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AIP

AMDT 001 2026

Effective Date 22 JAN 2026

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	22 JAN 2026
GEN 0.3 - 1/2	22 JAN 2026
GEN 0.4 - 1/2	22 JAN 2026
GEN 0.4 - 3/4	22 JAN 2026
GEN 0.4 - 5/6	22 JAN 2026
GEN 0.4 - 7/8	22 JAN 2026
LSZB AD 2 - 11/12	22 JAN 2026
LSZB AD 2.24.10 - 7/8	22 JAN 2026
LSZB AD 2.24.10 - 9/10	22 JAN 2026
LSZC AD 2.24.10 - 3/4	22 JAN 2026
LSGG AD 2 - 25/26	22 JAN 2026
LSZA AD 2.24.10 - 5/6	22 JAN 2026
LSZA AD 2.24.10 - 7/8	22 JAN 2026
LSZS AD 2.24.11 - 1/2	22 JAN 2026
LSZH AD 2 - 3/4	22 JAN 2026
LSZH AD 2 - 5/6	22 JAN 2026
LSZH AD 2.24.1 - 1/2	22 JAN 2026
LSZH AD 2.24.3 - 1/2	22 JAN 2026
LSZH AD 2.24.3 - 3/4	22 JAN 2026
LSZH AD 2.24.3 - 5/6	22 JAN 2026

Destroy the following pages:

GEN 0.2 - 11/12	25 DEC 2025
GEN 0.3 - 1/2	25 DEC 2025
GEN 0.4 - 1/2	AIRAC 22 JAN 2026
GEN 0.4 - 3/4	AIRAC 22 JAN 2026
GEN 0.4 - 5/6	AIRAC 22 JAN 2026
GEN 0.4 - 7/8	AIRAC 22 JAN 2026
LSZB AD 2 - 11/12	AIRAC 08 AUG 2024
LSZB AD 2.24.10 - 7/8	25 DEC 2025
LSZB AD 2.24.10 - 9/10	25 DEC 2025
LSZC AD 2.24.10 - 3/4	25 DEC 2025
LSGG AD 2 - 25/26	07 AUG 2025
LSZA AD 2.24.10 - 5/6	04 SEP 2025
LSZA AD 2.24.10 - 7/8	04 SEP 2025
LSZS AD 2.24.11 - 1/2	04 SEP 2025
LSZH AD 2 - 3/4	30 OCT 2025
LSZH AD 2 - 5/6	30 OCT 2025
LSZH AD 2.24.1 - 1/2	15 MAY 2025
LSZH AD 2.24.3 - 1/2	25 DEC 2025
LSZH AD 2.24.3 - 3/4	15 MAY 2025
LSZH AD 2.24.3 - 5/6	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: 002/2025, 003/2025, 004/2025, 005/2025, 006/2025, 007/2025, 001/2026, 002/2026

Checklist AIRAC SUP: 008/2025

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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	
009/2025	04-Sep-2025	04-Sep-2025	
010/2025	02-Oct-2025	02-Oct-2025	
011/2025	30-Oct-2025	30-Oct-2025	
012/2025	27-Nov-2025	27-Nov-2025	
013/2025	25-Dec-2025	25-Dec-2025	
001/2026	22-Jan-2026	22-Jan-2026	

GEN 0.3 RECORD OF SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
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	-
007/2025	Geneva Airport (LSGG) - WIP Construction Satellite 10	LSGG	27-Nov-2025 - UFN	-
008/2025	World Economic Forum in Davos 2026	LSAS	25-Dec-2025 - 19-Feb-2026	-
001/2026	Zurich Airport (LSZH): Project - Reconstruction Apron South - Phase B2 - INNER	LSZH	22-Jan-2026 - UFN	-
002/2026	Zurich Airport (LSZH): Arrival prioritization and departure reconstructions during easterly wind conditions	LSZH	22-Jan-2026 - 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 22 JAN 2026
GEN 0.2 - 6	AIRAC 22 JAN 2026
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	22 JAN 2026
GEN 0.2 - 12	22 JAN 2026
GEN 0.3 - 1	22 JAN 2026
GEN 0.3 - 2	22 JAN 2026
GEN 0.4 - 1	22 JAN 2026
GEN 0.4 - 2	22 JAN 2026
GEN 0.4 - 3	22 JAN 2026
GEN 0.4 - 4	22 JAN 2026
GEN 0.4 - 5	22 JAN 2026
GEN 0.4 - 6	22 JAN 2026
GEN 0.4 - 7	22 JAN 2026
GEN 0.4 - 8	22 JAN 2026
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
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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	25 DEC 2025
GEN 4.1 - 2	25 DEC 2025
GEN 4.1 - 3	25 DEC 2025
GEN 4.1 - 4	25 DEC 2025
GEN 4.1 - 5	25 DEC 2025
GEN 4.1 - 6	25 DEC 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
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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	25 DEC 2025
GEN 4.1 - 50	25 DEC 2025
GEN 4.1 - 51	25 DEC 2025
GEN 4.1 - 52	25 DEC 2025
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GEN 4.1 - 54	25 DEC 2025
GEN 4.1 - 55	25 DEC 2025
GEN 4.1 - 56	25 DEC 2025
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GEN 4.1 - 58	25 DEC 2025
GEN 4.1 - 59	25 DEC 2025
GEN 4.1 - 60	25 DEC 2025
GEN 4.1 - 61	25 DEC 2025
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GEN 4.1 - 64	25 DEC 2025
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GEN 4.1 - 69	25 DEC 2025
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GEN 4.1 - 71	25 DEC 2025
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GEN 4.1 - 74	25 DEC 2025
GEN 4.1 - 75	25 DEC 2025
GEN 4.1 - 76	25 DEC 2025
GEN 4.1 - 77	26 DEC 2024
GEN 4.1 - 78	25 DEC 2025
GEN 4.1 - 79	25 DEC 2025
GEN 4.1 - 80	25 DEC 2025
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GEN 4.1 - 90	25 DEC 2025
GEN 4.1 - 91	25 DEC 2025
GEN 4.1 - 92	25 DEC 2025
GEN 4.1 - 93	25 DEC 2025
GEN 4.1 - 94	25 DEC 2025
GEN 4.2 - 1	20 FEB 2025
GEN 4.2 - 2	20 FEB 2025
GEN 4.2 - 3	30 MAR 2017
GEN 4.2 - 4	30 MAR 2017
GEN 4.2 - 5	30 MAR 2017
GEN 4.2 - 6	30 MAR 2017
GEN 4.2 - 7	30 MAR 2017
GEN 4.2 - 8	30 MAR 2017
GEN 4.2 - 9	30 MAR 2017
GEN 4.2 - 10	30 MAR 2017
GEN 4.2 - 11	20 FEB 2025
GEN 4.2 - 12	20 FEB 2025
GEN 4.2 - 13	20 FEB 2025
GEN 4.2 - 14	20 FEB 2025
GEN 4.2 - 15	20 FEB 2025
GEN 4.2 - 16	20 FEB 2025
GEN 4.2 - 17	20 FEB 2025
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ENR 0.3 - 1	26 JAN 2023
ENR 0.3 - 2	26 JAN 2023
ENR 0.4 - 1	26 JAN 2023
ENR 0.4 - 2	26 JAN 2023
ENR 0.5 - 1	26 JAN 2023
ENR 0.5 - 2	26 JAN 2023
ENR 0.6 - 1	15 MAY 2025
ENR 0.6 - 2	15 MAY 2025
ENR 0.6 - 3	15 MAY 2025
ENR 0.6 - 4	15 MAY 2025
ENR 1.1 - 1	AIRAC 31 OCT 2024
ENR 1.1 - 2	AIRAC 31 OCT 2024
ENR 1.1 - 3	15 MAY 2025
ENR 1.1 - 4	15 MAY 2025
ENR 1.2 - 1	20 AUG 2015
ENR 1.2 - 2	20 AUG 2015
ENR 1.3 - 1	15 MAY 2025
ENR 1.3 - 2	15 MAY 2025
ENR 1.3 - 3	AIRAC 27 NOV 2025
ENR 1.3 - 4	AIRAC 27 NOV 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	27 NOV 2025
ENR 1.4 - 6	27 NOV 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
ENR 1.6 - 3	15 MAY 2025
ENR 1.6 - 4	15 MAY 2025
ENR 1.7 - 1	15 MAY 2025
ENR 1.7 - 2	15 MAY 2025
ENR 1.7 - 3	AIRAC 22 APR 2021
ENR 1.7 - 4	AIRAC 22 APR 2021
ENR 1.7 - 5	15 MAY 2025
ENR 1.7 - 6	15 MAY 2025
ENR 1.8 - 1	08 AUG 2024
ENR 1.8 - 2	08 AUG 2024
ENR 1.9 - 1	AIRAC 22 FEB 2024
ENR 1.9 - 2	AIRAC 22 FEB 2024
ENR 1.9 - 3	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
ENR 1.10 - 4	21 APR 2022
ENR 1.10 - 5	20 MAR 2025
ENR 1.10 - 6	20 MAR 2025
ENR 1.11 - 1	AIRAC 31 OCT 2024
ENR 1.11 - 2	AIRAC 31 OCT 2024
ENR 1.11 - 3	28 MAY 2015
ENR 1.11 - 4	28 MAY 2015
ENR 1.12 - 1	28 MAY 2015
ENR 1.12 - 2	28 MAY 2015
ENR 1.12 - 3	28 MAY 2015
ENR 1.12 - 4	28 MAY 2015
ENR 1.13 - 1	28 MAY 2015
ENR 1.13 - 2	28 MAY 2015
ENR 1.14 - 1	10 AUG 2023
ENR 1.14 - 2	10 AUG 2023
ENR 2.1 - 1	AIRAC 25 DEC 2025
ENR 2.1 - 2	AIRAC 25 DEC 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
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LSZB AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions and remarks

Special operations:
Expect HEL IFR APCH and DEP outside ATC HR up to *6000 ft AMSL* and according to special authorisation.

2. Procedure for non based HEL

PPR for non based HEL on:
Phone: +41 (0) 31 960 21 11
Fax: +41 (0) 31 960 21 12

3. Procedure for departure

For IFR FLT start-up clearance is compulsory.
Upon start-up request, pilot shall indicate the current ATIS designator. Start-up shall be requested on FREQ 121.690 MHz "Bern Delivery". If Delivery is not active start-up shall be requested on FREQ 121.025 MHz “Bern TWR”. Status of delivery position is available on ATIS.

4. ACFT guidance on apron

4.1 General

Taxiing on the APRON is at the PIC’s discretion. No ATC service is provided. TWR will issue ADVS, as far as practicable.

4.2 Area of responsibility

The exact BDRY of responsibility is shown on the charts LSZB AD 2.24

4.3 Operational hours

HX; REF: LSZB AD 2.3

4.4 Procedure for arriving/departing ACFT

Arriving ACFT code letter B and larger will be guided by a marshaller to their parking PSN.
Arriving ACFT code letter A shall TAX independently to the parking PSN or as advised by TWR. In certain cases, the final guidance will be assured by a marshaller.
Departing ACFT shall TAX from their parking PSN, as advised by TWR.
School- and training FLTs may be restricted or refused by ATC in accordance with the Airport Authority traffic handling priority list.

4.5 Maintenance

Ground run-ups are subject to a prior AUTH by the AP authority (Ramp Control),
Phone: +41 (0) 31 960 21 11.

5. High-visibility jacket

All persons walking in the movement area must wear a high-visibility jacket which complies with the EN471 standard class 2 or 3.
Persons not wearing a high-visibility jacket must ask for the assistance of a handling agent (see list under LSZB AD 2.4) for the transportation of crew members and passengers.

6. Fuelling

6.1 Self-service tank

Taxi to self-service tank in clockwise direction. Use marked position "wait" if tank is already in use.
Leaflet available on:
URL: www.bernairport.ch

7. De-icing

7.1 Clean Aircraft Concept (CAC)

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

LSZB AD 2.21 NOISE ABATEMENT PROCEDURES

1. Measures for ACFT noise abatement

1.1 IFR approaches for school and training flights

IFR APCHs for school and training FLTs are authorised only on working days between 0700 and 1830 (0600 and 1730).
Successive APCHs **(MAX 2 per ACFT)** are only authorised between 0700 and 1115 (0600 and 1015) as well as between 1245 and 1830 (1145 and 1730).
Between two series of APCHs, at least one HR interruption shall be interposed.
For training IFR APCHs without a LDG at LSZB, an OCA/H of *3000*/1327 shall be applied (irrespective of the type of APCH carried out).
On final APCH into LSZB, One Engine Inoperative (OEI) EXER are not permitted.
For ACFT noise abatement measures for VFR FLTs, refer to VFR-Manual, LSZB AD INFO.
For training FLTs, a MAX of 1 APCH allowed. O/R 2 succeeding APCHs, may be granted by ATC.

1.2 Visual circling for RWY 32

CITY circling assigned for noise abatement.

1.3 VFR flights

The climb shall be continuously CONT after TKOF, up to a MAX of *4500 ft AMSL*.

1.4 Holidays

On the following **HOL** the same restrictions as on SUN apply:
New Year's Day, 2 JAN, Good FRI, Easter MON, Whit MON, 1 AUG, Ascension Day, Federal Prayday (3rd SUN in SEP), Christmas Day and DEC 26.
On Good FRI, Whit SUN, Federal Prayday (3rd SUN in SEP) and Christmas Day, the following apply in addition to SUN restrictions:

- TIL 0930 (0830) TKOF for non-commercial FLT are only authorised if the ACFT's certified noise level is MAX 65 dB (A) according to Chapter 6 or 72 dB (A) according to Chapter 10 of ICAO Annex 16, Volume 1.

1.5 Use of reverse thrust

For deceleration it is recommended to use the entire RWY LEN AVBL. More than idle reverse shall not be used.
Use of reverse thrust shall be limited unless particular safety or operational reasons require it.

1.6 Auxiliary Power Units (APU)

Primarily, AP owned mobile ground PWR units (GPU) shall be used.
Alternatively, as well as for additional use, APU may be used.
The following regulations are applicable to the use of APU:
- 30 MIN before off-block time, at a MAX, and 20 MIN after on-block time, at a MAX.
- The use of APU for MAINT shall be restricted to a MNM DUR.

1.7 Rolling take-off

If possible, a rolling take-off shall be executed.

2. Prescriptions and procedures

2.1 General

2.1.1 Approach and departure procedures in general

APCHs and DEPs are to be conducted in accordance with the procedures published in LSZB STAR/SID and IAC.
Other clearances and dispositions of APP or TWR for the purpose of safety, traffic flow or noise abatement are reserved.

2.1.2 Intersection departures for single engine aircraft

Single engine aircraft are considered to depart from the following intersections (TORA see LSZB AD 2.13):

- RWY 14: Intersections A and B
- RWY 32: Intersections D, E and F

If a backtrack is needed (performance/noise abatement) PIC shall advise ATC at the holding point during his ready for departure message, i.e. "ready for departure, request backtrack".

VISUAL APPROACH PROCEDURE

ATIS	**125.130**	
TWR	**121.025**	**119.700**
APP	**127.325**	

BERN-BELP (LSZB)
CITY CIRCLING RWY 32

ELEV 1675 ft (511 m)

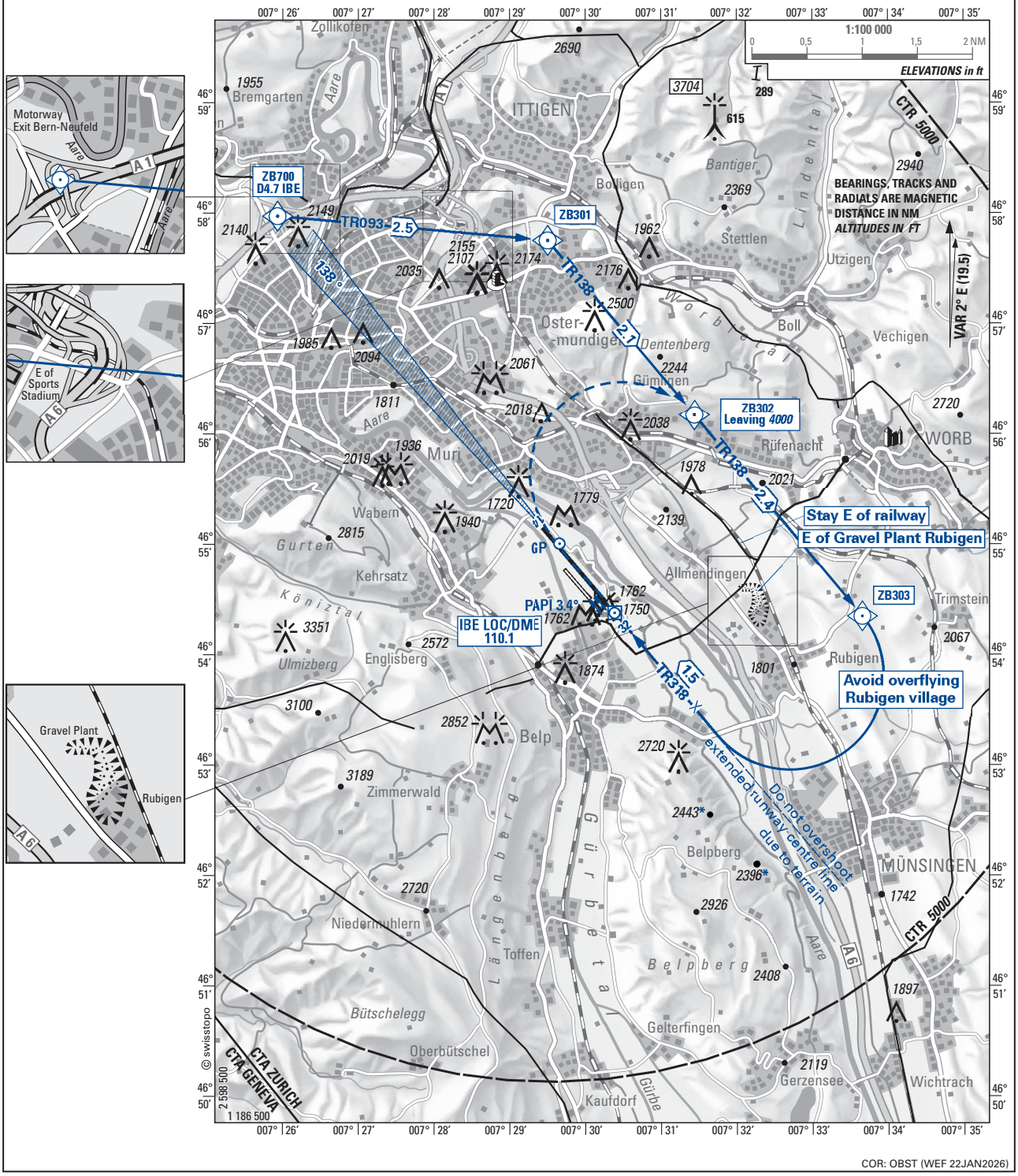
	CAT A	CAT B	CAT C
Circling RWY 32 OCA/H	***3190*** / 1515	***3210*** / 1535	***3320*** / 1645
Circling RWY 32 MDA/H	***4000*** / 2330	***4000*** / 2330	***4000*** / 2330
Visibility m	**5000**	**5000**	**5000**

Circling speed MAX IAS 150kt

WPT in circling to be used for reference only

PROCEDURE ASSIGNED FOR NOISE ABATEMENT

*** When ALS RWY 32 in use, red fixed LGT denoting hazardous terrain**



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VISUAL APPROACH PROCEDURE

ATIS	**125.130**	
TWR	**121.025**	**119.700**
APP	**127.325**	

BERN-BELP (LSZB)
ROMEO CIRCLING RWY 32

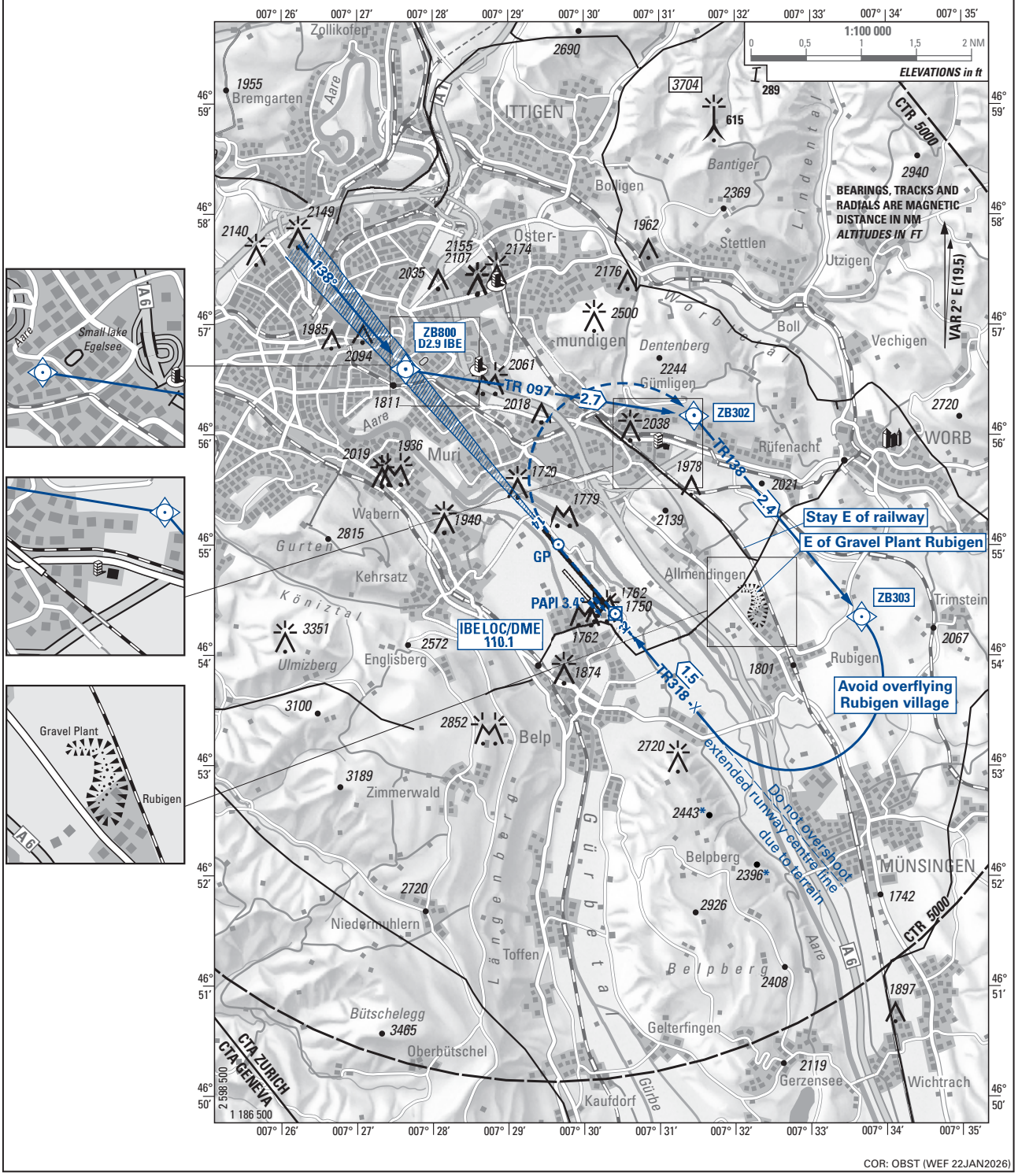
ELEV 1675 ft (511 m)

	CAT A	CAT B	CAT C
Circling RWY 32 OCA/H	***3190*** / 1515	***3210*** / 1535	***3320*** / 1645
Visibility m	**5000**	**5000**	**5000**

Circling speed MAX IAS 150kt

WPT in circling to be used for reference only

*** When ALS RWY 32 in use, red fixed LGT denoting hazardous terrain**



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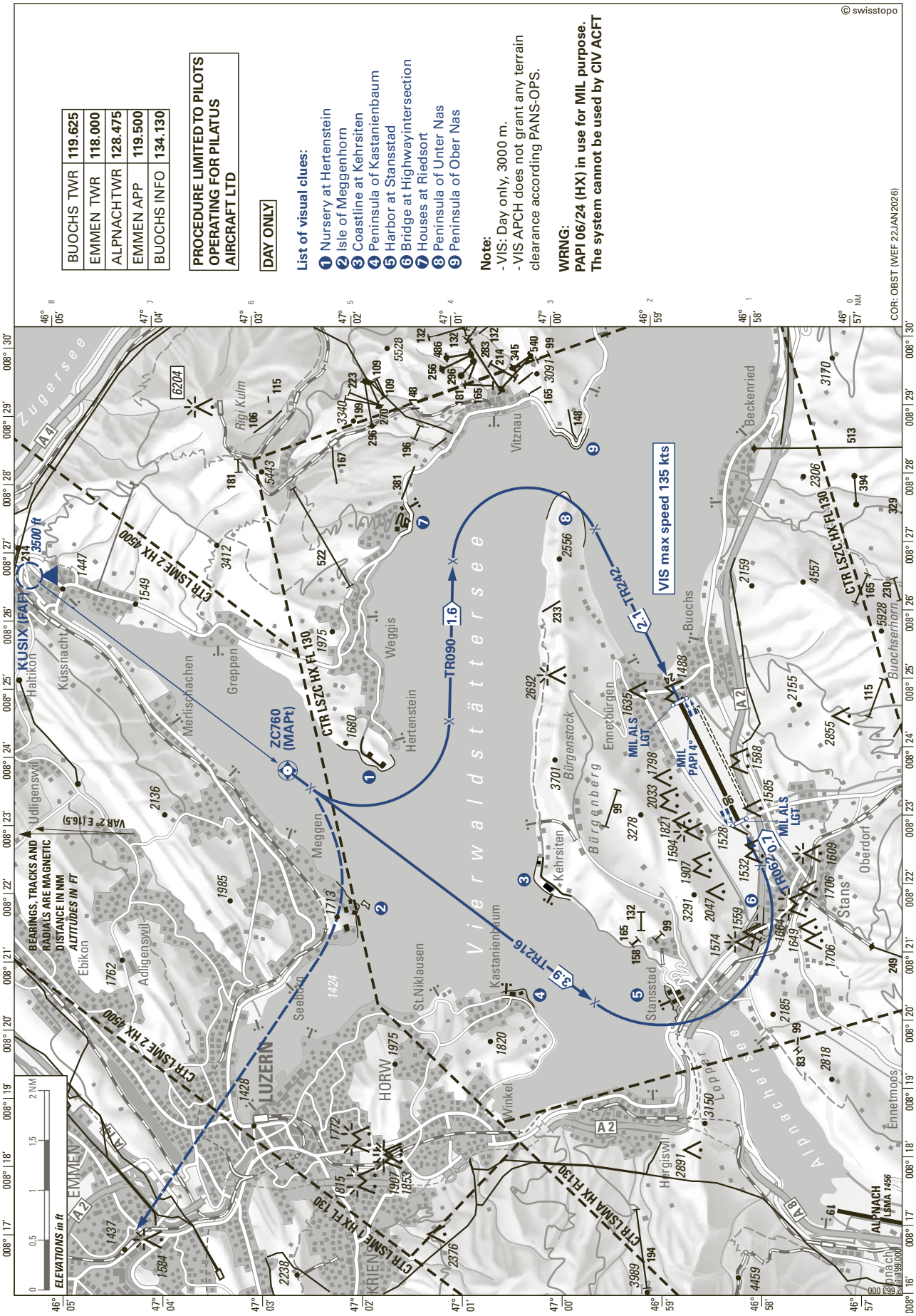
VISUAL APPROACH PROCEDURE

ELEV 1475 ft (450 m)

BUOCHS (LSZC)
RWY 06/24



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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 not available to traffic between 2200 and 0500 (2100 and 0400), except for HEMS, ambulance flights and towing operations.

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

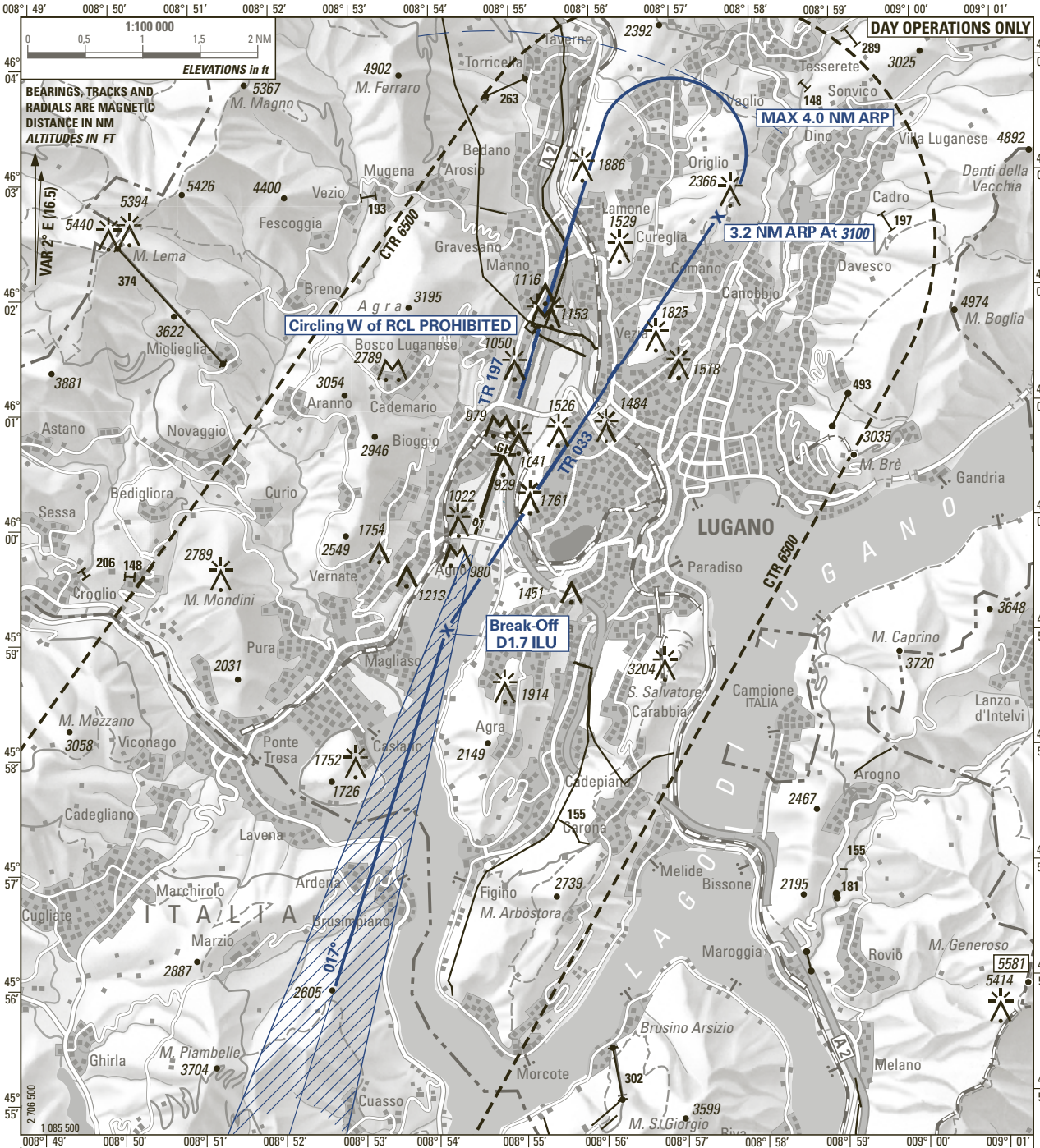
Use of brake fan shall be kept to the MNM.

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.

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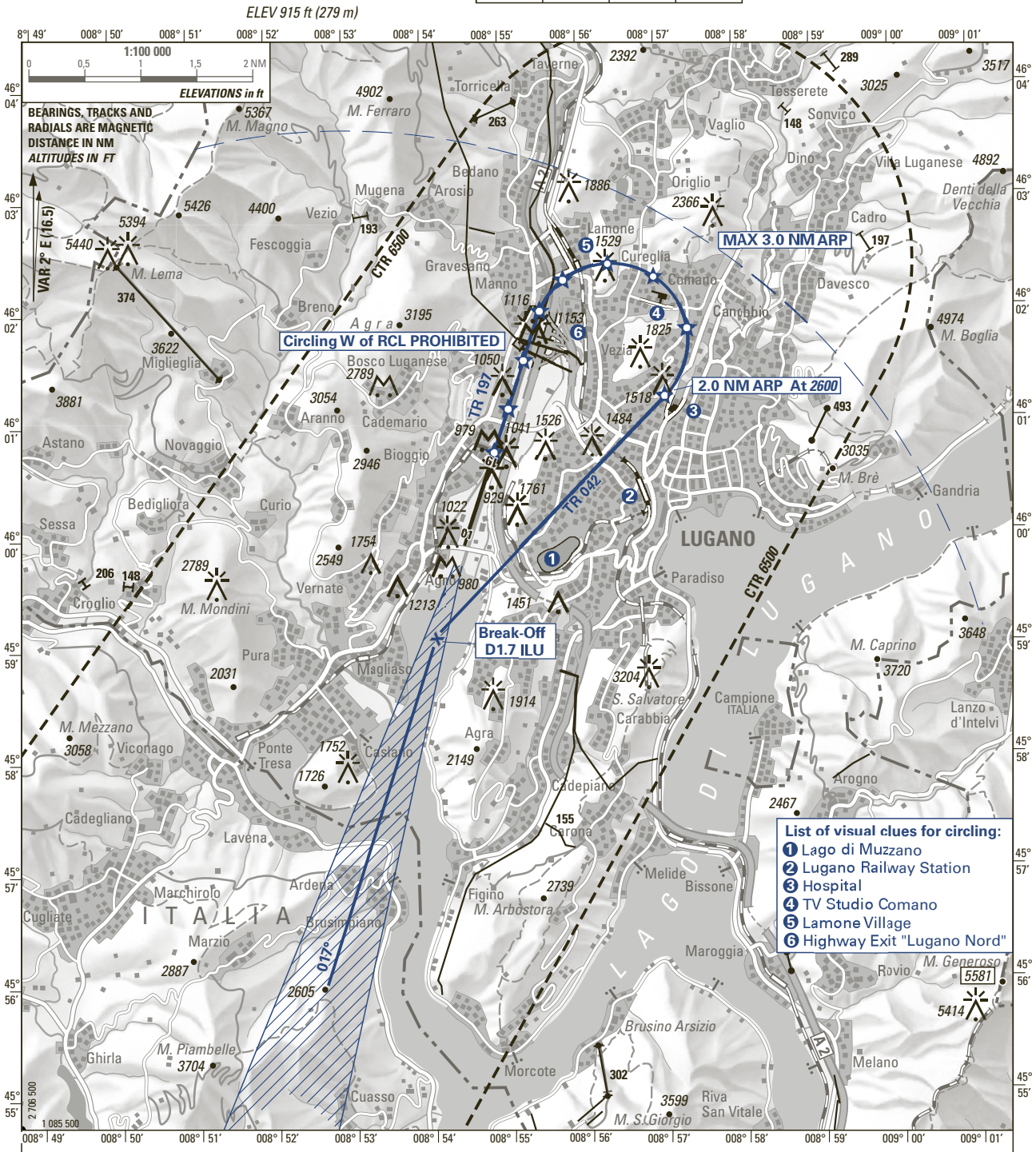
VISUAL APPROACH PROCEDURE

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.

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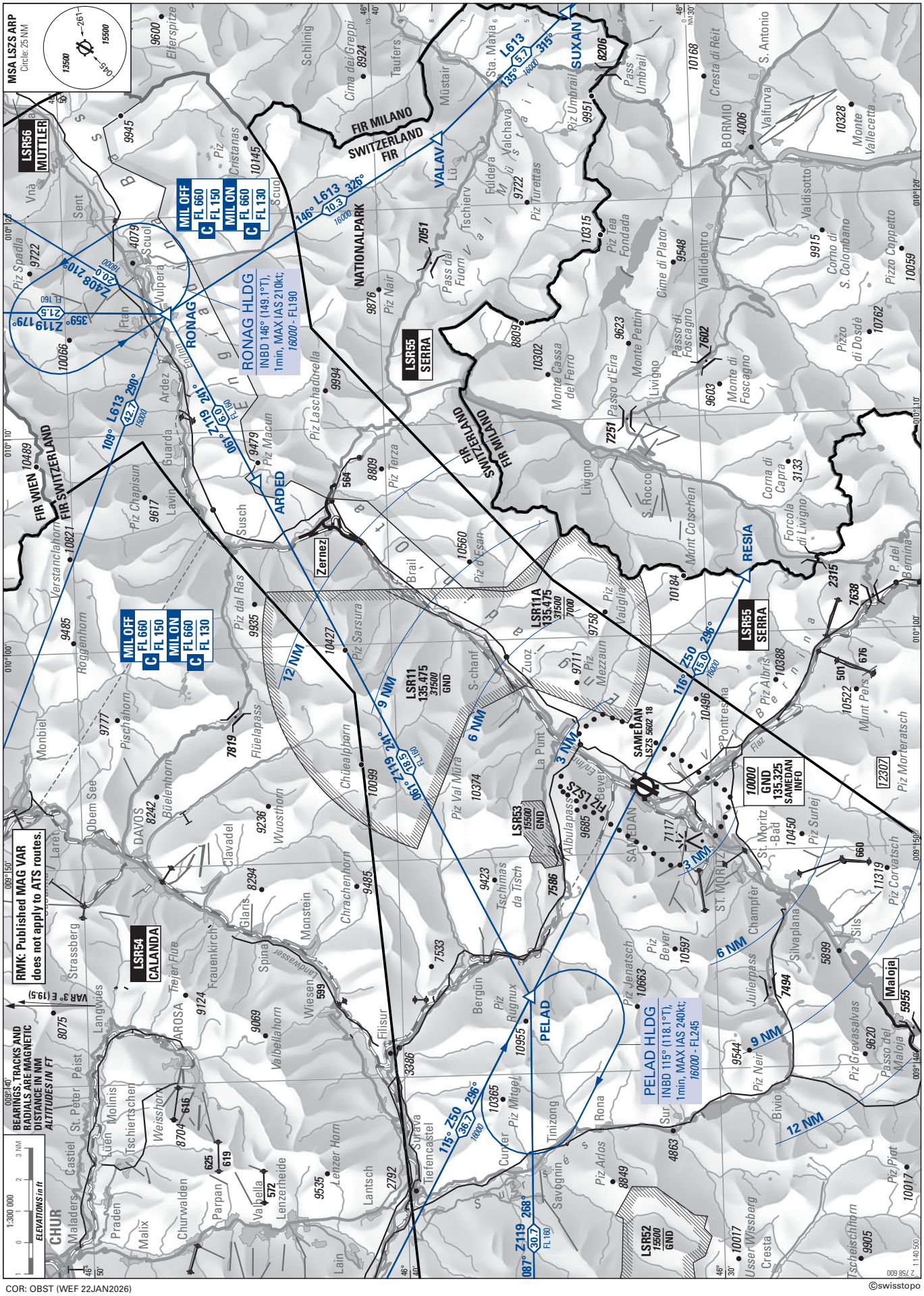
VFR Area Chart for Y and Z ATC FPL

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	*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)
C50	47 26 54.70N 008 33 41.76E	*1390 ft*
C51	47 26 53.41N 008 33 42.57E	*1389 ft*
C52	47 26 52.58N 008 33 43.22E	*1389 ft*
C53	47 26 52.13N 008 33 43.45E	*1389 ft*
C54	47 26 50.34N 008 33 44.68E	*1388 ft*
C55	47 26 49.94N 008 33 45.04E	*1388 ft*
C56	47 26 49.06N 008 33 45.56E	*1387 ft*
C57	47 26 47.81N 008 33 46.50E	*1387 ft*
C58	47 26 46.51N 008 33 47.32E	*1387 ft*
C59	47 26 45.72N 008 33 48.10E	*1387 ft*
C60	47 26 45.24N 008 33 48.20E	*1388 ft*
D01	47 26 55.25N 008 33 29.93E	*1388 ft*
D03	47 26 53.84N 008 33 30.90E	*1388 ft*
D04	47 26 52.95N 008 33 31.26E	*1387 ft*
D05	47 26 52.58N 008 33 32.00E	*1387 ft*
D06	47 26 49.00N 008 33 34.74E	*1387 ft*
D07	47 26 48.09N 008 33 34.47E	*1386 ft*
D08	47 26 47.70N 008 33 35.45E	*1387 ft*
D09	47 26 46.35N 008 33 36.38E	*1387 ft*
D10	47 26 45.49N 008 33 36.25E	*1387 ft*
D11	47 26 45.11N 008 33 37.24E	*1386 ft*
D12	47 26 43.76N 008 33 38.17E	*1386 ft*
D13	47 26 42.90N 008 33 38.04E	*1387 ft*
D14	47 26 42.51N 008 33 39.03E	*1387 ft*
D15	47 26 41.16N 008 33 39.95E	*1388 ft*
D16	47 26 40.30N 008 33 39.83E	*1389 ft*
D17	47 26 39.91N 008 33 40.81E	*1389 ft*
E4M	47 27 38.86N 008 33 15.85E	*1390 ft*
E5M	47 27 39.25N 008 33 08.66E	*1387 ft*
E19	47 27 41.16N 008 33 30.08E	*1395 ft*
E20	47 27 38.04N 008 33 30.07E	*1396 ft*
E23	47 27 40.85N 008 33 27.92E	*1394 ft*
E26	47 27 38.05N 008 33 26.60E	*1394 ft*
E27	47 27 41.13N 008 33 24.48E	*1393 ft*
E32	47 27 38.18N 008 33 23.26E	*1393 ft*
E33	47 27 41.85N 008 33 21.81E	*1392 ft*
E34	47 27 38.33N 008 33 22.58E	*1392 ft*
E35	47 27 41.32N 008 33 21.03E	*1392 ft*
E36	47 27 38.07N 008 33 21.15E	*1392 ft*
E37	47 27 41.87N 008 33 19.72E	*1391 ft*

NR	COORD WGS 84	ELEV (ft)
E42	47 27 38.61N 008 33 19.14E	*1391 ft*
E43	47 27 41.57N 008 33 17.59E	*1390 ft*
E44	47 27 38.20N 008 33 17.00E	*1390 ft*
E45	47 27 42.10N 008 33 15.58E	*1389 ft*
E46	47 27 38.87N 008 33 15.71E	*1389 ft*
E47	47 27 41.86N 008 33 14.15E	*1389 ft*
E48	47 27 38.33N 008 33 14.93E	*1389 ft*
E49	47 27 42.05N 008 33 13.48E	*1388 f*
E50	47 27 38.92N 008 33 12.93E	*1388 ft*
E51	47 27 42.77N 008 33 10.93E	*1387 ft*
E52	47 27 39.06N 008 33 12.26E	*1388 ft*
E53	47 27 42.10N 008 33 10.13E	*1387 ft*
E54	47 27 38.82N 008 33 10.83E	*1387 ft*
E55	47 27 42.80N 008 33 08.85E	*1386 ft*
E56	47 27 39.34N 008 33 08.82E	*1387 ft*
E57	47 27 42.34N 008 33 06.69E	*1386 ft*
E58	47 27 38.72N 008 33 06.88E	*1386 ft*
E62	47 27 39.91N 008 33 05.72E	*1385 ft*
E64	47 27 41.12N 008 33 04.63E	*1385 ft*
E67	47 27 42.19N 008 33 04.18E	*1385 ft*
F70	47 27 17.95N 008 34 04.41E	*1408 ft*
F71	47 27 18.23N 008 34 00.43E	*1406 ft*
F72	47 27 18.51N 008 33 56.45E	*1405 ft*
G01	47 26 33.89N 008 33 38.03E	*1388 ft*
G02	47 26 32.51N 008 33 38.98E	*1388 ft*
G03	47 26 31.13N 008 33 39.92E	*1389 ft*
G04	47 26 29.75N 008 33 40.87E	*1390 ft*
G05	47 26 28.37N 008 33 41.82E	*1391 ft*
G06	47 26 27.08N 008 33 43.05E	*1392 ft*
G11	47 26 32.90N 008 33 46.37E	*1391 ft*
G12	47 26 31.55N 008 33 47.13E	*1392 ft*
G13	47 26 30.28N 008 33 48.12E	*1393 ft*
G14	47 26 28.97N 008 33 49.02E	*1394 ft*
I01	47 27 21.39N 008 33 26.87E	*1397 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 46.26N 008 33 59.42E	*1393 ft*	W43	47 27 10.11N 008 32 43.77E	*1383 ft*
T46	47 26 44.86N 008 33 59.59E	*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

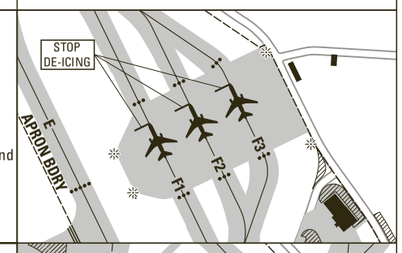
1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	**ACFT PRKG PSNs at Dock A, B and E - Docking and stopping procedure** • Safegate Aircraft Docking Guidance System "Safedock A-VDGS T1" **Routine docking manoeuvre:** • Check for correct 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)

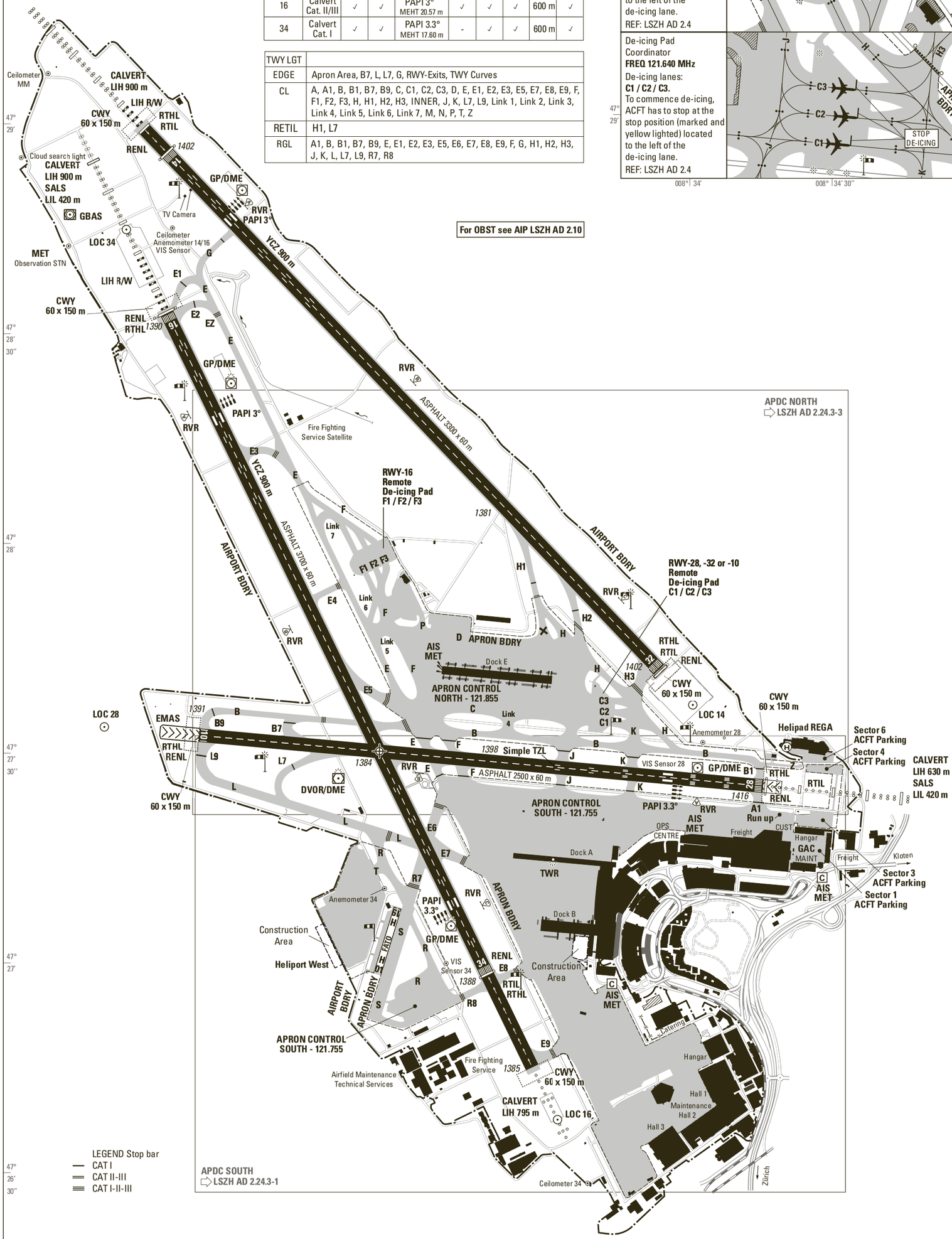
ARP WGS-84	AD ELEV ft
47° 27′ 29″ N / 008° 32′ 53″ E	1417

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
10	-	✓	-	-	-	✓	✓	600 m	✓
28	Calvert	✓	✓	PAPI 3.3° MEHT 18.83 m	(simple TZL)	✓	✓	600 m	✓
14	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 17.40 m	✓	✓	✓	600 m	✓
32	-	✓	✓	-	-	✓	✓	600 m	✓
16	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 20.57 m	✓	✓	✓	600 m	✓
34	Calvert Cat. I	✓	✓	PAPI 3.3° MEHT 17.60 m	-	✓	✓	600 m	✓

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

For OBST see AIP LSZH AD 2.10

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



COR: construction area, airport&apron BDRY (WEF 22JAN2026)

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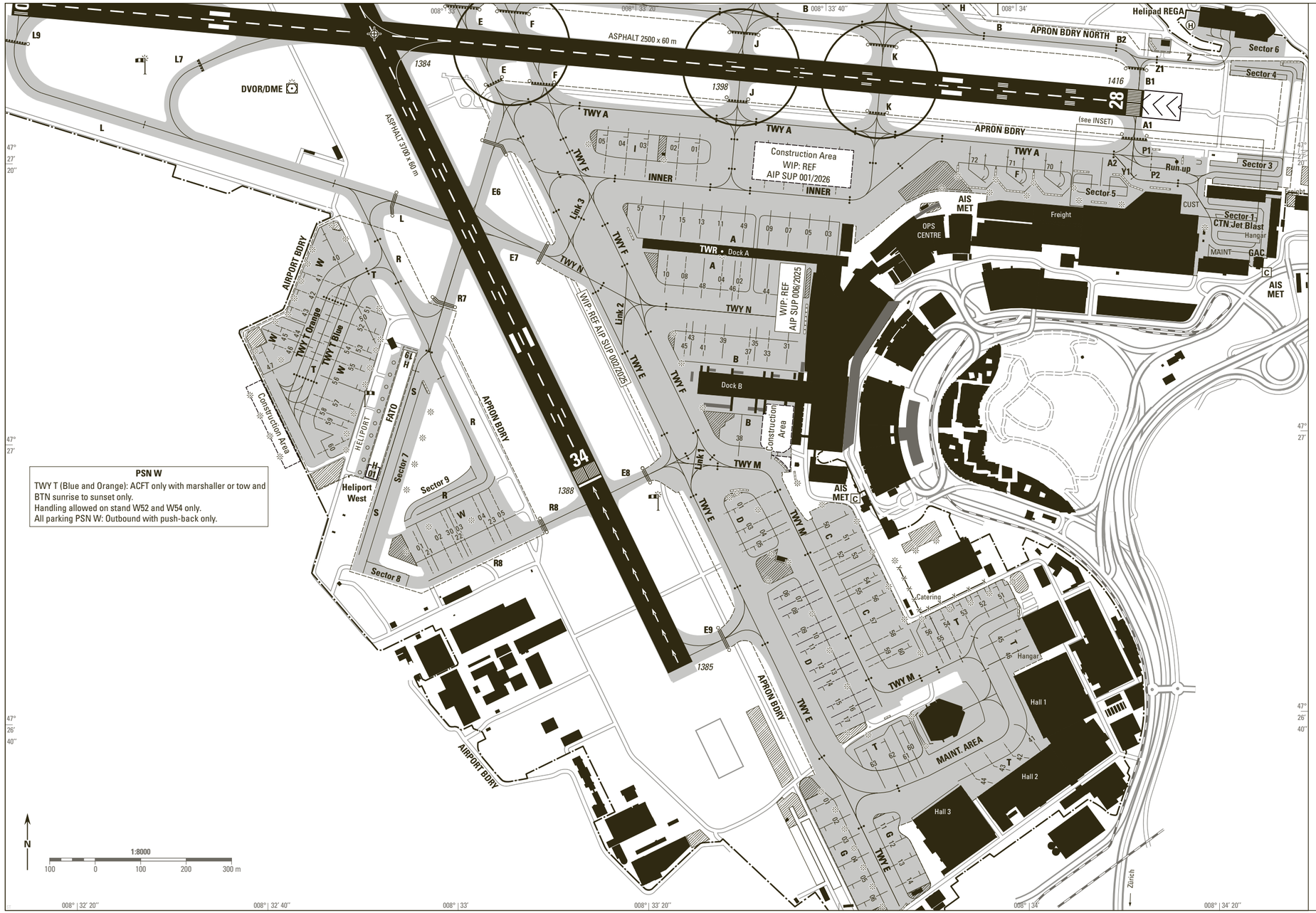
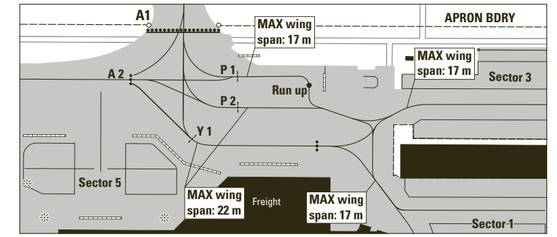


PSN W
TWY T (Blue and Orange): ACFT only with marshaller or tow and BTN sunrise to sunset only.
Handling allowed on stand W52 and W54 only.
All parking PSN W: Outbound with push-back only.

APRON SOUTH

INSET



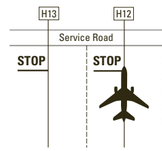
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

LEGEND

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

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

ACFT PRKG:



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

GENERAL REMARKS

For ICAO Code E and Code F ACFT: entering/vacating RWY, main gear clearance distance only provided when 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: construction areas, airport & apron BDRY, PRKG PSN D03 &T45 &T46 changed, D02 removed (WEF 22JAN2026)

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APRON NORTH

LEGEND

- Blast fences
- Light pole
- Guideline for taxiing
- Intermediate HLDG PSN
- Intermediate HLDG PSN with Stop bar
- RWY GUARD LGT
- Stop bar CAT I
- Stop bar LGT CAT I H24
- Stop bar LGT CAT II-III
- Stop bar LGT CAT I-II-III H24
- Stands E4M AND E5M SOUTH OF DOCK-E WITH MARSHALLER ONLY

ACFT PRKG:

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

RWY Incursion HOTSPOT

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

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

For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance

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

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

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

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

COR: construction area (WEF 22JAN2026)

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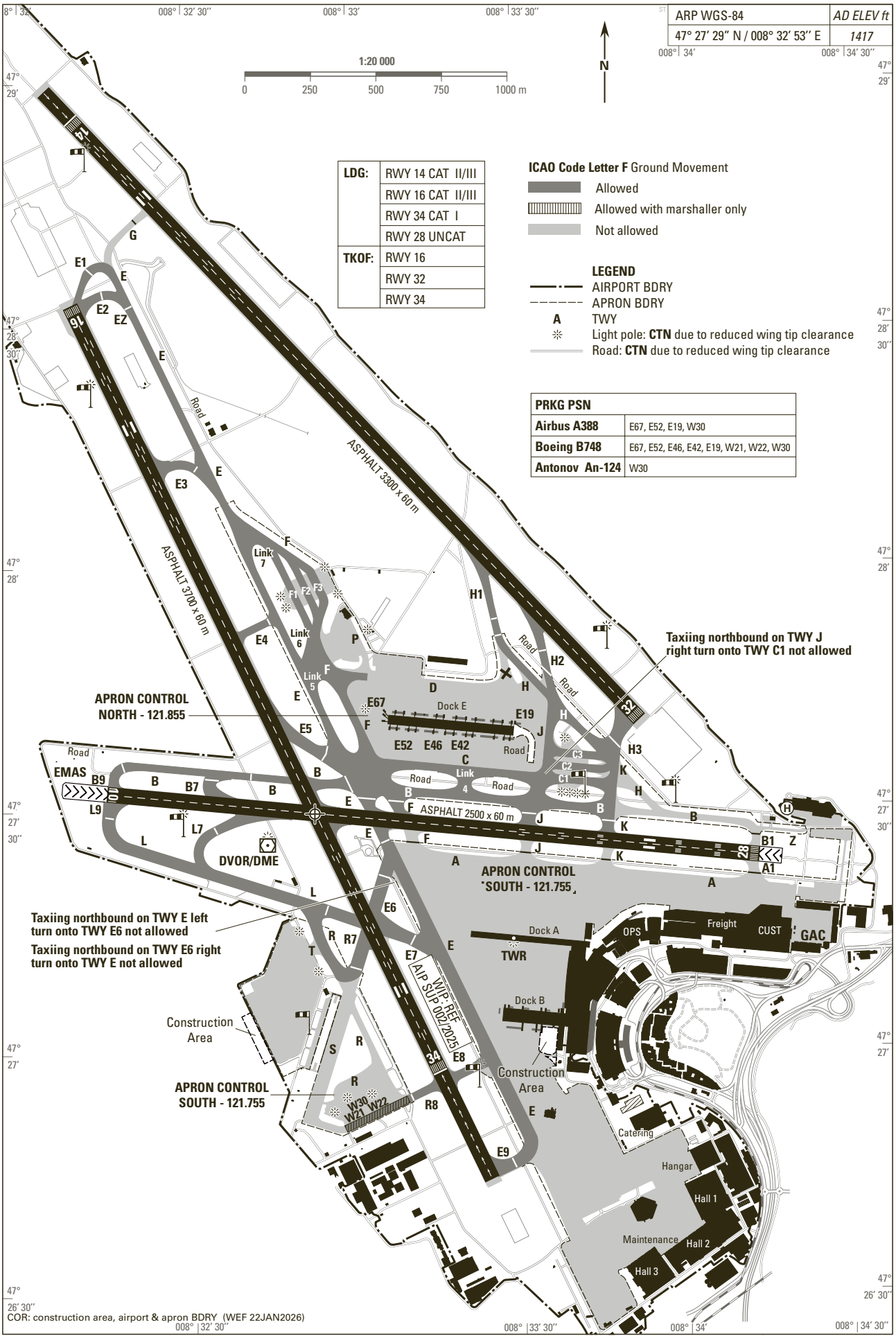
ARP WGS-84
47° 27′ 29″ N / 008° 32′ 53″ E
AD ELEV ft
1417
1:20 000
0 250 500 750 1000 m
N
LDG: RWY 14 CAT II/III
RWY 16 CAT II/III
RWY 34 CAT I
RWY 28 UNCAT
TKOF: RWY 16
RWY 32
RWY 34
ICAO Code Letter F Ground Movement
Allowed
Allowed with marshaller only
Not allowed
LEGEND
AIRPORT BDRY
APRON BDRY
A TWY
Light pole: CTN due to reduced wing tip clearance
Road: CTN due to reduced wing tip clearance
PRKG PSN
Airbus A388 E67, E52, E19, W30
Boeing B748 E67, E52, E46, E42, E19, W21, W22, W30
Antonov An-124 W30
ASPHALT 3300 x 60 m
ASPHALT 3700 x 60 m
ASPHALT 2500 x 60 m
APRON CONTROL NORTH - 121.855
APRON CONTROL SOUTH - 121.755
APRON CONTROL SOUTH - 121.755
DVOR/DME
EMAS
Taxiing northbound on TWY J right turn onto TWY C1 not allowed
Taxiing northbound on TWY E left turn onto TWY E6 not allowed
Taxiing northbound on TWY E6 right turn onto TWY E not allowed
Construction Area
Construction Area
WIP: REF AIP SUP 002/2025
Dock A
Dock B
Dock E
TWR
OPS
Freight
CUST
GAC
Catering
Hangar
Hall 1
Hall 2
Hall 3
Maintenance
Road
Link 4
Link 5
Link 6
Link 7
COR: construction area, airport & apron BDRY (WEF 22JAN2026)

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