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AIP Services

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AIP

AMDT 011 2025

Effective Date 30 OCT 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	30 OCT 2025
GEN 0.3 - 1/2	30 OCT 2025
GEN 0.4 - 1/2	30 OCT 2025
GEN 0.4 - 3/4	30 OCT 2025
GEN 0.4 - 5/6	30 OCT 2025
GEN 0.4 - 7/8	30 OCT 2025
GEN 1.7 - 5/6	30 OCT 2025
GEN 1.7 - 13/14	30 OCT 2025
GEN 1.7 - 15/16	30 OCT 2025
GEN 1.7 - 17/18	30 OCT 2025
GEN 1.7 - 19/20	30 OCT 2025
GEN 1.7 - 21/22	30 OCT 2025
GEN 1.7 - 23/24	30 OCT 2025
GEN 1.7 - 25/26	30 OCT 2025
LSZB AD 2 - 1/2	30 OCT 2025
LSZH AD 2 - 3/4	30 OCT 2025
LSZH AD 2 - 5/6	30 OCT 2025
LSZH AD 2.24.3 - 1/2	30 OCT 2025

Destroy the following pages:

GEN 0.2 - 11/12	02 OCT 2025
GEN 0.3 - 1/2	02 OCT 2025
GEN 0.4 - 1/2	AIRAC 30 OCT 2025
GEN 0.4 - 3/4	AIRAC 30 OCT 2025
GEN 0.4 - 5/6	AIRAC 30 OCT 2025
GEN 0.4 - 7/8	AIRAC 30 OCT 2025
GEN 1.7 - 5/6	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
GEN 1.7 - 23/24	16 MAY 2024
GEN 1.7 - 25/26	20 APR 2023
LSZB AD 2 - 1/2	12 JUN 2025
LSZH AD 2 - 3/4	07 AUG 2025
LSZH AD 2 - 5/6	07 AUG 2025
LSZH AD 2.24.3 - 1/2	12 JUN 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, 005/2025, 006/2025

Checklist AIRAC SUP: NIL

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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	
009/2025	04-Sep-2025	04-Sep-2025	
010/2025	02-Oct-2025	02-Oct-2025	
011/2025	30-Oct-2025	30-Oct-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	-
005/2025	Payerne Airport (LSMP): Revised Minimas RWY 23	LSMP	02-OCT-2025 - 01-JUN-2027	-
006/2025	Zurich Airport (LSZH): Project PKH	LSZH	30-Oct-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 30 OCT 2025
GEN 0.2 - 6	AIRAC 30 OCT 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	30 OCT 2025
GEN 0.2 - 12	30 OCT 2025
GEN 0.3 - 1	30 OCT 2025
GEN 0.3 - 2	30 OCT 2025
GEN 0.4 - 1	30 OCT 2025
GEN 0.4 - 2	30 OCT 2025
GEN 0.4 - 3	30 OCT 2025
GEN 0.4 - 4	30 OCT 2025
GEN 0.4 - 5	30 OCT 2025
GEN 0.4 - 6	30 OCT 2025
GEN 0.4 - 7	30 OCT 2025
GEN 0.4 - 8	30 OCT 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	30 OCT 2025
GEN 1.7 - 6	30 OCT 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	30 OCT 2025
GEN 1.7 - 14	30 OCT 2025
GEN 1.7 - 15	30 OCT 2025
GEN 1.7 - 16	30 OCT 2025
GEN 1.7 - 17	30 OCT 2025
GEN 1.7 - 18	30 OCT 2025
GEN 1.7 - 19	30 OCT 2025
GEN 1.7 - 20	30 OCT 2025
GEN 1.7 - 21	30 OCT 2025
GEN 1.7 - 22	30 OCT 2025
GEN 1.7 - 23	30 OCT 2025
GEN 1.7 - 24	30 OCT 2025
GEN 1.7 - 25	30 OCT 2025
GEN 1.7 - 26	30 OCT 2025
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	02 OCT 2025
GEN 2.7 - 2	02 OCT 2025
GEN 2.7 - 3	02 OCT 2025
GEN 2.7 - 4	02 OCT 2025
GEN 2.7 - 5	02 OCT 2025
GEN 2.7 - 6	02 OCT 2025
GEN 3.1 - 1	10 AUG 2023
GEN 3.1 - 2	10 AUG 2023
GEN 3.1 - 3	02 OCT 2025
GEN 3.1 - 4	02 OCT 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
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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
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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
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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
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GEN 4.1 - 39	10 JUL 2025

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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
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GEN 4.1 - 64	26 DEC 2024
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GEN 4.1 - 85	26 DEC 2024
GEN 4.1 - 86	26 DEC 2024
GEN 4.1 - 87	26 DEC 2024
GEN 4.1 - 88	26 DEC 2024
GEN 4.1 - 89	26 DEC 2024
GEN 4.1 - 90	26 DEC 2024
GEN 4.1 - 91	26 DEC 2024
GEN 4.1 - 92	26 DEC 2024
GEN 4.1 - 93	10 JUL 2025
GEN 4.1 - 94	10 JUL 2025
GEN 4.2 - 1	20 FEB 2025
GEN 4.2 - 2	20 FEB 2025
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GEN 4.2 - 8	30 MAR 2017
GEN 4.2 - 9	30 MAR 2017
GEN 4.2 - 10	30 MAR 2017
GEN 4.2 - 11	20 FEB 2025
GEN 4.2 - 12	20 FEB 2025
GEN 4.2 - 13	20 FEB 2025
GEN 4.2 - 14	20 FEB 2025
GEN 4.2 - 15	20 FEB 2025
GEN 4.2 - 16	20 FEB 2025
GEN 4.2 - 17	20 FEB 2025
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ENR 0.3 - 2	26 JAN 2023
ENR 0.4 - 1	26 JAN 2023
ENR 0.4 - 2	26 JAN 2023
ENR 0.5 - 1	26 JAN 2023
ENR 0.5 - 2	26 JAN 2023
ENR 0.6 - 1	15 MAY 2025
ENR 0.6 - 2	15 MAY 2025
ENR 0.6 - 3	15 MAY 2025
ENR 0.6 - 4	15 MAY 2025
ENR 1.1 - 1	AIRAC 31 OCT 2024
ENR 1.1 - 2	AIRAC 31 OCT 2024
ENR 1.1 - 3	15 MAY 2025
ENR 1.1 - 4	15 MAY 2025
ENR 1.2 - 1	20 AUG 2015
ENR 1.2 - 2	20 AUG 2015
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ENR 1.3 - 2	15 MAY 2025
ENR 1.3 - 3	15 MAY 2025
ENR 1.3 - 4	15 MAY 2025
ENR 1.4 - 1	AIRAC 20 MAR 2025
ENR 1.4 - 2	AIRAC 20 MAR 2025
ENR 1.4 - 3	11 JUL 2024
ENR 1.4 - 4	11 JUL 2024
ENR 1.4 - 5	10 JUL 2025
ENR 1.4 - 6	10 JUL 2025
ENR 1.5 - 1	20 FEB 2025
ENR 1.5 - 2	20 FEB 2025
ENR 1.5 - 3	23 APR 2020
ENR 1.5 - 4	23 APR 2020
ENR 1.6 - 1	15 MAY 2025
ENR 1.6 - 2	15 MAY 2025
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ENR 1.6 - 4	15 MAY 2025
ENR 1.7 - 1	15 MAY 2025
ENR 1.7 - 2	15 MAY 2025
ENR 1.7 - 3	AIRAC 22 APR 2021
ENR 1.7 - 4	AIRAC 22 APR 2021
ENR 1.7 - 5	15 MAY 2025
ENR 1.7 - 6	15 MAY 2025
ENR 1.8 - 1	08 AUG 2024
ENR 1.8 - 2	08 AUG 2024
ENR 1.9 - 1	AIRAC 22 FEB 2024
ENR 1.9 - 2	AIRAC 22 FEB 2024
ENR 1.9 - 3	10 JUL 2025
ENR 1.9 - 4	10 JUL 2025
ENR 1.10 - 1	AIRAC 20 FEB 2025
ENR 1.10 - 2	AIRAC 20 FEB 2025
ENR 1.10 - 3	21 APR 2022
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ENR 1.10 - 5	20 MAR 2025
ENR 1.10 - 6	20 MAR 2025
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ENR 1.11 - 2	AIRAC 31 OCT 2024
ENR 1.11 - 3	28 MAY 2015
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ENR 1.12 - 1	28 MAY 2015
ENR 1.12 - 2	28 MAY 2015
ENR 1.12 - 3	28 MAY 2015
ENR 1.12 - 4	28 MAY 2015
ENR 1.13 - 1	28 MAY 2015
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ENR 1.14 - 1	10 AUG 2023
ENR 1.14 - 2	10 AUG 2023
ENR 2.1 - 1	AIRAC 20 FEB 2025
ENR 2.1 - 2	AIRAC 20 FEB 2025
ENR 2.1 - 3	AIRAC 20 MAR 2025
ENR 2.1 - 4	AIRAC 20 MAR 2025
ENR 2.1 - 5	AIRAC 20 MAR 2025
ENR 2.1 - 6	AIRAC 20 MAR 2025
ENR 2.1 - 7	AIRAC 20 MAR 2025
ENR 2.1 - 8	AIRAC 20 MAR 2025
ENR 2.1 - 9	AIRAC 20 MAR 2025
ENR 2.1 - 10	AIRAC 20 MAR 2025
ENR 2.1 - 11	AIRAC 20 MAR 2025
ENR 2.1 - 12	AIRAC 20 MAR 2025
ENR 2.1 - 13	17 APR 2025
ENR 2.1 - 14	17 APR 2025
ENR 2.1 - 15	AIRAC 25 MAR 2021
ENR 2.1 - 16	AIRAC 25 MAR 2021
ENR 2.1 - 17	AIRAC 25 MAR 2021
ENR 2.1 - 18	AIRAC 25 MAR 2021
ENR 2.1 - 19	AIRAC 20 MAR 2025
ENR 2.1 - 20	AIRAC 20 MAR 2025
ENR 2.1 - 21	AIRAC 21 MAR 2024
ENR 2.1 - 22	AIRAC 21 MAR 2024
ENR 2.1 - 23	AIRAC 20 MAR 2025
ENR 2.1 - 24	AIRAC 20 MAR 2025
ENR 2.1 - 25	AIRAC 20 MAR 2025
ENR 2.1 - 26	AIRAC 20 MAR 2025
ENR 2.2 - 1	AIRAC 20 FEB 2025
ENR 2.2 - 2	AIRAC 20 FEB 2025
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ENR 3.2 - 2	AIRAC 30 OCT 2025
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ENR 3.2 - 4	23 JAN 2025
ENR 3.2 - 5	AIRAC 30 OCT 2025
ENR 3.2 - 6	AIRAC 30 OCT 2025
ENR 3.2 - 7	AIRAC 30 OCT 2025
ENR 3.2 - 8	AIRAC 30 OCT 2025
ENR 3.2 - 9	AIRAC 30 OCT 2025
ENR 3.2 - 10	AIRAC 30 OCT 2025
ENR 3.2 - 11	AIRAC 30 OCT 2025
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ENR 3.2 - 13	AIRAC 30 OCT 2025
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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 7.9.1, 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)
14 Aerodromes Volume I: Aerodrome Design and Operations (9th Edition, July 2022, Amendment 18)	**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 designed for a specific aircraft type considering the required wing tip clearance. 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 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. 5.3.19.2 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 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.
	CHAPTER 7 7.1.3.4 Where the width of a taxiway is less than 15 m, the size of a closed taxiway marking may be reduced accordingly.

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. 9.5.11 In case of non-commercial air transport operations, self-parking may be allowed. 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 10)	**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. 1.4.1 Heliports are not subject to certification like this is the case for aerodromes used for international operations holding a concession (see Annex 14, Volume I).
	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 4.1.17 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. 4.1.7 and 4.1.18 The radius of 270 m may be further reduced to a minimum of 210 m, but only for qualified, home-based operations and if helicopters are able to maintain a speed of 60 kts and a bank angle of 25° instead of 20°. 4.2.4 and 4.2.5 Objects that penetrate an approach or take-off climb surface can be approved by the appropriate authority, if an aeronautical study provided by the heliport operator determines that the object will not adversely affect the safety or significantly affect the regularity of operations of helicopters. 4.2.7 When only a single approach and take-off climb surface is provided, an aeronautical study has to be delivered by the heliport operator and approved by the competent authority. At least, the following factors should be considered: a) the area/terrain over which the flight is being conducted; b) the obstacle environment surrounding the heliport; c) the performance and operating limitations of helicopters intending to use the heliport; and d) the local meteorological conditions including the prevailing winds.
	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. 5.2.15 Helicopter stand perimeter markings do not have to be provided. 5.3.7.3 FATO perimeter lights shall be fixed omnidirectional lights showing white.
	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. National regulations apply at aerodromes and heliports only serving helicopters with an MTOM less than 3175 kg.

Title	Difference(s)
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 EU Regulation 139/2014.
	PART II **CHAPTER 5** 5.3 At certified aerodromes only serving traffic with a MTOM less than 5700 kg, no FOD control programme is established. FOD detection measures according to the requirements in ICAO Annex 14, Vol. I, Chapter 2.9.3 apply.
	PART II **CHAPTER 6** 6.3 Wildlife safety risk assessment is integrated to the Aerodrome safety hazard library, if hazards are being 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.

Title	Difference(s)
	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.	

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		CHAPTER 5 para 5.2.2.2 No such information is published by the respective authorities. 5.2.5.3.3 Data sets are not referred in the NOTAM checklist. 5.3.2.3 Switzerland does not publish Aerodrome mapping data sets. Electronic terrain data for Area 1, 2, 3 and Area 4 can be acquired through the sources mentioned in GEN 3.1.6. Nevertheless, not all requirements specified in ICAO PANS-AIM, Figures 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 PANS-AIM, Figures A8-2 and A8-4. Electronic obstacle data for Are 2, 3, 4 is not available. Switzerland is running a project in order to comply with all requirements and deadlines for the implementation of electronic terrain and obstacle data. Detailed differences, if any, would be notified at a later stage.	
		CHAPTER 6 para 6.1.4.3 Activations of established danger, restricted or prohibited areas and activities requiring temporary airspace restrictions are published at the latest one day in advance. Additionally to the NOTAM publication Switzerland is providing a visualisation called Daily Airspace Bulletin Switzerland DABS to ensure a very high dissemination level. REF: GEN 3.1, para 5.3 Daily Airspace Bulletin Switzerland (DABS).	
		APPENDIX 1 No evidence can be provided so far that aeronautical information/data meets the integrity levels as laid down by ICAO. The publication resolution of obstacle latitude and longitude in Area 2 and 3 does currently not comply with the ICAO PANS-AIM requirements. The publication resolution of obstacle elevations in Area 3 does currently not comply with the ICAO PANS-AIM requirements.	

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		APPENDIX 2 AD 2.12.5 The precise geoid undulation for THR of non-precision and precision approaches are not available. AD 2.12.6 The accuracy requirement of one tenth of a metre for precision APCH RWYs is not available. AD 2.12.12 RESA is not or not completely published for LSMP, LSZC, LSZG and LSZS. ENR 5.4 Obstacle lighting type and color is not published, there is only an indication if an obstacle is marked or lighted. AD 2.10 The lists of aerodrome obstacles do not include all Area 2 and 3 obstacles. Lighting type and color are not published, there is only an indication if an obstacle is marked or lighted.	

Document NR	Title	Difference(s)	Applicable
C. - AIR NAVIGATION AIS - Aeronautical information and charts			
7101	Aeronautical chart catalogue	NIL	
7383	Aeronautical information services provided by states	NIL	
8126	Aeronautical information services manual	NIL	
8643	Aircraft type designators	NIL	
8697	Aeronautical chart manual	NIL	
COM - Communications			
7910	Location indicators	NIL	
8585	Designators for aircraft operating agencies, aeronautical authorities and services	NIL	
OPS/AIR - Operations/Airworthiness			
9284	Technical instructions for the safe transport of dangerous goods by air	NIL	
D. - MISCELLANEOUS PUBLICATIONS			
9294	ICAO Lexicon - Volume I - Vocabulary	NIL	
9569	Definitions contained in the convention on international civil aviation, the Annexes thereto and the procedures for air navigation services	NIL	

ICAO Standards, recommended practices and procedures listed above are applied.

2. Data not compliant with data quality requirements

Several Data are not compliant with EU Commision Regulation 2017/373 (ADQ). Details can be found online via:
URL: https://api.skyguide.ch/wp-content/uploads/2022/04/Skyguide-ADQ-Declaration-1.pdf

LSZB - BERN - BELP

LSZB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZB - BERN - BELP

LSZB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LSZB AD 2.3 OPERATIONAL HOURS

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

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

LSZB AD 2.4 HANDLING SERVICES AND FACILITIES

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

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**	

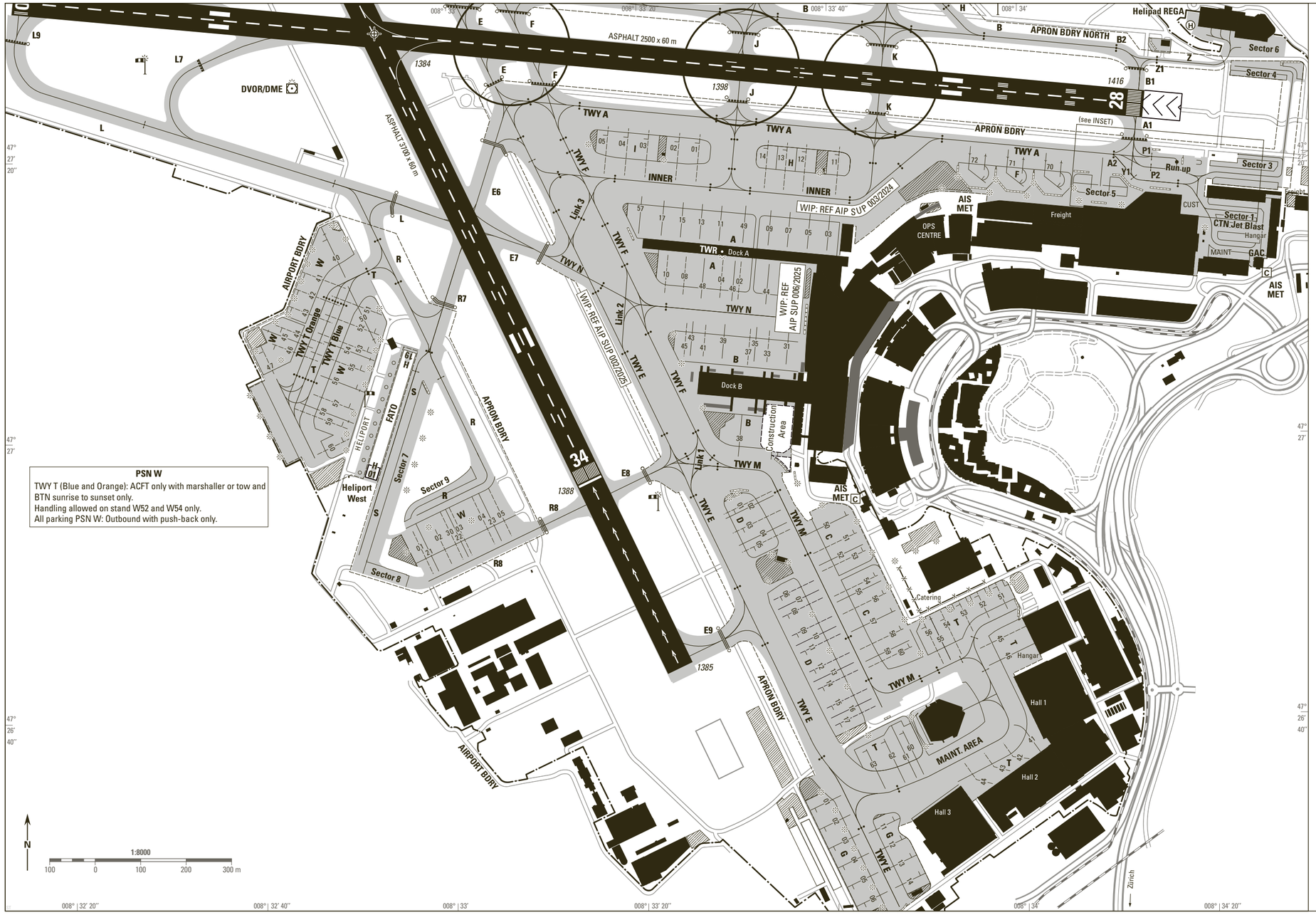
NR	**COORD WGS 84**	**ELEV (ft)**	**NR**	**COORD WGS 84**	**ELEV (ft)**
A02	47 27 12.59N 008 33 31.05E	*1400 ft*	B31	47 27 05.67N 008 33 35.65E	*1397 ft*
A03	47 27 14.35N 008 33 40.18E	*1400 ft*	B33	47 27 05.87N 008 33 33.66E	*1396 ft*
A04	47 27 12.40N 008 33 29.08E	*1399 ft*	B35	47 27 05.81N 008 33 32.29E	*1396 ft*
A05	47 27 14.42N 008 33 38.15E	*1400 ft*	B37	47 27 05.55N 008 33 31.60E	*1396 ft*
A07	47 27 14.56N 008 33 36.01E	*1400 ft*	B38	47 27 01.55N 008 33 30.88E	*1393 ft*
A08	47 27 13.03N 008 33 25.29E	*1397 ft*	B39	47 27 06.05N 008 33 28.94E	*1396 ft*
A09	47 27 14.50N 008 33 33.99E	*1400 ft*	B41	47 27 06.35N 008 33 26.97E	*1395 ft*
A10	47 27 12.97N 008 33 23.34E	*1396 ft*	B43	47 27 06.48N 008 33 25.62E	*1395 ft*
A11	47 27 15.08N 008 33 28.87E	*1399 ft*	B45	47 27 06.51N 008 33 24.98E	*1394 ft*
A13	47 27 15.28N 008 33 26.86E	*1397 ft*			
A15	47 27 15.29N 008 33 24.82E	*1396 ft*			
A17	47 27 15.27N 008 33 22.78E	*1395 ft*			
A44	47 27 12.13N 008 33 33.96E	*1399 ft*			
A46	47 27 12.38N 008 33 30.37E	*1399 ft*			
A48	47 27 12.64N 008 33 27.17E	*1398 ft*			
A49	47 27 14.80N 008 33 31.35E	*1400 ft*			
A57	47 27 15.58N 008 33 20.44E	*1394 ft*			

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	*1390 ft*	E42	47 27 38.61N 008 33 19.14E	*1391 ft*
	C51	47 26 53.41N 008 33 42.57E	*1389 ft*	E43	47 27 41.57N 008 33 17.59E	*1390 ft*
	C52	47 26 52.58N 008 33 43.22E	*1389 ft*	E44	47 27 38.20N 008 33 17.00E	*1390 ft*
	C53	47 26 52.13N 008 33 43.45E	*1389 ft*	E45	47 27 42.10N 008 33 15.58E	*1389 ft*
	C54	47 26 50.34N 008 33 44.68E	*1388 ft*	E46	47 27 38.87N 008 33 15.71E	*1389 ft*
	C55	47 26 49.94N 008 33 45.04E	*1388 ft*	E47	47 27 41.86N 008 33 14.15E	*1389 ft*
	C56	47 26 49.06N 008 33 45.56E	*1387 ft*	E48	47 27 38.33N 008 33 14.93E	*1389 ft*
	C57	47 26 47.81N 008 33 46.50E	*1387 ft*	E49	47 27 42.05N 008 33 13.48E	*1388 f*
	C58	47 26 46.51N 008 33 47.32E	*1387 ft*	E50	47 27 38.92N 008 33 12.93E	*1388 ft*
	C59	47 26 45.72N 008 33 48.10E	*1387 ft*	E51	47 27 42.77N 008 33 10.93E	*1387 ft*
	C60	47 26 45.24N 008 33 48.20E	*1388 ft*	E52	47 27 39.06N 008 33 12.26E	*1388 ft*
				E53	47 27 42.10N 008 33 10.13E	*1387 ft*
	D01	47 26 55.25N 008 33 29.93E	*1388 ft*	E54	47 27 38.82N 008 33 10.83E	*1387 ft*
	D02	47 26 54.92N 008 33 30.01E	*1388 ft*	E55	47 27 42.80N 008 33 08.85E	*1386 ft*
	D03	47 26 53.90N 008 33 30.86E	*1388 ft*	E56	47 27 39.34N 008 33 08.82E	*1387 ft*
	D04	47 26 52.95N 008 33 31.26E	*1387 ft*	E57	47 27 42.34N 008 33 06.69E	*1386 ft*
	D05	47 26 52.58N 008 33 32.00E	*1387 ft*	E58	47 27 38.72N 008 33 06.88E	*1386 ft*
	D06	47 26 49.00N 008 33 34.74E	*1387 ft*	E62	47 27 39.91N 008 33 05.72E	*1385 ft*
	D07	47 26 48.09N 008 33 34.47E	*1386 ft*	E64	47 27 41.12N 008 33 04.63E	*1385 ft*
	D08	47 26 47.70N 008 33 35.45E	*1387 ft*	E67	47 27 42.19N 008 33 04.18E	*1385 ft*
	D09	47 26 46.35N 008 33 36.38E	*1387 ft*			
	D10	47 26 45.49N 008 33 36.25E	*1387 ft*	F70	47 27 17.95N 008 34 04.41E	*1408 ft*
	D11	47 26 45.11N 008 33 37.24E	*1386 ft*	F71	47 27 18.23N 008 34 00.43E	*1406 ft*
	D12	47 26 43.76N 008 33 38.17E	*1386 ft*	F72	47 27 18.51N 008 33 56.45E	*1405 ft*
	D13	47 26 42.90N 008 33 38.04E	*1387 ft*			
	D14	47 26 42.51N 008 33 39.03E	*1387 ft*	G01	47 26 33.89N 008 33 38.03E	*1388 ft*
	D15	47 26 41.16N 008 33 39.95E	*1388 ft*	G02	47 26 32.51N 008 33 38.98E	*1388 ft*
	D16	47 26 40.30N 008 33 39.83E	*1389 ft*	G03	47 26 31.13N 008 33 39.92E	*1389 ft*
	D17	47 26 39.91N 008 33 40.81E	*1389 ft*	G04	47 26 29.75N 008 33 40.87E	*1390 ft*
				G05	47 26 28.37N 008 33 41.82E	*1391 ft*
	E4M	47 27 38.86N 008 33 15.85E	*1390 ft*	G06	47 26 27.08N 008 33 43.05E	*1392 ft*
	E5M	47 27 39.25N 008 33 08.66E	*1387 ft*	G11	47 26 32.90N 008 33 46.37E	*1391 ft*
	E19	47 27 41.16N 008 33 30.08E	*1395 ft*	G12	47 26 31.55N 008 33 47.13E	*1392 ft*
	E20	47 27 38.04N 008 33 30.07E	*1396 ft*	G13	47 26 30.28N 008 33 48.12E	*1393 ft*
	E23	47 27 40.85N 008 33 27.92E	*1394 ft*	G14	47 26 28.97N 008 33 49.02E	*1394 ft*
	E26	47 27 38.05N 008 33 26.60E	*1394 ft*			
	E27	47 27 41.13N 008 33 24.48E	*1393 ft*	H11	47 27 20.42N 008 33 41.53E	*1404 ft*
	E32	47 27 38.18N 008 33 23.26E	*1393 ft*	H12	47 27 20.66N 008 33 38.08E	*1404 ft*
	E33	47 27 41.85N 008 33 21.81E	*1392 ft*	H13	47 27 20.81N 008 33 36.06E	*1403 ft*
	E34	47 27 38.33N 008 33 22.58E	*1392 ft*	H14	47 27 20.95N 008 33 34.05E	*1402 ft*
	E35	47 27 41.32N 008 33 21.03E	*1392 ft*			
	E36	47 27 38.07N 008 33 21.15E	*1392 ft*	I01	47 27 21.39N 008 33 26.87E	*1397 ft*
	E37	47 27 41.87N 008 33 19.72E	*1391 ft*	I02	47 27 21.51N 008 33 24.72E	*1396 ft*
				I03	47 27 21.74N 008 33 21.50E	*1395 ft*
				I04	47 27 21.89N 008 33 19.36E	*1394 ft*
				I05	47 27 22.04N 008 33 17.22E	*1393 ft*

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	*1384 ft*	W01	47 26 53.81N 008 32 56.31E	*1380 ft*
	P32	47 27 48.41N 008 33 09.45E	*1384 ft*	W02	47 26 53.98N 008 32 58.59E	*1380 ft*
	P33	47 27 48.55N 008 33 07.38E	*1383 ft*	W03	47 26 55.11N 008 33 00.42E	*1381 ft*
	P34	47 27 48.70N 008 33 05.31E	*1382 ft*	W04	47 26 55.58N 008 33 03.02E	*1381 ft*
	P35	47 27 49.10N 008 32 58.19E	*1379 ft*	W05	47 26 56.14N 008 33 04.79E	*1382 ft*
	P36	47 27 50.38N 008 32 57.32E	*1379 ft*	W21	47 26 54.19N 008 32 56.76E	*1380 ft*
	P37	47 27 51.66N 008 32 56.44E	*1379 ft*	W22	47 26 55.18N 008 32 59.90E	*1381 ft*
				W23	47 26 56.29N 008 33 03.40E	*1382 ft*
	T41	47 26 38.04N 008 34 01.46E	*1394 ft*	W30	47 26 55.15N 008 32 59.23E	*1381 ft*
	T42	47 26 37.23N 008 34 00.20E	*1394 ft*	W40	47 27 15.27N 008 32 47.28E	*1383 ft*
	T43	47 26 36.40N 008 33 58.33E	*1394 ft*	W41	47 27 12.54N 008 32 45.21E	*1382 ft*
	T44	47 26 35.54N 008 33 56.25E	*1394 ft*	W42	47 27 11.32N 008 32 44.49E	*1382 ft*
	T45	47 26 46.45N 008 33 59.87E	*1393 ft*	W43	47 27 10.11N 008 32 43.77E	*1383 ft*
	T46	47 26 45.07N 008 34 00.23E	*1393 ft*	W44	47 27 08.72N 008 32 42.46E	*1383 ft*
	T51	47 26 49.51N 008 33 57.47E	*1392 ft*	W45	47 27 08.44N 008 32 41.22E	*1382 ft*
	T52	47 26 48.89N 008 33 55.53E	*1391 ft*	W46	47 27 07.45N 008 32 41.94E	*1382 ft*
	T53	47 26 48.27N 008 33 53.56E	*1390 ft*	W47	47 27 06.99N 008 32 40.68E	*1381 ft*
	T54	47 26 47.25N 008 33 51.89E	*1389 ft*	W50	47 27 07.74N 008 32 52.30E	*1382 ft*
	T55	47 26 47.26N 008 33 50.46E	*1389 ft*	W51	47 27 09.62N 008 32 52.64E	*1383 ft*
	T56	47 26 46.70N 008 33 49.90E	*1388 ft*	W52	47 27 08.18N 008 32 52.35E	*1382 ft*
	T60	47 26 39.19N 008 33 47.42E	*1391 ft*	W53	47 27 06.87N 008 32 51.58E	*1382 ft*
	T61	47 26 39.22N 008 33 46.47E	*1391 ft*	W54	47 27 06.37N 008 32 51.76E	*1383 ft*
	T62	47 26 38.57N 008 33 45.47E	*1391 ft*	W55	47 27 05.57N 008 32 50.80E	*1383 ft*
	T63	47 26 37.95N 008 33 43.52E	*1390 ft*	W56	47 27 04.13N 008 32 50.70E	*1384 ft*
				W57	47 27 02.87N 008 32 49.57E	*1384 ft*
				W58	47 27 01.92N 008 32 49.52E	*1384 ft*
				W59	47 27 01.56N 008 32 48.80E	*1383 ft*
				W60	47 27 00.49N 008 32 48.98E	*1383 ft*
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)

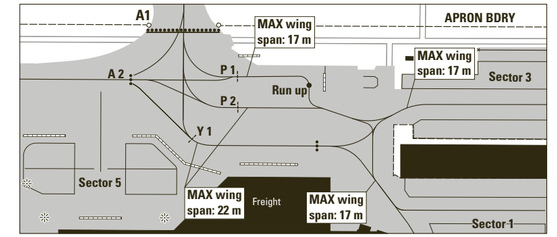


PSN W

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

APRON SOUTH

INSET



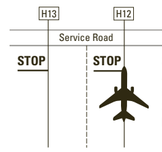
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

LEGEND

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

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

ACFT PRKG:



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

GENERAL REMARKS

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

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

RWY Incursion HOTSPOT

ACFT taxiing on TWY E, F, J or K:
Be aware of RWY AHEAD

ACFT taxiing to RWY28:
Be aware of sharp turn from TWY E or F onto TWY A

For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance
For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance

COR: WIP SUP (WEF 30OCT2025)

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