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VFR Manual

AMDT 011/26

Effective date: OCT 29

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** (feuillet de remplacement) ou **N** (nouveau feuillet).
Supprimer les feuillets ci-joints identifiés dans la liste de contrôle par un **C** (feuillet 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	AIC:	Ins VFR Manual aufgenommen: Insérés dans le VFR Manual: Inseriti nel VFR Manual: Incorporated in VFR Manual:	NIL
3	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:	004/19, 001/20, 003/25, 005/25, 001/26, 003/26

GEN, AGA, COM, RAC, MAP, COR

Verfügbar:
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SUP 003/25 - LSZB Reduced GLD RWY length	VFR Supplement 1/2 (DE/EN)		UFN
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1 Jahresabonnement Abonnement annuel Abbonamento all'anno Yearly subscription			
1.1 electronic AIP on skybriefing	IFR	eaip	92.50
1.2 electronic VFR Manual on skybriefing	VFR	evfr	53.30
1.3 VFRM elektronisch GEN / AGA / COM / RAC / MAP / COR	VFR		gratis / gratuite gratuito / free of charge
2 Karten / cartes / carte / charts → AIP, GEN 3.2 → VFR Manual, VFR MAP 2, § 1			

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 comunication 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
123.065	Air-to-Air back-up communication up to max FL150		
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		

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: 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.

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, unbefeuert und befeuert
Obstacle et groupe d'obstacles, non éclairée et éclairée
Ostacolo e gruppo di ostacoli, non lluminata e illuminata
Obstacle and group of obstacles, unlighted and lighted



Ausserordentlich hoch (500 ft AGL oder höher), Gruppe
Exceptionnellement élevé (500 ft AGL ou plus haut), groupe
Eccezionalmente alto (500 ft AGL o superiore), gruppo
Exceptionally high (500 ft AGL or higher), group



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

Starkstromleitung
Ligne à haute tension
Linea ad alta tensione
High voltage power line

AREA: Segment > 300 ft AGL in rot/rouge/rosso/red



Gespanntes Hindernis (Kabel, Seilbahn, usw.)
(mindestens ein Segment 25 m / 300 ft AGL oder mehr)
Obstacle filiforme (câble, téléphérique, etc.)
(au moins un segment de 25 m / 300 ft AGL ou plus)
Ostacolo filiforme (cavo, teleferica, ecc.)
(almeno un segmento di 25 m / 300 ft AGL o più)
Line obstruction (cable, cableway, etc.)
(at least one segment 25 m / 300 ft AGL or above)
VAC: Segment > 60 m AGL in rot/rouge/rosso/red
AREA: Segment > 300 ft AGL in rot/rouge/rosso/red



Hindernis oder Hindernisgruppe, Gebiet
Obstacle ou groupe d'obstacles, zone
Ostacolo o gruppo di ostacoli, zona
Obstacle or group of obstacles, area
VAC: Segment > 60 m AGL in rot/rouge/rosso/red
AREA: Segment > 300 ft AGL in rot/rouge/rosso/red



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

2704

CARTA D'AVVICINAMENTO E D'ATTERRAGGIO A VISTA

VISUAL APPROACH CHART

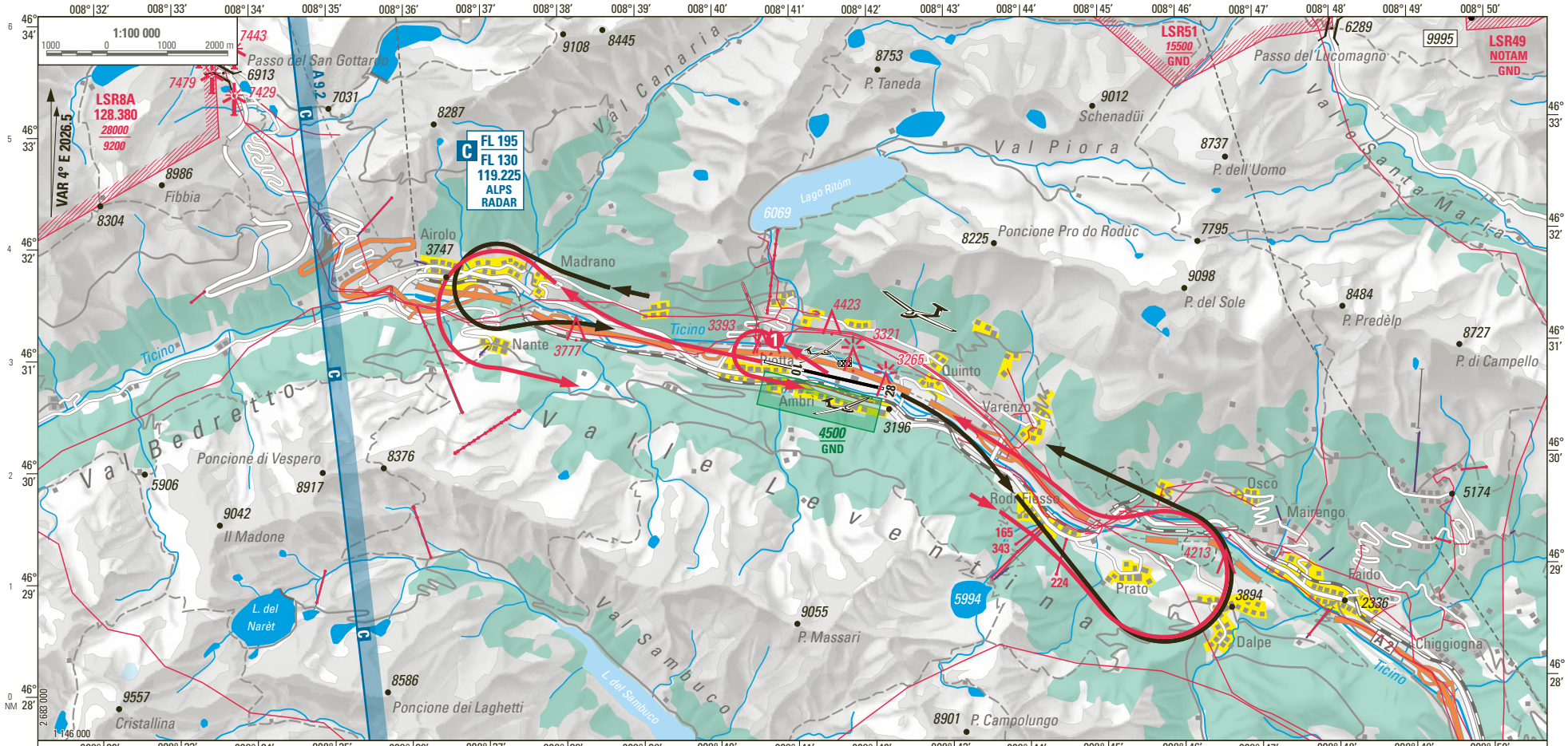
ELEV 3241 ft (988 m)

MOUNTAINOUS AREA

AD **118.530** **PPR**

AMBRI

LSPM



CTN: AD in montagna. Volo d'introduzione raccomandato.
AD in mountainous area. Familiarization flight recommended.

Primo contatto radio 5 min prima ETA
First RDO contact 5 min prior ETA

RWY 10: ***5000***

RWY 28: ***5000***

CTN: Decollo RWY 28: discendenze fra Piotta e Airolo
CTN: TKOF RWY 28: falling winds between Piotta and Airolo

❶ Partenza RWY 28: per aerei monomotori O/R
DEP RWY 28: for single-engine ACFT O/R

CTN!

Le condizioni di volo su questo AD sono spesso difficili a causa della sua ubicazione alpina; è consigliabile che il pilota venga introdotto da un istruttore.

Condizioni del vento da nord (fino a 11 kt al massimo): Si raccomanda ai **monomotori** di decollare dalla **RWY 10** (usare tutta la lunghezza della pista).

Flying conditions at this AD rendered more difficult due to its location in mountainous area. Initiation advised.
North wind conditions (up to MAX 11 kt): It is recommended to **single-engine** ACFT to take-off on **RWY 10** (use whole RWY length).

COR: OBST

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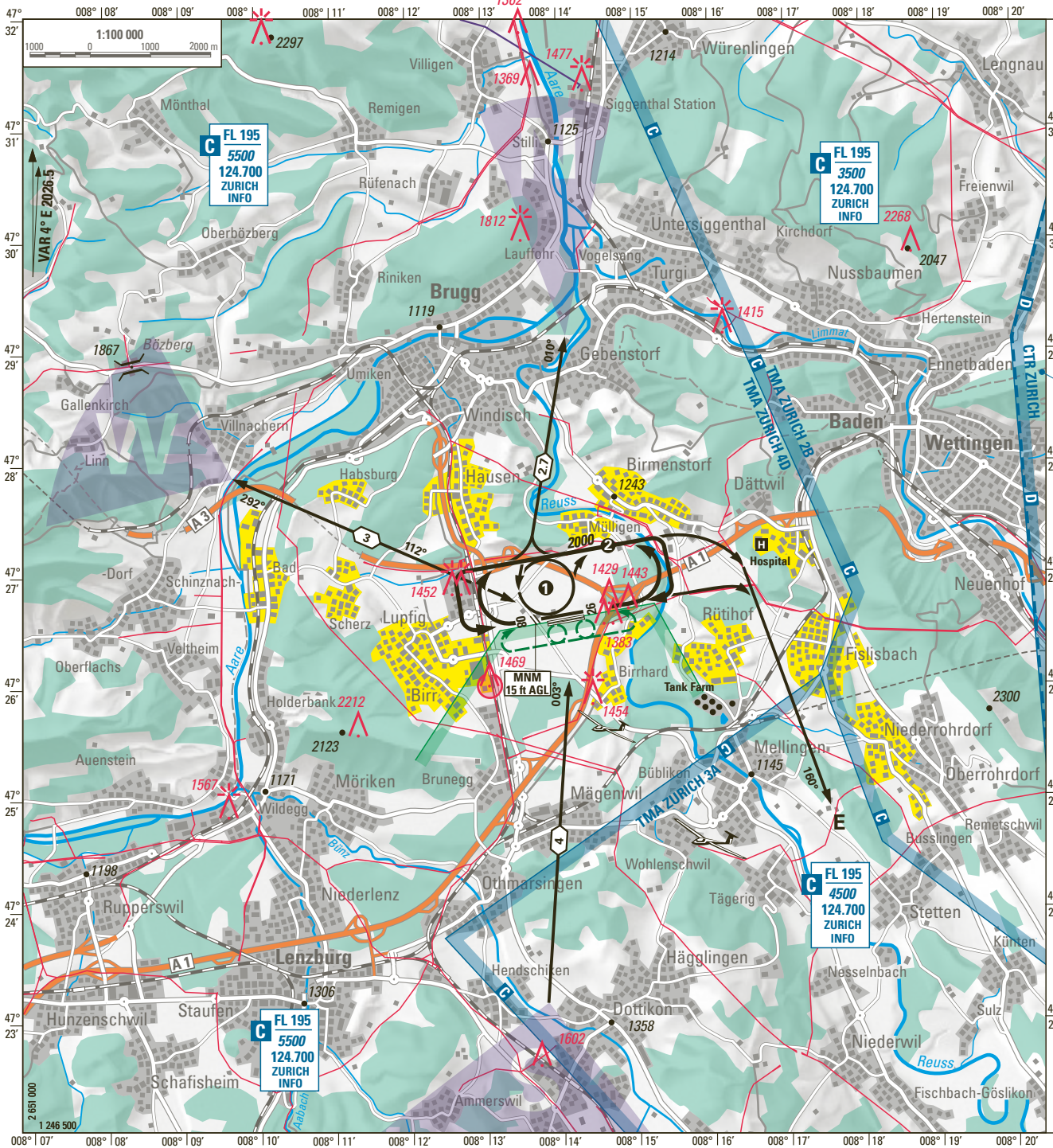
SICHTANFLUGKARTE
VISUAL APPROACH CHART

2770 *ELEV 1296 ft (395 m)*

AD	**123.555**
GLD	**119.830**

BIRRFELD

LSZF



RTF Meldung bei Einflug Sektor WEST, NORD, SÜD
RTF report approaching sector WEST, NORTH, SOUTH

ARRIVAL:

Bevorzugte Anflugsektoren: WEST und NORD
Preferential ARR sectors: WEST and NORTH

MNM ***4000***

Einflugsektor SÜD: PPR über Funk **123.555**
Entry sector SOUTH: PPR via RTF **123.555**

MNM ***4000***

Durchflug Segelflugsektor und Überflug der Pistenachse:
Crossing glider sector and RWY axis:

MNM ***3000***

❶ ACFT im Einflugkreis dürfen die Pistenachse nicht südlich überfliegen
ACFT in entry circle shall not overfly the runway axis south of the field
2500

DEPARTURE:

WEST, NORD und OST
WEST, NORTH and EAST

MAX ***3500***

❷ Für die Staffelung zum anfliegenden Verkehr ist die Downwindhöhe von ***2000*** stets einzuhalten. Der weitere Steigflug darf erst nach dem Verlassen der Platzrunde begonnen werden.

Maintain ***2000*** on downwind for separation to inbound traffic. Further climbing may be commenced after leaving the AD circuit.

1469 **Zu meidendes Gebiet** wegen heftigen Luftturbulenzen. OBST markiert mit Blitzfeuer während Heissluftausstössen (HGT: GND/**1600**)
Area to be avoided due to severe hot air turbulences. OBST marked with flashlights during hot air ejection (HGT: GND/**1600**)

CTN: TMA Zurich 2B meiden ***3500*** / **FL 195**
Avoid TMA Zurich 2B

Helikopter haben die Motorflugrouten und -volten einzuhalten
Helicopters must follow the published VFR routes for ACFT

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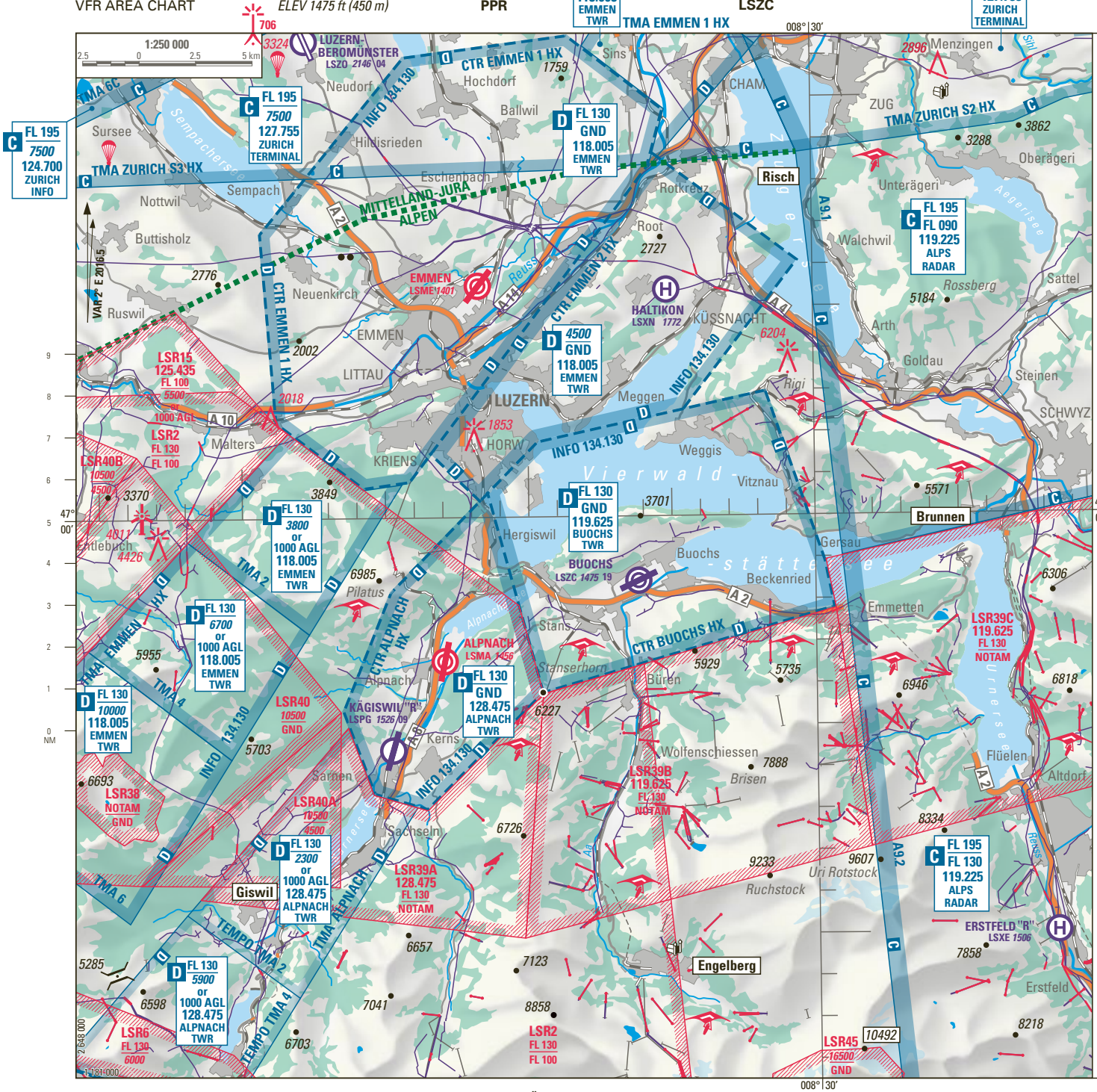
VFR AREA KARTE
VFR AREA CHART

BUOCHS
LSZC

TWR	119.625
INFO	134.130

PPR

ELEV 1475 ft (450 m)



Erster Funkkontakt vor Einflug in CTR oder First RDO contact prior entering CTR or

Risch | Brunnen | Giswil | Engelberg

ARR / DEP: Stadt LUZERN meiden
Avoid city of LUZERN

Funkausfallverfahren für den Anflugverkehr:

Vor der Freigabe des Einfluges in die Platzrunde:
- Verlassen der CTR auf dem kürzesten Weg und zum Ausweichflugplatz fliegen.

Nach erhalt der Freigabe zum Einflug in die Platzrunde:
- Anflug weiterführen;
- auf Lichtsignale des TWR achten;
- auf der in Betrieb stehenden Piste landen.

Radio failure procedure for arrival traffic:

Before cleared to enter AD circuit:
- Leave CTR on the shortest way and proceed to the alternate AD.

Cleared to enter AD circuit:
- Continue to join AD circuit;
- Look out for light signals from TWR;
- Land on RWY in use.

Status Ausstrahlung CTR Alpnach, Emmen und Buochs auf: **INFO 134.130**

Status Transmission CTR Alpnach, Emmen and Buochs on:

© swisstopo

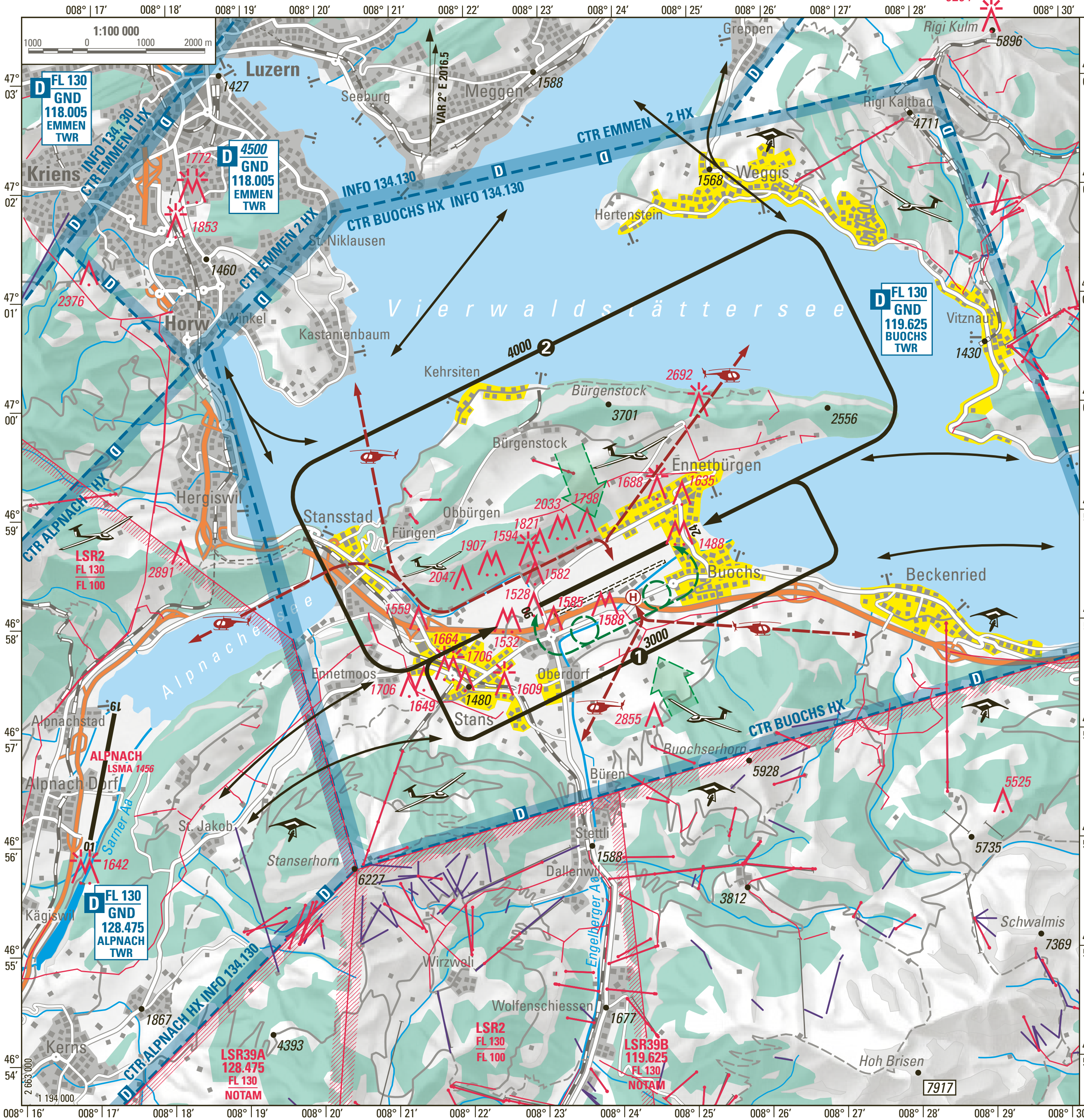
COR: OBST

TWR	119.625
INFO	134.130

PPR

ELEV 1475 ft (450 m)

BUOCHS
LSZC





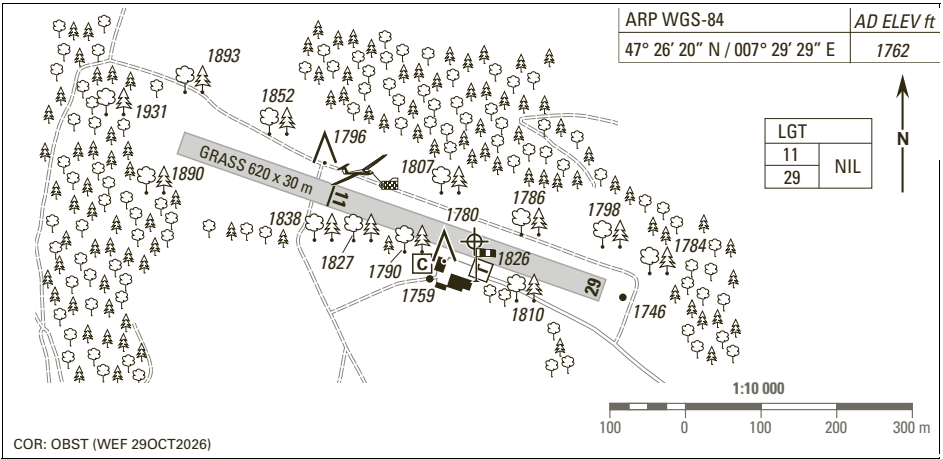
❶ Für Flugzeuge bis 5.7 t MTOM
For aeroplanes up to 5.7 t MTOM

❷ Für Flugzeuge über 5.7 t MTOM
For aeroplanes over 5.7 t MTOM

Erhöhte GLD ACT
Intense GLD ACT

Erhöhte Gleitschirmtätigkeit
Intense paraglider ACT

COR: OBST
© swisstopo



COR: OBST (WEF 29OCT2026)

RWY NR	RWY BRG TRUE/MAG	m	AVBL LEN LDG	AVBL LEN TKOF	Oberfläche SFC	Tragfähigkeit STRENGTH
11	110/107	620 x 30	--	**620**	GRASS	0.25 MPa
29	290/287		**410**[1)]	--		
	VAR (26.5): 3° E	→ VFR AGA 3-0, § 3				→ VFR AGA 3-0, § 2

[1)] Aufgrund eines kreuzenden Feldweges / Due to crossing field path

1 Flugplatz:
Privat: Flugfeld, **PPR**, **Segelflug**

2 Lage:
2 km N Laufen

3 Flugplatzbezugstemperatur:
NIL

4 Betriebszeiten:
SR -30 Min - frühestens 0600 LT
SS +30 Min - spätestens 2200 LT

5 Flugplatz-Halter:
Segelfluggruppe Dittingen
Flugplatz
4243 Dittingen

6 AFTN: NIL

1 Aerodrome:
Private: Airfield, **PPR**, **GLD**

2 Location:
1 NM N Laufen

3 AD reference temperature:
NIL

4 OPR hours:
SR -30 Min - earliest 0600 LT
SS +30 Min - latest 2200 LT

5 AD-Operator:
Segelfluggruppe Dittingen
Flugplatz
4243 Dittingen

6 AFTN: NIL

7 TEL: +41 (0) 61 761 68 06
(nur während Flugbetrieb besetzt)
E-Mail: info@sg-dittingen.ch

8 Bodendienste:
Rettungs- und Feuerbekämpfungsdienste:
Zulässige Operationen sind:
- nicht CAT-Operationen
- CAT-Operationen mit Flugzeugen mit MTOM ≤ 2250 kg
- HEL mit MTOM ≤ 3175 kg
- Personal nicht zwingend vor Ort anwesend
- 7 Feuerlöscher vorhanden im Bereich Hangar / Tankstelle

9 Zoll:
NIL

10 Örtliche Flugbeschränkungen und Bemerkungen:

10.1 Für auswärtige motorgetriebene ACFT gesperrt.

10.2 Landungen ausschliesslich auf RWY 29.
Starts mit Motorflugzeugen ausschliesslich auf RWY 11.

10.3 Winter:
Für an- und abfliegende Piloten ist es unerlässlich, sich unter TEL NR:

+41 (0) 77 459 87 31 über den aktuellen Pistenzustand zu erkundigen.

10.4 An folgenden Tagen kein Motorflugbetrieb (Windenbetrieb erlaubt):

- Karfreitag
- Ostersonntag
- Auffahrt
- Pfingstsonntag
- letzter Sonntag im Juli und August
- Eidg. Dank- Buss- und Bettag

- St. Nikolaus (6. Dezember)
- Weihnachtstag (25. Dezember)

7 Phone: +41 (0) 61 761 68 06
(monitored DRG flight OPS only)
E-Mail: info@sg-dittingen.ch

8 Ground services:
Rescue and Firefighting Service (RFFS):
Allowed operations are:
- non-CAT operations
- CAT operations with aeroplanes with MTOM ≤ 2250 kg
- HEL with MTOM ≤ 3175 kg
- Personnel not necessarily on site

- 7 fire extinguishers available around hangar / fuel station

9 Customs:
NIL

10 Local flying restrictions and remarks:

10.1 CLSD to visiting power-driven ACFT.

10.2 Landings on RWY 29 only.

Departures with power-driven ACFT on RWY 11 only.

10.3 Winter:
It is imperative that arriving and departing pilots inform themselves at TEL NR:
+41 (0) 77 459 87 31 about the current runway conditions.

10.4 No powered flight operations on the following days (winch launches permitted):
- Good Friday
- Easter Sunday
- Ascension Day
- Whitsunday
- Last Sunday of July and August
- Fed. Day of Thanksgiving, Repentance and Prayer
- St. Nicholas Day (December 6th)
- Christmas Day (December 25th)

CARTE D'APPROCHE A VUE

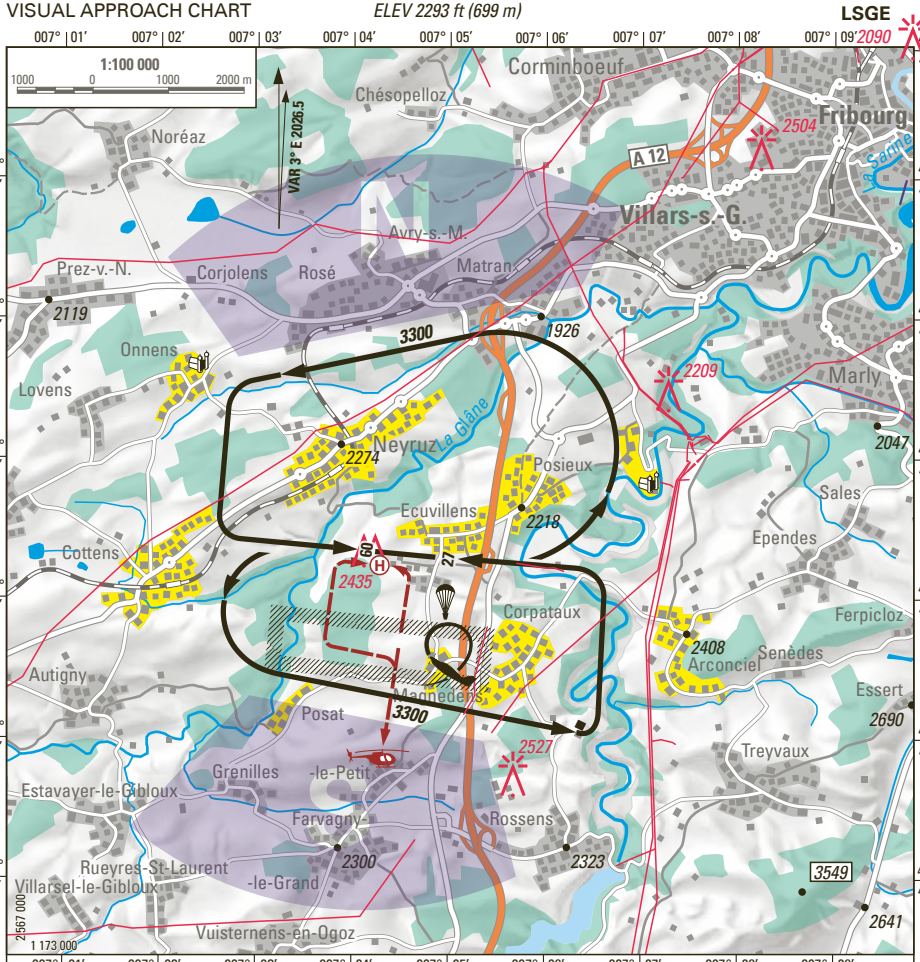
VISUAL APPROACH CHART

AD **120.630**

ECUVILLENS

ELEV 2293 ft (699 m)

LSGE



MNM ALT pour survol AD:
MNM ALT for AD overflight: ***4000***

HEL ARR/DEP **MAX *2800***

En cas de vent défavorable, HEL suivent le circuit d'aérodrome pour avions
In case of unfavorable wind conditions, HEL shall use AD circuits for aeroplanes

COR: OBST

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SICHTANFLUGKARTE

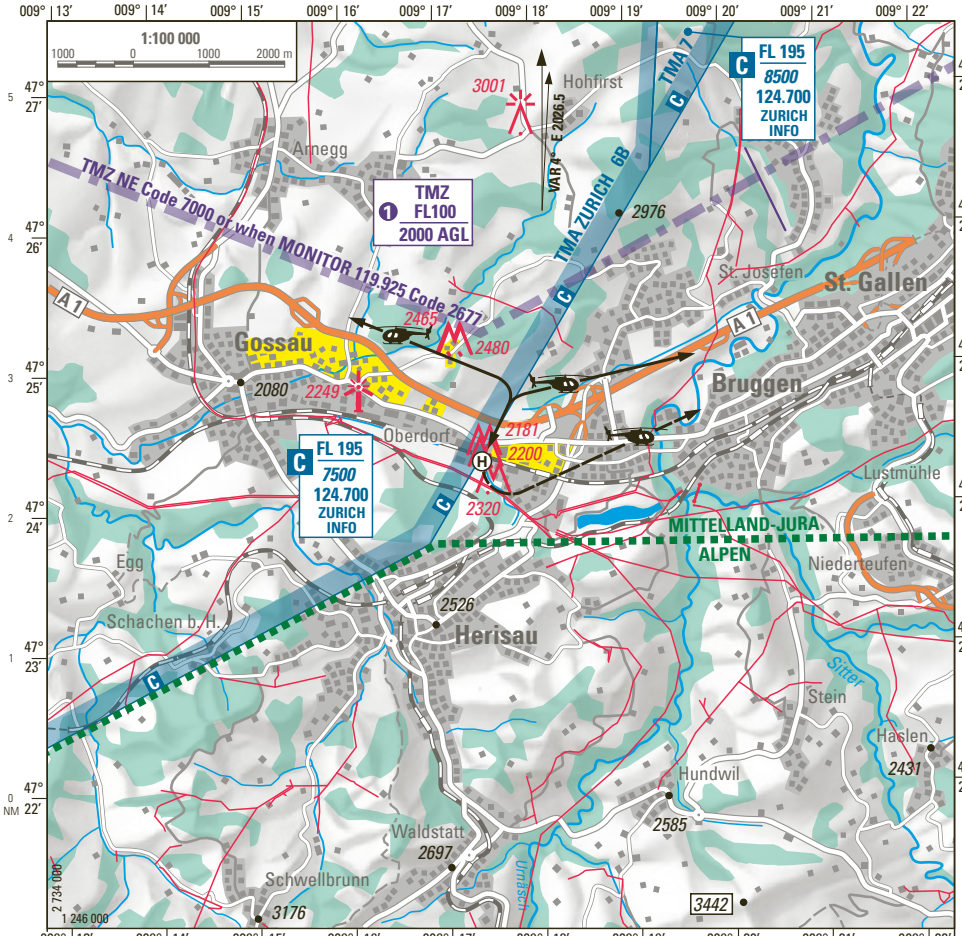
VISUAL APPROACH CHART

R 159.200

GOSSAU "R"

ELEV 2149 ft (655 m)

LSXO



Durchstart Richtung Süd-Ost
Go-around direction SOUTH-EAST

TMZ NE:
1 Ausserhalb des Luftraumes der Klasse C/D
Outside Class C/D Airspace

COR: OBST

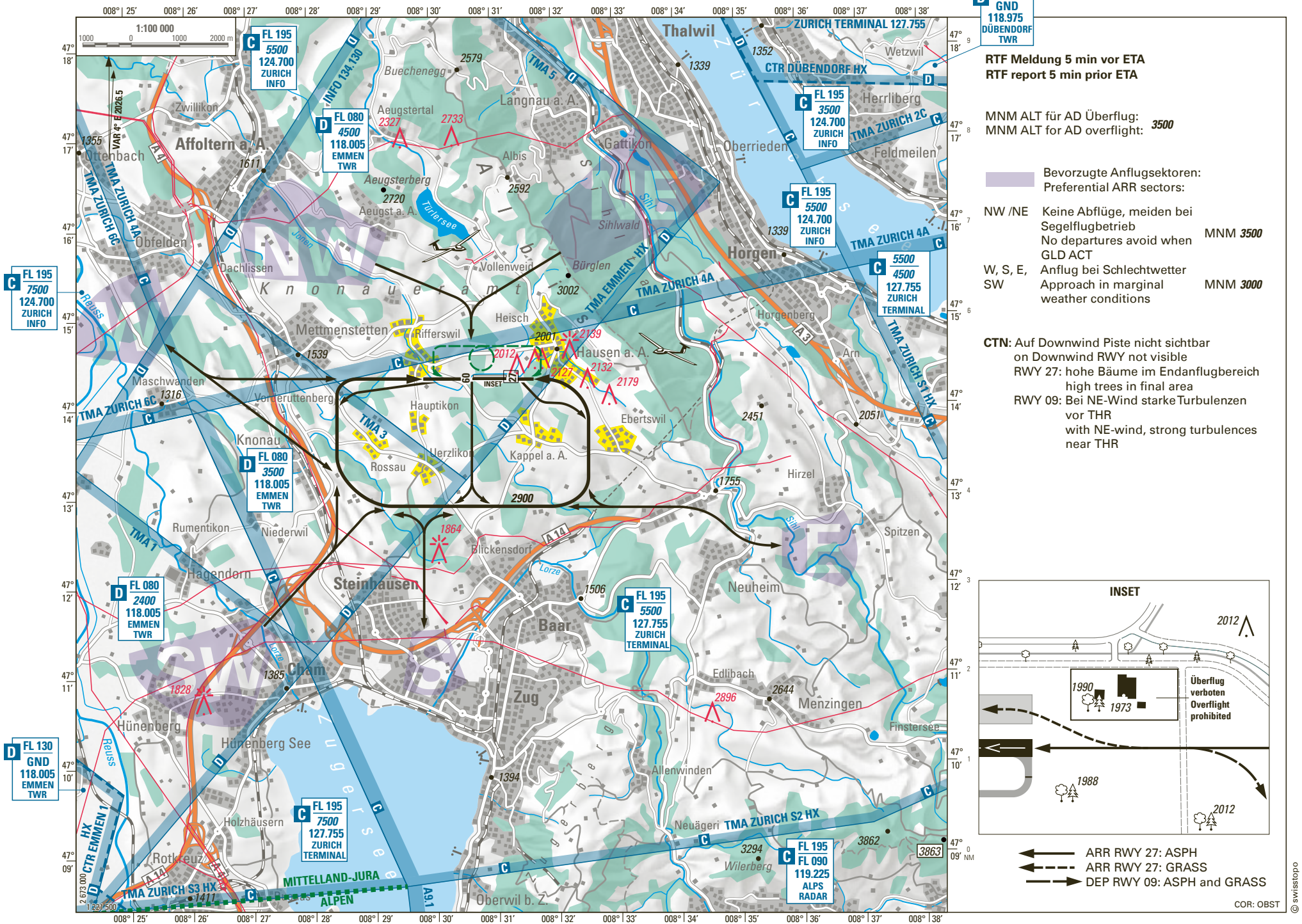
© swisstopo

SICHTANFLUGKARTE
VISUAL APPROACH CHART

AD 130.755

HAUSEN AM ALBIS "R"

ELEV 1928 ft (588 m) **PPR** **LSZN**



RTF Meldung 5 min vor ETA
RTF report 5 min prior ETA

MNM ALT für AD Überflug:
MNM ALT for AD overflight: ***3500***

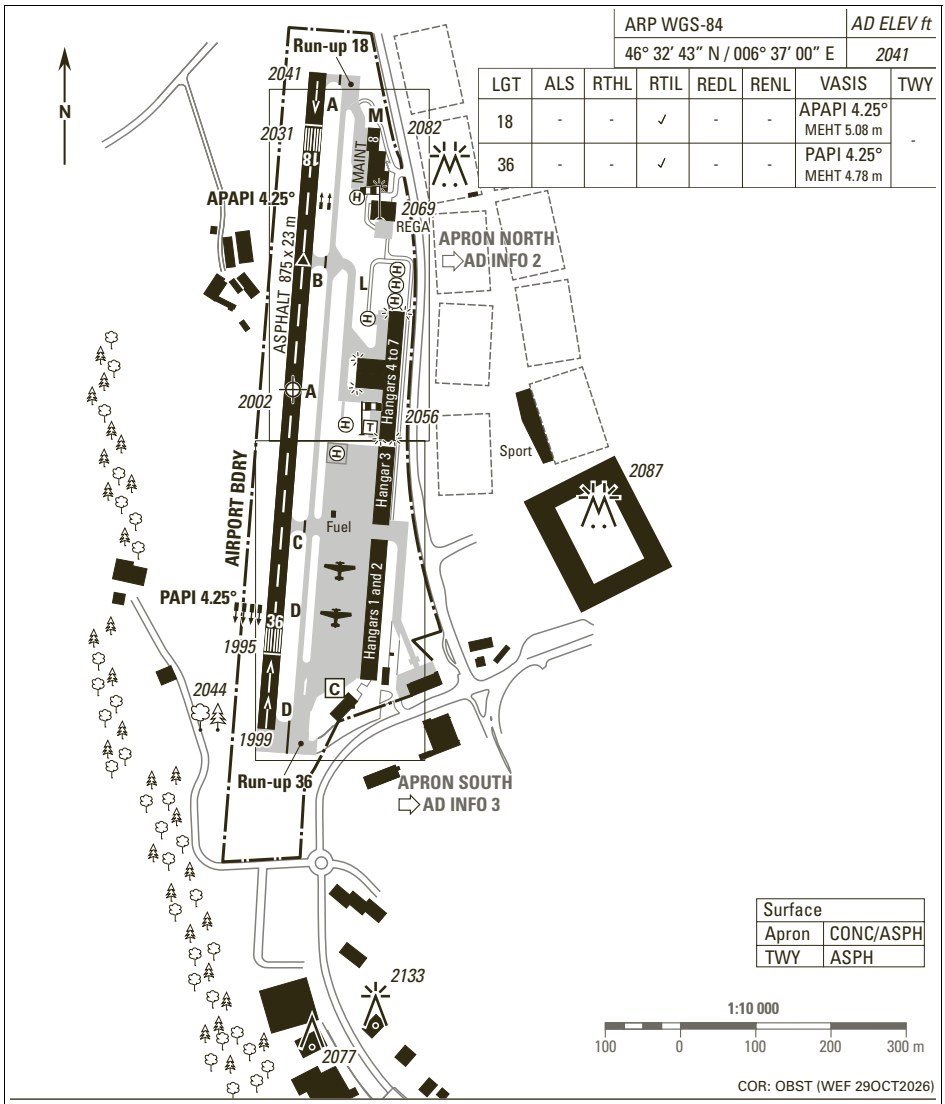
Bevorzugte Anflugsektoren:
Preferential ARR sectors:

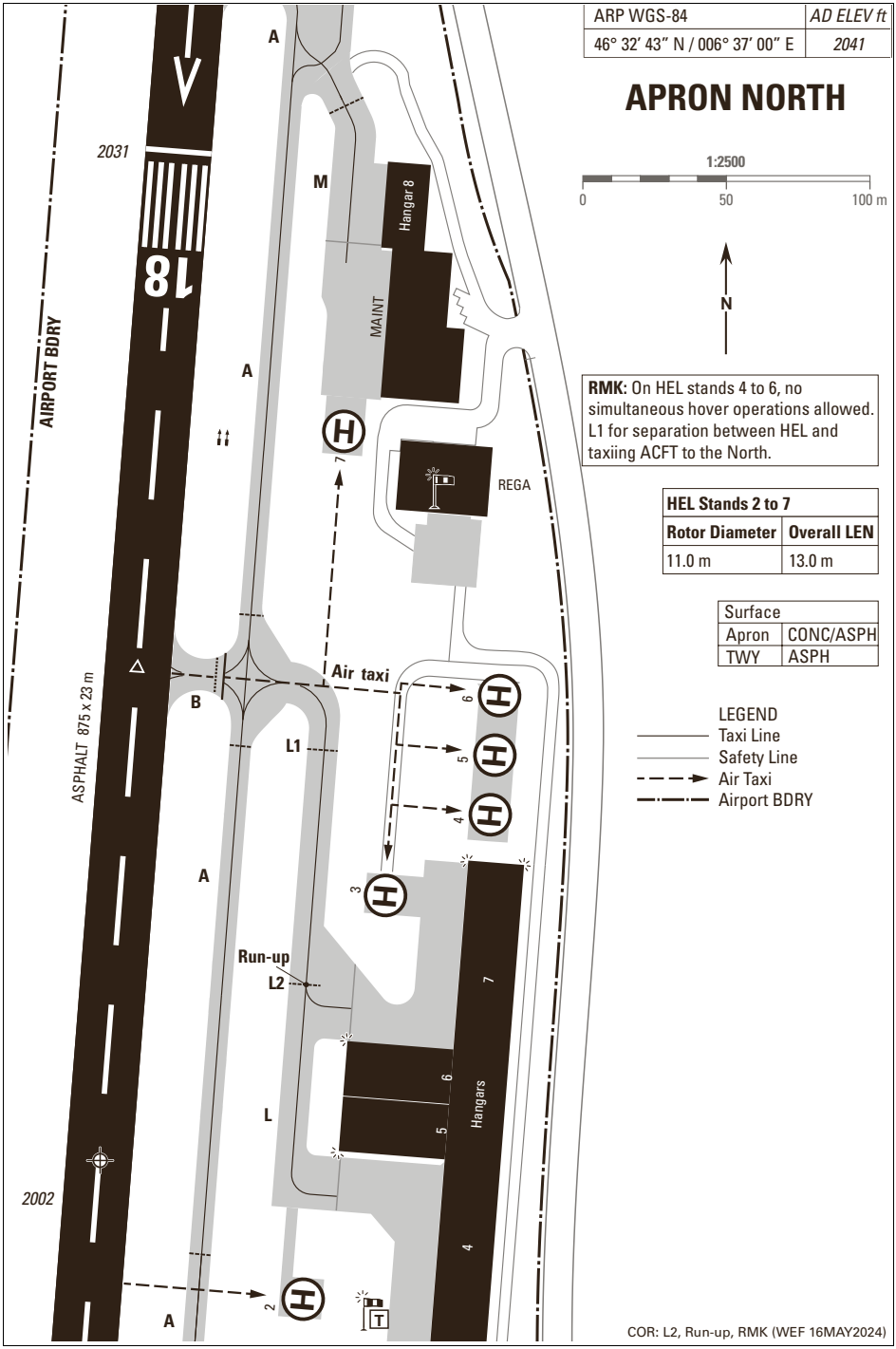
NW /NE	Keine Abflüge, meiden bei Segelflugbetrieb No departures avoid when GLD ACT	MNM ***3500***
W, S, E, SW	Anflug bei Schlechtwetter Approach in marginal weather conditions	MNM ***3000***

CTN: Auf Downwind Piste nicht sichtbar
on Downwind RWY not visible
RWY 27: hohe Bäume im Endanflugbereich
high trees in final area
RWY 09: Bei NE-Wind starke Turbulenzen vor THR
with NE-wind, strong turbulences near THR

COR: OBST

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ARP WGS-84
46° 32′ 43″ N / 006° 37′ 00″ E
AD ELEV ft
2041
LGT | ALS | RTHL | RTIL | REDL | RENL | VASIS | TWY
18 | - | - | ✓ | - | - | APAPI 4.25° MEHT 5.08 m | -
36 | - | - | ✓ | - | - | PAPI 4.25° MEHT 4.78 m
N
Run-up 18
2041
2031
2082
2069
REGA
MAINT
APAPI 4.25°
ASPHALT 875 x 23 m
APRON NORTH
AD INFO 2
Hangars 4 to 7
2002
2056
Sport
2087
AIRPORT BDRY
Hangar 3
Fuel
PAPI 4.25°
Hangars 1 and 2
1995
2044
1999
Run-up 36
APRON SOUTH
AD INFO 3
2133
2077
Surface
Apron | CONC/ASPH
TWY | ASPH
1:10 000
100 0 100 200 300 m
COR: OBST (WEF 29OCT2026)
SLOPES: longitudinal profile of the runway (m)
Longitudinal slope ΔHmax / RWY length = 1.53%
RWY 18
2041
2.50%
2007
1.80%
1999
0.38%
1997
0.31%
1999
RWY 36
414 m
141 m
145 m
175 m
875 m
1:10 000


ARP WGS-84
AD ELEV ft
46° 32′ 43″ N / 006° 37′ 00″ E
2041
APRON NORTH
1:2500
0
50
100 m
N
RMK: On HEL stands 4 to 6, no simultaneous hover operations allowed. L1 for separation between HEL and taxiing ACFT to the North.
HEL Stands 2 to 7
Rotor Diameter
Overall LEN
11.0 m
13.0 m
Surface
Apron
CONC/ASPH
TWY
ASPH
LEGEND
Taxi Line
Safety Line
Air Taxi
Airport BDRY
18
2031
2002
AIRPORT BDRY
ASPHALT 875 x 23 m
Air taxi
Run-up
L2
L1
L
A
B
M
MAINT
Hangar 8
REGA
Hangars
2
3
4
5
6
7
COR: L2, Run-up, RMK (WEF 16MAY2024)

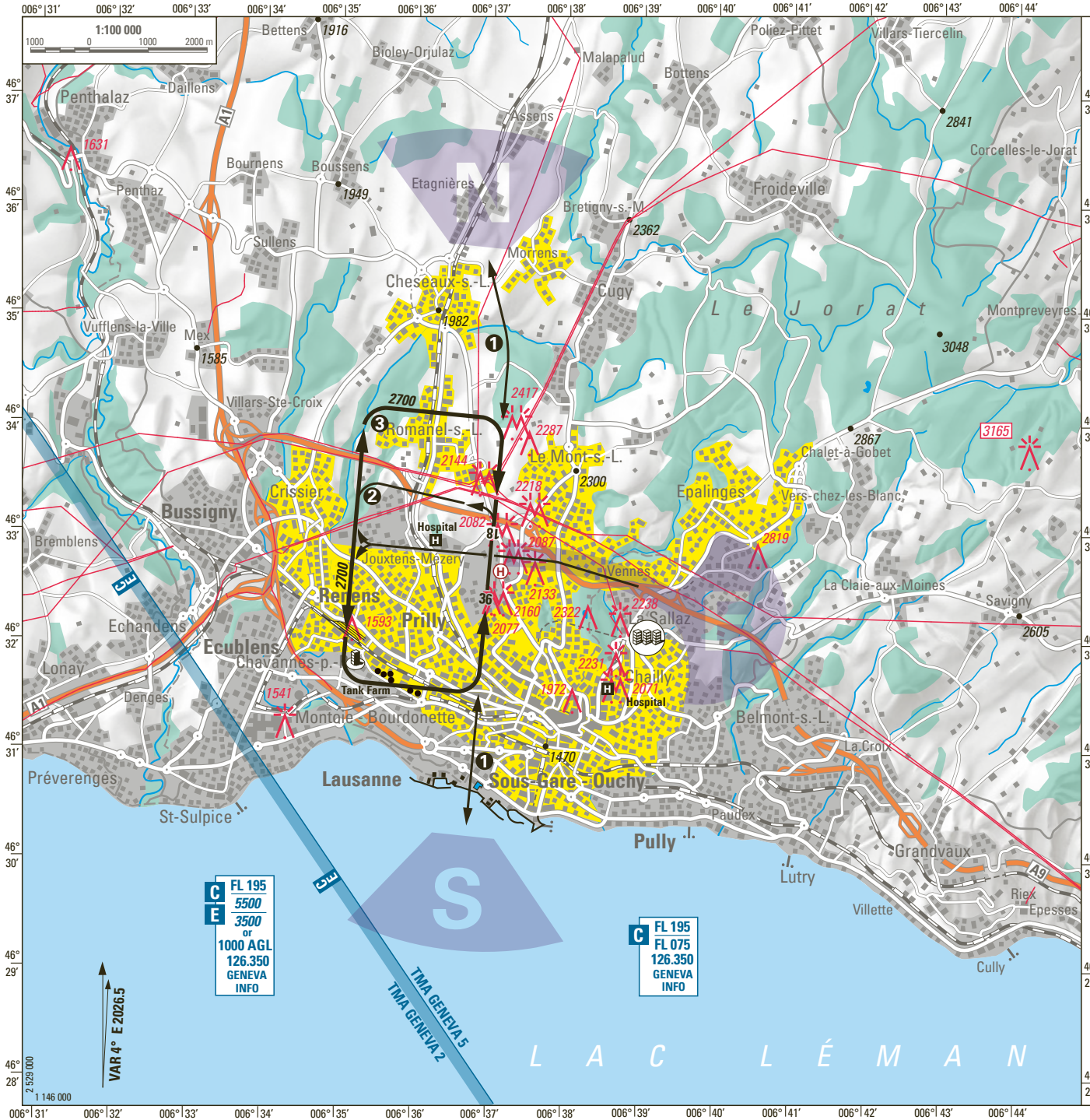
CARTE D'APPROCHE A VUE
VISUAL APPROACH CHART

LAUSANNE LA BLÉCHERETTE

ELEV 2041 ft (622 m)

LSGL

APCH INFO	118.830
AD	123.205



Ecouter APCH INFO avant le premier contact sur AD
(Confirmer l'indicatif APCH INFO au premier contact sur la fréquence AD)

Check APCH INFO before initial call on AD
(Confirm APCH INFO designator at the initial call on AD frequency)

Annonce RTF 5 min avant ETA
RTF report 5 min prior ETA

Le trafic en base est prioritaire
Base-leg traffic has priority

Secteurs ARR préférentiels:
Preferential ARR sectors:

NORD/NORTH:	MNM	***3500*** [1]
SUD/SOUTH:	MNM	***3300*** [1]
EST/EAST:	MNM	***3700***

[1] Approche en ligne droite seulement
Straight-in-approach only

❶ Procédures d'approche en ligne droite:
Straight-in-approach procedure:
→ AD INFO § 10.3

❷ Circuit d'aérodrome RWY 36
Aerodrome circuit RWY 36

❸ Circuit d'aérodrome RWY 18
Aerodrome circuit RWY 18

Aéronefs non munis de RDO:
Approche par EST obligatoire

Non RDO ACFT:
Approach via EAST compulsory

Les hélicoptères opèrent sur les mêmes circuits publiés.
Pour des informations supplémentaires:
→ AD INFO § 13

Helicopters operate on the same published circuits. For additional information:
→ AD INFO § 13

COR: OBST

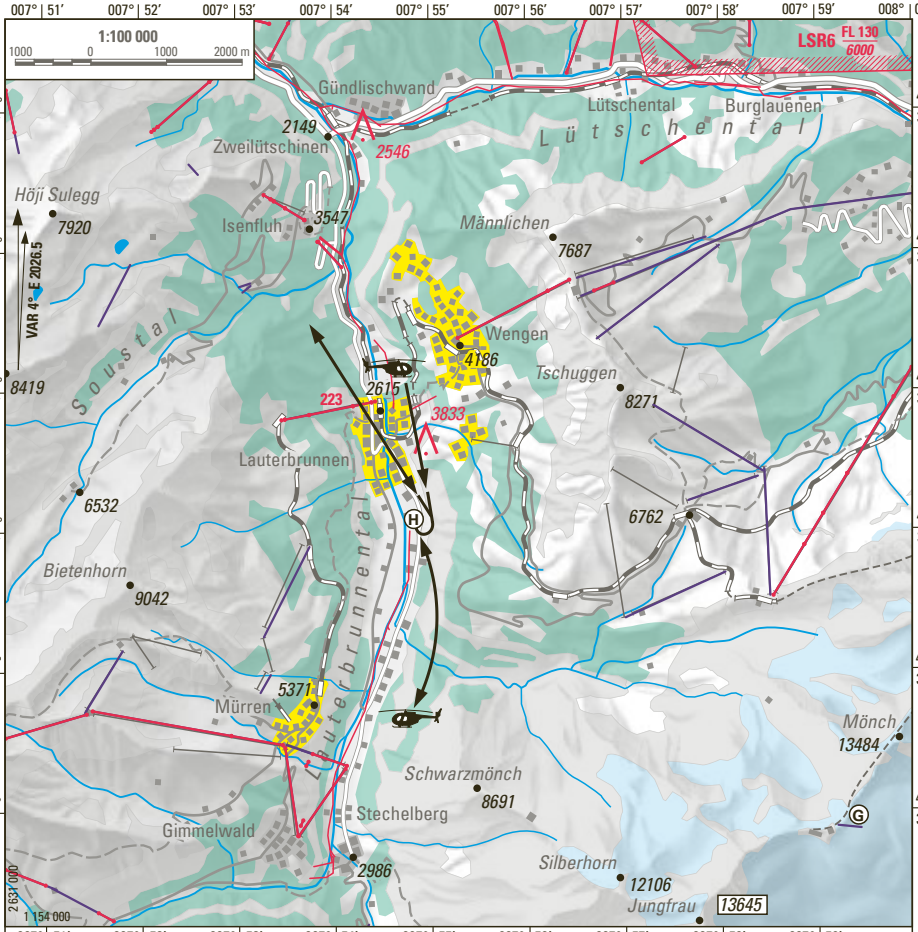
© swisstopo

SICHTANFLUG- und ABFLUGKARTE HEL

VISUAL APCH/DEP CHART HEL

LAUTERBRUNNEN

ELEV 2625 ft (800 m) | H1 **159.675** | **PPR** | **LSXL**



Für den An- und Abflug sind in der Regel die publizierten Routen zu benützen. Die Ortschaften **Lauterbrunnen, Wengen, Mürren und Trümmelbach** sind möglichst zu meiden. Bei unumgänglichen Überflügen: **MNM 200 m AGL!**

For APCH and DEP use as a rule the published routes. **Lauterbrunnen, Wengen, Mürren und Trümmelbach** populated areas shall be avoided if possible. If overflight is compulsory: **MNM 200 m AGL!**

Meteobedingte tiefe An- und Abflüge (SAR) über Lauterbrunnen sind entlang der Strasse Stechelberg-Lauterbrunnen durchzuführen.

For lowlevel APCH and DEP (SAR) via Lauterbrunnen due to MET COND follow along the road Stechelberg-Lauterbrunnen.

COR: OBST

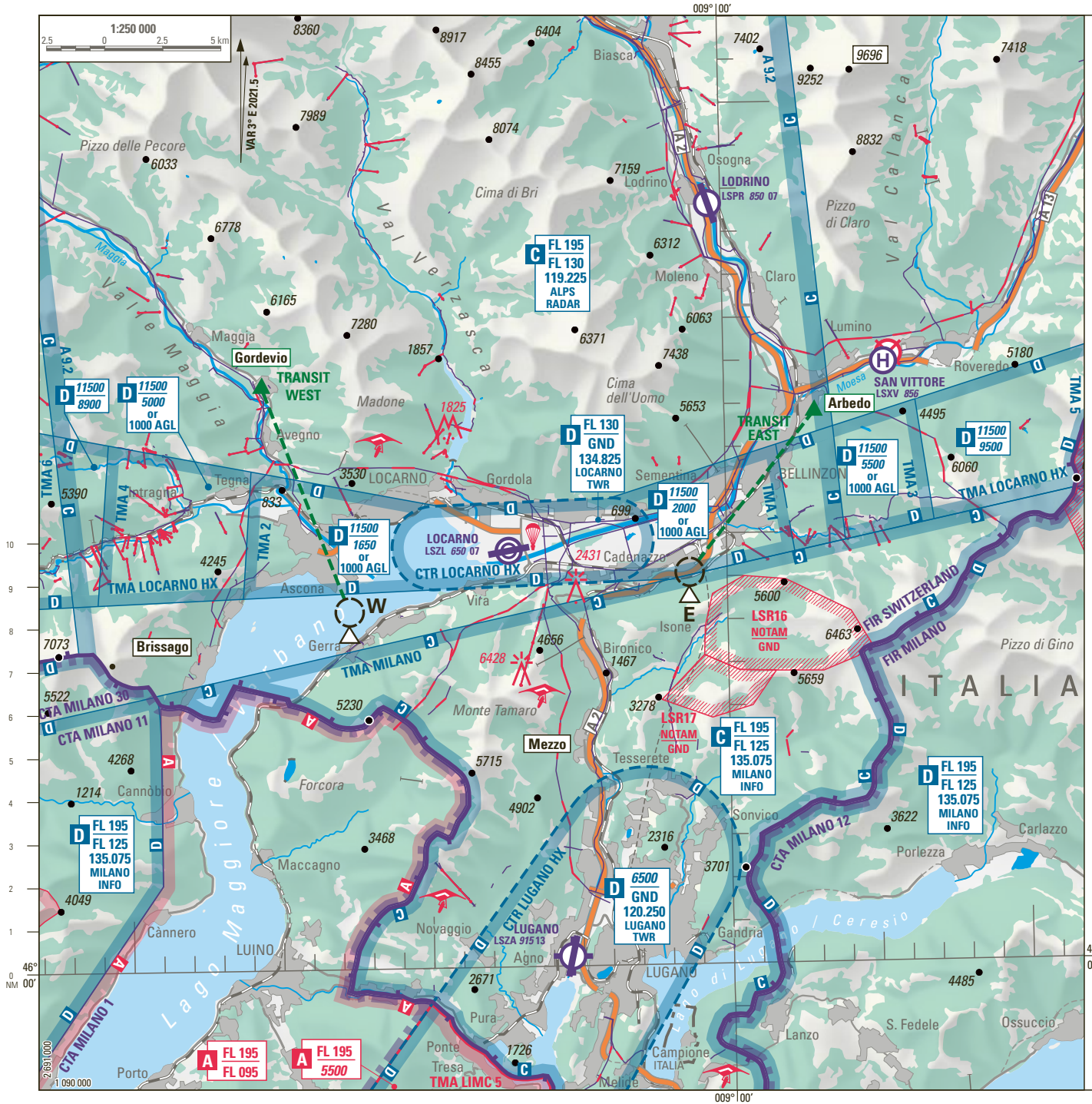
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CARTA REGIONALE VFR
VFR AREA CHART

LOCARNO

CIV/MIL LSZL

ELEV 650 ft (198 m)



ZURICH INFO	**124.700**	
MILANO INFO	**135.075**	**124.925**
ATIS	**133.455**	
TWR/AD	**134.825**	**119.700**
GND	**121.705**	

Ascoltare LOCARNO ATIS
(confermare indicativo ATIS)
MNT LOCARNO ATIS
(confirm ATIS designator)

Primo contatto radio / First RDO contact

Brissago **Gordevio** **Arbedo** **Mezzo**

o 5 MIN prima dell' entrata nella CTR
or 5 MIN prior entering CTR

Trasmissioni all'aria obbligatorie all'interno della CTR/TMA Locarno sulla frequenza 134.825 al di fuori degli orari operativi del controllo del traffico aereo (spazi aerei E e G).

Blind calls within CTR/TMA Locarno mandatory on 134.825 outside ATC service hours (airspace E and G).

rotte TRANSIT VFR TMA
TMA VFR TRANSIT routes

W 46° 08′ 17″ N / 008° 47′ 22″ E
E 46° 09′ 05″ N / 008° 58′ 45″ E

Transponder Mandatory Zone (TMZ)
if not in contact with Milano FIC:
- Codice 4612
- MONITORANDO 126.750
- GND fino il limite verticale inferiore degli spazi aerei controllati sovrastanti
- Code 4612
- MONITORING 126.750
- GND up to lower vertical limit of overlying controlled airspace

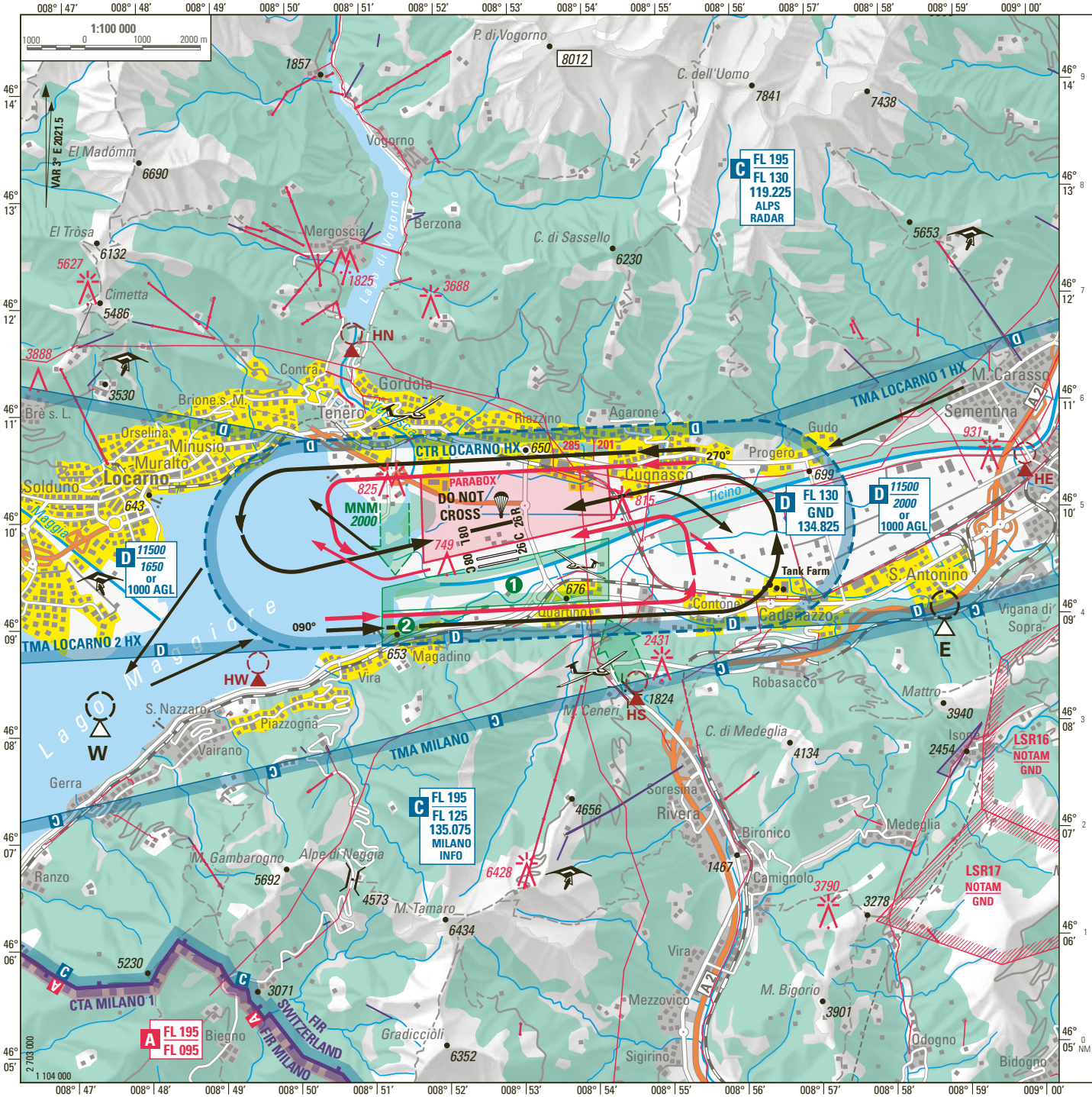
COR: Legend

© swisstopo

LOCARNO

CIV/MIL LSZL

ELEV 650 ft (198 m)



ATIS	133.455	
TWR/AD	134.825	119.700
GND	121.705	

Trasmissioni all'aria obbligatorie all'interno della CTR/TMA Locarno sulla frequenza 134.825 al di fuori degli orari operativi del controllo del traffico aereo (spazi aerei E e G).

Blind calls within CTR/TMA Locarno mandatory on 134.825 outside ATC service hours (airspace E and G).

ACFT con carrello fisso:
Fixed LDG gear ACFT:
RWY 08
RWY 26 **2000**

ACFT con carrello retrattile:
Retractable LDG gear ACFT:
RWY 08
RWY 26 **3000**

Attenzione: Traffico su piste e circuiti paralleli
Caution: Traffic on PARL RWY and circuits

SECTOR LIMA GOLF

1 **GND / 2500**

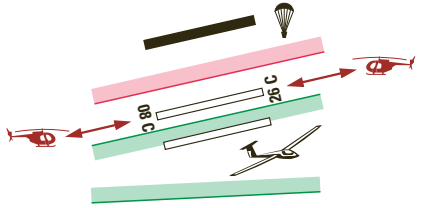
2 **GND / 1500**

L'attivazione viene trasmessa tramite ATIS
Activation will be broadcasted with ATIS

W 46° 08' 17'' N / 008° 47' 22'' E
E 46° 09' 05'' N / 008° 58' 45'' E

HEL: PPR +41 (0) 91 816 17 31

Evitare le aree PJE e GLD
Avoid PJE and GLD areas



Transponder Mandatory Zone (TMZ)
if not in contact with Milano FIC:
- Codice 4612
- MONITORANDO 126.750
- GND fino il limite verticale inferiore degli spazi aerei controllati sovrastanti
- Code 4612
- MONITORING 126.750
- GND up to lower vertical limit of overlying controlled airspace

COR: Legend

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SICHTANFLUGKARTE
VISUAL APPROACH CHART

MOUNTAINOUS AREA

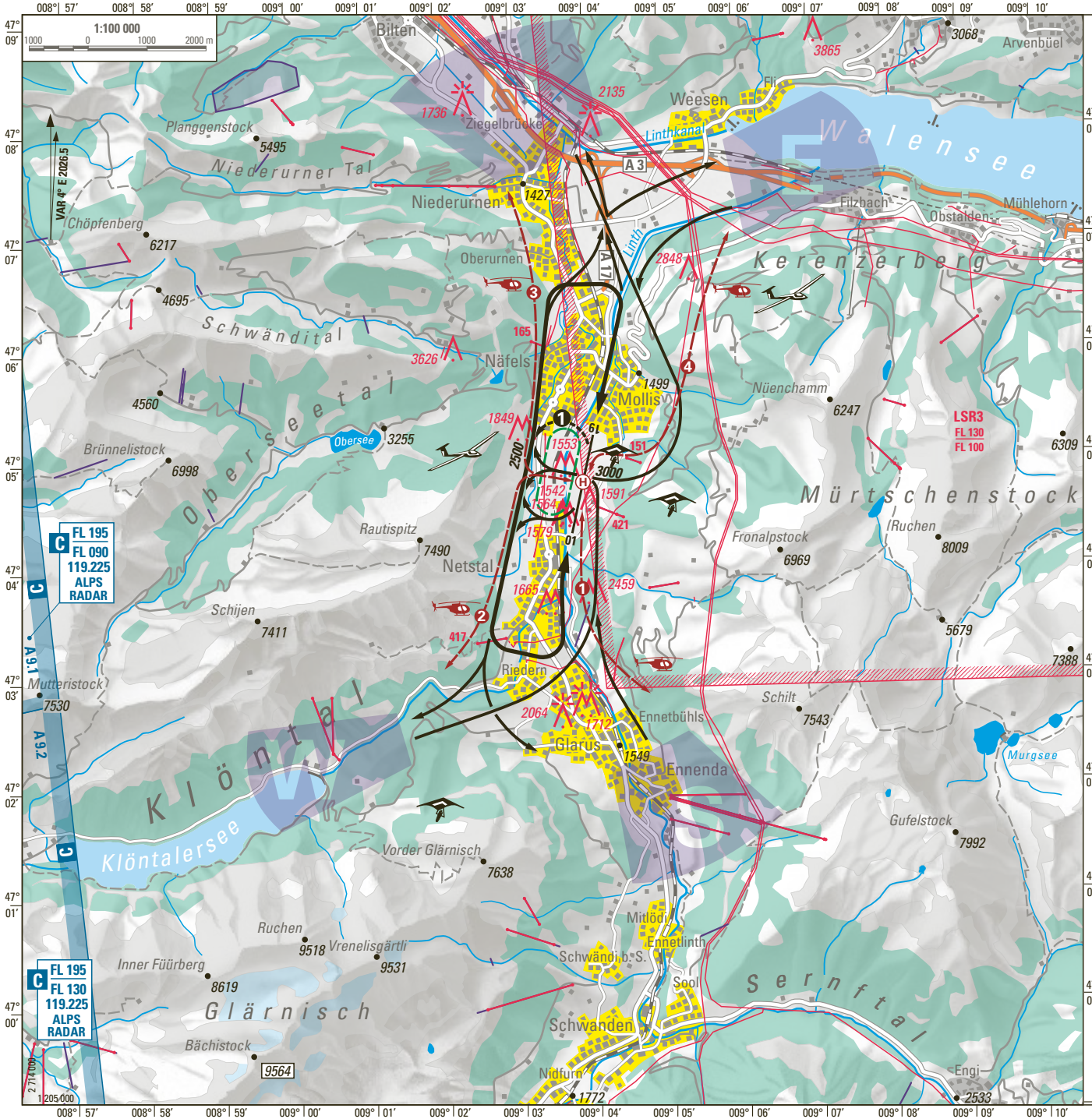
ELEV 1467 ft (447 m)

AD **134.830**
PPR

MOLLIS

LSZM

SINGLE ENGINE / LIGHT TWIN / HEL
MAX TURNING SPEED 110KT



CTN: AD im Gebirge, Einweisungsflug empfohlen
AD in mountainous area,
Familiarization flight recommended

RTF Meldung 5 min vor ETA
RTF report 5 min prior ETA

Preferential ARR sectors:
Bevorzugter Anflugsektor: **MNM *4000***

Direktanflüge in den Downwind sind erlaubt, sofern die Landerichtung bekannt ist
Direct approaches into downwind are permitted if landing RWY is known

❶ - ❹ HEL Route auf AD Frequenz melden
report HEL route on AD frequency

❶ **MNM *2000*** für Kurve
MNM *2000* for turn

CTN: Segelflug Abkreisraum über dem Flugplatz
Glider descent area over the airfield

COR: OBST

© swisstopo

SICHTANFLUGKARTE
VISUAL APPROACH CHART

MOUNTAINOUS AREA

ELEV 1467 ft (447 m)

AD **134.830**

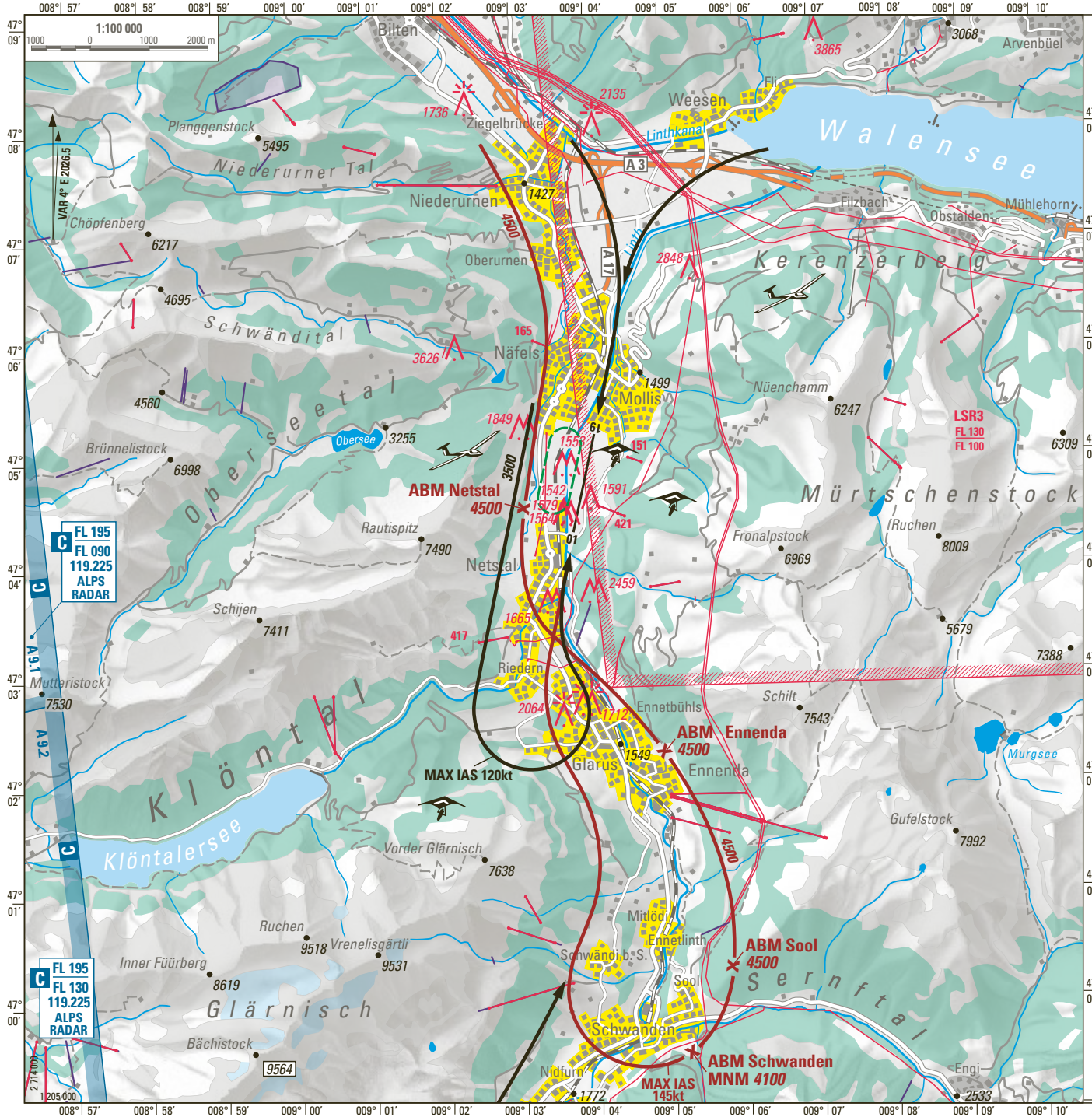
PPR

MOLLIS

LSZM

ARRIVAL

FOR AIRCRAFT WITH MORE THAN 110KT TURNING SPEED



Die Flugverfahren mit einer Kurvengeschwindigkeit grösser 110kt dürfen nur mit einem aktuell gültigen Flugplatzbriefing geflogen werden
The procedures with turning speed greater 110kt are only allowed to fly with a valid airport briefing

RTF Meldung 5 min vor ETA
RTF report 5 min prior ETA

→ Anflug RWY 01 für Flugzeuge mit MAX 145kt Queranfluggeschwindigkeit
Arrival RWY 01 for aircraft with MAX 145kt baseturn speed

X Empfohlene Überflughöhen und Voltenführung
Recommended crossing altitudes and circuit guidance

ABM Netstal	47° 04′ 31″ N / 009° 03′ 05″ E
ABM Ennenda	47° 02′ 16″ N / 009° 04′ 55″ E
ABM Sool	47° 00′ 17″ N / 009° 05′ 46″ E
ABM Schwanden	46° 59′ 30″ N / 009° 05′ 12″ E

→ Anflug RWY 01 für Flugzeuge mit MAX 120kt Queranfluggeschwindigkeit
Arrival RWY 01 for aircraft with MAX 120kt baseturn speed

CTN: Enges Tal / hohe Berge in Richtung Ost, Süd und West / offen nur Richtung Nord
Narrow valley / high mountains to the east, south and west / open to the north only

CTN: Segelflug Abkreisraum über dem Flugplatz
Glider descent area over the airfield

Wichtig:
VAC für Kleinflugzeuge und Helikopter beachten für möglichen kreuzenden Flugverkehr auf dem Anflugverfahren
Important:
Check VAC light aircraft and helicopter for possible crossing traffic during approach procedure

COR: OBST

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SICHTABLUGKARTE
VISUAL DEPARTURE CHART

MOUNTAINOUS AREA

ELEV 1467 ft (447 m)

AD **134.830**

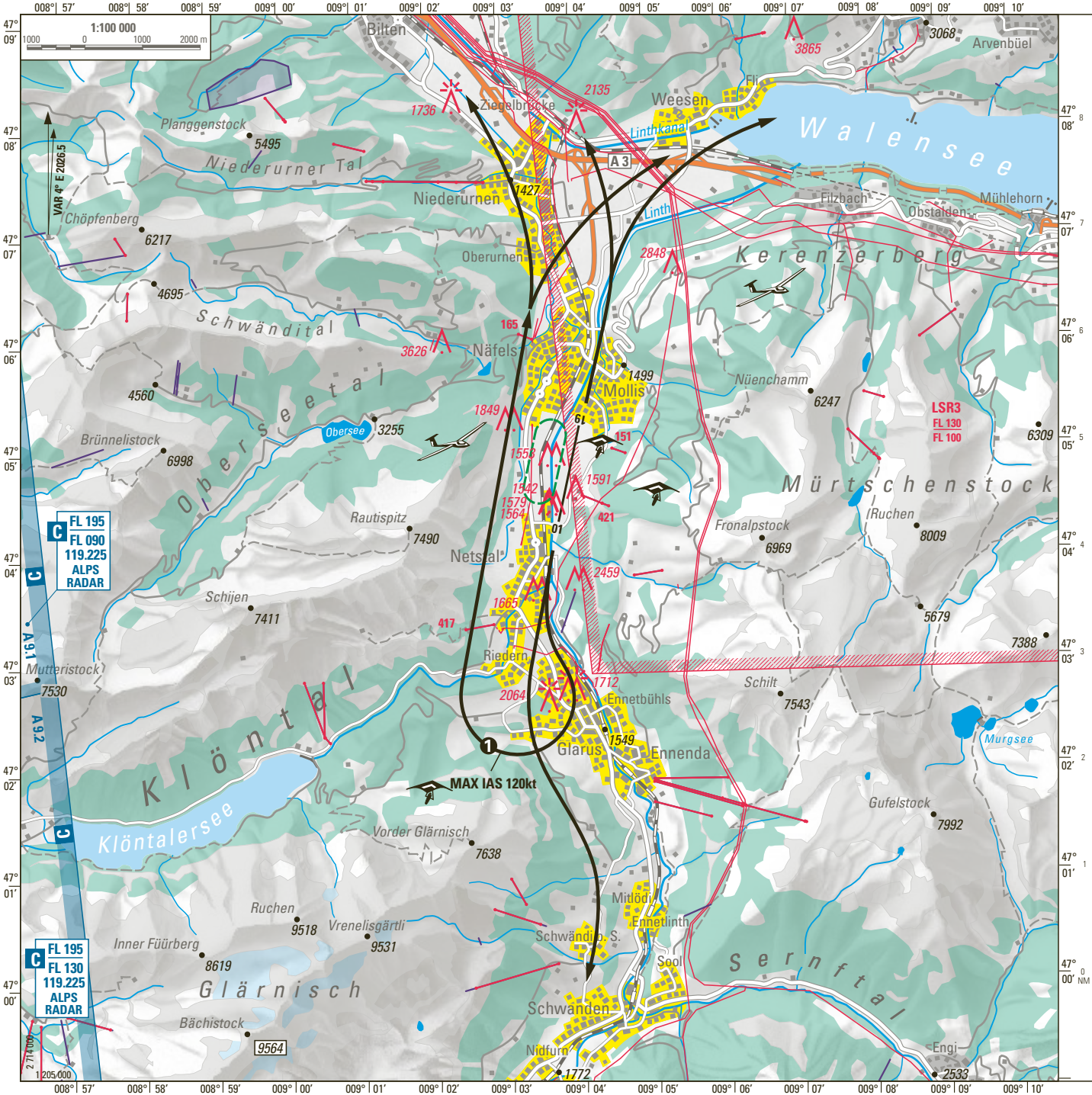
PPR

DEPARTURE

FOR AIRCRAFT WITH MORE THAN 110KT TURNING SPEED

MOLLIS

LSZM



Die Flugverfahren mit einer Kurvengeschwindigkeit grösser 110kt dürfen nur mit einem aktuell gültigen Flugplatzbriefing geflogen werden
The procedures with turning speed greater 110kt are only allowed to fly with a valid airport briefing

❶ Abflug RWY 19 mit Rechtskurve nur für Flugzeuge mit MAX 120kt Kurvengeschwindigkeit
Departure RWY 19 with right turn only for aircraft with MAX 120kt turn speed

CTN: Enges Tal / hohe Berge in Richtung Ost, Süd und West / offen nur Richtung Nord
Narrow valley / high mountains to the east, south and west / open to the north only

CTN: Segelflug Abkreisraum über dem Flugplatz
Glider descent area over the airfield

Wichtig:
VAC für Kleinflugzeuge und Helikopter beachten für möglichen kreuzenden Flugverkehr auf dem Anflugverfahren
Important:
Check VAC light aircraft and helicopter for possible crossing traffic during approach procedure

COR: OBST

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SICHTANFLUGKARTE
VISUAL APPROACH CHART

MOUNTAINOUS AREA

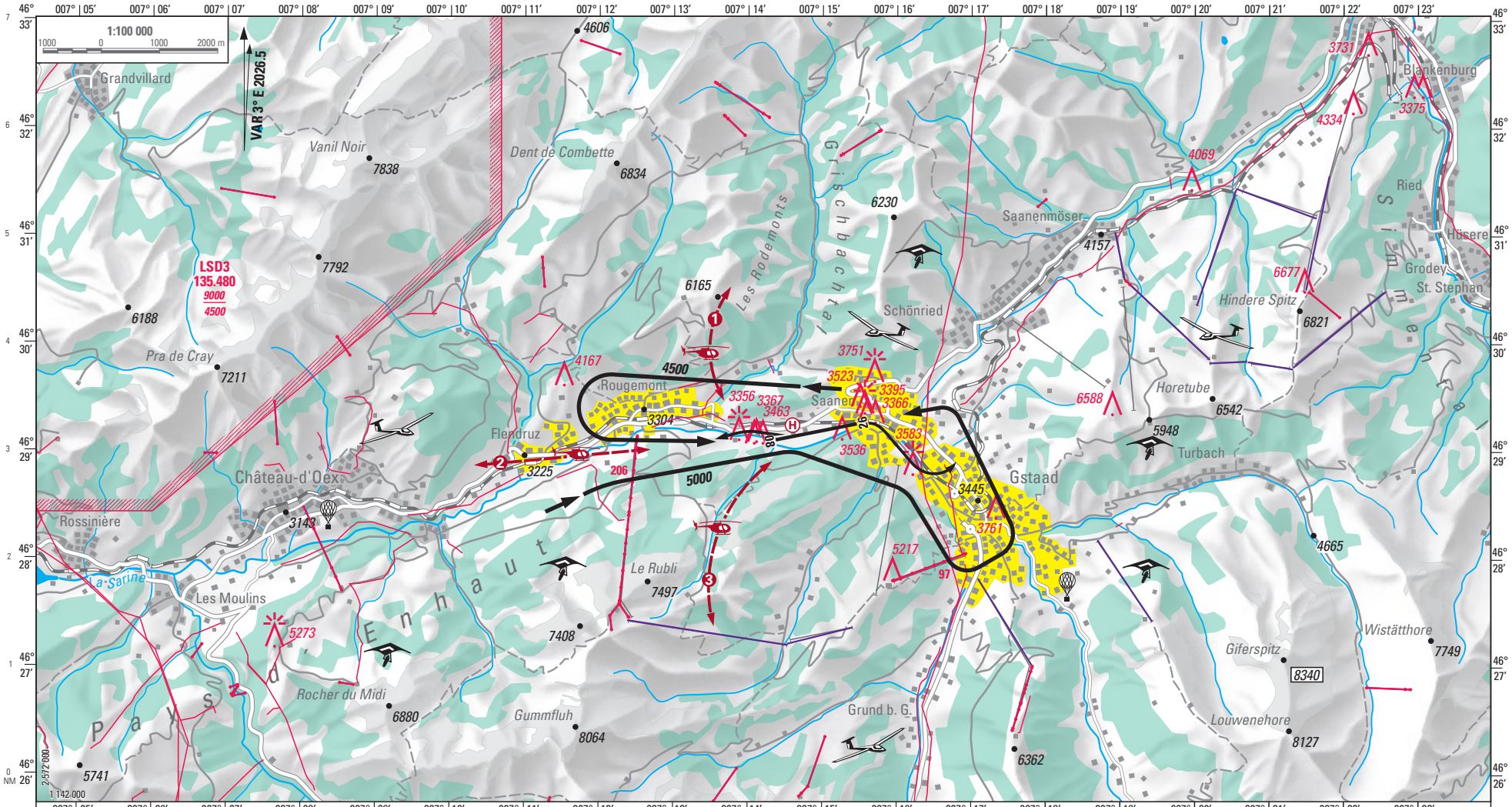
ELEV 3307 ft (1008 m)

AD **119.430**

PPR

SAANEN

LSGK



CTN: **AD im Gebirge.** Einweisungsflug empfohlen.
AD in mountainous area. Familiarization flight recommended.

Keine HEL An- und Abflüge über Saanen
No HEL ARR / DEP via Saanen

❶ HEL RTE Nord / North
❷ HEL RTE West
❸ HEL RTE Süd / South

Hohe GLD ACT im Sommer
Intense GLD ACT during summer

Erhöhte Gleitschirmtätigkeit in der Umgebung
Intense paraglider ACT in the vicinity

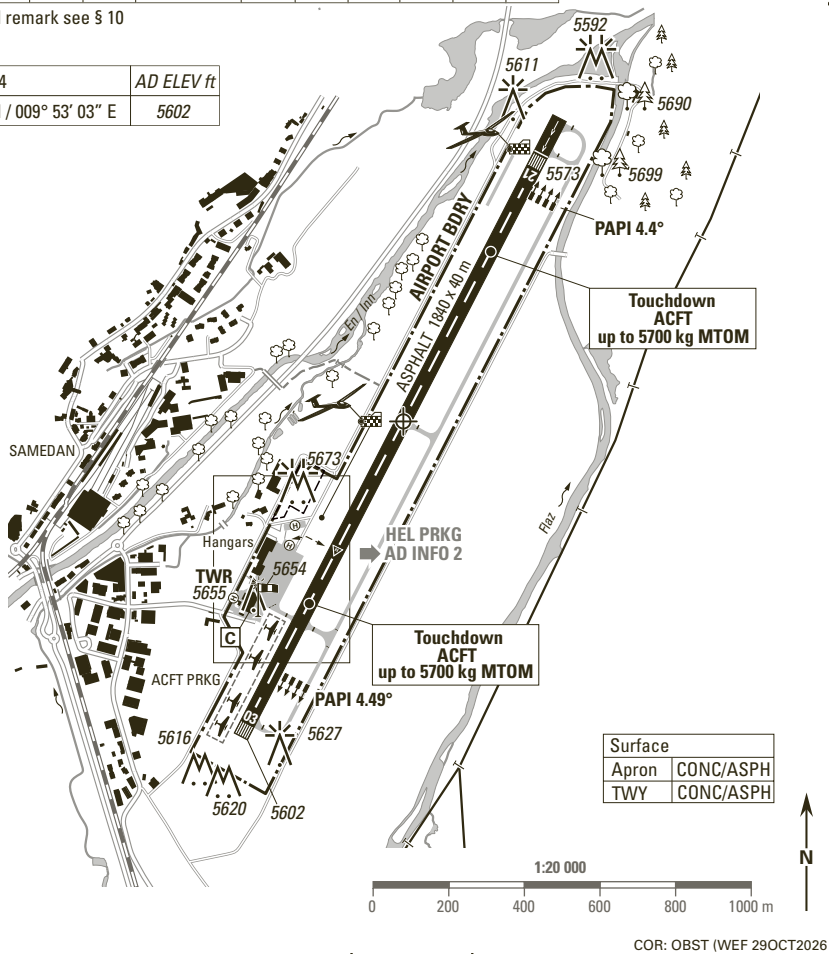
COR: OBST

© swisstopo

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL	TWY
03	-	-	-	PAPI 4.49° [1] MEHT 13.67 m	-	-	-	-	-	-
21	-	-	-	PAPI 4.4° [1] MEHT 8.27 m	-	-	-	-	-	

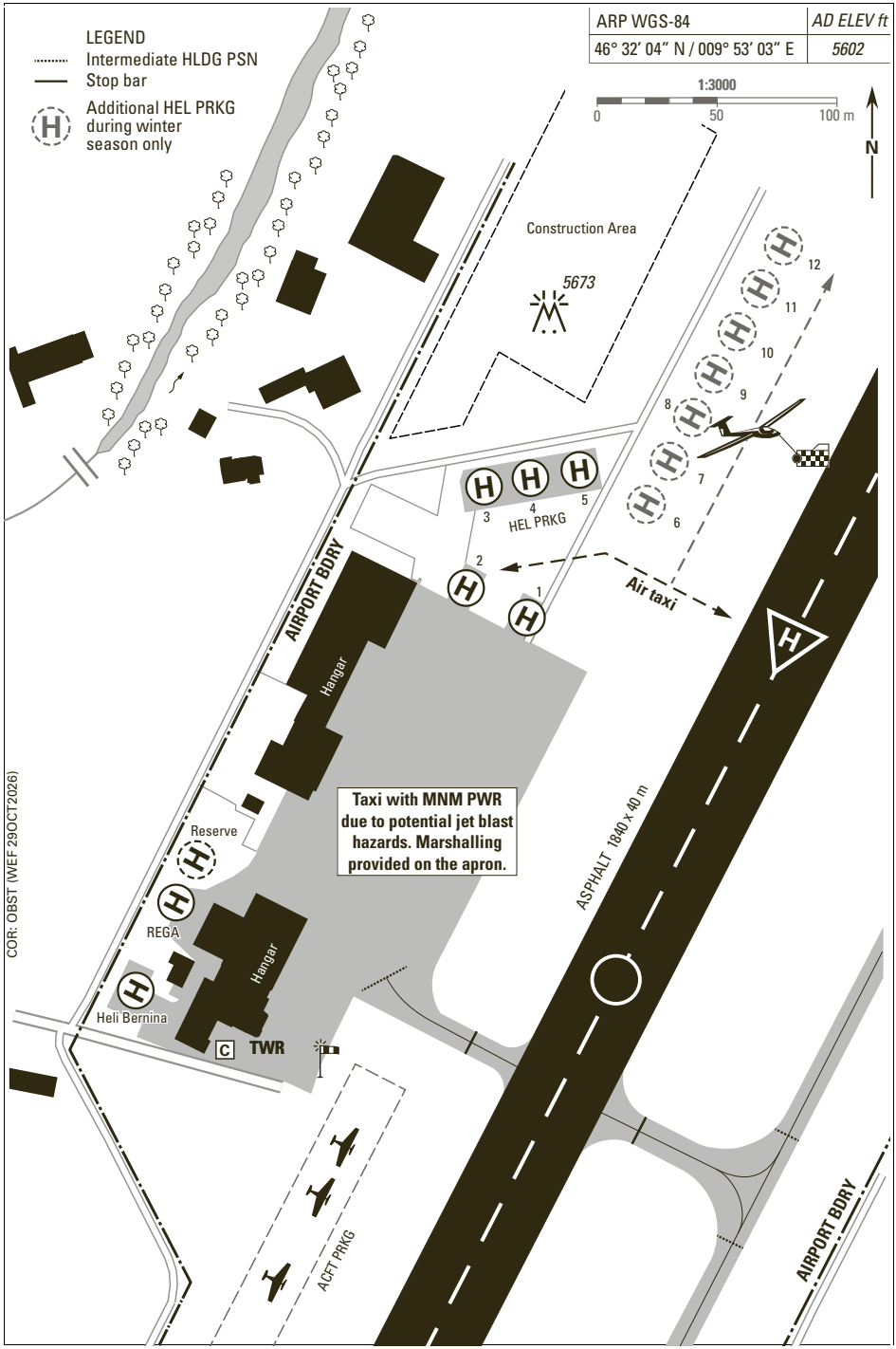
[1] Additional remark see § 10

ARP WGS-84	*AD ELEV ft*
46° 32′ 04″ N / 009° 53′ 03″ E	*5602*



COR: OBST (WEF 29OCT2026

RWY NR	RWY BRG TRUE/MAG	m	AVBL LEN LDG	AVBL LEN TKOF	Oberfläche SFC	Tragfähigkeit STRENGTH
03	029/026	1840 x 40	**1840**	**1730**	ASPH	PCR 300/F/C/X/U
21	209/206		**1730**	**1840**		
	VAR (19.5): 3° E		→ VFR AGA 3-0, § 3			→ VFR AGA 3-0, § 2


LEGEND
Intermediate HLDG PSN
Stop bar
Additional HEL PRKG during winter season only
ARP WGS-84
46° 32′ 04″ N / 009° 53′ 03″ E
AD ELEV ft
5602
1:3000
0
50
100 m
N
Construction Area
5673
HEL PRKG
Air taxi
AIRPORT BDRY
Hangar
Taxi with MNM PWR due to potential jet blast hazards. Marshalling provided on the apron.
Reserve
REGA
Hangar
Heli Bernina
C
TWR
ASPHALT 1840 x 40 m
ACFT PRKG
AIRPORT BDRY
COR: OBST (WEF 29OCT2026)

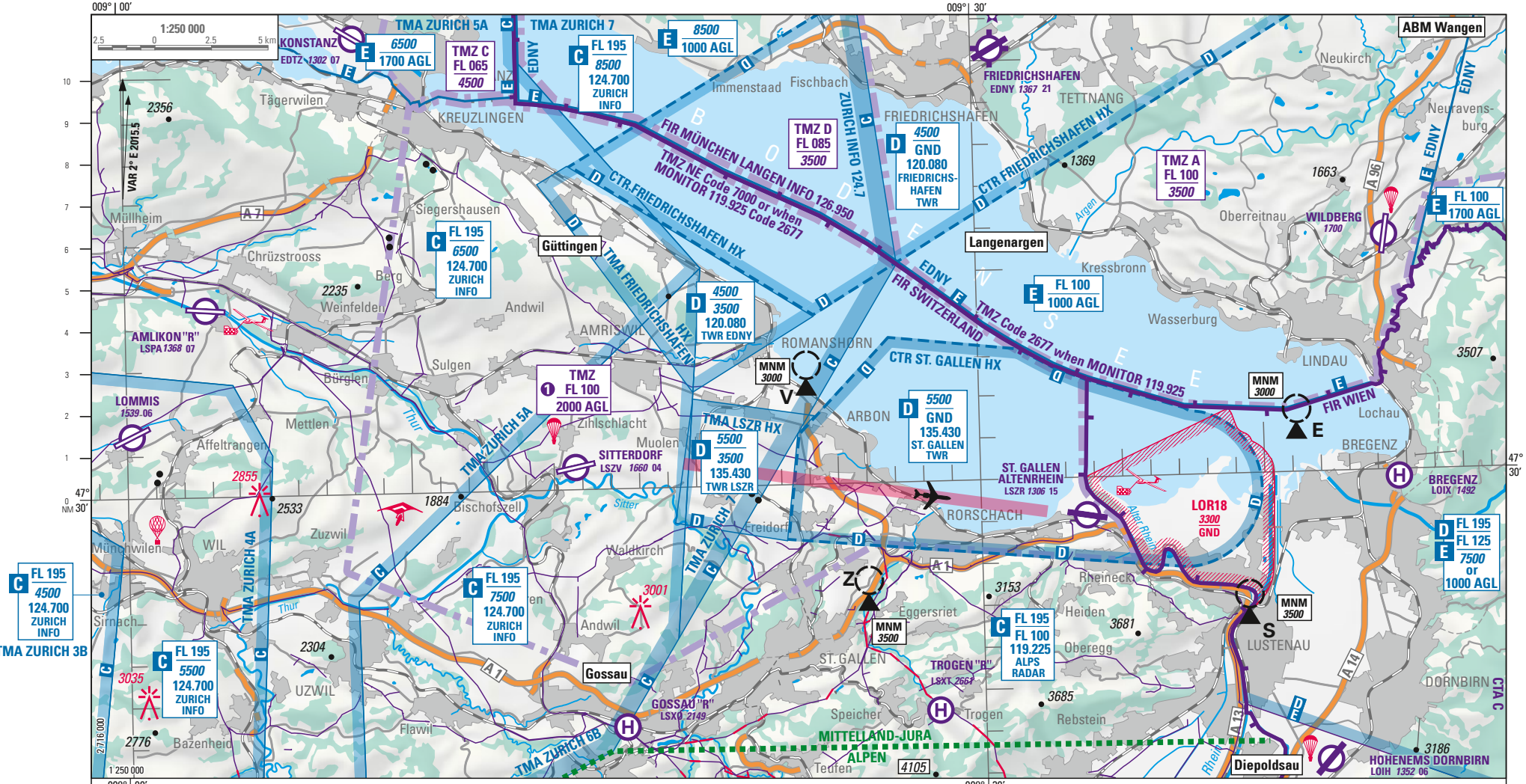
VFR AREA KARTE
VFR AREA CHART

ST. GALLEN-ALTENRHEIN

ELEV 1306 ft (398 m)

LSZR

ATIS	123.780		
GND	121.805		
TWR	135.430	119.700	121.500



ATIS ST.GALLEN abhören (ATIS Kennung bestätigen)
MNT ST.GALLEN ATIS (confirm ATIS designator)

Erster Funkkontakt 5 min vor Einflug in CTR oder
First RDO contact 5 min prior CTR or

Güttingen | **Langenargen** | **ABM Wangen**

Diepoldsau | **Gossau**

Mit dem ersten Funkkontakt ist der vorgesehene Anflugweg zu melden (z.B. Gossau - ZULU)
The intended routing (e.g. Gossau - ZULU) shall be submitted with the first RDO contact.

Funkausfallverfahren: → LSZR AD INFO 6 § 3
RDO failure procedure:

V 47° 32′ 50″ N / 009° 24′ 00″ E
E 47° 31′ 30″ N / 009° 41′ 10″ E
S 47° 27′ 06″ N / 009° 39′ 20″ E
Z 47° 27′ 40″ N / 009° 26′ 00″ E

HEL ARR / DEP → VAC

GLD PROC → VAC

TMZ NE:
1 Ausserhalb des Luftraumes der Klasse C/D
Outside Class C/D Airspace

IFR APCH

COR: OBST

© swisstopo

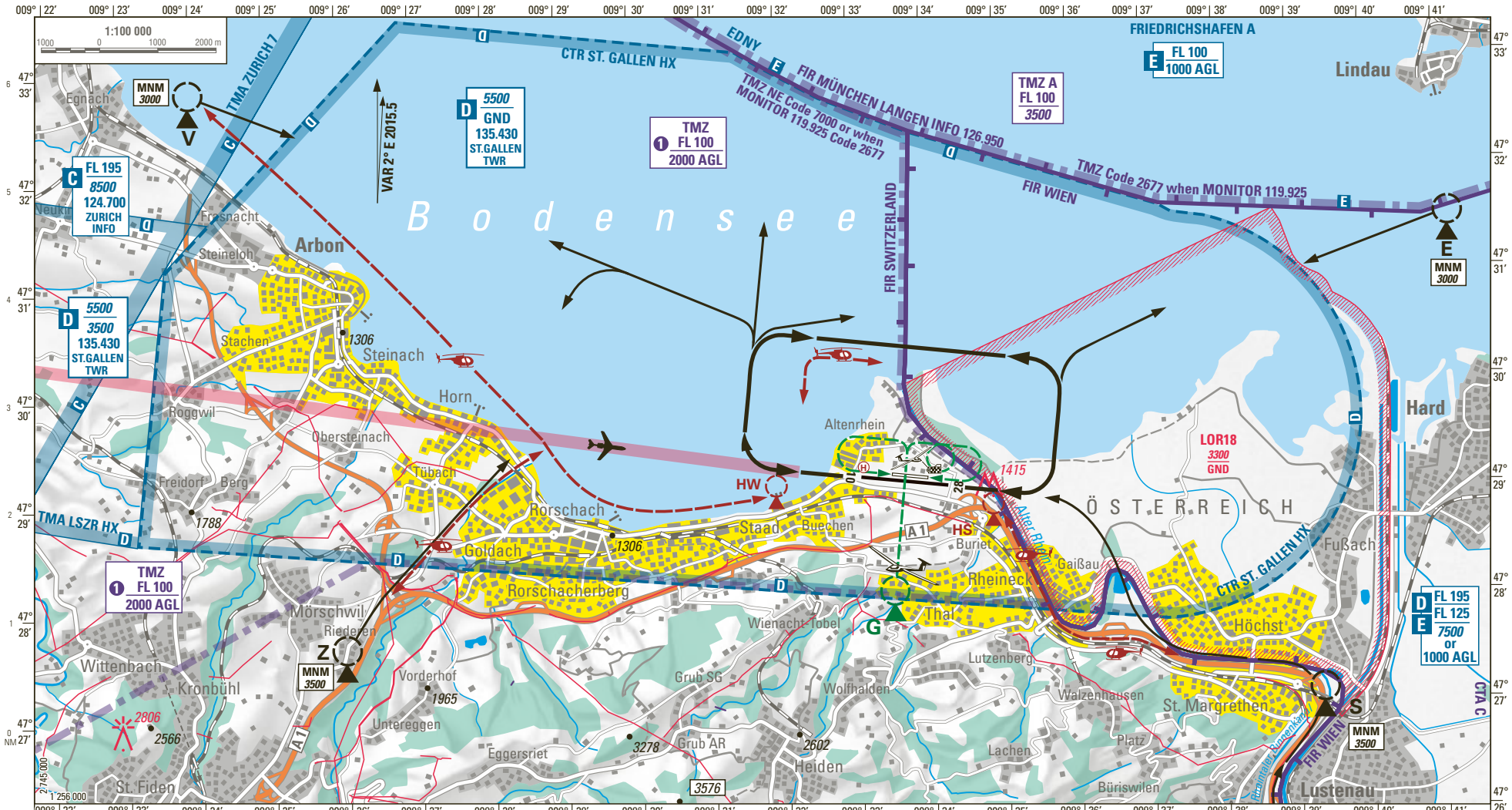
SICHTANFLUGKARTE
VISUAL APPROACH CHART

ELEV 1306 ft (398 m)

ATIS	123.780		
GND	121.805		
TWR	135.430	119.700	121.500

ST. GALLEN-ALTENRHEIN

LSZR



ATIS ST.GALLEN abhören (ATIS-Kennung bestätigen)
MNT ST.GALLEN ATIS (confirm ATIS designator)
GND FREQ ACT gemäss / according ATIS

Für Flugzeuge und HEL obligatorisch
For aeroplanes and HEL compulsory

SIERRA ARR für alle ACFT; DEP nur für HEL
ARR for all ACFT; DEP for HEL only

Kreuzen der IFR Anflugachse nur mit Bewilligung
Do not cross IFR APCH axis without permission

IFR APCH

Platzrunden / AD circuits:
Einziehfahrwerk ACFT **2600**
Retractable LDG-gear ACFT

ACFT mit festem Fahrwerk **2300**
Fixed LDG-gear ACFT

ARR + DEP Kreuzen der Pistenachse nur mit Bewilligung
Do not cross RWY-Axis without permission

HEL REP; obligatorisch
compulsory

HW 47° 29′ 06′′ N / 009° 31′ 54′′ E
HS 47° 28′ 54′′ N / 009° 34′ 52′′ E

REP nur für Segelflugzeuge
REP for GLD only

CTN: Vogelkonzentration auf dem Flugplatz und in der Umgebung
Bird concentration at the aerodrome and in the vicinity

TMZ NE:
Ausserhalb des Luftraumes der Klasse C/D
Outside Class C/D Airspace

COR: OBST

© swisstopo

SICHTANFLUGKARTE

VISUAL APPROACH CHART

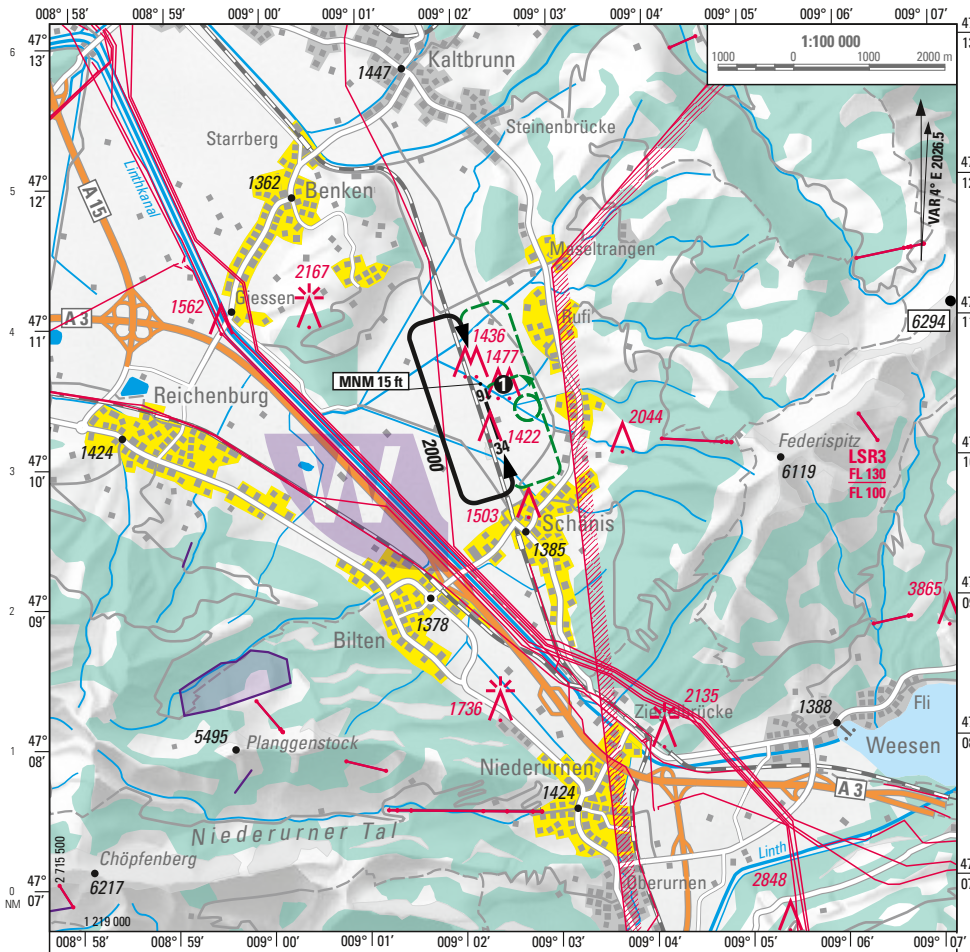
AD **120.605**

ELEV 1365 ft (416 m)

PPR

SCHÄNIS "R"

LSZX



RTF Meldung 5 min vor ETA
RTF report 5 min prior ETA

❶ Volte bei Föhn
Circuit in foehn conditions

Bahnlinie Achse für Akrobatik
Railway axis for aerobatics

COR: OBST

© swisstopo

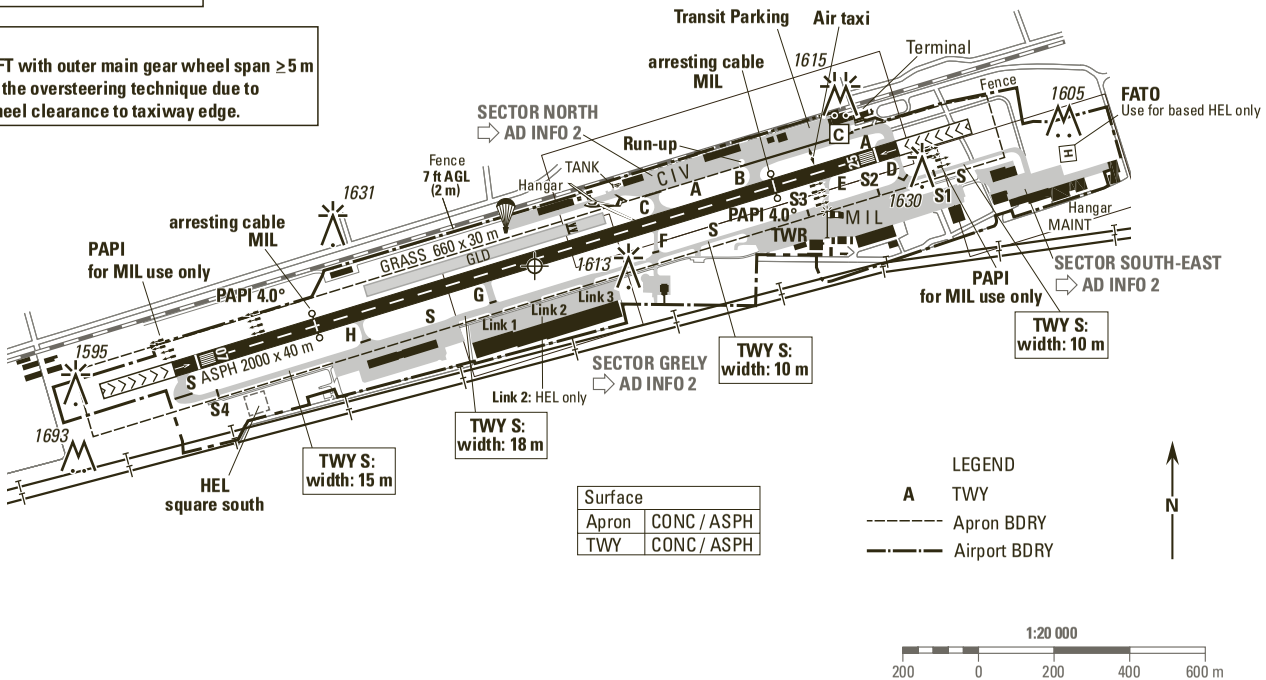
RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL	TWY Exits
07	✓	✓	-	PAPI 4.0° MEHT 12.33 m	-	-	✓	✓	✓	A*, B, C, D, F, G, S*,
25	✓	✓	-	PAPI 4.0° MEHT 12.12 m	-	-	✓	✓	✓	

*near RWY only

ARP WGS-84	AD ELEV ft
46° 13′ 09″ N / 007° 19′ 37″ E	1582

RMK:
ACFT more than 30 m wing span exit via TWY S or back track via TWY G.

RMK:
On TWY G, ACFT with outer main gear wheel span ≥5 m shall taxi with the oversteering technique due to insufficient wheel clearance to taxiway edge.



Surface	
Apron	CONC / ASPH
TWY	CONC / ASPH

COR: OBST (WEF 29OCT2026)

TWY LGT	
EDGE	Exits A*, B, C, D, F, G, S* *near RWY only
CL	NIL
RGL	A, B

LEGEND
Safety Line
Apron BDRY
Aiport BDRY
RWY Guard LGT

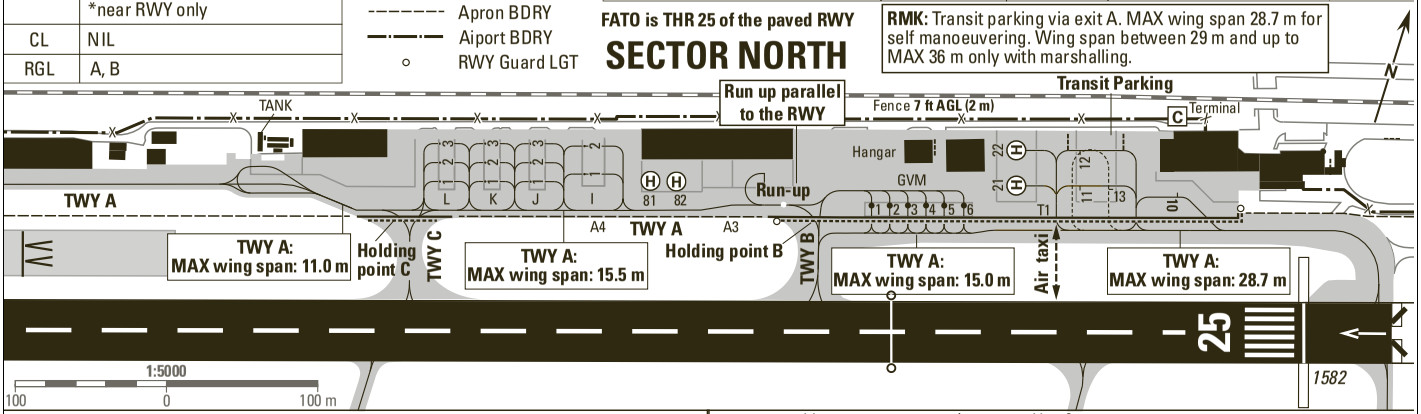
RMK: HEL 21, 22, 81 and 82 No simultaneous hover operations at HEL stands allowed.

Rotor Diameter	Overall LEN	ARP WGS-84	AD ELEV ft
11.00 m	13.15 m	46° 13' 09" N / 007° 19' 37" E	1582

FATO is THR 25 of the paved RWY

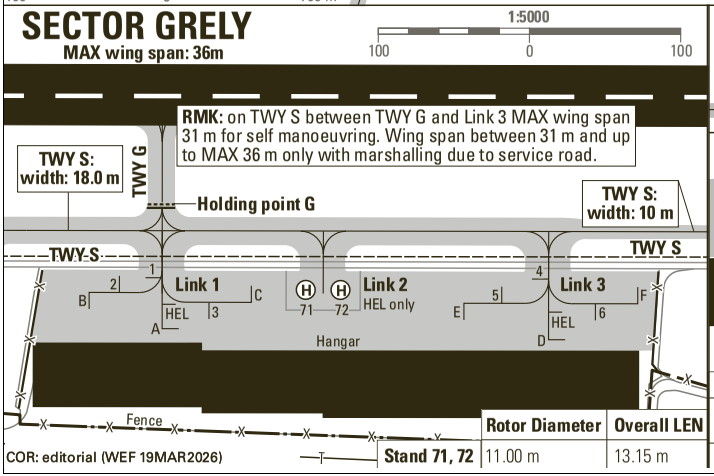
SECTOR NORTH

RMK: Transit parking via exit A. MAX wing span 28.7 m for self manoeuvering. Wing span between 29 m and up to MAX 36 m only with marshalling.



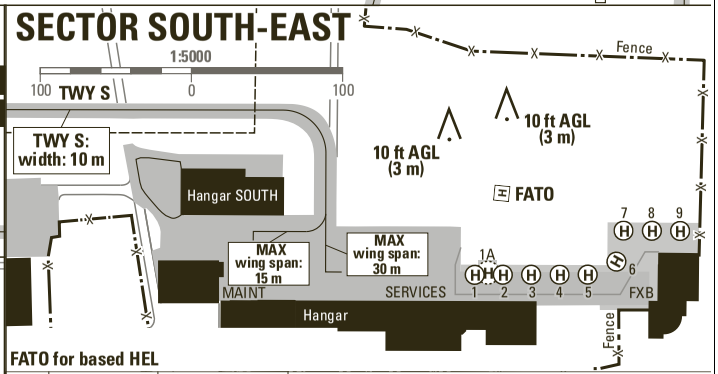
SECTOR GRELY

MAX wing span: 36m



Stand	Rotor Diameter	Overall LEN
71, 72	11.00 m	13.15 m

SECTOR SOUTH-EAST



FATO for based HEL

PSN	Overall LEN	Rotor Diameter	RMK	
1-9	13.15 m	11.00 m	PSN 1: Overall LEN 13.65 m for approved OPR	No simultaneous hover operations at HEL stands allowed.
1A	19.00 m	16.00 m	PSN 1 & 2 are then U/S	

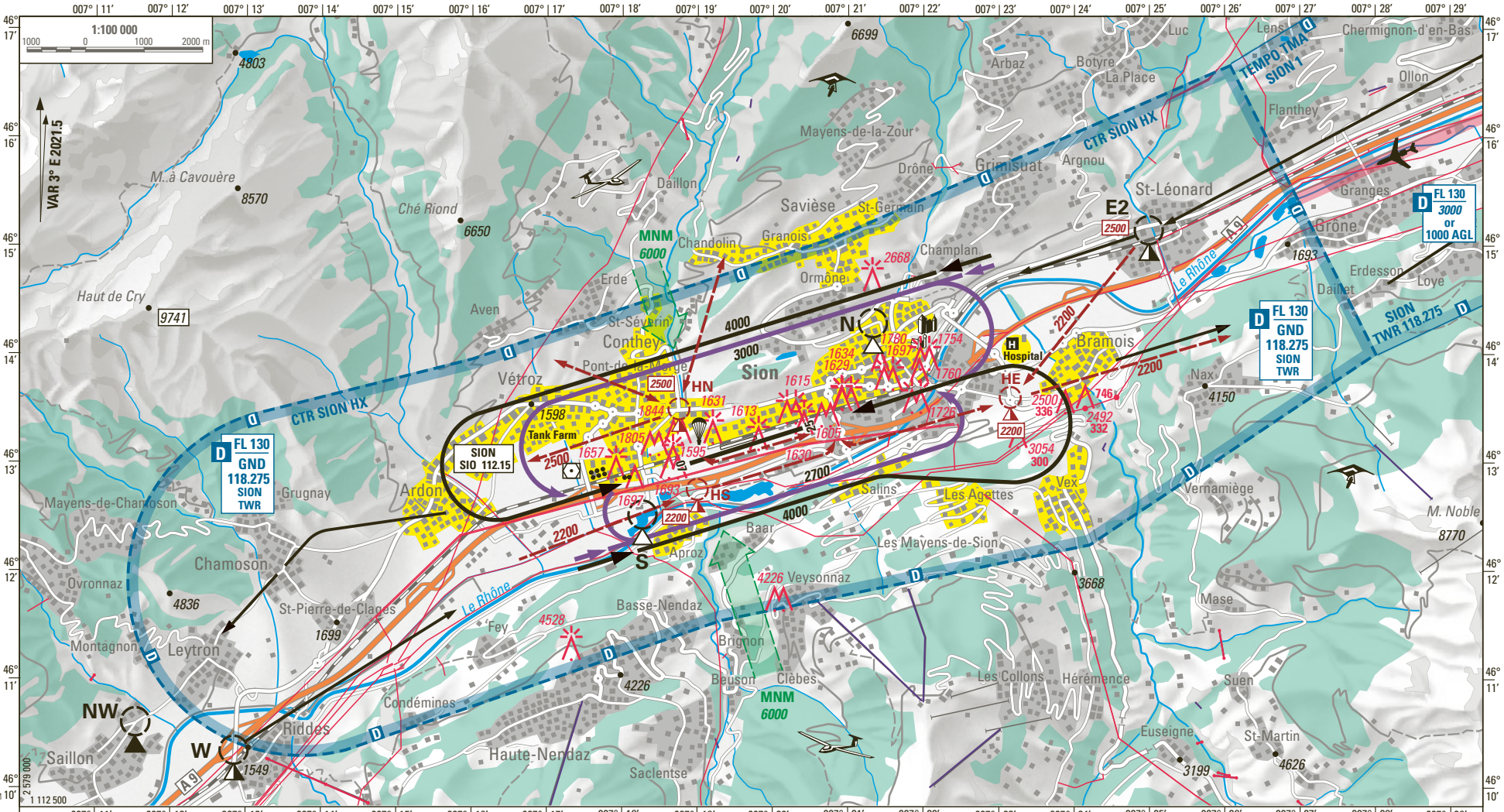
COR: editorial (WEF 19MAR2026)

CARTE D'APPROCHE A VUE
VISUAL APPROACH CHART

ELEV 1582 ft (482 m)

ATIS	130.630	
TWR	118.275	119.700
GND	121.705	

SION
LSGS



Avions multimoteurs: RWY 07: ***4000***
Multi-engine airplanes: RWY 25: ***4000***

Avions monomoteurs et HEL
(de/vers FATO revêtue RWY 07-25): RWY 07: ***3000***
Single-engine airplanes and HEL
(to/from FATO paved RWY 07-25): RWY 25: ***2700***

Trajectoires de/vers la FATO sud-est
pour les HEL basés
Routes to/from FATO south-east for based HEL

W N E2 S **MNM** ***3000***

N: 46° 14' 22'' N / 007° 21' 23'' E
S: 46° 12' 36'' N / 007° 18' 19'' E

HEL REP

E2: 46° 15' 08'' N / 007° 25' 04'' E
HN: 46° 13' 30'' N / 007° 18' 47'' E
HE: 46° 13' 35'' N / 007° 23' 12'' E
HS: 46° 12' 40'' N / 007° 19' 01'' E

Contact radio obligatoire 5 min avant entrée dans la CTR/TMA (GLD)
RDO contact compulsory 5 min prior entering CTR/TMA (GLD)

CTN: PJE **MAX** ***15000***

IFR APCH

CTN: Ligne à haute tension au sud de Bramois 746 ft / AGL
CTN: Power transmission line south of Bramois 746 ft / AGL

Lorsque prêt pour le départ transmettez votre route prévue
When ready for departure transmit outbound route

D FL 130 3000 or 1000 AGL — TMA MIL TEMPO: ACT → NOTAM and DABS

NOTE: Si l'espace D n'est pas actif, veillez TWR FREQ
When airspace D is not active, monitor TWR FREQ

COR: OBST

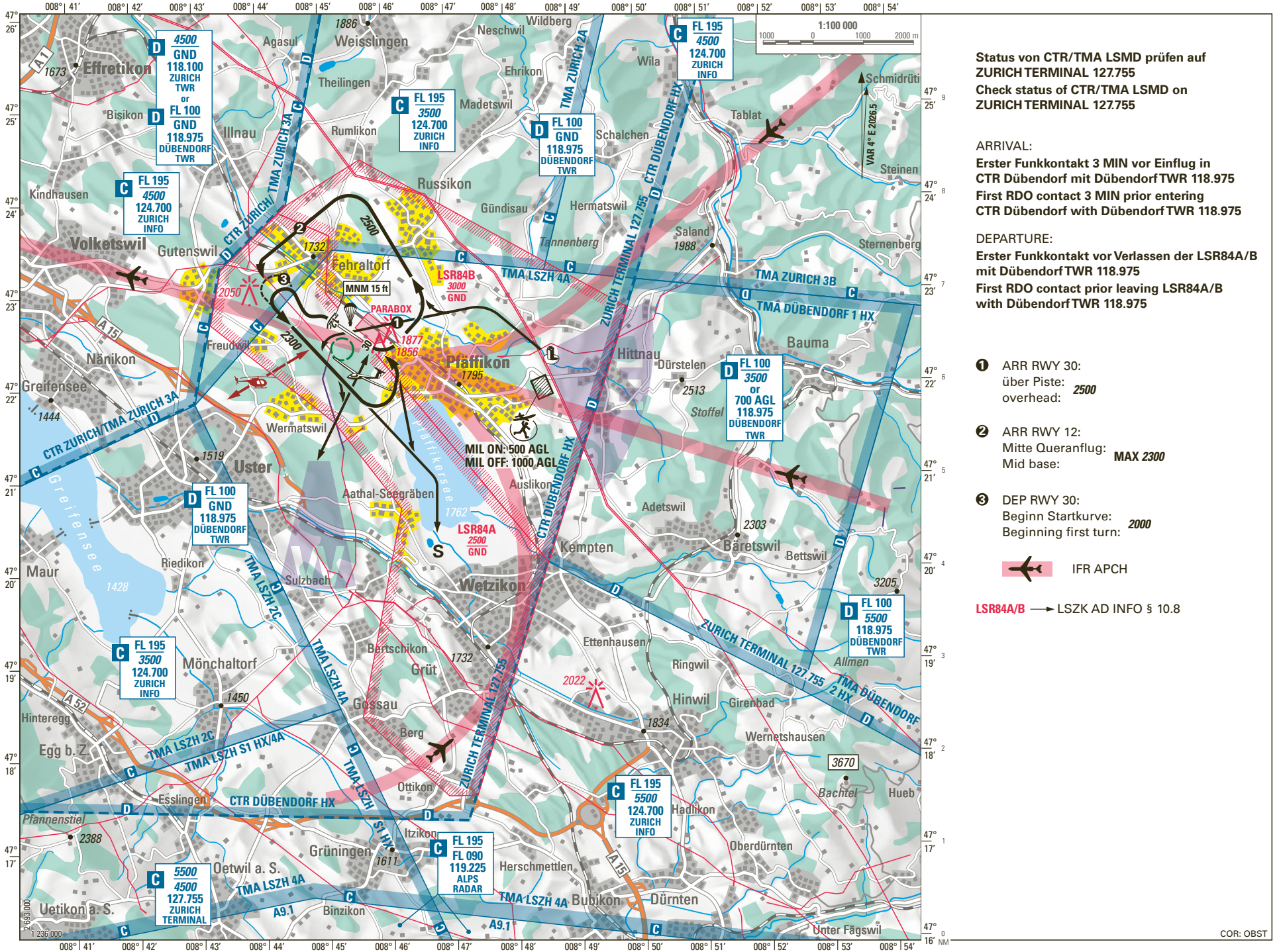
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SICHTANFLUGKARTE
VISUAL APPROACH CHART

AD 120.355
PPR

ELEV 1759 ft (536 m)

SPECK-FEHRALTORF
LSZK



11/26 OCT 29

SKYGUIDE, CH-8602 WANGEN BEI DÜBENDORF

LSZK VAC 31

SICHTANFLUGKARTE

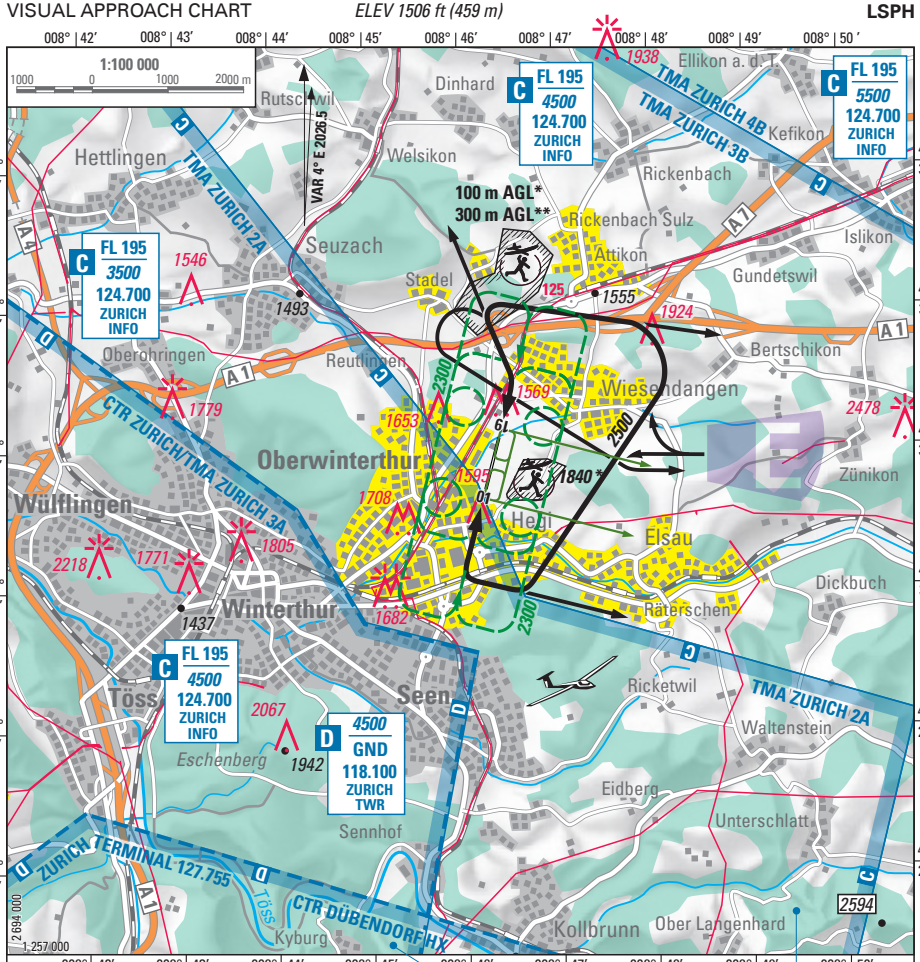
VISUAL APPROACH CHART

AD 134.980

WINTERTHUR "R"

ELEV 1506 ft (459 m)

LSPH



RTF Meldung 5 min vor ETA
RTF report 5 min prior ETA

eGlider An- und Abflug MAX 30kt, MAX ***1840***
eGlider ARR/DEP MAX 30kt, MAX ***1840***

* während Flugbetrieb
during flight ACT

** ausserhalb Flugbetrieb
out of flight ACT

D FL 100 GND 118.975 DÜBENDORF TWR or D 4500 GND 118.100 ZURICH TWR

C FL 195 3500 124.700 ZURICH INFO

COR: OBST

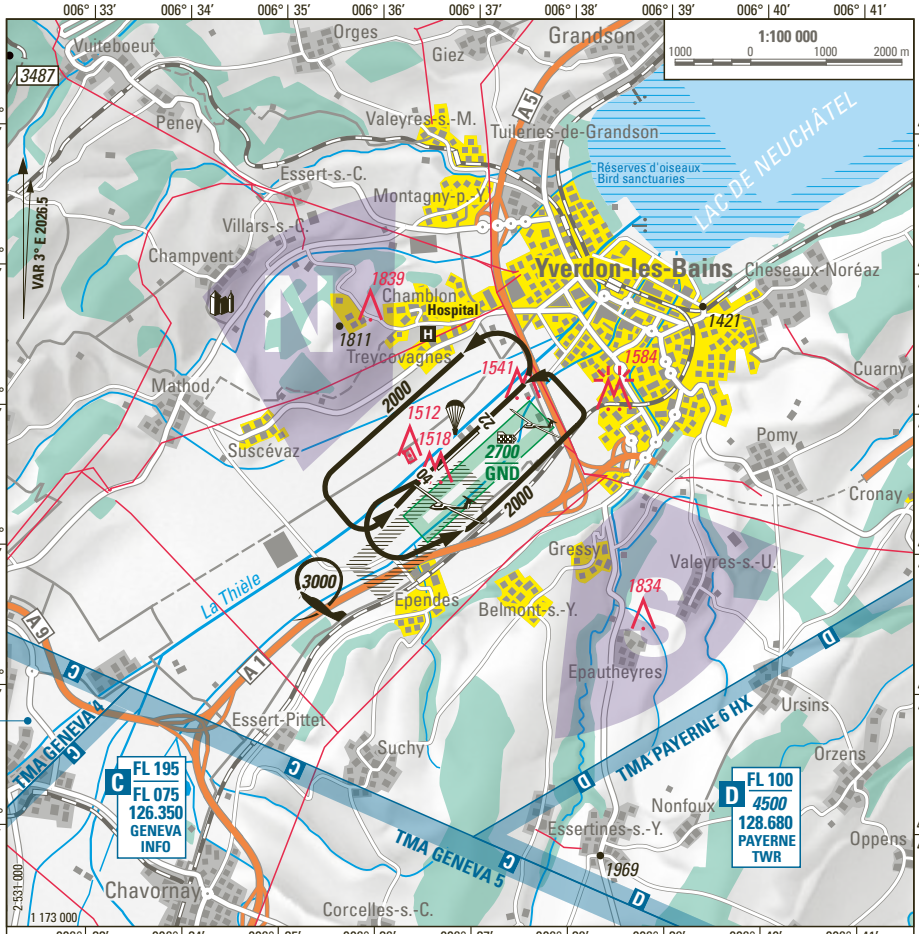
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CARTE D'APPROCHE A VUE
VISUAL APPROACH CHART

AD 131.130

YVERDON-LES-BAINS

ELEV 1421 ft (433 m) **PPR** **LSGY**



C FL 195 / FL 075 / 126.350 / GENEVA INFO

C FL 195 / FL 075 / 126.350 / GENEVA INFO

D FL 100 / 4500 / 128.680 / PAYERNE TWR

Contact RTF 5 min avant ETA / RTF report 5 min prior ETA

Secteurs ARR préférentiels: NORD et SUD *3500*
Preferential ARR sectors: NORTH and SOUTH

Le début du vent arrière RWY 04 peut aussi être rejoint après avoir suivi l'autoroute A5 depuis le Nord
The beginning of downwind RWY 04 may also be joined after following the A5 highway from the North

APCH et DEP simultanés interdits sur les deux pistes.
Pour circuler au sol utiliser TWY et RWY seulement.
Simultaneous APCH and DEP on both RWY prohibited.
For TAX use TWY and RWY only.

Annonce sur AD 1 min avant largage
Report on AD 1 min prior drop

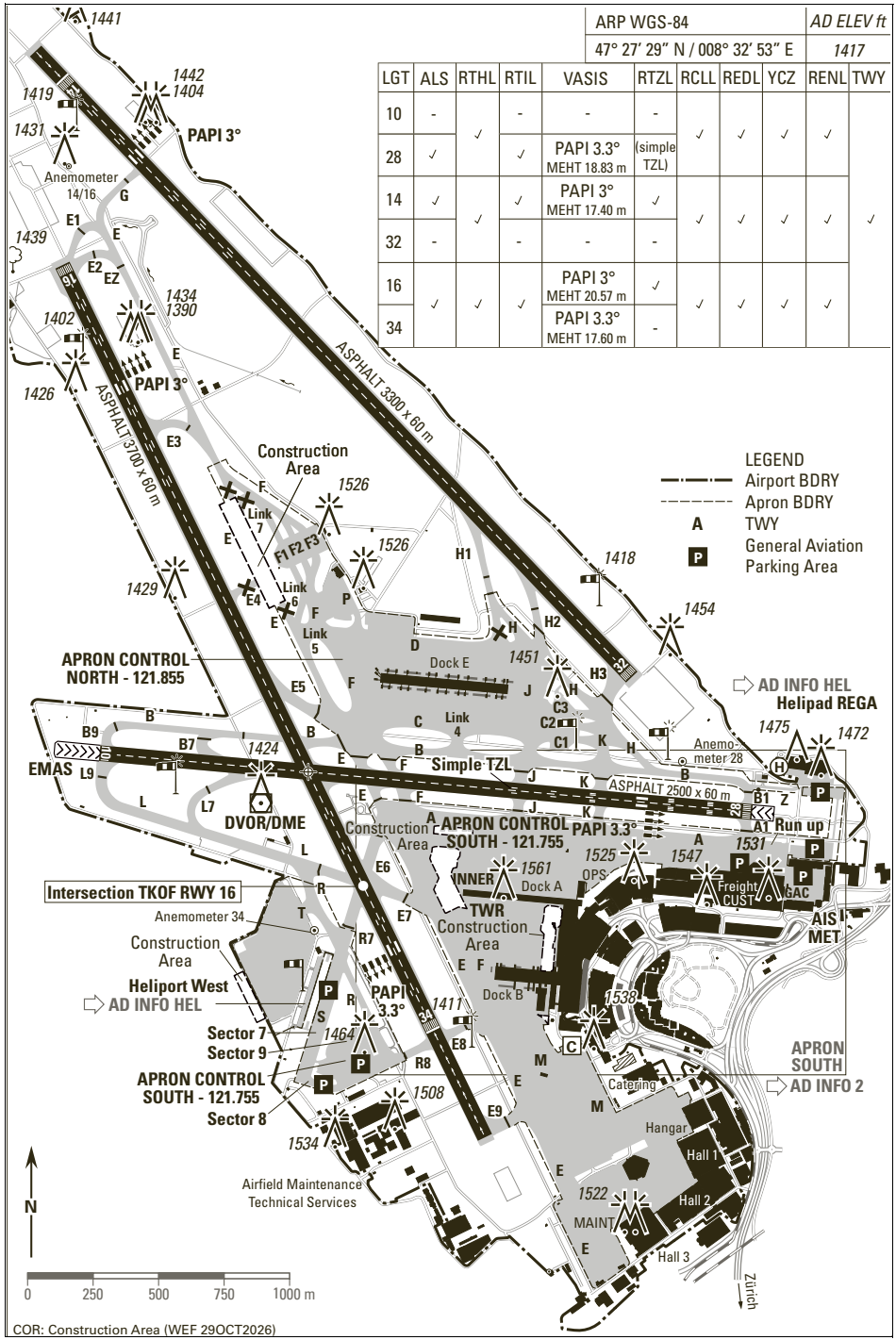
CTN:

COR: OBST

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

LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL	TWY
10	-	✓	-	-	-	✓	✓	✓	✓	✓
28	✓		✓	PAPI 3.3° MEHT 18.83 m	(simple TZL)					
14	✓	✓	✓	PAPI 3° MEHT 17.40 m	✓	✓	✓	✓	✓	
32	-		-	-	-					
16	✓	✓	✓	PAPI 3° MEHT 20.57 m	✓	✓	✓	✓	✓	
34				PAPI 3.3° MEHT 17.60 m	-					



COR: Construction Area (WEF 29OCT2026)

Helipad REGA
Sector 6
Sector 4
Sector 3
Sector 1
Sector 5
CTN
Jet Blast
GAC
AIS
MET
CUST
Freight
RWY 10/28 ASPHALT 2500 x 60 m
28
10
PAPI 3.3°
TWY A
INNER
TWY K
TWY J
WIP: REF VFRM SUP 001/2026
REF VFRM SUP 005/2025
OPS CENTRE
Dock A
Dock B
TWR
TWY N
TWY M
TWY E
TWY F
Link 1
Link 2
Link 3
Construction Area
RWY 16/34 ASPHALT 3700 x 60 m
34
PAPI 3.3°
Run up
LEGEND
AIRPORT BDRY
APRON BDRY
Parking Area
General Aviation Parking Area
Intermediate HLDG PSN
Intermediate HLDG PSN with Stop bar
RWY GUARD LGT
Stop Bar CAT I
Stop Bar LGT CAT I H24
Stop Bar LGT CAT II-III
Stop Bar LGT CAT I-II-III H24
Blast fences
Light pole
A Sector 1
For sequencing - ACFT north of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to intermediate HLDG PSN B2 or Z1.
For sequencing - ACFT south of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to intermediate HLDG PSN A2, P1, P2 or Y1.
1:10 000
100 0 100 200 300 m
N
RWY Incursion HOTSPOT
ACFT taxiing on TWY E, F, J or K:
Be aware of RWY AHEAD
ACFT taxiing to RWY 28:
Be aware of sharp turn from TWY E or F onto TWY A
For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance
For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance
COR: Construction Area, TWY F & INNER (WEF 29OCT2026)

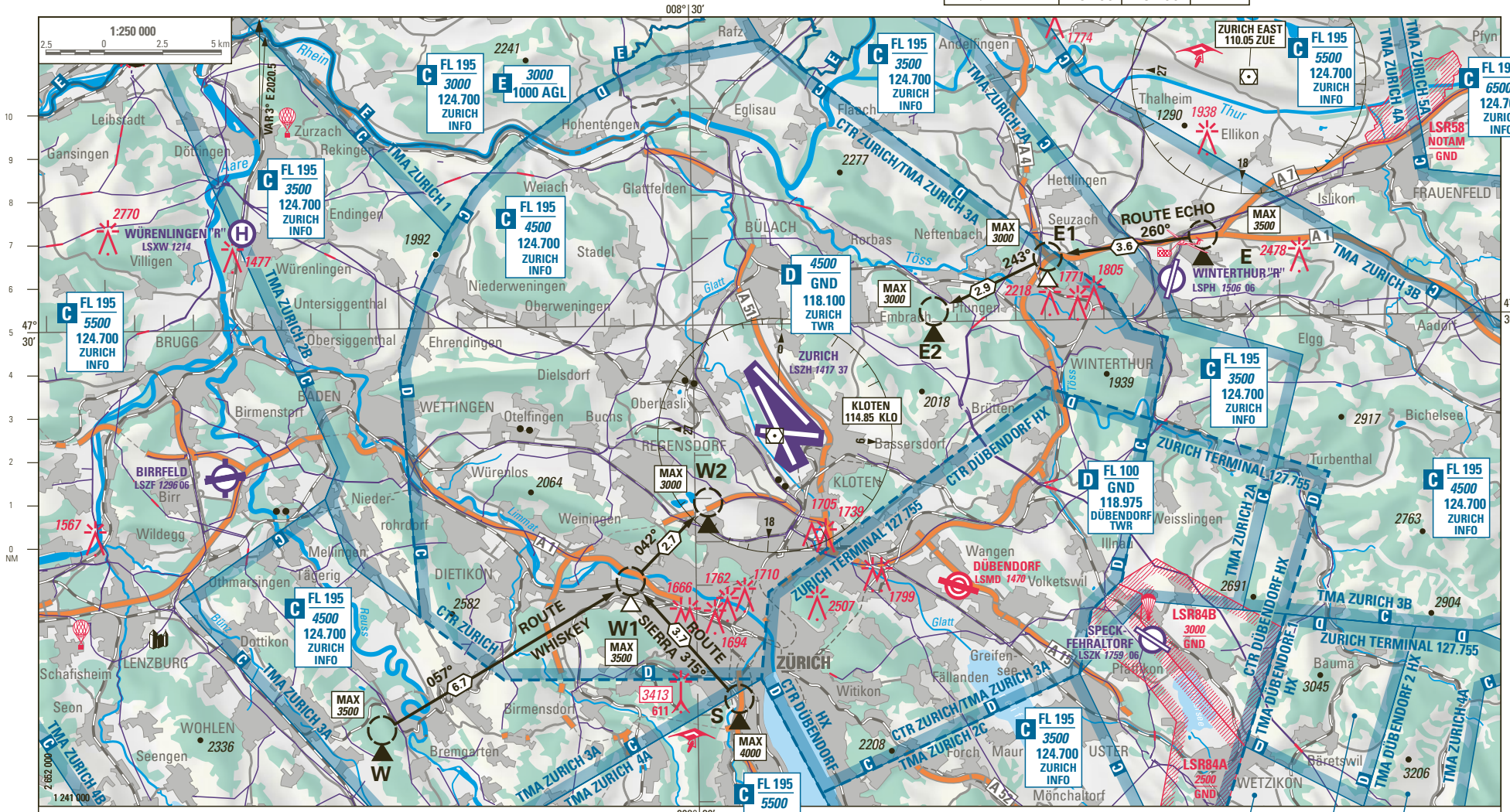
VFR AREA KARTE
VFR AREA CHART

ELEV 1417 ft (432 m)

ARRIVAL

ZÜRICH
LSZH

ATIS (VFR)	129.005	INFO	124.700
TERMINAL/VDF	127.755	VOLMET	127.205
TWR/VDF	118.100	119.700	



Funkverbindung mit TWR obligatorisch vor Erreichen der Meldepunkte **W, E** oder **S**
Radio contact compulsory prior reaching REP **W, E** or **S**

Anflugrouten / Arrival routes:
ROUTE ECHO: E - E1 - E2
ROUTE SIERRA: S - W1 - W2
ROUTE WHISKEY: W - W1 - W2

Transition level: **by ATC**

W:	47° 20′ 45″ N / 008° 19′ 16″ E	**KLO R230 D11.3**
W1:	47° 24′ 06″ N / 008° 27′ 46″ E	**KLO R221 D4.7**
W2:	47° 25′ 55″ N / 008° 30′ 26″ E	**KLO R222 D2.2**
S:	47° 21′ 22″ N / 008° 31′ 24″ E	**KLO R184 D6.1**
E:	47° 31′ 55″ N / 008° 47′ 24″ E	**KLO R062 D10.9**
E1:	47° 31′ 27″ N / 008° 42′ 06″ E	**KLO R054 D7.5**
E2:	47° 30′ 15″ N / 008° 38′ 12″ E	**KLO R049 D4.7**

COR: OBST

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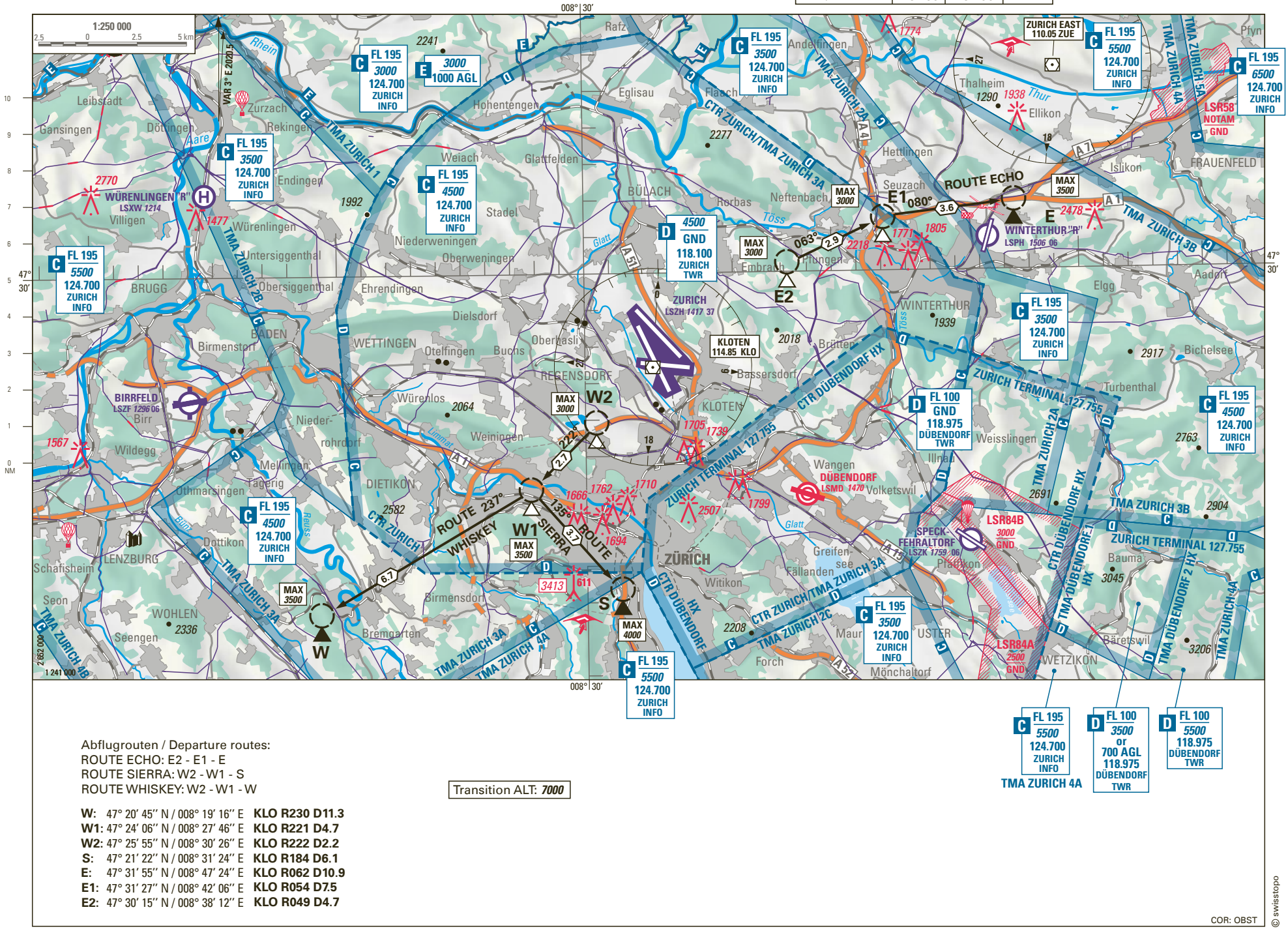
VFR AREA KARTE
VFR AREA CHART

ELEV 1417 ft (432 m)

DEPARTURE

ZÜRICH
LSZH

ATIS (VFR)	129.005	INFO	124.700
TERMINAL/VDF	127.755	VOLMET	127.205
TWR/VDF	118.100	119.700	



Abflugrouten / Departure routes:
ROUTE ECHO: E2 - E1 - E
ROUTE SIERRA: W2 - W1 - S
ROUTE WHISKEY: W2 - W1 - W

Transition ALT: *7000*

W:	47° 20′ 45″ N / 008° 19′ 16″ E	**KLO R230 D11.3**
W1:	47° 24′ 06″ N / 008° 27′ 46″ E	**KLO R221 D4.7**
W2:	47° 25′ 55″ N / 008° 30′ 26″ E	**KLO R222 D2.2**
S:	47° 21′ 22″ N / 008° 31′ 24″ E	**KLO R184 D6.1**
E:	47° 31′ 55″ N / 008° 47′ 24″ E	**KLO R062 D10.9**
E1:	47° 31′ 27″ N / 008° 42′ 06″ E	**KLO R054 D7.5**
E2:	47° 30′ 15″ N / 008° 38′ 12″ E	**KLO R049 D4.7**

COR: OBST

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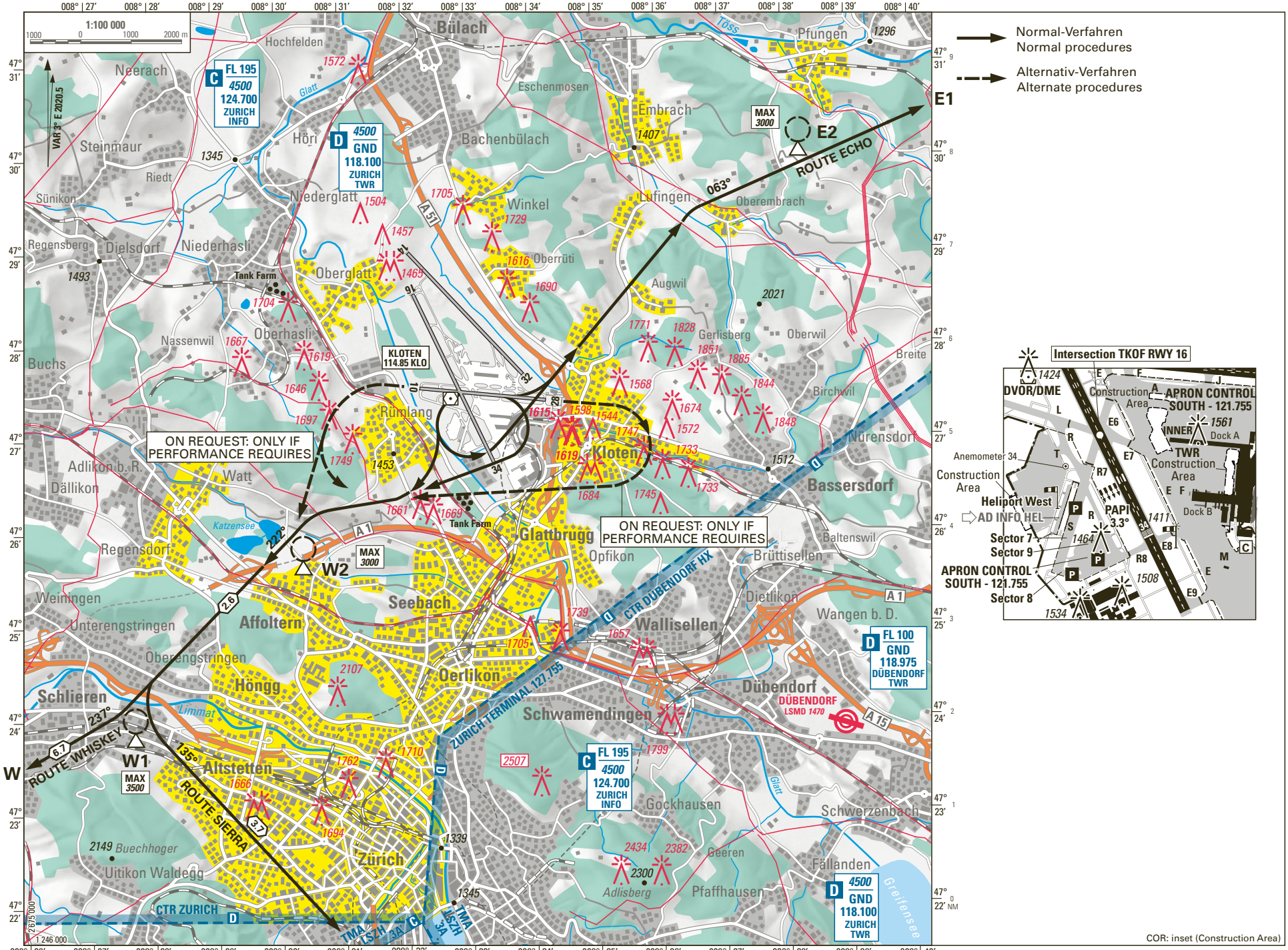
SICHTABFLUGKARTE
VISUAL DEPARTURE CHART

ELEV 1417 ft (432 m)

DEPARTURE

ATIS (VFR)	**129.005**		APRON S RWY 10/28	**121.755**
GND	**121.905**	**119.700**	APRON N RWY 10/28	**121.855**
TWR/VDF	**118.100**	**119.700**		

ZÜRICH
LSZH



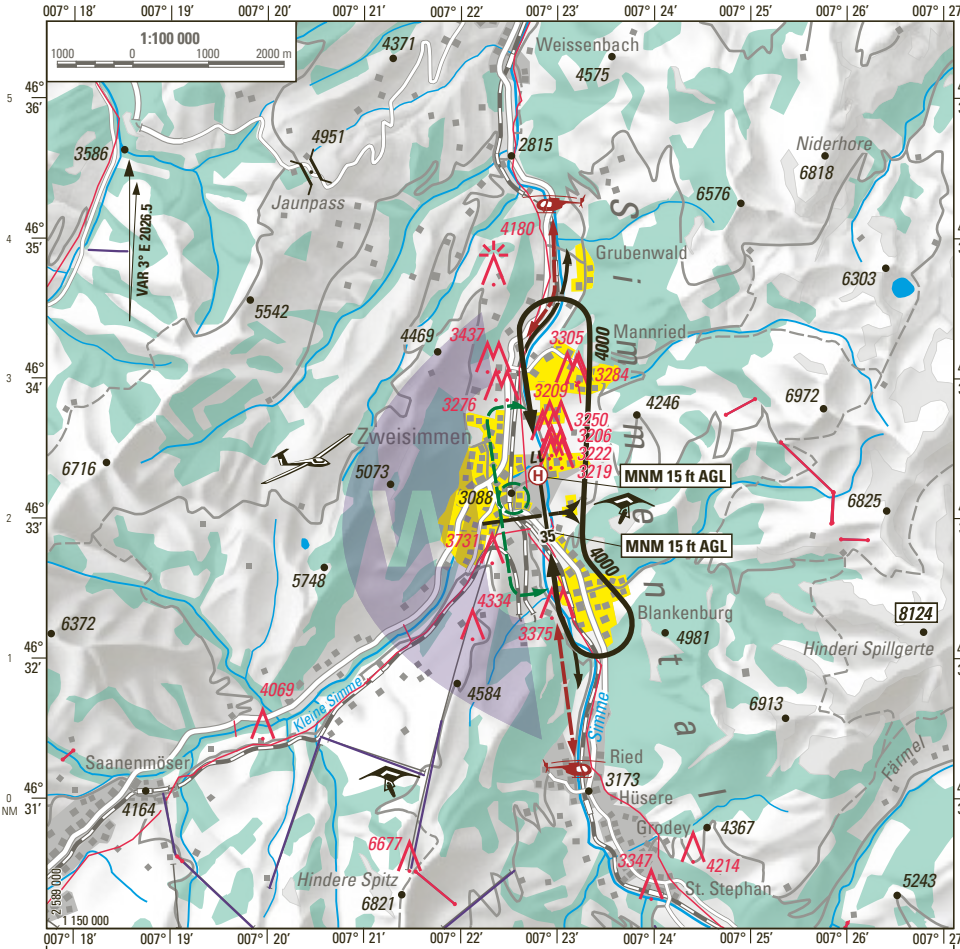
SICHTANFLUGKARTE
VISUAL APPROACH CHART

MOUNTAINOUS AREA

ELEV 3061 ft (933 m)

AD **121.230**
PPR

ZWEISIMMEN
LSTZ



CTN: AD im Gebirge. Einweisungsflug empfohlen.
AD in mountainous area. Familiarization flight recommended.

CTN TKOF RWY 17: Fallwinde und Böen bei Wind S-SW.
Fall wind and gusts during wind from S-SW.

MNM ALT für AD Überflug:
MNM ALT for AD overflight: ***5000***

Bevorzugter Anflugsektor:
Preferential ARR sector: WEST ***5000***

HEL: bevorzugte Anflugroute von Süden
preferred inbound route from south

AD in Betrieb während GLD ACT
AD on service during GLD ACT

COR: OBST

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