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AIP

AMDT 003 2026

Effective Date 19 MAR 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	19 MAR 2026
GEN 0.4 - 1/2	19 MAR 2026
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LSZB AD 2.24.1 - 1/2	19 MAR 2026
LSZC AD 2.24.10 - 3/4	19 MAR 2026
LSZA AD 2.24.10 - 5/6	19 MAR 2026
LSZA AD 2.24.10 - 7/8	19 MAR 2026
LSMP AD 2.24.1 - 1/2	19 MAR 2026
LSZS AD 2.24.11 - 1/2	19 MAR 2026
LSZS AD 2.24.12 - 1/2	19 MAR 2026
LSGS AD 2.24.2 - 1/2	19 MAR 2026
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Destroy the following pages:

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LSZB AD 2 - 3/4	04 SEP 2025
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LSZC AD 2.24.10 - 3/4	AIRAC 19 MAR 2026
LSZA AD 2.24.10 - 5/6	22 JAN 2026
LSZA AD 2.24.10 - 7/8	22 JAN 2026
LSMP AD 2.24.1 - 1/2	02 OCT 2025
LSZS AD 2.24.11 - 1/2	AIRAC 19 MAR 2026
LSZS AD 2.24.12 - 1/2	AIRAC 19 MAR 2026
LSGS AD 2.24.2 - 1/2	19 FEB 2026
LSGS AD 2.24.7 - 1/2	AIRAC 19 MAR 2026
LSGS AD 2.24.10 - 3/4	AIRAC 19 MAR 2026
LSZH AD 2 - 5/6	22 JAN 2026

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: NIL

Insert the following pages:		Destroy the following pages:	
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LSZH AD 2.24.3 - 5/6	19 MAR 2026	LSZH AD 2.24.3 - 5/6	22 JAN 2026

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	
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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	
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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	
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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	
002/2026	19-Feb-2026	19-Feb-2026	
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GEN 0.4 CHECKLIST OF AIP PAGES

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ENR 1.3 INSTRUMENT FLIGHT RULES

1. Turns with MNM Bank Angle

Several IFR procedures in the Swiss airspace contain turns with bank angle restrictions (e.g. MNM BANK ANGLE 25°). Such turns shall be performed either at or above the specified bank angle, or at the bank angle corresponding to the standard rate of turn of 3°/s, whichever is the lesser.
MIL ACFT FLTs are subject to special regulations.

2. Procedures for RVSM flights

Where an ACFT's **altitude reporting system displayed level (Transponder mode C/S ADS_B)** differs from the reported FL by 200 ft or more, the controller shall inform the pilot accordingly and the pilot shall be requested to check the pressure setting and confirm the ACFT's level.

3. Special procedures for IFR flights (Z and Y) within FIR Switzerland (LSAS)

3.1 Departures

Flight plans must be submitted in accordance with ENR 1.10. FLIGHT PLANNING.

Z FLT wishing to change flight rules from VFR to IFR within FIR Switzerland, departing from a Swiss AD or with an EET of less than 10 MIN to the FIR Switzerland BDRY, should be notified before DEP (earliest 15 MIN prior to EOBT) by TEL to:

- ACC Zurich (when wishing to change from VFR to IFR within CTA Zurich),
  TEL +41 (0) 43 931 69 65;
- ACC Geneva (when wishing to change from VFR to IFR within CTA Geneva),
  TEL +41 (0) 22 747 13 91.

Advance notification by TEL supports the above mentioned services in pre-planning and coordinating the FLT and relevant information (e.g. SSR code or ATC FREQ to obtain ATC clearance) may be exchanged.
Due to ATFM measures, reception of Slot Allocation Message (SAM) for Z FLT is possible. Adherence to issued DEP slot (CTOT) is compulsory.

Z FLT departing from an uncontrolled AD, shall activate FPL via AIM services or request activation of the FPL on initial contact with the appropriate ATS unit.
Failure to comply may delay the reception of ATC clearance to change to IFR or to enter controlled airspace. For local procedures, contact the relevant AD authority.

3.2 General procedures for Z/Y FLTs from and to LSZL

FPL concerning Z/Y flights from and/or to LSZL shall additionally be addressed to LSZAZTZX.

Whenever active, LSZL ATC will carry out the coordination for Z flights described in ENR 1.3.3.2.1, providing the flight crew with a transponder code and the frequency for the IFR joining, in addition to other relevant information.

3.2.1 Southbound Z FLTs departing from LSZL

Southbound FLTs may join IFR either over LUGAN or a WPT within the AoR (Area of Responsibility) of MILANO.

Departures intending to join a LSZA SID are coordinated either by Locarno TWR or by Locarno AD authority (outside ATS service hours) with Lugano TWR/APP, when active. After departure, flights shall proceed under VFR towards LUGAN and hold outside CTR, until contact with Lugano TWR/APP is established.

Departures intending to join IFR within MILANO AoR (not LUGAN), or if Lugano TWR/APP is not active, are coordinated by Locarno TWR or by Locarno AD authority (outside ATS service hours) with MILANO FIC.

3.2.2 Northbound Z FLTs departing from LSZL

Northbound FLTs should climb under VFR towards the north, to join IFR within the airway system. Coordination procedures with ACC Zurich according to ENR 1.3.3.2.1 apply.
If the meteorological conditions do not permit the above-mentioned procedure, the FLT may join a LSZA SID towards the north, according to the procedure described in ENR 1.3.3.2.1.

3.2.3 Y FLTs to LSZL

Such FLTs should preferably file "PINIK" or any other WPT within TMA Milano or CTA Zurich, as the WPT at which the change from IFR flight to VFR flight may be executed.

After their change from IFR to VFR, such FLTs may expect to cross CTR Lugano either via MEZZO or via W-Luino.

If continuation of the FLT under VFR is not possible, Lugano TWR/APP may issue an IFR APCH CLR to land at LSZA.

4. Clearance to fly maintaining own separation in VMC (VMC climb/descent)

When so requested by an ACFT, a controlled FLT operating in VMC may be cleared to climb or descend, subject to maintaining its own separation from other ACFT and remaining in VMC, provided the following conditions are fulfilled:

a. the VMC climb/descent clearance may be delivered O/R only if the FLT crew of the other ACFT agrees to the use of the procedure;
b. the VMC climb/descent clearance may be delivered during the HR of daylight only;
c. essential traffic information will be given by ATC to the ACFT concerned.

5. Expected Approach Time (EAT)

An EAT is transmitted to an ACFT only O/R of the pilot, or if it is likely that the delay will be 10 MIN or more. The EAT will only be revised if the transmitted time is likely to change by more than 5 MIN.

6. Reduced reporting procedures

Radiotelephony procedures employed by pilots of IFR FLTs within Swiss area of jurisdiction:

a. The initial call after a change of radio FREQ will only contain ACFT IDENT and actual FL, indicating the cleared FL for ACFT in climb or descent;
b. Any PSN report, if required subsequently, will only contain ACFT IDENT, PSN and time over;
c. If assigned a speed requirement, the FLT crew shall report this in the initial call.

7. Rate of climb/descent

Should a pilot for any reason not be able to comply with the ROC/ROD cleared by ATC, he shall inform the controller immediately.
Depending on the phase of FLT, the procedures specified below are applicable to all ACFT whose PER data allows these procedures to be met:

- level changes ENR:
  during descent, a rate of between 1000-2500 ft/min is expected and should be complied with (except within the last 1000 ft to the cleared FL, the rate should not exceed 1000 ft /min) and similarly, ACFT CMB the cleared FL, the ROC within the last 1000 ft should not exceed 1000 ft/min either;
- level changes in HLDG patterns:
  a ROD of 1000 ft/min or less is expected and should be complied with;
- descent on STAR’s:
  a rate of between 1500-2500 ft/min is expected and should be complied with;
- LVE IAF under radar vectors:
  unless otherwise specified by ATC, the ROD is at pilot’s discretion.
- any DEV from the above mentioned rates, if deemed necessary by the pilot, shall be communicated to ATC immediately.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. General

This section outlines the addressing requirements for flight movement messages within the Switzerland FIR/UIR.

1.1 IFR flight plan addressing

Flight movement messages for **IFR** flights entering, transiting, or departing the Switzerland FIR/UIR are to be addressed **exclusively** to the Integrated Initial Flight Plan Processing System (IFPS) using both designated AFTN addresses.

FF	**EUCHZMFP EUCBZMFP**

1.2 VFR flight plan addressing

Flight movement messages for **VFR** flights entering or transiting the Switzerland FIR are to be addressed to the relevant control areas: CTA Geneva and/or CTA Zurich.
Additionally, if applicable, address them to the destination aerodrome (ICAO location indicator + ZTZX).

FF	**LSAGZFZX LSAZZFZX LS. .ZTZX**

Flight movement messages for flights departing from an aerodrome within Switzerland are to be addressed to the ARO of the aerodrome of departure (ICAO location indicator + ZPZX).
If there is no ICAO location indicator for the departure site (ZZZZ), address them to LSZHZPZX.

FF	**LS. .ZPZX**

1.3 Mixed IFR/VFR flight plan addressing

Flight movement messages for mixed IFR/VFR flights are to be addressed to the IFPS for the IFR segment.

For the VFR segment, address them to the relevant control areas, CTA Geneva and/or CTA Zurich.
Additionally, if applicable, address them to the departure and/or destination aerodrome (ICAO location indicator + ZTZX), using the IFPS re-addressing function.

FF	**EUCHZMFP EUCBZMFP**

AD	**LS. .ZTZX LSAGZFZX LSAZZFZX LS. .ZTZX**

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

LSZB AD 2.5 PASSENGER FACILITIES

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

LSZB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 3 0700 - 1800 (0600 - 1700) Category 2 MON - SUN 1800 - 2000 (1700 - 1900) Higher category: MAX CAT 7 O/R MNM 3 HR before ETA/ETD, by phone +41 (0) 31 960 21 31 for scheduled traffic category 4 or higher according to aircraft type, MAX CAT 7.
2	**Rescue equipment**	4 fire engines, 1 ramp-control vehicle
3	**Capability for removal of disabled aircraft**	Lifting bags and electrical jacks available
4	**Remarks**	NIL

LSZB AD 2.7 SEASONAL AVAILABILITY - CLEARING

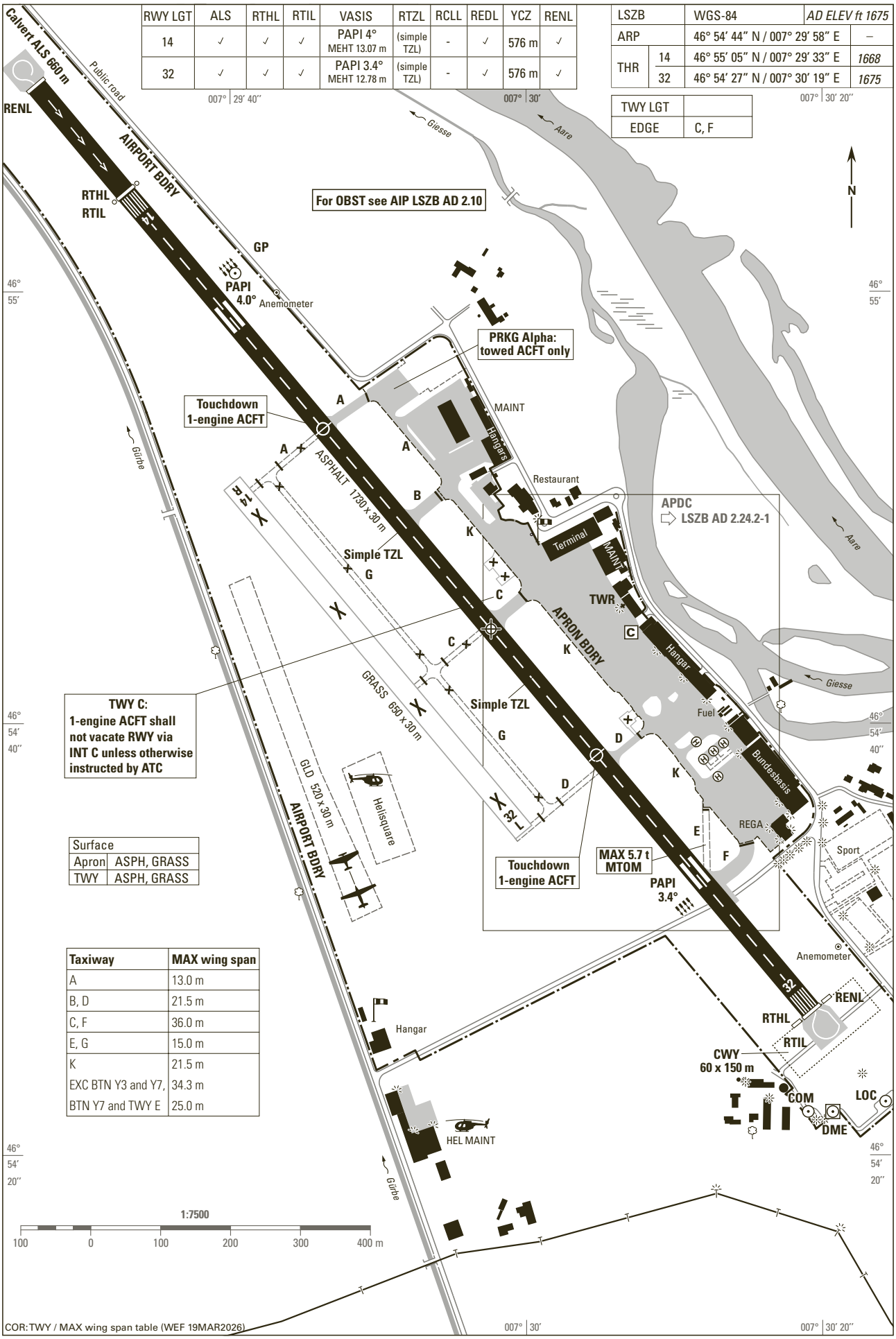
1	**Type(s) of clearing equipment**	2 snow ploughs / jet sweeper, 1 RWY de-icer, 1 ACFT de-icer
2	**Clearance priorities**	1. RWY ASPH 2. TWY C 3. TWY K & F 4. TWY A, B, D 5. Apron 6. Other
3	**Remarks**	RDF: Basic Solutions Runway De-icing Fluid GEN3 6-4 RWY 14/32 de-icing with GAC (glycerol-/acetatbasic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

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

1	**Designation, surface and strength of Aprons**	ASPH - PCR 426/F/C/X/U GRASS - 0.25 MPa
2	**Designation, width, surface and strength of Taxiways**	Widths: TWY A: 7.5 m; TWY B: 15.5 m; TWY C: 18.0 m; TWY D: 10.0 m TWY E: 9.0 m; TWY F: 20.5 m; TWY G: 7.5 m TWY K: BTN TWY B and TWY C:14 m; BTN TWY C and TWY E: 16 m; BTN TWY E and TWY F: 18 m Surface: TWY A, B, C, D, F and K: ASPH, PCR 426/F/C/X/U. TWY E: GRASS, max. 5.7 t MTOM. TWY G: GRASS, 0.25 MPa MAX wingspan: TWY A: 13.0 m; TWY B, D: 21.5 m; TWY C, F: 36.0 m; TWY E, G: 15.0 m TWY K: BTN TWY B and stand Y3: 21.5 m; BTN stands Y3 and Y7: 34.3 m; BTN stand Y7 and TWY E / Apron Bundesbasis: 25 m.” RMK: 36.0 m on stand Y3A as access/egress directly viaTWY C. MAX outer main gear wheel span: TWY A, E, G: 4.5 m; TWY B: 9.0 m; TWY C: 10.0 m; TWY D: 5.5 m; TWY F: 12.5 m TWY K: BTN TWY B and TWY C: 8.0 m; BTN TWY C and Stand Y7: 9.3 m. BTN stand Y7 and TWY E: 5.5 m; BTN TWY E and TWY F: 10.0 m.
3	**ACL location and elevation**	At apron / *510 m / 1673 ft*
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	Grass TWY A, C and G closed.

LSZB AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

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



COR:TWY / MAX wing span table (WEF 19MAR2026)

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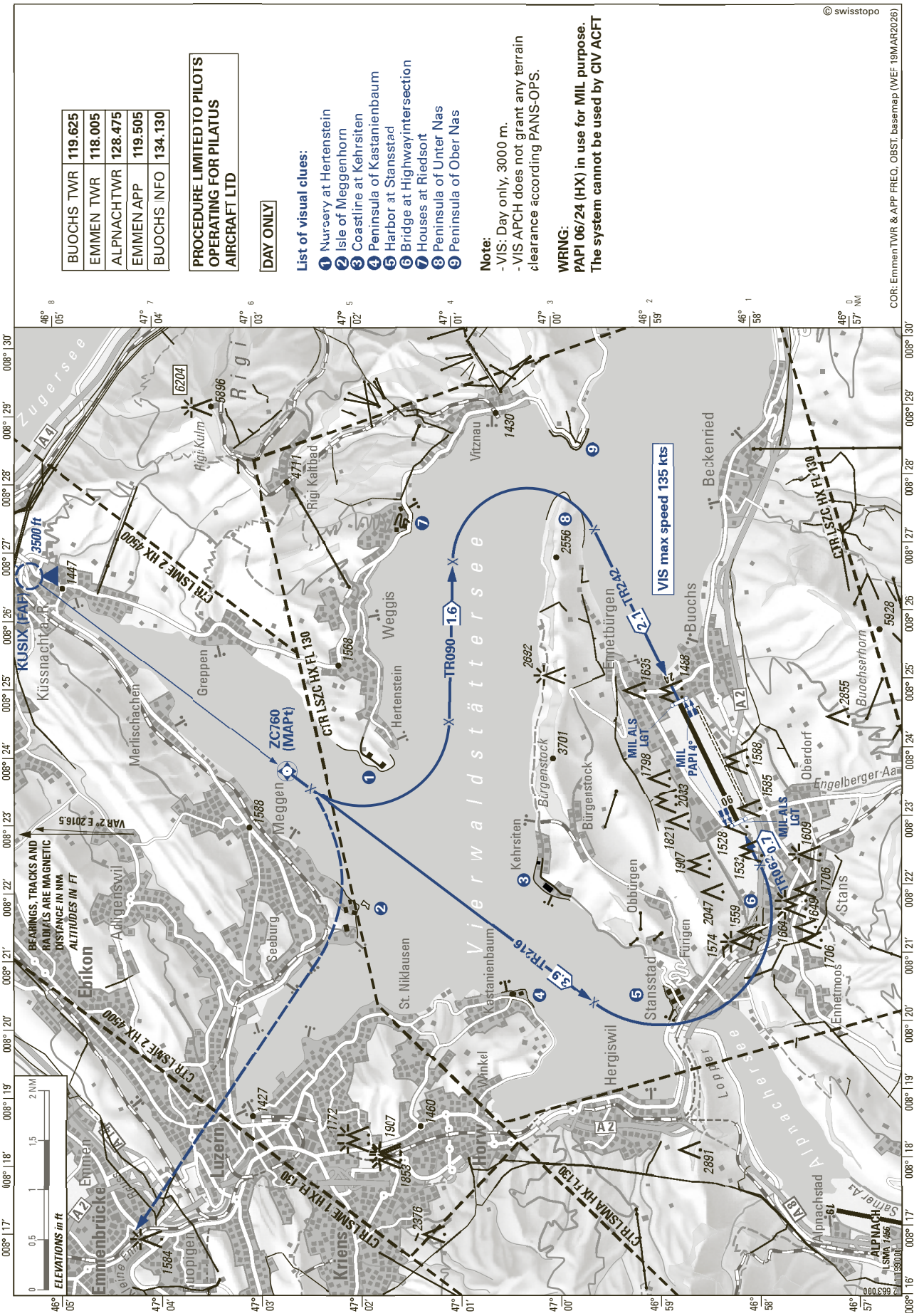
VISUAL APPROACH PROCEDURE

ELEV 1475 ft (450 m)

BUOCHS (LSZC)
RWY 06/24



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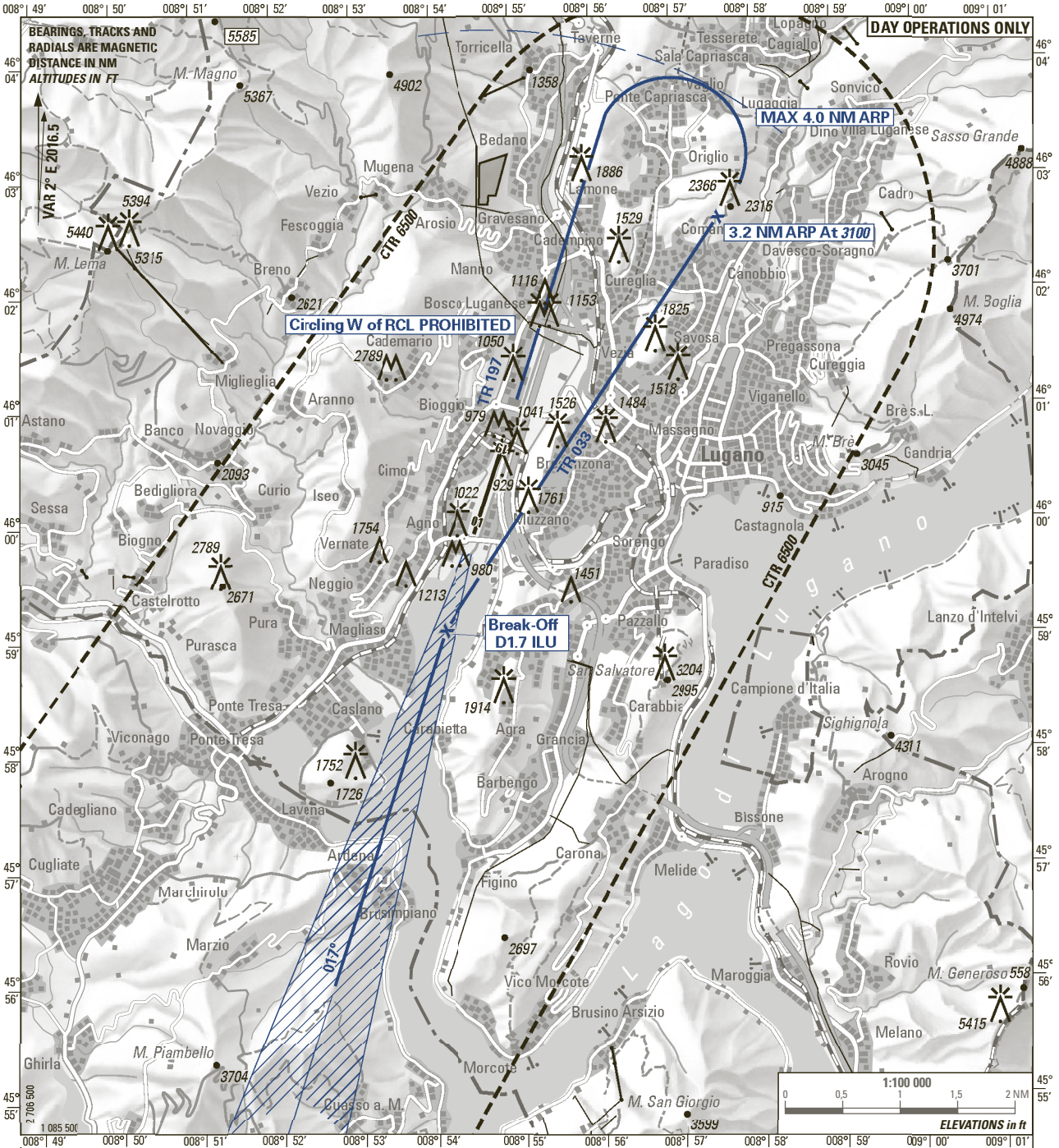
VISUAL APPROACH PROCEDURE

LUGANO (LSZA)
FOXTROT CIRCLING RWY 19

ATIS	121.175		
TWR	120.250	119.700	121.500
CLR DEL	121.780		

ELEV 915 ft (279 m)



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

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

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

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

CIRCLING PROCEDURE

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

COR: OBST, basemap (WEF 19MAR2026)

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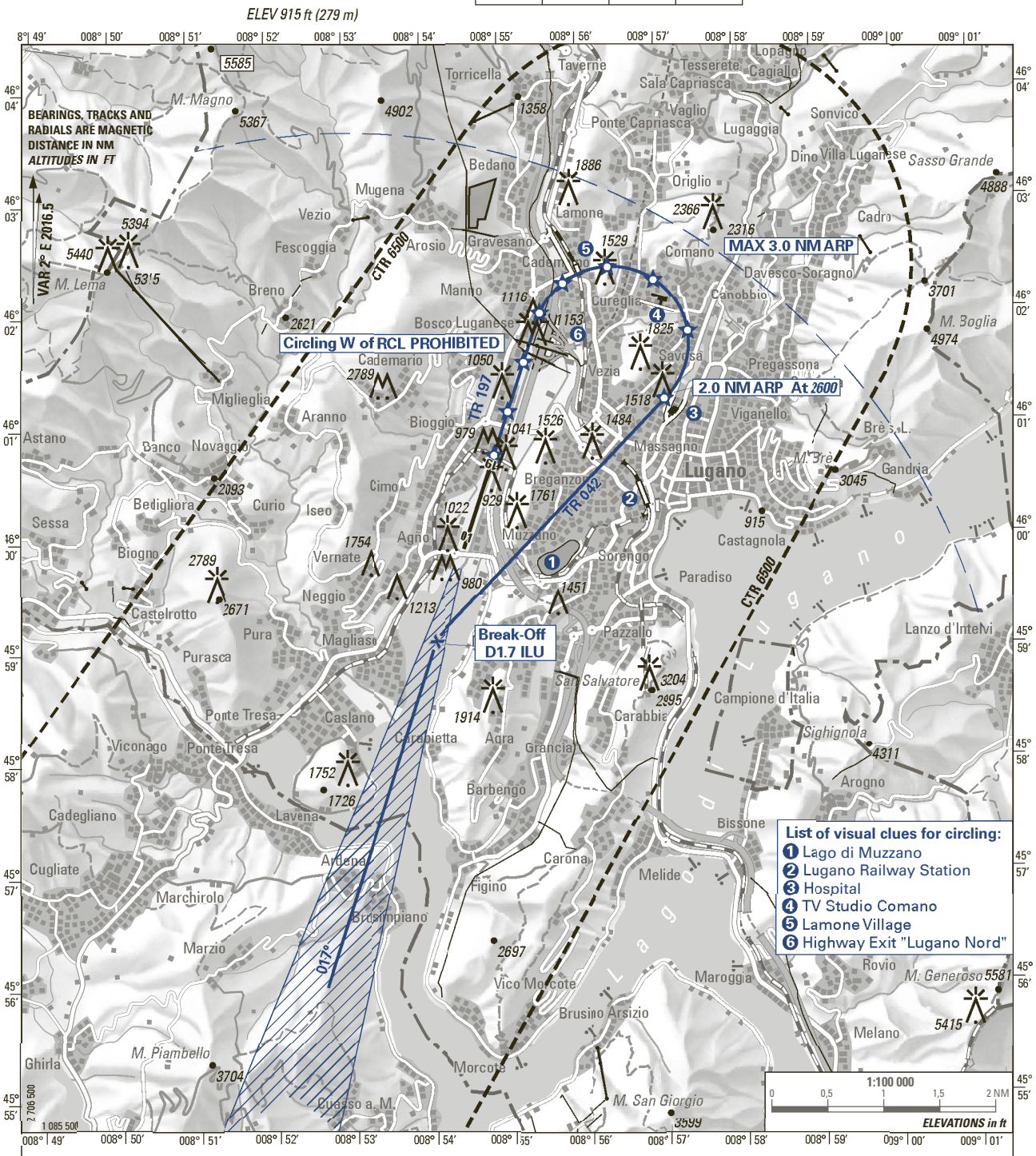
VISUAL APPROACH PROCEDURE

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**

COR: OBST, basemap (WEF 19MAR2026)

OCA/H CIRCLING	[1]
A & B	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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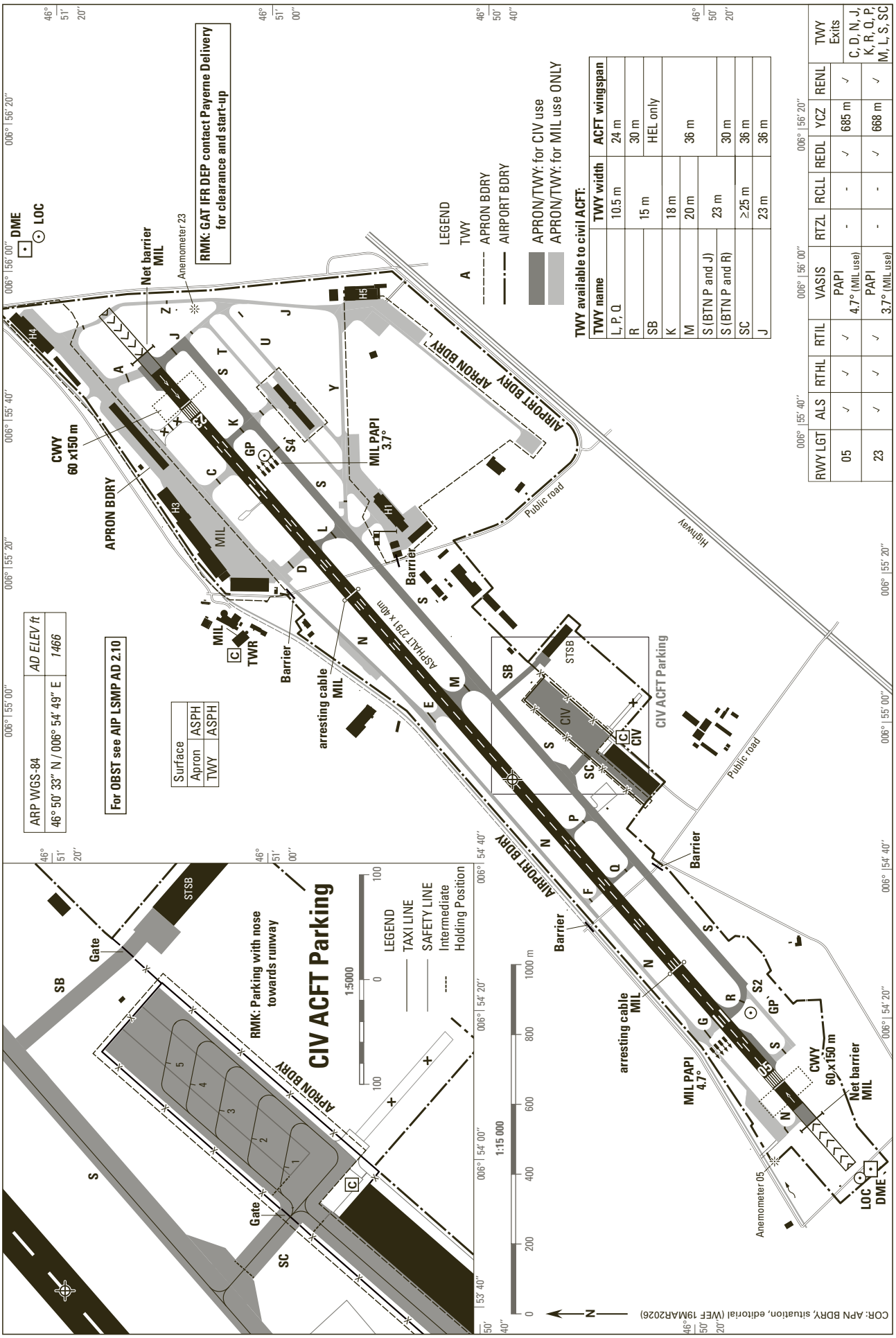
CIV ACFT Parking
RMK: Parking with nose towards runway
APRON BDRY
STSB
SB
SC
Gate
1:5000
1:15 000
LEGEND
TAXI LINE
SAFETY LINE
Intermediate Holding Position
ARP WGS-84
46° 50' 33" N / 006° 54' 49" E
AD ELEV ft
1466
For OBST see AIP LSMP AD 2.10
Surface
Apron ASPH
TWY ASPH
RMK: GAT IFR DEP contact Payerne Delivery for clearance and start-up
Net barrier MIL
Anemometer 23
DME
LOC
CWY 60 x150 m
APRON BDRY
MIL PAPI 3.7°
MIL PAPI 4.7°
AIRPORT BDRY
APRON BDRY
Public road
Highway
Barrier
arresting cable MIL
ASPHALT 2791 x 40m
MIL TWR
CIV ACFT Parking
Anemometer 05
LOC DME
LEGEND
TWY
APRON BDRY
AIRPORT BDRY
APRON/TWY: for CIV use
APRON/TWY: for MIL use ONLY
TWY available to civil ACFT:
TWY name | TWY width | ACFT wingspan
L, P, Q | 10.5 m | 24 m
R | 15 m | 30 m
SB | | HEL only
K | 18 m | 36 m
M | 20 m |
S (BTN P and J) | 23 m | 30 m
S (BTN P and R) | | 36 m
SC | ≥25 m | 36 m
J | 23 m | 36 m
RWY LGT | ALS | RTHL | RTIL | VASIS | RTZL | RCLL | REDL | YCZ | RENL | TWY Exits
05 | ✓ | ✓ | ✓ | PAPI 4.7° (MIL use) | - | - | ✓ | 685 m | ✓ | C, D, N, J, K, R, Q, P, M, L, S, SC
23 | ✓ | ✓ | ✓ | PAPI 3.7° (MIL use) | - | - | ✓ | 668 m | ✓
COR: APN BDRY, situation, editorial (WEF 19MAR2026)

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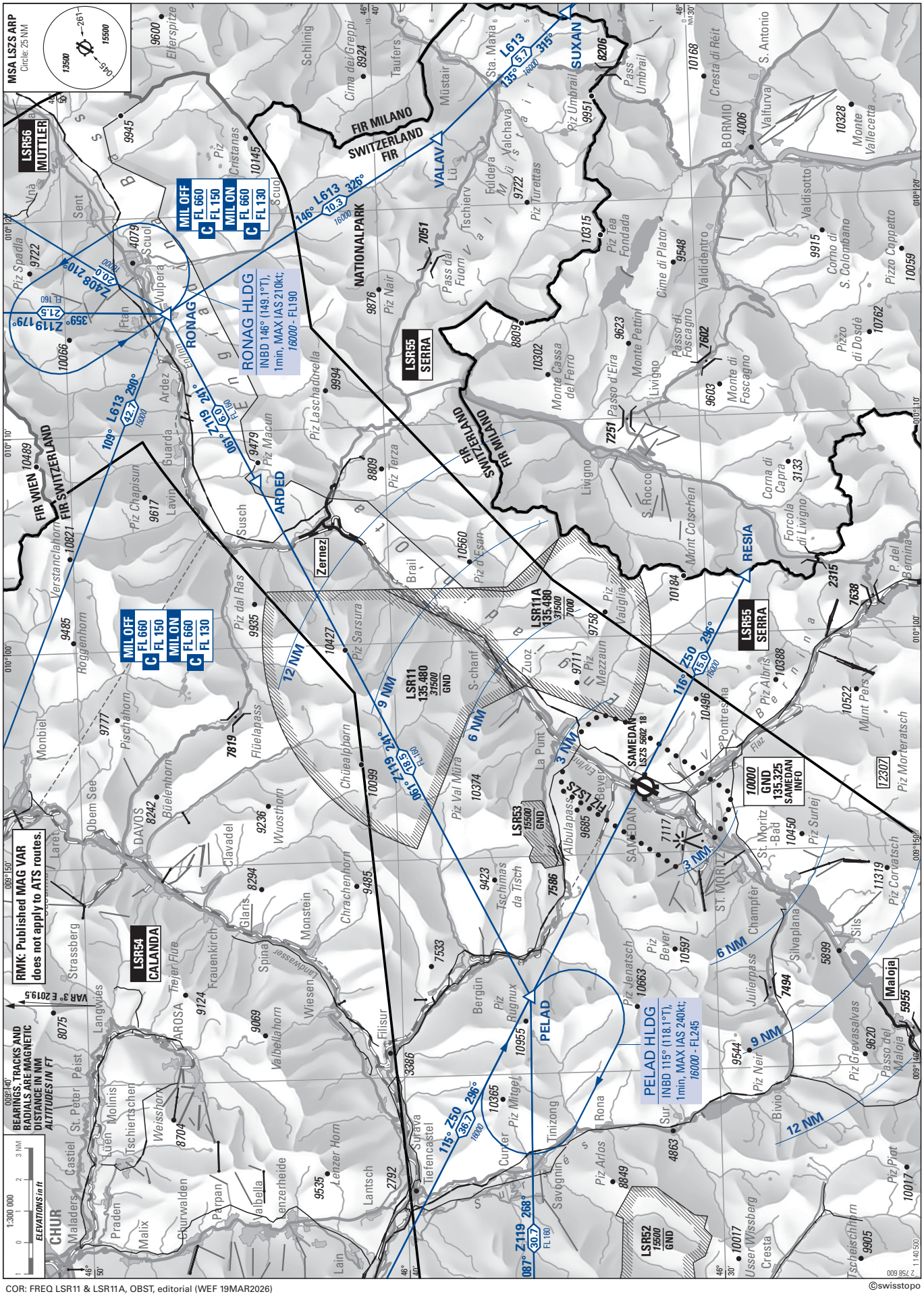
VFR Area Chart for Y and Z ATC FPL

MOUNTAINOUS AREA

ELEV 5602 ft (1708 m)

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

SAMEDAN (LSZS)



COR: FREQ LSR11 & LSR11A, OBST, editorial (WEF 19MAR2026)

©swisstopo

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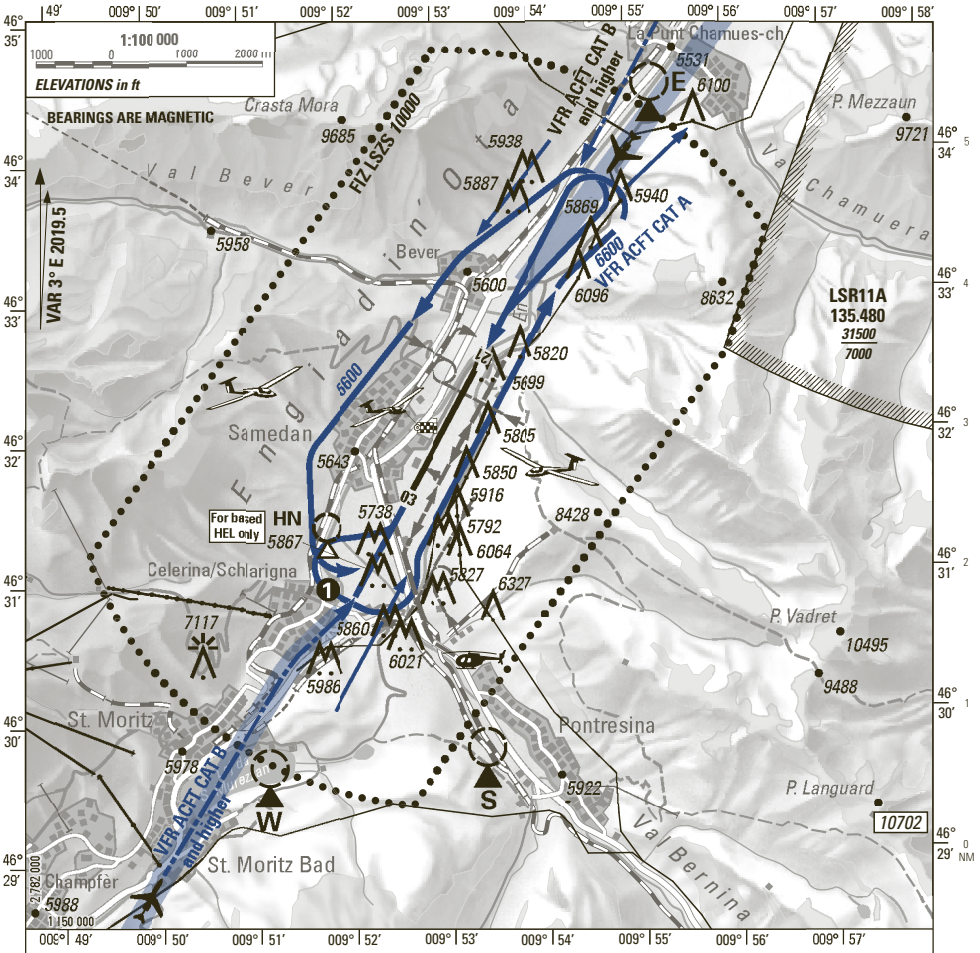
VISUAL APPROACH CHART - ICAO

MOUNTAINOUS AREA

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

SAMEDAN (LSZS)
RWY 03/21

ELEV 5602 ft (1708 m)



CTN: AD LSZS: Familiarization mandatory.

CTN: REP HN: for based HEL only

MNT Samedan ATIS (confirm ATIS designator)

Straight-in approach for VFR ACFT CAT B and higher — **CTN:** IFR APCH AREA

Noise sensitive areas

❶ **TKOF RWY 21 DEP via ALBULA / ZERNEZ**
CTN: Expect strong Maloja winds

HEL Routes via Whiskey, Sierra and Echo MNM ***6000***, crossing of RWY-axis via FATO in accordance with AFIS only, Helipad advised by AFIS

Announce FLT ALT

Intense Glider ACT MAY-OCT **CTN:**

GLD FREQ: A/A **123.680**

VFR RAC 4-5 Mountain Flights

Altitudes in ft; **Heights in ft**

COR: FREQ LSR11A, OBST, basemap, editorial (WEF 19MAR2026)

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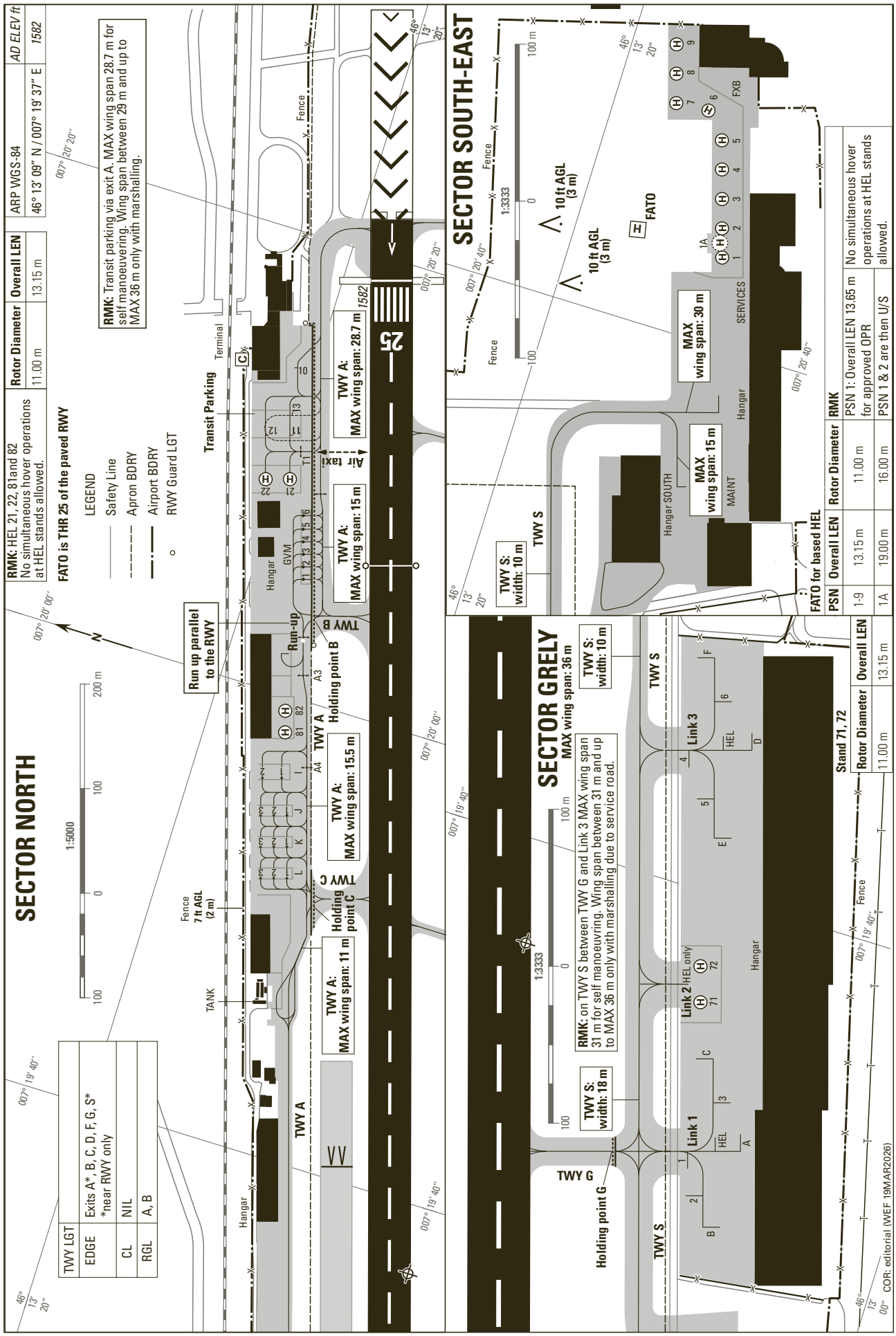
SECTOR NORTH
SECTOR SOUTH-EAST
SECTOR GRELY
RMK: HEL 21, 22, 81and 82 No simultaneous hover operations at HEL stands allowed.
FATO is THR 25 of the paved RWY
Rotor Diameter 11.00 m
Overall LEN 13.15 m
ARP WGS-84 46° 13' 09" N / 007° 19' 37" E
AD ELEV ft 1582
RMK: Transit parking via exit A. MAX wing span 28.7 m for self manoeuvering. Wing span between 29 m and up to MAX 36 m only with marshalling.
LEGEND
Safety Line
Apron BDRY
Airport BDRY
RWY Guard LGT
Transit Parking
Terminal
Run up parallel to the RWY
Run-up
Air taxi
TWY A: MAX wing span: 28.7 m
TWY A: MAX wing span: 15 m
TWY A: MAX wing span: 15.5 m
TWY A: MAX wing span: 11 m
TWY A
TWY B
TWY C
Holding point B
Holding point C
Holding point G
Fence 7 ft AGL (2 m)
TANK
Hangar
GVM
1:5000
1:3333
10 ft AGL (3 m)
FATO
TWY S
TWY S: width: 10 m
TWY S: width: 18 m
MAX wing span: 36 m
RMK: on TWY S between TWY G and Link 3 MAX wing span 31 m for self manoeuvring. Wing span between 31 m and up to MAX 36 m only with marshalling due to service road.
Link 1
Link 2 HEL only
Link 3
Stand 71, 72
MAX wing span: 30 m
MAX wing span: 15 m
Hangar SOUTH
MAINT
SERVICES
FXB
FATO for based HEL
PSN Overall LEN Rotor Diameter RMK
1-9 13.15 m 11.00 m PSN 1: Overall LEN 13.65 m for approved OPR
1A 19.00 m 16.00 m PSN 1 & 2 are then U/S
Rotor Diameter Overall LEN
11.00 m 13.15 m
No simultaneous hover operations at HEL stands allowed.
TWY LGT
EDGE Exits A*, B, C, D, F, G, S* *near RWY only
CL NIL
RGL A, B
COR: editorial (WEF 19MAR2026)

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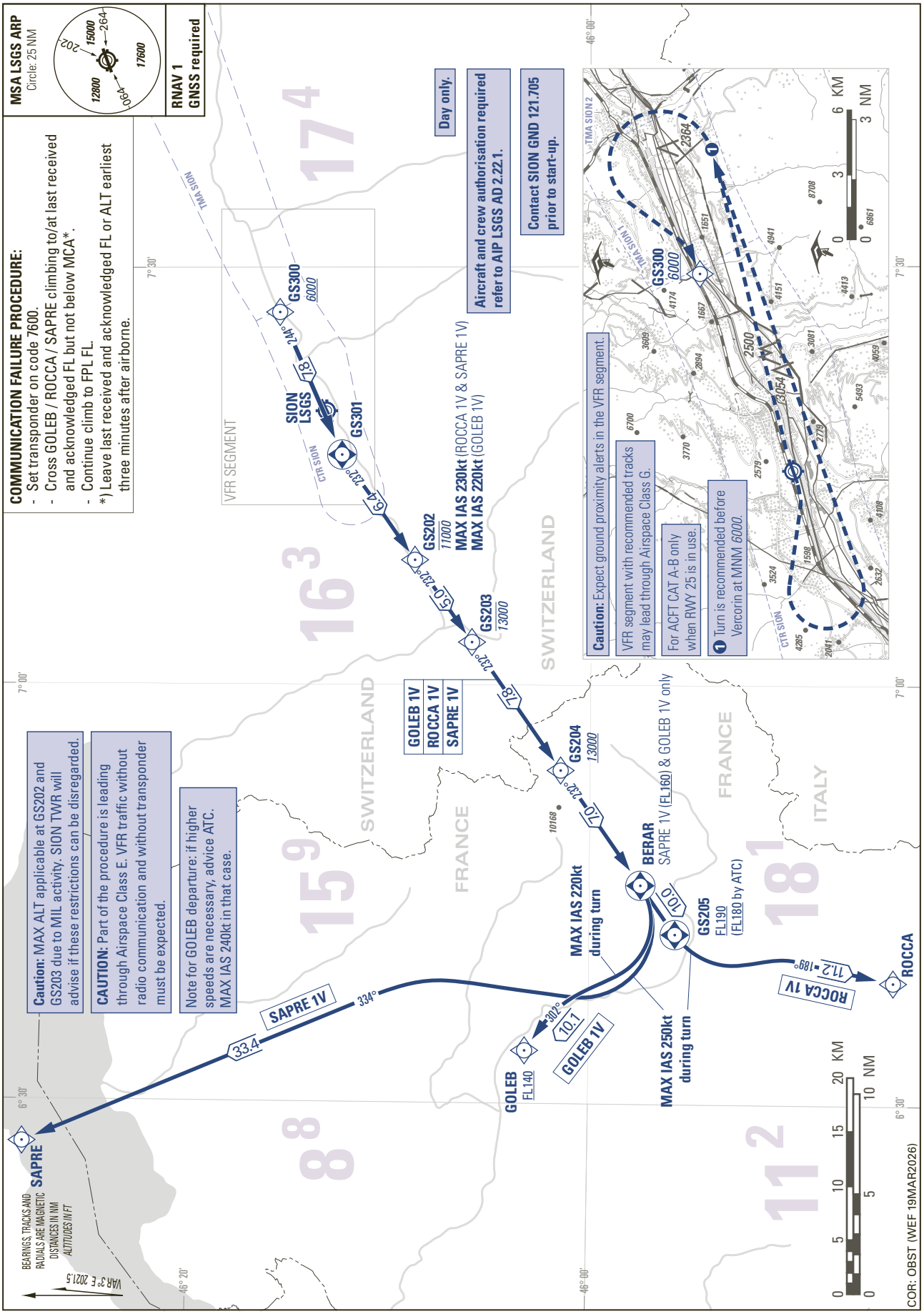
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *13000*

SION (LSGS)
RNAV low performance RWY 07/25

GOLEB 1V ROCCA 1V SAPRE 1V



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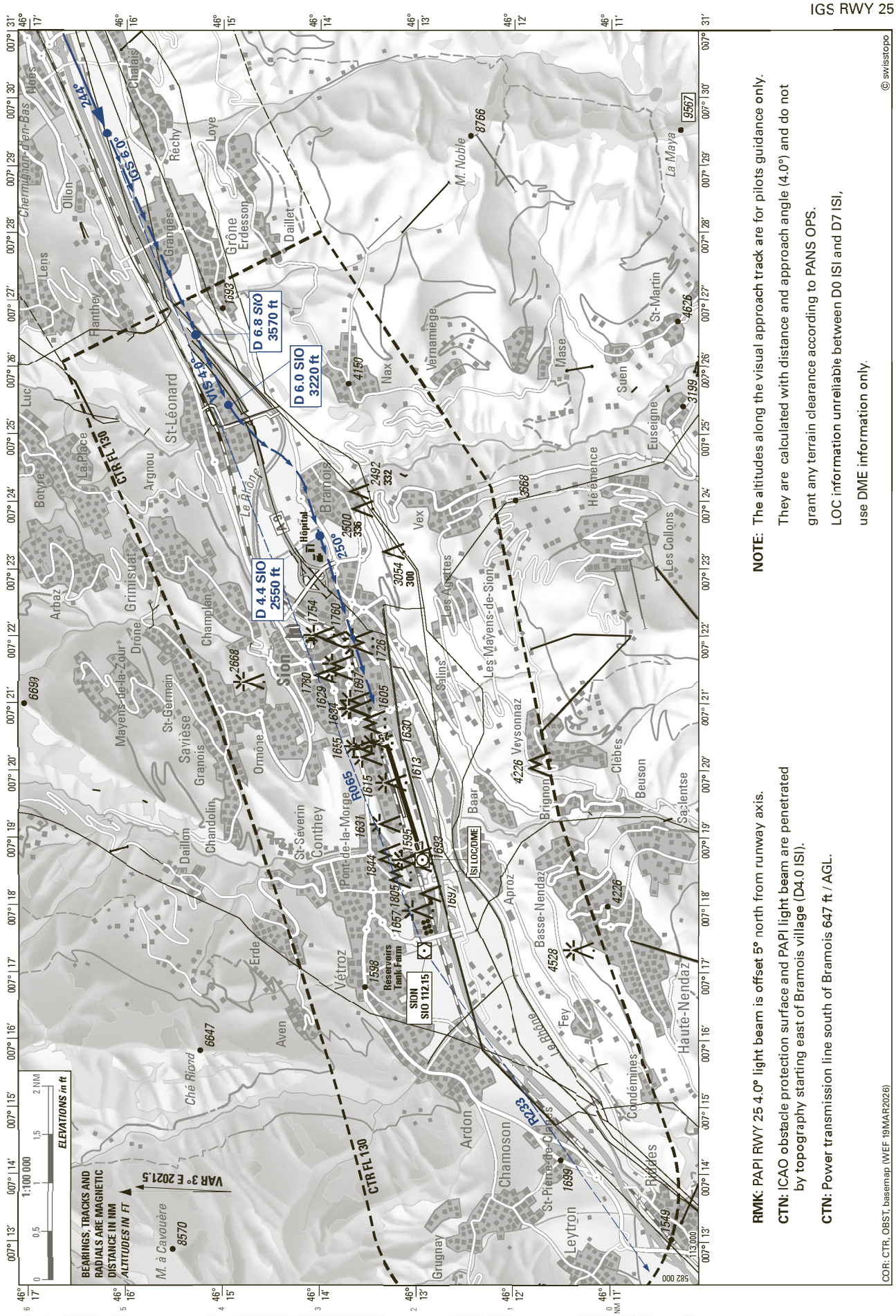
VISUAL APPROACH PROCEDURE

ELEV 1582 ft

SION (LSGS)
IGS RWY 25



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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*
	T50	47 26 48.46N 008 34 01.28E	*1393 ft*	W45	47 27 08.44N 008 32 41.22E	*1382 ft*
	T51	47 26 49.60N 008 33 57.75E	*1392 ft*	W46	47 27 07.45N 008 32 41.94E	*1382 ft*
	T52	47 26 48.89N 008 33 55.53E	*1391 ft*	W47	47 27 06.99N 008 32 40.68E	*1381 ft*
	T53	47 26 48.27N 008 33 53.56E	*1390 ft*	W50	47 27 07.74N 008 32 52.30E	*1382 ft*
	T54	47 26 47.25N 008 33 51.89E	*1389 ft*	W51	47 27 09.62N 008 32 52.64E	*1383 ft*
	T55	47 26 47.26N 008 33 50.46E	*1389 ft*	W52	47 27 08.18N 008 32 52.35E	*1382 ft*
	T56	47 26 46.70N 008 33 49.90E	*1388 ft*	W53	47 27 06.87N 008 32 51.58E	*1382 ft*
	T60	47 26 39.19N 008 33 47.42E	*1391 ft*	W54	47 27 06.37N 008 32 51.76E	*1383 ft*
	T61	47 26 39.22N 008 33 46.47E	*1391 ft*	W55	47 27 05.57N 008 32 50.80E	*1383 ft*
	T62	47 26 38.57N 008 33 45.47E	*1391 ft*	W56	47 27 04.13N 008 32 50.70E	*1384 ft*
	T63	47 26 37.95N 008 33 43.52E	*1390 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)

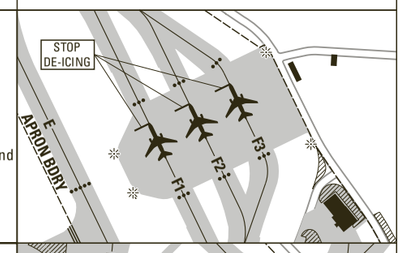
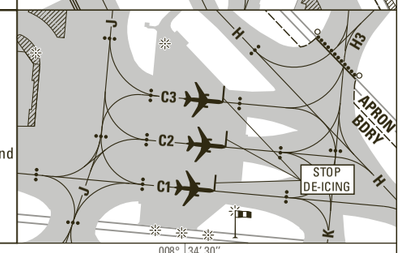
LSZH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

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

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	

For OBST see AIP LSZH AD 2.10

COR: situation, APRON BDRY (WEF 19MAR2026)

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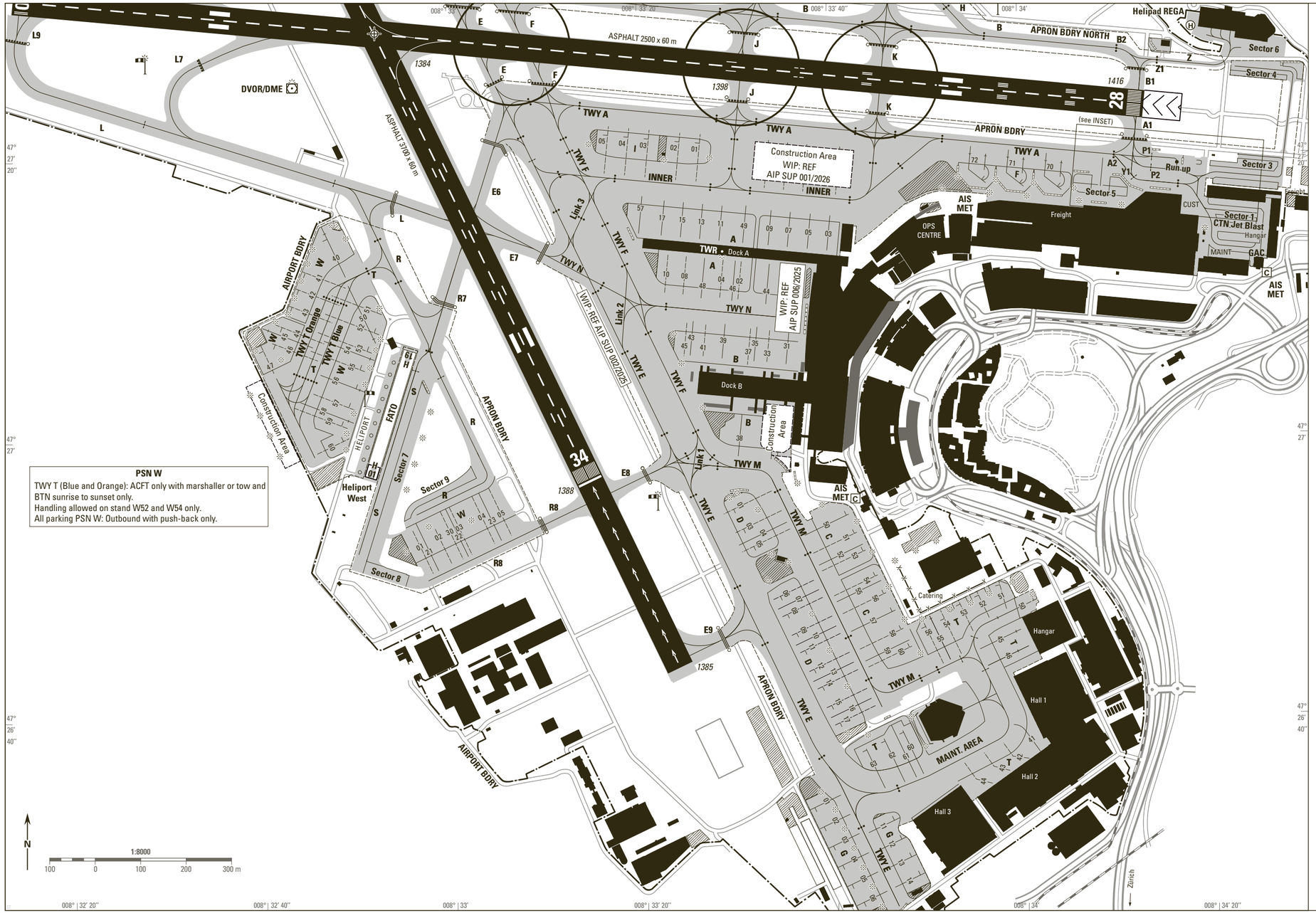
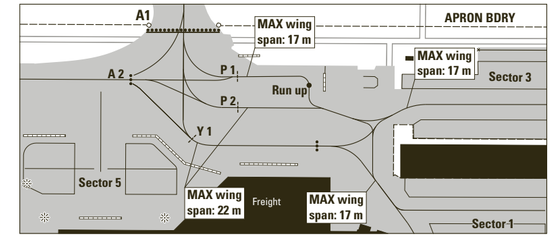


PSN W

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: situation, APRON BDRY, T50, T51 (WEF 19MAR2026)

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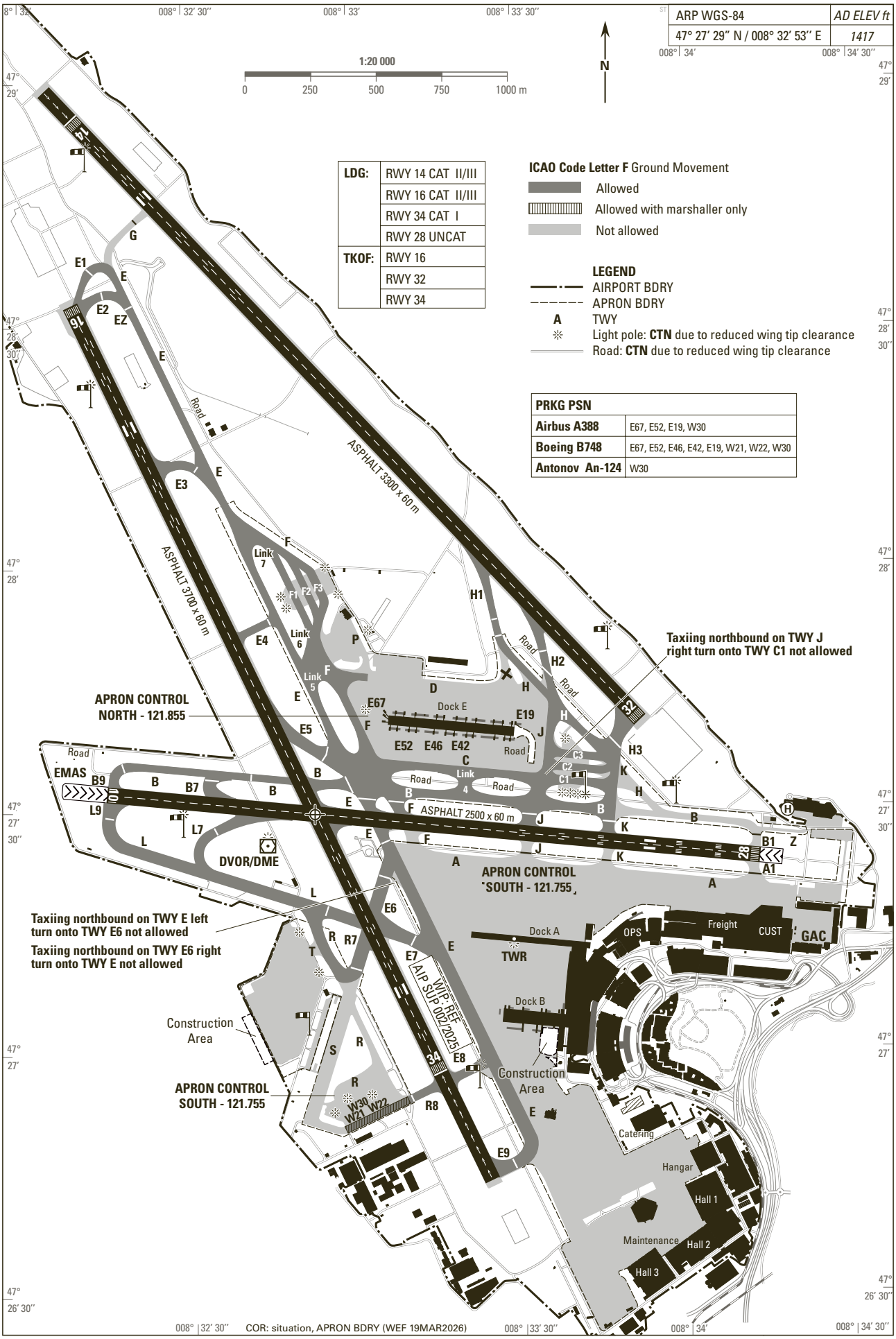
ARP WGS-84
47° 27′ 29″ N / 008° 32′ 53″ E
AD ELEV ft
1417
1:20 000
0 250 500 750 1000 m
N
LDG: RWY 14 CAT II/III
RWY 16 CAT II/III
RWY 34 CAT I
RWY 28 UNCAT
TKOF: RWY 16
RWY 32
RWY 34
ICAO Code Letter F Ground Movement
Allowed
Allowed with marshaller only
Not allowed
LEGEND
AIRPORT BDRY
APRON BDRY
A 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
Taxiing northbound on TWY J right turn onto TWY C1 not allowed
APRON CONTROL NORTH - 121.855
APRON CONTROL SOUTH - 121.755
APRON CONTROL SOUTH - 121.755
Taxiing northbound on TWY E left turn onto TWY E6 not allowed
Taxiing northbound on TWY E6 right turn onto TWY E not allowed
DVOR/DME
EMAS
Dock A
Dock B
Dock E
TWR
OPS
Freight
CUST
GAC
Catering
Hangar
Hall 1
Hall 2
Hall 3
Maintenance
Construction Area
Construction Area
WIP: REF AIP SUP 002/2025
Road
Link 4
Link 5
Link 6
Link 7
COR: situation, APRON BDRY (WEF 19MAR2026)

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