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.

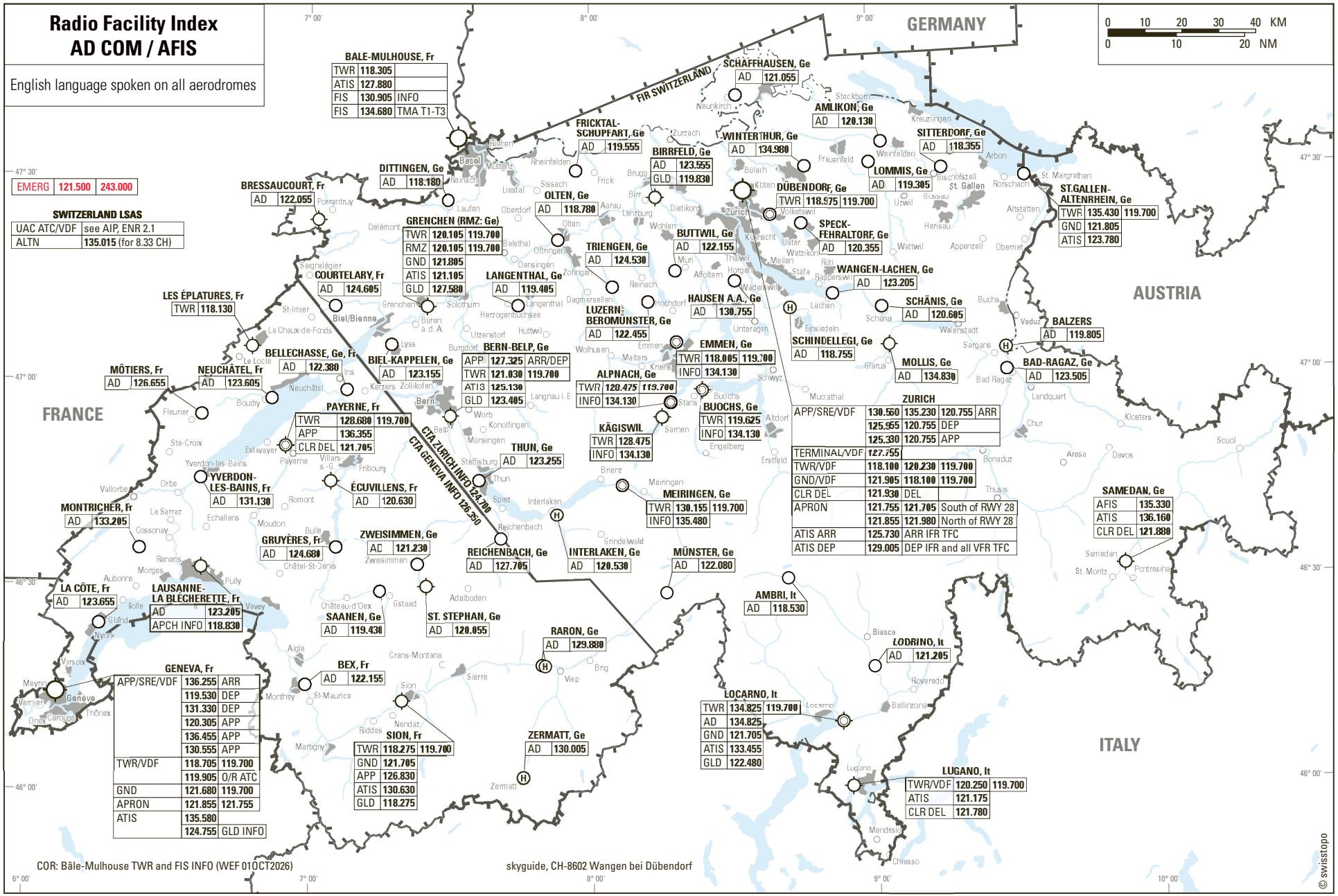
3.3 **ATIS for departing ACFT**

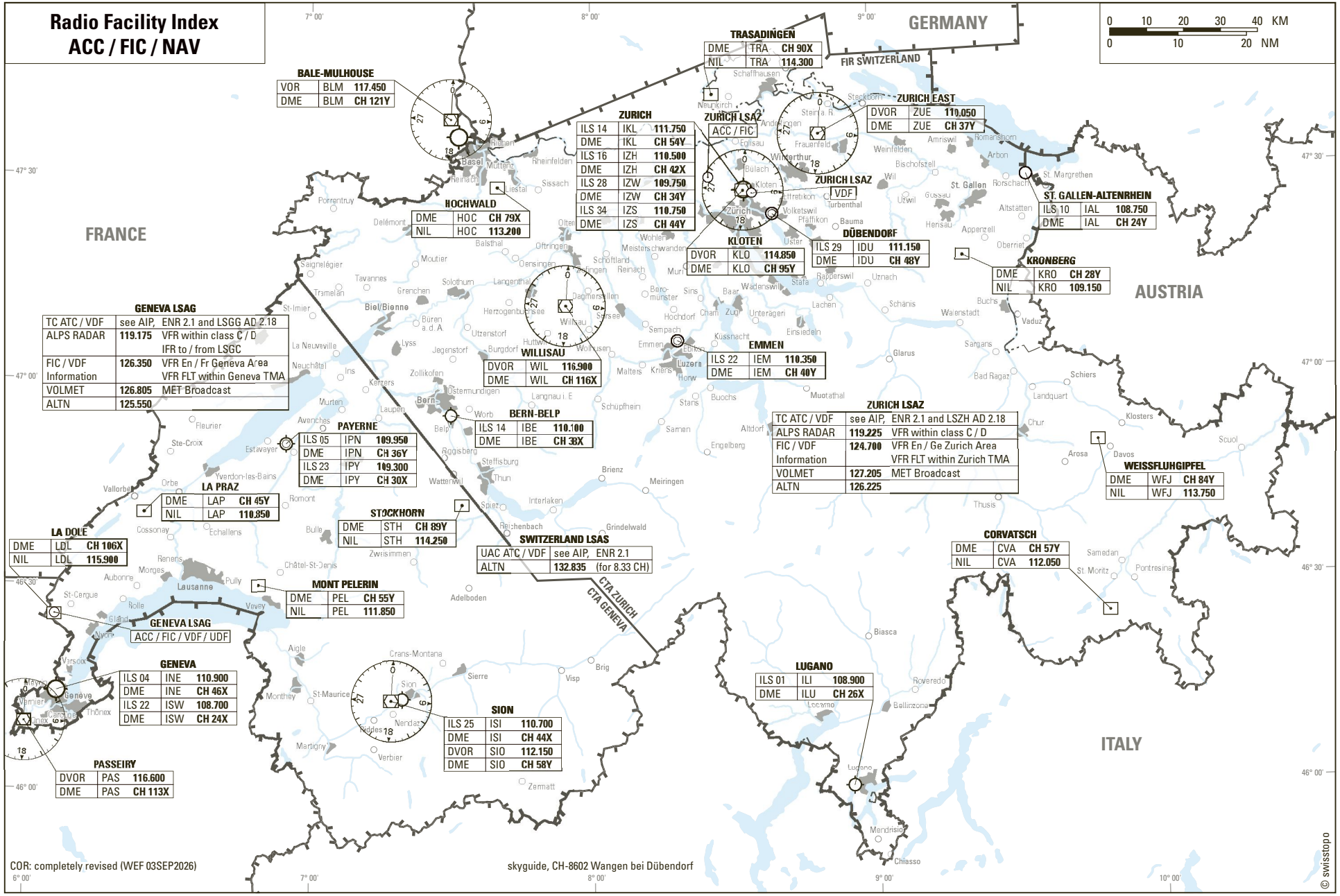
ATIS messages containing only departure information contain the following elements of information in the order listed:

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.


Radio Facility Index
AD COM / AFIS
English language spoken on all aerodromes
GERMANY
AUSTRIA
FRANCE
ITALY
FIR SWITZERLAND
CTA ZURICH INFO 124.700
CTA GENEVA INFO 126.350
0 10 20 30 40 KM
0 10 20 30 NM
EMERG 121.500 243.000
SWITZERLAND LSAS
UAC ATC/VDF see AIP, ENR 2.1
ALTN 135.015 (for 8.33 CH)
BALE-MULHOUSE, Fr
TWR 118.305
ATIS 127.880
FIS 130.905 INFO
FIS 134.680 TMA T1-T3
BRESSAUCOURT, Fr AD 122.055
DITTINGEN, Ge AD 118.180
GRENCHEN (RMZ: Ge) TWR 120.105 119.700 RMZ 120.105 119.700 GND 121.805 ATIS 121.105 GLD 127.580
COURTELARY, Fr AD 124.605
LES ÉPLATURES, Fr TWR 118.130
BELLECHASSE, Ge, Fr AD 122.380
MÔTIERS, Fr AD 126.655
NEUCHÂTEL, Fr AD 123.605
BIEL-KAPPELEN, Ge AD 123.155
PAYERNE, Fr TWR 128.680 119.700 APP 136.355 CLR DEL 121.705
YVERDON-LES-BAINS, Fr AD 131.130
ÉCUVILLENS, Fr AD 120.630
MONTRICHER, Fr AD 133.205
GRUYÈRES, Fr AD 124.680
ZWEISIMMEN, Ge AD 121.230
LA CÔTE, Fr AD 123.655
LAUSANNE-LA BLÉCHERETTE, Fr AD 123.205 APCH INFO 118.830
SAANEN, Ge AD 119.430
ST. STEPHAN, Ge AD 120.055
GENEVA, Fr
APP/SRE/VDF 136.255 ARR; 119.530 DEP; 131.330 DEP; 120.305 APP; 136.455 APP; 130.555 APP
TWR/VDF 118.705 119.700; 119.905 O/R ATC
GND 121.680 119.700
APRON 121.855 121.755
ATIS 135.580; 124.755 GLD INFO
BEX, Fr AD 122.155
SION, Fr TWR 118.275 119.700 GND 121.705 APP 126.830 ATIS 130.630 GLD 118.275
ZERMATT, Ge AD 130.005
RARON, Ge AD 129.880
REICHENBACH, Ge AD 127.705
INTERLAKEN, Ge AD 120.530
MÜNSTER, Ge AD 122.080
THUN, Ge AD 123.255
BERN-BELP, Ge APP 127.325 ARR/DEP TWR 121.030 119.700 ATIS 125.130 GLD 123.405
LANGENTHAL, Ge AD 119.405
OLTEN, Ge AD 118.780
FRICKTAL-SCHUPFART, Ge AD 119.555
TRIENGEN, Ge AD 124.530
LUZERN-BEROMÜNSTER, Ge AD 122.455
ALPNACH, Ge TWR 120.475 119.700 INFO 134.130
KÄGISWIL TWR 128.475 INFO 134.130
MEIRINGEN, Ge TWR 130.155 119.700 INFO 135.480
BIRRFELD, Ge AD 123.555 GLD 119.830
BUTTWIL, Ge AD 122.155
HAUSEN A.A., Ge AD 130.755
EMMEN, Ge TWR 118.005 119.700 INFO 134.130
BUOCHS, Ge TWR 119.625 INFO 134.130
SCHAFFHAUSEN, Ge AD 121.055
WINTERTHUR, Ge AD 134.980
DÜBENDORF, Ge TWR 118.975 119.700
BUOCHS, Ge TWR 119.625 INFO 134.130
AMLIKON, Ge AD 120.130
SITTERDORF, Ge AD 118.355
LOMMIS, Ge AD 119.305
SPECK-FEHRALTORF, Ge AD 120.355
WANGEN-LACHEN, Ge AD 123.205
SCHÄNIS, Ge AD 120.605
SCHINDELLEGI, Ge AD 118.755
MOLLIS, Ge AD 134.830
ST.GALLEN-ALTENRHEIN, Ge TWR 135.430 119.700 GND 121.805 ATIS 123.780
BALZERS AD 119.805
BAD-RAGAZ, Ge AD 123.505
ZURICH
APP/SRE/VDF 130.560 135.230 120.755 ARR; 125.955 120.755 DEP; 125.330 120.755 APP
TERMINAL/VDF 127.755
TWR/VDF 118.100 120.230 119.700
GND/VDF 121.905 118.100 119.700
CLR DEL 121.930 DEL
APRON 121.755 121.705 South of RWY 28; 121.855 121.980 North of RWY 28
ATIS ARR 125.730 ARR IFR TFC
ATIS DEP 129.005 DEP IFR and all VFR TFC
AMBRI, It AD 118.530
LODRINO, It AD 121.205
LOCARNO, It TWR 134.825 119.700 AD 134.825 GND 121.705 ATIS 133.455 GLD 122.480
LUGANO, It TWR/VDF 120.250 119.700 ATIS 121.175 CLR DEL 121.780
SAMEDAN, Ge AFIS 135.330 ATIS 136.160 CLR DEL 121.880
COR: Bâle-Mulhouse TWR and FIS INFO (WEF 01OCT2026)
skyguide, CH-8602 Wangen bei Dübendorf
© swisstopo


Radio Facility Index
ACC / FIC / NAV
GERMANY
FRANCE
AUSTRIA
ITALY
FIR SWITZERLAND
0 10 20 30 40 KM
0 10 20 NM
BALE-MULHOUSE
VOR BLM 117.450
DME BLM CH 121Y
TRASADINGEN
DME TRA CH 90X
NIL TRA 114.300
ZURICH
ILS 14 IKL 111.750
DME IKL CH 54Y
ILS 16 IZH 110.500
DME IZH CH 42X
ILS 28 IZW 109.750
DME IZW CH 34Y
ILS 34 IZS 110.750
DME IZS CH 44Y
ZURICH LSAZ
ACC / FIC
ZURICH EAST
DVOR ZUE 110.050
DME ZUE CH 37Y
ZURICH LSAZ
VDF
ST. GALLEN-ALTENRHEIN
ILS 10 IAL 108.750
DME IAL CH 24Y
HOCHWALD
DME HOC CH 79X
NIL HOC 113.200
KLOTEN
DVOR KLO 114.850
DME KLO CH 95Y
DÜBENDORF
ILS 29 IDU 111.150
DME IDU CH 48Y
KRONBERG
DME KRO CH 28Y
NIL KRO 109.150
GENEVA LSAG
TC ATC / VDF see AIP, ENR 2.1 and LSGG AD 2.18
ALPS RADAR 119.175 VFR within class C / D
IFR to / from LSGC
FIC / VDF Information 126.350 VFR En / Fr Geneva Area
VFR FLT within Geneva TMA
VOLMET 126.805 MET Broadcast
ALTN 125.550
WILLISAU
DVOR WIL 116.900
DME WIL CH 116X
EMMEN
ILS 22 IEM 110.350
DME IEM CH 40Y
BERN-BELP
ILS 14 IBE 110.100
DME IBE CH 38X
PAYERNE
ILS 05 IPN 109.950
DME IPN CH 36Y
ILS 23 IPY 109.300
DME IPY CH 30X
ZURICH LSAZ
TC ATC / VDF see AIP, ENR 2.1 and LSZH AD 2.18
ALPS RADAR 119.225 VFR within class C / D
FIC / VDF Information 124.700 VFR En / Ge Zurich Area
VFR FLT within Zurich TMA
VOLMET 127.205 MET Broadcast
ALTN 126.225
WEISSFLUHGIPFEL
DME WFJ CH 84Y
NIL WFJ 113.750
LA PRAZ
DME LAP CH 45Y
NIL LAP 110.850
STOCKHORN
DME STH CH 89Y
NIL STH 114.250
SWITZERLAND LSAS
UAC ATC / VDF see AIP, ENR 2.1
ALTN 132.835 (for 8.33 CH)
CORVATSCH
DME CVA CH 57Y
NIL CVA 112.050
LA DOLE
DME LDL CH 106X
NIL LDL 115.900
MONT PELERIN
DME PEL CH 55Y
NIL PEL 111.850
CTA ZURICH
CTA GENEVA
GENEVA LSAG
ACC / FIC / VDF / UDF
GENEVA
ILS 04 INE 110.900
DME INE CH 46X
ILS 22 ISW 108.700
DME ISW CH 24X
LUGANO
ILS 01 ILI 108.900
DME ILU CH 26X
SION
ILS 25 ISI 110.700
DME ISI CH 44X
DVOR SIO 112.150
DME SIO CH 58Y
PASSEIRY
DVOR PAS 116.600
DME PAS CH 113X
COR: completely revised (WEF 03SEP2026)
skyguide, CH-8602 Wangen bei Dübendorf
© swisstopo