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JEPPESEN
JeppView for Windows

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Revision Letter For Cycle 08-2026
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General Information

Location: SAMEDAN CHE
ICAO/IATA: LSZS / SMV
Lat/Long: N46° 32.07', E009° 53.05'
Elevation: 5602 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 6600 ft (998 ft AGL)

Sunrise: 0612 Z
Sunset: 1557 Z

Runway Information

Runway: 03
Length x Width: 6037 ft x 131 ft
Surface Type: asphalt
TDZ-Elev: 5602 ft

Runway: 21
Length x Width: 6037 ft x 131 ft
Surface Type: asphalt
TDZ-Elev: 5573 ft
Displaced Threshold: 361 ft

Communication Information

ATIS: 136.600
Samedan Clearance Delivery: 121.880
Alps Radar Zurich ACC: 119.225 RCO
Samedan Information: 135.325 AFIS

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1. GENERAL

1.1. ATIS

*ATIS 136.6

1.2. SPECIFIC OPERATIONAL REQUIREMENTS

1.2.1. GENERAL

APT in mountainous area: familiarization mandatory. Pilots must be qualified to operate at Samedan and fulfill the requirements mentioned in "Betriebsreglement" Annex 5 (see http://www.engadin-airport.ch/piloten).

RWY closed for fixed wing ACFT with ICAO CAT A on VFR procedures if VIS is below 2000m and/or ceiling below 1000' AGL.

RWY closed for fixed wing ACFT with ICAO CAT B and higher on VFR procedures if VIS below 5km and/or ceiling below 2200' AGL.

RWY closed for arriving fixed wing ACFT on IFR procedures if VIS is below 5km and/or ceiling below 2200' AGL.

RWY closed for departing fixed wing ACFT on IFR procedures according to TAKE-OFF minimums.

1.2.2. 15 OCT - 15 APR

It is essential to enquire about RWY conditions (SNOWTAM, ATIS or TEL). Limited aprons.

1.2.3. 08 DEC - 14 APR

Limited apron space during winter period for general aviation ACFT.

Apron is mostly reserved for ACFT of commercial air traffic, as well as for general aviation ACFT over 14t MTOM. ACFT will be placed also on the limited available frozen snow parking.

Ground time more than a quick turnaround cannot be guaranteed. For longer ground time, it is urgently recommended to enquire about expected parking possibilities with Samedan APT Authority one day before planned flight.

Corresponding enquiries have to contain:

- applicant;
- date of ARR and DEP;
- call sign;
- ACFT type;
- ETA LSZS UTC;
- EOBT LSZS UTC;

and shall be addressed to:

Email: handling@engadin-airport.ch
Phone: +41 (0) 81 851 08 51

Modifications and cancellations of already coordinated flight shall be immediately notified.

CAUTION: Gliding activity MAY-OCT.
Cars moving West of RWY 03/21.

Circuit and local flights of less than 20 minutes duration, ground running of engines, helicopter test and training flights daily between 1200-1400LT and on Sunday/Holiday are prohibited.

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1. GENERAL

1.3. SPECIAL REGULATIONS FOR IFR APPROACH AND DEPARTURE

1.3.1. IFR PROCEDURES GENERAL

The use of IFR approach or departure procedures in Samedan is limited to pilots, operators and ACFT fulfilling the APT qualifications in accordance with paragraph 1.4. and the specific requirements below.

Availability of the IFR procedures depending on the military activity in the Temporary Reserved Areas (TRA).

The non-availability of the ATS route can be checked under "European AUP/UUP" on https://www.public.nm.eurocontrol.int/PUBPORTAL/ .

The availability of the IFR procedures can also be suspended by good weather conditions due to high traffic density.

The published altitudes of the IFR procedures are not corrected for any pressure and temperature errors.

The flight crew is responsible for these corrections. The altimeter error may be significant in extremely cold temperatures and at high altitudes.

The following table indicates the minimum correction value to be applied to the flight altitude in relation to the aerodrome temperature.

Aerodrome Temperature							
Altitude ft	**0° C**	**-5° C**	**-10° C**	**-15° C**	**-20° C**	**-25° C**	**-30° C**
16000	+152′	+347′	+542′	+737′	+932′	+1127′	+1323′
14000	+122′	+278′	+435′	+591′	+747′	+904′	+1060′
13000	+107′	+244′	+382′	+519′	+656′	+793′	+930′
12700	+103′	+234′	+366′	+497′	+628′	+760′	+891′
12400	+98′	+224′	+350′	+476′	+601′	+727′	+853′
11800	+89′	+204′	+318′	+433′	+547′	+662′	+776′
10700	+73′	+167′	+261′	+355′	+448′	+542′	+636′
10580	+71′	+163′	+255′	+346′	+438′	+529′	+621′
9400	+54′	+124′	+193′	+263′	+332′	+402′	+471′
8820	+46′	+105′	+163′	+222′	+281′	+340′	+399′
8680	+44′	+100′	+156′	+213′	+269′	+325′	+381′

The IFR procedures are partly within airspace class E and G. Watch out for VFR traffic.

1.3.2. IFR APPROACH PROCEDURES

RNP RWY 21 (LNAV)

For additional procedure and operating information refer to 12-1A.

Visual Approach with RNP Guidance RWY 03 and RNP RWY 21 (LNAV) - Communication Failure Procedure

In case of communication failure prior to IAF without approach clearance received:

- set transponder on 7600;
- maintain last assigned and acknowledged FL;
- enter PELAD/RONAG holding;
- hold for 20 minutes, then start the approach.

In case of communication failure after having passed the IAF:

- set transponder on 7600;
- continue approach;
- in case of missed approach perform maximum two holding patterns. If radio contact is not re-established, proceed to alternate aerodrome.

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1. GENERAL

1.4. ACFT, APT AND PILOT QUALIFICATION

To operate at Samedan under IFR, the following APT requirements must be fulfilled:

- For piston engine ACFT and multiple IFR approach (training) PPR required. ppr.smv@engadin-airport.ch
- Operator's contingency procedures (if required by the type of FLT operation) must be calculated and available.
- The pilot-in-command must hold a valid pilot qualification for the applicable type of operation and flight procedures.
- LSZS briefing not older than 24 months.

1.5. NOISE ABATEMENT PROCEDURES

Jet and Turbo-prop ACFT

For deceleration, it is recommended to use the entire RWY length available.

Reverse thrust shall be used for safety or operational reasons only.

Auxiliary Power Units (APU) can be started earliest 30 minutes before EOBT and shall be shut off latest 15 minutes after reaching parking position.

Propeller ACFT

ACFT of the noise category A are generally not allowed. Exceptions are subject to authorization.

1.6. OTHER INFORMATION

High-visibility jackets and crew ID badge:

Pilots walking on the APT movement area must wear a high-visibility jacket.

Persons not wearing a high-visibility jacket have to use the APT shuttle or ask the ground staff or ground handling agents for assistance.

All crew members must ensure their ID badge is clearly visible, above the waist and shall produce the crew ID badge upon request of the control agents of the APT.

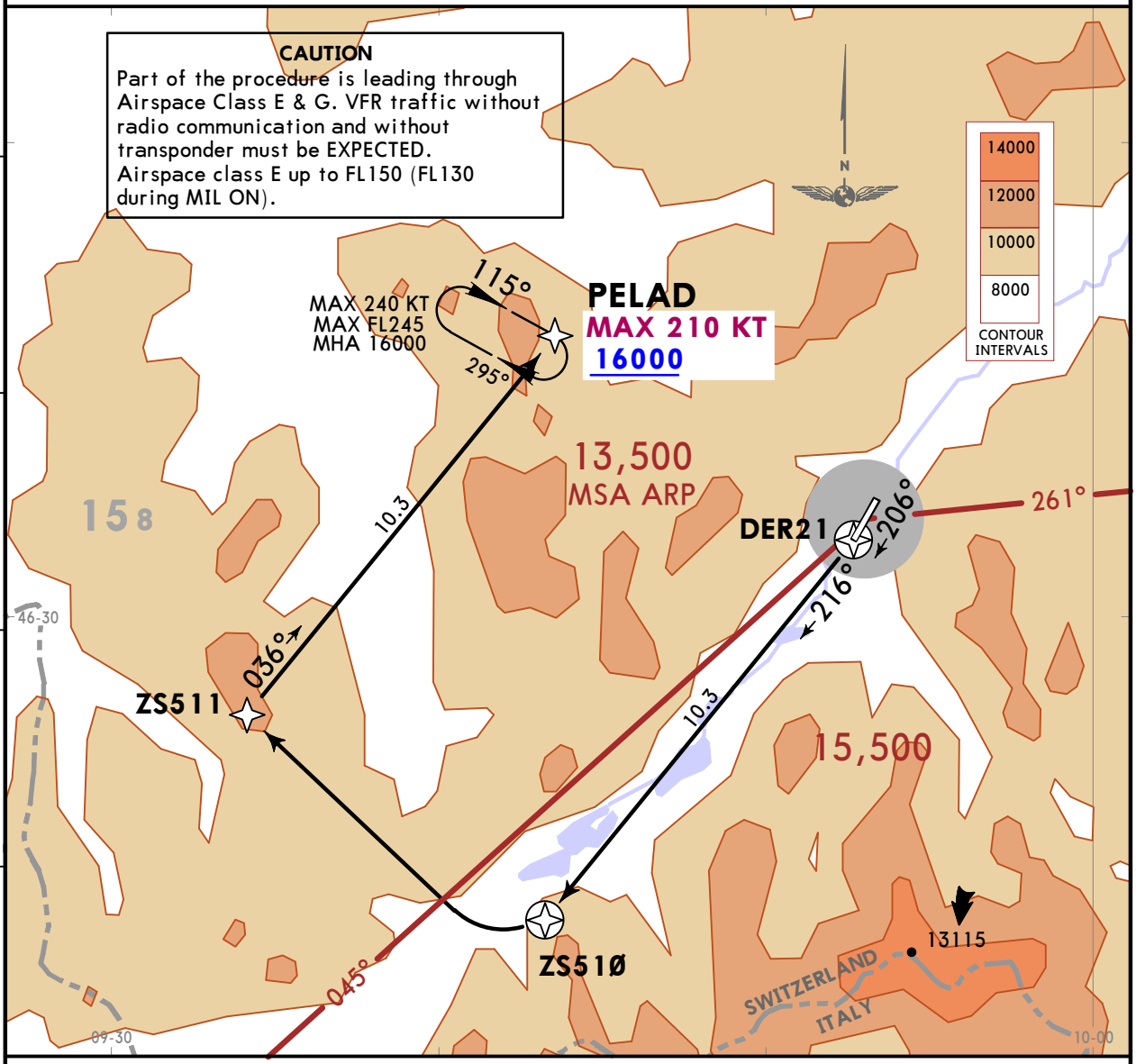
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ALPS Radar 119.225	Apt Elev 5602	Trans alt: 16000 RNAV 1 GNSS required 1. IRS required (if no IRS, ceiling minimum 2000 above Apt elev). 2. Departure clearance includes the clearance to leave and re-enter controlled airspace. 3. Contact ALPS Radar when instructed. 4. Contingency procedures must be provided by the operator and must be available to the pilot. 5. Close-in obstacles RIGHT of track up to 5630 shortly after end of RWY.

PELAD 1W [PELA1W]
HIGH PERFORMANCE RNAV DEPARTURE (RWY 21)

SPEED: MAX 210 KT



Due to high terrain any non-adherence to the published minimum climb gradient will result in infringement of the minimum obstacle clearance. This SID requires a minimum climb gradient of 15.6% up to 10700.

Gnd speed-KT	75	100	150	200	250	300
15.6% V/V (fpm)	1185	1580	2370	3160	3949	4739

Initial climb clearance **16000**

ROUTING

DER21 - ZS51Ø - ZS511 - PELAD (K210-; 16000+).

CHANGES: PBN note.

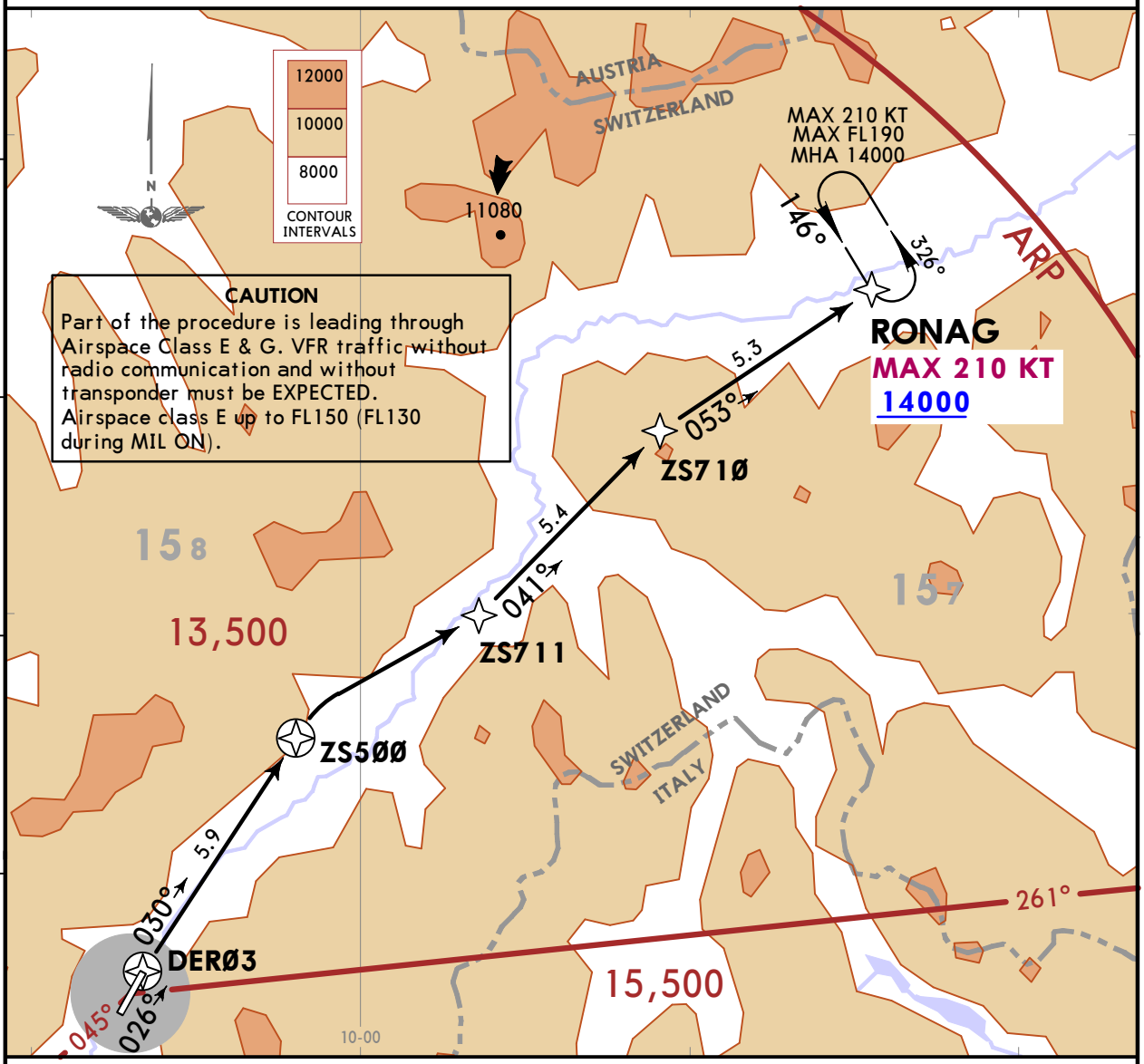
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ALPS Radar 119.225	Apt Elev 5602	Trans alt: 16000 RNAV 1 GNSS required 1. IRS required (if no IRS, ceiling minimum 2000 above Apt elev). 2. Departure clearance includes the clearance to leave and re-enter controlled airspace. 3. Contact ALPS Radar when instructed. 4. Contingency procedures must be provided by the operator and must be available to the pilot. 5. Close-in obstacles RIGHT of track up to 5715 shortly after end of RWY.

RONAG 1E [RONA1E]
HIGH PERFORMANCE RNAV DEPARTURE (RWY 03)

SPEED: MAX 210 KT



LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

Enter RONAG holding at or above 14000, perform two holding pattern, if radio contact is not re-established, proceed to destination according FPL.

Due to high terrain any non-adherence to the published minimum climb gradient will result in infringement of the minimum obstacle clearance. This SID requires a minimum climb gradient of 16.6% up to 10200.

Gnd speed-KT	75	100	150	200	250	300
16.6% V/V (fpm)	1261	1681	2522	3362	4203	5043

Initial climb clearance **16000**, shuttle climb as required to MEA

ROUTING

DERØ3 - ZS5ØØ - ZS711 - ZS71Ø - RONAG (K210-; 14000+).

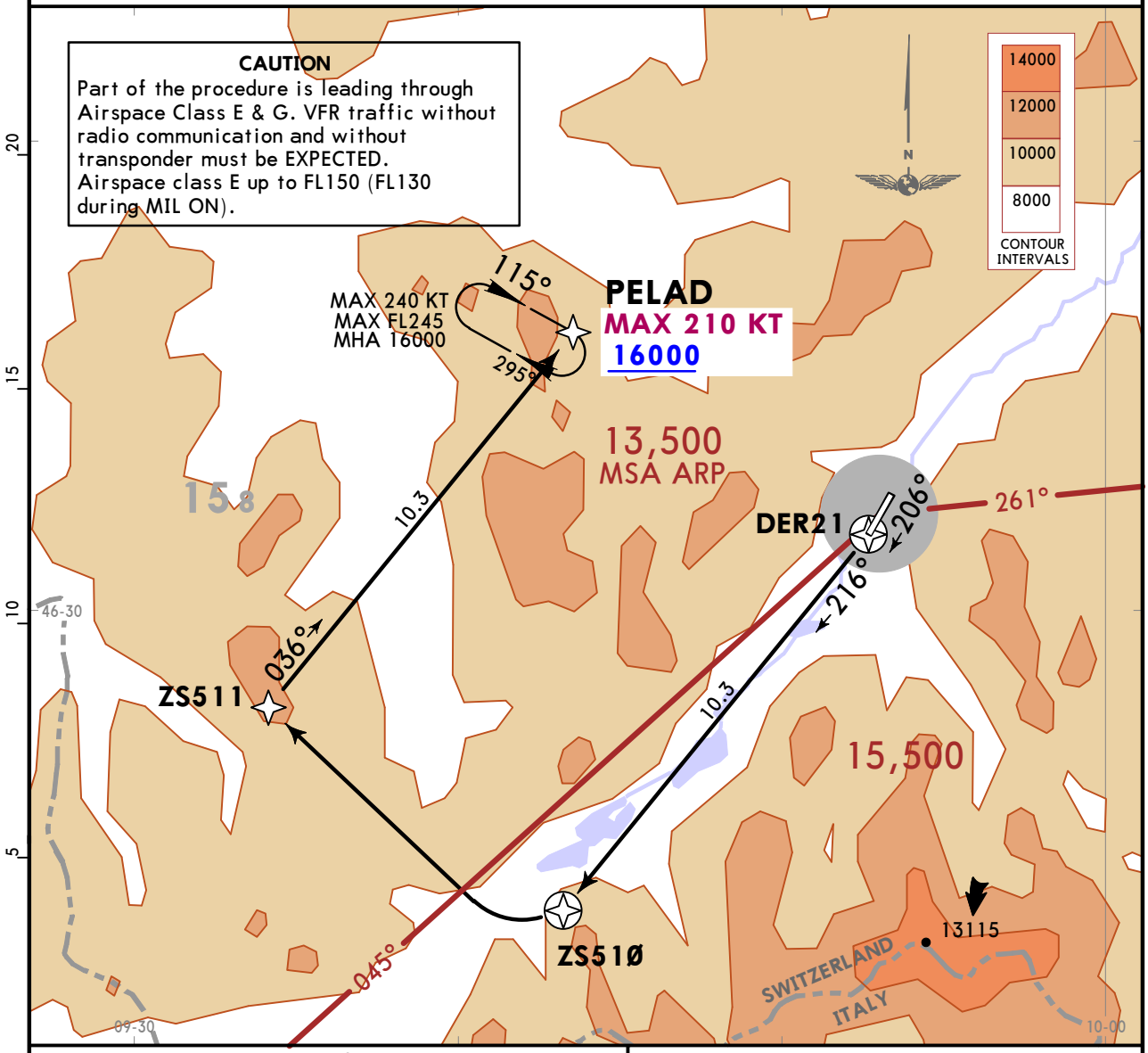
CHANGES: PBN note.

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ALPS Radar 119.225	Apt Elev 5602	Trans alt: 16000 RNAV 1 GNSS required 1. Maintain visual ground contact up to 10600. 2. Departure clearance includes the clearance to leave and re-enter controlled airspace. 3. Contact ALPS Radar when instructed. 4. Contingency procedures must be provided by the operator and must be available to the pilot. 5. Close-in obstacles RIGHT of track up to 5630 shortly after end of RWY.

PELAD 1V [PELA1V]
VISUAL HIGH PERFORMANCE RNAV DEPARTURE (RWY 21)
SPEED: MAX 210 KT



Due to high terrain any non-adherence to the published minimum climb gradient will result in infringement of the minimum obstacle clearance. Set visual climb rate as required to avoid obstacles, but not below 610 per NM(10.0%), when reaching 10600.
This SID requires a minimum climb gradient of
10.0% up to 11500.

Gnd speed-KT	75	100	150	200	250	300
10.0% V/V (fpm)	760	1013	1519	2025	2532	3038

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀
Enter PELAD holding at or above 16000, perform two holding pattern, if radio contact is not re-established, proceed to destination according FPL.

Initial climb clearance 16000

ROUTING

DER21 - ZS51Ø - ZS511 - PELAD (K210-; 16000+).

CHANGES: PBN note.

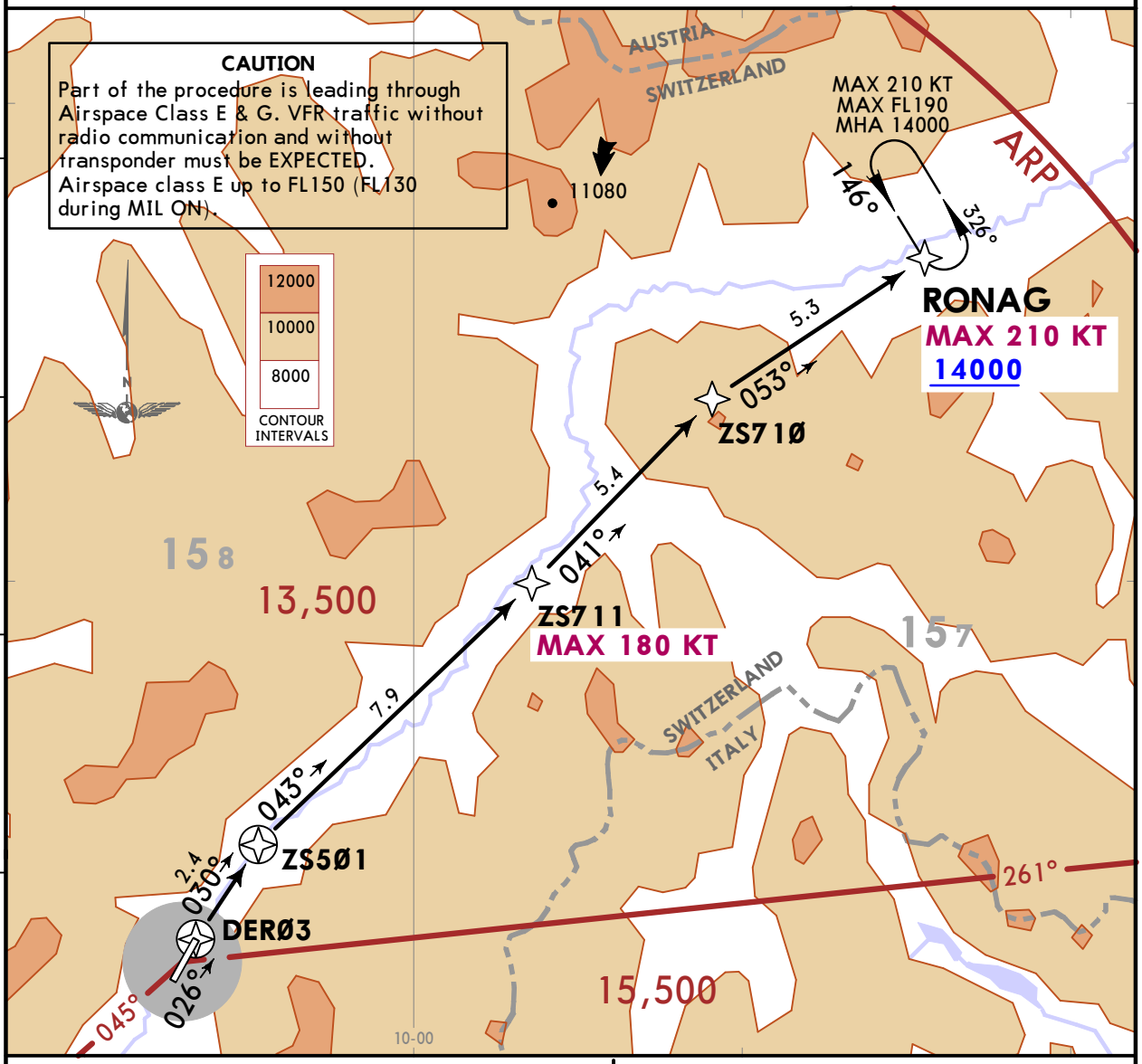
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ALPS Radar 119.225	Apt Elev 5602	Trans alt: 16000 RNAV 1 GNSS required 1. Maintain visual ground contact up to 10000. 2. Departure clearance includes the clearance to leave and re-enter controlled airspace. 3. Contact ALPS Radar when instructed. 4. Contingency procedures must be provided by the operator and must be available to the pilot. 5. Close-in obstacles RIGHT of track up to 5715 shortly after end of RWY.

RONAG 1V [RONA1V]
VISUAL HIGH PERFORMANCE RNAV DEPARTURE (RWY 03)

SPEED: MAX 210 KT



Due to high terrain any non-adherence to the published minimum climb gradient will result in infringement of the minimum obstacle clearance. Set visual climb rate as required to avoid obstacles, but not below 610 per NM(10.0%), when reaching 10000.
This SID requires a minimum climb gradient of
10.0% up to 10600.

Gnd speed-KT	75	100	150	200	250	300
10.0% V/V (fpm)	760	1013	1519	2025	2532	3038

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS
Enter RONAG holding at or above 14000, perform two holding pattern, if radio contact is not re-established, proceed to destination according FPL.

Initial climb clearance **16000**, shuttle climb as required to MEA

ROUTING

DERØ3 - ZS5Ø1 - ZS711 (K180-) - ZS71Ø - RONAG (K210-; 14000+).

CHANGES: PBN note.

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LSZS/SMV

Apt Elev **5602′**

N46 32.1 E009 53.1

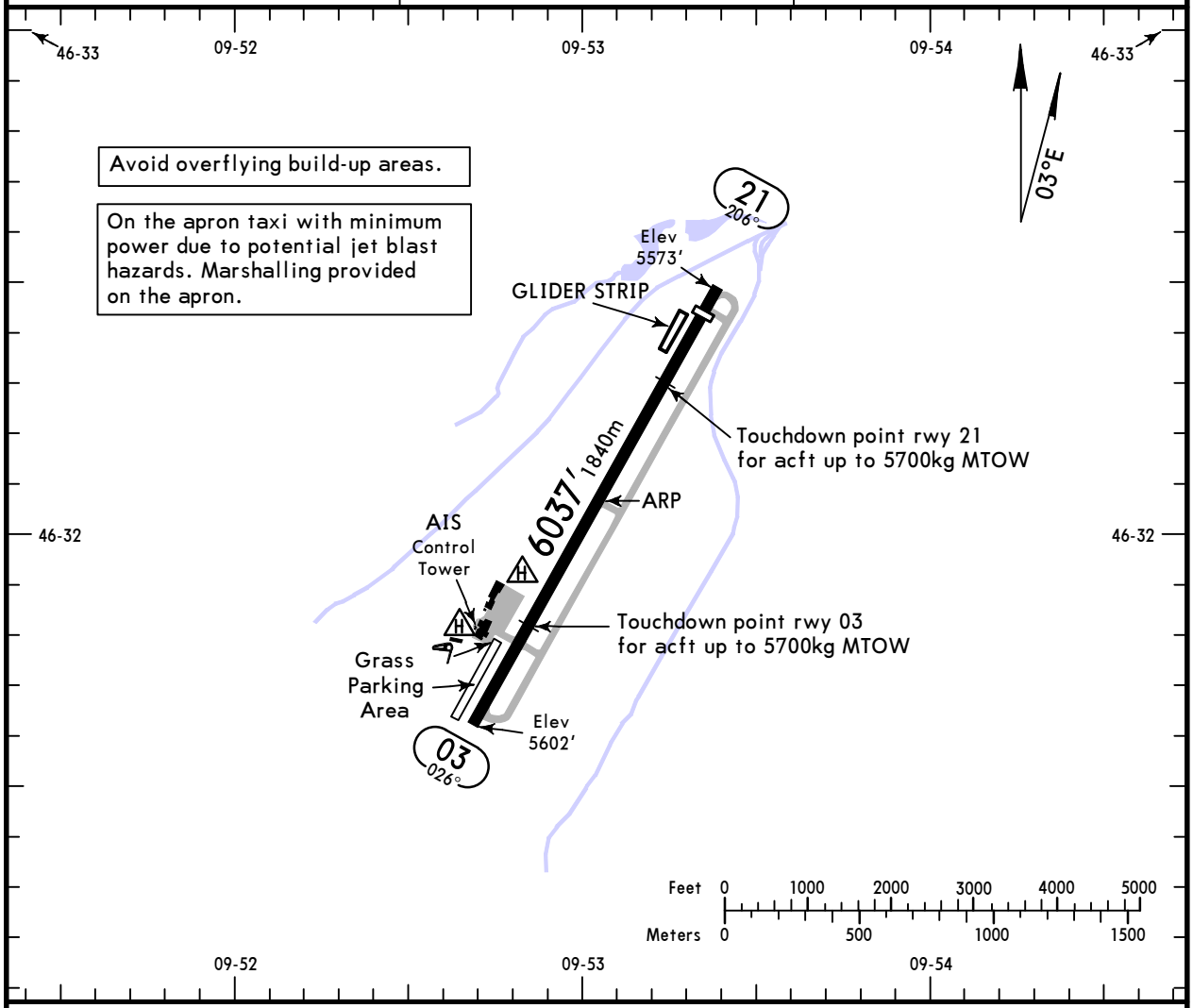
JEPPESEN

27 FEB 26 (10-9)

SAMEDAN, SWITZERLAND

SAMEDAN

*ATIS	*SAMEDAN Delivery (Start up)	*SAMEDAN Information
136.6	121.880	135.325



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
03	PAPI-R (angle 4.49°) ❶				131′ 40m
21	PAPI-L (angle 4.4°) ❷	5676′ 1730m			

❶ PAPI 03 light beam offset 5° west from Rwy axis.
❷ PAPI 21 light beam offset 5° east from Rwy axis.

Standard

TAKE-OFF

	Rwy 03		Rwy 21	
	via SID RONAG 1E	via SID RONAG 1V	via SID PELAD 1W	via SID PELAD 1V
A	2000m	ceil 4400′ - 5000m	2000m	ceil 5100′ - 5000m
B				
C				
D	NOT APPLICABLE			

CHANGES: Heli stand added.

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LSZS/SMV SAMEDAN

JEPPESEN

6 SEP 24 (12-1)

CAT A, B & C

SAMEDAN, SWITZERLAND RNP Rwy 21

*ATIS	*SAMEDAN Information	DELTA
136.6	135.325	119.225

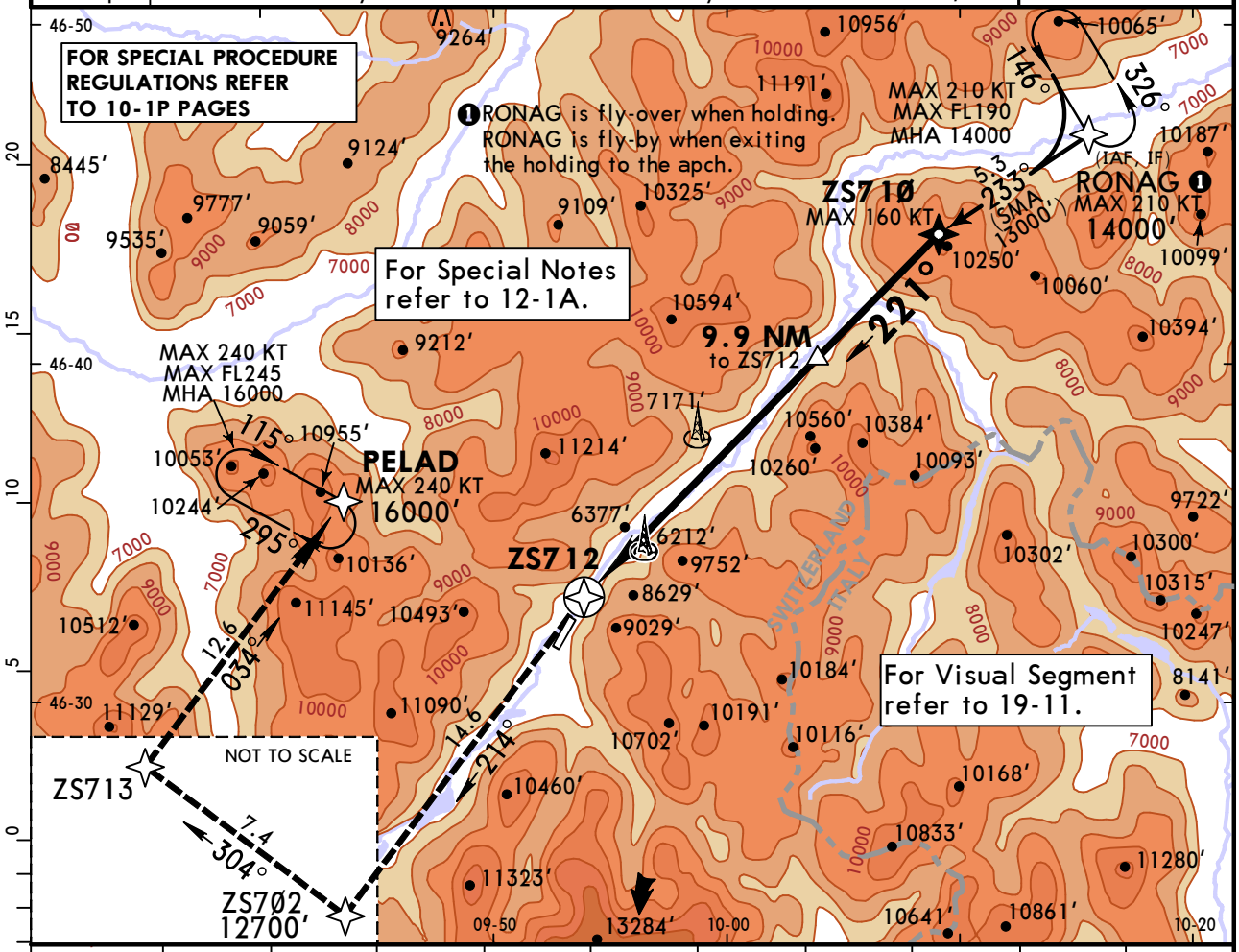
RNAV	Final Apch Crs 221°	ZS710 13000′ (7427′)	LNAV DA/MDA(H) Refer to Minimums	Apt Elev 5602′ Rwy 5573′

MISSED APCH: Climb to 16,000′. Proceed via ZS7Ø2, ZS713 to PELAD. Enter PELAD holding. Cross PELAD at 16,000′ or above.
MIN climb gradient 4.3% to 12500′. Initiate missed apch no later than 5.5 NM to MAP.

RNP Apch	Alt Set: hPa	Rwy Elev: 188 hPa	Trans level: By ATC	Trans alt: 16,000′

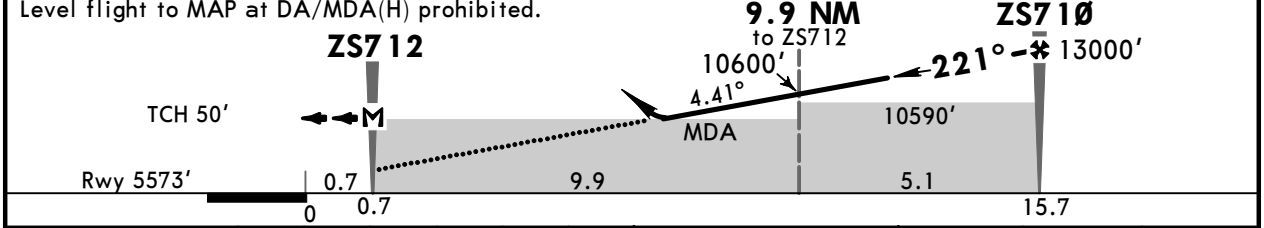
13,500 261° 045° 15,500 MSA ARP

BRIEFING STRIP™



DIST to ZS712	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0
ALTITUDE	8780′	9250′	9720′	10190′	10660′	11130′	11600′	12060′	12530′	13000′

Level flight to MAP at DA/MDA(H) prohibited.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	4.41°	547	703	781	937	1093	1250
MAP at ZS712							

PAPI-L 16000′ ZS7Ø2

Standard STRAIGHT-IN LANDING RWY 21

LNAV

CDFA	CDFA
Missed apch climb gradient mim 2.5%	**Missed apch climb gradient mim 4.3% up to 12500′**
DA/MDA(H) **9500′** (3927′)	DA/MDA(H) **8680′** (3107′)
A RVR 5000m	RVR 5000m
B	
C	
D NOT APPLICABLE	

PANS OPS

CHANGES: SAMEDAN Information.

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SPECIAL NOTES FOR RNP RWY 21

GENERAL:

Special pilot training required.
Final apch track offset 15° LEFT from rwy centerline.

MAX IAS 160 KT established no later than FAF.
Rate of descent 1000'/min exceeded with GS more than 125 KT in final approach.
Approach clearance includes the clearance to leave and re-enter controlled airspace.
PAPI at 4.40°.

Due to close proximity of high terrain in the final and missed approach phase, a strict adherence to the published procedures is required.

The flight crew is required to perform a position report at the FAF.

CAUTION:

Altitude adjustments for cold temperature conditions required by the flight crew.

Procedure partly within airspace class E and G. VFR traffic without radio communication and without transponder must be expected.
Airspace class E up to FL150 (FL130 during MIL ON).

From 2.4 NM before THR 21 Visual Segment Surface (VSS) penetrated by trees and power lines up to 6690' LEFT of Rwy centerline.

The final approach is based on a continuous descent (CDFA).

When reaching DA/MDA(H) and no visual contact to the landing rwy is established and can be maintained, start the missed apch climb without delay and continue to ZS712. Climb via ZS712, ZS7Ø2, ZS713 to PELAD.

Obstacle clearance is calculated with RNP 0.3 until MAP.

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LSZS/SMV

JEPPESEN 6 SEP 24 (19-10) CAT A, B & C

SAMEDAN, SWITZERLAND VISUAL APCH WITH RNP GUIDANCE Rwy 03

SAMEDAN

*ATIS	*SAMEDAN Information	DELTA
136.6	135.325	119.225

BRIEFING STRIP™

RNAV	Final Apch Crs	ZS7Ø2	DA/MDA(H)	Apt Elev 5602′
	035°	11800′ (6198′)	11400′ (5798′)	Rwy 5602′

MISSED APCH: Climb to 16,000′. Proceed via ZS7Ø6 to RONAG. Enter RONAG holding. Cross RONAG at 14,000′ or above, shuttle climb as required to MEA.

13,500 261° 045° 15,500 MSA ARP

Alt Set: hPa | Rwy Elev: 189 hPa | Trans level: By ATC | Trans alt: 16,000′

CAUTION: Procedure partly within airspace class E and G. VFR traffic without radio communication and without transponder must be expected. Airspace class E up to FL150 (FL130 during MIL ON).

CAUTION: Altitude adjustments for cold temperature conditions required by the flight crew.

NOT TO SCALE

146° 326° MAX 210 KT MAX FL190 MHA 14000

RONAG MAX 210 KT 14000

MAX 240 KT MAX FL245 MHA 16000

ZS7ØØ 13000

PELAD (IAF) MAX 240 KT 16000

ZS7Ø6

ZS7Ø5

ZS716 MAX 160 KT

ZS7Ø2

ZS7Ø1 12400 (IF)

SMA 11700

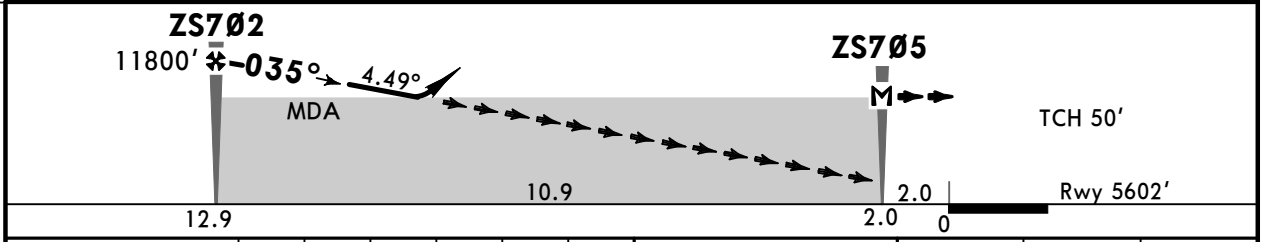
For Visual Segment refer to VISUAL APPROACH.

FOR SPECIAL PROCEDURE REGULATIONS REFER TO 10-1P PAGES

Final apch track offset 9.1° LEFT from rwy centerline and must be flown in visual conditions due to high terrain in the region of ZS7Ø2. Special pilot training required. The flight crew is required to perform a position report at the FAF.

Rate of descent 1000′/min exceeded with GS more than 125 KT in final approach. Approach clearance includes the clearance to leave and re-enter controlled airspace. ICAO obstacle protection surface penetrated by a hill between ZS7Ø5 and THR 03. PAPI at 4.49°.

DIST to ZS7Ø5	10.9	10.0	9.0	8.0	7.0	6.0	5.0
ALTITUDE	11800′	11370′	10890′	10420′	9940′	9460′	8980′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 4.49°	557	716	795	954	1113	1272
MAP at ZS7Ø5						

PAPI-R | 16000′ | ZS7Ø6

Standard

LANDING RWY **03**

CDFA

DA/MDA(H) **11400′** (5798′)

PANS OPS

A	RVR 5000m
B	
C	
D	NOT APPLICABLE

CHANGES: SAMEDAN Information.

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LSZS/SMV
SAMEDAN

JEPPESEN
6 SEP 24 (19-11)

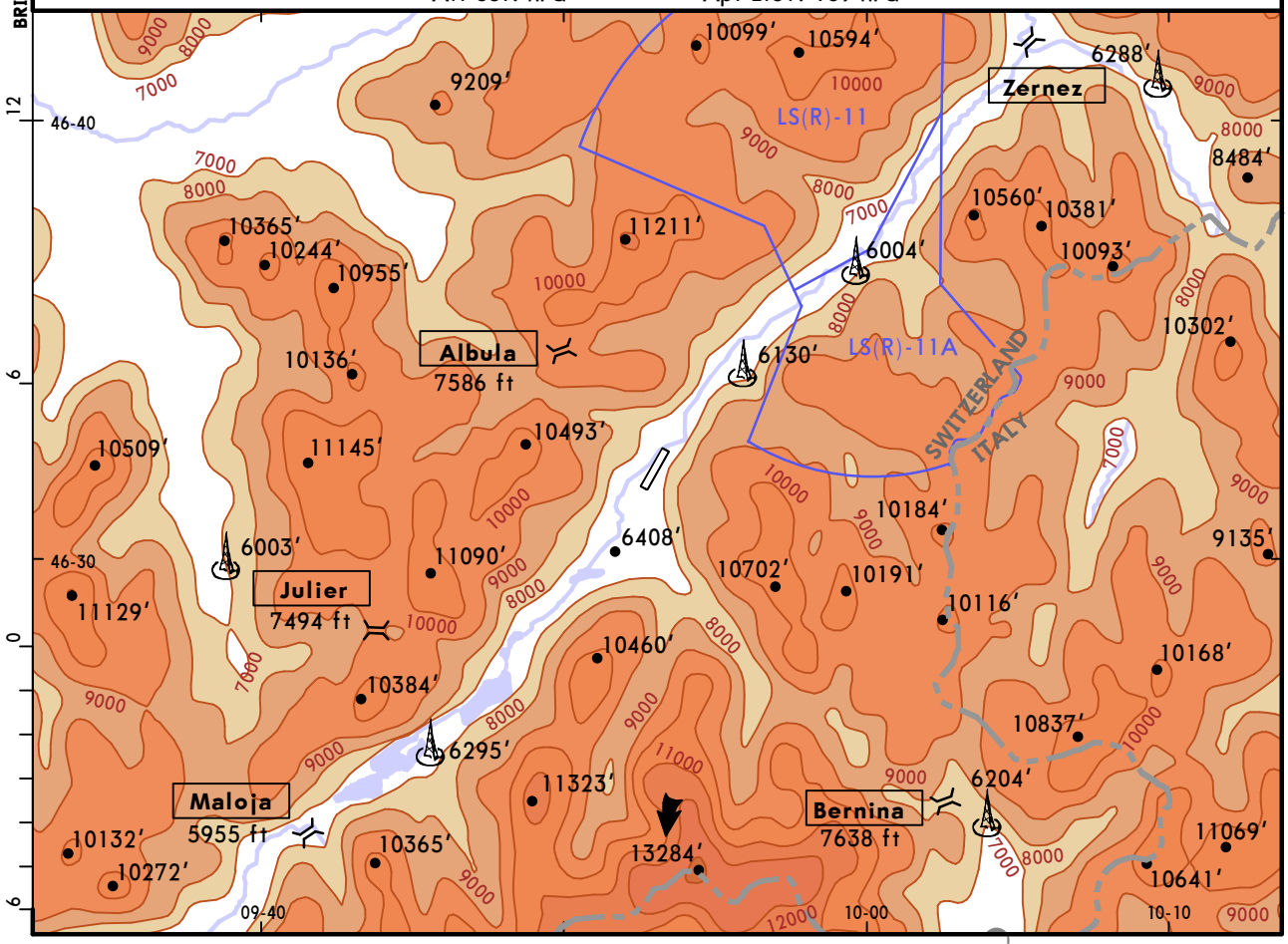
SAMEDAN, SWITZERLAND
VISUAL APPROACH

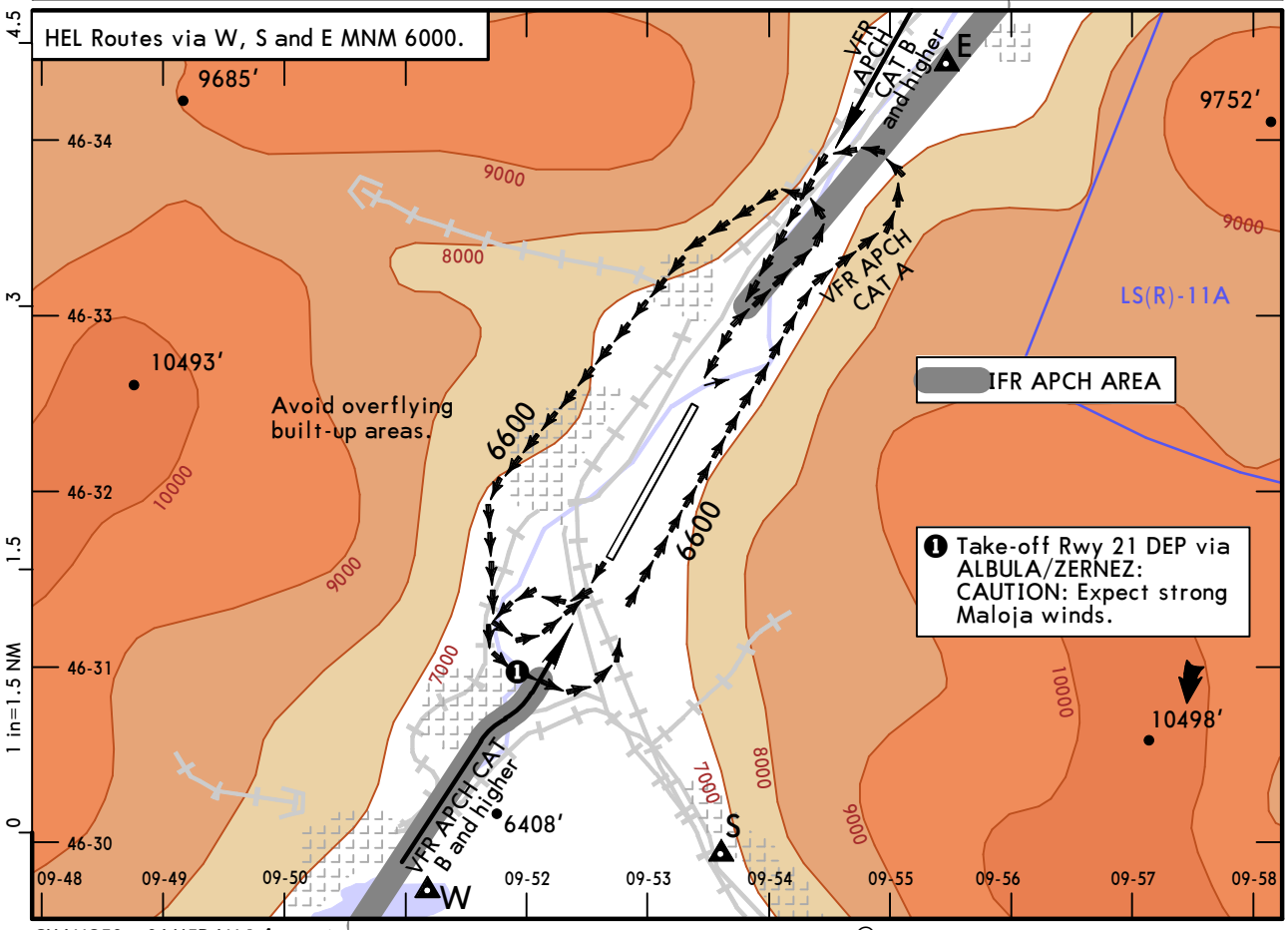
*ATIS	*SAMEDAN Information
136.6	135.325

Apt Elev **5602′**

Alt Set: hPa Apt Elev: 189 hPa

BRIEFING STRIP ™





CHANGES: SAMEDAN Information.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SAMEDAN, (SAMEDAN - LSZS)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LSZS