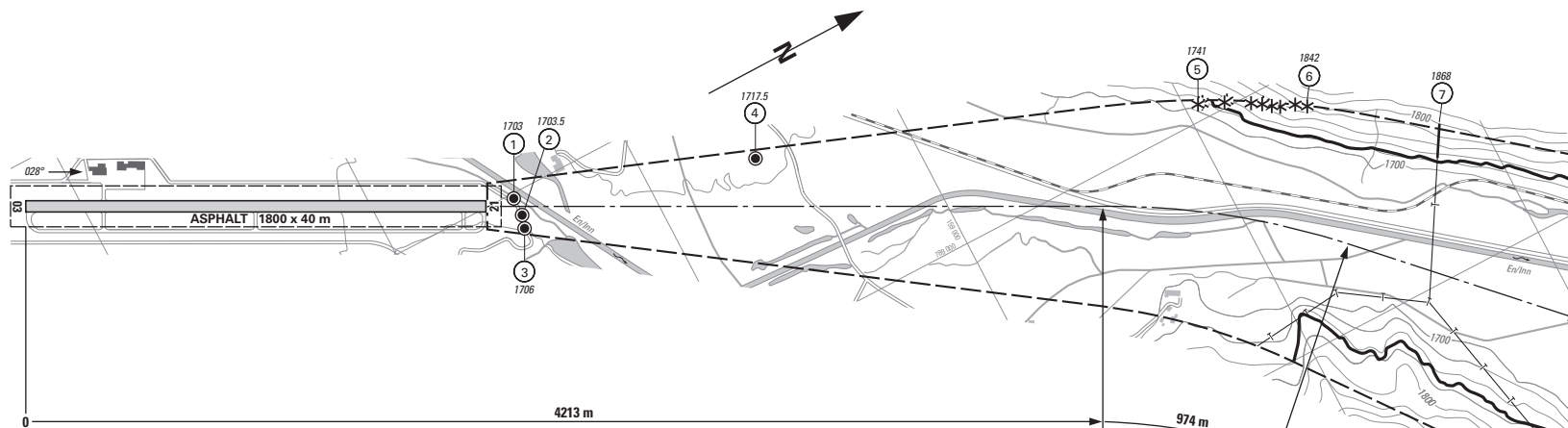


VAR 1° E (2010.5)

Profile view see LSZS AD 2.24.4-2

RWY: 03		
RWY 03	DECLARED DISTANCES	RWY 21
1800	TAKE-OFF RUN AVAILABLE	—
1800	TAKE-OFF DISTANCE AVAILABLE	—
1800	ACCELERATE-STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	1700

NOTE:
LSZS is a VFR airport. Therefore AOC is following the optimal terrain line along the valley.
No further OBST beyond the depicted area are determined.



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND	
①	Identification number
*	Tree, shrub
●	Pole, tower, spire, antenna, etc.
■	Building, large structure
—	Railroad
—	Transmission line, overhead cable
⌒	Terrain penetrating obstruction plane

OBST ELEV in m
AD ELEV in m

BASED ON SURVEY OCT 2009
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: completely revised

4th Edition

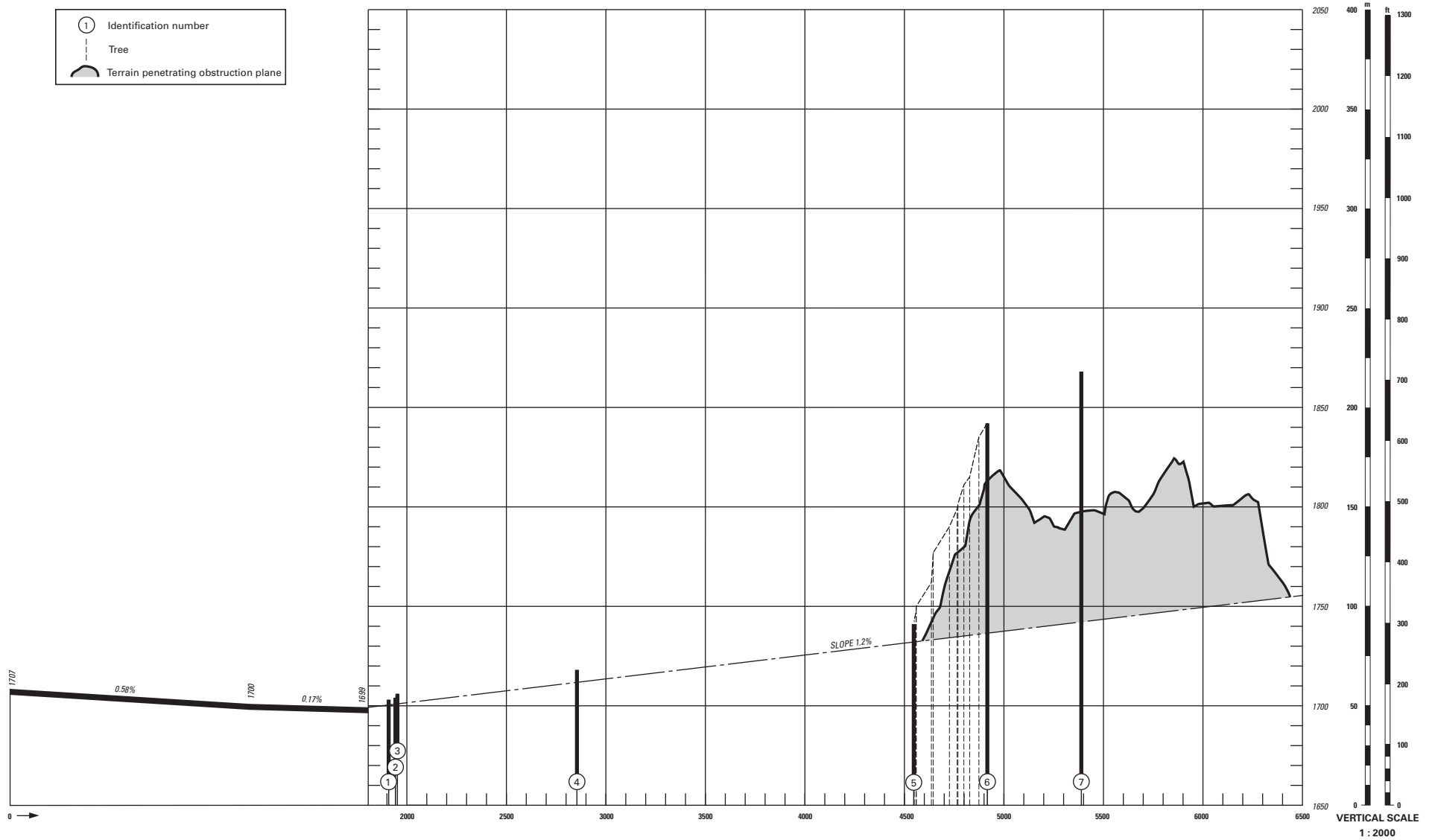
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Plan view see LSZS AD 2.24.4-1

PROFILE RWY: 03

LEGEND

- ① Identification number
- Tree
- ▬ Terrain penetrating obstruction plane



COR: completely revised

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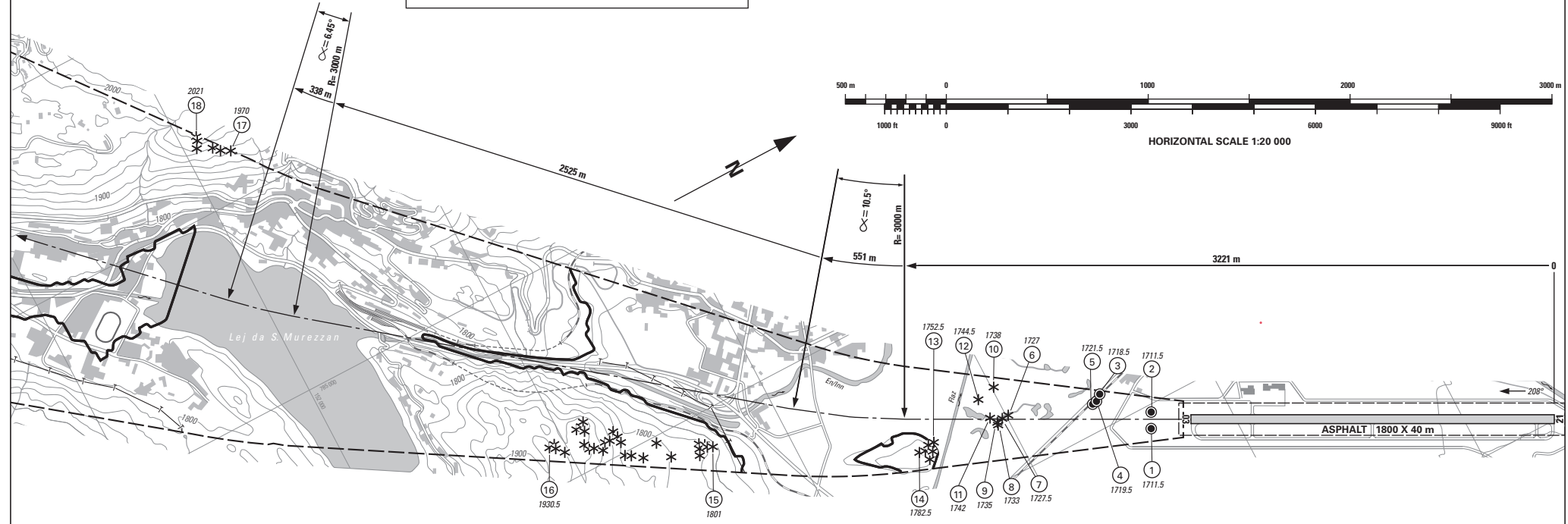
VAR 1° E (2010.5)

Profile view see LSZS AD 2.24.4-4

RWY: 21

RWY 03	DECLARED DISTANCES	RWY 21
—	TAKE-OFF RUN AVAILABLE	1800
—	TAKE-OFF DISTANCE AVAILABLE	1800
—	ACCELERATE-STOP DISTANCE AVAILABLE	1800
1800	LANDING DISTANCE AVAILABLE	—

NOTE:
LSZS is a VFR airport. Therefore AOC is following the optimal terrain line along the valley.
No further OBST beyond the depicted area are determined.



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

①	Identification number	OBST	ELEV in m
*	Tree, shrub	AD	ELEV in m
●	Pole, tower, spire, antenna, etc.		
■	Building, large structure		
—	Railroad		
—	Transmission line, overhead cable		
⌒	Terrain penetrating obstruction plane		

BASED ON SURVEY OCT 2009
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: completely revised




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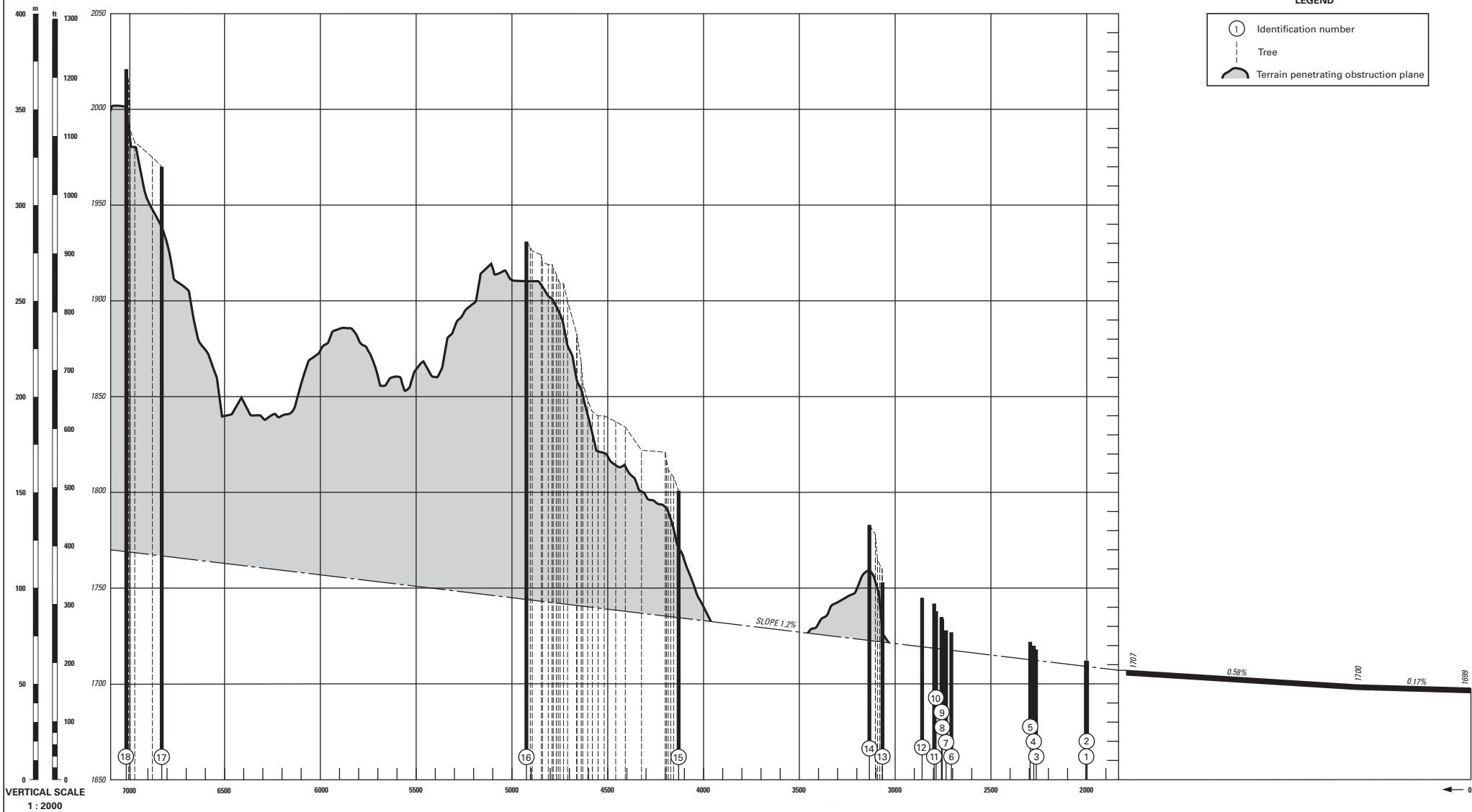
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Plan view see LSZS AD 2.24.4-3

PROFILE RWY: 21

LEGEND

	Identification number
	Tree
	Terrain penetrating obstruction plane



VERTICAL SCALE
1 : 2000

COR: completely revised

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