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**CNL: AIC 007/2017 A**

## **Introduction of a radio mandatory zone (RMZ) in Grenchen (LSZG)**

*(Corrections to cancelled AIC A 007/2017 are stated in Italic)*

### **Introduction**

This AIC is for the attention of all users of Grenchen Airspace. The existing control zone, which protects aircraft operated in accordance with instrument flight rules and controls aircraft operated in accordance with visual flight rules (traffic information) is to be transformed during off-peak periods into a radio mandatory zone (RMZ) with a lateral identical dimension. The upper threshold of the RMZ has been specified as 2000 feet above ground level. Within the RMZ the rules of Airspace Class "G" are to apply. All crews, without exception, who enter the RMZ will be obliged to make "blind calls" at the specified reporting points and changes of their plan, flight altitude or flight direction. The rules are to apply analogously to movements by vehicles and pedestrians.

### **Legal basis**

Article 20, paragraph 3 of the Ordinance of the Federal Department of the Environment, Transport, Energy and Communications (DETEC) on Traffic Regulations for Aircraft dated 20 May 2015 (status as of 15 July 2015) contains the following wording:

<sup>3</sup> "The Federal Office of Civil Aviation (FOCA) may license an airport operator to apply an instrument flight procedure without an air traffic control service if the airport operator is able to demonstrate that flight safety is assured."

The FOCA designated "Regionalflygplatz Jura-Grenchen AG" as owner of the pilot project and Grenchen (LSZG) as place of implementation of the required pilot project that is intended to yield findings regarding the feasibility of such a project.

### **Selection of applicable principles**

- Overriding principle: "see and avoid" in accordance with the visibility distances and proximity to clouds specified for the airspace classes concerned.
- For IFR operations (departures and arrivals), the principle of "one at a time" is applied by Bern APP.
- Bern APP will only provide RWY in use and QNH. No other flight and airport information services are provided.
- The activation of radios on board all aircraft operating within the RMZ is compulsory at any time, all flight crews including glider pilots, shall maintain two-way communication within the RMZ.
- Simultaneous movements are not permitted between:
  - the grass runways 06L/24R or 06R/24L and the concrete runway
  - 06R/24L and the glider strip

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## What is to change in Grenchen airspace, and when?

The airport hours of operation are to be separated from the operating hours of the local air traffic control service. The airport is continued to be operated during the hours specified in the airport operation manual, though adaptations may be made upon explicit request. The operating hours of the air traffic control service are reduced. This service will now be available from *0900LT until 1215LT and from 1345LT till 1700LT*.

### The following rules apply to approaching IFR traffic:

- If the crew reports "established" on the inbound track, latest at ARVAN, the radar service will be terminated and the crew shall make blind calls on frequency 120.100 MHz regarding their position and intent.
- The first blind call must take the form of a standard report and a declaration of intent.
- The crew shall report 5 miles final (5.2 miles VOR/DME APP or 3.5 miles from ZG503 RNAV APP)
- If RWY 06 is in operation, the crew is required to adopt the circling procedure with reporting points "entering downwind", "turning base" and "turning final".
- If RWY 24 is in operation, the crew is required to make a direct approach with blind call "final" and avoid directly flying over Altreu.
- In both cases, the option of a "missed approach" (no training missed approach) is included in the clearance by Bern APP. The missed approach shall be reported on the RMZ frequency. When leaving the RMZ the missed approach shall be reported immediately on frequency 127.325 MHz.
- Leaving the runway shall be reported with blind call "runway vacated" on the RMZ frequency. *The Airport Assistant in Grenchen will forward this information to Berne APP.*
- The crew has to close the flight plan by calling 0800 437 837 "0800 IFR VFR".
- PIC shall state his mobile phone number under field18 REMARKS in the ICAO flight plan.

### The following rules apply to approaching VFR traffic:

Before entering the RMZ, an initial call shall be made when reaching one of the compulsory reporting points as blind call, containing:

- The designator of the station being called;
- Call sign;
- Type of aircraft;
- Position;
- Flight level or altitude;
- The intention of the flight crew.
- The regulations of Airspace Class G and the obligation to make a blind call concerning location and intent continues to apply.
- Initial radio contact must take place 5 minutes prior entering RMZ. The applicable mandatory reporting points for arrivals are: MOUTIER, OENSINGEN, SONCEBOZ, BURGDORF, ST. PETERSINSEL.
- The RMZ enables approaches and departures under Instrument Flight Rules (IFR) to and from the uncontrolled aerodrome. Due to the higher risk of collisions between IFR and VFR traffic at entry point "E", this point should be avoided by VFR traffic, which should enter the traffic pattern via "S".
- The IFR reporting point "5 miles final" corresponds to the topographic designation, "Solothurn Hauptbahnhof" (Solothurn main railway station).
- Leaving the runway shall be reported with blind call "runway vacated".

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**The following rules apply to departing IFR traffic:**

- Prior to departure, PIC shall call Berne APP by phone number +41 (0) 32 396 96 32 and state his requested SID.
- When ready for departure a "release" from Bern APP shall be obtained +41 (0) 32 396 96 32. If not otherwise stated by ATC the release is valid for 3 minutes. It is of an utmost importance that crews strictly adhere to clearance expiry times (CET). A time check will be given by the ATCO.
- The crew of a departing aircraft must blind call the crews of other aircraft on the ground or in RMZ to inform them about its location and intent.
- When leaving the RMZ PIC shall call immediately on BRN Departure frequency 127.325 MHz.
- The instruction issued by Berne APP shall be complied with.

**The following rules apply to departing VFR traffic:**

- The crew of a departing aircraft must make blind calls to inform other airspace users on the ground or within the RMZ about its location and intentions.
- "Engine run-up" and "check before departures" shall be executed on the apron at the designated run-up positions as per AD chart page 6 and PRKG chart on page 7 (referred to AIP SUP) in order to be ready for departure when reaching the holding point.

**The following rules apply for flight movements in traffic patterns:**

- Blind calls shall be made for changes in altitude and direction.
- Blind calls shall be made to other aircraft in the same airspace to announce the crew's own intentions.

**Runway lighting and visual approach slope indicator:**

Activate push-to-talk button on FREQ 120.100 MHz

- 7 times to get LIH RTHL REDL RENL APAPI and RTIL FLG W RWY 06 and 24.
- 5 times to get LIM RTHL REDL RENL and APAPI RWY 06 and 24.
- 3 times to get LIL RTHL REDL RENL and APAPI RWY 06 and 24.

PTT	RTHL	RTIL	REDL & RENL	APAPI	Intensity %	Intensity
7 times	Yes	Yes	Yes	Yes	100	LIH
5 times	Yes	No	Yes	Yes	30	LIM
3 times	Yes	No	Yes	Yes	3	LIL

**ATS AIRSPACE:****Designation and lateral limits Grenchen CTR / RMZ**

47 13 05 N 007 32 31 E -

Arc of circle centred on 47 11 32 N 007 31 52 E, Radius 1.60 NM, Clockwise

47 11 13 N 007 34 10 E - 47 08 02 N 007 23 23 E - 47 07 52 N 007 21 00 E,

Arc of circle centred on 47 09 18 N 007 22 02 E, Radius 1.61 NM, Clockwise

47 10 03 N 007 19 58 E - 47 11 15 N 007 23 08 E - 47 13 05 N 007 32 31 E

**Vertical limits**

CTR: 4500 ft AMSL (1350 m); RMZ: 2000 ft AGL.

**Airspace classification**

CTR: D

RMZ: G

- E N D -

FOCA/SILR

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