

ii. The Aircraft Operator (AO) is required to adjust FPL EOBT when the deviation to the latest TOBT is more than 15 minutes.

Target Start-up Approval Time (TSAT)

i. Time provided by ATC that an ACFT can expect to receive start-up / pushback approval.

ii. TSAT has a tolerance of +/- 5 minutes

iii. Latest at TSAT -5 minutes pushback vehicle shall be connected with the ACFT and ready for immediate push.

3.3.2.4 Departure Clearance - General

Departure clearance may be obtained from "Zurich Delivery" through Skyguide Datalink Departure Clearance (DCL) service or by voice. Use of DCL should be preferred over voice whenever practicable. DCL service is operated by the same ATC controller as "Zurich Delivery".

Aircraft operators intending to use data link for obtaining ATC clearance shall ensure that their flight crews are adequately trained.

3.3.2.4.1 Clearance Request (RCD)

Datalink RCD message is accepted from 30 minutes prior to TOBT (Ti) until TOBT +5 minutes (Tt).
An RCD reception will be acknowledged immediately by means of an automatic FSM.
Alternatively, the FLT crew may contact "Zurich Delivery" at the earliest 30 minutes prior to TOBT to request the departure clearance by voice.

When requesting departure clearance, the FLT crew shall report / RCD message shall contain:

- call sign as filed in the ATC FPL
- ACFT type
- IDENT letter of the received DEP ATIS information
- parking stand
- if unable for standard DEP RWY, refer to 3.3.2.4.3

Note: Free text remarks are indicated to the ATC controller.

After RCD is sent, FLT crew shall monitor "Zurich Delivery" frequency. When ACFT is ready according conditions §3.3.2.5, FLT Crew shall call "Zurich Delivery" to report ready.

3.3.2.4.2 Unable for standard DEP RWY

Different DEP RWY, other than the standard as broadcast on the DEP ATIS are only accepted for performance reasons or when initiated by ATC for operational reasons. FLT crews which are UNA to accept the standard DEP RWY in accordance with DEP ATIS shall send a corresponding RCD message or report this to "Zurich Delivery" at the earliest 30 minutes prior TOBT, but not later than 15 minutes prior to TOBT.
RCD message shall contain the following information in the free text / remark field: "UNABLE[RWY]" or "UNA[RWY]" (RWY as number, without space).

3.3.2.4.3 DCL Clearance Uplink Message (CLD)

"Zurich Delivery" may intentionally delay the issuance of the ATC clearance for operational reasons. In this case, CLD uplink message may not arrive immediately.
Airborne frequency received in datalink clearance shall only be contacted upon ATC instruction.
Current ATIS notification sent via CLD corresponds to the DEP ATIS valid at the time of the message. It is FLT crew's responsibility to check for any subsequent updates of the current DEP ATIS.
For regulated flights only, current CTOT is communicated once with CLD uplink message. No subsequent electronic updates are provided through DCL.
A received CLD message shall be acknowledged within 5 minutes (T1), otherwise the DCL process is automatically aborted with a negative FSM message.

3.3.2.4.4 Revert to voice procedures

Upon receiving any message containing the line "REVERT TO VOICE PROCEDURES" or in the event of any inconsistency with the clearance received, the pilot shall contact "Zurich Delivery".
A clearance received by voice always supersedes any DCL datalink clearance.
Re-clearances and revisions by DCL are not permitted/possible under normal circumstances.

3.3.2.4.5 Datalink Departure Clearance (DCL) Technical Information

DCL is available to all ACARS equipped aircraft on the ground. The messages must be routed via either SITA or ARINC and shall comply with ARINC specification 623-2 and the EUROCAE specification ED-85A.

- Ti set to TOBT -30 minutes
- Tt set to TOBT +5 minutes
- Timers T0 & T2 set to 1 minute
- Timer T1 set to 5 minutes

Reporting of problems: email to atm@skyguide.ch

3.3.2.5 Aircraft Ready

i. FLT crew shall report ready to "Zurich Delivery" at TOBT +/- 5 minutes tolerance irrespective of de-icing, pushback vehicle availability and TSAT.
ACFT not ready within the specified time frame shall update their TOBT (via AO or GH) prior reporting ready to "Zurich Delivery".
ii. ACFT not ready at TOBT +5 minutes may lose their position in the departure sequence. TSAT will only be recalculated after TOBT has been updated.
iii. ACFT not ready at TOBT +5 minutes may not be accepted by "Zurich Delivery" and FLT crew will be advised to arrange a new TOBT.
iv. "Zurich Delivery" will transfer ACFT that are ready within the TOBT tolerance to "Zurich Apron" for start-up clearance.
v. For flights with CTOT, the ACFT ready status will be transmitted automatically to NM. A Ready Message (REA) does not need to be requested.

3.3.2.6 Start-up and pushback procedure

i. Start-up clearance will be issued by "Zurich Apron" at TSAT +/- 5 minutes.
ii. If pilot is not ready to push and/or start the engine at TSAT +5 minutes TSAT will be cancelled and pilot might be advised to contact "Zurich Delivery" to restart the departure process according § 3.3.2.4
iii. For the towing or push-back of an ACFT a general AUTH will be given to the FLT crew. All detailed instructions for the tow or push-back of ACFT will be transmitted directly by Apron Control on the tow vehicle's FREQ to the driver.
iv. For any cross bleed / cross generator start-up the FLT crew shall inform Apron Control first.
If necessary other procedures may be requested or authorized by Apron Control.

3.3.2.7 Taxi procedures for departing aircraft

Departing aircraft shall taxi independently from the parking position according to taxi instructions issued by Apron Control.

3.3.2.8 Winter Operation

Winter operation is ACT from 15 OCT to 30 APR. If de-icing of ACFT is heavily delayed due to high demand and prolonged processing time, due impact on operations with RWY closures for SN cleaning, resulting in increasing number of FLTs missing their slots, "General De-icing with Extended Slot Tolerance Window" might be applicable. This information will be BCST on DEP ATIS during activation. With handover to "Zurich Apron", ATC slot adherence will be assured by ATC.

3.4 ICAO Code Letter F Ground Operation

According to ICAO Annex 14 §1.7 table 1.1, Code letter F refers to a wingspan between 65 m and 80 m.

3.4.1 Ground movement area

For Code letter F FLT operations, refer to LSZH AD 2.22 § 2.8.
The Code letter F ground movement area is shown on the chart LSZH AD 2.24.3 - 5. The movement area for this ACFT is divided into three zones: areas where a Code letter F ground movement is allowed (marked black), allowed with a marshaller only (marked dark-grey) and not allowed (marked light-grey).

3.4.2 Parking positions

For the different Code letter F ACFT following table shows the possible parking PSNs:

parking position	A380-800	AN-124	B747-8
E19	Yes	No	Yes
E42	No	No	Yes
E46	No	No	Yes
E52	Yes	No	Yes
E67	Yes	No	Yes
B38	No	No	No

The following remote stands are AVBL for Code letter F ACFT at the parking sector whiskey:

parking position	A380-800	AN-124	B747-8
W21	No	No	Yes
W22	No	No	Yes
W30	Yes	Yes	Yes

3.5 High-Visibility Jackets and FLT crew ID badge

All persons walking on the AP movement area (incl. FLT crew during outside check) shall wear a high-visibility jacket which complies with the EN 471 standard class 2 or 3.
FLT crew members wearing uniform shall display their FLT crew ID badge clearly visible above the waist and shall show their IDENT upon demand by the control agents of the AP (Flight Crew Member Certificate (or equivalent), licence and passport (or equivalent)).
FLT crew members without uniform shall be in possession of a Flight Crew Member Certificate, Cockpit Permit (or equivalent) and passport (or equivalent). Private pilots shall carry a licence, passport or equivalent, and their flight plan.

4. Ground handling

All ACFT must be able to pushback. It is compulsory to check with the ground handling if an adequate tow-bar is AVBL.
Operators of scheduled air traffic and charter FLTs (including ferry-, technical-, trainings- and positioning FLTs) are obliged to choose one of the following ground handling agents mentioned in § 4.1.
Operators of scheduled- and charter FLTs are requested to announce ground handling agents for planning purpose 30 days prior to

- start of operation at Zurich or change of ground handling agents to:

Post: Flughafen Zürich AG:
Email: handling.admin@zurich-airport.com

4.1 Ground handling agents:

Post: **Airline Assistance Switzerland**
Operations
P.O. Box 2119
CH-8058 Zurich-Airport
Phone: +41 (0) 43 816 54 23
Fax: +41 (0) 43 816 54 29
Email: ops@aas-switzerland.ch
SITA: ZRHKPCR
URL: http://www.aas-switzerland.ch/
FREQ: 131.485 MHz

Post: **Dnata Switzerland AG**
P.O. Box
CH-8302 Kloten
Phone: +41 (0) 43 815 83 83
Fax: +41 (0) 43 815 83 85
Email: zrh.opsplanning@dnata.ch
SITA: ZRHSC7X
URL: http://www.dnata.ch/
FREQ: 130.455 MHz

Post: **Swissport International AG**
Station Zurich
Business Development & Sales Zürich
P.O. Box
CH-8058 Zurich-Airport
Phone: +41 (0) 43 812 28 73
Fax: +41 (0) 43 812 91 95
Email: zrh.sales@swissport.com
SITA: ZRHKWXH
URL: http://www.swissport.com/
FREQ: 131.655 MHz

4.1.1 Non-commercial and non-scheduled commercial air traffic

A MAX of 24 passengers and / or 200 kg of cargo may be handled at the general and business aviation facilities GAC and Business Aviation Center (BAC).
Operators of such FLTs are obliged to choose one of the ground handling agents listed below unless they hold a Self Handling AUTH issued by Flughafen Zürich AG.
For such FLTs on ARR and DEP, the name of the handling agent (AUTH of either the handling agent with third party handling or an organisation with self handling) as well as the parking period of the arriving ACFT shall appear in item 18 of the ICAO flight plan.

4.1.1.1 Ground Handling Agents:

Post: **Cat Air Service AG**
P.O. Box 2221
CH-8060 Zurich-Airport
Phone: +41 (0) 43 816 08 08
Fax: +41 (0) 43 816 08 09
Email: info@cat-airservice.com
URL: http://www.cat-airservice.com
FREQ: 131.905 MHz

Post: **BHS Aviation AG**
Flughofstrasse 39a
CH-8152 Glattbrugg
Phone: +41 (0) 44 555 44 20
Fax: +41 (0) 44 555 44 99
Email: sales@bhs-aviation.com
URL: https://bhs-aviation.com
FREQ: 131.555 MHz

Post: **Execujet Europe AG**
FBO
Business Aviation Center
P.O. Box 1
CH-8058 Zurich-Airport
Phone: +41 (0) 44 876 56 56
Fax: +41 (0) 44 876 56 57
Email: fbo.lszh@execujet.eu
URL: http://www.execujet.ch/
FREQ: 130.255 MHz

Post: **Jet Aviation AG**
Private Aircraft Handling
P.O. Box 1513
CH-8058 Zurich-Airport
Phone: +41 (0) 58 158 84 66
Fax: +41 (0) 58 158 84 75
Email: vip.zrh@jetaviation.ch
SITA: ZRHPHPP
URL: http://www.jetaviation.com/
FREQ: 130.455 MHz

Post: **Lions Air AG**
P.O. Box 233
CH-8058 Zurich-Airport
Phone: +41 (0) 44 828 88 88
Fax: +41 (0) 44 828 88 99
Email: handling@lionsair.ch
URL: http://www.lionsair.ch
FREQ: 120.005 MHz

Post: **Motorfluggruppe Zürich**
General Aviation Center
P.O. Box
CH-8058 Zurich-Airport
Phone: +41 (0) 79 899 22 11 (Mobile)

Email: handling@mfgz.ch
URL: http://www.mfgz.ch/handling

Post: **Swiss Privilege Aviation Services**
General Aviation Center
P.O. Box
CH-8058 Zurich-Airport
Phone: +41 (0) 41 815 09 21
Email: ops@privilegeaviation.com
FREQ: 131.575 MHz

4.2 Fuelling

4.2.1 Aircraft fuelling or defuelling when passengers are on board is permitted.

At any time, the fire fighting service is ready for operation in the VCY of the dock and OPN stands.
The aviation company concerned is obliged to ensure that the provisions stated in Appendix 1 of JAR-OPS 1.305 are fully complied with.

5. ACFT De-icing

5.1 Locations

- Depending on demand, de-icing provider, type of ACFT or special requirements / operational needs, the ACFT will be de-iced either at the parking position (on stand) or on one of the remote de-icing pad's.
- On T- / W- parking stands (except T52 and W01-W30) as well as on GA parking sectors (except GA1 and GA5) de-icing activities are not allowed and the ACFT is required to reposition first (when not foreseen for remote de-icing).

5.2 De-icing - Status

De-icing at Zurich AP has one of the following three status:

- De-icing O/R
- General De-icing
- General De-icing with extended Slot Tolerance Window

DEP ATIS BCST the de-icing status if “General de-icing” or "General De-icing with extended Slot Tolerance Window" is in use.

5.3 De-icing - Procedures

i. If de-icing is required (irrespective of the de-icing status), the FLT crew shall contact "De-icing Coordination" on FREQ **121.810** MHz prior to obtaining departure clearance and 15 MIN before TOBT at the latest. The FLT crew will be informed about its de-icing location foreseen (on-stand or remote de-icing).
ii. TOBT shall not be adjusted to reflect the de-icing process (spraying time).

5.3.1 ACFT de-icing on stand

i. When all handling activities are completed, except de-icing, FLT Crew shall report ready to "Zurich Delivery" within TOBT +/- 5 minutes.
ii. The duration of the de-icing process is reflected in the TSAT.
iii. When de-icing activities are completed, standard start-up/push-back and TAX procedure shall be followed.

5.3.2 ACFT repositioning for de-icing on stand

i. Upon requesting de-icing on the "De-icing Coordination" FREQ, the FLT crew is informed if a prior repositioning of the ACFT is required.

ii. "De-icing Coordination" issues instructions about the repositioning procedure.

iii. FLT crew shall request start-up and TAX clearance for repositioning from "Zurich APRON".

iv. Departure clearance shall only be obtained, when the ACFT is on the parking stand where the de-icing takes place.

v. On the de-icing parking position, the engines must be shut down for the de-icing treatment.

vi. On the de-icing parking position, prior de-icing process starts, FLT crew shall report ready to "Zurich Delivery" within TOBT +/- 5 minutes.
Note: The TOBT in this case shall reflect the time when the ACFT is at the de-icing parking position with all handling activities completed, prior de-icing activities start.

vii. The duration of the de-icing process is reflected in the TSAT.

viii. When de-icing activities are completed, standard start-up/push-back and TAX procedure shall be followed.

5.3.3 ACFT, foreseen for remote de-icing: Map LSZH AD 2.24.1 - 1

- Standard start-up/push-back procedure shall be followed
- TAX on to the de-icing lane only when instructed by "Zurich Apron" and stop at the marked and yellow lighted de-icing stop PSN ("STOP DE-ICING") located to the left of the de-icing lane.
- After reaching the de-icing stop PSN ("STOP DE-ICING") and when instructed by "Zurich Apron" contact the "Pad Coordinator".
  - Pad Charlie FREQ **121.640** MHz
  - Pad Foxtrott FREQ **121.635** MHz
- Pad coordinator may instruct to adjust aircraft position if required.
- After de-icing and only when released by the "Pad Coordinator", request further TAX clearance from "Zurich Apron".

5.3.4 Between 1 NOV and 31 MAR it is prohibited to drain water onto the tarmac.

5.4 Clean Aircraft Concept (CAC)

Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.

6. IFR/VFR mixed operations

FLT crews have to expect VFR DEPs and ARRs on any RWY irrespective of the current RWY configuration BCST on ATIS. The following situations require special attention:

1. IFR traffic waiting for DEP from RWY 28 on TWY B or intermediate HLDG PSN A2, P1, P2 or Y1 and VFR ACFT LDG on RWY 28.
2. IFR traffic waiting for DEP from RWY 10 on TWY B or L and VFR ACFT LDG on RWY 10.
3. IFR traffic departing or LDG on RWY 28 or 10 and VFR ACFT departing from RWY 16 INT E6 south of RWY 28/10.

7. IFR operations

7.1 RNAV 1 requirement

All aircraft operating under IFR to and from Zurich Airport are required to be eligible for RNAV 1 operations. Aircraft operators shall be approved for RNAV 1 and flight crews shall be qualified accordingly. For exemptions refer to chapter 1.7.

7.2 iStream Procedure

7.2.1 Goal

iStream is a process concerning all IFR inbound flights to LSZH between 0500 and 0600 (0400 and 0500). It aims at an early pre-planning of an optimized approach sequence in order to:
- Prevent holding delay due to night curfew regulations
- Reduce fuel consumption

7.2.2 Participation

The participation to the process is mandatory for flights expected to arrive between 0500 and 0600 (0400 and 0500) and having a flying time of 5 hours or more, and is recommended for all other flights arriving during this period.

7.2.3 Process

7.2.3.1 Strategic Phase

Skyguide will generate a strategic sequence for all flights with a scheduled time of arrival (STA) between 0500 and 0600 (0400 and 0500) and will provide a strategic planning time frame for each flight, within which the landing time can be expected. The Operational Flight Plan shall take into account this Strategic Landing Time.

7.2.3.2 Tactical Phase

Aircraft operators of flights expected to arrive between 0500 and 0600 (0400 and 0500) shall provide the estimated time over (ETO) of the last waypoint of the FPL before 0030 (2330). Skyguide will generate a provisional approach sequence and provide target times over (TTO) for all flights to the aircraft operators before 0100 (0000). The aircraft operators shall forward the information to the flight crews for the purpose of adapting their flight speed.

7.2.4 Further information

Aircraft operators planning flights with an arrival time during the above mentioned time frame shall contact istream.support@skyguide.ch for information and guidance on the process.

7.3 Restrictions on VEBIT SIDs RWY 16

7.3.1 Suspension of VEBIT SIDs RWY 16 during main arrival peak hours

Due to capacity constraints, the following restrictions apply daily between 0930 and 1045 (0830 and 0945):
VEBIT SIDs RWY 16 are suspended. Aircraft requiring a VEBIT SID shall be ready and report to CLR DEL on 121.930 MHz before 0930 (0830) to depart from RWY 16 during the restricted time frame.
If ready later, earliest start-up will be issued at 1045 (0945). Tactical re-routings after departure will not be granted and non-standard flight plans are not accepted.

7.3.2 VEBIT 1T SID RWY 16 not available for Boeing 777 aircraft

SID VEBIT 1T RWY 16 is not available for Boeing 777 aircraft. In case of VEBIT 4S is also not available, Boeing 777 with DEP on RWY 16 shall refile the flight plan via exit fix DEGES.

LSZH AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

1.1 The following regulations are in force to avoid excessive aircraft noise in the populated areas in the vicinity of Zurich AP

Departures of subsonic aircraft not certified according to the noise standards of ICAO Annex 16, Volume 1, Part 2, Chapter 3 and of supersonic aircraft are not permitted. Exceptions may be granted by the airport authority.

DEV from published routes and procedures are only permitted if the safety of the ACFT is affected; subject to Art. 27 of the ordinance concerning the aviation infrastructure (OAI).

ACFT operators that are unable to comply with these regulations and procedures shall submit alternative procedures to Zurich Airport Authority.

1.2 Auxiliary Power Units (APU)

1.2.1 All stands

Primarily, the stationary airport pneumatic and electrical service units shall be used. Alternatively, mobile units shall be used.

1.2.2 The APU shall only be started:

- to start engine, but no earlier than 10 MIN before the target off-block time (TOBT).
- if the stationary or mobile units are not available or unserviceable for specific aircraft types. In that case, the APU shall be started no earlier than:
  - 50 minutes before off-block time for aircraft Codes B and C
  - 70 minutes before off-block time for aircraft Codes D, E and F
  - 30 minutes before off-block time for GA sector 1

  and kept in operation no more than 20 minutes after the on-block time.
- if maintenance work on the ACFT makes it unavoidable; in that case the service period shall be kept as short as possible.
  Exceptions have to be permitted by the Airport Authority.

2. Approaches

2.1 ILS/GLS approach:

The descent shall be arranged so as to maintain ENR configuration for as long as possible taking safety and ATC requirements into consideration. Speed reduction and extension of LDG gear and high lift devices are to be planned in such a way that the LDG configuration is established and the correct APP speed is reached shortly prior to or at 4 miles final.

2.2 Other approaches:

Visual circuits shall be flown at *3000 ft AMSL* or HYR whenever visibility and BASE permits. Overflying of densely populated areas shall be avoided as far as possible.

2.3 German ordinance

2.3.1 Application:

MON - FRI:	0000 - 0600 and 2000 - 2359 (2300 - 0500 and 1900 - 2259)
SAT, SUN and German public HOL:	0000 - 0800 and 1900 - 2359 (2300 - 0700 and 1800 - 2259)

Remark: LDGs before 0500 (0400) are not allowed.

German Public Holidays	2021	2022	2023	2024	2025
New Year	JAN 01	JAN 01	JAN 01	JAN 01	JAN 01
6th January	JAN 06	JAN 06	JAN 06	JAN 06	JAN 06
Good Friday	APR 02	APR 15	APR 07	MAR 29	APR 18
Easter Monday	APR 05	APR 18	APR 10	APR 01	APR 21
1st May	MAY 01	MAY 01	MAY 01	MAY 01	MAY 01
Ascension Day	MAY 13	MAY 26	MAY 18	MAY 09	MAY 29
Whit Monday	MAY 24	JUN 06	MAY 29	MAY 20	JUN 09
Corpus Christi Day	JUN 03	JUN 16	JUN 08	MAY 30	JUN 19
Day of German Unity	OCT 03	OCT 03	OCT 03	OCT 03	OCT 03
All Saints' Day	NOV 01	NOV 01	NOV 01	NOV 01	NOV 01
Christmas Day	DEC 25	DEC 25	DEC 25	DEC 25	DEC 25
Boxing Day	DEC 26	DEC 26	DEC 26	DEC 26	DEC 26

2.3.2 Lowest FL over German airspace

The lowest FL to be used in German airspace for arrivals at Zurich AP is FL 120 during the German ordinance period. Therefore all INBD FLTs to LSZH at cruising FL 110 or below which enter German airspace APSG IAF AMIKI or GIPOL, shall expect to CMB FL 120 in accordance with ATC instruction.
Exemptions are only AVBL for PER reasons and/or due to weather conditions.

2.3.3 RWY 14/16

As APCHs to both RWY 14 and RWY 16 require the use of German airspace below FL 120, these RWYs are not AVBL during the German ordinance period. Therefore, the LDG RWY will be in accordance with § 2.4, weather permitting.

2.3.4 RWY 28

For ATC operational reasons, LDGs on RWY 28 shall be conducted with MNM VIS 4300m.

2.4 Landing RWY

Expect the LDG RWY to be assigned as follows, weather permitting.

2.4.1 Weekdays

0500 - 0600 (0400-0500)	RWY 34
0600 - 2000 (0500 - 1900)	RWY 14
2000 - 0500 (1900 - 0400)	RWY 28*

* RWY 34 may be requested for safety reasons, however, FLTs to RWY 28 have priority.

2.4.2 SAT and SUN and German Holidays

0500 - 0800 (0400-0700)	RWY 34
0800 - 1900 (0700 - 1800)	RWY 14
1900 - 0500 (1800 - 0400)	RWY 28*

* RWY 34 may be requested for safety reasons , however, FLTs to RWY 28 have priority.

Other LDG RWYs may be assigned due to MET conditions or operational reasons. Outside the German ordinance period, RWY 34 is only AVBL in cases of EMERG LDG due to the FLT path leading into uncontrolled airspace.

2.5 Reverse thrust

More than idle reverse shall not be used except for safety reasons (e.g. tailwind, wet or contaminated runway and/or required landing distance close to runway length).

3. Departures

3.1 Departure routes

DEV from the SID routes published in the AIP are only permitted at and above *5000 ft AMSL*. Between 2100 - 0500 (2000 - 0400), DEV from a SID is only permitted at and above FL080 with the permission of ATC.

3.2 Departure procedures

If possible, a rolling TKOF shall be executed. The engine PWR shall be increased only after entering the DEP RWY.
Climb with MAX climb gradient to *4500 ft AMSL:*
- use the high lift devices TKOF configuration
- TKOF PWR reduction to climb PWR at *2900 ft AMSL*

Automatic measuring equipment is used to MNT adherence.

3.3 Departure runways

Depending on the LDG RWY in use, expect DEP RWY to be assigned as follows:

0600-2000 (0500-1900)

LDG RWY	DEP RWY
RWY 14 / RWY 16	28 [1] / 16 [2] / 10 [3]
RWY 28	32 [4] / 34 [4] [5]
RWY 34	28 / 32 / 34 [5]

1) RWY 28 is used primarily

2)RWY 16 will only be assigned if requested for performance reasons (minimization of delays)
For propeller aircraft normally only SID WIL 3Q will be assigned" (Ref. LSZH AD 2.22, 1.2.3)

3) RWY 10 only, if RWY 28 cannot be used due to MET reasons

4) SID with left turn only; SID with right turn may be assigned by ATC

5) RWY 34 will only be assigned due to operational reasons or if requested for performance reasons.

2000-0600 (1900-0500)

Jet ACFT expect DEP on RWY 32 / 34*.

* Exception between 2000 and 2100 (1900-2000) when LDG RWY 14 or RWY 16 is in use, in which case, expect DEP on RWY 28 or RWY 16.

Other DEP RWYs may be assigned due to MET conditions or operational reasons.
ACFT exceeding noise index 96*:
are not admitted for DEP between 2100 and 2230 (2000 and 2130).

ACFT with a non-stop flight DIST of 5000 km and above and not exceeding noise index 98*:
are admitted for DEP between 2100 and 2230 (2000 and 2130).

* Authoritative noise index according to Swiss Law article 39c of the ordinance concerning the aviation infrastructure (OAI): The authoritative noise index is the arithmetic average of the two AUTH levels, lateral and flyover of an ACFT model, determined using the standard in ICAO Annex 16, Volume 1, Chapter 3.

4. Engine Tests

4.1 Idle Power

For safety reasons and noise MNT as well as to ensure proper operations, the running of engines (e.g. short and idle), not used for taxiing, is subject to prior permission.

Permission shall be requested from the Zurich Airport Authority,
Phone: +41 (0) 43 816 21 11

4.2 Run-ups

Run-ups shall only be performed when using silencers.
Exemptions may be granted by the Zurich Airport Authority:
- when the silencers cannot be used for unpredictable technical or MET reasons;
- if the silencers are not compatible with the TYP in question.

Both DUR and PWR setting for such run-ups shall be kept to a MNM.

LSZH AD 2.22 FLIGHT PROCEDURES

1. SID Description

Speed limitation:
If the SID stipulates a speed limit for a turn, this speed must be adhered to during the turn even after a “DIRECT TO” clearance.

1.1 SID RNAV

1.1.1 SID RWY 10 - RNP 1

(see chart LSZH AD 2.24.7.1 - 1)

DESIGNATOR	RWY 10 - RNP 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
GERSA 1D PDG 6.3% to *2200 ft*	Climb straight ahead to ZH510. At ZH510 turn left to ZH505 (MAX IAS 210kt during turn). At ZH505 proceed via BREGO, ZH556, ZH561, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH505 at *5000ft* or above, ZH556 at FL090 or above, ZH561 at FL100 or above, GERSA at FL140 or above.	When instructed contact Zurich DEP 125.955.	RF required. TFC via GERSA file VEBIT T53 GERSA. EXP tactical assign-ment of GERSA SID by ATC when RWY 10 in use.
VEBIT 1D PDG 6.3% to *2200 ft*	Climb straight ahead to ZH510. At ZH510 turn left to ZH505 (MAX IAS 210kt during turn). At ZH505 proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH505 at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RF required. TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).

Procedure Description of RNP 1 SID GERSA 1D						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY10	N	-	-	-	-
TF	ZH510	N	-	-	093° (096.0°T)	3.9
RF (Centre ZH509 r = 2.069NM)	ZH505	N	+5000	-210	-	8.0
TF	BREGO	N	-	-	232° (235.2°T)	13.1
TF	ZH556	N	+FL090	-	150° (153.0°T)	3.5
TF	ZH561	N	+FL100	-	150° (153.1°T)	5.3
TF	ARTAG	N	-	-	150° (153.1°T)	6.4
TF	GERSA	N	+FL140	-	171° (174.3°T)	7.6

Procedure Description of RNP 1 SID VEBIT 1D						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RW10	N	-	-	-	-
TF	ZH510	N	-	-	093° (096.0°T)	3.9
RF (Centre ZH509 r = 2.069NM)	ZH505	N	+5000	-210	-	8.0
TF	BREGO	N	-	-	232° (235.2°T)	13.1
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

SID RWY 10 - RNAV 1
(see chart LSZH AD 2.24.7.1 - 3)

DESIGNATOR	RWY 10 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 3E PDG 7.0% to *2400ft*	Climb straight ahead to ZH510. At ZH510 turn left to ZH502. At ZH502 turn right to KOLUL. At KOLUL proceed via ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH504 at *5000ft* or above, ZH525 at *7000ft* or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	NIL
GERSA 3C PDG 7.0% to *2400ft*	Climb straight ahead to ZH510. At ZH510 turn left to ZH502. At ZH502 turn right to ZH524 (MAX IAS 210kt during turn). At ZH524 proceed via ZH527, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH524 at *6000ft* or above, ZH527 at FL100 or above, GERSA at FL140 or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA. EXP tactical assignment of GERSA SID by ATC when RWY 10 in use.
GERSA 2E PDG 7.1% to *2500ft*	Climb straight ahead to ZH510. At ZH510 turn left to ZH505 (MAX IAS 210kt during turn). At ZH505 proceed via BREGO, ZH556, ZH561, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH505 at *5000ft* or above, ZH556 at FL090 or above, ZH561 at FL100 or above, GERSA at FL140 or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA. EXP tactical assignment of GERSA SID by ATC when RWY 10 in use.
VEBIT 4E PDG 7.1% to *2400ft*	Climb straight ahead to ZH510. At ZH510 turn left to ZH505 (MAX IAS 210kt during turn). At ZH505 proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH505 at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).
ZUE 1E PDG 7.1% to *2400ft*	Climb straight ahead to ZH510. At ZH510 turn left to ZH507. At ZH507 proceed via ZH508 to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	NIL

Procedure Description of RNAV 1 SID DEGES 3E						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY10	N	-	-	-	-
TF	ZH510	Y	-	-	093° (096.0°T)	3.9
TF	ZH502	Y	+4000	-	079° (081.6°T)	5.5
TF	KOLUL	N	-	-	084° (087.0°T)	2.3
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 1 SID GERSA 3C						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY10	N	-	-	-	-
TF	ZH510	Y	-	-	093° (096.0°T)	3.9
TF	ZH502	Y	+4000	-	079° (081.6°T)	5.5
DF	ZH524	N	+6000	-210	-	-
TF	ZH527	N	+FL100	-	215° (217.9°T)	10.6
TF	ARTAG	N	-	-	215° (217.7°T)	8.9
TF	GERSA	N	+FL140	-	171° (174.3°T)	7.6

Procedure Description of RNAV 1 SID GERSA 2E						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY10	N	-	-	-	-
TF	ZH510	Y	-	-	093° (096.0°T)	3.9
DF	ZH505	N	+5000	-210	-	-
TF	BREGO	N	-	-	232° (235.2°T)	13.1
TF	ZH556	N	+FL090	-	150° (153.0°T)	3.5
TF	ZH561	N	+FL100	-	150° (153.1°T)	5.3
TF	ARTAG	N	-	-	150° (153.1°T)	6.4
TF	GERSA	N	+FL140	-	171° (174.3°T)	7.6

Procedure Description of RNAV 1 SID VEBIT 4E						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY10	N	-	-	-	-
TF	ZH510	Y	-	-	093° (096.0°T)	3.9
DF	ZH505	N	+5000	-210	-	-
TF	BREGO	N	-	-	232° (235.2°T)	13.1
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

Procedure Description of RNAV 1 SID ZUE 1E						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY10	N	-	-	-	-
TF	ZH510	Y	-	-	093° (096.0°T)	3.9
DF	ZH507	N	-	-	-	-
TF	ZH508	N	-	-	013° (016.0°T)	5.3
TF	ZUE	N	+6000	-	051° (053.8°T)	5.1

1.1.2 SID RWY 16 - RNAV 1

(see chart LSZH AD 2.24.7.2 - 1)

DESIGNATOR	RWY 16 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 3S PDG 5.3% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). Intercept R084 KLO. Proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH504 at *5000ft* or above, ZH525 at *7000ft* or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	WIL DME required for DME/DME navigation. RNAV applicable when passing KOLUL.

Procedure Description of RNAV 1 SID DEGES 3S						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KOLUL	N	-	-	-	-
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

SID RWY 16 - RNAV 5
(see chart LSZH AD 2.24.7.2 - 3)

DESIGNATOR	RWY 16 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 2R (SUSPENDED) PDG 6.4% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). Intercept R085 KLO. Proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH504 at *5000ft* or above, ZH525 at *7000ft* or above, DEGES at *8000ft* or above.	When instructed contact Zurich DEP 125.955.	As long as below *9200ft*, monitoring of cross references at ZH504 and ZH525 compulsory. RNAV 5 applicable when passing *9200ft*.
GERSA 2S (SUSPENDED) PDG 6.4% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). Intercept R053 WIL. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross R180/R360 KLO at *4000ft* or above, BREGO at *5000ft* or above, ZH556 at *8000ft* or above, ZH557 at *9000ft* or above, AFOLT at *10000ft* or above, GERSA at *14000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA.
VEBIT 4S PDG 5.3% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). Intercept R052 WIL. Proceed via BREGO, ZH 554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross R180/R360 KLO at *4000ft* or above, BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).

Procedure Description of RNAV 5 SID DEGES 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	ZH502	N	+4000	-	-	-
TF	KOLUL	N	-	-	085° (087.0°T)	2.3
TF	ZH504	N	+5000	-	100° (102.0°T)	3.1
TF	ZH525	N	+7000	-	100° (101.9°T)	4.7
TF	DEGES	Y	+8000	-	100° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 2S						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

Procedure Description of RNAV 5 SID VEBIT 4S						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BREGO	N	+5000	-	-	-
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

SID RWY 16 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.2 - 5)

DESIGNATOR	RWY 16 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1T PDG 5.3% to *2000ft*	Climb straight ahead to ZH530. Turn left at *2000ft* but not before ZH530 direct to ZH521 (MAX IAS 210kt during turn). At ZH521 proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH504 at *5000ft* or above, ZH525 at *7000ft* or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	NIL
VEBIT 1T PDG 5.3% to *2000ft*	Climb straight ahead to ZH530. Turn left at *2000 ft* but not before ZH530 direct to ZH531 (MAX IAS 210kt during turn). At ZH531 proceed via ZH533 (MAX IAS 210kt until ZH533), BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH533 at *4000ft* or above, BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	Restrictions B777 (see LSZH AD 2.20). TFC via GERSA file VEBIT T53 GERSA (see LSZH AD 2.24.6 - 1).

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY16	-	-	-	-	-
TF	ZH530	Y	-	-	152° (155.0°T)	2.2
CA	-	-	+2000	-	152° (155.0°T)	-
DF	ZH521	N	-	-210	-	-
TF	ZH502	N	+4000	-	084° (086.9°T)	4.8
TF	KOLUL	N	-	-	084° (087.0°T)	2.3
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 1 (by ATC only) SID VEBIT 1T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY16	-	-	-	-	-
TF	ZH530	Y	-	-	152° (155.0°T)	2.2
CA	-	-	+2000	-	152° (155.0°T)	-
DF	ZH531	N	-	-	-	-
TF	ZH533	N	+4000	-210	261° (264.1°T)	2.5
TF	BREGO	N	+5000	-	238° (240.5°T)	9.3
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

1.1.3 SID RWY 28 - RNAV 5

(see chart LSZH AD 2.24.7.3 - 1)

DESIGNATOR	RWY 28 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 3W PDG 6.6% to *2100ft* MNM climb gradient 7.0% to *5000ft* due to airspace restrictions.	Climb straight ahead. At D2.3 KLO turn left. Intercept R252 KLO. At ZH552/D6.5 KLO or when instructed by ATC, turn left (MAX IAS 210kt during turn). Intercept R231 KLO. Proceed via KLO, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing KLO.
GERSA 2W (SUSPENDED) PDG 7.0% to *2500ft*	Climb straight ahead. At D2.3 KLO turn left. Intercept R053 WIL. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH556 at *8000ft* or above, ZH557 at *9000ft* or above, AFOLT at *10000ft or* above, GERSA at *14000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA.
VEBIT 4W PDG 6.6% to *2100ft* MNM climb gradient 6.6% to *5100ft* due to airspace restrictions.	Climb straight ahead. At D2.3 KLO turn left. Intercept R052 WIL. Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).

Procedure Description of RNAV 5 SID DEGES 3W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	KLO	Y	-	-	-	-
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 2W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
	BREGO	Y	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

Procedure Description of RNAV 5 SID VEBIT 4W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BREGO	Y	+5000	-	-	-
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

SID RWY 28 - RNP 1 (RF required) (by ATC only)
(see chart LSZH AD 2.24.7.3 - 3 / 5)

DESIGNATOR	RWY 28 - RNP 1 (RF required) (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1Y PDG 7.7% to *2200ft* MNM climb gradient 7.7% to *4800ft* due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left to ZH548. At ZH548 proceed via ZH541 to ZH552. At ZH552, turn left direct to ZH553 (MAX IAS 210kt during turn). At ZH553 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955.	RF required.

Procedure Description of RNP 1 (RF required) (by ATC only) SID DEGES 1Y						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	N	-	-	273° (276.0°T)	3.3
RF (Centre ZH545 r = 1.215 NM)	ZH548	N	-	-	-	1.2
TF	ZH541	N	-	-	215° (217.6°T)	1.2
TF	ZH552	Y	-	-	252° (254.8°T)	2,2
DF	ZH553	N	-	-210	-	-
TF	ZH501	N	-	-	051° (053.9°T)	4.5
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

DESIGNATOR	RWY 28 - RNP 1 (RF required) (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
VEBIT 1Y PDG 7.7% to *2400ft* MNM climb gradient 7.7% to *4800ft* due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left to ZH544. At ZH544 turn right to ZH546 (MAX IAS 210kt during turn). At ZH546 proceed via BREGO, ZH554 and ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RF required. TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).

Procedure Description of RNP 1 (RF required) (by ATC only) SID VEBIT 1Y						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	N	-	-	273° (276.0°T)	3.3
RF (Centre ZH545 r = 1.215 NM)	ZH544	N	-	-	-	1.5
RF (Centre ZH547 r = 2.936NM)	ZH546	N	-	-210	-	1.5
TF	BREGO	N	+5000	-	232° (235.0°T)	4.5
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

SID RWY 28 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.3 - 7)

DESIGNATOR	RWY 28 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1X PDG 7.7% to *2200ft* MNM climb gradient 7.7% to *4800ft* due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left direct to ZH541 (MAX IAS 210kt during turn). At ZH541 proceed to ZH552. At ZH552 or when instructed by ATC, turn left direct to ZH553 (MAX IAS 210kt during turn). At ZH553 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955.	NIL
VEBIT 1X PDG 7.7% to *2400ft* MNM climb gradient 7.7% to *4700ft* due to airspace restrictions.	Climb straight ahead direct to ZH540. At ZH540 turn left direct to ZH542. At ZH542 proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1X						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	Y	-	-	273° (276.0°T)	3.3
DF	ZH541	N	-	-	-	-
TF	ZH552	Y	-	-	252° (254.8°T)	2.2
DF	ZH553	N	-	-210	-	-
TF	ZH501	N	-	-	051° (053.9°T)	4.5
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

Procedure Description of RNAV 1 (by ATC only) SID VEBIT 1X						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	Y	-	-	273° (276.0°T)	3.3
DF	ZH542	N	-	-	-	-
TF	BREGO	N	+5000	-	232° (235.0°T)	5.8
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

1.1.4 SID RWY 32 - RNAV 1

(see chart LSZH AD 2.24.7.4 - 1)

DESIGNATOR	RWY 32 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 5L PDG 5.6% to *3100ft*	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. (2) Cross ZH568 at *5000ft* or above. [1] Cross MOMOL at FL080 or above. [1]	When instructed contact Zurich DEP 125.955.	NIL
VEBIT 4N PDG 5.6% to *2900ft*	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH577 (MAX IAS 210kt during turn). Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. [2] Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).
ZUE 5L PDG 5.6% to *3100ft*	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501 to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. [2] Cross ZH568 at *5000ft* or above. [1] Cross ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	NIL

1. If unable to comply, advise ATC on CLR DEL.
2. Four-engined aircraft only or by ATC:
   If unable to comply with MNM *3500ft* at ZH580, turn may be initiated at MNM *2500ft* at ZH580.
   Average climb gradient to reach ZH580 at *3500ft* is 14.6%.
   Average climb gradient to reach ZH580 at *2500ft* is 7.6%.

Procedure Description of RNAV 1 SID DEGES 5L						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	MOMOL	N	+FL080	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

(1) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at ZH580, turn may be initiated at MNM *2500ft* at ZH580.

Procedure Description of RNAV 1 SID VEBIT 4N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH577	N	-	-210	241° (244.2°T)	-
TF	BREGO	N	+5000	-	189° (192.5°T)	7.9
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

(1) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at ZH580, turn may be initiated at MNM *2500ft* at ZH580.

Procedure Description of RNAV 1 SID ZUE 5L						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	ZUE	N	+6000	-	051° (053.7°T)	13.7

(1) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at ZH580, turn may be initiated at MNM *2500ft* at ZH580.

SID RWY 32 - RNAV 5
(see chart LSZH AD 2.24.7.4 - 3)

DESIGNATOR	RWY 32 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 4N PDG 6.3% to *1800ft*	Climb straight ahead. At D2 KLO turn right. Establish TR329. At D4 KLO turn right (MAX IAS 210kt during turn). Intercept R254 ZUE. Proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (2) Cross ZH503 at *6000ft* or above. (1) Cross DEGES at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH503.
GERSA 1N (SUSPENDED) PDG 5.3% to *3300ft*	Climb straight ahead. At D2 KLO turn right. Establish TR330. At D4 KLO turn left (MAX IAS 210kt during turn). Establish TR244 to intercept R190 TRA. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (2) Cross BREGO at *5000ft* or above, ZH556 at *8000ft* or above, ZH557 at *9000ft* or above, AFOLT at *10000ft* or above, GERSA at *14000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA.

(1) If unable to comply, advise ATC on CLR DEL.
DEGES 4N: ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.
(2) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at D4 KLO, turn may be initiated at MNM *2500ft* at D4 KLO.
Average climb gradient to reach D4 KLO at *3500ft* is 14.6%.
Average climb gradient to reach D4 KLO at *2500ft* is 7.6%.

Procedure Description of RNAV 5 SID DEGES 4N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ZH503	N	+6000	-	-	-
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

SID RWY 32 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.4 - 5)

DESIGNATOR	RWY 32 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1P PDG 6.9% to *2000ft*	Climb straight ahead to ZH579. At ZH579 turn right to ZH580. At ZH580 turn right direct to ZH571 (MAX IAS 210kt during turn). At ZH571 proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. (2) Cross ZH503 at *6000ft* or above. (1) Cross DEGES at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	NIL

(1) If unable to comply, advise ATC on CLR DEL.
ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.
(2) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at ZH580, turn may be initiated at MNM *2500ft* at ZH580.
Average climb gradient to reach ZH580 at *3500ft* is 14.6%.
Average climb gradient to reach ZH580 at *2500ft* is 7.6%.

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY32	-	-	-	-	-
TF	ZH579	N	-	-	314° (317.2°T)	2.6
TF	ZH580	Y	+3500	-	327° (330.1°T)	1.6
DF	ZH571	N	-	-210	-	-
TF	ZH503	N	+6000	-	074° (076.6°T)	5.0
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

1.1.5 SID RWY 34 - RNP 1 (RF required)

(see chart LSZH AD 2.24.7.5 - 1)

DESIGNATOR	RWY 34 - RNP 1 (RF required)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
VEBIT 2K PDG 4.7% to *3400ft*	Climb on course 331. Proceed via ZH570, ZH573, ZH559, BREGO, ZH554, ZH558 to VEBIT. (MAX IAS 210kt until ZH573).	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above, (1) BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 -1).

(1) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at ZH570, turn may be initiated at MNM *2500ft* at ZH570.
Average climb gradient to reach ZH570 at *3500ft* is 12.5%.
Average climb gradient to reach ZH570 at *2500ft* is 6.6%.

Procedure Description of RNP 1 (RF required) SID VEBIT 2K						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	1900	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	N	+3500 (1)	-	331° (334.1°T)	-
RF (Centre ZH578, r = 2.100NM)	ZH573	N	-	-210	-	3.3
TF	ZH559	N	-	-	241° (244.1°T)	2.3
TF	BREGO	N	+5000	-	189° (191.6°T)	7.8
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

(1) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at ZH570, turn may be initiated at MNM *2500ft* at ZH570.

SID RWY 34 - RNAV 1
(see chart LSZH AD 2.24.7.5 - 3)

DESIGNATOR	RWY 34 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 5F PDG 5.0% to *3200ft*	Climb straight ahead. Establish TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (1) Cross ZH568 at *5000ft* or above. (2) Cross MOMOL at FL080 or above. (2)	When instructed contact Zurich DEP 125.955.	NIL
VEBIT 4H PDG 5.0% to *3200ft*	Climb on TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH577 (MAX 210kt during turn). Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (1) BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).
ZUE 5F PDG 5.0% to *3200ft*	Climb straight ahead. Establish TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501 to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (1) Cross ZH568 at *5000ft* or above. (2) Cross ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	NIL

(1) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at ZH570, turn may be initiated at MNM *2500ft* at ZH570.
Average climb gradient to reach ZH570 at *3500ft* is 12.5%.
Average climb gradient to reach ZH570 at *2500ft* is 6.6%.
(2) If unable to comply, advise ATC on CLR DEL.

Procedure Description of RNAV 1 SID DEGES 5F						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	MOMOL	N	+FL080	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

(1) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at ZH570, turn may be initiated at MNM *2500ft* at ZH570.

Procedure Description of RNAV 1 SID VEBIT 4H						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH577	N	-	-210	241° (244.2°T)	-
TF	BREGO	N	+5000	-	189° (192.5°T)	7.9
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

(1) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at ZH570, turn may be initiated at MNM *2500ft* at ZH570.

Procedure Description of RNAV 1 SID ZUE 5F						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	ZUE	N	+6000	-	051° (053.7°T)	13.7

(1) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at ZH570, turn may be initiated at MNM *2500ft* at ZH570.

SID RWY 34 - RNAV 5
(see chart LSZH AD 2.24.7.5 - 5)

DESIGNATOR	RWY 34 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 4H PDG 4.6% to *1900ft*	Climb on TR332. At D4 KLO turn right (MAX IAS 210kt during turn). Intercept R254 ZUE. Proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross ZH503 at *6000ft* or above. (2) Cross DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH503.
GERSA 1H (SUSPENDED) PDG 5.2% to *3300ft*	Climb on TR332. At D4 KLO turn left (MAX IAS 210kt during turn). Establish TR244 to intercept R190 TRA. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross BREGO at *5000ft* or above, ZH556 at *8000ft* or above, ZH557 at *9000ft* or above, AFOLT at *10000ft* or above, GERSA at *14000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA.

(1) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at D4 KLO, turn may be initiated at MNM *2500ft* at D4 KLO.
Average climb gradient to reach D4 KLO at *3500ft* is 12.5%.
Average climb gradient to reach D4 KLO at *2500ft* is 6.6%.
(2) If unable to comply, advise ATC on CLR DEL. ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.

Procedure Description of RNAV 5 SID DEGES 4H						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ZH503	N	+6000	-	-	-
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 1H						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

SID RWY 34 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.5 - 7)

DESIGNATOR	RWY 34 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1J PDG 4.7% to *2100ft*	Climb straight ahead to ZH570. At ZH570 turn right direct to ZH571 (MAX IAS 210kt). Proceed via ZH571, ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (2) Cross ZH503 at *6000ft* or above. (1) Cross DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	NIL

(1) If unable to comply, advise ATC on CLR DEL.
ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.
(2) Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at ZH570, turn may be initiated at MNM *2500ft* at ZH570.
Average climb gradient to reach ZH570 at *3500ft* is 12.5%.
Average climb gradient to reach ZH570 at *2500ft* is 6.6%.

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY34	-	-	-	-	-
TF	ZH570	Y	+3500	-	331° (334.1°T)	4.6
DF	ZH571	N	-	-210	-	-
TF	ZH503	N	+6000	-	074° (076.6°T)	5.0
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

1.2 SID NON RNAV

1.2.1 SID RWY 10 - NON RNAV

(see chart LSZH AD 2.24.7.1 - 5)

The following departure is allocated to propeller aircraft only and requires visual conditions as specified.

Visual Conditions for departure:
SID is allocated only if the relevant hill tops for the visual part are clearly visible by TWR.

	RWY 10 - NON RNAV			
	ROUTE			
DESIGNATOR	Lateral	Vertical	Contact	Remark
WILLISAU 3C (WIL 3C)	Climb straight ahead. Short visual right turn, but not before D2.1 KLO or when instructed by ATC. Turn within 2NM south of RWY 10. Establish TR268 to intercept R052 WIL. Proceed via BREGO, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Maintain visual ground contact to 4400ft. Cross BREGO at 5000ft or above, ZH555 at 6000ft or above, ZH551 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	NIL

1.2.2 SID RWY 16 - NON RNAV

(see chart LSZH AD 2.24.7.2 - 7)

The following departure is allocated to propeller aircraft only and requires visual conditions as specified.

Visual Conditions for departure:
SID is allocated only if the relevant hill tops for the visual part are clearly visible by TWR.

	RWY 16 - NON RNAV			
	ROUTE			
DESIGNATOR	Lateral	Vertical	Contact	Remark
WILLISAU 3Q (WIL 3Q)	Climb straight ahead. Short visual right turn, but not before D1 KLO or when instructed by ATC. Turn within 3NM south of KLO. Establish TR268 to intercept R052 WIL. Proceed via BREGO, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE *5000ft*. Maintain visual ground contact to *4400ft*. Cross BREGO at *5000ft* or above, ZH555 at *6000ft* or above, ZH551 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	NIL

1.2.3 SID RWY 28 - NON RNAV

(see chart LSZH AD 2.24.7.3 - 9)

	RWY 28 - NON RNAV			
	ROUTE			
DESIGNATOR	Lateral	Vertical	Contact	Remark
ZURICH EAST 3V (ZUE 3V) PDG 6.6% to *2100ft* MNM climb gradient 7.0% up to *5000ft* due to airspace restrictions	Climb straight ahead. At D2.3 KLO turn left. Intercept R252 KLO. At ZH552/D6.5 KLO or when instructed by ATC, turn left (MAX IAS 210kt during turn). Intercept R231 ZUE. Proceed to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	NIL

1.2.4 SID RWY 32 - NON RNAV

(see chart LSZH AD 2.24.7.4 - 7)

DESIGNATOR	RWY 32 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ZURICH EAST 2M (ZUE 2M) PDG 6.9% to *1800ft*	Climb straight ahead. At D2 KLO turn right. Establish TR329. At D4 KLO turn right (MAX IAS 210kt during turn). Proceed to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross D5 ZUE before the station at *5000ft* or above, ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after ZUE, see LSZH AD 2.24.6 - 1

(1) At turn at *3500ft* continue to climb at MNM climb gradient 4.3% up to *5600ft* due to airspace restrictions.
Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at D4 KLO, turn may be initiated at MNM *2500ft* at D4 KLO.
At turn at *2500ft* continue to climb at MNM climb gradient 7.6% to *5000ft* due to airspace restrictions.
Average climb gradient to reach D4 KLO at *3500ft* is 14.6%.
Average climb gradient to reach D4 KLO at *2500ft* is 7.6%.

1.2.5 SID RWY 34 - NON RNAV

(see chart LSZH AD 2.24.7.5 - 9)

DESIGNATOR	RWY 34 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ZURICH EAST 2G (ZUE 2G) PDG 4.7% to *1900ft*	Climb on TR332. At D4 KLO turn right (MAX IAS 210kt during turn). Proceed to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross D5 ZUE before the station at *5000ft* or above, ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	NIL

(1) At turn at *3500ft* continue to climb at MNM climb gradient 4.3% up to *5600ft* due to airspace restrictions.
Four-engined aircraft only or by ATC:
If unable to comply with MNM *3500ft* at D4 KLO, turn may be initiated at MNM *2500ft* at D4 KLO.
At turn at *2500ft* continue to climb at MNM climb gradient 6.6% to *5600ft* due to airspace restrictions.
Average climb gradient to reach D4 KLO at *3500ft* is 12.5%.
Average climb gradient to reach D4 KLO at *2500ft* is 6.6%.

1.2.6 SID Straight Ahead and Turn RWY 10, 16, 28, 34

(see chart LSZH AD 2.24.7.6 - 1)

DESIGNATOR	Straight Ahead and Turn RWY 10, 16, 28, 34			
	ROUTE			
	Lateral	Vertical	Contact	Remark
SAT 2E (RWY 10) PDG 7.2% to *5000ft*	Climb straight ahead. At *2500ft* turn left on TR078. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2S (RWY 16) PDG 6.5% to *5000ft*	Climb straight ahead. At *2000ft* turn left on TR013. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2W (RWY 28) PDG 6.1% to *5000ft* MNM climb gradient 6.6% to 5000ft due to airspace.	Climb straight ahead. At *2200ft* turn left on TR225. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2F (RWY 34) PDG 5.8% to *5000ft* MNM climb gradient 12.5% to 5000ft due to noise abatement.	Climb straight ahead. At *3500ft* turn left on TR241. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2H (RWY 34) PDG 5.8% to *5000ft* MNM climb gradient 12.5% to 5000ft due to noise abatement.	Climb straight ahead. At *3500ft* turn right on TR104. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER

1.3 Visual departures

Visual departures are available at LSZH only during daytime on the grounds of safety (for example, to avoid adverse weather such as TS/CB).

2. STAR Description

IFR PROCEDURE

Procedures to be followed by arriving aircraft are contained on the charts STANDARD INSTRUMENT ARRIVAL ROUTES (NON RNAV STAR / RNAV 5 STAR / RNAV 1 STAR).

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

2.1 STAR TO GIPOL - RNAV 1

(see chart LSZH AD 2.24.9.1 - 1)

	STAR TO GIPOL - RNAV 1		
	ROUTE		
DESIGNATOR	Lateral	Vertical	Remark
BERSU 2G	From BERSU proceed via TADOB, ERMUS to GIPOL.	Refer to chart	NIL
BÂLE-MULHOUSE 3G (BLM 3G)	From BLM proceed via ZH677 to GIPOL.	Refer to chart	NOTE: For descent planning, expect to cross 13NM to BLM above FL190, BLM between FL200 and FL150, ZH677 not below FL120.
DOPIL 2G	From DOPIL proceed via NOLKA, ERMUS to GIPOL.	Refer to chart	NIL
KELIP 3G	From KELIP proceed via MOSIT, ZH628, ZH627, ZH501 to GIPOL.	Refer to chart	NIL

Procedure Description of RNAV 1 STAR BERSU 2G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BERSU	N	-	-	-	-
TF	TADOB	N	-	-	062° (064.8°T)	6.7
TF	ERMUS	N	+8000	-	062° (065.0°T)	7
TF	GIPOL	N	+7000	-	330° (333.2°T)	18.4

Procedure Description of RNAV 1 STAR BLM 3G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BLM	N	-FL 200	-	-	-
TF	ZH677	N	+FL 120	-	106° (109.0°T)	10.2
TF	GIPOL	N	+7000	-	106° (109.2°T)	13.1

Procedure Description of RNAV 1 STAR DOPIL 2G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DOPIL	N	-	-	-	-
TF	NOLKA	N	-	-	041° (043.7°T)	6.5
TF	ERMUS	N	+8000	-	041° (043.8°T)	7
TF	GIPOL	N	+7000	-	330° (333.2°T)	18.4

Procedure Description of RNAV 1 STAR KELIP 3G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KELIP	N	-	-	-	-
TF	MOSIT	N	+14000	-	351° (353.8°T)	6.8
TF	ZH628	N	+10000	-	347° (349.8°T)	12.2
TF	ZH627	N	-	-	332° (335.1°T)	6.8

Procedure Description of RNAV 1 STAR KELIP 3G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
TF	ZH501	N	-	-	326° (329.1°T)	5.9
TF	GIPOL	N	+7000	-	275° (278.2°T)	20.7

2.2 STAR TO GIPOL - NON RNAV

(see chart LSZH AD 2.24.9.2 - 1)

	STAR TO GIPOL - NON RNAV		
	ROUTE		
DESIGNATOR	Lateral	Vertical	Remark
WILLISAU 3Z (WIL 3Z)	At WIL intercept R013 WIL. Proceed to GIPOL.	Refer to chart	NIL

2.3 STAR TO AMIKI - RNAV 1

(see chart LSZH AD 2.24.9.3 - 1)

	STAR TO AMIKI - RNAV 1		
	ROUTE		
DESIGNATOR	Lateral	Vertical	Remark
TRA 2A	From TRA proceed to AMIKI.	Refer to chart	NIL
NEGRA 2A	From NEGRA proceed via MATIV to AMIKI	Refer to chart	NIL
RILAX 2A	From RILAX proceed via LAMAX to AMIKI	Refer to chart	NIL

Procedure Description of RNAV 1 STAR TRA 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	TRA	N	-	-	-	-
TF	AMIKI	N	+7000	-	103° (105.7°T)	25.3

Procedure Description of RNAV 1 STAR NEGRA 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	NEGRA	N	-	-	-	-
TF	MATIV	N	-	-	228° (231.0°T)	12.3
TF	AMIKI	N	+7000	-	257° (259.7°T)	6.4

Procedure Description of RNAV 1 STAR RILAX 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	LAMAX	N	-	-	138° (140.6°T)	25.0
TF	AMIKI	N	+7000	-	114° (117.7°T)	6.1

2.4 Approach procedures:

REF: ENR 1.5

2.4.1 Initial call

On initial call to “Zurich Arrival” the pilot shall report:

- Call sign and the word “HEAVY” or “SUPER”, if applicable;
- Level, including passing and cleared level, if in climb/descent;
- Speed, if assigned by ATC;
- Aircraft type; and
- IDENT letter of the received ARR ATIS information.

2.4.2 RNAV 1 Transitions to Final Approach

The 'RNAV 1 ARRIVAL TRANSITIONS TO FINAL APPROACH' start at the end of the STARs and guide the aircraft to the relevant final approach track of the published instrument approach procedures for the runways 14, 16, 28 or 34.
By utilizing these procedures, reduction in radio telephony communication is possible. The turn to final approach is usually performed by radar vectors to expedite traffic and for separation reasons.
The utilization of the procedure requires a clearance by ATC.
The procedures are at or above ATC surveillance minimum altitude and will be radar monitored.
The flight crew unable to fly RNAV 1 TRANSITIONS shall advise ATC on initial contact with APP by using the phraseology: **‘UNABLE RNAV TRANSITION‘**. ATC will then issue radar vectors to the final approach track of the relevant instrument approach.

2.4.3 Procedure description of RNAV 1 Transition to Final Approach RWY 14 (ILS-LOC, GLS, RNP)

(see chart LSZH 2.24.10.1 - 1)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	-	-	-	-
TF	ZH372	N	-	-240	106° (109.3°T)	6.7
TF	ZH404	N	-	-	058° (060.9°T)	4.8
TF	ZH406	N	-	-	314° (317.0°T)	4.2
TF	ZH408	N	-	-	314° (317.0°T)	5.0
TF	ZH410	N	+6000	-	044° (046.9°T)	6.0
TF	ZH414	N	+4300	-	134° (136.9°T)	4.9
TF	OSNEM	N	+4000	-	134° (137.1°T)	4.0

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	ZH371	N	+FL100	-	144° (147.0°T)	5.6
TF	ZH373	N	+FL080	-	144° (147.0°T)	2.9
TF	ZH375	N	-	-	144° (146.9°T)	13.4
TF	ZH403	N	-	-	244° (247.4°T)	9.0
TF	ZH405	N	+7000	-	314° (317.3°T)	4.5
TF	ZH407	N	-	-	314° (317.2°T)	5.0
TF	ZH409	N	-	-	314° (317.2°T)	5.0
TF	ZH410	N	+6000	-	224° (227.1°T)	6.0
TF	ZH414	N	+4300	-	134° (136.9°T)	4.9
TF	OSNEM	N	+4000	-	134° (137.1°T)	4.0

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZH375	N	-	-	289° (292.0°T)	10.0
TF	ZH403	N	-	-	244° (247.4°T)	9.0
TF	ZH405	N	+7000	-	314° (317.3°T)	4.5
TF	ZH407	N	-	-	314° (317.2°T)	5.0
TF	ZH409	N	-	-	314° (317.2°T)	5.0
TF	ZH410	N	+6000	-	224° (227.1°T)	6.0
TF	ZH414	N	+4300	-	134° (136.9°T)	4.9
TF	OSNEM	N	+4000	-	134° (137.1°T)	4.0

2.4.4 Procedure description of RNAV 1 Transition to Final Approach RWY 16 (ILS-LOC)

(see chart LSZH 2.24.10.2 - 1)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	-	-	-	-
TF	ZH372	N	-	-	106° (109.3°T)	6.7
TF	ZH424	N	-	-	058° (060.9°T)	6.7
TF	ZH426	N	+6000	-	332° (334.9°T)	6.2
TF	ZH428	N	-	-	332° (334.8°T)	4.1
TF	ZH430	N	-	-	062° (064.7°T)	6.0
TF	ZH434	N	+5000	-	152° (154.9°T)	4.2
TF	ENUSO	N	+4000	-	152° (154.9°T)	4.0

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	ZH371	N	+FL100	-	144° (147.0°T)	5.6
TF	ZH373	N	+FL080	-	144° (147.0°T)	2.9
TF	ZH375	N	+7000	-	144° (146.9°T)	13.4
TF	ZH425	N	-	-	255° (257.6°T)	8.3
TF	ZH427	N	+6000	-	332° (335.0°T)	6.3
TF	ZH429	N	-	-	332° (335.0°T)	4.1
TF	ZH430	N	-	-	242° (244.9°T)	6.0
TF	ZH434	N	+5000	-	152° (154.9°T)	4.2
TF	ENUSO	N	+4000	-	152° (154.9°T)	4.0

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZH375	N	+7000	-	289° (292.0°T)	10.0
TF	ZH425	N	-	-	255° (257.6°T)	8.3
TF	ZH427	N	+6000	-	332° (335.0°T)	6.3
TF	ZH429	N	-	-	332° (335.0°T)	4.1
TF	ZH430	N	-	-	242° (244.9°T)	6.0
TF	ZH434	N	+5000	-	152° (154.9°T)	4.2
TF	ENUSO	N	+4000	-	152° (154.9°T)	4.0

2.4.5 Procedure description of RNAV 1 Transition to Final Approach RWY 28 (ILS-LOC, RNP)

(see chart LSZH 2.24.10.3 - 1)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	-	-	-	-
TF	ZH445	N	-	-	046° (049.4°T)	6.1
TF	ZH447	N	-	-	143° (146.0°T)	8.8
TF	ZH449	N	-	-	143° (146.1°T)	6.9
TF	ZH451	N	-	-	093° (095.8°T)	7.0
TF	ZH453	N	-	-	093° (096.0°T)	5.0
TF	ZH455	N	-	-	093° (096.1°T)	5.0
TF	ZH457	N	-	-	093° (096.1°T)	5.0
TF	ZH459	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	003° (006.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	ZH446	N	+FL100	-	165° (168.1°T)	4.8
TF	ZH448	N	+FL080	-	165° (168.1°T)	3.6
TF	ZH450	N	-	-	165° (168.1°T)	3.9
TF	ZH452	N	-	-	165° (168.1°T)	3.9
TF	ZH454	N	-	-	126° (128.9°T)	11.7
TF	ZH456	N	-	-	093° (096.1°T)	5.0
TF	ZH458	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	183° (186.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZH382	N	-	-	312° (314.8°T)	17.4
TF	ZH450	N	-	-	248° (251.1°T)	6.7
TF	ZH452	N	-	-	165° (168.1°T)	3.9
TF	ZH454	N	-	-	126° (128.9°T)	11.7
TF	ZH456	N	-	-	093° (096.1°T)	5.0
TF	ZH458	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	183° (186.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

2.4.6 Procedure description of RNP RWY 28

(see chart LSZH AD 2.24.10.3 - 7)

From RAMEM						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RAMEM	N	5000	-	-	-
TF	RW28	Y	-	-	273° (276.2°T)	10.1
TF(1)	ZH465	N	-4000	-	273° (276.0°T)	5.0
TF	ZH466	N	-	-210	193° (196.0°T)	7.9
TF	ZH467	N	-	-	241° (244.4°T)	12.2
TF	ZH468	N	-	-	295° (297.5°T)	7.6
TF	GIPOL	N	+7000	-230	013° (015.7°T)	12.2

(1) The first segment of the missed approach to ZH465 can be replaced by DF instead of TF in order to accommodate for coding issues with some FMS manufacturers.

2.4.7 Procedure description of RNAV 1 Transition to Final Approach RWY 34 (ILS-LOC)

(see chart LSZH AD 2.24.10.4 - 1)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	-	-	-	-
TF	ZH479	N	+7000	-	046° (048.5°T)	10.9
TF	ZH481	N	-	-	152° (154.7°T)	6.0
TF	ZH483	N	-	-	152° (154.8°T)	6.0
TF	ZH485	N	-	-	152° (154.8°T)	6.0
TF	ZH487	N	-	-	152° (154.9°T)	6.0
TF	ZH489	N	-	-	152° (154.9°T)	6.0
TF	ZH490	N	-	-	062° (065.0°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	ZH474	N	+FL100	-	185° (187.5°T)	4.7
TF	ZH476	N	-	-	185° (187.5°T)	2.8
TF	ZH478	N	+FL080	-	152° (155.1°T)	6.3
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	-	-	242° (245.2°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZH382	N	-	-	312° (314.8°T)	17.4
TF	ZH478	N	+FL080	-	243° (246.1°T)	7.9
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	-	-	242° (245.2°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

2.4.8 FREQ change

- When changing FREQ from Zurich Arrival to Zurich Final, initial contact shall be restricted to **Zurich Final & call sign.**
- When changing FREQ from Zurich Arrival or Zurich Final to Zurich TWR, initial contact shall be restricted to **Zurich TWR, call sign, type of APCH & RWY.**

2.4.9 Speed restrictions

Speed restrictions are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS/GLS), pilots shall CONT to maintain a previously allocated speed.
All speed restrictions are to be flown as accurately as possible. Pilots unable to comply with the given speeds shall inform ATC and state what speeds may be used.

2.4.10 Procedure description of RNAV Standard Initial APCH Segment to Final Approach RWY 14 (ILS-LOC)

(see chart LSZH AD 2.24.10.1 - 3 and LSZH AD 2.24.10.1 - 5)

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-	188° (191.5°T)	4.4
TF	ZH413	N	-	-210	224° (227.1°T)	5.5
TF	OSNEM	N	+4000	-	134° (137.2°T)	3.9

2.4.11 Procedure description of GLS RWY 14

(see chart LSZH AD 2.24.10.1 - 7)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	+7000	-	-	-
TF	ZH412	N	+6000	-210	052° (055.3°T)	9.5
TF	ZH413	N	-	-	063° (065.6°T)	4.6
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZUE	N	-	-	274° (277.1°T)	9.0
TF	ZH411	N	+7000	-	288° (290.9°T)	6.5
TF	TRA	N	+5000	-210	288° (290.7°T)	10.0
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-210	188° (191.5°T)	4.4
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9

Missed approach after precision segment						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ZH415	Y	-	-	-	-
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

2.4.12 Procedure description of RNP RWY 14

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	+7000	-	-	-
TF	ZH412	N	+6000	-210	052° (055.3°T)	9.5
TF	ZH413	N	-	-	063° (065.6°T)	4.6
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

(see chart LSZH AD 2.24.10.1 - 9)

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZUE	N	-	-	274° (277.1°T)	9.0
TF	ZH411	N	+7000	-	288° (290.9°T)	6.5
TF	TRA	N	+5000	-210	288° (290.7°T)	10.0
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-210	188° (191.5°T)	4.4
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

CTN: Step down fix at 3.5 NM to RW14 not to be coded as WPT.

2.4.13 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 16 (ILS-LOC)
(see chart LSZH AD 2.24.10.2 - 3 and LSZH AD 2.24.10.2 - 5)

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-	188° (191.5°T)	4.4
TF	ZH706	N	-	-210	188° (191.5°T)	3.0
TF	ENUSO	N	+4000	-	152° (154.9°T)	2.9

2.4.14 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 28 (ILS-LOC)
(see chart LSZH AD 2.24.10.3 - 3 and LSZH AD 2.24.10.3 - 5)

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	-	-	188° (191.5°T)	4.4
TF	KLO	N	+6000	-	159° (162.4°T)	14.6

2.4.15 Procedure description RWY 34

2.4.15.1 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 34 (ILS)
(see chart LSZH AD 2.24.10.4 - 3)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	-	-	-	-
TF	ZH479	N	+7000	-	046° (048.5°T)	10.9
TF	ZH481	N	-	-	152° (154.7°T)	6.0
TF	ZH483	N	-	-	152° (154.8°T)	6.0
TF	ZH485	N	-	-	152° (154.8°T)	6.0
TF	ZH487	N	-	-	152° (154.9°T)	6.0
TF	ZH489	N	-	-	152° (154.9°T)	6.0
TF	ZH490	N	+6000	-	062° (065.0°T)	7.0
TF	ZH492	N	-	-	332° (335.1°T)	2.9
TF	MILNI	N	+5000	-	332° (335.3°T)	2.0

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	ZH474	N	+FL100	-	185° (187.5°T)	4.7
TF	ZH476	N	-	-	185° (187.5°T)	2.8
TF	ZH478	N	+FL080	-	152° (155.1°T)	6.2
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	+6000	-	242° (245.2°T)	7.0
TF	ZH492	N	-	-	332° (335.1°T)	2.9
TF	MILNI	N	+5000	-	332° (335.3°T)	2.0

From AMIKI						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AMIKI	N	-	-	-	-
TF	ZH382	N	-	-	312° (314.8°T)	17.4
TF	ZH478	N	+FL080	-	243° (246.1°T)	7.9
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	+6000	-	242° (245.2°T)	7.0
TF	ZH492	N	-	-	332° (335.1°T)	2.9
TF	MILNI	N	+5000	-	332° (335.3°T)	2.0

2.4.15.2 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 34 (LOC)

(see chart LSZH AD 2.24.10.4 - 5)

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	-	-	189° (191.5°T)	11.1
TF	TRA	N	-	-	188° (191.5°T)	4.4
TF	KLO	N	+7000	-	159° (162.4°T)	14.6

2.4.15.3 Procedure description of RNP RWY 34 (by ATC only)

(see chart LSZH AD 2.24.10.4 - 7)

From GIPOL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GIPOL	N	-	-	-	-
TF	ZH479	N	+7000	-	046° (048.5°T)	10.9
TF	ZH481	N	-	-	152° (154.7°T)	6.0
TF	ZH483	N	-	-	152° (154.8°T)	6.0
TF	ZH485	N	-	-	152° (154.8°T)	6.0
TF	ZH487	N	-	-	152° (154.9°T)	6.0
TF	ZH489	N	-	-	152° (154.9°T)	6.0
TF	ZH490	N	+6000	-	062° (065.0°T)	7.0
TF	ZH492	N	-	-	332° (335.1°T)	2.9
TF	MILNI	N	+5000	-	332° (335.3°T)	2.0
TF	RW34	Y	-	-	332° (335.0°T)	10.1
TF	ZH495	N	-5000	-185	332° (334.6°T)	7.0
TF	GIPOL	N	+7000	-	258° (260.7°T)	18.1

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	ZH474	N	+FL100	-	185° (187.5°T)	4.7
TF	ZH476	N	-	-	185° (187.5°T)	2.8
TF	ZH478	N	+FL080	-	152° (155.1°T)	6.2
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	+6000	-	242° (245.2°T)	7.0
TF	ZH492	N	-	-	332° (335.1°T)	2.9
TF	MILNI	N	+5000	-	332° (335.3°T)	2.0
TF	RW34	Y	-	-	332° (335.0°T)	10.1
TF	ZH495	N	-5000	-185	332° (334.6°T)	7.0
TF	GIPOL	N	+7000	-	258° (260.7°T)	18.1

From AMIKI						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AMIKI	N	-	-	-	-
TF	ZH382	N	-	-	312° (314.8°T)	17.4
TF	ZH478	N	+FL080	-	243° (246.1°T)	7.9
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	+6000	-	242° (245.2°T)	7.0
TF	ZH492	N	-	-	332° (335.1°T)	2.9
TF	MILNI	N	+5000	-	332° (335.3°T)	2.0
TF	RW34	Y	-	-	332° (335.0°T)	10.1
TF	ZH495	N	-5000	-185	332° (334.6°T)	7.0
TF	GIPOL	N	+7000	-	258° (260.7°T)	18.1

2.4.16 ILS category III

The CAT III ILS (RWY 14 and 16) and the associated equipment are in compliance with ICAO SARPS. Details are given in LSZH AD 2.19 and IAC.

2.4.17 Visual approach

Visual APCHs are AVBL at LSZH on the grounds of safety only (for example, to avoid adverse weather, such as TS/CB).

2.5 Land and Hold Short Operation RWY 28 (secondary intersecting RWY)

2.5.1 Introduction

The land and hold short operation allows VFR APCHs with admitted ACFT types and in compliance with defined conditions on RWY 28 (SRY intersecting RWY) with simultaneous IFR APCHs and DEPs on RWY 16/34 (PRI intersecting RWY).

2.5.2 Admitted ACFT

- All single-engine ACFT up to 5700 kg MTOM

2.6 ICAO Code Letter F Flight Operations

For ICAO Code letter F ground operations, refer to LSZH AD 2.20 § 3.4 and chart LSZH AD 2.24.3 - 5.

2.6.1 Arrival

APCH via ILS RWY 14 CAT I, II & III, GLS RWY 14, ILS RWY 16 CAT I, II & III, ILS RWY 34 CAT I or ILS RWY 28 UNCAT. Other RWYs are not AVBL for LDG.

2.6.2 Departure

DEP from RWY 16, RWY 32 or RWY 34. Other RWYs are not AVBL for DEP.

All published SID on the mentioned RWYs are applicable, refer to LSZH AD 2.22 § 1.

3. JAA minima for Zurich AP

TKOF **RWY 16, 28, 32, 34**

	Low Visibility Procedures must be in force				
	REDL, CL LGT and multiple RVR required	REDL and CL LGT	RCL markings (day only) or REDL	RCL markings (day only) or REDL	NIL (day only)
A	150 m [1) 3)]	200 m	250 m	400 m	500 m
B			300 m		600 m
C					
D	200 m [2) 3)]	250 m	400 m		800 m

1. 125 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met
2. 150 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met
3. 75 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met and the ACFT has an APV lateral guidance system for TKOF

Take-off **RWY 10**

	RCL markings (day only) or REDL	NIL (day only)
A	400 m	500 m
B		600 m
C		
D		800 m

4. 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	
10	A	500/---	400/---	400/---	Due to LIL
	B	600/---	400/---	400/---	
	C	600/---	400/---	400/---	
	D	800/---	400/---	400/---	
All EXC 10	A	500/---	250/---	150/---	NIL
	B	600/---	300/---	150/---	
	C	600/---	300/---	150/---	
	D	800/---	400/---	200/---	

LSZH AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AFOLT	N 47 14 11.2	E 008 27 38.2	SID LSZH
BREGO	N 47 23 22.8	E 008 20 46.5	SID LSZH
ENUSO	N 47 35 47.1	E 008 27 09.2	IAC / RNAV Transition LSZH
ERMUS	N 47 13 56	E 008 14 41	STAR LSZH
KOLUL	N 47 28 02.0	E 008 49 22.0	SID LSZH
LAMAX	N 47 37 14	E 008 54 14	STAR LSZH
MILNI	N 47 17 47.0	E 008 39 33.0	IAC / RNAV Transition LSZH
MOMOL	N 47 27 42	E 008 40 16	SID LSZH
NOLKA	N 47 08 53	E 008 07 34	STAR LSZH
OSNEM	N 47 34 46.9	E 008 24 08.7	IAC / RNAV Transition LSZH
RAMEM	N 47 26 19.7	E 008 49 00.5	IAC / RNAV Transition LSZH
TADOB	N 47 10 59	E 008 05 23	STAR LSZH
UTIXO	N 47 15 09.0	E 008 41 20.0	IAC / RNAV Transition LSZH
ZH371	N 47 51 52.2	E 008 35 21.0	RNAV Transition
ZH372	N 47 28 05.8	E 008 11 46.4	RNAV Transition
ZH373	N 47 49 25.5	E 008 37 42.1	RNAV Transition
ZH375	N 47 38 10.1	E 008 48 32.5	RNAV Transition
ZH382	N 47 46 40.0	E 008 43 55.0	RNAV Transition
ZH403	N 47 34 43.1	E 008 36 18.7	RNAV Transition
ZH404	N 47 30 27.0	E 008 18 00.5	RNAV Transition
ZH405	N 47 38.01.3	E 008 31 47.9	RNAV Transition
ZH406	N 47 33 31.1	E 008 13.47.0	RNAV Transition
ZH407	N 47 41 41.2	E 008 26 46.3	RNAV Transition
ZH408	N 47 37 10.3	E 008 08 44.6	RNAV Transition
ZH409	N 47 45 20.9	E 008 21 44.0	RNAV Transition
ZH410	N 47 41 15.3	E 008 15 12.9	RNAV Transition
ZH411	N 47 37 51.0	E 008 40 04.0	IAC LSZH
ZH412	N 47 35 43.1	E 008 14 01.3	IAC LSZH
ZH413	N 47 37 37.5	E 008 20 15.1	IAC LSZH
ZH414	N 47 37 42.7	E 008 20 07.5	RNAV Transition
ZH415	N 47 25 02.9	E 008 37 28.1	IAC LSZH
ZH416	N 47 29 00.6	E 008 42 45.0	IAC LSZH
ZH417	N 47 33 23.7	E 008 44 34.4	IAC LSZH
ZH424	N 47 31 21.2	E 008 20 26.0	RNAV Transition
ZH425	N 47 36 22.8	E 008 36 32.1	RNAV Transition
ZH426	N 47 36 58.6	E 008 16 32.2	RNAV Transition

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH427	N 47 42 04.2	E 008 32 36.4	RNAV Transition
ZH428	N 47 40 41.0	E 008 13 57.1	RNAV Transition
ZH429	N 47 45 46.9	E 008 30 02.2	RNAV Transition
ZH430	N 47 43 14.2	E 008 21 59.2	RNAV Transition
ZH434	N 47 39 24.3	E 008 24 38.8	RNAV Transition
ZH445	N 47 34 14.9	E 008 09 14.6	RNAV Transition
ZH446	N 47 51 52.0	E 008 32 17.6	RNAV Transition
ZH447	N 47 26 56.8	E 008 16 29.7	RNAV Transition
ZH448	N 47 48 18.2	E 008 33 24.5	RNAV Transition
ZH449	N 47 21 12.4	E 008 22 10.1	RNAV Transition
ZH450	N 47 44 30.5	E 008 34 35.6	RNAV Transition
ZH451	N 47 20 29.2	E 008 32 24.4	RNAV Transition
ZH452	N 47 40 41.7	E 008 35 46.9	RNAV Transition
ZH453	N 47 19 57.8	E 008 39 43.1	RNAV Transition
ZH454	N 47 33 20.3	E 008 49 14.2	RNAV Transition
ZH455	N 47 19 26.0	E 008 47 01.6	RNAV Transition
ZH456	N 47 32 48.0	E 008 56 34.5	RNAV Transition
ZH457	N 47 18 53.6	E 008 54 20.0	RNAV Transition
ZH458	N 47 32 15.3	E 009 03 54.7	RNAV Transition
ZH459	N 47 18 20.9	E 009 01 38.2	RNAV Transition
ZH460	N 47 25 18.2	E 009 02 46.3	RNAV Transition
ZH464	N 47 25 53.5	E 008 54 56.3	RNAV Transition
ZH465	N 47 27 55.1	E 008 26 50.2	IAC LSZH
ZH466	N 47 20 20.6	E 008 23 38.0	IAC LSZH
ZH467	N 47 15 04.1	E 008 07 33.2	IAC LSZH
ZH468	N 47 18 35.5	E 007 57 36.0	IAC LSZH
ZH474	N 47 51 55.2	E 008 29 54.1	RNAV Transition
ZH476	N 47 49 08.3	E 008 29 21.4	RNAV Transition
ZH478	N 47 43 28.5	E 008 33 15.6	RNAV Transition
ZH479	N 47 37 31.8	E 008 14 30.5	RNAV Transition
ZH480	N 47 38 02.4	E 008 37 00.8	RNAV Transition
ZH481	N 47 32 06.5	E 008 18 17.1	RNAV Transition
ZH482	N 47 32 36.2	E 008 40 45.2	RNAV Transition
ZH483	N 47 26 40.9	E 008 22 03.0	RNAV Transition
ZH484	N 47 27 09.9	E 008 44 28.8	RNAV Transition
ZH485	N 47 21 15.2	E 008 25 48.1	RNAV Transition
ZH486	N 47 21 43.5	E 008 48 11.7	RNAV Transition
ZH487	N 47 15 49.4	E 008 29 32.4	RNAV Transition

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH488	N 47 16 17.1	E 008 51 53.7	RNAV Transition
ZH489	N 47 10 23.4	E 008 33 16.1	RNAV Transition
ZH490	N 47 13 20.6	E 008 42 34.4	RNAV Transition
ZH492	N 47 15 58.0	E 008 40 46.8	IAC LSZH
ZH495	N 47 33 17.2	E 008 28 53.5	IAC LSZH
ZH501	N 47 27 25.7	E 008 32 44.1	RNAV SID / RNAV STAR LSZH
ZH502	N 47 27 54.8	E 008 45 58.8	RNAV SID / NON RNAV SID LSZH
ZH503	N 47 34 30.0	E 008 42 35.0	RNAV SID LSZH
ZH504	N 47 27 23.0	E 008 53 49.0	RNAV SID LSZH
ZH505	N 47 30 52.8	E 008 36 36.0	RNAV SID LSZH
ZH506	N 47 30 26.0	E 008 46 51.0	RNAV SID LSZH
ZH507	N 47 27 29.6	E 008 40 53.1	RNAV SID LSZH
ZH508	N 47 32 32.6	E 008 43 01.4	RNAV SID LSZH
ZH509	N 47 29 10.9	E 008 38 20.6	RNAV SID LSZH (RF arc centre)
ZH510	N 47 27 07.5	E 008 38 01.4	RNAV SID LSZH
ZH521	N 47 27 39.6	E 008 38 58.9	SID LSZH
ZH524	N 47 25 14.6	E 008 48 19.1	RNAV SID LSZH
ZH525	N 47 26 24.4	E 009 00 39.9	RNAV SID LSZH
ZH527	N 47 16 53.5	E 008 38 46.7	RNAV SID LSZH
ZH530	N 47 26 34.7	E 008 33 30.6	SID / RNAV SID LSZH
ZH531	N 47 28 14.2	E 008 36 24.8	SID / RNAV SID LSZH
ZH533	N 47 27 58.8	E 008 32 43.8	SID / RNAV SID LSZH
ZH540	N 47 27 44.4	E 008 29 22.5	SID / RNAV SID LSZH
ZH541	N 47 26 19.3	E 008 26 41.6	SID / RNAV SID LSZH
ZH542	N 47 26 40.5	E 008 27 42.7	SID / RNAV SID LSZH
ZH544	N 47 27 03.8	E 008 27 34.9	SID / RNAV SID LSZH
ZH545	N 47 26 31.9	E 008 29 11.4	SID LSZH
ZH546	N 47 25 56.7	E 008 26 10.3	SID / RNAV SID LSZH
ZH547	N 47 28 21.0	E 008 23 41.5	SID LSZH
ZH548	N 47 27 16.3	E 008 27 46.3	SID / RNAV SID LSZH
ZH551	N 47 18 08.0	E 008 10 00.0	NON RNAV SID LSZH
ZH552	N 47 25 44.0	E 008 23 30.0	SID / RNAV SID LSZH
ZH553	N 47 24 46.4	E 008 27 21.4	SID LSZH
ZH554	N 47 21 18.3	E 008 14 55.5	RNAV SID LSZH
ZH555	N 47 20 48.8	E 008 15 40.6	NON RNAV SID LSZH
ZH556	N 47 20 18.0	E 008 23 05.0	RNAV SID LSZH
ZH557	N 47 18 47.0	E 008 24 13.0	RNAV SID LSZH
ZH558	N 47 19 05.0	E 008 08 41.0	RNAV SID LSZH

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH559	N 47 31 01.5	E 008 23 04.8	RNAV SID LSZH
ZH561	N 47 15 34.3	E 008 26 36.4	RNAV SID LSZH
ZH568	N 47 27 26.6	E 008 25 37.6	RNAV SID LSZH
ZH569	N 47 31 14.0	E 008 23 40.2	RNAV SID LSZH
ZH570	N 47 31 04.8	E 008 30 20.1	RNAV SID LSZH
ZH571	N 47 33 20.6	E 008 35 21.8	SID / RNAV SID LSZH
ZH573	N 47 32 03.0	E 008 26 12.0	RNAV SID LSZH
ZH577	N 47 31 05.5	E 008 23 17.0	RNAV SID LSZH
ZH578	N 47 30 09.7	E 008 27 33.0	RNAV SID LSZH (RF arc centre)
ZH579	N 47 29 32.9	E 008 31 18.9	SID LSZH
ZH580	N 47 30 57.2	E 008 30 07.4	SID LSZH
ZH627	N 47 22 20.7	E 008 37 13.7	RNAV STAR LSZH
ZH628	N 47 16 09.1	E 008 41 28.0	RNAV STAR LSZH
ZH677	N 47 34 38.0	E 007 44 13.0	STAR / RNAV STAR LSZH
ZH703	N 47 29 06.4	E 008 56 11.4	IAC LSZH
ZH704	N 47 38 48.7	E 008 25 13.9	IAC LSZH
ZH706	N 47 38 24.8	E 008 25 19.8	IAC LSZH
ZH712	N 47 36 01.4	E 008 21 24.5	IAC LSZH
ZH726	N 47 14 50.4	E 008 47 14.9	ILS/DME APCH 34 LSZH

LSZH AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

LSZH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

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