

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, the AFIS Unit or the AD FREQ 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)

1.1

Aerodromes without air navigation services (AD frequencies)**Frequencies**

The aerodrome frequencies (AD) are listed on the AD COM/AFIS Radio Facility chart on page COM 2-APP. The available languages are also published there.

General regulations

Air navigation services are reserved for certified air navigation service providers and must not be provided by organisations or persons (incl. chiefs of aerodromes without air navigation services) that do not have the required certification. Upon the entry into force of Regulation (EU) 2020/469, the countries are offered the chance on European level to define the requirements for aeronautical radio communication at aerodromes without air navigation services. This is to ensure that air navigation services are not offered on such aerodromes. On the other hand, the way how and the conditions under which safety-related information may be exchanged via aeronautical radio should be regulated.

Chiefs of aerodromes without air navigation services have the option of communicating specific information via radio on the aerodrome frequency (AD). Pilots are generally not entitled to receive information via radio. Pilots are also not obliged to make use of any information received via radio for the execution of their flights. They remain responsible for the safe operation of their flights at all times. Exemptions to this rule are instructions provided within the scope of authority of the chief of an aerodrome without air navigation services as set out in Art. 29g (1) VIL. These must be followed.

No special airspace structures are required to use aeronautical radio on aerodromes without air navigation services.

Permitted scope

The following information may be exchanged between flight crews and chiefs of aerodromes without air navigation services as part of the ground-to-air radio communication on the aerodrome frequency (AD):

- a) Radio checks;
- b) Information regarding the current traffic situation within the aerodrome's traffic pattern and regarding the approved or known activities of glider flights, acrobatic flights, parachute jumps, paragliding flights and model airplane and drone activities;
- c) Information about the runway to be preferentially used;

- d) Information about a blocked runway or about the closure of the aerodrome in accordance with the corresponding NOTAM publication;
- e) Information about technical irregularities of the aerodrome infrastructure;
- f) Parking position allocation and instructions provided within the scope of the authority of the chief of an aerodrome without air navigation services;
- g) Information about unusable or temporarily unusable movement areas;
- h) General information on short-term changes to the runway condition in the event of contamination;
- i) Information about technical irregularities of the aircraft;
- j) Requests for position reports and flight purposes to increase *situational awareness*, advice and information in the event of clearly imminent emergency situations;
- k) Information for flight crews about the activation/deactivation of restricted areas for gliders within the TMA;
- l) Information regarding the required closing or activation of a flight plan;
- m) All emergency and distress messages and the required information in relation with an emergency situation that has occurred;
- n) General information in case of an ELT (false) alarm in the aerodrome area;
- o) General information on the wind, incl. specification of the geographical direction (e.g. "foehn", or "strong wind from the west");
- p) Reduced visibility due to local weather phenomena (e.g. storm, heavy rain or fog);
- q) Local weather phenomena currently occurring (e.g. rain, snowfall or hail).

1.2

Blind transmissions to aerodromes without reception confirmation

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**).

Procedures

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

Take-offs

- Before take-off the pilot switches on his radio and makes sure that there is currently no communication on the corresponding 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 release the pilot of the obligation to monitor the airspace.

2

FREQUENCIES FOR SPECIAL USE

FREQUENCIES FOR SPECIAL USE		
FREQ / Channel MHz	UTILISATION	Languages used
1	2	3
GENERAL AVIATION		
123.135	Air-to-Air communication up to max. FL150	En, Ge, Fr, It, Swiss-German
GLIDER FLIGHTS		
122.305	Region NORTH A/G	Ge, Fr, It, Swiss-German Only the following transmissions are permitted on these frequencies: • Test transmissions • Location reports • Weather reports • Message exchange, pilot-accompanying vehicle • Message exchange, pilot flight instructor Languages used: German, French, Italian, Swiss-German In-flight radio telephonists do not require a licence for radio communications of this nature.
123.580	Region NORTH A/A	
120.880	GLD INFO (GLD ACT within TMA Zurich)	
122.480	Region ALPS A/G	
123.680	Region ALPS A/A	
121.130	Region WEST A/G	
125.030	Region WEST A/A	
124.755	GLD ATIS (GLD ACT within TMA Geneva)	
122.955	Training	
BALLOONS		
122.255	E 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
Mountain landing strips		
130.355	Mountain landing strips	Ge, Fr, It, Swiss-German
HANG GLIDERS		
123.430	Training	Ge, Fr, It, Swiss-German
130.930	For general use	
MIL FREQ		
135.480	For communications between CIV ACFT and MIL navigation equipment (Reserve-FREQ)	En, It
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	

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: 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.



