PART 1 - GENERAL (GEN)

GEN 0

GEN 0.1 PREFACE

1. Name of the publishing organisation

The AIP Switzerland is published by skyguide, swiss air navigation services ltd. under the responsibility of FOCA.
In accordance with article 87 of the Constitution of the Swiss Confederation, the aeronautical legislation lies exclusively within the jurisdiction of the Confederation. In accordance with article 3 of the Law on Air Navigation, the Federal Council regulates and oversees air navigation. It exercises it through the Federal Department of Environment, Transport, Energy and Communications (DETEC).
A special division, the **Federal Office for Civil Aviation (FOCA)** is in place to exercise the immediate responsibility for regulation and oversight of air navigation, with the exception of **Aircraft Accident Investigations.**

2. Applicable ICAO documents

The AIP is prepared in accordance with the SARPS of ICAO Annex 15 and the ICAO **Aeronautical Information Services Manual** (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with ICAO Annex 4 and the ICAO **Aeronautical Chart Manual** (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

3. The AIP structure and established regular amendment interval

3.1 The AIP structure

The AIP forms part of the Integrated Aeronautical Information Package details of which are given in Section GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1 - 3.
The AIP is divided into three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable containing various types of information subjects.

3.1.1 Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. - Preface; Record of AIP Amendments - Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1. National regulations and requirements - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and codes - Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables and Sunrise/Sunset tables.

GEN 3. Services - Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4. Charges for aerodromes/heliports and air navigation services - Aerodrome/heliport charges; and Air navigation services charges.

3.1.2 Part 2 — En-Route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0.6 - Table of contents to Part 2.

ENR 1. General rules and procedures - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. Air traffic services airspace - FIR; UIR; TMA; and Other regulated airspace.

ENR 3. ATS routes - Lower ATS routes; Upper ATS routes; Area navigation routes; Helicopter routes; Other routes; and En-route holding.

ENR 4. Radio navigation aids/systems - Radio navigation aids - en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights - en-route.

ENR 5. Navigation warnings - Prohibited, restricted and danger areas; Military exercise and training areas and ADIZ; Other activities of a dangerous nature and other potential hazards; Air navigation obstacles - en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. En-route charts - En-route Chart - ICAO and index charts.

3.1.3 Part 3 — Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described hereafter.

AD 0.6 - Table of Contents to Part 3.

AD 1. Aerodromes/Heliports - Introduction - Aerodrome/heliport availability; Rescue and fire fighting services and Snow plan; Index to aerodromes and heliports; and Grouping of aerodromes/heliports.
AD 2. Aerodromes - Detailed information about aerodromes, including helicopter LDG areas, if located at the aerodromes listed under 24 subsections.

3.2 Regular amendment interval

Changes to the AIP are issued monthly by means of **AMDTs**. The AMDT is issued with a check list of the contents of the manual.

4. Service to contact in case of detected AIP errors or omissions and missing pages

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and CMPL. Any errors, omissions or missing pages or charts (please provide Chapter and page number details) which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

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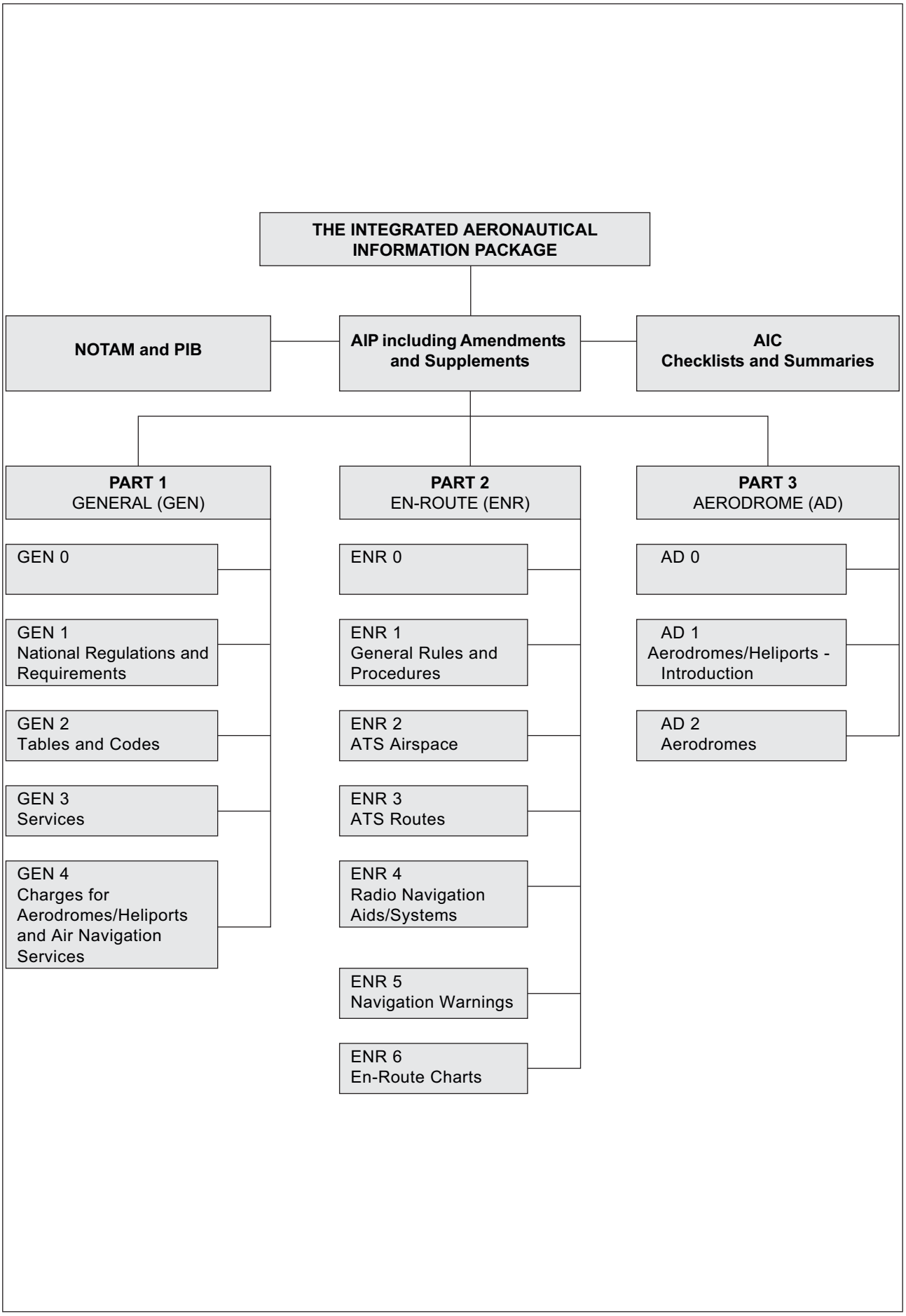
THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
NOTAM and PIB
AIP including Amendments and Supplements
AIC Checklists and Summaries
PART 1 GENERAL (GEN)
PART 2 EN-ROUTE (ENR)
PART 3 AERODROME (AD)
GEN 0
GEN 1 National Regulations and Requirements
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ENR 0
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GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP Amendment			
NR/Year	Publication date	Effective Date	Inserted by
005/2009	16-Jul-2009	27-Aug-2009	
006/2009	13-Aug-2009	24-Sep-2009	
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001/2021	28-Jan-2021	28-Jan-2021	
002/2021	25-Feb-2021	25-Feb-2021	
003/2021	25-Mar-2021	25-Mar-2021	
004/2021	22-Apr-2021	22-Apr-2021	
005/2021	20-May-2021	20-May-2021	

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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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	
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002/2023	23-Feb-2023	23-Feb-2023	
003/2023	23-Mar-2023	23-Mar-2023	
004/2023	20-Apr-2023	20-Apr-2023	
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009/2023	07-Sep-2023	07-Sep-2023	
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011/2023	02-Nov-2023	02-Nov-2023	
012/2023	30-Nov-2023	30-Nov-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	
012/2024	28-Nov-2024	28-Nov-2024	
013/2024	26-Dec-2024	26-Dec-2024	
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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	
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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	
003/2026	19-Mar-2026	19-Mar-2026	
004/2026	16-Apr-2026	16-Apr-2026	
005/2026	14-May-2026	14-May-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	-
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	-
003/2026	Zurich Airport (LSZH): Replacement of GP RWY 28	LSZH	16-Apr-2026 - 02-SEP-2026	-

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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

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PART 3 - AERODROMES (AD)

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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

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Sion AP:		
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GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. Aeronautical Authority

The authority responsible for civil aviation in Switzerland is the Federal Office of Civil Aviation (FOCA).

Post: Federal Office of Civil Aviation
CH-3003 Berne
Phone: +41 (0) 58 465 80 39/40
Fax: +41 (0) 58 465 80 32
Email: info@bazl.admin.ch
URL: http://www.bazl.admin.ch
AFS: LSSOYAYX
Telex: 911 032 txbv ch

2. Meteorological Authority

Post: MeteoSchweiz
P.O. Box
CH-8060 Zurich-Airport
Phone: +41 (0) 58 460 91 11
Fax: +41 (0) 58 460 90 01
Email: fwinfo@meteoswiss.ch
AFS: LSSWYMCC

3. Customs

Post: Oberzolldirektion
Monbijoustrasse 40
CH-3003 Berne
Phone: +41 (0) 58 462 65 11
Fax: +41 (0) 58 462 78 72
Email: ozd.zentrale@ezv.admin.ch
Telex: 911 100 ozd ch

4. Immigration

Post: Bundesamt für Migration
Quellenweg 6
CH-3003 Bern-Wabern
Phone: +41 (0) 58 465 11 11
Fax: +41 (0) 58 465 93 79
Email: info@bfm.admin.ch
Telex: 912 697 bfa ch

5. Health

Post: Bundesamt für Gesundheit
Schwarzenburgstrasse 165
CH-3003 Berne
Phone: +41 (0) 58 462 95 05
Fax: +41 (0) 58 464 97 53
Telex: 912 963 ofsp ch

6. En-route and aerodrome/heliport charges

Post: Federal Office of Civil Aviation
CH-3003 Berne
Phone: +41 (0) 58 465 80 39/40
Fax: +41 (0) 58 464 80 32
Email: info@bazl.admin.ch

7. Agricultural quarantine

Post: Bundesamt für Lebensmittelsicherheit und Veterinärwesen
Schwarzenburgstrasse 155
CH-3003 Berne
Phone: +41 (0) 58 463 30 33
Fax: +41 (0) 58 463 85 70
Email: info@blv.admin.ch

8. Aircraft accidents

8.1 Investigation Board

Swiss Accident Investigation Board (SAIB)
Phone: +41 (0) 58 466 33 00
Fax: +41 (0) 58 466 33 01
AFS: LSSOYLYX
Email: info-av@sust.admin.ch

Office HR: 0730 - 1015 (0630 - 0915); 1300 - 1500 (1200 - 1400)

8.2 Aircraft accidents and serious incidents reporting procedures

All accidents shall be notified to **REGA**:
Phone: 14 14 (from within Switzerland)
Phone: +41 333 333 333 (from abroad)
For reporting procedures refer to ENR 1.14.

9. Communication

Post: Federal Office of Communications
Zukunftstrasse 44
Postfach 256
CH-2501 Biel
Phone: +41 58 460 55 11
Fax: +41 58 463 18 24
Email: info@bakom.admin.ch

10. Federal Office of Topography swisstopo

Post: Federal Office of Topography swisstopo
Seftigenstrasse 264
P.O. Box
3084 Wabern
Phone: +41 58 469 01 11
Fax: +41 58 469 04 59
Email: info@swisstopo.ch

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. General

Civil ACFT registered in a member State of ICAO do not need prior permission to overfly Swiss territory or to land at Swiss APs for non-commercial purposes (article 5 of the Convention on International Civil Aviation done at Chicago on 07 DEC 1944).

Entry, transit, DEP and LDGs shall be performed in accordance with the civil aviation legislation of Switzerland (details given in Section GEN 1.6.1.).

For commercial flights to/from Switzerland, Third Country Operator require a TCO Authorisation issued by EASA according to Regulation (EU) No. 452/2014. For overflights without planned landing, a TCO authorisation is not required.

ACFT flying into or departing from Swiss territory shall make their first LDG at, or final DEP from, an international AD/heliport REF: AD 2.3. OPERATIONAL HOURS

Private ACFT may also DEP from a limited number of other ADs REF: VFR Manual, VFR AGA 1-0-1 § 2.

The competent customs office will decide on the appropriate clearance procedure.

1.1 Insurance requirements for ACFT using Swiss airspace

Third- party legal liability is to be ensured for each occurrence of damage (material damage and bodily injury) to at least the following:
for ACFT with a MTOM:

						minimum amount of liability (in millions of special drawing rights (SDR))
a.	from	0	to	499	kg	0,75
b.	from	500	to	999	kg	1,5
c.	from	1 000	to	2 699	kg	3
d.	from	2 700	to	5 999	kg	7
e.	from	6 000	to	11 999	kg	18
f.	from	12 000	to	24 999	kg	80
g.	from	25 000	to	49 999	kg	150
h.	from	50 000	to	199 999	kg	300
i.	from	200 000	to	499 999	kg	500
j.	over 500 000 kg					700
k.	parachutes, hang-gliders, kites, captive balloons					1 000 000.-- CHF

(REF: SR 748.01: art. 125, 132a; SR 748.941.)

Legal liability for passengers is to be ensured at an amount of 250 000 special drawing rights (SDR) per passenger.

On non-commercial FLTs with ACFT with a MTOM less than 2 700 kg, the amount can be lower, but leastwise 128 821 SDR per passenger. On non-commercial FLTs without passengers, insurance for passengers is not mandatory.

Additional insurance requirements for commercial operations:

- Legal liability in respect of baggage, the minimum insurance liability is to be ensured at an amount of 1288 special drawing rights (SDR) per passenger.
- Legal liability in respect of cargo, the minimum insurance liability is to be ensured at an amount of 22 special drawing rights (SDR) per kilogram.

SDR, as defined by the international monetary fund. For more info:
URL: http://www.imf.org/external/np/exr/facts/sdr.HTM

2. Scheduled flights

2.1 General

Scheduled FLTs may only be performed by an airline holding a concession issued by the Federal Office of Civil Aviation FOCA or by an airline which, on the basis of a bilateral agreement between Switzerland and the country which is the principal place of business of the airline, has been granted and is in possession of an AUTH to operate scheduled FLTs.

The definition of scheduled flights is determined in Swiss Federal Aviation Ordinance (SR 748.01 art. 110).

2.2 Request Traffic Rights

Requests for scheduled flights must be submitted 30 days before they become effective by using the application form(s), AVBL on:
URL: Traffic rights (admin.ch)

The air carrier shall file with the Federal Office of Civil Aviation FOCA the flight schedules for each summer and winter schedule period at least 30 days before they become effective by e-mail to
Email: trafficrights@bazl.admin.ch.
Schedules for LSGG and LSZH shall be submitted only with allocated airport slots by the Slot Coordination Switzerland.

In accordance with Regulation (EC) Nr. 1008/2008 operator from EU/EFTA Member States are authorised to exercise scheduled flights on routes within the EU/EFTA States. A separate application or notification is not required. Flights within EU/EFTA States in cooperation (code share) with third country operators must be filed with the Federal Office of Civil Aviation FOCA.
Cabotage flights within Switzerland are not allowed to foreign operators (SR 748.0 art. 32).

2.3 Security plan

Every air transport company flying to and from Switzerland is required to submit a security plan to FOCA for APV or to submit the APV of such a plan by the competent authority of the country in which it has its principal place of business.

2.4 Required clearance documents

Documents to be carried on board of ACFT engaged in scheduled air services are listed in GEN 1.2.6.
These documents must be produced in the original.
The operator is obliged to file with the AP administration all information required for the establishment of the air traffic statistics.

2.5 Public health

Switzerland does not exercise systematic health control at points of entry. The Federal Office of Public Health (FOPH) exercises health-related oversight responsibilities. To prevent the international spread of disease, the FOPH decides on special measures. The International Health Regulations 2005 (IHR 2005), adopted by the World Health Assembly on 23 MAY 2005, in force since 15 JUN 2007, are applicable. Switzerland has designated the airports of Zurich (LSZH) and Genève (LSGG) according to the requirements of the IHR 2005.

3. Non-scheduled flights

3.1 General

All commercial FLTs which are not carried out for the transportation of passengers and goods on scheduled air services are considered to be non-scheduled FLTs.

The delimitation between scheduled air services and other kinds of commercial air transport is determined in Swiss Federal Aviation Ordinance (SR 748.128).

The Office (FOCA) may restrict or refuse non-scheduled commercial FLTs of foreign air carriers if the reciprocity granted by the State of origin of the applicant is of no economic value to Swiss air carriers or if essential Swiss interests would be affected by the FLTs applied for.

3.2 Requests Traffic Rights

For non-scheduled commercial FLTs a prior permission from the Federal Office of Civil Aviation FOCA is required. This permission is not transferable and is only granted to carriers duly authorised by their State of origin to carry out international non-scheduled FLTs.
Third country operators must hold a Third Country Operator (TCO) authorisation issued by EASA.

In accordance with Regulation (EC) Nr. 1008/2008 operators from EU/EFTA Member States are authorised to exercise non-scheduled flights on routes within the EU/EFTA States. A separate application or notification is not required. Flights to/from NON-EU/EFTA States require prior permission.
Certain non-scheduled FLTs operated by air carriers of States party to the Multilateral Agreement on Commercial Rights of Non-scheduled Air Services in Europe of 30 APR 1956 are not subject to prior permission.

Cabotage flights within Switzerland are not allowed to foreign operators (SR 748.0 art. 32).

For all FLTs requiring a permission the following procedure must be OBS:

a. **Single flights**
Requests for single FLTs or not more than three FLTs within three consecutive months must be submitted at least 3 working days before DEP to:
Email: trafficrights@bazl.admin.ch

b. **Series of flights**
Requests for series of more than three FLTs within three consecutive months must be submitted 30 days before start of operations by using the application form(s), AVBL on:
URL: Traffic rights (admin.ch)

Modifications or amendments to FLT programmes have to be submitted immediately for APV by e-mail to:
Email: trafficrights@bazl.admin.ch

3.3 Required clearance documents

Documents to be carried on board ACFT engaged in non-scheduled FLTs are listed in (GEN 1.2.6.). These documents must be produced in the original.
The operator is obliged to file with the AP administration all information required for the establishment of the air traffic statistics.

3.4 Public health

Switzerland does not exercise systematic health control at points of entry. The Federal Office of Public Health (FOPH) exercises health-related oversight responsibilities. To prevent the international spread of disease, the FOPH decides on special measures. The International Health Regulations 2005 (IHR 2005), adopted by the World Health Assembly on 23 MAY 2005, in force since 15 JUN 2007, are applicable. Switzerland has designated the airports of Zurich (LSZH) and Genève (LSGG) according to the requirements of the IHR 2005.

4. Private flights

4.1 General

Private FLTs of foreign civil ACFT to and from Switzerland are not subject to prior permission provided the ACFT is registered in a Member State of ICAO and operated under a Standard Airworthiness Certificate.

4.2 Required clearance documents

Documents to be carried on board of ACFT are listed in (GEN 1.2.6.). These documents must be produced in the original.

The operator is obliged to file with the AP administration all information required for the establishment of the air traffic statistics.

4.3 Public health

Switzerland does not exercise systematic health control at points of entry. The Federal Office of Public Health (FOPH) exercises health-related oversight responsibilities. To prevent the international spread of disease, the FOPH decides on special measures. The International Health Regulations 2005 (IHR 2005), adopted by the World Health Assembly on 23 MAY 2005, in force since 15 JUN 2007, are applicable. Switzerland has designated the airports of Zurich (LSZH) and Genève (LSGG) according to the requirements of the IHR 2005.

5. Flights operated for missions on behalf of State, military, customs and police

5.1 General information

Pursuant to the Convention on International Civil Aviation done at Chicago on 07 DEC 1944, and in application of article 4 of the Ordinance on the Safeguarding of the Sovereignty of Swiss Airspace (SR 748.111.1), non-Swiss State FLTs within the territory of Switzerland and the Principality of Liechtenstein require a Swiss Diplomatic Clearance, issued by the Federal Office of Civil Aviation (FOCA).

5.2 State flights

State FLTs are FLTs operated for missions for State, MIL, Customs and Police interests.

This includes, in particular:

a. Missions:
- FLTs on State affairs
- Transport of heads of State and senior dignitaries travelling on State business
- Current Police and Customs operations
- MIL FLTs

b. ACFT if used in missions as per a):
- State ACFT
- All ACFT (including leased or rented)
- MIL ACFT (in use by the State and MIL)
- Police and Customs ACFT

The following are excluded:

- Routine patrol FLTs by State, Police and Customs ACFT

- MIL ACFT operated by a non-MIL support or manufacturing service

5.3 Restrictions

By agreement with Switzerland's Federal Department of Foreign Affairs (FDFA) and the Department of Defence, Civil Protection and Sport (DDPS), FOCA grants AUTHs only with due consideration of Switzerland's policy of neutrality and the safeguarding of the sovereignty of Swiss airspace.

Consequently, FLTs that breach the rules of international law and FLTs used for the direct preparation and/or the assistance of hostilities may not be carried out within the airspace of the Swiss Confederation and the Principality of Liechtenstein, and are not authorised.

Switzerland supports the operations of the Organisation for Security and Cooperation in Europe (OSCE), the Organisation for the Prohibition of Chemical Weapons (OPCW) and the United Nations (UN) in connection with the conditions mentioned in Section 5.4.2.2.

5.4 Authorisations (Diplomatic Clearances)

Through its FOCA, Switzerland grants single AUTHs and long-term AUTHs. These AUTHs grant the right to carry out State FLTs within the territory of the Swiss Confederation, and by agreement with the Principality of Liechtenstein they also grant overflight rights within the Principality's airspace, in accordance with the standards agreed each year with the Office for Commerce and Transport of the Principality of Liechtenstein.

5.4.1 Single authorisations

A request for a single AUTH must be submitted to FOCA using the 'DC application form'. Single AUTHs are valid for the specific FLT in each case, and lapse once the authorised term has expired. (Section 5.4.1.2)

5.4.1.1 Application formalities

The diplomatic representation in Switzerland of the State making the application is responsible for submitting the request to FOCA.

FOCA contact:
Post: Federal Office of Civil Aviation
Headquarters: Papiermühlestrasse 172
CH-3003 Berne
Phone: +41 (0) 58 465 91 77
Email: diplomatic.clearances@bazl.admin.ch
URL: http://www.bazl.admin.ch - Diplomatic Clearances

The FOCA liaison office for Diplomatic Clearances is staffed during normal office HR. Outside these HR, TEL enquiries will automatically be forwarded to the Air Force duty office. Please note, that the duty office only deals with enquiries, which cannot be processed during normal office HR.

A request for a single AUTH must be submitted to FOCA at least five working days before the State FLT is due to take place, and applications for State FLTs for the 'transport of dangerous goods'[1] must be submitted to FOCA not later than eight working days before the State FLT is due to take place.

Exemption to the five working day advance notification rule may be made for the following circumstances:

- Exceptional Urgency FLTs:
  Urgent medical evacuation, humanitarian and disaster assistance and SAR operations.
  Additional information required: - medical urgency
  - name of the hospital
- Short-Notice Official Business VIP FLTs:
  Additional information required: - name of VIP
  - location of the official business

Where an application is filed late, FOCA cannot guarantee the timely issuance of an AUTH.

Applications must be submitted to FOCA using the 'DC application form' and must contain the following:

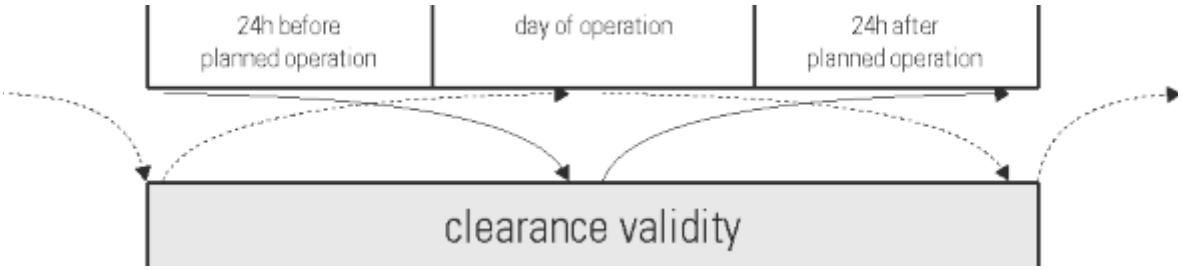
- Requesting State
- Specific type and model of ACFT
- Tail number or registration number
- Call sign. MAX seven (7) characters
- Point(s) of DEP and DEST. Name of the APs and ICAO four letter codes.
- FLT route and time (UTC)
- Date of FLT (UTC / ddmmyyyy)
- Purpose of FLT, remarks (include name and position of VIP if any, the name of the conference, the name of MIL EXER, etc)
- Date and signature

1. Dangerous goods in terms of the ICAO standards (International Civil Aviation Organisation, ICAO Annex 18, Technical Instructions), as well as the Dangerous Goods Regulations (http://www.iata.org/ps/publications/9065.htm) of the International Air Transport Association (IATA)

5.4.1.2 Validity

Single AUTHs are valid for the specific FLT in each case, and lapse once the authorised term has expired.

Unless stipulated otherwise by FOCA at the time of granting the AUTH, single AUTHs are valid on the day preceding and the day following the day specified for the State FLT to take place.



State FLTs are permitted at Swiss APs only during the OPN HR for private traffic; these are published in the Swiss AIP. Applications for FLTs taking place outside these OPN times must provide details of appropriate reasons for this. In these cases, the compulsory latest LDG or DEP time is specified in the AUTH.

Where there is good reason to do so, FOCA will also grant AUTHs with a longer period of validity, upon application.

5.4.2 Long-term authorisation

Long-term AUTHs are valid only for overflights within Swiss territory and the territory of the Principality of Liechtenstein, and for FLTs to which the restrictions under Section 5.4.2.1 do not apply.

Applications for a long-term AUTH must be submitted to FOCA by the end of OCT of the preceding year, and contain an ACFT list[1] containing all ACFT intending to be used for State FLTs under the AUTH. In the list, the exact ACFT model name including the ICAO type ID, special equipment, REG marks and associated radio call signs must be specified.

Switzerland normally grants such long-term AUTHs through FOCA in accordance with the principle of reciprocity.

5.4.2.1 Restrictions

The following FLTs may not be carried out under the AUTH. A request for a separate, single AUTH must be submitted ('DC application form'):

- FLTs operating below FL 100 (FL100/*10000ft/AMSL*)
- FLTs from or to an AP on Swiss territory
- FLTs not on published ATS routes
- FLTs operating in part or entirely under VFR
- FLTs transporting dangerous goods[2]
- FLTs with ACFT equipped with reconnaissance devices
- Reconnaissance FLTs
- FLTs with combat FLTs
- FLTs to perform MIL EXER and FLT displays
- FLTs with armed ACFT
- FLTs transporting armed troops, munitions and MIL equipment in terms of the Federal Law on Military Equipment of 13 DEC 1996 (SR 514.51) and the corresponding Ordinance of 25 FEB 1998 (SR 514.511).

5.4.2.2 Flight Notification

Overflights in accordance with long-term AUTHs by the organisations: OSCE, OPCW and UN shall submit a FLT notification to FOCA no later than one day in advance of the FLT and include the following information:

- Responsible organisation
- Mission (if known)
- TYP (incl. ICAO Code)
- REG number

1. Relevant forms can be obtained from FOCA
2. Dangerous goods in terms of the ICAO standards (International Civil Aviation Organisation, ICAO Annex 18, Technical Instructions), as well as the Dangerous Goods Regulations (http://www.iata.org/ps/publications/9065.htm) of the International Air Transport Association (IATA)

- AP of DEP and DEST

5.4.2.3 Validity

FOCA grants long-term AUTHs for a period of one year and these can, upon receipt of a request, be renewed for a further year.

Long-term AUTHs may, when justified, be withdrawn or AMD at any time.

5.5 General conditions and traffic rules

5.5.1 Traffic rules

State FLTs carried out in the territory of the Swiss Confederation and the Principality of Liechtenstein are subject to the legal provisions set out in the air traffic publications of Switzerland and the Principality of Liechtenstein. Any additional requirements contained in the AUTH granted must be strictly adhered to.

Under the international rules and standards of the ICAO, FLTs must be operated in accordance with the instructions of ATC.

The provisions, guidelines and regulations governing the use of MIL infrastructure such as airfields, procedures or airspace stipulated in MIL aviation publications must be adhered to. The MIL aviation publications can be obtained from the Air Operations Center (AOC), Dübendorf.

AOC contact:
Post: **Swiss Air Force, Air Operations Center**
Flugsicherungsstrasse 1
8602 Wangen bei Dübendorf
Phone: +41 (0) 58 460 30 00
Email: AOC.LW@vtg.admin.ch

5.5.2 Flights within the territory of the Principality of Liechtenstein

Pursuant to the following provisions, Diplomatic Clearances granted by FOCA of the State of Switzerland are also valid for FLTs within the territory of the Principality of Liechtenstein (hereinafter referred to as 'Liechtenstein').

The following FLTs are not included in the AUTHs (Diplomatic Clearances) granted by Switzerland's FOCA:
I. LDG of MIL and State ACFT within the territory of Liechtenstein;
II. Overflights below FL 120 (FL120/*12000ft/AMSL*) within the territory of Liechtenstein using MIL ACFT;
III. Overflights within the territory of Liechtenstein using MIL ACFT fitted with weapons, munitions or other MIL equipment, or
IV. Overflights within the territory of Liechtenstein using MIL ACFT and other ACFT used for the preparation or the assistance of hostilities.

For State FLTs pursuant to I., an additional Diplomatic Clearance (single AUTH) must be requested from the government of Liechtenstein, and for all State FLTs pursuant to II. to IV. a separate, single AUTH must be requested from FOCA in Switzerland.

Liechtenstein contact:
Post: **Amt für Bau und Infrastruktur (ABI)**
Stabstelle Landerwerb, Recht, Sekretariat, Zivilluftfahrt
Postfach 684
FL-9490 Vaduz
Fürstentum Liechtenstein
Phone: +423 236 60 70
URL: www.abi.llv.li

5.5.3 Flights with aircraft not compliant with ICAO Annex 16

State FLTs within the territory of the Swiss Confederation and the Principality of Liechtenstein

- using ACFT not in possession of noise certification in accordance with the standards of ICAO Annex 16;
- using ACFT whose noise certification does not conform to the standards set out in Section 3 of Part 2 of Volume 1 of ICAO Annex 16;

are not permitted as a matter of principle. FOCA may, in exceptional circumstances, AUTH State FLTs using such ACFT for essential missions on important sovereign affairs, upon submission of a separate, single application.

Such special AUTHs for LDG at and DEP from Swiss APs are granted only for the following time blocks:

- MON to FRI from 0800 - 1800 (0700 - 1700)
- Generally, no FLTs are permitted on SAT, SUN and official public HOL.

5.5.4 Banned aircraft operating agencies by the European Union

State FLTs according to Chapter 2, with ACFT of ACFT operating agencies which are on the list of air carriers of which all operations are subject to a ban within the European Union (EU) are tolerated.

In that case the ICAO designators of the banned ACFT operating agency must not be used.

5.5.5 Flight plan

The crew of the ACFT must file an international flight plan in accordance with the guidelines of the AIP with the ATC services in Zurich or Genève at least one HR prior to entry of the ACFT into Swiss airspace.

The flight plan must contain the following information:

a. TYP
b. Code/REG mark
c. Radio call sign
d. Point of DEP and DEST
e. Exact FLT routing
f. Time of entry into Swiss airspace, and/or time of ARR at and DEP from a Swiss AP
g. Information on the crew
h. Date of the FLT
i. Purpose of the FLT (detailed information on passengers and/or cargo)
j. In field 18 of the flight plan ('Remarks' field):
    - the name of the organisation for FLTs in charge of the organisations: OSCE, OPCW and the UN.
    - AUTH number (Block Number) and/or country code.

5.5.6 Spot Checks

Swiss AUTHs may, on the basis of the Ordinance on the Safeguarding of the Sovereignty of Swiss Airspace (SR 748.111.1), carry out 'spot checks' on State FLTs.

6. Entry, transit and departure of civil aircraft on international flights

ON-BOARD DOCUMENTS Every aircraft shall carry:	COMMERCIAL FLIGHTS	PRIVATE FLIGHTS
a. Certificate of registration	X	X
b. Certificate of airworthiness	X	X
c. Airworthiness review certificate or the inspection confirmation	X	X
d. Third party liability insurance certificate for aircraft (in SDR)	X	X
e. Insurance certificate in respect of liability for passengers, if applicable (in SDR)	X	X
f. The scope of utilisation of the ACFT	X	X
g. Extract of the AOC, if applicable	X	--
h. The scope of utilisation of the ACFT in commercial operations, if applicable	X	--
i. Noise certificate, if applicable	X	X
k. Certificate for aerotowing of gliders, if applicable.	X	X
l. Aircraft radio station operating licence issued by the OFCOM, if applicable	X	X

The Aircraft Flight Manual (AFM)
The ACFT documents, as well as the contents of the AFM may only be altered by or on behalf of the issuing authority. The loss of this file or parts thereof must be reported immediately to FOCA. Any person finding this file is kindly requested to forward it to FOCA, CH-3003 Berne.

Documents for Swiss registered ACFT: The originals of above mentioned documents must be carried on board of the ACFT.
Note:
According to article 5, first paragraph, of the “ordonnance sur les droits et devoirs de commandant d’aéronef” of 22 JAN1960, the pilot-in-command shall ensure that the prescribed documents are carried in the ACFT. However, according to the second paragraph, the ACFT operator can relieve the pilot-in command of these duties, by issuing a service regulation, and delegate these to other persons. If the delegation of these duties is contained in the operations regulation, only the designated person will, if the occasion arises, be considered responsible.

CLEARANCE DOCUMENTS The following documents must be presented O/R for each FLT to the authorities indicated.	COMMERCIAL FLIGHTS						PRIVATE FLIGHTS	
	Scheduled flights			Non-scheduled flights				
	Number of copies to be presented							
	to:	ARR	DEP	to:	ARR	DEP	ARR	DEP
1	2	3	4	5	6	7	8	9
Traffic report [1]	AD	1	1	AD	1	1	---	---
AUTH of FOCA	---	---	---	AD	1 [2]	1 [2]	---	---
Journey log book	---	---	---	---	---	---	CUST	CUST

Remarks:

1. To be handed in within 12 HR after ARR or DEP.
2. Letter or cable, except where special agreements have been established.

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GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. Passengers

1.1 Transit

a. As a rule, passengers of scheduled air services, based on a concession, may transit without a transit-visa provided they fulfil all of the following requirements:

a. hold a valid and recognised travel document;
b. do not LVE the transit area;
c. pursue their travel within 48 HR;
d. are in possession of travel documents required for entry at their DEST (incl. visa if applicable);
e. are in possession of an air ticket to their DEST, and
f. have booked their seat on an ACFT prior to their ARR in Switzerland.

b. Exceptions: A visa for transit is required for nationals of the following States:

Afghanistan	Iran
Angola	Iraq
Bangladesh	Nigeria
Cameroun	Pakistan
Congo (DRC)	Sierra Leone
Eritrea	Somalia
Ethiopia	Sri Lanka
Ghana	Turkey
Guinea	

The following group of persons is exempt from the requirements indicated under b):

1. Holders of a valid diplomatic, service or special passport

2. Holders of a valid visa delivered by one of the following States:

Schengen-Member State	Japan*
Bulgaria*	Principality of Liechtenstein*
Canada*	Romania*
Cyprus*	United Kingdom*
Ireland*	United States of America*

* Remark: Does not apply, if nationals under b) do return from a third country and not from the issuing State.

3. a. Holders of a residence permit issued by one of the following states:

Schengen-Member State	Principality of Liechtenstein*
Bulgaria*	Romania*
Cyprus*	United Kingdom*
Ireland*	

* Remark: Does not apply, if nationals under b) return from a third country and not from the issuing State.

b. Holders of a residence permit issued in accordance with Annex V to the Visa code by one of the following States:

Andorra	San Marino
Canada	United States of America
Japan	

4. Family members of nationals of an EC country
5. Crew members of ACFT that are nationals of a member State of the Convention on International Civil Aviation done at Chicago on 07 DEC 1944.

Information regarding regulation in force for other persons not included above is AVBL from the Federal Office for Migration. http://www.bfm.admin.ch/bfm/de/home/dokumentation/rechtsgrundlagen/weisungen_und_kreisschreiben/visa.html

1.2 Entry

For entry and residence in Switzerland for not more than 90 days, passengers require a valid and recognised travel document (passport or identity card). Where applicable, passengers must be in possession of a valid visa, unless he/she holds a residence permit from a Schengen-Member State which is considered to carry equivalent status to a visa.

For nationals of:
Austria, Belgium, France, Liechtenstein, Luxemburg, Monaco, Portugal, San Marino, Spain and The Netherlands, a passport which expired in the last five years is sufficient.

For nationals of Germany, a passport which expired in the last year is sufficient.

For nationals of the following countries, an identity card is sufficient:
Austria, Belgium, Bulgaria, Czech Republic, Cyprus, Denmark, Estonia, Finnland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, The Netherlands, Norway, Polen, Portugal, Principality of Liechtenstein, Romania, Sweden, Slovakia, Slovenia, Spain and United Kingdom.

For nationals of other States other requirements regarding travel documents and visas may exist. A current overview may be found on the webpage of the Federal Office for Migration (http://www.bfm.admin.ch). The Swiss Embassies and Consulates, as well as the Federal Office for Migration, are able to provide further information.

1.3 Departure

Passengers must hold a valid and recognised travel document and, if applicable and depending on their DEST, a visa or a residence permit of a Schengen-Member State, which is considered to carry equivalent status to a visa.

2. Crews

While on duty, crew members of a foreign airline can produce, instead of a national passport and a visa, a crew member certificate according to Appendix 4 of ICAO Annex 9, or a licence.

3. Military Personnel

According to an Order of the Federal Council of 04 NOV 1970, the wearing of foreign uniforms in Switzerland requires permission from the Federal Department of Defence, Civil Protection and Sport. Exempt from a special permission are the crew of foreign MIL ACFT (or other State ACFT) holding AUTH from FOCA in accordance with GEN 1.2, are exempt from this requirement for special permission.

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. Customs procedures

Customs procedures applicable to goods carried by ACFT are based on the following legal provisions:

- Loi fédérale sur les douanes.
- Ordonnance relative à la loi sur les douanes (OLD).
- Ordonnance douanière du 7 juillet 1950 sur la navigation aérienne, chapitre V.

2. Permits, certificates, etc.

Documents are required for the clearance of certain import goods. The following must be submitted upon importation: (And further information may be obtained from)

Import licence for certain categories of goods.	Post: Federal Department of Economic Affairs Federal Office for National Economic Supply Belpstrasse 53 CH-3003 Berne Phone: +41 (0) 58 462 21 71 Fax: +41 (0) 58 463 50 30 Email: info@bwl.admin.ch
Movement certificate for products originating in the EEA or in the EFTA.	Post: Swiss Federal Customs Administration Directorate General of Customs Monbijoustrasse 40 CH-3003 Berne Phone: +41 (0) 58 462 65 11 Fax: +41 (0) 58 462 78 72 Email: ozd.zentrale@ezv.admin.ch
Certificate of origin for products originating in developing countries.	
Plant protection certificate for fruits, berries, potatoes, deciduous wood live plants and timber, seeds.	Post: Federal Department of Economic Affairs Federal Office for Agriculture Mattenhofstrasse 5 CH-3003 Berne Phone: +41 (0) 58 462 25 11 Fax: +41 (0) 58 462 26 34 Email: info@blw.admin.ch
Rabies vaccination certificate for dogs and cats.	Post: Federal Department of Economic Affairs Federal Food Safety and Veterinary Office Schwarzenburgstrasse 155 CH-3003 Berne Phone: +41 (0) 58 463 30 33 Email: info@blv.admin.ch
Import licence and health/meat inspection certificate for other live animals, hatch eggs, animal semen, meat and meat products.	
Import licence, export permit of the nature conservation authorityof the country of origin for protected animals and products thereof (such as furs, reptile leather, ivory, collection pieces) according to the Washington convention on endangered species.	

3. Importation and transshipment of animals

The importation and transshipment of animals are subject to certain control procedures (see: ”Loi fédérale sur les épizooties”, 1er juillet 1966 and related provisions, the Washington convention on endangered species, 03 MAR 1973 and the ”Ordonnance sur la conservation des espèces”, 16 juin 1975).
The International Air Transport Association (IATA) Live Animals Regulation on labelling and CONST of containers is compulsory.

4. Importation, transshipment and exportation of war material

The importation, transshipment and exportation of war material are subject to a special AUTH to be granted by the Direction de l’administration militaire fédérale, CH-3003 Berne.

5. Export and transit of ”dual-use” goods (MIL and CIV application)

Certain ”dual-use” goods can not be exported without prior written APV by the Federal Office of Foreign Economic Affairs, Import and Export Division, Section Industrial Products, CH-3003 Berne. For the transit of these goods, a legal AUTH of the country of origin has to be produced.

6. Importation and exportation of drugs

The importation and exportation of drugs are subject to an AUTH to be granted by the Office fédéral de la santé publique, section pharmaceutique, CH-3012 Berne.

7. Safe transport of dangerous goods by air

The importation, transshipment and exportation of dangerous goods are subject to an AUTH to be granted by the:

Post: Federal Office of Civil Aviation,
Safety Division Flight Operations,
Section Standardisation and Enforcement,
CH-3003 Berne,
Switzerland
Phone: +41 (0) 58 465 80 39/40
Fax: +41 (0) 58 465 80 59
Email: gefahrgut@bazl.admin.ch

Article 16 of the Air Transport Ordinance of 17 AUG 2005 (SR 748.411):

1. For the transport of dangerous goods by air on national and international FLTs, the standards contained in ICAO Annex 18 and the corresponding technical instructions are directly applicable*, subject to any differences notified in accordance with article 38 of the Convention on International Civil Aviation of 7 DEC 1944.
2. This article also applies to transportations not conducted commercially or against payment.
3. The FOCA may, under special circumstances, AUTH exemptions for certain types of transportations in individual cases and, if applicable, for a limited period. In the event of an international FLT, the applicant must obtain the consent of the States of Overflight.
4. The competent authority for the APV of package designs and the sending of radioactive materials as defined in the standards mentioned in paragraph 1, is the:

Post: Swiss Federal Nuclear Safety Inspectorate
CH-5232 Villigen-HSK,
Switzerland,
Phone: +41 (0) 56 310 39 84

** The standards and technical instructions are not published in the official gazette. They can be consulted at FOCA and at the AIS units of the national APs in En and Fr; they are not translated into Ge and It.*

8. Carriage of human remains

8.1 Worldwide arrangement

On a worldwide basis, the carriage of human remains is governed by the ”Arrangement international concernant le transport des corps” concluded at Berlin on 10 FEB 1937.

Contracting parties: Austria, Belgium, Czechia, Egypt, France, Germany, Italy, Mexico, Republic of Zaire, Romania, Slovakia, Switzerland and Turkey.

Such shipments coming from non-contracting States must be accompanied by a ”laissez-passer” issued by a Swiss diplomatic or consular representation.

8.2 European agreement

On a European basis, the carriage of human remains is governed by the ”Agreement on the transfer of corpes” concluded at Strassburg on 26 OCT 1973 and signed by Switzerland on 17 DEC 1979.

Contracting parties: The member States of the council of Europe.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. General

Commercial air transport ACFT operating in Switzerland must adhere to the provisions of the ICAO Annex 6 ”Operation of Aircraft“, Part I - International Commercial Air Transport - Aeroplanes, Chapter 6 (Aeroplane instruments, equipment and flight documents) and Chapter 7 (Aeroplane communication and navigation equipment).

See Titles of the Swiss Legislation in this matter (Fr, Ge, It). REF: GEN-1.6

2. Minimum required communications, navigation and surveillance equipment for IFR flights

For IFR FLTs within Swiss airspace, ACFT shall be equipped with at least the following systems:

COM:
- 2 VHF TRANS/receivers

Requirements for 2 VHF TRANS/receivers:	
FREQ range:	118.000 - 136.975 MHz
CH spacing:	8.33 kHz
Non-8.33 kHz equipped ACFT will not be allowed to operate within controlled airspace in Switzerland. Flight plans will be rejected if not 8.33 kHz compliant.	

Exemptions from mandatory carriage of VHF 8.33/25 kHz aircraft radio equipment are described in ENR-1.8.

The European regional supplementary procedures are applied in accordance with ICAO SUPPS Doc 7030/5-EUR.

NAV:
- 2 VOR receivers;
- 1 ILS LOC receiver;
- 1 ILS GP receiver;
- 1 DME interrogator;
- 1 ADF - Mandatory carriage of an ADF is limited to ACFT not equipped with a certified RNAV EQPT with a current database and to ACFT which are used for ADF-based FLT procedures. Special operational regulations (e.g. JAR-OPS 1 Subpart L) remain valid;
- 1 Marker receiver (75 MHz) - Mandatory carriage of a Marker receiver is limited to ACFT flying APCH procedures which require the carriage of a Marker receiver;
- 1 RNAV EQPT certified for B-RNAV or RNAV 5 Operations where applicable; REF: ENR-3.3
- 1 RNAV EQPT certified for P-RNAV or RNAV 1 Operations where applicable;
- 1 RNAV EQPT certified for RNP APCH Operations where applicable.

Aircraft, other than State aircraft, operating en-route under Instrument Flight Rules (IFR) within the FIR/UIR Switzerland shall be equipped with, as a minimum, RNAV equipment compliant to the RNAV 5 navigation specification (EASA CS-ACNS / ICAO DOC 9613).
Aircraft, other than State aircraft, operating on certain SIDs and STARs within the FIR Switzerland shall be equipped with RNAV equipment compliant to the RNAV 1 or RNP 1 navigation specification. This requirement is indicated on the charts in the relevant AD sections.
Aircraft operators shall ensure that the navigation equipment fulfils the requirements of the flight-planned routing.

Note: for RNAV EQPT and Operations refer to ENR-1.1, ENR-1.3 and ENR-1.8.

Appropriate FREQs and CHs must be AVBL.
All installed ILS LOC and VOR receivers must comply with FM immunity PER SARPS (ICAO Annex 10, Volume I).

Surveillance:
- 1 SSR Mode S Transponder, level 2 with Surveillance Identifier (SI) Code and Elementary Surveillance (ELS) functionality as a MNM. Compliant with ICAO Annex 10 AMDT 85.

ACAS:
a. ACAS II with collision avoidance logic version 7.1 is required to be carried and operated by all
   i. fixed-wing turbine powered ACFT having a Maximum certified Take off Mass (MCTOM) exceeding 5700 kg or
   ii. aeroplanes authorised to carry more than 19 passengers.
b. All aircraft not referred under point a), but which are equipped with ACAS II on a voluntary basis shall have collision avoidance logic version 7.1.
c. From the requirement above excluded are unmanned aircraft systems.

For Swiss registered ACFT the detailed requirements are set out in an instruction (CT-I No. F 02.050-10) which can be obtained from the:

Post: Federal Office of Civil Aviation,
Section Standardisation, Enforcement and Registry (STSS)
CH-3003 Berne,
Switzerland

3. Reduced Vertical Separation Minimum (RVSM)

Only RVSM APV ACFT and non-RVSM APV State ACFT shall be permitted to operate within the Swiss RVSM airspace.

RVSM APV ACFT are those ACFT for which the operator has obtained an RVSM APV, either from the State in which the operator is based, or from the State in which the ACFT is registered.

Guidance material on the airworthiness, CONT airworthiness and the operational practices and procedures for the EUR RVSM airspace is provided in the JAA TGL No. 6, Revision 1 and the ICAO Regional Supplementary Procedures (Doc 7030/4 - EUR).

Except for State ACFT, RVSM APV is required for ACFT to operate in the RVSM airspace within the FIR/UIR Switzerland, as described in ENR-2.2.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1. Civil aviation legislation of Switzerland

1.1 Omnibus volume

NR	Edition	Title	Price (in CHF)
NR 748	01.01.2018	- Luftfahrt (Sammelband der Erlasse des Landesrechts) - Aviation civile (Recueil des textes de droit interne)	*36.00*
The volume will be re-edited at regular intervals in **Ge** (Luftfahrt) and in **Fr** (Aviation civile) only.			

Online version available:
URL: https://www.admin.ch/gov/de/start/bundesrecht/systematische-sammlung.html

1.1.1 Orders

Orders shall be made in writing to:
Fax: +41 (0) 58 465 50 58
or by e-mail:
Email: verkauf.gesetze@bbl.admin.ch
or by mail:
Post: Verkauf Bundespublikationen
Fellerstrasse 21
CH-3003 Berne
The NR 748 has to be added to the orders.
The Federal Office of Civil Aviation does not accept any orders.

1.2 Application of EU Regulation in Switzerland

List of applicable EU regulations is published under
URL: https://www.admin.ch/opc/de/classified-compilation/19994646/index.html

2. Foreign aircraft that belong to special categories

In order for foreign ACFT that belong to special categories (i.e. ACFT that do not, or only partially (or temporarily not), meet the airworthiness requirements of ICAO Annex 8) to be flown into and operated in Switzerland, a special permit is required for the use of Swiss airspace. Applications for a special permit must be submitted so that they are received by FOCA not later than two full working days prior to the intended FLT.

Applications submitted by e-mail must be accompanied by the following documentation in Ge, Fr, It or En:

- Airworthiness certificate, including any imposed restrictions, or
- FLT APV, including any special requirements
- Noise certificate (if applicable)
- REG certificate
- MAINT record incl. annual inspection
- Third party liability insurance policy

Exceptions:

A special permit for entry into Switzerland or for the use of Swiss airspace is **not** required for ACFT that have been registered in the European Economic Area with a permit to fly containing the following wording: "This permit to fly has been issued in accordance with Regulation (EC) 216/2008, article 5, paragraph 4a, or Regulation (EU) 2018/1139, article 18 paragraph 2b and certifies that the ACFT can be safely operated within the scope of the purposes cited below and under the stated conditions; **it is valid in all member states.**"

Furthermore, in application of ECAC Recommendation INT S/11-1 dated JUN 1980, no APV is required for issuing a permit for entry into Switzerland for home-built ACFT that have been registered in ECAC States. However, this principle does not automatically apply to all types of operation. For example, in Switzerland foreign home-built ACFT are not permitted to carry out FLTs in accordance with VFR Night and IFR unless they meet the respective Swiss requirements.

Likewise, according to the ECAC Recommendation ECAC/35-1 dated 18 May 2016, aircraft in the category "antique/ historical" that are registered in an ECAC state are exempt from the authorization requirement for the use of Swiss airspace. Please note, that only originally factory-manufactured aircraft, previously holding an ICAO compliant Certificate of Airworthiness are excluded from the special permit requirements.

To apply for a permit to fly into Switzerland / special permit to operate ACFT in Swiss airspace, see:

URL: https://www.bazl.admin.ch/bazl/en/home/specialists/aircraft/airworthiness/permit-to-fly.html
URL: https://www.bazl.admin.ch/bazl/en/home/specialists/aircraft/airworthiness/special-permit-to-operate-aircraft-in-swiss-airspace-for-foreign.html

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ICAO standards, recommended practices and procedures

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

FOCA does not accept any orders for ICAO documents.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Title	Difference(s)
14 Aerodromes Volume I: Aerodrome Design and Operations (9th Edition, July 2022, Amendment 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

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. Units of measurement

The units of measurement of the international system of units (SI) are officially adopted in Switzerland.
Standard application of specific units of measurement (ICAO Annex 5)
The application of units of measurement for certain quantities commonly used in international civil aviation air and ground operations shall be in accordance with the following table.

	Unit	Non SI alternative unit
altitude (also elevation)	m	**ft**
distance (long)	km	**NM**
distance (short)	m	
height	m	**ft**
latitude	° ' ''	
longitude	° ' ''	
runway length	m	
runway visual range	m	
time	s min h d	
visibility	km	
wind direction (for landing and take-off in degrees magnetic, in other cases in degrees true)	°	
mass	kg; t	
altimeter setting, atmospheric pressure	hPa	
pressure	kPa; MPa	
airspeed, ground speed, wind speed	km/h	**kt**
vertical speed	m/s	**ft/min**
temperature	° C	

2. Temporal reference system

The co-ordinated universal time (UTC) is used in air traffic and communications services.
In some documents published by the AIM, local time (LT) is also used (e.g. AIC, SUP).
The Swiss time is the Central European Time (CET).
The central European time corresponds to universal time plus one hour (UTC+1).
The **Summer time** corresponds to universal time plus two hours (UTC+2).

During the **summer time** period in Switzerland the times given in brackets apply.
Example: 1130 - 1330 (1030 - 1230)

1130 - 1330 time period in UTC during winter period (outside Central Eurpean Summer Time)
(1030 - 1230) time period in UTC during summer period (during Central European Summer Time)

Summer time comes into force on the last Sunday of March at 0100 UTC.
It ends on the last Sunday of October at 0100 UTC.

3. Horizontal Reference System

3.1 Reference System:

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System - 1984 (WGS-84) geodetic reference datum.

3.2 Area of application:

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Switzerland.

3.3 Use of an asterisk to identify published geographical coordinates:

An asterisk (*) will be used to identify geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy does not meet the requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2.

4. Vertical Reference System

4.1 Reference System

Ground elevations are expressed with reference to the Swiss height system (LN02). LN02 is an official vertical reference system used in Switzerland that is based on raw, leveled height differences. The maximum difference between elevations referenced to LN02 and EGM-96 is 3 m.

4.2 Geoid Undulation

The height difference between the ellipsoid (GNSS height reference) and the geoid (orthometric height reference) is called the geoid undulation. This value defines the distance of the geoid above (positive undulation of the geoid) or below (negative undulation of the geoid) the reference ellipsoid. The following relation applies: Geoid Undulation = Ellipsoidal Height - Orthometric Height (altitude).
The aeronautical information service publishes the value of the geoid undulation for each aerodrome. This value is expressed in feet. It shall be shown on the charts where GNSS height references are used.
NOTE: In Switzerland, the undulation is always positive (the geoid is above the WGS84 ellipsoid).
WARNING: The publication of geoid undulation does not modify any GPS restrictions for use. Particularly, the altitude information given by GPS shall NOT be used.

4.3 Use of an asterisk to identify published elevations

An asterisk (*) will be used to identify elevations which do not meet ICAO Annex 14 accuracy requirements.

5. Aircraft nationality and registration marks

The Swiss, as well as the Liechtenstein aircraft are registered on the Swiss Aircraft Register.

The nationality marks for **Swiss** aircraft consist of the letters HB and the national emblem of the Swiss Confederation.

The nationality marks for **Liechtenstein** aircraft consist of the letters HB and the national emblem of the Duchy of Liechtenstein.

The registration marks for **aeroplanes, helicopters, airships and balloons** consist of a group of three letters, located after a dash to the right of HB.

The registration marks for **motor gliders and gliders** consist of a group of up to four figures, located after a dash to the right of HB.

The Federal Office for Civil Aviation issues additional instructions regarding form and application of the nationality and registration marks (VKZ 748.216.1 GEN 1.6).

6. Public holidays

The following **general public holidays** apply in Switzerland

New Year (01. JAN)

Ascension Day

National holiday (01. AUG)

Christmas (25. DEC)

There exist also local and cantonal public holidays. REF: AD 2 and VFR Manual, AD INFO.

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

REF ICAO Doc 8400/4, PANS-ABC.

[ ] Within brackets: symbol of a unit of the international System of Units SI or a non-SI unit used in conjunction with the system

**** not in PANS-ABC***

† transmitted in RTF as a spoken word

A

A	Amber
A*	FRA arrival connecting point
A1A*	A2A, A3E, etc. Designation of typical radio-communication emissions
A/A	Air-to-air
AAA	*or* AAB, AAC etc. *in sequence*, Amended meteorological message
AAL	Above aerodrome level
AAU*	Airspace Allocation Unit
ABM	Abeam
ABN	Aerodrome beacon
ABV	Above
AC	Altocumulus
ACAS†	Airborne collision avoidance system
ACC	Area control centre *or* area control
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACR	Aircraft classification rating
ACT	Active *or* activated *or* activity
AD	Aerodrome
ADA	Advisory area
ADF	Automatic direction finding equipment
ADIZ†	Air defence identification zone
ADJ	Adjacent
ADR	Advisory route
ADS-B*	Automatic dependent surveillance-broadcast
ADS-C*	Automatic dependent surveillance - contract
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFS	Aeronautical fixed service
AFTN	Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP†	Air-report
AIS	Aeronautical information services
ALA	Alighting area
ALERFA†	Alert phase
ALR	Alerting (message type designator)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate *or* alternating *(light alternates in colour)*
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
AMC*	Airspace management cell
AMD	Amend *or* amended
AMDT	Amendment *(AIP amendment)*
AMS	Aeronautical mobile service
AMSL	Above mean sea level
ANS	Answer
AOC	Aerodrome obstacle chart
AP	Airport
APAPI†	Abbreviated precision approach path indicator
APCH	Approach
APN	Apron
APP	Approach control office *or* approach control *or* approach control service
APP*	Appendix
APR	April
APRX	Approximate *or* approximately
APSG	After passing
APV	Approve *or* approved *or* approval
APV*	Approach with vertical guidance
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARR	Arrive *or* arrival
ARR	Arrival *(message type designator)*
AS	Altostratus
ASDA	Accelerate-stop distance available
A-SMGCS*	Advanced surface movement guidance and control system
ASP*	Airspace
ASPH	Asphalt
ASTA*	Climatological station
ATA	Actual time of arrival
ATC	Air traffic control *(in general)*
ATD	Actual time of departure
ATFM	Air traffic flow management
ATIS†	Automatic terminal information service
ATM	Air traffic management

ATN	Aeronautical telecommunication network
ATS	Air traffic services
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorize *or* authorization
AUW	All up weight
AVBL	Available
AVGAS†	Aviation gasoline
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BASE†	Cloud base
BARO-VNAV*†	Barometric vertical navigation (to be pronounced "BAA-RO-VEE-NAV")
BAZL*	Federal Office of Civil Aviation (FOCA, OFAC, UFAC)
BCFG	Fog patches
BCN	Beacon *(aeronautical ground light)*
BCST	Broadcast
BDRY	Boundary
BFR	Before
BKN	Broken
BL ...	Blowing *(follow by DU = dust, SA = sand or SN = snow)*
BLDG	Building
BLO	Below clouds
BLW	Below...
BOMB	Bombing
BR	Mist
BRG	Bearing
BRKG	Braking
B-RNAV*†	Basic RNAV*†
BS	Commercial broadcasting station
BTN	Between
BUFR*	Binary universal form for the representation of meteorological data

C

C [°C]	Degrees Celsius
C	Centre *(runway identification)*
CAG*	General Aviation Centre (GAC)
CAT	Clear air turbulence
CAT	Category *(in CAT I, II, III operations)*
CAVOK†	Visibility, cloud and present weather better than prescribed values *or* conditions (KAV-OH-KAY)
CB	(to be pronounced „CEE BEE") Cumulonimbus
CBA*	Cross border area
CC	Cirrocumulus
CCA	*or* CCB, CCC, *etc. in sequence*, Corrected meteorological message
CD	Candela
CDR*	Conditional route
CF	Change frequency to
CGL	Circling guidance light(s)
CH	Channel
CHEM*	Chemical
CHG	Modification *(message type designator)*
CI	Cirrus
CIDIN†	Common ICAO data interchange network
CIV	Civil
CK	Check
CL	Centre line
CLD	Cloud
CLG	Calling
CLR	Clear *or* cleared to *or* clearance
CLSD	Close *or* closed *or* closing
CM [cm]	Centimetre
CMB	Climb to *or* climbing to
CMPL	Completion *or* completed *or* complete
CNL	Cancel *or* cancelled
CNL	Flight plan cancellation *(message type designator)*
CNS	Communications, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction *or* constructed
CONT	Continue(s) *or* continued
COORD	Coordinates
COP	Change-over point
COR	Correct *or* corrected *or* correction
COTSENA*	(= KOSIF)
COTSINA*	(= KOSIF)
COV	Cover *or* covered *or* covering
CPDLC	Controller-pilot data link communications
CPL	Current flight plan *(message type designator)*
CRS*	Course
CRZ	Cruise
CS	Call sign
CS	Cirrostratus
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control zone
CU	Cumulus
CUST	Customs
CWY	Clearway

D

D...	Danger area *(followed by identification)*
D	Downward *(tendency in RVR during previous 10 minutes)*
D*	FRA departure connecting point
DA	Decision altitude
DABS*	Daily Airspace Bulletin Switzerland
DCT	Direct *(in relation to flight plan clearances and type of approach)*
DEC	December
DECL [decl]*	Declination
DEG [°]	Degrees
DEL*	Delivery, issuance (ATC clearance)
DEP	Depart *or* departure
DEP	Departure *(message type designator)*
DEPO*	Deposition
DER	Departure end of the runway
DES	Descend to *or* descending to
DEST	Destination
DETRESFA†	Distress phase
DEV	Deviation *or* deviating
DFTI	Distance from touchdown indicator
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert *or* diverting
DLA	Delay *or* delayed
DME	Distance measuring equipment
DNG	Danger *or* dangerous
do/id.*	ditto/idem
DOC*	Designated operational coverage (range and height)
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR ...	Low drifting *(follow by DU = dust, SA = sand or SN = snow)*
DRG	During
DS	Duststorm
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUR	Duration
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East *or* eastern longitude
E*	FRA horizontal entry point
EAT	Expected approach time
EB	Eastbound
EET	Estimated elapsed time
EFB*	Electronic flight bag
EFC	Expect further clearance
EFVS*	Enhanced flight vision systems
EFVS-A*	EFVS approach
EFVS-L*	EFVS landing
ELBA†	Emergency location beacon-aircraft
ELEV	Elevation
ELT	Emergency location transmitter
EM	Emission
EMBD	Embedded in a layer *(to indicate cumulonimbus embedded in layers of other clouds)*
EMERG	Emergency
En*	English
END	Stop-end *(related to RVR)*
ENE	East-north-east
ENG	Engine
ENR	En route
EOBT	Estimated off-block time
EQPT	Equipment
ENRC	Enroute chart
ENRC-FRA*	Enroute chart -Free Route Airspace
ESE	East-south-east
EST	Estimate *or* estimated *or* estimation *(message type designator)*
ETA	Estimated time of arrival *or* estimating arrival
ETD	Estimated time of departure *or* estimating departure
ETE*	Summer *(summer time period)*
ETO	Estimated time over significant point
EUR RODEX*	European regional OPMET data exchange
EV	Every
EVS*	Enhanced vision system
EXC	Except
EXER	Exercise(s) *or* exercising *or* to exercise
EXP	Expect *or* expected *or* expecting
EXTD	Extend *or* extending

F

F	Fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FATO	Final approach and take-off area
FAX	Facsimile transmission
FCST	Forecast
FCT	Friction coefficient
FEB	February
FG	Fog
FIC	Flight information centre

FIR	Flight information region
FIS	Flight information service
FISA	Automated flight information service
FIZ*	Flight Information Zone
FL	Flight level
FLD	Field
FLG	Flashing
FLT	Flight
FLW	Follow(s) *or* following
FM ...	From *(followed by time weather change is forecast to begin)*
FMU	Flow management unit
FOCA*	Federal Office of Civil Aviation (BAZL, OFAC, UFAC)
FPL	Filed flight plan *(message type designator)*
FPM [ft/min]	Feet per minute
FPR	Flight plan route
Fr*	French
FR	Fuel remaining
FRA	Free Route Airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT†	Front *(relating to weather)*
FSS	Flight service station
FT [ft]	Feet *(dimensional unit)*
FTP	Fictitious threshold point
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G/A	Ground-to-air
GAC*	General Aviation Centre (CAG)
GAFOR*	General aviation forecast
GAIN	Airspeed or headwind gain
GBAS†	Ground-based augmentation system (to be pronounced “GEE-BAS”)
GCA	Ground controlled approach system *or* ground controlled approach
Ge*	German
GEN	General
GEO	Geographic *or* true
GES	Ground earth station
GLD	Glider
GLS	GBAS landing system
GND	Ground
GNDCK	Ground check
GNSS	Global navigation satellite system
GP	Glide path
GR	Hail
GRASS	Grass landing area
GRVL	Gravel
GS	Ground speed
GS	Small hail *and/or* snow pellets
GUND	Geoid undulation

H

H24	Continuous day and night service
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDG	Heading
HEL	Helicopter
HEMS*	Helicopter Emergency Medical Service
HF	High frequency (3000 to 30’000 kHz)
HGT	Height *or* height above
HIV*	Winter *(standard time period CET)*
HJ	Sunrise to sunset
HLDG	Holding
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA [hPa]	Hectopascal
HR [h]	Hours
HRH*	Day and night limit hours (REF GEN 2.7
HRP	Heliport reference point
HS	Service available during hours of scheduled operations
HUD	Head-up display
HVY	Heavy
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ [Hz]	Hertz

I

I*	FRA intermediate point
IAC	Instrument approach chart
IAF	Initial approach fix
IAR	Intersection of air routes
IAS	Indicated airspeed
IBN	Identification beacon
IC	Ice crystals *(very small ice crystals in suspension, also known as diamond dust)*
ICAO*	International Civil Aviation Organization
ID	Identifier *or* identify
IDENT†	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFR	Instrument flight rules

IGS*	Instrument guidance system
ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
INA	Initial approach
INBD	Inbound
INCERFA†	Uncertainty phase
INFO†	Information
INOP	Inoperative
INS	Inertial navigation system
INT	Intersection
INTL	International
INTST	Intensity
IR	Ice on runway
ISA	International standard atmosphere
It*	Italian

J

JAA*	Joint Aviation Authorities
JAN	January
JTST	Jet stream
JUL	July
JUN	June

K

KG [kg]	Kilograms
KHZ [kHz]	Kilohertz
KM [km]	Kilometres
KMH [km/h]	Kilometres per hour
KOSIF*	Coordination office for firings and safety of air navigation
KPA [kPa]	Kilopascal
KT [kt]	Knots
KW [kw]	Kilowatts

L

L	Left *(runway identification)*
L	Litre
L	Locator (LO)
LAT [°]	Latitude
LC*	Landing chart
LCA	Locally *or* local *or* location *or* located
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LED*	Light-emitting diode
LEN	Length
LF	Low frequency (30 to 300 kHz)
LFHK*	Chart of Air Navigation Obstacles (ONAV)
LFN*	Low Flight Network
LGT	Light *or* lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LM	Locator, middle
LMT	Local mean time
LNAV	Lateral navigation
LO	Locator, outer
LOC	Localizer
LONG [°]	Longitude
LOSS	Airspeed or headwind loss
LPV	Localizer performance with vertical guidance
LT*	Swiss time/local time
LTD	Limited
LTP	Landing threshold point
LTT	Landline teletypewriter
LV	Light and variable *(relating to wind)*
LVE	Leave *or* leaving
LVL	Level
LVO*	Low visibility operations
LVP	Low visibility procedures

M

M [m]	Metres *(preceded by figures)*
M	Mach number *(followed by figures)*
MA*	Chart of air masses
MAA	Maximum authorized altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MAX	Maximum
MAY	May
MCA	Minimum crossing altitude
MDA	Minimum descent altitude
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEHT	Minimum eye height over threshold *(for VASIS)*
MET†	Meteorological *or* meteorology
METAR†	Aerodrome routine meteorological report *(in aeronautical meteorological code)*
MF	Medium frequency (300 to 3’000 kHz)
MHZ [MHz]	Megahertz
MID	Mid-point *(related to RVR)*
MIL	Military
MIN [min]	Minutes
MKR	Marker radio beacon
MLAT*	Multilateration
MLS	Microwave landing system
MM	Middle marker
MNM	Minimum
MNT	Monitor *or* monitoring *or* monitored
MOA	Military operating area
MOC	Minimum obstacle clearance *(required)*

MOCA	Minimum obstacle clearance altitude
MON	Monday
MPS [m/s]	Metres per second
MRA	Minimum reception altitude
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSG	Message
MSL	Mean sea level
MT	Mountain
MTOM*	Maximum take-off mass
MWO	Meteorological watch office

N

N	North *or* northern latitude
N	No distinct tendency *(in RVR during previous 10 minutes)*
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NDB	Non-directional radio beacon
NE	North-east
NEB	North-eastbound
NEG	No *or* negative *or* permission not granted *or* that is not correct
NGT	Night
NIL†	None *or* I have nothing to send to you
NM [M]	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NOF	International NOTAM office
NOSIG†	No significant change *(used in trend-type landing forecasts)*
NOTAM†	A notice containing information concerning the establishment, condition *or* change in any aeronautical facility, service, procedure *or* hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NPZ*	Non-standard planning zone
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSW	Nil significant weather
NVFR*	VFR by night
NW	North-west
NWB	North-westbound

O

OACI*	ICAO
OAS	Obstacle assessment surface
OBS	Observe *or* observed *or* observation
OBST	Obstacle
OCA	Obstacle clearance altitude
OCC	Occulting *(light)*
OCH	Obstacle clearance height
OCNL	Occasional *or* occasionally
OCS	Obstacle clearance surface
OCT	October
OFAC*	Federal Office of Civil Aviation (BAZL, FOCA, UFAC)
OHD	Overhead
OM	Outer marker
ONAV*	Air Navigation Obstacle Chart including Glider Flying Information (LFHK)
OPMET†	Operational meteorological (*information)*
OPN	Open *or* opening *or* opened
OPR	Operator *or* operate *or* operative *or* operating *or* operational
OPS†	Operations
O/R	On request
OTS	Organized track system
OUBD	Outbound

P

P ...	Prohibited area *(followed by identification)*
PALS	Precision approach lighting system *(specify CAT)*
PANS	Procedures for air navigation services
PAPI†	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PAX	Passengers
PBN	Performance-based navigation
PCD	Proceed *or* proceeding
PCR	Pavement classification rating
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PJE	Parachute jumping exercise
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
POB	Persons on board
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRI	Primary

PRKG	Parking
P-RNAV*†	Precision RNAV
PROB†	Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q

QDM	Magnetic heading *(zero wind)*
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation *(or at runway threshold)*
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing

R

R	Red
R	Right *(Runway identification)*
R ...	Restricted area *(followed by identification)*
R ...*	VOR Radial *(followed by number of degrees)*
RA	Rain
RAC	Rules of the air and air traffic services
RAD*	Route Availability Document
RAFC*	Regional area forecast centre
RB	Rescue boat
RCC	Rescue coordination centre
RCF	Radiocommunication failure *(message type designator)*
RCH	Reach *or* reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	Required communication performance
RDH	Reference datum height
RDL	Radial
RDO	Radio
RE ...	Recent *(used to qualify weather phenomena,e.g. RERA = recent rain)*
REC	Receive *or* receiver
REDL	Runway edge light(s)
REF	Reference to... *or* refer to...
REG	Registration
RENL	Runway end light(s)
REP	Report *or* reporting *or* reporting point
REQ	Request *or* requested
RERTE	Re-route
RESA	Runway end safety area
RETIL*	Rapid Exit Taxiway Indicator Lights
RF	Constant radius arc to a fix
RFP*	Replacement *or* replaced flight plan
RG	Range (lights)
RGL*	Runway Guard Light
RIF	Reclearance in flight
RL	Report leaving
RLA	Relay to...
RLLS	Runway lead-in lighting system
RMK	Remark
RMZ	Radio Mandatory Zone
RNAV†	Area navigation (to be pronounced AR NAV)
RNG	Radio range
RNP	Required navigation performance
ROBEX†	Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
RPI	Reference path identifier
RPL	Repetitive flight plan
RPLC	Replace *or* replaced
RPS	Radar position symbol
RR	Report reaching
RRA	*(or RRB, RRC, etc. in sequence)* Delayed meteorological message *(message type designator)*
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RTD	Delayed *(used to indicate delayed meteorological* message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTIL*	Runway threshold identification light(s)
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	Runway visual range
RVSM	Reduced vertical separation minimum
RWY	Runway

S

S	South *or* southern latitude
S1 - S5*	Ground service

SA CAT I*	Special authorisation category I
SA CAT II*	Special authorisation category II
SALS	Simple approach lighting system
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SB	Southbound
SBAS†	Satellite-based augmentation system (to be pronounced "ESS-BAS")
SC	Stratocumulus
SCT	Scattered
SE	South-east
SEB	South-eastbound
SEC [s]	Seconds
SECT	Sector
SELCAL†	Selective calling system
SEP	September
SER	Service *or* servicing *or* served
SFC	Surface
SFR*	Special flight route
SG	Snow grains
SGL	Signal
SH ...	Showers *(followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)*
SHF	Super high frequency (3'000 to 30'000 MHz)
SID†	Standard instrument departure
SIGMET†	Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIWL	Single isolated wheel load
SKED	Schedule *or* scheduled
SLP	Speed limiting point
SMR	Surface movement radar
SN	Snow
SNOWTAM†	A special series NOTAM notifying the presence *or* removal of hazardous conditions due to snow, ice, slush *or* standing water associated with snow, slush and ice on the movement area, by means of a specific format
SPECI†	Aviation selected special weather report *(in aeronautical meteorological code)*
SPECIAL†	Local special meteorological report *(in abbreviated plain language)*
SPL	Supplementary flight plan *(message type designator)*
SPOC	SAR point of contact
SPOT†	Spot wind
SQ	Squall
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSR	Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STAR†	Standard instrument arrival
STD	Standard
STN	Station
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement *(AIP Supplement)*
SVC	Service message
SVCBL	Serviceable
SVFR*	Special VFR
SVID*	Standard visual/instrument departure
SW	South-west
SWB	South-westbound
SWY	Stopway

T

T	Temperature
...T	True *(preceded by a bearing to indicate reference to True North)*
TA	Transition altitude
TACAN†	UHF tactical air navigation aid
TAF†	Aerodrome forecast
TAIL†	Tail wind
TAS	True airspeed
TAX	Taxiing *or* taxi
TC	Terminal control centre*
TCU	Towering cumulus
TDZ	Touchdown zone
TEL	Telephone
TEMPO†	Temporary *or* temporarily
TFC	Traffic
TGL*	Temporary guidance leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIL†	Until
TIP	Until past... (place)
TKOF	Take-off

TL ...	Till *(followed by time by which weather change is forecast to end)*
TLOF	Touchdown and lift-off area
TMA	Terminal control area
TMM*	Transmissometer (RVR)
TMZ	Transponder Mandatory Zone
TNA	Turn altitude
TNH	Turn height
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP†	Cloud top
TOBT*	Target off block time
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA*	Temporary reserved area
TRANS	Transmits *or* transmitter
TREND†	Trend forecast
TRL	Transition level
TS	Thunderstorm *(in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)*
TS ...	Thunderstorm *(followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)*
TSA*	Temporary Segregated Area (LST..)
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
TVOR	Terminal VOR
TWIL*	Twilight
TWR	Aerodrome control tower *or* aerodrome control
TWY	Taxiway
TX*	Telex
TYP	Type of aircraft
TZL*	(Simple) Touchdown zone light (Explanation see AIP LSZB, LSZA, LSZR: AD 2.14 - Footnote)

U

U	Upward *(tendency in RVR during previous 10 minutes)*
U2*	U3 etc. MET charts
UA	Unmanned aircraft
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
UDF	Ultra high frequency direction-finding station
UFAC*	Federal Office of Civil Aviation (BAZL, FOCA, OFAC)
UFN	Until further notice
UHDT	Unable higher due to traffic
UHF	Ultra high frequency (300 to 3’000 MHz)
UIR	Upper flight information region
UNA	Unable
UNAP	Unable to approve
UNCAT*	Uncategorised
UNL	Unlimited
UNREL	Unreliable
U/S	Unserviceable
UTA	Upper control area
UTC	Coordinated universal time

V

VAC	Visual approach chart
VAN	Runway control van
VAR	Magnetic variation
VASIS	Visual approach slope indicator systems
VC	Vicinity of the aerodrome *(followed by FG = fog, FC = funnel cloud, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, TS = thunderstorm or VA = volcanic ash, e.g. VC FG = vicinity fog)*
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFG*	VFR Flight Guide *(in VFR Manual)*
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 MHz)
VIS	Visibility
VLF	Very low frequency (3 to 30 kHz)
VMC	Visual meteorological conditions
VNAV†	Vertical navigation (to be pronounced “VEE-NAV”)
VOLMET†	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC†	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSP	Vertical speed
VSS	Visual segment surface
VTOL	Vertical take-off and landing

W

W	West *or* western longitude
W	White

WAC	World Aeronautical Chart ICAO 1:1 000 000 (followed by name/title)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from *or* effective from
WGS-84	World Geodetic System-1984
WID	Width
WIE	With immediate effect *or* effective immediately
WILCO†	Will comply
WIP	Work in progress
WKN	Weaken *or* weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSW	west-south-west
WT	Weight
WX	Weather

X

X	Cross
X*	FRA horizontal exit point
XBAR	Crossbar (of approach lighting system)
XNG	Crossing

Y

Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YR	Your

Z

Z	Coordinated universal time *(in meteorological messages)*

GEN 2.3 CHART SYMBOLS

2.3.1 Aerodromes

Airport *

Airfield (private) *

Military Aerodrome *

*) *with alignment of the longest paved surface Runway*

Civil and Military Airport, joint *

Runway Pattern of Airport, with Name and Designator

Heliport

2.3.2 Radio Navigation Aids

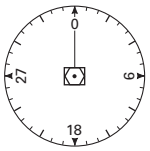
Basic Radio Facility (e.g., VDF, LOC, GP)

Non-directional Radio Beacon (NDB)

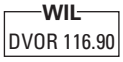
Distance Measuring Equipment (DME)

VHF Omnidirectional Radio Range (VOR)

Colocated VOR and DME Radio Navigation Aid (VOR/DME)



VOR/DME with Compass Rose



Example for a VOR/DME Tag: *Ident, Type, Frequency*

Ground Based Augmentation System (GBAS)

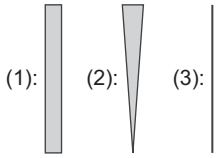
Instrument Landing System (ILS) colocated with DME

Landing System's Course:

Front Course (ILS LOC, GLS) in Chart View

Glide Path (ILS GP, GLS) in Profile View

Profile View of

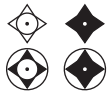


(1) DME,
(2) VOR/DME or NDB, and
(3) DME Fix.

2.3.3 Significant Points

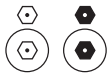
On Request and Compulsory, Intersection

Example for Waypoint Tag: Designator and *MCA*

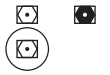


On Request and Compulsory, flyby Waypoint (RNAV)
On Request and Compulsory, flyover Waypoint (RNAV)

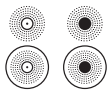
On Request and Compulsory, VFR Reporting Point with Ident



On Request and Compulsory, VOR (flyby RNAV)
On Request and Compulsory, flyover VOR (RNAV)



On Request and Compulsory, VOR/DME (flyby RNAV)
On Request and Compulsory, flyover VOR/DME (RNAV)



On Request and Compulsory, NDB (flyby RNAV)
On Request and Compulsory, flyover NDB (RNAV)

2.3.4 Routes, Procedures and Holdings

Fix or Turning Point, possibly with Altitude Change or Restriction

ATS Route, STAR, SID, or Instrument Approach Procedure (IAP)

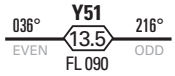
SID or STAR: Routing by ATC
IAC: Missed Approach Procedure (MAP)

IAC: Additional Procedure Track

Enroute Chart: RNAV Route

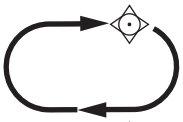
Enroute Chart: Non-RNAV Route

Example for a SID or STAR Procedure: *Designator*, *Radial and Distance*

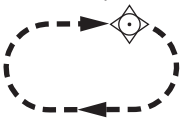


Enroute Chart Example for an ATS Route: *Route Designator, Track, Distance, Direction of Cruising Level, and MEA*

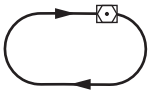
Example for a Holding Description: *Identification, Fix or Waypoint; Inbound Track (True Track), Outbound Time, Indicated Airspeed, Minimum Holding Altitude*



Graphical Depiction of a Holding



Graphical Depiction of an Overload Holding (on ATC REQ only)



Graphical Depiction of a Race Track

2.3.5 Air Traffic Services

Flight Information Region (FIR)

Control Area (CTA)

Terminal Control Area (TMA) or Control Zone (CTR)
or Radio Mandatory Zone (RMZ), generalised

Flight Information Zone (FIZ)

Index Chart: Separation Line *"Mittelland/ Jura-Alpen"*

ATC SMA Chart: Minimum Vectoring Altitude Sector with Minimum Altitude

2.3.6 Procedure Altitudes and Flight Levels

17000 *10000*	FL220 *10000*

Altitude/ Flight Level Vertical Limits

7000	FL70

"At or above" Altitude/ Flight Level

5000	FL50

"At or below" Altitude/ Flight Level

3000	FL30

"At" Altitude/ Flight Level

5000	FL50

"Recommended" Procedure Altitude/ Flight Level

2.3.7 Airspace Restrictions

Prohibited (P), Restricted (R) or Danger Area (D)

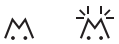
Example for Restricted Area Tag: *Designator and Restrictions*

Glider Sector

Temporary Reserved Area (LST...) with Designator and Name

2.3.8 Obstacles

Single Obstacle and Single Obstacle lighted



Group of Obstacles and Group of Obstacles lighted

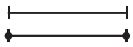
Exceptionally high Obstacle (500 ft AGL or more)

Wind Turbine and Wind Turbine lighted

Elevation of top in *ft AMSL*

Spot Elevation and Highest Elevation on Chart in *ft AMSL*

Transmission lines, unmarked and marked



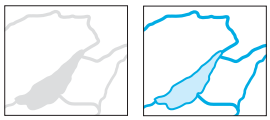
Line obstruction (cable, cableway, etc.), unmarked and marked

Altitudes shown for transmission lines and cables in ft AGL

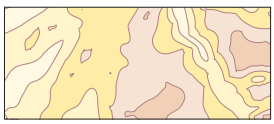
Mountain Pass with Spot Elevation in *ft AMSL*

2.3.9 Topography

Country Border



SID, STAR, Area: Lake and River
IAC: Lake and River



IAC: Hypsometry, Tinted Layers

2.3.10 Aerodrome and Landing Charts

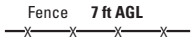
	Runway Threshold and Ident, ASPH or CONC,
	Displaced Runway Threshold and Ident, ASPH or CONC,
	Temporary Displaced Threshold, Ident, Unpaved
	Runway Centreline
	Runway Crossline, Dimension in Meter
	Grass Runway, Dimension
	Glider Grass Runway
	Closed Runway
	Aiming Point on Runway
	Touchdown Zone on Runway
	Aerodrome Reference Point
	Touchdown
	Chevron Marking: Unsuitable Pre-Threshold Area
	Stopway
	Clearway
	Net Barrier, Arresting Cable
	Runway Turn Pad, Arrow Turn Pad
	Acceleration Strip
	Taxiway with Ident
	Run-up/ Holding Point
	Barrier
	Stop Bar
	Apron Guidance Line
	Apron Parking Positions
	Safety Line
	Material Area
	Apron/ ATS Boundary
	Construction Area
	Caution Zone with Reference to AIP Chapter

Continuing Aerodrome and Landing Charts (I)

Grass Taxiway

Grass Parking

Grass Parking Positions



Fence

Fence, lighted

Airport Boundary

Air Taxi

Guideline for Taxiing

Gate Position

Intermediate Holding Position

Runway Guard Light

Stop Bars CAT I,
LGT CAT I H24,
LGT CAT II-III,
LGT CAT II-III H24, and
LGT CAT I-II-III H24

Air Traffic Service

Runway Visual Range Measuring System

Model Flight Box

Visual Approach Slope Indicator Systems (VASIS):
Precision Approach Path Indicator (PAPI),
Abbreviated Precision Approach Path Indicator (APAPI),
and MIL PAPI

Wind Direction Indicator (WDI), unlighted and lighted

Wind Direction Indicator, Military, unlighted and lighted

Landing Direction Indicator (LDI), unlighted and lighted

Obstacle Light

Blast Fence, Noise Fence

Parachute Jumping Exercise (PJE)

Hospital

Continuing Aerodrome and Landing Charts (II)

Aircraft A380

Jet

Glider Flying

Winch-Launching

Glider Towing

Helicopter (HEL)

HEL Parking

HEL Aiming Point

HEL TLOF-Pad

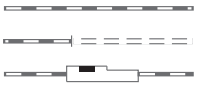
HEL FATO

HEL FATO-TLOF

Buildings and Description of Significant Infrastructure

Highway with Direction

Road
Small Road
Field Path
Trail


Railway
Railway Tunnel
Railway Station

Lake

River with Wall, and Indication of Direction

Small River and Indication of Direction

Swamp

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GEN 2.4 LOCATION INDICATORS

ENCODE	
Name	Identifier
Aarau Kantonsspital (HEL)	LSHA
Aeschhorn	LSVE
Alpe Foppa (HEL)	LSVJ
Alphubel	LSVF
Alp Trida (HEL)	LSYA
Ambri	LSPM
Amlikon	LSPA
Arolla (HEL)	LSVI
Arosa (HEL)	LSVA
Bad Ragaz	LSZE
Bâle-Mulhouse	LFSB
Balzers/FL (HEL)	LSXB
Basel Universitaetsspital (HEL)	LSHB
Bec de Nendaz (HEL)	LSYD
Bellechasse	LSTB
Bern-Belp	LSZB
Bern, Bundesamt für Zivilluftfahrt-BAZL	LSSO
Bern Inselspital (HEL)	LSHI
Bern-Sand (HEL)	LSNB
Berna Radio (HF Station)	LSSB
Bex	LSGB
Biel-Kappelen	LSZP
Bière (HEL)	LSNI
Birrfeld	LSZF
Blüemlisalp	LSYB
Blumental (Winter AD)	LSWB
Bressaucourt	LSZQ
Buochs	LSZC
Bure (HEL)	LSNU
Buttwil	LSZU
Chur (Graubuenden Kantonsspital) (HEL)	LSHC
Clariden-Hüfifirn	LSVD
Col des Mosses (HEL)	LSVC
Collective Address for NOTAM and SNOWTAM	LSZZ
Collombey-Muraz (HEL)	LSEC
COM Centre Suisse (Genève)	LSSS
Courtelary	LSZJ
Crap Sogn Gion (HEL)	LSYC
Croix des Coeur	LSYQ
Davos Lago	LSMV
Davos Regionalspital (HEL)	LSHD
Delémont (Hôpital de Delémont) (HEL)	LSKD
Dittingen	LSPD

ENCODE	
Name	Identifier
Dübendorf	LSMD
Ebnefluh	LSYE
Ecuvillens	LSGE
Emmen	LSME
Erstfeld (HEL)	LSXE
Frauenfeld (MIL)	LSNF
Fricktal-Schupfart	LSZI
Fuorcla Chamuotsch (HEL)	LSYF
Fuorcla Grischa (HEL)	LSVH
Gampel (HEL)	LSEG
Geneva Area	LSAG
Genève	LSGG
Genève HUG (HEL)	LSHU
Glacier du Brenay	LSYY
Glacier du Trient	LSYX
Glacier de Tsanfleuron	LSYZ
Glärnischfirn	LSVK
Gossau SG (HEL)	LSXO
Gösgen (HEL)	LSNO
Grenchen	LSZG
Grimentz (HEL)	LSVG
Gruyères	LSGT
Gstaad-Inn Grund (HEL)	LSEA
Gsteigwiler (HEL)	LSXG
Gstellihorn (HEL)	LSYG
Haltikon (HEL)	LSXN
Hasenstrick	LSPK
Hausen am Albis	LSZN
Holziken (HEL)	LSXH
Interlaken (HEL)	LSXI
Interlaken Spital (HEL)	LSHK
Jungfraujoch	LSYJ
Kägiswil	LSPG
Kanderfirn	LSYK
Lachen (Water AD)	LSPW
La Côte	LSGP
Langenthal	LSPL
Langgletscher	LSYN
Lauberhorn (Winter AD)	LSWL
Lausanne-La Blécherette	LSGL
Lausanne CHUV (HEL)	LSHV
Lauterbrunnen (HEL)	LSXL
Les Eplatures	LSGC
Leysin (HEL)	LSEY
Limmerenfirn	LSYI

ENCODE	
Name	Identifier
Locarno	LSZL
Locarno (MIL)	LSMO
Lodrino	LSPR
Lommis	LSZT
Lugano	LSZA
Luzern-Beromünster	LSZO
Luzern Kantonsspital (HEL)	LSHL
Madrisahorn (HEL)	LSVO
Männlichen (Winter AD)	LSWM
Mollis	LSZM
Monte Rosa	LSVQ
Montricher	LSTR
Môtiers	LSTO
Münster	LSPU
Neuchâtel	LSGN
NOF Switzerland	LSSN
Nottwil SPZ Schweizer Paraplegiker-Zentrum (HEL)	LSHH
Olten	LSPO
Payerne	LSMP
Petersgrat	LSVP
Petit Combin	LSYP
Pfaffnau (HEL)	LSXP
Porrentruy (Hôpital du Jura) (HEL)	LSKP
Raron	LSTA
Raron (HEL)	LSER
Reichenbach	LSGR
Rennaz (HEL)	LSNR
Rennaz (Hôpital Riviera-Chablais) (HEL)	LSCR
Rescue Coordination Centre Switzerland	LSAR
Rosa Blanche	LSYR
Saanen	LSGK
Samedan	LSZS
San Vittore (HEL)	LSXV
Schaffhausen	LSPF
Schänis	LSZX
Schattenhalb (HEL)	LSXC
Schindellegi (HEL)	LSXS
Schwarzsee (Winter AD)	LSWS
Sion	LSGS
Sion (Hôpital de Sion) (HEL)	LSHS
Sitterdorf	LSZV
skyguide, Direction Sécurité aérienne, Genève	LSSR
Speck-Fehraltorf	LSZK
Staldenhorn (HEL)	LSVN
St. Gallen-Altenrhein	LSZR

ENCODE	
Name	Identifier
St. Gallen-Breitfeld (MIL)	LSNG
St. Gallen Kantonsspital (HEL)	LSHG
St. Gallen Ostschweizer Kinderspital (HEL)	LSHN
St. Moritz (HEL)	LSXM
St. Stephan	LSTS
Sustenlimmi	LSVS
Susten Steingletscher (HEL)	LSYH
Switzerland FIR/UIR	LSAS
Special AFTN Address	LSAC
Switzerland AIP office	LSSA
Tavanasa (HEL)	LSXA
Theodulgletscher	LSYT
Thun	LSZW
Triengen	LSPN
Trogen (HEL)	LSXT
Unterrothorn (HEL)	LSYU
Untervaz (HEL)	LSXU
Vadret dal Corvatsch	LSYV
Vadret Pers	LSVR
Vorabgletscher	LSVV
Vordere Walig (HEL)	LSVW
Wangen-Lachen	LSPV
Winterthur	LSPH
Winterthur Kantonsspital (HEL)	LSHW
Wildhorn	LSYW
Würenlingen (HEL)	LSXW
Yverdon-les-Bains	LSGY
Zermatt (HEL)	LSEZ
Zurich	LSZH
Zurich Area	LSAZ
Zurich Kinderspital (HEL)	LSHJ
Zurich Universtätsspital (HEL)	LSHZ
Zweisimmen	LSTZ

DECODE	
Identifier	Name
LFSB	Bâle-Mulhouse
LSAC	Special AFTN Address
LSAG	Geneva Area
LSAR	Rescue Coordination Centre Switzerland
LSAS	Switzerland FIR/UIR
LSAZ	Zurich Area
LSCR	Rennaz (Hôpital Riviera-Chablais) (HEL)
LSEA	Gstaad-Inn Grund (HEL)
LSEC	Collombey-Muraz (HEL)
LSEG	Gampel (HEL)
LSER	Raron (HEL)
LSEY	Leysin (HEL)
LSEZ	Zermatt (HEL)
LSGB	Bex
LSGC	Les Eplatures
LSGE	Ecuvillens
LSGG	Genève
LSGK	Saanen
LSGL	Lausanne-La Blécherette
LSGN	Neuchâtel
LSGP	La Côte
LSGR	Reichenbach
LSGS	Sion
LSGT	Gruyères
LSGY	Yverdon-les-Bains
LSHA	Aarau Kantonsspital (HEL)
LSHB	Basel Universitaetsspital (HEL)
LSHC	Chur (Graubuenden Kantonsspital) (HEL)
LSHD	Davos Regionalspital (HEL)
LSHG	St. Gallen Kantonsspital (HEL)
LSHH	Nottwil SPZ Schweizer Paraplegiker-Zentrum (HEL)
LSHI	Bern Inselspital (HEL)
LSHJ	Zurich Kinderspital (HEL)
LSHK	Interlaken Spital (HEL)
LSHL	Luzern Kantonsspital (HEL)
LSHN	St. Gallen Ostschweizer Kinderspital (HEL)
LSHS	Sion (Hôpital de Sion) (HEL)
LSHU	Genève HUG (HEL)
LSHV	Lausanne CHUV (HEL)
LSHW	Winterthur Kantonsspital (HEL)
LSHZ	Zurich Universitätsspital (HEL)
LSKD	Delémont (Hôpital de Delémont) (HEL)
LSKP	Porrentruy (Hôpital du Jura) (HEL)
LSMD	Dübendorf
LSME	Emmen

DECODE	
Identifier	Name
LSMO	Locarno (MIL)
LSMP	Payerne
LSMV	Davos Lago
LSNB	Bern-Sand (HEL)
LSNF	Frauenfeld (MIL)
LSNG	St. Gallen-Breitfeld (MIL)
LSNI	Bière (HEL)
LSNO	Gösgen (HEL)
LSNR	Rennaz (HEL)
LSNU	Bure (HEL)
LSPA	Amlikon
LSPD	Dittingen
LSPF	Schaffhausen
LSPG	Kägiswil
LSPH	Winterthur
LSPK	Hasenstrick
LSPL	Langenthal
LSPM	Ambri
LSPN	Triengen
LSPO	Olten
LSPR	Lodrino
LSPU	Münster
LSPV	Wangen-Lachen
LSPW	Lachen (Water AD)
LSSA	Switzerland AIP office
LSSB	Berna Radio (HF Station)
LSSN	NOF Switzerland
LSSO	Bern, Bundesamt für Zivilluftfahrt-BAZL
LSSR	skyguide, Direction Sécurité aérienne, Genève
LSSS	COM Centre Suisse (Genève)
LSTA	Raron
LSTB	Bellechasse
LSTO	Môtiers
LSTR	Montricher
LSTS	St. Stephan
LSTZ	Zweisimmen
LSVA	Arosa (HEL)
LSVC	Col des Mosses (HEL)
LSVD	Clariden-Hüfifirn
LSVE	Aeschhorn
LSVF	Alphubel
LSVG	Grimentz (HEL)
LSVH	Fuorcla Grischa (HEL)
LSVI	Arolla (HEL)
LSVJ	Alpe Foppa (HEL)

DECODE	
Identifier	Name
LSVK	Glärnischfirn
LSVN	Staldenhorn (HEL)
LSVO	Madrisahorn (HEL)
LSVP	Petersgrat
LSVQ	Monte Rosa
LSVR	Vadret Pers
LSVS	Sustenlimmi
LSVV	Vorabgletscher
LSVW	Vordere Walig (HEL)
LSWB	Blumental (Winter AD)
LSWL	Lauberhorn (Winter AD)
LSWM	Männlichen (Winter AD)
LSWS	Schwarzsee (Winter AD)
LSXA	Tavanasa (HEL)
LSXB	Balzers/FL (HEL)
LSXC	Schattenhalb (HEL)
LSXE	Erstfeld (HEL)
LSXG	Gsteigwiler (HEL)
LSXH	Holziken (HEL)
LSXI	Interlaken (HEL)
LSXL	Lauterbrunnen (HEL)
LSXM	St. Moritz (HEL)
LSXN	Haltikon (HEL)
LSXO	Gossau SG (HEL)
LSXP	Pfaffnau (HEL)
LSXS	Schindellegi (HEL)
LSXT	Trogen (HEL)
LSXU	Untervaz (HEL)
LSXV	San Vittore (HEL)
LSXW	Würenlingen (HEL)
LSYA	Alp Trida (HEL)
LSYB	Blüemlisalp
LSYC	Crap Sogn Gion (HEL)
LSYD	Bec de Nendaz (HEL)
LSYE	Ebnefluh
LSYF	Fuorcla Chamuotsch (HEL)
LSYG	Gstellihorn (HEL)
LSYH	Susten Steingletscher (HEL)
LSYI	Limmerenfirn
LSYJ	Jungfraujoch
LSYK	Kanderfirn
LSYN	Langgletscher
LSYP	Petit Combin
LSYQ	Croix de Coeur
LSYR	Rosa Blanche

DECODE	
Identifier	Name
LSYT	Theodulgletscher
LSYU	Unterrothorn (HEL)
LSYV	Vadret dal Corvatsch
LSYW	Wildhorn
LSYX	Glacier du Trient
LSYY	Glacier du Brenay
LSYZ	Glacier de Tsanfleuron
LSZA	Lugano
LSZB	Bern-Belp
LSZC	Buochs
LSZE	Bad Ragaz
LSZF	Birrfeld
LSZG	Grenchen
LSZH	Zurich
LSZI	Fricktal-Schupfart
LSZJ	Courtelary
LSZK	Speck-Fehraltorf
LSZL	Locarno
LSZM	Mollis
LSZN	Hausen am Albis
LSZO	Luzern-Beromünster
LSZP	Biel-Kappelen
LSZQ	Bressaucourt
LSZR	St. Gallen-Altenrhein
LSZS	Samedan
LSZT	Lommis
LSZU	Buttwil
LSZV	Sitterdorf
LSZW	Thun
LSZX	Schänis
LSZZ	Collective Address for NOTAM and SNOWTAM

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Except the DVOR/DME BLM, all radio navigation aids listed below and landing aids published in the tables AD 2.19 “Radio navigation and landing aids” of the corresponding aerodrome have Skyguide (Swiss Air Navigation Services Ltd) as their service provider.

Encode			
STATION NAME	**FACILITY**	**ID**	**PURPOSE**
BÂLE-MULHOUSE	DVOR/DME	BLM	AE
BERN-BELP	ILS/LOC/DME RWY 14	IBE	A
CORVATSCH	DME	CVA	E
GENÈVE	ILS/LOC/DME RWY 04	INE	A
GENÈVE	ILS/LOC/DME RWY 22	ISW	A
HOCHWALD	DME	HOC	AE
KLOTEN (ZURICH AIRPORT)	DVOR/DME	KLO	A
KRONBERG	DME	KRO	AE
LA DOLE	DME	LDL	AE
LA PRAZ	DME	LAP	AE
LUGANO	ILS/LOC/DME RWY 01	ILU	A
PASSEIRY	DVOR/DME	PAS	AE
PAYERNE	ILS/LOC/DME RWY 05	IPN	A
PAYERNE	ILS/LOC/DME RWY 23	IPY	A
MT. PELERIN	DME	PEL	AE
SION	ILS/LOC/DME RWY 26	ISI	A
SION	DVOR/DME	SIO	A
ST. GALLEN-ALTENRHEIN	ILS/LOC/DME RWY 10	IAL	A
STOCKHORN	DME	STH	AE
TRASADINGEN	DME	TRA	AE
WEISSFLUHGIPFEL	DME	WFJ	E
WILLISAU	DVOR/DME	WIL	AE
ZURICH	GBAS	GZH	A
ZURICH	ILS/LOC/DME RWY 14	IKL	A
ZURICH	ILS/LOC/DME RWY 16	IZH	A
ZURICH	ILS/LOC/DME RWY 28	IZW	A
ZURICH	ILS/LOC/DME RWY 34	IZS	A
ZURICH EAST	DVOR/DME	ZUE	AE

Decode			
ID	**STATION NAME**	**FACILITY**	**PURPOSE**
BLM	BÂLE-MULHOUSE	DVOR/DME	AE
CVA	CORVATSCH	DME	E
GZH	ZURICH	GBAS	A
HOC	HOCHWALD	DME	AE
IAL	ST. GALLEN-ALTENRHEIN	ILS/LOC/DME RWY 10	A
IBE	BERN-BELP	ILS/LOC/DME RWY 14	A
IKL	ZURICH	ILS/LOC/DME RWY 14	A
ILU	LUGANO	ILS/LOC/DME RWY 01	A
INE	GENÈVE	ILS/LOC/DME RWY 04	A
IPN	PAYERNE	ILS/LOC/DME RWY 05	A
IPY	PAYERNE	ILS/LOC/DME RWY 23	A
ISI	SION	ILS/LOC/DME RWY 26	A
ISW	GENÈVE	ILS/LOC/DME RWY 22	A
IZH	ZURICH	ILS/LOC/DME RWY 16	A
IZS	ZURICH	ILS/LOC/DME RWY 34	A
IZW	ZURICH	ILS/LOC/DME RWY 28	A
KLO	KLOTEN (ZURICH AIRPORT)	DVOR/DME	A
KRO	KRONBERG	DME	AE
LAP	LA PRAZ	DME	AE
LDL	LA DOLE	DME	AE
PAS	PASSEIRY	DVOR/DME	AE
PEL	MT. PELERIN	DME	AE
SIO	SION	DVOR/DME	A
STH	STOCKHORN	DME	AE
TRA	TRASADINGEN	DME	AE
WFJ	WEISSFLUHGIPFEL	DME	E
WIL	WILLISAU	DVOR/DME	AE
ZUE	ZURICH EAST	DVOR/DME	AE

GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT

NM to KM	
1 NM = 1.852 KM	
NM	KM
0.1	0.185
0.2	0.370
0.3	0.556
0.4	0.741
0.5	0.926
0.6	1.111
0.7	1.296
0.8	1.482
0.9	1.667
1.0	1.852
2.0	3.704
3.0	5.556
4.0	7.408
5.0	9.260
6.0	11.112
7.0	12.964
8.0	14.816
9.0	16.668
10.0	18.520
20.0	37.040
30.0	55.560
40.0	74.080
50.0	92.600
60.0	111.120
70.0	129.640
80.0	148.160
90.0	166.680
100.0	185.200
200.0	370.400
300.0	555.600
400.0	740.800
500.0	926.000

KM to NM	
1 KM = 0.54 NM	
KM	NM
0.1	0.05
0.2	0.11
0.3	0.16
0.4	0.22
0.5	0.27
0.6	0.32
0.7	0.38
0.8	0.43
0.9	0.49
1.0	0.54
2.0	1.08
3.0	1.62
4.0	2.16
5.0	2.70
6.0	3.24
7.0	3.78
8.0	4.32
9.0	4.86
10.0	5.40
20.0	10.80
30.0	16.20
40.0	21.60
50.0	27.00
60.0	32.40
70.0	37.80
80.0	43.20
90.0	48.60
100.0	54.00
200.0	107.99
300.0	161.99
400.0	215.98
500.0	269.98

FT to M	
1 FT = 0.3048 M	
FT	M
1	0.305
2	0.610
3	0.914
4	1.219
5	1.524
6	1.829
7	2.134
8	2.438
9	2.743
10	3.048
20	6.096
30	9.144
40	12.192
50	15.240
60	18.288
70	21.336
80	24.384
90	27.432
100	30.480
200	60.960
300	91.440
400	121.920
500	152.400
600	182.880
700	213.360
800	243.840
900	274.320
1 000	304.800
2 000	609.600
3 000	914.400
4 000	1 219.200
5 000	1 524.000
6 000	1 828.800
7 000	2 133.600
8 000	2 438.400
9 000	2 743.200
10 000	3 048.000

M to FT	
1 M = 3.281 FT	
M	FT
1	3.28
2	6.56
3	9.84
4	13.12
5	16.40
6	19.69
7	22.97
8	26.25
9	29.53
10	32.81
20	65.62
30	98.43
40	131.23
50	164.04
60	196.85
70	229.66
80	262.47
90	295.28
100	328.08
200	656.17
300	984.25
400	1 312.34
500	1 640.42
600	1 968.50
700	2 296.59
800	2 624.67
900	2 952.76
1 000	3 280.84
2 000	6 561.68
3 000	9 842.52
4 000	13 123.36
5 000	16 404.20

From decimal minutes of an arc to seconds of an arc.

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0	-	-

From seconds of an arc to decimal minutes of an arc.

SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75	-	-

hPa/ins

(1 hPa or mb = 0.02953 ins)					
hPa	**ins**	**hPa**	**ins**	**hPa**	**ins**
948	27.99	982	29.00	1016	30.00
949	28.02	983	29.03	1017	30.03
950	28.05	984	29.06	1018	30.06
951	28.08	985	29.09	1019	30.09
952	28.11	986	29.12	1020	30.12
953	28.14	987	29.15	1021	30.15
954	28.17	988	29.18	1022	30.18
955	28.20	989	29.21	1023	30.21
956	28.23	990	29.23	1024	30.24
957	28.26	991	29.26	1025	30.27
958	28.29	992	29.29	1026	30.30
959	28.32	993	29.32	1027	30.33
960	28.35	994	29.35	1028	30.36
961	28.38	995	29.38	1029	30.39
962	28.41	996	29.41	1030	30.42
963	28.44	997	29.44	1031	30.45
964	28.47	998	29.47	1032	30.47
965	28.50	999	29.50	1033	30.50
966	28.53	1000	29.53	1034	30.53
967	28.56	1001	29.56	1035	30.56
968	28.59	1002	29.59	1036	30.59
969	28.61	1003	29.62	1037	30.62
970	28.64	1004	29.65	1038	30.65
971	28.67	1005	29.68	1039	30.68
972	28.70	1006	29.71	1040	30.71
973	28.73	1007	29.74	1041	30.74
974	28.76	1008	29.77	1042	30.77
975	28.79	1009	29.80	1043	30.80
976	28.82	1010	29.83	1044	30.83
977	28.85	1011	29.86	1045	30.86
978	28.88	1012	29.88	1046	30.89
979	28.91	1013	29.91	1047	30.92
980	28.94	1014	29.94	1048	30.95
981	28.97	1015	29.97	1049	30.98
				1050	31.01

º C / º F

º C	º F
-60	-76.0
-59	-74.2
-58	-72.4
-57	-70.6
-56	-68.8
-55	-67.0
-54	-65.2
-53	-63.4
-52	-61.6
-51	-59.8
-50	-58.0
-49	-56.2
-48	-54.4
-47	-52.6
-46	-50.8
-45	-49.0
-44	47.2
-43	-45.4
-42	-43.6
-41	-41.8
-40	-40.0
-39	-38.2
-38	-36.4
-37	-34.6
-36	-32.8
-35	-31.0
-34	-29.2
-33	-27.4
-32	-25.6
-31	-23.8
-30	-22.0
-29	-20.2
-28	-18.4
-27	-16.6
-26	-14.8
-25	-13.0
-24	-11.2
-23	-9.4
-22	-7.6
-21	-5.8
-20	-4.0
-19	-2.2
-18	-0.4
-17	+1.4
-16	+3.2

º C	º F
-15	+5.0
-14	6.8
-13	8.6
-12	10.4
-11	12.2
-10	14.0
-9	15.8
-8	17.6
-7	19.4
-6	21.2
-5	23.0
-4	24.8
-3	26.6
-2	28.4
-1	30.2
0	32.0
+1	33.8
2	35.6
3	37.4
4	39.2
5	41.0
6	42.8
7	44.6
8	46.4
9	48.2
10	50.0
11	51.8
12	53.6
13	55.4
14	57.2
15	59.0
16	60.8
17	62.6
18	64.4
19	66.2
20	68.0
21	69.8
22	71.6
23	73.4
24	75.2
25	77.0
26	78.8
27	80.6
28	82.4
29	84.2

º C	º F
+30	+86.0
31	87.8
32	89.6
33	91.4
34	93.2
35	95.0
36	96.8
37	98.6
38	100.4
39	102.2
40	104.0
41	105.8
42	107.6
43	109.4
44	111.2
45	113.0
46	114.8
47	116.6
48	118.4
49	120.2
50	122.0
51	123.8
52	125.6
53	127.4
54	129.2
55	131.0
56	132.8
57	134.6
58	136.4
59	138.2
60	140.0
61	141.8
62	143.6
63	145.4
64	147.2
65	149.0
66	150.8
67	152.6
68	154.4
69	156.2
70	158.0

GEN 2.7 SUNRISE/SUNSET

General

Day and night limits

The stated times are expressed in LT and are applicable throughout the FIR Switzerland. The reference point for the time calculation is Berne observatory; 46°57' N / 007°26' E.

Morning civil twilight begins and evening civil twilight ends when the centre of the sun is 6° below the astronomical horizon.

Night, and night FLTs, respectively, apply to the period between the end of evening civil twilight and the beginning of morning civil twilight.

Summer time (ETE; UTC+2) **comes into force on the last SUN of MAR.**
Summer time **ends on the last SUN of OCT**.

The time indications in the columns signify:

Col 1: BCMT - time for the beginning of morning civil twilight (HRH*)
Col 2: time for sunrise (SR)
Col 3: time for sunset (SS)
Col 4: ECET - time for the end of evening civil twilight (HRH*)

in Central European time (CET; UTC+1)

The tables are calculated for 2025 / 2026.

2025	FIR SWITZERLAND (LT)											
Day	OCT				NOV				DEC			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0659	0729	1910	1940	0641	0713	1714	1746	0721	0755	1643	1718
2	0700	0731	1908	1938	0643	0714	1713	1744	0722	0756	1643	1718
3	0702	0732	1906	1936	0644	0716	1711	1743	0723	0758	1642	1717
4	0703	0733	1904	1934	0645	0717	1710	1742	0724	0759	1642	1717
5	0704	0735	1902	1932	0647	0719	1708	1740	0725	0800	1642	1717
6	0706	0736	1900	1930	0648	0720	1707	1739	0726	0801	1642	1717
7	0707	0737	1858	1928	0650	0722	1705	1738	0727	0802	1641	1716
8	0708	0739	1856	1926	0651	0723	1704	1737	0728	0803	1641	1716
9	0710	0740	1854	1925	0652	0725	1703	1735	0729	0804	1641	1716
10	0711	0741	1852	1923	0654	0726	1702	1734	0730	0805	1641	1716
11	0712	0743	1850	1921	0655	0728	1700	1733	0731	0806	1641	1716
12	0714	0744	1848	1919	0656	0729	1659	1732	0731	0807	1641	1717
13	0715	0746	1847	1917	0658	0731	1658	1731	0732	0808	1641	1717
14	0716	0747	1845	1915	0659	0732	1657	1730	0733	0808	1641	1717
15	0718	0748	1843	1913	0700	0734	1656	1729	0734	0809	1642	1717
16	0719	0750	1841	1912	0702	0735	1655	1728	0734	0810	1642	1717
17	0720	0751	1839	1910	0703	0736	1654	1727	0735	0811	1642	1718
18	0722	0753	1837	1908	0704	0738	1653	1726	0736	0811	1643	1718
19	0723	0754	1836	1906	0706	0739	1652	1725	0736	0812	1643	1718
20	0725	0755	1834	1905	0707	0741	1651	1724	0737	0812	1643	1719
21	0726	0757	1832	1903	0708	0742	1650	1723	0737	0813	1644	1719
22	0727	0758	1830	1901	0710	0744	1649	1723	0738	0813	1644	1720
23	0729	0800	1829	1900	0711	0745	1648	1722	0738	0814	1645	1720
24	0730	0801	1827	1858	0712	0746	1647	1721	0739	0814	1646	1721
25	0731	0803	1825	1856	0713	0748	1647	1721	0739	0815	1646	1722
26	0633	0704	1724	1755	0715	0749	1646	1720	0740	0815	1647	1722
27	0634	0706	1722	1753	0716	0750	1645	1720	0740	0815	1648	1723
28	0636	0707	1720	1752	0717	0751	1645	1719	0740	0815	1648	1724
29	0637	0709	1719	1750	0718	0753	1644	1719	0740	0816	1649	1725
30	0638	0710	1717	1749	0719	0754	1644	1718	0740	0816	1650	1725
31	0640	0712	1716	1747					0741	0816	1651	1726

2026	FIR SWITZERLAND (LT)											
Day	JAN				FEB				MAR			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0741	0816	1652	1727	0723	0755	1733	1806	0640	0710	1816	1846
2	0741	0816	1653	1728	0721	0754	1735	1807	0638	0708	1817	1848
3	0741	0816	1654	1729	0720	0753	1736	1808	0636	0707	1818	1849
4	0741	0816	1655	1730	0719	0751	1738	1810	0634	0705	1820	1850
5	0741	0816	1656	1731	0718	0750	1739	1811	0632	0703	1821	1852
6	0740	0815	1657	1732	0716	0749	1741	1813	0631	0701	1823	1853
7	0740	0815	1658	1733	0715	0747	1742	1814	0629	0659	1824	1855
8	0740	0815	1659	1734	0714	0746	1744	1816	0627	0657	1826	1856
9	0740	0814	1701	1735	0712	0744	1745	1817	0625	0655	1827	1857
10	0739	0814	1702	1736	0711	0743	1747	1819	0623	0653	1829	1859
11	0739	0814	1703	1738	0709	0741	1748	1820	0621	0651	1830	1900
12	0739	0813	1704	1739	0708	0740	1750	1821	0619	0649	1831	1902
13	0738	0813	1705	1740	0707	0738	1751	1823	0617	0647	1833	1903
14	0738	0812	1707	1741	0705	0736	1753	1824	0615	0645	1834	1905
15	0737	0811	1708	1742	0704	0735	1754	1826	0613	0643	1836	1906
16	0737	0811	1710	1744	0702	0733	1756	1827	0611	0641	1837	1907
17	0736	0810	1711	1745	0700	0732	1758	1829	0609	0639	1838	1909
18	0735	0809	1712	1746	0659	0730	1759	1830	0607	0637	1840	1910
19	0735	0809	1714	1748	0657	0728	1801	1832	0605	0635	1841	1912
20	0734	0808	1715	1749	0655	0726	1802	1833	0603	0634	1843	1913
21	0733	0807	1717	1750	0654	0725	1804	1835	0601	0632	1844	1915
22	0733	0806	1718	1752	0652	0723	1805	1836	0559	0630	1846	1916
23	0732	0805	1719	1753	0650	0721	1807	1837	0557	0628	1847	1917
24	0731	0804	1721	1754	0649	0719	1808	1839	0555	0626	1848	1919
25	0730	0803	1722	1756	0647	0718	1810	1840	0553	0624	1850	1920
26	0729	0802	1724	1757	0645	0716	1811	1842	0551	0622	1851	1922
27	0728	0801	1725	1758	0643	0714	1813	1843	0549	0620	1852	1923
28	0727	0800	1727	1800	0642	0712	1814	1845	0547	0618	1854	1924
29	0726	0759	1728	1801					0645	0716	1955	2026
30	0725	0758	1730	1803					0643	0714	1957	2027
31	0724	0756	1731	1804					0641	0712	1958	2029

2026	FIR SWITZERLAND (LT)											
Day	APR				MAY				JUN			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0639	0710	1959	2030	0541	0615	2040	2114	0501	0539	2117	2156
2	0637	0708	2001	2032	0540	0613	2042	2116	0500	0539	2118	2157
3	0635	0706	2002	2033	0538	0612	2043	2117	0500	0538	2119	2158
4	0633	0704	2004	2035	0536	0610	2045	2119	0459	0538	2120	2159
5	0631	0702	2005	2036	0535	0609	2046	2120	0458	0537	2121	2200
6	0629	0700	2006	2037	0533	0607	2047	2122	0458	0537	2121	2201
7	0627	0658	2008	2039	0531	0606	2048	2123	0457	0536	2122	2201
8	0625	0656	2009	2040	0530	0605	2050	2125	0457	0536	2123	2202
9	0623	0654	2010	2042	0528	0603	2051	2126	0456	0536	2124	2203
10	0621	0652	2012	2043	0527	0602	2052	2128	0456	0535	2124	2204
11	0619	0650	2013	2045	0525	0600	2054	2129	0456	0535	2125	2204
12	0617	0648	2014	2046	0524	0559	2055	2131	0456	0535	2125	2205
13	0615	0647	2016	2048	0522	0558	2056	2132	0455	0535	2126	2206
14	0613	0645	2017	2049	0521	0556	2057	2133	0455	0535	2126	2206
15	0611	0643	2019	2051	0519	0555	2059	2135	0455	0535	2127	2207
16	0609	0641	2020	2052	0518	0554	2100	2136	0455	0535	2127	2207
17	0607	0639	2021	2054	0517	0553	2101	2138	0455	0535	2128	2207
18	0605	0637	2023	2055	0515	0552	2102	2139	0455	0535	2128	2208
19	0603	0635	2024	2057	0514	0551	2104	2140	0455	0535	2128	2208
20	0601	0634	2025	2058	0513	0550	2105	2142	0455	0535	2129	2208
21	0559	0632	2027	2100	0512	0549	2106	2143	0455	0535	2129	2209
22	0558	0630	2028	2101	0510	0547	2107	2144	0456	0536	2129	2209
23	0556	0628	2030	2103	0509	0547	2108	2146	0456	0536	2129	2209
24	0554	0627	2031	2104	0508	0546	2109	2147	0456	0536	2129	2209
25	0552	0625	2032	2105	0507	0545	2110	2148	0457	0536	2129	2209
26	0550	0623	2034	2107	0506	0544	2111	2149	0457	0537	2129	2209
27	0548	0622	2035	2108	0505	0543	2112	2150	0458	0537	2129	2209
28	0547	0620	2036	2110	0504	0542	2113	2152	0458	0538	2129	2209
29	0545	0618	2038	2111	0503	0541	2114	2153	0459	0538	2129	2209
30	0543	0617	2039	2113	0503	0541	2115	2154	0459	0539	2129	2208
31					0502	0540	2116	2155				

2026	FIR SWITZERLAND (LT)											
Day	JUL				AUG				SEP			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0500	0539	2129	2208	0534	0610	2103	2138	0618	0650	2010	2042
2	0501	0540	2128	2208	0536	0611	2101	2137	0619	0651	2008	2039
3	0501	0541	2128	2207	0537	0612	2100	2135	0621	0652	2006	2037
4	0502	0541	2128	2207	0538	0613	2059	2133	0622	0653	2004	2035
5	0503	0542	2127	2207	0540	0615	2057	2132	0623	0655	2002	2033
6	0504	0543	2127	2206	0541	0616	2056	2130	0625	0656	2000	2031
7	0504	0543	2127	2205	0543	0617	2054	2129	0626	0657	1958	2029
8	0505	0544	2126	2205	0544	0618	2053	2127	0628	0659	1956	2027
9	0506	0545	2126	2204	0545	0620	2051	2125	0629	0700	1954	2025
10	0507	0546	2125	2204	0547	0621	2049	2123	0630	0701	1952	2023
11	0508	0547	2124	2203	0548	0622	2048	2122	0632	0703	1950	2021
12	0509	0548	2124	2202	0550	0624	2046	2120	0633	0704	1948	2019
13	0510	0549	2123	2201	0551	0625	2045	2118	0634	0705	1946	2017
14	0511	0550	2122	2200	0553	0626	2043	2116	0636	0706	1944	2015
15	0512	0550	2121	2159	0554	0627	2041	2114	0637	0708	1942	2013
16	0514	0551	2121	2158	0555	0629	2039	2113	0638	0709	1940	2011
17	0515	0552	2120	2157	0557	0630	2038	2111	0640	0710	1938	2009
18	0516	0554	2119	2156	0558	0631	2036	2109	0641	0712	1936	2007
19	0517	0555	2118	2155	0600	0633	2034	2107	0642	0713	1934	2005
20	0518	0556	2117	2154	0601	0634	2033	2105	0644	0714	1932	2003
21	0520	0557	2116	2153	0603	0635	2031	2103	0645	0716	1930	2001
22	0521	0558	2115	2152	0604	0637	2029	2101	0647	0717	1928	1959
23	0522	0559	2114	2151	0605	0638	2027	2059	0648	0718	1926	1957
24	0523	0600	2113	2149	0607	0639	2025	2057	0649	0720	1924	1954
25	0525	0601	2112	2148	0608	0640	2023	2055	0650	0721	1922	1952
26	0526	0602	2110	2147	0610	0642	2022	2053	0652	0722	1920	1950
27	0527	0604	2109	2145	0611	0643	2020	2052	0653	0723	1918	1948
28	0529	0605	2108	2144	0612	0644	2018	2050	0654	0725	1916	1946
29	0530	0606	2107	2143	0614	0646	2016	2048	0656	0726	1914	1944
30	0531	0607	2105	2141	0615	0647	2014	2046	0657	0727	1912	1942
31	0533	0608	2104	2140	0617	0648	2012	2044				

2026	FIR SWITZERLAND (LT)											
Day	OCT				NOV				DEC			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0658	0729	1910	1940	0641	0713	1714	1746	0720	0755	1643	1718
2	0700	0730	1908	1938	0642	0714	1713	1745	0721	0756	1643	1718
3	0701	0732	1906	1937	0644	0716	1711	1743	0722	0757	1643	1717
4	0703	0733	1904	1935	0645	0717	1710	1742	0724	0758	1642	1717
5	0704	0734	1902	1933	0646	0719	1709	1741	0725	0800	1642	1717
6	0705	0736	1900	1931	0648	0720	1707	1739	0726	0801	1642	1717
7	0707	0737	1858	1929	0649	0721	1706	1738	0727	0802	1641	1717
8	0708	0738	1856	1927	0651	0723	1704	1737	0728	0803	1641	1716
9	0709	0740	1855	1925	0652	0724	1703	1736	0729	0804	1641	1716
10	0711	0741	1853	1923	0653	0726	1702	1734	0729	0805	1641	1716
11	0712	0742	1851	1921	0655	0727	1701	1733	0730	0806	1641	1716
12	0713	0744	1849	1919	0656	0729	1659	1732	0731	0806	1641	1717
13	0715	0745	1847	1918	0657	0730	1658	1731	0732	0807	1641	1717
14	0716	0747	1845	1916	0659	0732	1657	1730	0733	0808	1641	1717
15	0717	0748	1843	1914	0700	0733	1656	1729	0734	0809	1642	1717
16	0719	0749	1841	1912	0702	0735	1655	1728	0734	0810	1642	1717
17	0720	0751	1840	1910	0703	0736	1654	1727	0735	0810	1642	1718
18	0721	0752	1838	1909	0704	0738	1653	1726	0736	0811	1643	1718
19	0723	0754	1836	1907	0705	0739	1652	1725	0736	0812	1643	1718
20	0724	0755	1834	1905	0707	0740	1651	1724	0737	0812	1643	1719
21	0726	0757	1832	1903	0708	0742	1650	1724	0737	0813	1644	1719
22	0727	0758	1831	1902	0709	0743	1649	1723	0738	0813	1644	1720
23	0728	0759	1829	1900	0711	0745	1648	1722	0738	0814	1645	1720
24	0730	0801	1827	1858	0712	0746	1648	1722	0739	0814	1645	1721
25	0631	0702	1726	1757	0713	0747	1647	1721	0739	0815	1646	1721
26	0633	0704	1724	1755	0714	0749	1646	1720	0739	0815	1647	1722
27	0634	0705	1722	1754	0716	0750	1645	1720	0740	0815	1647	1723
28	0635	0707	1721	1752	0717	0751	1645	1719	0740	0815	1648	1724
29	0637	0708	1719	1751	0718	0752	1644	1719	0740	0816	1649	1724
30	0638	0710	1718	1749	0719	0754	1644	1718	0740	0816	1650	1725
31	0639	0711	1716	1748					0741	0816	1651	1726

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. Responsible service

The AIS, which forms part of skyguide, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2. It consists of AIS headquarters and a NOF.

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AIPs are issued by the **AIP Service** of skyguide on behalf of FOCA in compliance with the provisions set forth:

- in the ONA Ordinance article 138;
- in the Annexes 4 and 15 to the Convention on International Civil Aviation and related ICAO Documents. Differences to these Annexes and ICAO documents are listed in GEN 1.7

2. Area of responsibility

The AIS area of responsibility encompasses the Swiss territory and the Principality of Liechtenstein. The Swiss AIS functions in compliance with provisions of an Ordinance of the DETEC.

3. Aeronautical publications

3.1 AIP and related amendment service

The *Swiss Aeronautical Information Publication* - **AIP Switzerland** contains **information** of a lasting character essential to the safety of air navigation. Notably, regulatory material on air routes, airspace and APCH and DEP procedures is published in the AIP Switzerland. The pilot-in-command is responsible for the operation of ACFT in compliance with, among others, the **regulations** contained in the AIP and VFR Manual.

Changes to this manual are issued monthly by means of **AMDTs** and distributed electronically on "skybriefing". The AMDT is issued with a **check list** of the contents of the manual.

The information originates from official sources or from AD operators and is transcribed with utmost care; nevertheless the AIP Service cannot fully guarantee the absence of error.

3.2 AIP Supplements

TEMPO changes of long DUR (three months and longer) and information of short DUR which consists of extensive text and/or graphics, supplementing the PERM information contained in the AIP, are published as AIP SUPs (AIP SUP). Operationally significant TEMPO changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

3.3 AIC

For the following information national and international AIC are provided:
- Administrative information;
- Domains of information unsuitable for NOTAM or AIP SUP;
- Explanations of complex changes, e.g. WIP.

AIC will be published in three series:
- Series A: International series in En

URL: http://www.aviation.admin.ch
- Series B: National series

URL: http://www.aviation.admin.ch
- Series C: AIC of a technical nature for services

AIC is part of eAIP and will be distributed additionally via "skybriefing".

3.4 NOTAM and pre-flight information bulletins (PIB)

3.4.1 General

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with FLT operations.

Swiss NOTAM are divided into series A, B and W. They are published in En using ICAO abbreviations. A checklist of NOTAM is published **for all series** on the first **day** of each month.

3.4.2 NOTAM series

Series A
NOTAM affecting Zurich and Genève ADs. Exception: Information for HEL and VFR traffic is published in series B.
NOTAM affecting ENR FLTs concerning:
- organisation, structure and changes of airspace
- ENR radio navigation aids
- ENR communication and radar facilities
- regulations, procedures

Other information of general interest.
Distribution: International (worldwide).

Series B
NOTAM affecting all other CIV ADs not published in series A.
Information related to VFR traffic.
MIL ADs for information related to CTR/TMA and GNSS.
ENR obstacles.
DOM ATS routes.
Distribution: International (Europe).

Series W
Navigation WRNGs and airspace reservations.
Distribution: International (Europe).
The NOTAM are AVBL on the website http://www.skybriefing.com
Access is provided by way of a personal user account.

3.5 Checklists and summaries

NIL

3.6 Skybriefing

Skybriefing is the official FLT briefing solution and publication platform of the AIP Switzerland provided by skyguide on behalf of FOCA http://www.skybriefing.com

3.7 Skybriefing Products

http://www.skybriefing.com

	Designation and reference	Type	Code	Rate CHF incl. VAT
1	**Yearly subscription**			
1.1	electronic AIP on skybriefing	IFR	eaip	92.50
1.2	electronic VFR Manual on skybriefing	VFR	evfr	53.30
1.3	VFR Manual - electronic GEN / AGA / COM / RAC / MAP / COR	VFR		free of charge
2	**Charts**			
	REF GEN-3.2, REF VFR Manual, VFR MAP 2, § 1			

4. AIRAC system

4.1 AIRAC predetermined dates

In order to control and regulate the operationally significant changes requiring amendments to charts, route manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP. The table below indicates AIRAC effective dates for the coming years.

(Ensuing dates listed in AIS Manual, ICAO Doc 8126, Chapter 2.6.4, Table 2-1). Where no information has been submitted to AIS for publication on the selected date, a NIL notification will be originated.

Schedule of AIRAC effective dates 2025		Schedule of AIRAC effective dates 2026	
Publication dates	**Effective dates**	**Publication dates**	**Effective dates**
12 DEC 2024	**23 JAN 2025**	11 DEC 2025	**22 JAN 2026**
09 JAN 2025	**20 FEB 2025**	08 JAN 2026	**19 FEB 2026**
06 FEB 2025	**20 MAR 2025**	05 FEB 2026	**19 MAR 2026**
06 MAR 2025	**17 APR 2025**	05 MAR 2026	**16 APR 2026**
03 APR 2025	**15 MAY 2025**	02 APR 2026	**14 MAY 2026**
01 MAY 2025	**12 JUN 2025**	30 APR 2026	**11 JUN 2026**
29 MAY 2025	**10 JUL 2025**	28 MAY 2026	**09 JUL 2026**
26 JUN 2025	**07 AUG 2025**	25 JUN 2026	**06 AUG 2026**
24 JUL 2025	**04 SEP 2025**	23 JUL 2026	**03 SEP 2026**
21 AUG 2025	**02 OCT 2025**	20 AUG 2026	**01 OCT 2026**
18 SEP 2025	**30 OCT 2025**	17 SEP 2026	**29 OCT 2026**
16 OCT 2025	**27 NOV 2025**	15 OCT 2026	**26 NOV 2026**
13 NOV 2025	**25 DEC 2025**	12 NOV 2026	**24 DEC 2026**

Schedule of AIRAC effective dates 2027		Schedule of AIRAC effective dates 2028	
Publication dates	**Effective dates**	**Publication dates**	**Effective dates**
10 DEC 2026	**21 JAN 2027**	09 DEC 2027	**20 JAN 2028**
07 JAN 2027	**18 FEB 2027**	06 JAN 2028	**17 FEB 2028**
04 FEB 2027	**18 MAR 2027**	03 FEB 2028	**16 MAR 2028**
04 MAR 2027	**15 APR 2027**	02 MAR 2028	**13 APR 2028**
01 APR 2027	**13 MAY 2027**	30 MAR 2028	**11 MAY 2028**
29 APR 2027	**10 JUN 2027**	27 APR 2028	**08 JUN 2028**
27 MAY 2027	**08 JUL 2027**	25 MAY 2028	**06 JUL 2028**
24 JUN 2027	**05 AUG 2027**	22 JUN 2028	**03 AUG 2028**
22 JUL 2027	**02 SEP 2027**	20 JUL 2028	**31 AUG 2028**
19 AUG 2027	**30 SEP 2027**	17 AUG 2028	**28 SEP 2028**
16 SEP 2027	**28 OCT 2027**	14 SEP 2028	**26 OCT 2028**
14 OCT 2027	**25 NOV 2027**	12 OCT 2028	**23 NOV 2028**
11 NOV 2027	**23 DEC 2027**	09 NOV 2028	**21 DEC 2028**

5. Pre-flight information services at aerodromes/heliports

AIS briefing units				
Postal address	**TEL**	**FAX**	**TELEX/AFTN**	**RMK/Services**
1	**2**	**3**	**4**	**5**
AP Zurich: skyguide AIS CH-8602 Wangen bei Dübendorf	+41 (0) 43 931 61 61		LSZHYOYX	AIS
	+41 (0) 43 931 62 05		LSZHZPZX	ATS Reporting Office ARO
AP Genève: AIS/Service Trafic CH-1215 Geneva 15	+41 (0) 22 717 71 27	+41 (0) 22 717 71 31	415 707 com ch	AIS/OPS
			LSGGYOYX	AIS
			LSGGZPZX	ATS Reporting Office ARO
AP Lugano: Servizio Traffico AIS Via Aeroporto CH-6982 Agno	+41 (0) 91 610 11 16	+41 (0) 91 610 16 20	---	AIS

5.1 Zurich - General Aviation Service Centre (GASC)

The GASC AIS is unattended. Operational HR: 0430 - 2130 (0330 - 2030)**.** The applicable procedure for pilots to obtain the information is placarded.
AVBL are:

- tailored AD and ENR information;
- printer;
- flight plan forms.

5.2 Zurich - Terminal A, E and between Stands C and Gate Gourmet Building

Terminal A (BLDG A1, floor 0, room 0-156), Terminal E (Dock E, floor 0, room M1 0-967) and container between C-stands and Gate Gourmet BLDG (BLDG O65, room 0-110) are unattended. Operational HR: **H24.**
AVBL are:

- tailored AD and ENR information;
- printer;
- phone;
- flight plan forms.

5.3 Daily Airspace Bulletin Switzerland (DABS)

The Daily Airspace Bulletin DABS is an integral part of Switzerland's official aeronautical publication and, with the help of the NOTAM publications, illustrates in graphical form the current status of the airspace. It also provides added assistance for pilots preparing VFR flights.

- Activation of PRD areas and TEMPO TMA
- TEMPO TMA/CTR activations
- Military firing above 250m/AGL

The basis is provided by a geographical map of Switzerland (scale 1:1,250,000 in A4 format) showing aerodromes and a simplified illustration of the airspaces (CTR/TMA). Flight restriction areas (R-Areas), danger zones (D-Areas), no-fly zones (P-Areas) and airspace activations for TEMPO TMA are illustrated on the DABS chart. Other series W, (e.g. PJE, GLD, Air Displays) NOTAM and NOTAM that affect all or parts of Swiss territory (e.g. MIL night flights) are only indicated in the text section insofar as an icon exists with the corresponding activity on the ICAO chart. If there is no icon on the ICAO chart BAZL (Federal Office of Civil Aviation) decides depending upon the situation.

To prevent airspace violations no additional and planned airspace restrictions will be approved during the current day. The only exception is "imminent danger" (unforeseen and urgent airspace closures as the result of an accident or catastrophe). Regardless of the time a publication of this nature can trigger a new DABS publication.

The DABS incorporates NOTAM information at the time of its publication. Airspace restrictions, which are no longer required (reopened ahead of time) or have expired at the time of updating, will not be indicated in the ensuing publication. In between the fixed publication times NOTAM will be updated without delay. This could lead to discrepancies between the NOTAM and DABS information.

The latest information can be obtained from:

- Flight Information Control (FIC) Geneva 126.350 MHz;
- Flight Information Control (FIC) Zurich 124.700 MHz;
- KOSIF (phone number +41 44 813 31 10).

DABS is published by AIM Services and can be accessed by visiting www.skybriefing.com.

DABS Creation (first version)

Publication takes place daily at 16:00 hours (local time) and shows all airspace restrictions applying to the following day. No additional airspace restrictions will be published after this time. (Version 1)

DABS Updating

A new publication, which is valid immediately upon release, will be made available at 9:00 / 13:00 / 16:00 (local time).

Night flights undertaken by the Swiss Air Force will be listed on the DABS by 16:00, at the latest, for the current day.

6. Electronic Terrain and Obstacle Data

Under the current terms of use from swisstopo skyguide uses the official source from the swiss government:
URL: https://www.swisstopo.admin.ch/en/home/meta/conditions/geodata/ogd.html

- Federal Office of Topography swisstopo

6.1 Electronic Terrain Data

Electronic terrain data is provided by:
Post: Swisstopo, Federal Office of Topography
Seftigenstrasse 264,
P.O. Box
CH - 3084 Wabern
Phone: +41 (0) 58 469 01 11
Fax: +41 (0) 58 469 04 59
Hours of Service: Mon-Fri 0845-1245, 1420-1800 (0945-1345, 1520-1900)
Email: info@swisstopo.ch
URL: http://www.swisstopo.admin.ch

Area 1:

Swisstopo “DHM25”
The digital elevation model DHM25 is a set of data representing the 3D form of the earth's surface not including vegetation and buildings. It is based on the Swiss National Map 1:25 000. DHM25 is available with 25m. An enlarged grid of 200 m is also available.
It is not compliant with all requirements of ICAO Annex 15, Tables A8-1 and A8-3 for Area 1 electronic terrain data. Deviations exist with regards to the vertical and horizontal reference system, and the provision of all required electronic terrain data attributes.

Electronic terrain data users shall therefore carefully assess whether the product is adequate for their intended use.

A data product specification may be obtained at
URL: https://www.swisstopo.admin.ch/de/hoehenmodell-dhm25

Area 2, 3 and 4:

Swisstopo “swissALTI3D”
swissALTI3D is a very precise digital elevation model of Switzerland. It models the surface without vegetation and buildings. A yearly update is provided, which ensures a full update in a cycle of 6 years. The data can be delivered with a post spacing of 2 m, 5 m or 10 m.

swissALTI3D is not compliant with all requirements of ICAO Annex 15, Tables A8-1 and A8-3 for Area 1 electronic terrain data. Deviations exist with regards to the vertical and horizontal reference system, the confidence interval (1 Sigma (68%) instead of 90%) and the provision of all required terrain attributes.

Electronic terrain data users shall therefore carefully assess whether the product is adequate for their intended use.

A data product specification may be obtained at
URL: https://www.swisstopo.admin.ch/de/hoehenmodell-swissalti3d

6.2 Electronic Obstacle Data

Area 1:

Electronic obstacle data for Area 1 is provided by:
Post: Federal Office of Civil Aviation
CH-3003 Berne
Phone: +41 (0) 58 465 80 39/40
Fax: +41 (0) 58 465 80 32
Email: foca.aim@bazl.admin.ch
The obstacle data set can be downloaded from the following FOCA Website:
URL: http://www.bazl.admin.ch/bazl/de/home/infrastruktur/luftfahrthindernisse/luftfahrtinformationen/digitale-luftfahrthinderniskarten.html
Downloads: Air navigation obstacles data (download KMZ)
Description:
URL: http://www.bazl.admin.ch/bazl/de/home/infrastruktur/luftfahrthindernisse/luftfahrtinformationen/digitale-luftfahrthinderniskarten.html

The data set contains all reported obstacles higher than 60 m AGL within settlement areas and higher than 25 m outside of settlement areas. Obstacles in the proximity of airports are not included in the data set.

The area 1 obstacle data set is not compliant with all specifications of ICAO Annex 15, Tables A8-2 and A8-4 for Area 1. Deviations exist with regards to the vertical and horizontal reference system, and the provision of all required obstacle attributes.

Electronic obstacle data users shall therefore carefully assess whether the product is adequate for their intended use.

Area 2, 3 and 4:

Electronic obstacle data for area 2, 3 and 4 is currently not available.

7. Post Flight Information

General information and observations (e.g. the presence of birds or the state and operation of air navigation facilities) shall be forwarded to AIM Services Zurich to:

Email: ais.zrh@skyguide.ch

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GEN 3.2 AERONAUTICAL CHARTS

1. Responsible service

Post: skyguide
swiss air navigationservices ltd.
AIP Services
P.O. Box 23
CH-8602 Wangen bei Dübendorf
Phone: +41 (0) 43 931 61 68

Email: aip@skyguide.ch

2. Maintenance of charts

Post: skyguide
swiss air navigation services ltd.
AIP Services
P.O. Box 23
CH-8602 Wangen bei Dübendorf
Phone: +41 (0) 43 931 61 68

Email: aip@skyguide.ch

3. Purchase arrangements

Charts can be procured from:
Post: AIP-Versand
P.O. Box
CH-3052 Zollikofen
Phone: +41 (0) 31 910 32 56 (0730 - 1200 LT)
Fax: +41 (0) 31 910 33 35
Email: aipversand@skyguide.ch

4. Aeronautical Chart series available

a. Aerodrome Charts - ICAO
b. Aerodrome Obstacle Charts - ICAO
c. Precision Approach Terrain Charts - PATC ICAO
d. Enroute Chart ENRC/ENRC-FRA - ICAO
e. STAR/SID Charts - ICAO
f. Instrument Approach Charts - IAC
g. Visual Approach Charts - VAC
h. Aeronautical Chart-ICAO 1:500 000 2253-B, Switzerland

4.1 General description of each available chart series

4.1.1 Aerodrome charts - ICAO, AD 2.24

Charts drawn with variable scale.

4.1.2 Aerodrome Obstacle Charts - ICAO, AD 2.24

AOC are published only for ADs used by international air transport. The charts show the obstacles in the TKOF FLT path areas.
Scale: 1:20 000; Type A.

4.1.3 Precision Approach Terrain Charts - PATC ICAO

Precision APCH terrain charts are published for Genève and Zurich APs.
Horizontal scale: 1:2 500, resp. 1:5 000;
VER scale: 1:500.

4.1.4 Enroute Chart ENRC/ENRC-FRA - ICAO, AD 2.24, ENR 6

The chart provides aeronautical information for IFR navigation in the lower and upper airspace.

Scale: 1:500 000.

4.1.5 STAR/SID Charts - ICAO, AD 2.24

ARR and DEP routes are shown separately, the latter being supplemented by explanatory texts.
Charts drawn with variable scale.

4.1.6 Instrument Approach Charts - IAC, AD 2.24

Charts drawn with variable scale; Format: A4.

4.1.7 Visual Approach Charts - VAC (REF: VFR Manual, MAP 2)

4.1.8 Aeronautical Chart-ICAO 1:500 000 2253-B Switzerland (REF: VFR Manual, MAP 2)

5. List of aeronautical charts available

Title	Scale	Series	Price per sheet	Edition Date
Enroute Chart[1]	1:500 000	ENRC/ENRC-FRA	see RMK 1	
2253-B SWITZERLAND[2] REF: VFR Manual, MAP 2	1:500 000	ICAO	see RMK 2	
Zurich / Geneva Area Chart[2]	1:250 000	---	see RMK 2	

1. RMK: URL: http://www.skyguide.ch/en/services/aim-services/
2. RMK: The chart can be procured from map selling agents of: The Federal Office of Topography, Seftigenstrasse 264, CH-3084 Wabern, TEL: +41 (0) 58 469 01 11 / URL: http://www.swisstopo.admin.ch

Aeronautical charts not in the AIP

Title	Scale	Series	Price per sheet	Date
SEGELFLUGKARTE, GLDK SCHWEIZ CARTE VOL À VOILE, GLDC SUISSE CARTA VOLO A VELA, GLDC SVIZZERA	1:300 000		see RMK	
LUFTFAHRTHINDERNISKARTE	1:100 000		see RMK	
RMK: These charts can be procured from map selling agents of: The Federal Office of Topography, Seftigenstrasse 264, CH-3084 Wabern, TEL: +41 (0)31 963 23 93. URL: http://www.swisstopo.admin.ch				

6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000

NIL

7. Topographical charts

”Luftfahrthinderniskarte 1:100 000” and subscription to ”Flughindernismeldungen”
In agreement with the Federal Office for Air Force Logistics, FOCA publishes the civil edition of the ”Luftfahrthinderniskarte 1:100 000” (national map) and its related ”Flughindernismeldungen” (obstacle-notice). These documents may be obtained by HEL pilots and other interested persons upon payment.

”Luftfahrthinderniskarte 1:100 000”
The sheets of this chart have a surcharge. The sheets depict all installations for which an obstacle-notice has been published up to the date of the current edition. This encompasses all the installations known of which the HGT or the VER DIST from the ground is 60 m or more in densely populated areas (except visible large BLDGs), or 25 m or more in other areas.
A yearly or two-yearly edition is planned. It’s availability will be notified by means of an AIC. Each sheet of the chart can be obtained from the:

Post: Federal Office of Topography,
Seftigenstrasse 264,
CH-3084 Wabern,
Phone: +41 (0) 58 469 01 11
URL: http://www.swisstopo.admin.ch/internet/swisstopo/en/home/products/maps/aero/obstacles.html

”Flughindernismeldungen”
In order to facilitate the update of the ”Luftfahrthinderniskarte”, obstacle-notices are published and are obtained through an annual subscription. They are printed on transparent paper to facilitate the transfer of the obstacles onto the ”Luftfahrthinderniskarte 1:100 000” or the national map 1:50 000.

Orders for subscription
Orders for subscription can be made by prepayment of CHF 87.00 on postal cheque account NR 30-397385-0, Federal Office for Civil Aviation, CH-3003 Berne, indicating ”Flughindernismeldungen” on the reserve of the coupon. All written orders will be posted with an invoice.
The obstacle-notices published since the last edition of the charts will be supplied.

8. Corrections to charts not contained in the AIP

NIL

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GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible service

1.1 Responsible authority

FOCA exercises direct authority over the Swiss ATS (REF: GEN 1.1., § 1 for postal address).

skyguide, Swiss Air Navigation Services Ltd. is charged with the provision of the ATS in accordance with the ordinance "Verordnung über den Flugsicherungsdienst (VFSD)" (18 DEC 1995: SR 748.132.1). This concerns in particular:

ACC service	within Swiss and ADJ foreign airspace (as agreed inter-governmentally).
APP and DEP control service	for the ADs of LSGG, LSZB and LSZH, as well as LSGC, LSGS, LSZG and service LSZR.
TWR service	at the ADs of LSGG, LSGC, LSGS, LSZA, LSZB, LSZC, LSZG, LSZL, LSZR, LSZH.
ATFM	within Swiss and ADJ foreign airspace (as agreed inter-governmentally).

At some other ADs, different units operate certain ATS.

1.2 Applicable documents

The common rules of the air and operational provisions regarding services and procedures in air navigation according to Implementing Regulation (EU) No 923/2012 (Standardised European Rules of the Air) are applicable.

ICAO SARPS are applicable within the area of responsibility of the Swiss ATS.
ICAO Annex 2, Rules of the air
Differences will be published later.
ICAO Annex 11, Air traffic services
No differences
ICAO Doc 4444-ATM/501, Procedures for Air Navigation Services(PANS-ATM)
Wake turbulences, Separation prescriptions REF: ENR 1.5.4
Clearance to descend subject to maintaining own separation while in VMC REF:ENR 1.5.2.5
Visual DEP REF: ENR 1.5.3.2
Instructions for the CMPL of the flight plan form REF: ENR 1.10.
ICAO Doc 7030, Regional supplementary procedures
No differences
ICAO Doc 8168 - OPS/611, Aircraft operations
Differences will be published later.

2. Area of responsibility

The area of responsibility of the Swiss ATS comprises the FIR/UIR Switzerland consisting of the Swiss territory, the airspace of the Principality of Liechtenstein and parts of the ADJ foreign airspace of Germany, France and Austria.

In addition to the FIR/UIR Switzerland, the area of responsibility additionally covers parts of ADJ foreign airspace, for which the provision of the ATS has been delegated to Swiss ATC units on the basis of agreements with the appropriate foreign units. The provision of ATS is delegated for specific parts of the FIR/UIR Switzerland to foreign ATS units, in a similar manner.

FRA procedures are available H24 above FL195 within the entire area of responsibility of the Swiss ATS as detailed in ENR 2.2.

To meet the requirements of air navigation, Switzerland has two ACCs: ACC Geneva and ACC Zurich.
The FIR/UIR BDRY and the areas of responsibility are defined by their COORD in ENR 2.1. and depicted on aeronautical charts.
Approach control and TWR services for **LFSB AP** are provided by the French ATS, in accordance with the French-Swiss convention. All corresponding information can be found in **AIP FRANCE.**

3. Types of services

3.1 Air Traffic Services (ATS)

ATS comprise:
a. the ATC service;
b. the FIS;
c. ALRS.

The ATC service is provided:
a. to all IFR FLTs;
b. to all VFR FLTs
- in class C airspace,
- in CTR and TMA class D,
- in other class D airspace for entry.

The ATC service is subdivided in:
- ACC service,
- APP,
- TWR service.

NOTE: The objectives of the ATC service do not include the prevention of collision with terrain. The procedures prescribed in this document do not therefore relieve the pilot of his responsibility to ensure that any clearance issued by an ATC unit is safe in this respect, except when an IFR FLT is vectored by radar.

3.2 Flight Information Service (FIS)

The **FIS** is provided to all ACFT which are likely to be affected by the information and which are:
a. provided with ATC service; or
b. known to the relevant ATS unit and in two-way radio contact with it.

3.3 Alerting Service (ALRS):

a. to all ACFT provided with ATC service;
b. in so far as practicable, to all other ACFT which have filed a flight plan or are otherwise known to the ATS units.
c. to any ACFT known or believed to be the subject of unlawful interference.

3.4 Aerodrome Flight Information Service (AFIS)

3.4.1 RTF communications at aerodromes with AFIS

3.4.1.1 Concept

AFIS is flight information service for aerodrome traffic.

3.4.1.2 Callsign

The ADs at which AFIS is provided are indicated on the Radio Facility Index chart in ENR 6.
They are identified in RTF by the name of the aerodrome, complemented by INFORMATION.

3.4.1.3 Radio communications coverage

Radio communications on the frequencies allocated to AFIS are admitted only within a 15 NM radius of the AD and up to 3000 ft (900 m) AAL.

3.4.1.4 Local competency area

AFIS is provided for AD traffic and vehicular traffic on the manoeuvring area.

3.4.1.5 Provision

AFIS is provided by a certified Air Navigation Service Provider.

3.4.1.6 Scope

Within the scope of **information and advice** useful for the efficient conduct of FLTs, issued by the AFIS, will be:

a. MET information;
b. information on the direction of LDG and TKOF;
c. information on other AD traffic;
d. information on the general conditions of the AD, RWYs, TWYs and other facilities;
e. notices to student pilots;
f. information on possible hazards to the conduct of FLTs (TS, gusts, ice, SN, standing water, and so on);
g. notices concerning the efficient conduct of commercial FLTs.

The AFIS alerts rescue services in EMERG cases.
AFIS notifies the appropriate ATC unit in case of overdue ACFT.

3.4.2 Radio transmissions without acknowledgement of receipt

3.4.2.1 Scope

Pilots of RTF-equipped ACFT intending to land at or TKOF from an AD whose AFIS is not in operation, or at which no such service is provided (MT LDG site), are recommended to make **blind transmissions.**

3.4.2.2 Procedure

Approaches

- About 5 MIN before RCH the AD, make the following transmission: callsign, PSN, ALT, intention.

  Example: HB-CWB WYNIGEN 4000 FEET
  FOR LANDING IN LANGENTHAL

- then TRANS the following information:

  H-WB OVERHEAD, WILL JOIN
  DOWNWIND RUNWAY 05
  H-WB DOWNWIND RUNWAY 05
  H-WB FINAL RUNWAY 05

Departures

- Prior to TKOF the pilot shall switch on his RTF equipment and ascertain that no RTF communications are being conducted on the appropriate frequency.
- Then he shall TRANS the following information concerning his DEP:

  Example: HB-CWB TAXIING TO HOLDING
  POINT RUNWAY 05
  H-WB READY FOR
  DEPARTURE RUNWAY 05

- When no call is being made by another pilot and the pilot has ascertained that the APCH SECT is CLR he may TAX onto the RWY and TKOF:

  Example: H-WB TAKING-OFF
  RUNWAY 05 DIRECTION
  LOTZWIL

3.4.2.3 Frequencies

Traffic information shall be transmitted:

- on the FREQ of the appropriate AFIS that is not in operation;
- on the FREQ **130.355** MHz at MT LDG sites.

3.4.2.4 Remarks

The described procedure is to assist the pilot of RTF-equipped ACFT in estimating the air traffic situation and in taking the appropriate course of action.
Traffic information should, as far as possible, be transmitted in En RTF so as to be understood by pilots unfamiliar with the local language.
Transmitting traffic information does not remove the pilot's obligation to OBS the airspace.

3.5 Automatic Terminal Information Service (ATIS)

ATIS is also AVBL at LSZH and LSGG APs via the Aircraft Communications Addressing and Reporting System (ACARS) data link, with SITA and ARINC as communication service providers. The reference used to implement this service is EUROCAE DOC ED-89.

The LSZH system is designed to handle	**and will reply by transmitting**
ATIS Request Arrival (ATR-A)	ARR ATIS message
ATIS Request Departure (ATR-D)	DEP ATIS message
ATIS Request Contract (ATR-C)*	will automatically TRANS updated ATIS messages*
ATIS Request En-route (ATR-E)	VOLMET message
ATIS Request Terminate (ATR-T)*	will terminate update contract*

* Automatic transmission of updated ATIS messages to ACFT under update contract shall cease "t1" MIN after the time at which the update contract has been established, or when an ATIS Request Terminate message is sent by the ACFT, whichever is earlier; "t1" has been established as 120 MIN.

3.5.1 ATIS for arriving and departing ACFT

ATIS messages containing both arrival and departure information contain the following elements in the order listed:

a. name of aerodrome;
b. arrival and/or departure indicator;
c. contract type, if communication is via D-ATIS;
d. designator;
e. time of observation, if appropriate;
f. type of approach(es) to be expected;
g. the runway(s) in use; status of arresting system constituting a potential hazard, if any;
h. significant runway surface conditions and, if appropriate, braking action;
i. holding delay, if appropriate;
j. transition level, if applicable;
k. other essential operational information;
l. surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
m. *visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
n. *present weather;
o. *cloud below 1500 m (5000 ft) or below the highest minimum sector altitude, whichever is greater, cumulonimbus, if the sky is obscured, vertical visibility when available;
p. air temperature;
q. dew point temperature;
r. altimeter setting(s);
s. any available information on significant meteorological phenomena in the approach and climb-out areas including wind shear, and information on recent weather of operational significance;
t. trend forecast, when available, and;
u. specific ATIS instructions.

* Elements m), n) and o) are replaced by the term "CAVOK" when appropriate.

Note: Grenchen ATIS additionally broadcasts type of ATS provided.

3.5.2 ATIS for arriving ACFT

ATIS messages containing only arrival information contain the following elements of information in the order listed:

a. name of aerodrome;
b. arrival indicator;
c. contract type, if communication is via D-ATIS;
d. designator;
e. time of observation, if appropriate;
f. type of approach(es) to be expected;
g. main landing runway(s); status of arresting system constituting a potential hazard, if any;
h. significant runway surface conditions and, if appropriate, braking action;
i. holding delay, if appropriate;
j. transition level, if applicable;
k. other essential operational information;
l. surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
m. *visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
n. *present weather;
o. *cloud below 1500 m (5000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;
p. air temperature;
q. dew point temperature;
r. altimeter setting(s);
s. any available information on significant meteorological phenomena in the approach area including wind shear, and information on recent weather of operational significance;
t. trend forecast, when available; and
u. specific ATIS instructions.

*Elements m), n) and o) are replaced by the term "CAVOK" when appropriate.

3.5.3 ATIS for departing ACFT

ATIS messages containing only departure information contain the following elements of information in the order listed:

a. name of aerodrome;
b. departure indicator;
c. contract type, if communication is via D-ATIS;
d. designator;
e. time of observation, if appropriate;
f. runway(s) to be used for take-off; status of arresting system constituting a potential hazard, if any;
g. significant surface conditions of runway(s) to be used for take-off and, if appropriate, braking action;
h. departure delay, if appropriate;
i. transition level, if applicable;
j. other essential operational information;
k. surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
l. *visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
m. *present weather;
n. *cloud below 1500 m (5000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;
o. air temperature;
p. dew point temperature;
q. altimeter setting(s);
r. any available information on significant meteorological phenomena in the climb-out area including wind shear;
s. trend forecast, when available; and
t. specific ATIS instructions.

*Elements l), m) and n) are replaced by the term "CAVOK" when appropriate.

4. Coordination between the operator and ATS

NIL

5. Minimum flight altitude

Three different values are relevant for minimum flight altitudes of ATS routes:

Minimum obstacle clearance altitude (MOCA)
The minimum altitude for a defined segment of flight that provides the required obstacle clearance.
It is intended to place and maintain the aircraft in a position safe of obstacles.

Minimum en-route altitude (MEA)
The altitude for an en-route segment that provides adequate reception of relevant navigation facilities and ATS communications, complies with the airspace structure and provides the required obstacle clearance.
The purpose of the MEA is to indicate the lowest altitude that ensures safety and fulfills air navigation requirements for a flight along a specific route.

Lower / Upper Limit
The lower and upper limits of an ATS route define the level band available for flight planning and shall not be used for actual flight operations.

Note:
For ATS routes with a lower limit at or above FL195, MOCA and MEA are not published.

6. ATS units address list

6.1 Control area Geneva

ACC Geneva, approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
ACC Geneva	skyguide CH-1215 Geneva 15	+41 (0) 22 417 41 11 +41 (0) 22 747 13 40	+41 (0) 22 417 45 10	415 707 com ch	LSAGZRZX	Bâtiment des services de la circulation aérienne and TWR H24 CENTRE COM

6.2 Control area Zurich

6.2.1 ACC Zurich, approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
ACC Zurich	skyguide CH-8602 Wangen bei Dübendorf	+41 (0) 43 931 69 60	+41 (0) 43 931 63 69	---	LSAZZRZX	Dübendorf aerodrome

6.2.2 Bern approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Bern APP	skyguide CH-3123 Belp	+41 (0) 31 960 54 54	---	---	LSZBZTZX	Bern-Belp AP Terminal building

6.2.3 Lugano Airport Control [1]

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Lugano APP	skyguide CH-6982 Agno	+41 (0) 91 611 50 50	+41 (0) 91 611 50 62	---	LSZAZTZX	Lugano AP Terminal building

1. APP provided by Milano ACC

6.3 Airspace Management Cell (AMC)

Unit Name	Postal address	TEL E-MAIL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Airspace Management Office Switzerland (ASMO)	skyguide Flugsicherungsstr.1-5 CH-8602 Wangen bei Dübendorf	+41 (0) 43 931 62 33 amc@skyguide.ch	---	---	---	**Office HR** MON-FRI 0630-1100 (0530-1000) 1200-1530 (1100-1430) EXC Public HOL
Special Flight Office (SFO) Tool Support Office	---	+41 (0) 43 931 62 36 specialflight@skyguide.ch	---	---	---	MON-FRI 0700-1100 (0600-1000) EXC Public HOL

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GEN 3.4 COMMUNICATION SERVICES

1. Responsible service

skyguide is responsible for the provision of telecommunication and navigation facilities at the aerodromes of Bern-Belp, Genève, Lugano, Zurich and for all en-route services.
Addresses: REF GEN 3.3-6.1 and GEN 3.3-6.2,

At all other aerodromes, the aerodrome operator is responsible for its own aerodrome services.
Addresses: REF AD 2, 2.2 NR 5

Applicable ICAO documents refer to GEN 1.7

For differences from ICAO Standards, Recommended Practices and Procedures, refer to GEN 1.7

2. Area of responsibility

OFCOM is charged with frequency assignments for aeronautical communications and navigation facilities (Art. 5 of 784.102.1 ”Verordnung über Frequenzmanagement und Funkkonzessionen / Ordonnance sur la gestion des fréquences et les concessions de radiocommunication / Ordinanza sulla gestione delle frequenze e sulle concessioni di radiocomunicazione” of 9 MAR 2007).

3. Types of service

3.1 Radio navigation services

Radio navigation facilities are listed in GEN 2.5. The service may not be available in parts of the DOC indicated in the remarks columns of ENR 4.1 and AD 2.19 due to topographically limited line-of-sight signal propagation. Locators are listed as NDB.

Frequency range and channel spacing of navigation aids are indicated below where ICAO Standards provide some flexibility for regional or national selection („none” indicates that there is no selection to be made):

Marker		none	
NDB		frequency range (national):	300 - 405 kHz
		spacing (regional):	0.5 kHz (however, ADF receiver tuning capability in 0.5 kHz steps is not required)
ILS	Localizer	channel spacing (regional):	50 kHz
	Glide path	channel spacing (regional):	150 kHz
VOR		channel spacing (regional):	50 kHz
DME		X and Y channels only.	

Navigation aids are subject to periodic flight checks.

At Swiss aerodromes, the ILS backbeam shall not be used.

3.1.1 Compatibility with FM broadcasting stations

Swiss regulations are in compliance with the provisions on interference immunity performance for ILS localizer receivers and for VOR receivers (§ 3.1.4 and 3.3.8 of ICAO Annex 10,Volume I).

Compatibility assessments are carried out by OFCOM assisted by FOCA. They are based on Recommendation ITU-R IS.1009-1 “Compatibility between the sound-broadcasting service in the band of about 87-108 MHz and the aeronautical services in the band 108-137 MHz”.

Loran-C is not available in Switzerland. Likewise, no time signals are broadcast for air navigation.

Gaps in GPS signal coverage, as well as harmful interference, may be encountered throughout the entire airspace, but particularly south of the Swiss Alps.

3.2 Voice and/or data link services

3.2.1 Voice services

Continuous protection is maintained of these frequencies/channels during the hours of service of the air traffic services units.

Swiss VHF air-ground facilities will communicate with aircraft in the frequency range and with the channel spacing as indicated below:

Frequency range:	118.000 - 136.975 MHz
Channel spacing:	**8.33 kHz and 25 kHz**, REF: GEN 1.5

Offset carrier systems are used for a number of services, mainly in the lower airspace.

Uncontrolled aerodromes are equipped with non-ATS aeronautical stations and are identified by the Call sign suffix AERODROME (AD). For details see
- ENR 6.1 Radio Facility Index Chart, GEN 3.3;
- VFR Manual COM-1-1.

A radiotelephony operator's licence, issued by the appropriate authorities of the State in which the aircraft is registered, is required for communications with air traffic services units, except for the services listed below. For requirements regarding obtaining an operator's licence in Switzerland, see GEN 1.6, REF 748.222.1.

No radiotelephony operator’s licence is required for communications:
a. between aircraft and AFIS;
b. on the frequencies allocated for special purposes, see
   - ENR 5.5,
   - GEN 3.6;
c. by a student pilot
   - with the control tower of the aerodrome at which the instruction is taking place, in so far as he is supervised by his flight instructor,
   - with the air traffic services units used when carrying out his navigation flight during final instruction.

Radiotelephony procedures are contained in GEN 3.3. For phraseology, see ICAO Annex 10, Volume II. For special procedures see also:
- ENR 5.5, glider flying;
- ENR 5.5, free balloon ascents;
- ENR 1.12, interception procedures; and
- GEN 3.6, search and rescue.

Radio contact with military air traffic control shall only be effected on the frequencies published. The use of other military radio frequencies by civil pilots is allowed in cases of distress or urgency only.

Information on the provision of emergency satellite voice calls from aircraft via Inmarsat satellites is contained in AD 2.18 sections where applicable.

3.2.2 Data link services - CPDLC

3.2.2.1 Introduction

The controller-pilot data link communication (CPDLC) application provides a means of communication between the controller and pilot, using data link for ATC communication. This application includes a set of clearance/information/request message elements which correspond to the phraseologies used in the radiotelephony environment.

CPDLC services are available above FL145, as a minimum, within the FIR/UIR Switzerland.

The following CPDLC services are provided in this airspace:

- DLIC (data link initiation capability)
- ACL (ATC clearances and instructions)
- ACM (ATC communications management)
- AMC (ATC microphone check)

Provision of CPDLC services in Switzerland is based on the requirements of the IR (EU) 923/2012, IR (EU) 2017/373 and IR (EU)2023/1770, including amendments thereof. CPDLC is provided only to ATN Protected Mode (PM) CPDLC equipped aircraft registered in advance on the “Log-on List”. Log-on from FANS1/A or non-PM CPDLC capable aircraft, as well as from PM CPDLC capable but not registered on the “Log-on List”, will not be accepted.

For additional information and instruction on how to register an aircraft on the “Log-on List”, visit EUROCONTROL wiki page on DPMF (Data link Performance Monitoring).

3.2.2.2 General:

In all CPDLC communications, the highest standard of discipline shall be observed at all times (Ref. ICAO Annex 10, Vol. II, §8.2.1).

The decision to use either voice or CPDLC shall be at the discretion of the controller and/or pilot involved.

Pilots should be aware that the total turn-around time for an airborne initiated CPDLC dialogue may be up to more than four (4) minutes, hence, voice should be used for any communication requiring an immediate response and/or action.

Voice read-back is not required for any CPDLC instruction.

If uncertainty arises regarding a data link message, voice communication shall always be used.

3.2.2.3 Flight Plan

In order to use the CPDLC services, pilots shall file the following in the relevant items of their flight plan:

- item 10a - J1 for the CPDLC ATN VDL Mode 2 capable aircraft;
- item 18 - the indicator CODE/ followed by the aircraft 24-bit address expressed in the form of alphanumerical code of six hexadecimal characters.

For flights granted a CPDLC exemption, the indicator DAT/CPDLCX shall be included in item 18 of the flight plan.

3.2.2.4 DLIC Log-on

Datalink log-on is mandatory for all capable and eligible flights.

The data link address for Geneva ACC is LSAG.

The data link address for Zurich ACC is LSAZ.

CPDLC shall be established in sufficient time to ensure that the aircraft is communicating with the appropriate ATC unit. Log-on shall be initiated by the pilot. Pilot shall log-on using its ICAO call sign as filed in the flight plan. Pilot shall not use a two-letter IATA flight ID or insert a leading zero [0] into a call sign, as these actions will result in a failed log-on.

Log-on should be initiated 15 minutes prior to entry into Geneva ACC or Zurich ACC airspace, unless log-on has been established with an upstream CPDLC capable unit, in which case the CPDLC communications will be transferred concurrently with the voice communications. For aircraft departing from an aerodrome in close proximity to Geneva ACC or Zurich ACC airspace, and for which one of the two is the first CPDLC capable unit, log-on can be initiated when the aircraft is on the ground.

Under normal conditions, only one log-on per flight to the first ATS unit downstream is required, as the log-on will be automatically forwarded to the next ATC unit by the ground. However, if the automatic forward has not worked, or can't be implemented, pilot should log-on manually to the next ATS unit, in sufficient time (unless differently requested by the controller, via voice).

3.2.2.5 CPDLC Services

The controller or pilot shall construct CPDLC messages using the pre-defined message set, or free text.
Standard CPDLC messages available for exchange in UIR/FIR Switzerland, are in compliance with the technical standards referred to in ICAO Annexes and Documents.

3.2.2.6 Message Restrictions and Error Management

If a ground system receives a message that is not supported, or constitutes an error to the technical rules for CPDLC communication, flight crew will receive an automatic reply indicating the nature of the error and, if applicable, required actions.

3.2.2.7 Voice interruption of CPDLC dialogue:

When using voice to correct an unanswered CPDLC message, the controller shall initiate voice communication using the phrase "**DISREGARD CPDLC** (message type) **MESSAGE, BREAK**" and deliver the correct clearance within the same transmission.

3.2.2.8 CPDLC Imposed Silence

In order to manage the sector workload, controllers may require all stations or a specific flight to avoid sending CPDLC requests for a limited period of time. For imposing or revoking CPDLC silence, the following phrases, either as a voice or a CPDLC message shall be used:

ALL STATIONS (or [call sign] as applicable), **STOP SENDING CPDLC REQUESTS [UNTIL ADVISED]** [(reason)]
ALL STATIONS (or [call sign] as applicable), **RESUME NORMAL CPDLC OPERATIONS**

3.2.2.9 CPDLC Failure

When alerted that CPDLC has failed, the controller should inform all stations under sector jurisdiction, using the following phrase:

ALL STATIONS, CPDLC FAILURE, [identification of the calling station]

Some failures may result in termination of the existing data link connections with aircraft that are under control of a sector. In this case, it will not be possible for ATC to re-initiate dialogues via CPDLC unless the pilot re-initiates the data-link log-on process in order to re-establish the data link connection.

The controller may inform aircraft under his jurisdiction when the CPDLC service is restored, using the following phrase:

ALL STATIONS, RESUME NORMAL CPDLC OPERATIONS

3.2.2.10 Log-off

Flights leaving Geneva ACC or Zurich ACC towards a non-CPDLC capable airspace will be logged off automatically. No pilot action is required.

3.2.2.11 Contacts:

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

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

3.3 Broadcasting service

3.3.1 Aeronautical fixed service

The Swiss automatic Aeronautical Fixed Telecommunications Network (AFTN) centre is located at the telecommunication centre of **skyguide** in Geneva.

Postal address	TEL	TELEX / AFTN	FAX	RMK
skyguide CH-1215 Geneva 15	+41 (0) 22 747 13 73 (supervisor)	415 707 com ch LSSSYFYX	+41 (0)22 417 45 09	H24

Arriving messages to addresses in Switzerland are transmitted by the Swiss centre:

- through direct lines to the equipped recipients;
- by telex or fax to addresses equipped accordingly;
- In AD 2 and VFR Manual, AD INFO;
- to the COM centre Geneva or Zurich for further transmission through telephone to other recipients.

Departing messages admitted in AFTN shall be transmitted by telex or telephone to the telecommunication centres Geneva or Zurich. Telex-equipped units shall, as a rule, preferably use telex equipment for transmitting messages. Exceptions are possible with prior agreement. Transmission through fax instead of telephone is possible if it is quickly followed by telephone contact with the recipient (in case of checks, corrections, discussions, etc.). The message is not valid without a telephone confirmation and will not be transmitted further by the telecommunication centres. For filing and transmission of flight plans and ATS messages, REF GEN 1.6-1.1, 748.215.1.

AERONAUTICAL FIXED SERVICES							
STATION		**CORRESPON-DENT**		**Type of circuit**	**Traffic type**	**Hours UTC**	**Remarks**
Name	**AFS address**	**Name**	**Call sign**				
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Bâle-Mulhouse	LFSBZPZX	SCT Bordeaux	LFLF	PTP-CCT	AFTN	H24	
		Paris ACC		LTF	ATS	H24	
		Zurich ATC		LTF	ATS	H24	
TWR/APP Bern-Belp	LSZBZTZX	Geneva ATC		LTF	ATS	HO	
		Zurich ATC		LTF	ATS	HO	
ARO Geneva	LSGGZPZA	AFTN/CIDIN CENTER Geneva	LSSS	PTP-CCT	AFTN	H24	Fax: +41 (0) 22 417 45 09 Telex: 415 707 com ch
ACC Geneva	LSAGZRZX	Bern-Belp TWR/ APP		LTF	ATS	HO	
		Marseille ACC		LTF	ATS	H24	
		Milan ACC		SWI-CCT	ATS	H24	
		Paris ACC		PTP-CCT	ATS	H24	
		Reims ACC		SWI-CCT	ATS	H24	
		Zurich ATC		PTP-CCT			
		ARO/AAU/ATS Bern-Belp	LSZB	SWI-CCT	AFTN	HO	
AFTN/CIDIN/ CENTER Geneva	LSSSYFYX	ARO/AAU/ATS Geneva	LSGG/ LSAG	PTP-CCT	AFTN	H24	Fax: +41 (0) 22 417 45 09
		ARO/AAU/ATS Lugano	LSZA	SWI-CCT	AFTN	HJ	
		ARO/AAU/NOF/ ATS Zurich	LSZH/ LS AZ	PTP-CCT	AFTN	H24	Telex: 415 707 com ch
		OTHER AD/AAU/ AO/ADM/MIL	LS..	SWI-CCT	AFTN	H24/ HJ	
		CIDIN CENTER Bordeaux	LFLF	CIDIN-PVC	AFTN	H24	Phone: +41 (0) 22 747 13 73
		CIDIN CENTER Frankfurt	EDDD	CIDIN-PVC	AFTN	H24	
		CIDIN CENTER Rome	LIII	CIDIN-PVC	AFTN	H24	
TWR Lugano	LSZAZTZX	Milan ACC		LTF	ATS	HO	

SWI-CCT = Switched Circuit
PTP-CCT = Point To Point Circuit
LTF = Land Line Telephone

AERONAUTICAL FIXED SERVICES							
STATION		CORRESPON-DENT		Type of circuit	Traffic type	Hours UTC	Remarks
Name	AFS address	Name	Call sign				
1	2	3	4	5	6	7	8
ARO Zurich	LSZHZPZX	AFTN/CIDIN CENTER Geneva	LSSS	PTP-CCT	AFTN	H24	
ACC Zurich	LSAZZRZX	Bâle-Mulhouse TWR		LTF	ATS	H24	
		Bern-Belp TWR/ APP		LTF	ATS	HO	
		Paris ACC		LTF	ATS	H24	
		Frankfurt ACC		LTF	ATS	H24	
		Geneva ATC		LTF	ATS	H24	
		Milan ACC		LTF	ATS	H24	
		Munich ACC		LTF	ATS	H24	
		Rhein UAC		LTF	ATS	H24	
		Stuttgart		LTF	ATS	H24	
		Reims ACC		LTF	ATS	H24	
SWI-CCT = Switched Circuit PTP-CCT = Point To Point Circuit LTF = Land Line Telephone							

3.4 Languages used

English, French, German, Italian

3.5 Where detailed information can be obtained

Details of the various facillities available for the en-route traffic can be found in ENR 4. Details of the facilities available at the individual aerodromes can be found in AD 2. In cases where the facility is serving both the en-route traffic and the aerodromes, details are given in the relevent sections of ENR 4 and AD 2.
The DOC is indicated in the remarks column of ENR 4.1 and AD 2.19 for each NDB (range) and VOR. Deviations from the standard ILS DOC are also indicated there.
VHF frequencies/channels used for special purposes are listed in ENR 5.5.
Information on the provision of emergency satellite voice calls from aircraft utilising Inmarsat satellites is contained in AD 2.18 sections, where applicable.

4. Requirements and conditions

A type approval issued by FOCA (REF GEN 1.6-1.1 748.215.1) and a licence issued by the Federal Office for Communications (OFCOM) is required for the installation and operation of communications, navigation and surveillance equipment in aircraft registered in Switzerland. Type approvals and licences are also required for the installation and operation of ground-based equipment and are issued by OFCOM (784.101.2 ”Verordnung über Fernmeldeanlagen / Ordonnance sur les installations de télécommunication / Ordinanza sugli impianti di telecomunicazione” of 6 OCT 1997 and 784.102.1).

4.1 Frequency protection and harmful interference

A service is afforded frequency protection in the airspace defined by the DOC. The use of a radio navigation aid and the ATC air-ground communication service outside its DOC may be affected by interference and interfere with another service. The DOC for ATC communications services is as indicated below:

TWR	25 NM / 4000 ft AGL (exceptionally 16 NM / 3000 ft AGL);
APP	40 NM / FL 150 (exceptionally 25 NM / FL 100 or 50 NM / FL 250);
ACC	control sector area / FL indicated in the remarks column; and
ATIS	60 NM / FL 200 (exceptionally 25 NM / 4000 ft AGL).

Interference may be experienced in the vicinity of high power broadcast stations.
Harmful interference should be reported to the relevant service provider and include the following information:

a. frequency/channel on which the interference occurred;
b. position and height of the aircraft;
c. aircraft registration letter;
d. date and time of the interference; and
e. description of the interfering signal.

Information about facilities which are U/S for maintenance purposes will be promulgated by NOTAM or ATIS.

GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible service

The “Federal Office for Meteorology and Climatology”, MeteoSwiss, is designated as the meteorological authority for the provision of the aeronautical meteorological service for civil aviation in Switzerland under the supervision of the “Federal Office for Civil Aviation”.

Post: Federal Office for Meteorology and Climatology, MeteoSwiss
Operation Center 1
P.O. Box
CH-8058 Zürich-Flughafen
Phone: +41 (0) 58 460 91 11
Fax: +41 (0) 58 460 90 91
Email: fwinfo@meteoswiss.ch
AFS: LSSWYMYX
URL: http://www.meteoswiss.ch

For administrative matters, the service can be reached during office hours.

Applicable ICAO documents for the service.

ICAO Annex 3, Meteorological Service for International Air Navigation. The differences are listed in the supplements of ICAO Annex 3.
ICAO DOC 7030, Regional Supplementary Procedures
ICAO Air Navigation Plan, European Region, Part VI, Meteorology

2. Area of responsibility

The MeteoSwiss Centre for Forecasting and Aviation Meteorology at Zurich Airport is the designated meteorological watch office (MWO) for Switzerland FIR/UIR (LSAS).

3. Meteorological observations and reports

Name of station/ Location indicator	Type and frequency of observation/ automatic observing equipment	Types of MET reports & Supplementary information included	Observation System and Site(s) [1]	Hours of operation	Climatological information
1	2	3	4	5	6
Bern-Belp LSZB [2]	h	PL, METAR	SMART [4]	HX	AVBL [5]
Buochs LSZC [2]	h	METAR	SMART [4]	HX	
Genève [3] LSGG	h, S	PL, METAR, TREND	SMART [4]	H24	AVBL [5]
Zurich [3] LSZH	h, S	PL, METAR, TREND, VWS	System for detection of sustained low level vertical wind shear in the surroundings of the aerodrome, SMART [4]	H24	AVBL [5]
Les Eplatures LSGC [2]	h	PL, METAR	SMART [4]	HO	

H = hourly
h = half-hourly
S = special observation
PL = report in plain language broadcasted
VWS = warning of sustained vertical wind shear

1. **see § 3.1 for details**
2. **Observations delegated to third-party (ATC, aerodrome operator)**
3. **Observations made by automatic observing system during non-operational hours of the aerodrome. Visibility reported in AUTO reports is based on MOR (Meteorological Optical Range) measurement. TREND is appended from remote to AUTO reports.**
4. **SMART, an integrated system used by the MET observer**
5. **Aeronautical Climatological Information: published as "Technical Report" and available as free download on www.meteoswiss.ch; search for "aeronautical climatological information".**

Name of station/ Location indicator	Type and frequency of observation/ automatic observing equipment	Types of MET reports & Supplementary information included	Observation System and Site(s) [1]	Hours of operation	Climatological information
1	2	3	4	5	6
Grenchen LSZG [2]	h	PL, METAR	SMART [4]	HX	AVBL [5]
Lugano LSZA [2]	h	PL, METAR	SMART [4]	HO	AVBL [5]
St. Gallen-Altenrhein LSZR [2]	h	PL, METAR	SMART [4]	HX	AVBL [5]
Sion LSGS [2]	h	PL, METAR	SMART [4]	HO	AVBL [5]
Samedan LSZS [2]	h	PL, METAR	SMART [4]	HO	

H = hourly
h = half-hourly
S = special observation
PL = report in plain language broadcasted
VWS = warning of sustained vertical wind shear

1. **see § 3.1 for details**
2. **Observations delegated to third-party (ATC, aerodrome operator)**
3. **Observations made by automatic observing system during non-operational hours of the aerodrome. Visibility reported in AUTO reports is based on MOR (Meteorological Optical Range) measurement. TREND is appended from remote to AUTO reports.**
4. **SMART, an integrated system used by the MET observer**
5. **Aeronautical Climatological Information: published as "Technical Report" and available as free download on www.meteoswiss.ch; search for "aeronautical climatological information".**

3.1 Surface wind

3.1.1 Genève airport

Surface wind is measured in the proximity (N) of TDZ 22, in the middle of the RWY (N) near the HEL PRKG and in the proximity (N) of TDZ 04, each at a height of 10 m AGL. Displays of wind direction and wind speed are located at the aeronautical meteorological station-, the aerodrome meteorological office as well as in the relevant ATC unit. Recording of the measurements is provided.

3.1.2 Zurich airport

For landings on RWY 14 and RWY 16, the wind is measured between RWY 14 and RWY 16 at a height of 10 m AGL. This wind is also broadcasted in the METAR and by DEP ATIS. This wind is also broadcasted on ARR ATIS depending on the RWY in use.
For landings on RWY 34, the wind is measured in the proximity (W) of TDZ 34 at a height of 10 m AGL. This wind is broadcasted on ARR ATIS depending on the RWY in use.
For landings on RWY 28, the wind is measured in the proximity (N) of TDZ 28 at a height of 10 m AGL. This wind is broadcasted on ARR ATIS depending on the RWY in use.
Displays for wind direction and speed are located at the aeronautical meteorological station and the aerodrome meteorological office, in the briefing room of the aerodrome meteorological office as well as in the relevant ATC units. Recording of the measurements is provided.

3.1.3 Lugano airport

Surface wind is measured at the GP/DME station RWY 01 at a height of 10 m AGL.

3.1.4 Bern-Belp airport

The wind is measured in the vicinity of both ends of the RWY at a height of 10 m AGL.

3.1.5 St. Gallen-Altenrhein airport

The wind is measured in the vicinity of both ends of the RWY at a height of 10 m AGL.

3.1.6 Les Eplatures airport

The wind is measured in the vicinity of the mid-section of the RWY at a height of 10 m AGL and on the TWR roof.

3.1.7 Sion airport

The wind is measured in the vicinity of both ends of the RWY at a height of 10 m AGL.

3.1.8 Grenchen airport

The wind is measured in the vicinity of the mid-section of the RWY at a height of 10 m AGL.

3.1.9 Buochs airport

The wind is measured in the vicinity of the end of RWY 25 at a height of 10 m AGL.

3.1.10 Samedan airport

The wind is measured in the vicinity of both ends of the RWY at a height of 10 m AGL.

3.2 Visibility

The prevailing visibility is reported by human observes in accordance with the SARPs of ICAO Annex 3, including the minimal visibility and its sector, if conditions are met. Visibility reported in AUTO reports for regional aerodromes is based on MOR (Meteorological Optical Range) measurement.

3.3 Determination of Runway Visual Range (RVR)

3.3.1 General

Transmissometers (TMM) are used for the assessment and automatic transmission of the runway visual range (RVR) at Genève and Zurich airports. In Bern-Belp and St. Gallen-Altenrhein, calculator-equipped forward scatter sensors are in use. In case of malfunction or when the TMM are out of service, the MET observer will determine the RVR by means of technical equipment (counting the runway edge lights by means of television cameras) in Genève (for the touch-down zone of RWY 22 only) and Zurich (for the touch-down zone of RWY 14 only).
In addition to the live transmissions provided to ATC services, RVR values are available in the briefing room of the aerodrome meteorological office at Zurich.
Values broadcasted by the air traffic controller on the TWR frequencies are based on the actual runway light setting in use. According to the local requirements of the ATC, different calculation rules are applied for runway light setting at a low level:

- In Zurich and Genève, during periods with 0%, 1% and 3% runway light setting, these RVR values are calculated with a runway light setting of 100%.
- In Bern-Belp and St. Gallen-Altenrhein, during periods with 0%, 1% and 3% runway light settings, these RVR values are calculated with the actual light setting.

3.3.2 Reporting scales

The reporting scales comply with the SARPs in ICAO Annex 3.
The reporting scales are:

from	50 m	to	400 m	in increments of	25 m
from	400 m	to	800 m	in increments of	50 m
from	800 m	to	2000 m	in increments of	100 m

Upper limit for the reporting is 2000 m, lower limit is 50 m.

3.3.3 Procedures for air traffic control service

The RVR (1-minute averages, updated every 15 seconds) values will be transmitted on the relevant working frequencies by Approach Control Office (APP) and Aerodrome Control Tower (TWR).
ATC does not require acknowledgment of receipt of these messages.

3.3.4 Genève airport

The locations of the TMM are indicated on the Aerodrome Chart Genève 1:13'000, LSGG AD 2.24. The baseline lengths of the instruments are 30 m.

3.3.5 Zurich airport

The locations of the TMM are indicated on the Aerodrome Chart Zurich 1:17'000, LSZH AD 2.24. The baseline length of the instruments is 30 m.

3.3.6 Bern-Belp airport

One forward scatter sensor is located near the glide path in the vicinity of the touch-down zone of RWY 14.
The RVR values are not monitored by other means.

3.3.7 St. Gallen-Altenrhein airport

One forward scatter sensor is located near the glide path in the vicinity of the touch-down zone of RWY 10.
The RVR values are not monitored by other means.

3.4 Clouds base

3.4.1 General

Clouds of operational significance are reported respecting orographic restrictions and local operational requirements. More specific details can be found in the quick reference guide referred to in 4.5 below. In automatic reports the cloud base and cloud amount is calculated based on ceilometer measurement only. Cloud type (CB/TCU) in automatic reports is derived from real-time lightning measurement.

3.4.2 Genève airport

The cloud base and cloud amount is measured by means of ceilometers.
RWY 22: One ceilometer is located at the observation station 200 m S of THR 22, another 1000 m before THR 22 on the EXTD RWY CL.
RWY 04: One ceilometer is located N of the THR 04, another 750 m before THR 04 on the EXTD RWY CL.
A cloud search light is located 400 m W of the observation station, another at 186 m WSW of this station.

3.4.3 Zurich airport

The cloud base and cloud amount is determined by ceilometers at the following sites:

Name	Location	Mainly relevant for RWY
Hochfelden	Axis RWY 16 D4.3 KLO	14/16
MM	Axis RWY 16 approx. 1200 m NNW of THR 16	14/16
14/16	Between THR 14 and THR 16	14/16
Kloten	Axis RWY 28 approx. 800 m E of THR 28	28
Bassersdorf	Axis RWY 28 D2.9 KLO	28
34	Axis RWY 34 approx. 1000 m SSE of THR 34	34
Wallisellen	Axis RWY 34 D2.5 KLO	34

A cloud searchlight is located 650 m W of RWY THR 14 and another between RWY 14 and RWY 16.

3.4.4 Lugano airport

The cloud base and cloud amount is determined by ceilometers. One ceilometer is located near GP 01. Another ceilometer is located 3600 m NE of the ARP in the approach path of circling C.

3.4.5 Bern-Belp airport

The cloud base and cloud amount is determined by ceilometers. One is located 1660 m NW of the ARP, another at 1090 m E of the ARP.

3.4.6 St. Gallen-Altenrhein airport

The cloud base and cloud amount is determined by a ceilometer located 160 m W of THR RWY 10.

3.4.7 Les Eplatures airport

The cloud base and cloud amount is determined by a ceilometer located at approximately 950 m before THR RWY 24.

3.4.8 Sion airport

The cloud base and cloud amount is determined by ceilometers located at both ends of the RWY.

3.4.9 Grenchen airport

The cloud base and cloud amount is determined by a ceilometer located S of mid-section of the RWY.

3.4.10 Buochs airport

The cloud base and cloud amount is determined by ceilometer located at the end of RWY 06.

3.4.11 Samedan airport

The cloud base and cloud amount is determined by a ceilometer located on the roof of the TWR building.

3.5 Temperature

The temperatures are measured using radiation protection 2 m AGL. Back-up sensors that are in use during contingency procedures or under fallback conditions are located higher than 2 m AGL.

3.6 Vertical wind shear

3.6.1 Zurich airport

Gradual changing wind shears in inversion conditions as well as low-level wind shear in approach and climb-out will be measured by means of the SMART system. Corresponding information concerning inversions and/or wind shears will be broadcasted via ATIS.

3.6.2 Genève airport

Not measured.

3.7 AIREP

3.7.1 Special aircraft observations

The following meteorological conditions within FIR Switzerland - if encountered in-flight unexpectedly - shall be reported via voice to the appropriate air traffic service unit as soon as practicable in the form of "special air-report" (ARS) when encountered or observed:

1. moderate or severe turbulence; or
2. moderate or severe icing; or
3. severe mountain wave; or
4. thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or
5. thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or
6. volcanic ash cloud

3.7.2 Other non-routine aircraft observations

The following meteorological conditions in approach or climb-out - if encountered unexpectedly - shall be reported to the appropriate air traffic service unit as soon as practicable via voice communication when encountered:

1. moderate or severe wind shear; or
2. moderate or severe turbulence; or
3. moderate or severe icing

3.7.3 Post-flight reporting of volcanic activity

Post-flight reports on volcanic ash shall be sent to the Meteorological Watch Office (MWO) by
Email: flugwetter@meteoswiss.ch

4. Types of services

At Zurich airport, the aerodrome meteorological office is located in the Operation Centre 1 and manned 24/7. Data from the world area forecast system (WAFS), OPMET data as well as local MET products are also available via self-briefing system. At other Swiss aerodromes, pilots may request meteorological information needed for their flights by telephone from the aerodrome meteorological office in Geneva or Zurich or retrieve them from available self-briefing systems.

4.1 For visual flights, daily weather forecasts will be issued as follows:

- Low-Level SWC (Significant Weather Chart) Alps including W/T-Chart, Wind-Barbs, QNH Chart;
- GAFOR-Switzerland;
- Meteorological information for GLD FLT-Switzerland;
- Aviation weather forecast

4.2 Aviation weather forecast:

Issue hour	Validity
0500 UTC	0600-1200 UTC
1030 UTC	1200-1800 UTC

The aviation weather forecast gives information regarding:

- the general weather situation;
- clouds, visibility and weather **for the region of Switzerland;**
- wind and temperature for Payerne, Lugano and Zurich for selected levels up to 53’000 ft, tropopause level, wind maximum (60 kt or more) and zero degree isotherm;
- hazardous weather phenomena;
- weather changes till midnight;
- forecast for the next 3 days

4.3 Low-Level SWC Alps, W/T-Chart, Wind-Barbs, QNH-Chart

4.3.1 General Information

The Low-Level SWC (Significant Weather Chart) Alps is an area forecast for hazardous weather phenomena, which may affect the safety of low-level flights, assigned for the FIR Switzerland and FIR Wien and the adjacent countries. The Low-Level SWC includes all significant phenomena, which justify the issuance of an AIRMET. Therefore no AIRMET will be published anymore (exception see 8). The chart covers the layer between the ground and FL 250 and will be issued every 4 hours. The Low-Level SWC is monitored continuously and amended as required. Outside FIR Switzerland and FIR Wien the weather forecast depicted on the chart is for information only and without any liability on the part of MeteoSwiss and AustroControl. For a briefing outside Switzerland and Austria it is therefore mandatory to use the official national weather products of those areas.
The Low-Level SWC is being supplemented by upper wind information in form of values ("W/T-Chart") and wind barbs ("Wind-Barbs") as well as QNH-values ("QNH-Chart").

4.3.2 Format

The chart is composed of:

- a topographical map with borders as background supplemented with the symbols describing the weather situation valid for a certain time (visible in the heading part: "CHART VALID AT"). Help to the used symbols can be found in the brochure "Flugwetterinformationen in der Schweiz", downloadable under www.meteoschweiz.ch/aviatik.
- a heading part containing the validity time (for the graphical content of the map itself), the outlook validity time (for the written information in the lower right corner) and the time of issuance. In the case the chart has been amended, the words “AMD DUE TO” together with the reason for it appears.
- an outlook part in the lower right corner with the forecast in written form for the next 4 hours after the validity time.

The following weather information is forecasted in the Low-Level SWC Alps:

- High and low pressure centres including movement and development.
- Fronts including movement and development.
- Adverse weather areas characterised by widespread BKN/OVC clouds with cloud base 6000 ft MSL or below, visibility below 8 km, widespread precipitation, or OCNL/FRQ/SQL/OBSC/EMBD CB or TCU.
- Convective clouds (CB, TCU).
- Other areas of clouds below FL250 inclusive height, type and amount.
- Mountain obscuration.
- Prevailing visibility.

The following hazardous weather phenomena are forecasted in the Low-Level SWC Alps:

- Drizzle, Rain, Freezing Drizzle, Freezing Rain, Snow Grains, Snow, Ice Pellets, Showers of Rain/Snow/Hail, Thunderstorm with Rain/Snow/Hail.
- Fog, Freezing Fog, Mist, Dust- and Sandstorm, Smoke, Blowing or Drifting Snow.
- Ice, Turbulence, Mountain Waves.
- Areas with strong surface winds and gusts below.

4.3.3 Schedule

Every 4 hours two Low-Level SWC are issued. The first chart with a validity time of 2 hours, the second chart with a validity time of 6 hours after the time of issuance. The outlook covers the extended time period for the following 4 hours after the time of issuance.

Time of issuance (in UTC)		Validity (in UTC)	Outlook (in UTC)
0000	Chart 1 Chart 2	0200 0600	0200 - 0600 0600 - 1000
0400	Chart 1 Chart 2	0600 1000	0600 - 1000 1000 - 1400
0800	Chart 1 Chart 2	1000 1400	1000 - 1400 1400 - 1800
1200	Chart 1 Chart 2	1400 1800	1400 - 1800 1800 - 2200
1600	Chart 1 Chart 2	1800 2200	1800 - 2200 2200 - 0200
2000	Chart 1 Chart 2	2200 0200	2200 - 0200 0200 - 0600

4.4 GAFOR

Time of issuance (UTC)	Validity (UTC)	Time segments (UTC)		
0345 (during central European summer time CEST)	0400-1000	0400-0600	0600-0800	0800-1000
0545 (during regular central European time CET)*	0400-1000	/	0600-0800	0800-1000
0745	0800-1400	0800-1000	1000-1200	1200-1400
1145	1200-1800	1200-1400	1400-1600	1600-1800
1545 (during central European summer time CEST)*	1600-2200	1600-1800	1800-2000	/

*The formal period of validity of a GAFOR is always 6h to maintain the same code format (text version) and layout (chart version) throughout the day. For practical reasons the first 2 hours segment of the first GAFOR during regular time and the last 2 hours segment of the last GAFOR during summertime contain no weather information but only a "/".To provide the latest information available, the first GAFOR during regular time is published after the regular start of its validity period.

The GAFOR comprises the route identification and the forecast for visibility in kilometres as well for ceiling (ceiling of 5/8 and above). The conditions are forecasted in the form of classes (O/D/M/X) for each time segment. The definitive GAFOR class is defined by the least visibility and ceiling on the corresponding GAFOR route (incl. start and end point).

Weather categories					
Ceiling					
2000 ft	**X**	**M**	**D**	**O**	Oscar / open
1500 ft	**X**	**M**	**D**	**D**	Delta / difficult
1000 ft	**X**	**M**	**M**	**M**	Mike / marginal
	X	**X**	**X**	**X**	X-Ray / closed
	2 km	5 km	8 km		**Visibility**
Ceiling: Lowest cloud base of at least 5 oktas (BKN/OVC)					

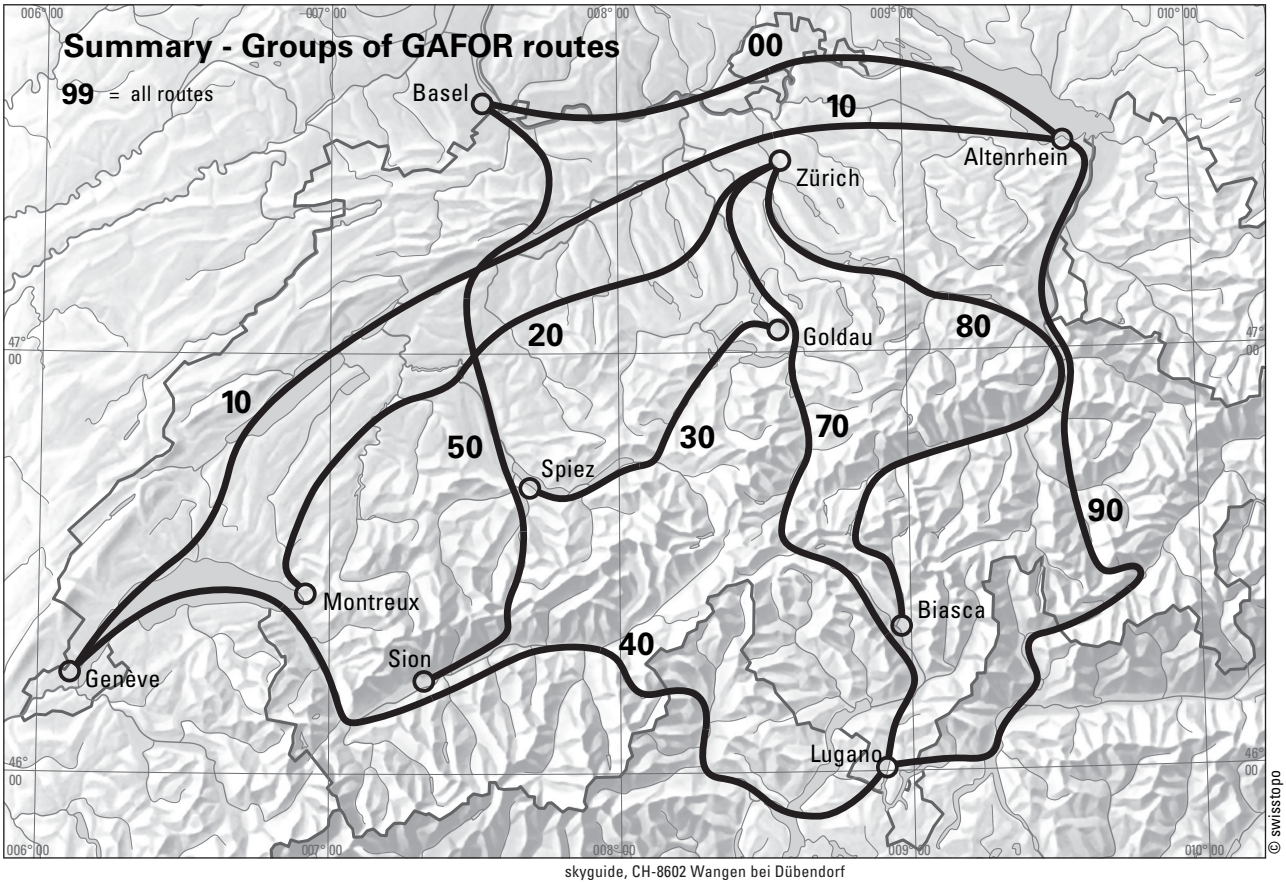
For all weather categories except "O", the meteorological reason for the reduction of visibility and/or the low ceiling is indicated by the most relevant phenomenon from the following table:

Symbol	Phenomenon	Symbol	Phenomenon
	Thunderstorm		Showers of Rain
	Snow		Low Clouds
	Rain		Fog
	Showers of Snow		Mist

Other weather phenomena hazardous to aviation, such as icing and turbulence are forecasted in the Low-Level SWC Alps or aviation weather forecast. They are not taken into account in GAFOR.

4.4.1 GAFOR Routes (groups)

Groups of routes	Reference level AMSL (Highest point of a route)
00 Basel-Schaffhausen-Altenrhein	*1600 ft*
10 Genève-Grenchen-Zürich-Altenrhein	*1900 ft*
20 Montreux-Bern-Zürich	*2900 ft*
30 Spiez-Meiringen-Brünig-Goldau	*3600 ft*
40 Genève-Simplonpass-Domodossola-Lugano	*6800 ft*
50 Basel-Gemmipass-Sion	*7700 ft*
70 Zürich-Gotthardpass-Lugano	*7200 ft*
80 Zürich-Lukmanierpass-Biasca	*6500 ft*
90 Altenrhein-Julierpass-Malojapass-Lugano	*7500 ft*
99 All routes	*7700 ft*



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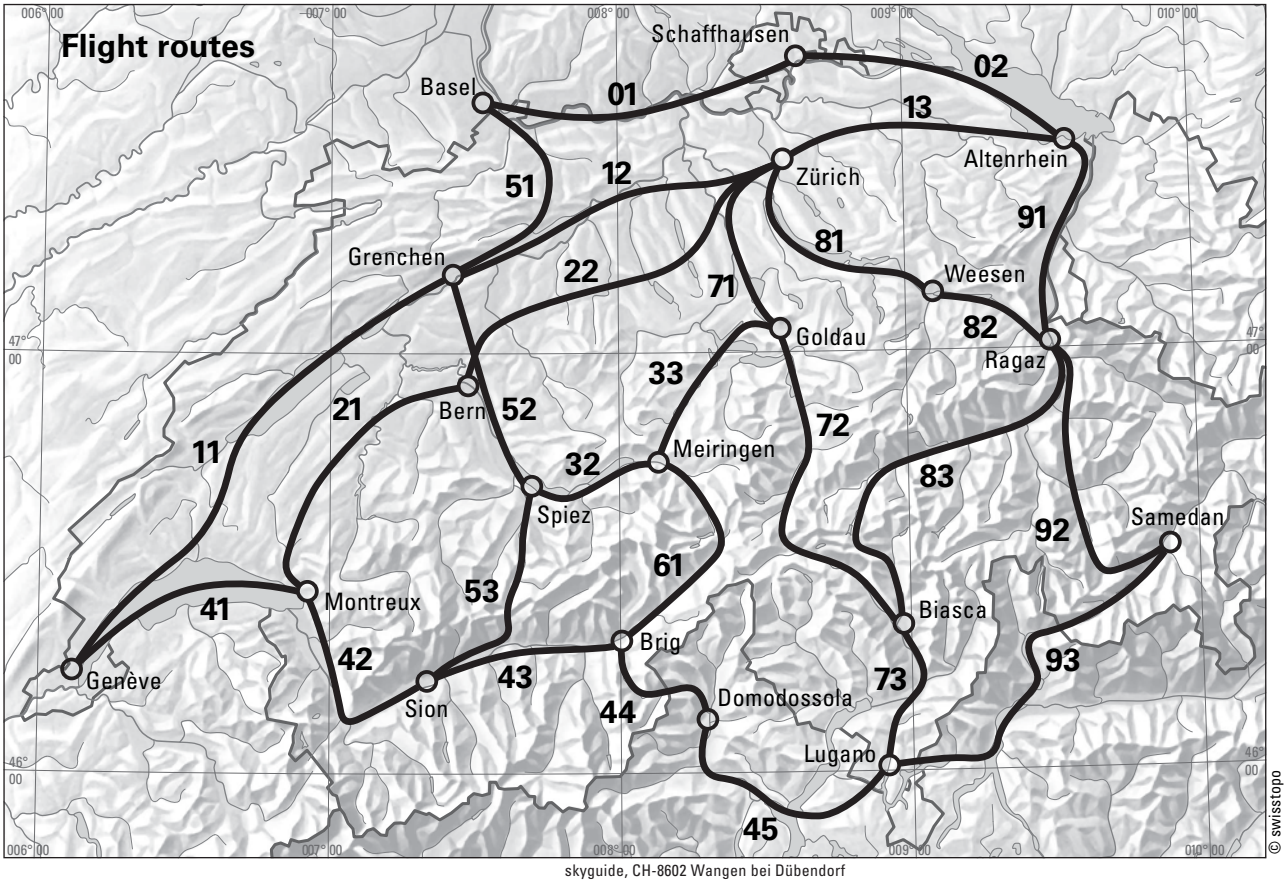
4.4.2 GAFOR routes (single)

Flight routes	Reference level *AMSL*	Flight routes	Reference level AMSL
01 Basel-Schaffhausen	*1600 ft*	51 Basel-Langenbruck-Grenchen	*2600 ft*
02 Schaffhausen-Altenrhein	*1600 ft*	52 Grenchen-Bern-Spiez	*1900 ft*
11 Genève-Morges-Grenchen	*1900 ft*	53 Spiez-Gemmipass-Sion	*7700 ft*
12 Grenchen-Bremgarten-Zürich	*1900 ft*	61 Meiringen-Grimselpass-Brig	*7200 ft*
13 Zürich-Attikon-Altenrhein	*1900 ft*	71 Zürich-Bremgarten-Goldau	*1900 ft*
21 Montreux-Romont-Fribourg-Neuenegg-Bern	*2900 ft*	72 Goldau-Gotthardpass-Biasca	*7200 ft*
22 Bern-Moossee-Sursee-Bremgarten-Zürich	*2900 ft*	73 Biasca-Lugano	*1900 ft*
32 Spiez-Meiringen	*1900 ft*	81 Zürich-Horgen-Weesen	*1600 ft*
33 Meiringen-Brünig-Küssnacht-Goldau	*3600 ft*	82 Weesen-Ragaz	*1600 ft*
41 Genève-Montreux	*1600 ft*	83 Ragaz-Lukmanierpass-Biasca	*6500 ft*
42 Montreux-Sion	*1600 ft*	91 Altenrhein-Ragaz	*1600 ft*
43 Sion-Brig	*2300 ft*	92 Ragaz-Lenzerheide-Julierpass-Samedan	*7500 ft*
44 Brig-Simplonpass-Domodossola	*6800 ft*	93 Samedan-Malojapass-Menaggio-Lugano	*6200 ft*
45 Domodossola-Laveno-Lugano	*1600 ft*		



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4.5 Service distribution

Meteorological information is available on site at the aerodromes (Self-briefing Station). They are also available by telephone and internet.

Quick reference:

A quick reference guide containing background information to the main aeronautical meteorological services and products is available for free from:
URL: http:// www.meteoschweiz.ch/aviatik

Telephone:

Service	German	French	Price
Personal flight briefing	0900 162 737	0900 162 767	CHF 2.90/Min
Aviation weather forecast	0900 162 121	0900 162 151	CHF 1.20/Min.
GAFOR	0900 162 120	0900 162 150	CHF 1.20/Min.
Glider forecast (April-September)	0900 162 122	0900 162 152	CHF 1.20/Min.

Internet:

Service	Website	Price
Internet briefing Alpine region and more	www.flugwetter.de	CHF 85.- / Year
Internet flight preparation	www.skybriefing.com	Depending on service and access time

5. Notification required from operators

5.1 Notification to obtain meteorological service

For the provision of meteorological information to be used by scheduled flights, a prior notification of 2 months is required. For non-scheduled flights, notification 24 hours in advance of the hour of meteorological briefing is required.

6. Aircraft reports

Reporting requirements see § 3.7 AIREP

7. VOLMET service

METEOROLOGICAL BROADCASTS								
Name	**Call Sign**	**EM**	**FREQ MHz**	**Broadcast period**	**Service HR**	**Stations**	**Contents**	**Remarks**
1	**2**		**3**	**4**	**5**	**6**	**7**	**8**
GENEVA	Geneva MET Broadcast	A3E	**126.805**	CNS	H24	Genève, Zurich, Bâle-Mulhouse, Nice, Lyon-Saint-Exupéry, Paris-Charles-de-Gaulle, Paris-Orly, Milan-Linate, Milan-Malpensa, Bern [1)]	AERODROME ROUTINE WEATHER REPORT	plain language - En. **VOLMET** + 41 (0) 22 417 40 82 [1)] AUTO METARs when AD is closed
ZURICH	Zurich MET Broadcast	A3E	**127.205**	CNS	H24	Zurich, Genève, Bâle-Mulhouse, Frankfurt/Main, Munich, Stuttgart Milan-Malpensa, Milan-Linate, Lugano [1)] Bern [1)]		plain language - En. **VOLMET** + 41 (0) 43 931 60 71 [1)] AUTO METARs when AD is closed

8. SIGMET and AIRMET service

AIRMET will only be issued in case of Low-Level SWC not being available due to technical reasons.

9. Other automated meteorological services

Meteorological information is provided automatically by telephone, mobile and Internet (see § 4.5).

GEN 3.6 SEARCH AND RESCUE

1. Responsible service

The SAR service is under the responsibility of FOCA. The provision execution of SAR is delegated to the Swiss Air Force (RCC and search FLTs).
SAR can task further resources or supporting organisations, if deemed necessarily, such as:

- Air force units;
- Army units;
- Canton police forces;
- Civil aviation companies;
- Neighbor RCCs
- OFCOM
- Skyguide (ATS).
- the Swiss Air Ambulance (REGA) and other HEMS operators;
- Swiss Alpine Rescue;
- Swiss Red Cross organisations;

SEARCH AND RESCUE CO-ORDINATION CENTRE (RCC) SAR Centre Zurich				
Postal address	**TEL H24**	**FAX**	**Telex AFTN**	**Notes**
Schweizer Luftwaffe / Swiss Air Force RCC / Op Zen LW Flugplatz Dübendorf / OZD CH-8600 Dübendorf Switzerland	+41 (0) 58 484 10 00	NIL	LSARYCYX	Email: rcc.lw@vtg.admin.ch
Search And Rescue area: Switzerland and Liechtenstein **Supervising authority:** Federal Department of Environment, Transport, Energy and Communications (DETEC) **Name and location of Rescue SubCentre:** NIL				

The SAR service in Switzerland is provided in accordance with ICAO SARPS.

The following publications are applied:

- ICAO Annex 12: Search and Rescue;
- ICAO DOC 7030: The regional supplementary procedures for alerting and SAR-services;
- ICAO DOC 9731: International Aeronautical and Maritime Search and Rescue Manual.

2. Area of responsibility

The SAR area encompasses the territories of the Swiss Confederation and of the Principality of Liechtenstein. This area is enclosed by the frontiers and is not coincident in all parts with the FIR Switzerland (different from ICAO Annex 12, recommendation 2.2.1.1).

3. SAR agreements

3.1 Co-operation with search and rescue services of other States

Prior request for the participation of foreign SAR units in SAR operations in Switzerland and in the Principality of Liechtenstein must be submitted to the Swiss RCC. The Swiss Air Force is able to grant the appropriate permission.

In accordance with ICAO Annex 12, § 4.2.2, refuelling, lubricating and servicing facilities can be made AVBL for foreign SAR ACFT at the following ADs: Bern-Belp, Genève, Locarno, Sion, St. Gallen-Altenrhein and Zurich.

4. Conditions of availability

NIL

5. Procedures and signals used

5.1 Procedures

The applicable procedures are in accordance with the standards of chapter 5 of ICAO Annex 12.

5.2 Communications

Frequencies AVBL for SAR transmissions are as follows:

AIR-GROUND and vice versa in VHF radiotelephony:

- ATC service frequencies in use;
- EMERG FREQ **121.500** MHz.

Survival radio equipment which may be carried on board ACFT:

RTF and radio beacon:

- **121.500** MHz;
- **243** MHz;
- **406** MHz.

Automatic 406 MHz ELT's are highly recommended for all operations in Swiss airspace even if not mandated for certain types of aircraft.

SAR-VHF communications:
Working-FREQ **123.100** MHz.

For ground comunications, the TEL lines, the direct transmission circuits of the ATC service and the TX network will be used.

5.3 Alerting

Observations and notifications concerning ACFT in states of EMERG are to be reported to:

- RCC Zurich (designated SAR point of contact for the receipt of Cospas-Sarsat distress data), or
- ATC Geneva or Zurich, which in turn, will immediately inform RCC Zurich.

5.3.1 Notification to aircraft operators

Pursuant to SERA.14095 (EU Regulation 923/2012), ATS units will notify the aircraft operator about the start and end of the distress communications and make available additional information as necessary using the operators' contact details contained:

- In the first instance, in the Eurocontrol's Airlines Directory for Use during Prolonged Loss of Communication (PLOC); or
- In the Item 18 of the FPL.

Eurocontrol's Airlines Directory for Use during Prolonged Loss of Communication is not a publicly available document and is maintained by Eurocontrol NM for limited use by ATS personnel. For inquiries whether their contact details are listed in the Directory, operators are encouraged to contact directly Eurocontrol NM.

Actions of ATS units aimed at assisting the aircraft in distress and the RCC take precedence over the notification to the operators.

5.4 Operations

A flight plan submitted at the point of DEP constitutes, in the case of an incident, the basis for providing the SAR service (REF: ENR-1.10). Therefore, pilots are advised to also submit a flight plan before DEP for VFR FLTs over areas of difficult access in the Alps, the Prealps and the Jura (REF: ENR-5.5).

The written notification of an intended FLT according to article 31, § 1, ORA/Rules of the Air, will serve the needs of local surveillance. It may be used to a limited extent only, for possible international SAR operations.3

When an ELT is carried, this shall be mentioned in the written FLT notification, (article 31, § 1, ORA/Rules of the air) or in ITEM 19 of the ICAO flight plan (REF: ENR-1.10).
If the pilot lands at an AD other than the one specified in the submitted flight plan, the competent services at the DEP AD and at the AD of first DEST shall be notified without delay.
The costs of SAR operations are paid by the FOCA, which could pass on the costs to the ACFT operator or the third-party who caused them.
Upon a special decision of the Federal Council or in the case of the SAR to foreign ACFT registered in a State which takes responsibility for the costs of the SAR of Swiss ACFT within its territory, the costs are borne by the Confederation.

5.5 False alerts by emergency location transmitters ELT

The increased sensitivity of ground facilities and the better coverage of SARSAT/COSPAS satellites are such that the RCC Zurich is alerted more frequently about distress signals by ELTs. **In most cases, those are false alerts**, which are blocking resources in any case.
In order to ensure the safety of airspace users which find themselves in real distress situation, FOCA demands adherence to the recommended procedures applicable to avoid false alerts:

a. listen on EMERG FREQ **121.500** MHz prior to and after each FLT (these operations shall be part of the checklist);
b. if the ACFT has suffered strong shocks, e.g. during a hard LDG, when crossing thresholds of hangar doors, during loading, transporting or unloading of gliders, etc., also verify the ELT is off on EMERG FREQ;
c. ELT live Test are prohibited. ELT Self tests may be carried out in accordance to the ELT manufacturer manual. **406 MHz ELTs tests have to be carried out by an APV MAINT facility** using APV test equipment. Following procedure is only valid for ELTs **solely transmitting on 121.500 MHz.** For a very brief period during the first MIN after any HR (on the HR). To do this, set the ELT from ”ARM” to ”ON”, then to **”OFF”**, setting it to ”ARM” AGN;
d. For major MAINT works on the ACFT, the ELT shall be removed and batteries shall be disconnected or removed. Batteries shall be replaced in accordance with the ELT manufacturer manual.

Any inadvertent activation of an ELT shall be immediately notified to RCC Zurich or the appropriate ATS by indicating the location and the duration of the Emmission, so that the alert can be CNL:

RCC Zurich	Phone:	+41 (0) 58 484 10 00 or
ACC Zurich	Phone:	+41 (0) 43 931 69 60 or
ACC Geneva	Phone:	+41 (0) 22 747 13 40

5.6 Helicopter Priority Procedures with ATC

5.6.1 Declaration of priority via RTF

Except as defined in § 5.6.2 below, priority by helicopter emergency, rescue and SAR flights shall be declared on the appropriate ATS frequency. For this purpose, the following phrases shall be used:

- "REQUEST PRIORITY" or
- "REQUEST MEDIUM PRIORITY"

"REQUEST PRIORITY" indicates a high priority flight equivalent to an ambulance transport with blue lights flashing (no delay acceptable).
"REQUEST MEDIUM PRIORITY" advises about the ability to absorb some delay, which is to be agreed with the ATS.

Whenever deemed necessary by the medical personnel, a helicopter emergency, rescue and SAR flight may, at any time, change its status of priority from "medium" to "high", by making the appropriate call on the ATS frequency.

5.6.2 Declaration of priority via call/sign

When so established in an appropriate Letters of Agreement (LoA) between the helicopter emergency, rescue and SAR operators and ATS units, flight crews of emergency, rescue and SAR flights may use their call signs to differentiate between the high, medium and no priority requests.

When call signs are used for the declaration of helicopter emergency, rescue and SAR priority, they shall be established as per the following model:

- HIGH PRIORITY: telephony designator followed by the flight number and "P",which shall be pronounced as PRIORITY on initial call. Thereafter, as "PAPA",
- MEDIUM PRIORITY: telephony designator followed by the flight number,
- NO PRIORITY: telephony designator followed by the last two letters of the aircraft registration.

To establish a LoA with Skyguide contact: atm@skyguide.ch

5.6.3 Transponder Code

All emergency, rescue and SAR flights should use the transponder code 7100, unless differently in-structed by the ATC or another emergency (7700, 7600 or 7500) code is used.

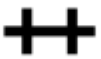
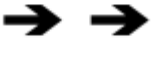
5.7 Search and rescue signals

(REF: ICAO Annex 12)

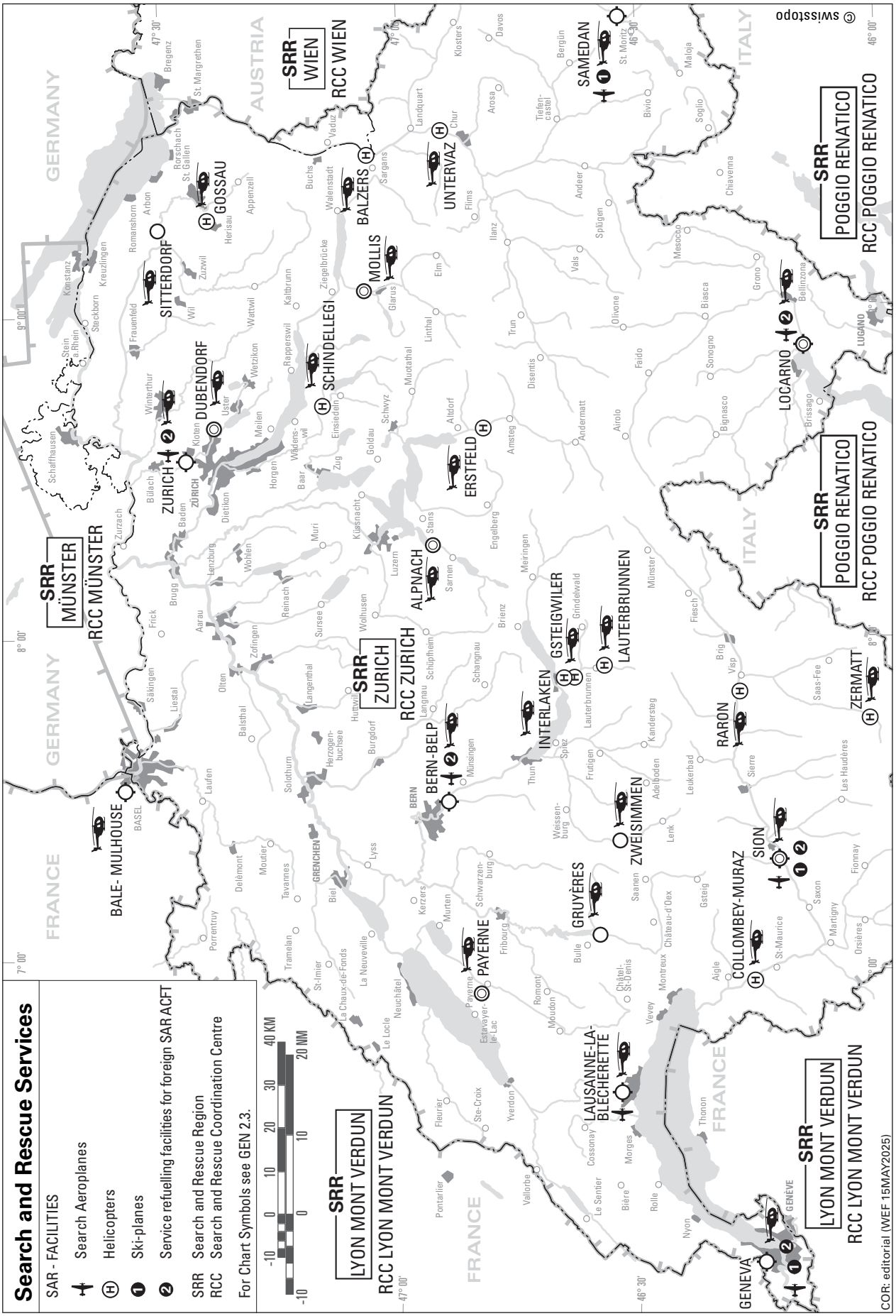
Ground-air visual signal code for use by survivors

No	Message	Code symbol
1	Require assistance	
2	Require medical assistance	
3	No or Negative	
4	Yes or affirmative	
5	Proceeding in this direction	

Ground-air visual signal code for use by rescue units

No	Message	Code symbol
1	Operation completed	
2	We have found all personnel	
3	We have found only some personnel	
4	We are not able to continue. Returning to base	
5	Have divided into two groups. Each proceeding in direction indicated	
6	Information received that aircraft is in this direction	
7	Nothing found. Will continue to search	

5.8 SEARCH AND RESCUE SERVICES



GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

Tariff regulations for public airports in Switzerland

Regulations are published for the following aerodromes:

LSZB - BERN-BELP AIRPORT - Aerodrome charges	GEN 4.1 - 3
LSZF - BIRRFELD AIRPORT - Aerodrome charges	GEN 4.1 - 11
LSZQ - BRESSAUCOURT AIRPORT - Aerodrome charges	GEN 4.1 - 15
LSGC - LES EPLATURES AIRPORT - Aerodrome charges	GEN 4.1 - 17
LSGG - GENÈVE AIRPORT - Aerodrome charges	GEN 4.1 - 21
LSZG - GRENCHEN AIRPORT - Aerodrome charges	GEN 4.1 - 31
LSGL - LAUSANNE-LA BLECHERETTE AIRPORT - Aerodrome charges	GEN 4.1 - 35
LSZA - LUGANO AIRPORT - Aerodrome charges	GEN 4.1 - 39
LSZR - ST. GALLEN-ALTENRHEIN AIRPORT - Aerodrome charges	GEN 4.1 - 49
LSZS - SAMEDAN AIRPORT - Aerodrome charges	GEN 4.1 - 61
LSGS - SION AIRPORT - Aerodrome charges	GEN 4.1 - 69
LSZH - ZURICH AIRPORT - Aerodrome charges	GEN 4.1 - 77

Appendices

Noise classification for jet aircraft	Appendix A	GEN 4.1 - 91
Noise classification for propeller-driven aircraft	Appendix B	GEN 4.1 - 93

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1. LSZB - BERN-BELP AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT BERN-BELP AIRPORT
(Of 01 JAN 2026)

1.1 General provisions

1.1.1 Legal basis

The legal basis of the tariff regulations are Art. 39 of the Swiss Aviation Act SR 748.0 and the Ordinance on Airport Charges (SR 748.131.3).

1.1.2 Jurisdiction

These tariff regulations are applicable to the use of Bern-Belp AP.

1.1.3 Airport charges

The AP charges applied are the following:
- LDG charges (mass-related)
- Noise charges
- EM-related LDG charges
- Passenger charges (transfer passengers incl.)
- Parking charges
- Freight charges
- Fuel charges
- Rescue and fire fighting charge
- Winter operations charge
- Handling charges
- Charges for particular services

According to article 39 of the Air Navigation Law (SR 748.0 LFG) of 18 JUN 1993, the AP charges are subject to the supervision of FOCA. They are published in the AIP Switzerland (ground service charge excluded).
All published charge rates are to be considered without VAT.

1.1.4 Indemnity for special services

For special services, the AP operator may make additional charges, independent of the AP charges.

1.1.5 Other charges

With the AP charges, an Approach charge (AFS) is levied.

1.1.6 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is not known, the ACFT owner is considered as ACFT operator, as long as the latter is not able to prove that this status falls to another person.
Debtors of the fuel charges are the fuel companies authorised at the AP.

1.1.7 Charge maturity

The charges are to be paid before TKOF, at the latest. The AP operator may claim the payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

1.1.8 Currency

The charges are due in Swiss Francs (CHF).

1.1.9 Collection

The AP operator may delegate the collection of charges to an authorised organization.

1.1.10 Flat rates

For special users groups and/or categories of use, the AP may, in agreement with the users concerned, levy charges in the form of flat rates (e.g. PERM rental contract for parking places through an agreement with the Bernese Gliding Group).

1.2 Landing charges (mass related)

1.2.1 Charge duty

For an APCH with subsequent LDG, a charge is levied depending on the ACFT mass.
For each “Touch-and-go” or “Go-around”, the same charge is applicable.

1.2.1.1 Charge determination

The mass-related charge depends on the MTOM of the ACFT, as stated in the Airworthiness Certificate, in the Aircraft Flight Manual or any other equivalent official document.

1.2.1.2 Charge rates

Landing charges			
MTOM kg	**International flights**	**National flights**	**VFR training flights ***
	CHF (excl. VAT)	CHF (excl. VAT)	CHF (excl. VAT)
- 1000	20.80	13.50	13.50
1001 - 1500	27.75	18.05	18.05
1501 - 2000	38.15	24.80	24.80
2001 - 3000	53.15	34.55	34.55
3001 - 4000	68.15	44.30	44.30
4001 - 5000	83.15	54.05	54.05
5001 - 6000	98.15	63.80	63.80
6001 - 7000	106.00	68.90	68.90
7001 - 8000	114.30	74.30	74.30
8001 - 9000	122.40	79.55	79.55
9001 - 10000	130.50	84.85	84.85
10001 - 11000	136.30	88.60	88.60
11001 - 12000	145.55	94.60	94.60
12001 - 13000	154.80	100.60	100.60
13001 - 14000	164.05	106.65	106.65
14001 - 15000	175.60	114.15	114.15
15001 - 16000	187.15	121.65	121.65
16001 - 17000	198.70	129.15	129.15
17001 - 18000	210.25	136.65	136.65
18001 - 19000	221.80	144.15	144.15
19001 - 20000	233.35	151.70	151.70
20001 - 21000	247.20	160.70	160.70
21001 - 22000	261.05	169.70	169.70
22001 - 23000	274.90	178.70	178.70
23001 - 24000	288.75	187.70	187.70
24001 - 25000	302.60	196.70	196.70
25001 - 26000	316.45	205.70	205.70
26001 - 27000	330.30	214.70	214.70
27001 - 28000	344.15	223.70	223.70
28001 - 29000	358.00	232.70	232.70
29001 - 30000	371.85	241.70	241.70
30001 - 31000	385.70	250.70	--

Landing charges			
MTOM kg	**International flights**	**National flights**	**VFR training flights ***
	CHF (excl. VAT)	CHF (excl. VAT)	CHF (excl. VAT)
31001 - 32000	399.55	259.70	--
32001 - 33000	413.40	268.70	--
33001 - 34000	427.25	277.70	--
34001 - 35000	441.10	286.70	--
35001 - 36000	454.95	295.70	--
36001 - 37000	468.80	304.70	--
37001 - 38000	482.65	313.70	--
38001 - 39000	496.50	322.75	--
39001 - 40000	510.35	331.75	--
For each additional tonne or part thereof, the charge is increased by CHF 16.20 for international traffic and by CHF 10.55 for national traffic. **For Approach charges see GEN 4.2 AIR NAVIGATION SERVICES CHARGES**			
***Definition of VFR training FLTs** - Training FLTs must be attended or supervised by a FLT instructor or inspector; - Training FLTs are neither to be used for commercial purposes nor for the carriage of passengers or goods.			

1.2.1.3 Helicopters

For HEL, the same rates are applicable.

1.2.1.4 Special cases

For the FLTs mentioned hereafter, the AP management may apply a reduced charge:

- technical check FLTs;
- FLTs of resident pilots who follow the formation courses and apply the noise-relevant instructions given by Bern Airport AG;
- training and check FLTs under the supervision of a FLT instructor or of an examination expert who has followed the formation courses of Bern Airport AG;
- activities for the improvement of the safety of the air traffic.

1.2.2 Noise charges

1.2.2.1 Charge duty

For an APCH and subsequent LDG, a charge is levied depending on the noise classification of each ACFT. For each “Touch-and-go” and “Go-around”, the same charge is levied.

1.2.2.2 New or modified aircraft

If an operator proposes a more advantageous classification for his ACFT, he has to provide evidence by means of appropriate documentation within 60 days after the application. On condition of timely submitted evidence, the noise charges paid during this period will be reimbursed.

1.2.2.3 Jet aircraft

1.2.2.3.1 Noise class determination

Jet ACFT are classified according to the TKOF noise, as measured by the ACFT noise-measuring equipment at Zurich AP. For the classification, the difference between the energetic mean value of the noise level of an ACFT type and the energetic mean value of the noise level measured for all ACFT types is used.

1.2.2.3.2 Noise classification assignment

The assignment of each ACFT to the existing noise classes is given in GEN 4.1 - Appendix A
(Noise classification for jet aircraft).

1.2.2.3.3 Charge rates

The noise-related charge is as follows:

Noise class	Charge in CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	no charge

1.2.2.4 Propeller-driven airplanes up to 8618 kg MTOM

1.2.2.4.1 Noise classification assignment

The noise charge depends on the airplane assignment to one of the classes A-D. For the assignment of Swiss ACFT, the classification list of the Swiss ACFT register is applicable. For foreign ACFT, the classification list of ACFT types GEN 4.1 - Appendix B (Noise classification for propeller-driven aircraft without special sound-proofing) applies.

1.2.2.4.2 Charge rates

The noise charge per tonne MTOM, or part thereof, is as follows:

Noise class	Charge in CHF (excl. VAT)
A	10.--
B	6.--
C	3.--
D	no charge

1.2.2.5 Helicopters and propeller-driven airplanes of more than 8618 kg MTOM

For HEL, as well as propeller-driven airplanes of more than 8618 kg MTOM, no noise charge will be levied until a relevant noise classification model is submitted.

1.2.3 Weekend surcharge (valid for all classified aircraft)

For FLTs on SUN and on public HOL, double the noise-related charge is due.

1.2.4 Approaches without subsequent landing

The noise charges are also due when APCHs, without subsequent LDG, are executed for training purposes.

1.2.5 Emission-related landing charges

(WEF 01 APR 2010)

1.2.5.1 Principle

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive “Aircraft Engine Emission Charges in Switzerland” (Reference 33-05-27).

1.2.5.2 Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,

are subject to the EM calculation as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \#\text{Engines} * \sum_{LTO-modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

where:

a = 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
a > 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard. a = HC Dp/Foo /19.6, with a maximum value for 'a' of 4.0

LTO-Modes: ICAO Certification LTO Modes:

Mode	Time (in minutes)
Take-off	0.7
Climbout	2.2
Approach	4.0
Taxi/Idle	26.0

# Engines:	number of engines fitted to the aircraft	
Time:	time in mode (see above)	(in minutes)
Fuelflow:	fuel flow per mode	(in kg/sec)
$NOx_{Emissionfactor}$	Measured NOx-Emission factor per mode	(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information:
www.bazl.admin.ch -> For Specialists -> Environment

1.2.5.3 Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with
- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional up to 200 hp	Piston: Conventional 200-400 hp	Piston: Conventional >400 hp	Helicopter <1000 shp	Helicopter >1000 shp	Business-Jets (<16 kN)	Business-Jets (>16 but <26.7 kN)	Turbo-props
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

1.2.5.4 Emission tariff

The applicable tariff is CHF 3.30 per $Emission\ Value_{Aircraft}$

1.3 Passenger charges

1.3.1 Charge duty

For each passenger departing aboard an ACFT, a charge is due, with the exception of the exemptions listed in 1.3.3.

1.3.2 Charge rates

The charge for each departing passenger amounts to:

- CHF 10.-- for passengers of international private and commercial traffic;
- CHF 10.-- for passengers of national commercial traffic;
- CHF 35.-- for all passengers of scheduled and charter traffic (incl. security noise portion CHF 19.50).

1.3.3 Charge exemption

Exempt from the charges are:

- transit passengers;
- passengers of non-commercial DOM private traffic;
- infants up to the age of two;
- passengers of sight-seeing FLTs.

1.4 Parking charges

1.4.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied, after a free parking period has elapsed.

1.4.2 Criteria for charge determination

The criteria for determining the charge are both the parking time and the parking place. Parts of a day and of an HR will be charged as a whole day or a whole HR. 24 HR is counted from the beginning of the charge duty and considered as one day. A parking place is defined by the respective indication on the area.

1.4.3 Assignment of the parking places

The AP operator determines the area on which the ACFT may be parked. The AP operator may determine a MAX period for the parking.

1.4.4 Charge rates

1.4.4.1 Hard surface areas

Fees per day for ACFT with MTOM in kg		CHF
< 2000		20.--
≥ 2000	< 5700	40.--
≥ 5700	< 10000	100.--
≥ 10000	< 20000	200.--
≥ 20000	< 30000	300.--
≥ 30000	< 40000	350.--
≥ 40000	< 50000	400.--
≥ 50000	< 60000	450.--
> 60000		500.--

The fee parking time is of 2 hours. Day = 24 hours

1.4.4.2 Night service charges

The night service charges for General Aviation ACFT which are beyond the respective operational HR are CHF 300.-- per quarter of an HR.

1.5 Freight charges

1.5.1 Charge duty

A charge is levied for unloaded import and transit freight.

1.5.2 Charge rate

The charge rate amounts to CHF 0.15 per kg.

1.6 Fuel charge

1.6.1 Charge duty

For the supply of ACFT fuel, a quantity-related charge is levied.

1.6.2 Charge rate

The charge rate amounts to CHF 0.10 per litre of fuel. Depending on the number of deliveries per year, a decreasing reduction can be granted in accordance with the following bonus system.

Quantity of delivery per year l	Bonus per litre Rp./cents
15000 - 40000	./. 1
40001 - 80000	./. 1.5
80001 - 110000	./. 2
110001 - 200000	./. 2.5
200001 - 400000	./. 3
400001 - 500000	./. 4
500001 - 800000	./. 5
beyond 800001	Bonus subject to special agreement

1.7 Rescue and fire fighting charge

1.7.1 Charge duty

For rescue and fire fighting services, a charge is levied for all ACFT of CAT 4 and higher.

1.7.2 Charge rate

CAT 4	CHF 200.00	per turnaround
CAT 5	CHF 350.00	per turnaround
CAT 6	CHF 600.00	per turnaround

1.8 Winter operations charge

1.8.1 Charge duty

For winter operations, a charge is levied from 01 NOV to 15 MAR.

1.8.2 Charge rate

MTOM kg			CHF	
3001	-	6000	15.00	per landing
6001	-	9000	20.00	per landing
9001	-	12000	30.00	per landing
12001	-	16000	40.00	per landing
16001	-	20000	50.00	per landing
20001	-	25000	60.00	per landing
25001	-	30000	70.00	per landing
30001	-	35000	80.00	per landing
35001	-	40000	90.00	per landing
>40000			100.00	per landing

1.9 Ground service charge (handling charge)

For the servicing of an ACFT by the AP operator or by an agent authorised by him for this purpose, a ground service charge is levied in accordance with the basic rates or under the terms of a special agreement with the users.
Due to increased safety and security regulations and Switzerland being a member of the “Schengen-Treaty”, ground handling is compulsory for scheduled and charter FLTs and all taxi FLTs and non-commercial air transport:

- for all reason with ACFT above 3.5 tonnes MTOM to and from Schengen-Destinations, except technical FLTs
- for all reason with ACFT operating to and from non-Schengen-Destinations

All ground services charges and charges for particular services are published on:
URL: https://www.bernairport.ch

1.10 Charge exemption

1.10.1 Principle

The following cases are exempt from the LDG, noise, passenger and parking charges.

1.10.2 Exemption cases

No charges are due:

- for ACFT owned by the Swiss Confederation;
- for ACFT under the service of the FOCA or of the Swiss Accident Investigation Board;
- for foreign State ACFT carrying the Head of State or government members on official State visits;
- for SAR FLTs, as well as police FLTs;
- for the use of the AP in unforeseen EMERG cases in connection with ACFT operation;
- for special events and on the agreement of the AP operator.

1.10.3 Justification duty

When claiming an exemption, documentary evidence shall be submitted to the AP operator on his request, within 60 days.

1.11 Implementation

These charge regulations are valid as of 01 JAN 2021.

2. LSZF - BIRRFELD AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT BIRRFELD AIRPORT
(Of 01 AUG 2018)

2.1 General provisions

2.1.1 Legal basis

The legal basis of the tariff regulation is article 39 of the Federal Law of Air Navigation.

2.1.2 Jurisdiction

This tariff regulation is applicable to the use of Birrfeld regional AP.

2.1.3 Airport charges

The AP charges applied are the following:

- LDG charge
  - mass-related
  - noise-related
- Parking charge
- Ground service charge

The basic rates are published in the AIP Switzerland.

2.1.4 Indemnity for special services

For special services, the AP operator may make additional charges, independent of the AP charges.

2.1.5 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is considered as the aircraft operator as long as the latter is not able to prove that this status falls to another person.

2.1.6 Charge maturity

The charges must to be paid before TKOF, at the latest. The AP operator may claim the payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

2.1.7 Currency

The charges must be paid in Swiss Francs (CHF).

2.1.8 Collection

The AP operator may delegate the collection of the charges to an authorised dispatch office.

2.2 Landing charges (mass related)

2.2.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied that depends on the MTOM of the ACFT.

2.2.2 Charge determination

The LDG charge depends on the MTOM authorised for the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document. Any part of a tonne will be considered as a whole unit.

2.2.3 Charge amount

Maximum Take-Off Mass (MTOM) in kg		National traffic [1] CHF (excl. VAT)	International traffic CHF (excl. VAT)
up to 750		18.50	38.50
751 up to 1000		19.43	39.43
1001 up to 1500		21.28	41.28
1501 up to 2000		25.90	45.90
over 2000	for the first 2000 kg:	25.90	45.90
	for each additional ton (or part thereof)	9.25	9.25

1. including Bâle-Mulhouse (LFSB)

2.2.4 Special cases

A special charge may be applied for the FLTs mentioned below:

- technical check FLTs;
- training and check FLTs carried out under the surveillance of a FLT instructor or an inspector;
- member FLTs of the “Sektion Aargau des AeCS“ (AP operator).

2.3 Noise charges (for propeller driven aircraft up to 5.7 tonnes MTOM)

2.3.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied depending on the noise class of each ACFT.

2.3.2 Noise classification

The noise classification list published periodically by FOCA is relevant for the classification of each ACFT. For foreign ACFT, the classification of the individual ACFT types is applicable in accordance Appendix B (Noise classification for propeller-driven ACFT without special sound-proofing).

2.3.3 Charge rates

The noise-related LDG charge amounts to:

Maximum Take-Off Mass (MTOM) in kg		Noise class			
		A	B	C	D
		Noise charge in CHF (excl. VAT)			
up to 750		8.33	5.55	2.78	No noise charge
751 up to 1000		11.10	7.40	3.70	
1001 up to 1500		13.87	9.25	4.62	
1501 up to 2000		16.65	11.10	5.55	
over 2000	for the first 2000 kg:	16.65	11.10	5.55	
	for each additional ton (or part thereof)	5.55	3.70	1.85	

2.3.4 New or modified aircraft

The noise classification has to be made in accordance with the specification of FOCA until confirmed measurement data is presented.

2.3.5 Approaches not followed by a landing

LDG charges are also due when, for instruction and training purposes, the APCH is not followed by a LDG.

2.4 Parking charges

2.4.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied after a free parking period has elapsed.

2.4.2 Free parking period

The free parking period is from the day of ARR until the beginning of civil evening TWIL.

2.4.3 Charge rates

After the free parking period, the parking charges are:
PWR-driven ACFT:

	(excl. VAT)
in the OPN	CHF 12.-- per night*/ over 2000 MTOM CHF 25.00 (Permission of AP owner required)

* Up to the beginning of civil evening TWIL the following day.

2.5 Ground service charge

For the servicing of an ACFT by the AP operator or by an authorised agent, a charge is levied.

2.6 Charge exemption

2.6.1 Principle

For the following exemption cases, no LDG, noise or parking charges are levied:

2.6.2 Exemption cases

No charges are to be paid in accordance with 2.6.1:

- for official FLTs of employees of the Swiss Accident Investigation Board;
- for SAR FLTs and for police FLTs;
- for the use of the AP in unforeseen EMERG cases in connection with the operation of an ACFT;
- for special events and on agreement of the AP owner.

2.7 Implementation

This tariff regulation came into force on 01 MAR 2024 and supersedes that from 01 AUG 2018.

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3. LSZQ - BRESSAUCOURT AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT BRESSAUCOURT AIRPORT
(Of 01 JUL 2024)

3.1 General provisions

3.1.1 Legal basis

The legal basis of the tariff regulation is article 39 of the Federal Law of Air Navigation.

3.1.2 Jurisdiction

This tariff regulation is applicable to the use of Bressaucourt regional AP.
As a licensed airport, the Bressaucourt airport is subject to the Ordinance on Airport Charges (SR 748.131.3 - Ordinance of April 25, 2012 on Airport Charges (admin.ch)). Specifically, the procedure described in Articles 39 - 42 of this Ordinance applies to Bressaucourt.

3.1.3 Airport charges

The AP charges applied are the following:

- LDG charge
  - mass-related
  - noise-related
- Parking charge
- Ground service charge

The basic rates are published in the AIP Switzerland.

3.1.4 Indemnity for special services

For special services, the AP operator may make additional charges, independent of the AP charges.

3.1.5 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is considered as the aircraft operator as long as the latter is not able to prove that this status falls to another person.

3.1.6 Charge maturity

The charges must to be paid before TKOF, at the latest. The AP operator may claim the payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

3.1.7 Currency

The charges must be paid in Swiss Francs (CHF).

3.1.8 Collection

The AP operator may delegate the collection of the charges to an authorised dispatch office.

3.2 Landing charges (mass related)

3.2.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied that depends on the MTOM of the ACFT.

3.2.2 Charge determination

The LDG charge depends on the MTOM authorised for the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document. Any part of a tonne will be considered as a whole unit.

3.2.3 Charge amount (included VAT)

external prices:					
Nature of flight	up to 600 kg	601 - 1000 kg	1001 - 2000 kg	2001 - 3000 kg	above 3001 kg
Basic training	16.50 CHF(1)	19.00 CHF(2)	23.50 CHF(3)	28.50 CHF	34.00 CHF
Private	18.50 CHF	23.50 CHF	28.50 CHF	43.50 CHF	55.50 CHF
Commercial	--	33.50 CHF	38.50 CHF	53.50 CHF	65.50 CHF

internal prices:					
Nature of flight	up to 600 kg	601 - 1000 kg	1001 - 2000 kg	2001 - 3000 kg	above 3001 kg
Basic training	14.00 CHF	15.50 CHF	20.50 CHF(3)	--	--
Private	15.00 CHF	19.50 CHF	24.50 CHF	29.50 CHF	--
Commercial	--	30.50 CHF	35.50 CHF	50.50 CHF	62.50 CHF

(1) From the 2nd: 14.00 CHF
(2) From the 2nd: 15.50 CHF
(3) From the 2nd: 16.50 CHF

The lower internal prices apply when the aircraft is based at Bressaucourt (homebase).

3.3 Parking charges

3.3.1 Charge duty

For the parking of an ACFT in the open, a charge is levied after a free parking period has elapsed.

3.3.2 Free parking period

The free parking period is from the day of ARR until the beginning of civil evening TWIL.

3.3.3 Charge rates

After the free parking period, the parking charges are:
PWR-driven ACFT:

	(incl. VAT)
in the open	CHF 10.00 per night*
in the hangar	CHF 16.00 per night*

* Up to the beginning of civil evening TWIL the following day.

3.4 Customs fees

Fees for each customs declaration made inside Schengen area.

(incl. VAT)

CHF 10.00

3.5 Implementation

This tariff regulation came into force on 01 JUL 2024

4. LSGC - LES EPLATURES AIRPORT - Aerodrome charges

4.1 TARIFF REGULATIONS AT LES EPLATURES AIRPORT

(Of 31 OCT 2024)

4.2 General provisions

Art. 1
The present regulations are valid for Les Eplatures AP.

Art. 2
The AP operator may make an additional charge for special services independent from the charges mentioned hereafter.

Art. 3 **Airport Charges**
The AP Charges applied are the following :

- LDG charges (mass related)
- Passenger charges
- Parking charges

Art. 4 **Landing charges**

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied; the provisions of Art. 9 are reserved.

The LDG charge is payable by the ACFT operating agency.

Art. 5
The LDG charges are computed based on the MTOM of the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document and are as follows:

Landing charges (CHF excl. VAT)

MTOM kg	National Flights	International Flights	VFR* national Training Flights	IFR* national Training Flights
0 - 1000	17.85	25.25	15.15	17.85
1001 - 1500	22.35	29.75	13.75	22.35
1501 - 2000	31.60	40.85	17.45	31.60
2001 - 3000	64.45	64.45	32.95	36.70
3001 - 4000	66.15	66.15	44.55	47.85
4001 - 5000	70.75	70.75	48.75	51.40
5001 - 6000	76.70	76.70	58.85	65.65
6001 - 7000	78.60	78.60	64.00	66.05
7001 - 8000	90.65	90.65	69.20	80.95
8001 - 9000	104.10	104.10	84.55	109.20
9001 - 10000	106.50	106.50	114.70	112.90
10001 - 11000	181.85	181.85	181.85	181.85
11001 - 12000	313.50	313.50	313.50	313.50
12001 - 13000	367.15	367.15	367.15	367.15
13001 - 14000	746.75	746.75	746.75	746.75
14001 - 15000	1007.10	1007.10	1007.10	1007.10
15001 - 16000	1056.85	1056.85	1056.85	1056.85
16001 - 17000	1127.15	1127.15	1127.15	1127.15
17001 - 18000	1157.80	1157.80	1157.80	1157.80
18001 - 19000	1267.25	1267.25	1267.25	1267.25
19001 - 20000	1382.40	1382.40	1382.40	1382.40

For Approach charges see GEN 4.2 AIR NAVIGATION SERVICES CHARGES

***Definition of VFR and IFR training FLTs**
- Training FLTs must be attended or supervised by a FLT instructor or inspector
- Training FLTs are neither to be used for commercial purposes nor for the carriage of passengers or goods.

Art. 6 **Special Conditions**
Companies / aircraft based at Les Eplatures receive a 6% discount on total landing charges from 200 movements per year for the entire fleet.
Les Eplatures-based flying clubs receive a 25% discount on landing fees for national private flights and a 20% discount for national VFR school flights from 100 movements per year.

A discount on fuel is available from 15,000 liters per year. Contact the airport.

Aircraft flying to Les Eplatures for maintenance purposes benefit from a 50% discount on basic handling fees.

Art. 7 NIL

Art. 8
Local air crew training schools and other operators of ACFT based permanently at the AP may be granted more favourable rates than those of article 5 when the MTOM of the ACFT does not exceed 5700 kg.

Art. 9
The LDG charge is also due when, for instruction-, training- or check purposes of pilots, the APCH is not followed by a LDG.

Art.10
The following are exempt from the LDG charge:

a. service FLTs of the Swiss Accident Investigation Board;
b. foreign State ACFT carrying the Head of State or ministers of their government on a State visit;
c. ACFT of recognised Swiss air rescue organisations carrying sick or injured persons or rescue equipment, and when the expenses thus incurred cannot be charged.

Art. 11
The AP operator is authorised to claim a special compensation to cover the extra costs when an ACFT takes off or lands outside the OPN HR laid down in the operational licence of the AP.

Art. 12 NIL

Art. 13 **Passenger charges**

The passenger charge is levied on each passenger departing on an ACFT. The following are exempt:

a. passengers on a direct transit FLT;
b. infants up to the age of two;
c. passengers of aircrafts less than 3000 kg MTOM on non commercial flights.

The charge for each departing passenger is:	(excl. VAT)	
- Commercial traffic	CHF	20.80
- Non commercial traffic - aircrafts over 3000 kg MTOM	CHF	20.80

Art. 14 **Parking charge**
For the parking of an ACFT, a charge is levied.

The AP operator decides on the parking place of the ACFT.

Per night stop on the apron, the charge is:		(excl. VAT)	
-	Up to 3000 kg MTOM	CHF	20.80
-	Over 3001 kg MTOM	CHF	41.65
Per night stop in the hangar, the charge is:			
-	Up to 3000 kg MTOM	CHF	31.45
-	Over 3001 kg MTOM	CHF	62.90

Art. 15NIL

Art. 16 **Fuel and lubricant charges**
Fuel charges are always update on the internet site

URL: https://leseplaturesairport.ch

Art. 17 **Cargo charge**

A charge is levied on unloaded import- and transit cargo.

This charge amounts to CHF --.015 per kg cargo; it is payable by the ACFT operator.

Art. 18 **Ground service charge**
For the servicing of an ACFT by the AP operator or by an agent authorised by him for this purpose, a ground service charge is levied in accordance with the basic rates or under the terms of a special agreement with the user. Details on:

URL: https://leseplaturesairport.ch

Art. 19 **Charges for using the runway lighting**

Per night between the end of civil evening TWIL and the beginning of civil morning TWIL		CHF	52.75 (excl. VAT)

Art. 20 **Methods of payment**
Charges due by the ACFT operator shall be paid prior to TKOF.

Claims for reduction within the scope of these tariff regulations have to be notified and motivated immediately.

For carriers established in Switzerland or represented in Switzerland by a Swiss company, as well as for other regular AP users, the AP operator may open a current account. In such cases, the charges due shall be paid within 30 days of invoicing.

Art. 21 NIL

Art. 22 NIL

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5. LSGG - GENÈVE AIRPORT - Aerodrome charges

5.1 TARIFF REGULATIONS AT GENÈVE AIRPORT

(Of 01 JUL 2021)

5.2 General provisions

Art. 1 The present regulations are valid for Genève International AP.
Art. 2 The AP operator may charge for special services independently from the charges mentioned hereafter.
Art. 3 Landing charges
For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied; the provisions of articles 5 to 8 are reserved. The LDG charge is due by the ACFT operator.
The LDG charges are computed on the MTOM of the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document provided by the operator.

	Maximum Take-Off Mass (MTOM)		Charge Scheduled & charter traffic[1] (excl. VAT)	Maximum Take-Off Mass (MTOM)		General aviation traffic (commercial & non-commercial)[1] (excl. VAT)	Training with aircraft with MTOM of up to 2000 kg
a.	up to	1000 kg	CHF 12.25	up to	1000 kg	CHF 17.50	CHF 5.50
	from	1001 kg		from	1001 kg		
	to	2000 kg	CHF 23.10	to	2000 kg	CHF 33.00	CHF 11.00
	from	2001 kg		from	2001 kg		
	to	3000 kg	CHF 32.35	to	6000 kg	CHF 60.50	
	from	3001 kg		from	6001 kg		
	to	4000 kg	CHF 38.60	to	12000 kg	CHF 132.00	
	from	4001 kg		from	12001 kg		
	to	5000 kg	CHF 44.05	to	20000 kg	CHF 203.50	
	from	5001 kg					
	to	6000 kg	CHF 48.45				
b.	from	6001 kg		from	20001 kg		
	to	26000 kg	CHF 9.15	to	26000 kg	CHF 10.20	
	per tonne or part thereof			per tonne or part thereof			
c.	from	26001 kg		from	26001 kg		
	to	30000 kg	CHF 240.30	to	30000 kg	CHF 269.00	
d.	from	30001 kg		from	30001 kg		
	to	50000 kg	CHF 7.85	to	50000 kg	CHF 8.80	
	per tonne or part thereof			per tonne or part thereof			
e.	over	50000 kg		over	50000 kg		
	for the first	50000 kg	CHF 397.00	for the first	50000 kg	CHF 444.35	
	for each additional tonne or part thereof		CHF 9.15	for each additional tonne or part thereof		CHF 10.20	

HEL are charged the same rates.

1. The LDG charge for commercial air transport, computed in accordance with article 3, is reduced by 50% when the preceding TKOF takes place at a Swiss AD (incl. Bâle-Mulhouse), and the same ACFT CONTs within two HR on the same day to a DEST outside Switzerland (excl. Bâle-Mulhouse), and the same FLT number is used on ARR as on DEP.

Art. 3a Noise charges for jet-engine aircraft

At Genève AP, a noise charge is added to the LDG charge. The noise charge is based on a classification of jet-engine ACFT established on the basis of the noise level (mean energetic value) of each ACFT type measured in the VCY of Swiss APs. Each ACFT is then classified in a Noise Class (REF: GEN 4.1 - Appendix A[1])
The noise charge rate is as follows (CHF, excl. VAT):

Noise class	Noise charge in CHF (excl. VAT)
I	4400.--
II	880.--
III	220.--
IV	40.--
V	10.--

For TKOF between 2100 (2000) and 0459 (0359), an additional noise charge is applied to jet-engine ACFT. The additional noise charge is based on noise class and TKOF time.
The additional noise charge rate is as follows (CHF, excl. VAT):

Noise class	ATD				
	2100-2129 (2000-2029)	2130-2159 (2030-2059)	2200-2229 (2100-2129)	2230-2259 (2130-2159)	2300-0459 (2200-0359)
	Noise charge in CHF (excl. VAT)				
I	1500.--	2000.--	3000.--	6000.--	18000.--
II	500.--	1000.--	1500.--	3000.--	9000.--
III	200.--	400.--	800.--	1500.--	4500.--
IV	100.--	200.--	400.--	800.--	2500.--
V	50.--	100.--	200.--	400.--	1500.--

New ACFT or ACFT subsequently re-engined, as well as ACFT types not included in GEN 4.1 - Appendix A1, are placed in class V until confirmed measurable data are AVBL.
Hushkitted ACFT are placed one class beyond the original type until confirmed measurable data are AVBL. The operators are requested to make AVBL to the AP operator all documents certifying the modifications that have been carried out. There will be no retroactive reimbursement.
Objections to the classification of the ACFT have to be notified within 60 days of receipt of the invoice. Late requests are time-barred.
The noise charge is not applicable to ACFT exempt from LDG charges in accordance with article 8 below.

Art. 3b Noise charges for propeller-driven aircraft

A noise charge is applied to propeller-driven ACFT with MTOM of less than or equal to 8618 kg (MTOW ≤ 8618 kg). The noise charge is based on a classification of propeller-driven ACFT established by FOCA on the basis of the difference between the noise level limits according to ICAO Annex 16 Chapter 10 and the noise level measured and corrected for the ACFT PER factor or for the corresponding ACFT type (GEN 4.1 - Appendix B[2]).

1. Appendix A - Noise classification for jet aircraft (www.bazl.admin.ch > For specialists > Airworthiness and Technology > Design and Production > Environment > French > Classes de tarifs en fonction du bruit > Classification des avions à réaction)
2. Appendix B - Noise classification for propeller-driven aircraft without special sound-proofing (www.bazl.admin.ch > For specialists > Airworthiness and Technology > Design and Production > Environment > French > Classes de tarifs en fonction du bruit > Classement pour les types de référence)

The classification of ACFT registered abroad is established in conformity with the corresponding ACFT type. The operator is allowed to propose a more advantageous classification for his ACFT within 60 days of the implementation of the charge. As long as the evidence necessary to support a new classification are presented within the required time, the excess charges will be reimbursed.

Noise class	Difference
A	noise level HYR than the limit value;
B	0 to 1.9 dB less than the limit value;
C	2 to 4.9 dB less than the limit value;
D	5 dB and HYR less than the limit value.

Noise class	Noise charge
A	15.40 per tonne;
B	8.80 per tonne;
C	4.40 per tonne;
D	1.50 per tonne;
Helicopter	2.50 per tonne

The expenditures on the fund financing the soundproofing obligations are, at present, lower than the revenues and its balance already shows a substantial surplus.

Therefore, as an exceptional measure and given the unprecedented current circumstances, the invoicing of the fee shown in the two (2) above tables is suspended between January 1st, 2021 and December 31st, 2023. An eventual extension of the invoicing suspension is subject to an assessment of the environmental fund balance by Genève Aéroport during the course of 2023.

For TKOFs between 2100 (2000) and 0459 (0359), an additional noise charge is applied for propeller-driven ACFT with a MTOM HYR than 8618 kg (MTOW > 8618 kg). The additional noise charge rate is equal to the additional noise charge applicable to jet-engine ACFT classified in noise class V (see article 3a above).

The noise charge rate is as follows (CHF, excl. VAT):

Noise class	ATD				
	2100-2129 (2000-2029)	2130-2159 (2030-2059)	2200-2229 (2100-2129)	2230-2259 (2130-2159)	2300-0459 (2200-0359)
V	50.--	100.--	200.--	400.--	1500.--

The noise charge is not applicable to ACFT exempt from LDG charges in accordance with article 8 below.

Art. 3c Indemnification charge for business and general aviation aircraft

A fee equal to 25% of the applicable landing charge is levied per landing to cover the indemnity amounts to be paid to neighboring property owners for the loss of property value caused by the noise levels of aircraft operating to/from Geneva International AP.

Art. 4 Emission-related landing charges (WEF 01 MAY 2010)

Art. 4a Principle

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive “Aircraft Engine Emission Charges in Switzerland” (Reference 33-05-27).

Art. 4b Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA

are subject to the EM calculation, as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \#\text{Engines} * \sum_{LTO-modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

where:

a = 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
a > 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard. a = HC Dp/Foo /19.6, with a maximum value for 'a' of 4.0

LTO-Modes: ICAO Certification LTO Modes:

Mode	Time (in minutes)
Take-off	0.7
Climbout	2.2
Approach	4.0
Taxi/Idle	26.0

# Engines:	number of engines fitted to the aircraft	
Time:	time in mode (see above)	(in minutes)
Fuelflow:	fuel flow per mode	(in kg/sec)
$NOx_{Emissionfactor}$	Measured NOx-Emission factor per mode	(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information: www.bazl.admin.ch -> For Specialists -> Environment

Art. 4c Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with
- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived from the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business-Jets	Business-Jets	Turbo-props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Art. 4d Emission tariff

The applicable tariff is CHF 1.40 per $Emission\ Value_{Aircraft}$

Art. 5 A reduction of $66^{2/3}$% on the rates of article 3 is granted for ACFT with a MTOM over 8618 kg when used for:

a. instruction-, training- or check FLTs of pilots accompanied by or under the surveillance of a FLT instructor or inspector of an airline;

b. technical check FLTs and transfer FLTs without payload.

Art. 6 Local air crew training schools and other operators of ACFT based permanently at the AP may be granted more favorable rates than those of article 3 when the MTOM of the ACFT does not exceed 8618 kg.

Art. 7 The LDG charge is also due when for instruction-, training- or check purposes of pilots, the APCH is not followed by a LDG.

Art.8 The following are exempt from the LDG charge when using an AP:

A. FLTs made exclusively to transport the following persons on official mission, provided that the corresponding status is indicated in the flight plan:

1. the ruling monarchs and the members of their close family,
2. the Heads of State, heads of government and government ministers;

B. the SAR FLTs referred to in ORSA (RS 748.126.1).

Art. 9 The AP operator is authorised to claim special compensation to cover the extra costs when an ACFT takes off or lands outside the OPN HR laid down in the operational licence of the AP.

Art. 10 Passenger charges

Art. 10a Passenger charges

CHF (excl. VAT)	**2025**	**2026**	**as from 2027**
Local passengers			
Passenger service charge	14.70	14.70	14.70
Security charge	13.20	13.20	13.20
PRM charge	1.25	1.35	1.45
Total Passenger charge	**29.15**	**29.25**	**29.35**
Connecting passengers			
Passenger service charge	8.70	8.70	8.70
Security charge	13.20	13.20	13.20
PRM charge	1.25	1.35	1.45
Total Passenger charge	**23.15**	**23.25**	**23.35**
Passengers of general aviation ACFT up to 8618 kg MTOM			
Passenger service charge	2.85	2.85	2.85
Security charge	13.20	13.20	13.20
PRM charge	1.25	1.35	1.45
Total Passenger charge	**17.30**	**17.40**	**17.50**

Passengers on non-commercial FLTs are exempt from Persons with Reduced Mobility (PRM) charge.

Art. 10b Indemnification charge for scheduled and charter traffic

The indemnification charge is levied per departing passenger to cover the indemnity amounts to be paid to neighbouring property owners for the loss of property value caused by the noise levels of aircraft operating to/from Geneva International AP.

CHF (excl. VAT)	
Charge per departing passenger	
As from January 1st 2025	0.60
As from January 1st 2026	0.65

The indemnification charge shall automatically end once the indemnification fund exceeds 24MCHF (twenty-four million Swiss Francs) of contributions from the scheduled and charter air traffic sector.
Following an annual assessment by the AP operator, in the event the indemnification fund amount exceeds 15MCHF (fifteen million Swiss francs), the levy of the indemnification charge shall be suspended for the following year (from January 1st to December 31st).
Then, following an annual assessment by the AP operator, if the indemnification fund amount falls below 15MCHF (fifteen million Swiss francs), the levy of the indemnification charge shall resume for the following year (from January 1st until December 31st).
The AP operator shall publish the result of the annual assessment of the indemnification fund by 1st October of each year.

Art. 11 Parking charges

Art. 11a General aviation

Parking positions are always assigned by AP Authority.
For the parking of an ACFT, a charge is levied on the basis of the MTOM, after a free parking period has elapsed.
Parts of a tonne, an HR or a day are computed as a full tonne, a full HR or a full day.

The AP operator decides on the parking space of the ACFT.

a. The free parking period is two HR.

b. After the free parking period, the parking charge is:

- CHF 10.-- per day for ACFT up to a MTOM of 2000 kg;
- CHF 5.-- per day and per tonne for ACFT with a MTOM over 2000 kg, and up to a MTOM of 20000 kg.
- CHF 7.50 per day and per tonne for ACFT with a MTOM over 20'000 kg, and up to a MTOM of 100000 kg.
- CHF 10.-- per day and per tonne for ACFT with a MTOM over 100'000 kg.

c. For ACFT up to a MTOM of 5700 kg permanently based at Genève AP and which have been allocated corresponding hangar space, a monthly flat charge may apply. In any case, granting of such space is subject to availability.
For ACFT with a MTOM exceeding 100 tonnes, an additional CHF 8.00 is levied per tonne and per day for non-scheduled commercial air traffic.

Art. 11b Scheduled and charter traffic

For the parking of an ACFT, a charge is levied on the basis of the ICAO category of the ACFT after a free parking period has elapsed. The parking period is considered to be the time between the ATA and the ATD as logged by the AP operator. Night stop refers to an ACFT with an ATA after 2000 (1900) and an ATD before 0700 (0600).

Parking Charge in CHF Of 1st April 2014 **ICAO Category**	**Free parking period**	**Thereafter Charge per 15 min up to 300 min**	**Thereafter applicable 24 hrs charge**	**Night-stop** [1]
B	45 min	27.00	648.00	259.00
C	60 min	41.00	984.00	394.00
D	240 min	57.00	1366.00	547.00
E	240 min	62.00	1488.00	595.00

1. applicable to aircraft arriving after 2000 (1900) and departing before 0700 (0600) the next morning.

Art. 11c Non-payment of parking charges

Should parking charges remain unpaid, AP operator is entitled to revoke parking permission.
In such case, ACFT owner and/or operator will be required to remove said ACFT out of AP boundaries without delay and at their own costs, without prejudice to additional measures and/or legal proceedings.

Art. 12 Fuel and lubricant charges

(excl. VAT)

CHF --.010	per litre gasoline
CHF --.011	per litre of petrol, kerosene or other turbine fuel

These amounts are payable by the authorised fuel and lubricant suppliers at the AP.

Art. 13 Cargo charges

The charge amounts to CHF --.06 (excl. VAT) per kg of import and transfer cargo.

Art. 14 Ground service charges

For the servicing of an ACFT by the AP operator or by an agent authorised by him for this purpose, a ground service charge is levied in accordance with the basic rates or under the terms of a special agreement with the user.

Art. 15 Utilization Charges

Art. 15a De-icing station

A de-icing charge is levied for each ACFT departure and is meant to refinance infrastructure for the storage of de-icing fluids as well as the filling station for de-icing vehicles. The charge is based on the ICAO ACFT category and is applicable each year between 01 OCT and 30 APR.

Aircraft Category	**De-icing Charge in CHF**
A, B, C	23.50
D, E, F	56.00

Art. 15b Energy supply for aircraft

The energy charges are meant to refinance infrastructures for the supply of electricity and air conditioning to ACFT. Whenever available, the use of the supplied electricity is mandatory while the provision of air conditioning remains optional. The charge is based on the ICAO ACFT category.

The following minimum one hour charges apply:

Aircraft Category	Electricity 400 Hz in CHF	Electricity and preconditioned air (PCA) in CHF
B	20.00	30.00
C	20.00	30.00
D	30.00	40.00
E	40.00	55.00

After the first hour, the use of the infrastructure is charged based on the effective hour fractions:

CAAV	TE in CHF	TC in CHF
C	20.00	10.00
D	30.00	10.00
E	40.00	15.00
T = Tax; E = Electricity; C = Air Conditioning		

Rate of electricity calculation: 20.00/60 (TE) * length in minutes for CAAV = C.
If length < or = to 60 min. = 1 hour minimum = 20.00

Rate of electricity + air cond.: 20.00/60 (TE) * length in minutes + 10.00/60 (TC) * length in minutes for CAAV = C. (rule of the minimum fixed time for every energy category).

Art. 15c User fee for Baggage sorting

The user fee for baggage sorting applies only to scheduled and charter air traffic and is levied per departing passenger.

User fee	As from July 1st, 2024	As from January 1st, 2026	As from January 1st, 2027
Per departing passenger	CHF 2.40	CHF 2.60	CHF 2.83

Art. 15d Engine run-up infrastructure

A charge is levied for the use of the engine run-up infrastructure and is meant to finance such infrastructure. The charge is levied based on the aircraft category and the time the engine run-up infrastructure is used.

Aircraft Category	Flat charge for the first 60 min in CHF	Thereafter Charge per period of 15 min in CHF
A	360.00	180.00
B	450.00	225.00
C	540.00	270.00

Art. 16 Methods of payment

In principle charges due by the ACFT operator shall be paid prior to TKOF.
The Airport Authority may propose payment terms at 30 days, subject to the establishment of corresponding guarantees (bank guarantee, deposit on the customer account or prepayment). In the absence of such guarantees, or in case of outstanding amounts on the customer's account, the payment before departure principle applies.

Art. 17 Slot service fee

Geneva Airport is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to CHF 1.00 per movement.

Art. 18 PPR fee

For general aviation and business aviation (non-scheduled traffic), a fee for the management of the prior permission required (PPR) system infrastructure is levied per aircraft movement.

Charge per aircraft movement in CHF
3.00

Art. 19 Incentive Program
The following incentive program only applies to scheduled and charter air traffic.

Art. 19a Landing incentive
This incentive recognizes the operation of new generation aircraft on the "best in class" principle. Narrow body aircraft categorized in noise class 5 as well as wide-body aircraft categorized in noise class 4 according the Swiss AIP shall be entitled to the following incentive the amount of which is calculated based on a percentage of the applicable landing charges:

Percentage	
Incentive on landing	
As from January 1st 2025	20%
As from January 1st 2027	17%

Art. 19b Passenger incentive
In addition to the incentive on landing, a further incentive is granted for departing passengers transported aboard eligible aircraft categories as set forth under Art.19a.

CHF (excl. VAT)	
Incentive per departing passenger	
As from January 1st 2025	0.40
As from January 1st 2027	0.34

Art. 19c Incremental Bonus
In order to stimulate airlines in replacing aircraft currently operating to and from Geneva International AP with new generation aircraft and consequently significantly contributing to the objectives set forth in the PSIA, the AP operator shall also grant an incremental bonus on the landing charges according to the following formula:

x*(p1-p2)*1.5

Where: x = amount of landing charges applicable to eligible NG aircraft in year n
p1 = percentage of movements operated by eligible NG aircraft in year n
p2* = percentage of movements operated by eligible NG aircraft in year n-1
1.5 = multiplying factor

**Note:*
The year of reference for the calculation of the incentives in 2021 (year n) will be the traffic figures of 2019 (year n-1).
As from year 2022, year n-1 will be the previous year.

Any bonus is only applied once per the concerned year.
The incremental bonus shall not be granted in the event the percentage of NG aircraft is lower than that of the previous year.

Following a reduction in the percentage of eligible NG aircraft, the incremental bonus shall only be granted once again if the percentage of eligible NG aircraft has equalled or exceeded the previous highest percentage of eligible NG aircraft achieved by the concerned air carrier over the tariff period.
p2 must be > 0
Only Airport Users operating year to year on full IATA seasons are eligible.

Art. 19d Load Factor
An incentive per departing passenger is set forth as per the table below:

Load Factor Reward		
If the load factor is for a given year is:		**Discount on PSC per departing PAX in CHF**
Greater or equal to	95%	0.15
Greater or equal to	90%	0.125
Greater or equal to	85%	0.08
Greater or equal to	80%	0.05

Art. 19e Incentive implementation date
The implementation date of the incentives set forth under Article 19 is: January 1st, 2025.

Art. 19f General Remark

Any benefit resulting from the application of the incentive scheme shall be provided to the eligible Airport User in the form of a credit note issued in January following the year under review. Airport Users with airport charges payment delay or default in a given year will not benefit from incentives for that year.

Art. 20 Noise Quota charge

The following only applies to scheduled and charter air traffic.

A Noise Quota charge is levied per delayed scheduled departure between 1900 (1800) and 2059 (1959) taking-off after 2059 (1959) once the concerned carrier has used all of its attributed Noise Quotas.

Noise Quotas are allocated by AP operator to airlines with departures scheduled between 1900 (1800) and 2059 (1959) for delayed TKOF after 2059 (1959). Noise Quotas are allocated to eligible airlines annually and proportionally to their scheduled departures between 1900 (1800) and 2059 (1959).

The number of Noise Quotas available for distribution to eligible airlines each year is determined by AP operator according to the extent of the noise curve to be respected.The weighting of Noise Points by aircraft type is based on ICAO certification values according to ICAO Annex 16 to the Convention on International Civil Aviation.

Eligible airlines are responsible for monitoring the use of the Noise Quotas distributed to them for TKOF delayed beyond 2059 (1959). Consumption of Noise Quotas for each flight depends upon the aircraft type and associated Noise Points.

Once the Noise Quotas allocated to a specific airline have been used up, TKOF of that airline delayed beyond 2059 (1959) are subject to a strong incentive charge (Noise Quota charge), depending upon the ICAO ACFT category and the number of occurrences.

NOISE QUOTA CHARGE per delayed scheduled departure between 1900 (1800) and 2059 (1959) taking-off after 2059 (1959) without quota:

CHF (excl. VAT)

AIRCRAFTS	**Narrow Body**	**Wide-Body**
ICAO CODES	**A, B, C**	**D, E, F**
First occurrence	5000.00	10000.00
Second occurrence	10000.00	20000.00
From 3rd occurrence onwards	20000.00	40000.00

The charge for delayed TKOF after 2059 (1959) is not applicable to aircraft exempt from landing charge as defined in the Swiss AIP Gen 4.1.

Proceeds from this charge are allocated to AP operator's environment fund and used to finance measures to protect the environment and neighbouring communities.

Detailed operating rules of the Noise Quotas scheme are set forth in the "Noise Quotas System Operating Rules" and made available to ACFT operators on www.gva.ch.

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6. LSZG - GRENCHEN AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT GRENCHEN AIRPORT
(Of 01 JUL 2007)

6.1 General provisions

6.1.1 Legal basis

The legal basis for the tariff regulations is chapter 3 *Airport Charges* of the ordinance of the infrastructure of air navigation (SR 748.131.1 VIL) dated 23 NOV 1994 and article 9 of the operating-concession for Grenchen AP.

6.1.2 Jurisdiction

These tariff regulations are applicable for the use of Grenchen AP.

6.1.3 Airport charges

The AP charges applied are the following:
- LDG charges (mass related)
- Noise charges
- Passenger charges
- Parking charges (Transit parking)

According to article 39 of the Air Navigation Law (SR 748.00 LFG, state 21 DEC 1999), the AP charges are subject to the supervision of FOCA. They are published in the AIP Switzerland.

6.1.4 Indemnity for special services

For special services, the AP operator may make additional charges independent of the AP charges.

6.1.5 Other charges

Together with the AP charges, the APCH charge (AFS) is collected on behalf of skyguide as reimbursement for the provision of terminal navigation services.

6.1.6 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is not known, the ACFT owner is considered as ACFT operator as long as the latter is not able to prove that this status falls to another person.

6.1.7 Charge maturity

The charges are to be paid before TKOF, at the latest. The AP operator may claim the payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

6.1.8 Currency

The charges are due in Swiss Francs (CHF).

6.2 Landing charges (mass related)

6.2.1 Charge duty

For an APCH with subsequent LDG, a charge is levied, depending on the ACFT mass.
For each “Touch-and-go”, the same charge is applicable.

6.2.2 Charge determination

The mass-related charge depends on the MTOM of the ACFT, as stated in the Airworthiness Certificate, in the Aircraft Flight Manual or any other equivalent official document.

6.3 Charge rates

The charge rates are provided in ANNEX 1.
The Grenchen AP Authority can offer rebates to local flying schools.

6.3.1 Helicopters and powered gliders

For HEL, the same rates are applicable.
For powered gliders (when operating as ordinary powered ACFT) special rates in accordance with ANNEX 1 are applicable.

6.3.2 Approaches without subsequent landing

The LDG charges are also due when, for schooling and training purposes, APCHs without subsequent LDGs are performed.

6.4 Noise charges (for propeller driven aircraft up to 5.7 tonnes MTOM)

6.4.1 Charge duty

For an APCH with subsequent LDG, a charge is levied, depending on the ACFT mass.
For each “Touch-and-go”, the same charge is applicable.

6.4.2 New or modified aircraft

If an operator proposes a more advantageous classification for his ACFT, he has to provide evidence by means of appropriate documentation within 30 days after the application. On condition of timely submitted evidence, the noise charges paid during this period will be reimbursed.

6.4.3 Noise class assignment

The noise charge depends on the ACFT assignment to one of the classes A-D. For the assignment of Swiss ACFT, the classification list of the Swiss ACFT register is applicable. For foreign ACFT, the classification list of ACFT types GEN 4.1 - Appendix B (Noise classification for propeller-driven ACFT without special sound-proofing) applies.

6.4.4 Charge rates

The charges rates are provided in ANNEX 2.

6.4.5 Approaches without subsequent landing

The noise charges are also due when, for schooling and training purposes, APCHs without subsequent LDGs are performed.

6.5 Passenger charges

6.5.1 Charge duty

For each passenger departing aboard an ACFT or using AP services in transit, a charge is due, with the exception of the exemptions listed in 6.5.3.

6.5.2 Charge rates

The charge rates are provided in ANNEX 3.

6.5.3 Charge exemptions

The following are exempt from the charges:

- passengers of non-commercial DOM private traffic;
- infants up to the age of two;
- passengers of sight-seeing FLTs.

6.6 Parking charges (Transit parking)

6.6.1 Charge duty

For the parking of an ACFT in the OPN and over-night, a charge is levied after the free parking period has elapsed.

6.6.2 Assignment of the parking places

The AP operator determines the area on which the ACFT may be parked. The AP operator may determine a MAX period for the parking.

6.6.3 Charge rates

The charges rates are provided in ANNEX 4

6.7 Charge exemptions

6.7.1 Principle

The following cases are exempt from the LDG, noise, passenger and parking charges:
- SAR FLTs, as well as police FLTs;
- the use of the AP in unforeseen EMERG cases in connection with ACFT operation;
- special events agreed by the AP operator.

6.7.2 State aircraft (civil and military)

Special agreements may be made for State ACFT.

6.7.3 ANNEX 1

Landing charges (mass-related)
1. Powered ACFT

Mass in kg	Charge for national flights CHF (incl. VAT)	Charge for international flights CHF (incl. VAT)
- 1000	10.25	20.50
1001 – 2000	15.65	31.30
2001 – 3000	27.70	55.40
3001 – 4000	37.70	75.40
4001 – 5000	47.70	95.40
5001 – 6000	57.70	115.40
6001 – 7000	67.70	135.40
7001 – 8000	77.70	155.40
8001 – 9000	87.70	175.40
9001 – 10000	97.70	195.40
> 10000 – per 1000 kg or fraction	10.00	20.00
For powered gliders operating as ordinary powered ACFT, the same charge is due. They are also subject to the APCH charge levied by skyguide.		

Mass in kg	Charge for national school flights (VFR) CHF (incl. VAT)	Charge for international school flights (VFR) CHF (incl. VAT)
- 1000	9.20	18.40
1001 – 2000	14.40	28.80
2001 – 3000	26.55	53.10
3001 – 4000	34.55	69.10
4001 – 5000	42.55	85.10
5001 – 6000	50.55	101.10
6001 – 7000	58.55	117.10

Mass in kg	Charge for national school flights (VFR) CHF (incl. VAT)	Charge for international school flights (VFR) CHF (incl. VAT)
7001 – 8000	66.55	133.10
8001 – 9000	74.55	149.10
9001 – 10000	82.55	165.10
> 10000 – per 1000 kg or fraction	8.00	16.00
For powered gliders operating as ordinary powered ACFT, the same charge is due. They are also subject to the APCH charge levied by skyguide.		

2. Powered gliders
When at TKOF operating as ordinary powered ACFT and at LDG operating as a glider, the following charge is made.
Charge per LDG CHF 13.90 (incl. VAT)

6.7.4 ANNEX 2

Noise charges

Noise Class	Charge per tonne in CHF (incl. VAT)
A	9.05
B	6.05
C	3.00
D	0.00

6.7.5 ANNEX 3

Passenger / customs charges
Charge per departing passenger CHF 10.85 (incl. VAT)
Customs fee for departing ACFT CHF 13.25 (incl. VAT)

School FLT:
Charge per departing passenger CHF 10.40 (incl. VAT)
Customs fee for departing ACFT CHF 12.70 (incl. VAT)

6.7.6 ANNEX 4

Parking charges (Transit parking)

Mass in kg	Charge CHF (incl. VAT)
- 1000	18.05
1001 – 2000	24.10
2001 – 3000	30.10
3001 – 4000	36.10
> 4001	42.20

7. LSGL - LAUSANNE-LA BLECHERETTE AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT LAUSANNE-LA BLÉCHERETTE AIRPORT
(Of 01 OCT 2001)

7.1 General provisions

7.1.1 Legal basis

The tariff regulations are governed by article 39 of the Federal Law of Air Navigation and article 8 of the concession for the operation of the AP.

7.1.2 Jurisdiction

These tariffs apply to the use of Lausanne-La Blécherette AP and the services provided there.

7.1.3 Airport charges

The AP charges are applied on the basis of:

- MTOM of the ACFT
- noise generated by ACFT type
- number of passengers
- CUST tariff
- parking DUR
- sale of fuels and lubricants
- ground services and other services

These charges are subject to the supervision of FOCA and are published in the AIP Switzerland.

7.1.4 Charges debtor

AP charges are payable by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is regarded as the ACFT operator and the charges debtor.

7.1.5 Payment of charges

Unless otherwise agreed, the charges must be paid before TKOF, at the latest. The AP operator may claim payment at any time.

7.1.6 Currency

The charges are payable in Swiss Francs (CHF).

7.1.7 Special conditions

The AP operator is entitled to grant exemptions from the current charges to encourage forms of aviation which are particularly environmentally conscious.
FLTs defined as exempt under Swiss law are also exempt from charges.

7.2 Landing charges

7.2.1 Applicability

A LDG charge is levied for every APCH made by an ACFT (including gliders and HEL) whether or not this is followed by a LDG, with the exception of go-arounds not planned by the crew.

7.2.2 Landing charge determination

The LDG charge is indexed to the MTOM, as stated in the Aircraft Flight Manual, Airworthiness Certificate, Swiss Register or any other official document.
A fraction of a tonne is charged as a whole unit.

7.2.3 Charge amount

Maximum Take-Off Mass (MTOM) in kg	Charge CHF (excl. VAT)	
	National traffic	International traffic
0 – 1000	12.10	18.60
1001 – 2000	20.45	29.75
2001 – 3000	32.50	29.75
3001 – 4000	46.55	74.45
4001 and above	83.75	121.00

7.2.4 Special cases - training

A reduction is applicable to trainee pilots from ab initio flying schools based at Lausanne-La Blécherette AP.

7.3 Noise-related landing charges

7.3.1 Applicability

For the APCH, whether or not followed by LDG, and with the exception of go-arounds not planned by the crew, a charge related to the noise class of the ACFT is levied, supplementary to the LDG charge based on the MTOM.

7.3.2 Definition of noise classes

FOCA is responsible for the compilation and MAINT of a list of ACFT classes. The list of ACFT registered in Switzerland is published in the Swiss register or as a separate list and is the sole applicable source. ACFT registered abroad are classified in accordance with the corresponding ACFT type GEN 4.1 - Appendix B (Noise classification for propeller-driven ACFT without special sound-proofing).

7.3.3 Noise classification

The ACFT classification is based on the noise level limits established by ICAO and laid down in ICAO Annex 16, and the noise level measured and adjusted for the ACFT PER factor or the relevant ACFT type.

Class	Difference
A	Noise level HYR than the threshold value
B	0 to 1.9 dB below the threshold value
C	2 to 4.9 dB below the threshold value
D	5 dB or more below the threshold value

7.3.4 Charge amount

The noise-related charge is as follows, based on the class of ACFT:

Class	Amount payable (excl. VAT)
A	CHF 7.- (per tonne MTOM or fraction thereof)
B	CHF 4.- (per tonne MTOM or fraction thereof)
C	CHF 2.- (per tonne MTOM or fraction thereof)
D	No noise-related charge

7.3.5 Unclassified, new or modified aircraft

In case of doubt or in the absence of a classification, the AP is entitled to categorise the ACFT as Class A. The ACFT operator may propose a more favourable classification for his ACFT within 60 days after payment of the charge if, within this period, proof of its incorrect classification can be furnished. Should this be proven, the excess charges will be reimbursed.

7.4 Passenger charges

7.4.1 Applicability

With the exception of the cases listed below (7.4.2), a charge is levied for each passenger departing on an ACFT.

7.4.2 Passengers exempt from charges

- Infants up to the age of two;
- Passengers on private FLTs to Swiss DESTs, including Bâle-Mulhouse.

7.4.3 Charge amount

A charge of CHF 5.65 per passenger is levied, excluding VAT.

7.5 Customs charge

7.5.1 Applicability

A CUST charge is levied on all FLTs originating from or destined for locations outside Switzerland, excluding Bâle-Mulhouse.

7.5.2 Charge amount

The CUST charge is CHF 4.65 excluding VAT and is levied on every ACFT movement.

7.6 Parking charges

7.6.1 Applicability

When the free parking period is exceeded, a charge is levied for parking ACFT on the tarmac or parking areas.

7.6.2 Charge calculation

The charge is based on the MTOM and DUR of parking.

7.6.3 Free parking period

The first five HR of parking are free of charge.

7.6.4 Charge amount

MTOM in kg	Charge per day in CHF (excl. VAT)
0 – 4000	12.00
4001 and above	2.80 per tonne

The AP operator may make special arrangements for long-term parking.

7.7 Charge for the sale of fuels and lubricants

7.7.1 Applicability

The prices indicated on the dispensers include the charge levied by the AP operator.

7.8 Handling and other ground services (assistance)

7.8.1 Applicability

A charge is levied for the use of the AP ground services.

7.8.2 Charge amount

The charges are indexed to the time involved, based on a rate of CHF 80.- per HR per person deployed.

7.9 Airport services provided outside opening hours

7.9.1 Special charge

If the AP has to be specially OPN or remain OPN to permit an ACFT to land or TKOF outside the operating HR defined in the AIP, a charge of CHF 93.- (plus VAT) will be levied for every extra quarter-hour of an HR of OPN, in addition to other applicable charges.

7.9.2 VAT

All prices are exclusive of VAT, which is invoiced over and above the charges listed herein.

7.10 Implementation

The current charges shall enter into force on 01 OCT 2001 and supersede the previous tariff on this date.

8. LSZA - LUGANO AIRPORT - Aerodrome charges

8.1 TARIFF REGULATIONS AT LUGANO AIRPORT

(Of 19 SEP 2013)

I. General terms and conditions

Art.1 **Legal basis**
For the ordinary use of the AP by ACFT, Lugano AP Authority shall levy charges in accordance with section II. For use of the AP that exceeds the ordinary, Lugano AP Authority shall levy special charges, in accordance with section III.

Art.2 **Charges**
The AP charges include:
a. mass-related LDG charge
b. mass-related noise surcharge on LDG charge
c. approach charge (Skyguide) see ANNEX 2: Approach charges for Category II airports
d. EM charge
e. passenger charge
f. parking charge
g. cargo charge
h. operating time surcharge
i. fuel and lubricant prices
j. ground handling charge - basic handling
   - scheduled and charter FLTs
   - general aviation FLTs

Art. 3 **Special services**
Lugano AP Authority is entitled to levy extra charges for special services not specifically mentioned in these regulations.

Art. 4 **Services by third parties**
Lugano AP Authority reserves the right to ask for contributions from firms and companies operating at the AP or offering services to its users.

Art. 5 **Special conditions**
Lugano AP Authority reserves the right to apply special rates to ACFT operators working for aviation or regional area development purposes, and to operators whose ACFT are mainly stationed on the AP area.

Art.6 **Liability for payment of charges**
Unless provided otherwise, the charges shall be paid as follows:
a. in the case of scheduled or non-scheduled commercial FLTs, by the company that actually carries out the FLT (”actual carrier”)
b. in the case of non-commercial FLTs, by the operator of the ACFT

An ACFT operator is defined as the party who has the actual and PERM power of control over the ACFT and who uses it or permits it to be used at its expense.
Several operators of the same ACFT shall be jointly and severally liable for the charges; in the case of the operator not also being the owner of the ACFT, both the operator and the owner shall be jointly and severally liable for the charges.

Art. 7 **Exemptions**
The following cases are exempted from LDG, noise, approach, passenger and parking charges:
- operators of Swiss and foreign State ACFT provided that the ACFT is carrying the Head of State’s government officials on a State visit
- search and police FLTs
- rescue and humanitarian FLTs

- ACFT participating in special demonstrations which are allowed by Lugano AP Authority

Art. 8 **Obligation of data delivery**
When claiming a reason for exemption in accordance with Art. 7, all the necessary evidence for the claim has to be submitted to Lugano AP Authority.

Art. 9 **Terms of payment of the charges**
The AP charges must be paid prior to TKOF, at the latest; Lugano AP Authority is, however, entitled to demand payment at any time after the ACFT has landed.
Lugano AP Authority may invoice the charges to regular AP users monthly, provided they have their domicile or head office in Switzerland and can furnish valid financial guarantees.
The payment shall be settled within 30 days of the date of the invoice, unless other agreements have been made.

Art. 10 **Currency**
The charges are payable in Swiss Francs (CHF).

Art. 11 **Value added tax**
The charge rates do not include VAT.

Art. 12 **Collection**
Lugano AP Authority may delegate an authorised dispatch office to levy the charges.

II. Individual charges

Landing charges (based on MTOM)

Art. 13 **Obligation**
For each LDG, there shall be a charge payable in accordance with the MTOM of the ACFT.
Missed APCHs shall be invoiced as landing with exception of handling fees (fully waived) and landing fee (50% waived) due to RWY occupancy.

Art. 14 **Basis of calculation**
The MTOM shall correspond to the information contained in the ACFT's Airworthiness Certificate.

Art. 15 **Charge rates**
The rates are listed in GEN 4.1 - Annex 1.

Art. 16 **Special forfeit for Training and Qualification flights**

MTOM (tonnes)	NR of Landing	Daily forfeit*
	Quantity	CHF
< 3	1-2	official fares applied
	3	
	4-5	
3 up to 7	1-2	600.00
	3	850.00
	4-5	1000.00
7 up to 10	1-2	700.00
	3	950.00
	4-5	1200.00
10 up to 22	1-2	800.00
	3	1100.00
	4-5	1500.00
>22	1-2	900.00
	3	1250.00
	4-5	2000.00

*The following charges are included in the forfeit: airport landing tax, fire-brigade taxes, gas emission tax, noise tax and winter tax.
Landings and approaches are allowed during the airport's standard operating and opening hours.
For the forfeit tariff to be applicable the FPL must include at the time of submission the remark "Training or Qualification flight" or be listed as an "X" flight. The forfeit tariff cannot be applied retroactively.

Noise surcharge on landing charge

Art. 17 **Obligation**
For each LDG, there shall be a surcharge calculated on the LDG charge due, payable in accordance with the noise level of the ACFT.

Noise classes

Art. 18 **a) Jet-engine aircraft**
Jet-propelled ACFT shall be assigned to one of the noise classes I to V. The class assignment is published in GEN 4.1 - Appendix A

Art. 19 **Noise surcharge rates**
The amount of the noise surcharge is:

Noise class	Noise charge CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	80.--

Art. 20 **b) Propeller-driven aircraft not exceeding 8618 kg MTOM**
The assignment of propeller-driven ACFT with a MTOM not exceeding 8618 kg into one of the noise classes A to D corresponds to the classification established by FOCA. The decisive factor in this regard is the difference between the mandatory noise level limits in accordance with ICAO Annex 16 and the measured noise level of the ACFT type corrected using the PER correction factor.

Art. 21 **Assignments to the noise classes**
ACFT registered in Switzerland are assigned to the classes mentioned below in accordance with the Swiss Aircraft Register. ACFT registered abroad are classified in accordance with Appendix B to the tariff regulations for public APs in Switzerland (Noise classification for propeller-driven ACFT without special sound-proofing, ref. GEN 4.1 - Appendix B).

Art. 22 **Noise surcharge rates**
The amount of the noise surcharge per tonne or part thereof is:

Noise class	Noise charge CHF (excl. VAT)
A	20.--
B	15.--
C	10.--
D	no surcharge

Art. 23 **Surcharge on Saturday, Sundays and local holidays**
For LDGs on SAT, SUN and local HOL, the noise surcharge is increased by 50% for:

- all ACFT
- in addition from 0600-0700 (0500-0600) / 1100-1230 (1000-1130) / 1900-2100 (1800-2000)

Between 2101-0559 (2001-0459), the noise charge is increased by 100% for all ACFT.

Art. 24 **New and modified aircraft**
In the event that a party liable to pay the charges submits a claims for a more advantageous classification, it shall provide evidence to Lugano AP Authority by submitting appropriate documentation within 60 days of the date on which the claim is made.

Art. 25 **Refund**
If the evidence required is provided on time, Lugano AP Authority shall refund the excess surcharge paid during the 60-day period.

Emission-related landing charges (WEF 01 APR 2010)

Art. 26 **Principle**
An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive "Aircraft Engine Emission Charges in Switzerland" (Reference 33-05-27).

Art. 27 **Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA**
ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under the ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,

are subject to the EM calculation, as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \#\text{Engines} * \sum_{LTO-modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

where:

a = 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
a > 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard. a = HC Dp/Foo /19.6, with a maximum value for 'a' of 4.0
LTO-Modes:	ICAO Certification LTO Modes:

Mode	Time (in minutes)
Take-off	0.7
Climbout	2.2
Approach	4.0
Taxi/Idle	26.0

# Engines:	number of engines fitted to the aircraft	
Time:	time in mode (see above)	(in minutes)
Fuelflow:	fuel flow per mode	(in kg/sec)
$NOx_{Emissionfactor}$	Measured NOx-Emission factor per mode	(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information:
www.bazl.admin.ch -> For Specialists -> Environment

Art. 28 **Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA**
ACFT equipped with:

- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived from the type, PER and number of engines fitted to the ACFT, as detailed in Table1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional up to 200 hp	Piston: Conventional 200-400 hp	Piston: Conventional >400 hp	Helicopter <1000 shp	Helicopter >1000 shp	Business-Jets (<16 kN)	Business-Jets (>16 but <26.7 kN)	Turbo-props
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Art. 29 **Emission tariff**
The applicable tariff is CHF 3.40 per $\text{Emission Value}_{Aircraft}$

Passenger charge

Art.30 **Obligation**
Subject to Art. 31, a charge shall be payable for each passenger who is transported by an ACFT that takes off from the AP.

Art. 31 Passenger charge rates

	Charges	Passenger	Security	Noise	PRM	Total Charge
a.	for general aviation traffic per passenger	CHF 19.00	-	CHF 1.00	-	**CHF 20.00**
b.	for scheduled and charter traffic per passenger	CHF 24.00	CHF 16.50	CHF 1.00	CHF 1.00	**CHF 42.50**
c.	for transit scheduled and charter traffic per passenger	CHF 9.50	CHF 5.50	CHF 1.00	-	**CHF 16.00**

Art. 32 **Exemptions**
No charge shall be levied in the cases of:
- infants up to the age of two
- passengers in direct transit
- passengers on local FLTs
- ACFT crew members who, not requiring a ticket, are transported to another AP for purpose of service on a FLT from that AP (dead heading)

Parking charge

Art. 33 **Obligation**
A parking charge shall be applied for ACFT parking between LDG and TKOF.

Art. 34 **Basis of calculation**
Basis of calculation of the charges is:
- MTOM (according to Art. 14 Basis of calculation)
- DUR of the parking period

Art. 35 **Parking rates**
Parking rates are contained in GEN 4.1 - Annex 2.

Art. 36 **Assignment of the parking positions**
Lugano AP Authority assigns the parking PSN based on an assumed DUR.

Cargo charges

Art. 37 **Obligation**
This charge is levied for cargo:
- arriving at the AP (import) via air transport or road vehicle
- loaded/unloaded by AP personnel, whether on ARR (import), or transit (transit) or on DEP (export).

The determining factor for cargo charges is the gross WT.
The charges have to be paid by the air transport carrier to Lugano AP Authority.

Art. 38 **Arriving cargo charge (import)**
The charge amounts to CHF -.05 per kg or part of it.

Art. 39 **Cargo transportation charge**
The charge amounts to CHF -.07 per kg of cargo transported by the staff of Lugano AP Authority from an ACFT to another (transit), or respectively from an ACFT to the zone reserved for the deposit of goods and vice versa (import-export).

Art. 40 **Cargo storage charge**
A charge for the storage of cargo is levied in accordance with a tariff published separately by the cargo agent.

Operating time surcharge

Art. 41 **Obligation**
For each movement (LDG or TKOF), a special charge is levied according to the operating time.

Art. 42 **Rates**
Refer to the current document: “General Aviation Handling Charges & Service”

Fuel and lubricant prices

Art. 43 **Charges**
The official fuel prices are published monthly.

Ground handling charges - basic handling

a) Scheduled and charter flights

Art. 44 **Obligation**
The operator of an ACFT of scheduled or charter traffic is obliged to pay a charge for the services rendered by Lugano AP Authority for every rotation (one ARR and one DEP or vice versa). Movements for instruction or technical reasons, or ferry FLTs are exempt from this charge.

Art. 45 **Rates**
The list of handling rates is published on the Lugano AP Internet site: http://www.luganoairport.ch. Refer to the current document: “Scheduled and Charter Traffic Tariffs”.

Art. 46 **List of main services**
Ground handling consists of the following main services:
- marshalling of ACFT to and from the parking PSN
- loading, unloading and transport of baggage
- transport of passengers by motor vehicle (on demand)
- general cleaning of passenger cabin of the ACFT
- stand-by of fire fighting services
- accompanying of and assistance to passengers
- check-in operations

b) General aviation flights

Art. 47 **Obligation**
The operator of a commercial or private traffic ACFT over 3000 kg MTOM is due to pay a charge for the services rendered by Lugano Airport SA or the Handling Agent for every rotation (one ARR and one DEP or vice versa).

Art. 48 **Rates**
The amount of the base handling flat rate charge for ACFT, relating to its MTOM, is published on the Lugano AP Internet site: http://www.luganoairport.ch. Refer to the current document: “General Aviation Handling Charges and Service”.

III. Special charges

Art. 49 **Ground handling charges - special handling on demand**
Lugano AP Authority levies charges for any special services not covered by Art. 46 List of main services and Art. 48 Rates, and ordered by the ACFT operator.

Art. 50 **Hangar parking**
In case of AVBL space in hangar, Lugano AP Authority gives priority to ACFT operators with annual contracts and successively to those that normally have their ACFT stationed on the AP area.
Lugano AP Authority may allow other competent organisations to handle ACFT parking.

Art. 51 **Winter surcharges**
The winter operation surcharge will be charged for every LDG General Aviation FLTs from 01 NOV to 30 APR, irrespective of the fact that effective de-icing / anti-icing has taken place or not.
For the month of April, the winter surcharge may be waived depending on weather condition.

Aircraft	up to 3 tonnes	CHF	10.00
Aircraft	up to 7 tonnes	CHF	18.00
Aircraft	up to 16 tonnes	CHF	23.00
Aircraft	above 16 tonnes	CHF	30.00

Art. 52 **De-icing charges**
Flat fee charge per service for General Aviation ACFT. De-icing fluid / hot water mixture CHF 6.50 per litre sprayed.

Aircraft	up to 7 tonnes	CHF	320.00
Aircraft	up to 16 tonnes	CHF	430.00
Aircraft	above 16 tonnes	CHF	720.00

IV. Concluding provisions

Art. 52 **Date of validity**
These tariff regulations are valid as from 01 JUL 2025.
GEN 4.1 - Annex 1
List of the LDG charges
GEN 4.1 - Annex 2
List of the parking charges

Annex 1

Annex 1					
Landing charge based on the MTOM of aircraft					
Class	**Maximum Take-Off Mass in kg**				**CHF**
0	up to			1000	21.00
1	from	1001	to	1500	32.00
2	from	1501	to	2000	48.00
3	from	2001	to	3000	68.00
4	from	3001	to	4000	76.00
5	from	4001	to	5000	89.00
6	from	5001	to	6000	99.00
7	from	6001	to	7000	112.00
8	from	7001	to	8000	123.00
9	from	8001	to	9000	137.00
10	from	9001	to	10000	147.00
11	from	10001	to	11000	161.00
12	from	11001	to	12000	170.00
13	from	12001	to	13000	184.00
14	from	13001	to	14000	194.00
15	from	14001	to	15000	208.00
16	from	15001	to	16000	217.00
17	from	16001	to	17000	231.00
18	from	17001	to	18000	245.00
19	from	18001	to	19000	258.00
20	from	19001	to	20000	272.00
21	from	20001	to	21000	286.00
22	from	21001	to	22000	299.00
23	from	22001	to	23000	313.00
24	from	23001	to	24000	327.00
25	from	24001	to	25000	340.00
26	from	25001	to	26000	354.00
27	from	26001	to	27000	368.00
28	from	27001	to	28000	381.00
29	from	28001	to	29000	395.00
30	from	29001	to	30000	408.00
31	from	30001	to	31000	422.00
32	from	31001	to	32000	435.00
33	from	32001	to	33000	448.00
34	from	33001	to	34000	462.00
35	from	34001	to	35000	476.00

Annex 1					
Landing charge based on the MTOM of aircraft					
Class	**Maximum Take-Off Mass in kg**				**CHF**
36	from	35001	to	36000	489.00
37	from	36001	to	37000	503.00
38	from	37001	to	38000	517.00
39	from	38001	to	39000	530.00
40	from	39001	to	40000	544.00
41	from	40001	to	41000	558.00
42	from	41001	to	42000	571.00
43	from	42001	to	43000	585.00
44	from	43001	to	44000	599.00
45	from	44001	to	45000	612.00
46	from	45001	to	46000	626.00
47	from	46001	to	47000	638.00
48	from	47001	to	48000	652.00
49	from	48001	to	49000	666.00
50	from	49001	to	50000	679.00
51	from	50001	to	51000	693.00
52	from	51001	to	52000	707.00
53	from	52001	to	53000	720.00
54	from	53001	to	54000	734.00
55	from	54001	to	55000	748.00
56	from	55001	to	56000	761.00
57	from	56001	to	57000	775.00
58	from	57001	to	58000	789.00
59	from	58001	to	59000	802.00
60	from	59001	to	60000	816.00

Annex 2

Annex 2						
Parking charge based on the MTOM of Aircraft						
Class	**Maximum Take-Off Mass in kg**				**Parking Charges**	
					CHF / hr[1)]	**CHF / day**
					(excl. VAT)	
0	up to			1000	3.00	30.00
1	from	1001	to	1500	3.50	35.00
2	from	1501	to	2000	4.00	40.00
3	from	2001	to	3000	4.50	45.00
4	from	3001	to	4000	5.00	50.00
5	from	4001	to	5000	5.50	55.00
5 - 10	from	5001	to	10000	10.00	110.00
10 - 15	from	10001	to	15000	14.00	160.00
15 - 20	from	15001	to	20000	16.00	200.00
20 - 25	from	20001	to	25000	18.00	250.00
25 - 35	from	25001	to	35000	25.00	300.00
35 - 45	from	35001	to	45000	30.00	400.00
from 45	from	45001	to	-	40.00	400.00
RMK: 1)	More than 12 hours - daily charge.					

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9. LSZR - ST. GALLEN-ALTENRHEIN AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT ST. GALLEN-ALTENRHEIN REGIONAL AERODROME
(Of 01 JAN 2026)

9.1 General information

9.1.1 This edition tariff regulations replaces all earlier versions.

9.1.2 All other services, not hereafter mentioned, will be charged separately.

Airport fees & surcharges

-	Landing, noise, emission	Annex A
-	Passenger, passenger security, aircraft parking	Annex B
-	Ground handling, cargo handling	Annex C
-	Extensions OPR hours, RFFS, Winter OPS	Annex D
-	Aircraft services, passenger services, other services	Annex E

9.1.3 These fees are also applicable for tow plane, powered gliders and helicopters, unless otherwise stated.

9.1.4 The fees shall be paid by:
- the company that actually carries out the flight for scheduled and non-scheduled commercial flights.
- the operator of the aircraft for non-commercial flights. Several operators of the same aircraft shall be jointly liable for the fees; in the event that the operator is not also the owner of the aircraft, both the operator and owner shall be jointly liable for the fees.

9.1.5 All published fees are listed without VAT (unless otherwise stated).

9.1.6 Airport Altenrhein AG has the authority to change the applicable fees without prior notice.

9.1.7 IFR opening hours for Airport St. Gallen-Altenrhein:

MON - FRI (incl. HOL)	0530 - 1100 (0430 - 1000)	1230 - 2000 (1130 - 1900)
SAT	0630 - 1100 (0530 - 1000)	1230 - 1900 (1130 - 1800)
SUN	0900 - 1100 (0800 - 1000)	1230 - 1900 (1130 - 1800)

Special permission is required for flights outside of the operational hours and is possible during the following times:

MON - FRI (incl. HOL)	0500 - 0530 (0400 - 0430)	1100 - 1230 (1000 - 1130)	2000 - 2100 (1900 - 2000)
SAT	0530 - 0630 (0430 - 0530)	1100 - 1230 (1000 - 1130)	1900 - 2100 (1800 - 2000)
SUN	0630 - 0900 (0530 - 0800)	1100 - 1230 (1000 - 1130)	1900 - 2000 (1800 - 1900)

Exceptions: Special permission possible 24/7 O/R for HOSP FLT, SAR FLT, FLT of the President of the Swiss Confederation and members of the Swiss Government.

9.1.8 Engine runs are allowed at the following times:

MON - FRI (excl. HOL)	0700 - 1100 (0600 - 1000)	1230 - 1700 (1130 - 1600)

Special permission is required for ground runs outside of the above mentioned hours. Ground runs for helicopters need prior permission from the Airport Authority.

9.1.9 The fees are payable latest prior to take-off, in cash or by credit card. Credit accounts can be made available for regular airport users, subject to approval and deposit. The customer is responsible for all bank fees. Standard credit terms are net 10 days.

9.1.10 All tariffs are listed in Swiss Francs (CHF) and exclude value added tax (VAT).

9.1.11 General terms and conditions of Airport Altenrhein AG apply.

9.2 Landing fees

9.2.1 The LDG fees are levied on ACFT landings at St. Gallen-Altenrhein AP, also for touch-and-go landings.

9.2.2 The LDG fees are calculated according to ACFT maximum take-off weight (MTOW) as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document.

9.2.3 For ACFT based in St.Gallen-Altenrhein and with a MTOW up to 3 tons, the LDG fee will be reduced by 40% (not cumulative with other discounts).

9.2.4 For training FLTs with instructor on board or supervised by an Instructor with an ACFT of MTOW up to 3 tons LDG fee will be reduced by 30% (not cumulative with other discounts such as homebase).

9.2.5 The following LDG are exempt from LDG fees:

a. FLTs by officials of the Aircraft Accident Investigation Bureau (SUST) in the course of their duties

b. SAR FLTs ordered by Federal Office of Civil Aviation (FOCA)

c. Approaches without LDG (go-around, touch and go) ordered by ATC due to air safety concerns

d. Approaches without LDG (go-around, touch and go) due to meteorological reasons

e. Approaches without LDG (go-around, touch and go) due to technical reasons (emergency)

See Annex A

9.3 Noise surcharge

9.3.1 For each LDG, there shall be a surcharge on the LDG fee payable in accordance with the noise class of the ACFT. The assignment of propeller-driven ACFT with a MTOW not exceeding 8.7 tons into one of the noise classes A to D corresponds to the classification established by FOCA resp. ICAO. Jets, which do not correspond to the ICAO Classification Annex 16 Chapter 3, are subject to the noise surcharge. The classification of foreign ACFT shall be determined in accordance with the classification of the particular ACFT type. ACFT without official classification are classified in group A (propeller-driven) or group E (jets).

9.3.2 In the event that a party lays claim to a more advantageous classification, the party shall provide proof to the Airport Authority by way of appropriate documentation within 60 days. After receipt of the documentation the Airport Authority shall reimburse the excess noise surcharge.

See Annex D

9.4 Emission surcharge

9.4.1 For each LDG, there shall be an emission-based surcharge payable in accordance with the emission value of the ACFT. The determination of the emission value shall be according to the FOCA directive 33-05-27.

9.4.2 In the event that a party lays claim to more advantageous classification, the party shall provide proof to the Airport Authority by way of appropriate documentation within 60 days. After receipt of the documentation, the Airport Authority shall reimburse the excess emission surcharge.

See Annex D

9.5 Passenger fee / Passenger security fee

9.5.1 A passenger fee shall be payable for each passenger who is transported in an ACFT taking off from Airport St. Gallen-Altenrhein.

9.5.2 Passengers exempt from fees:

a. Children under the age of two

b. Passengers in direct transit

c. Passengers on FLTs, when the following landing is in St.Gallen-Altenrhein

9.5.3 A passenger Security Fee shall be payable for each passenger on FLTs requiring:

a. Critical Part, and / or

b. Passenger and Cabin baggage screening, and / or

c. Hold baggage screening

See Annex B

9.6 Aircraft parking fee

9.6.1 The ACFT parking fees are calculated according to the ACFT MTOW as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document.

9.6.2 The AP Authority determines the parking PSN of the ACFT.

9.6.3 Home based ACFT are exempt from the ACFT parking fee.

9.6.4 ACFT during active maintenance in an official maintenance facility are exempt from the ACFT parking fee.

9.6.5 Outside day parking of more than 4 hours will be charged. In the case of outside overnight parking only the overnight rate will be charged.

9.6.6 Hangar day and overnight parking is subject to availability.

See Annex B

9.7 Ground handling and cargo handling fee

Ground handling fees for scheduled FLTs, regular charter flights, business & general flights are mandatory. Airport St.Gallen-Altenrhein is not authorized to carry out cargo handling.

See Annex C

9.8 Surcharges for services

a. Extended Terminal Services outside of regular opening hours

b. Ground handling and air navigation services performed during the following hours (outside regular operating hours):

MON - FRI	0500 - 0529 (0400 - 0429)	1101 - 1229 (1001 - 1129)	2001 - 2100 (1901 - 2000)
SAT	0530 - 0629 (0430 - 0529)	1101 - 1229 (1001 - 1129)	1901 - 2100 (1801 - 2000)
SUN	0630 - 0859 (0530 - 0759)	1101 - 1229 (1001 - 1129)	1901 - 2000 (1801 - 1900)

See Annex D

9.9 Surcharge winter operation

The surcharge winter operation will be charged for every landing from 1st October until 31st March, irrespective of actual ACFT de-icing / anti-icing being used or not. Home based ACFT and ACFT up to 3 tons MTOW are exempt.

See Annex D

9.10 Rescue and fire fighting services (RFFS)

The Rescue and fire fighting services will be performed and charged as per operators request.
See Annex D

9.11 Fees for ACFT services, passenger services, other services

See Annex E

9.12 ANNEX A

Landing fee **/ Approach** fee for general aviation

	Fees in CHF per landing / touch and go / go around				
MTOW (kg)	**Landing fees (until 31.12.2025)**	**Landing fees (from 01.01.2026)**	**MTOW (kg)**	**Landing fees (until 31.12.2025)**	**Landing fees (from 01.01.2026)**
Glider	10.00	11.00	-24000	1127.00	1183.00
-400	10.00	11.00	-25000	1174.00	1233.00
-500	12.50	13.00	-26000	1221.00	1282.00
-600	15.00	16.00	-27000	1267.00	1330.00
-700	17.50	18.00	-28000	1315.00	1381.00
-800	20.00	21.00	-29000	1362.00	1430.00
-900	22.50	24.00	-30000	1409.00	1479.00
-1000	25.00	26.00	-31000	1524.00	1600.00
-1100	27.50	29.00	-32000	1573.00	1652.00
-1200	30.00	32.00	-33000	1621.00	1702.00
-1300	32.50	34.00	-34000	1671.00	1755.00
-1400	35.00	37.00	-35000	1720.00	1806.00
-1500	42.00	44.00	-36000	1769.00	1857.00
-1600	48.00	50.00	-37000	1859.00	1952.00
-1700	51.00	54.00	-38000	1909.00	2004.00
-1800	54.00	57.00	-39000	1959.00	2057.00
-1900	57.00	60.00	-40000	2010.00	2111.00
-2000	60.00	63.00	-41000	2149.00	2256.00
-3000	78.00	82.00	-42000	2202.00	2312.00
-4000	109.00	114.00	-43000	2254.00	2367.00
-5000	137.00	144.00	-44000	2306.00	2421.00
-6000	203.00	213.00	-45000	2358.00	2476.00
-7000	237.00	249.00	-46000	2411.00	2532.00
-8000	271.00	285.00	-47000	2463.00	2586.00
-9000	305.00	320.00	-48000	2516.00	2642.00
-10000	338.00	355.00	-49000	2568.00	2696.00
-11000	397.00	417.00	-50000	2621.00	2752.00
-12000	433.00	455.00	-51000	2785.00	2924.00
-13000	468.00	491.00	-52000	2839.00	2981.00
-14000	504.00	529.00	-53000	2894.00	3039.00
-15000	541.00	568.00	-54000	2948.00	3095.00
-16000	576.00	605.00	-55000	3003.00	3153.00
-17000	612.00	643.00	-56000	3058.00	3211.00
-18000	649.00	681.00	-57000	3112.00	3268.00
-19000	685.00	719.00	-58000	3167.00	3325.00
-20000	720.00	756.00	-59000	3221.00	3382.00
-21000	986.00	1035.00	-60000	3276.00	3440.00

	Fees in CHF per landing / touch and go / go around				
MTOW (kg)	**Landing fees (until 31.12.2025)**	**Landing fees (from 01.01.2026)**	**MTOW (kg)**	**Landing fees (until 31.12.2025)**	**Landing fees (from 01.01.2026)**
-22000	1033.00	1085.00	>60000	56.00 / tons	59.00 / tons
-23000	1080.00	1134.00			

9.13 ANNEX B

9.13.1 Passenger fees / Passenger security fee / Aircraft parking fees

A. **Passenger fee**

Description	Fee per departing passenger
- Aircraft <3 to MTOW	free of charge
- Scheduled flights, charter flights*	34.50
- Other flights	31.50

* Charter flights requiring a security check (passengers and/or baggage)

B. **Passenger security fee**

Description	Fee per departing passenger
- Aircraft <3 to MTOW	free of charge
- Passenger security fee	24.50

C. **Aircraft parking fees**

Day parking outside

MTOW	Fee per day
- 2 tons	free of charge
- 3 tons	free of charge
- 6 tons	94.00
- 12 tons	178.00
- 24 tons	252.00
- 40 tons	378.00
- 50 tons	504.00
> 50 tons	630.00

* upon availability

Overnight outside

MTOW	Fee per overnight
- 2 tons	22.00
- 3 tons	73.00
- 6 tons	178.00
- 12 tons	367.00
- 24 tons	630.00
- 40 tons	892.00
- 50 tons	1155.00
> 50 tons	1470.00

Day parking Hangar*

MTOW	Fee per day
- 2 tons	105.00
- 3 tons	157.00
- 6 tons	315.00
- 12 tons	525.00
- 24 tons	787.00
- 40 tons	1050.00
- 50 tons	1365.00
> 50 tons	1680.00

* upon availability

Overnight Hangar*

MTOW	Fee per overnight
- 2 tons	157.00
- 3 tons	210.00
- 6 tons	420.00
- 12 tons	787.00
- 24 tons	1155.00
- 40 tons	1470.00
- 50 tons	1680.00
> 50 tons	1890.00

Services included: Aircraft towing and assistance

9.14 ANNEX C

9.14.1 Ground handling fee, cargo handling

A. Aircraft and passenger handling for scheduled flights and regular & single charter flights

Check-in, boarding, deboarding, baggage handling, load control, meteorological information, GPU, ACFT cleaning, communication (MVT, LDM, PTM, PSM), special passenger assistance (PRM, UM, WHC, PETC).
Services and fees per special agreement.

B. Aircraft and passenger handling fees for business & general aviation

MTOW	Fee per turnaround (landing / departure)
- 3 tons	free of charge
- 6 tons	472.00
- 12 tons	892.00
- 24 tons	1155.00
- 40 tons	1575.00
- 50 tons	1890.00
> 50 tons	2100.00

Services included:

- Marshalling
- Aircraft chocking
- Passenger ramp transportation (on request)
- Baggage services
- Crew ramp transportation (on request)
- Customs and immigration assistance
- Operational ground assistance & coordination, operational messages, NOTAM, METAR/TAF, flight package printout
- 3rd party liaison
- Crew lounge
- Waste disposal

Exemptions: Home based ACFT, maintenance ferry flights, maintenance check flights, training flights

C. Basic ramp services for ferry flights/ HOSP / SAR

MTOW	Fee per turnaround (landing / departure)
- 3 tons	free of charge
- 6 tons	157.00
- 12 tons	315.00
- 24 tons	420.00
- 40 tons	525.00
- 50 tons	735.00
> 50 tons	840.00

Services included:

- Marshalling
- Aircraft chocking
- flight package printout
- waste disposal

Exemptions: Home based ACFT, maintenance ferry FLTs, maintenance check FLTs, training FLTs

9.15 ANNEX D

9.15.1 Surcharges

A. Noise surcharge (propeller aircraft)

Noise Class	Surcharge per landing
A	31.00
B	21.00
C	6.00
D	free of charge

B. Emission surcharge

	Surcharge per emission value
Emission value	5.00

C. Extended terminal services outside of regular opening hours

	Surcharge per ½ hour or part thereof
All types of flights	210.00

D. Aircraft ground handling and ATC outside of the regular operating hours

Type of flight	Surcharge per ½ hour or part thereof
HOSP	262.00
SAR	262.00
Other traffic	525.00
No show fee	50% of expected chargeable fees

E. Rescue and fire fighting services (RFFS as per request)

RFF Category ICAO / EASA	Surcharge per turnaround
3	367.00
4	525.00
5	682.00
6	840.00

F. Surcharge winter operation

MTOW	Surcharge per landing
- 3 tons	free of charge
- 6 tons	58.00
- 12 tons	89.00
- 24 tons	115.00
- 40 tons	168.00
- 50 tons	220.00
> 50 tons	262.00

9.16 ANNEX E

9.16.1 Aircraft services and other services

A. Aircraft towing

MTOW	Fee per tow
- 3 tons	42.00
- 6 tons	79.00
- 12 tons	105.00
- 24 tons	210.00
- 40 tons	367.00
- 50 tons	630.00
> 50 tons	735.00

B. Aircraft services

Aircraft service	Fee	per
Ground power unit (GPU) 28 VDC	126.00	½ hour or part thereof
Ground power unit (GPU) 115V / 400Hz	189.00	½ hour or part thereof
Air Starter unit (ASU)	420.00	start-up process
Toilet service (dump, flush)	252.00	service
Toilet water refill	189.00	service
Potable water refill	189.00	service

C. Aircraft de-icing / anti-Icing

MTOW	Flat fee
- 3 tons	126.00
- 6 tons	252.00
- 12 tons	378.00
- 24 tons	504.00
- 40 tons	787.00
- 50 tons	945.00
> 50 tons	1050.00

Deicing fluid Type I / Type II	10.40	per liter sprayed

D. Aircraft ground run

MTOW	Fee per maintenance event
- 3 tons	52.00
- 6 tons	157.00
- 12 tons	294.00
- 24 tons	420.00
- 40 tons	577.00
- 50 tons	840.00
> 50 tons	1050.00

E. Other services

Service / product	Fee	per
Apron access (customs permission required)	525.00	access (exempt SAR / HOSP)
Security follow me (return journey)	52.00	event
Security escort and observation	115.00	hour or part thereof
Business aviation lounge access	26.00*	day
Cabin cleaning	168.00	½ hour or part thereof
Business aviation laundry service**	100.00	hour
Business aviation laundry express service** (within 24h)	50.00	laundry service (flat rate)
Business aviation material storage	15.00	day
Blue collar staff	126.00	hour or part thereof
Supervisory staff	189.00	hour or part thereof
License renewal - confirmation of flight hours	26.00	renewal
Airport ID authorisation	52.00	
Airport ID authorisation deposit	105.00	
Airport key	52.00	
Airport key deposit	105.00	
Airport key and / or ID locking	105.00	
Airport key and / or ID unlocking	105.00	

* incl. VAT

** no dry cleaning / tumble dry only

9.17 ANNEX F

9.17.1 GENERAL TERMS AND CONDITIONS FOR GROUND HANDLING SERVICES, PARKING AND HANGARING BY AIRPORT ALTENRHEIN AG AT AIRPORT ST.GALLEN-ALTENRHEIN

Article 1 Provision of services

1.1 General
The services will be made available within the limitations set by Airport Altenrhein AG and in accordance with regulations and procedures applicable in Switzerland.
It is not considered necessary or possible to provide specific details of the services and it is generally understood what such services comprise and the standards to be attained. Airport Altenrhein AG will generally provide services as set out in Annex A of the IATA Standard Ground Handling Agreement (SGHA) except for cases where Airport Altenrhein AG deems such services as not applicable or practicable due to specific circumstances at Altenrhein Airport. Parking and hangaring of longer than five days is handled by Altenrhein Realco AG with a specific agreement.

1.2 Documents for Ground Handling
Documents used for ground handling and parking/hangaring will be Airport Altenrhein AG's own documents.

1.3 Schedule of Flights
Airport Altenrhein AG will provide the agreed services for the Client's aircraft for the flight operation and/or parking and hangaring on an agreed schedule at Altenrhein Airport. The client agrees to immediately inform Airport Altenrhein AG of any changes in schedule and/or type of aircraft.

1.4 Emergency Assistance
It is the responsibility of Airport Altenrhein AG to participate in local emergency response plan(s) in order to provide support to the carrier in the event of an emergency including but not limited to, forced landings, accidents or acts of violence.
Airport Altenrhein AG will contact the handling company to establish the carrier's needs in an emergency and provide the Handling Company its current emergency procedures.
In the absence of client's instructions, in part or whole, Airport Altenrhein AG shall follow its own emergency response plans.
Airport Altenrhein AG shall take all reasonable measures to assist passengers, crew and family members and to safeguard and protect baggage, cargo and mail carried in the aircraft from loss or damage in cooperation with the relevant local authorities.
The client shall reimburse Airport Altenrhein AG for any extra expenses incurred in rendering such assistance.

1.5 Additional Services
As far as possible, Airport Altenrhein AG will, upon request, provide the client with any additional services. Such services may be governed by special conditions agreed upon by the parties.

1.6 Priority
Airport Altenrhein AG shall, as far as possible, give priority to aircraft operating on schedule.

Article 2 Fair Practises

Neither the client nor Airport Altenrhein AG shall disclose any information to outside parties without the prior consent of the other party, unless such information is specifically required by applicable law or by governmental or authorities' regulations, in which case the other party will be notified accordingly.

Article 3 Standard of Work

3.1 Airport Altenrhein AG shall carry out all technical and flight operation services as well as other services also having a safety aspect, for example load control and loading of aircraft, in accordance with the client's instructions. Receipt of such instructions must be confirmed in writing to the client by Airport Altenrhein AG. In the absence of instructions from the client, Airport Altenrhein AG shall follow its own standard practices and procedures, which shall comply with the applicable Swiss rules, regulations and procedures.

3.2 Airport Altenrhein AG will carry out all other services in accordance with the client's procedures and instructions, or as mutually agreed. In the absence of instructions from the client, Airport Altenrhein AG shall follow its own standard practices and procedures.

3.3 Airport Altenrhein AG agrees to ensure that authorisations of specialised personnel performing services for the Client are valid and current. If at any time Airport Altenrhein AG is unable to provide authorised personnel as requested by the client, Airport Altenrhein AG shall inform the Client immediately.

3.4 The client shall supply Airport Altenrhein AG with sufficient information and instructions to enable Airport Altenrhein AG to perform its handling, parking and hangaring properly.

3.5 Airport Altenrhein AG must report to the client's representative, all loss of or damage, threatened or actual, to aircraft and loads noticed in the course of the handling, or which in any way possibly becomes known to Airport Altenrhein AG.

3.6 In the provision of the services, the Parties agree to comply with any applicable data protection laws.

Article 4 Remuneration

4.1 The Client agrees to pay to Airport Altenrhein AG the agreed charges set out in the respective "Tariff Regulations" [https://peoples.ch/business-aviation/facts-figures-lszr/fees-charges] and to discharge all additional expenditures incurred while providing the agreed services and any additional services referred to in 1.4 and 1.5.

4.2 The charges for ground handling services do not include:

- any charges, fees or taxes imposed or levied by the Airport, customs or other authorities against the Client or Airport Altenrhein AG in connection with the provision of services herein by Airport Altenrhein AG or in connection with the client's flights.
- expenses incurred in connection with stopover and transfer passengers and with the handling of passengers for interrupted, delayed or cancelled flights.

Such charges, fees, taxes or other expenses as outlined above shall be borne ultimately by the client.

Article 5 Payment

The Client shall pay all fees and charges either in cash or by credit card. Airport Altenrhein AG may at its discretion make other arrangements for payment, for example pre-arranged monthly invoicing.

Article 6 Liability and Indemnity

In this Article, all references to:

a. "the client" or "Airport Altenrhein AG" shall include their employees, servants, agents and subcontractors;

b. "ground support equipment" shall mean all equipment, whether fixed or mobile, used in the performance of ground handling services provided for the Client by Airport Altenrhein AG .

6.1 Except as stated in Sub-Article 6.5, the client shall not make any claim against Airport Altenrhein AG and shall indemnify it (subject as hereinafter provided) against any legal liability for claims or suits, including costs and expenses incidental thereto, in respect of:

a. delay, injury or death of persons carried or to be carried by the client;

b. injury or death of any employee of the client;

c. damage to or delay or loss of baggage, cargo or mail carried or to be carried by the client,

d. damage to or loss of property owned or operated by, or on behalf of, the client and any consequential loss or damage arising from an act or omission of Airport Altenrhein AG, unless done with intent to cause damage, death, delay, injury or loss or recklessly and with knowledge that damage, death, delay, injury or loss would probably result.

All claims or suits arising hereunder shall be dealt with by the client. Airport Altenrhein AG shall notify the client of any claims or suits without undue delay and shall furnish such assistance as the client may reasonably require.

6.2 The client shall not make any claim against Airport Altenrhein AG in respect of damage to third parties caused by the operation of the client's aircraft arising from an act or omission of Airport Altenrhein AG, unless done with intent to cause damage, or recklessly and with knowledge that damage would probably result.

6.3 In the case of claims arising out of surface transportation which Airport Altenrhein AG provides on behalf of the client, the liability and indemnity provisions contained in these terms and conditions shall equally apply.

6.4 Airport Altenrhein AG shall not make any claim against the client and shall indemnify it (subject as hereinafter provided) against any legal liability for claims or suits, including costs and expenses incidental thereto, in respect of:

a. injury to or death of any employees of Airport Altenrhein AG, its servants, agents or subcontractors;

b. damage to or loss of property owned or operated by, or on behalf of, Airport Altenrhein AG and any consequential loss or damage arising from an act or omission of the client, unless done with intent to cause damage or recklessly and with knowledge that damage would probably result.

6.5 Notwithstanding Sub-Article 6.1(d), Airport Altenrhein AG shall indemnify the client against any physical loss of or damage to the client's Aircraft caused by Airport Altenrhein AG's negligent act or omission provided always that the Airport Altenrhein AG's liability shall be limited to any such loss of or damage to the client's aircraft in an amount not exceeding the level of deductible under the Client's Hull All Risk Policy which shall not, in any event, exceed USD 1,500,000 except that loss or damage in respect of any incident below USD 3,000 shall not be indemnified.

This Sub-Article 6.5 shall not be ground for any claim for consequential loss incurred in connection with physical loss of or damage to the client's aircraft.

For the avoidance of doubt, save as expressly stated, this Sub-Article 6.5 does not affect or prejudice the generality of the provisions of Sub-Article 6.1 including the principle that the client shall not make any claim against Airport Altenrhein AG and shall indemnify it against any liability in respect of any and all consequential loss or damage, howsoever arising.

Article 7 Governing law and Place of Jurisdiction

Any agreements between the client and Airport Altenrhein AG are subject to Swiss law, namely the Swiss Code of Obligations. The Place of Jurisdiction is Altenrhein, Switzerland.

10. LSZS - SAMEDAN AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT SAMEDAN AIRPORT
(Of 01 DEC 2009)

10.1 General provisions

10.1.1 Legal basis

The legal basis of the tariff regulation is article 39 of the Federal Law of Air Navigation and fig. III, article 2.2 of the concession for the operation of the AP.

10.1.2 Jurisdiction

These tariff regulations are applicable to the use of Samedan AP.

10.1.3 Airport charges

The AP charges applied are the following:

- mass-related LDG charge;
- noise-related LDG charge;
- passenger charge;
- snow-fee charge;
- fire and rescue charge;
- AFIS fee;
- parking charge;
- charge for the sale of fuels and lubricants;
- ground services charge.

These charges are subject to the supervision of FOCA. They are published in the AIP Switzerland.

10.1.4 Indemnity for special services

For special services, the AP operator may make additional charges independent of the AP charges.

10.1.5 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is considered as ACFT operator as long as the latter is not able to prove that this status falls to another person.

10.1.6 Charge maturity

The charges have to be paid before TKOF, at the latest. The AP operator may claim payment at any time.
If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

10.1.7 Currency

The charges are due in Swiss Francs (CHF)

10.1.8 Collection

The AP operator may delegate the collection of the charges to an authorised dispatch office.

10.2 Landing charges

10.2.1 Mass-related landing charge

10.2.1.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied depending on the MTOM of the ACFT.

10.2.1.2 Charge determination

The LDG charge depends on the MTOM authorised for the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document. Any part of a tonne will be considered as a whole unit.

10.2.1.3 Charge amounts

Maximum Take-Off Mass (MTOM) in kg	Charge National traffic CHF (excl. VAT)	International Traffic [1] CHF (excl. VAT)
0 - 1000	17.--	34.--
1001 - 2000	32.--	64.--
2001 - 3000	42.--	84.--
3001 - 4000	54.--	108.--
4001 - 5000	213.--	426.--
5001 - 6000	258.--	516.--
6001 - 7000	324.--	648.--
7001 - 8000	369.--	738.--
8001 - 9000	417.--	834.--
9001 - 10000	459.--	918.--
10001 - 11000	507.--	1014.--
11001 - 12000	552.--	1104.--
12001 - 13000	594.--	1188.--
13001 - 14000	642.--	1284.--
14001 - 15000	687.--	1374.--
15001 - 16000	735.--	1470.--
16001 - 17000	777.--	1554.--
17001 - 18000	819.--	1638.--
18001 - 19000	870.--	1740.--
19001 - 20000	915.--	1830.--
20001 - 21000	960.--	1920.--
21001 - 22000	1002.--	2004.--
22001 - 23000	1050.--	2100.--
23001 - 24000	1092.--	2184.--
24001 - 25000	1140.--	2280.--
25001 - 26000	1185.--	2370.--
26001 - 30000	1206.--	2412.--
30001 - 31000	1245.--	2490.--
31001 - 32000	1287.--	2574.--
32001 - 33000	1326.--	2652.--
33001 - 34000	1365.--	2730.--
34001 - 35000	1404.--	2808.--

Maximum Take-Off Mass (MTOM) in kg	Charge National traffic CHF (excl. VAT)	International Traffic [1] CHF (excl. VAT)
35001 - 36000	1446.--	2892.--
36001 - 37000	1482.--	2964.--
37001 - 38000	1524.--	3048.--
38001 - 39000	1563.--	3126.--
39001 - 40000	1605.--	3210.--
40001 - 41000	1641.--	3282.--
41001 - 42000	1683.--	3366.--
42001 - 43000	1722.--	3444.--
43001 - 44000	1761.--	3522.--
44001 - 45000	1800.--	3600.--
45001 - 46000	1842.--	3684.--
46001 - 47000	1881.--	3762.--
47001 - 48000	1920.--	3840.--
48001 - 49000	1959.--	3918.--
49001 - 50000	1983.--	3966.--
50001 - 51000	2025.--	4050.--
51001 - 52000	2070.--	4140.--
52001 - 53000	2115.--	4230.--
53001 - 54000	2160.--	4320.--
54001 - 55000	2202.--	4404.--
55001 - 56000	2250.--	4500.--
56001 - 57000	2298.--	4596.--
57001 - 58000	2346.--	4692.--
58001 - 59000	2391.--	4782.--
59001 - 60000	2439.--	4878.--
60001 - 61000	2487.--	4974.--
61001 - 62000	2535.--	5070.--
62001 - 63000	2583.--	5166.--
63001 - 64000	2628.--	5256.--
64001 - 65000	2676.--	5352.--
65001 - 66000	2724.--	5448.--

1. Comprising all landings customs-cleared in Samedan

10.2.1.4 Special cases

A lower charge may be applied for the FLTs mentioned below:

- technical check FLTs;
- training and check FLTs carried out under the surveillance of a FLT instructor or an inspector;
- Special agreements for home-based operators.

10.2.2 Noise-related landing charge

10.2.2.1 Charge duty

For the APCH and the subsequent LDG of each ACFT, a LDG charge is levied that is related to the noise class of the ACFT.

10.2.2.2 Aircraft up to 5700 kg MTOM

10.2.2.2.1 Noise class determination

FOCA is responsible for the ACFT classification and its update. The classification of ACFT registered in Switzerland is published in the Swiss register or in a separate list. The classification of ACFT registered abroad is established in conformity with the corresponding ACFT type classification REF: GEN 4.1 - Appendix B (Noise classification for propeller-driven ACFT without special sound-proofing).

10.2.2.2.2 Noise classification

The noise level limits in accordance with ICAO Annex 16 and the noise level measured and corrected for the ACFT PER factor or the corresponding ACFT type, are used to derive the noise classification for ACFT:

Noise class	Difference
A	Noise level HYR than the limit value;
B	0 to 1.9 dB, but less than the limit value;
C	2 to 4.9 dB, but less than the limit value;
D	5 dB and HYR, but less than the limit value.

10.2.2.2.3 Charge amount

The noise charge depends on the assignment of the ACFT to one of the classes A - D. It amounts to:

Noise class	Noise charge CHF (excl. VAT)	
A	35.--	per tonne MTOM or fraction thereof;
B	20.--	per tonne MTOM or fraction thereof;
C	10.--	per tonne MTOM or fraction thereof;
D	no noise charge	

10.2.2.2.4 New or noise-modified aircraft

The operator is allowed to propose a more advantageous classification for his ACFT within 60 days of the implementation of the charge being made. If the evidence necessary for a new classification is presented within the required time, the excess charges will be reimbursed.

10.2.2.3 Aircraft with jet engines

10.2.2.3.1 Noise class determination

Jet ACFT are classified according to the TKOF noise as measured by the ACFT noise-measuring equipment at Zurich AP. For the classification, the difference between the energetic mean value of the noise level of an ACFT type and the energetic mean value of the noise level measured for all ACFT types is used.

10.2.2.3.2 Noise classification

The assignment of each ACFT to the existing noise class is listed in GEN 4.1 - Appendix A (Noise classification for jet aircraft).

10.2.2.3.3 Charge amount

Noise class	Charge in CHF (excl. VAT)
I	5000.--
II	3000.--
III	2000.--
IV	500.--
V	exempt of charge

10.2.2.4 New or noise-modified aircraft

New or noise-modified (hush-kit) ACFT will only be classified after official noise data have been established. Until such time, no noise-related LDG charge will be levied.

10.3 Passenger charge

10.3.1 Charge duty

For each passenger departing on an ACFT, a charge is levied with the exception of the exemptions in § 9.3.2.

10.3.2 Passengers exempt of charge

The following are exempt from the charge duty:

- transit passengers;
- infants up to the age of two;
- seriously ill persons;
- passengers in private traffic of ACFT operators domiciled in the Upper Engadin.

10.3.3 Charge amount

Category of flight passenger	Charge in CHF (excl. VAT)
Flight passenger of private air traffic	10.--
Flight passenger of commercial air traffic	10.--

10.4 Snow-Fee

10.4.1 Charge duty

From 01 NOV to 30 APR a snow-fee is levied for all ACFT LDG at Engadin AP.

10.4.2 Charge amount

Percentage of LDG fees 0000 - 66’000 kg 40%

10.5 Fire & Rescue

10.5.1 Charge duty

For all ACFT from Category 3 and higher a fire and rescue charge is levied.

10.5.2 Charge amount

Category 3 300.--
Category 4 600.--
Category 5 950.--
Category 6 1’800.--

10.6 AFIS-Fee

10.6.1 Charge duty

For all ACFT, an AFIS-fee is levied.

10.6.2 Charge amount

Percentage of LDG fees 0000 - 66’000 kg 60%

10.7 Parking charge

10.7.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied for the period exceeding the free parking period. Parking of an ACFT is only AVBL O/R. The Standard Ground Handling Agreement must be signed and returned to Engadin AP prior to an overnight stop in LSZS (Engadin AP). See attachment on http://www.engadin-airport.ch.

10.7.2 Charge calculation

The charges are computed on the basis of the MTOM and the parking time.

10.7.2.1 Charge-free parking time

For the parking of an ACFT in the OPN, a charge is levied after a free parking period of two HR. Parking of an ACFT is only AVBL O/R.

10.7.2.2 Charge amount

Class	Maximum Take-Off Mass (MTOM) in kg	Charge per day in CHF (excl. VAT)
I	0 - 3000	80.--
II	3001 - 5000	210.--
III	5001 - 7000	380.--
IV	7001 - 13000	540.--
V	13001 - 25000	1060.--
VI	25001 - 35000	1450.--
VII	35001 - 66000	2870.--

10.8 Charge for the sale of fuel and lubricants

10.8.1 Charge duty

For the sale of fuel and lubricants for ACFT, a charge is levied.

10.8.2 Charge amount

Fuel and lubricants	Charge per litre in CHF (excl. VAT)
Aviation gasoline 100LL	0.04
Jet fuel A1	0.04
Other fuels	0.04
Lubricant	0.12

10.9 Ground service charge

10.9.1 Charge duty

For the utilisation of the AP ground services, a charge is levied, as published on http://www.engadin-airport.ch.

10.10 Flights and aircraft exempt of charge

10.10.1 Principle

For the mass- and noise-related LDG charges, and passenger and parking charges, the following exemptions apply.

10.10.2 Exemptions according to § 9.7.1

No charges are to be paid:

- for ACFT that are owned by the Swiss Confederation;
- for foreign State ACFT carrying the Head of State or members of the government on official State visits;
- for search and police FLTs;
- when the AP is used in unforeseen emergencies that are linked to the operation of an ACFT.

10.10.3 Duty of proof

If evidence of exemption is requested, the evidence necessary to support the analysis has to be submitted to the AP, if requested.

10.11 Implementation

This current tariff regulation is valid as of the 01 DEC 2009 and supersedes all previous versions.

10.12 Value added tax

The aforementioned charges are exclusive of VAT.

10.13 Appendices and annexes

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11. LSGS - SION AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT SION AIRPORT
(Of 01 JAN 2026)

The Municipal Council of Sion, based on:

- art. 39 of the Federal Air Navigation Law of 21 DEC 1948,
- the provisions of the Cantonal Law of 03 FEB 1975 for the encouragement of Public transport firms,
- the provisions of the Cantonal Law for the Cantonal Regime of 13 NOV 1980,
- the operating-concession of Sion Regional Airport of 23 AUG 1971, adopts the following provisions.

11.1 General provisions

11.1.1 Jurisdiction

These regulations are applicable for the use of the facilities of Sion AP.

11.1.2 Airport charges

AP Charges include:

- the mass-related LDG charge;
- the noise-related LDG charge;
- the air navigation charge;
- the passenger boarding charge;
- the parking charge;
- the freight charge;
- the charge for the sale of fuels and lubricants;
- the ground services charge (handling-charge);
- the other charges.

These charges are subject to the supervision of FOCA. They are published in the AIP Switzerland.

11.1.3 Based aircraft/company

The status of BASED AIRCRAFT/COMPANY is established through an agreement between the airport and the owner/ operator of the concerned aircraft. The conditions for obtaining this status are as follows:
By being a based owner/operator if:
They are officially established (registered) in Sion or in the canton of Valais. As a result, all aircraft listed in their NCC or AOC are considered as based.
By individually based aircraft if:
Sion is indicated as the main airport in the aircraft's registration application. It performs at least 24 movements per year.

11.1.4 Charges debtor

Debtor of the AP charges is the ACFT operator or, in default whereof, its owner.

Exceptions to this rule are:

- the charge on the supply of fuels and lubricants, payable by the authorized supplier;
- the freight charge, payable by the air transport firm.

11.1.5 Charges maturity

The charges are levied before TKOF or before DEP of the freight transport vehicle. For regular users of the AP services, they may be invoiced.

11.1.6 Currency

The charges are fixed and published in Swiss Francs (CHF).

11.1.7 Collection

The AP may delegate the collection of certain charges.

11.2 Mass-related landing charge

11.2.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a mass-related LDG charge is levied. This charge also has to be paid if for instruction, training or pilot-check purposes, an APCH without subsequent LDG is made.

11.2.2 Charge determination

The charge depends on the MTOM, as stated in the Airworthiness Certificate or Aircraft Flight Manual or the Register of Immatriculation or an equivalent document. Any part of a tonne will be treated as a whole tonne.

11.2.3 Charge amount for international traffic

For international traffic, the charge amounts to:

11.2.3.1 Up to 50 tonnes:

MTOM in kg		1st APR to 31st OCT Charge in CHF (excl. VAT)	1st NOV to 31st MAR Charge in CHF (excl. VAT)
0 -	1000	18.35	20.20
1001 -	1500	27.--	29.70
1501 -	2000	34.55	38.--
2001 -	3000	45.35	49.90
3001 -	4000	54.--	59.40
4001 -	5000	62.65	68.90
5001 -	6000	71.30	78.45
6001 -	26000	20.20 per ton	22.20 per ton
26001 -	30000	19.35 per ton	21.30 per ton
30001 -	50000	18.35 per ton	30.20 per ton

11.2.3.1.1 in excess of 50 tonnes:

1st April to 31st October:
CHF 918.00 (excl. VAT) for the first 50 tonnes and CHF 21.05 for each supplementary tonne (excl. VAT).

1st November to 31st March:
CHF 1009.80 (excl. VAT) for the first 50 tonnes and CHF 23.15 for each supplementary tonne (excl. VAT).

11.2.4 Charge amount for national traffic

The charge is half of the one for international traffic if the preceding TKOF was made at a Swiss AD (Bâle-Mulhouse included).

11.2.5 Special Cases

The mass-related LDG charges are also applicable to HEL.
The charge for gliders and towing ACFT is the same as for other ACFT.
For ACFT which have arrived for revision, repair or MAINT, as well as technical FLTs without payload, a discount of 15% is granted. This discount is also applicable for returns due to technical issues after TKOF.
A 15% discount is applicable on LDG for student pilots upon presentation of their license and a certificate from the school.

- BASED AIRCRAFT are entitled to the following discounts on LDG:
- Commercial and private traffic for ACFT of less than 3000 kg reduction 15%
- Commercial and private traffic for ACFT between 3000 kg and 5000 kg reduction 10%
- Commercial and private traffic for ACFT of more than 5000 kg reduction 5%

11.3 Noise-related landing charge

11.3.1 Charge duty

For the APCH and the subsequent LDG of an ACFT a noise-related LDG charge is levied. This charge is also payable if for instruction, training or pilot control an APCH without subsequent LDG is made.

11.3.2 Jet aircraft

11.3.2.1 Classification

The ACFT are assigned to classes in accordance with the noise measurements taken using the fix equipment at Zurich AP. The classes are published in GEN 4.1 - Appendix A (Noise classification for jet aircraft).

11.3.2.2 Charge amount

The charge amounts to:

Noise class	Charge in CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	0.--

11.3.2.3 New or hushkitted aircraft

Such an ACFT will be classified only when its measurement data are AVBL. Otherwise, no noise-related LDG charge will be levied.

11.3.3 Propeller-driven aircraft with a Maximum Take-Off Mass of up to 5.7 tonnes

11.3.3.1 Class determination

- The noise-related LDG charge depends on which of the classes A to D the ACFT belongs to.
- FOCA is responsible for the aeroplane classification and for its update. The classification of aeroplanes registered in Switzerland is published in the Aircraft Register or in a separate list. The classification of aeroplanes registered abroad is established in conformity with the corresponding aeroplane type classification Appendix B (Noise classification for propeller-driven aircraft without special sound-proofing).
- In the event that a party liable to pay the charges lays claim to a more advantageous classification, the party shall provide proof to Sion AP Authority by way of appropriate documentation within 60 days of the date on which the claim is made. In this case, the excess charges will be reimbursed.

11.3.3.2 Amount of the charge

The charge amounts to:

Noise Class	Charge per ton in CHF (excl. VAT)
A	7.--
B	4.--
C	2.--
D	0.--

A fraction of a tonne is considered as a full tonne.

11.3.4 Emission-related landing charges

Principle

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive "Aircraft Engine Emission Charges in Switzerland" (Reference 33-05-27).

Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,

are subject to the EM calculation as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \#\text{Engines} * \sum_{LTO-modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

Where:

A = 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines
A > 1	if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.

LTO-Modes — ICAO Certification LTO Modes

Mode	Time (in minutes)
Take-off	0.7
Climbout	2.2
Approach	4.0
Taxi/idle	26.0

# Engines:	number of engines fitted to the aircraft	
Time	Time in mode (see above)	(in minutes)
Fuelflow:	Fuel flow per mode	(in kg/sec)
$NOx_{Emissionfactor}$	Measured NOx-Emission factor per mode	(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information: www.bazl.admin.ch -> For Specialists -> Environment

Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with:

- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional up to 200 hp	Piston: Conventional 200-400 hp	Piston: Conventional >400 hp	Helicopter <1000 shp	Helicopter >1000 shp	Business-Jets (<16 kN)	Business-Jets (>16 but <26.7 kN)	Turbo-props
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Emission tariff

The applicable tariff is CHF 1.50 per $\text{Emission Value}_{Aircraft}$

11.4 Air navigation charge

11.4.1 Charge duty

An air navigation charge is levied for each LDG or APCH without subsequent LDG.

11.4.2 Charge determination

The charge depends on the MTOM, as stated in the Airworthiness Certificate or Aircraft Flight Manual or the Register of Immatriculation or an equivalent document. Any part of a tonne will be treated as a whole tonne.

11.4.3 Charge amount

The amounts in force are listed in GEN 4.2 AIR NAVIGATION SERVICES CHARGES.

11.5 Passenger boarding charge

11.5.1 Charge duty

For each passenger departing on an ACFT a boarding charge is levied whereby 11.5.2 is reserved.

11.5.2 Exemptions

The following are exempt from the charge:

- passengers in direct transit;
- passengers on private FLTs inasmuch as the first LDG after TKOF takes place at a Swiss AP (incl. Bâle-Mulhouse).

11.5.3 Charge amount

a)	For private FLT:	The charge amounts to CHF 7.-- per passenger (excl. VAT)
b)	For commercial FLT:	The charge amounts to CHF 12.-- per passenger (excl. VAT)

11.6 Parking charge

11.6.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied that depends on the parking time and the MTOM.
A fraction of a tonne or a day is considered a full tonne or day.

11.6.2 Determination of the parking time subject to the charge

- MIL PARKING SOUTH: Free 3 hours for aircraft with ground handling provided by Sion airport FBO; otherwise, a charge applies from the first hour.
- TRANSIT PARKING NORTH (H21 and H22 included) : Free 2 hours for aircraft with ground handling provided by Sion airport FBO; otherwise, a charge applies from the first hour.
- TRANSIT 10 NORTH: Free 1 hour.
- GVM PARKING: non GVM aircraft a charge applies from the first hour.
- GAC PARKING NORTH (JULIETTE/KILO/LIMA/INDIA): Free 4 hours.
- Helipad H1 to H5, Free 1 hour (included plateforme).

11.6.3 Charge amount

MTOM in kg	CHF (excl. VAT)
up to 2000 kg	6.50
in excess of 2000 kg	7.55 per ton

11.7 Freight charge

11.7.1 Charge duty

A charge is levied on air-freight that is unloaded from an ACFT.

11.7.2 Exemption

Air freight in transit is exempt from this charge.

11.7.3 Charge amount

The charge amounts to CHF 0.04 (excl. VAT) per kg.

11.8 Charge for the supply of fuels and lubricants

11.8.1 Charge duty

A charge is levied on the supply of fuels and lubricants for ACFT.
This charge is owed by the supplier that is authorised to deliver fuels and lubricants at the AP.

11.8.2 Charge amount

Fuels and lubricants	Charge per litre in CHF (excl. VAT)
Aviation gasoline AVGAS	0.02
Jet fuel A1	0.01
Other fuels	0.01
Lubricants	0.10

11.9 Ground service charge (handling)

11.9.1 Charge duty

A charge is levied for the ground service of an ACFT performed by Sion AP Authority or another authorised company.

11.9.2 Charge amount

Charges are AVBL O/R from Sion AP Authority.

11.10 Other charges

11.10.1 Tax for modification of licences

For the renewal of one or several licences at the same time, or for one or more inscriptions at the same time into one or more licences, a charge of CHF 20.-- (excl. VAT) is levied.

11.10.2 Charge for night-operation

For a night-operation (TKOF or LDG outside AP operational HR, as stated in the AP operation regulations), a charge of CHF 250.-- (excl. VAT) per half HR or fraction of a half HR is levied, in addition to other AP charges.
In case of cancellation, TKOF or LDG during the operational hours a charge of CHF 50.-- is levied for each extension request.

11.10.3 Landing charge for night flight training

For a LDG which is part of an official training night FLT, a charge of CHF 5.-- (excl. VAT) is levied in addition to other AP charges.

11.10.4 Fire and Rescue

11.10.4.1 Charge duty

For all ACFT from Category 4 and higher a fire and rescue charge is levied. Category 4 to 6/7 only on request, PPR 3 hours before.

11.10.4.2 Charge amount

Category 4/5	400.-- per turnarround
Category 6/7	800.-- per turnaround

11.11 Exemptions

11.11.1 Principle

The exemptions in accordance with 11.11.2 are applicable to the mass- and noise-related LDG charges, the passenger embarkation charge and the parking charge.

11.11.2 Beneficiaries

The exemption is valid for:

- official FLTs of employees of the Federal Swiss Accident Investigation Board;
- foreign State ACFT transporting the Head of State or members of the government on the occasion of State visits.

11.11.3 Justification of the claim

The claim for a reduction to or exemption from an ACFT charge within the limits of these regulations must be submitted immediately and, along with justification for the claim.
The evidence necessary for the claim must be submitted to the AP, if so requested.

11.12 Implementation

These charge regulations are valid as of 01 JUN 1991.
Decided by the Municipal Council of Sion on 14 DEC 1989.
APV by the General Council of Sion on 13 FEB 1990.

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12. LSZH - ZURICH AIRPORT - Aerodrome charges

12.1 TARIFF REGULATIONS AT ZURICH AIRPORT

I. Definitions

ABT	Airborne time
ATA	Actual time of arrival
ATD	Actual time of departure
AOS	Airport Operational Systems
CHF	Swiss Francs
Commercial passenger	Passenger on a flight which is offered to the general public for payment of a fee either separately or as part of a package tour.
EASA	European Aviation Safety Agency
FZAG	Flughafen Zürich AG
FOCA	Federal Office of Civil Aviation
GA/BA	General Aviation / Business Aviation: GA/BA flights are flights transporting a maximum of 24 passengers and a maximum of 200 kg of freight and that do not need any terminal infrastructure (e.g. Check-In, connection to IT systems, baggage sorting system) for handling and flights with such character (e.g. technical flights that are GA/BA flights in normal operations)
HCC Dp/Foo	Certified LTO hydrocarbon emission per axial thrust
ICAO	International Civil Aviation Organization
Local passenger	A passenger whose flight journey begins by departing from Zurich Airport or ends by arriving at Zurich Airport, and who is not a transfer or transit passenger
LTO cycle	Landing and take-off cycle
MTOM	Maximum Take-off Mass
PRM	Passenger with reduced mobility in accordance with Regulation (EC) 1107/2006
RFS	Road feeder service
S/C	Scheduled/Charter: commercial flights that require terminal infrastructure for their, handling, and flights of this nature (e.g. technical flights which are operated as scheduled/ charter flights in normal operations).
t	Tonne
TDT	Touchdown Time
Transfer passenger	A passenger whose journey makes a stop at Zurich Airport and continues within 24 hours of arrival (scheduled time of arrival) with another aircraft under a different flight number (scheduled time of departure); the place of departure and the destination may not be the same.
Transit passenger	A passenger whose journey makes a stop at Zurich Airport and continues within 24 hours of arrival (scheduled time of arrival) under the same flight number (scheduled time of departure); the place of departure and the destination may not be the same.
VAT	Value Added Tax

II. General

Art. 1 **General provisions**
Based on Art. 39 of the Federal Act on Civil Aviation (CAA, SR 748.0) and the Ordinance on Airport Charges (OAC, SR 748.131.3), FZAG is issuing the following airport charges regulation.
Any objections to invoices for charges from FZAG must be submitted to FZAG, Accounts Receivable Department, P.O Box, 8058 Zurich Airport within 10 days of the invoice being issued. FZAG will decide on disputed invoices for charges by means of a ruling. Any complaints regarding rulings made by FZAG must be addressed to the Federal Administrative Court within 30 days of opening.
The place of performance is Zurich Airport.
The exclusive place of jurisdiction for civil disputes arising from this charges regulation is Bülach. Swiss law applies.

Art. 2 **Precedence over AIP publication**
The airport charges regulation in their current valid version in German takes precedence over the AIP and the English translation.

Art. 3 **Liability**
Within the scope of these charging regulations, FZAG's liability is based on the Federal Act on the Liability of the Federal Government (SR 170.32) as well as Art. 4 of the Zurich Airport Operating Regulations dated June 30, 2011.
This airport charges regulation does not constitute a performance guarantee by FZAG. As such, any liability of FZAG is excluded to the extent permitted by law, including liability for consequential damage and loss of earnings, damages as a result of delays and additional costs in the handling process, and as a result of data loss. FZAG is not liable for its own negligence, nor that of its employees and auxiliaries.

Art. 4 **Offsetting**
Debtors may not offset claims they might have against FZAG against airport charges.

Art. 5 **Collection of Airport Charges**
FZAG may commission third parties with the collection of airport charges. These charges are set in accordance with the principles established in the ordinance on airport charges and published in AIP.

III. Flight operations charges

Art. 6 **Debtor**

Unless stated otherwise, the concession holder is the debtor for flight operations charges for flights operated under a route concession.

If the concession holder cannot be prosecuted or if the flight is not operated under a route concession, the operator of the arriving or departing aircraft is liable in lieu. If the operator cannot be prosecuted either, then the owner of the arriving or departing aircraft takes his place.

The operator is the natural person or legal entity that operates the flight at its own cost and has power of control over the aircraft. If one aircraft has several operators, they are jointly liable for flight operations charges. If the operator of an aircraft is not the same as the owner, the operator and owner are jointly liable for flight operations charges.

Art. 7 **Exemptions**
The following users are exempt from flight operations charges:
- The Swiss Confederation for official flights of the Federal Office of Civil Aviation (FOCA) and the aircraft accident investigation bureau while fulfilling official duties;
- Swiss state flights,
- Foreign state flights, provided they are transporting a head of state on an official state visit, and
- Search and rescue flights that have been mandated by the Swiss control centre for search and rescue services for civil aviation.

Art. 8 **Rates**
The rates for flight operations charges are shown in Swiss francs (CHF), excluding value added tax (VAT).

Art. 9 **Invoicing and payment**
Airport charges are invoiced in CHF.
The flight operations charges are due after FZAG has provided the respective service and prior to departure of the aircraft from Zurich Airport. FZAG may allow postponed payments for parties liable that use Zurich Airport regularly and

- whose headquarters or subsidiary branch is based in Switzerland or
- who have established a special domicile within the meaning of Art. 50, para. 2 of the Federal Act on Debt Enforcement and Bankruptcy (SR 281.1) in Switzerland for the receivables of FZAG arising from this airport charges regulation,

If postponed payment has been granted and unless otherwise agreed, payment is to be made within 10 days of the invoice being issued. In the event of a postponed payment, the debtor must provide FZAG with (direct or indirect) guarantees from a bank headquartered in Switzerland, a payment deposit or similar assurances for an invoice volume of at least one month. In exceptional cases, FZAG may waive the requirement of a guarantee.
If payments are overdue, FZAG reserves the right to

- charge default interest at the rate of 5%,
- refuse departure and charge the debtor for the resulting costs including compensation.

Art. 10 **Documentation requirements**
The debtor of the flight operations charges must submit the following documentation for the aircraft that they are responsible for operating to and from Zurich annually by 1 April.

- aircraft registration
- aircraft manufacturer, aircraft type and model
- MTOM according to Aircraft Flight Manual (AFM), Basic Section on Weight Limitation
- engine type

The documentation must be accompanied by the corresponding pages from the AFM.
Furthermore, users are obliged to notify FZAG immediately in the event of any changes to the data during a year. Any retroactive complaints regarding MTOM will not be considered.
The documentation is also used to calculate the approach charges, which FZAG collects on behalf of Skyguide Ltd.
Data for billing and statistics (load messages and passenger transfer messages, inbound connection lists) are generally transmitted by the handling agents to FZAG. Airlines are obliged to make such data available. The timely submission of correct data is necessary for accurate invoicing.

Art. 11 **Entry into force and duration**
The changes to the flight operations charges in accordance with the agreement dated 15 July 2020 will be implemented as of 1 April 2021. Moreover, the flight operations charges in accordance with the charging regulations dated 1 September 2016 (as at 1 July 2020) remain unchanged.

FZAG will initiate next proceedings for adjusting flight operations charges in accordance with Art. 20 et seq. OAC with the information about the proceedings in accordance with Art. 20a OAC at a point in time at which, based on the last available Annual Report of FZAG, the cumulative result (economic value added, EVA) plus the result of the last financial year supplemented by the change in result from the year before last to last year in the regulated segments (Art. 19 para. 1 lit. a to e OAC) since 1 July 2016 is equal or positive for the first time, but at the earliest once the financial statements for 2020 become available, and at the latest by 1 April 2025.

Art. 12 **Individual charges**

Aircraft movement related charges

Landing charge

MTOM class*	Charge per landing
1-3	96.50
4	183.30
5	309.00
6	567.40
7	1091.10
8	1817.80
9	3005.00

*See LSZH A1 Overview of MTOM classification
The landing charge is levied per landing (also for “touch and go” landings and “missed approaches”).

Aircraft noise charge

Jet aircraft

The noise classification GEN 4.1 - Appendix A is based on noise levels measured in the vicinity of Zurich Airport. Aircraft noise charges are imposed based on touch-down time (TDT) and airborne time (ABT).

Daytime noise charge (per landing):

Noise class	I	II	III	IV	V
Charge	2000.00	400.00	40.00	10.00	0.00

Aircraft noise surcharge for shoulder and night hours per departure:

ABT	Noise class				
	I	II	III	IV	V
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	800.00	400.00	200.00	100.00	50.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	1500.00	800.00	400.00	200.00	100.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	3000.00	1500.00	800.00	400.00	200.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	6000.00	3000.00	1500.00	800.00	400.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	12000.00	6000.00	3000.00	1500.00	800.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	18000.00	12000.00	6000.00	3000.00	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	1500.00	800.00	400.00	200.00	100.00

Aircraft noise surcharge for shoulder and night hours per landing:

TDT	All noise classes
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	50.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	100.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	200.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	400.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	800.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	100.00

Incentive payment for jet aircraft:

Upon application, FZAG provides incentive payments for low-noise jet aircraft that are used at Zurich Airport and meet the following requirements:

- The respective aircraft type has been certified by the European Aviation Safety Agency (EASA) for a maximum of four years before its application and it has been operated newly at Zurich airport between certification and application;
- The noise reduction based on the noise measured by Zurich Airport compared to the aircraft type previously used for the same operation must be at least 5 dB. The noise reduction is measured at the same noise measuring points that are also used to measure jet aircraft noise.

The incentive payment is granted as of regular operation of the eligible aircraft type by the airline concerned at Zurich Airport, and based on its effective annual landings for three years but in any case only until the end of the validity period of this airport charges regulation.
The sum of CHF 1 million is available each calendar year for the incentive payments. The amount is credited to the eligible airline at the beginning of the following calendar year based on its share of eligible landings in all eligible landings in the corresponding calendar year. The yearly incentive amount per airline is limited to the total amount of the aircraft noise charges (excluding noise surcharges for shoulder and night hours) paid by the respective airline during this year. The maximum payment per landing is CHF 100.00.

Applications must be submitted to Flughafen Zürich AG, Noise Management, P.O. Box, 8058 Zurich Airport, using the application form found at www.zurich-airport.com/charges by 31 January of the following year.

Relief mechanism for jet aircraft

FZAG reliefs airlines that are relevant for the hub-operation at Zurich airport upon application, if the following conditions are met:

- the Airline operates passenger flights (CATY10) during shoulder and night hours at Zurich Airport. Scheduled and actual time of departure have to be between 20:00:01 (19:00:01) and 06:00:00 (05:00:00).
- The non-stop flight distance of the flight in question must be at least 5'000 km
- the average seat load factor (SLF) of the Airline during shoulder and night hours is higher than the average SLF of all airlines at Zurich Airport during these times

If an Airline meets all of the above mentioned criteria, the additional charges due to the increase of charges during shoulder and night hours will be refunded.

The refund will only apply to flights with scheduled and actual time of departure (respectively arrival) between 20:00:01 (19:00:01) and 22:00:00 (21:00:00) or 05:00:01 (04:00:01) and 06:00:00 (05:00:00).
The amount of refund is defined as the difference between the actual noise charges paid during shoulder and night-time hours and the hypothetical noise charges during shoulder and night-time hours that would have been paid if the noise charge framework applicable on 31 December 2014 had been applied to the flight movements of the airline concerned during the year in question.

Aircraft noise surcharge for shoulder and night hours per take off (as per 31. December 2014):

ABT	Noise class				
	I	II	III	IV	V
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	800.00	200.00	100.00	50.00	40.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	1500.00	200.00	100.00	50.00	50.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	2000.00	400.00	200.00	100.00	100.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	3000.00	800.00	400.00	200.00	200.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	6000.00	1500.00	800.00	400.00	400.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	18000.00	9000.00	4500.00	2500.00	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	1500.00	500.00	200.00	100.00	50.00

Aircraft noise surcharge for shoulder and night hours per landing (as per 31. December 2014):

TDT	All noise classes
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	40.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	50.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	100.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	200.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	400.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	50.00

Applications must be submitted to Flughafen Zürich AG, Finance, P.O. Box, 8058 Zurich Airport, using the form found at www.zurich-airport.com/charges by 31 January of the following year.

Propeller aircraft
The following noise charges per noise class (GEN 4.1 - Appendix B) are valid for propeller driven aircraft with a MTOM of up to 8.7t:

Daytime noise charge

Noise class	Charge per landing per t MTOM
A	7.00
B	4.00
C	2.00
D	0.00

Propeller driven aircraft with an MTOM of more than 8.7 tonnes are classified in noise class V for jet aircraft.
The MTOM according to the AFM is applicable and rounded up to the next tonne.
During shoulder and night hours, for all propeller driven aircraft, independently from their MTOM, the surcharges of noise class V for jet aircraft apply.

Emission charge

Jet aircraft

For aircraft that are regulated by ICAO Annex 16, Vol. II, and aircraft that are not regulated but for which the FOCA does hold emissions data, the emission charge per landing is determined and collected on the basis of Guideline 33-05-27 of the FOCA regarding “Aircraft Engine Emission Charges in Switzerland” dated 1 June 2009. The following formula applies:

Emission Charge = EmissionValueAircraft * Emission tariff whereas
Emission tariff = 2.50 CHF

$$EmissionValueAircraft = a * \#Engines * \sum_{LTO-modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

whereas:

a = 1	if the certified LTO Hydrocarbon emission per rated axial thrust (HCC Dp/Foo) is less than or equal to the current ICAO standard for non-regulated engines.
a > 1	if the certified LTO Hydrocarbon emission per rated thrust (HCC Dp/Foo) is greater than the current ICAO standard for non-regulated engines. a = HC Dp/Foo/19.6, with a maximal value of a = 4.0

For LTO hydrocarbon emissions, the following certification values from the ICAO resp. FOCA engine emission database apply:

Mode	Time (in minutes)	
Take-off	0.7	
Climbout	2.2	
Approach	4.0	
Taxi/Idle	26.0	
Fuelflow:	fuel flow per mode	(in kg/sec)
$NOx_{Emissionfactor}$	Measured NOx-Emission factor per mode	(in g/kg fuel)

Other aircraft

Propeller driven aircraft, helicopters and aircraft for which the Federal Office of Civil Aviation does not hold engine data, are also subject to the emission charges as follows:

Table 1: FOCA Aircraft emission Value Matrix

# Eng	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional up to 200 hp	Piston: Conventional 200-400 hp	Piston: Conventional >400 hp	Helicopter <1000 shp	Helicopter >1000 shp	Business-Jets (<16 kN)	Business-Jets (>16 but <26.7 kN)	Turbo-props
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Aircraft parking charge

Scheduled / Charter (S/C):

Aircraft parking charges for S/C are graded based on the MTOM classification for levying landing charges and are levied per minute, divided into high rate and low rate tariffs. The aircraft parking charges are calculated according to the actual time of arrival (ATA) and actual time of departure (ATD).

- For MTOM classes 1 – 6, the first 30 minutes are free of charge; from the 31st minute up to and including the 180th minute, the high rate tariff applies, then the low rate tariff.
- For MTOM classes 7 and 8, the first 60 minutes are free of charge; from the 61st minute up to and including the 240th minute, the high rate tariff applies, then the low rate tariff.
- For MTOM class 9, the first 90 minutes are free of charge; from the 91st minute up to and including the 300th minute, the high rate tariff applies, then the low rate tariff.

Aircraft parking charges are not levied between 22:00:01 and 05:00:00 (21:00:01 and 04:00:00). During this time, the calculation of parking time is suspended. If a parking procedure at the high rate tariff is interrupted by the fee-free parking period, the high rate tariff will continue once the fee-free parking period has expired. If a parking procedure at the low rate tariff is interrupted, the low rate tariff will continue once the fee-free parking period has expired. If a parking procedure is interrupted during the initial fee-free period, the fee-free period will continue to apply afterwards.
If the parking time is interrupted by a move to a non-chargeable stand, the parking time begins again as soon as the aircraft is moved back to a chargeable stand.

MTOM class	High tariff per hour	Low tariff per hour
1 - 3	29.00	7.00
4	48.30	11.60
5	87.00	20.80
6	145.00	34.70
7	241.70	57.80
8	338.30	80.90
9	435.00	104.00

GA/BA aircraft parking charges are charged in the same way as for S/C. Regardless of the MTOM class, the first 120 minutes are free of charge.

Aircraft parking charges are not levied between 22:00:01 and 05:00:00 (21:00:01 and 04:00:00). During this time, the calculation of parking time is suspended.
If the parking time is interrupted by a move to a non-chargeable stand, the parking time begins again as soon as the aircraft is moved back to a chargeable stand.
The aircraft parking charge for GA/BA is increased by 200% two days before (from 05:00:01 (04:00:01)) until two days after the World Economic Forum (until 22:00:00 (21:00:00)).
As of 1 January 2024, GA/BA aircraft parking charges will be charged in the same way as for S/C. Regardless of the MTOM class, GA/BA will have a fee-free period of 120 minutes as of 1 January 2024.

Passenger related charges

General provisions:
Passenger related charges are levied per departing passenger. The following are exempt from the passenger-related charges:

- children under the age of two years,
- Crew members in an operational function during the flight in question (incl. emergency flights), including operational flights, training, measurement or test flights,
- crew members who do not have a flight ticket and who are transported to another airport for the purpose of service on a flight from that airport (dead head crew) and
- transit passengers

Passenger charge
Charge per departing passenger:

Local passenger	21.00
Transfer passenger	8.00
GA/BA passenger	4.30

Discount on passenger charge:
Flughafen Zürich AG grants a discount between 1% and 10% on passenger charges to S/C airlines based on the number of departing passengers (total of local and transfer passengers) per calendar year. The number of departing (invoiced) passengers of the respective airline during the respective calendar year is decisive.

$$\text{The discount is } 10\%^{*} \frac{\textit{departing passengers per year}}{1'000'000}$$

Airlines with a passenger volume of less than 100'000 departing passengers per year and airlines that have not paid one or more airport charge invoices on time in the calendar year in question are not entitled to a discount. The discount is capped at 10% for Airlines with 1'000'000 or more departing passengers per year.
The discount is credited within three months of the end of the calendar year in question.

Passenger security charge
Charge per departing passenger:

Local passenger	13.00
Transfer passenger	7.00
GA/BA passenger	13.00

PRM charge
Charge per departing passenger:

Commercial passenger	1.00
Non-commercial passenger	0.00

Freight and/or mail related charge

The holder of an aircraft and the forwarding agent are jointly liable for freight-related charges. A forwarding agent is defined as any recipient in accordance with the transport order and, for airmail, Swiss Post Ltd. or the designated postal organisation of a member state in accordance with the UPU.
Transfer freight charges are invoiced to the incoming carrier.
The freight-related charge applies to freight that is transported by aircraft, as well as freight that is transported via Road Feeder Service (RFS).
The freight charge is levied per kg (gross weight, off loaded), according the airway bill (AWB).
Airmail is considered freight within the scope of this section, but is charged based on the export volume.

Freight Charges

Charge per kg of freight/mail	
Import (and export for airmail)	0.06
Transfer-in (and transfer out for airmail)	0.02

IV. User fees

Art. 13 **Applicability**

For the provision and operation of key infrastructure facilities, FZAG charges the user fees listed below. Unless stated otherwise, they enter into force on 1 September 2016.

Art. 14 **Debtor**

If not provided otherwise, the party liable is defined in Art. 6. Art.

Art. 15 **Rates**

The rates for user fees are shown in CHF, excluding VAT.

Art. 16 **Invoicing and payment**

User fees are invoiced in CHF.
User fees become payable upon utilisation of the related infrastructure and services by the debtor and are, unless stated otherwise, payable within 10 days of issuance of the invoice.
Flughafen Zürich AG reserves the right to

- to demand assurances from the debtor in the form of (direct or indirect) guarantees from a bank headquartered in Switzerland, cash deposits or advance payments and
- to charge default interest at the rate of 5% in the event of late payments.

If the debtor is an airline or an aircraft operator, section Art. 9 applies to invoice issuing and payment.

Art. 17 **Liability**

Users of centralised infrastructure are liable to FZAG for any fault in the event of damage that they, their employees or auxiliaries cause to FZAG. Special provisions in the respective Operating Regulations still apply, especially the user's due diligence obligations defined therein.
Should FZAG be made liable for circumstances or events for which the user is responsible, the user is obliged to hold FZAG harmless.
If the key infrastructure facility is a work within the definition of Art. 58 of the Swiss Code of Obligations (SCO), the following applies to liability towards third parties in the relationship between the user and FZAG:

- FZAG is liable as property owner of the building or other structure according to art. 58 of the SCO.
- The user shall assume all other third-party liability where it is the party at fault for any damage or losses.
- The user shall also assume FZAG's liability as the property owner for any damage or losses attributable to:
  - a defect resulting from the user's business operations,
  - a defect which FZAG was unable to rectify in good time due to the user's failure to report it
  - failure on the part of the user to take appropriate immediate action to prevent or minimise damage or losses during the period prior to rectification of the defect by FZAG;
  - any other fault of the user.

Art. 18 **Individual User Fees**

De-icing per landing

MTOM class*	User fee per landing
1-3	5.80
4	11.65
5	22.10
6	43.60
7	87.20
8	174.40
9	290.65

De-icing throughput
The respective applicator is the debtor for the user fee for de-icing throughput.

Fee per litre troughput:

1.15

The user fee for de-icing throughput is payable within 30 days of invoice issuance.

Aircraft energy supply
The user fee for aircraft power and air conditioning supply is levied for S/C flight events.
The power supply is charged by a basic rate and a time-dependent hourly rate which is levied after a fee-free period. The fee is charged by the minute from the moment the system is turned on.

MTOM class*	Basic rate	Hourly rate	Fee-free period (minutes)
1-3	3.75	3.75	120
4	5.65	6.00	120
5	11.25	11.25	120
6	18.75	18.75	120
7	31.90	32.25	180
8	43.15	43.50	240
9	56.25	56.25	240

User fees for the aircraft power supply system are not levied between 23:00:01 and 04:00:00 (22:00:01 and 03:00:00). During this time, the calculation of usage time is suspended. Basic and hourly rates continue to apply after this suspension.

Aircraft air conditioning supply
The user fee aircraft air conditioning is imposed only for S/C flight operations.
Air conditioning is charged by the minute from the moment the system is turned on.

MTOM class*	User fee per hour
1-3	7.50
4	11.25
5	22.50
6	37.50
7	63.75
8	86.25
9	112.50

User fees for aircraft air conditioning supply are not levied between 23:00:01 and 04:00:00 (22:00:01 and 03:00:00). During this time, the calculation of usage time is suspended. The fee continues to apply after this suspension.
*See LSZH A1 Overview of MTOM classification

User fee baggage sorting system
The user fee for the baggage system is levied for S/C flight events only.

MTOM class*	User fee per departure
1-3	97.00
4	145.00
5	291.00
6	484.00
7	824.00
8	1114.00
9	1453.00

*See LSZH A1 Overview of MTOM classification

User fee Check-in

Handling counters:
The debtor for the user fee for the handling desks is the handling agent that is allocated the respective desk.

Check-in counter, flexible use (per counter and minute)	0.15
Check-in counter, fixed use (per counter and day)	90.00
Check-in counter in connection with self-tagging machines, flexible use (per counter and minute)	0.19
Check-in counter in connection with self-tagging machines, fixed use (per counter and day)	114.00
Supervisor counter, supervisor support counter, flexible use (per counter and minute)	0.05
Supervisor counter, supervisor support counter, fixed use (per counter and day)	22.50

Self Bag Drop (SBD)

Debtor for the user fee SBD is the airline as defined in Art. 14 above, respectively the airline occupying a dedicated SBD unit.

Common Use SBD	CHF 0.80 per processed piece of luggage
Dedicated SBD	CHF 7200.00 per month and unit

The user fee for Common Use SBD is levied for the first time three months after the departure control system of the corresponding airline is connected to the SBD or three months after the SBD units are put into operation.

User fee for ground handling equipment parking areas

The debtor for the user fee for the ground handling parking areas is the handling agent that is allocated the respective area. The space allocation and usage is determined by the User Regulation Ground Handling Parking Space.

Fee per m2 month
3.30

The user fee for handling equipment parking areas is payable within 30 days of invoice issuance.

User fee for aircraft noise protection hangar
The debtor for the user fee for aircraft engine testing facility is the respective user of the facility for aircraft engine testing. The use of the silencer hall is determined by the Silencer User Regulations.

Fee for first 45 minutes	235.00
Fee for every additional 15 minutes	80.00

User fee aircraft toilet waste disposal
The debtor for the user fee for the aircraft toilet waste disposal is the handling agent that uses the facility.

User fee per m3
58.45

The user fee aircraft toilet waste disposal is payable 30 days after issuance of the invoice.

User fee for Airport Operational Systems (AOS)
The debtor of the user fee for AOS is the handling agent that publishes the relevant flight.

Number of flight operations per airline per month	User fee per master flight	**User fee per slave flight**
0 - 1500	7.50	2.50
1501 - 3000	6.75	2.25
3001 - 4500	6.00	2.00
4501 - 6000	5.25	1.75
6001 - 7500	4.50	1.50
7501 - 9000	3.75	1.25
9001 - 10500	3.38	1.13
> 10501	3.00	1.00

The user fee AOS is payable 30 days after issuance of the invoice.

V. Access fees

Art. 19 **Debtor**
The debtor of the access fees is the legal entity or natural person that applies for the respective access.

Art. 20 **Rates**
The rates for access fees are shown in CHF, including VAT.

Art. 21 **Invoicing and payment**
Access fees are invoiced in CHF.
Access fees become payable when the relevant ID is ordered. The customer is not entitled to any reimbursement of access fees. This also applies if an ordered ID is not issued or claimed.
For legal entities and natural persons who regularly work at Zurich Airport, FZAG may permit a later payment of invoices. An invoice of this kind is payable within 30 days of invoice issuance.
FZAG reserves right to charge default interest on arrears at the rate of 5%.
Furthermore, FZAG has the right to revoke the relevant ID/access authorisations and order the debtor to pay the resulting costs, if a debtor has defaulted on their payment.

Art. 22 **Individual access fees**
The following fees are levied:

- The airport ID badge fee is levied for all airport ID badges, including winter service ID badges.
- The driving permit fee is levied for all airside driving permits.
- The vehicle registration fee is levied for all airside vehicle registrations.

The rates are as follows:

Fee per airport ID badge	60.00
Fee for driving permit	50.00
Fee for vehicle registration	40.00

VI. Other fees not regulated by the OAC

Art. 23 **NIL**
NIL

Art. 24 **Approach charges**
Flughafen Zürich AG is commissioned by Skyguide Ltd. to invoice the approach charges.
The approach charges are published in the AIP Switzerland, GEN 4.2.
Art. 1 to 10 apply analogously.

Specifically, airlines are required to provide proper documentation in accordance with Art. 10

In case no data is received by Flughafen Zürich AG, no reminder will be sent to the airline / aircraft operator and the highest MTOM known of the corresponding aircraft type at Zurich Airport is applied.

In case wrong documentation is received by Flughafen Zürich AG, one request will be sent to the airline / aircraft operator to provide the correct data. Until the reception of correct data, the highest MTOM known of the corresponding aircraft type at Zurich Airport is applied.

In case an airline / aircraft operator provides the MTOM data after the deadline, the highest MTOM known of the corresponding aircraft type at Zurich Airport will be applied until the correct MTOM has been provided by the airline / aircraft operator.
Airlines / aircraft operators shall report changes during the year to FZAG and provide documentation in accordance. If reported at least five working days in advance, such changes come into effect on the first day of the following month. Otherwise the changes come into effect on the first day of the subsequent month.
In all cases, MTOM will not be adjusted retrospectively and no credit notes will be granted for a time period for that FZAG has received the correct MTOM data.

Art. 25 **Slot service fee**
FZAG is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to 1.00 CHF per movement.

LSZH A1 Overview of MTOM classification

New aircraft that land at Zurich Airport and that are not yet classified, will be classified based on their MTOM given in the Aircraft Manual until a reasonable MTOM average of all operations at Zurich Airport is available for a definitive classification.

MTOM class	Weight
1	> 0 t and ≤ 2 t
2	> 2 t and ≤ 5 t
3	> 5 t and ≤ 15 t
4	> 15 t and ≤ 25 t
5	> 25 t and ≤ 50 t
6	> 50 t and ≤ 100 t
7	> 100 t and ≤ 200 t
8	> 200 t and ≤ 400 t
9	> 400 t

MTOM class																
1					2			3		4		5	6	7	8	9
A210	CH60	GA8	P32R	TAMP	A109	C525	TEX2	A139	JU52	A140	HA4T	A148	A19N	A306	A124	A225
AA5	CH7A	GAZL	P68	TB20	A119	DA62	TRIS	AN2	L410	A748	IL14	AN72	A20N	A30B	A332	A388
AAT3	CH7B	GC1	P68T	TB21	A169	DH3T	UH1	AN28	LJ25	AN24	J328	B461	A21N	A310	A333	B748
AC11	COL3	GLAS	PA11	TBEE	AC68	DHC2	VTOR	AN38	LJ31	AN26	L29B	B462	A318	A3ST	A339	
AC4	COL4	GX	PA18	TFUN	AC90	DHC6	YAK3	AS32	LJ35	AN30	SB20	B463	A319	B703	A342	
AR15	CP10	GY80	PA22	TOBA	AC95	DO28		ASTR	LJ40	AN32	VF14	BA11	A320	B720	A343	
AS02	CP23	H269	PA24	TRIN	AEST	DOVE		B190	LJ45	AT43		C160	A321	B752	A345	
AS16	CRUZ	H500	PA25	TWEN	ALO2	E50P		B350	LJ55	AT44		C27J	AN12	B753	A346	
AS2T	D11	HMNY	PA28	ULAC	ALO3	EA50		B412	LJ60	AT45		CONI	B37M	B762	A358	
ATL	D140	HR10	PA30	VELO	AS50	EC30		BE20	LJ75	AT72		CRJ7	B38M	B763	A359	
B06	D250	HR20	PA32	VEZE	AS55	EC35		BE30	MI8	AT73		CRJ9	B39M	C141	A35K	
B209	D253	HUSK	PA34	VM1	AS65	EC45		BE40	MU30	AT75		CRJX	B712	DC85	AN22	
B47G	DA20	J3	PA38	WA40	B105	EC55		BE99	N260	AT76		CVLT	B721	DC86	B741	
BE23	DA40	JB15	PA44	WT9	B212	EPIC		C25A	P180	ATP		DC4	B722	DC87	B742	
BE24	DA42	JUNR	PA46	XA42	B222	EXPL		C25B	P51	B25		DC6	B731	IL62	B743	
BE33	DA50	KL07	PTS2	Y18T	B230	F406		C25C	PAY4	C295		DC91	B732	IL76	B744	
BE35	DAL4	L200	PUP	YK18	B407	FA24		C500	PC24	C750		DC92	B733	K35R	B74R	
BE36	DIMO	L8	PZ04	YK52	B427	G44		C501	PRM1	CL30		DC93	B734	T154	B74S	
BE76	DO27	LA25	R100	Z43	B429	HDJT		C550	PUMA	CL35		DH8D	B735	T204	B764	
BE77	DR10	LAMA	R200	Z50	B430	KMAX		C551	S601	CL60		E170	B736		B772	
BE95	DR30	LGEZ	R22		BE10	KODI		C55B	S92	CN35		E190	B737		B773	
BL8	DR40	LNC2	R300		BE18	L39		C560	SBR1	CRJ1		E275	B738		B779	
BREZ	DV20	LNC4	R44		BE55	MU2		C56X	SC7	CRJ2		E75L	B739		B77L	
BU31	E230	M20J	R66		BE58	NOMA		C650	SF34	DH8A		E75S	BCS1		B77W	
BX2	E300	M20P	R90R		BE60	P46T		C680	SH33	DH8B		F100	BCS3		B788	
C10T	E400	M20T	RALL		BE65	P750		C68A	SH36	DH8C		F28	C130		B789	
C140	EAGL	M4	RANG		BE9L	PA23		D228	SJ30	DHC7		F70	C30J		B78X	
C150	EC12	M6	RF6		BE9T	PA27		D328	STAR	E135		FA7X	DC94		C17	
C152	EC20	M7	RV4		BK17	PA31		DC3	SW2	E145		FA8X	DC95		C5	
C170	ECHO	M7T	RV6		BN2P	PAY1		E110	SW3	E35L		GA5C	E195		DC10	
C172	EDGE	MCR1	RV7		C208	PAY2		E120	SW4	E45X		GA6C	E290		IL86	
C175	EN28	MCR4	RV8		C25M	PAY3		E121	TBM	E545		GL5T	E295		IL96	
C177	EN48	MD50	S05F		C303	PC12		E55P	WW24	E550		GLEX	GL7T		L101	
C180	ERCO	MD52	S05R		C310	PC21		FA10		F18		GLF2	IL18		MD11	
C182	EV97	MD60	S10		C320	PC6T		FA20		F27		GLF3	L188			
C185	EVOT	MOR2	S208		C335	PC7		G150		F2TH		GLF4	MD81			
C195	F156	O1	S22T		C337	PC9		GAA		F50		GLF5	MD82			
C206	F260	P06T	S330		C340	S76		H25A		F60		GLF6	MD83			
C210	F8L	P149	SC01		C402	SF50		H25B		F900		RJ1H	MD87			
C240	FDCT	P208	SF25		C404	SPIT		H25C		FA50		RJ70	MD88			
C42	FOX	P210	SIRA		C411	SYCA		H60		G159		RJ85	MD90			
C700	G109	P28A	SLG2		C414	T28		HUCO		G250		SU95	R721			
C72R	G115	P28B	SR20		C421	T6		HUNT		G280		T134	S210			
C77R	G120	P28R	SR22		C425	TBM7		JS31		GALX		YK40	T334			
C82R	G2CA	P28T	ST75		C441	TBM8		JS32		H47			YK42			
CE43	GA7	P28U	SUBA		C510	TBM9		JS41		H53						

13. Appendix A

13.1 Noise classification for jet aircraft

Noise class	Deviations
I	> 4.5 dB(A)
II	≤ 4.5 dB(A) and > 1.5 dB(A)
III	≤ 1.5 dB(A) and > -1.5 dB(A)
IV	≤ -1.5 dB(A) and > - 4.5 dB(A)
V	≤ - 4.5 dB(A)

Class	Aircraft types
I	Antonov AN124
	B-707 Serie -100B / -300B / -300C
	B-727 Serie -100 / -200 / -200 ADV / -200 Hushkit
	B-737 Serie -200 / -200 ADV
	B-747 Serie -100 / -200 / -SP / -300 SUD / -400
	B-777 Serie -200ER / -300
	DC-8 Serie -50 / -61 / -62 / -63
	DC-10 Serie -10 / -30 / -30ER / -40
	MD-11
	MD-80 / -81 / -82 / 83
	F28-1000 / -2000 / -3000 / -4000 / -5000 / -6000
	IL-62 / -62M
	IL-76 M / T / TD
	IL-86
	TU-134 A
	TU-154 / A / B / B1 / B2
	GLF II / III
	HS 125 Serie -400 / -600
II	Airbus A-300B2-100 / B2-200 / B2-300 / B4-100 / B4-200 / C4
	Airbus A-300 Serie -600
	Airbus A-310 Serie -200 / -300
	Airbus A-330 Serie -200 / -300
	Airbus A-340 Serie -200 / -300 / -500 / -600
	Airbus A-380 Serie -800
	B-767 Serie -200 / -200ER / -300 / -300ER / -400ER
	B-777 Serie -200LR / -300ER
	DC-8 Serie -70
	MD87
	IL-96 M / Serie -300
	TU-154 M
	Yak-40 / -42
	Falcon-50

Class	Aircraft types
III	Airbus A-321
	B-737 Serie -300 / -400 / -800 / -900
	B-757 Serie -200 / -300
	B-777 Serie -200
	Cessna C650 Citation III, VI, VII
	Falcon Serie -20 / -900 / 7X / -200
	Mitsubishi MU-300
	Sabreliner SAB NA-265 Serie 65 / 70 / 80
	TU-204 Serie -100 / -200
	Westwind IAI-1124 / -1125 / AJ25
IV	Airbus A-318
	Airbus A-319
	Airbus A-320
	Airbus A20N / A21N (GTF)
	Airbus A-350 Serie -900 / -1000
	B-717 Serie -200
	B-737 Serie -500 / -600 / -700
	B-787 Serie -800 / -900
	Bombardier BD700 Global Express 6000 / -6500 (GLEX)
	Bombardier BD700 Global Express 5000 / 5500
	Bombardier CL30 / CL35
	Canadair CRJ-700 / -900 / -1000
	Embraer ERJ-170 / -175 / -190 / -195
	MD90
	Fokker F70 / F100
	Falcon Serie -10 / -2000
	Gulfstream G150 / G200 / G IV / G V / G VI (G650 / G280)
	Learjet LR Serie 50
V	Airbus A20N / A21N (LEAP)
	Airbus A221 / A223
	BEA BA-146 Serie -100 / -200 / -300
	Beechcraft Premier 1
	Cessna C500 / C510 / C525 / C550 / C560 / C680 / C700 / C750
	Canadair CL601 / CL604 / CL605 / CL650
	Dornier DO328 Serie -300
	Embraer EMB-135 / -145ER
	Embraer Phenom 100 / 300
	Embraer E290
	HS-125 Serie -700 / - 800 / -900 / -1000
	Learjet LR Serie -30 / -45 / -60 / -70 / -75
	AVRO RJ -70 / -85 / -100
	Canadair RJ100 / RJ200 / ER / LR

14. Appendix B

14.1 Noise classification for propeller-driven aircraft

Classification rules

Propeller planes are divided into noise classes in accordance with their noise level (measured noise level, corrected for the performance factor of the aircraft or aircraft type) compared to the limit in accordance with ICAO Annex 16:

URL: https://www.bazl.admin.ch/bazl/de/home/themen/umwelt/laerm/laermabhaengige-landegebuehren.html
URL: https://www.bazl.admin.ch/bazl/fr/home/themen/umwelt/laerm/taxes-d-atterrissage-liees-au-bruit.html
URL: https://www.bazl.admin.ch/bazl/it/home/themen/umwelt/laerm/tasse-d-atterraggio-commisurate-al-rumore.html

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GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1. EN ROUTE AIR NAVIGATION SERVICES

1.1 Principles

The main following principles apply:

- The Swiss FIR constitutes a single charging zone
- A single unit rate is set per charging zone
- Charges take the DIST flown and the MTOM of the ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

As signatory of the Multilateral Agreement of 12 FEB 1981 relating to air navigation route charges, Switzerland is a member of the EUROCONTROL Organization and thus applies all related rules. Of particular interest for the user are the Conditions of application of the route charges system and conditions of payment which are AVBL on the following web site:

URL: http://www.eurocontrol.int/articles/reference-documents

The detailed principles applied also are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: http://www.admin.ch/ch/f/rs/rs.html

1.2 En route charges

The Swiss unit rate is set up in Swiss francs and is recalculated monthly in Euros by applying the average monthly exchange rate between the Euros and the national currency for the month preceding the month during which the FLT takes place.

The Swiss tariff is AVBL on following web site:

URL: http://www.eurocontrol.int/services/monthly-adjusted-unit-rates

It is composed of a national unit rate to finance national air navigation services and of a regional administrative unit rate to finance the central billing and collection of charges at the EUROCONTROL level.

The exchange rate applied shall be that published in the Official Journal of the European Communities (Information and Notices). Where not indicated in the Official Journal, the exchange rate shall be calculated by reference on the one hand to the rate of exchange between the Euro and the dollar of the United States of America and, on the other hand, to the rate of exchange between the national currency concerned and the dollar of the United States of America as published by the International Monetary Fund in its "International Financial Statistics".

The data for the calculation of the charges are derived from the flight plan. Flight plans should therefore be CMPL in strict accordance with ICAO instructions.

With regard to the conditions of payment of route charges the interest rate on late payment of route charges is published on Eurocontrol circulars:

URL: http://www.eurocontrol.int/articles/information-circulars

Exempt flights

The following FLTs are exempt from ENR charges:

- FLTs performed by ACFT of which the MTOM authorised is less than two metric tonnes
- Mixed VFR/IFR FLTs in the charging zones where they are performed exclusively under VFR and where a charge is not levied for VFR FLTs
- FLTs performed exclusively for the transport, on official mission, of the reigning Monarch and his immediate family, Heads of State, Heads of Government, and Government Ministers; in all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan
- SAR FLTs authorised in accordance with the related Federal Ordinance
- FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned
- VFR FLTs
- With the agreement of the Federal Department of Foreign Affairs and of the Swiss Air Force, FOCA exempts foreign MIL FLTs from route charges, on request of the concerned State and under the conditions of reciprocity
- Humanitarian FLTs

1.3 Billing and collection of route charges

FOCA has entrusted the EUROCONTROL Organisation with the billing and collection of the charges.

Post: EUROCONTROL
Central route charges office
Rue de la Fusée 96
B-1130 Brussels
Phone: +32 (0) 2 729 38 13
Fax: +32 (0) 2 729 90 93
Email: r3.crco@eurocontrol.int

Information concerning the billing and collection of ENR charges may be obtained from the above mentioned office.

2. CATEGORY I APPROACH AIR NAVIGATION SERVICES

2.1 Principles

The main following principles apply:

- A single unit rate is set per charging zone
- One charge is billed for each APCH
- Charges take the MTOM of ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

One charging zone is defined:

- Category I encompasses the ADs of Geneva and Zurich

The detailed principles applied are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: http://www.admin.ch/ch/f/rs/rs.html

2.2 Category I charges (Zurich and Geneva)

Valid charges per APCH (VAT excl.) are AVBL in ANNEX 1: Approach charges for aerodromes of category I.
For information, they are calculated using following formula:
Unit rate x $((MTOM/50)^{0.7})$ and following unit rate: CHF 530.41

A set charge per MTOM in tonnes is applied to ACFT under 4.999 tonnes. The formula mentioned above is thus not applied for these FLTs.

VFR training flights
A set charge per MTOM is applied for VFR training FLTs under 29.999 tonnes LDG in Geneva. Beyond this MTOM, in Geneva, normal charges apply. In Zurich, normal charges apply for all training FLTs.

For the purpose of fees and charges only, a reduced fee is granted to VFR training FLTs that meet the following conditions:

- the FLT must be performed within a course, the aim of which it is to obtain a pilot‘s or an instructor‘s rating;
- it must be a VFR FLT;
- it must be attended or supervised by a FLT instructor or an inspector certified by FOCA and a student;
- training FLTs within the AD circuit are treated as such provided that the AP offers reduced LDG charges for these FLTs;
- training FLTs are not commercial FLTs as defined by aviation law, and are not to be used for the purpose of the carriage of passengers or goods.

VFR FLTs to obtain a certification on specific APCH procedures are considered as VFR training FLTs.

Within a FLT school organisation or a FLT club, only the FLTs matching the above mentioned criteria are entitled to a reduced fee.

The following FLTs are not considered to be training FLTs:

- FLTs to retain a pilot‘s or an instructor‘s rating;
- familiarisation FLTs;
- check FLTs;
- positioning FLTs to deliver training at another AP;
- FLTs to maintain a certification on specific APCH procedures.

Gliders
For powered gliders, the ordinary APCH charges are levied.
For instruction and training FLTs with towing ACFT and powered gliders, the rate and the definition of "VFR training flights" are applicable.

Exempt flights
The following FLTs are exempt from APCH charges:

a. FLTs operated exclusively for the transport, on official mission, of the following passengers:
   - Reigning monarch and his immediate family
   - Heads of State, heads of Government and Government Ministers

   In all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan.
b. SAR FLTs, as defined in the corresponding Federal Ordinance.
c. FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned.

2.3 Billing and collection of Category I charges

Skyguide has entrusted the local AP authorities with the billing and collection of the charges. Information concerning the billing and collection of APCH charges may be obtained from the local AP authorities (FLTs billed) and/or from skyguide (tariffs).

Post: skyguide swiss air navigation services ltd
route de pré-bois 15-17
case postale 796
CH-1215 Genève 15
Phone: +41 (0) 22 417 41 11
Fax: +41 (0) 22 417 45 47

3. BERN-BELP APPROACH AIR NAVIGATION SERVICES

3.1 Principles

The main following principles apply:

- A single unit rate is set per charging zone
- One charge is billed for each APCH
- Charges take the MTOM of ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

AD of Bern-Belp is one charging zone.

The detailed principles applied are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: http://www.admin.ch/ch/f/rs/rs.html

3.2 Bern-Belp charges

Valid charges per APCH (VAT excl.) are available in ANNEX 2: Approach charges for Category II airports (Samedan excl.)
Approach charges applicable in Bern-Belp, Buochs, Les Eplatures, Grenchen, Lugano, Sion, St.Gallen-Althenrhein.
For information, they are calculated with following formula:
Unit rate x ($MTOM^{0.65}$) and following unit rate: CHF 34.364

A set charge per MTOM in tonnes is granted to ACFT under 4.999 tonnes. The formula mentioned above is thus not applied for these FLTs.

VFR training flights
A set charge per MTOM is billed for VFR training FLT under 29.999 tonnes. Beyond this MTOM, normal charges apply.
For the purpose of fees and charges only, a reduced fee is granted to VFR training FLTs that meet the following conditions:

- the FLT must be performed within a course, the aim of which it is to obtain a pilot‘s or an instructor‘s rating;
- it must be a VFR FLT;
- it must be attended or supervised by a FLT instructor or an inspector certified by FOCA and a student;
- training FLTs within the AD circuit are treated as such provided that the AP offers reduced LDG charges for these FLTs;
- training FLTs are not commercial FLTs as defined by aviation law, and are not to be used for the purpose of the carriage of passengers or goods.

VFR FLTs to obtain a certification on specific APCH procedures are considered as VFR training FLTs.

Within a FLT school organisation or a FLT club, only the FLTs matching the above mentioned criteria are entitled to a reduced fee.

The following FLTs are not considered to be training FLTs:

- FLTs to retain a pilot‘s or an instructor‘s rating;
- familiarisation FLTs;
- check FLTs;
- positioning FLTs to deliver training at another AP;
- FLTs to maintain a certification on specific APCH procedures.

Gliders

Towing ACFT are exempt from APCH charges for APCH on the grass RWYs (Glider area).

Powered gliders are exempt from APCH charges in the glider area.
For instruction and training FLTs with towing ACFT and powered gliders, the rate and the definition of "VFR training flights" are applicable.

Exempt flights

The following FLTs are exempt from APCH charges on:

a. FLTs operated exclusively for the transport, on official mission, of the following passengers:
   - Reigning monarch and his immediate family
   - Heads of State, heads of Government and Government Ministers

   In all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan.

b. SAR FLTs, as defined in the corresponding Federal Ordinance.

c. FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned.

3.3 Billing and collection of charges

The AD is responsible for the billing and collection of the charges. Information concerning the billing and collection of APCH charges may be obtained from the local AP authorities.

4. BUOCHS APPROACH AIR NAVIGATION SERVICES

4.1 Principles

The main following principles apply:

- A single unit rate is set per charging zone
- One charge is billed for each APCH
- Charges take the MTOM of ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

AD of Buochs is one charging zone.

The detailed principles applied are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: http://www.admin.ch/ch/f/rs/rs.html

4.2 Buochs charges

Valid charges per APCH (VAT excl.) are available in ANNEX 2: Approach charges for Category II airports (Samedan excl.)
Approach charges applicable in Bern-Belp, Buochs, Les Eplatures, Grenchen, Lugano, Sion, St.Gallen-Althenrhein.
For information, they are calculated with following formula:
Unit rate x ($MTOM^{0.65}$) and following unit rate: CHF 34.364

A set charge per MTOM in tonnes is granted to ACFT under 4.999 tonnes. The formula mentioned above is thus not applied for these FLTs.

VFR training flights
A set charge per MTOM is billed for VFR training FLT under 29.999 tonnes. Beyond this MTOM, normal charges apply.

For the purpose of fees and charges only, a reduced fee is granted to VFR training FLTs that meet the following conditions:

- the FLT must be performed within a course, the aim of which it is to obtain a pilot‘s or an instructor‘s rating;
- it must be a VFR FLT;
- it must be attended or supervised by a FLT instructor or an inspector certified by FOCA and a student;
- training FLTs within the AD circuit are treated as such provided that the AP offers reduced LDG charges for these FLTs;
- training FLTs are not commercial FLTs as defined by aviation law, and are not to be used for the purpose of the carriage of passengers or goods.

VFR FLTs to obtain a certification on specific APCH procedures are considered as VFR training FLTs.

Within a FLT school organisation or a FLT club, only the FLTs matching the above mentioned criteria are entitled to a reduced fee.

The following FLTs are not considered to be training FLTs:

- FLTs to retain a pilot‘s or an instructor‘s rating;
- familiarisation FLTs;
- check FLTs;
- positioning FLTs to deliver training at another AP;
- FLTs to maintain a certification on specific APCH procedures.

Gliders
For powered gliders, the ordinary APCH charges are levied.
For instruction and training FLTs with towing ACFT and powered gliders, the rate and the definition of "VFR training flights" are applicable.

Exempt flights
The following FLTs are exempt from APCH charges:

a. FLTs operated exclusively for the transport, on official mission, of the following passengers:
   - Reigning monarch and his immediate family
   - Heads of State, heads of Government and Government Ministers

   In all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan.

b. SAR FLTs, as defined in the corresponding Federal Ordinance.

c. FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned.

4.3 Billing and collection of charges

The AD is responsible for the billing and collection of the charges. Information concerning the billing and collection of APCH charges may be obtained from the local AP authorities.

5. LES EPLATURES APPROACH AIR NAVIGATION SERVICES

5.1 Principles

The main following principles apply:

- A single unit rate is set per charging zone
- One charge is billed for each APCH
- Charges take the MTOM of ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

AD of Les Eplatures is one charging zone.

The detailed principles applied are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: http://www.admin.ch/ch/f/rs/rs.html

5.2 Les Eplatures charges

Valid charges per APCH (VAT excl.) are available in ANNEX 2: Approach charges for Category II airports (Samedan excl.)
Approach charges applicable in Bern-Belp, Buochs, Les Eplatures, Grenchen, Lugano, Sion, St.Gallen-Althenrhein.
For information, they are calculated with following formula:
Unit rate x ($MTOM^{0.65}$) and following unit rate: CHF 34.364

A set charge per MTOM in tonnes is granted to ACFT under 4.999 tonnes. The formula mentioned above is thus not applied for these FLTs.

VFR training flights
A set charge per MTOM is billed for VFR training FLT under 29.999 tonnes. Beyond this MTOM, normal charges apply.

For the purpose of fees and charges only, a reduced fee is granted to VFR training FLTs that meet the following conditions:

- the FLT must be performed within a course, the aim of which it is to obtain a pilot‘s or an instructor‘s rating;
- it must be a VFR FLT;
- it must be attended or supervised by a FLT instructor or an inspector certified by FOCA and a student;
- training FLTs within the AD circuit are treated as such provided that the AP offers reduced LDG charges for these FLTs;
- training FLTs are not commercial FLTs as defined by aviation law, and are not to be used for the purpose of the carriage of passengers or goods.

VFR FLTs to obtain a certification on specific APCH procedures are considered as VFR training FLTs.

Within a FLT school organisation or a FLT club, only the FLTs matching the above mentioned criteria are entitled to a reduced fee.

The following FLTs are not considered to be training FLTs:

- FLTs to retain a pilot‘s or an instructor‘s rating;
- familiarisation FLTs;
- check FLTs;
- positioning FLTs to deliver training at another AP;
- FLTs to maintain a certification on specific APCH procedures.

Gliders
For powered gliders, the ordinary APCH charges are levied.
For instruction and training FLTs with towing ACFT and powered gliders, the rate and the definition of "VFR training flights" are applicable.

Exempt flights
The following FLTs are exempt from APCH charges on:

a. FLTs operated exclusively for the transport, on official mission, of the following passengers:
   - Reigning monarch and his immediate family
   - Heads of State, heads of Government and Government Ministers

   In all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan.

b. SAR FLTs, as defined in the corresponding Federal Ordinance.

c. FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned.

5.3 Billing and collection of charges

The AD is responsible for the billing and collection of the charges. Information concerning the billing and collection of APCH charges may be obtained from the local AP authorities.

6. GRENCHEN APPROACH AIR NAVIGATION SERVICES

6.1 Principles

The main following principles apply:

- A single unit rate is set per charging zone
- One charge is billed for each APCH
- Charges take the MTOM of ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

AD of Grenchen is one charging zone.

The detailed principles applied are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: http://www.admin.ch/ch/f/rs/rs.html

6.2 Grenchen charges

Valid charges per APCH (VAT excl.) are available in ANNEX 2: Approach charges for Category II airports (Samedan excl.)
Approach charges applicable in Bern-Belp, Buochs, Les Eplatures, Grenchen, Lugano, Sion, St.Gallen-Althenrhein.
For information, they are calculated with following formula:
Unit rate x ($MTOM^{0.65}$) and following unit rate: CHF 34.364

A set charge per MTOM in tonnes is granted to ACFT under 4.999 tonnes. The formula mentioned above is thus not applied for these FLTs.

VFR training flights
A set charge per MTOM is billed for VFR training FLT under 29.999 tonnes. Beyond this MTOM, normal charges apply.

For the purpose of fees and charges only, a reduced fee is granted to VFR training FLTs that meet the following conditions:

- the FLT must be performed within a course, the aim of which it is to obtain a pilot‘s or an instructor‘s rating;
- it must be a VFR FLT;
- it must be attended or supervised by a FLT instructor or an inspector certified by FOCA and a student;
- training FLTs within the AD circuit are treated as such provided that the AP offers reduced LDG charges for these FLTs;
- training FLTs are not commercial FLTs as defined by aviation law, and are not to be used for the purpose of the carriage of passengers or goods.

VFR FLTs to obtain a certification on specific APCH procedures are considered as VFR training FLTs.

Within a FLT school organisation or a FLT club, only the FLTs matching the above mentioned criteria are entitled to a reduced fee.

The following FLTs are not considered to be training FLTs:

- FLTs to retain a pilot‘s or an instructor‘s rating;
- familiarisation FLTs;
- check FLTs;
- positioning FLTs to deliver training at another AP;
- FLTs to maintain a certification on specific APCH procedures.

Gliders
Towing ACFT are exempt from APCH charges for APCH on the grass RWYs (Zone South for gliders).

Powered gliders are exempt from APCH charges in Grenchen zone South for gliders.
For instruction and training FLTs with towing ACFT and powered gliders, the rate and the definition of "VFR training flights" are applicable.

Exempt flights
The following FLTs are exempt from APCH charges on:

a. FLTs operated exclusively for the transport, on official mission, of the following passengers:
   - Reigning monarch and his immediate family
   - Heads of State, heads of Government and Government Ministers

   In all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan.

b. SAR FLTs, as defined in the corresponding Federal Ordinance.

c. FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned.

6.3 Billing and collection of charges

The AD is responsible for the billing and collection of the charges. Information concerning the billing and collection of APCH charges may be obtained from the local AP authorities.

7. LUGANO APPROACH AIR NAVIGATION SERVICES

7.1 Principles

The main following principles apply:

- A single unit rate is set per charging zone
- One charge is billed for each APCH
- Charges take the MTOM of ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

AD of Lugano is one charging zone.

The detailed principles applied are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: http://www.admin.ch/ch/f/rs/rs.html

7.2 Lugano charges

Valid charges per APCH (VAT excl.) are available in ANNEX 2: Approach charges for Category II airports (Samedan excl.)
Approach charges applicable in Bern-Belp, Buochs, Les Eplatures, Grenchen, Lugano, Sion, St.Gallen-Althenrhein.
For information, they are calculated with following formula:
Unit rate x ($MTOM^{0.65}$) and following unit rate: CHF 34.364

A set charge per MTOM in tonnes is granted to ACFT under 4.999 tonnes. The formula mentioned above is thus not applied for these FLTs.

VFR training flights
A set charge per MTOM is billed for VFR training FLT under 29.999 tonnes. Beyond this MTOM, normal charges apply.

For the purpose of fees and charges only, a reduced fee is granted to VFR training FLTs that meet the following conditions:

- the FLT must be performed within a course, the aim of which it is to obtain a pilot‘s or an instructor‘s rating;
- it must be a VFR FLT;
- it must be attended or supervised by a FLT instructor or an inspector certified by FOCA and a student;
- training FLTs within the AD circuit are treated as such provided that the AP offers reduced LDG charges for these FLTs;
- training FLTs are not commercial FLTs as defined by aviation law, and are not to be used for the purpose of the carriage of passengers or goods.

VFR FLTs to obtain a certification on specific APCH procedures are considered as VFR training FLTs.

Within a FLT school organisation or a FLT club, only the FLTs matching the above mentioned criteria are entitled to a reduced fee.

The following FLTs are not considered to be training FLTs:

- FLTs to retain a pilot‘s or an instructor‘s rating;
- familiarisation FLTs;
- check FLTs;
- positioning FLTs to deliver training at another AP;
- FLTs to maintain a certification on specific APCH procedures.

Gliders
For powered gliders, the ordinary APCH charges are levied.
For instruction and training FLTs with towing ACFT and powered gliders, the rate and the definition of "VFR training flights" are applicable.

Exempt flights
The following FLTs are exempt from APCH charges on:

a. FLTs operated exclusively for the transport, on official mission, of the following passengers:
   - Reigning monarch and his immediate family
   - Heads of State, heads of Government and Government Ministers

   In all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan.

b. SAR FLTs, as defined in the corresponding Federal Ordinance.

c. FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned.

7.3 Billing and collection of charges

The AD is responsible for the billing and collection of the charges. Information concerning the billing and collection of APCH charges may be obtained from the local AP authorities.

8. SION APPROACH AIR NAVIGATION SERVICES

8.1 Principles

The main following principles apply:

- A single unit rate is set per charging zone
- One charge is billed for each APCH
- Charges take the MTOM of ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

AD of Sion is one charging zone.

The detailed principles applied are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: http://www.admin.ch/ch/f/rs/rs.html

8.2 Sion charges

Valid charges per APCH (VAT excl.) are available in ANNEX 2: Approach charges for Category II airports (Samedan excl.)
Approach charges applicable in Bern-Belp, Buochs, Les Eplatures, Grenchen, Lugano, Sion, St.Gallen-Althenrhein.
For information, they are calculated with following formula:
Unit rate x ($MTOM^{0.65}$) and following unit rate: CHF 34.364

A set charge per MTOM in tonnes is granted to ACFT under 4.999 tonnes. The formula mentioned above is thus not applied for these FLTs.

VFR training flights
A set charge per MTOM is billed for VFR training FLT under 29.999 tonnes. Beyond this MTOM, normal charges apply.

For the purpose of fees and charges only, a reduced fee is granted to VFR training FLTs that meet the following conditions:

- the FLT must be performed within a course, the aim of which it is to obtain a pilot‘s or an instructor‘s rating;
- it must be a VFR FLT;
- it must be attended or supervised by a FLT instructor or an inspector certified by FOCA and a student;
- training FLTs within the AD circuit are treated as such provided that the AP offers reduced LDG charges for these FLTs;
- training FLTs are not commercial FLTs as defined by aviation law, and are not to be used for the purpose of the carriage of passengers or goods.

VFR FLTs to obtain a certification on specific APCH procedures are considered as VFR training FLTs.

Within a FLT school organisation or a FLT club, only the FLTs matching the above mentioned criteria are entitled to a reduced fee.

The following FLTs are not considered to be training FLTs:

- FLTs to retain a pilot‘s or an instructor‘s rating;
- familiarisation FLTs;
- check FLTs;
- positioning FLTs to deliver training at another AP;
- FLTs to maintain a certification on specific APCH procedures.

Gliders
For powered gliders, the ordinary APCH charges are levied.
For instruction and training FLTs with towing ACFT and powered gliders, the rate and the definition of "VFR training flights" are applicable.

Exempt flights
The following FLTs are exempt from APCH charges on:

a. FLTs operated exclusively for the transport, on official mission, of the following passengers:
   - Reigning monarch and his immediate family
   - Heads of State, heads of Government and Government Ministers

   In all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan.

b. SAR FLTs, as defined in the corresponding Federal Ordinance.

c. FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned.

8.3 Billing and collection of charges

The AD is responsible for the billing and collection of the charges. Information concerning the billing and collection of APCH charges may be obtained from the local AP authorities.

9. ST. GALLEN-ALTENRHEIN APPROACH AIR NAVIGATION SERVICES

9.1 Principles

The main following principles apply:

- A single unit rate is set per charging zone
- One charge is billed for each APCH
- Charges take the MTOM of ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

AD of St. Gallen-Altenrhein is one charging zone.

The detailed principles applied are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: http://www.admin.ch/ch/f/rs/rs.html

9.2 St. Gallen-Altenrhein charges

Valid charges per APCH (VAT excl.) are available in ANNEX 2: Approach charges for Category II airports (Samedan excl.)
Approach charges applicable in Bern-Belp, Buochs, Les Eplatures, Grenchen, Lugano, Sion, St.Gallen-Althenrhein.
For information, they are calculated with following formula:
Unit rate x ($MTOM^{0.65}$) and following unit rate: CHF 34.364

A set charge per MTOM in tonnes is granted to ACFT under 4.999 tonnes. The formula mentioned above is thus not applied for these FLTs.

VFR training flights
A set charge per MTOM is billed for VFR training FLT under 29.999 tonnes. Beyond this MTOM, normal charges apply.

For the purpose of fees and charges only, a reduced fee is granted to VFR training FLTs that meet the following conditions:

- the FLT must be performed within a course, the aim of which it is to obtain a pilot‘s or an instructor‘s rating;
- it must be a VFR FLT;
- it must be attended or supervised by a FLT instructor or an inspector certified by FOCA and a student;
- training FLTs within the AD circuit are treated as such provided that the AP offers reduced LDG charges for these FLTs;
- training FLTs are not commercial FLTs as defined by aviation law, and are not to be used for the purpose of the carriage of passengers or goods.

VFR FLTs to obtain a certification on specific APCH procedures are considered as VFR training FLTs.

Within a FLT school organisation or a FLT club, only the FLTs matching the above mentioned criteria are entitled to a reduced fee.

The following FLTs are not considered to be training FLTs:

- FLTs to retain a pilot‘s or an instructor‘s rating;
- familiarisation FLTs;
- check FLTs;
- positioning FLTs to deliver training at another AP;
- FLTs to maintain a certification on specific APCH procedures.

Gliders
Towing ACFT are exempt from APCH charges for APCH on the grass RWY for gliders:

For powered gliders, the ordinary APCH charges are levied.
For instruction and training FLTs with towing ACFT and powered gliders, the rate and the definition of "VFR training flights" are applicable.

Exempt flights
The following FLTs are exempt from APCH charges on:

a. FLTs operated exclusively for the transport, on official mission, of the following passengers:
   - Reigning monarch and his immediate family
   - Heads of State, heads of Government and Government Ministers

   In all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan.
b. SAR FLTs, as defined in the corresponding Federal Ordinance.
c. FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned.

9.3 Billing and collection of charges

The AD is responsible for the billing and collection of the charges. Information concerning the billing and collection of APCH charges may be obtained from the local AP authorities.

10. ANNEX 1: Approach charges for aerodromes of category I

The tariffs are exclusive of VAT.
(1) Zurich excluded

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF(1)
1	-	1 000	7.30	3.85
1 001	-	2 000	15.00	7.70
2 001	-	3 000	21.30	11.25
3 001	-	4 000	90.50	15.00
4 001	-	5 000	105.80	18.75
5 001	-	6 000	120.20	22.20
6 001	-	7 000	133.90	25.90
7 001	-	8 000	147.10	29.60
8 001	-	9 000	159.70	33.30
9 001	-	10 000	171.90	37.00
10 001	-	11 000	183.80	40.70
11 001	-	12 000	195.30	44.40
12 001	-	13 000	206.60	48.10
13 001	-	14 000	217.60	51.80
14 001	-	15 000	228.30	55.50
15 001	-	16 000	238.90	59.20
16 001	-	17 000	249.30	62.90
17 001	-	18 000	259.40	66.60
18 001	-	19 000	269.40	70.30
19 001	-	20 000	279.30	74.00
20 001	-	21 000	289.00	76.65
21 001	-	22 000	298.60	80.30
22 001	-	23 000	308.00	83.95
23 001	-	24 000	317.30	87.60
24 001	-	25 000	326.50	91.25
25 001	-	26 000	335.60	94.90
26 001	-	27 000	344.60	98.55
27 001	-	28 000	353.50	102.20
28 001	-	29 000	362.30	105.85
29 001	-	30 000	371.00	109.50
30 001	-	31 000	379.60	
31 001	-	32 000	388.10	
32 001	-	33 000	396.50	
33 001	-	34 000	404.90	
34 001	-	35 000	413.20	
35 001	-	36 000	421.40	
36 001	-	37 000	429.60	
37 001	-	38 000	437.70	
38 001	-	39 000	445.70	
39 001	-	40 000	453.70	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF(1)
40 001	-	41 000	461.60	
41 001	-	42 000	469.50	
42 001	-	43 000	477.30	
43 001	-	44 000	485.00	
44 001	-	45 000	492.70	
45 001	-	46 000	500.30	
46 001	-	47 000	507.90	
47 001	-	48 000	515.50	
48 001	-	49 000	523.00	
49 001	-	50 000	530.40	
50 001	-	51 000	537.80	
51 001	-	52 000	545.20	
52 001	-	53 000	552.50	
53 001	-	54 000	559.80	
54 001	-	55 000	567.00	
55 001	-	56 000	574.20	
56 001	-	57 000	581.40	
57 001	-	58 000	588.50	
58 001	-	59 000	595.60	
59 001	-	60 000	602.60	
60 001	-	61 000	609.60	
61 001	-	62 000	616.60	
62 001	-	63 000	623.50	
63 001	-	64 000	630.50	
64 001	-	65 000	637.30	
65 001	-	66 000	644.20	
66 001	-	67 000	651.00	
67 001	-	68 000	657.80	
68 001	-	69 000	664.50	
69 001	-	70 000	671.30	
70 001	-	71 000	678.00	
71 001	-	72 000	684.60	
72 001	-	73 000	691.30	
73 001	-	74 000	697.90	
74 001	-	75 000	704.50	
75 001	-	76 000	711.10	
76 001	-	77 000	717.60	
77 001	-	78 000	724.10	
78 001	-	79 000	730.60	
79 001	-	80 000	737.00	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights $CHF_{(1)}$
80 001	-	81 000	743.50	
81 001	-	82 000	749.90	
82 001	-	83 000	756.30	
83 001	-	84 000	762.70	
84 001	-	85 000	769.00	
85 001	-	86 000	775.30	
86 001	-	87 000	781.60	
87 001	-	88 000	787.90	
88 001	-	89 000	794.20	
89 001	-	90 000	800.40	
90 001	-	91 000	806.60	
91 001	-	92 000	812.80	
92 001	-	93 000	819.00	
93 001	-	94 000	825.10	
94 001	-	95 000	831.30	
95 001	-	96 000	837.40	
96 001	-	97 000	843.50	
97 001	-	98 000	849.60	
98 001	-	99 000	855.60	
99 001	-	100 000	861.70	
100 001	-	101 000	867.70	
101 001	-	102 000	873.70	
102 001	-	103 000	879.70	
103 001	-	104 000	885.60	
104 001	-	105 000	891.60	
105 001	-	106 000	897.50	
106 001	-	107 000	903.40	
107 001	-	108 000	909.30	
108 001	-	109 000	915.20	
109 001	-	110 000	921.10	
110 001	-	111 000	927.00	
111 001	-	112 000	932.80	
112 001	-	113 000	938.60	
113 001	-	114 000	944.40	
114 001	-	115 000	950.20	
115 001	-	116 000	956.00	
116 001	-	117 000	961.80	
117 001	-	118 000	967.50	
118 001	-	119 000	973.20	
119 001	-	120 000	978.90	
120 001	-	121 000	984.70	
121 001	-	122 000	990.30	
122 001	-	123 000	996.00	
123 001	-	124 000	1001.70	
124 001	-	125 000	1007.30	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights $CHF_{(1)}$
125 001	-	126 000	1013.00	
126 001	-	127 000	1018.60	
127 001	-	128 000	1024.20	
128 001	-	129 000	1029.80	
129 001	-	130 000	1035.40	
130 001	-	131 000	1040.90	
131 001	-	132 000	1046.50	
132 001	-	133 000	1052.00	
133 001	-	134 000	1057.60	
134 001	-	135 000	1063.10	
135 001	-	136 000	1068.60	
136 001	-	137 000	1074.10	
137 001	-	138 000	1079.60	
138 001	-	139 000	1085.00	
139 001	-	140 000	1090.50	
140 001	-	141 000	1095.90	
141 001	-	142 000	1101.40	
142 001	-	143 000	1106.80	
143 001	-	144 000	1112.20	
144 001	-	145 000	1117.60	
145 001	-	146 000	1123.00	
146 001	-	147 000	1128.40	
147 001	-	148 000	1133.70	
148 001	-	149 000	1139.10	
149 001	-	150 000	1144.40	
150 001	-	151 000	1149.80	
151 001	-	152 000	1155.10	
152 001	-	153 000	1160.40	
153 001	-	154 000	1165.70	
154 001	-	155 000	1171.00	
155 001	-	156 000	1176.30	
156 001	-	157 000	1181.60	
157 001	-	158 000	1186.80	
158 001	-	159 000	1192.10	
159 001	-	160 000	1197.30	
160 001	-	161 000	1202.60	
161 001	-	162 000	1207.80	
162 001	-	163 000	1213.00	
163 001	-	164 000	1218.20	
164 001	-	165 000	1223.40	
165 001	-	166 000	1228.60	
166 001	-	167 000	1233.80	
167 001	-	168 000	1238.90	
168 001	-	169 000	1244.10	
169 001	-	170 000	1249.20	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF(1)
170 001	-	171 000	1254.40	
171 001	-	172 000	1259.50	
172 001	-	173 000	1264.60	
173 001	-	174 000	1269.70	
174 001	-	175 000	1274.90	
175 001	-	176 000	1279.90	
176 001	-	177 000	1285.00	
177 001	-	178 000	1290.10	
178 001	-	179 000	1295.20	
179 001	-	180 000	1300.20	
180 001	-	181 000	1305.30	
181 001	-	182 000	1310.30	
182 001	-	183 000	1315.40	
183 001	-	184 000	1320.40	
184 001	-	185 000	1325.40	
185 001	-	186 000	1330.40	
186 001	-	187 000	1335.40	
187 001	-	188 000	1340.40	
188 001	-	189 000	1345.40	
189 001	-	190 000	1350.40	
190 001	-	191 000	1355.40	
191 001	-	192 000	1360.30	
192 001	-	193 000	1365.30	
193 001	-	194 000	1370.20	
194 001	-	195 000	1375.20	
195 001	-	196 000	1380.10	
196 001	-	197 000	1385.00	
197 001	-	198 000	1389.90	
198 001	-	199 000	1394.90	
199 001	-	200 000	1399.80	
200 001	-	201 000	1404.70	
201 001	-	202 000	1409.50	
202 001	-	203 000	1414.40	
203 001	-	204 000	1419.30	
204 001	-	205 000	1424.20	
205 001	-	206 000	1429.00	
206 001	-	207 000	1433.90	
207 001	-	208 000	1438.70	
208 001	-	209 000	1443.60	
209 001	-	210 000	1448.40	
210 001	-	211 000	1453.20	
211 001	-	212 000	1458.00	
212 001	-	213 000	1462.80	
213 001	-	214 000	1467.60	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF(1)
214 001	-	215 000	1472.40	
215 001	-	216 000	1477.20	
216 001	-	217 000	1482.00	
217 001	-	218 000	1486.80	
218 001	-	219 000	1491.60	
219 001	-	220 000	1496.30	
220 001	-	221 000	1501.10	
221 001	-	222 000	1505.80	
222 001	-	223 000	1510.60	
223 001	-	224 000	1515.30	
224 001	-	225 000	1520.10	
225 001	-	226 000	1524.80	
226 001	-	227 000	1529.50	
227 001	-	228 000	1534.20	
228 001	-	229 000	1538.90	
229 001	-	230 000	1543.60	
230 001	-	231 000	1548.30	
231 001	-	232 000	1553.00	
232 001	-	233 000	1557.70	
233 001	-	234 000	1562.40	
234 001	-	235 000	1567.00	
235 001	-	236 000	1571.70	
236 001	-	237 000	1576.40	
237 001	-	238 000	1581.00	
238 001	-	239 000	1585.70	
239 001	-	240 000	1590.30	
240 001	-	241 000	1594.90	
241 001	-	242 000	1599.60	
242 001	-	243 000	1604.20	
243 001	-	244 000	1608.80	
244 001	-	245 000	1613.40	
245 001	-	246 000	1618.00	
246 001	-	247 000	1622.60	
247 001	-	248 000	1627.20	
248 001	-	249 000	1631.80	
249 001	-	250 000	1636.40	
250 001	-	251 000	1641.00	
251 001	-	252 000	1645.60	
252 001	-	253 000	1650.10	
253 001	-	254 000	1654.70	
254 001	-	255 000	1659.20	
255 001	-	256 000	1663.80	
256 001	-	257 000	1668.30	
257 001	-	258 000	1672.90	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights $CHF_{(1)}$
258 001	-	259 000	1677.40	
259 001	-	260 000	1682.00	
260 001	-	261 000	1686.50	
261 001	-	262 000	1691.00	
262 001	-	263 000	1695.50	
263 001	-	264 000	1700.00	
264 001	-	265 000	1704.50	
265 001	-	266 000	1709.00	
266 001	-	267 000	1713.50	
267 001	-	268 000	1718.00	
268 001	-	269 000	1722.50	
269 001	-	270 000	1727.00	
270 001	-	271 000	1731.50	
271 001	-	272 000	1735.90	
272 001	-	273 000	1740.40	
273 001	-	274 000	1744.80	
274 001	-	275 000	1749.30	
275 001	-	276 000	1753.80	
276 001	-	277 000	1758.20	
277 001	-	278 000	1762.60	
278 001	-	279 000	1767.10	
279 001	-	280 000	1771.50	
280 001	-	281 000	1775.90	
281 001	-	282 000	1780.40	
282 001	-	283 000	1784.80	
283 001	-	284 000	1789.20	
284 001	-	285 000	1793.60	
285 001	-	286 000	1798.00	
286 001	-	287 000	1802.40	
287 001	-	288 000	1806.80	
288 001	-	289 000	1811.20	
289 001	-	290 000	1815.60	
290 001	-	291 000	1819.90	
291 001	-	292 000	1824.30	
292 001	-	293 000	1828.70	
293 001	-	294 000	1833.10	
294 001	-	295 000	1837.40	
295 001	-	296 000	1841.80	
296 001	-	297 000	1846.10	
297 001	-	298 000	1850.50	
298 001	-	299 000	1854.80	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights $CHF_{(1)}$
299 001	-	300 000	1859.20	
300 001	-	301 000	1863.50	
301 001	-	302 000	1867.80	
302 001	-	303 000	1872.20	
303 001	-	304 000	1876.50	
304 001	-	305 000	1880.80	
305 001	-	306 000	1885.10	
306 001	-	307 000	1889.40	
307 001	-	308 000	1893.70	
308 001	-	309 000	1898.00	
309 001	-	310 000	1902.30	
310 001	-	311 000	1906.60	
311 001	-	312 000	1910.90	
312 001	-	313 000	1915.20	
313 001	-	314 000	1919.50	
314 001	-	315 000	1923.80	
315 001	-	316 000	1928.00	
316 001	-	317 000	1932.30	
317 001	-	318 000	1936.60	
318 001	-	319 000	1940.80	
319 001	-	320 000	1945.10	
320 001	-	321 000	1949.30	
321 001	-	322 000	1953.60	
322 001	-	323 000	1957.80	
323 001	-	324 000	1962.10	
324 001	-	325 000	1966.30	
325 001	-	326 000	1970.50	
326 001	-	327 000	1974.80	
327 001	-	328 000	1979.00	
328 001	-	329 000	1983.20	
329 001	-	330 000	1987.40	
330 001	-	331 000	1991.60	
331 001	-	332 000	1995.90	
332 001	-	333 000	2000.10	
333 001	-	334 000	2004.30	
334 001	-	335 000	2008.50	
335 001	-	336 000	2012.70	
336 001	-	337 000	2016.90	
337 001	-	338 000	2021.00	
338 001	-	339 000	2025.20	
339 001	-	340 000	2029.40	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights $CHF_{(1)}$
340 001	-	341 000	2033.60	
341 001	-	342 000	2037.80	
342 001	-	343 000	2041.90	
343 001	-	344 000	2046.10	
344 001	-	345 000	2050.20	
345 001	-	346 000	2054.40	
346 001	-	347 000	2058.60	
347 001	-	348 000	2062.70	
348 001	-	349 000	2066.90	
349 001	-	350 000	2071.00	
350 001	-	351 000	2075.10	
351 001	-	352 000	2079.30	
352 001	-	353 000	2083.40	
353 001	-	354 000	2087.50	
354 001	-	355 000	2091.70	
355 001	-	356 000	2095.80	
356 001	-	357 000	2099.90	
357 001	-	358 000	2104.00	
358 001	-	359 000	2108.10	
359 001	-	360 000	2112.20	
360 001	-	361 000	2116.40	
361 001	-	362 000	2120.50	
362 001	-	363 000	2124.60	
363 001	-	364 000	2128.60	
364 001	-	365 000	2132.70	
365 001	-	366 000	2136.80	
366 001	-	367 000	2140.90	
367 001	-	368 000	2145.00	
368 001	-	369 000	2149.10	
369 001	-	370 000	2153.10	
370 001	-	371 000	2157.20	
371 001	-	372 000	2161.30	
372 001	-	373 000	2165.40	
373 001	-	374 000	2169.40	
374 001	-	375 000	2173.50	
375 001	-	376 000	2177.50	
376 001	-	377 000	2181.60	
377 001	-	378 000	2185.60	
378 001	-	379 000	2189.70	
379 001	-	380 000	2193.70	
380 001	-	381 000	2197.80	
381 001	-	382 000	2201.80	
382 001	-	383 000	2205.80	
383 001	-	384 000	2209.90	
384 001	-	385 000	2213.90	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights $CHF_{(1)}$
385 001	-	386 000	2217.90	
386 001	-	387 000	2221.90	
387 001	-	388 000	2225.90	
388 001	-	389 000	2230.00	
389 001	-	390 000	2234.00	
390 001	-	391 000	2238.00	
391 001	-	392 000	2242.00	
392 001	-	393 000	2246.00	
393 001	-	394 000	2250.00	
394 001	-	395 000	2254.00	
395 001	-	396 000	2258.00	
396 001	-	397 000	2262.00	
397 001	-	398 000	2266.00	
398 001	-	399 000	2269.90	
399 001	-	400 000	2273.90	
400 001	-	401 000	2277.90	
401 001	-	402 000	2281.90	
402 001	-	403 000	2285.80	
403 001	-	404 000	2289.80	
404 001	-	405 000	2293.80	
405 001	-	406 000	2297.70	
406 001	-	407 000	2301.70	
407 001	-	408 000	2305.70	
408 001	-	409 000	2309.60	
409 001	-	410 000	2313.60	
410 001	-	411 000	2317.50	
411 001	-	412 000	2321.50	
412 001	-	413 000	2325.40	
413 001	-	414 000	2329.30	
414 001	-	415 000	2333.30	
415 001	-	416 000	2337.20	
416 001	-	417 000	2341.10	
417 001	-	418 000	2345.10	
418 001	-	419 000	2349.00	
419 001	-	420 000	2352.90	
420 001	-	421 000	2356.80	
421 001	-	422 000	2360.80	
422 001	-	423 000	2364.70	
423 001	-	424 000	2368.60	
424 001	-	425 000	2372.50	
425 001	-	426 000	2376.40	
426 001	-	427 000	2380.30	
427 001	-	428 000	2384.20	
428 001	-	429 000	2388.10	
429 001	-	430 000	2392.00	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights $CHF_{(1)}$
430 001	-	431 000	2395.90	
431 001	-	432 000	2399.80	
432 001	-	433 000	2403.70	
433 001	-	434 000	2407.60	
434 001	-	435 000	2411.40	
435 001	-	436 000	2415.30	
436 001	-	437 000	2419.20	
437 001	-	438 000	2423.10	
438 001	-	439 000	2426.90	
439 001	-	440 000	2430.80	
440 001	-	441 000	2434.70	
441 001	-	442 000	2438.50	
442 001	-	443 000	2442.40	
443 001	-	444 000	2446.20	
444 001	-	445 000	2450.10	
445 001	-	446 000	2454.00	
446 001	-	447 000	2457.80	
447 001	-	448 000	2461.70	
448 001	-	449 000	2465.50	
449 001	-	450 000	2469.30	
450 001	-	451 000	2473.20	
451 001	-	452 000	2477.00	
452 001	-	453 000	2480.90	
453 001	-	454 000	2484.70	
454 001	-	455 000	2488.50	
455 001	-	456 000	2492.30	
456 001	-	457 000	2496.20	
457 001	-	458 000	2500.00	
458 001	-	459 000	2503.80	
459 001	-	460 000	2507.60	
460 001	-	461 000	2511.40	
461 001	-	462 000	2515.30	
462 001	-	463 000	2519.10	
463 001	-	464 000	2522.90	
464 001	-	465 000	2526.70	
465 001	-	466 000	2530.50	
466 001	-	467 000	2534.30	
467 001	-	468 000	2538.10	
468 001	-	469 000	2541.90	
469 001	-	470 000	2545.70	
470 001	-	471 000	2549.50	
471 001	-	472 000	2553.20	
472 001	-	473 000	2557.00	
473 001	-	474 000	2560.80	
474 001	-	475 000	2564.60	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights $CHF_{(1)}$
475 001	-	476 000	2568.40	
476 001	-	477 000	2572.10	
477 001	-	478 000	2575.90	
478 001	-	479 000	2579.70	
479 001	-	480 000	2583.50	
480 001	-	481 000	2587.20	
481 001	-	482 000	2591.00	
482 001	-	483 000	2594.80	
483 001	-	484 000	2598.50	
484 001	-	485 000	2602.30	
485 001	-	486 000	2606.00	
486 001	-	487 000	2609.80	
487 001	-	488 000	2613.50	
488 001	-	489 000	2617.30	
489 001	-	490 000	2621.00	
490 001	-	491 000	2624.80	
491 001	-	492 000	2628.50	
492 001	-	493 000	2632.20	
493 001	-	494 000	2636.00	
494 001	-	495 000	2639.70	
495 001	-	496 000	2643.40	
496 001	-	497 000	2647.20	
497 001	-	498 000	2650.90	
498 001	-	499 000	2654.60	
499 001	-	500 000	2658.30	
500 001	-	501 000	2662.10	
501 001	-	502 000	2665.80	
502 001	-	503 000	2669.50	
503 001	-	504 000	2673.20	
504 001	-	505 000	2676.90	
505 001	-	506 000	2680.60	
506 001	-	507 000	2684.30	
507 001	-	508 000	2688.00	
508 001	-	509 000	2691.80	
509 001	-	510 000	2695.50	
510 001	-	511 000	2699.20	
511 001	-	512 000	2702.80	
512 001	-	513 000	2706.50	
513 001	-	514 000	2710.20	
514 001	-	515 000	2713.90	
515 001	-	516 000	2717.60	
516 001	-	517 000	2721.30	
517 001	-	518 000	2725.00	
518 001	-	519 000	2728.70	
519 001	-	520 000	2732.30	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF(1)
520 001	-	521 000	2736.00	
521 001	-	522 000	2739.70	
522 001	-	523 000	2743.40	
523 001	-	524 000	2747.00	
524 001	-	525 000	2750.70	
525 001	-	526 000	2754.40	
526 001	-	527 000	2758.00	
527 001	-	528 000	2761.70	
528 001	-	529 000	2765.40	
529 001	-	530 000	2769.00	
530 001	-	531 000	2772.70	
531 001	-	532 000	2776.30	
532 001	-	533 000	2780.00	
533 001	-	534 000	2783.60	
534 001	-	535 000	2787.30	
535 001	-	536 000	2790.90	
536 001	-	537 000	2794.60	
537 001	-	538 000	2798.20	
538 001	-	539 000	2801.80	
539 001	-	540 000	2805.50	
540 001	-	541 000	2809.10	
541 001	-	542 000	2812.80	
542 001	-	543 000	2816.40	
543 001	-	544 000	2820.00	
544 001	-	545 000	2823.60	
545 001	-	546 000	2827.30	
546 001	-	547 000	2830.90	
547 001	-	548 000	2834.50	
548 001	-	549 000	2838.10	
549 001	-	550 000	2841.80	
550 001	-	551 000	2845.40	
551 001	-	552 000	2849.00	
552 001	-	553 000	2852.60	
553 001	-	554 000	2856.20	
554 001	-	555 000	2859.80	
555 001	-	556 000	2863.40	
556 001	-	557 000	2867.00	
557 001	-	558 000	2870.60	
558 001	-	559 000	2874.20	
559 001	-	560 000	2877.80	
560 001	-	561 000	2881.40	
561 001	-	562 000	2885.00	
562 001	-	563 000	2888.60	
563 001	-	564 000	2892.20	
564 001	-	565 000	2895.80	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF(1)
565 001	-	566 000	2899.40	
566 001	-	567 000	2903.00	
567 001	-	568 000	2906.50	
568 001	-	569 000	2910.10	
569 001	-	570 000	2913.70	
570 001	-	571 000	2917.30	
571 001	-	572 000	2920.90	
572 001	-	573 000	2924.40	
573 001	-	574 000	2928.00	
574 001	-	575 000	2931.60	
575 001	-	576 000	2935.10	
576 001	-	577 000	2938.70	
577 001	-	578 000	2942.30	
578 001	-	579 000	2945.80	
579 001	-	580 000	2949.40	
580 001	-	581 000	2952.90	
581 001	-	582 000	2956.50	
582 001	-	583 000	2960.10	
583 001	-	584 000	2963.60	
584 001	-	585 000	2967.20	
585 001	-	586 000	2970.70	
586 001	-	587 000	2974.30	
587 001	-	588 000	2977.80	
588 001	-	589 000	2981.40	
589 001	-	590 000	2984.90	
590 001	-	591 000	2988.40	
591 001	-	592 000	2992.00	
592 001	-	593 000	2995.50	
593 001	-	594 000	2999.00	
594 001	-	595 000	3002.60	
595 001	-	596 000	3006.10	
596 001	-	597 000	3009.60	
597 001	-	598 000	3013.20	
598 001	-	599 000	3016.70	
599 001	-	600 000	3020.20	

11. ANNEX 2: Approach charges for Category II airports
(Samedan excluded)

The tariffs are exclusive of VAT.
The tariffs have been rounded to the nearest 5 cents

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF
1	-	1 000	8.05	4.25
1 001	-	2 000	16.50	8.45
2 001	-	3 000	23.45	12.40
3 001	-	4 000	83.50	16.50
4 001	-	5 000	97.55	20.65
5 001	-	6 000	110.15	24.40
6 001	-	7 000	121.75	28.50
7 001	-	8 000	132.75	32.55
8 001	-	9 000	143.35	36.65
9 001	-	10 000	153.50	40.70
10 001	-	11 000	163.30	44.75
11 001	-	12 000	172.80	48.85
12 001	-	13 000	182.05	52.90
13 001	-	14 000	191.00	57.00
14 001	-	15 000	199.80	61.05
15 001	-	16 000	208.35	65.10
16 001	-	17 000	216.70	69.20
17 001	-	18 000	224.90	73.25
18 001	-	19 000	232.95	77.35
19 001	-	20 000	240.85	81.40
20 001	-	21 000	248.65	84.30
21 001	-	22 000	256.25	88.35
22 001	-	23 000	263.75	92.35
23 001	-	24 000	271.15	96.35
24 001	-	25 000	278.45	100.40
25 001	-	26 000	285.65	104.40
26 001	-	27 000	292.75	108.40
27 001	-	28 000	299.75	112.40
28 001	-	29 000	306.65	116.45
29 001	-	30 000	313.50	120.45
30 001	-	31 000	320.25	
31 001	-	32 000	326.95	
32 001	-	33 000	333.55	
33 001	-	34 000	340.05	
34 001	-	35 000	346.55	
35 001	-	36 000	352.95	
36 001	-	37 000	359.30	
37 001	-	38 000	365.55	
38 001	-	39 000	371.80	
39 001	-	40 000	377.95	
40 001	-	41 000	384.05	
41 001	-	42 000	390.15	
42 001	-	43 000	396.15	
43 001	-	44 000	402.10	
44 001	-	45 000	408.05	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF
45 001	-	46 000	413.90	
46 001	-	47 000	419.75	
47 001	-	48 000	425.50	
48 001	-	49 000	431.25	
49 001	-	50 000	436.95	
50 001	-	51 000	442.60	
51 001	-	52 000	448.25	
52 001	-	53 000	453.80	
53 001	-	54 000	459.35	
54 001	-	55 000	464.90	
55 001	-	56 000	470.35	
56 001	-	57 000	475.80	
57 001	-	58 000	481.20	
58 001	-	59 000	486.60	
59 001	-	60 000	491.95	
60 001	-	61 000	497.25	
61 001	-	62 000	502.55	
62 001	-	63 000	507.80	
63 001	-	64 000	513.00	
64 001	-	65 000	518.20	
65 001	-	66 000	523.35	
66 001	-	67 000	528.50	
67 001	-	68 000	533.60	
68 001	-	69 000	538.70	
69 001	-	70 000	543.75	
70 001	-	71 000	548.80	
71 001	-	72 000	553.80	
72 001	-	73 000	558.80	
73 001	-	74 000	563.75	
74 001	-	75 000	568.70	
75 001	-	76 000	573.65	
76 001	-	77 000	578.55	
77 001	-	78 000	583.40	
78 001	-	79 000	588.25	
79 001	-	80 000	593.10	
80 001	-	81 000	597.90	
81 001	-	82 000	602.65	
82 001	-	83 000	607.45	
83 001	-	84 000	612.20	
84 001	-	85 000	616.90	
85 001	-	86 000	621.60	
86 001	-	87 000	626.30	
87 001	-	88 000	631.00	
88 001	-	89 000	635.65	
89 001	-	90 000	640.25	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF
90 001	-	91 000	644.90	
91 001	-	92 000	649.50	
92 001	-	93 000	654.05	
93 001	-	94 000	658.60	
94 001	-	95 000	663.15	
95 001	-	96 000	667.70	
96 001	-	97 000	672.20	
97 001	-	98 000	676.70	
98 001	-	99 000	681.20	
99 001	-	100 000	685.65	
100 001	-	101 000	690.10	
101 001	-	102 000	694.55	
102 001	-	103 000	698.95	
103 001	-	104 000	703.35	
104 001	-	105 000	707.75	
105 001	-	106 000	712.10	
106 001	-	107 000	716.50	
107 001	-	108 000	720.80	
108 001	-	109 000	725.15	
109 001	-	110 000	729.45	
110 001	-	111 000	733.80	
111 001	-	112 000	738.05	
112 001	-	113 000	742.35	
113 001	-	114 000	746.60	
114 001	-	115 000	750.85	
115 001	-	116 000	755.10	
116 001	-	117 000	759.30	
117 001	-	118 000	763.55	
118 001	-	119 000	767.75	
119 001	-	120 000	771.90	
120 001	-	121 000	776.10	
121 001	-	122 000	780.25	
122 001	-	123 000	784.40	
123 001	-	124 000	788.55	
124 001	-	125 000	792.70	
125 001	-	126 000	796.80	
126 001	-	127 000	800.90	
127 001	-	128 000	805.00	
128 001	-	129 000	809.05	
129 001	-	130 000	813.15	
130 001	-	131 000	817.20	
131 001	-	132 000	821.25	
132 001	-	133 000	825.30	
133 001	-	134 000	829.30	
134 001	-	135 000	833.35	
135 001	-	136 000	837.35	
136 001	-	137 000	841.35	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF
137 001	-	138 000	845.35	
138 001	-	139 000	849.30	
139 001	-	140 000	853.25	
140 001	-	141 000	857.25	
141 001	-	142 000	861.15	
142 001	-	143 000	865.10	
143 001	-	144 000	869.05	
144 001	-	145 000	872.95	
145 001	-	146 000	876.85	
146 001	-	147 000	880.75	
147 001	-	148 000	884.65	
148 001	-	149 000	888.55	
149 001	-	150 000	892.40	
150 001	-	151 000	896.25	
151 001	-	152 000	900.10	
152 001	-	153 000	903.95	
153 001	-	154 000	907.80	
154 001	-	155 000	911.65	
155 001	-	156 000	915.45	
156 001	-	157 000	919.25	
157 001	-	158 000	923.05	
158 001	-	159 000	926.85	
159 001	-	160 000	930.65	
160 001	-	161 000	934.40	
161 001	-	162 000	938.20	
162 001	-	163 000	941.95	
163 001	-	164 000	945.70	
164 001	-	165 000	949.45	
165 001	-	166 000	953.20	
166 001	-	167 000	956.90	
167 001	-	168 000	960.65	
168 001	-	169 000	964.35	
169 001	-	170 000	968.05	
170 001	-	171 000	971.75	
171 001	-	172 000	975.45	
172 001	-	173 000	979.10	
173 001	-	174 000	982.80	
174 001	-	175 000	986.45	
175 001	-	176 000	990.10	
176 001	-	177 000	993.75	
177 001	-	178 000	997.40	
178 001	-	179 000	1001.05	
179 001	-	180 000	1004.70	
180 001	-	181 000	1008.30	
181 001	-	182 000	1011.95	
182 001	-	183 000	1015.55	
183 001	-	184 000	1019.15	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF
184 001	-	185 000	1022.75	
185 001	-	186 000	1026.35	
186 001	-	187 000	1029.90	
187 001	-	188 000	1033.50	
188 001	-	189 000	1037.05	
189 001	-	190 000	1040.60	
190 001	-	191 000	1044.20	
191 001	-	192 000	1047.75	
192 001	-	193 000	1051.25	
193 001	-	194 000	1054.80	
194 001	-	195 000	1058.35	
195 001	-	196 000	1061.85	
196 001	-	197 000	1065.40	
197 001	-	198 000	1068.90	
198 001	-	199 000	1072.40	
199 001	-	200 000	1075.90	
200 001	-	201 000	1079.40	
201 001	-	202 000	1082.90	
202 001	-	203 000	1086.35	
203 001	-	204 000	1089.85	
204 001	-	205 000	1093.30	
205 001	-	206 000	1096.75	
206 001	-	207 000	1100.25	
207 001	-	208 000	1103.70	
208 001	-	209 000	1107.15	
209 001	-	210 000	1110.55	
210 001	-	211 000	1114.00	
211 001	-	212 000	1117.45	
212 001	-	213 000	1120.85	
213 001	-	214 000	1124.30	
214 001	-	215 000	1127.70	
215 001	-	216 000	1131.10	
216 001	-	217 000	1134.50	
217 001	-	218 000	1137.90	
218 001	-	219 000	1141.30	
219 001	-	220 000	1114.65	
220 001	-	221 000	1148.05	
221 001	-	222 000	1151.40	
222 001	-	223 000	1154.80	
223 001	-	224 000	1158.15	
224 001	-	225 000	1161.50	
225 001	-	226 000	1164.85	
226 001	-	227 000	1168.20	
227 001	-	228 000	1171.55	
228 001	-	229 000	1174.90	
229 001	-	230 000	1178.20	
230 001	-	231 000	1181.55	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF
231 001	-	232 000	1184.85	
232 001	-	233 000	1188.20	
233 001	-	234 000	1191.50	
234 001	-	235 000	1194.80	
235 001	-	236 000	1198.10	
236 001	-	237 000	1201.40	
237 001	-	238 000	1204.40	
238 001	-	239 000	1208.00	
239 001	-	240 000	1211.25	
240 001	-	241 000	1214.55	
241 001	-	242 000	1217.80	
242 001	-	243 000	1221.10	
243 001	-	244 000	1224.35	
244 001	-	245 000	1227.60	
245 001	-	246 000	1230.85	
246 001	-	247 000	1234.10	
247 001	-	248 000	1237.35	
248 001	-	249 000	1240.60	
249 001	-	250 000	1243.85	
250 001	-	251 000	1247.05	
251 001	-	252 000	1250.30	
252 001	-	253 000	1253.50	
253 001	-	254 000	1256.75	
254 001	-	255 000	1259.95	
255 001	-	256 000	1263.15	
256 001	-	257 000	1266.35	
257 001	-	258 000	1269.55	
258 001	-	259 000	1272.75	
259 001	-	260 000	1275.95	
260 001	-	261 000	1279.15	
261 001	-	262 000	1282.35	
262 001	-	263 000	1285.50	
263 001	-	264 000	1288.70	
264 001	-	265 000	1291.85	
265 001	-	266 000	1295.00	
266 001	-	267 000	1298.20	
267 001	-	268 000	1301.35	
268 001	-	269 000	1304.50	
269 001	-	270 000	1307.65	
270 001	-	271 000	1310.80	
271 001	-	272 000	1313.95	
272 001	-	273 000	1317.05	
273 001	-	274 000	1320.20	
274 001	-	275 000	1323.35	
275 001	-	276 000	1326.45	
276 001	-	277 000	1329.60	
277 001	-	278 000	1332.70	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF
278 001	-	279 000	1335.80	
279 001	-	280 000	1338.95	
280 001	-	281 000	1342.05	
281 001	-	282 000	1345.15	
282 001	-	283 000	1348.25	
283 001	-	284 000	1351.35	
284 001	-	285 000	1354.40	
285 001	-	286 000	1357.50	
286 001	-	287 000	1360.60	
287 001	-	288 000	1363.65	
288 001	-	289 000	1366.75	
289 001	-	290 000	1369.80	
290 001	-	291 000	1372.90	
291 001	-	292 000	1375.95	
292 001	-	293 000	1379.00	
293 001	-	294 000	1382.05	
294 001	-	295 000	1385.10	
295 001	-	296 000	1388.15	
296 001	-	297 000	1391.20	
297 001	-	298 000	1394.25	
298 001	-	299 000	1397.30	
299 001	-	300 000	1400.35	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. Taking of aerial photographs

The taking of aerial photographs and the dissemination of them are authorised, subject to the legislation on the protection of MIL installations.

2. Glider flights, balloon ascents and parachute jumps in the Federal Republic of Germany and Austria

Since no medical assessment is required for the renewal of a Swiss licence for glider pilots, free balloon pilots or parachutists, the following dispositions have been agreed upon between the German and Austrian aeronautical authorities:

When operating Austrian or German registered ACFT over the respective territories, holders of Swiss glider pilot or free balloon pilot licences, provided that they are not holders of a valid licence for powered FLT at the same time, must carry on them a medical assessment report issued by an aeronautical medical expert or institute not longer than two years ago.

Additionally, for the operation of Swiss registered gliders and free balloons over the territories of the Federal Republic of Germany and Austria, the following has been fixed in accordance with article 40 of the ICAO Convention: Holders of Swiss glider pilot or free balloon pilot licences may OCNL carry out FLTs such as DIST FLTs, competition FLTs, training FLTs and similar with Swiss registered gliders or balloons without medical assessment, in accordance with ICAO Annex 1.

For holders of a Swiss parachutist licence, the dispositions fixed in and apply accordingly.

3. Fuel dumping regulations

3.1 Conception

Fuel dumping is defined as the jettisoning of unburned fuel from an ACFT during FLT.

3.2 Guide lines

3.2.1 Guide lines for aircrews

- Fuel dumping may only be carried out in an EMERG, and if the safe continuation of FLT may be endangered without the procedure being performed.
- The dumping of fuel has to be accomplished in airspace assigned by the ATC services.
  FLT ALT has to be 6000 ft AGL MNM.
- DEV from these guide lines, e.g. jettisoning of fuel below 6000 ft AGL is permitted only if the FLT is directly endangered.
- Detailed regulations of the Operations Manual remain reserved.

FLT crews shall report all fuel dumping to:

Post: Federal Office for Civil Aviation
CH-3003 Berne

3.2.2 Guide lines for air traffic services

If aircrews announce the need to dump fuel, ATS shall provide

- the necessary information and support to the aircrew;
- a protected and appropriate airspace;
- the possibility to accomplish the fuel dumping at 6000 ft AGL MNM.

ATS shall report the incident to:

Post: Federal Office for Civil Aviation
Environmental Section
CH-3003 Berne

3.3 Validity

These guide lines are valid in all airspace managed by Swiss ATS with the reservation of foreign law over foreign territory.

4. Conditions for installation and use of RNAV equipment

4.1 Introduction

This section provides the procedures to be applied for the APV of RNAV operations, including the use of GNSS as an IFR NAV aid in Swiss airspace.

4.2 Equivalence to ICAO Doc 9613 PBN Manual requirements

With the publication of ICAO Doc 9613 Volume I & II, Performance-based Navigation (PBN) Manual, it is recognised within Swiss Airspace that RNAV 1 is equivalent to P-RNAV, if the latter approval is not solely relying on VOR/DME for determination of position, and, RNAV 5 is equivalent to B-RNAV with regard to the NAV EQPT and certification requirements.

4.3 Applicable documents

Guidance material on the installation and airworthiness APV for RNAV operations and equipment, as well as appropriate guidelines for operators on the use of RNAV, can be found in the following documents:

- EASA CS-ACNS Airborne Communications, Navigation and Surveillance
- FAA AC 20-138D, Airworthiness Approval of Positioning and Navigation Systems

Detailed information is AVBL from:

Post: Federal Office for Civil Aviation
Type Certification Section
CH-3003 Berne

4.4 Limitations of the GNSS constellation and equipment

All existing ground-based NAV aids are FLT calibrated and can SGL an alarm if erroneous SGL are being radiated.
For GNSS, SGL integrity equivalent to that obtained from conventional NAV aids is provided by the airborne equipment only.
Without proper airborne integrity MNT implementations, potential for unannounced failures may exist.

4.5 GNSS Prediction Services

GNSS applications often require the use of a RAIM prediction program. In Switzerland, RAIM prediction information is provided for APCH operations through specific AD-related NOTAM for all ADs with a published RNP APCH.
Alternatively, a RAIM prediction-tool is provided by EUROCONTROL on the Internet under:

URL: https://augur.eurocontrol.int

EGNOS prediction information is also provided through specific AD-related NOTAM for all ADs with a published RNP APCH to Localiser Performance with Vertical Guidance (LPV) minima.
For the ATS routes of the Low-Flight Network (KY251, KY 252, KY 253, KY 256, KY 257), EGNOS prediction information is provided only. The EGNOS prediction information of the ATS routes includes the associated routes.
The information is based on the RNP0.3 navigation performance and calculated for the geometric centre of the individual ATS routes.

ATS route	Associated LNK routes
KY251	KQ811, 821, 831, 832, 833, 834, 861, 862, 864, 868
KY252	-
KY253	-
KY256	-
KY257	-

4.6 Low Flight Network (LFN) for IFR helicopter operation - Restricted Use

Introduction and Certificate Verification

A national Low Flight Network for rotary wing aircraft is established for which an enroute navigational performance of RNP 0.3 (see ENR 1.3 § 8.1.2) and a specific state authorization are required. Operations are limited to rotary wing aircraft equipped with GNSS avionic receivers using the European Geostationary Navigation Overlay Service (EGNOS) - the European SBAS.
Request such authorization at Federal Office of Civil Aviation 3003 Bern Switzerland.
Description:
This network consists of low-level routes and associated routes to and from various landing sites or regions (see ENR 3.3 Helicopter Routes). All segments are within controlled airspace and ATC service is provided.

Access Procedures:
Flights operating on this network need to comply with an approval process by the Swiss state authority.

As the number of flights per time is limited the following access procedures are established:

- A time window shall be requested from Flight Management Position (FMP) CTA Zurich;
- The request may be handed in by mail (sua-preact@skyguide.ch) on the day before operation latest by 1200 UTC or by telephone (+41 (0) 43 931 69 62) for same day operation; An approval must be received to conduct the requested flight;
- The reservation process is based on a "first come - first served" basis;
- An ICAO IFR flight plan must be submitted;
  Clearance for IFR operation on LFN is delivered upon initial contact with the first ATC unit corresponding to the point of departure;
- For Joining flights refer to procedures in ENR 1.3 §3.1
- Flights are to be conducted with the respective ATC unit QNH, received with the ATC clearance;
- The network is available H24/7.

4.6.1 LFN PinS Chart in Skybriefing (En-Route)

The Low Flight Network (LFN) is an IFR route network for helicopter in controlled airspace (airspace classes C, D and E). PinS may be partially in uncontrolled airspace (airspace class G) if approved i.a.w. Art. 20 Abs. 4 VRV-L.

The use of the LFN is restricted to approved operators. The Skybriefing "LFN PinS Chart" (https://skybriefing.com/enroute-charts-ch) shows the LFN routes as well as the related PinS (Point in Space) approaches and departures for helipads at hospitals, HEMS bases and/or military infrastructures.

In airspace classes E and G the rules of the corresponding airspace apply to VFR as well as LFN IFR flights, so "see and avoid" is also valid for IFR traffic. Special attention of VFR and IFR pilots is required when flying nearby or within clouds during weather conditions which allow both types of flight operation. VFR pilots might keep bigger distances to clouds within the vicinity of the LFN/PinS procedures shown on the LFN PinS Chart, since IFR traffic might be expected anytime. Air traffic control is not responsible for ensuring separation between LFN (IFR) flights and VFR traffic. VFR pilots can receive information about relevant IFR traffic from the Flight Information Service (FIC). Maintaining the cloud distance, applying the Semi-circular Rule, as well as transponder usage (if available), are vital for the safety of all airspace users.

The LFN PinS chart shows where the LFN routes and PinS are located therefore VFR pilots might consider them during their planning. The charts are published in skybriefing.com and integrated in the aeronautical publications and thus updated at regular intervals. They are intended to raise the awareness of airspace users regarding LFN IFR flights and contribute to general safety. The LFN PinS chart is not to be used for operational purposes. All LFN procedures shall only be used by approved operators.

Information about using the chart: If the chart is opened using Adobe Reader, specific information can be selected or deselected to take account of the user's requirements. Moreover, the chart is vector-based meaning that the zoom function can be used to view a specific section without any loss in quality.

5. Maximum speed

a. MAX speed applies in accordance with:
   1. The airspace classification; or
   2. As published in flight procedures; or
   3. As instructed by ATC.

b. ACFT that, according to PER specifications, must fly at a greater speed for safety reasons are exempted from the requirements as specified in point a. above. In such cases, the lowest possible speed according to FLT configuration shall be maintained. In the case of IFR FLTs the appropriate ATC unit shall be notified accordingly.

c. FOCA may grant exceptions.

d. MIL ACFT FLTs below FL 100 are subject to special speed regulations.

6. Supersonic flights

Supersonic FLTs are prohibited within Swiss airspace.

7. Special air report

Special air reports shall be made by all ACFT whenever the following conditions are encountered or OBS:
a. moderate or severe TURB; or
b. moderate or severe icing; or
c. severe MT wave; or
d. TS, with or without GR that are obscured, embedded, WDSPR or in SQ lines; or
e. volcanic ACT.
When other meteorological conditions not listed above are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other ACFT operations, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable.

When voice communications are used, special air reports shall contain the following detailed elements. These elements, including the format of the messages and phraseology, shall be used by FLT crews when transmitting special air reports:
a. special air report;
b. ACFT IDENT (for ACFT reporting to ATS units) or ACFT type (for ATS units retransmitting to other airborne ACFT likely to be affected);
c. PSN;
d. time;
e. FL or ALT; and
f. condition prompting the issuance of the special air report, to be selected from the list of conditions encountered above.

7.1 Reporting of wind shear

When reporting ACFT observations of wind shear encountered during the climb-out and approach phases of FLT, the ACFT type shall be included.

Where wind shear conditions in the climb-out or approach phases of FLT were reported or forecast but not encountered, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable unless the pilot-in-command is aware that the appropriate ATS unit has already been so advised by a preceding ACFT.

8. Test-Flight Pattern EAST A9

Prior to the use of the test FLT pattern EAST A9, a request has to be filed in accordance with the procedure described on:

URL: https://www.skyguide.ch/services/special-flights

9. Transmission of Coordinated Universal Time (UTC) at controlled aerodromes

Before taxiing for take-off, the pilot in command shall ensure that the time in the aircraft is set and checked by synchronising it with the GPS time (corrected to UTC). This synchronisation shall be carried out with an aviation-approved GPS device located in the aircraft.
When unable to comply with this requirement, the pilot in command shall request the correct time from the aerodrome control tower.

10. Radio communication failure procedures

Radio communication failure procedures applicable for flight crews and air traffic control units are defined in the Standardised European Rules of the Air (SERA), more specifically in SERA.14083 and its Acceptable Means of Compliance (AMC) and Guidance Material (GM).

ENR 1.2 VISUAL FLIGHT RULES

1. VFR flights by night (NVFR)

NVFR flights shall be operated according to the Ordinance on the Rules of the Air (ORA), SR 748.121.11, Article 27. To this effect, it is further required that the local Operating Regulations be complied with.

A flight plan shall be submitted prior to operating for any VFR flight planned to operate at night, if leaving the vicinity of an aerodrome.
For NVFR helicopter flights in rescue missions (incl. training) within airspace E and G, no flight plan is required.

NVFR FLTs can be operated only at, from or to ADs equipped for this purpose and agreed by FOCA. REF: AD 2 + VFR Manual, AD INFO. This restriction does not apply to SAR FLTs, to police, training, or urgent transport FLTs, operated by HEL, nor to balloon ascents.

For night FLTs, FLT visibility must be at least 8 km, the horizontal DIST from the CLDs at least 1.5 km, and the VER DIST from the CLDs at least 300 m. HEMS, SAR FLTs as well as firefighting FLTs by HEL may deviate from these conditions.

NVFR flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available.

The MNM visual aids equipment required:

a. Lighting:
   - White REDL/green RTHL/red RENL;
   - Red obstacle lights.

b. Signalling devices: signalling lamp.

c. Illuminated WDI.

During MIL night flying operations, pilots wishing to carry out a NVFR FLT are required to consult NOTAM and avoid those routes and areas promulgated in VFR RAC 4-0 APP 1.

NVFR s within airspace class E (inclusive ALT indication) shall operate the transponder on code 7000.

In airspace class G, including AD traffic circuit, the transponder shall be operated on code 7000 (inclusive ALT indication) if the ACFT is equipped accordingly.

2. VFR flights with power-driven aircraft

REF: VFR Manual, VFR RAC 4.
Appropriate frequencies and CHs must be AVBL.

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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.

8. RNAV applications

8.1 Fixed RNAV routes

These are permanently published ATS routes which shall be flight-planned. They are identified by route designators in accordance with ICAO Annex 11.

8.1.1 RNAV 5 routes

RNAV 5 routes are designed within Swiss Airspace in accordance with ICAO Doc 8168 Vol II Procedures for Air Navigation Services - Aircraft Operations.

8.1.2 RNP 0.3 routes for helicopter

RNP 0.3 routes (KYxyz) and associated routes (KQxyz) are designed for helicopter operation within Swiss Airspace in accordance with ICAO Doc 8168 Vol II Procedures for Air Navigation Services - Aircraft Operations.

8.2 Free Route Airspace – General procedures

8.2.1 Definitions

8.2.1.1 FRA

A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) waypoints, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

8.2.1.2 FRA significant points

FRA horizontal entry point (E)
A published significant point on the horizontal boundary of the Free Route Airspace from which FRA operations are allowed. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (E).

FRA horizontal exit point (X)
A published significant point on the horizontal boundary of the Free Route Airspace to which FRA operations are allowed. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (X).

FRA horizontal intermediate point (I)
A published significant point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed. Intermediate points may be used to connect FRA operations to ATS route network. If published, the FRA relevance of such points is included in ENR 4.1/4.4 columns as (I).

FRA arrival connecting point (A)
A published significant point to which FRA operations are allowed for arriving traffic to specific aerodromes.
The FRA relevance of such points is included in ENR 4.1/4.4 columns as (A).

FRA departure connecting point (D)
A published significant point from which FRA operations are allowed for departing traffic from specific aerodromes.
The FRA relevance of such points is included in ENR 4.1/4.4 columns as (D).

8.2.2 Area of application

Skyguide provides ATS in areas above Switzerland and in delegated areas above Austria, Germany, Italy and France. These combined areas comprise Skyguide's Area of Responsibility (AoR).
LSASFRA is a Free Route Airspace area created within the entire lateral limits of Skyguide's AoR. FRA procedures are available H24 above FL195 up to FL660 within LSASFRA Part 1 and up to FL245 within LSASFRA Part 2 as detailed in ENR 2.2 and ENR Charts.
Italian Free Route Airspace volume "FRAIT" as described in AIP Italy ENR 2.2 extends over Swiss territory. Flights within FRAIT shall comply with the flight planning requirements defined in AIP Italy ENR 1.10.
French Free Route Airspace volume "LFFRAE" as described in AIP France ENR 2.2 extends over Swiss territory.
Flights within LFFRAE shall comply with the flight planning requirements defined in AIP France ENR 1.10.

8.2.3 FRA procedures

8.2.3.1 General

Within FRA flights may be planned DCT between significant points and/or radio navigation aids published in ENR 4.1/4.4. There is no restriction on the maximum DCT distance.
The use of unpublished points defined by geographical coordinates or by bearing and distance is not allowed.

8.2.3.2 Overflying traffic

Within LSASFRA aircraft operators can freely plan a route between a defined FRA Horizontal Entry Point (E) and a defined FRA Horizontal Exit Point (X), with the possibility to route via FRA Intermediate Points (I), without a reference to the ATS route network, subject to airspace availability.

8.2.3.3 Access to/from terminal airspace

Vertical entry and exit to/from the LSASFRA is made possible via the connection of ATS route segments connected to FRA significant points mentioned above. These ATS route segments are in turn connected to the SIDs or STARs of the various aerodromes. The available FRA connections between significant points and/or radio navigation aids to the ATS route network are published in the Route Availability Document (RAD).

8.2.3.4 Cross-border application

8.2.3.4.1 FRA Germany

Cross border FRA application is available between LSASFRA and DFS FRA Cells EDUU East, EDUU West and EDMM South. Flights between these areas are not required to file a FRA horizontal entry or exit point (E, X), rather the use of a FRA intermediate point (I), that is situated near the boundary and published in ENR 4.1 or ENR 4.4 is possible. It is not allowed to plan from a FRA significant point inside LSASFRA to a location described by geographical coordinates inside DFS FRA and vice versa. Only significant points as published in AIP ENR 4.1 or ENR 4.4 are permitted. Specific restrictions on the use of the FRA intermediate points (I) between the FRA areas are defined in the RAD if necessary.

8.2.3.4.2 FRA France

Cross border FRA application is available between LSASFRA and French FRA Cells LFFRAC, LFFRAE and LFFRANE. Flights between these areas are not required to file a FRA horizontal entry or exit point (E, X), rather the use of a FRA intermediate point (I), that is situated near the boundary and published in ENR 4.1 or ENR 4.4 is possible. It is not allowed to plan from a FRA significant point inside LSASFRA to a location described by geographical coordinates inside LFFRAE and vice versa. Only significant points as published in AIP ENR 4.1 or ENR 4.4 are permitted. Specific restrictions on the use of the FRA intermediate points (I) between the FRA areas are defined in the RAD if necessary.

8.2.3.5 Airspace reservation – special areas

In general, aircraft operators will plan their trajectory around reserved or segregated airspace, when not available for civil operations, by using the relevant FRA intermediate points (I) published for this purpose in ENR 4.4.
Flights may be planned through AMC-manageable restricted airspaces (RSAs) according to the European Airspace Use Plan/ European Updated Airspace Use Plan (EAUP/EUUP); subject to the rules that are specified in RAD Annex 2C.

8.3 RNAV Instrument departure, arrival, approach and holding procedures

RNAV procedures for departure (SID), arrival (STAR), holding pattern and instrument approach (initial, intermediate, final approach and missed approach segments) are designed in accordance with the ICAO Doc 8168 PANS-OPS criteria, or the ICAO Doc 9905 RNP AR Procedure Design Manual for procedures based on the RNP AR navigation specification. To navigate these procedures all aircraft and aircrew shall comply with the requirements of the prescribed navigation specification notified to users by the way of the aeronautical information publication indicated on the charts in the relevant AD sections. The published RNAV procedure can require that the performance of the RNAV system is realized by means of specific sensors (e.g.: GNSS or DME/DME).

8.4 Other applications of RNAV

There are specific direct routings assigned by ATC at tactical level or on pilots' requests.

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1. ATS Airspace classification

Within the FIR and UIR, the airspace is further divided into four classifications C, D, E and G which equate broadly with those prescribed by EASA. Airspace classified as C, D and E is controlled airspace.

Generally, Prohibited and Restriced areas have priority. Furthermore, CTR/TMA, and AWY have priority over the general classifications. RMZ/TMZ add specified restrictions to the airspace classifications as specified. ATS routes have no effect on the airspace class, but adopt the class of surrounding airspace. In a deactivated airspace structure the regulations governing the surrounding Class (normally G and/or Class E airspace) apply.

CTR/TMA and/or RMZ/TMZ may be ACT continuously (H24), during specified operating HR (HO) or without specified operating HR (HX). Outside the specified operating HR, the airspace classification of the surrounding airspace applies.

Handling of airspace Structures (HX)
The times indicated in ENR-2.1 give an indication of the activation times to be expected. Activation is however possible at all times.

Inquiry into the Status of the Airspace
The status of airspace designated as "HX" may be requested from the responsible ATS and/or via a designated FREQ, TEL NR or via ATIS, where AVBL.
If it is not possible to obtain information regarding the current status of the airspace, or if the status has not been checked at all, this airspace shall be considered as ACT.

Listening watch/Blind Calls
FLT crews, on a FLT through a deactivated airspace structure, designated as "HX", shall maintain constant listening watch on the FREQ, on which the status has been requested so that they can be notified of short-term changes of status or transmit blind calls in those "HX" airspace structures where prescribed.

Civil/Military coordination
Civil and MIL air traffic is coordinated EXC MIL VFR FLTs in airspace classes E and G, where the rules of the air apply.

Military Operating Hours
MIL ON:
MON-FRI: 0630 - 1105 (0530 - 1005), 1215 - 1605 (1115 - 1505), deviations therefrom are published by NOTAM.
MIL OFF:

Outside the times mentioned above and on the following days:

- New Years Day
- Berchtoldstag (Swiss public holiday in January)
- Good Friday
- Easter Monday
- Ascension Day
- Whit Monday
- Swiss National Day
- Assumption Day
- Christmas Eve
- Christmas Day
- Boxing Day
- New Year's Eve

1.1 Class A - Controlled airspace

The provisions of class A airspace are shown below:

	IFR	VFR
Separation provided	All aircraft	VFR FLIGHTS NOT PERMITTED
Service provided	ATC	
VMC minima	Not applicable	
Speed limitation	Not applicable	
Radio communication	Continuous two-way	
ATC clearance	Required	

No Swiss airspace is designated as class A.

1.2 Class B - Controlled airspace

The provisions of class B airspace are shown below:

	IFR	VFR
Separation provided	All aircraft	All aircraft
Service provided	ATC	ATC
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100:** 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	Not applicable	Not applicable
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

No Swiss airspace is designated as class B.

1.3 Class C - Controlled airspace

The provisions of class C airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR/IFR from VFR	VFR from IFR
Service provided	ATC	ATC for separation from IFR VFR traffic information (and traffic avoidance advice on request)
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100:** 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	Not applicable	250 kt IAS below FL 100
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

Class C airspace comprises:

- Zurich TMA
- Geneva TMA
- Milano TMA above FL 125/105
- Airspace “Mittelland/Jura” above FL 100
- Airspace “Alpen” above FL 150 (MIL OFF)
- Airspace “ Alpen” above FL 130 (MIL ON)

- Corridor “A9.1” with COORD
  47 15 20 N 008 58 26 E - 47 13 04 N 008 55 26 E - 47 02 50 N 008 56 50 E - 46 59 02 N 008 30 56 E
  47 08 40 N 008 29 29 E - 47 13 58 N 008 26 04 E - 47 15 30 N 008 36 50 E - 47 16 30 N 008 44 44 E
  47 16 20 N 008 46 42 E - 47 15 37 N 008 55 07 E - 47 15 20 N 008 58 26 E
  from FL 090 until FL 195

- Corridor “A9.2” with COORD
  47 02 50 N 008 56 50 E - 46 09 47 N 009 03 58 E - 46 06 25 N 008 40 48 E - Swiss border line -
  46 07 22 N 008 38 18 E - 46 59 02 N 008 30 56 E - 47 02 50 N 008 56 50 E
  from *FL 130* until FL 195

1.4 Class D - Controlled airspace

The provisions of class D airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR	Not provided
Service provided	ATC including traffic information about VFR flights (and traffic avoidance advice on request)	Traffic information between IFR/VFR and VFR/VFR (and traffic avoidance advice on request)
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100:** 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

Class D airspace comprises:

- CTR Alpnach (MIL)
- CTR Bâle
- CTR Bern
- CTR Buochs (MIL/CIV)
- CTR Dübendorf (MIL)
- CTR Emmen (MIL)
- CTR Friedrichshafen
- CTR Genève
- CTR Grenchen
- CTR Les Eplatures
- CTR Locarno (MIL/CIV)
- CTR Lugano
- CTR Meiringen (MIL)
- CTR Payerne (MIL/CIV)
- CTR St. Gallen
- CTR Sion (CIV)
- CTR Zürich
- TMA Alpnach/Buochs (MIL)
- TMA Bern
- TMA Dübendorf (MIL)
- TMA Emmen (MIL)
- TMA Friedrichshafen
- TMA Meiringen (MIL)
- TMA Locarno (MIL)
- TMA Payerne (MIL/CIV)
- TMA St. Gallen
- TMA Sion (MIL)

1.5 Class E - Controlled airspace

The provisions of class E airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR	Not provided
Service provided	ATC and traffic information about VFR flights as far as practical	Traffic information as far as practical
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100:** 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Not required[1]
ATC clearance	Required	Not required

1.Pilots shall establish two-way communication on the appropriate channel in FIZ and make blind calls on the appropriate channel to report intentions and changes in altitude and direction in RMZ.

Class E airspace comprises:

- Airspace “Mittelland/Jura“ from 2000 ft/600 m AGL up to FL 100
- Airspace “Alpen“ from 2000 ft/600 m AGL up to FL 130 (MIL ON)
- Airspace “Alpen“ from 2000 ft/600 m AGL up to FL 150 (MIL OFF)
- TMA Milano at FL 125/105 and below
- Airspace detailed in ENR-2.1

See also ENR 2.2

1.6 Class F - Advisory airspace

The provisions of class F airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR as far as possible	Not provided
Service provided	Air traffic advisory service FIS	FIS
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100 to 3000 ft** *AMSL*: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **At or below 3000 ft AMSL or 1000 ft AGL whichever is higher:** 5 km[1] visibility Clear of cloud in sight of surface
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Not required
ATC clearance	Not required	Not required
1. Lower flight visibility may be permitted by the appropriate ATS authority.		

No Swiss airspace is designated as class F.

1.7 Class G - Non-controlled airspace

The provisions of class G airspace are shown below:

	IFR	VFR
Separation provided	Not provided	Not provided
Service provided	FIS	FIS
VMC minima	Not applicable	**Above 1000 ft AGL to 2000 ft AGL:** 5 km visibility[1] Distance from cloud: Horizontal 1500 m Vertical 1000 ft **If a transponder is operated, clear of cloud and with the surface in sight** **GND to 1000 ft AGL:** 5 km visibility1 Clear of cloud and with the surface in sight
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Not required[2]	Not required[2]
ATC clearance	Not required	Not required

1.
   a. Flight visibility of not less than 1500m is permitted for following flights:
      - Flights at speeds of 140 KT IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision;
      - in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.
   b. Helicopters are permitted to operate in flight visibility not less than 800 m, if manoeuvred at speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. Flights at a visibility of less than 800 m are permitted in special circumstances, for example for medical flights, SAR flights and flights for fire fighting
2. Pilots shall establish two-way communication on the appropriate channel in FIZ and make blind calls on the appropriate channel to report intentions and changes in altitude and direction in RMZ.

- Class G airspace comprises the airspace from GND up to 2000 ft/600 m AGL, outside CTR/TMA (exception see ENR 1.4-1);
- IFR traffic permitted in airspace class G only when operated on a published instrument flight procedure.

2. ATS Airspace description

COORDINATION OF SPECIAL FLIGHTS WITHIN AIRSPACE CLASS C AND D

Particular flights within airspace classes C and D, apart from normal take-offs, landings or crossings of the airspace, can pose a danger for other airspace users and lead to an additional coordination workload for the air navigation services.
For this reason, the operator or the organiser is to coordinate flights of this nature with skyguide before they are undertaken.
A few examples of these flights are:
Photo, calibration and survey flights, VFR flights above FL 195 (SERA.5005(d)1), cargo flights within a CTR/TMA, parachute jumps, television transmission flights, competitions (balloon, gliding, etc.), drones, party balloons and sky lanterns.

2.1 Air Traffic Control Contact Unit and Application form

All special flights

Coordination request shall be submitted to the special flight office (SFO) skyguide, latest 10 working days prior the date of the event, via the “SFO App”. The application tool and useful information are available under
URL: https://www.skyguide.ch/en/services/special-flights/

Drone flights

Drone operator can use the "U-Space skyguide web App" or "U-Space skyguide mobile App". If under specific conditions, coordination request shall be submitted until the day before the flight until 1100 (1000).

If specific conditions are not met, operators will be redirected on the "SFO App" and shall submit the request to the skyguide special flight office (SFO) not later than 10 working days prior to the date of flight.

Maintenance Check Flights and Test Flights within LSAG CTA

Maintenance check flights and test flights within airspace class C and D are subject to coordination with skyguide as defined above.
If the 10 working days prior notification required in the process cannot be met, aircraft operators may exceptionally submit a maintenance check flight or test flight request according to the following announcement procedure:

- At least 6 hours before the flight, aircraft operators shall provide all relevant information about the conduct of the flight to Geneva ACC SPVR by phone (+41 (0) 22 417 40 40).
- 1 hour before the flight, aircraft operators shall contact Geneva ACC SPVR by phone again (+41 (0) 22 417 40 40) to confirm the flight program.

This short notice process can only be used for flights affecting solely LSAG CTA. It can only be used in exceptional cases and the conduct of such flights will be subject to the approval of the Geneva ACC SPVR.

2.2 Coordination, authorisation and implementation

The Special Flight Office will inform all affected air traffic control units.

The operator/organiser will be informed about restrictions and constraints and a reference number will be issued for every special flight. In order to obtain the final authorisation, the operator/organiser must notify the affected air traffic control unit on the day of the event. The operator/organiser will be advised in writing about the detailed notification procedure.

For operational reasons (such as volume of air traffic or safety reasons), the affected air traffic control unit may refuse, interrupt or suspend special flights, or impose additional restrictions.

2.3 Support for "SFO App"

Phone: +41 (0) 43 931 62 36

Email: specialflight@skyguide.ch

General special flight support:

Useful information is available under https://www.skyguide.ch/en/services/special-flights/ and the appropriate rules engines in the tools guide you through the request.

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. General

The procedures for HLDG, APCH and DEP are based on the provisions of ICAO Document 8168 Aircraft Operations (PANS-OPS).

Holding procedures
If for any reason a pilot is UNA to conform to the procedures laid down for any particular HLDG pattern, he should ADZ ATC as early as possible.

HLDG patterns shall be entered and flown at IAS not exceeding the limits given hereafter:

Holding level [1]	Normal conditions	In turbulence
up to 14 000 ft	170 kt [2]	170 kt [2]
above 14 000 ft and up to 20 000 ft	240 kt	280 kt or 0.8 Mach, whichever gives the lesser speed
above 20 000 ft and up to 34 000 ft	265 kt	
above 34 000 ft	0.83 Mach	0.83 Mach
1. The levels indicated represent **altitudes** or **flight levels** depending on the altimeter setting to be used. 2. For holding areas limited to aeroplanes of categories A and B.		

2. Arriving flights

Arriving ACFT will be cleared to a particular HLDG point in accordance with the published ARR routes. If the clearance limit is reached before further instructions have been received from ATC, the HLDG procedure shall be commenced at the last assigned and acknowledged level.

During an instrument APCH, the following reports to APP or TWR are compulsory:
a. PSG the OM or substitute.
b. The initiation of the missed APCH.

2.1 Assigned speed

Speeds assigned by ATC shall be maintained during APCH. Issuance of APCH clearance does not cancel a previously assigned speed. Flight crews unable to maintain the assigned speed shall notify ATC immediately.

2.2 Contact of aerodrome control tower

Pilots of arriving ACFT shall not contact the TWR until instructed to do so by the APP.

2.3 Visual approach

An IFR FLT may be cleared to execute a visual APCH provided the pilot can maintain visual REF to the terrain and:
a. if the reported ceiling is not below the APV INA level for the particular ACFT cleared, or
b. if he reports at the INA level or at any time during the instrument APCH procedure that the visibility will permit a visual APCH and he has reasonable assurance that the LDG can be accomplished.

Separation between an ACFT cleared to execute a visual APCH and other arriving and departing air traffic shall be provided in accordance with the respective airspace classification.

The pilot-in-command of the ACFT concerned shall be responsible for ensuring that the spacing from a preceding ACFT of a heavier wake turbulence category is acceptable. If it is determined that additional spacing is required, the FLT crew shall inform the ATS unit accordingly, stating their requirements.

2.4 Weather minima for approach and landing

An APCH to land, as well as a LDG clearance, will be issued regardless of weather conditions.
DH/A:
Operators have to establish DH/A and MDH/A for each APCH procedure which shall not be less than the published MDH/A or DH/A. (REF: 2.5)
Any operator wishing to use the minima of CAT II and III shall apply for an AUTH by writing to:

Post: Federal Office for Civil Aviation
CH-3003 Berne

2.5 Landing minima

OCA/H is a calculated value, based on the prominent obstacles. The LDG MNM, termed

- DA/H for a precision APCH or
- MDA/H for a non-precision APCH

is established by the operator and based on additional criteria of ICAO Annex 6, taking into consideration factors such as crew qualification, MET conditions, ground/airborne equipment characteristics, etc. Provided that a HYR value will not be required by the obstacle environment of the Swiss APs, the MNM values promulgated to date i.e. 200 ft for CAT I and 100 ft for CAT II LDGs, will remain unchanged. (REF: 2.4).

2.6 Visual manoeuvring (circling)

This is the term used to describe the phase of FLT after completing an instrument APCH, to bring the ACFT into PSN for LDG on a RWY which is not suitably located for a straight-in-APCH.

2.7 Instrument guidance system (IGS)

The IGS system uses ILS components. However, the IGS procedure is not an ILS procedure. The IGS procedure may be flown as an ILS procedure, but the published ALTs at the published DME/LOC steps are to be strictly OBS.

The IGS may be offset from the LDG direction. When RCH DH the RWY can still be several NM away and may not yet be in sight. After RCH DH, pilots on final APCH on the IGS must therefore CONT their FLT maintaining visual ground contact and line up visually with the RWY when in sight. During this visual portion, it is imperative that the correct visual cue with the SFC is carefully maintained, making REF aeronautical ground lights where appropriate.

If visual sight is not achieved when RCH DH, an immediate missed APCH procedure, as published on the IAC, must be initiated.

In view of the local terrain and the IGS which can be offset from RWY, operators intending to use the IGS must ensure, for FLT safety reasons, that their pilots are fully conversant with, and have adequate practice in, published procedures. See also special conditions and restrictions for each published IGS procedure.

3. Departing flights

The applicable DEP procedures are contained in the SID charts, AD 2.24. When they cannot be applied due to the particular PER data of the ACFT, the competent ATC unit shall be advised without delay.
SID routes are at the same time **MNM noise routes**.

3.1 Visual departure

An IFR FLT may be cleared to execute a visual DEP during HR of daylight provided the pilot can maintain visual REF the terrain and that:

a. the reported ceiling is not below the initial climb level to which the ACFT is cleared; or
b. if the reported ceiling is below the initial climb level to which the ACFT is cleared, the pilot reports on top of CLDs.

Local procedures are reserved.

Separation between an ACFT cleared to execute a visual DEP and other departing and arriving ACFT shall be provided in accordance with the respective airspace classification.

3.2 Operating minima

Where no minima are prescribed for TKOF, it is the responsibility of the operator to determine the relevant minima.

Where an IFR DEP procedure containing a visual part prescribes a MNM ground visibility value and a MNM ceiling HGT, these restrictions are to be applied for the TKOF phase only. Pilots are fully responsible for compliance with these restrictions. After TKOF, FLT visibility must be such that, taking into account FLT speed, obstacles may be identified and avoided in a timely manner.

4. Wake Turbulences, Separation Prescriptions

4.1 Wake turbulence categories

With the purpose of preserving safety and to limit the effects of the separation prescriptions on AP capacity, ATC applies the following categories to separate ACFT in the APCH and DEP phases of FLT:

Category		MTOM in kg
LIGHT	L	7 000 kg or less
SMALL	S	more than 7 000 kg up to 40 000 kg
MEDIUM	M	more than 40 000 kg and less than 136 000 kg
HEAVY	H	136 000 kg and more

When filing a FPL, pilots shall indicate the turbulence categories H, M or L according to AIP ENR 1.10.

4.2 Separation criteria

The appropriate wake turbulence radar separation, as shown in the table below, is applied between ACFT in the APCH and DEP phases of FLT, when:

1. an ACFT is operating directly behind another ACFT at the same ALT or less than 1000 ft below; or
2. an ACFT is crossing behind another ACFT at the same ALT or less than 1000 ft below; or both
3. are using the same RWY, or PARL RWYs separated by less than 760 m.

Follow	Lead			
	HEAVY	MEDIUM	SMALL	LIGHT
HEAVY	4 NM	N/A	N/A	N/A
MEDIUM	5 NM	N/A	N/A	N/A
SMALL	5 NM	N/A	N/A	N/A
LIGHT	6 NM	5 NM	N/A	N/A

ACFTcarrying out missed APCH or low go-arounds are considered as a DEP for separation purposes. In case of a missed APCH procedure or a low go-around in the opposite direction of the succeeding DEP, a separation of two MIN is applied between an ACFT of category M, S or L and an overflying ACFT of category H.

4.3 Wake turbulence of B-757

The B-757 is formally classified as a MEDIUM ACFT. For aerodynamic design reasons, however, it appears that this TYP generates more important and stronger wake vortices than other aircraft of the MEDIUM category. For that reason, the following regulations are applied with regards to wake turbulence avoidance separation when a B-757 is involved:

- *B-757 following an other ACFT*

The B-757 will be considered as a MEDIUM ACFT and the appropriate separation will be applied.

- *Other ACFT following a B-757*

The B-757 will be considered as a HVY ACFT and the appropriate separation will be applied.

4.4 Separation criteria for RWY with displaced threshold

DISPLACED LANDING THRESHOLD

If the projected FLT paths are expected to cross, a MNM of two MIN separation shall be applied when operating on a RWY with a displaced threshold between.

a. a departing LIGHT, SMALL or MEDIUM aircraft following a HVY ACFT ARR and a departing LIGHT ACFT following a MEDIUM ACFT ARR; or
b. an arriving LIGHT, SMALL or MEDIUM ACFT following a HVY ACFT DEP and an arriving LIGHT ACFT following a MEDIUM ACFT DEP.

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ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

1. Primary radar

Introduction

The provision of radar services is based on enroute and APCH radar facilities on Swiss territory augmented by additional radar information from facilities in France, Germany and Italy.
Information on radar ground movement services based on SMR is provided in AD 2.23.
The procedures for the radar are based on the recommendations in ICAO Doc 4444-ATM/501.

1.1 Supplementary services

NIL

1.2 The application of radar control service

1.2.1 Radar control services

The distribution of the functions of the radar services of the ATC is as follows:

a. overall watch of air traffic, particularly as to the way in which clearances are adhered to;
b. radar control services for departing and arriving ACFT for the purpose of expediting the traffic flow and of resolving conflict situations;
c. assistance to ACFT experiencing difficulties in navigation or a failure of two-way communications;
d. provide information to crews on their request about the presence of TS areas;
e. provision of information regarding identified or unidentified ACFT traffic that may constitute a hazard;
f. assistance to ACFT in EMERG.

The PER of those functions is at the discretion of the radar controller and depends on the capacity of the radar equipments, the traffic density and the atmospheric conditions.

1.2.2 ATC units equipped with radar:

ACC ZURICH
ZURICH APP
ZURICH DELTA
ACC GENEVA
GENEVA APP
GENEVA DELTA
BERN APP
SION APP

1.2.3 Minimum levels

When vectoring an IFR FLT, the radar controller shall ensure that adequate terrain clearance will exist at all times until the ACFT reaches the point where the pilot will resume his own navigation.

The radar controller is at all times in possession of the following information:

a. the MNM FLT ALTs for the relevant route segments;
b. the lowest usable FLT levels in accordance with ENR 1.7 5.3

1.2.4 Radar separation

General radar separation MNM is 5 NM. It may be reduced to 3 NM under specific circumstances in the terminal control area or in the area of responsibility of approach/departure.

1.2.5 Surveillance Radar Approaches (SRA)

Approaches shall be carried out with the surveillance radar when no other APCH facility is AVBL or when the pilot requests it explicitly. Radar instructions are terminated at 2 NM from touchdown at the latest.

At or before the commencement of final APCH, the FLT crew shall be informed of the following:

a. the type of APCH;
b. the RWY to be used;
c. the point at which the SRA will be terminated.

When conducting a SRA, the radar controller shall TRANS the following to the FLT crew:

a. the applicable OCA/OCH when approaching the point at which it is computed that descent should begin, and just before RCH that point;
b. AZM instructions as, follows:
   i. the FLT crew shall be informed at regular intervals of the ACFT's PSN in relation to the EXTD CL of the RWY. HDG corrections shall be given, as necessary, to bring the ACFT back on to the EXTD CL.
   ii. in the case of AZM DEV, the FLT crew should not take corrective action unless specifically instructed to do so.
c. the DIST to touchdown at each NM;
d. the pre-computed levels through which the ACFT should be PSG to maintain the GP at each NM, at the same time as the DIST;

The SRA shall be terminated:

a. at a DIST of 2 NM from touchdown; or
b. before the ACFT enters an area of CONS radar clutter; or
c. when the pilot reports that a visual APCH can be effected;

whichever is the earliest.
For SRA, the same missed APCH procedures are applicable as for ILS APCHs.

1.3 Radar and air-ground communication failure procedures

1.3.1 Transponder failure

1.3.1.1 Failure before intended departure

In the case of a transponder which has failed and cannot be restored before DEP, pilots shall:

a. inform ATS as soon as possible and preferably before filing a flight plan;
b. plan to PCD, as directly as possible, to the nearest suitable AD where repair can be effected; and
c. insert in item 10 of the ICAO flight plan form under "SSR" the letter N for CMPL unserviceability of the transponder or, in case of partial transponder failure, the letter corresponding to the remaining transponder capability as specified (REF: ENR 1.10).

1.3.1.2 Transponder failure after departure

In case of failure which occurs after DEP, pilots may expect that ATC units will endeavour to provide for the continuation of the FLT to the AD of first intended LDG in accordance with the FLT plan. After LDG, pilots shall make every effort to have the transponder restored to normal operation.
If repair cannot be effected, pilots shall comply with the above provisions for failure before intended DEP.

1.3.2 Radar failure

In the event of radar equipment failure, attempts will be made to CONT to provide the service by other means. If this should not be possible, separation procedures shall be applied to ACFT under radar control.
Reduced VER separation of 500 ft, respectively 1000 ft, may immediately be resorted to on a TEMPO basis.
As an EMERG measure, VMC clearances will also be given and HLDG patterns will be prescribed.

1.4 Voice and CPDLC position reporting requirements

NIL

1.5 Graphic portrayal of area of radar coverage

NIL

2. Secondary Surveillance Radar (SSR)

Mode S:
FLT crew of ACFT with Mode S transponders that have an ACFT indication feature shall set the ACFT IDENT to exactly that entered in item 7 of ICAO ATC flight plan. It shall be set through the FMS or transponder control panel before activation of the transponder. For Mode S transponder ground operations at Genève and Zurich APs, refer to AD (LSGG or LSZH) § 2.23.2 A-SMGCS.

Non-Mode S:
Pilots of departing ACFT may only switch the transponder from ”Standby” to ”ON” immediately prior to the TKOF run.
Pilots of arriving ACFT shall switch off the transponder immediately after LDG.

Operational use of Mode C:
Before Mode C data are used for ATC purposes they are verified. This is achieved by the appropriate ATC unit checking the readout of the Mode C transmission against the altimeter reading reported by the pilot at the moment of verification. Where the ATC unit is UNA to verify mode C data, either directly or with the assistance of another unit, or if, on verification there is a variation of more than ± 300 ft between the level readout and the reported level, the pilot will normally be instructed to switch off Mode C.

When reporting levels under routine procedures or when requested by ATC unit, pilots shall always state precisely (to the nearest 100 ft) the current altimeter reading to facilitate verification of the accuracy of Mode C data.

2.1 Emergency procedures

NIL

2.2 Air-ground communication failure and unlawful interference procedures

For radio communication failure refer to ENR 1.1 §10.

2.3 SSR code assignment

Without prior instruction, the transponder shall be operated on code:

- **7500** in case of unlawful interference;
- **7600** in case of radio communication failure;
- **7601** for an IFR flight experiencing a radio communication failure continuing in VMC to the nearest suitable aerodrome (refer SERA.14083 for more details);
- **7700** in case of emergencies;
- **7000** for all VFR flights.

2.4 Voice and CPDLC position reporting requirements

NIL

2.5 Graphic portrayal of area of radar coverage

NIL

3. Automatic Dependent Surveillance - Broadcast (ADS-B)

NIL

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ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction

1.1 Applicable Regulations

The following documents are applicable for altimeter setting in the Swiss FIR/UIR:

- **ICAO Annex 2, Rules of the Air:** no differences.
- **ICAO Doc 8168-OPS/611, Aircraft Operations:** no differences.
- **Implementing Regulation (EU) 923/2012** (Standardised European Rules of the Air): no differences.

1.2 Definitions (references relate to ICAO LEXICON DOC 9110 Vol. II definitions)

When the following terms are used in the text of this chapter they have the following meanings:

Term	Meaning	ICAO Lexicon
Altitude:	The vertical distance of a level, a point or an object considered as a point, measured from mean sea level.	A 96
Elevation:	The vertical distance of a level, a point or an object affixed to the surface of the earth, measured from sea level.	E 6
Flight level:	A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 mb, and is separated from other such surfaces by specific pressure intervals.	F 22
Height:	The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.	H 6
Level:	A generic term relating to the VER PSN of an aircraft in FLT and meaning variously, HGT, ALT or FLT FL.	L 8
Transition altitude:	The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.	T 26
Transition layer:	The airspace between the transition altitude and the transition level.	T 27
Transition level:	The lowest flight level available for use above the transition altitude.	T 28

1.3 Terrain clearance

The lowest usable FLs for operations in controlled airspace taking into account terrain clearance will be determined by the appropriate ATC units.

1.4 Transition altitude

The TA for the APs of Bern-Belp, Genève, Les Eplatures and Zurich are indicated in AD 2.17 and on the IACs.

1.5 Transition level

When the transition level cannot be transmitted on the ATIS, it will be provided to the pilots in the approach clearance.

2. Basic altimeter setting procedures

2.1 Altimeter setting procedure

The VER PSN of ACFT when **at or below** the TA shall be expressed in **terms of ALT**, whereas PSN **at or above** the TRL shall be expressed in terms of FLs.

While PSG through the transition layer, VER PSN shall be expressed in terms of FLs when ascending and in terms of ALT when descending.

2.2 QNH

The QNH will be transmitted unasked to arriving and departing ACFT.

2.3 En route

The VER PSN of ACFT during ENR FLT shall be expressed in terms of FLs compatible with the indications in ENR 3.2 and ENR 3.3.

2.4 QFE

A QFE setting will be transmitted O/R only. Reference points are as follows:

AP	Bern-Belp	AP ELEV:	LSZB AD 2.2
AP	Genève	THR 22:	LSGG AD 2.12
		THR 04:	LSGG AD 2.12
AP	Zurich	THR 14:	LSZH AD 2.12
		THR 16:	LSZH AD 2.12
		THR 10:	LSZH AD 2.12
		THR 28:	LSZH AD 2.12

2.5 Missed approach

The procedures in 2.1 shall apply in the event of a missed APCH.

2.6 Flight planning

The true ALT of the lowest FL usable on AWYs A1 and A9 will be determined in time intervals of three HR by the MET service. It may be obtained from the competent ATC unit O/R.

The MET information required for FLT planning may be obtained from the MET office at Geneva for the Geneva area or at Zurich for the Zurich and Ticino area.

3. Description of altimeter setting region(s)

Switzerland is divided into three altimeter setting regions, which are:

a. Zurich altimeter setting region.
b. Geneva altimeter setting region.
c. Ticino altimeter setting region.

The atmospheric pressure for the Ticino region will be transmitted O/R by the FIC or MET centres at Geneva and Zurich. For flights conducted in accordance with VFR, the QNH values for the respective altimeter setting region shall be used.

QNH and QFE values will be transmitted in whole millibars only and rounded down to the nearest whole millibar.
FL zero is located at the standard atmospheric pressure level of 1013.2 millibar (29.92 in.) at MSL. Consecutive FLs are separated by a pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.

4. Procedures applicable to operators (including pilots)

4.1 Altimeter test

According to the ICAO documents mentioned in 1.1, the pilot-in-command or another crew member charged with the responsibility has the duty to carry out a test of the altimeter(s) prior to the commencement of a FLT, in order to ensure that its indications are correct.

4.2 QNH setting

When it is intended to use a QNH setting for the FLT, set the altimeter for the test to the QNH setting of the AD concerned. Then, particularly if the PWR plant is not running, the altimeter should be tapped lightly before reading. A SVCBL altimeter will indicate the real ELEV when so set.

4.3 QFE setting

When a QFE setting is used, the same procedure as in 4.2 should be applied. When set, however, the altimeter will indicate the HGT in relation to the QFE reference point.

5. Cruising levels

5.1 IFR FLTs

a. outside of controlled airsace:
An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels in 5.3 except when otherwise specified by the competent authority for flight at or below 900 m (3000 ft) above mean sea level.

a. within controlled airspace:
An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorised by ATS unit to employ cruise climb techniques, between two levels or above a level, selected from the table of cruising levels in 5.3 except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the competent authority in aeronautical information publications.

5.2 VFR FLTs

Except where otherwise indicated in air traffic control clearances or specified by the competent authority, VFR flights in level cruising flight when operated above 900 m (3000 ft) from the ground or water shall be conducted at a cruising level appropriate to the track as specified in the table of cruising levels in 5.3.

5.3 Table of cruising levels

Implementing Regulation (EU) 923/2012 (Standardised European Rules of the Air), Appendix 3 applies up to FL195. In accordance with Art. 5005 letter g and Art. 5020 letter b, the table is adapted above FL195 to align with the orientation of the major traffic flows.

VFR FLTs at and above FL 200 require prior co-ordination (REF ENR 1.4.2).

Magnetic track

000°-179°						180°- 359°					
IFR flight			VFR flight			IFR flight			VFR flight		
Flight level	Altitude		Flight level	Altitude		Flight level	Altitude		Flight level	Altitude	
	Feet	Metres		Feet	Metres		Feet	Metres		Feet	Metres
				___	___				___	___	___
10	1 000	300	___	___	___	20	2 000	600	___	___	___
30	3 000	900	35	3 500	1 050	40	4 000	1 200	45	4 500	1 350
50	5 000	1 500	55	5 500	1 700	60	6 000	1 850	65	6 500	2 000
70	7 000	2 150	75	7 500	2 300	80	8 000	2 450	85	8 500	2 600
90	9 000	2 750	95	9 500	2 900	100	10 000	3 050	105	10 500	3 200
110	11 000	3 350	115	11 500	3 500	120	12 000	3 650	125	12 500	3 800
130	13 000	3 950	135	13 500	4 100	140	14 000	4 250	145	14 500	4 400
150	15 000	4 550	155	15 500	4 700	160	16 000	4 900	165	16 500	5 050
170	17 000	5 200	175	17 500	5 350	180	18 000	5 500	185	18 500	5 650
190	19 000	5 800	195	19 500	5 950						
090°-269°						270°-089°					
						200	20 000	6 100	205	20 500	6 250
210	21 000	6 400	215	21 500	6 550	220	22 000	6 700	225	22 500	6 850
230	23 000	7 000	235	23 500	7 150	240	24 000	7 300	245	24 500	7 450
250	25 000	7 600	255	25 500	7 750	260	26 000	7 900	265	26 500	8 100
270	27 000	8 250	275	27 500	8 400	280	28 000	8 550	285	28 500	8 700
290	29 000	8 850				300	30 000	9 150			
310	31 000	9 450				320	32 000	9 750			
330	33 000	10 050				340	34 000	10 350			
350	35 000	10 650				360	36 000	10 950			
370	37 000	11 300				380	38 000	11 600			
390	39 000	11 900				400	40 000	12 200			
410	41 000	12 500				430	43 000	13 100			
450	45 000	13 700				470	47 000	14 350			
490	49 000	14 950				510	51 000	15 550			
etc.	etc.	etc.				etc.	etc.	etc.			

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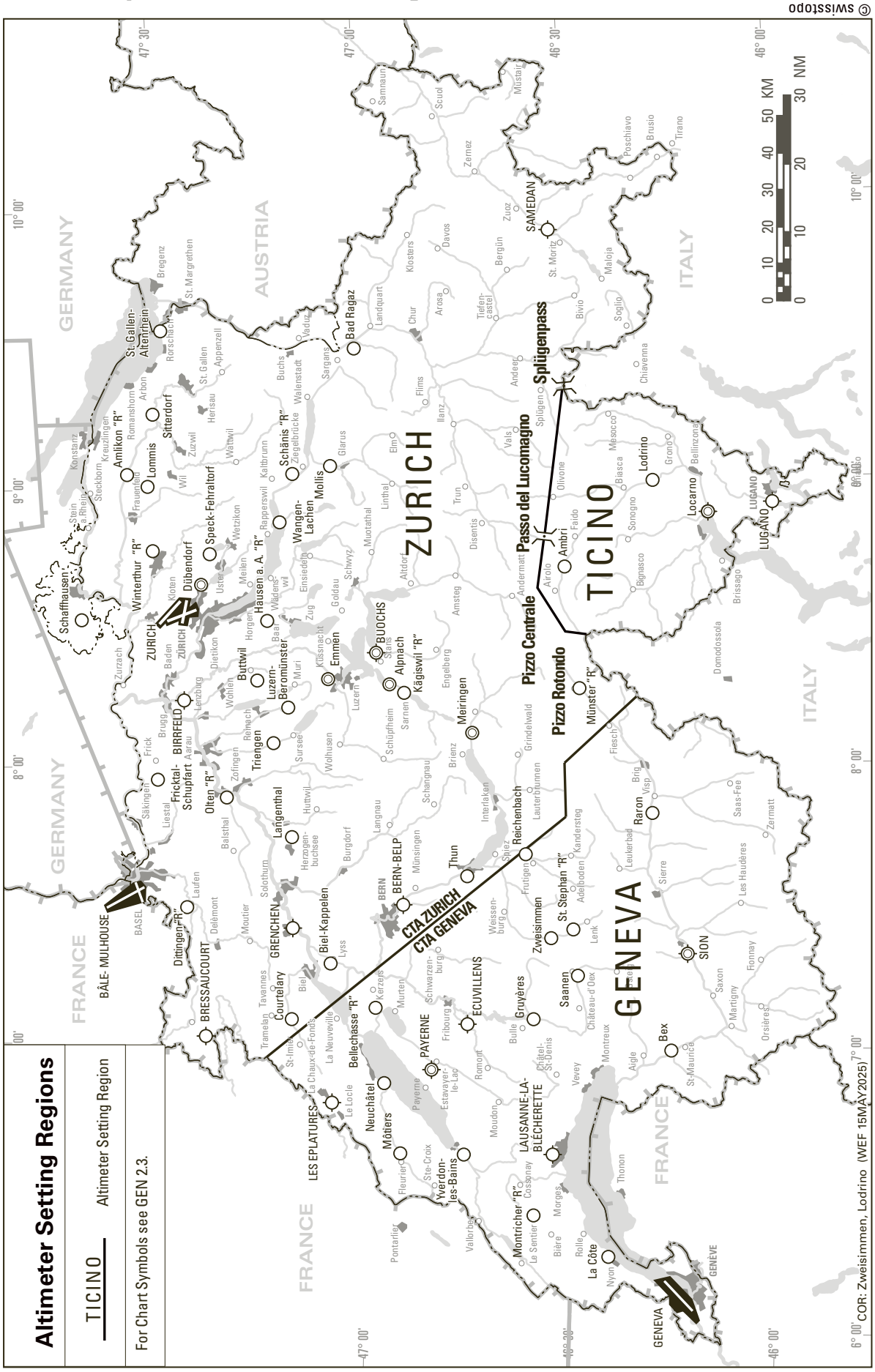
Figure 1. Altimeter Setting Regions



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ENR 1.8 ICAO REGIONAL SUPPLEMENTARY PROCEDURES

1. RVSM Airspace

The airspace within the UIR Switzerland between FL 290 and FL 410 inclusive, as described in ENR 2.1, is RVSM airspace.

Within this airspace, the VER separation MNM shall be:

a. 1000 ft between RVSM APV ACFT;
b. 2000 ft between:
   1. non-RVSM APV State ACFT and any other ACFT operating within the EUR RVSM airspace;
   2. formation FLTs of State ACFT and any other ACFT operating within the EUR RVSM airspace;
   3. an ACFT experiencing a communication failure in FLT and any other ACFT, when both ACFT are operating within the EUR RVSM airspace.

During operations in or VER transit through RVSM airspace with ACFT not APV for RVSM operations, pilots shall report non-APV status:

a. at initial call on any CH within RVSM airspace;
b. in all requests for level changes;
c. in all read-backs of level clearances.

2. Departure of Helicopters and Balloons in Case of Ground or High Fog/Low Stratus

If MET conditions for FLTs under VFR are not met due to ground or high FG/low ST, DEPs are permitted if:

a. the lower limit of FG does not exceed 200 m above the ELEV of the place of DEP and the VER layer of FG does not exceed 300 m
b. VMC conditions prevail above the layer of FG and
c. the DEP is carried out in accordance with a procedure defined by the FOCA.

For helicopters, such DEP are only permitted for special operations in accordance with article 4, paragraph 1 of Commission Implementing Regulation (EU) No. 923/2012 and other state flights. A special approval by FOCA is required. For balloons, such departures are only permitted in Class G airspace (Art. 24 VRV-L).

The buoyancy shall be measured so that a height of at least 300 m over the top of the fog layer is reached 5 min after take-off.

If such a DEP is carried out **outside a CTR and/or the FLT path will not lead into a TMA or CTR**, aircrews TRANS information about their DEP procedure in FG on FREQ **130.805 MHz,** as a **blind transmission**.

Example:
TRAFFIC LANGENTHAL AREA, [CALLSIGN], HELI DEPARTURE IN FOG FROM MADISWIL, HEADING 060 IN 1 MINUTE.

If such a call is not acknowledged by another ACFT, pilots are permitted to carry out their DEP in FG procedure.
CMPL of the procedure shall be reported on FREQ 130.805 MHz, as a blind transmission.

Example:
[CALLSIGN], FOG DEPARTURE COMPLETED, AREA MADISWIL, 3000 FEET.

If such a DEP is carried out **within a CTR and/or the FLT path will lead into a TMA or CTR**, aircrews request a clearance on the published FREQ of the **competent ATC unit** before DEP.

3. Non 8.33 kHz Capable State Aircraft

State aircraft that are not equipped with radios capable of operating on 8.33 kHz channel spacing must be capable of communicating via available UHF frequencies.

Operations of such aircraft at aerodromes or within airspace sectors where UHF frequencies are unavailable may not be authorised.

4. Non MODE S ELS/EHS Capable State Aircraft

Identification of State Aircraft which are not compliant with Mode S Elementary/Enhanced Surveillance (ELS/EHS) requirements will be established either by SSR Mode A or PSR method (Compliant with ICAO Doc 4444 (PANS ATM), Edition 16).

5. Area Navigation Routes

RNAV equipment may use the input from one or a combination of the following types of position sensors: VOR/DME, DME/DME, INS/IRS and GNSS. However, the availability of VOR/DME is not assured in Swiss airspace and therefore, alternative types of position sensors shall be available. Request radar vectoring in case of RNAV position unavailability.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT

1. Objective

The ATFM Service, established in accordance with ICAO principles (special EUR RAN meeting 1980), aims to ensure MAX use of AVBL ATC capacity in circumstances where traffic demand exceeds this capacity.

2. Application

If, despite all steps having been taken to avoid such a situation, traffic demand in a given area still exceeds AVBL ATC capacity, the slot allocation procedure (SLAP) will be applied. Whenever ATFM measures are in force, they are published by the NM (Network Manager) EUROCONTROL Brussels, in the form of an ATFM Notification Message (ANM). The ANMs are AVBL on the NM NOP Portal via the following link:
URL: https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html

The following FLTs are exempted from ATFM slot allocations:

a. FLTs carrying Heads of State or equivalent status (STS/HEAD);
b. FLTs conducting SAR operations (STS/SAR);
c. FLTs used for a life critical medical EMERG evacuation (STS/MEDEVAC);
d. FLTs used for fire-fighting (STS/FFR);
e. FLTs APV for exemption from ATFM measures by the appropriate ATS authority (STS/ATFMX).

2.1 RULE OF APPLICATION FOR THE USE OF STS/ATFMX

The following rule shall be applicable to all FLTs seeking to gain exemption from ATFM measures within the Network Management ATFM area. It is intended to ensure that FLTs, which by the nature of their mission, cannot under any circumstances be delayed, are not delayed due to ATFM. It is based on the ICAO SARPS (ICAO EUR DOC 003, ATFM-HB/2) and on existing material in the Network Operations Handbook.

Any FLT meeting the criteria established to warrant exemption status may, provided the necessary APV procedure explained in paragraph 2.3 has been followed and the FLT duly authorised, use STS/ATFMX for that FLT and that FLT only. Each FLT shall require specific APV to use STS/ATFMX.

It should be noted by all users that any FLT which obtains exemption and which may have otherwise been delayed, will have that delay passed on to other FLTs. It is essential therefore, that use of the exemption facility shall be properly controlled and policed so that genuine priorities may CONT to operate without ATFM delay. To this end, this Rule of Application is implemented and applies to all FLTs operating within the Network Management ATFM area.

2.2 GUIDELINES FOR DETERMINING THE NEED FOR THE USE OF STS/ATFMX FOR AN INDIVIDUAL FLIGHT

- Is the safety of human life involved? This means that if the FLT does not operate without delay a human life or lives may be lost. Such FLTs shall require specific medical/UNHCR AUTH in support of their request.
- Is the person or are the POB a FLT on State business of such importance that the FLT cannot accept any delay?
- Is the mission of the FLT being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission?

If the ANS to any of the above questions is yes, then the FLT may apply for APV to use STS/ATFMX through the procedure specified in paragraph 2.3.

2.3 PROCEDURE FOR REQUESTING AUTHORISATION FOR THE USE OF STS/ATFMX

The operator of a FLT seeking APV to insert the indicator STS/ATFMX in Field 18 of a flight plan departing from an AD within Switzerland shall obtain prior permission from skyguide AIM Service Center Zurich, a MNM of one HR in advance of the FLT.

Phone: +41 (0) 43 931 61 95

2.4 REQUEST FOR START-UP CLEARANCE FOR NON-REGULATED FLIGHTS

A start-up clearance for non-regulated FLTs will only be granted within +/- 15 MIN of EOBT.

3. Flight plan filing procedure

For FLTs which are subject to ATFM measures, the following rules shall apply:

a. A FPL shall be filed a MNM of three HR before EOBT.

b. Any delay of more than 15 MIN shall be subject to a DLA. Negative DLA's (anticipation of the EOBT) are not permitted. The correct procedure for bringing an EOBT forward is to issue a CNL, and then re-file a new FPL.

The detailed procedures are described in "flight planning" in ENR 1.10.

4. Slot allocation procedures

Receivers of Slot Allocation Messages (SAM) are required to comply with the issued DEP slot Calculated Take-OFF Time (CTOT). Slot tolerances parameters are CTOT -5 / +10 MIN. Request for amendments to SAMs, when so required, are to be made using the ATFM message exchange mechanisms (SRR, SRM, SPA) published in the NM Handbook. ACFT operators (AO) not equipped with the appropriate means to reach the NMOC (Network Management Operations Center), shall contact the relevant position.
CASA system will consider, by default, all FLTs in RFI (ready for improvement) status. If Aircraft Operators want to change a flight status in the system, they have to contact the relevant position and ask for SWM (SIP wanted message) status. Aircraft Operators will then have to accept or refuse any slot improvement.

- **For Geneva CTA:**
  ATM Support
  Phone: +41 (0) 22 747 13 44
  local AD network extension: 43 44
- **For Zurich CTA:**
  FMP Zurich
  Phone: +41 (0) 43 931 69 62

5. Requirements for the use of a ready message

Every Aircraft Operator has to contact GND (at GVA) or TWR (on regional airports) to send a READY (REA) message. If doors are closed and the flight is ready to depart, the TWR will inform the FMP accordingly.
For aircraft departing from Zurich, refer to the specific A-CDM process in use (AD LSZH 2.20 local air traffic regulations 3.3.2.1).

Permission may not be granted due to DEP sequencing during rush HR, when MNM line-up time will be increased.

A REA may be sent between EOBT MS 15 MIN and the CTOT of the FLT. When the REA is filed before the EOBT, the FLT is considered as having a new EOBT at this filing time.

6. Airspace management (ASM)

6.1 Objective

Airspace Management is any ACT provided for the purpose of achieving the most efficient use of airspace based on actual needs and, where possible, avoiding PERM airspace segregation. Airspace Management is based on European Civil Aviation Conference (ECAC) principles, namely the concept of Flexible Use of Airspace (FUA).

6.2 Airspace structures

6.2.1 Permanent ATS routes

The PERM ATS route network consists of all permanently designated routes which are not subject to daily management and which can only be CLSD under specific conditions known well in advance. Closure will be published by AIP SUP or NOTAM, e.g. for large scale MIL EXER.

6.2.2 Conditional Routes (CDR):

CDR are designed to complement the PERM ATS route network and to allow FLTs to be planned on ATS routes, or portions thereof, that are not always AVBL. CDR are generally established through areas of potential TEMPO allocation identified under the generic term "AMC-manageable areas" (TRA and AMC-manageable restricted/danger areas.)

CDR are divided into three different categories according to their foreseen availability, their FLT planning potential and the anticipated level of ACT of the associated AMC-manageable area(s).

A CDR can be established as
Category One (CDR 1) - permanently plannable CDR:

- CDR 1 is AVBL during the time period published in the AIP ENR 3 and is FLT-plannable in the same way as PERM ATS route.
- Any foreseen unavailability of CDR 1 will be notified via AUP/UUP and published via EAUP/EUUP containing the associated FUA restrictions linked to the respective AMC-manageable areas.
- In the event of a short notice unavailability of a CDR 1, re-routing around an associated AMC-manageable area will be made on instruction by ATC.

6.2.3 Temporary Reserved Areas (TRA)

TRA are defined volumes of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit, under clearance by ATC. TRA permit activities requiring TEMPO reservation to be allocated on the day before operations. This allows the AMC to make AVBL, if required, CDR outside the planned HR of associated TRA.

The TRA concept encompasses all airspace reservations (TRA) and restrictions (restricted or danger areas) that are managed and allocated the day before operations by AMC. They are identified as ”AMC-manageable areas” in the relevant part of the AIP.

The planned ACT and conditions for the use of TRA and AMC-manageable danger or restricted areas will be published daily in the national ”Airspace Use Plans” (AUP).

6.2.4 Cross Border Areas (CBA)

CBA is a TRA established over international boundaries to meet specific operational needs.

6.3 Airspace-use planning procedures - Approved Agencies (AA)

Defined Air Force and army units, as well as civil ATC units, known as Approved Agencies (AA), are authorised to utilise TRA, TSA or AMC-manageable restricted and danger areas or CDR respectively.
FOCA may, O/R and under certain conditions, issue the status of an AA to other potential airspace users (e.g. directors of glider camps for TEMPO glider zones and directors of HEL enterprises for intense aerial work). Requests for airspace allocation shall be made to the AMC.

6.4 Airspace Management Cell (AMC)

REF: GEN 3.3.6.3

An AMC is established to conduct the day-to-day management and TEMPO allocation of national airspace in accordance with user requirements.
AA responsible for airspace activities will submit requests for allocation of airspace (TRA) or routes (CDR) to the AMC by 0800 (0700) on the working day before operations, at the latest.
Airspace allocation (TRA) and CDRs are sent before 1500 (1400) to NMOC in a daily Airspace Use Plan (AUP). The national AUP will be published to cover the 24 hours time period between 0600 the next working day to 0600 the day after. Changes will be notified as Updated (Airspace) Use Plan (UUP) throughout the reference day.

AMC will submit the AUP/UUP to NMOC and to AA.

6.5 European Airspace Use Plan (EAUP)

Network Management Operations Center will daily consolidate the national AUPs/UUPs on airspace and route availability within the ECAC area and publish it on the NM NOP Portal as EAUP/EUUP.

The EAUP will contain the list of closed CDR 1. The EAUP will also contain area activations. The EAUP will cover the 24 hours time period between 0600 the next day to 0600 the day after (D 0600 to D+1 0600).
The EAUP will be issued by the Centralized Airspace Data Function (CADF) each day after 1600 (1500).

6.6 Flight planning procedures

In order to take advantage of AVBL CDR, AO are invited to submit their flight plans in accordance with the following procedures:
CDR 1 will be plannable in the same way as PERM ATS routes for time periods published in the AIP. Any foreseen period of non-availability of CDR 1 will, whenever practicable be notified to the operators by the EAUP and NOTAM. In the event of a short notice unavailability of a CDR 1, flights will be instructed by ATC to use alternative routes. Operators should consider the implications of the possible use of the alternate ATS routes published for each CDR 1 in the column ”Remarks” of the AIP.

The operator shall ensure that the latest flight plan information, including route changes and the use of CDR 1, pertaining to a particular FLT and duly notified to the appropriate agencies through the Integrated initial Flight Plan Processing System” (IFPS), is closed to the pilot-in-command.

6.7 Airspace usage priorities

In order to regulate conflicts of interest FOCA issues instructions on airspace management, in particular those with regard to airspace usage priorities. These airspace usage priorities and deviations thereof are available under: Air Traffic Control and Airspace.

ENR 1.10 FLIGHT PLANNING

1. Procedures for the submission of a flight plan (SERA.4001)

1.1 The Swiss flight planning policy

1.1.1 General

Information relative to an intended flight or portion of a flight to be provided to air traffic services units shall be in the form of an ICAO flight plan.

1.1.2 Completion of a flight plan (SERA.4010)

The purpose of a flight plan is to inform the competent ATS units enabling them to supervise the flight within the scope of air traffic control as well as the flight information service and alerting service.

1.1.3 Flight plan message flow

In order to comply with the procedures and rules of the EUROCONTROL Network Manager (NM), which require that flight plan messages for flights conducted fully or partially under IFR within its area of responsibility are to be made known to the Network Manager Operations Center (NMOC), the following policy is applied. Flight plan messages related to flights under IFR/General Air Traffic (GAT), mixed IFR/VFR or GAT/Operational Air Traffic (OAT) are forwarded by the most direct way to the Integrated initial Flight plan Processing System (IFPS) only.

1.1.4 Flight plan filling

Flight plans and associated messages (DLA, CHG, CNL and ARR) for flights departing from Swiss aerodromes should be filed with a personal user account on website http://www.skybriefing.com. Flight plans for consecutive legs may also be filed. Flight plan messages filed on skybriefing are transmitted automatically to AIM Operations Switzerland for further distribution.

In case of skybriefing unserviceability, AIM Operations Switzerland provides a contingency service for the filing of flight plans by telephone.
Associated messages (DLA, CHG, CNL and ARR) can always be transmitted via telephone.

The flight plan filing service in contingency situations:

Contingency service	Language	Flight plan transmission by phone
AIM Operations Switzerland	German/English	Phone: +41 (0) 43 931 61 61
	French/English	Phone: +41 (0) 43 931 62 03

1.1.5 Direct filing with Integrated initial Flight plan Processing System (IFPS)

The recommended practice of EUROCONTROL to file IFR flight plan messages directly with IFPS is generally permitted.

ACFT Operators (AO) wishing to do so may use their direct connection to the AFTN if AVBL or the SITA type B network (either purely or its SITA/AFTN gateway), provided the necessary arrangements are made beforehand with EUROCONTROL / Network Operations and skyguide, COM Centre Switzerland:
Phone: +41 (0) 22 747 13 73,

More Information available in the: IFPS User Manual.

URL: https://www.eurocontrol.int/publication/ifps-users-manual

1.1.6 NOP - Network Operations Portal

The NOP (Network Operations Portal) aims at facilitating the NM users' access to all kinds of dynamic data and operational information in a consolidated way.
Amongst other things, information on the RAD and the European airspace use plan (EAUP) and their updates are published here.

URL: https://www.public.nm.eurocontrol.int/PUBPORTAL/

1.1.7 Adherence to Airspace Utilisation Rules and Availability

No flight plans shall be filed via the airspace of Switzerland FIR/UIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for Switzerland FIR/UIR and any reference to them shall be made via

URL: https://www.nm.eurocontrol.int/RAD/index.html

1.1.8 Free Route Airspace Switzerland (LSASFRA)

Flights in LSASFRA shall flight plan as per the procedures defined in ENR 1.3.
Direct trajectories shall be planned using the acronym "DCT" between each FRA significant point.
The use of LAT/LONG coordinates is not allowed.

Flights within LSASFRA shall plan a flight level in accordance with the table of cruising level stated in ENR 1.7 section 5.3.
Additional specific flight level orientation scheme (FLOS) information relevant to FRA significant points can be found in ENR 4.1 and ENR 4.4.

1.1.9 Non-standard Planning Zone (NPZ)

A Non-standard Planning Zone is an airspace of defined dimensions within which the planning of flight trajectory is either not permitted or allowed under certain specified conditions.

Note: This type of zone is only relevant for IFR flight planning.

The specific flight planning restrictions applicable to any NPZ are defined in the route availability document.

1.2 IFPS - The Integrated initial Flight plan Processing System

1.2.1 General

A centralised flight plan processing and distribution service is established under the authority of the EUROCONTROL Network Manager (NM).
The service is provided by the Integrated Initial Flight Plan Processing System (IFPS) and covers that part of the ICAO EUR Region known as the IFPS Zone (IFPZ).
The IFPS Users Manual provides all users of the IFPS with an easy to access reference manual.
The manual is intended to contain all the necessary procedures and information in order for users to be able to construct, transmit or when necessary to correct, flight plan and associated update messages.
Procedures for the distribution of such messages after processing by the IFPS are also described.
Correct and accurate application of the procedures contained in the document is essential for the achievement of consistent flight plan data among all relevant actors in the flight planning process.
URL: https://www.eurocontrol.int/publication/ifps-users-manual

2. Contents of a flight plan (SERA.4005)

Unless a valid flight plan is acknowledged by IFPS (ACK), the requirement to file a FPL for an IFR flight intending to operate within the IFPS zone is not fulfilled.

2.1 Filing and submission of flight plans

Aircraft operators departing within Switzerland shall assume their flight is subject to ATFCM measures. Therefore, flight plans shall be submitted at least 180 minutes before EOBT. An IFR flight plan shall be submitted not more than 120 hours/5 Days in advance of the EOBT.
Unless a valid flight plan is acknowledged by IFPS (ACK), the requirement to file a FPL for an IFR flight intending to operate within the IFPS zone is not fulfilled.

A separate flight plan is required for each flight to an aerodrome where one or more approaches is intended to be made, even when no landing is intended.

Flight plans submitted for flights not operated must be cancelled (CNL).

2.2 Instructions for the completion of the flight plan form

2.2.1 General

The automated message processing by IFPS is based strictly on the IFPS Users Manual.

2.2.2 The flight plan items

A flight plan shall comprise information regarding the following items:

- Item 7: Aircraft identification (maximum 7 characters)
- Item 8: Flight rules and type of flight (one or two characters)
- Item 9: Number and type of aircraft and wake turbulence category
- Item 10: Equipment and capabilities.
- Item 13: Departure aerodrome and time (8 characters)
- Item 15: Route
    a. Cruising speed (maximum 5 characters)
    b. Cruising level (maximum 5 characters)
    c. Route (including changes of speed, level and/or flight rules)
- Item 16: Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
- Item 18: Other information
- Item 19: Supplementary information

3. Changes to a flight plan (SERA.4015)

3.1 General

All changes to a flight shall be reported as soon as practicable to the appropriate air traffic services unit.
Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such shall be reported.

3.2 Modification message CHG

Certain key fields within a flight plan cannot be modified by a change as they are used for message association.
Those flight plan items that are considered by the IFPS as key fields are:

- ACFT IDENT,
- AD of DEP,
- AD of DEST,
- Date of Flight.

Note: The date of flight may not be modified as a direct modification of the DOF sub-field, but a change of EOBT via a modification or a delay message may trigger a change of date of flight.

To change one of the above fields, it is necessary to CNL the original flight plan and to refile a flight plan containing the corrected data.

3.3 Delay message DLA

Any DLA of up to 20 hours for an IFR/GAT flight operating within the IFPZ shall be submitted to the IFPS for processing.
A new EOBT, which is more than 20 hours in the future, the DLA is not accepted. To file a new EOBT, it is necessary to CNL the original flight plan and to refile a flight plan containing the corrected EOBT and DOF.

The IFPS shall not accept any delay that is a negative time compared to the current system time at the time of processing that delay message by the IFPS.

The aircraft operator shall:

- Delay flight plans if EOBT is 15 minutes (or more) later than transmitted, if operated as (fully or partly) IFR
- Delay flight plans if EOBT is 30 minutes (or more) later than transmitted, if operated as VFR

3.4 Detailed Information

For further information concerning changes to submitted flight plan, consider the IFPS User manual.

4. Closing of a flight plan (SERA.4020)

Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.
(i.e. Bern-Belp, Buochs, Les Eplatures, Geneva, Grenchen, Locarno, Lugano, St. Gallen-Altenrhein, Sion, Zurich and Samedan during ATC/ATS HRS).

The pilot shall make an arrival report in person, by radiotelephony or via data link at the earliest possible moment after landing. In the case of multiple flight plans, the pilot shall provide sufficient information to identify which flight plan is being to be closed.
When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.
For closing flight plans by telephone, contact the ATS Reporting Office (ARO) 0800 437 837 (0800 IFR VFR, free of charge).

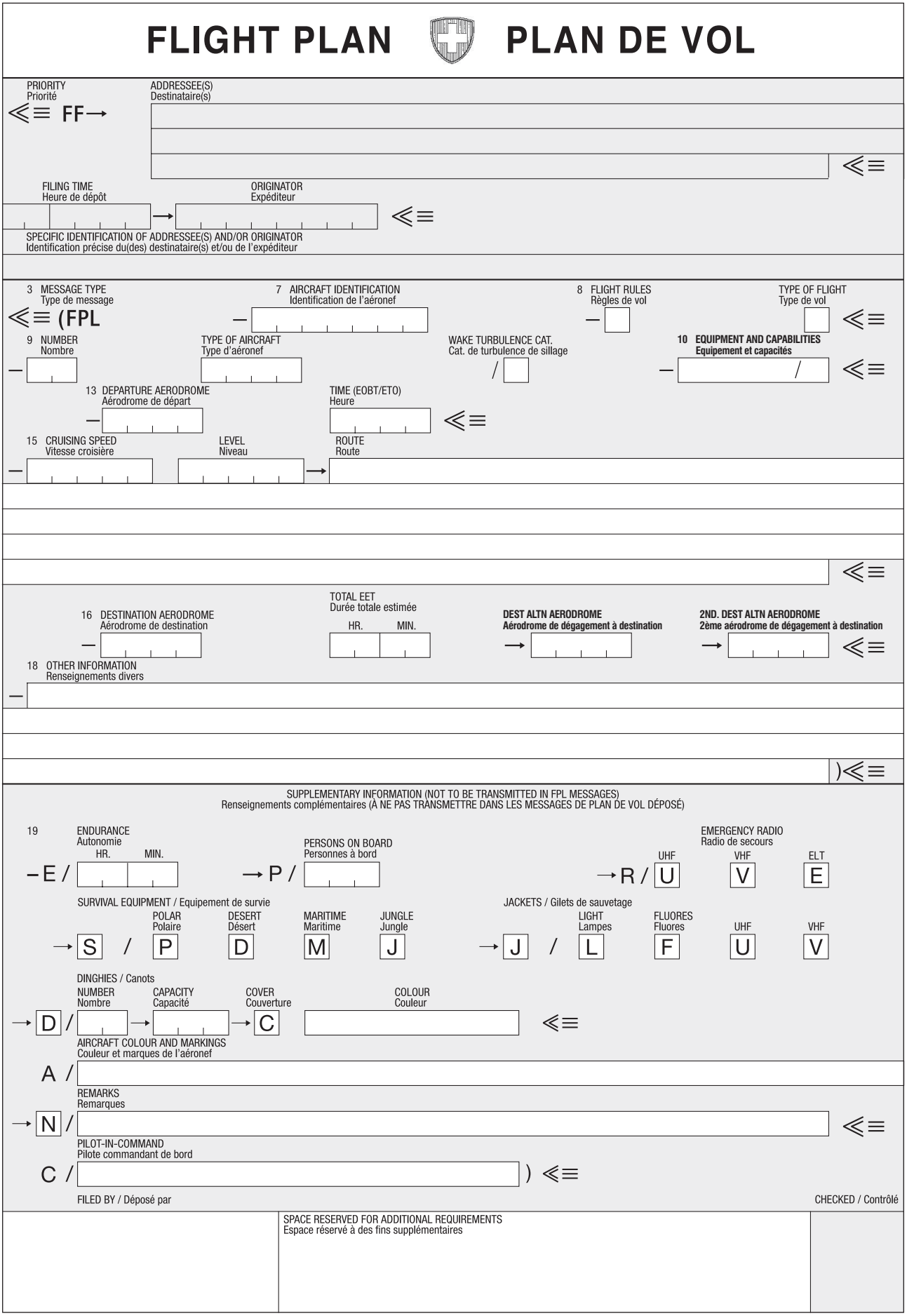
Search and Rescue (SAR) action is initiated for ACFT becoming status of INCERFA and, as a rule, the costs for SAR activities can be charged to the pilot.

ACFT become status overdue whenever:

- a FPL (or AFIL) has been filed, and
- the FPL has not been closed within 30 MIN of the estimated time of ARR last notified, or
- initiated by air traffic control services.

Note: INCERFA is the first stage of Search & Rescue and is triggered upon EOBT/ATD & EET & 30 minutes.

Figure 1. Flight Plan



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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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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. Principle

An ACFT equipped with ACAS which is being intercepted, may perceive the interceptor as a collision threat and thus initiate an avoidance manoeuvre in response to an ACAS resolution advisory. Such a manoeuvre might be a potential danger to other civil ACFT and/or misinterpreted by the interceptor as an indication of unfriendly intentions. It is important, therefore, that the crew of intercepting ACFT equipped with a SSR transponder, suppress the transmission of pressure-altitude information within a range of at least 20 NM of the ACFT intercepted.
The following procedures and visual SGL apply over the territory of Switzerland in the event of the interception of an ACFT.

2. Interception procedures

An aircraft which is intercepted by another aircraft shall immediately:

a. follow the instructions given by the intercepting aircraft, interpreting and responding to **visual signals** in accordance with the specifications in the table A1 REF: 3. and in the table A2 REF: 4.;

b. notify, if possible, the appropriate air traffic services unit;

c. attempt to establish **radio communication** with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency **121.500 MHz**, giving the identity of the intercepted aircraft and the nature of the flight, and if no contact has been established and if practicable, repeating this call on the emergency frequency **243 MHz**;

d. if equipped with SSR transponder, select mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in the table B1 REF: 4., transmitting each phrase twice.

If any instructions **received by radio** from any sources conflict with those given by the intercepting aircraft **by visual signals**, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

If any instructions **received by radio** from any sources conflict with those given by the intercepting aircraft **by radio**, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

The visual signals for use in the event of interception are detailed in the table A1 REF: 3. and in the table A2 REF: 4..

3. Signals for use in the event of interception

Table A1
Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	INTERCEPTING aircraft signals	Meaning	INTERCEPTED aircraft responds	Meaning
1	DAY or NIGHT - Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading. *Note 1. - Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.* *Note 2. - If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of racetrack patterns and to rock the aircraft each time it passes the intercepted aircraft.*	You have been intercepted. Follow me.	DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following. *Note. - Additional action required to be taken by intercepted aircraft is prescribed* in 2. *b) c), d).*	Understood, will comply.

2	DAY or NIGHT - An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT - Rocking the aircraft	Understood, will comply
3	DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT - Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceed to land.
4	DAY or NIGHT - Discharge of flares (pyrotechnic device producing a bright white light and smoke visible from distance).	You did not comply with previous instructions. This is a warning shot. Comply with instructions or you might be shot down.	DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals; or signals as described in Table A2.	Understood, will comply; or meaning according to signals in Table A2.

4. Signals initiated by intercepted aircraft and responses by intercepting aircraft

Table A2

Series	INTERCEPTED aircraft signals	Meaning	INTERCEPTING aircraft responds	Meaning
4	DAY or NIGHT - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 m (1000 ft) but not exceeding 600 m (2000 ft) (in the case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DAY or NIGHT - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT - Irregular flashing of all available lights.	In distress.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood.

Table B1 (REF 2.):

Phrases for use by INTERCEPTING aircraft			Phrases for use by INTERCEPTED aircraft		
Phrase	Pronunciation 1.	Meaning	Phrase	Pronunciation 1.	Meaning
CALL SIGN	**KOL** SA-IN	What is your call sign?	CALL SIGN	**KOL** SA-IN	My call sign is 2.
FOLLOW	**FOL**-LO	Follow me	WILCO	**VILL**-KO	Understood. Will comply
DESCEND	DEE-**SEND**	Descend for landing	CAN NOT	**KANN** NOTT	Unable to comply
YOU LAND	**YOU LAAND**	Land at this aerodrome	REPEAT	REE-**PEET**	Repeat your instruction
PROCEED	PRO-**SEED**	You may proceed	AM LOST	**AM LOSST**	Position unknown
			MAYDAY	MAYDAY	I am in distress
			HIJACK 3.	**HI-JACK**	I have been hijacked
			LAND (place name)	LAAND	I request to land at (place name)
			DESCEND	DEE-**SEND**	I require descent

1. Syllables to be emphasized are printed in bold.
2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.
3. Circumstances may nor always permit, nor make desirable, the use of the phrase “HIJACK“.

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ENR 1.13 UNLAWFUL INTERFERENCE

1. Principle

An ACFT subject to unlawful interference is expected to operate the SSR transponder on code 7500.

Unlawful interference with an ACFT constitutes a case of exceptional circumstances which might require the application of separation larger than the specified minima, between the ACFT being subjected to unlawful interference and other ACFT.

2. Unlawful interference and aircraft bomb threat

The ACFT may operate the transponder on code 7700 to indicate that it is threatened by grave and imminent danger (such as a bomb threat WRNG received) and requires immediate assistance.

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ENR 1.14 AIR TRAFFIC INCIDENTS

1. Reporting of aircraft accidents and incidents

1.1 Legal basis

- Article 23 of the Federal Aviation Act (AA) (CC 748.0) of 21 December 1948 (status as at 1 September 2014);
- Regulation (EU) No. 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC;
- Ordinance on the Safety Investigation of Transport Incidents (OSITI) (CC 742.161) of 17 December 2014, status as at 1 February 2015;
- Regulation (EU) No. 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No. 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No. 1321/2007 and (EC) No. 1330/2007.

1.2 Principles

There are two reporting channels:

1.2.1 To the Swiss Transportation Safety Investigation Board STSB: accidents and serious incidents:

According to Art. 23 AA in conjunction with Art.17 OSITI, accidents and serious incidents involving manned and unmanned aircraft on Swiss territory or involving aircraft registered in Switzerland abroad must be reported immediately to the reporting centre of the Swiss Transportation Safety Investigation Board (STSB). The STSB reporting centre is the alarm centre of Swiss Air Rescue and has the following telephone numbers: in Switzerland 1414, from abroad +41 333 333 333. Only incidents where it is not clear from the outset that they constitute serious incidents may be reported within 72 hours to info@sust.admin.ch

1.2.2 Reporting obligation

All persons involved in an accident or a serious incident, in particular crew members, operators and owners of an aircraft, maintenance personnel, air traffic control personnel, trainers of aviation personnel, employees of aerodromes and of the supervisory authority, as well as the police and customs authorities, shall notify without delay the Swiss Transportation Safety Investigation Board (STSB) (cf. Art. 9 and 2 Reg. (EU) 996/2010 in conjunction with Art. 23 AA and Art.17. OSITI). Violation of the reporting obligation is punishable in accordance with Art. 23 Reg. (EU) 996/2010 in conjunction with Art. 58 para. 2 OSITI.

1.2.3 Definitions

An **accident** is an occurrence in the operation of a manned or unmanned aircraft in which a person has been fatally or seriously injured, the aircraft has sustained substantial damage, has gone missing or is completely inaccessible. For the detailed definition of an accident and a serious incident see Art. 2 paras. 1, 5 and 17 Reg. (EU) 996/2010.
A **serious incident** is an incident the circumstances of which indicate that there was a high probability of an accident associated with the operation of a manned or unmanned aircraft. Typical examples of serious incidents are the following occurrences:

- Engine failures or engine fires;
- Forced landings;
- Unintentional convergences of two aircraft (airprox, near-collisions, runway incursion);
- Fires or smoke inside the aircraft, even if it was possible to extinguish the fire or suppress the smoke;
- VFR flights into IMC;
- Controlled flight into terrain only marginally avoided;
- Events requiring the emergency use of oxygen by the flight crew;
- Failure of multiple redundant systems on board or of air traffic control equipment;
- Fuel shortage;
- Flight crew incapacitation in flight;
- Overrunning the runway or lateral departure from the runway on take-off or landing.

For the detailed definition of a serious incident, see Art. 2 paras. 7 and 16 Reg. (EU) 996/2010 in conjunction with Art. 5 OSITI, as well as the Annex to Reg. (EU) 996/2010.

An **occurrence** means an occurrence other than an accident associated with the operation of an aircraft that affects or could affect the safety of operation; for the detailed definition of an occurrence see Art. 2 para. 7 Reg. (EU) 996/2010 in conjunction with Art. 5 OSITI.

In case of doubt, the STSB is to be informed via the telephone reporting channel (in Switzerland 1414, from abroad +41 333 333 333). The duty investigator will immediately contact the enquirer and take a decision on subsequent action.

2. To the Federal Office of Civil Aviation FOCA: all occurrences, serious incidents and accidents

- All occurrences, serious incidents and accidents involving manned and unmanned aircraft which are covered by article 4 of Regulation (EU) No. 376/2014 must be reported within 72 hours by the persons involved (pilots, manufacturer's personnel , maintenance companies, air traffic control, airports and ground handling services) to the Federal Office of Civil Aviation (FOCA) or to the reporting system of the respective undertaking (www.aviationreporting.eu). Occurrences, serious incidents or accidents involving unmanned aircraft of the "open" category are exempted from the reporting obligation if no serious or fatal injury to persons is recorded and no manned aircraft are involved.

With regard to security, the standards from the NASP (National Civil Aviation Security Programme Switzerland, section 13) apply.

Post: Swiss Transportation Safety Investigation Board STSB
3003 Bern / Switzerland
Phone: +41 (0) 58 466 33 00
Fax: +41 (0) 58 466 33 01
Email: info@sust.admin.ch
URL: www.sust.admin.ch

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA, CTR

The airspace of Swiss territory is designated as controlled airspace from 2000 ft AGL (600 m) and above.

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
FIR SWITZERLAND (LSAS)	Zurich ACC	Swiss Radar En H24		
47 34 03 N 007 41 13 E - 47 53 00 N 008 51 00 E 47 47 00 N 008 52 00 E - 47 47 30 N 009 14 00 E 47 39 24 N 009 14 00 E - National border with Germany, Austria (Liechtenstein included in FIR/UIR SWITZERLAND), Italy, France, Germany to 47 34 03 N 007 41 13 E	Geneva ACC			
FL 195 / GND	FIC Geneva	Geneva Information En, Fr H24		
	FIC Zurich	Zurich Information En, Ge H24		
	DELTA Zurich	ALPS RADAR En, Ge H24		
	DELTA Geneva	ALPS RADAR En, Fr H24		
UIR SWITZERLAND (LSAS)	Zurich ACC	Swiss Radar En	**ATC/VDF**	
See FIR for lateral limits		H24	133.050*	M1, FL 250 - 310 southern part
			133.405*	M2, FL 250 - 310 northern part
FL 660 / FL 195			132.815*	M3, FL 320 - 330
			134.605*	M4, FL 340 - 350
			132.835*	M5, FL 360 - 370
			133.690*	M6, FL 380 - 390
			133.690*	M7, FL 390 and above
FL 410 / FL 290 RVSM airspace			126.225	ALTN FREQ for sector M1
			247.400	Sectors M5/M6/M7 for non -8.33 EQPT State ACFT
FL 660 / FL 245 Upper airspace			133.660	ALTN FREQ for sectors M2/M3/M4/M5/M6/M7
			245.025	Sectors M1/M2/M3/M4 for non -8.33 EQPT State ACFT
			135.015	ALTN FREQ for Swiss-wide sectors
Classification: **C**				

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
	Geneva ACC	Swiss Radar	**ATC/VDF**	
		En	134.850	L1, FL 250 - 280
		H24	126.050	L2, FL 290 - 310
			134.315	L3, FL 320 - 330
			136.015	L4, FL 340 - 350
			128.155	L5, FL 360 - 370
			132.615	L6, FL 380 - 390
			132.615	L7, FL 390 and above
			133.630	ALTN for 8.33 kHz Channels
			374.050	Sectors L1/L2/L3/L4/L5/L6/L7 for non-8.33 EQPT ACFT
			298.250	ALTN for non-8.33 EQPT State ACFT
			128.785	ALTN FREQ for Swiss-wide sectors
		En H24	121.500	EMERG for all services
	Note: VDF/UDF REC antenna PSN 46 25 35 N 006 06 01 E; 360° MAG 11 NM Genève ARP * VDF REC antenna PSN 47 27 01 N 008 34 37 E			
Lower airspace: (FIR/UIR Switzerland is divided into two areas of responsibility)				
Control Area Geneva: 47 14 34 N 006 57 19 E - 46 30 35 N 007 48 09 E - 46 30 51 N 007 59 29 E - 46 19 51 N 008 13 24 E - National border with Italy, France to 47 14 34 N 006 57 19 E FL 245 / 2000 ft AGL	Geneva ACC	Swiss Radar	**ATC/VDF**	
		En, Fr	134.030	INI North, FL 240 and below
		H24	124.225	INI South, FL 240 and below
			128.905	INI East, FL 240 and below
			125.550	ALTN frequency
			340.800	for non-8.33 EQPT State ACFT
		ALPS RADAR En, Fr H24	**ATC/VDF** 119.175	VFR FLT within airspace class C, except LSGG TMAs below FL 155 IFR FLT to and from Les Eplatures (LSGC)
		Geneva Information En, Fr H24	**FIS/VDF** 126.350[1)]	VFR FLT in airspace classes E/G
		En, Fr H24	121.500	EMERG for all services
		Note: VDF/UDF REC antenna PSN 46 25 35 N 006 06 01 E; 360° MAG 11 NM Genève ARP		

[1)] or ALTN FREQ according automated broadcast

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
Control Area Zurich:	Zurich ACC	Swiss Radar	**ATC/VDF**	
47 14 34 N 006 57 19 E - National border with France, Germany to 47 34 03 N 007 41 13 E - 47 53 00 N 008 51 00 E 47 47 00 N 008 52 00 E - 47 47 30 N 009 14 00 E 47 39 24 N 009 14 00 E -		En H24	128.050	South, FL 240 and below
			136.155	North, FL 240 and below
			135.680	West, FL 240 and below
National border with Germany, Austria (Liechtenstein included in area of responsibility Zurich TC), Italy to			133.905	East, FL 240 and below
46 19 51 N 008 13 24 E - 46 30 51 N 007 59 29 E - 46 30 35 N 007 48 09 E - 47 14 34 N 006 57 19 E		ALPS RADAR En, Ge H24	119.925	ARR/DEP EDNY and LSZR
FL 245 / 2000 ft AGL		ALPS RADAR En, Ge H24	**ATC/VDF** 119.225[1)]	VFR FLT within airspace class C, except LSZH TMAs below FL 125
		Zurich Information En, Ge H24	**FIS/VDF** 124.700[1)]	VFR FLT in airspace classes E/G
		En HX	126.225	ALTN FREQ for all FREQ used in Zurich ACC below FL 245 including FIC
		En H24	121.500	EMERG for all services
		Note: VDF REC antenna PSN 47 27 01 N 008 34 37 E		

[1)] or ALTN FREQ according automated broadcast

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
PERMANENT TERMINAL CONTROL AREAS (TMA)				
BERN				
Classification **D**	APP Bern	Bern Arrival (En)		
TMA Sector 1 47 02 22 N 007 30 29 E - 47 00 20 N 007 26 58 E - 46 57 46 N 007 22 30 E - 46 55 53 N 007 19 13 E - 46 58 24 N 007 16 19 E - 47 00 28 N 007 13 52 E - Arc of circle centred on 47 03 32 N 007 19 41 E Radius 5.02 NM, clockwise 47 07 28 N 007 15 07 E - 47 08 00 N 007 23 01 E - Arc of circle centred on 47 03 32 N 007 19 41 E, Radius 5.02 NM, clockwise 47 06 41 N 007 25 25 E - 47 02 22 N 007 30 29 E FL 100 - *3500 ft AMSL (1050 m)*		HX[1)]		[1)] REF ENR 1.4
TMA Sector 2 47 06 41 N 007 25 25 E - Arc of circle centred on 47 03 32 N 007 19 41 E - Radius 5.02 NM, counter-clockwise 47 08 00 N 007 23 01 E - 47 08 39 N 007 32 29 E - 47 00 26 N 007 42 06 E - 46 56 58 N 007 41 01 E - 46 54 53 N 007 43 31 E - 46 53 06 N 007 45 21 E - 46 50 00 N 007 39 08 E - 46 51 41 N 007 37 32 E - 46 50 35 N 007 37 25 E - 46 48 30 N 007 33 46 E - 46 51 57 N 007 29 34 E - 46 52 12 N 007 29 16 E - 46 50 10 N 007 25 44 E - 46 55 53 N 007 19 13 E - 46 57 46 N 007 22 30 E - 47 00 20 N 007 26 58 E - 47 02 22 N 007 30 29 E - 47 06 41 N 007 25 25 E FL 100 / *5500 ft AMSL (1700 m)*		HX[1)]		
TMA Sector 3 46 48 08 N 007 40 43 E - 46 47 51 N 007 40 13 E - 46 46 38 N 007 38 06 E - 46 46 20 N 007 37 35 E - 46 48 30 N 007 33 46 E - 46 50 35 N 007 37 25 E - 46 51 41 N 007 37 32 E - 46 50 00 N 007 39 08 E - 46 48 08 N 007 40 43 E FL 100 / 1000 ft AGL (300 m) or *4000 ft AMSL (1200 m)* whichever is higher		HX[1)]		

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
BERN				
Classification **D**	APP Bern	Bern Arrival (En)		
TMA Sector 4		HX[1)]		[1)] REF ENR 1.4
46 46 27 N 007 39 57 E - 46 45 26 N 007 39 17 E - Arc of circle centred on 46 46 16 N 007 36 36 E - Radius 2.02 NM, clockwise 46 44 22 N 007 37 36 E - 46 44 00 N 007 36 10 E - Arc of circle centred on 46 45 54 N 007 35 09 E - Radius 2.02 NM, clockwise 46 44 04 N 007 33 55 E - 46 44 38 N 007 32 06 E - 46 46 16 N 007 30 15 E - 46 50 10 N 007 25 44 E - 46 52 12 N 007 29 16 E - 46 51 57 N 007 29 34 E - 46 48 30 N 007 33 46 E - 46 46 20 N 007 37 35 E - 46 46 38 N 007 38 06 E - 46 46 24 N 007 39 30 E - 46 46 27 N 007 39 57 E FL 100 / *5500 ft AMSL (1700 m)*				
TMA Sector 5		HX[1)]		
46 46 24 N 007 39 30 E - 46 46 27 N 007 39 57 E - 46 46 54 N 007 40 16 E - 46 47 51 N 007 40 13 E - 46 46 38 N 007 38 06 E - 46 46 24 N 007 39 30 E FL 100 / *5500 ft AMSL (1700 m)*				
TMA Sector 6		HX[1)]		
46 53 06 N 007 45 21 E - 46 51 33 N 007 47 03 E - 46 50 10 N 007 47 03 E - 46 49 38 N 007 46 37 E - 46 47 48 N 007 44 57 E - Arc of circle centred on 46 48 52 N 007 42 27 E- Radius 2.02 NM, clockwise 46 46 53 N 007 43 00 E - 46 46 27 N 007 39 57 E - 46 46 54 N 007 40 16 E - 46 47 51 N 007 40 13 E - 46 48 08 N 007 40 43 E - 46 50 00 N 007 39 08 E - 46 53 06 N 007 45 21 E FL 100 / *5500 ft AMSL (1700 m)*				

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
DUBENDORF (MIL)				
Classification **D** **TMA Sector 1** 47 23 07 N 008 49 59 E - 47 22 47 N 008 54 24 E - 47 18 39 N 008 52 31 E - 47 20 05 N 008 48 32 E - 47 23 07 N 008 49 59 E FL100 / 700 ft AGL (200 m) or *3500 ft AMSL (1050m)* whichever is higher **TMA Sector 2** 47 22 39 N 008 56 35 E - 47 20 40 N 009 03 11 E - 47 16 19 N 009 00 58 E - 47 17 29 N 008 55 30 E - 47 18 39 N 008 52 31 E - 47 22 47 N 008 54 24 E - 47 22 39 N 008 56 35 E FL 100 */ 5500 ft AMSL (1700 m)*	TWR Dubendorf	Dubendorf Tower En; En and Ge for Non-Commercial VFR traffic. HX [1]		[1] REF: ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
EMMEN (MIL)				
Classification **D** **TMA Sector 1** 47 13 23 N 008 24 04 E - 47 11 16 N 008 28 04 E - 47 08 19 N 008 24 18 E - 47 09 43 N 008 24 52 E - 47 11 15 N 008 22 01 E - 47 13 23 N 008 24 04 E FL 80 / *2400 ft AMSL (730 m)* **TMA Sector 2** 47 02 03 N 008 11 36 E - 47 00 41 N 008 14 14 E - 47 00 48 N 008 15 35 E - 46 57 14 N 008 12 18 E - 46 59 27 N 008 08 05 E - 47 02 03 N 008 11 36 E FL 130 / 1000 ft AGL (300 m) or *3800 ft AMSL (1150 m)* whichever is higher **TMA Sector 3** 47 15 31 N 008 26 10 E - 47 13 11 N 008 30 32 E - 47 11 16 N 008 28 04 E - 47 13 23 N 008 24 04 E - 47 15 31 N 008 26 10 E FL 80 / *3500 ft AMSL (1050 m)* **TMA Sector 4** 46 59 27 N 008 08 05 E - 46 57 14 N 008 12 18 E - 46 54 15 N 008 09 33 E - 46 56 52 N 008 04 35 E - 46 59 27 N 008 08 05 E FL 130 / 1000 ft AGL (300 m) or *6700 ft AMSL (2050 m)* whichever is higher **TMA Sector 5** 47 19 10 N 008 29 41 E - 47 16 28 N 008 34 45 E - 47 13 11 N 008 30 32 E - 47 15 31 N 008 26 10 E - 47 19 10 N 008 29 41 E FL 80 / *4500 ft AMSL (1350 m)* **TMA Sector 6** 46 56 52 N 008 04 35 E - 46 54 15 N 008 09 33 E - 46 50 21 N 008 05 59 E - 46 53 30 N 008 00 01 E - 46 56 52 N 008 04 35 E FL 130 */ 10'000 ft AMSL (3050 m)*	TWR Emmen	Emmen Tower En; En and Ge for Non-Commercial VFR traffic. HX [1)]		[1)] REF ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
GENEVA				
TMA Sector 1 46 31 42 N 006 23 16 E - 46 22 03 N 006 33 04 E - 45 58 23 N 005 50 28 E - 45 59 58 N 005 48 14 E - 46 05 08 N 005 47 03 E - 46 07 02 N 005 49 04 E - 46 23 38 N 006 06 39 E - 46 31 42 N 006 23 16 E FL 195 / 1000 ft AGL (300 m) or *3500 ft AMSL (1050 m)* whichever is higher Classification **C**	REF LSGG AD 2.18			
TMA Sector 2 46 34 55 N 006 29 57 E - 46 27 18 N 006 37 35 E - Follow border to next point 46 26 45 N 006 43 33 E - 46 26 14 N 006 41 53 E - 46 24 54 N 006 39 59 E - 46 18 17 N 006 30 34 E - 46 02 56 N 006 09 33 E - 45 55 41 N 005 54 39 E - Arc of circle centred on 46 03 03 N 005 47 12 E, Radius 9.017 NM, clockwise 46 10 24 N 005 39 42 E - 46 10 59 N 005 40 52 E - 46 07 02 N 005 49 04 E - 46 05 08 N 005 47 03 E - 45 59 58 N 005 48 14 E - 45 58 23 N 005 50 28 E - 46 22 03 N 006 33 04 E - 46 31 42 N 006 23 16 E - 46 34 55 N 006 29 57 E *5500 ft AMSL (1700 m)* / 1000 ft AGL (300 m) or *3500 ft AMSL (1050 m)* whichever is higher Classification **E** FL 195 / *5500 ft AMSL (1700 m)* Classification **C**	REF LSGG AD 2.18			
TMA Sector 3 46 34 55 N 006 29 57 E - 46 31 42 N 006 23 16 E - 46 23 38 N 006 06 39 E - 46 07 02 N 005 49 04 E - 46 10 59 N 005 40 52 E - 46 14 32 N 005 48 04 E - 46 22 29 N 006 02 03 E - 46 24 40 N 006 05 17 E - 46 34 23 N 006 19 35 E - 46 34 55 N 006 29 57 E *6500 ft AMSL (2000 m)* / 1000 ft AGL (300 m) or *3500 ft AMSL (1050 m)* whichever is higher Classification **E** FL 195 / *6500 ft AMSL (2000 m)* Classification **C**	REF LSGG AD 2.18			
TMA Sector 4 46 46 04 N 006 26 24 E - 46 44 00 N 006 33 26 E - 46 34 23 N 006 19 35 E - 46 24 40 N 006 05 17 E - 46 22 29 N 006 02 04 E - 46 14 32 N 005 48 04 E - 46 18 44 N 005 44 36 E - 46 28 38 N 005 36 22 E - 46 30 00 N 005 35 10 E - 46 30 00 N 005 53 26 E - 46 34 34 N 006 06 39 E - 46 38 23 N 006 12 37 E - 46 41 00 N 006 16 30 E - 46 46 04 N 006 26 24 E FL 195 / FL 75 Classification **C**	REF LSGG AD 2.18			

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
GENEVA				
TMA Sector 4.1 46 28 38 N 005 36 22 E - 46 30 00 N 005 35 10 E - 46 30 00 N 005 53 26 E - 46 34 34 N 006 06 39 E - Follow border to next point 46 27 05 N 006 04 42 E - 46 22 22 N 005 57 47 E - 46 18 44 N 005 44 36 E - 46 28 38 N 005 36 22 E FL 85 / FL 75 Classification **C**	REF LSGG AD 2.18	Downgraded in airspace Golf as stipulated by protocol. Info AVBL on GLD ATIS 124.755		
TMA Sector 5 46 44 00 N 006 33 26 E - 46 40 36 N 006 45 02 E - 46 39 26 N 006 45 13 E - 46 32 45 N 006 54 02 E - 46 28 09 N 006 48 05 E - 46 26 45 N 006 43 33 E - Follow border to next point 46 27 18 N 006 37 35 E - 46 34 55 N 006 29 57 E - 46 34 23 N 006 19 35 E - 46 44 00 N 006 33 26 E FL 195 / FL 75 Classification **C**	REF LSGG AD 2.18			
TMA Sector 6 46 28 09 N 006 48 05 E - 46 25 51 N 006 48 10 E - Follow border to next point 46 22 40 N 006 48 17 E - 46 21 31 N 006 48 19 E - 46 10 24 N 006 25 00 E - 45 59 16 N 006 14 18 E - 46 02 56 N 006 09 33 E - 46 18 17 N 006 30 34 E - 46 24 54 N 006 39 59 E - 46 26 14 N 006 41 53 E - 46 26 45 N 006 43 33 E - 46 28 09 N 006 48 05 E FL 195 / FL 85 Classification **C**	REF LSGG AD 2.18			
TMA Sector 7 46 21 31 N 006 48 19 E - 46 19 14 N 006 48 25 E - Follow border to next point 46 15 27 N 006 51 16 E - 46 04 36 N 006 28 46 E - 45 52 24 N 006 16 27 E - 45 55 08 N 006 12 15 E - 45 58 25 N 006 15 24 E - 45 59 16 N 006 14 18 E - 46 10 24 N 006 25 00 E - 46 21 31 N 006 48 19 E FL 195 / FL 105 Classification **C**	REF LSGG AD 2.18			
TMA Sector 8 45 55 41 N 005 54 39 E - 46 02 56 N 006 09 33 E - 45 59 16 N 006 14 18 E - 45 58 25 N 006 15 24 E - 45 55 08 N 006 12 15 E - 45 55 56 N 006 11 01 E - 45 52 25 N 006 07 45 E - 45 49 44 N 005 34 53 E - 45 55 41 N 005 39 46 E Arc of circle centred on 46 03 03 N 005 47 12 E, Radius 9.017 NM, anticlockwise 45 55 41 N 005 54 39 E FL 195 / FL 95 Classification **C**	REF LSGG AD 2.18			
TMA Sector 9 45 49 44 N 005 34 53 E - 45 52 25 N 006 07 45 E - 45 50 38 N 006 06 05 E - 45 48 23 N 006 05 48 E - 45 46 31 N 005 58 37 E - 45 44 41 N 005 42 04 E - 45 47 48 N 005 33 18 E - 45 49 44 N 005 34 53 E FL 195 / FL 115 Classification **C**	REF LSGG AD 2.18			

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
GENEVA				
TMA Sector 10 45 47 48 N 005 33 18 E - 45 44 41 N 005 42 04 E - 45 46 31 N 005 58 37 E - 45 48 23 N 006 05 48 E - 45 37 14 N 006 05 16 E - 45 37 56 N 005 59 00 E - 45 41 08 N 005 29 53 E - 45 43 00 N 005 29 22 E - 45 47 48 N 005 33 18 E FL 155 / FL 115 Classification **C**	REF LSGG AD 2.18			
LOCARNO (MIL)				
Classification **D** **TMA Sector 1** 46 10 51 N 008 56 07 E - 46 12 02 N 009 01 42 E - 46 09 33 N 009 02 17 E - 46 08 57 N 008 58 05 E - 46 08 55 N 008 56 12 E Arc of circle centred on 46 09 53 N 008 56 09 E, Radius 0.97 NM, anticlockwise 46 10 51 N 008 56 07 E *11500 ft AMSL (3500 m)* / 1000 ft AGL (300 m) or *2000 ft AMSL (600 m)* whichever is higher **TMA Sector 2** 46 11 36 N 008 44 08 E - 46 10 44 N 008 50 11 E Arc of circle centred on 46 09 46 N 008 50 13 E, Radius 0.97 NM, anticlockwise 46 08 47 N 008 50 16 E - 46 08 38 N 008 43 49 E - 46 11 36 N 008 44 08 E *11500 ft AMSL (3500 m)* / 1000 ft AGL (300 m) or *1650 ft AMSL (500 m)* whichever is higher **TMA Sector 3** 46 13 01 N 009 06 22 E - 46 10 14 N 009 06 57 E - 46 09 33 N 009 02 17 E - 46 12 02 N 009 01 42 E - 46 13 01 N 009 06 22 E *11500 ft AMSL (3500 m)* / 1000 ft AGL (300 m) or *5500 ft AMSL (1700 m)* whichever is higher **TMA Sector 4** 46 11 36 N 008 44 08 E - 46 08 38 N 008 43 49 E - 46 08 32 N 008 38 57 E - 46 12 15 N 008 39 23 E - 46 11 36 N 008 44 08 E *11500 ft AMSL (3500 m)* / 1000 ft AGL (300 m) or *5000 ft AMSL (1500 m)* whichever is higher **TMA Sector 5** 46 13 01 N 009 06 22 E - 46 14 47 N 009 14 56 E - Swiss border - 46 10 46 N 009 11 38 E - 46 10 14 N 009 06 57 E - 46 13 01 N 009 06 22 E *11500 ft AMSL (3500 m) / 9500 ft AMSL (2900 m)* **TMA Sector 6** 46 12 15 N 008 39 23 E - 46 08 32 N 008 38 57 E - 46 08 28 N 008 35 48 E - Swiss border - 46 13 31 N 008 30 11 E - 46 12 15 N 008 39 23 E *11500 ft AMSL (3500 m) / 8900 ft AMSL (2700 m)*	TWR Locarno	Locarno Tower En; En and It for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4 Airspace status available on +41 (0) 91 816 17 44

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
MEIRINGEN (MIL)				
Classification **D** **TMA Sector 1** 46 43 14 N 008 23 30 E - 46 39 28 N 008 21 51 E - 46 42 01 N 008 12 28 E - Arc of circle centred on 46 43 31 N 008 11 09 E - Radius 1.76 NM, counterclockwise - 46 44 45 N 008 12 59 E - 46 43 14 N 008 23 30 FL 130 / 1000 ft AGL (300 m) or *5500 ft AMSL (1700 m)* whichever is higher **TMA Sector 2** 46 45 16 N 007 55 36 E - 46 42 48 N 007 54 58 E - 46 42 37 N 007 52 53 E - 46 45 08 N 007 53 13 E - 46 45 16 N 007 55 36 E FL 130 / 1000 ft AGL (300 m) or *7500 ft AMSL (2300 m)* whichever is higher **TMA Sector 3** 46 45 08 N 007 53 13 E - 46 42 37 N 007 52 53 E - 46 42 11 N 007 51 52 E - 46 41 39 N 007 49 31 E - 46 40 59 N 007 46 40 E - 46 44 41 N 007 45 39 E - 46 45 08 N 007 53 13 E FL 130 / *8500 ft AMSL (2600 m)* **TMA Sector 4** 46 42 11 N 007 51 52 E - 46 42 37 N 007 52 53 E - 46 42 48 N 007 54 58 E - 46 41 37 N 007 56 02 E - 46 40 29 N 007 53 24 E - 46 42 11 N 007 51 52 E FL 130 / *5500 ft AMSL (1700 m)* **TMA Sector 5** 46 42 11 N 007 51 52 E - 46 40 29 N 007 53 24 E - 46 39 37 N 007 51 21 E - 46 41 39 N 007 49 31 E - 46 42 11 N 007 51 52 E FL 130 / *7500 ft AMSL (2300 m)* **TMA Sector 6** 46 41 39 N 007 49 31 E - 46 39 37 N 007 51 21 E - 46 37 58 N 007 47 30 E - 46 40 59 N 007 46 40 E - 46 41 39 N 007 49 31 E FL 130 / *9500 ft AMSL (2900 m)*	TWR Meiringen	Meiringen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4 Non radio equipped airspace users check airspace status on: Phone: +41 (0) 800 496 347 (0800-HX-MEIR)

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
PAYERNE (MIL)				
Classification **D** **TMA Sector 1** 46 57 25 N 007 02 16 E - 46 54 45 N 007 05 41 E - 46 53 32 N 007 03 16 E - 46 55 53 N 007 00 09 E - 46 57 25 N 007 02 16 E FL100 / 700 ft AGL (200 m) or *2300 ft AMSL (700m)* whichever is higher **TMA Sector 2** 46 47 09 N 006 47 11 E - 46 45 29 N 006 49 25 E - 46 42 49 N 006 46 25 E - 46 45 25 N 006 43 00 E - 46 47 09 N 006 47 11 E FL100 / 700 ft AGL (200 m) or *2800 ft AMSL (850m)* whichever is higher **TMA Sector 3** 46 59 25 N 007 05 02 E - 46 56 23 N 007 08 57 E - 46 54 45 N 007 05 41 E - 46 57 25 N 007 02 16 E - 46 59 25 N 007 05 02 E FL 100 / *3100 ft AMSL (950 m)* **TMA Sector 5** 47 00 13 N 007 06 08 E - 46 57 01 N 007 10 13 E - 46 56 23 N 007 08 57 E - 46 59 25 N 007 05 02 E - 47 00 13 N 007 06 08 E FL 100 / *4000 ft AMSL (1200 m)* **TMA Sector 6** 46 45 25 N 006 43 00 E - 46 42 49 N 006 46 25 E - 46 40 51 N 006 44 12 E - 46 42 57 N 006 37 01 E - 46 45 25 N 006 43 00 E FL 100 / *4500 ft AMSL (1350 m)* **TMA Sector 7** 46 52 33 N 007 04 35 E - 46 53 32 N 007 03 16 E - 46 57 01 N 007 10 13 E - 47 00 13 N 007 06 08 E - 47 04 52 N 007 12 37 E Arc of circle centred on 47 03 32 N 007 19 41 E, Radius 5.02 NM, anticlockwise 47 00 23 N 007 13 58 E - 46 58 24 N 007 16 19 E - 46 52 33 N 007 04 35 E FL 100 / *4000 ft AMSL (1200 m)* Classification **E**	TWR Payerne	Payerne Tower En; En and Ge for Non-Commercial VFR traffic. HX [1]		[1] REF ENR 1.4
ST. GALLEN - ALTENRHEIN				
Classification **D** **TMA LSZR** 47 28 40 N 009 23 09 E - 47 29 09 N 009 19 14 E - 47 32 06 N 009 19 56 E - 47 31 38 N 009 24 12 E - 47 31 13 N 009 23 36 E - 47 28 40 N 009 23 09 E *5500 ft AMSL (1700 m) / 3500 ft AMSL (1050 m)*	TWR St.Gallen	St.Gallen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1]		[1] REF ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
ZURICH				
Classification **C***				* EXC CTR/TMA Dubendorf when active * EXC CTR1/TMA1,3,5 Emmen when active
TMA Sector 1 47 32 10 N 008 21 38 E - 47 38 14 N 008 13 20 E - 47 41 36 N 008 20 50 E - 47 41 11 N 008 28 26 E - 47 36 34 N 008 32 27 E - 47 36 12 N 008 28 54 E - 47 35 20 N 008 26 21 E - 47 34 08 N 008 23 57 E - 47 33 10 N 008 22 33 E - 47 32 10 N 008 21 38 E FL 100 / *3000 ft AMSL (900 m)*		REF LSZH AD 2.18		
TMA Sector 2A 47 36 34 N 008 32 27 E - 47 41 11 N 008 28 26 E - 47 36 26 N 008 39 44 E - 47 30 45 N 008 46 09 E - 47 29 56 N 008 46 38 E - 47 29 06 N 008 50 44 E - 47 26 45 N 008 49 51 E - 47 23 14 N 008 48 32 E - 47 23 29 N 008 45 11 E - 47 21 50 N 008 42 58 E - 47 23 17 N 008 43 24 E - 47 23 58 N 008 44 27 E - 47 27 40 N 008 45 34 E - 47 29 33 N 008 46 08 E - 47 29 46 N 008 44 57 E - 47 30 35 N 008 44 15 E - 47 36 34 N 008 32 27 E FL 100 / *3500 ft AMSL (1050 m)*		REF LSZH AD 2.18		
TMA Sector 2B 47 38 14 N 008 13 20 E - 47 32 10 N 008 21 38 E - 47 30 44 N 008 20 38 E - 47 29 06 N 008 19 59 E - 47 23 20 N 008 20 36 E - 47 24 35 N 008 18 13 E - 47 26 05 N 008 17 25 E - 47 26 49 N 008 17 51 E - 47 37 22 N 008 11 04 E - 47 38 14 N 008 13 20 E FL 100 / *3500 ft AMSL (1050 m)*		REF LSZH AD 2.18		
TMA Sector 2C 47 19 10 N 008 34 10 E - 47 16 36 N 008 36 05 E - 47 18 32 N 008 45 12 E - 47 20 38 N 008 43 47 E - 47 21 50 N 008 42 58 E - 47 19 10 N 008 34 10 E FL 100 / *3500 ft AMSL (1050m)*		REF LSZH AD 2.18		
TMA Sector 3A 47 21 49 N 008 32 10 E - 47 18 28 N 008 23 30 E - 47 17 29 N 008 20 47 E - 47 23 45 N 008 12 26 E - 47 26 05 N 008 17 25 E - 47 24 35 N 008 18 13 E - 47 23 20 N 008 20 36 E - 47 29 06 N 008 19 59 E - 47 30 44 N 008 20 38 E - 47 32 10 N 008 21 38 E - 47 33 10 N 008 22 33 E - 47 34 08 N 008 23 57 E - 47 35 20 N 008 26 21 E - 47 36 12 N 008 28 54 E - 47 36 34 N 008 32 27 E - 47 30 35 N 008 44 15 E - 47 29 46 N 008 44 57 E - 47 29 33 N 008 46 08 E - 47 27 40 N 008 45 34 E - 47 23 58 N 008 44 27 E - 47 23 17 N 008 43 24 E - 47 21 50 N 008 42 58 E - 47 19 10 N 008 34 10 E - 47 21 49 N 008 32 10 E FL 100 / *4500 ft AMSL (1350 m)*		REF LSZH AD 2.18		

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
ZURICH				
Classification **C***				
TMA Sector 3B 47 37 22 N 008 11 04 E - 47 41 09 N 008 12 10 E - 47 43 17 N 008 14 26 E - 47 45 50 N 008 18 12 E - 47 46 00 N 008 23 00 E - 47 47 33 N 008 28 09 E - 47 47 34 N 008 30 47 E - 47 46 17 N 008 33 10 E - 47 42 25 N 008 36 54 E - 47 41 24 N 008 37 52 E - 47 35 28 N 008 43 33 E - 47 33 07 N 008 49 19 E - 47 30 54 N 008 54 44 E - 47 30 01 N 008 56 54 E - 47 28 50 N 008 59 49 E - 47 23 10 N 008 58 53 E - 47 22 39 N 008 56 35 E - 47 22 47 N 008 54 24 E - 47 23 14 N 008 48 32 E - 47 26 45 N 008 49 51 E - 47 29 06 N 008 50 44 E - 47 29 56 N 008 46 38 E - 47 30 45 N 008 46 09 E - 47 36 26 N 008 39 44 E - 47 41 11 N 008 28 26 E - 47 41 36 N 008 20 50 E - 47 38 14 N 008 13 20 E - 47 37 22 N 008 11 04 E FL 100 / *4500 ft AMSL (1350 m)*		REF LSZH AD 2.18		
TMA Sector 4A 47 16 36 N 008 36 05 E - 47 18 32 N 008 45 12 E - 47 20 38 N 008 43 47 E - 47 21 50 N 008 42 58 E - 47 23 29 N 008 45 11 E - 47 23 14 N 008 48 32 E - 47 22 47 N 008 54 24 E - 47 22 39 N 008 56 35 E - 47 23 10 N 008 58 53 E - 47 28 50 N 008 59 49 E - 47 30 01 N 008 56 54 E - 47 30 54 N 008 54 44 E - 47 33 07 N 008 49 19 E - 47 35 28 N 008 43 33 E - 47 41 24 N 008 37 52 E - 47 42 25 N 008 36 54 E - 47 46 17 N 008 33 10 E - 47 46 43 N 008 44 58 E - 47 44 10 N 008 49 18 E - 47 41 57 N 008 53 04 E - 47 33 19 N 008 55 08 E - 47 32 40 N 009 03 46 E - 47 30 58 N 009 05 07 E - 47 28 51 N 009 04 58 E - 47 23 18 N 009 04 34 E - 47 22 50 N 009 03 31 E - 47 21 16 N 008 56 41 E - 47 15 37 N 008 55 07 E - 47 16 20 N 008 46 42 E - 47 16 30 N 008 44 44 E - 47 15 30 N 008 36 50 E - 47 13 58 N 008 26 04 E - 47 18 28 N 008 23 30 E - 47 21 49 N 008 32 10 E - 47 19 10 N 008 34 10 E - 47 16 36 N 008 36 05 E FL 100 / *5500 ft AMSL (1700 m)*		REF LSZH AD 2.18		
TMA Sector 4B 47 17 29 N 008 20 47 E - 47 14 35 N 008 13 22 E - 47 27 30 N 008 00 59 E - 47 32 48 N 007 59 47 E - 47 38 34 N 008 00 00 E - 47 41 24 N 008 08 22 E - 47 42 45 N 008 11 20 E - 47 47 25 N 008 18 05 E - 47 47 27 N 008 20 36 E - 47 47 33 N 008 28 09 E - 47 46 00 N 008 23 00 E - 47 45 50 N 008 18 12 E - 47 43 17 N 008 14 26 E - 47 41 09 N 008 12 10 E - 47 37 22 N 008 11 04 E - 47 26 49 N 008 17 51 E - 47 26 05 N 008 17 25 E - 47 23 45 N 008 12 26 E - 47 17 29 N 008 20 47 E FL 100 / *5500 ft AMSL (1700 m)*		REF LSZH AD 2.18		

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
ZURICH				
Classification **C***				
TMA Sector 5A 47 47 34 N 008 30 47 E - 47 51 45 N 008 46 30 E - 47 47 00 N 008 52 00 E - 47 45 24 N 009 00 32 E - 47 44 18 N 009 13 56 E - 47 40 17 N 009 13 56 E - 47 35 13 N 009 20 18 E - 47 27 27 N 009 08 03 E - 47 21 26 N 009 08 12 E - 47 21 05 N 009 05 56 E - 47 18 08 N 009 04 58 E - 47 15 39 N 008 59 59 E - 47 15 20 N 008 58 26 E - 47 15 37 N 008 55 07 E - 47 21 16 N 008 56 41 E - 47 22 50 N 009 03 31 E - 47 23 18 N 009 04 34 E - 47 28 51 N 009 04 58 E - 47 30 58 N 009 05 07 E - 47 32 40 N 009 03 46 E - 47 33 19 N 008 55 08 E - 47 41 57 N 008 53 04 E - 47 44 10 N 008 49 18 E - 47 46 17 N 008 33 10 E - 47 47 34 N 008 30 47 E FL 100 / *6500 ft AMSL (2000 m)*		REF LSZH AD 2.18		
TMA Sector 5B 47 10 47 N 007 57 35 E - 47 19 12 N 007 51 31 E - 47 25 52 N 007 46 41 E - 47 33 38 N 007 45 33 E - 47 38 34 N 008 00 00 E - 47 32 48 N 007 59 47 E - 47 27 30 N 008 00 59 E - 47 14 35 N 008 13 22 E - 47 11 42 N 008 06 02 E - 47 10 47 N 007 57 35 E FL 100 / *6500 ft AMSL (2000 m)*		REF LSZH AD 2.18		
TMA Sector 6A 47 47 25 N 008 18 05 E - 47 51 58 N 008 24 26 E - 47 51 45 N 008 46 30 E - 47 47 34 N 008 30 47 E - 47 47 33 N 008 28 09 E - 47 47 27 N 008 20 36 E - 47 47 25 N 008 18 05 E FL 100 / *7500 ft AMSL (2300 m)*		REF LSZH AD 2.18		
TMA Sector 6B 47 35 13 N 009 20 18 E - 47 26 24 N 009 19 15 E - 47 23 45 N 009 16 51 E - 47 21 49 N 009 11 12 E - 47 21 26 N 009 08 12 E - 47 27 27 N 009 08 03 E- 47 35 13 N 009 20 18 E FL 100 / *7500 ft AMSL (2300 m)*		REF LSZH AD 2.18		
TMA Sector 6C 47 13 58 N 008 26 04 E - 47 11 56 N 008 11 56 E - 47 07 53 N 007 59 41 E - 47 10 47 N 007 57 35 E - 47 11 42 N 008 06 02 E - 47 14 35 N 008 13 22 E - 47 17 29 N 008 20 47 E - 47 18 28 N 008 23 30 E - 47 13 58 N 008 26 04 E FL 100 / *7500 ft AMSL (2300 m)*		REF LSZH AD 2.18		
TMA Sector 7 47 44 18 N 009 13 56 E - 47 43 20 N 009 25 38 E - 47 35 12 N 009 27 13 E - 47 26 24 N 009 19 15 E - 47 35 13 N 009 20 18 E - 47 40 17 N 009 13 56 E - 47 44 18 N 009 13 56 E FL 100 / *8500 ft AMSL (2600 m)*		REF LSZH AD 2.18		
TMA Sector S1 47 13 21 N 008 38 20 E - 47 15 30 N 008 36 50 E - 47 16 36 N 008 36 05 E - 47 18 32 N 008 45 12 E - 47 16 20 N 008 46 42 E - 47 15 01 N 008 47 35 E - 47 13 21 N 008 38 20 E *5500 ft AMSL (1700 m) / 4500 ft AMSL (1350 m)*		REF LSZH AD 2.18 HX [1]		[1] REF ENR 1.4 Status Info of TMA S1 and DUB will be announced / published on FREQ 127.755

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
ZURICH				
Classification **C***				
TMA Sector S2 47 16 30 N 008 44 44 E - 47 16 20 N 008 46 42 E - 47 15 37 N 008 55 07 E - 47 15 20 N 008 58 26 E - 47 13 04 N 008 55 26 E - 47 11 43 N 008 53 42 E - 47 09 51 N 008 38 56 E - 47 09 19 N 008 37 07 E - 47 08 40 N 008 29 29 E - 47 13 58 N 008 26 04 E- 47 15 30 N 008 36 50 E - 47 16 30 N 008 44 44 E FL 090 / *5500 ft AMSL (1700 m)*	REF LSZH AD 2.18	HX [1]		[1] REF ENR 1.4 Status Info of TMA S2 and DUB will be announced / published on FREQ 127.755
TMA Sector S3 47 13 58 N 008 26 04 E - 47 08 40 N 008 29 29 E - 47 08 18 N 008 22 14 E - 47 07 53 N 007 59 41 E - 47 11 56 N 008 11 56 E - 47 13 58 N 008 26 04 E FL 100 / *7500 ft AMSL (2300 m)*	REF LSZH AD 2.18	HX [1]		[1] REF ENR 1.4 Status Info of TMA S3 and DUB will be announced / published on FREQ 127.755

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
BÂLE (REF: AIP FRANCE)				
TMA French - Swiss part 01				REF: AIP France
47 48 52 N 007 32 46 E - German-French border -				
47 46 00 N 007 32 00 E - German-French border -				ZURICH ATS
47 35 24 N 007 35 21 E - German-Swiss border -				delegation
47 35 31 N 007 40 06 E - 47 35 15 N 007 40 19 E -				
German-Swiss border - 47 35 04 N 007 40 27 E -		Bâle Approach		
47 34 04 N 007 41 13 E - German-Swiss border -	APP Bâle	Fr, En		
47 33 17 N 007 38 37 E - 47 34 39 N 007 24 56 E -		H24		
47 28 55 N 007 23 42 E - Arc 10 NM radius, centred on 47 37 58.05 N 007 29 58.17 E (VOR-DME BLM) clockwise				
47 45 37 N 007 20 26 E - Arc 10 NM radius, centred on 47 55 19 N 007 23 59 E (ARP LFSC) counter-clockwise -				
47 45 22 N 007 22 29 E - 47 46 00 N 007 23 00 E -				
47 48 52 N 007 32 46 E				
FL 145 / 1000 ft AGL (300 m)				
Classification **D**				
TMA French - Swiss part 02				REF: AIP France
47 32 07 N 007 42 08 E - 47 25 52 N 007 46 41 E -				
47 23 00 N 007 39 30 E - 47 24 42 N 007 22 48 E -				ZURICH ATS
47 28 55 N 007 23 42 E - 47 34 39 N 007 24 56 E -		Bâle Approach		delegation
47 33 17 N 007 38 37 E - German-Swiss border -	APP Bâle	Fr, En		
47 32 07 N 007 42 08 E		H24		
5500 ft AMSL / 1000 ft AGL (300 m)				
Classification **D**				
TMA French - Swiss part 03				REF: AIP France
47 56 00 N 007 35 06 E - German-French border -				
47 48 52 N 007 32 46 E - 47 46 00 N 007 23 00 E -				ZURICH ATS
47 45 22 N 007 22 29 E - Arc 10 NM radius, centred on 47 55 19 N 007 23 59 E (ARP LFSC) clockwise -				delegation
47 45 37 N 007 20 26 E - Arc 10 NM radius, centred on 47 37 58.05 N 007 29 58.17 E (VOR-DME BLM) counter-clockwise -	APP Bâle			
47 28 55 N 007 23 42 E - 47 24 42 N 007 22 48 E -		Bâle Approach		
47 24 44 N 007 22 28 E - 47 26 23 N 007 05 54 E -		Fr, En		
Arc 20 NM radius, centred on 47 37 58.05 N 007 29 58.17 E (VOR-DME BLM) clockwise -		H24		
47 44 19 N 007 01 54 E - 47 51 01 N 007 15 47 E -				
Arc 7 NM radius, centred on 47 55 19 N 007 23 59 E (ARP LFSC) clockwise -				
47 54 39 N 007 13 37 E - 47 56 00 N 007 14 57 E -				
47 56 00 N 007 35 06 E				
FL 145 / *3000 ft AMSL* or 1000 ft AGL (300 m) whichever is higher				
Classification **D**				

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
BÂLE (REF: AIP FRANCE)				
TMA French - Swiss part 04	APP Bâle	Bâle Approach		REF: AIP France
47 44 19 N 007 01 54 E -		Fr, En		
Arc 20 NM radius, centred on 47 37 58.05 N		H24		
007 29 58.17 E (VOR-DME BLM) counter-clockwise -				
47 26 23 N 007 05 54 E - 47 26 36 N 007 03 42 E -				ZURICH ATS
47 26 59 N 006 59 44 E - 47 27 18 N 006 56 36 E -				delegation
Arc 25 NM radius, centred on 47 37 58.05 N 007 29 58.17 E (VOR-DME BLM) clockwise -				
47 44 42 N 006 54 20 E - 47 44 19 N 007 01 54 E				
FL 145 / *5000 ft AMSL (1500 m)*				
Classification **D**				
TMA SW2 - Swiss part 01	APP Bâle	Bâle Approach		REF: AIP France and
47 35 31 N 007 40 06 E - German-Swiss border -		Fr, En		AIP Germany
47 35 15 N 007 40 19 E - 47 35 31 N 007 40 06 E		H24		
FL 115 / FL 100				ZURICH ATS
Classification **C**				delegation
FL 100 / *4500 ft AMSL*				
Classification **D**				
4500 ft AMSL / 1000 ft AGL				
Classification **E**				
TMA SW2 - Swiss part 02	APP Bâle	Bâle Approach		REF: AIP France and
47 35 04 N 007 40 27 E - German-Swiss border -		Fr, En		AIP Germany
47 34 04 N 007 41 13 E - 47 35 04 N 007 40 27 E		H24		
FL 115 / FL 100				ZURICH ATS
Classification **C**				delegation
FL 100 / *4500 ft AMSL*				
Classification **D**				
4500 ft AMSL / 1000 ft AGL				
Classification **E**				
TMA French - Swiss part AZ1	APP Bâle	Bâle Approach		REF: AIP France and
47 33 17 N 007 38 37 E - German-Swiss border -		Fr, En		AIP Germany
47 32 28 N 007 39 48 E - 47 24 42 N 007 22 48 E -		H24		
47 28 55 N 007 23 42 E - 47 34 39 N 007 24 56 E -				ZURICH ATS
47 33 17 N 007 38 37 E				delegation
FL 115 / FL 100				
Classification **C**				
FL 100 / *5500 ft AMSL*				
Classification **D**				
TMA Swiss part AZ2	APP Bâle	Bâle Approach		REF: AIP France and
47 32 07 N 007 42 08 E - 47 25 52 N 007 46 41 E -		Fr, En		AIP Germany
47 23 00 N 007 39 30 E - 47 24 42 N 007 22 48 E -		H24		
47 32 28 N 007 39 48 E - German-Swiss border -				
47 32 07 N 007 42 08 E				ZURICH ATS
FL 105 / FL 100				delegation
Classification **C**				
FL 100 / *5500 ft AMSL*				
Classification **D**				

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
BÂLE (REF: AIP FRANCE)				
TMA Swiss part AZ3	APP Bâle	Bâle Approach		REF: AIP France and
47 32 57 N 007 45 39 E - 47 25 52 N 007 46 41 E -		Fr, En		AIP Germany
47 32 07 N 007 42 08 E - German-Swiss border -		H24		
47 32 57 N 007 45 39 E				ZURICH ATS
FL 105 / *6500 ft AMSL*				delegation
Classification **C**				
6500 ft AMSL / 2000 ft AGL (600 m)				
Classification **E**				
TMA French - Swiss part AZ4	APP Bâle	Bâle Approach		REF: AIP France
47 25 52 N 007 46 41 E - 47 19 12 N 007 51 31 E -		Fr, En		
47 17 28 N 007 48 42 E - 47 14 41 N 007 44 11 E -		H24		ZURICH ATS
47 12 48 N 007 36 40 E - 47 15 03 N 007 29 07 E -				delegation
47 20 05 N 007 12 06 E - 47 20 37 N 007 03 43 E -				Airspace classes except for T1/T2/T3 sectors when active
French-Swiss border - 47 26 59 N 006 59 44 E -				
47 26 36 N 007 03 42 E - 47 26 23 N 007 05 54 E -				
47 24 44 N 007 22 28 E - 47 24 42 N 007 22 48 E -				
47 23 00 N 007 39 30 E - 47 25 52 N 007 46 41 E				
FL 105 / FL 100				
Classification **C**				
FL 100 / 2000 ft AGL (600 m)				
Classification **E**				
TMA Swiss part AZ4 T1	APP Bâle	Bâle Info		REF: AIP France
47 25 52 N 007 46 41 E - 47 19 12 N 007 51 31 E - 47 17 28 N 007 48 42 E - 47 19 05 N 007 26 21 E - 47 24 44 N 007 22 28 E - 47 24 42 N 007 22 48 E - 47 23 00 N 007 39 30 E - 47 25 52 N 007 46 41 E		Fr, En HX[1)]		[1)] REF ENR 1.4
FL 100 / *5700 ft AMSL (1750 m)*				Activation / deactivation announced by: AIT* 134.680 MHz
Classification **D**				
5700 ft AMSL (1750 m) / 5200 ft AMSL (1600 m)				
Classification **E**				*Automatic Information Transmitter
TMA French - Swiss part AZ4 T2	APP Bâle	Bâle Info		
47 24 44 N 007 22 28 E - 47 19 05 N 007 26 21 E - 47 20 05 N 007 12 06 E - 47 21 38 N 007 06 45 E - 47 23 28 N 007 02 40 E - 47 26 36 N 007 03 42 E - 47 26 23 N 007 05 54 E - 47 24 44 N 007 22 28 E				Airspace status check mandatory before penetration
FL 100 / *FL 85*				Constant listening watch mandatory
Classification **D**				
FL 85 / *6500 ft AMSL (2000 m)*				
Classification **E**				from within France: +33 (0) 3 89 90 34 67
TMA Swiss part AZ4 T3	APP Bâle	Bâle Info		
47 17 28 N 007 48 42 E - 47 14 41 N 007 44 11 E - 47 12 48 N 007 36 40 E - 47 15 03 N 007 29 07 E - 47 19 05 N 007 26 21 E - 47 17 28 N 007 48 42 E				from within Switzerland: +41 (0) 61 325 34 67
FL 100 / *5700 ft AMSL (1750 m)*				
Classification **D**				
5700 ft AMSL (1750 m) / 5200 ft AMSL (1600 m) or 700 ft AGL (200 m) whichever is higher				
Classification **E**				

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
FRIEDRICHSHAFEN (REF: AIP GERMANY)				
Classification **D** **TMA** 47 37 43 N 009 15 41 E - 47 34 00 N 009 24 14 E - 47 32 16 N 009 19 56 E - 47 37 18 N 009 14 37 E - 47 37 43 N 009 15 41 E *4500 ft AMSL (1350 m) / 3500 ft AMSL (1050 m)*	TWR Friedrichshafen	Friedrichshafen TWR En, Ge **MON - SUN**: 0500 - 2200 (0400 - 2100)		
MILAN (REF: AIP ITALY)				
Within Swiss airspace, south of a line 46 06 24 N 008 40 49 E - 46 10 53 N 009 11 40 E divided in: Sector 1: BTN the lines: LAT 46 03 45 N and LAT 45 54 00 N Sector 2: north of the line: LAT 46 03 45 N Sector 3: south of the line: LAT 45 54 00 N **TMA Sector 1** FL 195 / FL 125 Classification **C**[1)] **TMA Sector 2** FL 195 / FL 125 Classification **C**[1)] **TMA Sector 3** FL 195 / FL 105 Classification **C**[1)]	ACC Milano ACC Milano ACC Milano	Milano Control En, It Milano Control En, It Milano Control En		[1)] VFR flights within TMA Milan lateral limits up to FL 460 will not be permitted

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
PERMANENT CONTROL ZONES (CTR)				
ALPNACH (MIL)				
Upper Limit Classification **D** FL 130 47 00 37 N 008 18 33 E - 46 55 47 N 008 20 27 E - 46 53 01 N 008 16 23 E - 46 53 24 N 008 14 30 E - 46 55 24 N 008 13 25 E - 46 58 15 N 008 15 07 E - 47 00 25 N 008 18 16 E - 47 00 37 N 008 18 33 E	TWR Alpnach	Alpnach Tower En; En and Ge for Non-Commercial VFR traffic. HX [1]		[1] REF ENR 1.4
BÂLE (CIV) (REF: AIP FRANCE)				
Upper Limit Classification **D** 1000 ft AGL 300 m **CTR French - Swiss part** 47 41 52 N 007 30 43 E - German-French border - 47 35 24 N 007 35 21 E - German-Swiss border - 47 35 31 N 007 40 06 E - 47 35 15 N 007 40 19 E - German-Swiss border - 47 35 04 N 007 40 27 E - 47 34 08 N 007 41 10 E - Arc 6.5 NM radius, centred on 47 35 24 N 007 31 45 E (ARP LFSB) clockwise - 47 33 59 N 007 41 07 E - German-Swiss border - 47 32 09 N 007 40 04 E - Arc 6.5 NM radius, centred on 47 35 24 N 007 31 45 E (ARP LFSB) clockwise - 47 41 52 N 007 30 43 E	TWR Bâle	Bâle Tower En, Fr H24		Services and procedures relating to the airport of Bâle-Mulhouse are contained in the **AIP-France** **REF: AIP France** **CTR German parts** **REF: AIP Germany**
BERN (CIV)				
Upper Limit Classification **D** *5500 ft* AMSL *1700* m 46 57 46 N 007 22 30 E - 46 55 12 N 007 25 37 E - 46 52 12 N 007 29 16 E - 46 51 57 N 007 29 34 E - 46 48 30 N 007 33 46 E - 46 50 35 N 007 37 25 E - 46 51 41 N 007 37 32 E - 46 52 29 N 007 36 37 E - 46 53 21 N 007 37 32 E - Arc of circle centred on - 46 55 07 N 007 33 58 E Radius 3.02 NM counter-clockwise 46 56 02 N 007 38 10 E - 46 56 32 N 007 37 58 E - 46 58 18 N 007 39 50 E - 47 00 16 N 007 36 49 E - 46 58 28 N 007 34 34 E - 47 00 20 N 007 26 58 E - 46 57 46 N 007 22 30 E	TWR Bern	Bern Tower En; En and Ge for Non-Commercial VFR traffic. HX[1]		[1] REF ENR 1.4
BUOCHS (MIL/CIV)				
Upper Limit Classification **D** FL 130 47 03 00 N 008 28 20 E - 46 58 56 N 008 30 22 E - 46 57 46 N 008 30 42 E - 46 55 47 N 008 20 27 E - 47 00 37 N 008 18 33 E - 47 01 50 N 008 20 18 E - 47 02 35 N 008 25 30 E - 47 03 00 N 008 28 20 E	TWR Buochs	Buochs Tower En; En and Ge for Non-Commercial VFR traffic. HX[1]		[1] REF ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
DUBENDORF (MIL)				
Upper Limit Classification **D** FL 100 47 19 10 N 008 34 10 E - 47 21 49 N 008 32 10 E - 47 23 49 N 008 32 27 E - 47 28 27 N 008 41 58 E - 47 27 40 N 008 45 34 E - 47 26 23 N 008 51 33 E - 47 23 07 N 008 49 59 E - 47 20 05 N 008 48 32 E - 47 17 18 N 008 47 13 E - 47 17 35 N 008 35 22 E - 47 19 10 N 008 34 10 E	TWR Dubendorf	Dubendorf Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
EMMEN (MIL) CTR 1				
Upper Limit Classification **D** FL 130 47 11 31 N 008 21 30 E - 47 09 43 N 008 24 52 E - 47 08 40 N 008 24 27 E - 47 08 19 N 008 24 18 E - 47 01 30 N 008 16 38 E - 47 00 50 N 008 15 52 E - 47 00 41 N 008 14 14 E - 47 02 17 N 008 11 09 E - 47 06 49 N 008 10 38 E - 47 11 02 N 008 15 44 E - 47 11 31 N 008 21 30 E	TWR Emmen	Emmen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
EMMEN (MIL) CTR 2				
Upper Limit Classification **D** *4500 ft AMSL* *1350 m* 47 01 30 N 008 16 38 E - 47 08 19 N 008 24 18 E - 47 08 40 N 008 24 27 E - 47 06 05 N 008 29 28 E - 47 02 35 N 008 25 30 E - 47 01 50 N 008 20 18 E - 47 00 37 N 008 18 33 E - 47 00 25 N 008 18 16 E - 47 01 30 N 008 16 38 E	TWR Emmen	Emmen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)]REF ENR 1.4
LES EPLATURES (CIV)				
Upper Limit Classification **D** *6500 ft AMSL* *2000 m* 47 00 51 N 006 38 53 E - along Swiss BDRY - 47 03 27 N 006 42 31 E - 47 03 47 N 006 42 43 E - 47 07 31 N 006 49 40 E - 47 10 44 N 006 56 02 E - 47 08 08 N 006 58 27 E - 47 06 00 N 006 52 15 E - 47 01 47 N 006 47 30 E - 46 58 51 N 006 43 11 E - 47 00 51 N 006 38 53 E	TWR Les Eplatures	Les Eplatures Tower En, Fr HX[1)]		[1)]REF ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
FRIEDRICHSHAFEN (CIV) (REF: AIP GERMANY)				
Upper Limit Classification **D** *4500 ft AMSL* *1350 m* In German Airspace: 47 47 44 N 009 41 23 E - 47 42 38 N 009 45 46 E - 47 35 08 N 009 27 04 E - FIR BDRY - 47 38 40 N 009 18 06 E - 47 47 44 N 009 41 23 E In Swiss Airspace: 47 38 40 N 009 18 06 E - FIR BDRY - 47 35 08 N 009 27 04 E - 47 34 00 N 009 24 14 E - 47 37 43 N 009 15 41 E - 47 38 40 N 009 18 06 E	TWR Friedrichshafen	REF: AIP Germany		

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
GENEVA (CIV)				
Upper Limit Classification **D** *4000 ft AMSL* *1200 m* 46 11 49 N 005 56 41 E - 46 22 04 N 006 11 53 E Arc of circle centred on 46 19 53 N 006 14 55 E, Radius 3.02 NM, clockwise 46 17 43 N 006 17 57 E - 46 07 30 N 006 02 45 E Arc of circle centred on 46 09 40 N 005 59 43 E, Radius 3.02 NM, clockwise 46 11 49 N 005 56 41 E	TWR Geneva	Geneva Tower En, Fr H24		
GRENCHEN (CIV)				
Upper Limit Classification **D** *4500 ft AMSL* *1350 m* 47 13 05 N 007 32 31 E - Arc of circle centred on 47 11 32 N 007 31 52 E, Radius 1.60 NM, clockwise 47 11 13 N 007 34 10 E - 47 08 02 N 007 23 23 E - 47 07 52 N 007 21 00 E, Arc of circle centred on 47 09 18 N 007 22 02 E, Radius 1.61 NM, clockwise 47 10 03 N 007 19 58 E - 47 11 15 N 007 23 08 E - 47 13 05 N 007 32 31 E	TWR Grenchen	Grenchen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
MEIRINGEN (MIL)				
Upper Limit Classification **D** FL 130 46 41 50 N 008 10 28 E - 46 43 10 N 008 02 15 E - 46 41 37 N 007 59 02 E - 46 41 37 N 007 56 02 E - 46 42 48 N 007 54 58 E - 46 45 16 N 007 55 36 E - 46 45 23 N 007 57 29 E - 46 47 16 N 008 00 53 E - 46 47 16 N 008 02 28 E - 46 45 13 N 008 11 50 E - Arc of circle centred on 46 43 31 N 008 11 09 E Radius 1.76 NM, clockwise - 46 41 50 N 008 10 28 E	TWR Meiringen	Meiringen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4 Non radio equipped airspace users check airspace status on: Phone: +41 (0) 800 496 347 (0800-HX-MEIR)
LOCARNO (CIV/MIL)				
Upper Limit Classification **D** FL 130 46 10 44 N 008 50 11 E - 46 10 51 N 008 56 07 E Arc of circle centred on 46 09 53 N 008 56 09 E, Radius 0.97 NM, clockwise 46 08 55 N 008 56 12 E - 46 08 47 N 008 50 16 E Arc of circle centred on 46 09 46 N 008 50 13 E, Radius 0.97 NM, clockwise 46 10 44 N 008 50 11 E	TWR Locarno	Locarno Tower En; En and It for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
LUGANO (CIV)				
Upper Limit Classification **D** *6500 ft AMSL* *2000 m* 45 55 51 N 008 46 22 E - 46 03 43 N 008 54 41 E Arc of circle centred on 46 02 26 N 008 57 10 E, Radius 2.16 NM, clockwise 46 01 21 N 008 59 51 E - 45 52 54 N 008 52 50 E Arc of circle centred on 45 54 15 N 008 49 29 E, Radius 2.70 NM, clockwise 45 55 51 N 008 46 22 E	TWR Lugano	Lugano Tower En; En and It for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
PAYERNE (MIL)				
Upper Limit Classification **D** FL 100 46 56 22 N 006 59 31 E - 46 52 33 N 007 04 35 E - 46 44 08 N 006 51 13 E - 46 47 56 N 006 46 09 E - 46 56 22 N 006 59 31 E	TWR Payerne	Payerne Tower En; En and Fr for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
ST. GALLEN-ALTENRHEIN (CIV)				
Upper Limit Classification **D** *5500 ft AMSL* *1700 m* 47 33 08 N 009 31 28 E - Swiss/German border - 47 32 31 N 009 33 16 E - German/Austrian border - 47 31 31 N 009 37 50 E Arc of circle centred on 47 29 40 N 009 37 08 E, Radius 1.90 NM, clockwise 47 27 46 N 009 37 13 - 47 28 40 N 009 23 09 E - 47 31 13 N 009 23 36 - 47 33 29 N 009 26 51 E - 47 33 08 N 009 31 28 E	TWR St. Gallen	St. Gallen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
SION (CIV/MIL)				
Upper Limit Classification **D** FL 130 46 16 41 N 007 26 05 E - 46 14 00 N 007 28 02 E - 46 12 14 N 007 24 13 E - 46 11 32 N 007 19 19 E - 46 10 20 N 007 14 21 E - Arc of circle centred on - 46 11 54 N 007 13 45 E Radius 1.62 NM, clockwise 46 13 27 N 007 13 04 E - 46 13 58 N 007 16 00 E - 46 15 06 N 007 20 51 E - 46 16 41 N 007 26 05 E	TWR Sion	Sion Tower En; En and Fr for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
ZURICH (CIV) CTR				
Upper Limit Classification **D** *4500 ft AMSL* *1350 m* 47 21 49 N 008 32 10 E - 47 21 52 N 008 23 26 E - 47 23 20 N 008 20 36 E - 47 29 06 N 008 19 59 E - 47 30 44 N 008 20 38 E - 47 32 10 N 008 21 38 E - 47 33 10 N 008 22 33 E - 47 34 08 N 008 23 57 E - 47 35 20 N 008 26 21 E - 47 36 12 N 008 28 54 E - 47 36 34 N 008 32 27 E - 47 30 35 N 008 44 15 E - 47 29 46 N 008 44 57 E - 47 29 33 N 008 46 08 E - 47 27 40 N 008 45 34 E - 47 23 58 N 008 44 27 E - 47 23 17 N 008 43 24 E - 47 21 50 N 008 42 58 E - 47 19 10 N 008 34 10 E - 47 21 49 N 008 32 10 E	TWR Zurich [1)]	Zurich Tower En H24		[1)] CTR **prohibited** for balloon and GLD ACT EXC, REF ENR 5.5

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
TEMPORARY MILITARY TERMINAL CONTROL AREAS (TMA)				
ALPNACH				
Classification **D** **TMA Sector 1** not assigned **TMA Sector 2** 46 55 00 N 008 13 38 E - 46 53 24 N 008 14 30 E - 46 53 05 N 008 16 01 E - 46 48 34 N 008 11 51 E - 46 50 33 N 008 07 58 E - 46 55 00 N 008 13 38 E FL 130 / 1000 ft AGL (300 m) or *2300 ft AMSL (700 m)* whichever is higher **TMA Sector 3** not assigned **TMA Sector 4** 46 50 33 N 008 07 58 E - 46 48 34 N 008 11 51 E - 46 45 46 N 008 09 17 E - 46 47 02 N 008 03 30 E - 46 50 33 N 008 07 58 E FL 130 / 1000 ft AGL (300 m) or *5900 ft AMSL (1800 m)* whichever is higher	TWR Alpnach	Alpnach Tower En; En and Ge for Non-Commercial VFR traffic. ACT by NOTAM and DABS		
SION				
Classification **D** **TMA Sector 1** 46 18 33 N 007 30 53 E - 46 17 46 N 007 28 37 E - 46 16 41 N 007 26 05 E - 46 14 00 N 007 28 02 E - 46 14 44 N 007 30 17 E - 46 15 25 N 007 33 09 E - 46 18 33 N 007 30 53 E FL 130 / 1000 ft AGL (300 m) or *3000 ft AMSL (915 m)* whichever is higher **TMA Sector 2** 46 21 36 N 007 39 58 E - 46 18 33 N 007 30 53 E - 46 15 25 N 007 33 09 E - 46 17 36 N 007 42 16 E - 46 21 36 N 007 39 58 E FL 130 / 1000 ft AGL (300 m) or *6000 ft AMSL (1800 m)* whichever is higher **TMA Sector 3** 46 23 44 N 007 46 13 E - 46 21 36 N 007 39 58 E - 46 17 36 N 007 42 16 E - 46 19 15 N 007 49 11 E - 46 23 44 N 007 46 13 E FL 130 / 1000 ft AGL (300 m) or *10000 ft AMSL (3050 m)* whichever is higher	TWR Sion	Sion Tower En; En and Fr for Non-Commercial VFR traffic. ACT by NOTAM and DABS		

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
Separation line “Mittelland/Jura Alpen”				
West: 46 22 02 N 006 48 18 E - 46 31 43 N 007 03 52 E - 47 02 29 N 008 00 10 E - 47 07 09 N 008 14 19 E - 47 08 18 N 008 22 14 E - 47 08 40 N 008 29 29 E East: 47 13 04 N 008 55 26 E - 47 15 20 N 008 58 26 E - 47 15 39 N 008 59 59 E - 47 18 08 N 009 04 58 E - 47 21 05 N 009 05 56 E - 47 21 26 N 009 08 12 E - 47 21 49 N 009 11 12 E - 47 23 45 N 009 16 51 E - 47 23 36 N 009 39 55 E				

ENR 2.2 OTHER REGULATED AIRSPACE

1. RVSM Airspace

Within Switzerland UIR, RVSM applies between FL 290 and FL 410 inclusive. ACFT flying within this levelband must meet the RVSM requirements. Flight plans must be filed accordingly (REF: ENR 1.10).

2. Variations of the classification

NIL

3. Flight Information Zone

A FIZ is an airspace of defined dimensions, normally established around an AD, within which a FIS and ALRS is provided by an AFIS.
With the **exception of compulsory two-way radio communication**, the rules of the surrounding airspace class apply.

Aerodrome Flight Information Service AFIS

The purpose of AFIS is to provide information necessary for the safe and efficient conduct of FLT operations in the VCY of the AD and on the manoeuvring area. It shall be noted, that the pilot-in-command is - on the basis of the Rules of the Air, the information received and the use of his or her own judgment - responsible for maintaining a safe DIST to other traffic, as well as for reporting his/her own intentions.

Service provided:

a. MET information about the AD or other ADs, if AVBL;
b. Information about LDG and DEP RWY in use;
c. Traffic information;
d. Information about the serviceability of the AP, its RWYs, TWYs and other facilities and/or installations;
e. Information to student pilots;
f. Information about MET hazards for the safe and efficient conduct of FLT (TS, WS, ice, SN, standing water on the RWY etc.);
g. Operational information for the safe and efficient conduct of commercial FLTs;
h. Altimeter Setting (QNH);
i. FLT visibility;
j. Co-ordination with ADJ FLT Information or ATC units;
k. Assistance for SAR operations;
l. Activation and closure of Flight Plans;
m. …

Name **Lateral limits (WGS 84)** **Vertical limits** **Class of airspace**	**Unit providing service**	**Call sign** **Languages** **Area and conditions of use** **Hours of service**	**FREQ CH/ purpose**	**Remarks**
1	**2**	**3**	**4**	**5**
FIZ SAMEDAN				
Classification **G/E** *10'000 ft AMSL (3050 m)* / GND 46 34 46 N / 009 53 01 E - Arc of circle centred on 46 32 04 N 009 53 02 E, Radius 2.70 NM, clockwise 46 33 23 N / 009 56 27 E - 46 32 35 N / 009 55 59 E - 46 29 23 N / 009 52 36 E - Arc of circle centred on 46 32 04 N 009 53 02 E, Radius 2.70 NM, clockwise 46 31 15 N / 009 49 18 E - 46 34 46 N / 009 53 01 E	INFO Samedan	Samedan Information En; En and Ge for Non-Commercial VFR traffic. HO		

4. Radio Mandatory Zone

Ref to SERA: 6005 (A)

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
RMZ Grenchen				
Classification **G** 2'000 ft AGL (600 m) / GND 47 13 05 N 007 32 31 E - Arc of circle centered on 47 11 32 N 007 31 52 E, Radius 1.60 NM, clockwise 47 11 13 N 007 34 10 E - 47 08 02 N 007 23 23 E - 47 07 52 N 007 21 00 E Arc of circle centered on 47 09 18 N 007 22 02 E, Radius 1.61 NM, clockwise 47 10 03 N 007 19 58 E - 47 11 15 N 007 23 08 E - 47 13 05 N 007 32 31 E		Grenchen Aerodrome En HX		

5. Transponder Mandatory Zone

Within the airspaces mentioned below, all aircraft conducting VFR flights must carry a Mode S transponder of at least Level 2 with SI code and elementary surveillance functionality and operate with the transponder code 7000 or another code as assigned or designated by ATC or FIC.

Hang gliders, parachutes and model aircraft (excluding drones) are generally not required to carry and operate a transponder. Exemptions to carry and operate a transponder for other VFR flights, drones, kites, parasail wings and tethered balloons may be granted.

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
TMZ Northeast (TMZ NE)				
Classification **E** FL100 / 2000 ft AGL Outside Class C/D airspace 47 39 25 N 009 10 05 E - ALONG SWISS-GERMAN BORDER - 47 32 21 N 009 33 49 E - ALONG SWISS-AUSTRIAN BORDER - 47 27 52 N 009 35 39 E - 47 28 28 N 009 26 20 E - 47 25 15 N 009 17 26 E - 47 28 06 N 009 07 29 E - 47 39 25 N 009 10 05 E	Zurich ACC	Alps Radar En, Ge H24	119.925	

6. Non-standard Planning Zone

Non-standard Planning Zones have been established for IFR flight planning purposes only.

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Restrictions Remarks
1	2	3
LSNPZ1 **SION** 46 49 17 N / 007 35 46 E - 46 29 07 N / 007 53 16 E - 46 15 37 N / 008 04 50 E - 46 15 35 N / 008 04 50 E - Swiss border - 45 57 36 N / 007 29 45 E - 45 57 35 N / 007 29 45 E - 45 58 21 N / 007 20 05 E - 45 59 03 N / 007 11 09 E - 46 07 07 N / 007 03 43 E - 46 16 52 N / 006 54 40 E - 46 20 58 N / 006 57 12 E - 46 31 43 N / 007 03 52 E - 46 36 02 N / 007 11 40 E - 46 49 17 N / 007 35 46 E	FL660 / FL115	Manageable by AMC H24 Activation times published in daily AUP / UUP

7. Compulsory radio contact for all NVFR flights

Between 2100 (2000) or HRH (whichever is later) and 0500 (0400) or HRH (whichever is earlier), radio contact is compulsory for all NVFR FLTs in airspace class G and E with FIC or with a designated ATC Centre for coordination of FLTs with unmanned MIL ACFT (drone).

8. Free Route Airspace Skyguide

Skyguide provides ATS in areas above Switzerland and in delegated areas above Austria, Germany, Italy and France. These combined areas comprise Skyguide's Area of Responsibility (AoR).

LSASFRA is a Free Route Airspace area created within the entire lateral limits of Skyguide's AoR. FRA procedures (see ENR 1.3 and ENR 1.10) are available H24 above FL195 up to FL660 within LSASFRA Part 1 and up to FL245 within LSASFRA Part 2.
The lateral limits of LSASFRA volumes are detailed below.

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
FRA Skyguide				
Part 1 46 51 18 N 010 28 11 E - Switzerland-Italy EAD Border - 46 29 08 N 010 02 27 E - 46 28 42 N 010 02 36 E - 46 18 25 N 009 33 05 E - 46 10 29 N 009 10 24 E - 46 09 35 N 009 02 34 E - 46 06 16 N 008 39 54 E - 46 06 35 N 008 29 44 E - 46 19 23 N 008 13 08 E - Switzerland-Italy EAD Border - 45 56 41 N 007 28 03 E - 45 51 37 N 007 23 47 E - 45 47 47 N 007 20 45 E - 45 27 23 N 007 01 16 E - 45 21 15 N 007 09 12 E - 44 58 49 N 007 09 36 E - 44 48 50 N 007 07 41 E - 44 48 00 N 007 00 45 E - 44 48 00 N 006 46 00 E - 45 23 23 N 006 26 30 E - 45 27 57 N 006 23 57 E - 45 35 00 N 006 20 00 E - 45 39 10 N 006 15 35 E - 45 40 47 N 006 13 48 E - 45 45 09 N 006 09 15 E - 45 46 20 N 006 07 57 E - 45 48 23 N 006 05 48 E - 45 51 00 N 006 03 00 E - 46 01 13 N 005 49 37 E -	Geneva ACC Zurich ACC	Swiss Radar	As Per UIR Switzerland (LSAS) ENR 2.1	REF AIPs Austria, Germany, Italy, France

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
FRA Skyguide				
46 07 00 N 005 42 00 E - 46 14 00 N 005 08 00 E - 46 30 05 N 005 09 43 E - 46 42 00 N 005 11 00 E - 46 42 01 N 005 25 09 E - 46 42 01 N 005 27 44 E - 46 42 00 N 005 35 00 E - 46 52 21 N 005 49 14 E - 46 55 32 N 005 53 39 E - 46 58 00 N 005 57 04 E - 47 03 48 N 006 14 21 E - 47 04 12 N 006 42 02 E - 47 04 12 N 006 42 04 E - France-Switzerland EAD Border - 47 14 17 N 006 56 34 E - 47 14 35 N 006 57 17 E - 47 14 36 N 006 57 20 E - France-Switzerland EAD Border - 47 21 42 N 007 02 58 E - 47 21 51 N 007 02 36 E - 47 22 19 N 007 20 35 E - 47 25 56 N 007 23 04 E - 47 34 39 N 007 24 56 E - 47 37 58 N 007 29 58 E - 47 41 21 N 007 30 59 E - 47 41 48 N 007 30 42 E - France-Germany EAD Border - 47 59 57 N 007 36 36 E - 48 00 54 N 007 35 26 E - 47 50 00 N 008 17 45 E - 47 50 00 N 008 51 30 E - 47 53 25 N 009 08 13 E - 47 53 24 N 009 33 00 E - 47 50 00 N 009 33 00 E - 47 48 00 N 009 33 00 E - 47 32 01 N 009 43 59 E - 47 29 11 N 009 46 47 E - 47 20 12 N 009 55 29 E - 47 06 37 N 010 08 29 E - 47 05 15 N 010 11 33 E - 47 00 03 N 010 23 22 E - 47 00 02 N 010 23 22 E - Switzerland-Austria EAD border - 46 51 18 N / 010 28 11 E - FL660 / FL195 Classification: **C**				
Part 2 48 05 00 N 007 34 39 E - 48 06 00 N 007 58 00 E - 48 08 55 N 008 12 46 E - 48 10 12 N 008 19 17 E - 48 10 00 N 008 52 58 E - 48 10 00 N 009 33 00 E - 48 02 49 N 009 33 00 E - 47 58 24 N 009 33 00 E - 47 53 24 N 009 33 00 E - 47 53 25 N 009 08 13 E - 47 50 00 N 008 51 30 E - 47 50 00 N 008 17 45 E - 48 00 54 N 007 35 26 E - France-Germany EAD Border - 48 04 49 N 007 34 09 E - 48 05 00 N 007 34 39 E - FL245 / FL195 Classification: **C**	Zurich ACC	Swiss Radar	As Per UIR Switzerland (LSAS) ENR 2.1	REF AIP Germany

9. Free Route Airspace Italy

Italian Free Route Airspace volume "FRAIT" as described in AIP Italy ENR 2.2 extends over Swiss territory. Flights within FRAIT shall comply with the flight planning requirements defined in AIP Italy ENR 1.10.

10. Free Route Airspace France

French Free Route Airspace volume "LFFRAE" as described in AIP France ENR 2.2 extends over Swiss territory. Flights within LFFRAE shall comply with the flight planning requirements defined in AIP France ENR 1.10.

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ENR 3 ATS ROUTES

ENR 3.1

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ENR 3.2 AREA NAVIGATION ROUTES

The ATS route network as published in ENR 3.2 may be used within the limits of the Swiss area of jurisdiction by appropriately equipped ACFT.

1. Index of ENR 3.2 Area Navigation Route Tables

Route Designator	Page	Route Designator	Page§	Route Designator	Page
L50	ENR 3.2 - 2	T721	ENR 3.2 - 34	Z1	ENR 3.2 - 53
L613	ENR 3.2 - 3	T734	ENR 3.2 - 35	Z2	ENR 3.2 - 54
L615	ENR 3.2 - 4	T901	ENR 3.2 - 36	Z6	ENR 3.2 - 55
L856	ENR 3.2 - 5			Z16	ENR 3.2 - 56
L995	ENR 3.2 - 6	Y1	ENR 3.2 - 37	Z32	ENR 3.2 - 57
		Y3	ENR 3.2 - 38	Z50	ENR 3.2 - 58
M858	ENR 3.2 - 7	Y5	ENR 3.2 - 39	Z57	ENR 3.2 - 59
		Y21	ENR 3.2 - 40	Z58	ENR 3.2 - 60
N491	ENR 3.2 - 8	Y51	ENR 3.2 - 41	Z59	ENR 3.2 - 61
N850	ENR 3.2 - 9	Y52	ENR 3.2 - 42	Z60	ENR 3.2 - 62
N851	ENR 3.2 - 10	Y55	ENR 3.2 - 43	Z61	ENR 3.2 - 63
N869	ENR 3.2 - 11	Y56	ENR 3.2 - 44	Z62	ENR 3.2 - 64
N871	ENR 3.2 - 12	Y58	ENR 3.2 - 45	Z63	ENR 3.2 - 65
		Y61	ENR 3.2 - 46	Z64	ENR 3.2 - 66
P131	ENR 3.2 - 13	Y100	ENR 3.2 - 47	Z65	ENR 3.2 - 67
		Y112	ENR 3.2 - 48	Z67	ENR 3.2 - 68
Q226	ENR 3.2 - 14	Y164	ENR 3.2 - 49	Z69	ENR 3.2 - 69
		Y170	ENR 3.2 - 50	Z83	ENR 3.2 - 70
T10	ENR 3.2 - 15	Y223	ENR 3.2 - 51	Z90	ENR 3.2 - 71
T14	ENR 3.2 - 16	Y224	ENR 3.2 - 52	Z119	ENR 3.2 - 72
T37	ENR 3.2 - 17			Z138	ENR 3.2 - 73
T40	ENR 3.2 - 18			Z141	ENR 3.2 - 74
T45	ENR 3.2 - 19			Z142	ENR 3.2 - 75
T50	ENR 3.2 - 20			Z143	ENR 3.2 - 76
T51	ENR 3.2 - 21			Z144	ENR 3.2 - 77
T52	ENR 3.2 - 22			Z162	ENR 3.2 - 78
T53	ENR 3.2 - 23			Z163	ENR 3.2 - 79
T103	ENR 3.2 - 24			Z170	ENR 3.2 - 80
T125	ENR 3.2 - 25			Z408	ENR 3.2 - 81
T163	ENR 3.2 - 26			Z424	ENR 3.2 - 82
T330	ENR 3.2 - 27			Z600	ENR 3.2 - 83
T345	ENR 3.2 - 28			Z601	ENR 3.2 - 84
T544	ENR 3.2 - 29			Z651	ENR 3.2 - 85
T625	ENR 3.2 - 30			Z652	ENR 3.2 - 86
T626	ENR 3.2 - 31			Z653	ENR 3.2 - 87
T627	ENR 3.2 - 32			Z669	ENR 3.2 - 88
T718	ENR 3.2 - 33			Z671	ENR 3.2 - 89

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
L50								
△ BANKO	45 49 12 N 007 03 17 E							
	344°	14.8 NM	FL305 / FL185 MEA = FL190	*MOCA = 16100 ft*	Even		± 5 NM	ACC Geneva {C}
△ VALOR	46 03 35 N 006 58 26 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
L613								
▲ SUXAN	46 33 44 N 010 28 45 E							
	315° / 135°	5.7 NM	FL660 / *15500 ft* *MEA = 16000 ft*	*MOCA = 14800 ft*	Even	Odd	± 5 NM	ACC Zurich {C} (2)
△ VALAV	46 37 58 N 010 23 10 E							
	326° / 146°	10.3 NM	FL660 / *15500 ft* *MEA = 16000 ft*	*MOCA = 14800 ft*	Even	Odd	± 5 NM	ACC Zurich {C} (2)
△ RONAG	46 46 46 N 010 15 32 E							
	290° / 109°	42.7 NM	FL660 / *14500 ft* *MEA = 15000 ft*	*MOCA = 13400 ft*	Even	Odd	± 5 NM	ACC Zurich {C, E}
△ ARGAX	47 03 00 N 009 17 53 E							
	289° / 109°	17.2 NM	FL660 / *11500 ft* *MEA = 12000 ft*	*MOCA = 10000 ft*	Even	Odd	± 5 NM	ACC Zurich {C, E}
△ ELMUR	47 09 24 N 008 54 27 E							
	288° / 107°	8.1 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 7600 ft*	Even	Odd	± 5 NM	ACC Zurich {C, E}
△ MANEG	47 12 15 N 008 43 20 E							
	287° / 107°	9.7 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 5200 ft*	Even	Odd	± 5 NM	ACC Zurich {C, D, E}
△ RIPUS	47 15 37 N 008 30 00 E							
	287° / 107°	7.3 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 4600 ft*	Even	Odd	± 5 NM	ACC Zurich {C, D, E}
△ DITON	47 18 08 N 008 20 00 E							
	287° / 107°	29.0 NM	FL660 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5100 ft*	Even	Odd	± 5 NM	ACC Zurich {C, D, E}
△ Hochwald DME (HOC)	47 28 00 N 007 39 56 E							

SUXAN - MANEG: CDR 1 H24
(2) Class D within FIR MILANO

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
L615								
▲ DINOX	46 40 00 N 006 07 11 E							
	128°/308°	18.1 NM	FL500 / *7800 ft* *MEA = 8000 ft*	*MOCA = 7800 ft*	Odd	Even	± 5 NM	ACC Geneva REF: AIP France {C, D, E}
△ SAPRE	46 28 07 N 006 26 53 E							
	324°	14.0 NM	FL500 / *11000 ft* *MEA = 11000 ft*	*MOCA = 10300 ft*		Even	± 5 NM	ACC Geneva REF: AIP France {C, D, E}
△ SOFIK	46 16 24 N 006 37 57 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
L856								
△ AKABI (FIR BDRY)	47 43 01 N 009 14 00 E							
	264°	5.1 NM	FL660 / *7500 ft* *MEA = 8000 ft*	*MOCA = 3300 ft*	Even		± 5 NM	ACC Zurich {C}
△ ROMIR	47 42 47 N 009 06 28 E							
	264°	27.2 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 4100 ft*	Even		± 5 NM	ACC Zurich {C}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	244° / 064°	34.1 NM	FL660 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5000 ft*	Even	Odd	± 5 NM	ACC Zurich {C, E}
△ Hochwald DME (HOC)	47 28 00 N 007 39 56 E							
From HOC to TRA northeastbound only available below FL195								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
L995								
△ PEPAG	45 59 02 N 009 04 17 E							
	321°	13.5 NM	FL195 / FL135 MEA = FL140	*MOCA = 9300 ft*	Even		± 5 NM	ACC Milano ACC Zurich REF: AIP Italy {C,D} (2)
△ CANNE	46 10 00 N 008 52 52 E							
(2) only Class {C} within FIR Switzerland								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
M858								
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	166°/346°	14.5 NM	FL165 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4500 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ RISLI	47 27 11 N 008 30 27 E							
	166°/346°	11.3 NM	FL165 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4600 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ BARIG	47 16 07 N 008 33 40 E							
	166°/346°	2.0 NM	FL165 / *8500 ft* *MEA = 9000 ft*	*MOCA = 4600 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ ASGED	47 14 09 N 008 34 14 E							
	166°/346°	7.3 NM	FL165 / *8500 ft* *MEA = 9000 ft*	*MOCA = 7400 ft*	Odd	Even	± 5 NM	ACC Zurich {C, E}
△ AGERI	47 07 02 N 008 36 18 E							
	166°/346°	7.0 NM	FL165 / *8500 ft* *MEA = 9000 ft*	*MOCA = 8000 ft*	Odd	Even	± 5 NM	ACC Zurich {C, E}
△ URNAS	47 00 08 N 008 38 18 E							
	166°/346°	25.5 NM	FL165 / *13500 ft* *MEA = 14000 ft*	*MOCA = 13100 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ LUKOM	46 35 06 N 008 45 31 E							
	165°/346°	25.6 NM	FL165 / *13500 ft* *MEA = 14000 ft*	*MOCA = 12600 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ CANNE	46 10 00 N 008 52 52 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
N491								
△ AMRUP	47 46 45 N 008 04 37 E							
	107°	15.5 NM	FL660 / *8000 ft* *MEA = 8000 ft*	*MOCA = 5800 ft*	Odd		± 5 NM	ACC Zurich REF: AIP Germany {C, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	108°	16.5 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 4600 ft*	Odd		± 5 NM	ACC Zurich {C}
△ Zurich East DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	121°	19.0 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 5600 ft*	Odd		± 5 NM	ACC Zurich {C}
△ DEGES	47 24 45 N 009 12 07 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
N850								
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	171°	25.9 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 4400 ft*	Odd		± 5 NM	ACC Zurich {C}
△ RIPUS	47 15 37 N 008 30 00 E							
	171°	13.3 NM	FL660 / *13500ft* *MEA = 14000 ft*	*MOCA = 7700 ft*	Odd		± 5 NM	ACC Zurich {C}
△ GERSA	47 02 22 N 008 31 56 E							
	171°	26.1 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 13400 ft*	Odd		± 5 NM	ACC Zurich {C}
△ SOSON	46 36 24 N 008 35 39 E							
	171°	10.3 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 12100 ft*	Odd		± 5 NM	ACC Zurich {C}
△ DEGAD	46 26 10 N 008 37 06 E							
	171°	20.0 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 11700 ft*	Odd		± 5 NM	ACC Zurich {C} (2)
△ ODINA	46 06 16 N 008 39 54 E							

(2) Class G within FIR MILANO

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
N851								
▲ ABESI	46 09 35 N 009 02 34 E							
	352°	15.1 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 11400 ft*	Even		± 5 NM	ACC Zurich REF: AIP Italy {C}
△ UTAVO	46 24 38 N 009 00 33 E							
	352°	11.7 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 13300 ft*	Even		± 5 NM	ACC Zurich {C}
△ PIXOS	46 36 19 N 008 58 59 E							
	352°	17.1 NM	FL660 / *14000 ft* *MEA = 14000 ft*	*MOCA = 14000 ft*	Even		± 5 NM	ACC Zurich {C}
△ SOPER	46 53 22 N 008 56 40 E							
	352°	16.1 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 12100 ft*	Even		± 5 NM	ACC Zurich {C}
△ ELMUR	47 09 24 N 008 54 27 E							
	352°	8.0 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 7200 ft*	Even		± 5 NM	ACC Zurich {C}
△ ROLSA	47 17 23 N 008 53 21 E							
	016°	9.6 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 5500 ft*	Even		± 5 NM	ACC Zurich {C}
△ KUDIS	47 26 28 N 008 58 01 E							
	016° / 196°	17.3 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 5300 ft*	Even	Odd	± 5 NM	ACC Zurich {C}
△ ROMIR	47 42 47 N 009 06 28 E							
	003° / 183°	4.7 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 3800 ft*	Even	Odd	± 5 NM	ACC Zurich {C}
△ VEDOK (FIR BDRY)	47 47 24 N 009 07 14 E							

ABESI - KUDIS: CDR 1 H24
By ATC: Alternative route via Z651 and Z138
From VEDOK to KUDIS southbound only available below FL195

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
N869								
△ NATOR	48 10 12 N 008 19 17 E							
	206°	59.0 NM	FL660 / FL105 MEA = FL110	*MOCA = 6300 ft*	Odd		± 5 NM	UAC Karlsruhe ACC Zurich {C, D}
△ OLBEN	47 18 16 N 007 37 46 E							
	229°	13.5 NM	FL660 / *10500 ft* *MEA = 11000 ft*	*MOCA = 5900 ft*	Odd		± 5 NM	ACC Zurich {C, D}
△ LUTIX	47 09 54 N 007 22 14 E							
	229°	10.4 NM	FL660 / *10500 ft* *MEA = 11000 ft*	*MOCA = 5900 ft*	Odd		± 5 NM	ACC Zurich {C, D}
△ BENOT	47 03 28 N 007 10 22 E							
	228°	14.0 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 5900 ft*	Odd		± 5 NM	ACC Geneva {C, D, E}
△ NEMOS	46 54 43 N 006 54 24 E							
	228°	17.6 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 5500 ft*	Odd		± 5 NM	ACC Geneva {C, E}
△ VEROX	46 43 39 N 006 34 24 E							
	227°	38.4 NM	FL500 / FL095 MEA = FL100	*MOCA = 7300 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ MILPA	46 18 09 N 005 52 47 E							
OLBEN - MILPA: CDR 1 H24 By ATC: Alternative route via N850 - TRA - Z669								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
N871								
▲ MOLUS	46 26 38 N 006 40 46 E							
	048°	10.9 NM	FL500 / *9500 ft* *MEA = 10000 ft*	*MOCA = 8100 ft*	Even		± 5 NM	ACC Geneva {C, E}
△ SOSAL	46 33 29 N 006 53 04 E							
	048°	20.5 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 8100 ft*	Even		± 5 NM	ACC Geneva {C, E}
△ TELNO	46 46 19 N 007 16 15 E							
	048°	7.6 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 6900 ft*	Even		± 5 NM	ACC Geneva {C, E}
△ KORED	46 51 02 N 007 24 51 E							
	048°	14.0 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 5300 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ KONOL	46 59 43 N 007 40 51 E							
	049°	13.6 NM	FL660 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5400 ft*	Even		± 5 NM	ACC Zurich {C, D, E}
△ BERSU	47 08 08 N 007 56 29 E							
	055°	3.4 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 5200 ft*	Even		± 5 NM	ACC Zurich {C}
△ SUREP	47 09 55 N 008 00 39 E							
	055°	15.5 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 4700 ft*	Even		± 5 NM	ACC Zurich {C}
△ DITON	47 18 08 N 008 20 00 E							
	076°	36.0 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 5700 ft*	Odd		± 5 NM	ACC Zurich {C}
△ DEGES	47 24 45 N 009 12 07 E							
	088°	18.3 NM	FL660 / *10500 ft* *MEA = 11000 ft*	*MOCA = 6600 ft*	Odd		± 5 NM	ACC Zurich {C, E}
△ GAMSA	47 24 30 N 009 39 07 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
P131								
△ RESIA	46 28 42 N 010 02 36 E							
	137° / 317°	25.3 NM	FL195 / FL165 MEA = FL170	*MOCA = 14000 ft*	Odd	Even	± 5 NM	ACC Padova ACC Zurich REF: AIP Italy {C,D}
△ ATPED	46 09 15 N 010 25 49 E							
RESIA - ATPED: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Q226								
△ Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E							
	180°	18.1 NM	FL195 / FL145 MEA = FL150	*MOCA = 7900 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ RUMIL	45 51 43 N 005 58 53 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T10								
△ VEBIT	47 16 07 N 008 00 21 E							
	275°	15.5 NM	FL660 / *5700 ft* *MEA = 6000 ft*	*MOCA = 5700 ft*	Even		± 5 NM	ACC Zurich APP Zurich {C, D, E}
△ OLBEN	47 18 16 N 007 37 46 E							
	285°	20.4 NM	FL660 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5800 ft*	Even		± 5 NM	ACC Zurich APP Bâle ACC Reims {C, D, E}
△ LUMEL	47 24 26 N 007 09 14 E							
	281°	20.6 NM	FL500 / *14500 ft* *MEA = 15000 ft*	*MOCA = 4600 ft*	Even		± 5 NM	APP Bâle ACC REIMS > FL195 REF: AIP France {C, D}
△ TORPA	47 28 46 N 006 39 31 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T14								
△ LASUN	47 24 51 N 007 32 15 E							
	266°	15.6 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 4800 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ LUMEL	47 24 26 N 007 09 14 E							
	265°	9.5 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 4400 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ ARNOT	47 24 08 N 006 55 12 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T37								
▲ KOVAR	46 23 31 N 005 49 01 E							
	149°/329°	15.7 NM	FL500 / *7900 ft* *MEA = 8000 ft*	*MOCA = 7900 ft*	Odd	Even	± 5 NM	ACC Geneva REF: AIP France {C} (2)
△ Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E							
	113°/293°	14.0 NM	FL195 / *9900 ft* *MEA = 10000 ft*	*MOCA = 9900 ft*	Odd	Even	± 5 NM	ACC Geneva REF: AIP France {C} (2)
△ EMGUT	46 03 56 N 006 18 19 E							

(2) within FIR Switzerland; outside REF: AIP France

Route Designator	**Route Remarks (Optional)**							
Name of significant points	**Significant point geographical coordinates**							**Significant Point Remarks**
Route Segment Navigation, RCP/RSP specification	**Track MAG** ↓/↑	**Geodesic Dist** **(COP)**	**Upper and Lower limits** **MEA**	**Lateral limits** **MOCA**	**Direction of cruising levels** ↓	↑	**Navigation accuracy requirement**	**Remarks** **Controlling unit, operating channel, and logon address** **Navigation, RCP/RSP specification(s) limitations** **{Airspace Classification}**
T40								
△ LISMO	46 52 14 N 005 46 41 E							
	113°/293°	43.3 NM	FL195/*6503 ft* *MEA = 7000 ft*	*MOCA = 6200 ft*	Odd	Even	± 5 NM	ACC Geneva REF: AIP France {C, D, E} (2)
△ REVLI	46 35 11 N 006 44 36 E							

LISMO - REVLI: Only by ATC H24
(2) within FIR Switzerland; outside REF: AIP France

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T45								
△ VENAT	46 14 39 N 006 35 48 E							
	031°	22.3 NM	FL500 / *12500 ft* *MEA = 13000 ft*	*MOCA = 9500 ft*	Even		± 5 NM	ACC Geneva REF: AIP France {C}
△ SOSAL	46 33 29 N 006 53 04 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T50								
△ VEBIT	47 16 07 N 008 00 21 E							
	245°	12.4 NM	FL660 *6500 ft* *MEA = 7000 ft*	*MOCA = 4400 ft*	Odd		± 5 NM	ACC Zurich {C, E}
△ ROTOS	47 11 24 N 007 43 31 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T51								
△ VEBIT	47 16 07 N 008 00 21 E							
	292°	7.5 NM	FL660 / *6500 ft* *MEA = 7000 ft*	*MOCA = 4200 ft*	Even		± 5 NM	ACC Zurich {C, D, E}
△ DANZE	47 19 16 N 007 50 17 E							
	292°	13.5 NM	FL660 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5400 ft*	Even		± 5 NM	ACC Zurich {C, D, E}
△ LASUN	47 24 51 N 007 32 15 E							
	284°	33.9 NM	FL195 / *11500 ft* *MEA = 12000 ft*	*MOCA = 5700 ft*	Even		± 5 NM	ACC Zurich APP Bâle ACC Reims REF: AIP France {C, D, E}
△ Hericourt NDB (HR)	47 33 42 N 006 43 56 E							
BLW FL145: Bâle APP within Bâle CTA part 1								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T52								
△ VEBIT	47 16 07 N 008 00 21 E							
	272°	29.7 NM	FL095 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5900 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ BALIR	47 18 30 N 007 16 53 E							
	316°	7.9 NM	FL095 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5700 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ LUMEL	47 24 26 N 007 09 14 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ — ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T53								
△ VEBIT	47 16 07 N 008 00 21 E							
	090°	10.2 NM	FL660 / *6500 ft* *MEA = 7000 ft*	*MOCA = 4700 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ OBEDU	47 15 29 N 008 15 18 E							
	091°	8.0 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 7700 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ OMIDO	47 14 58 N 008 27 03 E							
	150°	5.7 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 7700 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ ARTAG	47 09 52 N 008 30 50 E							
	171°	7.6 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 7700 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ GERSA	47 02 22 N 008 31 56 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T103								
△ DITON	47 18 08 N 008 20 00 E							
	069°	27.1 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 5500 ft*	Odd		± 5 NM	ACC Zurich {C}
△ KUDIS	47 26 28 N 008 58 01 E							
	069°	29.2 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 5000 ft*	Odd		± 5 NM	ACC Zurich {C, E}
△ NUNRI	47 35 12 N 009 39 09 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T125								
△ KONOL	46 59 43 N 007 40 51 E							
	037°	14.3 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5400 ft*	Even		± 5 NM	APP Bern {C, E}
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	020° / 200°	12.4 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4500 ft*	Even	Odd	± 5 NM	APP Zurich {C, E}
△ EKTUM	47 22 08 N 008 01 28 E							
	053° / 234°	24.9 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4600 ft*	Even	Odd	± 5 NM	APP Zurich {C, E}
△ ENONO	47 35 53 N 008 32 03 E							
	089° / 269°	11.5 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4200 ft*	Even	Odd	± 5 NM	APP Zurich {C}
△ Zurich East VOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	055° / 235°	13.8 NM	FL660 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4200 ft*	Even	Odd	± 5 NM	ACC/APP Zurich {C, E}
△ ROMIR	47 42 47 N 009 06 28 E							
WIL - ZUE: CDR 1 H24 By ATC: Alternative route via T625								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T163								
△ LUTIX	47 09 54 N 007 22 14 E							
	261°	14.6 NM	FL660 / *6500 ft* *MEA = 7000 ft*	*MOCA = 6000 ft*		Even	± 5 NM	ACC Zurich {C}
△ ROTOS	47 11 24 N 007 43 31 E							
	252°	25.8 NM	FL660 / *6500 ft* *MEA = 7000 ft*	*MOCA = 4700 ft*		Even	± 5 NM	ACC Zurich {C}
△ DITON	47 18 08 N 008 20 00 E							
	045°	26.3 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 4700 ft*	Even		± 5 NM	ACC Zurich {C}
△ Zurich East DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	012°	12.0 NM	FL660 / FL245		Even		± 5 NM	ACC Zurich {C}
△ SONOM (UIR BDRY)	47 47 03 N 008 53 46 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T330								
▲ MOLUS	46 26 38 N 006 40 46 E							
	333°	41.4 NM	FL500 / FL125 MEA = FL130	*MOCA = 8100 ft*	Even		± 5 NM	ACC Geneva REF: AIP France {C, D}
△ GILIR	47 03 48 N 006 14 21 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T345								
△ Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E							
	131°	19.6 NM	FL195 / *10600 ft* *MEA = 11000 ft*	*MOCA = 10600 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C, D, E}
△ ODIKI	45 56 32 N 006 20 37 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T544								
▲ TOKDO	46 01 30 N 005 42 40 E							
	235°	14.7 NM	FL195 / *7900 ft* *MEA = 8000 ft*	*MOCA = 7900 ft*		Odd	± 5 NM	REF: AIP France {C} (3)
△ Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E							
	043° / 224°	8 NM	FL095 / *6500 ft* *MEA = 7000 ft*	*MOCA = 6300 ft*	Even	Odd	± 5 NM	ACC Geneva {C} (4)
△ GEVEA	46 15 14 N 006 07 56 E							
	044° / 224°	10 NM	FL095 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5800 ft*	Even	Odd	± 5 NM	ACC Geneva {C} (4)
△ PETAL	46 22 05 N 006 18 01 E							
	042° / 222°	9 NM	FL095 / *6500 ft* *MEA = 7000 ft*	*MOCA = 4700 ft*	Even	Odd	± 5 NM	ACC Geneva {C} (4)
△ SAPRE	46 28 07 N 006 26 53 E							
	057° / 237°	14.1 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4700 ft*	Even	Odd	± 5 NM	ACC Geneva {C} (4)
△ REVLI	46 35 11 N 006 44 36 E							
	056° / 236°	11.0 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5500 ft*	Even	Odd	± 5 NM	ACC Geneva {C, E} (4)
△ ROMOM	46 40 52 N 006 58 14 E							
	058° / 238°	11.9 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 7300 ft*	Even	Odd	± 5 NM	ACC Geneva {C, E} (4)
△ FRIBU	46 46 39 N 007 13 25 E							
	046° / 227°	36.9 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 7100 ft*	Even	Odd	± 5 NM	ACC Geneva {C, D, E} (2)
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	214°	6.8 NM	FL095 / *6500 ft* *MEA = 7000 ft*	*MOCA = 4500 ft*		Odd	± 5 NM	APP Zurich APP Bern {C, E}
△ VEBIT	47 16 07 N 008 00 21 E							

(2) {D} within Bern TMA
(3) within FIR Switzerland; outside REF: AIP France
(4) {C} within TMA Geneva

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T625								
△ ROMIR	47 42 47 N 009 06 28 E							
	196°/016°	24.0 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5800 ft*	Odd	Even	± 5 NM	APP Zurich {C, D}
△ SUBEX	47 20 07 N 008 54 45 E							
	254°/074°	42.2 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5500 ft*	Odd	Even	± 5 NM	APP Zurich {C, D, E}
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	264°/084°	12.2 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4600 ft*	Even	Odd	± 5 NM	ACC Zurich APP Bern {C, E}
△ OSKUP	48 10 07 N 007 36 33 E							
	279°/099°	20.8 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 6400 ft*	Even	Odd	± 5 NM	APP Bern {E}
△ DEKAM	47 14 24 N 007 06 46 E							
ROMIR - WIL: Only by ATC Alternative route for T125								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T626								
▲ Hericourt NDB (HR)	47 33 42 N 006 43 56 E							
	129°	16.2 NM	FL195 / FL085 MEA = FL090	*MOCA = 6900 ft*	Odd		± 5 NM	APP Bâle ACC Zurich REF: AIP France {C, D, E}
△ DOUCI	47 23 08 N 007 02 03 E							
	131°	19.1 NM	FL195 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5900 ft*	Odd		± 5 NM	ACC Zurich APP Bern {C, E}
△ LUTIX	47 09 54 N 007 22 14 E							
	086°	9.8 NM	FL195 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5900 ft*	Odd		± 5 NM	ACC Zurich APP Bern {C, E}
△ OSKUP	47 10 07 N 007 36 33 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T627								
△ LUTIX	47 09 54 N 007 22 14 E							
	143°	4.4 NM	FL195 / *6000 ft* *MEA = 6000 ft*	*MOCA = 6000 ft*	Odd		± 5 NM	ACC Zurich APP Bern {C, D, E}
△ KOPPI	47 06 15 N 007 25 55 E							
	200°	5.9 NM	FL195 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4600 ft*	Odd		± 5 NM	ACC Zurich APP Bern {C, D, E}
△ BIRKI	47 00 47 N 007 22 35 E							
	222°	4.9 NM	FL195 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5000 ft*	Odd		± 5 NM	ACC Zurich APP Bern {C, D, E}
△ ULMES	46 57 18 N 007 17 33 E							
LUTIX - ULMES: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T718								
△ ELMUR	47 09 24 N 008 54 27 E							
	326°	37.3 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 8000 ft*	Even		± 5 NM	ACC Zurich {C, D, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	303°	24.3 NM	FL245 / *8000 ft* *MEA = 8000 ft*	*MOCA = 6300 ft*	Even		± 5 NM	ACC Zurich ACC Langen REF: AIP Germany {C, E}
△ ALINE	47 55 28 N 007 56 47 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T721								
△ RILAX	47 56 34 N 008 30 49 E							
	147°	24.4 NM	FL235 / *6500 ft* *MEA = 7000 ft*	*MOCA = 4600 FT*	Odd		± 5 NM	ACC Zurich APP Zurich REF: AIP Germany {C, E}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ — ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T734								
△ RONIX	47 13 34 N 008 27 25 E							
	175°	27.8 NM	FL245 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4400 ft*		Odd	± 5 NM	ACC Zurich {C, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	063°	13.1 NM	FL660 / *6500 ft* *MEA = 7000 ft*	*MOCA = 4600 ft*	Odd		± 5 NM	ACC Zurich REF: AIP Germany {C, E}
△ SONGI	47 46 40 N 008 43 55 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T901								
△ SUREP	47 09 55 N 008 00 39 E							
	097°	4.4 NM	FL295 / *6500 ft* *MEA = 7000 ft*	*MOCA = 4100 ft*		Even	± 5 NM	MAX IAS 180kts ACC Zurich APP Bern {C, E}
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	322°/142°	5.1 NM	FL195 / *6500 ft* *MEA = 7000 ft*	*MOCA = 4100 ft*	Odd	Even	± 5 NM	MAX IAS 180kts ACC Zurich APP Bern {C, E}
△ NEMAG	47 14 53 N 007 50 06 E							
	254°/074°	4.5 NM	FL195 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5200 ft*	Odd	Even	± 5 NM	MAX IAS180kts ACC Zurich APP Bern {C, D, E}
△ ARVAN	47 13 53 N 007 43 41 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y1								
△ MILPA	46 18 09 N 005 52 47 E							
	105°	10.9 NM	FL500 / FL165 MEA = FL170	*MOCA = 7600 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France
△ GEVEA	46 15 14 N 006 07 56 E							
	105°	37.0 NM	FL500 / FL165 MEA = FL170	*MOCA = 13700 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France
△ VALOR	46 03 35 N 006 58 26 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y3								
△ ELBEG	47 41 49 N 007 44 58 E							
	131°	16.5 NM	FL105 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5100 ft*	Odd		± 5 NM	APP Zurich REF: AIP Germany {C, D, E}
△ GIPOL	47 30 19 N 008 02 27 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y5								
△ BARIG	47 16 07 N 008 33 40 E							
	256° / 075°	27.3 NM	FL165 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4700 ft*	Odd	Even	± 5 NM	APP Zurich {C, D, E}
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y21								
△ Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E							
	144°	20.4 NM	FL500 / FL115 MEA = FL120	*MOCA = 9500 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C, D}
△ ESAPI	45 53 24 N 006 17 25 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y51								
△ ASSEQ	46 13 24 N 006 30 57 E							
	346°/166°	15.0 NM	FL500/FL105 MEA = FL110	*MOCA = 8800 ft*	Even	Odd	± 5 NM	ACC Geneva REF: AIP France {C}
△ SAPRE	46 28 07 N 006 26 53 E							
	001°/181°	6.0 NM	FL195/FL085 MEA = FL090	*MOCA = 6200 ft*	Even	Odd	± 5 NM	ACC Geneva {C}
△ KONIL	46 34 06 N 006 27 30 E							
	014°/194°	10.1 NM	FL195/FL085 MEA = FL090	*MOCA = 6900 ft*	Even	Odd	± 5 NM	ACC Geneva {C}
△ LORBU	46 43 46 N 006 31 44 E							
	009°/189°	11.0 NM	FL195/FL085 MEA = FL090	*MOCA = 6900 ft*	Even	Odd	± 5 NM	ACC Geneva {C, E}
△ FLORY	46 54 31 N 006 35 06 E							
	036°/216°	13.5 NM	FL195/FL085 MEA = FL090	*MOCA = 6200 ft*	Even	Odd	± 5 NM	ACC Geneva {C, E}
△ PALLU	47 05 00 N 006 47 36 E							
	051°/231°	16.1 NM	FL195/FL085 MEA = FL090	*MOCA = 7000 ft*	Even	Odd	± 5 NM	ACC Geneva {C, E}
△ DEKAM	47 14 24 N 007 06 46 E							
	056°/236°	8.0 NM	FL195/FL075 MEA = FL080	*MOCA = 5800 ft*	Even	Odd	± 5 NM	ACC Zurich {C, E}
△ BALIR	47 18 30 N 007 16 53 E							
	056°/236°	4.0 NM	FL195/FL075 MEA = FL080	*MOCA = 5700 ft*	Even	Odd	± 5 NM	ACC Zurich {C, D, E}
△ LEPLA	47 20 36 N 007 21 58 E							
	056°/236°	8.2 NM	FL195/FL105 MEA = FL110	*MOCA = 5700 ft*	Even	Odd	± 5 NM	ACC Zurich {C}
△ LASUN	47 24 51 N 007 32 15 E							
	056°/236°	6.1 NM	FL195/FL105 MEA = FL110	*MOCA = 5300 ft*	Even	Odd	± 5 NM	ACC Zurich {C}
△ Hochwald DME (HOC)	47 28 00 N 007 39 56 E							
SAPRE - BALIR: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y52								
△ GOLEB	46 03 06 N 006 33 45 E							
	303°	3.7 NM	FL265 / *13500 ft* *MEA = 14000 ft*	*MOCA = 9900 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {D}
△ VALBU	46 05 10 N 006 29 23 E							
	303°	7.0 NM	FL265 / *10600 ft* *MEA = 11000 ft*	*MOCA = 9200 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C, D}
△ SUVEL	46 09 05 N 006 21 04 E							
	303°	4.9 NM	FL265 / *10600 ft* *MEA = 11000 ft*	*MOCA = 8000 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C, D}
△ BIVLO	46 11 50 N 006 15 14 E							
	226°	10.8 NM	FL265 / *8500 ft* *MEA = 9000 ft*	*MOCA = 8000 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ SALEV	46 04 26 N 006 03 57 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y55								
△ SOVAD	46 20 15 N 006 02 54 E							
	143°	6.1 NM	FL195 / FL095 MEA = FL100	*MOCA = 7200 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ GEVEA	46 15 14 N 006 07 56 E							
	192°	11.2 NM	FL195 / FL085 MEA = FL090	*MOCA = 6300 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ SALEV	46 04 26 N 006 03 57 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y56								
△ FRIBU	46 46 39 N 007 13 25 E							
	226°	64 NM	FL195 / FL105 MEA = FL110	*MOCA = 8200 ft*	Odd		± 5 NM	ACC Geneva {C}
△ SALEV	46 04 26 N 006 03 57 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y58								
△ NEMOS	46 54 43 N 006 54 24 E							
	199°	16.5 NM	FL265 / *9500 ft* *MEA = 10000 ft*	*MOCA = 5100 ft*	Odd		± 5 NM	ACC Geneva {C, E}
△ VADAR	46 39 26 N 006 45 13 E							
	225°	17.0 NM	FL265 / *9500 ft* *MEA = 10000 ft*	*MOCA = 4700 ft*	Odd		± 5 NM	ACC Geneva {C, E}
△ SAPRE	46 28 07 N 006 26 53 E							
	224°	18.4 NM	FL265 / *7800 ft* *MEA = 8000 ft*	*MOCA = 4900 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ GEVEA	46 15 14 N 006 07 56 E							
	192°	11.2 NM	FL265 / *7800 ft* *MEA = 8000 ft*	*MOCA = 6300 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ SALEV	46 04 26 N 006 03 57 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y61								
△ SOSON	46 36 24 N 008 35 39 E							
	098° / 278°	6.9 NM	FL245 / FL155 MEA = FL160	*MOCA = 12600 ft*	Even	Odd	± 5 NM	ACC Zurich {C}
△ LUKOM	46 35 06 N 008 45 31 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y100								
△ UMTEX	47 50 15 N 009 37 27 E							
	257°	48.9 NM	FL660 / *6000 ft* *MEA = 6000 ft*	*MOCA = 4600 ft*	Even		± 5 NM	UAC Karlsruhe ACC Munchen ACC Zurich REF: AIP Germany {C, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	212°	37.5 NM	FL245 / *6500 ft* *MEA = 7000 ft*	*MOCA = 4600 ft*	Odd		± 5 NM	ACC Zurich APP Zurich {C, E}
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y112								
△ RAVED	47 43 45 N 009 40 10 E							
	257°	82.9 NM	FL660 / FL245		Even		± 5 NM	ACC Zurich REF: AIP Germany {C}
△ Hochwald DME (HOC)	47 28 00 N 007 39 56 E							
	276° / 096°	38.4 NM	FL195 / FL085 MEA = FL090	*MOCA = 5000 ft*	Even	Odd	± 5 NM	APP Bâle ACC Zurich REF: AIP France {C, D}
△ Hericourt NDB (HR)	47 33 42 N 006 43 56 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y164								
△ MOPAN	48 14 47 N 008 09 16 E							
	198°	60.4 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 6300 ft*	Odd		± 5 NM	ACC Zurich REF: AIP Germany {C}
△ OLBEN	47 18 16 N 007 37 46 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y170								
△ ABREG (FIR BDRY)	46 18 25 N 009 33 05 E							
	344°	45.8 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 13300 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ ARGAX	47 03 00 N 009 17 53 E							
	347° / 167°	22.1 NM	FL660 / *12500 ft* *MEA = 13000 ft*	*MOCA = 10000 ft*	Even	Odd	± 5 NM	ACC Zurich {C, E}
△ DEGES	47 24 45 N 009 12 07 E							
	345°	18.4 NM	FL660 / *12500 ft* *MEA = 13000 ft*	*MOCA = 4900 ft*	Even		± 5 NM	ACC Zurich {C}
△ ROMIR	47 42 47 N 009 06 28 E							
ABREG - ROMIR: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y223								
△ VENAT	46 14 39 N 006 35 48 E							
	122°	19 NM	FL500 / FL165 MEA = FL170	*MOCA = 13700 ft*	Even		± 5 NM	ACC Geneva {C}
△ VALOR	46 03 35 N 006 58 26 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y224								
△ MOBLO	45 48 35 N 006 43 22 E							
	032°	18 NM	FL500 / *17500 ft* *MEA = 18000 ft*	*MOCA = 17500 ft*	Even		± 5 NM	ACC Geneva {C}
△ VALOR	46 03 35 N 006 58 26 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z1								
△ DEGES	47 24 45 N 009 12 07 E							
	057°	9.4 NM	FL660 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5400 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ ROMGA	47 29 26 N 009 24 13 E							
	015°	6.1 NM	FL660 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5300 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ BODAN	47 35 15 N 009 27 05 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z2								
△ DEGES	47 24 45 N 009 12 07 E							
	074°	16.6 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 6000 ft*	Odd		± 5 NM	ACC Zurich {C, E}
△ DORAP (FIR BDRY)	47 28 22 N 009 36 04 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z6								
△ DEGES	47 24 45 N 009 12 07 E							
	057°	21.1 NM	FL660 / *8000 ft* *MEA = 8000 ft*	*MOCA = 5400 ft*	Odd		± 5 NM	REF: AIP Germany ACC Zurich {C, E}
△ NUNRI	47 35 12 N 009 39 09 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z16								
△ Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E							
	209° / 029°	19.7 NM	FL195 / *7900 ft* *MEA = 8000 ft*	*MOCA = 7900 ft*	Odd	Even	± 5 NM	ACC Geneva ACC Marseille REF: AIP France {C, D}
△ Chambery VOR/ DME (CBY)	45 52 55 N 005 45 26 E							

Route Designator	**Route Remarks (Optional)**							
Name of significant points	**Significant point geographical coordinates**							**Significant Point Remarks**
Route Segment Navigation, RCP/RSP specification	**Track MAG** ↓/↑	**Geodesic Dist** **(COP)**	**Upper and Lower limits** **MEA**	**Lateral limits** **MOCA**	**Direction of cruising levels** ↓	**Direction of cruising levels** ↑	**Navigation accuracy requirement**	**Remarks** **Controlling unit, operating channel, and logon address** **Navigation, RCP/RSP specification(s) limitations** **{Airspace Classification}**
Z32								
△ MOREG	46 23 35 N 006 00 26 E							
	084°	9.9 NM	FL195 / *7900 ft* *MEA = 8000 ft*	*MOCA = 7900 ft*	Even		± 5 NM	ACC Geneva REF: AIP France {C} (2)
△ GLEND	46 24 31 N 006 14 39 E							
	082°	18.2 NM	FL195 / *9199 ft* *MEA = 10000 ft*	*MOCA = 8100 ft*	Even		± 5 NM	ACC Geneva REF: AIP France {C} (2)
△ MOLUS	46 26 38 N 006 40 46 E							
(2) within FIR Switzerland; outside REF: AIP France								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z50								
△ OLBEN	47 18 16 N 007 37 46 E							
	147°	7.9 NM	FL285 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5600 ft*	Odd		± 5 NM	ACC Zurich {C, D, E}
△ ROTOS	47 11 24 N 007 43 31 E							
	107°	9.4 NM	FL285 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5000 ft*	Odd		± 5 NM	ACC Zurich {C, E}
△ BERSU	47 08 08 N 007 56 29 E							
	100°	19.9 NM	FL285 / *11500 ft* *MEA = 12000 ft*	*MOCA = 7500 ft*	Odd		± 5 NM	ACC Zurich {C, E}
△ URIGI	47 03 32 N 008 24 49 E							
	101°	5.0 NM	FL285 / *11500 ft* *MEA = 12000 ft*	*MOCA = 7700 ft*	Odd		± 5 NM	ACC Zurich {C, E}
△ GERSA	47 02 22 N 008 31 56 E							
	115°	10.7 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 9900ft*	Odd		± 5 NM	ACC Zurich {C}
△ KELIP	46 57 22 N 008 45 42 E							
	115° / 295°	8.5 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 13300 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ SOPER	46 53 22 N 008 56 40 E							
	115° / 296°	36.7 NM	FL660 / *15500 ft* *MEA = 16000 ft*	*MOCA = 13300 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ PELAD	46 35 56 N 009 43 33 E							
	116° / 296°	15.0 NM	FL660 / *15500 ft* *MEA = 16000 ft*	*MOCA = 13200 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ RESIA (FIR/UIR BDRY)	46 28 42 N 010 02 36 E							
BERSU - GERSA: CDR 1 H24 KELIP - RESIA: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z57								
△ LAMUR	46 34 47 N 007 13 53 E							
	038°	16.3 NM	FL660 / FL155 MEA = FL160	*MOCA = 9400 ft*	Even		± 5 NM	ACC Geneva {C}
△ GUDAX	46 47 05 N 007 29 25 E							
	048°	27.6 NM	FL660 / FL115 MEA = FL120	*MOCA = 7400 ft*	Even		± 5 NM	ACC Zurich {C}
△ DOPIL	47 04 12 N 008 01 00 E							
LAMUR - DOPIL: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z58								
△ BERSU	47 08 08 N 007 56 29 E							
	028°	38.9 NM	FL660 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4300 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z59								
△ KONOL	46 59 43 N 007 40 51 E							
	316°	24.9 NM	FL195 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5900 ft*	Even		± 5 NM	ACC Zurich {C, D, E}
△ BALIR	47 18 30 N 007 16 53 E							
	316°	7.9 NM	FL195 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5700 ft*	Even		± 5 NM	ACC Zurich {C, D, E}
△ LUMEL	47 24 26 N 007 09 14 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z60								
△ AMRID	46 56 05 N 007 19 33 E							
	201°	10.3 NM	FL195 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5900 ft*	Odd		± 5 NM	ACC Geneva {C, D, E}
△ FRIBU	46 46 39 N 007 13 25 E							
	247°	20.7 NM	FL660 / *7600 ft* *MEA = 8000 ft*	*MOCA = 7600 ft*	Even		± 5 NM	ACC Geneva {C, E}
△ VADAR	46 39 26 N 006 45 13 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z61								
△ SOSAL	46 33 29 N 006 53 04 E							
	044°	19.2 NM	FL660 / *8000 ft* *MEA = 8000 ft*	*MOCA = 8000 ft*	Even		± 5 NM	ACC Geneva {C, E}
△ FRIBU	46 46 39 N 007 13 25 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z62								
△ DEREM	46 21 24 N 006 10 34 E							
	087°	4.5 NM	FL195 / *7000 ft* *MEA = 8000 ft*	*MOCA = 6400 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ NAMEL	46 21 28 N 006 17 00 E							
	087°	10.3 NM	FL195 / *9500 ft* *MEA = 10000 ft*	*MOCA = 6200 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ TINAM	46 21 36 N 006 31 50 E							
	049°	8.0 NM	FL195 / *9500 ft* *MEA = 10000 ft*	*MOCA = 9100 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ MOLUS	46 26 38 N 006 40 46 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z63								
△ KONIL	46 34 06 N 006 27 30 E							
	089°	17.7 NM	FL500 / *7500 ft* *MEA = 8000 ft*	*MOCA = 7400 FT*	Odd		± 5 NM	ACC Geneva {C, E}
△ SOSAL	46 33 29 N 006 53 04 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z64								
△ LIRKO	46 34 15 N 005 48 52 E							
	100°	27 NM	FL500 / FL115 MEA = FL120	*MOCA = 6800 FT*	Odd		± 5 NM	ACC Geneva {C}
△ SAPRE	46 28 07 N 006 26 53 E							
	097° / 277°	10 NM	FL500 / FL095 MEA = FL100	*MOCA = 8100 FT*	Odd	Even	± 5 NM	ACC Geneva {C}
△ MOLUS	46 26 38 N 006 40 46 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z65								
△ SAPRE	46 28 07 N 006 26 53 E							
	244°/064°	9.2 NM	FL500 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5500 ft*	Odd	Even	± 5 NM	ACC Geneva {C}
△ GLEND	46 24 31 N 006 14 39 E							
	247°	16.4 NM	FL500 / *7900 ft* *MEA = 8000 ft*	*MOCA = 7900 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ MILPA	46 18 09 N 005 52 47 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z67								
△ VENAT	46 14 39 N 006 35 48 E							
	053°	33.2 NM	FL500 / *15500 ft* *MEA = 16000 ft*	*MOCA = 9700 ft*	Even		± 5 NM	ACC Geneva REF: AIP France {C}
△ LAMUR	46 34 47 N 007 13 53 E							
	022°	17.9 NM	FL500 / *15500 ft* *MEA = 16000 ft*	*MOCA = 9100 ft*	Even		± 5 NM	ACC Geneva {C}
△ KORED	46 51 02 N 007 24 51 E							
VENAT - KORED: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z69								
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	232°	40.2 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 5700 ft*	Odd		± 5 NM	ACC Zurich {C}
△ OLBEN	47 18 16 N 007 37 46 E							
TRA - OLBEN: CDR 1 H24 By ATC: Alternative route via Z669								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z83								
△ DETRI	46 36 22 N 008 48 54 E							
	108° / 289°	20.5 NM	FL195 / FL155 MEA = FL160	*MOCA = 13300 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ ULGOD	46 28 55 N 009 16 31 E							
	100° / 280°	7.9 NM	FL195 / FL155 MEA = FL160	*MOCA = 13300 ft*	Odd	Even	± 5 NM	ACC Zurich {C, D}
△ ROSGO	46 27 10 N 009 27 41 E							
	073° / 253°	13.1 NM	FL195 / FL155 MEA = FL160	*MOCA = 13300 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ GUGSA	46 30 23 N 009 46 00 E							
DETRI - GUGSA: Only by ATC								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z90								
△ Hochwald DME (HOC)	47 28 00 N 007 39 56 E							
	147° / 328°	19.9 NM	FL095 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5100 ft*	Odd	Even	± 5 NM	ACC Zurich {D, E}
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z119								
△ ESEVA	46 48 08 N 007 00 53 E							
	277°	8.7 NM	FL245 / FL105 MEA = FL110	*MOCA = 6200 ft*		Odd	± 5 NM	ACC Geneva {C}
△ FRIBU	46 46 39 N 007 13 25 E							
	097° / 277°	2.0 NM	FL245 / *7500 ft* MEA = *8000 ft*	*MOCA = 7400 ft*	Even	Odd	± 5 NM	ACC Geneva {C, E}
△ TELNO	46 46 19 N 007 16 15 E							
	097° / 277°	30.1 NM	FL245 / FL155 MEA = FL160	*MOCA = 13700 ft*	Even	Odd	± 5 NM	ACC Geneva ACC Zurich {C}
△ MONIN	46 41 03 N 007 59 18 E							
	097° / 278°	25.5 NM	FL245 / FL165 MEA = FL170	*MOCA = 14900 ft*	Even	Odd	± 5 NM	ACC Zurich {C}
△ SOSON	46 36 24 N 008 35 39 E							
	087° / 267°	9.1 NM	FL245 / FL155 MEA = FL160	*MOCA = 12600 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ DETRI	46 36 22 N 008 48 54 E							
	087° / 267°	6.9 NM	FL245 / FL155 MEA = FL160	*MOCA = 12700 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ PIXOS	46 36 19 N 008 58 59 E							
	087° / 268°	30.7 NM	FL245 / FL155 MEA = FL160	*MOCA = 13300 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ PELAD	46 35 56 N 009 43 33 E							
	061° / 241°	18.5 NM	FL245 / FL155 MEA = FL160	*MOCA = 13400 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ ARDED	46 44 07 N 010 07 40 E							
	061° / 241°	6.0 NM	FL245 / FL155 MEA = FL160	*MOCA = 13400 ft*	Odd	Even	± 5 NM	ACC Zurich {C}
△ RONAG	46 46 46 N 010 15 32 E							
	359° / 179°	21.5 NM	FL245 / FL155 MEA = FL160	*MOCA = 13400 ft*	Odd	Even	± 5 NM	ACC Zurich / ACC Munich REF: AIP Austria {C}
△ KUSAM	47 08 14 N 010 16 55 E							
TELNO - SOSON: CDR 1 H24 DETRI - KUSAM: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ — ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z138								
△ KESEX	47 14 05 N 008 43 00 E							
	036°	16.1 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 5600 ft*	Even		± 5 NM	ACC Zurich {C}
△ KUDIS	47 26 28 N 008 58 01 E							
	097°	9.7 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 5700 ft*	Odd		± 5 NM	ACC Zurich {C}
△ DEGES	47 24 45 N 009 12 07 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z141								
△ MEBOX	47 05 10 N 007 36 33 E							
	075°	13.9 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4800 ft*	Even		± 5 NM	ACC Zurich above FL105 APP Bern below FL105 {C, E}
△ BERSU	47 08 08 N 007 56 29 E							
	005°	39.0 NM	FL245 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5500 ft*	Even		± 5 NM	ACC Zurich REF: AIP Germany {C, E}
△ AMRUP	47 46 45 N 008 04 37 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z142								
△ RAMOK	47 01 20 N 007 41 03 E							
	318°	4.9 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5000 ft*	Even		± 5 NM	ACC Zurich above FL105 APP Bern below FL105 {C, D, E}
△ MEBOX	47 05 10 N 007 36 33 E							
	312°	18.9 NM	FL195 / *6500 ft* *MEA = 7000 ft*	*MOCA = 6000 ft*	Even		± 5 NM	ACC Zurich above FL105 APP Bern below FL105 {C, D, E}
△ BALIR	47 18 30 N 007 16 53 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z143								
△ RAMOK	47 01 20 N 007 41 03 E							
	054°	12.5 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5200 ft*	Even		± 5 NM	ACC Zurich above FL105 APP Bern below FL105 {C, D, E}
△ BERSU	47 08 08 N 007 56 29 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z144								
△ AMRID	46 56 05 N 007 19 33 E							
	235°	15.1 NM	FL195 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4600 ft*	Odd		± 5 NM	ACC Geneva {C, D, E}
△ ESEVA	46 48 08 N 007 00 53 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z162								
△ ROLSA	47 17 23 N 008 53 21 E							
	348°	18.4 NM	FL660 *8500 ft* *MEA = 9000 ft*	*MOCA = 5500 ft*	Even		± 5 NM	ACC Zurich {C}
△ Zurich East DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z163								
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	087°	25.7 NM	FL660 *8500 ft* *MEA = 9000 ft*	*MOCA = 4200 ft*	Odd		± 5 NM	ACC Zurich {C, E}
△ BODAN	47 35 15 N 009 27 05 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z170								
△ ARGAX	47 03 00 N 009 17 53 E							
	327°	27.1 NM	FL660 / *10500 ft* *MEA = 11000 ft*	*MOCA = 10000 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ KUDIS	47 26 28 N 008 58 01 E							
	349°	20.8 NM	FL660 / FL245		Even		± 5 NM	ACC Zurich {C}
△ SONOM (UIR BDRY)	47 47 03 N 008 53 46 E							
ARGAX - KUDIS: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z408								
△ TIRUL	47 03 26 N 010 31 43 E							
	210°	20.0 NM	FL195 / *15800 ft* *MEA = 16000 ft*	*MOCA = 13000 ft*	Odd		± 5 NM	ACC Munich / ACC Zurich REF: AIP Austria {C} (2)
△ RONAG	46 46 46 N 010 15 32 E							

TIRUL - RONAG: CDR 1 H24
(2) Class D within FIR VIENNA

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z424								
△ DEGAD	46 26 10 N 008 37 06 E							
	209°	11.5 NM	FL660 / *17500 ft* *MEA = 18000 ft*	*MOCA = 12300 ft*	Odd		± 5 NM	ACC Zurich {C}
△ BASGO	46 16 23 N 008 28 20 E							
	172°	9.9 NM	FL305 / *17500 ft* *MEA = 18000 ft*	*MOCA = 11000 ft*	Odd		± 5 NM	ACC Zurich ACC Milano REF: AIP Italy {C, D}
▲ AKASU	46 06 35 N 008 29 44 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z600								
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	291° / 111°	24.2 NM	FL195 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5800 ft*	Even	Odd	± 5 NM	{C, D, E}
△ LEPLA	47 20 36 N 007 21 58 E							
	291° / 111°	9.5 NM	FL195 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5700 ft*	Even	Odd	± 5 NM	{C, D, E}
△ LUMEL	47 24 26 N 007 09 14 E							
	296° / 116°	19.5 NM	FL195 / *8500 ft* *MEA = 9000 ft*	*MOCA = 4300 ft*	Even	Odd	± 5 NM	APP Bâle REF: AIP France {C, D, E}
▲ Hericourt NDB (HR)	47 33 42 N 006 43 56 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z601								
△ ROTOS	47 11 24 N 007 43 31 E							
	092°/272°	7.4 NM	FL195 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5000 ft*	Even	Odd	± 5 NM	APP Bern ACC Zurich {C, E}
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	013°/193°	20.4 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5000 ft*	Odd	Even	± 5 NM	APP Bern ACC Zurich {C, E}
△ GIPOL	47 30 19 N 008 02 27 E							
	052°/233°	19.5 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4600 ft*	Odd	Even	± 5 NM	ACC Zurich {C, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	108°/288°	16.5 NM	FL095 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4800 ft*	Odd	Even	± 5 NM	APP Zurich {C, E}
△ Zurich East DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	087°/268°	25.7 NM	FL095 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4300 ft*	Odd	Even	± 5 NM	APP Zurich {C, E}
△ BODAN (FIR BDRY)	47 35 15 N 009 27 05 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z651								
△ CANNE	46 10 00 N 008 52 52 E							
	351°	26.5 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 12600 ft*	Even		± 5 NM	ACC Zurich {C}
△ DETRI	46 36 22 N 008 48 54 E							
	351°	21.1 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 13100 ft*	Even		± 5 NM	ACC Zurich {C}
△ KELIP	46 57 22 N 008 45 42 E							
	351°	6.8 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 9900 ft*	Even		± 5 NM	ACC Zurich {C}
△ MOSIT	47 04 09 N 008 44 38 E							
	351°	8.2 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 7900 ft*	Even		± 5 NM	ACC Zurich {C}
△ MANEG	47 12 15 N 008 43 20 E							
	350°	1.9 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 4800 ft*	Even		± 5 NM	ACC Zurich {C}
△ KESEX	47 14 05 N 008 43 00 E							
	008°	21.8 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 4800 ft*	Even		± 5 NM	ACC Zurich {C}
△ Zurich East DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z652								
△ KESEX	47 14 05 N 008 43 00 E							
	334°	29.6 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 5600 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	338°	35.3 NM	FL245 / *7500 ft* *MEA = 8000 ft*	*MOCA = 5300 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ MOPAN	48 14 47 N 008 09 16 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z653								
△ KESEX	47 14 05 N 008 43 00 E							
	062°	7.8 NM	FL660 / FL085 MEA = FL090	*MOCA = 5500 ft*	Even		± 5 NM	ACC Zurich {C, E}
△ ROLSA	47 17 23 N 008 53 21 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z669								
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	221°	41.7 NM	FL660 / *13500 ft* *MEA = 14000 ft*	*MOCA = 4600 ft*	Odd		± 5 NM	ACC Zurich {C}
△ ROTOS	47 11 24 N 007 43 31 E							
	229°	15.7 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 4500 ft*	Odd		± 5 NM	ACC Zurich {C, E}
△ BADEP	47 01 38 N 007 25 28 E							
	228°	6.9 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 4300 ft*	Odd		± 5 NM	ACC Zurich {C, E}
△ ULMES	46 57 18 N 007 17 33 E							
	228°	14.7 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 4200 ft*	Odd		± 5 NM	ACC Geneva {C, E}
△ ESEVA	46 48 08 N 007 00 53 E							
	228°	13.8 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 5000 ft*	Odd		± 5 NM	ACC Geneva {C, E}
△ VADAR	46 39 26 N 006 45 13 E							
	238°	42.0 NM	FL660 / *9500 ft* *MEA = 10000 ft*	*MOCA = 7300 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C, E}
△ MILPA	46 18 09 N 005 52 47 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ — ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z671								
△ DITON	47 18 08 N 008 20 00 E							
	089°	22.7 NM	FL660 / *8500 ft* *MEA = 9000 ft*	*MOCA = 5400 ft*	Even		± 5 NM	ACC Zurich {C, D}
△ ROLSA	47 17 23 N 008 53 21 E							

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ENR 3.3 OTHER ROUTES

1. Low Flight Network (LFN) ATS Routes

The operation on this network is subject to specific state authorization and access procedures by the national provider (see ENR 1.1 - 4.6).
The following tables describe the Low Flight Network for rotary wing aircraft that comply with the required navigational performance of **RNP 0.3**.
For speed restrictions refer to ENR 6.4 - 1.
This network consists of low-level routes (KYxyz) and associated routes (KQxyz) to and from various landing sites and regions. Table of cruising levels (ENR 1.7 - 5.3) is not applicable to LFN.

2. Index of ENR 3.3 Route Tables - Low Flight Network (LFN) ATS Routes

Route Designator	Page
KQ811	ENR 3.3 - 2
KQ821	ENR 3.3 - 3
KQ831	ENR 3.3 - 4
KQ832	ENR 3.3 - 5
KQ833	ENR 3.3 - 6
KQ834	ENR 3.3 - 7
KQ861	ENR 3.3 - 8
KQ862	ENR 3.3 - 9
KQ864	ENR 3.3 - 10
KQ868	ENR 3.3 - 11
KY251	ENR 3.3 - 12
KY252	ENR 3.3 - 14
KY253	ENR 3.3 - 16
KY256	ENR 3.3 - 17
KY257	ENR 3.3 - 18

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KQ811								
△ LS103	46 43 11.2 N 006 57 39.1 E							
	273°	9.2 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5100 ft*	Even		± 0.3 NM	ACC Geneva {C,E} TWR/APP Payerne {D}
△ ETEKI	46 44 10.8 N 006 44 21.4 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ — ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KQ821								
△ ME103	47 07 27.9 N 008 07 05.1 E							
	063°	15.2 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 3800 ft*	Odd		± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ RONIX	47 13 34.5 N 008 27 25.2 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KQ831								
△ DEGES	47 24 45 N 009 12 07 E							
	233°	9.9 NM	FL195 / *5600 ft* *MEA = 6000 ft*	*MOCA = 5600 ft*	Even		± 0.3 NM	ACC Zurich {C, E} TWR/APP Dubendorf {D}
△ MD503	47 19 16.1 N 009 00 03.8 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ — ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KQ832								
△ LS111	47 12 41.6 N 008 57 01.1 E							
	014°	1.9 NM	FL195 / *4800 ft* *MEA = 5000 ft*	*MOCA = 4800 ft*	Odd		± 0.3 NM	ACC Zurich {C, E} TWR/APP Dubendorf {D}
△ MD505	47 14 30.6 N 008 57 49.1 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KQ833								
△ LS110	47 12 26.8 N 008 47 38.1 E							
	307°	0.9 NM	FL195 / *4900 ft* *MEA = 5000 ft*	*MOCA = 4900 ft*	Odd		± 0.3 NM	ACC Zurich {C, E} TWR/APP Dubendorf {D}
△ MD516	47 13 02.2 N 008 46 37.2 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KQ834								
△ VIBAX	47 20 50.0 N 008 52 55.9 E							
	105°	5.1 NM	FL195 / *5600 ft* *MEA = 6000 ft*	*MOCA = 5600 ft*	Even		± 0.3 NM	ACC Zurich {C, E} TWR/APP Dubendorf {D}
△ MD503	47 19 16.1 N 009 00 03.8 E							
	085°	6.1 NM	FL195 / *5600 ft* *MEA = 6000 ft*	*MOCA = 5600 ft*	Even		± 0.3 NM	ACC Zurich {C, E} TWR/APP Dubendorf {D}
△ LS112	47 19 25.5 N 009 09 02.0 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KQ861								
△ LS105	46 55 44.0 N 007 28 44.9 E							
	252°	5.0 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4400 ft*	Even		± 0.3 NM	ACC Zurich {C, E} TWR/APP Bern {D}
△ LS561	46 54 28.4 N 007 21 41.4 E							
	252°	4.1 NM	FL195 / *4600 ft* *MEA = 5000 ft*	*MOCA = 4600 ft*	Odd		± 0.3 NM	ACC Zurich {C, E} TWR/APP Bern {D}
△ ASBER	46 53 25.9 N 007 15 52.8 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KQ862								
△ FRIBU	46 46 39.3 N 007 13 24.6 E							
	011°/191°	4.0 NM	FL195/*5500 ft* *MEA = 6000 ft*	*MOCA = 4200 ft*	Even	Even	± 0.3 NM	ACC Geneva {C, E}
△ LS562	46 50 32.0 N 007 14 49.4 E							
	011°/191°	3.0 NM	FL195/*4500 ft* *MEA = 5000 ft*	*MOCA = 4000 ft*	Odd	Odd	± 0.3 NM	ACC Geneva {C, E} TWR/APP Bern {D}
△ ASBER	46 53 25.9 N 007 15 52.8 E							
	040°/220°	3.7 NM	FL195/*4500 ft* *MEA = 5000 ft*	*MOCA = 4000 ft*	Odd	Odd	± 0.3 NM	ACC Geneva {C, E} TWR/APP Bern {D}
△ AMRID	46 56 05.4 N 007 19 32.8 E							
	021°/201°	5.1 NM	FL195/*4500 ft* *MEA = 5000 ft*	*MOCA = 4100 ft*	Odd	Odd	± 0.3 NM	ACC Geneva {C, E} TWR/APP Bern {D}
△ BIRKI	47 00 46.6 N 007 22 34.8 E							
	062°/242°	10.5 NM	FL195/*5500 ft* *MEA = 6000 ft*	*MOCA = 4100 ft*	Even	Even	± 0.3 NM	ACC Geneva {C, E} TWR/APP Bern {D}
△ MEBOX	47 05 10.4 N 007 36 33.5 E							
	071°/251°	8.9 NM	FL195/*5500 ft* *MEA = 6000 ft*	*MOCA = 4500 ft*	Even	Even	± 0.3 NM	ACC Geneva {C, E} TWR/APP Bern {D}
△ UMTOP	47 07 38.9 N 007 49 06.2 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KQ864								
△ ASBER	46 53 25.9 N 007 15 52.8 E							
	136°/316°	4.0 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4000 ft*	Odd	Odd	± 0.3 NM	APP Bern {C, E}
△ LS104	46 50 23.4 N 007 19 42.2 E							
	136°/316°	2.7 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4300 ft*	Even	Even	± 0.3 NM	APP Bern {C, E}
△ LS164	46 48 22.3 N 007 22 14.2 E							
	111°/291°	1.2 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5000 ft*	Even	Even	± 0.3 NM	APP Bern {C, E}
△ TUNNO	46 47 53.4 N 007 23 48.8 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ — ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KQ868								
△ KONOL	46 59 43.0 N 007 40 50.5 E							
	032°	9.7 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4500 ft*			± 0.3 NM	ACC Zurich {C, E} TWR/APP Bern {D}
△ UMTOP	47 07 38.9 N 007 49 06.2 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KY251								
△ GLEND	46 24 31.3 N 006 14 39.2 E							
	044°	4.7 NM	FL195 / *3500 ft* *MEA = 4000 ft*	*MOCA = 3200 ft*	Even		± 0.3 NM	ACC Geneva APP Geneva {C, E}
△ LS099	46 27 43.5 N 006 19 33.3 E							
	082°	5.1 NM	FL195 / *3700 ft* *MEA = 4000 ft*	*MOCA = 3700 ft*	Even		± 0.3 NM	ACC Geneva APP Geneva {C, E}
△ SAPRE	46 28 07.3 N 006 26 53.0 E							
	086° / 266°	11.4 NM	FL195 / *3500 ft* *MEA = 4000 ft*	*MOCA = 2600 ft*	Even	Even	± 0.3 NM	ACC Geneva {C, E}
△ LS100	46 28 14.5 N 006 43 22.4 E							
	030° / 210°	17.9 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5100 ft*	Even	Even	± 0.3 NM	ACC Geneva {C, E}
△ LS103	46 43 11.2 N 006 57 39.1 E							
	069° / 249°	11.4 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5100 ft*	Even	Even	± 0.3 NM	ACC Geneva {C, E}
△ FRIBU	46 46 39.3 N 007 13 24.6 E							
	046° / 226°	5.7 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4200 ft*	Even	Even	± 0.3 NM	ACC Geneva, Zurich {C, E}
△ LS104	46 50 23.4 N 007 19 42.2 E							
	046° / 226°	8.2 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4400 ft*	Even	Even	± 0.3 NM	ACC Geneva, Zurich {C, E} TWR/APP Bern {D}
△ LS105	46 55 44.0 N 007 28 44.9 E							
	046° / 227°	18.3 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5000 ft*	Even	Even	± 0.3 NM	ACC Geneva, Zurich {C, E} TWR/APP Bern {D}
△ UMTOP	47 07 38.9 N 007 49 06.2 E							
	088° / 268°	12.3 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4500 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ ME103	47 07 27.9 N 008 07 05.1 E							
	079° / 259°	10.3 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 3800 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ ME104	47 08 53.5 N 008 22 05.9 E							
	067° / 247°	6.8 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4200 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ ZC700	47 11 14.6 N 008 31 23.3 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	081°/261°	4.3 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4200 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ OSNOG	47 11 42.5 N 008 37 36.1 E							
	081°/261°	6.9 NM	FL195 / *4900 ft* *MEA = 5000 ft*	*MOCA = 4900 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS110	47 12 26.8 N 008 47 38.1 E							
	085°/265°	6.4 NM	FL195 / *4900 ft* *MEA = 5000 ft*	*MOCA = 4900 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS111	47 12 41.6 N 008 57 01.1 E							
	047°/228°	10.6 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5000 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E}
△ LS112	47 19 25.5 N 009 09 02.0 E							
	018°/198°	5.7 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5000 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E}
△ DEGES	47 24 45.0 N 009 12 07.0 E							
	040°/220°	8.0 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4200 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP St. Gallen Altenrhein {D}
△ SITOR	47 30 36.7 N 009 20 10.5 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KY252								
△ ME104	47 08 53.5 N 008 22 05.9 E							
	123° / 303°	3.1 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4000 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ LS702	47 07 06.3 N 008 25 45.1 E							
	122° / 302°	8.4 NM	FL195 / *5800 ft* *MEA = 6000 ft*	*MOCA = 5800 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ LS201	47 02 15.9 N 008 35 42.6 E							
	173° / 353°	6.3 NM	FL195 / *6700 ft* *MEA = 7000 ft*	*MOCA = 6700 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS202	46 56 00.8 N 008 36 23.1 E							
	173° / 353°	3.0 NM	FL195 / *8000 ft* *MEA = 8000 ft*	*MOCA = 8000 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E}
△ LS203	46 53 01.4 N 008 36 42.4 E							
	156° / 336°	3.6 NM	FL195 / *8000 ft* *MEA = 8000 ft*	*MOCA = 8000 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E}
△ LS204	46 49 40.6 N 008 38 37.5 E							
	167° / 347°	3.0 NM	FL195 / *8600 ft* *MEA = 9000 ft*	*MOCA = 8600 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS205	46 46 45.0 N 008 39 20.8 E							
	202° / 022°	5.4 NM	FL195 / *9700 ft* *MEA = 10000 ft*	*MOCA = 9700 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E}
△ LS206	46 41 51.5 N 008 36 05.3 E							
	186° / 006°	2.9 NM	FL195 / *9800 ft* *MEA = 10000 ft*	*MOCA = 9800 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E}
△ LS207	46 38 59.9 N 008 35 25.1 E							
	208° / 028°	4.1 NM	FL195 / *10500 ft* *MEA = 11000 ft*	*MOCA = 10500 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS208	46 35 30.7 N 008 32 22.2 E							
	153° / 333°	2.9 NM	FL195 / *11500 ft* *MEA = 12000 ft*	*MOCA = 10700 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E}
△ LS209	46 32 52.6 N 008 34 03.6 E							
	111° / 291°	3.1 NM	FL195 / *11500 ft* *MEA = 12000 ft*	*MOCA = 10500 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E}
△ LS210	46 31 37.9 N 008 38 10.8 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	111° / 291°	7.6 NM	FL195 / *10500 ft* *MEA = 11000 ft*	*MOCA = 9400 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS211	46 28 33.8 N 008 48 17.4 E							
	137° / 317°	9.0 NM	FL195 / *8500 ft* *MEA = 9000 ft*	*MOCA = 8400 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS212	46 21 39.2 N 008 56 39.3 E							
	151° / 332°	9.2 NM	FL195 / *7000 ft* *MEA = 7000 ft*	*MOCA = 7000 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS213	46 13 22.8 N 009 02 21.2 E							
	209° / 029°	8.0 NM	FL195 / *6500 ft* *MEA = 7000 ft*	*MOCA = 5700 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Locarno {D}
△ LS214	46 06 32.9 N 008 56 16.8 E							
	187° / 007°	6.4 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5200 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E} TWR/APP Lugano {D}
△ LUGAN	46 00 13.1 N 008 54 37.0 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KY253								
△ LS201	47 02 15.9 N 008 35 42.6 E							
	036°/216°	7.6 NM	FL195 / *6500 ft* *MEA = 7000 ft*	*MOCA = 6000 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS301	47 08 14.0 N 008 42 41.3 E							
	036°/216°	4.1 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5000 ft*	Even	Even	± 0.3 NM	ACC Zurich APP Zurich {C, E}
△ LS302	47 11 25.4 N 008 46 25.9 E							
	036°/216°	1.3 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 3900 ft*	Odd	Odd	± 0.3 NM	ACC Zurich APP Zurich {C, E}
△ LS110	47 12 26.8 N 008 47 38.1 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KY256								
▲ IVAFI	47 23 21.1 N 007 15 07.6 E							
	099°/279°	11.8 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4900 ft*	Odd	Odd	± 0.3 NM	APP Bâle {C, D}
△ DEDJU	47 20 54.4 N 007 32 08.6 E							
	107°/287°	6.8 NM	FL195 / *5600 ft* *MEA = 6000 ft*	*MOCA = 5600 ft*	Odd	Odd	± 0.3 NM	APP Bâle {C, D}
△ ENZAH	47 18 34.9 N 007 41 35.7 E							
	152°/332°	12.1 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5300 ft*	Odd	Odd	± 0.3 NM	TWR/APP Bern {C, E} APP Bâle {D}
△ UMTOP	47 07 38.9 N 007 49 06.2 E							
	050°/230°	12.3 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4000 ft*	Odd	Odd	± 0.3 NM	ACC Zurich TWR/APP Bern {C, E}
△ LS601	47 15 04.1 N 008 03 26.0 E							
	076°/256°	4.6 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4000 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS602	47 15 56.6 N 008 10 06.8 E							
	071°/251°	4.8 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 3800 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS603	47 17 16.4 N 008 16 48.8 E							
	114°/294°	8.1 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 3800 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ RONIX	47 13 34.5 N 008 27 25.2 E							
	128°/308°	3.6 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4000 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ ZC700	47 11 14.6 N 008 31 23.3 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
KY257								
△ ME103	47 07 27.9 N 008 07 05.1 E							
	101°/281°	10.2 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 3800 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ LS701	47 04 58.1 N 008 21 31.0 E							
	051°/231°	3.6 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4000 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ LS702	47 07 06.3 N 008 25 45.1 E							
	051°/231°	4.9 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4000 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ LS703	47 10 00.7 N 008 31 31.7 E							
	065°/245°	4.5 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4000 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E}
△ OSNOG	47 11 42.5 N 008 37 36.1 E							

ENR 3.4 EN-ROUTE HOLDING

HLDG ID / FIX / WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL / FT (MSL)	TIME (MIN) or DIST OUBD	Controlling unit and frequency
1	2	2	4	5	6	7
BALIR 47 18 30 N / 007 16 53 E	316	Right	210	7000 ft - FL 160	1	APP Bâle
BERSU 47 08 08 N / 007 56 29 E	049	Right	230	FL 100 - FL 200	1	ACC Zurich
GUGSA 46 30 23 N / 009 46 00 E	073	Right	240	16000 ft - FL190	1.5	ACC Zurich
MOSIT 47 04 09 N / 008 44 38 E	351	Right	230	14000 ft - FL 200	1	ACC Zurich
PELAD 46 35 56 N / 009 43 33 E	116	Right	240	16000 ft - FL 245	1	ACC Zurich
RAVED 47 43 45 N / 009 40 10 E	265	Left	230	FL 120 - FL 310	1	ACC Zurich ACC Muenchen
RONAG 46 46 46 N / 010 15 32 E	146	Left	210	14000 ft - FL 190	1	ACC Zurich
RONIX 47 13 34 N / 008 27 25 E	216	Left	180	7000 ft - FL 90	1	ACC Zurich
TUNNO 46 47 53 N / 007 23 49 E	111	Left	150	6000 ft - FL 70	2 NM	APP Bern
UMTOP 47 07 39 N / 007 49 06 E	261	Left	100	5000 ft - 6000 ft	1	APP Bern
LS212 46 21 39 N / 008 56 39 E	137	Left	130	10000 ft - 10000 ft	2.6 NM	Zurich DELTA

HLDG RONAG is located partially outside controlled airspace
HLDG TUNNO: ACFT CAT H only, RNP 0.3 required, RNAV HLDG functionality required, no offset entry allowed
HLDG UMTOP: ACFT CAT H only, RNAV 1 (GNSS) required
HLDG LS212: ACFT CAT H only, RNP 0.3 required, RNAV HLDG functionality required, entries along KY252 north- and southbound only

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ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VOR: VAR) (declination)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
BÂLE-MULHOUSE DVOR/DME	-	-	-	-	-	REF: AIP France
CORVATSCH DME	CVA	(CH 57Y)	H24	46 25 05.2N 009 49 17.7E	*10999 ft*	DOC 80 NM / 50'000 ft. Paired VOR FREQ 112.05 MHz.
HOCHWALD DME	HOC	(CH 79X)	H24	47 27 59.6N 007 39 55.6E	*2425 ft*	DOC 60 NM / 50'000 ft, range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz. FRA (I): Even FL
KRONBERG DME	KRO	(CH28Y)	H24	47 17 30.1N 009 19 39.9E	*5489 ft*	DOC 100 NM / 50'000 ft in sector 185° - 115°, unreliable in sector 115° - 185°. Paired VOR FREQ 109.15 MHz.
LA DOLE DME	LDL	(CH 106X)	H24	46 25 28.6N 006 05 56.3E	*5517 ft*	DOC 80 NM / 50'000 ft. Paired VOR FREQ 115.90 MHz.
LA PRAZ DME	LAP	(CH 45Y)	H24	46 40 34.5N 006 24 47.6E	*4253 ft*	DOC 80 NM / 50'000 ft in sector 255° - 195°, range 70 NM in sector 195° - 205°, unreliable in sector 205° - 255°. Paired VOR FREQ 110.85 MHz.
PASSEIRY DVOR/DME (VAR 3.0° E / 2025) (decl.: 3.5° E)	PAS	116.60 MHz (CH 113X)	H24	46 09 49.4N 005 59 59.7E	*1422 ft*	DOC 80 NM / 50'000 ft.
MT. PELERIN DME	PEL	(CH 55Y)	H24	46 29 49.5N 006 49 08.9E	*3942 ft*	DOC 80 NM / 50'000 ft. Paired VOR FREQ 111.85 MHz.
STOCKHORN DME	STH	(CH 89Y)	H24	46 41 37.7N 007 32 18.6E	*7251 ft*	DOC 100 NM / 50'000 ft. Paired VOR FREQ 114.25 MHz.
TRASADINGEN DME	TRA	(CH 90X)	H24	47 41 22.2 N 008 26 13.1E	*1850 ft*	DOC 100 NM / 50'000 ft. Paired VOR FREQ 114.30 MHz. FRA (I) FRA (A): LSGC, LSMP, LSZB, LSZG, LFGA, LFGB, LFSB, LFSM, LSZR, EDNY, EDJA, EDTM, EDNL, ETHL, EDMA, EDMO, ETSL, EDSB, EDTL, LFST FRA (D): LSZR, LFGA, LFGB, LFSB, LFSM, EDNY, EDTM
WEISSFLUHGIPFEL DME	WFJ	(CH 84Y)	H24	46 50 04.5N 009 47 42.5E	*9478 ft*	DOC 80 NM / 50'000 ft. Paired VOR FREQ 113.75 MHz.
WILLISAU DVOR/DME (VAR 3.5° E / 2025) (decl.: 3.9° E)	WIL	116.90 MHz (CH 116X)	H24	47 10 42.1N 007 54 20.9E	*2426 ft*	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.
ZURICH EAST DVOR/DME (VAR 3.8° E / 2025) (decl.: 4.2° E)	ZUE	110.05 MHz (CH 37Y)	H24	47 35 31.8N 008 49 03.6E	*1734 ft*	DOC 80 NM / 50'000 ft.

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ENR 4.2 SPECIAL NAVIGATION SYSTEMS

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ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

Name of the GNSS element	Frequency(ies)	Coordinates Nominal Service Area Coverage Area	Remarks
1	2	3	4
EGNOS	1575.42MHz	Statewide	Operated by the European Satellite Service Provider
GPS	1575.42MHz	Statewide	Operated by the United States

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ENR 4.4 NAME CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
ABARI	47 24 59 N 006 56 33 E		
ABESI	46 09 35 N 009 02 34 E	N851	FRA (E): Even FL
ABNOR	46 59 24.4 N 007 15 06.7 E		IAC LSHI PinS
ABREG	46 18 25 N 009 33 05 E	Y170	FRA (E): Even FL FRA (D): LIME Refer to AIP Italy
AGERI	47 07 01.7 N 008 36 18.1 E	M858	MIL PROC LSME, STAR LSZC
AKABI	47 43 01 N 009 14 00 E	L856	
AKASU	46 06 35 N 008 29 44 E	Z424	FRA (X): Odd FL Refer to AIP Italy
ALAGO	47 47 59.0 N 009 27 46.0 E		SID LSZR Refer to AIP Germany
ALINE	47 55 28 N 007 56 47 E	T718	Refer to AIP Germany
ALOXO	47 46 01 N 009 58 13 E		Refer to AIP Germany
AMIKI	47 34 26.0 N 009 02 15.0 E		STAR LSZH, HLDG LSZH, RNAV Transition LSZH, SID LSZR
AMRID	46 56 05.4 N 007 19 32.8 E	Z60, Z144, KQ862	SID LSZB
AMRUP	47 46 45 N 008 04 37 E	N491, Z141	Refer to AIP Germany
AOSTA	45 47 47 N 007 20 45 E		FRA (E): Even FL Refer to AIP Italy
ARDED	46 44 07 N 010 07 40 E	Z119	
ARGAX	47 03 00 N 009 17 53 E	L613, Y170, Z170	FRA (I) FRA (A): LSZG, EDDS, EDMA, EDMO, ETSL
ARNOT	47 24 08.0 N 006 55 12.0 E	T14	STAR LSGC Refer to AIP France
ARSUT	48 10 00 N 009 19 43 E		Refer to AIP Germany
ARTAG	47 09 52.5 N 008 30 50.3 E	T53	SID LSZH
ARVAN	47 13 53.0 N 007 43 41.0 E	T901	SID, IAC, HLDG LSZG
ASBER	46 53 25.9 N 007 15 52.8 E	KQ861, KQ862, KQ864	
ASGED	47 14 08.8 N 008 34 13.8 E	M858	MIL PROC LSME, MIL PROC LSMD, STAR LSZC

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
ASSEQ	46 13 24 N 006 30 57 E	Y51	Refer to AIP France
ATPED	46 09 15 N 010 25 49 E	P131	Ref to AIP Italy
BADEP	47 01 38 N 007 25 28 E	Z669	FRA (I)
BALIR	47 18 29.9 N 007 16 53.5 E	T52, Y51, Z59, Z142	SID/STAR LSGC; HLDG LFSB
BANKO	45 49 12.0 N 007 03 17.0 E	L50	STAR LSGG Refer to AIP Italy
BARIG	47 16 07 N 008 33 40 E	M858, Y5	
BASGO	46 16 23 N 008 28 20 E	Z424	FRA (I) FRA (A): LIMC
BEGAR	47 54 30 N 007 35 00 E		FRA (I): southbound: Odd FL FRA (I) northbound: BTN 2300-0500 (2200-0400), Even FL Refer to AIP Germany/France
BENOT	47 03 27.7 N 007 10 22.1 E	N869	STAR LSGG FRA (I) FRA (A): LSGG, LSGL, LSGP, LSGS, LSGK, LSTS, LFLI, LFHN, LFLL, LFLY, LFLS, LFLB, LFLP, LFLJ, LFKA FRA (D): EDTD
BERSU	47 08 07.9 N 007 56 28.7 E	N871, Z50, Z58, Z141, Z143	HLDG; STAR LSZH FRA (I) FRA (A): EDTD, EDSB, EDTL, LFST
BIBAN	45 55 32 N 007 27 03 E		FRA (X): Odd FL Refer to AIP Italy
BIBOT	46 45 05 N 006 24 37 E		
BIRKI	47 00 46.6 N 007 22 34.8 E	T627, KQ862	SID/STAR, IAC, HLDG LSZB; SID LSZG; MIL PROC LSMP
BIVLO	46 11 49.8 N 006 15 13.8 E	Y52	STAR LSGG Refer to AIP Italy
BODAN	47 35 15 N 009 27 05 E	Z1, Z163, Z601	Refer to AIP Germany
BUPIG	46 45 11.8 N 008 07 34.0 E		IAC LSMM PinS
CANNE	46 10 00.0 N 008 52 52.0 E	L995, M858, Z651	SID LSZA FRA (E): Even FL
CERVI	45 58 12 N 007 32 43 E		FRA (E): Even FL Refer to AIP Italy
DANZE	47 19 16 N 007 50 17 E	T51	
DEDJU	47 20 54.4 N 007 32 08.6 E	KY256	

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
DEGAD	46 26 10 N 008 37 06 E	N850, Z424	FRA (I)
DEGES	47 24 45.0 N 009 12 07.0 E	KQ831, KY251, N491, N871, Y170, Z1, Z2, Z6, Z138	SID LSZH FRA (I)
DEKAM	47 14 24.2 N 007 06 45.5 E	T625, Y51	SID/STAR LSGC
DEREM	46 21 23.9 N 006 10 34.5 E	Z62	SID LSGG
DETRI	46 36 22 N 008 48 54 E	Z83, Z119, Z651	
DEVDI	47 44 20 N 007 32 52 E		FRA (I): Odd FL Refer to AIP France/Germany
DIBIV	46 28 00 N 009 40 00 E	Test Flight pattern East A9	
DINIG	46 29 43.0 N 005 53 26.0 E		STAR LSGG, HLDG Refer to AIP France
DINOX	46 40 00 N 006 07 11 E	L615	Refer to AIP France
DITON	47 18 08 N 008 20 00 E	L613, N871, T103, T163, Z671	FRA (I) FRA (A): LSGC, LSMP, LSZB, LSZR, EDNY, EDTM, EDJA, EDNL, ETHL, EDDS, EDMA, EDMO, ETSL FRA (D): LSGC, LSMP, LSGK, LSTS, LSZB, LSZC, LSZG, LSME
DOPIL	47 04 12.0 N 008 01 00.0 E	Z57	STAR LSZH
DORAP	47 28 22 N 009 36 04 E	Z2	
DOUCI	47 23 08 N 007 02 03 E	T626	
EDUMI	47 45 40.7 N 008 27 31.0 E		IAC LSZH
EKTUM	47 22 08 N 008 01 28 E	T125	
ELBEG	47 41 49 N 007 44 58 E	Y3	Refer to AIP Germany
ELMUR	47 09 24.4 N 008 54 27.4 E	L613, N851, T718	MIL PROC LSME FRA (I) FRA (A): LFGA, LFGB, LFSB, LFSM, EDSB, EDTL, LFST FRA (D): LSZS
EMKIL	48 10 27 N 008 45 53 E		Refer to AIP Germany
EMGUT	46 03 56 N 006 18 19 E	T37	Refer to AIP France
EMMEF	45 01 06 N 006 38 50 E		FRA (E), Odd FL Refer to AIP France

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
ENONO	47 35 53 N 008 32 03 E	T125	
ENZAH	47 18 34.9 N 007 41 35.7 E	KY256	
ESAPI	45 53 23.6 N 006 17 24.9 E	Y21	SID LSGG Refer to AIP France
ESEVA	46 48 07.6 N 007 00 52.8 E	Z119, Z144, Z669	STAR LSGG
ESOKO	45 52 39 N 007 05 50 E		FRA (I)
ETEKI	46 44 10.8 N 006 44 21.4 E	KQ811	STAR, IAC LSMP
ETIXO	46 41 18.9 N 007 44 40.0 E		IAC LSMM PinS
ETOXU	47 43 33.0 N 009 33 02.0 E		STAR LSZH Refer to AIP Germany
EVANO	45 20 15 N 008 45 39 E		Refer to AIP Italy
FILZE	47 28 57.28 N 009 17 54.96 E		IAC EDNY Refer to AIP Germany
FLORY	46 54 31.2 N 006 35 06.1 E	Y51	SID/STAR, IAC LSGC; SID LSGG
FOFRA	46 58 24 N 006 40 30 E		MIL HLDG
FRIBU	46 46 39.3 N 007 13 24.6 E	KQ862, KY251, T544, Y56, Z60, Z61, Z119	STAR LSZB; SID/STAR LSGC; STAR LSGG; SID LSZG; SID/STAR/IAC LSMP
GAMSA	47 24 30 N 009 39 07 E	N871	FRA (E): FL195-FL245, BTN 2230-0400 (2130-0300) FRA (X): FL195-FL245 FRA (X): FL245-FL315, BTN 0400-2230 (0300-2130) FRA (I): FL245-FL315, BTN 2230-0400 (2130-0300) FRA (I): FL315-FL660 FRA (A): LSZS Refer to AIP Austria
GARMO	47 47 35 N 009 18 01 E		STAR LSZR Refer to AIP Germany
GATPI	48 02 48 N 007 41 13 E		Refer to AIP Germany
GEMLA	45 34 20 N 006 20 23 E		FRA (E) Refer to AIP France
GERSA	47 02 21.7 N 008 31 55.6 E	N850, T53, Z50	SID LSZH FRA (I) FRA (A): LSZS FRA (D): LSZH, LSZG, LSZB, LFGA, LFGB, LFSB, LFSM, EDTD

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
GEVEA	46 15 14.1 N 006 07 56.0 E	T544, Y1, Y55, Y58	HLDG, STAR LSGG FRA (I) FRA (D): LSZB, LSZG, LSME
GIGUS	45 23 23 N 006 26 30 E		FRA (E): BTN 2300-0500 (2200-0400), Even FL FRA (X): Even FL Refer to AIP France
GILIR	47 03 48 N 006 14 21 E	T330	FRA (I) southbound: Odd FL FRA (I) northbound: Even FL Refer to AIP France
GIPOL	47 30 19.0 N 008 02 27.0 E	Y3, Z601	STAR LSZH, HLDG LSZH, RNAV Transition LSZH
GIRKU	46 03 05 N 005 54 17 E		FRA (I) Refer to AIP France
GLEND	46 24 31.3 N 006 14 39.2 E	KY251, Z32, Z65	SID LSGG
GODRA	46 35 34 N 007 42 32 E		FRA (I)
GOLEB	46 03 06.0 N 006 33 45.0 E	Y52	HLDG, STAR LSGG; SID LSGS Refer to AIP France
GUDAX	46 47 05.0 N 007 29 25.0 E	Z57	MIL PROC LSME FRA (A): LSZH
GUGSA	46 30 23 N 009 46 00 E	Z83	HLDG
HERBI	48 29 27 N 008 14 37 E		Refer to AIP Germany
IBINI	48 10 09 N 008 34 51 E		Refer to AIP Germany
IBODI	46 57 13 N 005 54 00 E		FRA (I): Even FL Refer to AIP France
INCUS	45 51 17 N 006 02 38 E		FRA (X): Odd FL Refer to AIP France
INSIL	46 56 57.7 N 007 24 31.4 E		IAC LSHI PinS
INTEB	46 56 25.2 N 007 15 29.9 E		IAC LSHI PinS
INTEG	47 09 02 N 009 56 09 E		FRA (I): FL315-FL660 Refer to AIP Austria
IRMAR	44 48 00 N 006 47 26 E		FRA (E): Even FL Refer to AIP France
IVAFI	47 23 21.1 N 007 15 07.6 E	KY256	
IXILA	46 45 13.5 N 008 02 37.4 E		IAC LSMM PinS
KELIP	46 57 22.3 N 008 45 42.0 E	Z50, Z651	STAR LSZH
KENTY	46 25 37 N 005 12 46 E		Refer to AIP France

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
KESEX	47 14 05 N 008 43 00 E	Z138, Z651, Z652, Z653	FRA (I) FRA (A): EDMA, EDMO, ETSL, EDSB, EDTL, LFST FRA (D): LSZS, LSZA, LSZL
KINES	45 19 52.9 N 006 45 19.1 E		STAR LSGG FRA (A): LSGG FRA (I) Refer to AIP France
KINNI	46 05 20.0 N 006 12 42.1 E		FRA (I) Refer to AIP France
KOGAS	45 48 30 N 006 23 27 E		FRA (I) Refer to AIP France
KONIL	46 34 06.4 N 006 27 30.1 E	Y51, Z63	SID LSGG
KONOL	46 59 43 N 007 40 51 E	KQ868, N871, T125, Z59	SID LSZB
KOPPI	47 06 15.0 N 007 25 55.0 E	T627	STAR LSZB
KORED	46 51 02 N 007 24 51 E	N871, Z67	STAR LSZB FRA (I) FRA (A): LSZH, LSMD, LFGA, LFGB, LFSB, LFSM FRA (D): LSGG, LSGC, LSGL, LSGP, LSGS, LFLI, LFHN, LFLB, LFLP, LFLJ, LFKA, LFLL, LFLS, LFLY
KOVAR	46 23 31 N 005 49 01 E	T37	Refer to AIP France
KUBOM	47 26 10 N 006 56 45 E		Refer to AIP France
KUDIS	47 26 28 N 008 58 01 E	N851, T103, Z138, Z170	
KUKEV	45 39 10 N 007 12 29 E		FRA (E): Even FL Refer to AIP Italy
KUSAM	47 08 14 N 010 16 55 E	Z119	Refer to AIP Austria
LADOL	48 10 00 N 008 57 12 E		FRA (I): FL245-FL660, Even FL Refer to AIP Germany
LAMUR	46 34 47 N 007 13 53 E	Z57, Z67	FRA (I)
LAPRI	44 58 49 N 007 09 36 E		FRA (X): Odd FL Refer to AIP Italy
LASUN	47 24 51 N 007 32 15 E	T14, T51, Y51	
LEPLA	47 20 36.1 N 007 21 58.0 E	Y51, Z600	SID/STAR LSGC
LIRKO	46 34 15.4 N 005 48 51.5 E	Z64	STAR LSGG Refer to AIP France
LISMO	46 52 14 N 005 46 41 E	T40	Refer to AIP France

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
LOKTA	48 10 00 N 009 10 58 E		FRA (I): FL245-FL660, Even FL FRA (X): FL195-FL245, Even FL Refer to AIP Germany
LORBU	46 43 45.7 N 006 31 44.1 E	Y51	SID LSGG
LUGAN	46 00 13.1 N 008 54 37.0 E	KY252	SID/STAR LSZA
LUKOM	46 35 06 N 008 45 31 E	M858, Y61	
LUMEG	47 03 23.0 N 008 23 09.0 E		MIL PROC LSZC
LUMEL	47 24 26 N 007 09 14 E	T10, T14, T52, Z59, Z600	
LURAG	45 31 40 N 007 05 20 E		FRA (X): Odd FL Refer to AIP Italy
LUSAR	46 40 08.0 N 005 10 46.1 E		STAR LSGG FRA (I): Odd FL Refer to AIP France
LUTIX	47 09 54 N 007 22 14 E	N869, T163, T626, T627	FRA (I)
MANEG	47 12 15 N 008 43 20 E	L613, Z651	FRA (I) FRA (D): LSZS, LSZA, LSZL
MARER	46 56 52.5 N 007 23 04.1 E		IAC LSHI PinS
MATIV	47 35 35.0 N 009 11 32.0 E		STAR LSZH; MIL PROC LSMD
MEBOX	47 05 10.4 N 007 36 33.5 E	KQ862, Z141, Z142	
MEDAM	45 15 52.0 N 006 56 24.1 E		SID LSGG FRA (I) FRA (D): LSGG Refer to AIP France
MILPA	46 18 09 N 005 52 47 E	N869, Y1, Z65, Z669	FRA (I) FRA (D): LSGC, LSGK, LSMP, LSTS, LSGS, LSZB, LSZG, LSME Refer to AIP France
MOBLO	45 48 35 N 006 43 22 E	Y224	FRA (I) Refer to AIP France
MOKIP	46 26 56 N 005 05 37 E		FRA (I): Odd FL Refer to AIP France
MOLUS	46 26 38.0 N 006 40 46.0 E	N871, T330, Z32, Z62, Z64	SID LSGG FRA (I) Refer to AIP France
MONIN	46 41 03.4 N 007 59 18.3 E	Z119	SID/STAR LSZB
MOPAN	48 14 47 N 008 09 16 E	Y164, Z652	FRA (E): FL195-FL245, Odd FL FRA (I): FL245-FL660, Odd FL Refer to AIP Germany

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
MOREG	46 23 35 N 006 00 26 E	Z32	Refer to AIP France
MOROK	47 23 48 N 006 39 20 E		Refer to AIP France
MOSIT	47 04 08.7 N 008 44 37.7 E	Z651	STAR LSZH, HLDG
NAMEL	46 21 28 N 006 17 00 E	Z62	Refer to AIP France
NATLI	47 29 31 N 007 30 26 E		Refer to AIP France
NATOR	48 10 12.0 N 008 19 17.0 E	N869	STAR LSZH FRA (E): FL195-FL245, Odd FL FRA (I): FL245-FL660, Odd FL Refer to AIP Germany
NAXOL	46 52 25.2 N 007 48 03.2 E		MIL PROC LSME
NEGRA	47 43 20.0 N 009 25 37.9 E		STAR LSZH FRA (I) Refer to AIP Germany
NEMAG	47 14 53.0 N 007 50 06.0 E	T901	IAC LSZG
NEMOS	46 54 43.0 N 006 54 23.6 E	N869, Y58	STAR LSGG FRA (I)
NINTU	46 08 50 N 005 33 11 E		FRA (X): Odd FL Refer to AIP France
NISPI	46 56 40.9 N 007 19 51.7 E		IAC LSHI PinS
NITAM	45 06 21.8 N 007 09 27.7E		FRA (X): Odd FL Refer to AIP Italy
NIVIN	46 42 52 N 005 51 58 E		Refer to AIP France
NULXO	46 36 38 N 007 27 39 E		MIL HLDG
NUNRI	47 35 12 N 009 39 09 E	T103, Z6	FRA (X) Refer to AIP Germany
NUSBA	46 06 24 N 005 42 48 E		FRA (X): Odd FL Refer to AIP France
OBEDU	47 15 29 N 008 15 18 E	T53	
ODIKI	45 56 32.2 N 006 20 36.6 E	T345	SID LSGG Refer to AIP France
ODINA	46 06 15.8 N 008 39 53.7 E	N850	STAR LSZA FRA (X): Odd FL Refer to AIP Italy
OLBEN	47 18 16 N 007 37 46 E	N869, T10, Y164, Z50, Z69	FRA (I)

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
OLBOX	47 09 00 N 009 21 00 E	Test Flight pattern East A9	
OLNAV	47 08 00 N 009 14 00 E	Test Flight pattern East A9	
OMASI	45 54 22 N 005 58 27 E		FRA (E): Even FL Refer to AIP France
OMIDO	47 14 58 N 008 27 03 E	T53	
ONNOF	45 57 14 N 005 54 51 E		FRA (X): Odd FL Refer to AIP France
ORSUD	45 57 28 N 007 10 54 E		FRA (I)
OSDOV	47 26 24 N 010 11 00 E		Refer to AIP Germany
OSKUP	47 10 07 N 007 36 33 E	T625, T626	
OSNOG	47 11 42.5 N 008 37 36.1 E	KY251, KY257	
PALLU	47 05 00.4 N 006 47 35.7 E	Y51	SID/STAR, IAC LSGC
PELAD	46 35 56.0 N 009 43 33.0 E	Z50, Z119	HLDG; IAC, SID LSZS
PEPAG	45 59 02 N 009 04 17 E	L995	Refer to AIP Italy
PERAK	46 02 47 N 006 24 35 E		Refer to AIP France
PETAL	46 22 04.9 N 006 18 01.3 E	T544	SID/STAR, IAC LSGG
PINAM	46 43 25.4 N 007 57 43.8 E		IAC LSMM PinS
PIXOS	46 36 19 N 008 58 59 E	N851, Z119	
PUNSA	46 04 43 N 008 01 33 E		FRA (E): Even FL Refer to AIP Italy
PUXXI	46 49 12 N 008 16 52 E		MIL HLDG
RAMOK	47 01 20.2 N 007 41 03.0 E	Z142, Z143	
RAVED	47 43 45.0 N 009 40 10.0 E	Y112	HLDG FRA (E): FL195-FL245, Even FL FRA (E): FL245-FL315, BTN 0400-2230 (0300-2130), Even FL FRA (I): FL245-FL315, BTN 2230-0400 (2130-0300), Even FL FRA (I): FL315-FL660,Even FL Refer to AIP Germany
RESIA	46 28 42 N 010 02 36 E	P131, Z50	FRA (E): Even FL FRA (X): Odd FL

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
REVLI	46 35 11 N 006 44 36 E	T40, T544	
RIGVI	48 07 57 N 007 30 13 E		Refer to AIP France/Germany
RILAX	47 56 34.3 N 008 30 48.8 E	T721	STAR LSZH, HLDG LSZH, RNAV Transition LSZH Refer to AIP Germany
RIPUS	47 15 37 N 008 30 00 E	L613, N850	FRA (I)
RISLI	47 27 11 N 008 30 27 E	M858	
ROBEX	45 06 54 N 006 35 38 E		FRA (E): Odd FL Refer to AIP France/Italy
ROCCA	45 44 43.0 N 006 38 44.1 E		SID/STAR LSGG, SID LSGS Refer to AIP France
ROLSA	47 17 23.0 N 008 53 21.0 E	N851, Z162, Z653, Z671	STAR LSZR FRA (I) FRA (A): EDMA, EDMO, ETSL FRA (D): LSZS
ROMGA	47 29 26 N 009 24 13 E	Z1	
ROMIR	47 42 47 N 009 06 28 E	L856, N851, T125, T625, Y170	FRA (I) Refer to AIP Germany
ROMOM	46 40 52.3 N 006 58 13.9 E	T544	STAR LSGG
RONAG	46 46 45.9 N 010 15 32.4 E	L613, Z119, Z408	HLDG, IAC, SID LSZS FRA (I)
RONIX	47 13 34.5 N 008 27 25.2 E	KQ821, KY256, T734	MIL PROC LSME; STAR LSZC, HLDG LSZC
RONOP	45 11 09 N 007 09 23 E		FRA (E): Even FL Refer to AIP Italy
ROSGO	46 27 10 N 009 27 41 E	Z83	Refer to AIP Italy
ROTOS	47 11 23.6 N 007 43 30.6 E	T50, T163, Z50, Z601, Z669	STAR LSZB
RUMIL	45 51 42.8 N 005 58 53.2 E	Q226	SID LSGG Refer to AIP France
SAFFA	46 44 13 N 010 24 16 E		FRA (E): Even FL Refer to AIP Italy
SALEV	46 04 25.6 N 006 03 57.4 E	Y52, Y55, Y56, Y58	STAR LSGG Refer to AIP France
SAPRE	46 28 07.3 N 006 26 53.0 E	KY251, L615, T544, Y51, Y58, Z64, Z65	SID LSGS; SID/STAR/IAC, HLDG LSGG; SID/STAR LSGC
SARWA	47 09 40 N 009 14 39 E		MIL HLDG
SIROD	46 43 37.3 N 006 01 10.4 E		SID LSGG Refer to AIP France

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
SITOR	47 30 36.7 N 009 20 10.5 E	KY251	SID/STAR LSZR
SOFIK	46 16 24 N 006 37 57 E	L615	Refer to AIP France
SONGI	47 46 40.0 N 008 43 55.0 E	T734	SID LSZH, RNAV Transition LSZH Refer to AIP Germany
SONOM	47 47 03 N 008 53 46 E	T163, Z170	FRA (I): Odd FL Refer to AIP Germany
SOPER	46 53 22 N 008 56 40 E	N851, Z50	FRA (I) FRA (A): LSZH, LSMD, LSZR, EDNY, EDTD, EDTM, EDJA, EDNL, ETHL, EDDS
SOSAL	46 33 29.0 N 006 53 04.0 E	N871, T45, Z61, Z63	STAR LSGS, SID LSGG FRA (I)
SOSON	46 36 24 N 008 35 39 E	N850, Y61, Z119	FRA (I) FRA (A): LSZA, LSZL FRA (D): LSZB, LSME, LSMD, LSZS, LSZC
SOVAD	46 20 14.9 N 006 02 54.4 E	Y55	STAR LSGG Refer to AIP France
SUBEX	47 20 07 N 008 54 45 E	T625	
SUREP	47 09 55 N 008 00 39 E	N871, T901	
SUTED	46 27 43 N 008 24 29 E		Refer to AIP Italy
SUVEL	46 09 05.4 N 006 21 03.8 E	Y52	STAR LSGG Refer to AIP France
SUXAN	46 33 44 N 010 28 45 E	L613	FRA (E): Even FL FRA (X): Odd FL Refer to AIP Italy
TELNO	46 46 19.1 N 007 16 14.9 E	N871, Z119	STAR LSZB
TINAM	46 21 36.1 N 006 31 50.0 E	Z62	SID LSGG Refer to AIP France
TINOX	47 50 07.0 N 009 07 40.0 E		SID LSZR Refer to AIP Germany
TIRUL	47 03 26 N 010 31 43 E	Z408	Refer to AIP Austria
TITIX	47 51 30 N 008 23 48 E		FRA (I) Refer to AIP Germany
TOKDO	46 01 30 N 005 42 40 E	T544	Refer to AIP France
TORPA	47 28 46 N 006 39 31 E	T10	Refer to AIP France
TUFTA	46 23 18 N 005 25 14 E		FRA (I)
TUNNO	46 47 53.4 N 007 23 48.8 E	KQ864	SID / IAC LSHK PinS, HLDG

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
TUROM	46 50 31 N 005 57 59 E	KQ864	FRA (I): Odd FL Refer to AIP France
UBIMA	46 07 35 N 006 42 04 E		FRA (I) Refer to AIP France
ULGOD	46 28 55 N 009 16 31 E	Z83	Refer to AIP Italy
ULMES	46 57 18.1 N 007 17 33.5 E	T627, Z669	STAR LSGG FRA (I) FRA (A): LSGG, LSGL, LSGP, LFLI, LFHN, LFLL, LFLY, LFLS, LFLB, LFLP, LFLJ, LFKA FRA (D): LSZH, LSZC, LSME, LSMD
UMTEX	47 50 15 N 009 37 27 E	Y100	FRA (E): FL195-FL245,Even FL FRA (E): FL245-FL315, BTN 0400-2230 (0300-2100), Even FL FRA (I): FL245-FL315, BTN 2230-0400 (2130-0300), Even FL FRA (I): FL315-FL660, Even FL Refer to AIP Germany
UMTOP	47 07 38.9 N 007 49 06.2 E	KQ862, KQ868, KY251, KY256	IAC LSHA PinS IAC LSHL PinS
UNKIR	46 48 56 N 005 43 37 E		FRA (I): Even FL Refer to AIP France
URIGI	47 03 32 N 008 24 49 E	Z50	
URNAS	47 00 08 N 008 38 18 E	M858	
USETI	48 03 22 N 008 50 10 E		Refer to AIP Germany
UTAVO	46 24 38 N 009 00 33 E	N851	FRA (I) FRA (D): LIMC, LIME, LIML
UVULA	46 46 00 N 009 55 00 E	Test Flight pattern East A9	
VADAR	46 39 26.0 N 006 45 13.0 E	Y58, Z60, Z669	STAR LSGG, STAR LSGS FRA (I) FRA (D): LFGA, LFGB, LFSB, LFSM
VADEM	46 43 18 N 006 29 01 E		FRA (I)
VALAD	46 56 55.8 N 007 05 22.4 E		IAC LSMP
VALAV	46 37 58 N 010 23 10 E	L613	
VALBU	46 05 09.7 N 006 29 23.4 E	Y52	STAR LSGG Refer to AIP France
VALOR	46 03 34.6 N 006 58 25.9 E	L50, Y1, Y223, Y224	STAR LSGS

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
VANAS	45 27 26 N 006 44 49 E		SID LSGG FRA (I) FRA (A): LSGC, LSGL, LSGP, LSGS, LSMP, LSGK, LSTS, LSZB, LSZG, LSME, LSZC, LFLI, LFHN, LFGJ, LFSD, LFQM, LFEV, LFGI, LFLH FRA (D): LSGL, LSGP, LSGS, LFLI, LFHN, LFLB, LFLP, LFGJ, LFSD, LFQM, LFEV, LFGI, LFLH Refer to AIP France
VEBIT	47 16 07.0 N 008 00 21.0 E	T10, T50, T51, T52, T53, T544	SID LSZH
VEDOK	47 47 24 N 009 07 14 E	N851	Refer to AIP Germany
VENAT	46 14 39 N 006 35 48 E	T45, Y223, Z67	Refer to AIP France
VEROX	46 43 39 N 006 34 24 E	N869	
VEVAR	44 48 00.0 N 007 00 45.0 E		SID LSGG FRA (X): Odd FL Refer to AIP France
VIBAX	47 20 50.0 N 008 52 55.9 E	KQ834	MIL PROC LSMD
XAMEX	47 06 00 N 009 32 00 E	Test Flight pattern East A9	
HH704	47 17 15.4 N 007 56 25.0 E		IAC LSHH PinS
HL704	46 58 29.5 N 008 02 43.3 E		IAC LSHL PinS
LS099	46 27 43.5 N 006 19 33.3 E	KY251	
LS100	46 28 14.5 N 006 43 22.4 E	KY251	
LS103	46 43 11.2 N 006 57 39.1 E	KQ811, KY251	
LS104	46 50 23.4 N 007 19 42.2 E	KY251, KQ864	
LS105	46 55 44.0 N 007 28 44.9 E	KQ861, KY251	
LS110	47 12 26.8 N 008 47 38.1 E	KQ833, KY251, KY253	
LS111	47 12 41.6 N 008 57 01.1 E	KQ832, KY251	
LS112	47 19 25.5 N 009 09 02.0 E	KQ834, KY251	
LS164	46 48 22.3 N 007 22 14.2 E	KQ864	

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
LS201	47 02 15.9 N 008 35 42.6 E	KY252, KY253	
LS202	46 56 00.8 N 008 36 23.1 E	KY252	
LS203	46 53 01.4 N 008 36 42.4 E	KY252	
LS204	46 49 40.6 N 008 38 37.5 E	KY252	
LS205	46 46 45.0 N 008 39 20.8 E	KY252	
LS206	46 41 51.5 N 008 36 05.3 E	KY252	
LS207	46 38 59.9 N 008 35 25.1 E	KY252	
LS208	46 35 30.7 N 008 32 22.2 E	KY252	
LS209	46 32 52.6 N 008 34 03.6 E	KY252	
LS210	46 31 37.9 N 008 38 10.8 E	KY252	
LS211	46 28 33.8 N 008 48 17.4 E	KY252	
LS212	46 21 39.2 N 008 56 39.3 E	KY252	
LS213	46 13 22.8 N 009 02 21.2 E	KY252	
LS214	46 06 32.9 N 008 56 16.8 E	KY252	
LS301	47 08 14.0 N 008 42 41.3 E	KY253	
LS302	47 11 25.4 N 008 46 25.9 E	KY253	
LS561	46 54 28.4 N 007 21 41.4 E	KQ861	
LS562	46 50 32.0 N 007 14 49.4 E	KQ862	
LS600	47 18 34.9 N 007 41 35.7 E		SID/IAC LSHA PinS
LS601	47 15 04.1 N 008 03 26.0 E	KY256	SID LSHA PinS
LS602	47 15 56.6 N 008 10 06.8 E	KY256	IAC LSHA PinS
LS603	47 17 16.4 N 008 16 48.8 E	KY256	
LS701	47 04 58.1 N 008 21 31.0 E	KY257	

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
LS702	47 07 06.3 N 008 25 45.1 E	KY252, KY257	
LS703	47 10 00.7 N 008 31 31.7 E	KY257	
MD503	47 19 16.1 N 009 00 03.8 E	KQ831, KQ834	
MD505	47 14 30.6 N 008 57 49.1 E	KQ832	
MD516	47 13 02.2 N 008 46 37.2 E	KQ833	
ME102	47 07 54.5 N 008 20 59.1 E		MIL PROC LSME
ME103	47 07 27.9 N 008 07 05.1 E	KQ821, KY251, KY257	MIL PROC LSME
ME104	47 08 53.5 N 008 22 05.9 E	KY251, KY252	MIL PROC LSME
ME105	47 06 00.1 N 008 18 49.5 E		MIL PROC LSME
ZC700	47 11 14.6 N 008 31 23.3 E	KY251, KY256	IAC LSZC

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ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

NIL

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ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

PERM or TEMPO prohibited or restricted areas established in pursuance of the legal bases of air navigation are published in the AIP or notified by NOTAM and DABS.
Prohibited areas LSP: NIL

1. Restricted areas LSR

A restricted area is an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the FLT of ACFT is restricted in accordance with certain specified conditions.

The restricted areas are tabulated below and depicted on the aeronautical charts. The restrictions which apply to each individual area are specified in the column “Remarks” of the corresponding area.
Restricted areas marked with “Manageable by AMC” in column Nr. 4, will be considered by the AMC when assigning LSR, CDR and TRA.
The activation is promulgated by means of DABS and NOTAM, as a rule on the preceding day, (DABS REF: GEN 3.1 5.3).
Restricted areas for gliders REF(ENR 5.5).
Activation of LSR

See DABS and NOTAM
URL: http://www.skybriefing.com
or Phone: +41 (0) 44 813 31 10

Flight Plan Buffer Zone (FBZ)

FBZ has been established for IFR flight planning purposes only.
Flight plans can be filed up to the boundary of the FBZ when allocated in AUP / UUP and corresponding restrictions in RAD Annex 2C shall be observed.

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR2 **HOHGANT** 46 47 16 N / 008 02 28 E - 46 47 16 N / 008 00 53 E - 46 45 23 N / 007 57 30 E - 46 44 21 N / 007 40 04 E - 46 49 16 N / 007 35 46 E - 47 02 29 N / 008 00 10 E - 47 02 55 N / 008 01 28 E - 47 03 04 N / 008 09 38 E - 46 57 53 N / 008 19 38 E - 46 55 47 N / 008 20 27 E - 46 56 28 N / 008 23 58 E - 46 43 16 N / 008 25 54 E - 46 47 16 N / 008 02 28 E	FL 130 / FL 100	MIL ACFT ACT	**Entry not permitted for VFR FLT** Status of the area (ACT/not ACT) may be requested from ZURICH INFORMATION 124.700 MHz or GENEVA INFORMATION 126.350 MHz Phone: +41 (0) 44 813 31 10 Manageable by AMC

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR2Z 46 51 16 N / 007 27 51 E - 46 53 05 N / 007 29 23 E - 46 54 30 N / 007 31 58 E - 46 57 51 N / 007 38 05 E - 47 07 32 N / 007 56 15 E - 47 08 34 N / 007 59 26 E - 47 08 36 N / 008 01 07 E - 47 08 48 N / 008 12 20 E - 47 00 50 N / 008 29 24 E - 46 59 44 N / 008 30 49 E - 46 58 34 N / 008 31 46 E - 46 57 02 N / 008 32 16 E - 46 53 02 N / 008 32 51 E - 46 45 14 N / 008 33 57 E - 46 42 57 N / 008 34 17 E - 46 41 13 N / 008 33 44 E - 46 39 56 N / 008 32 42 E - 46 38 54 N / 008 31 20 E - 46 38 15 N / 008 29 50 E - 46 37 43 N / 008 28 00 E - 46 37 33 N / 008 25 55 E - 46 37 45 N / 008 23 53 E - 46 41 16 N / 008 03 15 E - 46 39 52 N / 008 00 43 E - 46 38 40 N / 007 40 48 E - 46 38 41 N / 007 38 30 E - 46 39 16 N / 007 36 18 E - 46 40 00 N / 007 34 40 E - 46 41 07 N / 007 33 16 E - 46 47 19 N / 007 27 54 E - 46 49 12 N / 007 27 20 E - 46 51 16 N / 007 27 51 E	FL 135 / FL 95		For IFR flight planning purposes only
LSR3 **SPEER** 47 02 57 N / 009 29 06 E - 47 02 53 N / 009 04 10 E - 47 11 23 N / 009 03 01 E - 47 16 25 N / 009 09 34 E - 47 18 45 N / 009 18 15 E - 47 18 39 N / 009 34 59 E - Following the border line southbound - 47 02 57 N / 009 29 06 E	FL 130 / FL 100	MIL ACFT ACT	**Entry not permitted for VFR FLT** Status of the area (ACT/not ACT) may be requested from ZURICH INFORMATION 124.700 MHz or GENEVA INFORMATION 126.350 MHz Phone: +41 (0) 44 813 31 10 Manageable by AMC

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR3Z 46 59 35 N / 009 36 01 E - 46 58 01 N / 009 33 39 E - 46 57 18 N / 009 30 51 E - 46 57 16 N / 009 13 11 E - 46 57 12 N / 009 05 50 E - 46 57 12 N / 009 04 55 E - 46 57 12 N / 009 02 33 E - 46 57 58 N / 008 59 38 E - 46 59 24 N / 008 57 24 E - 47 01 17 N / 008 56 01 E - 47 03 32 N / 008 55 42 E - 47 06 50 N / 008 55 14 E - 47 13 17 N / 008 54 21 E - 47 16 27 N / 008 58 27 E - 47 21 12 N / 009 04 35 E - 47 24 27 N / 009 16 43 E - 47 24 18 N / 009 36 26 E - 47 23 45 N / 009 38 32 E - 47 22 58 N / 009 40 25 E - ALONG SWISS BORDER - 47 16 14 N / 009 31 51 E - ALONG AUSTRIAN BORDER - 47 03 39 N / 009 36 25 E - ALONG SWISS BORDER - 47 03 09 N / 009 37 24 E - 47 01 40 N / 009 37 24 E - 46 59 35 N / 009 36 01 E	FL 135 / FL 95		For IFR flight planning purposes only
LSR4 **LAC DE NEUCHÂTEL** 46 57 41 N / 006 54 37 E - 46 55 02 N / 006 57 25 E - 46 49 57 N / 006 49 21 E - 46 50 36 N / 006 43 19 E - 46 57 41 N / 006 54 37 E	*8900 ft AMSL* *(2700 m)* / GND	ACFT FRNG	
LSR4A **LAC DE NEUCHÂTEL** 47 01 17 N / 006 50 48 E - 46 57 41 N / 006 54 37 E - 46 50 36 N / 006 43 19 E - 46 51 29 N / 006 35 10 E - 47 01 17 N / 006 50 48 E	*8900 ft AMSL* *(2700 m)* / *5000 ft AMSL* *(1500 m)*	ACFT FRNG	
LSR5 **BIERE** 46 34 47 N / 006 21 21 E - 46 34 09 N / 006 22 35 E - 46 32 11 N / 006 20 25 E - 46 31 33 N / 006 22 02 E - 46 30 08 N / 006 21 26 E - 46 31 59 N / 006 16 47 E - 46 34 47 N / 006 21 21 E	by NOTAM (MAX *6500 ft AMSL)* / GND	MIL UAS and / or FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of the area (ACT/not ACT) may be requested via GENEVA INFORMATION 126.350 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR6 **AXALP** 46 49 25 N / 008 01 42 E - 46 47 13 N / 008 09 32 E - 46 44 45 N / 008 12 59 E - Arc of circle clockwise radius 3.4 km (1.8 NM) on 46 43 31 N / 008 11 09 E - 46 42 16 N / 008 12 57 E - 46 38 19 N / 008 06 56 E - 46 38 14 N / 007 57 16 E - 46 47 14 N / 007 54 08 E - 46 49 25 N / 008 01 42 E	FL 130 / *6000 ft AMSL* *(1850 m)*		**Entry not permitted for VFR FLT** Exemption: HEMS flights with special procedures Status of the area (ACT/not ACT) may be requested via 130.155 MHz or 124.700 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LSR7 **HONGRIN** 46 25 35 N / 007 06 19 E - 46 25 05 N / 007 06 19 E - 46 23 19 N / 007 03 36 E - 46 22 19 N / 007 00 07 E - 46 21 54 N / 006 57 54 E - 46 22 51 N / 006 57 05 E - 46 25 26 N / 007 00 16 E - 46 25 49 N / 007 03 03 E - 46 25 35 N / 007 06 19 E	by NOTAM (MAX *15500 ft AMSL)* / GND	MIL UAS and / or FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via GENEVA INFORMATION 126.350 MHz or: Phone: +41 (0) 44 813 31 10
LSR8 **DAMMASTOCK** 46 43 38 N / 008 32 57 E - 46 37 50 N / 008 33 18 E - 46 33 59 N / 008 21 21 E - 46 41 29 N / 008 18 38 E - 46 43 38 N / 008 32 57 E	*28'000ft AMSL* *(8550 m) /* GND	Air-Air FRNG	**Entry not permitted for VFR FLT** Exemption: HEMS flights with special procedures Status of the area (ACT/not ACT) may be requested via 128.380 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LSR8A **DAMMASTOCK** 46 37 50 N / 008 33 18 E - 46 32 59 N / 008 33 36 E - 46 30 53 N / 008 28 05 E - 46 33 59 N / 008 21 21 E - 46 37 50 N / 008 33 18 E	*28'000 ft AMSL* *(8550 m)* / *9200 ft AMSL* *(2800 m)*	Air-Air FRNG / MIL ACFT ACT	
LSR9 **HINTERRHEIN** 46 31 34 N / 009 07 11 E - 46 31 18 N / 009 10 38 E - 46 30 28 N / 009 10 49 E - 46 29 40 N / 009 10 06 E - 46 28 22 N / 009 10 52 E - 46 27 45 N / 009 10 05 E - 46 27 54 N / 009 08 10 E - 46 28 44 N / 009 06 40 E - 46 28 28 N / 009 05 09 E - 46 28 50 N / 009 04 15 E - 46 31 34 N / 009 07 11 E	by NOTAM (MAX *40000 ft AMSL)* / GND	MIL UAS and / or FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR10 **FAERMELBERG** 46 31 03 N / 007 28 05 E - 46 31 21 N / 007 28 29 E - 46 31 18 N / 007 29 07 E - 46 31 22 N / 007 29 25 E - 46 31 28 N / 007 29 55 E - 46 31 25 N / 007 30 08 E - 46 31 14 N / 007 31 36 E - 46 31 05 N / 007 31 48 E - 46 30 39 N / 007 32 18 E - 46 30 25 N / 007 32 26 E - 46 29 50 N / 007 31 37 E - 46 29 44 N / 007 30 38 E - 46 30 01 N / 007 30 16 E - 46 29 53 N / 007 29 58 E - 46 29 43 N / 007 29 23 E - 46 30 17 N / 007 28 51 E - 46 30 35 N / 007 28 01 E - 46 30 44 N / 007 27 48 E - 46 30 51 N / 007 27 56 E - 46 31 03 N / 007 28 05 E	*15'500 ft AMSL* *(4700 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of the area (ACT/not ACT) may be requested via GENEVA INFORMATION 126.350 MHz or: Phone: +41 (0) 44 813 31 10
LSR11 **ZUOZ / S-CHANF** 46 43 53 N / 010 02 33 E - 46 40 11 N / 010 02 29 E - 46 37 04 N / 010 00 06 E - 46 36 08 N / 009 57 37 E - 46 37 36 N / 009 56 36 E - 46 39 24 N / 009 50 30 E - Arc of circle clockwise radius 13 km (7.0 NM) on 46 37 05 N / 010 00 06 E - 46 43 53 N / 010 02 33 E	*31'500 ft AMSL* *(9600 m)* / GND	Anti-ACFT FRNG / MIL ACFT ACT JUN - JUL: MIL ACFT ACT only	**Entry not permitted for VFR FLT** Exemption: HEMS flights and ARR DEP from LSZS/LSXM via AFIS LSZS Status of the area (ACT/not ACT) may be requested via 135.480 MHz or: Phone: +41 (0) 44 813 31 10 Manageable by AMC

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR11Z 46 48 42 N / 010 07 35 E - 46 48 10 N / 010 08 36 E - 46 46 50 N / 010 10 09 E - 46 45 18 N / 010 11 00 E - 46 43 49 N / 010 11 17 E - 46 40 07 N / 010 11 13 E - 46 38 20 N / 010 10 48 E - 46 37 00 N / 010 09 54 E - ALONG SWISS BORDER - 46 31 25 N / 010 03 13 E - 46 30 40 N / 010 01 12 E - 46 30 09 N / 009 58 41 E - 46 30 13 N / 009 56 14 E - 46 30 43 N / 009 53 51 E - 46 31 44 N / 009 51 41 E - 46 32 56 N / 009 50 19 E - 46 33 46 N / 009 47 28 E - 46 34 30 N / 009 45 23 E - 46 35 33 N / 009 43 51 E - 46 36 54 N / 009 42 36 E - 46 38 27 N / 009 41 54 E - 46 40 09 N / 009 41 52 E - 46 41 45 N / 009 42 29 E - 46 43 26 N / 009 43 33 E - 46 45 05 N / 009 45 10 E - 46 46 24 N / 009 46 51 E - 46 47 25 N / 009 48 38 E - 46 48 22 N / 009 50 41 E - 46 49 07 N / 009 52 55 E - 46 49 41 N / 009 55 24 E - 46 50 00 N / 009 57 53 E - 46 50 05 N / 010 00 04 E - 46 50 00 N / 010 02 13 E - 46 49 50 N / 010 03 39 E - 46 48 42 N / 010 07 35 E	FL 345 / GND		For IFR flight planning purposes only

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR11A **ZUOZ / S-CHANF** 46 40 11 N / 010 02 29 E - 46 36 17 N / 010 02 25 E - 46 34 28 N / 010 04 43 E - ALONG SWISS-ITALIAN BORDER - 46 32 04 N / 010 02 46 E - Arc of circle clockwise radius 10 km (5.4 NM) on 46 37 16 N / 010 00 12 E - 46 32 35 N / 009 55 59 E - 46 35 47 N / 009 57 51 E - 46 36 08 N / 009 57 37 E - 46 37 04 N / 010 00 06 E - 46 40 11 N / 010 02 29 E	*31'500 ft AMSL (9600 m) / 7000 ft AMSL (2150 m)*	Anti-ACFT FRNG / MIL ACFT ACT JUN - JUL: MIL ACFT ACT only	**Entry not permitted for VFR FLT** Exemption: HEMS flights and ARR DEP from LSZS/LSXM via AFIS LSZS Status of the area (ACT/not ACT) may be requested via 135.480 MHz or: Phone: +41 (0) 44 813 31 10 Manageable by AMC
LSR11AZ 46 26 00 N / 010 03 30 E - 46 25 46 N / 010 01 13 E - 46 25 47 N / 009 59 01 E - 46 25 58 N / 009 57 00 E - 46 26 17 N / 009 55 09 E - 46 26 47 N / 009 53 20 E - 46 27 29 N / 009 51 24 E - 46 28 23 N / 009 49 42 E - 46 29 22 N / 009 48 34 E - 46 30 45 N / 009 47 43 E - 46 32 22 N / 009 47 18 E - 46 33 46 N / 009 47 28 E - 46 35 16 N / 009 48 10 E - 46 36 39 N / 009 48 58 E - 46 38 15 N / 009 49 25 E - 46 39 38 N / 009 50 30 E - 46 40 39 N / 009 51 49 E - 46 41 28 N / 009 53 37 E - 46 42 58 N / 009 54 46 E - 46 44 13 N / 009 56 00 E- 46 45 11 N / 009 57 43 E - 46 45 54 N / 009 59 57 E - 46 46 09 N / 010 02 15 E - 46 45 59 N / 010 04 37 E - 46 45 26 N / 010 06 41 E - 46 44 36 N / 010 08 25 E - 46 43 11 N / 010 10 02 E - 46 41 44 N / 010 10 54 E - 46 40 07 N / 010 11 13 E - 46 38 29 N / 010 11 10 E - 46 37 16 N / 010 12 23 E - ALONG SWISS BORDER - 46 26 00 N / 010 03 30 E	FL 345 / GND		For IFR flight planning purposes only

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR12 **SIMPLON** 46 15 59 N / 008 01 35 E - 46 15 49 N / 008 04 41 E - 46 15 38 N / 008 04 50 E - ALONG SWISS-ITALIAN BORDER - 46 14 58 N / 008 06 37 E - 46 14 02 N / 008 04 52 E - 46 11 03 N / 008 05 39 E - 46 08 17 N / 008 04 51 E - 46 07 21 N / 008 03 26 E - 46 06 49 N / 008 00 54 E - 46 09 44 N / 007 59 35 E - 46 13 21 N / 007 58 26 E - 46 14 29 N / 007 58 31 E - 46 15 59 N / 008 01 35 E	by NOTAM (MAX *22500 ft AMSL)* / GND	MIL UAS and / or FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR13 **AXALP** 46 41 11 N / 007 40 49 E - 46 33 27 N / 007 50 07 E - 46 35 24 N / 008 07 05 E - 46 46 18 N / 008 16 17 E - 46 54 49 N / 007 56 02 E - 46 48 04 N / 007 49 31 E - 46 41 11 N / 007 40 49 E	FL 130 / *6000 ft AMSL* *(1850 m)*	ACFT FRNG	ACT: Calendar week 41 - Axalp demonstration **Entry not permitted for VFR FLT** Status of the area (ACT/not ACT) may be requested via 130.155 MHz or 124.700 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LSR14 **SAENTIS** 47 13 32 N / 009 15 50 E - 47 13 25 N / 009 16 00 E - 47 12 54 N / 009 16 57 E - 47 12 43 N / 009 17 33 E - 47 13 01 N / 009 19 07 E - 47 13 12 N / 009 19 46 E - 47 14 03 N / 009 20 19 E - 47 14 42 N / 009 20 05 E - 47 14 50 N / 009 19 48 E - 47 14 51 N / 009 19 21 E - 47 14 58 N / 009 19 02 E - 47 15 09 N / 009 18 49 E - 47 15 12 N / 009 18 34 E - 47 15 12 N / 009 17 39 E - 47 14 55 N / 009 17 02 E - 47 14 27 N / 009 16 16 E - 47 13 32 N / 009 15 50 E	by NOTAM (MAX *12500 ft AMSL)* / GND	MIL UAS and / or FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR15 **ENTLEBUCH** 47 02 03 N / 008 11 36 E - 46 59 27 N / 008 08 05 E - 46 56 52 N / 008 04 35 E - 46 53 30 N / 008 00 01 E - 46 57 53 N / 007 51 39 E - 47 02 29 N / 008 00 10 E - 47 04 58 N / 008 07 41 E - 47 02 17 N / 008 11 09 E - 47 02 03 N / 008 11 36 E	FL 100 / *5500 ft AMSL (1700 m)* or 1000 FT GND whichever is higher	MIL UAS ACT expect ADS 15 / ACFT activity	**Entry for VFR flights is subject to ATC clearance by EMMEN RADAR on 125.435 MHz** Status of the area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or EMMEN TWR 118.005 MHz or: Phone: +41 (0) 44 813 31 10
LSR16 **ISONE 1** 46 08 59 N / 009 00 34 E - 46 08 54 N / 009 01 57 E - 46 08 08 N / 009 04 07 E - 46 07 19 N / 009 04 50 E - ALONG SWISS-ITALIAN BORDER - 46 07 05 N / 009 04 21 E - 46 06 45 N / 009 03 10 E - 46 06 47 N / 009 01 35 E - 46 06 48 N / 009 00 22 E - 46 07 10 N / 008 59 12 E - 46 07 50 N / 008 59 14 E - 46 08 35 N / 008 59 30 E - 46 08 59 N / 009 00 34 E	by NOTAM (MAX *10500 ft AMSL)* / GND	MIL UAS and / or FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR17 **ISONE 2** 46 07 10 N / 008 59 12 E - 46 06 48 N / 009 00 22 E - 46 06 47 N / 009 01 35 E - 46 05 59 N / 009 00 47 E - 46 05 43 N / 008 59 26 E - 46 06 09 N / 008 57 45 E - 46 07 10 N / 008 59 12 E	by NOTAM (MAX *10500 ft AMSL)* / GND	MIL UAS and / or FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR18 **BURE** 47 27 29 N / 007 00 56 E - 47 27 24 N / 007 02 36 E - 47 27 02 N / 007 02 43 E - 47 25 52 N / 007 01 40 E - 47 24 51 N / 006 58 57 E - 47 24 59 N / 006 57 46 E - 47 26 02 N / 006 57 27 E - ALONG SWISS-FRENCH BORDER - 47 26 09 N / 006 57 50 E - 47 25 58 N / 007 00 00 E - 47 26 15 N / 007 00 53 E - 47 27 14 N / 007 00 32 E - 47 27 29 N / 007 00 56 E	by NOTAM (MAX *4500 ft AMSL)* / GND	MIL UAS ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR31 **GADMEN** 46 45 57 N / 008 24 58 E - 46 46 12 N / 008 26 31 E - 46 46 19 N / 008 26 16 E - 46 46 28 N / 008 26 54 E - 46 46 14 N / 008 27 21 E - 46 45 59 N / 008 27 25 E - 46 45 31 N / 008 27 32 E - 46 44 47 N / 008 27 02 E - 46 44 35 N / 008 26 25 E - 46 44 36 N / 008 24 39 E - 46 44 39 N / 008 24 22 E - 46 44 57 N / 008 24 14 E - 46 44 55 N / 008 23 55 E - 46 44 47 N / 008 23 26 E - 46 44 33 N / 008 22 51 E - 46 44 34 N / 008 22 43 E - 46 44 50 N / 008 22 40 E - 46 45 27 N / 008 22 09 E - 46 45 42 N / 008 22 49 E - 46 45 56 N / 008 23 47 E - 46 46 24 N / 008 24 45 E - 46 46 27 N / 008 24 52 E - 46 45 57 N /008 24 58 E	*16500 ft AMSL* *(5050 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR37 **SUSTENPASS** 46 42 51 N / 008 26 52 E - 46 42 39 N / 008 27 15 E - 46 41 56 N / 008 27 19 E - 46 41 30 N / 008 27 17 E - 46 41 11 N / 008 27 17 E - 46 41 08 N / 008 26 27 E - 46 41 10 N / 008 25 41 E - 46 41 15 N / 008 24 53 E - 46 40 58 N / 008 24 39 E - 46 41 04 N / 008 23 51 E - 46 41 40 N / 008 22 38 E - 46 41 53 N / 008 22 32 E - 46 42 30 N / 008 22 29 E - 46 42 39 N / 008 22 36 E - 46 42 49 N / 008 22 49 E - 46 42 55 N / 008 23 03 E - 46 42 59 N / 008 23 17 E - 46 42 56 N / 008 24 09 E - 46 43 01 N / 008 24 34 E - 46 43 18 N / 008 24 29 E - 46 43 37 N / 008 24 36 E - 46 43 57 N / 008 24 49 E - 46 43 59 N / 008 25 46 E - 46 43 53 N / 008 26 13 E -	*16500 ft AMSL* *(5050 m)* / GND	FRNG ACT	ACT: 15 SEP - 01 JUL **Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
46 43 38 N / 008 26 29 E - 46 43 42 N / 008 26 53 E - 46 43 33 N / 008 26 55 E - 46 42 51 N / 008 26 52 E			
LSR38 **GLAUBENBERG - WASSERFALLEN** 46 52 48 N / 008 06 52 E - 46 52 31 N / 008 06 59 E - 46 52 29 N / 008 06 58 E - 46 52 23 N / 008 06 51 E - 46 52 20 N / 008 06 45 E - 46 52 24 N / 008 06 09 E - 46 52 15 N / 008 05 47 E - 46 52 29 N / 008 05 14 E - 46 53 16 N / 008 04 01 E - 46 53 21 N / 008 04 07 E - 46 53 43 N / 008 04 07 E - 46 53 50 N / 008 03 55 E - 46 54 12 N / 008 03 47 E - 46 54 15 N / 008 04 15 E - 46 54 25 N / 008 04 26 E - 46 54 27 N / 008 04 40 E - 46 54 28 N / 008 04 46 E - 46 54 08 N / 008 05 03 E - 46 54 22 N / 008 05 09 E - 46 54 29 N / 008 05 33 E - 46 54 18 N / 008 05 44 E - 46 53 24 N / 008 07 13 E - 46 52 48 N / 008 06 52 E	by NOTAM (MAX *17500 ft AMSL*, *5350 m*) / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR39A **HEITLI** 46 55 00 N / 008 13 38 E - 46 53 24 N / 008 14 30 E - 46 53 01 N / 008 16 23 E - 46 55 47 N / 008 20 27 E - 46 49 57 N / 008 19 44 E - 46 50 55 N / 008 08 26 E - 46 55 00 N / 008 13 38 E	FL 130 / by NOTAM (MIN *9000 ft AMSL* or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	**Entry for VFR flights is subject to ATC clearance by ALPNACH TWR.** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or ALPNACH TWR 128.475 MHz

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR39B **BRISEN** 46 57 46 N / 008 30 42 E - 46 55 47 N / 008 20 27 E - 46 49 57 N / 008 19 44 E - 46 52 04 N / 008 31 51 E - 46 57 46 N / 008 30 42 E	FL 130 / by NOTAM (MIN *9000 ft AMSL* or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	**Entry for VFR flights is subject to ATC clearance by BUOCHS TWR.** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or BUOCHS TWR 119.625 MHz
LSR39C **STOOS** 46 58 56 N / 008 30 22 E - 47 01 40 N / 008 49 17 E - 46 55 23 N / 008 51 07 E - 46 52 04 N / 008 31 51 E - 46 57 46 N / 008 30 42 E - 46 58 56 N / 008 30 22 E	FL 130 / by NOTAM (MIN *9000 ft AMSL* or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	
LSR40 **WASSERFALLEN** 47 01 30 N / 008 06 19 E - 46 55 22 N / 008 13 23 E - 46 51 16 N / 008 06 24 E - 46 51 24 N / 008 02 40 E - 46 54 36 N / 007 59 22 E - 47 01 30 N / 008 06 19 E	*10500 ft AMSL /* GND	A/G FRNG / MIL ACFT ACT OCT - MAY	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR40A **WASSERFALLEN** 46 55 22 N / 008 13 23 E - 46 51 12 N / 008 13 18 E - 46 51 16 N / 008 06 24 E - 46 55 22 N / 008 13 23 E	*10500 ft AMSL /* *4500 ft AMSL*	A/G FRNG / MIL ACFT ACT OCT - MAY	
LSR40B **WASSERFALLEN** 47 02 43 N / 008 02 12 E - 47 01 30 N / 008 06 19 E - 46 54 36 N / 007 59 22 E - 46 56 53 N / 007 56 48 E - 47 02 43 N / 008 02 12 E	*10500 ft AMSL /* *4500 ft AMSL*	A/G FRNG / MIL ACFT ACT OCT - MAY	
LSR41 **CHALCHTAL** 46 44 48 N / 008 28 30 E - 46 44 31 N / 008 29 28 E - 46 44 14 N / 008 29 23 E - 46 43 18 N / 008 29 45 E - 46 42 39 N / 008 29 49 E - 46 42 08 N / 008 29 19 E - 46 42 07 N / 008 28 47 E - 46 42 18 N / 008 28 01 E - 46 41 56 N / 008 27 19 E - 46 42 17 N / 008 26 32 E - 46 42 55 N / 008 26 33 E - 46 43 33 N / 008 26 50 E - 46 43 43 N / 008 26 58 E - 46 44 15 N / 008 27 27 E - 46 44 39 N / 008 28 04 E - 46 44 48 N / 008 28 30 E	*15500 ft AMSL* *(4700 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR45 **CHLIALP** 46 46 38 N / 008 28 16 E - 46 47 11 N / 008 29 57 E - 46 47 12 N / 008 31 29 E - 46 47 14 N / 008 32 01 E - 46 46 36 N / 008 32 50 E - 46 45 41 N / 008 32 32 E - 46 45 30 N / 008 32 16 E - 46 45 02 N / 008 31 22 E - 46 44 48 N / 008 31 16 E - 46 44 46 N / 008 28 54 E - 46 45 15 N / 008 28 06 E - 46 46 38 N / 008 28 16 E	*16500 ft AMSL* *(5050 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR46 **MAETTELI** 46 35 40 N / 008 33 18 E - 46 35 46 N / 008 33 39 E - 46 35 54 N / 008 33 59 E - 46 35 43 N / 008 34 09 E - 46 35 02 N / 008 35 14 E - 46 34 45 N / 008 35 11 E - 46 34 37 N / 008 34 53 E - 46 34 30 N / 008 34 44 E - 46 34 25 N / 008 34 08 E - 46 34 24 N / 008 33 47 E - 46 34 28 N / 008 33 29 E - 46 34 35 N / 008 33 22 E - 46 35 28 N / 008 33 30 E - 46 35 40 N / 008 33 18 E	*15500 ft AMSL* *(4700 m)* / GND	FRNG ACT	ACT: Only during winter period **Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR47 **VAL PIANA CAVAGNOLO** 46 28 47 N / 008 28 48 E - 46 29 26 N / 008 29 31 E - 46 29 34 N / 008 29 33 E - 46 29 36 N / 008 30 21 E - 46 28 40 N / 008 30 54 E - 46 28 24 N / 008 30 49 E - 46 28 09 N / 008 30 51 E - 46 28 00 N / 008 30 33 E - 46 28 01 N / 008 29 51 E - 46 28 07 N / 008 29 22 E - 46 28 23 N / 008 28 56 E - 46 28 47 N / 008 28 48 E	*15500 ft AMSL* *(4700 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR48 **MUNDAUN NOVA** 46 43 27 N / 009 05 05 E - 46 43 03 N / 009 05 18 E - 46 42 30 N / 009 05 16 E - 46 42 01 N / 009 05 47 E - 46 41 39 N / 009 05 51 E - 46 40 49 N / 009 05 37 E - 46 40 18 N / 009 04 00 E -	*15500 ft AMSL* *(4700 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
46 40 23 N / 009 03 32 E - 46 40 51 N / 009 02 56 E - 46 40 58 N / 009 03 13 E - 46 42 12 N / 009 03 15 E - 46 42 42 N / 009 03 03 E - 46 43 27 N / 009 05 05 E			
LSR49 **VAL CRISTALLINA** 46 37 24 N / 008 50 08 E - 46 37 30 N / 008 51 35 E - 46 36 57 N / 008 51 49 E - 46 36 52 N / 008 52 12 E - 46 36 43 N / 008 52 47 E - 46 36 36 N / 008 53 37 E - 46 36 36 N / 008 54 22 E - 46 35 59 N / 008 54 52 E - 46 35 43 N / 008 55 24 E - 46 35 03 N / 008 54 14 E - 46 34 45 N / 008 53 22 E - 46 34 29 N / 008 52 37 E - 46 34 21 N / 008 52 05 E - 46 33 48 N / 008 50 35 E - 46 33 46 N / 008 49 47 E - 46 34 17 N / 008 49 45 E - 46 34 54 N / 008 49 55 E - 46 35 19 N / 008 49 51 E - 46 35 36 N / 008 49 55 E - 46 36 19 N / 008 50 03 E - 46 36 34 N / 008 50 04 E - 46 37 08 N / 008 49 56 E - 46 37 24 N / 008 50 08 E	By NOTAM *(MAX 36500 ft AMSL /* GND)	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR50 **VAL NALPS** 46 36 41 N / 008 44 07 E - 46 37 03 N / 008 45 16 E - 46 37 18 N / 008 45 39 E - 46 37 08 N / 008 46 07 E - 46 36 51 N / 008 45 58 E - 46 36 11 N / 008 46 11 E - 46 35 59 N / 008 46 08 E - 46 35 29 N / 008 45 32 E - 46 34 34 N / 008 45 03 E - 46 34 13 N / 008 44 55 E - 46 34 21 N / 008 44 13 E - 46 34 31 N / 008 43 32 E - 46 36 41 N / 008 44 07 E -	*15500 ft AMSL* *(4700 m) /* GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR51 **VAL RONDADURA** 46 36 04 N / 008 43 47 E - 46 36 09 N / 008 44 05 E - 46 35 52 N / 008 45 54 E - 46 35 34 N / 008 46 33 E - 46 35 18 N / 008 47 53 E - 46 33 48 N / 008 48 03 E - 46 33 44 N / 008 47 12 E - 46 33 18 N / 008 45 59 E - 46 33 53 N / 008 45 03 E - 46 34 21 N / 008 44 13 E - 46 34 31 N / 008 43 32 E - 46 34 49 N / 008 43 43 E - 46 35 18 N / 008 43 43 E - 46 35 46 N / 008 44 00 E - 46 36 04 N / 008 43 47 E	*15500 ft AMSL* *(4700 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR52 **VAL CURTEGNS** 46 33 25 N / 009 33 22 E - 46 32 53 N / 009 34 41 E - 46 32 08 N / 009 34 37 E - 46 30 56 N / 009 33 18 E - 46 30 31 N / 009 33 13 E - 46 30 38 N / 009 32 40 E - 46 30 24 N / 009 32 18 E - 46 30 38 N / 009 31 24 E - 46 31 01 N / 009 31 06 E - 46 30 58 N / 009 30 12 E - 46 31 11 N / 009 29 43 E - 46 31 34 N / 009 29 34 E - 46 32 09 N / 009 29 57 E - 46 33 08 N / 009 29 52 E - 46 33 21 N / 009 29 58 E - 46 33 21 N / 009 30 24 E - 46 33 17 N / 009 30 51 E - 46 33 12 N / 009 33 13 E - 46 33 25 N / 009 33 22 E	*15500 ft AMSL* *(4700 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR53 **ALBULA ALPEN E** 46 35 51 N / 009 49 57 E - 46 35 47 N / 009 50 11 E - 46 35 43 N / 009 50 24 E - 46 35 58 N / 009 50 55 E - 46 36 08 N / 009 51 09 E - 46 36 09 N / 009 51 12 E - 46 36 13 N / 009 51 21 E - 46 36 13 N / 009 51 54 E - 46 36 05 N / 009 52 17 E - 46 36 02 N / 009 52 32 E - 46 35 25 N / 009 52 33 E - 46 35 19 N / 009 52 21 E -	*15500 ft AMSL* *(4700 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
46 34 57 N / 009 50 16 E - 46 34 56 N / 009 50 14 E - 46 34 49 N / 009 49 44 E - 46 34 48 N / 009 49 33 E - 46 35 21 N / 009 49 26 E - 46 35 28 N / 009 49 40 E - 46 35 33 N / 009 49 42 E - 46 35 33 N/ 009 49 43 E - 46 35 47 N / 009 49 42 E - 46 35 51 N / 009 49 57 E			
LSR57 **ROSSBODEN - RHEINSAND** 46 51 06 N / 009 29 36 E - 46 51 06 N / 009 29 30 E - 46 51 15 N / 009 29 14 E - 46 51 28 N / 009 28 43 E - 46 51 49 N / 009 28 49 E - 46 52 01 N / 009 29 22 E - 46 51 55 N / 009 29 39 E - 46 51 35 N / 009 30 07 E - 46 51 27 N / 009 30 07 E - 46 51 24 N / 009 30 03 E - 46 51 14 N / 009 30 05 E - 46 51 06 N / 009 30 17 E - 46 50 53 N / 009 30 09 E - 46 50 52 N / 009 30 04 E - 46 50 47 N / 009 29 53 E - 46 50 47 N / 009 29 45 E - 46 51 06 N / 009 29 36 E	*6500 ft AMSL (2000 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR58 **FRAUENFELD** 47 34 12 N / 008 53 05 E - 47 34 16 N / 008 53 20 E - 47 34 21 N / 008 53 18 E - 47 34 23 N / 008 53 25 E - 47 34 43 N / 008 53 08 E - 47 34 47 N / 008 53 06 E - 47 34 49 N / 008 53 36 E - 47 35 03 N / 008 53 52 E - 47 35 09 N / 008 53 53 E - 47 35 13 N / 008 53 54 E - 47 35 18 N / 008 53 56 E - 47 35 23 N / 008 53 59 E - 47 35 30 N / 008 54 18 E - 47 35 37 N / 008 54 18 E - 47 35 53 N / 008 55 15 E - 47 35 52 N / 008 55 32 E - 47 36 03 N / 008 56 01 E - 47 35 55 N / 008 56 11 E - 47 35 44 N / 008 56 16 E - 47 35 42 N / 008 56 19 E -	by NOTAM (MAX *6500 ft AMSL, 2000 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
47 35 30 N / 008 56 11 E - 47 35 28 N / 008 56 02 E - 47 35 23 N / 008 56 03 E - 47 35 14 N / 008 55 59 E - 47 35 10 N / 008 55 59 E - 47 35 09 N / 008 55 44 E - 47 35 04 N / 008 55 43 E - 47 35 00 N / 008 55 45 E - 47 34 59 N / 008 55 39 E - 47 34 54 N / 008 55 43 E - 47 34 36 N / 008 55 11 E - 47 34 40 N / 008 55 09 E - 47 34 28 N / 008 54 48 E - 47 34 34 N / 008 54 45 E - 47 34 26 N / 008 54 29 E - 47 34 07 N / 008 54 06 E - 47 34 00 N / 008 53 54 E - 47 33 58 N / 008 53 45 E - 47 33 56 N / 008 53 13 E - 47 33 58 N / 008 53 04 E - 47 34 08 N / 008 52 59 E - 47 34 12 N / 008 53 05 E			
LSR59 **WICHLEN** 46 53 53 N / 009 04 48 E - 46 54 02 N / 009 05 41 E - 46 53 59 N / 009 06 37 E - 46 53 48 N / 009 06 38 E - 46 53 36 N / 009 06 53 E - 46 53 35 N / 009 07 44 E - 46 53 18 N / 009 07 40 E - 46 53 02 N / 009 07 20 E - 46 52 51 N / 009 06 43 E - 46 52 44 N / 009 06 26 E - 46 52 31 N / 009 06 07 E - 46 52 13 N / 009 06 17 E - 46 52 15 N / 009 05 35 E - 46 52 20 N / 009 05 05 E - 46 52 27 N / 009 04 34 E - 46 52 27 N / 009 03 56 E - 46 52 32 N / 009 03 42 E - 46 53 04 N / 009 03 53 E - 46 53 16 N / 009 03 41 E - 46 53 22 N / 009 04 05 E - 46 53 28 N / 009 04 07 E - 46 53 53 N / 009 04 03 E - 46 53 53 N / 009 04 48 E	by NOTAM (MAX *15500 ft AMSL, 4700 m*) / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

1.1 Procedure for Helicopter Emergency Medical Service (HEMS) Flights in active Restricted Areas

Only FLTs by a HEL operating under a HEMS APV issued by FOCA, the purpose of which is to facilitate EMERG medical assistance where immediate transportation is essential, shall qualify as HEMS FLTs.
Access to, or TKOF inside, ACT Restricted Areas, as listed below, is granted for HEMS FLTs according to the following procedure:
HEMS FLTs shall contact the designated unit in accordance with the table below 5 MIN or as soon as possible before entering a Restricted Area via radio using the following phraseology:

Example:
"(CS): REQUEST PRIORITY FOR HEMS-MISSION IN RESTRICTED AREA AXALP"
In case of no radio contact, the corresponding Range Control Officer (RCO) must be contacted via TEL before entering. Subsequently, activities in the Restricted Area causing a threat to the HEMS mission will be suspended until termination of the HEMS mission inside the Restricted Area concerned.
Termination of the HEMS FLT inside the ACT Restricted Area is reported using the following phraseology:

Example:
"(CS): HEMS OPERATION COMPLETED, LEAVING RESTRICTED AREA AXALP"

Area	Coordinating Unit	Frequency	Telephone NR*
LSR4 (LSR4A) **LAC DE NEUCHÂTEL**	PAYERNE TWR Range Control Officer (RCO)	128.680 MHz N/A	+41 (0) 26 662 20 88 +41 (0) 26 662 21 64/65
LSR6 **AXALP**	MEIRINGEN TWR Range Control Officer (RCO)	130.155 MHz	N/A +41 (0) 41 679 72 55
LSR8 (LSR8A) **DAMMASTOCK**	Range Control Officer (RCO) Callsign: ROMEO 8	128.380 MHz	+41 (0) 41 888 63 00
LSR11 **ZUOZ / S-CHANF**	Range Control Officer (RCO) Callsign: ROMEO 11	135.480 MHz	+41 (0) 81 854 05 53
LSR13 **AXALP**	MEIRINGEN TWR Range Control Officer (RCO)	130.155 MHz	N/A +41 (0) 41 679 72 55
TEMPO LSR FOR **PATROUILLE SUISSE DISPLAYS**	Display Director Callsign: TIGER	130.805 MHz	N/A
TEMPO LSR FOR **PC-7 TEAM DISPLAYS**	Display Director Callsign: TURBO	130.805 MHz	N/A
* No advices. Information on activations notified by NOTAM and DABS.			

2. Danger areas LSD

A danger area is an airspace of defined dimensions within which activities dangerous to the FLT of ACFT may take place at specified times.

The danger areas are tabulated below and depicted on the aeronautical charts.

The activation is promulgated by means of DABS and NOTAM as a rule on the preceding day, (DABS REF: GEN 3.1 5.3).

Activation of LSD

See DABS and NOTAM
URL: http://www.skybriefing.com
or Phone: +41 (0) 44 813 31 10

DANGER AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit Lower limit**	**Type of danger**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSD3 **GRANDVILLARD** 46 36 32 N / 007 10 39 E - 46 31 08 N / 007 10 41 E - 46 28 26 N / 007 06 00 E - 46 28 24 N / 006 58 59 E - 46 35 25 N / 006 58 55 E - 46 34 22 N / 007 05 11 E - 46 36 32 N / 007 10 39 E	*9000 ft AMSL* *(2750 m) /* *4500 ft AMSL* *(1350 m)*	MIL ACFT ACT	Status of the area (ACT/not ACT) may be requested via 135.480 MHz or: Phone: +41 (0) 44 813 31 10
LSD5 **ERISWIL** 47 05 27 N / 008 04 47 E - 47 08 08 N / 007 53 47 E - 47 06 59 N / 007 41 17 E - 47 03 35 N / 007 38 25 E - 46 56 17 N / 007 46 56 E - 46 57 07 N / 008 01 18 E - 47 05 27 N / 008 04 47 E	*5000 ft AMSL* *(1500 m) /* *3000 ft AMSL* *(900 m)*	Simulated Ground Attacks with MIL Jet and Prop ACFT	Status of the area (ACT/not ACT) may be requested via Zürich Information 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSD10 **BREIL/BRIGELS** Circle of 10 km (5.4 NM) radius: Centre 46 45 33 N / 009 05 17 E	*13'000 ft AMSL* *(3950 m) /* *4000 ft AMSL* *(1200m)*	MIL ACFT ACT	Status of the area (ACT/not ACT) may be requested via 135.480 MHz or: Phone: +41 (0) 44 813 31 10
LSD12 **SIHLTAL** 47 02 55 N / 008 53 16 E - 46 59 55 N / 008 51 26 E - 46 59 55 N / 008 50 16 E - 47 03 15 N / 008 50 16 E - 47 03 25 N / 008 51 06 E - 47 03 25 N / 008 52 36 E - 47 02 55 N / 008 53 16 E	*9850 ft AMSL* *(3000 m) /* GND	Test FRNG	Phone: +41 (0) 44 813 31 10
LSD14 **GASTERNTAL** 46 28 15 N / 007 43 36 E - 46 25 25 N / 007 41 26 E - 46 26 55 N / 007 37 56 E - 46 28 05 N / 007 38 57 E - 46 28 15 N / 007 43 36 E	*7200 ft AMSL* *(2200 m) /* GND		Phone: +41 (0) 44 813 31 10

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

1. Temporary Reserved Areas (TRA), LST

A TRA is a defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit, under ATC clearance.
TRAs are an instrument applied by Airspace Management REF: ENR 1.9 6.
The obligation to obtain a clearance prior to entering a TRA and the authority to issue such clearance are specified by the classification of the airspace within which the respective TRA is located ENR-1.4.
All TRAs under ENR 5.2 are manageable by the AMC.

Flight Plan Buffer Zone (FBZ) has been established for IFR flight planning purposes only.
Flight plans can be filed up to the boundary of the FBZ when allocated in AUP / UUP and corresponding restrictions in RAD Annex 2C shall be observed.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
LST21 **PREALPES** 46 19 27 N / 007 31 19 E - 46 09 27 N / 007 08 54 E - 46 20 58 N / 006 57 12 E - 46 31 43 N / 007 03 52 E - 46 36 02 N / 007 11 40 E - 46 19 27 N / 007 31 19 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. Mandatory activation with LST21B. REF:Figure 1. TRA HR: see Note 1 and Note 2
LST21B **PREALPES B** 46 16 52 N / 006 54 40 E - 46 20 58 N / 006 57 12 E - 46 09 27 N / 007 08 54 E - 46 07 07 N / 007 03 43 E - 46 16 52 N / 006 54 40 E	FL 180 / FL 130	Air combat training	Actual activation times as per Swiss AUP/UUP. Mandatory activation with LST21. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST21Z 46 35 17 N / 006 57 04 E - 46 39 41 N / 007 05 05 E - 46 41 07 N / 007 07 42 E - 46 41 46 N / 007 10 29 E - 46 41 36 N / 007 14 00 E - 46 40 32 N / 007 17 00 E - 46 27 02 N / 007 33 04 E - 46 23 43 N / 007 36 57 E - 46 22 12 N / 007 38 44 E - 46 19 59 N / 007 39 37 E - 46 17 50 N / 007 39 21 E - 46 15 32 N / 007 37 41 E - 46 14 03 N / 007 34 22 E - 46 05 28 N / 007 15 18 E - 46 04 03 N / 007 12 09 E - 46 03 40 N / 007 08 43 E - 46 04 04 N / 007 05 43 E - 46 05 13 N / 007 03 12 E - 46 07 14 N / 007 01 10 E - 46 20 17 N / 006 47 52 E - 46 24 54 N / 006 50 42 E - 46 35 17 N / 006 57 04 E	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Mandatory activation with LST21BZ. Flight plan buffer zone for IFR flight planning purposes only.
LST21BZ 46 24 54 N / 006 50 42 E 46 26 28 N / 006 53 49 E 46 26 57 N / 006 57 32 E	FL 195 / FL 115		Actual activation times as per Swiss AUP/UUP. Mandatory activation with LST21Z

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
46 26 11 N / 007 01 20 E 46 24 21 N / 007 04 19 E 46 12 40 N / 007 16 11 E 46 10 05 N / 007 17 27 E 46 07 20 N / 007 17 01 E 46 05 28 N / 007 15 18 E 46 04 03 N / 007 12 09 E 46 01 40 N / 007 06 50 E 46 01 13 N / 007 05 16 E 46 01 14 N / 007 01 57 E 46 02 11 N / 006 58 48 E 46 03 40 N / 006 56 39 E 46 12 30 N / 006 48 26 E 46 14 09 N / 006 46 58 E 46 16 02 N / 006 46 06 E 46 17 39 N / 006 46 16 E 46 20 17 N / 006 47 52 E 46 24 54 N / 006 50 42 E			Flight plan buffer zone for IFR flight planning purposes only
LST22 **OBERLAND** 46 29 07 N / 007 53 16 E - 46 19 27 N / 007 31 19 E - 46 36 02 N / 007 11 40 E - 46 49 17 N / 007 35 46 E - 46 29 07 N / 007 53 16 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST22Z 46 39 41 N / 007 05 05 E - 46 41 07 N / 007 07 42 E - 46 43 59 N / 007 12 54 E - 46 50 41 N / 007 25 00 E - 46 53 05 N / 007 29 23 E - 46 54 30 N / 007 31 58 E - 46 55 06 N / 007 35 20 E - 46 54 43 N / 007 38 49 E - 46 53 16 N / 007 42 02 E - 46 37 06 N / 007 56 02 E - 46 32 58 N / 007 59 35 E - 46 31 06 N / 008 01 10 E - 46 28 48 N / 008 01 38 E - 46 26 35 N / 008 00 50 E - 46 24 53 N / 007 58 58 E - 46 23 33 N / 007 55 52 E - 46 21 11 N / 007 50 26 E -	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
46 18 09 N / 007 43 30 E - 46 15 32 N / 007 37 41 E - 46 14 03 N / 007 34 22 E - 46 13 39 N / 007 31 23 E - 46 14 01 N / 007 28 31 E - 46 14 59 N / 007 25 56 E - 46 16 52 N / 007 23 42 E - 46 20 44 N / 007 19 08 E - 46 33 17 N / 007 04 13 E - 46 35 28 N / 007 03 17 E - 46 37 41 N / 007 03 36 E - 46 39 41 N / 007 05 05 E			
LST23 **BAS VALAIS** 46 19 27 N / 007 31 19 E - 45 59 40 N / 007 54 26 E - Swiss border - 45 57 16 N / 007 52 38 E - 46 03 49 N / 007 14 35 E - 46 09 27 N / 007 08 54 E - 46 19 27 N / 007 31 19 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. Mandatory activation with LST23B and LST23C. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST23B **BAS VALAIS B** 45 57 16 N / 007 52 38 E - Swiss border - 45 57 35 N / 007 29 46 E - 45 58 21 N / 007 20 05 E - 46 03 49 N / 007 14 35 E - 45 57 16 N / 007 52 38 E	FL 240 / FL 130		Actual activation times as per Swiss AUP/UUP. Mandatory activation with LST23 and LST23C. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST23C **BAS VALAIS C** 46 09 27 N / 007 08 54 E - 46 03 49 N / 007 14 35 E - 45 58 21 N / 007 20 05 E - 45 59 03 N / 007 11 09 E - 46 07 07 N / 007 03 43 E - 46 09 27 N / 007 08 54 E	FL 180 / FL 130		Actual activation times as per Swiss AUP/UUP. Mandatory activation with LST23 and LST23C. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST23Z 46 09 22 N / 007 00 31 E - 46 11 41 N / 007 01 10 E - 46 13 27 N / 007 02 53 E - 46 20 44 N / 007 19 08 E - 46 23 31 N / 007 25 16 E - 46 24 51 N / 007 28 14 E - 46 25 15 N / 007 31 19 E -	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Mandatory activation with LST23BZ and LST23CZ Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
46 24 50 N / 007 34 25 E - 46 23 43 N / 007 36 57 E - 46 22 12 N / 007 38 44 E - 46 18 09 N / 007 43 30 E - 46 02 29 N / 008 01 42 E - Swiss border - 45 55 52 N / 007 26 40 E - 45 58 47 N / 007 09 45 E - 46 01 40 N / 007 06 50 E - 46 05 13 N / 007 03 12 E - 46 07 14 N / 007 01 10 E - 46 09 22 N / 007 00 31 E			
LST23BZ 45 53 32 N / 007 15 41 E - 45 54 00 N / 007 14 32 E - 45 58 47 N / 007 09 45 E - 46 01 40 N / 007 06 50 E - 46 03 44 N / 007 06 09 E - 46 06 01 N / 007 06 48 E - 46 07 40 N / 007 08 21 E - 46 09 00 N / 007 10 41 E - 46 09 36 N / 007 13 41 E - 46 09 27 N / 007 16 28 E - 46 02 30 N / 007 56 25 E - 46 01 06 N / 007 58 54 E - 46 00 11 N / 007 59 41 E - Swiss border - 45 53 32 N / 007 15 41 E	FL 255 / FL 115		Actual activation times as per Swiss AUP/UUP. Mandatory activation with LST23Z and LST23CZ. Flight plan buffer zone For IFR flight planning purposes only.
LST23CZ 46 15 18 N / 007 07 00 E - 46 15 23 N / 007 10 00 E - 46 14 23 N / 007 13 48 E - 46 12 40 N / 007 16 11 E - 46 01 38 N / 007 27 18 E - 45 59 07 N / 007 28 34 E - 45 56 30 N / 007 28 13 E - 45 56 07 N / 007 27 52 E - Swiss border - 45 52 52 N / 007 12 38 E - 45 53 06 N / 007 10 04 E - 45 53 54 N / 007 06 49 E - 45 55 45 N / 007 03 59 E -	FL 195 / FL 115		Actual activation times as per Swiss AUP/UUP. Mandatory activation with LST23Z and LST23CZ. Flight plan buffer zone For IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
46 03 40 N / 006 56 39 E - 46 06 02 N / 006 55 13 E - 46 08 47 N / 006 55 27 E - 46 10 41 N / 006 56 47 E - 46 15 18 N / 007 07 00 E			
LST24 **HAUT VALAIS** 46 29 07 N / 007 53 16 E - 46 15 38 N / 008 04 49 E - Swiss border - 45 59 40 N / 007 54 26 E - 46 19 27 N / 007 31 19 E - 46 29 07 N / 007 53 16 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST24Z 46 23 31 N / 007 25 16 E - 46 24 51 N / 007 28 14 E - 46 27 02 N / 007 33 04 E - 46 30 57 N / 007 42 02 E - 46 33 13 N / 007 47 11 E - 46 34 32 N / 007 50 10 E - 46 34 54 N / 007 53 26 E - 46 34 24 N / 007 56 47 E - 46 32 58 N / 007 59 35 E - 46 31 06 N / 008 01 10 E - 46 27 17 N / 008 04 27 E - 46 19 56 N / 008 10 42 E - 46 19 10 N / 008 12 10 E - 46 18 45 N / 008 12 41 E - Swiss border - 45 55 25 N / 007 48 50 E - 46 11 54 N / 007 29 35 E - 46 14 59 N / 007 25 56 E - 46 16 52 N / 007 23 42 E - 46 19 01 N / 007 23 01 E - 46 21 22 N / 007 23 24 E - 46 23 31 N / 007 25 16 E	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
LST31 **SCHRATTEN** 46 43 16 N / 008 25 54 E - 46 29 07 N / 007 53 16 E - 46 49 17 N / 007 35 46 E - 47 02 29 N / 008 00 10 E - 47 02 55 N / 008 01 28 E - 47 03 19 N / 008 22 58 E - 46 43 16 N / 008 25 54 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. Mandatory activation with LST31B. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST31B **SCHRATTEN B** 47 05 07 N / 008 22 42 E - 47 03 19 N / 008 22 58 E - 47 02 55 N / 008 01 28 E - 47 07 09 N / 008 14 19 E - 47 07 34 N / 008 17 11 E - 47 05 07 N / 008 22 42 E	FL 660 / FL 130 (210 [1])		Actual activation times and levels as per Swiss AUP/UUP. Mandatory activation with LST31B. REF: Figure 1. TRA HR: see Note 1 and Note 2 [1)] Lower limit FL210 is applicable when for LSZH arrivals during German ordinance period and RWY34 operations - see AD 2.21 2.3 German ordinance.
LST31Z 46 57 51 N / 007 38 05 E - 47 07 32 N / 007 56 15 E - 47 12 37 N / 008 11 47 E - 47 13 22 N / 008 16 56 E - 47 13 05 N / 008 20 10 E - 47 08 58 N / 008 29 22 E - 47 06 36 N / 008 30 54 E - 47 03 53 N / 008 31 16 E - 46 53 02 N / 008 32 51 E - 46 45 14 N / 008 33 57 E - 46 42 57 N / 008 34 17 E - 46 41 13 N / 008 33 44 E - 46 39 56 N / 008 32 42 E - 46 38 54 N / 008 31 20 E - 46 27 17 N / 008 04 27 E - 46 24 54 N / 007 58 59 E - 46 23 33 N / 007 55 52 E - 46 23 21 N / 007 52 22 E - 46 23 59 N / 007 49 18 E - 46 25 25 N / 007 46 47 E - 46 26 49 N / 007 45 34 E - 46 30 57 N / 007 42 02 E - 46 47 19 N / 007 27 54 E - 46 49 12 N / 007 27 20 E - 46 51 16 N / 007 27 51 E -	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
46 53 05 N / 007 29 23 E - 46 54 30 N / 007 31 58 E 46 57 51 N / 007 38 05 E			
LST32 **GOMS** 46 43 16 N / 008 25 54 E - 46 27 58 N / 008 28 07 E - 46 27 51 N / 008 26 18 E - Swiss border - 46 15 38 N / 008 04 49 E - 46 29 07 N / 007 53 16 E - 46 43 16 N / 008 25 54 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST32Z 46 33 13 N / 007 47 11 E - 46 34 31 N / 007 50 10 E - 46 37 06 N / 007 56 02 E - 46 48 50 N / 008 23 08 E - 46 49 03 N / 008 27 27 E - 46 47 46 N / 008 31 27 E - 46 45 14 N / 008 33 57 E - 46 42 57 N / 008 34 17 E - 46 40 20 N / 008 34 39 E - 46 27 27 N / 008 36 29 E - 46 24 42 N / 008 35 19 E - 46 22 31 N / 008 31 30 E - 46 22 13 N / 008 28 02 E - Swiss border - 46 11 02 N / 008 09 49 E - 46 10 19 N / 008 08 18 E - 46 09 49 N / 008 04 48 E - 46 10 16 N / 008 01 34 E - 46 11 38 N / 007 58 43 E - 46 21 11 N / 007 50 26 E - 46 25 25 N / 007 46 47 E - 46 26 49 N / 007 45 34 E - 46 28 55 N / 007 44 51 E - 46 31 08 N / 007 45 22 E - 46 33 13 N / 007 47 11 E	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
LST40 **SAENTIS** 47 18 39 N / 009 34 59 E - Swiss border - 47 02 57 N / 009 29 06 E - 47 02 53 N / 009 04 10 E - 47 11 23 N / 009 03 01 E - 47 16 25 N / 009 09 34 E - 47 18 45 N / 009 18 15 E - 47 18 39 N / 009 34 59 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST40Z 47 13 17 N / 008 54 21 E - 47 16 27 N / 008 58 27 E - 47 21 12 N / 009 04 35 E - 47 24 27 N / 009 16 43 E - 47 24 18 N / 009 36 26 E - 47 23 45 N / 009 38 32 E - 47 22 58 N / 009 40 25 E - 47 22 03 N / 009 41 46 E - 47 20 14 N / 009 43 14 E - 47 18 04 N / 009 43 33 E - 47 15 52 N / 009 42 35 E - 47 11 05 N / 009 38 08 E - 47 09 11 N / 009 39 02 E - 47 05 46 N / 009 39 30 E - 47 04 08 N / 009 39 09 E - 47 02 44 N / 009 38 24 E - 46 59 35 N / 009 36 01 E - 46 58 01 N / 009 33 39 E - 46 57 18 N / 009 30 51 E - 46 57 16 N / 009 13 11 E - 46 57 12 N / 009 05 50 E - 46 57 12 N / 009 04 55 E - 46 57 12 N / 009 02 33 E - 46 57 58 N / 008 59 38 E - 46 59 24 N / 008 57 24 E - 47 01 17 N / 008 56 01 E - 47 03 32 N / 008 55 42 E - 47 06 50 N / 008 55 14 E - 47 13 17 N / 008 54 21 E	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
LST40P **SAENTIS - PLUS** 47 11 23 N / 009 03 01 E - 47 02 53 N / 009 04 10 E - 47 02 50 N / 008 53 48 E - 47 04 44 N / 008 53 22 E - 47 06 36 N / 008 53 22 E - 47 07 07 N / 008 57 30 E - 47 11 23 N / 009 03 01 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST40PZ 47 09 53 N / 008 46 24 E - 47 11 14 N / 008 48 19 E - 47 12 03 N / 008 50 40 E - 47 12 22 N / 008 53 09 E - 47 13 17 N / 008 54 21 E - 47 16 27 N / 008 58 27 E - 47 17 20 N / 009 03 25 E - 47 16 14 N / 009 08 01 E - 47 13 34 N / 009 11 08 E - 47 08 34 N / 009 11 47 E - 47 04 21 N / 009 12 20 E - 47 02 09 N / 009 12 37 E - 46 59 54 N / 009 11 27 E - 46 58 07 N / 009 09 04 E - 46 57 12 N / 009 05 50 E - 46 57 12 N / 009 04 55 E - 46 57 12 N / 009 02 33 E - 46 57 09 N / 008 56 35 E - 46 57 07 N / 008 52 16 E - 46 57 50 N / 008 49 35 E - 46 59 07 N / 008 47 15 E - 47 01 05 N / 008 45 43 E - 47 03 00 N / 008 45 16 E - 47 04 21 N / 008 45 00 E - 47 07 50 N / 008 45 00 E - 47 09 53 N / 008 46 24 E	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
LST51 **CALANDA** 47 02 57 N / 009 29 06 E - Swiss border 46 54 49 N / 009 58 19 E - 46 42 00 N / 010 09 30 E - 46 46 42 N / 009 53 03 E - 46 46 33 N / 009 06 21 E - 47 02 53 N / 009 04 10 E - 47 02 57 N / 009 29 06 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/ UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST51Z 47 08 34 N / 009 11 47 E - 47 08 37 N / 009 25 43 E - 47 09 33 N / 009 29 37 E - 47 09 22 N / 009 43 18 E - 47 06 20 N / 009 56 53 E - 47 05 00 N / 009 59 13 E - 47 02 59 N / 010 00 52 E - 47 00 04 N / 010 02 00 E - 46 58 38 N / 010 04 46 E - 46 51 24 N / 010 10 58 E - 46 46 29 N / 010 15 16 E - 46 44 44 N / 010 16 45 E - 46 42 48 N / 010 18 25 E - 46 38 51 N / 010 16 52 E - 46 37 29 N / 010 14 34 E - Swiss border - 46 36 20 N / 010 07 44 E - 46 41 02 N / 009 51 18 E - 46 40 54 N / 009 15 23 E - 46 40 51 N / 009 08 05 E - 46 40 50 N / 009 04 55 E - 46 41 35 N / 009 02 02 E - 46 43 01 N / 008 59 37 E - 46 44 56 N / 008 58 13 E - 46 47 01 N / 008 57 56 E - 46 57 09 N / 008 56 35 E - 47 01 17 N / 008 56 01 E - 47 03 32 N / 008 55 42 E - 47 05 48 N / 008 56 47 E - 47 07 34 N / 008 59 09 E - 47 08 33 N / 009 02 12 E - 47 08 33 N / 009 05 41 E - 47 08 34 N / 009 11 47 E	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
LST51P **CALANDA - PLUS** 47 02 53 N / 009 04 10 E - 46 46 33 N / 009 06 21 E - 46 46 29 N / 008 57 26 E - 47 02 50 N / 008 53 48 E - 47 02 53 N / 009 04 10 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST51PZ 47 08 31 N / 008 51 41 E - 47 08 33 N / 009 02 12 E - 47 08 33 N / 009 05 41 E - 47 07 53 N / 009 08 29 E - 47 06 17 N / 009 11 04 E - 47 04 21 N / 009 12 20 E - 47 02 09 N / 009 12 37 E - 46 57 16 N / 009 13 15 E - 46 52 17 N / 009 13 54 E - 46 48 08 N / 009 14 26 E - 46 45 59 N / 009 14 43 E - 46 43 46 N / 009 13 49 E - 46 41 50 N / 009 11 20 E - 46 40 51 N / 009 08 05 E - 46 40 50 N / 009 04 55 E - 46 40 52 N / 008 58 46 E - 46 40 47 N / 008 55 54 E - 46 41 28 N / 008 53 13 E - 46 42 46 N / 008 50 59 E - 46 44 38 N / 008 49 22 E - 46 46 45 N / 008 48 55 E - 46 52 07 N / 008 47 44 E - 46 57 05 N / 008 46 37 E - 47 01 05 N / 008 45 43 E - 47 03 00 N / 008 45 16 E - 47 05 22 N / 008 46 09 E - 47 07 23 N / 008 48 31 E - 47 08 31 N / 008 51 41 E	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
LST52 **BEVERIN** 46 42 00 N / 010 09 30 E - 46 37 38 N / 010 13 19 E - Swiss border - 46 30 19 N / 010 02 37 E - 46 30 38 N / 009 08 28 E - 46 46 33 N / 009 06 21 E - 46 46 42 N / 009 53 03 E - 46 42 00 N / 010 09 30 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST52Z 46 52 17 N / 009 13 54 E - 46 52 22 N / 009 54 51 E - 46 46 29 N / 010 15 16 E - 46 44 44 N / 010 16 45 E - 46 42 48 N / 010 18 25 E - 46 38 31 N / 010 22 07 E - 46 34 50 N / 010 20 51 E - 46 32 48 N / 010 18 40 E - Swiss border - 46 25 42 N / 010 08 27 E - 46 24 38 N / 010 04 00 E - 46 24 51 N / 009 27 33 E - Swiss border - 46 24 53 N / 009 16 39 E - 46 24 55 N / 009 10 22 E - 46 24 55 N / 009 08 28 E - 46 24 55 N / 009 07 03 E - 46 25 37 N / 009 04 19 E - 46 26 55 N / 009 02 02 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 40 52 N / 008 58 46 E - 46 44 56 N / 008 58 13 E - 46 47 01 N / 008 57 56 E - 46 49 07 N / 008 58 45 E - 46 50 57 N / 009 00 45 E - 46 52 13 N / 009 04 08 E - 46 52 14 N / 009 07 48 E - 46 52 17 N / 009 13 54 E	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
LST52P **BEVERIN - PLUS** 46 46 33 N / 009 06 21 E - 46 30 38 N / 009 08 28 E - 46 30 38 N / 009 00 55 E - 46 46 29 N / 008 57 26 E - 46 46 33 N / 009 06 21 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST52PZ 46 52 13 N / 009 04 08 E - 46 52 14 N / 009 07 48 E - 46 51 34 N / 009 10 34 E - 46 50 06 N / 009 13 02 E - 46 48 08 N / 009 14 26 E - 46 45 59 N / 009 14 43 E - 46 40 54 N / 009 15 23 E - 46 36 18 N / 009 15 58 E - 46 32 21 N / 009 16 28 E - 46 30 37 N / 009 16 42 E - 46 28 49 N / 009 16 17 E - 46 27 27 N / 009 15 30 E - 46 25 52 N / 009 13 12 E - 46 24 55 N / 009 10 22 E - 46 24 55 N / 009 08 28 E - 46 24 55 N / 009 07 03 E - 46 24 57 N / 008 59 16 E - 46 25 43 N / 008 56 29 E - 46 27 05 N / 008 54 15 E - 46 28 53 N / 008 52 54 E - 46 30 40 N / 008 52 30 E - 46 36 21 N / 008 51 15 E - 46 40 45 N / 008 50 16 E - 46 44 38 N / 008 49 22 E - 46 46 45 N / 008 48 55 E - 46 49 13 N / 008 49 56 E - 46 51 04 N / 008 52 13 E - 46 52 10 N / 008 55 28 E - 46 52 13 N / 009 04 08 E	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.
LST53 **TARASP** 46 54 49 N / 009 58 19 E- Swiss border - 46 39 13 N / 010 23 43 E - 46 33 19 N / 010 21 10 E - Swiss border -	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. Mandatory activation with LST53B REF: Figure 1. TRA HR: see Note 1 and Note 2

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
46 37 38 N / 010 13 19 E - 46 54 49 N / 009 58 19 E			
LST53B **TARASP B** 46 39 13 N / 010 23 43 E - Swiss border - 46 33 19 N / 010 21 10 E - 46 39 13 N / 010 23 43 E	FL 160 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. Mandatory activation with LST53. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST53Z 46 34 57 N / 010 06 00 E - 46 39 05 N / 010 02 23 E - 46 51 53 N / 009 51 11 E - 46 52 40 N / 009 50 29 E - 46 54 33 N / 009 49 52 E - 46 56 32 N / 009 50 15 E - 46 58 28 N / 009 51 42 E - 46 59 28 N / 009 53 29 E - 47 00 31 N / 009 56 07 E - 47 00 43 N / 010 00 17 E - 46 58 29 N / 010 06 48 E - 47 00 29 N / 010 09 07 E - 47 01 42 N / 010 12 56 E - 47 04 08 N / 010 15 49 E - 47 05 46 N / 010 21 42 E - 47 05 41 N / 010 25 09 E - 47 04 47 N / 010 28 10 E - 47 02 33 N / 010 31 40 E - 46 51 25 N / 010 36 42 E - Austria border - 46 51 15 N / 010 28 12 E - Swiss border - 46 34 57 N / 010 06 00 E	FL 295 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Mandatory activation with LST53BZ. Flight plan buffer zone for IFR flight planning purposes only.
LST53BZ 46 38 01 N / 010 14 06 E - 46 40 57 N / 010 15 22 E - 46 42 45 N / 010 16 40 E - 46 44 16 N / 010 19 02 E - 46 45 07 N / 010 22 09 E - 46 45 01 N / 010 25 54 E - Swiss border - 46 38 01 N / 010 14 06 E	FL 175 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Mandatory activation with LST53Z. Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
LST61 **CORVATSCH** 46 30 19 N / 010 02 37 E - Swiss border - 46 30 35 N / 009 21 45 E - 46 30 19 N / 010 02 37 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST61Z 46 36 17 N / 009 18 16 E - 46 36 15 N / 009 24 27 E - 46 35 59 N / 010 04 17 E - 46 35 34 N / 010 05 49 E - Swiss border - 46 26 58 N / 009 15 12 E - 46 28 55 N / 009 13 41 E - 46 31 16 N / 009 13 23 E - 46 33 43 N / 009 14 39 E - 46 36 17 N / 009 18 16 E	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.
LST62 **MISOX** 46 30 35 N / 009 21 45 E - Swiss border - 46 10 54 N / 009 11 40 E - 46 10 48 N / 009 11 04 E - 46 30 38 N / 009 08 28 E - 46 30 35 N / 009 21 45 E	FL 660 /FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST62Z 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 36 18 N / 009 15 58 E - 46 36 17 N / 009 18 16 E - 46 36 15 N / 009 24 27 E - 46 34 18 N / 009 28 28 E - 46 31 05 N / 009 30 24 E - 46 27 47 N / 009 29 18 E - 46 26 35 N / 009 27 38 E -	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.
Swiss border - 46 07 15 N / 009 04 40 E - 46 08 44 N / 009 03 04 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 33 43 N / 009 01 22 E - 46 35 20 N / 009 03 31 E - 46 36 19 N / 009 06 39 E			

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
LST62P **MISOX - PLUS** 46 30 38 N / 009 08 28 E - 46 10 48 N / 009 11 04 E - 46 10 00 N / 009 05 24 E - 46 30 38 N / 009 00 55 E - 46 30 38 N / 009 08 28 E	FL 660 / FL 130	Air combat training	Actual activation times and levels as per Swiss AUP/UUP. REF: Figure 1. TRA HR: see Note 1 and Note 2
LST62PZ 46 36 20 N / 008 58 40 E - 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 35 36 N / 009 12 50 E - 46 34 12 N / 009 15 02 E - 46 32 21 N / 009 16 28 E - 46 30 37 N / 009 16 42 E - 46 29 39 N/ 009 16 53 E - Swiss border - 46 04 19 N / 009 04 42 E - 46 04 23 N / 009 03 59 E - 46 04 36 N / 009 02 08 E - 46 05 27 N / 009 00 27 E - 46 06 07 N / 008 59 10 E - 46 08 04 N / 008 57 30 E - 46 28 53 N / 008 52 54 E - 46 30 40 N / 008 52 30 E - 46 32 59 N / 008 53 10 E - 46 34 59 N / 008 55 21 E - 46 36 20 N / 008 58 40 E	FL 660 / FL 115		Actual activation times and levels as per Swiss AUP/UUP. Flight plan buffer zone for IFR flight planning purposes only.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
EUC25			
EUC25SL 47 17 32 N / 006 57 53 E - 47 10 20 N / 007 08 55 E - 46 50 49 N / 006 33 24 E - 46 54 10 N / 006 31 01 E - 46 58 19 N / 006 31 26 E - French-Swiss Border - 47 17 32 N / 006 57 53 E 46 58 19 N / 006 31 26 E - 46 54 10 N / 006 31 01 E - 46 57 37 N / 006 28 33 E - French-Swiss Border - 46 58 19 N / 006 31 26 E	FL 230 / FL 100 FL 180 / FL 100	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Geneva, Zurich and Reims REF: Figure 2. TRA (Cross Border Area) HR: see Note 1
EUC25SLZ 47 23 17 N / 006 56 59 E - 47 23 08 N / 007 00 02 E - 47 22 19 N / 007 02 37 E - 47 21 38 N / 007 03 42 E - 47 13 10 N / 007 16 39 E - 47 10 28 N / 007 17 23 E - 47 08 15 N / 007 16 54 E - 47 06 26 N / 007 15 09 E - 46 45 24 N / 006 36 50 E - 46 45 01 N / 006 33 04 E - 46 45 31 N / 006 29 48 E - 46 46 53 N / 006 27 13 E - 46 47 21 N / 006 26 37 E - 46 50 02 N / 006 24 43 E - 46 53 31 N / 006 22 14 E - 47 00 00 N / 006 22 44 E - 47 03 16 N / 006 26 59 E - 47 04 25 N / 006 30 21 E - 47 16 53 N / 006 48 05 E - 47 20 33 N / 006 49 28 E - 47 22 33 N / 006 53 15 E - 47 23 17 N / 006 56 59 E - 47 00 16 N / 006 39 42 E - 46 57 52 N / 006 40 11 E - 46 53 56 N / 006 39 46 E -	FL 245 / FL 085 FL 195 / FL 085		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
46 52 23 N / 006 39 22 E - 46 50 20 N / 006 37 44 E - 46 48 52 N / 006 35 05 E - 46 48 13 N / 006 31 54 E - 46 48 23 N / 006 28 40 E - 46 49 30 N / 006 25 33 E - 46 50 02 N / 006 24 43 E - 46 53 31 N / 006 22 14 E - 46 57 27 N / 006 19 23 E - 47 00 00 N / 006 22 44 E - 47 03 16 N / 006 26 59 E - 47 04 25 N / 006 30 21 E - 47 03 33 N / 006 35 37 E - 47 02 08 N / 006 38 08 E - 47 00 16 N / 006 39 42 E			
EUC25SLP 46 50 49 N / 006 33 24 E - 46 49 12 N / 006 34 32 E - 46 46 24 N / 006 43 53 E - 47 04 50 N / 007 17 17 E - 47 10 20 N / 007 08 55 E - 46 50 49 N / 006 33 24 E	FL 230 / FL 100	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Geneva, Zurich and Reims REF: Figure 2. TRA (Cross Border Area) HR: see Note 1
EUC25SLPZ 47 14 48 N / 007 03 43 E - 47 15 36 N / 007 05 21 E - 47 16 03 N / 007 07 53 E - 47 16 01 N / 007 10 34 E - 47 15 29 N / 007 12 51 E - 47 14 26 N / 007 14 44 E - 47 08 55 N / 007 23 06 E - 47 07 41 N / 007 24 44 E - 47 05 45 N / 007 25 38 E - 47 03 32 N / 007 25 35 E - 47 01 26 N / 007 24 19 E - 47 00 25 N / 007 22 33 E - 46 42 00 N / 006 49 09 E - 46 41 22 N / 006 47 59 E -	FL 245 / FL 085		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
46 40 51 N / 006 46 02 E - 46 40 40 N / 006 43 59 E - 46 40 48 N / 006 41 57 E - 46 41 11 N / 006 40 33 E - 46 43 59 N / 006 31 13 E - 46 44 31 N / 006 29 38 E - 46 45 38 N / 006 27 54 E - 46 46 44 N / 006 27 03 E - 46 47 21 N / 006 26 37 E - 46 50 02 N / 006 24 43 E - 46 52 48 N / 006 25 09 E - 46 54 34 N / 006 26 59 E - 46 55 15 N / 006 28 11 E - 47 14 48 N / 007 03 43 E			
EUC25SH 47 17 32 N / 006 57 53 E - 47 10 20 N / 007 08 55 E - 46 50 49 N / 006 33 24 E - 46 54 10 N / 006 31 01 E - 46 58 19 N / 006 31 26 E - French-Swiss Border - 47 17 32 N / 006 57 53 E	FL 660 / FL 250	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Geneva, Zurich and Reims REF: Figure 2. TRA (Cross Border Area) HR: see Note 1
EUC25SHZ 47 23 17 N / 006 56 59 E - 47 23 08 N / 007 00 02 E - 47 22 19 N / 007 02 37 E - 47 21 38 N / 007 03 42 E - 47 13 10 N / 007 16 39 E - 47 10 28 N / 007 17 23 E - 47 08 15 N / 007 16 54 E - 47 06 26 N / 007 15 09 E - 46 45 24 N / 006 36 50 E - 46 45 01 N / 006 33 04 E - 46 45 31 N / 006 29 48 E - 46 46 53 N / 006 27 13 E - 46 47 21 N / 006 26 37 E - 46 50 02 N / 006 24 43 E -	FL 660 / FL 235		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
46 53 31 N / 006 22 14 E - 47 00 00 N / 006 22 44 E - 47 03 16 N / 006 26 59 E - 47 04 25 N / 006 30 21 E - 47 16 53 N / 006 48 05 E - 47 20 33 N / 006 49 28 E - 47 22 33 N / 006 53 15 E - 47 23 17 N / 006 56 59 E			
EUC25FW (REF: AIP FRANCE) 47 19 23 N / 005 11 46 E - 47 05 00 N / 005 36 30 E - 47 28 10 N / 005 36 30 E - 47 39 36 N / 006 00 13 E - 47 44 30 N / 005 36 30 E - 47 42 56 N / 005 14 59 E - 47 19 23 N / 005 11 46 E	FL 195/ FL 065	Air combat training	Manageable by AMC FRANCE activities known by: ATC Geneva, Zurich and Reims HR: REF AIP FRANCE
EUC25FC (REF: AIP FRANCE) 47 05 00 N / 005 36 30 E - 46 58 24 N / 005 47 29 E - 46 58 02 N / 006 10 52 E - 47 20 00 N / 006 36 12 E - 47 32 00 N / 006 20 00 E - 47 35 00 N / 006 20 41 E - 47 36 40 N / 006 14 49 E - 47 39 36 N / 006 00 13 E - 47 28 10 N / 005 36 30 E - 47 05 00 N / 005 36 30 E	FL 195/ FL 115	Air combat training	Manageable by AMC FRANCE activities known by: ATC Geneva, Zurich and Reims HR: REF AIP FRANCE
EUC25FE (REF: AIP FRANCE) 46 58 02 N / 006 10 52 E - 46 57 37 N / 006 28 33 E - French-Swiss Border - 47 17 32 N / 006 57 53 E - 47 20 00 N / 006 36 12 E - 46 58 02 N / 006 10 52 E	FL 195/ FL 115	Air combat training	Manageable by AMC FRANCE activities known by: ATC Geneva, Zurich and Reims HR: REF AIP FRANCE

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
EUC60 46 30 38 N / 009 08 28 E - 46 30 19 N / 010 02 37 E - Swiss - Italian border - 46 37 38 N / 010 13 19 E - 46 33 02 N / 010 17 44 E - 46 26 52 N / 010 18 02 E - 46 16 20 N / 010 13 33 E - 46 08 00 N / 009 58 00 E - 46 02 33 N / 009 47 45 E - 45 56 30 N / 009 26 35 E - 46 03 00 N / 009 16 00 E - 46 10 48 N / 009 11 04 E - 46 30 38 N / 009 08 28 E	FL 280 / FL 200	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Zurich, Padova and Milano REF: Figure 2. TRA (Cross Border Area) HR: see Note 3 and AIP ITALY
EUC60Z 46 07 15 N / 009 04 40 E - 46 08 44 N / 009 03 04 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 33 43 N / 009 01 22 E - 46 35 20 N / 009 03 31 E - 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 36 18 N / 009 15 58 E - 46 36 17 N / 009 18 16 E - 46 36 15 N / 009 24 27 E - 46 35 59 N / 010 04 17 E - 46 35 34 N / 010 05 49 E - Swiss - Italian border - 46 37 38 N / 010 13 19 E - 46 33 02 N / 010 17 44 E - 46 26 52 N / 010 18 02 E - 46 16 20 N / 010 13 33 E - 46 08 00 N / 009 58 00 E - 46 02 33 N / 009 47 45 E - 45 56 30 N / 009 26 35 E - 46 03 00 N / 009 16 00 E - 46 10 30 N / 009 11 15 E - Swiss - Italian border - 46 07 15 N / 009 04 40 E	FL 295 / FL 185		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
EUC660 46 30 38 N / 009 08 28 E - 46 30 19 N / 010 02 37 E - Swiss - Italian border - 46 37 38 N / 010 13 19 E - 46 33 02 N / 010 17 44 E - 46 26 52 N / 010 18 02 E - 46 16 20 N / 010 13 33 E - 46 08 00 N / 009 58 00 E - 46 02 33 N / 009 47 45 E - 45 56 30 N / 009 26 35 E - 46 03 00 N / 009 16 00 E - 46 10 48 N / 009 11 04 E - 46 30 38 N / 009 08 28 E	FL 660 / FL 200	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Zurich, Padova and Milano REF: Figure 2. TRA (Cross Border Area) HR: see Note 3 and AIP ITALY
EUC660Z 46 07 15 N / 009 04 40 E - 46 08 44 N / 009 03 04 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 33 43 N / 009 01 22 E - 46 35 20 N / 009 03 31 E - 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 36 18 N / 009 15 58 E - 46 36 17 N / 009 18 16 E - 46 36 15 N / 009 24 27 E - 46 35 59 N / 010 04 17 E - 46 35 34 N / 010 05 49 E - Swiss - Italian border - 46 37 38 N / 010 13 19 E - 46 33 02 N / 010 17 44 E - 46 26 52 N / 010 18 02 E - 46 16 20 N / 010 13 33 E - 46 08 00 N / 009 58 00 E - 46 02 33 N / 009 47 45 E - 45 56 30 N / 009 26 35 E - 46 03 00 N / 009 16 00 E - 46 10 30 N / 009 11 15 E - Swiss - Italian border - 46 07 15 N / 009 04 40 E	FL 660 / FL 185		For IFR flight planning purposes only

Note 1 - AMC manageable HR: H24

Note 2 - MNM FL during lunchtime

(changes by NOTAM)	**During** period of summer time (REF GEN 2.1 2.)	**Outside** period of summer time (REF GEN 2.1 2.)
	1005 - 1115	1105 - 1215
	MNM FL 150	MNM FL 150

Note 3 - AMC manageable HR - EUC60/EUC660 (CBA SWIT Switzerland-Italy)

(changes by NOTAM)		**During** period of summer time (REF GEN 2.1 2.)	**Outside** period of summer time (REF GEN 2.1 2.)
	MON	0800 - 1000	0900 - 1100
	TUE - FRI	0630 - 1000	0730 - 1100
	MON - FRI	1130 - 1500	1230 - 1600

Figure 1. TRA

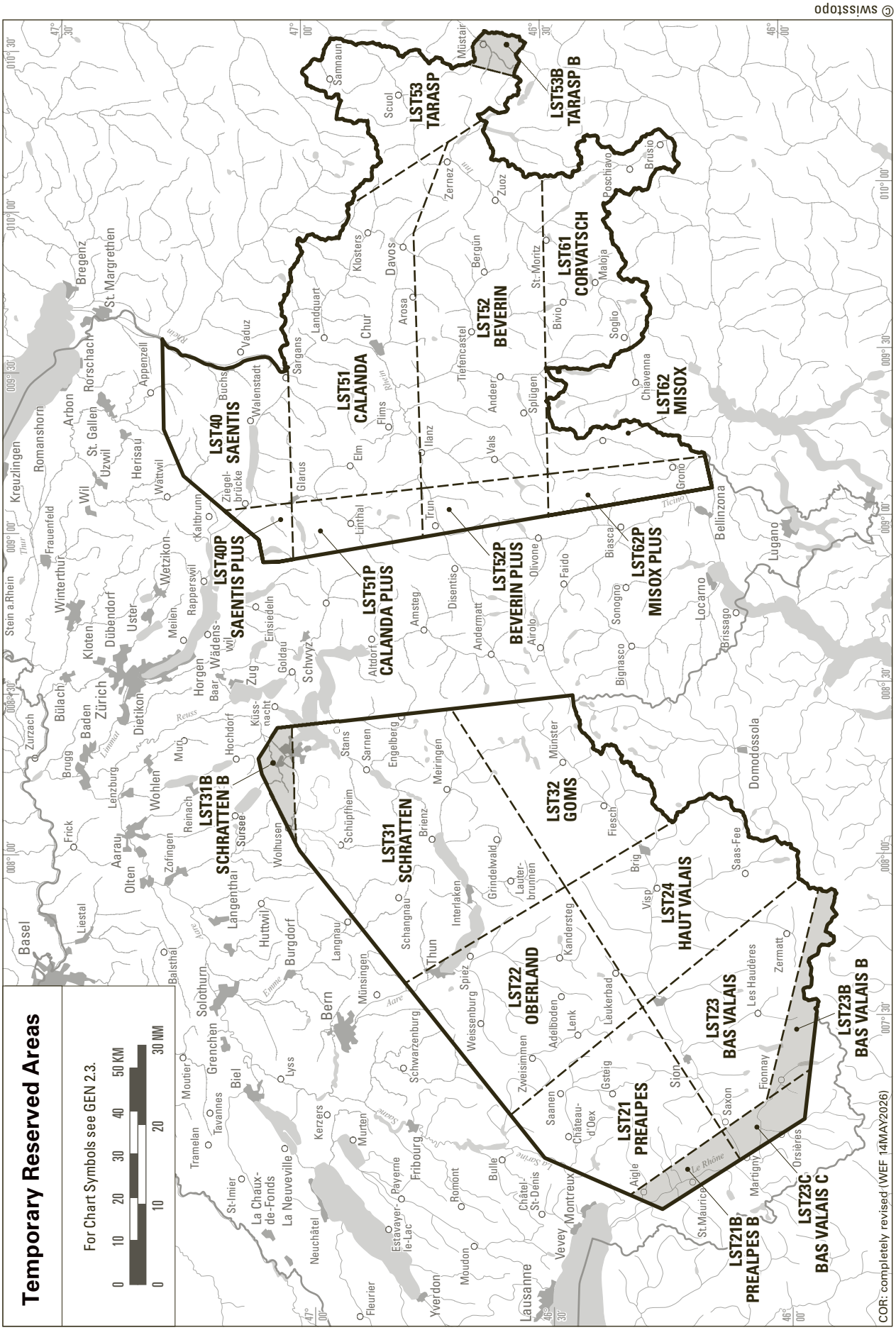
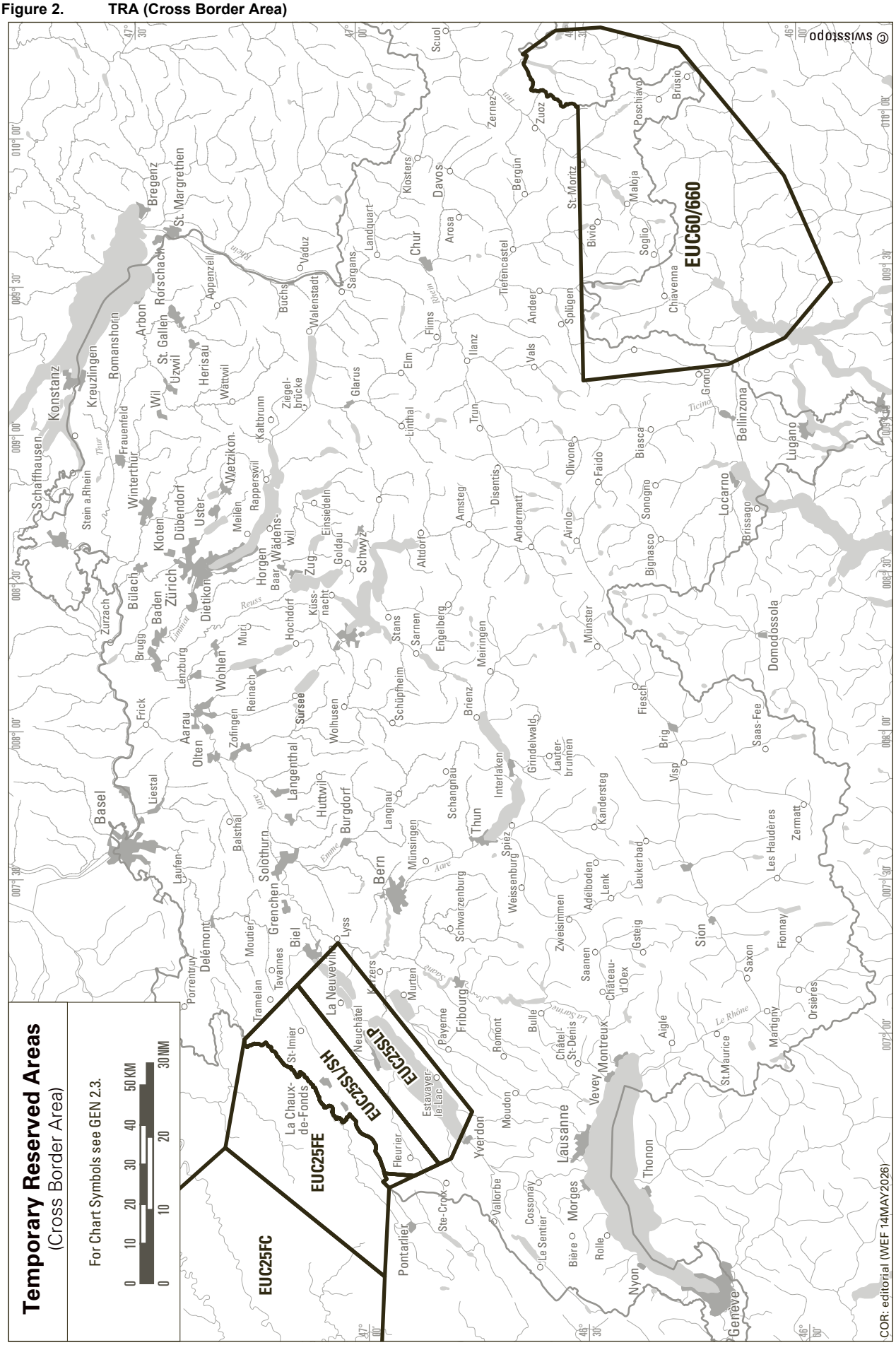

Temporary Reserved Areas
For Chart Symbols see GEN 2.3.
0 10 20 30 40 50 KM
0 10 20 30 NM
LST53 TARASP
LST53B TARASP B
LST52 BEVERIN
LST61 CORVATSCH
LST62 MISOX
LST51 CALANDA
LST40 SAENTIS
LST40P SAENTIS PLUS
LST51P CALANDA PLUS
LST52P BEVERIN PLUS
LST62P MISOX PLUS
LST31B SCHRATTEN B
LST31 SCHRATTEN
LST32 GOMS
LST22 OBERLAND
LST24 HAUT VALAIS
LST23 BAS VALAIS
LST23B BAS VALAIS B
LST21 PREALPES
LST21B PREALPES B
LST23C BAS VALAIS C
COR: completely revised (WEF 14MAY2026)
skyguide, CH-8602 Wangen bei Dübendorf
© swisstopo

Figure 2. TRA (Cross Border Area)



ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

1. Other activities of a dangerous nature

1.1 Firings

When a TEMPO danger area affects the traffic in classes C and D airspace, or the APCH area of Les Eplatures, ACFT not able to overfly the area at a safe level will be radar-vectored around the area. In class C airspace the ATC authority can interrupt the FRNG EXER to permit the passage of these ACFT.

IFR FLTs within class C airspace may therefore be planned without regard to TEMPO danger areas.

IFR FLTs within class D airspace must expect diversions.

VFR FLTs are not co-ordinated with FRNG EXER.

IFR and VFR FLTs within other Swiss airspace classes are not co-ordinated with FRNG EXER.

Exception: REF:
Enquiries can be made at the FIC Geneva and Zurich, at the co-ordination office for FRNG and safety of air navigation (KOSIF), as well as at the AIS.
Co-ordination office for FRNG and safety of air navigation:
Postal address:

Post: KOSIF
P.O. Box
8602 Wangen bei Dübendorf
Phone: +41 (0) 44 813 31 10

1.2 Cloud flying procedure

REF: ENR 5.5.

1.3 LSR for Gliders

Three types of restricted areas for gliders are defined:
- LSR for Gliders outside TMA established on a TEMPO basis for glider flying (Art. 26 of the Ordinance on the Rules of the Air [VRV-L, SR 748.121.11]).
- LSR for Gliders within TMA with activation and deactivation procedures subject to local agreements between the ATS authority and airspace users.
- LSR for Gliders within CTR with activation and deactivation procedures subject to local agreements between the ATS authority and airspace users.

1.4 Glider sectors

Areas of defined dimensions in CTRs, which are reserved exclusively for gliders (incl. hang-gliders), self- sustaining gliders, self-launching gliders and their tow aircraft.
REF: ENR 5.5.

1.5 Glider areas (over French delegated territory)

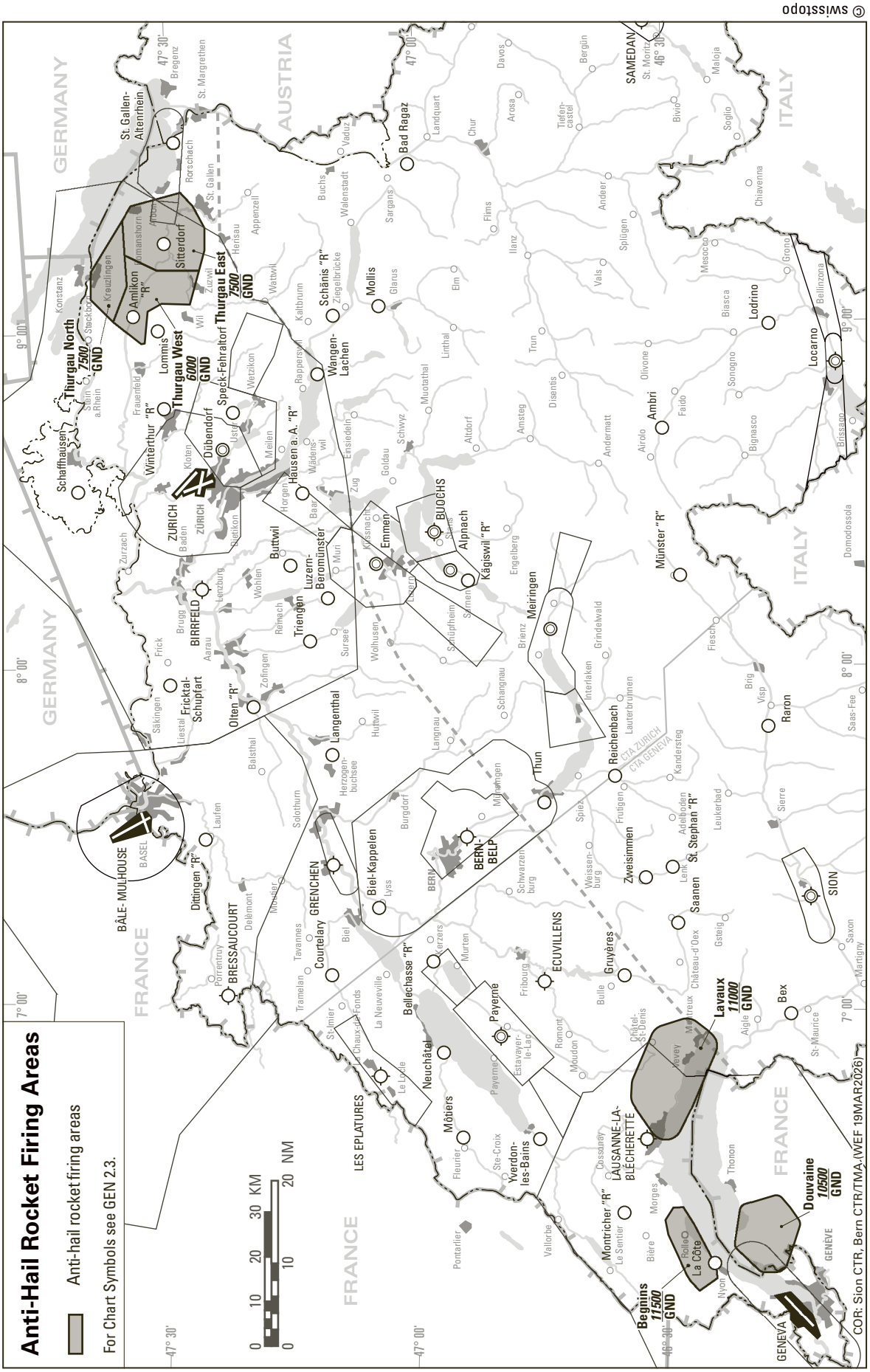
REF: ENR 5.5 § 9

2. Other potential hazards

2.1 Anti-hail rocket firings

Anti-GR rocket FRNG may constitute a hazard to air navigation. Air traffic in controlled airspace will be informed about ACT anti-GR rocket FRNG areas.
See also Figure 1.
- Anti-GR rocket FRNG can be ACT at short notice.
- No information about anti-GR rocket FRNG is published by DABS.
- Information about ACT anti-GR rocket FRNG areas can be obtained from
  FIC GENEVA on 126.350 MHz (for shootings within CTA GENEVA) or
  FIC ZURICH on 124.700 MHz (for shootings within CTA ZURICH).

Figure 1. Anti-hail rocket firing areas



ENR 5.4 AIR NAVIGATION OBSTACLES

1. LIST OF PERM OBST

The list of obstacles is available in electronic form (see GEN 3.1.6.)

Obstacles Area 1:
The obstacle data set can be downloaded from the following Website:

URL: http://www.bazl.admin.ch/bazl/de/home/infrastruktur/luftfahrthindernisse/luftfahrtinformationen/digitale-luftfahrthinderniskarten.html

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. Glider flying

Following types of LSR for gliders are defined:
- LSR for gliders located outside TMA;
- LSR for gliders located within TMA.
- LSR for gliders located within CTR.

Apart from the localization of these LSR for gliders, one of the other main difference between these areas for gliders is laying in the associated distance to clouds to be respected.

1.1 LSR for Gliders outside TMA

A restricted area is an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the FLT of ACFT is restricted in accordance with certain specified conditions.
The restricted areas are tabulated in § 8.1 and depicted on the aeronautical charts. The restrictions which apply to each individual area are specified in the column “Remarks” of the corresponding area.

These LSR for gliders, as depicted on the GLDC 1:300 000, are permanently active from **MAR 01 to OCT 31 from sunrise until sunset** (exempt are LSR28, LSR30, part of LSR44 and Locarno Flight OPS Manageable parts).

Within these restricted areas, gliders have to respect the conditions of use of airspace class E. However, within these types of restricted areas, gliders may fly at vertical distance of at least 50 m below clouds and a horizontal distance of at least 100 m from clouds.
Flights other than glider flights can, according to the rules of airspace E and VFR only, enter these LSR for gliders. They should note the special rules given to glider flights (glider operations closer to clouds).

1.2 LSR for gliders within TMA

Areas of defined dimensions, within airspace class C and D. Once activated, the airspace class within these LSR for gliders changes to E. Airspace users are required to (1) monitor a dedicated frequency or to (2) maintain two-way- radio communication with a designated ATS unit.
The airspace is mainly used by gliders (incl. hang-gliders), self-sustaining gliders, self-launching gliders and their tow aircraft. Other VFR flights (incl. parachute jumping) may enter a LSR for gliders within TMA with approval from the designated ATS unit. Traffic information will be provided as far as practicable. IFR flights are not permitted.
Vertical and lateral dimensions, as well as activation and deactivation procedures, are subject to local agreements between the ATS authority and airspace users (REF: 8.2 and glider flying chart GLDC 1:300 000 / Area Charts Geneva and Zurich 1:250 000).
Note: For glider areas over French delegated terrirory, (REF: 9. and glider flying chart GLDC 1:300 000).

1.3 LSR for gliders within CTR

Areas of defined dimensions within CTRs. Once activated, special rules as defined for each of these restricted areas apply. These restricted areas are subject to local agreements between the ATS authority and airspace users.

1.4 Glider Sectors

Areas of defined dimensions in CTRs, which are reserved exclusively for gliders (incl. hang-gliders), self- sustaining gliders, self-launching gliders and their tow aircraft.
Within glider sectors, once activated, the rules of airspace class E apply. Vertical and lateral dimensions also are subject to local agreements between the ATS authority and airspace users.

2. Cloud flying procedure

A cloud flight is defined as an instrument flight according to art. 25 of the Ordinance on the Rules of the AIR (SR 748.121.11).

Conditions for cloud flying **(ATC clearance is required for each cloud flight)**

- outside CTR / TMA
- outside airspace Class G
- outside LSR for gliders
- outside P/R/D areas
- SR-SS
- Mode S transponder required
- continuous 2-way radio communication required

2.1 Authorisation procedures

The clearance for performing a cloud flight can be requested on the following radio frequencies:
- ALPS RADAR FREQ **119.225** MHz En, Zurich Information FREQ **124.700** MHz Ge/En.
- ALPS RADAR FREQ **119.175** MHz En, Geneva Information FREQ **126.350** MHz Fr/En.

Each request shall contain the following information:

- call sign,
- position of flight,
- upper limit intended,
- direction intended,
- time frame intended.

3. Distance flights crossing the national border

In accordance with VFR Manual RAC 4-2-1, §1.4, the cross-country flight plan form issued by the Federal Office of Civil Aviation (FOCA) for cross-border glider flights must be carried where states do not require a flight plan.

At present, both Austria and Germany do not require a flight plan for gliders.

The cross-country flight plan form can be obtained from:
Post: Federal Office of Civil Aviation
CH-3003 Berne
Email: sbfl@bazl.admin.ch

Website for glider pilots:
URL: https://www.bazl.admin.ch/bazl/de/home/fachleute/ausbildung-und-lizenzen/ausbildungsorganisationen/flugschulen.html

Website for balloons:
URL: https://www.bazl.admin.ch/bazl/de/home/fachleute/flugoperationen/bop.html

If a flight plan has not been filed, an alerting service will be subject to a delay. Flight plans are monitored and an emergency will be declared if an arrival report has not been submitted (SERA.4020).

4. Flights within classes C and D

These rules apply in particular to LSR for gliders within TMA as well as glider sectors.
Within classes C and D airspace, glider flights **without** radio contact with the relevant Air Traffic Control unit are forbidden.

The ATC service is required for the following flights:

- VFR flights in airspace classes C and D

FOCA determines the necessary exceptions and publishes them in AIP Switzerland.

Occasional flights of gliders through classes C and D airspace may be **authorised** by the relevant Air Traffic Control unit or FOCA which will define the conditions, where two-way radio contact can be continuously maintained.
Once the conditions have been established, the relevant Air Traffic Control unit can also authorise the crossing, without radio, of the aforementioned airspaces (see VFR Flights).

The radio contact shall be established and the clearance shall be received prior to entering classes C and D airspace. During the flight within classes C and D airspaces, continuous listening shall be maintained.

Competence for radio communications: REF ICAO Chart 1:500 000 or glider flying chart GLDC 1:300 000.

The following information shall be passed to Air Traffic Service units:
- Call sign
- Position according to **ICAO chart 1:500 000** or **glider flying chart 1:300 000**
- Flight altitude in *ft* or *m*
- Intention of the flight.

A flight radio telephony operator’s licence is required for radio communication with Air Traffic Service units.

CTR 1 Zurich is closed for glider flying.
In CTR 2 Zurich, glider flying is permitted under the following regulations:
- SSR-transponder (mode S) is mandatory
- Clearance has to be received with Zurich TWR prior to entry.

Note 1: Standard voice is English.
Note 2: During Dubendorf active times (according to AFIS) request clearance with Dubendorf TWR.
Note 3: During times of IFR approaches to RWY 34, no clearance will be granted.

5. Special frequencies for glider flying

- **•122.305 / 123.580** MHz REGION NORD
- N of a line: Augst - Route nat. N2 - Lucerne - Rapperswil (dam) - Altenrhein.
- **•122.480 / 123.680** MHz REGION ALPES
- S of a line: Montreux - Thoune (incl.) - Lucerne - Route nat. N2 - Augst.
- **•121.130 / 125.030** MHz REGION OUEST
- W of a line: Montreux - Thoune (excl.) - Lucerne - Route nat. N2 - Augst.
- **•122.955** MHz School ACT in all 3 regions.

Only the following radio communications are admitted on these frequencies:

- radio tests
- position messages
- meteorological messages
- exchange of messages between pilot and accompanying vehicle, and
- between pilot and instructor.

Languages used: Fr, Ge, Swiss-German idiom and It.

The flight radio telephony operator’s licence is not required for these radio communications.

6. Powered gliders

For **powered gliders with engine running,** the Rules of the Air for powered ACFT are applicable; for powered gliders with the engine stopped, the Rules of the Air for gliders are applicable.

7. Minimum equipment for gliders

REF: VFR Manual

8. List of restricted areas for gliders

8.1 LSR for gliders outside TMA

LSR FOR GLIDERS OUTSIDE TMA
(TEMPORARY RESTRICTED AREAS ACT 01 MAR - 31 OCT)

Rules of Airspace E apply.
According to art. 26 of the Ordinance on the Rules of the AIR (SR 748.121.11), reduced distances to clouds are admitted to gliders as follows:
- vertical distance to clouds: 50 m
- horizontal distance to clouds: 100 m

ACT from 01 MAR - 31 OCT SR - SS (exceptions: see RMK for each LSR for gliders outside TMA and NOTAMS)
* REF Glider Chart 1:300'000 Switzerland

NO IFR Traffic allowed in these LSR
A VFR entry into this type of LSR is approved for all airspace users;
one shall take notice of gliders operating closer to clouds

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR20 **GRUYERES** 46 43 56 N / 007 19 15 E - 46 42 25 N / 007 23 36 E - 46 39 35 N / 007 23 53 E - 46 29 11 N / 007 14 55 E - 46 26 43 N / 007 00 46 E - 46 34 07 N / 007 01 16 E - 46 43 56 N / 007 19 15 E	FL 090 (2750 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**
LSR21 **UNTERWALLIS N** 46 15 29 N / 006 51 18 E - ALONG SWISS-FRENCH BORDER - 46 22 40 N / 006 48 17 E - 46 20 49 N / 006 52 44 E - 46 21 04 N / 006 53 11 E - 46 21 16 N / 006 53 38 E - 46 21 53 N / 006 55 15 E - 46 23 12 N / 006 55 46 E - 46 24 19 N / 006 56 07 E - 46 26 07 E / 006 55 49 E - 46 26 46 N / 006 54 59 E - 46 27 26 N / 006 54 28 E - 46 27 52 N / 006 54 13 E - 46 28 16 N / 006 53 56 E - 46 28 32 N / 006 53 21 E - 46 34 07 N / 007 01 16 E - 46 26 43 N / 007 00 46 E - 46 20 58 N / 006 57 12 E - 46 17 08 N / 006 54 50 E - 46 16 52 N / 006 54 17 E - 46 15 27 N / 006 51 19 E - 46 15 29 N / 006 51 18 E	FL 080 (2450 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR22 **BERNER OBERLAND** 46 37 04 N / 007 21 42 E - 46 35 57 N / 007 26 11 E - 46 33 45 N / 007 29 13 E - 46 33 19 N / 007 42 10 E - 46 34 47 N / 007 45 34 E - 46 34 59 N / 007 48 08 E - 46 31 41 N / 007 51 05 E - 46 30 12 N / 007 52 21 E - 46 25 11 N / 007 38 26 E - 46 20 12 N / 007 28 57 E - 46 16 59 N / 007 19 50 E - 46 15 21 N / 007 12 11 E - 46 13 17 N / 007 04 06 E - 46 15 06 N / 007 03 19 E - 46 14 43 N / 006 55 48 E - 46 16 52 N / 006 54 17 E - 46 17 08 N / 006 54 50 E - 46 20 58 N / 006 57 12 E - 46 26 43 N / 007 00 46 E - 46 29 11 N / 007 14 55 E - 46 37 04 N / 007 21 42 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**
LSR23 **UNTERWALLIS S** 46 11 08 N / 006 48 34 E - ALONG SWISS-FRENCH BORDER - 46 15 27 N / 006 51 19 E - 46 16 52 N / 006 54 17 E - 46 14 43 N / 006 55 48 E - 46 15 06 N / 007 03 19 E - 46 12 46 N / 007 04 20 E - 46 12 09 N / 007 02 47 E - 46 11 08 N / 006 48 34 E	FL 100 (3050 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**
LSR24 **WALLIS S** 46 15 38 N / 008 04 49 E - ALONG SWISS-ITALIAN AND SWISS-FRENCH BORDER - 45 59 49 N / 007 00 38 E - 46 08 30 N / 007 16 07 E - 46 10 21 N / 007 25 42 E - 46 19 33 N / 008 01 29 E - 46 15 38 N / 008 04 49 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** MIL OFF: upper limit FL 150 (4550 m)

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR25 **WILDHORN** 46 37 04 N / 007 21 42 E - 46 35 57 N / 007 26 11 E - 46 33 45 N / 007 29 13 E - 46 33 19 N / 007 42 10 E - 46 34 47 N / 007 45 34 E - 46 34 59 N / 007 48 08 E - 46 31 41 N / 007 51 05 E - 46 30 12 N / 007 52 21 E - 46 25 11 N / 007 38 26 E - 46 20 12 N / 007 28 57 E - 46 16 59 N / 007 19 50 E - 46 15 21 N / 007 12 11 E - 46 13 17 N / 007 04 06 E - 46 15 06 N / 007 03 19 E - 46 20 58 N / 006 57 12 E - 46 26 43 N / 007 00 46 E - 46 29 11 N / 007 14 55 E - 46 37 04 N / 007 21 42 E	FL 150 (4550 m) / FL 130 (3950 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs P/R/D areas)**
LSR26 **CHARBONNIERES** 46 40 57 N / 006 16 09 E - ALONG SWISS-FRENCH BORDER - 46 46 00 N / 006 26 18 E - 46 43 47 N / 006 33 55 E - 46 36 07 N / 006 22 14 E - 46 40 57 N / 006 16 09 E	*6000 ft AMSL* *(1850 m) /* 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**
LSR27 **NEUCHATEL** 46 58 56 N / 006 34 22 E - 46 51 30 N / 006 34 54 E - 47 00 45 N / 006 51 17 E - 47 01 15 N / 006 50 44 E - 47 04 25 N / 006 54 10 E - 47 06 40 N / 007 00 41 E - 47 07 47 N / 007 01 26 E - 47 08 41 N / 007 01 20 E - 47 08 59 N / 007 01 06 E - 47 09 31 N / 007 02 56 E - 47 10 57 N / 007 07 52 E - 47 07 56 N / 007 11 41 E - 47 05 08 N / 007 08 09 E - 47 02 14 N / 007 01 07 E - 46 57 48 N / 006 54 32 E - 46 50 36 N / 006 43 22 E - 46 43 47 N / 006 33 55 E - 46 46 00 N / 006 26 18 E - ALONG SWISS-FRENCH BORDER - 46 58 56 N / 006 34 22 E	*4000 ft AMSL* *(1200 m) /* 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR28 **YVERDON** 46 58 56 N / 006 34 22 E - 46 51 30 N / 006 34 54 E - 46 50 36 N / 006 43 22 E - 46 43 47 N / 006 33 55 E - 46 46 00 N / 006 26 18 E - ALONG SWISS-FRENCH BORDER - 46 58 56 N / 006 34 22 E	*6000 ft AMSL* *(1850 m) /* *4000ft AMSL* *(1200 m)*	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**
LSR29 **TAVANNES** 47 20 03 N / 007 03 25 E - 47 20 18 N / 007 11 24 E - 47 19 03 N / 007 26 13 E - 47 14 34 N / 007 29 27 E - 47 13 06 N / 007 21 59 E - 47 11 36 N / 007 18 02 E - 47 08 44 N / 007 12 40 E - 47 07 56 N / 007 11 41 E - 47 10 57 N / 007 07 52 E - 47 09 31 N / 007 02 56 E - 47 11 47 N / 007 01 40 E - 47 17 09 N / 006 56 26 E - ALONG SWISS-FRENCH BORDER - 47 20 03 N / 007 03 25 E	*6000 ft AMSL* *(1850 m)* / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** Deactivation possible at D-1 prior 15:00 LT for SAR/HEMS if **within the lateral dimensions of LSR33 the cloud cover is forecast 6/8 or greater with a cloud base between GND and *5000 ft AMSL***.
LSR30 **NEUVEVILLE WEST** 47 09 31 N / 007 02 56 E - 47 05 08 N / 007 08 09 E - 47 02 14 N / 007 01 07 E - 46 57 48 N / 006 54 32 E - 47 00 45 N / 006 51 17 E - 47 01 15 N / 006 50 44 E - 47 04 25 N / 006 54 10 E - 47 06 40 N / 007 00 41 E - 47 07 47 N / 007 01 26 E - 47 08 41 N / 007 01 20 E - 47 08 59 N / 007 01 06 E - 47 09 31 N / 007 02 56 E	FL 80 (2450 m) / *4000 ft AMSL* *(1200 m)*	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**
LSR32 **GOMS** 46 27 58 N / 008 28 07 E - 46 27 51 N / 008 26 18 E - ALONG SWISS-ITALIAN BORDER - 46 15 38 N / 008 04 49 E - 46 19 33 N / 008 01 29 E - 46 29 07 N / 007 53 15 E - 46 38 46 N / 008 15 29 E - 46 34 45 N / 008 27 08 E - 46 27 58 N / 008 28 07 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** MIL OFF: upper limit FL 150 (4550 m)

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR33 **BALSTHAL** 47 19 08 N / 007 51 27 E - 47 14 34 N / 007 29 27 E - 47 19 03 N / 007 26 13 E - 47 20 18 N / 007 11 24 E - 47 21 00 N / 007 39 58 E - 47 24 02 N / 007 47 52 E - 47 19 08 N / 007 51 27 E	*5000 ft AMSL* *(1500 m)* / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** Deactivation possible at D-1 prior 15:00 LT for SAR/HEMS if **within the lateral dimensions of LSR33 the cloud cover is forecast 6/8 or greater with a cloud base between GND and *5000 ft AMSL***.
LSR34 **CAMPO** 46 34 46 N / 008 29 08 E - 46 34 45 N / 008 27 08 E - 46 27 58 N / 008 28 07 E - 46 28 07 N / 008 35 15 E - 46 20 13 N / 008 36 24 E - 46 20 55 N / 008 53 04 E - 46 26 40 N / 008 46 14 E - 46 31 03 N / 008 31 35 E - 46 34 46 N / 008 29 08 E	*10500 ft AMSL* *(3200 m) /* 2000 ft AGL (600 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT TEMP available: MIL ON, 01 MAR - 31 OCT Activation required by Chief Flight Operations Locarno Phone: +41 (0) 58 481 24 68 Request for clearance TIL 0830 (0730) **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** MIL OFF: upper limit FL 130 (3950 m)
LSR35 **NEUVEVILLE EAST** 47 10 57 N / 007 07 52 E - 47 07 56 N / 007 11 41 E - 47 05 08 N / 007 08 09 E - 47 09 31 N / 007 02 56 E - 47 10 57 N / 007 07 52 E	*6000 ft AMSL* *(1850 m) /* *4000 ft AMSL* *(1200 m)*	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**
LSR36 **KANDERGRUND** 46 35 57 N / 007 26 11 E - 46 35 26 N / 007 29 58 E - 46 36 40 N / 007 40 54 E - 46 36 13 N / 007 41 50 E - 46 35 38 N / 007 43 00 E - 46 35 05 N / 007 44 56 E - 46 34 51 N / 007 46 32 E - 46 34 47 N / 007 45 34 E - 46 33 19 N / 007 42 10 E - 46 33 45 N / 007 29 13 E - 46 35 57 N / 007 26 11 E	FL130 or *13000 ft AMSL* *(3950 m)* whichever is lower / 2000 ft AGL - (600 m)	Glider	Available: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** Upper limit FL 130 (3950 m) or *13000 ft AMSL* based on LSMM QNH whichever is lower
LSR42 **CHURFIRSTEN W** 47 02 55 N / 009 12 03 E - 47 02 49 N / 009 00 27 E - 47 09 09 N / 008 59 19 E - 47 14 22N / 009 10 08 E - 47 02 55 N / 009 12 03 E	FL 080 (2450 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR43 **CHURFIRSTEN E** 47 21 07 N / 009 36 21 E - ALONG SWISS-AUSTRIAN, LIECHTENSTEIN- AUSTRIAN AND LIECHTENSTEIN-SWISS BORDER - 47 02 57 N / 009 29 04 E - 47 02 55 N / 009 12 03 E - 47 14 22 N / 009 10 08 E - 47 18 34 N / 009 18 51 E - 47 20 58 N / 009 23 56 E - 47 21 07 N / 009 36 21 E	FL 100 (3050 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**
LSR44 **OBERALP** 46 34 52 N / 008 36 26 E - 46 38 15 N / 008 38 43 E - 46 45 18 N / 008 42 05 E - 46 48 42 N / 009 01 38 E - 46 46 32 N / 009 01 49 E - 46 30 37 N / 009 04 02 E - 46 21 25 N / 009 05 16 E - 46 21 18 N / 009 02 28 E - 46 23 03 N / 009 02 08 E - 46 23 58 N / 009 01 35 E - 46 26 14 N / 008 59 00 E - 46 26 41 N / 008 58 18 E - 46 27 02 N / 008 57 22 E - 46 27 10 N / 008 57 01 E - 46 27 23 E / 008 56 12 E - 46 27 30 N / 008 55 13 E - 46 27 30 N / 008 54 03 E - 46 30 29 N / 008 50 24 E - 46 34 52 N / 008 36 26 E	FL 105 (3200 m) / 2000 ft AGL (600 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT TEMP available: MIL ON, 01 MAR - 31 OCT Activation required by Chief Flight Operations Locarno Phone: +41 (0) 58 481 24 68 Request for clearance TIL 0830 (0730) **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** MIL OFF: upper limit FL 130 (3950 m) lower limit 2000 ft AGL (600 m)
LSR54 **CALANDA** 47 02 57 N / 009 29 04 E - ALONG LIECHTENSTEIN-SWISS AND SWISS-AUSTRIAN BORDER - 46 50 38 N / 010 06 58 E - 46 47 41 N / 010 09 40 E - 46 46 08 N / 010 06 17 E - 46 41 13 N / 009 57 46 E - 46 39 09 N / 009 21 29 E - 46 28 01 N / 009 24 34 E - ALONG SWISS-ITALIAN BORDER - 46 30 34 N / 009 21 44 E - 46 30 37 N / 009 04 02 E - 46 46 32 N / 009 01 49 E - 46 48 42 N / 009 01 38 E - 47 02 49 N / 009 00 27 E - 47 02 55 N / 009 12 03 E - 47 02 57 N / 009 29 04 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** MIL OFF: upper limit FL 150 (4550 m) or *15000 ft AMSL* based on LSZS QNH whichever is lower

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR55 **SERRA** 46 43 58 N / 010 24 01 E - ALONG SWISS-ITALIAN BORDER - 46 20 27 N / 009 47 05 E - 46 34 50 N / 010 02 41 E - 46 42 12 N / 010 14 39 E - 46 42 38 N / 010 19 33 E - 46 42 43 N / 010 20 18 E - 46 42 55 N / 010 21 17 E - 46 43 11 N / 010 22 12 E - 46 43 46 N / 010 23 30 E - 46 43 58 N / 010 24 01 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** MIL OFF: upper limit FL 150 (4550 m)
LSR56 **MUTTLER** 46 57 19 N / 010 19 42 E - ALONG SWISS-AUSTRIAN BORDER- 46 51 15 N / 010 28 12 E - ALONG SWISS-ITALIAN BORDER - 46 47 54 N / 010 26 26 E - 46 48 14 N / 010 26 27 E - 46 48 54 N / 010 26 20 E - 46 49 29 N / 010 26 09 E - 46 50 00 N / 010 25 53 E - 46 50 32 N / 010 25 31 E - 46 57 19 N / 010 19 42 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D)** MIL OFF: upper limit FL 150 (4550 m)
LSR62 **MISOX** 46 30 34 N / 009 21 44 E - ALONG SWISS-ITALIAN BORDER - 46 21 57 N / 009 16 43 E - 46 21 54 N / 009 16 39 E - 46 21 25 N / 009 05 16 E - 46 30 37 N / 009 04 02 E - 46 30 34 N / 009 21 44 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT TEMP available: MIL ON, 01 MAR - 31 OCT Activation required by Chief Flight Operations Locarno Phone: +41 (0) 58 481 24 68 **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D)** MIL OFF: upper limit FL 150 (4550 m)

8.2 Restricted areas for gliders within TMA

LSR FOR GLIDERS WITHIN TMA

Airspace class within these LSR for gliders within TMA changes to E when active.
Standard distances to clouds apply:
- vertically: 300 m
- horizontallly: 1500 m

NO IFR Traffic allowed in these LSR for gliders
Other VFR TFC into this type of LSR for gliders is allowed with approval from the designated ATS unit

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR69T **SCHAFFHAUSEN EAST**	47 44 10 N 008 49 18 E - 47 44 17 N 008 47 06 E - 47 42 33 N 008 37 55 E - 47 42 25 N 008 36 54 E - 47 46 17 N 008 33 10 E - 47 46 43 N 008 44 58 E - 47 44 10 N 008 49 18 E	*6500 (2000)* --- *5500 (1700)*	Phone: +41 (0) 43 931 69 61	Approval request by head of aerodrome Schaffhausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR70AT **SCHAFFHAUSEN WEST**	47 42 04 N 008 34 05 E - 47 41 58 N 008 31 01 E - 47 46 01 N 008 28 28 E - 47 46 06 N 008 32 02 E - 47 46 17 N 008 33 10 E - 47 42 25 N 008 36 54 E - 47 42 04 N 008 34 05 E	*6500 (2000) or 5500 (1700)* --- *4500 (1350)*	Phone: +41 (0) 43 931 69 61	
LSR70BT **SCHAFFHAUSEN NORTH**	47 46 01 N 008 28 28 E - 47 47 33 N 008 28 09 E - 47 47 34 N 008 30 47 E - 47 46 17 N 008 33 10 E - 47 46 06 N 008 32 02 E - 47 46 01 N 008 28 28 E	*6500 (2000)* --- *4500 (1350)*	Phone: +41 (0) 43 931 69 61	
LSR71T **SCHAFFHAUSEN SOUTH**	47 41 58 N 008 31 01 E - 47 40 18 N 008 32 04 E - 47 40 31 N 008 34 56 E - 47 41 24 N 008 37 52 E - 47 42 25 N 008 36 54 E - 47 42 04 N 008 34 05 E - 47 41 58 N 008 31 01 E	*5500 (1700)* --- *4500 (1350)*	Phone: + 41 (0) 43 931 69 61	
LSR72T **BOHLHOF**	47 39 03 N 008 25 49 E - Arc of circle centred on - 47 39 02 N 008 23 01 E - Radius 1.89 NM, clockwise 47 39 01 N 008 20 13 E - 47 41 19 N 008 20 13 E - 47 41 36 N 008 20 50 E - 47 41 19 N 008 25 51 E - 47 39 03 N 008 25 49 E	*3500 (1050)* --- *3000 (900)*		Available from: SR-SS Approval request by head of aerodrome Bohlhof with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR73T **WINTERTHUR WEST**	47 30 01 N 008 56 54 E - 47 31 01 N 008 49 52 E - 47 30 58 N 008 48 29 E - 47 32 19 N 008 47 50 E - 47 33 07 N 008 49 19 E - 47 30 54 N 008 54 44 E - 47 30 01 N 008 56 54 E	*5500* *(1700)* --- *4500* *(1350)*		Approval request by head of aerodrome Winterthur with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR74T **WINTERTHUR EAST**	47 32 40 N 009 03 46 E - 47 30 58 N 009 05 07 E - 47 28 51 N 009 04 58 E - 47 30 01 N 008 56 54 E - 47 30 54 N 008 54 44 E - 47 33 19 N 008 55 08 E - 47 32 40 N 009 03 46 E	*6500* *(2000)* --- *5500* *(1700)*		
LSR75T **DITTINGEN WEST**	47 25 56 N 007 23 04 E - 47 24 45 N 007 22 49 E - 47 25 27 N 007 15 16 E - Swiss border line - 47 25 56 N 007 23 04 E	*5000* *(1525)* --- *3000* *(900)*		Exclusive usage from aerodrome Dittingen.
	47 27 30 N 007 25 41 E - 47 27 39 N 007 29 21 E - Arc of circle 1.35 NM radius clockwise centred on 47 26 18 N 007 29 28 E - 47 26 48 N 007 31 19 E - 47 26 06 N 007 31 44 E - 47 23 43 N 007 32 32 E - 47 24 45 N 007 22 49 E - 47 25 56 N 007 23 04 E - Swiss border line - 47 27 30 N 007 25 41 E	*5000* *(1525)* --- 1000 AGL (300)		
LSR76T **DITTINGEN EAST**	47 26 06 N 007 31 44 E - 47 27 00 N 007 39 00 E - 47 28 58 N 007 44 25 E - 47 25 52 N 007 46 41 E - 47 23 00 N 007 39 30 E - 47 23 43 N 007 32 32 E - 47 26 06 N 007 31 44 E	*5000* *(1525)* --- 1000 AGL (300)		
LSR77T **ALBIS**	47 13 58 N 008 26 04 E - 47 18 28 N 008 23 30 E - 47 19 10 N 008 34 10 E - 47 16 36 N 008 36 05 E - 47 15 30 N 008 36 50 E - 47 13 58 N 008 26 04 E	*7500* *(2300)* or *6500* *(2000)* --- *5500* *(1700)*		Activation only when Zurich TMA S1/S2/S3 is not active. Approval request by head of aerodrome Hausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR78T **BACHTEL WEST**	47 20 38 N 008 43 47 E - 47 18 32 N 008 45 12 E - 47 16 20 N 008 46 42 E - 47 16 30 N 008 44 44 E - 47 15 30 N 008 36 50 E - 47 16 36 N 008 36 05 E - 47 19 10 N 008 34 10 E - 47 20 17 N 008 37 50 E - 47 20 38 N 008 43 47 E	*7500* *(2300)* or *6500* *(2000)* --------- *5500** *(1700)* *and* *3500** *(1050)*		Activation only when Zurich TMA S1/S2/S3 is not active. Approval request by head of aerodrome Speck-Fehraltorf with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz. *The lower limits of LSR78T are *5500ft* within LSZH TMA sector 4A and *3500ft* within LSZH TMA sector 2C.
LSR79AT **BACHTEL CENTER**	47 15 37 N 008 55 07 E - 47 16 20 N 008 46 42 E - 47 18 32 N 008 45 12 E - 47 20 38 N 008 43 47 E - 47 21 16 N 008 56 41 E - 47 15 37 N 008 55 07 E	*7500* *(2300)* or *6500* *(2000)* --------- *5500* *(1700)*		
LSR79BT **BACHTEL EAST**	47 21 05 N 009 05 56 E - 47 18 08 N 009 04 58 E - 47 15 39 N 008 59 59 E - 47 15 20 N 008 58 26 E - 47 15 37 N 008 55 07 E - 47 21 16 N 008 56 41 E - 47 20 50 N 009 04 51 E - 47 21 05 N 009 05 56 E	*7500* *(2300)* --------- *6500* *(2000)*		
LSR80T **VALLORBE**	46 38 23 N 006 12 37 E - 46 41 00 N 006 16 30 E - 46 46 04 N 006 26 24 E - 46 44 00 N 006 33 26 E - 46 34 23 N 006 19 35 E - 46 38 23 N 006 12 37 E	FL 95 *(2900)* ---------- FL 75 *(2300)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz and continuous listening watch on FREQ **121.130 MHz**.
		above FL 95 *(2900)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Clearance by ALPS RADAR **119.175** MHz required. If sector activated, continuous listening watch on FREQ **119.175** MHz.
LSR81T **LE BRASSUS**	46 34 34 N 006 06 39 E - 46 38 23 N 006 12 37 E - 46 34 23 N 006 19 35 E - 46 24 40 N 006 05 17 E - Swiss border - 46 34 34 N 006 06 39 E	FL 85 *(2600)* ---------- FL 75 *(2300)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz and continuous listening watch on FREQ **121.130 MHz**.
		above FL 85 *(2600)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Clearance by ALPS RADAR **119.175** MHz required. If sector activated, continuous listening watch on FREQ **119.175** MHz.

8.3 Restricted areas for gliders within CTR

LSR FOR GLIDERS WITHIN CTR

No airspace class.
MIN Visibility 5 km.

Following distances to clouds apply:
- vertically: 300 m
- horizontallly: 1500 m

NO IFR Traffic allowed in these LSR
NO VFR Traffic allowed, except airspace users that are part of the agreement (Segelflugvereinbarung) with ATC.

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR82 **LAENGENBERG**	46 55 12 N 007 25 37 E - 46 55 14 N 007 25 45 E - 46 55 13 N 007 26 43 E - 46 55 08 N 007 27 07 E - 46 54 39 N 007 28 09 E - 46 54 24 N 007 28 28 E - 46 53 12 N 007 29 44 E - 46 51 57 N 007 29 34 E - 46 52 12 N 007 29 16 E - 46 55 12 N 007 25 37 E	*5500 (1700)* --- GND	Authorisation for activation required (Bern ATC).	ACT: Broadcasted on ATIS Bern. Transponder Mode S required. FREQ for LSR82; **123.405** MHz listening watch required. HEMS Flights: blind calls on **123.405** MHz. (not via TWR) HEMS Flights in active Restricted Areas: REF ENR 5.1 §1.1
LSR83 **GRENCHEN**	47 10 47 N 007 26 38 E - 47 11 08 N 007 26 24 E - 47 11 00 N 007 25 34 E - 47 10 26 N 007 23 43 E - 47 09 49 N 007 24 08 E - 47 09 46 N 007 24 25 E - 47 09 46 N 007 24 30 E - 47 09 46 N 007 24 35 E - 47 09 47 N 007 24 39 E - 47 09 48 N 007 24 44 E - 47 09 50 N 007 24 48 E - 47 09 53 N 007 24 51 E - 47 09 55 N 007 24 54 E - 47 09 58 N 007 24 56 E - 47 10 02 N 007 24 57 E - 47 10 17 N 007 25 00 E - 47 10 47 N 007 26 38 E	*4500 (1350)* --- GND	Authorisation for activation required (Grenchen TWR).	ACT: Broadcasted on ATIS Grenchen FREQ for LSR83; **127.580** MHz listening watch required.

Figure 1. RESTRICTED AREAS FOR GLIDERS WITHIN TMA

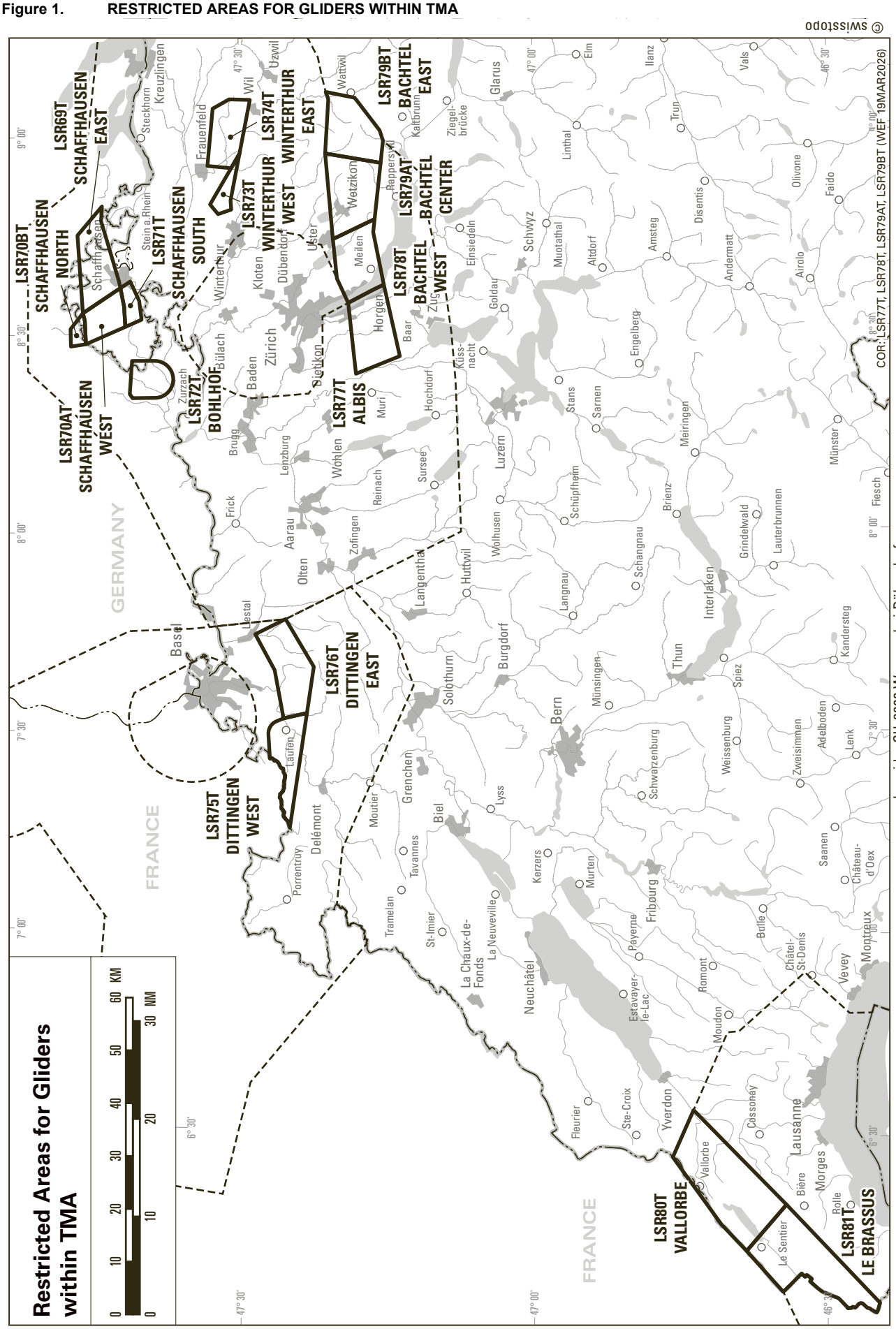
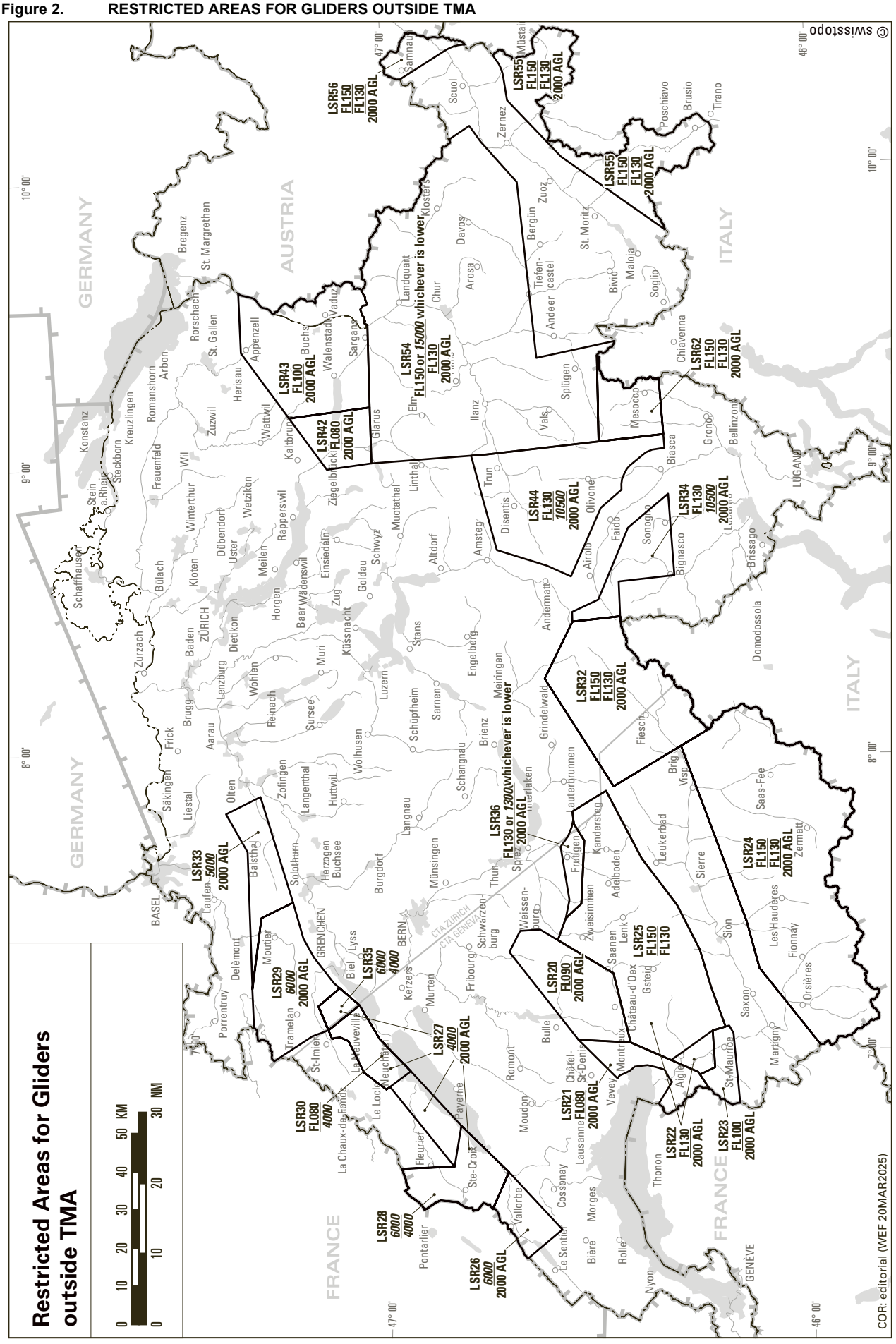


Figure 2. RESTRICTED AREAS FOR GLIDERS OUTSIDE TMA



9. List of glider areas (over French delegated territory)

TMA Lyon part 6.1 (Oyonnax North)	46 21 48 N 005 24 28 E - 46 28 38 N 005 36 22 E - 46 18 44 N 005 44 36 E - 46 14 14 N 005 34 35 E - 46 21 48 N 005 24 28 E	*2600* (FL 85) / *2300* (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz. Deactivated as written in the protocol. Info available on GLD ATIS **124.755** MHz. When deactivated, mandatory monitoring on **121.130 MHz**.
LF R 135 (Oyonnax South)	46 18 44 N 005 44 36 E - 46 16 10 N 005 46 43 E - 46 08 54 N 005 36 03 E - 46 09 13 N 005 34 25 E - 46 14 14 N 005 34 35 E - 46 18 44 N 005 44 36 E	*2600* (FL 85) / *2300* (FL 75)		Clearance by ALPS RADAR **119.175** MHz required. For transit flights only.
TMA Geneva part 4.1 (St-Claude North)	46 28 38 N 005 36 22 E - 46 30 00 N 005 35 10 E - 46 30 00 N 005 53 26 E - 46 34 34 N 006 06 39 E - follow border to next point 46 27 05 N 006 04 42 E - 46 22 22 N 005 57 47 E - 46 18 44 N 005 44 36 E - 46 28 38 N 005 36 22 E	*2600* (FL 85) / *2300* (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz. Deactivated as written in the protocol. Info available on GLD ATIS **124.755** MHz. When deactivated, mandatory monitoring on **121.130 MHz**.
LF R 219 (St-Claude South)	46 15 16 N 005 47 28 E - 46 18 44 N 005 44 36 E - 46 22 22 N 005 57 47 E - 46 15 16 N 005 47 28 E	*2600* (FL 85) / *2300* (FL 75)		Clearance by ALPS RADAR **119.175** MHz required. For transit flights only.

10. Restricted areas within CTR

Airspace Class G

Designation and lateral limits COORD WGS84		**Vertical limits ALT ft AMSL (m)**	**Operator/ User TEL NR**	**Remarks and time of ACT Conditions of use m AMSL (ft)**
1		**2**	**3**	**4**
LSR84A SPECK SOUTH	47 23 53 N 008 44 20 E - 47 23 38 N 008 45 08 E - 47 23 01 N 008 45 04 E - 47 20 05 N 008 48 32 E - 47 17 35 N 008 47 21 E - 47 17 35 N 008 46 54 E - 47 18 26 N 008 45 33 E - 47 20 41 N 008 46 13 E - 47 21 37 N 008 45 11 E - 47 22 41 N 008 43 14 E - 47 23 17 N 008 43 24 E - 47 23 53 N 008 44 20 E	*2500 (750)* --- GND	LSZK Aerodrome **120.355** MHz	Active when CTR LSMD is active **No IFR traffic allowed, only VFR traffic to/from Speck.** HEMS Flights in active Restricted Areas: REF ENR 5.1 §1.1
LSR84B SPECK NORTH	47 24 27 N 008 45 38 E - 47 22 49 N 008 49 51 E - 47 20 05 N 008 48 32 E - 47 23 01 N 008 45 04 E - 47 23 38 N 008 45 08 E - 47 23 53 N 008 44 20 E - 47 23 58 N 008 44 27 E - 47 24 27 N 008 45 38 E	*3000 (900)* --- GND	LSZK Aerodrome **120.355** MHz	Active when CTR LSMD is active **No IFR traffic allowed, only VFR traffic to/from Speck.** HEMS Flights in active Restricted Areas: REF ENR 5.1 §1.1

11. Special rules for free balloon flights

11.1 General

For free balloon flights
- the Ordinance on the Rules of the AIR (SR 748.121.11), as well as
- the special rules set out hereafter (notably, SR 748.941) are applicable.

11.2 Radio communication

5 minutes before entering classes C and D airspace, radio contact with the competent ATC unit shall be established and maintained during the flight.
In case of interruption of the radio communication during flight in **classes C and D airspace,** the following procedure shall be applied:
a. set code 7600 on the SSR transponder; and when continuing the flight maintain the last reported altitude or a lower altitude; or
b. leave the controlled airspace by the shortest route (laterally or vertically).

11.3 Frequencies

The frequencies **122.255** MHz and **122.130** MHz are available for radio communications between balloons and between balloons and retrieving vehicles. See §15: Frequencies for special use.

11.4 ATC instructions

The competent ATC unit can impose certain conditions for a flight if the traffic situation requires it.
The instructions of ATC are mandatory.

11.5 SSR-transponder

For flights in classes C and D airspace, the carriage of an operational SSR transponder
(Mode A/C or Mode S) is required, except in CTR's.
It shall be switched on upon instruction by ATC.

11.6 Ascents in ground fog conditions

See ENR-1.8, § 2.

11.7 Flights by night

3 HR prior to the planned take-off, at the latest, a flight plan shall be filed with the competent ATS unit.

Ascents and flights in classes C and D airspace are only permitted with a clearance from the competent ATC unit.

Ascents and flights in the whole airspace during military night flights are only permitted with a clearance from the competent ATC unit.

In case of radio failure during a flight by night within classes C and D airspace, the procedure detailed in 12.2 applies.

If the airspace in question can only be left by executing a landing, such a landing may be delayed until morning civil twilight, provided the radio failure occurred less than 30 MIN before the beginning of morning civil twilight.

11.8 Flights crossing the national border

For flights to Germany, Austria and France, consult the instructions of FOCA of 10 MAY 1978 (on reverse of "Laissez-passer" form), with respect to customs clearance.

For flights to Germany and Italy, a flight plan must be filed 60 MIN prior to ascent with the appropriate Air Traffic Control unit.

For flights to France, a flight plan must be filed with the appropriate Air Traffic Control unit, as a rule by radio, shortly before crossing the border.

Ascents by night in France are basically prohibited. Requests for exemption permission have to be addressed to:

Post: Direction de la Navigation Aérienne,
48, rue Camille Desmoulins,
F-92452 Issy-les-Moulineaux.

12. Mountain flying

The terrain configuration of mountainous areas and the particular weather conditions prevailing in them require the following recommendations to be considered when planning VFR-flights over the Alps:

The crossing of the Alps in a north-south direction and vice-versa shall be planned in a way to take the shortest possible flight routes over inhospitable regions.

The following main routes are recommended for overflight in good weather conditions:

a. Zurich - Vierwaldstättersee - Reusstal - Andermatt - **Gotthardpass** - Val Leventina - Locarno;
b. Berne - Spiez - Kandersteg - **Gemmipass** - Visp - Brig - **Simplonpass** - Domodossola;
c. Altenrhein - Sargans - Chur - Lenzerheide - **Julierpass** - Samedan.

The 3 routes above, as well as several more that are recommended for VFR crossing of the Alps, are shown on the ICAO aeronautical chart 1:500'000 (2253-B), Switzerland.

VFR flight route	
Mountain pass with spot elevation in ft	
Recommended minimum altitude in ft	

The crossing of the Alps should not be carried out above closed cloud cover. The necessary high altitudes and the corresponding strong reduction in engine power may lead to unexpected situations of flight in IMC between invisible peaks.

Updrafts and downdrafts are much stronger in the mountains than in the plains. Consequently, mountain passes shall be approached from the side at a safety height of at least 1000 ft AGL (300 m), in such a way that a 180° turn can be flown safely should the terrain behind the pass be covered by clouds.
A mountain pass should not be crossed in a climb, but in level flight or even in descent at a sufficient airspeed to enable the traversing of zones of downdrafts rapidly.

Pilots with little experience in mountain flying are recommended to restrain from crossing the Alps, respectively to stop such a crossing in time:

a. during fœhn situations;
b. when the MET report states: „Alps in clouds";
c. when observing thunderstorm formation;
d. during showers (even in summer);
e. when the cloud base is too low over the mountain passes.

13. Safety measures

Attention should be paid to part GEN 3.6.
Further, it is recommended to carry warm clothes, blankets, signalling lamps and rockets, as well as emergency food supplies.

After an emergency landing in high mountains, it is recommended to stay near the aircraft and not to undertake dangerous climb-downs over glaciers or crags without suitable equipment or without mountain experience.

Whenever possible, emergency calls should be sent with the aircraft transmitter, not only on the emergency frequency 121.500 MHz but also on an appropriate FIC frequency, as well as any frequency used for airway traffic control.

14. Collision with birds of prey

Isolated cases are known where aeroplanes have been attacked by eagles. Therefore during flights in the Alps collisions with eagles should be considered possible. Related information is published in ENR 5.6.

15. Information service on hazards in Swiss airspace

The information about other dangers provides data on acrobatic flights, parachuting outside aerodromes, captive balloon ascents, extensive flying, gliding or helicopter activities outside permanent danger areas, towing and guided missile flights.
In NOTAM, when referring to locations on a map, the aeronautical chart ICAO 1:500 000 Switzerland is used.
The completeness of the information concerning hazards in the airspace and the observance of the times indicated therein cannot be quaranteed.

16. Frequencies for special use

FREQUENCIES FOR SPECIAL USE			
FREQ / Channel MHz	**UTILISATION**		**Languages used**
1	**2**		**3**
GENERAL AVIATION			
123.135	Air-to-Air communication up to MAX FL 150		En, Ge, Fr, It, Swiss-German
GLIDER FLIGHTS			
122.305	Region NORTH	A/G	Ge, Fr, It, Swiss-German Only the following transmissions are permitted on these frequencies: - Test transmissions - Location reports - Weather reports - Message exchange, pilot-accompanying vehicle - Message exchange, pilot flight instructor Languages used: German, French, Italian, Swiss-German In-flight radio telephonists do not require a licence for radio communications of this nature.
123.580	Region NORTH	A/A	
120.880	GLD INFO (GLD ACT within TMA Zurich)		
122.480	Region ALPS	A/G	
123.680	Region ALPS	A/A	
121.130	Region WEST	A/G	
125.030	Region WEST	A/A	
124.755	GLD ATIS (GLD ACT within TMA Geneva)		
122.955	Training		
BALLOONS			
122.255	E of Basel - St. Moritz and Alps		Ge, Fr, It, Swiss-German
122.130	W of Basel - St. Moritz		
	The frequencies 122.255 MHz and 122.130 MHz are available for balloonists communicating with one another and with accompanying vehicles.		
PARACHUTING PRACTICE			
123.480	Training		Ge, Fr, It, Swiss-German
Powered-flight training			
122.205	Powered-flight training		Ge, Fr, It, Swiss-German
Mountain landing strips			
130.355	Mountain landing strips		Ge, Fr, It, Swiss-German
HANG GLIDERS			
123.430	Training		Ge, Fr, It, Swiss-German
130.930	For general use		
MIL FREQ			
135.480	For communications between CIV ACFT and MIL navigation equipment (Reserve-FREQ)		En, It
HELICOPTERS			
130.355	Mountain frequency: For TKOF and LDG or FLT below 150 m AGL		En
123.380	Coordination frequency for hospital helipads For TKOF and LDG		

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. Concentrations

The breeding or resting birds in Switzerland spend only a very low fraction of their time up in the air; flights are fairly low. The birds may be a risk for ACFT when flying to roosting and feeding places and when transferring to other lakes. In general, the farther the birds fly the higher they climb, so the highest risk of reaching ACFT FLT ALTs could be far from the indicated concentration areas. For reports on bird observations, see GEN 3.1.7.

2. Migration

Mass migrations occur mainly under tail wind conditions. The same rule is valid for the greatest flight heights. Low pressure areas induce lower flying (also in tail wind).

90% of migrations in Switzerland are a broad front migration of small birds, covering all the lower parts of the country, concentrated in valleys and passes under cyclonic conditions and in head winds. Under anticyclonic conditions, when flights are high, even the Jura and the Alps are affected by this broad front migration. Yet it seems that some concentrations above valleys and passes are still present. Many birds, especially large day migrants, avoid to crossing large mountain and water areas and so may (even in fine weather) concentrate along certain topographic lines.

There is practically no period during the year in which there is no migration. Day migration is heavier in the colder seasons, and night migration is more prominent in the warmer seasons. The movements of rooks (and in a comparable way those of pigeons and common buzzards) is most frequent in OCT.

3. Collisions with birds of prey in the Alps

In the Alps, as in the lowlands, birds of prey may climb fairly high on updraughts and occasional collisions with ACFT may happen. Single strikes with golden eagles show that these large birds of prey may also, as an exception, actively attack an ACFT. So there is some risk in spite of the relatively low number of breeding pairs in the Swiss Alps (about 300 pairs).

Soaring eagles on thermal updraughts usually show a pronounced indifference to ACFT. Somewhat more aggressive behaviour seems to occur in the case of pairs in sexual display (undulating flights: changing phases of upward spirals, diving and gliding). Flight display may occur in every season, most pronounced from JAN to MAY, and somewhat less in autumn after the fledging of the young. An attack may possibly be instigated by a direct flight of an ACFT towards the pair at the same or a slightly lower level, or by coming within a critical DIST, of APRX 100 m, of the pair.

Intraspecific flights occur particularly in the vicinity of the nest, suggesting that the pilot should also keep in mind this possible danger. Most of the nesting sites are at ALTs of 1000 to 2000 m (lower than the preferred hunting area), at the slopes of large valleys or the exit of small valleys, usually in the upper part of steep rocky walls with free approach.

4. Overflying of official sanctuaries for silence and nature

Sanctuaries for silence and nature are areas of defined dimensions where antrophogenic (man-made) noise sources have been suppressed to a MNM level. The aim of such sanctuaries is a preservation of the diversity of natural sounds and silence for human recreation.

Sanctuaries for silence and nature are depicted as "Zones to be avoided" on aeronautical charts and shall be avoided or overflown by motorised ACFT considerably above the MNM FLT ALTs in in accordance with Implementing Regulation (EU) 923/2012 (Standardised European Rules of the Air), Art. 5005 letter f and by taking the shortest possible FLT path.

Areas	Lateral limits COORD WGS84
Nationalpark	46 48 32 N 010 24 15 E - 46 46 31 N 010 26 22 E - 46 45 10 N 010 26 10 E - 46 44 09 N 010 24 21 E - 46 42 52 N 010 25 05 E - 46 42 20 N 010 24 12 E - 46 41 05 N 010 22 54 E - 46 39 37 N 010 23 33 E - 46 38 07 N 010 24 24 E - 46 38 29 N 010 26 46 E - 46 36 54 N 010 29 19 E - 46 36 14 N 010 29 04 E - 46 34 42 N 010 29 04 E - 46 33 51 N 010 28 27 E - 46 32 32 N 010 28 04 E - 46 32 11 N 010 26 19 E - 46 32 58 N 010 24 39 E - 46 33 00 N 010 22 46 E - 46 33 06 N 010 20 59 E - 46 32 52 N 010 19 54 E - 46 32 59 N 010 17 55 E - 46 34 38 N 010 16 06 E - 46 35 12 N 010 14 34 E - 46 36 36 N 010 15 36 E - 46 37 43 N 010 13 21 E - 46 37 01 N 010 12 55 E - 46 37 23 N 010 11 36 E - 46 36 39 N 010 08 18 E - 46 36 39 N 010 06 09 E - 46 35 21 N 010 06 04 E - 46 34 32 N 010 04 41 E - 46 35 52 N 010 03 04 E - 46 36 20 N 010 02 14 E - 46 38 12 N 010 02 27 E - 46 40 05 N 010 04 28 E - 46 42 38 N 010 07 25 E - 46 43 31 N 010 06 54 E - 46 44 27 N 010 07 52 E - 46 44 23 N 010 09 06 E - 46 44 14 N 010 11 02 E - 46 46 03 N 010 16 44 E - 46 46 54 N 010 20 02 E - 46 46 38 N 010 21 22 E - 46 48 19 N 010 22 39 E

Areas	Lateral limits COORD WGS84
Adula/Greina/ Medels/Vals	46 41 27 N 008 54 21 E - 46 38 59 N 008 53 27 E - 46 37 24 N 008 50 27 E - 46 36 29 N 008 51 04 E - 46 35 36 N 008 51 36 E - 46 34 40 N 008 51 50 E - 46 34 39 N 008 52 45 E - 46 34 45 N 008 54 16 E - 46 34 21 N 008 54 44 E - 46 33 55 N 008 55 43 E - 46 33 42 N 008 56 34 E - 46 31 53 N 008 58 25 E - 46 29 51 N 009 00 17 E - 46 28 15 N 008 59 01 E - 46 23 58 N 009 01 32 E - 46 23 41 N 009 03 36 E - 46 22 31 N 009 07 29 E - 46 24 22 N 009 09 39 E - 46 24 50 N 009 09 16 E - 46 25 27 N 009 09 43 E - 46 25 43 N 009 08 39 E - 46 29 04 N 009 07 32 E - 46 31 31 N 009 07 29 E - 46 31 57 N 009 09 03 E - 46 34 00 N 009 13 30 E - 46 36 54 N 009 11 50 E - 46 36 23 N 009 10 04 E - 46 37 28 N 009 08 09 E - 46 38 42 N 009 06 54 E - 46 40 00 N 009 04 24 E - 46 40 46 N 009 01 05 E - 46 41 09 N 009 00 15 E - 46 41 58 N 008 59 06 E - 46 42 50 N 008 57 47 E - 46 41 27 N 008 54 21 E
Binntal	46 24 31 N 008 17 19 E - 46 24 17 N 008 17 54 E - 46 24 07 N 008 18 37 E - 46 23 38 N 008 19 02 E - 46 23 11 N 008 19 07 E - 46 22 49 N 008 18 53 E - 46 22 31 N 008 18 25 E - 46 22 10 N 008 17 26 E - 46 21 57 N 008 16 30 E - 46 21 39 N 008 15 39 E - 46 21 08 N 008 15 57 E - 46 20 46 N 008 15 46 E - 46 20 41 N 008 14 58 E - 46 20 24 N 008 14 07 E - 46 19 57 N 008 13 29 E - 46 19 33 N 008 13 28 E - 46 18 58 N 008 12 54 E - 46 18 08 N 008 11 55 E - 46 17 48 N 008 10 10 E - 46 18 12 N 008 08 17 E - 46 18 23 N 008 06 02 E - 46 18 17 N 008 03 41 E - 46 20 19 N 008 06 00 E - 46 22 24 N 008 09 53 E - 46 22 55 N 008 10 50 E - 46 23 49 N 008 14 13 E - 46 24 31 N 008 17 19 E
Weissmies	46 12 49 N 008 01 58 E - 46 11 18 N 008 03 40 E - 46 10 52 N 008 05 21 E - 46 11 29 N 008 08 23 E - 46 10 28 N 008 09 37 E - 46 08 51 N 008 09 17 E - 46 07 48 N 008 06 59 E - 46 06 36 N 008 06 03 E - 46 06 05 N 008 03 13 E - 46 05 14 N 008 01 53 E - 46 03 44 N 008 01 31 E - 46 02 26 N 008 01 34 E - 46 01 08 N 008 00 40 E - 46 00 14 N 007 59 47 E - 45 59 48 N 007 58 06 E - 45 59 46 N 007 55 10 E - 46 00 55 N 007 53 23 E - 46 02 45 N 007 53 39 E - 46 03 48 N 007 55 19 E - 46 05 01 N 007 57 32 E - 46 06 11 N 007 57 57 E - 46 07 29 N 007 57 51 E - 46 08 28 N 007 57 46 E - 46 10 33 N 007 56 00 E - 46 13 48 N 007 58 48 E - 46 13 36 N 008 00 18 E - 46 12 49 N 008 01 59 E

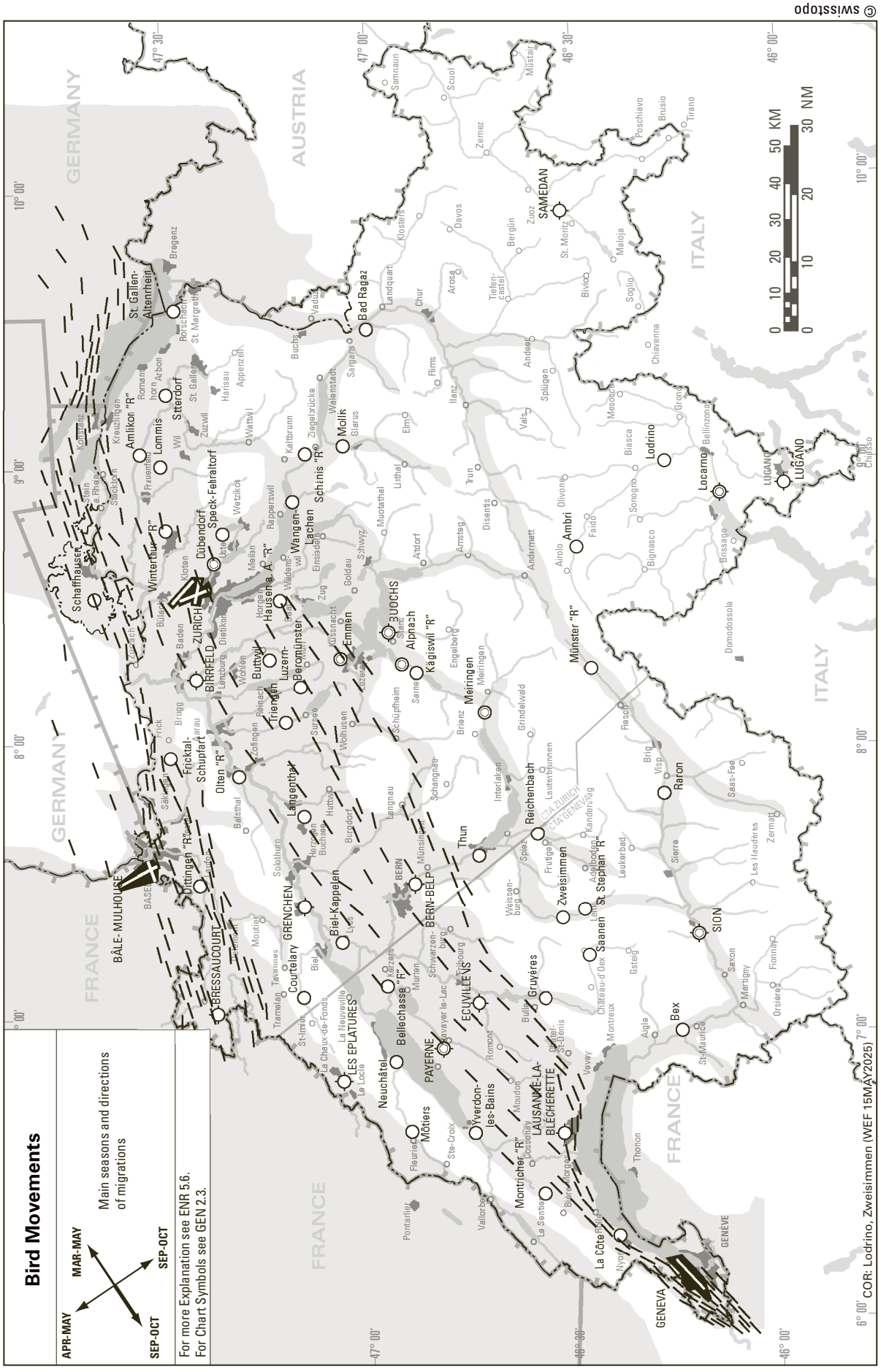
Official sanctuaries for silence and nature are depicted on the ICAO aeronautical chart 1:500 000, 2253-B Switzerland and on the glider chart 1:300 000 GLDC Switzerland.

5. Overflight of Wildlife Sanctuary “Derborence” (protection of the Bearded Vulture)

5.1 The Wildlife Sanctuary Derborence is depicted on aeronautical charts as "Zone to be avoided”

5.2 Overflights shall be avoided or conducted considerably above the MNM FLT ALTs in accordance with art. 28 of the Ordinance on the Rules of the AIR (SR 748.121.11) and by taking the shortest possible FLT path

Figure 1. Bird Movements



Bird Movements

1 Broad front migration all over the country; and in fine weather also above the highest mountains. 90% small birds. Birds flying singly at night and flocked during daytime; often concentrated when flying towards mountain ridges or large lakes, especially in bad weather and head winds.

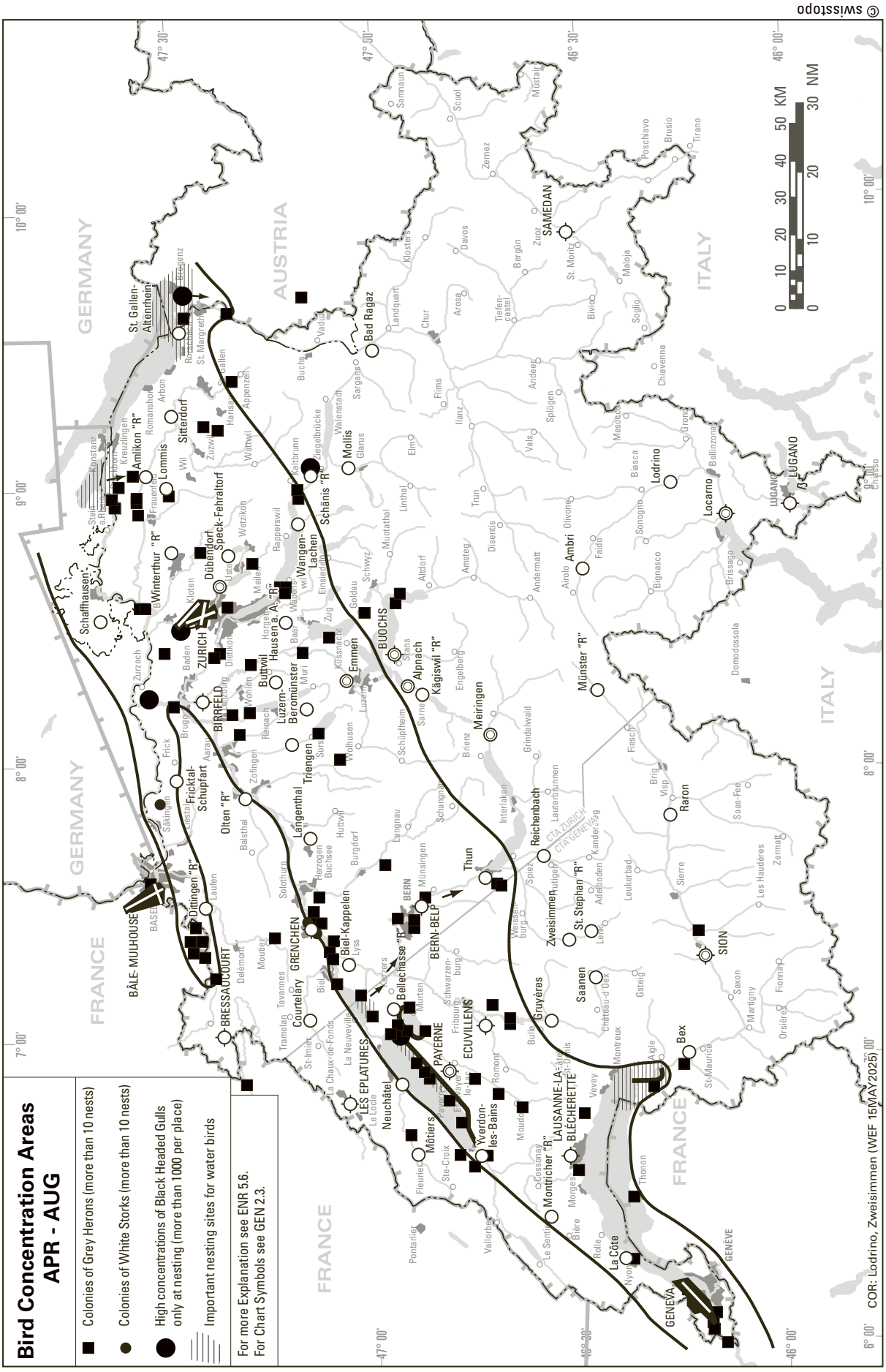
1.1 Concentrations of large, flocked rooks in late autumn (similar pigeons and buzzards) and also in fine weather along "leading lines".

2 **Flight heights**

2.1 **50% below 1500 ft AGL (460 m), 90% below 6000 ft AGL (1830 m)**

2.2 **Greater heights under anticyclonic, lower heights under cyclonic conditions**

Figure 2. BIRD CONCENTRATION AREAS APR-AUG


© swisstopo
Bird Concentration Areas
APR - AUG
Colonies of Grey Herons (more than 10 nests)
Colonies of White Storks (more than 10 nests)
High concentrations of Black Headed Gulls only at nesting (more than 1000 per place)
Important nesting sites for water birds
For more Explanation see ENR 5.6.
For Chart Symbols see GEN 2.3.
0 10 20 30 40 50 KM
0 10 20 30 NM
COR: Lodrino, Zweisimmen (WEF 15MAY2025)
skyguide, CH-8602 Wangen bei Dübendorf
GERMANY
AUSTRIA
ITALY
FRANCE
SWITZERLAND
BÂLE-MULHOUSE
BRESSAUCOURT
GRENCHEN
BERN-BELP
ZURICH
BUOCHS
BIRRFELD
Dübendorf
Speck-Fehraltorf
Winterthur "R"
Amlikon "R"
Lommis
Sitterdorf
St. Gallen-Altenrhein
Schaffhausen
Fricktal-Schupfart
Olten "R"
Dittingen "R"
Langenthal
Triengen
Buttwil
Luzern-Beromünster
Hausen a. A. "R"
Wangen-Lachen
Schänis "R"
Mollis
Bad Ragaz
Alpnach
Kägiswil "R"
Emmen
Meiringen
Münster "R"
Reichenbach
Thun
Biel-Kappelen
Bellechasse "R"
Courtelary
Les Eplatures
Neuchâtel
Môtiers
Werdon-les-Bains
Payerne
Ecuvillens
Gruyères
Saanen
Zweisimmen
St. Stephan "R"
Montricher "R"
Lausanne-La Blécherette
La Côte
Bex
Sion
Raron
Brig
Visp
Saas-Fee
Lodrino
Locarno
Ambri
Lugano
Samedan
St. Moritz
Bad Ragaz
Davos
Chur
Arosa
Klosters
Landquart
Sargans
Walenstadt
Mollis
Glarus
Linthal
Elm
Flims
Ilanz
Vals
Andeer
Splügen
Mesocco
Biasca
Lodrino
Chiavenna
Bellinzona
Locarno
Lugano
Ambri
Airolo
Faido
Andermatt
Disentis
Trun
Amsteg
Altdorf
Schwyz
Goldau
Muotathal
Zug
Küssnacht
Stans
Sarnen
Engelberg
Brienz
Grindelwald
Interlaken
Lauterbrunnen
Lenk
Spiez
Wimmis
Schangnau
Langnau
Huttwil
Burgdorf
Wolhusen
Luzern
Schüpfheim
Münsingen
Schwarzenburg
Fribourg
Romont
Bulle
Gruyères
Montreux
Vevey
Aigle
Thonon
Morges
Rolle
Nyon
Le Sentier
Vallorbe
Pontarlier
Ste-Croix
Yverdon-les-Bains
Moudon
Payerne
Avenches
Murten
Schwarzenburg
Tavannes
Moutier
Delémont
Courtelary
Tramelan
St-Imier
La Chaux-de-Fonds
La Neuveville
Le Locle
Biel
Lyss
Solothurn
Olten
Zofingen
Aarau
Brugg
Baden
Zurich
Kloten
Dietikon
Wohlen
Rheinfelden
Frick
Säckingen
Waldshut
Lörrach
Basel
Laufen
Balsthal
Herzogenbuchsee
Huttwil
Sursee
Wolhusen
Willisau
Sempach
Hochdorf
Beromünster
Muri
Baar
Zug
Goldau
Schwyz
Einsiedeln
Wädenswil
Horgen
Meilen
Rapperswil
Uster
Wetzikon
Hinwil
Bubikon
Rüti
Wald
Uznach
Schmerikon
Rapperswil
Jona
Wetzikon
Uster
Dübendorf
Zürich
Kloten
Bülach
Eglisau
Stein a. Rhein
Schaffhausen
Neuhausen
Thayngen
Singen
Konstanz
Kreuzlingen
Romanshorn
Arbon
Rorschach
St. Margrethen
Heerbrugg
Altstätten
Appenzell
Herisau
Gais
Trogen
Speicher
Teufen
Waldstatt
Urnäsch
Schwellbrunn
Hundwil
Stein
Gais
Appenzell
Herisau
Waldstatt
Teufen
Speicher
Trogen
Rorschach
Arbon
Romanshorn
Amriswil
Bischofszell
Weinfelden
Frauenfeld
Wil
Gossau
Flawil
Uzwil
Wattwil
Ebnat-Kappel
Lichtensteig
Wattwil
Uzwil
Flawil
Gossau
Wil
Frauenfeld
Weinfelden
Bischofszell
Amriswil
Romanshorn
Arbon
Rorschach
St. Gallen
Altenrhein
Bregenz
Lindau
Friedrichshafen
Überlingen
Meersburg
Radolfzell
Stockach
Engen
Singen
Thayngen
Neuhausen
Schaffhausen
Stein a. Rhein
Konstanz
Kreuzlingen
Romanshorn
Arbon
Rorschach
St. Margrethen

Bird concentration areas April-August

1 **Concentrations**

1.1 High concentrations of water birds (more than 1000 per place) only at nesting sites of Black headed Gulls.

1.2 Raptors (mainly Buzzards) spread all over the lower parts of the country. Black Kites concentrated along large rivers and lakes especially:

1.3 Colonies of Grey Herons and White Storks more than 10 nests.

1.4 Main concentrations confined to the “Mittelland” between the Jura and the Alps.

1.5 Important nesting sites for water birds.

2 **Flight heights of birds**
Feeding flights of water birds usually below **700 ft AGL** (215 m), displaying raptors up to **2000 ft AGL** (610 m), herons on feeding flights up to **1000 ft AGL** (300 m).

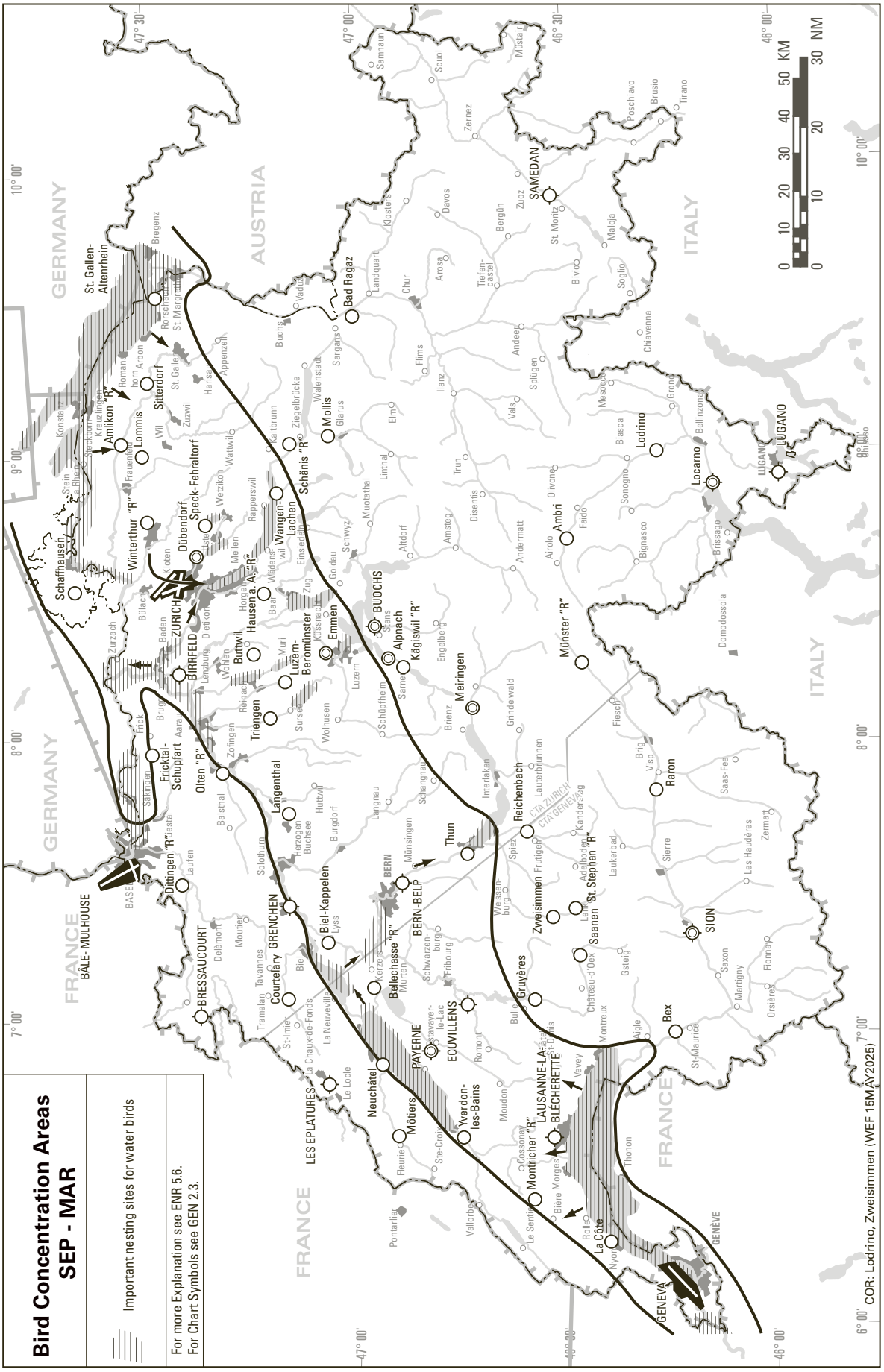
3 **Flights activity**

3.1 Low flight activity of breeding water birds until end of JUN. Noticeable feeding flights off the concentration areas starting in JUL (mainly dusk and dawn).

3.2 Feeding flights of Grey Herons at any time of day and period.

3.3 Displaying raptors only on warm days (whole period).

Figure 3. BIRD CONCENTRATION AREAS SEP-MAR



Bird concentration areas, September-March

1 **Wintering water birds**
Highest numbers of wintering water birds (350000-400000) from NOV to JAN on the lakes and larger rivers between the Alps and the Jura (“Mittelland”).

2 **Flight heights of birds**
Wintering birds usually below 700 ft AGL (215 m). Migrating birds to 90% below 6000 ft AGL (1830 m) (immigration and emigration can take place during the whole period, but is confined mainly to night and to the “Mittelland”).

3 **Flight activity**

3.1 Regular feeding and roosting flights mainly during dusk and dawn.

3.2 Gulls dispersing up to 25 km from their roosting places (flights also during daytime).

3.3 Other water birds, few flights during day-time (only when disturbed or in very wet weather conditions).

ENR 6 EN-ROUTE CHARTS

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Radio Facility Index - ACC/FIC/NAV	ENR 6.3-1
Enroute Chart - GNSS Low Flight Network (LFN) for HEL	ENR 6.4-1
Enroute Chart - ICAO, ENRC	ENR 6.5-1
Enroute Chart - ENRC - FRA	ENR 6.7-1

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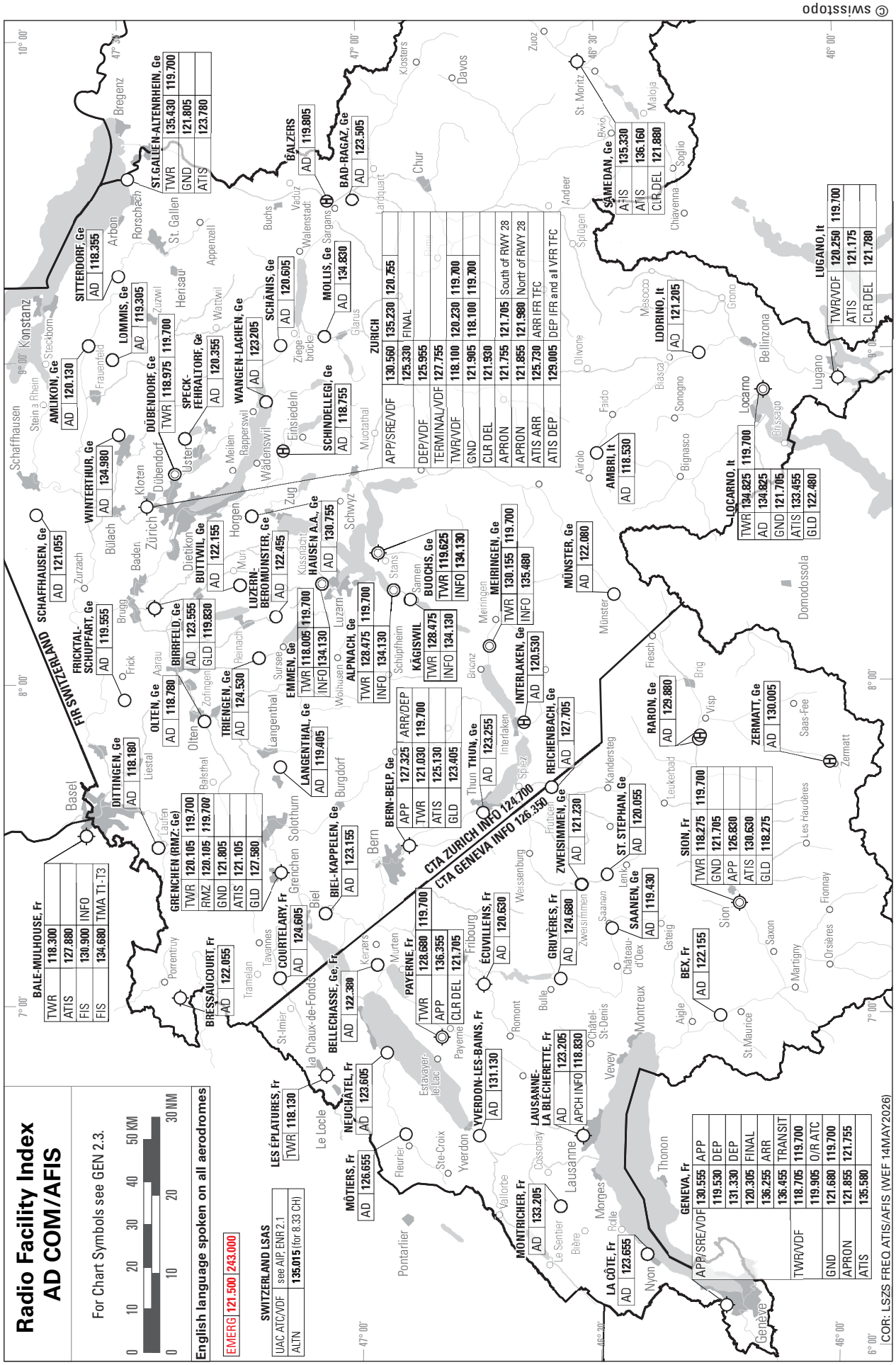
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AD COM/AFIS
For Chart Symbols see GEN 2.3.
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0 10 20 30 NM
English language spoken on all aerodromes
EMERG 121.500 243.000
SWITZERLAND LSAS
UAC ATC/VDF see AIP, ENR 2.1
ALTN 135.015 (for 8.33 CH)
FIR SWITZERLAND
CTA ZURICH INFO 124.700
CTA GENEVA INFO 126.350
BALE-MULHOUSE, Fr
TWR 118.300
ATIS 127.880
FIS 130.900 INFO
FIS 134.680 TMA T1-T3
GRENCHEN (RMZ: Ge)
TWR 120.105 119.700
RMZ 120.105 119.700
GND 121.805
ATIS 121.105
GLD 127.580
DITTINGEN, Ge
AD 118.180
BIEL-KAPPELEN, Ge, Fr
AD 123.155
COURTELARY, Fr
AD 124.605
BRESSAUCOURT, Fr
AD 122.055
LES ÉPLATURES, Fr
TWR 118.130
MÔTIERS, Fr
AD 126.655
NEUCHÂTEL, Fr
AD 123.605
BELLECHASSE, Ge, Fr
AD 122.380
PAYERNE, Fr
TWR 128.680 119.700
APP 136.355
CLR DEL 121.705
YVERDON-LES-BAINS, Fr
AD 131.130
ÉCUVILLENS, Fr
AD 120.630
LAUSANNE-LA BLECHERETTE, Fr
AD 123.205
APCH INFO 118.830
MONTRICHER, Fr
AD 133.205
LA CÔTE, Fr
AD 123.655
GENEVA, Fr
APP/SRE/VDF 130.555 APP
119.530 DEP
131.330 DEP
120.305 FINAL
136.255 ARR
136.455 TRANSIT
TWR/VDF 118.705 119.700
119.905 O/R ATC
GND 121.680 119.700
APRON 121.855 121.755
ATIS 135.580
BERN-BELP, Ge
APP 127.325 ARR/DEP
TWR 121.030 119.700
ATIS 125.130
GLD 123.405
THUN, Ge
AD 123.255
LANGENTHAL, Ge
AD 119.405
OLTEN, Ge
AD 118.780
TRIENGEN, Ge
AD 124.530
FRICKTAL-SCHUPFART, Ge
AD 119.555
BIRRFELD, Ge
AD 123.555
GLD 119.830
BUTTWIL, Ge
AD 122.155
LUZERN-BEROMÜNSTER, Ge
AD 122.455
EMMEN, Ge
TWR 118.005 119.700
INFO 134.130
ALPNACH, Ge
TWR 128.475 119.700
INFO 134.130
KÄGISWIL
TWR 128.475 119.700
INFO 134.130
HAUSEN A.A., Ge
AD 130.755
BUOCHS, Ge
TWR 119.625
INFO 134.130
MEIRINGEN, Ge
TWR 130.155 119.700
INFO 135.480
INTERLAKEN, Ge
AD 120.530
REICHENBACH, Ge
AD 127.705
ZWEISIMMEN, Ge
AD 121.230
GRUYÈRES, Fr
AD 124.680
SAANEN, Ge
AD 119.430
ST. STEPHAN, Ge
AD 120.055
BEX, Fr
AD 122.155
SION, Fr
TWR 118.275 119.700
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APP 126.830
ATIS 130.630
GLD 118.275
RARON, Ge
AD 129.880
ZERMATT, Ge
AD 130.005
MÜNSTER, Ge
AD 122.080
AMBRI, It
AD 118.530
LOCARNO, It
TWR 134.825 119.700
AD 134.825
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GLD 122.480
LODRINO, It
AD 121.205
LUGANO, It
TWR/VDF 120.250 119.700
ATIS 121.175
CLR DEL 121.780
SAMEDAN, Ge
ATIS 135.330
ATIS 136.160
CLR DEL 121.880
ST.GALLEN-ALTENRHEIN, Ge
TWR 135.430 119.700
GND 121.805
ATIS 123.780
SITTERDORF, Ge
AD 118.355
LOMMIS, Ge
AD 119.305
AMLIKON, Ge
AD 120.130
WINTERTHUR, Ge
AD 134.980
DÜBENDORF, Ge
TWR 118.975 119.700
SPECK-FEHRALTORF, Ge
AD 120.355
WANGEN-LACHEN, Ge
AD 123.205
SCHÄNIS, Ge
AD 120.605
SCHINDELLEGI, Ge
AD 118.755
MOLLIS, Ge
AD 134.830
BALZERS
AD 119.805
BAD-RAGAZ, Ge
AD 123.505
ZURICH
APP/SRE/VDF 130.560 135.230 120.755
125.330 FINAL
DEP/VDF 125.955
TERMINAL/VDF 127.755
TWR/VDF 118.100 120.230 119.700
GND 121.905 118.100 119.700
CLR DEL 121.930
APRON 121.755 121.705 South of RWY 28
APRON 121.855 121.980 North of RWY 28
ATIS ARR 125.730 ARR IFR TFC
ATIS DEP 129.005 DEP IFR and all VFR TFC
COR: LSZS FREQ ATIS/AFIS (WEF 14MAY2026)
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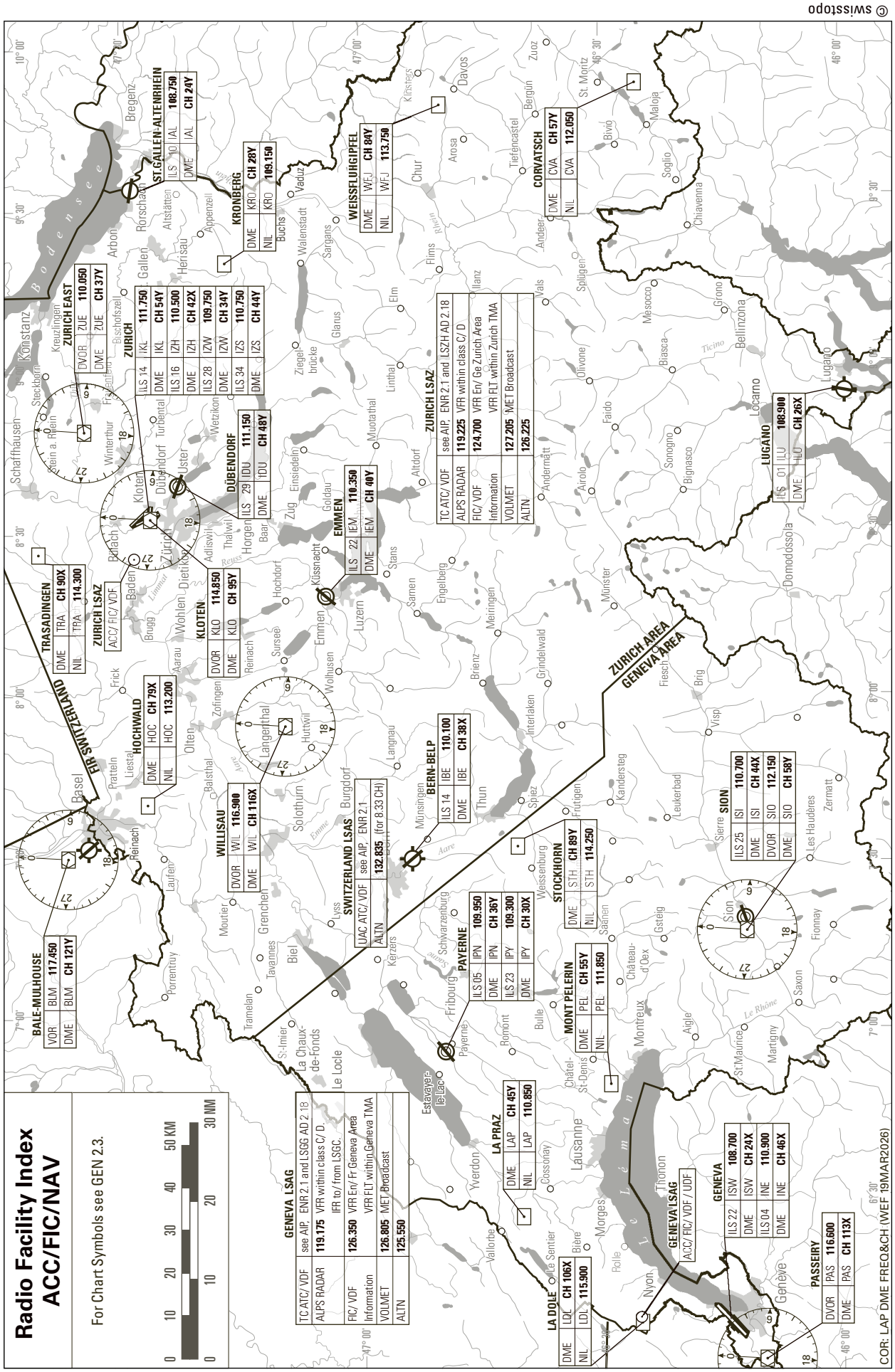
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For Chart Symbols see GEN 2.3.
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0 10 20 30 NM
BALE-MULHOUSE
VOR BLM 117.450
DME BLM CH 121Y
TRASADINGEN
DME TRA CH 90X
NIL TRA 114.300
ZURICH LSAZ
ACC/ FIC/ VDF
HOCHWALD
DME HOC CH 79X
NIL HOC 113.200
KLOTEN
DVOR KLO 114.850
DME KLO CH 95Y
WILLISAU
DVOR WIL 116.900
DME WIL CH 116X
SWITZERLAND LSAS
UAC ATC/ VDF see AIP, ENR 2.1
ALTN 132.835 (for 8.33 CH)
BERN-BELP
ILS 14 IBE 110.100
DME IBE CH 38X
PAYERNE
ILS 05 IPN 109.950
DME IPN CH 36Y
ILS 23 IPY 109.300
DME IPY CH 30X
MONT PELERIN
DME PEL CH 55Y
NIL PEL 111.850
STOCKHORN
DME STH CH 89Y
NIL STH 114.250
LA PRAZ
DME LAP CH 45Y
NIL LAP 110.850
GENEVA LSAG
see AIP, ENR 2.1 and LSGG AD 2.18
TC ATC/ VDF
ALPS RADAR 119.175 VFR within class C/ D
IFR to/ from LSGC.
FIC/ VDF 126.350 VFR En/ Fr Geneva Area
Information VFR FLT within Geneva TMA
VOLMET 126.805 MET Broadcast
ALTN 125.550
LA DOLE
DME LDC CH 106X
NIL LDL 115.900
PASSEIRY
DVOR PAS 116.600
DME PAS CH 113X
GENEVA
ILS 22 ISW 108.700
DME ISW CH 24X
ILS 04 INE 110.900
DME INE CH 46X
GENEVA LSAG
ACC/ FIC/ VDF / UDF
SION
ILS 25 ISI 110.700
DME ISI CH 44X
DVOR SIO 112.150
DME SIO CH 58Y
ZURICH
ILS 14 IKL 111.750
DME IKL CH 54Y
ILS 16 IZH 110.500
DME IZH CH 42X
ILS 28 IZW 109.750
DME IZW CH 34Y
ILS 34 IZS 110.750
DME IZS CH 44Y
ZURICH EAST
DVOR ZUE 110.050
DME ZUE CH 37Y
ST.GALLEN-ALTENRHEIN
ILS 10 IAL 108.750
DME IAL CH 24Y
KRONBERG
DME KRO CH 28Y
NIL KRO 109.150
DÜBENDORF
ILS 29 IDU 111.150
DME IDU CH 48Y
EMMEN
ILS 22 IEM 110.350
DME IEM CH 40Y
ZURICH LSAZ
TC ATC/ VDF see AIP, ENR 2.1 and LSZH AD 2.18
ALPS RADAR 119.225 VFR within class C/ D
FIC/ VDF 124.700 VFR En/ Ge Zurich Area
Information VFR FLT within Zurich TMA
VOLMET 127.205 MET Broadcast
ALTN 126.225
WEISSFLUHGIPFEL
DME WFJ CH 84Y
NIL WFJ 113.750
CORVATSCH
DME CVA CH 57Y
NIL CVA 112.050
LUGANO
ILS 01 ILU 108.900
DME ILU CH 26X
FIR SWITZERLAND
ZURICH AREA
GENEVA AREA
COR: LAP DME FREQ&CH (WEF 19MAR2026)
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skyguide, CH-8602 Wangen bei Dübendorf

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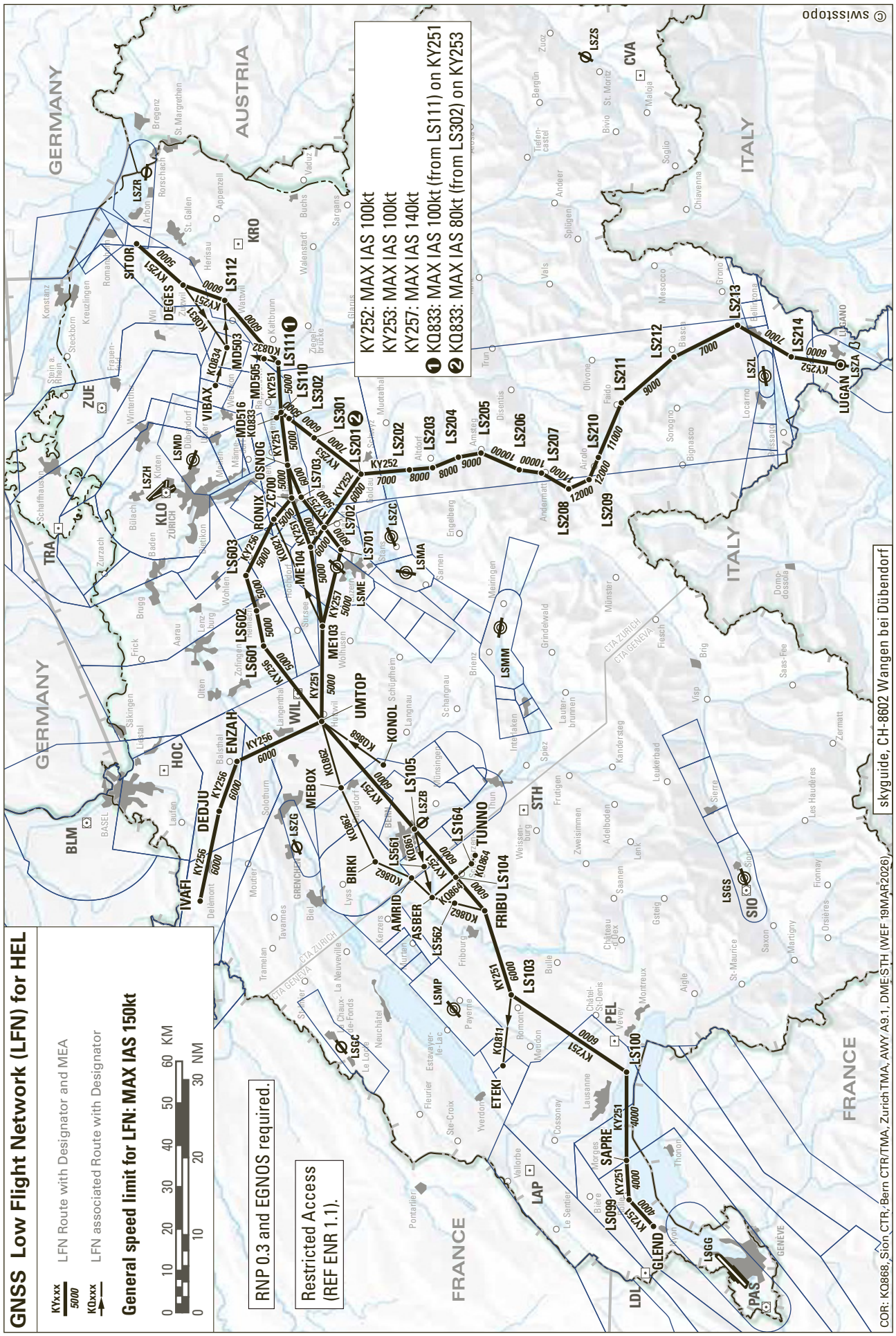
GNSS Low Flight Network (LFN) for HEL



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Enroute Chart - ICAO, available under
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Enroute Chart - FRA, available under
https://www.skybriefing.com/free-route-airspace

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PART 3 - Aerodromes (AD)

AD 0

AD 0.1 PREFACE

NIL

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AD 0.2 RECORD OF AIP AMENDMENTS

NIL

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AD 0.3 RECORD OF AIP SUPPLEMENTS

NIL

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AD 0.4 CHECKLIST OF AIP PAGES

NIL

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AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP

NIL

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AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1. General conditions

The Federal Office of Civil Aviation (FOCA) is responsible for monitoring civil aviation in Switzerland and aviation development. It is responsible for ensuring that civil aviation in Switzerland has a high safety standard and one that it is in keeping with sustainable development. As an independent regulator, the FOCA is responsible for ensuring the highest safety and security standards in Swiss civil aviation. The FOCA aims to ensure the safe and best possible and environmentally friendly use of the infrastructure, which includes airspace with air traffic control and aerodromes.

The FOCA neither manages nor operates any aerodrome. FOCA is the agency of supervision, which ensures that ICAO and/ or EU/EASA standards are complied with.

Swiss aerodromes available for public use are designated as airports, REF: AD 2. All others are private airfields. REF: VFR Manual, AD INFO.

Civil aircraft are not permitted to land at any aerodromes not listed in the AIP except in cases of genuine emergency. Restrictions of use can be ordered temporarily for aerodromes where certain conditions are not fulfilled, e.g. reduced rescue and fire fighting services, restricted radio communications. Consult NOTAM. Every visiting aircraft from abroad or aircraft flying abroad shall use an aerodrome available for international air traffic. REF: INTL attribute on AD 1.3.
Landings outside of destination airport or intended alternate aerodrome: If the pilot lands at an aerodrome other than the one specified in the submitted flight plan, the competent services at the departure aerodrome and at the aerodrome of first destination shall be notified without delay.

Customs Aerodromes:
Swiss aerodromes available for public use are designated as custom aerodromes and benefit from customs competences CAT A, B or C according to Swiss law. REF: AD 1.3 and AD 2

Aerodromes with restricted customs competences:
These are national AD providing customs category D according to Swiss law. Although using private airfields and national AD for trans-frontier flights is generally not allowed, at those mentioned ADs the competent customs office can authorize trans-frontier flights to and from another Schengen area State under special conditions.
REF: AD list AD 1.3 VFR Manuel Switzerland, VFR AGA 0, §2 URL: Crossborder flights (admin.ch)

Aerodromes without any customs competence:
Using non-customs private airfields (AD not mentioned under 1.3 and 1.4 above) in trans-frontier traffic is not allowed.
In exceptional cases the AD can request an authorization from the competent Customs District Directorate (individual authorization) or from the Directorate General of Customs (general authorization).
REF: VFR Manuel Switzerland, VFR AGA 0, §2 URL: Crossborder flights (admin.ch)
The differences from ICAO are listed in GEN 1.7

2. Use of military air bases

Civil flights onto military airbases are subject to prior approval of the air base Commander.

3. Low visibility procedures (LVP)

3.1 Introduction

The procedures and items listed below are basic information for operators and pilots concerning specific rules and regulations for All Weather Operations (AWO) in Switzerland.

ATC applies special safeguards and procedures for low visibility operations that will become effective for specified weather conditions. These procedures are intended to provide protection for aircraft operating in low visibility and to avoid disturbances to the ILS signals.

3.2 Classifications of instrument approach operations

Category I (CAT I) ILS operation: A precision instrument approach with a decision height (DH) not lower than 60 m (200 ft) and either a visibility not less than 800 m or an RVR not less than 550 m (according to ICAO Annexes 10 and 14).

Category II (CAT II) ILS operation: A precision instrument approach with a DH lower than 60 m (200 ft) but not lower than 30 m (100 ft) and an RVR not less than 300 m (according to ICAO Annexes 10 and 14).
Category III (CAT III) ILS operation: A precision instrument approach with a DH lower than 30 m (100 ft), or with no DH and an RVR less than 300 m or no runway visual range limitations.

3.3 Requirements for aircraft and flight crew

Basic requirements for an aircraft and its equipment for CAT II and III operations are described in the "ICAO Manual of All Weather Operations", chapter 4.2. The airworthiness approval for AWO has to be stated in the aircraft document.

Training and experience requirements for flight crews to operate in low visibility are described in the "ICAO Manual of All Weather Operations", chapter 4.3.
For CAT II/III operations, relevant procedures must be documented and the crew must have relevant and current training. Flights simulating low visibility approaches have to be announced on initial call with approach control using the phrase "REQUEST PRACTICE CAT II/III APPROACH". Permission will be granted depending on the traffic situation. Departing or preceding landing traffic may disturb the ILS signals. For practice approaches, LVP will not be applied.

Foreign operators may execute CAT II/III operations if they are authorized by their State of registration/operator to do so.

3.4 Operational procedures

Definitions:
Low Visibility Operations (LVO) means approach (CATII/III) or take-off operations on a RWY with any RVR less than 550 m or taxiing at an aerodrome at which any RVR is less than 550 m.
Low Visibility Procedures (LVP) are specific procedures applied at an aerodrome for the purpose of ensuring safe operations during CAT II/III approaches and low visibility departures.
Low Visibility Departures (LVD) are take-offs on a RWY where the RVR is less than 550 m at any position on the departure RWY. RVR shall be the only triggering value for LVD.

Preparation phase:
The preparation phase for the applicability of ATC procedures for LVP starts when the RVR for the TDZ deteriorates to less than 800 m and/or the vertical visibility or ceiling drops to less than 300 ft. Pilots will not be informed about this phase.

Operations phase:
The application of ATC procedures for LVP becomes effective when the RVR for the TDZ is lower than 550 m and/or the vertical visibility or ceiling is less than 200 ft. Pilots will be informed either via ATIS or RTF of the instruction:
"LOW VISIBILITY PROCEDURES IN OPERATION".

Termination phase:
ATC procedures for LVO are terminated when weather conditions indicate sustained improvement to an RVR of 550 m or greater, and vertical visibility and ceiling to 200 ft or greater. Flight crews are informed accordingly via RTF: "LOW VISIBILITY PROCEDURES CANCELLED AT TIME…". The ATIS is updated, removing any reference to LVPs. The preparation phase remains in force until the RVR improves to 800 m or more, and vertical visibility and ceiling are 300 ft or greater.

Application of LVP:

ACTIVATION	Via RTF or ATIS: **"Low Visibility Procedures in operation"**
OPERATIONS PHASE	CAT II: RVR for TDZ less than 550 m. CAT III: RVR for TDZ less than 300 m. Low Visibility Departures (LVD).
PROTECTION OF OFZ and LOC-SENSITIVE AREA	During CAT II or CAT III operations, the OFZ is kept clear of all obstacles, such as vehicles, persons and aircraft for the duration that an aircraft making an approach is below 200 ft AGL.
RADAR VECTORING	Arriving aircraft are vectored so as to ensure an intercept of the LOC at least 8 NM (in Genève) / 9 NM (in Zurich) from THR.
CLEARANCE FOR APPROACH	ATC issues a clearance for an ILS approach regardless of the ILS category applied and the weather conditions.
METEOROLOGICAL INFORMATION	Prior to commencing final approach the RVR values will be transmitted. Additionally, latest RVR values will be transmitted by TWR.
CLEARANCE TO LAND	Normally prior to an arriving aircraft reaches 2 NM from THR the clearance to land will be transmitted. In exceptional cases, transmission may be delayed. In such cases, pilots will be informed accordingly.
DEACTIVATION OF LVP (TERMINATION PHASE)	ATC procedures for LVO are terminated when weather conditions indicate sustained improvement to an RVR of 550 m or greater, and vertical visibility and ceiling to 200 ft or greater.

Downgrading of approach facilities:
Downgradings of approach facilities due to malfunctioning / deficiency are communicated to landing aircraft immediately after the occurrence of the malfunction. The following information is relayed, if necessary, together with the downgrading of the approach category:

	Downgrading to
Failure of **RVR assessment system** or failure of display / transmissometer of both TOUCHDOWN and MIDPOINT	CAT I
Failure of **secondary power supply** for the aerodrome lighting system	CAT I
LOC out of CAT II / III **tolerance**	CAT I
LOC sensitive area not vacated	CAT I
Failure of **ATC-ILS monitoring device**	CAT I
Wind informationindicator not available	CAT I
Failure of **farfield monitor**	CAT I
Failure of **GP/LOC standby transmitter**	CAT II
More than 30% of the **approach lighting system** malfunctioning	CAT I
Failure of **stopbar lights**	CAT I
Failure of **ILS DME standby transmitter**	CAT II

Shorter-term deficiencies will be announced to pilots by ATC (ATIS and/or RTF), longer-term by NOTAM.

4. Aerodrome operating minima

All operators shall establish aerodrome operating minima for each aerodrome planned to be used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the competent authority of the operator shall be added to the minima.

5. Other information

5.1 Noise abatement operating procedures

Night flights 2100 - 0500 (2000 - 0400), see ordinance on aeronautical infrastructure SR748.131.1, art. 39, 39a, 39b, 39c. Authorisation of night flights for scheduled air traffic and non-scheduled commercial air traffic: Applications for authorization shall be addressed to the airport authority concerned which will, if necessary, pass them to FOCA.

LSZB	LSZB AD 2.21 NOISE ABATEMENT PROCEDURES
LSZC	LSZC AD 2.21 NOISE ABATEMENT PROCEDURES
LSGC	LSGC AD 2.21 NOISE ABATEMENT PROCEDURES
LSGG	LSGG AD 2.21 NOISE ABATEMENT PROCEDURES
LSZA	LSZA AD 2.21 NOISE ABATEMENT PROCEDURES
LSMP	LSMP AD 2.21 NOISE ABATEMENT PROCEDURES
LSZR	LSZR AD 2.21 NOISE ABATEMENT PROCEDURES
LSZS	LSZS AD 2.21 NOISE ABATEMENT PROCEDURES
LSGS	LSGS AD 2.21 NOISE ABATEMENT PROCEDURES
LSZH	LSZH AD 2.21 NOISE ABATEMENT PROCEDURES

5.2 Minimum friction level for runway maintenance purpose

Runway surface friction coefficients are measured periodically for maintenance purpose. The Minimum Friction Levels (MFL) are:

Measuring speed	65 km/h	*95 km/h*
Skiddometer	0.50	*0.34*
Surface Friction Tester	0.50	*0.34*
Mu-Meter	0.42	*0.26*

The declaration of a runway as "slippery wet" is based on an overall assessment, including, but not limited to the measurement of the friction coefficient (FCT).

5.3 Pavement Strength

Aerodromes with movements of aircrafts with a maximum take-off mass (MTOM) of more than 5,700 kg apply the method ACR-PCR (Aircraft Classification Rating - Pavement Classification Rating), as described in ICAO Annex 14, § 2.6, Pavement Strength.

	Example:	PCR	240	F /	B /	Y /	T /	
			1	*2*	*3*	*4*	*5*	
1 =	Pavement classification rating							
2 =	Pavement type:							
	Rigid pavement							= R
	Flexible pavement							= F
3 =	Subgrade strength category:							
	High strength							= A
	Medium strength							= B
	Low strength							= C
	Ultra low strength							= D
4 =	Maximum tire pressure allowable:							
	Unlimited: no pressure limit							= W
	High: pressure limited to 1.75 MPa							= X
	Medium: pressure limited to 1.25 MPa							= Y
	Low: pressure limited to 0.50 MPa							= Z
5 =	Evaluation method:							
	Technical evaluation							= T
	Using aircraft experience							= U

For all other aerodromes, the Maximum Permissible Weight (MPW) of aircraft in kg or the tire pressure in MPa (1 MPa = 10.19 kg/cm2) in case of grass runways.
Taking into account the actual ground conditions, the airport authorities may permit higher tire pressures.

5.4 Wildlife hazard management

An exchange on wildlife hazard management takes place periodically with various stakeholders including aerodromes, air navigation service providers, airlines, etc. under the leadership of FOCA. In addition, occurrences in relation to wildlife hazard management are reported via the EU reporting platform. Information on bird migration is published in ENR 5.6.

5.5 Start-up procedure for turbo-jet and turbo-prop aircraft

Flight crews of departing turbo-jet and turbo-prop aircraft shall request start-up clearance when the doors of the aircraft are closed and as soon as they are ready to immediately start the engines.
If the expected delay for take-off is less than 15 minutes, ATC will immediately clear pilots to start the engines. If the expected delay for departure is 15 minutes or more, ATC will inform about the duration of the delay.
The start-up clearance will be given in time to adhere to the earliest possible departure slot.

5.6 Reduced separation between aircraft on the same runway

Aircraft classification

For the purpose of reduced runway separation, aircraft shall be classified as follows:

a. **Category 1 aircraft:** Single-engine propeller aircraft with a maximum certificated take-off mass of 2000 kg or less;
b. **Category 2 aircraft:** single-engine propeller aircraft with a maximum certificated take-off mass of more than 2000 kg but less than 7000 kg; and twin-engine propeller aircraft with a maximum certificated take-off mass of less than 7000 kg;
c. **Category 3 aircraft:** all other aircraft.

Applicability

With respect to the aircraft categories in § 1.1.6.8 above, reduced runway separation may be applied under the following conditions:

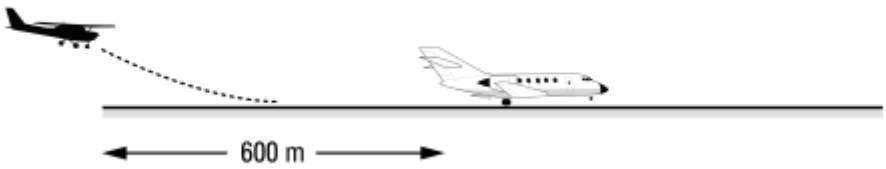
a. Reduced RWY separation minima shall only be applied during hours of daylight from 1 hour after the beginning of the morning local civil twilight to 1 hour before the end of the evening local civil twilight;
b. appropriate wake turbulence minima is applied;
c. visibility is at least 5 km and the ceiling not less than 1000 ft;
d. the tailwind component does not exceed 5 kt;
e. suitable landmarks exist to assist controllers in assessing the distances between aircraft;
f. minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft;
g. traffic information is issued to the flight crew of the succeeding aircraft; and
h. the braking action is not adversely affected by runway contaminants such as ice, slush, snow, water, etc.

Reduced runway separation minima shall not apply between a departing aircraft and a preceding landing aircraft.

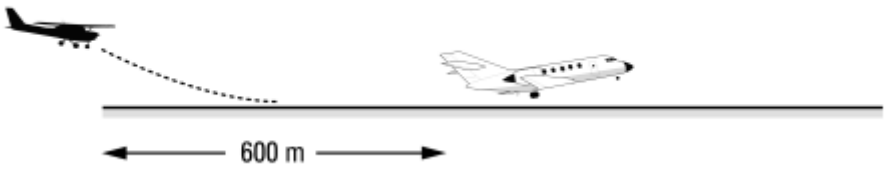
Landing aircraft

To separate a succeeding landing:

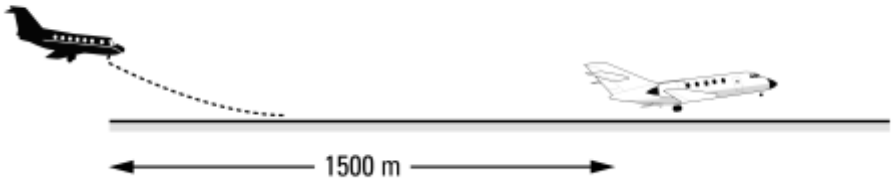
a. Category 1 aircraft from a preceding Category 1 or 2 aircraft by ensuring that the succeeding aircraft does not cross the landing threshold until one of the following conditions exists:
    1. the preceding aircraft has landed and passed a point at least 600 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or



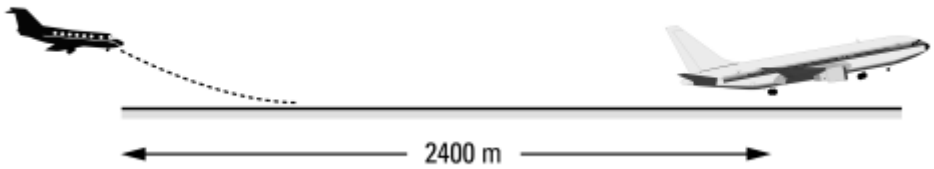
    2. the preceding aircraft is airborne and has passed a point at least 600 m from the threshold of the runway;



b. Category 2 aircraft from a preceding Category 1 or 2 aircraft by ensuring that the succeeding aircraft does not cross the landing threshold until one of the following conditions exists:
    1. the preceding aircraft has landed and passed a point at least 1500 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
    2. the preceding aircraft is airborne and has passed a point at least 1500 m from the threshold of the runway;



c. aircraft from a preceding Category 3 aircraft by ensuring that the succeeding aircraft does not cross the landing threshold until one of the following conditions exists:
   1. the preceding aircraft has landed and has passed a point 2400 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
   2. the preceding aircraft is airborne and has passed a point at least 2400 m from the threshold of the runway.



Phraseology:
- (traffic information) RUNWAY (number) CLEARED TO LAND

LAND Example:
- TRAFFIC, BOEING 767 DEPARTING, RUNWAY 23 CLEARED TO LAND
- TRAFFIC, LEARJET LANDING ROLL, RUNWAY 23 CLEARED TO LAND

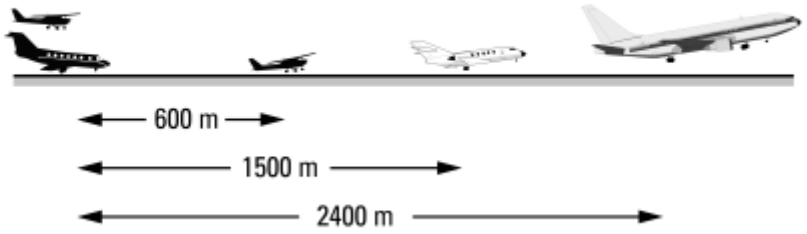
Departing aircraft

You may clear:

a. a Category 1 aircraft for take-off when the preceding departing aircraft is a Category 1 or 2 aircraft which is airborne and has passed a point at least 600 m from the position of the succeeding aircraft;

b. a Category 2 aircraft for take-off when the preceding departing aircraft is a Category 1 or 2 aircraft which is airborne and has passed a point at least 1500 m from the position of the succeeding aircraft; and

c. an aircraft for take-off when a preceding departing Category 3 aircraft is airborne and has passed a point at least 2400 m from the position of the succeeding aircraft.



Phraseology example:
- (traffic information) RUNWAY (number) CLEARED FOR TAKE-OFF

Example:
- TRAFFIC, DEPARTING AIRBUS 320, RUNWAY 23 CLEARED FOR TAKE-OFF

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES (RFFSs) AND SNOW PLAN

1. Rescue and fire fighting services

According to ICAO and EASA, the MNM level of protection provided at an AD for rescue and firefighting depends on the dimensions of aeroplanes using the AD, with the following aerodrome category being applicable:

Category	Aeroplane overall length (m)	MAX fuselage width (m)
1	- 9	2
2	9-12	2
3	12-18	3
4	18-24	4
5	24-28	4
6	28-39	5
7	39-49	5
8	49-61	7
9	61-76	7
10	76-90	8

For the largest aerodromes, AD 2.6 and VFR Manual, AD INFO, § 8 provide information on the AVBL fire protection. The indication includes the aerodrome category always available and, if necessary, the higher categories available under condition.

At some AD, fire protection is only AVBL O/R with sufficient prior notice (PPR), due to personnel reasons.

Where no indication of fire protection is given, which is the case for most of the small aerodromes, at the most hand-held and small fire extinguishers are provided at the AD.

Aircraft Removal:
A disabled ACFT hindering or blocking the AD operation can only be removed after release by the Swiss Accident Investigation Board. Since the aircraft operator is responsible for his aircraft, he also has the responsibility for the removal. However, aerodromes may provide a removal service to prevent a runway from being blocked for too long.
For the largest aerodromes, AD 2.6 provides information on the maximal aircraft removal capacity available on site. For complex case and/or for larger aircraft, removal equipment is shared between airports.

2. Snow plan

Certified aerodromes as well as non-certified aerodromes (airfields) with a paved runway and movements of aircraft with a maximum take-off mass (MTOM) of more than 5,700 kg are required to establish a snow plan, which includes snow clearance as well as the assessment and publication of the runway surface conditions by means of SNOWTAM.

2.1 Organization of winter service

Aerodrome operators shall, in cooperation with the local air traffic control service provider (if any) and other relevant partners, define procedures for winter operations in a snow plan. The snow plan shall describe how snow, slush, ice, frost, standing water and other contaminants shall be removed as quickly and completely as possible from the surface of a paved runway or FATO and how the condition of contaminated movement areas is assessed and reported.

2.2 Surveillance of movement areas

The snow plan specifies the tasks and competences of the organisational decision-makers (snow-committee).

2.3 Measuring methods and measurements taken

The assessment of the runway surface condition is primarily carried out by means of a visual assessment of the coverage, type and depth of contamination. A measurement with an authorised, calibrated friction measuring device serves as an additional source of information only.

2.4 Actions taken to maintain the usability of movement area

The following friction measuring devices are used to support the assessment of runway surface friction:

LSZB	Mu-Meter
LSGG	Surface Friction Tester
LSZA	Skiddometer
LSZR	Skiddometer
LSGK	Decelerometer
LSZS	Decelerometer
LSGS	Skiddometer
LSZH	Skiddometer
Other aerodromes	NIL

2.5 System and means of reporting

The runway surface condition is assessed with the help of the Runway Condition Assessment Matrix (RCAM) and recorded via Runway Condition Report (RCR) and transmitted by SNOWTAM, ATIS (if any) and radio communication channels. The main components of the RCR are the coverage, type and depth of contamination as well as the Runway Condition Code (RWYCC). Additional information is also provided as required. This includes for example reduced runway length, reduced runway width, conditions of TWYs or chemically treated RWYs.
Upgrading and Downgrading of the RWYCC is allowed under special circumstances described in the FOCA directive AD I-008.

2.6 Cases of runway closure

Temporary closures of the movement area due to contamination or snow clearance will be communicated via ATC/AFIS or aeronautical radio. Closures of the movement area for longer periods of time will be published via NOTAM.

2.7 Distribution of information about snow conditions

Information on Runway Surface Condition, TWYs and aprons are disseminated as follows:

Aerodrome	**Publication channel**
LSGC, LSGE, LSGG, LSGK, LSGL, LSGS, LSZM, LSMP, LSTS, LSZA, LSZB, LSZC, LSZF, LSZG, LSZL, LSZQ, LSZR, LSZS, LSZH	SNOWTAM (when appropriate)
LSGG, LSGS, LSZA, LSZB, LSZG, LSZL, LSZR, LSZS, LSZH	ATIS
LSGC, LSGG, LSGS, LSMP, LSZA, LSZB, LSZC, LSZG, LSZL, LSZR, LSZS, LSZH	ATC/AFIS - During operations on contaminated RWYs ATC/AFIS may transmit information on runway surface condition, including information from pilot reports.

All other aerodromes provide information on the runway surface condition either via telephone, answering machine or via the aerodrome's website. Corresponding information regarding the information channel is contained in the VFRM, AD INFO of the particular aerodrome. These publications do not comply with the Global Reporting Format for Runway Surface Conditions (GRF).

At aerodromes without ATC/AFIS and/or without ATIS, pilots may request information on runway surface conditions via radio on the frequency of the particular aerodrome.

Estimated Surface Friction	**Code**
Good	5
Good to Medium	4
Medium	3
Medium to Poor	2
Poor	1

The following items are components of the SNOWTAM. In Switzerland, the SNOWTAM format prescribed by the EU is applied:

Item	Information
Aeroplane performance calculation section	
A	Aerodrome location indicator (four-letter location indicator).
B	Date and time of assessment
C	Lower runway designation number
D	Runway Condition Code (RWYCC) on each runway third
E	Per cent coverage contaminant for each runway third
F	Depth of loose contaminant for each runway third (in mm)
G	Condition description (contaminant type) for each runway third
H	Width of runway to which the RWYCCs apply if less than published width (in meter)
Situational awareness section	
I	Reduced runway length if less than published length
J	Drifting snow on the runway
K	Loose sand on the runway
L	Chemical treatment on the runway
M	Snowbanks on the runway
N	Snowbanks on taxiway
O	Snowbanks adjacent to the runway
P	Taxiway conditions
R	Apron conditions
S	State-approved and published use of measured friction coefficient
T	Plain language remarks using only allowable characteristics in capital letters

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AD 1.3 INDEX OF AERODROMES AND HELIPORTS

	Type of traffic permitted to use the aerodrome/heliport			
Aerodrome/heliport name Location indicator	**International - National (INTL - NTL)**	**IFR - VFR**	**S = Scheduled NS = Non-scheduled P = Private M = Millitary H = HEMS**	**Reference to AD Section and remarks**
1	**2**	**3**	**4**	**5**
Aarau Kantonsspital (HEL) LSHA	NTL	IFR - VFR	H	IFR with FOCA permission only
Alpnach (MIL) LSMA	MIL	NIL	NIL	NIL
Ambri LSPM	NTL	VFR	P	VFR Manual, AD INFO
Amlikon (Restricted) LSPA	NTL	VFR	P	VFR Manual, AD INFO
Bad Ragaz LSZE	NTL	VFR	P	VFR Manual, AD INFO
Bâle Mulhouse LFSB	INTL - NTL	IFR - VFR	S - NS - P	see AIP FRANCE www.sia.aviation-civile.gouv.fr
Balzers (HEL) LSXB	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Basel Universitaetsspital (HEL) LSHB	NTL	IFR - VFR	H	IFR with FOCA permission only
Bellechasse (Restricted) LSTB	NTL	VFR	P	VFR Manual, AD INFO
Bern-Belp LSZB	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZB VFR Manual, AD INFO
Bern Inselspital (HEL) LSHI	NTL	IFR - VFR	H	IFR with FOCA permission only
Bern-Sand (HEL) LSNB	MIL	IFR - VFR	M	IFR with MAA permission only
Bex LSGB	NTL	VFR	P	VFR Manual, AD INFO
Biel-Kappelen LSZP	NTL	VFR	P	VFR Manual, AD INFO
Bière (HEL) LSNI	MIL	NIL	NIL	NIL
Birrfeld LSZF	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Blumental (Winter AD) LSWB	NTL	VFR	P	VFR Manual, VFR AGA
Bressaucourt LSZQ	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Buochs LSZC	INTL - NTL	VFR	P	AD 2 LSZC VFR Manual, AD INFO
Bure (HEL) LSNU	MIL	IFR - VFR	M - H	IFR with MAA permission only
Buttwil LSZU	NTL	VFR	P	VFR Manual, AD INFO
Chur (Graubuenden Kantonsspital) (HEL) LSHC	NTL	IFR - VFR	H	IFR with FOCA permission only
Collombey-Muraz (HEL) (Restricted) LSEC	NTL	VFR	P	VFR Manual, HEL AGA
Courtelary LSZJ	NTL	VFR	P	VFR Manual, AD INFO
Davos Regionalspital (HEL) LSHD	NTL	IFR - VFR	H	IFR with FOCA permission only

	Type of traffic permitted to use the aerodrome/heliport			
Aerodrome/heliport name Location indicator	**International - National (INTL - NTL)**	**IFR - VFR**	**S = Scheduled NS = Non-scheduled P = Private M = Millitary H = HEMS**	**Reference to AD Section and remarks**
1	**2**	**3**	**4**	**5**
Delémont (Hôpital de Delémont) (HEL) LSKD	NTL	IFR - VFR	H	IFR with FOCA permission only
Dittingen (Restricted) LSPD	NTL	VFR	P	VFR Manual, AD INFO
Dübendorf (MIL) LSMD	MIL	IFR - VFR	NS - P - M - H	IFR with MAA permission only
Ecuvillens LSGE	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Emmen (MIL) LSME	MIL	IFR - VFR	NS - P - M - H	IFR with MAA permission only
Erstfeld (HEL) (Restricted) LSXE	NTL	VFR	P	VFR Manual, HEL AGA
Frauenfeld (MIL) LSNF	MIL	IFR - VFR	M - H	IFR with MAA permission only
Fricktal-Schupfart LSZI	INTL - NTL	VFR	P	VFR Manual, AD INFO
Gampel (HEL) (Restricted) LSEG	INTL - NTL	VFR	P	VFR Manual, HEL AGA
Genève LSGG	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSGG VFR Manual, AD INFO
Genève HUG (HEL) LSHU	NTL	IFR - VFR	H	IFR with FOCA permission only
Gossau (HEL) (Restricted) LSXO	NTL	VFR	P - H	VFR Manual, HEL AGA & AD INFO
Gösgen (HEL) LSNO	MIL	NIL	NIL	NIL
Grenchen LSZG	INTL - NTL	IFR - VFR	NS - P	AD 2 LSZG VFR Manual, AD INFO
Gruyères LSGT	NTL	VFR	P	VFR Manual, AD INFO
Gstaad-Inn (Winter HEL) (Restricted) LSEA	NTL	VFR	P	VFR Manual, HEL AGA
Gsteigwiler (HEL) LSXG	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Haltikon (HEL) LSXN	NTL	VFR	P	VFR Manual, HEL AGA
Hausen am Albis (Restricted) LSZN	NTL	VFR	P	VFR Manual, AD INFO
Holziken (HEL) LSXH	NTL	VFR	P	VFR Manual, HEL AGA
Interlaken (HEL) (Restricted) LSXI	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Interlaken Spital (HEL) LSHK	NTL	IFR - VFR	H	IFR with FOCA permission only
Kägiswil (Restricted) LSPG	NTL	VFR	P	NIL
Lachen (Water AD) LSPW	NTL	VFR	P	VFR Manual, VFR AGA
La Côte LSGP	NTL	VFR	P	VFR Manual, AD INFO

	Type of traffic permitted to use the aerodrome/heliport			
Aerodrome/heliport name Location indicator	**International - National (INTL - NTL)**	**IFR - VFR**	**S = Scheduled NS = Non-scheduled P = Private M = Millitary H = HEMS**	**Reference to AD Section and remarks**
1	**2**	**3**	**4**	**5**
Langenthal LSPL	NTL	VFR	P	VFR Manual, AD INFO
Lauberhorn (Winter AD) LSWL	NTL	VFR	P	VFR Manual, VFR AGA
Lausanne-La Blécherette LSGL	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Lausanne CHUV (HEL) LSHV	NTL	IFR - VFR	H	IFR with FOCA permission only
Lauterbrunnen (HEL) LSXL	NTL	VFR	P	VFR Manual, AD INFO & HEL AGA
Les Éplatures LSGC	INTL - NTL	IFR - VFR	NS - P	AD 2 LSGC VFR Manual, AD INFO
Leysin (HEL) LSEY	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Locarno LSZL	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Locarno (MIL) LSMO	MIL	IFR - VFR	M - H	IFR with MAA permission only
Lodrino LSPR	NTL	VFR	P	VFR Manual, AD INFO
Lommis LSZT	NTL	VFR	P	VFR Manual, AD INFO
Lugano LSZA	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZA VFR Manual, AD INFO
Luzern-Beromünster LSZO	NTL	VFR	P	VFR Manual, AD INFO
Luzern Kantonsspital (HEL) LSHL	NTL	IFR - VFR	H	IFR with FOCA permission only
Männlichen (Winter AD) LSWM	NTL	VFR	P	VFR Manual, VFR AGA
Meiringen (MIL) LSMM	MIL	IFR - VFR	M - H	IFR with MAA permission only
Mollis LSZM	INTL - NTL	VFR	P	NIL
Montricher (Restricted) LSTR	NTL	VFR	P	VFR Manual, AD INFO
Môtiers LSTO	NTL	VFR	P	VFR Manual, AD INFO
Münster (Restricted) LSPU	NTL	VFR	P	VFR Manual, AD INFO
Neuchâtel LSGN	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Nottwil SPZ (HEL) LSHH	NTL	IFR - VFR	H	IFR with FOCA permission only
Olten (Restricted) LSPO	NTL	VFR	P	VFR Manual, AD INFO
Payerne (MIL/CIV) LSMP	INTL - NTL	IFR - VFR	NS - P	AD 2 LSMP VFR Manual, AD INFO
Pfaffnau (HEL) (Restricted) LSXP	NTL	VFR	P	VFR Manual, HEL AGA

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non-scheduled P = Private M = Millitary H = HEMS	Reference to AD Section and remarks
1	2	3	4	5
Porrentruy (Hôpital du Jura) (HEL) LSKP	NTL	IFR - VFR	H	IFR with FOCA (and MAA) permission only
Raron (HEL) LSER	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Raron LSTA	NTL	VFR	P	VFR Manual, AD INFO
Reichenbach LSGR	NTL	VFR	P	VFR Manual, AD INFO
Rennaz (HEL) LSNR	MIL	IFR - VFR	M - H	IFR with MAA permission only
Rennaz (Hôpital Riviera-Chablais) (HEL) LSCR	NTL	IFR - VFR	H	IFR with FOCA (and MAA) permission only
Saanen LSGK	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Samedan LSZS	INTL - NTL	VFR	S - NS - P	AD 2 LSZS VFR Manual, AD INFO
San Vittore (HEL) LSXV	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Schaffhausen LSPF	NTL	VFR	P	VFR Manual, AD INFO
Schänis (Restricted) LSZX	NTL	VFR	P	VFR Manual, AD INFO
Schattenhalb (HEL) LSXC	NTL	VFR	P	VFR Manual, HEL AGA
Schindellegi (HEL) LSXS	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Schwarzsee (Winter AD) LSWS	NTL	VFR	P	VFR Manual, VFR AGA
Sion (MIL/CIV) LSGS	INTL - NTL	IFR - VFR	NS - P	AD 2 LSGS VFR Manual, AD INFO
Sion (Hôpital de Sion) (HEL) LSHS	NTL	IFR - VFR	H	IFR with FOCA permission only
Sitterdorf LSZV	NTL	VFR	P	VFR Manual, AD INFO
Speck-Fehraltorf LSZK	NTL	VFR	P	VFR Manual, AD INFO
St. Gallen-Altenrhein LSZR	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZR VFR Manual, AD INFO
St. Gallen-Breitfeld (MIL) LSNG	MIL	IFR - VFR	M - H	IFR with MAA permission only
St. Gallen Kantonsspital (HEL) LSHG	NTL	IFR - VFR	H	IFR with FOCA permission only
St. Gallen Ostschweizer Kinderspital (HEL) LSHN	NTL	IFR - VFR	H	IFR (LSHG) with FOCA permission only
St. Moritz (Winter HEL) (Restricted) LSXM	NTL	VFR	P	VFR Manual, HEL AGA
St. Stephan (Restricted) LSTS	NTL	VFR	P	NIL
Tavanasa (HEL) LSXA	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO

	Type of traffic permitted to use the aerodrome/heliport			
Aerodrome/heliport name Location indicator	**International - National (INTL - NTL)**	**IFR - VFR**	**S = Scheduled NS = Non-scheduled P = Private M = Millitary H = HEMS**	**Reference to AD Section and remarks**
1	**2**	**3**	**4**	**5**
Thun LSZW	NTL	VFR	P	VFR Manual, AD INFO
Triengen LSPN	NTL	VFR	P	VFR Manual, AD INFO
Trogen (HEL) (Restricted) LSXT	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Untervaz (HEL) LSXU	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Wangen-Lachen LSPV	NTL	VFR	P	VFR Manual, AD INFO
Winterthur (Restricted) LSPH	NTL	VFR	P	VFR Manual, AD INFO
Winterthur Kantonsspital (HEL) LSHW	NTL	IFR - VFR	H	IFR with FOCA permission only
Würenlingen (HEL) (Restricted) LSXW	NTL	VFR	P	VFR Manual, HEL AGA
Yverdon-les-Bains LSGY	NTL	VFR	P	VFR Manual, AD INFO
Zermatt (HEL) LSEZ	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Zurich LSZH	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZH VFR Manual, AD INFO
Zurich Kinderspital (HEL) LSHJ	NTL	IFR - VFR	H	IFR with FOCA permission only
Zurich Universitätsspital (HEL) LSHZ	NTL	IFR - VFR	H	IFR with FOCA permission only
Zweisimmen (Restricted) LSTZ	NTL	VFR	P	VFR Manual, AD INFO

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AD 1.4 GROUPING OF AERODROMES AND HELIPORTS

National airport	Airport of national significance offering scheduled continental and intercontinental services, sometimes as transport hub (transfer connections), usually with a helicopter base
Regional airport	Airport of regional significance offering aviation services such as business connections or flight training; usually with a helicopter base, sometimes with scheduled services
Airfield	Private aerodrome for fixed-wing aircraft, sometimes with a helicopter base. This also includes airfields used for gliding
Winter airfield	Private aerodrome for fixed-wing aircraft without permanent infrastructure, flight operations in winter months only with snow or ice cover
Water aerodrome	Private aerodrome on water for seaplanes
Heliport	Private aerodrome for helicopters
Winter heliport	Private aerodrome for helicopters without permanent infrastructure, flight operations in winter months only
Mountain landing strip	Landing strip located at over 1100 metres above sea level outside aerodromes, without infrastructure, for take-offs and landings of fixed-wing aircraft and/or helicopters
Former military aerodrome	Aerodrome formerly used by the air force and now used only for civil aviation
Military aerodrome	Active air force base, sometimes with minor civil aviation use

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome Name ICAO Location Indicator	Date of Certification	Validity of Certification	Remarks
1	2		3
Bern-Belp LSZB	05 DEC 2017	unlimited	EASA certified
Birrfeld LSZF	27 JAN 2014	unlimited	ICAO certified
Bressaucourt LSZQ	20 APR 2015	unlimited	ICAO certified
Ecuvillens LSGE	04 FEB 2014	unlimited	ICAO certified
Genève LSGG	20 DEC 2016	unlimited	EASA certified
Grenchen LSZG	15 MAY 2014	unlimited	ICAO certified
Lausanne LSGL	18 DEC 2015	unlimited	ICAO certified
Les Eplatures LSGC	20 NOV 2012	unlimited	ICAO certified
Lugano-Agno LSZA	21 DEC 2016	unlimited	EASA certified
St. Gallen-Altenrhein LSZR	05 MAY 2017	unlimited	EASA certified
Samedan LSZS	20 NOV 2012	unlimited	ICAO certified
Sion LSGS	20 AUG 2010	unlimited	ICAO certified
Zurich LSZH	15 SEP 2017	unlimited	EASA certified

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AD 2 AERODROMES

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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 AMSL* - 23.5°C
4	**Geoid undulation at AD ELEV PSN**	163.4 ft
5	**MAG VAR/Annual change**	3° E (2026.5) / 0°10' 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

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.

LSZB AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 14 (1)	APCH LGT	*1678*	46 54 25 N 007 30 21 E	Antenna LGTD	*1873*	46 53 45 N 007 29 45 E	
AOC 14 (2)	Pole	*1682*	46 54 24 N 007 30 23 E	Antenna marked/LGTD	*1703*	46 55 02 N 007 29 39 E	
AOC 14 (3)	Antenna	*1684*	46 54 22 N 007 30 19 E	Antenna	*2044*	46 54 52 N 007 30 49 E	
AOC 14 (4)	Antenna	*1692*	46 54 22 N 007 30 20 E	Pole marked/LGTD	*1741*	46 54 16 N 007 30 21 E	B1012/09
AOC 14 (5)	Antenna	*1693*	46 54 22 N 007 30 20 E	Antenna	*2018*	46 56 06 N 007 29 26 E	
AOC 14 (6)	APCH LGT	*1694*	46 54 16 N 007 30 32 E	Tree/Trees	*1729*	46 55 08 N 007 29 20 E	
AOC 14 (7)	Building	*1713*	46 54 13 N 007 30 42 E	Tree/Trees	*1713*	46 54 32 N 007 29 45 E	
AOC 14 (8)	Building	*1718*	46 54 13 N 007 30 43 E	Antenna LGTD	*2500*	46 56 56 N 007 30 08 E	
AOC 14 (9)	Tree/Trees	*1722*	46 54 13 N 007 30 44 N	Antenna marked/LGTD	*2697*	46 52 57 N 007 31 14 E	
AOC 14 (10)	Building	*1726*	46 54 13 N 007 30 45 E	Crane/Cranes marked/LGTD	*1772*	46 54 44 N 007 30 10 E	B0026/22
AOC 14 (11)	Power line	*1757*	46 54 05 N 007 30 59 E	Chimney LGTD	*2037*	46 55 56 N 007 30 37 E	
AOC 14 (12)	Tree/Trees	*1901*	46 53 06 N 007 31 31 E	Antenna marked/LGTD	*3351*	46 54 02 N 007 26 03 E	B0107/09
AOC 14 (13)	Tree/Trees	*1927*	46 53 00 N 007 31 37 E	Wind cone LGTD	*1726*	46 54 48 N 007 30 01 E	B0538/03
AOC 14 (14)	Tree/Trees	*1935*	46 52 57 N 007 31 39 E	Building	*1994*	46 56 39 N 007 28 25 E	B0493/10
AOC 14 (15)	Tree/Trees	*1971*	46 52 56 N 007 31 40 E	Antenna marked/LGTD	*1703*	46 55 02 N 007 29 39 E	B0232/11
AOC 14 (16)	Tree/Trees	*1989*	46 52 55 N 007 31 41 E	Antenna marked/LGTD	*1772*	46 54 45 N 007 30 07 E	B0820/05
AOC 14 (17)	Tree/Trees	*2125*	46 52 08 N 007 32 25 E	Antenna marked/LGTD	*2710*	46 52 56 N 007 31 14 E	B0468/06
AOC 14 (18)	Tree/Trees	*2151*	46 52 07 N 007 32 26 E	Antenna marked/LGTD	*2937*	46 55 09 N 007 26 13 E	B0506/06
AOC 14 (19)	Tree/Trees	*2163*	46 52 02 N 007 32 31 E	Antenna marked/LGTD	*1741*	46 54 54 N 007 29 57 E	B0454/22
AOC 14 (20)	Tree/Trees	*2357*	46 50 47 N 007 35 42 E	Anemometer marked/LGTD	*1709*	46 54 30 N 007 30 21 E	B0616/07
AOC 14 (21)	Tree/Trees	*2379*	46 50 49 N 007 35 48 E	Crane/Cranes marked/LGTD	*1969*	46 54 48 N 007 28 20 E	B0466/22
AOC 14 (22)	Tree/Trees	*2402*	46 50 47 N 007 35 47 E	Anemometer marked/LGTD	*1702*	46 55 00 N 007 29 43 E	B0615/07
AOC 32 (1)	Fence	*1673*	46 55 11 N 007 29 29 E	Antenna marked/LGTD	*1685*	46 54 22 N 007 30 21 E	
AOC 32 (2)	Pole	*1674*	46 55 13 N 007 29 22 E	Antenna marked/LGTD	*1706*	46 55 01 N 007 29 40 E	B0231/11
AOC 32 (3)	Pole	*1677*	46 55 14 N 007 29 21 E	Chimney LGTD	*2042*	46 57 06 N 007 24 51 E	B0542/12

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 32 (4)	Pole	*1679*	46 55 15 N 007 29 20 E	Crane/Cranes marked/LGTD	*1928*	46 56 42 N 007 27 48 E	B1163/21
AOC 32 (5)	Pole	*1682*	46 55 16 N 007 29 19 E	Antenna marked/LGTD	*2088*	46 57 06 N 007 24 51 E	B0830/17
AOC 32 (6)	Pole	*1683*	46 55 17 N 007 29 17 E	Antenna marked/LGTD	*2913*	46 53 11 N 007 28 41 E	
AOC 32 (7)	Building	*1686*	46 55 19 N 007 29 17 E	Antenna marked/LGTD	*3703*	46 58 40 N 007 31 43 E	
AOC 32 (8)	Pole	*1719*	46 55 26 N 007 29 07 E	Crane/Cranes marked/LGTD	*1876*	46 55 38 N 007 27 27 E	B1436/21
AOC 32 (9)	Tree/Trees	*1749*	46 55 24 N 007 29 00 E	Building LGTD	*2174*	46 57 22 N 007 28 51 E	B1374/21
AOC 32 (10)	Tree/Trees	*1765*	46 55 31 N 007 29 12 E	Crane/Cranes marked/LGTD	*1845*	46 53 13 N 007 30 01 E	B0541/22
AOC 32 (11)	Tree/Trees	*1780*	46 55 26 N 007 28 59 E	Crane/Cranes marked/LGTD	*1944*	46 56 01 N 007 28 26 E	B0326/22
AOC 32 (12)	Tree/Trees	*1784*	46 55 25 N 007 28 58 E	Crane/Cranes marked/LGTD	*1911*	46 55 47 N 007 28 29 E	B1492/20
AOC 32 (13)	Tree/Trees	*1844*	46 55 40 N 007 29 02 E	Crane/Cranes marked/LGTD	*1918*	46 56 00 N 007 28 23 E	B0206/22
AOC 32 (14)	Tree/Trees	*1855*	46 55 39 N 007 28 55 E	Crane/Cranes marked/LGTD	*1796*	46 54 44 N 007 30 10 E	B0142/22
AOC 32 (15)	Tree/Trees	*1858*	46 55 41 N 007 28 56 E				
AOC 32 (16)	Tree/Trees	*1881*	46 55 42 N 007 28 55 E				
AOC 32 (17)	Tree/Trees	*1920*	46 56 03 N 007 28 39 E				
AOC 32 (18)	Tree/Trees	*1923*	46 56 03 N 007 28 35 E				
AOC 32 (19)	Tree/Trees	*1925*	46 56 04 N 007 28 37 E				
AOC 32 (20)	Tree/Trees	*1936*	46 56 04 N 007 28 36 E				
AOC 32 (21)	Building	*2084*	46 56 50 N 007 27 04 E				
Refer also to LSZB AOC charts LSZB AD 2.24.4 Number in brackets is equivalent to identification number on AOC							

LSZB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area FCST charts AVBL worldwide
8	**Supplementary equipment available for providing information**	Weather radar, InfoNet-Terminal
9	**ATS units provided with information**	Bern TWR / APP
10	**Additional information (limitation of service, etc.)**	TEL: Weather briefing: 0900 162 737 (Ge); accessible within Switzerland

LSZB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
14	140° GEO 137° MAG	1730 x 30	PCR 426/F/C/X/U ASPH	46 55 04.58N 007 29 32.98E	*1668 ft*	+0.15%
32	320° GEO 317° MAG			46 54 26.60N 007 30 19.30E	*1675 ft*	-0.15%
14R	140° GEO 137° MAG	650 x 30	0.25 MPa GRASS	NIL	NIL	NIL
32L	320° GEO 317° MAG					
16 GLD	161° GEO 158° MAG	520 x 30	0.25 MPa GRASS	NIL	NIL	NIL
34 GLD	341° GEO 338° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
14	NIL	60 x 150	1850 x 150	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
32		NIL			RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
14R	NIL	NIL	710 x 60	Not applicable	GRASS RWY closed No RESA provided (both sides)
32L					
16 GLD	NIL	NIL	580 x 60	Not applicable	Glider Runway: PPR; for the opening, contact Airport Authority No RESA provided (both sides) Use only after prior instruction by the responsibles of the “Segelfluggruppe Bern”
34 GLD					

LSZB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	1730	1790	1730	1530	Full length
	1090	1150	1090	Not applicable	Intersection ALPHA
	910	970	910		Intersection BRAVO
32	1730	1730	1730	1730	Full length
	1270	1270	1270	Not applicable	Intersection DELTA
	1490	1490	1490		Intersection ECHO (ACFT MTOM 5.7 t)
	1510	1510	1510		Intersection FOXTROTT
14R	650	650	650	650	GRASS RWY closed
32L	650	650	650	650	
16 GLD	Not applicable	Not applicable	Not applicable	Not applicable	Glider Runway
34 GLD					

LSZB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
14	Calvert 660 m, LIH, no LED (except 200 m before DTHR)	RTHL G, LIH, LED (except elevated); RTIL FLG W, LED	PAPI 4.0°, L, 13.07 m, no LED	Simple TZL* 621 m FM THR 14, W, LIH, LED	NIL	200 m, 60 m, R, LIH; 954 m, 60 m, W, LIH; 576 m, 60 m, Y, LIH. All no LED	R, LIH, LED	NIL	Turn pad LGT, B, LIL, LED
32	SALS 420 m, LIH, LED	RTHL G, LIH, LED WBAR, no LED; RTIL FLG W, LED	PAPI 4.0°, L, 12.82 m, no LED	Simple TZL* 622 m FM THR 32, W, LIH, LED		1154 m, 60 m, W,LIH; 576 m, 60 m, Y, LIH. All no LED	R, LIH, LED		Turn pad, LGT, B, LIL, LED

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

LSZB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	No LDI Anemometer: RWY 14: 255 m SE of THR 14, LGTD. RWY 32: 100 m N of THR 32, LGTD.
3	**TWY edge and centre line lighting**	Edge TWY C (LED) and TWY F (no LED). Turn pads 14 and 32 (LED). LIL, B. CL: NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 15 sec.
5	**Remarks**	OBST: Marked and lighted (see LSZB AD 2.24.1 - 1)

LSZB AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF landing area**	Main Apron: TLOF stand 1: 46 54 39.15 N / 007 30 11.50 E TLOF stand 2: 46 54 38.33 N / 007 30 11.97 E TLOF stand 3: 46 54 38.72 N / 007 30 12.65 E TLOF stand 4: 46 54 39.10 N / 007 30 13.32 E Apron Swiss Helicopter: TLOF stand 1: 46 54 23.04 N / 007 29 52.08 E TLOF stand 2: 46 54 22.32 N / 007 29 52.44 E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	TLOFs on Main Apron and at Swiss Helicopter: *510 m / 1673 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	Main Apron: TLOF stand 1: ASPH, max. OAL / RD 16.0 m, PPR. TLOF stands 2 to 4: ASPH, max. OAL 13.0 m / RD 11.0 m, home based OPR only except with marshalling by airport authority, air taxi via TWY sector Blue. When TLOF stand 1 is occupied, TEMPO no OPS on TLOF stands 3 and 4. FATO: IFR HEL use paved RWY 14/32.
4	**True BRG of FATO**	RWY 14: 140° RWY 32: 320°
5	**Declared distance available**	See LSZB AD 2.13 for RWY 14-32
6	**APP and FATO lighting**	See LSZB AD 2.14 for RWY 14-32
7	**Remarks**	Swiss Helicopter located S-SW of AD site. Special procedures apply for REGA and Swiss Air Force.

LSZB AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Bern CTR** 46 57 46 N 007 22 30 E - 46 55 12 N 007 25 37 E - 46 52 12 N 007 29 16 E - 46 51 57 N 007 29 34 E - 46 48 30 N 007 33 46 E - 46 50 35 N 007 37 25 E - 46 51 41 N 007 37 32 E - 46 52 29 N 007 36 37 E - 46 53 21 N 007 37 32 E - Arc of circle centred on - 46 55 07 N 007 33 58 E Radius 3.02 NM, counter-clockwise 46 56 02 N 007 38 10 E - 46 56 32 N 007 37 58 E - 46 58 18 N 007 39 50 E - 47 00 16 N 007 36 49 E - 46 58 28 N 007 34 34 E - 47 00 20 N 007 26 58 E - 46 57 46 N 007 22 30 E
2	**Vertical limits**	*5500 ft AMSL (1700 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*6000 ft*
6	**Remarks**	ACT: HX - ATIS (monitoring compulsory)

LSZB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Bern Arrival	127.325 MHz	HX	Language: En
APP	Bern Departure	127.325 MHz	HX	Language: En
ATIS		125.130 MHz	H24	Phone: Service: +41 (0) 22 417 40 76
TWR	Bern Tower	121.030 MHz 119.700 MHz* 121.500 MHz**	HX	*ALTN FREQ **EMERG Language: En; En and Ge for Non-Commercial VFR traffic.
CLD	Bern Delivery	121.690 MHz	HX	Check status on ATIS

LSZB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
WILLISAU DVOR/DME VAR 3.5° E / 2025 (decl.: 3.9° E)	WIL	116.90 MHz CH 116X	H24	47 10 42.1N 007 54 20.9E	*2426 ft*	NIL	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.
LOC 14 ILS CAT I, class I/C/2, VAR 3° E / 2026.5	IBE	110.10 MHz	H24	46 54 22.5N 007 30 24.3E	NIL	NIL	LOC PSN: 165 m FM THR 32. RWY 14: LOC course 137° MAG. Front course sector angle 5.0°. Restricted coverage (published procedures covered): at 25 NM -10° E to +10° W from CL above *6000 ft AMSL*, at 17 NM -29° E to +26° W from CL above *4800 ft AMSL*.
GP 14	--	334.40 MHz	H24	46 55 00.9N 007 29 40.4E	NIL	NIL	GP angle 4.0°. PSN: 187 m FM THR 14. GP HGT THR 14: 43 ft / 13.2 m
DME 14	IBE	CH 38X	H24	46 54 22.0N 007 30 20.7E	*1684 ft*	NIL	DME PSN: 1656 m FM THR 14, 77 m W of CL. Zero range at DME station. Restricted coverage (published procedures covered): at 25 NM -10° E to NM +10° W from CL above *6000 ft AMSL*, at 17 NM -18° E to +22° W from CL above *4800 ft AMSL*.

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 121.030 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 RWY14 without a LDG at LSZB, an OCA/H of *3000*/1332 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 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.

1.3 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.

1.4 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.

1.5 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".

2.2 Supplementary provisions regarding IFR flights

2.2.1 IFR Departures

For IFR DEPs, the MNM climb gradients and acceleration ALTs indicated in LSZB SID: LSZB AD 2.22 shall be OBS. If they cannot be complied with, the ATC shall be notified and another SID route shall be requested.

2.2.2 Supplementary provisions regarding VFR flights

Refer to VFR Manual, LSZB AD INFO.

LSZB AD 2.22 FLIGHT PROCEDURES

1. IFR procedures

1.1 SID Descriptions

1.1.1 SID RWY 14 - RNAV 1 (see chart LSZB AD 2.24.7 - 1)

DESIGNATOR	RWY 14 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
AMRID 4S PDG 8.5% to *3400ft*	At ZB400 (DER) turn left on track 122° to ZB401. At ZB401 turn left direct to ZB520 (MAX IAS 180kt, MNM Bank angle 25°), proceed to ZB402. At ZB402 turn left direct to AMRID.	INITIAL CLIMB CLEARANCE *6000ft*. Cross AMRID at *8000ft* or above.	NIL	
KONOL 1S PDG 8.9% to *3300ft*	At ZB400 (DER) turn left on track 122° to ZB401. At ZB401 turn left direct to ZB520 (MAX IAS 180kt) proceed to KONOL.	INITIAL CLIMB CLEARANCE *6000ft*. Cross KONOL at *6000ft* or above. For HEL connecting to KQ868 only: Cross KONOL at *5000ft* or above.	NIL	
MONIN 4S PDG 8.5% to *5400ft*	At ZB400 (DER) turn left on track 122° to ZB401. At ZB401 turn left direct to ZB520 (MAX IAS 180kt, MNM Bank angle 25°), proceed to ZB402. At ZB402 turn left direct to ZB400. Proceed via ZB200, ZB404, ZB527 and ZB210 to MONIN.	INITIAL CLIMB CLEARANCE *6000ft*. Cross ZB200 at *7000ft* or above, ZB404 at *9000ft* or above, ZB527 at *11000ft* or above, ZB210 at *16000ft* or above.	NIL	

RNAV 1 SID AMRID 4S							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	122° (125.1°T)	1.6
DF	ZB520	N	L	-	-180	-	-
TF	ZB402	Y	-	-	-	040° (044.0°T)	2.6
DF	AMRID	N	L	+8000	-	-	-

RNAV 1 SID KONOL 1S							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	122° (125.1°T)	1.6
DF	ZB520	N	L	-	-180	-	-
TF	KONOL	N	-	+6000	-	055° (058.9°T)	4.0

RNAV 1 SID MONIN 4S							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	122° (125.1°T)	1.6
DF	ZB520	N	L	-	-180	-	-
TF	ZB402	Y	-	-	-	040° (044.0°T)	2.6
DF	ZB400	N	L	-	-	-	-
TF	ZB200	N	-	+7000	-	124° (127.2°T)	4.0
TF	ZB404	N	-	+9000	-	120° (123.1°T)	2.5
TF	ZB527	N	-	+11000	-	120° (123.2°T)	4.4
TF	ZB210	N	-	+16000	-	120° (123.2°T)	6.1
TF	MONIN	N	-	-	-	120° (123.3°T)	6.9

1.1.2 SID RWY 32 - RNAV 1 - HIGH PERFORMANCE (see chart LSZB AD 2.24.7 - 3)

DESIGNATOR	RWY 32 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
AMRID 3B PDG 10.0% to *2800ft*	Climb straight ahead. At *6000ft* turn left direct to AMRID (MAX IAS 180kt).	INITIAL CLIMB CLEARANCE *6000ft*. Cross AMRID at *8000ft* or above.	NIL	
KONOL 1B PDG 8.5% to *2100ft*	Climb straight ahead. At *5000ft* turn right direct to KONOL (MAX IAS 180kt).	INITIAL CLIMB CLEARANCE *6000ft*. Cross KONOL at *6000ft* or above. For HEL connecting to KQ868 only: Cross KONOL at *5000ft* or above.	NIL	No turn before DER.
MONIN 3B PDG 10.0% to *2000ft*	Climb straight ahead. At *5000ft* turn right direct to ZB200 (MAX IAS 180kt). Proceed via ZB527 and ZB210 to MONIN.	INITIAL CLIMB CLEARANCE *6000ft*. Cross ZB200 at *7000ft* or above, ZB527 at *11000ft* or above, ZB210 at *16000ft* or above.	NIL	

RNAV 1 SID AMRID 3B							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+6000	-	317° (320.1°T)	-
DF	AMRID	N	L	+8000	-180	-	-

RNAV 1 SID KONOL 1B							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+5000	-	317° (320.1°T)	-
DF	KONOL	N	R	+6000	-180	-	-

RNAV 1 SID MONIN 3B							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+5000	-	317° (320.1°T)	-
DF	ZB200	N	R	+7000	-180	-	-
TF	ZB527	N	-	+11000	-	120° (123.1°T)	6.9
TF	ZB210	N	-	+16000	-	120° (123.2°T)	6.1
TF	MONIN	N	-	-	-	120° (123.3°T)	6.9

1.2 STAR Descriptions

1.2.1 STAR TO BIRKI - RNAV 1 (see chart LSZB AD 2.24.9 - 1)

DESIGNATOR	STAR TO BIRKI - RNAV 1		
	ROUTE		
	Lateral	Vertical	Remark
FRIBU 1M	From FRIBU proceed via AMRID to BIRKI.	Cross AMRID at *8000ft* or above and BIRKI at *4000ft* or above.	NIL
MONIN 4M	From MONIN proceed via ZB651, ZB652, ZB653, KOPPI, LARDO (MAX IAS 210kt) and ZB696 to BIRKI.	Cross ZB651 at *11000ft* or above, ZB652 at *8000ft* or above, KOPPI at *6000ft* or above and BIRKI at *4000ft* or above.	NIL
ROTOS 4M	From ROTOS proceed via BELAR, KOPPI, LARDO (MAX IAS 210kt) and ZB696 to BIRKI.	Cross KOPPI at *6000ft* or above and BIRKI at *4000ft* or above.	NIL
TELNO 4M	From TELNO proceed via KORED, AMRID, ZB694 (MAX IAS 210kt) and ZB696 to BIRKI.	Cross KORED at *8000ft* or above, ZB694 at *5000ft* or above and BIRKI at *4000ft* or above.	NIL

RNAV 1 STAR FRIBU 1M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	-	-	-	-	-
TF	AMRID	N	-	+8000	-	021° (024.0°T)	10.3
TF	BIRKI	N	-	+4000	-	020° (023.9°T)	5.1

RNAV 1 STAR MONIN 4M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	MONIN	N	-	-	-	-	-
TF	ZB651	N	-	+11000	-	307° (310.0°T)	9.5
TF	ZB652	N	-	+8000	-	306° (309.9°T)	7.5
TF	ZB653	N	-	-	-	330° (333.4°T)	6.0
TF	KOPPI	N	-	+6000	-	318° (321.3°T)	11.5
TF	LARDO	N	-	-	-210	253° (256.9°T)	3.0
TF	ZB696	N	-	-	-	204° (207.2°T)	2.8
TF	BIRKI	N	-	+4000	-	137° (140.0.°T)	3.0

RNAV 1 STAR ROTOS 4M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ROTOS	N	-	-	-	-	-
TF	BELAR	N	-	-	-	236° (239.5°T)	7.7
TF	KOPPI	N	-	+6000	-	254° (257.0°T)	5.5
TF	LARDO	N	-	-	-210	253° (256.9°T)	3.0
TF	ZB696	N	-	-	-	204° (207.2°T)	2.8
TF	BIRKI	N	-	+4000	-	137° (140.0°T)	3.0

RNAV 1 STAR TELNO 4M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	TELNO	N	-	-	-	-	-
TF	KORED	N	-	+8000	-	048° (051.4°T)	7.6
TF	AMRID	N	-	-	-	321° (324.4°T)	6.2
TF	ZB694	N	-	+5000	-210	317° (320.5°T)	5.3
TF	ZB696	N	-	-	-	046° (049.9°T)	4.6
TF	BIRKI	N	-	+4000	-	137° (140.0°T)	3.0

1.3 Approach procedures

1.3.1 Procedure description of RNP RWY 14 (see chart LSZB AD 2.24.10 - 5)

From BIRKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BIRKI	N	-	-	-	-
TF	ZB616	N	+4000	-	137° (140.1°T)	2.1
TF	RW14	Y	-	-	137° (140.0°T)	5.4
TF	ZB620	Y	-	-	137° (140.1°T)	1.9
DF	ZB622	N	+5500	-160	-	-
TF	KOPPI	N	-	-	315° (318.7°T)	10.6
TF	LARDO	N	-	-	253° (256.9°T)	3.0
TF	ZB696	N	-	-210	204° (207.2°T)	2.8
TF	BIRKI	N	+4000		137° (140.0°T)	3.0
HM	BIRKI	N	+4000	-170	137° (140.0°T)	WD 5.0*
Remark:	* Limiting distance from holding WPT below *5000ft*.					

1.3.2 RNP APCH RWY 32

The availability of RNP APCH RWY 32, if different from the approach broadcasted on ATIS, depends on activated airspace and is not available at short notice. Requests for RNP APCH RWY 32 shall be made to ATC at least 30 minutes before use. Airport Briefing for crews – especially of CAT C ACFT – strongly recommended and available on the homepage of the aerodrome operator.

1.3.2.1 Procedure description of RNP Y RWY 32 (see chart LSZB AD 2.24.10 - 9)

From BIRKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BIRKI	N	+6000	-	-	-
TF	ANWEP	N	-	-	168° (171.2°T)	9.7
TF	YUYUZ	N	+6000	-	137° (140.0°T)	6.0
TF	ZB610	N	-	-210	116° (119.9°T)	3.7
TF	ZB611	N	+6000	-160	066° (069.8°T)	2.0
TF	ZB600	N	+5600	-	020° (024.0°T)	2.1
TF	DIGFA	N	+4400	-	317° (320.1°T)	3.0
TF	RW32	Y	-	-	317° (320.2°T)	6.2
TF	BIRKI	N	+4000	-	317° (320.1°T)	8.3

1.3.2.2 Procedure description of RNP Z RWY 32 (see chart LSZB AD 2.24.10 - 11)

From BIRKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BIRKI	N	+6000	-	-	-
TF	EBEKE	N	-	-	105° (108.8°T)	9.7
TF	HAKHU	N	-	-210	123° (126.9°T)	5.2
TF	ZB640	N	+6000	-	141° (144.7°T)	4.7
TF	ZB641	N	+6000	-160	208° (211.8°T)	3.3
TF	ZB600	N	+5600	-	256° (259.2°T)	3.1
TF	DIGFA	N	+4400	-	317° (320.1°T)	3.0
TF	RW32	Y	-	-	317° (320.2°T)	6.2
TF	BIRKI	N	+4000	-	317° (320.1°T)	8.3

1.3.3 VFR procedure

Refer to VFR Manual, LSZB AD INFO.

2. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	RVR (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	800/---	400/---	---	NIL
	B	800/---	400/---	---	
	C	800/---	400/---	---	

LSZB AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ANWEP	N 46 51 14.1	E 007 24 43.8	IAC LSZB
BELAR	N 47 07 30.0	E 007 33 49.7	RNAV STAR LSZB
DIGFA	N 46 49 40.4	E 007 36 07.6	IAC LSZB
EBEKE	N 46 57 38.8	E 007 35 55.4	IAC LSZB
HAKHU	N 46 54 32.7	E 007 41 57.1	IAC LSZB
LARDO	N 47 05 34.2	E 007 21 38.4	RNAV STAR LSZB
YUYUZ	N 46 46 37.3	E 007 30 21.2	IAC LSZB
RW14	N 46 55 04.6	E 007 29 33.0	IAC LSZB
RW32	N 46 54 26.6	E 007 30 19.3	IAC LSZB
ZB200	N 46 51 59.0	E 007 35 01.7	RNAV SID LSZB
ZB210	N 46 44 51.9	E 007 50 52.7	RNAV SID LSZB
ZB400	N 46 54 25.1	E 007 30 21.1	RNAV SID LSZB
ZB401	N 46 53 29.0	E 007 32 17.4	RNAV SID LSZB
ZB402	N 46 59 31.6	E 007 38 29.5	RNAV SID LSZB
ZB404	N 46 50 37.0	E 007 38 05.1	RNAV SID LSZB
ZB520	N 46 57 40.0	E 007 35 52.0	RNAV SID LSZB
ZB527	N 46 48 12.0	E 007 43 28.0	RNAV SID LSZB
ZB600	N 46 47 22.0	E 007 38 56.1	IAC LSZB
ZB608	N 47 03 02.0	E 007 29 42.0	IAC LSZB
ZB610	N 46 44 46.6	E 007 35 00.7	IAC LSZB
ZB611	N 46 45 27.3	E 007 37 41.8	IAC LSZB
ZB616	N 46 59 11.7	E 007 24 31.0	IAC LSZB
ZB620	N 46 53 35.3	E 007 31 21.8	IAC LSZB
ZB622	N 46 58 19.0	E 007 36 09.0	IAC LSZB
ZB640	N 46 50 44.3	E 007 45 53.1	IAC LSZB
ZB641	N 46 47 56.9	E 007 43 22.2	IAC LSZB
ZB651	N 46 47 09.1	E 007 48 42.9	RNAV STAR LSZB
ZB652	N 46 51 57.2	E 007 40 19.5	RNAV STAR LSZB
ZB653	N 46 57 18.9	E 007 36 24.3	RNAV STAR LSZB
ZB694	N 47 00 08.7	E 007 14 39.7	RNAV STAR LSZB
ZB696	N 47 03 04.5	E 007 19 45.8	IAC / RNAV STAR LSZB

2. ILS 14 approach versus JAR-OPS 1

The ILS 14 APCH has to be considered as ILS CAT I with ’intermediate facilities’ in accordance with JAR-OPS 1, 1.430.

LSZB AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSZB AD 2.24.1 - 1
Aircraft Parking / Docking Chart	LSZB AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 14	LSZB AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 32	LSZB AD 2.24.4 - 3
Transition Routes	LSZB AD 2.24.6 - 1
SID RWY 14 - RNAV 1 (CAT A/B/C)	LSZB AD 2.24.7 - 1
SID RWY 32 - RNAV 1 - High Performance (CAT A/B/C)	LSZB AD 2.24.7 - 3
STAR to BIRKI - RNAV 1 (CAT A/B/C)	LSZB AD 2.24.9 - 1
IAC ILS RWY 14 (CAT A/B/C)	LSZB AD 2.24.10 - 1
IAC LOC RWY 14 (CAT A/B/C)	LSZB AD 2.24.10 - 3
IAC RNP RWY 14 (CAT A/B/C)	LSZB AD 2.24.10 - 5
IAC ILS RWY 14 (CAT H)	LSZB AD 2.24.10 - 7
IAC RNP Y RWY 32 (CAT A/B/C)	LSZB AD 2.24.10 - 9
IAC RNP Z RWY 32 (CAT A/B/C)	LSZB AD 2.24.10 - 11
Minimum Vectoring Altitude Chart (-20°C to -5°C)	LSZB AD 2.24.13 - 1
Minimum Vectoring Altitude Chart (-4°C and above)	LSZB AD 2.24.13 - 3

LSZB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

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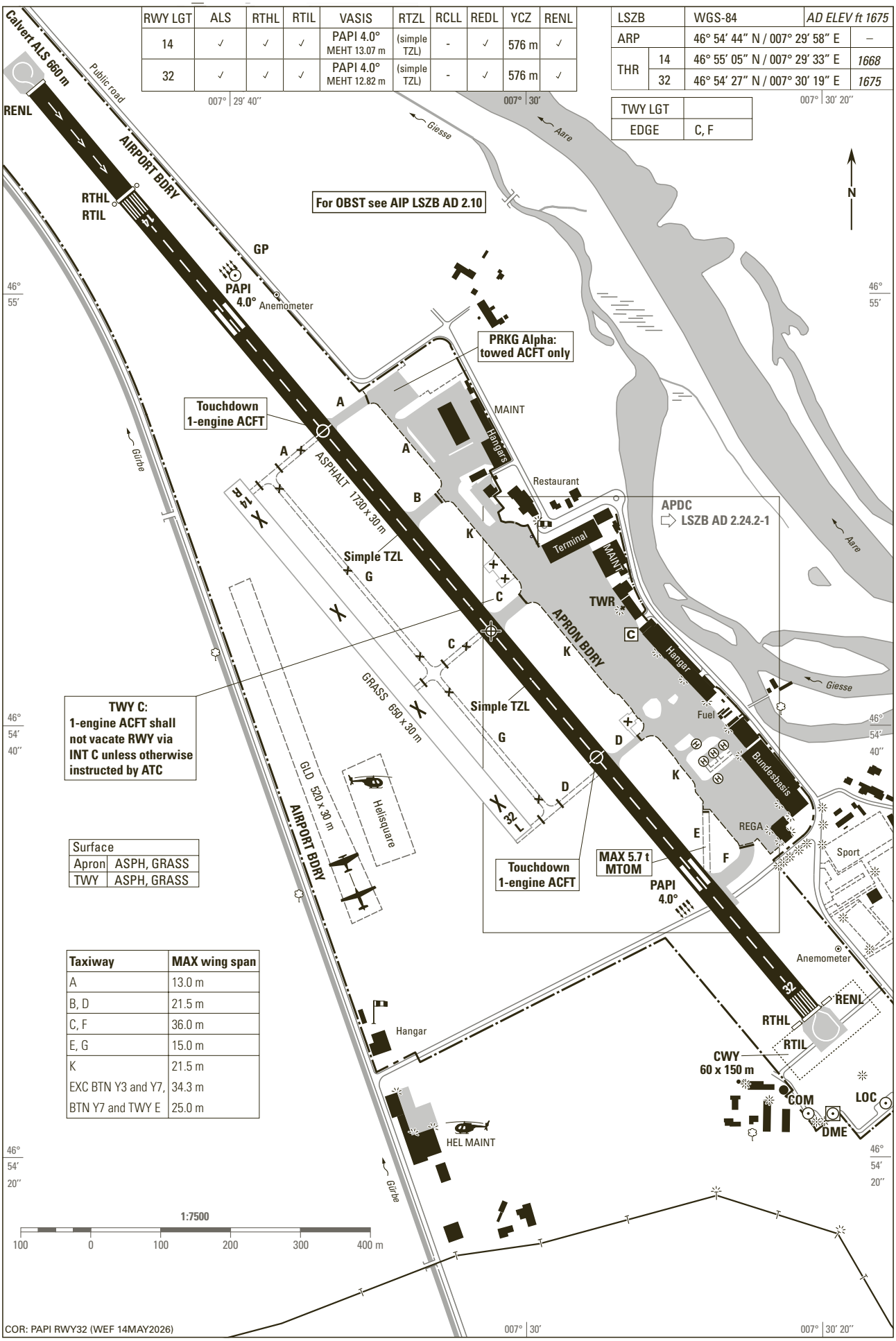

COR: PAPI RWY32 (WEF 14MAY2026)

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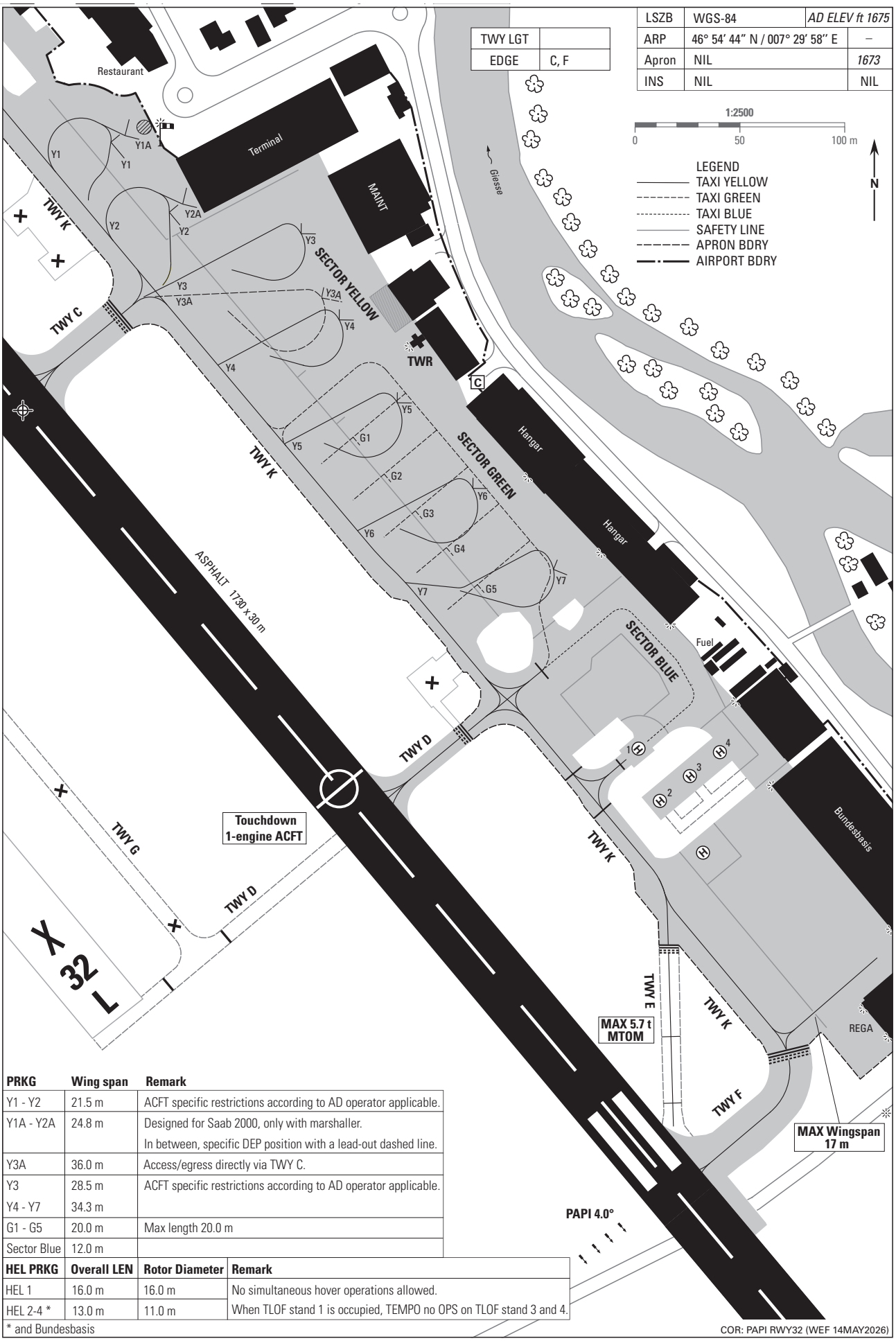

PRKG	Wing span	Remark
Y1 - Y2	21.5 m	ACFT specific restrictions according to AD operator applicable.
Y1A - Y2A	24.8 m	Designed for Saab 2000, only with marshaller. In between, specific DEP position with a lead-out dashed line.
Y3A	36.0 m	Access/egress directly via TWY C.
Y3	28.5 m	ACFT specific restrictions according to AD operator applicable.
Y4 - Y7	34.3 m	
G1 - G5	20.0 m	Max length 20.0 m
Sector Blue	12.0 m	

HEL PRKG	Overall LEN	Rotor Diameter	Remark
HEL 1	16.0 m	16.0 m	No simultaneous hover operations allowed.
HEL 2-4 *	13.0 m	11.0 m	When TLOF stand 1 is occupied, TEMPO no OPS on TLOF stand 3 and 4.

* and Bundesbasis

COR: PAPI RWY32 (WEF 14MAY2026)

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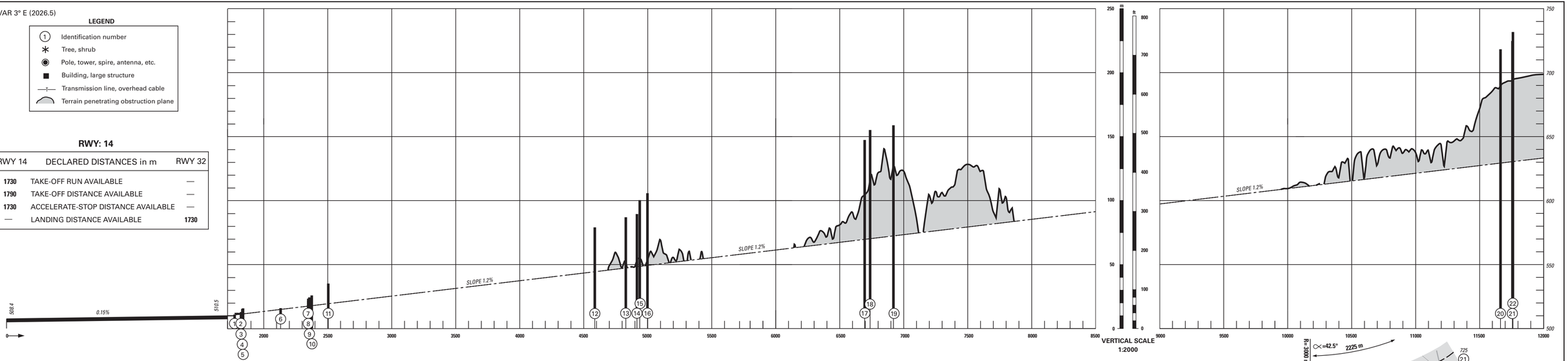
VAR 3° E (2026.5)

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Transmission line, overhead cable
- Terrain penetrating obstruction plane

RWY: 14

RWY 14	DECLARED DISTANCES in m	RWY 32
1730	TAKE-OFF RUN AVAILABLE	—
1790	TAKE-OFF DISTANCE AVAILABLE	—
1730	ACCELERATE-STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	1730



AMDT RECORD		
No.	DATE	ENTERED BY

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

© swisstopo

COR: MAG VAR (WEF 19MAR2026)

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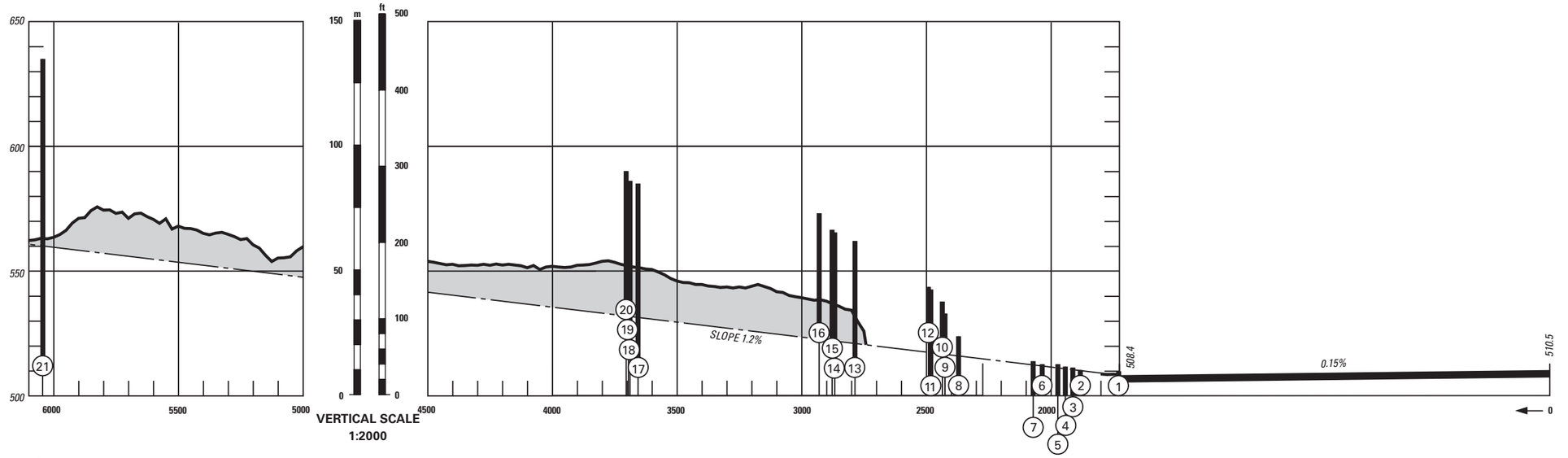
VAR 3° E (2026.5)



AMDT RECORD		
No.	DATE	ENTERED BY

© swisstopo

LEGEND

(1)	Identification number
✳	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
■	Building, large structure
●	Enclosure
⌒	Terrain penetrating obstruction plane

OBST *ELEV in m*

AD *ELEV in m*

RWY: 32

RWY 14	DECLARED DISTANCES in m	RWY 32
—	TAKE-OFF RUN AVAILABLE	**1730**
—	TAKE-OFF DISTANCE AVAILABLE	**1730**
—	ACCELERATE-STOP DISTANCE AVAILABLE	**1730**
1530	LANDING DISTANCE AVAILABLE	—

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: MAG VAR (WEF 19MAR2026)

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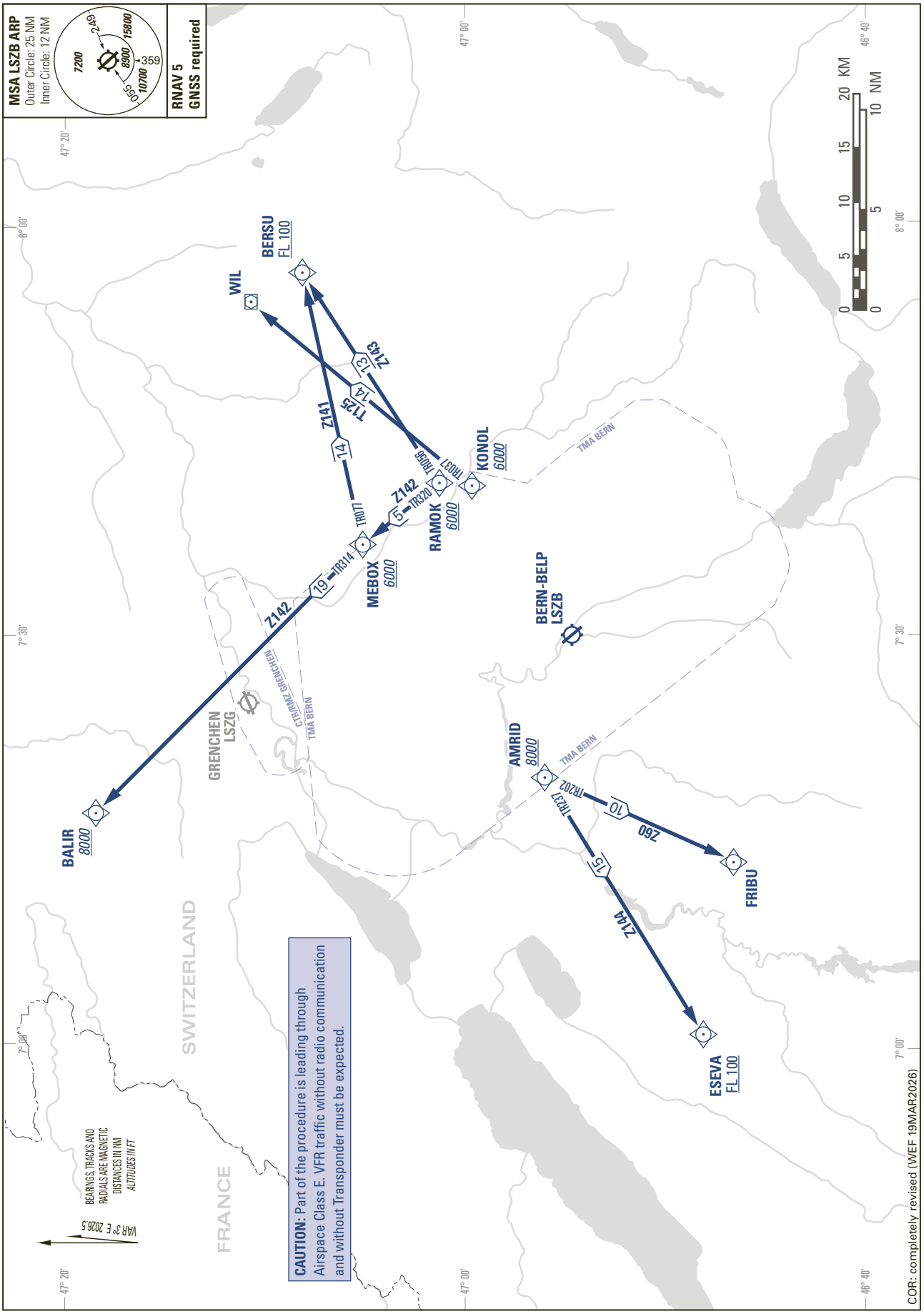
AREA CHART - ICAO

TRANSITION AFTER DEPARTURE
ROUTES AMRID / MEBOX / KONOL / RAMOK

BERN-BELP (LSZB)



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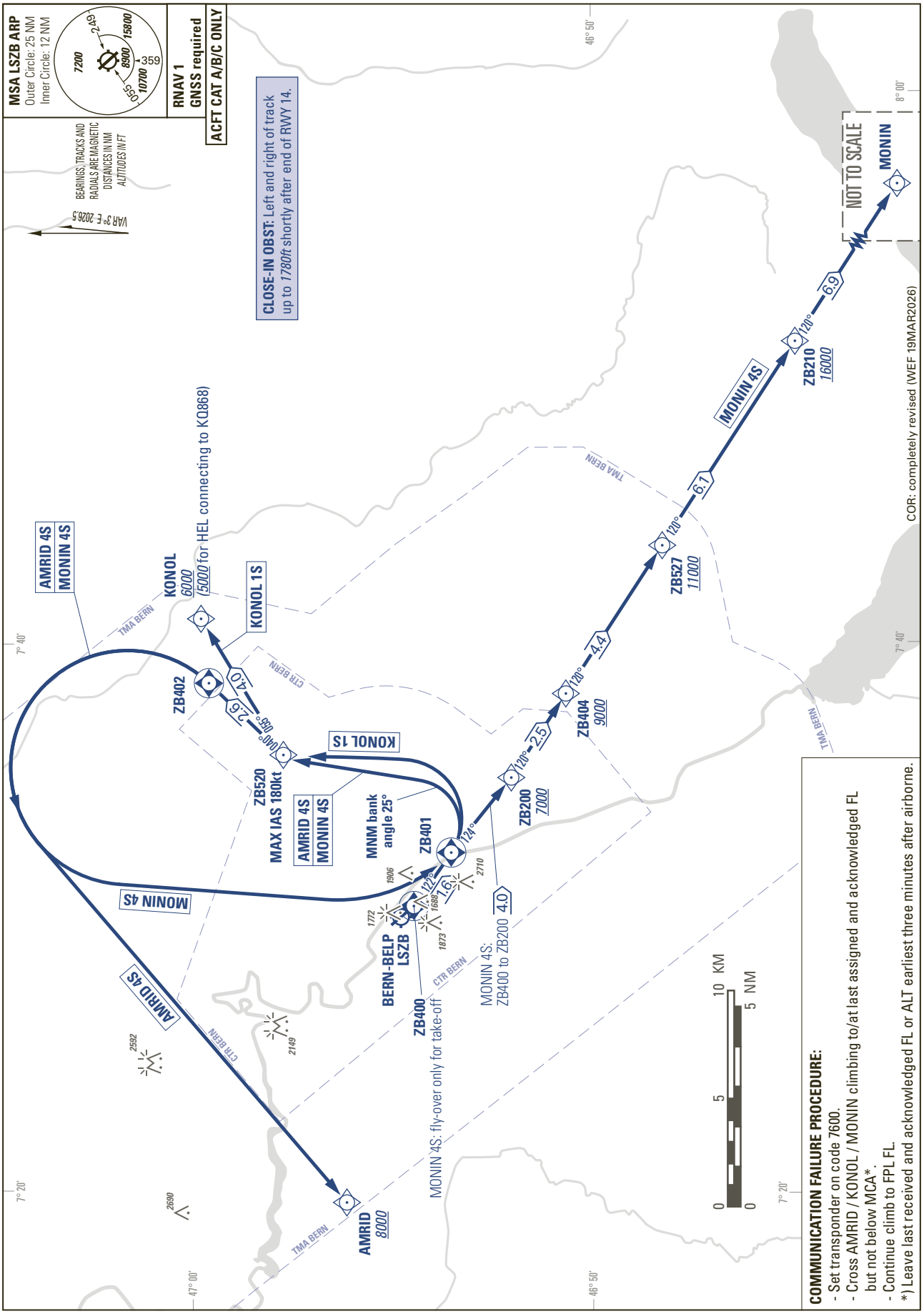
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

BERN-BELP (LSZB)
RNAV RWY 14

AMRID 4S KONOL 1S MONIN 4S



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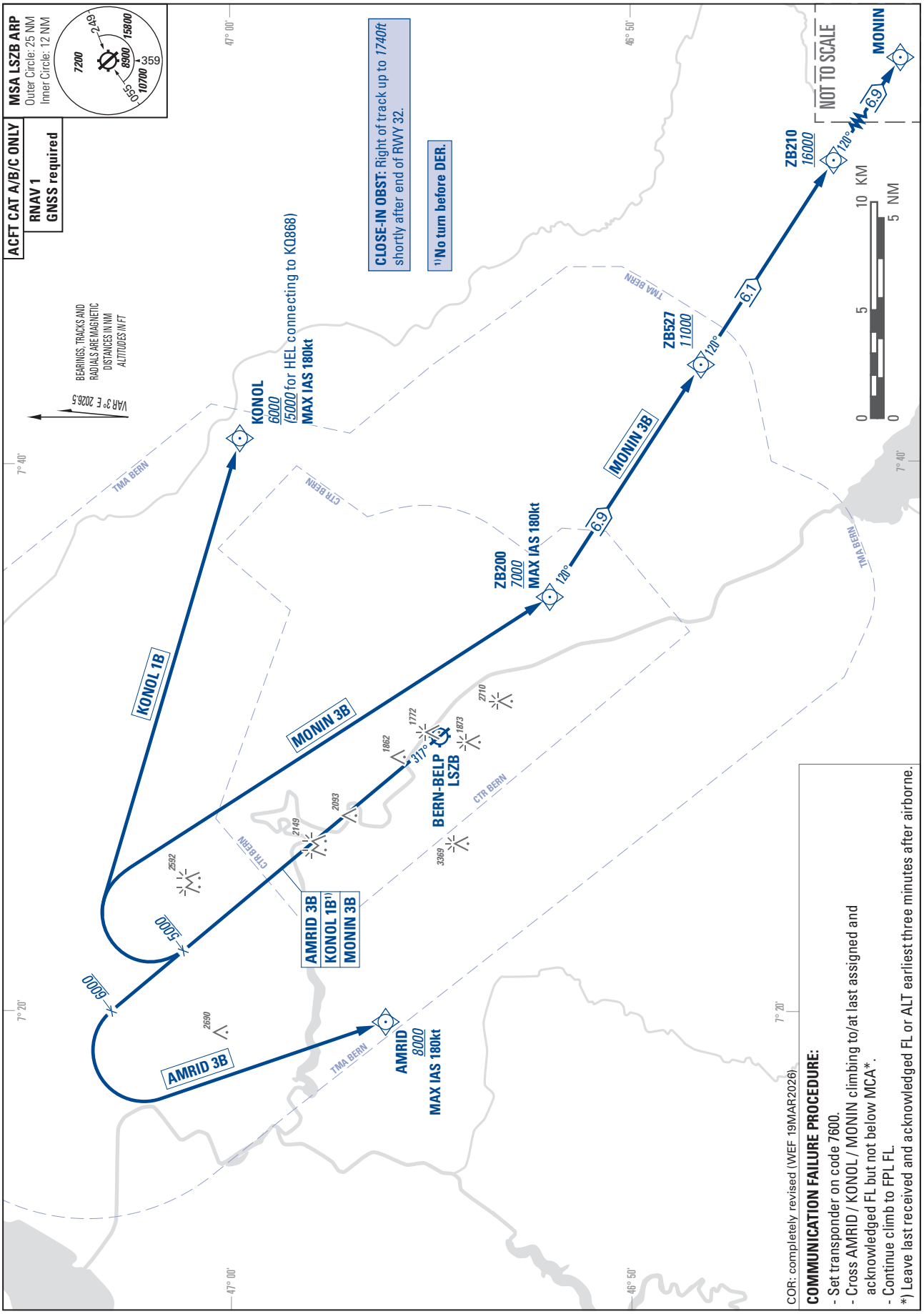
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

BERN-BELP (LSZB)
RNAV high performance RWY 32

AMRID 3B KONOL 1B MONIN 3B



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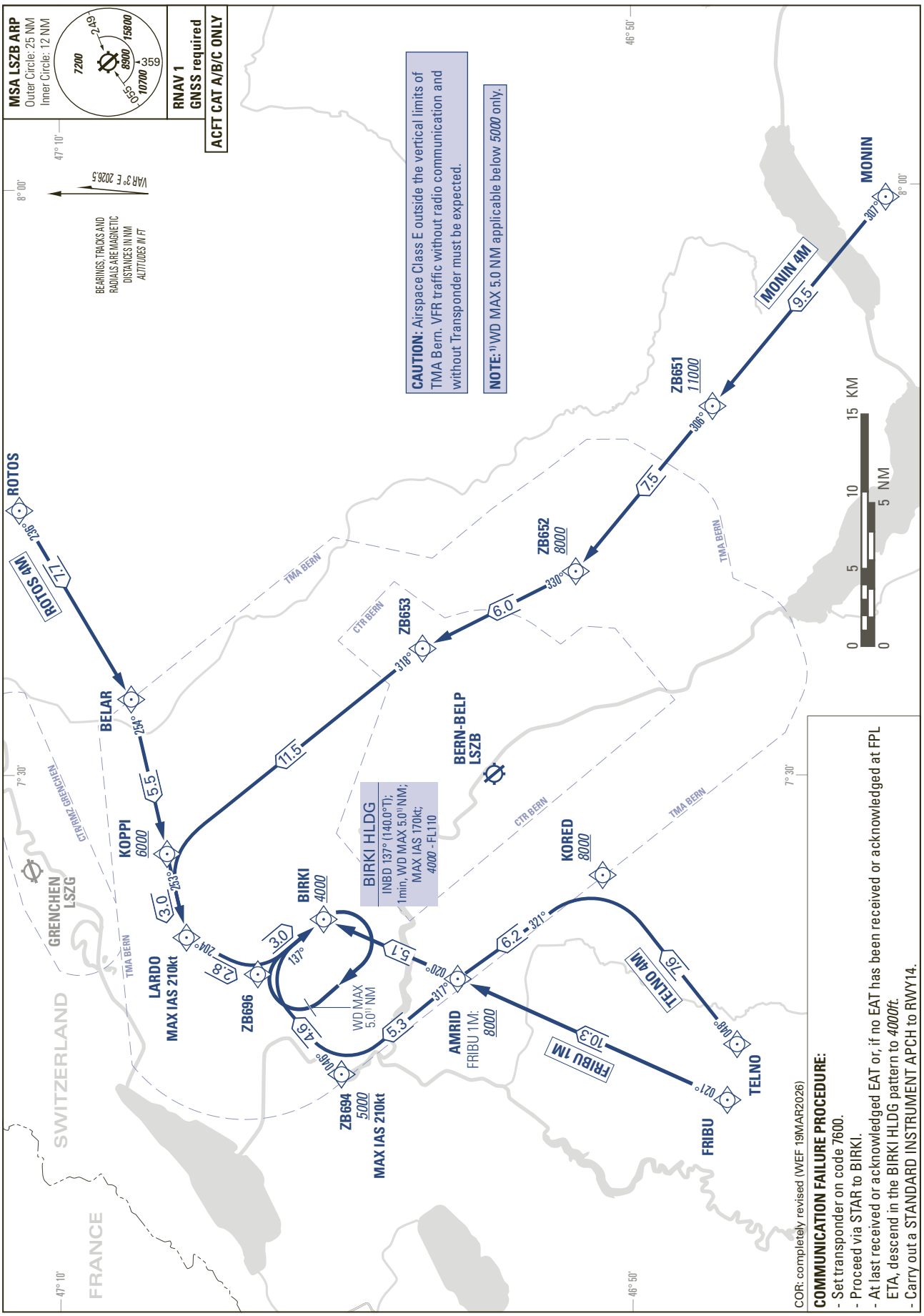
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

BERN-BELP (LSZB)
RNAV BIRKI

FRIBU 1M MONIN 4M ROTOS 4M TELNO 4M



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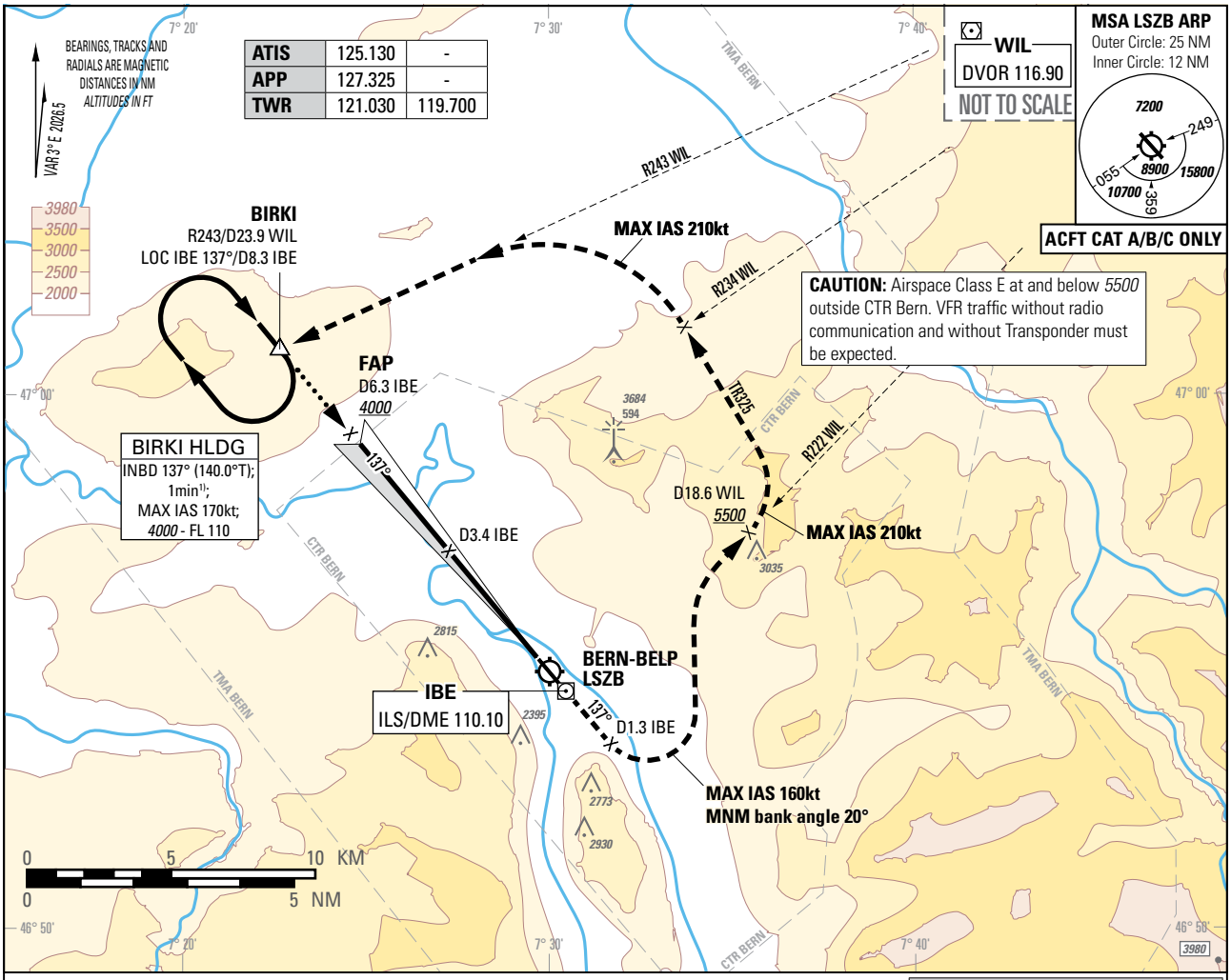
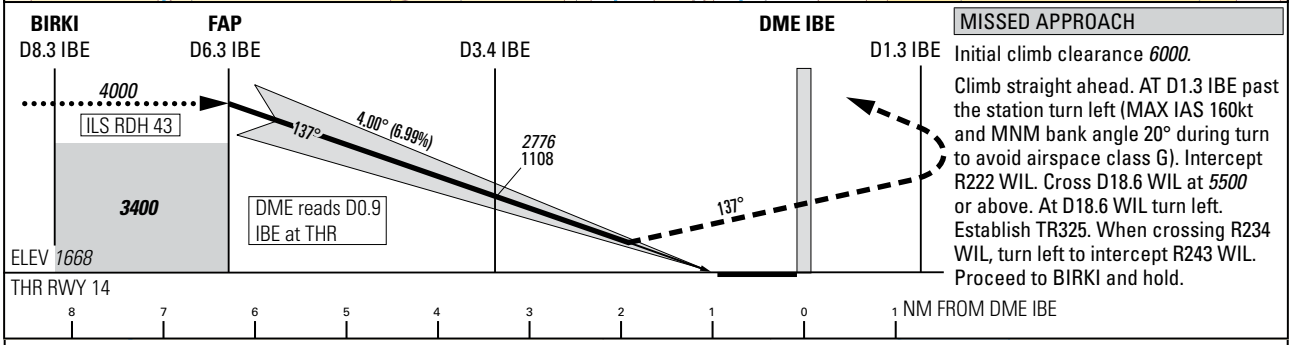
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
ILS RWY 14





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. AT D1.3 IBE past the station turn left (MAX IAS 160kt and MNM bank angle 20° during turn to avoid airspace class G). Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. At D18.6 WIL turn left. Establish TR325. When crossing R234 WIL, turn left to intercept R243 WIL. Proceed to BIRKI and hold.

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH2) OBSTACLE CLEARANCE ALTITUTE (HEIGHT)		
		A	B	C
2.5%	pressure altimeter	*2772* (1104)	*2788* (1120)	*2801* (1133)
5.0% up to *3400*		*2252* (584)	*2268* (600)	*2282* (614)
6.4% up to *3300*		*2136* (468)	*2153* (485)	*2166* (498)
		DECISION ALTITUDE (HEIGHT)		
6.4% up to *3300*	pressure altimeter	*2168* (500)		

ROD	GS kt	90	110	130	150
	FT/MIN	637	779	921	1062

DME IBE DIST	6.3	6.0	5.0	4.0
recommended CROSSING ALT	*4000*	*3880*	*3455*	*3030*
recommended CROSSING HGT	2332	2212	1787	1362

CAUTION

- GS >140kt resulting ROD will be >1000ft/min.
- Non-standard APCH angle.

REMARK

- Uncategorised ILS due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS signal fulfills ICAO Annex 10, CAT I specifications.

NOTE

1) Conventional navigation offset and parallel entries prohibited below *5000ft*.

2) For TRG APCH: applicable DA(H) *3000ft* (1332ft).

COR: completely revised (WEF 19MAR2026)

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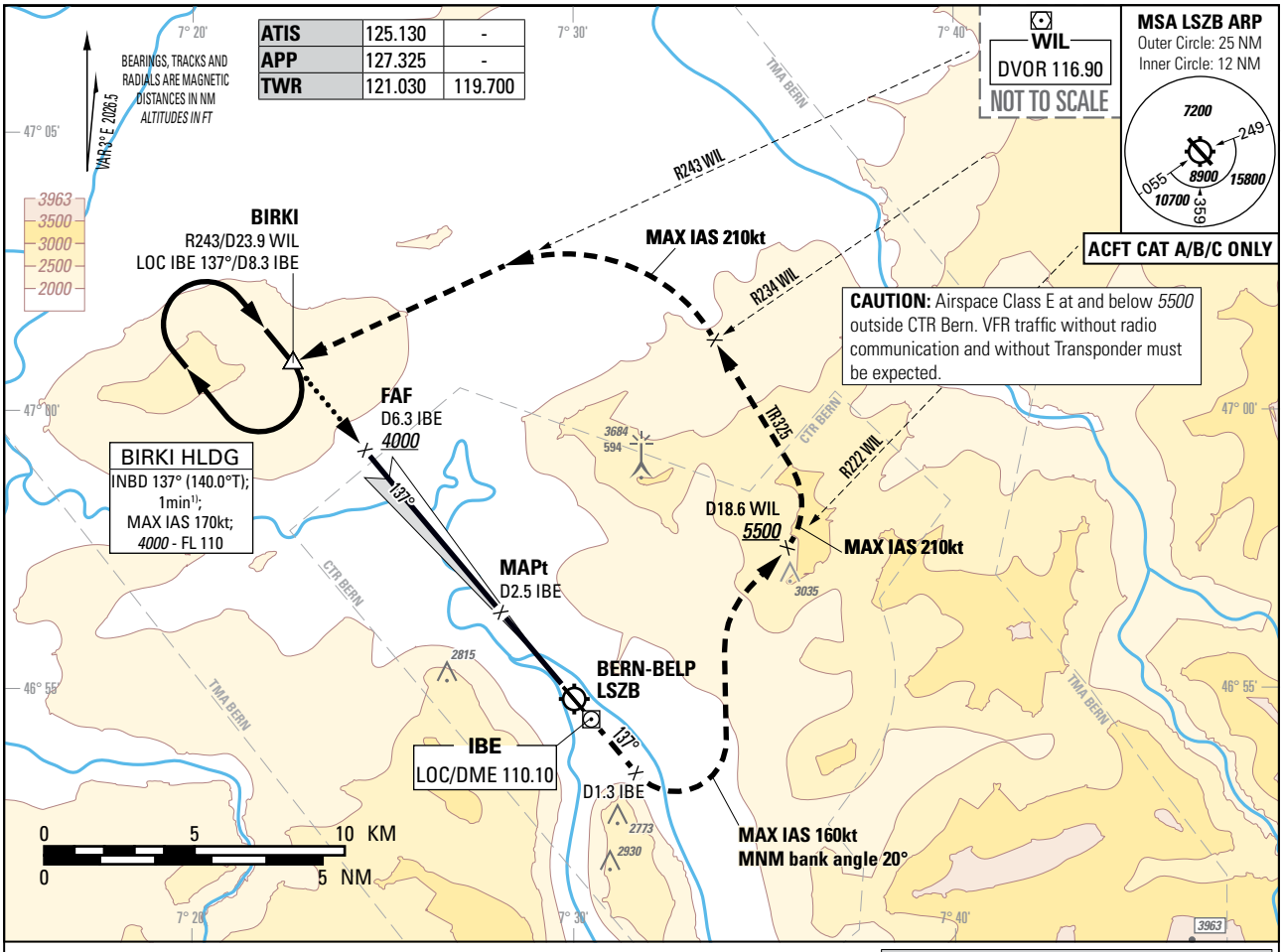
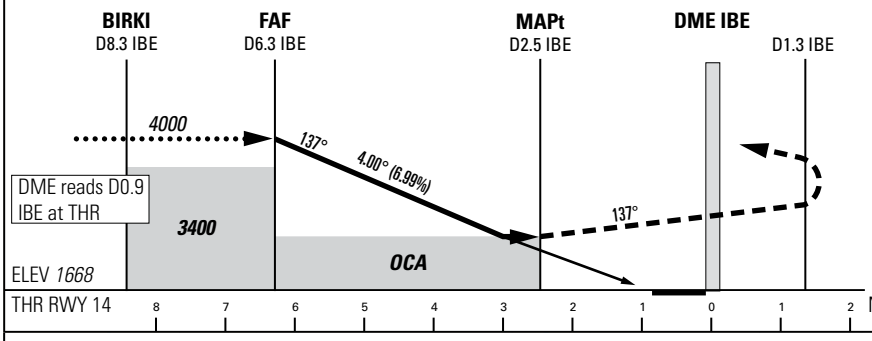
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
LOC RWY 14





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. At D1.3 IBE past the station turn left (MAX IAS 160kt and MNM bank angle 20° during turn to avoid airspace class G). Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. At D18.6 WIL turn left. Establish TR325. When crossing R234 WIL turn left to intercept R243 WIL.
Proceed to BIRKI and hold.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH[2]		
	OCA(H)		
	A	B	C
2.5%	*2810* (1142)		
3.8% up to *3600*	*2400* (732)		

ROD	GS kt	90	110	130	150
	FT/MIN	637	779	921	1062

DME IBE DIST	6.3	6.0	5.0	4.0
recommended CROSSING ALT	*4000*	*3880*	*3455*	*3030*
recommended CROSSING HGT	2332	2212	1787	1362

CAUTION

- Non-standard APCH angle.

REMARK

- OBST limitation and restriction according to non-instrument RWY criteria.

NOTE

[1] Conventional navigation offset and parallel entries prohibited below *5000ft*.
[2] For TRG APCH: applicable MDA(H) *3000ft* (1332ft).

COR: completely revised (WEF 19MAR2026)

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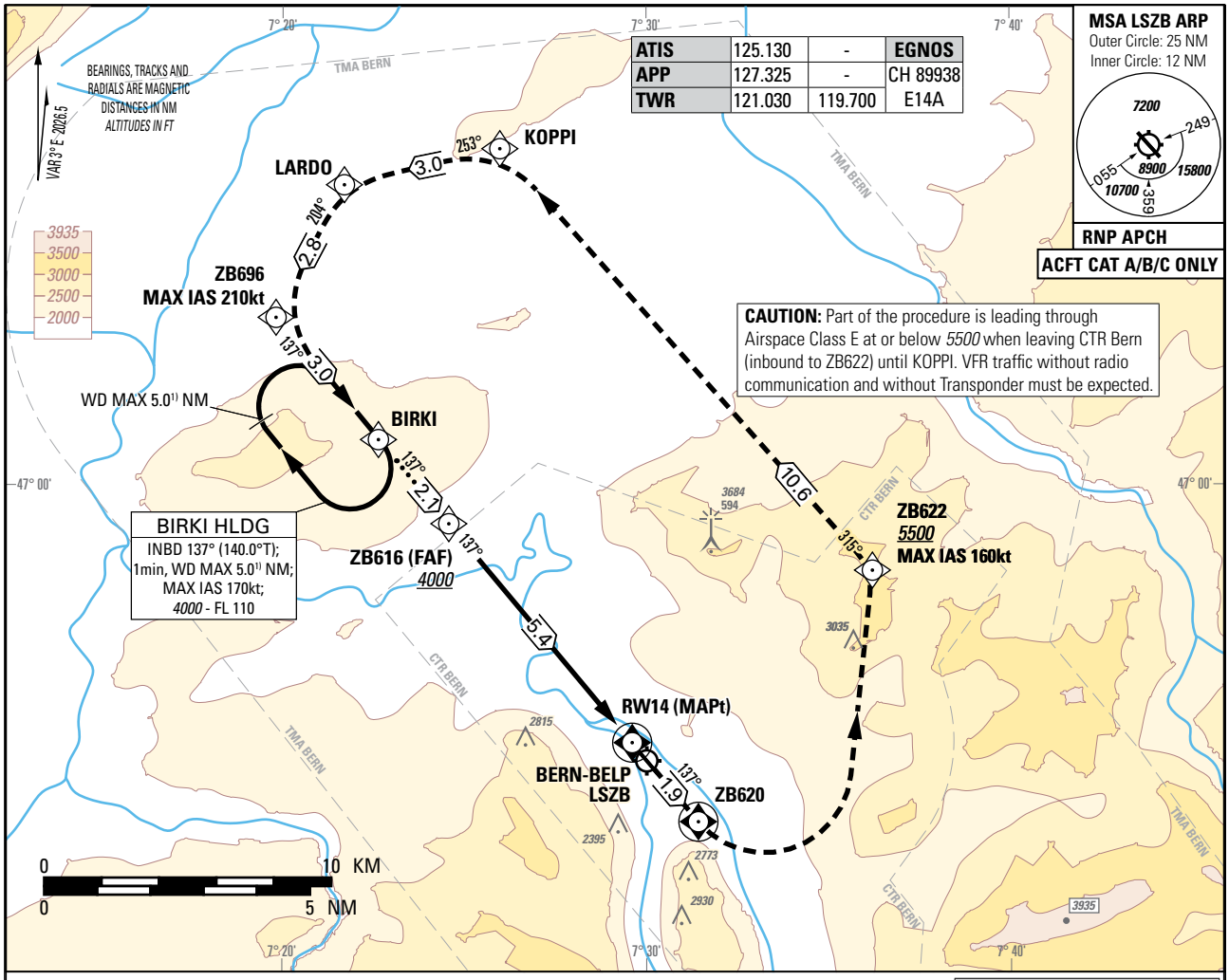
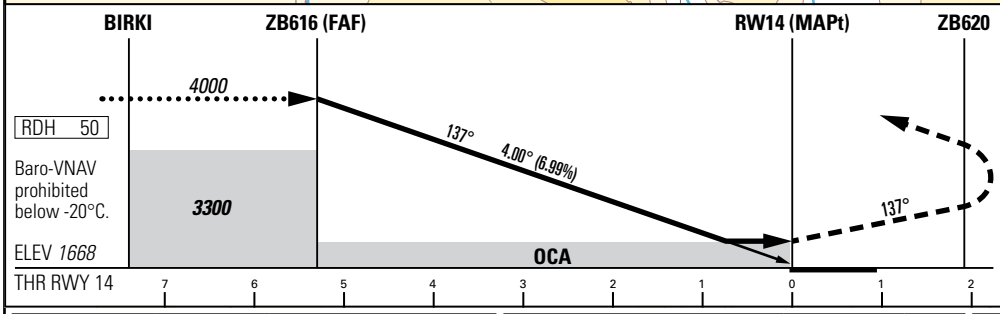
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
RNP RWY 14





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. At ZB620 turn left direct to ZB622 (MAX IAS 160kt). Cross ZB622 at 5500 or above. Proceed via KOPPI, LARDO and ZB696 (MAX IAS 210kt) to BIRKI and hold (MAX IAS 170kt).

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH[2]		
	OCA(H) LPV CAT I		
	A	B	C
2.5%	*2704* (1036)	*2720* (1052)	*2734* (1066)
4.0% up to *3500*	*2361* (693)	*2378* (710)	*2391* (723)
6.4% up to *3300*	*2136* (468)	*2153* (485)	*2166* (498)
	DA(H) LPV		
6.4% up to *3300*	*2168* (500)		
	OCA(H) LNAV		
2.5%	*3050* (1382)	*3080* (1412)	*3100* (1432)
4.0% up to *3600*	*2740* (1072)	*2780* (1112)	*2820* (1152)
5.7% up to *3600*	*2460* (792)	*2490* (822)	*2510* (842)
	OCA(H) LNAV/VNAV		
2.5%	*2800* (1132)	*2817* (1149)	*2853* (1185)
4.0% up to *3600*	*2450* (782)	*2466* (798)	*2512* (844)
5.5% up to *3600*	*2212* (544)	*2228* (560)	*2256* (588)

RWY14 DIST	5.4	5.0	4.0
recommended CROSSING ALT	*4000*	*3842*	*3417*
recommended CROSSING HGT	2332	2174	1749

ROD	GS kt	90	110	130	150
	FT/MIN	637	779	921	1062

CAUTION

- GS >140kt resulting ROD will be >1000ft/min.
- Non-standard APCH angle.

REMARK

- OBST limitation and restriction according to non-instrument RWY criteria.
- From 0.8 NM before THR 14 Visual Segment Surface (VSS) penetrated by trees up to *1890ft* AMSL.

NOTE

[1] WD MAX 5.0 NM applicable below *5000* only.

[2] For TRG APCH: applicable DA(H) or MDA(H) *3000ft* (1332ft)..

COR: completely revised (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZB
Runway	14
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E14A
LTP/FTP Latitude	465504.5820N
LTP/FTP Longitude	0072932.9760E
LTP/FTP Ellipsoidal Height (metres)	557.3
FPAP Latitude	465426.5880N
Delta FPAP Latitude (seconds)	-37.9940
FPAP Longitude	0073019.3120E
Delta FPAP Longitude (seconds)	46.3360
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 02 1A 13 0C 0E 00 00 01 34 31 05 0C 8F 22 14 60 26 37 03 C5 29 2C D7 FE 00 6A 01 F4 01 90 01 64 00 C8 AF E7 84 78 21
Calculated CRC Value	E7847821

Required Additional Data

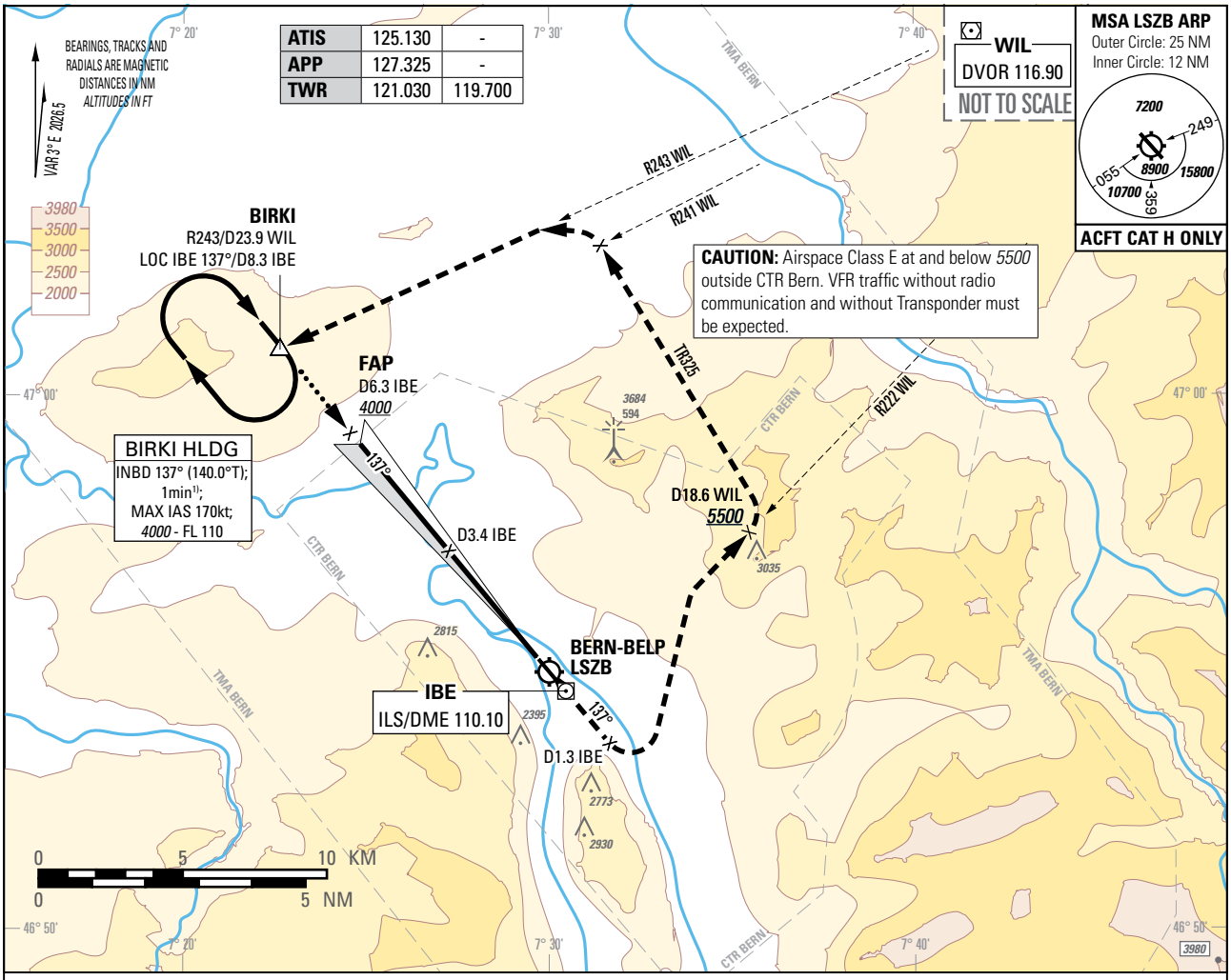
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	508.3

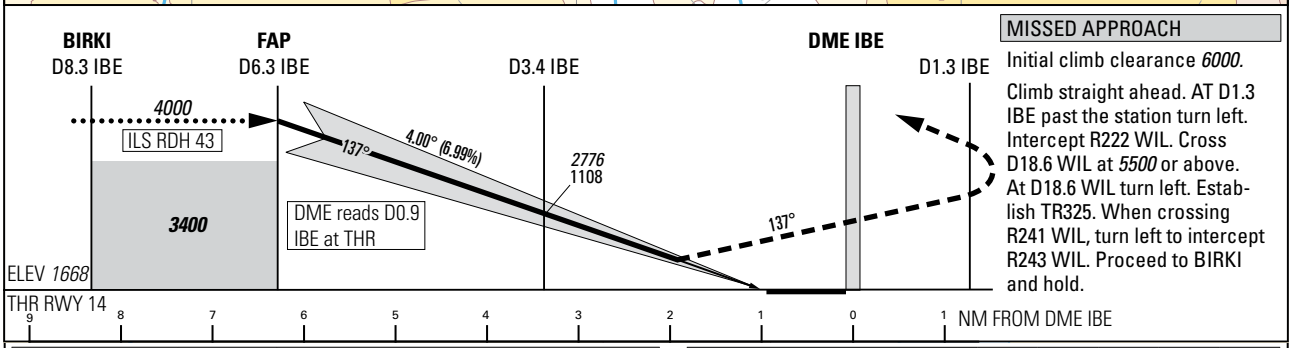
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
ILS RWY 14





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. AT D1.3 IBE past the station turn left. Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. At D18.6 WIL turn left. Establish TR325. When crossing R241 WIL, turn left to intercept R243 WIL. Proceed to BIRKI and hold.

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)
		H
4.2%	pressure altimeter	*2295* (627)
5.0% up to *3000*	pressure altimeter	*2206* (538)
6.1% up to *3000*	pressure altimeter	*2113* (445)
		DECISION ALTITUDE (HEIGHT)
7.0% up to *3100*	pressure altimeter	*2117* (449)

ROD	GS kt	70	80	90	100
	FT/MIN	496	567	637	708

DME IBE DIST	6.3	6.0	5.0	4.0	3.0
recommended CROSSING ALT	*4000*	*3880*	*3455*	*3030*	*2605*
recommended CROSSING HGT	2332	2212	1787	1362	937

REMARK

- Uncategorised ILS due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS signal fulfills ICAO Annex 10, CAT I specifications.

NOTE

1) Conventional navigation offset and parallel entries prohibited below *5000ft*.

COR: completely revised (WEF 19MAR2026)

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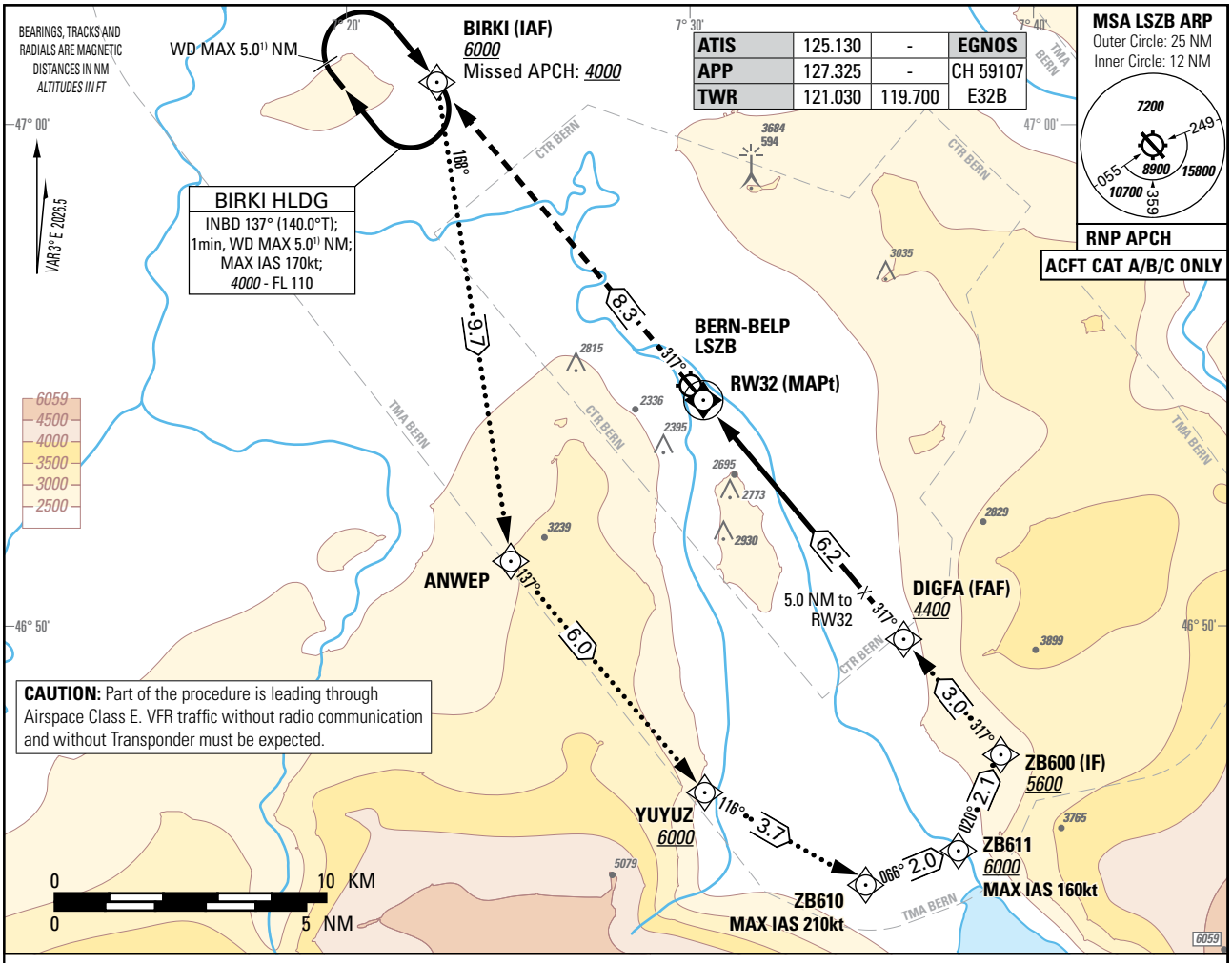
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

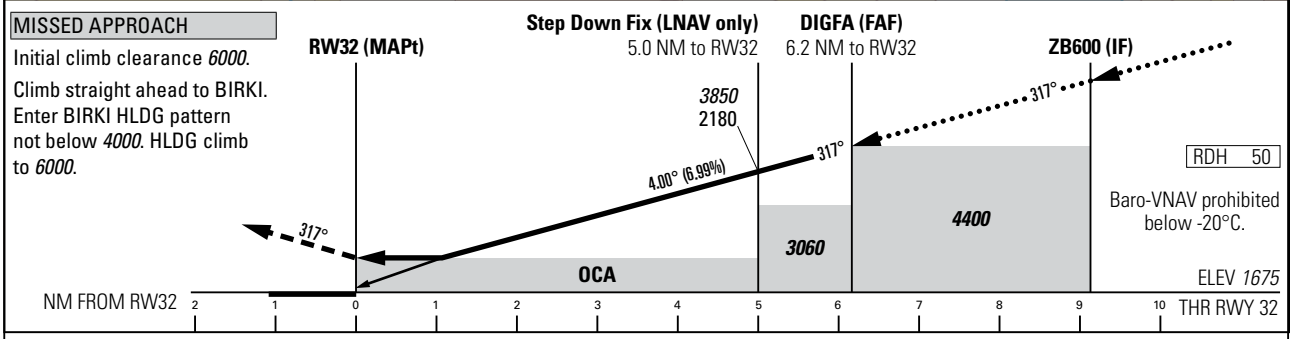
BERN-BELP LSZB
RNPY RWY 32



MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead to BIRKI. Enter BIRKI HLDG pattern not below *4000*. HLDG climb to *6000*.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	A	B	C
	OCA(H) LNAV		
2.5%	*3000* (1330)		
	OCA(H) LNAV/VNAV		
2.5%	*2941* (1266)	*2949* (1274)	*2956* (1281)
	OCA(H) LPV CAT I		
2.5%	*2975* (1300)	*2991* (1316)	*3004* (1329)

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DIST RW32	2.0	3.0	4.0	5.0	6.0	7.0	8.0
recommended CROSSING ALT	*2580*	*3000*	*3430*	*3850*	*4280*	*4700*	*5130*
recommended CROSSING HGT	900	1330	1750	2180	2600	3030	3450

CAUTION

- Descending Intermediate APCH segment: Do not capture VPA from above.
- GS >140kt resulting ROD will be >1000ft/min.
- Non-standard APCH angle.

REMARK

- Familiarisation with APCH is strongly recommended and available on the homepage of the aerodrome operator.
- The descent from ZB600 is calculated at a constant 4° to THR RWY 32.
- OBST limitation and restriction according to non-instrument RWY criteria.

NOTE

[1] WD MAX 5.0 NM applicable below *5000* only.

COR: new chart (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZB
Runway	32
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E32B
LTP/FTP Latitude	465426.5950N
LTP/FTP Longitude	0073019.3020E
LTP/FTP Ellipsoidal Height (metres)	559.6
FPAP Latitude	465509.5755N
Delta FPAP Latitude (seconds)	42.9805
FPAP Longitude	0072926.8855E
Delta FPAP Longitude (seconds)	-52.4165
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 02 1A 13 0C 20 C8 00 02 32 33 05 46 66 21 14 4C 90 38 03 DC 29 C9 4F 01 7F 66 FE F4 01 90 01 64 00 C8 AF E0 03 15 C0
Calculated CRC Value	E00315C0

Required Additional Data

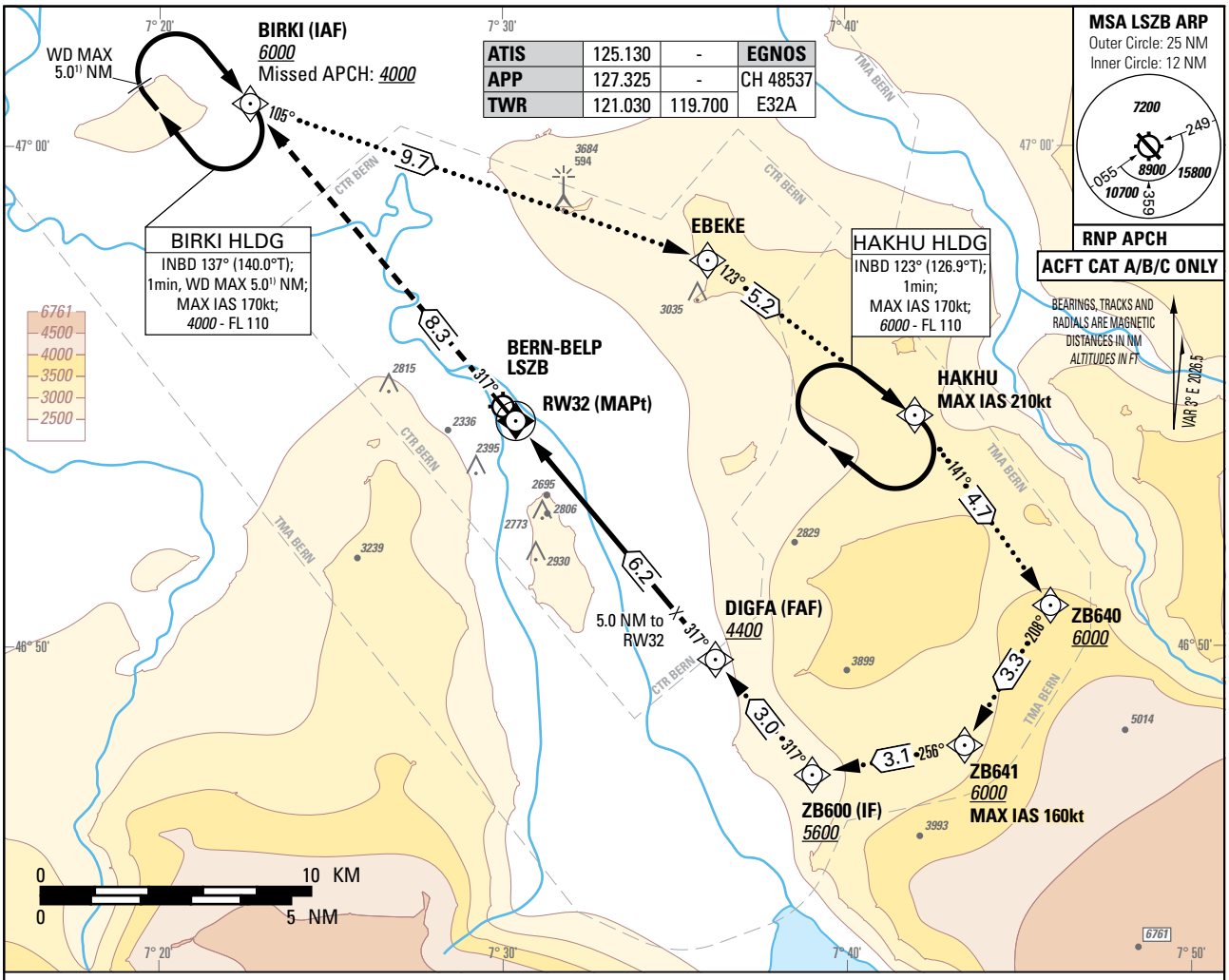
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	510.5

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

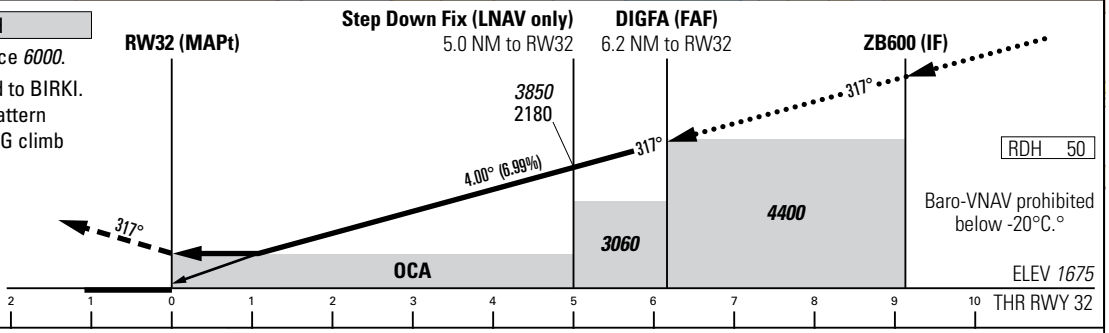
BERN-BELP LSZB
RNP Z RWY 32



MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead to BIRKI. Enter BIRKI HLDG pattern not below *4000*. HLDG climb to *6000*.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	A	B	C
	OCA(H) LNAV		
2.5%	*3000* (1330)		
	OCA(H) LNAV/VNAV		
2.5%	*2941* (1266)	*2949* (1274)	*2956* (1281)
	OCA(H) LPV CAT I		
2.5%	*2975* (1300)	*2991* (1316)	*3004* (1329)

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DIST RW32	2.0	3.0	4.0	5.0	6.0	7.0	8.0
recommended CROSSING ALT	*2580*	*3000*	*3430*	*3850*	*4280*	*4700*	*5130*
recommended CROSSING HGT	900	1330	1750	2180	2600	3030	3450

CAUTION

- Descending Intermediate APCH segment: Do not capture VPA from above.
- GS >140kt resulting ROD will be >1000ft/min.
- Non-standard APCH angle.

REMARK

- Familiarisation with APCH is strongly recommended and available on the homepage of the aerodrome operator.
- The descent from ZB600 is calculated at a constant 4° to THR RWY 32.
- OBST limitation and restriction according to non-instrument RWY criteria.

NOTE

[1] WD MAX 5.0 NM applicable below *5000* only.

COR: new chart (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZB
Runway	32
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E32A
LTP/FTP Latitude	465426.5950N
LTP/FTP Longitude	0073019.3020E
LTP/FTP Ellipsoidal Height (metres)	559.6
FPAP Latitude	465509.5755N
Delta FPAP Latitude (seconds)	42.9805
FPAP Longitude	0072926.8855E
Delta FPAP Longitude (seconds)	-52.4165
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

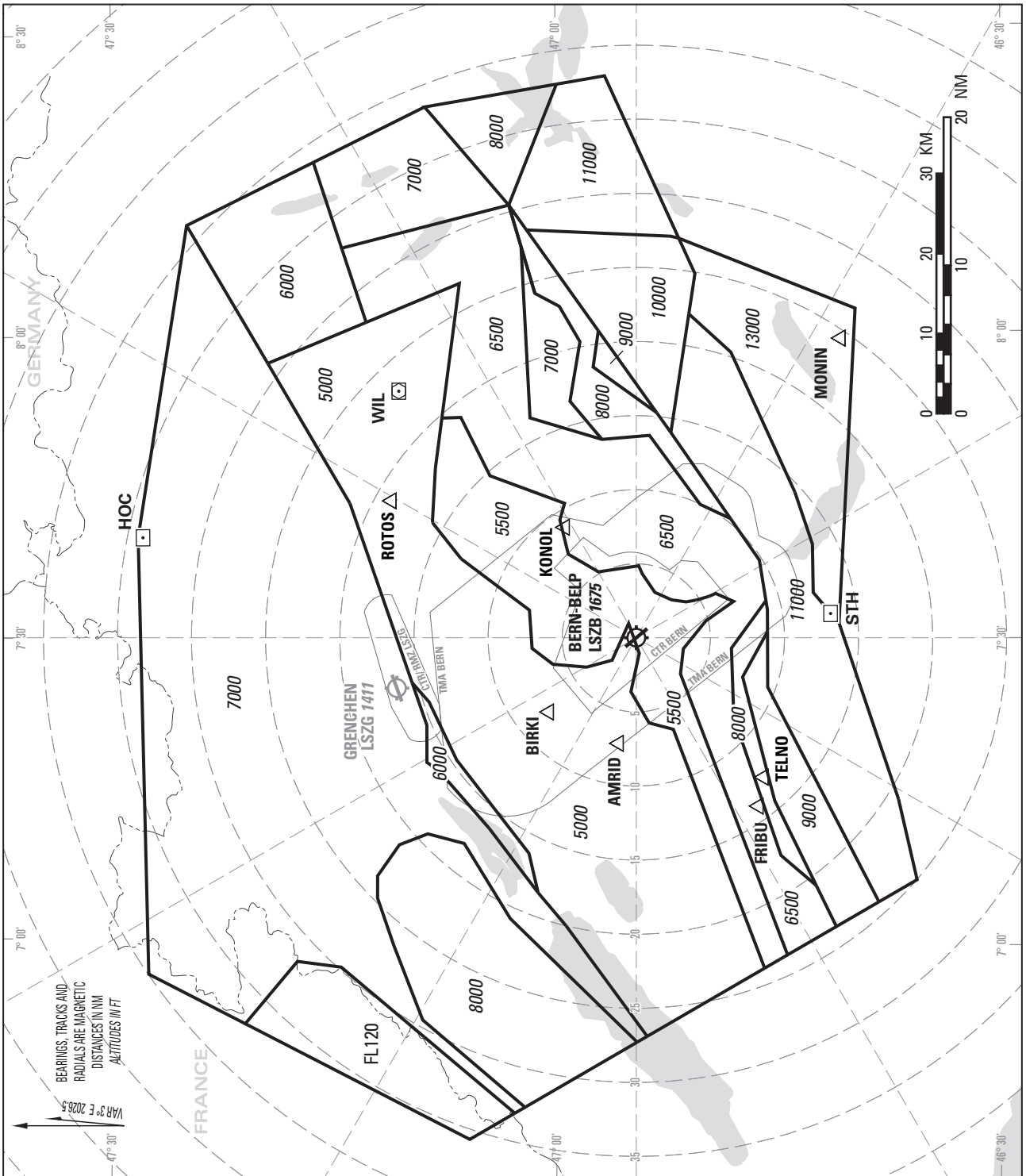
Output data

Data Block	10 02 1A 13 0C 20 D0 00 01 32 33 05 46 66 21 14 4C 90 38 03 DC 29 C9 4F 01 7F 66 FE F4 01 90 01 64 00 C8 AF B8 33 A9 87
Calculated CRC Value	B833A987

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	510.5

MINIMUM VECTORING ALTITUDE CHART (AD TEMPERATURES -20° TO -5°C)



NOTES:

The minimum vectoring altitude chart shows the lowest altitude for the approach / departure sectors of LSZB which may be assigned to an IFR flight under radar vectoring.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSZB QNH.

Transition ALT: *6000*

Minimum altitudes over Swiss territory are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes are protected for low temperatures from minus 20 degrees to minus 5 degrees celsius (LSZB temperature).

Sectors indicated all 30°, distances indicated all 5 NM, based on ARP LSZB.

COR: MAG VAR, airspace LSZB, WPT, DME STH (WEF 19MAR2026)

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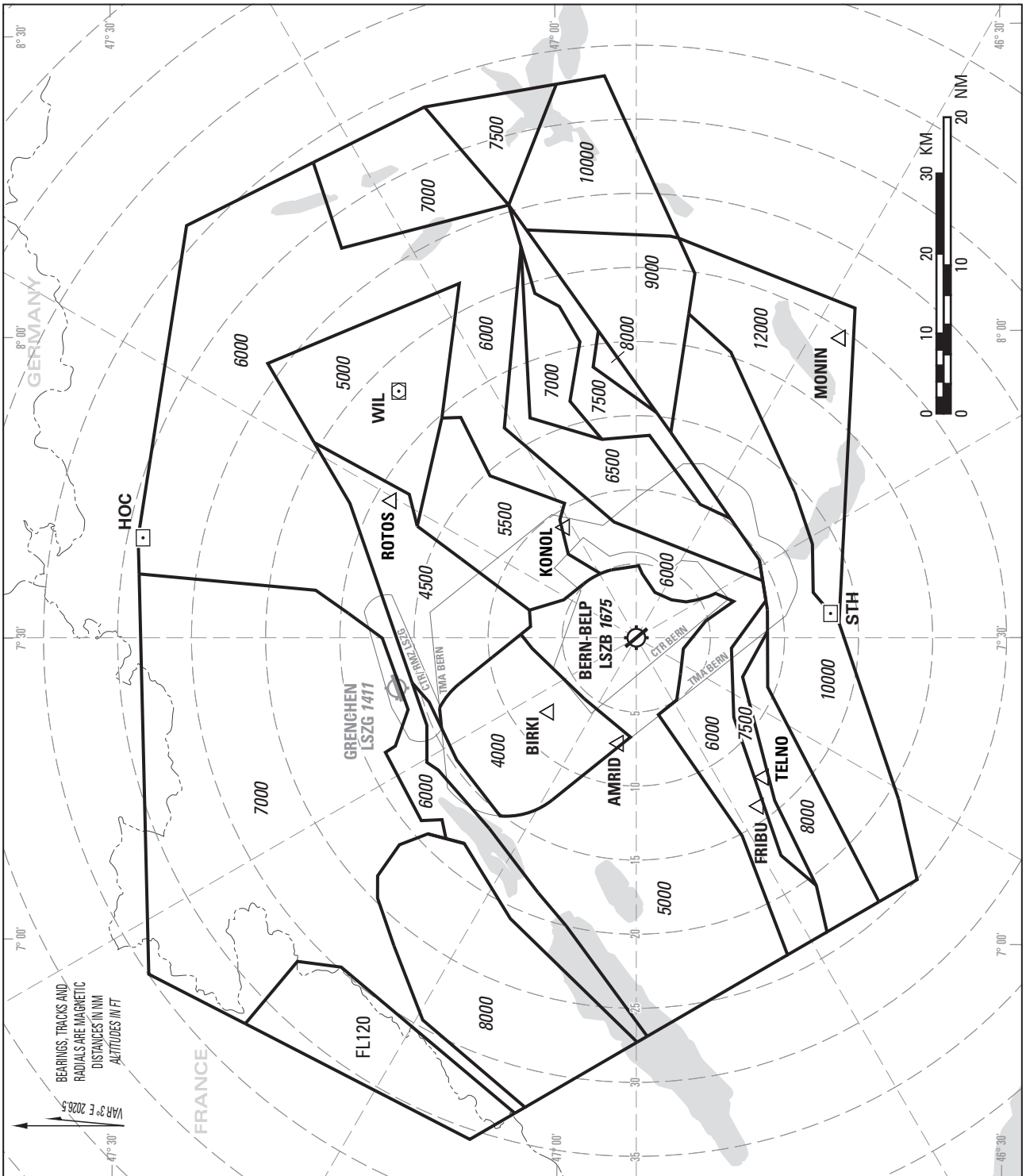
MINIMUM VECTORING ALTITUDE CHART (AD TEMPERATURES -4°C AND ABOVE)



NOTES:

The minimum vectoring altitude chart shows the lowest altitude for the approach / departure sectors of LSZB which may be assigned to an IFR flight under radar vectoring.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSZB QNH.

Transition ALT: *6000*

Minimum altitudes over Swiss territory are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes are protected for low temperatures to minus 4 degrees celsius (LSZB temperature).

Sectors indicated all 30°, distances indicated all 5 NM, based on ARP LSZB.

COR: MAG VAR, airspace LSZB, WPT, DME STH (WEF 19MAR2026)

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LSZC - BUOCHS

LSZC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZC - BUOCHS

LSZC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 58 28 N / 008 23 49 E RWY midpoint
2	**Direction and distance from the CITY**	2 km W Buochs
3	**Elevation/Reference temperature**	*1475 ft AMSL* - 24.7°C
4	**Geoid undulation at AD ELEV PSN**	158.8 ft
5	**MAG VAR/Annual change**	2° E (2016.5) / 0°10' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Airport-Buochs AG Fadenbrücke 20 CH-6374 Buochs Phone: +41 (0) 41 622 06 11 Fax: +41 (0) 41 622 06 10 TWR: +41 (0) 41 624 59 01 AFS: LSZCZTZX Email: info@airportbuochs.ch URL: http://www.airportbuochs.ch
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSZC AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	MON - FRI: 0700 - 1105 (0600 - 1005) / 1215 (1115) - SS MAX 1900 (1800) SAT: 0700 - 1100 (0600 - 1000) / 1300 (1200) - SS MAX 1900 (1800) SUN/HOL: 0900 - 1100 (0800 - 1000) / 1300 (1200) - SS MAX 1700 (1600) HOL: REF AIP GEN 2.1.6., Local HOL REF LSZC AD 2.20.2
2	**Customs and immigration**	REF LSZC AD 2.20.1
3	**Health and sanitation**	NIL
4	**AIS Briefing Office**	AD OPR HR
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	NIL; REF LSZC AD 2.11
7	**ATS**	MON-FRI 0630 - 1105 (0530 - 1005) / 1215 - 1605 (1115 - 1505) Other times and SAT/SUN/HOL: O/R. MNM 24 HR before DEP, MNM 3 days before ARR due to local traffic regulations, see LSZC AD 2.20
8	**Fuelling**	O/R during AD OPR HR
9	**Handling**	Limited service O/R during AD OPR HR
10	**Security**	NIL
11	**De-icing**	NIL
12	**Remarks**	**AD: PPR**

LSZC AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities:**	NIL
2	**Fuel/oil types**	Jet A1 / MOBIL JET OIL II / Eastman (BP) 2380 Turbine Oil
3	**Fuelling facilities/capacity**	By fuel truck
4	**De-icing facilities**	NIL

5	**Hangar space for visiting aircraft**	O/R
6	**Repair facilities for visiting aircraft**	By Pilatus Ltd. maint O/R, limited to Pilatus ACFT only
7	**Remarks**	NIL

LSZC AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Close to AD and surrounding cities
2	**Restaurants**	Close to AD and surrounding cities
3	**Transportation**	Taxis
4	**Medical facilities**	Hospital in the city (Stans)
5	**Bank and Post Office**	In the city
6	**Tourist Office**	NIL
7	**Remarks**	NIL

LSZC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Rescue and Firefighting Service (RFFS): • Allowed operations are: - non-CAT operation - CAT operations with aeroplanes with MTOM ≤ 2250 kg - HEL with MTOM ≤ 3175 kg • Personnel not necessarily on site • 1 fire extinguisher available east side of grey tent (H15) • 10 fire extinguisher available on the fence north side of tarmac • For CAT operations with aeroplanes with MTOM > 2250 kg: - O/R during ATS HR Category 3 - 5, 24 HR before ETD / ETA
2	**Rescue equipment**	2 fire trucks
3	**Capability for removal of disabled aircraft**	Up to 5.7 tonnes immediately, others O/R
4	**Remarks**	NIL

LSZC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	Snow removal available O/R
2	**Clearance priorities**	RWY, TWY, Apron
3	**Remarks**	All seasons

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

1	**Designation, surface and strength of Aprons**	ASPH: PCR 380/F/C/X/U
2	**Designation, width, surface and strength of Taxiways**	Width: TWY A: 12.0 m TWY B, C: 12.0 m TWY D: min 10.1 m, BTN TWY B - Pilatus factory 9.4 m, TWY E: 12.0 m; TWY F: 9.8 m. Surface: ASPH: PCR 380/F/C/X/U
3	**ACL location and elevation**	NIL
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	NIL

LSZC 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**	Guidance sign boards, TWY CL
2	**RWY/TWY markings and LGT**	RWY, TWY and holding position markings RWY LGT: see LSZC AD 2.14
3	**Stop bars and RWY guard lights**	NIL
4	**Other RWY protection measures**	NIL
5	**Remarks**	NIL

LSZC AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**RMK**
a	**b**		**c**	**a**		**b**	**c**
		ft			ft		
AOC 24 (1)	Tree/Trees	*1512*	46 58 14 N 008 22 57 E	Crane/Cranes marked/LGTD	*1523*	46 58 43 N 008 24 52 E	B0365/14
AOC 24 (2)	Tree/Trees	*1521*	46 58 07 N 008 22 55 E	Silo LGTD	*1468*	46 58 44 N 008 24 50 E	B1468/19
AOC 24 (3)	Tree/Trees	*1524*	46 58 05 N 008 22 52 E	Crane/Cranes marked/LGTD	*1681*	46 59 10 N 008 24 39 E	B0670/21
AOC 24 (4)	Building	*1649*	46 57 25 N 008 21 23 E	Crane/Cranes marked/LGTD	*1616*	46 57 34 N 008 21 55 E	B0976/21
AOC 24 (5)	Power line	*1701*	46 57 23 N 008 21 20 E	Crane/Cranes marked/LGTD	*1605*	46 58 16 N 008 24 22 E	B0047/22
AOC 24 (6)	Tree/Trees	*1717*	46 57 20 N 008 21 11 E	Crane/Cranes marked/LGTD	*1785*	46 59 10 N 008 24 30 E	B0141/22
AOC 24 (7)	Tree/Trees	*2163*	46 57 11 N 008 20 50 E				
AOC 24 (8)	Tree/Trees	*2184*	46 57 03 N 008 20 34 E				
AOC 24 (9)	Tree/Trees	*2278*	46 56 56 N 008 20 16 E				
AOC 24 (10)	Tree/Trees	*2323*	46 57 19 N 008 19 18 E				
AOC 24 (11)	Pole	*2838*	46 57 17 N 008 19 10 E				
AOC 24 (12)	Tree/Trees	*2852*	46 57 17 N 008 19 10 E				
AOC 24 (13)	Pole	*2868*	46 57 17 N 008 19 09 E				
AOC 24 (14)	Antenna	*2934*	46 57 17 N 008 19 09 E				

LSZC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	-- En
7	**Charts and other information available for briefing or consultation**	NIL
8	**Supplementary equipment available for providing information**	NIL
9	**ATS units provided with information**	ATS Buochs
10	**Additional information (limitation of service, etc.)**	Tel weather briefing: 0900 162 737 (GE), accessible within Switzerland

LSZC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
06	064/062	2000 X 40	PCR 380/F/C/X/U ASPH	46 58 14.63 N 008 23 08.89 E	*1475 ft*	-0.6%
24	244/242			46 58 40.91 N 008 24 28.97 E	*1435 ft*	+0.6%

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
06	NIL	NIL	2120 X 150	NIL	Non-instrument RWY
24		60 x 150			

LSZC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	2000 m	2000 m	2000 m	1940 m	NIL
24	2000 m	2060 m	2000 m	1940 m	NIL

LSZC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
06 24	ALS LIH	RTHL G LIH WBAR	MIL PAPI: 4°	NIL	NIL	REDL 60m W LIH	RENL R WBAR	NIL	RWY and APCH LGT not ICAO Standard

LSZC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	NIL
4	**Secondary power supply/switch-over time**	NIL
5	**Remarks**	NIL

LSZC AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	NIL
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	NIL
3	**TLOF and FATO area dimensions, surface, strength, marking**	NIL
4	**True BRG of FATO**	NIL
5	**Declared distance available**	NIL
6	**APP and FATO lighting**	NIL
7	**Remarks**	TLOF and Stand PSN as indicated by the marshaller

LSZC AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Buochs CTR O/R 47 03 00 N 008 28 20 E - 46 58 56 N 008 30 22 E - 46 57 46 N 008 30 42 E - 46 55 47 N 008 20 27 E - 47 00 37 N 008 18 33 E - 47 01 50 N 008 20 18 E - 47 02 35 N 008 25 30 E - 47 03 00 N 008 28 20 E
2	**Vertical limits**	FL 130
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*7000 ft AMSL*
6	**Remarks**	HX

LSZC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Buochs Tower	119.625	HX	HX Language: En; En and Ge for Non-Commercial VFR traffic.
AD - Information	NIL	134.130	H24	HX Status Information Buochs, Emmen and Alpnach (automatic tape)

LSZC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category Variation (declination)	ID	Frequency CH NR	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
WILLISAU DVOR/DME, VAR 3.5° E / 2025 (decl.: 3.9° E)	WIL	116.90 MHz CH 116X	H24	47 10 42.1N 007 54 20.9E	*2426 ft*	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.

LSZC AD 2.20 LOCAL AERODROME REGULATIONS

1. Customs

Customs will be informed by AD Operator after receipt of FLT announcement and customs declaration form on http://www.airportbuochs.ch. Lead time:
Flights to Schengen area: 2 HR before ETD, 3 HR before ETA
Flights to third countries (Non-Schengen): 24 HR before ETD and ETA
- no commercial goods
- no tax-free fuel

2. Local flying restrictions

2.1 The Airport is CLSD on the following days:

Good FRI, Federal Prayday (3rd SUN in SEP), Christmas Day (25 DEC)

2.2 Local HOL:

Joseph's Day (19 MAR), Corpus Christi, Assumption Day, All Saints' Day (01 NOV), Immaculate Conception (08 DEC)

2.3 Other than normal OPS:

AD circuits, aerobatics, PJE and HEL OPS are restricted in accordance with the AD operating regulations. Appropriate information will be given by the AD authority.

2.4 Flight operations outside TWR OPR HR:

- NO IFR traffic allowed.
- ARR and DEP ACFT have to make blind transmissions on FREQ 119.625 MHz.
- TKOF must be performed from the beginning of RWY. INT TKOF are prohibited.
- The AP manager must always be mobilized for non home-based pilots.
- If ATS has to be provided outside TWR OPR HR, a charge for each operation will be levied. Consult http://www.airportbuochs.ch

Special procedure for IFR-joinings (Z PLN) departing from LSZC. Before start-up, contact mandatory with:
- ACC Zurich (for FLT joining within the CTA Zurich), TEL +41 (0) 43 931 69 65
- ACC Geneva (for FLT joining within the CTA Geneva), TEL +41 (0) 22 747 13 91

3. ACFT guidance on apron

- ACFT movement (TAX) between intermediate HLDG PSN A1 and intermediate HLDG PSN A2 only with marshaller.
- Pedestrian crossing TWY on marked sector.

4. Departure

At start-up, ACFT PSN must be reported.

5. High-visibility jacket

It is mandatory for all personnel remaining in the movement areas (ACFT, PRKG, TWY, RWY) to wear safety jackets. A yellow high-visibility safety jacket which complies with the EN471 standard must be worn.

6. Traffic light to H10

A traffic light regulates traffic between the public roads and TWY C to H10. The system shall be ACT by the pilot himself. TWR FREQ may therefore be left for short moments.
Aeroplanes on area in front of H10 shall contact the TWR before entering TWY C.

User instruction:

- Activation with three short radio SGL on 121.705 MHz in an interval of half a second. A sharp whistle follows as confirmation.
  Only then, CONT slowly towards the crossing and cross over when the light turns green.
- The traffic light remains green for 2 MIN.
- If the traffic light cannot be ACTcontact TWR (OPR HR see AD 2.3). A follow-me car can be requested from the TWR.

7. Barrier remote control RWY 06/24 (middle of the RWY) outside TWR OPR HR

- Instruction mandatory
- To activate the system, TRANS four short radio SGL on FREQ 119.625 MHz (at intervals of half a second).
- The barriers will be lowered within 70 sec and will remain CLSD for 4 MIN.
- The system will confirm by an automatic voice message the closure of the barriers as soon as they are lowered and the RWY lighting is on.
- No TKOF and LDG with OPN barrier. Without acoustic confirmation no TKOF or LDG permitted.
- Barriers must also be CLSD for backtracking.
- After TKOF or LDG, the system shall be deactivated by transmitting six short radio SGL.

8. Traffic light to Pilatus Aircraft Ltd

Only for pilots operating for Pilatus Aircraft Ltd.

A traffic light regulates traffic between the public road and TWY D to Pilatus Aircraft Ltd. The system shall be ACT by the pilot himself. TWR FREQ may therefore be left for short moments. Aeroplanes on the Pilatus area shall contact the TWR before entering TWY D.

User instruction:

- Activation with three short radio SGL on 121.905 MHz, before crossing the inductive loop on TWY D. A sharp whistle follows as confirmation. Only then CONT slowly towards the crossing and cross over when the light turns green.
- The traffic light remains green for 2 MIN.
- If the traffic light cannot be ACT, contact TWR (OPR HR see AD 2.3). A follow-me car can be requested from the TWR.
- TWR cannot activate the traffic light once the aeroplane has crossed the inductive loop.

LSZC AD 2.21 NOISE ABATEMENT PROCEDURES

1. Auxiliary Power Unit (APU)

APU shall be started no earlier than 30 MIN before off-block time and kept in operation no longer than 30 MIN after the on-block time.

LSZC AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR procedure

1.1.1 SID Descriptions

Procedure limited to pilots operating for Pilatus Aircraft Ltd.

1.1.1.1 SID RWY 24 (see chart LSZC AD 2.24.7 - 1)

DESIGNATOR	RWY 24 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
WILLISAU 3A (WIL 3A) PDG 13.3% to *7100ft* MNM Climb gradient 13.3% to *7600ft* to remain inside controlled Airspace.	Climb on CRS244. When crossing R158 (ZC601) turn right (MAX IAS 230kt during turn) and intercept R158 WIL inbound WIL. Proceed to WIL DVOR/DME.	Cross R158 WIL (ZC601) at FL100 or above. INITIAL CLIMB CLEARANCE FL100	NIL	Day only

1.1.2 STAR Descriptions (see chart LSZC AD 2.24.9 - 1)

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

DESIGNATOR	STAR TO RONIX - RNAV 1		
	ROUTE		
	Lateral	Vertical	Remark
ASGED 1F	From ASGED proceed to RONIX.	Refer to chart	MAX IAS 200 kt at ASGED MAX IAS 180 kt at RONIX
WILLISAU 2F (WIL 2F)	From WIL proceed to RONIX	Refer to chart	MAX IAS 180 kt at RONIX

RNAV STAR ASGED 1F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
						-
-	ASGED	N	-	200	-	-
TF	RONIX	N	+6000	180	261° (263.0°T)	4.7

RNAV STAR WIL 2F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	WIL	N	-	-	-	-
TF	RONIX	N	+6000	180	081° (082.5°T)	22.7

1.1.3 Approach procedure

1.1.3.1 Special regulation for IFR approach RNP A

Procedure limited to pilots operating for Pilatus Aircraft Ltd.

The APCH shall be used during HR of daylight only.
CTR 2 Emmen needs to be ACT for APCHs below *3500 ft AMSL.*

1.1.3.2 RAIM

No NOTAM RAIM service will be provided. It is the operator's responsibility to check RAIM availability. Due to the high terrain, a mask angle of 12.5 DEG should be chosen. EUROCONTROL provides the AUGUR tool for checking RAIM. It is AVBL from the following link: https://augur.eurocontrol.int

1.1.3.3 Procedure description of RNP A (see chart LSZC AD 2.24.10 - 1)

RNP A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	RONIX	N	+6000	180	-	-
TF	ZC700	N	-	150	129° (130.7°T)	3.6
TF	ZC701	N	-	-	181° (182.9°T)	2.0
TF	KUSIX	N	+4500	-	216° (217.9°T)	2.7
TF	ZC760	Y	-	-	216° (217.8°T)	5.6
DF	ZC752	N	-	150	-	-
TF	ZC753	N	-	-	038° (039.9°T)	5.6
TF	RONIX	N	+6000	-	082° (083.5°T)	9.3

1.2 VFR procedure

Refer to VFR Manual, LSZC AD INFO.

1.3 Supplementary provisions regarding VFR-flights

Refer to VFR Manual, LSZC AD INFO.

2. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	VIS (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
24	A	1400/---	1400/---	---	NIL
	B	1400/---	1400/---	---	
	C	1400/---	1400/---	---	
	D	1400/---	1400/---	---	

LSZC AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
KUSIX	N 47 07 06.8	E 008 28 47.0	RNP APCH LSZC
ZC601	N 46 52 22.6	E 008 04 04.6	SID LSZC
ZC700	N 47 11 14.6	E 008 31 23.3	RNP APCH LSZC, GNSS LFN on trial
ZC701	N 47 09 16.6	E 008 31 14.7	RNP APCH LSZC
ZC752	N 47 08 13.3	E 008 08 36.2	RNP APCH LSZC
ZC753	N 47 12 32.6	E 008 13 54.5	RNP APCH LSZC
ZC760	N 47 02 41.4	E 008 23 45.7	RNP APCH LSZC

2. Bird concentrations in the vicinity of the airport

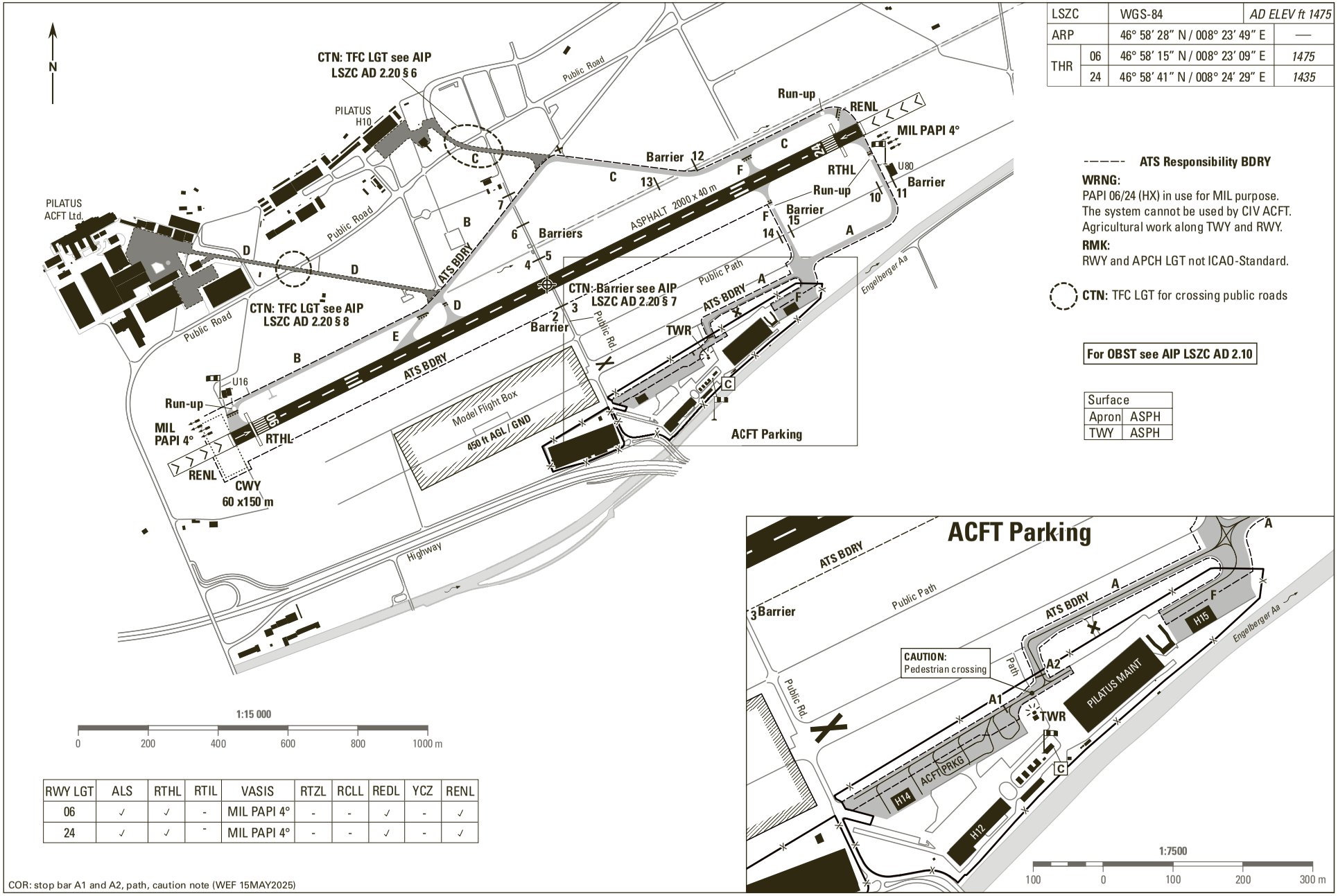
Tracer shots will be fired OCNL.

LSZC AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSZC AD 2.24.1 - 1
Aerodrome Obstacle Chart - Type A - RWY 24	LSZC AD 2.24.4 - 1
SID RWY 24 - NON RNAV	LSZC AD 2.24.7 - 1
STAR to RONIX - RNAV 1	LSZC AD 2.24.9 - 1
IAC RNP A RWY 06/24 (CAT A/B)	LSZC AD 2.24.10 - 1
IAC Visual APCH PROC RWY 06/24	LSZC AD 2.24.10 - 3

LSZC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.



LSZC		WGS-84	AD ELEV ft 1475
ARP		46° 58′ 28″ N / 008° 23′ 49″ E	—
THR	06	46° 58′ 15″ N / 008° 23′ 09″ E	1475
	24	46° 58′ 41″ N / 008° 24′ 29″ E	1435

ATS Responsibility BDRY

WRNG:
PAPI 06/24 (HX) in use for MIL purpose.
The system cannot be used by CIV ACFT.
Agricultural work along TWY and RWY.

RMK:
RWY and APCH LGT not ICAO-Standard.

CTN: TFC LGT for crossing public roads

For OBST see AIP LSZC AD 2.10

Surface	
Apron	ASPH
TWY	ASPH

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
06	✓	✓	-	MIL PAPI 4°	-	-	✓	-	✓
24	✓	✓	-	MIL PAPI 4°	-	-	✓	-	✓

COR: stop bar A1 and A2, path, caution note (WEF 15MAY2025)

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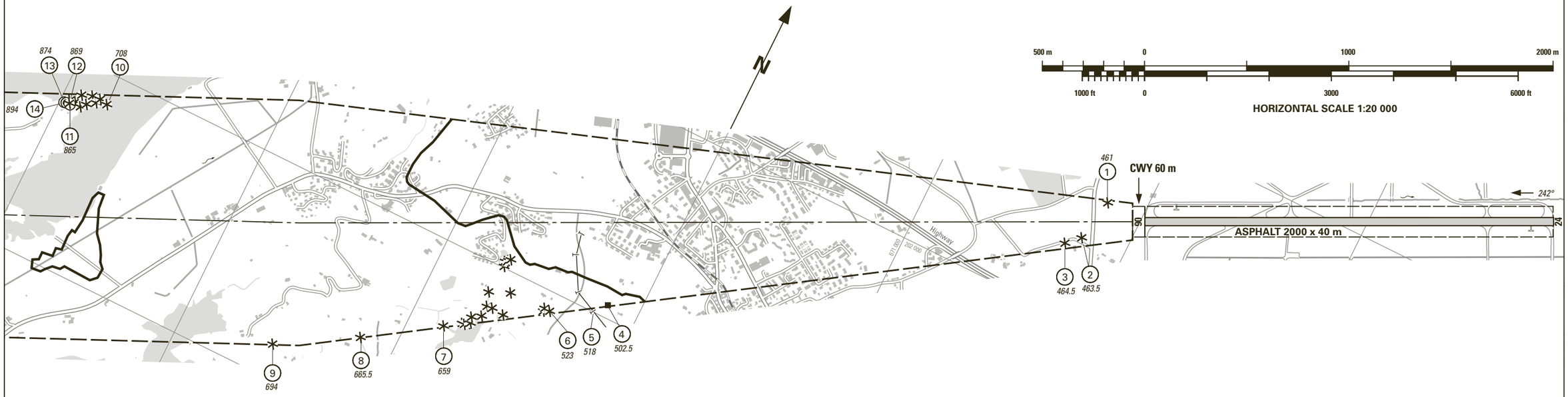
VAR 2° E (2016.5)

Profile view see LSZC AD 2.24.4-2

RWY: 24

RWY 06	DECLARED DISTANCES in m	RWY 24
—	TAKE-OFF RUN AVAILABLE	**2000**
—	TAKE-OFF DISTANCE AVAILABLE	**2060**
—	ACCELERATE-STOP DISTANCE AVAILABLE	**2000**
1940	LANDING DISTANCE AVAILABLE	—



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

(1)	Identification number	OBST *ELEV in m*
✳	Tree, shrub	AD *ELEV in m*
◉	Pole, tower, spire, antenna, etc.	
▬	Building, large structure	
—T—	Transmission line, overhead cable	
⌒	Terrain penetrating obstruction plane	

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: CWY, TODA (WEF 20MAR2025)

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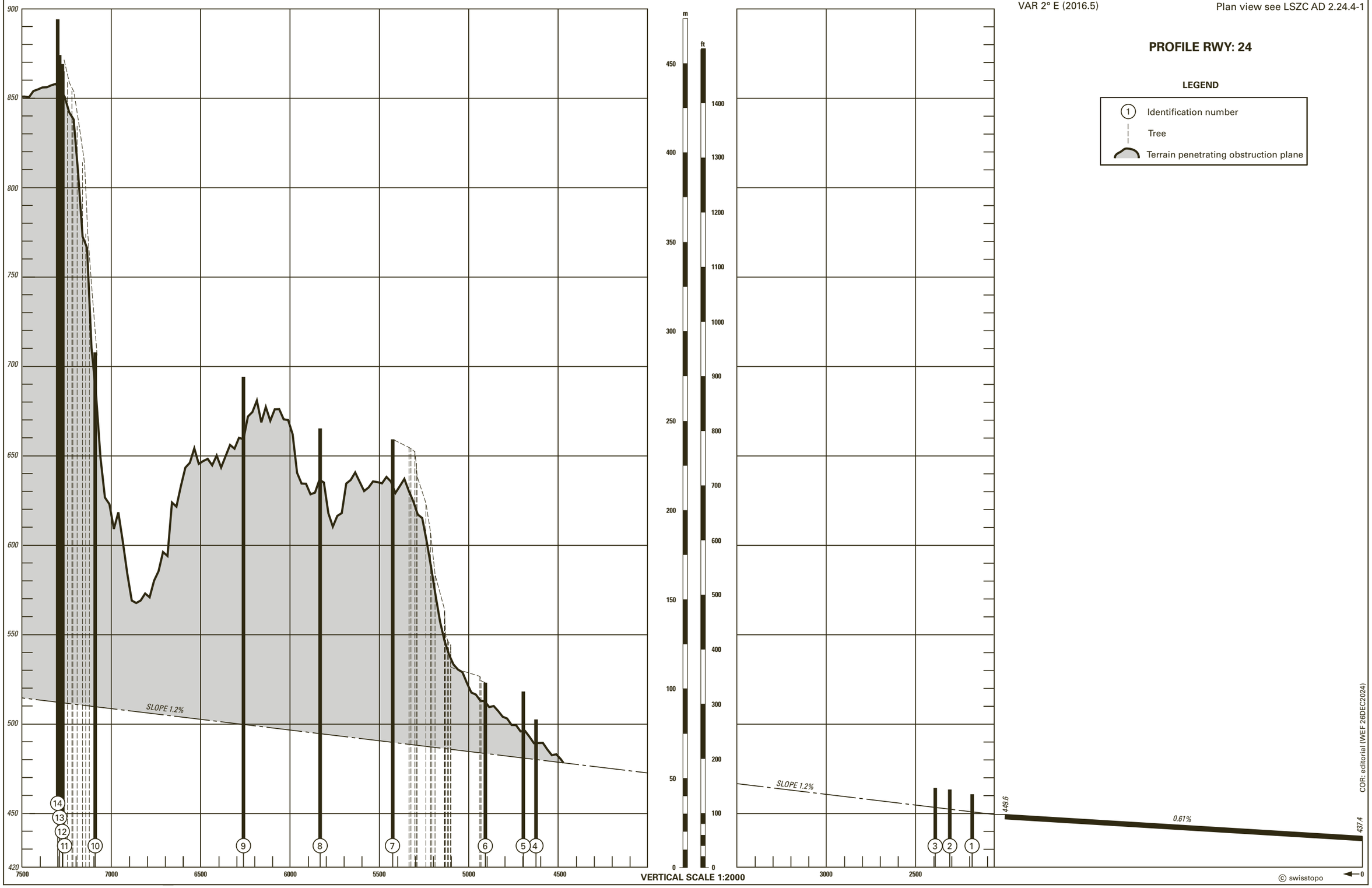
VAR 2° E (2016.5)

Plan view see LSZC AD 2.24.4-1

PROFILE RWY: 24

LEGEND

- (1) Identification number
- Tree
- Terrain penetrating obstruction plane



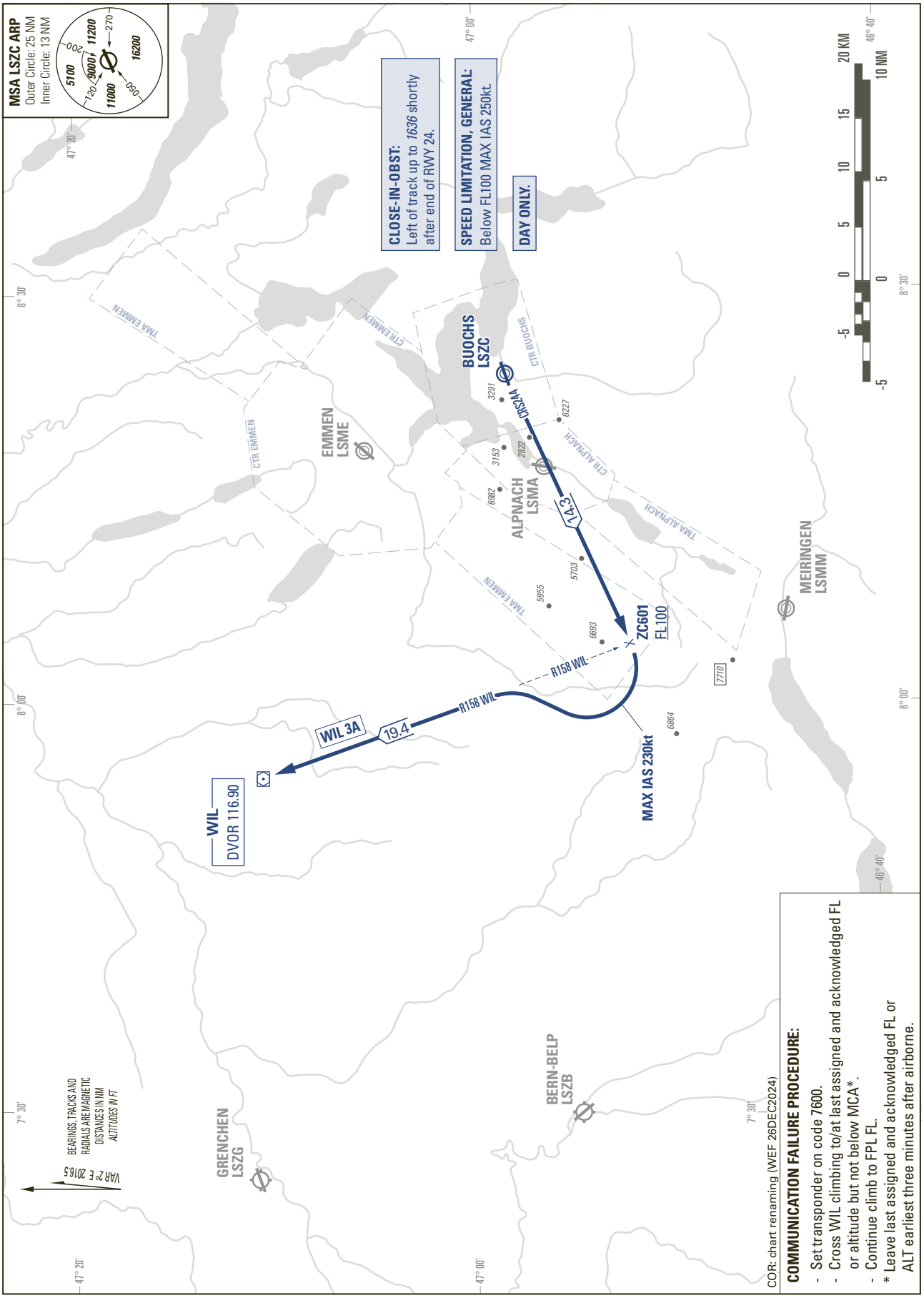
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

BUOCHS (LSZC)
RWY 24

WIL 3A

PROCEDURE LIMITED TO PILOTS OPERATING FOR PILATUS AIRCRAFT LTD



COR: chart renaming (WEF 26DEC2024)

COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Cross WIL climbing to/at last assigned and acknowledged FL or altitude but not below MCA*.
- Continue climb to FPL FL.

* Leave last assigned and acknowledged FL or ALT earliest three minutes after airborne.

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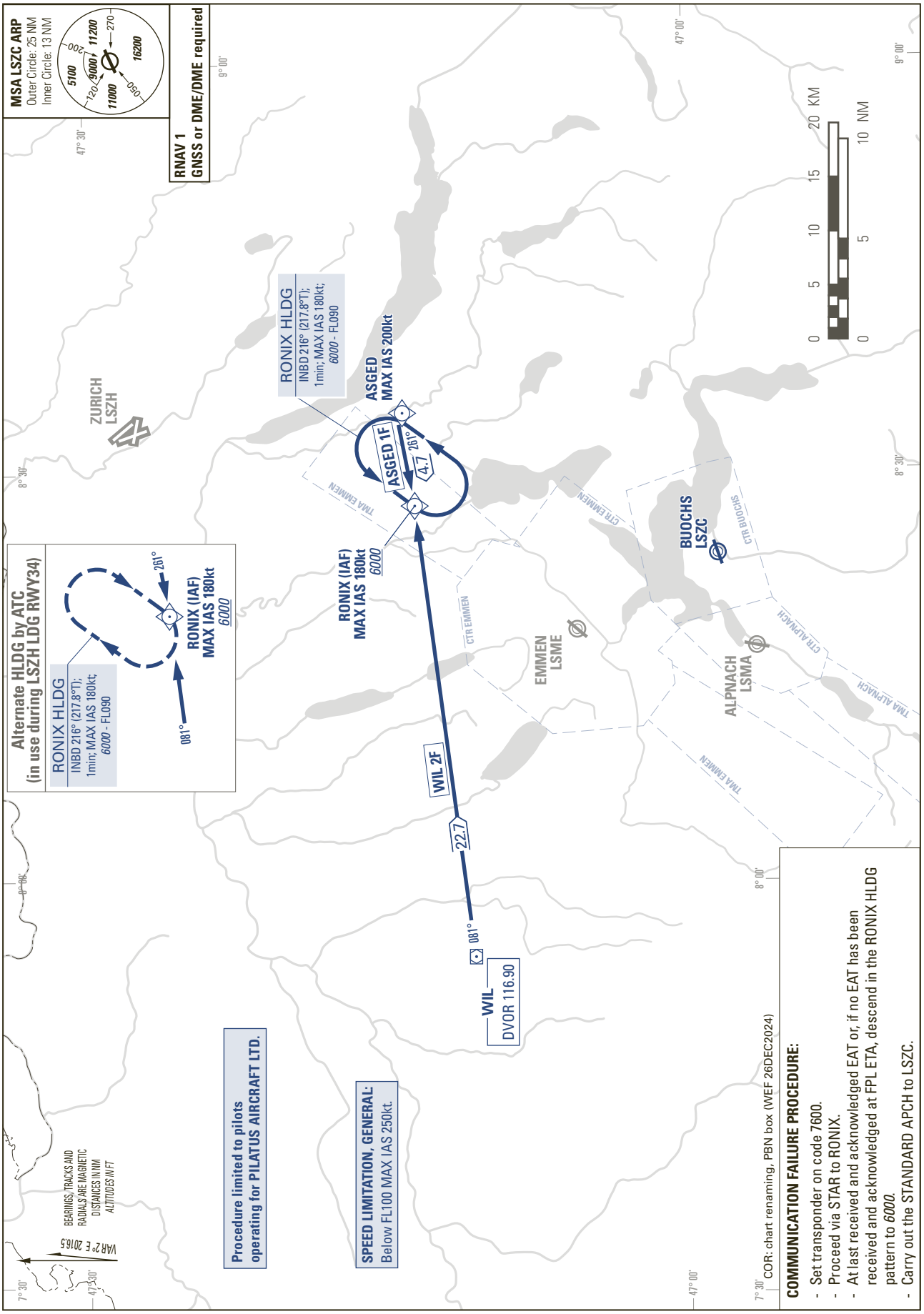
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

BUOCHS (LSZC)
RNAV RONIX

ASGED 1F WIL 2F



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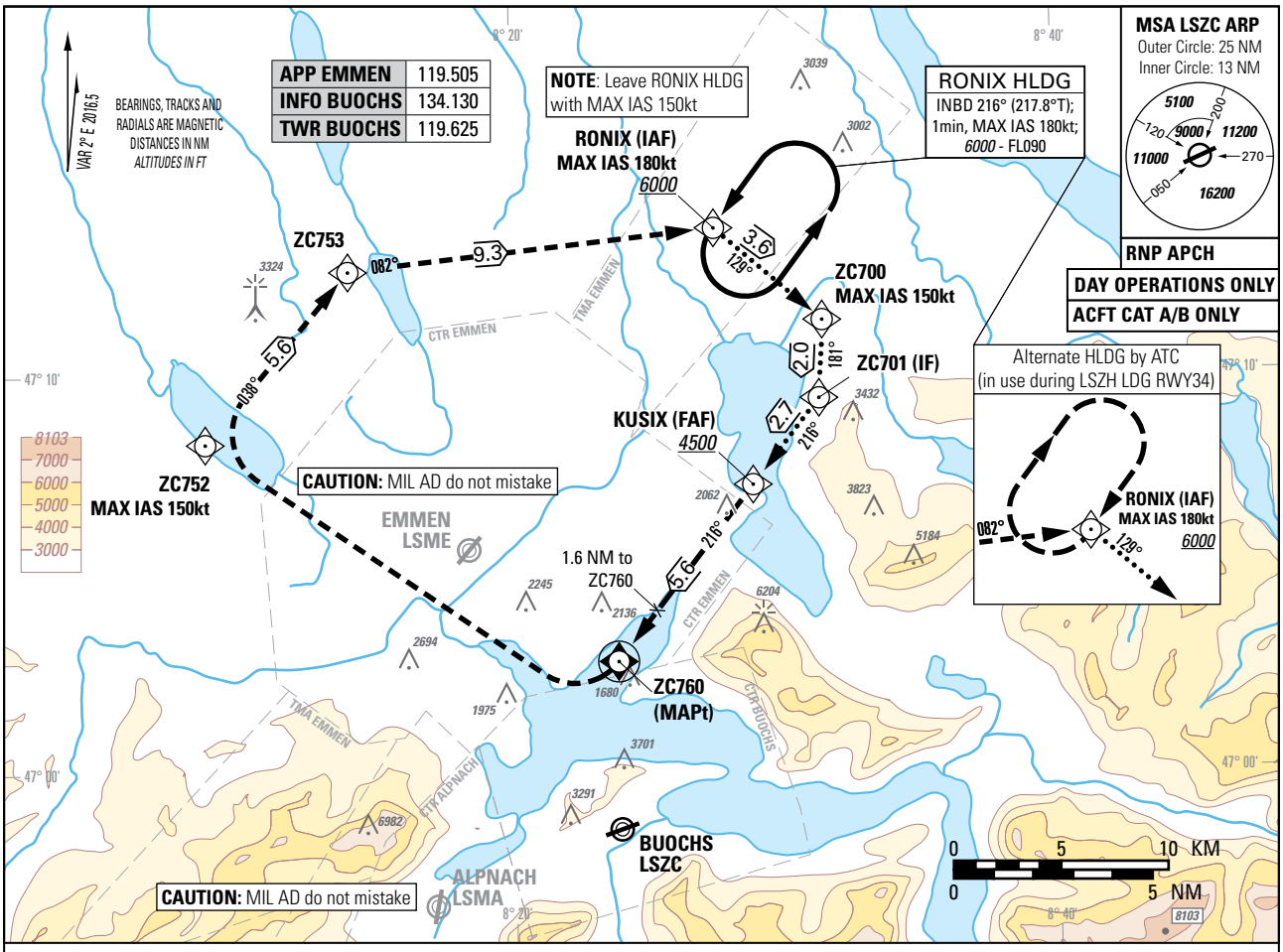
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1475ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

BUOCHS (LSZC)
RNP-A

PROCEDURE LIMITED TO PILATUS AIRCRAFT LTD

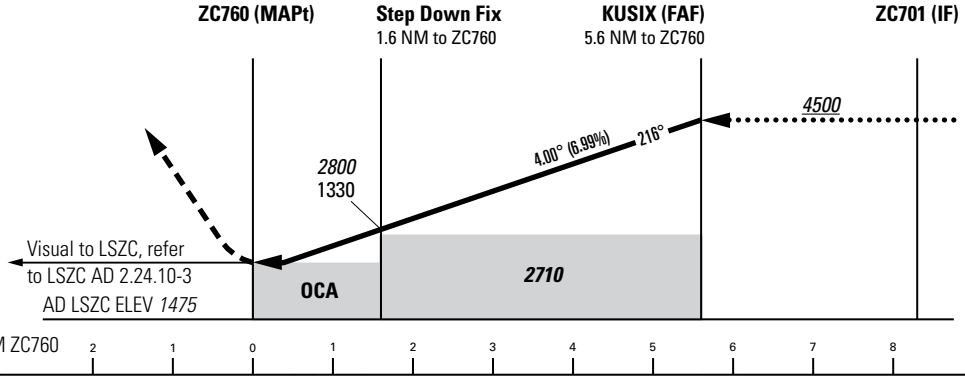


MISSED APPROACH

Climb to *6000*.

Climb straight ahead. At ZC760 (MAPt) turn right (MAX IAS 150kt until ZC752). Proceed via ZC752 and ZC753 to RONIX and hold.

MNM climb gradient 5.4% up to *5000* to remain inside controlled airspace.



Missed APCH climb gradient	A	B
	OCA(H)[1] LNAV	
2.5%	*2350* (880)	
5.4% to *2400*	*2280* (810)	
	MDA(H)[1]	
	3500 (2030)[2]	
2.5%	*2350* (880)[3]	
5.4% to *2400*	*2280* (810)[3]	

CAUTION
This is not a standard APCH angle.

REMARK
- VIS APCH following ZC760 according LSZC AD 2.24.10-3.

NOTE
[1] OCH/MDH above AD ELEV.
[2] CTR EMMEN 2 not active.
[3] CTR EMMEN 2 active.

Dist to ZC760	1	2	3	4	5
ALT	*2550*	*2970*	*3400*	*3820*	*4250*

ROD	GS kt	90	110	130
	FT/MIN	637	779	921

COR: FREQ APP Emmen (WEF 19MAR2026)

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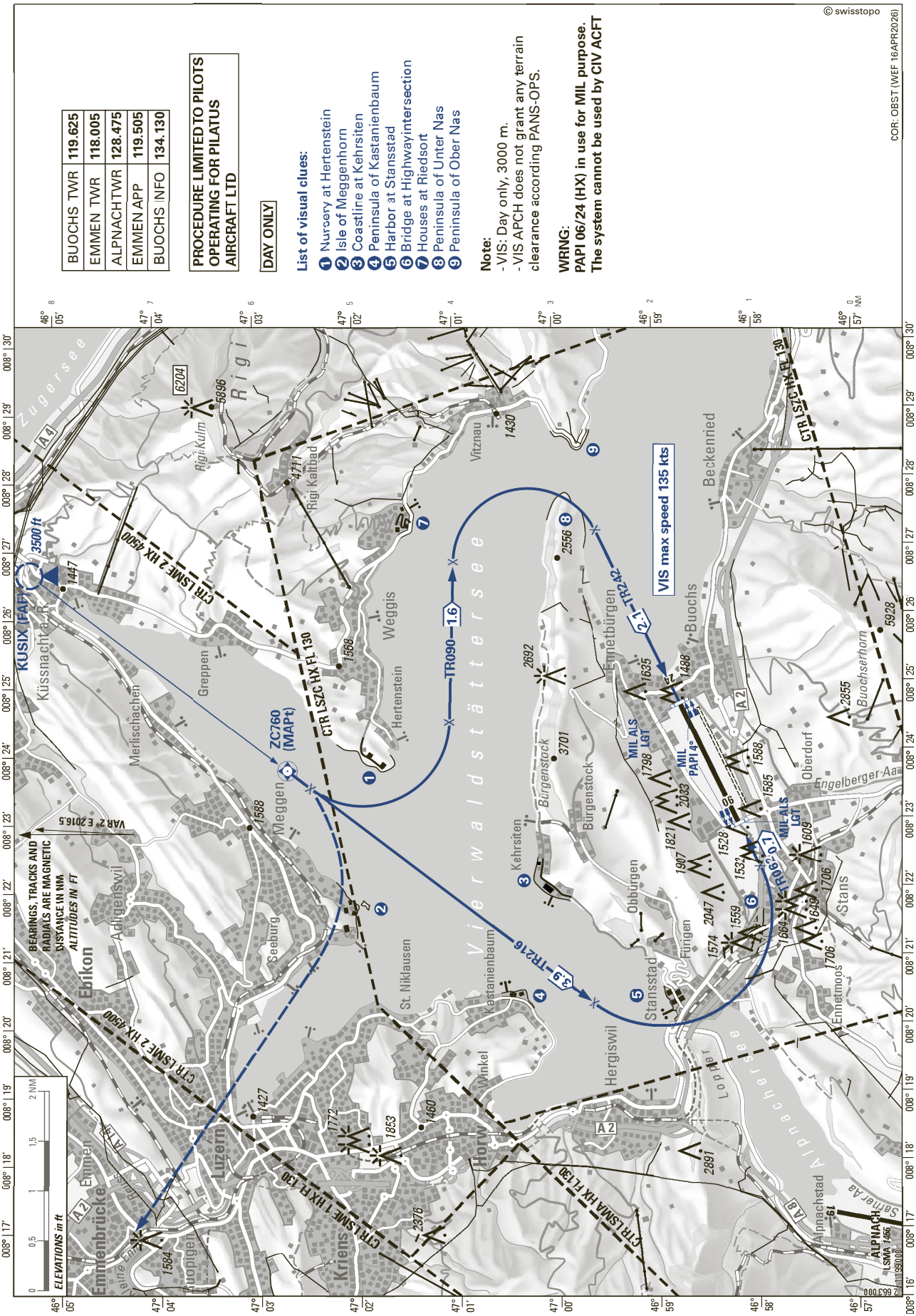
VISUAL APPROACH PROCEDURE

ELEV 1475 ft (450 m)

BUOCHS (LSZC)
RWY 06/24



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LSGC - LES ÉPLATURES

LSGC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGC - LES ÉPLATURES

LSGC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LSGC AD 2.3 OPERATIONAL HOURS

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

LSGC AD 2.4 HANDLING SERVICES AND FACILITIES

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

LSGC AD 2.5 PASSENGER FACILITIES

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

LSGC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LSGC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

LSGC 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**	Parking sectors Green and Orange: Marshalling and towing only, coloured perimeter markings. Parking sector Blue and Purple: Self-taxiing, max span 11 m (Blue) and 13 m (Purple), coloured centre lines.
2	**RWY/TWY markings and LGT**	RWY Markings: Designation, THR, TDZ, CL, begin and end. RWY LGT: see LSGC AD 2.14 TWY Markings: CL and holding positions.
3	**Stop bars and RWY guard lights**	NIL
4	**Other RWY protection measures**	NIL
5	**Remarks**	TWY between intersections A and B is located within the runway strip. No use without ATC instructions.

LSGC AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**RMK**
a	b		c	a		b	c
		ft			*ft*		
AOC 05 (1)	Building	*3349*	47 05 14 N 006 48 00 E	Crane/Cranes marked/LGTD	*3461*	47 04 58 N 006 47 12 E	B0517/00
AOC 05 (2)	Antenna	*3350*	47 05 14 N 006 48 01 E	Tower/Mast	*4738*	47 04 42 N 006 53 14 E	B0694/00
AOC 05 (3)	Pole	*3352*	47 05 15 N 006 48 00 E	Tower/Mast	*4551*	47 03 50 N 006 51 21 E	B0707/00
AOC 05 (4)	Antenna	*3354*	47 05 16 N 006 48 02 E	Antenna marked/LGTD	*3402*	47 05 09 N 006 47 44 E	B0144/01
AOC 05 (5)	Pole	*3359*	47 05 18 N 006 48 04 E	Cable	--------	47 08 51 N 006 52 51 E- 47 08 40 N 006 52 47 E	B0546/03
AOC 05 (6)	Building	*3366*	47 05 14 N 006 48 08 E	Antenna	*3970*	47 00 38 N 006 47 12 E	B0383/04
AOC 05 (7)	Tree/Trees	*3369*	47 05 18 N 006 48 05 E	Crane/Cranes marked/LGTD	*3419*	47 05 02 N 006 47 45 E	B0124/22
AOC 05 (8)	Antenna	*3377*	47 05 18 N 006 48 12 E				
AOC 05 (9)	Tree/Trees	*3396*	47 05 17 N 006 48 17 E				
AOC 05 (10)	Tree/Trees	*3404*	47 05 19 N 006 48 16 E				
AOC 05 (11)	Building	*3412*	47 05 23 N 006 48 13 E				
AOC 05 (12)	Antenna	*3415*	47 05 23 N 006 48 13 E				
AOC 05 (13)	Antenna	*3430*	47 05 24 N 006 48 14 E				
AOC 05 (14)	Antenna	*3449*	47 05 26 N 006 48 20 E				
AOC 05 (15)	Power line	*3483*	47 05 18 N 006 48 56 E				
AOC 05 (16)	Building	*3524*	47 05 19 N 006 49 10 E				

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			ft		
AOC 05 (17)	Building	3533	47 05 20 N 006 49 13 E				
AOC 05 (18)	Tree/Trees	3671	47 05 23 N 006 49 43 E				
AOC 05 (19)	Tree/Trees	3678	47 05 24 N 006 49 43 E				
AOC 05 (20)	Tree/Trees	3691	47 05 25 N 006 49 45 E				
AOC 05 (21)	Tree/Trees	3715	47 05 22 N 006 49 49 E				
AOC 23 (1)	Pole	3369	47 04 50 N 006 47 14 E				
AOC 23 (2)	Tree/Trees	3416	47 04 49 N 006 47 14 E				
AOC 23 (3)	Tree/Trees	3417	47 04 41 N 006 46 57 E				
AOC 23 (4)	Tree/Trees	3431	47 04 38 N 006 46 48 E				
AOC 23 (5)	Tree/Trees	3460	47 04 36 N 006 46 40 E				
AOC 23 (6)	Tree/Trees	3495	47 04 34 N 006 46 37 E				
AOC 23 (7)	Tree/Trees	3537	47 04 30 N 006 46 26 E				
Refer also to LSGC AOC 05/23, LSGC AD 2.24.4-1							

LSGC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Geneva 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area forecast charts available worldwide
8	**Supplementary equipment available for providing information**	Internet connection in the briefing room
9	**ATS units provided with information**	Les Eplatures TWR
10	**Additional information (limitation of service, etc.)**	TEL: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland

LSGC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
05	054° GEO 052° MAG	1090 x 27	PCR 121/F/C/Y/U ASPH	47 04 52.89N 006 47 15.95E	*3368 ft*	AVG -0.746%
23	234° GEO 232° MAG			47 05 12.22N 006 47 55.32E	*3346 ft*	AVG +0.746%

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
05	NIL	60	1150 x 60	NIL	Non-instrument RWY Pavement surface width 30m RESA: 30 m Grooved
23	NIL	30		NIL	Non-instrument RWY Pavement surface width 30m RESA: 30 m Grooved

LSGC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
05	1090	1150	1090	1054	Additional 40 m starter extension available, subject to Airport Authority approval
23	1090	1120	1090	1059	Additional 54 m starter extension available, subject to Airport Authority approval

LSGC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type, LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type, PSN, MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	NIL	RTHL G, LIH	APAPI 4.3° L 9.5 m	NIL	NIL	37 m, 80 m, R, LIH; 688 m, 80 m, W, LIH; 365 m, 80 m, Y, LIH	R, LIH	NIL	NIL
23	SALS 420 m LIH	RTHL G, LIH	APAPI 3.83° L 8.4 m	NIL	NIL	30 m, 80 m, R, LIH; 695 m, 80 m, W, LIH; 365 m, 80 m, Y, LIH	R, LIH	NIL	NIL

LSGC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 1 sec.
5	**Remarks**	Obstruction marking and lighting

LSGC AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	NIL
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	1026 m / *3366 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	FATO on RWY 05/23 ASPH No specific marking
4	**True BRG of FATO**	RWY 05: 054° RWY 23: 234°
5	**Declared distance available**	See: LSGC AD 2.13 for RWY 05/23
6	**APP and FATO lighting**	RWY LGT
7	**Remarks**	APCH via RWY and air taxi to apron. Follow ATC instruction.

LSGC AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Les Eplatures CTR** 47 00 51N 006 38 53E - along Swiss BDRY - 47 03 27N 006 42 31E - 47 03 47N 006 42 43E - 47 07 31N 006 49 40E - 47 10 44N 006 56 02E - 47 08 08N 006 58 27E - 47 06 00N 006 52 15E - 47 01 47N 006 47 30E - 46 58 51N 006 43 11E - 47 00 51N 006 38 53E
2	**Vertical limits**	*6500 ft*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En, En and Fr for Non-Commercial VFR traffic.
5	**Transition altitude**	*7000 ft*
6	**Remarks**	ACT: HX

LSGC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Les Eplatures Tower	118.130 MHz	HX	NIL

LSGC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LSGC AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

No RDO ACFT, strictly PPR by phone to AD administration.

2. ACFT taxi and parking

Taxi on paved RWY and TWY only. Parking sectors Blue and Purple available for small aircraft, parking sectors Green and Orange for ICAO code letter A and B aircraft. Coloured lines (green, blue, purple and orange) delimit all parking areas. Panels indicate the positions and names of parking lines and sectors.

3. Summer times

High-density altitudes up to 6000 ft possible. Publication on METAR when temperatures are above 25°C.

4. Winter times

Operations only performed on non-contaminated RWY. Request information by TEL prior to flight in the period from OCT to APR. Runway condition broadcasted on METAR during ATS OPR HR.

5. School and training flights - technical test flights - use of runways

IFR and VFR school flights PPR.
No circuits permitted between 1100 and 1230 (1000 and 1130), after 1800 (1700), SUN and HOL.

6. HEL IFR APCH and DEP

Expect HEL IFR APCH and DEP outside ATC HR up to *7000 ft AMSL* and according to special authorization.

LSGC AD 2.21 NOISE ABATEMENT PROCEDURES

1. General provisions

No go-around over city permitted for IFR school and training FLT (APCH RWY 23).

2. Use of the runway system during the day period

TKOF RWY 23 preferred for single engine ACFT.

LSGC AD 2.22 FLIGHT PROCEDURES

1. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	Vis (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
05	A	1500/1000	1500/1000	---	NIL
	B	1500/1000	1500/1000	---	
23	A	1500/800	1500/800	---	
	B	1500/800	1500/800	---	

1.1 SID Descriptions

1.1.0.1 Visual SID RWY 05 - RNAV (see chart LSGC AD 2.24.7 -1)

DESIGNATOR	RWY 05 - RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
FRIBU 1N PDG 4.0% to *5300ft* MNM climb gradient 5.0% for airspace	Maintain visual GND contact until GC610 (Stone quarry). Proceed via GC611 to BOMEC. At BOMEC turn left (MAX IAS 150kt during turn). Proceed to PALLU. Climb in the PALLU HLDG pattern to FL110. Proceed to FRIBU.	INITIAL CLIMB CLEARANCE FL080 Cross GC610 at *4300ft* or above, GC611 at *6900ft* or above.	NIL	RNAV applicable when passing GC610
DEKAM 3M PDG 4.0% to *5300ft* MNM climb gradient 5.0% for airspace	Maintain visual GND contact until GC610 (Stone quarry). Proceed via GC611, BOMEC to DEKAM.	INITIAL CLIMB CLEARANCE FL080 Cross GC610 at *4300ft* or above, GC611 at *6900ft* or above.	NIL	RNAV applicable when passing GC610
SAPRE 1M PDG 4.0% to *5300ft* MNM climb gradient 5.0% for airspace	Maintain visual GND contact until GC610 (Stone quarry). Proceed via GC611 to BOMEC. At BOMEC turn left (MAX IAS 150kt during turn). Proceed via PALLU, FLORY to SAPRE.	INITIAL CLIMB CLEARANCE FL080 Cross GC610 at *4300ft* or above, GC611 at *6900ft* or above.	NIL	RNAV applicable when passing GC610
SAPRE 1N PDG 4.0% to *5300ft* MNM climb gradient 5.0% for airspace	Maintain visual GND contact until GC610 (Stone quarry). Proceed via GC611 to BOMEC. At BOMEC turn left (MAX IAS 150kt during turn). Proceed to PALLU. Climb in the PALLU HLDG pattern to FL110. Proceed via FLORY to SAPRE.	INITIAL CLIMB CLEARANCE FL080 Cross GC610 at *4300ft* or above, GC611 at *6900ft* or above.	NIL	RNAV applicable when passing GC610

Visual SID FRIBU 1N - RNAV							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC610	Y	-	+4300	-	-	-
TF	GC611	N	-	+6900	-	052° (054.3°T)	5.5
TF	BOMEC	Y		-	-	052° (054.4°T)	1.5
DF	PALLU	Y	L	-	-150	-	-
HA	PALLU	Y	R	FL110	-150	052° (054.1°T)	1 min
TF	FRIBU	N	-	-	-	134° (135.9°T)	25.5
Remark: Distance from end of RWY05 to GC610 is 2.67NM							

Visual SID DEKAM 3M - RNAV							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	GC610	Y	-	+4300	-	-	-
TF	GC611	N	-	+6900	-	052° (054.3°T)	5.5
TF	BOMEC	N	-	-	-	052° (054.4°T)	1.5
TF	DEKAM	N	-	-	-	052° (054.4°T)	6.1
Remark: Distance from end of RWY05 to GC610 is 2.67 NM							

Visual SID SAPRE 1M - RNAV							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	GC610	Y	-	+4300	-	-	-
TF	GC611	N	-	+6900	-	052° (054.3°T)	5.5
TF	BOMEC	Y		-	-	052° (054.4°T)	1.5
DF	PALLU	N	L	-	-150	-	-
TF	FLORY	N	-	-	-	217° (219.3°T)	13.5
TF	SAPRE	N	-	-	-	190° (192.1°T)	27.0
Remark: Distance from end of RWY05 to GC610 is 2.67 NM							

Visual SID SAPRE 1N - RNAV							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	GC610	Y	-	+4300	-	-	-
TF	GC611	N	-	+6900	-	052° (054.3°T)	5.5
TF	BOMEC	Y		-	-	052° (054.4°T)	1.5
DF	PALLU	Y	L	-	-150		-
HA	PALLU	Y	R	FL110	-150	052° (054.1°T)	1 min
TF	FLORY	N	-	-	-	217° (219.3°T)	13.5
TF	SAPRE	N	-	-	-	190° (192.1°T)	27.0
Remark: Distance from end of RWY05 to GC610 is 2.67 NM							

HLDG BOMEC:
INBD TR052, turns left, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

HLDG PALLU:
INBD TR052, turns right, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

1.1.0.2 Visual SID RWY 23 - RNAV (see chart LSGC AD 2.24.7 - 3)

DESIGNATOR	RWY 23 - RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
FRIBU 1B PDG 4.8% to *4900ft* MNM climb gradient 5.9% to *4900ft* from LSGC DER23 and 5.0% thereafter for airspace	Maintain visual GND contact until GC630 (Long industrial building followed by a sports field). At *4900ft*, but not before GC630, turn left (MAX IAS 150kt during turn). Climb in the PALLU HLDG pattern to FL110. Proceed to FRIBU.	INITIAL CLIMB CLEARANCE FL080 Cross GC630 at *4100ft* or above, PALLU at *7000ft* or above.	NIL	No turn before DER. RNAV applicable when passing GC630
DEKAM 3A PDG 4.8% to *4900ft* MNM climb gradient 5.9% to *4900ft* from LSGC DER23 and 5.0% thereafter for airspace	Maintain visual GND contact until GC630 (Long industrial building followed by a sports field). At *4900ft*, but not before GC630, turn left (MAX IAS 150kt during turn). Proceed via PALLU, BOMEC to DEKAM.	INITIAL CLIMB CLEARANCE FL080 Cross GC630 at *4100ft* or above, BOMEC at *7000ft* or above.	NIL	No turn before DER. RNAV applicable when passing GC630
SAPRE 1A PDG 4.8% to *4700ft* MNM climb gradient 5.0% for airspace	Maintain visual GND contact until GC630 (Long industrial building followed by a sports field). Proceed via GC631, FLORY to SAPRE.	INITIAL CLIMB CLEARANCE FL080 Cross GC630 at *4100ft* or above, GC631 at *6500ft* or above.	NIL	No turn before DER. RNAV applicable when passing GC630
SAPRE 1B PDG 4.8% to *4900ft* MNM climb gradient 5.9% to *4900ft* from LSGC DER23 and 5.0% thereafter for airspace	Maintain visual GND contact until GC630 (Long industrial building followed by a sports field). At *4900ft*, but not before GC630, turn left (MAX IAS 150kt during turn). Climb in the PALLU HLDG pattern to FL110. Proceed via FLORY to SAPRE.	INITIAL CLIMB CLEARANCE FL080 Cross GC630 at *4100ft* or above, PALLU at *7000ft* or above.	NIL	No turn before DER. RNAV applicable when passing GC630

Visual SID FRIBU 1B - RNAV

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC630	Y	-	+4100	-	-	-
CA	-	N	-	+4900	-	226° (228.6°T)	-
DF	PALLU	Y	L	+7000	-150	-	-
HA	PALLU	Y	R	FL110	-150	052° (054.1°T)	1 min
TF	FRIBU	N	-	-	-	134° (135.9°T)	25.5

Visual SID DEKAM 3A - RNAV

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC630	Y	-	+4100	-	-	-
CA	-	N	-	+4900	-	226° (228.6°T)	-
DF	PALLU	N	L	-	-150	-	-
TF	BOMEC	N	-	+7000	-	052° (054.1°T)	10.0
TF	DEKAM	N	-	-	-	052° (054.4°T)	6.1

Visual SID SAPRE 1A - RNAV

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC630	Y	-	+4100	-	-	-
TF	GC631	N	-	+6500	-	226° (228.6°T)	3.2
TF	FLORY	N	-	-	-	207° (209.5°T)	6.9
TF	SAPRE	N	-	-	-	190° (192.2°T)	27.0

Visual SID SAPRE 1B - RNAV							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC630	Y	-	+4100	-	-	-
CA	-	N	-	+4900	-	226° (228.6°T)	-
DF	PALLU	Y	L	+7000	-150	-	-
HA	PALLU	Y	R	FL110	-150	052° (054.1°T)	1 min
TF	FLORY	N	-	-	-	217° (219.3°T)	13.5
TF	SAPRE	N	-			190° (192.1°T)	27.0

HLDG BOMEC:
INBD TR052, turns left, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

HLDG PALLU:
INBD TR052, turns right, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

2. STAR Descriptions

2.1 STAR ARPUS TO PALLU - RNAV (see chart LSGC AD 2.24.9 - 1)

	ARPUS TO PALLU - RNAV		
	ROUTE		
DESIGNATOR	Lateral	Vertical	Remark
ARPUS 3E	From ARPUS proceed via HR, ARNOT, DEKAM (MAX IAS 150kt), BOMEC to PALLU	HR MIN FL090, ARNOT MAX FL090, PALLU MNM *7000ft*.	HLDG ARPUS: Ref: AIP France

STAR ARPUS 3E - RNAV							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ARPUS	Y	-	-	-	-	-
TF	HR	N	-	+FL090	-	156° (157.9°T)	7.2
TF	ARNOT	N	-	-FL090	-	139° (141.3°T)	12.2
TF	DEKAM	N	-	+7000	-150	139° (141.0°T)	12.5
TF	BOMEC	N	-	+7000	-	232° (234.4°T)	6.1
TF	PALLU	Y	-	+7000	-	232° (234.3°T)	10.0

2.2 STAR TO PALLU - RNAV (see chart LSGC AD 2.24.9 - 3)

DESIGNATOR	TO PALLU		
	ROUTE		
	Lateral	Vertical	Remark
FRIBU 1R	Proceed from FRIBU to PALLU.	Maintain MNM FL110 to PALLU.	NIL
DEKAM 3R	From DEKAM proceed via BOMEC to PALLU	Cross BOMEC at *7000ft* or above, PALLU at *7000ft* or above	NIL
SAPRE 1R	From SAPRE proceed via FLORY to PALLU	Maintain MNM FL110 to PALLU	NIL

STAR FRIBU 1R - RNAV						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	FRIBU	N	-	-	-	-
TF	PALLU	N	+FL110	-	314° (316.2°T)	25.5

STAR DEKAM 3R - RNAV						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	DEKAM	N	-	-	-	-
TF	BOMEC	N	+7000	-	232° (234.5°T)	6.1
TF	PALLU	N	+7000	-	232° (234.3°T)	10.0

STAR SAPRE 1R - RNAV						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	SAPRE	N	-	-	-	-
TF	FLORY	N	-	-	010° (012.0°T)	27.0
TF	PALLU	N	+FL110	-	037° (039.1°T)	13.5

HLDG PALLU:
INBD TR052, turns right, OUBD leg 1 min, MNM HLDG ALT *7000ft*, MAX HLDG FL110. MAX IAS 150kt.

2.3 Approach procedures:

APAPI has to be strictly followed in visual segment of all IFR-approaches due to obstacles on short final.

2.3.1 Procedure description of RNP RWY 05 (see chart LSGC AD 2.24.10 - 1)

From PALLU						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	PALLU	N	-FL110 +7000	-150	-	-
TF	FLORY	N	+7000	-150	217° (219.3°T)	13.6
TF	GC750	N	+7000	-150	336° (338.3°T)	2.8
TF	GC751	N	+7000	-	048° (050.1°T)	3.3
TF	GC752	Y	-	-	048° (050.2°T)	8.6
TF	GC753	Y	+7000	-	048° (050.3°T)	10.3
DF	PALLU	Y	-FL110 +7000	-130	-	-
HM	PALLU	Y	-FL110 +7000	-150	052° (054.1°)	-

From FLORY						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	FLORY	N	+7000	-150	-	-
TF	GC750	N	+7000	-150	336° (338.3°T)	2.8
TF	GC751	N	+7000	-	048° (050.1°T)	3.3
TF	GC752	Y	-	-	048° (050.2°T)	8.6
TF	GC753	Y	+7000	-	048° (050.3°T)	10.3
DF	PALLU	Y	-FL110 +7000	-130	-	-
HM	PALLU	Y	-FL110 +7000	-150	052°(054.1°)	-

2.3.2 Procedure description of RNP RWY 23 (see chart LSGC AD 2.24.10 - 3)

From BALIR						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BALIR	N	+7000	-	-	-
TF	GC701	N	+7000	-	241° (243.2°T)	4.4
TF	DEKAM	N	+7000	-	232° (234.7°T)	3.7
TF	BOMEC	N	+7000	-	232° (234.5°T)	6.1
TF	RW23	Y	-	-	232° (234.4°T)	9.7
TF	GC704	Y	-	-	232° (234.3°T)	4.0
DF	PALLU	Y	-FL110 +7000	-150	-	-
HM	PALLU	Y	-FL110 +7000	-150	052°(054.1°)	-

From PALLU						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	PALLU	N	-FL110 +7000	-150	-	-
TF	BOMEC	N	+7000	-	052° (054.1°T)	10.0
TF	GC706	N	+7000	-	024° (026.2°T)	6.8
TF	DEKAM	N	+7000	-	139° (141.3°T)	3.2
TF	BOMEC	N	+7000	-	232° (234.5°T)	6.1
TF	RW23	Y	-	-	232° (234.4°T)	9.7
TF	GC704	Y	-	-	232° (234.3°T)	4.0
DF	PALLU	Y	-FL110 +7000	-150	-	-
HM	PALLU	Y	-FL110 +7000	-150	052°(054.1°)	-

LSGC AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Back-up Definition			Purpose
	LAT	LONG	Radial	DME	NAV	
1	2		3			4
ARPUS	N 47 40 21.3	E 006 39 56.8	---	---	---	STAR LSGC
BOMEC	N 47 10 50.4	E 006 59 26.9	---	---	---	STAR/SID LSGC
GC610	N 47 06 47.5	E 006 51 09.6	---	---	---	SID LSGC
GC611	N 47 09 58.1	E 006 57 39.6	---	---	---	SID LSGC
GC630	N 47 02 41.4	E 006 43 37.2	---	---	---	SID LSGC
GC631	N 47 00 33.2	E 006 40 05.0	---	---	---	SID LSGC
GC701	N 47 16 31.0	E 007 11 08.4	---	---	---	IAC LSGC
GC704	N 47 02 51.0	E 006 43 07.8	---	---	---	IAC LSGC
GC706	N 47 16 54.1	E 007 03 49.5	---	---	---	IAC LSGC
GC750	N 46 57 07.2	E 006 33 35.2	---	---	---	IAC LSGC
GC751	N 46 59 13.5	E 006 37 16.3	---	---	---	IAC LSGC
GC752	N 47 04 41.6	E 006 46 53.0	---	---	---	IAC LSGC
GC753	N 47 11 16.7	E 006 58 31.9	---	---	---	IAC LSGC

LSGC AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSGC AD 2.24.1 - 1
Aircraft Parking / Docking Chart	LSGC AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 05/23	LSGC AD 2.24.4 - 1
Visual SID RWY 05 - RNAV 1	LSGC AD 2.24.7 - 1
Visual SID RWY 23 - RNAV 1	LSGC AD 2.24.7 - 3
STAR ARPUS to PALLU - RNAV 1	LSGC AD 2.24.9 - 1
STAR to PALLU - RNAV 1	LSGC AD 2.24.9 - 3
IAC RNP RWY 05 (CAT A/B)	LSGC AD 2.24.10 - 1
IAC RNP RWY 23 (CAT A/B)	LSGC AD 2.24.10 - 3

LSGC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

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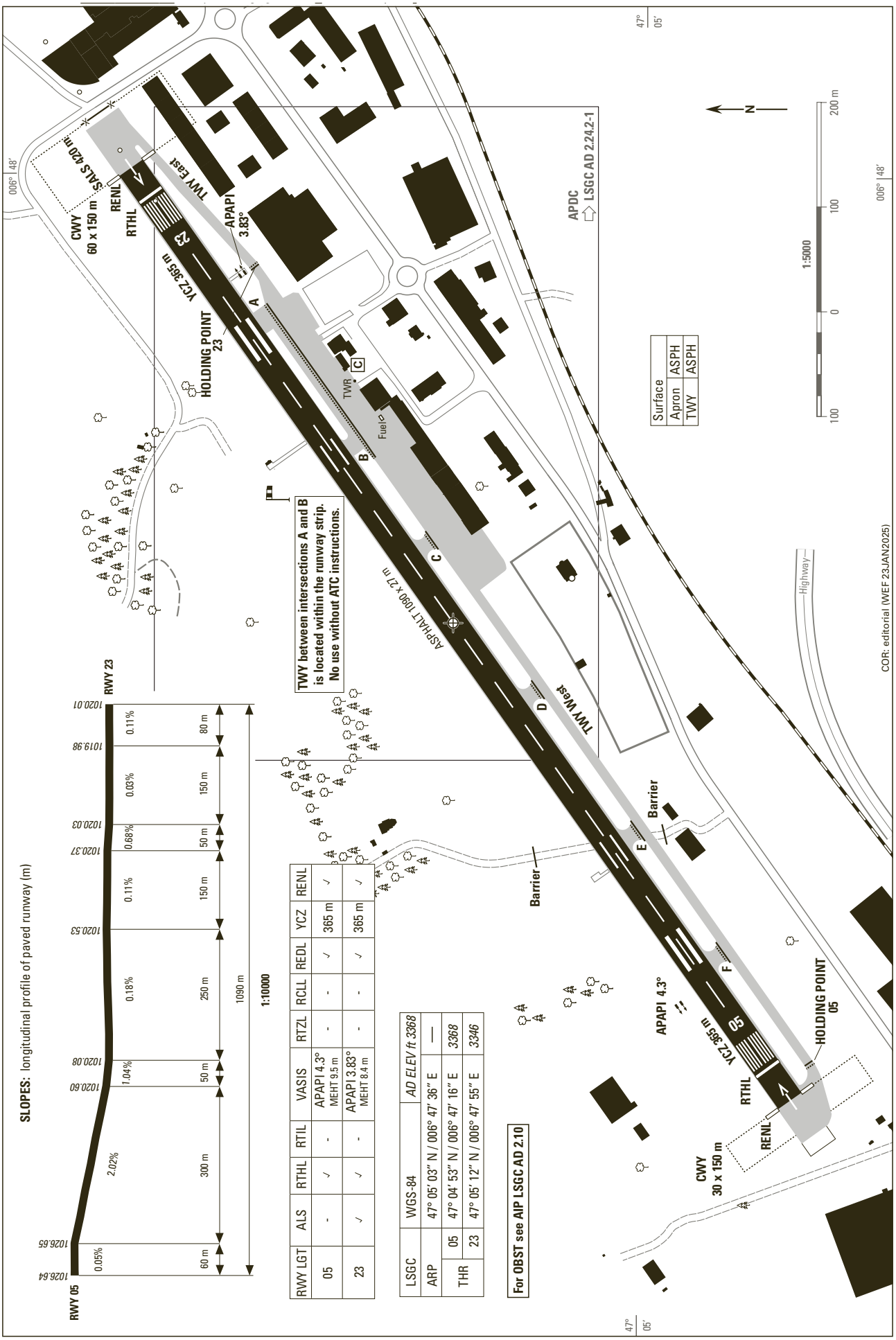
RWY 23
RWY 05
1020.01
1019.98
1020.03
1020.37
1020.53
1020.08
1020.60
1026.65
1026.64
0.11%
0.03%
0.68%
0.11%
0.18%
1.04%
2.02%
0.05%
80 m
150 m
50 m
150 m
250 m
50 m
300 m
60 m
1090 m
1:10000
SLOPES: longitudinal profile of paved runway (m)
RWY LGT | ALS | RTHL | RTIL | VASIS | RTZL | RCLL | REDL | YCZ | RENL
05 | - | ✓ | - | APAPI 4.3° MEHT 9.5 m | - | - | ✓ | 365 m | ✓
23 | ✓ | ✓ | - | APAPI 3.83° MEHT 8.4 m | - | - | ✓ | 365 m | ✓
LSGC | WGS-84 | AD ELEV ft 3368
ARP | 47° 05' 03" N / 006° 47' 36" E | —
THR 05 | 47° 04' 53" N / 006° 47' 16" E | 3368
THR 23 | 47° 05' 12" N / 006° 47' 55" E | 3346
For OBST see AIP LSGC AD 2.10
TWY between intersections A and B is located within the runway strip. No use without ATC instructions.
ASPHALT 1090 x 27 m
YCZ 365 m
23
05
CWY 60 x 150 m
CWY 30 x 150 m
SALS 420 m
RENL
RTHL
APAPI 3.83°
APAPI 4.3°
HOLDING POINT 23
HOLDING POINT 05
TWY East
TWY West
TWR
Fuel
Barrier
Barrier
APDC
LSGC AD 2.24.2-1
Surface | Apron | TWY
ASPH | ASPH
1:5000
200 m
100
0
100
N
Highway
COR: editorial (WEF 23JAN2025)
006° 48'
47° 05'

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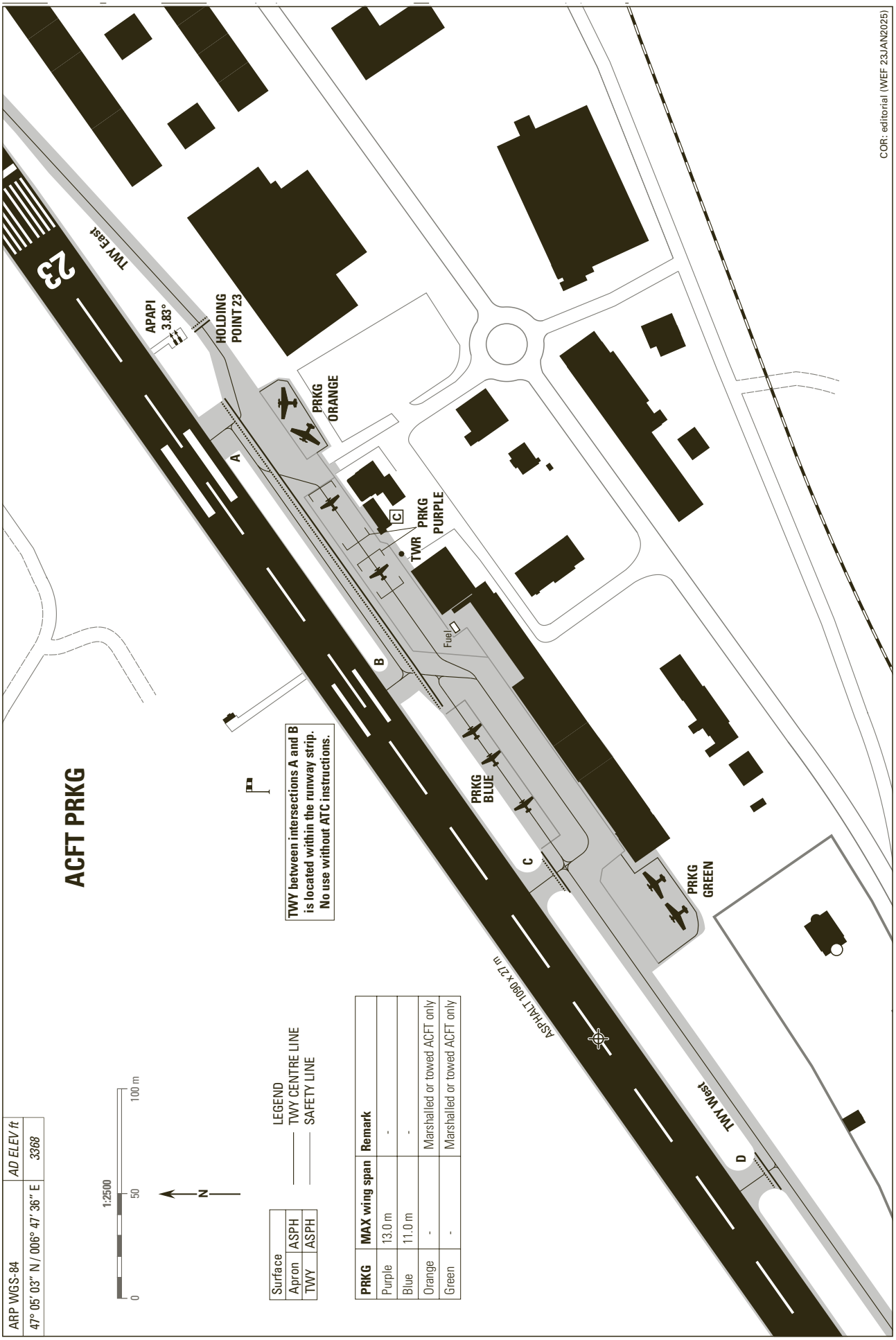
ACFT PRKG
23
TWY East
APAPI
3.83°
HOLDING
POINT 23
A
B
C
D
PRKG
ORANGE
PRKG
PURPLE
TWR
Fuel
PRKG
BLUE
PRKG
GREEN
TWY West
ASPHALT 1090 x 27 m
TWY between intersections A and B
is located within the runway strip.
No use without ATC instructions.
LEGEND
TWY CENTRE LINE
SAFETY LINE
Surface
Apron ASPH
TWY ASPH
PRKG | MAX wing span | Remark
Purple | 13.0 m | -
Blue | 11.0 m | -
Orange | - | Marshalled or towed ACFT only
Green | - | Marshalled or towed ACFT only
1:2500
0
50
100 m
N
ARP WGS-84 | AD ELEV ft
47° 05' 03" N / 006° 47' 36" E | 3368
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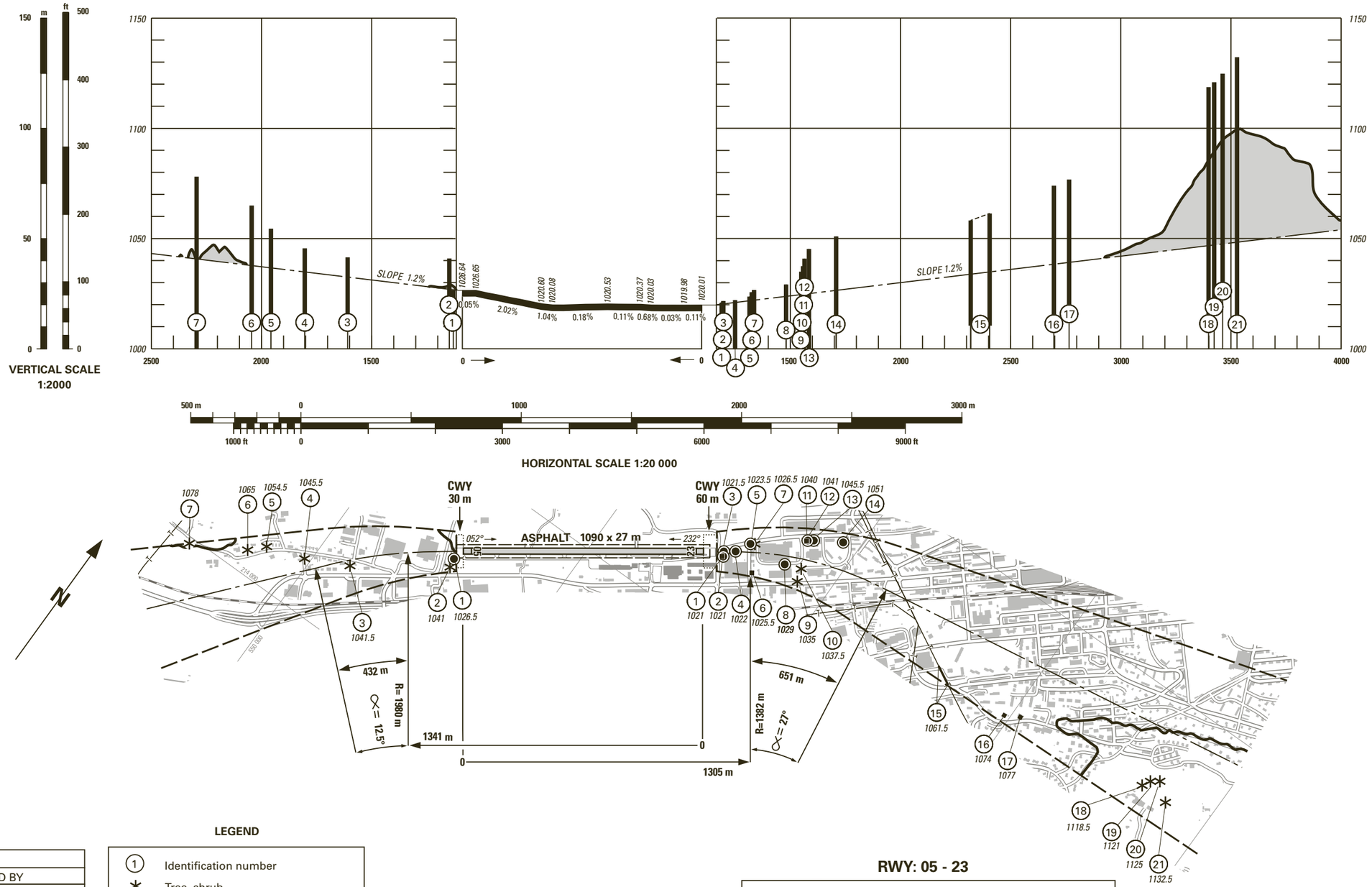
VAR 2° E (2019.5)



LEGEND

①	Identification number
*	Tree, shrub
■	Building, large structure
	Railroad
◉	Pole, tower, spire, antenna, etc.
	Transmission line, overhead cable
	Terrain penetrating obstruction plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

RWY: 05 - 23

RWY 05	DECLARED DISTANCES in m	RWY 23
1090	TAKE-OFF RUN AVAILABLE	**1090**
1150	TAKE-OFF DISTANCE AVAILABLE	**1120**
1090	ACCELERATE STOP DISTANCE AVAILABLE	**1090**
1054	LANDING DISTANCE AVAILABLE	**1059**

AMDT RECORD		
No.	DATE	ENTERED BY

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COR: editorial (WEF 23JAN2025)

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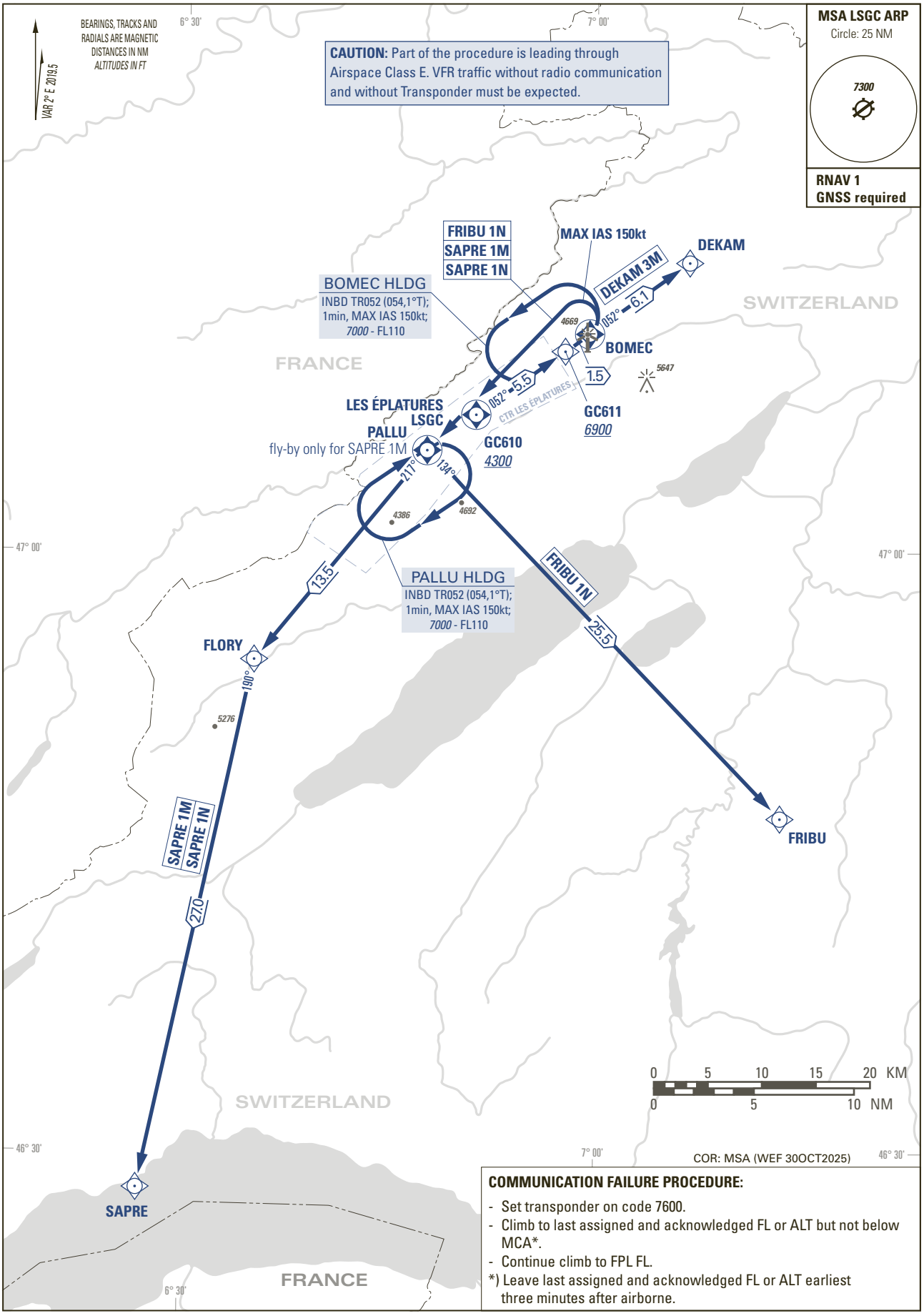
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

LES EPLATURES (LSGC)
RNAV RWY 05 (VISUAL)

DEKAM 3M FRIBU 1N SAPRE 1M SAPRE 1N



COR: MSA (WEF 30OCT2025)

COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Climb to last assigned and acknowledged FL or ALT but not below MCA*.
- Continue climb to FPL FL.

*) Leave last assigned and acknowledged FL or ALT earliest three minutes after airborne.

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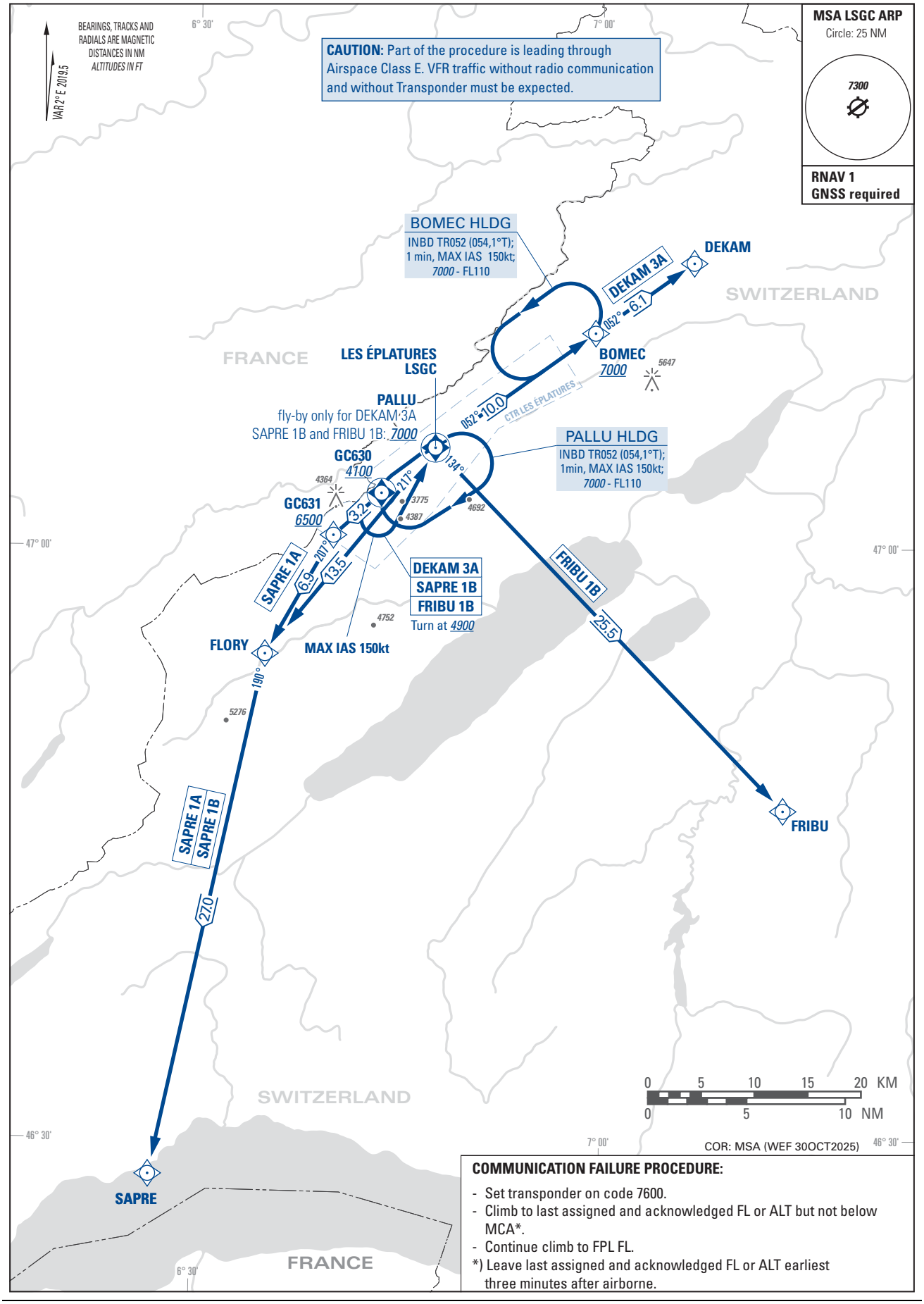
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

LES EPLATURES (LSGC)
RNAV RWY 23 (VISUAL)

DEKAM 3A FRIBU 1B SAPRE 1A SAPRE 1B



COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Climb to last assigned and acknowledged FL or ALT but not below MCA*.
- Continue climb to FPL FL.

*) Leave last assigned and acknowledged FL or ALT earliest three minutes after airborne.

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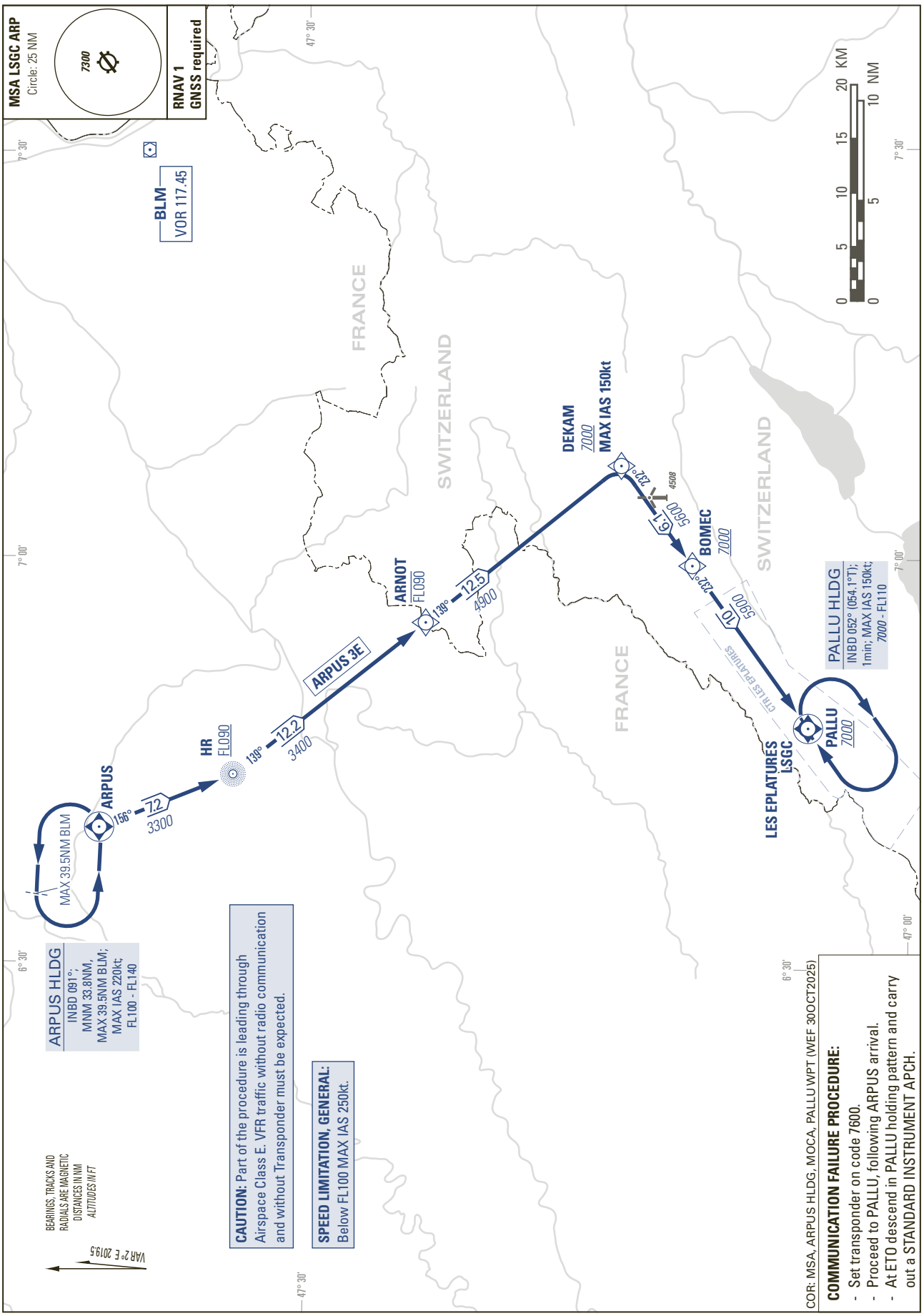
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

LES EPLATURES (LSGC)
RNAV ARPUS to PALLU

ARPUS 3E



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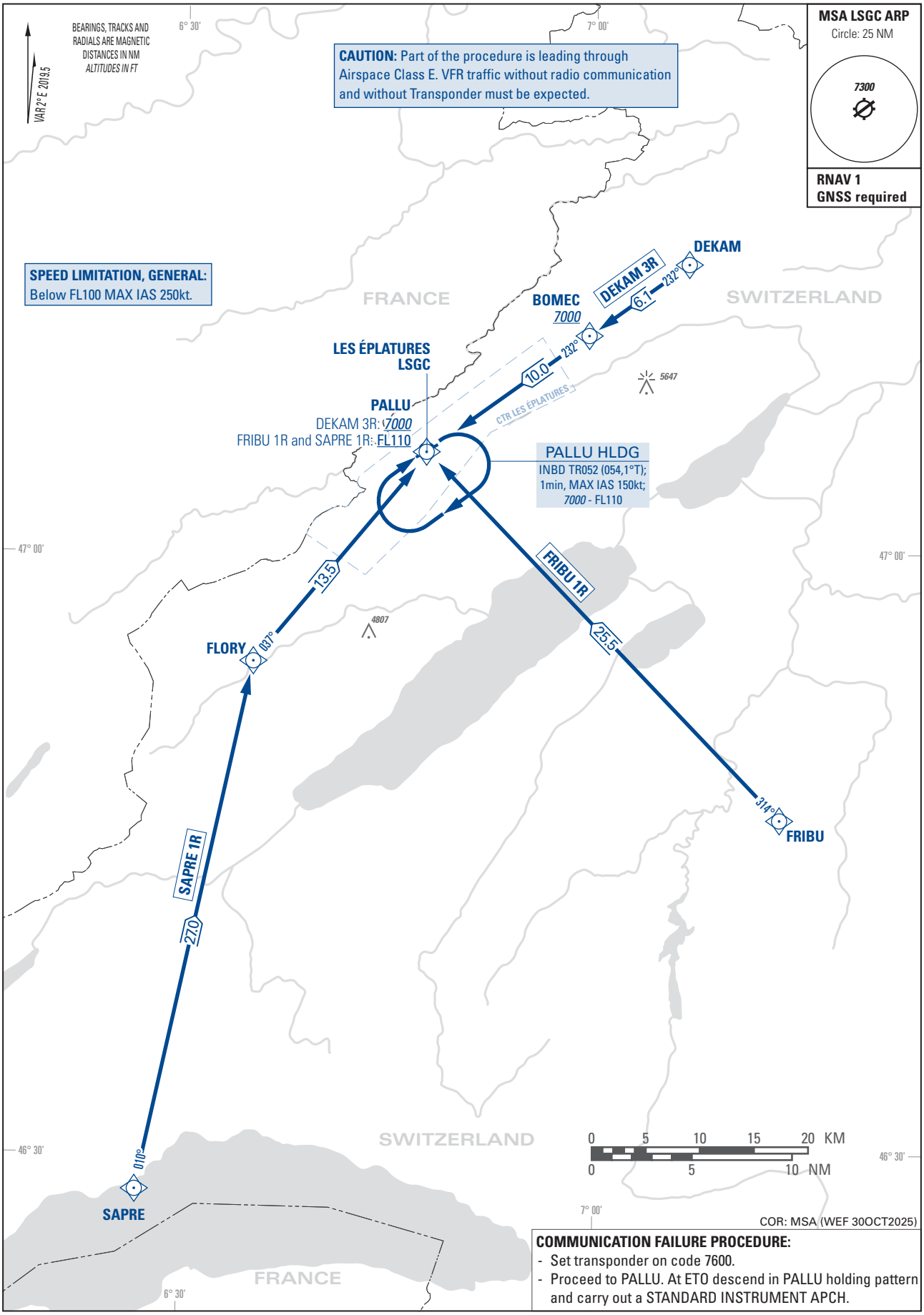
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

LES EPLATURES (LSGC) RNAV PALLU

DEKAM 3R FRIBU 1R SAPRE 1R



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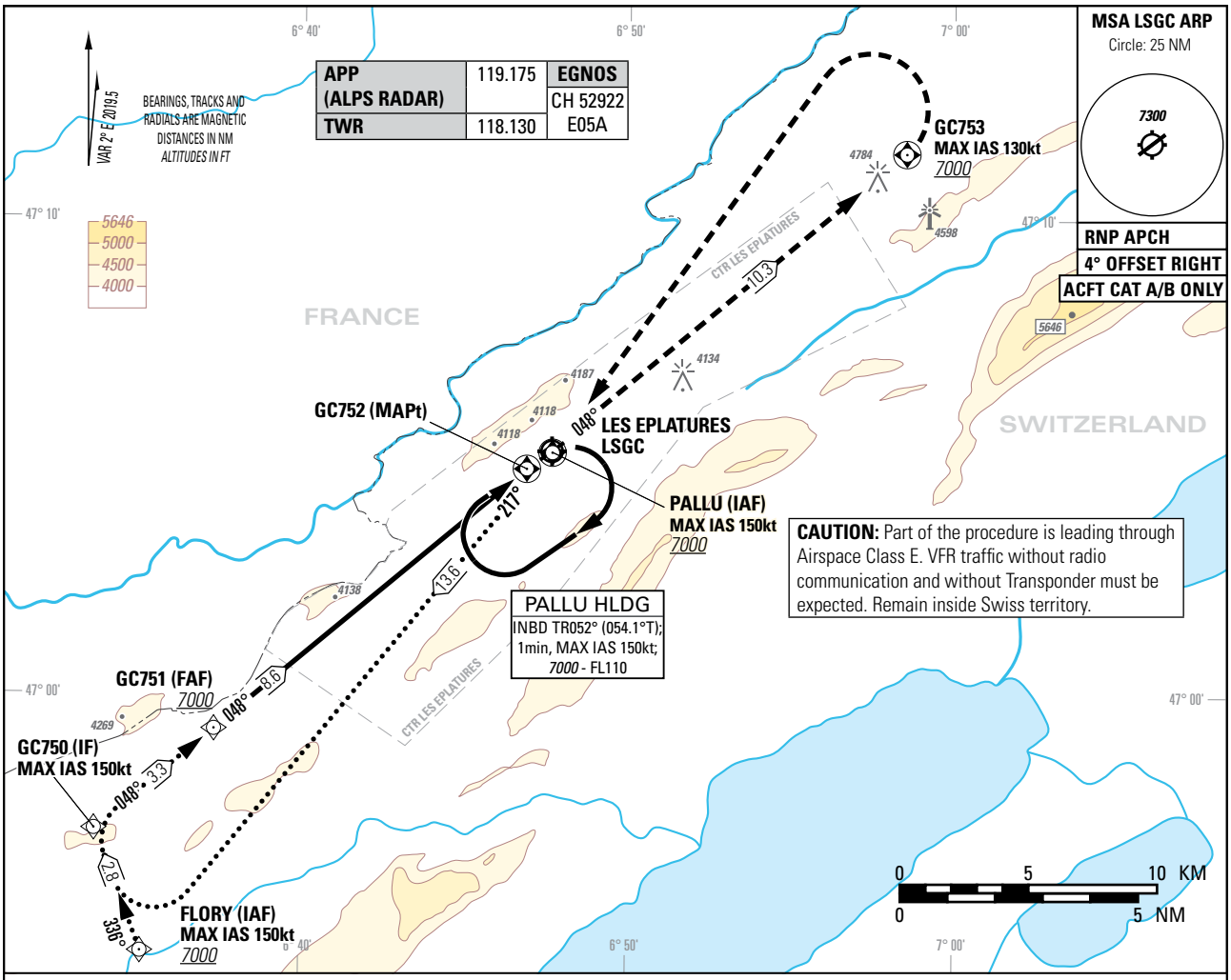
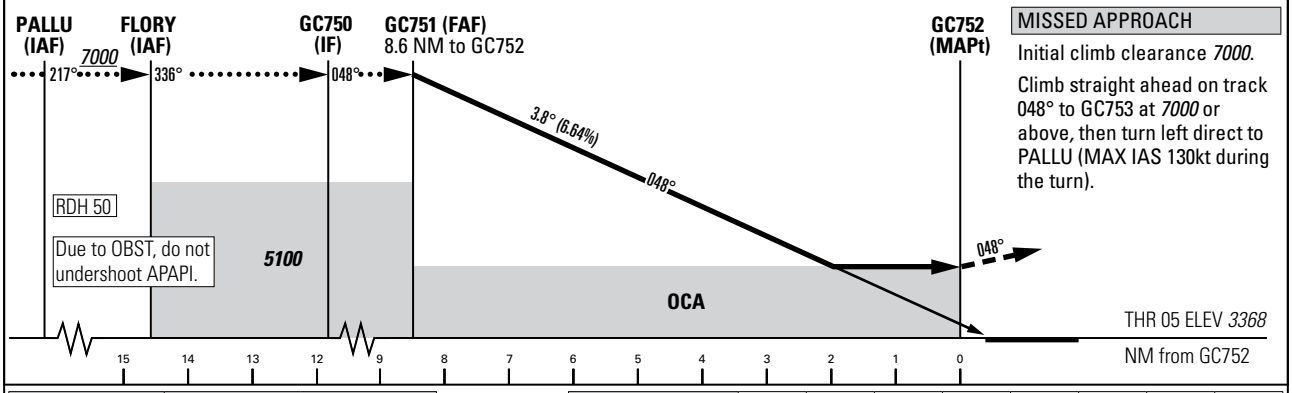
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 3368ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

LES EPLATURES (LSGC)
RNP RWY 05





MISSED APPROACH

Initial climb clearance *7000*.

Climb straight ahead on track 048° to GC753 at *7000* or above, then turn left direct to PALLU (MAX IAS 130kt during the turn).

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH	
	A	B[2]
	OCA(H) LPV CAT I	
2.5%	*4194* (826)	*4210* (842)
5.0%	*3950* (582)	*3966* (598)
Circling[1]	*4640* (1272)	*4990* (1622)

ROD	GS kt	90	110	130	150
	FT/MIN	605	740	874	1009

GC752 DIST	8	7	6	5	4	3	2	1
recommended CROSSING ALT	*6780*	*6380*	*5970*	*5570*	*5170*	*4760*	*4360*	*3960*
recommended CROSSING HGT	3412	3012	2602	2202	1802	1392	992	592

REMARK

AIRAC date MAR - OCT 31: Intense GLD ACT within APCH Sector and ATS Routes.

CAUTION

On 3.8° APCH angle and GS > 140kt resulting ROD > 1000ft/min.
From 1.0 NM BFR THR 05 Visual Segment Surface (VSS) penetrated by trees and OBST up to *3583ft* AMSL.
Final APCH TR offset by 4° right from RWY CL intercepting the RWY CL 597m before THR05.

NOTE

[1] Circling shall remain within CTR limits.
[2] Higher CAT of ACFT may use the same PROC if they comply with the CAT B restrictions.

COR: TWR FREQ (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSGC
Runway	05
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E05A
LTP/FTP Latitude	470453.9575N
LTP/FTP Longitude	0064714.7400E
LTP/FTP Ellipsoidal Height (metres)	1076.7
FPAP Latitude	470529.0145N
Delta FPAP Latitude (seconds)	35.0570
FPAP Longitude	0064816.5730E
Delta FPAP Longitude (seconds)	61.8330
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.80
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 03 07 13 0C 05 00 00 01 35 30 05 8B 8B 34 14 68 B0 E9 02 0F 3E E2 11 01 12 E3 01 F4 01 7C 01 64 00 C8 AF 5E 27 63 A9
Calculated CRC Value	5E2763A9

Required Additional Data

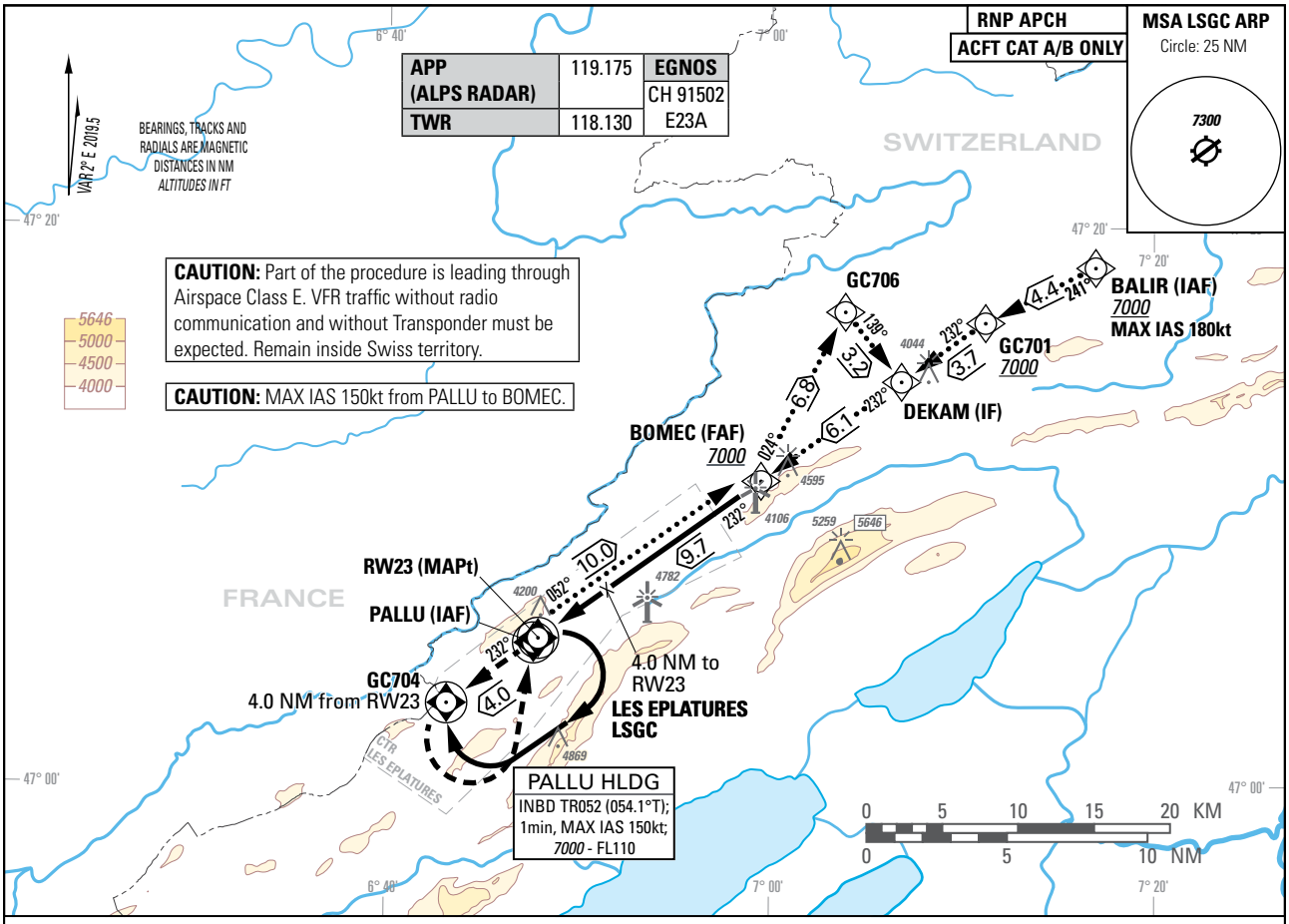
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	1026.5

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 3368ft

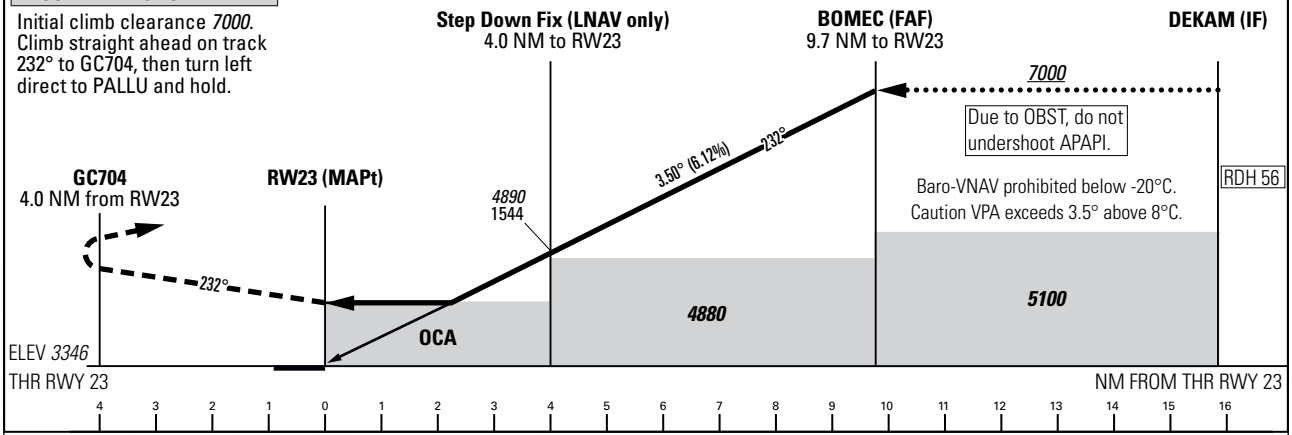
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

LES EPLATURES (LSGC)
RNP RWY 23



MISSED APPROACH

Initial climb clearance *7000*.
Climb straight ahead on track 232° to GC704, then turn left direct to PALLU and hold.



Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH	
		A	B[2]
	To Altitude	OCA(H) LPV CAT I	
2.5%		*3990* (644)	*4004* (658)
5.0%	*4200*	*3787* (441)	*3802* (456)
		DA(H) LPV CAT I [3]	
2.5%		*3990* (644)	*4004* (658)
5.0%	*4200*	*3846* (500)	
		OCA(H) LNAV/VNAV	
2.5%		*4266* (920)	*4278* (932)
		OCA(H) LNAV	
2.5%		*4410* (1064)	
Circling [1]		*4640* (1272)	*4990* (1622)

RW23 DIST		1	2	3	4	5	6	7	8	9
recommended crossing	Altitude	*3780*	*4150*	*4520*	*4890*	*5270*	*5640*	*6010*	*6380*	*6750*
	Height	434	804	1174	1544	1924	2294	2664	3034	3404

ROD	GS kt	90	110	130	150
	FT/MIN	557	681	805	929

REMARK

AIRAC date MAR - OCT 31: Intense GLD ACT within APCH sector and ATS routes.

CAUTION

From 0.7 NM before THR 23 Visual Segment Surface (VSS) penetrated by trees and obstacles up to *3445ft* AMSL.
Gliders parked near RWY edge.

NOTE

[1] Circling shall remain within CTR limits.
[2] Higher CAT of ACFT may use the same PROC if they comply with the CAT B restrictions.
[3] ACFT CAT H may use OCA(H) of CAT A as DA(H) in case final approach AP - coupling (lateral and vertical) is maintained down to *3596ft* AMSL (250ft AGL).

COR: chart revised, LNAV/VNAV added, TWR FREQ (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSGC
Runway	23
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	470512.2145N
LTP/FTP Longitude	0064755.3165E
LTP/FTP Ellipsoidal Height (metres)	1070.0
FPAP Latitude	470452.1730N
Delta FPAP Latitude (seconds)	-20.0415
FPAP Longitude	0064714.4805E
Delta FPAP Longitude (seconds)	-40.8360
Threshold Crossing Height	17.1
TCH Units Selector	1 (meters)
Glidepath Angle (degrees)	3.50
Course Width (metres)	80.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 03 07 13 0C 17 00 00 01 33 32 05 2D 1A 35 14 69 ED EA 02 CC 3D 6D 63 FF F8 C0 FE 56 81 5E 01 00 00 C8 AF 01 7C 6B CA
Calculated CRC Value	017C6BCA

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	1019.9

LSGG - GENÈVE

LSGG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGG - GENÈVE

LSGG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 14 18 N / 006 06 34 E RWY, 2000 m from RWY end 04
2	**Direction and distance from the CITY**	4 km from Genève
3	**Elevation/Reference temperature**	*1411 ft AMSL* - 24.8°C
4	**Geoid undulation at AD ELEV PSN**	172.3 ft
5	**MAG VAR/Annual change**	3° E (2024.5) / 0°11' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	**Administration:** Post: Aéroport International de Genève Case postale 100 CH-1215 Genève 15 AFS: LSGGYDYX URL: http://www.gva.ch/ Phone: +41 (0) 22 717 71 11 Fax: +41 (0) 22 798 43 77 Email: info.aig@gva.ch **Airport Duty Manager:** Phone: +41 (0) 22 717 79 79 Email: airport.manager@gva.ch **Aviation Authority:** Police aérienne Phone: +41 (0) 22 717 71 28 Email: pa@gva.ch **Airport Operations:** Phone: +41 (0) 22 717 71 27 Phone: +41 (0) 22 717 71 26 (PPR) Fax: +41 (0) 22 717 71 31 Email: ops@gva.ch
7	**Types of traffic permitted** (**IFR**/**VFR**)	IFR / VFR
8	**Remarks**	NIL

LSGG AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	Airport Duty Manager: H24
2	**Custom and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	0500 - 2300 (0400 - 2200)
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	0400 - 2200 (0300 - 2100), O/R 2201 - 0359 (2101 - 0259)
9	**Handling**	0400 - 2300 (0300 - 2200), O/R 2301 - 0359 (2201 - 0259)
10	**Security**	H24
11	**De-icing**	0400 - 2300 (0300 - 2200), O/R 2301 - 0359 (2201 - 0259)
12	**Remarks**	Swiss and French customs. BTN 2331 - 0459 (2231 - 0359), expect the operational availability of the RWY within 40 min and only for MEDEVAC, HEMS, SAR, EMERG and flights holding a prior approval from the Airport Duty Manager, due to regular maintenance works.

LSGG AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	All modern facilities
2	**Fuel/oil types**	JET A1, AVGAS 100LL 65, 80, 100/120, E80, E100, W100, W120+Turbine
3	**Fuelling facilities/capacity**	No limitations
4	**De-icing facilities**	• Scheduled traffic: SWISSPORT, Dnata • Non-scheduled traffic and General Aviation: JET AVIATION, TAG AVIATION, DASSAULT AVIATION
5	**Hangar space for visiting aircraft**	LGT ACFT: 1 Hangar 101 x 20x 4,10 m 1 Hangar 80 x 20 x 5,10 m 1 Hangar 80 x 20 x 5,50 m Commercial and general aviation: 1 Hangar 170 x 62,5 x 15 m Workshop 80 x 42,5 x 4,15 m
6	**Repair facilities for visiting aircraft**	Hangarage, major aircraft repairs and major engine repairs up to 5700 kg A 300, 310, 319, 320, 330, 340, B 727, 737, 747, 757, 767, BAC 111, BAE 125, Beech 90, 100, 200, 300, 400, Canadair 600, 601, 604, CASA 212, Cessna 500, 550, 560, Convair 580, Falcon 10, 20, 50, 900, 2000, G-II59, G-I59, G-4, G-5, Lear 20, 23, 24, 25, 31, 35, 36, 55, 60, Lockheed 731, 1011, MD80, Mitsubishi 300, PC12, Piper 31, 42, Rockwell 690.
7	**Remarks**	Oxygen and related servicing

LSGG AD 2.5 PASSENGER FACILITIES

1	**Hotels**	In city and around the AP
2	**Restaurants**	Swiss and French restaurants, fast food, bar at the AP
3	**Transportation**	Buses, taxis, trains, car rental
4	**Medical facilities**	First aid at AP, hospitals in the city, 2 ambulances
5	**Bank and Post Office**	At AP and in city
6	**Tourist Office**	At AP and in city
7	**Remarks**	NIL

LSGG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	0500 - 2330 (0400 - 2230): Category 9 and O/R category 10 2331 - 0459 (2231 - 0359): Category 7 and O/R category 9
2	**Rescue equipment**	Available, 1 rescue boat, 6 inflatable rafts for 37 passengers each, 2 inflatable raft for 65 passengers each.
3	**Capability for removal of disabled aircraft**	B-747
4	**Remarks**	Ambulances available H24

LSGG AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	13 Jetbrooms, 10 snow ploughs, 16 trucks, 4 de-icers, 6 snow blowers
2	**Clearance priorities**	Runway, taxiways, then Apron
3	**Remarks**	Snow removal assured RWY 04/22 de-iced / anti-iced with KFOR (potassium formate fluids) or with NAFO (sodium formate solids) Expect up to 40 min RWY closure for standard snow removal procedure.

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

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

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

5 Location of INS checkpoints

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

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

5 Location of INS checkpoints

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

6 Remarks

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

LSGG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

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

LSGG AD 2.10 AERODROME OBSTACLES

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

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 22 (14)	Building	*1523*	46 12 59 N 006 04 47 E	Antenna marked/LGTD	*1470*	46 13 50 N 006 05 44 E	A0251/02
AOC 22 (15)	Tree/Trees	*1533*	46 12 56 N 006 04 43 E	Antenna marked/LGTD	*1391*	46 15 00 N 006 07 48 E	A0436/13
AOC 22 (16)	Tree/Trees	*1547*	46 12 48 N 006 04 33 E	Antenna LGTD	*1523*	46 14 00 N 006 07 09 E	A0329/02
				Anemometer marked/LGTD	*1396*	46 14 54 N 006 07 20 E	A0355/09
				Anemometer marked/LGTD	*1396*	46 14 55 N 006 07 20 E	A0353/09
				Antenna marked/LGTD	*1383*	46 15 07 N 006 07 35 E	A0435/13
				Antenna LGTD	*1744*	46 14 04 N 006 02 27 E	A0103/12
				Antenna marked/LGTD	*1402*	46 14 55 N 006 07 18 E	A0434/13
				Antenna	*1594*	46 13 52 N 006 07 19 E	A0154/12
				Pole marked/LGTD	*1436*	46 14 07 N 006 06 36 E	A0320/12
				Pole marked/LGTD	*1437*	46 14 05 N 006 06 33 E	A0319/12
				Pole marked/LGTD	*1441*	46 14 11 N 006 06 44 E	A0411/12
				Pole marked/LGTD	*1441*	46 14 12 N 006 06 47 E	A0412/12
				Crane/Cranes marked/LGTD	*1522*	46 13 23 N 006 04 26 E	A0657/13
				Measuringmast marked/LGTD	*1410*	46 14 20 N 006 06 12 E	A0395/14
				Antenna LGTD	*1523*	46 14 04 N 006 07 15 E	A0143/03
				Tree/trees	*1483*	46 14 29 N 006 06 28 E	A0378/03
				Tree/trees	*1447*	46 14 35 N 006 06 47 E	A0379/03
				Tree/trees	*1447*	46 14 47 N 006 07 03 E	A0380/03
				Antenna marked/LGTD	*1503*	46 13 00 N 006 04 56 E	A0333/03
				Antenna marked/LGTD	*1539*	46 14 28 N 006 07 52 E	A0099/04
				Antenna LGTD	*1460*	46 14 12 N 006 05 53 E	A0206/04
				Antenna LGTD	*1453*	46 13 27 N 006 05 37 E	A0216/06
				Antenna marked/LGTD		46 14 55 N 006 07 19 E	A0334/07
				Measuringmast marked/LGTD	*1440*	46 13 50 N 006 05 46 E	A0394/14
				Pole marked/LGTD	*1430*	46 14 13 N 006 06 44 E	A0384/14

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
				Crane/Cranes marked/LGTD	*1602*	46 13 15 N 006 06 10 E	A0573/18
Refer also to LSGG AOC 04/22, LSGG AD 2.24.4 - 1							

LSGG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

1. TAMSI = TAF METAR SIGMET

LSGG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

LSGG AD 2.13 DECLARED DISTANCES

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

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

LSGG AD 2.14 APPROACH AND RUNWAY LIGHTING

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

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

LSGG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LSGG AD 2.16 HELICOPTER LANDING AREA

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

LSGG AD 2.17 ATS AIRSPACE

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

LSGG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
GENEVA AREA				
EMERG		121.500 MHz	H24	EMERG for all services
APP/SRE/VDF	Geneva Transit	136.455 MHz	H24	As instructed by ATC
	Geneva Arrival	136.255 MHz	H24	
	Geneva Departure	119.530 MHz	H24	
	Geneva Approach	130.555 MHz	H24	As instructed by ATC
	Geneva Final	120.305 MHz	H24	
	Geneva Departure	131.330 MHz	H24	As instructed by ATC
TWR/VDF	Geneva Tower	118.705 MHz	H24	Primary FREQ
		119.905 MHz	HJ	As instructed by ATC
		119.700 MHz	H24	ALTN FREQ
GND	Geneva Ground	121.680 MHz	H24	Primary FREQ Clearance Delivery for all IFR flights Start-up and taxi clearance for North Apron
		119.700 MHz	H24	Auxiliary frequency
TRAFFIC APRON	Geneva Apron	121.855 MHz	H24	Primary FREQ Start-up (push-back if needed) and taxi clearance for South Apron
		121.755 MHz	H24	ALTN FREQ
VDF	Geneva Homer	118.705 MHz	H24	Primary FREQ
		119.700 MHz	H24	ALTN FREQ
ATIS		135.580 MHz	H24	TEL: +41 (0) 22 417 40 81
		124.755 MHz	H24	GLD Information En, Fr TEL: +41 (0) 22 417 40 83
FIC	Geneva Information	126.350 MHz	H24	For VFR FLT within TMA

LSGG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LA DOLE DME	LDL	CH 106X	H24	46 25 28.6N 006 05 56.3E	*5517 ft*	NIL	DOC 80 NM / 50'000 ft. Paired VOR FREQ 115.90 MHz.
LA PRAZ DME	LAP	CH 45Y	H24	46 40 34.5N 006 24 47.6E	*4253 ft*	NIL	DOC 80 NM / 50'000 ft in sector 255° - 195°, range 70 NM in sector 195° - 205°, unreliable in sector 205° - 255°. Paired VOR FREQ 110.85 MHz.
PASSEIRY DVOR/DME VAR 3.0° E / 2025 (delc.: 3.5° E)	PAS	116.60 MHz CH 113X	H24	46 09 49.4N 005 59 59.7E	*1422 ft*	NIL	DOC 80 NM / 50'000 ft.
MT. PELERIN DME	PEL	CH 55Y	H24	46 29 49.5N 006 49 08.9E	*3942 ft*	NIL	DOC 80 NM / 50'000 ft. Paired VOR FREQ 111.85 MHz.
STOCKHORN DME	STH	CH 89Y	H24	46 41 37.7N 007 32 18.6E	*7251 ft*	NIL	DOC 100 NM / 50'000 ft. Paired VOR FREQ 114.25 MHz
LOC 22, ILS CAT III, class III/E/4, VAR 3° E	ISW	108.70 MHz	H24	46 13 29.0N 006 05 21.7E	NIL	NIL	LOC PSN: 496 m FM THR 04. RWY 22: LOC course 223° MAG. Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° *3500 ft AMSL* linearly raising to 17 NM +/- 35° *5800 ft AMSL*. at 25 NM; +/- 10° *5000 ft AMSL*.
GP 22	--	330.50 MHz	H24	46 14 56.5N 006 07 22.8E	NIL	NIL	GP angle 3°. PSN: 325 m FM THR 22. GP HGT THR 22: 58 ft (17.7 m). Restricted coverage: at 10 NM - 8° S to 4° N from CL above *2900 ft AMSL.* at 20 NM - 8° S to 4° N from CL above *6000 ft AMSL.*
DME 22	ISW	CH 24X	H24	46 14 56.4N 006 07 21.2E	*1378 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° *3500 ft AMSL* linearly raising to 17 NM +/- 35° *5800 ft AMSL*. at 25 NM; +/- 10° *5000 ft AMSL*.

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

LSGG AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions and remarks

1.1 Scheduled air traffic and charter flights

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

1.2 Non-scheduled flights

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

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

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

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

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

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

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

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

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

1.4 Not subject to permission requirements are:

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

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

1.5 Helicopters Operations

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

2. Night ban regulations

2.1 General

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

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

2.2 Commercial Air Transport

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

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

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

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

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

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

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

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

DEPs of Commercial Air Transport are:

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

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

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

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

Ferry FLT DEPs are:

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

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

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

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

2.3 Non-commercial Air Transport

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

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

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

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

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

2.4 Exemptions

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

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

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

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

2.5 Chapter (Stage) two ACFT

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

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

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

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

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

3. Reporting of parking position at departure

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

4. Ground handling agents

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

The name of the ground handling agent shall be specified:

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

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

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

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

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

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

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

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

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

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

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

5. Safety and Security

5.1 Safety

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

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

5.2 Security

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

6. Airport shuttle

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

7. Parking

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

8. ACFT guidance on apron

8.1 General

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

8.2 Area of responsibility

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

8.3 Procedures / Authorisations

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

8.3.1 Arriving aircraft

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

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

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

8.3.2 Departing aircraft

8.3.2.1 Airport Collaborative Decision Making (A-CDM)

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

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

8.3.2.2 A-CDM Procedure

Flight Plan Check

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

Target Off Block Time (TOBT) management

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

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

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

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

Estimated Off-Block Time (EOBT) management

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

Target Start-up Approval Time (TSAT)

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

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

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

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

8.3.2.3 ATC Clearance

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

8.3.2.4 Data Link ATC Clearance (DCL)

8.3.2.4.1 Introduction

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

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

DCL at Geneva Aerodrome is managed by Geneva TWR.

8.3.2.4.2 Requirements

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

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

8.3.2.4.3 Messages used in DCL

The following operational messages may be sent by pilot:

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

The following operational messages may be sent by controller:

- CLD: Clearance Departure message

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

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

8.3.2.4.4 Operational Procedure

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

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

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

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

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

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

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

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

8.3.2.4.5 Problem reports

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

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

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

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

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

8.3.2.4.8 Contacts:

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

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

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

South Apron

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

North Apron:

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

8.3.2.6 Winter Operation

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

8.3.3 Transmission of messages

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

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

8.3.4 Push-back and tow procedures

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

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

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

9. Run-up

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

10. Fuelling with passengers on board

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

10.1 Conditions

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

10.2 Procedure

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

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

11. Code letter F aircraft

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

LSGG AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

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

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

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

Training and check FLTs are prohibited at night.

The North Apron (GAC) is 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.

LSGG AD 2.22 FLIGHT PROCEDURES

1. Special regulations for GENEVA TMA/CTR

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

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

1.1 IFR procedures

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

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

1.1.1 SID Descriptions

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs.

- If UNA to comply with the specified PDG in the respective SID, ADZ ATC.
- Close-in obstacles: Trees and poles each side of RCL up to 170ft above DER ELEV.
- The SIDs are MNM noise routes.
- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref LSGG AD 2.13).
- Due to wake turbulence, all ACFT (except HVY jets) should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall ADZ TWR 118.705 MHz on initial call if UNA to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.1.2 OMNIDIRECTIONAL DEPARTURE PROCEDURES

GENERAL INFORMATION AND REQUIREMENTS FOR OMNIDIRECTIONAL DEPARTURE PROCEDURES
- Omnidirectional departures assigned by ATC only in case of RNAV failure.
- If unable to comply with the specified PDG advise ATC.
- Close-in obstacles: RWY04/22 Trees and poles each side of RCL up to 170ft above DER ELEV.
- RADAR required. Departing aircraft may be cleared to proceed direct to existing terminal points. Expected routing provided by ATC.
- Specified MCAs are subject to MVAs and airspace structure. Published PDGs do not guarantee MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref LSGG AD 2.13).
- When RWY 04 is in use: due to wake turbulence, all ACFT except HVY jets should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall advise TWR 118.705 MHz on initial call if unable to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

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

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

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

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

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

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

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

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

1.2 Procedure for IFR approaches

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

1.3 Approach procedures

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

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

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

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

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

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

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

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

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

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

1.4 ILS category III

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

1.5 Visual approaches by night

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

1.6 Runway Occupancy Time

Departures:

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

Arrivals:

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

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

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

For parking stands on North apron:

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

3. Runway 22:

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

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

For parking stands on North apron:

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

1.7 STAR Descriptions

GENERAL INFORMATIONS AND REQUIREMENTS FOR RNAV STARs

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

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

RNAV STAR AKITO 2N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AKITO	N	-	-	-	-
TF	GG518	N	-	-	219° (221.9°T)	24.6
TF	BOLGI	N	-	-	219° (221.8°T)	19.3
TF	LIRKO	N	+8000	-250	219° (221.5°T)	7.7
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	142° (145.3°T)	11.5
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR BANKO 3N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	301° (304.4°T)	14.5
TF	GOLEB	N	-	-	301° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	-	-250	301° (304.1°T)	4.9
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

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

RNAV STAR BENOT 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	228° (231.4°T)	14.0
TF	GG514	N	-FL150	-	223° (226.2°T)	32.1
TF	SOVAD	N	-	-	223° (226.2°T)	17.4
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR BENOT 1P						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	228° (231.4°T)	14.0
TF	VADAR	N	-	-	200° (202.5°T)	16.5
TF	GG512	N	-FL150	-250	206° (208.6°T)	17.8
TF	BIVLO	N	-	-	223° (225.8°T)	17.2
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

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

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

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

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

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

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

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

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

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

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

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

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

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

RNAV STAR BENOT 2T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	228° (231.4°T)	14.0
TF	VEROX	N	-	-	228° (231.2°T)	17.6
TF	SAPRE	N	-	-210	196° (198.5°T)	16.4

RNAV STAR DJL 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	DJL	N	-	-	-	-
TF	GG517	N	-	-	142° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	142° (144.9°T)	27.0
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	GG507	N	-	-	042° (045.3°T)	8.8
TF	GG514	N	-	-220	043° (045.6°T)	8.5
FM	GG514	N	-	-	043° (045.6°T)	-

RNAV STAR FRIBU 1R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	FRIBU	N	-	-	-	-
TF	VADAR	N	-	-	247° (249.7°T)	20.7
TF	SAPRE	N	-	-210	225° (228.3°T)	17.0

RNAV STAR KINES 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	KINES	N	-	-	-	-
TF	GG519	N	-	-	346° (349.2°T)	12.0
TF	ROCCA	N	-	-	347° (349.7°T)	13.3
TF	GOLEB	N	-	-	346° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	+7000	-250	301° (304.1°T)	4.9
TF	GG525	N	-	-	043° (045.5°T)	8.7
TF	GG512	N	-	-220	043° (045.7°T)	8.5
FM	GG512	N	-	-	043° (045.7°T)	-

RNAV STAR LUSAR 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	LUSAR	N	+FL200	-	-	-
TF	SAUNI	N	+FL160	-	099° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	100° (102.7°T)	14.3
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	GG507	N	-	-	042° (045.3°T)	8.8
TF	GG514	N	-	-220	043° (045.6°T)	8.5
FM	GG514	N	-	-	043° (045.6°T)	-

RNAV STAR ULMES 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	228° (231.4°T)	14.7
TF	VADAR	N	-	-	228° (231.2°T)	13.8
TF	SAPRE	N	-	-210	225° (228.3°T)	17.0

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

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

2. Minima for IFR departures (TKOF minima)

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

3. Low visibility procedures (LVP)

CAT II/III operations are available for RWY 22.
Low Visibility Departures (LVD) are available for RWY 04 and 22.
For Low Visibility Procedures and their application, refer to AD 1.1.3.
For details on RWYs, lighting systems and navigation aids, refer to LSGG AD 2.12, AD 2.14 and AD 2.19.

4. VFR procedures (Including non-radio ACFT)

Refer to VFR Manual, LSGG AD INFO.

LSGG AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

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

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

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

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

3. Bird Hazard and Wildlife Management Services

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

LSGG AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSGG AD 2.24.1 - 1
Aircraft Parking / Docking Chart - Area South	LSGG AD 2.24.2 - 1
Aircraft Parking / Docking Chart - Area South East	LSGG AD 2.24.3 - 1
Aircraft Parking / Docking Chart- Area North	LSGG AD 2.24.3 - 3
Aerodrome Obstacle Chart - Type A - RWY 04	LSGG AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 22	LSGG AD 2.24.4 - 3
Precision Approach Terrain Chart - RWY 22	LSGG AD 2.24.5 - 1
Transition Routes TMA	LSGG AD 2.24.6 - 1
Transition Routes after SID	LSGG AD 2.24.6 - 3
SID RWY 04 - RNAV 1	LSGG AD 2.24.7 - 1
SID RWY 22 - RNAV 1	LSGG AD 2.24.7 - 3
SID RWY 22 - RNAV 1 (CAT A/B/C)	LSGG AD 2.24.7 - 5
Omnidirectional Departures RWY 04/22	LSGG AD 2.24.7 - 7
STAR RWY 04 - RNAV 1 - (AKITO / DJL / LUSAR)	LSGG AD 2.24.9 - 1
STAR RWY 04 - RNAV 1 - (BENOT / FRIBU / ULMES)	LSGG AD 2.24.9 - 3
STAR RWY 04 - RNAV 1 - (BANKO / BELUS / KINES)	LSGG AD 2.24.9 - 5
STAR RWY 22 - RNAV 1 - (AKITO / DJL / LUSAR)	LSGG AD 2.24.9 - 7
STAR RWY 22 - RNAV 1 - (BENOT / FRIBU / ULMES)	LSGG AD 2.24.9 - 9
STAR RWY 22 - RNAV 1 - (BANKO / BELUS / KINES)	LSGG AD 2.24.9 - 11
IAC ILS RWY 04 (CAT A/B/C/D)	LSGG AD 2.24.10 -1
IAC RNP RWY 04 (CAT A/B/C/D)	LSGG AD 2.24.10 - 3
IAC ILS RWY 22 (CAT A/B/C/D)	LSGG AD 2.24.10 - 5
IAC RNP RWY 22 (CAT A/B/C/D)	LSGG AD 2.24.10 - 7
ATC Surveillance Minimum Altitude Chart (-8°C to 1°C)	LSGG AD 2.24.13 -1
ATC Surveillance Minimum Altitude Chart (2°C and above)	LSGG AD 2.24.13 -3

LSGG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
04	Calvert Cat. I	✓	✓	PAPI 3° MEHT 18.50 m	-	✓	✓	600 m	✓
22	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 19.94 m	✓	✓	✓	600 m	✓

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

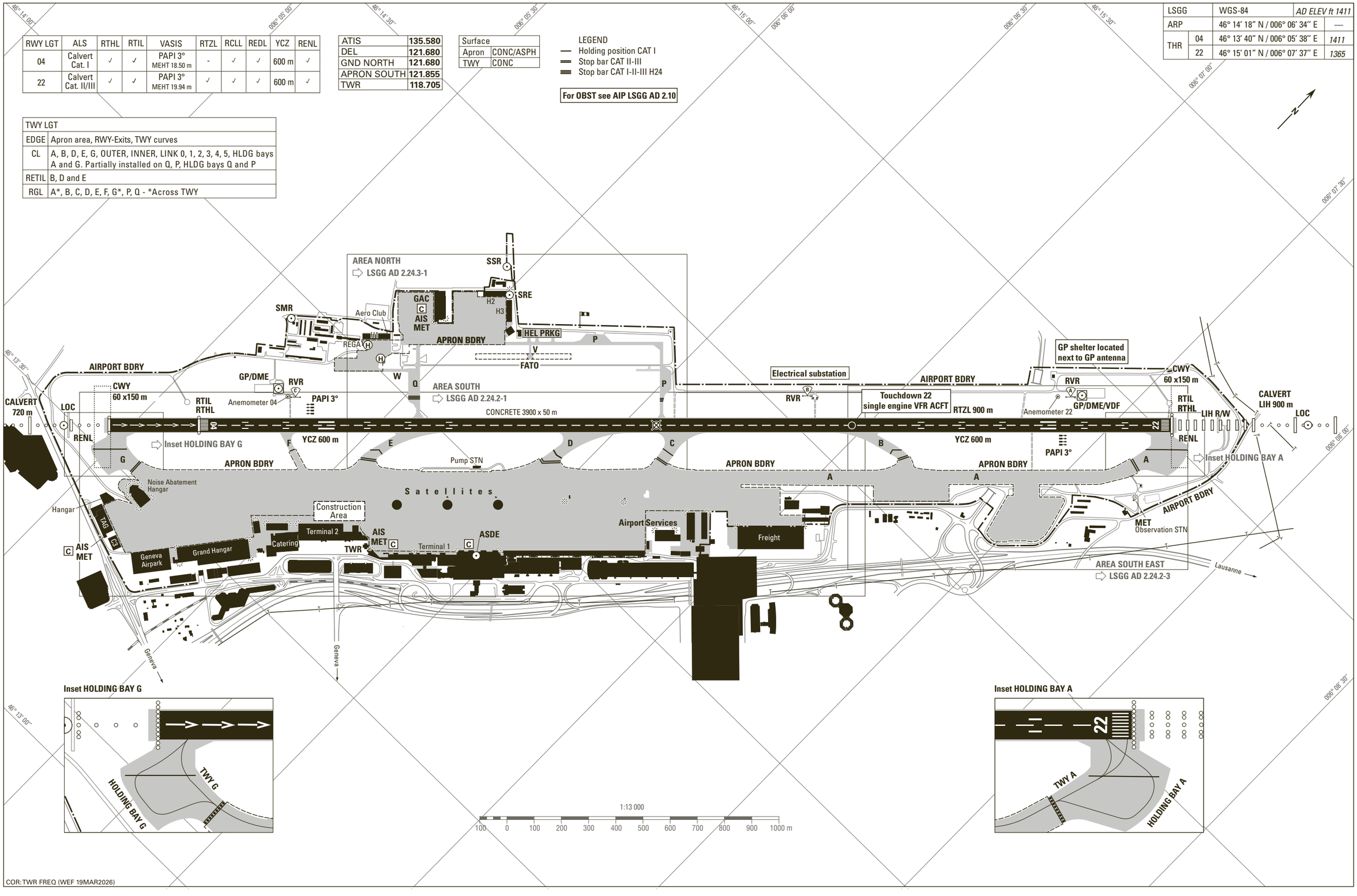
ATIS	135.580
DEL	121.680
GND NORTH	121.680
APRON SOUTH	121.855
TWR	118.705

Surface	
Apron	CONC/ASPH
TWY	CONC

LEGEND
— Holding position CAT I
═ Stop bar CAT II-III
═ Stop bar CAT I-II-III H24

For OBST see AIP LSGG AD 2.10

LSGG		WGS-84	*AD ELEV ft 1411*
ARP		46° 14′ 18″ N / 006° 06′ 34″ E	—
THR	04	46° 13′ 40″ N / 006° 05′ 38″ E	*1411*
	22	46° 15′ 01″ N / 006° 07′ 37″ E	*1365*



COR:TWR FREQ (WEF 19MAR2026)

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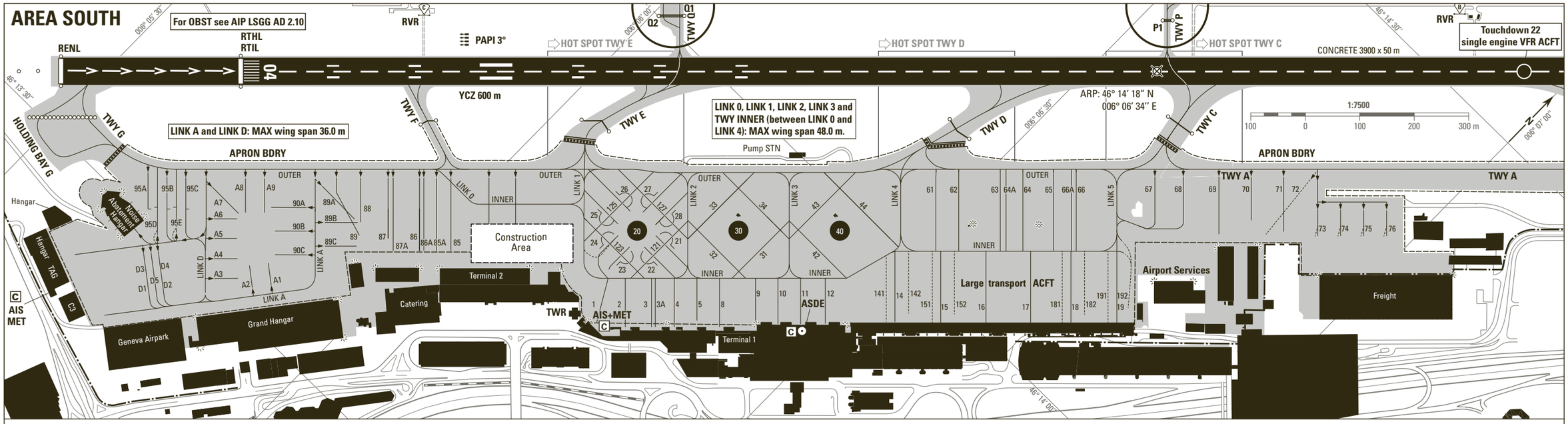
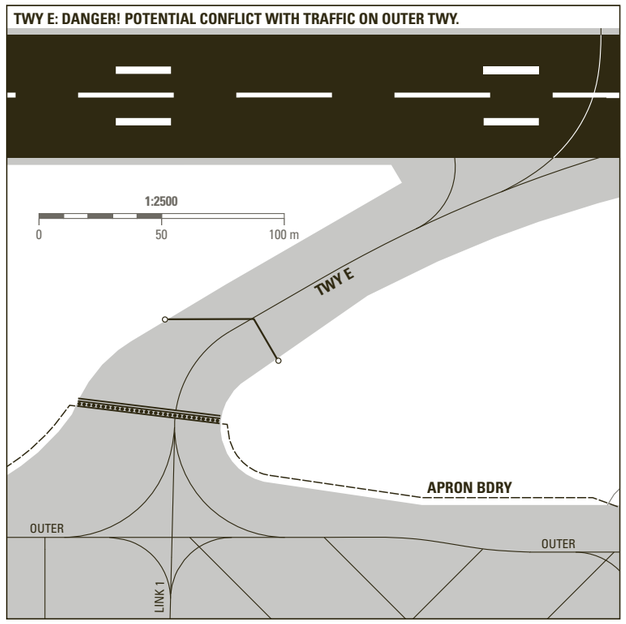
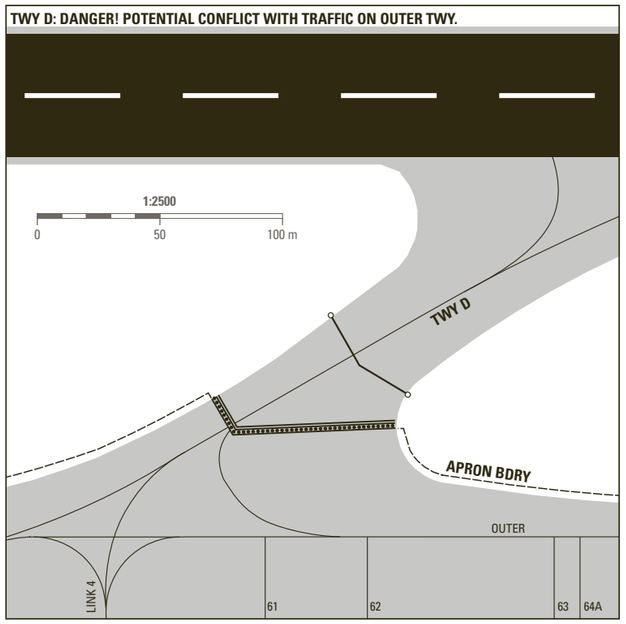
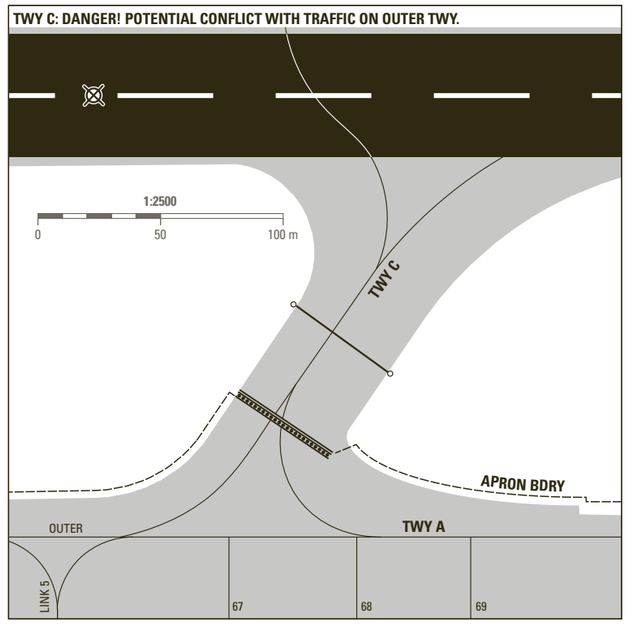


HOT SPOTS







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

LEGEND/RMK

Arrivals:

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

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

Departures:

Push back procedure ⇨ LSGG AD 2.20

ATIS	135.580
DEL	121.680
APRON SOUTH	121.855
TWR	118.705

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

TWY:

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

Taxiways:

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

When RWY 22 is in use: ACFT shall not use TWY CHARLIE unless otherwise instructed by TWR. If instructed to vacate via TWY CHARLIE, ACFT shall clear the RWY and hold on TWY CHARLIE remaining clear of OUTER TWY.

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

COR: TWR FREQ (WEF 19MAR2026)

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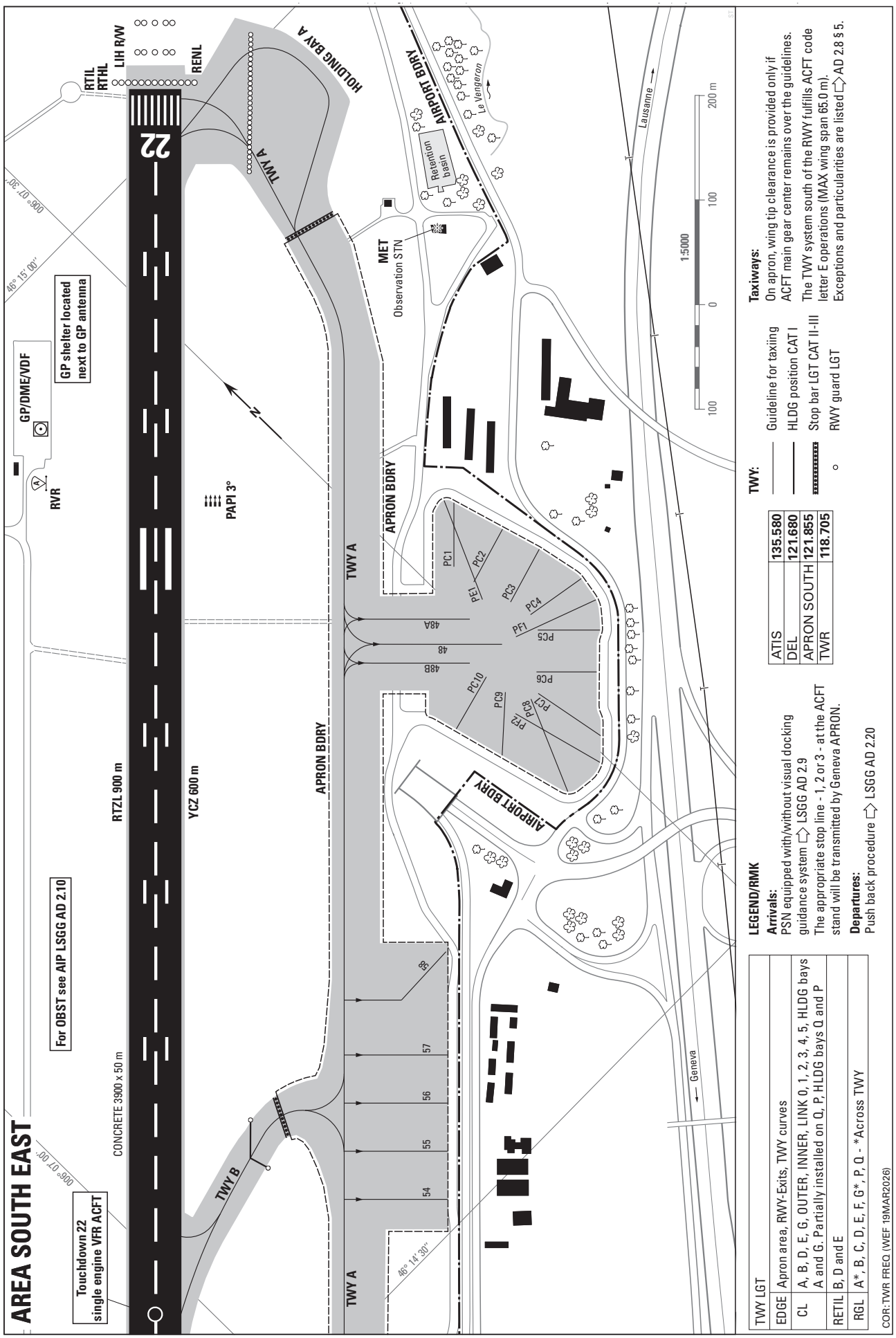
Aircraft Parking / Docking Chart - Area South East



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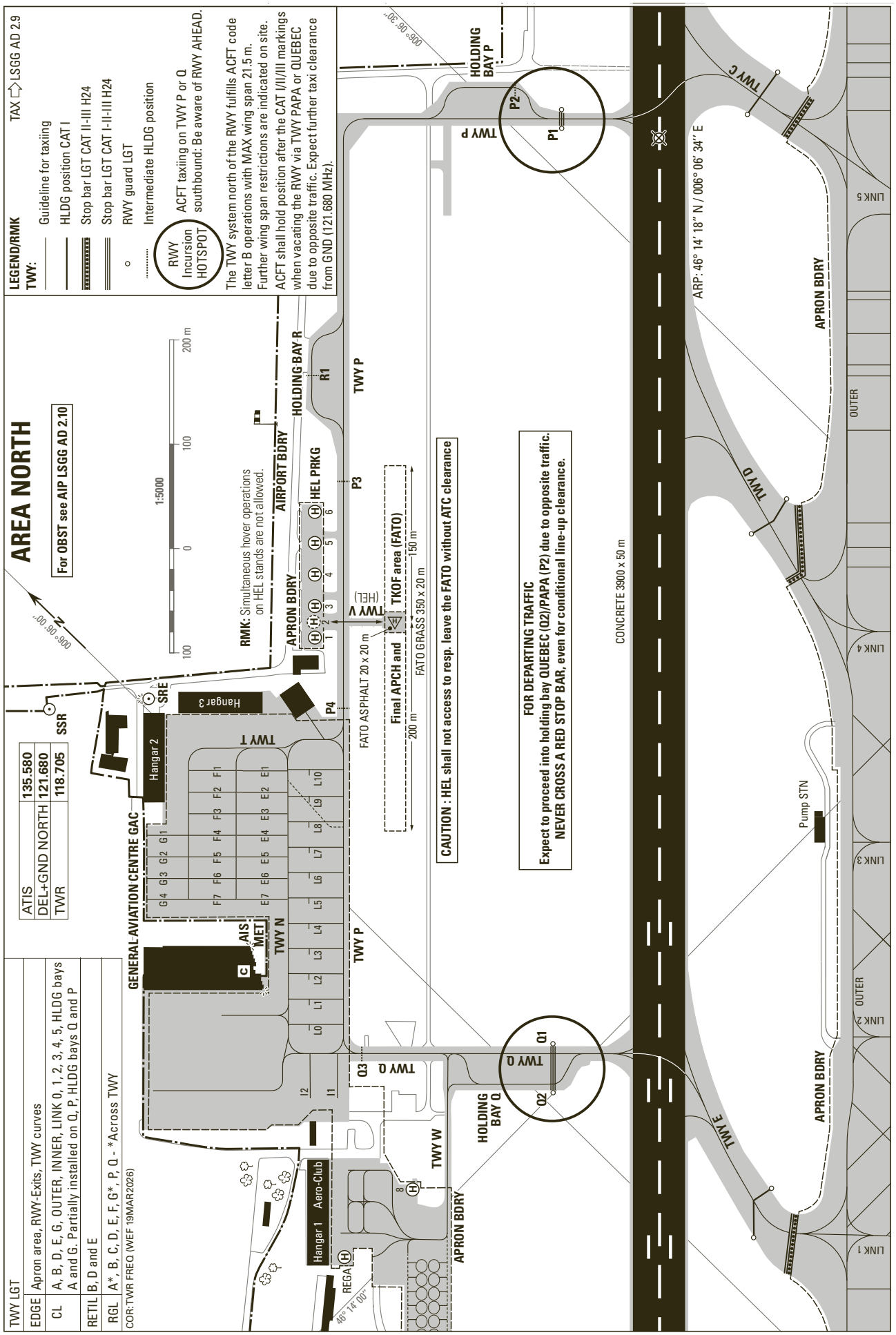
AREA NORTH
For OBST see AIP LSGG AD 2.10
TAX LSGG AD 2.9
LEGEND/RMK
TWY:
Guideline for taxiing
HLDG position CAT I
Stop bar LGT CAT II-III H24
Stop bar LGT CAT I-II-III H24
RWY guard LGT
Intermediate HLDG position
RWY Incursion HOTSPOT
ACFT taxiing on TWY P or Q southbound: Be aware of RWY AHEAD.
The TWY system north of the RWY fulfils ACFT code letter B operations with MAX wing span 21.5 m. Further wing span restrictions are indicated on site.
ACFT shall hold position after the CAT I/II/III markings when vacating the RWY via TWY PAPA or QUEBEC due to opposite traffic. Expect further taxi clearance from GND (121.680 MHz).
ATIS 135.580
DEL+GND NORTH 121.680
TWR 118.705
SSR
SRE
1:5000
100 0 100 200 m
RMK: Simultaneous hover operations on HEL stands are not allowed.
AIRPORT BDRY
APRON BDRY
HOLDING BAY R
HEL PRKG
R1
TWY P
P3
P4
TWY V
(HEL)
FATO ASPHALT 20 x 20 m
Final APCH and TKOF area (FATO)
200 m
150 m
FATO GRASS 350 x 20 m
CAUTION : HEL shall not access to resp. leave the FATO without ATC clearance
FOR DEPARTING TRAFFIC
Expect to proceed into holding bay QUEBEC (Q2)/PAPA (P2) due to opposite traffic.
NEVER CROSS A RED STOP BAR, even for conditional line-up clearance.
CONCRETE 3900 x 50 m
HOLDING BAY P
P2
P1
TWY P
TWY C
TWY D
TWY E
TWY Q
Q1
Q2
Q3
HOLDING BAY Q
TWY W
TWY T
TWY N
GENERAL AVIATION CENTRE GAC
Hangar 3
Hangar 2
Hangar 1
Aero-Club
AIS
MET
REGA
Pump STN
ARP: 46° 14' 18" N / 006° 06' 34" E
APRON BDRY
OUTER
LINK 1
LINK 2
LINK 3
LINK 4
LINK 5
TWY LGT
EDGE Apron area, RWY-Exits, TWY curves
CL A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5, HLDG bays A and G. Partially installed on Q, P, HLDG bays Q and P
RETIL B, D and E
RGL A*, B, C, D, E, F, G*, P, Q - *Across TWY
COR:TWR FREQ (WEF 19MAR2026)

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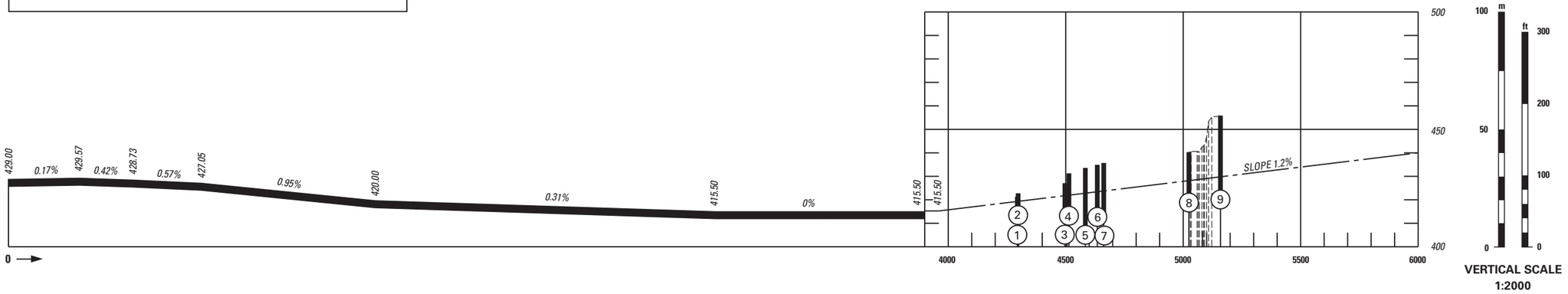
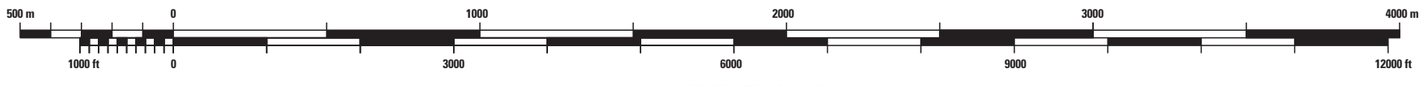
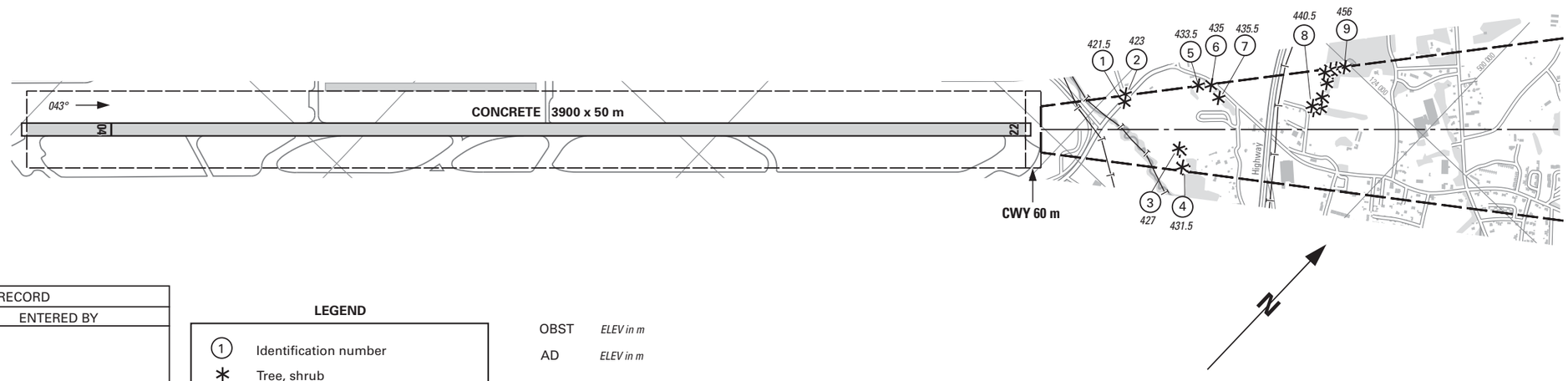
VAR 3° E (2024.5)

RWY: 04

RWY 04	DECLARED DISTANCES in m	RWY 22
3900	TAKE-OFF RUN AVAILABLE	—
3960	TAKE-OFF DISTANCE AVAILABLE	—
3900	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**3900**







AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

(1)	Identification number
*	Tree, shrub
¦ ¦	Tree
—T—	Transmission line, overhead cable

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

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COR: editorial (WEF 20FEB2025)

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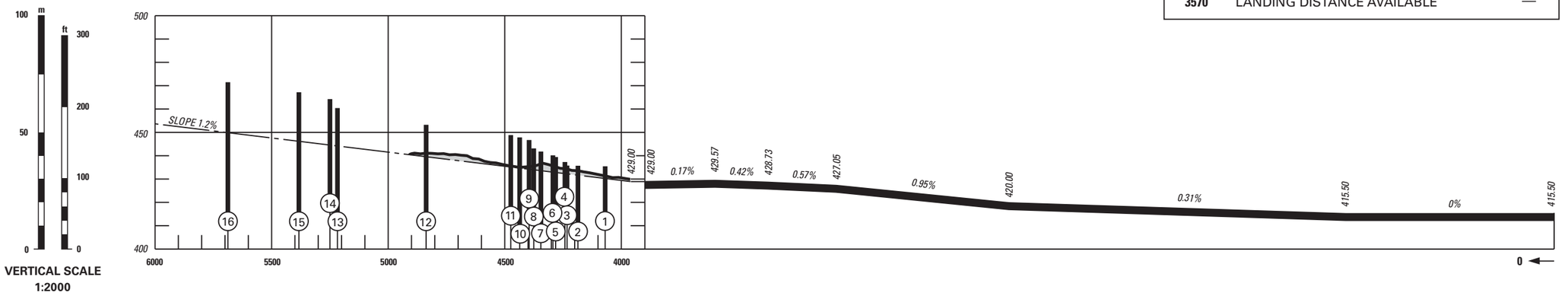
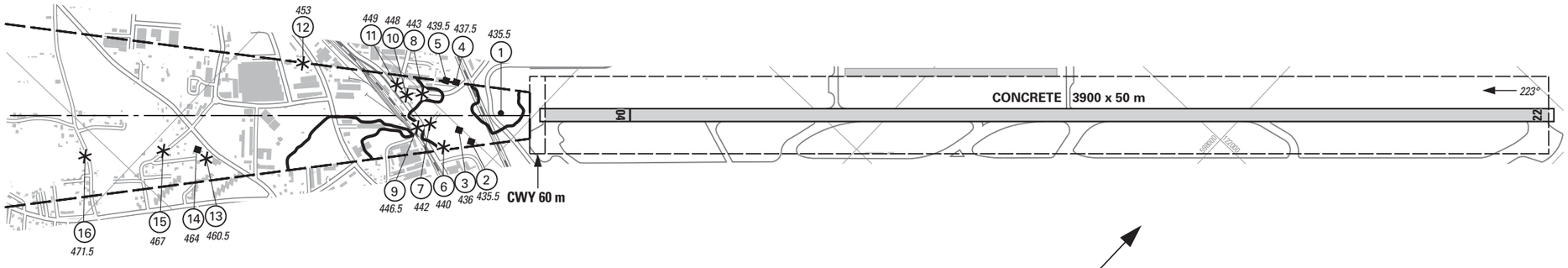
VAR 3° E (2024.5)

RWY: 22

RWY 04	DECLARED DISTANCES in m	RWY 22
—	TAKE-OFF RUN AVAILABLE	**3900**
—	TAKE-OFF DISTANCE AVAILABLE	**3960**
—	ACCELERATE STOP DISTANCE AVAILABLE	**3900**
3570	LANDING DISTANCE AVAILABLE	—





AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

(1)	Identification number
✳	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
■	Building, large structure
⌒	Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

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COR: editorial (WEF 20FEB2025)

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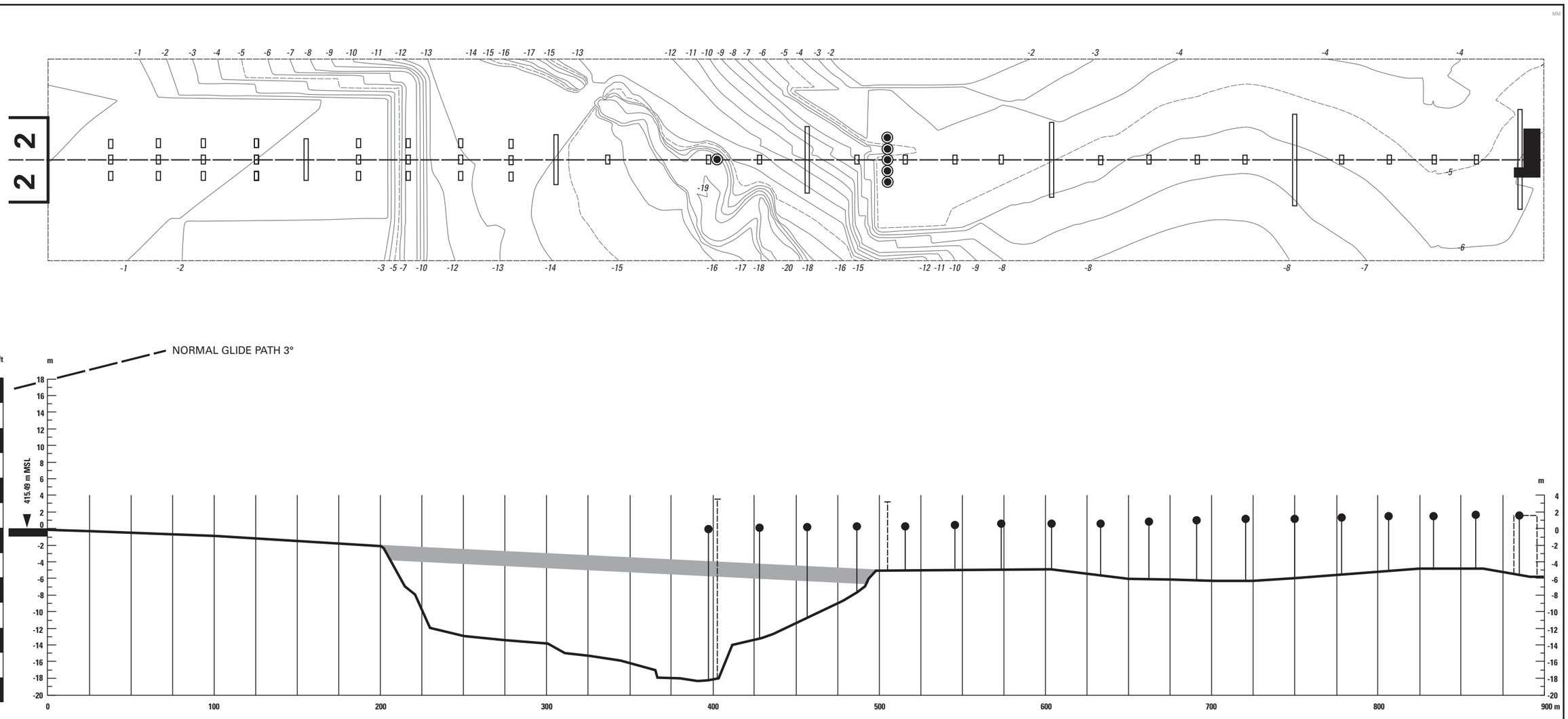

VERTICAL SCALE 1:500

HORIZONTAL SCALE 1:2500

LEGEND

- Pole, antenna
- Contour
- Centre-line profile
- Artifical Reference Surface for Radio Altimeter
- Approach Lights

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

COR: editorial (WEF 20FEB2025)

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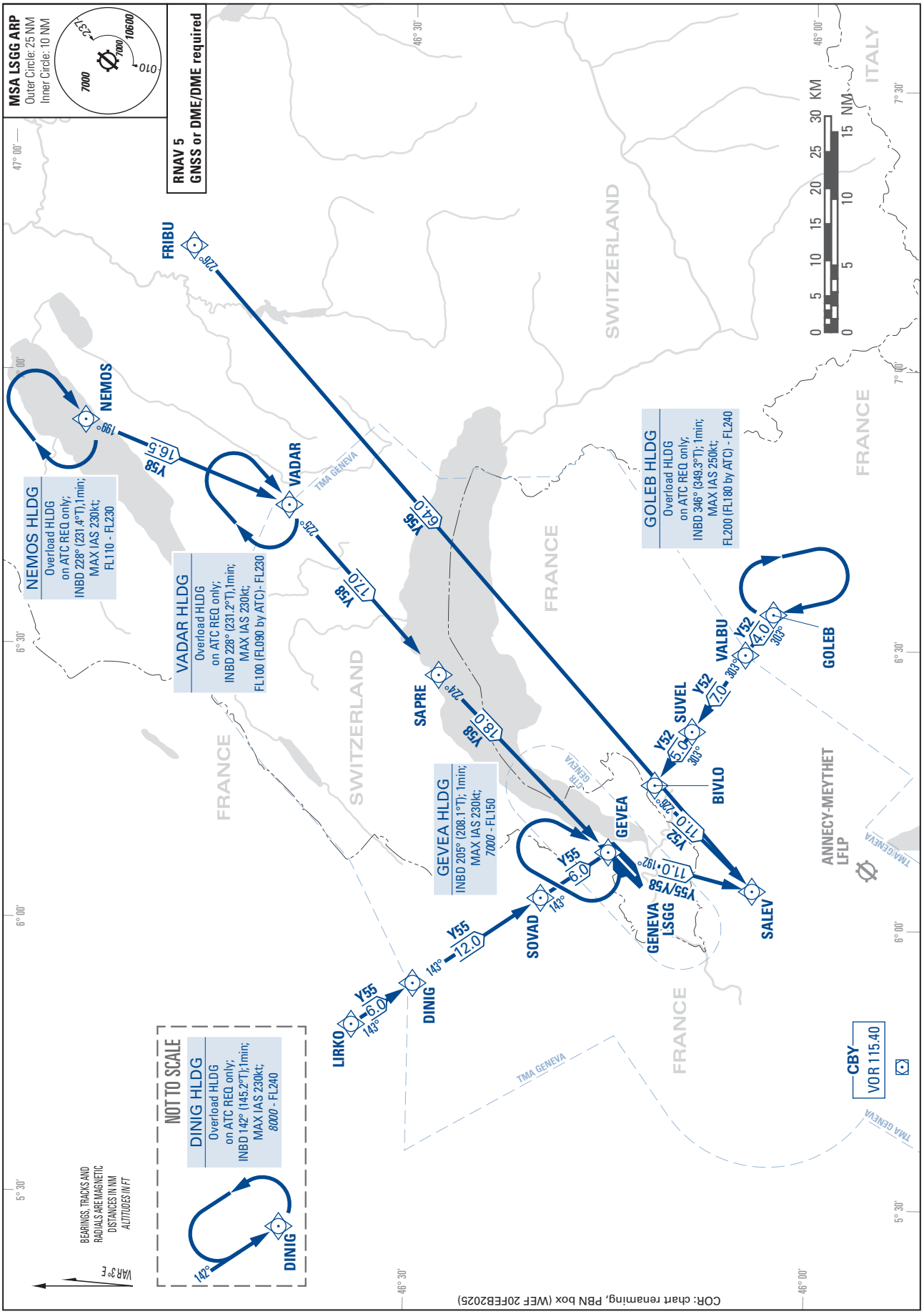
AREA CHART - ICAO

TRANSIT ROUTES THROUGH GENEVA TMA,
DESTINATION LFLB and LFLP

GENEVA (LSGG)



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DEFINITION OF ROUTINGS

After DIPIR DEP:
FPL via DJL:
- proceed via T37 to DJL, if CLR FL200 or above, cross IBABA at FL200 or above.

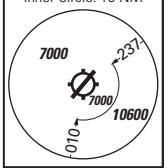
FPL via ARBOS:
- proceed via V25 to ARBOS, cross LERDU at FL200 or above.

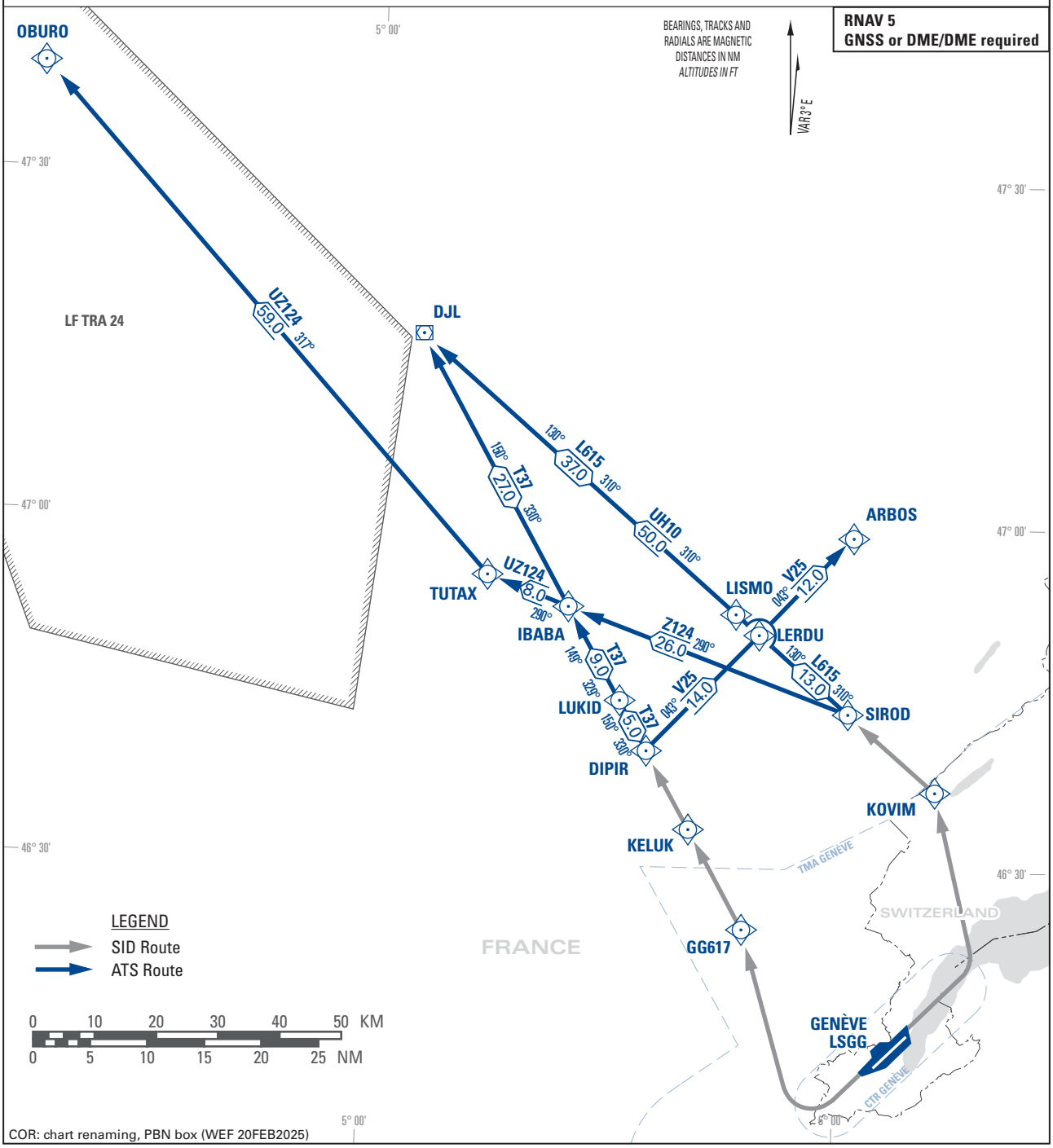
FPL via OBURO:
- proceed via T37 to IBABA then UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF TRA 24 activity; expect routing via T37 to DJL).

After SIROD DEP:
FPL via DJL:
- proceed via L615/UH10 to DJL, if CLR FL200 or above, cross D30 DJL at FL200 or above.

FPL via OBURO:
- proceed via Z124/UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF TRA 24 activity; expect routing via L615/UH10 to DJL).

MSA LSGG ARP
Outer Circle: 25 NM
Inner Circle: 10 NM





COR: chart renaming, PBN box (WEF 20FEB2025)

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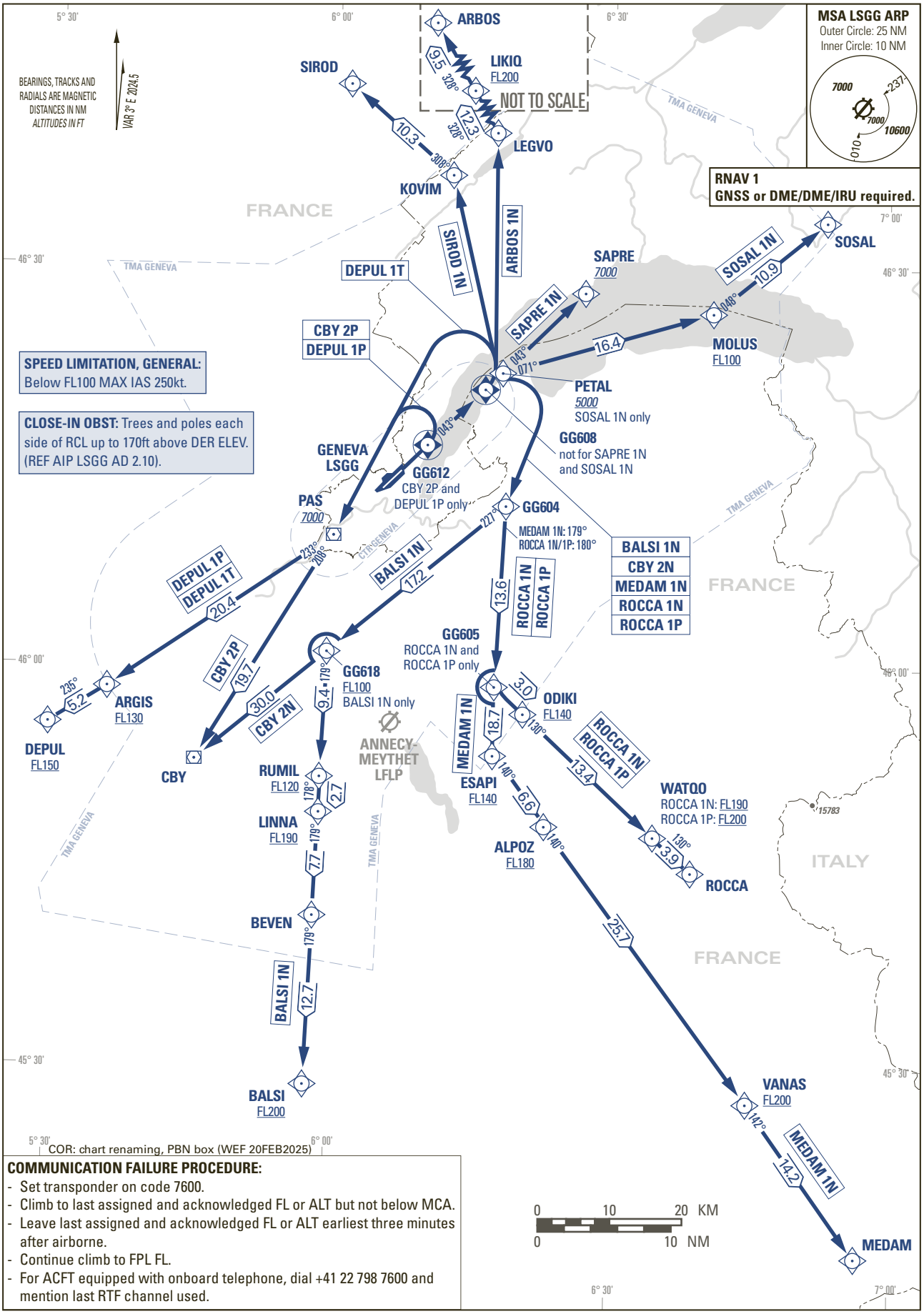
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

GENEVA (LSGG)
RNAV RWY 04

ARBOS 1N | BALSI 1N | CBY 2N /2P | DEPUL 1P/ 1T | MEDAM 1N | ROCCA 1N/1P | SAPRE 1N | SIROD 1N | SOSAL 1N



COR: chart renaming, PBN box (WEF 20FEB2025)

COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Climb to last assigned and acknowledged FL or ALT but not below MCA.
- Leave last assigned and acknowledged FL or ALT earliest three minutes after airborne.
- Continue climb to FPL FL.
- For ACFT equipped with onboard telephone, dial +41 22 798 7600 and mention last RTF channel used.

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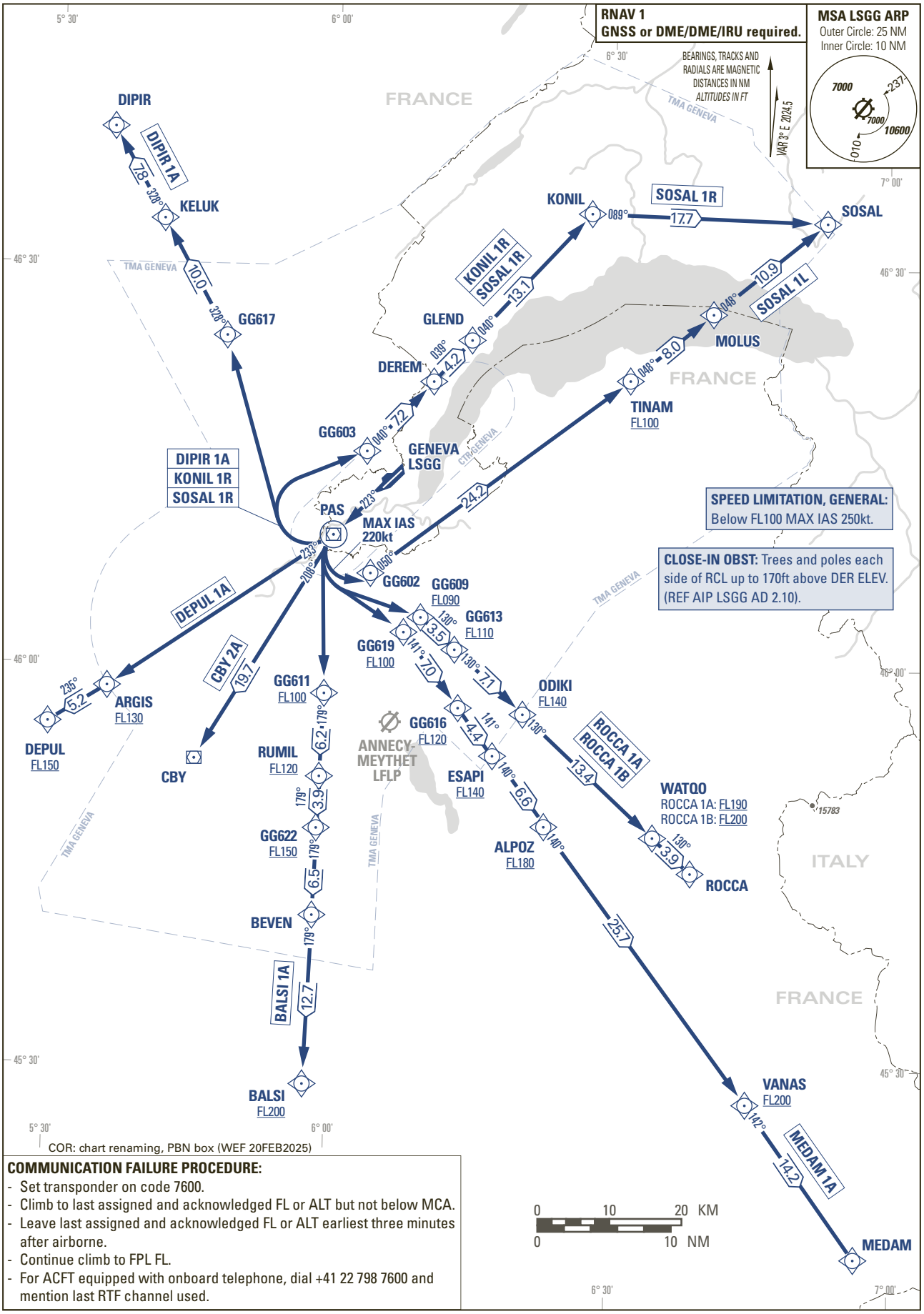
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

GENEVA (LSGG)
RNAV RWY 22

BALSI 1A | CBY 2A | DEPUL 1A | DIPIR 1A | KONIL 1R | MEDAM 1A | ROCCA 1A/1B | SOSAL 1L/1R



COR: chart renaming, PBN box (WEF 20FEB2025)

COMMUNICATION FAILURE PROCEDURE:
- Set transponder on code 7600.
- Climb to last assigned and acknowledged FL or ALT but not below MCA.
- Leave last assigned and acknowledged FL or ALT earliest three minutes after airborne.
- Continue climb to FPL FL.
- For ACFT equipped with onboard telephone, dial +41 22 798 7600 and mention last RTF channel used.

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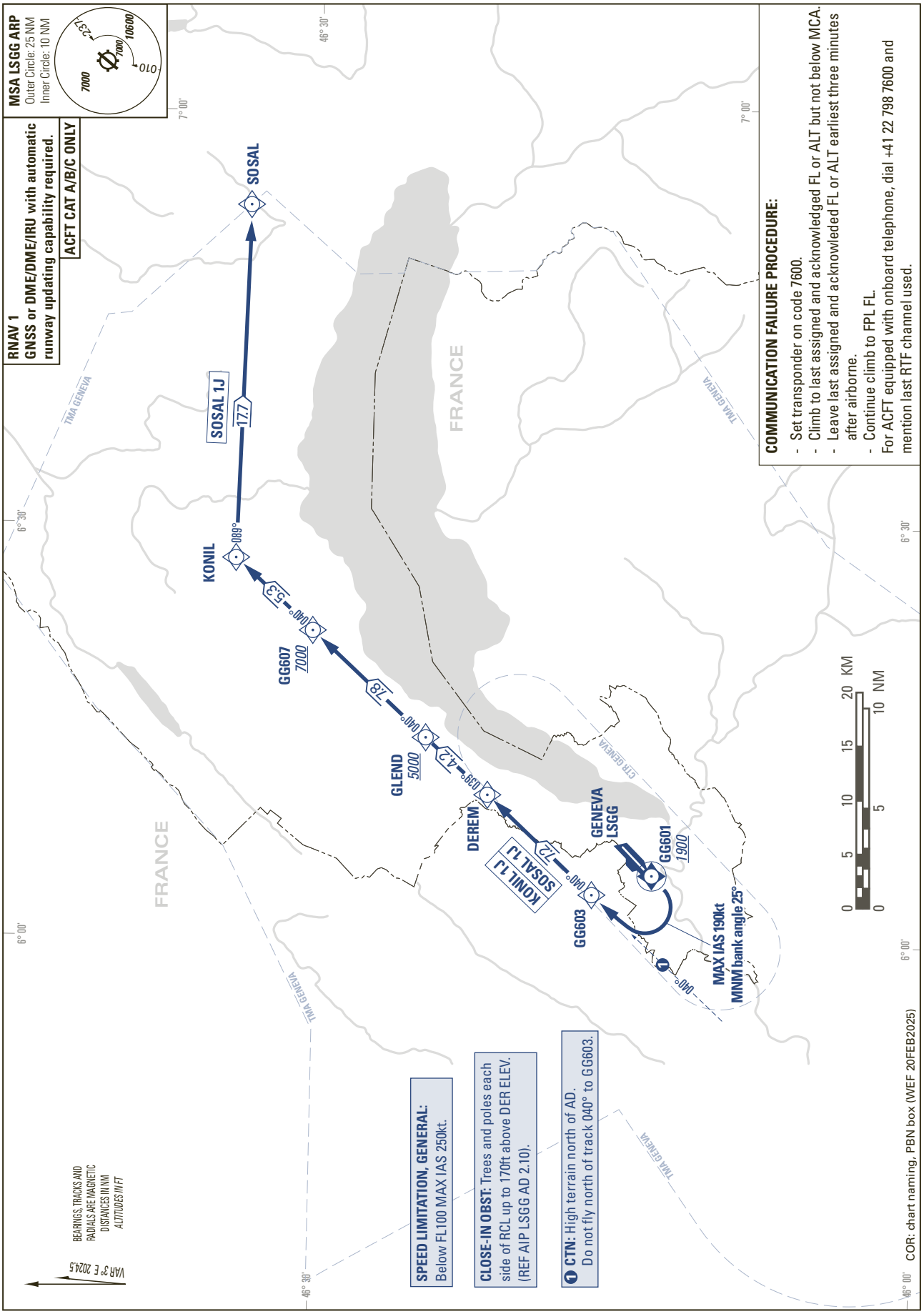
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

GENEVA (LSGG)
RNAV RWY 22

KONIL 1J SOSAL 1J



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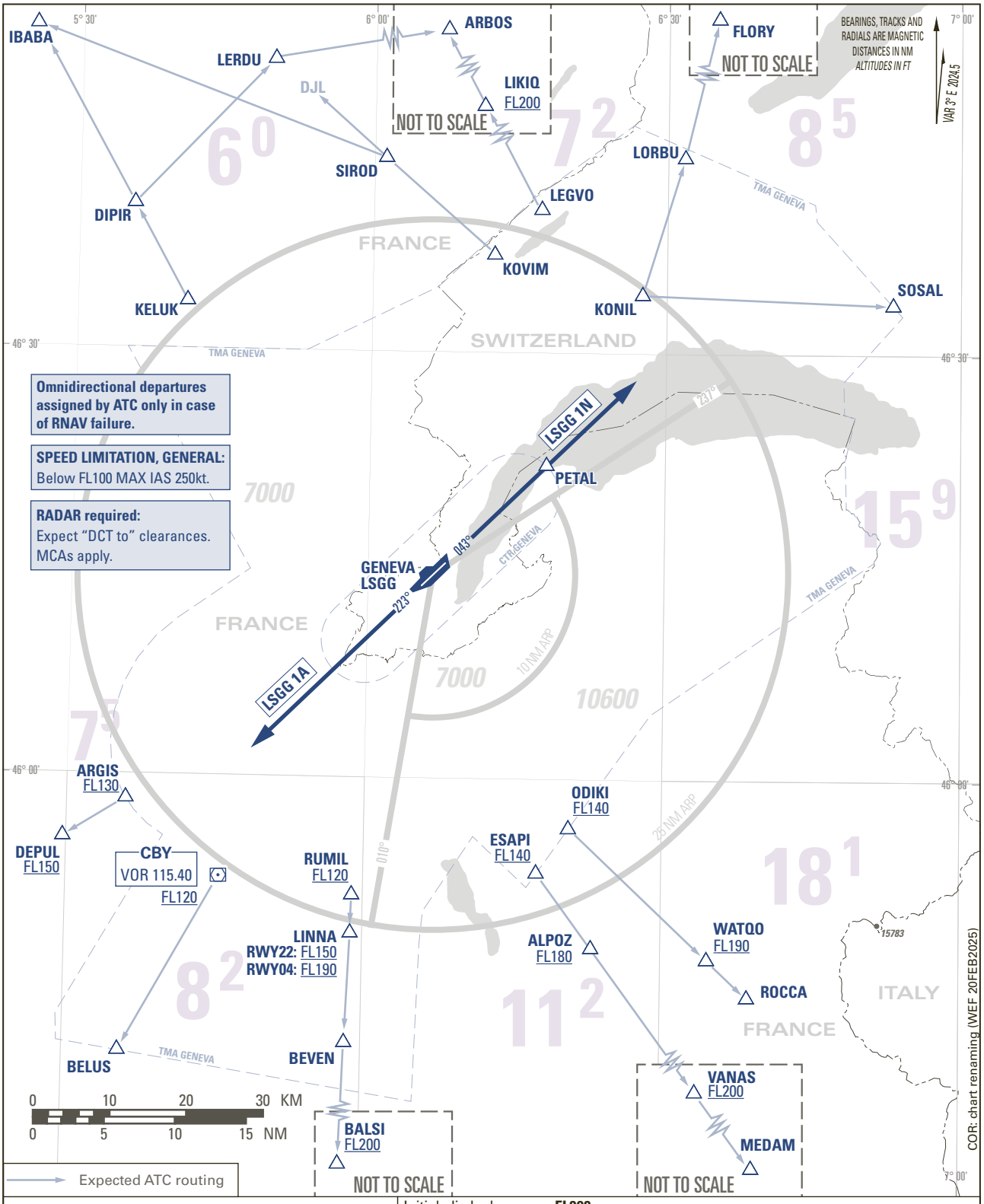
OMNIDIRECTIONAL DEPARTURE CHART

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

GENEVA (LSGG)
RWY 04/22



COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Climb to FL090 or last assigned and acknowledged FL.
- Leave last assigned and acknowledged FL earliest three minutes after airborne.
- Continue climb to FPL FL and proceed to first en-route point according to FPL but not below grid AMA.
- For ACFT equipped with onboard telephone, dial +41 22 798 7600 and mention last RTF channel used.

Initial climb clearance: **FL090**

RWY 04: GENEVA ONE NOVEMBER PDG 5.4% to *6100ft.*	Climb straight ahead on track 043° to FL090, continue to en-route as cleared by ATC.
RWY 22: GENEVA ONE ALPHA PDG 7.6% to *6200ft.*	Climb straight ahead on track 223° to FL090, continue to en-route as cleared by ATC.

CLOSE-IN OBST: RWY 04/22 - Trees and poles each side of RWY centre line up to 170ft AGL above DER ELEV (REF AIP LSGG AD 2.10).

Notes:
- Strict adherence to inital climb nominal track required for noise abatement.
- For expected ATC routing REF AIP LSGG AD 2.22 §1.1.2.

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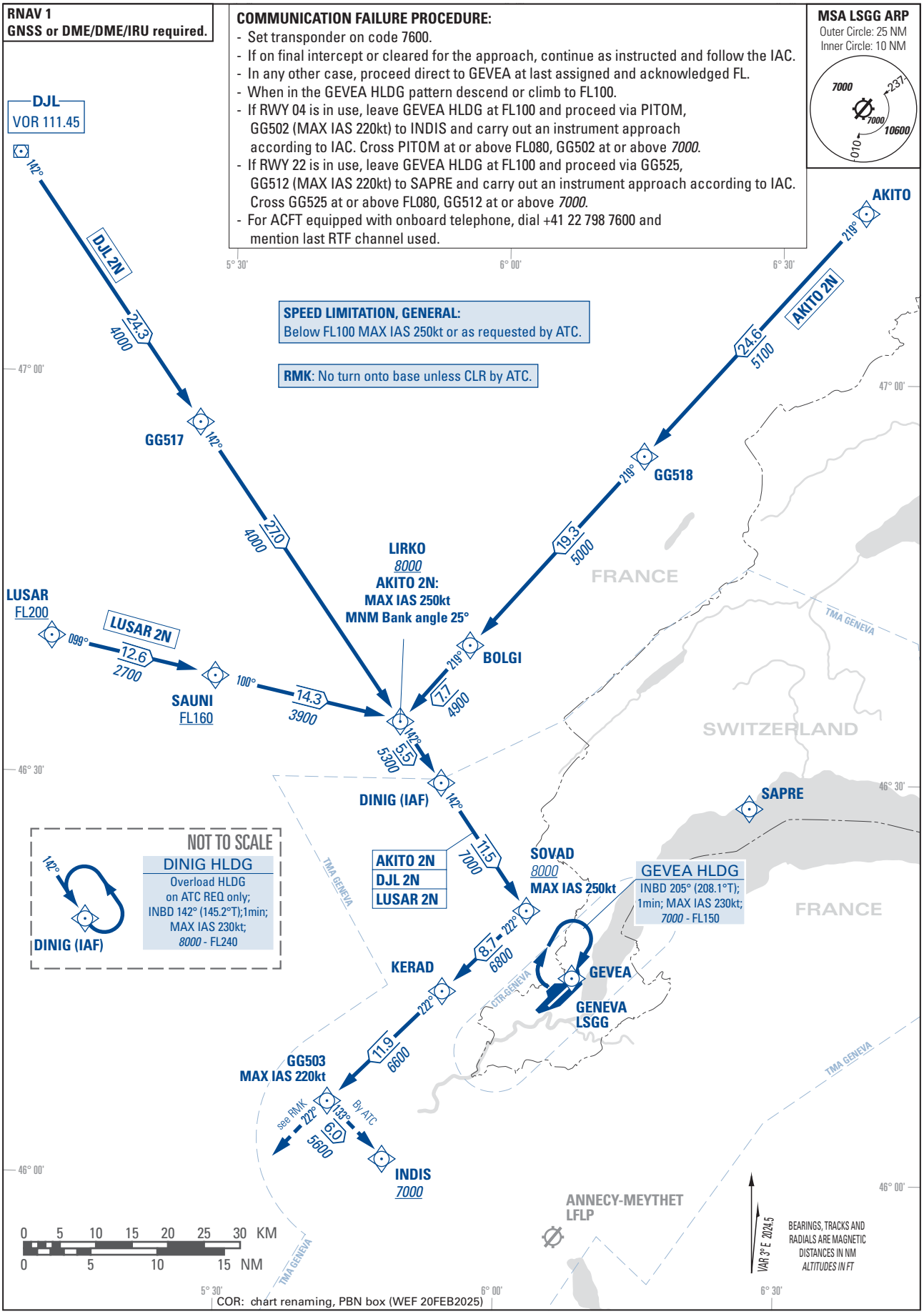
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

GENEVA (LSGG)
RNAV RWY 04

AKITO 2N DJL 2N LUSAR 2N



COR: chart renaming, PBN box (WEF 20FEB2025)

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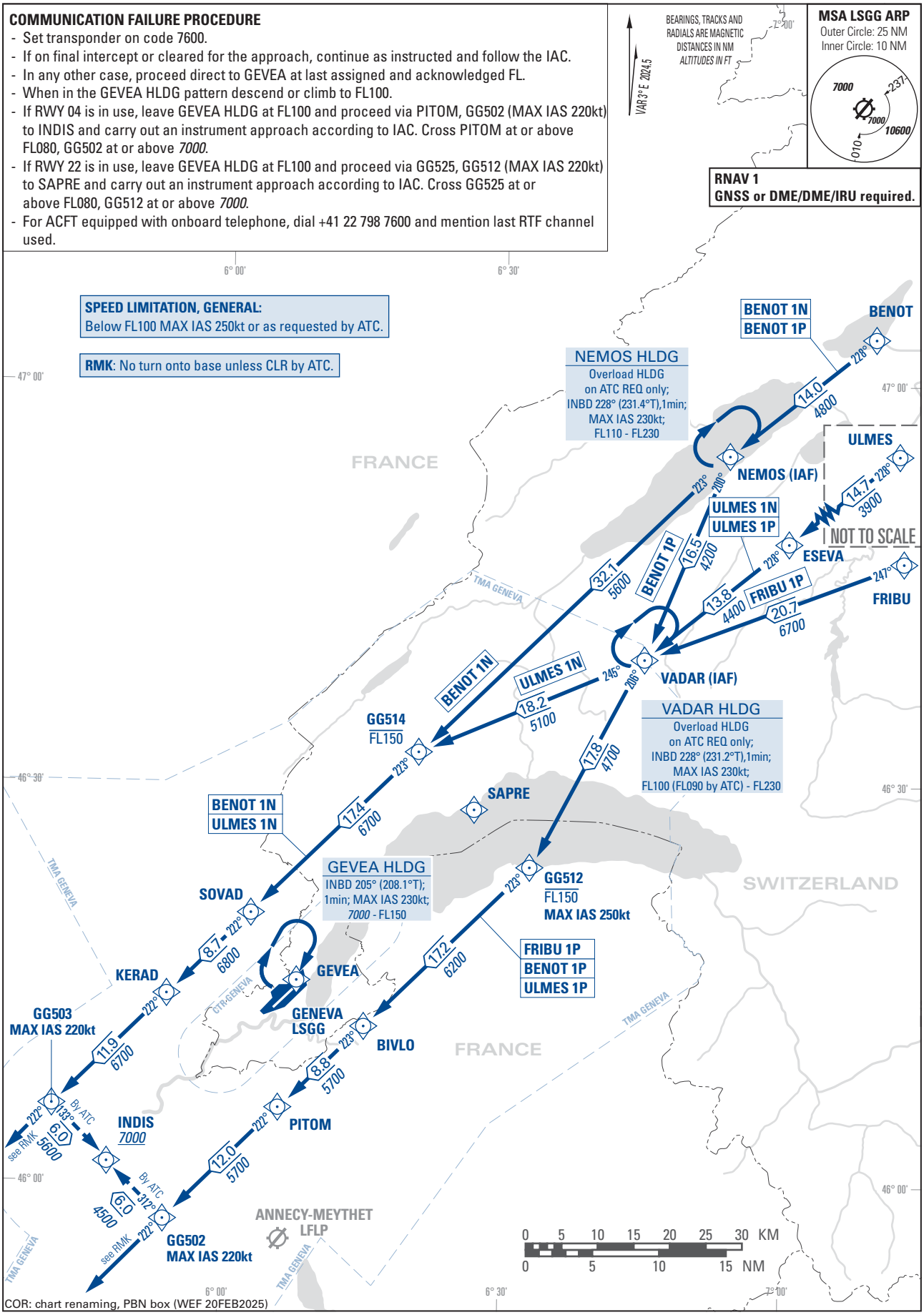
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

GENEVA (LSGG)
RNAV RWY 04

BENOT 1N BENOT 1P FRIBU 1P ULMES 1N ULMES 1P



COR: chart renaming, PBN box (WEF 20FEB2025)

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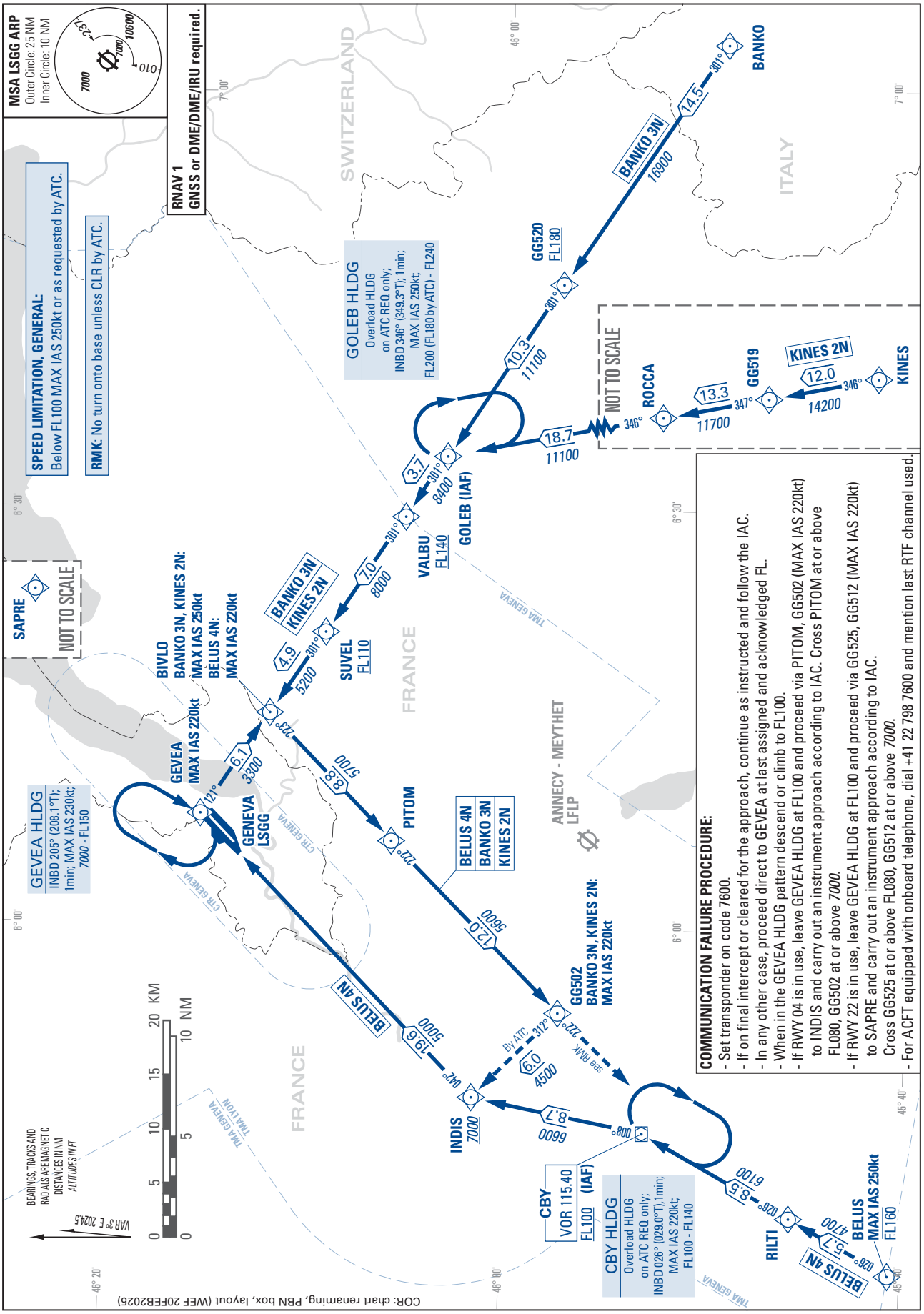
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

GENEVA (LSGG)
RNAV RWY 04

BANKO 3N BELUS 4N KINES 2N



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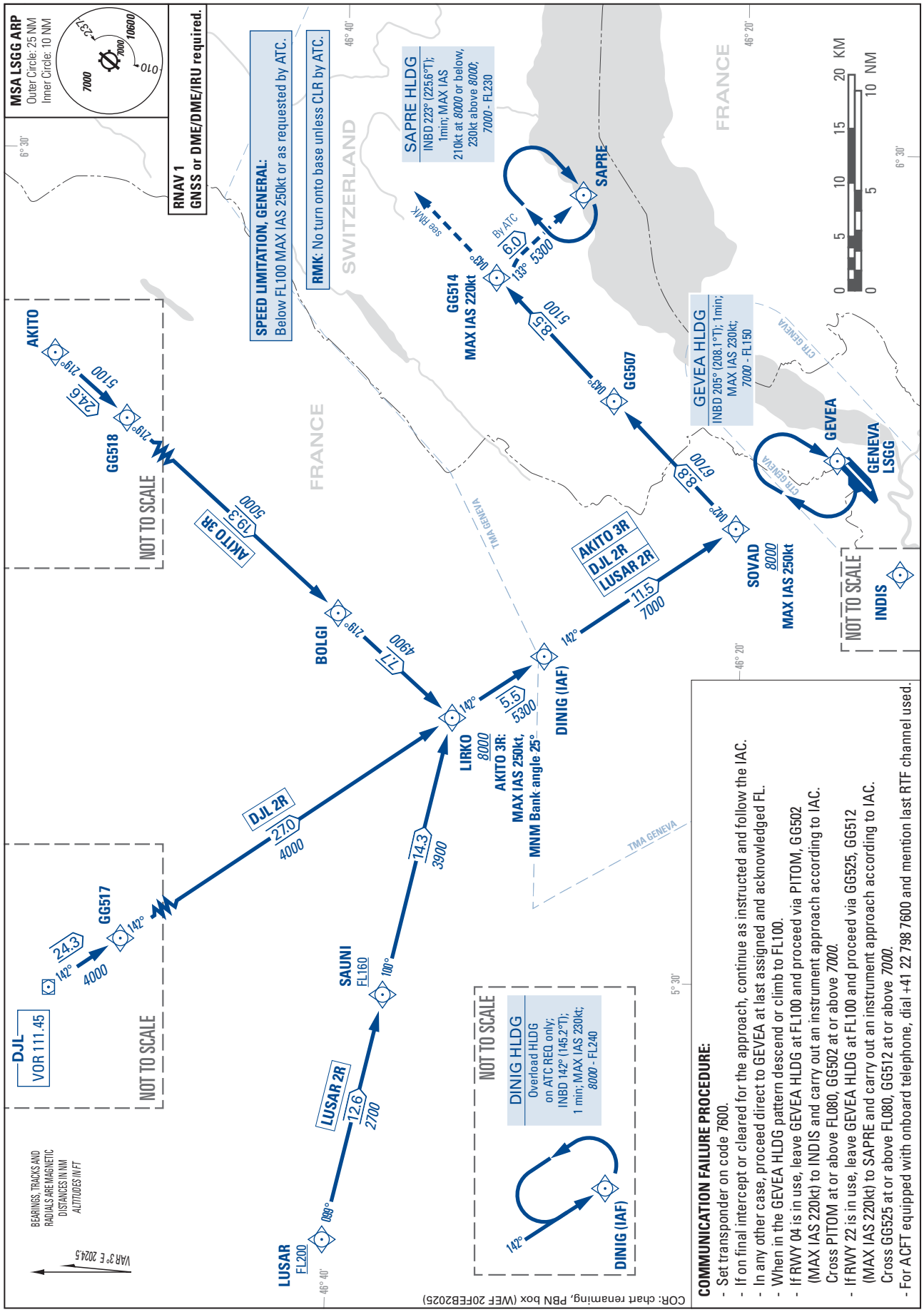
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

GENEVA (LSGG)
RNAV RWY 22

AKITO 3R DJL 2R LUSAR 2R



COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- If on final intercept or cleared for the approach, continue as instructed and follow the IAC.
- In any other case, proceed direct to GEVEA at last assigned and acknowledged FL.
- When in the GEVEA HLDG pattern descend or climb to FL100.
- If RWY 04 is in use, leave GEVEA HLDG at FL100 and proceed via PITOM, GG502 (MAX IAS 220kt) to INDIS and carry out an instrument approach according to IAC. Cross PITOM at or above FL080, GG502 at or above *7000*.
- If RWY 22 is in use, leave GEVEA HLDG at FL100 and proceed via GG525, GG512 (MAX IAS 220kt) to SAPRE and carry out an instrument approach according to IAC. Cross GG525 at or above FL080, GG512 at or above *7000*.
- For ACFT equipped with onboard telephone, dial +41 22 798 7600 and mention last RTF channel used.

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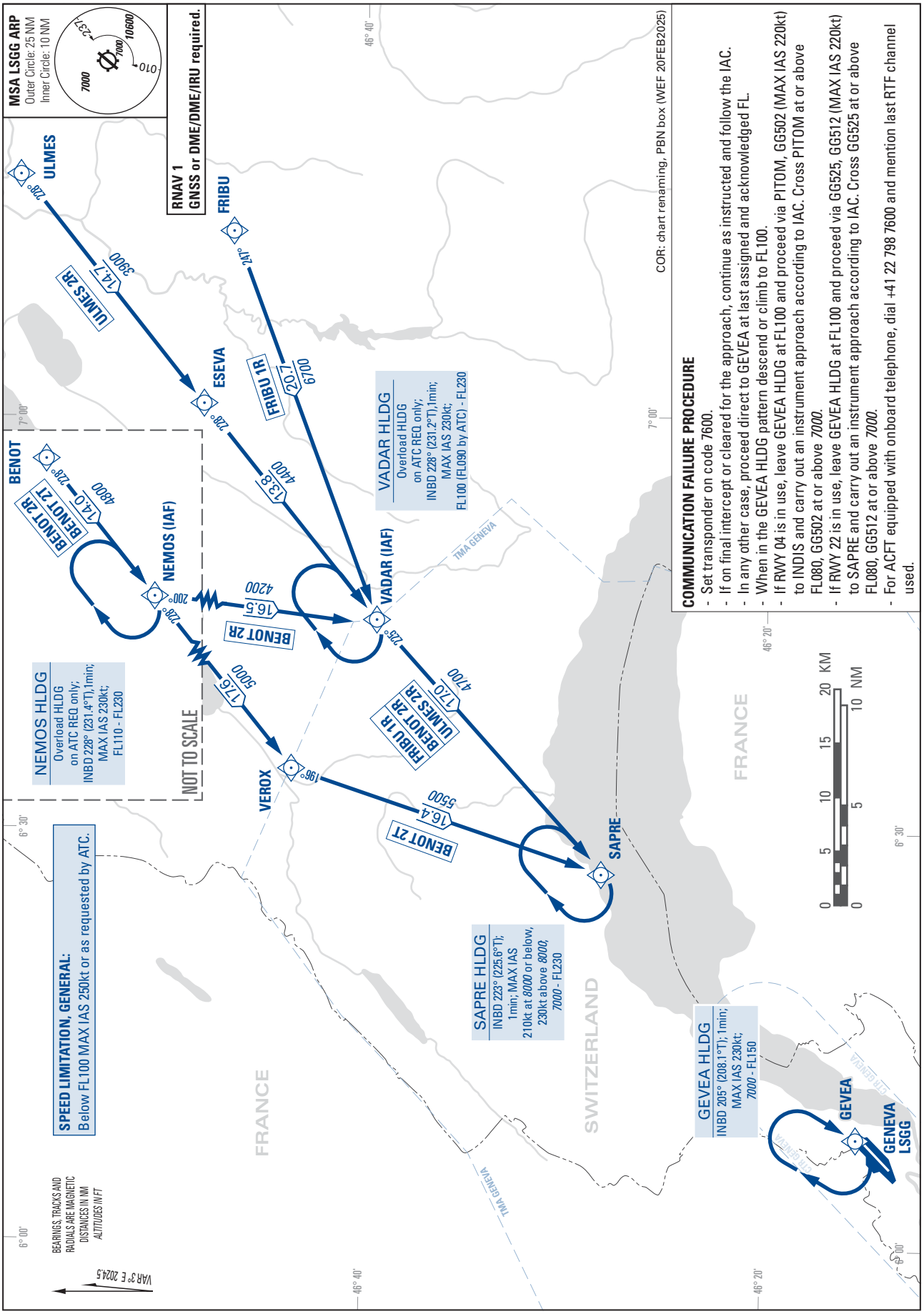
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

GENEVA (LSGG)
RNAV RWY 22

BENOT 2R BENOT 2T FRIBU 1R ULMES 2R



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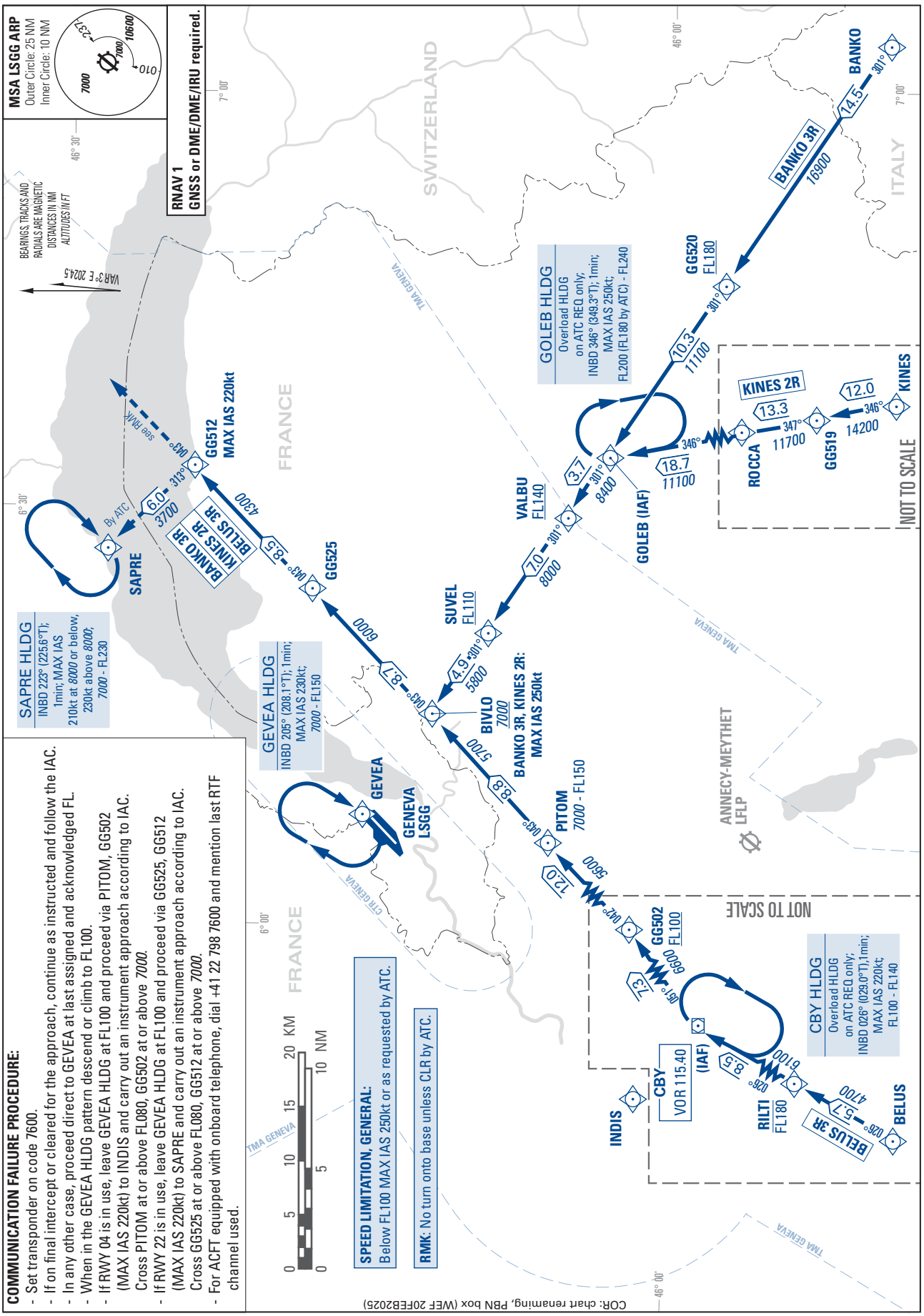
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

GENEVA (LSGG)
RNAV RWY 22

BANKO 3R BELUS 3R KINES 2R



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- If RWY 22 is in use, leave GEVEA HLDG at FL100 and proceed via GG525, GG512 (MAX IAS 220kt) to SAPRE and carry out an instrument approach according to IAC. Cross GG525 at or above FL080, GG512 at or above *7000*.
- For ACFT equipped with onboard telephone, dial +41 22 798 7600 and mention last RTF channel used.

SPEED LIMITATION, GENERAL:
Below FL100 MAX IAS 250kt or as requested by ATC.

RMK: No turn onto base unless CLR by ATC.

COR: chart renaming, PBN box (WEF 20FEB2025)

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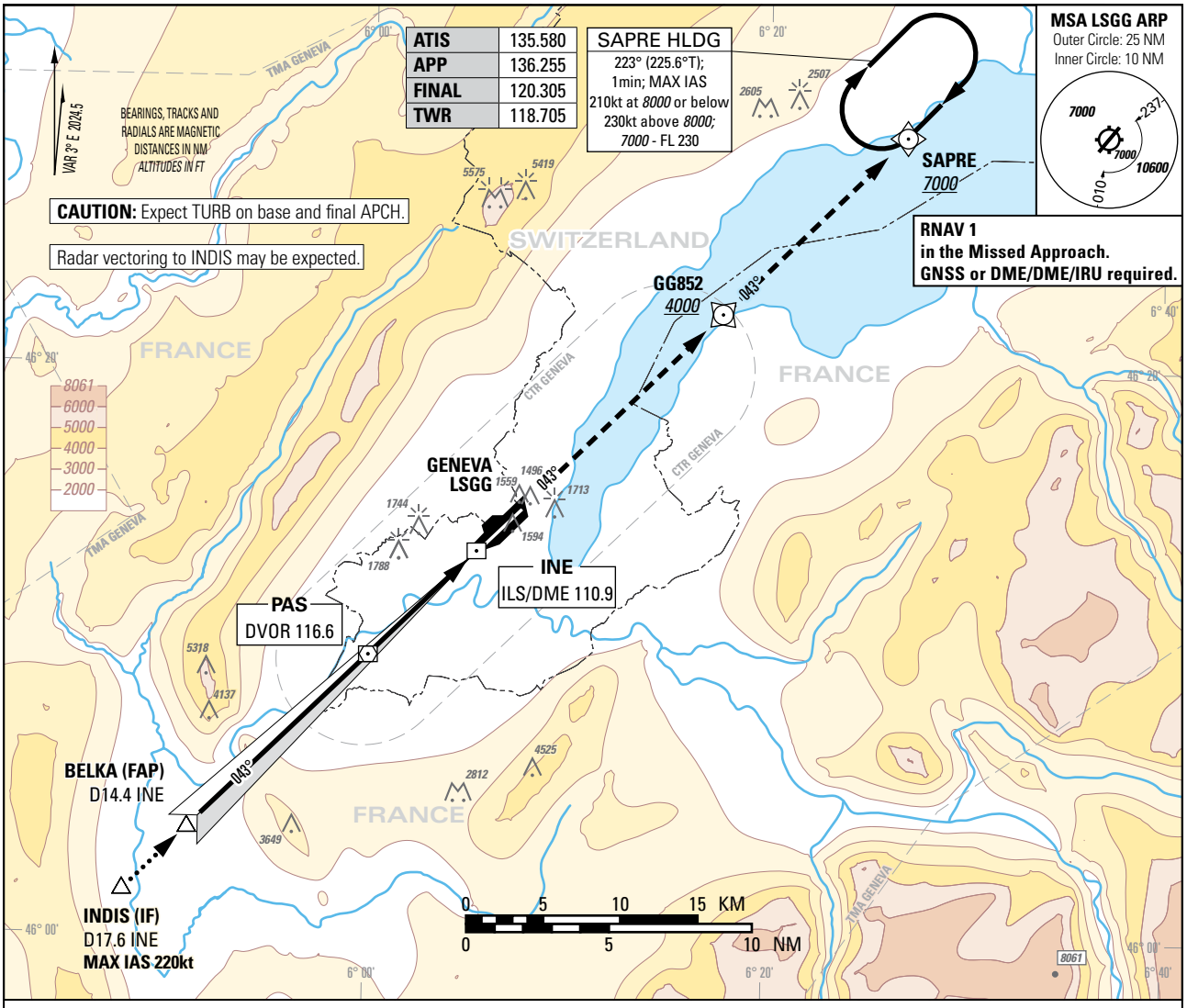
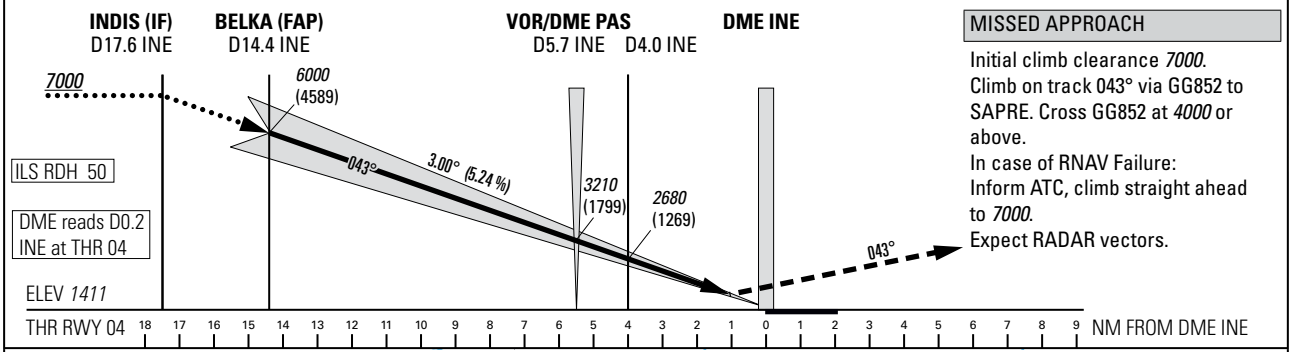
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

GENEVA (LSGG)
ILS RWY 04





MISSED APPROACH

Initial climb clearance *7000*.
Climb on track 043° via GG852 to SAPRE. Cross GG852 at *4000* or above.
In case of RNAV Failure:
Inform ATC, climb straight ahead to *7000*.
Expect RADAR vectors.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)						
			A	B	C	D
CAT I	pressure altimeter	Straight-in approach	*1601* (190)	*1609* (198)	*1617* (206)	*1627* (216)
DECISION ALTITUDE (HEIGHT)						
			A	B	C	D
CAT I	pressure altimeter		*1611* (200)		*1617* (206)	*1627* (216)
Circling [1) 2)]			*2100* (689)	*2150* (739)	*2400* (989)	

DIST DME INE	16	14	12	10	8	6	4	2
recommended CROSSING ALT	*6510*	*5870*	*5230*	*4590*	*3960*	*3320*	*2680*	*2050*

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

NOTE

[1)] Circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.
[2)] Circling must remain inside CTR at all times.

COR: TWR FREQ (WEF 19MAR2026)

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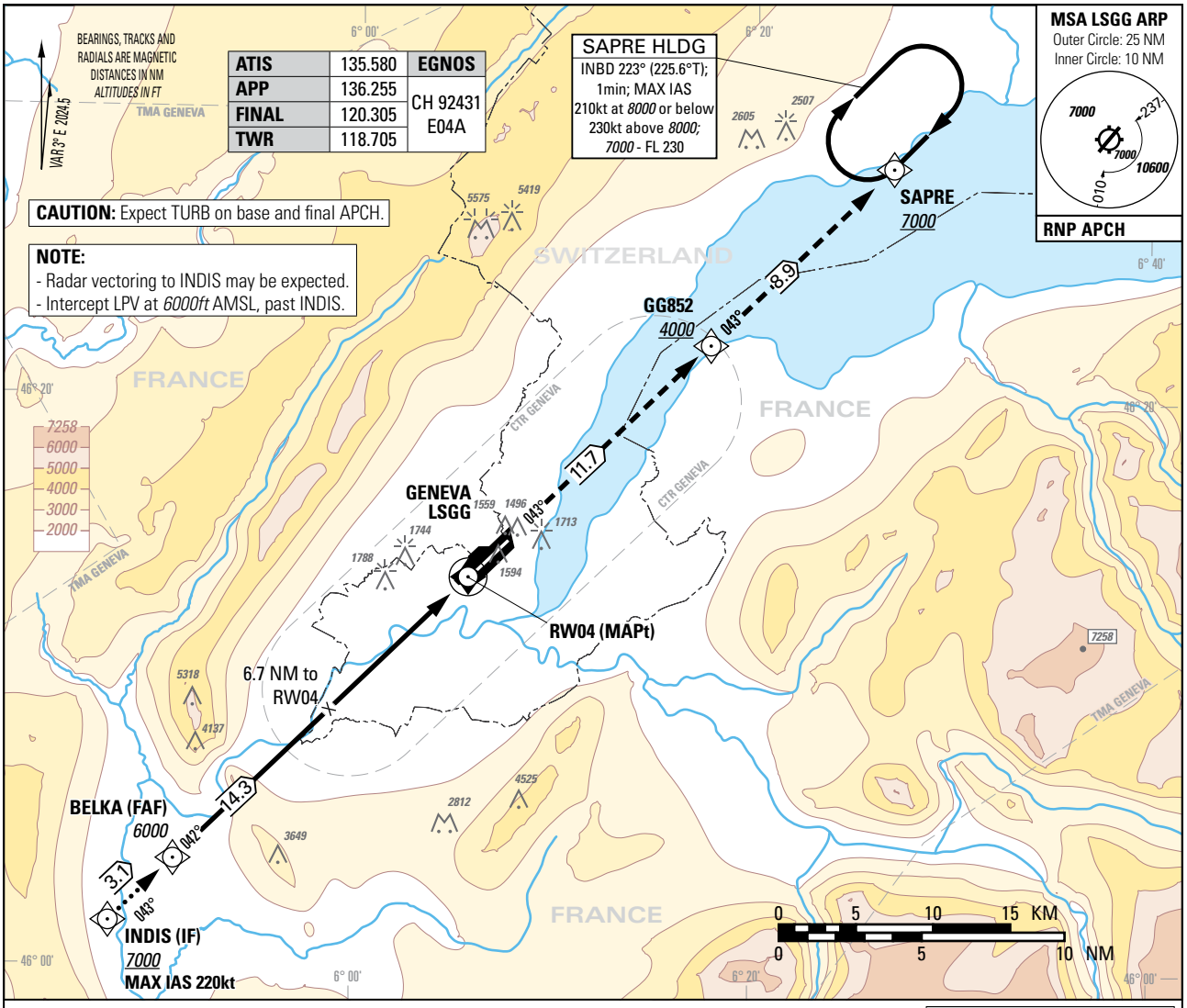
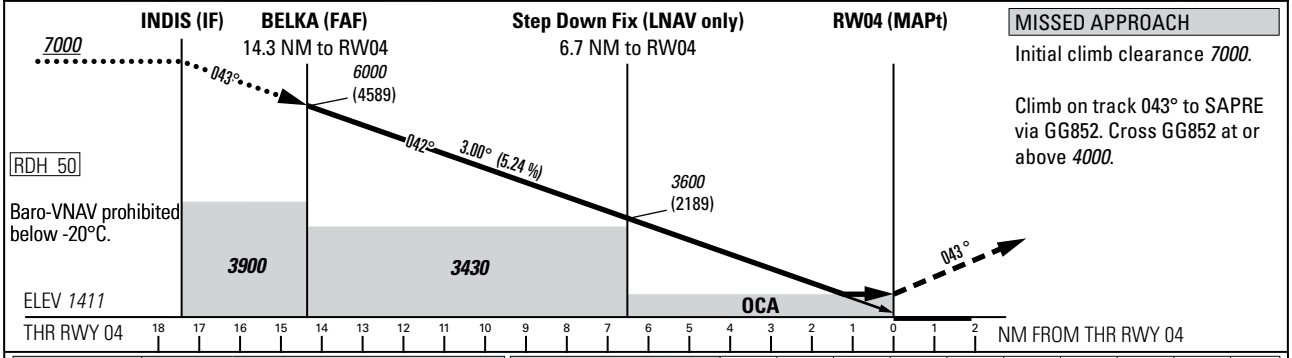
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

GENEVA (LSGG)
RNP RWY 04





MISSED APPROACH

Initial climb clearance *7000*.

Climb on track 043° to SAPRE via GG852. Cross GG852 at or above *4000*.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OCA(H) LPV CAT I			
	1601 (190)	*1609* (198)	*1617* (206)	*1627* (216)
	DA(H) LPV CAT I			
	1611 (200)		*1617* (206)	*1627* (216)
2.5%	OCA(H) LNAV/VNAV			
	1744 (333)	*1753* (342)	*1763* (352)	*1773* (362)
	OCA(H) LNAV			
	1860 (449)			
Circling[1) 2)]	*2100* (689)	*2150* (739)	*2400* (989)	

DIST RWY 04	17.4	16	14.3	12	10	8	6.7	6	4	2
recommended crossing ALTITUDE (HEIGHT)	*7000* (5589)	*6560* (5149)	*6000* (4598)	*5290* (3879)	*4650* (3239)	*4010* (2599)	*3600* (2189)	*3380* (1969)	*2740* (1329)	*2100* (689)

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

CAUTION

0.5 NM before THR 04 Visual Segment Surface (VSS) penetrated by trees up to *1520ft* AMSL.

NOTE

[1)] Circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.

[2)] Circling must remain inside CTR at all times.

COR:TWR FREQ (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LSGG
Runway	04
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E04A
LTP/FTP Latitude	461340.2340N
LTP/FTP Longitude	0060538.2400E
LTP/FTP Ellipsoidal Height (metres)	479.9
FPAP Latitude	461505.8430N
Delta FPAP Latitude (seconds)	85.6090
FPAP Longitude	0060743.8945E
Delta FPAP Longitude (seconds)	125.6545
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	144
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 07 07 13 0C 04 00 00 01 34 30 05 14 BE D6 13 80 80 9D 02 BF 26 D2 9C 02 AD D5 03 F4 01 2C 01 64 12 C8 AF 03 D3 C8 33
Calculated CRC Value	03D3C833

Required Additional Data

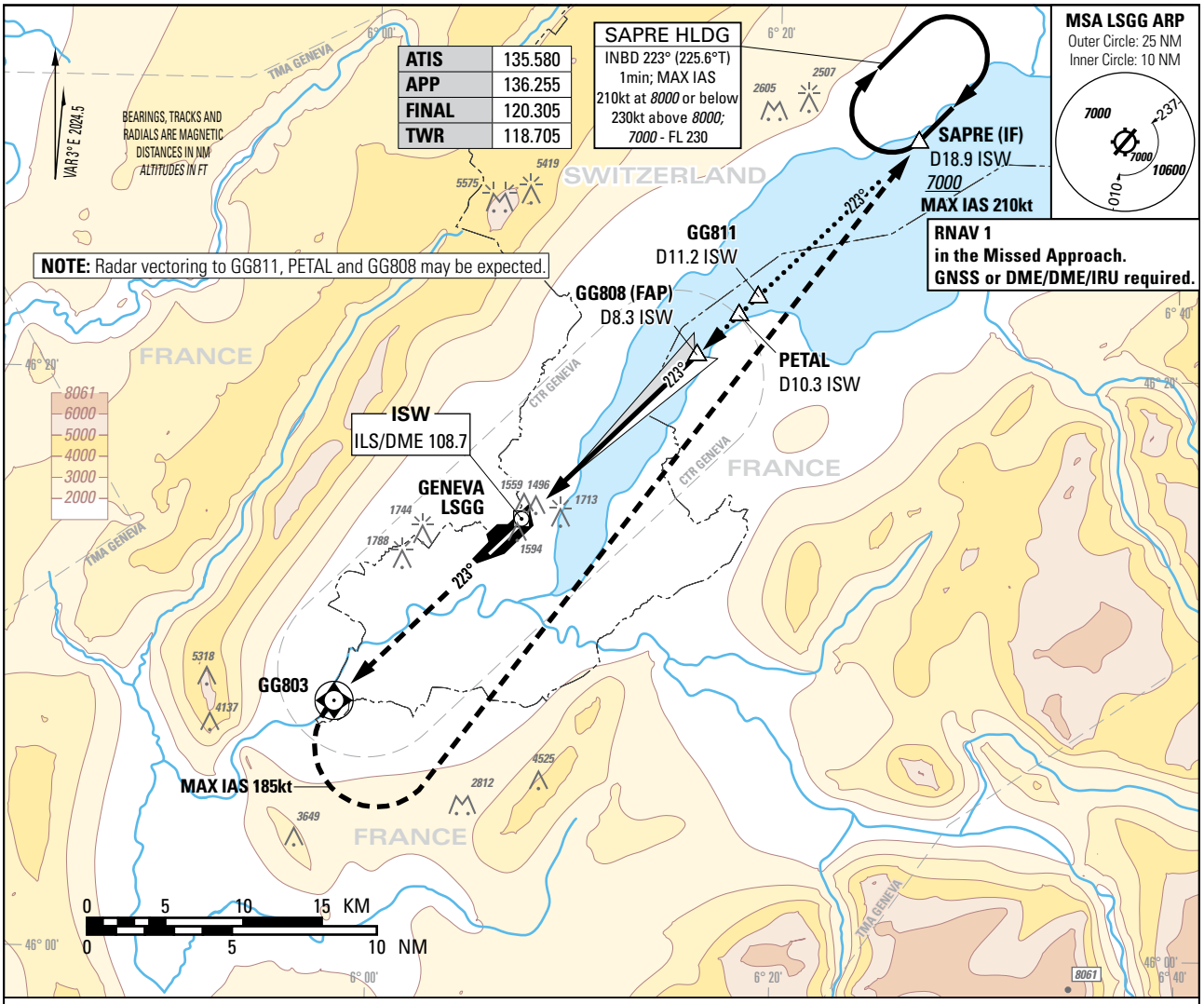
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	430.1
FPAP Orthometric Height (metres)	

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

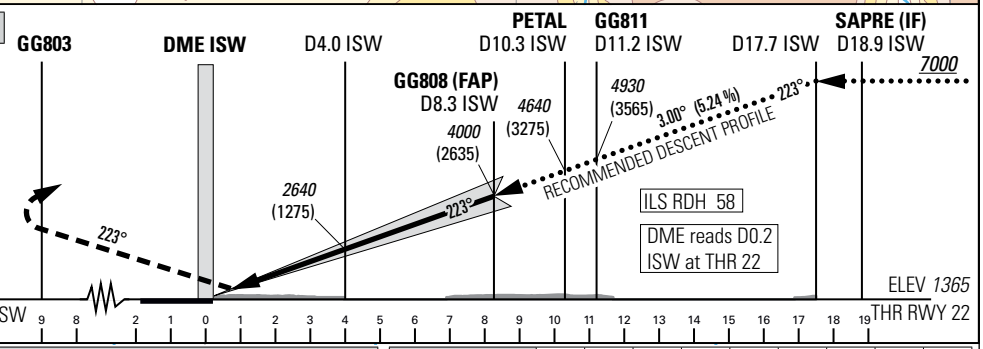
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

GENEVA (LSGG)
ILS RWY 22
CAT II & CAT III



MISSED APPROACH

Initial climb clearance *7000*.
Climb on track 223° to GG803 then turn left and proceed direct to SAPRE (MAX IAS 185kt during turn).
In case of RNAV Failure:
Inform ATC, climb straight ahead to *7000*. Expect RADAR vectors.
MNM Climb Gradient 5.7% to *7000*.



OBSTACLE CLEARANCE ALTITUDE (HEIGHT) [1]						
Missed APCH climb gradient requirement			A	B	C	D
CAT I	pressure altimeter	2.5%	*2420* (1055)	*2430* (1065)	*2440* (1075)	*2450* (1085)
CAT I	pressure altimeter	4.2% to *4800*	*1530* (165)	*1538* (173)	*1548* (183)	*1560* (195)
CAT II	radio altimeter		*1432* (67)	*1438* (73)	*1449* (84)	*1465* (100)
	radio altimeter and autopilot		*1427* (62)	*1436* (71)	*1447* (82)	*1464* (99)
DECISION ALTITUDE (HEIGHT) [1]						
			A	B	C	D
CAT I	pressure [2] altimeter	4.2% to *4800*	*1565* (200)			
CAT II	radio altimeter and autopilot [2]		*1465* (100)			
Circling [3] [4]			*2100* (689)	*2150* (739)	*2400* (989)	

DIST DME ISW	2	4	6	8	8.3	10	12	14	16
recommended CROSSING ALT	*2000*	*2640*	*3280*	*3910*	*4000*	*4550*	*5190*	*5820*	*6460*

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

NOTE

[1] Above THR elevation *1365ft*.
[2] Radio altimeter reading at CAT I DH 216ft, at CAT II DH 108ft, for lower operating minima (DH and RVR) PPR FOCA.
[3] Above aerodrome ELEV *1411ft*, circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.
[4] Circling must remain inside CTR at all times.

COR:TWR FREQ (WEF 19MAR2026)

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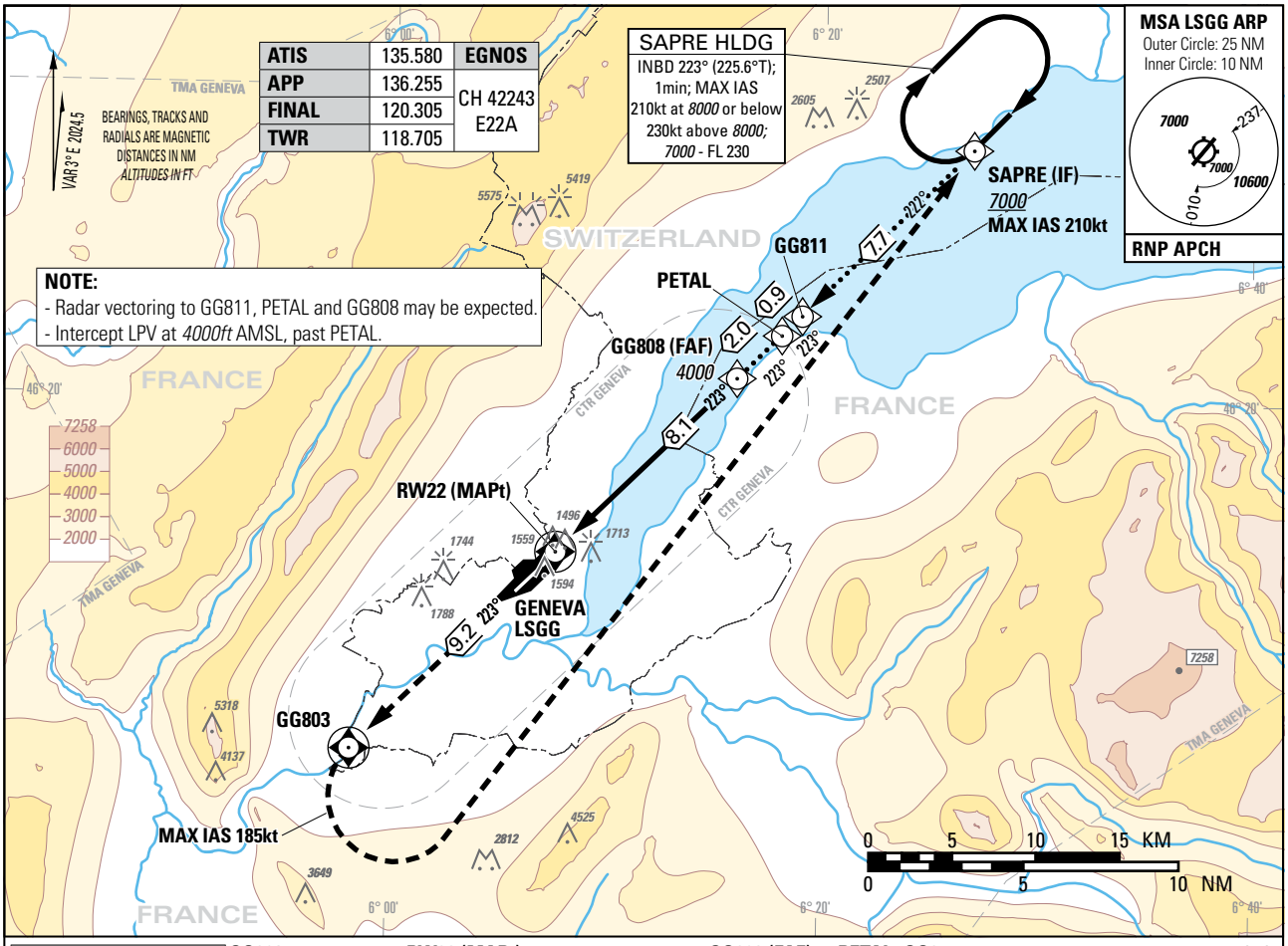
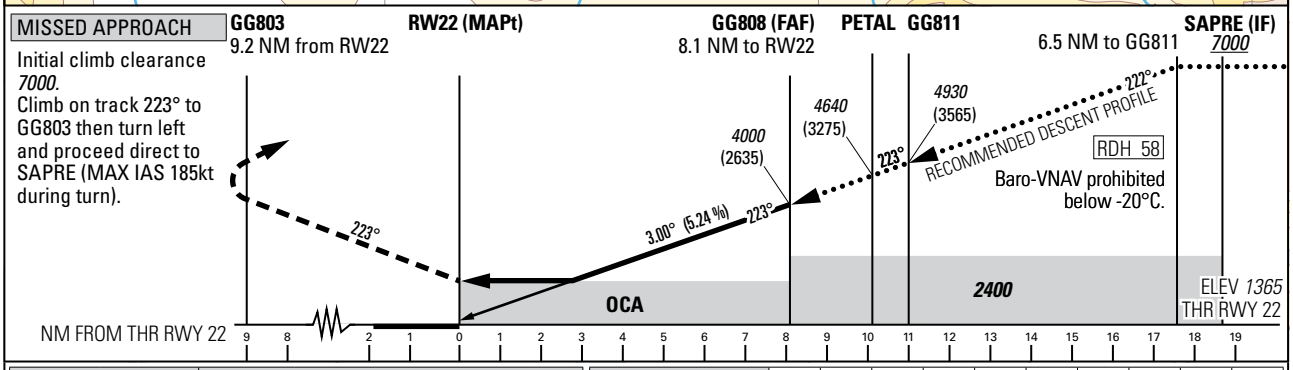
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

GENEVA (LSGG)
RNP RWY 22





Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH			
		A	B	C	D
	To Altitude	OCA(H) LPV CAT I			
2.5%	N/A	*2005* (640)	*2015* (650)	*2025* (660)	*2035* (670)
3.3%	*4300*	*1532* (167)	*1540* (175)	*1550* (185)	*1562* (197)
		DA(H) LPV CAT I			
3.3%	*4300*	*1565* (200)			
		OCA(H) LNAV/VNAV			
2.5%	N/A	*2422* (1057)	*2432* (1067)	*2453* (1088)	*2479* (1114)
3.8%	*4800*	*1706* (341)	*1715* (350)	*1731* (366)	*1762* (397)
		OCA(H) LNAV			
2.5%	N/A	*2850* (1485)			
3.8%	*4800*	*1870* (505)			
Circling [1) 2)]		*2100* (689)	*2150* (739)	*2400* (989)	

DIST RWY 22	2	4	6	8.1	10.1	11	12	14	16	17.5
recommended crossing ALTITUDE (HEIGHT)	*2060* (695)	*2700* (1335)	*3340* (1975)	*4000* (2635)	*4640* (3275)	*4930* (3565)	*5250* (3885)	*5890* (4525)	*6520* (5155)	*7000* (5635)

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

CAUTION

0.8 NM before THR22 Visual Segment Surface (VSS) penetrated by power lines and trees up to *1527ft* AMSL.

NOTE

[1)] Above aerodrome ELEV *1411ft*, circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.

[2)] Circling must remain inside CTR at all times.

COR: TWR FREQ (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LSGG
Runway	22
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E22A
LTP/FTP Latitude	461501.2980N
LTP/FTP Longitude	0060737.2190E
LTP/FTP Ellipsoidal Height (metres)	465.9
FPAP Latitude	461331.4425N
Delta FPAP Latitude (seconds)	-89.8555
FPAP Longitude	0060525.3575E
Delta FPAP Longitude (seconds)	-131.8615
Threshold Crossing Height	58.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

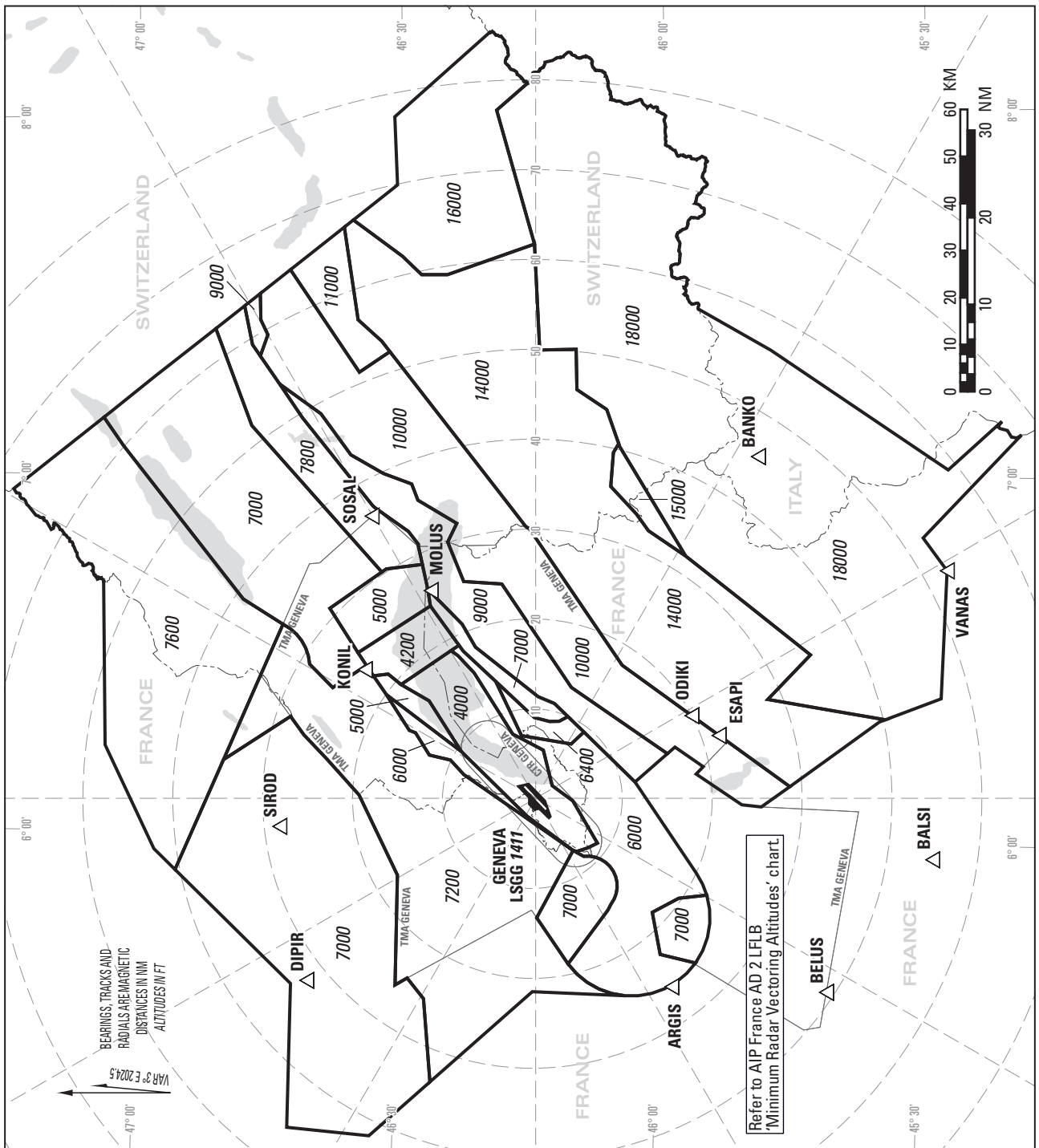
Output data

Data Block	10 07 07 13 0C 16 00 00 01 32 32 05 64 37 D9 13 06 22 A1 02 33 26 01 42 FD D5 F9 FB 44 02 2C 01 64 00 C8 AF CF 2C FD EE
Calculated CRC Value	CF2CFDEE

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	416.1
FPAP Orthometric Height (metres)	

ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD TEMPERATURES FROM -8° TO 1°C)



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSGG and provides for terrain / obstacle clearance as well as radio and radar coverage.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSGG QNH.
Altitudes do NOT consider airspace classification.
Transition ALT: *7000*

Minimum altitudes are calculated in accordance with ICAO SARPS (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes up to Transition ALT *7000* are protected for low temperatures from minus 8 to 1 degrees celsius (LSGG temperature).

Assigned altitudes above *7000* under radar vectoring are protected for low temperatures by ATC.

Sectors indicated all 30°, distances indicated all 10 NM, based on LSGG ARP.

COR: editorial (WEF 20FEB2025)

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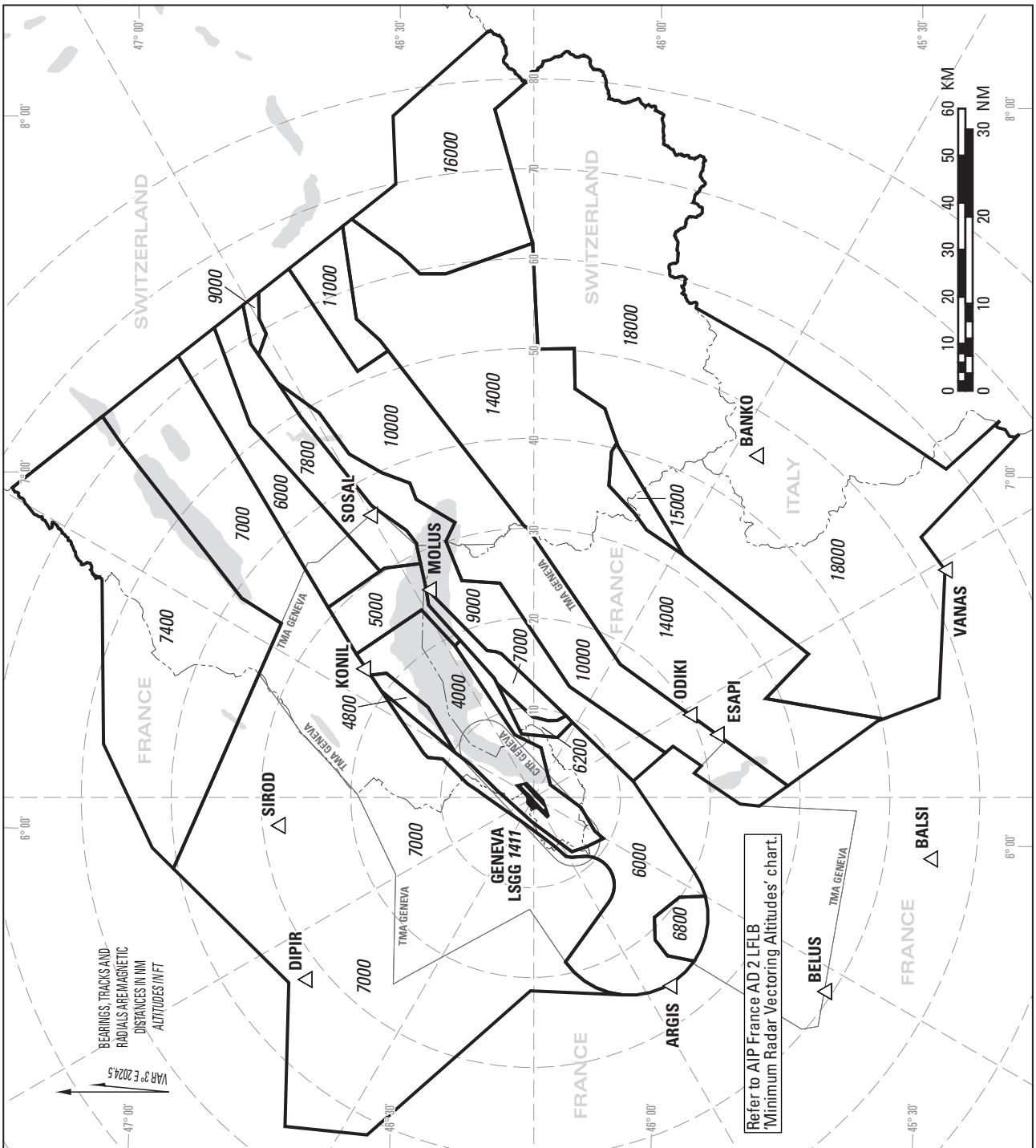
ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD TEMPERATURES FROM 2°C AND ABOVE)



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSGG and provides for terrain / obstacle clearance as well as radio and radar coverage.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSGG QNH.
Altitudes do NOT consider airspace classification.

Transition ALT: *7000*

Minimum altitudes are calculated in accordance with ICAO SARPS (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes up to Transition ALT *7000* are protected for low temperatures to 2 degrees celsius (LSGG temperature).

Assigned altitudes above *7000* under radar vectoring are protected for low temperatures by ATC.

Sectors indicated all 30°, distances indicated all 10 NM, based on LSGG ARP.

COR: editorial (WEF 20FEB2025)

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LSZG - GRENCHEN

LSZG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZG - GRENCHEN

LSZG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	47 10 53 N / 007 24 59 E RWY midpoint
2	**Direction and distance from the CITY**	1.5 km SE Grenchen
3	**Elevation/Reference temperature**	*1411 ft AMSL* - 24.0° C
4	**Geoid undulation at AD ELEV PSN**	160.5 ft
5	**MAG VAR/Annual change**	4° E (2025.5) / 0°09' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Regionalflugplatz Jura-Grenchen AG CH-2540 Grenchen Phone: +41 (0) 32 396 96 96 AFS: LSZGYDYX Email: office@airport-grenchen.ch URL: http://www.airport-grenchen.ch
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSZG AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	1. JAN-DEC 0700 (0600) - HRH; MAX 2000 (1900) 2. Outside OPR HR O/R - 1500 (1400) 3. WED AD OPN till 1900 (1800) for Night FLT (VFR + IFR) except DEC 26 and JAN 02 4. AD CLSD: DEC 25, DEC 26, JAN 01 HRH = Day and night limits. REF: GEN 2.7.
2	**Customs and immigration**	AD OPR HR; Customs procedures and documents see: URL: https://zollform.airport-grenchen.ch Declaring goods O/R customs Bern TEL +41 (0) 58 462 68 69
3	**Health and sanitation**	NIL
4	**AIS Briefing Office**	AD OPR HR
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	NIL
7	**ATS**	HX
8	**Fuelling**	AD OPR HR
9	**Handling**	NIL
10	**Security**	NIL
11	**De-icing**	NIL
12	**Remarks**	NIL

LSZG AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	NIL
2	**Fuel/oil types**	JET A1, AVGAS 100LL 80/100; 15W50
3	**Fuelling facilities/capacity**	HEL without landing gear airtaxi to H4.
4	**De-icing facilities**	NIL
5	**Hangar space for visiting aircraft**	Restricted
6	**Repair facilities for visiting aircraft**	Hangar, major aircraft repairs and minor engine repairs for ACFT up to 5700 kg
7	**Remarks**	Oxygen and related servicing (working days only)

LSZG AD 2.5 PASSENGER FACILITIES

1	**Hotels**	At AD and in city
2	**Restaurants**	At AD and in city
3	**Transportation**	Buses, Taxi, Rental car available O/R TEL +41 (0) 32 396 96 96
4	**Medical facilities**	Ambulance O/R; Hospital in Solothurn
5	**Bank and Post Office**	In city
6	**Tourist Office**	In city
7	**Remarks**	NIL

LSZG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 1 Higher category (MAX 3): O/R 3 HR before ETA/ETD
2	**Rescue equipment**	1 fire vehicle, defibrillator, rescue vessel
3	**Capability for removal of disabled aircraft**	C68A
4	**Remarks**	NIL

LSZG AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	Snow removal available
2	**Clearance priorities**	NIL
3	**Remarks**	Seasonal availability: All seasons

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

1	**Desigantion, surface and strength of Aprons**	ASPH: - PCR 120/F/C/Y/U
2	**Designation, width, surface and strength of Taxiways**	10.5 m ASPH: - PCR 120/F/C/Y/U TWY A and D: max. wingspan 24.0 m TWY N: max. wingspan 21.0 m Details: ref to LSZG AD 2.24.2 - 1
3	**ACL location and elevation**	Apron *1411 ft*
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	NIL

LSZG 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**	Guidance sign boards, TWY CL Restrictions see: ACFT PRKG Chart LSZG AD 2.24.2 - 1
2	**RWY/TWY markings and LGT**	RWY, TWY and holding PSN markings. TWY LGT: see LSZG AD 2.15
3	**Stop bars and RWY guard lights**	Stop bars: NIL RWY guard lights: on TWY A and D
4	**Other RWY protection measures**	NIL
5	**Remarks**	NIL

LSZG AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**RMK**
a	**b**		**c**	**a**		**b**	**c**
		ft			*ft*		
AOC 06 (1)	Pole	*1409*	47 11 00 N 007 25 24 E	Chimney marked/LGTD	*1700*	47 08 46 N 007 32 49 E	B0471/02
AOC 06 (2)	Pole	*1410*	47 11 01 N 007 25 23 E	Pole marked	*1437*	47 10 45 N 007 24 54 E	B0362/07
AOC 06 (3)	Tree/Trees	*1437*	47 11 02 N 007 25 24 E	Crane/Cranes marked/LGTD	*1679*	47 11 49 N 007 23 41 E	B0455/22
AOC 06 (4)	Tree/Trees	*1453*	47 11 03 N 007 25 51 E	Crane/Cranes marked/LGTD	*1634*	47 11 46 N 007 25 01 E	B0497/22
AOC 06 (5)	Tree/Trees	*1468*	47 11 04 N 007 25 51 E				
AOC 06 (6)	Tree/Trees	*1485*	47 11 14 N 007 25 52 E				
AOC 24 (1)	Pole	*1418*	47 10 44 N 007 24 40 E				
AOC 24 (2)	Pole	*1418*	47 10 44 N 007 24 39 E				
AOC 24 (3)	Pole	*1419*	47 10 46 N 007 24 36 E				
AOC 24 (4)	Pole	*1422*	47 10 48 N 007 24 34 E				
AOC 24 (5)	Tree/Trees	*1453*	47 10 44 N 007 24 11 E				
AOC 24 (6)	Pole	*1462*	47 10 32 N 007 24 10 E				
AOC 24 (7)	Tree/Trees	*1471*	47 10 36 N 007 23 57 E				
AOC 24 (8)	Tree/Trees	*1493*	47 10 36 N 007 23 56 E				
Refer also to LSZG AOC 06/24, LSZG AD 2.24.4 - 1 Number in brackets is equivalent to identification number on AOC							

LSZG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area forecast charts available worldwide
8	**Supplementary equipment available for providing information**	NIL
9	**ATS units provided with information**	CTR: Grenchen TWR / RMZ: ATIS
10	**Additional information (limitation of service, etc.)**	Weather briefing: Phone: 0900 162 737 (Ge); accessible within Switzerland RMZ: MET INFO on ATIS

LSZG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
06	066° GEO 062° MAG	1000 x 23	PCR 120/F/C/X/U ASPH	47 10 48.99N 007 24 45.88E	*1407 ft*	Refer to: LSZG AOC RWY 06/24
24	246° GEO 242° MAG			47 11 00.54N 007 25 23.51E	*1405 ft*	
06 L	066° GEO 062° MAG	390 x 18	0.25 MPa GRASS	NIL	NIL	NIL
24 R	246° GEO 242° MAG					
06 R	066° GEO 062° MAG	700 x 30	0.25 MPa GRASS	NIL	NIL	NIL
24 L	246° GEO 242° MAG					
06 GLD	066° GEO 062° MAG	700 x 30	0.25 MPa GRASS	NIL	NIL	NIL
24 GLD	246° GEO 242° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
06	NIL	NIL	1060 x 60	not applicable	Non-instrument runway Grooved 1000 m
24					Non-instrument runway Grooved 1000 m
06 L	NIL	NIL	450 x 60	not applicable	Powered-aircraft runway
24 R					
06 R	NIL	NIL	760 x 60	not applicable	Powered-aircraft runway
24 L					
06 GLD	NIL	NIL	760 x 60	not applicable	Glider runway
24 GLD					

LSZG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	955 [1]	955 [1]	955 [1]	865	Line-up TWY A
	920	920	920	not applicable	Intersection TWY B
24	980 [2]	980 [2]	980 [2]	1000	Full length
	660	660	660	not applicable	Intersection TWY D
	585	585	585	not applicable	Intersection TWY C
06 L 24 R	not applicable	not applicable	not applicable	not applicable	GRASS RWY: Refer to VFR Manual LSZG AD INFO + VAC.
06 R 24 L	not applicable	not applicable	not applicable	not applicable	GRASS RWY: Refer to VFR Manual LSZG AD INFO + VAC
06 GLD 24 GLD	not applicable	not applicable	not applicable	not applicable	GLIDER RWY: Refer to VFR Manual LSZG AD INFO + VAC

[1] MAX 980 m with use of 25 m take-off run extension due to runway code number criteria
[2] Due to runway code number criteria

LSZG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type, LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type, PSN, MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
06	NIL	RTHL LIH/LIL G - RTIL FLG W	APAPI: 3.5° (3.0 m)	NIL	NIL	LIH/LIL W	LIH/LIL R	NIL	NIL
24	NIL	RTHL LIH/LIL G - RTIL FLG W	APAPI: 3.5° (5.5 m)	NIL	NIL	LIH/LIL W	LIH/LIL R	NIL	NIL

LSZG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	TWY edge lights: LIL B, TWY A and D
4	**Secondary power supply/switch-over time**	AVBL / MAX 1 sec.
5	**Remarks**	Obstruction marking and lighting

LSZG AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	Coordinates TLOF or THR of FATO: TLOF 1: 47 10 55 N 007 24 48 E TLOF 2: 47 10 56 N 007 24 47 E TLOF 4: 47 10 54 N 007 24 45 E TLOF 5: 47 10 58 N 007 24 59 E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	TLOF and/or FATO elevation m/ft: TLOF 1: 429 m / *1409 ft* TLOF 2: 429 m / *1409 ft* TLOF 4: 429 m / *1408 ft* TLOF 5: 430 m / *1410 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	TLOF and FATO area dimensions, surface strength, marking: TLOF 1, 2 and 4: TLOF stand MAX OAL or OAW 14.65 m, ASPH, marked TLOF 5: TLOF stand MAX OAL or OAW 13.0 m, ASPH, marked FATO: 06/24; 400 x 23 m, ASPH 06L/24R; 380 x 18m, GRASS aiming point marked
4	**True BRG of FATO**	RWY 06: 066° RWY 24: 246°
5	**Declared distance available**	see FATO dimensions
6	**APP and FATO lighting**	NIL
7	**Remarks**	NIL

LSZG AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Grenchen CTR / RMZ 47 13 05 N 007 32 31 E - Arc of circle centered on 47 11 32 N 007 31 52 E, Radius 1.60 NM, clockwise 47 11 13 N 007 34 10 E - 47 08 02 N 007 23 23 E - 47 07 52 N 007 21 00 E, Arc of circle centered on 47 09 18 N 007 22 02 E, Radius 1.61 NM, clockwise 47 10 03 N 007 19 58 E - 47 11 15 N 007 23 08 E - 47 13 05 N 007 32 31 E
2	**Vertical limits**	CTR: *4500 ft AMSL (1350 m)* RMZ: 2000 ft AGL (600m)
3	**Airspace classification**	CTR: D RMZ: G
4	**ATS unit call sign Language(s)**	CTR: En; En and Ge for Non-Commercial VFR traffic. RMZ: En
5	**Transition altitude**	*6000 ft AMSL*
6	**Remarks**	ACT: HX - ATIS (monitoring compulsory)

LSZG AD 2.18 ATS COMMUNICATION FACILITIES

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

LSZG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category Variation (declination)	ID	Frequency CH NR	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
WILLISAU DVOR/DME, VAR 3.5° E / 2025 (decl.: 3.9° E)	WIL	116.90 MHz CH 116X	H24	47 10 42.1N 007 54 20.9E	*2426 ft*	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.

LSZG AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions

Simultaneous movements between the grass runways 06L / 24R incl. or FATO or 06R / 24L and the concrete runway and also between RWY 06R / 24L and the glider RWY are not permitted.
No simultaneous helicopter operation on H1 and H2.
Blocking times for specified activities within the airport area (CTR/RMZ).

- Circuits and target landing exercises:

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

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

- Glider towing:

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

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

- Aerobatics with powered aircraft:

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

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

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

- Flights for Parachute dropping operations:

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

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

Night FLTs subject to PPR. Requests to AD operator not later than 1500 (1400).

HOL with same restrictions as SUN: 1st of August.

2. Procedures applicable in the Control Zone

Arrivals:

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

Departures:

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

3. Procedure applicable in the Radio Mandatory Zone

General

All flights:

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

All IFR operations (departures and arrivals)

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

IFR Approaches

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

IFR Departures

- ARVAN DEP mandatory when RMZ active.
- For ATFM-Slot inquires (e.g. Ready Message) call ZRH FMP +41 (0)43 931 69 62
- Obtain ATC Clearance by telephone-call to Bern APP (+41 (0)32 396 96 32), when ready for Departure (all checks before departure, incl. run-up, completed).
- Unless otherwise stated by BERN APP, the ATC clearance is valid for 10min; hence the aircraft must be airborne within this period. If unable to comply, the crew shall inform Bern APP by phone immediately. And when ready, obtain a new ATC clearance from Bern APP (+41 (0)32 396 96 32)
- Crews must monitor RMZ FREQ 120.105 MHz
- Report "taxiing to holding point RWY 24 or RWY 06, for IFR Departure, ARVAN SID" on RMZ FREQ 120.105 MHz (blind transmission).
- Report "(backtrack) lining-up RWY 24 or RWY 06, for IFR Departure ARVAN SID" on RMZ FREQ 120.105 MHz (blind transmission).
- Report "leaving RMZ" on RMZ FREQ 120.105 MHz (blind transmission)
- Contact Bern APP on FREQ 127.325 MHz immediately, when leaving RMZ

4. Runway lighting and visual approach slope indicator for ASPH RWY 06/24

PTT*	RTHL	RTIL	REDL & RENL	APAPI	Intensity %	Intensity
7 times	Yes	Yes	Yes	Yes	100	LIH
5 times	Yes	No	Yes	Yes	30	LIM
3 times	Yes	No	Yes	Yes	3	LIL

*Push To Talk

5. High-visibility jacket

All persons walking in the movement area must wear a high-visibility safety jacket, which complies with the EN ISO 20471 standard, EXC accompanied passengers.

LSZG AD 2.21 NOISE ABATEMENT PROCEDURES

- avoid overflying villages
- Approach RWY 24: do not turn onto final before reaching 1.2NM to ZG100, (do not overfly Altreu village).

LSZG AD 2.22 FLIGHT PROCEDURES

Special regulations for IFR approach and departure

1. SID Description

1.1 SID RNAV

1.1.1 SID RWY 06/24 to ARVAN - RNAV (see chart LSZG AD 2.24.7 - 1)

Procedures mandatory when RMZ active.
General:
RWY 06 - Close-In obstacles: Trees up to *1495 ft* right side of the track after departure.
RWY 24 - Close-In obstacles: Terrain up to *1415 ft* right side of the track after departure.

DESIGNATOR	RWY 06/24 - RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ARVAN 2K PDG 4.3% to *2100ft*	Proceed on course 073° to ARVAN and hold as published.	INITIAL CLIMB CLEARANCE *5000ft*	NIL	Available RMZ active only
ARVAN 2W PDG 5.4% to *2100ft*	Proceed on course 244° to ZG201. Turn left (MAX IAS 140kt during turn) to ARVAN and hold as published.	INITIAL CLIMB CLEARANCE *5000ft*.	NIL	Available RMZ active only

RNAV SID ARVAN 2K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ARVAN	N	5000	-	073° (077.0°T)	-
HM	ARVAN	N	5000	- 170	254° (257.2°T)	-

RNAV SID ARVAN 2W						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-	244° (247.8°T)	-
DF	ARVAN	N	5000	- 140	-	-
HM	ARVAN	N	5000	- 170	254° (257.2°T)	-

1.1.2 SID RWY 06 - RNAV (see chart LSZG AD 2.24.7 - 3)

General:
RWY 06 - Close-In obstacles: Trees up to *1495 ft* right side of the track after departure.

DESIGNATOR	RWY 06 - RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
BIRKI 2K PDG: 6.3% to *2300ft* MNM climb gradient 10.5% up to *3800ft* to remain inside controlled airspace	Proceed via ZG601, ZG602, ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE *5000ft.* Cross BIRKI at MNM *4000 ft*	NIL	NIL
FRIBU 2K PDG: 4.3% to *2200ft* MNM climb gradient 6.3% up to *3500ft* to remain inside controlled airspace	Proceed via ZG604, ZG605, ZG606 to FRIBU.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZG606 at FL080 or above	NIL	NIL
WILLISAU 2K (WIL 2K) PDG: 4.3% to *2100ft* MNM climb gradient 6.0% up to *3500ft* to remain inside controlled airspace	Proceed via ZG604 to WIL.	INITIAL CLIMB CLEARANCE *5000ft*.	NIL	NIL

RNAV SID BIRKI 2K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG601	Y	-	-165	076° (079.3°T)	-
DF	ZG602	N	-	-	-	-
TF	ZG603	N	-	-	199° (203.0°T)	5.1
TF	BIRKI	N	+4000	-	136° (140.0°T)	2.7

RNAV SID FRIBU 2K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG604	Y	-	-165	076° (079.8°T)	-
DF	ZG605	N	-	-	-	-
TF	ZG606	N	+FL080	-	208° (211.2°T)	12.5
TF	FRIBU	N	-	-	207° (211.1°T)	9.5

RNAV SID WIL 2K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG604	Y	-	-165	076° (079.8°T)	-
TF	WIL	N	-	-	090° (093.4°T)	16.0

1.1.3 SID RWY 24 - RNAV (see chart LSZG AD 2.24.7 - 5)

General:
RWY 24 - Close-In obstacles: Terrain up to *1415 ft* right side of the track after departure.

DESIGNATOR	RWY 24 - RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
BIRKI 2W PDG: 5.4% to *2100ft* MNM climb gradient 7.7% up to *3500ft* to remain inside controlled airspace	Proceed via ZG201, ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BIRKI at MNM *4000ft*	NIL	NIL
FRIBU 2W PDG: 5.4% to *2100ft* MNM climb gradient 7.9% up to *3500ft* to remain inside controlled airspace	Proceed via ZG201, ZG202 to FRIBU	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZG202 at FL080 or above	NIL	NIL
WILLISAU 2W (WIL 2W) PDG: 5.4% to *2100ft* MNM climb gradient 7.9% up to *3500ft* to remain inside controlled airspace	Proceed via ZG201 to WIL.	INITIAL CLIMB CLEARANCE *5000ft*.	NIL	NIL

RNAV SID BIRKI 2W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CF	ZG201	Y	-	-165	244° (247.8°T)	-
DF	ZG603	N	-	-	-	-
TF	BIRKI	N	+4000	-	136° (140.0°T)	2.7

RNAV SID FRIBU 2W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CF	ZG201	Y	-	-165	244° (247.8°T)	-
DF	ZG202	N	+FL080	-	-	-
TF	FRIBU	N	-	-	188° (192.0°T)	11.5

RNAV SID WIL 2W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CF	ZG201	Y	-	-165	244° (247.8°T)	-
DF	WIL	N	-	-	-	-

1.1.4 VISUAL SID RWY 06/24 - RNAV (see chart LSZG AD 2.24.7 - 7)

General:
Minimum MET requirements: VIS 5000 m and Ceiling 3000 ft AGL
RWY 06 - Close-In obstacles: Trees up to *1495 ft* right side of the track after departure.
RWY 24 - Close-In obstacles: Terrain up to *1415 ft* right side of the track after departure.

DESIGNATOR	RWY 06/24 - RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
WILLISAU 3V (WIL 3V)	Maintain visual ground contact to ZG502 (north side of Catholic Church in Biberist.). From ZG502 proceed to WIL.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZG502 at or above *4000ft*.	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.
BIRKI 7V	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). From ZG501 proceed via ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZG501 at or above *4000ft*.	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.
FRIBU 1V	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). From ZG501 proceed via ZG800 to FRIBU.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZG501 at or above *4000ft*. Cross ZG800 at or above FL080	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.

VISUAL RNAV SID WIL 3V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZG502	N	+4000	-	-	-
TF	WIL	N	-	-	088° (091.4°T)	14.3

VISUAL RNAV SID BIRKI 7V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZG501	N	+4000	-	-	-
TF	ZG603	N	-	-	186° (189.2°T)	5.2
TF	BIRKI	N	-	-	136° (140.0°T)	2.7

VISUAL RNAV SID FRIBU 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZG501	N	+4000	-	-	-
TF	ZG800	N	+FL080	-	191° (194.2°T)	10.8
TF	FRIBU	N	-	-	191° (194.1°T)	11.2

1.2 Approach Procedures

1.2.1 Procedure description of RNP RWY 24 (see chart LSZG AD 2.24.10 - 1)

From WIL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	WIL	N	+6000	-	-	-
TF	NEMAG	N	+6000	-180	322° (325.4°T)	5.1
TF	ZG506	N	+6000	-	254° (257.2°T)	1.5
TF	ARVAN	N	+6000	-	254° (257.1°T)	3.0
TF	ZG503	Y	-	-	254° (257.2°T)	11.1
TF	ZG100	N	-	-	253° (257.1°T)	1.9
TF	ZG504	N	-	-	239° (242.5°T)	2.0
TF	ZG505	N	-	-	145° (148.8°T)	2.2
TF	WIL	N	+6000	-	079° (082.9°T)	20.8

1.3 VFR procedure

Refer to VFR Manual, LSZG AD INFO.

1.4 Supplementary provisions regarding VFR-flights

Refer to VFR Manual, LSZG AD INFO.

2. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	VIS (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	800/---	400/---	---	NIL
	B	800/---	400/---	---	NIL

LSZG AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

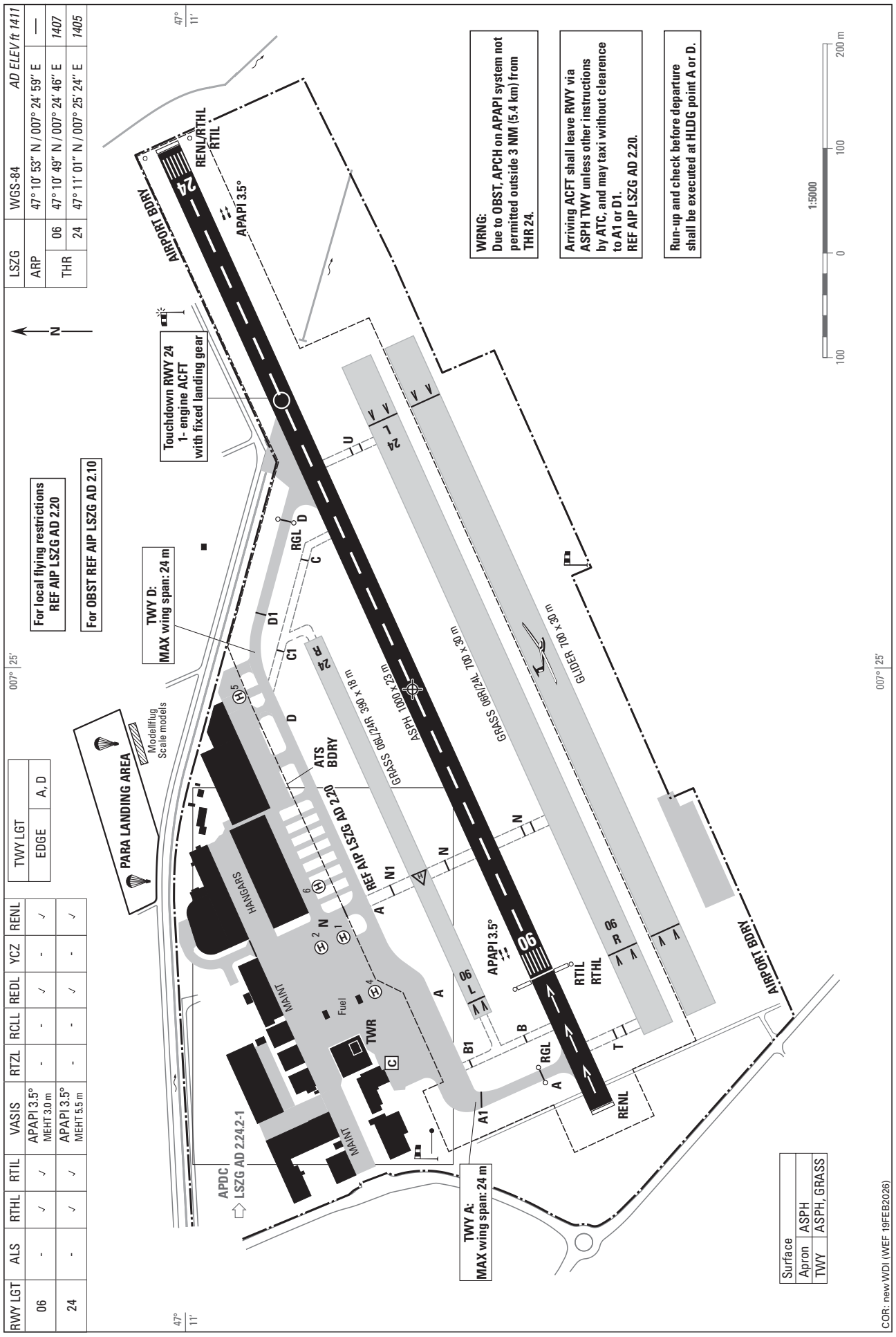
NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZG100	N 47 10 59.4	E 007 25 05.5	IAC LSZG
ZG201	N 47 09 58.3	E 007 21 44.6	SID LSZG
ZG202	N 46 57 54.5	E 007 16 53.3	SID LSZG
ZG501	N 47 07 58.2	E 007 21 14.8	SID LSZG
ZG502	N 47 11 05.0	E 007 33 26.8	SID LSZG
ZG503	N 47 11 25.5	E 007 27 52.4	IAC LSZG
ZG504	N 47 10 04.0	E 007 22 29.4	IAC LSZG
ZG505	N 47 08 12.8	E 007 24 08.2	IAC LSZG
ZG506	N 47 14 33.2	E 007 47 58.5	IAC LSZG
ZG601	N 47 11 14.9	E 007 27 15.4	SID LSZG
ZG602	N 47 07 32.4	E 007 22 56.7	SID LSZG
ZG603	N 47 02 50.9	E 007 20 02.2	SID LSZG
ZG604	N 47 11 40.9	E 007 30 52.1	SID LSZG
ZG605	N 47 05 29.3	E 007 29 59.8	SID LSZG
ZG606	N 46 54 48.0	E 007 20 33.3	SID LSZG
ZG800	N 46 57 29.5	E 007 17 22.9	SID LSZG

LSZG AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart - CTR	LSZG AD 2.24.1 - 1
Aerodrome Chart - RMZ	LSZG AD 2.24.1 - 3
Aircraft Parking / Docking Chart - CTR	LSZG AD 2.24.2 - 1
Aircraft Parking / Docking Chart - RMZ	LSZG AD 2.24.2 - 3
Aerodrome Obstacle Chart - Type A - RWY 06/24	LSZG AD 2.24.4 - 1
SID RWY 06/24 to ARVAN - RNAV 1	LSZG AD 2.24.7 - 1
SID RWY 06 - RNAV 1	LSZG AD 2.24.7 - 3
SID RWY 24 - RNAV 1	LSZG AD 2.24.7 - 5
Visual SID RWY 06/24 - RNAV 1	LSZG AD 2.24.7 - 7
IAC RNP RWY 24 (CAT A/B)	LSZG AD 2.24.10 - 1

LSZG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.


LSZG | WGS-84 | AD ELEV ft 1411
ARP | 47° 10' 53" N / 007° 24' 59" E | —
THR 06 | 47° 10' 49" N / 007° 24' 46" E | 1407
THR 24 | 47° 11' 01" N / 007° 25' 24" E | 1405
RWY LGT | ALS | RTHL | RTIL | VASIS | RTZL | RCLL | REDL | YCZ | RENL
06 | - | ✓ | ✓ | APAPI 3.5° MEHT 3.0 m | - | - | ✓ | - | ✓
24 | - | ✓ | ✓ | APAPI 3.5° MEHT 5.5 m | - | - | ✓ | - | ✓
TWY LGT
EDGE | A, D
WRNG: Due to OBST, APCH on APAPI system not permitted outside 3 NM (5.4 km) from THR 24.
Arriving ACFT shall leave RWY via ASPH TWY unless other instructions by ATC, and may taxi without clearence to A1 or D1. REF AIP LSZG AD 2.20.
Run-up and check before departure shall be executed at HLDG point A or D.
1:5000
100 0 100 200 m
Touchdown RWY 24 1- engine ACFT with fixed landing gear
For local flying restrictions REF AIP LSZG AD 2.20
For OBST REF AIP LSZG AD 2.10
TWY D: MAX wing span: 24 m
PARA LANDING AREA
Modelflug Scale models
HANGARS
MAINT
Fuel
TWR
APDC
LSZG AD 2.24.2-1
ATS BDRY
REF AIP LSZG AD 2.20
GRASS 08L/26R 390 x 18 m
ASPH 1000 x 23 m
GRASS 08R/26L 700 x 80 m
GLIDER 700 x 30 m
APAPI 3.5°
RENL/RTHL
RTIL
AIRPORT BDRY
TWY A: MAX wing span: 24 m
Surface
Apron | ASPH
TWY | ASPH, GRASS
COR: new WDI (WEF 19FEB2026)

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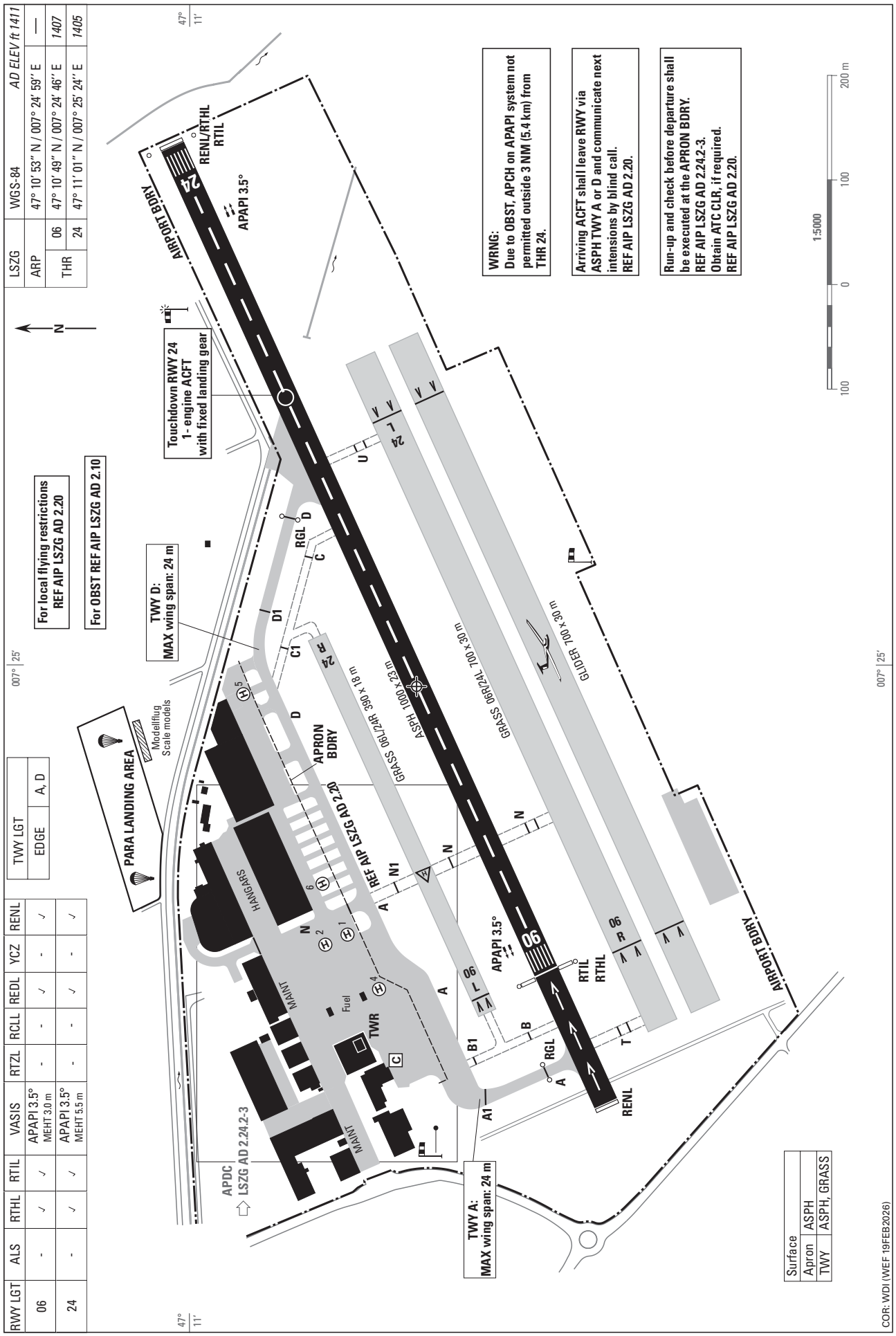
LSZG
ARP
THR 06
THR 24
WGS-84
AD ELEV ft 1411
47° 10' 53" N / 007° 24' 59" E —
47° 10' 49" N / 007° 24' 46" E 1407
47° 11' 01" N / 007° 25' 24" E 1405
RWY LGT ALS RTHL RTIL VASIS RTZL RCLL REDL YCZ RENL
06 - ✓ ✓ APAPI 3.5° MEHT 3.0 m - - ✓ - ✓
24 - ✓ ✓ APAPI 3.5° MEHT 5.5 m - - ✓ - ✓
TWY LGT
EDGE A, D
Surface
Apron ASPH
TWY ASPH, GRASS
AIRPORT BDRY
RENL/RTHL
RTIL
APAPI 3.5°
24
06
Touchdown RWY 24
1- engine ACFT
with fixed landing gear
TWY D:
MAX wing span: 24 m
TWY A:
MAX wing span: 24 m
For local flying restrictions
REF AIP LSZG AD 2.20
For OBST REF AIP LSZG AD 2.10
WRNG:
Due to OBST, APCH on APAPI system not permitted outside 3 NM (5.4 km) from THR 24.
Arriving ACFT shall leave RWY via ASPH TWY A or D and communicate next intensions by blind call.
REF AIP LSZG AD 2.20.
Run-up and check before departure shall be executed at the APRON BDRY.
REF AIP LSZG AD 2.24.2-3.
Obtain ATC CLR, if required.
REF AIP LSZG AD 2.20.
PARA LANDING AREA
Modellflug
Scale models
APRON BDRY
REF AIP LSZG AD 2.20
ASPH 1000 x 23 m
GRASS 06L/24R 390 x 18 m
GRASS 06R/24L 700 x 30 m
GLIDER 700 x 30 m
HANGARS
MAINT
Fuel
TWR
APDC
LSZG AD 2.24.2-3
RGL
RENL
RTIL
RTHL
1:5000
200 m
100
0
100
007° 25'
47° 11'
COR: WDI (WEF 19FEB2026)

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ACFT PRKG
LSZG WGS-84 AD ELEV ft 1411
ARP 47° 10' 53" N / 007° 24' 59" E —
Apron NIL 1411
INS NIL NIL
TWY LGT
EDGE A, D
LEGEND
SAFETY LINE
ATS BDRY
Wingspan Overall LEN/WID
20.0 m
13.5 m
15.0 m
14.65 m
PRKG
Sector Yellow
Sector Green
Sector Blue
Sector Orange
HEL PRKG
HEL 1
HEL 2
HEL 4
HEL 5
HEL 6
Remark
11.0 m on G3 and G6
Towed ACFT only
No simultaneous hover operations allowed
Fuel-position
PVT
REGA only
SECTOR ORANGE
SECTOR BLUE
SECTOR GREEN/YELLOW
ONLY FOR C TWR/GND
TWR
HANGARS
MAINT
REGA only
ATS BDRY
REF AIP LSZG AD 2.20
MAX SPAN 21 m
MAX SPAN 18 m
MAX SPAN 18 m
TWY D: MAX wing span: 24 m
TWY A: MAX wing span: 24 m
AVGAS
JET
Position for fueling of JET-ACFT with JET-HEL
Conflicting Bird
GRASS 06/24R
N 1
1:1500
0 10 20 30 40 50 60 70 80 90 100 m
COR: HEL PSN, situation, editorial, legend (WEF 17APR2025)

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ACFT PRKG
LSZG | WGS-84 | AD ELEV ft 1411
ARP | 47° 10' 53" N / 007° 24' 59" E | —
Apron | NIL | 1411
INS | NIL | NIL
TWY LGT
EDGE | A, D
LEGEND
SAFETY LINE
APRON BDRY
Wingspan | PRKG | Remark
20.0 m | Sector Yellow |
13.5 m | Sector Green | 11.0 m on G3 and G6
15.0 m | Sector Blue |
Sector Orange | Towed ACFT only
Overall LEN/WID | HEL PRKG | Remark
14.65 m | HEL 1 | No simultaneous hover operations allowed
HEL 2
HEL 4 | Fuel-position
HEL 5 | PVT
HEL 6 | REGA only
SECTOR ORANGE
SECTOR BLUE
SECTOR GREEN/YELLOW
ONLY O R CTC Aerodrome
APRON BDRY
REF AIP LSZG AD 2.20
REGA only
MAX SPAN 21 m
MAX SPAN 18 m
MAX SPAN 18 m
TWY D: MAX wing span: 24 m
TWY A: MAX wing span: 24 m
Run-up and check before departure Obtain ATC CLR, if required. REF AIP LSZG AD 2.20.
HANGARS
HANGARS
MAINT
MAINT
MAINT
TWR
AVGAS
JET
AVGAS
JET
Position for fuelling of JET-ACFT with HEL-ACFT on board prohibited
GRASS 06/24R
N 1
N
1:1500
0 10 20 30 40 50 60 70 80 90 100 m
COR: HEL PSN, situation, editorial, legend (WEF 17APR2025)

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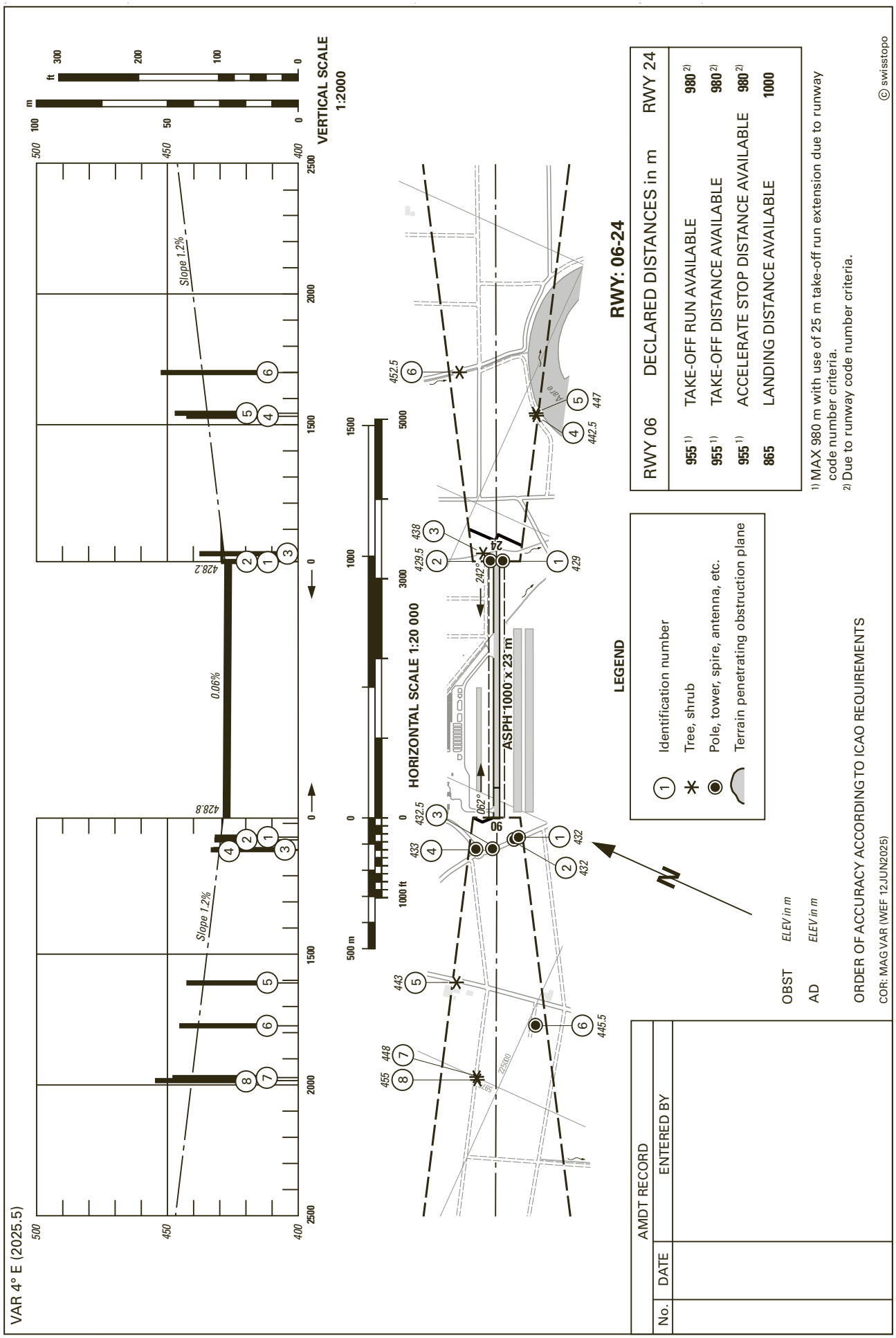
VERTICAL SCALE 1:2000
HORIZONTAL SCALE 1:20 000
RWY: 06-24
RWY 06 DECLARED DISTANCES in m RWY 24
955 1) TAKE-OFF RUN AVAILABLE 980 2)
955 1) TAKE-OFF DISTANCE AVAILABLE 980 2)
955 1) ACCELERATE STOP DISTANCE AVAILABLE 980 2)
865 LANDING DISTANCE AVAILABLE 1000
1) MAX 980 m with use of 25 m take-off run extension due to runway code number criteria.
2) Due to runway code number criteria.
LEGEND
Identification number
Tree, shrub
Pole, tower, spire, antenna, etc.
Terrain penetrating obstruction plane
ASPH 1000 x 23 m
Slope 1.2%
0.06%
428.2
428.8
VAR 4° E (2025.5)
OBST ELEV in m
AD ELEV in m
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS
COR: MAG VAR (WEF 12JUN2025)
AMDT RECORD
No. DATE ENTERED BY
© swisstopo

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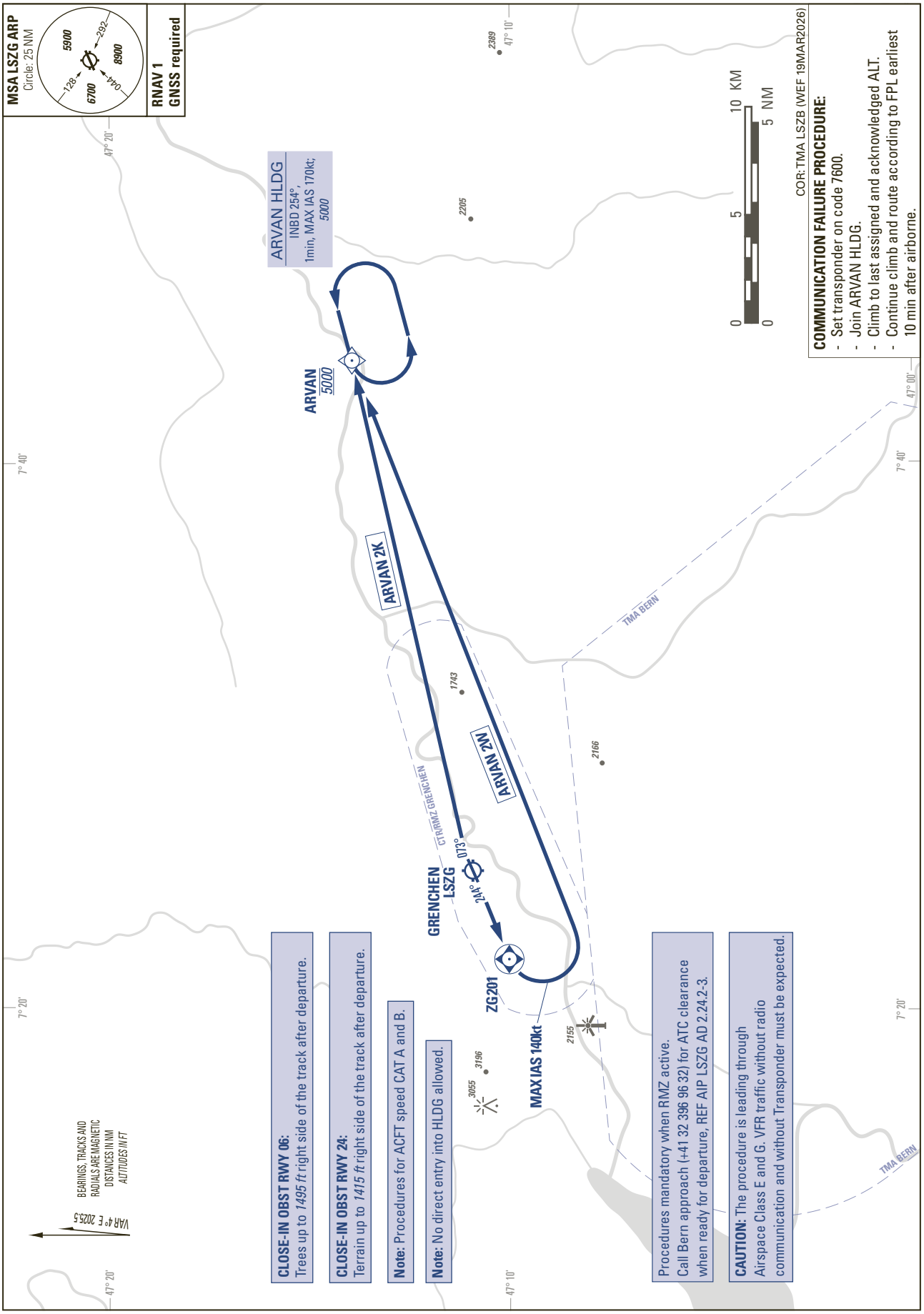
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

GRENCHEN (LSZG)
RNAV RWY 06/24

ARVAN 2K ARVAN 2W



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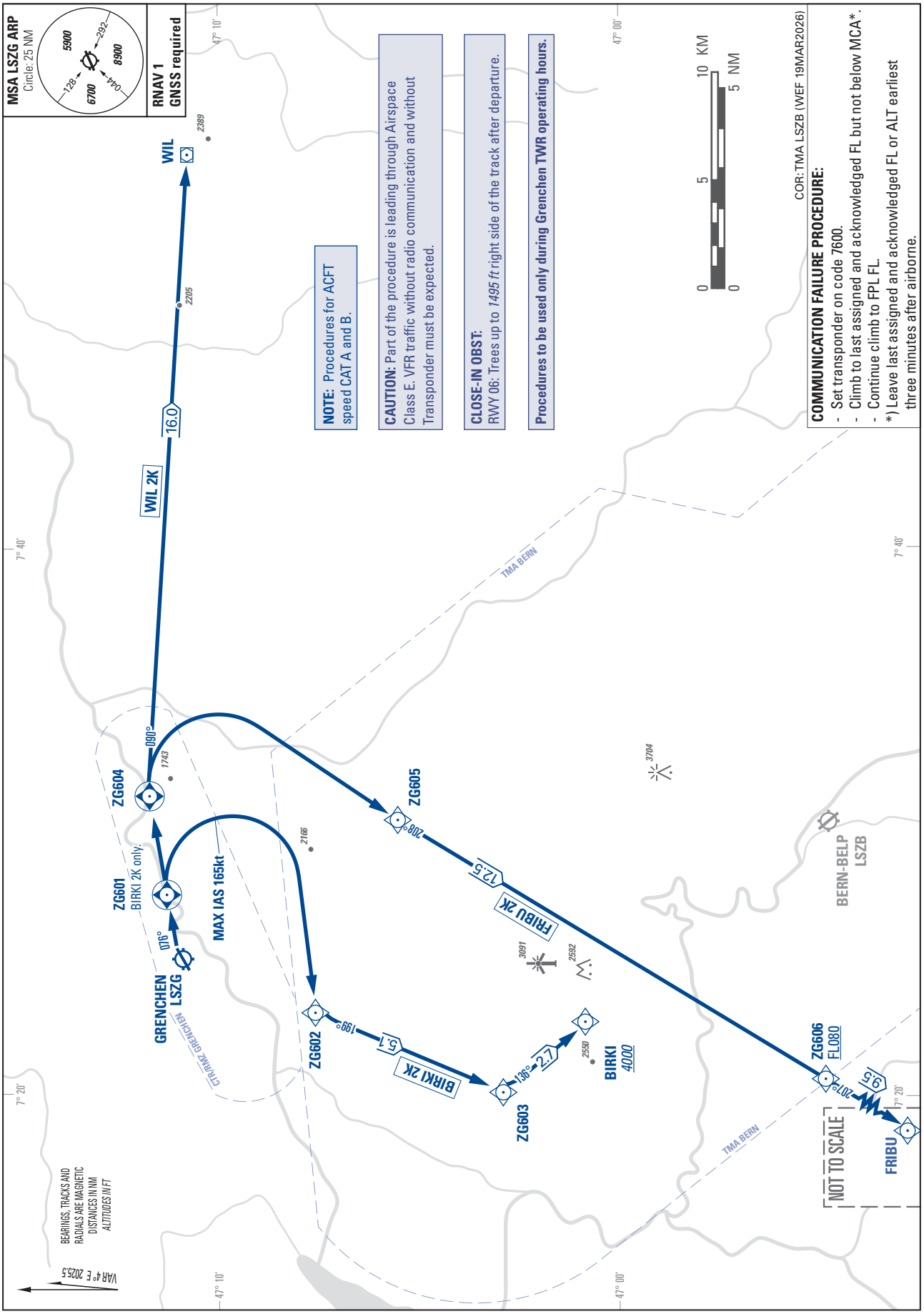
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

GRENCHEN (LSZG)
RNAV RWY 06

BIRKI 2K FRIBU 2K WIL 2K



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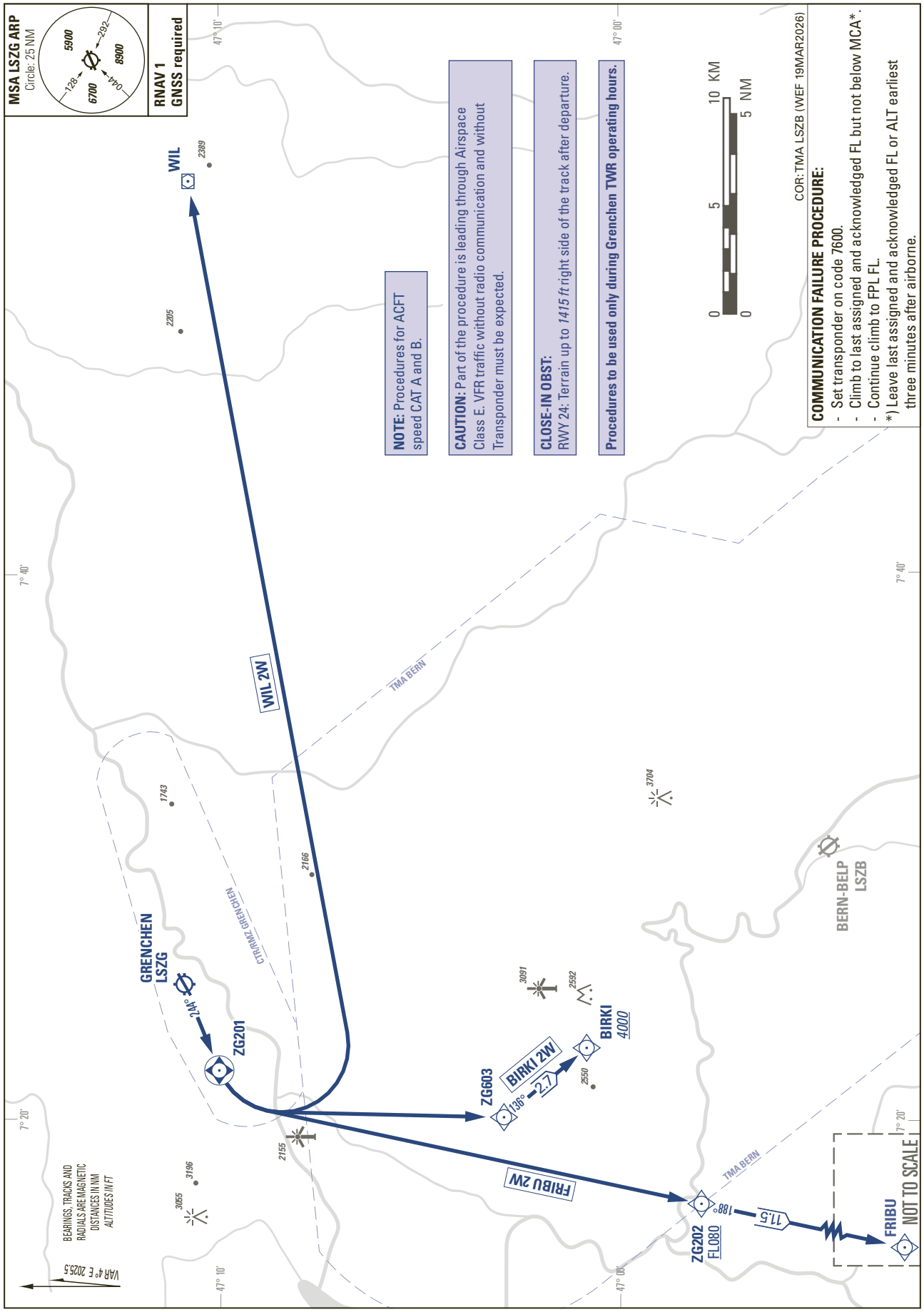
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

GRENCHEN (LSZG)
RNAV RWY 24

BIRKI 2W FRIBU 2W WIL 2W



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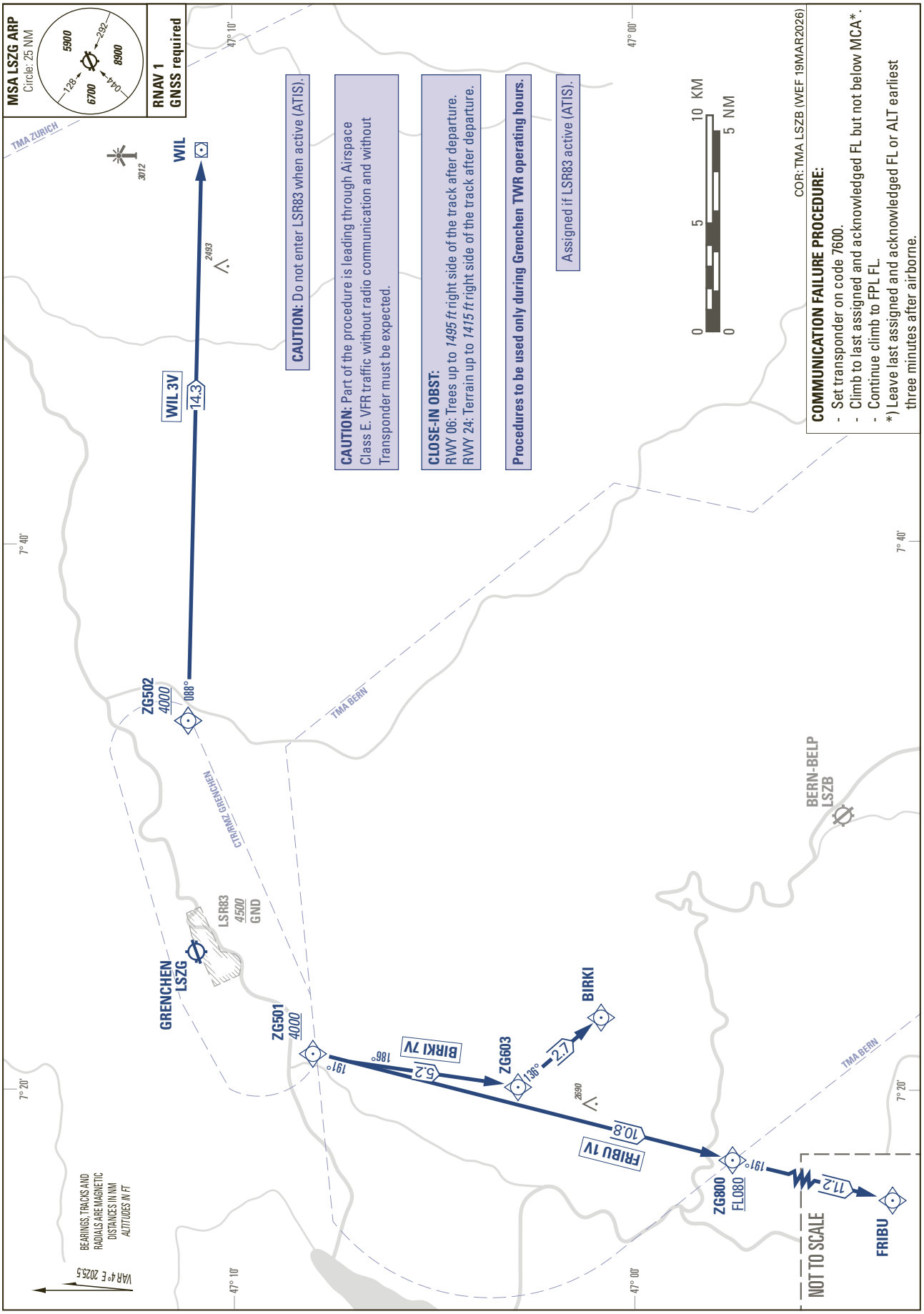
STANDARD DEPARTURE CHART - INSTRUMENT (SID)

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

GRENCHEN (LSZG)
RNAV RWY 06/24 (VISUAL)

BIRKI 7V FRIBU 1V WIL 3V



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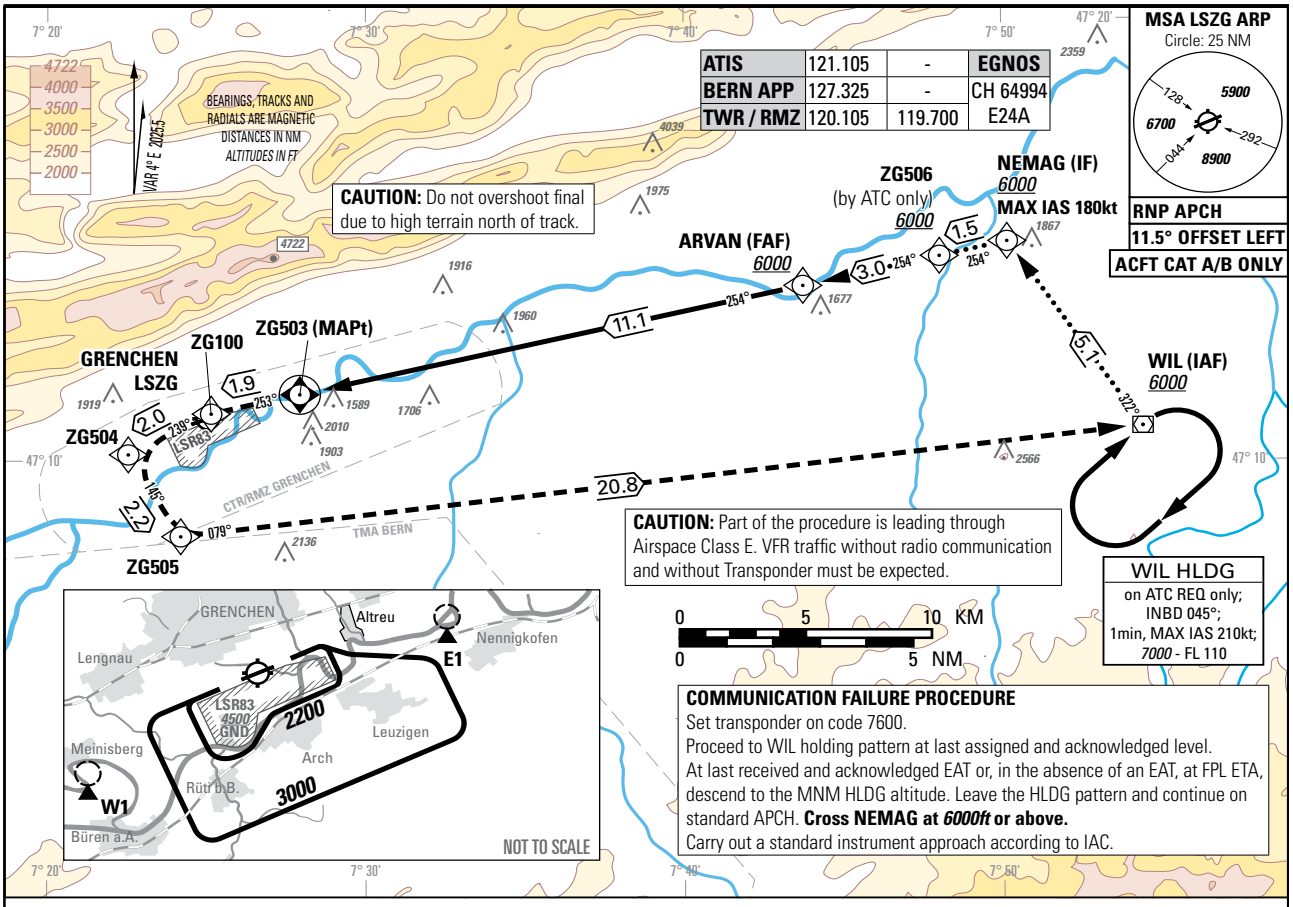
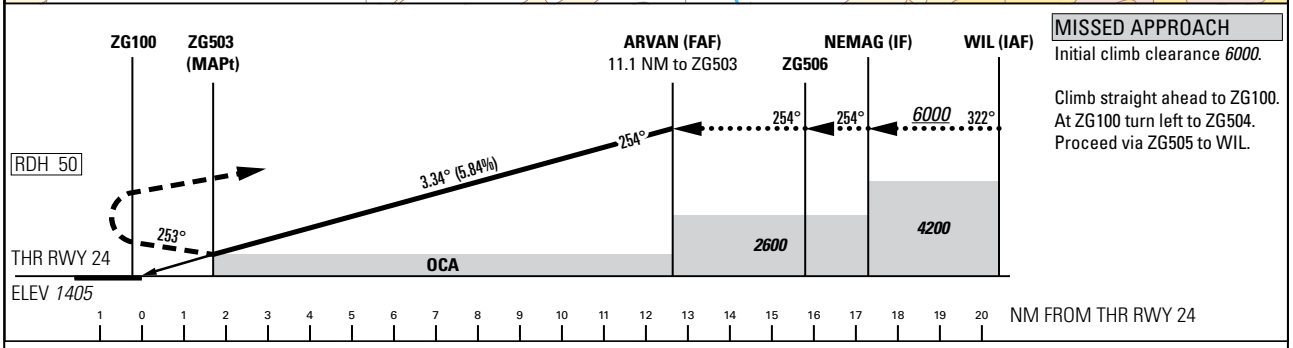
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

GRENCHEN LSZG
RNP RWY 24





MISSED APPROACH
Initial climb clearance *6000*.

Climb straight ahead to ZG100.
At ZG100 turn left to ZG504.
Proceed via ZG505 to WIL.

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH [1]	
		A	B
	To Altitude	OCA(H) LPV	
2.5%		*2180* (775)	*2190* (785)
8.1%	*2400*	*1915* (510)	
		OCA(H) LNAV	
2.5%		*2540* (1135)	
6%	*2900*	*2080* (675)	
CIRCLING [2]		A	B
OCA		*2270*	*2320*
VIS		1900m	2800m

ROD	GS kt	90	110	130	150
	FT/MIN	532	650	768	887

DIST ZG503		1	2	3	4	5	6	7	8	9	10	11	11.1
DIST FTP24		2.74	3.74	4.74	5.74	6.74	7.74	8.74	9.74	10.74	11.74	12.74	12.8
recommended crossing	Altitude	*2430*	*2790*	*3140*	*3500*	*3850*	*4200*	*4560*	*4910*	*5270*	*5620*	*5980*	*6000*
	Height	1025	1385	1735	2095	2445	2795	3155	3505	3865	4215	4575	4595

NOTE

[1] Noise abatement:
- Do not turn onto final before reaching 1.2 NM to ZG100 (do not overfly Altreu village). Manoeuvring takes place below 500ft AGL

[2] Circling:
- No circlings north of RWY 06/24.
- Avoid overflying villages.
- Whenever possible, circling ALT *3000ft* on outer downwind, circling shall remain inside CTR limits.

CAUTION

- Do not enter LSR83 when active (ATIS).

COR: chart completely revised (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZG
Runway	24
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E24A
LTP/FTP Latitude	471102.0700N
LTP/FTP Longitude	0072522.7560E
LTP/FTP Ellipsoidal Height (metres)	477.2
FPAP Latitude	471049.7370N
Delta FPAP Latitude (seconds)	-12.3330
FPAP Longitude	0072404.3100E
Delta FPAP Longitude (seconds)	-78.4460
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.34
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 07 1A 13 0C 18 00 00 01 34 32 05 6C C7 3F 14 88 83 2F 03 A4 26 A6 9F FF 24 9B FD F4 01 4E 01 64 00 C8 AF C9 12 BA 87
Calculated CRC Value	C912BA87

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	428.3

LSZA - LUGANO

LSZA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZA - LUGANO

LSZA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 00 13 N / 008 54 37 E RWY midpoint
2	**Direction and distance from the CITY**	4 km W Lugano
3	**Elevation/Reference temperature**	*915 ft AMSL* - 27.0° C
4	**Geoid undulation at AD ELEV PSN**	166.7 ft
5	**MAG VAR/Annual change**	2° E (2016.5) / 0°10' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Lugano Airport via Aeroporto CH-6982 Agno Phone: +41 (0) 91 610 11 11 Email: info@luganoairport.ch URL: www.luganoairport.ch **LSZA-Airport Authority:** Phone: +41 (0) 79 917 68 01 Email: airportauthority@luganoairport.ch
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSZA AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	AD OPR HR: 0700-1100 (0600-1000) and 1230-1900 (1130-1800) from MON to SUN and HOL.
2	**Customs and immigration**	AD OPR HR
3	**Health and sanitation**	NIL
4	**AIS Briefing Office**	AD OPR HR
5	**ATS Reporting Office (ARO)**	CTC ARO Zurich; Phone: +41 (0) 43 931 61 61
6	**MET Briefing Office**	AD OPR HR
7	**ATS**	AD OPR HR
8	**Fuelling**	AD OPR HR
9	**Handling**	AD OPR HR
10	**Security**	AD OPR HR
11	**De-icing**	AD OPR HR
12	**Remarks**	Extension permission O/R allowed for HOSP FLT, SAR FLT, FLT of the Swiss Confederation, members of the Swiss Government or equivalent foreign official. PPR compulsory for all other operators at least 48 hours notice before ETA/ETD and subject to Airport Authority approval. All requests have to be submitted via email to Email: gahandling@luganoairport.ch ONLY FOR URGENT REQUESTS outside opening hours contact directly by phone Airport Authority.

LSZA AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities:**	O/R
2	**Fuel/oil types**	JET A1, AVGAS 100LL
3	**Fuelling facilities/capacity**	JET A1: Tank 28500 litres / Fuel Truck 30000 litres AVGAS 100LL: Tank 26000 litres / Fuel Truck 1500 litres
4	**De-icing facilities**	Service available with Fluid Type II Killfrost ABC K-Plus from 01 NOV to 30 APR
5	**Hangar space for visiting aircraft**	Handled by third parties
6	**Repair facilities for visiting aircraft**	Business aviation major maintenance available in hangar
7	**Remarks**	General and Business Aviation handling: Lugano Airport Phone: +41 (0) 91 610 11 16 FREQ: 131.805 MHz AFS: LSZAYDYH Email: gahandling@luganoairport.ch

LSZA AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Special corporate rates available through General Aviation office
2	**Restaurants**	Available at airport and many others in the surrounding area within walking distance
3	**Transportation**	Airport taxi, Limousine service or public transport URL: https://flpsa.ch
4	**Medical facilities**	Ambulance O/R, Lugano Hospital (8 km)
5	**Bank and Post Office**	Within walking distance (5 min)
6	**Tourist Office**	Caslano (5km) and Lugano (8km)
7	**Remarks**	NIL

LSZA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 3 Category 4 O/R 3 HR before ETA/ETD Category 5 and 6 O/R preferably 24 HR before ETA/ETD
2	**Rescue equipment**	Rosenbauer Panther Fire Fighting Truck 6x6 Mercedes Benz Fire Fighting Truck 2 rescue boats
3	**Capability for removal of disabled aircraft**	No limitations for all type of ACFT admitted at AD
4	**Remarks**	NIL

LSZA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	1 snow blower, 4 snow ploughs, 2 jet sweepers, 1 RWY and Apron de-icer, 1 ACFT de-icer
2	**Clearance priorities**	RWY, TWY, then apron
3	**Remarks**	All seasons: RWY / TWY / apron: De-iced / Anti-iced with KFOR (potassium formate fluids)

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

1	**Designation, surface and strength of Aprons**	ASPH - PCR 300/F/B/W/T
2	**Designation, width, surface and strength of Taxiways**	TWY M and N: MNM 18.6 m (DH8D OPS); TWY L: 15 m ASPH - PCR 300/F/B/W/T
3	**ACL location and elevation**	Apron *902 ft (275 m)*
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	Slopes on Apron partially exceeding 1%

LSZA 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 stand identification markings as well as lead-in, stop and lead-out lines. Apron safety lines. Restrictions as well as taxiing and parking procedures: See ACFT PRKG Chart LSZA AD 2.24.2 - 1
2	**RWY/TWY markings and LGT**	RWY markings: DTHR, designation, aiming point, touchdown zone and centre line. Paved TWY markings: Centre line (including on turn pads) and intermediate holding position. Grass TWY markings / markers: Edge markers and intermediate holding position. Markings at intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. RWY LGT: See LSZA AD 2.14 TWY LGT: See LSZA AD 2.15
3	**Stop bars and RWY guard lights**	Stop bars: NIL RGL: TWY M and N. LIH, Y, no LED.
4	**Other RWY protection measures**	NIL
5	**Remarks**	Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.

LSZA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 01 (1)	Building	*950*	46 00 37 N 008 54 45 E	Antenna LGTD	*1020*	46 00 09 N 008 54 23 E	
AOC 01 (2)	Pole	*951*	46 00 38 N 008 54 45 E	Crane/Cranes marked/LGTD	*989*	46 00 18 N 008 54 48 E	B1216/21
AOC 01 (3)	Tree/Trees	*965*	46 00 38 N 008 54 54 E	Tower/Mast LGTD	*945*	46 00 03 N 008 54 36 E	
AOC 01 (4)	Tree/Trees	*977*	46 00 39 N 008 54 54 E	Antenna LGTD	*1529*	46 02 15 N 008 56 20 E	
AOC 01 (5)	Building	*981*	46 00 44 N 008 54 47 E	Antenna LGTD	*1526*	46 00 39 N 008 55 32 E	B0555/01
AOC 01 (6)	Pole	*985*	46 00 47 N 008 54 49 E	Telephone line	45 m AGL	45 59 36 N 008 50 13 E - 45 59 36 N 008 50 06 E	B0016/02
AOC 01 (7)	Building	*986*	46 00 48 N 008 54 48 E	Tower marked/LGTD	*998*	46 00 16 N 008 54 31 E	B0121/02
AOC 01 (8)	Building	*996*	46 00 49 N 008 54 49 E	Tower LGTD	*974*	46 00 43 N 008 54 54 E	B0043/04
AOC 01 (9)	Building	*1040*	46 01 19 N 008 55 12 E	Silo	*965*	46 00 53 N 008 54 59 E	B0480/05
AOC 01 (10)	Tree/Trees	*1061*	46 01 27 N 008 55 00 E	Power line	72 m AGL	45 59 18 N 008 52 23 E - 45 59 18 N 008 52 38 E	B0617/05
AOC 01 (11)	Tree/Trees	*1081*	46 01 38 N 008 55 03 E	Pole LGTD	*2366*	46 02 43 N 008 57 44 E	B0471/07
AOC 01 (12)	Power line	*1100*	46 01 37 N 008 55 22 E	Pole LGTD	*1752*	45 57 49 N 008 52 56 E	B0470/07
AOC 01 (13)	Power line	*1113*	46 01 40 N 008 55 16 E	Pole LGTD	*1886*	46 02 58 N 008 55 54 E	B0469/07
AOC 01 (14)	Power line	*1137*	46 01 45 N 008 55 12 E				
AOC 01 (15)	Power line	*1155*	46 01 42 N 008 55 24 E	Pole marked/LGTD	*989*	46 00 13 N 008 54 28 E	B0099/09
AOC 01 (16)	Tree/Trees	*1209*	46 01 55 N 008 56 12 E	Pole LGTD	*1825*	46 01 28 N 008 56 46 E	B1145/09
AOC 01 (17)	Tree/Trees	*1215*	46 01 56 N 008 56 13 E	Pole LGTD	*1914*	45 58 27 N 008 54 48 E	B1144/09
AOC 01 (18)	Tree/Trees	*1246*	46 02 05 N 008 56 11 E	Power line marked	90 m AGL	46 05 32 N 009 03 11 E - 46 05 33 N 009 02 51 E	C0366/05
AOC 01 (19)	Tree/Trees	*1256*	46 02 05 N 008 56 11 E	Cable CW	80 m AGL	46 03 52 N 008 55 12 E - 46 03 43 N 008 54 43 E	B0054/06
AOC 01 (20)	Tree/Trees	*1259*	46 02 06 N 008 56 12 E	Building	3m AGL	46 00 41 N 008 54 49 E	B0131/07
AOC 01 (21)	Tree/Trees	*1277*	46 01 56 N 008 56 16 E	Chimney LGTD	25 m AGL	46 01 15 N 008 55 00 E	B0130/07
AOC 01 (22)	Tree/Trees	*1281*	46 02 20 N 008 56 11 E	Antenna marked, LGTD	*5414*	45 55 35 N 009 00 54 E	B0733/08

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 01 (23)	Tree/Trees	*1507*	46 02 17 N 008 56 19 E	Pole LGTD	*1931*	46 01 52 N 008 54 48 E	B1143/09
AOC 01 (24)	Antenna	*1520*	46 02 15 N 008 56 20 E	Pole LGTD	1518	46 01 13 N 008 57 03 E	B1331/11
AOC 01 (25)	Tree/Trees	*1555*	46 02 24 N 008 56 52 E				
AOC 01 (26)	Tree/Trees	*1631*	46 02 24 N 008 56 58 E				
AOC 01 (27)	Tree/Trees	*1637*	46 02 20 N 008 56 57 E				
AOC 01 (28)	Tree/Trees	*1660*	46 02 21 N 008 56 58 E				
AOC 01 (29)	Building	*1672*	46 02 21 N 008 57 05 E				
AOC 01 (30)	Building	*1705*	46 02 19 N 008 57 04 E				
AOC 01 (31)	Tree/Trees	*1723*	46 02 21 N 008 57 07 E				
AOC 01 (32)	Tree/Trees	*1815*	46 02 19 N 008 57 11 E				
AOC 01 (33)	Tree/Trees	*1828*	46 02 15 N 008 57 29 E				
AOC 19 (1)	Pole	*913*	45 59 54 N 008 54 24 E				
AOC 19 (2)	Pole	*943*	45 59 52 N 008 54 30 E				
AOC 19 (3)	Tree/Trees	*953*	45 59 48 N 008 54 29 E				
AOC 19 (4)	Tree/Trees	*955*	45 59 43 N 008 54 17 E				
AOC 19 (5)	Tree/Trees	*979*	45 59 40 N 008 54 16 E				
AOC 19 (6)	Tree/Trees	*1079*	45 58 23 N 008 54 04 E				
AOC 19 (7)	Tree/Trees	*1164*	45 58 15 N 008 54 02 E				
AOC 19 (8)	Tree/Trees	*1234*	45 57 47 N 008 53 12 E				
AOC 19 (9)	Tree/Trees	*1289*	45 57 47 N 008 53 11 E				
AOC 19 (10)	Tree/Trees	*1353*	45 57 12 N 008 53 06 E				
AOC 19 (11)	Tree/Trees	*1573*	45 57 09 N 008 53 05 E				
AOC 19 (12)	Tree/Trees	*1628*	45 56 32 N 008 54 22 E				
AOC 19 (13	Tree/Trees	*2121*	45 56 21 N 008 54 23 E				
AOC 19 (14)	Tree/Trees	*2130*	45 56 17 N 008 54 23 E				
AOC 19 (15)	Tree/Trees	*2161*	45 56 17 N 008 54 23 E				
Refer also to LSZA AOC 01/19, LSZA AD 2.24.4							

LSZA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr, It
7	**Charts and other information available for briefing or consultation**	All area forecast charts available worldwide
8	**Supplementary equipment available for providing information**	Internet connection in the briefing room
9	**ATS units provided with information**	Lugano TWR
10	**Additional information (limitation of service, etc.)**	TEL: Weather briefing: 0900 162 737 (Ge), 0900 162 767 (Fr); accessible within Switzerland

LSZA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
01 [1)]	019° 017°	1415 x 30	PCR 400/F/B/W/T ASPH	45 59 58.17N 008 54 29.68E	*900 ft*	Refer to: LSZA AOC 01/19
19 [1)]	199° 197°			46 00 29.60N 008 54 45.07E	*915 ft*	

1) MAG VAR tolerance for RWY designators exceeded.

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
01 [1)]	NIL	NIL	1535 x 80	NIL	Runway strip and RESA dimensions according to non-instrument runway criteria Grooved 1415 m RESA: 30 m
19 [1)]		60			Runway strip and RESA dimensions according to non-instrument runway criteria Grooved 1415 m RESA: 30 m

1) MAG VAR tolerance for RWY designators exceeded.

LSZA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	1345	1345	1415	1305	No turn pad at the beginning of RWY
	1025	1025	1095	Not applicable	Intersection MIKE
19	1415	1475	1415	1135	Turn pad at the beginning of RWY
	940	1000	940	Not applicable	Intersection ZULU
	695	755	695	Not applicable	Intersection NOVEMBER

DER RWY 01 is located 70 m before runway end respective RENL 01 due to obstacles in the immediate departure area.

LSZA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
01	NIL	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 4.17°, L, 6.27 m, no LED; PAPI 6.00°, L, 15.54 m, no LED	Simple TZL* 323 m FM THR 01, W, LIH, no LED	740 m, 30 m, W, LIH; 375 m, 30 m, R/W, LIH; 300 m, 30 m, R, LIH. All LED	110 m, 60 m, R, LIH; 830 m, 60 m, W, LIH; 475 m, 60 m, Y, LIH. All LED	R, LIH, LED	NIL	PAPI 6.00° only switched on for IGS RWY 01 approaches
19	RLLS Seq. FLG LGT W, LIH, no LED; SALS 360m, LIH, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 4.17°, L, 6.71 m, no LED	Simple TZL*, 323 m FM THR 19, W, LIH, no LED		280 m, 60 m, R, LIH; 660 m, 60 m, W, LIH; 475 m, 60 m, Y, LIH. All LED	R, LIH, LED	NIL	RLLS follows circling Charlie track

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

LSZA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	No LDI Anemometer: RWY 01/19: 180 m NE of THR 01 resp. 860 m S of THR 19, not LGTD.
3	**TWY edge and centre line lighting**	Edge: TWY L, M and N (no LED). Turn pads 01 and 19 (LED). LIL, B. CL: NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 1 sec.
5	**Remarks**	OBST: Marked and lighted (see LSZA AD 2.24.1 - 1)

LSZA AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	FATO: 46 00 12.87 N / 008 54 36.86 E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	*276 m / 907 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	TLOF HEL stands 1 and 2: MAX Overall LEN 17 m, Rotor Diameter 14 m, ASPH, marked and numbered circles with diameter 6.5 m. TLOF HEL stands 3 and 4: MAX Overall LEN 13 m, Rotor Diameter 11 m, ASPH, marked and numbered circles with diameter 6.5 m. FATO: paved RWY 01-19.
4	**True BRG of FATO**	RWY 01: 019° RWY 19: 199°
5	**Declared distance available**	See: LSZA AD 2.13 for RWY 01/19
6	**APP and FATO lighting**	RWY LGT
7	**Remarks**	Simultaneous hover operations on HEL stands are not allowed

LSZA AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Lugano CTR** 45 55 51 N 008 46 22 E - 46 03 43 N 008 54 41 E Arc of circle centred on 46 02 26 N 008 57 10 E, Radius 2.16 NM, clockwise 46 01 21 N 008 59 51 E - 45 52 54 N 008 52 50 E Arc of circle centred on 45 54 15 N 008 49 29 E, Radius 2.70 NM, clockwise 45 55 51 N 008 46 22 E
2	**Vertical limits**	*6500 ft AMSL (2000 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	Lugano TWR En; En and It for Non-Commercial VFR traffic.
5	**Transition altitude**	*6000 ft AMSL (1800 m)*
6	**Remarks**	ACT: HX

LSZA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
ATIS		121.175 MHz	H24	TEL Service +41 (0) 22 417 40 88
TWR VDF	Lugano Tower	120.250 MHz 119.700 MHz	HX do.	QDM AVBL O/R ALTN FREQ En; En and It for Non-Commercial VFR traffic.
CLR DEL	Lugano Delivery	121.780 MHz	HX	

LSZA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 01, IGS, class I/C/2, VAR 2° E	ILU	108.90 MHz	H24	46 00 42.15N 008 54 51.21E	NIL	NIL	LOC PSN: 409 m FM THR 19. RWY 01: LOC course 017° MAG. Front course sector width 5.0°. Restricted coverage: at 10 NM - 30° W to 30° E from CL above *5000 ft* AMSL.
GP 01	--	329.30 MHz	H24	46 00 01.28N 008 54 34.40E	NIL	NIL	GP angle 6.65°. PSN: 123 m FM THR 01. GP HGT THR 01: 48 ft / 14.7 m. Restricted coverage: at 8 NM - 8° W to 8° E from CL above *5000 ft* AMSL.
DME 01	ILU	CH 26X	H24	46 00 41.26N 008 54 49.03E	*942 ft*	NIL	DME co-located with LOC, reads D0.8 at THR 01. Restricted coverage: at 10 NM - 5° W to 13° E from CL above *5000 ft* AMSL. at 10 NM - 25° W to 25° E from CL above *5900 ft* AMSL.

LSZA AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions and remarks

1.1 Commercial and Private traffic

- DEPs and LDGs may be planned according AD OPR HR.
- If out of NML OPS HR, PPR according to Remarks in LSZA AD 2.3

1.2 AD circuits

- AD circuits allowed between 0700-1100 (0600-1000) and 1300-SS [MAX-1700] (1200-SS [MAX-1600]) from Monday to Friday and between 0800-1100 (0700-1000) and 1400-1600 (1300-1500) on Saturday.
- Night VFR flights (circuits) under instruction are allowed from SS to 1900 (1800) from Monday to Friday.
-

1.3 Apron - Parking

-
- HEL OPS during the night, air taxi via N.
- Embarking and disembarking crew members, passengers, luggage and catering with the engine running is prohibited.
- Refuelling with the engine running is prohibited. Exceptions can be granted by Lugano AP Authority for EMERG reasons.
- For general aviation ACFT, the parking period for arriving ACFT shall be indicated in item 18 of the flight plan.
- “Follow me” SER on request.
- For handling and fuelling, SER priority is given to SKED FLT.
- Refueling on the grass is forbidden. For any fuel request contact TWR for coordination.
- **Safety Rules for Crews and Passengers**
  All persons on the Airside must wear a high-visibility jacket which complies with EN 471 standard class 2 or 3. With the exception of passengers of scheduled and general aviation FLTs accompanied by the handling agent or crew members wearing high-visibility clothing or vests.
  Crew members arriving without high-visibility clothing or vests must be transported by car by the handling agent.
- **Security Rules for Crew Members**
  Crew members holding an Airport ID Card or crew member certificate must ensure it is visible. Departing crew members accessing the movement area must already have filed a FPL or flight notification.

2. Procedure for Departure

2.1 Start-up Clearance

For IFR or SVFR FLT, a **start-up clearance** shall be requested on the Lugano Clearance Delivery FREQ.

3. De-icing

3.1 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.

LSZA AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

- The following regulations are defined to avoid excessive noise at and in the VCY of Lugano AP.
- Operators UNA to comply with these rules and procedures shall submit for APV to Lugano AP Authority those procedures they intend to apply.
- All ACFT types to be used for regular services at Lugano AP will be subject to an individual noise qualification prior to receiving operational rights.
- In particular cases, Lugano AP Authority can issue differing procedures and rules for noise abatement.

2. Aircraft not admitted without a special authorisation

The following ACFT types are not admitted to operate at Lugano AP unless a special AUTH has been issued by Lugano AP Authority.
The request for a special AUTH must be filed at least 24 HR before the intended ARR.

2.1 Jet aeroplanes

REF: GEN 4.1.13., class I, II, III, IV.

2.2 Propeller aeroplanes

REF: GEN 4.1.14., class A and following aeroplanes of class B:

- BE-55 Beech Baron 55
- C 210 Cessna
- C 336/337 Cessna; 336 Skymaster/337 Super Skymaster

2.3 Helicopters

- Bell 204
- Bell 214
- Kamow

3. Circling procedure RWY 19

The Circling Foxtrot procedure is the preferential manoeuvre for noise abatement purposes when LDG on RWY 19.
FLTs performing a visual APCH to RWY 19 from a PSN south or east of the AP are requested, if conditions permit, to join the circling Foxtrot pattern at the beginning of the base turn.

4. Reverse thrust

For deceleration it is recommended to use the entire RWY LEN AVBL; use of reverse thrust shall be limited to only when safety or particular operational reasons require it.

5. Taxi and holding

Aeroplanes shall be operated so as to reduce noise to a MNM during TAX and HLDG operations.

6. Auxiliary Power Units (APU)

The following regulations are applicable to the use of APU:

- a MAX of 20 MIN prior to the ACFT DEP,
- a MAX of 20 MIN after the ACFT ARR.

The use of APU shall be restricted to a MNM DUR.
For maintenance, only the GPU shall be used, except for technical reasons on Coordination with the Airport Authority.

7. Instruction and qualification for IFR flights

Operators are requested to plan introduction flights well in advance. Airport authority should be contacted whenever possible latest 5 days in advance of the planned training.

8. Engine tests

Engine tests are considered to be those run-ups prescribed by technical inspections and which are not part of the normal checks before take-off. Engine tests are subject to special authorization by the Airport Authority and must be requested in advance indicating the start time and maximum duration.
The duration of engine tests must be kept to a minimum and may not exceed 30 minutes.
If a test must be repeated, this may only be done after an interval of at least 15 minutes.
Engine tests shall not be permitted on Saturdays and local public holidays, as well as on weekdays between 1100 - 1200 (1000 - 1100) and between 1700 - 0800 (1600 - 0700).
Engine tests must be carried out according to the instructions of the ramp Staff. During taxiing or towing to the test site and returning to the parking area, radio contact must be maintained with the TWR.

LSZA AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR procedures

The use of IFR APCH or DEP procedures in Lugano is limited to pilots, operators and ACFT fulfilling the AP Qualifications in accordance with § 1.2.

Helicopter flight crews are allowed to operate without Lugano Qualification.

1.1.1 IFR departure procedures

Any departing ACFT must comply with the requirements of Aircraft Certification § 1.2.1, as well as with the relevant procedures published on the SID charts.
SID (Standard Instrument Departures):

a. Requirements:
- Pilot Qualification type A.

Conditions:
- VIS 3000 m or more and ceiling *2100 ft AAL* or HYR.

b. Requirements:
- Pilot Qualification type D.

Conditions:
- for ME (A) VIS 400 m or more and less than 3000 m
- for SE (A) VIS 800 m or more and less than 3000 m, ceiling *1200 ft AAL* or HYR

1.1.2 SID Descriptions

1.1.2.1 SID RNAV 1

1.1.2.1.1 SID RWY 01/19 (see chart LSZA AD 2.24.7 - 1)

DESIGNATOR	RWY 01/19 - RNAV (GNSS)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
INITIAL CLIMB RWY 01	Climb straight ahead. At D2 ILU turn right (MAX IAS 150kt during turn. MNM bank angle 25°). Proceed to LUGAN.	Maintain visual ground contact up to LUGAN. Cross LUGAN (overhead RWY) at *5000ft* or above.		Average climb gradient to reach LUGAN at *5000ft* is 8.1%
INITIAL CLIMB RWY 19 PDG 10.2% to 4100ft	After departure climb on TR201 until receiving MMP. Establish and follow R017 MMP inbound.			HIGH PERFORMANCE SID
CANNE 1E	Proceed to PINIK. Proceed via ZA557 and ZA559 to CANNE.	Cross PINIK at *6000ft* or above, ZA557 at FL100 or above, ZA559 at FL120 or above, CANNE at FL140/FL150 or above (depending on QNH).		by ATC only RNAV applicable when passing PINIK.
OMETO 1E	Proceed to PINIK. Proceed via ZA557, ZA558 and BAVMI to OMETO.	Cross PINIK at *6000ft* or above, ZA557 at FL100 or above, ZA558 at FL130 or above, BAVMI at FL150 or above, OMETO at FL180/ FL190 or above (depending on QNH).		RNAV applicable when passing PINIK.

RNAV (GNSS) SID CANNE 1E						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	PINIK	N	+ 6000	-	-	-
TF	ZA557	N	+ FL100	-	232° (234.4°T)	8.3
TF	ZA559	N	+ FL120	-	300° (302.1°T)	8.0
TF	CANNE	N	+ FL140/150	-	037° (039.1°T)	23.5

RNAV (GNSS) SID OMETO 1E						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	PINIK	N	+ 6000	-	-	-
TF	ZA557	N	+ FL100	-	232° (234.4°T)	8.3
TF	ZA558	N	+ FL130	-	232° (234.2°T)	10.0
TF	BAVMI	N	+ FL150	-	275° (277.3°T)	3.7
TF	OMETO	N	+ FL180/190	-	275° (277.5°T)	15.5

1.1.2.2 SID NON RNAV

1.1.2.2.1 SID RWY 01 (see chart LSZA AD 2.24.7 - 3)

SID RWY 19 (see chart LSZA AD 2.24.7 - 5)

DESIGNATOR	RWY 01/19			
	ROUTE			
	Lateral	Vertical	Contact	Remark
INITIAL CLIMB RWY 01	Climb straight ahead. At D2 ILU turn right (MAX IAS 150kt during turn. MNM bank angle 25°). Proceed to LUGAN.	Maintain visual ground contact up to LUGAN. Cross LUGAN (overhead RWY) at *5000ft* or above.		Average climb gradient to reach LUGAN at *5000ft* is 8.1%
INITIAL CLIMB RWY 19 PDG 10.2% to *4100ft*	After departure climb on TR201 until receiving MMP. Establish and follow R017 MMP inbound.			HIGH PERFORMANCE SID
CANNE 2U	At *5000ft* turn left (MAX IAS 165kt, MNM bank angle 25°). Intercept R347 SRN to CANNE.	Cross ZA505 at FL090 or above, ZA506 at FL130 or above, CANNE at FL140/FL150 or above (depending on QNH).		
CANNE 1Z	Proceed to PINIK. At PINIK turn right, intercept R009 MMP to CANNE.	Cross PINIK at *6000ft* or above, D20 MMP at FL090 or above, CANNE at FL140/FL150 or above (depending on QNH).		
OMETO 1F	Follow R017 MMP inbound MMP. At D4.3 MMP turn right, intercept R276 SRN to ZA558. Proceed via BAVMI to OMETO	Cross PINIK at 6000ft or above, D4.3 MMP at FL100 or above, ZA558 at FL130 or above, BAVMI at FL150 or above, OMETO at FL180/FL190 or above (depending on QNH).		
ORIO 1U (ORI 1U)	Proceed to PINIK. At PINIK intercept R330 SRN. inbound to SULUR. At SULUR intercept R277 BEG inbound to BEG. Proceed to ORI.	Cross PINIK at 6000ft or above, SULUR at FL080 or above, BEG at FL120 or above.		
ORIO 1W (ORI 1W)	Proceed to PINIK, At PINIK intercept R287 BEG inbound to BEG. Proceed to ORI.	Cross PINIK at 6000ft or above, ZA526 at FL080 or above (depending on TL), ZA527 at FL100 or above, BEG at FL120 or above.		by ATC only
PINIK 1A	Proceed to PINIK. Enter PINIK HLDG.	Climb to and maintain 6000ft to reach 6000ft at PINIK or before.		
SARONNO 1W (SRN 1W)	Proceed to PINIK. At PINIK intercept R330 SRN inbound to SRN.	Cross PINIK at *6000ft* or above, SRN MCA according to next AWY segment.		
VOGHERA 1W (VOG 1W)	Follow R017 MMP inbound to MMP. At MMP intercept R344 VOG inbound to VOG.	Cross PINIK at *6000ft* or above, MMP at FL080 or above, VOG at FL110 or above.		

(Tracks and radials calculated with VAR 2° East)

1.1.3 IFR approach procedures

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

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

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

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

1.1.4 Approach to RWY 01

1.1.4.1 IGS RWY 01 steep approach 6.65°

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

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

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

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

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

1.1.4.2 PAPI RWY 01

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

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

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

1.1.5 Approach to RWY 19

1.1.5.1 LOC approach for circling RWY 19

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

1.1.5.2 Circling procedures RWY 19

There are two circling procedures AVBL:

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

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

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

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

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

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

1.1.6 Missed approach

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

1.1.7 STAR Descriptions

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

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

(Tracks and radials calculated with VAR 2° East)

1.1.8 ATC

1.1.8.1 Communication with ATC

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

1.1.8.2 ATC flight plan

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

1.1.9 Requirements overview

<table>
<tr><th colspan="6">Requirements overview</th></tr>
<tr><th>Flight Procedure</th><th colspan="4">Flight Operation</th><th>Pilot Qualification</th><th>Operator Qualification Procedures</th><th>Aircraft Performances</th></tr>
<tr><td rowspan="4">Approach and landing (1)</td><td colspan="4">- VFR commercial
- IFR Visual APP</td><td>Type A</td><td>NIL</td><td>NIL</td></tr>
<tr><td colspan="4">- LOC R01, Circling C R19
- LOC R01, Circling F R19
(VIS 5000 m or more and ceiling 3100 ft AAL or higher) -Day Only-</td><td></td><td></td><td></td></tr>
<tr><td colspan="4">- LOC R01 Circling C R19
(VIS 3000 m or more) -Day-
(VIS 5000 m or more) -Night-
(ceiling 1700 ft AAL or higher) -Day and Night-</td><td>Type B</td><td>Approved contingency procedure for circling missed approach required</td><td>NIL</td></tr>
<tr><td colspan="4">- IGS</td><td>Type C</td><td>NIL</td><td>glide > 6° See Explanation §1.1.4.1</td></tr>
<tr><td rowspan="4">Departure (1)</td><td colspan="4">IFR departure</td><td>-</td><td>-</td><td>-</td></tr>
<tr><td rowspan="3">Take-off</td><td>SE/ME</td><td colspan="2">VIS 3000 m or more and ceiling 2100 ft AAL or higher</td><td>Type A</td><td>NIL</td><td>NIL</td></tr>
<tr><td>ME</td><td colspan="2">VIS 400 m or more and less than 3000 m</td><td rowspan="2">Type D</td><td rowspan="2">Approved contingency procedure take-off RWY 19 and/or 01 required</td><td rowspan="2">NIL</td></tr>
<tr><td>SE</td><td colspan="2">VIS 800 m or more and less than 3000 m, ceiling 1200 ft AAL or higher</td></tr>
</table>

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

1.2 Airport qualification

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

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

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

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

1.2.1 Aircraft certification

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

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

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

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

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

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

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

1.2.2 Qualification for Pilots

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

1.2.2.1 Pilot qualification type A

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

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

To apply for the Pilot Qualification type A:
URL: http://www.lugano-qualification.ch/

Upon successful completion of the test a certificate will be issued.

1.2.2.2 Pilot qualification type B, C and D

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

1.2.2.3 Procedures to obtain the qualification

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

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

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

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

1.2.2.4 Airport qualification validity

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

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

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

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

1.2.2.5 LSZA Qualification Declaration Form

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

1.3 Charts

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

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

1.4 VFR procedure

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

1.5 Description of Instrument Guidance System (IGS)

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

1.5.1 IGS components

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

1.5.2 Procedure

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

IGS PROC may be flown as an ILS PROC.

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

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

1.6 Minima for IFR departures (TKOF minima)

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

LSZA AD 2.23 ADDITIONAL INFORMATION

1. List of significant points

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

(Tracks and radials calculated with VAR 2° East)

LSZA AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSZA AD 2.24.1 - 1
Aircraft Parking / Docking Chart	LSZA AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 01	LSZA AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 19	LSZA AD 2.24.4 - 3
SID RWY 01/19 - RNAV 1	LSZA AD 2.24.7 - 1
SID RWY 01 - NON RNAV	LSZA AD 2.24.7 - 3
SID RWY 19 - NON RNAV - High Performance	LSZA AD 2.24.7 - 5
STAR RWY 01/19 - NON RNAV	LSZA AD 2.24.9 - 1
IAC IGS RWY 01 STEEP APCH 6.65° (CAT A/B)	LSZA AD 2.24.10 - 1
IAC LOC RWY 01 / Circling RWY 19 (CAT A/B)	LSZA AD 2.24.10 - 3
IAC Circling FOXTROT RWY 19 - Day only (CAT A/B)	LSZA AD 2.24.10 - 5
IAC Circling CHARLIE RWY 19 (CAT A/B)	LSZA AD 2.24.10 - 7

LSZA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

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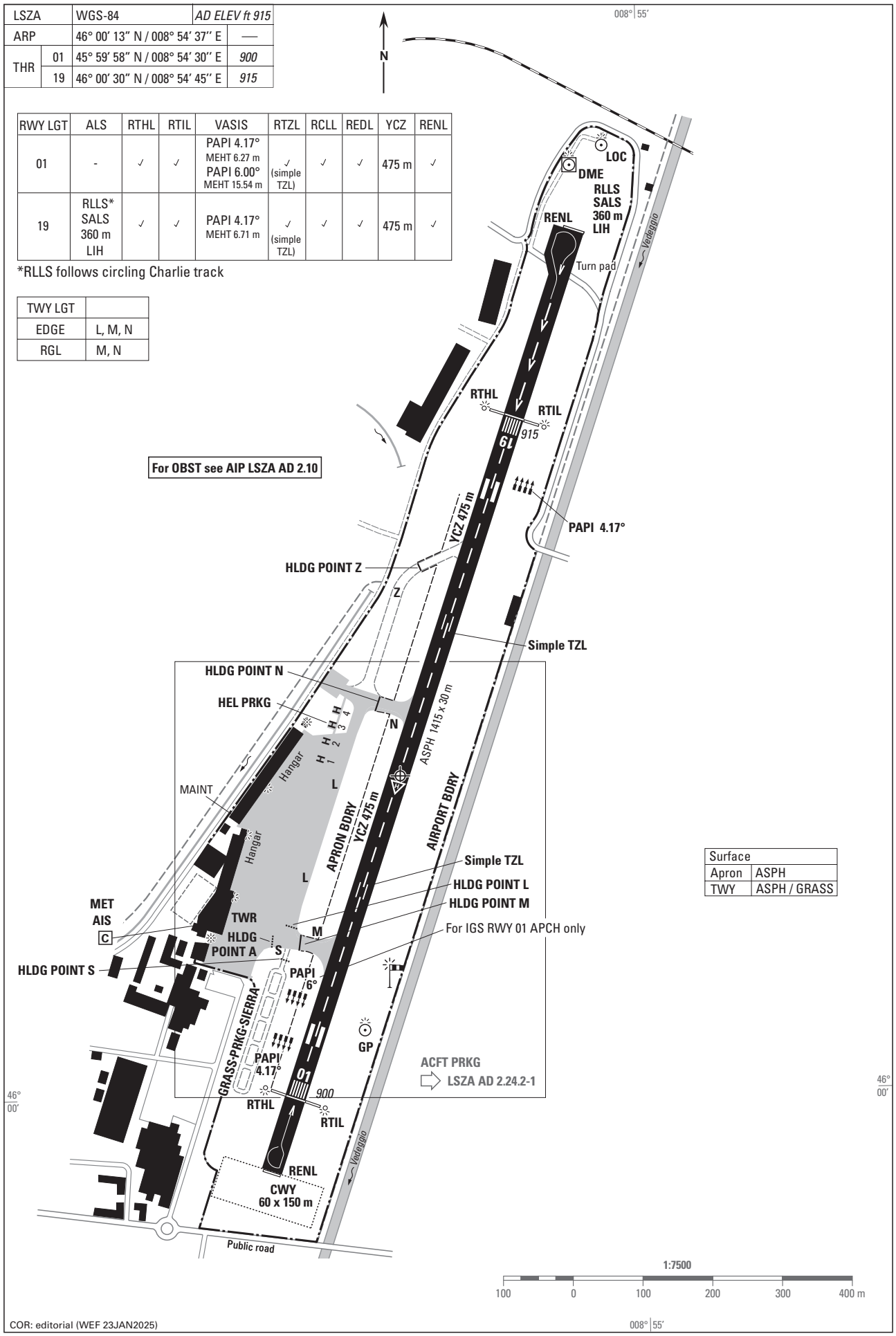
LSZA		WGS-84	*AD ELEV ft 915*
ARP		46° 00′ 13″ N / 008° 54′ 37″ E	—
THR	01	45° 59′ 58″ N / 008° 54′ 30″ E	*900*
	19	46° 00′ 30″ N / 008° 54′ 45″ E	*915*

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
01	-	✓	✓	PAPI 4.17° MEHT 6.27 m PAPI 6.00° MEHT 15.54 m	✓ (simple TZL)	✓	✓	475 m	✓
19	RLLS* SALS 360 m LIH	✓	✓	PAPI 4.17° MEHT 6.71 m	✓ (simple TZL)	✓	✓	475 m	✓

*RLLS follows circling Charlie track

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



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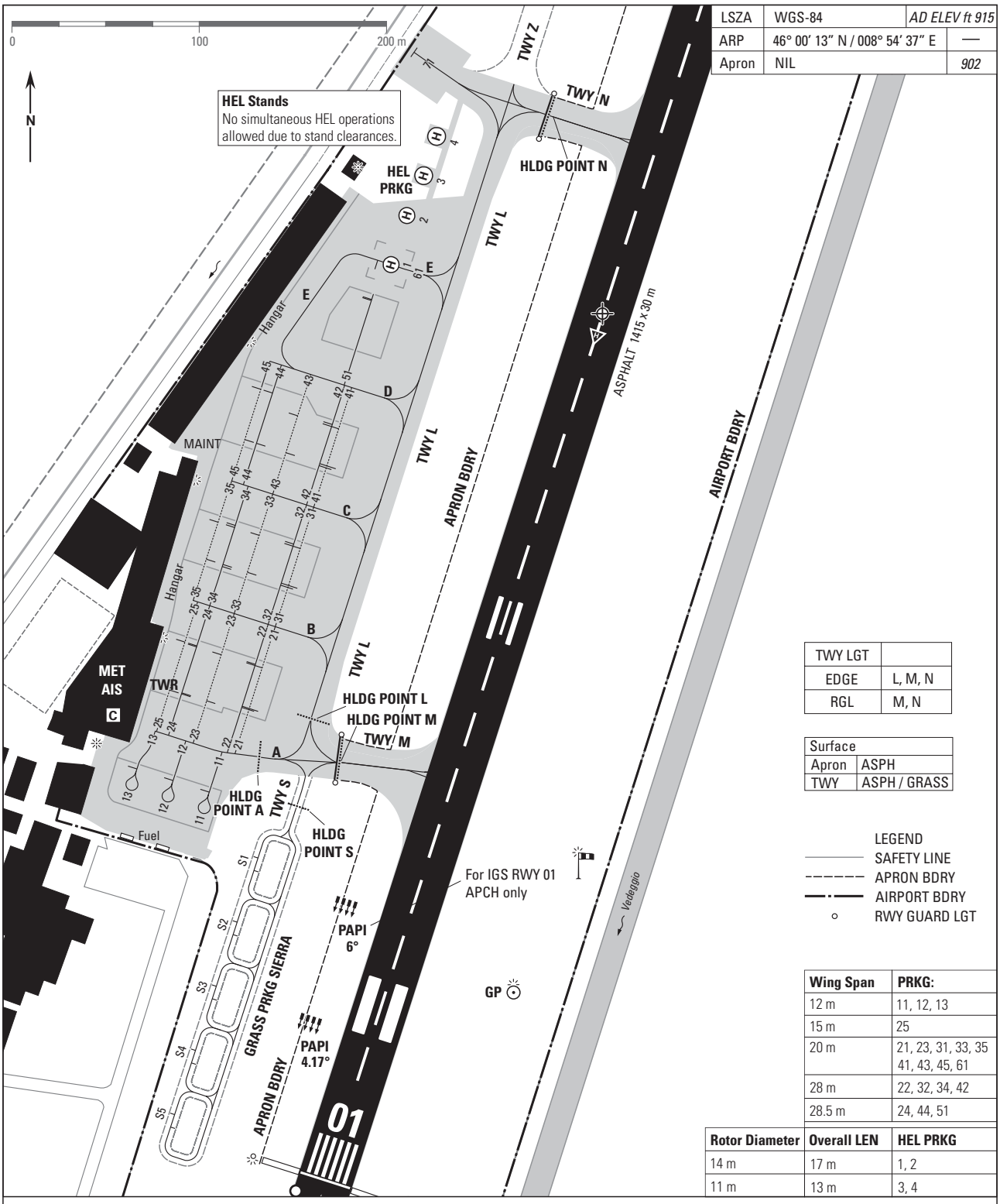

LSZA	WGS-84	*AD ELEV ft 915*
ARP	46° 00′ 13″ N / 008° 54′ 37″ E	—
Apron	NIL	*902*

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

Surface	
Apron	ASPH
TWY	ASPH / GRASS

LEGEND
SAFETY LINE
APRON BDRY
AIRPORT BDRY
RWY GUARD LGT

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

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

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

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

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

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

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

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

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

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

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

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

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

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VAR 2° E (2016.5)

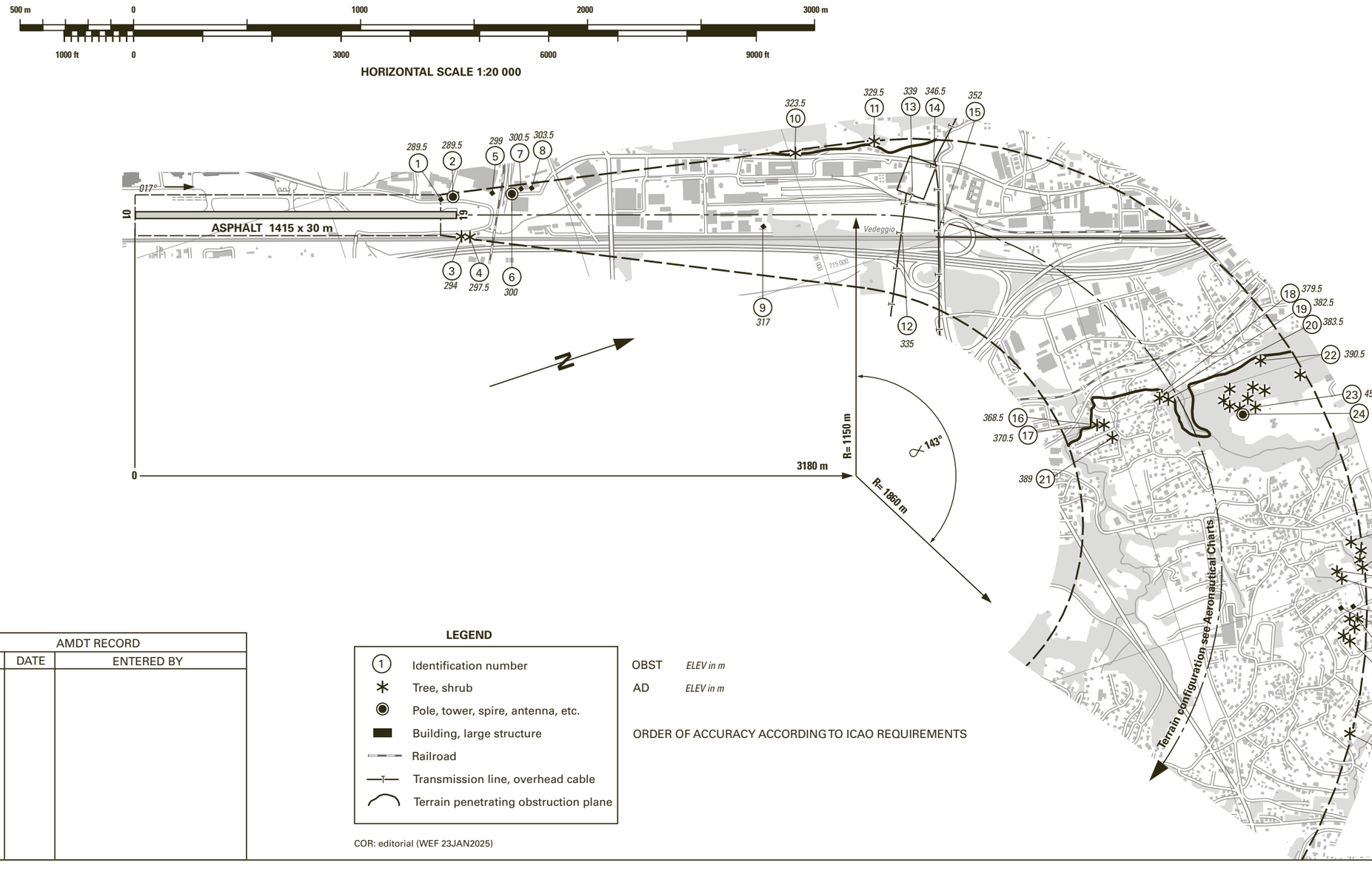
RWY: 01 1)

RWY 01	DECLARED DISTANCES in m	RWY 19
2) **1345**	TAKE-OFF RUN AVAILABLE	—
2) **1345**	TAKE-OFF DISTANCE AVAILABLE	—
1415	ACCELERATE-STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**1135**

1) Designator changed to avoid mix-up.

2) DER RWY 01 is located 70 m before runway end respective RENL due to OBST in the immediate departure area.

Profile see LSZA AD 2.24.4-2



LEGEND

(1)	Identification number
*	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
▬	Building, large structure
	Railroad
	Transmission line, overhead cable
	Terrain penetrating obstruction plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

AMDT RECORD		
No.	DATE	ENTERED BY

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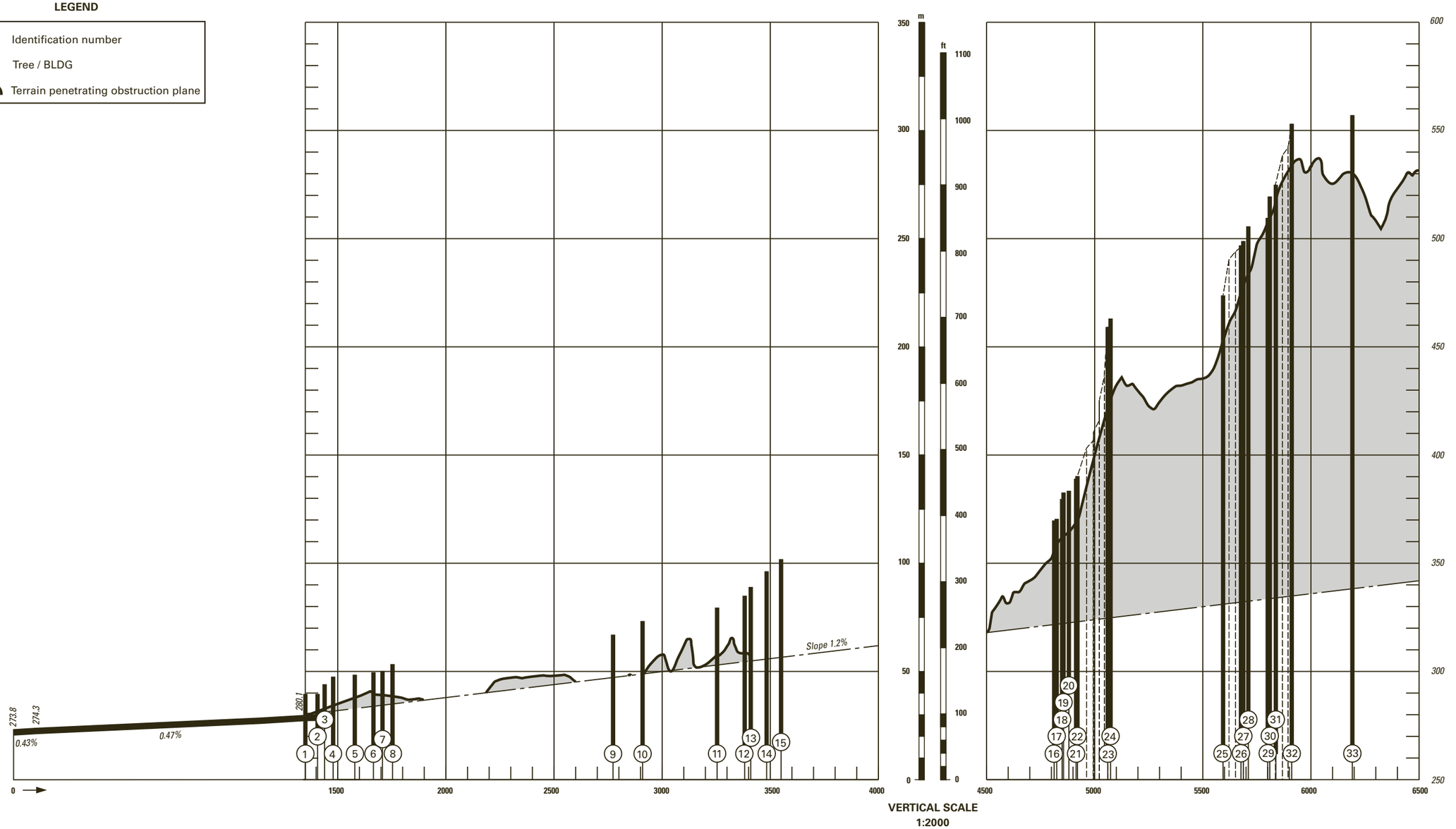
VAR 2° E (2016.5)

PROFILE RWY: 01

Plan view see LSZA AD 2.24.4-1

LEGEND

- (1) Identification number
- Tree / BLDG
- Terrain penetrating obstruction plane



VERTICAL SCALE
1:2000

COR: editorial (WEF 23JAN2025)

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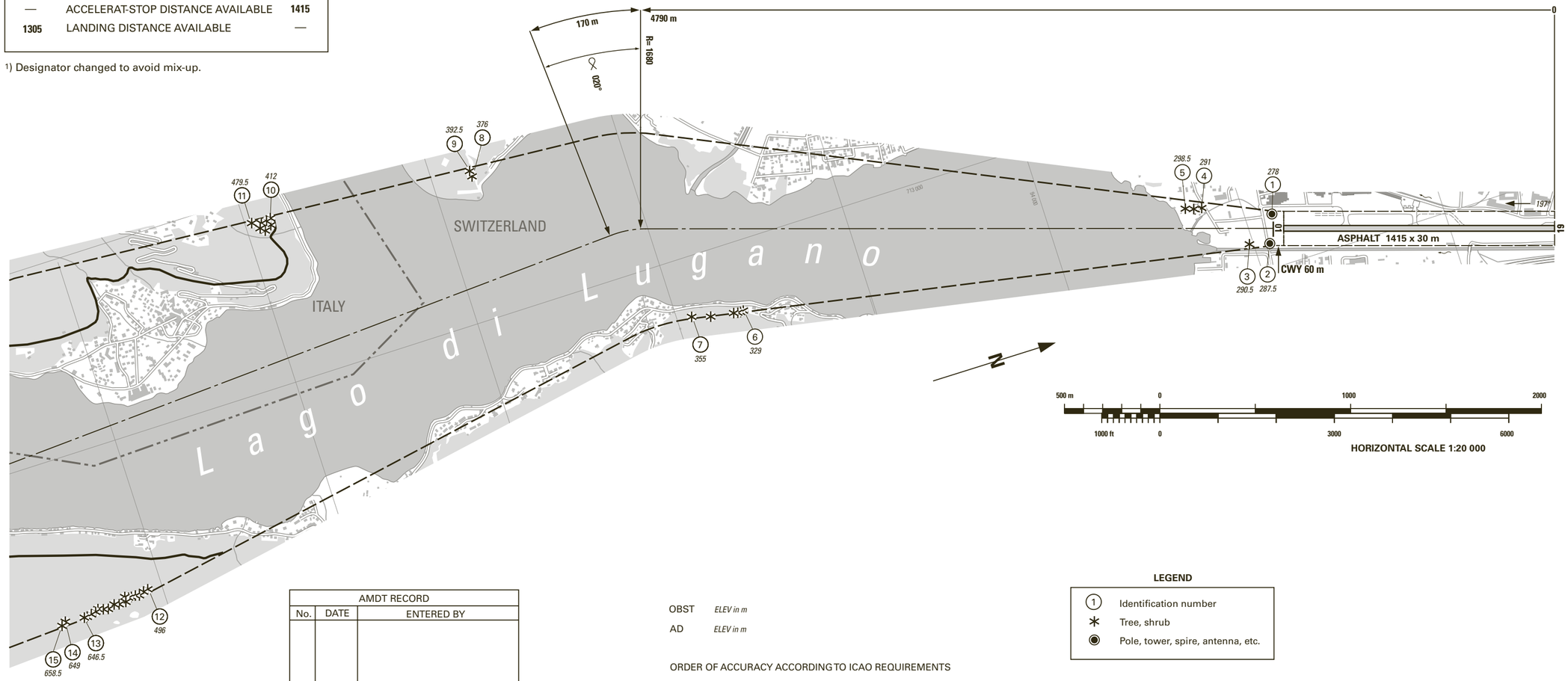
VAR 2° E (2016.5)

Profile see LSZA AD 2.24.4-4

RWY: 19 [1]

RWY 01	DECLARED DISTANCES in m	RWY 19
—	TAKE-OFF RUN AVAILABLE	**1415**
—	TAKE-OFF DISTANCE AVAILABLE	**1475**
—	ACCELERAT-STOP DISTANCE AVAILABLE	**1415**
1305	LANDING DISTANCE AVAILABLE	—

1) Designator changed to avoid mix-up.



AMDT RECORD		
No.	DATE	ENTERED BY

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

LEGEND

(1)	Identification number
✳	Tree, shrub
◉	Pole, tower, spire, antenna, etc.

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VAR 2° E (2016.5)

Plan view see LSZA AD 2.24.4-3

PROFILE RWY: 19

LEGEND

- (1) Identification number
- Tree
- Terrain penetrating obstruction plane

m: 450, 400, 350, 300, 250, 200, 150, 100, 50, 0

ft: 1500, 1400, 1300, 1200, 1100, 1000, 900, 800, 700, 600, 500, 400, 300, 200, 100, 0

8500 8000 7500 7000 6500 6000 5500 5000 4500 4000 3500 3000 2500 2000 1500

700, 650, 600, 550, 500, 450, 400, 350, 300, 250

Slope 1.2%

273.8 274.3 280.1 280.4

0.43% 0.47% 0.44%

VERTICAL SCALE
1 : 2000

COR: editorial (WEF 23JAN2025)

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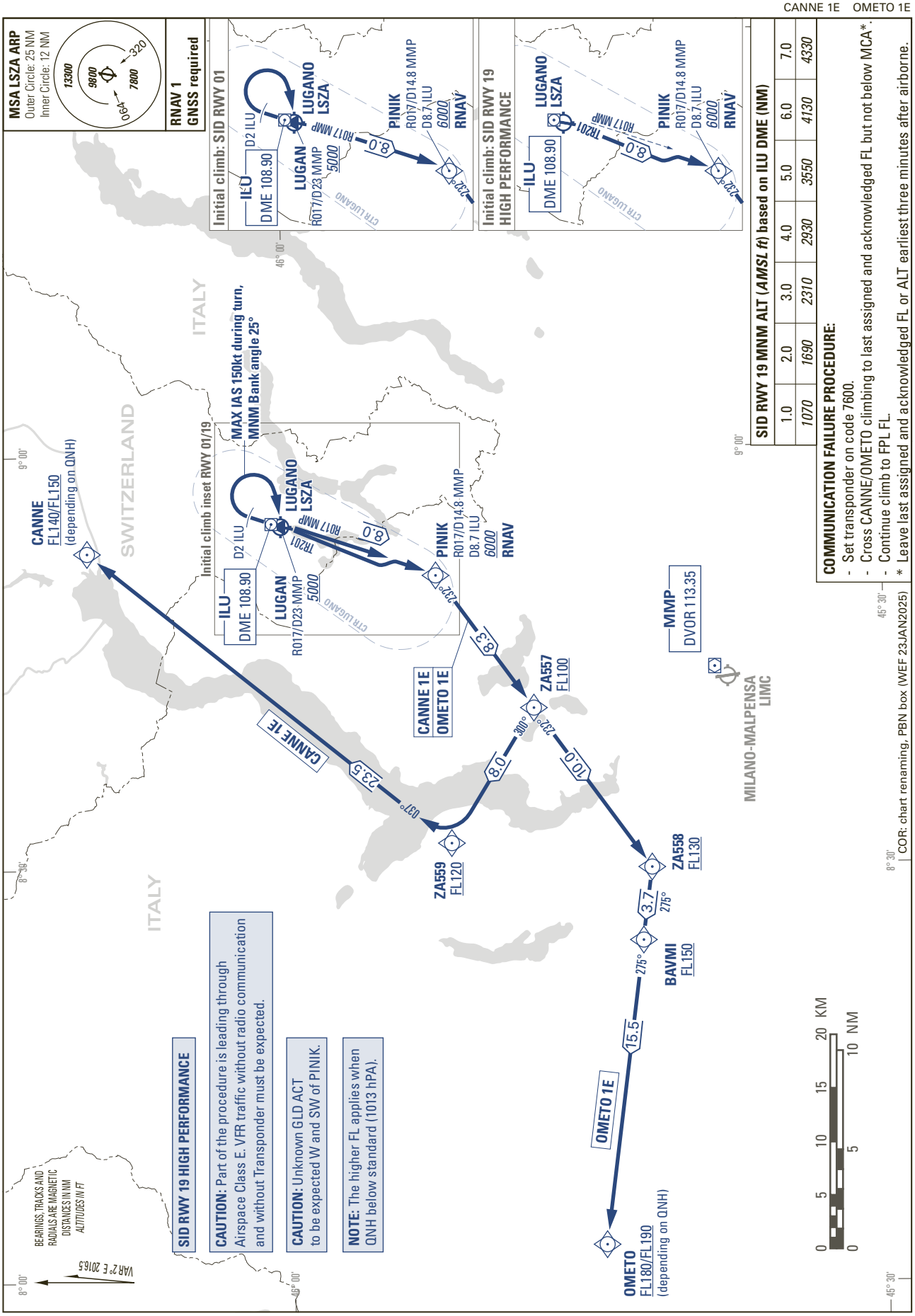
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

LUGANO (LSZA)
RNAV RWY 01/19



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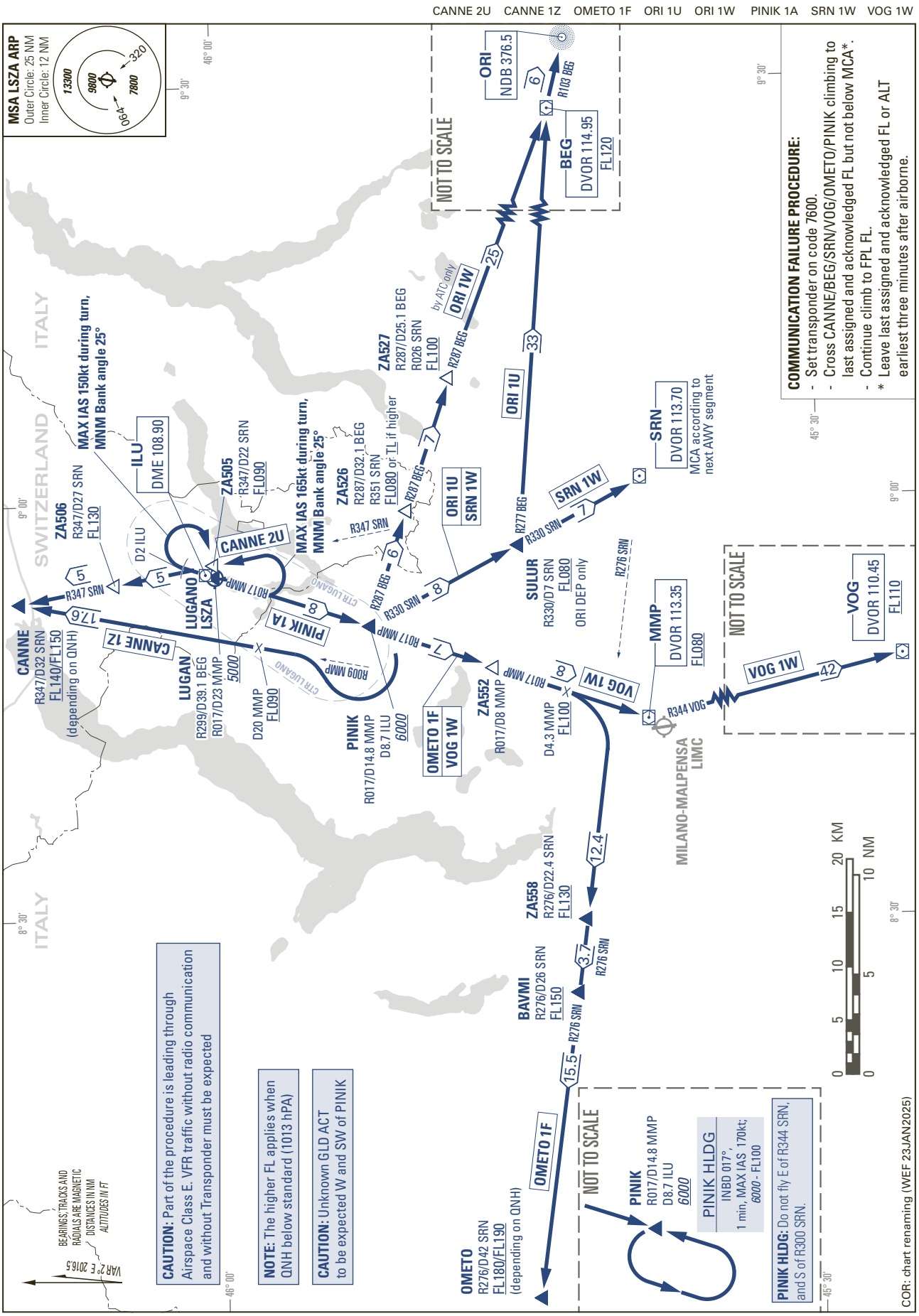
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

LUGANO (LSZA)
RWY 01



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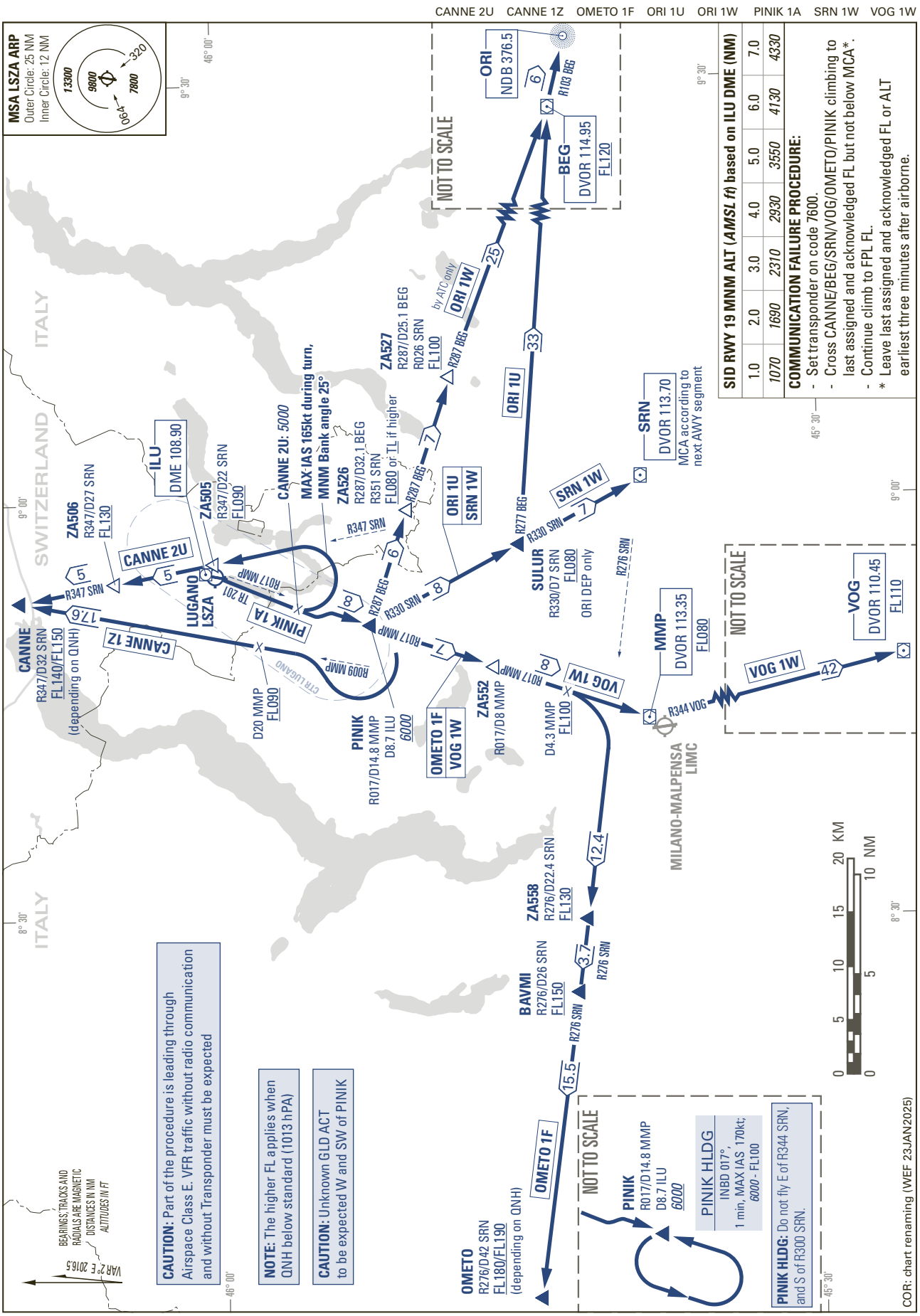
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

LUGANO (LSZA)
HIGH PERFORMANCE RWY 19



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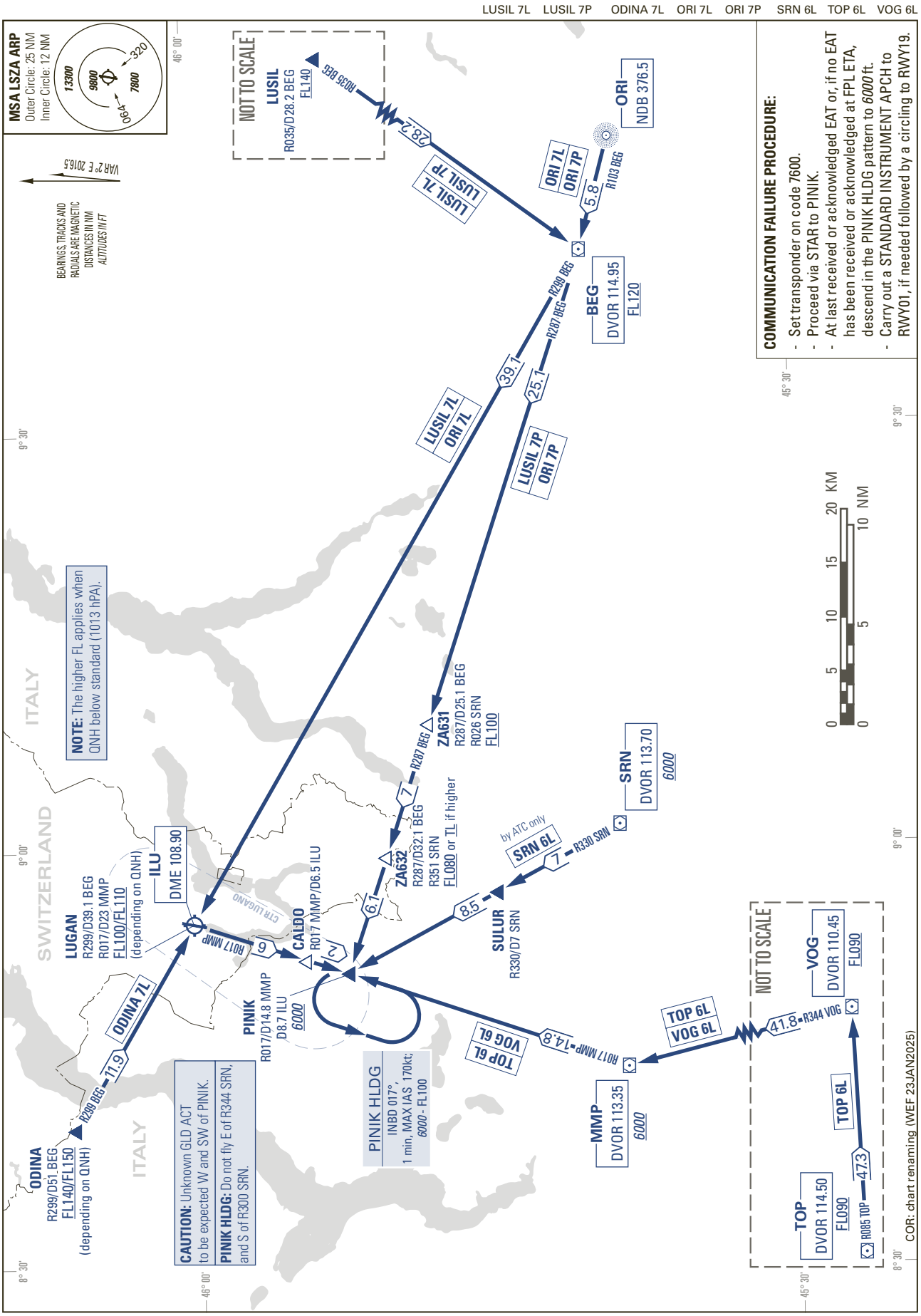
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

LUGANO (LSZA)
RWY 01/19



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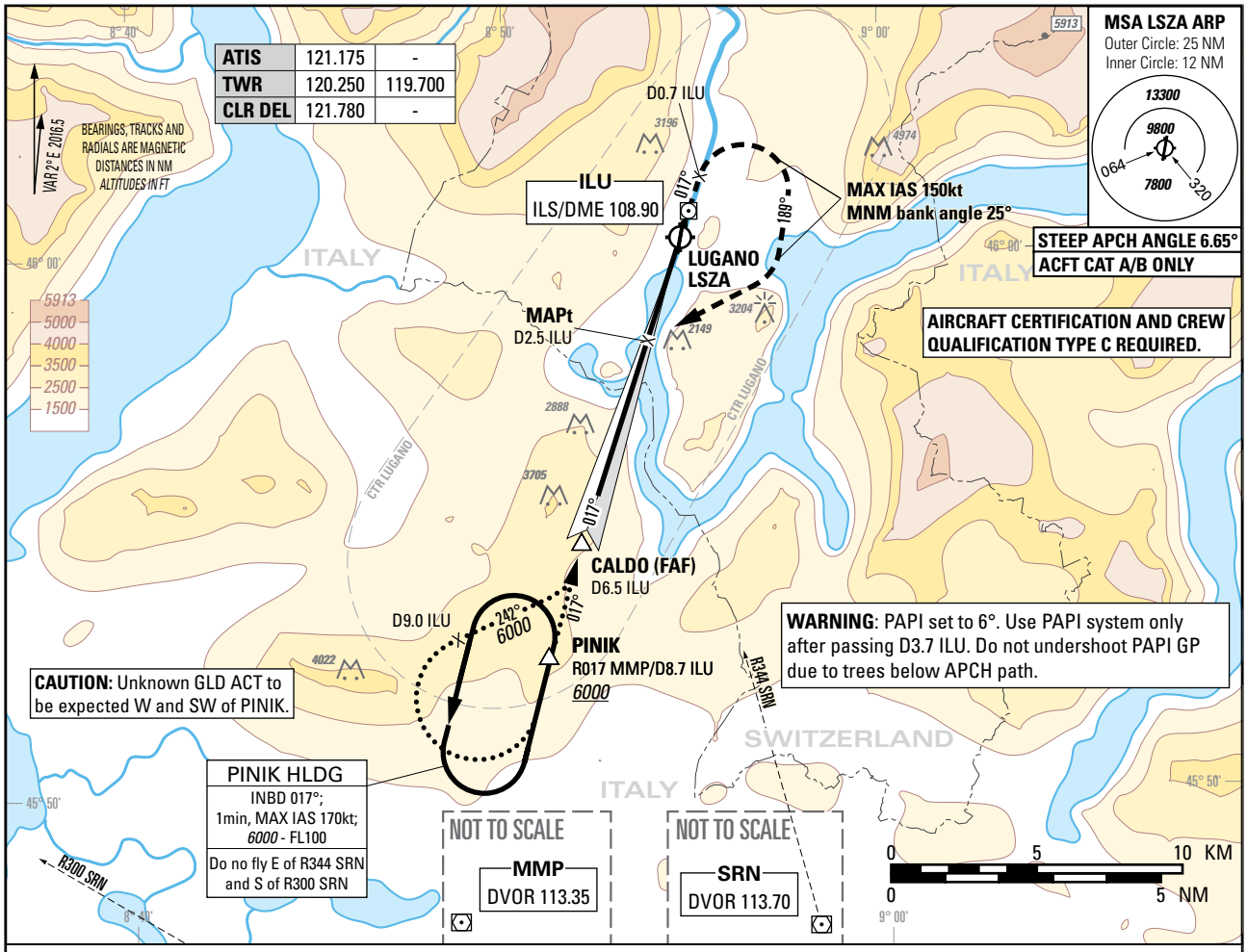
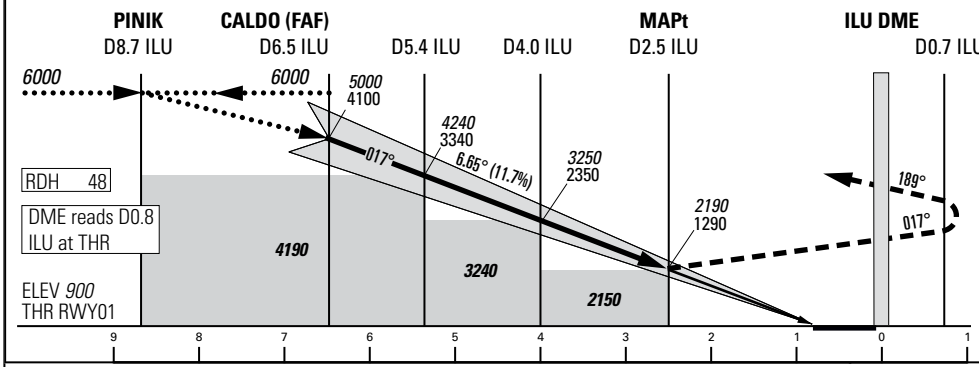
Instrument Approach Chart
(IAC)

AD ELEV 915ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

LUGANO (LSZA)
IGS RWY 01





MISSED APPROACH

Climb straight ahead. At D0.7 ILU past the station, turn right (MAX IAS 150kt during turn, MNM bank angle 25°). Establish TR189. Climb to *6000*. When passing *5000*, turn right. Intercept R017 MMP. Proceed to PINIK. Maintain missed approach climb gradient until passing *5000*.

Missed APCH climb gradient requirement	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)[1] STRAIGHT-IN APPROACH A[2) 3)]	B[2) 3)]	VIS m	Conditions
2.5%	*3850* (2950)		7700	-
5.0%	*3190* (2290)		6000	Missed APCH climb gradient shall be maintained up to *5000* according to AFM performance data.
6.0%	*2920* (2020)		5300	
7.0%	*2650* (1750)		4600	
8.0%	*2390* (1490)		3800	
9.0%	*2150* (1250)		3200	

DME ILU	6	5	4	3
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*4670* (3770)	*3960* (3060)	*3250* (2350)	*2540* (1640)

ROD	GS kt	70	80	90	110	130	150
	FT/MIN	826	945	1063	1299	1535	1771

CAUTION

- APCH prohibited if GP U/S.
- This is not a standard APCH angle.
- On 6.65° APCH angle and GS>80kt resulting ROD will be>1000ft/min.

NOTE

[1)] Circling according specific APCH chart.
[2)] Higher CAT of ACFT may use the same PROC if they comply with the following speed limitations: Initial APCH 180kt; Final APCH 130kt; Circling 135kt; Holding 170kt; Initial missed APCH 130kt; Final missed APCH 150kt.
[3)] Published OCA(H) and VIS only applicable when airport qualification recency requirements according AIP LSZA AD 2.22 are met.

COR: chart renaming, PBN box (WEF 23JAN2025)

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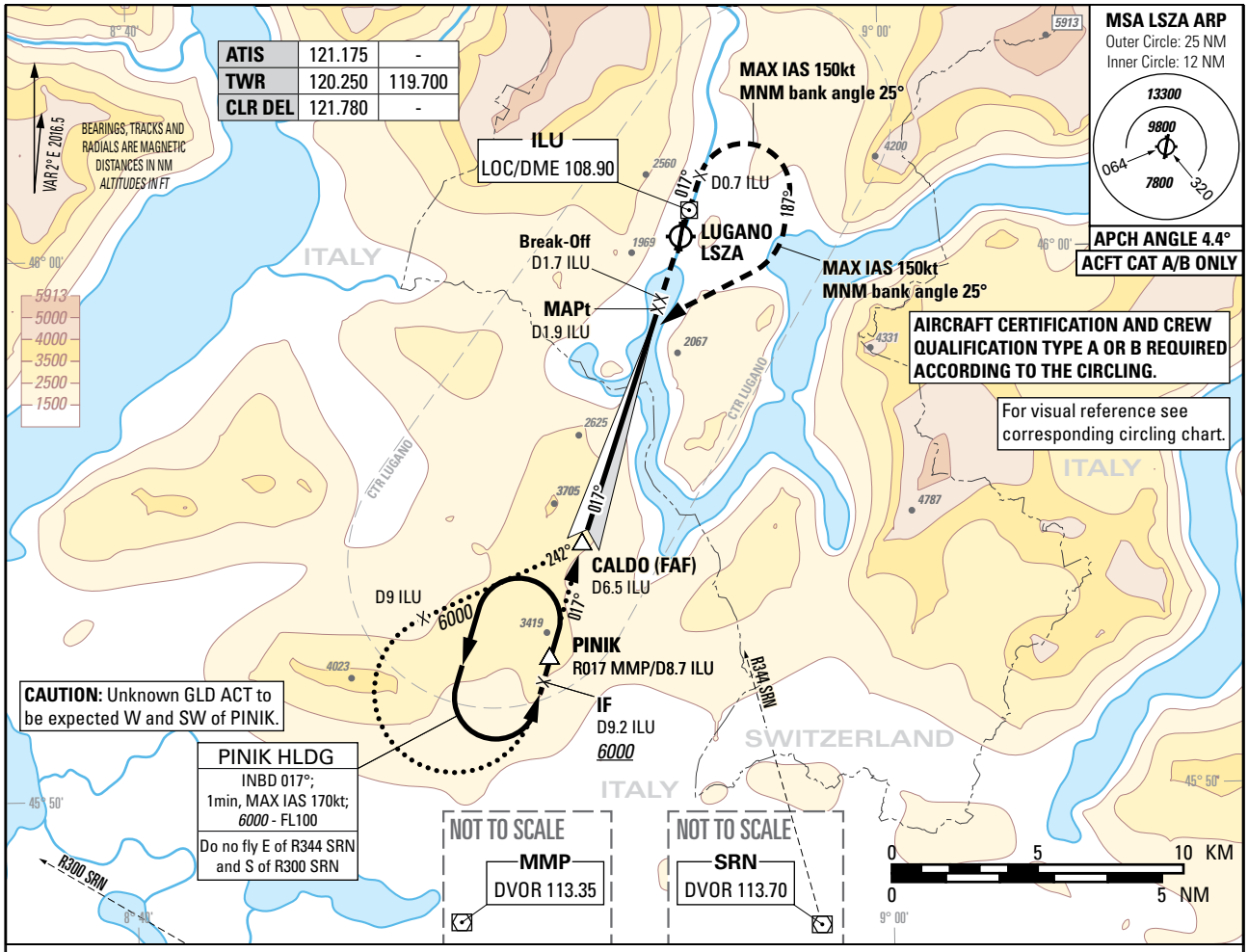
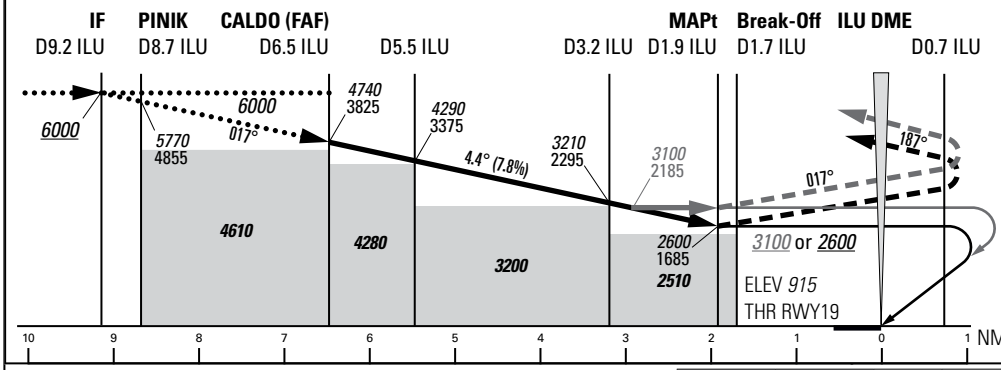
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 915ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

LUGANO (LSZA)
LOC RWY 01 / CIRCLING RWY 19





MISSED APPROACH

Maintain missed approach climb gradient until passing *5000*.
Climb straight ahead. At D0.7 ILU past the station, turn right (MAX IAS 150kt during turn, MNM bank angle 25°). Establish TR187. Climb to *6000*. When passing *5000*, turn right. Intercept R017 MMP. Proceed to PINIK.

DME ILU	6	5	4	3	2
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*4520* (3605)	*4050* (3135)	*3580* (2665)	*3110* (2195)	*2650* (1735)

ROD	GS kt	70	80	90	110	130	150
	FT/MIN	545	623	701	857	1013	1169

Missed APCH climb gradient requirement	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)[1]		VIS m
	STRAIGHT-IN APPROACH		
	A[2) 3)]	B[2) 3)]	
2.5%	*4190* (3275)		For visibility refer to respective circling chart
5.0%	*3380* (2465)		
6.2%	*3100* (2185)		
8.3%	*2600* (1685)		

CAUTION

On 4.4° APCH angle and GS > 110kt resulting ROD will be >1000ft/min.

NOTE

[1)] Circling according specific APCH chart.
[2)] Higher CAT of ACFT may use the same PROC if they comply with the following speed limitations: Initial APCH 180kt; Final APCH 130kt; Circling 135kt; Holding 170kt; Initial missed APCH 130kt; Final missed APCH 150kt.
[3)] Published OCA/H and VIS only applicable when airport qualification recency requirements according AIP LSZA AD 2.22 are met.

COR: chart renaming (WEF 23JAN2025)

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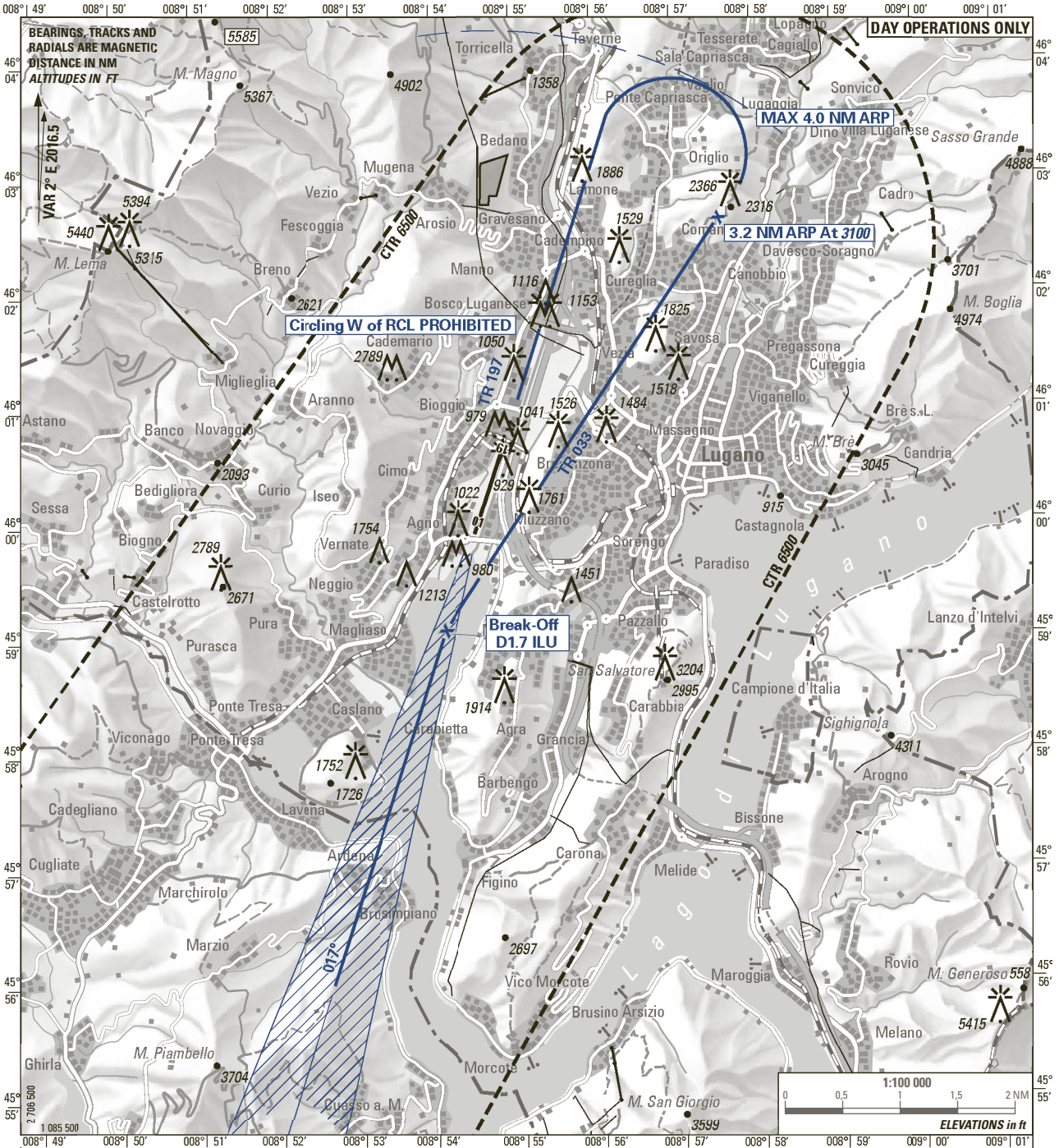
VISUAL APPROACH PROCEDURE

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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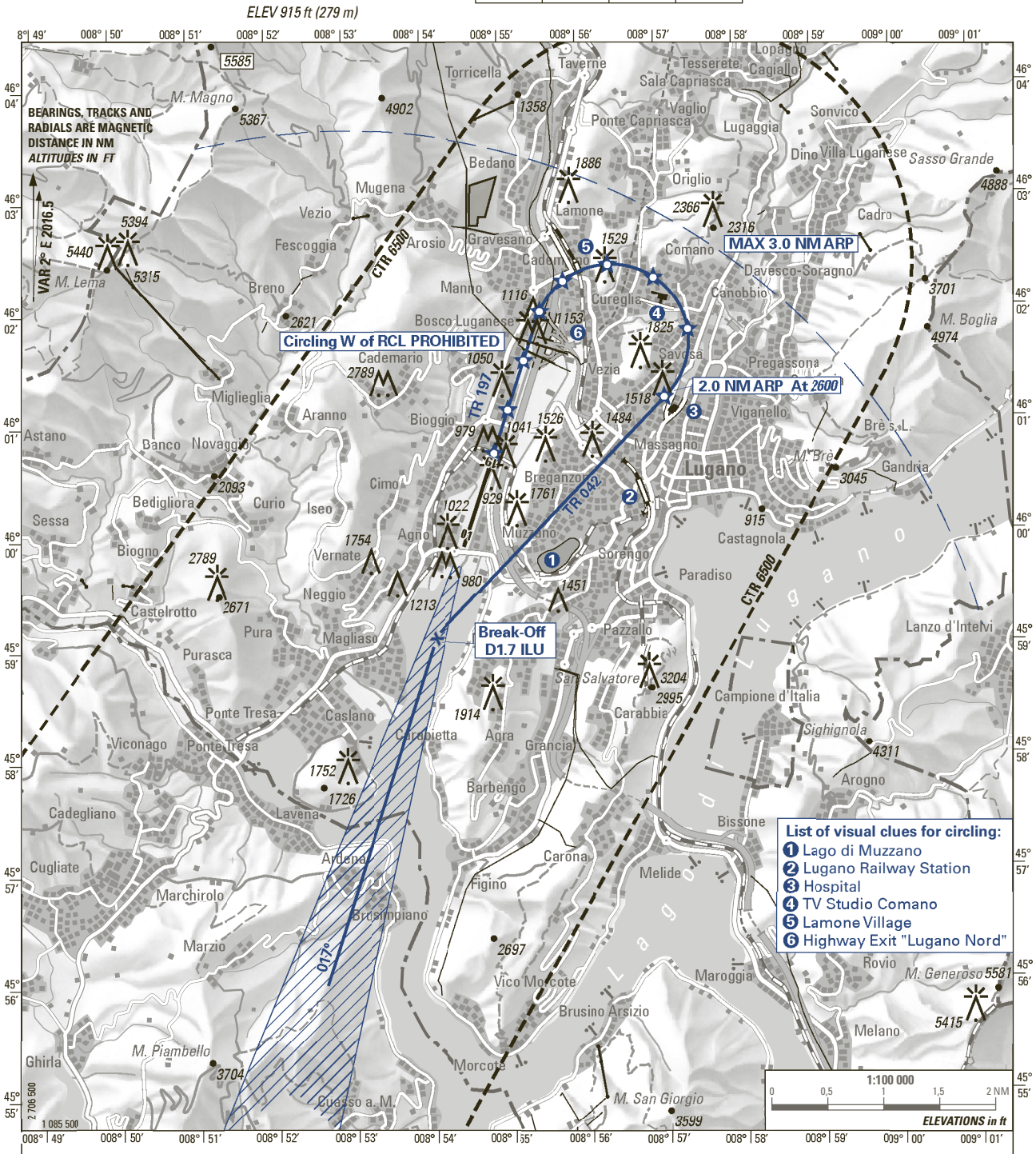
VISUAL APPROACH PROCEDURE

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**

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.

COR: OBST, basemap (WEF 19MAR2026)

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LSMP - PAYERNE

LSMP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSMP - PAYERNE

LSMP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 50 33 N / 006 54 49 E
2	**Direction and distance from the CITY**	3 km NW Payerne
3	**Elevation/Reference temperature**	*1466 ft AMSL* - 25.5°C
4	**Geoid undulation at AD ELEV PSN**	162.2 ft
5	**MAG VAR/Annual change**	3° E (2024.5) / 0°11' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: swiss aeropole SA Aéropôle 132 CH-1530 Payerne Phone: +41 (0) 26 662 66 66 AFS: LSMPZTZX Email: airport@swissaeropole.com URL: www.payerne-airport.ch **Chief of civil aerodrome (CAC)** Phone: +41 (0) 26 662 66 69
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSMP AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	MIL AD OPR HR: Time frame, excluding published exceptions: MON - SUN: 0500 - 2100 (0400 - 2000) CIV AD OPR HR: HX, but within following limits. The aerodrome is open to civil flights after prior authorisation (PPR), at the following times only: MON - FRI: 0500 - 2100 (0400 - 2000). SAT: 0700 - 2100 (0600 - 2000). SUN and HOL: 0900 - 1100 (0800 - 1000) and 1230 - 1900 (1130 - 1800) Some above mentioned OPR HR are subject to available quotas and billing surcharges, refer to AD 2.20 for more information. SAT: No take-off between 1100 and 1200 (1000 and 1100). Take-offs may only be authorised if they are delayed for technical, meteorological or ATC reasons. RMK: outside the periods of previously authorised flights, civil operation of the aerodrome is not continuously provided. The use of Payerne as an alternate aerodrome is prohibited without prior authorisation from the civil AD Administration.
2	**Customs and immigration**	CIV AD OPR HR Extra-Schengen flights possible Customs clearance for goods available.
3	**Health and sanitation**	MIL AD OPR HR
4	**AIS Briefing Office**	CIV AD OPR HR
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	NIL
7	**ATS**	HX
8	**Fuelling**	CIV AD OPR HR

9	**Handling**	Speedwings Handling Services: Phone: +41 (0) 26 662 66 60 Email: handling@speedwings-payerne.ch
10	**Security**	H24
11	**De-icing**	CIV AD OPR HR
12	**Remarks**	MIL AD with civil co-use Airfield, PPR

LSMP AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	NIL
2	**Fuel and oil types**	JET A-1 Mobile Jet Oil II & BP Turbo Oil 2380
3	**Fuelling facilities/capacity**	Truck 20'000 litres and 37'000 litres. Additional capacity upon prior request.
4	**De-icing facilities**	OCT 01 - APR 30: available Operator: Speedwings Handling Services De-icing fluids available: - Type I Clariant Safewing MP I 1938 ECO (80); - Type IV Clariant Safewing MP IV Launch De-icing truck: Snowy Owl On stand de-icing: 1 Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.
5	**Hangar space for visiting aircraft**	Heated 6600 m2 available for rent. MAX height 9m.
6	**Repair facilities for visiting aircraft**	AOG support available.
7	**Remarks**	Handling mandatory, self handling not allowed. Contact Speedwings Handling Services for more details. Crew lounge and 4 crew rooms available on site. Pushback up to 75t. Potable water, lavatory cart, belt loader and GPU available. VIP vehicles available on the apron. Ground Services Payerne Phone: +41 (0) 26 662 66 60 FREQ: 131.880 MHz (Speedwings FBO) RTF: SPEEDWINGS Email: handling@speedwings-payerne.ch

LSMP AD 2.5 PASSENGER FACILITIES

1	**Hotels**	In the vicinity
2	**Restaurants**	At AD and in the vicinity
3	**Transportation**	On request. Public transport connection on site. Train station in the city.
4	**Medical facilities**	First aid at AD during MIL AD OPR HR, hospital in Payerne city
5	**Bank and Post Office**	In Payerne city
6	**Tourist Office**	In the city, www.estavayer-payerne.ch
7	**Remarks**	NIL

LSMP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 5 during MIL AD OPR HR. Higher category up to 9 available O/R and subject to availability.
2	**Rescue equipment**	One Ambulance
3	**Capability for removal of disabled aircraft**	During MIL AD OPR HR: Crane, tow-mat, lifting bags
4	**Remarks**	NIL

LSMP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	Snow removal available
2	**Clearance priorities**	RWY, TWY, MIL apron, CIV apron
3	**Remarks**	Clearing done by MIL

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

1	**Designation, surface and strength of Aprons**	ASPH: PCR 400/F/C/X/U
2	**Designation, width, surface and strength of Taxiways**	ASPH: PCR 400/F/C/X/U Details: Ref to LSMP AD 2.24.1 - 1
3	**ACL location and elevation**	NIL
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	Parking: CIV apron

LSMP 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**	PRKG PSN 1 to 5: ACFT stand identification markings as well as lead-in, stop and lead-out lines.
2	**RWY/TWY markings and LGT**	RWY markings: DTHR, designation, aiming point, TDZ and centre line. TWY markings: Centre line and intermediate holding positions. Markings at all intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. RWY LGT: See LSMP AD 2.14 TWY LGT: See LSMP AD 2.15
3	**Stop bars and RWY guard lights**	Stop bars: NIL RGL: NIL
4	**Other RWY protection measures**	NIL
5	**Remarks**	RWY holding positions at TWY E, F and G are located 60 m from RWY 05/23 centre line and RWY holding position at TWY N is located 70 m from RWY 05/23 centre line (ICAO 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.

LSMP AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 05 (1)	Embankment	*1471*	46 51 08 N 006 55 41 E				
AOC 05 (2)	Pole	*1475*	46 51 09 N 006 55 54 E	Crane/Cranes marked/LGTD	*1575*	46 51 03 N 006 55 21 E	B0843/21
AOC 05 (3)	Pole	*1478*	46 51 09 N 006 55 54 E	Crane/Cranes marked/LGTD	*1551*	46 50 34 N 006 55 13 E	B1231/21
AOC 05 (4)	Pole	*1483*	46 51 14 N 006 55 53 E	Crane/Cranes marked/LGTD	*1706*	46 51 37 N 006 54 56 E	B1384/21
AOC 05 (5)	Tree/Trees	*1523*	46 51 16 N 006 56 09 E				
AOC 23 (1)	Enclosure	*1473*	46 50 06 N 006 53 59 E				
AOC 23 (2)	Enclosure	*1474*	46 50 06 N 006 53 58 E				
AOC 23 (3)	Enclosure	*1474*	46 50 01 N 006 54 04 E				
AOC 23 (4)	Enclosure	*1475*	46 50 05 N 006 53 57 E				
AOC 23 (5)	Enclosure	*1476*	46 50 04 N 006 53 56 E				
AOC 23 (6)	Pole	*1476*	46 50 02 N 006 53 58 E				
AOC 23 (7)	Pole	*1478*	46 50 01 N 006 53 56 E				
AOC 23 (8)	Pole	*1482*	46 49 59 N 006 53 56 E				
AOC 23 (9)	Pole	*1484*	46 49 59 N 006 53 56 E				
AOC 23 (10)	Pole	*1500*	46 49 55 N 006 53 38 E				
AOC 23 (11)	Tree/Trees	*1506*	46 49 54 N 006 53 37 E				
AOC 23 (12)	Tree/Trees	*1509*	46 49 53 N 006 53 37 E				
AOC 23 (13)	Pole	*1512*	46 49 53 N 006 53 35 E				
AOC 23 (14)	Tree/Trees	*1517*	46 49 52 N 006 53 35 E				
AOC 23 (15)	Tree/Trees	*1528*	46 49 50 N 006 53 36 E				
AOC 23 (16)	Tree/Trees	*1535*	46 49 50 N 006 53 34 E				
AOC 23 (17)	Tree/Trees	*1542*	46 49 48 N 006 53 32 E				
AOC 23 (18)	Tree/Trees	*1549*	46 49 47 N 006 53 26 E				
AOC 23 (19)	Power line	*1577*	46 49 32 N 006 53 15 E				

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 23 (20)	Power line	*1579*	46 49 37 N 006 53 08 E				
AOC 23 (21)	Tree/Trees	*1604*	46 49 15 N 006 53 01 E				
AOC 23 (22)	Tree/Trees	*1636*	46 49 14 N 006 53 00 E				
AOC 23 (23)	Church	*1686*	46 48 58 N 006 52 07 E				
AOC 23 (24)	Tree/Trees	*1706*	46 48 56 N 006 51 54 E				
AOC 23 (25)	Tree/Trees	*1737*	46 48 38 N 006 52 15 E				
AOC 23 (26)	Tree/Trees	*1760*	46 48 35 N 006 52 12 E				
AOC 23 (27)	Tree/Trees	*1804*	46 48 45 N 006 51 54 E				
AOC 23 (28)	Tree/Trees	1863	46 48 40 N 006 51 56 E				
AOC 23 (29)	Tree/Trees	*1882*	46 48 42 N 006 51 52 E				
AOC 23 (30)	Tree/Trees	*1927*	46 48 39 N 006 51 52 E				
AOC 23 (31)	Tree/Trees	*1955*	46 48 37 N 006 51 50 E				
AOC 23 (32)	Tree/Trees	*1971*	46 48 37 N 006 51 43 E				
AOC 23 (33)	Tree/Trees	*2003*	46 48 33 N 006 51 39 E				
AOC 23 (34)	Tree/Trees	*2020*	46 48 21 N 006 51 47 E				
AOC 23 (35)	Antenna	*2078*	46 48 02 N 006 51 15 E				
AOC 23 (36)	Church	*2097*	46 48 04 N 006 50 55 E				
AOC 23 (37)	Tree/Trees	*2120*	46 47 44 N 006 50 59 E				
AOC 23 (38)	Tree/Trees	*2131*	46 47 41 N 006 51 00 E				
AOC 23 (39)	Tree/Trees	*2153*	46 47 39 N 006 50 59 E				
AOC 23 (40)	Tree/Trees	*2186*	46 47 37 N 006 50 56 E				
AOC 23 (41)	Tree/Trees	*2227*	46 47 34 N 006 50 54 E				
AOC 23 (42)	Tree/Trees	*2267*	46 47 27 N 006 50 43 E				
AOC 23 (43)	Tree/Trees	*2401*	46 46 59 N 006 50 42 E				
AOC 23 (44)	Tree/Trees	*2473*	46 46 56 N 006 50 44 E				
AOC 23 (45)	Tree/Trees	*2493*	46 46 53 N 006 50 43 E				

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 23 (46)	Tree/Trees	*2515*	46 46 52 N 006 50 42 E				
AOC 23 (47)	Tree/Trees	*2550*	46 46 50 N 006 50 41 E				
AOC 23 (48)	Tree/Trees	*2582*	46 46 42 N 006 50 41 E				
AOC 23 (49)	Tree/Trees	*2588*	46 46 40 N 006 50 40 E				
AOC 23 (50)	Tower/Pole	*2634*	46 46 34 N 006 50 34 E				

LSMP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Geneva 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area forecast charts available worldwide
8	**Supplementary equipment available for providing information**	Internet connection in the briefing room (C office)
9	**ATS units provided with information**	Payerne TWR
10	**Additional information (limitation of service, etc.)**	Phone: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland

LSMP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
05	049/046	2791 x 40	PCR 400/F/C/X/U ASPH	46 50 07.73 N 006 54 07.73 E	*1464 ft*	*-0.09%*
23	229/226			46 51 03.10 N 006 55 39.02 E	*1455 ft*	*+0.09%*

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
05	NIL	60	2911 x 150	NIL	RWY 05 and 23 suitable for EFVS 200 operations. RWY strip and RESA dimensions according to non-instrument RWY criteria. CTN: MIL net barrier at end of RWY strip. RESA available after MIL net barrier. CWY only accountable if MIL net barrier lowered.
23	NIL	60			

LSMP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2433	2433	2433	2708	Max lengths with MIL net barrier raised
	2665	2725	2665	2708	Max lengths with MIL net barrier lowered
	2297	2297	2297	N/A	From turn pad intersection TWY S with MIL net barrier raised.
23	2364	2364	2364	2665	Max lengths with MIL net barrier raised
	2708	2768	2708	2665	Max lengths with MIL net barrier lowered
	2087	2087	2087	N/A	Intersection T/O KILO with net barrier raised

LSMP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
05	Calvert CAT I, 770 m, LIH, no LED	RTHL, G, LIH, WBAR, no LED; RTIL FLG W no LED	PAPI 4,7°, L, no LED (MIL use)	NIL	NIL	120 m, 60 m, R, LIH; 1986 m, 60 m, W, LIH; 685 m, 60 m, Y, LIH. All no LED	R, LIH, no LED	NIL	CIV RWY end 99 m before RENL
23	Calvert CAT I, 900 m, LIH, no LED		PAPI 3,7°, L, no LED (MIL use)	NIL	NIL	190 m, 60 m, R, LIH; 1933 m, 60 m, W, LIH; 668 m, 60 m, Y, LIH. All no LED	R, LIH, no LED		CIV RWY end 69 m before RENL

LSMP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	No LDI. Anemometer: RWY 05: 220 m W of THR 05, LGTD. RWY 23: 275 m E of THR 23, LGTD.
3	**TWY edge and centre line lighting**	Edge: All TWY and apron area. LIL, B, LED. CL: NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 15 sec.
5	**Remarks**	MIL rotating beacon, 0.5 NM final and on both APCH centre lines. OBST: Marked and lighted (see LSMP AD 2.24.1 -1)

LSMP AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	NIL
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	*1460 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	FATO on main RWY: 05/23; 500 x 40 m, No specific marking
4	**True BRG of FATO**	049° / 229°
5	**Declared distance available**	See FATO dimensions
6	**APP and FATO lighting**	RWY LGT
7	**Remarks**	FATO on RWY between TWY M and P

LSMP AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Payerne CTR** 46 56 22 N 006 59 31 E - 46 52 33 N 007 04 35 E - 46 44 08 N 006 51 13 E - 46 47 56 N 006 46 09 E - 46 56 22 N 006 59 31 E
2	**Vertical limits**	FL 100
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	Language: En; En and Fr for Non-Commercial VFR traffic.
5	**Transition altitude**	*6000 ft AMSL*
6	**Remarks**	NIL

LSMP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
APP	Payerne Approach	136.355	HX	Language: En
TWR	Payerne Tower	128.680 119.700	HX	Language: En; En and Fr for Non-Commercial VFR traffic ALTN FREQ
CLR DEL	Payerne Delivery	121.705	HX	

LSMP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
LOC 05, ILS CAT I, class I/C/2, VAR 2° E	IPN	109.95 MHz	H24	46 51 16.8N 006 56 01.6E	NIL	NIL	LOC PSN: 640 m FM THR 23. RWY 05: LOC course 046° MAG. Front course sector width 3.74°. Restricted coverage: at 17 NM -/+ 15° from CL above *3700 ft AMSL* linearly raising to at 17 NM -/+ 35° from CL above *5500 ft AMSL;* at 25 NM -/+ 10° from CL above *5500 ft AMSL*.
GP 05	--	333.65 MHz	H24	46 50 10.4N 006 54 17.4E	NIL	NIL	GP angle 4.7°. PSN: 207 m FM THR 05. GP HGT THR 05: 53 ft / 16.1 m.
DME 05	IPN	CH 36Y	H24	46 51 18.1N 006 55 59.9E	*1452 ft*	NIL	DME co-located with LOC, reads D1.7 at THR 05 Restricted coverage: at 17 NM -/+ 35° from CL above *5500 ft AMSL;* at 25 NM -/+ 10° from CL above *6500 ft AMSL*.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 23, ILS CAT I, class I/C/2, VAR 2° E	IPY	109.30 MHz	H24	46 50 00.1N 006 53 55.2E	NIL	NIL	LOC PSN: 355 m FM THR 05. RWY 23: LOC course 227° MAG. Front course sector width 4.1°. Restricted coverage: at 10 NM -/+ 35° from CL above *3400 ft AMSL;* at 18 NM -/+ 10° from CL above *3400 ft AMSL*.
GP 23	--	332.00 MHz	H24	46 50 55.8N 006 55 32.3E	NIL	NIL	GP angle 3.7°. PSN: 257 m FM THR 23. GP HGT THR 23: 54 ft /16.5 m.
DME 23	IPY	CH 30X	H24	46 49 59.1N 006 53 56.4E	*1469 ft*	NIL	DME co-located with LOC, reads D1.6 at THR 23 Restricted coverage: at 10 NM -/+ 35° from CL above *3400 ft AMSL*; at 18 NM -/+ 10° from CL above *3400 ft AMSL*.

LSMP AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying and operational restrictions

1. PPR is mandatory for all CIV traffic.
   Procedures are published on the internet site of the civil operator www.payerne-airport.ch.
2. Any flight to / from Payerne requires the filing of an ICAO flight plan. The PPR authorisation number must be shown in box 18 "other information".
3. The following CIV AD OPR HR are subject to available quotas and to billing surcharge:
   MON - FRI: 0500 - 0600 (0400 - 0500) and 1800 - 2100 (1700 - 2000).
   SAT: 0700 - 2100 (0600 - 2000).
   SUN and HOL: 0900 - 1100 (0800 - 1000) and 1230 - 1900 (1130 - 1800).
   Following days are considered as holidays:
   - New Year's Day (1st January)
   - January 2nd
   - Good Friday
   - Easter Monday
   - Ascension
   - Whit Monday
   - Corpus Christi
   - August 1st
   - August 15th Assumption
   - Monday after Federal Day of Prayer
   - All Saints' Day
   - Immaculate Conception
   - Christmas Day (25th December)
4. The civil part is intended for civil aviation, excluding recreational aviation, school flights, scheduled flights, and regular charter flights.
5. AD subject to maintenance work closures. The closures are published by NOTAM.
6. GAT IFR Departure contact Payerne Delivery on 121.705 Mhz for IFR clearance and start-up.

2. Mixed CIV-MIL environment

1. The aerodrome is a military installation with civil co-use. Infrastructure, equipment and procedures may differ from the ICAO regulation.
2. Except in emergencies, operational priority will be given to military flights and flights considered as essential by the Confederation.

3. MIL equipment and restricted area

1. The runway is equipped with 2 retractable MIL arresting cables, located between the thresholds and activated by ATC. The distance between the cables is 1450 m. If those are not retracted, CIV aircraft are prohibited from rolling over them.
2. During MIL AD OPS HR, the military net barrier located at the end of the runway in use will be in the raised position. The net barrier can hold an aircraft with MTOM up to 25 t. It will be lowered by ATC for movements of aircraft with MTOM > 25 t. Aircraft with MTOM > 25 t: crew must inform ATC at first contact. It is prohibited to roll over the net barriers when lowered, except in case of EMERG.
3. Restricted Area LSR4 / LSR4A NW of the CTR: Activation according publication in the DABS.

4. Other characteristics and requirements

1. RWY turn pads:
   RWY 05: the max. available width for 180° turn is located abeam TWY S (55 m). See AD 2.13 for DECL DIST.
   RWY 23: the max. available width for 180° turn is located abeam TWY A (55 m). See AD 2.13 for DECL DIST.
   Both areas are marked with guidance lines.
2. High visibility safety jacket, which complies with the EN 471 standard class 2 or 3, must be worn on the movement area.

LSMP AD 2.21 NOISE ABATEMENT PROCEDURES

1. The CIV AD operator reserves the right to refuse access to certain categories of aircraft without giving a reason.
2. For departures and arrivals from and to Payerne AD, the use of the specified departure and arrival routes/sectors are mandatory unless otherwise instructed by ATC.
3. The following jet aircraft are only accepted at Payerne with the agreement of the Air Base Commander:
   Jet Commander 1121 (JCOM), Aero Commander (AC68 / AC90), Falcon Series-20 CF-700 (FA20), Gates Lear Jet Series CJ610 (LJ25), Gulfstream II/III (GLF2 / GLF3), Hansa Jet HFB-320 (HF20), HS-125 Series-400/600 non Turbofan (H25A), Jetstar L-1329 Mk1/Mk2 (L29B), Morane MS-760 (MS76), Piaggo PD-808 Vespa Jet (P808), Sabreliner NA-265 Series-40/60A (SBR1), Westwind I, IAI 1123 (WW23), YAK 40/42 (YK40 / YK42).
4. Rolling take-offs must be performed whenever possible.
5. After take-off, and subject to compliance with safety instructions, aircraft must use their best rate of climb.
   Jet aircraft must use the climb procedure which best reduces noise impact at ground level.
6. The approach must be planned such that cruise configuration is kept for as long as possible while complying with the applicable safety rules. As far as flight safety allows, approaches must be conducted using the "low-drag / low power" principle.
7. Deceleration after landing should use the available and published runway length.
   The use of thrust reverser is not permitted, except when essential.
8. The use of APUs is not permitted more than 60 minutes prior departure (off-block time).
   APUs must be shut down no later than 20 minutes after arrival (on-block time).
9. Local restrictions apply during funerals. Follow ATC instructions.

LSMP AD 2.22 FLIGHT PROCEDURES

1. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	RVR (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
05	A	800 / ---	400 / ---	---	NIL
	B	800 / ---	400 / ---	---	NIL
	C	800 / ---	400 / ---	---	NIL
	D	800 / ---	400 / ---	---	NIL
23	A	800 / ---	400 / ---	---	NIL
	B	800 / ---	400 / ---	---	NIL
	C	800 / ---	400 / ---	---	NIL
	D	800 / ---	400 / ---	---	NIL

1.1 IFR Procedures

1.1.1 SID Descriptions

1.1.1.1 SID RWY 05 - RNAV (see chart LSMP AD 2.24.7 - 1)

DESIGNATOR	RWY05 - RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
FRIBU 1Q PDG 4.2% to *3300ft* MNM climb gradient 7% to *4500ft* to remain inside controlled airspace	Climb straight ahead. At *2500ft* turn right to FRIBU.	INITIAL CLIMB CLEARANCE FL080 Cross FRIBU at *7500ft* or above	NIL	Ref: Chart AD 2.24.7-1

RNAV SID FRIBU 1Q						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+2500	-	046°(049.0°T)	-
DF	FRIBU	N	+7500	-	-	-

1.1.1.2 SID RWY 23 - RNAV (see chart LSMP AD 2.24.7 - 1)

DESIGNATOR	RWY23 - RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
FRIBU 1R PDG 6.4% to *3200ft*	Climb straight ahead. At *2800ft* turn left (MNM bank angle 25°, MAX IAS 185kt during turn). Proceed via MP701 to FRIBU.	INITIAL CLIMB CLEARANCE FL080 Cross MP701 at *4800ft* or above, FRIBU at *7500ft* or above	NIL	Ref: Chart AD 2.24.7-1

RNAV SID FRIBU 1R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+2800	185	226°(229.0°T)	-
DF	MP701	Y	+4800	185	-	-
TF	FRIBU	N	+7500	-	082°(084.8°T)	13.3

1.1.2 STAR Description

1.1.2.1 STAR TO ETEKI - RNAV (see chart LSMP AD 2.24.9 - 1)

	RWY 05 - RNAV		
	ROUTE		
DESIGNATOR	Lateral	Vertical	Remark
FRIBU 1E	From FRIBU proceed to ETEKI	Refer to chart	NIL

RNAV STAR FRIBU 1E						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	+6000	-	-	-
TF	ETEKI	N	+6000	-	260° (263.1°T)	20.1

1.1.2.2 STAR TO VALAD - RNAV (see chart LSMP AD 2.24.9 - 1)

	RWY 23 - RNAV		
	ROUTE		
DESIGNATOR	Lateral	Vertical	Remark
FRIBU 1V	From FRIBU proceed to VALAD	Refer to chart	NIL

RNAV STAR FRIBU 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	+6000	-	-	-
TF	VALAD	N	+6000	-	329° (331.8°T)	11.7

1.1.3 Approach procedures:

1.1.3.1 Procedure description of RNAV APCH before ILS RWY 05 (see chart LSMP AD 2.24.10 - 1)

Approach						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
HF	ETEKI	N	6000	- 230	045° (048.4°T)	-

1.1.3.1.1 Procedure description of RNAV Missed APCH after ILS RWY 05 (see chart LSMP AD 2.24.10 - 1)

Missed approach						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RW05	Y	-	-	-	-
TF	MP501	Y	-	-	045° (048.5°T)	5.9
TF	FRIBU	Y	-	-	127° (130.1°T)	11.5
DF	MP502	N	-	-	-	-
TF	ETEKI	N	+7000	- 185	260° (263.0°T)	14.1

1.1.3.2 Procedure description of RNAV APCH before ILS RWY 23 (see chart LSMP AD 2.24.10 - 3)

Approach						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
HF	VALAD	N	5000	- 180	226° (228.6°T)	WD 5.2

1.1.3.2.1 Procedure description of RNAV Missed APCH after ILS RWY 23 (see chart LSMP AD 2.24.10 - 3)

Missed Approach						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RW23	Y	-	-	-	-
TF	MP402	Y	-	-	225° (228.5°T)	4.7
TF	FRIBU	Y	+6000	-	092° (094.6°T)	15.8
TF	VALAD	N	-	- 195	329° (331.8°T)	11.7

1.1.3.3 Procedure description of RNAV APCH before RNP Z RWY 23 (see chart LSMP AD 2.24.10 - 5)

Approach						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
HF	VALAD	N	5000	- 180	226° (228.6T)	WD 5.2

1.1.3.3.1 Procedure description of RNP Z RWY 23 (see chart LSMP AD 2.24.10 - 5)

From VALAD						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	VALAD	N	5000	-	-	-
TF	RW23	Y	-	-	226° (228.6°T)	8.9
TF	MP402	Y	-	-	225° (228.5°T)	4.7
TF	FRIBU	Y	+6000	-	092° (094.6°T)	15.8
TF	VALAD	N	-	- 195	329° (331.8°T)	11.7

LSMP AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	N LAT	E LONG	
1	2		3
MP401	N 46 58 35.8	E 007 08 08.4	IAC LSMP
MP402	N 46 47 56.9	E 006 50 32.4	IAC LSMP
MP501	N 46 54 03.5	E 007 00 37.0	IAC LSMP
MP502	N 46 45 55.8	E 007 04 44.7	IAC LSMP
MP701	N 46 45 28.4	E 006 54 08.3	SID LSMP

LSMP AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSMP AD 2.24.1 - 1
Aerodrome Obstacle Chart - Type A - RWY 05	LSMP AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 23	LSMP AD 2.24.4 - 3
SID RWY 05/23 - RNAV 1	LSMP AD 2.24.7 - 1
STAR RWY 05/23 - RNAV 1	LSMP AD 2.24.9 - 1
IAC ILS RWY 05 (CAT A/B/C/D)	LSMP AD 2.24.10 - 1
IAC ILS RWY 23 (CAT A/B/C/D)	LSMP AD 2.24.10 - 3
IAC RNP Z RWY 23 (CAT A/B/C/D)	LSMP AD 2.24.10 - 5

LSMP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

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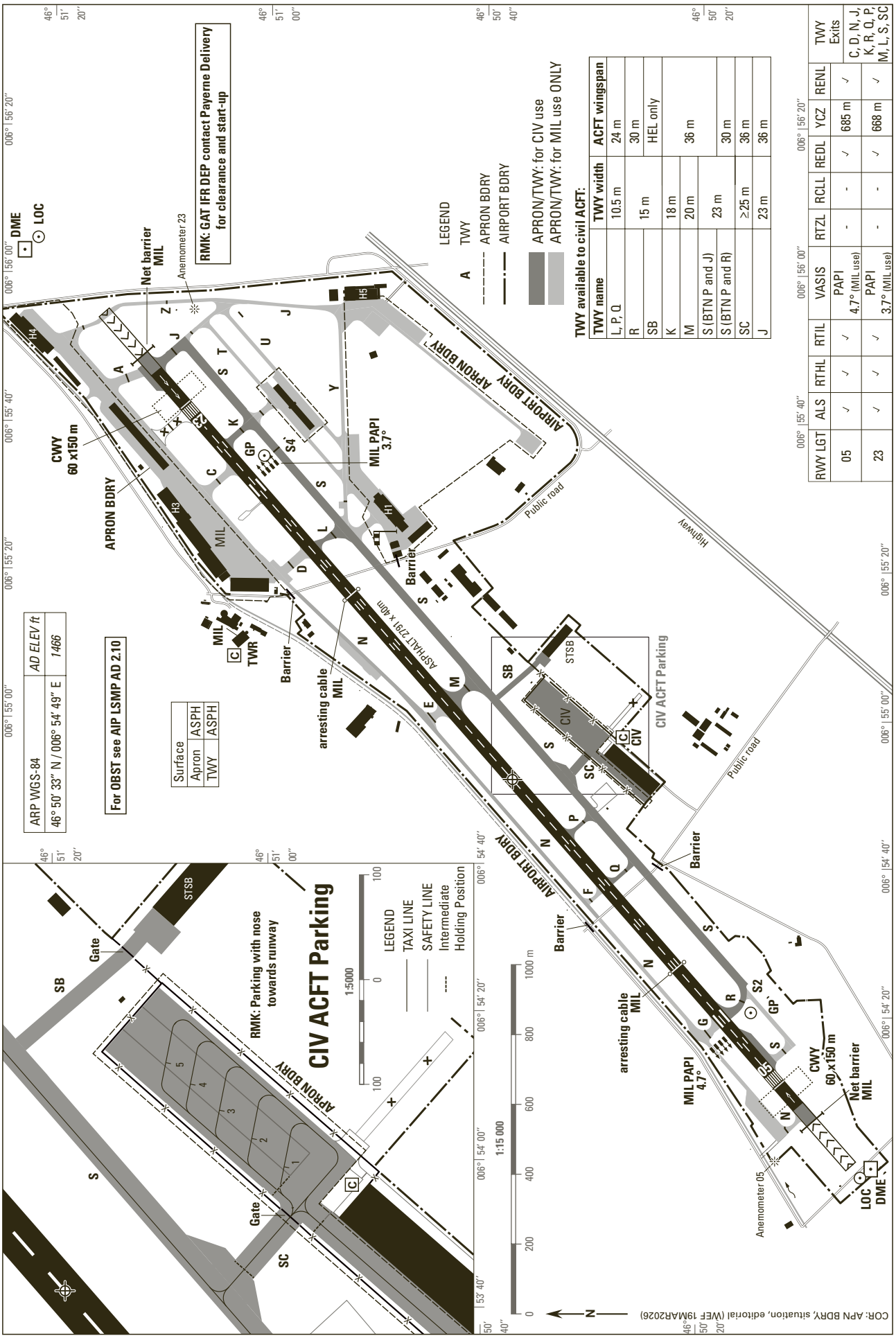
ARP WGS-84 | AD ELEV ft
46° 50' 33" N / 006° 54' 49" E | 1466
For OBST see AIP LSMP AD 2.10
Surface
Apron ASPH
TWY ASPH
RMK: GAT IFR DEP contact Payerne Delivery for clearance and start-up
Net barrier MIL
Anemometer 23
DME
LOC
CWY 60 x150 m
APRON BDRY
MIL PAPI 3.7°
MIL
TWR
Barrier
arresting cable MIL
ASPHALT 2791 x 40m
AIRPORT BDRY
APRON BDRY
Public road
Highway
CIV ACFT Parking
CIV
STSB
SB
SC
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 | ✓
RMK: Parking with nose towards runway
CIV ACFT Parking
APRON BDRY
Gate
1:5000
1:15 000
LEGEND
TAXI LINE
SAFETY LINE
Intermediate Holding Position
COR: APN BDRY, situation, editorial (WEF 19MAR2026)

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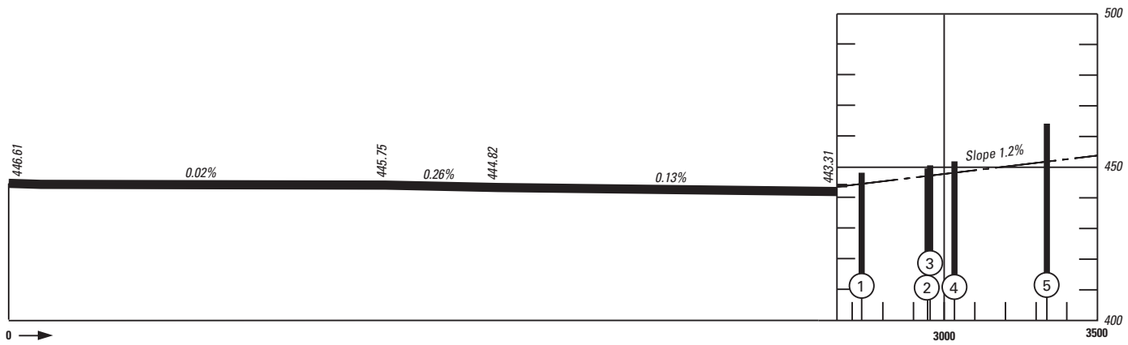
VAR 3° E (2024.5)

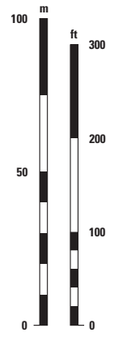
AMDT RECORD		
No.	DATE	ENTERED BY

RWY: 05

RWY 05	DECLARED DISTANCES in m	RWY 23
2665	TAKE-OFF RUN AVAILABLE	—
2725	TAKE-OFF DISTANCE AVAILABLE	—
2665	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**2665**

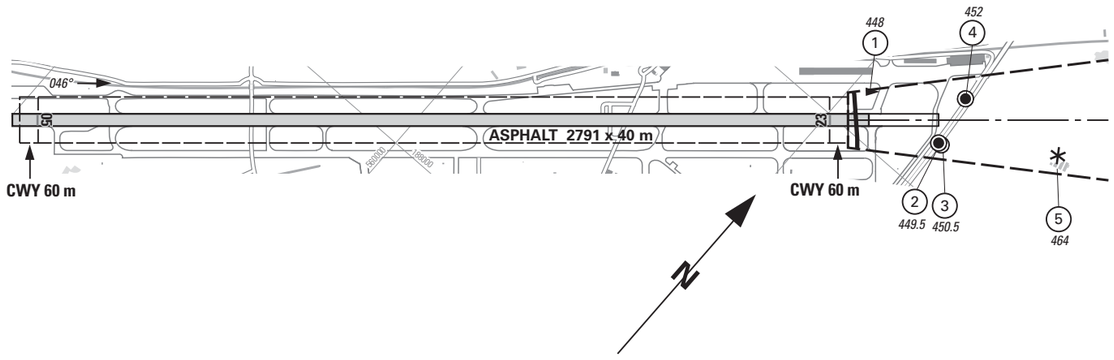
RMK: These DECL DIST are the MAX lengths with MIL net barrier lowered O/R. See LSMP AD 2.13 for all DECL DIST.





VERTICAL SCALE
1:2000

HORIZONTAL SCALE 1:20 000



LEGEND

1	Identification number
✳	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
►	Embankment
⌒	Terrain penetrating obstruction plane

OBST *ELEV in m*
AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 23JAN2025)

© swisstopo

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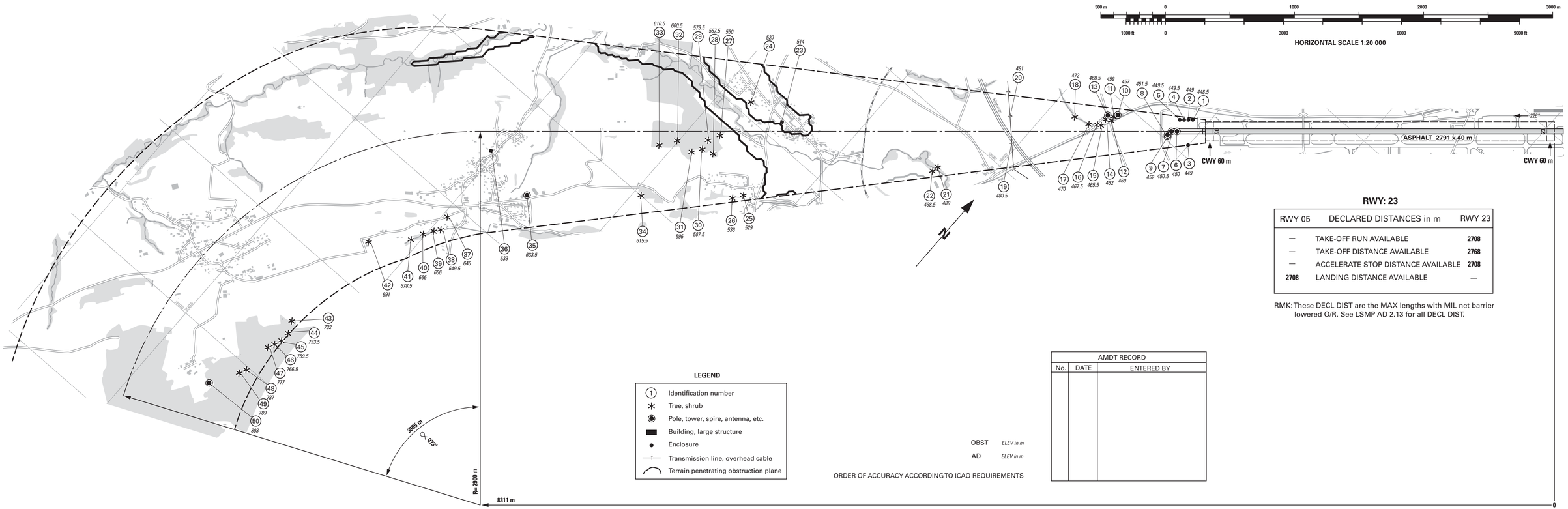
VAR 3° E (2024.5)

Profile view see LSMP AD 2.24.4-4



RWY: 23

RWY 05	DECLARED DISTANCES in m	RWY 23
—	TAKE-OFF RUN AVAILABLE	**2708**
—	TAKE-OFF DISTANCE AVAILABLE	**2768**
—	ACCELERATE STOP DISTANCE AVAILABLE	**2708**
2708	LANDING DISTANCE AVAILABLE	—

RMK: These DECL DIST are the MAX lengths with MIL net barrier lowered O/R. See LSMP AD 2.13 for all DECL DIST.

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Enclosure
- Transmission line, overhead cable
- Terrain penetrating obstruction plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

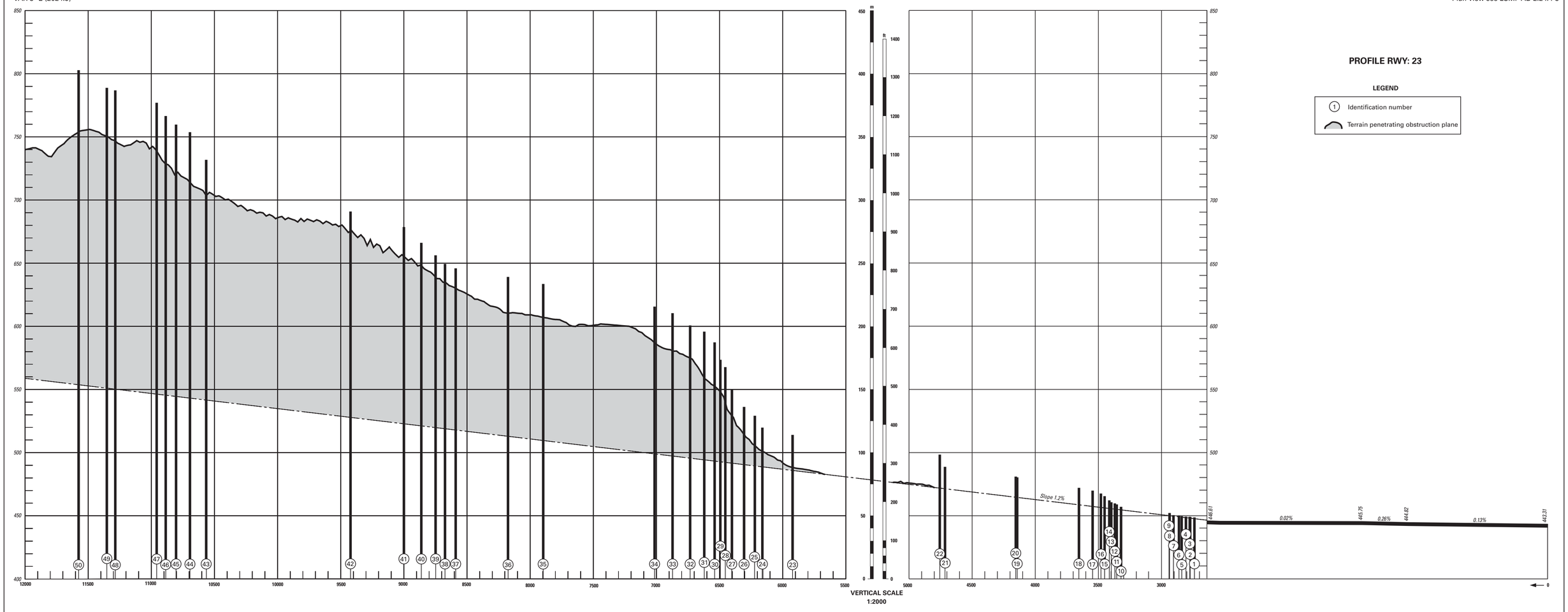
AMDT RECORD		
No.	DATE	ENTERED BY

COR: editorial (WEF 23JAN2025)

©swisstopo

VAR 3° E (2024.5)

Plan view see LSMP AD 2.24.4-3



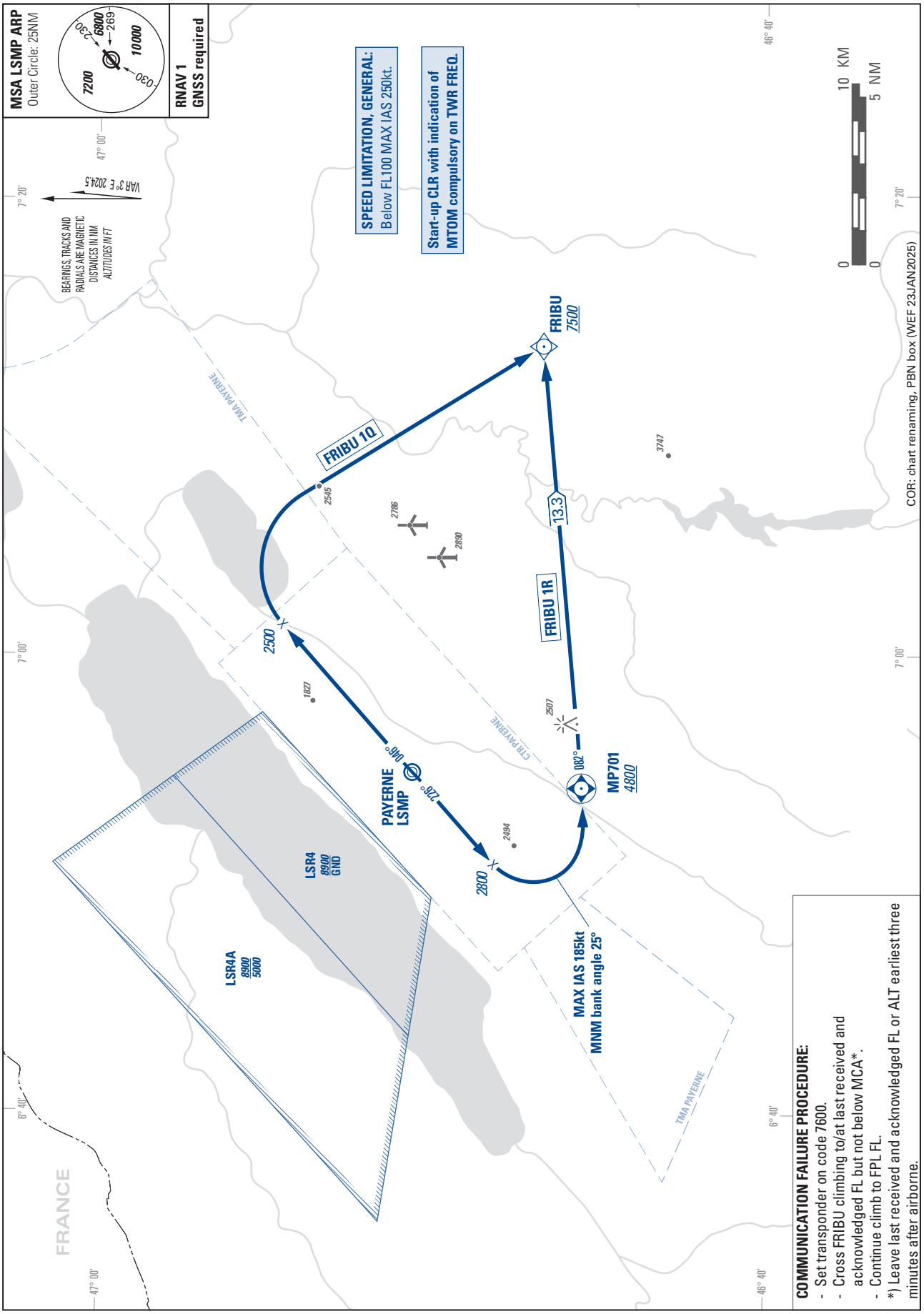
COR: editorial (WEF 23JAN2025)

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

PAYERNE (LSMP)
RNAV RWY 05/23

FRIBU 1Q FRIBU 1R



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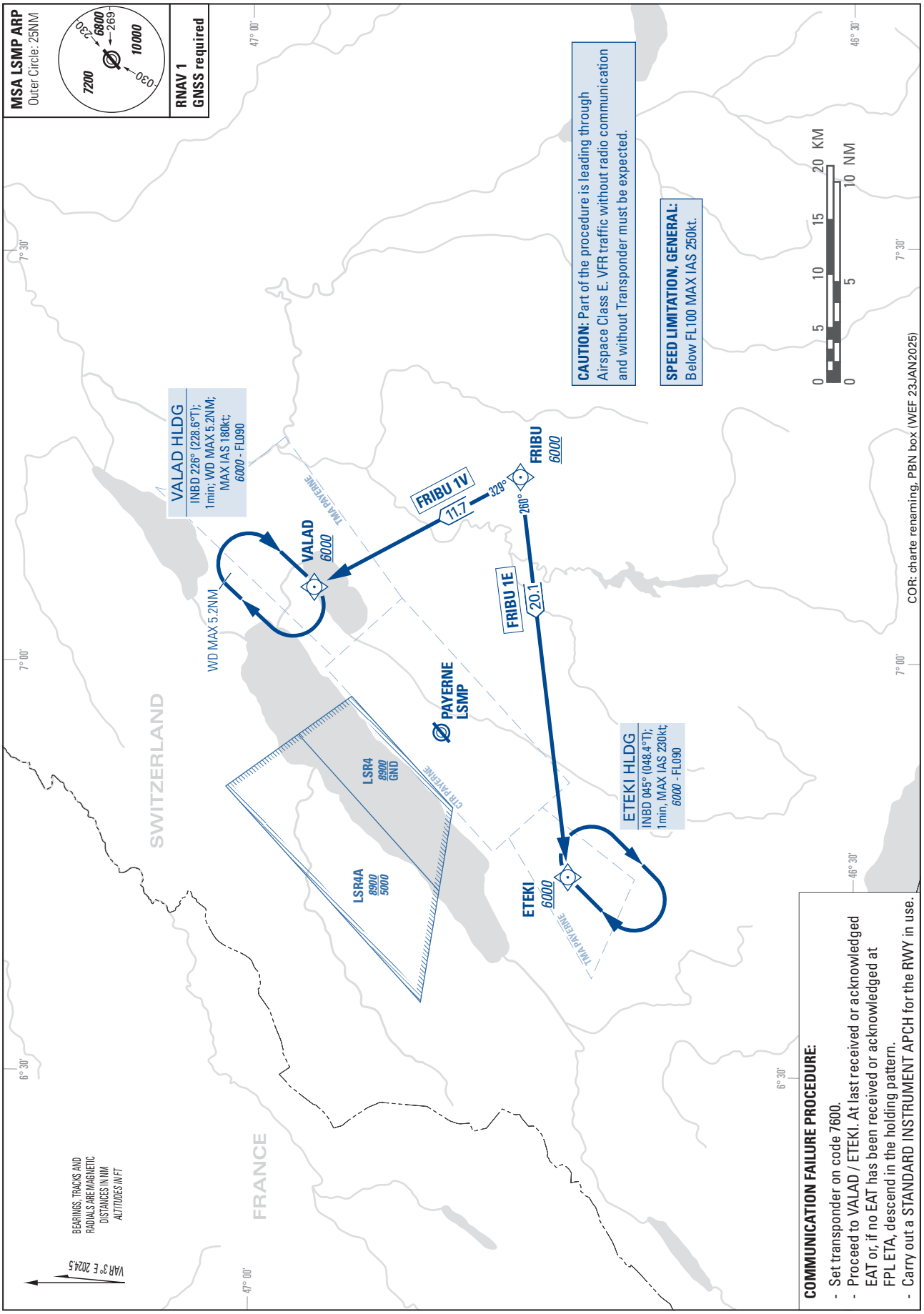
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

PAYERNE (LSMP)
RNAV RWY 05/23

FRIBU 1E FRIBU 1V



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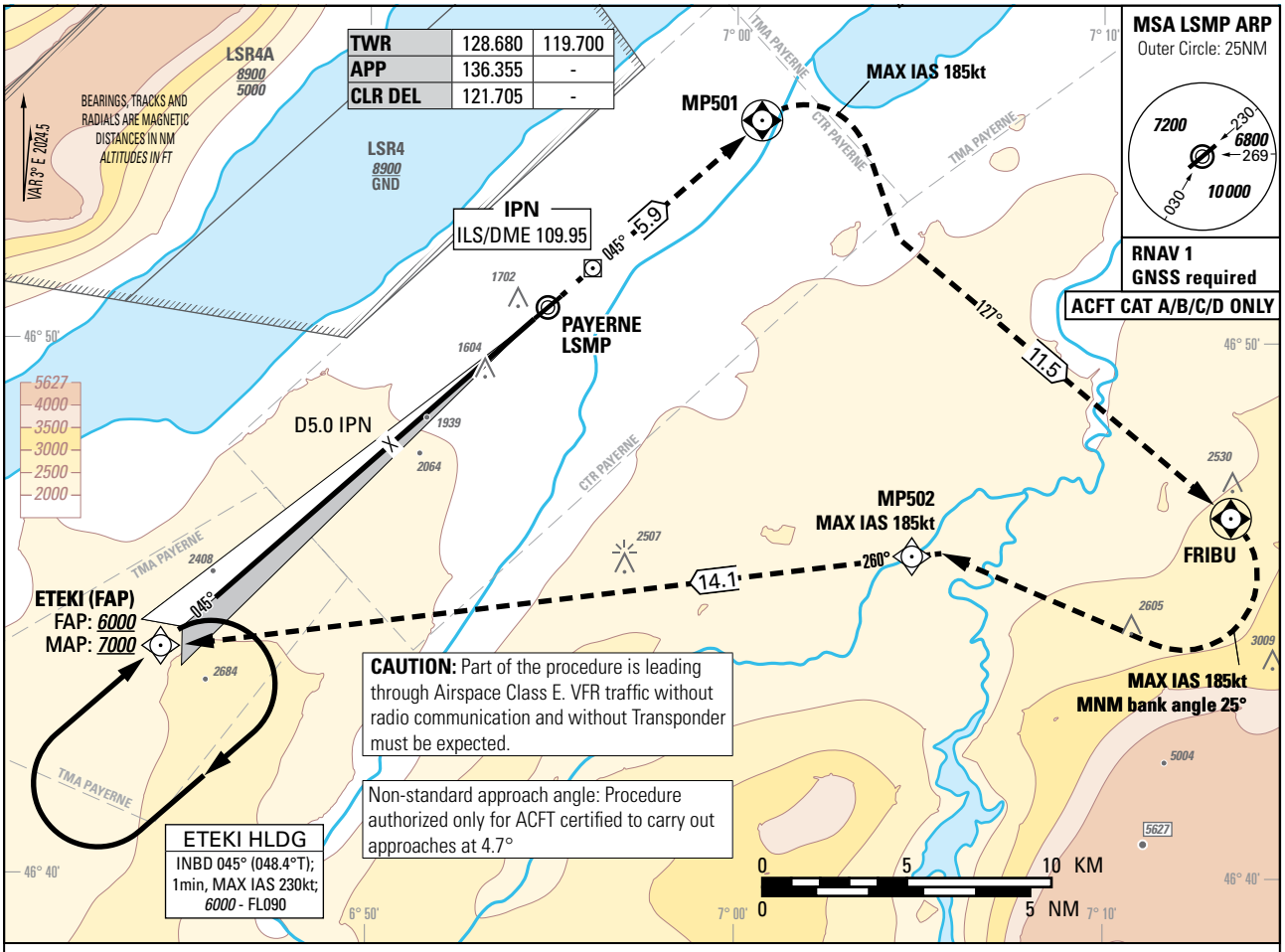
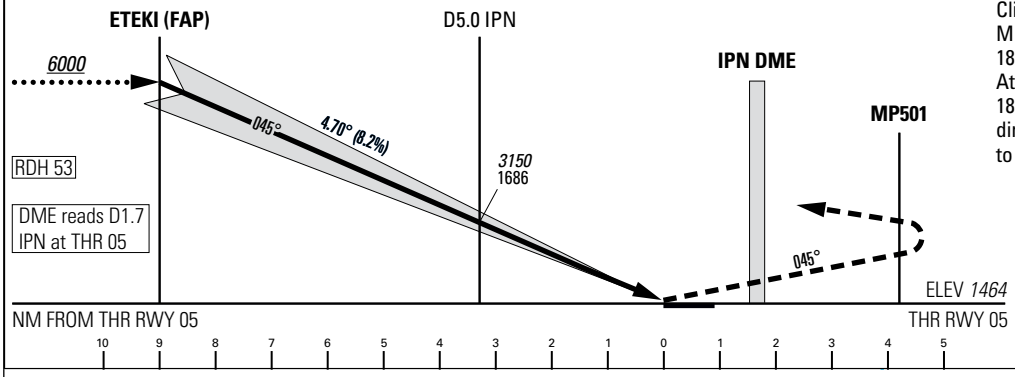
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1466ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE (LSMP)
ILS RWY 05





MISSED APPROACH

Climb to *7000*. Straight ahead to MP501 then turn right (MAX IAS 185kt) to FRIBU.
At FRIBU turn right (MAX IAS 185kt, MNM bank angle 25°) direct to MP502 and continue to ETEKI.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	*2999* (1535)	*3022* (1558)	*3042* (1578)	*3062* (1598)
4.1% to *5900*	*1730* (266)	*1753* (289)	*1772* (308)	*1792* (328)
	DECISION ALTITUDE (HEIGHT)			
4.1% to *5900*	*1867* (403)			
CIRCLING [1]	A	B	C	D
OCA(H)	*2120* (654)	*2460* (994)	*2790* (1324)	*2830* (1364)

ROD	GS kt	90	110	130	150
	FT/MIN	749	916	1082	1249

IPN DME	10.7	10.0	9.0	8.0	7.0	6.0	5.0
recommended CROSSING ALT	*6000*	*5640*	*5140*	*4640*	*4140*	*3650*	*3150*

NOTE

[1] Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2NM.

REMARK

- Uncategorized ILS APCH RWY 05 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS05 signal fulfills ICAO Annex 10, CAT I specifications.

COR: TWR&APP FREQ (WEF 19MAR2026)

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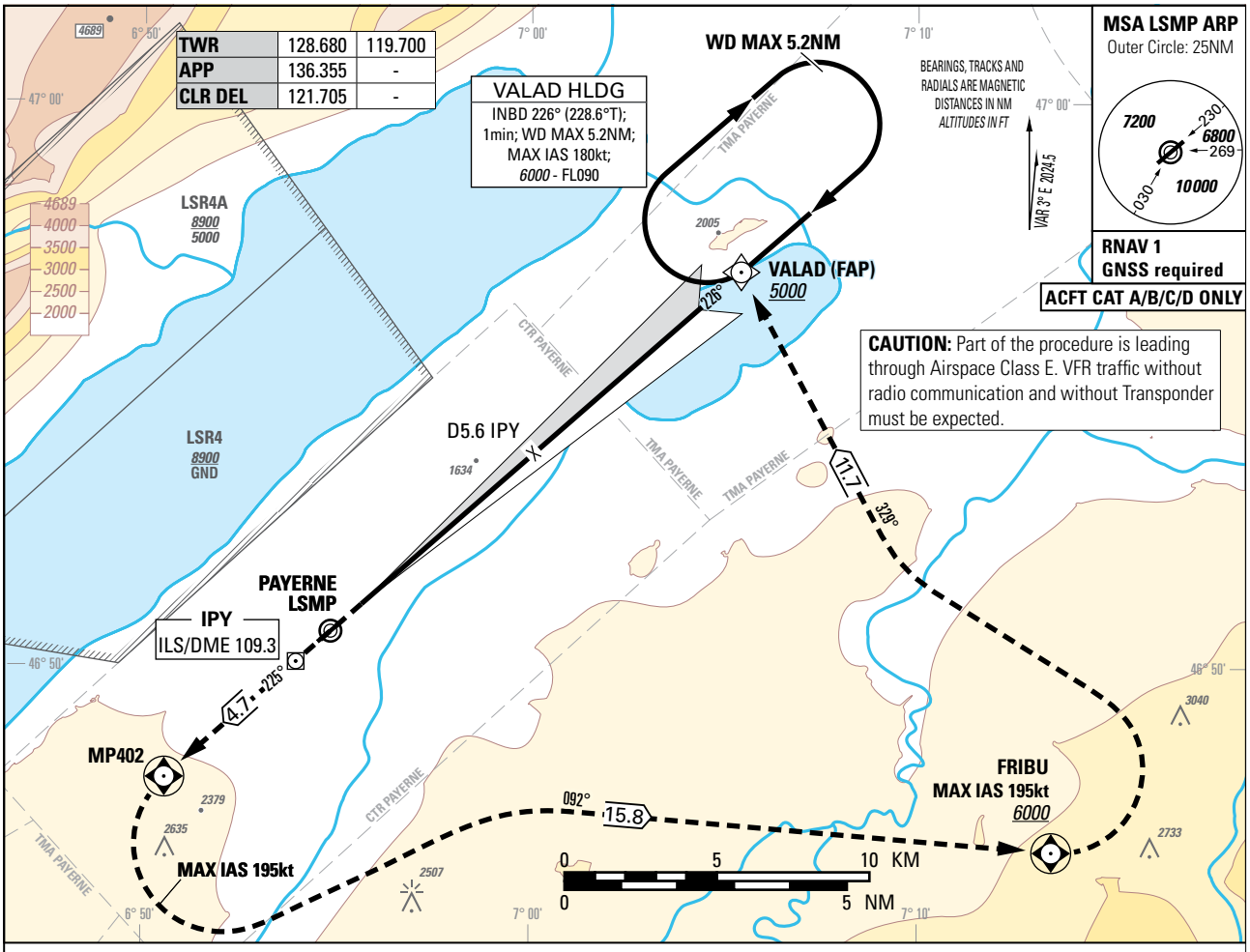
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1466ft

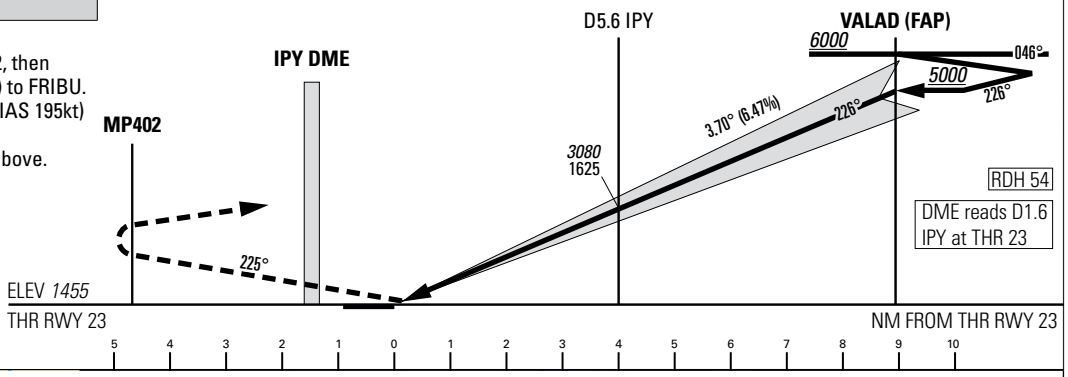
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE (LSMP)
ILS RWY 23



MISSED APPROACH

Climb to *6000*.
Straight ahead to MP402, then turn left (MAX IAS 195kt) to FRIBU.
At FRIBU turn left (MAX IAS 195kt) to VALAD.
Cross FRIBU at *6000* or above.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	*2052* (597)	*2065* (610)	*2078* (623)	*2091* (636)
4.4% to *2700*	*1712* (257)	*1725* (270)	*1738* (283)	*1751* (296)
	DECISION ALTITUDE (HEIGHT)			
4.4% to *2700*	*1813* (358)			
CIRCLING [1]	A	B	C	D
OCA(H)	*2120* (654)	*2460* (994)	*2790* (1324)	*2830* (1364)

ROD	GS kt	90	110	130	150
	FT/MIN	589	720	851	982

IPY DME	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.5
recommended CROSSING ALT	*2460*	*2850*	*3240*	*3460*	*4030*	*4420*	*4820*	*5000*

NOTE

[1] Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2NM.

CAUTION

- MAX GS 150kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK

- Uncategorized ILS APCH RWY 23 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS23 signal fulfills ICAO Annex 10, CAT I specifications.

COR: TWR&APP FREQ (WEF 19MAR2026)

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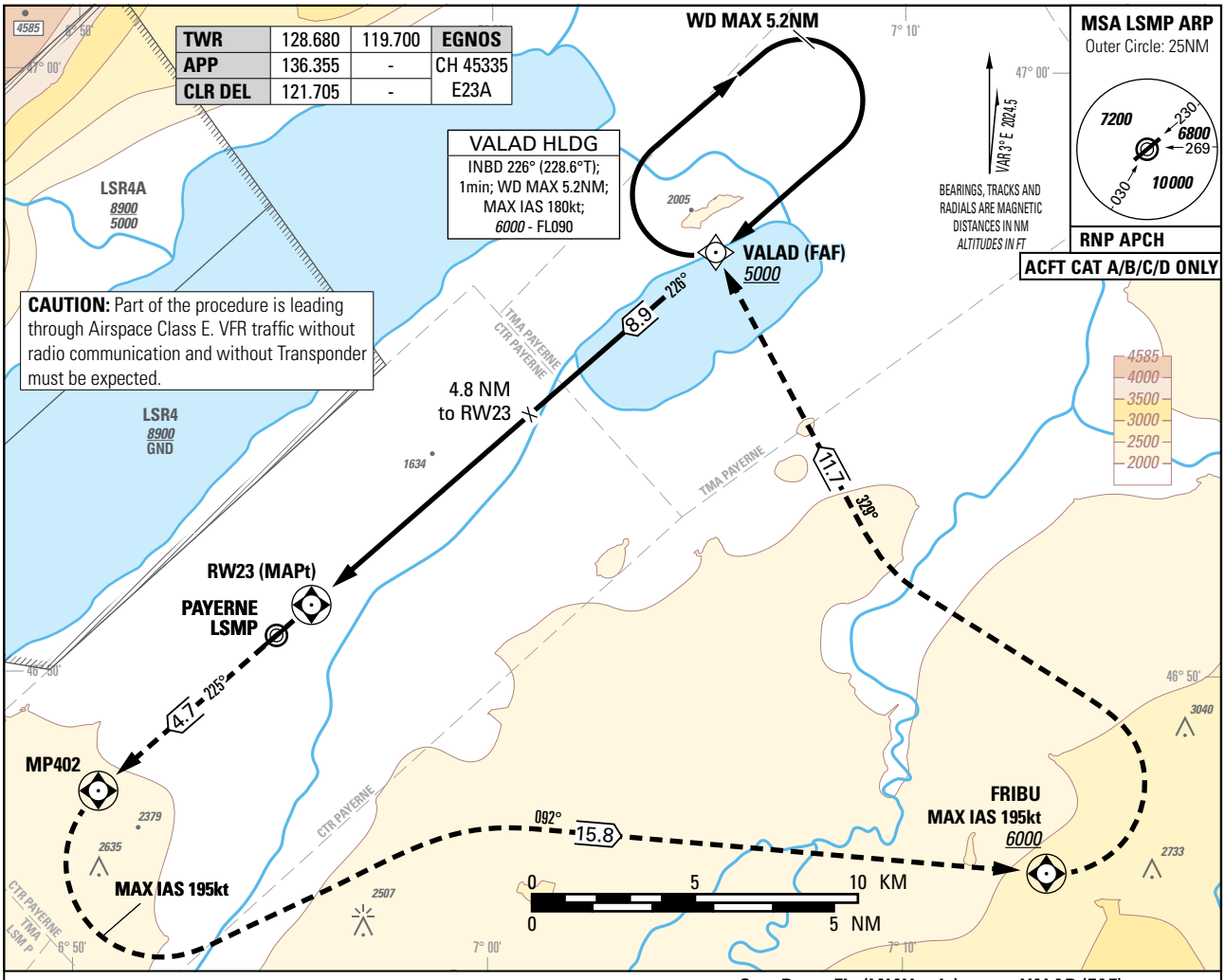
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1466ft

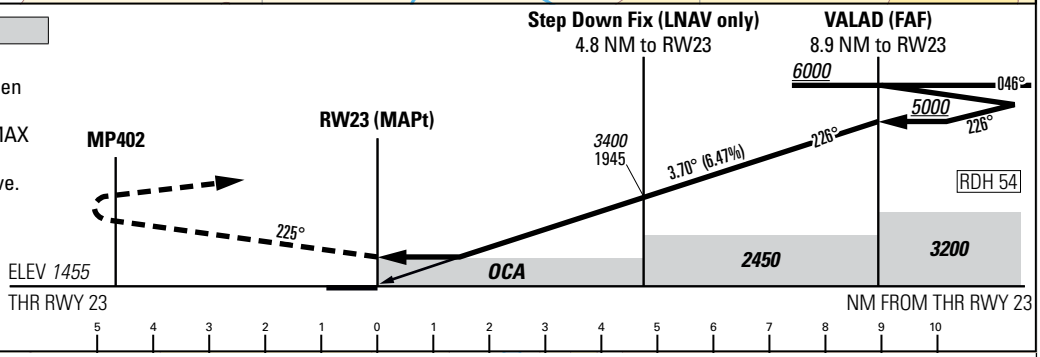
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE (LSMP)
RNP Z RWY 23



MISSED APPROACH

Climb to *6000*.
Straight ahead to MP402, then turn left (MAX IAS 195kt) to FRIBU. At FRIBU turn left (MAX IAS 195kt) to VALAD.
Cross FRIBU at *6000* or above.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT) LNAV			
2.5%	*2200* (745)			
3.1% to *2700*	*2080* (625)			
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT) LPV(CAT-I)			
2.5%	*2052* (597)	*2065* (610)	*2078* (623)	*2091* (636)
4.4% to *2700*	*1712* (257)	*1725* (270)	*1738* (283)	*1751* (296)
	DECISION ALTITUDE (HEIGHT) LPV			
4.4% to *2700*	*1813* (358)			
CIRCLING [1]	A	B	C	D
OCA(H)	*2120* (654)	*2460* (994)	*2790* (1324)	*2830* (1364)

RW23 DIST	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.9
recommended CROSSING ALT	*2290*	*2690*	*3080*	*3470*	*3870*	*4260*	*4650*	*5000*

ROD	GS kt	90	110	130	150
	FT/MIN	589	720	851	982

NOTE

[1] Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2 NM.

CAUTION

- MAX GS 150kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK

- OBST limitation and restriction according to non-instrument RWY criteria.

COR: TWR&APP FREQ (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSMP
Runway	23
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	465103.1035N
LTP/FTP Longitude	0065539.0165E
LTP/FTP Ellipsoidal Height (metres)	492.7
FPAP Latitude	465005.9485N
Delta FPAP Latitude (seconds)	-57.1550
FPAP Longitude	0065404.7990E
Delta FPAP Longitude (seconds)	-94.2175
Threshold Crossing Height	54.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.70
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 10 0D 13 0C 17 D0 00 01 33 32 05 7F 30 1B 14 11 14 F9 02 3F 27 7A 41 FE ED 1F FD 1C 02 72 01 64 00 C8 AF 41 7C FB D8
Calculated CRC Value	417CFBD8

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	443.4

LSZR - ST. GALLEN-ALTENRHEIN

LSZR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZR - ST. GALLEN-ALTENRHEIN

LSZR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LSZR AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	**VFR FLT**:		
		MON-FRI:	0600 - 1100 (0500 - 1000)	1230 - 1900 (1130 - 1800)
		SAT:	0700 - 1100 (0600 - 1000)	1230 - 1900 (1130 - 1800)
		SUN+HOL:	0900 - 1100 (0800 - 1000)	1230 - 1900 (1130 - 1800)
		IFR FLT:		
		MON-FRI (incl. HOL):	0530 - 1100 (0430 - 1000)	1230 - 2000 (1130 - 1900)
		SAT:	0630 - 1100 (0530 - 1000)	1230 - 1900 (1130 - 1800)
		SUN:	0900 - 1100 (0800 - 1000)	1230 - 1900 (1130 - 1800)
2	**Customs and immigration**	AD OPR HR		
3	**Health and sanitation**	Ambulance O/R Hospital: St. Gallen		
4	**AIS Briefing Office**	AD OPR HR		
5	**ATS Reporting Office (ARO)**	CTC ARO Zurich; Phone: +41(0) 43 931 61 61		
6	**MET Briefing Office**	AD OPR HR		
7	**ATS**	HX		
8	**Fuelling**	AD OPR HR		
9	**Handling**	AD OPR HR		
10	**Security**	Security screening / critical part O/R		
11	**De-icing**	AD OPR HR		

12	**Remarks**	Outside AD administration hours - OPS and services O/R Special permission is required for flights outside official opening hours and is possible during the following times: MON-FRI (incl. HOL): 0500 - 0530 (0400 - 0430) 1100 - 1230 (1000 - 1130) 2000 - 2100 (1900 - 2000) SAT: 0530 - 0630 (0430 - 0530) 1100 - 1230 (1000 - 1130) 1900 - 2100 (1800 - 2000) SUN: 0630 - 0900 (0530 - 0800) 1100 - 1230 (1000 - 1130) 1900 - 2000 (1800 - 1900) Request with description of reason needs to be addressed to: Phone: + 41 (0) 71 858 51 65 Email: groundservices@peoples.ch Exceptions: Special permission possible 24/7 O/R for HOSP FLT, SAR FLT, FLT of the President of the Swiss Confederation and members of the Swiss Government. AD CLSD: New Years Day (JAN 01), Easter SUN, Whit SUN, Christmas Day (DEC 25). Grass RWY: Not available between NOV 01 - FEB 28

LSZR AD 2.4 HANDLING SERVICES AND FACILITIES

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

LSZR AD 2.5 PASSENGER FACILITIES

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

LSZR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LSZR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

LSZR AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

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

LSZR AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 10 (1)	Pole	*1307*	47 29 05 N 009 34 14 E	Pole LGTD	*1323*	47 29 11 N 009 32 54 E	B0719/06
AOC 10 (2)	Building	*1314*	47 29 00 N 009 34 14 E	Antenna LGTD	*1342*	47 29 06 N 009 33 16 E	B0167/04
AOC 10 (3)	Antenna	*1322*	47 29 00 N 009 34 14 E	Pole marked/LGTD	*1339*	47 29 01 N 009 34 00 E	B1310/13
AOC 10 (4)	Tree/Trees	*1325*	47 29 05 N 009 34 25 E	Control tower LGTD	*1360*	47 29 16 N 009 33 10 E	B0718/06
AOC 10 (5)	Tree/Trees	*1331*	47 28 56 N 009 34 30 E	Crane/Cranes marked/LGTD	*1409*	47 29 07 N 009 32 42 E	B0160/22
AOC 10 (6)	Tree/Trees	*1338*	47 28 57 N 009 34 30 E	Crane/Cranes marked/LGTD	*1384*	47 29 11 N 009 34 02 E	B0377/22
AOC 10 (7)	Tree/Trees	*1405*	47 29 05 N 009 34 37 E	Pole LGTD	*1315*	47 29 06 N 009 33 20 E	B0097/09
AOC 10 (8)	Tree/Trees	*1416*	47 29 04 N 009 34 46 E				
AOC 10 (9)	Tree/Trees	*1426*	47 29 04 N 009 34 47 E				
AOC 28 (1)	Pole	*1313*	47 29 13 N 009 33 59 E				
AOC 28 (2)	Pole	*1315*	47 29 08 N 009 32 58 E				
AOC 28 (3)	Tree/Trees	*1326*	47 29 07 N 009 32 58 E				
AOC 28 (4)	Tree/Trees	*1343*	47 29 08 N 009 32 57 E				
AOC 28 (5)	Antenna	*1347*	47 29 08 N 009 32 49 E				
AOC 28 (6)	Antenna	*1349*	47 29 08 N 009 32 48 E				
AOC 28 (7)	Building	*1350*	47 29 16 N 009 32 43 E				
AOC 28 (8)	Tree/Trees	*1358*	47 29 08 N 009 32 41 E				
AOC 28 (9)	Tree/Trees	*1375*	47 29 09 N 009 32 40 E				
Refer also to LSZR AOC 10/28, LSZR AD 2.24.4 - 1 Number in brackets is equivalent to identification number on AOC							

LSZR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	HX
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com), WLAN Internet
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	Self Briefing Service (www.skybriefing.com), WLAN Internet
8	**Supplementary equipment available for providing information**	WLAN Internet
9	**ATS units provided with information**	St. Gallen TWR
10	**Additional information (limitation of service, etc.)**	Ground Services +41 (0) 71 858 51 65 and WLAN Internet

LSZR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
10	099° GEO 097° MAG	1455 x 30	PCR 295/F/C/Y/U ASPH	47 29 09.57N 009 33 05.74E	*1306 ft*	Refer to: LSZR AOC RWY 10/28
28	279° GEO 277° MAG			47 29 03.04N 009 34 08.31E	*1306 ft*	
10 GRASS	099° GEO 097° MAG	810 x 20	0.25 MPa GRASS	NIL	NIL	NIL
28 GRASS	279° GEO 277° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
10	NIL	60 x 150	1575 x 80	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 30 x 60 m Grooved between DTHR (1325 m)
28		60 x 150			Non-instrument RWY RESA: 30 x 60 m Grooved between DTHR (1325 m)
10 GRASS	NIL	NIL	870 x 60	N/A	NIL
28 GRASS					

LSZR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	1455	1515	1455	1380	Public roads behind RWY (outside airport area)
28	1455	1515	1455	1400	Public roads behind RWY (outside airport area)
10 GRASS	810	810	810	810	NIL
28 GRASS	810	810	810	810	NIL

LSZR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
10	RLLS Seq. FLG LGT, 300 m, W, LIH, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 4.0°, L+R, 7.0 m, no LED	Simple TZL* 473 m FM THR 10, W, LIH, LED	NIL	75 m, 50 m, R, LIH; 930 m, 50 m, W, LIH; 450 m, 50 m, Y, LIH, All no LED	R, LIH, no LED	NIL	First RLLS LGT is 530 m FM THR10
28	NIL	RTHL G, LIH, WBAR, no LED	PAPI 4.0°, L, 8.5 m, no LED	Simple TZL*, 473 m FM THR 28, W, LIH, LED	NIL	55 m, 50 m, R, LIH; 950 m, 50 m, W, LIH; 450 m, 50 m, Y,LIH, All no LED	R, LIH, LED	NIL	NIL

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

LSZR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	No LDI. Anemometer: RWY 10: 220 m E of THR 10, LGTD. RWY 28: 140 m W of THR 28, LGTD.
3	**TWY edge and centre line lighting**	Edge: TWY A and S partly. Turn pads 10 and 28. LIL, B, no LED. CL: NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 15 sec; DEP in VIS less than 800m MAX 1 sec.
5	**Remarks**	OBST: Marked and lighted (see LSZR AD 2.24.1 - 1)

LSZR AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	TLOF: Main Apron: 47 29 13.87N / 009 33 10.73E TLOF: Hangar B2: 47 29 13.74N / 009 33 44.68E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	TLOF: Main Apron: 398 m / *1306 ft* TLOF: Hangar B2: 398 m / *1306 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	TLOF: Main Apron: TLOF stand MAX OAL or OAW 15.6 m, ASPH, marked TLOF: Hangar B2: TLOF stand MAX OAL or OAW 13.0 m, ASPH, marked
4	**True BRG of FATO**	RWY 10: GRASS; 099° RWY 28: GRASS; 279°
5	**Declared distance available**	See: LSZR AD 2.13 for RWY 10-28 GRASS
6	**APP and FATO lighting**	NIL
7	**Remarks**	NIL

LSZR AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**St. Gallen CTR** 47 33 08 N 009 31 28 E - FIR SWITZERLAND/FIR MUNICH - 47 32 31 N 009 33 16 E - German/Austrian border - 47 31 31 N 009 37 50 E - arc of circle radius 1.90 NM on 47 29 40 N 009 37 08 E - 47 27 46 N 009 37 13 E - 47 28 40 N 009 23 09 E - 47 31 13 N 009 23 36 E - 47 33 29 N 009 26 51 E - 47 33 08 N 009 31 28 E
2	**Vertical limits**	*5500 ft AMSL (1700 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*5000 ft AMSL*
6	**Remarks**	ACT: HX - ATIS (monitoring compulsory)

LSZR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ATIS		123.780 MHz	H24	Phone Service: +41 (0) 43 488 19 55
APP	ALPS RADAR	119.925 MHz	H24	Language: En; Ge
TWR	St. Gallen Tower	135.430 MHz 119.700 MHz	HX	 ALTN FREQ Language: En; En and Ge for Non-Commercial VFR traffic.
		121.500 MHz		EMERG
GND	St. Gallen Ground	121.805 MHz		According to ATIS INFO Language: En; En and Ge for Non-Commercial VFR traffic.

LSZR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
ZURICH EAST DVOR/DME VAR 3.8° E / 2025 (decl.: 4.2° E)	ZUE	110.05 MHz CH 37Y	H24	47 35 31.8N 008 49 03.6E	*1734 ft*	NIL	DOC 80 NM / 50'000 ft.
LOC 10, ILS CAT I, class I/C/2, VAR 2° E	IAL	108.75 MHz	H24	47 29 01.43N 009 34 14.96E	NIL	NIL	LOC PSN: 146 m FM THR 28. RWY 10: LOC course 097° MAG. LOC axis offset 0.78° N. Front course sector width 5.0°. Reduced ICAO coverage: at 10 NM; +/- 15° from CL above *3600 ft AMSL*. Linearly raising to: at 10 NM; +/- 35° from CL above *4500 ft AMSL*. at 18 NM; +/- 10° from CL above *3600 ft AMSL*.
GP 10	--	330.35 MHz	H24	47 29 05.94N 009 33 15.53E	NIL	NIL	GP angle 4°. PSN: 220 m FM THR 10. GP HGT THR 10: 48 ft / 14.6 m.
DME 10	IAL	CH 24Y	H24	47 29 06.07N 009 33 15.56E	*1333 ft*	NIL	DME co-located with GP. Zero range at DME station. Reduced coverage: at 10 NM; +/- 15° from CL above *3600 ft AMSL*. Linearly raising to: at 10 NM; +/- 35° from CL above *4500 ft AMSL*. at 18 NM; +/- 10° from CL above *3600 ft AMSL*.

LSZR AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions and remarks

1.1 APCH

NIL

1.2 DEP

- Start-up CLR: IFR, SVFR and NVFR FLTs on FREQ provided by ATIS

FLT of less than 20 MIN DUR are only admitted at the following times:

MON-FRI:	0700 - 1100, 1230 - 1730 (0600 - 1000, 1130 - 1630)
SAT:	0700 - 1100 (0600 - 1000)

Additionally, the above mentioned FLTs are **prohibited** on the following Swiss and/or Austrian HOL: JAN 06, Good FRI, Easter MON, MAY 01, Ascension Day, Whit MON, Corpus Christi, National HOL (AUG 01), Assumption Day (AUG 15), Austrian National HOL (OCT 26), All Saint's Day (NOV 01), DEC 08 and DEC 26.
PPR for non-Turbofan equipped Jet ACFT (in accordance with ICAO Annex 16, Volume1, Chapter 2)

1.3 RMK

No simultaneous use of ASPH RWY and grass RWY.

1.4 SAFETY RULES

Use of high-visibility jacket which complies with EN 471 standard class 2 or 3 is mandatory for Flight Crews and Aircraft Technicians on Apron West and Apron East. In all other areas of the aerodrome the use of high visibility jackets is recommended.

2. Transponder Mandatory Zone (TMZ NE)

For Airspace information see ENR 2.2.5.

LSZR AD 2.21 NOISE ABATEMENT PROCEDURES

1. Reverse thrust

For deceleration, it is recommended that the entire RWY LEN AVBL is used; Reverse thrust shall be used for safety or operational reasons only.

2. Taxi and holding

Aeroplanes shall be operated with MNM noise level on ground.

3. Meteo condition

If Meteo condition permits, due to noise restrictions expect RWY 10 for landing and RWY 28 for departure.

LSZR AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 SID Descriptions

1.1.1 SID RWY 10 RNAV 1 (see chart LSZR AD 2.24.7 - 1)

DESIGNATOR	RWY 10 RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ALAGO 5L PDG 6.5% to *1800 ft* due to airspace restrictions only.	Climb straight ahead. At *1800 ft* turn left (MAX IAS 160 kt, MNM bank angle 20°). Proceed via ZR501, ENIBI to ALAGO.	Initial climb clearance *5000 ft.* Cross ZR501 at *5000 ft* or above.	NIL	For routing after ALAGO see LSZH AD 2.24.6-1.
BEMKI 3L PDG 6.5% to *1800 ft* due to airspace restrictions only.	Climb straight ahead. At *1800 ft* turn left (MAX IAS 160 kt, MNM bank angle 20°). Proceed via ZR502, OKPUS, TUSRO, XASIS, EVTAT to BEMKI.	Initial climb clearance *5000 ft.* Cross ZR502 at *5000 ft* or above, TUSRO at *8500 ft* or above, XASIS at *9000 ft* or above, EVTAT at *9500 ft* or above.	NIL	NIL
KEMPTEN 4L (KPT 4L) PDG 6.5% to *1800 ft* due to airspace restrictions only.	Climb straight ahead. At *1800 ft* turn left (MAX IAS 160 kt, MNM bank angle 20°). Proceed via ZR502, OKPUS to KPT.	Initial climb clearance *5000 ft.* Cross ZR502 at *5000 ft* or above.	NIL	NIL
TRASADINGEN 3L (TRA 3L) PDG 6.5% to *1800 ft* due to airspace restrictions only.	Climb straight ahead. At *1800 ft* turn left (MAX IAS 160 kt, MNM bank angle 20°). Proceed via ZR501, ENIBI, TINOX to TRA.	Initial climb clearance *5000 ft.* Cross ZR501 at *5000 ft* or above.	NIL	NIL

RNAV 1 SID ALAGO 5L						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	1800	160	097° (098.7°T)	-
DF	ZR501	N	+5000	160	-	-
TF	ENIBI	N	-	-	360° (001.8°T)	4.6
TF	ALAGO	N	-	-	335° (336.9°T)	7.7

RNAV 1 SID BEMKI 3L						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	1800	160	097° (098.7°T)	-
DF	ZR502	N	+5000	160	-	-
TF	OKPUS	N	-	-	072° (073.5°T)	13.7
TF	TUSRO	N	+8500	-	112° (114.1°T)	2.8
TF	XASIS	N	+9000	-	112° (114.1°T)	7.6
TF	EVTAT	N	+9500	-	112° (114.3°T)	3.3
TF	BEMKI	N	-	-	112° (114.3°T)	2.2

RNAV 1 SID KPT 4L						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	1800	160	097° (098.7°T)	-
DF	ZR502	N	+5000	160	-	-
TF	OKPUS	N	-	-	072° (073.5°T)	13.7
TF	KPT	N	-	-	072° (073.7°T)	16.9

RNAV 1 SID TRA 3L						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	1800	160	097° (098.7°T)	-
DF	ZR501	N	+5000	160	-	-
TF	ENIBI	N	-	-	360° (001.8°T)	4.6
TF	TINOX	N	-	-	297° (299.3°T)	19.0
TF	TRA	N	-	-	251° (252.9°T)	29.3

1.1.2 SID RWY 10 RNAV 5 (see chart LSZR AD 2.24.7 - 3)

	RWY 10 RNAV 5			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
ALAGO 1M	Climb straight ahead. At *1800 ft* turn left (MAX IAS 160 kt, MNM bank angle 20°). Establish TR255 to intercept LOC IAL outbound. Proceed to SITOR (LOC/D9 IAL). At SITOR turn right (MAX IAS 180 kt). Proceed via ZR500, ZR501, ENIBI to ALAGO.	Initial climb clearance *5000 ft.* Cross SITOR at *5000 ft* or above.	NIL	RNAV applicable when passing SITOR. MAX IAS 240 kt until ENIBI. For routing after ALAGO see LSZH AD 2.24.6-1.
BEMKI 1M	Climb straight ahead. At *1800 ft* turn left (MAX IAS 160 kt, MNM bank angle 20°). Establish TR255 to intercept LOC IAL outbound. Proceed to SITOR (LOC/D9 IAL). At SITOR turn right (MAX IAS 180 kt). Proceed via ZR500, ZR502, OKPUS TUSRO, XASIS, EVTAT to BEMKI.	Initial climb clearance *5000 ft.* Cross SITOR at *5000 ft* or above, TUSRO at *8500 ft* or above, XASIS at *9000 ft* or above, EVTAT at *9500 ft* or above.	NIL	RNAV applicable when passing SITOR.
TRASADINGEN 1M (TRA 1M)	Climb straight ahead. At *1800 ft* turn left (MAX IAS 160 kt, MNM bank angle 20°). Establish TR255 to intercept LOC IAL outbound. Proceed to SITOR (LOC/D9 IAL). At SITOR turn right (MAX IAS 180 kt). Proceed via ZR500, ZR501, ENIBI, TINOX to TRA.	Initial climb clearance *5000 ft.* Cross SITOR at *5000 ft* or above.	NIL	RNAV applicable when passing SITOR. MAX IAS 240 kt until ENIBI.

RNAV Segment of RNAV 5 SID ALAGO 1M						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	SITOR	Y	+5000	180	-	-
DF	ZR500	N	-	180	-	-
TF	ZR501	N	-	240	072° (073.8°T)	4.7
TF	ENIBI	N	-	240	360° (001.8°T)	4.6
TF	ALAGO	N	-	-	335° (336.9°T)	7.7

RNAV Segment of RNAV 5 SID BEMKI 1M						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	SITOR	Y	+5000	180	-	-
DF	ZR500	N	-	180	-	-
TF	ZR502	N	-	-	079° (081.2°T)	8.4
TF	OKPUS	N	-	-	072° (073.5°T)	13.7
TF	TUSRO	N	+8500	-	112° (114.1°T)	2.8
TF	XASIS	N	+9000	-	112° (114.1°T)	7.6
TF	EVTAT	N	+9500	-	112° (114.3°T)	3.3
TF	BEMKI	N	-	-	112°(114.3°T)	2.2

RNAV Segment of RNAV 5 SID TRA 1M						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	SITOR	Y	+5000	180	-	-
DF	ZR500	N	-	180	-	-
TF	ZR501	N	-	240	072° (073.8°T)	4.7
TF	ENIBI	N	-	240	360° (001.8°T)	4.6
TF	TINOX	N	-	-	297° (299.3°T)	19.0
TF	TRA	N	-	-	251° (252.9°T)	29.3

1.1.3 SID RWY 10 non RNAV (see chart LSZR AD 2.24.7 - 5)

	RWY 10 NON RNAV			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
AMIKI 1M	Climb straight ahead. At *1800 ft* turn left (MAX IAS 160 kt, MNM bank angle 20°). Establish TR255 to intercept LOC IAL outbound. Proceed to SITOR (LOC/D9 IAL). At SITOR turn right. Establish TR305 to intercept R095 ZUE. Proceed to AMIKI.	Initial climb clearance *5000 ft.* Cross SITOR at *5000 ft* or above, AMIKI at *7000 ft* or above.	NIL	NIL
KEMPTEN 1M (KPT 1M)	Climb straight ahead. At *1800 ft* turn left (MAX IAS 160 kt, MNM bank angle 20°). Establish TR255 to intercept LOC IAL outbound. Proceed to SITOR (LOC/D9 IAL). At SITOR turn right (MAX IAS 180 kt). Establish TR073 to intercept R252 KPT. Proceed to KPT.	Initial climb clearance *5000 ft.* Cross SITOR at *5000 ft* or above, D33 KPT at *8000 ft* or above.	NIL	NIL
SITOR 1M	Climb straight ahead. At *1800 ft* turn left (MAX IAS 160 kt, MNM bank angle 20°). Establish TR255 to intercept LOC IAL outbound. Proceed to SITOR (LOC/D9 IAL). Enter SITOR HLDG pattern.	Initial climb clearance *5000 ft.* Cross SITOR at *5000 ft* or above.	NIL	NIL

1.1.4 SID RWY 28 RNAV 1 (see chart LSZR AD 2.24.7 - 7)

DESIGNATOR	RWY 28 RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ALAGO 5R PDG 7.0% to *5000 ft* due to airspace restrictions only.	Climb straight ahead. At *2300 ft* turn right (MAX IAS 180 kt). Proceed via ZR501, ENIBI to ALAGO.	Initial climb clearance *5000 ft.* Cross ZR501 at *5000 ft* or above.	NIL	For routing after ALAGO see LSZH AD 2.24.6-1.
BEMKI 3R PDG 6.7% to *5000 ft* due to airspace restrictions only.	Climb straight ahead. At *2300 ft* turn right (MAX IAS 180 kt). Proceed via ZR502, OKPUS, TUSRO, XASIS, EVTAT to BEMKI.	Initial climb clearance *5000 ft.* Cross ZR502 at *5000 ft* or above, TUSRO at *8500 ft* or above, XASIS at *9000 ft* or above, EVTAT at *9500 ft* or above.	NIL	NIL
KEMPTEN 4R (KPT 4R) PDG 6.7% to *5000 ft* due to airspace restrictions only.	Climb straight ahead. At *2300 ft* turn right (MAX IAS 180 kt). Proceed via ZR502, OKPUS to KPT.	Initial climb clearance *5000 ft.* Cross ZR502 at *5000 ft* or above.	NIL	NIL
TRASADINGEN 3R (TRA 3R) PDG 7.0% to *5000 ft* due to airspace restrictions only.	Climb straight ahead. At *2300 ft* turn right (MAX IAS 180 kt). Proceed via ZR501, ENIBI, TINOX to TRA.	Initial climb clearance *5000 ft.* Cross ZR501 at *5000 ft* or above.	NIL	NIL

RNAV 1 SID ALAGO 5R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	2300	180	277° (278.8°T)	-
DF	ZR501	N	+5000	180	-	-
TF	ENIBI	N	-	-	360° (001.8°T)	4.6
TF	ALAGO	N	-	-	335° (336.9°T)	7.7

RNAV 1 SID BEMKI 3R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	2300	180	277° (278.8°T)	-
DF	ZR502	N	+5000	180	-	-
TF	OKPUS	N	-	-	072° (073.5°T)	13.7
TF	TUSRO	N	+8500	-	112° (114.1°T)	2.8
TF	XASIS	N	+9000	-	112° (114.1°T)	7.6
TF	EVTAT	N	+9500	-	112° (114.3°T)	3.3
TF	BEMKI	N	-	-	112° (114.3°T)	2.2

RNAV 1 SID KPT 4R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	2300	180	277° (278.8°T)	-
DF	ZR502	N	+5000	180	-	-
TF	OKPUS	N	-	-	072° (073.5°T)	13.7
TF	KPT	N	-	-	072° (073.7°T)	16.9

RNAV 1 SID TRA 3R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	2300	180	277° (278.8°T)	-
DF	ZR501	N	+5000	180	-	-
TF	ENIBI	N	-	-	360° (001.8°T)	4.6
TF	TINOX	N	-	-	297° (299.3°T)	19.0
TF	TRA	N	-	-	251° (252.9°T)	29.3

1.1.5 SID RWY 28 RNAV 5 (see chart LSZR AD 2.24.7 - 9)

	RWY 28 RNAV 5			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
ALAGO 4V	Climb straight ahead. Use LOC IAL outbound for track guidance. At SITOR (LOC/D9 IAL) turn right (MAX IAS 180 kt). Proceed via ZR500, ZR501, ENIBI to ALAGO.	Initial climb clearance *5000 ft*. Cross SITOR at *5000 ft* or above.	NIL	RNAV applicable when passing SITOR. MAX IAS 240 kt until ENIBI. For routing after ALAGO see LSZH AD 2.24.6-1.
BEMKI 2V	Climb straight ahead. Use LOC IAL outbound for track guidance. At SITOR (LOC/D9 IAL) turn right (MAX IAS 180 kt). Proceed via ZR500, ZR502, OKPUS, TUSRO, XASIS, EVTAT to BEMKI.	Initial climb clearance *5000 ft*. Cross SITOR at *5000 ft* or above, TUSRO at *8500 ft* or above, XASIS at *9000 ft* or above, EVTAT at *9500 ft* or above.	NIL	RNAV applicable when passing SITOR.
TRASADINGEN 2V (TRA 2V)	Climb straight ahead. Use LOC IAL outbound for track guidance. At SITOR (LOC/D9 IAL) turn right (MAX IAS 180 kt). Proceed via ZR500, ZR501, ENIBI, TINOX to TRA.	Initial climb clearance *5000 ft*. Cross SITOR at *5000 ft* or above.	NIL	RNAV applicable when passing SITOR. MAX IAS 240 kt until ENIBI.

RNAV 5 SID ALAGO 4V						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	SITOR	Y	+5000	180	-	-
DF	ZR500	N	-	180	-	-
TF	ZR501	N	-	240	072° (073.8°T)	4.7
TF	ENIBI	N	-	240	360° (001.8°T)	4.6
TF	ALAGO	N	-	-	335° (336.9°T)	7.7

RNAV 5 SID BEMKI 2V						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	SITOR	Y	+5000	180	-	-
DF	ZR500	N	-	180	-	-
TF	ZR502	N	-	-	079° (081.2°T)	8.4
TF	OKPUS	N	-	-	072° (073.5°T)	13.7
TF	TUSRO	N	+8500	-	112° (114.1°T)	2.8
TF	XASIS	N	+9000	-	112° (114.1°T)	7.6
TF	EVTAT	N	+9500	-	112° (114.3°T)	3.3
TF	BEMKI	N	-	-	112° (114.3°T)	2.2

RNAV 5 SID TRA 2V						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	SITOR	Y	+5000	180	-	-
DF	ZR500	N	-	180	-	-
TF	ZR501	N	-	240	072° (073.8°T)	4.7
TF	ENIBI	N	-	240	360° (001.8°T)	4.6
TF	TINOX	N	-	-	297° (299.3°T)	19.0
TF	TRA	N	-	-	251° (252.9°T)	29.3

1.1.6 SID RWY 28 non RNAV (see chart LSZR AD 2.24.7 - 11)

	RWY 28 NON RNAV			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
AMIKI 2V	Climb straight ahead. Use LOC IAL outbound for track guidance. At SITOR (LOC/D9 IAL) turn right. Establish TR305 to intercept R095 ZUE. Proceed to AMIKI.	Initial climb clearance *5000 ft.* Cross SITOR at *5000 ft* or above, AMIKI at *7000 ft* or above.	NIL	NIL
KEMPTEN 3V (KPT 3V)	Climb straight ahead. Use LOC IAL outbound for track guidance. At SITOR (LOC/D9 IAL) turn right (MAX IAS 180 kt). Establish TR073 to intercept R252 KPT. Proceed to KPT.	Initial climb clearance *5000 ft.* Cross SITOR at *5000 ft* or above, D33 KPT at *8000 ft* or above.	NIL	NIL
SITOR 2V	Climb straight ahead. Use LOC IAL outbound for track guidance. Proceed to SITOR (LOC/D9 IAL). Enter SITOR HLDG pattern.	Initial climb clearance *5000 ft.* Cross SITOR at *5000 ft* or above.	NIL	NIL

1.2 STAR Descriptions

1.2.1 STAR TO SITOR - RNAV 1 (see chart LSZR AD 2.24.9 - 1)

DESIGNATOR	STAR TO SITOR - RNAV 1		
	ROUTE		
	Lateral	Vertical	Remark
KEMPTEN 4H (KPT 4H)	From KPT proceed via ZR612, LAGOS, AMRIS to SITOR.	Cross ZR612 at 7000 or above, LAGOS at 6000 or above, SITOR at 5000 or above.	NIL

RNAV 1 STAR KPT 1H						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-IF	KPT	N	-	-	-	-
TF	ZR612	N	+7000	-	248° (250.0°T)	17.0
TF	LAGOS	N	+6000	-	247° (249.7°T)	18.4
TF	AMRIS	N	-	-	248° (250.0°T)	6.4
TF	SITOR	N	+5000	-	277° (279.4°T)	2.0

1.2.2 STAR TO SITOR - RNAV 5 (see chart LSZR AD 2.24.9 - 3)

DESIGNATOR	STAR TO SITOR - RNAV 5		
	ROUTE		
	Lateral	Vertical	Remark
GARMO 1H	From GARMO proceed via ENIBI, LAGOS, AMRIS to SITOR.	Refer to chart	NIL
ROLSA 3H	From ROLSA (MAX IAS 240kt) proceed via ZR675 to SITOR.	Refer to chart	Note: For descent planning expect to cross ROLSA at or below FL130.

RNAV 5 STAR GARMO 1H						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	GARMO	N	-	-	-	-
TF	ENIBI	N	-	-	123° (124.8°T)	11.7
TF	LAGOS	N	+6000	-	180° (181.7°T)	8.4
TF	AMRIS	N	-	-	248° (250.0°T)	6.4
TF	SITOR	N	+5000	-	277° (279.4°T)	2.0

RNAV 5 STAR ROLSA 3H						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	ROLSA	N	-FL130	240	-	-
TF	ZR675	N	+8000	-	052° (053.9°T)	14.7
TF	SITOR	N	+6000	-	052° (054.0°T)	7.8

1.2.3 STAR TO SITOR - non RNAV (see chart LSZR AD 2.24.9 - 5)

DESIGNATOR	STAR TO SITOR - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ZURICH EAST 3H (ZUE 3H)	At ZUE intercept R103 ZUE. Proceed to ZR685. At ZR685 intercept LOC IAL. Proceed to SITOR.	Refer to chart	NIL	NIL

1.3 Approach procedures:

1.3.1 Procedure description of RNP RWY 10 (see chart LSZR AD 2.24.10 - 5)

From SITOR						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	SITOR	N	+5000	-	-	-
TF	ZR700	N	+5000	-	097° (099.4°T)	0.3
TF	ZR701	Y	-	-	097° (099.4°T)	8.3
DF	ZR702	Y	-	160	098° (099.5°T)	1.9
DF	LAGOS	N	+4000	160	-	-
TF	ZR703	N	-	-	255° (256.9°T)	5.8
TF	SITOR	N	+5000	-	255° (256.8°T)	2.4

1.4 VFR procedure

Refer to VFR Manual, AD INFO.

1.5 Supplementary provisions regarding VFR-flights

Refer to VFR Manual, AD INFO.

2. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	VIS (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	800/---	400/---	---	NIL
	B	800/---	400/---	---	NIL
	C	800/---	400/---	---	NIL

LSZR AD 2.23 ADDITIONAL INFORMATION

1. List of significant points

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AMRIS	N 47 30 17.2	E 009 23 05.2	STAR LSZR
BEMKI	N 47 33 33.8	E 010 18 20.1	SID LSZR
ENIBI	N 47 40 52.4	E 009 32 16.0	SID/STAR LSZR
EVTAT	N 47 34 28.9	E 010 15 19.9	SID LSZR
LAGOS	N 47 32 28.1	E 009 31 53.4	STAR LSZR
OKPUS	N 47 40 03.4	E 009 56 58.6	SID LSZR
TUSRO	N 47 38 55.6	E 010 00 43.1	SID LSZR
XASIS	N 47 35 49.6	E 010 10 55.7	SID LSZR
ZR500	N 47 34 56.0	E 009 25 20.8	SID LSZR
ZR501	N 47 36 15.1	E 009 32 03.4	SID LSZR
ZR502	N 47 36 12.1	E 009 37 36.2	SID LSZR
ZR612	N 47 38 54.0	E 009 57 22.0	STAR LSZR
ZR675	N 47 26 02.0	E 009 10 51.0	STAR LSZR
ZR685	N 47 31 56.2	E 009 08 14.2	STAR LSZR
ZR695	N 47 31 05.9	E 009 15 48.5	IAC LSZR
ZR700	N 47 30 33.8	E 009 20 36.7	IAC LSZR
ZR701	N 47 29 12.4	E 009 32 38.2	IAC LSZR
ZR702	N 47 28 53.3	E 009 35 26.4	IAC LSZR
ZR703	N 47 31 09.4	E 009 23 35.7	IAC LSZR

2. Classification of the Instrument Landing System (ILS)

The ILS on RWY 10 is classified as an ILS Category I with “NIL facilities”, in accordance with JAR-OPS 1 Subpart E.
Due to the following facts, a classification as ILS Category I with ”full facilities” in accordance with JAR-OPS 1 Subpart E, is not possible:

a. No ALS is AVBL;
b. The APCH angle is steeper (4°) than the ICAO standard (MAX 3.5°);
c. The RWY THR crossing HGT is less than 50 ft.

LSZR AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSZR AD 2.24.1 - 1
Aerodrome Obstacle Chart - Type A - RWY 10/28	LSZR AD 2.24.4 - 1
SID RWY 10 - RNAV 1	LSZR AD 2.24.7 - 1
SID RWY 10 - RNAV 5	LSZR AD 2.24.7 - 3
SID RWY 10 - NON RNAV	LSZR AD 2.24.7 - 5
SID RWY 28 - RNAV 1	LSZR AD 2.24.7 - 7
SID RWY 28 - RNAV 5	LSZR AD 2.24.7 - 9
SID RWY 28 - NON RNAV	LSZR AD 2.24.7 - 11
STAR to SITOR - RNAV 1	LSZR AD 2.24.9 - 1
STAR to SITOR - RNAV 5	LSZR AD 2.24.9 - 3
STAR to SITOR - NON RNAV	LSZR AD 2.24.9 - 5
IAC ILS RWY 10 (CAT A/B/C)	LSZR AD 2.24.10 - 1
IAC LOC RWY 10 (CAT A/B/C)	LSZR AD 2.24.10 - 3
IAC RNP RWY 10 (CAT A/B/C)	LSZR AD 2.24.10 - 5
ATC Surveillance Minimum Altitude Chart (-19°C and above)	LSZR AD 2.24.13 - 1

LSZR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

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

Surface	
Apron	CONC/ASPH, GRASS
TWY	ASPH

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

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

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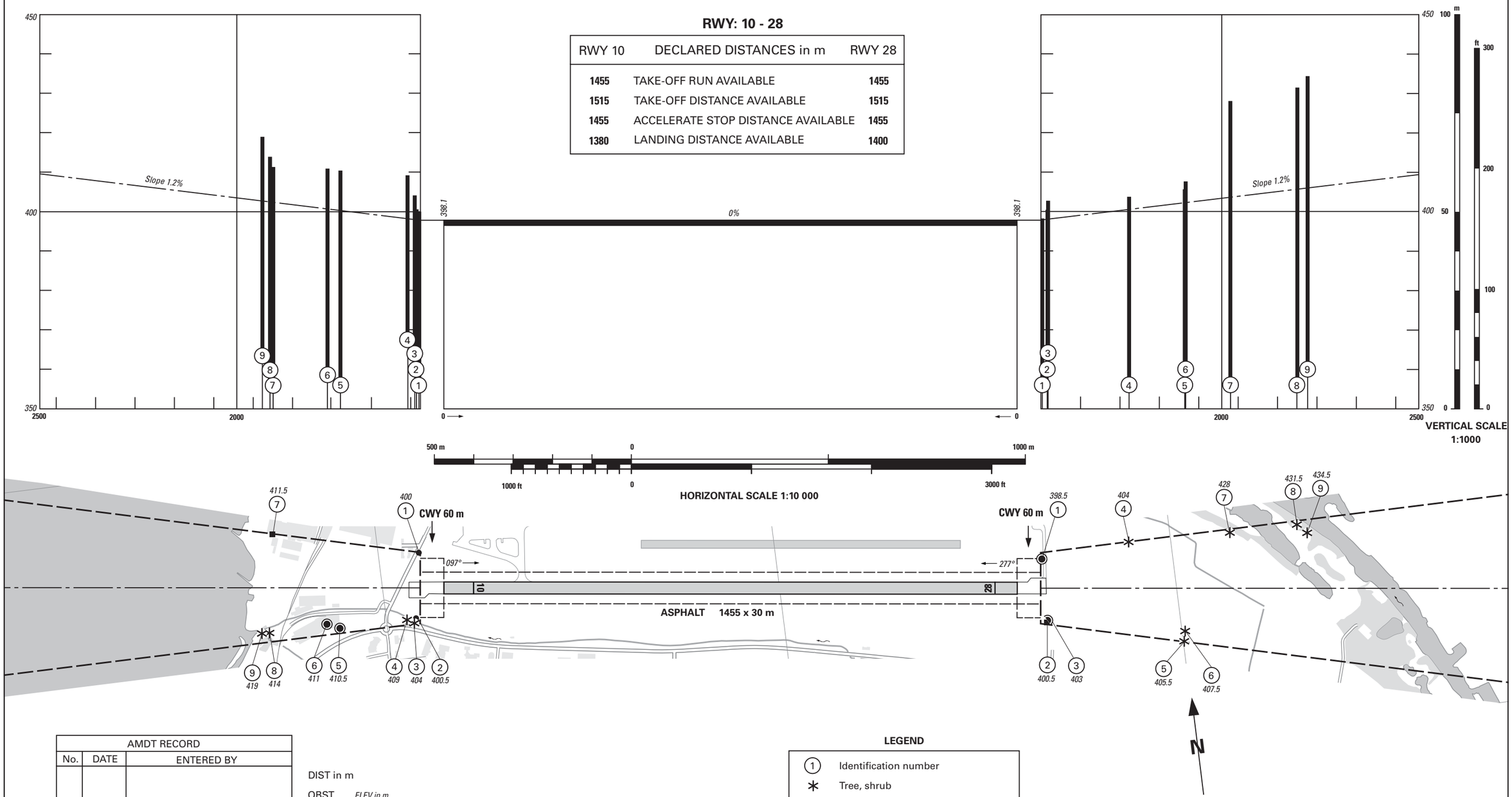
VAR 2° E (2015.5)

RWY: 10 - 28

RWY 10	DECLARED DISTANCES in m	RWY 28
1455	TAKE-OFF RUN AVAILABLE	**1455**
1515	TAKE-OFF DISTANCE AVAILABLE	**1515**
1455	ACCELERATE STOP DISTANCE AVAILABLE	**1455**
1380	LANDING DISTANCE AVAILABLE	**1400**



AMDT RECORD		
No.	DATE	ENTERED BY

DIST in m

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

LEGEND

(1)	Identification number
✳	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
●	Enclosure
▬	Building, large structure

COR: editorial (WEF 26DEC2024)

19th Edition

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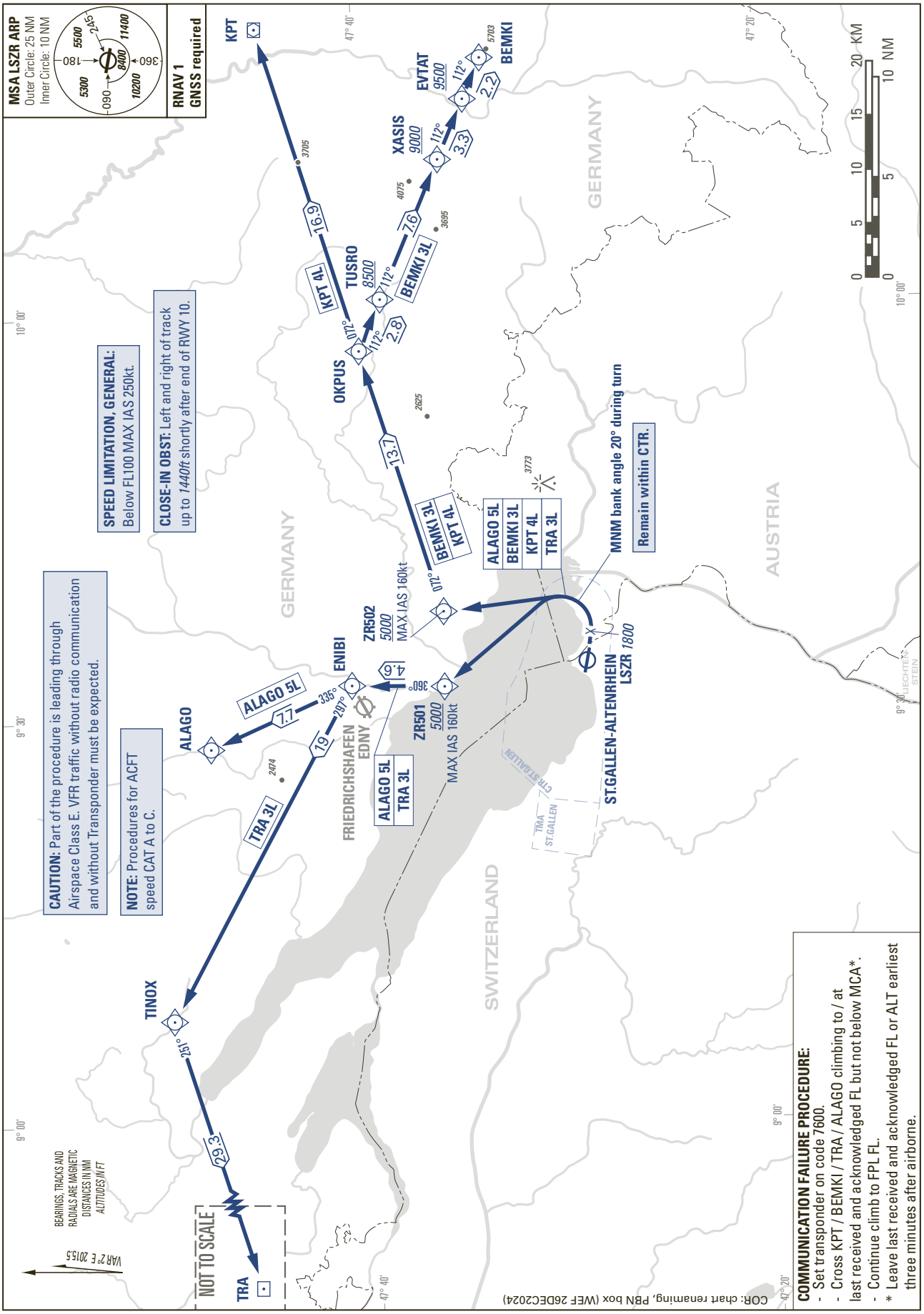
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV RWY 10

ALAGO 5L BEMKI 3L KPT 4L TRA 3L



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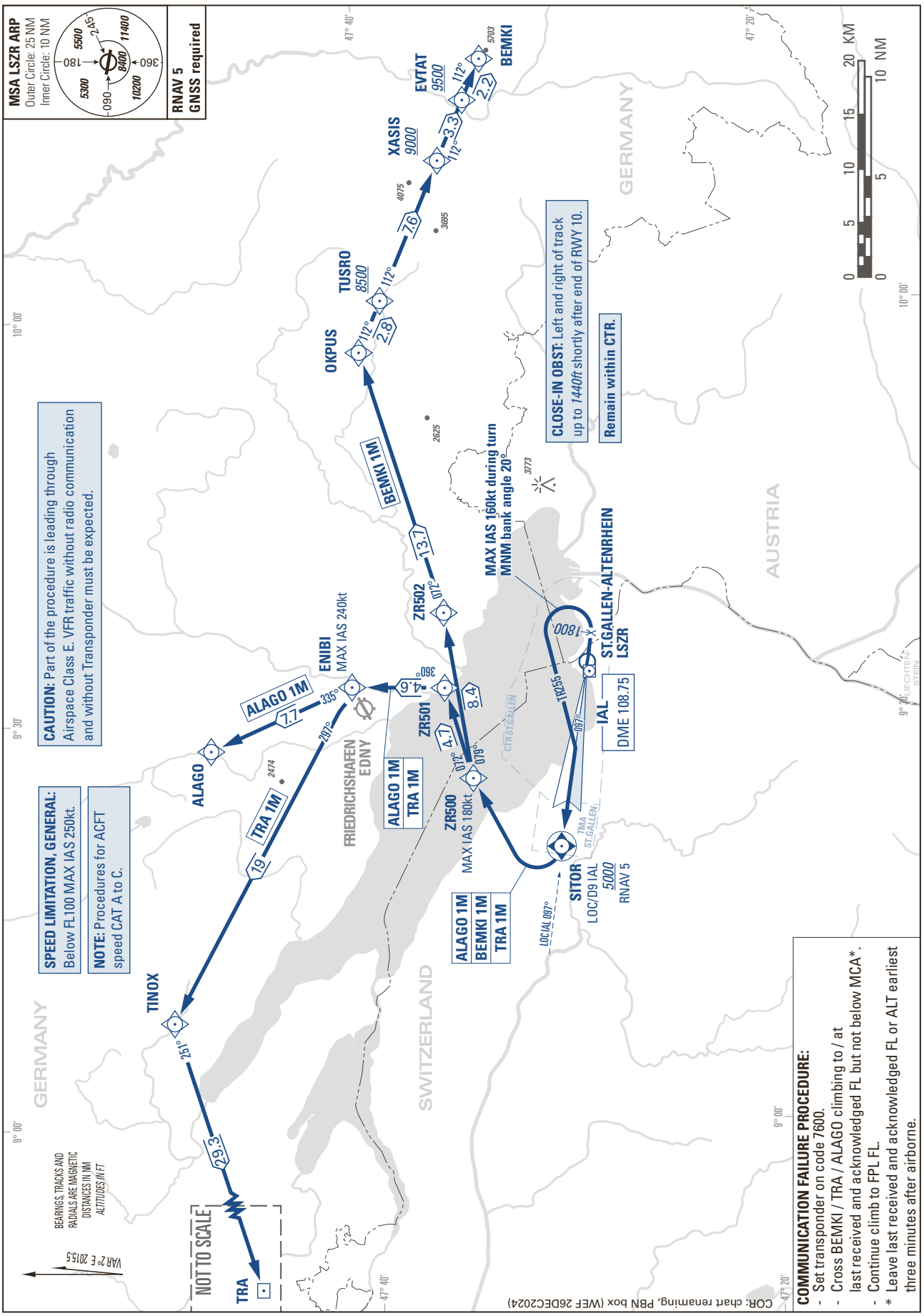
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *5000*

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV RWY 10

ALAGO 1M BEMKI 1M TRA 1M



COR: chart renaming, PBN box (WEF 26DEC2024)

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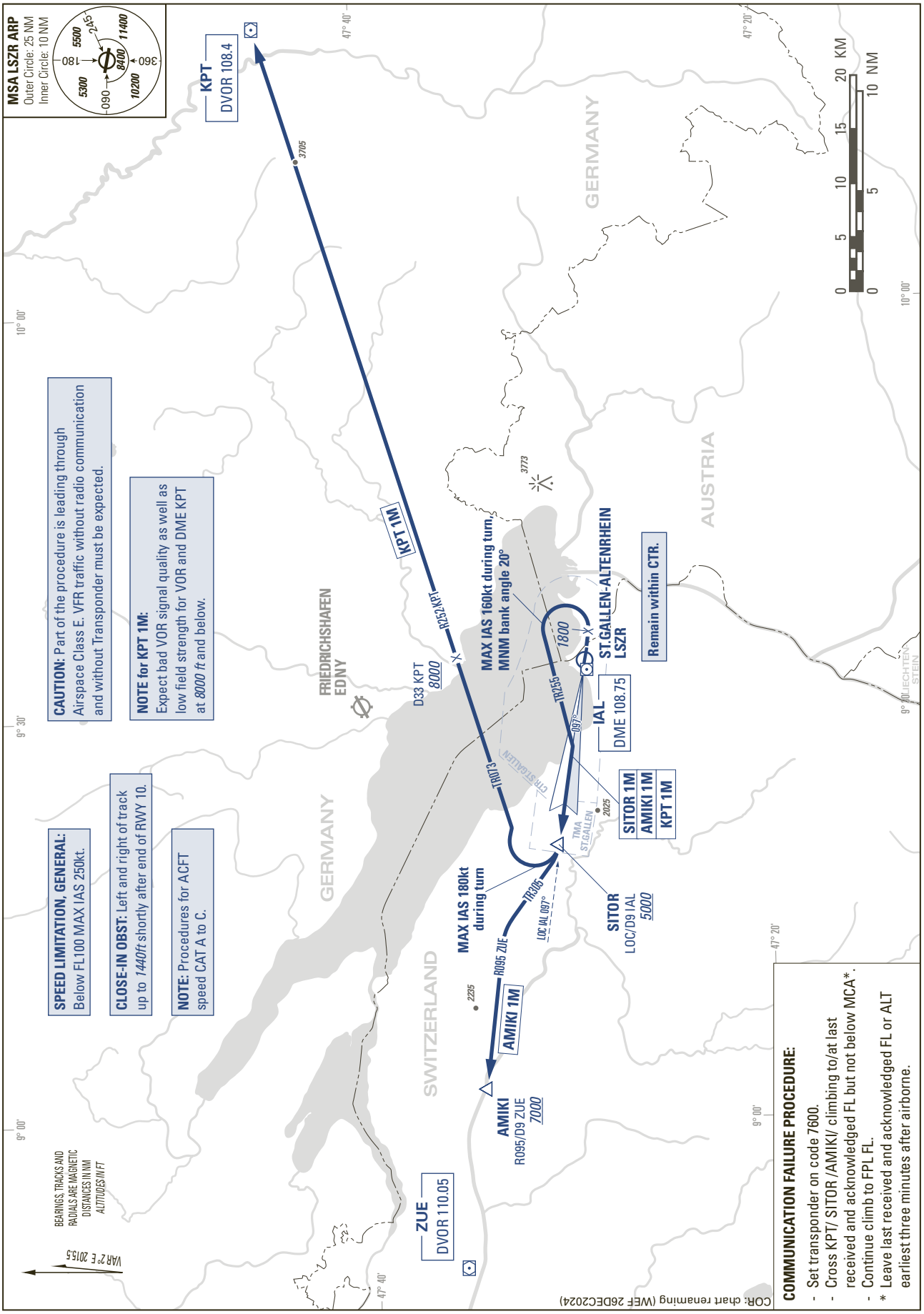
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RWY 10

AMIKI 1M KPT 1M SITOR 1M



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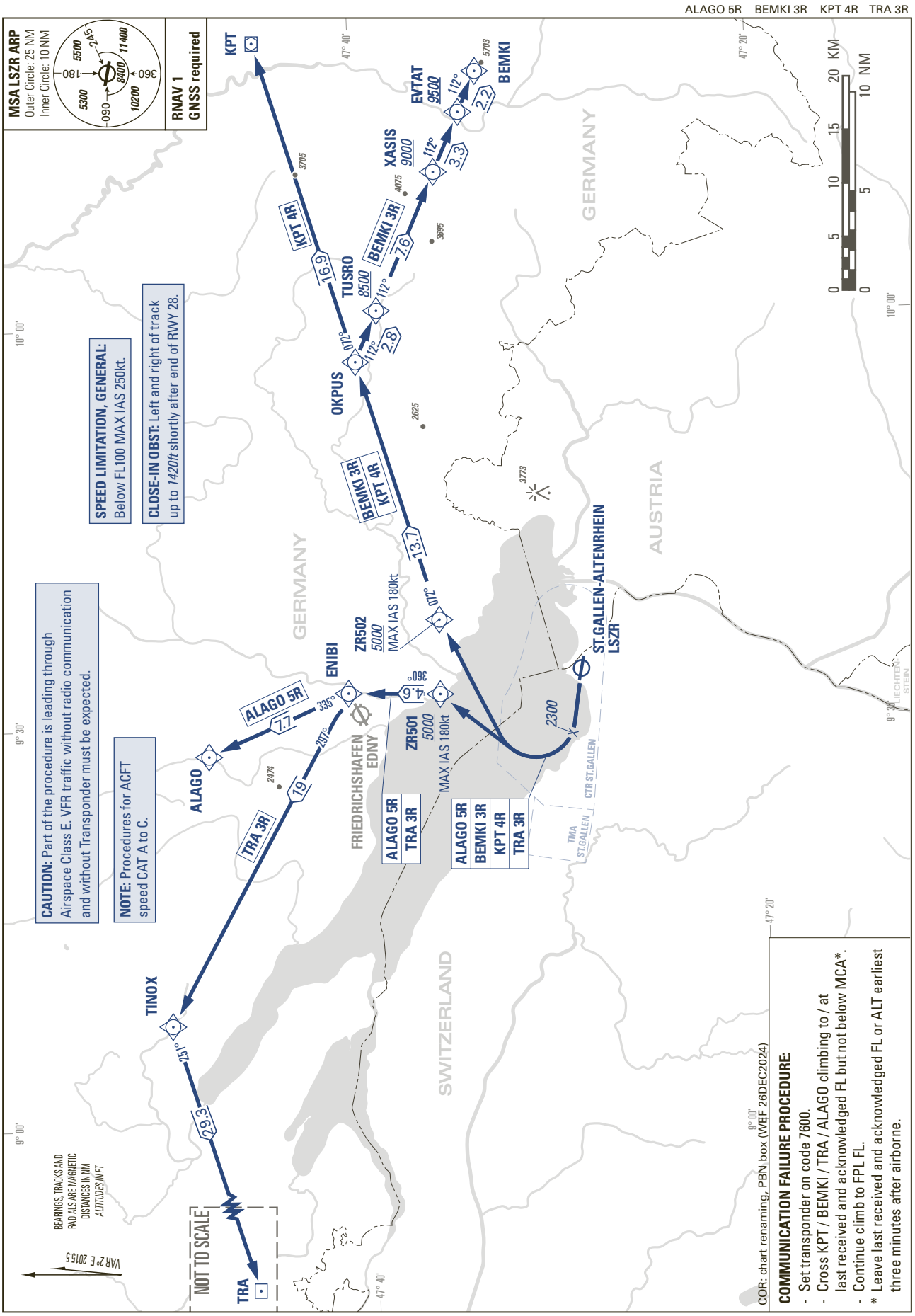
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *5000*

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV RWY 28



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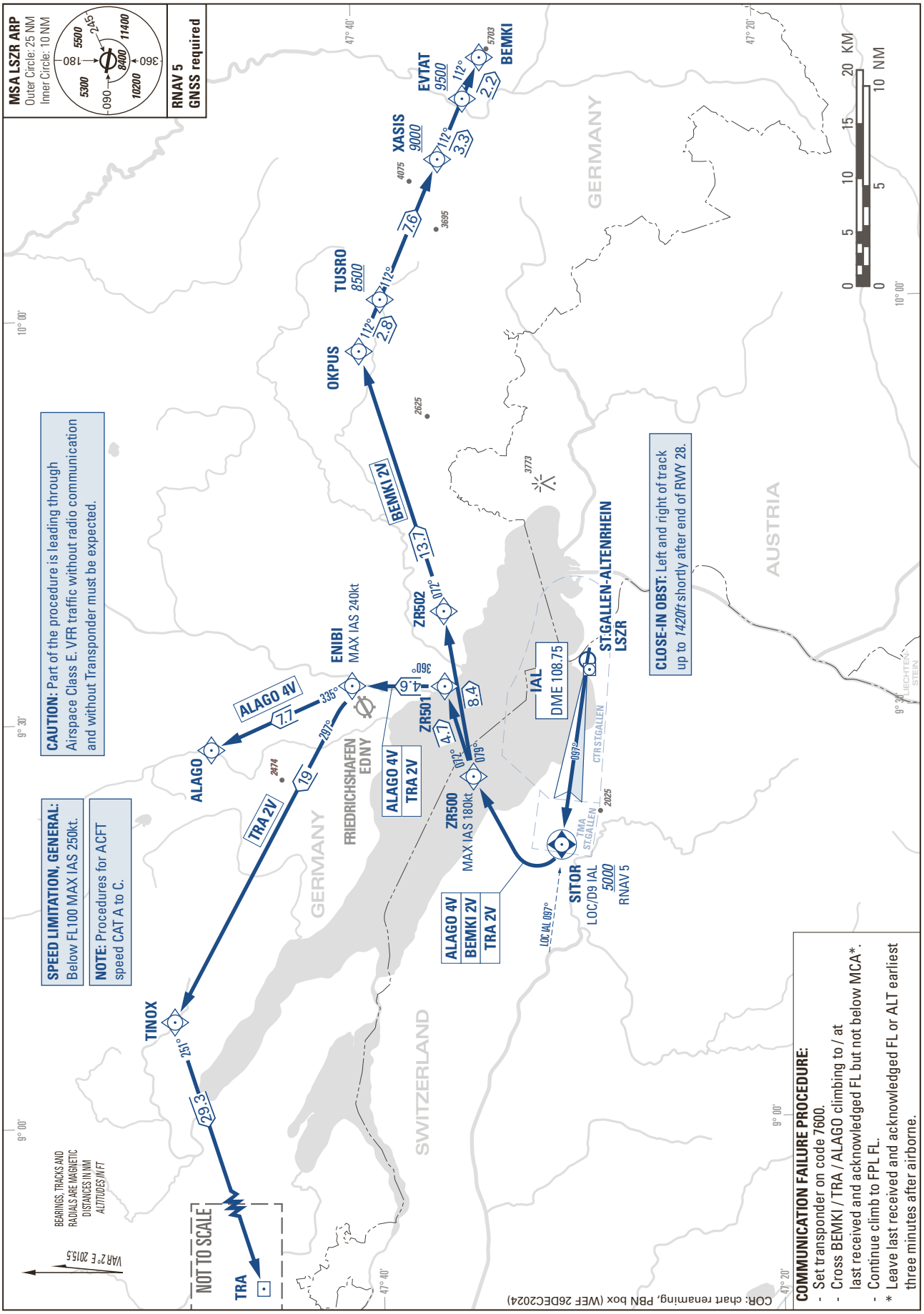
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *5000*

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV RWY 28

ALAGO 4V BEMKI 2V TRA 2V



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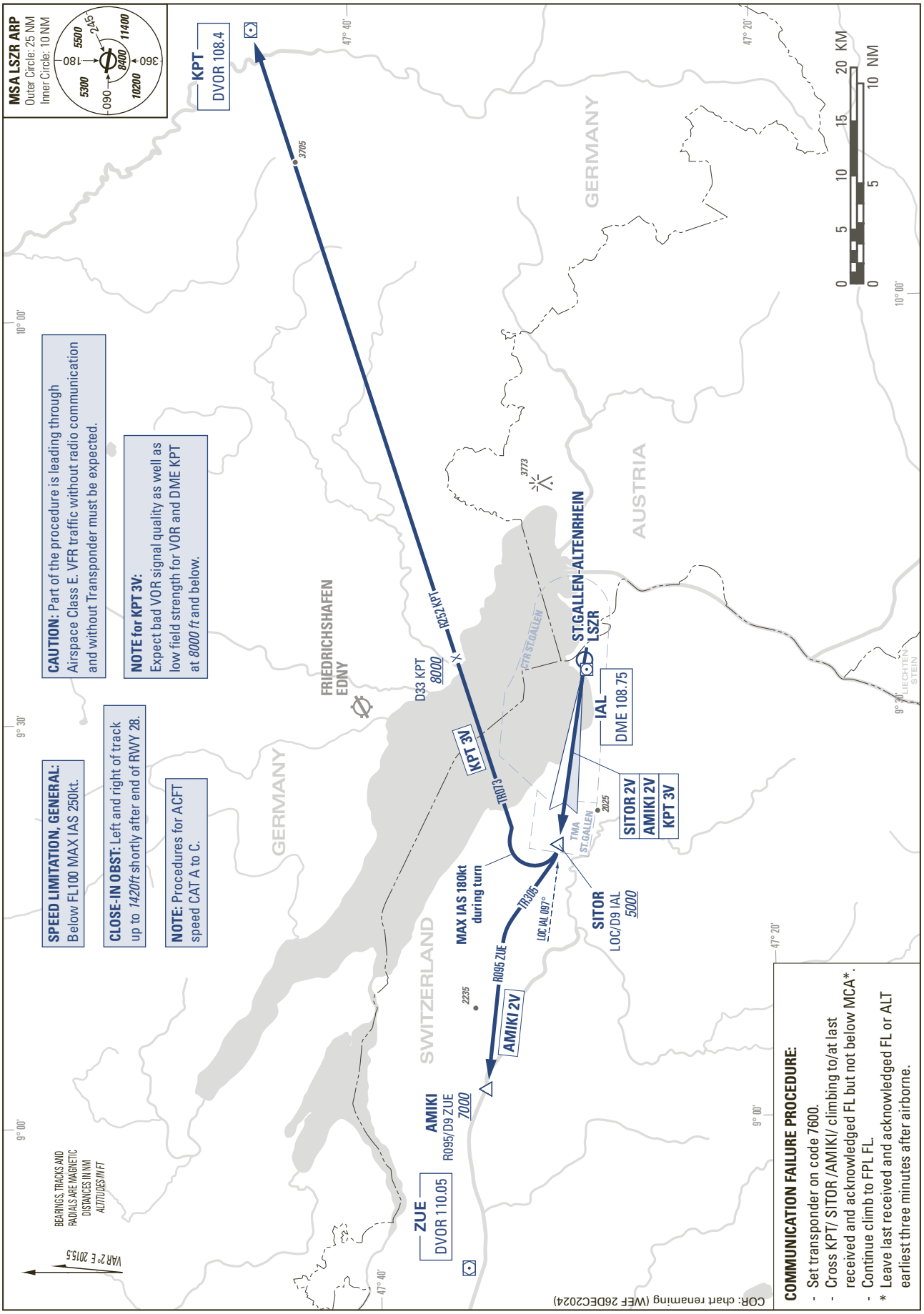
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *5000*

ST. GALLEN-ALTENRHEIN (LSZR)
RWY 28

AMIKI 2V KPT 3V SITOR 2V



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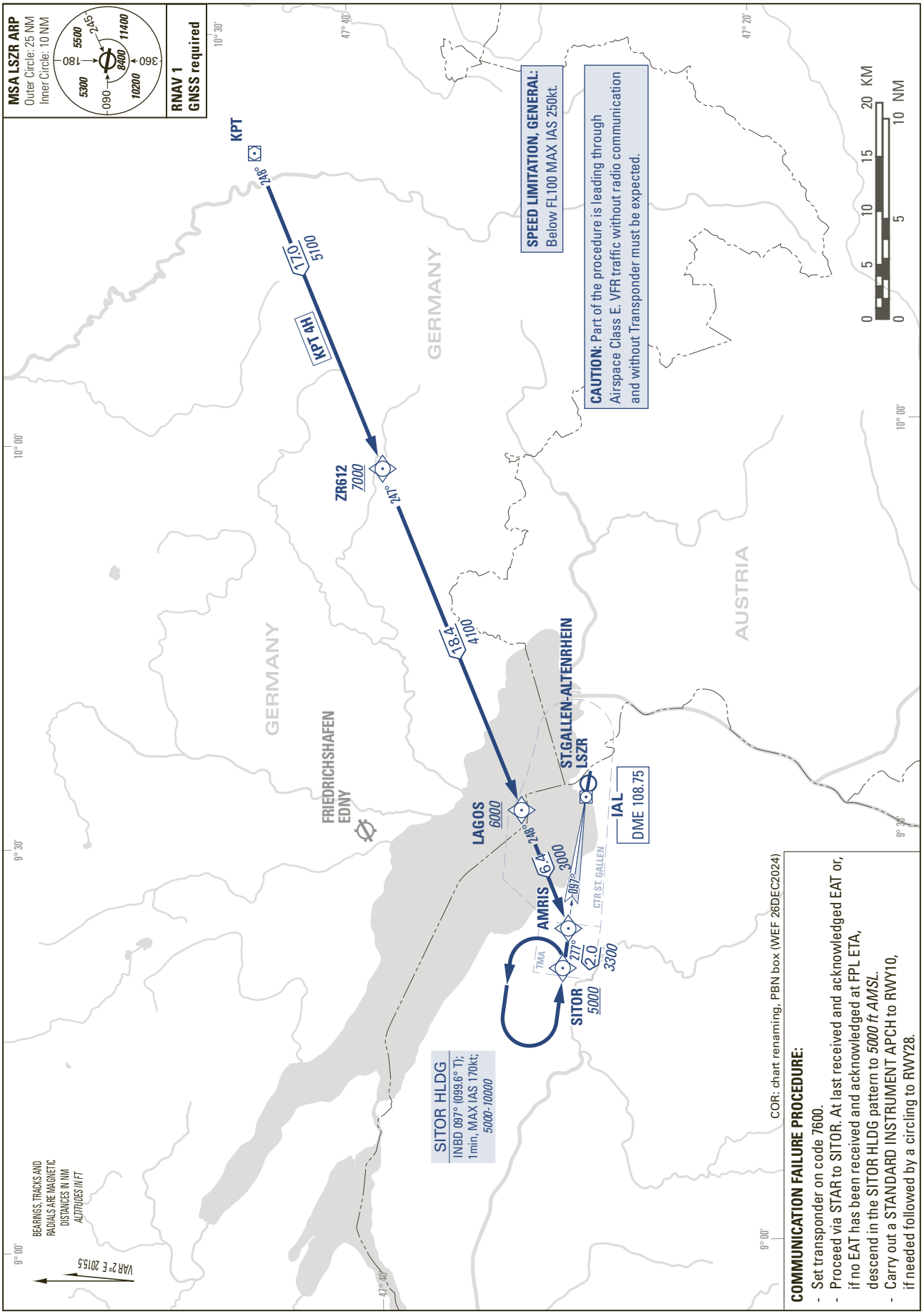
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *5000*

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV SITOR (1/2)

KPT 4H



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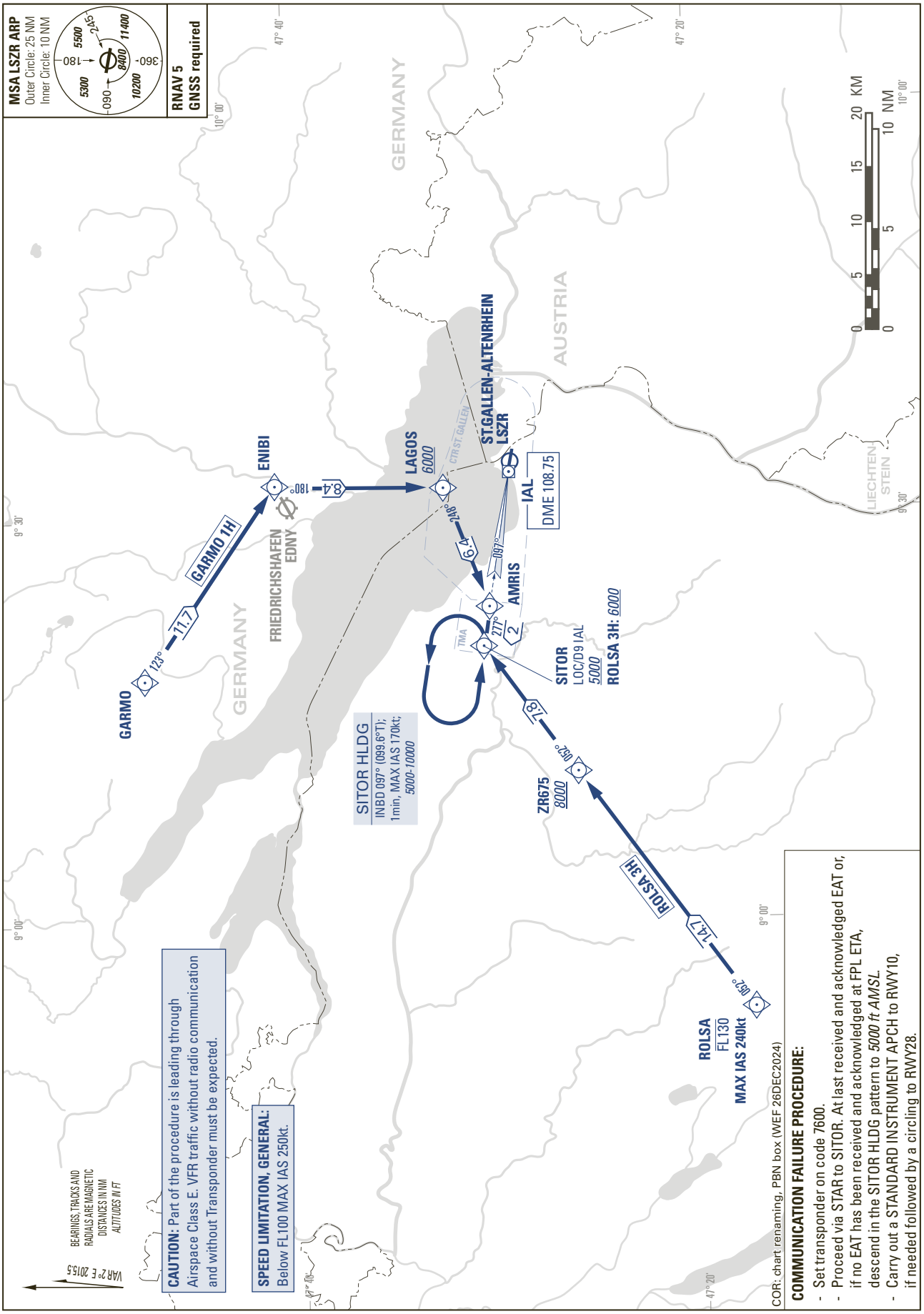
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RNAV SITOR (2/2)

GARMO 1H ROLSA 3H



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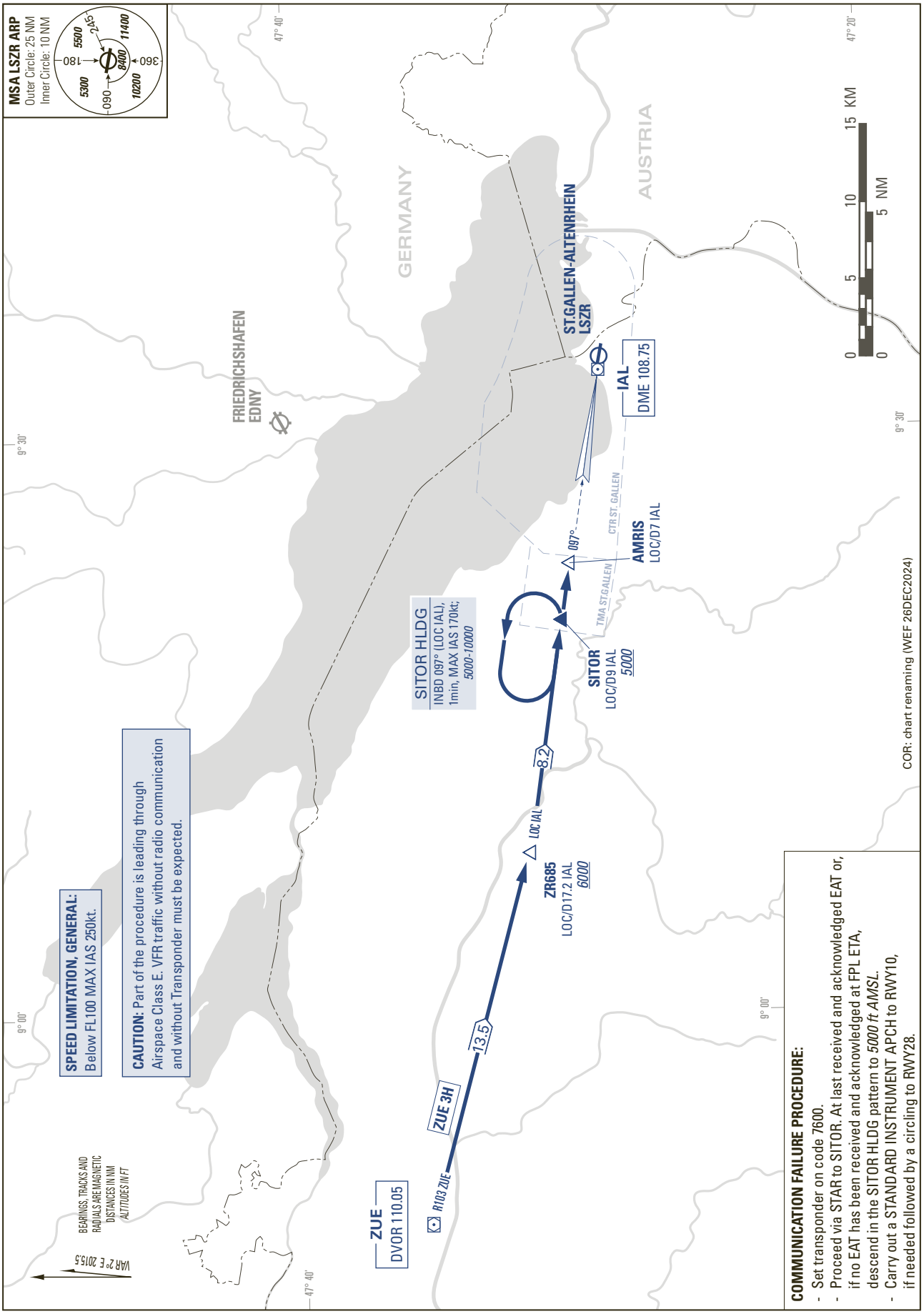
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
SITOR

ZUE 3H



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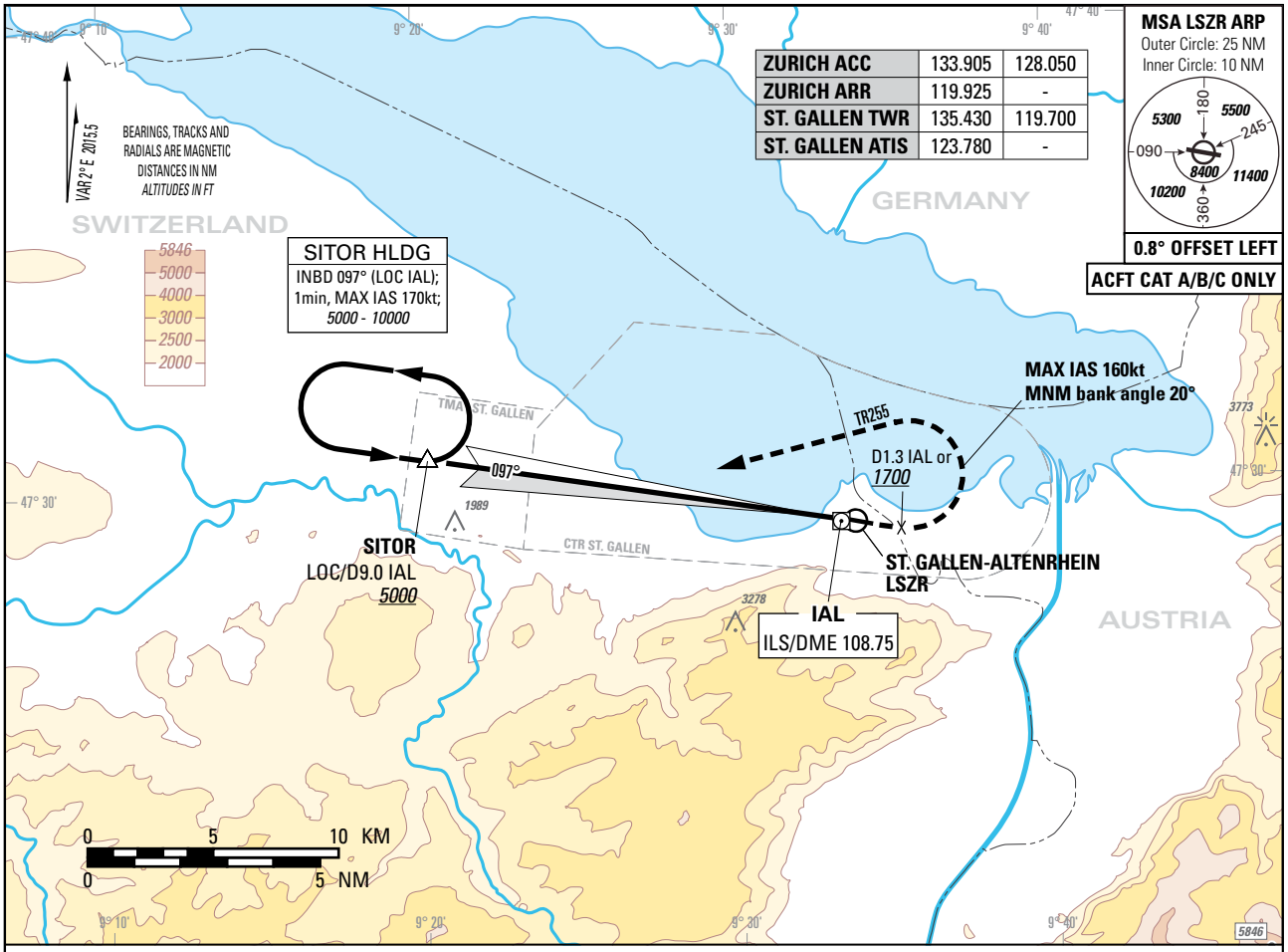
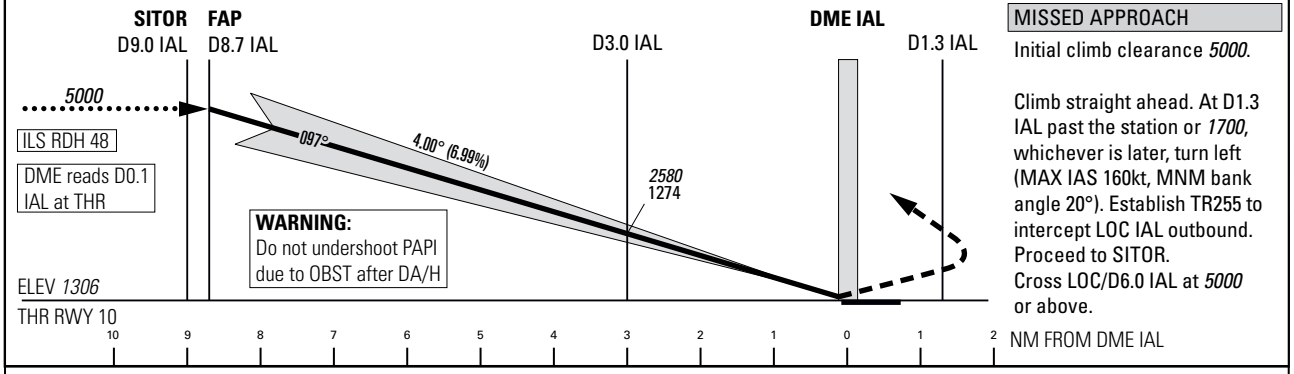
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1306ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*5000*

ST. GALLEN-ALTENRHEIN (LSZR)
ILS RWY 10





MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D1.3 IAL past the station or *1700*, whichever is later, turn left (MAX IAS 160kt, MNM bank angle 20°). Establish TR255 to intercept LOC IAL outbound. Proceed to SITOR.
Cross LOC/D6.0 IAL at *5000* or above.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT) / OCA (H)	A	B	C
STRAIGHT-IN APPROACH	*1743* (438)	*1759* (454)	*1772* (467)
CIRCLING [1) 3)]	*2170* (870)		*2270* (970 [2)])
DECISION ALTITUDE (HEIGHT) / DA(H)	**A**	**B**	**C**
STRAIGHT-IN APPROACH	*1806* (500)		

ROD	GS kt	80	100	120	140	160	180
	FT/MIN	567	708	849	991	1133	1274

DME IAL	8.7	8	7	6	5	4	3	2	1
DIST THR	8.6	7.9	6.9	5.9	4.9	3.9	2.9	1.9	0.9
ALT FT	*5000*	*4710*	*4280*	*3860*	*3430*	*3010*	*2580*	*2160*	*1730*

NOTE

[1)] Circling north of AP only.
[2)] MAX IAS 160kt due to airspace.
[3)] Remain within CTR.

REMARK

- Uncategorized ILS APCH RWY 10 due to obstacle limitation and restriction according to non-instrument RWY criteria.
- ILS 10 signal fulfils ICAO Annex 10, CAT I specifications.

CAUTION

- 0.2 NM before THR 10 Visual Segment Surface (VSS) penetrated by trees up to *1380ft*.
- This is not a standard approach angle.
- On 4° APCH angle and GS > 140kt resulting ROD will be > 1000ft/min.

COR: editorial (WEF 23JAN2025)

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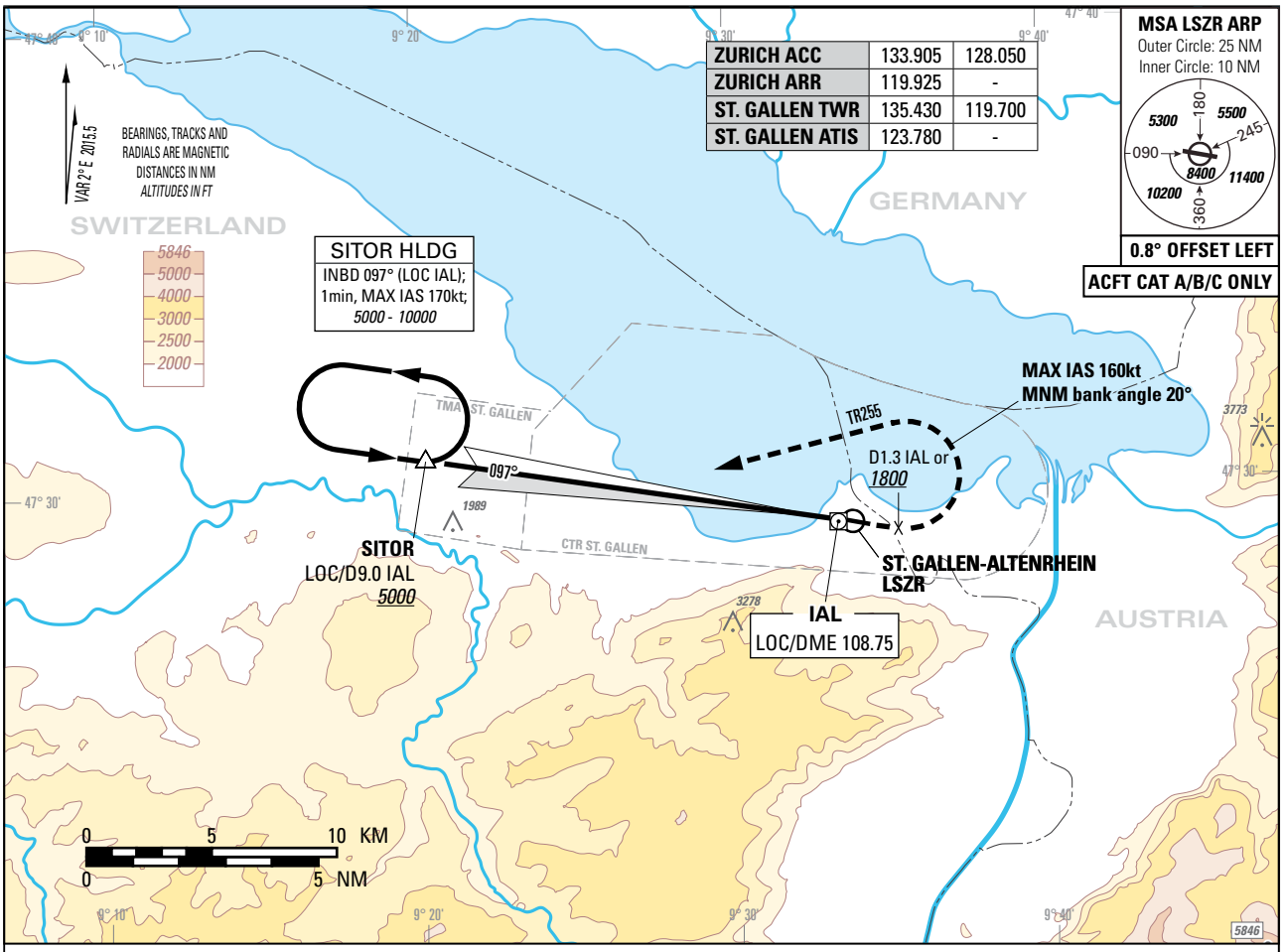
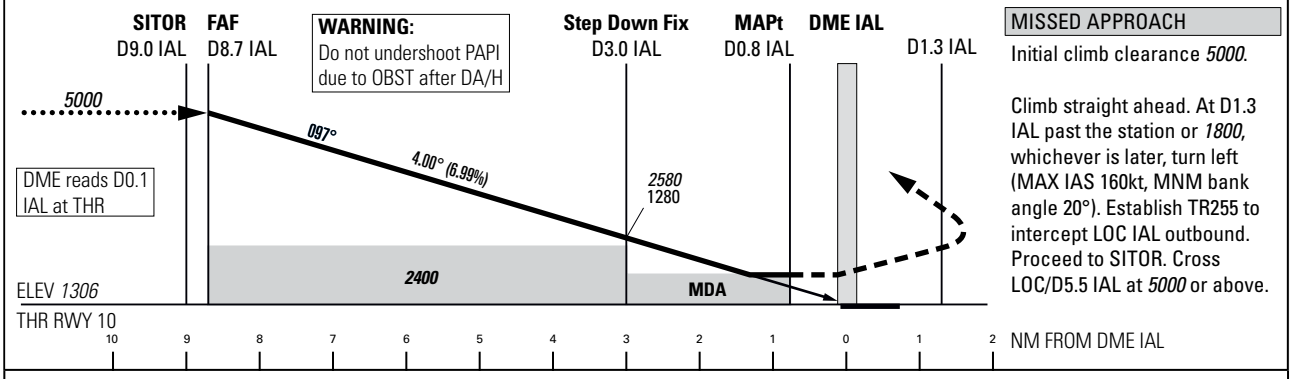
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1306ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*5000*

ST. GALLEN-ALTENRHEIN (LSZR)
LOC RWY 10





MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D1.3 IAL past the station or *1800*, whichever is later, turn left (MAX IAS 160kt, MNM bank angle 20°). Establish TR255 to intercept LOC IAL outbound. Proceed to SITOR. Cross LOC/D5.5 IAL at *5000* or above.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT) / OCA (H)	A	B	C
STRAIGHT-IN APPROACH	*1720* (420)		
CIRCLING [1) 3)]	*2170* (870)		*2270* (970 [2)])
MINIMUM DESCENT ALTITUDE (HEIGHT) / MDA(H)	**A**	**B**	**C**
STRAIGHT-IN APPROACH	*1806* (500)		

ROD	GS kt	80	100	120	140	160	180
	FT/MIN	567	708	849	991	1133	1274

DME IAL	8.7	8	7	6	5	4	3	2	1
DIST THR	8.6	7.9	6.9	5.9	4.9	3.9	2.9	1.9	0.9
ALT FT	*5000*	*4710*	*4280*	*3860*	*3430*	*3010*	*2580*	*2160*	*1730*

NOTE

[1)] Circling north of AP only.
[2)] MAX IAS 160kt due to airspace.
[3)] Remain within CTR.

REMARK

- Obstacle limitation and restriction according to non-instrument RWY criteria.

CAUTION

- 0.2 NM before THR 10 Visual Segment Surface (VSS) penetrated by trees up to *1380ft*.
- This is not a standard approach angle.

COR: editorial (WEF 23JAN2025)

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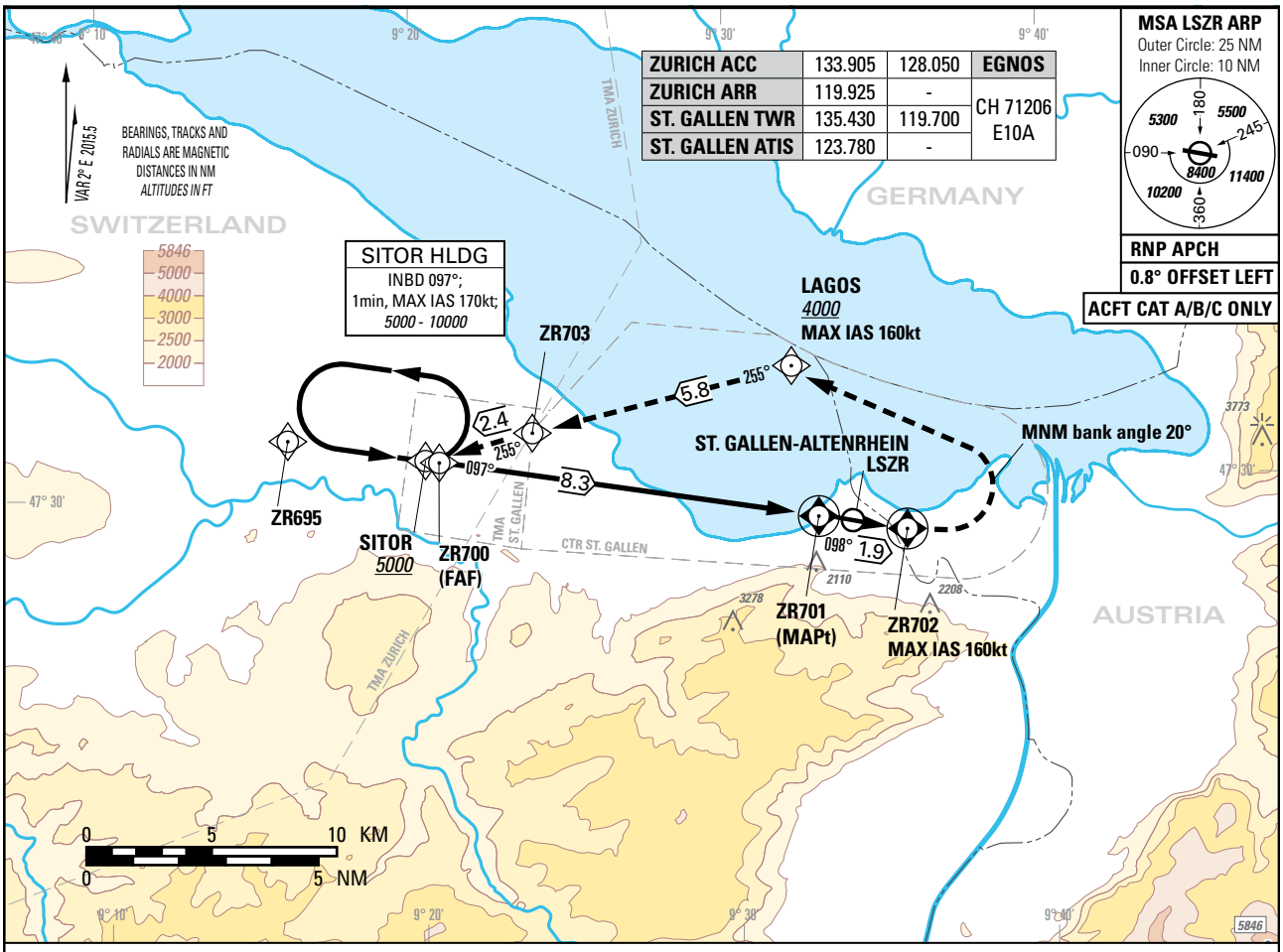
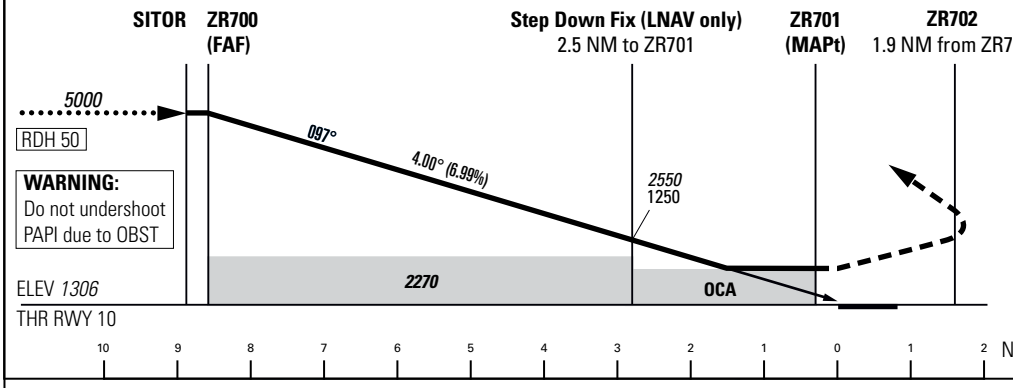
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1306ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*5000*

ST. GALLEN-ALTENRHEIN (LSZR)
RNP RWY 10





MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At ZR702 turn left (MAX IAS 160kt, MNM bank angle 20°). Proceed via LAGOS, ZR703 to SITOR. Cross LAGOS at *4000* or above.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	A	B	C
	OCA(H) LPV		
2.5%	*1890* (590)	*1910* (610)	*1920* (620)
4.0%	*1750* (450)	*1760* (460)	*1780* (480)
	DA(H) LPV		
4.0%	*1810* (500)		
	OCA(H) LNAV		
2.5%	*2180* (880)		
3.3%	*2130* (830)		
	A	B	C
CIRCLING [1) 3)]	*2170* (870)		*2270* (970) [2)]

ROD	GS kt	80	100	120	140
	FT/MIN	567	708	849	991

DIST ZR701	8.3	8	7	6	5	4	3	2	1
DIST THR	8.6	8.3	7.3	6.3	5.3	4.3	3.3	2.3	1.3
ALT FT	*5000*	*4890*	*4460*	*4040*	*3610*	*3190*	*2760*	*2340*	*1910*

NOTE

[1)] Circling north of AP only.
[2)] MAX IAS 160kt due to airspace.
[3)] Remain within CTR.

CAUTION

- 0.2 NM before THR 10 Visual Segment Surface (VSS) penetrated by trees up to *1380ft* AMSL.
- This is not a standard approach angle.
- On 4° APCH angle and GS > 140kt resulting ROD will be > *1000ft*/min.

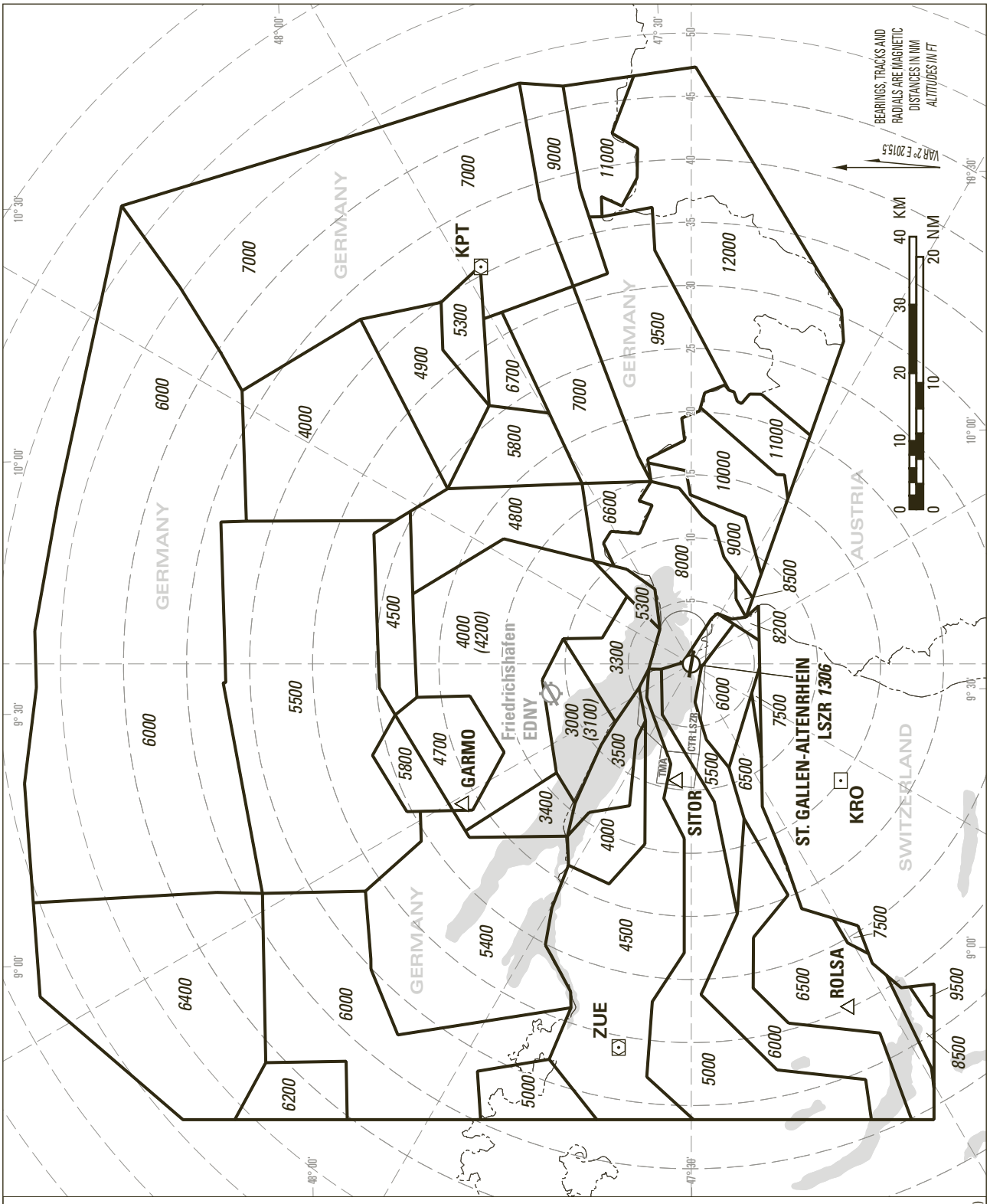
COR: editorial (WEF 23JAN2025)

Input Data	
Parameters	**Values**
Operation Type	0
SBAS Provider	1
Airport Identifier	LSZR
Runway	10
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E10A
LTP/FTP Latitude	472909.3060N
LTP/FTP Longitude	0093305.6730E
LTP/FTP Ellipsoidal Height (metres)	444.4
FPAP Latitude	472900.2150N
Delta FPAP Latitude (seconds)	-9.0910
FPAP Longitude	0093425.5200E
Delta FPAP Longitude (seconds)	79.8470
Threshold Crossing Height	15.0
TCH Units Selector	1
Glidepath Angle (degrees)	4
Course Width (metres)	105
Length Offset (metres)	0
HAL	40
VAL	50

Output Data	
Data Block	10 12 1A 13 0C 0A 00 00 01 30 31 05 74 F5 60 14 12 5E 19 04 5C 25 FA B8 FF CE 6F 02 2C 81 90 01 64 00 C8 FA B9 21 23 29
Calculated CRC Value	B9212329
Supplied CRC Value	B9212329
Comparison Result	OK

FTP Orthometric Height 398.1m

ATC SURVEILLANCE MINIMUM ALTITUDE CHART



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the APPROACH / DEPARTURE sectors of LSZR which may be assigned to an IFR flight under radar vectoring.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSZR QNH.

Transition ALT: *5000*

Minimum altitudes over Swiss territory are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes over Swiss territory are protected for low temperatures to minus 19 degrees celsius (LSZR temperature).

The raised minimum altitudes (values in brackets) are generally valid for the time period between AIRAC date NOVEMBER to AIRAC date MARCH.

Sectors indicated all 30°, distances indicated all 5 NM, based on LSZR ARP.

COR: DME KRO added (WEF 20MAR2025)

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LSZS - SAMEDAN

LSZS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZS - SAMEDAN

LSZS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 32 04 N / 009 53 03 E RWY midpoint
2	**Direction and distance from the CITY**	1 km E Samedan
3	**Elevation/Reference temperature**	*5602 ft AMSL* - 17.8° C
4	**Geoid undulation at AD ELEV PSN**	158.7 ft
5	**MAG VAR/Annual change**	3° E (2019.5) / 0°10' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Engadin Airport Plazza Aviatica 6b CH-7503 Samendan Phone: +41 (0) 81 851 08 51 Fax: +41 (0) 81 851 08 59 AFS: AFTN: LSZSYDYX LSZSZPZX, LSZSZTZX for PLN Email: info@engadin-airport.ch URL: https://www.engadin-airport.ch
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSZS AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	0700 (0600) - HRH, but not later than 1800 (1700) HRH = Day and night limits. GEN 2.7
2	**Customs and immigration**	AD OPR HR
3	**Health and sanitation**	Ambulance O/R; hospital in Samedan
4	**AIS Briefing Office**	As AD administration
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	NIL
7	**ATS**	AD OPR HR
8	**Fuelling**	AD OPR HR
9	**Handling**	AD OPR HR
10	**Security**	NIL
11	**De-icing**	AD OPR HR
12	**Remarks**	NIL

LSZS AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities:**	NIL
2	**Fuel/oil types**	JET A1, AVGAS 100LL, no defuelling available
3	**Fuelling facilities/capacity**	Fuel stations: Jet A1 23 000 litres, AVGAS 20 000 litres Trucks: Jet A1 23 000 litres, 10 000 litres
4	**De-icing facilities**	NOV 01 - APR 30: De-icing assured De-icing fluids available: Type I Clariant Safewing MP I LFD 80 “Aircraft are de-iced according to the requirements of SAE AS6285.” Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; Airport Authority can intervene in case of non-adherence.
5	**Hangar space for visiting aircraft**	Limited, by prior arrangement only Contact Engadin Airport AG: Phone: +41 (0) 81 851 08 51 Fax: +41 (0) 81 851 08 59 Email: info@engadin-airport.ch URL: https://www.engadin-airport.ch/
6	**Repair facilities for visiting aircraft**	Not AVBL
7	**Remarks**	Ground handling agent for general aviation Engadin Airport AG Phone: +41 (0) 81 851 08 48 Fax: +41 (0) 81 851 08 50 Email: handling@engadin-airport.ch URL: https://www.engadin-airport.ch/

LSZS AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Samedan, St. Moritz, Engadin
2	**Restaurants**	At AD, Samedan and VCY
3	**Transportation**	Taxis at AD
4	**Medical facilities**	First aid at AD, Ambulance O/R; Hospital in Samedan
5	**Bank and Post Office**	Samedan, St. Moritz
6	**Tourist Office**	Samedan Phone: +41 (0) 81 851 00 60 URL: https://www.engadintourismus.ch/ St. Moritz Phone: +41 (0) 81 837 33 33 URL: https://www.stmoritz.com/
7	**Remarks**	NIL

LSZS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 2 Category 3 - 4: O/R FLT 3 HR before ETA/ETD Category 5 - 6: O/R
2	**Rescue equipment**	2 fire engines
3	**Capability for removal of disabled aircraft**	NIL
4	**Remarks**	NIL

LSZS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	3 wheel loaders, 4 snow ploughs, 2 snow sweeper, 1 de-icing vehicle
2	**Clearance priorities**	RWY / Apron / TWY
3	**Remarks**	Check of ACT SNOWTAM during winter period is essential

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

1	**Designation, surface and strength of Aprons**	CONC and ASPH / PCR 300/F/C/X/U
2	**Designation, width, surface and strength of Taxiways**	10 m / CONC and ASPH / PCR 300/F/C/X/U
3	**ACL location and elevation**	NIL
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	NIL

LSZS 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**	NIL
2	**RWY/TWY markings and LGT**	RCL and THR marked, not lighted. Holding positions RWY 03/21, intermediate holding positions and TWY centre lines marked, not lighted.
3	**Stop bars and RWY guard lights**	NIL
4	**Other RWY protection measures**	NIL
5	**Remarks**	NIL

LSZS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**RMK**
a	**b**		**c**	**a**		**b**	**c**
		ft			***ft***		
AOC 03 (1)	Bridge	*5584*	46 32 32 N 009 53 21 E	Anemometer LGTD	*5627*	46 31 35 N 009 52 46 E	B0743/06
AOC 03 (2)	Pole	*5588*	46 32 33 N 009 53 25 E	Anemometer marked/LGTD	*5611*	46 32 29 N 009 53 17 E	B0914/07
AOC 03 (3)	Pole	*5589*	46 32 33 N 009 53 28 E	Aerial railway	306 AGL	46 30 29 N 009 49 06 E 46 30 20 N 009 47 16 E	B0339/02
AOC 03 (4)	Pole	*5597*	46 32 32 N 009 53 30 E	Power line	70 m AGL	46 31 11 N 009 50 54 E 46 31 08 N 009 50 54 E	B0100/06
AOC 03 (5)	Tree/Trees	*5598*	46 32 39 N 009 53 35 E	Antenna	*5655*	46 31 48 N 009 52 43 E	B1213/17
AOC 03 (6)	Tree/Trees	*5607*	46 32 39 N 009 53 36 E				
AOC 03 (7)	Tree/Trees	*5726*	46 33 54 N 009 54 10 E				
AOC 03 (8)	Tree/Trees	*6026*	46 34 07 N 009 54 21 E				
AOC 03 (9)	Power line	*6128*	46 34 19 N 009 54 36 E				
AOC 03 (10)	Tree/Trees	*6252*	46 35 09 N 009 55 37 E				
AOC 03 (11)	Tree/Trees	*6377*	46 35 10 N 009 55 39 E				
AOC 21 (1)	Torch	*5616*	46 31 33 N 009 52 36 E				

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
AOC 21 (2)	Pole	*5638*	46 31 28 N 009 52 27 E				
AOC 21 (3)	Pole	*5641*	46 31 27 N 009 52 28 E				
AOC 21 (4)	Pole	*5648*	46 31 26 N 009 52 28 E				
AOC 21 (5)	Tree/Trees	*5667*	46 31 12 N 009 52 20 E				
AOC 21 (6)	Tree/Trees	*5707*	46 31 11 N 009 52 21 E				
AOC 21 (7)	Tree/Trees	*5712*	46 31 10 N 009 52 19 E				
AOC 21 (8)	Tree/Trees	*5734*	46 31 11 N 009 52 17 E				
AOC 21 (9)	Tree/Trees	*5746*	46 31 01 N 009 52 19 E				
AOC 21 (10)	Tree/Trees	*5862*	46 30 58 N 009 52 18 E				
AOC 21 (11)	Tree/Trees	*5906*	46 30 29 N 009 51 53 E				
AOC 21 (12)	Tree/Trees	*6374*	46 30 00 N 009 51 33 E				
AOC 21 (13)	Tree/Trees	*6461*	46 29 45 N 009 49 59 E				
AOC 21 (14)	Tree/Trees	*6628*	46 29 41 N 009 49 52 E				
AOC 21 (15)	Cable railway	*6846*	46 29 30 N 009 49 30 E				
Refer also to AOC 03, LSZS AD 2.24.4 - 1 AOC 21, LSZS AD 2.24.4 - 3							

LSZS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area FCST charts AVBL worldwide
8	**Supplementary equipment available for providing information**	do.
9	**ATS units provided with information**	Samedan AFIS
10	**Additional information (limitation of service, etc.)**	Phone: Weather briefing: 0900 162 737 (Ge); accessible within Switzerland

LSZS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
03	029° GEO 026° MAG	1840 x 40	PCR 300/F/C/X/U	46 31 37.28N 009 52 41.13E	*5602 ft*	refer to: LSZS AOC RWY 03/21
21	209° GEO 206° MAG			46 32 26.27N 009 53 20.85E	*5573 ft*	

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
03	NIL	NIL	1960 x 80	NIL	Non-instrument RWY
21					Non-instrument RWY

LSZS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	1840 m	1840 m	1840 m	1840 m	NIL
21	1840 m	1840 m	1840 m	1730 m	NIL

LSZS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	NIL	NIL	PAPI 4.49°, R, (13.67 m)	NIL	NIL	NIL	NIL	NIL	1)
21	NIL	NIL	PAPI 4.4°, L, (8.27 m)	NIL	NIL	NIL	NIL	NIL	2)

1) PAPI 03 light beam offset 5° west from runway axis. ICAO obstacle protection surface penetrated by a hill between ZS705 and THR 03.
2) PAPI 21 light beam offset 5° east from runway axis.

LSZS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 1 sec.
5	**Remarks**	NIL

LSZS AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	FATO (aiming point): 46 31 52.98 N 009 52 53.88 E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	*5600 ft / 1707 m*
3	**TLOF and FATO area dimensions, surface, strength, marking**	**HEL with overall LEN <13 m or an overall WID <11 m** TLOF: Whole year 5 HEL CONC/ASPH, 5000 kg, white marked circles with a diameter of 6.5 m; Winter only: 7 additional HEL stands, SNOW, 5000 kg, blue marked circles with a diameter of 6.5 m. FATO: 40 x 40 m, ASPH, 5000 kg, aiming point marked on RWY 03/21. **HEL with overall LEN >13 m or an overall WID >11 m** TLOF: Parking on main apron with marshaller FATO: 1840 x 40 m, ASPH, 5000 kg, aiming point marked on RWY 03/21.
4	**True BRG of FATO**	029° - 209°
5	**Declared distance available**	REF: VFR Manual Samedan HEL AD INFO, § 10
6	**APP and FATO lighting**	NIL
7	**Remarks**	REF: VFR Manual Samedan HEL AD INFO 7 HEL with overall LEN >13 m or an overall WID >11 m use VAC ARRIVAL and VAC DEPARTURE for operations on paved RWY. PPR TEL +41 (0) 81 851 08 51 PPR FAX +41 (0) 81 851 08 59 Email: handling@engadin-airport.ch - contact AFISO (AD Flight Information Service Officer) for start-up - report crossing of IFR APCH and DEP route to AFIS

LSZS AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**FIZ SAMEDAN** 46 34 46 N / 009 53 01 E - Arc of circle clockwise with radius 2.70 NM, centred on 46 32 04 N / 009 53 02 E - 46 33 23 N / 009 56 27 E - 46 32 35 N / 009 55 59 E - 46 29 23 N / 009 52 36 E - Arc of circle clockwise with radius 2.70 NM, centred on 46 32 04 N / 009 53 02 E - 46 31 15 N / 009 49 18 E - 46 34 46 N / 009 53 01 E
2	**Vertical limits**	*10'000 ft AMSL (3050 m)*
3	**Airspace classification**	G (at and below 2000 ft AGL); E (above 2000 ft AGL)
4	**ATS unit call sign Language(s)**	Samedan Information: En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*16'000 ft AMSL*
6	**Remarks**	NIL

LSZS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
AFIS	Samedan Information	135.330 MHz	HO	Language: En; En and Ge for Non-Commercial VFR traffic.
ATIS		136.160 MHz	HO	Phone Service +41 (0) 81 834 93 24
CLR DEL	Samedan Delivery	121.880 MHz	HX	Start-up clearance. Check status on ATIS

LSZS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LSZS AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions and remarks

Aerodrome in mountainous area: familiarisation mandatory. Pilots must be qualified to operate at LSZS and fulfill the requirements mentioned in “Betriebsreglement” Annex 5 (See https://www.engadin-airport.ch/piloten)

RWY CLSD for fixed wing ACFT with APCH Category A on VFR procedures if VIS BLW 2000 m and/or ceiling below 1000 ft AGL.

RWY CLSD for fixed wing ACFT with APCH Category B and higher on VFR procedures if VIS BLW 5 km and/or ceiling BLW 2200 ft AGL.

RWY CLSD for arriving fixed wing ACFT on IFR procedures if VIS BLW 5 km and/or ceiling BLW 2200 ft AGL.

RWY CLSD for departing fixed wing ACFT on IFR procedures according AD 2.22 § 1.5 (TKOF Minima).

15 OCT - 15 APR It is essential to enquire about RWY conditions (SNOWTAM, ATIS or TEL).

Limited apron
08 DEC - 14 APR
Limited apron space during winter period for general aviation ACFT.
Apron is mostly reserved for ACFT of commercial air TFC, as well as for general aviation ACFT over 14 tonnes MTOM. ACFT will be placed also on the limited AVBL frozen SN PRKG. Ground time more than a quick turnaround cannot be guaranteed. For longer ground time, it is urgently recommended to enquire about expected PRKG possibilities with Samedan AP Authority one day before planned FLT.

Corresponding enquiries have to contain:
- Applicant
- Date of ARR and DEP
- Call sign
- ACFT type
- ETA LSZS UTC
- EOBT LSZS UTC

and shall be addressed to:

Email: handling@engadin-airport.ch
Phone: +41 (0) 81 851 08 51

Modifications and cancellations of already coordinated FLT shall be immediately notified.

CTN GLD ACT: **MAY - OCT**
CTN: Cars moving W of RWY 03/21.

Circuit and local flights of less than 20 MIN duration, ground running of engines, helicopter test and training flights daily between **1100 - 1300 (1000 - 1200)** and on SUN/HOL are prohibited.

2. Procedure for taxiing ACFT

Taxi with minimum possible engine power due to jet blast on tarmac.

LSZS AD 2.21 NOISE ABATEMENT PROCEDURES

1. Jet and turbo-prop ACFT

For deceleration, it is recommended that the entire RWY LEN AVBL is used. Reverse thrust shall be used for safety or operational reasons only.
APU can be started 30 MIN before EOBT, at the earliest, and shall be shut off 15 MIN after the RCH parking PSN at the latest.

2. Propeller aeroplanes

Aircraft of the noise category A (FAL 3-1 APP B1-B7) are generally not allowed. Exceptions are subject to authorization.

LSZS AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR Procedures General

The use of IFR APCH or DEP procedures in LSZS is limited to pilots, operators and ACFT fulfilling the AP Qualifications in accordance with § 1.4. and the specific requirements below.
Availability of the IFR Procedures depending on the military activity in the temporary reserved areas (TRA) REF: ENR 5.2
The non-availability of the ATS Route can be checked under **"European AUP/UUP"** on
URL: https://www.public.nm.eurocontrol.int/PUBPORTAL/

The availability of the IFR Procedures can also be suspended by good weather conditions due to high traffic density.
Check NOTAM about IFR-status and for further information the pilot briefing on
URL: https://www.engadin-airport.ch/piloten

The published altitudes of the IFR procedures are not corrected for any pressure and temperature errors.
The flight crew is responsible for these corrections. The altimeter error may be significant in extremely cold temperatures and at high altitudes.
The following table indicates the minimum correction value to be applied to the flight altitude in relation to the aerodrome temperature.

Aerodrome Temperature LSZS							
Altitude ft	**0° C**	**-5° C**	**-10° C**	**-15° C**	**-20° C**	**-25° C**	**-30° C**
16000	+153 ft	+348 ft	+543 ft	+738 ft	+933 ft	+1128 ft	+1323 ft
14000	+122 ft	+279 ft	+435 ft	+591 ft	+748 ft	+904 ft	+1060 ft
13000	+107 ft	+245 ft	+382 ft	+519 ft	+656 ft	+793 ft	+931 ft
12700	+103 ft	+234 ft	+366 ft	+497 ft	+629 ft	+760 ft	+892 ft
12400	+99 ft	+224 ft	+350 ft	+476 ft	+602 ft	+727 ft	+853 ft
11800	+90 ft	+204 ft	+319 ft	+433 ft	+547 ft	+662 ft	+776 ft
11400	+84 ft	+191 ft	+298 ft	+404 ft	+511 ft	+618 ft	+725 ft
10600	+72 ft	+164 ft	+256 ft	+348 ft	+440 ft	+531 ft	+623 ft
9500	+56 ft	+127 ft	+199 ft	+270 ft	+342 ft	+413 ft	+484 ft
8680	+44 ft	+100 ft	+157 ft	+213 ft	+269 ft	+325 ft	+381 ft

The IFR procedures are partly within airspace class E and G. Watch out for VFR traffic.

1.2 IFR Departures

Any departing ACFT must comply with the relevant procedures published on the SID charts. Due to high terrain, any non-adherence to the published PDG will result in an infringement of the minimum obstacle clearance.
Contingency procedures (e.g. for OEI operations) must be provided by the operator and must be available to the pilot.
(see chart LSZS AD 2.24.7 - 1)

	RWY 03 - HIGH PERFORMANCE RNAV 1			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
RONAG 1E PDG 16.6% to *10200ft*	Proceed via ZS500, ZS711, ZS710 to RONAG. Enter the RONAG holding pattern. MAX IAS 210 kt to RONAG.	Climb to 16000ft. Cross RONAG at 14000ft or above. Shuttle climb as required to MEA.	When instructed contact ALPS RADAR 119.225	NIL

Close-in obstacles right of track up to *5715 ft* shortly after end of RWY 03.

(see chart LSZS AD 2.24.7 - 1)

RNAV 1 SID RONAG 1E						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	DER03	Y	-	-	026° (029.2°T)	-
TF	ZS500	Y	-	-	030° (033.3°T)	5.9
DF	ZS711	N	-	-	-	-
TF	ZS710	N	-	-	041° (044.4°T)	5.4
TF	RONAG	N	+14000	210	053° (056.3°T)	5.3

(see chart LSZS AD 2.24.7 - 3)

	RWY 03 - HIGH PERFORMANCE RNAV 1 VISUAL			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
RONAG 1V Set your VISUAL climb rate as required to avoid obstacles, but not below 10% ~ 610 ft/NM. At *10000 ft* continue climb to *10600 ft* with MNM PDG of 10%.	Proceed via ZS501, ZS711, ZS710 to RONAG. Enter the RONAG holding pattern. MAX IAS 180 kt to ZS711, MAX IAS 210 kt to RONAG.	Climb to 16000ft. Cross RONAG at 14000ft or above. Shuttle climb as required to MEA.	When instructed contact ALPS RADAR 119.225	Maintain visual ground contact to 10000ft.

Close-in obstacles right of track up to *5715 ft* shortly after end of RWY 03.

(see chart LSZS AD 2.24.7 - 3)

RNAV 1 SID RONAG 1V						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	DER03	Y	-	-	026° (029.2°T)	-
TF	ZS501	Y	-	-	030° (033.3°T)	2.4
TF	ZS711	N	-	180	043° (046.2°T)	7.9
TF	ZS710	N	-	-	041° (044.4°T)	5.4
TF	RONAG	N	+14000	210	053° (056.3°T)	5.3

(see chart LSZS AD 2.24.7 - 5)

	RWY 21 - HIGH PERFORMANCE RNAV 1			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
PELAD 1W PDG 15.6% to *10700ft*	Proceed via ZS510, ZS511 to PELAD. Enter the PELAD holding pattern. MAX IAS 210 kt to PELAD.	Climb to 16000ft. Cross PELAD at 16000ft or above.	When instructed contact ALPS RADAR 119.225	NIL

Close-in obstacles right of track up to *5630 ft* shortly after end of RWY 21.

(see chart LSZS AD 2.24.7 - 5)

RNAV 1 SID PELAD 1W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	DER21	Y	-	-	206° (209.2°T)	-
TF	ZS510	Y	-	-	216° (219.1°T)	10.3
DF	ZS511	N	-	-	-	-
TF	PELAD	N	+16000	210	036° (039.0°T)	10.3

(see chart LSZS AD 2.24.7 - 7)

	RWY 21 - HIGH PERFORMANCE RNAV 1 VISUAL			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
PELAD 1V Set your VISUAL climb rate as required to avoid obstacles, but not below 10% ~ 610 ft/NM. At *10600 ft* continue climb to *11500ft* with MNM PDG of 10%.	Proceed via ZS510, ZS511 to PELAD. Enter the PELAD holding pattern. MAX IAS 210 kt to PELAD.	Climb to 16000ft. Cross PELAD at 16000ft or above.	When instructed contact ALPS RADAR 119.225	Maintain visual ground contact to 10600ft.

Close-in obstacles right of track up to *5630 ft* shortly after end of RWY 21.

(see chart LSZS AD 2.24.7 - 7)

RNAV 1 SID PELAD 1V						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	DER21	Y	-	-	206° (209.2°T)	-
TF	ZS510	Y	-	-	216° (219.1°T)	10.3
DF	ZS511	N	-	-	-	-
TF	PELAD	N	+16000	210	036° (039.0°T)	10.3

1.3 IFR Approach Procedures

VISUAL APCH with RNP guidance RWY 03:

The final approach track is 9.1 degrees offset to the left of the RWY CL, and must be flown in visual conditions due to high terrain in the region of ZS702 (FAF).

RNP RWY 21:

Due to close proximity of high terrain in the final and missed approach phase, a strict adherence to the published procedures is required.

The final approach is based on a continuous descent (CDFA principle). When reaching the OCA(H) and no visual contact to the landing RWY is established and can be maintained, start the missed approach climb without delay, proceed to the MAPt and follow the missed approach procedure. Obstacle clearance is calculated with RNP 0.3 until MAPt.

Level flight to MAPt at OCA(H) prohibited.

VISUAL APCH with RNP guidance RWY 03 and RNP RWY 21:

The flight crew is required to perform a position report at the FAF.

Communication Failure Procedure

In case of COM failure prior to IAF without approach clearance received:
- Set transponder on 7600.
- Maintain last assigned and acknowledged flight level.
- Enter PELAD/RONAG holding.
- Hold for 20 minutes, then start the approach.

In case of COM failure after having passed the IAF:
- Set transponder on 7600.
- Continue approach
- In case of missed approach perform maximum two holding patterns. If radio contact is not re-established, proceed to alternate aerodrome.

(see chart LSZS AD 2.24.7.10 - 1)

VISUAL APCH with RNP guidance RWY 03						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	PELAD	N	+16000	240	-	-
TF	ZS700	N	+13000	-	268° (271.0°T)	11.3
TF	ZS716	N	-	160	160° (162.6°T)	12.3
TF	ZS701	N	+12400	-	160° (162.7°T)	5.0
TF	ZS702	N	+11800	-	065° (068.2°T)	5.0
TF	ZS705	Y	-	-	035° (038.3°T)	10.9
TF	ZS706	N	-	-	030° (033.5°T)	4.9
TF	RONAG	N	+14000	210	045° (048.0°T)	19.0

(see chart LSZS AD 2.24.7.10 - 3)

RNP RWY 21						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RONAG	N	+14000	210	-	-
TF	ZS710	N	+13000	160	233° (236.4°T)	5.3
TF	ZS712	Y	-	-	221° (224.4°T)	15.0
TF	ZS702	N	+12700	-	214° (216.9°T)	14.6
TF	ZS713	N	-	-	304° (306.7°T)	7.4
TF	PELAD	N	+16000	240	034° (036.6°T)	12.6

CTN: Step down fix at 9.9 NM to ZS712 not to be coded as WPT.

1.4 Aircraft, Airport and Pilot Qualification

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

a. For piston engine aircraft and multiple IFR APCH (training) PPR required. ppr.smv@engadin-airport.ch
b. Operator's contingency procedures (if required by the type of FLT operation) must be calculated and available.
c. The pilot in command must hold a valid pilot qualification for the applicable type of operation and flight procedures.
d. LSZS briefing not older than 24 months.

1.5 Minima for IFR Departures (TKOF Minima)

RWY	SID	VIS (m) / Ceiling (ft AGL)	RMK
03	RONAG 1E	2000 / ---	Ceiling means BKN or OVC. VMC must be maintained up to the ALT stated in the table.
	RONAG 1V	5000 / 4400	
21	PELAD 1W	2000 / ---	
	PELAD 1V	5000 / 5100	

LSZS AD 2.23 ADDITIONAL INFORMATION

High Visibility Jackets and Crew ID badge:
All pilots walking on the AP movement area must wear a high-visibility jacket which complies with the EN 471 standard class 2 or 3.
Persons not wearing a high-visibility jacket have to use the AP shuttle or ask the ground staff or ground handling agents for assistance.
All crew members must ensure their ID badge is clearly visible, above the waist and shall produce the Crew ID badge upon request of the control agents of the AP.

1. List of significant points (Terminal)

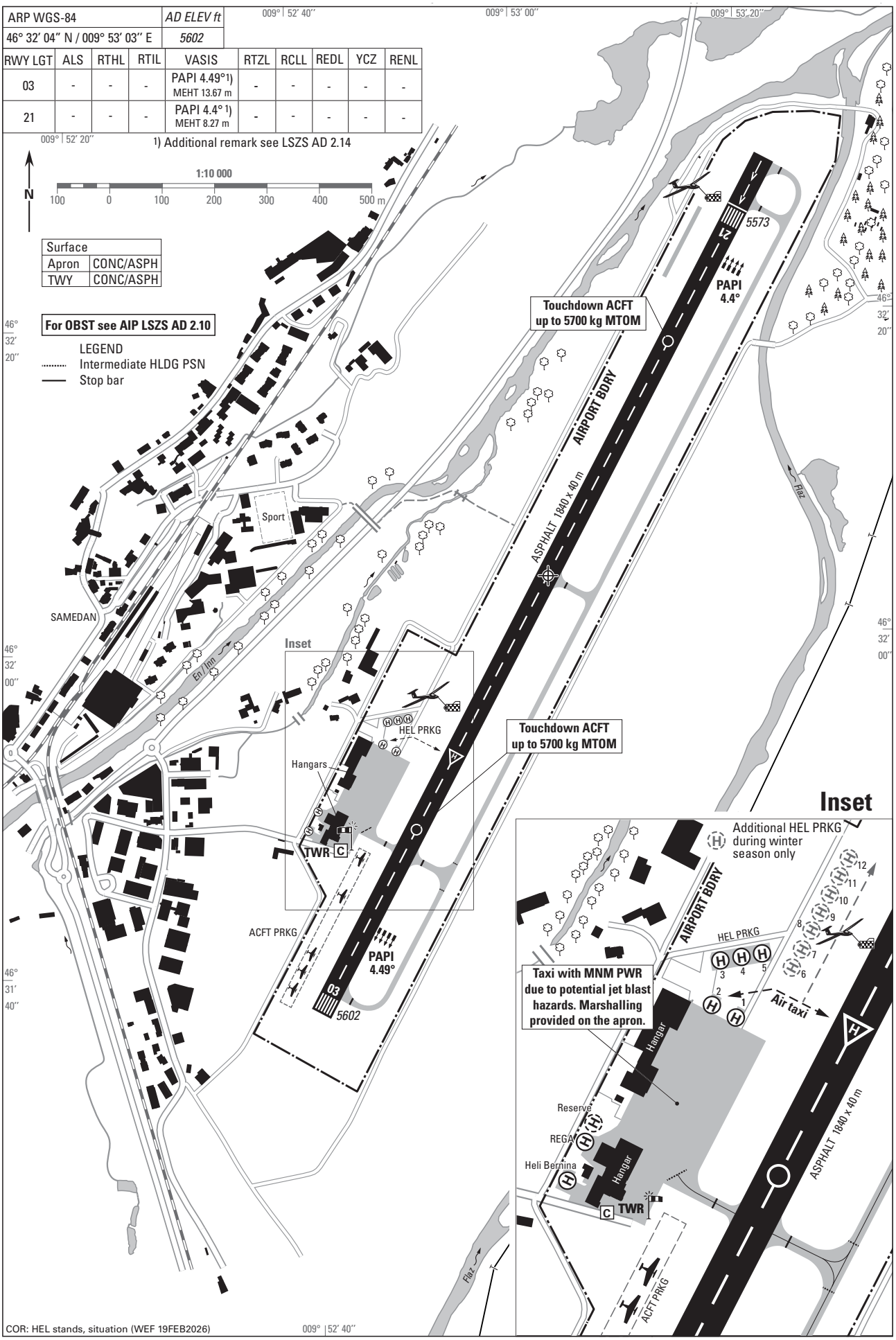
NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
DER03	N 46 32 29.4	E 009 53 23.4	SID LSZS
DER21	N 46 31 37.3	E 009 52 41.1	SID LSZS
ZS500	N 46 37 23.3	E 009 58 03.2	SID LSZS
ZS501	N 46 34 28.6	E 009 55 16.7	SID LSZS
ZS510	N 46 23 35.3	E 009 43 15.1	SID LSZS
ZS511	N 46 27 55.9	E 009 34 08.3	SID LSZS
ZS700	N 46 36 06.5	E 009 27 06.2	IAC LSZS
ZS701	N 46 19 35.4	E 009 34 33.4	IAC LSZS
ZS702	N 46 21 26.7	E 009 41 15.5	IAC LSZS
ZS705	N 46 30 00.0	E 009 51 02.4	IAC LSZS
ZS706	N 46 34 04.0	E 009 54 56.4	IAC LSZS
ZS710	N 46 43 49.1	E 010 09 06.0	IAC LSZS, SID LSZS
ZS711	N 46 39 57.6	E 010 03 36.4	SID LSZS
ZS712	N 46 33 05.8	E 009 53 53.0	IAC LSZS
ZS713	N 46 25 52.1	E 009 32 40.7	IAC LSZS
ZS716	N 46 24 21.8	E 009 32 24.7	IAC LSZS

LSZS AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSZS AD 2.24.1 - 1
Aerodrome Obstacle Chart - Type A - RWY 03	LSZS AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 21	LSZS AD 2.24.4 - 3
SID RWY 03 - RNAV 1 High Performance	LSZS AD 2.24.7 - 1
Visual SID RWY 03 - RNAV 1 High Performance	LSZS AD 2.24.7 - 3
SID RWY 21 - RNAV 1 High Performance	LSZS AD 2.24.7 - 5
Visual SID RWY 21 - RNAV 1 High Performance	LSZS AD 2.24.7 - 7
IAC Visual APCH PROC RWY 03 (RNP Guidance) (CAT A/B/C)	LSZS AD 2.24.10 - 1
IAC RNP RWY 21 (CAT A/B/C)	LSZS AD 2.24.10 - 3
VFR Area Chart for Y and Z ATC FPL	LSZS AD 2.24.11 - 1
Visual Approach Chart RWY 03/21	LSZS AD 2.24.12 - 1

LSZS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.


ARP WGS-84
AD ELEV ft
46° 32′ 04″ N / 009° 53′ 03″ E
5602
RWY LGT | ALS | RTHL | RTIL | VASIS | RTZL | RCLL | REDL | YCZ | RENL
03 | - | - | - | PAPI 4.49°1) MEHT 13.67 m | - | - | - | - | -
21 | - | - | - | PAPI 4.4° 1) MEHT 8.27 m | - | - | - | - | -
1) Additional remark see LSZS AD 2.14
009° | 52′ 40″
009° | 53′ 00″
009° | 53′ 20″
009° | 52′ 20″
N
1:10 000
100 0 100 200 300 400 500 m
Surface
Apron CONC/ASPH
TWY CONC/ASPH
For OBST see AIP LSZS AD 2.10
LEGEND
Intermediate HLDG PSN
Stop bar
46° 32′ 20″
46° 32′ 00″
46° 31′ 40″
Touchdown ACFT up to 5700 kg MTOM
AIRPORT BDRY
ASPHALT 1840 x 40 m
21
5573
PAPI 4.4°
Flaz
Sport
SAMEDAN
En / Inn
Inset
HEL PRKG
Hangars
TWR
C
ACFT PRKG
03
5602
PAPI 4.49°
Touchdown ACFT up to 5700 kg MTOM
Inset
Additional HEL PRKG during winter season only
AIRPORT BDRY
HEL PRKG
Taxi with MNM PWR due to potential jet blast hazards. Marshalling provided on the apron.
Air taxi
Hangar
Reserve
REGA
Heli Bernina
Hangar
TWR
C
ASPHALT 1840 x 40 m
ACFT PRKG
Flaz
COR: HEL stands, situation (WEF 19FEB2026)
009° | 52′ 40″

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VAR 3° E (2019.5)

Profile view see LSZS AD 2.24.4-2

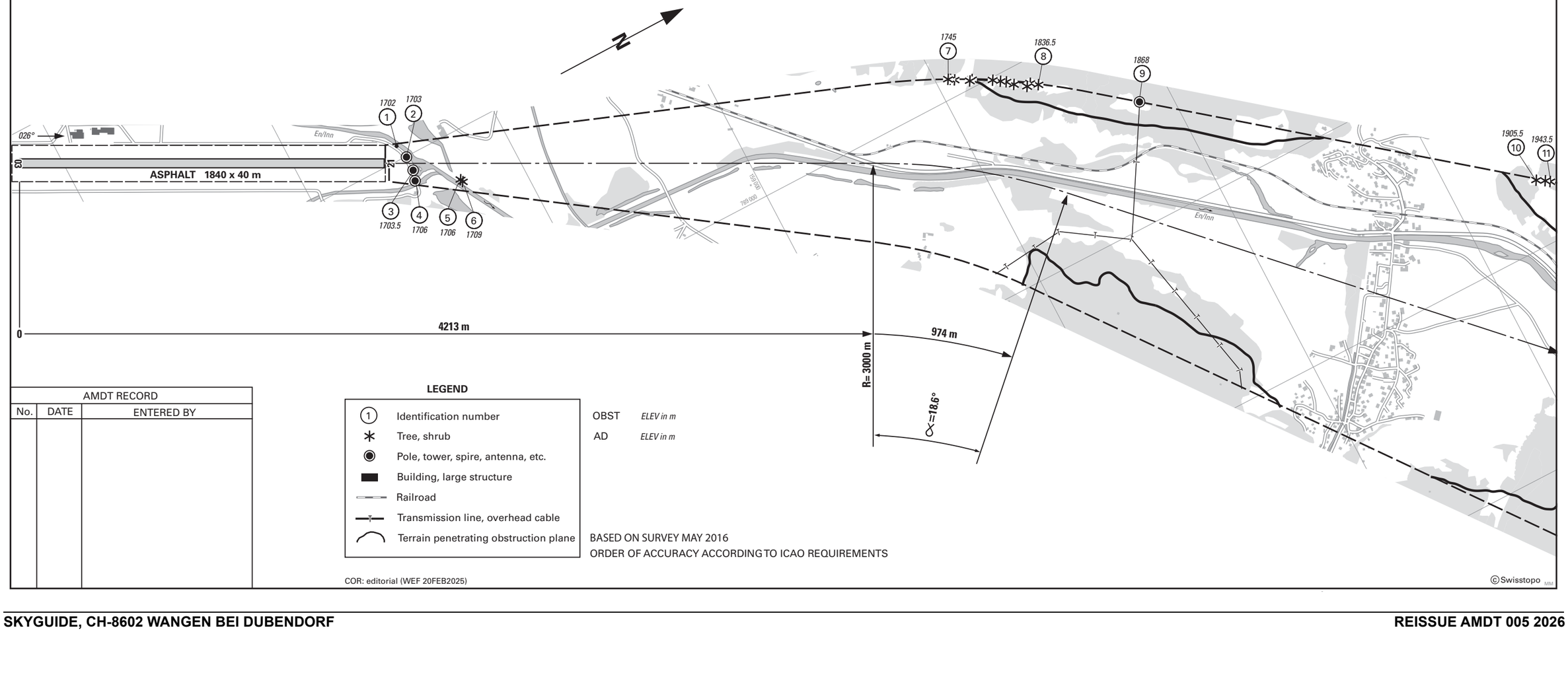
RWY: 03

RWY 03	DECLARED DISTANCES in m	RWY 21
1840	TAKE-OFF RUN AVAILABLE	—
1840	TAKE-OFF DISTANCE AVAILABLE	—
1840	ACCELERATE-STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**1730**

500 m 0 1000 2000 3000 m

1000 ft 0 3000 6000 9000 ft

HORIZONTAL SCALE 1:20 000



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

(1)	Identification number
*	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
▬	Building, large structure
═	Railroad
─┼─	Transmission line, overhead cable
⌒	Terrain penetrating obstruction plane

OBST *ELEV in m*

AD *ELEV in m*

BASED ON SURVEY MAY 2016

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20FEB2025)

©Swisstopo MM

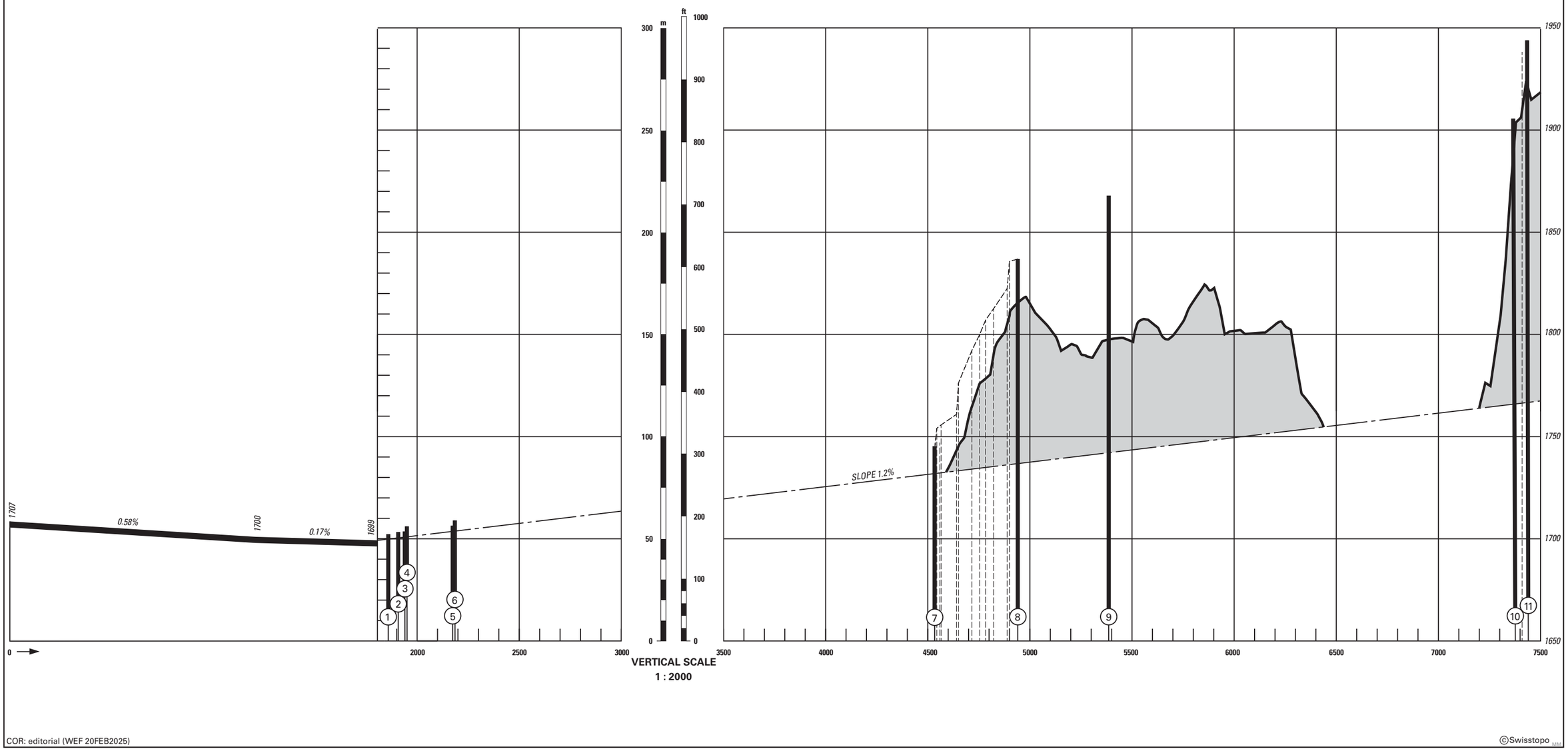
VAR 3° E (2019.5)

Plan view see LSZS AD 2.24.4-1

PROFILE RWY: 03

LEGEND

- (1) Identification number
- Tree
- Terrain penetrating obstruction plane



VERTICAL SCALE
1 : 2000

COR: editorial (WEF 20FEB2025)

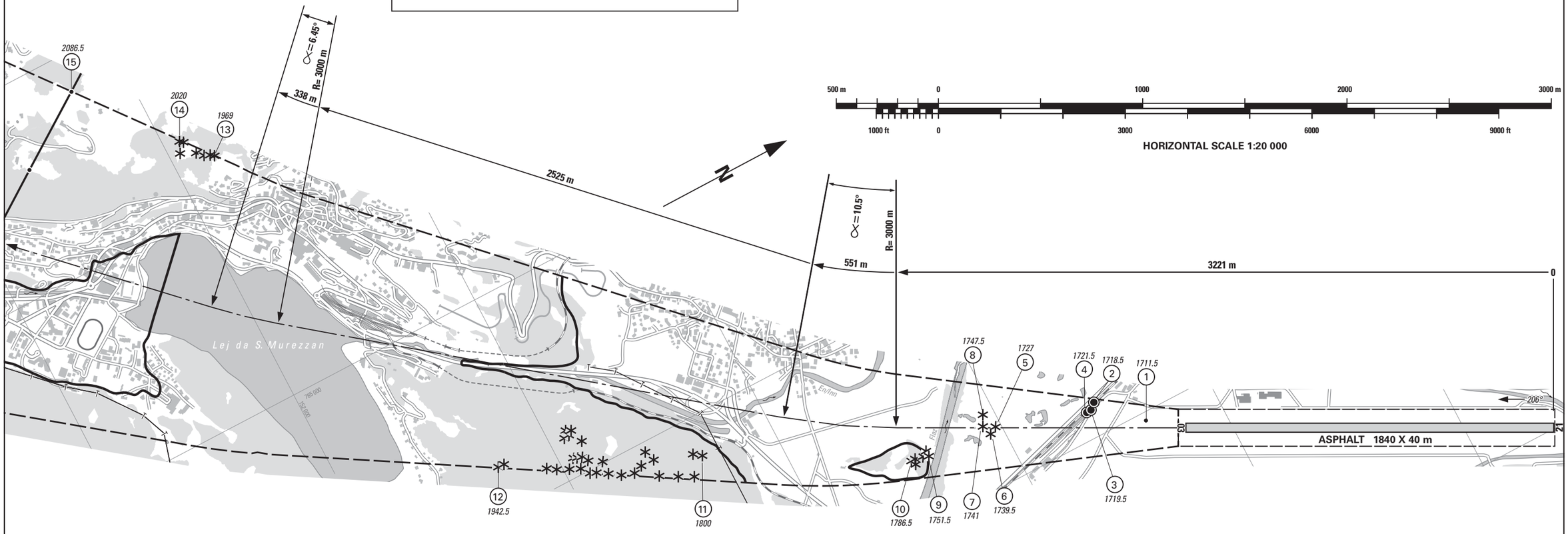
©Swisstopo

VAR 3° E (2019.5)

Profile view see LSZS AD 2.24.4-4

RWY: 21

RWY 03	DECLARED DISTANCES in m	RWY 21
—	TAKE-OFF RUN AVAILABLE	**1840**
—	TAKE-OFF DISTANCE AVAILABLE	**1840**
—	ACCELERATE-STOP DISTANCE AVAILABLE	**1840**
1840	LANDING DISTANCE AVAILABLE	—



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Railroad
- Transmission line, overhead cable
- Cable railway
- Terrain penetrating obstruction plane

OBST *ELEV in m*

AD *ELEV in m*

BASED ON SURVEY MAY 2016
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20FEB2025)

©Swisstopo

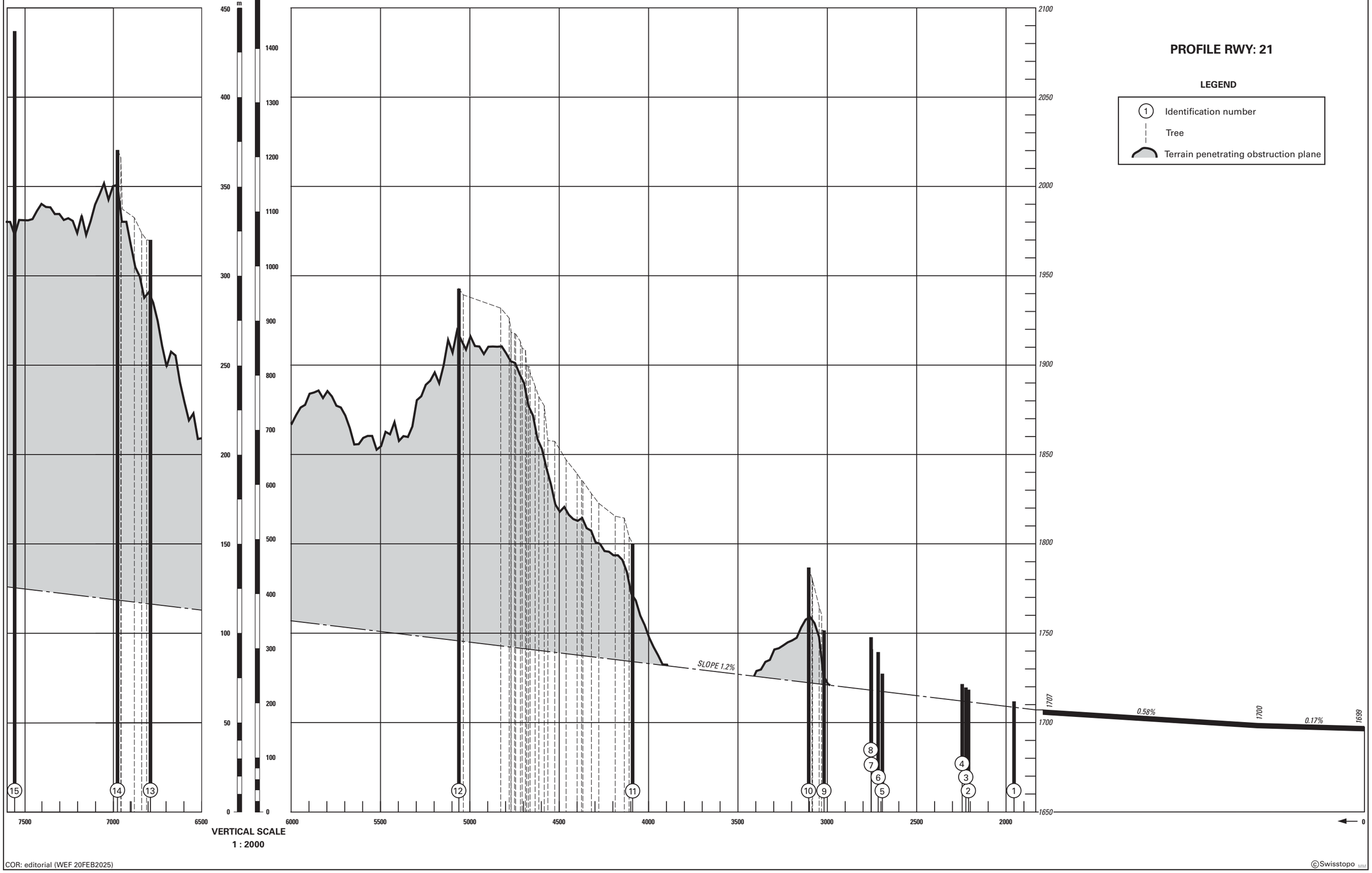
VAR 3° E (2019.5)

Plan view see LSZS AD 2.24.4-3

PROFILE RWY: 21

LEGEND

- (1) Identification number
- Tree
- Terrain penetrating obstruction plane



VERTICAL SCALE
1 : 2000

COR: editorial (WEF 20FEB2025)

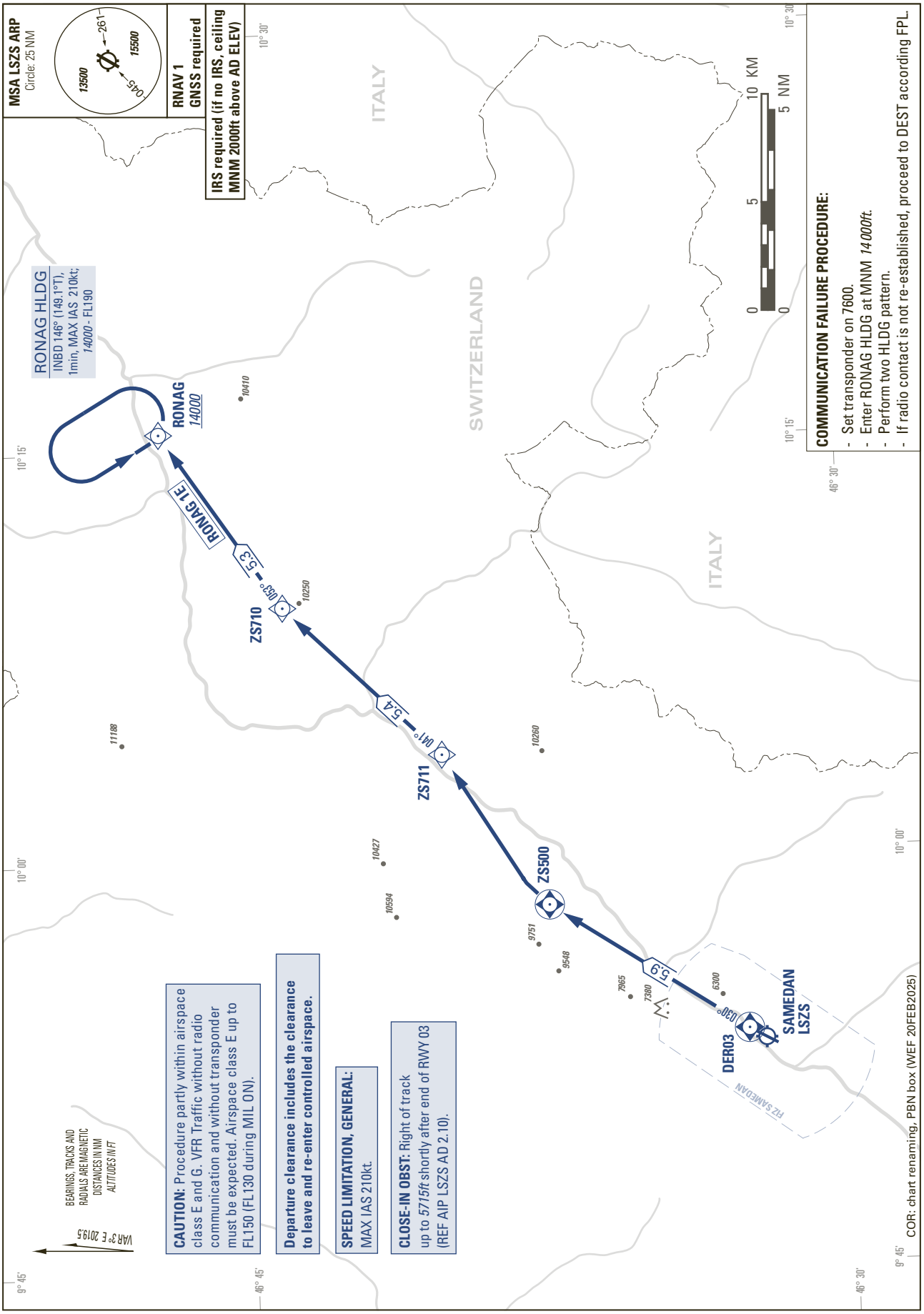
©Swisstopo MM

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *16000*

SAMEDAN (LSZS)
RNAV high performance RWY 03

RONAG 1E



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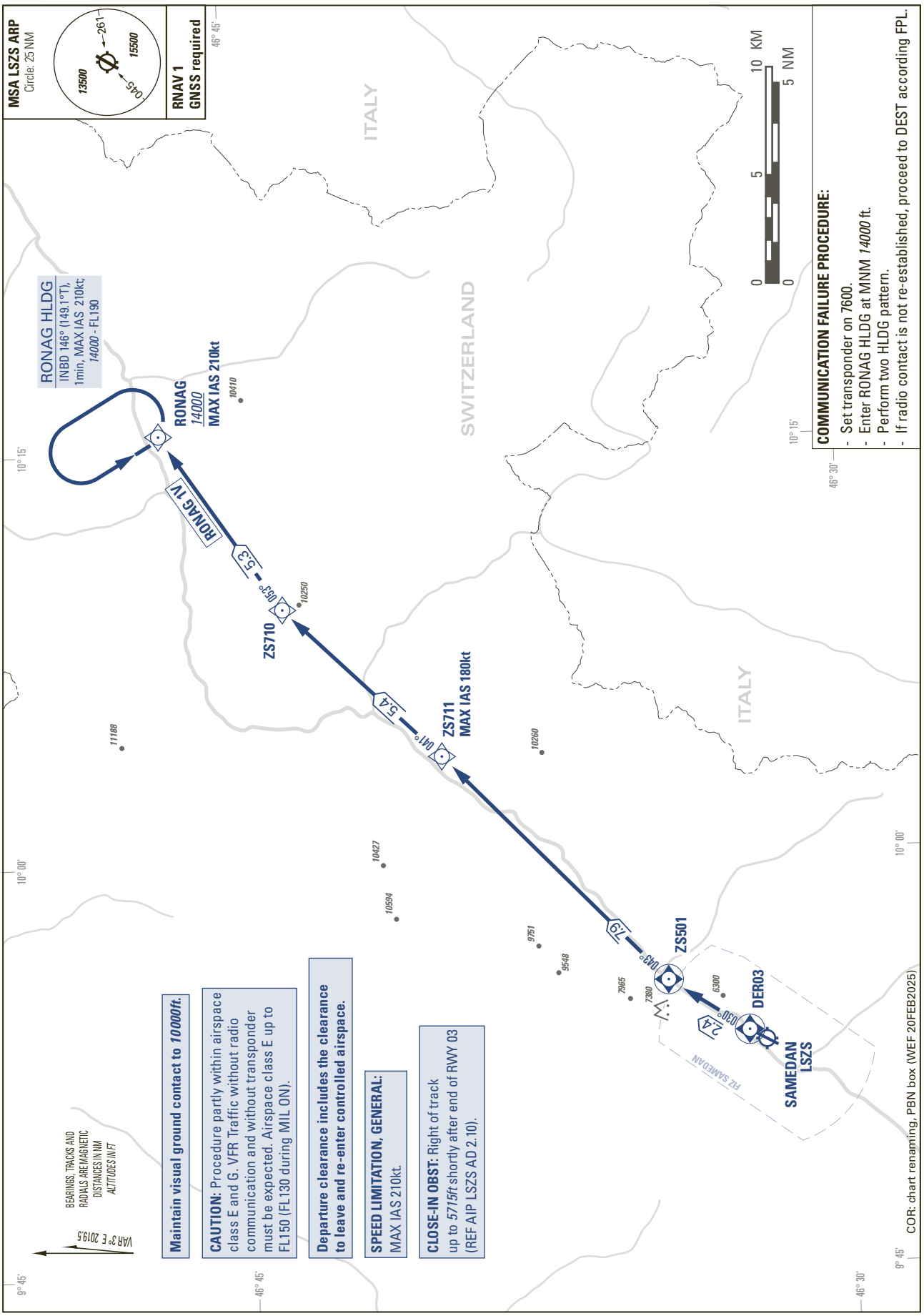
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *16000*

SAMEDAN (LSZS)
RNAV high performance RWY 03 (VISUAL)

RONAG 1V



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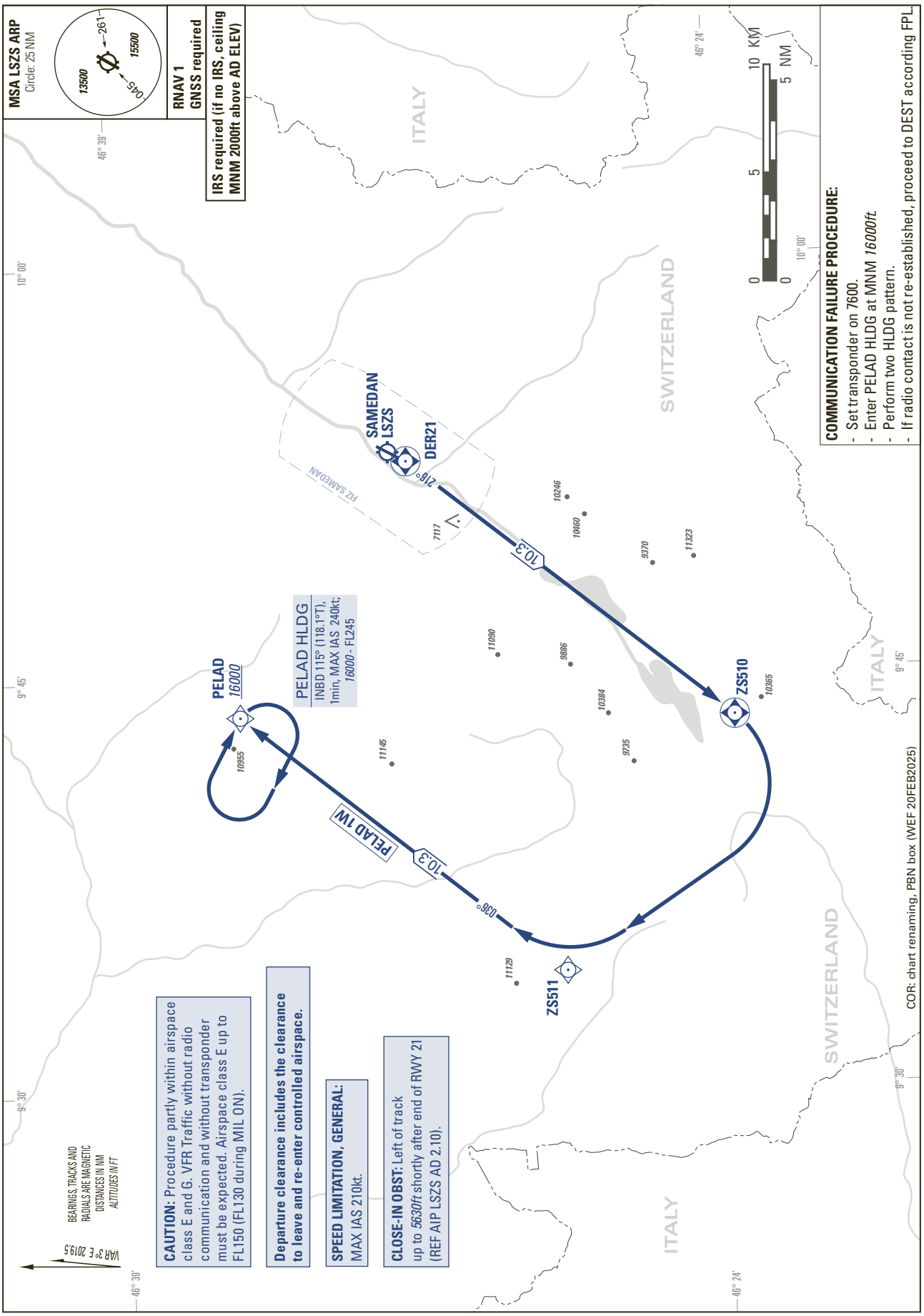
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *16000*

SAMEDAN (LSZS)
RNAV high performance RWY 21

PELAD 1W



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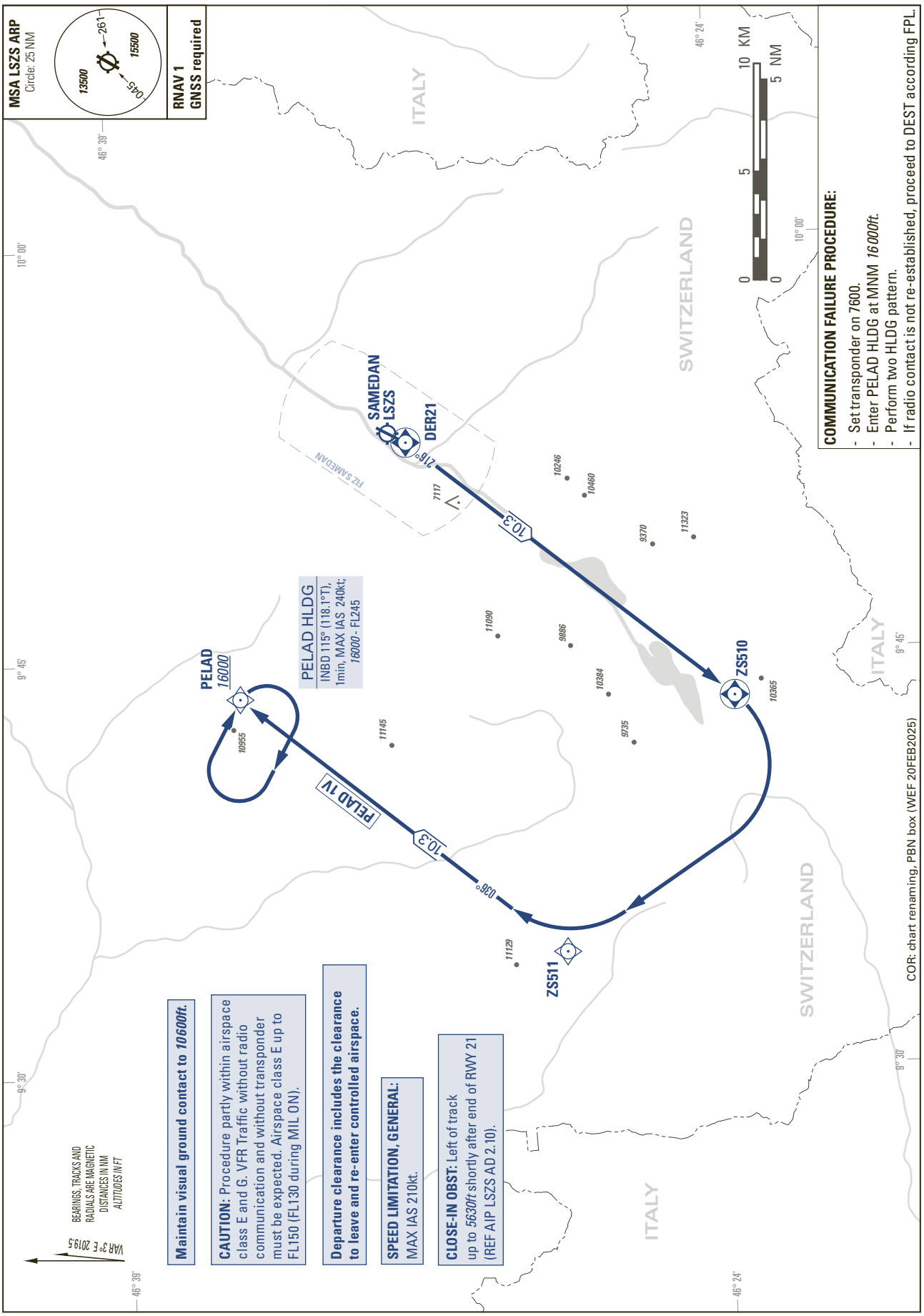
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *16000*

SAMEDAN (LSZS)
RNAV high performance RWY 21 (VISUAL)

PELAD 1V



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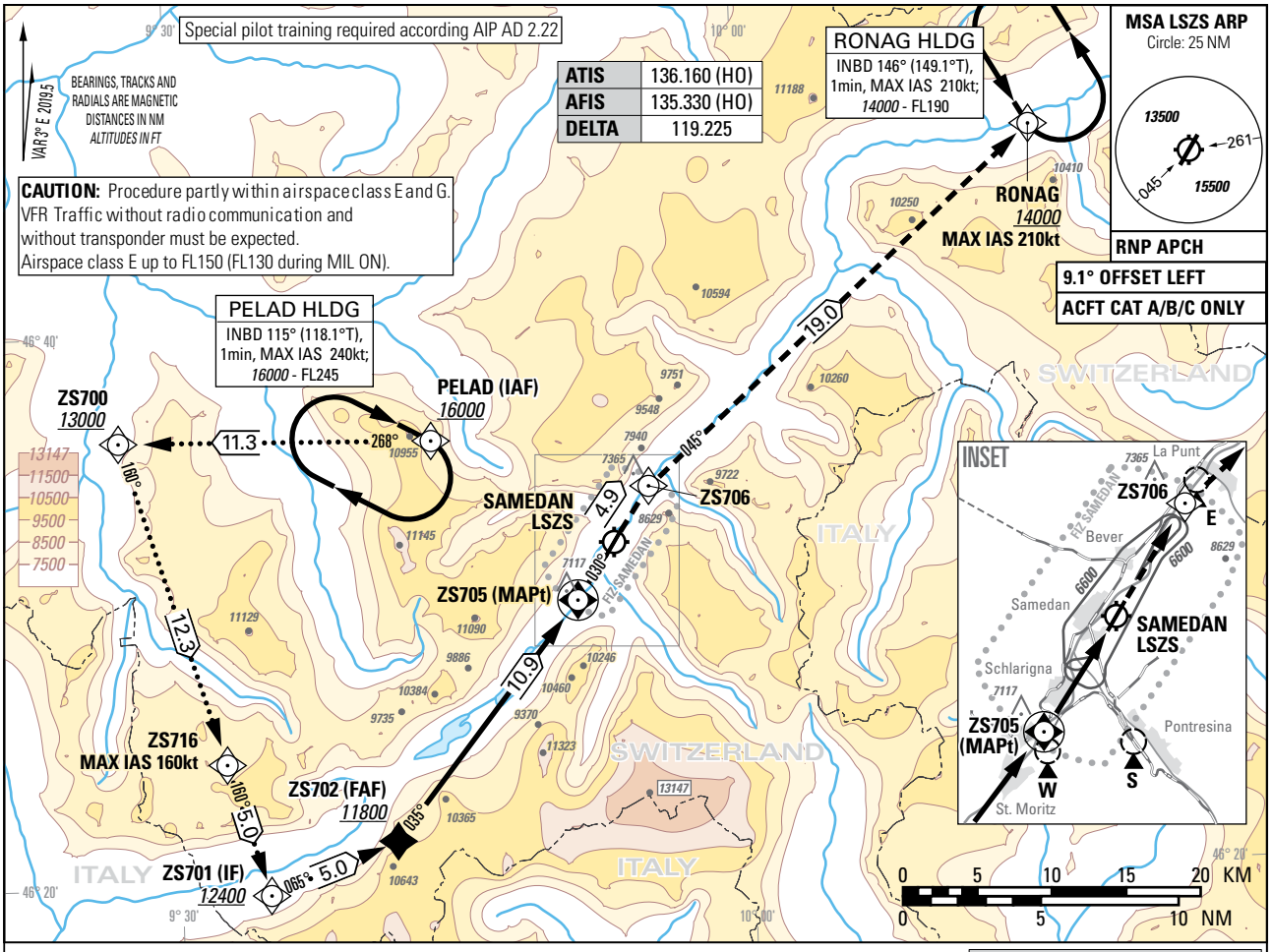
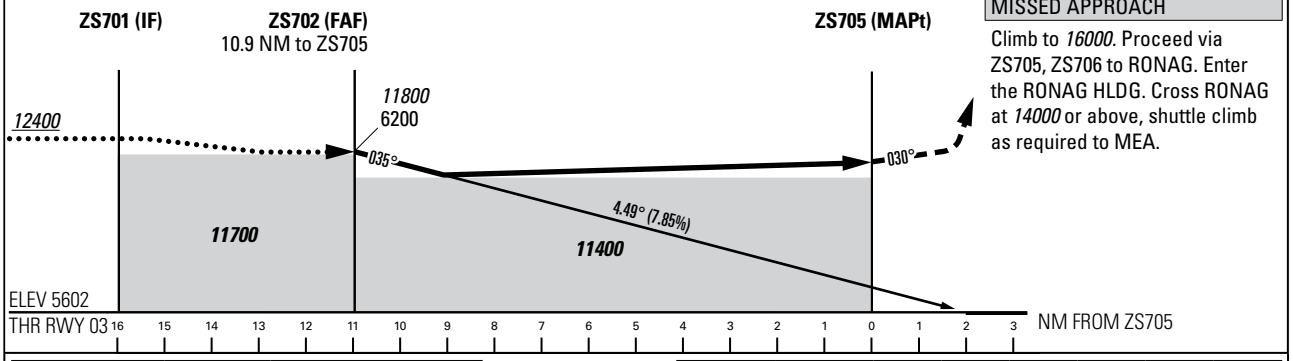
Instrument Approach Chart
(IAC)

AD ELEV 5602ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*16000*

SAMEDAN (LSZS)
VISUAL APCH WITH RNP GUIDANCE RWY 03





MISSED APPROACH

Climb to *16000*. Proceed via ZS705, ZS706 to RONAG. Enter the RONAG HLDG. Cross RONAG at *14000* or above, shuttle climb as required to MEA.

Missed APCH climb gradient requirement	NON-ALIGNED VISUAL APCH WITH RNP TRACK GUIDANCE		
	A	B	C
	MDA(H)		
2.5%	*11400* (5798)		

ROD	GS kt	80	100	120	140	160	180
	FT/MIN	636	795	954	1113	1272	1431

DIST ZS705	10.9	10	9	8	7	6	5
DIST THR	12.9	12	11	10	9	8	7
ALT FT	*11800*	*11370*	*10890*	*10420*	*9940*	*9460*	*8980*

COMMUNICATION FAILURE PROCEDURE

In case of communication failure after having passed the IAF:
- Set transponder on 7600.
- Continue approach.
- In case of missed approach perform two HLDG patterns at RONAG.
- If radio contact is not re-established, proceed to ALTN AD.

REMARK

- ROD 1000ft/min exceeded with GS > 125kt in final approach.
- Approach clearance includes the clearance to leave and re-enter controlled airspace.
- ICAO obstacle protection surface penetrated by a hill BTN ZS705 and THR 03.
- PAPI at 4.49°.

CAUTION

- Altitude adjustments for cold temperature conditions required by the flight crew.

COR: FREQ ATIS/AFIS (WEF 14MAY2026)

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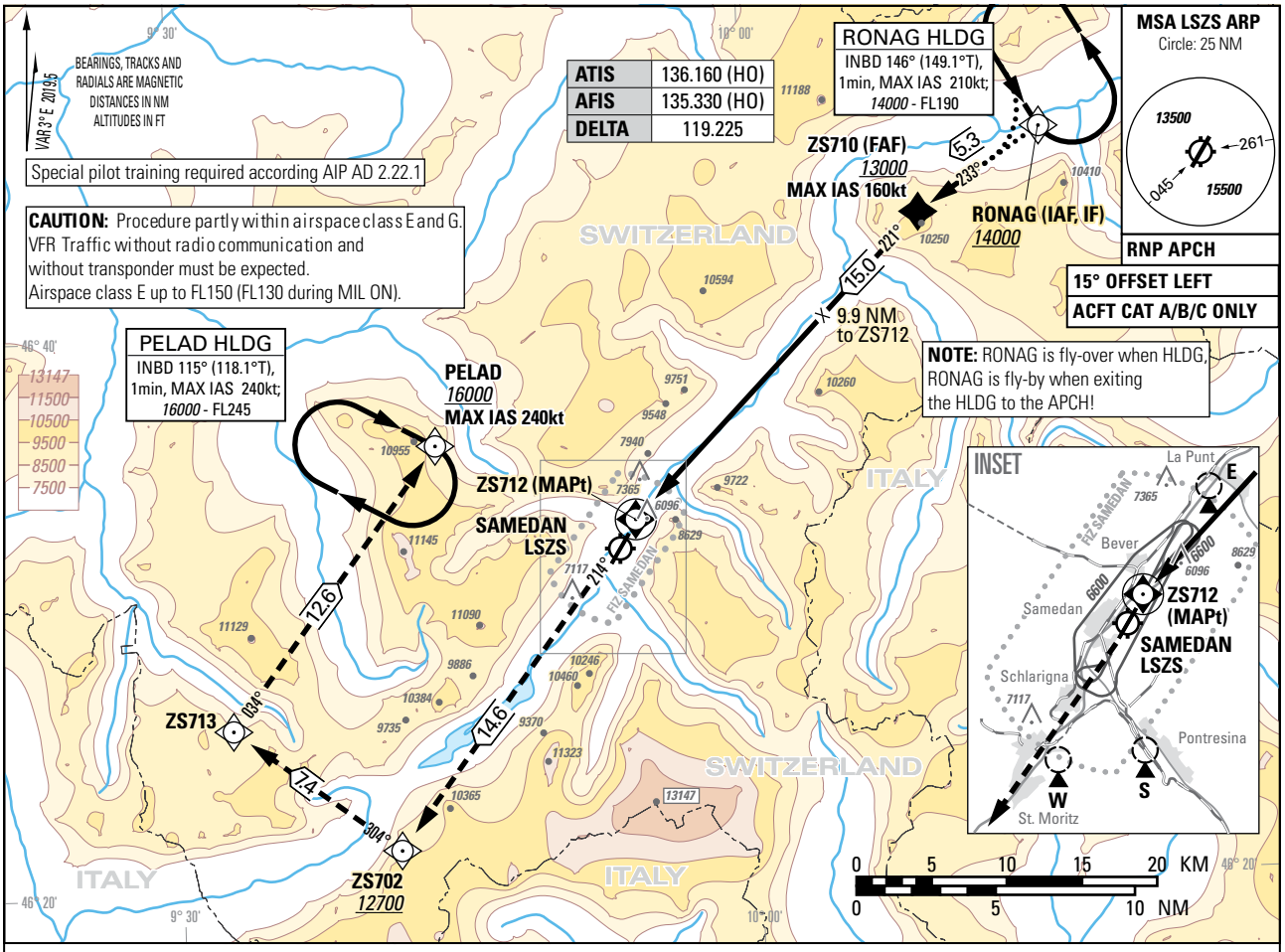
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 5602ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*16000*

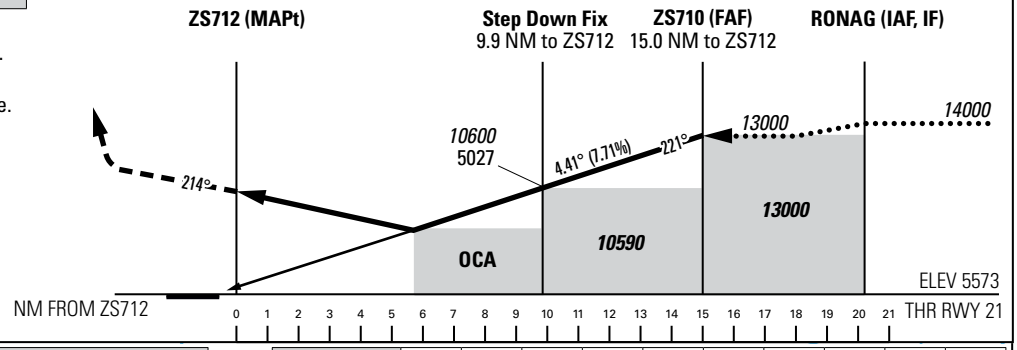
SAMEDAN (LSZS)
RNP RWY 21



MISSED APPROACH

Climb to *16000*. Proceed via ZS712, ZS702, ZS713 to PELAD.
Enter the PELAD HLDG.
Cross PELAD at *16000* or above.
Minimum climb gradient 4.3% to *12500*.
Initiate missed APCH no later than 5.5 NM to MAPt.

Note: Level flight to MAPt at OCA(H) prohibited.



Missed APCH climb gradient requirement	NON-ALIGNED STRAIGHT-IN APPROACH		
	A	B	C
	OCA(H) LNAV		
2.5%	*9500* (3927)		
4.3% to *12500*	*8680* (3107)		

DIST ZS712	15	14	13	12	11	10	9	8	7	6
DIST THR	15.8	14.8	13.8	12.8	11.8	10.8	9.8	8.8	7.8	6.8
ALT FT	*13000*	*12530*	*12060*	*11600*	*11130*	*10660*	*10190*	*9720*	*9250*	*8780*

ROD	GS kt	80	100	120	140	160	180
	FT/MIN	625	781	937	1093	1250	1406

COMMUNICATION FAILURE PROCEDURE

In case of communication failure after having passed the IAF:
- Set transponder on 7600.
- Continue approach.
- In case of missed approach perform two HLDG patterns at PELAD.
- If radio contact is not re-established, proceed to ALTN AD.

REMARK

- MAX IAS 160kt established no later than FAF.
- ROD 1000ft/min exceeded with GS > 125kt in final approach.
- Approach clearance includes the clearance to leave and re-enter controlled airspace.
- PAPI at 4.40°.

CAUTION

- Altitude adjustments for cold temperature conditions required by the flight crew.
- From 2.4 NM before THR 21 Visual Segment Surface (VSS) penetrated by trees and power lines up to *6690ft* AMSL left of RWY centerline.
- **When reaching the OCA(H) and no visual contact to the landing RWY is established and can be maintained, start the missed approach climb without delay and continue to ZS712 (MAPt). Climb via ZS712, ZS702, ZS713 to PELAD.**

COR: FREQ ATIS/AFIS (WEF 14MAY2026)

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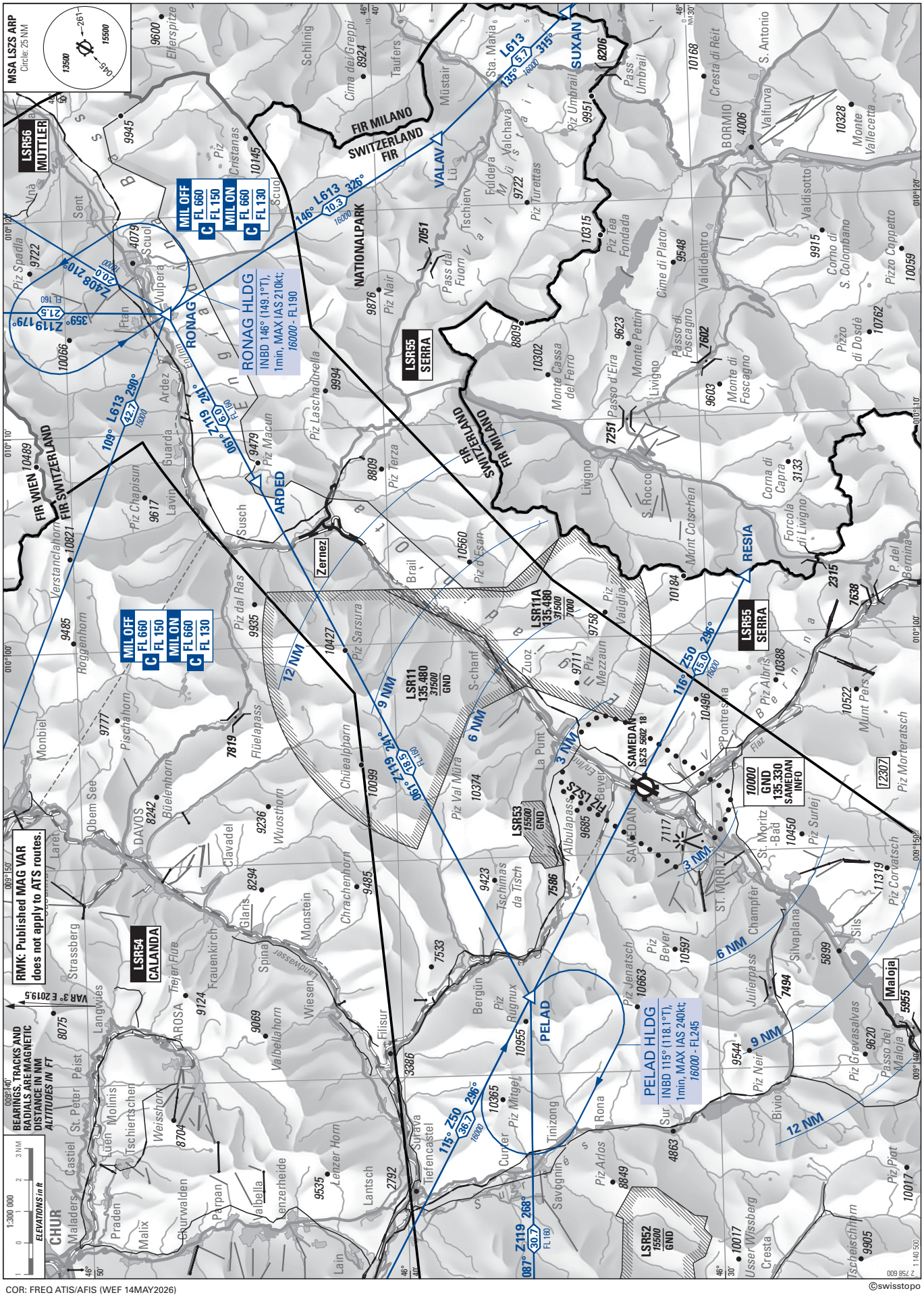
VFR Area Chart for Y and Z ATC FPL

MOUNTAINOUS AREA

ELEV 5602 ft (1708 m)

ATIS	**136.160**	HO
AFIS	**135.330**	HO
DELIVERY	**121.880**	HX

SAMEDAN (LSZS)



COR: FREQ ATIS/AFIS (WEF 14MAY2026)

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VISUAL APPROACH CHART - ICAO

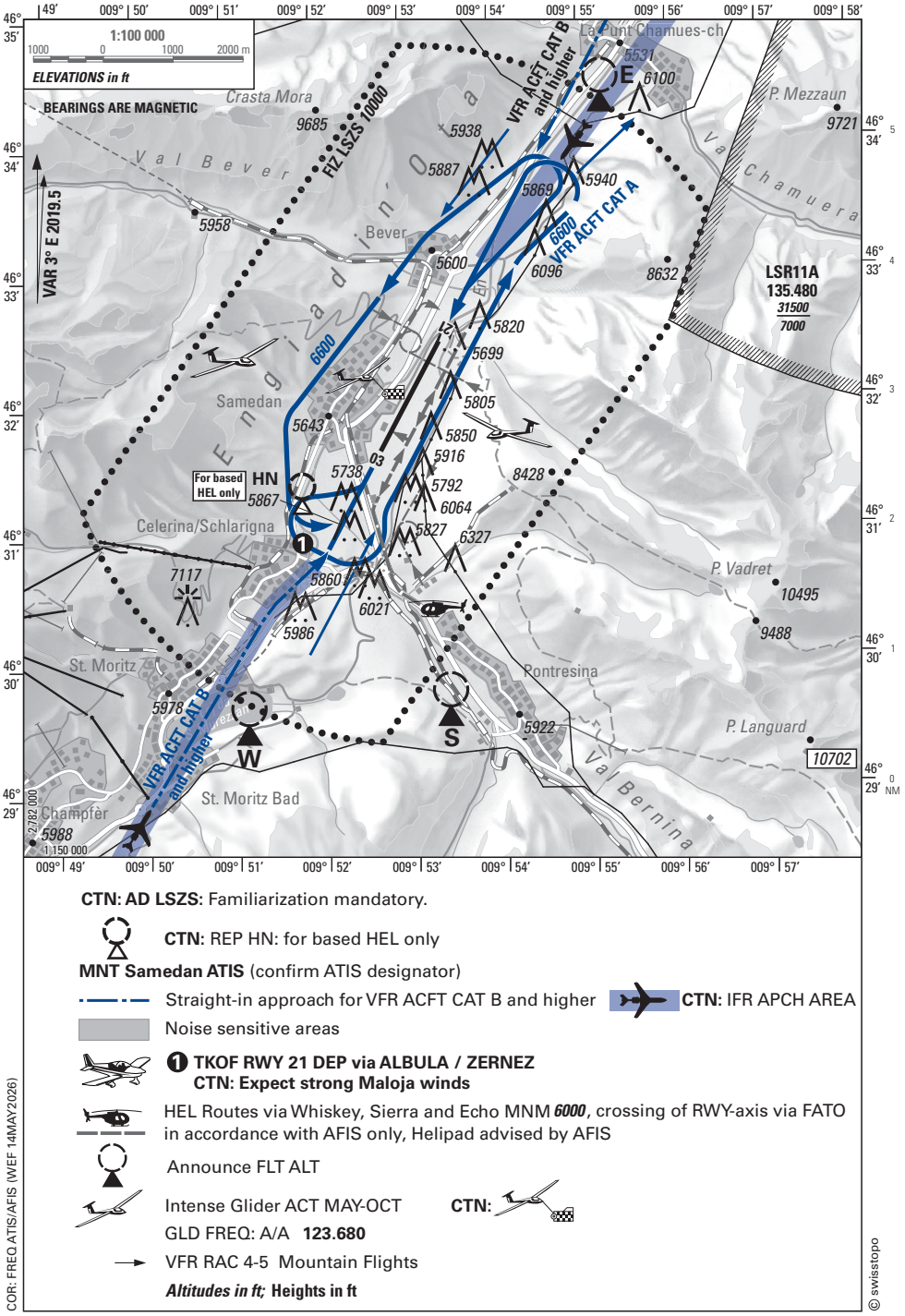
MOUNTAINOUS AREA

ATIS	**136.160**	HO
AFIS	**135.330**	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 ATIS/AFIS (WEF 14MAY2026)

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LSGS - SION

LSGS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGS - SION

LSGS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 13 09 N / 007 19 37 E RWY midpoint
2	**Direction and distance from the CITY**	2.5 km SW Sion
3	**Elevation/Reference temperature**	*1582 ft AMSL* - 25.5º C
4	**Geoid undulation at AD ELEV PSN**	169.9 ft
5	**MAG VAR/Annual change**	3° E (2021.5) / 0°11' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Aéroport de Sion Route de l'aéroport CH-1950 Sion Phone: +41 (0) 27 329 06 00 Fax: +41 (0) 27 329 06 16 AFS: LSGSZPZX - LSGSYDYX SITA: SIRAPXH Email: aeroport@sion.ch URL: http://www.sionairport.ch
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSGS AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	APR-SEP: 0500 - HRH, MAX 1800 OCT-MAR: 0700 - HRH, MAX 1900 HRH = Day and night limits. REF: GEN 2.7.
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)**	AD OPR HR
6	**MET Briefing Office**	AD OPR HR
7	**ATS**	HX
8	**Fuelling**	AD OPR HR
9	**Handling**	AD OPR HR
10	**Security**	AD OPR HR
11	**De-icing**	AD OPR HR
12	**Remarks**	Outside AD administration hours - OPS and services O/R. Special permission is required for flights outside of the opening hours. APR-SEP: 1800 - 1900, **PPR** until 1000 OCT-MAR: 0600 - 0700, **PPR** until 1600 the preceding day, HRH - 2000, **PPR** until 1100 **Special Flights inside CTR and TMA** Special FLTs are subject to coordination requirements. Refer to VFR Manual, VFR RAC 4-0-7 Or via URL: http://www.skyguide.ch/en/services/aim-services/special-flights-activities/

LSGS AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Handling possible O/R
2	**Fuel/oil types**	JET A1, AVGAS 100LL, AVGAS UL91 MOBIL 2, W80, W100, 15W50
3	**Fuelling facilities/capacity**	JET A1: 2 trucks 20000 litres AVGAS 100LL: 1 truck 2500 litres AVGAS 100LL & UL91: 1 truck with 4500 litres “100LL” and 2500 litres “UL91”
4	**De-icing facilities**	NOV 01 - APR 30: De-icing assured De-icing fluids available: Type I Kilfrost DF-Plus; Type II Kilfrost ABC K-Plus On-stand de-icing: Sion Airport Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.
5	**Hangar space for visiting aircraft**	For ACFT up to 77’000 kg, type A320
6	**Repair facilities for visiting aircraft**	Major and minor aircraft and engine repairs: • FARNER (ACFT up to 5700 kg): +41 (0) 27 322 97 31 • Dassault Aviation Business Services: +351 210 322 824
7	**Remarks**	For non-based aircraft with MTOM > 3 tons, a handling agent is mandatory. Self-handling is not allowed. The handling agents are: **Aéroport de Sion** Phone: +41 (0) 27 329 06 00 Fax: +41 (0) 27 329 06 16 Email: aeroport@sion.ch **Signature Flight Support** Phone: +41 (0) 27 305 24 24 Fax: +41 (0) 27 322 14 16 Email: sir@signatureflight.ch **Alpine Jet Services** Phone: +41 (0) 78 250 62 20 Fax: +41 (0) 27 327 30 51 Email: handling@alpinejet.ch For such FLTs the name of the handling agent shall be entered in item 18 "other information" of the ICAO flight plan.

LSGS AD 2.5 PASSENGER FACILITIES

1	**Hotels**	In the city
2	**Restaurants**	At AD and in the city
3	**Transportation**	Buses, taxis and car rental from the AD. Trains in city
4	**Medical facilities**	First aid at AD, Ambulance O/R, Hospitals in the city
5	**Bank and Post Office**	In the city, Cash dispenser and Letterbox at AD within AD OPS HRS
6	**Tourist Office**	Office in the city: Phone: +41 (0) 27 327 77 27 Fax: +41 (0) 27 322 77 28 Email: info@siontourisme.ch
7	**Remarks**	NIL

LSGS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 5 for charter traffic Category 3 for other traffic HYR than Category 3 (max category 7): O/R 3 HR before ETA/ETD
2	**Rescue equipment**	4 fire engines, 1 ramp control vehicle
3	**Capability for removal of disabled aircraft**	Crane, lifting bags and hydraulic jacks up to 20 t.
4	**Remarks**	RFF not available during snow clearing

LSGS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	4 snow blowers, 4 snow ploughs, 4 jet sweepers, 3 RWY de-icer, 1 aircraft de-icer
2	**Clearance priorities**	1. RWY and associated TWY to apron 2. Other TWY and ACFT stands
3	**Remarks**	Information on snow clearance published from NOV 01 - APR 30 in NOTAM (SNOWTAM) RWY 07/25 de-iced / anti-iced with betaine: BETAFROST (liquid) / NUTRISTIM (solid).

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

1	**Designation, surface and strength of Aprons**	CONC / ASPH PCR 377/F/B/X/U
2	**Designation, width, surface and strength of Taxiways**	15/20 m CONC / ASPH PCR 377/F/B/X/U Details: see LSGS AD 2.24.
3	**ACL location and elevation**	No ACL markings
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	NIL

LSGS 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**	ACFT stand identification markings. Lead-in, stop and lead-out lines. Apron safety lines. Marshalling available on sectors North, Grély and South-East.
2	**RWY/TWY markings and LGT**	RWY markings: D-THR, designation, centre line and pre-THR area, side stripe. RWY LGT: see LSGS AD 2.14 TWY markings: Centre line, intermediate holding positions, runway holding position and mandatory instruction at all intersections with RWY. TWY LGT: see LSGS AD 2.15 Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.
3	**Stop bars and RWY guard lights**	Stop bars: NIL RWY guard lights: on TWY A and B
4	**Other RWY protection measures**	NIL
5	**Remarks**	The portion of TWY A east of TWY B is located within the runway strip. No use without ATC instructions.

LSGS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 07 (1)	Enclosure	*1591*	46 13 22 N 007 20 23 E	Power line	85m AGL	46 15 47 N 007 14 30 E 46 15 27 N 007 14 14 E	B0060/02
AOC 07 (2)	Pole	*1592*	46 13 23 N 007 20 24 E	Building	*1677*	46 13 31 N 007 21 26 E	
AOC 07 (3)	Tree/Trees	*1611*	46 13 24 N 007 20 31E	Antenna marked	*4216*	46 11 30 N 007 20 04 E	
AOC 07 (3a)	Tree/Trees	*1628*	46 13 22 N 007 20 43 E	Building LGTD	*1624*	46 13 29 N 007 20 53 E	
AOC 07 (3b)	Tree/Trees	*1645*	46 13 32 N 007 20 56 E	Tree/trees	*1804*	46 13 04 N 007 18 26 E	
AOC 07 (4)	Tree/Trees	*1681*	46 13 33 N 007 20 59 E	Tree/trees	*1844*	46 13 11 N 007 18 44 E	
AOC 07 (5)	Tree/Trees	*1689*	46 13 33 N 007 20 59 E	Crane/cranes	1686	46 12 55 N 007 17 53 E	B0032/04
AOC 07 (6)	Tree/Trees	*1711*	46 13 37 N 007 21 14 E	Tower/Mast marked	*1693*	46 12 51 N 007 18 41 E	
AOC 07 (7)	Tempo crane	*1754*	46 13 42 N 007 21 39 E	Building	*1614*	46 13 20 N 007 20 08 E	
AOC 07 (8)	Power line	*1920*	46 14 03 N 007 24 46 E	Building	*1670*	46 13 29 N 007 20 36 E	
AOC 07 (9)	Tree/Trees	*1940*	46 14 05 N 007 24 52 E	Building	*1690*	46 13 21 N 007 19 54 E	
AOC 07 (10)	Tree/Trees	*2081*	46 14 05 N 007 24 57 E	Tree/trees	*1634*	46 13 15 N 007 19 43 E	
AOC 07 (11)	Tree/Trees	*2200*	46 14 07 N 007 25 04 E	Power line	90 m AGL	46 13 13 N 007 14 50 E 46 13 20 N 007 14 43 E 46 13 28 N 007 14 43 E	B0059/02
AOC 07 (12)	Tree/Trees	*2337*	46 14 09 N 007 25 09 E	Building LGTD	*1611*	46 13 19 N 007 20 01 E	B0391/14
AOC 07 (13)	Tree/Trees	*2501*	46 14 10 N 007 25 15 E	Crane/cranes marked/LGTD	*1670*	46 13 12 N 007 20 19 E	B0411/05
AOC 07 (14)	Tree/Trees	*2590*	46 14 12 N 007 25 24 E	Crane/cranes marked	*1690*	46 13 28 N 007 20 19 E	B0322/22
AOC 07 (15)	Tree/Trees	*2735*	46 14 14 N 007 25 30 E	Aerial railway marked	3649	46 10 16 N 007 13 17 E 46 09 52 N 007 14 39 E	B0360/09
AOC 07 (16)	Tree/Trees	*2865*	46 14 21 N 007 25 50 E				
AOC 25 (1)	Enclosure	*1585*	46 13 01 N 007 18 49 E	Antenna	*1697*	46 13 40 N 007 21 32 E	B0512/06
AOC 25 (2)	Tree/Trees	*1590*	46 13 01 N 007 18 49 E	Crane marked/LGTD	*1664*	46 12 52 N 007 17 43 E	B1102/07
AOC 25 (3)	Tree/Trees	*1591*	46 13 01 N 007 18 44 E	Antenna LGTD	*1631*	46 13 11 N 007 19 12 E	B0488/08

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 25 (4)	Pole	*1592*	46 12 56 N 007 18 45 E	Chimney LGTD	*1629*	46 13 30 N 007 20 55 E	B1240/13
AOC 25 (5)	Pole	*1596*	46 12 56 N 007 18 41 E	Tower/Mast LGTD	*1613*	46 13 07 N 007 19 49 E	B0629/05
AOC 25 (6)	Building	*1600*	46 12 59 N 007 18 39 E	Crane/Cranes marked/LGTD	*1761*	46 13 43 N 007 21 46 E	B0064/22
AOC 25 (7)	Building	*1602*	46 13 00 N 007 18 36 E	Crane/Cranes marked/LGTD	*1663*	46 13 22 N 007 20 01 E	B0882/14
AOC 25 (8)	Building	*1608*	46 13 00 N 007 18 35 E	Crane/Cranes marked/LGTD	*1657*	46 12 51 N 007 17 55 E	B0105/15
AOC 25 (9)	Pole	*1628*	46 13 00 N 007 18 30 E	Crane/Cranes marked/LGTD	*1739*	46 13 21 N 007 21 57 E	B0653/19
AOC 25 (10)	Pole	*1631*	46 12 59 N 007 18 27 E	Crane/Cranes marked/LGTD	*1729*	46 13 41 N 007 21 35 E	B0609/22
AOC 25 (11)	Tree/Trees	*1641*	46 12 59 N 007 18 24 E	Crane/Cranes marked/LGTD	*1704*	46 13 40 N 007 21 36 E	B1593/21
AOC 25 (12)	Tree/Trees	*1669*	46 12 52 N 007 18 27 E				
AOC 25 (13)	Power line	*1696*	46 12 46 N 007 18 10 E	Crane/Cranes marked/LGTD	*1754*	46 13 42 N 007 21 39 E	B0185/22
Refer also to LSGS AOC 07/25, LSGS AD 2.24.4 - 1 Number in brackets is equivalent to identification number on AOC.							

LSGS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Geneva 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area forecast charts available worldwide
8	**Supplementary equipment available for providing information**	Internet connection in the briefing room
9	**ATS units provided with information**	Sion TWR
10	**Additional information (limitation of service, etc.)**	Phone: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland

LSGS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
07	073° GEO 070° MAG	2000 x 40	PCR 377/F/B/X/U ASPH	46 13 00.73N 007 18 55.42E	*1575 ft*	Refer to: AOC 07/25
25	253° GEO 250° MAG			46 13 18.56N 007 20 19.05E	*1582 ft*	
07 GRASS	073° GEO 070° MAG	660 x 30	0.25 MPa 5700 kg MPW[1] GRASS	NIL	NIL	NIL
25 GRASS	253° GEO 250° MAG		0.25 MPa 5700 kg MPW[1] GRASS			

[1] Maximum permissible weight

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
07	NIL	60	2120 x 150	NIL	Non-instrument runway not grooved RESA: 90 m
25		60			Non-instrument runway not grooved RESA: 90 m
07 GRASS	NIL	NIL	720 x 60	NIL	Only VFR operations (see LSGS AD INFO)
25 GRASS					

LSGS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	2000	2060	2000	1935	MAX length
	1500	1560	1500	Not applicable	Intersection H
	1150	1210	1150	Not applicable	Intersection G
25	2000	2060	2000	1940	MAX length
	1800	1860	1800	Not applicable	Intersection E
	1625	1685	1625	Not applicable	Intersection B
	1355	1415	1355	Not applicable	Intersection C
	1330	1390	1330	Not applicable	Intersection F
07 GRASS	560	560	560	660	Only VFR operations (see LSGS AD INFO)
25 GRASS	660	660	660	560	

LSGS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type PSN MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
07	SALS 540 m LIH	RTHL G LIH WBAR	PAPI 4.0°, L, 12.33 m	NIL	NIL	65 m, 50 m, R, LIH; 1335 m, 50 m, W, LIH; 600 m, 50 m, Y, LIH	R, LIH	NIL	NIL
25	SALS 540 m LIH	RTHL G LIH WBAR	PAPI 4.0°, L, 12.12 m	NIL		60 m, 50 m, R, LIH; 1340 m, 50 m, W, LIH; 600 m, 50 m, Y, LIH	R, LIH	NIL	NIL

PAPI 07 light beam is offset 2° south from runway axis. CTN: ICAO obstacle protection surface and PAPI light beam are penetrated by topography starting west of Chamoson village (D3.8 ISI).
PAPI 25 light beam is offset 5° north from runway axis. CTN: ICAO obstacle protection surface and PAPI light beam are penetrated by topography starting east of Bramois village (D4.0 ISI).

LSGS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	Edge: TWY A*, B, C, D, F, G and S* (* near RWY only)
4	**Secondary power supply/switch-over time**	25 Seconds (above ICAO Standard)
5	**Remarks**	NIL

LSGS AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	**Sector North:** 46 13 19N / 007 20 23E **Sector Grély:** 46 13 10N / 007 19 37E **Sector South-East:** 46 13 19N / 007 20 43E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	**Sectors North and South-East:** *485 m / 1591 ft* **Sector Grély:** *483 m / 1584 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	**All sectors:** HEL PRKG stands basically designed for rotor diameter 11.00 m and overall length 13.15 m. No simultaneous hover operations allowed on HEL stands. **Sector North:** FATO at THR 25, ASPH, runway markings. 2 HEL stands for non-based HEL: Stand 21: 46 13 19.757N / 007 20 09.281E Stand 22: 46 13 20.479N / 007 20 08.967E 2 HEL stands 81, 82 for Air Glaciers MAINT. ASPH, touchdown markings. **Sector Grély:** FATO at midpoint RWY 07-25 (ARP), ASPH, runway markings. 2 HEL stands: Stand 71: 46 13 05.189N / 007 19 36.843E Stand 72: 46 13 05.407N / 007 19 37.873E ASPH, touchdown markings. 2 HEL stands for taxiing HEL. ASPH lead-in and stop line **Sector South-East:** FATO 20 m x 20 m, grass, identification and perimeter markings. Based HEL only. 9 HEL stands 1 to 9, ASPH, touchdown markings. Overall LEN 13.15 m, except PSN 1 with 13.65 m for approved OPR. 1 HEL stand 1A for larger HEL (rotor diameter 16 m and overall length 19 m, e.g. Super Puma).
4	**True BRG of FATO**	**Sectors North and Grély:** RWY 07: 073°; RWY 25: 253° **Sector South-East:** RWY 07: 078°; RWY 25: 261°
5	**Declared distance available**	**Sectors North and Grély:** Ref; LSGS AD 2.13 **Sector South-East:** FATO 20 m x 20 m
6	**APP and FATO lighting**	**Sectors North and Grély:** Ref; LSGS AD 2.14 **Sector South-East:** NIL
7	**Remarks**	**All sectors:** HEL REP - Refer to VFR Manual. **Sector North:** In order to optimise the coordination of HEL traffic at Sion, PPR for non-based HEL. Parking up to 7 days maximum via: Email: aeroport@sion.ch or Phone: +41 27 329 06 00 For non-based HEL larger than rotor diameter 11.00 m or overall length 13.15 m, an authorisation is required before any ARR or DEP. Phone: +41 27 329 06 00 **Sector Grély:** Handling with Signature Flight Support mandatory. ARR HEL must be towed away from the stand immediately after touchdown. Departing HEL must lift-off as soon as they have been positioned on the stand. For HEL larger than rotor diameter 11.00 m or overall length 13.15 m, coordination is required with Signature Flight Support before any ARR or DEP. Phone: +41 27 305 24 24 **Sector South-East:** Based HEL only.

LSGS AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**SION CTR** 46 16 41 N 007 26 05 E - 46 14 00 N 007 28 02 E - 46 12 14 N 007 24 13 E - 46 11 32 N 007 19 19 E - 46 10 20 N 007 14 21 E - Arc of circle centred on - 46 11 54 N 007 13 45 E Radius 1.62 NM, clockwise 46 13 27 N 007 13 04 E - 46 13 58 N 007 16 00 E - 46 15 06 N 007 20 51 E - 46 16 41 N 007 26 05 E
2	**Vertical limits**	FL 130
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Fr for Non-Commercial VFR traffic.
5	**Transition altitude**	*17000 ft AMSL* except *13000 ft AMSL* for all SIDs
6	**Remarks**	ACT: HX - ATIS (monitoring compulsory)

LSGS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
ATIS	NIL	130.630 MHz	HX	Phone: Service: +41 (0) 22 417 40 80
APP	SION RADAR	126.830 MHz	HO	Language: En
TWR	Sion Tower	118.275 MHz 119.700 MHz	HX	 ALTN FREQ Language: En; En and Fr for Non-Commercial VFR traffic.
FIC	Geneva Information	126.350 MHz	H24	NIL
GND	Sion Ground	121.705 MHz	HX	Language: En; En and Fr for Non-Commercial VFR traffic.

LSGS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category Variation (declination)	ID	Frequency CH NR	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
SION DVOR/DME VAR 3.5° E / 2025 (decl.: 3.9° E)	SIO	112.15 MHz CH 58Y	H24	46 12 55.8N 007 17 19.5E	*1594 ft*	 DOC 40 NM / 25'000 ft. Service range outside published IAC PROC unreliable.
LOC 25	ISI	110.70 MHz	H24	46 12 57.1N 007 18 40.4E		LOC PSN: 252° MAG, 2214 m FM THR 25. LOC course 244° MAG. Front course sector width 2°. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.
GP 25		330.20 MHz	H24	46 13 54.7N 007 23 07.2E		GP Angle 6°. PSN: 072° MAG 3774 m before THR 25. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.
DME 25	ISI	CH 44X	H24	46 12 54.7N 007 18 46.2E	*1609 ft*	DME Co-located with LOC. 1.2 NM DME THR 25. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.

LSGS AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions and remarks

AD is for joint use: CIV and MIL.

Use is only by ACFT carrying SVCBL RTF equipment. Exemption from this restriction is granted in exceptional cases. Special permission to be requested by TEL prior to TKOF.

Use of paved RWY is compulsory for all aeroplanes during GLD ACT.

Reserved GLD SECT:
PJE: Refer to VFR Manual, LSGS VAC.

Use of reverse thrust:
For deceleration, it is recommended that the entire RWY LEN AVBL is used; use of reverse thrust shall be limited unless particular safety or operational reasons require it.

MON-SAT: 0600 - 0700 (0500 - 0600), 1100 - 1200 (1000 - 1100), 1700 - 1900 (1600 - 1800) and SUN-HOL, following operations are prohibited:

- AD circuits for
  - non based ACFT
  - noise Category A and B ACFT
  - multi engine ACFT
- aerobatics FLT in the CTR (except gliders) and in the TMA
- engine and reactors control
- technical FLT
- LDG, APCH with go-around, TKOF of ACFT noise Category I/II/III and civil registered fighters are subject to special AUTH.

2. MIL Equipment

- The runway is equipped with 2 retractable MIL arresting cables, located between the thresholds. Cables are retracted when CIV ACFT use RWY. The distance between the cables is 1250 m. If those are not retracted, CIV aircraft are prohibited from rolling over them.

3. Airport regulation

At Sion AP, a number of local regulations apply. The regulations are included in a manual which is AVBL at the AIS briefing office. This manual includes, among other subjects, the following:

a. the meaning of markings and signs;
b. information about ACFT parking;
c. HEL operations;
d. GLD ACT;
e. PJE;
f. aerobatics;
g. marshaller assistance and towing;
h. engine start-up and use of APU.

Departing IFR FLTs shall always contact Sion Ground 121.705 MHz to obtain start-up and ATC clearance.
Marshaller assistance or “Follow me” vehicles can be requested and further information about the regulation can be obtained from Sion Ground or the AIS.
When a local regulation is of importance for the safe operation of ACFT on the apron, the information will be given to each ACFT by Sion Ground or the AIS.

“Local regulations” may be requested, in writing, from:

Post: Aéroport de Sion
Route de l’aéroport
CH-1950 Sion

4. ACFT guidance on apron

4.1 **General**

For taxi instruction, contact GND on FREQ 121.705 MHz. Pilot in command remains responsible for avoidance of collision with ACFT and objects outside of the ATS responsibility BDRY.

4.2 **Area of responsibility**

The exact ATS responsibility BDRY is shown on the AD-chart LSGS AD 2.24.1 - 1.

4.3 **Operational hours**

HO; REF: LSGS AD 2.3.

5. Aircraft parking SECTOR NORTH

Parking on north apron dedicated to non-based ACFT and scheduled FLTs only (7 days maximum).
Except parking “GVM”, dedicated to the Air Club Sion.
Transit parking dedicated to ACFT with a MTOM over 3 tons. Permission are allowed only by the airport authority at least 24 H in advance.
Phone: +41 (0) 27 329 06 00 or
Email: aeroport@sion.ch

6. High-visibility equipment

All crew on the movement area must wear yellow high-visibility safety equipment (jacket or vest) compliant with the EN 471 standard.

LSGS AD 2.21 NOISE ABATEMENT PROCEDURES

1. Auxiliary Power Units (APU)

1.1 The following regulations are applicable to use of APU:

- a MAX of 15 MIN prior to ACFT DEP
- a MAX of 10 MIN after ACFT ARR

The use of APU for MAINT shall be restricted to a MNM DUR.

LSGS AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR procedures

The use of IFR APCH or DEP procedures in Sion is limited to pilots, operators and ACFT fulfilling the respective airport qualifications. Pilots must hold a type A or B qualification.

- **Type A** qualification is obtained by achieving a self-Airport Briefing performed on the website:
  URL: www.sion-qualification.ch
- **Type B** qualification is obtained by achieving a flight program performed either on the ACFT or on a simulator. The flight program has to be submitted to an organisation authorized by Sion Airport Authority to deliver the type B qualification.

Referring to the type B qualification for multi crew, only the PIC, who must be the Pilot Flying, has to hold a type B qualification while the Pilot Non Flying only needs to hold a type A qualification.

1.1.1 IFR approach procedures

Any approaching ACFT must comply with the requirements of the ACFT, as well as with the relevant procedures published on the approach charts.

a. **Approach to RWY 25**
Initial APCH at 6.0° and final APCH and LDG at 4.0°. This approach is not considered as a "steep approach", as the last 7 NM are calculated with an APCH angle of 4.0° and are performed visually.

b. **Circling Procedures RWY 07**
Initial APCH to RWY 25 at 6.0° followed by circling procedure, which is available to ACFT categories A, B with speed limit of 125KT. Only available for pilot type B qualification.

c. Instrument approach procedures available for pilot **type A** qualification
IGS RWY 25, DA 8000 ft Conditions: VIS 8000 m and ceiling 6500 ft AAL, day only.

d. Instrument approach procedures available for pilot **type B** qualification
IGS RWY 25, DA according to ACFT PER
- IGS RWY 25 Day Conditions: VIS 5000 m.
- IGS RWY 25 Night Conditions: VIS 5000 m, ACFT able to fly a high PER DEP, only when RWY 25 in use.

RNP RWY 25 (AR), DA according to ACFT CAT
- RNP RWY 25 (AR) Day Conditions: NAA approved (Special aircraft and aircrew authorisation required)
- RNP RWY 25 (AR) Night Conditions: ACFT able to fly a high PER DEP, only when RWY 25 in use.
NAA approved (Special aircraft and aircrew authorisation required).

1.1.2 IFR departure procedures

Any departing ACFT must comply with the requirements of the ACFT as well as with the relevant procedures published on the SID charts.

a. Instrument departure procedures available for pilot **type A** qualification
Low PER SIDs (via GS300) Conditions: VIS 8000 m and ceiling 7400 ft AAL, VFR must be maintained until GS300, day only.
High PER SIDs Conditions: VIS 5000 m and ceiling 6500 ft AAL, day only.

b. Instrument departure procedures available for pilot **type B** qualification
Low PER SIDs (via GS300) Conditions: VIS 5000 m and ceiling 5400 ft AAL, VFR must be maintained until GS300, day only.
High PER SIDs Conditions: RVR 550 m, day and night.

1.1.3 Requirements overview

REQUIREMENTS OVERVIEW				
Flight operation & procedures		Requirements & Conditions		
		Pilot Qualification	**Conditions**	**Aircraft Performance**
VFR departure		NIL	VMC	NIL
IFR departure	Low PER SIDs (via GS300), day only	A / B	A: VIS 8000 m + ceiling 7400 ft AAL, B: VIS 5000 m + ceiling 5400 ft AAL, VFR to GS300	NIL
	High PER SIDs, day only	A	VIS 5000 m + ceiling 6500 ft AAL	High PER
	High PER SIDs, day and night	B	RVR 550 m	High PER
VFR approach & landing		NIL	VMC	NIL
IFR approach & landing	IGS RWY 25, DA 8000 ft, day only	A	VIS 8000 m + ceiling 6500 ft AAL	OEI ceiling for APCH *14500 ft AMSL*. Able for a 6° glide path angle. OEI missed APCH climb gradient
	IGS RWY 25, DA according to ACFT PER, day only	B	VIS 5000 m	
	IGS RWY 25, DA according to ACFT PER, night only	B	VIS 5000 m, high PER DEP, only if RWY 25 in use	
	RNP RWY 25 (AR) DA according to ACFT CAT day only	B	NAA approved*	
	RNP RWY 25 (AR), DA according to ACFT CAT night only	B	High PER DEP, only if RWY 25 in use NAA approved*	
	Circling RWY 07, day only	B	AVBL for ACFT categories A, B with speed limit of 125kt	
Note:	1) MNM climb gradient in accordance with LSGS AD 2.24.10.1 (go-around missed APCH climb gradient) 2) The conditions given by this table allow any ACFT category to operate, provided it fulfils the MAX IAS			
Legend:	NIL = not required NAA = National Aviation Authority * (Special aircraft and aircrew authorisation required)			

1.1.4 SID Descriptions

GENERAL INFORMATION FOR ALL SIDs

- MAX ALT applicable when MIL ON
- Contact Sion Ground 121.705 prior to start-up
- INITIAL CLIMB CLEARANCE: BY ATC

1.1.4.1 SID RWY 07/25 - RNAV 1 - LOW PERFORMANCE

(see Chart LSGS AD 2.24.7 - 1)

DESIGNATOR	RWY 07/25 RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
GOLEB 1V PDG: 3.7% to *12500ft*	Proceed VFR to GS300 (golf course and Lake Brêche beside Rhône River - East of St-Léonard). From GS300 proceed via GS301 (MAX IAS 220 kt during turn), GS202, GS203, GS204 and BERAR to GOLEB (MAX IAS 220 kt during turn).	Cross: GS300 at *6000ft* or above, GS202 at *11000ft* or below, GS203 at *13000ft* or below, GS204 at *13000ft* or above, GOLEB at FL140 or above.	NIL	Only for DEST within TMA LSGG or LFLB. For TFC DEST LSGG, join KINES arrival route. For TFC DEST LFLB/LFLP, follow route Y52.
ROCCA 1V PDG: 3.7% to *12500ft*	Proceed VFR to GS300 (golf course and Lake Brêche beside Rhône River - East of St-Léonard). From GS300 proceed via GS301 (MAX IAS 230 kt during turn), GS202, GS203, GS204 and GS205 (MAX IAS 250 kt during turn) to ROCCA.	Cross: GS300 at *6000ft* or above, GS202 at *11000ft* or below, GS203 at *13000ft* or below, GS204 at *13000ft* or above, GS205 at FL190 or above (FL180 or above by ATC).	NIL	NIL
SAPRE 1V PDG: 3.7% to *12500ft*	Proceed VFR to GS300 (golf course and Lake Brêche beside Rhône River - East of St-Léonard). From GS300 proceed via GS301 (MAX IAS 230 kt during turn), GS202, GS203, GS204 and BERAR (MAX IAS 250 kt during turn) to SAPRE.	Cross: GS300 at *6000ft* or above, GS202 at *11000ft* or below, GS203 at *13000ft* or below, GS204 at *13000ft* or above, BERAR at FL160 or above.	NIL	NIL

Procedure Description of RNAV 1 SID GOLEB 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GS300	-	+6000	-	-	-
TF	GS301	Y	-	-	244° (246.5°T)	7.8
TF	GS202	-	-11000	-220	232° (235.2°T)	6.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	BERAR	Y	-	-	232° (235.0°T)	7.0
TF	GOLEB	-	+FL140	-220	302° (304.8°T)	10.1

Procedure Description of RNAV 1 SID ROCCA 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GS300		+6000	-	-	-
TF	GS301	Y	-	-	244° (246.5°T)	7.8
TF	GS202	-	-11000	-230	232° (235.2°T)	6.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	GS205	Y	+FL190*	-	232° (234.9°T)	7.0
TF	ROCCA	-	-	-250	189° (192.2°T)	11.2

Note: *+FL180 by ATC

Procedure Description of RNAV 1 SID SAPRE 1V						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GS300	-	+6000	-	-	-
TF	GS301	Y	-	-	244° (246.5°T)	7.8
TF	GS202	-	-11000	-230	232° (235.2°T)	6.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	BERAR	Y	+FL160	-	232° (235.0°T)	7.0
TF	SAPRE	-	-	-250	334° (337.2°T)	33.4

1.1.4.2 SID RWY 25 - RNAV 1 - HIGH PERFORMANCE

(see Chart LSGS AD 2.24.7 - 3)

	RWY 25 RNAV 1			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
GOLEB 1D PDG: 13.3% to *10100ft*	Proceed via GS200, GS201 (MAX IAS 220 kt during turn), GS202, GS203, GS204 and BERAR to GOLEB (MAX IAS 220 kt during turn).	Cross: GS202 at *11000ft* or below, GS203 at *13000ft* or below, GS204 at *13000ft* or above, GOLEB FL140 or above.	NIL	No turn before GS200 (DER). Only for DEST within TMA LSGG or LFLB. For TFC DEST LSGG, join KINES arrival route. For TFC DEST LFLB/LFLP, follow route Y52.
ROCCA 1D PDG: 13.3% to *10100ft*	Proceed via GS200, GS201 (MAX IAS 230 kt during turn), GS202, GS203, GS204 and GS205 (MAX IAS 250 kt during turn) to ROCCA.	Cross: GS202 at *11000ft* or below, GS203 at *13000ft* or below, GS204 at *13000ft* or above, GS205 at FL190 or above (FL180 or above by ATC).	NIL	No turn before GS200 (DER).
SAPRE 1D PDG: 13.3% to *10100ft*	Proceed via GS200, GS201 (MAX IAS 230 kt during turn), GS202, GS203, GS204 and BERAR (MAX IAS 250 kt during turn) to SAPRE.	Cross: GS202 at *11000ft* or below, GS203 at *13000ft* or below, GS204 at *13000ft* or above, BERAR at FL160 or above.	NIL	No turn before GS200 (DER).

Procedure Description of RNAV 1 SID GOLEB 1D						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	GS200	Y	-	-	-	-
TF	GS201	Y	-	-	239° (241.9°T)	3.7
TF	GS202	-	-11000	-220	232° (235.2°T)	4.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	BERAR	Y	-	-	232° (235.0°T)	7.0
TF	GOLEB	-	+FL140	-220	302° (304.8°T)	10.1

Notes: Track adjustment at DER: 11° to the left

Procedure Description of RNAV 1 SID ROCCA 1D						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	GS200	Y	-	-	-	-
TF	GS201	Y	-	-	239° (241.9°T)	3.7
TF	GS202	-	-11000	-230	232° (235.2°T)	4.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	GS205	Y	+FL190*	-	232° (234.9°T)	10.0
TF	ROCCA	-	-	-250	189° (192.2°T)	11.2

Notes: Track adjustment at DER: 11° to the left
* +FL180 by ATC

Procedure Description of RNAV 1 SID SAPRE 1D						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	GS200	Y	-	-	-	-
TF	GS201	Y	-	-	239° (241.9°T)	3.7
TF	GS202	-	-11000	-230	232° (235.2°T)	4.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	BERAR	Y	+FL160	-	232° (235.0°T)	7.0
TF	SAPRE	-	-	-250	334° (337.2°T)	33.4

Note: Track adjustment at DER: 11° to the left

1.1.5 STAR Description

1.1.5.1 STAR TO GRANA - RNAV 5

(see Chart LSGS AD 2.24.9 - 1)

DESIGNATOR	STAR TO GRANA - RNAV 5		
	ROUTE		
	Lateral	Vertical	Remark
VADAR 2N	From VADAR proceed via SOSAL to GRANA.	Refer to chart	
VALOR 1W	From VALOR proceed to GRANA.	Refer to chart	

Procedure Description of RNAV STAR VADAR 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	VADAR	N	+FL190	-	-	-
TF	SOSAL	N	+17000	-	135° (137.7°T)	8.0
TF	GRANA	N	+17000	-	118° (121.3°T)	31.5

Procedure Description of RNAV STAR VALOR 1W						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	VALOR	N	+17000	-	-	-
TF	GRANA	N	+17000	-	057° (059.8°T)	26.9

1.2 RNP (AR) Approach description - SUSPENDED -

1.2.1 Approved users, equipment and operations

- For the LSGS RNP (AR) Instrument Approach Procedure, the operators shall ensure that they hold all the necessary operational approvals as part of the Operations Specifications from its authority including the Baro-VNAV approval in order to conduct the RNP (AR) approach to LSGS (ref ICAO PBN Manual document 9613).
- Final Approach track offset by 8° right from RWCL intercepting the RWCL 480m before the THR.
- The operator must have a Special Authorization from its authority in order to use the RNP AR approaches to LSGS (ref EASA AMC 20-26).
- The operator is responsible of conducting a Flight Operation Safety Assessment (FOSA).
- The RNP (AR) approach procedures require a navigation accuracy of RNP 0.3 and RF-leg capability.
- The vertical guidance is based on Baro-VNAV with GNSS and requires RNAV equipment which uses barometric altimeter input.

1.2.2 Limitations of the procedure

- The procedure is designed for temperature from -20°C to +47°C at Sion. (Temperature correction of the barometric altimeter is not required).
- The Sion RNP Approach RWY 25 (AR) is only available each year from 01 November until the last day of February and outside of MIL OPR HRS.

1.2.3 RNP RWY 25 (AR) (see chart LSGS AD 2.24.10-5) - SUSPENDED -

Path terminator	Waypoint ID	Flyover	Altitude (ft)	Speed limit (kt)	Turn direction	Track	DIST (NM)	Descent gradient	RNP	Radius (NM)	Arc center ID
IF	GRANA (IAF)	N	+17000	210	-	-	-	-	1.0	-	-
TF	GS615	N	-	-	-	042° (044.2°T)	30.9	-	1.0	-	-
RF	GS616 (IF)	N	-	-	R	-	22.1	-	1.0	6.85	GS623
TF	GS608 (FAF)	N	+17000	-	-	227° (228.9°T)	3.8	-	1.0	-	-
TF	GS607	N	-	160	-	228° (229.7°T)	10.7	-3.6°	0.3	-	-
RF	GS606	N	-	-	R	-	3.6	-3.6°	0.3	5.21	GS618
TF	GS605	N	-	-	-	268° (269.6°T)	12.9	-3.6°	0.3	-	-
RF	GS604	N	-	-	L	-	2.0	-3.6°	0.3	4.86	GS619
TF	GS617	Y	-	160	-	243° (245.1°T)	10.9	-3.6°	0.3	-	-
TF	GS609	N	-	165	-	243° (244.9°T)	3.8	-	0.5	-	-
RF	GS610	N	-	-	L	-	1.0	-	0.5	5.87	GS620
TF	GS611	N	-	-	-	233° (235.4°T)	17.2	-	0.5	-	-
RF	GS612	N	-	165	R	-	17.0	-	1.0	4.34	GS621
TF	GS613	N	-	-	-	097° (099.0°T)	10.8	-	1.0	-	-
TF	SIO	N	-	-	L	052° (054.1°T)	9.2	-	1.0	-	-
TF	GRANA	N	+17000	220	R	066° (068.0°T)	10.9	-	1.0	-	-

1.3 Airport Qualification

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

a. The ACFT must meet the PER: 6° INA, 4.0° final APCH and LDG.
b. Operator's contingency procedures (if required by the type of FLT operation) must be calculated and AVBL.
c. The PIC must hold a valid pilot qualification for the applicable type of operation and FLT procedures.

Note: When the PIC is not in a position to land, an EMERG must be declared.

To apply for the AP qualification, operators shall contact the Sion airport authority, CH-1950 Sion:
Phone: +41 (0) 27 329 06 00
Fax: +41 (0) 27 329 06 16
Email: aeroport@sion.ch

1.3.1 Aircraft Requirements

Any ACFT to be operated under IFR at Sion AP shall be able to comply with the published IFR procedures § 2.22.1.1 or with approved company contingency procedures.

The MAX IAS, as published on the relevant charts, shall not be exceeded during the corresponding FLT manoeuvres. The procedures are designed for speed of ACFT categories A, B and C. Additional speed restrictions shall be OBS during APCH and missed APCH.

ACFT to be operated on an instrument APCH procedure shall be able to fly a 6° GP in INA and a 4.0° in LDG configuration.

Note: GP 25 antenna is located 2 NM in front of THR 25.

1.3.2 Pilot Qualification

Pilots intending to operate under IFR rules at Sion AP shall hold a valid pilot qualification in accordance with the requirements of IFR procedures § 2.22.1.1.

1.3.2.1 Pilot Qualification type A

The Pilot Qualification type A is directly controlled by the Sion AP Authority and includes:
A theoretical self-instruction on:

- Sion general operational requirements (FOCA & Sion AP Authority),
- Local weather phenomena and dangers,
- Sion orographic and topographic situation, including all relevant obstacles,
- APCH and DEP procedures (VFR and IFR),

To apply for the Pilot Qualification type A, the pilot shall contact Sion AP Authority or consult Sion AP's qualification web site at
URL: http://www.sion-qualification.ch/

1.3.2.2 Pilot Qualification type B

MNM training requirements for the AP Qualification are included in a so called "Training Requirements Application Manual (TRAM)" that can be requested from the Sion AP Authority. It also can be found at
URL: http://www.sion-qualification.ch/

Be aware: The Sion Type B Qualification obtained on a propeller aircraft is not valid for a Jet Aircraft.
However, a Type B Qualification obtained on a jet is valid for a propeller aircraft, starting from the principle that the propeller aircraft is able to comply with the requested performances.

1.3.3 Airport qualification recency

It is the operator/pilot's responsibility to comply at all times with the AP qualification recency requirements.

1.3.3.1 Pilots part of private operator

PICs are recent for IFR procedures and IGS operations, regardless of position, rank and function, if at least one APCH into- and one DEP from Sion are conducted within a 12 months period (valid until the end of the month), under normal IFR operations.

In case of an interruption of the recency of more than 12 months, a new qualification type A or B is required.

2. VFR procedure

Refer to VFR Manual, LSGS AD INFO.

3. Description of Instrument Guidance System (IGS)

IGS RWY 25 components:

- SIO VOR/DME for missed APCH and initial line-up
- ILS (LOC/GP/DME) for final line-up and from MASAB to MAPT LOC OPN angle: 2°
- GP PSN: 5988 m before LOC antenna

3.1 Restrictions

LOC and GP may only be used in the following area: angle of +/-8° of APCH axis and DIST of 30 - 6 NM DME LOC during APCH. MNM ELEV angle 5° from LOC.

3.2 Procedure

Due to the restricted coverage of the LOC, the initial line-up uses SIO. When inside the useable LOC area, establish on LOC.

IGS PROC may be flown as ILS PROC. The published ALT at DME LOC 22, 19, 14.2 and 11.8 are to be strictly OBS.

After RCH D7 ISI, PCD to RWY maintaining terrain clearance visually. At D7 ISI the RWY may not yet be in sight.
LOC track is 6.5° offset from RWY axis. APSG D7 ISI, CONT on track 244° until D6 SIO (ABM village St. Léonard, 3.9 NM to the RWY). Then turn left to visually intercept the EXTD RWY axis PSG slightly south of Sion hospital.
Follow the PAPI RWY 25 for final descent segment (4.0°).

Note: GP 25 antenna is located 2 NM in front of THR 25.

4. Minima for IFR departures (TKOF minima)

RWY	25				07	
SID	1D (HP)		1V ((LP)		1V (LP)	
Pilot qualification	A	B	A	B	A	B
day/night	day only	day/night	day only	day only	day only	day only
VIS	5000 m	RVR 550 m	8000 m	5000 m	8000 m	5000 m
Ceiling	6500 ft/AAL	N/A	7400 ft/AAL	5400 ft/AAL	7400 ft/AAL	5400 ft/AAL

LSGS AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ALETO	N 46 23 18.5	E 007 52 40.4	IAC LSGS
BERAR	N 45 57 22.5	E 006 45 37.4	SID LSGS
GRANA	N 46 17 00.5	E 007 31 56.6	STAR / IAC LSGS
GS200	N 46 12 59.5	E 007 18 49.8	SID LSGS
GS201	N 46 11 15.2	E 007 14 08.5	SID LSGS
GS202	N 46 08 43.5	E 007 08 54.9	SID LSGS
GS203	N 46 05 51.8	E 007 03 01.2	SID LSGS
GS204	N 46 01 23.3	E 006 53 50.6	SID LSGS
GS205	N 45 55 38.2	E 006 42 07.0	SID LSGS
GS300	N 46 15 28.9	E 007 26 43.2	SID LSGS
GS301	N 46 12 22.6	E 007 16 28.1	SID LSGS
GS601	N 46 15 20.7	E 007 53 43.3	IAC LSGS
GS602	N 46 18 42.3	E 008 03 31.3	IAC LSGS
GS603	N 46 26 30.6	E 008 02 17.0	IAC LSGS
GS604	N 46 17 52.5	E 007 34 33.8	IAC LSGS
GS605	N 46 18 19.6	E 007 37 26.2	IAC LSGS
GS606	N 46 18 26.2	E 007 56 01.9	IAC LSGS
GS607	N 46 19 40.8	E 008 00 51.8	IAC LSGS
GS608	N 46 26 36.7	E 008 12 39.6	IAC LSGS
GS609	N 46 11 38.9	E 007 15 20.0	IAC LSGS
GS610	N 46 11 10.1	E 007 14 07.9	IAC LSGS
GS611	N 46 01 24.0	E 006 53 50.4	IAC LSGS
GS612	N 46 09 14.8	E 006 51 15.3	IAC LSGS
GS613	N 46 07 32.7	E 007 06 34.5	IAC LSGS
GS615	N 46 39 05.6	E 008 03 12.5	IAC LSGS
GS616	N 46 29 07.5	E 008 16 49.4	IAC LSGS
GS617	N 46 13 16.5	E 007 20 20.2	IAC LSGS

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
GS618	N 46 23 38.8	E 007 55 58.9	IAC LSGS
GS619	N 46 13 28.1	E 007 37 30.6	IAC LSGS
GS620	N 46 06 20.3	E 007 18 54.9	IAC LSGS
GS621	N 46 04 57.7	E 006 50 16.8	IAC LSGS
GS623	N 46 34 17.0	E 008 10 17.2	IAC LSGS
MASAB	N 46 23 56.0	E 007 54 45.0	IAC LSGS

2. Table for temperature deviation from ISA

ALT	ISA	ISA + 20°C	ISA + 10°C	ISA - 10°C	ISA - 20°C
		Altimeter reading	Altimeter reading	Altimeter reading	Altimeter reading
17000	- 19°C	OAT + 1°C *15940*	OAT - 9°C *16450*	OAT - 29°C *17600*	OAT - 39°C *18240*
16000	- 17°C	OAT + 3°C *15010*	OAT - 7°C *15490*	OAT - 27°C *16550*	OAT - 37°C *17160*
13610	- 12°C	OAT + 8°C *12790*	OAT - 2°C *13190*	OAT - 22°C *14070*	OAT - 32°C *14560*
11690	- 8°C	OAT + 12°C *11010*	OAT + 2°C *11340*	OAT - 18°C *12070*	OAT - 28°C *12490*
8630	- 2°C	OAT + 18°C *8160*	OAT + 8°C *8390*	OAT - 12°C *8890*	OAT - 22°C *9180*
7100	+ 1°C	OAT + 21°C *6730*	OAT + 11°C *6910*	OAT - 9°C *7300*	OAT - 19°C *7530*
4030	+ 7°C	OAT + 27°C *3870*	OAT + 17°C *3950*	OAT - 3°C *4120*	OAT - 13°C *4220*

Note: Pressure altimeters are calibrated to indicate true ALT under ISA conditions. Any DEV from ISA will therefore result in an erroneous reading on the altimeter. In case of a temperature HYR than ISA, the true ALT will be HYR than the figure indicated by the altimeter and the true ALT will be lower when the temperature is lower than ISA. The altimeter error may be significant in extremely cold temperatures.

LSGS AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSGS AD 2.24.1 - 1
Aircraft Parking / Docking Chart	LSGS AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 07/25	LSGS AD 2.24.4 - 1
SID RWY 07/25 - RNAV 1 - Low Performance	LSGS AD 2.24.7 - 1
SID RWY 25 - RNAV 1 - High Performance	LSGS AD 2.24.7 - 3
STAR to GRANA - RNAV 5	LSGS AD 2.24.9 - 1
IAC IGS RWY 25 (CAT A/B/C)	LSGS AD 2.24.10 - 1
IAC IGS RWY 25 Visual APCH	LSGS AD 2.24.10 - 3
IAC RNP RWY 25 (AR) SUSPENDED (CAT A/B/C)	LSGS AD 2.24.10 - 5
ATC Surveillance Minimum Altitude Chart (-15°C to -7°C)	LSGS AD 2.24.13 - 1
ATC Surveillance Minimum Altitude Chart (-6°C and above)	LSGS AD 2.24.13 - 3

LSGS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
07	SALS 540 m	✓	-	PAPI 4.0° MEHT 12.33 m	-	-	✓	600 m	✓
25	SALS 540 m	✓	-	PAPI 4.0° MEHT 12.12 m	-	-	✓	600 m	✓

TWY LGT	
EDGE	Exits A*, B, C, D, F, G, S* *near RWY only
CL	NIL
RGL	A, B

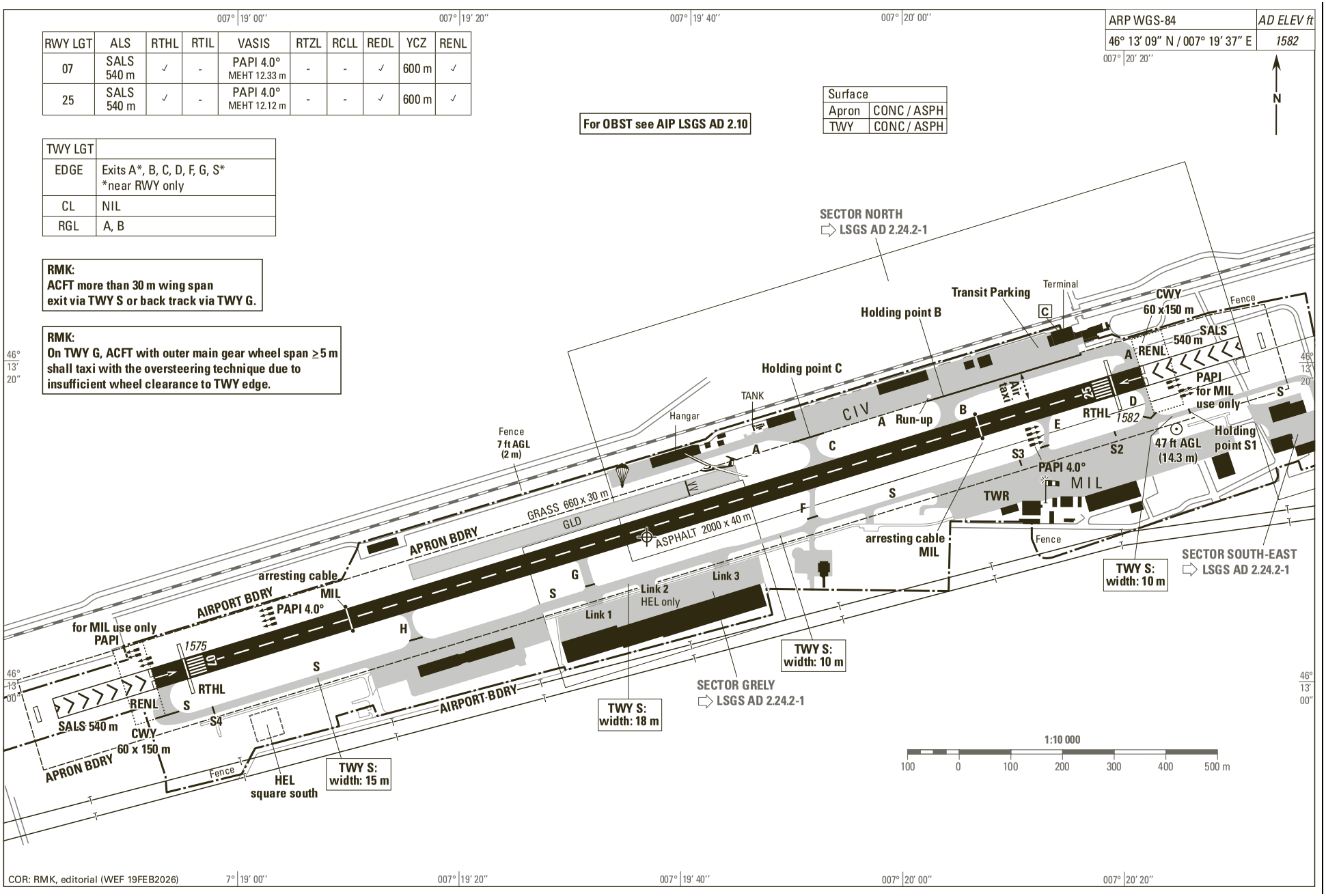
RMK:
ACFT more than 30 m wing span exit via TWY S or back track via TWY G.

RMK:
On TWY G, ACFT with outer main gear wheel span ≥5 m shall taxi with the oversteering technique due to insufficient wheel clearance to TWY edge.

For OBST see AIP LSGS AD 2.10

Surface	
Apron	CONC / ASPH
TWY	CONC / ASPH

ARP WGS-84	AD ELEV ft
46° 13′ 09″ N / 007° 19′ 37″ E	1582



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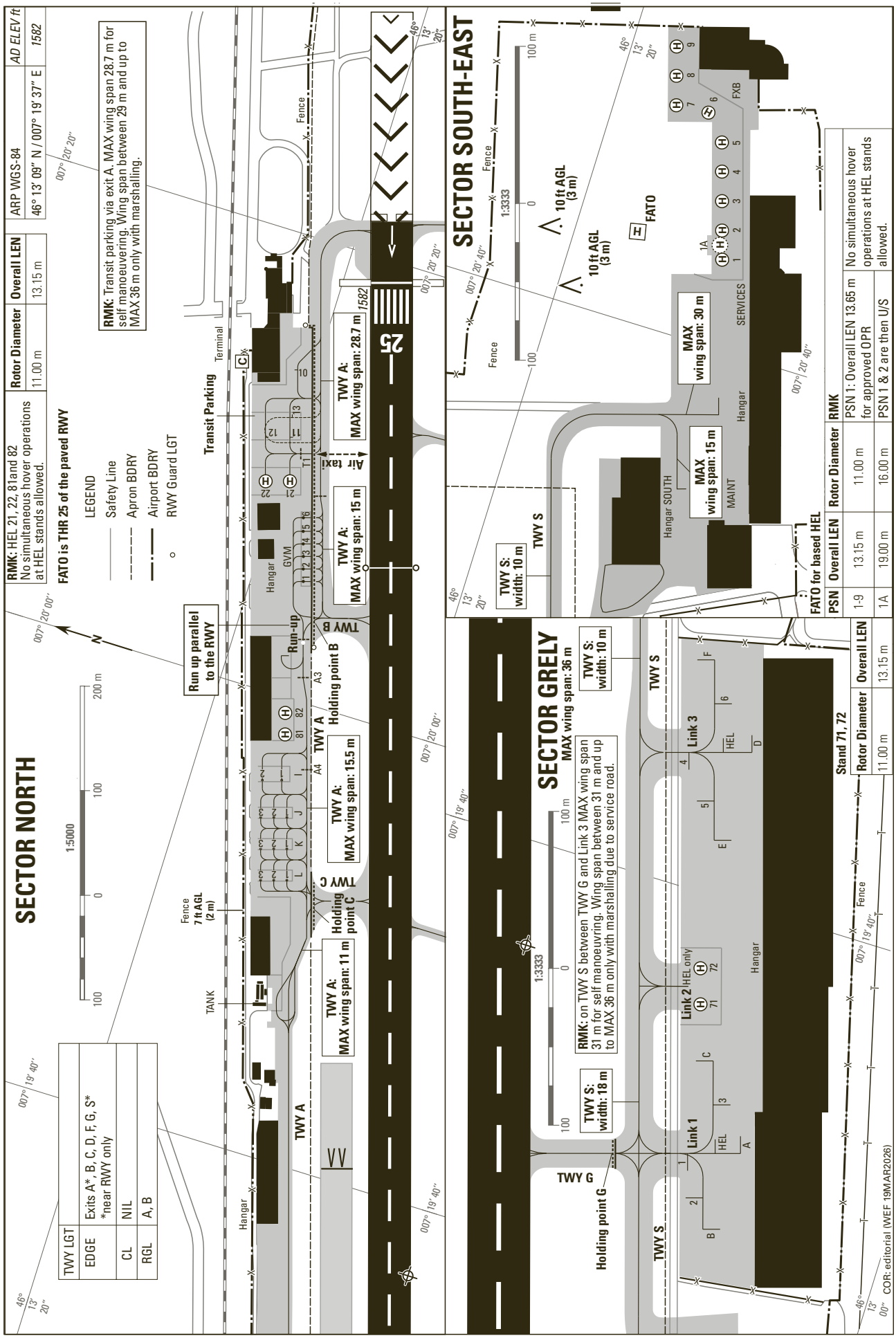
SECTOR NORTH
SECTOR SOUTH-EAST
SECTOR GRELY
RMK: HEL 21, 22, 81and 82 No simultaneous hover operations at HEL stands allowed.
FATO is THR 25 of the paved RWY
Rotor Diameter 11.00 m
Overall LEN 13.15 m
ARP WGS-84 46° 13' 09" N / 007° 19' 37" E
AD ELEV ft 1582
RMK: Transit parking via exit A. MAX wing 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
Run up parallel to the RWY
Run-up
Holding point B
Holding point C
Holding point G
TWY A
TWY B
TWY C
TWY G
TWY S
TWY A: MAX wing span: 15.5 m
TWY A: MAX wing span: 11 m
TWY A: MAX wing span: 15 m
TWY A: MAX wing span: 28.7 m
TWY S: width: 18 m
TWY S: width: 10 m
TWY S: width: 10 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.
MAX wing span: 36 m
MAX wing span: 30 m
MAX wing span: 15 m
10 ft AGL (3 m)
FATO
Link 1
Link 2 HEL only
Link 3
Stand 71, 72
Hangar
Hangar SOUTH
MAINT
SERVICES
Terminal
Air taxi
Fence
7 ft AGL (2 m)
TANK
GVM
FXB
1:5000
1:3333
FATO for based HEL
PSN 1-9 Overall LEN 13.15 m Rotor Diameter 11.00 m RMK PSN 1: Overall LEN 13.65 m for approved OPR
PSN 1A Overall LEN 19.00 m Rotor Diameter 16.00 m RMK PSN 1 & 2 are then U/S
Stand 71, 72 Rotor Diameter 11.00 m Overall LEN 13.15 m
RMK 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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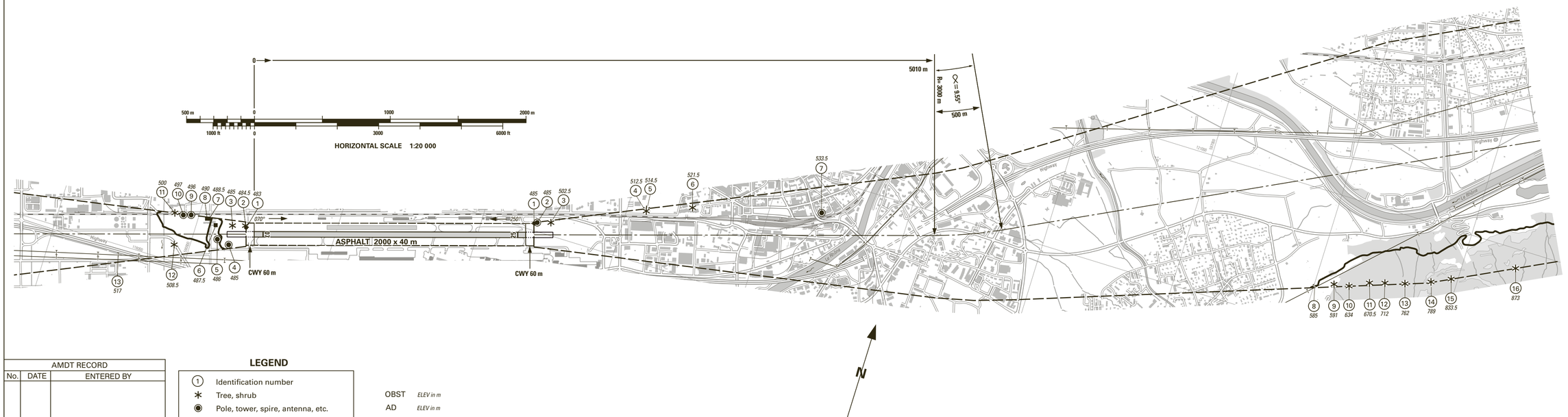
VAR 3° E (2021.5)

Profile view see LSGS AD 2.24.4-2

RWY: 07-25

RWY 07	DECLARED DISTANCES in m	RWY 25
2000	TAKE-OFF RUN AVAILABLE	2000
2060	TAKE-OFF DISTANCE AVAILABLE	2060
2000	ACCELERATE STOP DISTANCE AVAILABLE	2000
1935	LANDING DISTANCE AVAILABLE	1940



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Enclosure
- Transmission line, overhead cable
- Terrain penetrating obstacle plane

OBST *ELEV in m*
AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 23JAN2025)

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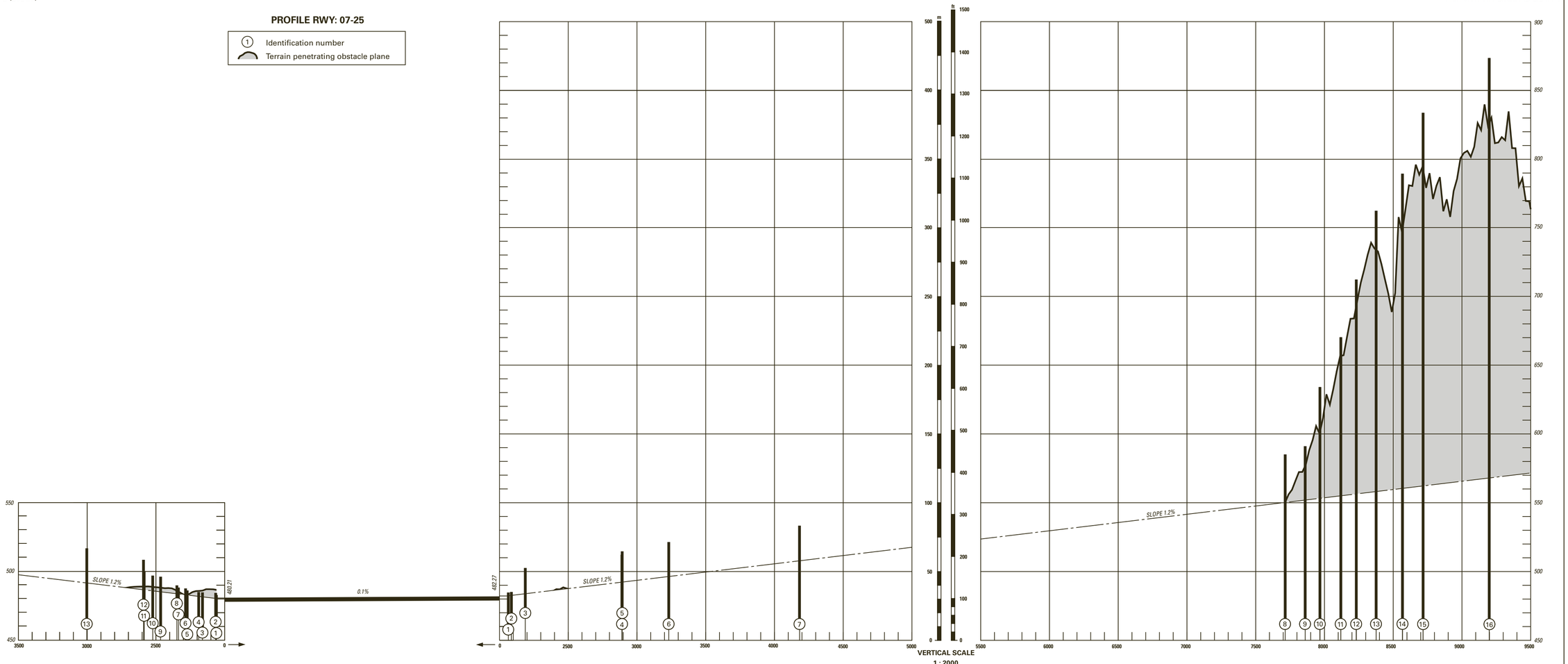
VAR 3° E (2021.5)

Plan view see LSGS AD 2.24.4-1

PROFILE RWY: 07-25

① Identification number

Terrain penetrating obstacle plane



COR: editorial (WEF 23JAN2025)

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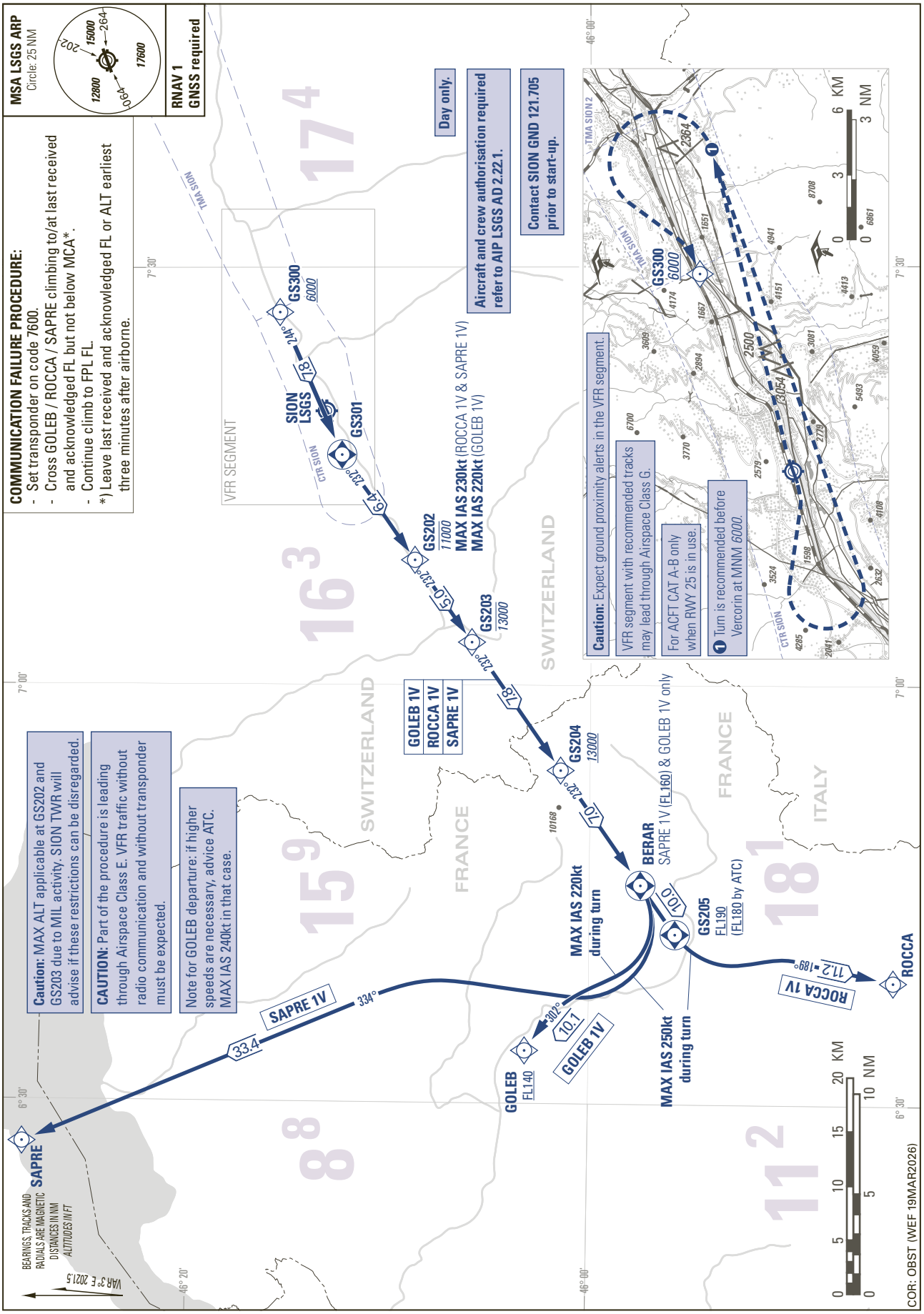
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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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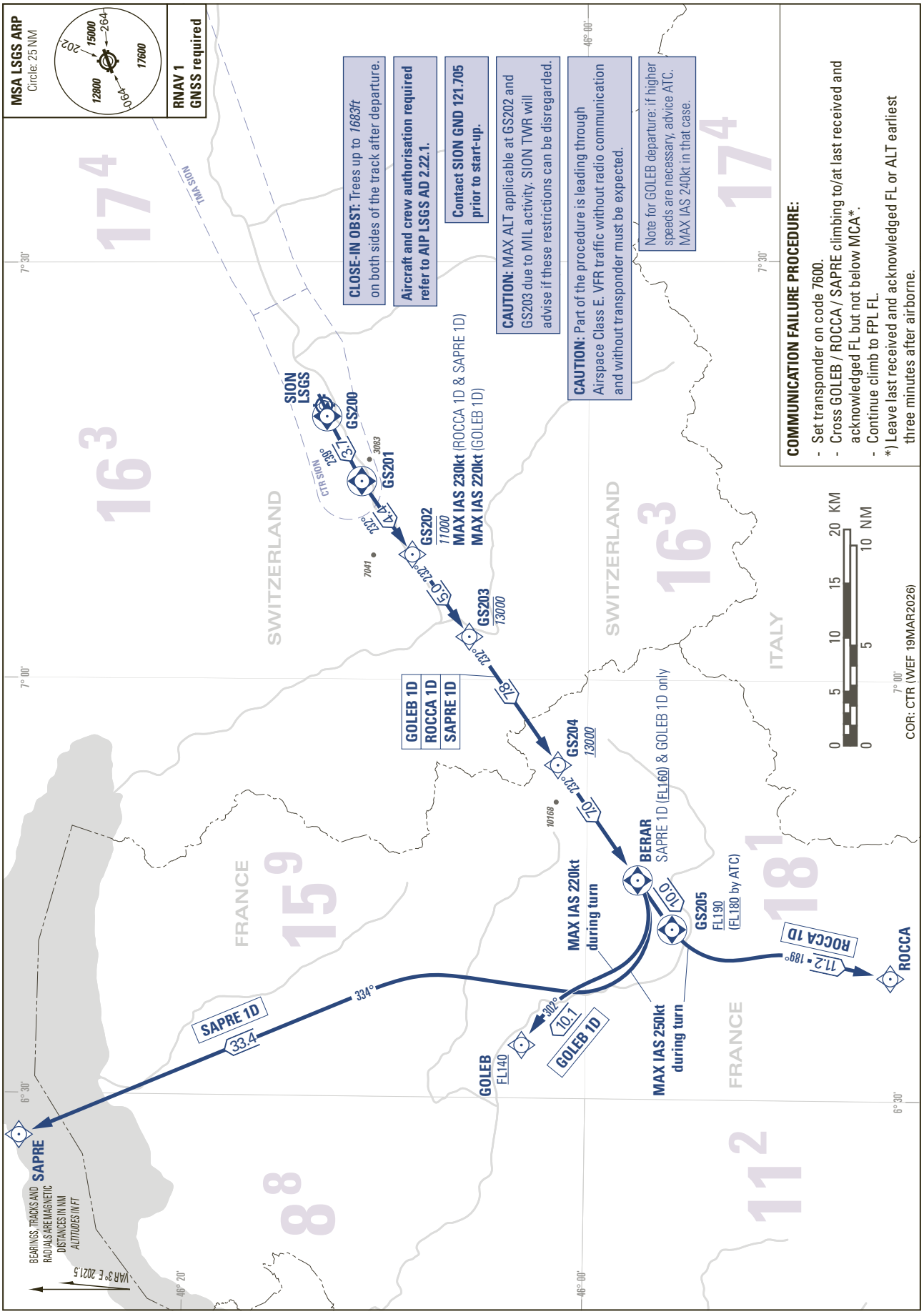
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *13000*

SION (LSGS)
RNAV high performance RWY 25

GOLEB 1D ROCCA 1D SAPRE 1D



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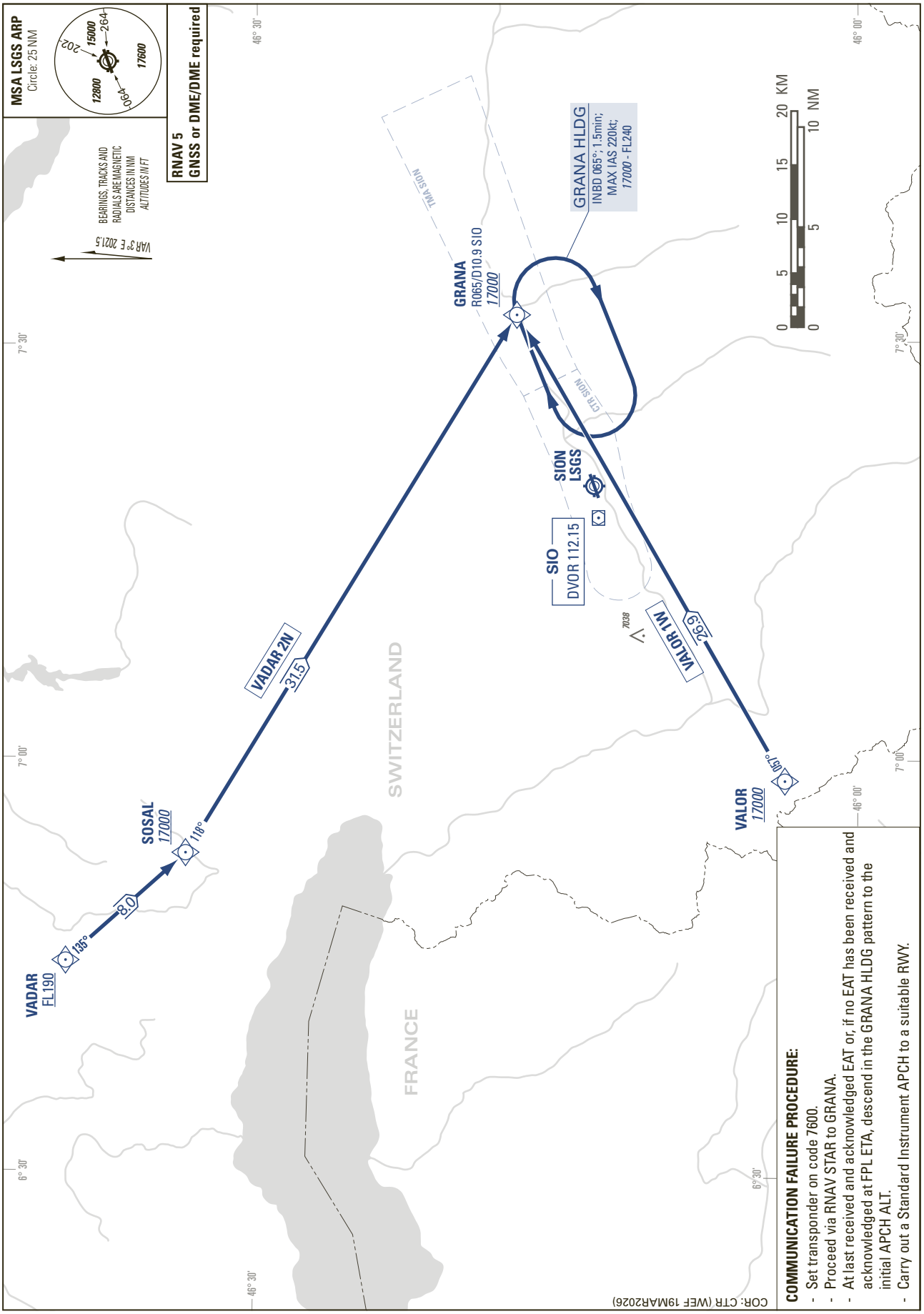
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *17000*

SION (LSGS)
RNAV GRANA

VADAR 2N VALOR 1W



COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Proceed via RNAV STAR to GRANA.
- At last received and acknowledged EAT or, if no EAT has been received and acknowledged at FPL ETA, descend in the GRANA HLDG pattern to the initial APCH ALT.
- Carry out a Standard Instrument APCH to a suitable RWY.

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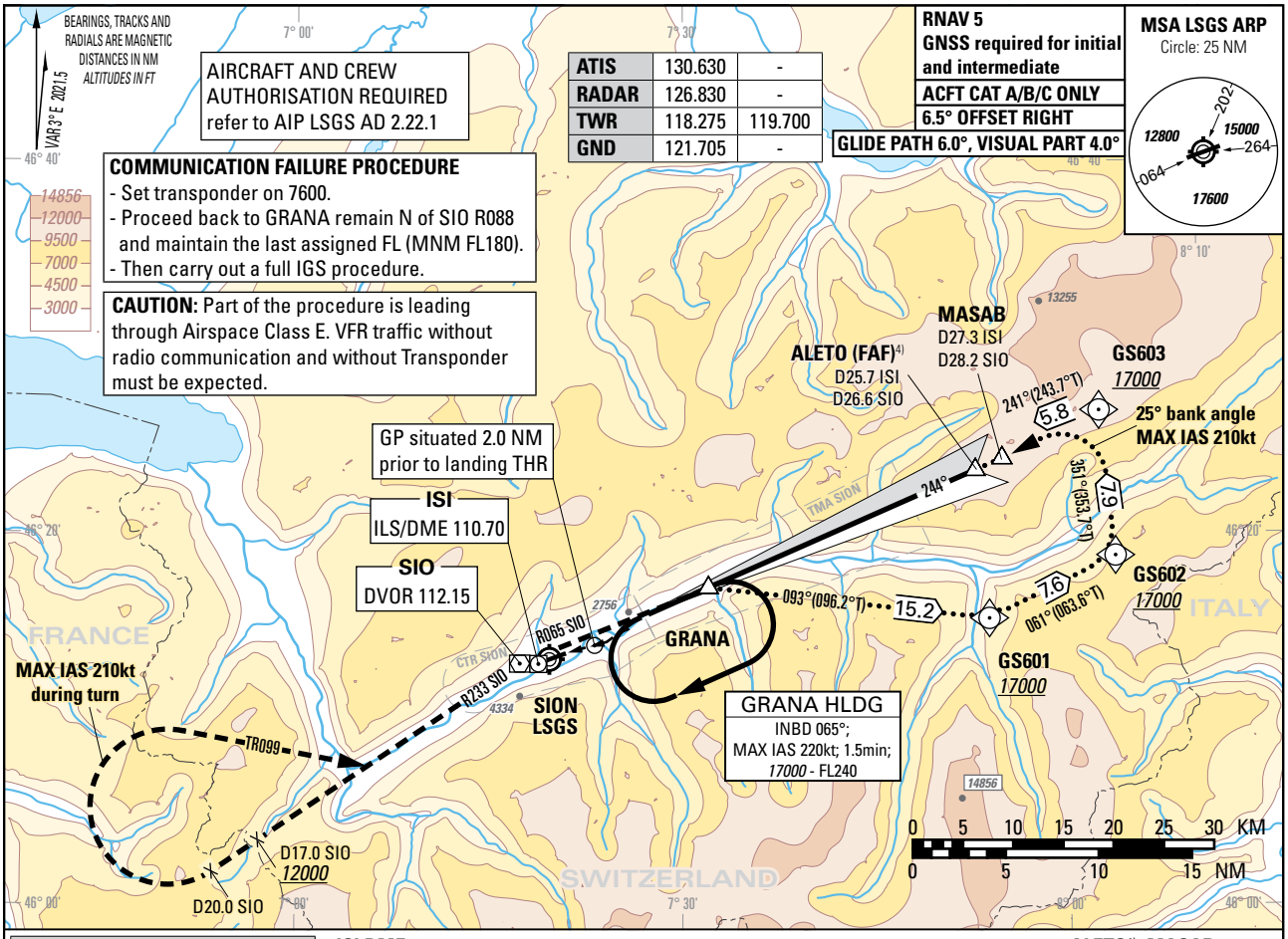
Instrument Approach Chart
(IAC) - ICAO
(IGS instruction: see LSGS AD 2.22)

AD ELEV 1582ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*17000*

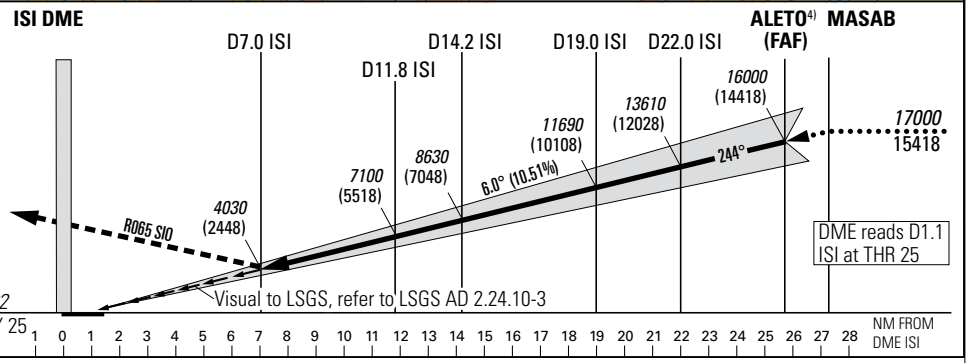
SION (LSGS)
IGS RWY 25



MISSED APPROACH

Climb to *17000*.

Climb on R065 to SIO, leave SIO on R233 outbound, at D20.0 SIO turn right (MAX IAS 210kt during turn), and establish TR099 to intercept R233 SIO inbound SIO. Proceed via SIO to GRANA. Cross D17.0 SIO at *12000* or above, GRANA at *17000*.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			VIS m
	A	B	C	
	DECISION ALTITUDE (HEIGHT)			
2.5%	*6520* (4940) 1)			5000
3.0%	*6080* (4500) 1)			
3.5%	*5650* (4070) 1)			
4.0%	*5220* (3640) 1)			
4.5%	*4780* (3200) 1)			
4.9%	*4490* (2910) 1)			
Circling north of AD only 1) 2) 3)	*4490* (2910)	*5040* (3460)	not authorized	5000

ROD	GS kt	90	110	130	150
	FT/MIN	958	1171	1384	1597

DIST ISI	7	8	9	10	12	14	16
DIST THR	5.9	6.9	7.9	8.9	10.9	12.9	14.9
ALT FT	*4030*	*4670*	*5310*	*5950*	*7220*	*8500*	*9780*
DIST ISI	18	20	22	24	25	25.7	27.3
DIST THR	16.9	18.9	20.9	22.9	23.9	24.6	26.2
ALT FT	*11050*	*12330*	*13610*	*14890*	*15530*	*16000*	*17000*

REMARK
- APCH PROHIBITED IF GP U/S.
- Table for temperature deviation from ISA. See LSGS AD 2.23.2.
- Final APCH offset 6.5° from RCL.
- If unable to comply with MAX HLDG speed, inform ATC.

CAUTION
- This is not a standard APCH angle.

NOTE
1) Special training required. 2) Night circling prohibited. 4) At ALETO, GP *15970*.
3) ACFT categories A, B with speed limit of 125kt.

COR: RADAR FREQ, CTR (WEF 19MAR2026)

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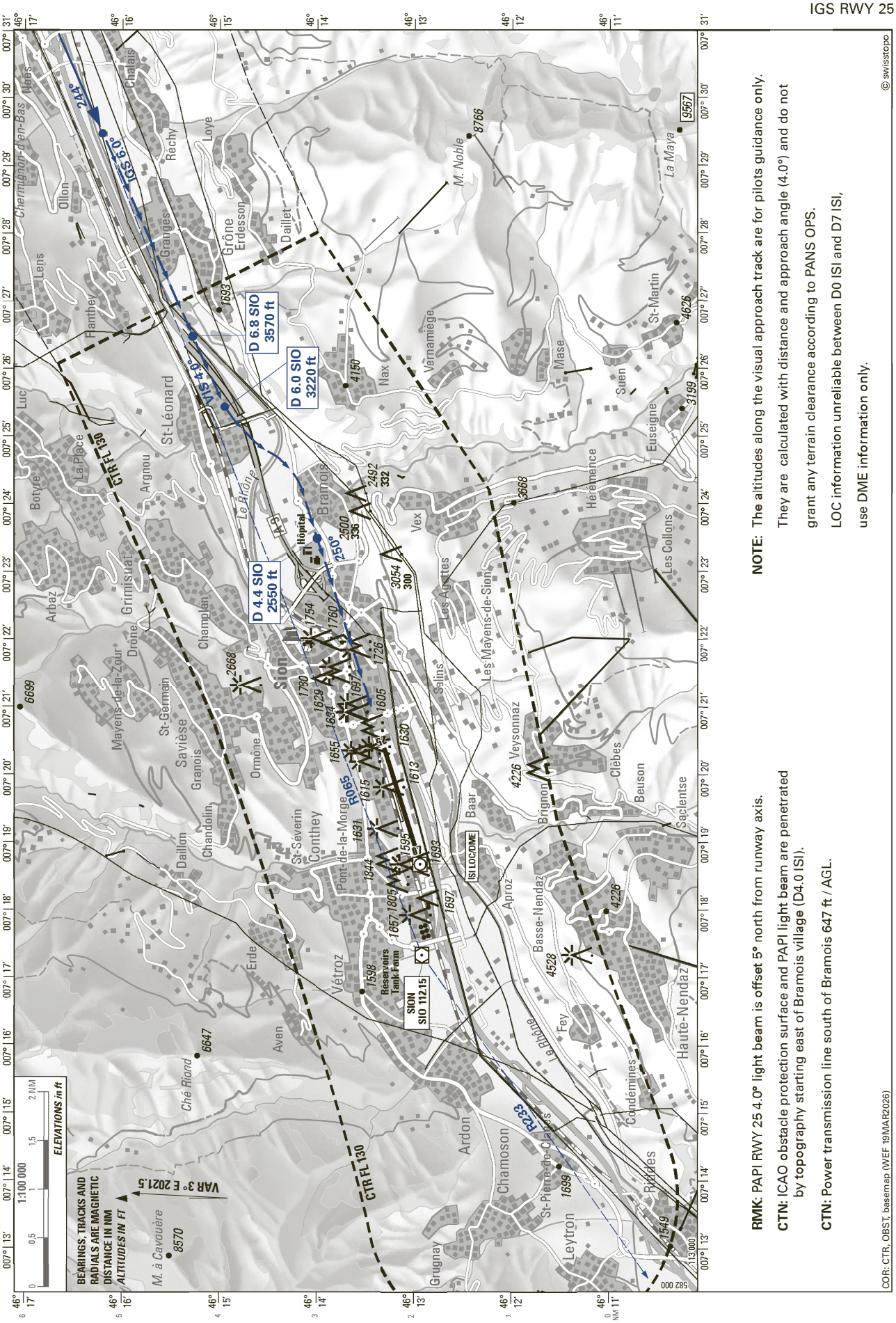
VISUAL APPROACH PROCEDURE

ELEV 1582 ft

SION (LSGS)
IGS RWY 25



NOTE: The altitudes along the visual approach track are for pilots guidance only. They are calculated with distance and approach angle (4.0°) and do not grant any terrain clearance according to PANS OPS.
LOC information unreliable between D0 ISI and D7 ISI, use DME information only.

RMK: PAPI RWY 25 4.0° light beam is offset 5° north from runway axis.

CTN: ICAO obstacle protection surface and PAPI light beam are penetrated by topography starting east of Bramois village (D4.0 ISI).

CTN: Power transmission line south of Bramois 647 ft / AGL.

COR: CTR, OBST, basemap (WEF 19MAR2026)

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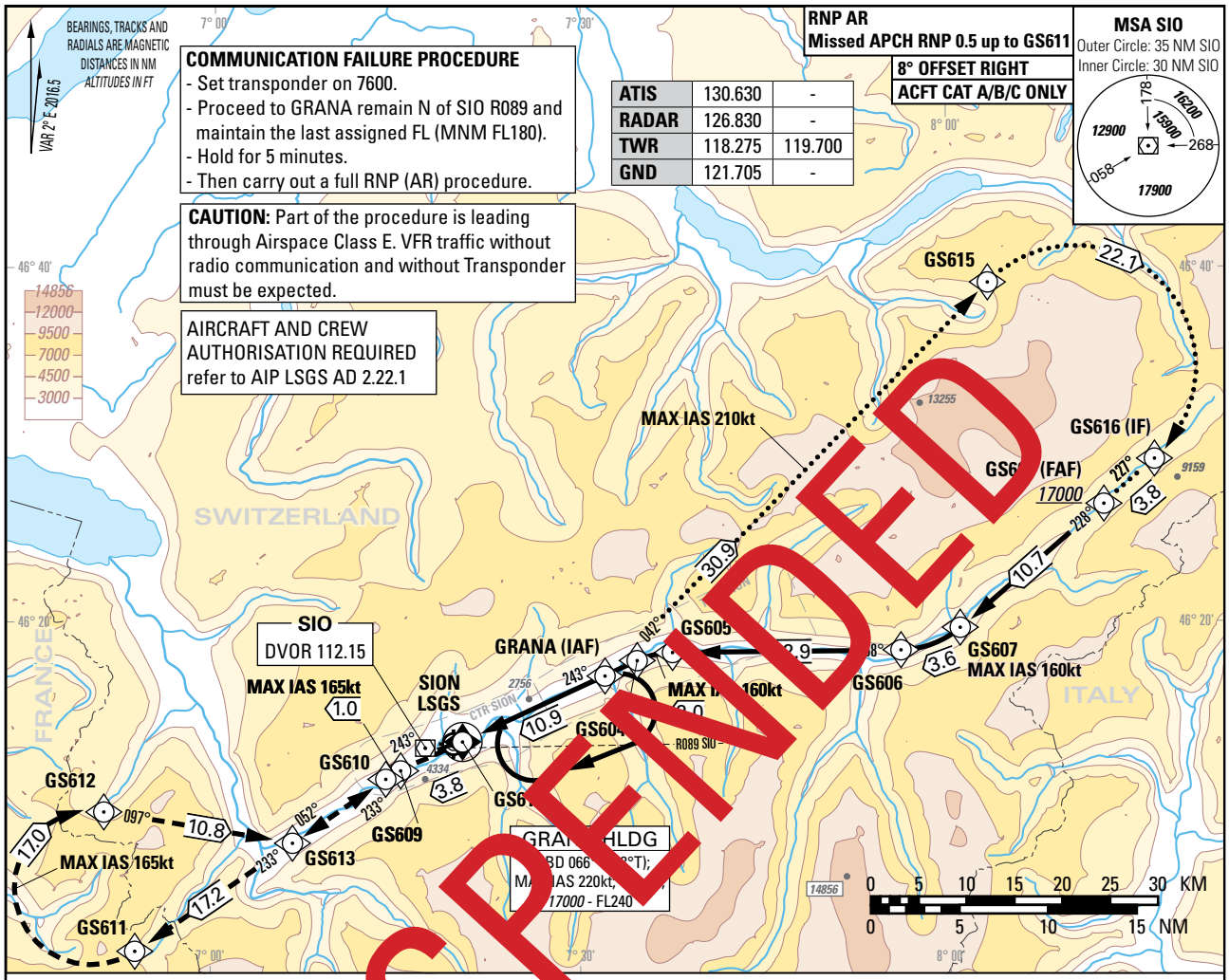
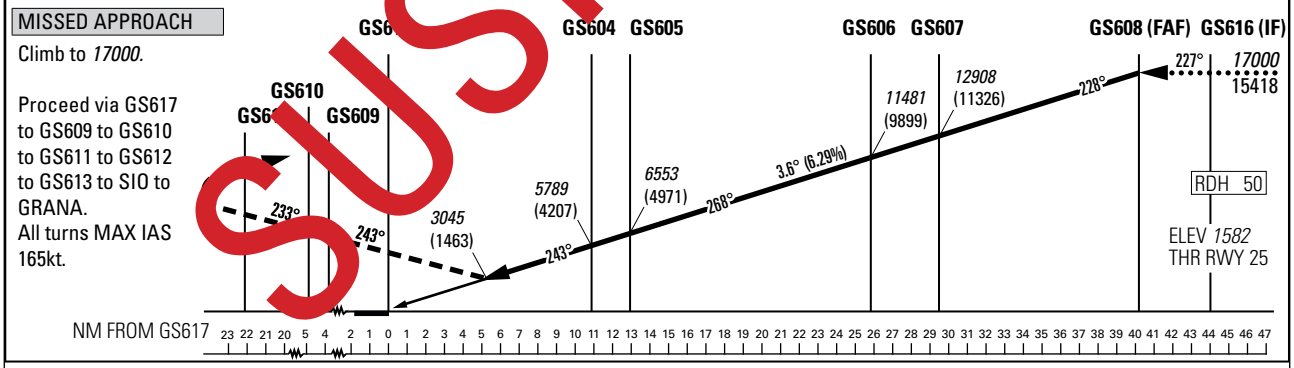
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1582ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*17000*

SION (LSGS)
RNP RWY 25 (AR)





Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH		
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)		
		A	B	C
5.0%	RNP (AR)	*3071* (1489)	*3084* (1502)	*3098* (1516)
		DECISION ALTITUDE (HEIGHT)		
5.0%	RNP (AR)	*3071* (1489)	*3084* (1502)	*3098* (1516)

Missed APCH WPT	GS617	GS609	GS610	GS611	GS612	GS613	SIO	GRANA
recommended CROSSING ALTITUDE (HEIGHT) for Missed APCH climb gradient 5.0%	*3699* (2117)	*4866* (3284)	*5158* (3576)	*10375* (8793)	*15546* (13964)	*17000* (15418)		

ROD	GS kt	80	100	120	140	160
	FT/MIN	510	640	760	890	1020

REMARK

- APCH not authorized when airport temperature below -20°C or above +47°C.
- RNP (AR) RDH = 50 (PAPI MEHT = 40ft).
- PAPI 4.0° not coincident with VPA.
- 0.1 NM BFR THR 25 Visual Segment Surface (VSS) penetrated by trees up to *1670ft* AMSL.

CAUTION

- On 3.6° APCH angle and GS > 150kt resulting ROD will be > 1000ft/min.
- Final APCH track offset by 8° right from RCL intercepting the RCL 480m BFR the THR.

COR: RADAR FREQ, CTR (WEF 19MAR2026)

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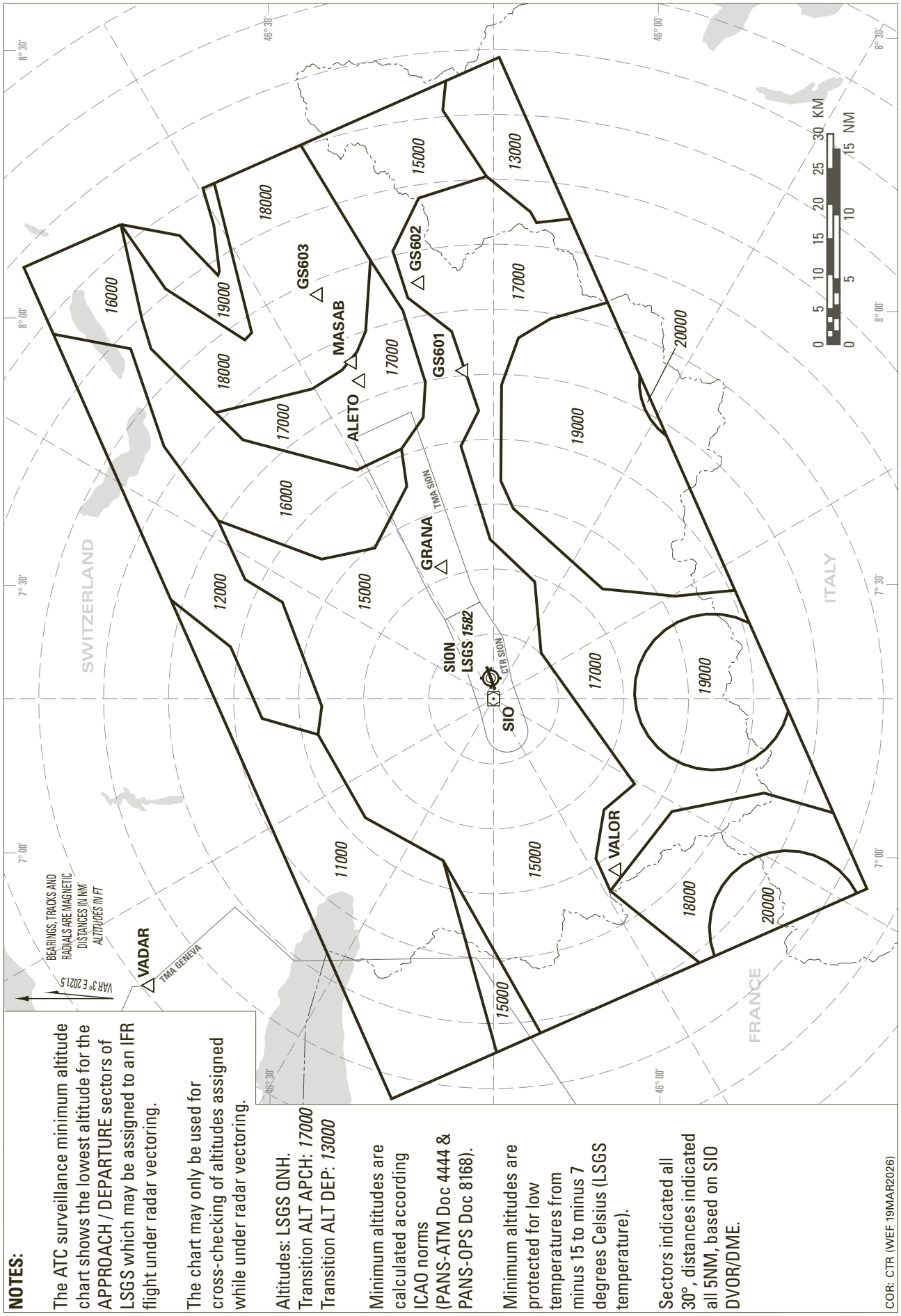
ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD TEMPERATURES FROM -15° TO -7°C)



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the APPROACH / DEPARTURE sectors of LSGS which may be assigned to an IFR flight under radar vectoring.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSGS QNH.
Transition ALT APCH: *17000*
Transition ALT DEP: *13000*

Minimum altitudes are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes are protected for low temperatures from minus 15 to minus 7 degrees Celsius (LSGS temperature).

Sectors indicated all 30°, distances indicated all 5NM, based on SIO DVOR/DME.

COR: CTR (WEF 19MAR2026)

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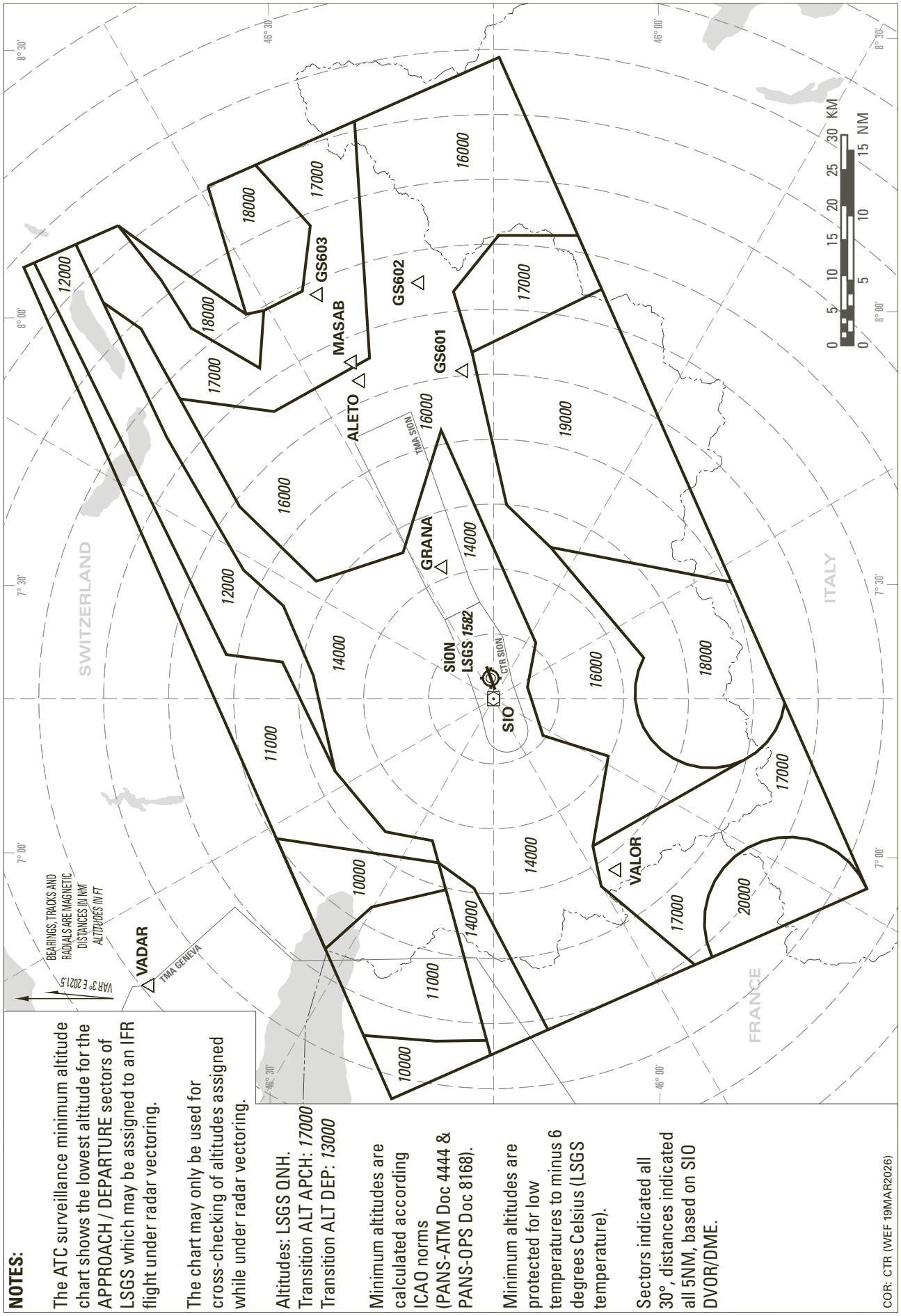
ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD TEMPERATURES -6°C AND ABOVE)



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the APPROACH / DEPARTURE sectors of LSGS which may be assigned to an IFR flight under radar vectoring.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSGS QNH.
Transition ALT APCH: *17000*
Transition ALT DEP: *13000*

Minimum altitudes are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes are protected for low temperatures to minus 6 degrees Celsius (LSGS temperature).

Sectors indicated all 30°, distances indicated all 5NM, based on SIO DVOR/DME.

COR: CTR (WEF 19MAR2026)

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LSZH - ZURICH

LSZH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZH - ZURICH

LSZH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	47 27 29 N / 008 32 53 E INT RWY 16/34, 10/28
2	**Direction and distance from the CITY**	9 km N Zurich
3	**Elevation/Reference temperature**	*1417 ft AMSL* - 27.0°C
4	**Geoid undulation at AD ELEV PSN**	*155.1 ft*
5	**MAG VAR/Annual change**	3° E (2020.5) / 0°10' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Flughafen Zürich AG P.O. Box CH-8058 Zurich-Airport AFS: LSZHYDYX URL: http://www.zurich-airport.com/ **Airport Authority:** Phone: +41 (0) 43 816 21 11 Email: airportauthority@zurich-airport.com
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSZH AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	H24 refer to LSZH AD 2.20 for Local flying restrictions
2	**Customs and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24[1)]
9	**Handling**	H24[1)]
10	**Security**	H24
11	**De-icing**	H24[1)]
12	**Remarks**	NIL

1. reduced capacity during night ban

LSZH AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	All modern facilities AVBL
2	**Fuel/oil types**	JET A1, AVGAS 100LL Turbo oil, Aviation oil
3	**Fuelling facilities/capacity**	No limitations

4	**De-icing facilities**	OCT 01 - APR 30: De-icing assured MAY 01 - SEP 30: De-icing on request, 60 min reaction time De-icing fluids available: Type I: Kilfrost DF Plus, Type IV: Kilfrost ABC S Plus • Remote de-icing: SWISSPORT • On-stand de-icing: SWISSPORT, AAS-NORDIC Aero, DNATA, Jet Aviation • LSZH AD 2.5 Use of remote de-icing facilities: ACFT stop PSN on de-icing lanes C1 / C2 / C3 / F1 / F2 / F3 marked and lighted. Stop PSN markings with yellow lights and the RMK “STOP DEICING” are located to the left with a 90-degree angle to the de-icing lane. To commence de-icing, aircraft (all types) has to stop with the pilot seat abeam the stop PSN. When entering the de-icing lane as instructed by “Zurich Apron”, ACFT shall taxi independently with caution up to de-icing stop PSN and contact the respective Pad Coordinator (Charlie 121.640, Foxtrott 121.635). (See: LSZH AD 2.24.1 - 1) Be aware of repositioning of de-icing trucks within the remote de-icing facilities.
5	**Hangar space for visiting aircraft**	Restricted (only at short notice and O/R)
6	**Repair facilities for visiting aircraft**	Major and minor aircraft and engine repairs: • 5-Star Aviation: Phone +41 (0) 79 465 68 99 Email: 5star@5staraviation.ch • Textron Aviation - Cessna Zürich Citation Service Center: Phone +41 (0) 79 597 43 45 Email: ipilipovic@txtav.com • Helvetic Maintenance: Phone +41 (0) 79 939 09 21 Email: mcc@helvetic.com • Jet Aviation AG: Phone +41 (0) 58 158 84 62 Email: zrhfbo@jetaviation.com • Motorfluggruppe Zürich: Phone +41 (0) 44 881 22 22 Email: flightmaintenance@mfgz.ch • Northern Aerotech ApS: Phone: +41 (0) 76 470 29 55 Email: zurich@northern-aerotech.com • SR-Technics Switzerland AG: Phone +41 (0) 79 320 26 25 Email: zrhline@srtechnics.ch • Swiss Line Maintenance: Phone +41 (0) 44 564 40 44 Email: mcc@swiss.com
7	**Remarks**	Oxygen and related servicing AVBL.

LSZH AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Directly at the airport: Radisson Blu Hotel, Phone +41 (0) 44 800 40 40. Other hotels in vicinity and in town. 13 dayrooms at the airport; Crew restrooms at the OPS centre.
2	**Restaurants**	Various restaurants for crews and passengers
3	**Transportation**	Public buses, trains, trams, taxis, car rental agencies
4	**Medical facilities**	Designated airport according to International Health Regulations (2005). Airport Medical Centre: Open from 0700-1930 (0600-1830) Phone: +41 (0) 43 816 60 00 Airport Dental Services: Open from 0600-1800 (0500-1700) Phone: +41 (0) 43 816 61 61 Airport Eye Clinic: Open from 0700-1600 (0600-1500) Phone: +41 (0) 43 816 70 00 Quarantine station (100 persons sitting); Doctor O/R; 3 ambulances; Hospitals in city. Special vehicle with lifting device available at Goldair AAS Assistance AG. Phone: +41 (0) 43 816 54 41
5	**Bank and Post Office**	At AP and in city
6	**Tourist Office**	At AP and in city
7	**Remarks**	NIL

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*
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)

LSZH AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 10 (1)	Pole	*1420*	47 27 23 N 008 34 18 E	Church	*1588*	47 25 56 N 008 34 38 E	A0087/08
AOC 10 (2)	Pole	*1420*	47 27 21 N 008 34 18 E	Building LGTD	*1483*	47 27 27 N 008 34 25 E	A0096/01
AOC 10 (3)	Pole	*1422*	47 27 26 N 008 34 20 E	Antenna marked/LGTD	*1705*	47 24 52 N 008 33 56 E	A0164/12
AOC 10 (4)	Pole	*1426*	47 27 20 N 008 34 20 E	Building LGTD	*1690*	47 24 49 N 008 33 10 E	A0390/02
AOC 10 (5)	Pole	*1428*	47 27 23 N 008 34 25 E	Antenna marked/LGTD	*1435*	47 28 23 N 008 32 23 E	A0198/07
AOC 10 (6)	Enclosure	*1433*	47 27 27 N 008 34 30 E	Radar marked/LGTD	*1526*	47 27 52 N 008 33 03 E	A0393/02
AOC 10 (7)	Pole	*1436*	47 27 23 N 008 34 31 E	Crane/Cranes marked/LGTD	*1754*	47 24 39 N 008 32 35 E	A0285/20
AOC 10 (8)	Pole	*1440*	47 27 20 N 008 34 31 E	RVR Camera	*1400*	47 28 49 N 008 32 12 E	A0281/08
AOC 10 (9)	Pole	*1442*	47 27 22 N 008 34 34 E	Antenna marked/LGTD	*1766*	47 24 39 N 008 32 38 E	A0635/08
AOC 10 (10)	Pole	1445	47 27 23 N 008 34 35 E	Antenna LGTD	*1591*	47 26 56 N 008 34 33 E	A0285/00
AOC 10 (11)	Tree/Trees	1448	47 27 18 N 008 34 35 E	Antenna marked/LGTD	*2148*	47 25 17 N 008 27 48 E	A0262/07
AOC 10 (12)	Tree/Trees	1452	47 27 18 N 008 34 35 E	Antenna marked/LGTD	*1591*	47 26 59 N 008 34 26 E	
AOC 10 (13)	Tree/Trees	1461	47 27 24 N 008 34 38 E	Tower/Mast LGTD	1683	47 26 30 N 008 34 55 E	
AOC 10 (14)	Tree/Trees	1478	47 27 26 N 008 34 40 E	Crane/Cranes marked/LGTD	1516	47 23 35 N 008 30 29 E	
AOC 10 (15)	Building	1486	47 27 25 N 008 34 47 E	Tower LGTD	1550	47 27 14 N 008 33 28 E	
AOC 10 (16)	Tree/Trees	1496	47 27 27 N 008 34 58 E	Antenna LGTD	1473	47 28 43 N 008 31 47 E	
AOC 10 (17)	Tree/Trees	1511	47 27 25 N 008 35 15 E	Tower/Mast	*2168*	47 26 11 N 008 24 28 E	A0154/10
AOC 10 (18)	Tree/Trees	1515	47 27 27 N 008 35 20 E	Antenna marked/LGTD	1699	47 25 22 N 008 32 14 E	
AOC 10 (19)	Tree/Trees	*1536*	47 27 26 N 008 35 21 E	Building LGTD	1476	47 27 29 N 008 34 24 E	
AOC 10 (20)	Tree/Trees	*1548*	47 27 25 N 008 35 22 E	Antenna LGTD	1532	47 26 43 N 008 32 57 E	
AOC 10 (21)	Tree/Trees	*1554*	47 27 25 N 008 35 23 E	Tree/Trees	1611	47 26 31 N 008 34 20 E	
AOC 10 (22)	Antenna	*1569*	47 27 25 N 008 35 24 E	Building	1532	47 27 13 N 008 34 13 E	
AOC 10 (23)	Tree/Trees	*1572*	47 27 25 N 008 35 25 E	Antenna LGTD	1545	47 27 14 N 008 33 52 E	
AOC 10 (24)	Tree/Trees	*1603*	47 27 09 N 008 35 53 E	Antenna LGTD	1421	47 27 26 N 008 32 44 E	
AOC 10 (25)	Tree/Trees	*1620*	47 27 08 N 008 35 54 E				

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

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

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

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

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

LSZH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

1. TAMSI = TAF METAR SIGMET

LSZH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

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

LSZH AD 2.13 DECLARED DISTANCES

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

LSZH AD 2.14 APPROACH AND RUNWAY LIGHTING

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

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

LSZH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LSZH AD 2.16 HELICOPTER LANDING AREA

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

LSZH AD 2.17 ATS AIRSPACE

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

LSZH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
ZURICH AREA		121.500 MHz	H24	**Language: En** Emergency channel
ATIS ARR		125.730 MHz	H24	Phone: Service +41 (0) 43 931 60 72
ATIS DEP		129.005 MHz	H24	Phone: Service +41 (0) 43 931 60 73
APP/SR VDF[1)]	Zurich Arrival do.	130.560 MHz 135.230 MHz	H24 H24	ARR ACFT via GIPOL ARR ACFT via AMIKI and RILAX
	Zurich Departure	125.955 MHz	HX*	DEP ACFT
	Zurich Final	125.330 MHz	HX*	*only on ATC instruction
		120.755 MHz	HX*	ALTN FREQ for all APP services (Zurich Arrival, Departure and Final)
TWR VDF[1)]	Zurich Tower do. do.	118.100 MHz 120.230 MHz 119.700 MHz	H24 H24 H24	Primary APCH RWY 14 and TKOF RWY 32 ALTN FREQ
Dubendorf TWR	Dubendorf Tower	118.975 MHz	HX	See: ENR 2.1 TMA Zurich 5: up to FL095 - if Dubendorf TWR inactive, contact Zurich Information 124.700 MHz
Terminal VDF[1)]	Zurich Terminal	127.755 MHz	H24	VFR FLT within LSZH TMA Status Info: TMA S1, S2, S3 and DUB
CLR DEL	Zurich Delivery	121.930 MHz	H24	ATC clearance for IFR
GND VDF[1)]	Zurich Ground	121.905 MHz 118.100 MHz 119.700 MHz	H24 H24 H24	Primary
De-Icing	Pad Coordinator F	121.635 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	Pad Coordinator C	121.640 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	De-icing Coordination	121.810 MHz	H24	
APRON	Zurich Apron	121.755 MHz	0445-2230 (0345-2130)	South of RWY 28
	do.	121.705 MHz	0445-2230 (0345-2130)	ALTN FREQ
	do.	121.855 MHz	0445-2230 (0345-2130)	North of RWY 28
	do.	121.980 MHz	0445-2230 (0345-2130)	ALTN FREQ
FIC	Zurich Information	124.700 MHZ	H24	For VFR FLT within TMA
Fire Brigade	Florian 1	123.100 MHz	H24*	*Only when fire brigade present on site. REF: LSZH AD 2.6 §4

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

LSZH AD 2.19 RADIO NAVIGATI ON AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
TRASADINGEN DME	TRA	CH 90X	H24	47 41 22.2N 008 26 13.1E	*1850 ft*	NIL	DOC 100 NM / 50'000 ft Paired VOR FREQ 114.30 MHz
KLOTEN DVOR/DME, VAR 3.6° E / 2025 (decl.: 4.0° E)	KLO	114.85 MHz CH 95Y	H24	47 27 25.7N 008 32 44.1E	*1410 ft*	NIL	DOC 50 NM / 25'000 ft VOR partially UNREL BTN R235 and R245 BLW *7400 ft AMSL* and BTN R040 and R080 BLW *5200 ft AMSL*.
ZURICH EAST DVOR/DME, VAR 3.8° E / 2025 (decl.: 4.2° E)	ZUE	110.05 MHz CH 37Y	H24	47 35 31.8N 008 49 03.6E	*1734 ft*	NIL	DOC 80 NM / 50'000 ft
HOCHWALD DME	HOC	CH 79X	H24	47 27 59.6N 007 39 55.6E	*2425 ft*	NIL	DOC 60 NM / 50'000 ft, DME range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz
KRONBERG DME	KRO	CH 28Y	H24	47 17 30.1N 009 19 39.9E	*5489 ft*	NIL	DOC 100 NM / 50'000 ft in sector 185° - 115°, unreliable in sector 115° - 185°. Paired VOR FREQ 109.15 MHz
STOCKHORN DME	STH	CH 89Y	H24	46 41 37.7N 007 32 18.6E	*7251 ft*	NIL	DOC 100 NM / 50'000 ft, Paired VOR FREQ 114.25 MHz
WILLISAU DVOR/DME, VAR 3.5° E / 2025 (decl.: 3.9° E)	WIL	116.90 MHz CH 116X	H24	47 10 42.1N 007 54 20.9E	*2426 ft*	NIL	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.
GBAS, class C/G1/0/H, APCH facility designation LSZH/ G14A/20242/S/C	G14A (RWY 14)	114.05 MHz CH 20242	H24	47 28 46.9N 008 31 49.2E	ELEV of GBAS *1416 ft*	NIL	Restricted coverage (published procedures covered): at 15 NM -35°E to 20°S from CL above *3700 ft AMSL*. at 15 NM +/- 35° from CL above *4000 ft AMSL*. at 20 NM +/- 10° from CL above *4700 ft AMSL*. Ellipsoid height: 478.81 m

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 14; ILS CAT III, class III/E/4 VAR 3° E	IKL	111.75 MHz	H24	47 27 35.5N 008 33 59.1E	NIL	NIL	LOC PSN: 216 m FM THR 32. RWY 14: LOC course 134° MAG. Front course sector width 3.57°. Restricted coverage: (published procedures covered): at 10 NM - +/- 35° from CL above *3800 ft AMSL*. at 17 NM - 24° E to 33° W from CL above *3800 ft AMSL*. at 25 NM - +/- 10° from CL above *4500 ft AMSL*.
GP 14	--	333.35 MHz	H24	47 28 50.0N 008 32 25.8E	NIL	NIL	GP angle 3°. PSN: 350 m FM THR 14. GP HGT THR 14: 53 ft / 16.2 m.
DME 14	IKL	CH 54Y	H24	47 28 50.0N 008 32 25.6E	*1415 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 10 NM - +/- 35° from CL above *3800 ft AMSL.* at 17 NM - +/- 35° from CL above *3800 ft AMSL.* at 25 NM - 10° E to 0° W from CL above *4500 ft AMSL*.
LOC 16, ILS CAT III, class III/E/4, VAR 3° E	IZH	110.50 MHz	H24	47 26 35.2N 008 33 30.2E	NIL	NIL	LOC PSN: 758 m FM THR 34. RWY 16: LOC course 152° MAG Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° from CL above *3800 ft AMSL.* at 25 NM; +/- 10° from CL above *4600 ft AMSL.* No low clearance and no receiver flag within the area 17 NM *3800 ft* 25° E to 30° W from CL.
GP 16	--	329.60 MHz	H24	47 28 23.1N 008 32 22.6E	NIL	NIL	GP angle 3°. PSN: 384 m FM THR 16. GP HGT THR 16: 54 ft / 16.5 m.
DME 16	IZH	CH 42X	H24	47 28 23.0N 008 32 22.9E	*1400 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° from CL above *3800 ft AMSL.* at 25 NM; +/- 10° from CL above *4600 ft AMSL.*

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

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

LSZH AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions

1.1 General

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

1.2 Scheduled Air Traffic

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

1.3 Non-scheduled flights

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

1.4 Charter Flights

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

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

1.5 Non-scheduled commercial air traffic (Business Flights)

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

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

1.6 Non-commercial air traffic

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

1.7 Exemptions

1.7.1 Urgent flights

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

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

1.7.2 Permission requests

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

1.8 Training missed approaches for IFR flights

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

2. Airport slot permission request procedures

2.1 General

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

2.2 Scheduled air traffic and charter flights

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

2.3 Non-commercial and non-scheduled commercial air traffic

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

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

AP slots will be organised by the respective handling agent.

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Aircraft guidance and procedures on Apron and TWYs

3.1 General

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

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

3.1.1.1 General

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

3.1.1.2 Mode A code

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

3.1.1.3 Mode S Aircraft Identification

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

3.2 Apron Control

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

3.2.1 Area of responsibility

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

3.2.2 Clearance and Transmission of messages

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

3.2.3 Operational hours and Marshaller service

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

3.3 Procedures

3.3.1 Arriving aircraft

3.3.1.1 Minimum RWY occupancy time

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

3.3.1.1.1 Landing RWY 14

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

3.3.1.1.2 Landing RWY 16

Vacating via TWY E4 or E6 only with ATC clearance.

3.3.1.1.3 Landing RWY 28

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

3.3.1.1.4 Landing RWY 34

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

3.3.1.2 Taxi procedures

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

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

3.3.2 Departing aircraft

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

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

3.3.2.2 Airport Collaborative Decision Making (A-CDM)

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

3.3.2.3 A-CDM Definition and Procedure

Target Off Block Time (TOBT)

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

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

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

EOBT

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

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

Target Start-up Approval Time (TSAT)

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

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

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

3.3.2.4 Departure Clearance - General

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

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

3.3.2.4.1 Clearance Request (RCD)

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

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

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

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

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

3.3.2.4.2 Unable for standard DEP RWY

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

3.3.2.4.3 DCL Clearance Uplink Message (CLD)

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

3.3.2.4.4 Revert to voice procedures

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

3.3.2.4.5 Datalink Departure Clearance (DCL) Technical Information

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

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

Reporting of problems: email to atm@skyguide.ch

3.3.2.5 Aircraft Ready

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

3.3.2.6 Start-up and pushback procedure

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

3.3.2.7 Taxi procedures for departing aircraft

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

3.3.2.8 Winter Operation

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

3.4 ICAO Code Letter F Ground Operation

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

3.4.1 Ground movement area

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

3.4.2 Parking positions

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

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

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

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

3.5 High-Visibility Jackets and FLT crew ID badge

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

4. Ground handling

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

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

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

4.1 Ground handling agents:

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

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

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

4.1.1 Non-commercial and non-scheduled commercial air traffic

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

4.1.1.1 Ground Handling Agents:

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

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

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

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

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

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

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

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

4.2 Fuelling

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

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

5. ACFT De-icing

5.1 Locations

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

5.2 De-icing - Status

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

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

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

5.3 De-icing - Procedures

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

5.3.1 ACFT de-icing on stand

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

5.3.2 ACFT repositioning for de-icing on stand

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

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

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

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

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

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

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

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

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

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

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

5.4 Clean Aircraft Concept (CAC)

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

6. IFR/VFR mixed operations

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

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

7. IFR operations

7.1 RNAV 1 requirement

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

7.2 iStream Procedure

7.2.1 Goal

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

7.2.2 Participation

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

7.2.3 Process

7.2.3.1 Strategic Phase

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

7.2.3.2 Tactical Phase

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

7.2.4 Further information

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

7.3 Restrictions on VEBIT SIDs RWY 16

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

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

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

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

LSZH AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

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

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

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

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

1.2 Auxiliary Power Units (APU)

1.2.1 All stands

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

1.2.2 The APU shall only be started:

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

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

2. Approaches

2.1 ILS/GLS approach:

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

2.2 Other approaches:

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

2.3 German ordinance

2.3.1 Application:

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

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

German Public Holidays	2025	2026	2027	2028	2029	2030
New Year	JAN 01	JAN 01	JAN 01	JAN 01	JAN 01	JAN 01
6th January	JAN 06	JAN 06	JAN 06	JAN 06	JAN 06	JAN 06
Good Friday	APR 18	APR 03	MAR 26	APR 14	MAR 30	APR 19
Easter Monday	APR 21	APR 06	MAR 29	APR 17	APR 02	APR 22
1st May	MAY 01	MAY 01	MAY 01	MAY 01	MAY 01	MAY 01
Ascension Day	MAY 29	MAY 14	MAY 06	MAY 25	MAY 10	MAY 30
Whit Monday	JUN 09	MAY 25	MAY 17	JUN 05	MAY 21	JUN 10
Corpus Christi Day	JUN 19	JUN 04	MAY 27	JUN 15	MAY 31	JUN 20
Day of German Unity	OCT 03	OCT 03	OCT 03	OCT 03	OCT 03	OCT 03
All Saints' Day	NOV 01	NOV 01	NOV 01	NOV 01	NOV 01	NOV 01
Christmas Day	DEC 25	DEC 25	DEC 25	DEC 25	DEC 25	DEC 25
Boxing Day	DEC 26	DEC 26	DEC 26	DEC 26	DEC 26	DEC 26

2.3.2 Lowest FL over German airspace

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

2.3.3 RWY 14/16

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

2.3.4 RWY 28

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

2.4 Landing RWY

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

2.4.1 Weekdays

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

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

2.4.2 SAT and SUN and German Holidays

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

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

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

2.5 Reverse thrust

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

3. Departures

3.1 Departure routes

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

3.2 Departure procedures

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

Automatic measuring equipment is used to MNT adherence.

3.3 Departure runways

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

0600-2000 (0500-1900)

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

1) RWY 28 is used primarily

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

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

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

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

2000-0600 (1900-0500)

Jet ACFT expect DEP on RWY 32 / 34*.

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

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

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

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

4. Engine Tests

4.1 Idle Power

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

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

4.2 Run-ups

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

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

LSZH AD 2.22 FLIGHT PROCEDURES

1. IFR Procedures

1.1 SID Descriptions

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

1.1.1 SID RWY 10

1.1.1.1 SID RWY 10 - RNP 1

(see chart LSZH AD 2.24.7.1 - 1)

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

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

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

1.1.1.2 SID RWY 10 - RNAV 1

(see chart LSZH AD 2.24.7.1 - 3)

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

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

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

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

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

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

1.1.1.3 SID RWY 10 - NON RNAV

(see chart LSZH AD 2.24.7.1 - 5)

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

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

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

1.1.2 SID RWY 16

1.1.2.1 SID RWY 16 - RNAV 1

(see chart LSZH AD 2.24.7.2 - 1)

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

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

1.1.2.2 SID RWY 16 - RNAV 5

(see chart LSZH AD 2.24.7.2 - 3)

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

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

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

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

1.1.2.3 SID RWY 16 - RNAV 1 (by ATC only)

(see chart LSZH AD 2.24.7.2 - 5)

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

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

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

1.1.2.4 SID RWY 16 - NON RNAV

(see chart LSZH AD 2.24.7.2 - 7)

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

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

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

1.1.3 SID RWY 28

1.1.3.1 SID RWY 28 - RNP 1 (RF required)

(see chart LSZH AD 2.24.7.3 - 1)

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

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

1.1.3.2 SID RWY 28 - RNAV 1

(see chart LSZH AD 2.24.7.3 - 3)

DESIGNATOR	RWY 28 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
VEBIT 2X PDG 7.7% to *2400ft*	Climb straight ahead direct to ZH540. At ZH540 turn left direct to ZH542 (MAX IAS 210kt). At ZH542 proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).

RNAV 1 SID VEBIT 2X						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY28	N	-	-	-	-
TF	ZH540	Y	-	-	273° (276.0°T)	3.3
DF	ZH542	N	-	-210	-	-
TF	BREGO	N	+5000	-	232° (235.0°T)	5.8
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

1.1.3.3 SID RWY 28 - RNAV 5

(see chart LSZH AD 2.24.7.3 - 5)

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

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

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

1.1.3.4 SID RWY 28 - RNP 1 (RF required) (by ATC only)

(see chart LSZH AD 2.24.7.3 - 7)

DESIGNATOR	RWY 28 - RNP 1 (RF required) (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 2Y PDG 7.7% to *2400ft*	Climb straight ahead to ZH540. At ZH540 turn left to ZH548. At ZH548 proceed via ZH541 to ZH552. At ZH552, turn left direct to ZH553 (MAX IAS 210kt). At ZH553 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955	RF required.

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

1.1.3.5 SID RWY 28 - RNAV 1 (by ATC only)

(see chart LSZH AD 2.24.7.3 - 9)

DESIGNATOR	RWY 28 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 2X PDG 7.7% to *2400ft*	Climb straight ahead to ZH540. At ZH540 turn left direct to ZH541 (MAX IAS 210kt). At ZH541 proceed to ZH552. At ZH552 or when instructed by ATC, turn left direct to ZH553 (MAX IAS 210kt). At ZH553 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955	NIL

RNAV 1 SID DEGES 2X (by ATC only)						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY28	N	-	-	-	-
TF	ZH540	Y	-	-	273° (276.0°T)	3.3
DF	ZH541	N	-	-	-	-
TF	ZH552	Y	-	-	252° (254.8°T)	2.2
DF	ZH553	N	-	-210	-	-
TF	ZH501	N	-	-	051° (053.9°T)	4.5
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

1.1.3.6 SID RWY 28 - NON RNAV

(see chart LSZH AD 2.24.7.3 - 11)

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

1.1.4 SID RWY 32

1.1.4.1 SID RWY 32 - RNAV 1

(see chart LSZH AD 2.24.7.4 - 1)

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

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

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

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

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

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

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

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

1.1.4.2 SID RWY 32 - RNAV 5

(see chart LSZH AD 2.24.7.4 - 3)

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

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

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

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

1.1.4.3 SID RWY 32 - RNAV 1 (by ATC only)

(see chart LSZH AD 2.24.7.4 - 5)

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

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

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

1.1.4.4 SID RWY 32 - NON RNAV

(see chart LSZH AD 2.24.7.4 - 7)

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

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

1.1.5 SID RWY 34

1.1.5.1 SID RWY 34 - RNP 1 (RF required)

(see chart LSZH AD 2.24.7.5 - 1)

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

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

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

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

1.1.5.2 SID RWY 34 - RNAV 1

(see chart LSZH AD 2.24.7.5 - 3)

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

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

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

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

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

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

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

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

1.1.5.3 SID RWY 34 - RNAV 5

(see chart LSZH AD 2.24.7.5 - 5)

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

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

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

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

1.1.5.4 SID RWY 34 - RNAV 1 (by ATC only)

(see chart LSZH AD 2.24.7.5 - 7)

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

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

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

1.1.5.5 SID RWY 34 - NON RNAV

(see chart LSZH AD 2.24.7.5 - 9)

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

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

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

(see chart LSZH AD 2.24.7.6 - 1)

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

1.1.7 Visual Departures

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

1.2 STAR Descriptions

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

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

1.2.1 STAR TO GIPOL

1.2.1.1 STAR TO GIPOL - RNAV 1

(see chart LSZH AD 2.24.9.1 - 1)

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

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

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

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

RNAV 1 STAR KELIP 3G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KELIP	N	-	-	-	-
TF	MOSIT	N	+14000	-	351° (353.8°T)	6.8
TF	ZH628	N	+10000	-	347° (349.8°T)	12.2
TF	ZH627	N	-	-	332° (335.1°T)	6.8
TF	ZH501	N	-	-	326° (329.1°T)	5.9
TF	GIPOL	N	+7000	-	275° (278.2°T)	20.7

1.2.1.2 STAR TO GIPOL - NON RNAV

(see chart LSZH AD 2.24.9.2 - 1)

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

1.2.2 STAR TO AMIIKI

1.2.2.1 STAR TO AMIKI - RNAV 1

(see chart LSZH AD 2.24.9.3 - 1)

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

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

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

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

1.3 Approach Procedures:

REF: ENR 1.5

Initial call

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

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

FREQ change

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

Speed restrictions

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

ILS category III

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

RNAV 1 Transitions to Final Approach

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

Visual approach

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

1.3.1 Procedure Descriptions RWY 14

1.3.1.1 RNAV 1 Transition to Final Approach RWY 14 (ILS, LOC, GLS, RNP)

(see chart LSZH 2.24.10.1 - 1)

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

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

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

1.3.1.2 RNAV Standard Initial APCH Segment to Final Approach RWY 14 (ILS, LOC)

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

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

1.3.1.3 GLS RWY 14

(see chart LSZH AD 2.24.10.1 - 7)

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

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

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

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

1.3.1.4 RNP RWY 14

(see chart LSZH AD 2.24.10.1 - 9)

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZUE	N	-	-	274° (277.1°T)	9.0
TF	ZH411	N	+7000	-	288° (290.9°T)	6.5
TF	TRA	N	+5000	-210	288° (290.7°T)	10.0
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0
CTN: Step down fix at 3.5 NM to RW14 not to be coded as WPT.						

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	+7000	-	-	-
TF	ZH412	N	+6000	-210	052° (055.3°T)	9.5
TF	ZH413	N	-	-	063° (065.6°T)	4.6
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0
CTN: Step down fix at 3.5 NM to RW14 not to be coded as WPT.						

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-210	188° (191.5°T)	4.4
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0
CTN: Step down fix at 3.5 NM to RW14 not to be coded as WPT.						

1.3.2 Procedure Descriptions RWY 16

1.3.2.1 RNAV 1 Transition to Final Approach RWY 16 (ILS, LOC)

(see chart LSZH 2.24.10.2 - 1)

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

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

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

1.3.2.2 RNAV 1 Standard Initial APCH Segment to Final Approach RWY 16 (ILS, LOC)

(see chart LSZH AD 2.24.10.2 - 3 and LSZH AD 2.24.10.2 - 5)

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

1.3.3 Procedure Descriptions RWY 28

1.3.3.1 RNAV 1 Transition to Final Approach RWY 28 (ILS, LOC)

(see chart LSZH 2.24.10.3 - 1)

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

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

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

1.3.3.2 RNAV 1 Standard Initial APCH Segment to Final Approach RWY 28 (ILS, LOC)

(see chart LSZH AD 2.24.10.3 - 3 and LSZH AD 2.24.10.3 - 5)

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

1.3.3.3 RNP RWY 28

(see chart LSZH AD 2.24.10.3 - 7)

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZH382	N	-	-	312° (314.8°T)	17.4
TF	ZH450	N	-	-	248° (251.1°T)	6.7
TF	ZH452	N	-	-	165° (168.1°T)	3.9
TF	ZH454	N	-	-	126° (128.9°T)	11.7
TF	ZH456	N	-	-	093° (096.1°T)	5.0
TF	ZH458	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	183°(186.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0
TF	RW28	Y	-	-	273° (276.2°T)	10.1
TF(1)	ZH465	N	-4000	-	273° (276.0°T)	5.0
TF	ZH466	N	-	-210	193° (196.0°T)	7.9
TF	ZH467	N	-	-	241° (244.4°T)	12.2
TF	ZH468	N	-	-	295° (297.5°T)	7.6
TF	GIPOL	N	+7000	-230	013° (015.7°T)	12.2

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

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	-	-	-	-
TF	ZH445	N	-	-	046° (049.4°T)	6.1
TF	ZH447	N	-	-	143° (146.0°T)	8.8
TF	ZH449	N	-	-	143° (146.1°T)	6.9
TF	ZH451	N	-	-	093° (095.8°T)	7.0
TF	ZH453	N	-	-	093° (096.0°T)	5.0
TF	ZH455	N	-	-	093° (096.1°T)	5.0
TF	ZH457	N	-	-	093° (096.1°T)	5.0
TF	ZH459	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	003° (006.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0
TF	RW28	Y	-	-	273° (276.2°T)	10.1
TF(1)	ZH465	N	-4000	-	273° (276.0°T)	5.0
TF	ZH466	N	-	-210	193° (196.0°T)	7.9
TF	ZH467	N	-	-	241° (244.4°T)	12.2
TF	ZH468	N	-	-	295° (297.5°T)	7.6
TF	GIPOL	N	+7000	-230	013° (015.7°T)	12.2

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

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	ZH446	N	+FL100	-	165° (168.1°T)	4.8
TF	ZH448	N	+FL080	-	165° (168.1°T)	3.6
TF	ZH450	N	-	-	165° (168.1°T)	3.9
TF	ZH452	N	-	-	165° (168.1°T)	3.9
TF	ZH454	N	-	-	126° (128.9°T)	11.7
TF	ZH456	N	-	-	093° (096.1°T)	5.0
TF	ZH458	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	183°(186.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0
TF	RW28	Y	-	-	273° (276.2°T)	10.1
TF(1)	ZH465	N	-4000	-	273° (276.0°T)	5.0
TF	ZH466	N	-	-210	193° (196.0°T)	7.9
TF	ZH467	N	-	-	241° (244.4°T)	12.2
TF	ZH468	N	-	-	295° (297.5°T)	7.6
TF	GIPOL	N	+7000	-230	013° (015.7°T)	12.2

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

1.3.4 Procedure Descriptions RWY 34

1.3.4.1 RNAV 1 Standard Initial APCH Segment to Final Approach RWY 34 (ILS, LOC)

(see chart LSZH AD 2.24.10.4 - 1 and LSZH AD 2.24.10.4 - 3)

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

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

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

1.3.4.2 RNP RWY 34

(see chart LSZH AD 2.24.10.4 - 5)

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

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

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

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

1.4.1 Introduction

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

1.4.2 Admitted ACFT

- All single-engine ACFT up to 5700 kg MTOM

1.5 ICAO Code Letter F Flight Operations

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

1.5.1 Arrival

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

1.5.2 Departure

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

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

2. Take-off and Departure Minima

2.1 JAA minima for Zurich AP

TKOF **RWY 16, 28, 32, 34**					
	Low Visibility Procedures must be in force				
	REDL, CL LGT and multiple RVR required	REDL and CL LGT	RCL markings (day only) or REDL	RCL markings (day only) or REDL	NIL (day only)
A	150 m [1) 3)]	200 m	250 m	400 m	500 m
B			300 m		600 m
C					
D	200 m [2) 3)]	250 m	400 m		800 m

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

Take-off **RWY 10**		
	RCL markings (day only) or REDL	NIL (day only)
A	400 m	500 m
B		600 m
C		
D		800 m

2.2 Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	Vis (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
10	A	500/---	400/---	400/---	Due to LIL
	B	600/---	400/---	400/---	
	C	600/---	400/---	400/---	
	D	800/---	400/---	400/---	
All EXC 10	A	500/---	250/---	150/---	NIL
	B	600/---	300/---	150/---	
	C	600/---	300/---	150/---	
	D	800/---	400/---	200/---	

3. Low Visibility Procedure (LVP)

CAT II/III operations are available for RWY 14 and 16.
Low Visibility Departures (LVD) are available for RWY 10, 16, 28, 32 and 34.
Guided take-off is available for RWY 16.
For Low Visibility Procedures and their application, refer to AD 1.1.3.
For details on RWYs, lighting systems and navigation aids, refer to LSZH AD 2.12, AD 2.14 and AD 2.19.

4. VFR Procedures

Refer to VFR Manual, LSZH AD INFO.

LSZH AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AFOLT	N 47 14 11.2	E 008 27 38.2	SID LSZH
BREGO	N 47 23 22.8	E 008 20 46.5	SID LSZH
ENUSO	N 47 35 47.1	E 008 27 09.2	IAC / RNAV Transition LSZH
ERMUS	N 47 13 56	E 008 14 41	STAR LSZH
KOLUL	N 47 28 02.0	E 008 49 22.0	SID LSZH
LAMAX	N 47 37 14	E 008 54 14	STAR LSZH
MILNI	N 47 17 47.0	E 008 39 33.0	IAC / RNAV Transition LSZH
MOMOL	N 47 27 42	E 008 40 16	SID LSZH
NOLKA	N 47 08 53	E 008 07 34	STAR LSZH
OSNEM	N 47 34 46.9	E 008 24 08.7	IAC / RNAV Transition LSZH
RAMEM	N 47 26 19.7	E 008 49 00.5	IAC / RNAV Transition LSZH
TADOB	N 47 10 59	E 008 05 23	STAR LSZH
UTIXO	N 47 15 58.0	E 008 40 46.8	IAC
ZH371	N 47 51 52.2	E 008 35 21.0	RNAV Transition
ZH372	N 47 28 05.8	E 008 11 46.4	RNAV Transition
ZH373	N 47 49 25.5	E 008 37 42.1	RNAV Transition
ZH375	N 47 38 10.1	E 008 48 32.5	RNAV Transition
ZH382	N 47 46 40.0	E 008 43 55.0	RNAV Transition
ZH403	N 47 34 43.1	E 008 36 18.7	RNAV Transition
ZH404	N 47 30 27.0	E 008 18 00.5	RNAV Transition
ZH405	N 47 38.01.3	E 008 31 47.9	RNAV Transition
ZH406	N 47 33 31.1	E 008 13.47.0	RNAV Transition
ZH407	N 47 41 41.2	E 008 26 46.3	RNAV Transition
ZH408	N 47 37 10.3	E 008 08 44.6	RNAV Transition
ZH409	N 47 45 20.9	E 008 21 44.0	RNAV Transition
ZH410	N 47 41 15.3	E 008 15 12.9	RNAV Transition
ZH411	N 47 37 51.0	E 008 40 04.0	IAC LSZH
ZH412	N 47 35 43.1	E 008 14 01.3	IAC LSZH
ZH413	N 47 37 37.5	E 008 20 15.1	IAC LSZH
ZH414	N 47 37 42.7	E 008 20 07.5	RNAV Transition
ZH415	N 47 25 02.9	E 008 37 28.1	IAC LSZH
ZH416	N 47 29 00.6	E 008 42 45.0	IAC LSZH
ZH417	N 47 33 23.7	E 008 44 34.4	IAC LSZH
ZH424	N 47 31 21.2	E 008 20 26.0	RNAV Transition
ZH425	N 47 36 22.8	E 008 36 32.1	RNAV Transition
ZH426	N 47 36 58.6	E 008 16 32.2	RNAV Transition

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

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH488	N 47 16 17.1	E 008 51 53.7	RNAV Transition
ZH489	N 47 10 23.4	E 008 33 16.1	RNAV Transition
ZH490	N 47 13 20.6	E 008 42 34.4	RNAV Transition
ZH495	N 47 33 17.2	E 008 28 53.5	IAC LSZH
ZH501	N 47 27 25.7	E 008 32 44.1	RNAV SID / RNAV STAR LSZH
ZH502	N 47 27 54.8	E 008 45 58.8	RNAV SID / NON RNAV SID LSZH
ZH503	N 47 34 30.0	E 008 42 35.0	RNAV SID LSZH
ZH504	N 47 27 23.0	E 008 53 49.0	RNAV SID LSZH
ZH505	N 47 30 52.8	E 008 36 36.0	RNAV SID LSZH
ZH506	N 47 30 26.0	E 008 46 51.0	RNAV SID LSZH
ZH507	N 47 27 29.6	E 008 40 53.1	RNAV SID LSZH
ZH508	N 47 32 32.6	E 008 43 01.4	RNAV SID LSZH
ZH509	N 47 29 10.9	E 008 38 20.6	RNAV SID LSZH (RF arc centre)
ZH510	N 47 27 07.5	E 008 38 01.4	RNAV SID LSZH
ZH521	N 47 27 39.6	E 008 38 58.9	SID LSZH
ZH524	N 47 25 14.6	E 008 48 19.1	RNAV SID LSZH
ZH525	N 47 26 24.4	E 009 00 39.9	RNAV SID LSZH
ZH527	N 47 16 53.5	E 008 38 46.7	RNAV SID LSZH
ZH530	N 47 26 34.7	E 008 33 30.6	SID / RNAV SID LSZH
ZH531	N 47 28 14.2	E 008 36 24.8	SID / RNAV SID LSZH
ZH533	N 47 27 58.8	E 008 32 43.8	SID / RNAV SID LSZH
ZH540	N 47 27 44.4	E 008 29 22.5	SID / RNAV SID LSZH
ZH541	N 47 26 19.3	E 008 26 41.6	SID / RNAV SID LSZH
ZH542	N 47 26 40.5	E 008 27 42.7	SID / RNAV SID LSZH
ZH544	N 47 27 03.8	E 008 27 34.9	SID / RNAV SID LSZH
ZH545	N 47 26 31.9	E 008 29 11.4	SID LSZH
ZH546	N 47 25 56.7	E 008 26 10.3	SID / RNAV SID LSZH
ZH547	N 47 28 21.0	E 008 23 41.5	SID LSZH
ZH548	N 47 27 16.3	E 008 27 46.3	SID / RNAV SID LSZH
ZH551	N 47 18 08.0	E 008 10 00.0	NON RNAV SID LSZH
ZH552	N 47 25 44.0	E 008 23 30.0	SID / RNAV SID LSZH
ZH553	N 47 24 46.4	E 008 27 21.4	SID LSZH
ZH554	N 47 21 18.3	E 008 14 55.5	RNAV SID LSZH
ZH555	N 47 20 48.8	E 008 15 40.6	NON RNAV SID LSZH
ZH556	N 47 20 18.0	E 008 23 05.0	RNAV SID LSZH
ZH557	N 47 18 47.0	E 008 24 13.0	RNAV SID LSZH
ZH558	N 47 19 05.0	E 008 08 41.0	RNAV SID LSZH
ZH559	N 47 31 01.5	E 008 23 04.8	RNAV SID LSZH

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

LSZH AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSZH AD 2.24.1 - 1
Aircraft Parking / Docking Chart - Area South	LSZH AD 2.24.3 - 1
Aircraft Parking / Docking Chart - Area North	LSZH AD 2.24.3 - 3
Ground Movement Chart - Code F	LSZH AD 2.24.3 - 5
Aerodrome Obstacle Chart - Type A - RWY 10	LSZH AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 28	LSZH AD 2.24.4 - 3
Aerodrome Obstacle Chart - Type A - RWY 14	LSZH AD 2.24.4 - 5
Aerodrome Obstacle Chart - Type A - RWY 32	LSZH AD 2.24.4 - 7
Aerodrome Obstacle Chart - Type A - RWY 16	LSZH AD 2.24.4 - 9
Aerodrome Obstacle Chart - Type A - RWY 34	LSZH AD 2.24.4 - 11
Precision Approach Terrain Chart - RWY 14	LSZH AD 2.24.5 - 1
Precision Approach Terrain Chart - RWY 16	LSZH AD 2.24.5 - 3
Transition Route after SID (VEBIT)	LSZH AD 2.24.6 - 1
Transition Routes - TMA	LSZH AD 2.24.6 - 3
SID RWY 10 - RNP 1	LSZH AD 2.24.7.1 - 1
SID RWY 10 - RNAV 1	LSZH AD 2.24.7.1 - 3
SID RWY 10 - NON RNAV	LSZH AD 2.24.7.1 - 5
SID RWY 16 - RNAV 1	LSZH AD 2.24.7.2 - 1
SID RWY 16 - RNAV 5	LSZH AD 2.24.7.2 - 3
SID RWY 16 - RNAV 1 (by ATC only)	LSZH AD 2.24.7.2 - 5
SID RWY 16 - NON RNAV	LSZH AD 2.24.7.2 - 7
SID RWY 28 - RNP 1 (VEBIT) (RF)	LSZH AD 2.24.7.3 - 1
SID RWY 28 - RNAV 1 (VEBIT)	LSZH AD 2.24.7.3 - 3
SID RWY 28 - RNAV 5	LSZH AD 2.24.7.3 - 5
SID RWY 28 - RNP 1 (DEGES) (RF) (by ATC only)	LSZH AD 2.24.7.3 - 7
SID RWY 28 - RNAV 1 (DEGES) (by ATC only)	LSZH AD 2.24.7.3 - 9
SID RWY 28 - NON RNAV	LSZH AD 2.24.7.3 - 11
SID RWY 32 - RNAV 1	LSZH AD 2.24.7.4 - 1
SID RWY 32 - RNAV 5	LSZH AD 2.24.7.4 - 3
SID RWY 32 - RNAV 1 (by ATC only)	LSZH AD 2.24.7.4 - 5
SID RWY 32 - NON RNAV	LSZH AD 2.24.7.4 - 7
SID RWY 34 - RNP 1 (RF)	LSZH AD 2.24.7.5 - 1
SID RWY 34 - RNAV 1	LSZH AD 2.24.7.5 - 3
SID RWY 34 - RNAV 5	LSZH AD 2.24.7.5 - 5
SID RWY 34 - RNAV 1 (by ATC only)	LSZH AD 2.24.7.5 - 7
SID RWY 34 - NON RNAV	LSZH AD 2.24.7.5 - 9
SID (SAT) RWY 10 / 16 / 28 / 34	LSZH AD 2.24.7.6 - 1
STAR to GIPOL - RNAV 1	LSZH AD 2.24.9.1 - 1
STAR to GIPOL - NON RNAV	LSZH AD 2.24.9.2 - 1
STAR to AMIKI - RNAV 1	LSZH AD 2.24.9.3 - 1
APCH Transition RWY 14 - RNAV 1	LSZH AD 2.24.10.1 - 1
IAC ILS RWY 14 (CAT A/B/C/D)	LSZH AD 2.24.10.1 - 3
IAC LOC RWY 14 (CAT A/B/C/D)	LSZH AD 2.24.10.1 - 5
IAC GLS RWY 14 (CAT A/B/C/D)	LSZH AD 2.24.10.1 - 7
IAC RNP RWY 14 (CAT A/B/C/D)	LSZH AD 2.24.10.1 - 9
APCH Transition RWY 16 - RNAV 1	LSZH AD 2.24.10.2 - 1
IAC ILS RWY 16 (CAT A/B/C/D)	LSZH AD 2.24.10.2 - 3
IAC LOC RWY 16 (CAT A/B/C/D)	LSZH AD 2.24.10.2 - 5
APCH Transition RWY 28 - RNAV 1	LSZH AD 2.24.10.3 - 1
IAC ILS RWY 28 (CAT A/B/C/D)	LSZH AD 2.24.10.3 - 3
IAC LOC RWY 28 (CAT A/B/C/D)	LSZH AD 2.24.10.3 - 5
IAC RNP RWY 28 (CAT A/B/C/D)	LSZH AD 2.24.10.3 - 7
IAC ILS RWY 34 (CAT A/B/C/D)	LSZH AD 2.24.10.4 - 1
IAC LOC RWY 34 (CAT A/B/C/D)	LSZH AD 2.24.10.4 - 3

Name	Page
IAC RNP RWY 34 (CAT A/B/C/D)	LSZH AD 2.24.10.4 - 5
ATC Surveillance Minimum Altitude Chart (-20°C to -7°C)	LSZH AD 2.24.13 - 1

LSZH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

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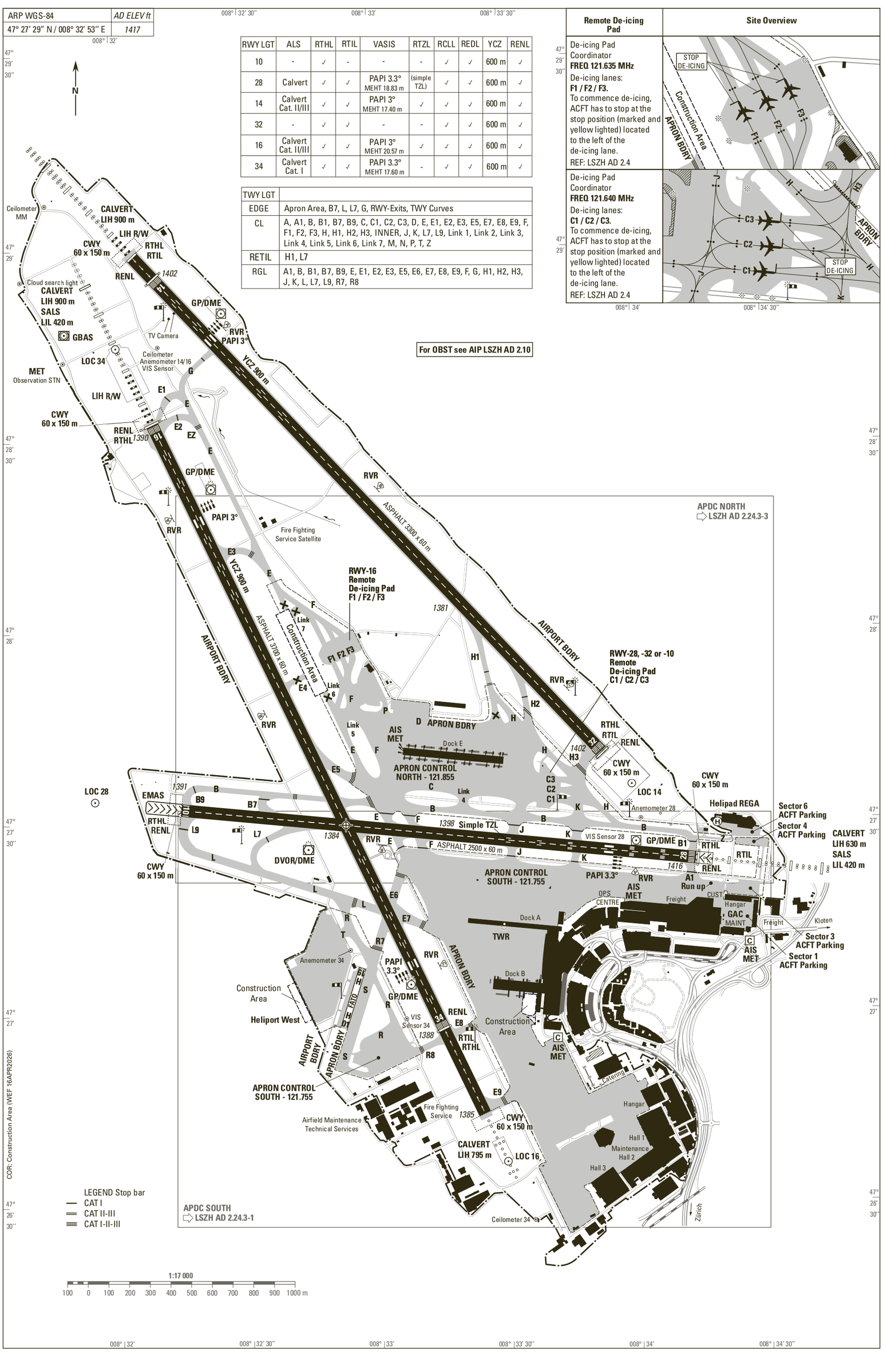
ARP WGS-84	AD ELEV ft
47° 27′ 29″ N / 008° 32′ 53″ E	1417

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 (WEF 16APR2026)

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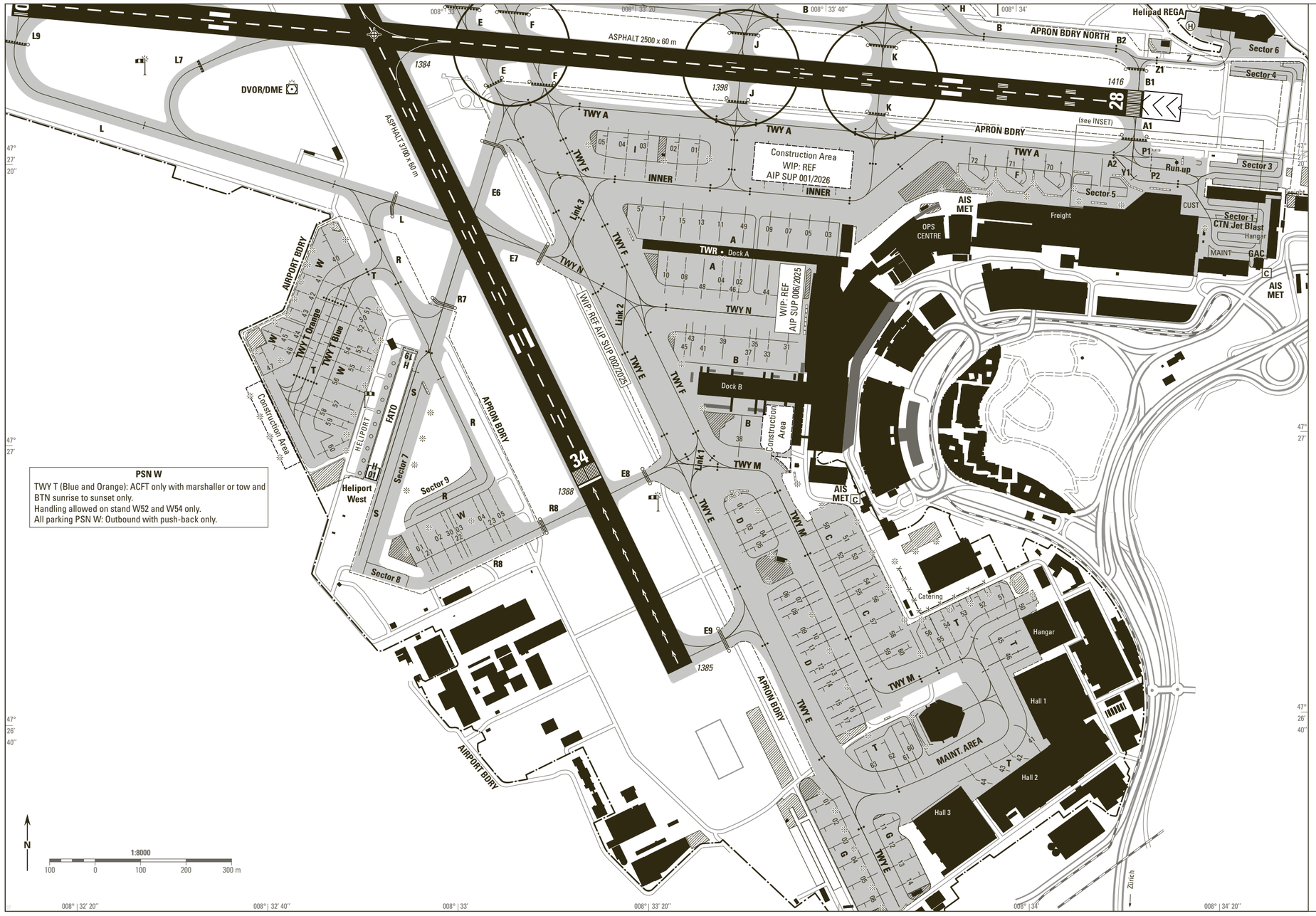
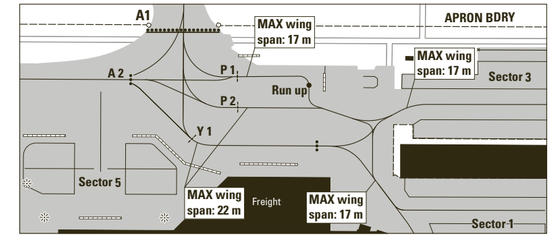


PSN W
TWY T (Blue and Orange): ACFT only with marshaller or tow and BTN sunrise to sunset only.
Handling allowed on stand W52 and W54 only.
All parking PSN W: Outbound with push-back only.

N
1:8000
100 0 100 200 300 m

APRON SOUTH

INSET



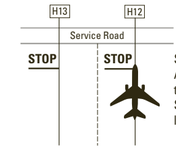
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

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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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 16APR2026)

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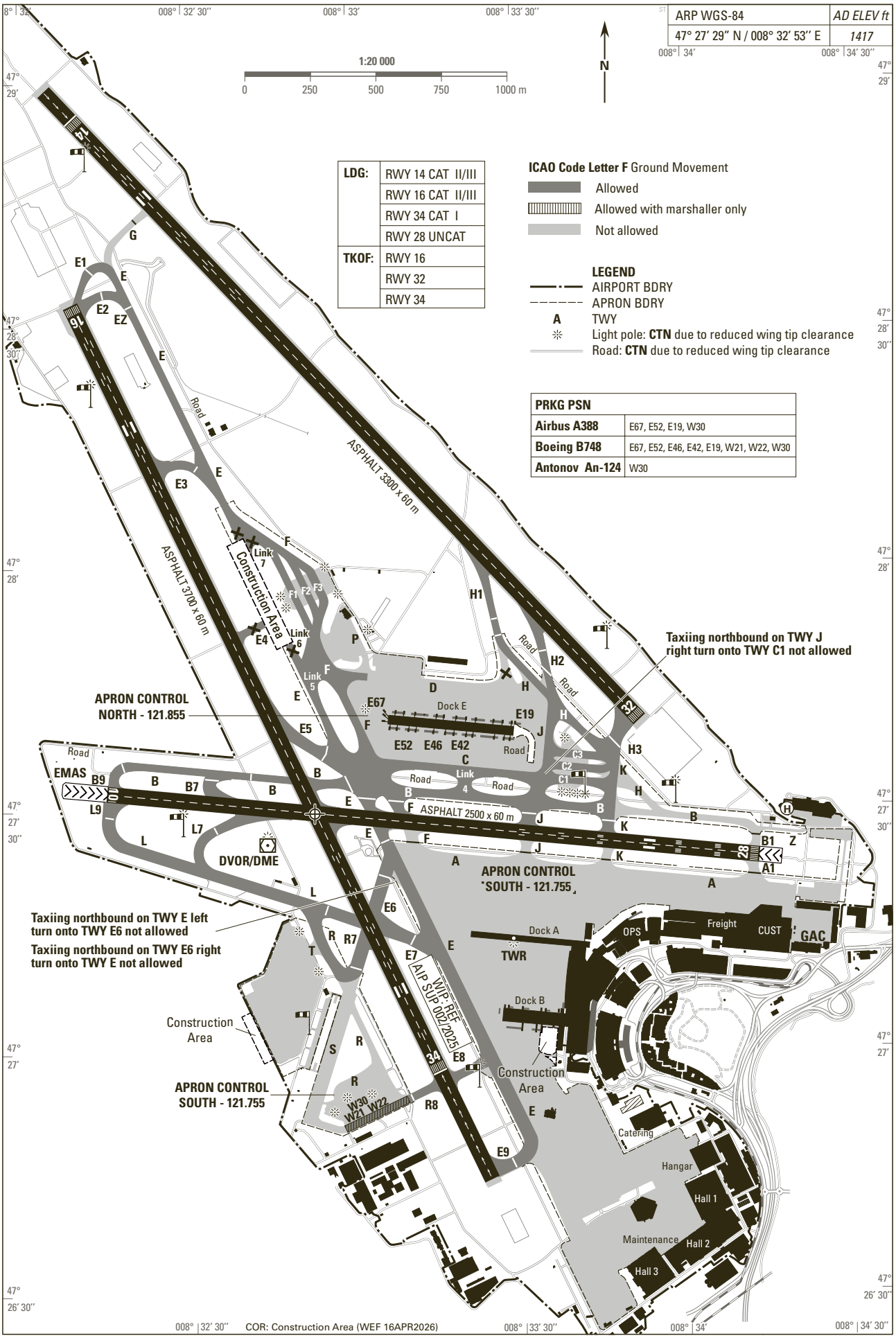
ARP WGS-84
47° 27′ 29″ N / 008° 32′ 53″ E
AD ELEV ft
1417
1:20 000
0 250 500 750 1000 m
N
LDG: RWY 14 CAT II/III
RWY 16 CAT II/III
RWY 34 CAT I
RWY 28 UNCAT
TKOF: RWY 16
RWY 32
RWY 34
ICAO Code Letter F Ground Movement
Allowed
Allowed with marshaller only
Not allowed
LEGEND
AIRPORT BDRY
APRON BDRY
A 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
Construction Area
Link 7
Link 6
Link 5
Link 4
Road
Dock E
Dock A
Dock B
APRON CONTROL NORTH - 121.855
APRON CONTROL SOUTH - 121.755
APRON CONTROL SOUTH - 121.755
APRON CONTROL SOUTH - 121.755
EMAS
DVOR/DME
TWR
OPS
Freight
CUST
GAC
Catering
Hangar
Hall 1
Hall 2
Hall 3
Maintenance
Taxiing northbound on TWY J right turn onto TWY C1 not allowed
Taxiing northbound on TWY E left turn onto TWY E6 not allowed
Taxiing northbound on TWY E6 right turn onto TWY E not allowed
WIP: REF AIP SUP 002/2025
COR: Construction Area (WEF 16APR2026)

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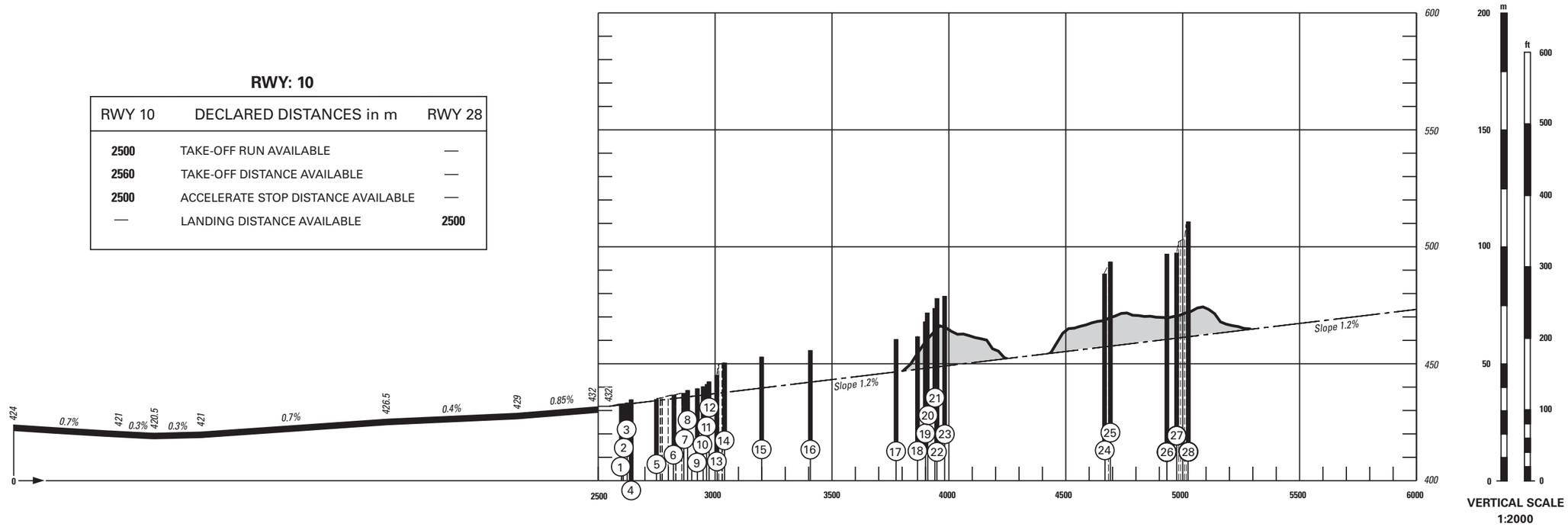
VAR 3°E (2020.5)

RWY: 10

RWY 10	DECLARED DISTANCES in m	RWY 28
2500	TAKE-OFF RUN AVAILABLE	—
2560	TAKE-OFF DISTANCE AVAILABLE	—
2500	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**2500**



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Tree, antenna
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Enclosure
- Railroad
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20MAR2025)

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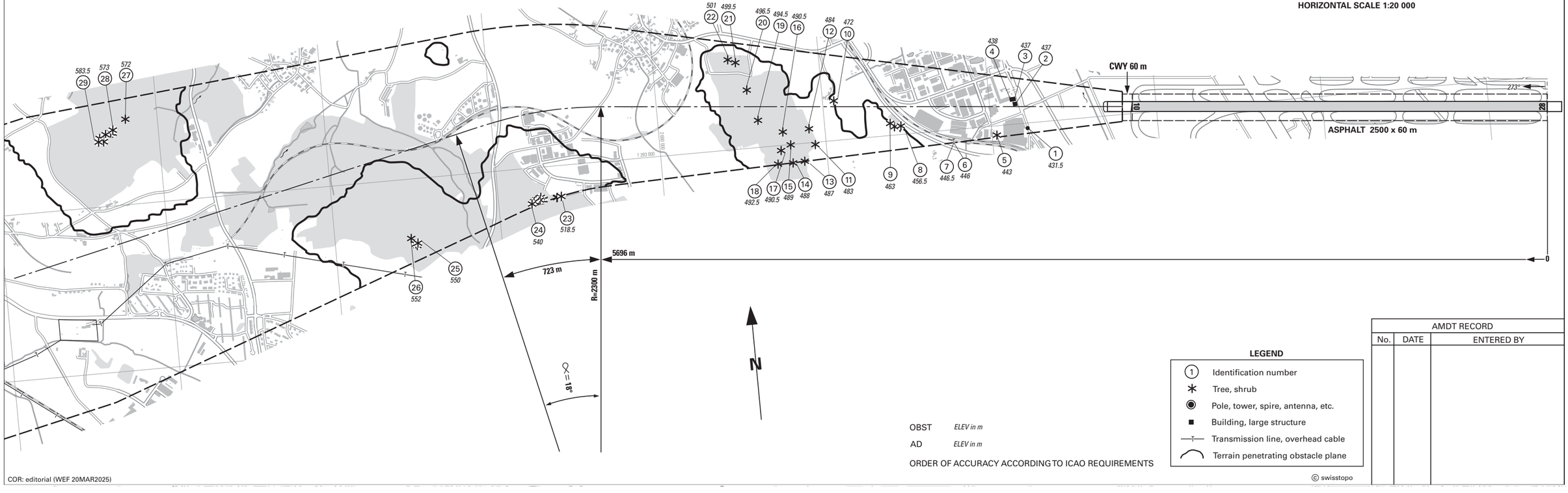
VAR 3°E (2020.5)

PROFILE see LSZH AD 2.24.4-4

RWY: 28

RWY 10	DECLARED DISTANCES in m	RWY 28
—	TAKE-OFF RUN AVAILABLE	**2500**
—	TAKE-OFF DISTANCE AVAILABLE	**2560**
—	ACCELERATE STOP DISTANCE AVAILABLE	**2500**
2500	LANDING DISTANCE AVAILABLE	—

500 m 0 1000 2000 m
1000 ft 0 3000 6000 ft
HORIZONTAL SCALE 1:20 000



OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Transmission line, overhead cable
- Terrain penetrating obstacle plane

AMDT RECORD		
No.	DATE	ENTERED BY

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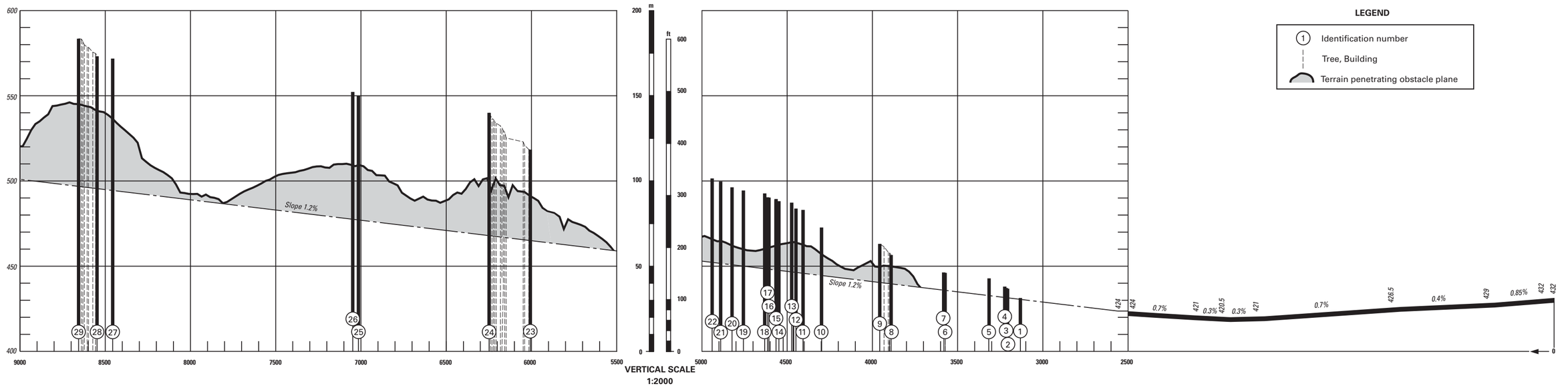
COR: editorial (WEF 20MAR2025)

VAR 3°E (2020.5)

Plan view see LSZH AD 2.24.4-3

PROFILE RWY: 28



VERTICAL SCALE
1:2000

LEGEND

- (1) Identification number
- Tree, Building
- Terrain penetrating obstacle plane

COR: editorial (WEF 20MAR2025)

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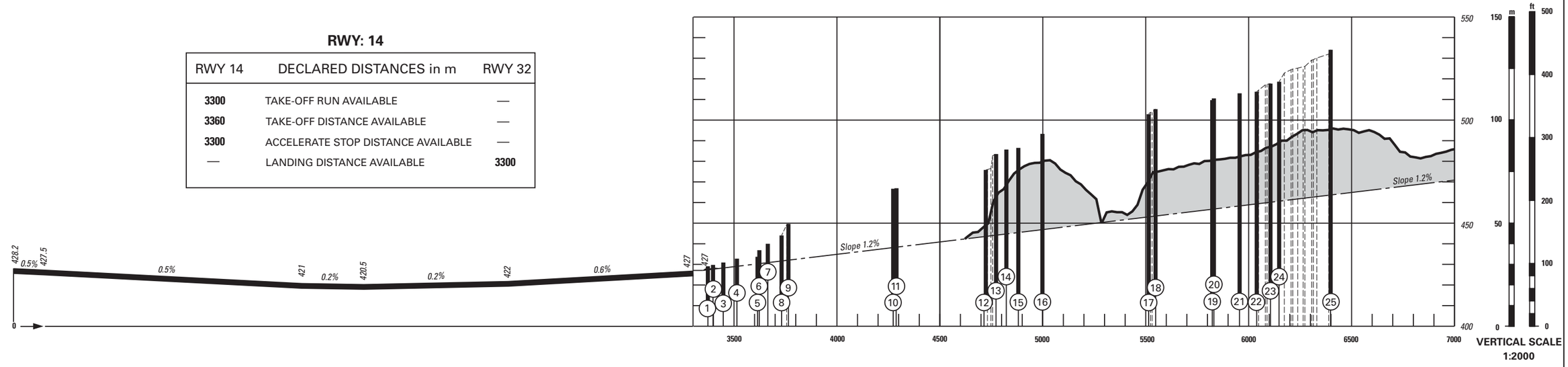
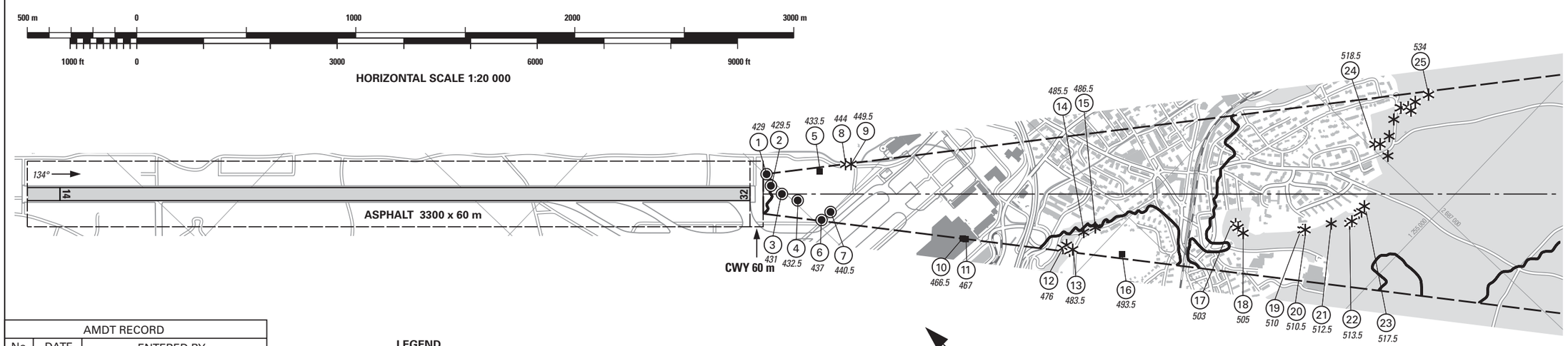
VAR 3°E (2020.5)

RWY: 14

RWY 14	DECLARED DISTANCES in m	RWY 32
3300	TAKE-OFF RUN AVAILABLE	—
3360	TAKE-OFF DISTANCE AVAILABLE	—
3300	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**3300**





AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building
- Transmission line, overhead cable
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20MAR2025)

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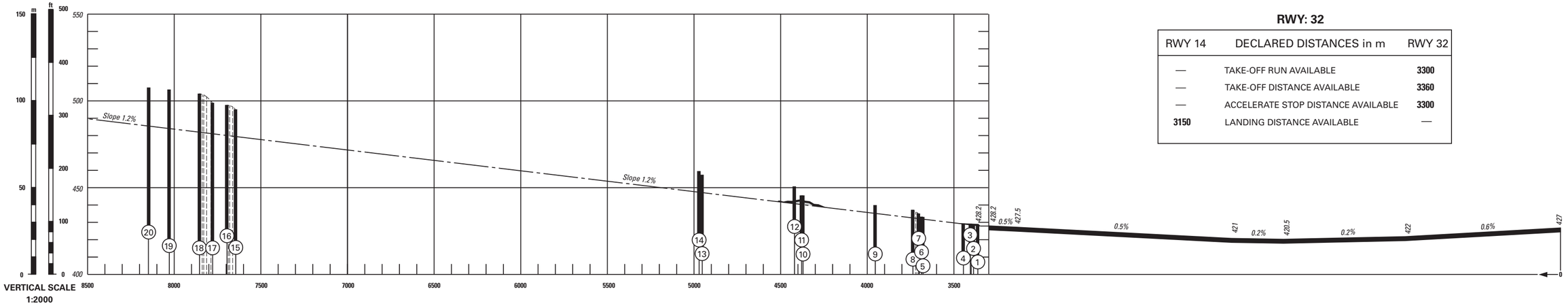
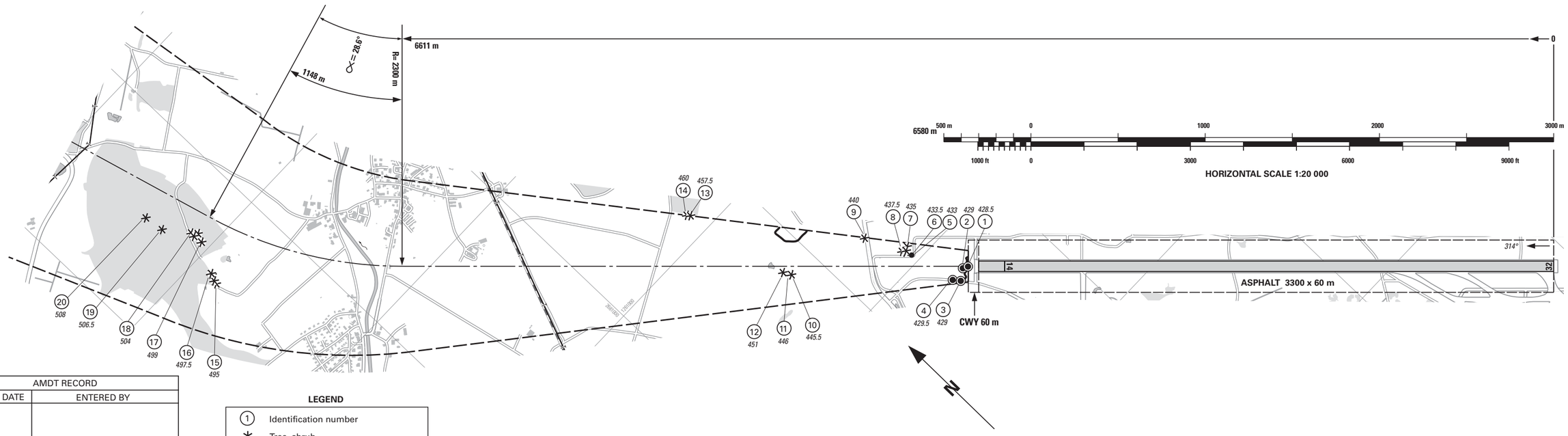
VAR 3°E (2020.5)



RWY: 32

RWY 14	DECLARED DISTANCES in m	RWY 32
—	TAKE-OFF RUN AVAILABLE	**3300**
—	TAKE-OFF DISTANCE AVAILABLE	**3360**
—	ACCELERATE STOP DISTANCE AVAILABLE	**3300**
3150	LANDING DISTANCE AVAILABLE	—



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Tree
- Pole, tower, spire, antenna, etc.
- Railroad
- Enclosure
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20MAR2025)

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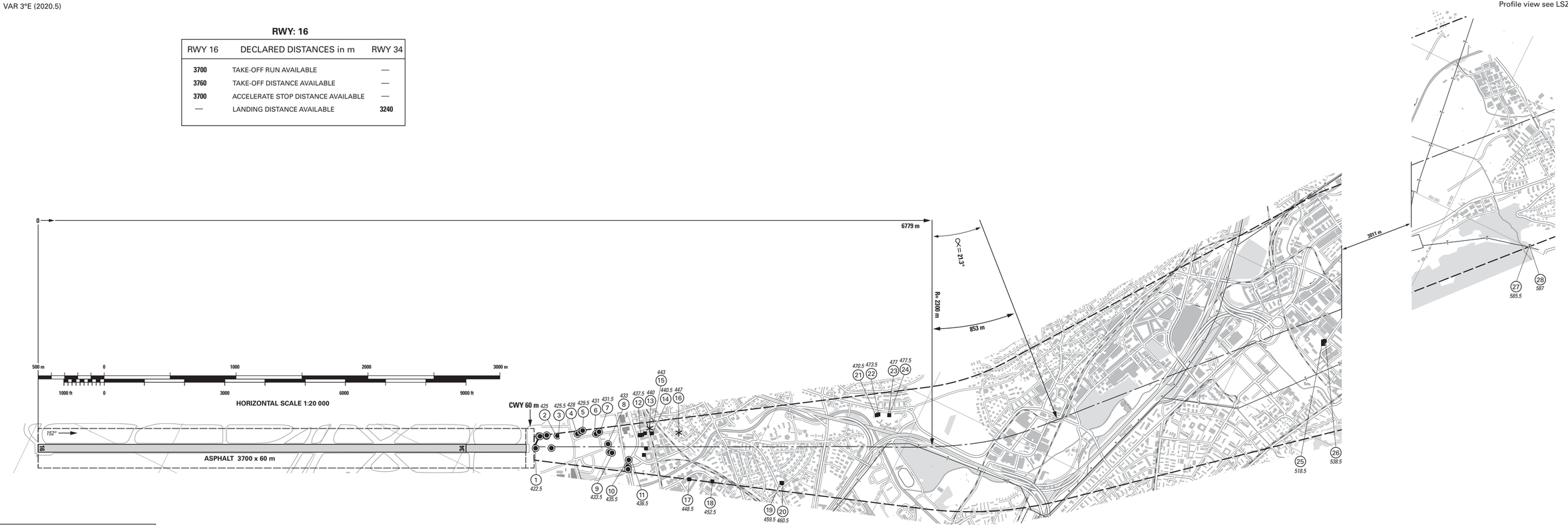
VAR 3°E (2020.5)

Profile view see LSZH AD 2.24.4-10

RWY: 16

RWY 16	DECLARED DISTANCES in m	RWY 34
3700	TAKE-OFF RUN AVAILABLE	—
3760	TAKE-OFF DISTANCE AVAILABLE	—
3700	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**3240**



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building
- Transmission line, overhead cable
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20MAR2025)

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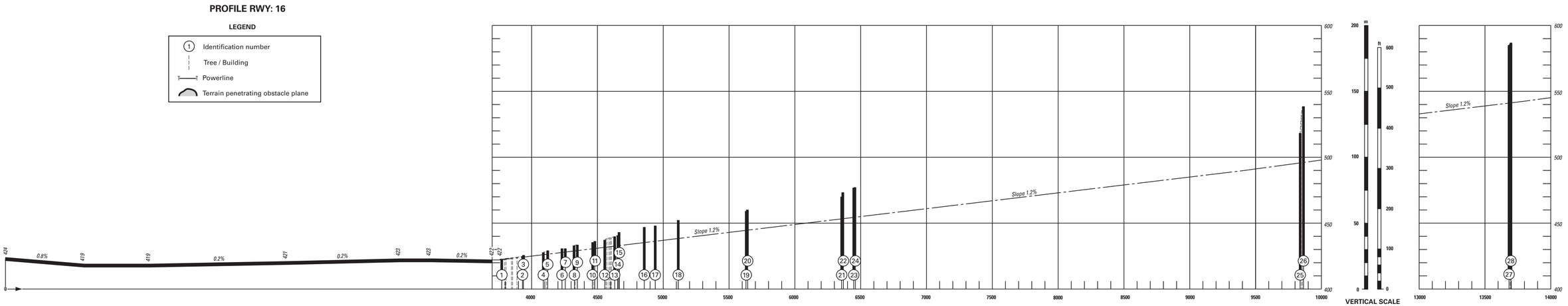
VAR 3°E (2020.5)

Plan view see LSZH AD 2.24.4-9

PROFILE RWY: 16



COR: editorial (WEF 20MAR2025)

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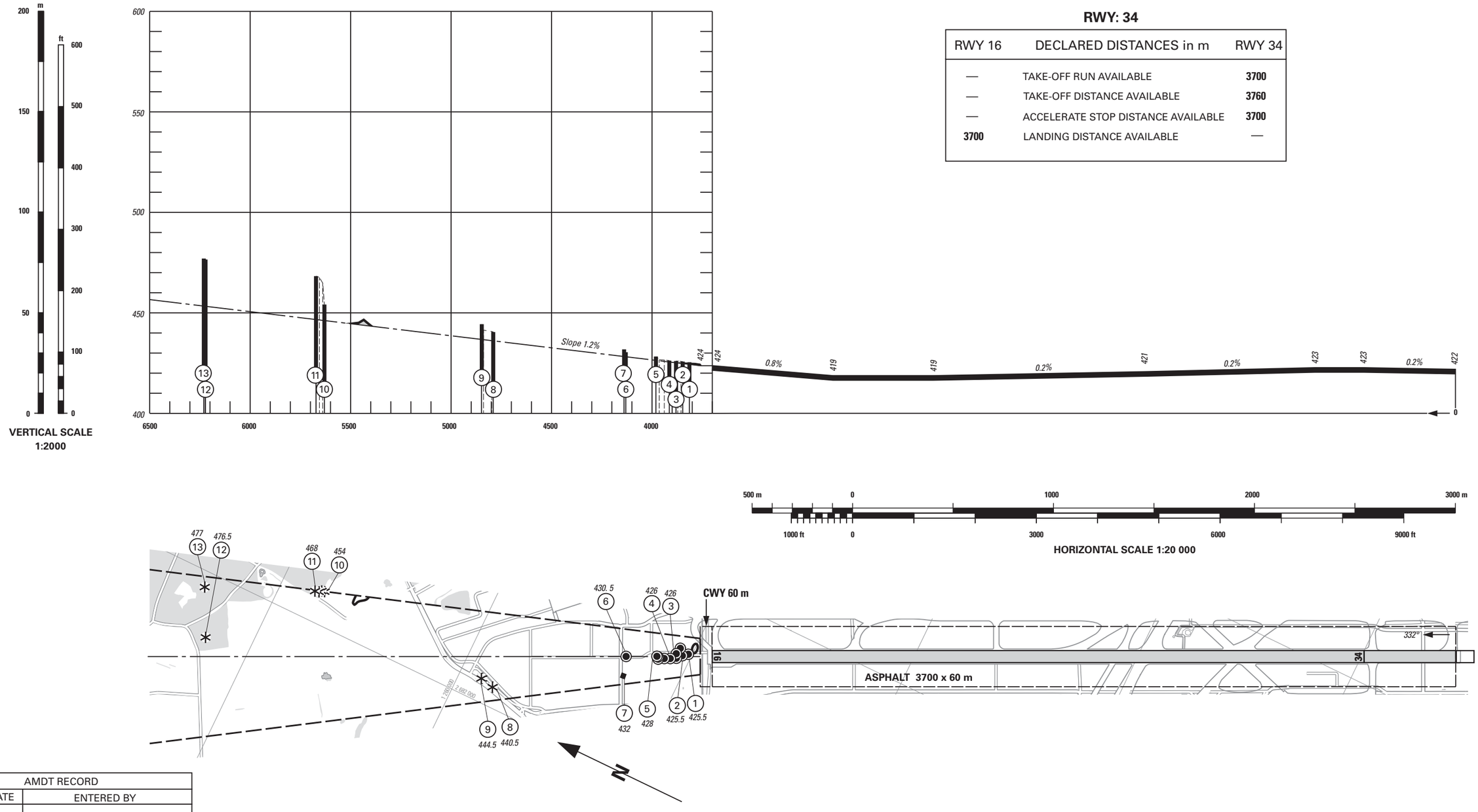
VAR 3°E (2020.5)



RWY: 34

RWY 16	DECLARED DISTANCES in m	RWY 34
—	TAKE-OFF RUN AVAILABLE	**3700**
—	TAKE-OFF DISTANCE AVAILABLE	**3760**
—	ACCELERATE STOP DISTANCE AVAILABLE	**3700**
3700	LANDING DISTANCE AVAILABLE	—

AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: OBST 6 (WEF 15MAY2025)

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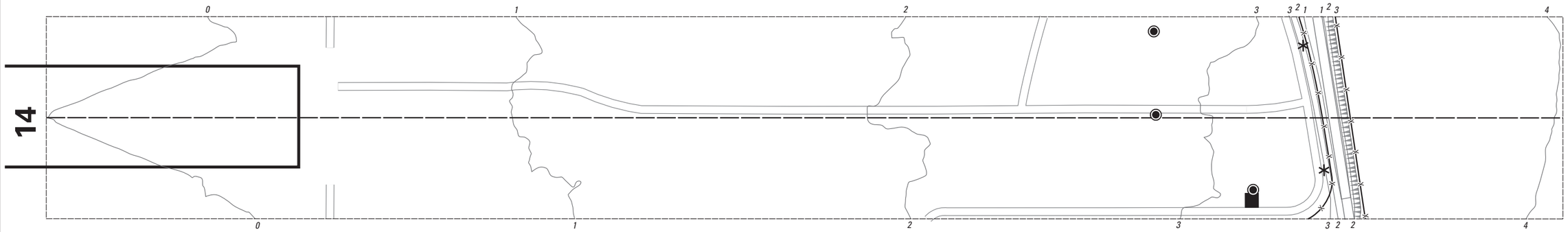
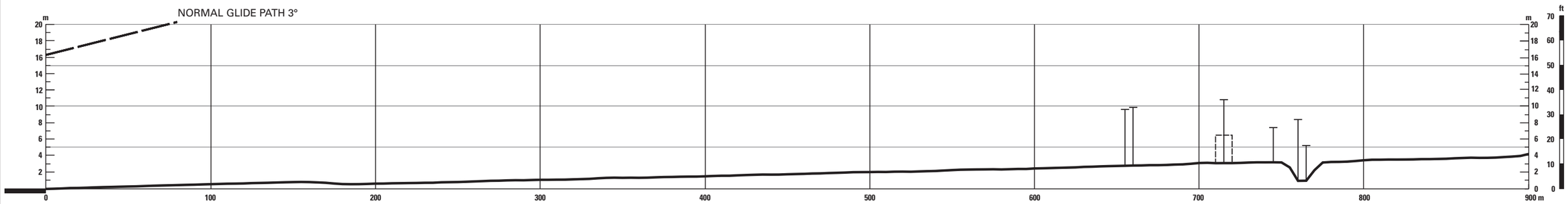


HORIZONTAL SCALE 1:2500

0 50 100 m



VERTICAL SCALE 1:500

LEGEND

- Large Structure
- Contour
- Centre-line profile
- Antenna
- Shrub
- Fence
- Large Structure
- Antenna

DATE OF SURVEY: 2014
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR *(427.35 m AMSL)*

COR: editorial (WEF 20MAR2025)

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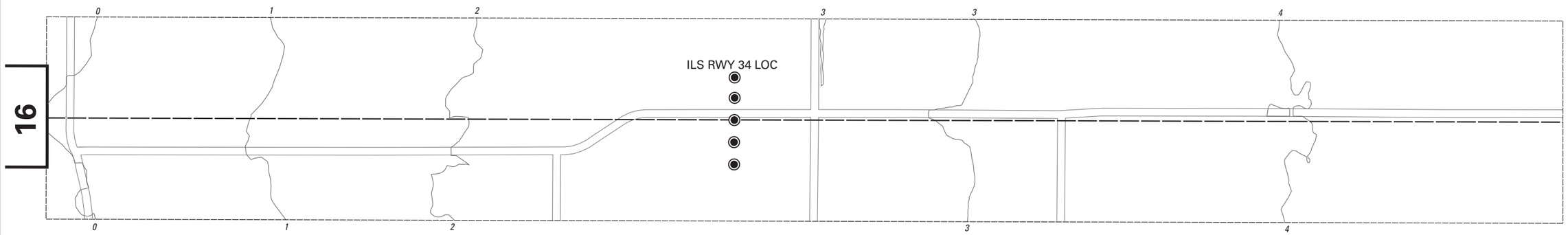
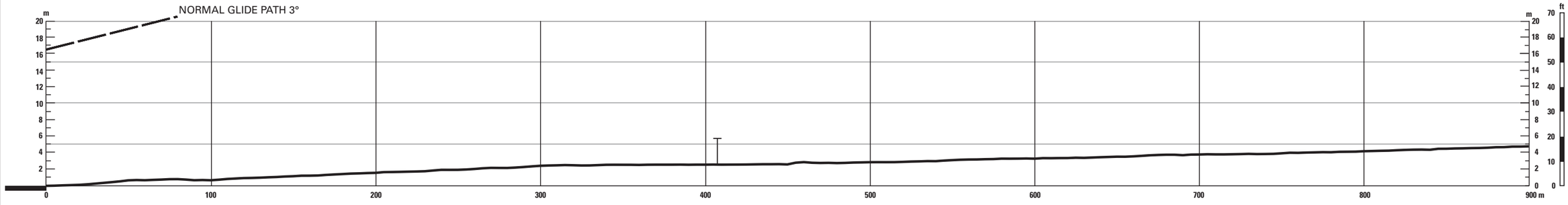


HORIZONTAL SCALE 1:2500

0 50 100 m



VERTICAL SCALE 1:500

LEGEND

- Antenna
- 1 Contour
- Centre-line profile
- Antenna

DATE OF SURVEY: 2014

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR *(423.65 m AMSL)*

COR: editorial (WEF 20MAR2025)

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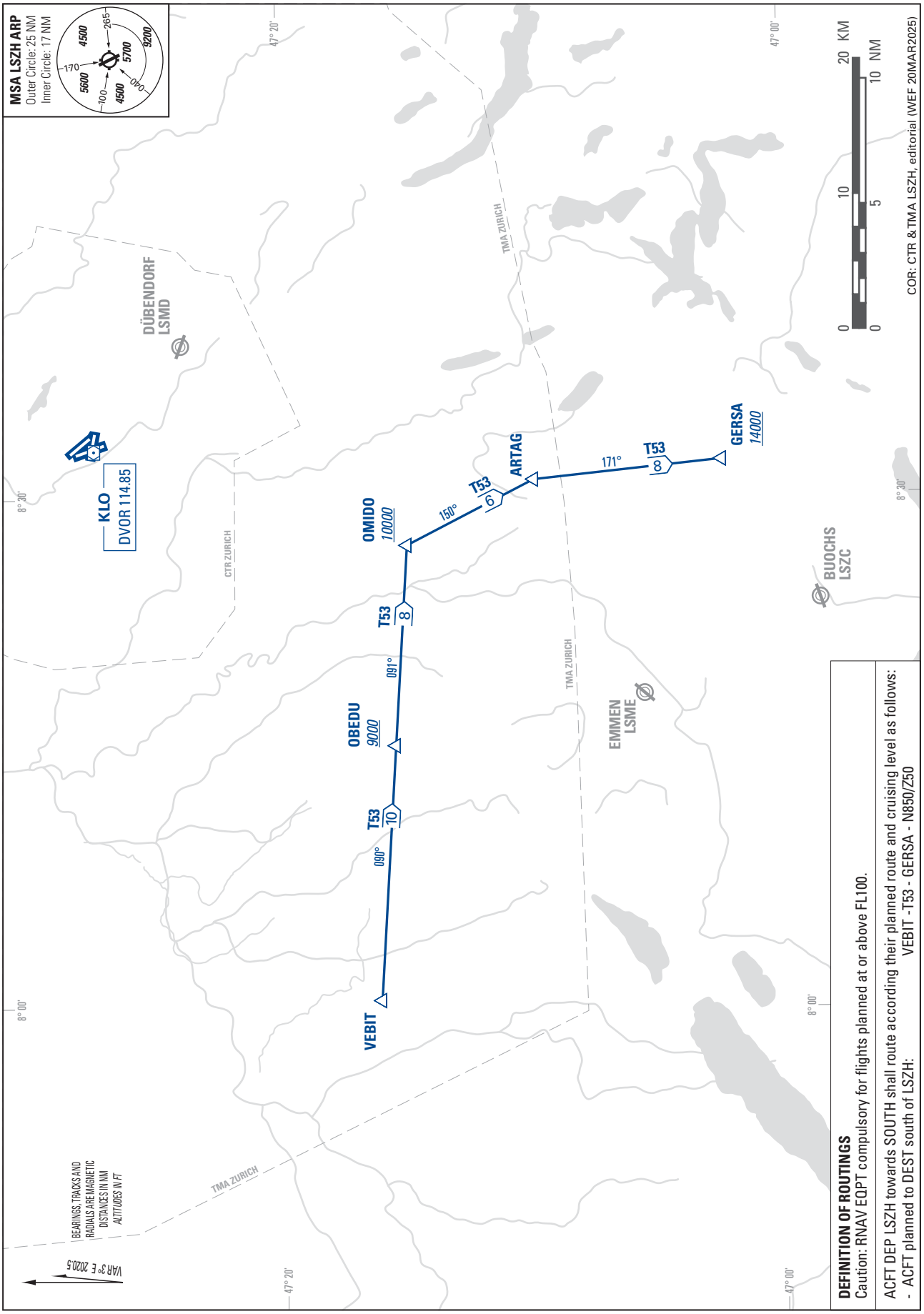
MSA LSZH ARP
Outer Circle: 25 NM
Inner Circle: 17 NM
4500
5600
4500
5700
3200
265
170
100
090
DÜBENDORF
LSMD
KLO
DVOR 114.85
CTR ZURICH
TMA ZURICH
OMIDO
10000
ARTAG
GERSA
14000
T53
8
T53
6
T53
8
T53
10
150°
171°
091°
090°
OBEDU
9000
VEBIT
EMMEN
LSME
BUOCHS
LSZC
8° 30'
8° 00'
47° 20'
47° 00'
0
10
20 KM
0
5
10 NM
COR: CTR & TMA LSZH, editorial (WEF 20MAR2025)
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT
VAR 3°E 2020.5
DEFINITION OF ROUTINGS
Caution: RNAV EQPT compulsory for flights planned at or above FL100.
ACFT DEP LSZH towards SOUTH shall route according their planned route and cruising level as follows:
- ACFT planned to DEST south of LSZH: VEBIT -T53 - GERSA - N850/250

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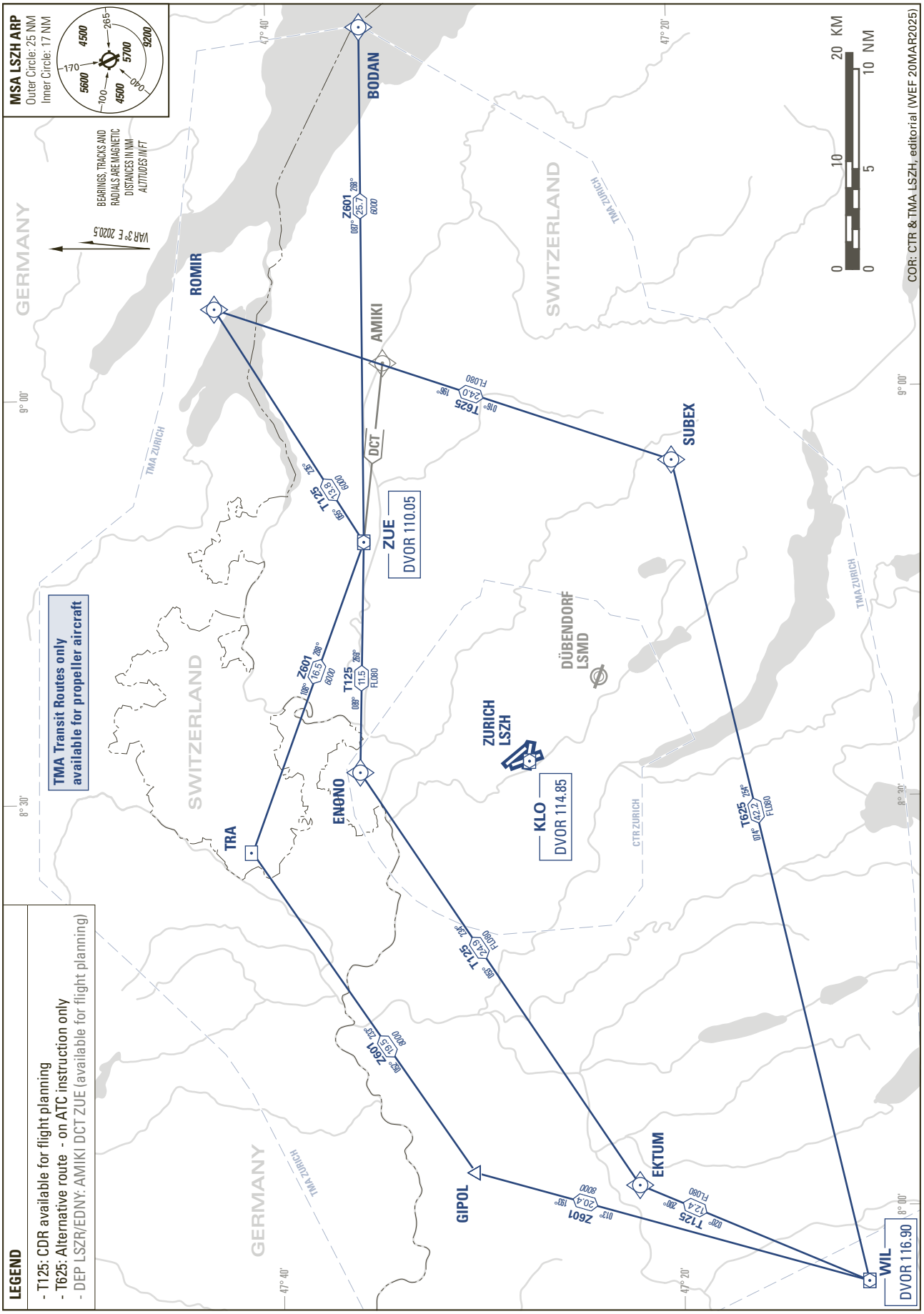
MSA LSZH ARP
Outer Circle: 25 NM
Inner Circle: 17 NM
4500
5600
5700
9200
4500
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT
VAR 3° E 2020.5
GERMANY
SWITZERLAND
TMA ZURICH
BODAN
ROMIR
AMIKI
SUBEX
DCT
ZUE
DVOR 110.05
TRA
ENØNO
ZURICH
LSZH
KLO
DVOR 114.85
DÜBENDORF
LSMD
CTR ZURICH
GIPOL
EKTUM
WIL
DVOR 116.90
Z601
T125
T625
TMA Transit Routes only available for propeller aircraft
LEGEND
- T125: CDR available for flight planning
- T625: Alternative route - on ATC instruction only
- DEP LSZR/EDNY: AMIKI DCT ZUE (available for flight planning)
20 KM
10 NM
COR: CTR & TMA LSZH, editorial (WEF 20MAR2025)

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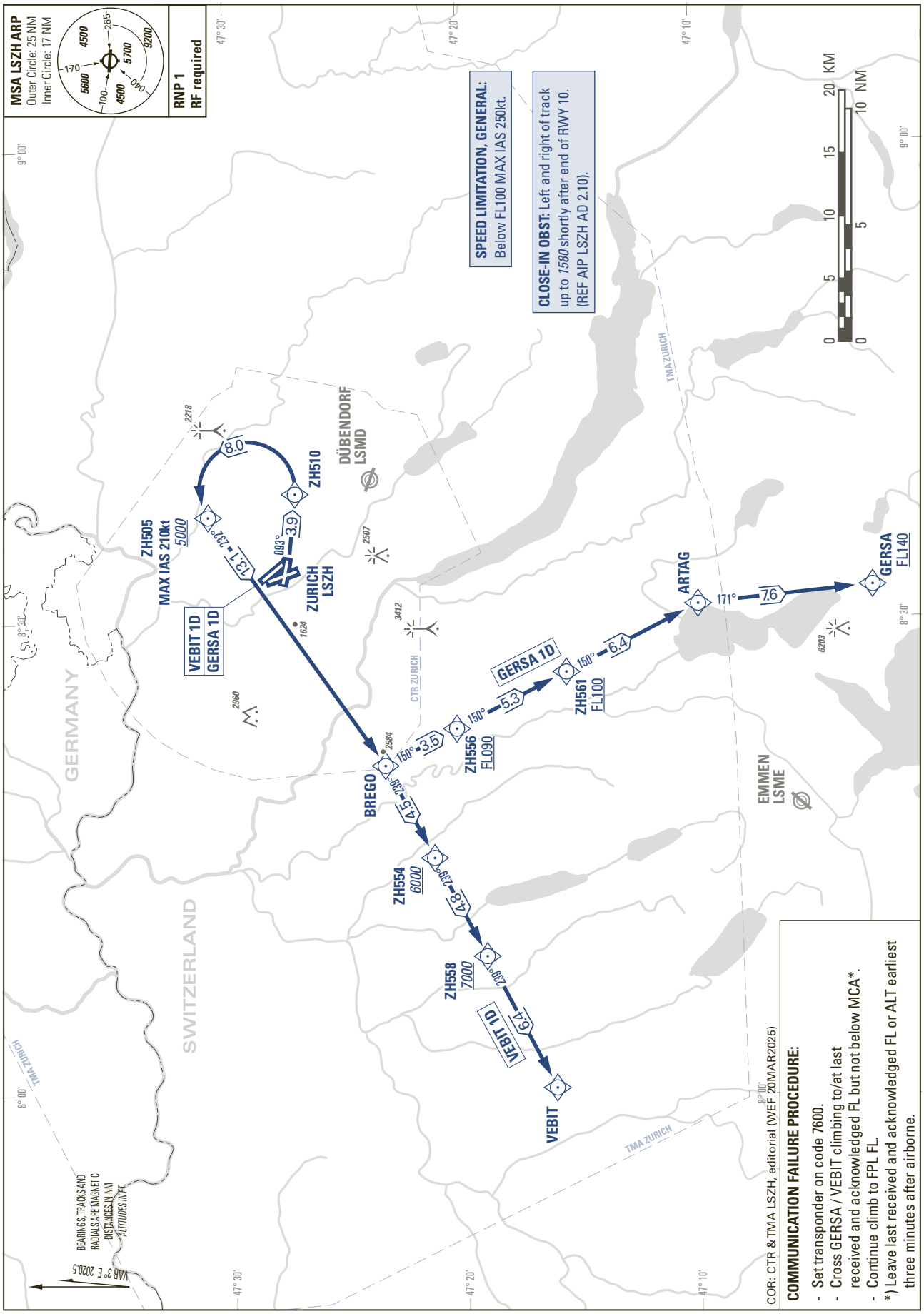
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNP RWY 10

GERSA 1D VEBIT 1D



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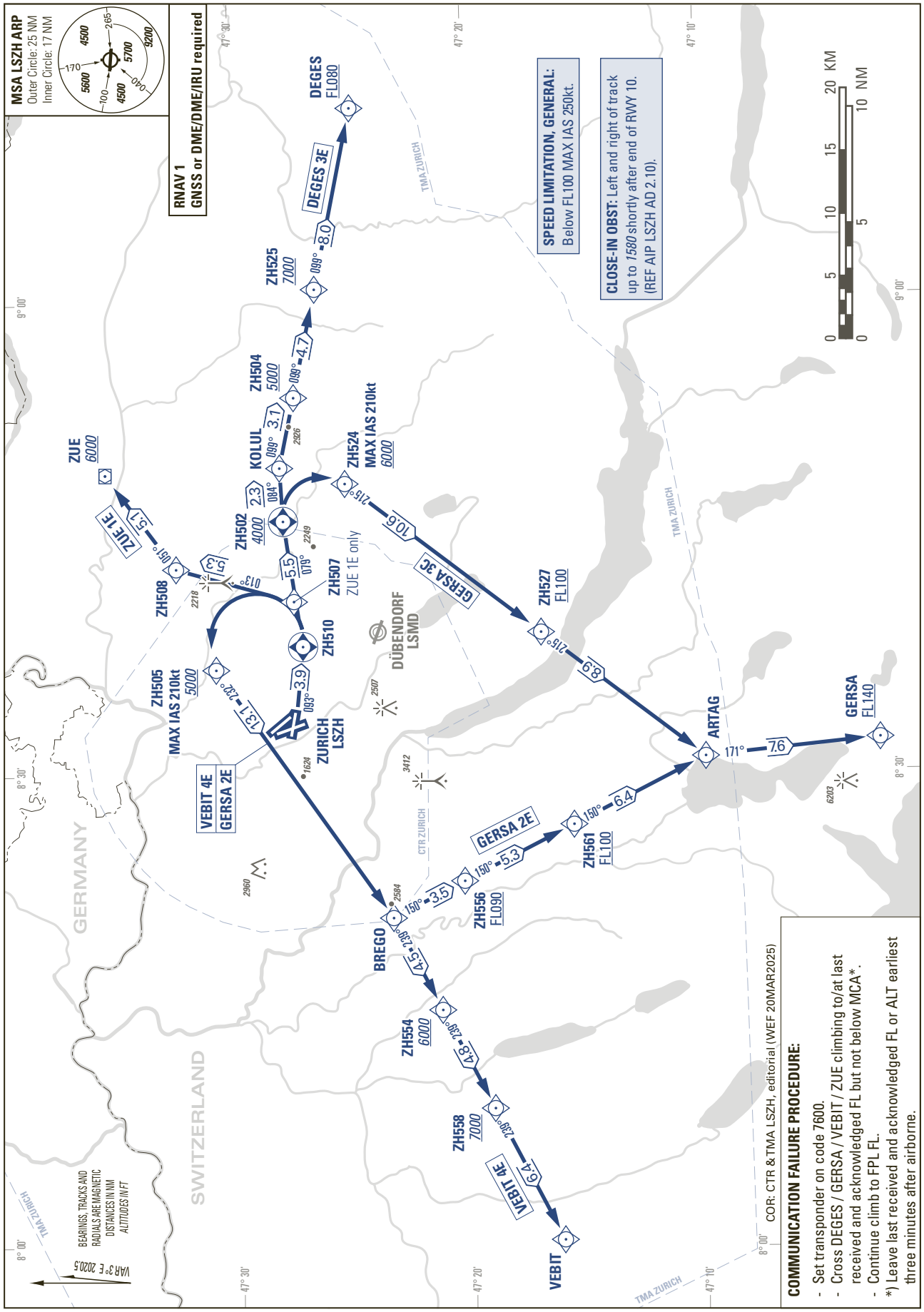
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - IACO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 10

DEGES 3E GERSA 3C GERSA 2E VEBIT 4E ZUE 1E



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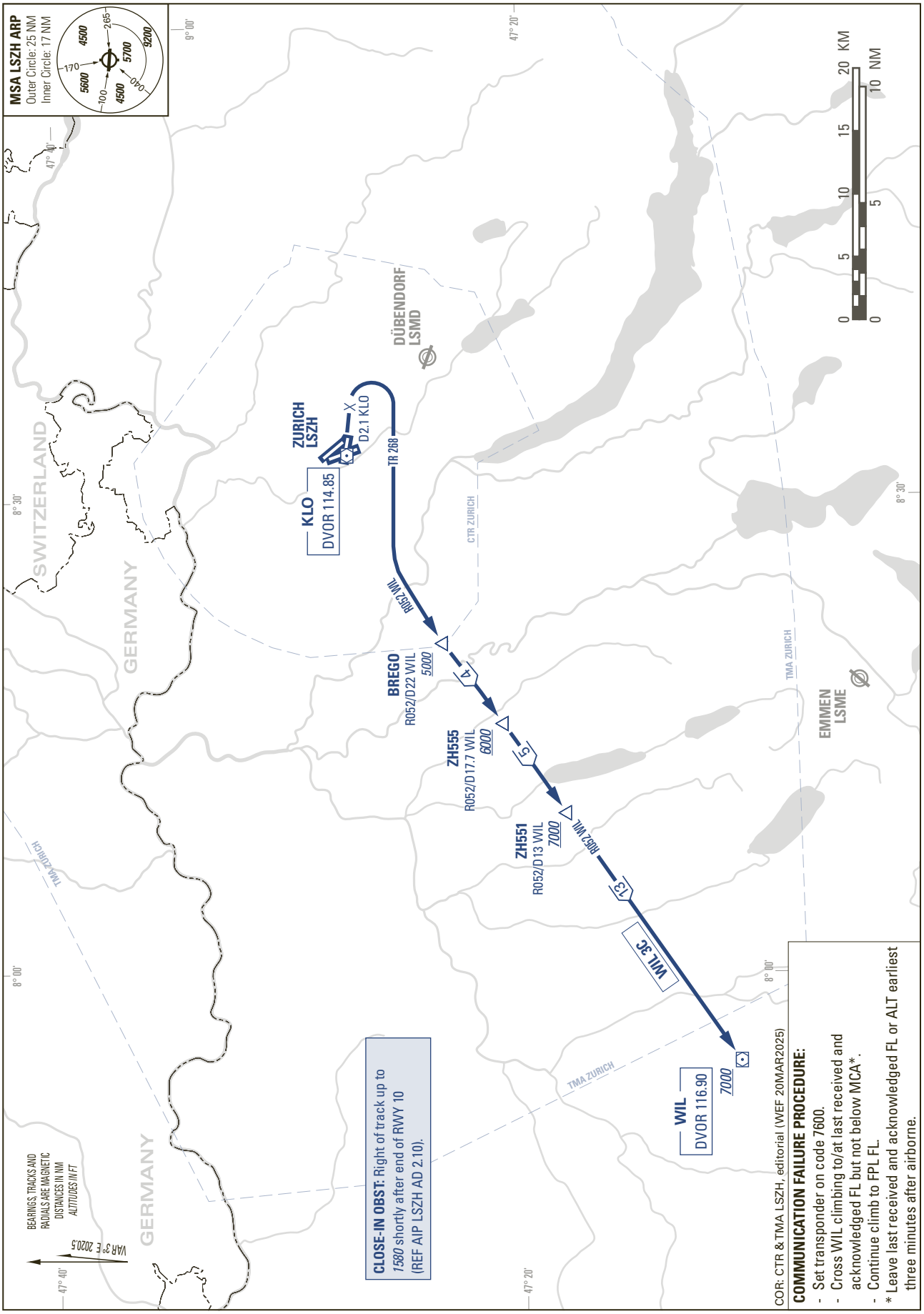
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RWY 10

WIL 3C



COR: CTR &TMA LSZH, editorial (WEF 20MAR2025)

COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Cross WIL climbing to/at last received and acknowledged FL but not below MCA*.
- Continue climb to FPL FL.

* Leave last received and acknowledged FL or ALT earliest three minutes after airborne.

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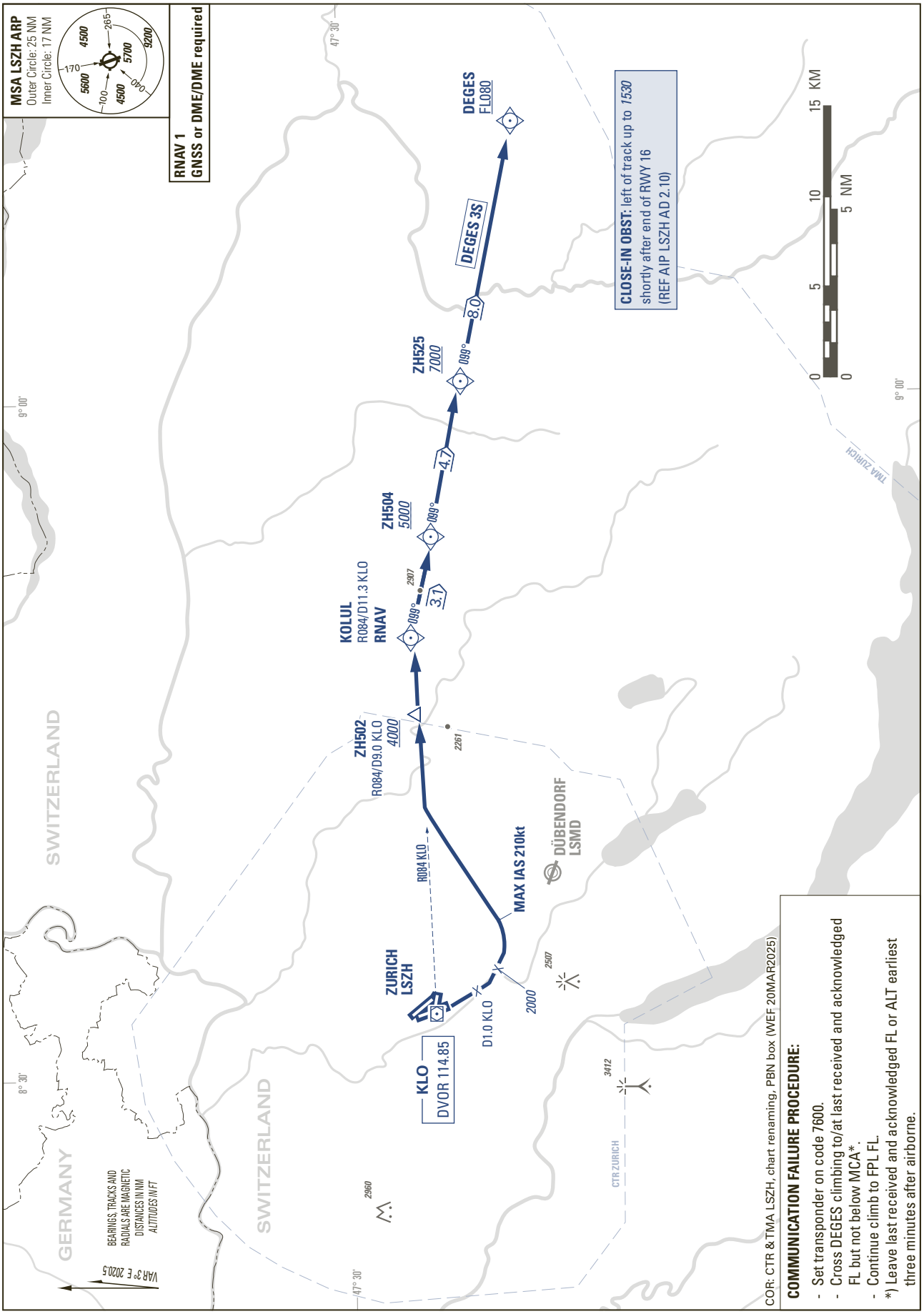
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 16

DEGES 3S



COR: CTR &TMA LSZH, chart renaming, PBN box (WEF 20MAR2025)

COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Cross DEGES climbing to/at last received and acknowledged FL but not below MCA*.
- Continue climb to FPL FL.

*) Leave last received and acknowledged FL or ALT earliest three minutes after airborne.

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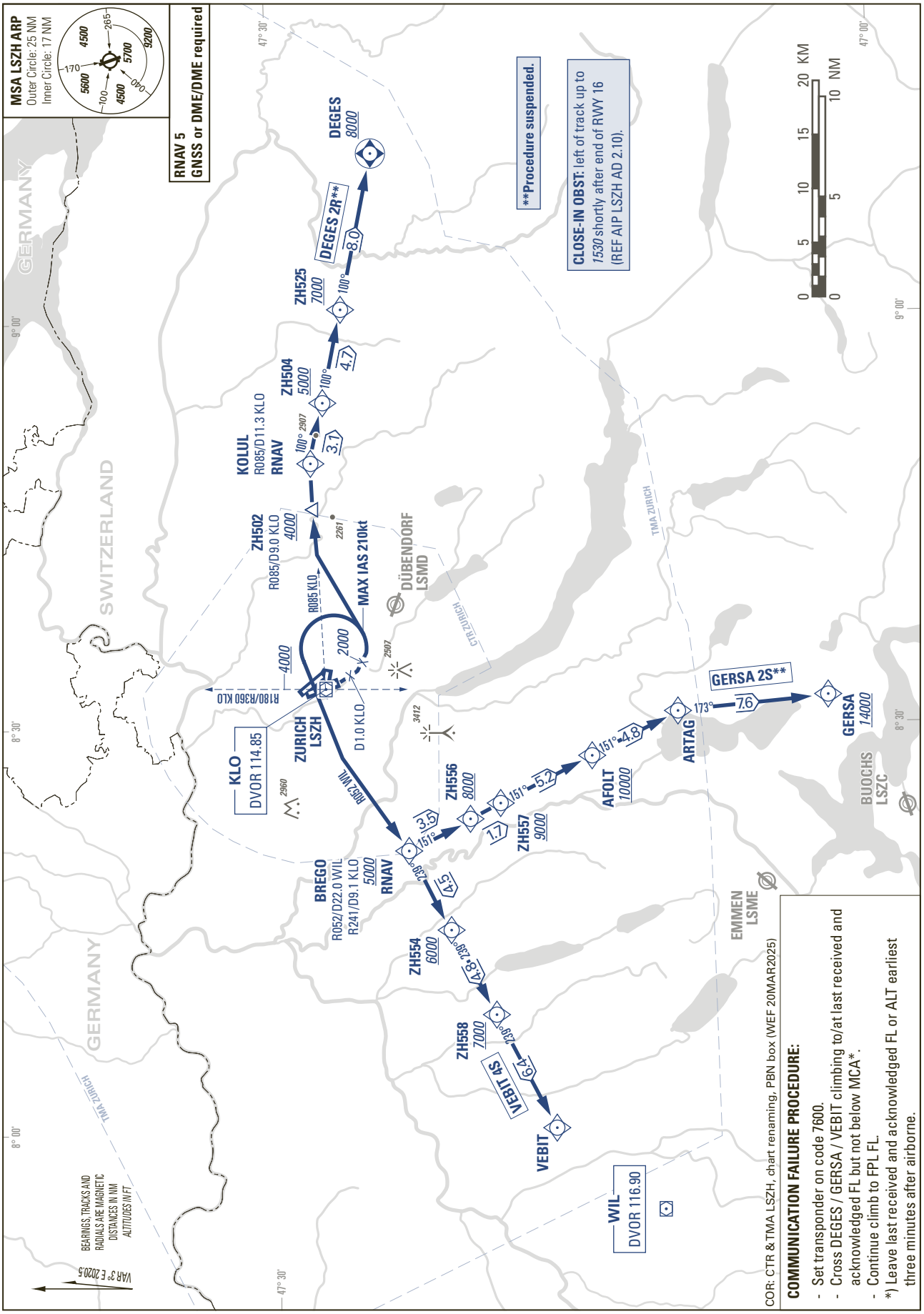
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 16

DEGES 2R GERSA 2S VEBIT 4S



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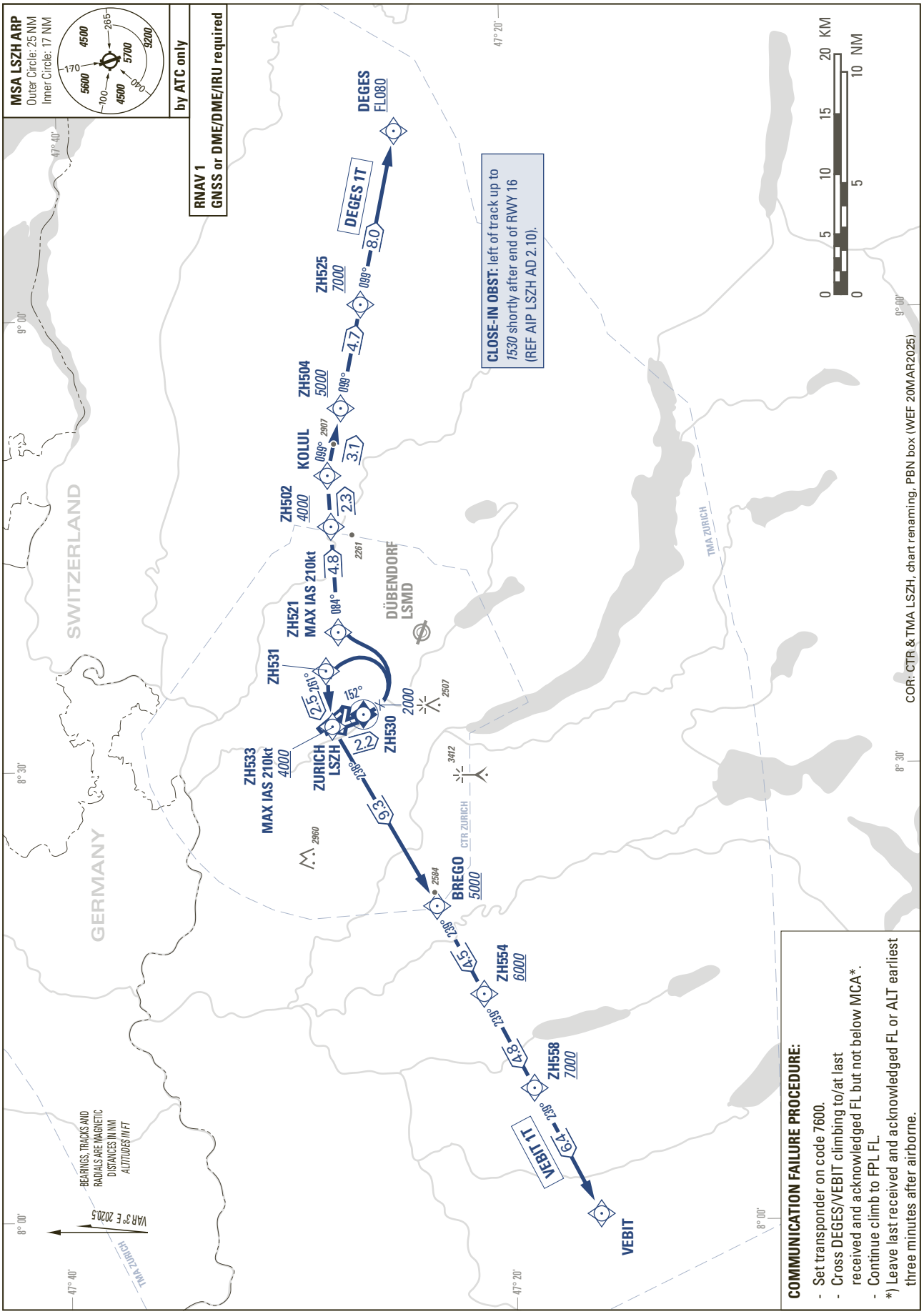
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 16

DEGES 1T VEBIT 1T



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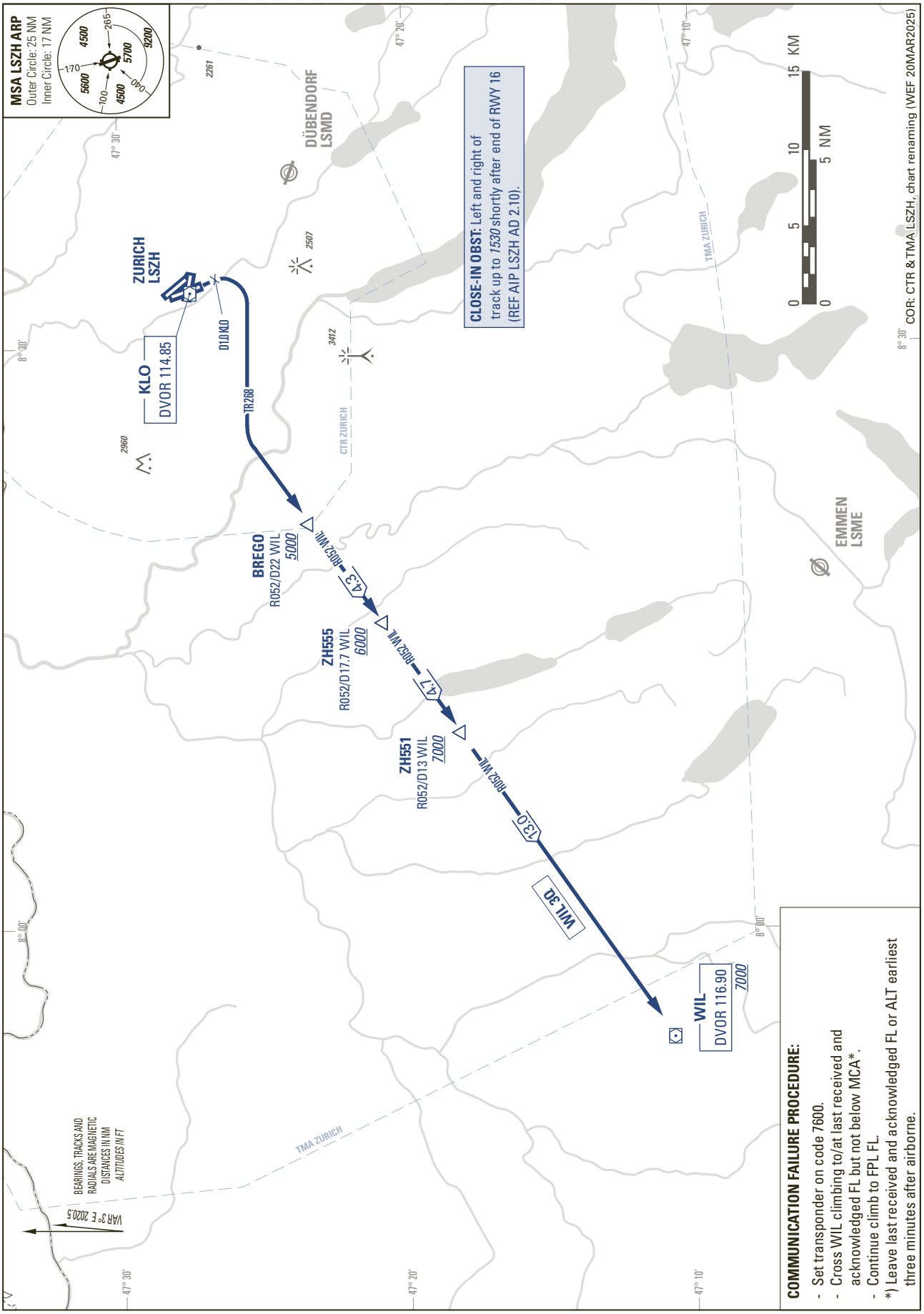
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RWY 16

WIL 3Q



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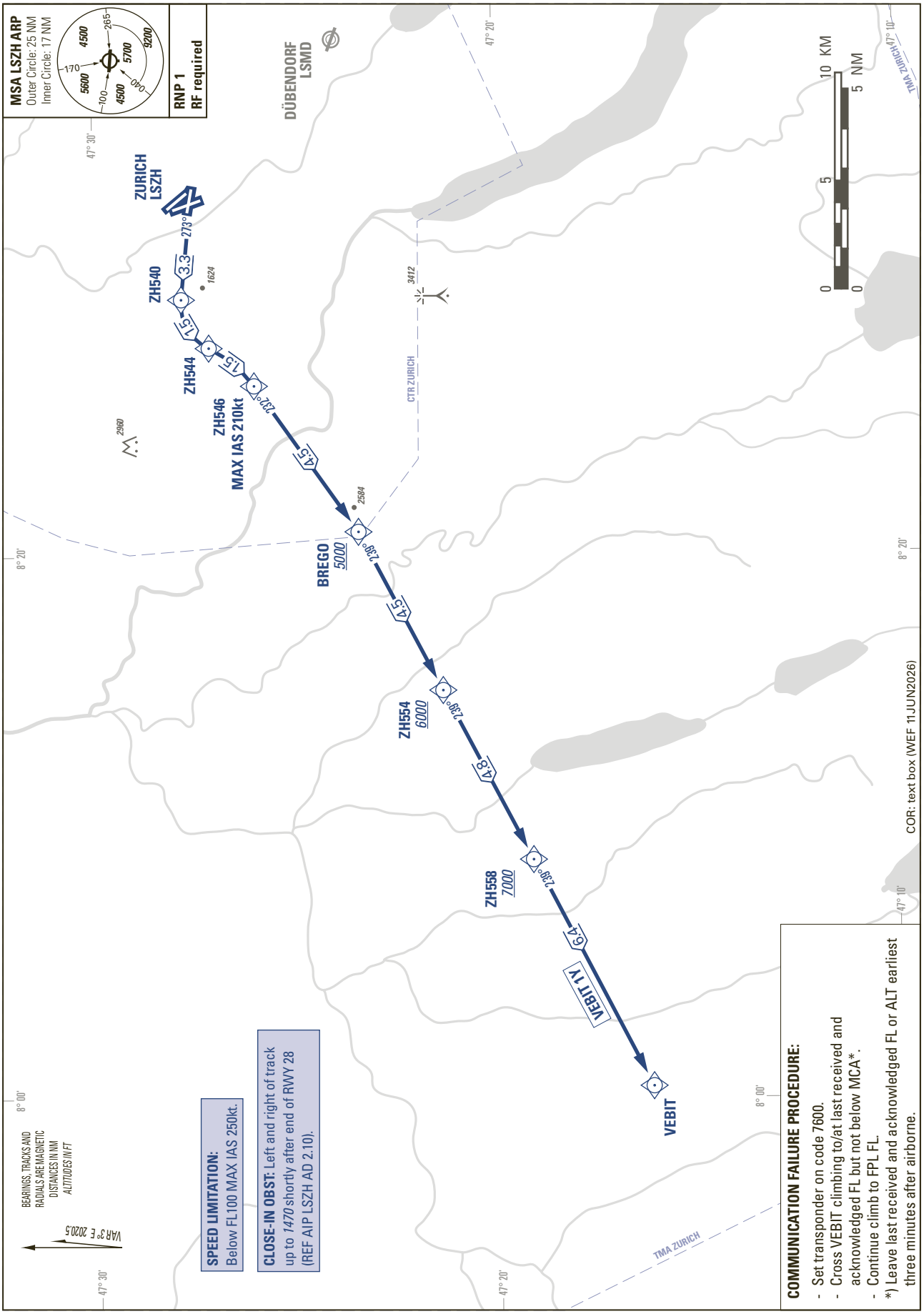
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNP RWY 28

VEBIT 1Y



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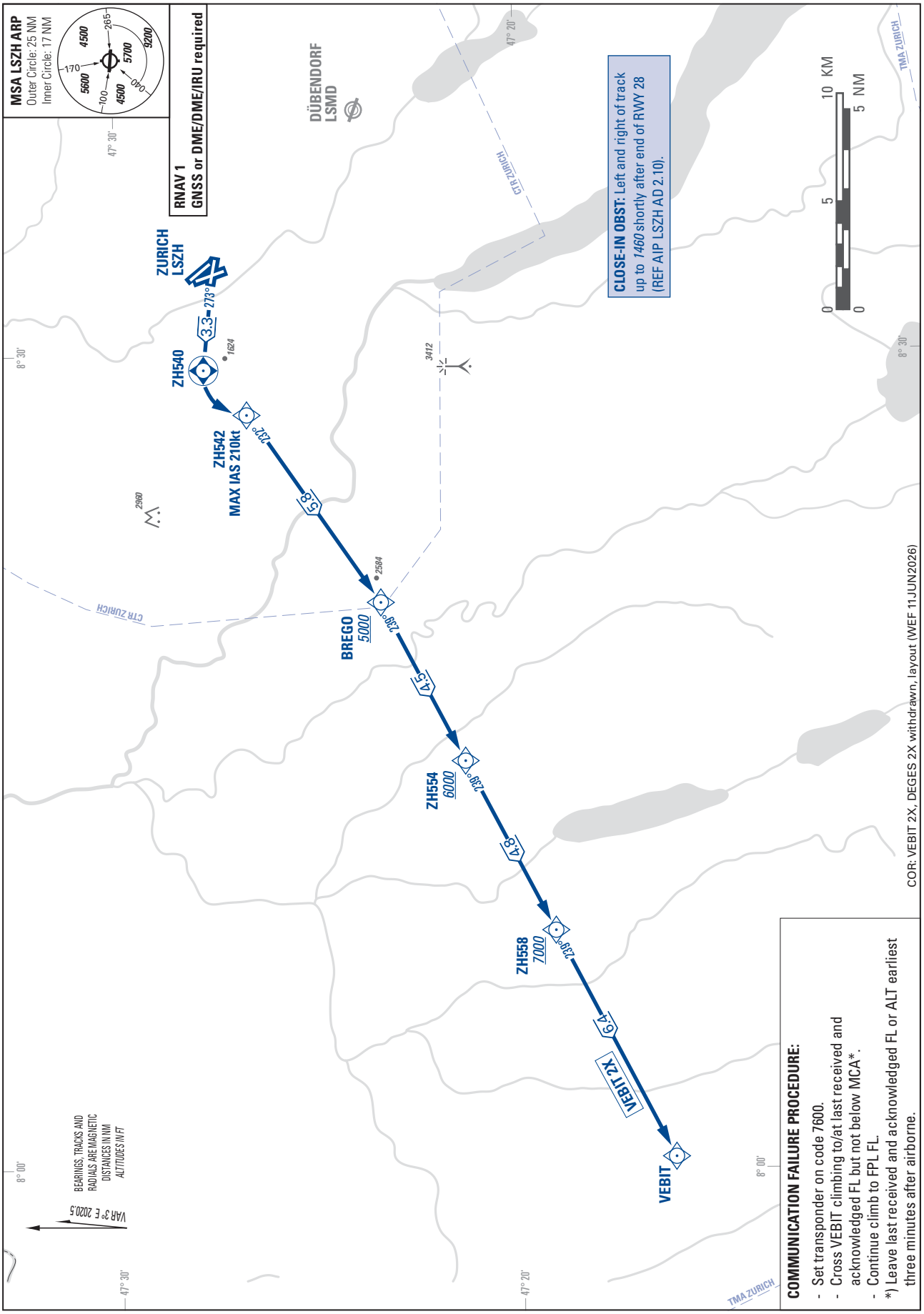
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 28

VEBIT 2X



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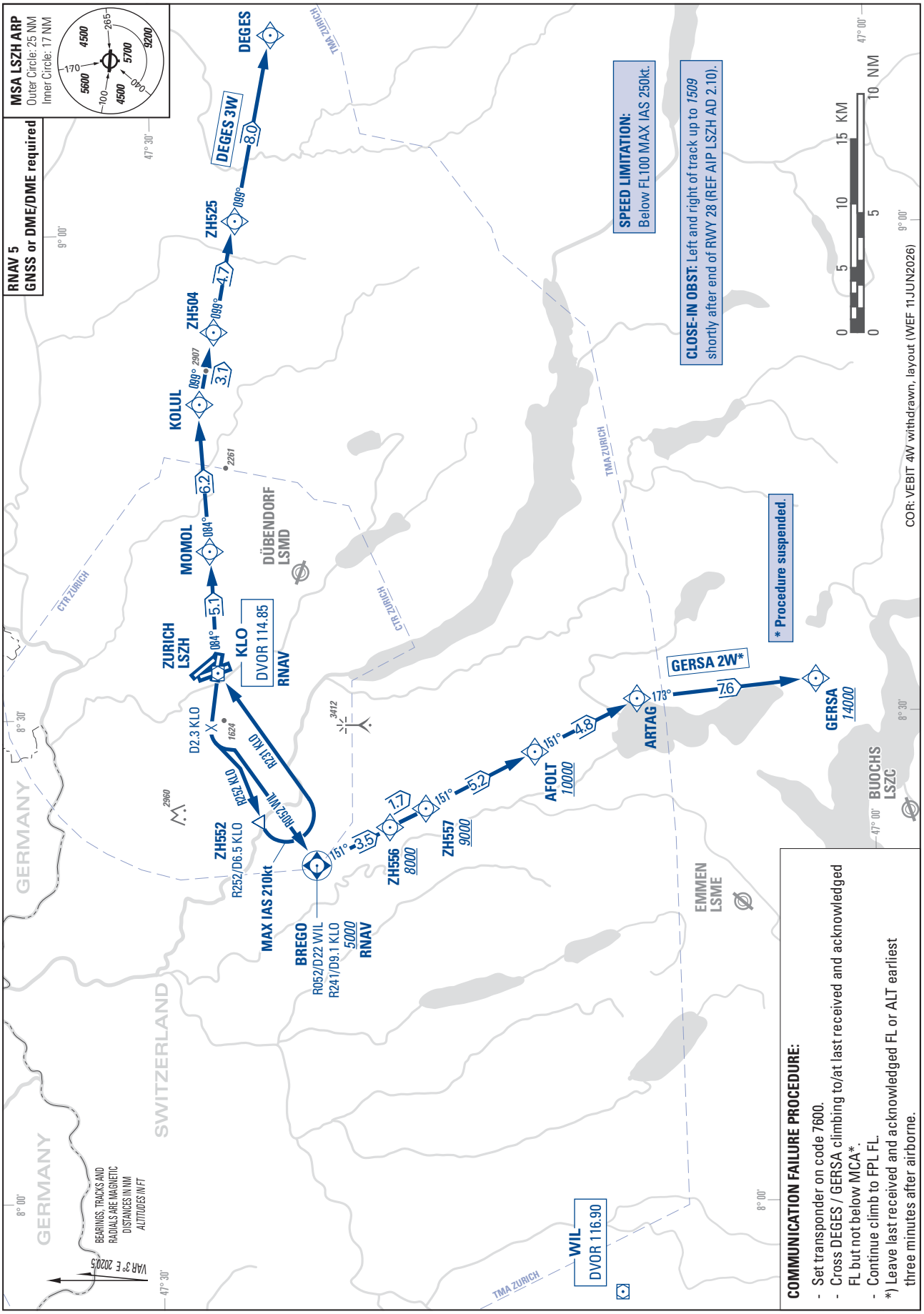
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 28

DEGES 3W GERSA 2W



COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Cross DEGES / GERSA climbing to/at last received and acknowledged FL but not below MCA*.
- Continue climb to FPL FL.

*) Leave last received and acknowledged FL or ALT earliest three minutes after airborne.

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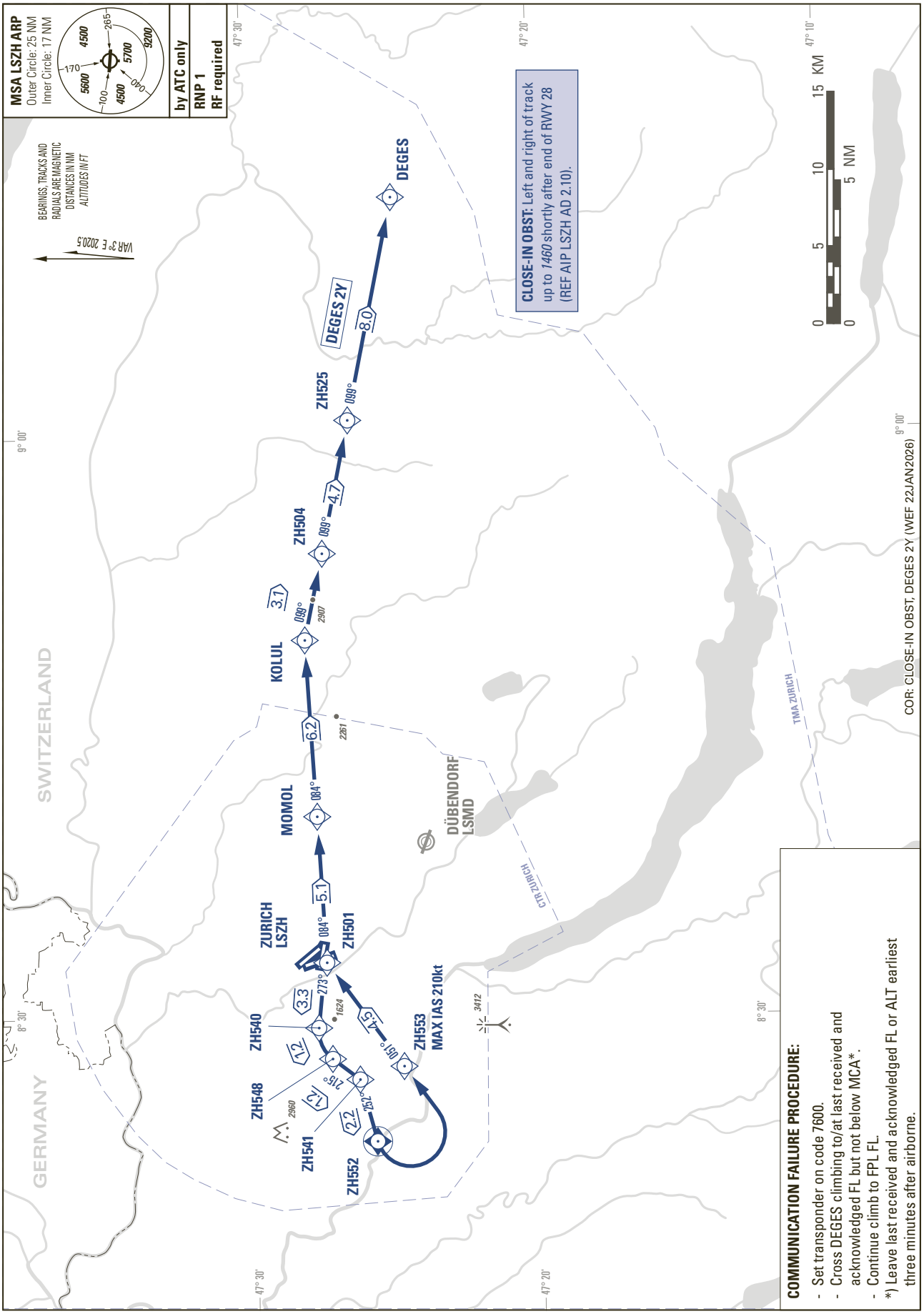
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNP RWY 28

DEGES 2Y



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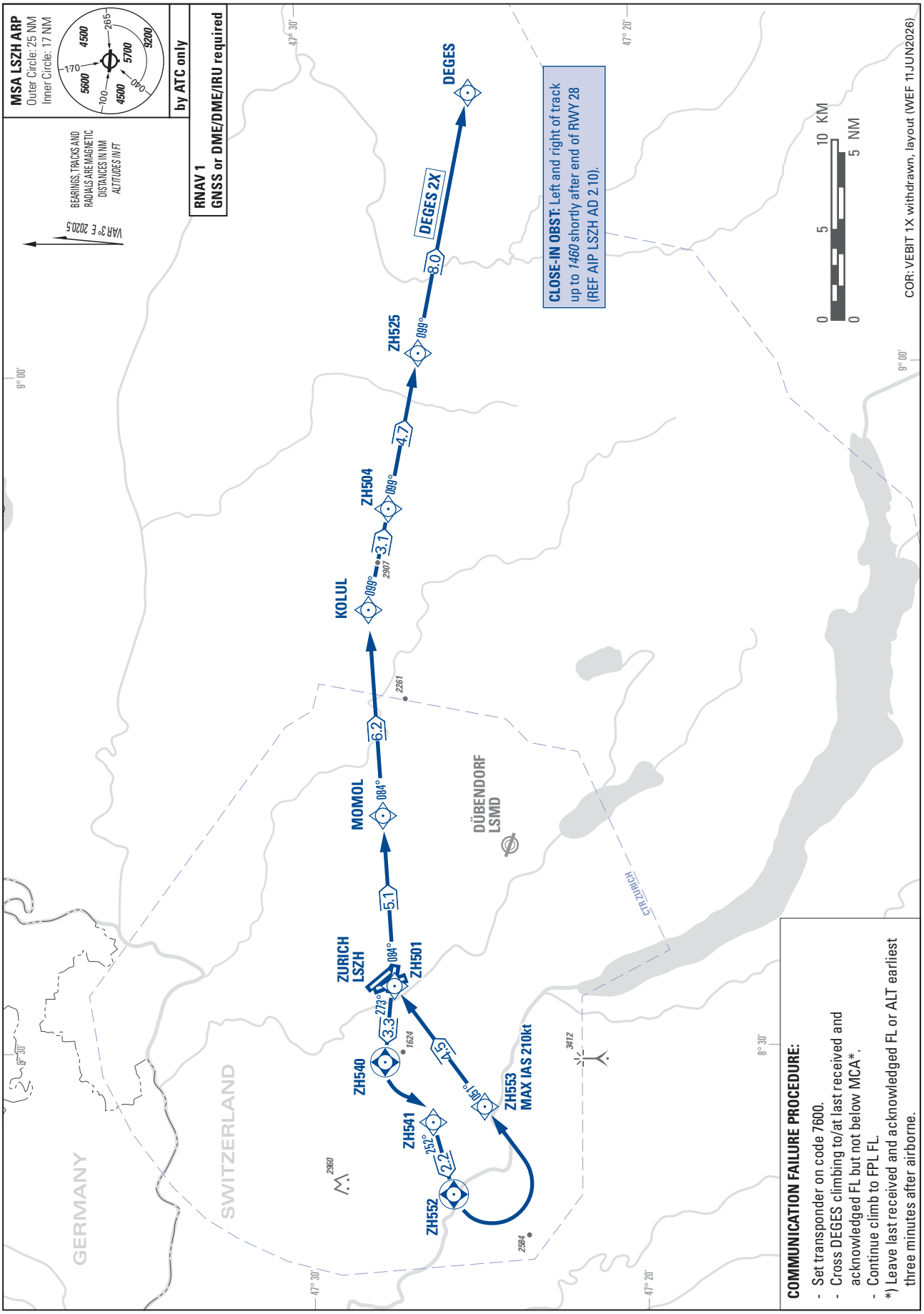
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 28

DEGES 2X



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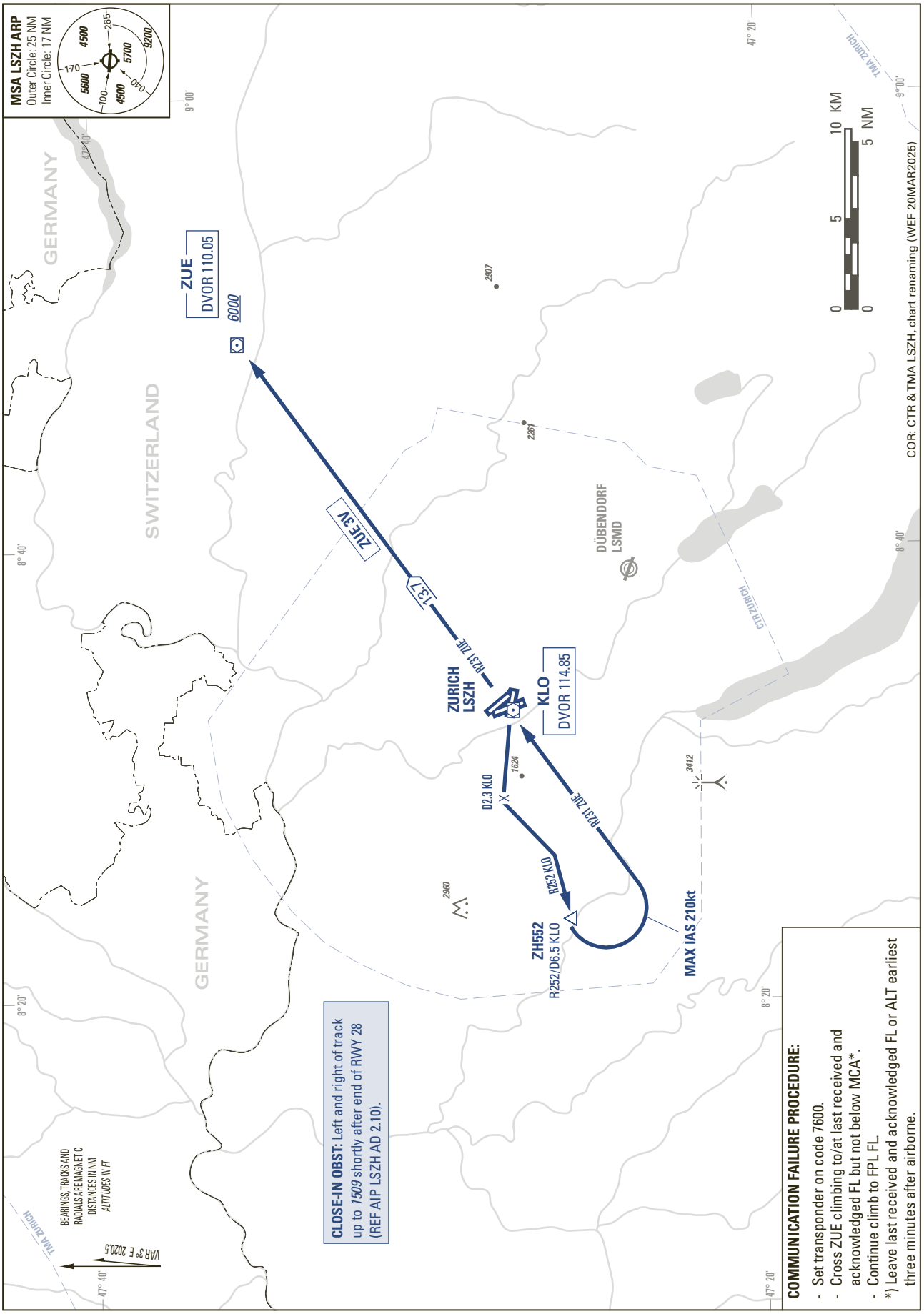
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RWY 28

ZUE 3V



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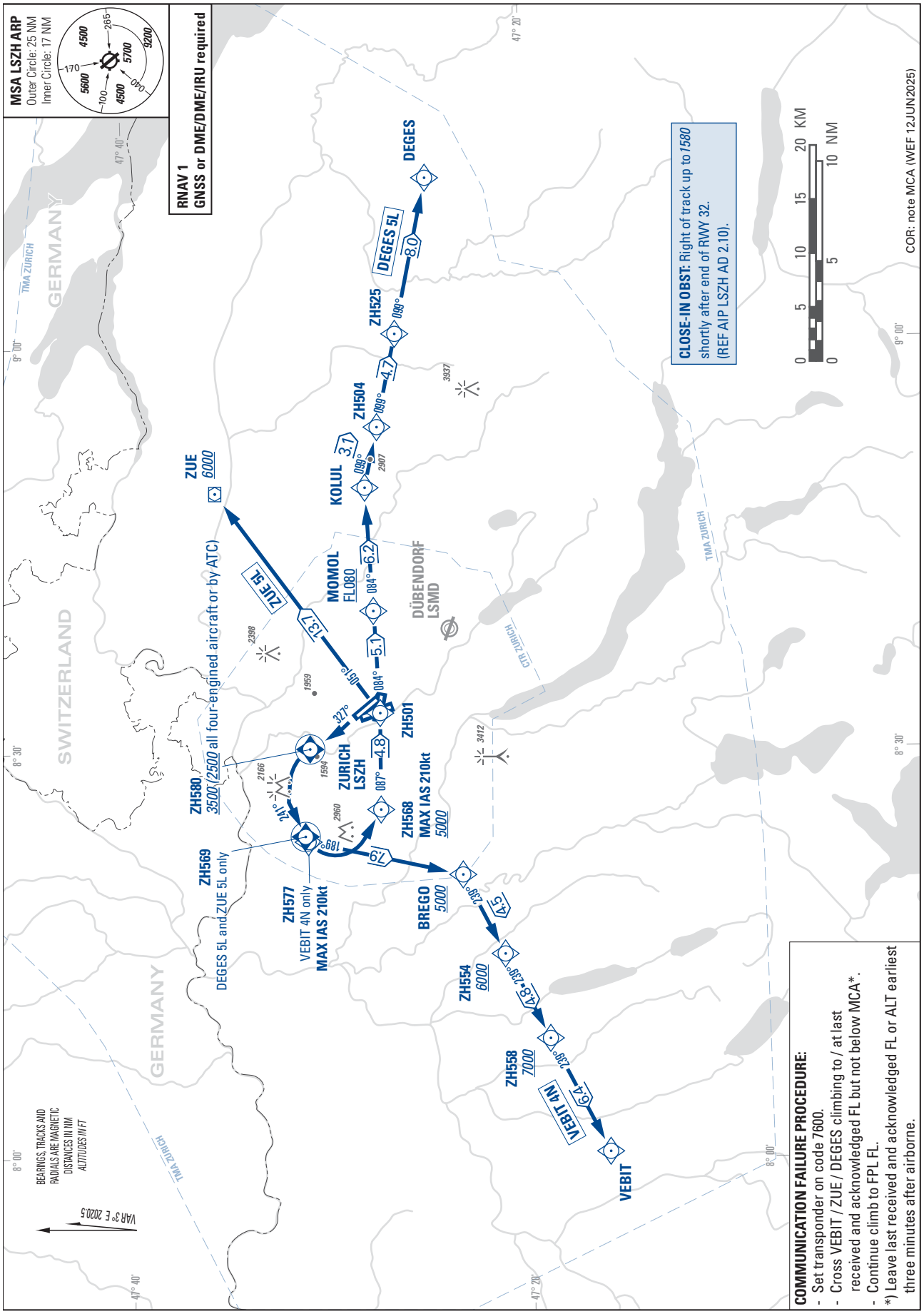
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 32

DEGES 5L VEBIT 4N ZUE 5L



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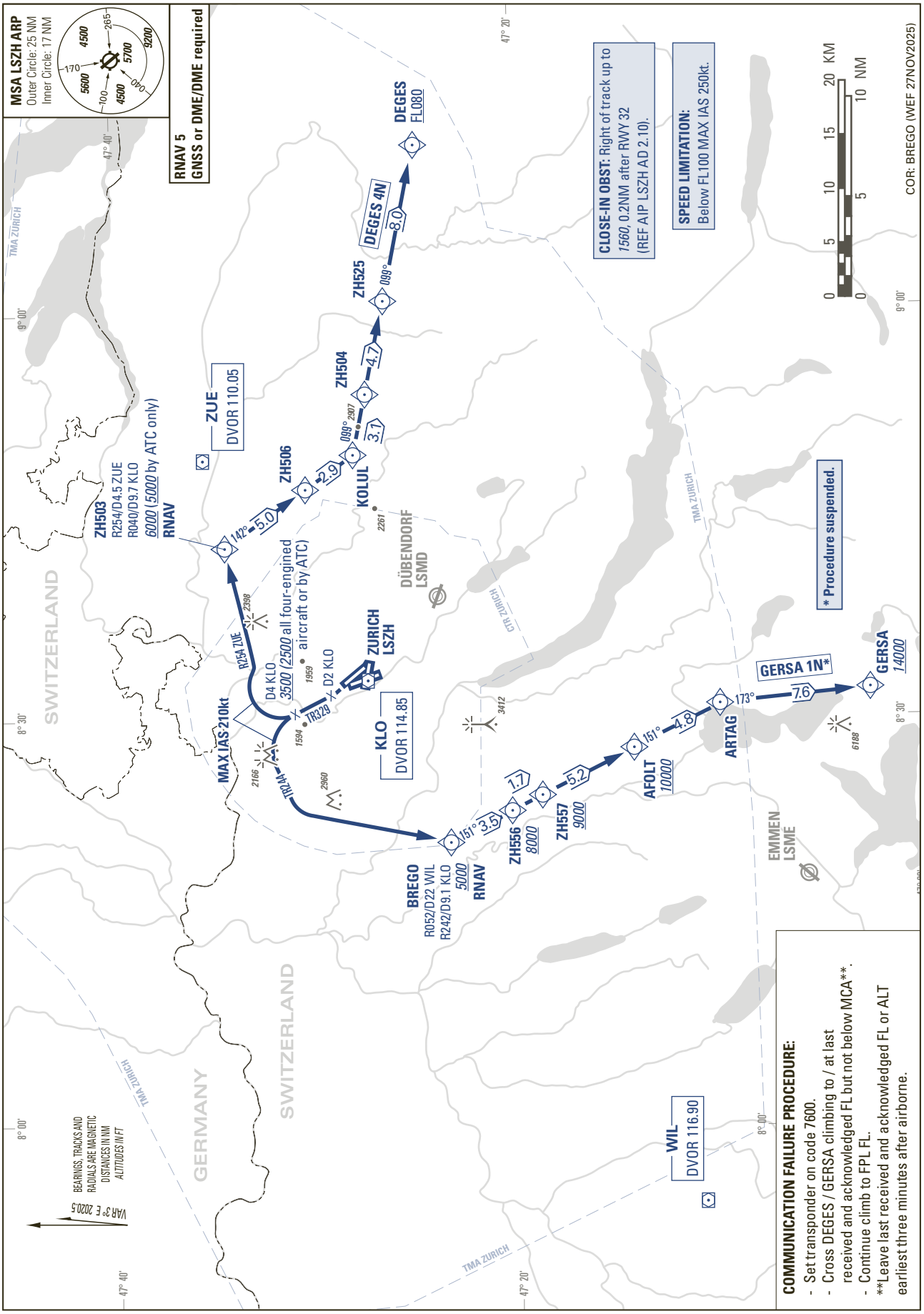
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 32

DEGES 4N GERSA 1N



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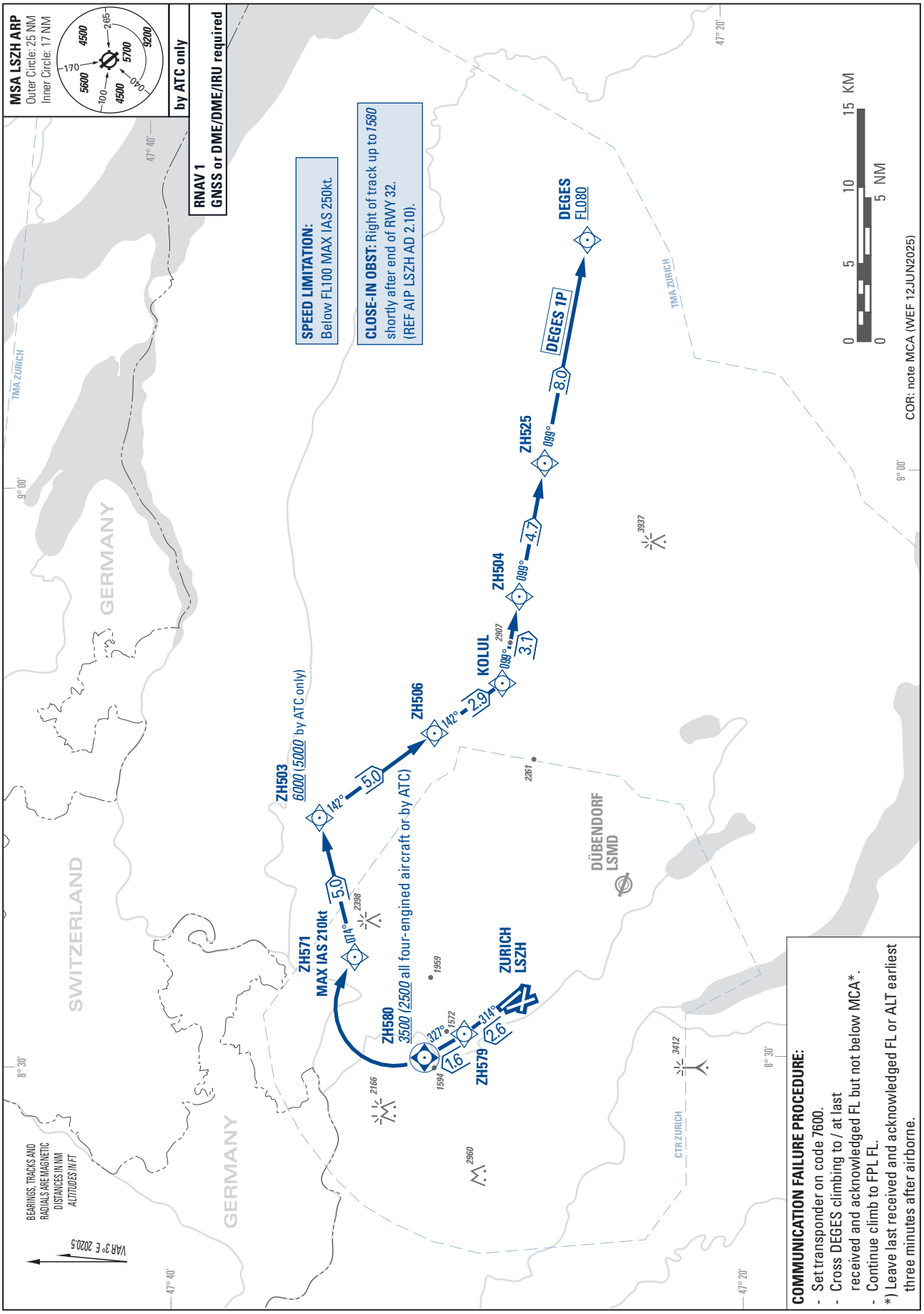
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 32

DEGES 1P



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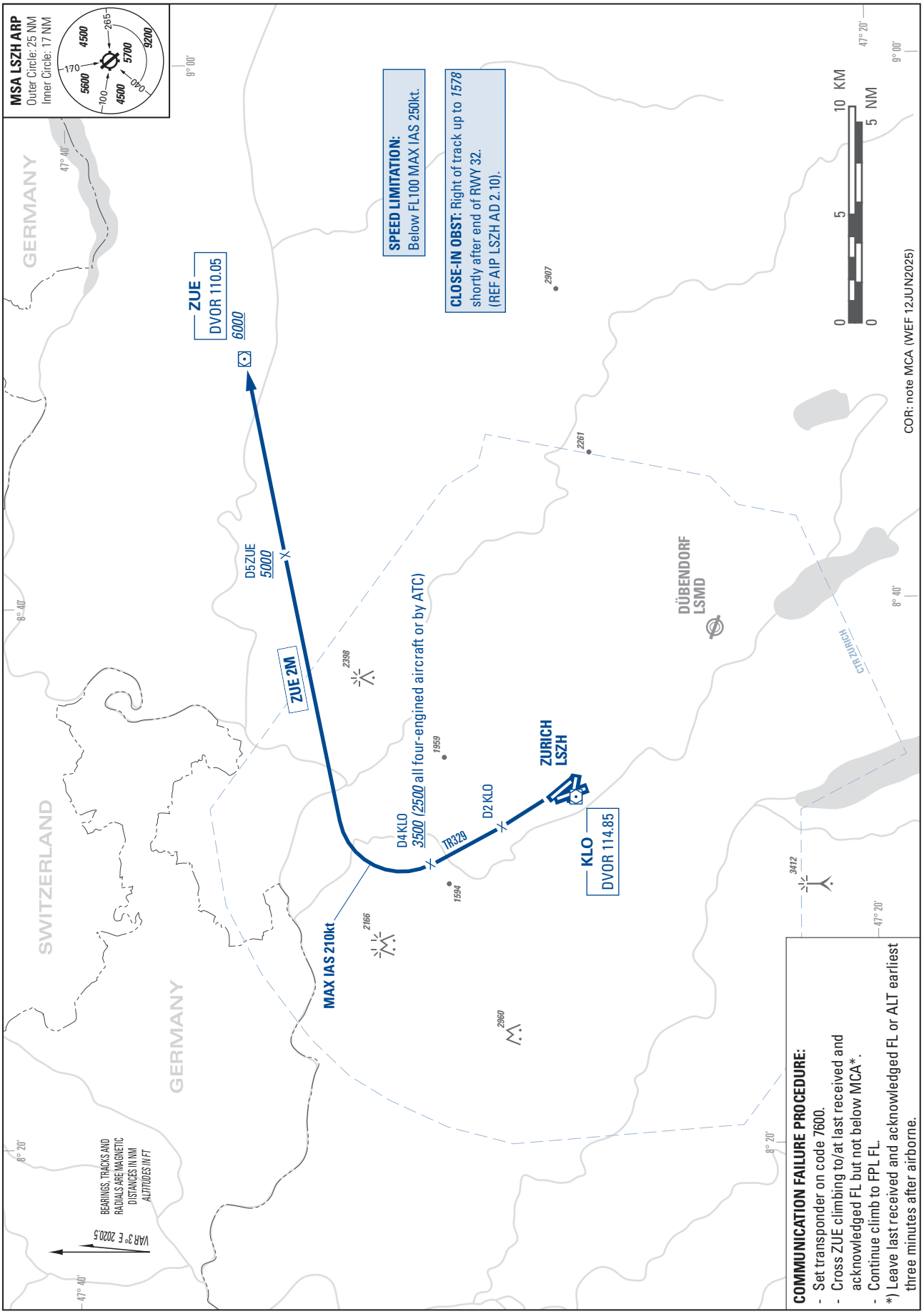
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RWY 32

ZUE 2M



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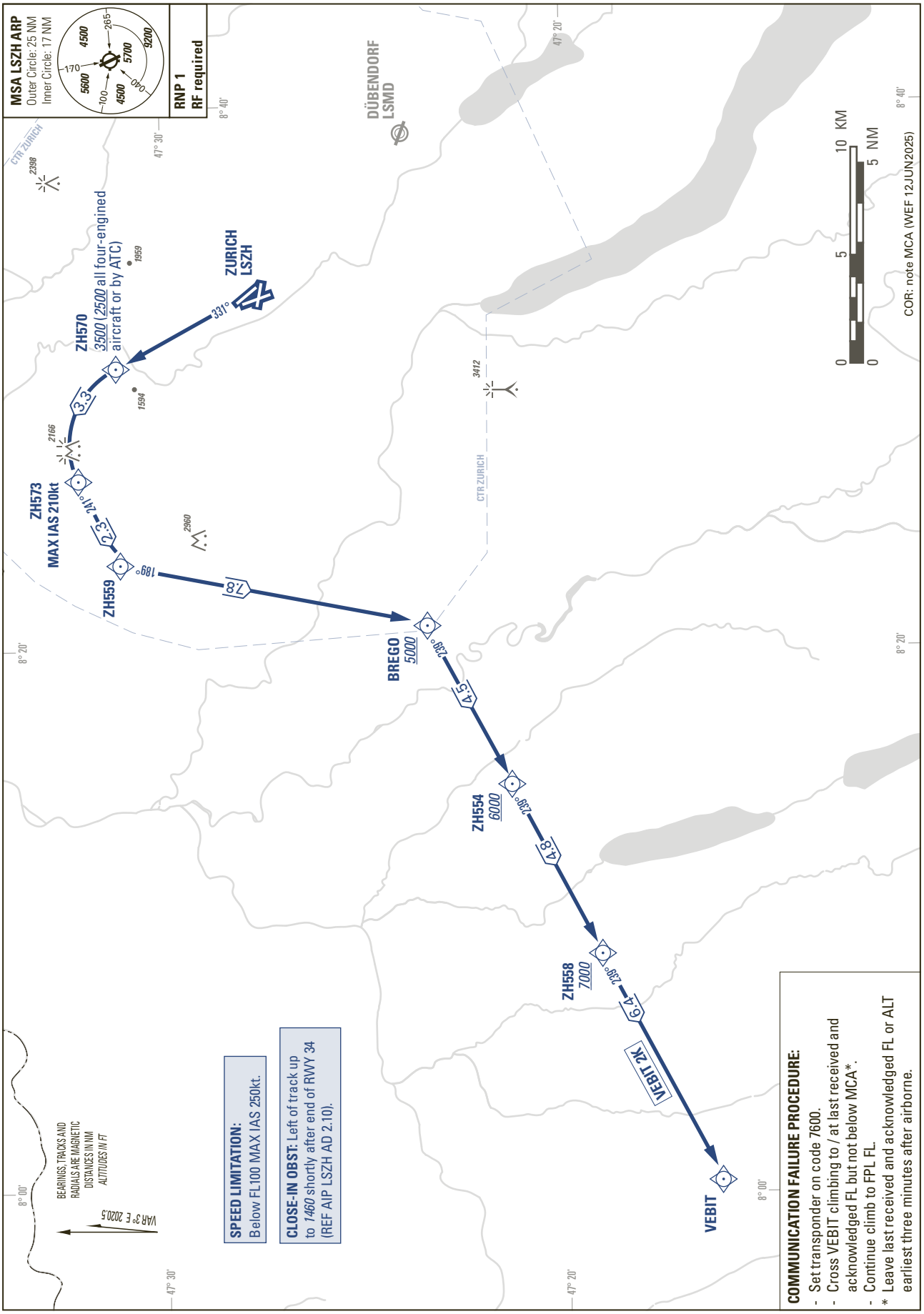
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RNP RWY 34

VEBIT 2K



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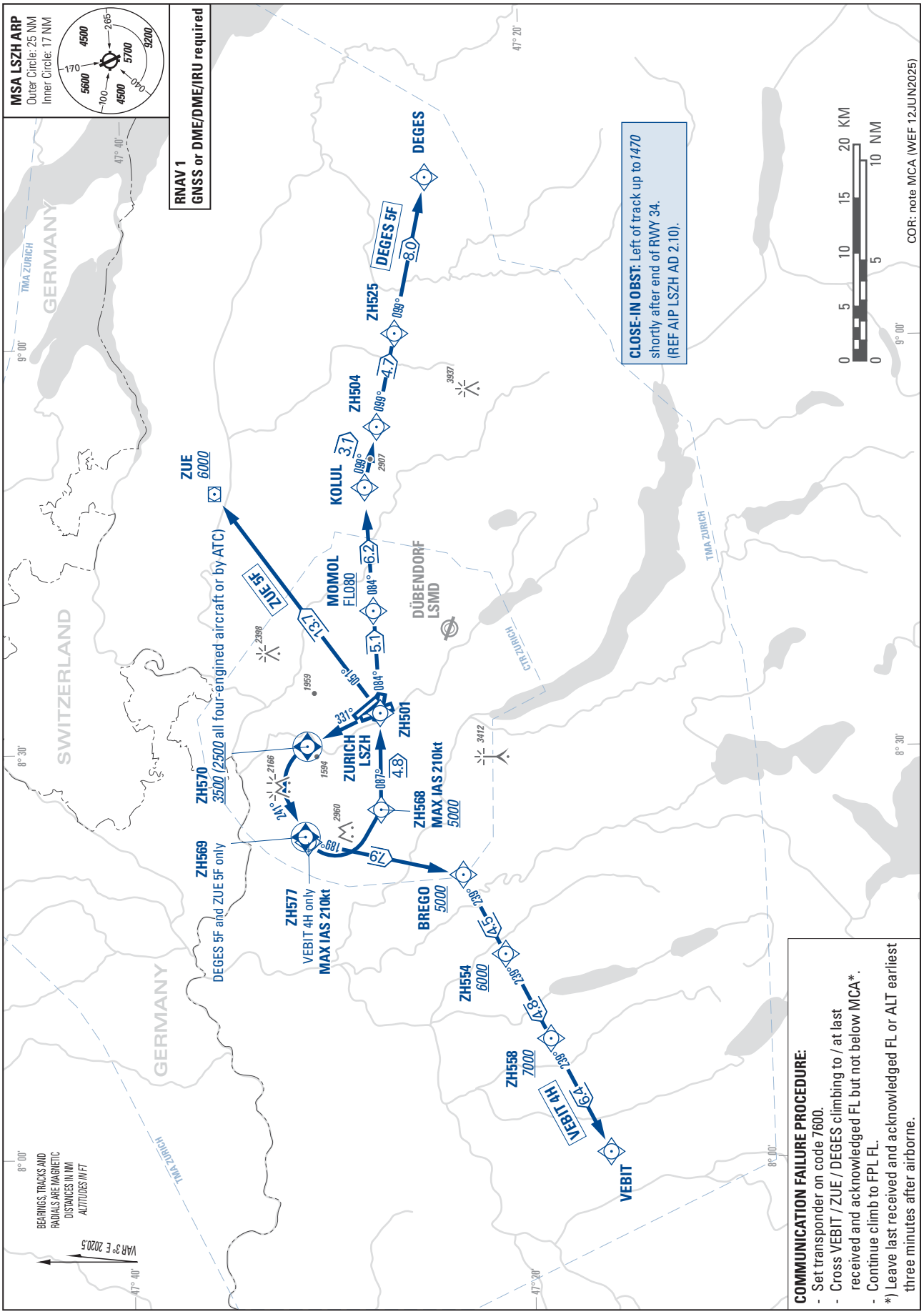
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 34

DEGES 5F VEBIT 4H ZUE 5F



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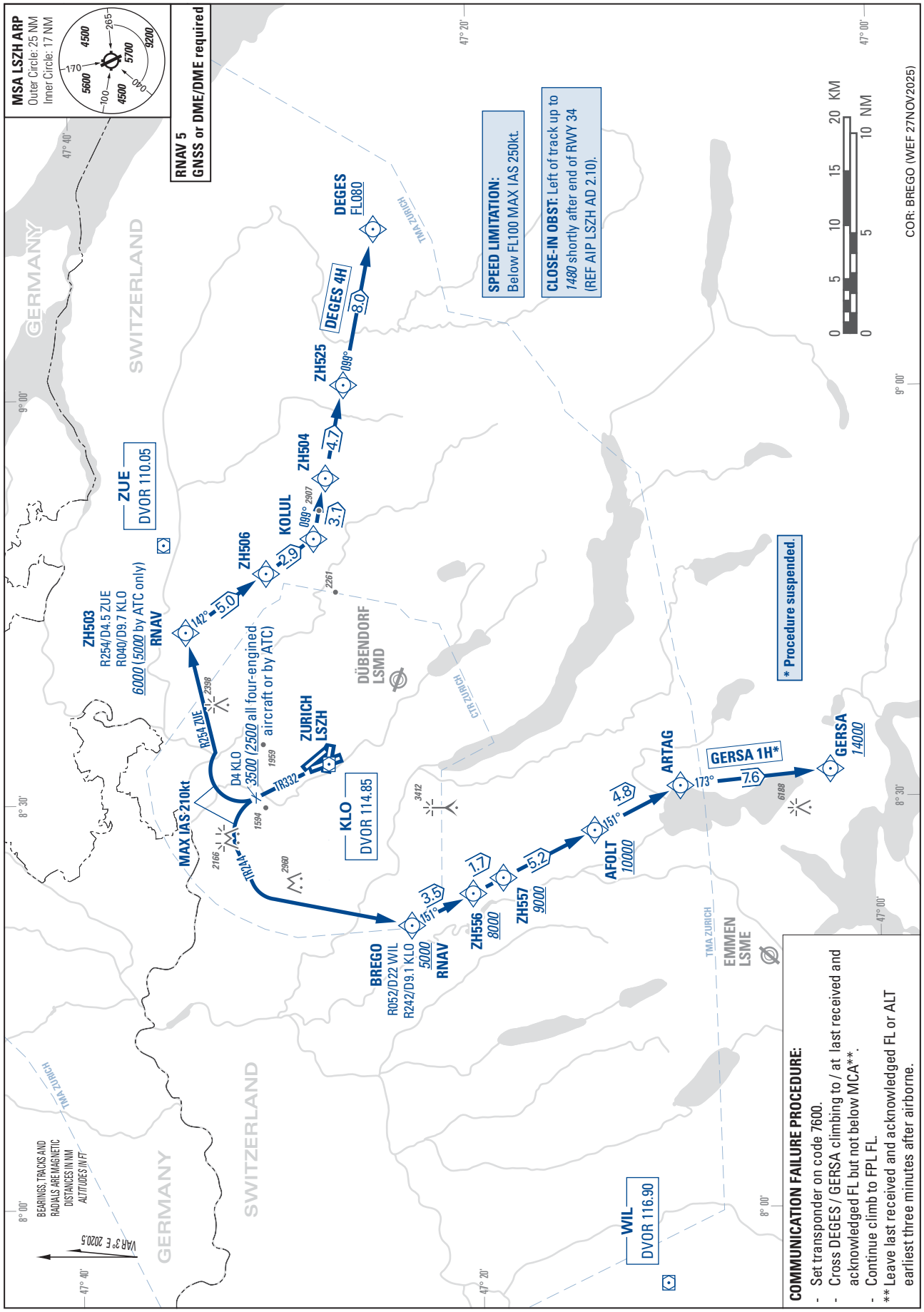
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RNAV RWY 34

DEGES 4H GERSA 1H



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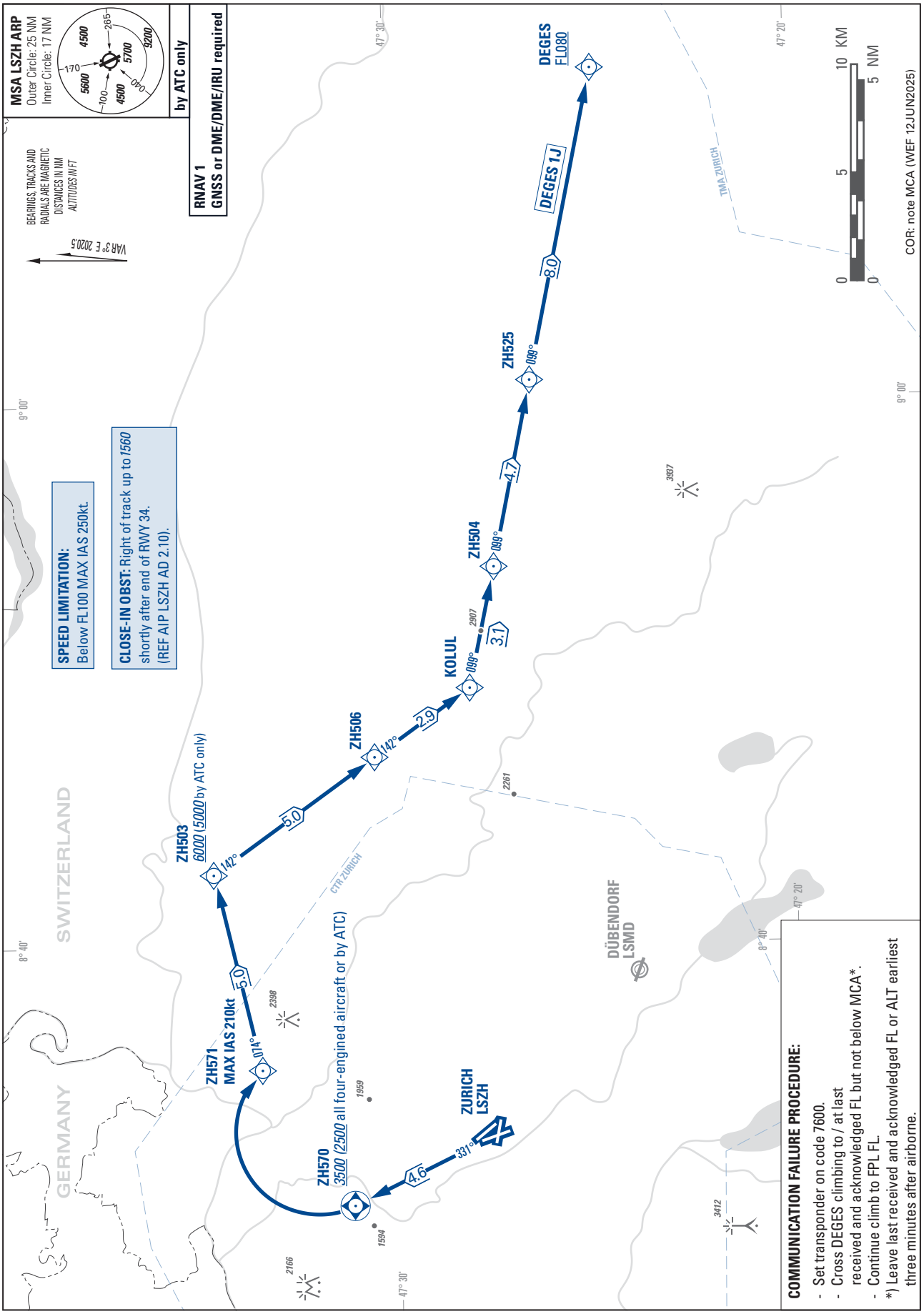
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RNAV RWY 34

DEGES 1J



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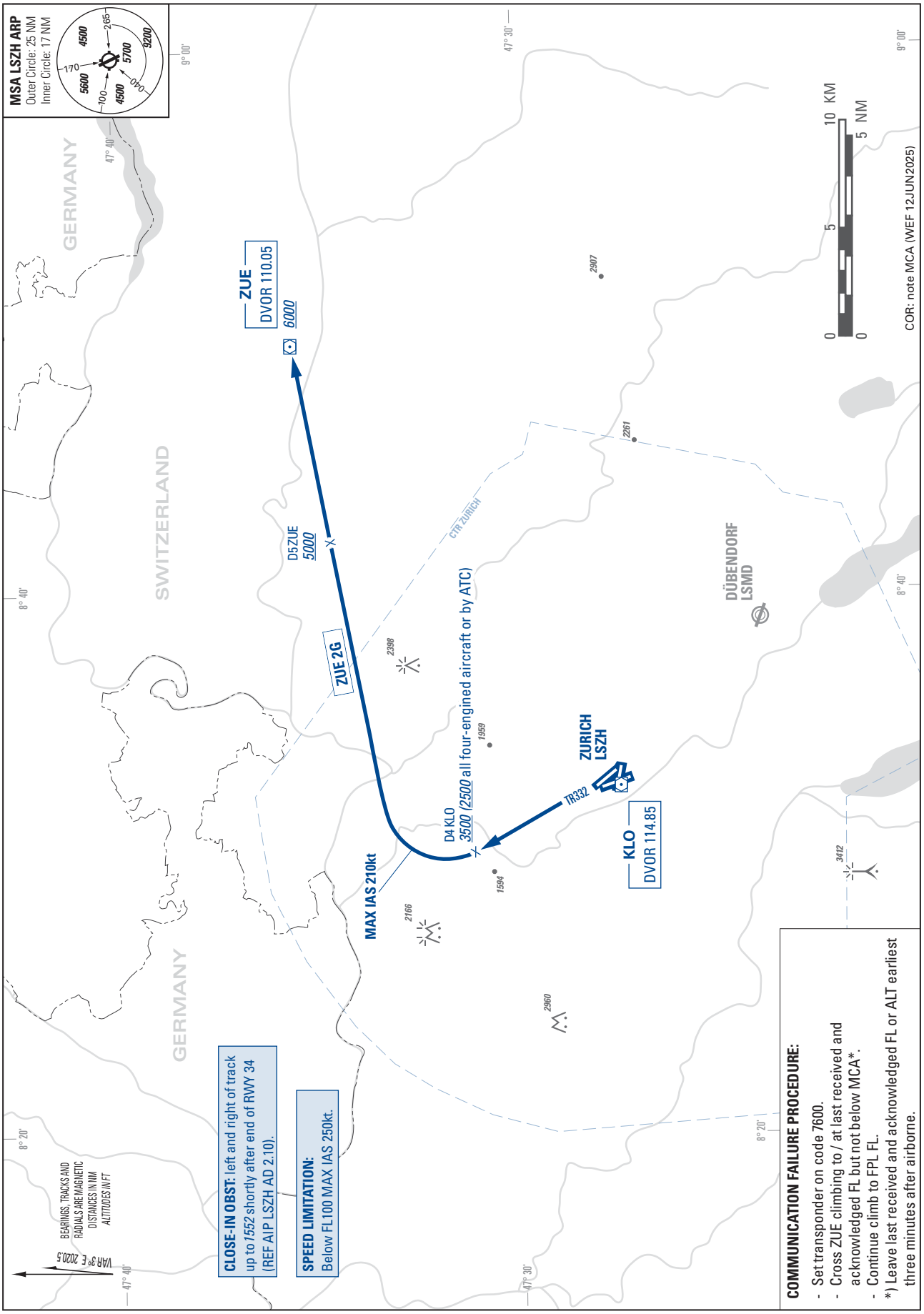
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RWY 34

ZUE 2G



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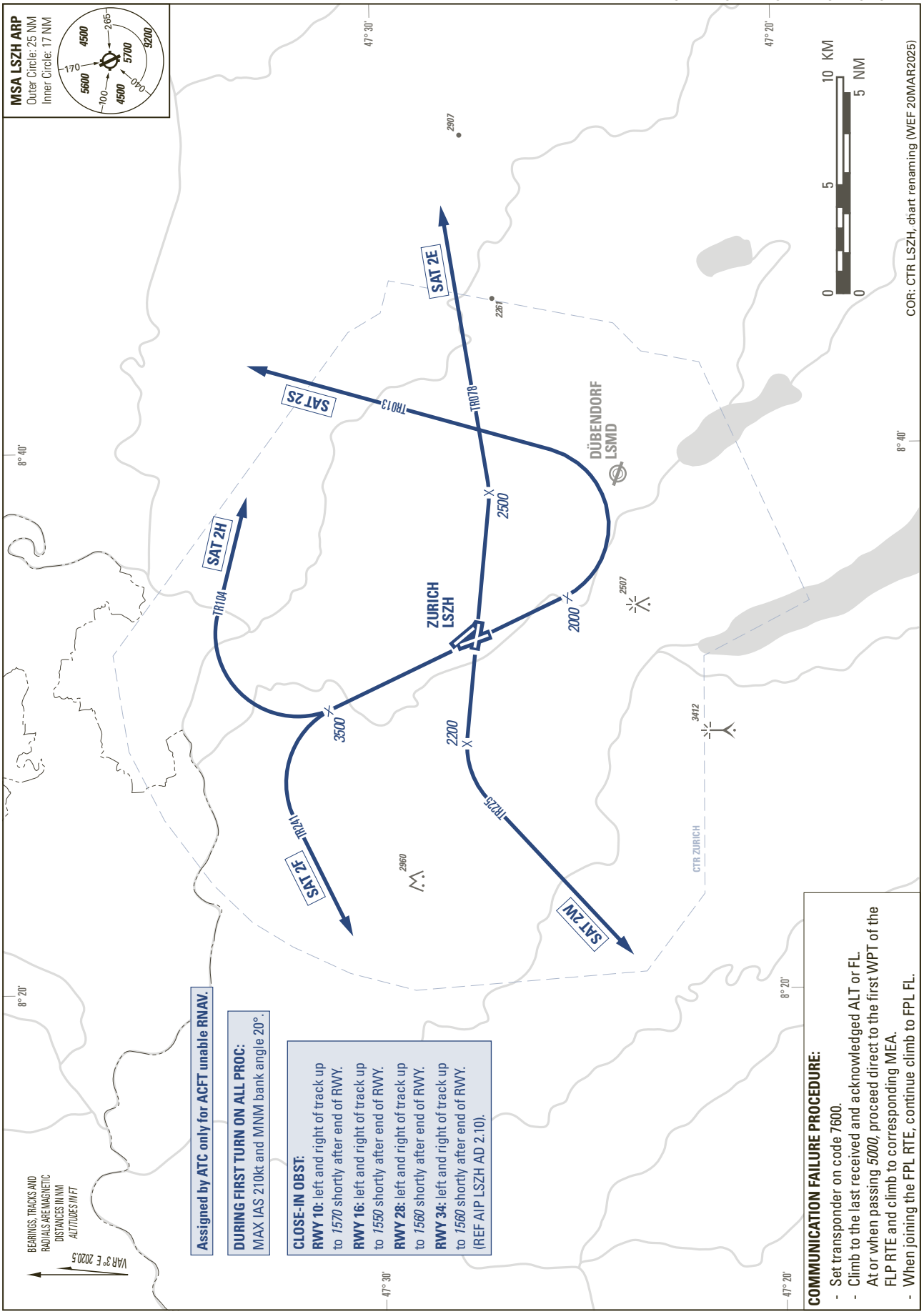
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
Straight Ahead and Turn
RWY 10/16/28/34

SAT 2E SAT 2F SAT 2H SAT 2S SAT 2W



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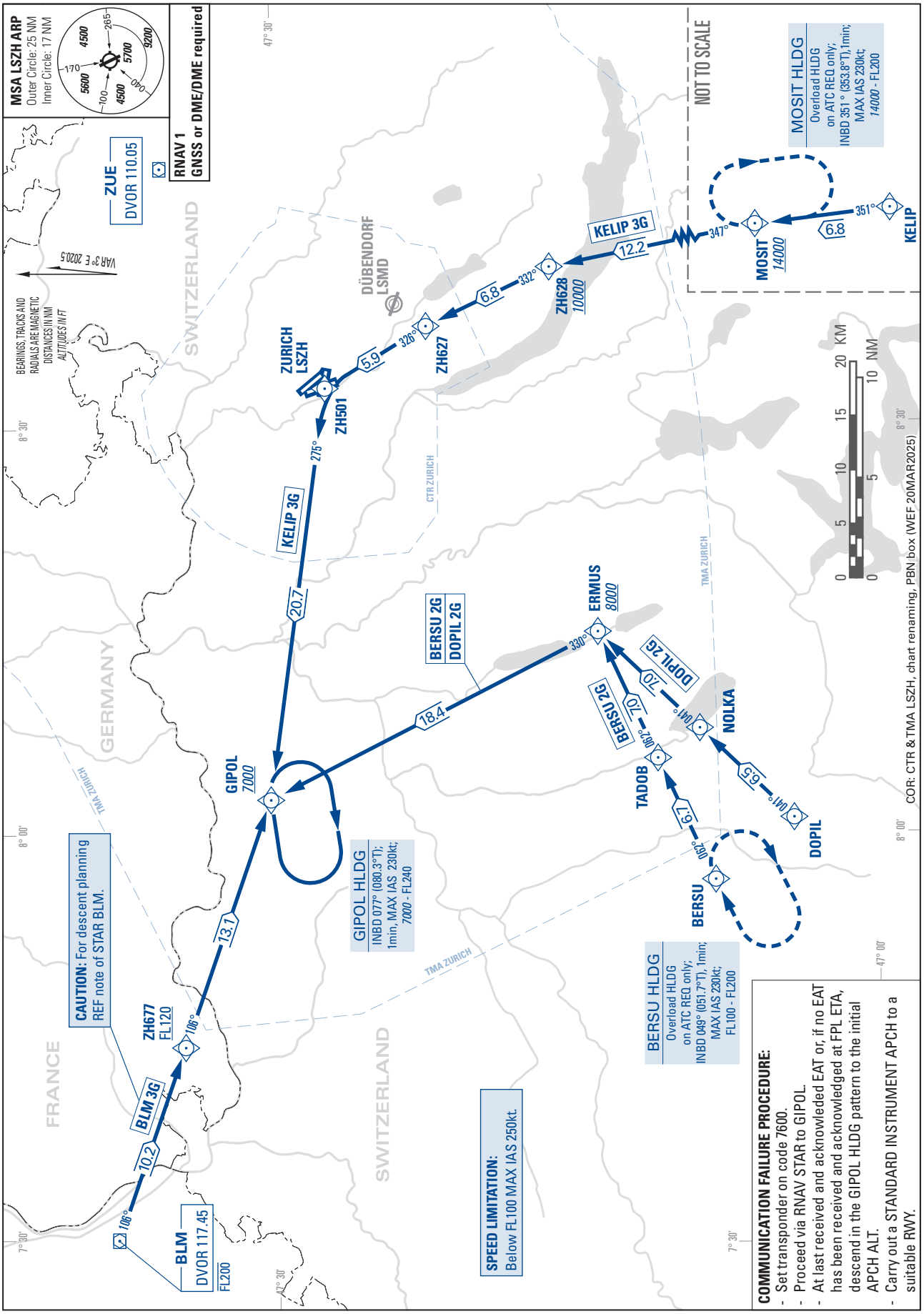
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV GIPOL

BERSU 2G BLM 3G DOPIL 2G KELIP 3G



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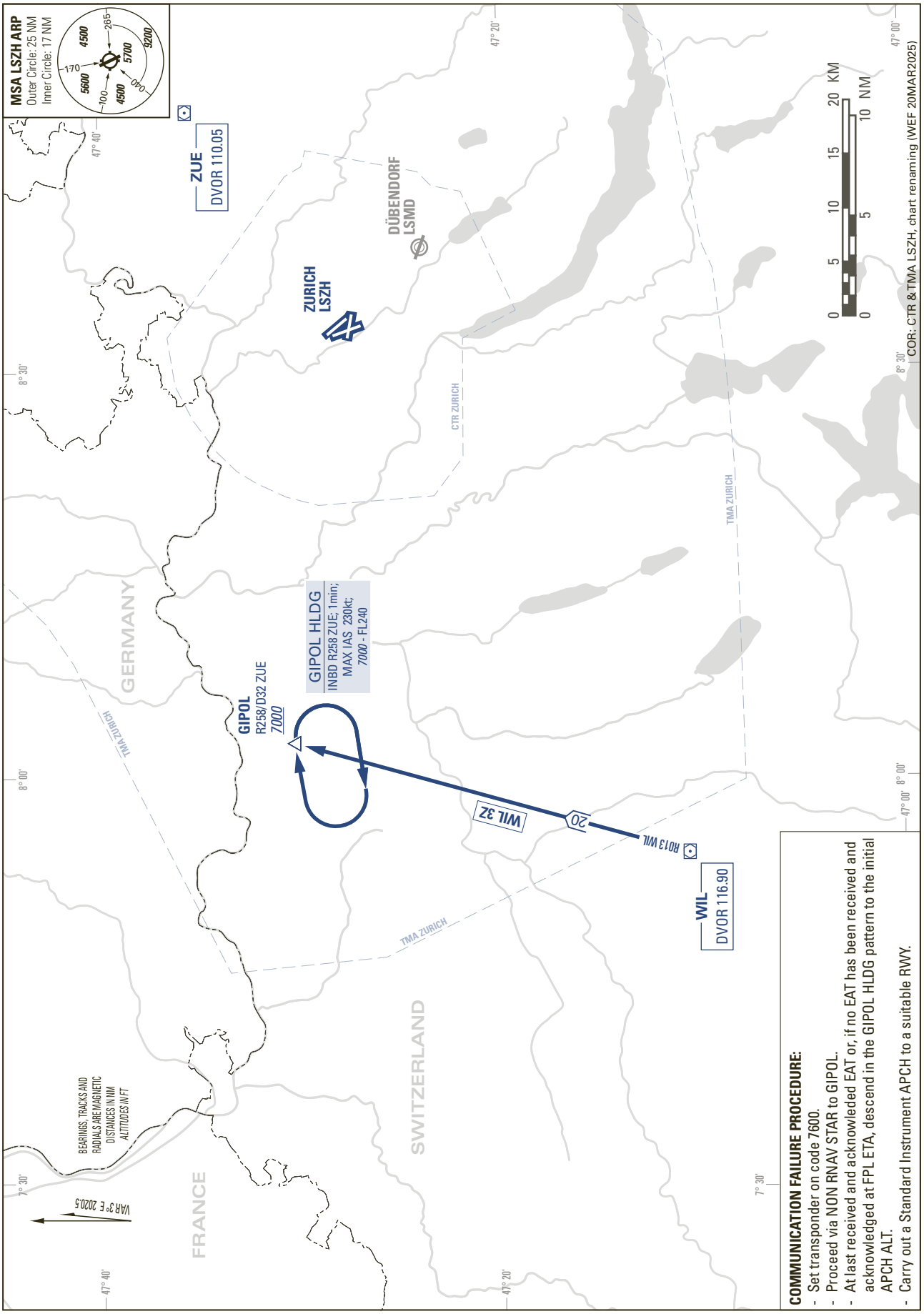
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
GIPOL

WIL 3Z



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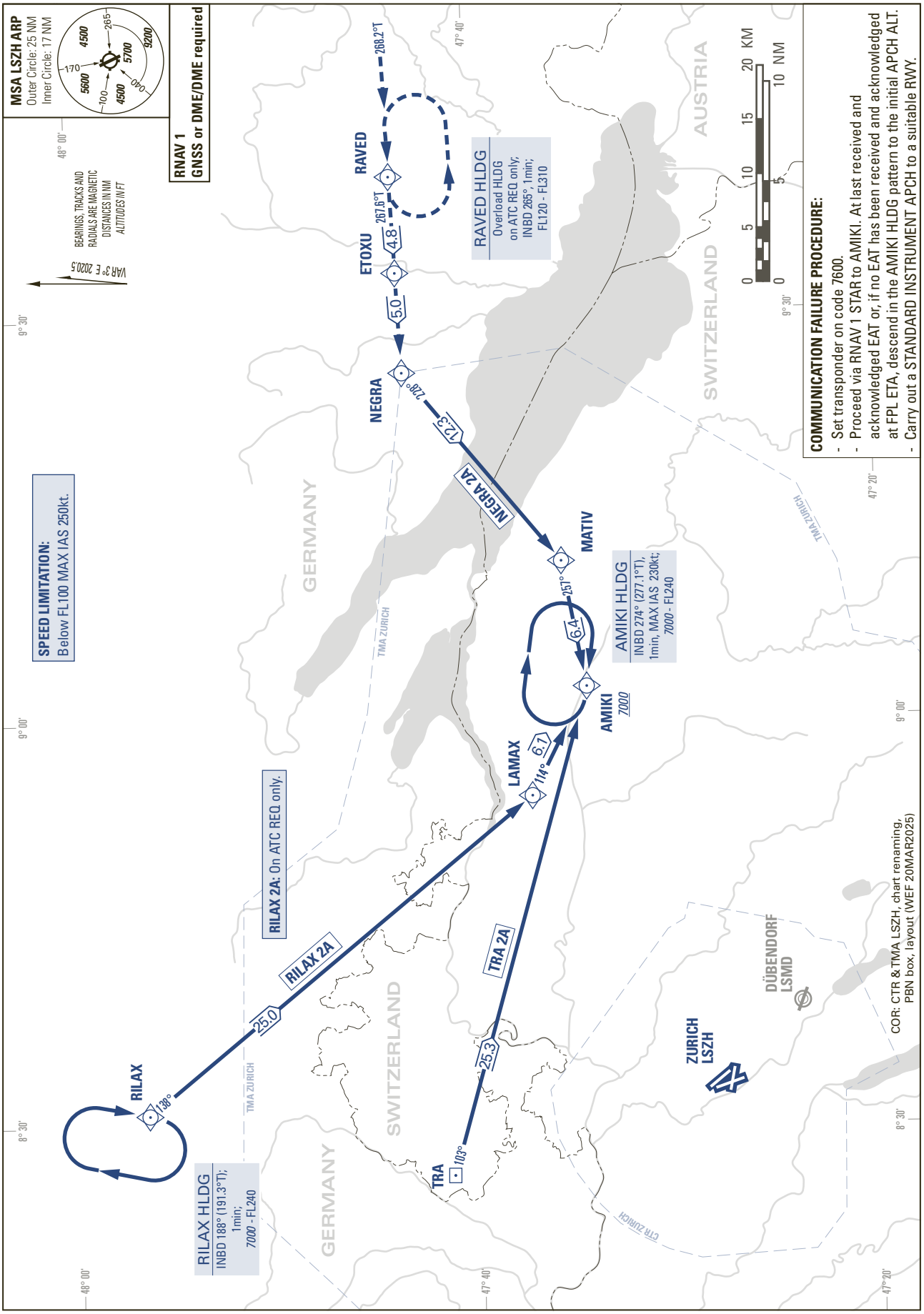
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RNAV AMIKI

NEGRA 2A RILAX 2A TRA 2A



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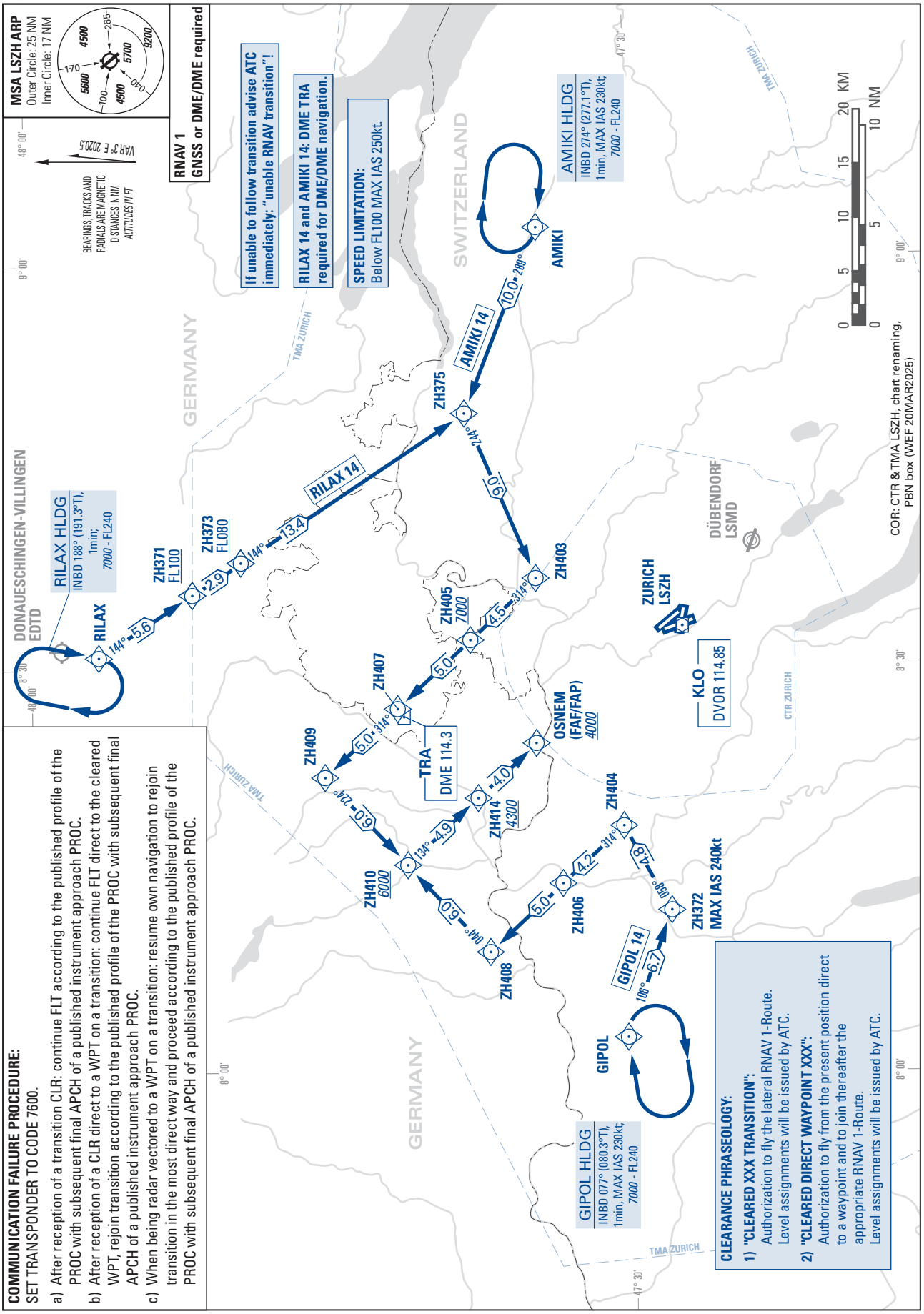
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION TO FINAL APPROACH

ZURICH (LSZH)
RNAV RWY 14

AMIKI 14 GIPOL 14 RILAX 14



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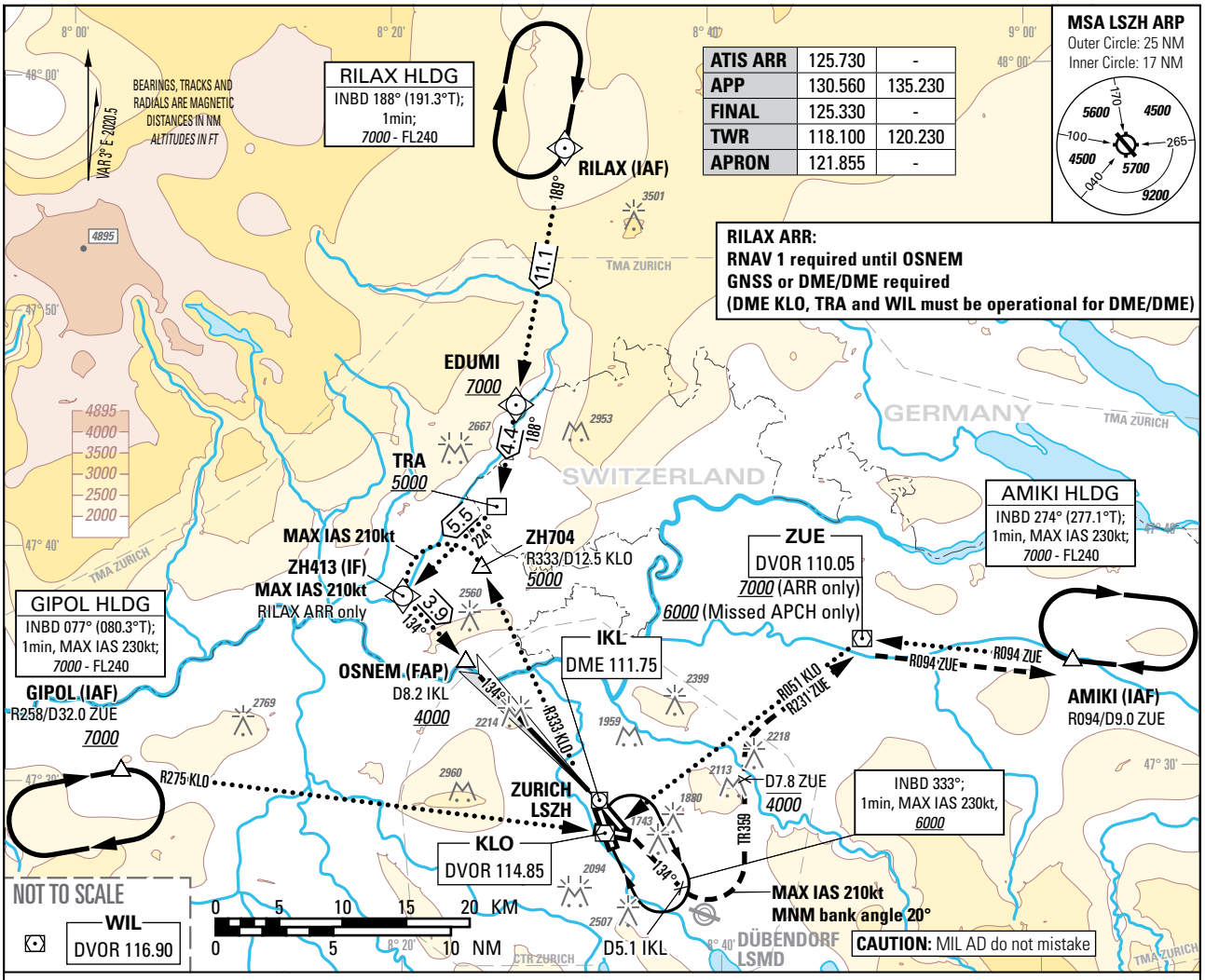
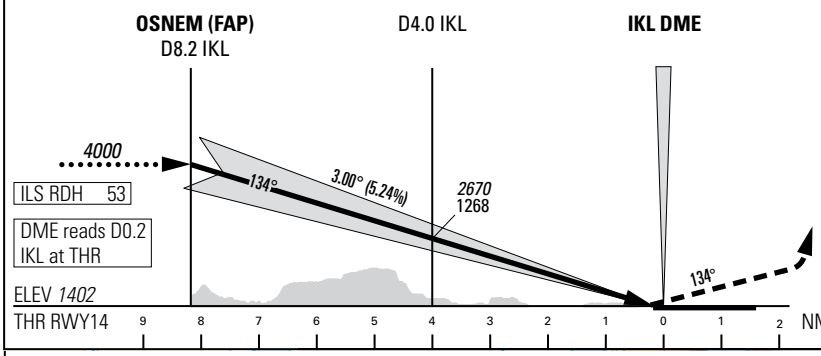
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
ILS RWY 14
CAT II & III





MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead. At D5.1 IKL past the station, turn left (MAX IAS 210kt, MNM bank angle 20°). Establish TR359 to intercept R231 ZUE. At D7.8 ZUE continue climb to *7000*. Proceed to ZUE. Cross ZUE at *6000* or above. At ZUE intercept R094 ZUE. Proceed to AMIKI. After passing D7.8 ZUE MNM climb gradient 4.8% up to *7000* due to ASP restrictions.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)						
STRAIGHT-IN APPROACH		A	B	C	D	D_L
CAT I	pressure altimeter	*1553* (151)	*1562* (160)	*1573* (171)	*1586* (184)	*1593* (191)
CAT II	radio altimeter	*1454* (52)	*1465* (63)	*1477* (75)	*1492* (90)	*1502* (100)
	radio altimeter and autopilot	*1452* (50)	*1463* (61)	*1477* (75)	*1491* (89)	*1499* (97)
DECISION ALTITUDE (HEIGHT)[1)]		A	B	C	D	D_L
CAT I	pressure altimeter	*1602* (200)				
CAT II	radio altimeter and autopilot	*1502* (100)				

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

NOTE

[1)] Radio altimeter reading at CAT I DH 187ft, at CAT II DH 95ft, for lower minima PPR FOCA.

COR: CTR &TMA LSZH, PBN box, editorial (WEF 20MAR2025)

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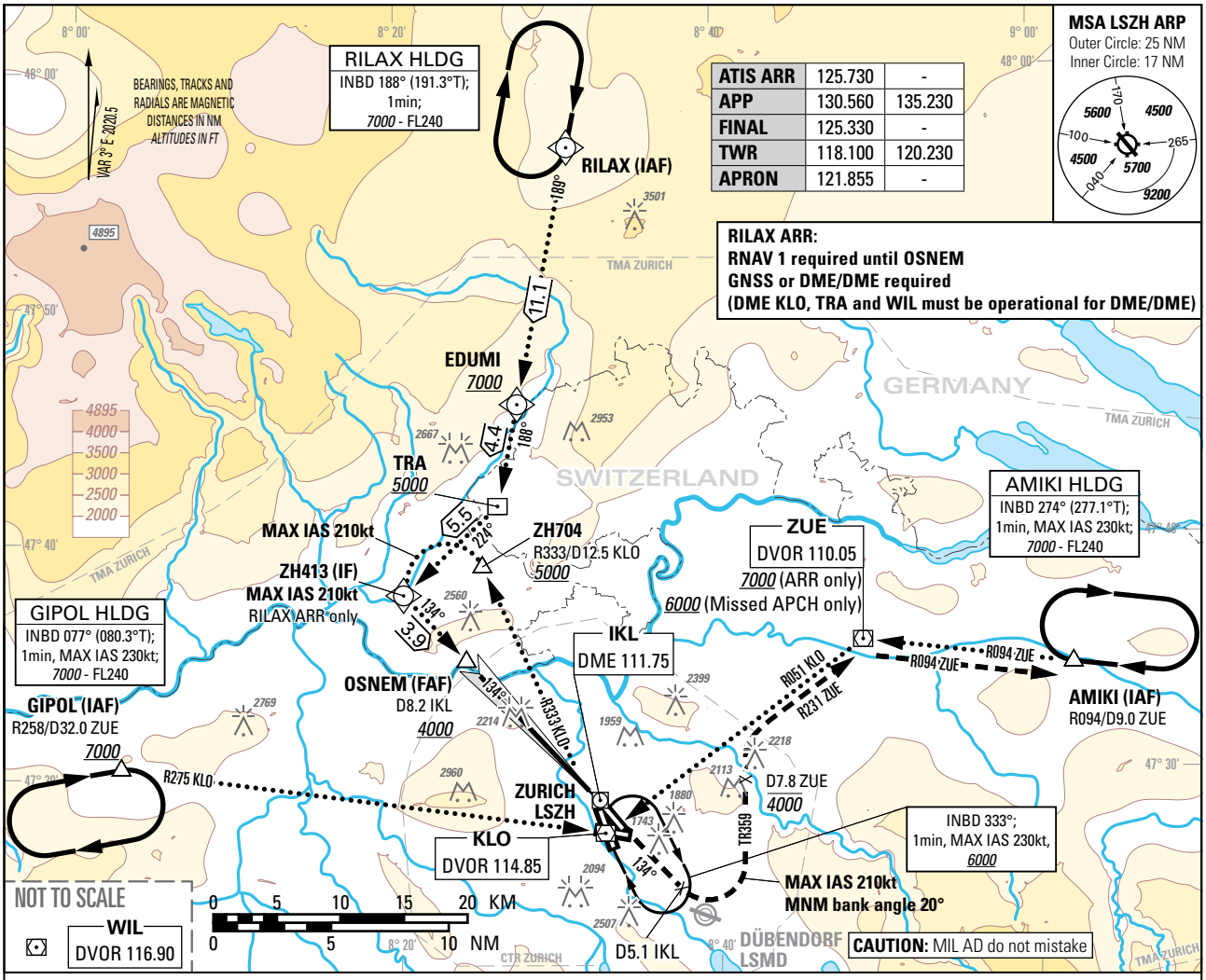
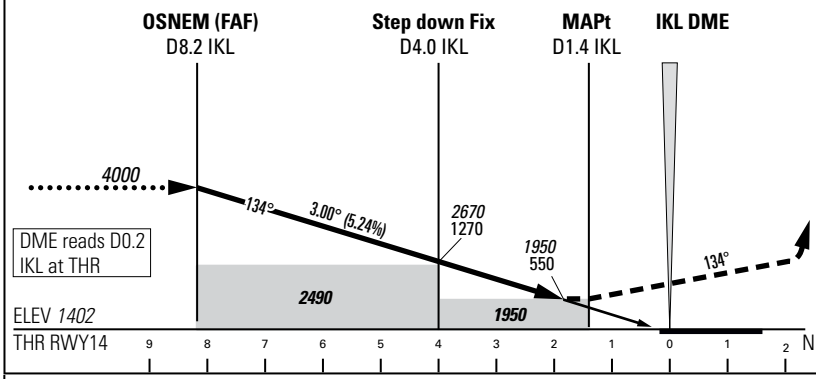
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
LOC RWY 14





MISSED APPROACH

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DIST THR	8	7	6	5	4	3	2
recommended CROSSING ALT	*3940*	*3620*	*3300*	*2990*	*2670*	*2350*	*2030*
recommended CROSSING HGT	2540	2220	1900	1580	1270	950	630

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D	D_L
STRAIGHT-IN APPROACH	*1950* (550)				

COR: CTR &TMA LSZH, editorial (WEF 20MAR2025)

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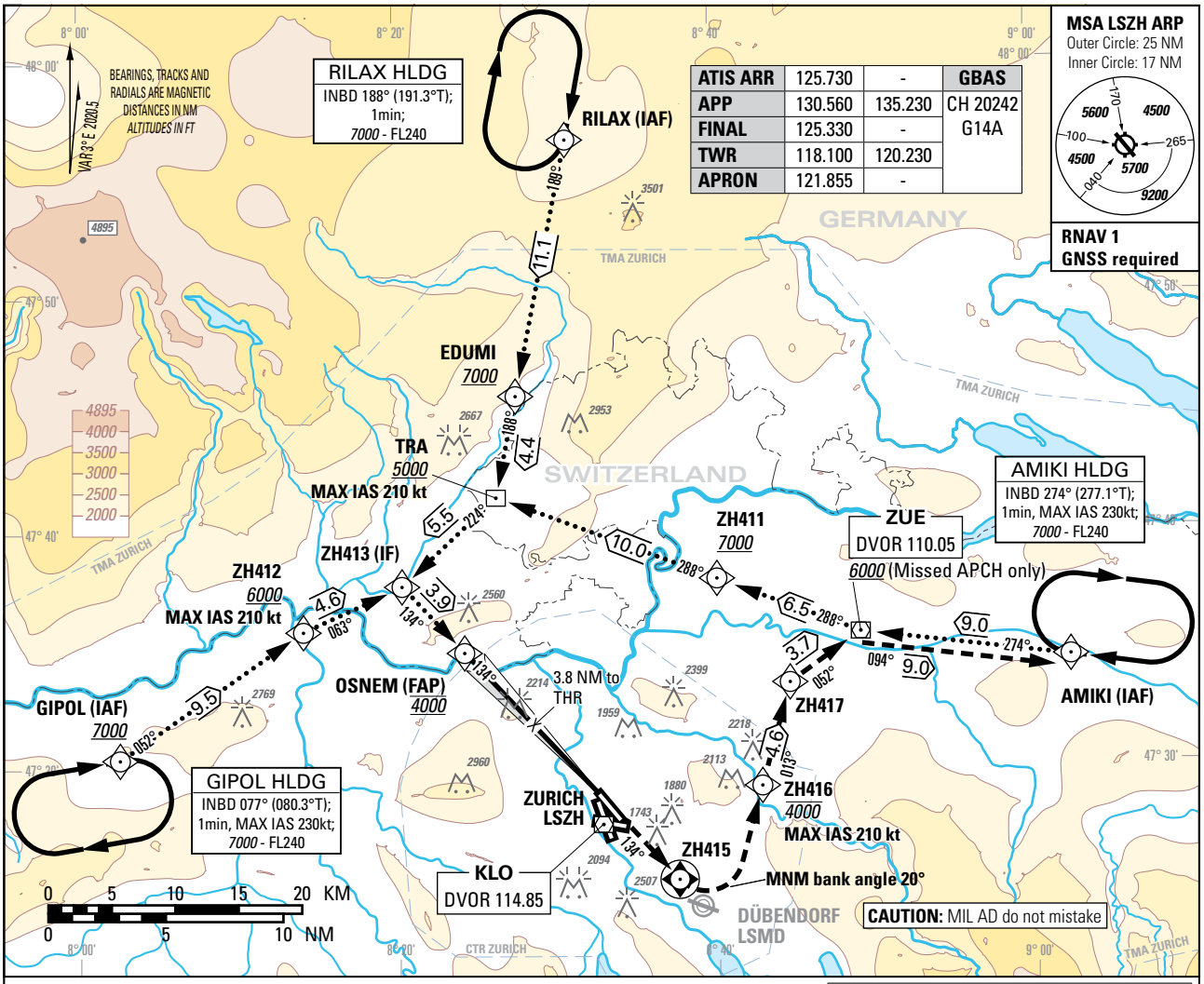
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

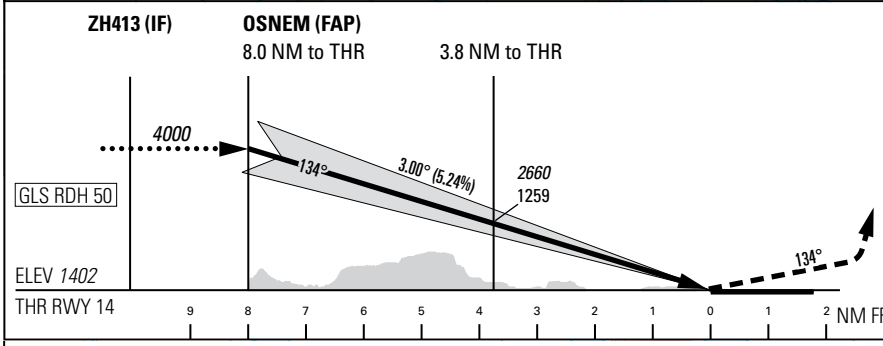
ZURICH (LSZH)
GLS RWY 14



ATIS ARR	125.730	-	GBAS
APP	130.560	135.230	CH 20242
FINAL	125.330	-	G14A
TWR	118.100	120.230	
APRON	121.855	-	

MSA LSZH ARP
Outer Circle: 25 NM
Inner Circle: 17 NM

RNAV 1
GNSS required



MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead to ZH415. At ZH415 turn left to ZH416 (MNM bank angle 20°). At ZH416 proceed via ZH417, ZUE to AMIKI. Cross ZH416 at or below *4000*. After passing ZH416 continue climb to *7000*. Cross ZUE at or above *6000*. MAX IAS 210kt until ZH416. After passing ZH416 MNM climb gradient 6.7% up to *6000* due to ASP restrictions.

DIST THR	8	7	6	5	4	3	2	1
recommended CROSSING ALT	*4000*	*3680*	*3360*	*3040*	*2730*	*2410*	*2090*	*1770*
recommended CROSSING HGT	2600	2280	1960	1640	1320	1000	690	370

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH				
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
	To Altitude	A	B	C	D	D_L
2.5%	N/A	*1553* (151)	*1562* (160)	*1573* (171)	*1586* (184)	*1593* (191)
		DECISION ALTITUDE (HEIGHT)				
2.5%	N/A	*1602* (200)				

COR: CTR &TMA LSZH, PBN box, editorial (WEF 20MAR2025)

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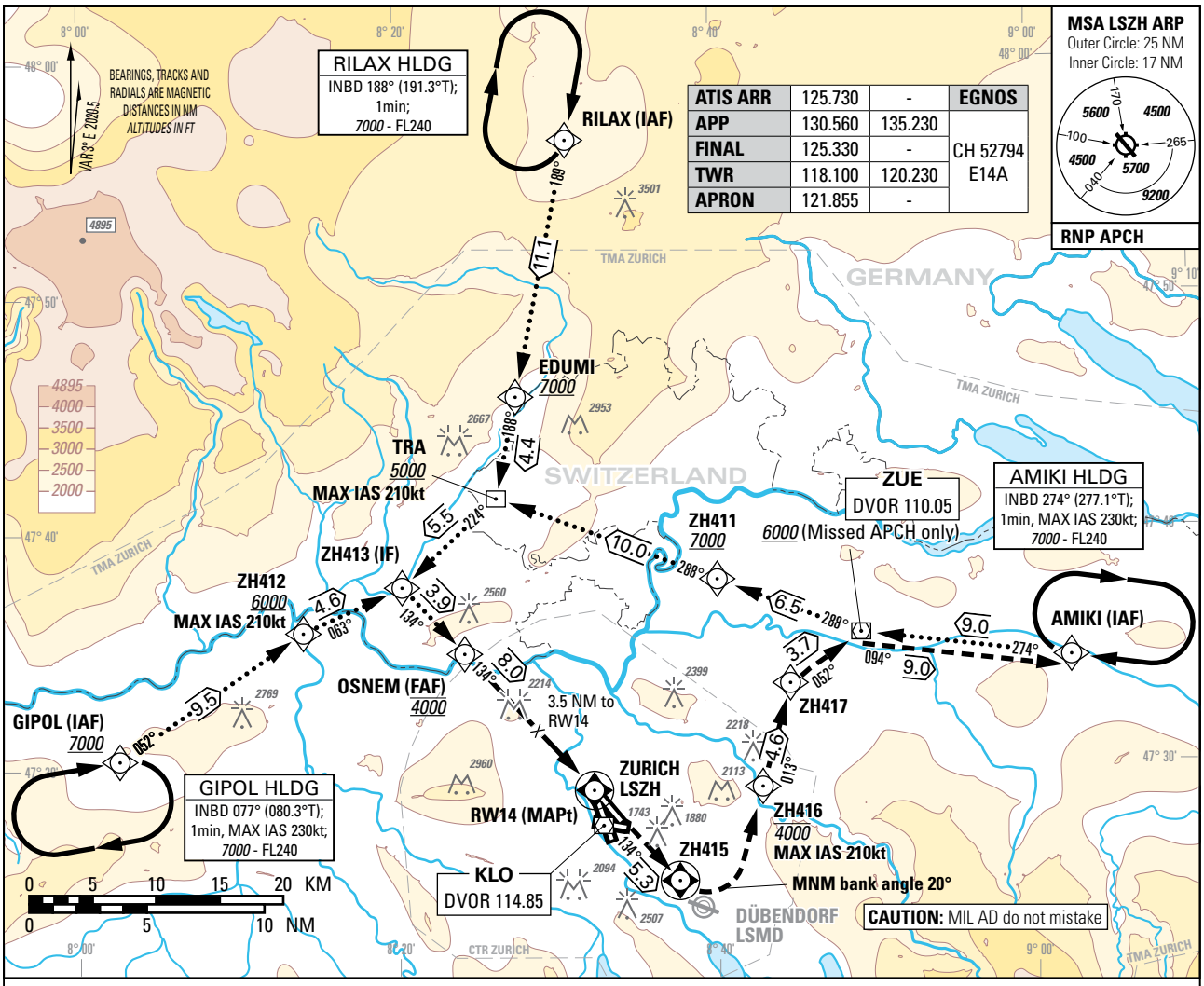
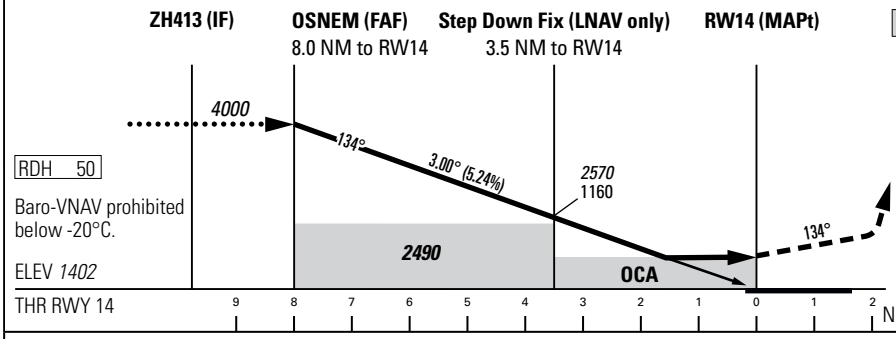
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
RNP RWY 14





MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead to ZH415. At ZH415 turn left to ZH416 (MNM bank angle 20°). At ZH416 proceed via ZH417, ZUE to AMIKI. Cross ZH416 at or below *4000*. After passing ZH416 continue climb to *7000*. Cross ZUE at or above 6000. MAX IAS 210kt until ZH416. After passing ZH416 MNM climb gradient 6.7% up to *6000* due to ASP restrictions.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)		A	B	C	D
STRAIGHT-IN	LNAV	*2010* (610)			
	LNAV/VNAV	*1880* (480)	*1890* (490)	*1910* (510)	*1940* (540)
	LPV CAT I	*1553* (151)	*1562* (160)	*1573* (171)	*1586* (184)
DECISION ALTITUDE (HEIGHT)		A	B	C	D
STRAIGHT-IN	LPV CAT I	*1602* (200)			

DIST THR	8	7	6	5	4	3	2	1
recommended CROSSING ALT	*4000*	*3680*	*3360*	*3040*	*2730*	*2410*	*2090*	*1770*
recommended CROSSING HGT	2600	2280	1960	1640	1320	1000	690	370

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

CAUTION

From 1.0 NM before THR 14 Visual Segment Surface (VSS) penetrated by trees up to *1600ft* AMSL (LNAV & LNAV/VNAV only).

COR: CTR &TMA LSZH, PBN box, editorial (WEF 20MAR2025)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZH
Runway	14
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E14A
LTP/FTP Latitude	472855.5305N
LTP/FTP Longitude	0083209.8680E
LTP/FTP Ellipsoidal Height (metres)	474.7
FPAP Latitude	472740.6480N
Delta FPAP Latitude (seconds)	-74.8825
FPAP Longitude	0083352.0595E
Delta FPAP Longitude (seconds)	102.1915
Threshold Crossing Height	15.0
TCH Units Selector	1 (meters)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

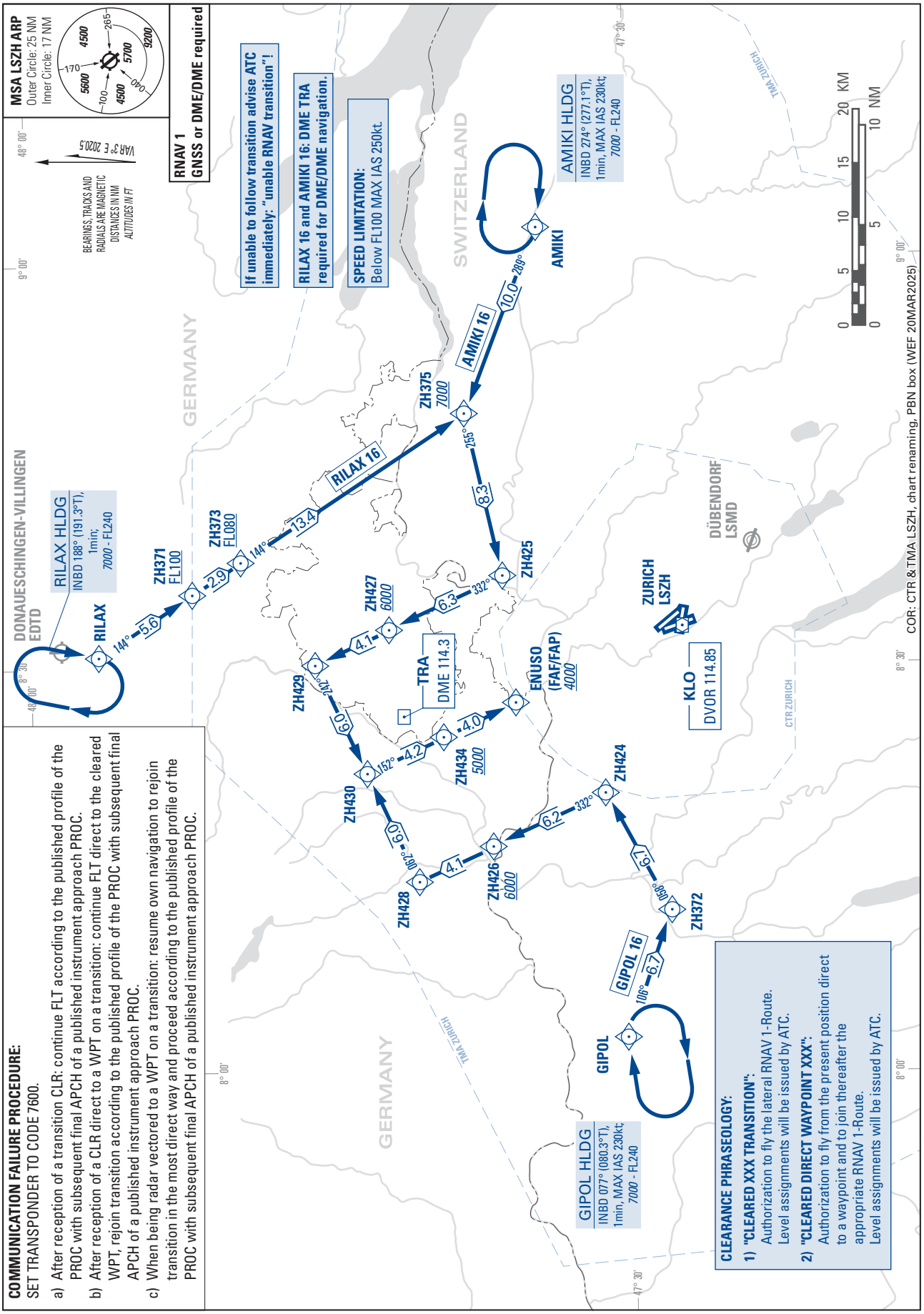
Data Block	10 08 1A 13 0C 0E 00 00 01 34 31 05 D5 89 60 14 18 CD A9 03 8B 26 FB B6 FD 5F 1E 03 2C 81 2C 01 64 00 C8 AF 60 6A BC CE
Calculated CRC Value	606ABCCE
Supplied CRC Value	606ABCCE
Comparison Result	OK

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION TO FINAL APPROACH

ZURICH (LSZH) RNAV RWY 16

AMIKI 16 GIPOL 16 RILAX 16



COMMUNICATION FAILURE PROCEDURE:
SET TRANSPONDER TO CODE 7600.

a) After reception of a transition CLR: continue FLT according to the published profile of the PROC with subsequent final APCH of a published instrument approach PROC.

b) After reception of a CLR direct to a WPT on a transition: continue FLT direct to the cleared WPT, rejoin transition according to the published profile of the PROC with subsequent final APCH of a published instrument approach PROC.

c) When being radar vectored to a WPT on a transition: resume own navigation to rejoin transition in the most direct way and proceed according to the published profile of the PROC with subsequent final APCH of a published instrument approach PROC.

CLEARANCE PHRASEOLOGY:

1) **"CLEARED XXX TRANSITION":**
Authorization to fly the lateral RNAV 1-Route.
Level assignments will be issued by ATC.

2) **"CLEARED DIRECT WAYPOINT XXX":**
Authorization to fly from the present position direct to a waypoint and to join thereafter the appropriate RNAV 1-Route.
Level assignments will be issued by ATC.

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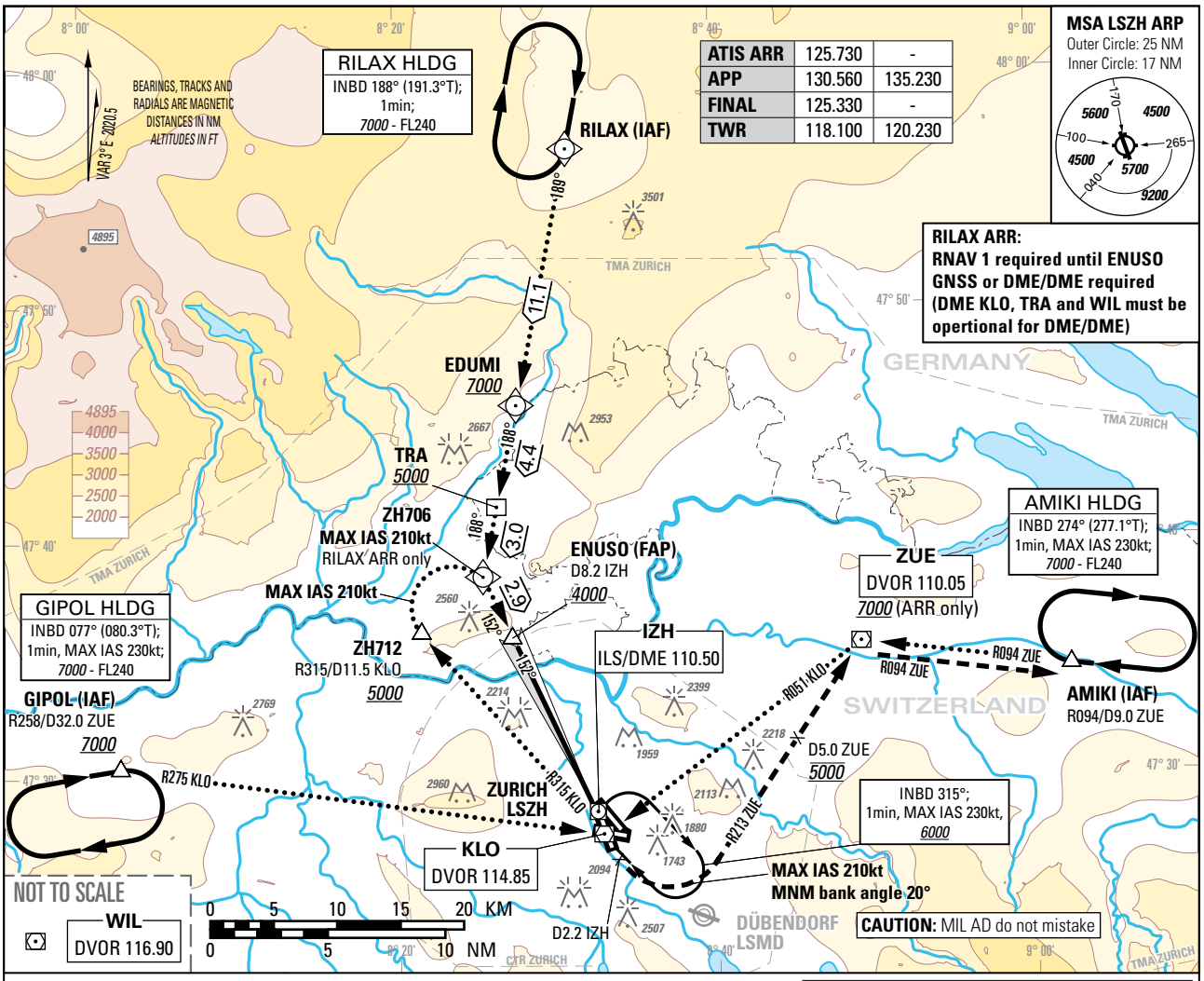
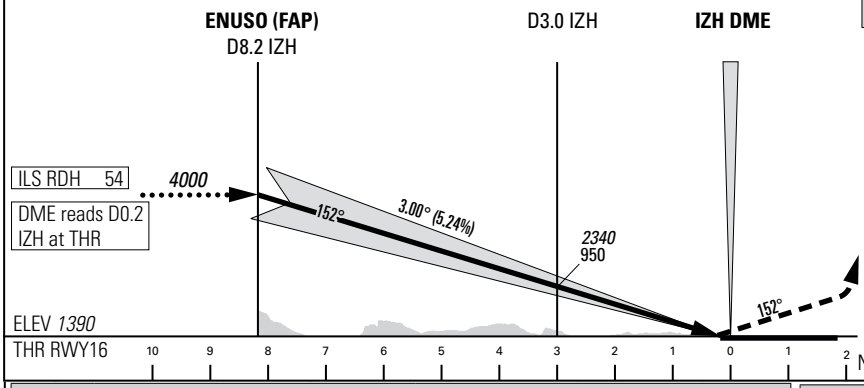
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
ILS RWY 16
CAT II & III





MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D2.2 IZH past the station, turn left (MAX IAS 210kt, MNM bank angle 20°). Intercept R213 ZUE. Cross D5.0 ZUE to the station at *5000*. At D5.0 ZUE to the station continue climb to *7000*. Proceed to ZUE. Cross ZUE at *6000* or above. At ZUE intercept R094 ZUE. Proceed to AMIKI. MNM climb gradient 4.8% up to *5000*, after passing D5.0 ZUE MNM climb gradient 3.9% up to *7000* due to ASP restrictions.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)							
		M/A climb gradient	A	B	C	D	D_L
CAT I	pressure altimeter	2.5%	*1803* (413)	*1813* (423)	*1823* (433)	*1832* (442)	
CAT I	pressure altimeter	4.0% to *2300*	*1546* (156)	*1556* (166)	*1566* (176)	*1579* (189)	
CAT II	radio altimeter		*1446* (56)	*1457* (67)	*1470* (80)	*1488* (98)	
	radio altimeter and autopilot					*1487* (97)	
DECISION ALTITUDE (HEIGHT) [1]							
CAT I	pressure altimeter	2.5%	*1803* (413)	*1813* (423)	*1823* (433)	*1832* (442)	
CAT I	pressure altimeter	4.0% to *2300*	*1590* (200)				
CAT II	radio altimeter and autopilot		*1490* (100)				

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

NOTE

[1] Radio altimeter reading at CAT I DH 187ft, at CAT II DH 93ft, for lower minima PPR FOCA.

- Due to GP signal disturbance RWY16, PIC might be REQ by ATC to change APCH Type to LOC or VIS APCH, MET permitting.

COR: CTR &TMA LSZH, PBN box (WEF 20MAR2025)

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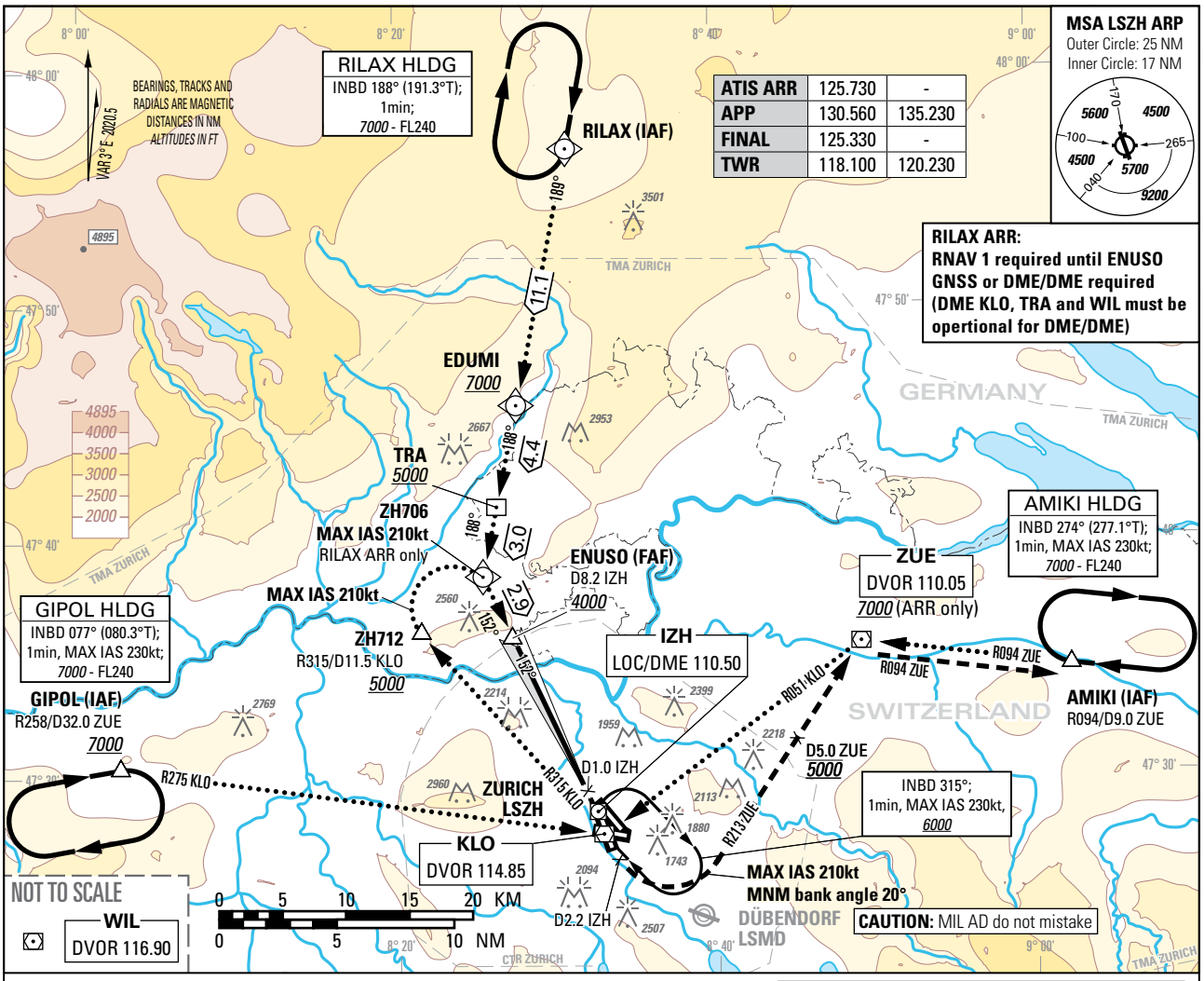
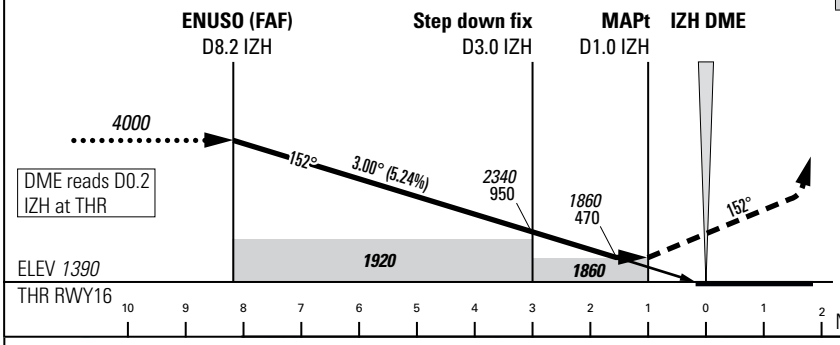
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
LOC RWY 16





MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D2.2 IZH past the station, turn left (MAX IAS 210kt, MNM bank angle 20°). Intercept R213 ZUE. Cross D5.0 ZUE to the station at *5000*. At D5.0 ZUE to the station continue climb to *7000*. Proceed to ZUE. Cross ZUE at *6000* or above. At ZUE intercept R094 ZUE. Proceed to AMIKI. MNM climb gradient 4.2% up to *5000*, after passing D5.0 ZUE MNM climb gradient 3.9% up to *7000* due to ASP restrictions.

DIST DME IZH	8	7	6	5	4	3	2
recommended CROSSING ALT	*3950*	*3630*	*3310*	*2990*	*2670*	*2350*	*2030*
recommended CROSSING HGT	2560	2240	1920	1600	1280	960	640

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D
STRAIGHT-IN APPROACH	*1860* (470)			

COR: CTR &TMA LSZH, PBN box (WEF 20MAR2025)

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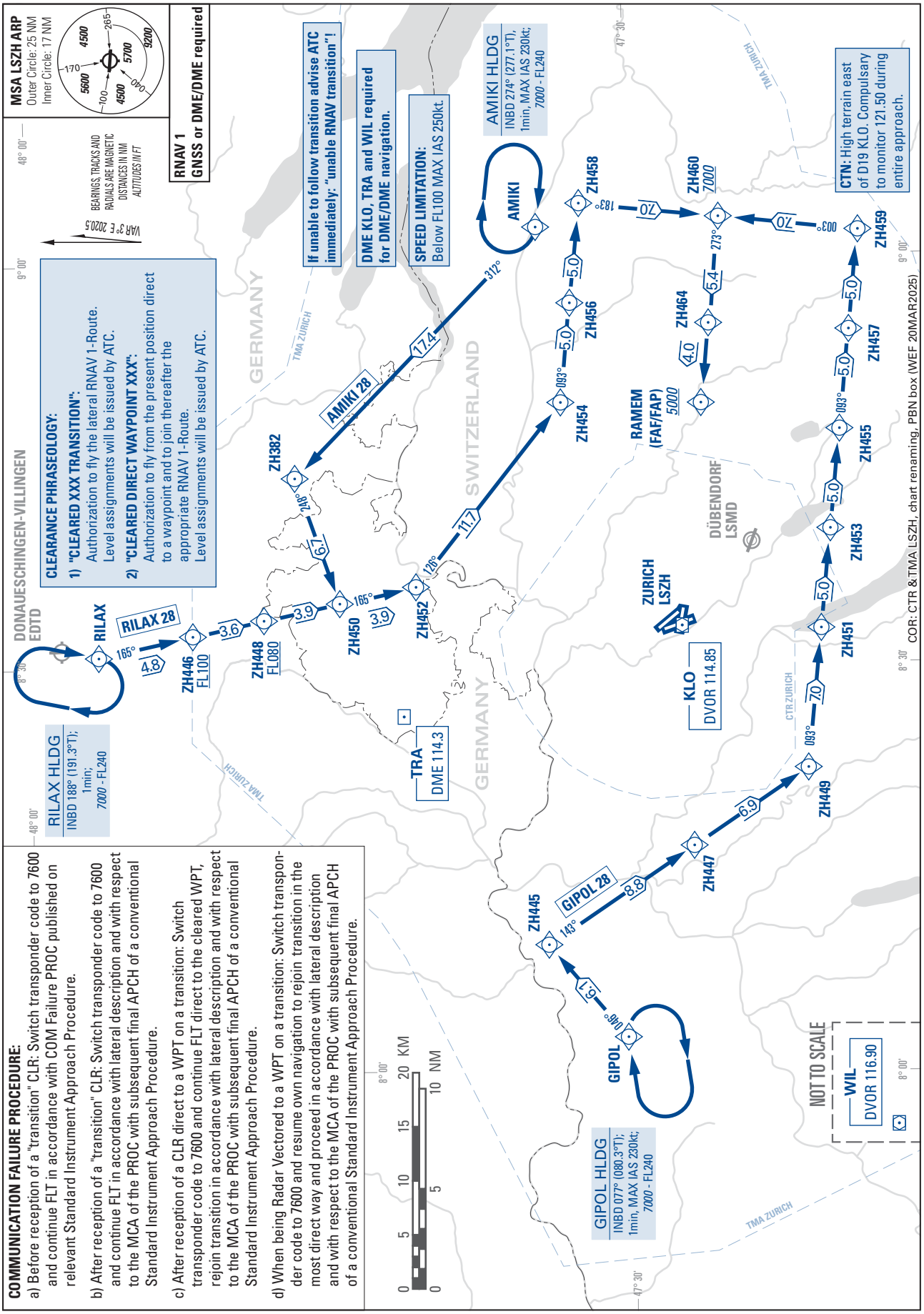
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION TO FINAL APPROACH

ZURICH (LSZH)
RNAV RWY 28

AMIKI 28 GIPOL 28 RILAX 28



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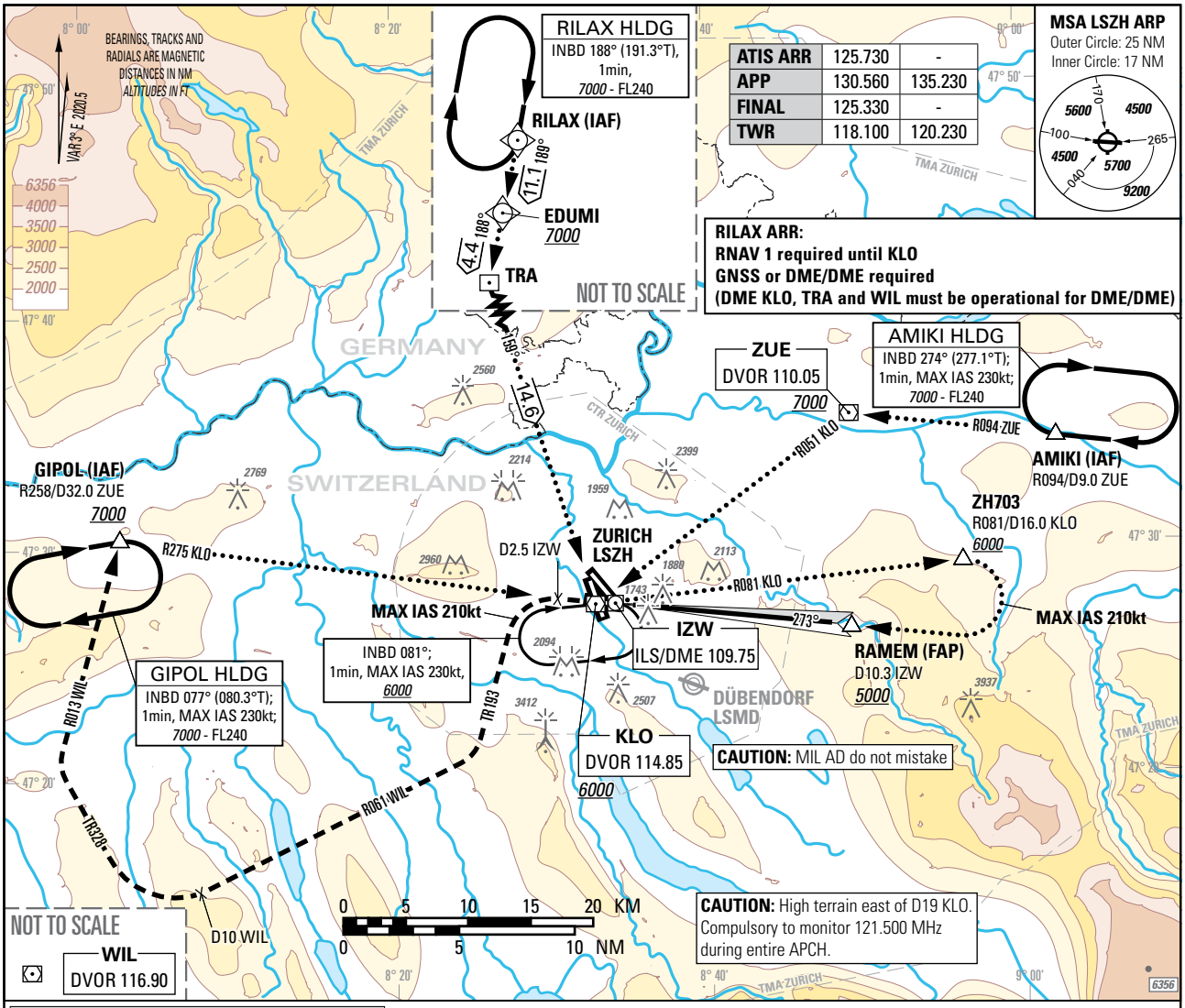
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

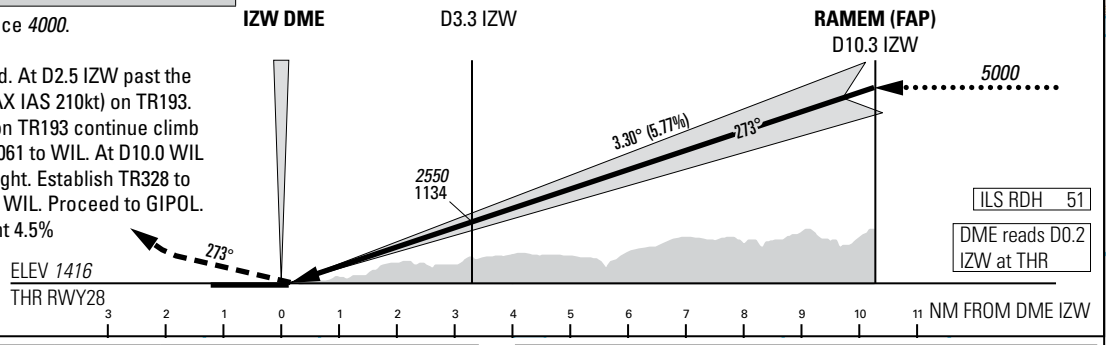
ZURICH (LSZH)
ILS RWY 28



MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead. At D2.5 IZW past the station turn left (MAX IAS 210kt) on TR193. When established on TR193 continue climb to *7000*. Intercept R061 to WIL. At D10.0 WIL to the station turn right. Establish TR328 to intercept R013 from WIL. Proceed to GIPOL. MNM climb gradient 4.5% up to *6000* due to ASP restrictions.



Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH				
		A	B	C	D	D_L
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
2.5%	pressure altimeter	*2270 (854)*	*2280 (864)*	*2293 (877)*	*2303 (887)*	
4.0% to *2700*		*2069 (653)*	*2079 (663)*	*2092 (676)*	*2102 (686)*	
		DECISION ALTITUDE (HEIGHT)				
2.5%	pressure altimeter	*2270 (854)*	*2280 (864)*	*2293 (877)*	*2303 (887)*	
4.0% to *2700*		*2091 (675)*	*2091 (675)*	*2092 (676)*	*2102 (686)*	

COR: CTR &TMA LSZH, PBN box, editorial (WEF 20MAR2025)

CAUTION

- Do not confuse RWY 32 with RWY 28.
- Bright floodlight slightly N of APCH at D0.7 IZW.
- Expect turbulences on short final during south-westerly winds.
- Nuisance GPWS glideslope warning may be expected below 100ft THR.
- 0.4NM BFR THR28 visual segment surface (VSS) penetrated by trees up to *1496ft* AMSL.

REMARK

- Uncategorised ILS APCH RWY 28 due to obstacle limitation and restriction according to non-instrument RWY criteria.
- ILS 28 signal fulfils ICAO Annex 10, CAT I specifications.

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

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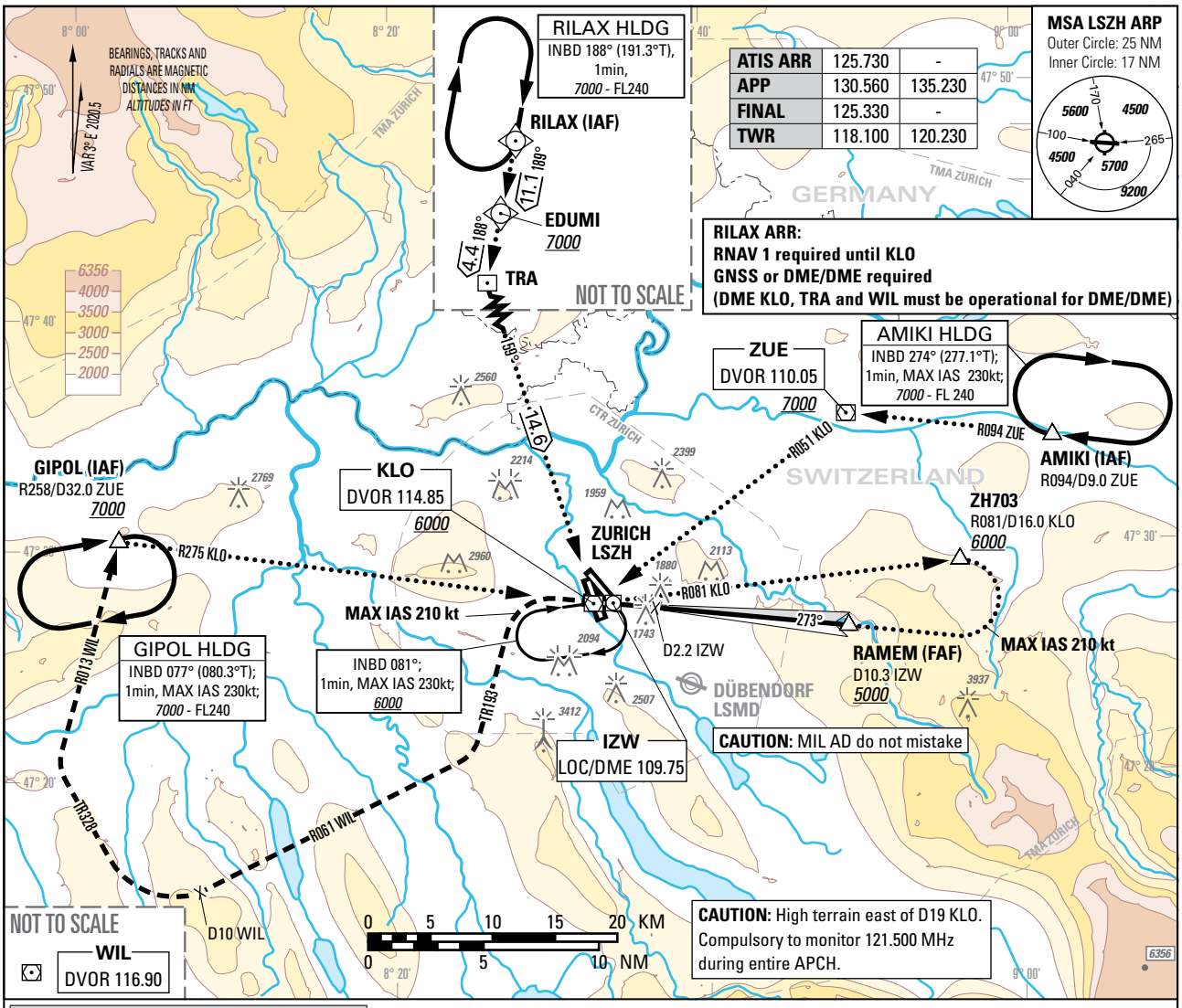
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

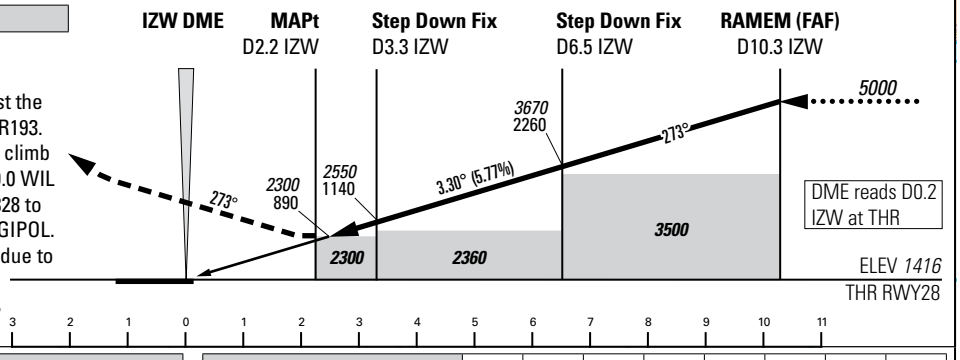
ZURICH (LSZH)
LOC RWY 28



MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead. At D2.5 IZW past the station turn left (MAX IAS 210kt) on TR193. When established on TR193 continue climb to *7000*. Intercept R061 to WIL. At D10.0 WIL to the station turn right. Establish TR328 to intercept R013 from WIL. Proceed to GIPOL. MNM climb gradient 4.5% up to *5900* due to ASP restrictions.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	*2300* (890)			

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

DME IZW	3	4	5	6	7	8	9	10
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*2450* (1040)	*2800* (1390)	*3150* (1740)	*3500* (2090)	*3850* (2440)	*4200* (2790)	*4550* (3140)	*4900* (3490)

CAUTION

- Do not confuse RWY32 with RWY28. Bright floodlight slightly N of APCH at D0.7 IZW.
- Expect turbulences on short final during south-westerly winds.
- 0.4NM BFR THR28 visual segment surface (VSS) penetrated by trees up to *1496ft* AMSL.

REMARK

- Obstacle limitation and restriction according to non-instrument RWY criteria.
- LOC28 signal fulfils ICAO Annex 10.

COR: CTR &TMA LSZH, editorial (WEF 20MAR2025)

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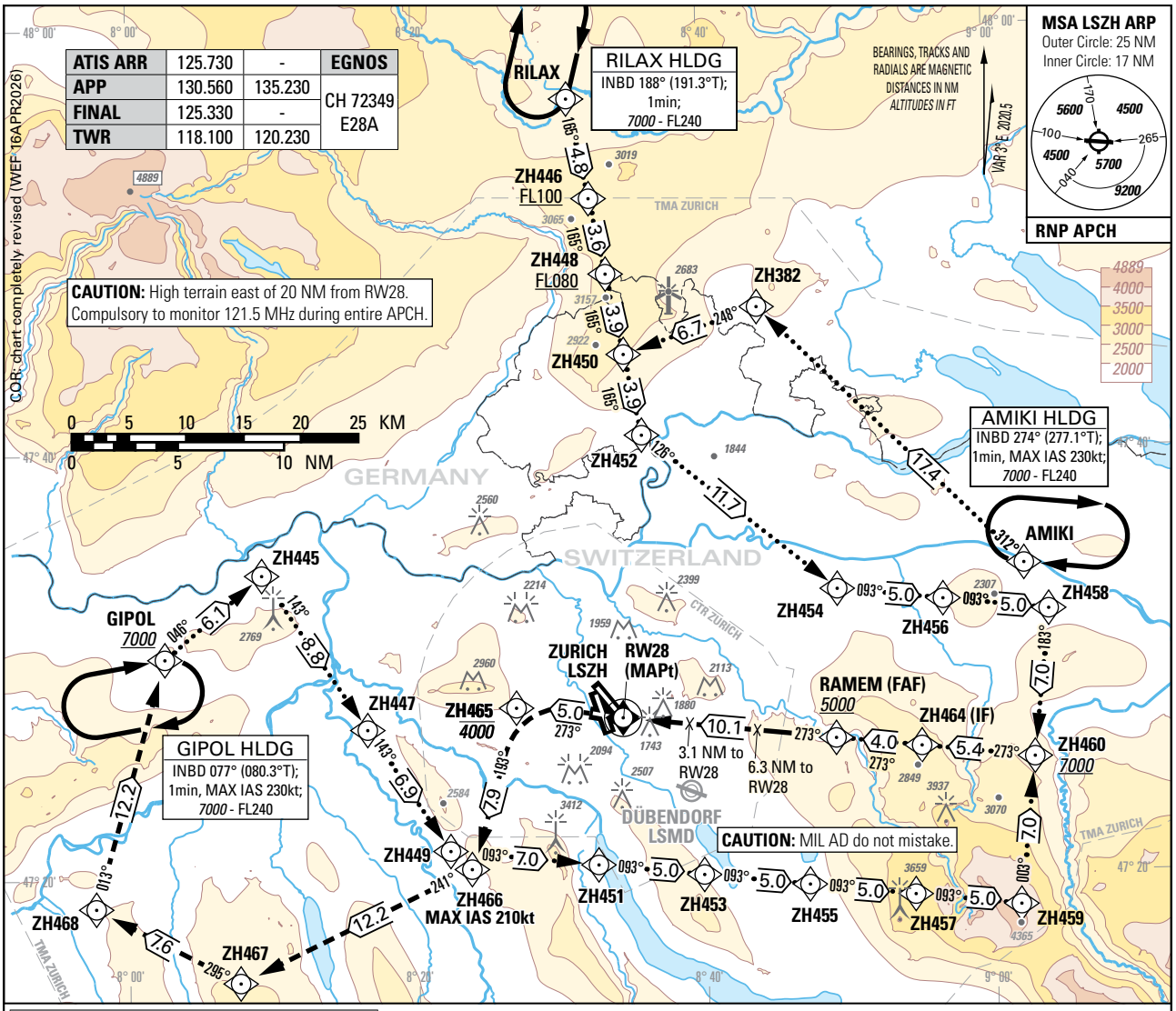
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

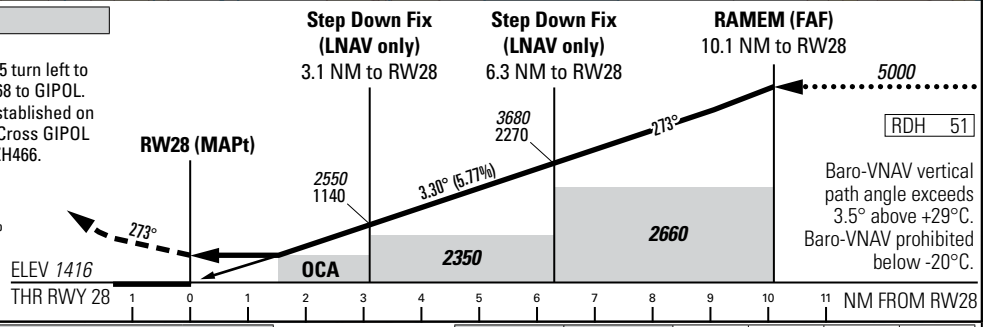
ZURICH (LSZH)
RNP RWY 28



MISSED APPROACH

Initial climb clearance *4000*.
Climb straight ahead to ZH465. At ZH465 turn left to ZH466. Proceed via ZH466, ZH467, ZH468 to GIPOL. Cross ZH465 at or below *4000*. When established on track to ZH466 continue climb to *7000*. Cross GIPOL at or above *7000*. MAX IAS 210kt until ZH466.

LNAV: MNM climb gradient 4.8% up to *6000* due to ASP restrictions.
LNAV/VNAV: MNM climb gradient 4.3% up to *6100* due to ASP restrictions.
LPV: MNM climb gradient 4.5% up to *6000* due to ASP restrictions.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OCA (H) LNAV			
2.5%	*2250* (840)			
	OCA (H) LNAV/VNAV			
2.5%	*2176* (760)	*2181* (765)	*2187* (771)	*2192* (776)
	OCA (H) LPV			
2.5%	*2069* (653)	*2079* (663)	*2092* (676)	*2102* (686)
	DA (H) LPV			
2.5%	*2091* (675)		*2092* (676)	*2102* (686)

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

DIST RW28	1	2	3	4	5	6	7	8	9	10
recommended CROSSING ALT	*1820*	*2170*	*2520*	*2870*	*3220*	*3570*	*3920*	*4270*	*4620*	*4970*
recommended CROSSING HGT	405	755	1105	1455	1805	2155	2505	2855	3205	3555

NOTE

- Level assignments will be issued by ATC.
- Do not confuse RWY 32 with RWY 28.
- Bright floodlight slightly N of APCH at 0.5 NM from RWY 14.
- Expect turbulences on short final during south-westerly winds.
- 3.1 NM before THR 28 Visual Segment Surface (VSS) penetrated by trees up to *1965ft* AMSL on the right hand side of the final approach.

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZH
Runway	28
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E28A
LTP/FTP Latitude	472723.7555N
LTP/FTP Longitude	0083413.6295E
LTP/FTP Ellipsoidal Height (metres)	478.8
FPAP Latitude	472732.5515N
Delta FPAP Latitude (seconds)	8.7960
FPAP Longitude	0083209.7575E
Delta FPAP Longitude (seconds)	-123.8720
Threshold Crossing Height	51.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.30
Course Width (metres)	105.00
Length Offset (metres)	112
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 1A 13 0C 1C 00 00 01 38 32 05 D7 BC 5D 14 FB 93 AD 03 B4 26 B8 44 00 40 38 FC FE 01 4A 01 64 0E C8 AF 39 56 F1 D6
Calculated CRC Value	3956F1D6

Required Additional Data

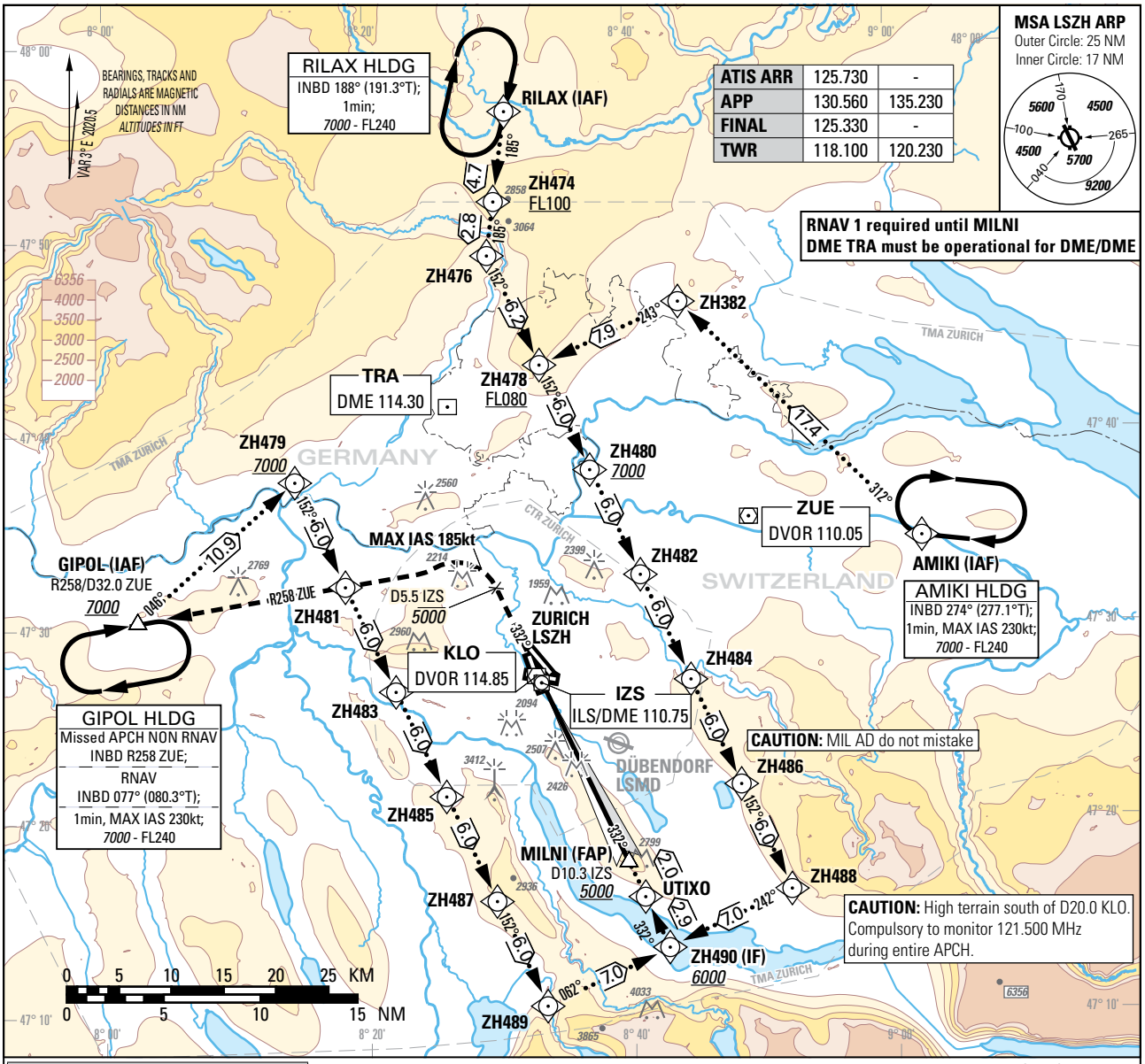
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	431.6

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

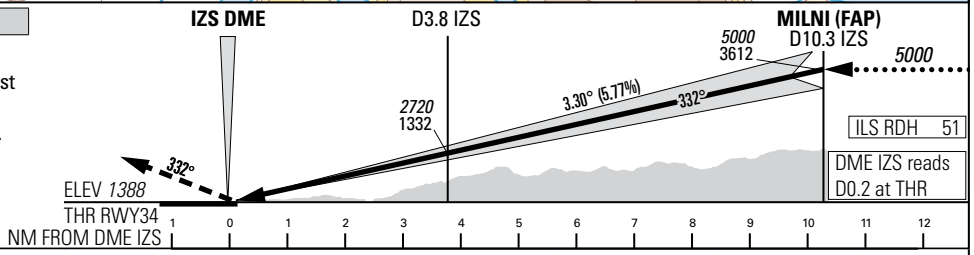
ZURICH (LSZH)
ILS RWY 34



MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D5.5 IZS past the station turn left (MAX IAS 185kt during turn) and intercept R258 ZUE. Continue climb to *7000*. Proceed to GIPOL.
Cross D5.5 IZS at or below *5000*.
Cross GIPOL at or above *7000*.



Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH				
		A	B	C	D	D_L
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
2.5%	pressure altimeter	*1592* (204)	*1602* (214)	*1615* (227)	*1625* (237)	
2.8% to *2200*	pressure altimeter	*1543* (155)	*1552* (164)	*1560* (172)	*1571* (183)	*1572* (184)
		DECISION ALTITUDE (HEIGHT)				
2.8% to *2200*	pressure altimeter	*1588* (200)				

IZS DME	2	3	4	5	6	7	8	9	10
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*2090* (700)	*2440* (1050)	*2790* (1400)	*3140* (1750)	*3490* (2100)	*3840* (2450)	*4190* (2800)	*4540* (3150)	*4890* (3500)

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

NOTE

Level assignments will be issued by ATC.

COR: ZH492 renamed to UTIXO (WEF 19FEB2026)

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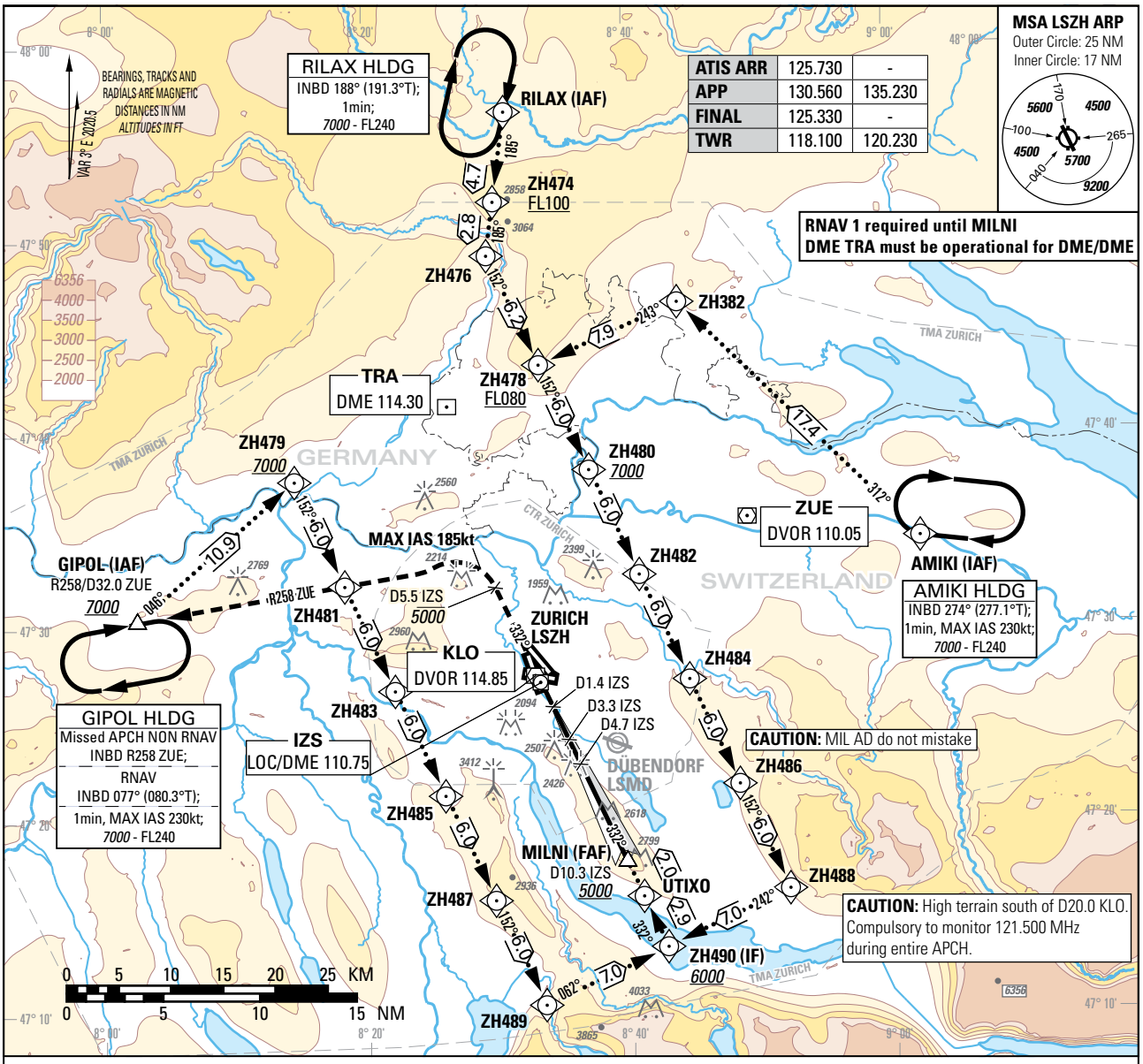
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

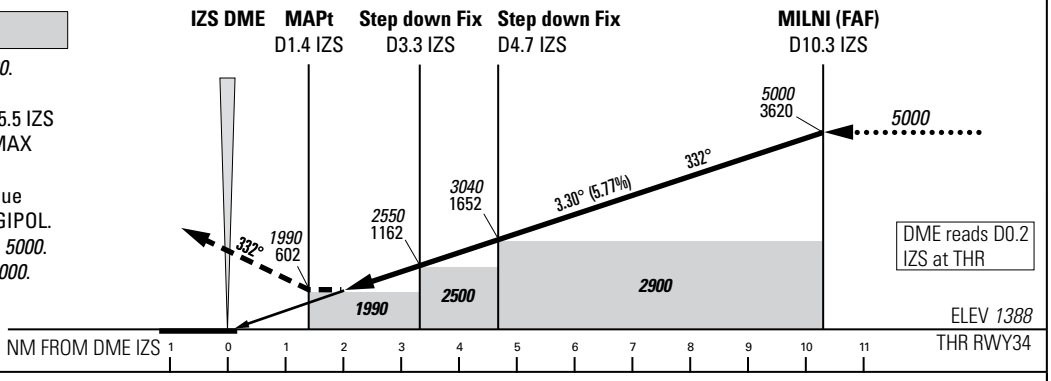
ZURICH (LSZH)
LOC RWY 34



MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D5.5 IZS past the station turn left (MAX IAS 185kt during turn) and intercept R258 ZUE. Continue climb to *7000*. Proceed to GIPOL. Cross D5.5 IZS at or below *5000*. Cross GIPOL at or above *7000*.



OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D
STRAIGHT-IN APPROACH	*1990* (602)			

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

IZS DME	2	3	4	5	6	7	8	9	10
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*2090* (702)	*2440* (1052)	*2790* (1402)	*3140* (1752)	*3490* (2102)	*3840* (2452)	*4190* (2802)	*4540* (3152)	*4890* (3502)

NOTE
Level assignments will be issued by ATC.

COR: completely revised (WEF 19FEB2026)

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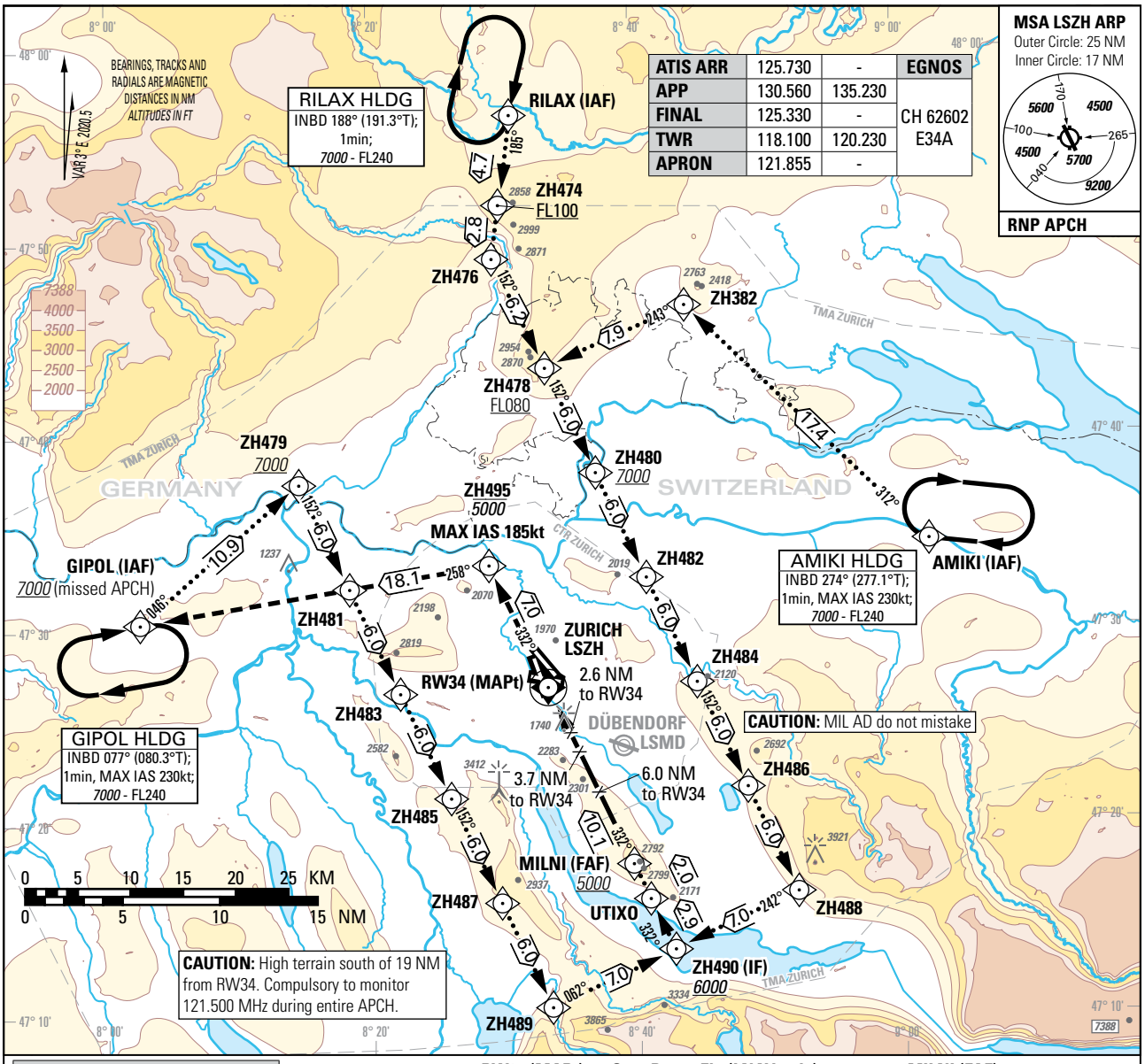
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
RNP RWY 34

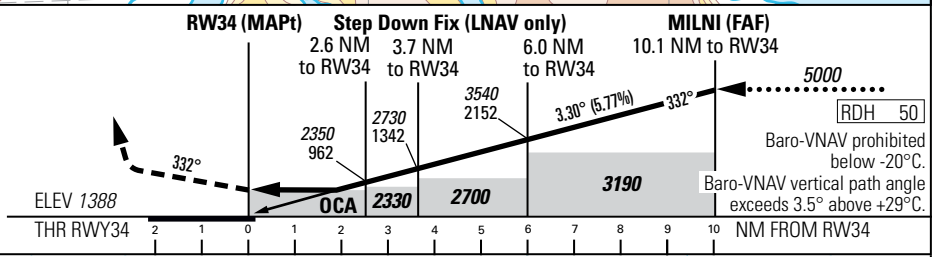


ATIS ARR	125.730	-	EGNOS
APP	130.560	135.230	CH 62602 E34A
FINAL	125.330	-	
TWR	118.100	120.230	
APRON	121.855	-	

MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead to ZH495.
Proceed to GIPOL.
Continue climb to *7000*.
MAX IAS 185kt to ZH495.
Cross ZH495 at or below *5000*.
Cross GIPOL at or above *7000*.



Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH				
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
		A	B	C	D	D_L
	LNAV	*1990* (610)				
	LNAV/VNAV	*1789* (401)	*1799* (411)	*1812* (424)	*1821* (433)	
2.7% to *2100*	LPV CAT I	*1542* (154)	*1552* (164)	*1561* (173)	*1574* (186)	*1580* (192)
2.5%	LPV CAT I	*1588* (200)	*1598* (210)	*1609* (221)	*1619* (231)	
		DECISION ALTITUDE (HEIGHT)				
2.7% to *2100*	LPV CAT I	*1588* (200)				

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

CAUTION

LNAV only: VSS penetrated by buildings up to *1530ft* AMSL on the right-hand side of the final approach shortly before THR34.

NOTE

Level assignments will be issued by ATC.

DIST RW34	2	3	4	5	6	7	8	9	10	11	12	13
recommended CROSSING ALT	*2140*	*2490*	*2840*	*3190*	*3540*	*3900*	*4250*	*4600*	*4950*	*5300*	*5650*	*6000*
recommended CROSSING HGT	760	1110	1460	1810	2160	2510	2860	3210	3560	3910	4260	4610

COR: ZH492 renamed to UTIXO, editorial (WEF 19FEB2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZH
Runway	34
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E34A
LTP/FTP Latitude	472657.3930N
LTP/FTP Longitude	0083314.9145E
LTP/FTP Ellipsoidal Height (metres)	470.2
FPAP Latitude	472835.6520N
Delta FPAP Latitude (seconds)	98.2590
FPAP Longitude	0083207.2645E
Delta FPAP Longitude (seconds)	-67.6500
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.30
Course Width (metres)	105.00
Length Offset (metres)	104
HAL (metres)	40.0
VAL (metres)	35.0

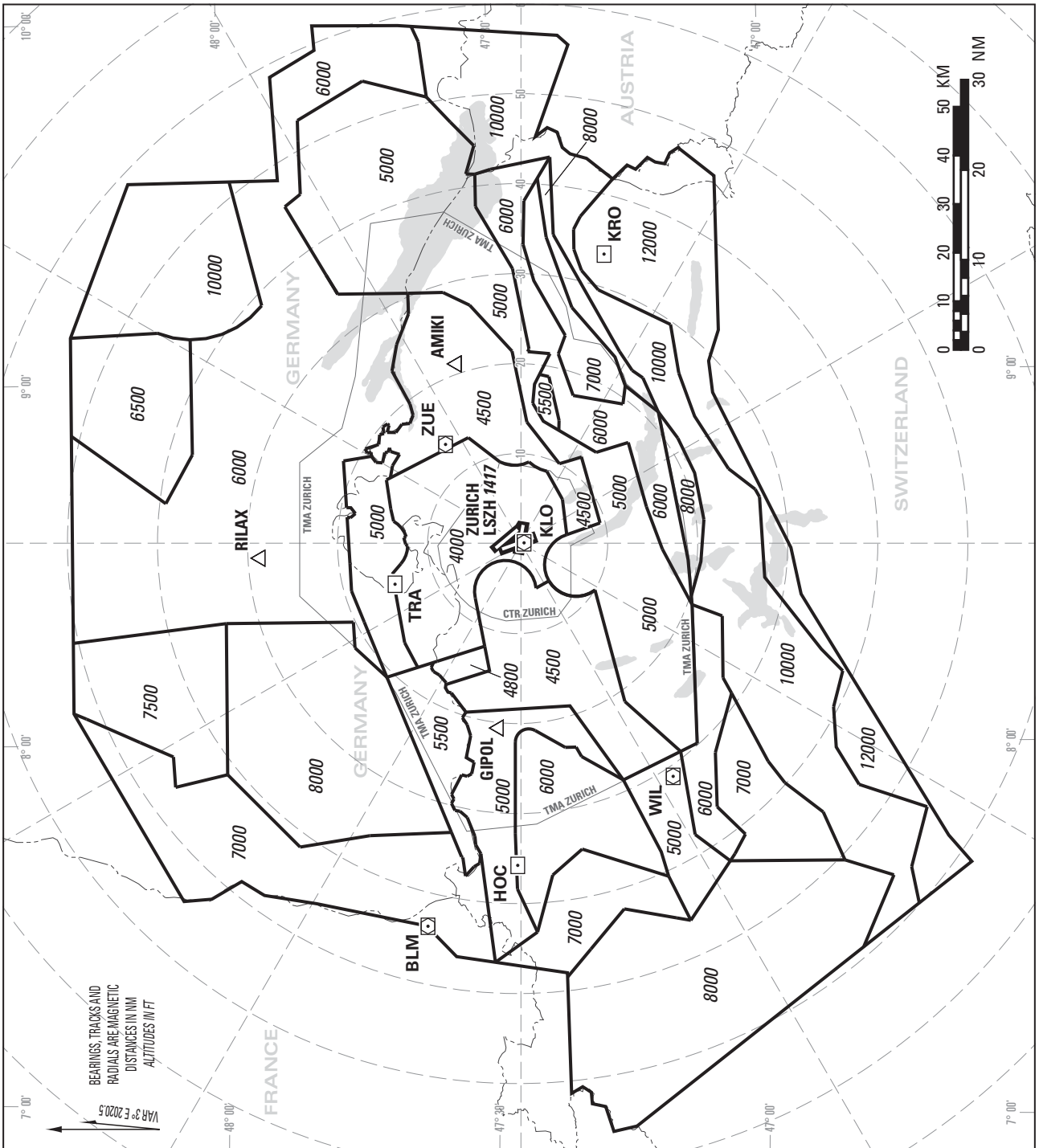
Output data

Data Block	10 08 1A 13 0C 22 00 00 01 34 33 05 E2 EE 5C 14 45 C9 AB 03 5E 26 A6 FF 02 7C EF FD F4 01 4A 01 64 0D C8 AF 08 C8 EF 22
Calculated CRC Value	08C8EF22

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	423.0

ATC SURVEILLANCE MINIMUM ALTITUDE CHART



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSZH which may be assigned to an IFR flight under radar vectoring.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSZH QNH.

Transition ALT: *7000*

Minimum altitudes over Swiss territory are calculated in accordance with ICAO SARPS (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes over Swiss territory are protected for low temperatures from minus 20 degrees to minus 7 degrees celcsius (LSZH temperature).

Sectors indicated all 30°, distances indicated all 10 NM, based on KLO DVOR/DME.

COR: CTR &TMA LSZH, DME KRO added, editorial (WEF 20MAR2025)

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