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**VFR
Manual**

AMDT 04/21
Effective date:
APR 22

- 1 Beiliegende, in der Kontrollliste mit **R** (Ersatzblatt) oder **N** (neues Blatt) bezeichnete Blätter, **einfügen**.
Alle in der Kontrollliste mit **C** (annulliertes Blatt) bezeichneten Blätter **entfernen**.

Insérer les feuillets ci-joints, identifiés dans la liste de contrôle par un **R** (feuille de remplacement) ou **N** (nouveau feuillet).

Supprimer les feuillets ci-joints identifiés dans la liste de contrôle par un **C** (feuille annulé).

Inserire i fogli allegati, contrassegnati sulla lista di controllo con **R** (foglio di sostituzione) o **N** (foglio nuovo).

Togliere tutti i fogli contrassegnati sulla lista di controllo con **C** (foglio annullato).

Insert the attached sheets, identified in the check list by **R** (replacement sheet) or **N** (new sheet).

Remove all sheets identified in the check list by **C** (sheet cancelled).

- 2 Nachtrag auf Seite VFR 11 **eintragen**.

Inscrire l'amendement à la page VFR 11.

Annotare l'emendamento alla pagina VFR 11.

Record entry of amendment on page VFR 11.

- 3 AIC:

Ins VFR Manual aufgenommen:

Inserés dans le VFR Manual:

Inseriti nel VFR Manual:

Incorporated in VFR Manual:

NIL

- 4 Kontrollliste SUP:

Liste de contrôle des SUP:

Lista di controllo SUP:

Checklist SUP:

Folgende SUP bleiben in Kraft:

Les SUP suivants restent en vigueur:

I seguenti SUP restano in vigore:

Following SUP are still in force:

005/16, 003/18, 005/18, 004/19,
005/19, 001/20

Alle **zur Zeit gültigen** SUP-Blätter sind in der **CHECK LIST** mit **S** gekennzeichnet.

Toutes les pages **SUP en vigueur** sont désignées par un **S** dans la **CHECK LIST**.

Tutte le pagine **SUP attualmente in vigore** sono contrassegnate da una **S** sulla **CHECK LIST**.

All **SUP** pages **currently in force** are marked with a **S** on the **CHECK LIST**.

GEN, AGA, COM, RAC, MAP, COR

Verfügbar:

Disponibile:

Disponibile:

Available:

www.skybriefing.com

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Table of Content

ICAO / AREA Charts

03/21 MAR 25

ICAO/OACI 1:500'000

ZURICH / GENEVA AREA CHART 1:250'000

VFR

R 04/21 APR 22

VFR 1	Cover
VFR 3-6	Checklist SUPs / GEN / AGA / COM / RAC / MAP / COR
VFR 7-10	Checklist AD INFO
VFR 11	Records of Amendments
VFR 12	Price List
VFR 13	Orders
VFR 14	Missing Pages

SUP		Valid till
SUP 005/16 - Gebirgslandeplatz Theodulgletscher / Testa Grigia LSYT	VFR RAC 5-6 Supplement 1-3 (DE/FR/IT)	UFN
SUP 003/18 - LSZB Closure of Grass Runway	VFR RAC 5-5 Supplement 1 (DE/EN)	UFN
SUP 005/18 - LSGG Evolving construction area for AREA South	VFR RAC 5-11 Supplement 1/2 (FR/EN)	UFN
SUP 004/19 - LSXB Use of helipads	VFR Supplement 1/2 (DE/EN)	UFN
SUP 005/19 - LSZN Schliessung der Graspiste	VFR Supplement 1/2 (DE/EN)	UFN
SUP 001/20 - LSXW TEMPO closed	VFR Supplement 1/2 (DE/EN)	UFN

GEN	02/21 FEB 25
VFR GEN 1-0	
1. General	
2. Search- and Rescue Service	
3. Aeronautical Information for Switzerland	
4. Skybriefing	
5. Swiss legislation governing Civil Aviation	
6. Military Operating Hours	
7. Reporting of aircraft accidents and incidents	
VFR GEN 2-0	
1. Abbreviations	
VFR GEN 3-0	
1. Aircraft ground marshalling signals	
2. Aviation light signals	
3. Visual ground signals	
4. Search and rescue codes	
AGA	R 04/21 APR 22
VFR AGA 0	
1. Civil aerodromes	
2. Customs expertise of aerodromes	
3. Supplementary regulations	
VFR AGA 1-0-APP	
1. Aerodromes	
VFR AGA 2-0	
1. List of WGS84 COORD of ARPs and THR of IFR RWY	
VFR AGA 3-0	
1. Notes on AD INFO	
2. Pavement Strength	
3. Available lengths on visual approach runways with displaced thresholds	
VFR AGA 3-0 APP	
1. Noise dependent tariff classes	
VFR HEL AGA 3-1	
1. Heliports	
VFR AGA 3-2	
1. Winter aerodromes	
VFR AGA 3-3	
1. Mountain Landing Sites	
VFR AGA 3-3 APP	
1. Airspace to avoid / LSZS / LSXM	
VFR AGA 3-4	
1. Water aerodromes	
VFR AGA 4-0	
1. Conversion Table	
VFR AGA 5-0	
1. Meteorology	
2. Aviation weather forecast	
3. Low-Level SWC Alps, W/T Chart, Wind Barbs, QNH Chart	
4. GAFOR	
5. Glider flight forecast	
6. AIRMET	
7. SIGMET	
8. How to obtain aviation weather services	
9. SNOWTAM	
10. METAR/SPECI	
COM	R 04/21 APR 22
VFR COM 1	
1. Radio telephony	
2. Frequencies for special use	
3. ATIS	
VFR COM 2-APP	
1 AD COM/ AFIS / ACC / FIC / NAV Charts	

RAC	R 04/21 APR 22
VFR RAC 1-0	
1. Airspace Allocation and Classes	
VFR RAC 2-0	
1. CIV and MIL CTR/TMA Chart	
VFR RAC 3-0	
1. Flight restriction areas	
VFR RAC 3-1	
1. Glider flying	
2. Cloud flying procedure	
3. Distance flights crossing the national border	
4. VFR Flights in Airspace C and D	
5. Special frequencies for glider flying	
6. Powered gliders	
7. List of glider areas (over French delegated territory)	
8. List of restricted areas for gliders	
VFR RAC 3-2	
1. Charts - Restricted Areas for Gliders outside / within TMA	
VFR RAC 4-0	
1. Air Navigation Services	
VFR RAC 4-1	
1. Flight Information Service (FIS)	
2. Aerodrome Flight Information Service (AFIS)	
3. Notes on ATS Procedures	
VFR RAC 4-2	
1. Flight Plans	
VFR RAC 4-3	
1. Control Zones (CTR) and Terminal Control Areas (TMA)	
2. Special Regulations Applying to LSGG TMA Geneva	
3. VFR Procedures in Control Zones (CTR)	
4. VFR Night Flights (NVFR)	
5. VFR Flights within airspace class C	
6. VFR Flights within airspace class D	
7. VFR Flights within airspace class E	
8. VFR Flights within airspace class G	
9. General Rules	
10. Transponder Use for VFR Flights	
11. Flights over Quiet Nature and Deer Zones	
12. Coordination of special flights in airspaces C + D	
13. Approach, Transit and Departure	
VFR RAC 4-4	
1. Day and Night Limits	
VFR RAC 4-5	
1. Altimeter Settings	
2. Powered Gliders	
3. Procedures for Flying in Clouds	
4. Mountain Flights	
5. Helicopter and Balloon Take-offs in Ground Mist or Low Stratus	
6. Special Regulations for Untethered Balloon Flights	
7. Operation of Water-based Aircraft	
8. Procedures for HEMS Flights in Active Airspace Restrictions Zones	
9. Interception Procedure	
10. Other Hazardous Activities and Potential Dangers	
VFR RAC 5-1	
1. Anti-Hail rocket firing areas	
VFR RAC 5-2	
1. Avalanche firings	
VFR RAC APP 5-2	
1. Avalanche firings chart	
VFR RAC 5-3	
1. Air Navigation Obstacles	

MAP		11/20 OCT 08
	VFR MAP 1-2	
1. Charts Legend		
	VFR MAP 2-1	
1. Aeronautical Charts		

COR		R 04/21 APR 22
	VFR COR 1	
1. Correction		

Registerblätter / feuillets intercalaires / interfogli / index sheets A → Z

AD INFO		
Ambri	LSPM AD INFO 1/2	07/20 JUN 18
	LSPM AD INFO 3/4	10/19 SEP 12
	LSPM VAC 7	04/19 MAR 28
Amlikon „R“	LSPA AD INFO 1/2	10/20 SEP 10
	LSPA VAC 10	04/19 MAR 28
Bad Ragaz	LSZE AD INFO 1/2	04/19 MAR 28
	LSZE AD INFO 3/4	04/19 MAR 28
Balzers/FL HEL	LSZE VAC 13	04/19 MAR 28
	LSXB AD INFO 1/2	04/20 MAR 26
	LSXB HEL 6	04/19 MAR 28
Bâle-Mulhouse	LFSB AD INFO 1/2	03/18 MAR 01
	LFSB AD INFO 3/4	14/20 DEC 31
	LFSB AD INFO 5/6	03/21 MAR 25
	LFSB AD INFO 7/8	03/21 MAR 25
	LFSB AREA 19	03/21 MAR 25
	LFSB VAC 29	03/21 MAR 25
Bellechasse „R“	LSTB AD INFO 1/2	12/18 NOV 08
	LSTB VAC 2	12/18 NOV 08
Bern-Belp	LSZB AD INFO 1/2	07/20 JUN 18
	LSZB AD INFO 3/4	03/21 MAR 25
	LSZB AD INFO 5/6	07/20 JUN 18
	LSZB AD INFO 7/8	01/21 JAN 28
	LSZB AD INFO 9/10	02/21 FEB 25
	LSZB AD INFO 11/12	03/21 MAR 25
	LSZB AD INFO 13/14	04/20 MAR 26
	LSZB AREA 16	03/21 MAR 25
	LSZB VAC 25	07/20 JUN 18
	LSZB VFR DEP 6	07/20 JUN 18
Bex	LSZB HEL 7	07/20 JUN 18
	LSGB AD INFO 1/2	06/20 MAY 21
	LSGB AD INFO 3/4	06/20 MAY 21
Biel-Kappelen	LSGB VAC 16	04/19 MAR 28
	LSZP AD INFO 1/2	01/21 JAN 28
	LSZP AD INFO 3/4	06/20 MAY 21
Birrfeld	LSZP VAC 13	05/20 APR 23
	LSZF AD INFO 1/2	04/20 MAR 26
	LSZF AD INFO 3/4	02/20 JAN 30
	LSZF AD INFO 5/6	12/20 NOV 05
	LSZF AD INFO 7/8	09/19 AUG 15
Bressaucourt	LSZF VAC 21	12/20 NOV 05
	LSZQ AD INFO 1/2	03/21 MAR 25
	LSZQ AD INFO 3/4	03/21 MAR 25
Buochs	LSZQ VAC 6	03/21 MAR 25
	LSZC AD INFO 1/2	01/21 JAN 28
	LSZC AD INFO 3/4	09/19 AUG 15
	LSZC AD INFO 5/6	03/21 MAR 25
	LSZC AREA 15	03/21 MAR 25
Buttwil	LSZC VAC 14	03/21 MAR 25
	LSZU AD INFO 1/2	12/20 NOV 05
	LSZU VAC 15	12/20 NOV 05
La Côte	LSGP AD INFO 1/2	01/21 JAN 28
	LSGP VAC 10	04/19 MAR 28
Courtelary	LSZJ AD INFO 1/2	01/21 JAN 28
	LSZJ VAC 8	04/19 MAR 28
Dittingen „R“	LSPD AD INFO 1/2	03/21 MAR 25
	LSPD VAC 4	03/21 MAR 25
Ecuwillens	LSGE AD INFO 1/2	04/19 MAR 28
	LSGE AD INFO 3/4	01/21 JAN 28
	LSGE VAC 15	04/19 MAR 28

Les Eplatures	LSGC AD INFO 1/2		02/21 FEB 25
	LSGC AD INFO 3/4	R	04/21 APR 22
	LSGC AREA 9 / VAC 20	R	04/21 APR 22
Fricktal-Schupfart	LSZI AD INFO 1/2		12/20 NOV 05
	LSZI VAC 13		12/20 NOV 05
Genève	LSGG AD INFO 1/2		02/21 FEB 25
	LSGG AD INFO 3/4		07/20 JUN 18
	LSGG AD INFO 5/6		12/19 NOV 07
	LSGG AD INFO 7/8		02/20 JAN 30
	LSGG AD INFO 9/10		02/20 JAN 30
	LSGG AD INFO 11/12		03/21 MAR 25
	LSGG AREA 29		03/21 MAR 25
	LSGG VAC 29		12/19 NOV 07
	LSGG AREA 16		03/21 MAR 25
	LSGG VFR DEP 16		12/19 NOV 07
Genève HEL	LSGG HEL ARR 6 / HEL DEP 6		12/19 NOV 07
Gossau „R“ HEL	LSXO AD INFO 1/2	HEL	04/20 MAR 26
	LSXO HEL 1		04/20 MAR 26
Grenchen	LSZG AD INFO 1/2	CTR	02/21 FEB 25
	LSZG AD INFO 3/4	RMZ	02/21 FEB 25
	LSZG AD INFO 5/6		03/21 MAR 25
	LSZG AD INFO 7/8		11/20 OCT 08
	LSZG AD INFO 9/10		03/21 MAR 25
	LSZG AD INFO 11/12		05/20 APR 23
	LSZG CTR AREA 2 / VAC 2		03/21 MAR 25
	LSZG RMZ AREA 3 / VAC 3		03/21 MAR 25
Gruyères	LSGT AD INFO 1/2		11/20 OCT 08
	LSGT AD INFO 3/4		11/20 OCT 08
	LSGT VAC 13		11/20 OCT 08
Gsteigwiler HEL	LSXG AD INFO 1/2	HEL	09/20 AUG 13
	LSXG HEL 8		09/20 AUG 13
Hausen am Albis „R“	LSZN AD INFO 1/2		03/21 MAR 25
	LSZN VAC 6		03/21 MAR 25
Holziken HEL	LSXH AD INFO 1/2	HEL	09/19 AUG 15
	LSXH HEL 2		09/19 AUG 15
Interlaken HEL	LSXI AD INFO 1/2	HEL	10/20 SEP 10
	LSXI AD INFO 3/4	HEL	10/20 SEP 10
	LSXI HEL 1		10/20 SEP 10
Langenthal	LSPL AD INFO 1/2		03/21 MAR 25
	LSPL AD INFO 3/4		03/21 MAR 25
	LSPL VAC 15		03/21 MAR 25
Lausanne-La Blécherette	LSGL AD INFO 1/2		07/20 JUN 18
	LSGL AD INFO 3/4		02/21 FEB 25
	LSGL AD INFO 5/6	R	04/21 APR 22
	LSGL AD INFO 7/8	HEL	R 04/21 APR 22
	LSGL VAC 22	R	04/21 APR 22
Lauterbrunnen HEL	LSXL AD INFO 1/2	HEL	04/20 MAR 26
	LSXL HEL 5		02/16 FEB 04
Leysin HEL	LSEY AD INFO 1/2	HEL	03/21 MAR 25
	LSEY HEL 5		03/21 MAR 25
Locarno	LSZL AD INFO 1/2		05/20 APR 23
	LSZL AD INFO 3/4		01/21 JAN 28
	LSZL AREA 12 / VAC 23		04/20 MAR 26
Lommis	LSZT AD INFO 1/2		04/20 MAR 26
	LSZT AD INFO 3/4		04/19 MAR 28
	LSZT VAC 15		04/19 MAR 28
Lugano	LSZA AD INFO 1/2		01/20 JAN 02
	LSZA AD INFO 3/4		09/20 AUG 13
	LSZA AD INFO 5/6		09/20 AUG 13
	LSZA AD INFO 7/8		02/19 JAN 31
	LSZA AD INFO 9/10		02/19 JAN 31
	LSZA AREA 14 / VAC 26		04/20 MAR 26

Luzern-Beromünster	LSZO AD INFO 1/2		14/20 DEC 31
	LSZO AD INFO 3/4		07/19 JUN 20
	LSZO VAC 17		07/19 JUN 20
Montricher „R“	LSTR AD INFO 1/2		03/21 MAR 25
	LSTR VAC 13		03/21 MAR 25
Môtiers	LSTO AD INFO 1/2		01/21 JAN 28
	LSTO VAC 15		04/19 MAR 28
Münster „R“	LSPU AD INFO 1/2		04/20 MAR 26
	LSPU AD INFO 3/4		04/19 MAR 28
	LSPU VAC 2		04/19 MAR 28
Neuchâtel	LSGN AD INFO 1/2		04/20 MAR 26
	LSGN AD INFO 3/4		04/19 MAR 28
	LSGN VAC 15		04/19 MAR 28
Olten „R“	LSPO AD INFO 1/2		03/21 MAR 25
	LSPO VAC 4		03/21 MAR 25
Payerne	LSMP AD INFO 1/2	R	04/21 APR 22
	LSMP AD INFO 3/4		08/19 JUL 18
	LSMP AD INFO 5/6		13/18 DEC 06
	LSMP AD INFO 7/8	R	04/21 APR 22
	LSMP AREA 5 / VAC 4	R	04/21 APR 22
Payerne HEL	LSMP AD INFO 1/2	HEL	11/16 OCT 13
Raron	LSTA AD INFO 1/2		11/20 OCT 08
	LSTA AD INFO 3/4		08/19 JUL 18
	LSTA VAC 1		08/19 JUL 18
Raron HEL	LSER AD INFO 1/2	HEL	06/20 MAY 21
	LSER HEL 8		06/20 MAY 21
Reichenbach	LSGR AD INFO 1/2		05/20 APR 23
	LSGR AD INFO 3/4		05/20 APR 23
	LSGR VAC 6		05/20 APR 23
Saanen	LSGK AD INFO 1/2		09/20 AUG 13
	LSGK AD INFO 3/4		01/21 JAN 28
	LSGK VAC 10		04/19 MAR 28
Samedan	LSZS AD INFO 1/2		04/21 APR 22
	LSZS AD INFO 3/4	R	04/21 APR 22
	LSZS AD INFO 5/6	R	04/21 APR 22
	LSZS AD INFO 7/8	HEL	13/20 DEC 03
	LSZS AREA 11 / VAC 20	R	04/21 APR 22
San Vittore HEL	LSXV AD INFO 1/2	HEL	07/20 JUN 18
	LSXV HEL 3		04/19 MAR 28
St. Gallen-Altenrhein	LSZR AD INFO 1/2		12/20 NOV 05
	LSZR AD INFO 3/4		02/21 FEB 25
	LSZR AD INFO 5/6		01/21 JAN 28
	LSZR AD INFO 7/8		13/15 DEC 10
	LSZR AREA 12 / VAC 32		06/20 MAY 21
Schaffhausen	LSPF AD INFO 1/2		12/20 NOV 05
	LSPF VAC 9		12/20 NOV 05
Schänis „R“	LSZX AD INFO 1/2		14/20 DEC 31
	LSZX VAC 9		04/19 MAR 28
Schindellegi HEL	LSXS AD INFO 1/2	HEL	04/19 MAR 28
	LSXS AD INFO 3/4	HEL	04/19 MAR 28
	LSXS HEL 2		04/19 MAR 28
Sion	LSGS AD INFO 1/2		06/20 MAY 21
	LSGS AD INFO 3/4		13/20 DEC 03
	LSGS AD INFO 5/6		13/20 DEC 03
	LSGS AD INFO 7/8		04/20 MAR 26
	LSGS AD INFO 9/10		01/21 JAN 28
Sitterdorf	LSGS AREA 13 / VAC 23		12/18 NOV 08
	LSZV AD INFO 1/2		04/19 MAR 28
	LSZV VAC 15		04/19 MAR 28
Speck-Fehraltorf	LSZK AD INFO 1/2		05/19 APR 25
	LSZK AD INFO 3/4		04/19 MAR 28
	LSZK VAC 17		04/19 MAR 28

Tavanasa HEL	LSXA AD INFO 1/2	HEL		04/20 MAR 26
	LSXA HEL 3			02/19 JAN 31
Thun	LSZW AD INFO 1/2			04/19 MAR 28
	LSZW AD INFO 3/4			04/19 MAR 28
	LSZW VAC 13			04/19 MAR 28
Triengen	LSPN AD INFO 1/2			04/20 MAR 26
	LSPN AD INFO 3/4			04/20 MAR 26
	LSPN VAC 13			04/20 MAR 26
Trogen „R“ HEL	LSXT AD INFO 1/2	HEL	R	04/21 APR 22
	LSXT HEL 2		R	04/21 APR 22
Untervaz HEL	LSXU AD INFO 1/2	HEL		08/20 JUL 16
	LSXU HEL 5			08/20 JUL 16
Wangen-Lachen	LSPV AD INFO 1/2			03/21 MAR 25
	LSPV VAC 13			01/21 JAN 28
Winterthur „R“	LSPH AD INFO 1/2			12/20 NOV 05
	LSPH VAC 5			12/20 NOV 05
Yverdon-les-Bains	LSGY AD INFO 1/2			09/20 AUG 13
	LSGY AD INFO 3/4			09/20 AUG 13
	LSGY VAC 12			04/19 MAR 28
Zermatt HEL	LSEZ AD INFO 1/2	HEL		12/20 NOV 05
	LSEZ HEL 9			12/20 NOV 05
Zürich	LSZH AD INFO 1/2		R	04/21 APR 22
	LSZH AD INFO 3/4		R	04/21 APR 22
	LSZH AD INFO 5/6		R	04/21 APR 22
	LSZH AD INFO 7/8		R	04/21 APR 22
	LSZH AD INFO 9/10		R	04/21 APR 22
	LSZH AD INFO 11/12		R	04/21 APR 22
	LSZH AD INFO 13/14		C	10/19 SEP 12
	LSZH AD INFO 15/16		C	09/19 AUG 15
	LSZH AD INFO 17/18		C	12/20 NOV 05
	LSZH AREA ARR 18			12/20 NOV 05
	LSZH VAC 37			07/20 JUN 18
	LSZH AREA DEP 19			12/20 NOV 05
	LSZH VFR DEP 20			07/20 JUN 18
Zürich HEL	LSZH AD INFO 1/2	HEL		03/20 FEB 27
	LSZH AD INFO 3/4	HEL	R	04/21 APR 22
	LSZH AD INFO 5/6	HEL	R	04/21 APR 22
	LSZH AD INFO 7/8	HEL	R	04/21 APR 22
	LSZH HEL 21			02/21 FEB 25
Zweisimmen	LSTZ AD INFO 1/2			04/20 MAR 26
	LSTZ AD INFO 3/4			04/20 MAR 26
	LSTZ VAC 5			04/20 MAR 26

ELENCO DEGLI EMENDAMENTI RECORDS OF AMENDMENTS

PREISLISTE
LISTA DEI PREZZI

LISTE DES PRIX
PRICE-LIST

Die jährlichen Rechnungen werden 6 Wochen vor Abonnements-Erneuerung versandt. Bei Nichtbezahlung erfolgt nach 2 Monaten eine Mahnung. Nach 3 Monaten wird der Versand der Nachträge automatisch gestoppt. Nach 4 Monaten wird das Abonnement gelöscht und der Kunde gesperrt. Eine Nachbezahlung wird bis 6 Monate nach Rechnungsstellung akzeptiert. Ein späteres Wieder-Aktivieren kann nur durch eine Neuanschaffung zu CHF 151.50 getätigt werden: Manual komplett inkl. 1 Jahr Abonnement. Es gibt weder pro-rata-Rechnungen noch Rückerstattungen bei Kündigung vor Ablaufdatum des Abonnements. Eine bezahlte Abonnementsrechnung wird nicht zurückerstattet; die Abonnementsdauer verlängert sich demnach um ein weiteres Jahr. La fattura annuale per il rinnovo dell'abbonamento è inviata sei settimane prima della scadenza dell'abbonamento. Se la fattura non viene saldata, l'utente riceve un sollecito dopo due mesi. L'invio degli aggiornamenti viene sospeso automaticamente dopo tre mesi; dopo quattro, l'abbonamento viene cancellato e l'utente bloccato. Il pagamento in ritardo è accettato fino a 6 mesi dalla data della fattura. La riattivazione successiva è possibile solo se l'utente acquista nuovamente l'intero manuale al prezzo di CHF 151.50. Nel prezzo d'acquisto è incluso l'abbonamento per un anno. In caso di disdetta anticipata non si prevedono fatture pro-rata né il rimborso degli importi già versati. Le fatture di abbonamento già pagate non vengono rimborsate; la durata dell'abbonamento viene semplicemente prolungata di un altro anno.	Les factures annuelles sont envoyées six semaines avant le renouvellement de l'abonnement. Si le paiement n'est pas effectué, un rappel est envoyé après deux mois. La livraison d'amendements s'arrête automatiquement après trois mois. Après quatre mois, l'abonnement est effacé et le client bloqué. Un paiement supplémentaire est accepté jusqu'à six mois à dater de l'établissement de la facture. Une ré-activation ultérieure peut uniquement être effectuée au moyen d'un nouvel achat du manual complet, à CHF 151.50, incluant un an d'abonnement. En cas de résiliation avant la date d'échéance de l'abonnement, il n'y a ni facture au pro-rata, ni remboursement. Une facture d'abonnement payée ne sera pas remboursée; en conséquence, la durée d'abonnement se prolongera d'une autre année. The annual invoice will be sent out six weeks before the subscription renewal date. If it is not paid, a reminder will be issued after two months. Delivery of amendments will be stopped automatically after three months. The subscription will be deleted and the customer blocked after four months. Late payment will be accepted up to six months after the date of the invoice. Re-activation after that can only be effected by taking out a new subscription at CHF 151.50: Manual complete including a one-year subscription. There are neither pro-rata invoices nor are repayments made if the subscription is terminated before it runs out. The cost of a subscription, once paid, will not be refunded; the subscription will accordingly be extended for a further year.
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Bezeichnung und Referenz Désignation et référence Designazione e referenza Designation and reference		Typ Type Tipo Type	Kode Code Codice Code	Preis CHF inkl. MwSt Prix CHF incl. TVA Prezzo CHF incl. IVA Rate CHF incl. VAT
1 Erstanschaffung (inkl. Jahresabonnement) Acquisition initiale (incl. abonnement annuel) Acquisto iniziale (incl. abbonamento annuale) Initial purchase (incl. annual subscription)				
1.1 VFR Manual Paper		VFR (148 x 210)	KVE	151.50
2 Jahresabonnement (gültig pro Kalenderjahr) ¹⁾ Abonnement annuel (valable pour l'année civile en cours) ¹⁾ Abbonamento all'anno (per l'anno civile in corso) ¹⁾ Yearly subscription (valid for the current year) ¹⁾				
2.1 VFR Manual Paper		VFR	KV0	106.50
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2.2 AIC Serie A (Versand Ausland / distribution étranger / distribuzione estero / distribution abroad)			K03	66.00
AIC Serie B			K05	66.00
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http://www.skybriefing.com				
4 Karten / cartes / carte / charts → AIP, GEN 3.2 → VFR Manual, VFR MAP 2, § 1				

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ADRESSE/INDIRIZZO/ADDRESS

1

GENERAL

1.1

Aviation Authorities

Post address	TEL	FAX	AFTN
Federal Office of Civil Aviation CH-3003 Bern info@bazl.admin.ch http://www.bazl.admin.ch	+41 (0) 58 465 80 39/40	+41 (0) 58 465 80 32	LSSOYAYX

1.2

Swiss Transportation Safety Investigation Board STSB

Hours of business	TEL	FAX	e-mail:
MON-FRI 0830-1115, 1400-1600 LT	+41 (0) 26 662 33 00	+41 (0) 26 662 33 01	info@SUST.admin.ch
Outside office hours (only to report accident)	14 14 Switzerland +41 333 333 333 International / REGA		

1.3

Addresses of the Air Traffic Services Units

1.3.1

Control Area Geneva

Area Control Centre, Approach Control Office and Aerodrome Control Service Geneva:

Post address	TEL/FAX	AFTN	Remarks
skyguide 1215 Genève 15	+41 (0) 22 417 41 11 +41 (0) 22 747 13 40 +41 (0) 22 417 45 10	LSAGZRZX	Aerodrome Control: Geneva AP Fax H24 CENTRE COM

1.3.2

Control Area Zurich

Area Control Centre, Approach Control Office and Aerodrome Control Service Zurich:

Post address	TEL/FAX	AFTN	Remarks
skyguide 8602 Wangen bei Dübendorf	+41 (0) 43 931 69 60 +41 (0) 43 931 63 69	LSAZRZX	Aerodrome Control: Zurich AP Telefax

Approach Control Office and Aerodrome Control Service Bern:

Post address	TEL	AFTN	Remarks
skyguide 3123 Belp Airport	+41 (0) 31 960 54 54	LSZBTZX	Skyguide Flugplatzstrasse 35 Flughafen Bern-Belp 3123 Belp

Lugano Airport Control:

Post address	TEL/FAX	AFTN	Remarks
skyguide 6982 Agno	+41 (0) 91 611 50 50 +41 (0) 91 611 50 62	LSZATZX	Lugano AP, Terminal Building Fax

2

SEARCH AND RESCUE SERVICE

2.1

SEARCH AND RESCUE SERVICE (RCC)

Postal address:

Schweizer Luftwaffe / Swiss Air Force
RCC / OP Zen LW
Flugplatz Dübendorf / OZD
CH-8600 Dübendorf
Switzerland

AFTN:

LSARYCYX

TEL H24:

+41 (0) 58 484 10 00

FAX:

+41 (0) 58 484 20 05

e-mail:

rcc.lw@vtg.admin.ch

2.2

Search and Rescue Area

Within the national borders of Switzerland and Liechtenstein

3

AERONAUTICAL INFORMATION FOR SWITZERLAND

3.1

Aeronautical Information Publication (AIP)

3.1.1

AIP Services

FOCA instructs skyguide to publish aeronautical information on the basis of the following legal framework:

Art. 138 Aviation Ordinance (LFV);

Annexes 4 and 15 on the agreement on international civil aviation and the ICAO documents.

3.1.2

AIP and VFR Manuals

The Swiss Aeronautical Information Publication **AIP Switzerland** with **Information** that is continuously valid and important for aviation safety. AIP Switzerland contains the prescribed flight paths and airspaces (Art. 8, Paragraph 7 Swiss Aviation Act (LFG) and the binding approach and take-off procedures (Art. 25 Swiss Ordinance on Aviation Infrastructure (VIL)); the pilot in command is responsible for piloting the aircraft in accordance, among other things, with **regulations contained in** the AIP and VFR Manual (Art. 7, Ordinance on Special Category Aircraft (OSCA).

General texts are published in German, French, Italian and English.

Parts where the text and charts refer to a **specific aerodrome** are in the official language of the region, as well as English.

The manual is amended in accordance with ICAO Annex 15 (AIRAC) by means of **updates**, which are in the form of newly printed pages and charts. A **checklist** for the contents of the manual accompanies the update.

The bold line in the margin of the text indicates the **correction**.

█ The text in question is **new**.

█ The previous text is rescinded.

Orders:

AIP-Versand Postfach
3052 Zollikofen

TEL

+41 (0) 31 910 32 56 (0730-1200 LT)

FAX

+41 (0) 31 910 33 35

E-mail:

aipversand@skyguide.ch

International Aeronautical Publications (AIP) can be inspected at the following AIS locations:

Geneva: Jeppview

Lugano Bottlang

Zurich: AIP for the whole world

SKYBRIEFING

Skybriefing is the official solution for preparing a flight and the platform for the publication of the VFRM Switzerland, which is provided by skyguide on behalf of the Federal Office of Civil Aviation (FOCA).

The following information can be viewed and printed out via www.skybriefing.com

METEO:

- METAR (WORLD)
- WEATHER RADAR (CH)
- SATELLITE IMAGES (WORLD)
- SwissMetNet
- TAF (WORLD)
- SIGWX
- SIGWX LOW
- WIND & TEMP
- Low-Level SWC Alps, W/T Chart, Wind Barbs, QNH Chart
- GAFOR (CH)
- AVIATION WEATHER FORECAST (CH)
- GLIDER FORECAST (CH)
- SIGMET
- AIRMET
- VOLCANIC ASH ADVISORY
- TROPICAL CYCLONE ADVISORY

COUNTRY-SPECIFIC PRODUCTS

- DABS (DAILY AIRSPACE BULLETIN SWITZERLAND)

NOTAM BRIEFING:

- STANDARD ROUTE BRIEFING
- STANDARD NARROW ROUTE BRIEFING
- AREA BRIEFING
- AERODROME BRIEFING

The skybriefing flight advisory system also enables:

- the **entry** and **transmission** of an **ICAO flight plan** to the relevant air traffic control service.
- Flight-plan associated messages (CHG; DLA; CNL) and ARR messages.

4.1

NOTAM

The NOTAM are divided into three series A, B and W and published in English with ICAO abbreviations.

A checklist of NOTAM is published for all series on the first day of each month.

Contents:

Series A:	NOTAM relating to Zurich and Geneva airports. Exception: Information for HEL and VFR traffic are published in series B. NOTAM for cross-country flights with the following content: • Airspace organisation and structure • Radio navigation equipment • Communication equipment and radar equipment • Procedures Distribution of information of general interest: International (global).
Series B:	All civil aerodromes not published in series A. Information for VFR traffic. Information referring to military CTR/TMA and GNSS. En route obstacles. National airways. Distribution: International (Europe).
Series W:	Navigation warnings and airspace restrictions Distribution: International (Europe).

The NOTAM can be accessed with a personal user account at www.skybriefing.com

4.2

Daily Airspace Bulletin Switzerland (DABS)

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

- Activation of P, R, and D areas and TEMPO TMA
- TEMPO TMA/CTR activations.
- Military firing above 250m/ground

The basis is a geographical map of Switzerland showing aerodromes and a simplified illustration of the airspaces (CTR/TMA). Flight restriction areas (R areas), danger zones (D areas), prohibited areas (P areas) and airspace activations for TEMPO TMA are illustrated on the DABS chart. Other NOTAM of series W, (e.g. PJE, GLD, Air Display) and NOTAM that affect all or part of Swiss territory (e.g. MIL night flights) are only indicated in the text section if a symbol already exists with the corresponding activity on the ICAO chart. If there is no symbol on the ICAO chart, FOCA makes a decision depending upon the situation.

To prevent airspace violations, no additional, plannable 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, this publication can trigger a new DABS publication.

The DABS incorporates NOTAM information at the time of its publication. Airspace restrictions which are not used (released prematurely) or have expired at the time of update, will not be indicated in the next publication. In between the fixed publication times the 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 skyguide AIM Services and can be accessed by visiting www.skybriefing.com.

DABS creation (initial 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 Update

A new publication, which is valid immediately, 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. REF: MIL night flights VFR RAC 3-2-3

4.3

Aeronautical Information Circular AIC

National and international AIC are intended for the following information:

- Administrative Information;
- Issues which neither justify a NOTAM nor an AIP supplement;
- Description of complex changes/restrictions, e.g. building works.

The AIC are divided into three series:

Series A: International series in English

→ Internet: www.skyguide.ch

→ Internet: www.aviation.admin.ch

Series B: National series

→ Internet: www.skyguide.ch

→ Internet: www.aviation.admin.ch

Series C: AIC with a directive character for service units.

5 SWISS LEGISLATION GOVERNING CIVIL AVIATION

- 5.1 The Federal Law governing Civil Aviation (Swiss Federal Civil Aviation Act SR 748.0) and the associated laws and ordinances are published on the internet under:
<https://www.admin.ch/gov/de/start/bundesrecht/systematische-sammlung.html>

6 Military Operating Hours

Lower limit of airspace class C "Alps"

MIL ON = FL130

MIL OFF = FL150

NB: See also the LS-R restrictions for gliders outside TMA which are relevant for the status MIL ON and MIL OFF.

MIL ON:

MON-FRI: 0730- 1205 LT, 1315-1705 LT

and published at any time 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

- **TEMPO MIL TMA**

ACT: → NOTAM

TMA MIL TEMPO

ACT: NOTAM

- **MIL night flights:**

in accordance with NOTAM exceptions:

Air Policing and SAR/FLIR missions

7 Reporting of aircraft accidents and incidents**7.1 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.

7.2 Principles

There are two reporting channels:

- a) To the Swiss Transportation Safety Investigation Board STSB.
- b) To the Federal Office of Civil Aviation FOCA.

7.2.1 **a) To the Swiss Transportation Safety Investigation Board STSB: accidents and serious incidents:**

According to Art. 23 AA in conjunction with Art.17 OSITl, 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](mailto:info@ sust.admin.ch).

7.2.2 **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. OSITl). Violation of the reporting obligation is punishable in accordance with Art. 23 Reg. (EU) 996/2010 in conjunction with Art.

7.2.3 **Definition**

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 OSITl, 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 OSITl.

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.

7.2.4 **b) 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.

7.3 GPS reception

Throughout the entire airspace, gaps and interference with GPS signals are to be expected, especially south of the Alps.

7.4 False alarm by the emergency local transmitter (ELT)

- As a result of increased reception sensitivity and denser coverage due to the SARSAT/ COSPAS satellites, the search and rescue centre (RCC) in Zurich frequently receives alerts from the receiving station in Toulouse. **In most cases they are false alarms.**
- In the interests of airspace users who find themselves in a real emergency it is worth revisiting the following recommended procedure to avoid distress signals of this nature:
 - 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.
- If an ELT transmits a signal for no apparent reason, the RCC in Zurich or the responsible air traffic authority is to be notified, giving the duration of the transmission and the location, so that the alarm can be cancelled:

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

7.5

False alerts as a result of being overdue (INCERFA)

When landing at an uncontrolled aerodrome, the ATC flight plan must be closed personally by the PIC immediately after the landing.

- Toll-free telephone number +41 (0) 800 437 837
[(0) 800 IFR VFR]
- By radio to FIC Zurich or FIC Geneva.
- INCERFA is triggered taking into account the following factors:
ATOT or EOBT & EET from the flight plan & 30 min.

ABBREVIATIONS

REF ICAO Doc 8400/4, PANS-ABC

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

* *not in PANS-ABC*

† *transmitted in RTF as a spoken word*

Specific meteorological abbreviations have **not** been included in the list below. An **"Aeronautical meteorological information in Switzerland"** quick reference guide (which includes a key to the abbreviations and symbols used in aeronautical meteorological information), can be downloaded in pdf format at

<http://www.meteoschweiz.ch/aviatik> → Publications

or ordered as a hard copy from: fwinfo@meteoschweiz.ch.

ABKÜRZUNGEN

REF ICAO Doc 8400/4, PANS-ABC

[] *In Klammern: Symbol des Internationalen Einheiten-Systems SI, oder Einheiten ausserhalb SI, welche mit den SI-Einheiten angewandt werden*

* *nicht in den PANS-ABC enthalten*

† *wird im RTF als Wort ausgesprochen*

METEO spezifische Abkürzungen sind in dieser Liste **nicht** enthalten. Die **Kurzreferenz "Flugwetterinformationen in der Schweiz"** (enthält Abkürzungen und Symbole für das Entschlüsseln von Flugwetterinformationen) kann als pdf unter

<http://www.meteoschweiz.ch/aviatik> → Publications

oder als Hardcopy bezogen werden: fwinfo@meteoschweiz.ch.

ABBREVIATIONS

REF Doc 8400/4 OACI, PANS-ABC

[] *Entre crochets: symbole d'unité du système international d'unité SI ou d'unité hors SI mais utilisée avec les unités de ce système*

* *hors PANS-ABC*

† *énoncé en tant que mot en RTF*

Les **abréviations spécifiques** concernant la **METEO** ne sont pas contenues dans cette liste. Le **manuel de référence "Informations météorologiques destinées à l'aviation en Suisse"** (contient des abréviations et des symboles utiles à la lecture des informations météorologiques aéronautiques) peut être téléchargé au format pdf sur le site

<http://www.meteoschweiz.ch/aviatik> → Publications

ou commandé sur papier à l'adresse: fwinfo@meteoschweiz.ch.

ABBREVIAZIONI

REF ICAO Doc 8400/4, PANS-ABC

[] *Tra parentesi: simbolo d'unità del sistema internazionale d'unità SI o d'unità non SI ma utilizzato con le unità di questo sistema*

* *non figura nelle PANS-ABC*

† *nella RTF è articolata come una parola*

Questa lista non contiene le **specifiche abbreviazioni METEO**. Il **riferimento meteo aeronautico "Informazioni meteorologiche per l'aviazione in Svizzera"** (comprendente abbreviazioni e simboli per decifrare le informazioni relative alle condizioni atmosferiche) è disponibile in formato pdf all'indirizzo

<http://www.meteoschweiz.ch/aviatik> → Publications

Per la versione cartacea: fwinfo@meteoschweiz.ch.

	A
A	Amber Gelb Ambre Giallo ambra
A/A	Air-to-air Bord/Bord Air-air Aria/aria
AAL	Above aerodrome level Über Flugplatzhöhe Par le travers de Al di sopra del livello dell'aerodromo
ABM	Abeam Querab Par le travers de Al traverso di
ABN	Aerodrome beacon Flugplatzleuchtfeuer Phare d'aérodrome Faro di aerodromo
ABV	Above Darüber, oberhalb Au-dessus de Al di sopra di
AC	Altocumulus Altocumulus Altocumulus Altocumulus
ACC	Area control centre <i>or</i> area control Bezirksleitung, Bezirksleitstelle Centre de contrôle régional <i>ou</i> contrôle régional Centro di controllo regionale <i>o</i> controllo regionale
ACFT	Aircraft Luftfahrzeug Aéronef Aeromobile
ACK	Acknowledge Empfang bestätigen Accusez réception Accusate ricezione
ACT	Active <i>or</i> activated <i>or</i> activity In Betrieb <i>oder</i> in Kraft <i>oder</i> Betrieb En service <i>ou</i> en activité <i>ou</i> activité In servizio <i>o</i> in attività <i>o</i> attività
AD	Aerodrome Flugplatz Aérodrome Aerodromo
ADA	Advisory area Beratungsbezirk Région à service consultatif Regione a servizio consultivo

ADF	Automatic direction finding equipment Automatisches Peilgerät Radiogoniomètre automatique Radiogoniometro automatico
ADIZ†	Air defence identification zone Flugüberwachungszone Zone d'identification de la défense aérienne Zona d'identificazione della difesa aerea
ADJ	Adjacent Angrenzend, benachbart Adjacent Adiacente
ADR	Advisory route Luftweg Route à service consultatif Rotta a servizio consultivo
ADS-B*	Automatic dependent surveillance - broadcast Automatische abhängige Überwachung - Rundfunksendung Surveillance dépendante automatique en mode diffusion Sorveglianza dipendente automatica in modo diffusione
ADVS	Advisory service Beratungsdienst Service consultatif Servizio consultivo
ADZ	Advise Benachrichtigen Rendez compte Avviso
AFIL	Flight plan filed in the air Im Fluge eingereichter Flugplan Plan de vol déposé en vol Piano di volo compilato in volo
AFIS	Aerodrome flight information service Flugplatzinformationsdienst Service d'information de vol d'aérodrome Servizio d'informazione di volo d'aerodromo
AFS	Aeronautical fixed service Fester Flugfernmeldedienst Service fixe aéronautique Servizio fisso aeronautico
AFTN	Aeronautical fixed telecommunication network Festes Flugfernmeldenetz Réseau du service fixe des télécommunications aéronautiques Rete del servizio fisso delle telecomunicazioni aeronautiche
A/G	Air-to-ground Bord/Boden Air-sol Aria/terra
AGA	Aerodromes, air routes and ground aids Flugplätze, Flugstrecken und Bodenhilfen Aérodromes, routes aériennes et installations au sol Aerodromi, rotte aeree ed assistenze a terra

AGL	Above ground level Höhe über Grund Au-dessus du niveau du sol Al di sopra del livello del suolo
AIC	Aeronautical information circular Luftfahrtinformationsblatt Circulaire d'information aéronautique Circolare d'informazioni aeronautiche
AIP	Aeronautical information publication Luftfahrthandbuch Publication d'information aéronautique Pubblicazione d'informazioni aeronautiche
AIRAC	Aeronautical information regulation and control Regelung der Verbreitung von Luftfahrtinformationen Régularisation et contrôle de la diffusion des renseignements aéronautiques Regolamentazione e controllo delle notizie aeronautiche
AIREP†	Air-report Flugmeldung Compte rendu en vol Rapporto in volo
AIS	Aeronautical information services Luftfahrtinformationsdienste Services d'information aéronautique Servizi d'informazione aeronautica
ALA	Alighting area Landebereich Aire d'amerrissage Area di atterraggio
ALERFA†	Alert phase Bereitschaftsstufe Phase d'alerte Fase di allarme
ALR	Alerting (<i>message type designator</i>) Alarmierung (<i>Kennung der Meldung</i>) Alerte (<i>désignateur de type de message</i>) Allarme (<i>designazione del tipo di messaggio</i>)
ALRS	Alerting service Alarmdienst Service d'alerte Servizio di allarme
ALS	Approach lighting system Anflugbefeuerungssystem Dispositif lumineux d'approche Dispositivo luminoso d'avvicinamento
ALT	Altitude Höhe über Meer Altitude Altitudine
ALTN	Alternate (aerodrome) Ausweichflugplatz Dégagement (aérodrome de) Aeroporto di dirottamento

AMA	Area minimum altitude Gebietsmindesthöhe Altitude minimale de zone Quota minima di zona
AMC	Airspace Management Cell Luftraum Koordinations Stelle Celle de coordination de l'espace aérien Cellula di gestione dello spazio aereo
AMD	Amend <i>or</i> amended Ändern <i>oder</i> geändert Amendez <i>ou</i> amendé Variare <i>o</i> variato
AMDT	Amendment (<i>AIP amendment</i>) Nachtrag (<i>AIP Nachtrag</i>) Amendement (<i>amendement AIP</i>) Emendamento (<i>emendamento AIP</i>)
AMS	Aeronautical mobile service Beweglicher Flugfunkdienst Service mobile aéronautique Servizio mobile aeronautico
AMSL	Above mean sea level Über der mittleren Meereshöhe Au-dessus du niveau moyen de la mer Al di sopra del livello medio del mare
ANS	Answer Antworten Sie Répondez Rispondete
AOC	Aerodrome obstacle chart Flugplatz-Hinderniskarte Carte d'obstacles d'aérodrome Carta d'ostacoli d'aerodromo
AP	Airport Flughafen Aéroport Aeroporto
APAPI†	Abbreviated precision approach path indicator Vereinfachte Präzisions-Gleitwinkelbefeuerung Indicateur de trajectoire d'approche de précision simplifié Indicatore ottico di pendenza ridotto, per avvicinamenti di precisione
APCH	Approach Anflug Approche Avvicinamento
APP	Approach control office <i>or</i> approach control <i>or</i> approach control service Anflugleitung, Anflugleitstelle, Anflugleitdienste Bureau du contrôle d'approche <i>ou</i> contrôle d'approche <i>ou</i> service du contrôle d'approche Ufficio controllo di avvicinamento <i>o</i> controllo di avvicinamento <i>o</i> servizio di controllo di avvicinamento
APP*	Appendix Anhang Appendice Appendice

APR	April April Avril Aprile
APRX	Approximate <i>or</i> approximately Annähernd Approximativement Approssimato <i>o</i> approssimativamente
APV	Approve <i>or</i> approved <i>or</i> approval Genehmigen Sie <i>oder</i> genehmigt <i>oder</i> Genehmigung Approuvez <i>ou</i> approuvé <i>ou</i> approbation Approvate <i>o</i> approvato <i>o</i> approvazione
ARO	Air traffic services reporting office Meldestelle der Verkehrsdienste der Flugsicherung Bureau de piste des services de la circulation aérienne Ufficio di pista dei servizi della circolazione aerea
ARP	Aerodrome reference point Flugplatzbezugspunkt Point de référence d'aérodrome Punto di riferimento d'aerodromo
ARR	Arrive <i>or</i> arrival Ankommen <i>oder</i> Ankunft Arriver <i>ou</i> arrivée Arrivare <i>o</i> arrivo
ARR	Arrival (<i>message type designator</i>) Ankunft (<i>Kennung der Meldung</i>) Arrivée (<i>désignateur de type de message</i>) Arrivo (<i>designazione del tipo di messaggio</i>)
AS	Altostratus Altostratus Altostratus Altostratus
ASDA	Accelerate-stop distance available Verfügbare Startabbruchstrecke Distance accélération-arrêt utilisable Distanza disponibile per l'accelerazione-arresto
A-SMGCS*	Advanced surface movement guidance and control system Verbessertes Oberflächenbewegungsleitung- und Steuersystem Système amélioré de guidage et de contrôle de la circulation de surface Sistema migliorato d'orientamento e di controllo della circolazione di superficie
ASPH	Asphalt Asphalt Asphalte Asfalto
ASTA	Climatological station Klimastation Station climatologique Stazione climatologica
ATA	Actual time of arrival Tatsächliche Ankunftszeit Heure d'arrivée réelle Ora effettiva di arrivo

ATC	Air traffic control (<i>in general</i>) Flugverkehrsleitung (<i>im Allgemeinen</i>) Contrôle de la circulation aérienne (<i>en général</i>) Controllo della circolazione area (<i>in generale</i>)
ATD	Actual time of departure Tatsächliche Abflugszeit Heure de départ réelle Ora effettiva di partenza
ATFM	Air traffic flow management Verkehrsflussregelung Gestion des courants de trafic aérien Gestione del flusso del traffico aereo
ATIS†	Automatic terminal information service Automatische Ausstrahlung von Lande- und Startinformationen Service automatique d'information de région terminale Servizio automatico d'informazione terminale
ATM	Air traffic management Flugverkehrsmanagement Gestion du trafic aérien Gestione del traffico aereo
ATN	Aeronautical telecommunication network Flugfernmeldenetz Réseau de télécommunications aéronautiques Rete di telecomunicazioni aeronautiche
ATS	Air traffic services Verkehrsdienste der Flugsicherung Services de la circulation aérienne Servizi della circolazione aerea
ATZ	Aerodrome traffic zone Flugplatzverkehrszone Zone de circulation d'aérodrome Zona di circolazione d'aerodromo
AUG	August August Août Agosto
AUTH	Authorize or authorization Ermächtigen oder Ermächtigung Autorisé ou autorisation Autorizzato o autorizzazione
AUW	All up weight Gesamtgewicht Poids total Peso totale
AVBL	Available Verfügbar Disponible Disponibile
AVGAS†	Aviation gasoline Flugtreibstoff Carburant d'aviation Carburante d'aviazione

AWY

Airway
Luftstrasse
Voie aérienne
Aerovia

AZM

Azimuth
Azimut
Azimut
Azimut

B	
B	Blue Blau Bleu Azzurro
BA	Braking action Bremswirkung Freinage Azione frenante
BASE†	Cloud base Wolkenuntergrenze Base des nuages Base principale delle nubi
BCFG	Fog patches Nebelschwaden Bancs de brouillard Banchi di nebbia
BAZL*	Federal Office of Civil Aviation (<i>FOCA, OFAC, UFAC</i>) Bundesamt für Zivilluftfahrt (<i>FOCA, OFAC, UFAC</i>) Office fédéral de l'aviation civile (<i>FOCA, OFAC, UFAC</i>) Ufficio federale dell'aviazione civile (<i>FOCA, OFAC, UFAC</i>)
BCN	Beacon (<i>aeronautical ground light</i>) Leuchtfeuer (<i>Luftfahrtbodenfeuer</i>) Phare (<i>feu aéronautique à la surface</i>) Faro (<i>luce aeronautica a terra</i>)
BCST	Broadcast Rundfunk, Rundfunksendung Diffusion Radiodiffusione
BDRY	Boundary Umgrenzung Limite, délimitation Limite o delimitazione
BFR	Before Vor oder vorher Avant Prima di
BKN	Broken Unterbrochen, gebrochen Fragmenté Frammentato o frammentario

BL ...	Blowing (<i>follow by DU = dust, SA = sand or SN = snow</i>) <i>Aufgewirbelt (gefolgt von DU = Staub, SA = Sand oder SN = Schnee)</i> <i>Chasse. élevée (accompagnant DU = poussière, SA = sable, ou SN = neige)</i> <i>Soffiaggio (seguito da DU = polvere, SA = sabbia o SN = neve)</i>
BLDG	Building Gebäude Bâtiment Edificio
BLO	Below clouds Unterhalb von Wolken Au-dessous des nuages Al disotto delle nubi
BR	Mist Feuchter Dunst Brume Foschia
BRG	Bearing Peilung Relèvement Rilevamento
BRKG	Braking Bremse Freinage Frenata
BTN	Between Zwischen Entre Tra (<i>in mezzo a</i>)

C

C [°C]	Degrees Celsius Celsiusgrade Degrés Celsius Gradi Celsius
C	Centre (<i>runway identification</i>) Mittlere Piste (<i>Pistenkennung</i>) Centre (<i>identification de piste</i>) Centro (<i>identificazione di pista</i>)
CAG*	General Aviation Centre (GAC) Leichtfliegerei-Zentrum (GAC) Centre d'aviation générale (GAC) Centro d'aviazione generale (GAC)
CAT	Clear air turbulence Turbulenz in wolkenfreier Luft Turbulence en air clair Turbolenza con cielo sereno
CAVOK†	Visibility, clouds and present weather better than prescribed values or conditions (KAV-OH-KAY) Sicht, Wolken und gegenwärtiges Wetter besser als vorgeschriebene Werte oder Bedingungen (KAV-OH-KAY) Visibilité, nuages et temps présent meilleurs que valeurs ou conditions prescrites (KAV-OH-Ké) Visibilità, nubi e tempo attuali migliori dei valori o delle condizioni prescritti (KAV-OH-KAY)

CB	Cumulonimbus Cumulonimbus Cumulonimbus Cumulonimbus
CC	Cirrocumulus Cirrocumulus Cirrocumulus Cirrocumulus
CGL	Circling guidance light(s) Platzrundenführungsfeuer Feu(x) de guidage sur circuit Luce(i) di guida per la circuitazione
CH	Channel Kanal Canal Canale
CHG	Modification of flight plan (<i>message type designator</i>) Flugplan Änderung (<i>Kennung der Meldung</i>) Modification de plan de vol (<i>désignateur de type de message</i>) Modifica del piano di volo (<i>designazione del tipo di messaggio</i>)
CI	Cirrus Cirrus Cirrus Cirrus
CIDIN†	Common ICAO data interchange network Gemeinsames ICAO Datenaustausch-Fernmeldenetz Réseau OACI commun d'échange de données Rete OACI comune di scambio di dati
CIV	Civil Zivil Civil Civile
CL	Centre line Mittellinie Axial <i>ou</i> ligne axiale Asse o linea centrale
CLD	Cloud Wolke Nuage Nube
CLR	Clear <i>or</i> cleared to <i>or</i> clearance Freigegeben <i>oder</i> freigegeben zu, nach <i>oder</i> Freigabe Autorisé <i>ou</i> autorisé jusqu'à <i>ou</i> autorisation Autorizzato o autorizzato fino a o autorizzazione
CLSD	Close <i>or</i> closed <i>or</i> closing Geschlossen schliessen <i>oder</i> schliesst Fermez <i>ou</i> fermé <i>ou</i> ferme Chiuso
CM [cm]	Centimetre Zentimeter Centimètre Centimetro

CMB	Climb to <i>or</i> climbing to Steigen auf <i>oder</i> steigen bis Monter jusqu'à <i>ou</i> en montée jusqu'à Salire fino a o salita fino a
CNL	Cancel <i>or</i> cancelled Aufheben <i>oder</i> aufgehoben Annuler <i>ou</i> annulé Annullare o annullato
CNL	Flight plan cancellation (<i>message type designator</i>) Flugplan-Aufhebung (<i>Kennung der Meldung</i>) Annulation de plan de vol (<i>désignateur de type de message</i>) Annullamento del piano di volo (<i>designazione del tipo di messaggio</i>)
COM	Communications Fernmeldewesen, (Fernmelde-) Verbindung (en) Télécommunications Telecomunicazioni
CONC	Concrete Beton Béton Calcestruzzo
COND	Condition Zustand, Beschaffenheit Condition Condizione
CONT	Continue(s) <i>or</i> continued Fortsetzen <i>oder</i> beibehalten Continuez <i>ou</i> maintenu Continuare o mantenuto
COORD	Co-ordinates Koordinaten Coordonnées Coordinate
COR	Correct <i>or</i> corrected <i>or</i> correction Richtig <i>oder</i> berichtigt <i>oder</i> Berichtigung Correct <i>ou</i> corrigé <i>ou</i> correction Esatto o corretto o correzione
COTSENA*	(= KOSIF) (= KOSIF) Bureau de coordination pour les tirs et la sécurité de la navigation aérienne (= COTSINA)
COTSINA*	(= KOSIF) (= KOSIF) (= COTSENA) Ufficio di coordinazione per il tiro e la sicurezza della navigazione aerea
COV	Cover <i>or</i> covered <i>or</i> covering Decke <i>oder</i> bedeckt <i>oder</i> bedeckend Couvrir <i>ou</i> couvert <i>ou</i> couvrant Coprire o coperto o che copre
CPL	Current flight plan (<i>message type designator</i>) Geltende Flugplanmeldung (<i>Meldungsbezeichnung</i>) Plan de vol en vigueur (<i>désignateur de type de message</i>) Messaggio di piano di volo in vigore (<i>definizione messaggio</i>)

CRZ	Cruise Reiseflug Croisière Crociera
CS	Cirrostratus <i>or</i> call sign Cirrostratus <i>oder</i> Rufzeichen Cirrostratus <i>ou</i> indicatif d'appel Cirrostratus <i>o</i> indicativo di chiamata
CTA	Control area Kontrollbezirk Région de contrôle Regione di controllo
CTC	Contact Kontaktieren Sie Contactez Collegatevi
CTL	Control Überwachung, Kontrolle Contrôle Controllo
CTN	Caution Vorsicht, Warnung Prudence Prudenza
CTR	Control zone Kontrollzone Zone de contrôle Zona di controllo
CU	Cumulus Cumulus Cumulus Cumulus
CUST	Customs Zoll Douane Dogana
CWY	Clearway Freifläche Prolongement dégagé Prolungamento libero da ostacoli

D

D...	Danger area (<i>followed by identification</i>) Gefahrengebiet (<i>mit seinem Kennzeichen versehen</i>) Zone dangereuse (<i>suivie de son identification</i>) Zona pericolosa (<i>seguita dalla identificazione</i>)
D	Downward (<i>tendency in RVR during previous 10 minutes</i>) Absinkend (<i>Tendenz der RVR während der letzten 10 Minuten</i>) Diminution (<i>tendance de la RVR au cours de la période de 10 minutes précédente</i>) In diminuzione (<i>tendenza della RVR nel corso dei 10 minuti precedenti</i>)

DABS	Daily Airspace Bulletin Switzerland Daily Airspace Bulletin Switzerland Daily Airspace Bulletin Switzerland Daily Airspace Bulletin Switzerland
DEC	December Dezember Décembre Dicembre
DEG [°]	Degrees Grad Degrés Gradi
DEL*	Delivery, issuance (<i>ATC clearance</i>) Ertelung, Ausgabe (<i>ATC-Freigabe</i>) Délivrance (<i>d'autorisation ATC</i>) Assegnazione (<i>autorizzazione ATC</i>)
DEP	Depart <i>or</i> departure Abfliegen <i>oder</i> Abflug Partez <i>ou</i> départ Partite <i>o</i> partenza
DEP	Departure (<i>message type designator</i>) Abflug (<i>Kennung der Meldung</i>) Départ (<i>désignateur de type de message</i>) Partenza (<i>designazione del tipo di messaggio</i>)
DES	Descend to <i>or</i> descending to Sinken auf <i>oder</i> sinkend auf Descendez <i>ou</i> je dévie <i>ou</i> écart <i>ou</i> je m'écarte Scendere a <i>o</i> scendendo a
DEST	Destination Bestimmungsort Destination Destinazione
DETRESFA†	Distress phase Notstufe Phase de détresse Fase di pericolo
DIST	Distance Entfernung, Distanz Distance Distanza
DLA	Delay <i>or</i> delayed Verspätung, verspätet <i>oder</i> Verspätungsmeldung Retard <i>ou</i> retardé Ritardo <i>o</i> ritardate
DME	Distance-measuring equipment Entfernungsmessgerät Dispositif de mesure de distance Apparecchio misuratore di distanza
DNG	Danger <i>or</i> dangerous Gefahr <i>oder</i> gefährlich Danger <i>ou</i> dangereux Pericolo <i>o</i> pericoloso

do/id.*	ditto/idem dito dito/idem idem
DP	Dew point temperature Taupunkttemperatur Température du point de rosée Temperatura del punto di rugiada
DR	Dead reckoning Koppelnavigation A l'estime Navigazione stimata
DR ...	Low drifting (<i>follow by DU = dust, SA = sand or SN = snow</i>) Niedriges Fegen (<i>gefolgt von DU = Staub, SA = Sand oder SN = Schnee</i>) Chasse ... basse (<i>accompagnant DU = poussière, SA = sable ou SN = neige</i>) Spazzare (<i>seguito da DU = polvere, SA = sabbia o SN = neve</i>)
DRG	During Während Durant Durante
DS	Duststorm Staubsturm Tempête de poussière Tempesta di polvere
DTHR	Displaced runway threshold Versetzte Pistenschwelle Seuil de piste décalé Soglia pista spostata
DU	Dust Staub Poussière Polvere
DUC	Dense upper cloud Dichte hohe Wolken Nuage denseen altitude Nube alta compatta
DUR	Duration Dauer Durée Durata
DVOR	Doppler VOR Doppler-VOR VOR Doppler VOR Doppler
DZ	Drizzle Nieseln, Sprühregen Bruine Pioviggine o bruma

E

E	East or eastern longitude Ost oder östliche Länge Est ou longitude est
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	Est o longitude Est
EAT	Expected approach time Voraussichtlicher Anflugszeitpunkt Heure d'approche prévue <i>ou</i> approche prévue Ora di avvicinamento prevista
EB	Eastbound Richtung Ost En direction de l'est Direzione Est
EET	Estimated elapsed time Voraussichtliche Flugdauer Durée estimée Durata stimata del volo
ELBA†	Emergency location beacon-aircraft Notsender-Luftfahrzeug Radiophare de repérage d'urgence-aéronef Radiofaro d'emergenza di localizzazione d'aeromobile
ELEV	Elevation Ortshöhe über Meer Altitude, cote Altitudine
ELT	Emergency location transmitter Notsender Emetteur de secours Transmittente di soccorso
EM	Emission Ausstrahlung Emission Emissione
EMBD	Embedded in a layer (<i>to indicate cumulonimbus embedded in layers of other clouds</i>) Eingebettet in eine Schicht (<i>um anzugeben, dass CB in andere Wolkenschichten eingebettet sind</i>) Noyé dans une couche (<i>pour signaler les cumulonimbus noyés dans des couches d'autres nuages</i>) Affogati in uno strato (<i>per indicare cumulonembi affogati in strati di altre nubi</i>)
EMERG	Emergency Dringlichkeit, Notlage Urgence Urgenza, emergenza
En*	English Englisch Anglais Inglese
ENE	East-north-east Ostnordost Est-nord-est Est-Nord-Est
ENR	En route Auf Strecke, unterwegs En route In rotta
EOBT	Estimated off-block time Voraussichtliche off-block-Zeit (Abblockzeit) Heure estimée de départ de l'aire (<i>du poste</i>) de stationnement

	Ora prevista di partenza
EQPT	Equipment Ausrüstung Equipement Equipaggiamento
ERC-U*	Enroute chart - Upper airspace Streckenkarte - Oberer Luftraum Carte de croisière - Espace aérien supérieur Carta di crociera - Spazio aereo superiore
ERC-L*	Enroute chart - Lower airspace Streckenkarte - Unterer Luftraum Carte de croisière - Espace aérien inférieur Carta di crociera - Spazio aereo inferiore
ESE	East-south-east Ostsüdost Est-sud-est Est-Sud-Est
EST	Estimate <i>or</i> estimated <i>or</i> estimate (<i>message type designator</i>) Schätzen <i>oder</i> geschätzt <i>oder</i> Schätzung (<i>Kennung der Meldung</i>) Estimer <i>ou</i> estimé <i>ou</i> estimation (<i>désignateur de type de message</i>) Prevedere <i>o</i> previsto <i>o</i> previsione (<i>designazione del tipo di messaggio</i>)
ETA	Estimated time of arrival <i>or</i> estimating arrival Voraussichtliche Ankunftszeit Heure d'arrivée prévue <i>ou</i> arrivée prévue Ora prevista di arrivo <i>o</i> arrivo previsto
ETD	Estimated time of departure <i>or</i> estimating departure Voraussichtliche Abflugzeit <i>oder</i> voraussichtliche Startzeit Heure de départ prévue <i>ou</i> départ prévu Ora prevista di partenza <i>o</i> partenza prevista
ETE*	Summer (<i>summer time period</i>) Sommer (<i>Sommerzeit-Periode</i>) Été (<i>période de l'heure d'été</i>) Estate (<i>periodo dell'ora estiva</i>)
ETO	Estimated time over significant point Voraussichtliche Überflugzeit Heure estimée de passage au point significatif Ora prevista di sorvola del punto significativo
EXC	Except Ausgenommen, nur Excepté Ad eccezione di, eccetto
EXER	Exercise(s) <i>or</i> exercising <i>or</i> to exercise Übung(en) <i>oder</i> üabend <i>oder</i> üben Exercice(s) <i>ou</i> exerçant <i>ou</i> exercer Esercizio <i>o</i> esercitante <i>o</i> esercitare
EXP	Expect <i>or</i> expected <i>or</i> expecting Erwarten, erwartet <i>oder</i> erwartend Attendez-vous à <i>ou</i> attendu <i>ou</i> s'attendant Attendere, atteso <i>o</i> in attesa

F

F	Fixed Fest Fixe Fisso
FAC	Facilities Einrichtungen Installations et services Assistenze
FAL	Facilitation of international air transport Erleichterungen im internationalen Luftverkehr Facilitation du transport aérien international Facilitazione del trasporto aereo internazionale
FAP	Final approach point Endanflug-Punkt Point d'approche finale Punto d'avvicinamento finale
FATO	Final approach and take-off area Endanflug- und Startbereich Aire d'approche et de décollage Area d'avvicinamento finale e di decollo
FAX*	Facsimile transmission Übermittlung mit Telefax Transmission en fac-simile Trasmissione via Telefax
FCST	Forecast Wettervorhersage, Prognose Prévision, prévu Previsione
FCT	Friction coefficient Reibungskoeffizient Coefficient de frottement Coefficiente d'attrito
FEB	February Februar Février Febbraio
FEW	Few Wenig, spärlich Rares Poco, scarso
FG	Fog Nebel Brouillard Nebbia
FIC	Flight information centre Fluginformationszentrale Centre d'information de vol Centro d'informazione di volo
FIR	Flight information region Fluginformationsgebiet Région d'information de vol Regione d'informazione di volo

FIS	Flight information service Fluginformationsdienst Service d'information de vol Servizio d'informazione di volo
FISA	Automated flight information service Automatischer Fluginformationsdienst Service automatique d'information de vol Servizio automatico d'informazione di volo
FIZ*	Flight Information Zone Fluginformationszone Zone d'information de vol Zona d'informazione di volo
FL	Flight level Flugfläche Niveau de vol Livello di volo
FLG	Flashing Blitzend, blinkend A éclats Lampeggiante, lampeggiamento
FLT	Flight Flug Vol Volo
FLW	Follow(s) or following Folgt, folgen, folgend Suit <i>ou</i> suivant Seguire o segue o seguente
FM ...	From (<i>followed by time weather change is forecast to begin</i>) Von (<i>gefolgt von der Zeit, ab wann der Beginn des Wetterwechsels vorhergesagt ist</i>) A partir de (<i>suivi de l'heure à laquelle il est prévu qu'un changement des conditions météorologiques commencera</i>) A partire da (<i>seguito dall'ora in cui è previsto che inizierà un mutamento delle condizioni meteorologiche</i>)
FMU	Flow management unit Verkehrsflussregelungsstelle Unité de gestion des courants de circulation Unità di gestione del flusso del traffico
FOCA*	Federal Office of Civil Aviation (<i>BAZL, OFAC, UFAC</i>) Bundesamt für Zivilluftfahrt (<i>BAZL, OFAC, UFAC</i>) Office fédéral de l'aviation civile (<i>BAZL, OFAC, UFAC</i>) Ufficio federale dell'aviazione civile (<i>BAZL, OFAC, UFAC</i>)
FPL	Filed flight plan (<i>message type designator</i>) Aufgegebener Flugplan (<i>Bezeichnung der Meldungsart</i>) Plan de vol déposé (<i>désignateur de type de message</i>) Piano di volo trasmesso (<i>designazione del tipo di messaggio</i>)
FPM	Feet per minute [ft/min] Fuss je Minute [ft/min] Pieds par minute [ft/min] Piedi al minuto [ft/min]
Fr*	French Französisch Français Francese

FREQ	Frequency Frequenz Fréquence Frequenza
FRI	Friday Freitag Vendredi Venerdì
FRNG	Firing Schiessen Tir Tiro
FRONT†	Front (<i>relating to weather</i>) Wetterfront Front (<i>météorologique</i>) Fronte (<i>riferito a condizioni meteorologiche</i>)
FT	Feet [ft] (<i>dimensional unit</i>) Fuss [ft] (<i>Messeinheit</i>) Pieds [ft] (<i>unité de mesure</i>) Piedi [ft] (<i>Unità di misura</i>)
FU	Smoke Rauch Fumée Fumo
FZ	Freezing Gefrierend Se congelant Congelamento
FZDZ	Freezing drizzle Gefrierendes Nieseln Bruine se congelant Pioviggine che gela
FZFG	Freezing fog Gefrierender Nebel Brouillard givrant Nebbia che gela
FZRA	Freezing rain Gefrierender Regen Pluie se congelant Pioggia che gela

G

G	Green Grün Vert Verde
G/A	Ground-to-air Boden /Bord Dans le sens sol-air Terra /aria

GAC*	General Aviation Centre (CAG) Leichtfliegerei-Zentrum (CAG) Centre d'aviation générale (CAG) Centro d'aviazione generale (CAG)
GAFOR*	General aviation forecast Flugwettervorhersage für die allgemeine Luftfahrt Prévision du temps pour l'aviation générale Previsione del tempo per l'aviazione generale
Ge*	German Deutsch Allemand Tedesco
GEN	General Allgemeines Général Generale
GEO	Geographic <i>or</i> true Geographisch <i>oder</i> rechtweisend Géographique <i>ou</i> vrai Geografico <i>o</i> vero
GLD	Glider Segelflugzeug Planeur Aliante
GND	Ground Grund Sol Suolo
GNSS	Global navigation satellite system Weltumfassendes Satellitennavigationssystem Système mondial de satellites de navigation Sistema universale di navigazione via satellite
GP	Glide path Gleitweg Alignement de descente Sentiero di discesa
GR	Hail Hagel Grêle Grandine
GRASS	Grass landing area Graslandefläche Aire d'atterrissage gazonnée Area d'atterraggio erbosa
GS	Ground speed Geschwindigkeit über Grund Vitesse au sol Velocità rispetto al suolo
GS	Small hail <i>and/or</i> snow pellets Reifgraupe Neige roulée Grandine fine <i>o/e</i> neve tonda

H

H 24	Continuous day and night service Ununterbrochener Tag- und Nachtbetrieb Service permanent de jour et de nuit Servizio permanente notturno e diurno
HAPI	Helicopter approach path indicator Anflugwinkelbefeuerung für Helikopter Indicateur de trajectoire d'approche pour hélicoptère Indicatore di traiettoria d'avvicinamento per elicotteri
HBN	Hazard beacon Gefahrenfeuer Phare de danger Faro di pericolo
HDG	Heading Steuerkurs Cap Prua
HEL	Helicopter Hubschrauber, Helikopter Hélicoptère Elicottero
HEMS*	Helicopter Emergency Medical Service Medizinischer Helikopter - Notfalldienst Service médical d'urgence héliporté Servizio medico di emergenza con elicotteri
HF	High frequency (3000 to 30'000 kHz) Dekameterwellen, Kurzwellen (3000-30'000 kHz) Hautes fréquences (3000 à 30'000 kHz) Alta frequenza (3000-30'000 kHz)
HGT	Height <i>or</i> height above Höhe <i>oder</i> Höhe über Hauteur <i>ou</i> hauteur au-dessus de Altezza <i>o</i> altezza al disopra di
HIV*	Winter (<i>standard time period CET</i>) Winter (<i>Standard-Zeitperiode MEZ</i>) Hiver (<i>période de l'heure standard HEC</i>) Inverno (<i>periodo dell'ora standard OEC</i>)
HJ	Sunrise to sunset Von Sonnenaufgang bis Sonnenuntergang Du lever au coucher du soleil Dal sorgere al tramontare del sole
HN	Sunset to sunrise Von Sonnenuntergang bis Sonnenaufgang Du coucher au lever du soleil Dal tramontare al sorgere del sole
HO	Service available to meet operational requirements Den Betriebserfordernissen entsprechender Dienst Service disponible selon les besoins de l'exploitation Servizio disponibile secondo le necessità dell'esercizio
HOL	Holiday Feiertag Jour férié Giorno festivo

HPA	Hectopascal [hPa] Hektopascal [hPa] Hectopascal [hPa] Ettopascal [hPa]
HR	Hours [h] Stunden [h] Heures [h] Ore [h]
HRH*	Day and night limit hours Tag- und Nachtgrenzen Heures limites du jour et de la nuit Limiti per il giorno e la notte
HRP	Heliport reference point Helikopterlandeplatz Bezugspunkt Point de référence d'héliport Punto di riferimento di eliporto
HS	Service available during hours of scheduled operations Während des planmässigen Flugbetriebes verfügbarer Dienst Service disponible aux heures des vols réguliers Servizio disponibile nelle ore di traffico regolare

HX	No specific working hours Keine bestimmten Betriebszeiten Pas d'heures précises de fonctionnement Orario di servizio non specificato
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HZ	Haze Staubtrübung Brume sèche Polvere di sabbia
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HZ	Hertz [Hz] Hertz [Hz] Hertz [Hz] Hertz [Hz]
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I

IAS	Indicated airspeed Angezeigte Fluggeschwindigkeit Vitesse indiquée Velocità indicata
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IBN	Identification beacon Kennfeuer Phare d'identification Faro di identificazione
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IC	<i>Ice crystals (very small ice crystals in suspension, also known as diamond dust)</i> <i>Eisprismen (sehr kleine Eisprismen in Auflösung, auch bekannt als Diamantendunst)</i> <i>Cristaux de glace (très petits cristaux de glace en suspension, également connus sous le nom de poudrin de glace)</i> <i>Cristalli di ghiaccio (piccolissimi cristalli di ghiaccio in sospensione, anche conosciuti come polvere di diamante)</i>
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ICAO*	International Civil Aviation Organization (ICAO) Internationale Zivilluftfahrtorganisation (OACI) Organisation de l'aviation civile internationale (OACI) Organizzazione internazionale dell'aviazione civile (OACI)
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ID	Identifier <i>or</i> identify Kennung <i>oder</i> Erkennen Identification <i>ou</i> identifiez Identificare <i>o</i> identificare
IDENT†	Identification Kennung, Identifizierung Identification Identificazione
IFR	Instrument flight rules Instrumentenflugregeln Règles de vol aux instruments Regole del volo strumentale
IMC	Instrument meteorological conditions Instrumentenwetterbedingungen Conditions météorologiques de vol aux instruments Condizioni meteorologiche di volo strumentale
INBD	Inbound Ankommend <i>oder</i> Einflug Rapprochement <i>ou</i> à l'arrivée Avvicinamento <i>o</i> in arrivo
INCERFA†	Uncertainty phase Ungewissheitsstufe Phase d'incertitude Fase d'incertezza
INFO†	Information Information, Auskunft Information Informazione
INOP	Inoperative Ausser Betrieb, stillgelegt, ausgefallen Hors de fonctionnement Fuori uso, inattivo
INT	Intersection Kreuzung Intersection Intersezione
INTL	International International International Internazionale
IR	Ice on runway Eis auf der Piste Glace sur la piste Ghiaccio sulla pista
ISA	International standard atmosphere Internationale Normatmosphäre Atmosphère type internationale Atmosfera tipo internazionale
It*	Italian Italienisch Italien Italiano

J

JAN	January Januar Janvier Gennaio
JTST	Jet stream Strahlstrom Courant-jet Corrente a getto
JUL	July Juli Juillet Luglio
JUN	June Juni Juin Giugno

K

KG	Kilograms [kg] Kilogramm [kg] Kilogrammes [kg] Chilogrammi [kg]
KHZ	Kilohertz [kHz] Kilohertz [kHz] Kilohertz [kHz] Chilohertz [kHz]
KM	Kilometres [km] Kilometer [km] Kilomètres [km] Chilometri [km]
KMH	Kilometres per hour [km/h] Kilometer pro Stunde [km/h] Kilomètres par heure [km/h] Chilometro all'ora [km/h]
KOSIF*	Coordination office for firings and safety of air navigation Koordinationsstelle für Schiessen und Flugsicherung Service de coordination pur le tir et la sécurité aérienne (COTSENA) Servizio di coordinamento per il tiro e la sicurezza aerea (COTSINA)
KPA	Kilopascal [kPa] Kilopascal [kPa] Kilopascal [kPa] Chilopascal [kPa]
KT	Knots [kt] Knoten [kt] Noeuds [kt] Nodi [kt]

L

L	Left (<i>runway identification</i>) Links (<i>Pistenbezeichnung</i>) Gauche (<i>identification de piste</i>) Sinistra (<i>designazione di pista</i>)
L	Locator (LO) (Platz) Anflugfunkfeuer (LO) Radiobalise (LO) Radiofaro di localizzazione (LO)
LAT [° ‘ ”]	Latitude Geographische Breite Latitude Latitudine
LCA	Locally <i>or</i> local <i>or</i> location <i>or</i> located Örtlich Local <i>ou</i> localement <i>ou</i> emplacement <i>ou</i> situé Locale <i>o</i> localmente
LDA	Landing distance available Verfügbare Landestrecke Distance utilisable à l'atterrissage Distanza disponibile per l'atterraggio
LDAH	Landing distance available, helicopter Verfügbare Landestrecke, Helikopter Distance utilisable à l'atterrissage, hélicoptère Distanza disponibile per l'atterraggio, elicotteri
LDG	Landing Landung Atterrissage Atterraggio
LDI	Landing direction indicator Landerichtungsanzeiger Indicateur de direction d'atterrissage Indicatore della direzione di atterraggio
LEN	Length Länge Longueur Lunghezza
LF	Low frequency (30 to 300 kHz) Kilometerwellen, Langwellen (30-300 kHz) Basses fréquences (30 à 300 kHz) Bassa frequenza (30-300 kHz)
LGT	Light <i>or</i> lighting Lichter, Feuer, Befeuerung Feux, balisage lumineux <i>ou</i> éclairage Luci, illuminazione, segnaletica luminosa
LGTD	Lighted Befeuert Avec balisage lumineux, éclairé Illuminato
LIH	Light intensity high Hochleistungsbefeuerung Haute intensité lumineuse Intensità luminosa alta

LIL	Light intensity low Niederleistungsbefeuerung Faible intensité lumineuse Intensità luminosa bassa
LIM	Light intensity medium Mittlere Leistungsbefeuerung Feu à intensité moyenne Intensità luminosa media
LM	Locator, middle Mittleres Platzfunkfeuer Radiobalise intermédiaire Radiofaro localizzatore intermedio
LMT	Local mean time Mittlere Ortszeit Temps moyen local Tempo medio locale
LO	Locator, outer Äusseres Platzfunkfeuer Radiobalise extérieure Radiofaro di localizzazione esterno
LOC	Localizer Localizer Localizer Localizer
LONG [° ‘ ”]	Longitude Geographische Länge Longitude Longitudine
LT*	Local time Ortszeit Heure local Ora locale
LTD	Limited Begrenzt, beschränkt Limité Limitato
LVL	Level Flugfläche Niveau Livello

M	
M	Metres [m] Meter [m] Mètres [m] Metri [m]
MAG	Magnetic Missweisend, magnetisch Magnétique Magnetico

MAINT	Maintenance Unterhalt Entretien Manutenzione
MAP	Aeronautical charts and maps Luftfahrtkarten Cartes aéronautiques Carte e mappe aeronautiche
MAR	March März Mars Marzo
MAX	Maximum Höchstwert, höchst- Maximum Massimo
MAY	May Mai Mai Maggio
MEA	Minimum en-route altitude Mindestreiseflughöhe über Meer Altitude minimale de croisière Altitudine minima di crociera
MEHT	Minimum eye height over threshold (<i>for VASIS</i>) Mindestaugenhöhe über der Schwelle (<i>für VASIS</i>) Altitude minimale de l'oeil du pilote au-dessus du seuil (<i>dans le cas des VASIS</i>) Altezza minima all'occhio del pilota al di sopra della soglia (<i>per VASIS</i>)
MET†	Meteorological <i>or</i> meteorology Météorologie <i>oder</i> Wetterkunde Météorologie <i>ou</i> météorologique Meteorologia <i>o</i> meteorologico
METAR†	Aviation routine weather report (<i>in aeronautical meteorological code</i>) Flugwettermeldung (<i>in Flugwettercode</i>) Message d'observation météorologique régulière pour l'aviation (<i>en code météorologique aéronautique</i>) Messaggio di osservazione meteorologica regolare per l'aviazione (<i>in codice meteorologico aeronautico</i>)
MF	Medium frequency (300 to 3'000 kHz) Mittelwellen (300-3'000 kHz) Moyennes fréquences (300 à 3'000 kHz) Media frequenza (300-3'000 kHz)
MHZ	Megahertz [MHz] Megahertz [MHz] Megahertz [MHz] Megahertz [MHz]
MIL	Military Militärisch, Militär Militaire Militare
MIN	Minutes [min] Minuten [min] Minutes [min] Minuti [min]

MKR	Marker radio beacon Markierungsfunkfeuer Radioborne Radiosegnalatore
MLAT*	Multilateration Multilateration Multilatération Multilaterazione
MNM	Minimum Mindestwert, mindest Minimum Minimo
MNT	Monitor <i>or</i> monitoring <i>or</i> monitored Überwachungsgerät <i>oder</i> überwachen <i>oder</i> überwacht Dispositif de contrôle <i>ou</i> contrôle <i>ou</i> contrôlé Monitore <i>o</i> monitorando <i>o</i> monitorato
MOGAS	Motor gasoline Autobenzin Essence automobile Carburante auto
MON	Monday Montag Lundi Lunedì
MOTNE	Meteorological operational telecommunications network Europe Europäisches Flugwetter-Fermeldenetz Réseau européen de télécommunications météorologiques d'exploitation Rete telecomunicazioni meteorologiche operative in Europa
MPS	Metres per second [m/s] Meter pro Sekunde [m/s] Mètres par seconde [m/s] Metri al secondo [m/s]
MPW*	Maximum permissible weight Höchstzulässiges Gewicht Masse admissible maximale Massa ammissibile massima
MS	Minus Minus Moins Meno
MSL	Mean sea level Mittlere Meereshöhe Niveau moyen de la mer Livello medio del mare
MTOM*	Maximum take-off mass Höchstabflugmasse Masse maximale au décollage Massa massima al decollo

N

N	North <i>or</i> northern latitude Nord <i>oder</i> nördliche Breite Nord <i>ou</i> latitude nord Nord <i>o</i> latitudine Nord
NAV	Navigation Navigation Navigation Navigazione
NDB	Non-directional radio beacon Ungerichtetes Funkfeuer Radiophare non directionnel Radiofaro adirezionale
NE	North-east Nordost Nord-est Nord-Est
NEB	North-eastbound Richtung Nordost En direction du nord-est Direzione Nord-Est
NGT	Night Nacht Nuit Notte
NIL†	None <i>or</i> I have nothing to send to you Keine, nichts Néant Niente, nessuno
NM [M]	Nautical miles Seemeilen, nautische Meilen Milles marins Miglia nautice
NML	Normal Normal Normal Normale
NNE	North-north-east Nordnordost Nord-nord-est Nord-Nord-Est
NNW	North-north-west Nordnordwest Nord-nord-ouest Nord-Nord-Ovest
NOF	International NOTAM office Internationales NOTAM-Büro Bureau NOTAM international Ufficio NOTAM internazionale
NOSIG†	No significant change (<i>used in trend-type landing forecasts</i>) Keine bedeutsame Veränderung (<i>für die Landewettervorhersagen Typ „Tendenz“</i>) Sans changement significatif (<i>utilisé dans les prévisions d'atterrissage de type tendance</i>) Senza variazioni importanti (<i>per le previsioni di atterraggio del tipo „tendenza“</i>)

NOTAM†	A notice containing information concerning the establishment, condition <i>or</i> change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations Eine Nachricht über Errichtung, Zustand oder Veränderung von Luftfahrtanlagen aller Art, sowie über Dienste, Verfahren oder Gefahren, deren rechtzeitige Kenntnis für das Luftfahrt- und Flugsicherungspersonal wichtig ist Avis donnant sur l'établissement, l'état ou la modification d'une installation, d'un service, d'une procédure aéronautique ou d'un danger pour la navigation aérienne, des renseignements dont la communication, à temps, au personnel chargé des opérations aériennes est essentielle Un NOTAM è un avviso contenente informazioni concernenti l'entrata in attività, il funzionamento o qualsiasi variazione relativa a installazioni aeronautiche, servizi, procedure o pericoli, la cui rapida distribuzione al personale interessato alle operazioni di volo è essenziale per la sicura ed efficace condotta del volo
NOV	November November Novembre Novembre
NR	Number Nummer, Zahl Numéro, nombre Numero
NS	Nimbostratus Nimbostratus Nimbostratus Nimbostratus
NSC	Nil significant cloud Keine bedeutsame Wolke Aucun nuage significatif Nessuna nuvola significativa
NSW	Nil significant weather Keine bedeutsame Wettererscheinung(en) Pas de temps significatif Nessun tempo significativo
NVFR*	VFR by night VFR bei Nacht VFR de nuit VFR notturno
NW	North-west Nordwest Nord-ouest Nord-Ovest
NWB	North-westbound Richtung Nordwest En direction du nord-ouest Direzione Nord-Ovest

O	
OACI*	International Civil Aviation Organization (ICAO) Internationale Zivilluftfahrtorganisation (OACI) Organisation de l'aviation civile internationale (OACI) Organizzazione internazionale dell'aviazione civile (OACI)

OBS	Observe <i>or</i> observed <i>or</i> observation Beobachten <i>oder</i> beobachtet <i>oder</i> Beobachtung Observation <i>ou</i> observer <i>ou</i> observé Osservare o osservato o osservazione
OBST	Obstacle Hindernis Obstacle Ostacolo
OCT	October Oktober Octobre Ottobre
OFAC*	Federal Office of Civil Aviation (BAZL, FOCA, UFAC) Bundesamt für Zivilluftfahrt (BAZL, FOCA, UFAC) Office fédéral de l'aviation civile (BAZL, FOCA, UFAC) Ufficio federale dell'aviazione civile (BAZL, FOCA, UFAC)
OHD	Overhead Oberhalb, über A la verticale (de) Sulla verticale
OM	Outer marker Aussenmarker (<i>Voreinflugzeichen</i>) Radioborne extérieure Radiosegnalatore esterno
ONAV*	Air Navigation Obstacle Chart including Glider Flying Information (LFHK) Luftfahrthinderniskarte (LFHK) Carte des obstacles à la navigation aérienne et vol à voile (LFHK) Carta degli ostacoli alla navigazione aerea (LFHK)
OPN	Open <i>or</i> opening <i>or</i> opened Offen <i>oder</i> Öffnung <i>oder</i> geöffnet Ouvert <i>ou</i> ouverture Aperto o apertura
OPR	Operator <i>or</i> operate <i>or</i> operative <i>or</i> operating <i>or</i> operational Flugbetriebsunternehmer, betreiben, in Betrieb Exploitant <i>ou</i> exploiter <i>ou</i> en fonctionnement <i>ou</i> en vigueur <i>ou</i> en exploitation Esercente o gestire o in servizio
OPS†	Operations Betrieb Exploitation <i>ou</i> vols Esercizio o voli
O/R	On request Auf Anforderung Sur demande A richiesta
OUBD	Outbound Wegfliegend <i>oder</i> abfliegend En éloignement <i>ou</i> au départ In allontanamento o in partenza
OVC	Overcast Bedeckt Couvert Coperto

P

P ...	Prohibited area (<i>followed by identification</i>) Sperrgebiet (<i>mit seinem Kennzeichen versehen</i>) Zone interdite (<i>suivie de son identification</i>) Zona vietata (<i>seguita dalla identificazione</i>)
PANS	Procedures for air navigation services Verfahren (Vorschriften für Flugsicherungsdienste) Procédures pour les services de navigation aérienne Procedura per i servizi della navigazione aerea
PAPt	Precision approach path indicator Präzisions-Gleitwinkelbefeuerung Indicateur de trajectoire d'approche de précision Indicatore ottico di pendenza per avvicinamenti di precisione
PARL	Parallele Parallele, parallel Parallèle Parallelo
PAX	Passengers Fluggäste Passagers Passeggeri
PCN	Pavement classification number Tragfähigkeitszahl Numéro de classification de chaussée Numero di classificazione della superficie
PER	Performance Leistungen Performances Prestazioni
PERM	Permanent Dauernd Permanent Permanente
PJE	Parachute jumping exercise Fallschirmabsprungübungen Exercices de saut en parachute Attività paracadutistica
PLN	Flight plan Flugplan Plan de vol Piano di volo
PN	Prior notice required Vorherige Anmeldung verlangt Préavis exigé Necessita un preavviso
POB	Persons on board Personen an Bord Personnes à bord Persone a bordo
PPR	Prior permission required Vorherige Genehmigung erforderlich Autorisation préalable nécessaire Necessita autorizzazione preventiva

PRKG	Parking Abstellen Stationnement Parcheggio
PROB†	Probability Wahrscheinlichkeit Probabilité Probabilità
PROC	Procedure Verfahren Procédure Procedura
PROV	Provisional Vorläufig Provisoire <i>ou</i> provisoirement Provvisorio
PS	Plus Plus Plus Più
PSN	Position Standort Position Posizione
PWR	Power Leistung, Kraft Puissance Potenza

Q

QDM	Magnetic heading (<i>zero wind</i>) Missweisender Steuerkurs (<i>ohne Windeinfluss</i>) Cap magnétique (<i>vent nul</i>) Rotta magnetica (<i>in assenza di vento</i>)
QDR	Magnetic bearing Missweisende Peilung Relèvement magnétique Rilevamento magnetico
QFE	Atmospheric pressure at aerodrome elevation (<i>or at runway threshold</i>) Atmosphärischer Luftdruck auf Flugplatzhöhe (<i>oder Pistenschwellenhöhe</i>) Pression atmosphérique à l'altitude de l'aérodrome (<i>ou au seuil de piste</i>) Pressione atmosferica all'altitudine dell'aerodrome (<i>o alla soglia pista</i>)
QFU	Magnetic orientation of runway Missweisende Richtung der Piste Direction magnétique de la piste Direzione magnetica della pista
QNH	Altimeter sub-scale setting to obtain elevation when on the ground Höhenmessereinstellung, bei der der Höhenmesser am Boden die Flugplatzhöhe anzeigt Calage altimétrique requis pour lire, une fois au sol, l'altitude de l'aérodrome Regolaggio altimetrico per avere indicata l'altitudine dell'aerodromo quando si è a terra

QTE	True bearing Rechtweisende Peilung Relèvement vrai Rilevamento vero
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R

R	Right (<i>Runway identification</i>) Rechts (<i>Pistenbezeichnung</i>) Droit (<i>identification de piste</i>) Destra (<i>designazione di pista</i>)
R ...	Restricted area (<i>followed by identification</i>) Flugbeschränkungsgebiet (<i>mit seinem Kennzeichen versehen</i>) Zone réglementée (<i>suivie de son identification</i>) Zona regolamentata (<i>seguita dall'identificazione</i>)
R ...*	VOR Radial (<i>followed by number of degrees</i>) VOR-Leitstrahl (<i>mit seinem Kennzeichen versehen</i>) Radiale VOR (<i>suivie du nombre de degrés</i>) Radiale VOR (<i>seguita dalla indicazione del numero dei gradi</i>)
RA	Rain Regen Pluie Pioggia
RAC	Rules of the air and air traffic services Verkehrsregeln für Luftfahrzeuge und Flugverkehrsdienste Règles de l'air et services de la circulation aérienne Norme e servizi della circolazione aerea
RCC	Rescue coordination centre Such- und Rettungszentrale Centre de coordination de sauvetage Centro coordinamento ricerca e salvataggio
RCL	Runway centre line Pistenmittellinie Axe de piste Asse pista
RCLL	Runway centre line light(s) Pistenmittellinienbefeuerung Feu(x) d'axe de piste Luce(i) asse pista
RDL	Radial Radiallinie, Leitstrahl Radiale Radiale
RDO	Radio Funk Radio Radio
RE ...	Recent (<i>used to qualify weather phenomena, e.g. RERA = recent rain</i>) Vor kurzem (<i>anzuwenden, um Wettererscheinungen näher zu bestimmen, z.B. RERA = vor kurzem Regen</i>) Récent (<i>récente</i>) (<i>employé pour qualifier un phénomène météorologique récent, p. ex. RERA = pluie récente</i>) Recente (<i>utilizzato per qualificare un fenomeno meteorologico recente, p.es. RERA = pioggia recente</i>)

REC	Receive <i>or</i> receiver Empfänger <i>oder</i> Empfang <i>oder</i> empfangen Récepteur <i>ou</i> réception Ricevere o ricevitore
REDL	Runway edge light(s) Pistenrandbefeuerung Feu(x) de bord de piste Luce(i) di bordo pista
REF	Reference to... <i>or</i> refer to... Bezugnahme auf... <i>oder</i> beziehen auf... Référence à... <i>ou</i> référez-vous à... Riferimento a... o riferito a... o riferire a...
REG	Registration Eintragung Immatriculation Immatricolazione
RENL	Runway end light(s) Pistenendbefeuerung Feu(x) d'extrémité de piste Luce(i) di fine pista
REP	Report <i>or</i> reporting <i>or</i> reporting point Meldung <i>oder</i> melden <i>oder</i> Meldepunkt Rendez compte <i>ou</i> compte rendu <i>ou</i> point de compte rendu Annuncio o annunciare o punto di riporto
REQ	Request <i>or</i> requested Ersuchen <i>oder</i> ersucht Demande <i>ou</i> demandé <i>ou</i> requis Richiesta o richiesto
RETL	Rapid Exit Taxiway Indicator Lights Schnellabrollweg - Hinweisfeuer Feux indicateurs de voie de sortie rapide Rapid Exit Taxiway Indicator Lights
RFP*	Replacement <i>or</i> replaced flight plan Ersatz <i>oder</i> Ersatzflugplan Plan de vol de remplacement <i>ou</i> remplacé Piano di volo sostitutivo o sostituito
RGL	Runway Guard Lights Pisten - Warnleuchte Feux de protection de piste Runway Guard Lights
RMK	Remark Bemerkung Remarques Osservazione
ROC	Rate of climb Steiggeschwindigkeit Vitesse ascensionnelle Velocità ascensionale
ROD	Rate of descent Sinkgeschwindigkeit Vitesse descentionnelle <i>ou</i> vitesse vertical de descente Rateo di discesa

ROFOR	Route forecast (<i>in aeronautical meteorological code</i>) Streckenwettervorhersage (<i>in Flugwettercode</i>) Prévision de route (<i>en code météorologique aéronautique</i>) Previsione di rotta (<i>in codice meteorologico aeronautico</i>)
RPL	Repetitive flight plan Dauerflugplan Plan de vol répétitif Piano di volo ripetitivo
RPLC	Replace <i>or</i> replaced Ersetzen <i>oder</i> ersetzt Remplacer <i>ou</i> remplacé Sostituire o sostituisce
RTE	Route Strecke Itinéraire Rotta
RTF	Radiotelephony Sprechfunk, Funktelefonie Radiotéléphonie Radiotelefono
RTHL	Runway threshold light(s) Pistenschwellenbefeuerung Feu(x) de seuil de piste Luce(i) di soglia pista
RTIL	Runway threshold identification lights Pistenschwellenkennfeuer Feux d'identification de seuil de piste Luci d'identificazione della soglia di pista
RTODAH	Rejected take-off distance available, helicopter Verfügbare Startabbruchstrecke, Helikopter Longeur de décollage interrompu, hélicoptère Distanza disponibile per la sospensione del decollo, elicotteri
RTZL	Runway touchdown zone light(s) Pistenaufsetzzonenbefeuerung Feu(x) de zone de toucher des roues Luce(i) di zona di contatto della pista
RWY	Runway Piste Piste Pista

S

S	South <i>or</i> southern latitude Süd <i>oder</i> südliche Breite Sud <i>ou</i> latitude sud Sud <i>o</i> latitudine Sud
S1 - S5*	Ground service Bodendienste Services au sol Servizi a terra

SALS	Simple approach lighting system Einfache Anflugbefeuerung Dispositif lumineux d'approche raccourci Dispositivo luminoso semplice di avvicinamento
SAR	Search and rescue Such- und Rettungsdienst Recherches et sauvetage Ricerca e salvataggio
SAT	Saturday Samstag Samedi Sabato
SB	Southbound Richtung Süd En direction du sud Direzione Sud
SC	Stratocumulus Stratocumulus Stratocumulus Stratocumulus
SCT	Scattered Aufgelockert Épars Sparso
SE	South-east Südost Sud-est Sud-Est
SEB	South-eastbound Richtung Süd-Ost En direction du sud-est Direzione Sud-Est
SEC	Seconds [s] Sekunden [s] Secondes [s] Secondi [s]
SECT	Sector Sektor Secteur Settore
SEP	September September Septembre Settembre
SER	Service <i>or</i> servicing <i>or</i> served Dienst(e), bedient Service(s) <i>ou</i> entretien <i>ou</i> desservi Servizio(i) o manutenzioni o servito
SFC	Surface Oberfläche, Fläche, Decke, Boden Surface Superficie

SG	Snow grains Schneegriesel Neige en grains Nevischio
SFR*	Special flight route Sonderflugstrecke Route aérienne spéciale Rotta aerea speciale
SGL	Signal Signal Signal Segnale
SH ...	Showers (<i>followed by RA = rain, SN = snow, PE = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow</i>) Schauer (<i>gefolgt von RA = Regen, SN = Schnee, PE = Eiskörner, GR = Hagel, GS = Reifgraupel und/oder Schneekörner oder eine Kombination davon, z.B. SHRASN = Regenschauer und Schnee</i>) Averses (<i>suivi de RA = de pluie, SN = de neige, PE = de grésil, GR = de grêle ou GS = de neige roulée, ou d'une combinaison de ces abréviations, p. ex. SHRASN = averses de pluie et de neige</i>) Precipitazioni (<i>seguito da RA = pioggia, SN = neve, PE = gragnola, GR = grandine, GS = grandine fine o neve tonda o combinazione d'entrambe, p.es. SHRASN = precipitazioni di pioggia e di neve</i>)
SIGMET†	Information concerning en-route weather phenomena which may affect the safety of aircraft operations Information bezüglich Wettererscheinungen auf der Flugstrecke, die die Sicherheit des Flugbetriebs beeinträchtigen können Renseignements relatifs aux phénomènes météorologiques en route qui peuvent affecter la sécurité de l'exploitation aérienne Informazioni relative a fenomeni meteorologici in rotta che possono influenzare la sicurezza delle operazioni dell'aeromobile
SKC	Sky clear Wolkenlos Ciel clair Cielo sereno
SKED	Schedule or scheduled Flugplan oder planmässig Horaire ou heure fixe Orario o regolare
SMM*	Swiss Map Mobile Swiss Map Mobile Swiss Map Mobile Swiss Map Mobile
SMR	Surface movement radar Oberflächenbewegungsradar Radar de contrôle de la circulation de surface Radar di controllo della circolazione di superficie
SN	Snow Schnee Neige Neve

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 Eine besondere NOTAM-Serie, in einem speziellen Format, die Auskunft gibt über das Vorhandensein oder die Entfernung gefährlicher Zustände, verursacht durch Schnee, Eis, Matsch oder stehendes Wasser in Verbindung mit Schnee, Matsch und Eis auf den Bewegungsflächen NOTAM de série spéciale notifiant, sur un format déterminé, l'existence ou l'élimination de conditions dangereuses dues à de la neige, de la glace, de la neige fondante ou de l'eau stagnante provenant de neige, de neige fondante ou de glace sur l'aire de mouvement Serie speciale di NOTAM che informa per mezzo di uno specifico modello dell'esistenza o eliminazione dall'area di movimento di condizioni pericolose dovute a neve, ghiaccio, neve fangosa o acqua stagnante connesse con neve, neve fangosa e ghiaccio
SPECI†	Aviation selected special weather report (<i>in aeronautical meteorological code</i>) Spezialwettermeldung für den Flugwetterdienst (<i>in Flugwettercode</i>) Message d'observation spéciale sélectionné pour l'aviation (<i>en code météorologique aéronautique</i>) Messaggio di osservazione meteorologica speciale selezionato per l'aviazione (<i>in codice meteorologico aeronautico</i>)
SPECIAL†	Special meteorological report (<i>in abbreviated plain language</i>) Sonderwettermeldung (<i>in abgekürztem Klartext</i>) Message d'observation spéciale (<i>en langage clair</i>) Messaggio di osservazioni meteorologiche speciali (<i>in linguaggio chiaro abbreviato</i>)
SPOC	Single point of contact Einziges Anlaufstelle Point de contact unique Punto singolo di contatto
SQ	Squall Bö Grain Groppo
SR	Sunrise Sonnenaufgang Lever du soleil Sorgere del sole
SS	Sunset Sonnenuntergang Coucher du soleil Tramonto del sole
SSE	South-south-east Südsüdost Sud-sud-est Sud-Sud-Est
SSR	Secondary surveillance radar Rundsicht-Sekundärradar Radar secondaire de surveillance Radar di sorveglianza secondario
SSW	South-south-west Südsüdwest Sud-sud-ouest Sud-Sud-Ovest
ST	Stratus Stratus Stratus Stratus

STA	Straight in approach Geradeaus-Anflug Approche directe Avvicinamento diretto
STOL	Short take-off and landing Kurzstart und Kurzlandung Décollage et atterrissage courts Decollo e atterraggio corto
STS	Status Status Etat Stato
STWL	Stopway light(s) Stoppbahnbeleuchtung Feu(x) de prolongement d'arrêt Luce(l) di zona di arresto
SUBJ	Subject to Abhängig von Soumis à Soggetto a
SUN	Sunday Sonntag Dimanche Domenica
SUP	Supplement (<i>AIP Supplement</i>) Ergänzung (<i>AIP Supplement</i>) Supplément (<i>Supplément AIP</i>) Supplemento (<i>supplemento AIP</i>)
SVC	Service message Dienstmeldung Message de service Messaggio di servizio
SVCBL	Serviceable Benützbar, einsatzbereit Utilisable Utilizzabile, in servizio
SVFR*	Special VFR Spezial-VFR VFR spécial VFR speciale
SVID*	Standard visual/instrument departure Standard Sicht-/Instrumentenabflug Départ normalisé à vue/aux instruments Partenza visuale/strumentale standard
SW	South-west Südwest Sud-ouest Sud-Ovest
SWB	South-westbound Richtung Südwest En direction du sud-ouest Direzione Sud-Ovest

SWY	Stopway Stoppbahn, Stoppfläche Prolongement d'arrêt Zona d'arresto
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T

T	Temperature Temperatur Température Temperatura
...T	True (preceded by a bearing to indicate reference to True North) rechtweisend (mit vorangestelltem Kurs, ausgerichtet nach geografisch Nord) Vrai (précédé d'un gisement par rapport au nord vrai) Vero (preceduto da una direzione, per l'orientamento verso il nord geografico)
TA	Transition altitude Übergangshöhe über Meer Altitude de transition Altitudine di transizione
TACAN†	UHF tactical air navigation aid UHF Taktische Flugnavigationshilfe Tacan-système de navigation aérienne tactique Assistenza UHF per la navigazione aerea tattica
TAF†	Aerodrome forecast Flugplatzwettervorhersage Prévision d'aérodrome Previsione d'aerodromo
TAS	True airspeed Wahre Fluggeschwindigkeit Vitesse vraie Velocità vera
TAX	Taxiing <i>or</i> taxi Rollen <i>oder</i> rollend Circulant <i>ou</i> circulez au sol Circolante <i>o</i> circolazione al suolo
TCU	Towering cumulus Hochauftürmender Cumulus Cumulus bourgeonnant Cumuli castellati
TDZ	Touchdown zone Aufsetzzone Aire de toucher des roues Zona di contatto
TEL	Telephone Telefon Téléphone Telefono
TEMPO†	Temporary <i>or</i> temporarily Zeitweilig <i>oder</i> zeitweise <i>oder</i> befristet Temporaire <i>ou</i> temporairement Temporaneo <i>o</i> temporaneamente

TEND†	Trend forecast Vorhergesagte Tendenz Tendance prévue Tendenza prevista
TFC	Traffic Verkehr Trafic Traffico
THR	Threshold Schwelle Seuil Soglia
THU	Thursday Donnerstag Jeudi Giovedì
TIL†	Until Bis Jusqu'à Fino a
TKOF	Take-off Start Décollage Decollo
TL . . .	Till (<i>followed by time by which weather change is forecast to end</i>) Bis (<i>gefolgt durch die Zeit bei der die vorhergesagte Wetteränderung beendet ist</i>) jusqu'à (<i>suivi de l'heure à laquelle il est prévu qu'un changement des conditions météorologiques prendra fin</i>) Fino a (<i>seguito dall'ora alla quale è prevista la fine di un fenomeno meteorologico</i>)
TLOF	Touchdown and lift-off area Aufsetz- und Abhebegebiet Aire de prise de contact et d'envol Area di presa di contatto e d'involo
TMA	Terminal control area Nahkontrollbezirk Région de contrôle terminale Regione di controllo terminale
TODA	Take-off distance available Verfügbare Startstrecke Distance utilisable au décollage Distanza disponibile per il decollo
TODAH	Take-off distance available, helicopter Verfügbare Startstrecke, Helikopter Distance utilisable au décollage, hélicoptère Distanza disponibile per il decollo, elicotteri
TOP†	Cloud top Wolkenobergrenze Sommet des nuages Sommità delle nubi
TORA	Take-off run available Verfügbare Startlaufstrecke Longueur de roulement utilisable au décollage Corsa disponibile per il decollo

TRL	Transition level Übergangsflugfläche Niveau de transition Livello di transizione
TS	Thunderstorm (<i>in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome</i>) Gewitter (<i>in Flugplatzwetterberichten und Wettervorhersagen, TS allein verwendet heisst, Blitzschlag aber ohne Niederschlag auf dem Flugplatz</i>) Orage (<i>dans les comptes rendus et prévisions d'aérodrome, TS employé seul signifie qu'un coup de tonnerre est entendu, mais sans précipitation à l'aérodrome</i>) Temporale (<i>nei rapporti e previsioni aeroportuali TS, usato da solo, significa che un temporale è stato udito ma senza precipitazioni sull'aerodromo</i>)
TS . . .	Thunderstorm (<i>followed by RA = rain, SN = snow, PE = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow</i>) Gewitter (<i>gefolgt von RA = Regen, SN = Schnee, PE = Eiskörner, GR = Hagel, GS = Reifgraupeel und/oder Schneekörner oder eine Kombination davon, z.B. TSRASN = Gewitter mit Regen und Schnee</i>) Orage (<i>suiivi de RA = avec pluie, SN = avec neige, PE = avec grésil, GR = avec grêle ou GS = avec neige roulée, ou d'une combinaison de ces abréviations, p. ex. TSRASN = orage avec pluie et neige</i>) Temporale (<i>seguito da RA = pioggia, SN = neve, PE = gragnola, GR = grandine, GS = grandine fine o neve tonda o combinazione d'entrambe, p.es. TSRASN = temporale con pioggia e neve</i>)
TUE	Tuesday Dienstag Mardi Martedì
TURB	Turbulence Turbulenz Turbulence Turbolenza
TVOR	Terminal VOR Flugplatz-UKW-Drehfunkfeuer VOR de région terminale VOR di regione terminale
TWIL*	Twilight Dämmerung Crépuscule Crepuscolo
TWR	Aerodrome control tower <i>or</i> aerodrome control Platzverkehrsleitstelle <i>oder</i> Platzverkehrsleitdienst, Kontrollturm Tour de contrôle d'aérodrome <i>ou</i> contrôle d'aérodrome Torre di controllo d'aerodromo <i>o</i> controllo d'aerodromo
TWY	Taxiway Rollweg Voie de circulation Via di circolazione
TX*	Telex Telex Télex Telex
TYP	Type of aircraft Luftfahrzeugmuster Type d'aéronef Tipo di aeromobile

TZL*	(Simple) Touchdown zone lights (Einfache) Touch-down-Zonenlichter (Simple) feux de zone de toucher des roues (Semplici) luci di zona di atterraggio
	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. Der Zweck einfacher Touch-down-Zonenlichter besteht darin, den Piloten ein besseres Situationsbewusstsein unter allen Sichtbedingungen zu bieten und den Piloten zu ermöglichen, zu entscheiden, ob sie mit dem Durch-Start beginnen sollen, wenn das Flugzeug nicht an einem bestimmten Punkt auf der Landebahn gelandet ist. Le but des feux de zone de toucher des roues simples est de fournir aux pilotes une meilleure connaissance de la situation dans toutes les conditions de visibilité et d'aider les pilotes à décider de commencer ou non une remise des gaz si l'aéronef n'a pas atterri à un certain point de la piste. Lo scopo delle semplici luci di zona di atterraggio è fornire ai piloti una maggiore consapevolezza della situazione in tutte le condizioni di visibilità e aiutare a consentire ai piloti di decidere se iniziare un giro se l'aeromobile non è atterrato da un certo punto sulla pista.

U

U2*	U3 etc. MET charts U3 usw. Karten MET U3 etc. Cartes MET U3 ecc. Carte MET
UAC	Upper area control centre Bezirkskontrollstelle für den oberen Luftraum Centre de contrôle de région supérieure Centro di controllo dello spazio aereo superiore
UFAC*	Federal Office of Civil Aviation (<i>BAZL, FOCA, OFAC</i>) Bundesamt für Zivilluftfahrt (<i>BAZL, FOCA, OFAC</i>) Office fédéral de l'aviation civile (<i>BAZL, FOCA, OFAC</i>) Ufficio federale dell'aviazione civile (<i>BAZL, FOCA, OFAC</i>)
UFN	Until further notice Bis auf weiteres Jusqu'à nouvel avis Fino a nuovo avviso
UHF	Ultra high frequency (<i>300 to 3'000 MHz</i>) Dezimeterwellen (<i>300-3000 MHz</i>) Ultra-hautes fréquences (<i>300 à 3'000 MHz</i>) Frequenza ultra alta (<i>300-3000 MHz</i>)
UIR	Upper flight information region Oberes Fluginformationsgebiet Région supérieure d'information de vol Regione superiore di informazione di volo
UNL	Unlimited Unbegrenzt Illimité Illimitato
UNREL	Unreliable Unzuverlässig Peu sûr Non sicuro, incerto mal sicuro

U/S	Unserviceable Unbenütztbar, ausser Betrieb Hors service Fuori servizio, non usabile
UTA	Upper control area Oberer Kontrollbezirk Région supérieure de contrôle Regione superiore di controllo
UTC	Coordinated universal time Koordinierte Weltzeit Temps universel coordonné Tempo universale coordinato

V

VAC	Visual approach chart Sichtanflugkarte Carte d'approche à vue Carta d'avvicinamento a vista
VAN	Runway control van Pistenwagen Véhicule de contrôle de piste Veicolo per controllo pista
VAR	Magnetic variation Missweisung Déclinaison magnétique Declinazione magnetica
VASIS†	Visual approach slope indicator system Gleitwinkelfeuerung Indicateur visuel de pente d'approche Sistema ottico indicatore dell'angolo di avvicinamento
VC	Vicinity of the aerodrome (<i>followed by FG = fog, FC = funnel cloud, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, e.g. VC FG = vicinity fog</i>) Umgebung des Flugplatzes (<i>gefolgt von FG = Nebel, FC = Trombe, PO = Staub/Sandwirbel, BLDU = Staubtreiben, BLSA = Sandtreiben oder BLSN = Schneetreiben, z.B. VC FG = Nebel in der Umgebung</i>) Au voisinage de l'aérodrome (<i>suivi de FG = brouillard, FC = trombe, PO = tourbillons de poussière/de sable, BLDU = chasse-poussière élevée, BLSA = chasse-sable élevée, ou BLSN = chasse-neige élevée, p.ex. VC FG = brouillard à proximité</i>) Nelle vicinanze dell'aerodromo (<i>seguito da FG = nebbia, FC = tromba, PO = tromba di polvere/di sabbia, BLDU = soffiaggio di polvere, BLSA = soffiaggio di sabbia o BLSN = soffiaggio di neve, p.es. VC FG = nebbia nelle vicinanze</i>)
VCY	Vicinity Umgebung Abords <i>ou</i> voisinage Vicinanza
VDF	Very high frequency direction-finding station Ultrakurzwellen-Peilstelle Station radiogoniométrique très haute fréquence Stazione radiogoniometrica ad altissima frequenza
VFR	Visual flight rules Sichtflugregeln Règles de vol à vue Regole di volo a vista

VHF	Very high frequency (30 to 300 MHz) Meterwellen, Ultrakurzwellen (30-300 MHz) Très hautes fréquences (30 à 300 MHz) Altissima frequenza (30-300 MHz)
VIS	Visibility Sicht Visibilité Visibilità
VMC	Visual meteorological conditions Sichtflugwetterbedingungen Conditions météorologiques de vol à vue Condizioni meteorologiche di volo a vista
VOBIS	Voice Broadcasting Information System Voice Broadcasting Information System Voice Broadcasting Information System Voice Broadcasting Information System
VOLMET†	Meteorological information for aircraft in flight Wetterinformationen für Luftfahrzeuge im Fluge Renseignements météorologiques destinés aux aéronefs en vol Informazioni meteorologiche per aeromobili in volo
VOR	VHF omnidirectional radio-range Ultrakurzwellen-Drehfunkfeuer Radiophare omnidirectionnel VHF Radiofaro omnidirezionale VHF
VORTAC†	VOR and TACAN combination Kombination VOR und TACAN Combinaison VOR et TACAN Combinazione VOR e TACAN
VRB	Variable Veränderlich Variable Variabile

W	
W	White Weiss Blanc Bianco
W	West or western longitude West oder westliche Länge Ouest ou longitude ouest Ovest o longitudine ovest
WB	Westbound Richtung West En direction de l'ouest Direzione Ovest
WDI	Wind direction indicator Windrichtungsanzeiger Indicateur de direction du vent Indicatore della direzione del vento
WED	Wednesday Mittwoch Mercredi Mercoledì

WEF	With effect from <i>or</i> effective from Mit Wirkung vom... Prend effet à partir de... Con effetto da...
WeGOM*	Web-GIS Obstacle Map Web-GIS Obstacle Map Web-GIS Obstacle Map Web-GIS Obstacle Map
WGS-84	World geodetic system-1984 World geodetic system-1984 World geodetic system-1984 World geodetic system-1984
WID	Width Breite Largeur Larghezza
WIE	With immediate effect <i>or</i> effective immediately Mit sofortiger Wirkung Prend effet immédiatement Con effetto immediato
WILCO	Will comply Wird ausgeführt Compris je vais exécuter Eseguo
WITEM	Forecast upper wind and temperature for aviation Obere Wind- und Temperaturvorhersagen für die Luftfahrt Prévision du vent et de la température en altitude pour l'aviation Previsione del vento in quota e della temperatura per l'aviazione
WIP	Work in progress Arbeiten im Gang Travaux en cours Lavori in corso
WNW	West-north-west Westnordwest Ouest-nord-ouest Ovest-Nord-Ovest
WRNG	Warning Warnung Avertissement Avvertimento
WS	Wind shear Windscherung Cisaillement du vent Shear del vento
WSW	west-south-west Westsüdwest Ouest-sud-ouest Ovest-Sud-Ovest
WX	Weather Wetter Temps (<i>conditions météorologiques</i>) Tempo (<i>condizioni meteorologiche</i>)

X

XBAR	Cross bar <i>(of approach lighting system)</i> Querbalken <i>(Anflugbefeuerung)</i> Barre transversale <i>(dispositif lumineux d'approche)</i> Barra trasversale <i>(sistema luminoso di avvicinamento)</i>
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Y

Y	Yellow Gelb Jaune Giallo
YCZ	Yellow caution zone <i>(runway lighting)</i> Gelbe Vorsichtszone <i>(Pistenbefeuerung)</i> Zone jaune de prudence <i>(balisage lumineux de piste)</i> Zona gialla di prudenza <i>(sistema luminoso di pista)</i>

Z

Z	Coordinated universal time <i>(in meteorological messages)</i> Koordinierte Weltzeit <i>(in meteorologischen Meldungen)</i> Temps universel coordonné <i>(dans les messages météorologiques)</i> Orario universale coordinato <i>(nei messaggi meteorologici)</i>
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1 Aircraft ground marshalling signals

1.1 Signals from the marshal to a pilot

The marshal giving these signals usually stands in the middle of the apron in front of the aeroplane or helicopter in view of the pilot.

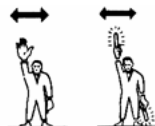
The meaning of the signals is the same whether bats, illuminated wands or torchlights are used.

Description and significance of the signals.

1. **Come ahead under the control of the marshal**

The left arm is pointed downwards.

The right arm with the palm of the hand facing outwards is moved left and right over the head.



2. **This Bay**

Raise fully extended arms straight above head.

Palms of the hands facing inwards.



3. **Proceed to next marshal**

The right or left arm is pointed downwards, the other arm is positioned horizontally across the body in the direction of the next marshal.



4. **Straight ahead**

Bend extended arms at elbows and move up and down from chest height to head.



5. **Turn**

a. to the left:

With right arm extended at a 90° angle to body make repeated "come ahead" signals with left hand.

The rate of signal motion indicates to pilot the rate of turn.



b. to the right:

With left arm extended at a 90° angle to body make repeated "come ahead" signals with right hand.

The rate of signal motion indicates to pilot the rate of turn.

6. **Normal stop**

Fully extend arms at a 90° angle to the body.

Slowly move to above head until arms cross. The rate of signal motion indicates the urgency of the stop signal.

7. **Brake**

a. Apply brakes:

Raise hand just above shoulder height with open palm.
Close hand into a fist.



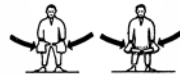
b. Release brakes:

Raise hand just above shoulder height with hand closed in a fist.
Open palm of the hand

8. **Brake chocks**

a. Chocks inserted:

With arms fully extended above head, move arms inwards in a "jabbing" motion until arms touch.



b. Remove chocks:

With arms fully extended above head, move arms outwards in a "jabbing" motion.

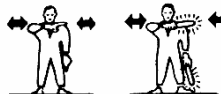


9. **Start engine(s)**

Raise right arm to head level and pointing upwards. Start a circling motion with the hand, at the same time, with the left arm raised above the head, point to the engine to be started.

10. **Cut engine(s)**

Extend arm forward of body at shoulder level; move hand to top of left shoulder and draw arm to top of right shoulder in a slicing motion across throat.

11. **Slow down**

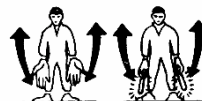
Move extended arms downwards in a "patting" gesture, moving arms up and down from waist to knees.

12. **Slow down engine(s) on the indicated side**

With arms down pointing towards the ground, wave either left or right arm up and down indicating engine(s) on left or right side should be slowed down.

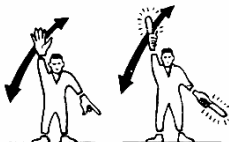
13. **Move back**

With arms in front of body at waist height, rotate arms in a forward motion.

14. **Turning whilst moving backwards**

a. Tail to starboard (right):

Point left arm down and bring right arm from overhead vertical position to horizontal forward position, repeating right arm movement.



b. Tail to port (left):

Point right arm down and bring left arm from overhead vertical position to horizontal forward position, repeating left arm movement.



15. Affirmative/all clear

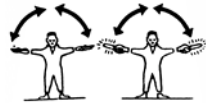
Raise right arm to head level pointing upwards or display hand with "thumbs up";
Left arm remains at side by knee.

**16. Remain hovering**

Fully extended arms at a 90° angle to sides.

**17. Move upwards**

Fully extend arms at a 90° angle to sides and, with palms turned up, move arms upwards.
Speed of movement indicates rate of ascent.

**18. Move downwards**

Fully extend arms at a 90° angle to sides and, with palms turned down, move arms downwards.
Speed of movement indicates rate of descent.

**19. Move horizontally**

Extend appropriate (left or right) arm horizontally at a 90° angle to left or right side of body.
Move other arm in same direction in a sweeping motion.

**20. Land**

Cross arms pointing downwards and in front of body.



1.2

Signals from a pilot to a ground marshal

The pilot gives these signals from the cockpit whereby his hands must be clearly visible to the marshal and, if necessary, illuminated.

Brake

Brakes applied:

Raise the arm and hand, with fingers extended, horizontally in front of the face, then clench fist.

Brakes released:

Raise arm, with fist clenched, horizontally in front of the face, then extend fingers.

Brake chocks

Insert chocks:

Arms extended, palms outwards, move hands inwards to cross in front of face.

Remove chocks:

Hands crossed in front of face, palms outwards, move arms outwards.

Ready to start engine(s):

Raise the appropriate number of fingers on one hand indicating the number of engines to be started. The engines, as seen by the marshal standing in front of the aircraft, are numbered from right to left. Engine no. 1, as seen from the pilot's perspective, is therefore outer left.

Rote Feuerwerkskörper: Ungeachtet aller vorangegangenen Weisungen, landen Sie jetzt nicht
 Artifice à feu rouge: Quelles que soient les instructions antérieures, n'atterrissent pas pour le moment
 Red pyrotechnic: Notwithstanding any previous instructions, do not land for the time being

Dauerlicht rot: Weichen Sie einem anderen Luftfahrzeug aus und bleiben Sie auf der Platzrunde
 Feu rouge continu: Cédez le passage à un autre aéronef et restez dans le circuit
 Steady red: Give way to other aircraft and continue circling

Blinkzeichen rot: Flugplatz gefährlich, landen Sie nicht
 Série d'éclats rouges: Aéroport dangereux, n'atterrissez pas
 Series of red flashes: Aerodrome unsafe, do not land

Blinkzeichen rot: Rollen Sie von dem in Gebrauch stehenden Landebereich weg
 Série d'éclats rouges: Dégagez l'air d'atterrissage en service
 Series of red flashes: Taxi clear of landing area in use

Dauerlicht rot: Halt
 Feu rouge continu: Arrêtez
 Steady red: Stop

Blinkzeichen weiss: Rollen Sie an Ihren Ausgangspunkt auf dem Flugplatz zurück
 Série d'éclats blancs: Retournez à votre point de départ sur l'aérodrome
 Series of white flashes: Return to starting point on the aerodrome

*) Die Bewilligung zum Landen und zum Rollen folgen zu gegebener Zeit
 L'autorisation d'atterrir et l'autorisation de circuler seront communiquées en temps utile
 Clearances to land and to taxi will be given in due course

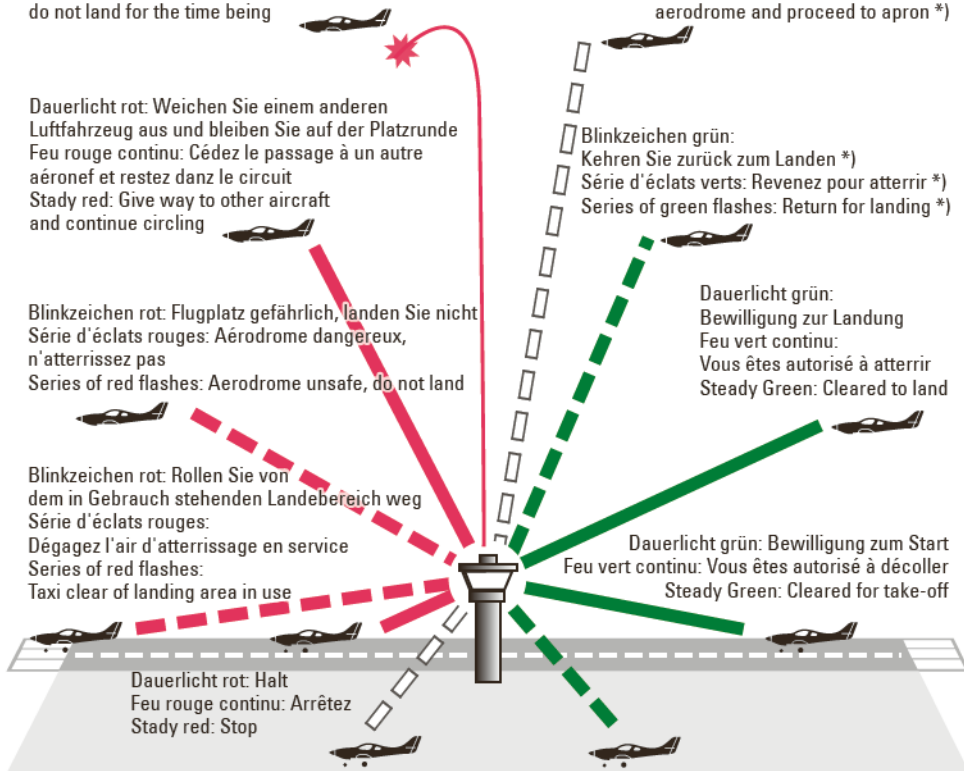
Blinkzeichen weiss: Landen Sie auf diesem Flugplatz und rollen Sie zur Abstellfläche *)
 Série d'éclats blancs: Atterrissez sur cet aérodrome et gagnez l'aire de trafic *)
 Series of white flashes: Land at this aerodrome and proceed to apron *)

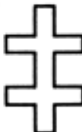
Blinkzeichen grün:
 Kehren Sie zurück zum Landen *)
 Série d'éclats verts: Revenez pour atterrir *)
 Series of green flashes: Return for landing *)

Dauerlicht grün:
 Bewilligung zur Landung
 Feu vert continu: Vous êtes autorisé à atterrir
 Steady Green: Cleared to land

Dauerlicht grün: Bewilligung zum Start
 Feu vert continu: Vous êtes autorisé à décoller
 Steady Green: Cleared for take-off

Blinkzeichen grün: Bewilligung zum Rollen
 Série d'éclats verts: Vous êtes autorisé à circuler
 Series of green flashes: cleared to taxi



Optische Bodensignale Signaux optiques au sol Segnali ottici al suolo	 Landeverbot Interdiction d'atterrir Divieto d'atterrare  Vorsicht beim Anflug und bei der Landung Précautions à prendre lors de l'approche et de l'atterrissage Precauzione durante l'avvicinamento e l'atterraggio	 Land- und Startrichtung Direction d'atterrissage et de décollage Direzione d'atterraggio e di decollo  Zeigt die Startrichtung, ab- oder aufgerundet auf die nächsten 10° MAG Indique la direction de décollage arrondie aux 10° MAG les plus proches Indica la direzione di decollo ai 10° MAG i più vicini	 Rechtsverkehr Circulation à droite Circolazione a destra  Meldestelle der Verkehrsdienste der Flugsicherung (ARO) Bureau de piste des services de la circulation aérienne (ARO) Ufficio di pista dei servizi della circolazione aerea (ARO)	 Segelflugbetrieb Vols de planeurs en cours Voli d'allianti in corso
 Landung und Start nur auf Pisten. Rollen nur auf Rollwegen und Pisten Atterrir et décoller exclusivement sur les pistes. Rouler exclusivement sur les voies de circulation et les pistes Atterraggio e decollo soltanto sulle piste. Rullaggio soltanto sulle vie di circolazione e le piste  Landung und Start nur auf Pisten. Rollen unbeschränkt Atterrir et décoller exclusivement sur les pistes. Circulation sans restrictions Atterraggio e decollo soltanto sulle piste. Circolazione senza restrizioni	 Die so markierten Teile der Bewegungsflächen sind unbenutzbar Les aires ainsi marquées sont impropres aux manœuvres des aéronefs La parte dell'area di manovra così marcata è inutilizzabile 			

4

SEARCH AND RESCUE CODES

(Ref. ICAO Annex 12)

Ground-to-air codes

from survivors

No.	Message	Code
1	Require assistance	V
2	Require medical assistance	X
3	No	N
4	Yes	Y
5	Proceeding to this direction	↑

Ground-to-air codes

from search teams

No.	Message	Code
1	Operation completed	LLL
2	We have found all personnel	<u>LL</u>
3	We have found only some personnel	++
4	We are not able to continue. Returning to base	XX
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 search	NN

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1 CIVIL AERODROMES**1.1 CONDITIONS OF AVAILABILITY**

Civil aircraft are not permitted to land at any **aerodromes** not listed in this VFR Manual except in an emergency case.

Restrictions of use can be ordered temporarily for aerodromes where certain conditions are not fulfilled, e.g. reduced rescue and fire fighting services or restricted radio communications.

Consult NOTAM.

Any aircraft arriving from or departing for abroad must use an aerodrome open to international traffic. Emergency landings are reserved.

REF: AIP AD 1.3

Airport operating hours are guaranteed. In the case of private airfields, operating hours should be requested when filing the flight plan.

2 CUSTOMS EXPERTISE OF AERODROMES**2.1 Airports**

Swiss aerodromes open to public traffic are referred to as airports and have categories A, B or C customs expertise in accordance with Swiss law.

REF: AIP AD 1.3

Map AGA 1-0-APP 1

2.2 Aerodromes with restricted customs expertise

These are national aerodromes conforming to customs category D in accordance with Swiss law. Although the use of private airfields and national aerodromes is not generally approved for cross-border flights, the competent customs office may authorise cross-border flights, at listed aerodromes, from and to another Schengen State subject to the following conditions:

1. Authorised goods:
 - a) the equipment on the aircraft;
 - b) personal effects of the passengers and crew;
 - c) ready-to-eat foodstuffs and non-alcoholic beverages for ordinary consumption by persons on board;
 - d) tobacco products and alcoholic drinks up to the duty-free allowance, and other goods not exceeding the duty-free allowance.
2. The aircraft is not subject to any customs processing (temporary clearance without customs documents).
3. It is not refuelled free of duties.
4. Passport control is ensured by the competent authority.

Any additional information may be requested from the manager of the aerodrome or the competent customs office.

REF: AIP AD 1.3

Map VFR AGA 1-0-APP 1

AD INFO, § 9

www.ezv.admin.ch/index - Cross-border flights / List of all Swiss aerodromes with their customs facilities

2.3 Aerodromes without customs expertise

The use of airfields (aerodromes not mentioned in 2.1 and 2.2) for cross border traffic is not authorised. In exceptional cases, aerodromes may request authorisation from the Regional Customs Directorate (individual authorisation) or the Directorate General of Customs (general authorisation).

REF: AIP AD 1.3

Map VFR AGA 1-0-APP 1

AD INFO, § 9

www.ezv.admin.ch/index - Link Cross-border flights / List of all Swiss aerodromes with their customs facilities

3 SUPPLEMENTARY REGULATIONS

3.1 Aerodrome Lighting

The aerodrome operator decides when the aerodrome lighting shall be switched on for take-off and landing of aircraft.

The aerodrome lighting shall be operated when its use is required for the safety of air traffic during the hours of darkness or during the day in conditions of poor visibility, or when requested by an aircraft crew.

3.2 VFR flights by night (NVFR)

NVFR flights can be operated only at, from or to aerodromes equipped for this purpose and agreed by the Federal Office of Civil Aviation (FOCA) → **AD INFO**.

This restriction does not apply to search and rescue flights, to police, training, or urgent transport flights, operated by helicopter, nor to balloon ascents.

For the implementation of **NVFR flights pursuant to article 27 ORA / Rules of the Air**, it is further required that the local Operating Rules be complied with.

3.3 Visual Aids

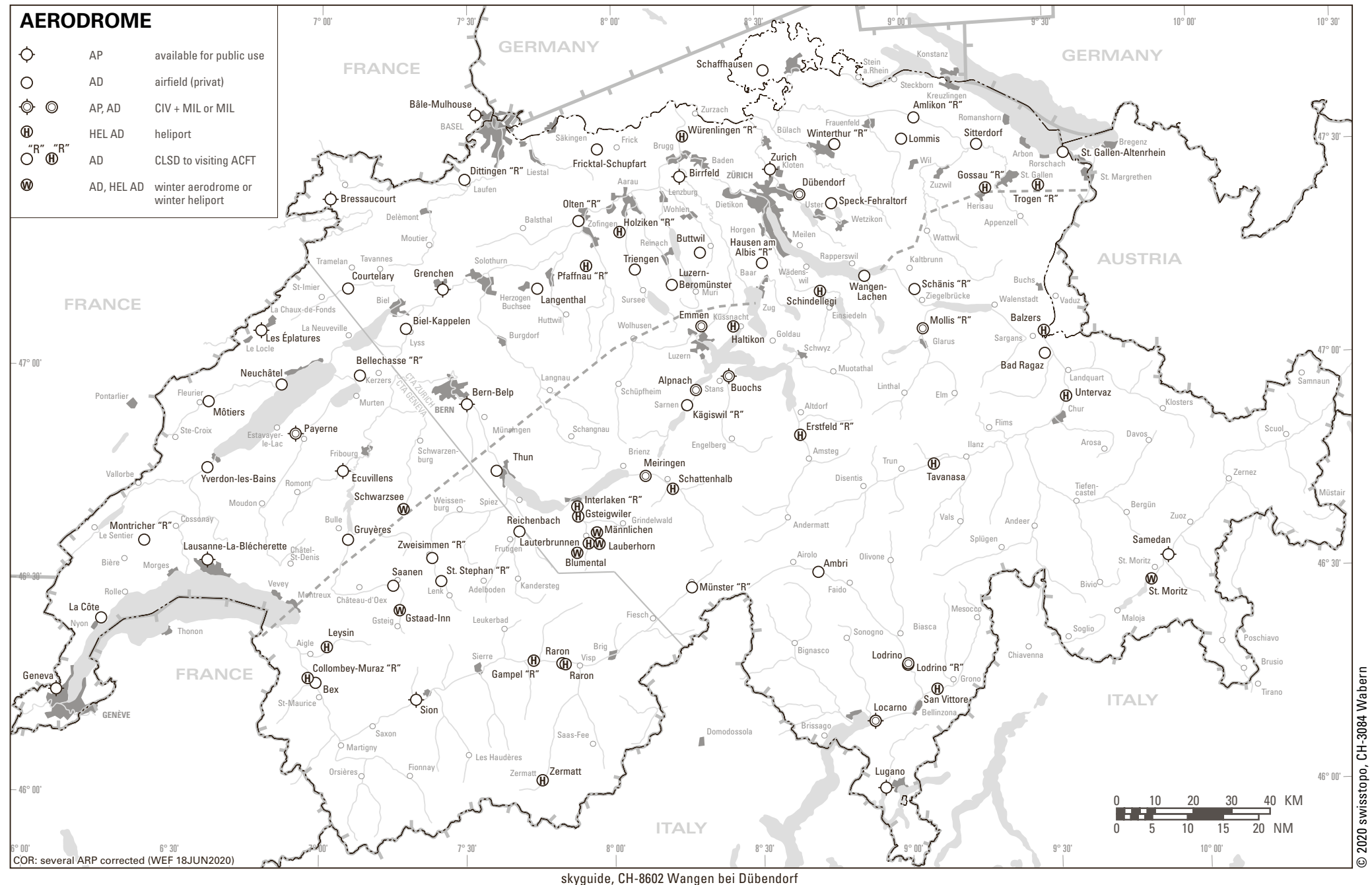
The visual aids must include the following elements as a minimum:

- a) Lighting:
 - White runway edge lights/green threshold lights/red runway lights;
 - Red obstacle lights.
- b) Signalling devices: signalling lamp.
- c) Illuminated wind direction indicator (WDI). For the operation of NVFR flights pursuant to article 27 ORA/Rules of the air, it is further required that the local Operating Regulations be complied with.

For night flights, visibility must be at least 8 km, and the horizontal distance from the clouds at least 1.5 km, and the vertical distance from the clouds at least 300 m.

3.4 Cross-country flights by night

At the aerodrome of departure the lighting may be turned off at the earliest 15 minutes after take-off. At the destination aerodrome, it shall be brought into operation at the latest 15 minutes before the expected landing time.



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1. LIST OF WGS84 COORD OF AERODROME REFERENCE POINTS (ARP) AND THRESHOLDS (THR) OF IFR RWY
1. LISTE VON WGS84-KOORDINATEN DES FLUGPLATZBEZUGSPUNKTES (ARP) UND DER SCHWELLEN (THR) DER IFR RWY
1. LISTE DES COORD WGS84 DES POINTS DE RÉFÉRENCE (ARP) ET SEUILS (THR) D'AÉRODROME DE L'IFR RWY
1. LISTA DI COORD WGS84 DI PUNTI DI RIFERIMENTO AERODROMO (ARP) E SOGLIE (THR) DI IFR RWY

Aerodrome	ARP		THR of IFR RWY		
Aarau Kantonsspital (HEL)	47 23 18 N	008 03 32 E	NIL		
Alpnach (MIL)	46 56 38 N	008 17 03 E	NIL		
Ambri	46 30 45 N	008 41 36 E	NIL		
Amlikon	47 34 27 N	009 02 51 E	NIL		
Bad Ragaz	47 00 54 N	009 28 55 E	NIL		
Balzers (HEL)	47 04 05 N	009 28 52 E	NIL		
Bâle-Mulhouse	47 35 24 N	007 31 45 E	THR 15 THR 33	47 37 03.66 N 47 35 09.41 N	007 30 35.55 E 007 31 55.04 E
Bellechasse	46 58 46 N	007 07 57 E	NIL		
Bern-Belp	46 54 44 N	007 29 57 E	THR 14 THR 32	46 55 04.58 N 46 54 26.60 N	007 29 32.98 E 007 30 19.30 E
Bern Inselspital (HEL)	46 56 54 N	007 25 27 E	NIL		
Bex	46 15 30 N	006 59 11 E	NIL		
Biel-Kappelen	47 05 21 N	007 17 24 E	NIL		
Birrfeld	47 26 36 N	008 14 02 E	NIL		
Blumental (winter AD)	46 33 47 N	007 52 27 E	NIL		
Bressaucourt	47 23 33 N	007 01 44 E	NIL		
Buochs	46 58 28 N	008 23 49 E	NIL		
Buttwil	47 15 53 N	008 18 09 E	NIL		
Collombey-Muraz (HEL)	46 16 07 N	006 57 35 E	NIL		
Courtelary	47 11 00 N	007 05 27 E	NIL		
Dittingen	47 26 19 N	007 29 29 E	NIL		
Dübendorf (MIL)	47 23 54 N	008 38 54 E	THR 11 THR 29	47 24 05.84 N 47 23 43.10 N	008 38 01.40 E 008 39 45.84 E
Ecuvillens	46 45 19 N	007 04 33 E	NIL		
Emmen (MIL)	47 05 32 N	008 18 17 E	THR 04 THR 22	47 05 03.47 N 47 06 00.05 N	008 17 45.48 E 008 18 49.46 E
Erstfeld (HEL)	46 50 01 N	008 38 20 E	NIL		
Frauenfeld (MIL)	47 34 27 N	008 53 13 E	NIL		

Aerodrome	ARP		THR of IFR RWY		
Fricktal-Schupfart	47 30 32 N	007 57 00 E	NIL		
Gampel (HEL)	46 18 36 N	007 43 30 E	NIL		
Genève	46 14 18 N	006 06 34 E	THR 04 THR 22	46 13 40.23 N 46 15 01.30 N	006 05 38.24 E 006 07 37.22 E
Gossau (HEL)	47 24 20 N	009 17 25 E	NIL		
Gösgen (HEL)	47 21 55 N	007 57 57 E	NIL		
Grenchen	47 10 53 N	007 24 59 E	THR 06 THR 24	47 10 48.99 N 47 11 00.54 N	007 24 45.88 E 007 25 23.51 E
Gruyères	46 35 39 N	007 05 40 E	NIL		
Gstaad-Inn (HEL)	46 25 45 N	007 16 15 E	NIL		
Gsteigwiler (HEL)	46 38 53 N	007 52 39 E	NIL		
Haltikon (HEL)	47 05 25 N	008 24 53 E	NIL		
Hasenstrick	47 16 48 N	008 52 55 E	NIL		
Hausen am Albis	47 14 20 N	008 30 56 E	NIL		
Holziken (HEL)	47 18 51 N	008 01 34 E	NIL		
Interlaken (HEL)	46 40 12 N	007 52 34 E	NIL		
Interlaken Spital (HEL)	46 40 51 N	007 50 39 E	NIL		
Kägiswil	46 54 26 N	008 15 11 E	NIL		
La Côte	46 24 23 N	006 15 29 E	NIL		
Langenthal	47 10 59 N	007 44 30 E	NIL		
Lauberhorn (winter AD)	46 35 02 N	007 57 00 E	NIL		
Lausanne-La Blécherette	46 32 43 N	006 37 00 E	NIL		
Lauterbrunnen (HEL)	46 35 08 N	007 54 48 E	NIL		
Les Eplatures	47 05 03 N	006 47 37 E	THR 06 THR 24	47 04 52.88 N 47 05 11.02 N	006 47 15.95 E 006 47 52.88 E
Leysin (HEL)	46 20 29 N	007 01 27 E	NIL		
Locarno	46 09 39 N	008 52 43 E	NIL		
Lodrino (HEL)	46 17 25 N	008 59 31 E	NIL		
Lommis	47 31 28 N	009 00 11 E	NIL		
Lugano	46 00 13 N	008 54 37 E	THR 01 THR 19	45 59 58.08 N 46 00 29.59 N	008 54 29.60 E 008 54 45.04 E
Luzern-Beromünster	47 11 24 N	008 12 17 E	NIL		
Luzern Kantonsspital (HEL)	47 03 33 N	008 17 49 E	NIL		

Aerodrome	ARP		THR of IFR RWY		
Meiringen (MIL)	46 44 32 N	008 06 32 E	THR 10 THR 28	46 44 36.04 N 46 44 28.87 N	008 05 46.61 E 008 07 17.21 E
Mollis	47 04 45 N	009 03 54 E	NIL		
Montricher	46 35 25 N	006 24 02 E	NIL		
Môtiers	46 55 00 N	006 36 54 E	NIL		
Münster	46 28 49 N	008 15 48 E	NIL		
Männlichen (winter AD)	46 36 39 N	007 56 31 E	NIL		
Neuchâtel	46 57 27 N	006 51 53 E	NIL		
Nottwil SPZ Schweizer Paraplegiker-Zentrum (HEL)	47 08 31 N	008 07 49 E	NIL		
Olten	47 20 40 N	007 53 22 E	NIL		
Payerne (MIL, CIV)	46 50 33 N	006 54 49 E	THR 05 THR 23	46 50 07.24 N 46 51 03.11 N	006 54 07.75 E 006 55 39.01 E
Pfaffnau (HEL)	47 14 07 N	007 54 36 E	NIL		
Raron	46 18 16 N	007 49 18 E	NIL		
Raron (HEL)	46 18 07 N	007 49 59 E	NIL		
Reichenbach	46 36 49 N	007 40 40 E	NIL		
Saanen	46 29 11 N	007 14 55 E	NIL		
Samedan	46 32 04 N	009 53 02 E	THR 03 THR 21	46 31 38.32 N 46 32 26.26 N	009 52 41.95 E 009 53 20.84 E
San Vittore (HEL)	46 13 56 N	009 05 23 E	NIL		
St. Gallen-Altenrhein	47 29 06 N	009 33 43 E	THR 10 THR 28	47 29 09.57 N 47 29 03.04 N	009 33 05.74 E 009 34 08.31 E
St. Gallen-Breitenfeld (MIL)	47 24 38 N	009 18 00 E	NIL		
St. Gallen Kantonsspital (HEL)	47 25 51 N	009 23 13 E	NIL		
St. Gallen Ostschweizer Kinderspital (HEL)	47 25 46 N	009 23 40 E	NIL		
St. Moritz (HEL)	46 28 44 N	009 49 27 E	NIL		
Schaffhausen	47 41 26 N	008 31 37 E	NIL		
Schattenhalb (HEL)	46 42 45 N	008 12 09 E	NIL		
Schindellegi (HEL)	47 10 13 N	008 42 51 E	NIL		
Schänis	47 10 18 N	009 02 22 E	NIL		
Schwarzsee (winter AD)	46 39 58 N	007 16 59 E	NIL		
Sion	46 13 09 N	007 19 37 E	THR 07 THR 25	46 13 00.73 N 46 13 18.56 N	007 18 55.42 E 007 20 19.05 E
Sitterdorf	47 30 32 N	009 15 46 E	NIL		

Aerodrome	ARP		THR of IFR RWY		
Speck-Fehraltorf	47 22 35 N	008 45 27 E	NIL		
Tavanasa (HEL)	46 45 38 N	009 05 34 E	NIL		
Thun	46 45 23 N	007 36 02 E	NIL		
Triengen	47 13 36 N	008 04 41 E	NIL		
Trogen (HEL)	47 24 32 N	009 28 23 E	NIL		
Untervaz (HEL)	46 54 44 N	009 33 04 E	NIL		
Wangen-Lachen	47 12 17 N	008 52 03 E	NIL		
Winterthur	47 30 54 N	008 46 19 E	NIL		
Winterthur Kantonsspital (HEL)	47 30 26 N	008 43 42 E	NIL		
Würenlingen (HEL)	47 32 14 N	008 14 41 E	NIL		
Yverdon-les-Bains	46 45 43 N	006 36 48 E	NIL		
Zermatt (HEL)	46 01 45 N	007 45 11 E	NIL		
Zürich	47 27 29 N	008 32 53 E	THR 14	47 28 55.53 N	008 32 09.87 E
			THR 32	47 27 40.65 N	008 33 52.06 E
			THR 16	47 28 32.57 N	008 32 09.37 E
			THR 34	47 26 57.39 N	008 33 14.91 E
			THR 10	47 27 32.18 N	008 32 14.93 E
			THR 28	47 27 23.76 N	008 34 13.63 E
Zurich Universitätsspital (HEL)	47 22 37 N	008 33 04 E	NIL		
Zweisimmen	46 33 06 N	007 22 52 E	NIL		

1 **NOTES ON AD INFO**1.1 **Fuel and Ground Services**

→ AD INFO, § 8

PF = Piston engined aircraft fuel (AVGAS 100LL)

TF = Turbine aircraft fuel (KER, JET A1)

S1 = Hangarage

S2 = Hangarage and minor aircraft repairs

S3 = Hangarage, minor aircraft repairs and minor engine repairs

S4 = Hangarage, major aircraft repairs and minor engine repairs

S5 = Hangarage, major aircraft repairs and major engine repairs

1.2 **Fire-fighting equipment**

The minimum fire-fighting equipment required at the aerodrome depends upon the dimensions of the aircraft whereby the following ICAO classification applies.

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

AD INFO, § 8 provides information about which fire-fighting resources are available at the aerodrome. The information includes the category corresponding to the available resources and the overall length of the aeroplane.

At some aerodromes fire-fighting resources are only available if previously requested (O/R), due to lack of personnel.

When no information is given, only hand-held and small fire extinguishers may be available at the aerodrome.

2

Pavement Strength

→ AD INFO, RWY Table, col. 6

Specified:

- the maximum permissible weight (MPW) of aircraft in kilogrammes (kg), or
- The tyre pressure in MPa for grass runways (1 MPa = 10,19 kg/cm2).

Taking into account the actual ground conditions, the airport authorities may admit higher tyre pressures.

Ambri, Berne-Belp, Ecuwillens, Les Eplatures, Geneva, Grenchen, Locarno, Lugano, St. Gallen-Altenrhein, Saanen, Samedan, Sion and Zurich aerodromes, applying the method ACN-PCN (Aircraft Classification Number - Pavement Classification Number) as described in ICAO Annex 14, § 2.5, Pavement Strength.

Example:	PCN	24	F	/	B	/	Y	/	T
		1	2		3		4		5
1	Pavement classification number								
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 permitted tire pressure:								
	High: no pressure limit						= W		
	Medium: pressure limited to 1,5 MPa						= X		
	Low: pressure limited to 1,0 MPa						= Y		
	Very low: pressure limited to 0,5 MPa						= Z		
5	Evaluation method:								
	Technical evaluation, scientific study						= T		
	Using aircraft experience, empirical value						= U		

3

Available lengths on visual approach runways with displaced thresholds

→ AD INFO, RWY Table, col. 3+4

3.1

Available length for landing

Should a safe approach to the runway extremity be obstructed by obstacles, a displaced threshold will be determined, resulting in a reduction in the runway length available for landing.

3.2

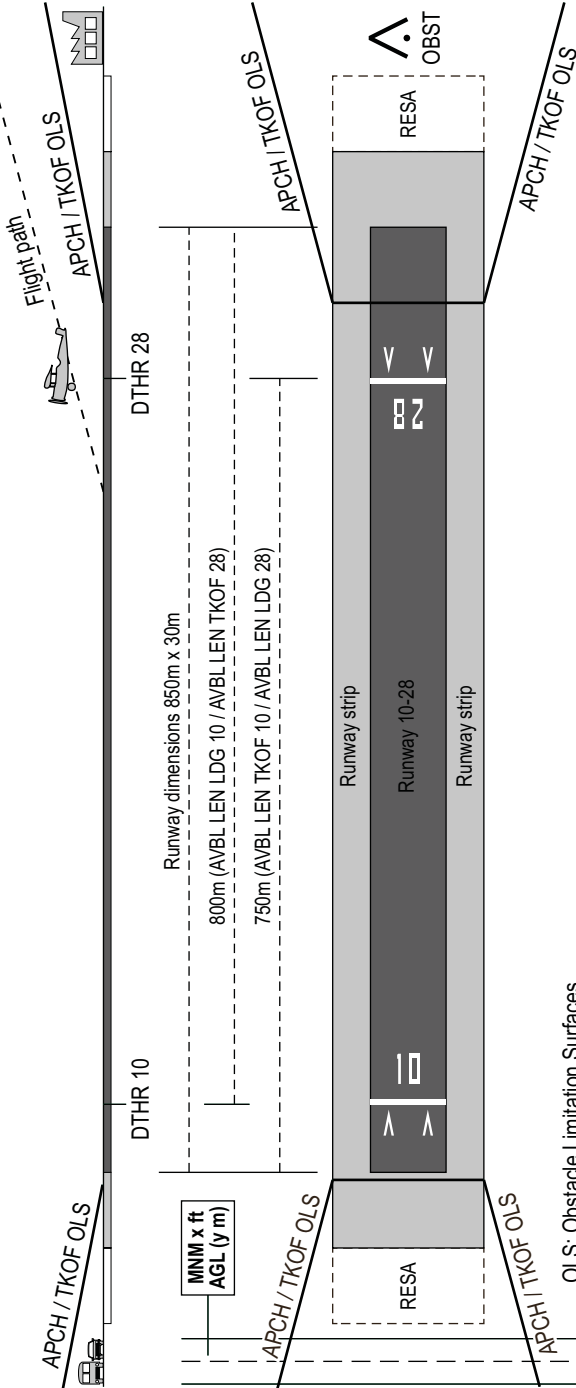
Available length for take-off

Obstacles requiring a displacement of the threshold are likewise critical at take-off, and require a reduction of the runway length as well.

Runway lengths available for landing and take-off can be seen in AD INFO as in the following example.

3.3 Example / Esempio / Beispiel / Exemple

Runway with both thresholds displaced - Longitudinal cross section and situation / Pista con le due soglie spostate - Sezione longitudinale e situazione
Piste mit zwei versetzten Schwellen - Längsschnitt und Situation / Piste avec deux seuils décalés - Coupe longitudinale et situation



NR	RWY BRG TRUE/MAG	RWY Dimension [m]	AVBL LEN LDG [m]	AVBL LEN TKOF [m]
10	101/099	850 x 30	800	750
28	281/279		750	800

- OLS: Obstacle Limitation Surfaces
- OLS: Superficie di limitazione degli ostacoli
- OLS: Hindernisbegrenzungsflächen
- OLS: Surfaces de limitation d'obstacles
- RESA: Runway End Safety Area
- RESA: Area di sicurezza di fine pista
- RESA: Pistenende-Sicherheitsfläche
- RESA: Aire de sécurité d'extrémité de piste

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Lärmabhängige Gebührenklassen für Luftfahrzeuge ohne spezielle Schalldämpfung**Classes de tarif en fonction du bruit pour les aéronefs sans atténuateur spécial de bruit****Noise dependent tariff classes for aircraft without special sound-proofing****Classificazione tariffaria dipendente dal rumore per aeromobili sprovvisti di un apposito ruduttore di emissione fonica**

ICAO Code	Aircraft manufacturer	Aircraft type	MTOW in kg	Engine manufacturer	Engine type	Propeller manufacturer	Propeller type	Noise class
F260	Aermacchi	F260	1102	Lycoming	O-540-E4A5	Hartzell	HC-C2YK-1BF/F8477-8R	C
F260	Aermacchi	F260C	1102	Lycoming	O-540-E4A5	Hartzell	HC-C2YK-1BF/F8477-8R	B
F260	Aermacchi	F260C	1102	Lycoming	O-540-E4A5	MT	MTV-9-B/188-50	D
S208	Aermacchi	S208	1350	Lycoming	O-540-E4A5	Hartzell	HC-C2YK-1B/F8477-8R	C
P220	AERO SP	AT-3 R100	582	Rotax	912 S2	Elprop	3-1-1P	D
CH7A	Am. Champ.	7AC	554	Continental	C-90-8F	Sensenich	M76AK-2-46	D
CH7B	Am. Champ.	7GCAA	794	Lycoming	O-320-B2B	Sensenich	74DM658-0-56	C
CH7B	Am. Champ.	7GCBC	818	Superior	O-360-A3A2	Sensenich	76EM858-0-58	C
BL8	Am. Champ.	8KCAB	816	Lycoming	AEIO-360-H1A	Hartzell	C2YR-4CF/FC7666A-4	B
BL8	Am. Champ.	8KCAB	885	Lycoming	AEIO-360-H1A	MT	MTV-9-B-C/C188-18b	A
CP10	Apex	CAP 10 B	830	Lycoming	AEIO-360-B2F	Hoffmann	HO-29-HM-180-170	B
A210	Aquila	AT01	750	Rotax	912 S3	MT	MTV-21-A/175-05	D
AU55	Auster	V	840	Lycoming	O-290-D2	McCauley	1A170/GM7450	A
PUP	Beagle	B121	873	Lycoming	O-320-A2B	Sensenich	M74DMS-0-60	B
B14A	Binder	14-13-3	975	Franklin	6A4-150-B3	McCauley	1A170/DM7456	B
CP30	Binder	CP301S	680	Continental	C-90-12F	McCauley	1B90/CM7150	C
CP30	Binder	CP301S SMAR.	680	Continental	O-200-A	McCauley	1A100/MCM6758	B
AS25	Binder	ASH 25 EB 28	810	Solo	2 625 02	Technoflug	KS-1G-160-R-120	D
KL07	Boelkow	207	1200	Lycoming	O-360-A1A	Hartzell	HC-922K-8D/8447-12A	D
JUNR	Boelkow	BO-208C „JUN“	630	Teledyne	O-200-A	McCauley	1A100/MCM6758	C
JUNR	Boelkow	BO-208C „JUN“	630	RR	O-200-A	McCauley	1A100/MCM6955	C
PILO	Borowski	PICCOLO	297	Solo	2350B	Borowski	KS-118-3-S	D
BN2B	Britten Norm.	BN2B-20 Islander	2994	Lycoming	IO-540-K1B5	Hartzell	HC-C2YK-2CF/FC8477-6	C
BU33	Bücker	133	640	Bramo	SH-14A4	K+W	D220/S148	D
CE43	CERVA	CERVA CE 43	1460	Lycoming	IO-540-C4B5	Hartzell	HC-C2YK-1BF/F8477-7	C
C140	Cessna	140	660	Lycoming	O-235-K2A	Hoffmann	HO-14-178-115	A
C140	Cessna	140	660	Continental	C-85-12F	McCauley	1A90/CF7150	A
C140	Cessna	140	660	Lycoming	O-235-K2A	Sensenich	72CK-0-56	A
C140	Cessna	140	660	Cont./RR	O-200-A	Sensenich	M69CK52	A
C140	Cessna	140	660	Continental	C-90-12F	Sensenich	M76-AK	C
C140	Cessna	140 A	680	Continental	C-90-12F	McCauley	1B90/CM7146	C
C150	Cessna	150 D	799	Lycoming	O-360-A4A	Hoffmann	HO-4/27HM-170 125	D

ICAO Code	Aircraft manufacturer	Aircraft type	MTOW in kg	Engine manufacturer	Engine type	Propeller manufacturer	Propeller type	Noise class
C150	Cessna	150 D	726	Cont./RR	O-200-A	McCauley	1A100/MCM 6950	C
C150	Cessna	150 D	726	Cont./RR	O-200-A	Sensenich	69CK-0-52	C
C152	Cessna	152	758	Lycoming	O-235-L2C	McCauley	1A103/TCM6958	D
C170	Cessna	170 A	998	Lycoming	O-340-A1A	Hartzell	HC-A2XL-1	B
C170	Cessna	170 B	998	Lycoming	O-360-A1A	Hartzell	HC-C2YK-1	B
C170	Cessna	170,-A,-B	1000	Continental	C-145-2	McCauley	1A170/DM7653	B
C172	Cessna	172	998	Continental	O-300-A	McCauley	1A170/DM7653	C
C172	Cessna	172	1043	Franklin	6A-335-B	McCauley	2A31C21/845-8	A
C172	Cessna	172 N	1043	Lycoming	O-320-H2AD	McCauley	1C160/DTM7557	C
C172	Cessna	172 P	1157	Lycoming	O-360-A4M	Sensenich	76EM8SPY-0-60	C
C72R	Cessna	172 RG	1202	Lycoming	O-360-F1A6	McCauley	B2D34C220/80VHA-3.5	C
C72R	Cessna	172 RG	1198	Lycoming	O-360-F1A6	MT	MTV-12-B/183-17	C
C175	Cessna	175	1066	Lycoming	O-360-A1D	Hartzell	HC-C2YK-1	C
C175	Cessna	175	1066	Franklin	6A-335-B	McCauley	2A31C21/845-6	A
C175	Cessna	175	1066	Franklin	6A-350-C2	McCauley	2A31C21/845-6	A
C175	Cessna	175	1066	Franklin	6A-335-B	McCauley	2A31C21/845-8	C
C175	Cessna	175 B	1066	Lycoming	O-360-A1D	McCauley	2D36C14/78KM-4	C
C177	Cessna	177 B	1134	Lycoming	O-360-A1F6	McCauley	2D34C202/82PA-6	C
C77R	Cessna	177 RG	1270	Lycoming	IO-360A1B6D	McCauley	B2D34C207/78TA	B
C77R	Cessna	177 RG	1270	Lycoming	IO-360A1B6D	McCauley	C3D36C415/82NGA-8	D
C180	Cessna	180	1157	Continental	O-470-J	McCauley	2A34C203/90DCA-8	C
C182	Cessna	182...,P	1338	Continental	O-470-R	McCauley	D3A32C411C/G82NDA-4	B
C182	Cessna	182E	1270	Continental	O-470-R	McCauley	2A34C50	C
C182	Cessna	182F	1270	Continental	O-470-R	McCauley	2A34C50	C
C182	Cessna	182F	1270	Continental	O-470-R	McCauley	2A34C66-(/)(/)-90AT-8	C
C182	Cessna	182H	1270	Continental	O-470-R	McCauley	2A34C66/90AT-8	C
C182	Cessna	182H	1338	Continental	O-470-U	McCauley	C2A34C204/90DCB-8	D
C182	Cessna	182H	1270	Continental	O-470-U	McCauley	C2A34C204/90DCB-8	D
C182	Cessna	182L	1270	Continental	O-470-R	McCauley	2A34C66/90AT-8	C
C182	Cessna	182M	1270	Continental	O-470-R	McCauley	2A34C203/90DCA-8	C
C182	Cessna	182P	1338	Continental	O-470-S	McCauley	2A34C203/90DCA-8	B
C182	Cessna	182P	1338	Continental	O-470-R	McCauley	2A34C203/90DCA-8	B
C182	Cessna	182Q	1338	Continental	IO-550-F	McCauley	D3A34C401	D
C182	Cessna	182Q,R	1406	Continental	O-470-U	McCauley	C2A34C204/90DCB-8	D
C182	Cessna	182S	1406	Lycoming	IO-540-AB1A5	McCauley	B2D34C235/90DKB-8	D
C208	Cessna	208	3629	P&W	PT6A-114A	McCauley	3GFR34C703-(/)(/)-106GA-0	D
C208	Cessna	208	3629	P&W	PT6A-114A	MT	MTV-16-1-E-C-F-R(P)/CFR250-55	D
C208	Cessna	208B	3969	P&W	PT6A-114A	McCauley	3GFR34C703/106GA-0	C
C210	Cessna	210 F	1498	Continental	IO-520-A	McCauley	D3A32C77/82NK-2	C
C210	Cessna	210 L	1724	Continental	IO-520-L	Hartzell	PHC-J3YF-1RF/F7691	B
C210	Cessna	210 L	1724	Continental	IO-520-L	McCauley	D3A32C88/82NC-2	B
C310	Cessna	310 F	2191	Continental	IO-470-D	McCauley	3AF32C528/B2NEA-4	B
C310	Cessna	310 N	2359	Continental	IO-470-V	McCauley	D3AF32C80	C
C310	Cessna	310 Q	2404	Continental	IO-470-VO	McCauley	D3AF32C87/82NC-4	B
C320	Cessna	320 C	2360	Continental	TSIO-470-D	McCauley	D2AF34C54	B

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C335	Cessna	335	2717	Continental	TSIO-520-EB	McCauley	3AF32C87/82NC-5.5	C
C340	Cessna	340	2710	Continental	TSIO-520-K	McCauley	3AF32C87/82NC-4	C
C340	Cessna	340 A	2717	Continental	TSIO-520-NB	Hartzell	PHC-C3YF-2UF/FC7663D-2Q	C
C340	Cessna	340 A	2853	Continental	TSIO-520-NB	MT	MTV-14-D-C-F/CF188-30g	C
C340	Cessna	340,-A	2717	Continental	TSIO-520-N	McCauley	3AF32C93/82NC-6.5	C
C402	Cessna	402 B	2858	Continental	TSIO-520-E	McCauley	3AF32C87/82NC-5.5	C
C402	Cessna	402 B	2858	Continental	TSIO-520-EB	McCauley	3AF32C87-NR/(S)-82NC-5.5	C
C414	Cessna	414	2880	Teledyne	TSIO-520-NB	MT	MTV-14-D-C-F/CF188-30g	D
C421	Cessna	421C	3429	Continental	GTSIO-520-L	McCauley	3FF32C501/90UMB-0	C
C421	Cessna	421C	3379	Continental	GTSIO-520-N	McCauley	3FF32C501/90UMB-0	D
C421	Cessna	421C	3379	Continental	GTSIO-520-L	McCauley	3FF32C501/90UMB-0	D
C425	Cessna	425	3900	P&W	PT6A-112	McCauley	4HFR34C762/94LMA-4	D
C185	Cessna	A 185 F	1520	Continental	IO-520-D	McCauley	D2A34C58	B
C185	Cessna	A 185 F	1519	Continental	IO-520-D	McCauley	D3A34C403/80VA-0	C
C150	Cessna	F 150 F	728	Cont./RR	O-200-A	McCauley	1A101/GGM6948	C
C150	Cessna	F 150 G	728	Cont./RR	O-200-A	McCauley	1A101/GGM6948	C
C150	Cessna	F 150 H	726	Cont./RR	O-200-A	McCauley	1A101/DCM6948	C
C150	Cessna	F 150 J	726	RR	O-240-A	McCauley	1A135/BRM7150	B
C150	Cessna	F 150 K	726	Lycoming	O-320-E2A	Sensenich	74DM655-0-58	C
C150	Cessna	F 150 L	726	Cont./RR	O-200-A	McCauley	1A101/GGM6948	C
C150	Cessna	F 150 M	726	Cont./RR	O-200-A	McCauley	1A102/OCM6948	C
C152	Cessna	F 152	758	Lycoming	O-235-L2C	McCauley	1A103/TCM6958	D
C172	Cessna	F 172 D,...-K	1043	Continental	O-300-C/-D	McCauley	1C172/EM7653	D
C172	Cessna	F 172 E	1043	Continental	O-300-D	McCauley	1C172/EM7653	B
C172	Cessna	F 172 H	1043	Lycoming	O-360-A1A	Hartzell	HC-C2YK-1B/7666A-2	D
C172	Cessna	F 172 K	1157	Lycoming	O-360-A4M	Sensenich	76EM8514-0-60	C
C172	Cessna	F 172 M	1157	Lycoming	O-360-A4A	Sensenich	76EM8514-0-60	C
C172	Cessna	F 172 M	1157	Lycoming	O-360-A4M	Sensenich	76EM8514-0-60	C
C172	Cessna	F 172 N	1043	Lycoming	O-320-H2AD	McCauley	1C160/DTM7557	C
C172	Cessna	F 172 P	1089	Lycoming	O-320-D2J	McCauley	1C160/DTM7557	B
C77R	Cessna	F 177 RG	1270	Lycoming	IO-360-A1B6	McCauley	B2D34C207/78TCA	B
C77R	Cessna	F 177 RG	1270	Lycoming	IO-360-A1B6	McCauley	C3D36C415/82NGA-8	D
C182	Cessna	F 182 Q	1338	Continental	O-470-U	McCauley	C2A34C204	D
C182	Cessna	F 182 R	1406	Continental	O-470-U	McCauley	C2A34C204/90DCB-8	D
C152	Cessna	FA 152	758	Lycoming	O-235-L2C	McCauley	1A103/TCM6958	D
C152	Cessna	FA 152	758	Lycoming	O-235-L2C	Sensenich	72CK56-0-56	D
C172	Cessna	FR 172 K	1157	Continental	IO-360-K	McCauley	2A34C203/90DCA-14	B
C182	Cessna	FR 182	1406	Lycoming	O-540-J3C5D	McCauley	B2D34C214/90DHB-8	D
C182	Cessna	FR 182	1406	Lycoming	O-540-J3C5D	McCauley	B2D34C218/90DHB-8	D
C150	Cessna	FRA 150 L	750	Lycoming	O-320-A3B	McCauley	1C172/TM7453	C
C150	Cessna	FRA 150 L	750	Lycoming	O-320-E2A	Sensenich	74DM655-0-58	C
C10T	Cessna	P 210 N	1814	Allison	DDA 250-B17F	Hartzell	HC-B3TF-7A/T921NK-2	D
C210	Cessna	P 210 N	1814	Continental	TSIO-520-P	Hartzell	PHC-J3YF-1RF/F7663D-2Q	D
C210	Cessna	P 210 N	1814	Continental	TSIO-520-P	MT	MTV-14-D/195-30a	A
C210	Cessna	P 210 N	1814	Continental	TSIO-520-P	MT	MTV-14-D/195-30b	D

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C210	Cessna	P 210 R	1860	Continental	TSIO-520-CE	MT	MTV-14-D/195-30a	C
C210	Cessna	P 210 R	1860	Continental	TSIO-520-CE	MT	MTV-14-D/195-30b	D
C82R	Cessna	R 182	1406	Lycoming	O-540-J3C5D	McCauley	B3D32C407/82NDA-3	D
C182	Cessna	RA F182 Q	1338	Continental	O-470-U	Hartzell	PHC-C3YF-1RF/F7663R	D
C210	Cessna	T 210 L	1724	Continental	TSIO-520-H	McCauley	D3A32C88/82NC-2	D
C210	Cessna	T 210 N	1814	Continental	TSIO-520-R	Hartzell	PHC-J3YF-1RF/F7663D-2Q	C
C210	Cessna	T 210 N	1814	Continental	TSIO-520-R	McCauley	D3A34C402/90DFA-10	B
C303	Cessna	T 303	2336	Continental	(L)TSIO-520-AE	McCauley	3AF32C506-(J)/(J)82NEB-8	D
C310	Cessna	T 310 P	2450	Continental	TSIO-520-B	McCauley	D2AF34C71	C
C310	Cessna	T 310 R	2495	Continental	TSIO-520-BB	McCauley	3AF32C504/82NEA-4	C
C310	Cessna	T 310 R	2495	Continental	TSIO-520-B	McCauley	3AF32C87/82NC-4	C
C182	Cessna	T182T	1406	Lycoming	TIO-540-AK1A	McCauley	B3D36C442/80VSB-1	D
C206	Cessna	T206H	1633	Lycoming	TIO-540-AJ1A	McCauley	B3D36C432/H-80VSA-1	D
C182	Cessna	TR 182	1406	Lycoming	O-540-L3C5D	McCauley	B2D34C217/90DHB-8	D
C182	Cessna	TR 182	1406	Lycoming	O-540-L3C5D	McCauley	B3D32C407/82NDA-3	D
C206	Cessna	U206F	1633	Thielert	Cent. 4.0 BE 221	MT	MTV-9-D/210-58	D
C206	Cessna	U206G	1633	Continental	IO-520-F	McCauley	D3A34C404/80VA-0	B
SR20	Cirrus	SR20	1360	Continental	IO-360-E5	Hartzell	PHC-J3YF-1MF/F7392-1	C
SR22	Cirrus	SR22	1542	Continental	IO-550-N	Hartzell	PHC-J3Y(1)F-1N/N7605(B)	C
P06T	Costr.Aero	P2006T	1180	BRP - Rot.	912 S3	MT	MTV-21-A-C-F/CF178-05	D
P06T	Costr.Aero	P2006T	1230	BRP - Rot.	912 S3	MT	MTV-21-A-C-F/CF178-05	D
ECHO	Costr.Aero	P2008-JC	630	Rotax	912 S2	GT	GT-2/173/VRR-FW101 SRTC	C
AC11	CPAC, Inc.	112	1200	Lycoming	IO-360-C1D6	Hartzell	HC-E3YR-1RF/F7392	C
AC11	CPAC, Inc.	112, -A	1202	Lycoming	IO-360-C1D6	Hartzell	HC-E2YR-1BF/F7666A	C
AC11	CPAC, Inc.	C 114	1425	Lycoming	IO-540-T4A5D	Hartzell	HC-C2YR-1BF/F8467-7R	C
AC11	CPAC, Inc.	C 114 A,-B	1474	Lycoming	IO-540-T4B5	McCauley	B3D32C419-(J)/(J)-82NHA-5	C
	Czech Sport	PS-28 Cruiser	600	Rotax	912 ULS2	Woodcomp	Klassic 170/3/R	D
DH60	De Havilland	DH 60 C	795	Gipsy	MAJOR I	De Havilland	5234/HX8	D
DH82	De Havilland	DH 82 A	828	Gipsy	MAJOR 10MK2	Hoffmann	HO21-198B140	D
DH82	De Havilland	DH 82 A (N.Z.)	828	Gipsy	MAJOR 1C	Hoffmann	HO 21-HM198B 140L	D
DH82	De Havilland	DH-82A	839	Gipsy	MAJOR I	DRG Prop	67104	C
DHC1	De Havilland	DHC 1MK 22	1000	Gipsy	MAJOR 10MK2	Fairey	A66753	B
DHC1	De Havilland	DHC 1MK 22	952	Gipsy	MAJOR 10MK2	Fairey	FR-A-66 753	C
DHC3	De Havilland	DHC-3	3629	P&W	PT6A-34	Hartzell	B3TN-3DY/T10282	A
DHC6	De Havilland	DHC-6-300	5670	P&W	PT6A-27	Hartzell	HC-D4N-3C/D9290K	D
DHC6	De Havilland	DHC-6-300, 310	5670	P&W	PT6A-27	Hartzell	HC-B3TN-3/D(Y)T10282H(B)+0	B
DHC6	De Havilland	DHC-6-310	5670	P&W	PT6A-27	Hartzell	HC-D4N-3C/D9290K	D
DHC6	De Havilland	DHC-6-400	5670	P&W	PT6A-34	Hartzell	HC-B3TN-3/D(Y)T10282N*1	A
DG10	DG FZ-Bau	DG-1000 T	750	Solo	2350 C	DG FZ-Bau	DG-P001-1	D
DG10	DG FZ-Bau	DG-1000M	790	Solo	2 625 02i	Binder	BM-G1-160-R-120-1	D
DG40	DG FZ-Bau	DG-400	480	Rotax	505	Hoffmann	HO-11F-128B84	D
DG40	DG FZ-Bau	DG-400 (TM 826/29)	480	Rotax	505	MT	MT 136 R75-1B	D
DG50	DG FZ-Bau	DG-500 M	825	Rotax	535C	MT	MT 158 R 125-1A	D
DG60	DG FZ-Bau	DG-600 M,-18M	525	Rotax	275	MT	140L 92-1B	D
DG80	DG FZ-Bau	DG-800 A	525	Rotax	505	MT	MT 136 R75-1B	C

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DG80	DG FZ-Bau	DG-800 B	525	Solo	2625	Technoflug	KS-1G-152-R-122	D
DG80	DG FZ-Bau	DG-808 C	600	Solo	2-625-01	Technoflug	KS-1G-152-R-122-()-B	D
DG80	DG FZ-Bau	DG-808 C	525	Solo	2-625-01	Technoflug	KS-1G-152-R-122-()-B	D
DG10	DG FZ-Bau	LS10-st	600	Solo	2350	Technoflug	KS-1G-079-L-050-W	-
DA40	Diamond	DA 40	1150	Lycoming	IO-360-M1A	Hartzell	HC-C2YR-1BF/F7495S	D
DA40	Diamond	DA 40	1200	Lycoming	IO-360-M1A	MT	MTV-12-B/180-17()	C
DA40	Diamond	DA 40	1150	Lycoming	IO-360-M1A	MT	MTV-12-B/180-17()	D
DA40	Diamond	DA 40 D	1150	Thielert	TAE 125-01	MT	MTV-6-A/187-129	D
DA40	Diamond	DA 40 D	1150	Thielert	TAE 125-02-99	MT	MTV-6-D/187-129	D
DA42	Diamond	DA 42	1700	Thielert	TAE 125-01	MT	MTV-6-A-C-F/CF187-129	D
DA42	Diamond	DA 42	1785	Thielert	TAE 125-02-99	MT	MTV-6-A-C-F/CF187-129	D
DA42	Diamond	DA 42	1700	Thielert	TAE 125-02-99	MT	MTV-6-A-C-F/CF187-129	D
DA42	Diamond	DA 42	1785	Thielert	TAE 125-01	MT	MTV-6-A-C-F/CF187-129	D
DA42	Diamond	DA 42	1785	Thielert	TAE 125-02-99	MT	MTV-6-A-C-F/CF187-129	D
DA42	Diamond	DA 42 NG	1900	Austro Eng	E4 (E4-B)	MT	MTV-6-R-C-F/CF187-129	D
DA20	Diamond	DA20 A1	730	Rotax	912 F3	Hoffmann	HO-V352F-()170FQ	D
DA20	Diamond	DA20 A1	750	Rotax	912 S3	Hoffmann	HO-V352F-170FQ	D
DA20	Diamond	DA20 C1	800	Teledyne	IO-240-B()()	MT	MT 175 R 150-2Ca	D
DA20	Diamond	DA20 C1	750	Teledyne	IO-240-B()()	MT	MT 175 R 150-2Ca	D
DV20	Diamond	DA20-A1	730	Rotax	912 S3	Hoffmann	HO-V352F/C170FQ	D
DV20	Diamond	DV 20	730	Rotax	912 S3	Hoffmann	HO-V352F/C170FQ	D
DIMO	Diamond	HK 36TC	770	Rotax	912 A3	MT	MTV-21-A-C-F/CF175-05	D
DIMO	Diamond	HK 36TC100	770	Rotax	912 S3	MT	MTV-21-A-C-F/CF175-05	D
DIMO	Diamond	HK 36TTC	770	Rotax	914F3	MT	MTV-21-A-C-F/C175-05	D
DIMO	Diamond	HK 36TTS	770	Rotax	914F3	MT	MTV-21-A-C-F/C175-05	D
MCR1	Dyn-Aero	MCR-ULC	472.5	Rotax	914 UL2	Dyn'Aero	MKIHE 1000	D
MCR1	Dyn-Aero	MCR-ULC	472.5	Rotax	914 UL2	Neuform	DR3-56-47-101.6	D
PZ04	EADS PZL	PZL-104 Wilga 35	1300	WSK PZL	AI-14 RM	WSK PZL	US 122 000	D
C365	Eidg FZ-Werk	C-3605	3700	Lycoming	TS3L7A	Hamilton	53C51-23	D
PK20	Eiriavion	PIK-20E	470	Rotax	505	Hoffmann	HO-11()-127-B-87	C
PK20	Eiriavion	PIK-20E	470	Rotax	501	Hoffmann	HO-11()-127-B-87	C
ERCO	Ercoupe	415 C	572	Continental	C-90-12F	McCaughey	1A90/CF7144	A
ERCO	Ercoupe	415 D	635	Continental	C-90-12F	McCaughey	1A90/CF7144	D
HMNY	Evektor	EV 97 Mod. 2000 R	472.5	Rotax	912 S	DUC	Swirl 174	D
BREZ	Experimental	Aerostyle Breezer	580	Rotax	912 ULS	Woodcomp	SR200	D
AVID	Experimental	AVID FLYER	413	Rotax	532LC	Perry	71-37	D
AVID	Experimental	AVID FLYER MK IV	521	Rotax	912 ULS	Arplast	Ecoprop 4T DE 3	D
AVID	Experimental	AVID HAULER	492	Rotax	582LC	Warp	Warp Drive	C
BX2	Experimental	BX-2	550	Continental	A-65	Brändli	160/150	D
MC10	Experimental	CRI-CRI MC 15	170	JPX	PUL 212	Eigenbau	MC/AS 695-200-103	C
MCR1	Experimental	Dyn-Aero MCR-01	450	Rotax	912 UL	MT	MTV 7-A/152-106	C
MCR4	Experimental	Dyn-Aero MCR-4S	750	Rotax	912 ULS	MT	MTV 6-A/156-122	C
EUPA	Experimental	Europa XS	621	Rotax	914 UL2	Woodcomp	SR3000/3	D
EXPR	Experimental	Express 2000 ER	1700	Continental	IO-580-B1A	MT	MTV-9D/198-52	D
EXPR	Experimental	Express S-90	1497	Continental	IO-550-N	MT	MTV-9D/198-52	D

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GLAS	Experimental	GLASAIR II FT	952	Lycoming	IO-360-B1E	Hartzell	HC-C2YK-1	D
GLAS	Experimental	GLASAIR II RG	951	Lycoming	O-320-D1A	MT	MTV-12-C	C
GLAS	Experimental	GLASAIR RG	862	Lycoming	IO-360-B1E	Hartzell	HC-C2YK-1	B
JAB4	Experimental	Jabiru J250	700	Jabiru	3300cc	Airmaster	AP332	B
FOX	Experimental	KITFOX 3	476	Jabiru	2200A	Jabiru	C000242 D 60 PO 42	C
FOX	Experimental	KITFOX 3; -4	476	Rotax	582LC	GSC	Tech III, Holz	D
FOX	Experimental	KITFOX 4	544	Rotax	912 UL	IVO	IVO-Propeller	D
FOX	Experimental	KITFOX 5	547	Rotax	912	Arplast	175DWAM	D
FOX	Experimental	KITFOX S4	500	Rotax	912 UL	Arplast	175DWAP 62/3	D
LNC2	Experimental	LANCAIR 320	794	Lycoming	O-320-D1F	MT	MTV-12-C/170-36	C
LNC2	Experimental	LANCAIR 320	765	Lycoming	O-320-E2A	MT	MTV-17-C/175-17	A
LGEZ	Experimental	LONG EZE	646	Lycoming	O-235-L2A	Great Am	62X60	A
LGEZ	Experimental	LONG EZE	690	Lycoming	O-320-D2A	Great Am	62X72	B
MAJR	Experimental	LUTON MAJ. LA5	635	RR	C90-14F	Hoffmann	HO-14-183100	C
HM19	Experimental	MIGNET HM19C	530	Continental	C-90-12	Hoffmann	HO-14-178-100	C
HM38	Experimental	MIGNET HM380	590	Continental	C-90-14F	Hoffmann	HO-14-178-115	C
POLI	Experimental	POLLIWAGEN	612	Revmaster	2100-D	MalooF	2C 3.9	B
PULS	Experimental	PULSAR XP	477	Rotax	912	GSC Canada	GSC	C
QUIC	Experimental	QUICKIE	225	Onan	18 HP	Cowley	P30 D42	D
D31	Experimental	STARK T. D31	270	VW	1200	Rousseau	Rousseau	C
D31	Experimental	STARK TURBULENT	320	VW	1500	Hoffmann	HO-FH2/S1113	D
JT2	Experimental	TAYLOR TITCH	460	RR	O-200-A	Hegi	60X60	C
NIPR	Experimental	TIPSY N. MK II	300	VW	1500	Hoffmann	HO-11-137B85	D
NIPR	Experimental	TIPSY N. MK3	330	ARDEM	4C02	DRG	Z3405	C
NIPR	Experimental	TIPSY N. MK3	330	ARDEM	4C02	Evra	HR 1201	C
RV8	Experimental	Van's RV-10	1225	Lycoming	IO-540-X	Hartzell	C2YR-1BFP/F8068D	C
RV4	Experimental	Van's RV-4	680	Lycoming	O-320-D1A	Prince	68/76 LK P-Tip	D
RV6	Experimental	Van's RV-6	726	Lycoming	O-320-D1A	Sensenich	70CM7S9-0-79	D
RV7	Experimental	Van's RV-7	816	Lycoming	IO-360-M1B	MT	MTV-12-B/183-59B	B
RV7	Experimental	Van's RV-7	815	Lycoming	O-320-D1A	Sensenich	70CM7S9-0-80	D
RV7	Experimental	Van's RV-7A	816.5	Mattituck	TMX IO-360	Hartzell	C2YR-1BFP/F7497-2	D
RV7	Experimental	Van's RV-7A	817	Mattituck	TMX IO-360	Sensenich	72FM8S9-1-85	D
RV8	Experimental	Van's RV-8	816	Lycoming	IO-360-M1B	MT	MTV-12-B-C/C183-59b	D
VEZE	Experimental	VARI EZE	480	Lycoming	O-235-C2C	Hendrickson	H58G74	C
VP1	Experimental	Volksplane VP-1	380	VW	1500H	Hegi	8-74	C
VP1	Experimental	Volksplane VP-1	440	Rotax	582	Woodcomp	SR200	D
V322	Experimental	Votec 322	950	Lycoming	YAEIO-580-EXP	MT	MTV-14-B-C/C195-30d	D
V322	Experimental	Votec 322	950	Lycoming	AEIO-540-C1B	MT	MTV-14-B-C/C195-30d	D
V351	Experimental	Votec 351	870	Lycoming	AEIO-580	MT	MTV-9-B-C/C203-20d	D
EXPR	Experimental	Wheeler Express CT	1454	Lycoming	Lyc IO-360-ES(1)B	MT	MTV-12-D/180-17	D
CH70	Experimental	Zenair CH-701 STOL	545	Rotax	912 UL	Warp Drive	CF68R	C
CH30	Experimental	Zenair TRI-Z	840	Lycoming	O-320-A2B	MT	MT 180R145-3D	C
CH60	Experimental	Zenair Zod 601 HDS	545	Rotax	912 UL	Warp	Warp Drive 68"	D
E300	Extra FZ-Bau	EA 300	950	Lycoming	AEIO-540-L1B5D	MT	MTV-14B-C/C190-17	D
E300	Extra FZ-Bau	EA 300/200	840	Lycoming	AEIO-360-A1E	MT	MTV-12-B-C/C183-17e	B

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E300	Extra FZ-Bau	EA 300/L	950	Lycoming	AEIO-540-L1B5D	MT	MTV-14B-C/C190-17	D
E400	Extra FZ-Bau	EA 400-500	2130	RR	250-B17F/2	MT	MTV-5-1-D-C-F-R(A)/CFR210-56	D
FA24	Fairchild	24R46A	1162	Ranger	6-440-C5	Hoffmann	HO-33-214-12	C
FA24	Fairchild	24-W-41-A	1162	Warner	R-500-7	Hoffmann	HO-33-218-132	C
FA24	Fairchild	F24R46A	1162	Ranger	6-440-C5	Sensenich	86AB-54	B
F8L	Falco	F8L	750	Lycoming	O-320-A2B	Hartzell	HC-A2XL-1	A
F8L	Falco	F8L	820	Lycoming	O-320-A2A	Hartzell	HC-C2YL-1B	B
F8L	Falco	F8L	820	Lycoming	O-320-A2B	Hartzell	HC-C2YL-1B	A
F8L	Falco	F8L	820	Lycoming	O-320-E1C	Hartzell	HC-C2YL-1BF/F7663A-4	C
SCO1	FFT Gyroflug	SCO1 SPEED C.	680	Lycoming	O-235-P2A	Hoffmann	HO-V113B-LF-LD150+2A	B
SCO1	FFT Gyroflug	SCO1B-160	715	Lycoming	O-320-D1A	MT	MTV-6-C/LD152-07	B
AS02	FZW Altenrh	AS 202	999	Lycoming	O-320-E2A	McCauley	1C172/MGM7458	A
AS02	FZW Altenrh	AS 202/15	999	Lycoming	O-320-E2A	McCauley	1C172/MGM7458	C
AS02	FZW Altenrh	AS 202/15,-1	999	Lycoming	O-320-D2A	McCauley	1C172/MGM7460	D
AS02	FZW Altenrh	AS 202/18A	1050	Lycoming	AEIO-360B1F	Hartzell	HC-C2YK-1BF	C
AS02	FZW Altenrh	AS 202/18A1	1050	Lycoming	AEIO-360B1F	Hartzell	HC-C2YK-1BF	C
AS02	FZW Altenrh	AS 202/18A2	1080	Lycoming	AEIO-360-B1F	Hartzell	HC-C2YK-1BF	C
AS02	FZW Altenrh	AS 202/18A3	1080	Lycoming	AEIO-360-B1F	Hartzell	HC-C2YK-1BF	C
AS02	FZW Altenrh	AS 202/18A4	1080	Lycoming	AEIO-360-B1F	Hartzell	HC-C2YK-1BF	C
AS2T	FZW Altenrh	AS 202/32TP	1080	Allison	DDA 250-B17D	Hartzell	HC-BTF-7A/10173N-19R	D
RF3	Fournier	RF 3	350	Rectimo	4AR-1200	Hoffmann	HO-11-133S 70L	D
RF5	Fournier	RF 5B "SPERBER"	700	Limbach	L 2000 EO1	MT	MTV-1-A/L 160-3	D
SUBA	Fuji	FA 200-180	1150	Lycoming	IO-360-B1B	McCauley	B2D34C53-()/()-74E-0	C
SUBA	Fuji	FA 200-180AO	1139	Lycoming	IO-360-A5AD	McCauley	1A170/EFA7658	B
G103	Grob	G 103 C TWIN III SL	710	Rotax	505A	MT	MTV-24-M/158-16	D
G103	Grob	G 103 C TWIN III SL	710	Rotax	505A	Technoflug	KS-1C-158-R-108	D
G109	Grob	G 109 B	850	Grob	2500 D1	Hoffmann	HO-V62-R-L160BT	D
G109	Grob	G 109 B	850	Grob	2500 E1	Hoffmann	HO-V62-R-L160BT	D
G109	Grob	G 109 B	850	Limbach	L 2400 DT1	MT	MTV-1-A/L170-05	B
G115	Grob	G 115 B	920	Lycoming	O-320-D1A	Sensenich	74DM65S-2-64	D
GA7	Gulfstream	GA-7	1724	Lycoming	O-320-D1D	Hartzell	HC-F2YL-2UF	D
B190	Hawker Beech	1900D	7766	P&W	PT6A-67D	Hartzell	HC-E4A-3()/E10950()K	A
BE20	Hawker Beech	200	5670	P&W	PT6A-42	Hartzell	HC-E4N-3G/D9390SK-1R	D
BE20	Hawker Beech	200, B200	5675	P&W	PT6A-42	Hartzell	HC-D4N-3A/D9383K	D
BE20	Hawker Beech	200, B200 (Raisb)	5670	P&W	PT6A-41	Hartzell	HC-D4N-3A	D
BE20	Hawker Beech	200C (Raisb)	5670	P&W	PT6A-41	Hartzell	HC-D4N-3A/D9383K	D
BE23	Hawker Beech	23	1043	Lycoming	O-320-D2B	Sensenich	M74DM-0-60	C
BE30	Hawker Beech	300	6351	P&W	PT6A-60A	Hartzell	HC-B4MP-3	D
BE30	Hawker Beech	300,B300	6804	P&W	PT6A-60A	Hartzell	HC-B4MP-3C	D
BE30	Hawker Beech	300LW	5670	P&W	PT6A-60A	Hartzell	HC-B4MP-3B/M10476K	D
BE33	Hawker Beech	35-33	1383	Continental	IO-470-J	Hartzell	PHC-L3YF-1R	C
BE33	Hawker Beech	35-A33	1360	Continental	IO-470-K	Hartzell	BHC-92ZF-1D1	B
BE35	Hawker Beech	35-A33	1360	Continental	IO-470-K	Hartzell	PHC-L3YF-1R	C
BE35	Hawker Beech	35-B33	1360	Continental	IO-470-K	Hartzell	BHC-L2YF-1	B
BE33	Hawker Beech	35-C33	1385	Continental	IO-470-K	Hoffmann	HO-V92/195C	C

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BE33	Hawker Beech	35-C33	1383	Continental	IO-470-K	McCauley	2A36C23	B
BE33	Hawker Beech	35-C33	1383	Continental	IO-470-K	McCauley	3AF32C76	C
BE33	Hawker Beech	35-C33	1383	Continental	IO-550-B	MT	MTV-9-D/203-58	D
BE33	Hawker Beech	35-C33A	1497	Continental	IO-520-BA	Hartzell	PHC-C3YF-1RF/F8468(A)-6R	D
BE33	Hawker Beech	35-C33A	1497	Continental	IO-520-B	McCauley	2A36C23	C
BE58	Hawker Beech	58	2495	Continental	IO-550-C	Hartzell	PHC-J3YF-2UF/FC7391D(B,K)	A
BE58	Hawker Beech	58	2494	Continental	IO-550-C	Hartzell	PHC-J3YF-2UF/FC7663-(K)-2R	C
BE58	Hawker Beech	58 P	2812	Continental	TSIO-520-WB	Hartzell	PHC-C3YF-2UF/FC7663DRK	C
BE58	Hawker Beech	58 P	2767	Continental	TSIO-520-L	Hartzell	PHC-J3YF-2F	B
BE58	Hawker Beech	58 P	2812	Continental	TSIO-520-WB	McCauley	3AF32C511	B
BE58	Hawker Beech	58 PA	2719	Continental	TSIO-520-WB	Hartzell	PHC-J3YF-2UF/FC7663DR	C
BE60	Hawker Beech	60	3050	Lycoming	TIO-541-E1A4	Hartzell	HC-F3YR-2UF/FC7479B-2R	B
BE77	Hawker Beech	77	760	Lycoming	O-235-L2C	Sensenich	72CK512-0-52	C
BE95	Hawker Beech	95	1814	Lycoming	O-360-A1A	Hartzell	HC-922K-2(I)/8447()-12A	D
BE55	Hawker Beech	95-55	2213	Continental	IO-470-L	Hartzell	PHC-C3YF-2UF/FC7663B-2R	C
BE55	Hawker Beech	95-55	2214	Continental	IO-470-L	McCauley	2AF34C55	C
BE55	Hawker Beech	95-B55	2314	Continental	IO-470-L	Hartzell	PHC-C3YF-2	C
BE55	Hawker Beech	95-B55	2268	Continental	IO-470-L	McCauley	2AF34C55	D
BE23	Hawker Beech	A23-19	998	Lycoming	O-320-D2C	Sensenich	74DM6-0-60	C
BE23	Hawker Beech	A23-19	998	Lycoming	O-320-E2C	Sensenich	M74DM-0-58	C
BE35	Hawker Beech	A35	1200	Continental	E-185-8	Hartzell	HC-A2X20-4A1	D
BE36	Hawker Beech	A36	1656	Continental	IO-550-B	Hartzell	PHC-C3YF-1RF/F7663()-2Q	C
BE36	Hawker Beech	A36	1633	Continental	IO-520-BB	McCauley	3A32C76/82NB-2	C
BE36	Hawker Beech	B36TC	1746	Continental	TSIO-520-U	McCauley	3A32C406	B
BE36	Hawker Beech	B36TC	1656	Continental	TSIO-520-UB	McCauley	3A32C406-D	B
BE36	Hawker Beech	B36TC	1746	Continental	TSIO-520-UB	Sensenich	PHC-C3YF-1RF/F8468A-6R	B
BE23	Hawker Beech	C23	1111	Lycoming	O-360-A4J	Sensenich	76EM855-0-60	B
BE35	Hawker Beech	C35	1225	Continental	E-185-11	Beech	215-109	C
BE9L	Hawker Beech	C90	4377	P&W	PT6A-21	Hartzell	HC-B3TN-3(I)/T10173()-8	D
BE9L	Hawker Beech	C90	4581	P&W	PT6A-135A	Hartzell	HC-D4N-3C/D9290(S)(K)	D
BE9L	Hawker Beech	C90A	4581	P&W	PT6A-21	Hartzell	HC-D4N-3C/D9290K	D
BE90	Hawker Beech	C90GTi	4581	P&W	PT6A-135A	Hartzell	HC-E4N-3N/D8990SK	D
BE9T	Hawker Beech	C90GTi	4756	P&W	PT6A-135A	Hartzell	HC-E4N-3N/D8990S(K)	D
BE35	Hawker Beech	D35	1236	Continental	E-185-11	Beech	215-107	C
BE95	Hawker Beech	D95A	1906	Lycoming	IO-360-B1B	Hartzell	HC-92WK-2B	C
BE95	Hawker Beech	E95	1906	Lycoming	IO-360-B1B	Hartzell	HC-92WK-2(I)/W8447()-12A	C
BE33	Hawker Beech	F33A	1542	Continental	IO-520-BB	Hartzell	PHC-C3YF-1RF	C
BE33	Hawker Beech	F33A	1542	Continental	IO-520-BA	Hartzell	PHC-C3YF-1RF/F7663D-2Q	D
BE33	Hawker Beech	F33A	1542	Continental	IO-520-BA	McCauley	3A32C406-C/82NDB-2	C
BE33	Hawker Beech	F33A	1542	Continental	IO-520-BA	McCauley	3A32C76	C
BE33	Hawker Beech	F33A	1542	Continental	IO-520-BB	McCauley	3A32C76S/82NB-2	C
BE35	Hawker Beech	F35	1250	Continental	E-225-8	Hartzell	HC-A2X20-4A1	D
BE9T	Hawker Beech	F90	4967	P&W	PT6A-135	Hartzell	HC-B4TN-3	D
BE35	Hawker Beech	G35	1350	Continental	E-225-8	Beech	215-107	D
BE58	Hawker Beech	G58	2494	Continental	IO-550-C	Hartzell	PHC-J3YF-2UF/FC7663K-2R	D

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BE35	Hawker Beech	P35	1406	Lycoming	IO-470-N	Hartzell	PHC-L3YF-1RF	C
BE35	Hawker Beech	V35	1633	Continental	IO-550-B-RA	Hartzell	PHC-C3YF-1RF/F8068	C
BE35	Hawker Beech	V35	1542	Continental	TSIO-520-D	McCaughey	3A32C76	B
BE35	Hawker Beech	V35B	1542	Continental	IO-520-BA	McCaughey	3A32C76	C
BE35	Hawker Beech	V35B	1633	Continental	IO-520-BA	McCaughey	3A32C76/82NB-2	C
DV20	Hoffmann	DV 20 KATANA	730	Rotax	912 A3	Hoffmann	HO-V352F-170FQ	D
DIMO	Hoffmann	H 36	770	Limbach	L 2000 EB1.C	Hoffmann	HO-V62-R-160BT	D
DIMO	Hoffmann	H 36	770	Limbach	L 2000 EB 1.AC	Hoffmann	HO-V62-R-160BT	D
DIMO	Hoffmann	H 36 "DIMONA"	770	Sauer	SS 2100 H1S	Hoffmann	HO-V62R/160 BT	B
DIMO	Hoffmann	HK 36 S.-DIMONA	770	Rotax	912 A2	MT	MTV-1-A/170-08	D
IS28	ICA Brasov	IS 28 M2/GR	780	Rotax	912 A3	Hoffmann	HO-V352F-S1/S170FQ	D
JB15	Job	15-180/2	965	Lycoming	O-360-A3A	Sensenich	76EM855-0-56	D
D11	Jodel	D112	550	Continental	A-65	Diverse	Festprop.	D
D11	Jodel	D11-2	620	Continental	C-90-14F	McCaughey	1B90/CM 7152	D
D11	Jodel	D117	620	Continental	C-90-14F	Evra	D11-28-1B	D
D11	Jodel	D120	650	Continental	C-90-12F	Diverse	Festprop.	D
D140	Jodel	D140	1200	Lycoming	O-360-A1A	Sensenich	M76EM8-0-62	B
D140	Jodel	D140C	1200	Lycoming	O-360-A3A	Sensenich	76EM8-0-58	C
D140	Jodel	D140C	1200	Lycoming	O-360-A3A	Sensenich	76EM8-0-62	D
D140	Jodel	D140C	1200	Lycoming	IO-360-B2F6	Sensenich	76EM8-0-62	D
D140	Jodel	D140R	1200	Lycoming	IO-360-A1D6	McCaughey	B2D34C213/90DHA-16	D
DR10	Jodel	DR 1050	750	Continental	O-200-A	Ratier	FH 110-500R	C
DR10	Jodel	DR 1050 M1	780	Continental	O-200-A	Hoffmann	HO-14-170S-123	C
DR22	Jodel	DR 220	780	Continental	O-200-A	Hoffmann	HO 14-170S 123	A
DR22	Jodel	DR 220	780	Continental	O-200-A	Hoffmann	HO 14-170S 123	D
D250	Jodel	DR 250-160	960	Lycoming	O-320-D2A	Hoffmann	HO-23HM-180-155S	B
D250	Jodel	DR 250-160	960	Lycoming	IO-360-B1B	MT	MTV-20-B/180220	D
D250	Jodel	DR 250-160	960	Lycoming	O-320-D2A	Sensenich	74DM655-2-64	B
D250	Jodel	DR 250-160	960	Lycoming	O-320-D2A	Sensenich	74DM655-2-66	D
D11	Jodel	U2V	700	Continental	O-200-A	Evra	D11-28-4C	A
D11	Jodel	U2V	700	Continental	O-200-A	Hoffmann	HO-14-183-11	A
D11	Jodel	U2V	700	Continental	O-200-A	Schneider	Schneider	C
KL35	Klemm	35	780	Hirth	HM 504-A2	Hoffmann	185-123	A
LAE1	Lange	E1 Antares	660	Lange	EA 42	Lange	LF-P42	D
XL2	Liberty	XL-2	749	Continental	IOF-240-B	MT	MT 175 R 127-2Ca	B
L8	Luscombe	8A	572	Continental	C-90-8F	Evra	N 177S	D
L8	Luscombe	8A	751	Continental	A-65-8F	McCaughey	1B90/CM7447	D
L8	Luscombe	8A	540	Continental	A-65-8	Sensenich	76C-46	D
L8	Luscombe	8A	544	Continental	A-65-8F	Universal	74A-50	D
L8	Luscombe	8F	635	Continental	C-90-12F	McCaughey	1B90/CM7154	C
AV68	M&D FZ-Bau	AVO 68-R115 "Samb"	750	Rotax	914 F3	Hoffmann	HO-V352F-S2/CS170FQ+10	D
MD3	M.Dätwyler	MD3-160	920	Lycoming	O-320-D2A	Sensenich	74DM658-0-62	C
M4	Maule	M-4-210C	1043	Continental	IO-360-A-D	McCaughey	D2A34C67	C
M4	Maule	M-4-210C	1043	Continental	IO-360-A	McCaughey	D2A34C67	C
M5	Maule	M-5-235C	1134	Lycoming	IO-540-W1A5D	Hartzell	B3D32C414-(I)/(I)-82NDA-2	B

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M5	Maule	M-5-235C	1043	Lycoming	O-540-J1A5D	Hartzell	HC-C2YR-1BF/F8468A-6R	D
M5	Maule	M-5-235C	1134	Lycoming	IO-540-W1A5D	Hartzell	HC-C2YR-1BF/F8468A-6R	D
M5	Maule	M-5-235C	1043	Lycoming	O-540-J1A5D	McCauley	B3D32C414-C/G82NDA-4	D
M7	Maule	M-7-235	1134	Lycoming	IO-540-W1A5D	Hartzell	HC-C2YR-1BF/F8468A-6R	D
M7	Maule	M-7-235	1134	Lycoming	IO-540-W1A5D	Hoffmann	HO-V123K-K/193DY	D
M7	Maule	M-7-235	1134	Lycoming	O-540-W1A5D	McCauley	B3D32C414/82NDA-2	D
M7	Maule	M-7-235C	1134	Lycoming	O-540-B4B5	McCauley	B3D32C414-C/G-82NDA-4	D
M7	Maule	MX-7-235	1134	Lycoming	IO-540-W1A5D	Hartzell	HC-C2YR-1BF	D
M7	Maule	MX-7-235	1134	Lycoming	O-540-J1A5D	Hoffmann	HO-V123K/193DY	D
M7	Maule	MX-7-235	1134	Lycoming	IO-540-W1A5D	McCauley	B3D32C414-(/)(/)-82NDA-2	D
M7	Maule	MX-7-235	1134	Lycoming	O-540-J1A5D	McCauley	B3D32C414-C	D
M7	Maule	MX-7-235	1134	Lycoming	O-540-B4B5	McCauley	B3D32C414-C/G-82NDA-4	D
M7	Maule	MXT-7-180A	1089	Lycoming	O-360-C4F	Sensenich	76EM8S5-0-56	B
ME08	Messerschmitt	ME 108 B	1380	Argus	As 10C/3	Schwarz	Me P7 Nabe:9-70-102-A-1	D
FL55	Meteor	FL 55 B	800	Lycoming	O-340-A1A	Hartzell	HC-82XG1B	B
FL55	Meteor	FL 55 CM	900	Lycoming	O-360-A1A	McCauley	2D36C14-B	C
M20P	Mooney	M 20 A	1110	Lycoming	O-360-A1A	McCauley	2D36C14/78KM-4	B
M20P	Mooney	M 20 C	1168	Lycoming	O-360-A1D	Hartzell	HC-C2YK-1B(/)(/)/7666-2	B
M20P	Mooney	M 20 C	1168	Lycoming	O-360-A1D	McCauley	2D34C53A	B
M20P	Mooney	M 20 E	1168	Lycoming	IO-360-A1A	Hartzell	HC-C2Y(K)-1(/)(/)/7666-2	C
M20P	Mooney	M 20 E	1168	Lycoming	IO-360-A1A	Hartzell	HC-C2YR-1BFP/F7497	B
M20P	Mooney	M 20 E	1170	Lycoming	IO-360-A1A	Hoffmann	HO-V123K/180	C
M20P	Mooney	M 20 E	1170	Lycoming	IO-360-A1A	MT	MTV-12-B/180-59b	D
M20P	Mooney	M 20 F	1243	Lycoming	IO-360-A1A	Hartzell	HC-C2YK-1BF/7666-2	C
M20P	Mooney	M 20 F	1243	Lycoming	IO-360-A3B6D	MT	MTV-12-B/180-17	C
M20P	Mooney	M 20 F	1243	Lycoming	IO-360-A1A	MT	MTV-12-B/180-59b	D
M20K	Mooney	M 20 K	1315	Continental	TSIO-360-MB(1)	MT	MTV-12-D/180-17	D
M20T	Mooney	M 20 K	1315	Continental	TSIO-360-GB	Hoffmann	HO-V123F1-180R.R-B	C
M20T	Mooney	M 20 K	1315	Continental	TSIO-360-GB	McCauley	2A34C216/90DHB-16E	C
M20T	Mooney	M 20 K	1315	Continental	TSIO-360-LB1	MT	MTV-12-D/188-53	D
M20T	Mooney	M 20 K	1420	Continental	TSIO-360-SB	MT	MTV-12-D/188-53	D
M20T	Mooney	M 20 K 252TSE	1315	Continental	TSIO-360-MB	McCauley	2A34C221/90DHC-16E	C
M20P	Mooney	M 20 L	1315	Porsche	PFM 3200 NO3	MT	MTV-12-D/188-301	D
M20T	Mooney	M 20 M	1528	Lycoming	TIO-540-AF1A	McCauley	B3D32C417	D
M20T	Mooney	M 20 M	1452	Lycoming	TIO-540-AF1B	McCauley	B3D32C417/82NRD-7	D
M20T	Mooney	M 20 M	1528	Lycoming	TIO-540-AF1A	MT	MTV-14-B/185-59b	D
M20P	Mooney	M 20 R	1528	Continental	IO-550-G()	Hartzell	HC-J3YF-1RF/F7693(B)-2	D
M20P	Mooney	M 20 R	1528	Continental	IO-550-G5B	McCauley	3A32C418/G-82NRC-9	D
M22	Mooney	M 22	1669	Lycoming	TIO-541-A1A	Hartzell	HC-C2YK-1B	B
M20P	Mooney	M20J	1243	Lycoming	IO-360-A3B6D	Hartzell	HC-C2YK-1BF/7666A-3Q	C
M20P	Mooney	M20J	1243	Lycoming	IO-360-A3B6D	Hartzell	HC-C3YR-1RF/F7288	B

ICAO Code	Aircraft manufacturer	Aircraft type	MTOW in kg	Engine manufacturer	Engine type	Propeller manufacturer	Propeller type	Noise class
M20P	Mooney	M20J	1243	Lycoming	IO-360-A3B6D	Hoffmann	HO-V123K-180 R	C
M20P	Mooney	M20J	1243	Lycoming	IO-360-A3B6	Hoffmann	HO-V123K-180R	C
M20P	Mooney	M20J	1243	Lycoming	IO-360-A1B6D	Hoffmann	HO-V123K-180R	C
M20P	Mooney	M20J	1243	Lycoming	IO-360-A1B6D	McCauley	B2D34C214	B
M20P	Mooney	M20J	1315	Lycoming	IO-360-A3B6D	McCauley	B2D34C214(I)/(I)90DHB-16E	D
M20P	Mooney	M20J	1315	Lycoming	IO-360-A3B6D	MT	MTV-12-B/180-17	D
M20P	Mooney	M20J	1243	Lycoming	IO-360-A3D6D	MT	MTV-12-B/180-17	D
M20P	Mooney	M20J	1243	Lycoming	IO-360-A3D6	MT	MTV-12-B/180-59b	D
Z43	Moravan	Z 143 L	1350	Lycoming	O-540-J3A5	MT	MTV-9B/195-45a	D
Z26	Moravan	Z 326	975	Letecke Zad	Walter Minor 6-III	Moravan	Z 326 641	D
Z26	Moravan	Z 526 F	975	Letecke Zad	Walter M 137 A	Aero	V-503A	B
NAVI	Navion	NA17(L-17A)	1247	Continental	E-185-3	Hartzell	HC-12X20	A
NAVI	Navion	NAVION A (L-17B)	1247	Continental	E-225-8	Hartzell	HC-A2V20-4	B
N120	Norecrin	II	1050	Regnier	4L00	Hoffmann	HO 42HM-200S 160	D
N120	Norecrin	II	1050	Regnier	4L00	Hoffmann	HO-42-200S15	D
P750	Pacific	PAC 750XL	3395	P&W	PT6A-34	Hartzell	HC-B3TN-3D/T10282N5+4 MTV-16-1-E-C-F-R(P)/CFR250-55a	A
P750	Pacific Aerospace	PAC 750XL	3395	P&W	PT6A-34	MT		D
OSCR	Partenavia	P 66 B-150	930	Lycoming	O-320-E2A	Sensenich	74DM655-2-60	A
P68	Partenavia	P 68 B	1960	Lycoming	IO-360-A1B	Hartzell	HC-C2YK-2CF/FC7666A-4	D
P68	Partenavia	P 68 C	1990	Lycoming	IO-360-A1B6	Hartzell	HC-C2YK-2C(I)F/FC7666A-4	D
P68	Partenavia	P 68 C	2084	Lycoming	IO-360-A1B6	Hartzell	HC-C2YK-2C(I)F/FC7666A-4	D
P68	Partenavia	P.68TC "Observer"	2084	Lycoming	TIO-360-C1A6D	Hartzell	HC-C2YK-2C(I)F/FC7666A-0	C
P68	Partenavia	P.68TC "Observer"	2084	Lycoming	TIO-360-C1A6D	MT	MTV-12-B-C-F/CF188-53	D
P149	Piaggio Aero	FW-149-D	1820	Lycoming	GO-480-B1A6	Piaggio	P1033-G4/D4	D
P180	Piaggio Aero	P.180 AVANTI	5239	P&W	PT6A-66	Hartzell	HC-E5N-3/HE8218 HC-E5N-3(I)/HE8218, HC-E5N-3(I)/LE8218	C
P180	Piaggio Aero	P.180 AVANTI II	5489	P&W	PT6A-66B	Hartzell		A
CP30	Piel	CP 301 A	610	Continental	C-90-14F	Hoffmann	HO 14-183 110	B
CP30	Piel	CP 301 A	610	Continental	C-90-14F	MT	MT 178R 120-2C	C
CP30	Piel	CP 301 E	610	Continental	O-200-A	McCauley	1A100/MCM6758	C
PP2	Pilatus	P2-05/06	1920	Walter	AS-410-A2	Argus	L-22	D
PP3	Pilatus	P3-03,-05	1575	Lycoming	GO-435-C2A	Hartzell	HC-83V20-2C1	D
PC12	Pilatus	PC-12/45	4500	P&W	PT6A-67B	Hartzell	HC-E4A-3D/E10477K	D
PC12	Pilatus	PC-12/47	4740	P&W	PT6A-67B	Hartzell	HC-E4A-3D/E10477K MTV-27-1-N-C-F-R(P)/CFR260-65a	D
PC12	Pilatus	PC-12/47	4740	P&W	PT6A-67P	MT		D
PC12	Pilatus	PC-12/47E	4740	P&W	PT6A-67P	Hartzell	HC-E4A-3D/E10477SK MTV-27-1-N-C-F-R(P)/CFR260-65a	D
PC12	Pilatus	PC-12/47E	4740	P&W	PT6A-67P	MT		D
PC21	Pilatus	PC-21	3600	P&W	PT6A-68B	Hartzell	HC-E5A-2/E9193B	D
PC21	Pilatus	PC-21	3100	P&W	PT6A-68B	Hartzell	HC-E5A-2/E9193B	D
PC6T	Pilatus	PC-6/B1-H2	2200	P&W	PT6A-20B	Hartzell	HC-B3TN-3C/T10173C	D
PC6T	Pilatus	PC-6/B1-H2;-B2-H2	2200	P&W	PT6A-20;-27	Hartzell	HC-D4N-3PX1/D9511FX	D
PC6T	Pilatus	PC-6/B2-H2	2200	P&W	PT6A-27	Hartzell	HC-B3TN-3D	C
PC6T	Pilatus	PC-6/B2-H4	2800	P&W	PT6A-27	Hartzell	HC-B3TN-3D	D
PC6T	Pilatus	PC-6/B2-H4	2800	P&W	PT6A-27	Hartzell	HC-D4N-3PX1/D9511FX	D
PC7	Pilatus	PC-7	2700	P&W	PT6A-25A	Hartzell	HC-B3TN-2	B

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PC7	Pilatus	PC-7	1900	P&W	PT6A-25A	Hartzell	HC-83TN-2	D
PC7	Pilatus	PC-7 MKII	2850	P&W	PT6A-25C	Hartzell	HC-D4N-2A	D
PC7	Pilatus	PC-7 MKII	2700	P&W	PT6A-25C	Hartzell	HC-D4N-2A	D
PC9	Pilatus	PC-9 (M)	3200	P&W	PT6A-62	Hartzell	HC-D4N-2A/D9512A	C
PC9	Pilatus	PC-9 (M)	2350	P&W	PT6A-62	Hartzell	HC-D4N-2A/D9512A	D
PC9	Pilatus	PC-9*	2200	P&W	PT6A-62	Hartzell	HC-D4N-2A	D
J3	Piper	J3C	580	Continental	C-90-12F	MT	MT 183R100-2C	C
PA12	Piper	PA-12	795	Lycoming	O-290-D2	McCaughey	1A170/DM 7445	C
PA12	Piper	PA-12	795	Lycoming	O-290-D2	Sensenich	M74DM	C
PA16	Piper	PA-16	750	Lycoming	O-290-D2	Sensenich	M74DM52	D
PA18	Piper	PA-18	680	Continental	C-90-8F	McCaughey	1A101/DCM6948	D
PA18	Piper	PA-18	680	Continental	C-90-8F	Sensenich	M76-AK	C
PA18	Piper	PA-18-125	680	Lycoming	O-290-D	Sensenich	74DM6-0-52	C
PA18	Piper	PA-18-135	680	Lycoming	O-290-D2	Sensenich	74DM6-0-52	C
PA18	Piper	PA-18-150	794	Lycoming	O-320-A2B	Sensenich	(M)74DM6-()-54	D
PA18	Piper	PA-18-150	794	Lycoming	O-320-A2B	Sensenich	(M)74DM6-()-56	D
PA18	Piper	PA-18-150	795	Lycoming	O-320-A2B	Sensenich	74DM6-0-50	C
PA18	Piper	PA-18-150	794	Lycoming	O-320-A2B	Sensenich	74DM6-0-56	D
PA18	Piper	PA-18-150	794	Lycoming	O-320-A2B	Sensenich	74DM6-0-60	C
PA18	Piper	PA-18-150	794	Lycoming	O-320-A2A	Sensenich	M74 DM-0-52	D
PA18	Piper	PA-18-150	794	Lycoming	O-320-A2B	Sensenich	M74DM6-0-56	D
PA18	Piper	PA-18-180	794	Lycoming	O-360-A2A	Sensenich	76EM855-0-55	C
PA19	Piper	PA-19	680	Continental	C-90-8F	Sensenich	M76AK2	C
PA22	Piper	PA-22-108	750	Lycoming	O-235-C1B	Sensenich	M76-AM2	B
PA22	Piper	PA-22-135	885	Lycoming	O-290-D2	Sensenich	M74DM	D
PA22	Piper	PA-22-150	907	Lycoming	O-320-A	Sensenich	M74DM6-0-56	B
PA23	Piper	PA-23-160	1724	Lycoming	O-320-B1A	Hartzell	HC-82XG-2B	D
PA24	Piper	PA-24-250	1361	Lycoming	O-540-A1D5	Hartzell	HC-A2VK-1/V8433(N)-7	D
P28A	Piper	PA-28-140	975	Lycoming	O-320-E2A	Sensenich	74DM6-0-58	B
P28A	Piper	PA-28-140	975	Lycoming	O-320-D3G	Sensenich	74DM6-0-60	D
P28A	Piper	PA-28-140	975	Lycoming	O-320-E2A	Sensenich	M74DM6-0-58	B
P28A	Piper	PA-28-140	975	Lycoming	O-320-E2A	Sensenich	M74DM6-0-60	B
P28A	Piper	PA-28-161	1055	Lycoming	O-320-D3G	Sensenich	74DM6-0-60	B
P28A	Piper	PA-28-180	1090	Lycoming	O-360-A4A	Sensenich	76EM855-0-60	C
P28A	Piper	PA-28-181	1157	Lycoming	O-360-A4M	Sensenich	76EM8514-0-62	C
P28A	Piper	PA-28-181	1157	Lycoming	O-360-A4M	Sensenich	76EM855-0-62	B
P28B	Piper	PA-28-235	1362	Lycoming	O-540-B4B5	Hartzell	HC-C2YK-1B/8468A-4	C
P28B	Piper	PA-28-236	1361	Lycoming	O-540-J3A5D	Hartzell	HC-F2YR-1()F/F8468A-4R	D
P28B	Piper	PA-28-236	1361	Lycoming	O-540-J3A5D	Hartzell	HC-F3YR-1ARF/F7693F	D
P28R	Piper	PA-28R-180	1134	Lycoming	IO-360-B1E	Hartzell	HC-C2YK-1/7666A-0	B
P28R	Piper	PA-28R-180	1135	Lycoming	IO-360-B1E	McCaughey	B3D36C424/745A	B
P28R	Piper	PA-28R-200	1179	Lycoming	IO-360-C1C6	McCaughey	C3D36C415/82NGA-8	B
P28R	Piper	PA-28R-200	1179	Lycoming	IO-360-C1C	McCaughey	C3D36C415/82NGA-8	B
P28R	Piper	PA-28R-201T	1315	Continental	TSIO-360-FB	Hartzell	BHC-C2YF-1()F/F8459A-8R	D
P28R	Piper	PA-28R-201T	1315	Continental	TSIO-360-F	Hartzell	BHC-C2YF-1/F8459A-8R	D

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P28R	Piper	PA-28R-201T	1315	Teledyne	TSIO-360-FB1	Hartzell	BHC-C2YF-1BF/F8459A-8R	D
P28T	Piper	PA-28RT-201	1247	Lycoming	IO-360-C1C6	McCauley	2D34C215/90DJA-14E	B
P28T	Piper	PA-28RT-201T	1315	Continental	TSIO-360-FB	Hartzell	BHC-C2YF-1(J)/F/F8459A-8R	D
PA30	Piper	PA-30	1633	Lycoming	IO-320-B1A	Hartzell	HC-E2YL-2B	D
PA31	Piper	PA-31	2948	Lycoming	TIO-540-A2C	Hartzell	HC-E3YR-2(J)/FC8468(-)-6R	D
P31T	Piper	PA-31T	4082	P&W	PT6A-28	Hartzell	HC-B3TN-3B/T10173B-8 MTV-27-1-E-C-F-R(P)/CFR210-58d	D
P31T	Piper	PA-31T	4082	P&W	PT6A-135A	MT	MTV-27-1-E-C-F-R(P)/CFR210-58d	D
P31T	Piper	PA-31T	4082	P&W	PT6A-135	MT		D
P31T	Piper	PA-31T1	3946	P&W	PT6A-11	Hartzell	HC-B3TN-3B	D
P31T	Piper	PA-31T2	4297	P&W	PT6A-135	Hartzell	HC-B3TN-3B/T10178B-8R	D
PA32	Piper	PA-32-300	1542	Lycoming	IO-540-K1A5	Hartzell	HC-C2YK-1(J)/8475(D)-4	B
PA32	Piper	PA-32-301T	1633	Lycoming	TIO-540-S1AD	Hartzell	HC-E2YR-1(J)F	D
P32R	Piper	PA-32R-301	1633	Lycoming	IO-540-K1G5D	Hartzell	HC-C3YR-1(J)F/F7663R-0	B
P32R	Piper	PA-32R-301	1633	Lycoming	IO-540-K1G5D	Hartzell	HC-I3YR-1BF/F7663DR	C
P32R	Piper	PA-32R-301T	1633	Lycoming	TIO-540-S1AD	Hartzell	HC-E3YR-1(J)F/F7673DR-0	D
P32R	Piper	PA-32R-301T	1633	Lycoming	TIO-540-AH1A	Hartzell	HC-I3YR-1(R)F/F7663DR(-)-0	D
P32T	Piper	PA-32RT-300T	1633	Lycoming	TIO-540-S1AD	Hartzell	HC-E2YR-1(J)F/F8477-4	C
PA34	Piper	PA-34-200T	1999	Continental	TSIO-360-E	McCauley	3AF34C502/503	D
PA38	Piper	PA-38-112	758	Lycoming	O-235-L2C	Sensenich	72CK-0-56	C
PA46	Piper	PA-46-310P	1860	Continental	TSIO-520-BE	Hartzell	BHC-C2YF-1BF	D
PA46	Piper	PA-46-350P	1950	P&W	PT6A-34	Hartzell	HC-E4N-3/E8501B-3.5	D
PA46	Piper	PA-46-350P	1950	Lycoming	TIO-540-AE2A	Hartzell	HC-I2YR-1BF/F8074(I) MTV-16-1-E-C-F-R(P)/CFR206-58a	D
PA46	Piper	PA-46-350P	1969	P&W	PT6A-35	MT	MTV-16-1-E-C-F-R(P)/CFR206-58a	D
PA46	Piper	PA-46-350P	1950	P&W	PT6A-35	MT		D
PA46	Piper	PA-46-500TP	2200	P&W	PT6A-42A	Hartzell	HC-E4N-3Q/E8501B-3.5	D
PA46	Piper	PA-46-500TP	2310	P&W	PT6A-42A	Hartzell	HC-E4N-3Q/E8501B-3.5	D
PISI	Pipistrel	Sinus	472.5	Rotax	912 UL	Pipistrel	Vario	D
PTS2	Pitts	S2S	714	Lycoming	AEIO-540D4A5	Hartzell	HC-C2YK-4	B
PICO	Procaer	F 15	1030	Lycoming	O-320-B2A	Hartzell	HC-82XL-1D	B
PICO	Procaer	F 15 B	1120	Lycoming	O-360-A1A	Hartzell	HC-92ZK-8D	C
RC3	Republic Av	RC-3 (Seabee)	1429	Franklin	6A8-215-9BF	Hartzell	HC-D2MV20-3	B
DR22	Robin	DR 221	840	Lycoming	O-235-C2A	Evra	88-75-34-F	D
DR22	Robin	DR 221	840	Lycoming	O-235-C2A	McCauley	MCC 1A105/BCM 7056	D
DR30	Robin	DR 340	1000	Lycoming	O-360-E2A	Sensenich	74DM655-2-64	B
DR40	Robin	DR 400/120D	900	Lycoming	O-235-L2A	McCauley	1A105/BCM7060	D
DR40	Robin	DR 400/120D	900	Lycoming	O-235-L2A	Sensenich	72CK56-0-56	C
DR40	Robin	DR 400/140B	1000	Lycoming	O-320-D2A	Sensenich	74DM655-2-64	D
DR40	Robin	DR 400/180	1100	Lycoming	O-360-A3A	Sensenich	76EM855-0-64	D
DR40	Robin	DR 400/180	1100	Lycoming	O-360-A1P	Sensenich	76EM855-0-64	D
DR40	Robin	DR 400/180R	1000	Lycoming	O-360-A1P	Sensenich	76EM855-0-58	C
DR40	Robin	DR 400/200R	1100	Lycoming	IO-360-A1B6	Hartzell	HC-C2YK-1BF/7666A-2	D
DR40	Robin	DR 400/500	1150	Lycoming	IO-360-A1B6	Hartzell	HC-C2YK-1BF/F7666A-2	C
DR40	Robin	DR 400/RP	1100	Lycoming	O-540-J3A5	Hoffmann	HO-V123K-K/200CQ	D
HR10	Robin	HR 100/200	1200	Lycoming	IO-360-A1D6	Hartzell	HC-F2YR-1/7666A-2	C

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HR10	Robin	HR 100/210 D	1250	Continental	IO-360-D	Hartzell	BHC-J2YF-1BF/7663-2,4R	C
HR10	Robin	HR 100/250TR	1400	Lycoming	IO-540-C4B5	Hartzell	HC-C2YK-1BF	D
HR20	Robin	HR 200/120	780	Lycoming	O-235-J2A	McCaughey	1A135/JCM7154	A
HR20	Robin	HR 200/160	800	Lycoming	O-320-D2A	Sensenich	74DM655-2-66	D
R200	Robin	R 2160	800	Lycoming	O-320-D	Sensenich	74DM655-2-64	A
R300	Robin	R 3000/160	1150	Lycoming	O-360-A3A	Sensenich	76EM8S5-0-64	D
R90R	Ruschmeyer	R 90-230 RG	1350	Lycoming	IO-540 C4D5	MT	MTV-14B/190-17	D
KZ7	S.A.J.	KZ VII	860	Continental	O-300-A	Hoffmann	HO-30-190-12	A
SB91	Saab	91 D	1205	Lycoming	O-360-A1A	McCaughey	2D36C14/78KM-4	A
SF25	Scheibe	SF 25 B	555	Sauer	SE 1800 E15	MT	MT 150L-90-1A	D
SF28	Scheibe	SF 28 A	610	Limbach	L 1700 EA-1	Hoffmann	HO-V62/L150	C
ARCP	Schempp-Hirth	Arcus M	800	Solo	2625-02i	Technoflug	KS-1G-160 R-120	D
DISC	Schempp-Hirth	DISCUS 2cT	565	Solo	2350	Oeler	OE-FL 5.83/83a5, v92	D
DISC	Schempp-Hirth	DISCUS bT	450	Solo	2350	Oeler	OE-FL 5.83/83	D
NIMB	Schempp-Hirth	NIMBUS-4DM	820	Rotax	535C	Technoflug	KS1G-160-R-98	D
NIMB	Schempp-Hirth	NIMBUS-4M	800	Rotax	505A	Technoflug	KS1C-158-R-108	D
NIMB	Schempp-Hirth	NIMBUS-4M	800	Solo	2625-02	Technoflug	KS-1G-160 R-110	D
VENT	Schempp-Hirth	VENTUS bT	430	Solo	2350	Oeler	OE-FL 5.83/83	D
AS25	Schleicher	ASH 25E	750	Rotax	275	MT	MT 130 L95-1B	D
AS25	Schleicher	ASH 25M	790	Mid-West	MWAE50R	Technoflug	KS-1C-154-R110	D
AS26	Schleicher	ASH 26E	525	Mid-West	MWAE50R	Schleicher	ASF1-1/R153-92-N1	D
AS26	Schleicher	ASH 26E	526	Mid-West	MWAE50R	Technoflug	KS 1C 154 R 108	D
AS31	Schleicher	ASH 31 Mi	700	Austro Eng.	IAE 50R-AA	Schleicher	ASF1-1/R153-92-N1	D
AS14	Schleicher	ASK 14	360	Hirth	F10K 1A	Hoffmann	HO-V42-48-02	D
AS16	Schleicher	ASK 16	750	Limbach	L 2000 EB1	Hoffmann	HO-V62-R-160-BT	D
AS22	Schleicher	ASW 22BE	810	Rotax	505A	Karais	KS-1C-158-R-108	D
AS24	Schleicher	ASW 24 TOP	415	F+E	F+E TOP (SC430)	Fischer	F+E Top 1.3m	D
AS27	Schleicher	ASW 27-18E	600	Solo	2350	Schleicher	AS2F1-2/L120-43-N2	C
AS28	Schleicher	ASW 28-18E	575	Solo	2350	Schleicher	AS2F1-2/L120-43N2	C
S900	Sipa	903	670	Continental	C-90-14F	Evra	D11-28-1B	C
HUSK	Sky Int	Aviat Husky A-1	816	Lycoming	O-360-A1P	Hartzell	HC-C2YK-1BF/F7666A-4	D
HUSK	Sky Int	Aviat Husky A-1	816	Lycoming	O-360-C1G	Hartzell	HC-C2YK-1BF/F7666A-4	D
HUSK	Sky Int	Aviat Husky A-1	816	Lycoming	O-360-A1P	MT	MTV-15-B/210-58	C
HUSK	Sky Int	Aviat Husky A-1B	907	Lycoming	O-360-A1P	Hartzell	HC-C2YK-1BF/F7666A	D
FOX	Skyfox Av	CA-25N	520	BRP - Rotax	Rotax 912 A	Allsize	CHP1-1	B
SV4	SNCAN	STAMPE SV4A	770	Renault	4P05	Hoffmann	HO-34HM-L985	A
MS23	Socata	235 E-D	1200	Lycoming	O-540-B4B5	Hartzell	HC-C2YK-1BF/8468A-4	B
MS31	Socata	MS 317	1100	Continental	W670-6A	Evra	120-55-B7	C
F156	Socata	MS 505	1590	Jacobs	R-755A2	Evra	130-38-29	D
F156	Socata	MS 505	1590	Lycoming	O-540-E4B5	Hartzell	HC-C2YK-1BF	C

ICAO Code	Aircraft manufacturer	Aircraft type	MTOW in kg	Engine manufacturer	Engine type	Propeller manufacturer	Propeller type	Noise class
MS73	Socata	MS 733	1800	Potez	6D02	Hartzell	HC-B3Z22-7	C
RALL	Socata	MS 883	825	Lycoming	O-235-C2A	Sensenich	76AKS6-2-44	C
RALL	Socata	MS 893A	1050	Lycoming	O-360-A1A	Hartzell	HC-C2YK-1BF/7666A-2	B
TOBA	Socata	TB 10	1150	Lycoming	O-360-A1AD	Hartzell	HC-C2YK-1BF/F7666A-2	C
TRIN	Socata	TB 20	1335	Lycoming	IO-540-C4D5	Hartzell	HC-C2YK-1BF/F8477-4	D
TOBA	Socata	TB 200	1150	Lycoming	IO-360-A1B6	Hartzell	HC-C2YK-1BF/F7666A-2	D
TBM7	Socata	TBM 700	2984	P&W	PT6A-64	Hartzell	HC-E4N-3/E9083 S(K)	D
TBM7	Socata	TBM 700 C2	3354	P&W	PT6A-64	Hartzell	HC-E4N-3/E9083 S(K)	D
TBM7	Socata	TBM 700 N	3354	P&W	PT6A-66D	Hartzell	HC-E4N-3/E9083S (K)	D
RS18	Sportavia	RS 180	1100	Lycoming	O-360-A3A	Hoffmann	HO-27HM-180-138	D
S10S	Stemme	S10	850	Limbach	L 2400 EB1	Stemme	10 AP-N	D
S10S	Stemme	S10-V	850	Limbach	L 2400 EB 1.AD	Stemme	10 AP-F	D
S10S	Stemme	S10-V	850	Limbach	L 2400 EB 1.AD	Stemme	10 AP-V	B
S10S	Stemme	S10-VT	850	Rotax	914F2/S1	Stemme	11AP-V/20038/0796	D
TBEE	STOL Aircraft.	UC-1 TWIN BEE	1724	Lycoming	IO-360-B1D	Hartzell	HC-C2YK-2RB/7666A-2	D
GY20	Sud Aviation	GY-20	485	Continental	A-65	Merville	693 B	C
AA1	True Flight	AA-1A	680	Lycoming	O-235-C2C	McCauley	1A105/SCM7154	C
AA5	True Flight	AA-5A	999	Lycoming	O-320-E2G	McCauley	1C172/(S)BTM7359	B
AA5	True Flight	AA-5B	1090	Lycoming	O-360-A4K	McCauley	1A170/FFA7563	B
AA5	True Flight	AA-5B	1089	Lycoming	O-360-A4K	Sensenich	76EM8S10-0-63	C
PKAN	Uetz	U3M PELIKAN	870	Lycoming	O-290-D2B	Sensenich	M74DM56	B
PKAN	Uetz	U4M PELIKAN	999	Lycoming	IO-320-B1A	Hoffmann	HO-V72L2/180DU	A
PKAN	Uetz	U4M PELIKAN	1000	Lycoming	O-320-A2B	McCauley	1C172/MGM7460	A
KIWI	Valentin	KIWI	385	F+E	F+E TOP (SC430)	Fischer	F+E Top 1.3m	D
VTOR	Vulcanair	AP68TP 600	3000	Allison	250-B17C	Hartzell	HC-B3TF-7A/T10173FN-21R	D
WACF	Waco Classic.	YMF Model F5C	1338	Jacobs	R755-B2M	Sensenich	W96JB-4-68	C
WA42	Wassmer	4/21	1410	Lycoming	IO-540-C4B5	Hartzell	HC-C2YK-1BF/8477B-4	D
WA40	Wassmer	WA 40	1200	Lycoming	O-360-A1A	McCauley	2D36C14	D
YK55	Yakovlev	YAK-55M	965	Vedeneyev	M-14P	MT	MTV-9K-C/CL250-29	C

This listing contains basic aircraft types. Aircraft which have been re-equipped to reduce noise can be classified, when evidence is shown, into a lower noise class. For Swiss aircraft, the Swiss Aircraft Register classification is applicable.

Cette liste contient les types de base d'aéronefs. Les aéronefs qui ont été réadaptés pour diminuer le bruit peuvent être classés, après justification, dans une catégorie de bruit inférieure. Pour les aéronefs suisses, la classification du Registre suisse des aéronefs est applicable.

Diese Liste enthält Basis-Flugzeugtypen. Flugzeuge, welche lärm mindernd umgerüstet worden sind, können auf Nachweis hin in eine tiefere Lärmklasse eingestuft werden. Für schweizerische Luftfahrzeuge ist die Klassierung im Luftfahrzeugregister massgebend.

Questa lista elenca i tipi di base degli aeromobili. Gli aeromobili che sono stati rimodernati per diminuire il rumore possono venire classificati, secondo la giustificazione, in una categoria di rumore inferiore. Per gli aeromobili svizzeri è applicabile la classificazione della matricola svizzera degli aeromobili.

1. HELIKOPTERFLUGPLÄTZE**1. HELIPORTS****1. ELIPORTI****1. HELIPORTS**

1. Äussere Merkmale, Befeuerung, Bodendienste und lärmempfindliche Gebiete → HEL-Karte und/oder AD INFO
Benützungseinschränkungen → Betriebsreglement und/oder AD INFO

Caractéristiques physiques, feux, services au sol et zones sensibles au bruit → Carte HEL et/ou AD INFO

Restrictions d'utilisation → Règlement d'exploitation et/ou AD INFO

Caratteristiche fisiche, luci, servizi a terra e zone sensibili al rumore → Carta HEL e/o AD INFO
Restrizioni d'utilizzazione → Norme OPS dell'aerodromo e/o AD INFO

Physical characteristics, lights, ground services and noise-sensitive areas → HEL chart and/or AD INFO

Restrictions of use → AD OPS regulations and/or AD INFO

2. HEL AD „R“ = Ausser für Rettungseinsätze ist die Benützung des Flugfeldes durch Dritte grundsätzlich untersagt

L'utilisation de l'héliport par des tiers est interdite par principe à l'exception des vols de sauvetage

Ad'eccezione dei voli SAR, per principio l'uso dell'eliporto è vietato per i terzi

Except for rescue flights the use of the heliport by third persons is basically prohibited

Name Nom Nome Ortskennung / Indicateur Indicatore / Indicator	Lage Situation Ubicazione Location	ELEV m	Halter und Betriebszeiten Exploitant et heures d'ouverture Esercente e orario di servizio Operator and AD operating hours
a	b COORD WGS84	c	d
BALZERS/FL LSXB Privat/Private AD PPR	47 04 05 N 009 28 52 E 2 km W Balzers/FL	483	Heliport Balzers AG Schiffände 2 FL-9496 Balzers TEL +423 380 03 03 FAX +423 380 03 04 e-mail: info@lsxb.li SUN+HOL: eingeschränkter Flugbetrieb/ restricted flight OPS
COLLOMBEY-MURAZ „R“ LSEC Privé/Private AD Karte/Chart → Bex LSGB VAC	46 16 07 N 006 57 35 E	391	Air Glaciers S.A. Trans-Heli S.A. Rue Pré du Pont 1868 Collombey TEL +41 (0) 24 473 70 70 FAX +41 (0) 24 73 70 71 e-mail: agcollombey@bluewin.ch HJ MAX 0800-2000 LT

Name Nom Nome Ortskennung / Indicateur Indicatore / Indicator	Lage Situation Ubicazione Location	ELEV m	Halter und Betriebszeiten Exploitant et heures d'ouverture Esercente e orario di servizio Operator and AD operating hours
a	b COORD WGS84	c	d
ERSTFELD „R“ LSXE Privat/Private AD	46 50 01 N 008 38 20 E	459	Haltergemeinschaft HERI Swiss Helicopter Management AG/ REGA Schweizerische Rettungsflugwacht - HELISWISS, Schweiz. Helikopter AG 6472 Erstfeld TEL +41 (0) 41 880 24 44 FAX +41 (0) 41 880 12 02 - Heli Gotthard AG 6472 Erstfeld TEL +41 (0) 41 882 00 50 FAX +41 (0) 41 882 00 55 - REGA, Schweizerische Rettungsflugwacht 6472 Erstfeld TEL +41 (0) 41 882 03 33 FAX +41 (0) 41 882 03 30
GAMPEL „R“ LSEG Privat/Private AD PPR	46 18 36 N 007 43 30 E	626	Air Zermatt AG 3920 Zermatt TEL +41 (0) 27 966 86 86 FAX +41 (0) 27 966 86 85 zermatt@air-zermatt.ch
GOSSAU „R“ LSXO Privat/Private AD	47 24 20 N 009 17 25 E	657	REGA Schweizerische Rettungsflugwacht 8058 Zürich TEL +41 (0) 71 313 99 33 FAX +41 (0) 71 313 99 34
GSTEIGWILER LSXG Privat/Private AD PPR : 0900-1200; 1400-1800 LT	46 38 53 N 007 52 39 E	686	Berner Oberländer Helikopter AG BOHAG 3814 Gsteigwiler TEL +41 (0) 33 828 90 00 FAX +41 (0) 33 828 90 10 HJ MAX 0700-1900 LT SUN+HOL CLSD
HALTIKON LSXN Privat/Private AD PPR	47 05 25 N 008 24 53 E	540	Heliswiss International AG 6403 Küssnacht a.R. TEL +41 (0) 41 854 32 23 FAX +41 (0) 41 854 32 22
HOLZIKEN LSXH Privat/Private AD PPR	47 18 51 N 008 01 34 E	465	Rose Helicopter AG Bändlistrasse 6 5043 Holziken TEL +41 (0) 62 721 44 44 FAX +41 (0) 62 721 44 66 E-Mail: info@roseheli.ch Internet: http://www.roseheli.com
INTERLAKEN „R“ LSXI Privat/Private AD	46 40 12 N 007 52 34 E	579	Rega Schweizerische Rettungsflugwacht Bönigstrasse 17 3812 Wilderswil TEL +41 (0) 33 828 90 30 FAX +41 (0) 33 828 90 39
LAUTERBRUNNEN LSXL Privat/Private AD PPR	46 35 08 N 007 54 48 E 2 km SSE Lauterbrunnen	800	Gemeinde Lauterbrunnen Heliport Postfach 22 3822 Lauterbrunnen TEL +41 (0) 33 856 05 60 FAX +41 (0) 33 856 05 66 e-mail: agl@airglaciers.ch HJ

Name Nom Nome Ortskennung / Indicateur Indicatore / Indicator	Lage Situation Ubicazione Location	ELEV m	Halter und Betriebszeiten Exploitant et heures d'ouverture Esercente e orario di servizio Operator and AD operating hours
a	b COORD WGS 84	c	d
LEYSIN LSEY Privé/Private AD	PPR 46 20 29 N 007 01 27 E	1240	Héli-Chablais SA 1854 Leysin TEL +41 (0) 24 494 34 34 FAX +41 (0) 24 494 30 30 e-mail: helichablais@romandie.com Internet: www.helichablais.com HJ MAX 0600-2000 LT SUN+HOL MAX 0800-2000 LT
LODRINO "R" LSXR Privato/Private AD	46 17 25 N 008 59 31 E	259	Heli-TV S.A. 6527 Lodrino TEL +41 (0) 91 873 40 40 FAX +41 (0) 91 873 40 44
PFAFFNAU „R“ LSXP Privat/Private AD	47 14 07 N 007 54 36 E	541	Heli Gotthard AG Brunnmatt 6264 Pfaffnau TEL +41 (0) 62 754 01 01 FAX +41 (0) 62 754 01 02
RARON LSER Privat/Private AD	PPR 46 18 07 N 007 49 59 E	639	Air Zermatt AG 3920 Zermatt TEL +41 (0) 27 935 86 86 FAX +41 (0) 27 935 86 85 0700-HRH: für betriebseigene HEL / for operator-owned HEL 0800-1200, 1330-1800 LT: für auswärtige HEL / for visiting HEL
SAN VITTORE LSXV Privato/Private AD	PPR 46 13 56 N 009 05 23 E	261	Heli Rezia SA 6775 Ambri TEL +41 (0) 91 873 66 66 FAX +41 (0) 91 873 66 69 6534 San Vittore TEL +41 (0) 91 829 27 27 FAX +41 (0) 91 829 36 13 HJ MAX 0730-2000 LT
SCHATTENHALB LSXC Privat/Private AD	PPR 46 42 45 N 008 12 09 E	800	Berner Oberländer Helikopter AG BOHAG 3814 Gsteigwiler TEL +41 (0) 33 971 88 11 FAX +41 (0) 33 971 88 10 No restrictions for SAR FLT
SCHINDELLEGI LSXS Privat/Private AD	PPR 47 10 13 N 008 42 51 E	792	FUCHS-Helikopter 8834 Schindellegi TEL +41 (0) 44 787 05 05 FAX +41 (0) 44 787 05 19
TAVANASA LSXA Privat/Private AD	PPR 46 45 38 N 009 05 34 E	750	Air Grischa Helikopter AG Heliport 7204 Untervaz TEL +41 (0) 81 322 57 57 FAX +41 (0) 81 322 50 00 7162 Tavanasa TEL +41 (0) 81 936 22 22 FAX +41 (0) 81 936 22 21
TROGEN „R“ LSXT Privat/Private AD	PPR 47 24 32 N 009 28 23 E	811	Helimission 9043 Trogen TEL +41 (0) 71 343 71 71 FAX +41 (0) 71 343 71 70

Name Nom Nome Ortskennung / Indicateur Indicatore / Indicator	Lage Situation Ubicazione Location	ELEV m	Halter und Betriebszeiten Exploitant et heures d'ouverture Esercente e orario di servizio Operator and AD operating hours
a	b COORD WGS84	c	d
UNTERVAZ LSXU Privat/Private AD PPR	46 54 44 N 009 33 04 E 2,5 km SSW Zizers	539	Air Grischa Helikopter AG 7204 Untervaz TEL +41 (0) 81 322 57 57/58 FAX +41 (0) 81 322 50 00 e-mail: info@airgrischa.ch Internet: www.airgrischa.ch MON-SAT: HJ MAX 0630 LT - HRH SUN+HOL: HJ MAX 0730 LT - HRH
WÜRENLINGEN „R“ LSXW Privat/Private AD	47 32 14 N 008 14 41 E	370	GRANELLA AG 5303 Würenlingen TEL +41 (0) 79 357 36 57
ZERMATT LSEZ Privat/Private AD PPR	46 01 45 N 007 45 11 E 600 m NNE Bhf/stn Zermatt	1620	Air Zermatt AG 3920 Zermatt TEL +41 (0) 27 966 86 86 FAX +41 (0) 27 966 86 85 e-mail: zermatt@air-zermatt.ch 0800-1200, 1330-1800 LT

1. WINTERFLUGPLÄTZE

1. AERODROMI INVERNALI

Benützungsbedingungen:

- 1) Für jede Landung und für Anflüge ohne Landung ist im Einzelfall vorher die Erlaubnis des Flugplatzhalters einzuholen.
- 2) Der Pilot muss Träger der Erweiterung zum Führerausweis für Landungen im Gebirge sein.
- 3) Leistung und Ausrüstung des Luftfahrzeuges müssen den Anforderungen des Geländes entsprechen.
- 4) Die Landeflächen können nur bei genügender Schneedecke oder bei genügend tragfähiger Eisfläche angefliegen werden.

Condizioni d'uso:

- 1) Per ogni atterraggio e per ogni volo di avvicinamento senza atterraggio è necessario in ogni singolo caso il consenso anticipato dell'esercente dell'aerodromo.
- 2) Il pilota deve possedere l'estensione della licenza per l'atterraggio in montagna.
- 3) Prestazione ed equipaggiamento degli aeromobili debbono corrispondere alle esigenze del terreno.
- 4) Le superfici d'atterraggio non sono praticabili che al momento in cui lo strato di neve o la resistenza della superficie di ghiaccio sono sufficienti.

1. AERODROMES D'HIVER

1. WINTER AERODROMES

Conditions d'utilisation:

- 1) Pour l'atterrissage et pour les approches sans atterrissage, la permission de l'exploitant de l'aérodrome doit être demandée au préalable dans chaque cas.
- 2) Le pilot doit être titulaire d'une licence étendue aux atterrissages en montagne.
- 3) La performance et l'équipement de l'aéronef doivent correspondre aux exigences du terrain.
- 4) Aires praticables seulement lorsque la couche de neige ou la résistance de la surface de glace sont suffisantes.

Conditions of use:

- 1) For each landing, and for approaches without landing, prior permission from the AD OPR is required in each case.
- 2) The pilot must be in possession of a licence extended for landings in mountain areas.
- 3) ACFT performance and equipment shall be as required for the nature of the terrain.
- 4) Landing areas can only be approached if the snow cover or the strength of the ice sheet are sufficient.

AD	PSN COORD WGS84	ELEV m	RWY MAG	RWY m	OPR / TEL / TELEX / RMK
1	2	3	4	5	6
BLUMENTAL LSWB	46 33 47 N 007 52 27 E (633 395 / 156 945) * Mürrenberg	1900	09 27	250 x 100 SLOPE: 28%	Gemeinde Lauterbrunnen Von Allmen Lorenz 3825 Mürren TEL +41 (0) 79 311 01 48 Benützungsbedingungen/Conditions d'utilisation/ Condizioni d'uso/Conditions of use: 1), 2), 3), 4) 1200-1330 LT: nur eine Bewegung gestattet/un seul mouvement admis/solo una rotazione ammessa/one movement only admitted SUN/HOL: für Schulfüge MAX 6 Bewegungen gestattet/pour vols d'école MAX 6 mouvements admis/per voli di scuola MAX 6 rotazioni ammesse/MAX 6 movements admitted for school flights * Landeskarte 1:50 000, Blatt 264 Carte nationale feuille
Helikopter- Landeplatz	46 33 48 N 007 52 46 E (633 800 / 156 990)				
GSTAAD-INN GRUND LSEA	46 25 45 N 007 16 15 E (587 130 / 141 985) *	1085			Swiss Helikopter AG 3123 Belp TEL +41 (0) 33 755 13 21 E-Mail: gstaad@swisshelicopter.ch Benützungsbedingungen/Conditions d'utilisation/ Condizioni d'uso/Conditions of use: 1), 3) nur HEL zugelassen/seuls HEL admis/ unicamente HEL ammessi/HEL only admitted * Landeskarte 1:50 000, Blatt 263 Carte nationale feuille
Helikopter- Landeplatz					

AD	PSN COORD WGS84	ELEV m	RWY MAG	RWY m	OPR / TEL / TELEX / RMK
1	2	3	4	5	6
LAUBERHORN LSWL	46 35 02 N 007 57 00 E (639 200 / 159 300) *	2230			Gemeinde Lauterbrunnen Christian von Allmen 3822 Lauterbrunnen TEL +41 (0) 33 856 05 60 FAX +41 (0) 33 856 05 66 Benützungsbedingungen/Conditions d'utilisation/ Condizioni d'uso/Conditions of use: 1), 2), 3) nur HEL zugelassen/seuls HEL admis/ unicamente HEL ammessi/HEL only admitted * Landeskarte 1:50 000, Blatt 254 Carte nationale feuille Während den internationalen Skirennen ist das Flugfeld vom Skigebiet durch Sicherheitsnetze abgesperrt und markiert. Für die übrige Zeit wird vom Flugfeldleiter auf Anfrage hin ein spezieller Landeplatz zugeteilt. Pendant les compétitions internationales de ski, le champ d'aviation est balisé et séparé du domaine skiable par des filets de sécurité. Le reste du temps, une place d'atterrissage spéciale est accordée sur demande par le responsable du champ d'aviation.. Durante le gare internazionali di sci il campo d'aviazione è delimitato da reti di protezione e debitamente contrassegnato. Nel resto dell'anno il responsabile del campo d'aviazione attribuisce su richiesta un'area di atterraggio speciale. During the international ski races, the airfield will be marked and closed off from the ski area with safety nets. The rest of the time, a special landing area will be assigned by the head of the airfield on request.
MÄNNLICHEN LSWM	46 36 39 N 007 56 31 E (638 540 / 162 265) *	2227			Swiss Helicopter AG 3814 Gsteigwiler TEL +41 (0) 33 828 90 00 FAX +41 (0) 33 828 90 10 Benützungsbedingungen/Conditions d'utilisation/ Condizioni d'uso/Conditions of use: 1), 2), 3) nur HEL zugelassen/seuls HEL admis/ unicamente HEL ammessi/HEL only admitted * Landeskarte 1:50 000, Blatt 254 Carte nationale feuille

SCHWARZSEE LSWS	46 39 58 N 007 16 59 E (588 100 / 168 300) *	1046	<u>04</u> 22	600 x 100 SLOPE: Horiz.	Aérodrome Régional Fribourg-Ecuvillens 1730 Ecuvillens TEL +41 (0) 26 411 12 14 FAX +41 (0) 26 411 35 35 Benützungsbedingungen/Conditions d'utilisation/ Condizioni d'uso/Conditions of use: 1), 4) * Landeskarte 1:50 000, Blatt 253 Carte nationale feuille
ST. MORITZ LSXM Helikopter- Landeplatz	46 28 44 N 009 49 27 E (783 170 / 150 290) *	1783			Swiss Helicopter AG, 7000 Chur Basis Samedan TEL +41 (0) 81 852 35 35 FAX +41 (0) 81 852 32 72 e-mail: samedan@swisshelicopter.ch Benützungsbedingungen/Conditions d'utilisation/ Condizioni d'uso/Conditions of use: 1), 2), 3) nur HEL zugelassen/seuls HEL admis/ unicamente HEL ammessi/HEL only admitted Benützung beschränkt auf die Zeit vom 15. Dezember bis 15. Mai./Utilisation imitée à la periode du 15 décembre au 15 mai./L'uso è limitato al periodo dal 15 dicembre al 15 maggio./ Use restricted to the period from December 15 to May 15. * Landeskarte 1:50 000, Blatt 268 Carte nationale feuille

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1. Gebirgslandeplätze:

Benützung der Gebirgslandeplätze (GLP) mit Flächenflugzeugen: Nur bei entsprechender Eignung des Gebirgslandeplatzes (es ist ausschliesslich die Kolonne links massgebend).
Benützung der Gebirgslandeplätze mit Helikopter: Der Ort der Aussenlandung darf, in einem vernünftigen Umkreis, der im Rahmen der Ortsumschreibung bis 400 m um die Koordinaten betragen kann, gewählt werden (Entscheid des Bundesrates vom 7. Mai 1980).

Bei An- und Abflügen sind die zu meidenden Gebiete zu beachten (siehe Karte AGA 3-3 APP 1.)

1. Places d'atterrissage en montagne:

Utilisation des places d'atterrissage en montagne (GLP) par des avions: Uniquement si la place s'y prête (seule la colonne à gauche est déterminante).
Utilisation des places d'atterrissage en montagne par des hélicoptères: Le lieu d'atterrissage peut être choisi à une distance raisonnable, soit un rayon pouvant aller jusqu'à 400 m du point déterminé par les coordonnées dans les limites de la description topographique (décision du Conseil fédéral du 7 mai 1980).

Pour l'approche et le départ, les zones à éviter doivent être respectées (voir la carte AGA 3-3 APP 1.)

1. Aree di atterraggio in montagna:

Utilizzazione delle aree di atterraggio in montagna (GLP) mediante aerei: unicamente se le aree sono idonee (è determinante soltanto la colonna di sinistra).
Utilizzazione delle aree di atterraggio in montagna mediante elicotteri: il luogo di atterraggio può essere scelto entro un raggio ragionevole, che può arrivare fino a 400 m dal punto determinato con le coordinate secondo la descrizione topografica (decisione del Consiglio federale del 7 maggio 1980).

Durante gli avvicinamenti e allontanamenti occorre fare attenzione alle zone che devono essere evitate (vedi carta AGA 3-3 APP 1.)

1. Mountain Landing Sites:

Utilisation of mountain landing sites (GLP) by fixed-wing aircraft: Only if the mountain airstrip (the column on the left is authoritative) is suitable.
Utilisation of the mountain airstrip by helicopters. The off-field landing location can be chosen to be within a reasonable distance, which can be within 400 m of the coordinates for the surrounding area (Federal Council decision dated 7 May 1980).

When landing or taking-off, areas that are to be avoided must be noted (see map AGA 3-3 APP 1.)

Nr./N°	GLP	Name / Nom / Nome		COORD: LV95 WGS84	Lage / Bemerkungen	Situation / Remarques	Ubicazione / Osservazione
01	LSYG	Gstellihorn	BE/VS	1132620.28 N / 2586379.52 E 46 20 41 N / 007 15 42 E	Sattel östlich Gipfel	Col à l'est du sommet	Colle a est della vetta
02							
03	LSYH	Susten Steingletscher	BE	1176024.71 N / 2675420.53 E 46 43 52 N / 008 25 31 E			
04	LSYK	Kanderfirn	BE	1148349.92 N / 2629919.80 E 46 29 09 N / 007 49 42 E	Westlich Mutthornhütte	A l'ouest de la cabane Mutthorn	A ovest della capanna Mutthorn
05	LSVP	Petersgrat	BE/VS	1146479.92 N / 2629939.79 E 46 28 08 N / 007 49 42 E	Firnplateau	Plateau du névé	Altopiano del nevaio
06							
07	LSVN	Staldenhorn	BE	1141800.22 N / 2584749.58 E 46 25 39 N / 007 14 25 E	Mulde	Dépression	Depressione
08	LSVS	Sustenlimmi	BE	1171424.72 N / 2675575.50 E 46 41 23 N / 008 25 36 E	Vorgipfel	Avant le sommet	Prima della cima
09	LSVW	Vordere Walig	BE	1138000.25 N / 2584799.56 E 46 23 35 N / 007 14 28 E	Gipfel	Sommet	Cima
10	LSVK	Glärnischfirn	GL	1206999.73 N / 2718000.68 E 47 00 13 N / 008 59 25 E	Firnmulde nur vom 1 NOV - 30 JUN	Dépression du névé seulement du 1 NOV - 30 JUN	Depressione del nevaio soltanto dal 1 NOV - 30 JUN
11	LSYI	Limmerenfirn	GL	1185519.66 N / 2716700.56 E 46 48 38 N / 008 58 04 E	Oberer Firnrand	Bord supérieur du névé	Bordo superiore del nevaio

Nr./N°	GLP	Name / Nom / Nome	COORD:	LV95 WGS84	Lage / Bemerkungen	Situation / Remarques	Ubicazione / Osservazione
12	LSVV	Vorabgletscher	GR/GL	1193349.65 N / 2730600.65 E 46 52 42 N / 009 09 07 E	Sattel	Replat	Sella
13	LSVD	Clariden-Hüfifirn	UR/GL	1186649.55 N / 2710000.59 E 46 49 19 N / 008 52 49 E	Plateau nördlich Planurahütte	Plateau au nord de la cabane Planura	Altopiano a nord della capanna Planura
14	LSVJ	Alpe Foppa	TI	1108348.95 N / 2712400.27 E 46 07 02 N / 008 53 34 E	Nur im Einverständnis mit dem Kommandanten des Waffenplatzes Mte Ceneri	seulement avec accord du Commando de la place d'armes Mte Ceneri	unicamente d'intesa con il Comando della piazza d'armi Mte Ceneri
15	LSVE	Aeschhorn	VS	1100999.64 N / 2621099.31 E 46 03 37 N / 007 42 41 E	Sattel	Col	Colle
16	LSVF	Alphubel	VS	1100049.64 N / 2633774.38 E 46 03 04 N / 007 52 30 E	Südlich Alphubeljoch	Au sud du Alphubeljoch	A sud d'Alphubeljoch
17	LSVI	Arolla	VS	1095824.88 N / 2603549.21 E 46 00 50 N / 007 29 04 E			
18	LSYD	Bec de Nendaz	VS	1112150.15 N / 2587899.38 E 46 09 39 N / 007 16 55 E	Rücken Sommer-Gebirgslandeplatz für Flächenflugzeuge geöffnet vom 15. Mai bis 15. November	Revers Site d'atterrissage estivale en montagne pour avions ouvert du 15 mai au 15 novembre	Dorso Campo d'atterraggio estivo in montagna per aerei aperto dal 15 maggio al 15 novembre
19	LSYQ	Croix de Coeur	VS	1107800.07 N / 2584199.38 E 46 07 17 N / 007 14 03 E	Sattel	Col	Colle
20	LSYE	Ebnefluh	VS	1150849.75 N / 2639249.89 E 46 30 28 N / 007 57 00 E	Gratrücken	Revers de l'arête	Dorso del crinale
21	LSYY	Glacier du Brenay	VS	1092999.98 N / 2600919.16 E 45 59 19 N / 007 27 02 E	Unterhalb Pass	Au-dessous de col	Sotto di passo
22	LSYX	Glacier du Trient	VS	1093050.33 N / 2569299.11 E 45 59 18 N / 007 02 33 E	Firnrand	Bord du névé	Bordo del nevaio
23	LSYZ	Glacier de Tsanfleuron	VS	1129200.24 N / 2583299.60 E 46 18 50 N / 007 13 19 E	0,5 km NW Tour St. Martin	0,5 km NW Tour St-Martin	0,5 km NW Tour S. Martin
24	LSVG	Grimentz	VS	1113549.77 N / 2610299.42 E 46 10 24 N / 007 34 19 E			
25	LSYJ	Jungfraujoch	VS	1155299.77 E / 2642299.98 E 46 32 52 N / 007 59 25 E	Flacher Hang östlich Sphinxstollen	Replat à l'est de la galerie du Sphinx	Altopiano all'est della galleria dello Sphinx
26	LSYN	Langgletscher	VS	1144799.80 N / 2637199.79 N 46 27 13 N / 007 55 22 E	Untere Gletschermitte	Partie inférieure du glacier	Parte inferiore del ghiacciaio
27	LSVQ	Monte Rosa	VS	1087799.58 N / 2631999.17 E 45 56 28 N / 007 51 04 E			
28	LSYP	Petit Combin	VS	1092500.05 N / 2586624.13 E 45 59 02 N / 007 15 58 E	Gipfel	Sommet	Cima
29	LSYR	Rosa Blanche	VS	1101049.97 N / 2593499.36 E 46 03 39 N / 007 21 17 E	Grat südlich Gipfel	Arête au sud du sommet	Crinale a sud della cima
30	LSYT	Theodulgletscher	VS	1086999.75 N / 2621049.09 E 45 56 03 N / 007 42 36 E	Plateau	Plateau	Altopiano
31	LSYU	Unterorthorn	VS	1096624.64 N / 2627799.27 E 46 01 14 N / 007 47 51 E	Südöstlich Seilbahnstation	Au-sud-est du téléphérique	A sud-est della teleferica
32	LSYW	Wildhorn	VS	1133675.18 N / 2593999.55 E 46 21 16 N / 007 21 38 E	Krete Westgipfel	Crête à l'ouest du sommet	Cresta a ovest della vetta
34	LSVC	Col des Mosses	VD	1138575.34 N / 2574024.50 E 46 23 53 N / 007 06 03 E			
35	LSYA	Alp Trida ¹⁾	GR	1207125.13 N / 2823325.93 E 46 58 39 N / 010 22 28 E	Talboden	Vallée	Valle
36	LSYC	Crap Sogn Gion	GR	1188874.67 N / 2735375.68 E 46 50 14 N / 009 12 48 E	Plateau nordwestlich Seilbahnstation	Plateau au nord-ouest de la station du funiculaire	Altopiano a nord-ovest della stazione della funicolare
37	LSYF	Fuorcla Chamuotsch ²⁾	GR	1152599.62 N / 2777600.96 E 46 30 04 N / 009 45 09 E	Sattel	Col	Sella
38	LSVH	Fuorcla Grischa ²⁾	GR	1154249.65 N / 2780250.94 E 46 30 55 N / 009 47 16 E	Buckel	Bosse	Gobba

39	LSVO	Madrisahorn	GR	1200725.00 N / 2784800.80 E 46 55 55 N / 009 51 57 E	Sattel	Col	Sella
40	LSYV	Vadret dal Corvatsch ²⁾	GR	1143574.57 N / 2783376.07 E 46 25 06 N / 009 49 27 E	Gletschermulde	Dépression dans le glacier	Depressione del ghiacciaio
41	LSVR	Vadret Pers ²⁾	GR	1141524.64 N / 2792851.21 E 46 23 50 N / 009 56 48 E	nur für Flugzeuge	seulement pour avions	soltanto per aeroplani
42	LSYB	Blüemlisalp	BE	1150859.90 N / 2625459.83 E 46 30 31 N / 007 46 13 E	nur für Ausbildung	à des fins d'instruction seulement	soltanto a scopi d'istruzione
43	LSVA	Arosa	GR	1182899.67 N / 2771500.80 E 46 46 31 N / 009 41 04 E	Bei ARA	Près „ARA“ (=STEP)	Presso „ARA“ (= IDA)

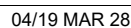
1)

Samnaun Customs Enclave
Zollausschlussgebiet Samnaun
Enclave douanière Samnaun
Enclave doganale estera Samnaun

2)

Not permitted to transport personnel for tourism purposes between 1 May and 31 October.
zur Personenbeförderung zu touristischen Zwecken untersagt zwischen 1. Mai und 31. Oktober
le transport de personnes à des fins touristiques est interdite du 1er mai au 31 octobre
il trasporto di persone a scopi turistici è vietata dal 1 maggio al 31 ottobre

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1. WASSERFLUGPLÄTZE
1. AERODROMI ACQUA**1. PLACES D'AMERRISSAGE**
1. WATER AERODROMES**Benützungsbedingungen:**

Der Pilot muss Träger des Einzeleintrags für Wasserflugzeuge oder Amphibienflugzeuge sein.

Condizioni d'uso:

Il pilota deve possedere l'iscrizione individuale per gli idroplani o gli aerei anfibi.

Conditions d'utilisation:

Le pilot doit être titulaire d'une inscription individuelle pour les hydravions ou avions amphibies.

Conditions of use:

The pilot must be in possession of the single entry for seaplanes or amphibious aircraft.

AD	PSN COORD WGS84	ELEV m	RWY MAG	RWY m	OPR / TEL / TELEX / RMK
1	2	3	4	5	6
LACHEN LSPW	47 12 38 N 008 52 12 E	405	08 26	2500 x 100	Lachen Sea Plane Base Ueli Diethelm 8808 Pfäffikon SZ TEL +41 (0) 55 420 20 90 Benützungsbedingungen / Conditions d'utilisation / Condizioni per l'uso / Terms of use: PPR Betriebszeiten/Horaires de service /Orario di servizio/ Operating hours: MON-SUN: 0800-1200, 1400-1700 LT SUN: Nur in LSPW stationierte Flugzeuge SUN: Seulement avions basés à LSPW SUN: Di stanza solo in aerei LSPW SUN: In LSPW homebased aircraft only Geschlossen an folgenden Feiertagen: Karfreitag, Betttag / Fermée les jours fériés suivants: Vendredi saint, jour de jeûne / Chiuso nei giorni festivi seguenti: Venerdì santo, Digiuno federale / Closed on the following public holidays: Good Friday, Swiss Day of Prayer Keine Platzrunden an folgenden Tagen / Pas de tours de piste les jours suivants / Nessun circuito di guida nei giorni seguenti / No circuits on the following days: AUG 15, NOV 01 Die Basis ist vom 1. Dezember bis 31. März geschlossen / La base est fermée du 1er décembre au 31 mars / La base è chiusa dal 1° dicembre al 31 marzo / The base is closed from DEC 01 until MAR 31

Auf das Seebecken achten / Tenir compte du lac / Fare attenzione al lago / Be aware of the lake basin.

Gesetzliche Abstände zu Kursschiffen (grüne Kugel), Berufsfischer (gelbe Kugel) und Schleppfischer (weisse Kugel) sind einzuhalten.

Il faut respecter les distances légales par rapport aux bateaux de ligne (sphère verte), aux pêcheurs professionnels (sphère jaune) et aux pêcheurs à la traîne (sphère blanche).

È necessario rispettare le distanze a norma di legge da battelli in servizio regolare (sfera verde), pescatori professionisti (sfera gialla) e pescatori a strascico (sfera bianca).

Legal distances to scheduled boat services (green ball), professional fishermen (yellow ball) and trolling (white ball), must be complied with.

Landeskarte / Carte nationale / Carta nazionale / National map 1:50 000
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Dimension	SI Unit	US Unit	Conversion
Length	mm - millimeter	in - inch	1 in = 25.4 mm
	m - meter	ft - feet	1 ft = 0.3048 m
	km - kilometer	NM - Nautical Mile	1 NM = 1.852 km
Volume	l - liter	US gal - Gallons	1 gal = 3.7854 l
		qts - quarts	1 qts = 0.9464 l
Speed	km/h - kilometer per hour	kts - knots	1 kts = 1.852 km/h
	m/s - meter per second	fpm - feet per minute	1 m/s = 196.85 fpm
Mass	kg - kilogram	lbs - pound	1 kg = 2.2046 lbs
Force, Weight	N - Newton	lbf - poundforce	1 N = 0.2248 lbf
Pressure	hPa - hectopascal	inHG - inches of mercury	1 inHG = 33.86 hPa
	bar - bars	psi pounds per square inch	1 bar = 14.504 psi
Temperature	°C - degrees Celsius	°F - degrees Fahrenheit	°C * 1.8 + 32 = °F
			(°F - 32) / 1.8 = °C

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1

METEOROLOGY

The following daily weather forecasts are issued for **visual flight traffic**:

- Aviation weather forecast
- Low-Level SWC Alps, W/T-Chart, Wind Barbs, QNH-Chart
- GAFOR
- Glider forecast

In addition, there are the internationally standardised aviation weather products according to ICAO, which have important significance for visual flight traffic.

- METAR/TAF
- AIRMET
- SIGMET
- SWC, Wind and Temperature Charts

2

Aviation weather forecast

Issued at	Validity
0500 UTC	0600-1200 UTC
1100 UTC	1200-1800 UTC

The aviation weather forecast provides information about:

- General weather situation;
- Clouds, visibility and weather in the climatologically related regions of Switzerland;
- Wind and temperature north of the Alps for selected heights up to 16,000 m. tropopause, wind maximum (only if 60 kt or more), and zero-degree isotherms;
- Dangers;
- Outlook until midnight;
- Forecast wind and temperature for Payerne, Lugano and Zurich at 0900 UTC and 1500 UTC, and/or 1200 UTC and 1800 UTC;
- Three-day weather forecast.

3

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

3.1

Low-Level SWC Alps

The low level SWC (Significant Weather Chart) Alps is a forecast chart for the FIR Switzerland and FIR Vienna as well as the neighbouring areas and stretches from the surface of the earth up to FL 250. It is issued every 4 hours and provides information about weather phenomena that could have an impact on the safety of flights in the lower airspace. The Low-Level SWC includes all weather phenomena, which obliges an AIRMET to be issued. For this reason no AIRMET are issued in Switzerland (exception see chapter 5 "AIRMET"). Should the situation change significantly in the FIR Switzerland and FIR Vienna between the issuing times, an amended Low-Level SWC will be published. Outside these two FIR the chart is for information purposes only. Thus the official national products must be used in addition

The Low-Level SWC is enhanced by upper wind charts (W/T Chart, Wind Barbs) and pressure charts (QNH Chart).

The Low-Level SWC comprises:

- A header with the time of validity for the graphical content ("CHART VALID AT"), the time of the forecast for the text element in the lower right corner ("OUTLOOK VALID TILL") and the time of issue ("ISSUED AT"). If the chart was amended, this can be seen by the text "AMD DUE TO" and a description of the amendment;
- A topographical chart showing the national borders,
- The significant weather is indicated using internationally recognised symbols, specified abbreviations, numbers and meteorological and geographical terminology in accordance with the valid version of the ICAO Annex 3, Appendix 1-12 "SHEET OF NOTATIONS USED IN FLIGHT DOCUMENTATION". A detailed explanation can also be found in the brochure "Flugwetterinformationen in der Schweiz" (Aviation Meteorological Information for Switzerland, not available in English) (www.meteoschweiz.ch/aviatik);
- Two text fields in the lower right corner with the forecast for the western and eastern parts of the chart ("OUTLOOK WEST", "OUTLOOK EAST").

The outlook represents the 4 hours following the time of validity.

The following weather information is forecast in the Low Level SWC:

- Surface pressure centres and fronts together with their tracking;
- Inclement weather areas with dense or closed cloud cover, widespread poor visibility and widespread precipitation;
- High convective clouds and other cloud formations below FL250 with the amount, type and lower and upper ceilings. Additional information if the mountains are covered by clouds;
- Prevailing visibility near the ground below 3000 ft AMSL;
- Weather phenomena such as precipitation, poor visibility (fog, smog), thunderstorms;
- Special weather hazards for aviation such as icing, turbulence and lee waves
- Strong wind zones near the ground below 3000 ft AMSL;
- Special terminology to better describe the affected area (mountains, valleys) but also regional weather phenomena such as southerly föhn.

It should be noted that the phenomena can only be represented on the chart if they have a specific expanse. The weather phenomena TS1 and CB/TCU already include MOD/SEV ICE and MOD/SEV TURB and CB, as well as low-level wind shear. Thus these phenomena are not explained separately.

Cloud cover is specified in FEW (1-2/8), SCT (3-4/8), BKN (5-7/8) or OVC (8/8) Isolated convection clouds can occur (ISOL; less than 50% of the area is affected), occasionally (OCNL; between 50% and 75% of the area is affected) or widespread (FRQ; more than 75% of the area is affected). Moreover, that can be hidden linearly (SQL), by mist and smoke (OBSC) or embedded in layers of cloud (EMBD).

Every 4 hours two Low-Level SWC are issued, the first with a time of validity of +2 hours, the second for +6 hours from the time of publication. An outlook in text form for the following 4 hours for the western and the eastern parts of the area enhances the graphic where, overall, a period of 10 hours is illustrated.

All the abbreviations mentioned here are explained in the brochure "Flugwetterinformationen in der Schweiz" (Aviation Meteorological Information for Switzerland, not available in English) (www.meteoschweiz.ch/aviatik).

Times of validity Low-Level SWC Alps:		
Published	Validity	Outlook
0000 UTC	Chart 1: 0200 UTC	0200 - 0600 UTC
	Chart 2: 0600 UTC	0600 - 1000 UTC
0400 UTC	Chart 1: 0600 UTC	0600 - 1000 UTC
	Chart 2: 1000 UTC	1000 - 1400 UTC
0800 UTC	Chart 1: 1000 UTC	1000 - 1400 UTC
	Chart 2: 1400 UTC	1400 - 1800 UTC
1200 UTC	Chart 1: 1400 UTC	1400 - 1800 UTC
	Chart 2: 1800 UTC	1800 - 2200 UTC
1600 UTC	Chart 1: 1800 UTC	1800 - 2200 UTC
	Chart 2: 2200 UTC	2200 - 0200 UTC
2000 UTC	Chart 1: 2200 UTC	2200 - 0200 UTC
	Chart 2: 0200 UTC	0200 - 0600 UTC

The respective charts remain valid until the next publication time. The first is then cancelled and the second chart is replaced by a new, amended chart (with the same period of validity). This means that at any time two Low-Level SWC are available.

The Low-Level SWC supplementary charts are:

- High altitude wind charts (W/T Chart, Wind Barbs);
- Pressure charts (QNH Chart).

3.2 **High Altitude Wind Charts (W/T Chart, Wind Barbs)**

The W/T Chart contains the wind direction, wind speed and temperature in tabular form for different altitudes as well as the freezing level at various geographical points. The Wind Barbs show the same wind information in graphical form using wind arrows.

3.3 **Pressure Charts (QNH Chart)**

The QNH Chart displays pressure values (QNH) at different geographical points as well as the average wind and pressure differences between two selected points ("potential for Föhn").

The high altitude wind and pressure charts are updated twice a day and cover a time period of up to 27 hours.

Publication	Validity	Publication	Validity
0600-0800 UTC	Chart 1: 0600 UTC	1800-2200 UTC	Chart 1: 1800 UTC
	Chart 2: 0900 UTC		Chart 2: 2100 UTC
	Chart 3: 1200 UTC		Chart 3: 0000 UTC
	Chart 4: 1500 UTC		Chart 4: 0300 UTC
	Chart 5: 1800 UTC		Chart 5: 0600 UTC
	Chart 6: 2100 UTC		Chart 6: 0900 UTC
	Chart 7: 0000UTC		Chart 7: 1200 UTC
	Chart 8: 0300 UTC		Chart 8: 1500 UTC

Following a new model run. 8 W/T charts, 8 wind barbs and 8 QNH charts are available.

4

GAFOR

4.1

GAFOR

The GAFOR provides information about weather conditions (visibility/ceiling) for the main visual flight routes in Switzerland and is issued three times a day during the winter semester and four times a day during the summer semester:

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 6 hours 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 segments. 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 Oskar / 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)				

O		Visibility ≥ 8 km	Ceiling ≥ 2000 ft
Oscar	Open	Visibility 8 km or more and ceiling 2000 ft or higher above the terrain.	
	Open	No weather-relevant obstacle for visual flight.	

D		8 km > Visibility ≥ 5 km	2000 ft > Ceiling ≥ 1500 ft
Delta	Difficult	Visibility less than 8 km, but at least 5 km; and/or ceiling below 2000 ft, but at least 1500 ft over the terrain.	
	Difficult	Trained pilots can still fly using visual navigation.	

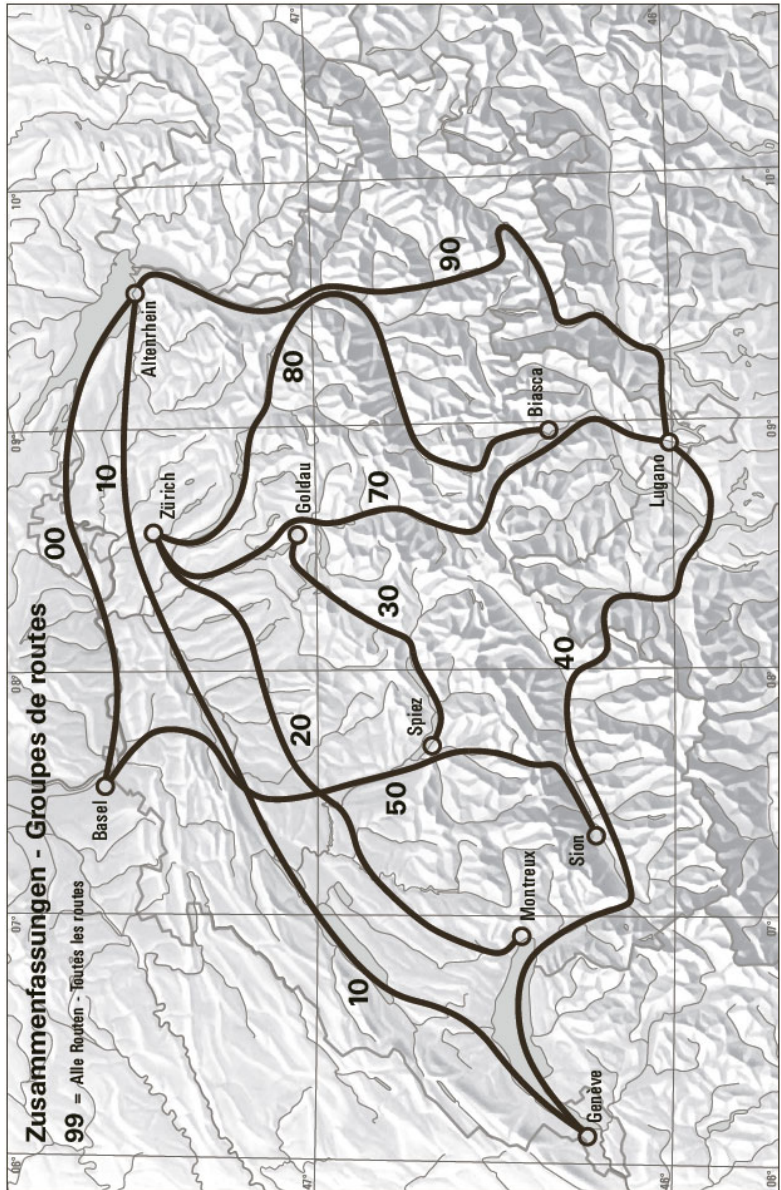
M		5 km > Visibility ≥ 2 km	1500 ft > Ceiling ≥ 1000 ft
Mike	Critical	Visibility less than 5 km, but at least 2 km; and/or ceiling below 1500 ft, but at least 1000 ft over the terrain.	
	Marginal	Well-trained pilots with detailed knowledge of local conditions can still fly using visual navigation.	

X		Visibility < 2 km	Ceiling < 1000 ft
X-ray	Closed	Visibility below 2 km and/or ceiling below 1000 ft over the terrain. Visual flight not possible.	

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:

No.	Symbol	Phenomenon
1		Thunderstorm
2		Snow
3		Rain
4		Showers of Snow
5		Showers of Rain
6	LC	Low Clouds
7	≡	Fog
8	=	Mist

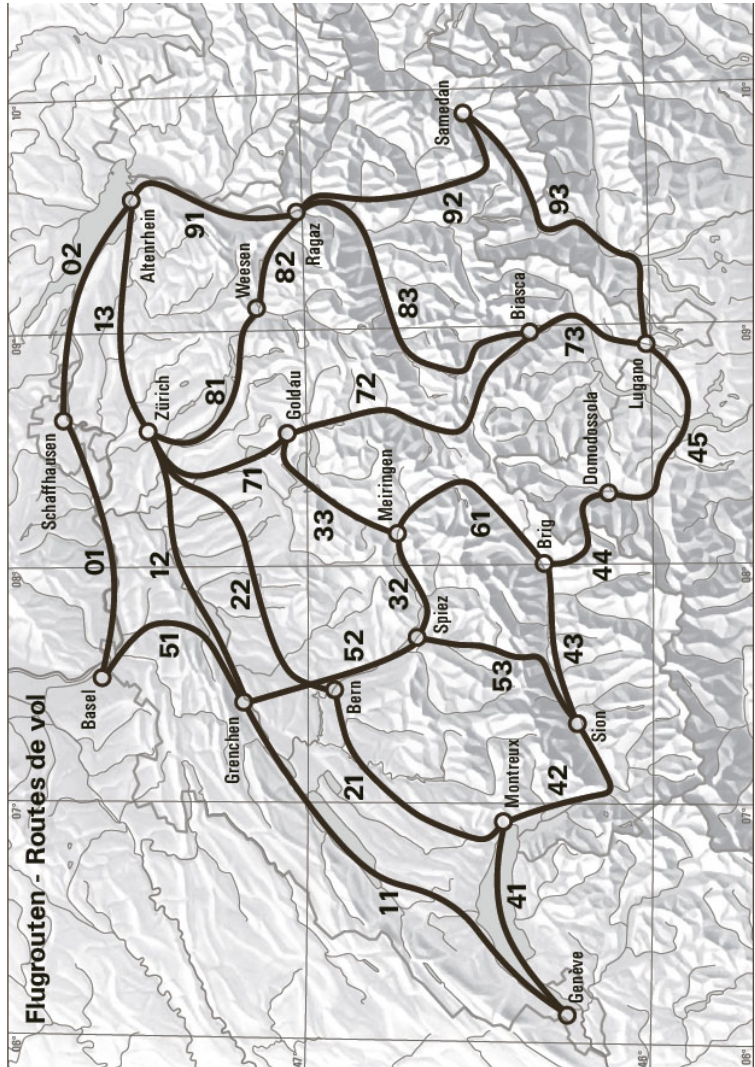
Other weather phenomena hazardous to aviation, such as icing and turbulence are forecasted in the Low-Level SWC Alps or aviation weather forecast. They are not taken into account in GAFOR.



Flight routes		Reference height 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

Flight routes

Summary of routes:



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

5

Glider flight forecast

The glider forecast provides information about the weather situation, wind and temperature forecast, freezing level, inversion, clouds, thermals, precipitation and visibility. It is published from April to September.

6

AIRMET

AIRMET publishes information in accordance with ICAO on weather phenomena posing a danger to flights between the ground and a defined height in the lower airspace, which has not already been issued in a forecast for low-level flights. AIRMET are only issued when the forecast phenomena are occurring or about to occur. The weather phenomena occurring in an AIRMET are described in the brochure "Flugwetterinformationen in der Schweiz" (Aviation Meteorological Information for Switzerland, not available in English) (www.meteoschweiz.ch/aviatik).

In Switzerland phenomena worthy of an AIRMET are illustrated in the Low-Level SWC Alps, which are amended as necessary. For this reason no AIRMET are generally issued. Exceptions are technical shortcomings if the production of the Low-Level SWC should not be possible.

7

SIGMET

The SIGMET publishes information as required according to ICAO about phenomena posing a serious danger to flights in the entire FIR/UIR Switzerland.

In Switzerland warnings are issued for weather phenomena posing a serious danger to flights.

Thunderstorm	
obscured	OBSC TS
embedded	EMBD TS
frequent	FRQ TS
squall line	SQL TS
obscured with heavy hail	OBSC TS HVYGR
embedded with heavy hail	EMBD TS HVYGR
frequent with heavy hail	FRQ TS HVYGR
squall line with heavy hail	SQL TS HVYGR

Turbulence	
severe turbulence	SEV TURB

Icing	
severe icing	SEV ICE
severe icing due to freezing rain	SEV ICE (FZRA)

Mountain wave	
severe mountain wave	SEV MTW

There is also SIGMET for volcanic ash (VA) in the unlikely event that FIR/UIR Switzerland could be affected by transported ash.

The period of validity should not exceed 4 hours (but up to 6 hours is possible in the case of VA SIGMET).

8

How to obtain aviation weather services

Apart from the self-briefing stations (skybriefing and TAMSI) at the airports, the following possibilities are available for obtaining aviation weather services:

Telefon			
Service	German	French	Price
Personal advice: Engine-powered flight	0900 162 737	0900 162 767	CHF 2.90/min.
Personal advice: Balloons and Gliders	0900 162 333	0900 162 666	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.

APP		
Service	Address	Price
Obtainable in the APP Store, Google Play and Windows Store.		Free of charge

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

WEATHER BROADCASTS								
Name	Call sign	EM	FREQ MHz	Time	Times	Stations	Content	Remarks
1	2	3	4	5	6	7	8	9
GENEVA	Geneva MET Broadcast	A3E	126.805	CNS	H24	Geneva Zurich Basle- Mulhouse Nice Lyon-Saint- Exupéry Paris -Charles- de-Gaulle Paris-Orly Milan-Linate Milan-Malpensa Bern ¹⁾	AERODROME ROUTINE WEATHER REPORT	Plain text - English VOLMET TEL no: +41 (0) 22 417 40 82 1) AUTO METARs outside AD's operating hours
ZURICH	Zurich MET Broadcast	A3E	127.205	CNS	H24	Zurich Geneva Basle- Mulhouse Frankfurt/Main Munich Stuttgart Milan-Linate Milan-Malpensa Lugano ¹⁾ Bern ¹⁾		Plain text - English VOLMET TEL No.: +41 (0) 43 931 60 71 1) AUTO METARs when AD is closed

SNOWTAM

The following Items are used for SNOWTAM reports:

A	Aerodrome code (four letters/numbers).
B	Eight-digit date and time, gives the time of the observation in the format month, day, hours, minutes (UTC).
C	Runway designator (starting with the lowest runway designator).
D	Cleared runway length in m, if shorter than the publicised length (see field T).
E	Cleared runway width in meters, if less than published width; if offset left or right of centre line, add (without space) "L" or "R", as viewed from the threshold having the lower runway designation number.
F	Type of cover over the entire length of the runway (observed over each third of the runway, commencing from the threshold with the lowest runway designator). NIL Free and dry 1 Damp 2 Wet 3 Hoar frost or frost (usually less than 1 mm thick) 4 Dry snow 5 Wet snow 6 Slush 7 Ice 8 Flattened or rolled snow 9 Frozen ruts or ribs Snow drifts and other snow deposits of different depths are entered in plain text in the "T" field.
G	Average depth of snow cover (in mm) for each third of the entire runway, or "XX", if the depth cannot be measured or is not of operational significance.
H	Estimated surface friction for each third of the runway (single digit) commencing with the threshold with the lowest runway designator 5 good 4 average/good 3 average 2 average/poor 1 poor
J	Critical snow waves, height in cm, distance from the edge of the runway in m, followed by "L" (left), "R"(right) or "LR" (both), as viewed from the threshold with the lowest runway designator.
K	If the runway lights are covered: "YES" followed by "L", "R" or "LR" (both), as viewed from the threshold with the lowest runway designator.
L	If further clearance is planned: length and width of the cleared area or "TOTAL", if the entire runway has been cleared.
M	Expected end (time in UTC) of the clearance operation indicated under field L.
N	State of the taxiways, "NO" if no taxiways can be used for the runway in question.
P	If snow waves exceed 60cm in height: "YES" followed by the distance between the snow waves (in m).
R	State of the apron: "NO", if the apron cannot be used.
S	Planned time of the next measurement (UTC).
T	Operationally relevant remarks in plain text.

METAR/SPECI

The following 9 digit code group is used to report the condition of the runway via METAR/SPECI:

RDRDR / ER CR ERER BRBR

R	Runway	
DRDR[L/C/R]	Runway designator	
	[L/C/R]	Suffix only used for parallel runways
	88 =	Conditions reported apply to all RWY
	99 =	Previous report will be repeated.
ER	Type of deposits	
	0 =	Free and dry
	1 =	Damp
	2 =	Wet or standing water
	3 =	Hoar frost or frost (usually > 1mm thick)
	4 =	Dry snow
	5 =	Wet snow
	6 =	Slush
	7 =	Ice
	8 =	Flattened or rolled snow
	9 =	Frozen ruts or ridges
	/ =	Type of cover not reported (e.g. due to runway clearance in progress).
CR	Degree of cover	
	1 =	Cover less than 10%
	2 =	Cover between 11% and 25%
	5 =	Cover between 26% and 50%
	9 =	Cover between 51% and 100%
	/ =	Degree of cover not reported (e.g. as a result of ongoing clearance operations).

erER	Depth of deposit	
	00 =	less than 1 mm
	01 =	1 mm
	02 =	2 mm
	03 =	3 mm
	...	...
	89 =	89 mm
	90 =	90 mm
	92 =	10 cm
	93 =	15 cm
	94 =	20 cm
	95 =	25 cm
	96 =	30 cm
	97 =	35 cm
	98 =	40 cm or more
	99 =	Runway closed due to snow, slush, ice or bigger drifts, ongoing clearance or depth not reported.
	// =	Depth not operationally significant or cannot be measured.

BRBR	Estimated surface friction	
	91 =	Poor
	92 =	Average/poor
	93 =	Average
	94 =	Average/good
	95 =	Good
	// =	Surface friction not reported and/or runway closed.

	Special cases
RDrdR//99//	Runway closed (clearance in progress).
RDrdR/////	Runway covered, no report available.
RDrdR/CLRD //	Runway no longer covered. No further METAR/SPECI reports will be transmitted unless the runway becomes covered again.
R/SNOCLO	Aerodrome closed as a result of extreme snow deposit.

Intentionally Left Blank

1

RADIO TELEPHONY (RTF)

In order to be able to practise radio telephony a radio telephony licence (pilot's licence with RTF or ID for in-flight telephonists) is required.

Pilots of aeroplanes, helicopters, aircraft with vertical take-off and landing capability and airships required to engage in aeronautical radio communications may only exercise the rights and entitlements associated with their licences if they have a valid language entry (at least level 4) in the language used in their licence.

No radio telephony licence is required by a student pilot

- contacting the control tower or AFIS of the aerodrome where his training takes place, as long as he is under the control of the flight instructor,
- contacting air traffic services and AFIS to carry out navigation flights under the supervision of the flight instructor.

No language entry is required for:

- a) blind transmissions to uncontrolled aerodromes
- b) frequencies for special use
- c) for glider pilots and balloonists
- d) for communication with the Flight Information Service (FIS)

2

FREQUENCIES FOR SPECIAL USE

FREQUENCIES FOR SPECIAL USE		
FREQ / Channel MHz	UTILISATION	Languages used
1	2	3
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 Basel - St. Moritz and Alps	Ge, Fr, It, Swiss-German
122.130	W 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

FREQUENCIES FOR SPECIAL USE		
FREQ / Channel MHz	UTILISATION	Languages used
1	2	3
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		
135.475	For communications between CIV ACFT and MIL navigation equipment (Reserve-FREQ)	En, It
HELICOPTER		
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	

3

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

ATIS is also AVBL at LSZH and LSGG AP 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.

3.1

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: Samedan ATIS elements are broadcast in a different order:

- windshear is with the wind information; and
- "other essential operational information" is at the end of the broadcast and includes RWY surface conditions.

Note: Grenchen ATIS additionally broadcasts type of ATS provided.

3.2

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.

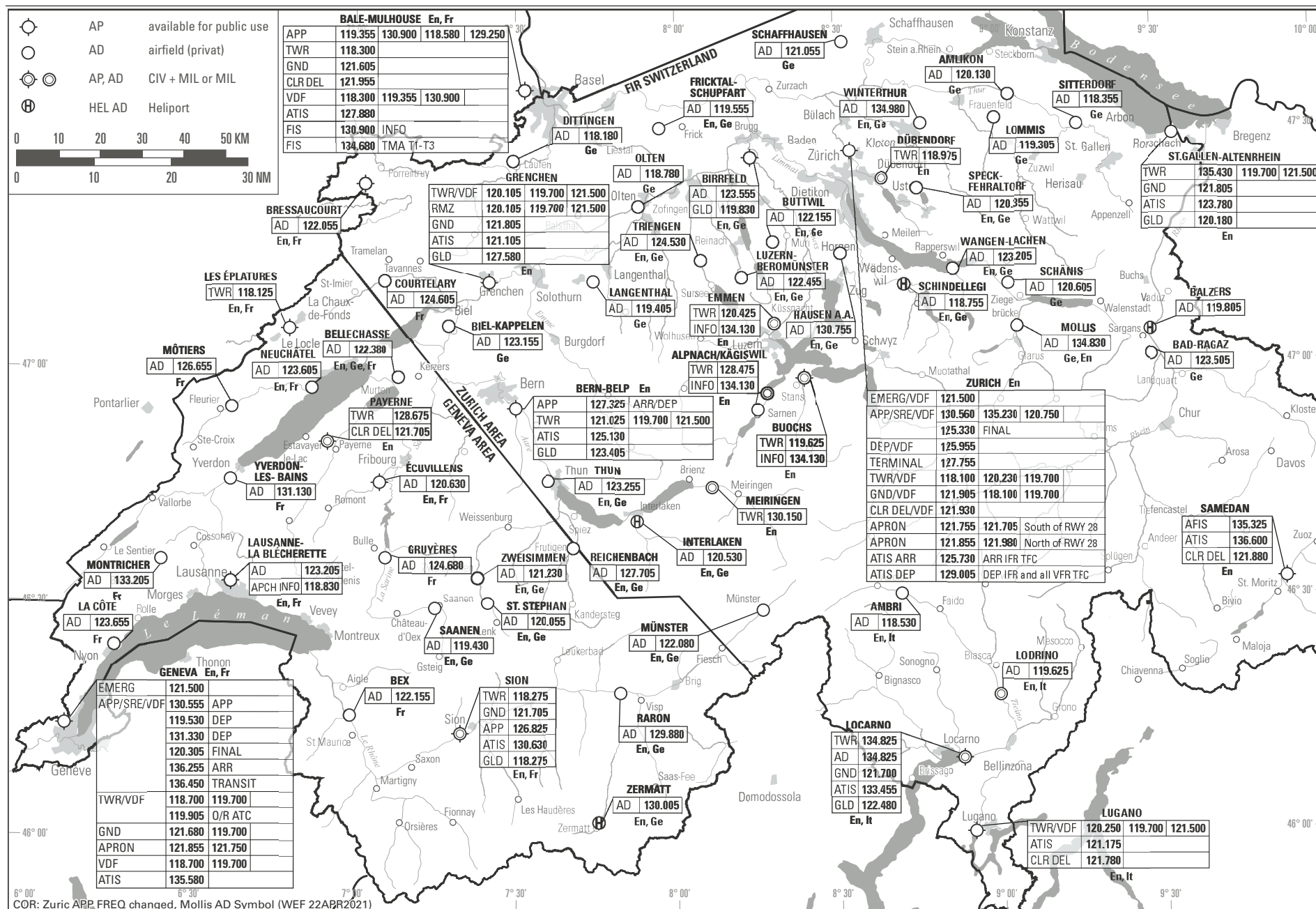
3.3

ATIS for departing ACFT

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

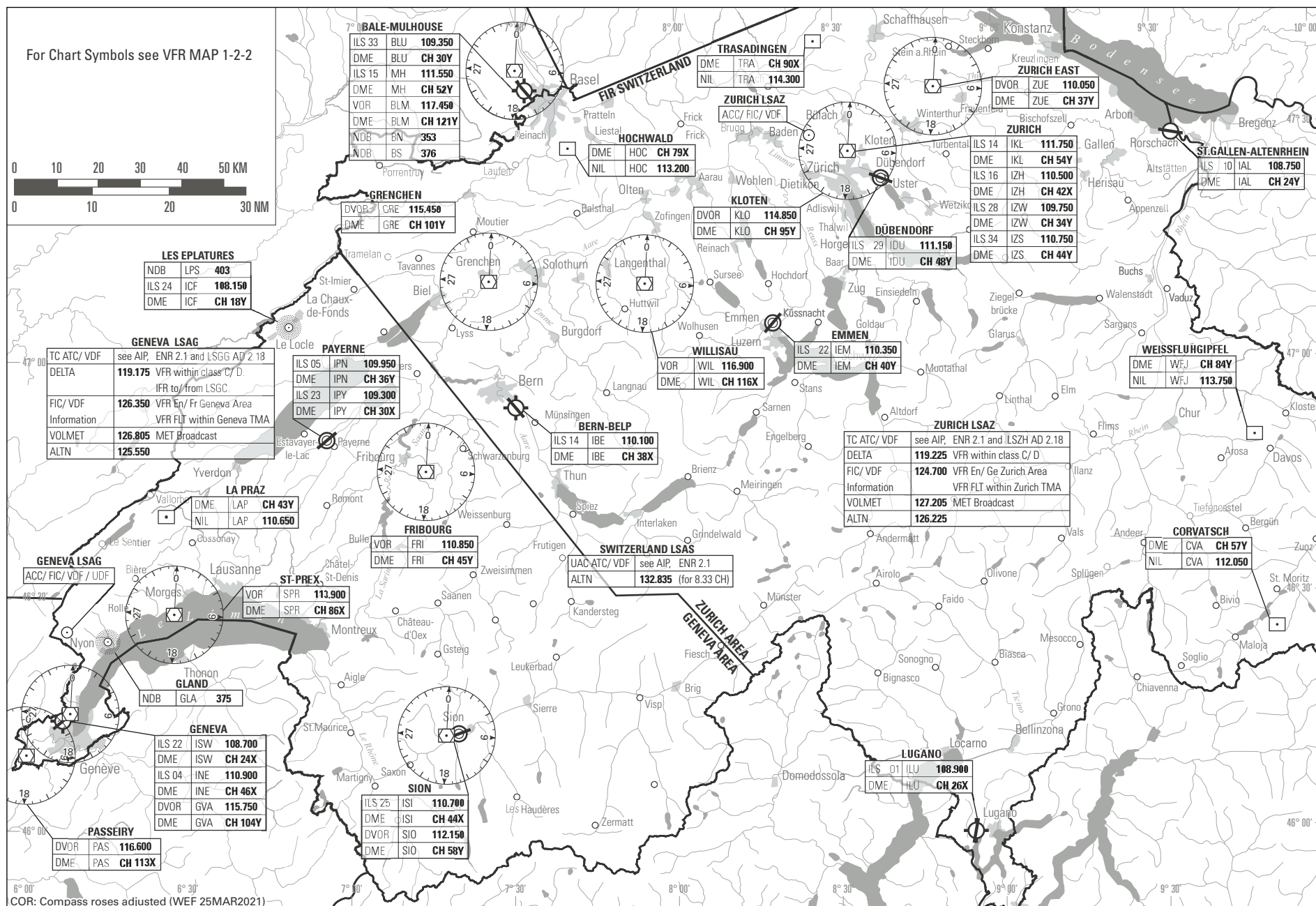
- a) name of aerodrome;
- b) departure indicator;
- c) contract type, if communication is via D-ATIS;
- d) designator;
- e) time of observation, if appropriate;
- f) runway(s) to be used for take-off; status of arresting system constituting a potential hazard, if any;
- g) significant surface conditions 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.



COR: Zurich APP FREQ changed, Mollis AD Symbol (WEF 22APR2021)

skyguide, CH-8602 Wangen bei Dübendorf



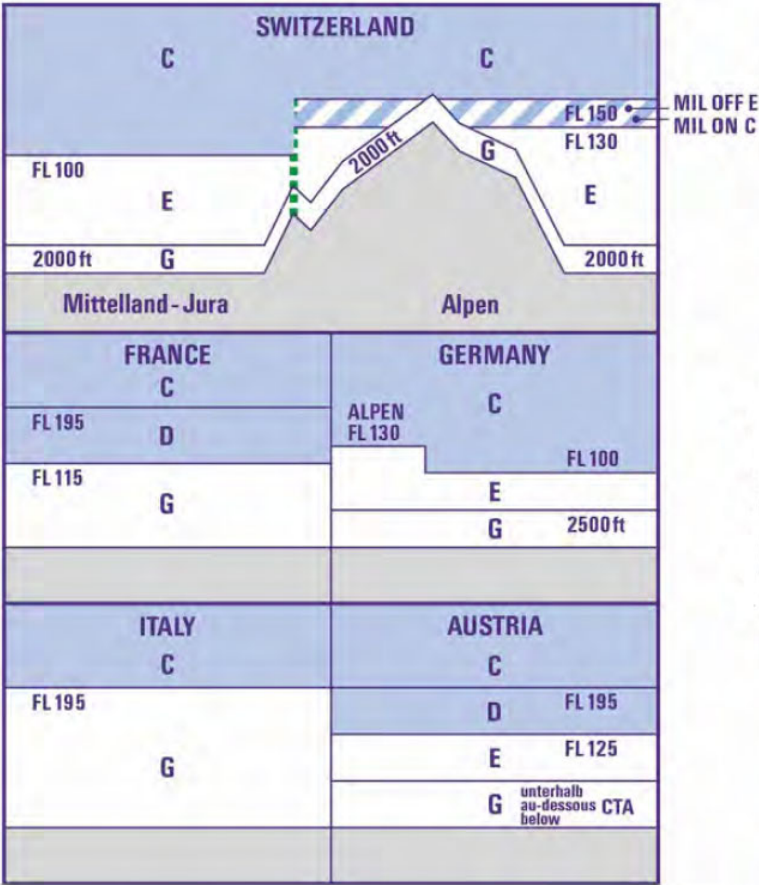
1 **Airspace Allocation and Classes**

Within the FIR and UIR, airspace is divided into four classes C, D, E and G and largely corresponds to the ICAO recommendations. The three other ICAO airspace classes A, B and F, which have also been adopted by Switzerland, are available but currently no part of Swiss airspace has been allocated to these classes. The airspace classes C, D and E are controlled airspace. The airspace allocations are described in the following chapters. Remarks, descriptions and procedures for the individual airspaces within each allocation are to be found in AIP ENR 2.1.

1.1 **Lower limits TMA and AWY**

North of the separation line Central Plateau/Alps the lower limits indicated on the chart apply. South of the separation line Central Plateau/Alps the lower limits indicated on the chart apply or, 1000 ft AGL, depending upon which is greater.

1.2 **General airspace classification**



1.3 **Class C - Controlled airspace**

The conditions for class C are set out in the following.

	VFR
Separation provided	VFR to IFR
Guaranteed services	ATC for separation to IFR VFR traffic information (and alternative recommendations upon request)
VMC Minima	At FL 100 and above: Visibility 8 km Distance from clouds Horizontal 1500 m Vertical 1000 ft Below FL 100: Visibility 5 km Distance from clouds: Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100
Radio communication	Continuous two-way
ATC Clearance	Required

1.4 **Class D - Controlled airspace**

The conditions for class D are set out in the following:

	VFR
Separation provided	No
Guaranteed services	Traffic information between IFR/VFR and VFR/VFR (and alternative recommendation if requested)
VMC Minima	At FL 100 and above: Visibility 8 km Distance from clouds Horizontal 1500 m Vertical 1000 ft Below FL 100: Visibility 5 km Distance from clouds Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100
Radio communication	Continuous two-way
ATC Clearance	Required

1.5

Class E - Controlled airspace

The conditions for class E are set out in the following:

	VFR
Separation provided	No
Guaranteed services	Traffic information wherever possible
VMC Minima	At FL 100 and above: Visibility 8 km Distance from clouds Horizontal 1500 m Vertical 1000 ft
	Below FL 100: Visibility 5 km Distance from clouds Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100
Radio communication	Not required
ATC Clearance	Not required

1.6

Class G - Uncontrolled airspace

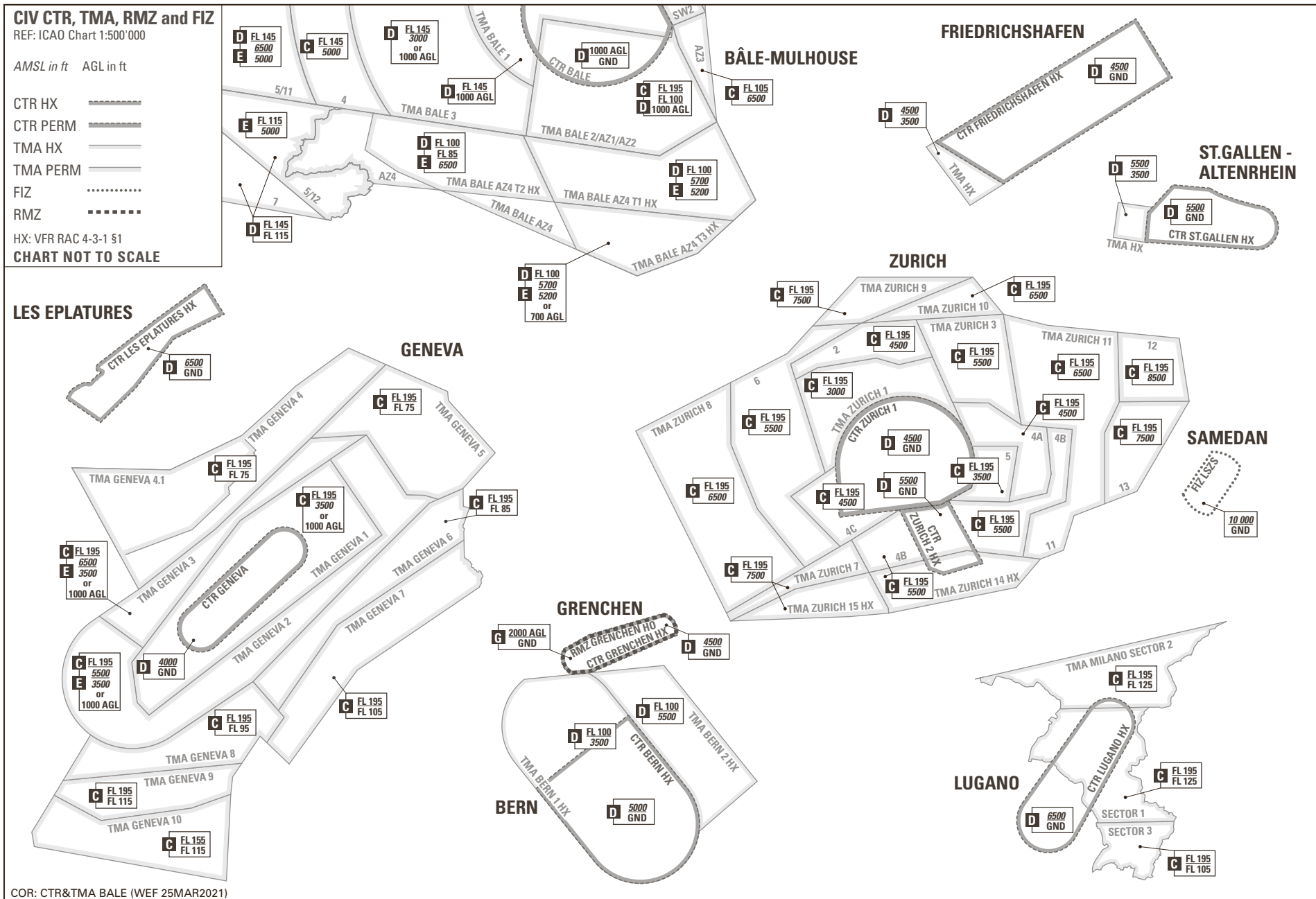
The conditions for class G are set out in the following:

	VFR
Separation provided	No
Guaranteed services	FIS
VMC Minima	At FL 100 and above: Visibility 8 km Distance from clouds Horizontal 1500 m Vertical 1000 ft
	Below FL 100 and up to 3000 ft AMSL: Visibility 5 km Distance from clouds Horizontal 1500 m Vertical 1000 ft
	At or below 3000 ft AMSL or 1000 ft AGL depending upon which is greater): Visibility 5 km Outside clouds and with ground visibility
Speed limitation	250 kt IAS below FL 100
Radio communication	Not required
ATC Clearance	Not required

1.7

Regulation in Switzerland:

- Class G comprises the airspace from GND up to 2000 ft / 600 m AGL, outside the TMA/CTR;
- Visibility 5 km; as long as the airspeed permits a 180° turnaround at any time, within the range of vision, and other aircraft or obstacles can be detected promptly, visibility down to 1.5 km is permitted;
- Reduced flight visibility down to 1.5 km is permitted for flights where the airspeed does not exceed 140 kts IAS;
- Helicopters may operate with a minimum visibility of 800 m if they are flying at a speed that allows other air traffic and obstacles to be detected promptly in order to avoid collisions. Flights may be performed with a minimum visibility below 800 m under special circumstances, such as medical emergencies, search and rescue missions and flights of a fire-fighting nature.
- Cloudless and with ground visibility;
- No IFR traffic.



MIL CTR and TMA

REF: ICAO Chart 1:500'000

AMSL in ft AGL in ft

MIL CTR HX

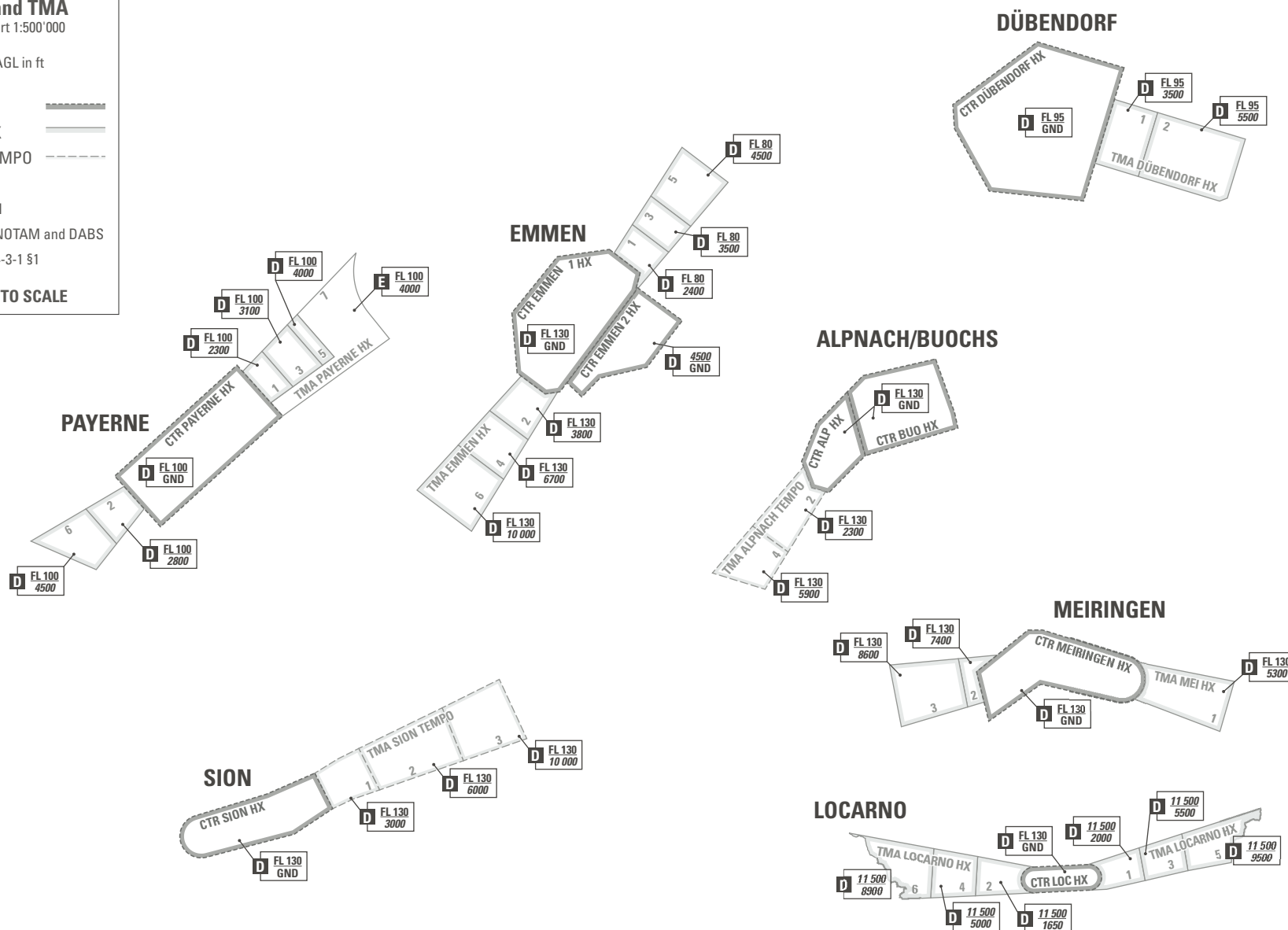
MIL TMA HX

MIL TMA TEMPO

ACT HX: VFRM

ACT TEMPO: NOTAM and DABS

HX: VFR RAC 4-3-1 §1

CHART NOT TO SCALE

COR: legend (WEF 18JUL2019)

1

Flight restriction areas

Restricted areas are airspaces of defined dimensions over land or territorial waters of a country in which the flight of aircraft is restricted by certain conditions (Art. 2 (111) of the Implementing Regulation (EU) No. 923/2012 (SERA Regulation)).

The respective conditions are set out under the heading "Conditions of Use".

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LS-R1, not assigned			
LS-R2 HOHGANT	MIL aviation activity	Entry prohibited if active	Activation hours: see DABS/NOTAM Status request (active / inactive) via ZURICH INFORMATION 124.700 MHz or Telephone No. +41 (0) 44 813 31 10
LS-R3 SPEER	MIL aviation activity	Entry prohibited if active	Activation hours: see DABS/NOTAM Status request (active / inactive) via ZURICH INFORMATION 124.700 MHz or Telephone No. +41 (0) 44 813 31 10
LS-R4 LAC DE NEUCHÂTEL	Aerial firing	Entry prohibited if active (Exception HEMS flights with a special procedure)	01 JAN - 31 MAY, 01 OCT - 31 DEC
LS-R4A LAC DE NEUCHÂTEL	Aerial firing	Entry prohibited if active (Exception HEMS flights with a special procedure)	MON - FRI 0900 - 1200 1330 - 1600 Daily activation: see DABS/NOTAM Status request (active / inactive) via TWR Payerne 128.675 MHz. Central telephone information office for status of the zones: Telephone No. +41 (0) 44 813 31 10
LS-R5 not assigned			
LS-R6 AXALP	Aerial firing	Entry prohibited if active (Exception HEMS flights with a special procedure)	01 JAN - 31 MAY, 01 OCT - 31 DEC MON - FRI 0845 - 1630 Daily activation see DABS/NOTAM Status request (active / inactive) via 135.475 MHz or Telephone No. +41 (0) 44 813 31 10

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LS-R7 not assigned			
LS-R8 DAMMASTOCK	Air-to-air firing	Entry prohibited if active (Exception HEMS flights with a special procedure)	Activation hours: see DABS/NOTAM
LS-R8A DAMMASTOCK	Air-to-air firing MIL aviation activity	Entry prohibited if active (Exception HEMS flights with a special procedure)	Status request (active / inactive) via 128.375 MHz or Telephone No. +41 (0) 44 813 31 10 Callsign: ROMEO 8
LS-R10 not assigned			
LS-R11 ZUOZ/S-CHANF	Anti-aircraft firing	Entry prohibited if active (Exception HEMS flights and ARR DEP from LSZS/LXSM via AFIS LSZS)	Activation hours: see DABS/NOTAM
LS-R11A ZUOZ/S-CHANF	Anti-aircraft firing MIL aviation activity	Entry prohibited if active (Exception HEMS flights and ARR DEP from LSZS/LXSM via AFIS LSZS)	Status request and coordination of ARR and DEP LSZS via Samedan Information 135.325 MHz or Telephone No. +41 (0) 44 813 31 10
LS-R13 AXALP	Aerial firing	Entry prohibited if active (Exception HEMS flights with a special procedure)	Activation hours: Calendar week 41 see DABS/NOTAM
			Status request (active / inactive) via 135.475 MHz or Telephone No. +41 (0) 44 813 31 10
LS-R15 ENTLEBUCH	MIL UAS ACT expect ADS 15 / aircraft activity	Entry for VFR flights is subject to ATC clearance by EMMEN RADAR on 125.435 MHz. Expect level restrictions.	Activation hours: see DABS and NOTAM http://www.skybriefing.com
			Status request (active / inactive) via ZURICH INFORMATION 124.700 MHz or EMMEN TWR 120.425 MHz or Telephone No. +41 (0) 44 813 31 10
LS-R19 BIERE	Artillery firing with drones operations	Entry prohibited if active	Activation hours: MAY/JUNE see DABS/NOTAM
			LS-D19 below 3500 ft AMSL simultaneously active
			Status request (active / inactive) via GENEVA INFORMATION 126.350 MHz or Telephone No. +41 (0) 44 813 31 10

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LS-R39A HEITLI	Pilatus Tests	Within active LS-R39A-C the rules according ICAO Airspace Echo apply.	Activation hours are published by NOTAM and DABS. Additionally, information about active areas may be obtained from ZURICH INFORMATION 124.700 MHz or Telephone No. +41 (44) 813 31 10 Responsible ATS Unit: LS-R39A: Alpnach TWR 128.475 MHz LS-R39B-C: Buochs TWR 119.625 MHz Inside an active LS-R39A-C, a continuous two-way radio contact with the responsible ATS unit is required. The following Air Traffic Control Service is provided: Traffic information between VFR flights IFR/VFR traffic information (and traffic avoidance advice on request) Pilatus test aircraft may request separation from IFR and VFR traffic to allow the following operations: MAX IAS 450kt below 10000ft AMSL Reduced distances to clouds: vertical 50m, horizontal 100m
LS-R39B BRISEN		Additionally, the following rules apply:	
LS-R39C STOOS		Entry into active LS-R39A-C is subject to ATC clearance.	
LS-R84 HONGRIN	MIL UAS ACT	Entry prohibited for VFR and IFR flights	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status request (active / inactive) via GENEVA INFORMATION 126.350 MHz or Telephone No. +41 (0) 44 813 31 10

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LS-R85 HINTERRHEIN	MIL UAS ACT	Entry prohibited for VFR and IFR flights	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status request (active / inactive) via ZURICH INFORMATION 124.700 MHz or Telephone No. +41 (0) 44 813 31 10
LS-R86 BIERE	MIL UAS ACT	Entry prohibited for VFR and IFR flights	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status request (active / inactive) via GENEVA INFORMATION 126.350 MHz or Telephone No. +41 (0) 44 813 31 10
Daily Airspace Bulletin Switzerland (DABS): VFRM GEN 1-0 § 4.2			

AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1 Glider flying

Two types of LS-R for gliders are defined:
LS-R for gliders located outside TMA;
LS-R for gliders located within TMA.

Apart from the localization of these LS-R 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 LS-R 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 LS-R 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 the AMC / 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 LS-R for gliders. They should note the special rules given to glider flights (glider operations closer to clouds).

1.2 LS-R for gliders within TMA

Areas of defined dimensions, within airspace class C and D. Once activated, the airspace class within these LS-R 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 LS-R 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.

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 territory, (REF: § 7 and glider flying chart GLDC 1:300 000).

1.3 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

Flying in clouds is defined as an instrument flight according to Art. 25 VRV-L.

Conditions for cloud flying (**ATC clearance is required for each cloud flight**)

- outside CTR / TMA
- outside airspace Class G
- outside LS-R for gliders
- outside P/R/D areas
- SR-SS, ATC clearance required for every procedure for flying in clouds
- Transponder required
- Two-way radio communications required

2.1 Authorisation procedures

Clearance to perform a flight in clouds can be requested on the following radio frequencies:

- Zurich DELTA FREQ 119.225 MHz En, Zurich Information FREQ 124.700 MHz Ge/En.
- Geneva DELTA FREQ 119.175 MHz En, Geneva Information FREQ 126.350 MHz Fr/En.

Each request shall contain the following information:

- Call sign,
- Flight position,
- Planned upper level,
- Planned route,
- Planned time frame.

3 Cross-country, cross-border glider flights

In accordance with 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:

Federal Office of Civil Aviation

CH-3003 Bern

Email: sbfl@bazl.admin.ch

Website for glider pilots: <https://www.bazl.admin.ch/bazl/en/home/specialists/training-and-licenses/training-organisations/flight-school.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).

3.1 Additional Glider Areas

Applications to establish additional restricted areas for gliders for a limited period are to be sent to the Federal Office of Civil Aviation (FOCA), Section Airspace, 3003 Bern, at least 20 weeks before the date when they should take effect.

4 VFR Flights in Airspace C and D

REF: VFR RAC 4-3 § 5 and 6

5 Special frequencies for glider flying

REF: VFR COM 1-1 § 2

6 Powered gliders

For powered gliders with running engine the traffic rules for aircraft apply, for powered gliders with the engine off the traffic rules for gliders are applicable.

A towing vehicle (powered aircraft tows glider) is considered to be a powered aircraft.

List of glider areas (over French delegated territory)

Designation and Name	Operator User TEL Nr	Activation hours: Remarks
Oyonnax North (TMA Lyon part 8.1.)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise Geneva DELTA 119.175 MHz. Downgraded in airspace Golf as written in the protocol. Info available on GLD ATIS 124.755 MHz.
Oyonnax South (LF-R 135)		Clearance by Geneva DELTA 119.175 MHz required. For transit flights only.
St-Claude North (TMA Geneva part 4.1)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise Geneva DELTA 119.175 MHz. Downgraded in airspace Golf as written in the protocol. Info available on GLD ATIS 124.755 MHz.
St-Claude South (LF-R 219)		Clearance by Geneva DELTA 119.175 MHz required. For transit flights only.

8List of restricted areas for gliders

8.1Restricted areas for gliders outside TMA

LS-R FOR GLIDERS OUTSIDE TMA

(TEMPORARY RESTRICTED AREAS ACT 01 MAR - 31 OCT)

Rules of Airspace E apply.

Based on Article 26 of the "Ordinance on Traffic Regulations for Aircraft (VRV-L)" reduced distances to clouds are permitted for gliders:

•

vertical distance to clouds: 50 m

•

horizontal distance to the clouds 100 m

ACT from 01 MAR until 31 OCT SR-SS (exceptions see RMK for each LS-R for gliders outside TMA and NOTAMs)

NO IFR traffic is permitted in these LS-Rs

Other defined airspaces excluded (e.g. CTRs, TMAs, P/R/D areas)

A VFR entry into this type of LS-R is approved to all airspace users;

one shall take notice of gliders operating closer to clouds

REF AIP SWITZERLAND ENR 5.5 and Glider Chart for Switzerland 1:300,000

Designation and Name	Type of activity	Conditions for use	Activation hours: Remarks
LSR20 GRUYERES	Gliding	No IFR flights	Sunrise - Sunset
LSR21 UNTERWALLIS N	Gliding	No IFR flights	Sunrise - Sunset
LSR22 BERNER OBERLAND	Gliding	No IFR flights	Sunrise - Sunset
LSR23 UNTERWALLIS S	Gliding	No IFR flights	Sunrise - Sunset
LSR24 WALLIS S	Gliding	No IFR flights	Sunrise - Sunset MIL OFF, FL 150 (4550 m)
LSR25 WILDHORN	Gliding	No IFR flights	Sunrise - Sunset MIL OFF
LSR26 CHARBONNIERES	Gliding	No IFR flights	Sunrise - Sunset
LSR27 NEUCHATEL	Gliding	No IFR flights	Sunrise - Sunset
LSR28 YVERDON	Gliding	No IFR flights	Sunrise - Sunset MIL OFF
LSR29 TAVANNES	Gliding	No IFR flights	Sunrise - Sunset
LSR30 NEUEVILLE WEST	Gliding	No IFR flights	Sunrise - Sunset MIL OFF
LSR32 GOMS	Gliding	No IFR flights	Sunrise - Sunset MIL OFF, FL 150 (4550 m)
LSR33 BALSTHAL	Gliding	No IFR flights	Sunrise - Sunset
LSR34 CAMPO	Gliding	No IFR flights	Sunrise - Sunset TEMPO available: MIL ON Activation required by Chief Flight Operations Locarno Phone:+41 (0) 58 481 24 68 Request for clearance TIL 0930 LT MIL OFF, FL 130 (3950 m)

Designation and Name	Type of activity	Conditions for use	Activation hours: Remarks
LSR35 NEUEVILLE EAST	Gliding	No IFR flights	Sunrise - Sunset MIL OFF
LSR42 CHURFIRSTEN W	Gliding	No IFR flights	Sunrise - Sunset
LSR43 CHURFIRSTEN E	Gliding	No IFR flights	Sunrise - Sunset
LSR44 OBERALP	Gliding	No IFR flights	Sunrise - Sunset TEMPO available: MIL ON Activation required by Chief Flight Operations Locarno Phone:+41 (0) 58 481 24 68 Request for clearance TIL 0930 LT MIL OFF, FL 130 (3950 m)
LSR54 CALANDA	Gliding	No IFR flights	Sunrise - Sunset MIL OFF, FL 150 (4550 m) or 15000 ft AMSL based on LSZS QNH whichever is lower
LSR55 SERRA	Gliding	No IFR flights	Sunrise - Sunset MIL OFF, FL 150 (4550 m)
LSR56 MUTTLE	Gliding	No IFR flights	Sunrise - Sunset MIL OFF, FL 150 (4550 m)
LSR62 MISOX	Gliding	No IFR flights	Sunrise - Sunset TEMPO available: MIL ON Activation required by Chief Flight Operations Locarno Phone:+41 (0) 58 481 24 68 Request for clearance TIL 0930 LT MIL OFF, FL 150 (4550 m)

8.2 Restricted areas for gliders within TMA

LS-R FOR GLIDERS WITHIN TMA

Airspace class within these LS-R for gliders within TMA changes to E when active.
Standard distances to clouds apply:

- vertical distance to clouds: 300 m
- horizontal distance to the clouds 1500 m

NO IFR traffic is permitted in these LS-Rs

Other VFR TFC into this type of LS-R for gliders is allowed with approval from the designated ATS unit

REF AIP SWITZERLAND ENR 5.5 and Glider Chart for Switzerland 1:300,000

Designation and Name	Operator User TEL Nr	Activation hours: Remarks
LSR69 T SCHAFFHAUSEN EAST	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.
LSR70 T SCHAFFHAUSEN WEST		
LSR71 T SCHAFFHAUSEN SOUTH		
LSR72 T BOHLHOF		
LSR73 T WINTERTHUR WEST		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.
LSR74 T WINTERTHUR EAST		
LSR75 T DITTINGEN WEST		Exclusive usage from aerodrome Dittingen.
LSR76 T DITTINGEN EAST		
LSR77 T ALBIS		Activation only when Zurich TMA 14/15 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.

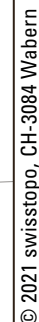
Designation and Name	Operator User TEL Nr	Activation hours: Remarks
LSR78 T BACHTEL WEST		Activation only when Zurich TMA 14/15 is not active.
LSR79 T BACHTEL EAST		Approval request by head of aerodrome Speck-Fehraltorf with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight 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.
LSR80 T VALLORBE	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise Geneva DELTA 119.175 MHz and continuous listening watch on FREQ 125.030 MHz. Above FL 95: Clearance by Geneva DELTA 119.175 MHz required. If sector activated, continuous listening watch on FREQ 119.175 MHz.
LSR81 T LE BRASSUS	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise Geneva DELTA 119.175 MHz and continuous listening watch on FREQ 125.030 MHz. Above FL 85: Clearance by Geneva DELTA 119.175 MHz required. If sector activated, continuous listening watch on FREQ 119.175 MHz.

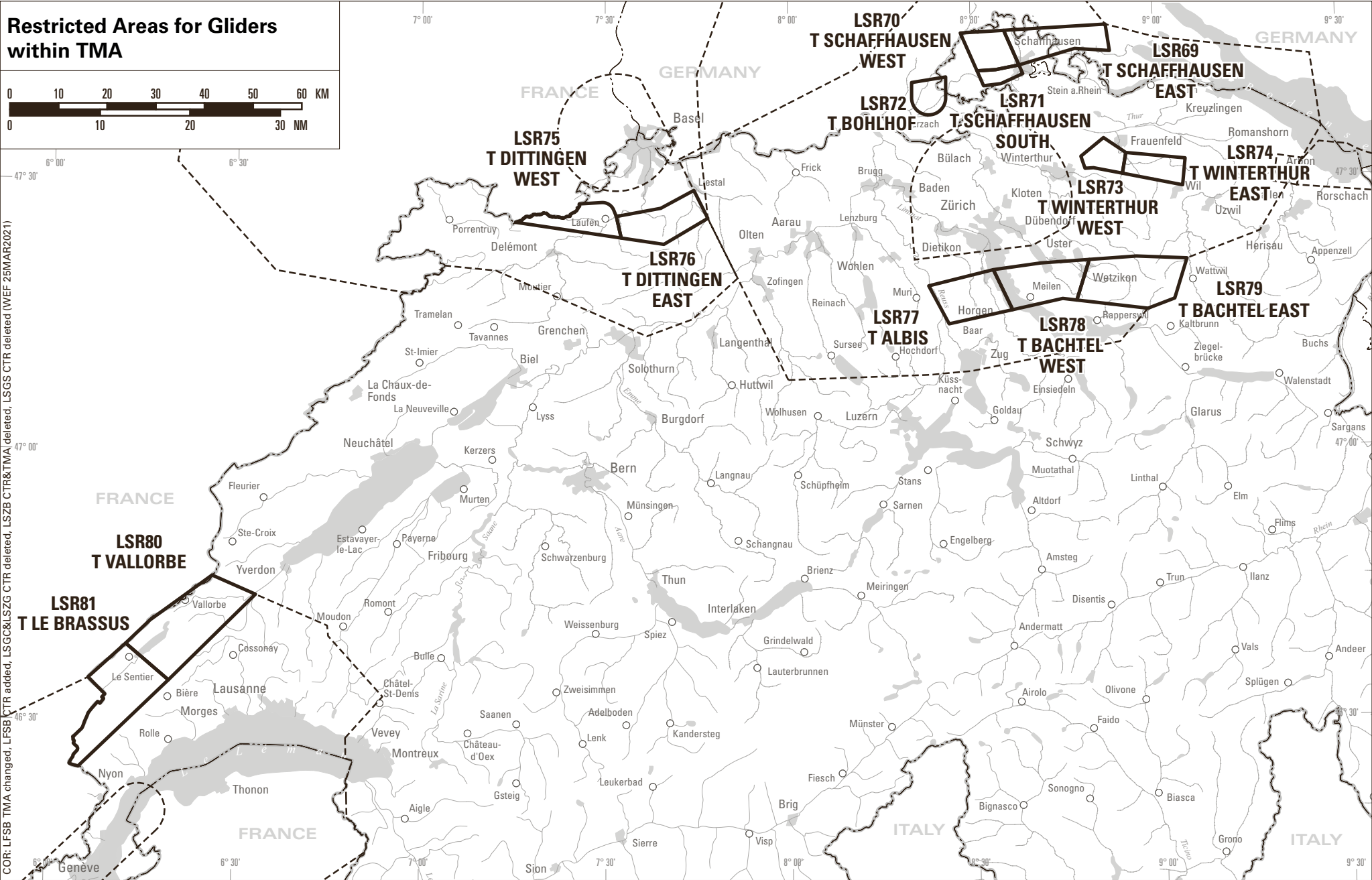
8.3

Restricted areas for gliders within CTR

LS-R FOR GLIDERS WITHIN CTR	
No airspace class. MIN Visibility 5 km. Following distances to clouds apply: - vertical distance to clouds: 300 m - horizontal distance to the clouds 1500 m NO IFR traffic is allowed in these LS-R No VFR traffic allowed, except airspace users that are part of agreement (Segelflugvereinbarung) with ATC. REF AIP SWITZERLAND ENR 5.5 and Glider Chart for Switzerland 1:300,000	

Designation and Name	Operator User TEL Nr	Activation hours: Remarks
LSR82 LAENGENBERG	Authorisation for activation required (Bern ATC).	ATC: 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).

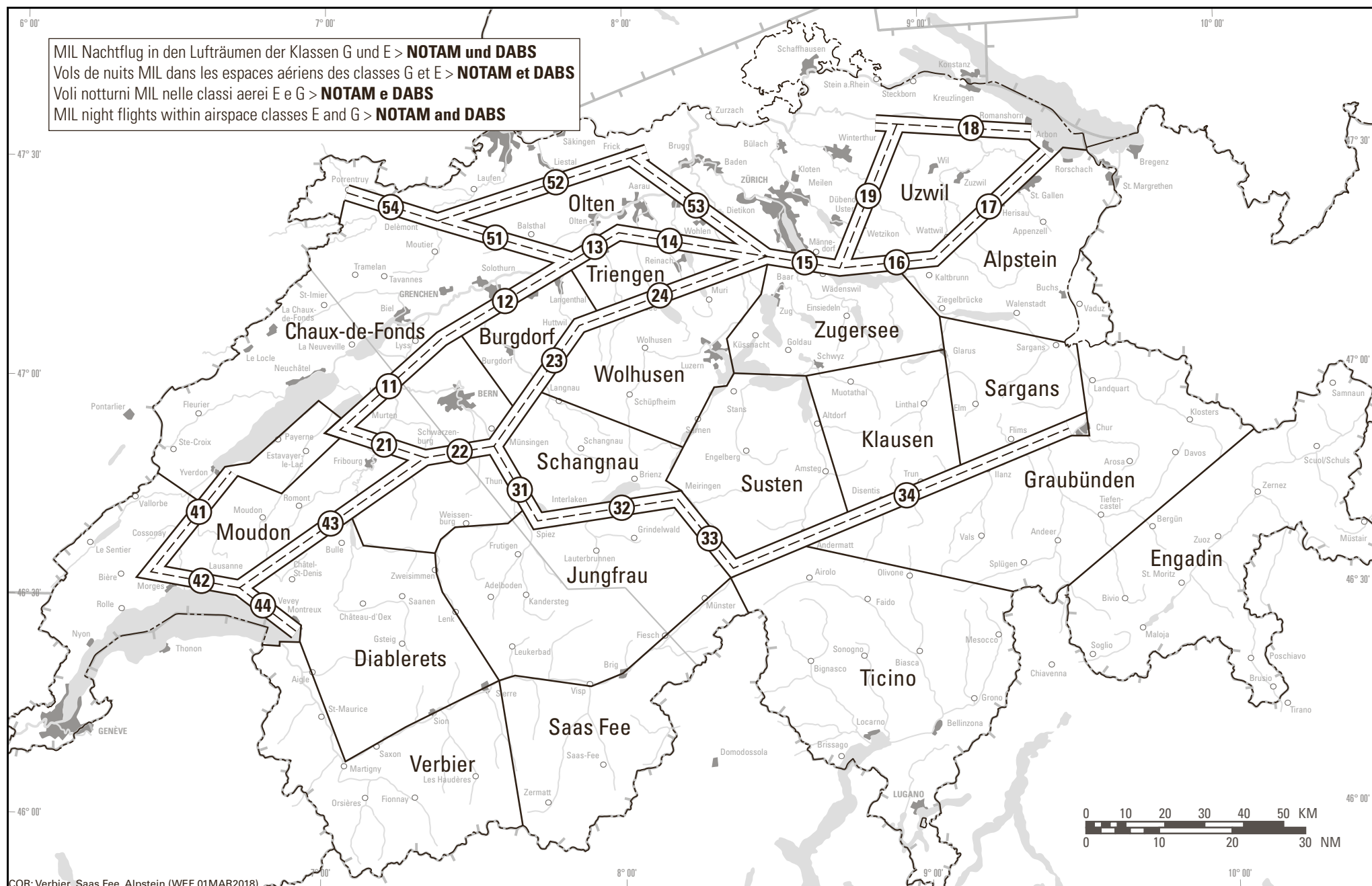




COR: LFSB TMA changed, LFSB CTR added, LSGC&LSZG CTR deleted, LSGS CTR deleted (WEE 25MAR2021)

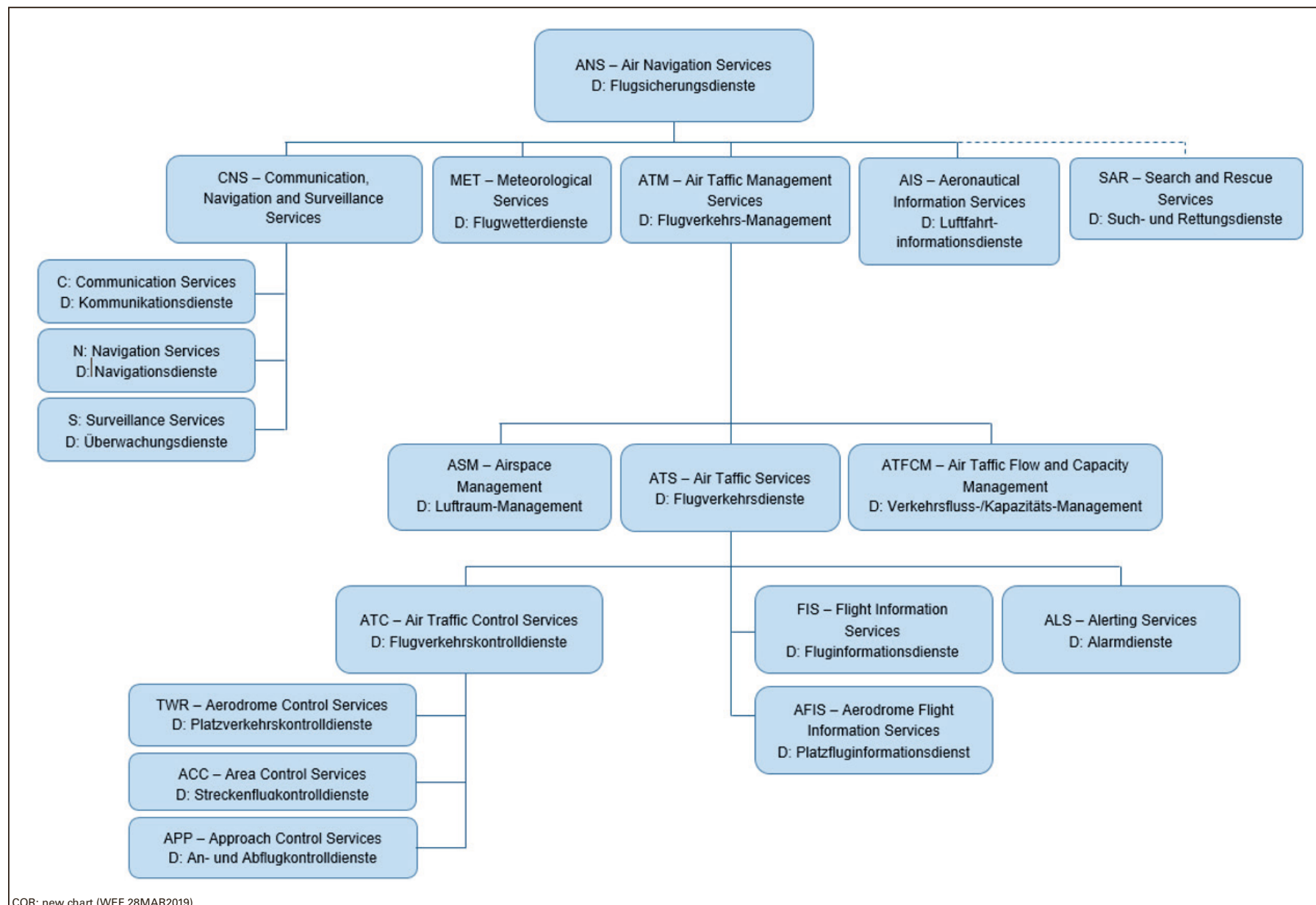
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skyguide, CH-8602 Wangen bei Dübendorf



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The structure and naming of air navigation services is shown in the following diagram. / Die Gliederung und Benennung der Flugsicherungsdienste geht aus folgendem Diagramm hervor
La structure et la dénomination des services de navigation aérienne sont illustrées dans le diagramme suivant. / La struttura e la denominazione dei servizi di navigazione aerea sono mostrati nello schema seguente.



COR: new chart (WEF 28MAR2019)

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1 Flight Information Service (FIS)

The flight information service (FIS) is available to all of the following aircraft :

- a) for the air traffic control service;
or
- b) other aircraft which are known to and are in two-way radio communication with the competent air traffic control unit.

1.1 Alarmdienst (ALRS)

The alerting service (ALRS) is granted:

- a) to aircraft taking advantage of air traffic control services;
- b) other aircraft for which there is a flight plan
- c) as far as possible to other aircraft having filled a flight plan or of which air traffic control services have otherwise become aware.

2 Aerodrome Flight Information Service (AFIS)

2.1 Frequencies

VFR Manual, COM 2-APP 1

2.2 Terminology

An AFIS service provides pilots with information to ensure the safe and effective operation of a flight in the vicinity of the aerodrome and the associated runways and taxiways.

Based on the air traffic regulations, the information received from the AFIS and his own assessment, every pilot alone is responsible for the safe operation of the flight and the transmission of his flight intentions.

AFIS is provided within a flight information zone (FIZ).

A flight information zone (FIZ) is a defined airspace, usually around an aerodrome, providing flight information and alerting services by a flight information service. Radio contact to the AFIS within a FIZ is mandatory, regardless of the airspace class; otherwise the regulations governing the airspace class in which the FIZ is located apply.

2.3 Range of radio contact

Radio coverage on the frequencies allocated to the AFIS is permitted within a radius of or maximum 15 NM around the aerodrome and up to a maximum of 3000 ft (900 m) above the aerodrome. It always covers the FIZ and the mandatory reporting points.

2.4 Local responsibility

The aerodrome information service is undertaken for the aerodrome traffic within the FIZ and the aircraft taxiing on the airfield tarmac.

2.5 Implementation

The aerodrome information service is undertaken by a certified air navigation organisation.

2.6 Scope

The aerodrome information service issues information, suggestions and traffic information to ensure the safe and expedient implementation of flights; for example:

- a) Local weather information and weather at other aerodromes;
- b) Information about the take-off and landing direction;
- c) Information about air traffic at other aerodromes (traffic information);
- d) Information about the general condition of the aerodrome, the runways and other facilities;
- e) Messages to student pilots;
- f) Information about hazards relating to the performance of flights (thunderstorms, wind gusts, ice, snow, standing water, etc.);
- g) Notification about the rational operation of commercial flights;
- h) Transmission of current air pressure (QNH);
- i) Transmission of current meteorological visibility;
- j) Coordination with other information services or air navigation offices;
- k) Support for search and rescue operations (SAR);
- l) Closing and activation of flight plans;
- m) ...

The aerodrome information service alerts the rescue service in emergencies.

The flight information service informs the responsible air navigation traffic control services if aircraft become overdue.

3 **Notes on ATS Procedures**

3.1 **Wake turbulence**

3.1.1 **Wake turbulence categories**

With the aim of limiting the effects of separation regulations on the capacity of airports without, however, compromising safety, the following categories are used by air traffic for the separation of approaches and take-offs:

In the filed flight plans the pilots specify the wake turbulence in the categories J (super heavy), H, M or L.

Aircraft undertaking a missed approach or a low overflight will be considered as taking-off as far as separation is concerned. Should the procedure/take-off be in the opposite direction to the subsequent departure, 2 minutes separation will be applied between an aircraft in the categories M, S or L and an overflying aircraft.

3.1.2 **Local instructions for use**

With regard to the respective runway system the above-mentioned separation criteria are used mutatis mutandis. The specified distances apply for flights when the first aircraft overflies the runway threshold. The specified times (or a corresponding distance) apply when issuing clearance for take-off to the next aircraft in the queue.

3.1.3 **Impact**

REF: AIP, ENR 1.5, § 4

3.1.4 **VFR Flights**

For entry to and departure from the CTR, the procedures in accordance with VAC apply. This ensures a wide separation between (LIGHT) VFR flights and the heavier IFR flights.

The minimum separation cannot be applied for VFR approaches owing to wake turbulence.

3.2 **Alerting service for VFR flights including IFR flights with VFR sections as well as NVFR flights**

3.2.1 **Alerting service assurance**

The alerting service is provided for

- all flights provided with air traffic control service
- all flights that have filed a flight plan
- for flights that the air navigation services are aware of, by whatever means and
- for every aircraft that is knowingly or possibly in trouble or has been hi-jacked.

3.2.2 **Overdue flights (INCERFA)**

Search and rescue operations will be initiated for flights deemed to be overdue. All flight plans (FPL) with a destination within Switzerland will be monitored for their status, either automatically by the VFR FPL Arrival Service Switzerland, or by air traffic personnel at the destination aerodrome. Monitoring takes place 24 hours / 365 days a year irrespective of the operating hours of the aerodrome.

Remember: overdue flights trigger the first level of a search and rescue mission.

Flights are deemed overdue when:

- a flight plan was filed and
- the flight plan was not closed within 30 minutes of the calculated last transmitted arrival time.

Note 1: A flight notification does not constitute a flight plan!

Note 2: Regardless of the flight status, the alerting service shall be provided for every flight with a submitted flight plan, unless it is initiated by other sources (e.g. ELT, a distress call, reported missing to police, Rega etc.).

Note 3: Flight plans must be updated (DLA, CHG, CNL).

3.2.3 Pilots obligations

The pilot shall:

- Advise delays of more than 30 minutes and any changes to the flight plan (e.g. new destination airport, changed flight time, changed route, fuel-related maximum flight duration, total number of people on-board, etc.)
- Ensure that a departure report has been transmitted for every flight plan
- Close every flight plan immediately after landing at an uncontrolled aerodrome.
- in the event of diverted landings, the original flight plan must be closed.

Exceptions:

When landing at a controlled aerodrome outside of its operating hours, the pilot must close the flight plan immediately after landing.

The pilot alone is responsible for updating the information in the flight plans. This information should be transmitted via the flight-plan associated messages (DLA, CHG), where possible, immediately before departure. Changes during the flight (route, diverted landings or longer EET) are to be transmitted to air traffic services.

Note 1: Before landing at an uncontrolled aerodrome, the flight plan can be closed by the FIC via the "Close my flight plan" request. In a case of this nature, it must be noted that this will result in the monitoring of the flight ending.

Note 2: Changing from IFR to VFR does not close the flight plan!

Note 3: The following are deemed to be controlled aerodromes: Bern-Belp, Buochs, Les Eplatures, Geneva, Grenchen, Locarno, Lugano, St. Gallen-Altenrhein, Sion and Zurich.

3.2.4

Skybriefing:

The official "Skybriefing" system is to be used for managing flight plans.

(see RAC 4.2.1) The free telephone number for the ATS Reporting Office (ARO) is available to pilots within Switzerland 24 hours a day, 365 days a year:

0800 437 837 (0800 IFR VFR)

3.2.5

Cost

In principle the costs of any search and rescue mission can be billed to the pilot.

3.2.6

ELT (Emergency Locator Transmitter)

If an ELT is unintentionally triggered or if an ELT signal is received on the frequency 121.500 MHz, this must be brought to the attention of the RCC Zurich or air traffic control (FIC) immediately.

- | | |
|------------------|-------------------------|
| • RCC Zurich TEL | +41 (0) 58 484 10 00 or |
| • ACC Zurich TEL | +41 (0) 43 931 69 60 or |
| • ACC Geneva TEL | +41 (0) 22 747 13 40 |

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1 Flight Plans

1.1 Filing and transmitting flight plans and associated reports

Flight plans and the associated reports (DLA, CHG, CNL) for flights from Swiss aerodromes are to be submitted via a personal user account via www.skybriefing.com. Flight plans for contiguous legs can also be submitted via skybriefing. The flight plan reports submitted via skybriefing are transmitted automatically to the Swiss AIM service for further distribution. Before continuing the flight the flight plan availability is to be confirmed for the next leg of the flight.

1.2 Filing and transmitting flight plans and the associated reports in emergencies

Emergency service:

AIM Service Switzerland

Flight plan transmission via telephone:

- German / English TEL: +41 (0) 43 931 61 61
- French / English TEL: +41 (0) 43 931 62 03

The submission of a flight plan and the associated reports (DLA, CHG, CNL) by telephone is only permitted if skybriefing is not available.

1.3 Regulations for the VFR / flight plan / PLN

For international VFR flights to or from Switzerland, as well as for controlled VFR flights and for VFR flights at night (NVFR), a flight plan must be submitted.

This applies even if there are no plans to land in Switzerland. For international VFR flights starting in Switzerland the relevant publication for the country in question is to be consulted.

It is recommended to file a flight plan for VFR flights crossing remote territory in the Alps, Pre-alps and Jura Mountains.

The guidelines for closing a flight plan in accordance with RAC are to be observed.

VFR flight plans must be submitted before departure.

1.4 Obligation to file a flight plan for international VFR flights

As a rule, international VFR flights require a flight plan. However, aeronautical publications for the respective countries can grant exceptions.

Flights arriving in Switzerland from abroad are obliged to file a flight plan. Exceptions to this ruling are glider and balloon flights operating in airspace classes E and G arriving from Austria or Germany.

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).

Flight plans must be submitted, at the latest, 60 minutes prior to the flight to the ARO or, during the flight, by radio to air traffic services 10 minutes at the latest before entering the portion of the flight requiring a flight plan (SERA.4001 (c)). Consult AIP ENR 1.10 for further information.

Instructions for entering ATS information

When submitting the flight plan form, information in accordance with RAC PLN 1 and ff. is to be entered and all points 7 to 19 completed.

All times are to be indicated in a group of four digits in UTC.

Field 7: "Aircraft identification"

The aircraft identification may not exceed seven alphanumeric characters or include hyphens or symbols.

Territorial and registration characters (HBABC). If there are several aircraft, only the identification for the leading or first to take-off aircraft is to be entered (formation flight). The others are to be listed in field 18 with the REG/.

Field 8: "Flight rules and type of flight"

Flight rules: **V** for **VFR Flights**.

Type of flight: **G** for "General aviation".

In field 15 (Route) the place/places where changes to the flight rules are envisaged are to be indicated. In field 18 under STS and using one of the specified status indications, the status of the flight is to be entered or, under RMK in field 18, other reasons can be given for special action by ATS.

Field 9: “Number and type of aircraft and wake turbulence category”*“Number”*

Number only if more than one aircraft is involved.

“Type of aircraft”

ICAO abbreviation (ICAO-Doc 8643 - “Aircraft type designators”) for the aircraft type.

If no abbreviation has been assigned or if several aircraft are involved in a formation flight, enter **ZZZZ** and in field 18 **TYP**/ for the model.

“Wake turbulence category”

L for aircraft up to and including 7000 kg MTOM.

Field 10: “Equipment and capabilities”

The following rules apply to field 10a (“Radio communication, navigation and approach aid equipment and capabilities”):

Enter one of the following characters:

N if no COM/NAV/APP equipment is being carried and not available for the route in question;

or

S if COM/NAV/APP equipment is on board and ready for operation for the route in question (see Note 1);

and/or

at least one of the following characters for the available COM/NAV/APP equipment and capabilities:

A	GBAS landing system
B	LPV (APV with SBAS) C LORAN C
D	DME
E1	FMC WPR ACARS
E2	D-FIS ACARS
E3	PDC ACARS
F	ADF
G	GNSS (see Note 2)
H	HF RTF
I	Inertial Navigation
J1	CPDLC ATN VDL MODE 2 (see Note 3)
J2	CPDLC FANS 1/A HFDL
J3	CPDLC FANS 1/A VDL Mode 4
J4	CPDLC FANS 1/A VDL Mode 2
J5	CPDLC FANS 1/A SATCOM (INMARSAT)
J6	CPDLC FANS 1/A SATCOM (MTSAT)
J7	CPDLC FANS 1/A SATCOM (Iridium)
K	MLS
L	ILS
M1	ATC SATVOICE (INMARSAT)
M2	ATC SATVOICE (MTSAT)
M3	ATC SATVOICE (Iridium)
O	VOR
P1	CPDLC RCP 400 (see Note 7)
P2	CPDLC RCP 240 (see Note 7)
P3	SATVOICE RCP 400 (see Note 7)
P4-P9	Reserved for RCP
R	PBN approved (see Note 4)
T	TACAN
U	UHF RTF
V	VHF RTF
W	VSM approved
X	MNPS approved
Y	VHF with 8.33 kHz channel spacing capability
Z	Other equipment carried or other capabilities (see Note 5)

Alphanumeric characters not mentioned above are reserved.

Note 1 - If S is entered, it is assumed that VHF RTF, VOR and ILS is standard equipment, as long as the responsible ATS unit hasn't prescribed another combination.

Note 2 - If G is entered, the types of any external GNSS enhancements are to be entered by separated spaces in field 18 under NAV/.

Note 3 - See "RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1" (ATN B1 INTEROP Standard - DO-280B/ED-110B) for data link services, ATC authorisation and information/management of the radio communications with ATC / microphone check with ATC.

Note 4 - If R is entered, the possible "Performance Based Navigation" is to be entered in field 18 under PBN/. The "Performance-Based Navigation Manual" (Doc 9613) contains instructions for the use of the Performance Based Navigation for specific sections or regions of the route.

Note 5 - If Z is entered, the other equipment carried or other capabilities are to be specified in field 18. Depending on the case, it should be preceded by COM/, NAV/ and/or DAT. Exceptions for RNAV, CPDLC and 8,33 kHz are to be specified by entering Z in field 10a and including the relevant description after the following designator in field 18.

- a) EXM833 after prefix COM/;
- b) RNAVX and/or RNAVINOP after prefix NAV/ ;
and/or
- c) CPDLCX after prefix DAT/.

Note 6 - Information about navigation capabilities are transmitted to ATC for clearance and routing purposes.

The following provisions refer to field 10b ("Surveillance equipment and capabilities"):

Enter one or more of the following designations with a total length not exceeding 20 characters, to describe operational surveillance equipment on board and/or the capabilities:

Note 7 - The "Performance-based Communication and Surveillance (PBCS) Manual" (Doc 9869) contains instructions for operating the performance-based communication facilities that address the required performance for ATC services in a particular area.

SSR Modes A and C

- N** No Transponder
A Transponder Mode A (4 digits-4096 codes)
C Transponder Mode A (4 digits-4096 codes) and Mode C

SSR Mode S

- E** Transponder Mode S with transmission of the aircraft identification, pressure altitude transmission and enhanced squitter capability (ADS-B)
H Transponder Mode S with transmission of the aircraft identification, pressure altitude transmission and enhanced surveillance capability
I Transponder Mode S with transmission of the aircraft identification but without pressure altitude transmission
L Transponder Mode S with transmission of the aircraft identification, pressure altitude transmission, enhanced squitter capability (ADS-B) and enhanced surveillance capability
P Transponder Mode S including pressure altitude transmission but without transmission of the aircraft identification
S Transponder Mode S with transmission of the aircraft identification and pressure altitude
X Transponder Mode S without transmission of the aircraft identification and pressure altitude

Note - *The enhanced surveillance capability is the ability of an aircraft to transmit aircraft data via a Mode-S transponder with downlink.*

(See AIP Switzerland ENR 1-10 for details)

Field 13: "Departure aerodrome and time"

"Departure aerodrome"

ICAO Location indicator. If no ICAO location indicator has been allocated, enter **ZZZZ** and the take-off aerodrome in field 18 with **DEP/**

or, if the flight plan has been filed from an aircraft already in the air, enter AFIL and in field 18 the prefix DEP/ four-digit ICAO location indicator for the ATS location where supplementary flight plan data can be obtained.

"Time (EOBT/ETO)"

EOBT (4-digits).

Field 15: "Cruising speed/Level/Route"

"Cruising speed"

True airspeed in knots N followed by a four-digit number (N0120).

"Level"

VFR for **VFR flights**. For **controlled VFR flights and VFR night flights (NVFR)**, or, if it is intended to perform the flight at a specific height, the cruising altitude is to be given in ft MSL (A045) or as a flight level (F085).

"Route"

Planned route. In contrast to the ICAO regulations, Swiss ATS units accept details of the route giving local names based on the **Aeronautical Chart ICAO 1:500 000 2253-B Switzerland**.

Field 15c: "Route (including changes of speed, level and/or flight rules)"

The start of a change to speed and/or altitude, or a change to the ATS route and/or flight rules can be specified here for a single location.

Bearing and distance from a reference point:

The identification of the reference point, followed by the bearing of this point as a three-digit magnetic bearing, followed by the distance from this point as a three-digit indication in nautical miles. In more extensive geographical latitudes, for which the competent authority has determined that the magnetic bearing is not practicable, true bearing may also be used. If necessary, complete the required number of places with zeroes. A point, for example, with bearing 180° magnetic at a distance of 40 nautical miles from VOR "DUB", is to be specified as DUB180040.

Field 16: "Destination AD/Total estimated elapsed time/ALTN aerodrome(s)"*"Destination aerodrome"*

ICAO Local indicator. If no ICAO local indicator has been allocated, enter **ZZZZ** and write out the destination aerodrome in field 18 with the identifier **DEST/**.

"Total EET"

Estimated flight duration from take-off until arrival at the destination aerodrome.

"Alternate aerodrome"

ICAO Local indicator. If no ICAO local indicator has been allocated, enter **ZZZZ** and write out the alternate aerodrome in field 18 with the identifier **ALTN/**.

Field 18: "Other information"

The operators are warned that the use of identifiers not provided for in the regulations can lead to data being rejected or incorrectly processed or lost.

The provision clarified that hyphens ("-") and slashes ("/") may only be used as indicated.

(See AIP Switzerland ENR 1-10 for details)

0 (zero) if no details are required or enhancements to the information indicated in fields 7-16, and/or

EET/

Distinctive point with estimated flight time until crossing the national or FIR border (EET/ BASEL0050).

RMK

Other information in plain text which the pilot considers to be of importance, or is requested by the ATS (RMK / REQ CUSTOMS).

Switzerland requires information about **training flights, VFR night flights and controlled VFR flights** (RMK / TRG FLT, RMK / NVFR).

Field 19: "Supplementary information"*"Endurance"*

After **E/** maximum flight duration with a 4-digit number (hours and minutes).

"Persons on board"

After **P/** number of persons on board.

"Emergency radio"

After **R/** delete the emergency frequencies not available.

"Survival equipment/Jackets/Dinghies"

After **S/**, **J/** and **D/** delete all emergency and survival equipment that is not available.

"Aircraft colours and markings"

After **A/** the colours of the aircraft and, if appropriate, any distinctive markings.

"Remarks"

Enter any supplementary information about survival equipment. **N/** delete, if no further entries.

"Pilot-in-command"

After **C/** Name of the flight commander in block capitals.

FLIGHT PLAN



PLAN DE VOL

PRIORITY
Priorité

<<≡ FF→

ADDRESSEE(S)
Destinataire(s)

FILING TIME
Heure de dépôt

ORIGINATOR
Expéditeur

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR
Identification précise du/des destinataire(s) et/ou de l'expéditeur

3 MESSAGE TYPE
Type de message

<<≡ (FPL

7 AIRCRAFT IDENTIFICATION
Identification de l'aéronef

8 FLIGHT RULES
Règles de vol

TYPE OF FLIGHT
Type de vol

9 NUMBER
Nombre

TYPE OF AIRCRAFT
Type d'aéronef

WAKE TURBULENCE CAT.
Cat. de turbulence de sillage

10 EQUIPMENT AND CAPABILITIES
Équipement et capacités

13 DEPARTURE AERODROME
Aérodrome de départ

TIME (EOBT/ETO)
Heure

15 CRUISING SPEED
Vitesse croisière

LEVEL
Niveau

ROUTE
Route

16 DESTINATION AERODROME
Aérodrome de destination

TOTAL EET
Durée totale estimée

HR. MIN.

DEST ALTN AERODROME
Aérodrome de déviation à destination

2ND. DEST ALTN AERODROME
2ème aérodrome de déviation à destination

18 OTHER INFORMATION
Renseignements divers

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Renseignements complémentaires (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ)

19 ENDURANCE
Autonomie

HR. MIN.

PERSONS ON BOARD
Personnes à bord

EMERGENCY RADIO
Radio de secours

UHF VHF ELT

SURVIVAL EQUIPMENT / Équipement de survie

POLAR Désert Maritime Jungle

JACKETS / Gilets de sauvetage

LIGHT Lampes FLUORES Fluores

DINGHIES / Canots

CAPACITY Capacité COVER Couverture COLOUR Couleur

AIRCRAFT COLOUR AND MARKINGS
Couleur et marques de l'aéronef

REMARKS
Remarques

PILOT-IN-COMMAND
Pilote commandant de bord

FILED BY / Déposé par

CHECKED / Contrôlé

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Espace réservé à des fins supplémentaires

- 1 **Control Zones (CTR) and Terminal Control Areas (TMA)**

CTR and TMA can operate permanently (H24), or at specific predetermined hours (HO) or they are only occasionally (HX) active.

Outside the operating hours the airspace class for the surrounding airspace applies.

Management of control zones (CTR) and terminal control areas (TMA) with the designation "HX"
- 1.1 **Activation and deactivation**

The times published in the VFR RAC and/or AD Info §4 of the VFR Manual give an indication of the activation times that can be expected. An activation outside the published times, or deactivation within these times is possible at any time.

In a deactivated CTR or TMA (HX), the regulations for the surrounding airspaces G and E apply.

For IFR approaches/take-offs, controlled airspace (CTR and/or TMA) must be active.
- 1.2 **Querying the airspace status**

The status of an airspace referred to as 'HX' may be obtained from the appropriate air traffic control, a designated frequency, or telephone number or, where available, ATIS.

If it is not possible to establish the current status of the airspace, or if no request for information is made, the airspace is to be considered as active.
- 1.3 **Establishing radio contact for entry into airspace and maintaining listening watch**

Radio contact must be established and clearance obtained before entering the airspace. Whilst in the airspace, and in radio contact, the instructions of air traffic control are to be complied with and listening watch maintained at all times.

All pilots flying through a deactivated airspace known as 'HX' shall maintain listening watch on the frequency on which the status request was made so that they can be notified of any short-term status changes.

Responsible for radio communications:

REF ICAO-Karte 1:500 000 oder Segelflugkarte
GLDK 1:300 000, COM 2-APP 1/2.

The following information is to be transmitted to air traffic services:

 - Call sign;
 - Location according to ICAO chart 1:500 000 or glider chart GLDK 1:300 000;
 - Altitude AMSL (ft or m);
 - Intention of flight.
- 2 **Special Regulations Applying to LSGG TMA Geneva**
- 2.1 **Request to enter the airspace**

In order to be able to enter airspace C of the TMA, previous ATC clearance is a must: for all aircraft GENEVA INFORMATION is to be contacted on 126.350 MHz.

Clearance must be requested at least 10 minutes before entering airspace class C.

Transponder: SSR Mode C specified according to VFR RAC.
- 2.2 **Neighbouring aerodromes**

In principle, aircraft in transit must avoid airspace C of the TMA. Aircraft flying to or departing from Geneva, Annemasse, Bellegarde and La Côte must stay below airspace C of the TMA. In order to keep noise emissions as low as possible, a minimum height of 3,000 ft is recommended. However, exceptions can be granted depending upon the type of aircraft, the type of flight or prevailing weather conditions.
- 2.3 **Services**

Clearance to enter TMA Geneva will be granted taking account of the traffic situation.

Services based on airspace class C or E.

3 **VFR Procedures in Control Zones (CTR)**

During the day, visual flights are to be performed in such a way that the minimum visibility and distance from the clouds are complied with in accordance with SERA.5001.

SVFR flights can be approved on the basis of the SERA.5010 requirements.

In Switzerland, night flights are also permitted according to the special visual flight rules

3.1 **Local VFR procedures:**

For flights involving aircraft without operational RTF equipment, authorisation will only be granted:

- a) for rescue flights to save life;
- b) in emergencies;
- c) in exceptions of a special nature (e.g. to undertake repairs on aircraft and flight equipment or for other urgent reasons).

Customs clearance does not constitute a reason for receiving authorisation.

For specific VFR flights, and depending upon the classification of the airspace, air traffic control provides information regarding separation and/or traffic information.

4 **VFR Night Flights (NVFR)**

For NVFR flights, **Art. 27 Ordinance on Traffic Regulations for Aircraft (VRV-L)** is authoritative. No flight plan needs to be filed for visual flights by helicopters performing rescue missions (incl. training).

During MIL night flights the routes and airspaces published with a NOTAM should be avoided.

The restriction does not apply to helicopters performing a rescue mission.

For visual flights at night, radio communication must also be established and maintained in airspaces G and E on the appropriate air traffic radio channel, if available. Radio contact with the Flight Information Centre (FIC) or a designated air traffic control centre is mandatory between 2200 LT or HRH (the later time) and 0600 LT or HRH (the earlier time) for coordination with flights with unmanned military vehicles (drones).

5 **VFR FLIGHTS WITHIN AIRSPACE CLASS C**

5.1 **Flights**

VFR flights in Class C airspace shall be subject to air traffic control for this class. These flights are separated by air traffic control through clearance or instructions regarding the route and altitude of IFR flights, with the purpose of increasing safety in airspaces with high IFR traffic density.

Occasional transit flights by gliders through class C airspaces may be authorised by the responsible air traffic control unit if the conditions are specified and if continuous two-way radio communications can be maintained.

Having previously specified the conditions, the responsible air traffic services unit may also authorise transit flights without radio contact.

5.2 **Aircraft and equipment**

If RAC requires a transponder to be carried, an SSR Mode S transponder of at least level 2 with SI code and elementary surveillance functionality shall be carried.

In addition to the basic equipment engine-power aircraft must also be equipped with:

- VHF radio
- VOR Navigation system
- Compass

5.3 Radio, transponder, air-traffic clearance

Regardless of whether a written flight plan was filed, the responsible air traffic control must be contacted in good time before entering airspace class C. Radio communications are generally undertaken in English.

Engine-powered aircraft must carry and activate a Mode-S transponder. Furthermore, when performing balloon flights at night, a Mode-S transponder must also be carried and activated.

If a transponder is carried, it must also be operated for flights not specified by RAC provided an adequate electrical power supply is ensured. The transponder must be operated in accordance with ATC instructions.

5.4 Performing a flight

If the assigned route or altitude cannot be maintained under VMC, modified air traffic clearance must be requested in good time.

5.5 Radio failure

If the radio fails before entering airspace class C, the airspace must not be entered regardless of previous clearance having been obtained.

If the radio fails within airspace class C, the airspace must be vacated as soon as possible whilst complying with VMC. An exception is within the TMA Geneva and Zurich: the flight must be continued in accordance with the previous and confirmed clearance received.

In both cases the specific transponder code (7600) is to be selected.

6 VFR FLIGHTS WITHIN AIRSPACE CLASS D**6.1 Flights**

VFR flights in Class D airspace shall be subject to air traffic control for this class. These flights receive clearance, air traffic information about IFR and VFR flights and, if requested, avoidance recommendations from air traffic control. Separation is not undertaken.

Occasional transit flights by gliders through class D airspaces may be authorised by the responsible air traffic control unit if the conditions are specified and if continuous two-way radio communications can be maintained.

Having previously specified the conditions, the responsible air traffic services unit may also authorise transit flights without radio contact.

6.2 Aircraft and equipment

If RAC requires a transponder to be carried, an SSR Mode-S transponder of at least level 2 with SI code and elementary surveillance functionality is to be carried.

In addition to the basic equipment, engine-powered aircraft must also be equipped with: VHF radio

6.3 Radio, transponder, air-traffic clearance

Regardless of whether a written flight plan was filed, the responsible air traffic control must be contacted in good time before entering airspace class D. Radio communications are generally undertaken in English.

Engine-powered aircraft must carry and activate a Mode-S transponder. Furthermore, when performing balloon flights at night, a Mode-S transponder must also be carried and activated.

If a transponder is carried, it must also be operated during flights even though RAC does not specify this, provided an adequate electrical power supply is ensured.

The transponder must be operated in accordance with ATC instructions.

6.4 Radio failure

If the radio fails before entering airspace class D, it must not be entered regardless of previous clearance having been obtained.

If the radio fails within airspace class D, the flight can, as far as possible under VMC, continue in accordance with the previously received and confirmed clearance from air traffic control. In both cases the specific transponder code (7600) is to be switched on.

- 7

VFR FLIGHTS WITHIN AIRSPACE CLASS E

VFR flights in Class E airspace may take advantage of the flight information service and air traffic information, provided that the capabilities of air traffic control allow this. Neither air traffic management nor separation is offered.

If RAC requires a transponder to be carried, an SSR Mode-S transponder of at least level 2 with SI code and elementary surveillance functionality is to be carried.

Above 7000 ft AMSL, engine-powered aircraft must carry and operate a Mode-S transponder for night flights even when below 7000 ft AMSL. Furthermore, balloon flights at night and helicopter take-offs in foggy or low stratus conditions require a Mode-S transponder to be carried and operated.

If a transponder is carried, it must also be operated during flights not specified by RAC provided an adequate electrical power supply is ensured.
- 8

VFR FLIGHTS WITHIN AIRSPACE CLASS G

VFR flights in Class G airspace may take advantage of the flight information service, provided that the capabilities of air traffic control allow this. Neither air traffic management nor separation is offered.

If RAC requires a transponder to be carried, an SSR Mode-S transponder of at least level 2 with SI code and elementary surveillance functionality is to be carried.

For night flights, engine-powered aircraft must carry and operate a Mode-S transponder. Furthermore, balloon flights at night and helicopter take-offs in foggy or low stratus conditions require a Mode-S transponder to be carried and operated.

If engine-powered, or non-engine-powered aircraft are performing flights above 1000 ft above ground with a horizontal distance to clouds of less than 1500 m or a vertical distance to clouds of less than 1000 ft, a Mode-S transponder is to be carried and operated.

If a transponder is carried, it must also be operated during flights not specified by RAC provided an adequate electrical power supply is ensured.

9

General Rules

9.1

Visibility and distance from clouds

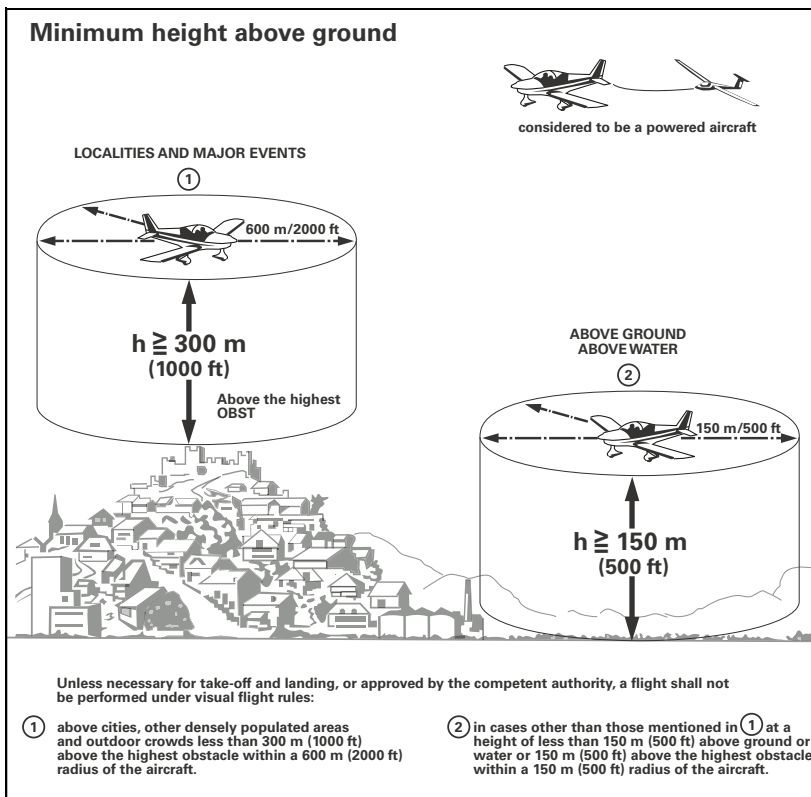
VISIBILITY AND CLOUD DISTANCES:

Altitude band	Distance from cloud	Flight visibility
≥ FL100	↑ 1000 ft / ↔ 1500 m	8 km
> 2000 ft/AGL – < FL100	↑ 1000 ft / ↔ 1500 m	5 km
1000 ft/AGL – 2000 ft/AGL	↑ 1000 ft / ↔ 1500 m	5 km*, surface in sight
	clear of clouds, if Transponder operated	
below 1000 ft/AGL	clear of clouds	

* flight visibility ≥ 1500 m if flight speed ≤140 kts IAS to avoid other traffic and obstacles or in case of low probability of traffic encounters (e.g. low traffic, low level aerial work).
Note: Helicopters may operate at VIS down to 800 m ref. VFR Manual

9.2

Minimum height above ground



9.3

Blind transmissions to aerodromes without reception confirmation

9.4

Scope

Pilots of aircraft with radio equipment who want to land or take-off from aerodromes that cannot provide an AFIS service are recommended to transmit a position and intention report "blind" (**blind transmission**).

9.5

Procedures

9.5.1

Approaches

About 5 minutes before reaching the aerodrome the following information is to be reported: receiving station, call sign, position, altitude, intention.

Example:

LANGENTHAL AERODROME, HB-CWB WYNIGEN 4000 FEET LANDING IN LANGENTHAL

- The following information is then to be transmitted:
H-WB OVERHEAD, WILL JOIN DOWNWIND RUNWAY 05 H-WB
DOWNWIND RUNWAY 05
H-WB FINAL RUNWAY 05

- 9.5.2
- Take-offs**
 - Before take-off the pilot switches on his radio and makes sure that there is no radio traffic on the appropriate frequency.
 - He then transmits the information about his imminent take-off:

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

- If there is no call from another aircraft, the pilot can taxi to the runway for take-off having previously ascertained that the approach sector is free:

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

- Frequencies**
- Traffic information is transmitted
- on the frequency according to COM 2 APP-1;
 - on the frequency 130.355 MHz for mountain landing sites.

Notes

The procedure described enables all pilots of aircraft with radio equipment to assess the traffic situation and act accordingly.

Wherever possible, transmissions should be made in English RTF so that they can be understood by non-local pilots.

The blind transmission does not relieve the pilot of the obligation to monitor the airspace.

10

Transponder Use for VFR Flights

SSR TRANSPONDER OPERATIONS

1. A Mode S transponder of at least level 2 with SI code and Elementary Surveillance Functionality (ELS) shall be carried and operated in the following cases:

- Motorized aircraft:
 - a) in airspace classes C and D,
 - b) in airspace classes E at and above 7000 ft AMSL,
 - c) for NVFR flights in all airspace classes,
 - d) if operating with cloud distances below $\downarrow 1000\text{ ft} / \leftrightarrow 1500\text{ m}$ between 1000 ft AGL – 2000 ft AGL,
 - e) for helicopters when departing with ground fog or fog conditions in all airspace classes.
- Non-motorized aircraft:
 - a) if operating with cloud distances below $\downarrow 1000\text{ ft} / \leftrightarrow 1500\text{ m}$ between 1000 ft AGL – 2000 ft AGL,
 - b) balloons on NVFR flights in all airspace classes,
 - c) balloons when departing with ground fog or fog conditions in all airspace classes.

2. If a transponder is carried and unless otherwise instructed by ATC, the transponder shall always be operated and the Code 7000 with altitude-reporting shall be used. Non-motorised aircraft subject to power availability

- 11
- Flights over Quiet Nature and Deer Zones**
- The quiet nature zones are indicated on the aeronautical chart ICAO 1:500 000, 2253-B Switzerland and the Glider Chart 1:300,000.

- 11.1
- Quiet nature zones**
 - **National park**
Coordinates: REF AIP ENR 5.6, § 4
 - **Area Adula/Greina/Medels/Vals**
Coordinates: REF AIP ENR 5.6, § 4
 - **Area Binntal**
Coordinates: REF AIP ENR 5.6, § 4
 - **Area Weissmies**
Coordinates: REF AIP ENR 5.6, § 4

- 11.1.1 **Overflight**
Flying over peaceful nature zones is to be avoided, or the flight must be performed at a considerably greater height than the minimum prescribed (cf. Art. 28 Traffic Regulations for Aircraft, VRV-L) by taking the shortest possible route.
- 11.2 **Quiet Deer Zones**
Quiet deer zone Derborence
- 11.2.1 **Overflight**
Flying over quiet deer zones is to be avoided, or the flight must be performed at a considerably greater height than the minimum prescribed height (cf. Art. 28 Traffic Regulations for Aircraft, VRV-L) by taking the shortest possible route. The ruling applies to all aircraft.
- 12 **COORDINATION OF SPECIAL FLIGHTS IN AIRSPACES C + D**
Particular flights within airspaces C and D, apart from normal take-offs, landings or crossing the airspace, can pose a danger for other airspace users and place an additional coordination effort on air traffic controllers.
For this reason, before flights of this nature are undertaken, the operator or the organiser is to coordinate them with Skyguide.
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, kids balloons and sky lanterns.
- 12.1 **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 <https://www.skyguide.ch/en/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 1200 LT.
If specific condition are not met, operators will be redirected on the "SFO APP" and shall submit the request to the special flight office (SFO), Skyguide, latest 10 working days prior the date of flight.
- 12.2 **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.
- 12.3 **Support for "SFO APP"**
Phone: +41 43 931 62 36
Email: specialflight@skyguide.ch

General special flight support:
Useful information are available under <https://www.skyguide.ch/en/special-flights> and the appropriate rules engines in the tools guide you through the request.

13

Approach, Transit and Departure

13.1

General

Civil aircraft from ICAO member states are not required to obtain permission to overfly Swiss territory or for non-commercial landings in Switzerland (Article 5 Chicago Convention).

Approaches, transit, take-offs and landings must be carried out in accordance with Swiss civil aviation legislation.

Every aircraft arriving from or flying abroad must use an aerodrome open to international traffic. Emergency landings accepted.

Under certain conditions, aerodromes have limited customs competence.

REF: AIP AD 1.3

See VFR Manual for details: AGA, chart VFR AGA, AD INFO, § 9.

Third-party liability insurance for aircraft using Swiss airspace.

13.2

Third-party liability claims

Liability claims from third parties on the ground.

Liability claims from third parties on the ground for any damages (personal injury and property damage together) suffered must meet the following minimum requirements:

	Minimum insurance sum (millions of Special Drawing Rights SDR) 1 SDR = approx. CHF 1.39, MAR 16
a. Aircraft with a take-off weight below 499 kg	0.75
b. Aircraft with a take-off weight of 500 kg or higher, but below 999 kg	1.5
c. Aircraft with a take-off weight of 1000 kg or higher, but below 2699 kg	3
d. Aircraft with a take-off weight of 2700 kg or higher, but below 5999 kg	7
e. Aircraft with a take-off weight of 6000 kg or higher but below 11,999 kg	18
f. Aircraft with a take-off weight of 12,000 kg or higher, but below 24,999 kg	80
g. Aircraft with a take-off weight of 25,000 kg or higher, but below 49,999 kg	150
h. Aircraft with a take-off weight of 50,000 kg or higher, but below 199,999 kg	300
i. Aircraft with a take-off weight of 200,000 kg or higher, but below 499,999 kg	500
j. Aircraft with a take-off weight of 500,000 kg or higher	700
k. Parachute jumpers, hang gliders, kites, paragliding, tethered balloons	CHF 1,000,000

Third-party claims made by passengers

The minimum guarantee for liability claims for passengers is 250,000 special drawing rights per traveller. In the case of non-commercial flights operated by aircraft with a take-off weight of up to 2700 kg, the minimum guarantee may be less than this amount, but must be at least 100,000 special drawing rights per passenger. In the case of non-commercial flights without passengers, a corresponding liability insurance can be waived.

SDR as defined by the International Monetary Fund

(1 SDR = CHF 1.85, January 06).

For more information: <http://www.imf.org/external/np/exr/facts/sdr.HTM>

REF: Art. 125, Art. 132a of the Swiss Federal Aviation Ordinance (LFV, SR 748.01), Ordinance on Special Category Aircraft (VLK, SR 748.941)

13.3

Private flights

Private flights of foreign civil aircraft to and from Switzerland do not require authorisation if the aircraft is registered in a country that is a member of the International Civil Aviation Organisation (ICAO).

1. Flight documents for aircraft registered in Switzerland

The following documents, manuals and information shall be carried on the flight in their original form or as a copy unless otherwise specified:

- a) the aircraft flight manual (AFM) or equivalent document(s)
- b) the original of the registration certificate,
- c) the original of the Certificate of Airworthiness (CofA),
- d) the Continuing Airworthiness Review Certificate (ARC) or valid confirmation of the airworthiness control,
- e) scope of utilisation, if applicable,
- f) noise certificate, if applicable,
- g) list of special approvals (SPA), if applicable,
- h) towing airworthiness certificate, if applicable
- i) licence for aircraft stations (OFCOM), if applicable
- j) proof of third-party liability insurance towards third parties on the ground and, if prescribed, proof of third-party liability insurance vis-à-vis travellers,
- k) the pilot logbook or equivalent document for the aircraft, including certificates of release to service,
- l) details of the flight plan (ATS flight plan) provided to air traffic services, if applicable,
- m) up-to-date and relevant aeronautical charts for the intended route and area, and any routes reasonably likely to be used as diversions,
- n) information on procedures and visual signals for use by intercepting and intercepted aircraft,
- o) the checklist issued by the manufacturer or drawn up by the owner (checklist),
- p) MEL or CDL, where applicable,
- q) in special cases, in particular for aircraft undergoing the certification process, the FOCA determines the documents and records to be carried in individual cases.

2. The aircraft flight manual (AFM)

The flight documents, as well as the information provided by the AFM, may only be modified by or on behalf of the issuing authority.

Any loss of the folder or individual parts thereof must be reported immediately to the Federal Office of Civil Aviation. Any third party who finds the folder is requested to forward it to the Federal Office of Civil Aviation, CH-3003 Bern.

13.4 Commercial flights

Flight documents for aircraft registered in Switzerland

The following documents, in the original, must be carried on board the aircraft:

1. **The blue document folder containing:**
 - a) original of the registration certificate,
 - b) original of the airworthiness certificate (CofA),
 - c) the Continuing Airworthiness Review Certificate (ARC) or valid confirmation thereof,
 - d) proof of the third party liability insurance guarantee (in SDR),
 - e) proof of insurance for third party liability with regard to passengers, if applicable (in SDR),
 - f) extract from the AOC in the form of a certified copy, if applicable,
 - g) any relevant operating conditions for the aircraft type issued with the AOC,
 - h) scope of approval for the aircraft in commercial use, if applicable,
 - i) noise certificate, if applicable,
 - j) towing worthiness certificate, if applicable,
 - k) original of OFCOM's operating licence for aircraft stations.

2. **The aircraft flight manual (AFM)**

The flight documents, as well as the information provided by the AFM, may only be modified by or on behalf of the issuing authority.

Any loss of the folder or individual parts thereof must be reported immediately to the Federal Office of Civil Aviation.

Any third party who finds the folder is requested to forward it to the Federal Office of Civil Aviation, CH-3003 Bern.

13.5 Health service

Switzerland renounces any health checks. The right to take action in special cases is reserved.

13.6 Entry and stay

In principle, passengers and aircraft crew* require a valid and recognised travel document (passport or identity card) to enter and stay in Switzerland for a maximum of 90 days. Where appropriate, they must also be in possession of a valid visa, unless the holders of the travel document are holders of a residence permit issued by a Schengen State, which is considered equivalent to a visa.

For nationals from:

Belgium, the Netherlands, Monaco, France, Austria, Liechtenstein, Portugal, Luxembourg, San Marino and Spain, a passport that has expired less than five years ago is sufficient.

For nationals of the following countries a valid identity card is sufficient:

Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom, Principality of Liechtenstein, Iceland, and Norway.

For nationals of all other countries special travel documents and visa regulations apply.

An up-to-date overview can be found on the website of the Federal Office for Migration, FOM (www.admin.ch). If necessary, the Swiss representations or the Federal Office for Migration will provide additional information.

13.7 Departure

Passengers and aircraft crew* must have a valid and recognised travel document on departure and, where appropriate, a visa or residence permit from a Schengen State equivalent to a visa for travel to a Schengen State. For travel to countries other than Schengen states, the travel regulations of the respective country must be observed.

* unless they are in possession of a pilot's licence or a Crew Member Certificate in accordance with Annex 9 of the ICAO Convention in the performance of their duties.

1

Day and Night Limits

Ordinance on Traffic Regulations for Aircraft (VRV-L), Art. 23, § 6.

The time information in the columns indicates:

Col. 1: Beginning of the Civil Dawn (HRH*)

Col. 2: Sunrise (SR)

Col. 3: Sunset (SS)

Col. 4: End of the Civil Twilight (HRH*) according to Central European Time (CET; UTC+1)

The tables are calculated for 2020 (OCT-DEC) and 2021 (JAN-DEC).

Summertime (ETE: UTC+2) commences on the last Sunday in March.

Summertime ends on the last Sunday in October.

The times are indicated in local time (LT) and apply to the entire FIR Switzerland. Reference location for the time calculation is the observatory Bern, 46°57' N / 007°26' E.

The civil dawn begins and the civil twilight ends when the centre of the sun's disk is 6° below the horizon and lasts a little more than 30 MNM.

Night or a night flight is considered to be the time between the end of the evening civil twilight and the beginning of the morning civil dawn.

2020		FIR SWITZERLAND (LT)											
Day	OCT				NOV				DEC				
	1	2	3	4	1	2	3	4	1	2	3	4	
1	0659	0729	1909	1940	0641	0713	1714	1746	0721	0755	1643	1718	
2	0700	0731	1907	1938	0643	0715	1712	1744	0722	0757	1643	1717	
3	0702	0732	1905	1936	0644	0716	1711	1743	0723	0758	1642	1717	
4	0703	0733	1903	1934	0646	0718	1709	1741	0724	0759	1642	1717	
5	0704	0735	1901	1932	0647	0719	1708	1740	0725	0800	1642	1717	
6	0706	0736	1900	1930	0648	0721	1706	1739	0726	0801	1642	1717	
7	0707	0738	1858	1928	0650	0722	1705	1738	0727	0802	1641	1716	
8	0708	0739	1856	1926	0651	0724	1704	1736	0728	0803	1641	1716	
9	0710	0740	1854	1924	0653	0725	1703	1735	0729	0804	1641	1716	
10	0711	0742	1852	1922	0654	0727	1701	1734	0730	0805	1641	1716	
11	0713	0743	1850	1920	0655	0728	1700	1733	0731	0806	1641	1716	
12	0714	0744	1848	1919	0657	0730	1659	1732	0732	0807	1641	1717	
13	0715	0746	1846	1917	0658	0731	1658	1731	0732	0808	1641	1717	
14	0717	0747	1844	1915	0659	0732	1657	1730	0733	0809	1642	1717	
15	0718	0749	1842	1913	0701	0734	1655	1729	0734	0809	1642	1717	
16	0719	0750	1841	1911	0702	0735	1654	1728	0735	0810	1642	1717	
17	0721	0751	1839	1910	0703	0737	1653	1727	0735	0811	1642	1718	
18	0722	0753	1837	1908	0705	0738	1652	1726	0736	0811	1643	1718	
19	0723	0754	1835	1906	0706	0740	1651	1725	0736	0812	1643	1719	
20	0725	0756	1833	1904	0707	0741	1650	1724	0737	0813	1644	1719	
21	0726	0757	1832	1903	0709	0742	1650	1723	0738	0813	1644	1720	
22	0728	0759	1830	1901	0710	0744	1649	1723	0738	0814	1645	1720	
23	0729	0800	1828	1859	0711	0745	1648	1722	0739	0814	1645	1721	
24	0730	0802	1827	1858	0712	0747	1647	1721	0739	0814	1646	1721	
25	0632	0703	1725	1756	0714	0748	1647	1721	0739	0815	1646	1722	
26	0633	0704	1723	1755	0715	0749	1646	1720	0740	0815	1647	1722	
27	0635	0706	1722	1753	0716	0750	1645	1720	0740	0815	1648	1723	
28	0636	0707	1720	1751	0717	0752	1645	1719	0740	0816	1649	1724	
29	0637	0709	1718	1750	0719	0753	1644	1719	0740	0816	1649	1725	
30	0639	0710	1717	1748	0720	0754	1644	1718	0740	0816	1650	1726	
31	0640	0712	1715	1747					0741	0816	1651	1726	

ETE

2021	FIR SWITZERLAND (LT)											
Day	JAN				FEB				MAR			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0741	0816	1652	1727	0722	0755	1733	1806	0639	0710	1816	1846
2	0741	0816	1653	1728	0721	0754	1735	1807	0638	0708	1817	1848
3	0741	0816	1654	1729	0720	0752	1736	1809	0636	0706	1819	1849
4	0741	0816	1655	1730	0719	0751	1738	1810	0634	0704	1820	1851
5	0741	0816	1656	1731	0717	0750	1739	1812	0632	0702	1822	1852
6	0740	0815	1657	1732	0716	0748	1741	1813	0630	0701	1823	1854
7	0740	0815	1658	1733	0715	0747	1743	1815	0628	0659	1825	1855
8	0740	0815	1700	1734	0713	0745	1744	1816	0626	0657	1826	1856
9	0740	0814	1701	1735	0712	0744	1746	1817	0624	0655	1827	1858
10	0739	0814	1702	1737	0711	0742	1747	1819	0623	0653	1829	1859
11	0739	0814	1703	1738	0709	0741	1749	1820	0621	0651	1830	1901
12	0739	0813	1705	1739	0708	0739	1750	1822	0619	0649	1832	1902
13	0738	0813	1706	1740	0706	0738	1752	1823	0617	0647	1833	1904
14	0738	0812	1707	1741	0705	0736	1753	1825	0615	0645	1835	1905
15	0737	0811	1708	1743	0703	0735	1755	1826	0613	0643	1836	1906
16	0737	0811	1710	1744	0702	0733	1756	1828	0611	0641	1837	1908
17	0736	0810	1711	1745	0700	0731	1758	1829	0609	0639	1839	1909
18	0735	0809	1713	1747	0658	0730	1759	1831	0607	0637	1840	1911
19	0735	0808	1714	1748	0657	0728	1801	1832	0605	0635	1842	1912
20	0734	0808	1715	1749	0655	0726	1802	1833	0603	0633	1843	1913
21	0733	0807	1717	1750	0653	0724	1804	1835	0601	0631	1844	1915
22	0732	0806	1718	1752	0652	0723	1805	1836	0559	0629	1846	1916
23	0732	0805	1720	1753	0650	0721	1807	1838	0557	0627	1847	1918
24	0731	0804	1721	1755	0648	0719	1808	1839	0555	0625	1849	1919
25	0730	0803	1723	1756	0647	0717	1810	1841	0553	0623	1850	1921
26	0729	0802	1724	1757	0645	0715	1811	1842	0551	0621	1851	1922
27	0728	0801	1726	1759	0643	0714	1813	1844	0549	0619	1853	1923
28	0727	0800	1727	1800	0641	0712	1814	1845	0647	0717	1954	2025
29	0726	0759	1729	1802					0645	0715	1956	2026
30	0725	0757	1730	1803					0643	0713	1957	2028
31	0724	0756	1732	1804					0641	0711	1958	2029

2021	FIR SWITZERLAND (LT)											
Day	APR				MAY				JUN			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0639	0709	2000	2031	0541	0615	2041	2115	0501	0539	2117	2156
2	0637	0707	2001	2032	0539	0613	2042	2116	0500	0539	2118	2157
3	0635	0705	2002	2033	0537	0612	2043	2118	0459	0538	2119	2158
4	0633	0703	2004	2035	0536	0610	2045	2119	0459	0538	2120	2159
5	0630	0702	2005	2036	0534	0609	2046	2121	0458	0537	2121	2200
6	0628	0700	2007	2038	0533	0607	2047	2122	0458	0537	2122	2201
7	0626	0658	2008	2039	0531	0606	2049	2124	0457	0536	2122	2202
8	0624	0656	2009	2041	0529	0604	2050	2125	0457	0536	2123	2202
9	0622	0654	2011	2042	0528	0603	2051	2127	0456	0536	2124	2203
10	0620	0652	2012	2044	0526	0601	2053	2128	0456	0535	2124	2204
11	0618	0650	2013	2045	0525	0600	2054	2129	0456	0535	2125	2204
12	0617	0648	2015	2047	0523	0559	2055	2131	0456	0535	2125	2205
13	0615	0646	2016	2048	0522	0557	2056	2132	0455	0535	2126	2206
14	0613	0644	2018	2049	0520	0556	2058	2134	0455	0535	2126	2206
15	0611	0642	2019	2051	0519	0555	2059	2135	0455	0535	2127	2207
16	0609	0641	2020	2052	0518	0554	2100	2137	0455	0535	2127	2207
17	0607	0639	2022	2054	0516	0553	2101	2138	0455	0535	2128	2208
18	0605	0637	2023	2055	0515	0551	2103	2139	0455	0535	2128	2208
19	0603	0635	2024	2057	0514	0550	2104	2141	0455	0535	2128	2208
20	0601	0633	2026	2058	0513	0549	2105	2142	0455	0535	2129	2208
21	0559	0632	2027	2100	0511	0548	2106	2143	0456	0535	2129	2209
22	0557	0630	2029	2101	0510	0547	2107	2145	0456	0536	2129	2209
23	0555	0628	2030	2103	0509	0546	2108	2146	0456	0536	2129	2209
24	0553	0626	2031	2104	0508	0545	2109	2147	0456	0536	2129	2209
25	0552	0625	2033	2106	0507	0544	2111	2148	0457	0537	2129	2209
26	0550	0623	2034	2107	0506	0544	2112	2149	0457	0537	2129	2209
27	0548	0621	2035	2109	0505	0543	2113	2151	0458	0537	2129	2209
28	0546	0620	2037	2110	0504	0542	2114	2152	0458	0538	2129	2209
29	0544	0618	2038	2112	0503	0541	2115	2153	0459	0538	2129	2209
30	0543	0616	2039	2113	0502	0541	2116	2154	0459	0539	2129	2208
31					0502	0540	2117	2155				

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2021	FIR SWITZERLAND (LT)															
Day	JUL				AUG				SEP				1	2	3	4
	1	2	3	4	1	2	3	4	1	2	3	4				
1	0500	0539	2129	2208	0534	0610	2103	2138	0618	0650	2010	2041				
2	0501	0540	2128	2208	0536	0611	2101	2136	0620	0651	2008	2039				
3	0501	0541	2128	2207	0537	0612	2100	2135	0621	0652	2006	2037				
4	0502	0541	2128	2207	0539	0614	2058	2133	0622	0654	2004	2035				
5	0503	0542	2127	2206	0540	0615	2057	2131	0624	0655	2002	2033				
6	0504	0543	2127	2206	0541	0616	2055	2130	0625	0656	2000	2031				
7	0505	0544	2126	2205	0543	0617	2054	2128	0626	0658	1958	2029				
8	0505	0544	2126	2205	0544	0619	2052	2126	0628	0659	1956	2027				
9	0506	0545	2125	2204	0546	0620	2051	2125	0629	0700	1954	2025				
10	0507	0546	2125	2203	0547	0621	2049	2123	0631	0701	1952	2023				
11	0508	0547	2124	2203	0549	0622	2048	2121	0632	0703	1950	2021				
12	0509	0548	2124	2202	0550	0624	2046	2120	0633	0704	1948	2019				
13	0510	0549	2123	2201	0551	0625	2044	2118	0635	0705	1946	2017				
14	0512	0550	2122	2200	0553	0626	2043	2116	0636	0707	1944	2015				
15	0513	0551	2121	2159	0554	0628	2041	2114	0637	0708	1942	2012				
16	0514	0552	2120	2158	0556	0629	2039	2112	0639	0709	1940	2010				
17	0515	0553	2120	2157	0557	0630	2037	2110	0640	0711	1938	2008				
18	0516	0554	2119	2156	0559	0632	2036	2109	0641	0712	1936	2006				
19	0517	0555	2118	2155	0600	0633	2034	2107	0643	0713	1934	2004				
20	0519	0556	2117	2154	0601	0634	2032	2105	0644	0715	1932	2002				
21	0520	0557	2116	2153	0603	0635	2030	2103	0645	0716	1930	2000				
22	0521	0558	2115	2152	0604	0637	2029	2101	0647	0717	1928	1958				
23	0522	0559	2114	2150	0606	0638	2027	2059	0648	0718	1926	1956				
24	0524	0600	2113	2149	0607	0639	2025	2057	0649	0720	1924	1954				
25	0525	0601	2111	2148	0608	0641	2023	2055	0651	0721	1922	1952				
26	0526	0603	2110	2146	0610	0642	2021	2053	0652	0722	1920	1950				
27	0528	0604	2109	2145	0611	0643	2019	2051	0653	0724	1918	1948				
28	0529	0605	2108	2144	0613	0645	2017	2049	0655	0725	1916	1946				
29	0530	0606	2106	2142	0614	0646	2015	2047	0656	0726	1914	1944				
30	0532	0607	2105	2141	0615	0647	2014	2045	0657	0728	1912	1942				
31	0533	0609	2104	2139	0617	0648	2012	2043								

2021	FIR SWITZERLAND (LT)															
Day	OCT				NOV				DEC				1	2	3	4
	1	2	3	4	1	2	3	4	1	2	3	4				
1	0659	0729	1910	1940	0641	0713	1714	1746	0720	0755	1643	1718				
2	0700	0730	1908	1938	0642	0714	1713	1744	0722	0756	1643	1718				
3	0701	0732	1906	1936	0644	0716	1711	1743	0723	0757	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	0705	0736	1900	1930	0648	0720	1707	1739	0726	0801	1642	1717				
7	0707	0737	1858	1928	0649	0722	1705	1738	0727	0802	1641	1717				
8	0708	0739	1856	1926	0651	0723	1704	1737	0728	0803	1641	1716				
9	0709	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	1849	1919	0656	0729	1659	1732	0731	0807	1641	1717				
13	0715	0746	1847	1917	0658	0731	1658	1731	0732	0807	1641	1717				
14	0716	0747	1845	1915	0659	0732	1657	1730	0733	0808	1641	1717				
15	0718	0748	1843	1914	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	0724	0755	1834	1905	0707	0741	1651	1724	0737	0812	1643	1719				
21	0726	0757	1832	1903	0708	0742	1650	1724	0737	0813	1644	1719				
22	0727	0758	1830	1901	0710	0743	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	1857	0713	0747	1647	1721	0739	0815	1646	1722				
26	0733	0804	1824	1855	0715	0749	1646	1720	0739	0815	1647	1722				
27	0734	0806	1822	1853	0716	0750	1645	1720	0740	0815	1648	1723				
28	0735	0807	1820	1852	0717	0751	1645	1719	0740	0815	1648	1724				
29	0737	0808	1819	1850	0718	0753	1644	1719	0740	0816	1649	1725				
30	0738	0810	1817	1849	0719	0754	1644	1718	0740	0816	1650	1725				
31	0640	0711	1716	1747					0741	0816	1651	1726				

ETE

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1 **Altimeter Settings**

1.1 **Altimeter setting regions**

Switzerland is divided into the following three altimeter setting regions:

- a) Altimeter setting region Zurich;
- b) Altimeter setting region Geneva;
- c) Altimeter setting region Ticino, TICINO (south of the line Passo San Giacomo, Pizzo Rotondo, Pizzo Centrale, Passo del Lucomagno, Splügen Pass).

The atmospheric pressure for TICINO is to be requested from the flight information centre (FIC) or the aviation weather centres Geneva and Zurich. Flights performed according to visual flight rules are obliged to use the QNH values for the appropriate altitude setting region.

1.2 **Altimeter setting**

The cruising altitudes at which a flight or segment of a flight is to be performed are to be indicated as:

- a) flight levels for flights in or above the lowest usable flight level or, if applicable, above the transition altitude;
- b) heights for flights below the lowest usable flight level or, if applicable, below the transition altitude.

1.2.1 **Cruising levels**

Unless otherwise specified in air traffic control clearances, flights under visual flight rules shall be performed during horizontal cruising if they are above 900 m (3000 ft) above the ground or water at a cruising level specified in accordance with the route above ground in the cruise altitudes table in Appendix 3 to the Regulation (EU) No 923/2012 (SERA Regulation).

1.3 **Checking the altimeter**

It is the duty of the aircraft commander or any other authorised aircraft crew member to check the altimeter(s) for correct readings before the start of a flight; the permissible deviations are as follows:

Aerodrome AMSL	Permitted deviation for an altimeter range of	
	0-30 000 ft	0-50 000 ft
ft		
Below 3500	60	80
3500-4000	75	115
4000-5000	80	125
5000-6000	85	135

2 **Powered Gliders**

For powered gliders with running engine the traffic rules for aircraft apply, for powered gliders with the engine off the traffic rules for gliders are applicable.

A towing vehicle (powered aircraft tows glider) is considered to be a powered aircraft.

3 **Procedures for Flying in Clouds**

Flying in clouds is defined as an instrument flight according to Art. 25 VRV-L.

3.1 **Conditions for flying in clouds**

- outside CTR/TMA
- outside airspace class G
- outside LS-R for gliders
- outside the P/R/D areas
- SR-SS, ATC clearance required for every procedure for flying in clouds
- Transponder required
- Two-way radio communications required

3.2 **Authorisation procedures**

Clearance to perform a flight in clouds can be requested on the following radio frequencies:

- Zurich DELTA FREQ 119.225 MHz En,
Zurich Information FREQ 124.700 MHz Ge/En.
- Geneva DELTA FREQ 119.175 MHz En,
Geneva Information FREQ 126.350 MHz Fr/En.

Every request must include the following information:

- Call sign
- Flight position
- Planned upper level
- Planned route
- Planned time frame

Clearance must be obtained for every flight into clouds.

4 **Mountain Flights**

4.1 **General**

The terrain of the high mountains and the special weather conditions prevailing requires compliance with the following guidelines in order to prepare VFR flights over the Alps.

Crossing the Alps in a N-S direction and vice-versa is to be planned in such a way that the shortest route over inaccessible terrain is taken.

4.2 **Routes**

The following main routes are recommended if weather is good:

- a) Zurich - Lake Lucerne - Reusstal - Andermatt - Gotthard Pass - Val Leventina - Locarno;
- b) Bern - Spiez - Kandersteg - Gemmi Pass - Visp - Brig - Simplon Pass - Domodossola;
- c) Altenrhein - Sargans - Chur - Lenzerheide - Julier Pass - Samedan.

The 3 routes mentioned above, as other recommended routes for VFR crossing of the Alps, are entered on the **Aeronautical Chart ICAO, 1:500 000 (2253-B) Switzerland**.

4.3 **Regulations and recommendations**

- The mountains should not be crossed above a blanket of clouds. The greater flight altitudes required and the associated sharp drop in engine power could lead to unexpected flight irregularities under instrument meteorological conditions (IMC) between hidden mountain peaks.
- Vertical air currents in the mountains are much stronger than in the lowlands. Passes should therefore be approached with a safety margin of at least 1000 ft AGL (300 m) and from the side in such a way that a return curve can be performed without danger if the terrain behind the pass is covered by clouds.
- A pass should not be crossed in a climb, but horizontally or in a descent with sufficient airspeed, in order to be able to fly through downwind zones fast.
- Pilots with limited experience in mountain flying should avoid crossing the Alps or turn around in plenty of time:
 - a) In "Föhn" situations:
 - b) If the weather forecast states: "Alps in clouds"
 - c) If the formation of a thunderstorm is observed;
 - d) If there is shower activity (even in summer);
 - e) If the cloud base over the Alps is too low.

4.4 Safety precautions

It is recommended to file an ATC flight plan before crossing the Alps and carry a portable ELT (emergency transmitter) (→SAR 1, SAR 2).

In addition, it is recommended: to take warm clothing, blankets, signal lamps or signal flares, as well as emergency rations.

In case of emergency landings in the Alps it is recommended to stay with the aircraft and not to make dangerous descents over glaciers or rocks without suitable equipment and without mountain experience.

If possible, distress calls with the aircraft transmitter should not only be made on the emergency frequency **121.500 MHz**, but also on the corresponding FIC FREQ and to an airspace working FREQ (COM 2-APP 1/2).

5 Helicopter and Balloon Take-offs in Ground Mist or Low Stratus

If the minimum conditions for take-offs according to visual flight rules because of ground mist or low stratus are not fulfilled, take-off is permitted if:

- a) the lower limit of the fog layer is not higher than 200 m above the take-off area and the layer itself does not exceed 300 m in density;
- b) if visual meteorological conditions prevail above the layer of fog and
- c) the take-off is performed in accordance with the procedures set out by the Federal Office.

If the take-off takes place **outside a control zone (CTR) and/or does not continue to a terminal control area (TMA) or control zone (CTR)**, the pilot transmits the information about his take-off in ground mist or low stratus on frequency **130.800 MHz** as a **blind transmission**.

Example:

TRAFFIC LANGENTHAL AREA, HB-XVA, HELI DEPARTURE IN FOG FROM MADISWIL, HEADING 060 IN 1 MINUTE.

If there is no call from another aircraft, the pilot can commence his fog penetration procedure.

Completion of the procedure is reported on frequency 130.800 MHz as a blind transmission.

Example:

HB-XVA, FOG DEPARTURE COMPLETED, AREA MADISWIL, 3,000 FEET.

If a take-off commences **within a control zone (CTR) and/or continues to a terminal control area (TMA) or control zone (CTR)**, the pilot requests clearance on the frequency of the **responsible air traffic control** before take-off.

6 Special Regulations for Untethered Balloon Flights

6.1 General

Flights with untethered balloons are governed by:

- regulations dated 20 May 2015 governing the traffic rules for aircraft (VRV-L) and the
- following special rules.

6.2 Radio communications

5 MIN before entering class C and D airspaces, two-way radio communication with the appropriate ATC unit is to be established and maintained during the flight, provided that propagation conditions permit.

If radio communications fail during the flight in **airspaces C and D**, proceed as follows:

- a) select SSR transponder code 7600 if continuing the flight the last reported altitude (AMSL), or a lower altitude is to be maintained,
or
- b) the controlled airspace is to be vacated by the quickest route (laterally or vertically).

6.3 Take-off in ground mist

The climbing power is to be set in such a way that 5 min. after take-off a height of at least 300 m above the upper level of the fog layer is reached.

6.4

Night flights

At the latest 3 hours before take-off a flight plan is to be submitted to the responsible ATS unit.

Take-offs and flights within airspace classes C and D are only permitted if clearance has been obtained from the responsible ATC unit.

During MIL night flight operations the routes and air spaces publicised with a NOTAM in accordance with VFR RAC are to be avoided.

For flights in airspace class E the transponder is to be set for code 7000.

If radio communications fail during a night flight in airspaces class C and D, proceed in accordance with § 2.2.

If the corresponding airspace can only be vacated by landing, the landing may be postponed until the civil dawn if the radio failure occurs less than 30 MIN before the start of civil dawn.

6.5

Cross-border balloon flights

In accordance with RAC 4-2-1, §1.4, the cross-country flight plan form issued by the Federal Office of Civil Aviation (FOCA) for cross-border balloon 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 balloons.

The cross-country flight plan form can be obtained from:

Federal Office of Civil Aviation
CH-3003 Bern

Email: sbfl@bazl.admin.ch

Website: <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).

7

Operation of Water-based Aircraft

7.1

General

When two aircraft or an aircraft and a vessel are approaching on the water and there is a risk of collision, pilots shall take into account the limited mobility of the vehicles involved and manoeuvre them carefully.

7.2

Crossing routes

An aircraft approached by another aircraft or vessel from the right shall avoid it in such a way as to maintain a sufficient distance.

7.3

Vehicles approaching head on

An aircraft directly approaching another aircraft or vessel, or approximately so, shall alter its heading to the right and maintain sufficient distance.

7.4

Overtaking

The overtaken vessel or aircraft shall have the right of way; the overtaking vehicle is to change its heading in order to maintain a sufficient distance.

7.5

Take-off and landing

An aircraft that is landing or taking off on water shall maintain a sufficient distance from all ships and avoid impeding their course.

7.6

Lights to be displayed

During the night, all aircraft on the water operate the lights according to SERA3215 of the regulation (EU) No. 923/2012 (SERA regulation); no lights may be operated that could be confused with the ones prescribed.

Procedures for HEMS Flights (Medical Emergency Helicopter Flights) in Active Airspace Restriction Zones

HEMS flights are only helicopter flights that are carried out for the purpose of medical emergency assistance, where immediate transport is unavoidable, and are approved as such by the FOCA.

Authorisations for entry into active restricted flight zones or take-offs in active restricted flight zones are to be issued for HEMS flights in accordance with the following procedure:

HEMS flights are to contact the location indicated in the table below by radio using the following phraseology 5 minutes, or as soon as possible, before entering the restricted area:

Example:

"(CS): REQUEST PRIORITY FOR HEMS-MISSION IN RESTRICTED AREA AXALP"

If there is no radio contact, the Range Control Officer (RCO) must be contacted by telephone before entering the restricted area.

Subsequently, all activities in the restricted flight area which could endanger the HEMS operation are to be suspended until the end of the HEMS operation within the restricted flight area concerned.

The end of the HEMS flight within the active flight restriction area is reported using the following phraseology:

Example:

"(CS): HEMS OPERATION COMPLETED LEAVING RESTRICTED AREA AXALP"

Zone	Coordination Unit	Frequency	Phone no.*
LS-R4 (LS-R4A) LAKE NEUCHÂTEL (FOREL)	PAYERNE TWR	128.675 MHz	+41 (0) 26 662 20 88
	Range Control Officer (RCO)	N/A	+41 (0) 26 662 21 64/65
LS-R6 AXALP	MEIRINGEN TWR	130.150 MHz	N/A
	Range Control Officer (RCO) Call sign: Romeo 6	135.475 MHz	+41 (0) 41 679 72 57/55
LS-R8 (LS-R8A) DAMMASTOCK	Range Control Officer (RCO) Call sign: Romeo 8	128.375 MHz	+41 (0) 41 888 63 00
LS-R11 (LS-R11A) ZUOZ/S-CHANF	Range Control Officer (RCO) Call sign: Romeo 11	135.475 MHz	+41 (0) 81 854 05 53
TEMPO RESTRICTED AREA FOR PATROUILLE SUISSE DISPLAYS	Display Director Call sign: TIGER	130.800 MHz	N/A
TEMPO RESTRICTED AREA FOR PC-7 TEAM DISPLAYS	Display Director Call sign: TURBO	130.800 MHz	N/A
*No information. Information about activation REF: RAC "Flight restriction areas".			

Danger Zones		
Designation and Name	Type of danger	Activation hours: HR LT Remarks
1	2	3
LS-D1, LS-D2, LS-D3, LS-D4 not assigned		
LS-D5 ERISWIL	MIL aviation activities (Air-to-ground target practice)	Activation hours: see DABS Information about current activities can be requested via Zurich Information 124.700 MHz or via telephone no. +41 (0) 44 813 31 10 .
LS-D6 not assigned		
LS-D7 GRANDVILLARD	MIL aviation activities	Activation hours: see DABS Information about current activities can be requested on frequency 135.475 MHz or telephone no. +41 (0) 44 813 31 10 .
LS-D8, LS-D8A, LS-D9 not assigned		
LS-D10 BREIL/BRIGELS	MIL aviation activities	Activation hours: see DABS Information about current activities can be requested on frequency 135.475 MHz or telephone no. +41 (0) 44 813 31 10 .
LS-D11 not assigned		
LS-D12 SIHLTAL	Firing practice	03 JAN - 31 DEC TUE - FRI: 0800 - 2300
LS-D14 GASTERNTAL	a) Anti-aircraft firing b) Unmarked high cablecars c) Daily marking do/id.	Activation hours: see DABS
LS-D15 ROSSBODEN-CHUR	Mine launching	Activation hours: see DABS
LS-D16, LS-D17 not assigned		
LS-D12 SIHLTAL	Firing practice	03 JAN - 31 DEC TUE - FRI: 0800 - 2300
LS-D18 THUN	Artillery firing	Activation hours: see DABS
LS-D19 BIERE	Artillery firing	Activation hours: see DABS Exceptionally with ATC coordination: Upper level 13,100 ft AMSL (4000 m)
LS-D19A BIERE		
Daily Airspace Bulletin Switzerland (DABS)		

9 Interception Procedure

9.1 Principle

An aircraft equipped with an airborne collision avoidance system (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 pose a potential danger to other civil aircraft and/or be interpreted by the interceptor as an indication of unfriendly intentions.

It is important, therefore, that the crew of intercepting aircraft equipped with a secondary surveillance radar (SSR) transponder suppress the transmission of pressure altitude information within a range of at least 20 NM of the aircraft intercepted.

The following procedures and visual signals apply over Swiss territory in the event of interception of an aircraft.

9.2 Procedure for the aircraft intercepted

An aircraft which is intercepted by another aircraft shall immediately:

- a) follow the instructions given by the intercepting aircraft, interpreting and responding to the **visual signals** in accordance with the specifications on page VFR RAC;
- b) notify, if possible, the appropriate air traffic services unit;
- c) attempt to establish radio communication with the intercepting aircraft or 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, by repeating this call on the emergency frequency **243 MHz**;
- d) if equipped with an SSR transponder select mode A code 7700, unless instructed otherwise 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 on page VFR RAC and transmit 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.

9.3 Signals from the intercepting aircraft and responses from the aircraft intercepted.

Table A (1)				
Signals from the intercepting aircraft and responses from the aircraft intercepted.				
Serie s	Signals from the INTERCEPTING AIRCRAFT	Meaning	Response from the INTERCEPTED AIRCRAFT	Meaning
1	DAY or NIGHT - From a position normally left (or right in the case of a helicopter) and slightly above and in front of the intercepted aircraft, rocking the wings and flashing the navigation lights (landing lights in the case of a helicopter) at irregular intervals and, after confirmation of the signal, flat horizontal curve, normally to the left (or right in the case of a helicopter) on desired course. <i>Note 1. - Weather conditions or terrain may require the interceptor aircraft to be positioned slightly above and to the right of the intercepted aircraft and make a subsequent turn to the right.</i> <i>Note 2. - If the intercepted aircraft is unable to keep pace with the intercepting aircraft, the intercepting aircraft shall fly a series of circuits and rock the wings each time it passes the intercepted aircraft.</i>	You have been intercepted. Follow me.	DAY or NIGHT - Rocking movement with the wings and at irregular intervals a sequence of flashing signals with the navigation lights and follow. <i>Note - Additional action to be taken, → RAC</i>	Understood, I will comply.
2	DAY or NIGHT - An abrupt break away and climbing 90° turn or more, without endangering the path of the intercepted aircraft.	You may proceed.	DAY or NIGHT - Rocking movement with the wings	Understood, I will comply.
3	DAY or NIGHT - Extend the landing gear (if possible), turning on the landing lights and overflying the runway in use. If the intercepted aircraft is a helicopter, fly over the helipad. In the case of helicopters, the intercept helicopter makes a landing approach and hovers close above the landing site.	Land at this aerodrome.	DAY or NIGHT - Extend landing gear (if possible), turn on lights and follow the intercepting aircraft and, if landing is considered safe after overflying the runway, initiate landing.	Understood, I will comply.
4	DAY or NIGHT - Firing of decoys (flares - pyrotechnic set which produces a bright, white light and smoke and is visible from a distance).	You have failed to heed the instructions. This is a warning shot Follow the instructions or you risk being shot down.	DAY or NIGHT - Rocking movement with the wings and at irregular intervals a sequence of flashing signals with the navigation lights, or signals as described in Table A2.	Understood, I will comply or according to the signals in Table A2.

Table A (2)**Signals from the intercepting aircraft and responses from the aircraft intercepted.**

Series	Signals from the INTERCEPTED AIRCRAFT	Meaning	Response from the INTERCEPTING AIRCRAFT	Meaning
5	DAY or NIGHT - Retraction of the landing gear (if fitted) and a sequence of flashing lights with the landing lights while overflying the runway in the landing direction or the helipad at an altitude of more than 300 m (1000 ft) but below 600 m (2000 ft) (in the case of a helicopter at a height of more than 50 m (170 ft) but below 100 m (330 ft) above the aerodrome height) and remain on the aerodrome circuit corresponding to the runway in use or remain on the aerodrome circuit corresponding to the helipad. If it is not possible to provide flashing signals with the landing lights, any other available light shall be used for flashing.	The aerodrome you have designated for a landing is unsuitable.	DAY or NIGHT - If it is desired that the intercepted aircraft shall follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft retracts its landing gear (if any) and proceeds with series 1 signals for intercepting aircraft. If it is decided to allow the intercepted aircraft to continue flying, the intercepting aircraft will proceed with the series 2 signals.	Understood, follow me. Understood, you may proceed.
6	DAY or NIGHT - Regular switching on and off of all available lights in such a way that it can be distinguished from flashing lights.	I cannot comply.	DAY or NIGHT - The intercepting aircraft uses series 2 signals for intercepting aircraft.	Understood.
7	DAY or NIGHT- Irregular flashing of all available lights.	Emergency	DAY or NIGHT - The intercepting aircraft uses series 2 signals for intercepting aircraft.	Understood.

9.4Procedural terminology for radio telephony

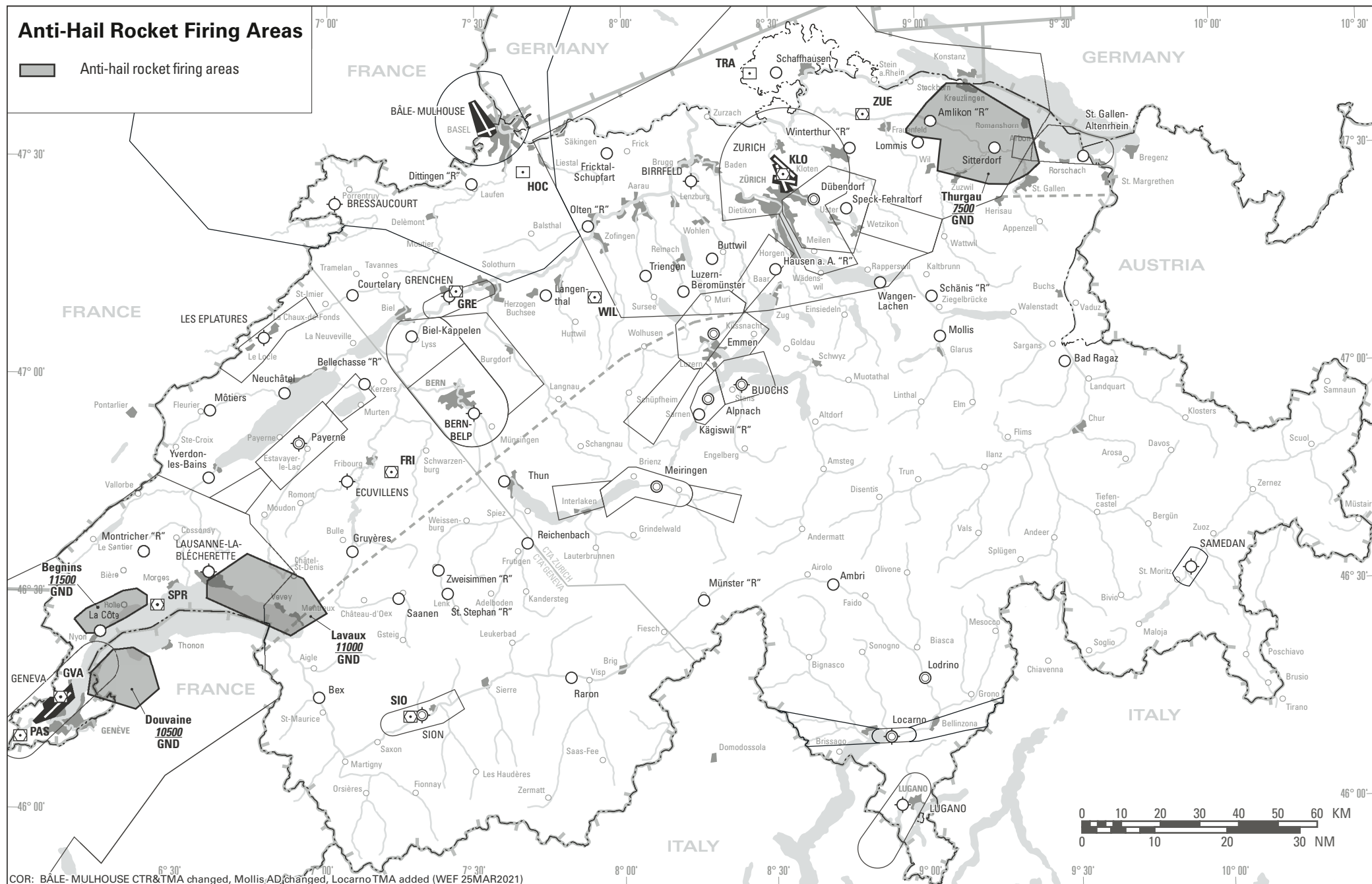
Procedural expressions used by the INTERCEPTING aircraft			Procedural expressions used by the aircraft INTERCEPTED		
Procedural term	Pronunciation ¹	Meaning	Procedural term	Pronunciation ¹	Meaning
CALL SIGN	<u>KOL</u> SA-IN	What is your call sign?	CALL SIGN	<u>KOL</u> SA-IN	My call sign is ²
FOLLOW	<u>FQ</u> -LO	Follow me	WILCO	<u>VILL</u> -KO	Understood I will follow the instructions
DESCEND	DI- <u>SEND</u>	Descend to land	CAN NOT	<u>KANN</u> NOTT	I cannot follow the instruction.
YOU LAND	<u>YOU</u> <u>LAAND</u>	Land at this aerodrome	REPEAT	RI- <u>PITT</u>	Please repeat your instruction
PROCEED	PRO- <u>SID</u>	Continue your flight	AM LOST	<u>AMM</u> <u>LOSST</u>	I don't know my location
			MAYDAY	<u>MAYDAY</u>	I have an emergency,
			HIJACK ³	<u>AI-JACK</u>	I have been hi-jacked
			LAND (location)	LAAND	I want to land in (location)
			DESCEND	DI- <u>SEND</u>	I want to descend
¹ In the pronunciation examples listed, the underlined syllables must be stressed. ² The radio call sign is the one used in radio communications with air traffic control units and which serves to identify an aircraft in the flight plan. ³ Under certain circumstances the use of the term "HIJACK" may be neither possible nor desirable..					

10Other Hazardous Activities and Potential Dangers

10.1Anti-hail rocket firing

Anti-hail rockets could pose a danger to aircraft. Aircraft, therefore, operating in controlled airspace, are informed about active rocket firing zones. (see chart VFR RAC)

- Anti-hail rocket firing zones can be activated at short notice.
- DABS contains no information about anti-hail rockets being fired.
- Information about active anti-hail rocket firing zones can be obtained from:
 - FIC GENEVA on 126.350 MHz (for firing in CTA GENEVA) or
 - FIC ZURICH on 124.700 MHz (for firing in CTA ZURICH).



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AVALANCHE FIRINGS / LAWINENSCHIESSEN / TIRS D'AVALANCHE / TIRI CONTRO VALANGHE

UNTIL FURTHER NOTICE for the protection of population, railways and roads, snow accumulation will be dissolved, if necessary, by mortars.

Information about actual avalanche firing is available at: KOSIF, TEL 044 813 31 10

JUSQU'A NOUVEL AVIS les accumulations de neige seront dispersées selon les besoins à l'aide de lance-mines, pour assurer la sécurité de la population, des chemins de fer et des routes.

Des informations actuelles concernant les tirs d'avalanche sont à disposition auprès de: COTSENA, TEL 044 813 31 10

BIS AUF WEITERES werden zur Sicherheit der Bevölkerung und zur Sicherung von Bahnen und Strassen, Schneeansammlungen nötigenfalls mit Minenwerfern beschossen.

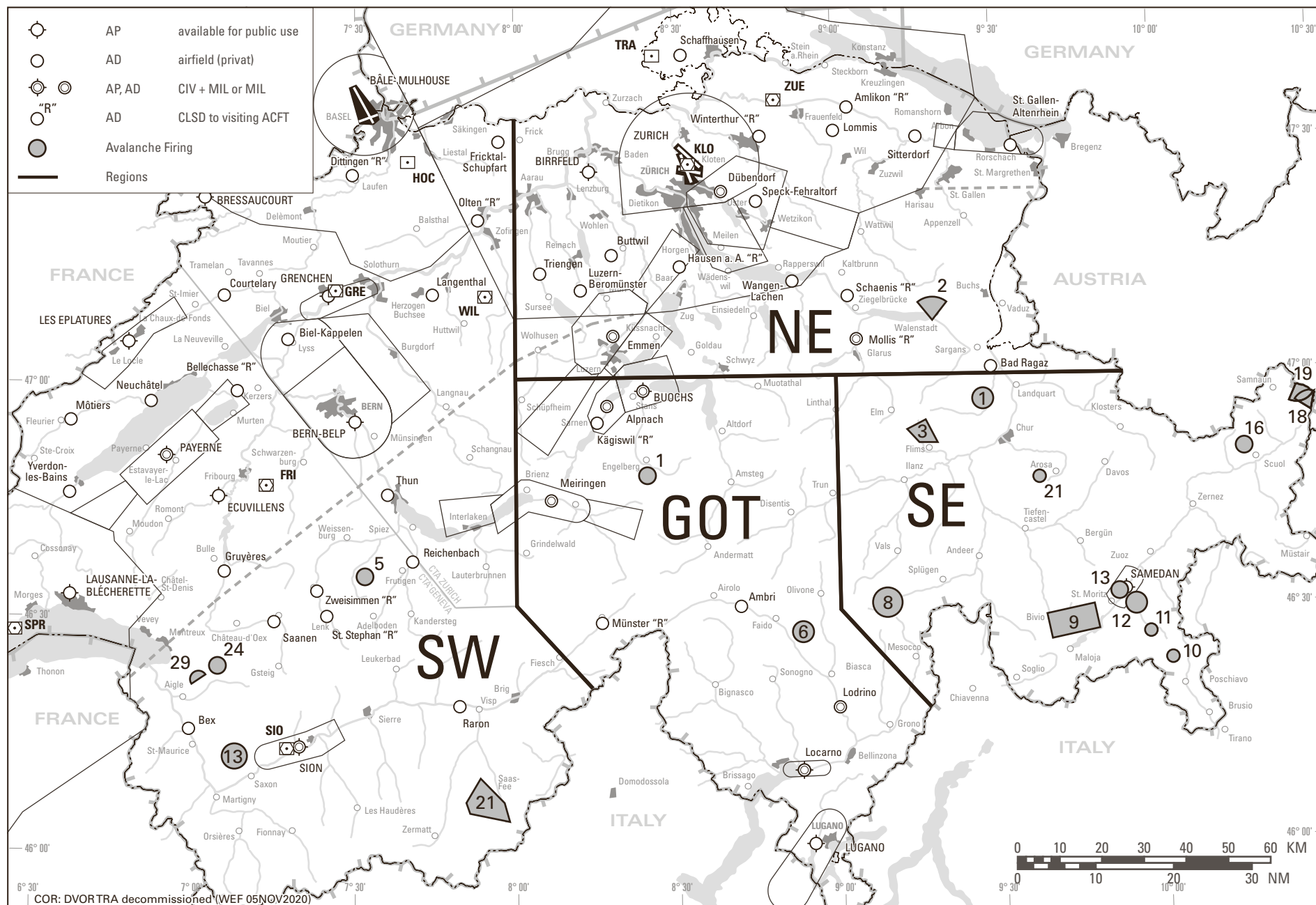
Informationen über aktuelle Lawinschiessen sind erhältlich bei: KOSIF, TEL 044 813 31 10

FINO A NUOVO AVVISO verranno se necessario disperse le accumulazioni di neve con l'aiuto di lanciamine, per garantire la sicurezza della popolazione, delle ferrovie e strade.

Per attuali informazioni concernente ai tiri contro valanghe rivolgersi a: COTSENA, TEL 044 813 31 10

REGION + ZONE NR	ZONE PSN COORD WGS-84 + Swiss COORD (m)	ALT M (FT)
<u>NORTHEAST</u>		
NE 2	WALENSTADT (CTA Zurich) 470704N/0091811E (741.480/220.216) / 2.4km NNW Walenstadt / 340 - 035 DEG 5.5km (3.0NM)	3800 (12500)
<u>SOUTHWEST</u>		
SW 5	SCHWENDEN/WIRIEHORN (CTA Geneva) 463456N/0073147E (607.000/159.000) / 3.5km ENE Schwenden / Radius 2km (1.1NM)	2600 (8500)
SW 13	GRAND MUVERAN (CTA Geneva) 461158N/0070739E (575.999/116.500) / 4km S Grand Muveran / Radius 3km (1.6NM)	2900 (9500)
SW 21	SAAS-FEE (CTA Geneva) 460901N/0075304E (634.457/111.103) - 460555N/0075024E (631.054/105.337) - 460432N/0075106E (631.961/102.755) - 460328N/0075825E (641.416/100.841) - 460553N/0075727E (640.141/105.309) - 460901N/0075304E (634.457/111.103) / 1.1km SW Saas Fee	5500 (18000)
SW 24	COL DES MOSSES (CTA Geneva) 462334N/0070428E (571.999/138.000) / 2km WSW Col des Mosses / Radius 2km (1.1NM)	2600 (8500)
SW 29	LEYSIN (CTA Geneva) 462148N/0070058E (567.500/134.750) / 2.7km NNE Leysin / 235 - 055 DEG 2km (1.1NM)	2600 (8500)

<u>GOTTHARD</u>		
GOT 1	ENGELBERG (CTA Zurich) 464738N/0082428E (674.000/182.999) / 3km SSE Engelberg / Radius 2km (1.1NM)	2800 (9200)
GOT 6	ACQUAROSSA (CTA Zurich) 462722N/0085300E (711.000/145.999) / 4km W Acquarossa / Radius 2.5km (1.3NM)	3000 (9800)
<u>SOUTHEAST</u>		
SE 1	VÄTTIS (CTA Zurich) 465648N/0092718E (753.500/201.500) / 4.5km NNE Vättis / Radius 2.5km (1.3NM)	3700 (12100)
SE 3	FLIMS Naraus (Zurich Area) 465120N/0091517E (738.500/191.000) - 465117N/0091835E (742.700/191.000) - 465414N/0091633E (739.983/196.401) - 465306N/0091309E (735.700/194.200) - 465120N/0091517E (738.500/191.000) / 3.9km NNW Flims	4000 (13100)
SE 8	HINTERRHEIN (CTA Zurich) 463055N/0090844E (731.000/153.000) / 4.5km WSW Hinterrhein / Radius 3.5km (1.9NM)	6000 (19700)
SE 9	BIVIO/SILVAPLANA (CTA Zurich) 462726N/0093842E (769.500/147.500) - 462836N/0094733E (780.750/150.000) 0.9km SW Julierpass / Strip 6km (3.24NM) wide	4900 (16100)
SE 10	PASSO DEL BERNINA (CTA Zurich) 462304N/0100120E (798.732/140.304) / 3.2km S Passo del Bernina / Radius 1.5km (0.8NM)	3400 (11200)
SE 11	PASSO DEL BERNINA (CTA Zurich) 462630N/0095725E (793.499/146.500) / 6km WNW Passo del Bernina / Radius 2km (1.1NM)	3200 (10500)
SE 12	PONTRESINA (CTA Zurich) 463004N/0095451E (790.000/153.000) / 1.3km NE Pontresina / Radius 2.5km (1.3NM)	3900 (12800)
SE 13	SAMEDAN (CTA Zurich) 463145N/0095147E (786.000/156.000) / 0.7km SW Samedan / Radius 2km (1.1NM)	3800 (12500)
SE 16	SCUOL (CTA Zurich) 464950N/0101549E (815.500/190.500) / 4.5km NW Scuol / Radius 2km (1.1NM)	3600 (11800)
SE 18	TSCHLIN (CTA Zurich) 465406N/0102829E (831.300/199.000) / 6.4km NNE Tschlin / 305 - 010 Deg 4.8km (2.6NM)	3900 (12800)
SE 19	SAMNAUN (CTA Zurich) 465733N/0102559E (827.876/205.277) / 6.5km E Samnaun / 115 - 205 DEG 4.5km (2.4NM) Switzerland only	4400 (14400)
SE 21	AROSA (CTA Zurich) 464638N/0093732E (767.000/183.000) / 3.7km W Arosa / Radius 1km (0.5NM)	2700 (8900)



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skyguide, CH-8602 Wangen bei Dübendorf

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Air Navigation Obstacles**Term**

Air navigation obstacles are installations, in particular buildings, cablecars, power lines, antennas, cables and wires, which hinder or endanger the movement of aircraft or the operation of air traffic control facilities.

Installations within the safety zones of aerodromes shall be designated as obstacles in accordance with ICAO standards if they compromise the AGA areas and have an impact on the final approach or the missed approach sectors.

Installations outside the safety zones of aerodromes are designated as obstacles if they compromise the obstacle identification area.

The obstacle identification area is an area which is measured at a vertical distance of 60 m to the terrain level.

The mean terrain level is the local height of the terrain or the tops in dense forests within a radius of 300 m around the obstacle.

Marking

Air navigation obstacles of this nature are marked and/or illuminated in accordance with ICAO standards and recommendations. Overhead lines, cable railways, cables and wires running over the obstacle identification area are marked with yellow or orange-red balls of at least 60 cm diameter at intervals of max. 40 m.

Publication of new obstacles

- New obstacles are announced by NOTAM
- OBST PERM/TEMPO (see the following pages)

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OBST TEMPO

Zusammenfassung der temporären Luftfahrthin-
dernisse

Markierung:

- HJ = OBST mit Tagesmarkierung (X)
- WDI = Windsack auf der Berg- und
Talstation
- CW = Kabelwarner
- LGTD = OBST befeuert, Befuerung (X)

OBST TEMPO

Récapitulation des obstacles temporaires à la navigation
aérienne

Balisage:

- HJ = OBST balisé de jour (X)
- WDI = manche à air implantée aux stations
inférieure et supérieure
- CW = signal de câble
- LGTD = OBST éclairé, balisage lumineux (X)

NOTAM NR OBST REF	PSN Standort/emplacement, ARP Talstation/station inférieure Bergstation/station supérieure	COORD WGS84 (Schweizerische rechtwinklige Koordinaten, m / coordonnées suisses rectangulaires, m)	Höhe ü.G. Hauteur sol HGT AGL m	Spitze Sommet AMSL m	Markierung Balisage	
					HJ	LGTD
1	2	3	4	5	6	7
A0499/20 213-BL- 40054 LFSB	3.6 KM 153 DEG GEO ARP LFSB Kran/Kräne Grue/grues WeGOM / SMM	47 33 39 N / 007 33 03 E (608 442.1 / 267 811.1)	76.1	348.9	X	X
A0653/18 270-GE- 30928 LSGG	4.3 KM 345 DEG GEO ARP LSGG Kran/Kräne Grue/grues	46 16 30 / 006 05 40 E (496 398.4 / 125 738.5)	51.0	528.6	X	X
B0373/18 245-OW- 30757 LSPG	0.5 KM 015 DEG GEO ARP LSPG Kran/Kräne Grue/grues	46 54 43 N / 008 15 18 E (662 195.4 / 195 979.1)	33.0	498.0	--	X
B1177/20 273-VS- 40088 LSGS	0.8 KM 058 DEG GEO ARP LSGS Kran/Kräne Grue/grues	46 13 23 N / 007 20 09 E (592 059.6 / 119 078.9)	28.3	510.4	X	--
B0321/21 273-VS- 40139 LSGS	2.1 KM 255 DEG GEO ARP LSGS Kran/Kräne Grue/grues WeGOM / SMM	46 12 52 N / 007 18 01 E (589 320.6 / 118 112.9)	23.6	505.1	X	X
B1294/20 216-ZH- 40048 LSPH	2.1 KM 211 DEG GEO ARP LSZH Kran/Kräne Grue/grues	47 29 59 N / 008 45 26 E (699 353.1 / 261 821.2)	54.8	509.1	X	X
B1217/19 216-ZH- 40000 LSPH	1.5 KM 193 DEG GEO ARP LSPH Kran/Kräne Grue/grues WeGOM / SMM	47 30 07 N / 008 46 00 E (700 056.1 / 262 105. 2)	57.9	509.9	X	X
A0326/03 215-ZH- 20177 LSZH	4.1 KM 300 DEG GEO ARP LSZH Kran/Kräne Grue/grues WeGOM / SMM, VAC	47 28 37 N / 008 30 04 E (680 082.0 / 258 995.0)	40.0	472	X	X
B1286/20 273-VS- 40086 LSGS	2.6 KM 077 DEG GEO ARP LSGS Kran/Kräne Grue/grues	46 13 28 N / 007 21 35 E (593 920.6 / 119 219.9)	31.0	517.7	X	X
B0199/21 260-VD- 40029 LSGP	1.5 KM 017 DEG GEO ARP LSGP Kran/Kräne Grue/grues WeGOM / SMM	46 25 10 N / 006 15 49 E (509 672.6 / 141 561.4)	61.0	480.1	X	X
B0442/17 LSAS	3.6 KM ESE Zurzach Kran/Kräne Grue/grues WeGOM / SMM	47 34 04 N / 008 20 05 E (667 428.0 / 268 950.0)	80.0	424.9	--	--

NOTAM NR OBST REF	PSN Standort/emplacement, ARP Talstation/station inférieure Bergstation/station supérieure	COORD WGS84 (Schweizerische rechtwinklige Koordinaten, m / coordonnées suisses rectangulaires, m)	Höhe ü.G. Hauteur sol HGT AGL m	Spitze Sommet AMSL m	Markierung Balisage	
					HJ	LGTD
1	2	3	4	5	6	7
B0318/21 241-NE- 40008 LSTO	1.0 KM 046 DEG GEO ARP LSTO Kran/Kräne Grue/grues WeGOM / SMM	46 55 23 N / 006 37 30 E 538 022.3 / 197 206.6)	31.0	772.0	X	X
B1269/20 LSAS	Mast Mât WeGOM / SMM	46 42 16 N / 006 24 42 E (521 469.4 / 173 098.3)	100.1	1266.3	X	X
B0375/14 LSAS	6.0 KM NW Alpnach Seilkran Câble grue LEN: 552 M WeGOM / SMM	46 58 50 N / 008 12 52 E (659 018.0 / 203 581.0) 46 58 38 N / 008 13 06 E (659 334.0 / 203 189.0) 46 58 36 N / 008 13 08 E (659 365.0 / 203 152.0)	100.0	1292.8	CW	--
B0397/19 216-TG- 30226 LSPA	1.8 KM 067 DEG GEO ARP LSPA Kran/Kräne Grue/grues WeGOM / SMM	47 34 50 N / 009 04 11 E (722 694.0 / 271 258.0)	52.0	470.5	X	X
B0808/14 LSAS	2.9 KM SW Obersaxen Seilkran Câble grue LEN: 617 M WeGOM / SMM	46 43 58 N / 009 04 35 E (725 176.0 / 177 032.0) 46 43 58 N / 009 04 34 E (725 149.0 / 177 025.0) 46 43 53 N / 009 04 07 E (724 577.0 / 176 885.0)	136.0	1611.6	CW	--
B0413/16 245-NW- 30386 LSZC	1.2 KM 269 DEG GEO ARP LSZC Kran/Kräne Grue/grues WeGOM / SMM, VAC	46 58 27 N / 008 22 54 E (671 746.0 / 202 994.0)	47.0	492.9	--	X
B0455/12 277-GR- 136 LSXV	2.0 KM 035 DEG GEO ARP LSXV Material-Sb. Câble de transport LEN: 184 M	46 15 32 N / 009 06 59 E (729 360.0 / 124 440.0) 46 15 38 N / 009 07 01 E (729 400.0 / 124 620.0)	50.0	640.5	--	--
B0326/21 263-BE- 40050 LSGK	1.6 KM 073 DEG GEO ARP LSGK Kran/Kräne Grue/grues WeGOM / SMM	46 29 26 N / 007 16 05 E (586 901.3 / 148 833.6)	23.0	1070.0	X	X
B0418/20 216-ZH- 40024 LSPH	0.9 KM 221 DEG GEO ARP LSPH Kran/Kräne Grue/grues WeGOM / SMM	47 30 33 N / 008 45 48 E (699 781.1 / 262 899.2)	60.3	513.6	X	X
B0920/18 263-BE- 30351 LSGK	1.6 KM 074 DEG GEO ARP LSGK Kran/Kräne Grue/grues	46 29 26 N / 007 16 09 E (586 986.3 / 148 821.9)	29.0	1077.1	X	X
B0304/21 263-BE- 40033 LSGK	3.1 KM 069 DEG GEO ARP LSGK Kran/Kräne Grue/grues WeGOM / SMM	46 29 48 N / 007 17 10 E (588 297.6 / 149 496.5)	26.2	1220.6	X	X
B1603/20 243-BE- 40073 LSZB	1.0 KM 002 DEG GEO ARP LSZB Kran/Kräne Grue/grues	46 55 16 N / 007 29 59 E (604 648.9 / 196 663.0)	29.7	570.7	X	X
B0140/21 LSAS	2.0 KM NW Gordola Material-Sb. Câble de transport LEN: 285 M WeGOM / SMM	46 11 45 N / 008 50 58 E (708 908.3 / 117 020.4) 46 11 47 N / 008 50 45 E (708 629.3 / 117 068.4)	165.0	496.0	CW	--

NOTAM NR OBST REF	PSN Standort/emplacement, ARP Talstation/station inférieure Bergstation/station supérieure	COORD WGS84 (Schweizerische rechtwinklige Koordinaten, m / coordonnées suisses rectangulaires, m)	Höhe ü.G. Hauteur sol HGT AGL m	Spitze Sommet AMSL m	Markierung Balisage	
					HJ	LGTD
1	2	3	4	5	6	7
B1577/20 243-BE- 40068 LSZB	4.1 KM 320 DEG GEO ARP LSZB Kran/Kräne Grue/grues	46 56 28 N / 007 27 53 E (601 978.9 / 198 887.0)	52.9	602.3	X	X
B0118/21 273-VS- 40114 LSGS	2.1 KM 256 DEG GEO ARP LSGS Kran/Kräne Grue/grues WeGOM / SMM	46 12 53 N / 007 18 03 E (589 375.6 / 118 149.9)	22.0	506.0	X	X
B0527/14 236-GL- 30401 LSMF	0.1 KM 062 DEG GEO ARP LSMF Bauvisier Gabarit WeGOM / SMM	47 04 45 N / 009 04 00 E (723 627.0 / 215 536.0)	12.0	458.1	X	X
B1646/20 243-BE- 40075 LSZB	1.0 KM 358 DEG GEO ARP LSZB Kran/Kräne Grue/grues WeGOM / SMM	46 55 17 N / 007 29 56 E (604 582.6 / 196 704.5)	36.2	571.2	X	X
A0470/20 213-BL- 40059 LFSB	3.6 KM 147 DEG GEO ARP LFSB Kran/Kräne Grue/grues WeGOM / SMM	47 33 45 N / 007 33 19 E (608 775.0 / 267 972.3)	50.0	325.3	X	X
B1077/15 226-ZH- 30287 LSZK	0.3 KM 102 DEG GEO ARP LSZK Kran/Kräne Grue/grues	47 22 33 N / 008 45 40 E (699 882.0 / 248 066.0)	27.0	566.0	X	--
B1236/20 273-VS- 40095 LSGS	1.2 KM 165 DEG GEO ARP LSGS Mât Mât WeGOM / SMM	46 12 32 N / 007 19 51 E (591 686.5 / 117 507.3)	75.5	585.8	--	--
B1492/20 243-BE- 40067 LSZB	2.7 KM 316 DEG GEO ARP LSZB Kran/Kräne Grue/grues	46 55 47 N / 007 28 29 E (602 745.8 / 197 640.0)	46.5	582.5	X	X
B409/20 216-ZH- 40017 LSPH	1.4 KM 191 DEG GEO ARP LSPH Kran/Kräne Grue/grues WeGOM / SMM	47 30 10 N / 008 46 04 E (700 134.1 / 262 196.2)	56.5	516.0	X	X
B0071/21 252-FR- 40058 LSGE	0.2 KM 245 DEG GEO ARP LSGE Kran/Kräne Grue/grues WeGOM / SMM	46 45 15 N / 007 04 24 E (572 087.2 / 178 182.9)	26.0	720.9	X	X

NOTAM NR OBST REF	PSN Standort/emplacement, ARP Talstation/station inférieure Bergstation/station supérieure	COORD WGS84 (Schweizerische rechtwinklige Koordinaten, m / coordonnées suisses rectangulaires, m)	Höhe ü.G. Hauteur sol HGT AGL m	Spitze Sommet AMSL m	Markierung Balisage	
					HJ	LGTD
1	2	3	4	5	6	7
B1362/19 245-OW- 30808 LSPG	3.1 KM 042 DEG GEO ARP LSPG Pfahlramme Marteau-pilon WEeOM / SMM	46 55 42 N / 008 16 48 E (664 080.0 / 197 800.0)	23.0	483.0	X	X
B1449/20 273-VS- 40068 LSGS	0.8 KM 057 DEG GEO ARP LSGS Kran/Kräne Grue/grues	46 13 24 N / 007 20 08 E (592 052.6 / 119 092.9)	37.0	576.0	X	--
B0515/14 LSAS	2.8 KM SE Glarus Seilkran Câble grue LEN: 849 M WeGOM / SMM	47 01 22 N / 009 05 17 E (725 379.0 / 209 275.0) 47 01 25 N / 009 05 54 E (726 165.0 / 209 386.0) 47 01 25 N / 009 05 56 E (726 219.0 / 209 394.0)	130.0	1160.0	CW	--
B0463/09 233-BE- 30045 LSZG	6.3 KM 297 DEG GEO ARP LSZG Windmesser Anemometer WeGOM / SMM, VAC	47 12 24 N / 007 20 33 E (592 723 / 228 404)	55.0	1235.5	X	X
B1380/12 263-BE- 30157 LSTS	1.3 KM 303 DEG GEO ARP LSTS Kran/Kräne Grue/grues AD INFO, VAC	46 30 17 N / 007 23 58 E (596 988.0 / 150 387.0)	26.0	1022.3	X	X
B0568/20 225-ZH- 40047 LSZN	1.6 KM 088 DEG GEO ARP LSZN Kran/Kräne Grue/grues	47 14 20 N / 008 32 13 E (683 154.2 / 232 593.1)	50.0	667.0	X	X
A0366/17 225-ZH- 30511 LSZH	6.4 KM 149 DEG GEO ARP LSZH Kran/Kräne Grue/grues WeGOM / SMM	47 24 31 N / 008 35 31 E (687 040.0 / 251 514.0)	91.0	520.0	X	X
B0913/20 274-VS- 40012 LSTA	1.0 KM 282 DEG GEO ARP LSTA Kran/Kräne Grue/grues WeGOM / SMM	46 18 23 N / 007 48 33 E (628 553.6 / 128 387.2)	31.0	665.0	X	--
B0900/18 266-TI- 30159 LSPM	0.2 KM 057 DEG GEO ARP LSPM Pneukran Grue roulante	46 30 51 N / 008 41 33 E (696 216.0 / 152 186.0)	36.0	1022.1	--	--

NOTAM NR OBST REF	PSN Standort/emplacement, ARP Talstation/station inférieure Bergstation/station supérieure	COORD WGS84 (Schweizerische rechtwinklige Koordinaten, m / coordonnées suisses rectangulaires, m)	Höhe ü.G. Hauteur sol HGT AGL m	Spitze Sommet AMSL m	Markierung Balisage	
					HJ	LGTD
1	2	3	4	5	6	7
B0807/14 245-NW- 30316 LSZC	2.8 KM 146 DEG GEO ARP LSZC Seilkran Câble grue LEN: 657 M WeGOM / SMM	46 57 13 N / 008 25 04 E (674 540.0 / 200 743.0) 46 56 57 N / 008 25 21 E (674 907.0 / 200 250.0) 46 56 56 N / 008 25 22 E (674 930.0 / 200 215.0)	50.0	1290.0	--	--
B0923/16 243-BE- 30270 LSZB	2.9 KM 319 DEG GEO ARP LSZB Kran/Krâne Grue/grues VAC	46 55 56 N / 007 28 27 E (602 711.9 / 197 917.0)	21.0	563.8	X	--
B0911/20 243-BE- 40050 LSZB	4.1 KM 316 DEG GEO ARP LSZB Kran/Krâne Grue/grues	46 56 19 N / 007 27 44 E (601 794.0 / 198 614.0)	32.8	581.2	X	X
B1038/14 245-NW- 30336 LSZC	8.6 KM 184 DEG GEO ARP LSZC Seilkran Câble grue LEN: 864 M WeGOM / SMM	46 53 50 N / 008 23 19 E (672 380.0 / 194 445.0) 46 53 46 N / 008 22 42 E (671 603.0 / 194 307.0) 46 53 45 N / 008 22 38 E (671 530.0 / 194 290.0)	100.0	968.5	CW	--
B1413/20 216-ZH- 40049 LSPH	1.0 KM 201 DEG GEO ARP LSPH Kran/Krane Grue/grues WeGOM / SMM	47 30 26 N / 008 45 59 E (700 023.1 / 262 668.2)	46.1	501.6	X	X
B1639/20 243-BE- 40065 LSZB	2.5 KM 318 DEG GEO ARP LSZB Kran/Krâne Grue/grues	46 55 44 N / 007 28 40 E (602 976.1 / 197 525.6)	31.3	567.8	X	X
B0255/14 257-GR- 30074 LSXA	1.0 KM 141 DEG GEO ARP LSXA Material-Sb Câble de transport LEN: 749 M WeGOM / SMM, VAC	46 45 14 N / 009 06 02 E (726 972.2 / 179 410.7) 46 45 19 N / 009 06 01 E (726 936.0 / 179 568.3) 46 45 37 N / 009 05 55 E (726 805.0 / 180 140.0)	58.0	1174.7	CW	--
B0452/20 245-NW- 40032 LSZC	1.5 KM 071 DEG GEO ARP LSZC Kran/Krâne Grue/grues WeGOM / SMM	46 58 44 N / 008 24 56 E (674 335.3 / 203 543.2)	28.0	463.0	X	X
A0309/20 225-ZH- 40050 LSZH	3.3 KM 182 DEG GEO ARP LSZH Kran/Krâne Grue/grues WeGOM / SMM	47 25 43 N / 008 32 48 E (683 588.1 / 253 683.2)	65.2	511.7	X	X
A0027/20 215-ZH- 40042 LSZH	3.6 KM 097 DEG GEO ARP LSZH Kran/Krâne Grue/grues	47 27 14 N / 008 35 41 E (687 186.0 / 256 557.2)	27.3	475.3	X	X

NOTAM NR OBST REF	PSN Standort/emplacement, ARP Talstation/station inférieure Bergstation/station supérieure	COORD WGS84 (Schweizerische rechtwinklige Koordinaten, m / coordonnées suisses rectangulaires, m)	Höhe ü.G. Hauteur sol HGT AGL m	Spitze Sommet AMSL m	Markierung Balisage	
					HJ	LGTD
1	2	3	4	5	6	7
B0682/15 215-AG- 30271 LSZF	1.7 KM 282 DEG GEO ARP LSZF Kran/Kräne Grue/grues AD INFO	47 26 48 N / 008 12 43 E (658 321.0 / 255 400.0)	49.0	436.0	X	X
B0141/17 243-BE- 30282 LSZB	0.8 KM 129 DEG GEO ARP LSZB Kran/Kräne Grue/grues WeGOM / SMM	46 54 29 N / 007 30 26 E (605 216.0 / 195 219.0)	28.0	1767.5	X	X
B1027/17 243-BE- 30315 LSZB	5.5 KM 325 DEG GEO ARP LSZB Kran/Kräne Grue/grues WeGOM / SMM	46 57 12 N / 007 27 29 E (601 483.9 / 200 243.9)	62.0	627.8	--	X
B1026/19 263-BE- 40001 LSGK	1.6 KM 073 DEG GEO ARP LSGK Kran/Kräne Grue/grues	46 29 26 N / 007 16 06 E (586 915.4 / 148 829.9)	25.0	1077.0	X	X
B1214/13 263-BE- 30162 LSTS	1.2 KM 303 DEG GEO ARP LSTS Mobilkran Grue mobile	46 30 17 N / 007 23 59 E (597 003.0 / 150 384.0)	40.0	1036.0	X	X
B0633/20 252-FR 40026 LSGT	1.1 KM 037 DEG GEO ARP LSGT Kran/Kräne Grue/grues WeGOM / SMM	46 36 08 N / 007 06 12 E (574 305.3 / 161 286.9)	33.0	756.0	X	X
B0934/17 263-BE- 30314 LSGK	1.3 KM 081 DEG GEO ARP LSGK Kran/Kräne Grue/grues	46 29 18 N / 007 15 53 E (586 643.0 / 148 562.0)	26.0	1039.0	X	X
B0910/20 273-VS- 40010 LSGS	2.8 KM 068 DEG GEO ARP LSGS Kran/Kräne Grue/grues WeGOM / SMM	46 13 44 N / 007 21 40 E (594 012.5 / 119 714.0)	42.0	536.0	X	X
B0632/20 237-SG- 40013 LSZE	1.3 KM 121 DEG GEO ARP LSZE Kran/Kräne Grue/grues WeGOM / SMM	47 00 32 N / 009 29 48 E (756 488.3 / 208 472.2)	41.4	544.4	X	X
B1293/18 216-TG- 30226 LSPA	1.8 KM 067 DEG GEO ARP LSPA Kran/Kräne Grue/grues WeGOM / SMM	47 34 50 N / 009 04 11 E (722 694.0 / 271 258.0)	52.0	470.5	X	X

NOTAM NR OBST REF	PSN Standort/emplacement, ARP Talstation/station inférieure Bergstation/station supérieure	COORD WGS84 (Schweizerische rechtwinklige Koordinaten, m / coordonnées suisses rectangulaires, m)	Höhe ü.G. Hauteur sol HGT AGL m	Spitze Sommet AMSL m	Markierung Balisage	
					HJ	LGTD
1	2	3	4	5	6	7
B0085/18 235-LU- 30218 LSZO	0.3 KM 054 DEG GEO ARP LSZO Pneukran Grue roulante WeGOM / SMM	47 11 30 N / 008 12 29 E (658 306.2 / 227 029.9)	50.0	714.0	X	X
B1592/20 LSAS	2.4 KM NW Roveredo Seilkran Câble grue LEN: 1600 M WeGOM / SMM	46 15 38 N / 009 07 04 E (729.454.4 / 124 616.8) 46 15 26 N / 009 05 59 E (728 067.4 / 124 226.8)	185.0	1439.7	X	--
A0740/20 215-ZH- 40075 LSZH	1.3 KM 210 DEG GEO ARP LSZH Kran/Kräne Grue/grues WeGOM / SMM	47 26 53 N / 008 32 22 E (683 025.0 / 255 841.1)	60.5	487.8	X	X
A0399/20 270-GE- 40401 LSGG	1.4 KM 332 DEG GEO ARP LSGG Kran/Kräne Grue/grues	46 14 59 N / 006 06 01 E (496 790.1 / 122 902.3)	33.3	455.8	X	X
B1630/20 236-SZ- 40035 LSPV	2.3 KM 164 DEG GEO ARP LSPV Kran/Kräne Grue/grues WeGOM / SMM	47 11 06 N / 008 52 33 E (708 930.2 / 227 001.8)	51.0	472.0	X	X
B1304/18 245-OW- 30783 LSPG	3.2 KM 041 DEG GEO ARP LSPG Raupenbohrmaschine Foreuse à chenilles WeGOM / SMM	46 55 45 N / 008 16 50 E (664 106.0 / 197 897.0)	26.0	487.1	X	--

NOTAM NR OBST REF	PSN Standort/emplacement, ARP Talstation/station inférieure Bergstation/station supérieure	COORD WGS84 (Schweizerische rechtwinklige Koordinaten, m / coordonnées suisses rectangulaires, m)	Höhe ü.G. Hauteur sol HGT AGL m	Spitze Sommet AMSL m	Markierung Balisage	
					HJ	LGTD
1	2	3	4	5	6	7
B1383/20 LSAS	3.7 KM NNW Fällanden Kran/Kräne Grue/grues	47 24 05 N / 008 37 29 E (689 533.1 / 250 728.2)	36.0	479.4	X	X
B1153/20 LSAS	4.4 KM SW Bonaduz Mobiler Seilkran Cable crane LEN: 1480 M WeGOM / SMM	46 47 07 N / 009 21 36 E (746 693.2 / 183 361.3) 46 47 02 N / 009 22 03 E (747 272.2 / 183 227.3) 46 46 54 N / 009 22 15 E (747 530.2 / 182 984.3) 46 46 49 N / 009 22 14 E (747 513.2 / 182 842.3) 46 46 41 N / 009 22 18 E (747 606.2 / 182 587.3) 46 46 35 N / 009 22 15 E (747 551.2 / 182 409.3) 46 47 07 N / 009 21 36 E (746 693.2 / 183 361.3)	166.0	1680.0	X	--
B0537/19 263-BE- 30364 LSGK	1.8 KM 076 DEG GEO ARP LSGK Kran/Kräne Grue/grues	46 29 26 N / 007 16 15 E (587 123.4 / 148 802.9)	25.0	1069.4	X	X
A0384/20 270-GE- 40306 LSGG	1.9 KM 124 DEG GEO ARP LSGG Kran/Kräne Grue/grues WeGOM / SMM	46 13 43 N / 006 07 47 E (499 013.6 / 120 515.9)	54.9	508.5	X	X
A0503/20 270-GE- 40345 LSGG	1.9 KM 125 DEG GEO ARP LSGG Kran/Kräne Grue/grues WeGOM / SMM	46 13 42 N / 006 07 44 E (498 962.6 / 120 510.1)	70.8	517.2	X	X
B0653/19 273-VS- 30312 LSGS	3.0 KM 083 DEG GEO ARP LSGS Kran/Kräne Grue/grues WeGOM / SMM	46 13 21 N / 007 21 57 E (594 379.3 / 119 016.7)	41.0	529.9	X	X
B1018/20 216-ZH- 40037 LSPH	1.8 KM 203 DEG GEO ARP LSPH Kran/Kräne Grue/grues WeGOM /SMM	47 30 02 N / 008 45 43 E (699 699.7 / 261 930.1)	59.9	516.1	X	X
A0514/20 213-BS- 30224 LFSB	6.8 KM 120 DEG GEO ARP LFSB Kran/Kräne Grue/grues WeGOM / SMM	47 33 34 N / 007 36 26 (612 678.6 / 267 642.4)	233.0	490.7	X	X
B1364/20 LSAS	3.7 KM WSW Rebstein Kran/Kräne Grue/grues WeGOM / SMM	47 23 01 N / 009 32 32 E (758 828.6 / 250 226.3)	29.0	500.0	X	X
B0899/19 266-TI- 30092 LSPM	0.2 KM 054 DEG GEO ARP LSPM Silo Silo VAC, AD INFO	46 30 51 N / 008 41 33 E (696 215.0 / 152 200.0)	36.0	1022.0	X	X

NOTAM NR OBST REF	PSN Standort/emplacement, ARP Talstation/station inférieure Bergstation/station supérieure	COORD WGS84 (Schweizerische rechtwinklige Koordinaten, m / coordonnées suisses rectangulaires, m)	Höhe ü.G. Hauteur sol HGT AGL m	Spitze Sommet AMSL m	Markierung Balisage	
					HJ	LGTD
1	2	3	4	5	6	7
B1418/20 252-FR- 40053 LSGT	0.4 KM 296 DEG GEO ARP LSGT Kran/Kräne Grue/grues WeGOM / SMM	46 35 44 N / 007 05 25 E (573 295.3 / 160 539.8)	19.0	709.0	X	--
B0161/20 245-OW- 40023 LSPG	1.9 KM 192 DEG GEO ARP LSPG Kran/Krane Grue/grues	46 53 26 N / 008 14 53 E (661 696.4 / 193 587.1)	50.0	522.0	X	X
B0172/20 243-BE- 40028 LSZB	3.6 KM 314 DEG GEO ARP LSZB Kran/Krane Grue/grues	46 56 06 N / 007 27 52 E (601 975.4 / 198 199.9)	29.4	565.4	X	X

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OBST PERM

Zusammenfassung der permanenten Luftfahrt-hin-dernisse

Nach Veröffentlichung der 50. Auflage der **Luftfahrtkarte ICAO 1:500 000, Schweiz**, 2021 MAR 25.

OBST PERM

Récapitulation des obstacles permanents à la navigation aérienne

Après publication de la 50^{ème} édition de la **Carte aéronautique OACI 1:500 000, Suisse**, 2021 MAR 25.

OBST auf den VAC und Regionalkarten → entsprechende AD INFO, § 12.

OBST sur les VAC et les cartes régionales → AD INFO respec-tives au § 12.

Markierung:

- HJ = OBST mit Tagesmarkierung (X)
- WDI = Windsack auf der Berg- und Talstation
- CW = Kabelwarner
- LGTD = OBST befeuert, Befeuerung (X)

Balísage:

- HJ = OBST balisé de jour (X)
- WDI = manche à air implantée aux stations inférieure et supérieure
- CW = signal de câble
- LGTD = OBST éclairé, balísage lumineux (X)

NOTAM NR OBST REF	PSN Standort/emplacement, ARP Talstation/station inférieure Bergstation/station supérieure	COORD WGS84 (Schweizerische rechtwinklige Koordinaten, m / coordonnées suisses rectangulaires, m)	Höhe ü.G. Hauteur sol HGT AGL m	Spitze Sommet AMSL m	Markierung Balísage	
					HJ	LGTD
1	2	3	4	5	6	7
A0058/20 215-ZH- 30377 LSZH	1.8 KM 124 DEG GEO ARP LSZH Kran/Kräne Grue/grues WeGOM / SMM	47 26 56N / 008 34 04 E (685 159.0 / 255.958.0)	54.0	478.7	X	X
A0059/20 215-ZH- 30645 LSZH	1.7 KM 125 DEG GEO ARP LSZH Kamin/Cheminée Ciminiera/Chimney	47 26 57 N / 008 33 59 E (685 050.0 / 255 995.0)	40.0	468.8	--	X
B0710/20 LSAS	3.4 KM NE Fällanden Kran/Kräne Grue/gures	47 23 20 N / 0008 40 52 E (693 819.1 / 249 428.2)	35.5	497.5	X	X
A0285/20 225-ZH- 40049 LSZH	5.3 KM 184 DEG GEO ARP LSZH Kran/Kräne Grue/grues WeGOM / SMM	47 24 39 N / 008 32 35 E (683 343.1 / 251 704.2)	93.1	534.6	X	X

NOTAM NR OBST REF	PSN Standort/emplacement, ARP Talstation/station inférieure Bergstation/station supérieure	COORD WGS84 (Schweizerische rechtwinklige Koordinaten, m / coordonnées suisses rectangulaires, m)	Höhe ü.G. Hauteur sol HGT AGL m	Spitze Sommet AMSL m	Markierung Balisage	
					HJ	LGTD
B1201/20 261-VD- 40141 LSGL	0.6 KM 155 DEG GEO ARP LSGL Kran/Kräne Grue/gues WeGOM / SMM	46 32 27 N / 006 37 11 E (537 186.0 / 154 710.0)	70.4	670.0	X	X
B1200/20 261-VD- 40142 LSGL	0.7 KM 166 DEG GEO ARP LSGL Kran/Kräne Grue/grues WeGOM / SMM	46 32 20 N / 006 37 08 E (537 127.0 / 154 516.0)	50.0	651.3	X	X
B1683/20 243-BE- 30395 LSZB	5.0 KM 344 DEG GEO ARP LSZB Kran/Kräne Grue/grues WeGOM / SMM	46 57 21 N / 007 28 51 E (603 214.9 / 200 536.9)	94.0	658.0	X	X

VFR AREA/VAC Karten - Cartes AREA/VAC VFR - Carte AREA/VAC VFR - VFR AREA/VAC Charts

Legende - Légende - Legenda - Legend

Flugplätze - Aérodomes - Aerodromi - Aerodromes

Flugplatz dem öffentlichen Luftverkehr dienend, Hartbelagpiste
 Aérodomes destinés au trafic public, piste en dur
 Aerodromo destinato al traffico pubblico, pista in duro
 Aerodrome available for public use, hard surface RWY



BIRRFELD
LSZF 1300 07



ZURICH
LSZH 1417 37

Flugfeld (privat), Hartbelagpiste
 Champ d'aviation (privés), piste en dur
 Campo d'aviazione (privato), pista in duro
 Airfield (private), hard surface RWY



Flugfeld (privat), unbefestigte Piste
 Champ d'aviation (privés), piste sans revêtement
 Campo d'aviazione (privato), pista non pavimentata
 Airfield (private), unpaved RWY



Zivil- und Militärflugplatz, Hartbelagpiste
 Aérodomes civil et militaire, piste en dur
 Aerodromo civile e militare, pista in duro
 Joint civil and military aerodrome, hard surface RWY



Militärflugplatz, Hartbelagpiste
 Aérodomes militaire, piste en dur
 Aerodromo militare, pista in duro
 Military aerodrome, hard surface RWY



Militärflugplatz, unbefestigte Piste
 Aérodomes militaire, piste sans revêtement
 Aerodromo militare, pista non pavimentata
 Military aerodrome, unpaved RWY



Hubschrauberflugplatz
 Héliport
 Eliporto
 Heliport



Segelfluggelände
 Terrain de vol à voile
 Terreno per il volo a vela
 Gliding site



Flugplatz ausser Betrieb
 Aérodomes hors service
 Aerodromo fuori servizio
 Aerodrome out of service



Wasserflugplatz
 Place d'amerrissage
 Aerodromo acqua
 Seaplane landing site



COR: completely revised

VFR AREA/VAC Karten - Cartes AREA/VAC VFR - Carte AREA/VAC VFR - VFR AREA/VAC Charts

Legende - Légende - Legenda - Legend

Navigation

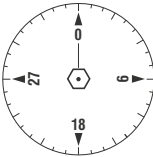
Ungerichtetes Funkfeuer
Radiophare non directionnel
Radiofaro adirezionale
Non-directional radio beacon

NDB



Ultrakurzwellen-Drehfunkfeuer
Radiophare omnidirectionnel VHF
Radiofaro omnidirezionale VHF
VHF omnidirectional radio range beacon

VOR



Entfernungsmessgerät
Dispositif de mesure de distance
Appareggio misuratore di distanza
Distance measuring equipment

DME



VOR mit DME
VOR et DME
VOR e DME
VOR and DME



Obligatorischer Meldepunkt
Point de compte-rendu obligatoire
Punto di riporto obbligatorio
Compulsory reporting point



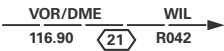
Meldepunkt auf Anforderung
Point de compte-rendu sur demande
Punto di riporto a richiesta
Reporting point on-request



Ein- und Ausflugrouten mit Kursangaben (MAG)
Routes d'arrivée et de départ avec direction (MAG)
Rotte d'arrivo e di partenza con direzione (MAG)
Arrival and departure routes with bearings (MAG)



DIST/BRG vom VOR/DME zum Flugplatz
DIST/BRG du VOR/DME à l'aérodrome
DIST/BRG di VOR/DME al aerodromo
DIST/BRG from VOR/DME to the aerodrome



Gebiet für ersten Funkkontakt
Région pour le premier contact radio
Regione per il primo contatto radio
Area of first radio contact



VFR AREA/VAC Karten - Cartes AREA/VAC VFR - Carte AREA/VAC VFR - VFR AREA/VAC Charts

Legende - Légende - Legenda - Legend

Hindernisse - Obstacles - Ostacoli - Obstacles

Hindernis und Hindernisgruppe

Obstacle et groupe d'obstacles

Ostacolo e gruppo di ostacoli

Obstacle and group of obstacles



Hindernis und Hindernisgruppe, befeuert

Obstacle et groupe d'obstacles, éclairés

Ostacolo e gruppo di ostacoli, illuminati

Obstacle and group of obstacles, lighted



Ausserordentlich hoch (500 ft AGL oder höher)

Exceptionnellement élevé (500 ft AGL ou plus haut)

Eccezionalmente alto (500 ft AGL o superiore)

Exceptionally high (500 ft AGL or higher)



Windturbine, befeuert und unbefeuert, Gruppe

Éolienne, éclairée et non éclairée, groupe

Turbina eolica, illuminata e non illuminata, gruppo

Wind turbine, lighted and unlighted, group



Spitzenhöhe in ft AMSL

Cote du sommet indiquée en ft AMSL

Altitudine della cima in ft AMSL

Elevation of top in ft AMSL

2301

Starkstromleitungen

Lignes de transport de force

Linea corrente forte

Transmission lines



Gespanntes Hindernis (Kabel, Seilbahn, usw.), nicht markiert

Obstacle filiforme (câble, téléphérique, etc.), non balisé

Ostacolo filiforme (cavo, teleferica, ecc.), non segnalato

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



Markierung mit gelben oder orange-roten Kugeln

Balisage par des sphères jaunes ou rouge-orange

Segnalato tramite sfere gialle o rosso-arancio

Marked by yellow or orange-red spheres



Höhenangaben für Kabel ab 500 ft AGL oder höher

Indications d'altitude pour câbles à partir du niveau de vol 500 ft AGL ou plus haut

Indicazioni dell'altitudine per cavi quote di 500 ft AGL o superiore

Altitudes shown for cables from 500 ft AGL or higher

790

Höchster Geländepunkt in ft AMSL

Altitude maximale du terrain en ft AMSL

Punto più alto di terreno in ft AMSL

Highest terrain elevation in ft AMSL



VFR AREA/VAC Karten - Cartes AREA/VAC VFR - Carte AREA/VAC VFR - VFR AREA/VAC Charts
Legende - Légende - Legenda - Legend

Luftraumaktivitäten - Activités dans l'espace aérien - Attività in spazio aereo - Airspace Activities

Spezielle Regeln für Flugzeuge
 Règles spéciales pour avions
 Regole speciali per aeroplani
 Special rules for aeroplanes



Hubschrauber
 Hélicoptère
 Elicottero
 Helicopter

HEL



Segelfluggraum auf Flugplatz
 Espace vol à voile à l'aérodrome
 Spazio di volo a vela all'aerodromo
 Glider area at the aerodrome

GLD



Windenstart
 Décollage au treuil
 Decolli al verricello
 Winch-launching



Segelflugschlepp
 Remorquage de planeurs
 Rimorchio di alianti
 Glider towing



Hängegleitergebiet
 Zone pour planeurs de pente
 Zona di alianti di pendio
 Hang glider area



Gleitschirmgebiet
 Zone pour parapentes
 Zona per parapendio
 Paraglider area



Fallschirmabsprung
 Saut en parachute
 Attività paracadutistica
 Parachute jumping



Freiballongelände
 Terrain de ballon libre
 Terreno per aerostati
 Free balloon site



VFR AREA/VAC Karten - Cartes AREA/VAC VFR - Carte AREA/VAC VFR - VFR AREA/VAC Charts
Legende - Légende - Legenda - Legend

Lufträume - Espaces aériens - Spazi aerea - Airspaces

Fluginformationsgebiet
Région d'information de vol
Regione d'informazione di volo
Flight information region



Kontrollbezirk Zürich / Genf
Région de contrôle de Zurich / Genève
Regione di controllo di Zurigo / Ginevra
Control area Zurich / Geneva



Flugplatzverkehrszone mit Obergrenze
Zone de circulation d'aérodrome avec plafond
Zona circolazione di aerodromo con limite superiore
Aerodrome traffic zone with ceiling



Fluginformationszone
Zone d'information de vol
Zone d'informazione di volo
Flight information zone



CTR Luftraum Klasse
CTR espace aérien classe
Spazio aereo classe CTR
CTR airspace class



Luftraum Klasse
Espace aérien classe
Spazio aereo classe
Airspace class



TEMPO D siehe/voir/vedi/see:
NOTAM/VFR GEN 1-0-5



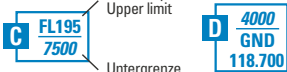
Gebiet mit Funkkommunikationspflicht
Zone à radio obligatoire
Zone radio obbligatoria
Radio mandatory zone



Gebiet mit vorgeschriebener Transponderschaltung
Zone avec transpondeur obligatoire
Zone obbligatorio per il transponder
Transponder mandatory zone



Luftraumsspezifische Angaben
Indications spécifiques à l'espace aérien
Indicazioni specifiche allo spazio aereo
Airspace specifications



Klassierung
Classification
Classificazione
Classification

Obergrenze
Limite supérieure
Limite superiore
Upper limit

Untergrenze
Limite inférieure
Limite inferiore
Lower limit

TWR FREQ

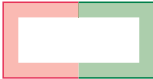
VFR AREA/VAC Karten - Cartes AREA/VAC VFR - Carte AREA/VAC VFR - VFR AREA/VAC Charts
Legende - Légende - Legenda - Legend

Luftraumeinschränkungen - Espaces réglementés - Spazi regolamentati - Airspace Restrictions

Flugbeschränkungs- (R) oder Gefahrengebiet (D)
Zone réglementée (R) ou dangereuse (D)
Zone regolamentate (R) o pericolose (D)
Restricted (R) or danger area (D)


LS-R4
8900
GND

Reservat mit Mindestflughöhe / empfohlener Mindestflughöhe
Réserve avec altitude minimale / altitude minimale recommandée
Riserva con altitudine minime / altitudine min. consigliata
Reserve with minimum flight altitude / recommended min. flight altitude



Diverses - Divers - Diverso - Miscellaneous

Segelflugsektor
Secteurs vélivoles
Settore con volo a vela
Glider area

GLD


LIMA BRAVO
5500
GND

Trennlinie
Ligne de séparation
Linea di separazione
Separation line

Mittelland-Jura / Alpen



Lärmempfindliches Gebiet
Zone sensible au bruit
Zone sensibili al rumore
Noise sensitive area



Kloster, Kirche / Cloître, Église /
Monastero, Chiesa / Monastery, Church



Schloss / Château / Castello / Castle



Fort / Forte



Fabrik / Fabrique / Fabbrica / Factory



Kühlturm / Tour de réfrigération /
Torre di raffreddamento / Cooling tower



Turm / Tour / Torre / Tower



Silo



Brennstofflager / Réservoir de carburant /
Serbatoi di carburante / Fuel tank farm



Spital / Hôpital / Ospedale / Hospital



Pass / Col / Passo / Pass



Flugplatzkarten - Cartes d'Aérodrome - Carte d'Aerodromo - Aerodrome Charts Legende - Légende - Legenda - Legend

Hartbelagpiste, versetzte Pistenschwelle

Piste en dur, seuil décalé

Pista in duro, soglia di pista spostata

Paved runway, displaced threshold



Unbefestigte Piste, versetzte Schwelle

Piste sans revêtement, seuil de piste décalé

Pista non pavimentata, soglia di pista spostata

Unpaved runway, displaced threshold



Flugplatzbezugspunkt

Point de référence d'aérodrome

Punto di riferimento di aerodromo

Aerodrome reference point

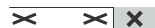


Gesperrte Piste und Rollweg

Piste et voie de roulage fermées

Pista e via di rullaggio chiuse

Closed runway and taxiway



Wendeplattform

Plate-forme pour tourner

Segmento di svolta

Turnpad



Befestigte Oberfläche vor der Schwelle; nicht geeignet für die normale Benutzung durch Luftfahrzeuge

Aire d'avant-seuil revêtue; ne peut pas être utilisée normalement par les aéronefs

Zona di pre-soglia; pavimentazione non adatta per il normale movimento degli aeromobili

Paved pre-threshold area; not suitable for the normal use by aircraft



Unbefestigte Roll- und Abstellfläche

Voie de roulage et emplacements de parking sans revêtement

Via di rullaggio e area di parcheggio non pavimentate

Unpaved taxiway and parking area



Rollhaltelinie

Barres d'arrêt sur voie de roulage

Punti di arresto sulla via di rullaggio

Taxi holding position markings



Rollweg und Bodenleitmarkierung

Marquage voies de roulage et guidage au sol

Marcature di rullaggio e di guida

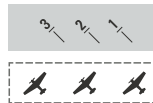
Taxiway and guidance marking



Flugplatzkarten - Cartes d'Aérodrome - Carte d'Aerodromo - Aerodrome Charts

Legende - Légende - Legenda - Legend

Standplätze, Hartbelag / unbefestigt
 Postions de stationnement, en dur / sans revêtement
 Posizioni di parcheggio, in duri / non pavimentate
 Parking positions, paved /unpaved



FATO



Zielpunkt für Helikopter
 Point cible pour hélicoptères
 Punta di mira per elicotteri
 Aiming point for helicopters



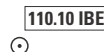
FATO und TLOF oder FATO, TLOF und Standplatz
 FATO et TLOF ou FATO, TLOF et poste de stationnement
 FATO e TLOF o FATO, TLOF e piazzale
 FATO with TLOF or FATO, TLOF with parking position



TLOF und Standplatz
 TLOF et poste de stationnement
 TLOF e piazzale
 TLOF and parking position



Funkeinrichtung (VDF, LOC, GP)
 Equipement radio (VDF, LOC, GP)
 Installazioni radio (VDF, LOC, GP)
 Radio Facility (VDF, LOC, GP)



Gleitwinkelbefeuerung
 Indicateur visuel de pente d'approche
 Sistema ottico indicatore dell'angolo di avvicinamento
 Visual approach slope indicator system

VASIS



Windrichtungsanzeiger, befeuert und unbefeuert
 Indicateur de direction du vent, éclairée et non éclairée
 Indicatore di direzione del vent, illuminato e non illuminato
 Wind direction indicator, lighted and unlighted



Landerichtungsanzeiger, befeuert und unbefeuert
 Indicateur de direction d'atterrissage, éclairée et non éclairée
 Indicatore di direzione d'atterraggio, illuminato e non illuminato
 Landing direction indicator, lighted and unlighted



Meldestelle der Verkehrsdienste der Flugsicherung
 Bureau de piste des services de la navigation aérienne
 Ufficio di piste dei servizi della circolazione aerea
 Air traffic services reporting office



Flugplatzkarten - Cartes d'Aérodrome - Carte d'Aerodromo - Aerodrome Charts

Légende - Légende - Legenda - Legend

Zaun, befeuert und unbefeuert
Clôture, éclairée et non éclairée
Recinto, illuminato e non illuminato
Fence, lighted and unlighted



Hindernisse - Obstacles - Ostacoli - Obstacles

Hindernis und Hindernisgruppe
Obstacle et groupe d'obstacles
Ostacolo e gruppo di ostacoli
Obstacle and group of obstacles



Hindernis und Hindernisgruppe, befeuert
Obstacle et groupe d'obstacles, éclairés
Ostacolo e gruppo di ostacoli, illuminati
Obstacle and group of obstacles, lighted



Baum, Bäume
Arbre, Arbres
Albero, Alberi
Tree, Trees



Windrichtungsanzeiger, befeuert und unbefeuert
Indicateur de direction du vent, éclairée et non éclairée
Indicatore di direzione del vent, illuminata e non illuminata
Wind direction indicator, lighted and unlighted



Gebäude
Bâtiment
Edificio
Building



Spitzenhöhe in ft AMSL oder in AGL
Cote du sommet indiquée en ft AMSL ou en AGL
Altitudine della cima in ft AMSL o in AGL
Elevation of top in ft AMSL or in AGL

2301
33 AGL

Starkstromleitungen
Lignes de transport de force
Linea corrente forte
Transmission lines



Hindernisfeuer
Feu d'obstacle
Luce di ostacolo
Obstacle light



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1 AERONAUTICAL CHARTS

1.1 Visual Approach Charts - VAC

The **visual approach charts** are printed in the scale of 1:50 000 (A4) or 1:100 000 (A5).

Regional charts with a smaller scale can be used if special VFR approach and/or departure routes have been designated.

1.2 Topographic national maps (LK)

Sections of the national map series are used as the topographic base especially for the VAC and VFR regional charts.

The following elements are taken from the national map series:

- basic map relief features including contours, spot elevations (in metres) and hill-shading with oblique illumination from the NW;
- cultural features;
- hydrographic features
- in wooded areas - green tint - a tree height of **30 to 40 m** must be taken into account and should be **added to the spot elevations**.

The number and year of issue of the national map series, used as the topographic base are given on the lower margin of the VAC charts, near the publication date.

A coincident, oblique cylinder map projection is used for the national map series, as well as a plane rectangular co-ordinates system. For practical purposes, these co-ordinates in m are often given together with the LAT and LONG to indicate a position.

The use of the national maps or sections thereof, which serve as the basis for the AIP charts, is subject to permission being granted by the Federal Office of Topography (L+T), CH-3084 Wabern BE before publication.

1.3 AERONAUTICAL CHART ICAO 1:500 000, SWITZERLAND

1.3.1 Elements of the chart

Cultural features

Two-track **railways** are indicated by a single line with perpendicular double dashes at regular intervals. **Pictorial symbols** identify some typical buildings as landmarks.

Relief

Relief portrayal is obtained by hill-shading with north-westerly oblique illumination. **Spot elevations** are given in **feet** in the topographic base. **Significant spot elevations** are shown in the aeronautical overprint in feet with the abbreviation ft.

Area Minimum Altitudes

Maximum altitude figures are shown within each 30 minute latitude and longitude, and are:

- a) either the height ASL of the highest prominent landmark plus 328 ft,
or
- b) the height ASL of the highest obstruction (if its altitude is higher than a).

The value obtained from a) or b) together with a safety margin of 164 ft constitutes the **maximum elevation** rounded up to the next 100 ft.

Hydrographic features

Representation of drainage is reproduced by using thicker line drawing.

The aeronautical chart of Switzerland is published by the Federal Office of Civil Aviation in **conformity with the standards of ICAO Annex 4, aeronautical charts**.

Aeronautical information for territories outside of Switzerland is published with reservation.

Swiss National Coordinate System

The Swiss Reference System CH1903+ is based on the Bessel ellipsoid with a fundamental point located in Zimmerwald close to Bern:

Ellipsoid:
Bessel 1841
(a = 6377397.155 m, b = 6356078.9628 m, 1/f = 299.15281285)

Ellipsoidal coordinates of the fundamental point (Geostation Zimmerwald):
Longitude: 7° 27' 58.4177" East of Greenwich
Latitude: 46° 52' 42.2703" North of the Equator
The spatial location of the reference system is defined through the geocentric transformation parameters into the European ETRS89 System (practically identical to WGS-84):
X(ETRS89) = X(CH1903+) + 674.374 m
Y(ETRS89) = Y(CH1903+) + 15.056 m
Z(ETRS89) = Z(CH1903+) + 405.346 m
(No scaling or rotations have been introduced)

1.4 **List of Aeronautical Charts**

REF	Title	Scale	Series	see
	ENROUTE CHART - lower / upper airspace	1:1 000 000	ERC-L ERC-U	www.skyguide.ch/en/services/aim-services/
2.1 *	SWITZERLAND	1:500 000	ICAO OACI	www.swisstopo.admin.ch
*	ZURICH / GENEVA AREA CHART	1:250 000	---	

1.5 **Aeronautical charts not in the AIP**

REF	Title	Scale	Series	see
3.1*	GLIDER CHART, GLDK SWITZERLAND	1:300 000	---	www.swisstopo.admin.ch
* The charts 2.1, 3.1, can be procured from <i>map selling agents</i> of the Federal Office of Topography, CH-3084 Wabern (e.g. <i>aviation-shops, bookshops, stationeries</i>). TEL: +41 (0) 58 469 01 11 Internet: www.swisstopo.admin.ch				

1.6 **Glider Chart GLDK 1:300,000**

The spot elevations against a black background on the GLDK are standard pressure altitudes. In order to ensure the safety of all airspace users, airspace users operating with altimeter settings under regional QNH must make a correction to the spot elevations against the black background on the GLDK, according to the following table and based on the regional QNH*.
* Current values from "QNH Chart" or glider weather forecast.

Regional QNH in hPa*	
>1037	+ 200 m
1032 - 1036	+ 150 m
1026 - 1031	+ 100 m
1020 - 1025	+ 50 m
1010 - 1019	0
1005 - 1009	- 50 m
1000 - 1004	- 100 m
994 - 999	- 150 m
<993	- 200 m

* The current values on the pressure chart or the glider weather forecast are to be used.

1.7

AVIATION OBSTACLES

3.2	As a swisstopo digital application in conjunction with the FOCA and to be found in:	see
	- WEB-GIS Obstacle Map WeGOM (all scales)	http://www.bazl.admin.ch/wegom
	Swiss Map Mobile SMM (1:100 000)	www.swisstopo.ch/smm

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Correction	Berichtigung	Correction	Correzione	MAP
LUFTFAHRTKARTE / CARTE AÉRONAUTIQUE / AERONAUTICAL CHART ICAO / OACI 1: 500'000 2021 MAR 25 (50. Edition)				
Payerne LSMP: AD ELEV 1460 ft				
ersetzen durch / replace by 1465 ft				
ZURICH AREA CHART 1: 250'000 / GENEVA AREA CHART 1: 250'000 2021 MAR 25 (12. Edition)				
NIL				
SEGELFLUGKARTE / CARTE VOL À VOILE / CARTA VOLO A VELA / GLIDER CHART 1: 300'000 2021 MAR 25 (30. Edition)				
Payerne LSMP: AD ELEV 445 m				
ersetzen durch / replace by 447 m				
TMA GENÈVE CHART 1: 300'000 2021 MAR 25 (30. Edition)				
NIL				

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