SWITZERLAND

TEL: +41 (0) 43 931 61 68

Telegraphic address:
AFTN: LSSAYOYX
E-mail: aip@skyguide.ch

skyguide

AIP Services

**CH-8602 WANGEN
BEI DÜBENDORF**

AIP

AMDT 010 2021

Effective Date 07 OCT 2021

RMK

Filing instruction: Insert this AMDT into AIP after inserting AIRAC AMDT of same effective date, if issued.

For technical reasons, LSZH, which has already appeared as AIRAC AMDT 07 OCT 2021, is being reissued as AIP AMDT 07 OCT 2021. *

1. Insert the following pages:

		Destroy the following pages:	
GEN 0.2 - 9/10	07 OCT 2021	GEN 0.2 - 9/10	09 SEP 2021
GEN 0.4 - 1/2	07 OCT 2021	GEN 0.4 - 1/2	AIRAC 07 OCT 2021
GEN 0.4 - 3/4	07 OCT 2021	GEN 0.4 - 3/4	AIRAC 07 OCT 2021
GEN 0.4 - 5/6	07 OCT 2021	GEN 0.4 - 5/6	AIRAC 07 OCT 2021
GEN 0.4 - 7/8	07 OCT 2021	GEN 0.4 - 7/8	AIRAC 07 OCT 2021
GEN 2.7 - 1/2	07 OCT 2021	GEN 2.7 - 1/2	08 OCT 2020
GEN 2.7 - 3/4	07 OCT 2021	GEN 2.7 - 3/4	08 OCT 2020
GEN 2.7 - 5/6	07 OCT 2021	GEN 2.7 - 5/6	08 OCT 2020
GEN 3.1 - 3/4	07 OCT 2021	GEN 3.1 - 3/4	08 OCT 2020
ENR 1.4 - 1/2	07 OCT 2021	ENR 1.4 - 1/2	30 MAR 2017
ENR 1.4 - 3/4	07 OCT 2021	ENR 1.4 - 3/4	13 SEP 2018
ENR 1.4 - 5/6	07 OCT 2021	ENR 1.4 - 5/6	16 JUL 2020
ENR 5.4 - 1/2	07 OCT 2021	ENR 5.4 - 1/2	12 AUG 2021
LSZB AD 2 - 5/6	07 OCT 2021	LSZB AD 2 - 5/6	09 SEP 2021
LSZC AD 2 - 3/4	07 OCT 2021	LSZC AD 2 - 3/4	12 AUG 2021
LSZH AD 2 - 29/30 *	07 OCT 2021	LSZH AD 2 - 29/30	AIRAC 07 OCT 2021
LSZH AD 2 - 33/34 *	07 OCT 2021	LSZH AD 2 - 33/34	AIRAC 07 OCT 2021
LSZH AD 2 - 35/36 *	07 OCT 2021	LSZH AD 2 - 35/36	AIRAC 07 OCT 2021
LSZH AD 2 - 37/38 *	07 OCT 2021	LSZH AD 2 - 37/38	AIRAC 07 OCT 2021
LSZH AD 2 - 39/40 *	07 OCT 2021	LSZH AD 2 - 39/40	AIRAC 07 OCT 2021

Pages to be inserted and deleted continued on next page(s)

2. Record entry of amendment on page GEN 0.2

3. This AIP AMDT incorporates information contained in the following publications:

NOTAM: B0930/21, B0976/21

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

4. Following SUP and AIRAC SUP are still in force:

Checklist SUP: 007 2018, 009 2018, 002 2021

Checklist AIRAC SUP: NIL

Insert the following pages:		Destroy the following pages:	
LSZH AD 2 - 41/42 *	07 OCT 2021	LSZH AD 2 - 41/42	AIRAC 07 OCT 2021
LSZH AD 2 - 43/44 *	07 OCT 2021	LSZH AD 2 - 43/44	AIRAC 07 OCT 2021
LSZH AD 2 - 45/46 *	07 OCT 2021	LSZH AD 2 - 45/46	AIRAC 07 OCT 2021
LSZH AD 2 - 47/48 *	07 OCT 2021	LSZH AD 2 - 47/48	AIRAC 07 OCT 2021
LSZH AD 2 - 49/50 *	07 OCT 2021	LSZH AD 2 - 49/50	AIRAC 07 OCT 2021
LSZH AD 2 - 51/52 *	07 OCT 2021	LSZH AD 2 - 51/52	AIRAC 07 OCT 2021
LSZH AD 2 - 53/54 *	07 OCT 2021	LSZH AD 2 - 53/54	AIRAC 07 OCT 2021
LSZH AD 2 - 55/56 *	07 OCT 2021	LSZH AD 2 - 55/56	AIRAC 07 OCT 2021
LSZH AD 2 - 57/58 *	07 OCT 2021	LSZH AD 2 - 57/58	AIRAC 07 OCT 2021
LSZH AD 2 - 59/60 *	07 OCT 2021	LSZH AD 2 - 59/60	AIRAC 07 OCT 2021
LSZH AD 2 - 61/62 *	07 OCT 2021	LSZH AD 2 - 61/62	AIRAC 07 OCT 2021
LSZH AD 2 - 63/64 *	07 OCT 2021	LSZH AD 2 - 63/64	AIRAC 07 OCT 2021
LSZH AD 2 - 65/66 *	07 OCT 2021	LSZH AD 2 - 65/66	AIRAC 07 OCT 2021
LSZH AD 2 - 67/68 *	07 OCT 2021	LSZH AD 2 - 67/68	AIRAC 07 OCT 2021
LSZH AD 2.24.6 - 1/2 *	07 OCT 2021	LSZH AD 2.24.6 - 1/2	AIRAC 07 OCT 2021
LSZH AD 2.24.6 - 3/4 *	07 OCT 2021	LSZH AD 2.24.6 - 3/4	AIRAC 07 OCT 2021
LSZH AD 2.24.7.1 - 1/2 *	07 OCT 2021	LSZH AD 2.24.7.1 - 1/2	AIRAC 07 OCT 2021
LSZH AD 2.24.7.1 - 3/4 *	07 OCT 2021	LSZH AD 2.24.7.1 - 3/4	AIRAC 07 OCT 2021
LSZH AD 2.24.7.1 - 5/6 *	07 OCT 2021	LSZH AD 2.24.7.1 - 5/6	AIRAC 07 OCT 2021
LSZH AD 2.24.7.1 - 7/8 *	07 OCT 2021	LSZH AD 2.24.7.1 - 7/8	AIRAC 07 OCT 2021
LSZH AD 2.24.7.2 - 1/2 *	07 OCT 2021	LSZH AD 2.24.7.2 - 1/2	AIRAC 07 OCT 2021
LSZH AD 2.24.7.2 - 3/4 *	07 OCT 2021	LSZH AD 2.24.7.2 - 3/4	AIRAC 07 OCT 2021
LSZH AD 2.24.7.2 - 5/6 *	07 OCT 2021	LSZH AD 2.24.7.2 - 5/6	AIRAC 07 OCT 2021
LSZH AD 2.24.7.2 - 7/8 *	07 OCT 2021	LSZH AD 2.24.7.2 - 7/8	AIRAC 07 OCT 2021
LSZH AD 2.24.7.3 - 1/2 *	07 OCT 2021	LSZH AD 2.24.7.3 - 1/2	AIRAC 07 OCT 2021
LSZH AD 2.24.7.3 - 3/4 *	07 OCT 2021	LSZH AD 2.24.7.3 - 3/4	AIRAC 07 OCT 2021
LSZH AD 2.24.7.3 - 5/6 *	07 OCT 2021	LSZH AD 2.24.7.3 - 5/6	AIRAC 07 OCT 2021
LSZH AD 2.24.7.3 - 7/8 *	07 OCT 2021	LSZH AD 2.24.7.3 - 7/8	AIRAC 07 OCT 2021
LSZH AD 2.24.7.3 - 9/10 *	07 OCT 2021	LSZH AD 2.24.7.3 - 9/10	AIRAC 07 OCT 2021
LSZH AD 2.24.7.4 - 1/2 *	07 OCT 2021	LSZH AD 2.24.7.4 - 1/2	AIRAC 07 OCT 2021
LSZH AD 2.24.7.4 - 3/4 *	07 OCT 2021	LSZH AD 2.24.7.4 - 3/4	AIRAC 07 OCT 2021
LSZH AD 2.24.7.4 - 5/6 *	07 OCT 2021	LSZH AD 2.24.7.4 - 5/6	AIRAC 07 OCT 2021
LSZH AD 2.24.7.4 - 7/8 *	07 OCT 2021	LSZH AD 2.24.7.4 - 7/8	AIRAC 07 OCT 2021
LSZH AD 2.24.7.5 - 1/2 *	07 OCT 2021	LSZH AD 2.24.7.5 - 1/2	AIRAC 07 OCT 2021
LSZH AD 2.24.7.5 - 3/4 *	07 OCT 2021	LSZH AD 2.24.7.5 - 3/4	AIRAC 07 OCT 2021
LSZH AD 2.24.7.5 - 5/6 *	07 OCT 2021	LSZH AD 2.24.7.5 - 5/6	AIRAC 07 OCT 2021
LSZH AD 2.24.7.5 - 7/8 *	07 OCT 2021	LSZH AD 2.24.7.5 - 7/8	AIRAC 07 OCT 2021
LSZH AD 2.24.7.5 - 9/10 *	07 OCT 2021	LSZH AD 2.24.7.5 - 9/10	AIRAC 07 OCT 2021
LSZH AD 2.24.7.6 - 1/2 *	07 OCT 2021	LSZH AD 2.24.7.6 - 1/2	AIRAC 07 OCT 2021
LSZH AD 2.24.9.1 - 1/2 *	07 OCT 2021	LSZH AD 2.24.9.1 - 1/2	AIRAC 07 OCT 2021
LSZH AD 2.24.9.2 - 1/2 *	07 OCT 2021	LSZH AD 2.24.9.2 - 1/2	AIRAC 07 OCT 2021
LSZH AD 2.24.9.3 - 1/2 *	07 OCT 2021	LSZH AD 2.24.9.3 - 1/2	AIRAC 07 OCT 2021
LSZH AD 2.24.10.3 - 1/2 *	07 OCT 2021	LSZH AD 2.24.10.3 - 1/2	AIRAC 07 OCT 2021
LSZH AD 2.24.10.4 - 1/2 *	07 OCT 2021	LSZH AD 2.24.10.4 - 1/2	AIRAC 07 OCT 2021

AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
009/2021	09-Sep-2021	09-Sep-2021	
010/2021	07-Oct-2021	07-Oct-2021	

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

Page	Date
GEN 0.1 - 1	11 DEC 2014
GEN 0.1 - 2	11 DEC 2014
GEN 0.1 - 3	01 MAY 2014
GEN 0.1 - 4	01 MAY 2014
GEN 0.2 - 1	AIRAC 26 MAY 2016
GEN 0.2 - 2	AIRAC 26 MAY 2016
GEN 0.2 - 3	AIRAC 07 OCT 2021
GEN 0.2 - 4	AIRAC 07 OCT 2021
GEN 0.2 - 5	AIRAC 23 JUN 2016
GEN 0.2 - 6	AIRAC 23 JUN 2016
GEN 0.2 - 7	20 MAY 2021
GEN 0.2 - 8	20 MAY 2021
GEN 0.2 - 9	07 OCT 2021
GEN 0.2 - 10	07 OCT 2021
GEN 0.3 - 1	15 JUL 2021
GEN 0.3 - 2	15 JUL 2021
GEN 0.4 - 1	07 OCT 2021
GEN 0.4 - 2	07 OCT 2021
GEN 0.4 - 3	07 OCT 2021
GEN 0.4 - 4	07 OCT 2021
GEN 0.4 - 5	07 OCT 2021
GEN 0.4 - 6	07 OCT 2021
GEN 0.4 - 7	07 OCT 2021
GEN 0.4 - 8	07 OCT 2021
GEN 0.5 - 1	AIRAC 07 OCT 2021
GEN 0.5 - 2	AIRAC 07 OCT 2021
GEN 0.6 - 1	16 JUL 2020
GEN 0.6 - 2	16 JUL 2020
GEN 0.6 - 3	16 JUL 2020
GEN 0.6 - 4	16 JUL 2020
GEN 1.1 - 1	17 JUN 2021
GEN 1.1 - 2	17 JUN 2021
GEN 1.2 - 1	11 DEC 2014
GEN 1.2 - 2	11 DEC 2014
GEN 1.2 - 3	11 DEC 2014
GEN 1.2 - 4	11 DEC 2014
GEN 1.2 - 5	01 FEB 2018
GEN 1.2 - 6	01 FEB 2018
GEN 1.2 - 7	11 DEC 2014
GEN 1.2 - 8	11 DEC 2014
GEN 1.2 - 9	11 DEC 2014
GEN 1.2 - 10	11 DEC 2014
GEN 1.3 - 1	11 DEC 2014
GEN 1.3 - 2	11 DEC 2014
GEN 1.4 - 1	11 DEC 2014
GEN 1.4 - 2	11 DEC 2014
GEN 1.5 - 1	18 JUL 2019
GEN 1.5 - 2	18 JUL 2019
GEN 1.6 - 1	25 MAR 2021
GEN 1.6 - 2	25 MAR 2021
GEN 1.7 - 1	31 DEC 2020
GEN 1.7 - 2	31 DEC 2020
GEN 1.7 - 3	15 JUL 2021
GEN 1.7 - 4	15 JUL 2021
GEN 1.7 - 5	31 DEC 2020
GEN 1.7 - 6	31 DEC 2020
GEN 1.7 - 7	31 DEC 2020
GEN 1.7 - 8	31 DEC 2020
GEN 1.7 - 9	15 JUL 2021
GEN 1.7 - 10	15 JUL 2021
GEN 1.7 - 11	09 SEP 2021
GEN 1.7 - 12	09 SEP 2021
GEN 1.7 - 13	12 AUG 2021
GEN 1.7 - 14	12 AUG 2021
GEN 1.7 - 15	31 DEC 2020
GEN 1.7 - 16	31 DEC 2020
GEN 1.7 - 17	12 AUG 2021
GEN 1.7 - 18	12 AUG 2021
GEN 1.7 - 19	20 MAY 2021
GEN 1.7 - 20	20 MAY 2021
GEN 1.7 - 21	20 MAY 2021
GEN 1.7 - 22	20 MAY 2021
GEN 1.7 - 23	28 JAN 2021
GEN 1.7 - 24	28 JAN 2021
GEN 1.7 - 25	31 DEC 2020
GEN 1.7 - 26	31 DEC 2020
GEN 2.1 - 1	13 NOV 2014
GEN 2.1 - 2	13 NOV 2014
GEN 2.1 - 3	21 JUL 2016
GEN 2.1 - 4	21 JUL 2016
GEN 2.2 - 1	19 JUL 2018
GEN 2.2 - 2	19 JUL 2018
GEN 2.2 - 3	19 JUL 2018
GEN 2.2 - 4	19 JUL 2018
GEN 2.2 - 5	19 JUL 2018
GEN 2.2 - 6	19 JUL 2018
GEN 2.2 - 7	AIRAC 28 MAR 2019
GEN 2.2 - 8	AIRAC 28 MAR 2019
GEN 2.2 - 9	18 JUN 2020
GEN 2.2 - 10	18 JUN 2020
GEN 2.3 - 1	25 MAR 2021
GEN 2.3 - 2	25 MAR 2021
GEN 2.3 - 3	16 JUL 2020
GEN 2.3 - 4	16 JUL 2020
GEN 2.3 - 5	24 MAY 2018
GEN 2.3 - 6	24 MAY 2018
GEN 2.3 - 7	24 MAY 2018
GEN 2.3 - 8	24 MAY 2018
GEN 2.4 - 1	AIRAC 22 APR 2021
GEN 2.4 - 2	AIRAC 22 APR 2021
GEN 2.4 - 3	AIRAC 22 APR 2021
GEN 2.4 - 4	AIRAC 22 APR 2021
GEN 2.4 - 5	AIRAC 22 APR 2021
GEN 2.4 - 6	AIRAC 22 APR 2021
GEN 2.4 - 7	AIRAC 22 APR 2021
GEN 2.4 - 8	AIRAC 22 APR 2021
GEN 2.5 - 1	AIRAC 25 MAR 2021
GEN 2.5 - 2	AIRAC 25 MAR 2021
GEN 2.6 - 1	10 DEC 2015
GEN 2.6 - 2	10 DEC 2015
GEN 2.6 - 3	10 DEC 2015
GEN 2.6 - 4	10 DEC 2015
GEN 2.7 - 1	07 OCT 2021
GEN 2.7 - 2	07 OCT 2021
GEN 2.7 - 3	07 OCT 2021
GEN 2.7 - 4	07 OCT 2021
GEN 2.7 - 5	07 OCT 2021
GEN 2.7 - 6	07 OCT 2021
GEN 3.1 - 1	25 FEB 2021
GEN 3.1 - 2	25 FEB 2021
GEN 3.1 - 3	07 OCT 2021
GEN 3.1 - 4	07 OCT 2021
GEN 3.1 - 5	17 JUN 2021
GEN 3.1 - 6	17 JUN 2021
GEN 3.1 - 7	25 FEB 2021
GEN 3.1 - 8	25 FEB 2021
GEN 3.2 - 1	25 FEB 2021
GEN 3.2 - 2	25 FEB 2021
GEN 3.2 - 3	11 DEC 2014
GEN 3.2 - 4	11 DEC 2014
GEN 3.3 - 1	12 AUG 2021
GEN 3.3 - 2	12 AUG 2021
GEN 3.3 - 3	09 SEP 2021
GEN 3.3 - 4	09 SEP 2021
GEN 3.3 - 5	24 MAY 2018
GEN 3.3 - 6	24 MAY 2018
GEN 3.3 - 7	16 JUL 2020
GEN 3.3 - 8	16 JUL 2020
GEN 3.4 - 1	AIRAC 20 MAY 2021
GEN 3.4 - 2	AIRAC 20 MAY 2021
GEN 3.4 - 3	AIRAC 20 MAY 2021
GEN 3.4 - 4	AIRAC 20 MAY 2021
GEN 3.4 - 5	AIRAC 20 MAY 2021
GEN 3.4 - 6	AIRAC 20 MAY 2021
GEN 3.4 - 7	AIRAC 20 MAY 2021
GEN 3.4 - 8	AIRAC 20 MAY 2021
GEN 3.5 - 1	12 AUG 2021
GEN 3.5 - 2	12 AUG 2021
GEN 3.5 - 3	23 APR 2020
GEN 3.5 - 4	23 APR 2020
GEN 3.5 - 5	23 APR 2020
GEN 3.5 - 6	23 APR 2020
GEN 3.5 - 7	23 APR 2020
GEN 3.5 - 8	23 APR 2020
GEN 3.5 - 9	23 APR 2020
GEN 3.5 - 10	23 APR 2020
GEN 3.5 - 11	23 APR 2020
GEN 3.5 - 12	23 APR 2020
GEN 3.6 - 1	31 DEC 2020
GEN 3.6 - 2	31 DEC 2020
GEN 3.6 - 3	31 DEC 2020
GEN 3.6 - 4	31 DEC 2020
GEN 3.6 - 5	21 MAY 2020
GEN 3.6 - 6	21 MAY 2020
GEN 4.1 - 1	18 AUG 2016
GEN 4.1 - 2	18 AUG 2016
GEN 4.1 - 3	25 FEB 2021
GEN 4.1 - 4	25 FEB 2021
GEN 4.1 - 5	25 APR 2019
GEN 4.1 - 6	25 APR 2019
GEN 4.1 - 7	25 APR 2019
GEN 4.1 - 8	25 APR 2019
GEN 4.1 - 9	25 FEB 2021
GEN 4.1 - 10	25 FEB 2021
GEN 4.1 - 11	19 JUL 2018
GEN 4.1 - 12	19 JUL 2018
GEN 4.1 - 13	19 JUL 2018
GEN 4.1 - 14	19 JUL 2018
GEN 4.1 - 15	20 AUG 2015
GEN 4.1 - 16	20 AUG 2015
GEN 4.1 - 17	20 AUG 2015
GEN 4.1 - 18	20 AUG 2015
GEN 4.1 - 19	17 JUN 2021
GEN 4.1 - 20	17 JUN 2021
GEN 4.1 - 21	17 JUN 2021
GEN 4.1 - 22	17 JUN 2021
GEN 4.1 - 23	17 JUN 2021
GEN 4.1 - 24	17 JUN 2021
GEN 4.1 - 25	17 JUN 2021
GEN 4.1 - 26	17 JUN 2021
GEN 4.1 - 27	20 AUG 2015
GEN 4.1 - 28	20 AUG 2015
GEN 4.1 - 29	20 AUG 2015
GEN 4.1 - 30	20 AUG 2015
GEN 4.1 - 31	20 AUG 2015
GEN 4.1 - 32	20 AUG 2015
GEN 4.1 - 33	20 AUG 2015
GEN 4.1 - 34	20 AUG 2015
GEN 4.1 - 35	10 OCT 2019
GEN 4.1 - 36	10 OCT 2019
GEN 4.1 - 37	25 APR 2019
GEN 4.1 - 38	25 APR 2019
GEN 4.1 - 39	31 JAN 2019
GEN 4.1 - 40	31 JAN 2019
GEN 4.1 - 41	25 APR 2019

Page	Date	Page	Date	Page	Date
ENR 3.3 - 27	AIRAC 12 AUG 2021	ENR 3.3 - 98	AIRAC 12 AUG 2021	ENR 5.2 - 7	AIRAC 05 NOV 2020
ENR 3.3 - 28	AIRAC 12 AUG 2021	ENR 3.3 - 99	AIRAC 12 AUG 2021	ENR 5.2 - 8	AIRAC 05 NOV 2020
ENR 3.3 - 29	AIRAC 12 AUG 2021	ENR 3.3 - 100	AIRAC 12 AUG 2021	ENR 5.2 - 9	AIRAC 05 NOV 2020
ENR 3.3 - 30	AIRAC 12 AUG 2021	ENR 3.4 - 1	AIRAC 29 MAR 2018	ENR 5.2 - 10	AIRAC 05 NOV 2020
ENR 3.3 - 31	AIRAC 12 AUG 2021	ENR 3.4 - 2	AIRAC 29 MAR 2018	ENR 5.2 - 11	AIRAC 28 FEB 2019
ENR 3.3 - 32	AIRAC 12 AUG 2021	ENR 3.4 - 3	18 JUL 2019	ENR 5.2 - 12	AIRAC 28 FEB 2019
ENR 3.3 - 33	AIRAC 12 AUG 2021	ENR 3.4 - 4	18 JUL 2019	ENR 5.2 - 13	AIRAC 28 FEB 2019
ENR 3.3 - 34	AIRAC 12 AUG 2021	ENR 3.4 - 5	AIRAC 29 MAR 2018	ENR 5.2 - 14	AIRAC 28 FEB 2019
ENR 3.3 - 35	AIRAC 12 AUG 2021	ENR 3.4 - 6	AIRAC 29 MAR 2018	ENR 5.2 - 15	AIRAC 28 FEB 2019
ENR 3.3 - 36	AIRAC 12 AUG 2021	ENR 3.4 - 7	AIRAC 29 MAR 2018	ENR 5.2 - 16	AIRAC 28 FEB 2019
ENR 3.3 - 37	AIRAC 12 AUG 2021	ENR 3.4 - 8	AIRAC 29 MAR 2018	ENR 5.2 - 17	AIRAC 28 FEB 2019
ENR 3.3 - 38	AIRAC 12 AUG 2021	ENR 3.4 - 9	AIRAC 29 MAR 2018	ENR 5.2 - 18	AIRAC 28 FEB 2019
ENR 3.3 - 39	AIRAC 12 AUG 2021	ENR 3.4 - 10	AIRAC 29 MAR 2018	ENR 5.2 - 19	AIRAC 28 FEB 2019
ENR 3.3 - 40	AIRAC 12 AUG 2021	ENR 3.4 - 11	AIRAC 29 MAR 2018	ENR 5.2 - 20	AIRAC 28 FEB 2019
ENR 3.3 - 41	AIRAC 12 AUG 2021	ENR 3.4 - 12	AIRAC 29 MAR 2018	ENR 5.2 - 21	AIRAC 28 FEB 2019
ENR 3.3 - 42	AIRAC 12 AUG 2021	ENR 3.4 - 13	AIRAC 29 MAR 2018	ENR 5.2 - 22	AIRAC 28 FEB 2019
ENR 3.3 - 43	AIRAC 12 AUG 2021	ENR 3.4 - 14	AIRAC 29 MAR 2018	ENR 5.2 - 23	AIRAC 05 NOV 2020
ENR 3.3 - 44	AIRAC 12 AUG 2021	ENR 3.4 - 15	AIRAC 03 DEC 2020	ENR 5.2 - 24	AIRAC 05 NOV 2020
ENR 3.3 - 45	AIRAC 12 AUG 2021	ENR 3.4 - 16	AIRAC 03 DEC 2020	ENR 5.2 - 25	AIRAC 05 NOV 2020
ENR 3.3 - 46	AIRAC 12 AUG 2021	ENR 3.4 - 17	AIRAC 03 DEC 2020	ENR 5.2 - 26	AIRAC 05 NOV 2020
ENR 3.3 - 47	AIRAC 12 AUG 2021	ENR 3.4 - 18	AIRAC 03 DEC 2020	ENR 5.2 - 27	AIRAC 28 FEB 2019
ENR 3.3 - 48	AIRAC 12 AUG 2021	ENR 3.4 - 19	AIRAC 25 APR 2019	ENR 5.2 - 28	AIRAC 28 FEB 2019
ENR 3.3 - 49	AIRAC 12 AUG 2021	ENR 3.4 - 20	AIRAC 25 APR 2019	ENR 5.2 - 29	AIRAC 05 NOV 2020
ENR 3.3 - 50	AIRAC 12 AUG 2021	ENR 3.4 - 21	AIRAC 28 MAR 2019	ENR 5.2 - 30	AIRAC 05 NOV 2020
ENR 3.3 - 51	AIRAC 12 AUG 2021	ENR 3.4 - 22	AIRAC 28 MAR 2019	ENR 5.2 - 31	AIRAC 05 NOV 2020
ENR 3.3 - 52	AIRAC 12 AUG 2021	ENR 3.5 - 1	AIRAC 05 DEC 2019	ENR 5.2 - 32	AIRAC 05 NOV 2020
ENR 3.3 - 53	AIRAC 12 AUG 2021	ENR 3.5 - 2	AIRAC 05 DEC 2019	ENR 5.2 - 33	AIRAC 28 FEB 2019
ENR 3.3 - 54	AIRAC 12 AUG 2021	ENR 3.5 - 3	AIRAC 25 FEB 2021	ENR 5.2 - 34	AIRAC 28 FEB 2019
ENR 3.3 - 55	AIRAC 12 AUG 2021	ENR 3.5 - 4	AIRAC 25 FEB 2021	ENR 5.2 - 35	AIRAC 28 FEB 2019
ENR 3.3 - 56	AIRAC 12 AUG 2021	ENR 3.5 - 5	AIRAC 18 JUN 2020	ENR 5.2 - 36	AIRAC 28 FEB 2019
ENR 3.3 - 57	AIRAC 12 AUG 2021	ENR 3.5 - 6	AIRAC 18 JUN 2020	ENR 5.2 - 37	AIRAC 03 DEC 2020
ENR 3.3 - 58	AIRAC 12 AUG 2021	ENR 3.6 - 1	AIRAC 07 OCT 2021	ENR 5.2 - 38	AIRAC 03 DEC 2020
ENR 3.3 - 59	AIRAC 12 AUG 2021	ENR 3.6 - 2	AIRAC 07 OCT 2021	ENR 5.2 - 39	AIRAC 03 DEC 2020
ENR 3.3 - 60	AIRAC 12 AUG 2021	ENR 4.1 - 1	22 APR 2021	ENR 5.2 - 40	AIRAC 03 DEC 2020
ENR 3.3 - 61	AIRAC 12 AUG 2021	ENR 4.1 - 2	22 APR 2021	ENR 5.2 - 41	AIRAC 28 MAR 2019
ENR 3.3 - 62	AIRAC 12 AUG 2021	ENR 4.2 - 1	16 JUL 2009	ENR 5.2 - 42	AIRAC 28 MAR 2019
ENR 3.3 - 63	AIRAC 12 AUG 2021	ENR 4.2 - 2	16 JUL 2009	ENR 5.2 - 43	AIRAC 28 FEB 2019
ENR 3.3 - 64	AIRAC 12 AUG 2021	ENR 4.3 - 1	15 JUL 2021	ENR 5.2 - 44	AIRAC 28 FEB 2019
ENR 3.3 - 65	AIRAC 12 AUG 2021	ENR 4.3 - 2	15 JUL 2021	ENR 5.3 - 1	25 MAR 2021
ENR 3.3 - 66	AIRAC 12 AUG 2021	ENR 4.4 - 1	AIRAC 05 NOV 2020	ENR 5.3 - 2	25 MAR 2021
ENR 3.3 - 67	AIRAC 12 AUG 2021	ENR 4.4 - 2	AIRAC 05 NOV 2020	ENR 5.4 - 1	07 OCT 2021
ENR 3.3 - 68	AIRAC 12 AUG 2021	ENR 4.4 - 3	AIRAC 17 JUN 2021	ENR 5.4 - 2	07 OCT 2021
ENR 3.3 - 69	AIRAC 12 AUG 2021	ENR 4.4 - 4	AIRAC 17 JUN 2021	ENR 5.5 - 1	16 JUL 2020
ENR 3.3 - 70	AIRAC 12 AUG 2021	ENR 4.4 - 5	AIRAC 17 JUN 2021	ENR 5.5 - 2	16 JUL 2020
ENR 3.3 - 71	AIRAC 12 AUG 2021	ENR 4.4 - 6	AIRAC 17 JUN 2021	ENR 5.5 - 3	09 SEP 2021
ENR 3.3 - 72	AIRAC 12 AUG 2021	ENR 4.4 - 7	AIRAC 17 JUN 2021	ENR 5.5 - 4	09 SEP 2021
ENR 3.3 - 73	AIRAC 12 AUG 2021	ENR 4.4 - 8	AIRAC 17 JUN 2021	ENR 5.5 - 5	09 SEP 2021
ENR 3.3 - 74	AIRAC 12 AUG 2021	ENR 4.4 - 9	AIRAC 12 AUG 2021	ENR 5.5 - 6	09 SEP 2021
ENR 3.3 - 75	AIRAC 12 AUG 2021	ENR 4.4 - 10	AIRAC 12 AUG 2021	ENR 5.5 - 7	09 SEP 2021
ENR 3.3 - 76	AIRAC 12 AUG 2021	ENR 4.4 - 11	AIRAC 22 APR 2021	ENR 5.5 - 8	09 SEP 2021
ENR 3.3 - 77	AIRAC 12 AUG 2021	ENR 4.4 - 12	AIRAC 22 APR 2021	ENR 5.5 - 9	09 SEP 2021
ENR 3.3 - 78	AIRAC 12 AUG 2021	ENR 4.5 - 1	30 JUL 2009	ENR 5.5 - 10	09 SEP 2021
ENR 3.3 - 79	AIRAC 12 AUG 2021	ENR 4.5 - 2	30 JUL 2009	ENR 5.5 - 11	09 SEP 2021
ENR 3.3 - 80	AIRAC 12 AUG 2021	ENR 5.1 - 1	12 AUG 2021	ENR 5.5 - 12	09 SEP 2021
ENR 3.3 - 81	AIRAC 12 AUG 2021	ENR 5.1 - 2	12 AUG 2021	ENR 5.5 - 13	09 SEP 2021
ENR 3.3 - 82	AIRAC 12 AUG 2021	ENR 5.1 - 3	12 AUG 2021	ENR 5.5 - 14	09 SEP 2021
ENR 3.3 - 83	AIRAC 12 AUG 2021	ENR 5.1 - 4	12 AUG 2021	ENR 5.5 - 15	25 MAR 2021
ENR 3.3 - 84	AIRAC 12 AUG 2021	ENR 5.1 - 5	12 AUG 2021	ENR 5.5 - 16	25 MAR 2021
ENR 3.3 - 85	AIRAC 12 AUG 2021	ENR 5.1 - 6	12 AUG 2021	ENR 5.5 - 17	22 APR 2021
ENR 3.3 - 86	AIRAC 12 AUG 2021	ENR 5.1 - 7	12 AUG 2021	ENR 5.5 - 18	22 APR 2021
ENR 3.3 - 87	AIRAC 12 AUG 2021	ENR 5.1 - 8	12 AUG 2021	ENR 5.5 - 19	AIRAC 26 MAR 2020
ENR 3.3 - 88	AIRAC 12 AUG 2021	ENR 5.1 - 9	12 AUG 2021	ENR 5.5 - 20	AIRAC 26 MAR 2020
ENR 3.3 - 89	AIRAC 12 AUG 2021	ENR 5.1 - 10	12 AUG 2021	ENR 5.6 - 1	15 OCT 2015
ENR 3.3 - 90	AIRAC 12 AUG 2021	ENR 5.1 - 11	12 AUG 2021	ENR 5.6 - 2	15 OCT 2015
ENR 3.3 - 91	AIRAC 12 AUG 2021	ENR 5.1 - 12	12 AUG 2021	ENR 5.6 - 3	18 JUN 2020
ENR 3.3 - 92	AIRAC 12 AUG 2021	ENR 5.2 - 1	AIRAC 28 FEB 2019	ENR 5.6 - 4	18 JUN 2020
ENR 3.3 - 93	AIRAC 12 AUG 2021	ENR 5.2 - 2	AIRAC 28 FEB 2019	ENR 5.6 - 5	18 JUN 2020
ENR 3.3 - 94	AIRAC 12 AUG 2021	ENR 5.2 - 3	AIRAC 28 FEB 2019	ENR 5.6 - 6	18 JUN 2020
ENR 3.3 - 95	AIRAC 12 AUG 2021	ENR 5.2 - 4	AIRAC 28 FEB 2019	ENR 5.6 - 7	18 JUN 2020
ENR 3.3 - 96	AIRAC 12 AUG 2021	ENR 5.2 - 5	AIRAC 28 FEB 2019	ENR 5.6 - 8	18 JUN 2020
ENR 3.3 - 97	AIRAC 12 AUG 2021	ENR 5.2 - 6	AIRAC 28 FEB 2019	ENR 6 - 1	AIRAC 17 AUG 2017

Page	Date
LSGG AD 2 - 41	AIRAC 17 JUN 2021
LSGG AD 2 - 42	AIRAC 17 JUN 2021
LSGG AD 2 - 43	AIRAC 17 JUN 2021
LSGG AD 2 - 44	AIRAC 17 JUN 2021
LSGG AD 2.24.1 - 1	AIRAC 25 FEB 2021
LSGG AD 2.24.1 - 2	AIRAC 25 FEB 2021
LSGG AD 2.24.2 - 1	AIRAC 25 FEB 2021
LSGG AD 2.24.2 - 2	AIRAC 25 FEB 2021
LSGG AD 2.24.3 - 1	05 NOV 2020
LSGG AD 2.24.3 - 2	05 NOV 2020
LSGG AD 2.24.3 - 3	AIRAC 25 FEB 2021
LSGG AD 2.24.3 - 4	AIRAC 25 FEB 2021
LSGG AD 2.24.4 - 1	AIRAC 13 SEP 2018
LSGG AD 2.24.4 - 2	AIRAC 13 SEP 2018
LSGG AD 2.24.4 - 3	AIRAC 13 SEP 2018
LSGG AD 2.24.4 - 4	AIRAC 13 SEP 2018
LSGG AD 2.24.5 - 1	AIRAC 13 SEP 2018
LSGG AD 2.24.5 - 2	AIRAC 13 SEP 2018
LSGG AD 2.24.6 - 1	AIRAC 28 MAR 2019
LSGG AD 2.24.6 - 2	AIRAC 28 MAR 2019
LSGG AD 2.24.6 - 3	AIRAC 28 MAR 2019
LSGG AD 2.24.6 - 4	AIRAC 28 MAR 2019
LSGG AD 2.24.7 - 1	AIRAC 28 MAR 2019
LSGG AD 2.24.7 - 2	AIRAC 28 MAR 2019
LSGG AD 2.24.7 - 3	AIRAC 25 FEB 2021
LSGG AD 2.24.7 - 4	AIRAC 25 FEB 2021
LSGG AD 2.24.7 - 5	AIRAC 28 MAR 2019
LSGG AD 2.24.7 - 6	AIRAC 28 MAR 2019
LSGG AD 2.24.7 - 7	AIRAC 25 FEB 2021
LSGG AD 2.24.7 - 8	AIRAC 25 FEB 2021
LSGG AD 2.24.7 - 9	17 JUN 2021
LSGG AD 2.24.7 - 10	17 JUN 2021
LSGG AD 2.24.9 - 1	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 2	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 3	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 4	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 5	AIRAC 15 AUG 2019
LSGG AD 2.24.9 - 6	AIRAC 15 AUG 2019
LSGG AD 2.24.9 - 7	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 8	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 9	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 10	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 11	AIRAC 15 AUG 2019
LSGG AD 2.24.9 - 12	AIRAC 15 AUG 2019
LSGG AD 2.24.9 - 13	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 14	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 15	AIRAC 15 AUG 2019
LSGG AD 2.24.9 - 16	AIRAC 15 AUG 2019
LSGG AD 2.24.10 - 1	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 2	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 3	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 4	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 5	AIRAC 26 MAR 2020
LSGG AD 2.24.10 - 6	AIRAC 26 MAR 2020
LSGG AD 2.24.10 - 7	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 8	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 9	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 10	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 11	AIRAC 13 AUG 2020
LSGG AD 2.24.10 - 12	AIRAC 13 AUG 2020
LSGG AD 2.24.10 - 13	AIRAC 13 AUG 2020
LSGG AD 2.24.10 - 14	AIRAC 13 AUG 2020
LSGG AD 2.24.10 - 15	AIRAC 26 MAR 2020
LSGG AD 2.24.10 - 16	AIRAC 26 MAR 2020
LSGG AD 2.24.10 - 17	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 18	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 19	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 20	AIRAC 28 MAR 2019
LSGG AD 2.24.13 - 1	16 JUL 2009
LSGG AD 2.24.13 - 2	16 JUL 2009
LSZG AD 2 - 1	12 AUG 2021
LSZG AD 2 - 2	12 AUG 2021
LSZG AD 2 - 3	20 MAY 2021
LSZG AD 2 - 4	20 MAY 2021
LSZG AD 2 - 5	20 MAY 2021
LSZG AD 2 - 6	20 MAY 2021
LSZG AD 2 - 7	AIRAC 20 MAY 2021
LSZG AD 2 - 8	AIRAC 20 MAY 2021
LSZG AD 2 - 9	20 MAY 2021
LSZG AD 2 - 10	20 MAY 2021
LSZG AD 2 - 11	17 JUN 2021
LSZG AD 2 - 12	17 JUN 2021
LSZG AD 2 - 13	17 JUN 2021
LSZG AD 2 - 14	17 JUN 2021
LSZG AD 2.24.1 - 1	AIRAC 23 APR 2020
LSZG AD 2.24.1 - 2	AIRAC 23 APR 2020
LSZG AD 2.24.1 - 3	AIRAC 23 APR 2020
LSZG AD 2.24.1 - 4	AIRAC 23 APR 2020
LSZG AD 2.24.2 - 1	25 FEB 2021
LSZG AD 2.24.2 - 2	25 FEB 2021
LSZG AD 2.24.2 - 3	25 FEB 2021
LSZG AD 2.24.2 - 4	25 FEB 2021
LSZG AD 2.24.4 - 1	26 APR 2018
LSZG AD 2.24.4 - 2	26 APR 2018
LSZG AD 2.24.7 - 1	AIRAC 23 APR 2020
LSZG AD 2.24.7 - 2	AIRAC 23 APR 2020
LSZG AD 2.24.7 - 3	AIRAC 20 MAY 2021
LSZG AD 2.24.7 - 4	AIRAC 20 MAY 2021
LSZG AD 2.24.7 - 5	AIRAC 20 MAY 2021
LSZG AD 2.24.7 - 6	AIRAC 20 MAY 2021
LSZG AD 2.24.7 - 7	AIRAC 20 MAY 2021
LSZG AD 2.24.7 - 8	AIRAC 20 MAY 2021
LSZG AD 2.24.10 - 1	23 APR 2020
LSZG AD 2.24.10 - 2	23 APR 2020
LSZG AD 2.24.10 - 3	02 JAN 2020
LSZG AD 2.24.10 - 4	02 JAN 2020
LSZA AD 2 - 1	09 SEP 2021
LSZA AD 2 - 2	09 SEP 2021
LSZA AD 2 - 3	10 OCT 2019
LSZA AD 2 - 4	10 OCT 2019
LSZA AD 2 - 5	AIRAC 15 JUL 2021
LSZA AD 2 - 6	AIRAC 15 JUL 2021
LSZA AD 2 - 7	30 JAN 2020
LSZA AD 2 - 8	30 JAN 2020
LSZA AD 2 - 9	09 SEP 2021
LSZA AD 2 - 10	09 SEP 2021
LSZA AD 2 - 11	AIRAC 15 JUL 2021
LSZA AD 2 - 12	AIRAC 15 JUL 2021
LSZA AD 2 - 13	09 SEP 2021
LSZA AD 2 - 14	09 SEP 2021
LSZA AD 2 - 15	09 SEP 2021
LSZA AD 2 - 16	09 SEP 2021
LSZA AD 2 - 17	12 AUG 2021
LSZA AD 2 - 18	12 AUG 2021
LSZA AD 2 - 19	12 AUG 2021
LSZA AD 2 - 20	12 AUG 2021
LSZA AD 2.24.1 - 1	AIRAC 08 DEC 2016
LSZA AD 2.24.1 - 2	AIRAC 08 DEC 2016
LSZA AD 2.24.2 - 1	09 SEP 2021
LSZA AD 2.24.2 - 2	09 SEP 2021
LSZA AD 2.24.4 - 1	20 JUL 2017
LSZA AD 2.24.4 - 2	20 JUL 2017
LSZA AD 2.24.4 - 3	20 JUL 2017
LSZA AD 2.24.4 - 4	20 JUL 2017
LSZA AD 2.24.7 - 1	AIRAC 15 JUL 2021
LSZA AD 2.24.7 - 2	AIRAC 15 JUL 2021
LSZA AD 2.24.7 - 3	AIRAC 15 JUL 2021
LSZA AD 2.24.7 - 4	AIRAC 15 JUL 2021
LSZA AD 2.24.7 - 5	AIRAC 15 JUL 2021
LSZA AD 2.24.7 - 6	AIRAC 15 JUL 2021
LSZA AD 2.24.9 - 1	AIRAC 23 MAY 2019
LSZA AD 2.24.9 - 2	AIRAC 23 MAY 2019
LSZA AD 2.24.10 - 1	30 JAN 2020
LSZA AD 2.24.10 - 2	30 JAN 2020
LSZA AD 2.24.10 - 3	30 JAN 2020
LSZA AD 2.24.10 - 4	30 JAN 2020
LSZA AD 2.24.10 - 5	30 JAN 2020
LSZA AD 2.24.10 - 6	30 JAN 2020
LSZA AD 2.24.10 - 7	30 JAN 2020
LSZA AD 2.24.10 - 8	30 JAN 2020
LSMP AD 2 - 1	17 JUN 2021
LSMP AD 2 - 2	17 JUN 2021
LSMP AD 2 - 3	09 SEP 2021
LSMP AD 2 - 4	09 SEP 2021
LSMP AD 2 - 5	20 MAY 2021
LSMP AD 2 - 6	20 MAY 2021
LSMP AD 2 - 7	20 JUN 2019
LSMP AD 2 - 8	20 JUN 2019
LSMP AD 2 - 9	09 SEP 2021
LSMP AD 2 - 10	09 SEP 2021
LSMP AD 2 - 11	20 MAY 2021
LSMP AD 2 - 12	20 MAY 2021
LSMP AD 2.24.1 - 1	22 APR 2021
LSMP AD 2.24.1 - 2	22 APR 2021
LSMP AD 2.24.4 - 1	AIRAC 15 SEP 2016
LSMP AD 2.24.4 - 2	AIRAC 15 SEP 2016
LSMP AD 2.24.7 - 1	AIRAC 07 NOV 2019
LSMP AD 2.24.7 - 2	AIRAC 07 NOV 2019
LSMP AD 2.24.7 - 3	AIRAC 07 NOV 2019
LSMP AD 2.24.7 - 4	AIRAC 07 NOV 2019
LSMP AD 2.24.9 - 1	AIRAC 07 NOV 2019
LSMP AD 2.24.9 - 2	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 1	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 2	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 3	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 4	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 5	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 6	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 7	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 8	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 9	23 APR 2020
LSMP AD 2.24.10 - 10	23 APR 2020
LSZR AD 2 - 1	12 AUG 2021
LSZR AD 2 - 2	12 AUG 2021
LSZR AD 2 - 3	12 AUG 2021
LSZR AD 2 - 4	12 AUG 2021
LSZR AD 2 - 5	15 JUL 2021
LSZR AD 2 - 6	15 JUL 2021
LSZR AD 2 - 7	20 MAY 2021
LSZR AD 2 - 8	20 MAY 2021
LSZR AD 2 - 9	12 AUG 2021
LSZR AD 2 - 10	12 AUG 2021
LSZR AD 2 - 11	20 MAY 2021
LSZR AD 2 - 12	20 MAY 2021
LSZR AD 2 - 13	20 MAY 2021
LSZR AD 2 - 14	20 MAY 2021
LSZR AD 2 - 15	20 MAY 2021
LSZR AD 2 - 16	20 MAY 2021
LSZR AD 2 - 17	20 MAY 2021
LSZR AD 2 - 18	20 MAY 2021
LSZR AD 2 - 19	28 JAN 2021
LSZR AD 2 - 20	28 JAN 2021
LSZR AD 2.24.1 - 1	05 NOV 2020
LSZR AD 2.24.1 - 2	05 NOV 2020
LSZR AD 2.24.4 - 1	15 JUL 2021
LSZR AD 2.24.4 - 2	15 JUL 2021
LSZR AD 2.24.7 - 1	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 2	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 3	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 4	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 5	AIRAC 21 MAY 2020
LSZR AD 2.24.7 - 6	AIRAC 21 MAY 2020
LSZR AD 2.24.7 - 7	AIRAC 05 NOV 2020

Page	Date
LSZR AD 2.24.7 - 8	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 9	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 10	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 11	AIRAC 21 MAY 2020
LSZR AD 2.24.7 - 12	AIRAC 21 MAY 2020
LSZR AD 2.24.9 - 1	AIRAC 21 MAY 2020
LSZR AD 2.24.9 - 2	AIRAC 21 MAY 2020
LSZR AD 2.24.9 - 3	AIRAC 21 MAY 2020
LSZR AD 2.24.9 - 4	AIRAC 21 MAY 2020
LSZR AD 2.24.10 - 1	03 DEC 2020
LSZR AD 2.24.10 - 2	03 DEC 2020
LSZR AD 2.24.10 - 3	03 DEC 2020
LSZR AD 2.24.10 - 4	03 DEC 2020
LSZR AD 2.24.10 - 5	AIRAC 21 MAY 2020
LSZR AD 2.24.10 - 6	AIRAC 21 MAY 2020
LSZR AD 2.24.13 - 1	AIRAC 21 MAY 2020
LSZR AD 2.24.13 - 2	AIRAC 21 MAY 2020
LSZS AD 2 - 1	03 DEC 2020
LSZS AD 2 - 2	03 DEC 2020
LSZS AD 2 - 3	AIRAC 05 DEC 2019
LSZS AD 2 - 4	AIRAC 05 DEC 2019
LSZS AD 2 - 5	20 MAY 2021
LSZS AD 2 - 6	20 MAY 2021
LSZS AD 2 - 7	25 MAR 2021
LSZS AD 2 - 8	25 MAR 2021
LSZS AD 2 - 9	20 MAY 2021
LSZS AD 2 - 10	20 MAY 2021
LSZS AD 2 - 11	20 MAY 2021
LSZS AD 2 - 12	20 MAY 2021
LSZS AD 2.24.1 - 1	AIRAC 05 DEC 2019
LSZS AD 2.24.1 - 2	AIRAC 05 DEC 2019
LSZS AD 2.24.4 - 1	AIRAC 05 DEC 2019
LSZS AD 2.24.4 - 2	AIRAC 05 DEC 2019
LSZS AD 2.24.4 - 3	AIRAC 05 DEC2019
LSZS AD 2.24.4 - 4	AIRAC 05 DEC2019
LSZS AD 2.24.7 - 1	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 2	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 3	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 4	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 5	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 6	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 7	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 8	AIRAC 05 DEC 2019
LSZS AD 2.24.10 - 1	AIRAC 05 DEC 2019
LSZS AD 2.24.10 - 2	AIRAC 05 DEC 2019
LSZS AD 2.24.10 - 3	23 APR 2020
LSZS AD 2.24.10 - 4	23 APR 2020
LSZS AD 2.24.11 - 1	AIRAC 26 MAR 2020
LSZS AD 2.24.11 - 2	AIRAC 26 MAR 2020
LSZS AD 2.24.12 - 1	22 APR 2021
LSZS AD 2.24.12 - 2	22 APR 2021
LSGS AD 2 - 1	09 SEP 2021
LSGS AD 2 - 2	09 SEP 2021
LSGS AD 2 - 3	22 APR 2021
LSGS AD 2 - 4	22 APR 2021
LSGS AD 2 - 5	15 JUL 2021
LSGS AD 2 - 6	15 JUL 2021
LSGS AD 2 - 7	15 JUL 2021
LSGS AD 2 - 8	15 JUL 2021
LSGS AD 2 - 9	17 JUN 2021
LSGS AD 2 - 10	17 JUN 2021
LSGS AD 2 - 11	31 DEC 2020
LSGS AD 2 - 12	31 DEC 2020
LSGS AD 2 - 13	17 JUN 2021
LSGS AD 2 - 14	17 JUN 2021
LSGS AD 2 - 15	17 JUN 2021
LSGS AD 2 - 16	17 JUN 2021
LSGS AD 2 - 17	AIRAC 26 MAR 2020
LSGS AD 2 - 18	AIRAC 26 MAR 2020
LSGS AD 2 - 19	31 DEC 2020
LSGS AD 2 - 20	31 DEC 2020
LSGS AD 2.24.1 - 1	AIRAC 26 MAR 2020
LSGS AD 2.24.1 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.2 - 1	AIRAC 21 MAY 2020
LSGS AD 2.24.2 - 2	AIRAC 21 MAY 2020
LSGS AD 2.24.4 - 1	22 APR 2021
LSGS AD 2.24.4 - 2	22 APR 2021
LSGS AD 2.24.7 - 1	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 3	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 4	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 5	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 6	AIRAC 26 MAR 2020
LSGS AD 2.24.9 - 1	AIRAC 26 MAR 2020
LSGS AD 2.24.9 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.10 - 1	AIRAC 26 MAR 2020
LSGS AD 2.24.10 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.10 - 3	AIRAC 26 MAR 2020
LSGS AD 2.24.10 - 4	AIRAC 26 MAR 2020
LSGS AD 2.24.10 - 5	16 JUL 2020
LSGS AD 2.24.10 - 6	16 JUL 2020
LSGS AD 2.24.13 - 1	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 3	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 4	AIRAC 26 MAR 2020
LSZH AD 2 - 1	15 JUL 2021
LSZH AD 2 - 2	15 JUL 2021
LSZH AD 2 - 3	15 JUL 2021
LSZH AD 2 - 4	15 JUL 2021
LSZH AD 2 - 5	09 SEP 2021
LSZH AD 2 - 6	09 SEP 2021
LSZH AD 2 - 7	15 JUL 2021
LSZH AD 2 - 8	15 JUL 2021
LSZH AD 2 - 9	15 JUL 2021
LSZH AD 2 - 10	15 JUL 2021
LSZH AD 2 - 11	09 SEP 2021
LSZH AD 2 - 12	09 SEP 2021
LSZH AD 2 - 13	15 JUL 2021
LSZH AD 2 - 14	15 JUL 2021
LSZH AD 2 - 15	09 SEP 2021
LSZH AD 2 - 16	09 SEP 2021
LSZH AD 2 - 17	15 JUL 2021
LSZH AD 2 - 18	15 JUL 2021
LSZH AD 2 - 19	15 JUL 2021
LSZH AD 2 - 20	15 JUL 2021
LSZH AD 2 - 21	15 JUL 2021
LSZH AD 2 - 22	15 JUL 2021
LSZH AD 2 - 23	15 JUL 2021
LSZH AD 2 - 24	15 JUL 2021
LSZH AD 2 - 25	15 JUL 2021
LSZH AD 2 - 26	15 JUL 2021
LSZH AD 2 - 27	15 JUL 2021
LSZH AD 2 - 28	15 JUL 2021
LSZH AD 2 - 29	07 OCT 2021
LSZH AD 2 - 30	07 OCT 2021
LSZH AD 2 - 31	09 SEP 2021
LSZH AD 2 - 32	09 SEP 2021
LSZH AD 2 - 33	07 OCT 2021
LSZH AD 2 - 34	07 OCT 2021
LSZH AD 2 - 35	07 OCT 2021
LSZH AD 2 - 36	07 OCT 2021
LSZH AD 2 - 37	07 OCT 2021
LSZH AD 2 - 38	07 OCT 2021
LSZH AD 2 - 39	07 OCT 2021
LSZH AD 2 - 40	07 OCT 2021
LSZH AD 2 - 41	07 OCT 2021
LSZH AD 2 - 42	07 OCT 2021
LSZH AD 2 - 43	07 OCT 2021
LSZH AD 2 - 44	07 OCT 2021
LSZH AD 2 - 45	07 OCT 2021
LSZH AD 2 - 46	07 OCT 2021
LSZH AD 2 - 47	07 OCT 2021
LSZH AD 2 - 48	07 OCT 2021
LSZH AD 2 - 49	07 OCT 2021
LSZH AD 2 - 50	07 OCT 2021
LSZH AD 2 - 51	07 OCT 2021
LSZH AD 2 - 52	07 OCT 2021
LSZH AD 2 - 53	07 OCT 2021
LSZH AD 2 - 54	07 OCT 2021
LSZH AD 2 - 55	07 OCT 2021
LSZH AD 2 - 56	07 OCT 2021
LSZH AD 2 - 57	07 OCT 2021
LSZH AD 2 - 58	07 OCT 2021
LSZH AD 2 - 59	07 OCT 2021
LSZH AD 2 - 60	07 OCT 2021
LSZH AD 2 - 61	07 OCT 2021
LSZH AD 2 - 62	07 OCT 2021
LSZH AD 2 - 63	07 OCT 2021
LSZH AD 2 - 64	07 OCT 2021
LSZH AD 2 - 65	07 OCT 2021
LSZH AD 2 - 66	07 OCT 2021
LSZH AD 2 - 67	07 OCT 2021
LSZH AD 2 - 68	07 OCT 2021
LSZH AD 2.24.1 - 1	17 JUN 2021
LSZH AD 2.24.1 - 2	17 JUN 2021
LSZH AD 2.24.3 - 1	17 JUN 2021
LSZH AD 2.24.3 - 2	17 JUN 2021
LSZH AD 2.24.3 - 3	17 JUN 2021
LSZH AD 2.24.3 - 4	17 JUN 2021
LSZH AD 2.24.3 - 5	17 JUN 2021
LSZH AD 2.24.3 - 6	17 JUN 2021
LSZH AD 2.24.4 - 1	10 DEC 2015
LSZH AD 2.24.4 - 2	10 DEC 2015
LSZH AD 2.24.4 - 3	10 DEC 2015
LSZH AD 2.24.4 - 4	10 DEC 2015
LSZH AD 2.24.4 - 5	10 DEC 2015
LSZH AD 2.24.4 - 6	10 DEC 2015
LSZH AD 2.24.4 - 7	10 DEC 2015
LSZH AD 2.24.4 - 8	10 DEC 2015
LSZH AD 2.24.4 - 9	10 DEC 2015
LSZH AD 2.24.4 - 10	10 DEC 2015
LSZH AD 2.24.4 - 11	10 DEC 2015
LSZH AD 2.24.4 - 12	10 DEC 2015
LSZH AD 2.24.5 - 1	AIRAC 07 DEC 2017
LSZH AD 2.24.5 - 2	AIRAC 07 DEC 2017
LSZH AD 2.24.5 - 3	AIRAC 07 DEC 2017
LSZH AD 2.24.5 - 4	AIRAC 07 DEC 2017
LSZH AD 2.24.6 - 1	07 OCT 2021
LSZH AD 2.24.6 - 2	07 OCT 2021
LSZH AD 2.24.6 - 3	07 OCT 2021
LSZH AD 2.24.6 - 4	07 OCT 2021
LSZH AD 2.24.7.1 - 1	07 OCT 2021
LSZH AD 2.24.7.1 - 2	07 OCT 2021
LSZH AD 2.24.7.1 - 3	07 OCT 2021
LSZH AD 2.24.7.1 - 4	07 OCT 2021
LSZH AD 2.24.7.1 - 5	07 OCT 2021
LSZH AD 2.24.7.1 - 6	07 OCT 2021
LSZH AD 2.24.7.1 - 7	07 OCT 2021
LSZH AD 2.24.7.1 - 8	07 OCT 2021
LSZH AD 2.24.7.2 - 1	07 OCT 2021
LSZH AD 2.24.7.2 - 2	07 OCT 2021
LSZH AD 2.24.7.2 - 3	07 OCT 2021
LSZH AD 2.24.7.2 - 4	07 OCT 2021
LSZH AD 2.24.7.2 - 5	07 OCT 2021
LSZH AD 2.24.7.2 - 6	07 OCT 2021
LSZH AD 2.24.7.2 - 7	07 OCT 2021
LSZH AD 2.24.7.2 - 8	07 OCT 2021
LSZH AD 2.24.7.3 - 1	07 OCT 2021
LSZH AD 2.24.7.3 - 2	07 OCT 2021
LSZH AD 2.24.7.3 - 3	07 OCT 2021
LSZH AD 2.24.7.3 - 4	07 OCT 2021
LSZH AD 2.24.7.3 - 5	07 OCT 2021
LSZH AD 2.24.7.3 - 6	07 OCT 2021

Page	Date	Page	Date	Page	Date
LSZH AD 2.24.7.3 - 7	07 OCT 2021				
LSZH AD 2.24.7.3 - 8	07 OCT 2021				
LSZH AD 2.24.7.3 - 9	07 OCT 2021				
LSZH AD 2.24.7.3 - 10	07 OCT 2021				
LSZH AD 2.24.7.4 - 1	07 OCT 2021				
LSZH AD 2.24.7.4 - 2	07 OCT 2021				
LSZH AD 2.24.7.4 - 3	07 OCT 2021				
LSZH AD 2.24.7.4 - 4	07 OCT 2021				
LSZH AD 2.24.7.4 - 5	07 OCT 2021				
LSZH AD 2.24.7.4 - 6	07 OCT 2021				
LSZH AD 2.24.7.4 - 7	07 OCT 2021				
LSZH AD 2.24.7.4 - 8	07 OCT 2021				
LSZH AD 2.24.7.5 - 1	07 OCT 2021				
LSZH AD 2.24.7.5 - 2	07 OCT 2021				
LSZH AD 2.24.7.5 - 3	07 OCT 2021				
LSZH AD 2.24.7.5 - 4	07 OCT 2021				
LSZH AD 2.24.7.5 - 5	07 OCT 2021				
LSZH AD 2.24.7.5 - 6	07 OCT 2021				
LSZH AD 2.24.7.5 - 7	07 OCT 2021				
LSZH AD 2.24.7.5 - 8	07 OCT 2021				
LSZH AD 2.24.7.5 - 9	07 OCT 2021				
LSZH AD 2.24.7.5 - 10	07 OCT 2021				
LSZH AD 2.24.7.6 - 1	07 OCT 2021				
LSZH AD 2.24.7.6 - 2	07 OCT 2021				
LSZH AD 2.24.9.1 - 1	07 OCT 2021				
LSZH AD 2.24.9.1 - 2	07 OCT 2021				
LSZH AD 2.24.9.2 - 1	07 OCT 2021				
LSZH AD 2.24.9.2 - 2	07 OCT 2021				
LSZH AD 2.24.9.3 - 1	07 OCT 2021				
LSZH AD 2.24.9.3 - 2	07 OCT 2021				
LSZH AD 2.24.10.1 - 1	AIRAC 22 APR 2021				
LSZH AD 2.24.10.1 - 2	AIRAC 22 APR 2021				
LSZH AD 2.24.10.1 - 3	AIRAC 22 APR 2021				
LSZH AD 2.24.10.1 - 4	AIRAC 22 APR 2021				
LSZH AD 2.24.10.1 - 5	AIRAC 22 APR 2021				
LSZH AD 2.24.10.1 - 6	AIRAC 22 APR 2021				
LSZH AD 2.24.10.1 - 7	AIRAC 22 APR 2021				
LSZH AD 2.24.10.1 - 8	AIRAC 22 APR 2021				
LSZH AD 2.24.10.2 - 1	AIRAC 22 APR 2021				
LSZH AD 2.24.10.2 - 2	AIRAC 22 APR 2021				
LSZH AD 2.24.10.2 - 3	AIRAC 22 APR 2021				
LSZH AD 2.24.10.2 - 4	AIRAC 22 APR 2021				
LSZH AD 2.24.10.2 - 5	AIRAC 22 APR 2021				
LSZH AD 2.24.10.2 - 6	AIRAC 22 APR 2021				
LSZH AD 2.24.10.3 - 1	07 OCT 2021				
LSZH AD 2.24.10.3 - 2	07 OCT 2021				
LSZH AD 2.24.10.3 - 3	AIRAC 22 APR 2021				
LSZH AD 2.24.10.3 - 4	AIRAC 22 APR 2021				
LSZH AD 2.24.10.3 - 5	AIRAC 22 APR 2021				
LSZH AD 2.24.10.3 - 6	AIRAC 22 APR 2021				
LSZH AD 2.24.10.3 - 7	AIRAC 22 APR 2021				
LSZH AD 2.24.10.3 - 8	AIRAC 22 APR 2021				
LSZH AD 2.24.10.3 - 9	AIRAC 22 APR 2021				
LSZH AD 2.24.10.3 - 10	AIRAC 22 APR 2021				
LSZH AD 2.24.10.4 - 1	07 OCT 2021				
LSZH AD 2.24.10.4 - 2	07 OCT 2021				
LSZH AD 2.24.10.4 - 3	AIRAC 22 APR 2021				
LSZH AD 2.24.10.4 - 4	AIRAC 22 APR 2021				
LSZH AD 2.24.10.4 - 5	AIRAC 22 APR 2021				
LSZH AD 2.24.10.4 - 6	AIRAC 22 APR 2021				
LSZH AD 2.24.10.4 - 7	AIRAC 22 APR 2021				
LSZH AD 2.24.10.4 - 8	AIRAC 22 APR 2021				
LSZH AD 2.24.13 - 1	AIRAC 05 NOV 2020				
LSZH AD 2.24.13 - 2	AIRAC 05 NOV 2020				

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 2.7 SUNRISE/SUNSET TABLES

General

Day and night limits

The stated times are expressed in LT and are applicable throughout the FIR Switzerland. The reference point for the time calculation is Berne observatory; 46°57' N / 007°26' E.

Morning civil twilight begins and evening civil twilight ends when the centre of the sun is 6° below the astronomical horizon.

Night, and night FLTs, respectively, apply to the period between the end of evening civil twilight and the beginning of morning civil twilight.

Summer time (ETE; UTC+2) **comes into force on the last SUN of MAR.**
Summer time **ends on the last SUN of OCT**.

The time indications in the columns signify:

Col 1: BCMT - Begin of Civil Morning Twilight (HRH*)
Col 2: sunrise (SR)
Col 3: sunset (SS)
Col 4: ECET - End of Civil Evening Twilight (HRH*)

in Central European time (CET; UTC+1)

The tables are calculated for 2021 / 2022.

2021	FIR SWITZERLAND (LT)											
Day	OCT				NOV				DEC			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0659	0729	1910	1940	0641	0713	1714	1746	0720	0755	1643	1718
2	0700	0730	1908	1938	0642	0714	1713	1744	0722	0756	1643	1718
3	0701	0732	1906	1936	0644	0716	1711	1743	0723	0757	1642	1717
4	0703	0733	1904	1934	0645	0717	1710	1742	0724	0759	1642	1717
5	0704	0735	1902	1932	0647	0719	1708	1740	0725	0800	1642	1717
6	0705	0736	1900	1930	0648	0720	1707	1739	0726	0801	1642	1717
7	0707	0737	1858	1928	0649	0722	1705	1738	0727	0802	1641	1717
8	0708	0739	1856	1926	0651	0723	1704	1737	0728	0803	1641	1716
9	0709	0740	1854	1925	0652	0725	1703	1735	0729	0804	1641	1716
10	0711	0741	1852	1923	0654	0726	1702	1734	0730	0805	1641	1716
11	0712	0743	1850	1921	0655	0728	1700	1733	0731	0806	1641	1716
12	0714	0744	1849	1919	0656	0729	1659	1732	0731	0807	1641	1717
13	0715	0746	1847	1917	0658	0731	1658	1731	0732	0807	1641	1717
14	0716	0747	1845	1915	0659	0732	1657	1730	0733	0808	1641	1717
15	0718	0748	1843	1914	0700	0734	1656	1729	0734	0809	1642	1717
16	0719	0750	1841	1912	0702	0735	1655	1728	0734	0810	1642	1717
17	0720	0751	1839	1910	0703	0736	1654	1727	0735	0811	1642	1718
18	0722	0753	1837	1908	0704	0738	1653	1726	0736	0811	1643	1718
19	0723	0754	1836	1906	0706	0739	1652	1725	0736	0812	1643	1718
20	0724	0755	1834	1905	0707	0741	1651	1724	0737	0812	1643	1719
21	0726	0757	1832	1903	0708	0742	1650	1724	0737	0813	1644	1719
22	0727	0758	1830	1901	0710	0743	1649	1723	0738	0813	1644	1720
23	0729	0800	1829	1900	0711	0745	1648	1722	0738	0814	1645	1720
24	0730	0801	1827	1858	0712	0746	1647	1721	0739	0814	1646	1721
25	0731	0803	1825	1857	0713	0747	1647	1721	0739	0815	1646	1722
26	0733	0804	1824	1855	0715	0749	1646	1720	0739	0815	1647	1722
27	0734	0806	1822	1853	0716	0750	1645	1720	0740	0815	1648	1723
28	0735	0807	1820	1852	0717	0751	1645	1719	0740	0815	1648	1724
29	0737	0808	1819	1850	0718	0753	1644	1719	0740	0816	1649	1725
30	0738	0810	1817	1849	0719	0754	1644	1718	0740	0816	1650	1725
31	0640	0711	1716	1747					0741	0816	1651	1726

2022	FIR SWITZERLAND (LT)											
Day	JAN				FEB				MAR			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0741	0816	1652	1727	0723	0755	1733	1805	0640	0710	1816	1846
2	0741	0816	1653	1728	0721	0754	1734	1807	0638	0709	1817	1848
3	0741	0816	1654	1729	0720	0753	1736	1808	0636	0707	1818	1849
4	0741	0816	1655	1730	0719	0751	1738	1810	0634	0705	1820	1850
5	0741	0816	1656	1731	0718	0750	1739	1811	0633	0703	1821	1852
6	0740	0815	1657	1732	0717	0749	1741	1813	0631	0701	1823	1853
7	0740	0815	1658	1733	0715	0747	1742	1814	0629	0659	1824	1855
8	0740	0815	1659	1734	0714	0746	1744	1816	0627	0657	1826	1856
9	0740	0814	1701	1735	0712	0744	1745	1817	0625	0655	1827	1857
10	0739	0814	1702	1736	0711	0743	1747	1819	0623	0653	1829	1859
11	0739	0814	1703	1737	0710	0741	1748	1820	0621	0651	1830	1900
12	0739	0813	1704	1739	0708	0740	1750	1821	0619	0649	1831	1902
13	0738	0813	1705	1740	0707	0738	1751	1823	0617	0647	1833	1903
14	0738	0812	1707	1741	0705	0736	1753	1824	0615	0645	1834	1905
15	0737	0811	1708	1742	0704	0735	1754	1826	0613	0644	1836	1906
16	0737	0811	1709	1744	0702	0733	1756	1827	0611	0642	1837	1907
17	0736	0810	1711	1745	0700	0732	1758	1829	0609	0640	1838	1909
18	0735	0809	1712	1746	0659	0730	1759	1830	0607	0638	1840	1910
19	0735	0809	1714	1747	0657	0728	1801	1832	0605	0636	1841	1912
20	0734	0808	1715	1749	0656	0727	1802	1833	0603	0634	1843	1913
21	0733	0807	1716	1750	0654	0725	1804	1835	0601	0632	1844	1914
22	0733	0806	1718	1751	0652	0723	1805	1836	0559	0630	1845	1916
23	0732	0805	1719	1753	0650	0721	1807	1837	0557	0628	1847	1917
24	0731	0804	1721	1754	0649	0720	1808	1839	0555	0626	1848	1919
25	0730	0803	1722	1756	0647	0718	1810	1840	0553	0624	1850	1920
26	0729	0802	1724	1757	0645	0716	1811	1842	0551	0622	1851	1922
27	0728	0801	1725	1758	0643	0714	1813	1843	0649	0720	1952	2023
28	0727	0800	1727	1800	0642	0712	1814	1845	0647	0718	1954	2024
29	0726	0759	1728	1801					0645	0716	1955	2026
30	0725	0758	1730	1803					0643	0714	1957	2027
31	0724	0756	1731	1804					0641	0712	1958	2029

2022	FIR SWITZERLAND (LT)											
Day	APR				MAY				JUN			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0639	0710	1959	2030	0541	0615	2040	2114	0501	0539	2117	2156
2	0637	0708	2001	2032	0540	0614	2042	2116	0500	0539	2118	2157
3	0635	0706	2002	2033	0538	0612	2043	2117	0500	0538	2119	2158
4	0633	0704	2003	2035	0536	0610	2045	2119	0459	0538	2120	2159
5	0631	0702	2005	2036	0535	0609	2046	2120	0458	0537	2121	2200
6	0629	0700	2006	2037	0533	0607	2047	2122	0458	0537	2121	2201
7	0627	0658	2008	2039	0531	0606	2049	2123	0457	0536	2122	2201
8	0625	0656	2009	2040	0530	0605	2050	2125	0457	0536	2123	2202
9	0623	0654	2010	2042	0528	0603	2051	2126	0457	0536	2124	2203
10	0621	0652	2012	2043	0527	0602	2052	2128	0456	0536	2124	2204
11	0619	0650	2013	2045	0525	0600	2054	2129	0456	0535	2125	2204
12	0617	0649	2014	2046	0524	0559	2055	2131	0456	0535	2125	2205
13	0615	0647	2016	2048	0522	0558	2056	2132	0455	0535	2126	2206
14	0613	0645	2017	2049	0521	0557	2057	2133	0455	0535	2126	2206
15	0611	0643	2019	2051	0519	0555	2059	2135	0455	0535	2127	2207
16	0609	0641	2020	2052	0518	0554	2100	2136	0455	0535	2127	2207
17	0607	0639	2021	2054	0517	0553	2101	2138	0455	0535	2128	2207
18	0605	0637	2023	2055	0515	0552	2102	2139	0455	0535	2128	2208
19	0603	0636	2024	2057	0514	0551	2104	2140	0455	0535	2128	2208
20	0601	0634	2025	2058	0513	0550	2105	2142	0455	0535	2129	2208
21	0600	0632	2027	2059	0512	0549	2106	2143	0455	0535	2129	2209
22	0558	0630	2028	2101	0510	0548	2107	2144	0456	0536	2129	2209
23	0556	0628	2030	2102	0509	0547	2108	2145	0456	0536	2129	2209
24	0554	0627	2031	2104	0508	0546	2109	2147	0456	0536	2129	2209
25	0552	0625	2032	2105	0507	0545	2110	2148	0457	0536	2129	2209
26	0550	0623	2034	2107	0506	0544	2111	2149	0457	0537	2129	2209
27	0548	0622	2035	2108	0505	0543	2112	2150	0458	0537	2129	2209
28	0547	0620	2036	2110	0504	0542	2113	2151	0458	0538	2129	2209
29	0545	0618	2038	2111	0503	0541	2114	2153	0459	0538	2129	2209
30	0543	0617	2039	2113	0503	0541	2115	2154	0459	0539	2129	2208
31					0502	0540	2116	2155				

2022	FIR SWITZERLAND (LT)											
Day	JUL				AUG				SEP			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0500	0539	2129	2208	0534	0610	2103	2138	0618	0650	2010	2042
2	0501	0540	2128	2208	0535	0611	2101	2137	0619	0651	2008	2040
3	0501	0541	2128	2207	0537	0612	2100	2135	0621	0652	2006	2038
4	0502	0541	2128	2207	0538	0613	2059	2134	0622	0653	2004	2035
5	0503	0542	2127	2207	0540	0615	2057	2132	0623	0655	2002	2034
6	0504	0543	2127	2206	0541	0616	2056	2130	0625	0656	2000	2031
7	0504	0543	2127	2205	0543	0617	2054	2129	0626	0657	1958	2029
8	0505	0544	2126	2205	0544	0618	2053	2127	0628	0659	1956	2027
9	0506	0545	2126	2204	0545	0620	2051	2125	0629	0700	1954	2025
10	0507	0546	2125	2204	0547	0621	2050	2123	0630	0701	1952	2023
11	0508	0547	2124	2203	0548	0622	2048	2122	0632	0702	1950	2021
12	0509	0548	2124	2202	0550	0623	2046	2120	0633	0704	1948	2019
13	0510	0549	2123	2201	0551	0625	2045	2118	0634	0705	1946	2017
14	0511	0550	2122	2200	0552	0626	2043	2116	0636	0706	1944	2015
15	0512	0550	2121	2159	0554	0627	2041	2115	0637	0708	1942	2013
16	0514	0551	2121	2158	0555	0629	2040	2113	0638	0709	1940	2011
17	0515	0552	2120	2157	0557	0630	2038	2111	0640	0710	1938	2009
18	0516	0553	2119	2156	0558	0631	2036	2109	0641	0712	1936	2007
19	0517	0555	2118	2155	0600	0633	2034	2107	0642	0713	1934	2005
20	0518	0556	2117	2154	0601	0634	2033	2105	0644	0714	1932	2003
21	0520	0557	2116	2153	0603	0635	2031	2103	0645	0716	1930	2001
22	0521	0558	2115	2152	0604	0636	2029	2101	0646	0717	1928	1959
23	0522	0559	2114	2151	0605	0638	2027	2059	0648	0718	1926	1957
24	0523	0600	2113	2149	0607	0639	2025	2058	0649	0719	1924	1955
25	0525	0601	2112	2148	0608	0640	2023	2056	0650	0721	1922	1953
26	0526	0602	2111	2147	0610	0642	2022	2054	0652	0722	1920	1950
27	0527	0604	2109	2145	0611	0643	2020	2052	0653	0723	1918	1949
28	0529	0605	2108	2144	0612	0644	2018	2050	0654	0725	1916	1947
29	0530	0606	2107	2143	0614	0646	2016	2048	0656	0726	1914	1945
30	0531	0607	2106	2141	0615	0647	2014	2046	0657	0727	1912	1943
31	0533	0608	2104	2140	0617	0648	2012	2044				

2022	FIR SWITZERLAND (LT)											
Day	OCT				NOV				DEC			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0658	0729	1910	1941	0641	0713	1714	1746	0720	0755	1643	1718
2	0700	0730	1908	1939	0642	0714	1713	1745	0721	0756	1643	1718
3	0701	0731	1906	1937	0644	0716	1711	1743	0722	0757	1643	1717
4	0702	0733	1904	1935	0645	0717	1710	1742	0723	0758	1642	1717
5	0704	0734	1902	1933	0646	0719	1709	1741	0725	0759	1642	1717
6	0705	0736	1900	1931	0648	0720	1707	1739	0726	0801	1642	1717
7	0706	0737	1859	1929	0649	0721	1706	1738	0727	0802	1641	1717
8	0708	0738	1857	1927	0650	0723	1704	1737	0728	0803	1641	1716
9	0709	0740	1855	1925	0652	0724	1703	1736	0728	0804	1641	1716
10	0711	0741	1853	1923	0653	0726	1702	1735	0729	0805	1641	1716
11	0712	0742	1851	1921	0655	0727	1701	1733	0730	0806	1641	1716
12	0713	0744	1849	1919	0656	0729	1659	1732	0731	0806	1641	1717
13	0715	0745	1847	1918	0657	0730	1658	1731	0732	0807	1641	1717
14	0716	0747	1845	1916	0659	0732	1657	1730	0733	0808	1641	1717
15	0717	0748	1843	1914	0700	0733	1656	1729	0734	0809	1642	1717
16	0719	0749	1841	1912	0701	0735	1655	1728	0734	0810	1642	1717
17	0720	0751	1840	1910	0703	0736	1654	1727	0735	0810	1642	1718
18	0721	0752	1838	1909	0704	0737	1653	1726	0736	0811	1642	1718
19	0723	0754	1836	1907	0705	0739	1652	1725	0736	0812	1643	1718
20	0724	0755	1834	1905	0707	0740	1651	1724	0737	0812	1643	1719
21	0726	0757	1833	1904	0708	0742	1650	1724	0737	0813	1644	1719
22	0727	0758	1831	1902	0709	0743	1649	1723	0738	0813	1644	1720
23	0728	0759	1829	1900	0711	0744	1648	1722	0738	0814	1645	1720
24	0730	0801	1827	1859	0712	0746	1648	1722	0739	0814	1645	1721
25	0731	0802	1826	1857	0713	0747	1647	1721	0739	0815	1646	1721
26	0732	0804	1824	1855	0714	0749	1646	1720	0739	0815	1647	1722
27	0734	0805	1822	1854	0716	0750	1646	1720	0740	0815	1647	1723
28	0735	0807	1821	1852	0717	0751	1645	1719	0740	0815	1648	1724
29	0737	0808	1819	1851	0718	0752	1644	1719	0740	0816	1649	1724
30	0638	0710	1718	1749	0719	0754	1644	1718	0740	0816	1650	1725
31	0639	0711	1716	1748					0741	0816	1651	1726

3.7 Sale of Publications

The annual invoice will be sent out six weeks before the subscription renewal date. If it is not paid, a reminder will be issued after two months. Delivery of AMDTs will be stopped automatically after three months. The subscription will be terminated and the customer blocked after four months.
Late payment will be accepted up to six months after the date of the invoice. Re-activation after that can only be effected by taking out a new subscription at CHF 151.00: Manual CMPL including a one-year subscription. Pro-rata invoices are not issued nor are repayments made if the subscription is terminated before it expires.

Post:	AIP-Versand P.O.Box CH-3052 Zollikofen	Phone: Fax: Email:	+41 (0) 31 910 32 56 0630 - 1100 (0530 - 1000) +41 (0) 31 910 33 35 aipversand@skyguide.ch

	Designation and reference	Type	Code	Rate CHF incl. VAT
1	**Subscription for one year**			
1.1	Paper initial purchase VFR Manual	VFR (148 x 210)	KVE	151.50
2	**Yearly subscription**			
2.1	VFR Manual Paper	VFR	KV0	106.50
2.2	electronic AIP on skybriefing	IFR	eaip	92.15
2.3	electronic VFR Manual on skybriefing	VFR	evfr	53.10
2.4	AIC series A (distribution abroad)		K03	66.00
	AIC series B		K05	66.00
3	**Material**			
3.1	binder and contents	VFR Manual	EV	108.50
3.2	contents only	VFR Manual	IV	75.50
3.3	binder with indices	VFR Manual	OVR	18.00
3.4	binder	VFR Manual	OVO	11.00
3.5	indices	VFR Manual	RV	8.50
3.6	chart pocket	VFR Manual	HU	5.00
4	**charts**			
	REF GEN-3.2, REF VFR Manual, VFR MAP 2, § 1			

6	**Subscription**: AIP / VFR Manual / AIC								
	Code	**AIP**			**VFR Manual**		**AIC**		
		AMDT	**AIRAC**	**SUP**	**AMDT**	**SUP**	**A**	**B**	**C**
	GB1	x	x	x	x	x	x	x	x
	GI3	x	x	x			x		
	KVE				x	x			
	GV5				x	x		x	
	K03						x		
	K05							x	

4. AIRAC system

4.1 AIRAC predetermined dates

In order to control and regulate the operationally significant changes requiring amendments to charts, route manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP. The table below indicates AIRAC effective dates for the coming years.

(Ensuing dates listed in AIS Manual, ICAO Doc 8126, Chapter 2.6.4, Table 2-1). Where no information has been submitted to AIS for publication on the selected date, a NIL notification will be originated.

Schedule of AIRAC effective dates 2021		Schedule of AIRAC effective dates 2022	
Publication dates	**Effective dates**	**Publication dates**	**Effective dates**
17 DEC 2020	**28 JAN 2021**	16 DEC 2021	**27 JAN 2022**
14 JAN 2021	**25 FEB 2021**	13 JAN 2022	**24 FEB 2022**
11 FEB 2021	**25 MAR 2021**	10 FEB 2022	**24 MAR 2022**
11 MAR 2021	**22 APR 2021**	10 MAR 2022	**21 APR 2022**
08 APR 2021	**20 MAY 2021**	07 APR 2022	**19 MAY 2022**
06 MAY 2021	**17 JUN 2021**	05 MAY 2022	**16 JUN 2022**
03 JUN 2021	**15 JUL 2021**	02 JUN 2022	**14 JUL 2022**
01 JUL 2021	**12 AUG 2021**	30 JUN 2022	**11 AUG 2022**
29 JUL 2021	**09 SEP 2021**	28 JUL 2022	**08 SEP 2022**
26 AUG 2021	**07 OCT 2021**	25 AUG 2022	**06 OCT 2022**
23 SEP 2021	**04 NOV 2021**	22 SEP 2022	**03 NOV 2022**
21 OCT 2021	**02 DEC 2021**	20 OCT 2022	**01 DEC 2022**
18 NOV 2021	**30 DEC 2021**	17 NOV 2022	**29 DEC 2022**

Schedule of AIRAC effective dates 2023		Schedule of AIRAC effective dates 2024	
Publication dates	**Effective dates**	**Publication dates**	**Effective dates**
15 DEC 2022	**26 JAN 2023**	14 DEC 2023	**25 JAN 2024**
12 JAN 2023	**23 FEB 2023**	11 JAN 2024	**22 FEB 2024**
09 FEB 2023	**23 MAR 2023**	08 FEB 2024	**21 MAR 2024**
09 MAR 2023	**20 APR 2023**	07 MAR 2024	**18 APR 2024**
06 APR 2023	**18 MAY 2023**	04 APR 2024	**16 MAY 2024**
04 MAY 2023	**15 JUN 2023**	02 MAY 2024	**13 JUN 2024**
01 JUN 2023	**13 JUL 2023**	30 MAY 2024	**11 JUL 2024**
29 JUN 2023	**10 AUG 2023**	27 JUN 2024	**08 AUG 2024**
27 JUL 2023	**07 SEP 2023**	25 JUL 2024	**05 SEP 2024**
24 AUG 2023	**05 OCT 2023**	22 AUG 2024	**03 OCT 2024**
21 SEP 2023	**02 NOV 2023**	19 SEP 2024	**31 OCT 2024**
19 OCT 2023	**30 NOV 2023**	17 OCT 2024	**28 NOV 2024**
16 NOV 2023	**28 DEC 2023**	14 NOV 2024	**26 DEC 2024**

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1. ATS AIRSPACE CLASSIFICATION

Within the FIR and UIR, the airspace is further divided into four classifications C, D, E and G which equate broadly with those prescribed by EASA. Airspace classified as C, D and E is controlled airspace.

Generally, Prohibited and Restriced areas have priority. Furthermore, CTR/TMA, and AWY have priority over the general classifications. RMZ/TMZ add specified restrictions to the airspace classifications as specified. ATS routes have no effect on the airspace class, but adopt the class of surrounding airspace. In a deactivated airspace structure the regulations governing the surrounding Class (normally G and/or Class E airspace) apply.

CTR/TMA and/or RMZ/TMZ may be ACT continuously (H24), during specified operating HR (HO) or without specified operating HR (HX). Outside the specified operating HR, the airspace classification of the surrounding airspace applies.

Handling of airspace Structures (HX)
The times indicated in ENR-2.1 give an indication of the activation times to be expected. Activation is however possible at all times.

Inquiry into the Status of the Airspace
The status of airspace designated as "HX" may be requested from the responsible ATS and/or via a designated FREQ, TEL NR or via ATIS, where AVBL.
If it is not possible to obtain information regarding the current status of the airspace, or if the status has not been checked at all, this airspace shall be considered as ACT.

Listening watch/Blind Calls
FLT crews, on a FLT through a deactivated airspace structure, designated as "HX", shall maintain constant listening watch on the FREQ, on which the status has been requested so that they can be notified of short-term changes of status or transmit blind calls in those "HX" airspace structures where prescribed.

Civil/Military coordination
Civil and MIL air traffic is coordinated EXC MIL VFR FLTs in airspace classes E and G, where the rules of the air apply.

Military Operating Hours
MIL ON:
MON-FRI: 0630 - 1105 (0530 - 1005), 1215 - 1605 (1115 - 1505), deviations therefrom are published by NOTAM.
MIL OFF:

Outside the times mentioned above and on the following days:

- New Years Day
- Berchtoldstag (Swiss public holiday in January)
- Good Friday
- Easter Monday
- Ascension Day
- Whit Monday
- Swiss National Day
- Assumption Day
- Christmas Eve
- Christmas Day
- Boxing Day
- New Year's Eve

1.1 Class A - Controlled airspace

The provisions of class A airspace are shown below:

	IFR	VFR
Separation provided	All aircraft	VFR FLIGHTS NOT PERMITTED
Service provided	ATC	
VMC minima	Not applicable	
Speed limitation	Not applicable	
Radio communication	Continuous two-way	
ATC clearance	Required	

No Swiss airspace is designated as class A.

1.2 Class B - Controlled airspace

The provisions of class B airspace are shown below:

	IFR	VFR
Separation provided	All aircraft	All aircraft
Service provided	ATC	ATC
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100:** 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	Not applicable	Not applicable
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

No Swiss airspace is designated as class B.

1.3 Class C - Controlled airspace

The provisions of class C airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR/IFR from VFR	VFR from IFR
Service provided	ATC	ATC for separation from IFR VFR traffic information (and traffic avoidance advice on request)
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100:** 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	As published in procedures or instructed by ATC.	250 kt IAS below FL 100
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

Class C airspace comprises:

- Zurich TMA
- Geneva TMA
- Milano TMA above FL 125/105
- Airspace “Mittelland/Jura” above FL 100
- Airspace “Alpen” above FL 150 (MIL OFF)
- Airspace “ Alpen” above FL 130 (MIL ON)

- Corridor “A9.1” with COORD
  47 15 19 N 008 58 21 E - 47 13 04 N 008 55 26 E - 47 02 50 N 008 56 50 E - 46 59 02 N 008 30 56 E
  47 09 20 N 008 29 27 E - 47 13 56 N 008 25 55 E - 47 16 35 N 008 44 29 E - 47 15 19 N 008 58 21 E
  from FL 090 until FL 195

- Corridor “A9.2” with COORD
  47 02 50 N 008 56 50 E - 46 09 47 N 009 03 58 E - 46 06 25 N 008 40 48 E - Swiss border line -
  46 07 22 N 008 38 18 E - 46 59 02 N 008 30 56 E - 47 02 50 N 008 56 50 E
  from *FL 130* until FL 195

1.4 Class D - Controlled airspace

The provisions of class D airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR	Not provided
Service provided	ATC including traffic information about VFR flights (and traffic avoidance advice on request)	Traffic information between IFR/VFR and VFR/VFR (and traffic avoidance advice on request)
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100:** 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

Class D airspace comprises:

- CTR Alpnach (MIL)
- CTR Bâle
- CTR Bern
- CTR Buochs (MIL/CIV)
- CTR Dübendorf (MIL)
- CTR Emmen (MIL)
- CTR Friedrichshafen
- CTR Genève
- CTR Grenchen
- CTR Les Eplatures
- CTR Locarno (MIL/CIV)
- CTR Lugano
- CTR Meiringen (MIL)
- CTR Payerne (MIL/CIV)
- CTR St. Gallen
- CTR Sion (CIV)
- CTR Zürich
- TMA Alpnach/Buochs (MIL)
- TMA Bern
- TMA Dübendorf (MIL)
- TMA Emmen (MIL)
- TMA Friedrichshafen
- TMA Meiringen (MIL)
- TMA Locarno (MIL)
- TMA Payerne (MIL/CIV)
- TMA St. Gallen
- TMA Sion (MIL)

1.5 Class E - Controlled airspace

The provisions of class E airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR	Not provided
Service provided	ATC and traffic information about VFR flights as far as practical	Traffic information as far as possible
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100:** 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Not required
ATC clearance	Required	Not required

Class E airspace comprises:

- Airspace “Mittelland/Jura“ from 2000 ft/600 m AGL up to FL 100
- Airspace “Alpen“ from 2000 ft/600 m AGL up to FL 130 (MIL ON)
- Airspace “Alpen“ from 2000 ft/600 m AGL up to FL 150 (MIL OFF)
- TMA Milano at FL 125/105 and below
- Airspace detailed in ENR-2.1

See also ENR 2.2

1.6 Class F - Advisory airspace

The provisions of class F airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR as far as possible	Not provided
Service provided	Air traffic advisory service FIS	FIS
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100 to 3000 ft** *AMSL*: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **At or below 3000 ft AMSL or 1000 ft AGL whichever is higher:** 5 km[1] visibility Clear of cloud in sight of surface
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Not required
ATC clearance	Not required	Not required
1. Lower flight visibility may be permitted by the appropriate ATS authority.		

No Swiss airspace is designated as class F.

1.7 Class G - Non-controlled airspace

The provisions of class G airspace are shown below:

	IFR	VFR
Separation provided	Not provided	Not provided
Service provided	FIS	FIS
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100 to 3000 ft** *AMSL*: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **At or below 3000 ft AMSL or** **1000 ft AGL whichever is higher:** 5 km visibility Clear of cloud and with the surface in sight
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Not required
ATC clearance	Not required	Not required

Regulation in Switzerland:

- Class G airspace comprises the airspace from GND up to 2000 ft/600 m AGL, outside CTR/TMA (exception see ENR 1.4-1);
- Clear of cloud and with the surface in sight; for flights operating above 1000 ft AGL without a Transponder as described in bullet point 5 below, the distance from cloud must be equal to or greater than 1500 m horizontally and 1000 ft vertically;
- Flight visibility equal to or greater than 5 km; flight visibility of not less than 1,5 km is permitted for flights:
  - at speeds of 140 KT IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
  - in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels;
- Helicopters are permitted to operate in flight visibility not less than 800 m, if manoeuvred at speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. Flights at a visibility of less than 800 m are permitted in special circumstances, for example for medical flights, SAR flights and flights for firefighting;
- A minimum SSR transponder Mode S elementary Surveillance (ELS) shall be operated for flights with motorised or non-motorised ACFT in airspace G operating above 1000 ft AGL with a horizontal distance from cloud of less than 1500 m or a vertical distance from cloud of less than 1000 ft.

2. ATS AIRSPACE DESCRIPTION

COORDINATION OF SPECIAL FLIGHTS WITHIN AIRSPACE CLASS C AND D

Particular flights within airspace classes C and D, apart from normal take-offs, landings or crossing the airspace can pose a danger for other airspace users and lead to an additional coordination workload for the air navigation services.
For this reason, the operator or the organiser is to coordinate flights of this nature with skyguide before they are undertaken.
A few examples of these flights are:
Photo, calibration and survey flights, VFR flights above FL 195 (SERA.5005(d)1), cargo flights within a CTR/TMA, parachute jumps, television transmission flights, competitions (balloon, gliding, etc.), drones, kids balloons and sky lanterns.

2.1 Air Traffic Control Contact Unit and Application form

All special flights

Coordination request shall be submitted to the special flight office (SFO) skyguide, latest 10 working days prior the date of the event, via the “SFO App”. The application tool and useful information are available under
URL: https://www.skyguide.ch/en/services/special-flights/

Drone flights

Drone operator can use the "U-Space skyguide web App" or "U-Space skyguide mobile App". If under specific conditions, coordination request shall be submitted until the day before the flight until 1100 (1000).

If specific condition are not met, operators will be redirected on the "SFO App" and shall submit the request to the special flight office (SFO), skyguide, latest 10 working days prior the date of flight.

2.2 Coordination, authorisation and implementation

The Special Flight Office will inform all affected air traffic control units.

The operator/organiser will be informed about restrictions and constraints and a reference number will be issued for every special flight. In order to obtain the final authorisation, the operator/organiser must notify the affected air traffic control unit on the day of the event. The operator/organiser will be advised in writing about the detailed notification procedure.

For operational reasons (such as volume of air traffic or safety reasons), the affected air traffic control unit may refuse, interrupt or suspend special flights, or impose additional restrictions.

2.3 Support for "SFO App"

Phone: +41 (0) 43 931 62 36

Email: specialflight@skyguide.ch

General special flight support:

Useful information are available under https://www.skyguide.ch/en/services/special-flights/ and the appropriate rules engines in the tools guide you through the request.

ENR 5.4 AIR NAVIGATION OBSTACLES

1. LIST OF PERM OBST

The list of obstacles is available in electronic form (see GEN 3.1 § 6)

Designation NOTAM NR OBST REF	Type of obstacles	Coordinates Lower station Upper station	Elevation (ft) / HGT GND (M)	OBST Marking LGT Type/Colour
1	2	3	4	5
B1266/18 LSAS	Aerial railway	46 52 45 N / 008 58 53 E 46 52 05 N / 008 59 42 E	*6223.7* 220.0	marked
B1228/18 LSAS	Cable	46 27 33 N / 007 33 55 E 46 26 56 N / 007 33 53 E	*6452.7* 150.0	Cable warner
B0685/18 LSAS	Cable	46 53 52 N / 008 49 19 E 46 54 09 N / 008 48 45 E	*6204.8* 135.0	Cable warner
B1174/19 LSAS	Cable	45 55 42 N / 008 59 10 E 45 55 34 N / 009 00 57 E	*5273.2* 249.0	marked/LGTD
B1402/18 LSAS	Aerial railway	46 23 01 N / 007 27 19 E 46 22 56 N / 007 28 22 E	*9579.4* 120.0	Cable warner
B0620/19 266-TI-30170 LSPM	Cable	46 31 20 N / 008 40 40 E 46 32 05 N / 008 40 49 E	*6111.6* 129.0	marked
A0326/19 213-BS-30250 LFSB	Crane/Cranes	47 33 34 N / 007 36 20 E	*1328.8* 147.0	marked/LGTD
B0317/20 LSAS	Cable	46 46 59 N / 008 36 58 E 46 47 02 N / 008 36 07 E	*7211.3* 110.0	marked
B0320/20 LSAS	Cable	46 10 30 N / 007 48 00 E 46 10 24 N / 007 47 17 E	*5780.9* 168.0	marked
A0755/20 213-BS-30202 LFSB	Building	47 33 33 N / 007 36 27 E	*1527.6* 208.0	LGTD
B0502/21	Aerial railway	46 55 19 N / 009 27 22 E 46 55 47 N / 009 27 24 E	*5196.6* 174.0	Cable warner
B0690/21 LSAS	Cable	46 23 39 N / 008 41 46 E 46 24 03 N / 008 42 16 E	*5114.9* 115.0	Cable warner

THIS PAGE INTENTIONALLY LEFT BLANK

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 14 (13)	Tree/Trees	*1971*	46 52 56 N 007 31 40 E	Wind cone LGTD	*1726*	46 54 48 N 007 30 01 E	B0538/03
AOC 14 (14)	Tree/Trees	*1989*	46 52 55 N 007 31 41 E	Building	*1994*	46 56 39 N 007 28 25 E	B0493/10
AOC 14 (15)	Tree/Trees	*2125*	46 52 08 N 007 32 25 E	Antenna marked/LGTD	*1703*	46 55 02 N 007 29 39 E	B0232/11
AOC 14 (16)	Tree/Trees	*2151*	46 52 07 N 007 32 26 E	Antenna marked/LGTD	*1772*	46 54 45 N 007 30 07 E	B0820/05
AOC 14 (17)	Tree/Trees	*2163*	46 52 02 N 007 32 31 E	Antenna marked/LGTD	*2710*	46 52 56 N 007 31 14 E	B0468/06
AOC 14 (18)	Tree/Trees	*2357*	46 50 47 N 007 35 42 E	Antenna marked/LGTD	*2937*	46 55 09 N 007 26 13 E	B0506/06
AOC 14 (19)	Tree/Trees	*2379*	46 50 49 N 007 35 48 E	Crane/Cranes marked/LGTD	*1886*	46 55 59 N 007 28 44 E	B0525/21
AOC 14 (20)	Tree/Trees	*2402*	46 50 47 N 007 35 47 E	Anemometer marked/LGTD	*1709*	46 54 30 N 007 30 21 E	B0616/07
AOC 32 (1)	Fence	*1673*	46 55 11 N 007 29 29 E	Anemometer marked/LGTD	*1702*	46 55 00 N 007 29 43 E	B0615/07
AOC 32 (2)	Pole	*1674*	46 55 13 N 007 29 22 E	Antenna marked/LGTD	*1743*	46 54 54 N 007 29 57 E	B0826/07
AOC 32 (3)	Pole	*1677*	46 55 14 N 007 29 21 E	Antenna marked/LGTD	*1685*	46 54 22 N 007 30 21 E	
AOC 32 (4)	Pole	*1679*	46 55 15 N 007 29 20 E	Antenna marked/LGTD	*1706*	46 55 01 N 007 29 40 E	B0231/11
AOC 32 (5)	Pole	*1682*	46 55 16 N 007 29 19 E	Chimney LGTD	*2042*	46 57 06 N 007 24 51 E	B0542/12
AOC 32 (6)	Pole	*1683*	46 55 17 N 007 29 17 E	Crane/Cranes marked/LGTD	*1940*	46 56 37 N 007 27 28 E	B0731/21
AOC 32 (7)	Building	*1686*	46 55 19 N 007 29 17 E	Crane/Cranes marked/LGTD	*1768*	46 54 29 N 007 30 26 E	B0141/17
AOC 32 (8)	Pole	*1719*	46 55 26 N 007 29 07 E	Crane/Cranes marked/LGTD	*1756*	46 55 01 N 007 29 12 E	B0930/21
AOC 32 (9)	Tree/Trees	*1749*	46 55 24 N 007 29 00 E				
AOC 32 (10)	Tree/Trees	*1765*	46 55 31 N 007 29 12 E	Antenna marked/LGTD	*2088*	46 57 06 N 007 24 51 E	B0830/17
AOC 32 (11)	Tree/Trees	*1780*	46 55 26 N 007 28 59 E	Antenna marked/LGTD	*2913*	46 53 11 N 007 28 41 E	
AOC 32 (12)	Tree/Trees	*1784*	46 55 25 N 007 28 58 E	Antenna marked/LGTD	*3703*	46 58 40 N 007 31 43 E	
AOC 32 (13)	Tree/Trees	*1844*	46 55 40 N 007 29 02 E				
AOC 32 (14)	Tree/Trees	*1855*	46 55 39 N 007 28 55 E				
AOC 32 (15)	Tree/Trees	*1858*	46 55 41 N 007 28 56 E	Crane/Cranes LGTD	*2060*	46 57 12 N 007 27 29 E	B1027/17
AOC 32 (16)	Tree/Trees	*1881*	46 55 42 N 007 28 55 E				
AOC 32 (17)	Tree/Trees	*1920*	46 56 03 N 007 28 39 E				

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 32 (18)	Tree/Trees	*1923*	46 56 03 N 007 28 35 E				
AOC 32 (19)	Tree/Trees	*1925*	46 56 04 N 007 28 37 E	Crane/Cranes marked/LGTD	*1977*	46 56 28 N 007 27 53 E	B1577/20
AOC 32 (20)	Tree/Trees	*1936*	46 56 04 N 007 28 36 E	Crane/Cranes marked/LGTD	*1911*	46 55 47 N 007 28 29 E	B1492/20
AOC 32 (21)	Building	*2084*	46 56 50 N 007 27 04 E	Crane/Cranes marked/LGTD	*1966*	46 56 55 N 007 26 53 E	B0898/19
				Crane/Cranes marked/LGTD	*2159*	46 57 21 N 007 28 51 E	B1683/20
				Crane/Cranes marked/LGTD	*1875*	46 55 17 N 007 29 56 E	B1646/20
Refer also to LSZB AOC charts LSZB AD 2.24.4 Number in brackets is equivalent to identification number on AOC							

LSZC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Guidance sign boards, TWY CL
2	**RWY/TWY markings and LGT**	RWY, TWY and holding position markings
3	**Stop bars**	NIL
4	**Remarks**	NIL

LSZC AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			ft		
AOC 24 (1)	Tree/Trees	*1517*	46 58 14 N 008 22 57 E	Crane/Cranes marked/LGTD	*1523*	46 58 43 N 008 24 52 E	B0365/14
AOC 24 (2)	Tree/Trees	*1521*	46 58 07 N 008 22 55 E	Silo LGTD	*1468*	46 58 44 N 008 24 50 E	B1468/19
AOC 24 (3)	Tree/Trees	*1528*	46 58 05 N 008 22 52 E	Crane/Cranes marked/LGTD	*1681*	46 59 10 N 008 24 39 E	B0670/21
AOC 24 (4)	Building	*1649*	46 57 25 N 008 21 23 E	Crane/Cranes marked/LGTD	*1616*	46 57 34 N 008 21 55 E	B0976/21
AOC 24 (5)	Power line	*1698*	46 57 23 N 008 21 19 E				
AOC 24 (6)	Tree/Trees	*1706*	46 57 22 N 008 21 11 E				
AOC 24 (7)	Pole	*1929*	46 57 18 N 008 20 57 E				
AOC 24 (8)	Tree/Trees	*2163*	46 57 11 N 008 20 50 E				
AOC 24 (9)	Tree/Trees	*2278*	46 56 57 N 008 20 17 E				
AOC 24 (10)	Tree/Trees	*2316*	46 57 19 N 008 19 18 E				
AOC 24 (11)	Pole	*2838*	46 57 17 N 008 19 10 E				
AOC 24 (12)	Tree/Trees	*2860*	46 57 17 N 008 19 10 E				
AOC 24 (13)	Pole	*2868*	46 57 17 N 008 19 09 E				
AOC 24 (14)	Antenna	*2934*	46 57 17 N 008 19 09 E				

LSZC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	Trend; issuance: HH+20, HH+50
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	-- En
7	**Charts and other information available for briefing or consultation**	NIL
8	**Supplementary equipment available for providing information**	NIL
9	**ATS units provided with information**	ATS Buochs
10	**Additional information (limitation of service, etc.)**	Tel weather briefing: 0900 162 737 (GE), accessible within Switzerland

LSZC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
06	064/062	2000 X 40	PCN 45/F/B/X/U ASPH	46 58 14.63 N 008 23 08.89 E	*1475 ft*	-0.6%
24	244/242			46 58 40.91 N 008 24 28.97 E	*1435 ft*	+0.6%

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
06	NIL	NIL	2120 X 150	NIL	Non-instrument RWY FCT: 0.98 / *0.97* no FCT measuring EQPT AVBL
24					

LSZC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	2000 m	2000 m	2000 m	1940 m	NIL
24	2000 m	2000 m	2000 m	1940 m	NIL

6. IFR/VFR mixed operations

FLT crews have to expect VFR DEPs and ARRs on any RWY irrespective of the current RWY configuration BCST on ATIS. The following situations require special attention:

1. IFR traffic waiting for DEP from RWY 28 on TWY B or intermediate HLDG PSN A2, P1, P2 or Y1 and VFR ACFT LDG on RWY 28.
2. IFR traffic waiting for DEP from RWY 10 on TWY B or L and VFR ACFT LDG on RWY 10.
3. IFR traffic departing or LDG on RWY 28 or 10 and VFR ACFT departing from RWY 16 INT E6 south of RWY 28/10.

7. iStream Procedure

7.1 Goal

iStream is a process concerning all IFR inbound flights to LSZH between 0500 and 0600 (0400 and 0500). It aims at an early pre-planning of an optimized approach sequence in order to:
- Prevent holding delay due to night curfew regulations
- Reduce fuel consumption

7.2 Participation

The participation to the process is mandatory for flights expected to arrive between 0500 and 0600 (0400 and 0500) and having a flying time of 5 hours or more, and is recommended for all other flights arriving during this period.

7.3 Process

7.3.1 Strategic Phase

Skyguide will generate a strategic sequence for all flights with a scheduled time of arrival (STA) between 0500 and 0600 (0400 and 0500) and will provide a strategic planning time frame for each flight, within which the landing time can be expected. The Operational Flight Plan shall take into account this Strategic Landing Time.

7.3.2 Tactical Phase

Aircraft operators of flights expected to arrive between 0500 and 0600 (0400 and 0500) shall provide the estimated time over (ETO) of the last waypoint of the FPL before 0030 (2330). Skyguide will generate a provisional approach sequence and provide target times over (TTO) for all flights to the aircraft operators before 0100 (0000). The aircraft operators shall forward the information to the flight crews for the purpose of adapting their flight speed.

7.4 Further information

Aircraft operators planning flights with an arrival time during the above mentioned time frame shall contact istream.support@skyguide.ch for information and guidance on the process.

8. Suspension of VEBIT 4S SIDs during main arrival peak hours

Due to capacity constraints, the following restrictions apply daily between 0930 and 1045 (0830 and 0945):
For DEP RWY 16, VEBIT 4S SID is suspended. Aircraft requiring VEBIT 4S SID shall be ready and report to CLR DEL on 121.930 MHz before 0930 (0830) in order to depart from RWY 16 during the restricted time frame.
If ready later, earliest start-up will be issued at 1045 (0945). Tactical re-routings after departure will not be granted and non-standard flight plans are not accepted.

LSZH AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

1.1 The following regulations are in force to avoid excessive aircraft noise in the populated areas in the vicinity of Zurich AP

Jet ACFT not licensed in accordance with ICAO Annex 16, Volume 1, Chapter 3 are not permitted.

DEV from published routes and procedures are only permitted if the safety of the ACFT is affected; subject to Art. 27 of the ordinance concerning the aviation infrastructure (OAI).

ACFT operators that are unable to comply with these regulations and procedures shall submit alternative procedures to Zurich Airport Authority.

1.2 Auxiliary Power Units (APU)

1.2.1 All stands

Primarily, the stationary airport pneumatic and electrical service units shall be used. Alternatively, mobile units shall be used.

1.2.2 The APU shall only be started:

- to start engine, but no earlier than 10 MIN before the target off-block time (TOBT).
- if the stationary or mobile units are not available or unserviceable for specific aircraft types. In that case, the APU shall be started no earlier than:
  - 50 minutes before off-block time for aircraft Codes B and C
  - 70 minutes before off-block time for aircraft Codes D, E and F
  - 30 minutes before off-block time for GA sector 1

  and kept in operation no more than 20 minutes after the on-block time.
- if maintenance work on the ACFT makes it unavoidable; in that case the service period shall be kept as short as possible.
  Exceptions have to be permitted by the Airport Authority.

2. Approaches

2.1 ILS/GLS approach:

The descent shall be arranged so as to maintain ENR configuration for as long as possible taking safety and ATC requirements into consideration. Speed reduction and extension of LDG gear and high lift devices are to be planned in such a way that the LDG configuration is established and the correct APP speed is reached shortly prior to or at 4 miles final.

2.2 Other approaches:

Visual circuits shall be flown at *3000 ft AMSL* or HYR whenever visibility and BASE permits. Overflying of densely populated areas shall be avoided as far as possible.

2.3 German ordinance

2.3.1 Application:

MON - FRI:	0000 - 0600 and 2000 - 2359 (2300 - 0500 and 1900 - 2259)
SAT, SUN and German public HOL:	0000 - 0800 and 1900 - 2359 (2300 - 0700 and 1800 - 2259)

Remark: LDGs before 0500 (0400) are not allowed.

German Public Holidays	2021	2022	2023	2024	2025
New Year	JAN 01	JAN 01	JAN 01	JAN 01	JAN 01
6th January	JAN 06	JAN 06	JAN 06	JAN 06	JAN 06
Good Friday	APR 02	APR 15	APR 07	MAR 29	APR 18
Easter Monday	APR 05	APR 18	APR 10	APR 01	APR 21
1st May	MAY 01	MAY 01	MAY 01	MAY 01	MAY 01
Ascension Day	MAY 13	MAY 26	MAY 18	MAY 09	MAY 29
Whit Monday	MAY 24	JUN 06	MAY 29	MAY 20	JUN 09
Corpus Christi Day	JUN 03	JUN 16	JUN 08	MAY 30	JUN 19
Day of German Unity	OCT 03	OCT 03	OCT 03	OCT 03	OCT 03
All Saints' Day	NOV 01	NOV 01	NOV 01	NOV 01	NOV 01
Christmas Day	DEC 25	DEC 25	DEC 25	DEC 25	DEC 25
Boxing Day	DEC 26	DEC 26	DEC 26	DEC 26	DEC 26

LSZH AD 2.22 FLIGHT PROCEDURES

1. SID Description

Speed limitation:
If the SID stipulates a speed limit for a turn, this speed must be adhered to during the turn even after a “DIRECT TO” clearance.

1.1 SID RNAV

1.1.1 SID RWY 10 - RNAV 1

(see chart LSZH AD 2.24.7.1 - 1)

DESIGNATOR	RWY 10 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 2E PDG 6.1% to *2500ft*	Climb straight ahead. At D2.1 KLO or *2500ft*, whichever is later, intercept R084 KLO. Proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH504 at *5000ft* or above, ZH525 at *7000ft* or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	WIL DME required for DME/DME navigation. RNAV applicable when passing KOLUL.
GERSA 2C PDG 6.1% to *2500ft* MNM climb gradient 6.6% to *7000ft* due to airspace restrictions	Climb straight ahead. At D2.1 KLO or *2500ft*, whichever is later, intercept R084 KLO. At ZH502/D9 KLO turn right (MAX IAS 210kt during turn). Proceed via ZH526, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH526 at FL100 or above, GERSA at FL140 or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH502. At GERSA: -FLT to RESIA proceed on Z50. Cross KELIP at FL160 or above. -Other FLT proceed on N/UN850

Procedure Description of RNAV 1 SID DEGES 2E						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	KOLUL	N	-	-	-	-
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 1 SID GERSA 2C						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ZH502	Y	+4000	-	-	-
DF	ZH526	N	+FL100	210	-	-
TF	ARTAG	N	-	-	215° (217.6°T)	7.2
TF	GERSA	N	+FL140	-	171° (174.3°T)	7.6

SID RWY 10 - RNAV 5
(see chart LSZH AD 2.24.7.1 - 3)

DESIGNATOR	RWY 10 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
GERSA 1E (SUSPENDED) PDG 6.5% to *2500ft*	Climb straight ahead. At D2.1 KLO or *2500ft*, whichever is later, turn left (MAX IAS 210kt during turn). Intercept R053 WIL. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross R360 KLO at *4000ft* or above, BREGO at *5000ft* or above, ZH556 at *8000ft* or above, ZH557 at *9000ft* or above, AFOLT at *10000ft* or above, GERSA at *14000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. At GERSA: -FLT to RESIA proceed on Z50. Cross KELIP at 16000ft or above. -Other FLT proceed on N/UN850
VEBIT 3E PDG 6.1% to *2500ft*	Climb straight ahead. At D2.1 KLO or *2500ft*, whichever is later, turn left (MAX IAS 210kt during turn). Intercept R052 WIL. Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross R360 KLO at *4000ft* or above, BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO.For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNAV 5 SID GERSA 1E

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

Procedure Description of RNAV 5 SID VEBIT 3E

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BREGO	N	+5000	-	-	-
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

SID RWY 10 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.1 - 5)

DESIGNATOR	RWY 10 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1B PDG 6.1% to *2500ft*	Climb straight ahead to ZH520. At ZH520 or *2500ft*, whichever is later, turn left direct to ZH521. At ZH521 proceed via ZH502, KOLUL, ZH504 and ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH504 at *5000ft* or above, ZH525 at *7000ft* or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	
VEBIT 1B PDG 6.1% to *2500ft*	Climb straight ahead to ZH520. At ZH520 or *2500ft*, whichever is later, turn left direct to ZH523 (MAX IAS 210kt during turn). At ZH523 proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH523 at *4000ft* or above, BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1B						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY10	-	-	-	-	-
TF	ZH520	Y	-	-	093° (096.0°T)	2.4
CA	-	-	+2500	-	093° (096.0°T)	-
DF	ZH521	N	-	-	-	-
TF	ZH502	N	+4000	-	084° (086.9°T)	4.8
TF	KOLUL	N	-	-	084° (087.0°T)	2.3
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 1 (by ATC only) SID VEBIT 1B						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY10	-	-	-	-	-
TF	ZH520	Y	-	-	093° (096.0°T)	2.4
CA	-	-	+2500	-	093° (096.0°T)	-
DF	ZH523	N	+4000	-210	-	-
TF	BREGO	N	+5000	-	232° (235.1°T)	9.9
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

1.1.2 SID RWY 16 - RNAV 1

(see chart LSZH AD 2.24.7.2 - 1)

DESIGNATOR	RWY 16 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 3S PDG 5.3% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). Intercept R084 KLO. Proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH504 at *5000ft* or above, ZH525 at *7000ft* or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	WIL DME required for DME/DME navigation. RNAV applicable when passing KOLUL.

Procedure Description of RNAV 1 SID DEGES 3S						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KOLUL	N	-	-	-	-
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

SID RWY 16 - RNAV 5
(see chart LSZH AD 2.24.7.2 - 3)

DESIGNATOR	RWY 16 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 2R (SUSPENDED) PDG 6.4% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). Intercept R085 KLO. Proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH504 at *5000ft* or above, ZH525 at *7000ft* or above, DEGES at *8000ft* or above.	When instructed contact Zurich DEP 125.955.	As long as below *9200ft*, monitoring of cross references at ZH504 and ZH525 compulsory. RNAV 5 applicable when passing *9200ft*.
GERSA 2S (SUSPENDED) PDG 6.4% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). Intercept R053 WIL. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross R180/R360 KLO at *4000ft* or above, BREGO at *5000ft* or above, ZH556 at *8000ft* or above, ZH557 at *9000ft* or above, AFOLT at *10000ft* or above, GERSA at *14000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO.
VEBIT 4S PDG 5.3% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). Intercept R052 WIL. Proceed via BREGO, ZH 554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross R180/R360 KLO at *4000ft* or above, BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNAV 5 SID DEGES 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	ZH502	N	+4000	-	-	-
TF	KOLUL	N	-	-	085° (087.0°T)	2.3
TF	ZH504	N	+5000	-	100° (102.0°T)	3.1
TF	ZH525	N	+7000	-	100° (101.9°T)	4.7
TF	DEGES	Y	+8000	-	100° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 2S						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

Procedure Description of RNAV 5 SID VEBIT 4S						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BREGO	N	+5000	-	-	-
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

SID RWY 16 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.2 - 5)

DESIGNATOR	RWY 16 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1T PDG 5.3% to *2000ft*	Climb straight ahead to ZH530. Turn left at *2000ft* but not before ZH530 direct to ZH521 (MAX IAS 210kt during turn). At ZH521 proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH504 at *5000ft* or above, ZH525 at *7000ft* or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	
VEBIT 1T PDG 5.3% to *2000ft*	Climb straight ahead to ZH530. Turn left at *2000 ft* but not before ZH530 direct to ZH531 (MAX IAS 210kt during turn). At ZH531 proceed via ZH533 (MAX IAS 210kt until ZH533), BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH533 at *4000ft* or above, BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY16	-	-	-	-	-
TF	ZH530	Y	-	-	152° (155.0°T)	2.2
CA	-	-	+2000	-	152° (155.0°T)	-
DF	ZH521	N	-	-210	-	-
TF	ZH502	N	+4000	-	084° (086.9°T)	4.8
TF	KOLUL	N	-	-	084° (087.0°T)	2.3
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 1 (by ATC only) SID VEBIT 1T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY16	-	-	-	-	-
TF	ZH530	Y	-	-	152° (155.0°T)	2.2
CA	-	-	+2000	-	152° (155.0°T)	-
DF	ZH531	N	-	-	-	-
TF	ZH533	N	+4000	-210	261° (264.1°T)	2.5
TF	BREGO	N	+5000	-	238° (240.5°T)	9.3
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

1.1.3 SID RWY 28 - RNAV 5

(see chart LSZH AD 2.24.7.3 - 1)

DESIGNATOR	RWY 28 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 3W PDG 6.6% to *2100ft* MNM climb gradient 7.0% to *5000ft* due to airspace restrictions.	Climb straight ahead. At D2.3 KLO turn left. Intercept R252 KLO. At ZH552/D6.5 KLO or when instructed by ATC, turn left (MAX IAS 210kt during turn). Intercept R231 KLO. Proceed via KLO, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing KLO.
GERSA 2W (SUSPENDED) PDG 7.0% to *2500ft*	Climb straight ahead. At D2.3 KLO turn left. Intercept R053 WIL. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH556 at *8000ft* or above, ZH557 at *9000ft* or above, AFOLT at *10000ft or* above, GERSA at *14000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO.
VEBIT 4W PDG 6.6% to *2100ft* MNM climb gradient 6.6% to *5100ft* due to airspace restrictions.	Climb straight ahead. At D2.3 KLO turn left. Intercept R052 WIL. Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNAV 5 SID DEGES 3W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KLO	Y	-	-	-	-
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 2W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
	BREGO	Y	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

Procedure Description of RNAV 5 SID VEBIT 4W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BREGO	Y	+5000	-	-	-
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

SID RWY 28 - RNP 1 (RF required) (by ATC only)
(see chart LSZH AD 2.24.7.3 - 3 / 5)

DESIGNATOR	RWY 28 - RNP 1 (RF required) (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1Y PDG 7.7% to *2200ft* MNM climb gradient 7.7% to *4800ft* due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left to ZH548. At ZH548 proceed via ZH541 to ZH552. At ZH552, turn left direct to ZH553 (MAX IAS 210kt during turn). At ZH553 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955.	RF required

Procedure Description of RNP 1 (RF required) (by ATC only) SID DEGES 1Y						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	N	-	-	273° (276.0°T)	3.3
RF (Centre ZH545 r = 1.215 NM)	ZH548	N	-	-	-	1.2
TF	ZH541	N	-	-	215° (217.6°T)	1.2
TF	ZH552	Y	-	-	252° (254.8°T)	2,2
DF	ZH553	N	-	-210	-	-
TF	ZH501	N	-	-	051° (053.9°T)	4.5
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

DESIGNATOR	RWY 28 - RNP 1 (RF required) (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
VEBIT 1Y PDG 7.7% to *2400ft* MNM climb gradient 7.7% to *4800ft* due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left to ZH544. At ZH544 turn right to ZH546 (MAX IAS 210kt during turn). At ZH546 proceed via BREGO, ZH554 and ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RF required For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNP 1 (RF required) (by ATC only) SID VEBIT 1Y						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	N	-	-	273° (276.0°T)	3.3
RF (Centre ZH545 r = 1.215 NM)	ZH544	N	-	-	-	1.5
RF (Centre ZH547 r = 2.936NM)	ZH546	N	-	-210	-	1.5
TF	BREGO	N	+5000	-	232° (235.0°T)	4.5
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

SID RWY 28 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.3 - 7)

DESIGNATOR	RWY 28 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1X PDG 7.7% to *2200ft* MNM climb gradient 7.7% to *4800ft* due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left direct to ZH541 (MAX IAS 210kt during turn). At ZH541 proceed to ZH552. At ZH552 or when instructed by ATC, turn left direct to ZH553 (MAX IAS 210kt during turn). At ZH553 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955.	
VEBIT 1X PDG 7.7% to *2400ft* MNM climb gradient 7.7% to *4700ft* due to airspace restrictions.	Climb straight ahead direct to ZH540. At ZH540 turn left direct to ZH542. At ZH542 proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1X						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	Y	-	-	273° (276.0°T)	3.3
DF	ZH541	N	-	-	-	-
TF	ZH552	Y	-	-	252° (254.8°T)	2.2
DF	ZH553	N	-	-210	-	-
TF	ZH501	N	-	-	051° (053.9°T)	4.5
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

Procedure Description of RNAV 1 (by ATC only) SID VEBIT 1X						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	Y	-	-	273° (276.0°T)	3.3
DF	ZH542	N	-	-	-	-
TF	BREGO	N	+5000	-	232° (235.0°T)	5.8
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

1.1.4 SID RWY 32 - RNAV 1

(see chart LSZH AD 2.24.7.4 - 1)

DESIGNATOR	RWY 32 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 5L PDG 5.6% to *3100ft*	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. (2) Cross ZH568 at *5000ft* or above. (1) Cross MOMOL at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	
VEBIT 4N PDG 5.6% to *2900ft*	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH577 (MAX IAS 210kt during turn). Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. (2) Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1
ZUE 5L PDG 5.6% to *3100ft*	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501 to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. (2) Cross ZH568 at *5000ft* or above. (1) Cross ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	

(1) If unable to comply, advise ATC on CLR DEL.

(2) Average climb gradient to reach ZH580 at *3500ft* is 14.6%. A380 only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at ZH580. Average climb gradient to reach ZH580 at *2500ft* is 7.6%.

Procedure Description of RNAV 1 SID DEGES 5L						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	MOMOL	N	+FL080	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

(1) A380 only: If unable to comply with *3500ft,* turn may be initiated at MNM *2500ft* at ZH580.

Procedure Description of RNAV 1 SID VEBIT 4N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH577	N	-	-210	241° (244.2°T)	-
TF	BREGO	N	+5000	-	189° (192.5°T)	7.9
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

(1) A380 only: If unable to comply with *3500ft,* turn may be initiated at MNM *2500ft* at ZH580.

Procedure Description of RNAV 1 SID ZUE 5L						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	ZUE	N	+6000	-	051° (053.7°T)	13.7

(1) A380 only: If unable to comply with *3500ft,* turn may be initiated at MNM *2500ft* at ZH580.

SID RWY 32 - RNAV 5
(see chart LSZH AD 2.24.7.4 - 3)

DESIGNATOR	RWY 32 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 4N PDG 6.3% to *1800ft*	Climb straight ahead. At D2 KLO turn right. Establish TR329. At D4 KLO turn right (MAX IAS 210kt during turn). Intercept R254 ZUE. Proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (2) Cross ZH503 at *6000ft* or above. (1) Cross DEGES at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH503.
GERSA 1N (SUSPENDED) PDG 5.3% to *3300ft*	Climb straight ahead. At D2 KLO turn right. Establish TR330. At D4 KLO turn left (MAX IAS 210kt during turn). Establish TR244 to intercept R190 TRA. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (2) Cross BREGO at *5000ft* or above, ZH556 at *8000ft* or above, ZH557 at *9000ft* or above, AFOLT at *10000ft* or above, GERSA at *14000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO.

(1) If unable to comply, advise ATC on CLR DEL.
DEGES 4N: ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.
(2) Average climb gradient to reach D4 KLO at *3500ft* is 14.6%. A380 only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at D4 KLO. Average climb gradient to reach D4 KLO at *2500ft* is 7.6%.

Procedure Description of RNAV 5 SID DEGES 4N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ZH503	N	+6000	-	-	-
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

SID RWY 32 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.4 - 5)

DESIGNATOR	RWY 32 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1P PDG 6.9% to *2000ft*	Climb straight ahead to ZH579. At ZH579 turn right to ZH580. At ZH580 turn right direct to ZH571 (MAX IAS 210kt during turn). At ZH571 proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. (2) Cross ZH503 at *6000ft* or above. (1) Cross DEGES at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	

(1) If unable to comply, advise ATC on CLR DEL.
ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.
(2) Average climb gradient to reach ZH580 at *3500ft* is 14.6%. A380 only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at D4 KLO. Average climb gradient to reach ZH580 at *2500ft* is 7.6%.

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY32	-	-	-	-	-
TF	ZH579	N	-	-	314° (317.2°T)	2.6
TF	ZH580	Y	+3500	-	327° (330.1°T)	1.6
DF	ZH571	N	-	-210	-	-
TF	ZH503	N	+6000	-	074° (076.6°T)	5.0
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

1.1.5 SID RWY 34 - RNP 1 (RF required)

(see chart LSZH AD 2.24.7.5 - 1)

DESIGNATOR	RWY 34 - RNP 1 (RF required)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
VEBIT 2K PDG 4.7% to *3400ft*	Climb on course 331. Proceed via ZH570, ZH573, ZH559, BREGO, ZH554, ZH558 to VEBIT. (MAX IAS 210kt until ZH573).	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above, (1) BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RF required. For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1.

(1) Average climb gradient to reach ZH570 at *3500ft* is 12.5%. Four-engined aircraft only: if unable to comply with *3500ft* turn may be initiated at MNM *2500ft* at ZH570. Average climb gradient to reach ZH570 at *2500ft* is 6.6%.

Procedure Description of RNP 1 (RF required) SID VEBIT 2K						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	1900	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	N	+3500 (1)	-	331° (334.1°T)	-
RF (Centre ZH578, r = 2.100NM)	ZH573	N	-	-210	-	3.3
TF	ZH559	N	-	-	241° (244.1°T)	2.3
TF	BREGO	N	+5000	-	189° (191.6°T)	7.8
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

(1) Four-engined aircraft only: if unable to comply with *3500ft* turn may be initiated at MNM *2500ft* at ZH570.

SID RWY 34 - RNAV 1
(see chart LSZH AD 2.24.7.5 - 3)

DESIGNATOR	RWY 34 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 5F PDG 5.0% to *3200ft*	Climb straight ahead. Establish TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (1) Cross ZH568 at *5000ft* or above. (2) Cross MOMOL at FL080 or above. (2)	When instructed contact Zurich DEP 125.955.	
VEBIT 4H PDG 5.0% to *3200ft*	Climb on TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH577 (MAX 210kt during turn). Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (1) BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after VEBIT to GESA, see LSZH AD 2.24.6 - 1
ZUE 5F PDG 5.0% to *3200ft*	Climb straight ahead. Establish TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501 to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (1) Cross ZH568 at *5000ft* or above. (2) Cross ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	

(1) Average climb gradient to reach ZH570 at *3500ft* is 12.5%. Four-engined aircraft only: if unable to comply with *3500ft* turn may be initiated at MNM *2500ft* at ZH570. Average climb gradient to reach ZH570 at *2500ft* is 6.6%.
(2) If unable to comply, advise ATC on CLR DEL.

Procedure Description of RNAV 1 SID DEGES 5F						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	MOMOL	N	+FL080	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

(1) Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at ZH570.

Procedure Description of RNAV 1 SID VEBIT 4H						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH577	N	-	-210	241° (244.2°T)	-
TF	BREGO	N	+5000	-	189° (192.5°T)	7.9
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

(1) Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at ZH570.

Procedure Description of RNAV 1 SID ZUE 5F						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	ZUE	N	+6000	-	051° (053.7°T)	13.7

(1) Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at ZH570.

SID RWY 34 - RNAV 5
(see chart LSZH AD 2.24.7.5 - 5)

DESIGNATOR	RWY 34 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 4H PDG 4.6% to *1900ft*	Climb on TR332. At D4 KLO turn right (MAX IAS 210kt during turn). Intercept R254 ZUE. Proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross ZH503 at *6000ft* or above. (2) Cross DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH503.
GERSA 1H (SUSPENDED) PDG 5.2% to *3300ft*	Climb on TR333. At D4 KLO turn left (MAX IAS 210kt during turn). Establish TR244 to intercept R190 TRA. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross BREGO at *5000ft* or above, ZH556 at *8000ft* or above, ZH557 at *9000ft* or above, AFOLT at *10000ft* or above, GERSA at *14000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO.

(1) Average climb gradient to reach D4 KLO at *3500ft* is 12.5%. Four-engined aircraft only: if unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at D4 KLO. Average climb gradient to reach D4 KLO at *2500ft* is 6.6%.
(2) If unable to comply, advise ATC on CLR DEL. ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.

Procedure Description of RNAV 5 SID DEGES 4H						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ZH503	N	+6000	-	-	-
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 1H						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

SID RWY 34 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.5 - 7)

DESIGNATOR	RWY 34 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1J PDG 4.7% to *2100ft*	Climb straight ahead to ZH570. At ZH570 turn right direct to ZH571 (MAX IAS 210kt). Proceed via ZH571, ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (2) Cross ZH503 at *6000ft* or above. (1) Cross DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	

(1) If unable to comply, advise ATC on CLR DEL.
ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.
(2) Average climb gradient to reach ZH570 at *3500ft* is 12.5%.
Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at ZH570.
Average climb gradient to reach ZH570 at *2500ft* is 6.6%.

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY34	-	-	-	-	-
TF	ZH570	Y	+3500	-	331° (334.1°T)	4.6
DF	ZH571	N	-	-210	-	-
TF	ZH503	N	+6000	-	074° (076.6°T)	5.0
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

1.2 SID NON RNAV

1.2.1 SID RWY 10 - NON RNAV

(see chart LSZH AD 2.24.7.1 - 7)

DESIGNATOR	RWY 10 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
WILLISAU 2D (WIL 2D) (SUSPENDED) PDG 6.5% to *2500ft*	Climb straight ahead. At D2.1 KLO or *2500ft*, whichever is later, turn left (MAX IAS 210kt during turn). Intercept R053 WIL. Proceed via BREGO, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Cross R360 KLO at 4000ft or above, BREGO at 5000ft or above, ZH555 at 6000ft or above, ZH551 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	
ZURICH EAST 2D (ZUE 2D) PDG 6.1% to *2500ft* MNM climb gradient 7.5% to *6000ft* due to airspace restrictions.	Climb straight ahead. At D2.1 KLO or *2500ft*, whichever is later, turn left (MAX IAS 210kt during turn). Establish TR013 to intercept R231 ZUE. Proceed to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	

The following departure is allocated to propeller aircraft only and requires visual conditions as specified.

Visual Conditions for departure:

SID is allocated only if the relevant hill tops for the visual part are clearly visible by TWR.

DESIGNATOR	RWY 10 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
WILLISAU 3C (WIL 3C)	Climb straight ahead. Short visual right turn, but not before D2.1 KLO or when instructed by ATC. Turn within 2NM south of RWY 10. Establish TR268 to intercept R052 WIL. Proceed via BREGO, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Maintain visual ground contact to 4400ft. Cross BREGO at 5000ft or above, ZH555 at 6000ft or above, ZH551 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	

1.2.2 SID RWY 16 - NON RNAV

(see chart LSZH AD 2.24.7.2 - 7)

The following departure is allocated to propeller aircraft only and requires visual conditions as specified.

Visual Conditions for departure:

SID is allocated only if the relevant hill tops for the visual part are clearly visible by TWR.

DESIGNATOR	RWY 16 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
WILLISAU 3Q (WIL 3Q)	Climb straight ahead. Short visual right turn, but not before D1 KLO or when instructed by ATC. Turn within 3NM south of KLO. Establish TR268 to intercept R052 WIL. Proceed via BREGO, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE *5000ft*. Maintain visual ground contact to *4400ft*. Cross BREGO at *5000ft* or above, ZH555 at *6000ft* or above, ZH551 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	

1.2.3 SID RWY 28 - NON RNAV

(see chart LSZH AD 2.24.7.3 - 9)

DESIGNATOR	RWY 28 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ZURICH EAST 3V (ZUE 3V) PDG 6.6% to *2100ft* MNM climb gradient 7.0% up to *5000ft* due to airspace restrictions	Climb straight ahead. At D2.3 KLO turn left. Intercept R252 KLO. At ZH552/D6.5 KLO or when instructed by ATC, turn left (MAX IAS 210kt during turn). Intercept R231 ZUE. Proceed to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	

1.2.4 SID RWY 32 - NON RNAV

(see chart LSZH AD 2.24.7.4 - 7)

DESIGNATOR	RWY 32 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ZURICH EAST 2M (ZUE 2M) PDG 6.9% to *1800ft*	Climb straight ahead. At D2 KLO turn right. Establish TR329. At D4 KLO turn right (MAX IAS 210kt during turn). Proceed to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross D5 ZUE before the station at *5000ft* or above, ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after ZUE, see LSZH AD 2.24.6 - 1

(1) Average climb gradient to reach D4 KLO at *3500ft* is 14.6%. At turn at *3500ft* continue to climb at MNM climb gradient 4.3% up to *5600ft* due to airspace restrictions. A380 only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at D4 KLO. Average climb gradient to reach D4 KLO at *2500ft* is 7.6%. At turn at 2500ft continue to climb at MNM climb gradient 7.6% to 5000ft due to airspace restrictions.

1.2.5 SID RWY 34 - NON RNAV

(see chart LSZH AD 2.24.7.5 - 9)

DESIGNATOR	RWY 34 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ZURICH EAST 2G (ZUE 2G) PDG 4.7% to *1900ft*	Climb on TR332. At D4 KLO turn right (MAX IAS 210kt during turn). Proceed to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross D5 ZUE before the station at *5000ft* or above, ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	

(1) Average climb gradient to reach D4 KLO at *3500ft* is 12.5%. At turn at 3500ft continue to climb at MNM climb gradient 4.3% up to 5600ft due to airspace restrictions.
Four-engined aircraft only: if unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at D4 KLO. Average climb gradient to reach D4 KLO at *2500ft* is 6.6%. At turn at 2500ft continue to climb at MNM climb gradient 6.6% up to 5600ft due to airspace restrictions.

1.2.6 SID Straight Ahead and Turn RWY 10, 16, 28, 34

(see chart LSZH AD 2.24.7.6 - 1)

DESIGNATOR	Straight Ahead and Turn RWY 10, 16, 28, 34			
	ROUTE			
	Lateral	Vertical	Contact	Remark
SAT 2E (RWY 10) PDG 7.2% to *5000ft*	Climb straight ahead. At *2500ft* turn left on TR078. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2S (RWY 16) PDG 6.5% to *5000ft*	Climb straight ahead. At *2000ft* turn left on TR013. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2W (RWY 28) PDG 6.1% to *5000ft* MNM climb gradient 6.6% to 5000ft due to airspace.	Climb straight ahead. At *2200ft* turn left on TR225. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2F (RWY 34) PDG 5.8% to *5000ft* MNM climb gradient 12.5% to 5000ft due to noise abatement.	Climb straight ahead. At *3500ft* turn left on TR241. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2H (RWY 34) PDG 5.8% to *5000ft* MNM climb gradient 12.5% to 5000ft due to noise abatement.	Climb straight ahead. At *3500ft* turn right on TR104. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER

1.3 Visual departures

Visual departures are available at LSZH only during daytime on the grounds of safety (for example, to avoid adverse weather such as TS/CB).

2. STAR Description

IFR PROCEDURE

Procedures to be followed by arriving aircraft are contained on the charts STANDARD INSTRUMENT ARRIVAL ROUTES (NON RNAV STAR / RNAV 5 STAR / RNAV 1 STAR).

SPEED LIMITATION:
General: Below FL 100 MAX IAS 250kt.

2.1 STAR TO GIPOL - RNAV 1

(see chart LSZH AD 2.24.9.1 - 1)

DESIGNATOR	STAR TO GIPOL - RNAV 1		
	ROUTE		
	Lateral	Vertical	Remark
BERSU 2G	From BERSU proceed via TADOB, ERMUS to GIPOL.	Refer to chart	
BÂLE-MULHOUSE 3G (BLM 3G)	From BLM proceed via ZH677 to GIPOL.	Refer to chart	NOTE: For descent planning, expect to cross 13NM to BLM above FL190, BLM between FL200 and FL150, ZH677 not below FL120.
DOPIL 2G	From DOPIL proceed via NOLKA, ERMUS to GIPOL.	Refer to chart	
KELIP 3G	From KELIP proceed via MOSIT, ZH628, ZH627, ZH501 to GIPOL.	Refer to chart	

Procedure Description of RNAV 1 STAR BERSU 2G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BERSU	N	-	-	-	-
TF	TADOB	N	-	-	062° (064.8°T)	6.7
TF	ERMUS	N	+8000	-	062° (065.0°T)	7
TF	GIPOL	N	+7000	-	330° (333.2°T)	18.4

Procedure Description of RNAV 1 STAR BLM 3G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BLM	N	-FL 200	-	-	-
TF	ZH677	N	+FL 120	-	106° (109.0°T)	10.2
TF	GIPOL	N	+7000	-	106° (109.2°T)	13.1

Procedure Description of RNAV 1 STAR DOPIL 2G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DOPIL	N	-	-	-	-
TF	NOLKA	N	-	-	041° (043.7°T)	6.5
TF	ERMUS	N	+8000	-	041° (043.8°T)	7
TF	GIPOL	N	+7000	-	330° (333.2°T)	18.4

Procedure Description of RNAV 1 STAR KELIP 3G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KELIP	N	-	-	-	-
TF	MOSIT	N	+14000	-	351° (353.8°T)	6.8
TF	ZH628	N	+10000	-	347° (349.8°T)	12.2

Procedure Description of RNAV 1 STAR KELIP 3G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
TF	ZH627	N	-	-	332° (335.1°T)	6.8
TF	ZH501	N	-	-	326° (329.1°T)	5.9
TF	GIPOL	N	+7000	-	275° (278.2°T)	20.7

2.2 STAR TO GIPOL - NON RNAV

(see chart LSZH AD 2.24.9.2 - 1)

	STAR TO GIPOL - NON RNAV		
	ROUTE		
DESIGNATOR	Lateral	Vertical	Remark
WILLISAU 3Z (WIL 3Z)	At WIL intercept R013 WIL. Proceed to GIPOL.	Refer to chart	

2.3 STAR TO AMIKI - RNAV 1

(see chart LSZH AD 2.24.9.3 - 1)

	STAR TO AMIKI - RNAV 1		
	ROUTE		
DESIGNATOR	Lateral	Vertical	Remark
TRA 2A	From TRA proceed to AMIKI.	Refer to chart	
NEGRA 2A	From NEGRA proceed via MATIV to AMIKI	Refer to chart	
RILAX 2A	From RILAX proceed via LAMAX to AMIKI	Refer to chart	

Procedure Description of RNAV 1 STAR TRA 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	TRA	N	-	-	-	-
TF	AMIKI	N	+7000	-	103° (105.7°T)	25.3

Procedure Description of RNAV 1 STAR NEGRA 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	NEGRA	N	-	-	-	-
TF	MATIV	N	-	-	228° (231.0°T)	12.3
TF	AMIKI	N	+7000	-	257° (259.7°T)	6.4

Procedure Description of RNAV 1 STAR RILAX 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	LAMAX	N	-	-	138° (140.6°T)	25.0
TF	AMIKI	N	+7000	-	114° (117.7°T)	6.1

2.4 Approach procedures:

REF: ENR 1.5

2.4.1 Initial call

The pilot shall report the ACFT type and the IDENT letter of the received ARR ATIS information on initial call to Zurich Arrival.

2.4.2 RNAV 1 Transitions to Final Approach

The 'RNAV 1 ARRIVAL TRANSITIONS TO FINAL APPROACH' start at the end of the STARs and guide the aircraft to the relevant final approach track of the published instrument approach procedures for the runways 28 or 34.
By utilizing these procedures, reduction in radio telephony communication is possible. The turn to final approach is usually performed by radar vectors to expedite traffic and for separation reasons.
The utilization of the procedure requires a clearance by ATC.
The procedures are at or above ATC surveillance minimum altitude and will be radar monitored.
The flight crew unable to fly RNAV 1 TRANSITIONS shall advise ATC on initial contact with APP by using the phraseology: **'UNABLE RNAV TRANSITION'**. ATC will then issue radar vectors to the final approach track of the relevant instrument approach.

2.4.3 Procedure description of RNAV 1 Transition to Final Approach RWY 28 (ILS-LOC, RNP)

(see chart LSZH 2.24.10.3 - 1)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	-	-	-	-
TF	ZH445	N	-	-	046° (049.4°T)	6.1
TF	ZH447	N	-	-	143° (146.0°T)	8.8
TF	ZH449	N	-	-	143° (146.1°T)	6.9
TF	ZH451	N	-	-	093° (095.8°T)	7.0
TF	ZH453	N	-	-	093° (096.0°T)	5.0
TF	ZH455	N	-	-	093° (096.1°T)	5.0
TF	ZH457	N	-	-	093° (096.1°T)	5.0
TF	ZH459	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	003° (006.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	ZH446	N	+FL100	-	165° (168.1°T)	4.8
TF	ZH448	N	+FL080	-	165° (168.1°T)	3.6
TF	ZH450	N	-	-	165° (168.1°T)	3.9
TF	ZH452	N	-	-	165° (168.1°T)	3.9
TF	ZH454	N	-	-	126° (128.9°T)	11.7
TF	ZH456	N	-	-	093° (096.1°T)	5.0
TF	ZH458	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	183° (186.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

From AMIKI						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AMIKI	N	-	-	-	-
TF	ZH382	N	-	-	312° (314.8°T)	17.4
TF	ZH450	N	-	-	248° (251.1°T)	6.7
TF	ZH452	N	-	-	165° (168.1°T)	3.9
TF	ZH454	N	-	-	126° (128.9°T)	11.7
TF	ZH456	N	-	-	093° (096.1°T)	5.0
TF	ZH458	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	183° (186.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

2.4.4 Procedure description of RNP RWY 28

(see chart LSZH AD 2.24.10.3 - 7)

From RAMEM						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RAMEM	N	+5000	-	-	-
TF	RW28	Y	-	-	274° (276.2°T)	10.1
TF	ZH705	Y	-	-	274° (276.0°T)	2.7
CF	ZH707	N	-	210	194° (196.0°T)	-
TF	ZH709	Y	-	-	242° (244.4°T)	12.2
CF	ZH711	N	-	-	329° (331.0°T)	-
TF	GIPOL	N	+7000	-	014° (015.7°T)	12.2

2.4.5 Procedure description of RNAV 1 Transition to Final Approach RWY 34 (ILS-LOC)

(see chart LSZH AD 2.24.10.4 - 1)

From GIPOL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GIPOL	N	-	-	-	-
TF	ZH479	N	+7000	-	046° (048.5°T)	10.9
TF	ZH481	N	-	-	152° (154.7°T)	6.0
TF	ZH483	N	-	-	152° (154.8°T)	6.0
TF	ZH485	N	-	-	152° (154.8°T)	6.0
TF	ZH487	N	-	-	152° (154.9°T)	6.0
TF	ZH489	N	-	-	152° (154.9°T)	6.0
TF	ZH490	N	-	-	062° (065.0°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	ZH474	N	+FL100	-	185° (187.5°T)	4.7
TF	ZH476	N	-	-	185° (187.5°T)	2.8
TF	ZH478	N	+FL080	-	152° (155.1°T)	6.3
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	-	-	242° (245.2°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZH382	N	-	-	312° (314.8°T)	17.4
TF	ZH478	N	+FL080	-	243° (246.1°T)	7.9
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	-	-	242° (245.2°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

2.4.6 FREQ change

- When changing FREQ from Zurich Arrival to Zurich Final, initial contact shall be restricted to **Zurich Final & call sign.**
- When changing FREQ from Zurich Arrival or Zurich Final to Zurich TWR, initial contact shall be restricted to **Zurich TWR, call sign, type of APCH & RWY.**

2.4.7 Speed restrictions

Speed restrictions are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS/GLS), pilots shall CONT to maintain a previously allocated speed.
All speed restrictions are to be flown as accurately as possible. Pilots unable to comply with the given speeds shall inform ATC and state what speeds may be used.

2.4.8 Procedure description of RNAV Standard Initial APCH Segment to Final Approach RWY 14 (ILS-LOC) (see chart LSZH AD 2.24.10.1 - 1 and LSZH AD 2.24.10.1 - 3)

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	190° (191.5°T)	11.1
TF	TRA	N	+5000	-	189° (191.5°T)	4.4
TF	ZH714	N	-	210	225° (227.1°T)	5.5
TF	OSNEM	N	+4000	-	135° (137.2°T)	3.9

2.4.9 Procedure description of GLS RWY 14 (see chart LSZH AD 2.24.10.1 - 5)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	+7000	230	-	-
TF	ZH713	N	+6000	210	053° (055.3°T)	9.5
TF	ZH714	N	-	-	064° (065.6°T)	4.6
TF	OSNEM	N	+4000	-	135° (137.2°T)	3.9

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	230	-	-
TF	ZUE	N	+7000	-	275° (277.1°T)	9.0
TF	ZH701	N	+6000	-	289° (290.9°T)	6.5
TF	TRA	N	+5000	210	289° (290.7°T)	10.0
TF	ZH714	N	-	-	225° (227.1°T)	5.5
TF	OSNEM	N	+4000	-	135° (137.2°T)	3.9

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	190° (191.5°T)	11.1
TF	TRA	N	+5000	210	190° (191.5°T)	4.4
TF	ZH714	N	-	-	225° (227.1°T)	5.5
TF	OSNEM	N	+4000	-	135° (137.2°T)	3.9

Missed approach after precision segment						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ZH750	Y	-	-	-	-
DF	ZH751	N	-4000	210	-	-
TF	ZUE	N	-	-	053° (054.9°T)	3.7
TF	AMIKI	N	+7000	230	095° (096.9°T)	9.0

2.4.10 Procedure description of RNP RWY 14 (see chart LSZH AD 2.24.10.1 - 7)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	+7000	-	-	-
TF	ZH713	N	+6000	210	053° (055.3°T)	9.5
TF	ZH714	N	-	-	064° (065.6°T)	4.6
TF	OSNEM	N	+4000	-	135° (137.2°T)	3.9
TF	RW14	Y	-	-	135° (137.1°T)	8.0
DF	ZH750	Y	-	-	135° (137.1°T)	5.3
DF	ZH752	N	-4000	210	-	-
TF	ZH751	N	-	-	014° (015.7°T)	4.6
TF	ZUE	N	+6000	-	053° (054.9°T)	3.7
TF	AMIKI	N	+7000	230	095° (096.9°T)	9.0

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZUE	N	+7000	-	275° (277.1°T)	9.0
TF	ZH701	N	+6000	-	289° (290.9°T)	6.5
TF	TRA	N	+5000	210	289° (290.7°T)	10.0
TF	ZH714	N	-	-	225° (227.1°T)	5.5
TF	OSNEM	N	+4000	-	135° (137.2°T)	3.9
TF	RW14	Y	-	-	135° (137.1°T)	8.0
DF	ZH750	Y	-	-	135° (137.1°T)	5.3
DF	ZH752	N	-4000	210	-	-
TF	ZH751	N	-	-	014° (015.7°T)	4.6
TF	ZUE	N	+6000	-	053° (054.9°T)	3.7
TF	AMIKI	N	+7000	230	095° (096.9°T)	9.0

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	190° (191.5°T)	11.1
TF	TRA	N	+5000	210	190° (191.5°T)	4.4
TF	ZH714	N	-	-	225° (227.1°T)	5.5
TF	OSNEM	N	+4000	-	135° (137.2°T)	3.9
TF	RW14	Y	-	-	135° (137.1°T)	8.0
DF	ZH750	Y	-	-	135° (137.1°T)	5.3
DF	ZH752	N	-4000	210	-	-
TF	ZH751	N	-	-	014° (015.7°T)	4.6
TF	ZUE	N	+6000	-	053° (054.9°T)	3.7
TF	AMIKI	N	+7000	230	095° (096.9°T)	9.0

CTN: Step down fix at 3.5 NM to RW14 not to be coded as WPT.

2.4.11 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 16 (ILS-LOC)

(see chart LSZH AD 2.24.10.2 - 1 and LSZH AD 2.24.10.2 - 3)

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	190° (191.5°T)	11.1
TF	TRA	N	+5000	-	189° (191.5°T)	4.4
TF	ZH706	N	-	210	189° (191.5°T)	3.0
TF	ENUSO	N	+4000	-	153° (154.9°T)	2.9

2.4.12 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 28 (ILS-LOC, VOR) (see chart LSZH AD 2.24.10.3 - 3, LSZH AD 2.24.10.3 - 5 and LSZH AD 2.24.10.3 - 9)

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	190° (191.5°T)	11.1
TF	TRA	N	-	-	189° (191.5°T)	4.4
TF	KLO	N	+6000	-	160° (162.4°T)	14.6

2.4.13 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 34 (ILS-LOC, VOR) (see chart LSZH AD 2.24.10.4 - 3, LSZH AD 2.24.10.4 - 5 and LSZH AD 2.24.10.4 - 7)

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	RILAX	N	-	-	-	-
TF	EDUMI	N	-	-	190° (191.5°T)	11.1
TF	TRA	N	-	-	189° (191.5°T)	4.4
TF	KLO	N	+7000	-	160° (162.4°T)	14.6

2.4.14 ILS category III

The CAT III ILS (RWY 14 and 16) and the associated equipment are in compliance with ICAO SARPS. Details are given in LSZH AD 2.19 and IAC.

2.4.15 Visual approach

Visual APCHs are AVBL at LSZH on the grounds of safety only (for example, to avoid adverse weather, such as TS/CB).

2.5 Land and Hold Short Operation RWY 28 (secondary intersecting RWY)

2.5.1 Introduction

The land and hold short operation allows VFR APCHs with admitted ACFT types and in compliance with defined conditions on RWY 28 (SRY intersecting RWY) with simultaneous IFR APCHs and DEPs on RWY 16/34 (PRI intersecting RWY).

2.5.2 Admitted ACFT

- All single-engine ACFT up to 5700 kg MTOM

2.6 ICAO Code Letter F Flight Operations

For ICAO Code letter F ground operations, refer to LSZH AD 2.20 § 3.4 and chart LSZH AD 2.24.3 - 5.

2.6.1 Arrival

APCH via ILS RWY 14 CAT I, II & III, GLS RWY 14, ILS RWY 16 CAT I, II & III, ILS RWY 34 CAT I or ILS RWY 28 UNCAT. Other RWYs are not AVBL for LDG.

2.6.2 Departure

DEP from RWY 16, RWY 32 or RWY 34. Other RWYs are not AVBL for DEP.

All published SID on the mentioned RWYs are applicable, refer to LSZH AD 2.22 § 1.

3. JAA minima for Zurich AP

TKOF **RWY 16, 28, 32, 34** 1)

Low Visibility Procedures must be in force

	REDL, CL LGT and multiple RVR required	REDL and CL LGT	RCL markings (day only) or REDL	RCL markings (day only) or REDL	NIL (day only)
A	150 m 2) 4)	200 m	250 m	400 m	500 m
B			300 m		600 m
C					
D	200 m 3) 4)	250 m	400 m		800 m

1.Take-off RWY 14 is subject to activation by Airport Authority
2.125 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met
3.150 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met
4.75 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met and the ACFT has an APV lateral guidance system for TKOF

Take-off **RWY 10**

	RCL markings (day only) or REDL	NIL (day only)
A	400 m	500 m
B		600 m
C		
D		800 m

4. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	Vis (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
10	A	500/---	400/---	400/---	Due to LIL
	B	600/---	400/---	400/---	
	C	600/---	400/---	400/---	
	D	800/---	400/---	400/---	
All EXC 10	A	500/---	250/---	150/---	
	B	600/---	300/---	150/---	
	C	600/---	300/---	150/---	
	D	800/---	400/---	200/---	

LSZH AD 2.23 ADDITIONAL INFORMATION

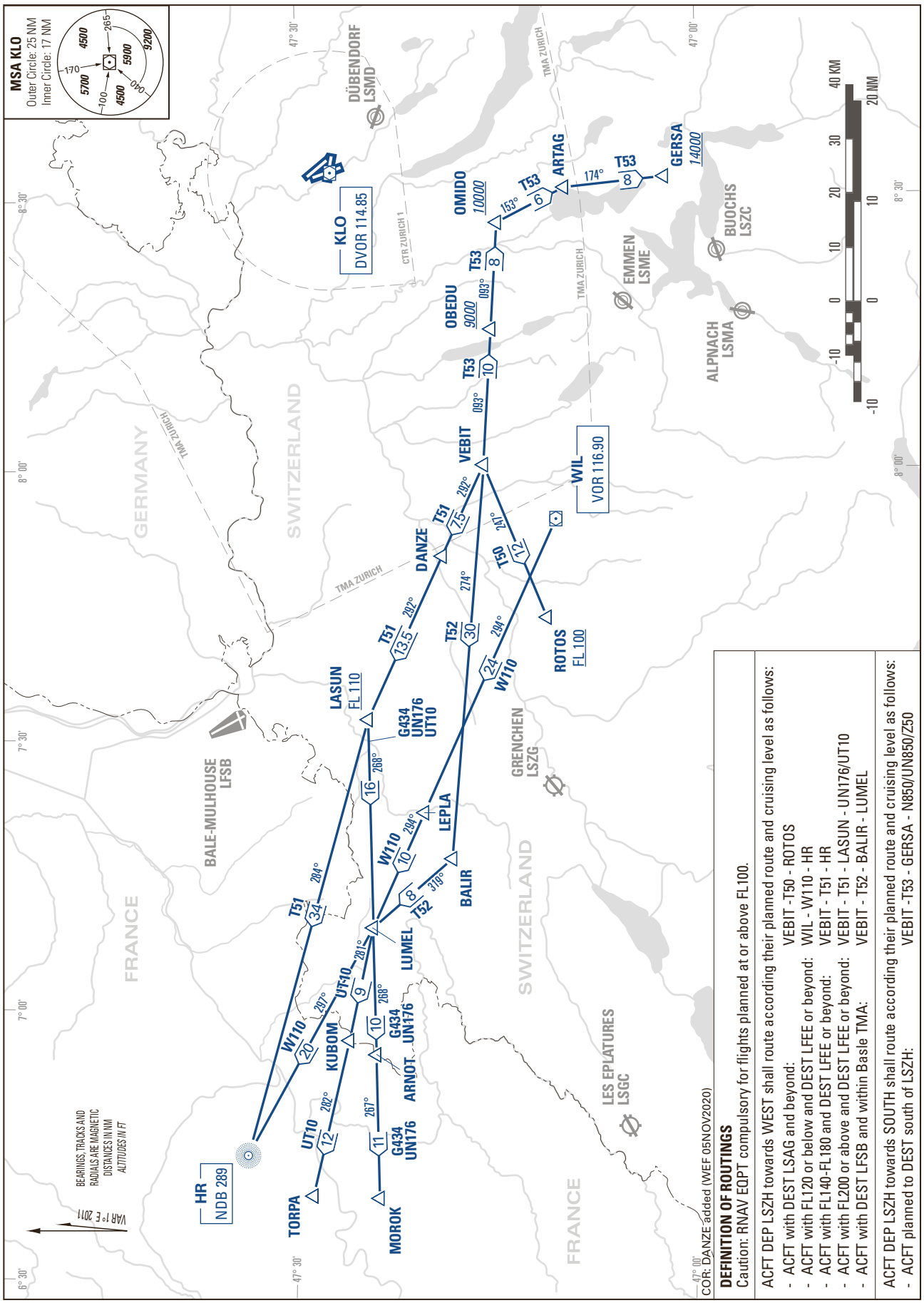
1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AFOLT	N 47 14 11.2	E 008 27 38.2	SID LSZH
BREGO	N 47 23 22.8	E 008 20 46.5	SID LSZH
EGABI	N 47 18 26	E 008 39 49	IAC LSZH
ENUSO	N 47 35 47.1	E 008 27 09.2	IAC / RNAV Transition LSZH
ERMUS	N 47 13 56	E 008 14 41	STAR LSZH
KOLUL	N 47 28 02	E 008 49 22	SID LSZH
LAMAX	N 47 37 14	E 008 54 14	STAR LSZH
MANID	N 47 16 03	E 008 41 41	IAC LSZH
MILNI	N 47 17 47.0	E 008 39 33.0	IAC / RNAV Transition LSZH
MOMOL	N 47 27 42	E 008 40 16	SID LSZH
NOLKA	N 47 08 53	E 008 07 34	STAR LSZH
OSNEM	N 47 34 46.9	E 008 24 08.7	IAC / RNAV Transition LSZH
RAMEM	N 47 26 19.7	E 008 49 00.5	IAC / RNAV Transition LSZH
TADOB	N 47 10 59	E 008 05 23	STAR LSZH
UTIXO	N 47 15 09.0	E 008 41 20.0	IAC / RNAV Transition LSZH
ZH382	N 47 46 40.0	E 008 43 55.0	RNAV Transition
ZH445	N 47 34 14.9	E 008 09 14.6	RNAV Transition
ZH446	N 47 51 52.0	E 008 32 17.6	RNAV Transition
ZH447	N 47 26 56.8	E 008 16 29.7	RNAV Transition
ZH448	N 47 48 18.2	E 008 33 24.5	RNAV Transition
ZH449	N 47 21 12.4	E 008 22 10.1	RNAV Transition
ZH450	N 47 44 30.5	E 008 34 35.6	RNAV Transition
ZH451	N 47 20 29.2	E 008 32 24.4	RNAV Transition
ZH452	N 47 40 41.7	E 008 35 46.9	RNAV Transition
ZH453	N 47 19 57.8	E 008 39 43.1	RNAV Transition
ZH454	N 47 33 20.3	E 008 49 14.2	RNAV Transition
ZH455	N 47 19 26.0	E 008 47 01.6	RNAV Transition
ZH456	N 47 32 48.0	E 008 56 34.5	RNAV Transition
ZH457	N 47 18 53.6	E 008 54 20.0	RNAV Transition
ZH458	N 47 32 15.3	E 009 03 54.7	RNAV Transition
ZH459	N 47 18 20.9	E 009 01 38.2	RNAV Transition

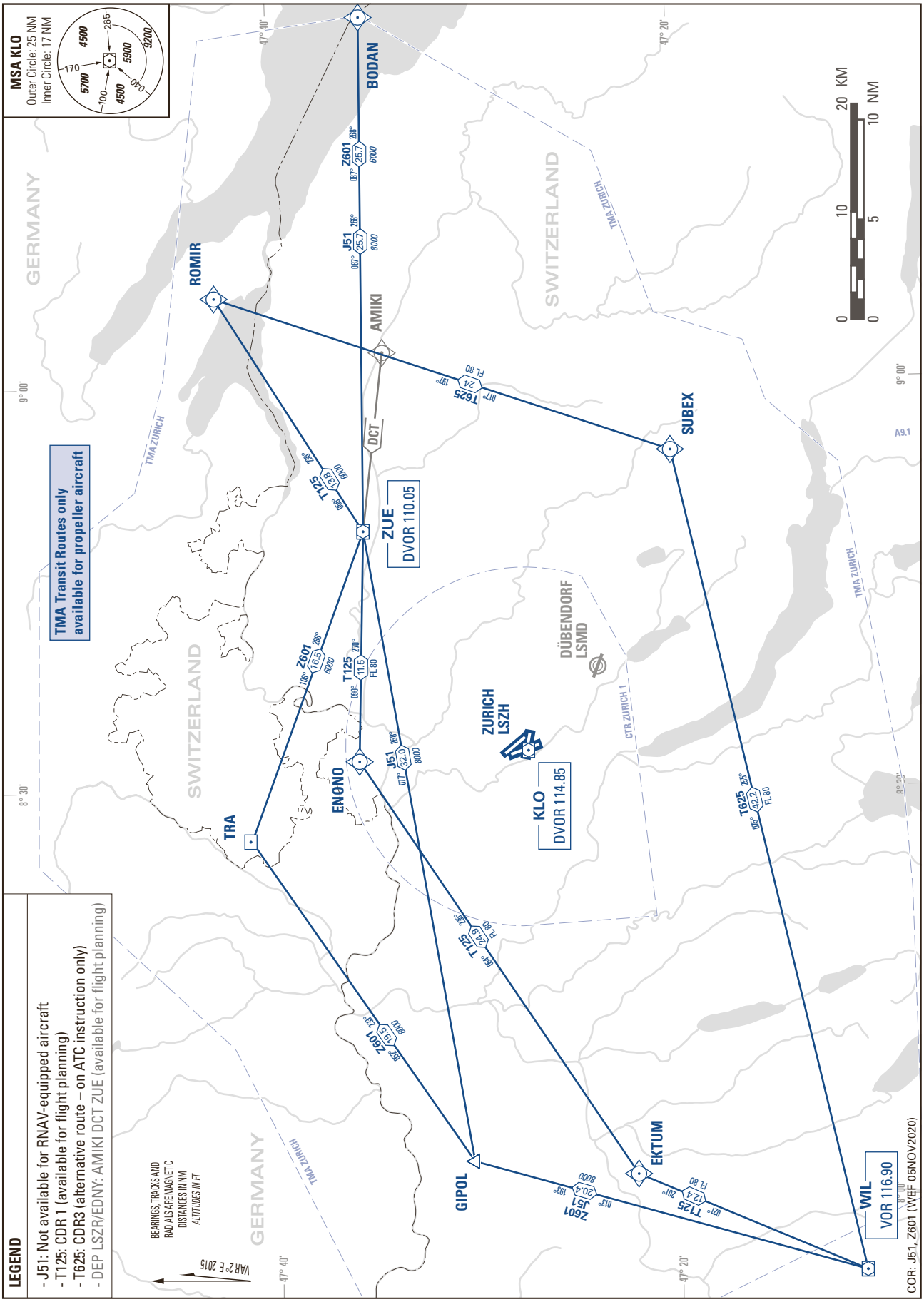
NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH460	N 47 25 18.2	E 009 02 46.3	RNAV Transition
ZH464	N 47 25 53.5	E 008 54 56.3	RNAV Transition
ZH474	N 47 51 55.2	E 008 29 54.1	RNAV Transition
ZH476	N 47 49 08.3	E 008 29 21.4	RNAV Transition
ZH478	N 47 43 28.5	E 008 33 15.6	RNAV Transition
ZH479	N 47 37 31.8	E 008 14 30.5	RNAV Transition
ZH480	N 47 38 02.4	E 008 37 00.8	RNAV Transition
ZH481	N 47 32 06.5	E 008 18 17.1	RNAV Transition
ZH482	N 47 32 36.2	E 008 40 45.2	RNAV Transition
ZH483	N 47 26 40.9	E 008 22 03.0	RNAV Transition
ZH484	N 47 27 09.9	E 008 44 28.8	RNAV Transition
ZH485	N 47 21 15.2	E 008 25 48.1	RNAV Transition
ZH486	N 47 21 43.5	E 008 48 11.7	RNAV Transition
ZH487	N 47 15 49.4	E 008 29 32.4	RNAV Transition
ZH488	N 47 16 17.1	E 008 51 53.7	RNAV Transition
ZH489	N 47 10 23.4	E 008 33 16.1	RNAV Transition
ZH490	N 47 13 20.6	E 008 42 34.4	RNAV Transition
ZH501	N 47 27 25.7	E 008 32 44.1	RNAV SID / RNAV STAR LSZH
ZH502	N 47 27 54.8	E 008 45 58.8	RNAV SID / NON RNAV SID LSZH
ZH503	N 47 34 30.0	E 008 42 35.0	RNAV SID LSZH
ZH504	N 47 27 23.0	E 008 53 49.0	RNAV SID LSZH
ZH506	N 47 30 26.0	E 008 46 51.0	RNAV SID LSZH
ZH520	N 47 27 16.9	E 008 35 49.4	SID LSZH
ZH521	N 47 27 39.6	E 008 38 58.9	SID LSZH
ZH523	N 47 29 03.3	E 008 32 44.1	SID LSZH
ZH525	N 47 26 24.4	E 009 00 39.9	RNAV SID LSZH
ZH526	N 47 15 33.4	E 008 37 15.5	RNAV SID LSZH
ZH530	N 47 26 34.7	E 008 33 30.6	SID / RNAV SID LSZH
ZH531	N 47 28 14.2	E 008 36 24.8	SID / RNAV SID LSZH
ZH533	N 47 27 58.8	E 008 32 43.8	SID / RNAV SID LSZH
ZH540	N 47 27 44.4	E 008 29 22.5	SID / RNAV SID LSZH
ZH541	N 47 26 19.3	E 008 26 41.6	SID / RNAV SID LSZH
ZH542	N 47 26 40.5	E 008 27 42.7	SID / RNAV SID LSZH
ZH544	N 47 27 03.8	E 008 27 34.9	SID / RNAV SID LSZH
ZH545	N 47 26 31.9	E 008 29 11.4	SID LSZH
ZH546	N 47 25 56.7	E 008 26 10.3	SID / RNAV SID LSZH
ZH547	N 47 28 21.0	E 008 23 41.5	SID LSZH
ZH548	N 47 27 16.3	E 008 27 46.3	SID / RNAV SID LSZH

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH551	N 47 18 08.0	E 008 10 00.0	NON RNAV SID LSZH
ZH552	N 47 25 44.0	E 008 23 30.0	SID / RNAV SID LSZH
ZH553	N 47 24 46.4	E 008 27 21.4	SID LSZH
ZH554	N 47 21 18.3	E 008 14 55.5	RNAV SID LSZH
ZH555	N 47 20 48.8	E 008 15 40.6	NON RNAV SID LSZH
ZH556	N 47 20 18.0	E 008 23 05.0	RNAV SID LSZH
ZH557	N 47 18 47.0	E 008 24 13.0	RNAV SID LSZH
ZH558	N 47 19 05.0	E 008 08 41.0	RNAV SID LSZH
ZH559	N 47 31 01.5	E 008 23 04.8	RNAV SID LSZH
ZH568	N 47 27 26.6	E 008 25 37.6	RNAV SID LSZH
ZH569	N 47 31 14.0	E 008 23 40.2	RNAV SID LSZH
ZH570	N 47 31 04.8	E 008 30 20.1	RNAV SID LSZH
ZH571	N 47 33 20.6	E 008 35 21.8	SID / RNAV SID LSZH
ZH573	N 47 32 03.0	E 008 26 12.0	RNAV SID LSZH
ZH577	N 47 31 05.5	E 008 23 17.0	RNAV SID LSZH
ZH578	N 47 30 09.7	E 008 27 33.0	RNAV SID LSZH (RF arc centre)
ZH579	N 47 29 32.9	E 008 31 18.9	SID LSZH
ZH580	N 47 30 57.2	E 008 30 07.4	SID LSZH
ZH627	N 47 22 20.7	E 008 37 13.7	RNAV STAR LSZH
ZH628	N 47 16 09.1	E 008 41 28.0	RNAV STAR LSZH
ZH677	N 47 34 38.0	E 007 44 13.0	STAR / RNAV STAR LSZH
ZH701	N 47 37 51.0	E 008 40 04.0	IAC LSZH
ZH703	N 47 29 06.4	E 008 56 11.4	IAC LSZH
ZH704	N 47 38 48.7	E 008 25 13.9	IAC LSZH
ZH705	N 47 27 40.3	E 008 30 19.5	IAC LSZH
ZH706	N 47 38 24.8	E 008 25 19.8	IAC LSZH
ZH707	N 47 20 20.6	E 008 23 38.0	IAC LSZH
ZH709	N 47 15 04.1	E 008 07 33.2	IAC LSZH
ZH711	N 47 18 35.5	E 007 57 36.0	IAC LSZH
ZH712	N 47 36 01.4	E 008 21 24.5	IAC LSZH
ZH713	N 47 35 43.1	E 008 14 01.3	IAC LSZH
ZH714	N 47 37 37.5	E 008 20 15.1	IAC LSZH
ZH725	N 47 15 11.5	E 008 47 53.1	VOR/DME APCH 34 LSZH
ZH726	N 47 14 50.4	E 008 47 14.9	ILS/DME APCH 34 LSZH
ZH750	N 47 25 02.9	E 008 37 28.1	IAC LSZH
ZH751	N 47 33 23.7	E 008 44 34.4	IAC LSZH
ZH752	N 47 29 00.6	E 008 42 45.0	IAC LSZH

LSZH AD 2.24 CHARTS RELATED TO AN AERODROME


MSA KLO
Outer Circle: 25 NM
Inner Circle: 17 NM
4500
5700
5900
9200
4500
HR
NDB 289
KLO
DVOR 114.85
WIL
VOR 116.90
DÜBENDORF
LSMD
BALE-MULHOUSE
LFSB
GRENCHEN
LSZG
LES EPLATURES
LSGC
EMMEN
LSME
ALPNACH
LSMA
BUOCHS
LSZC
GERMANY
SWITZERLAND
FRANCE
TMA ZURICH
CTR ZURICH 1
TORPA
MOROK
KUBOM
ARNOT
LUMEL
BALIR
LEPLA
DANZE
LASUN
FL 110
ROTOS
FL 100
VEBIT
OBEDU
9000
OMIDO
10000
ARTAG
GERSA
14000
G434
UN176
UT10
W110
T51
T52
T53
T50
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT
VAR 1°E 2011
40 KM
20 NM
COR: DANZE added (WEF 05NOV2020)
DEFINITION OF ROUTINGS
Caution: RNAV EQPT compulsory for flights planned at or above FL100.
ACFT DEP LSZH towards WEST shall route according their planned route and cruising level as follows:
- ACFT with DEST LSAG and beyond: VEBIT -T50 - ROTOS
- ACFT with FL120 or below and DEST LFEE or beyond: WIL - W110 - HR
- ACFT with FL140-FL180 and DEST LFEE or beyond: VEBIT - T51 - HR
- ACFT with FL200 or above and DEST LFEE or beyond: VEBIT - T51 - LASUN - UN176/UT10
- ACFT with DEST LFSB and within Basle TMA: VEBIT - T52 - BALIR - LUMEL
ACFT DEP LSZH towards SOUTH shall route according their planned route and cruising level as follows:
- ACFT planned to DEST south of LSZH: VEBIT -T53 - GERSA - N850/UN850/Z50

THIS PAGE INTENTIONALLY LEFT BLANK

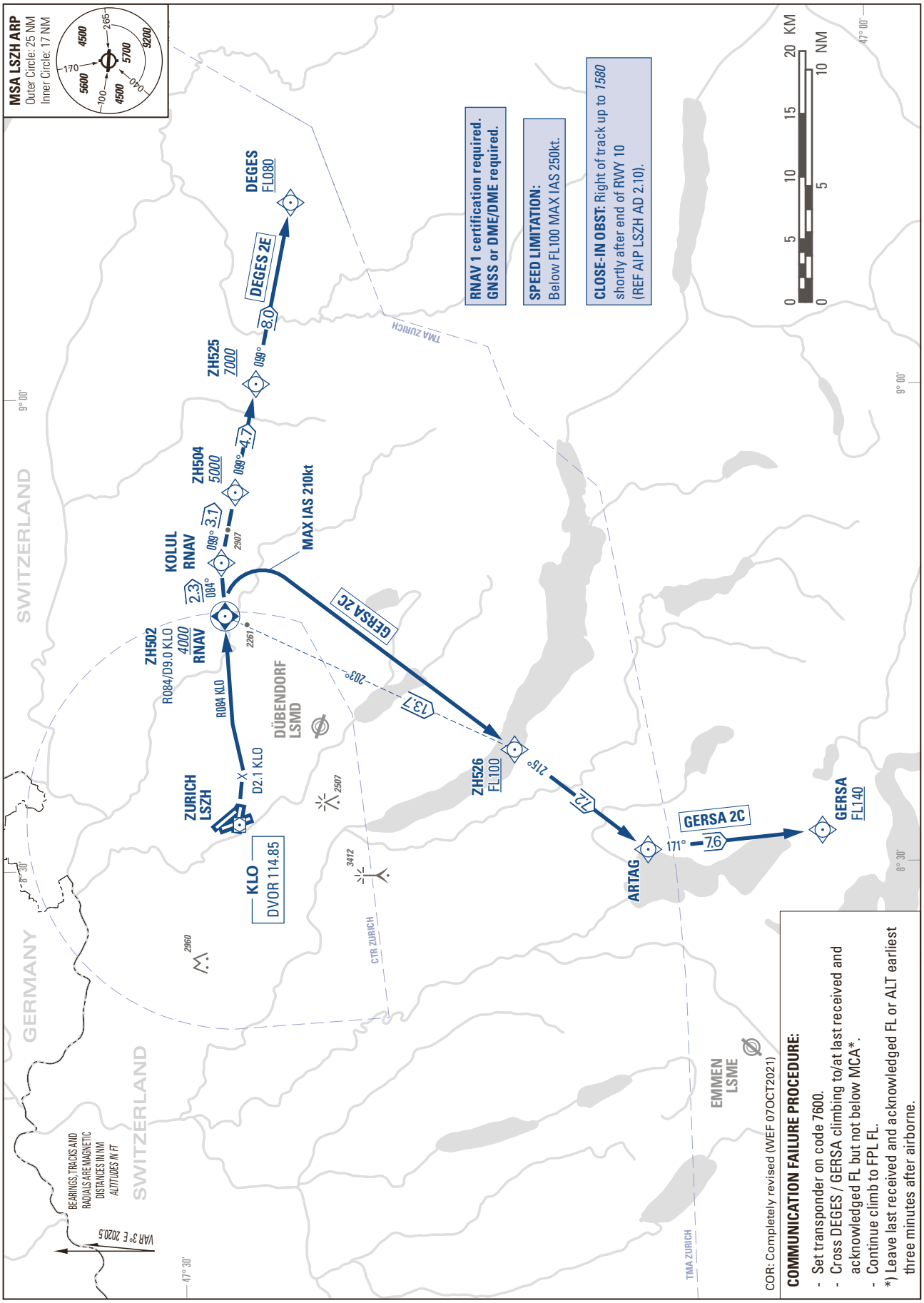

MSA KLO
Outer Circle: 25 NM
Inner Circle: 17 NM
4500
5700
5300
9200
4500
265
170
100
040
GERMANY
SWITZERLAND
TMA ZURICH
TMA Transit Routes only available for propeller aircraft
BODAN
ROMIR
AMIKI
SUBEX
DCT
ZUE
DVOR 110.05
ZURICH LSZH
KLO
DVOR 114.85
DÜBENDORF LSMD
CTR ZURICH 1
ENØNO
TRA
GIPOL
EKTUM
WIL
VOR 116.90
Z601
J51
T125
T625
FL 80
FL 60
FL 100
20 KM
10
5
0
10 NM
0
LEGEND
- J51: Not available for RNAV-equipped aircraft
- T125: CDR 1 (available for flight planning)
- T625: CDR3 (alternative route – on ATC instruction only)
- DEP LSZR/EDNY: AMIKI DCT ZUE (available for flight planning)
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT
VAR 2° E 2015
COR: J51, Z601 (WEF 05NOV2020)

THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 10 - RNAV 1

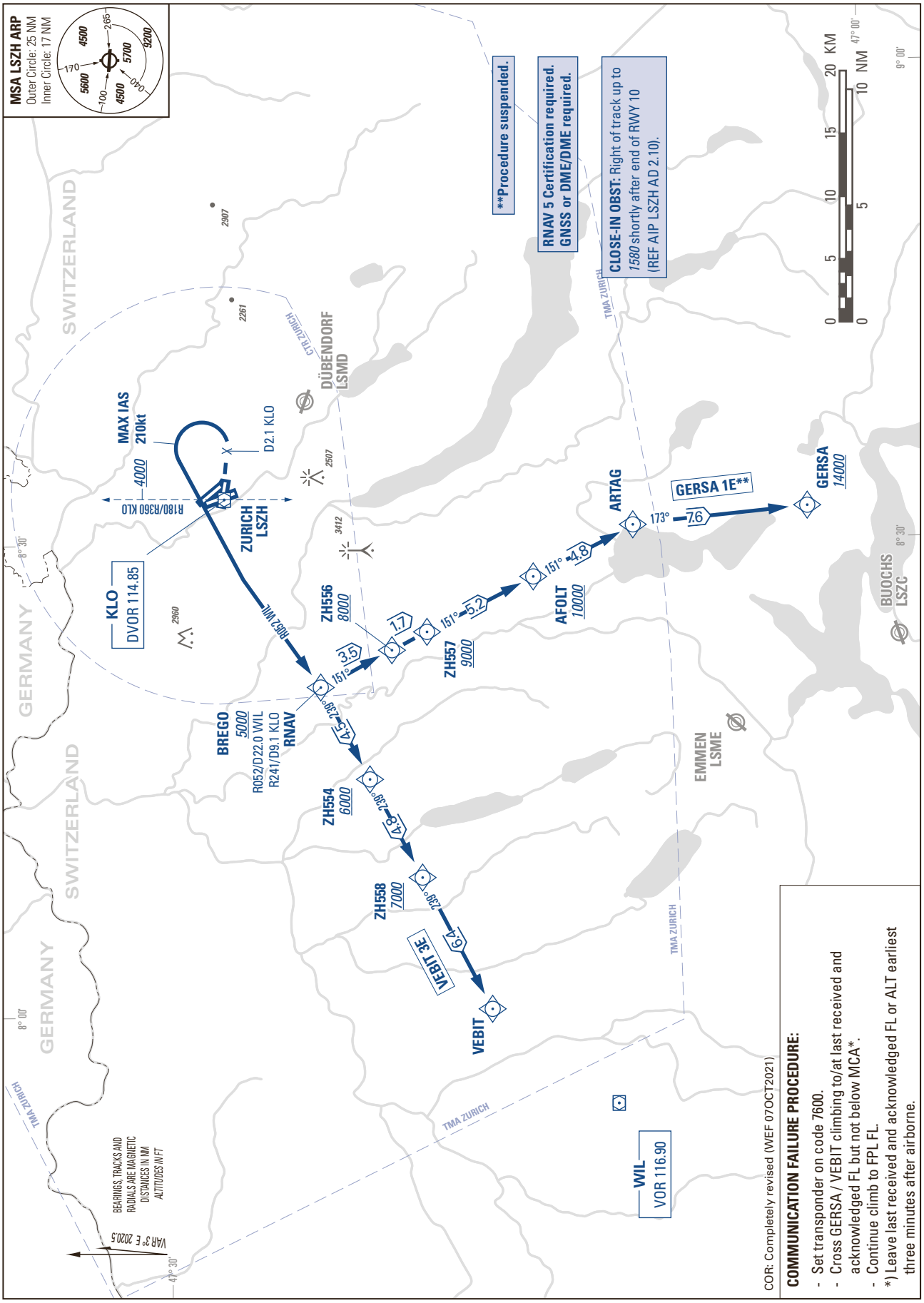


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 10 - RNAV 5

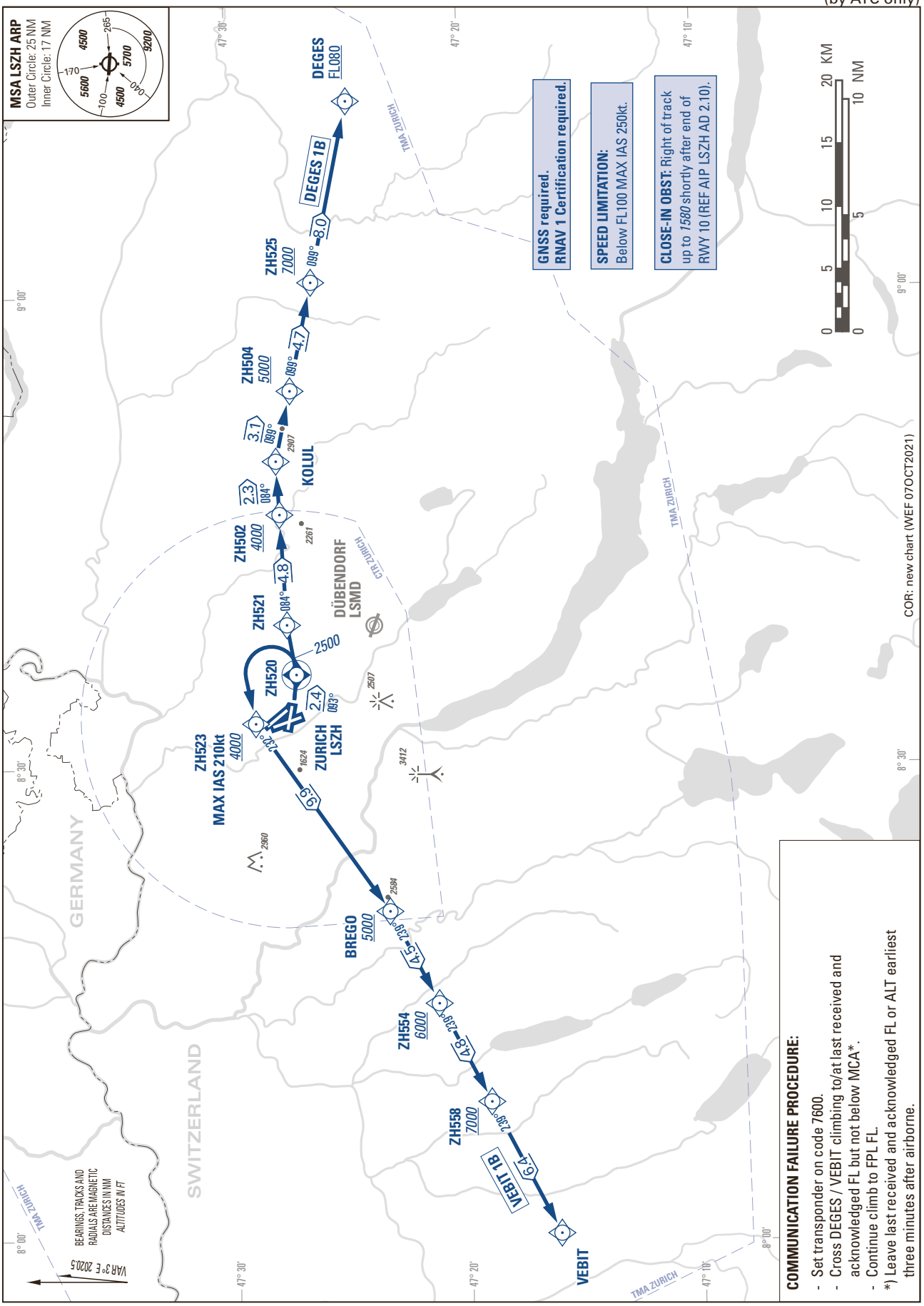


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH - LSZH
SID RWY 10 - RNAV 1
(by ATC only)

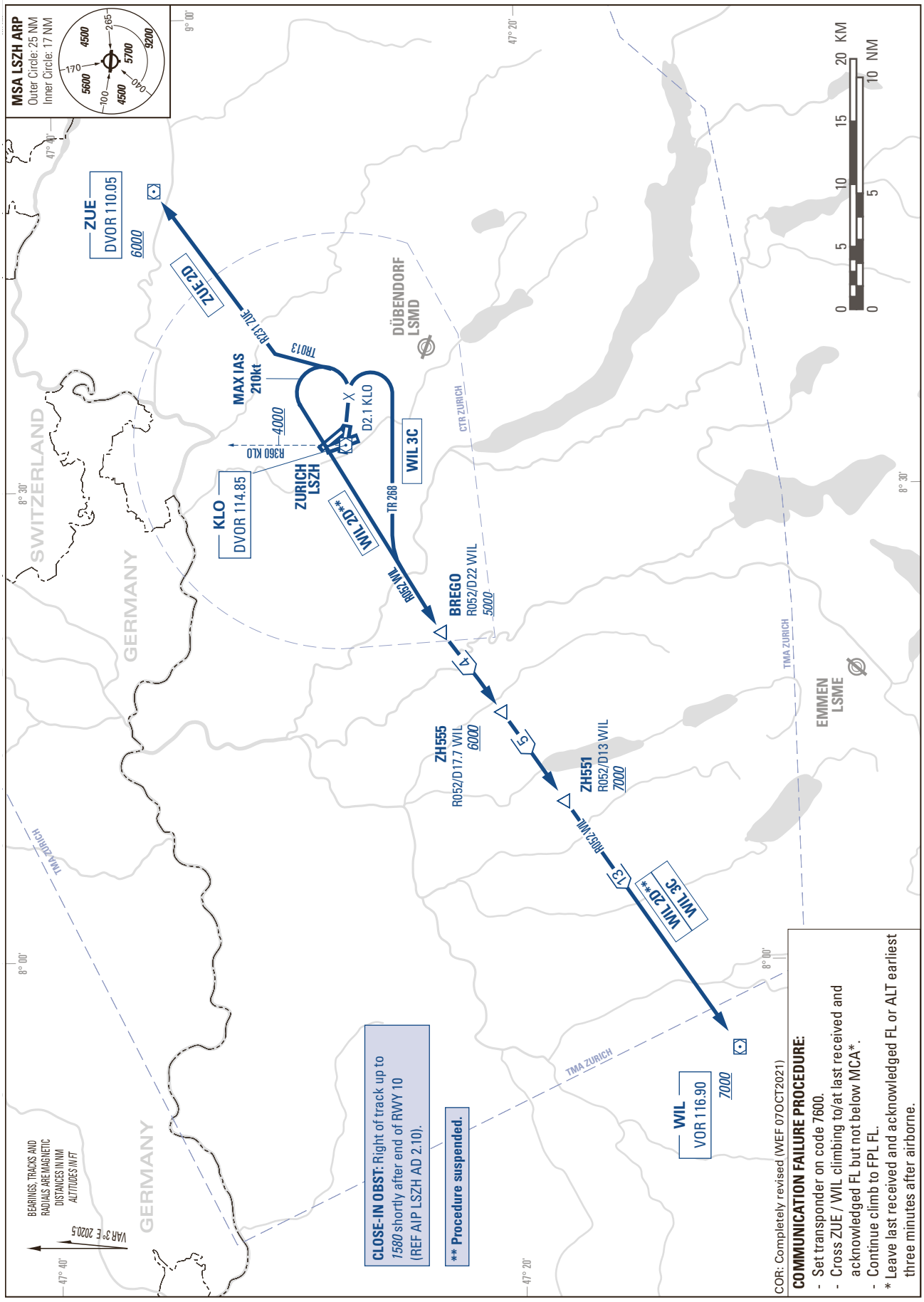


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 10 - NON RNAV

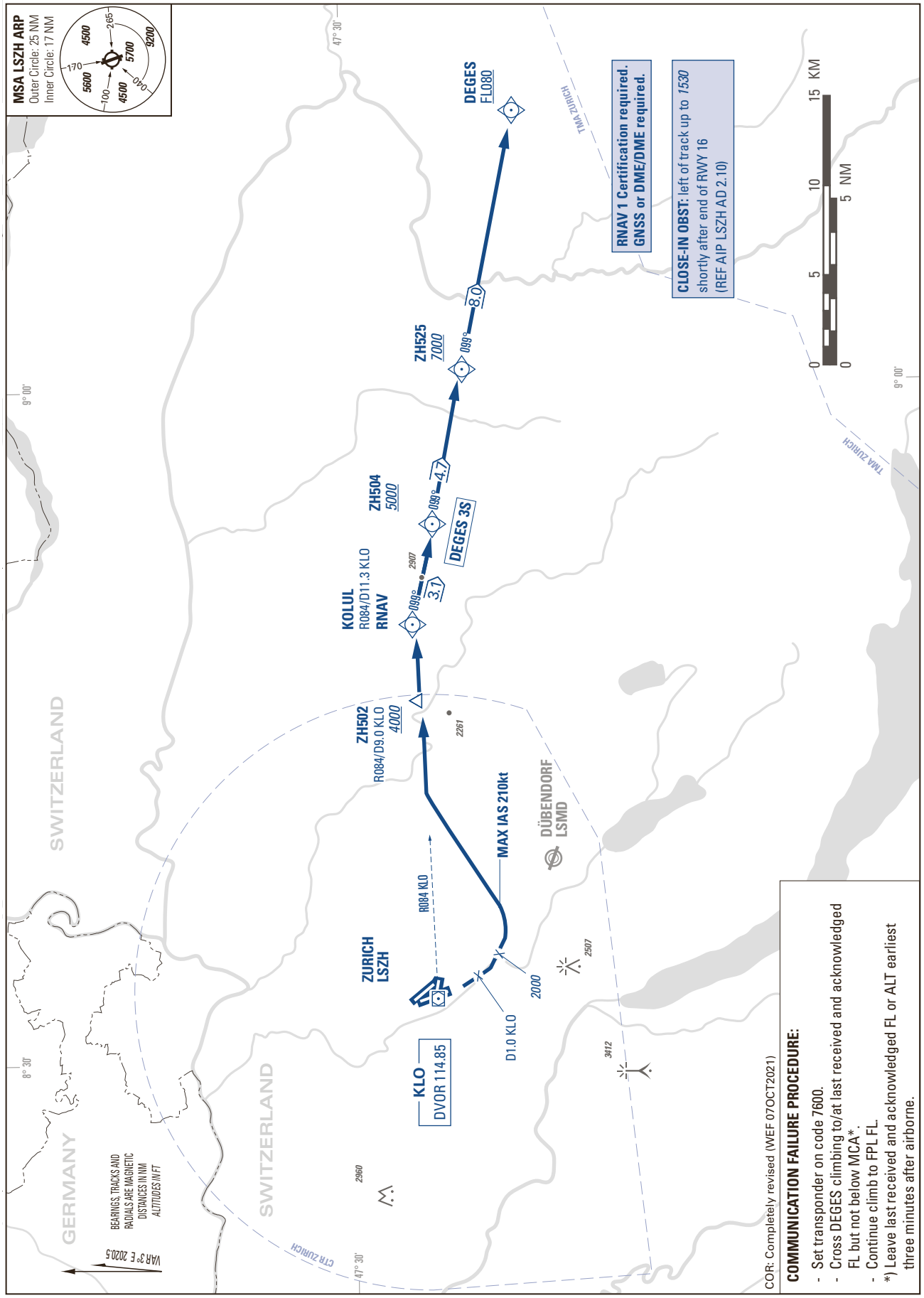


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 16 - RNAV 1

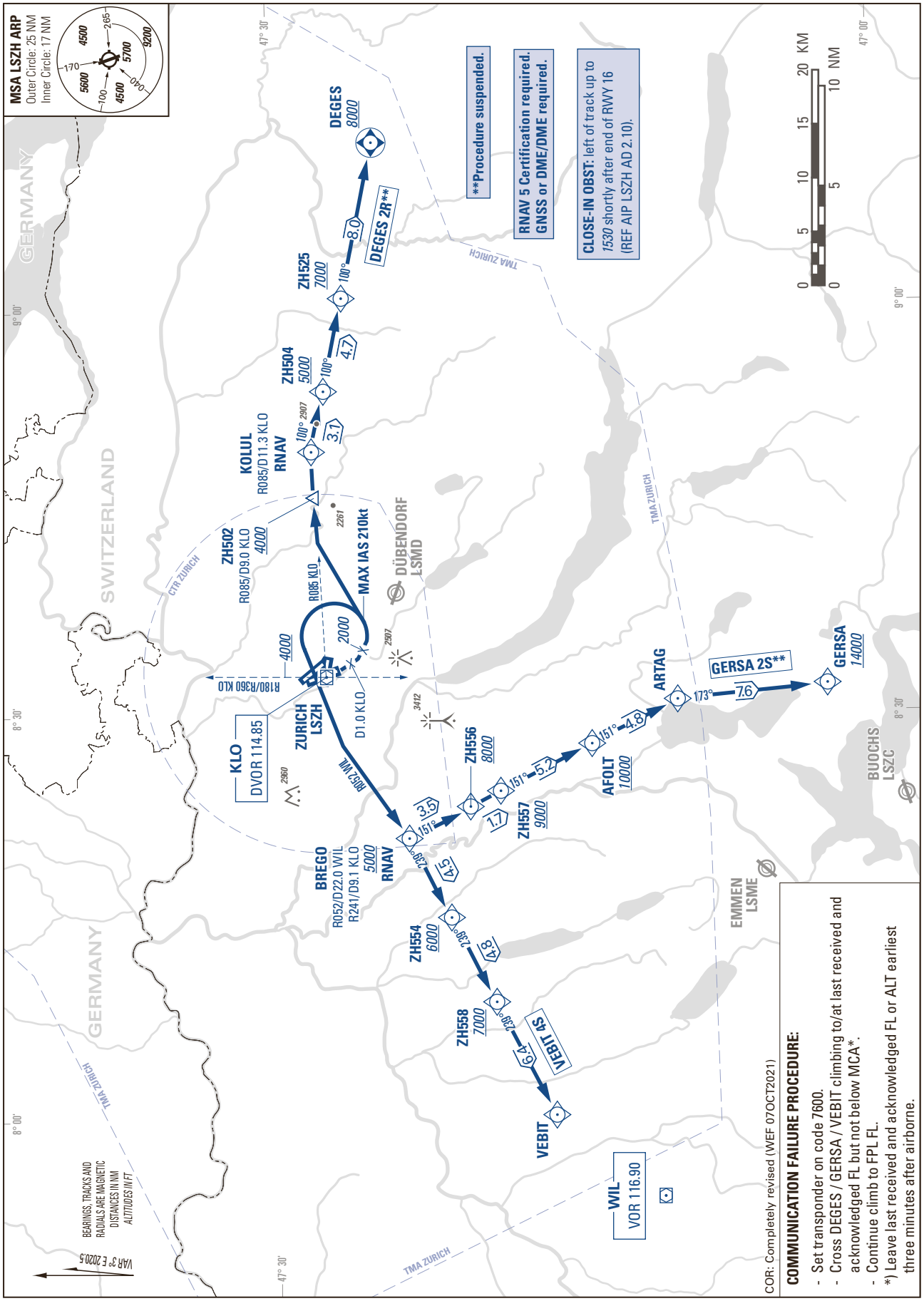


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 16 - RNAV 5

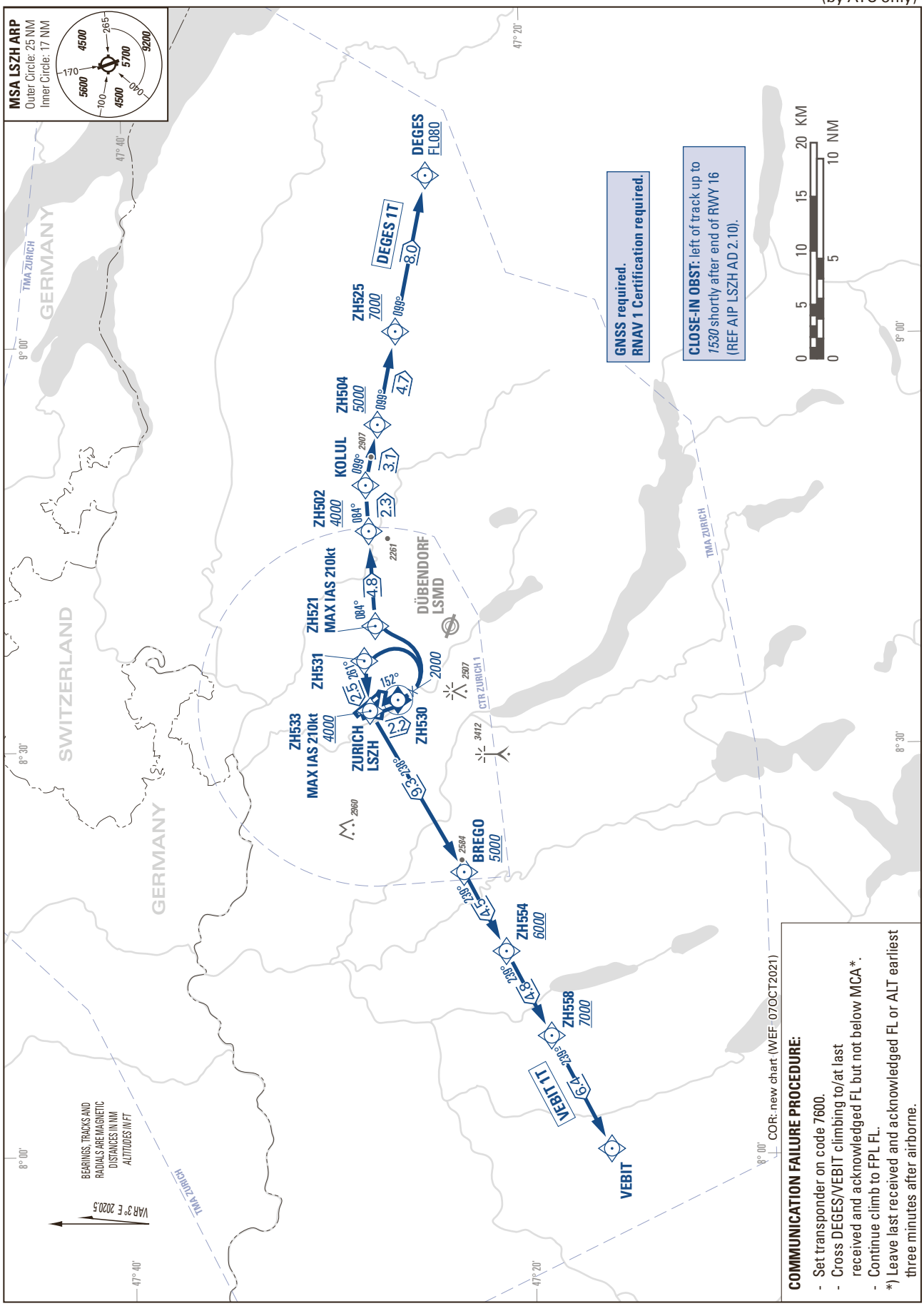


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 16 - RNAV 1
(by ATC only)

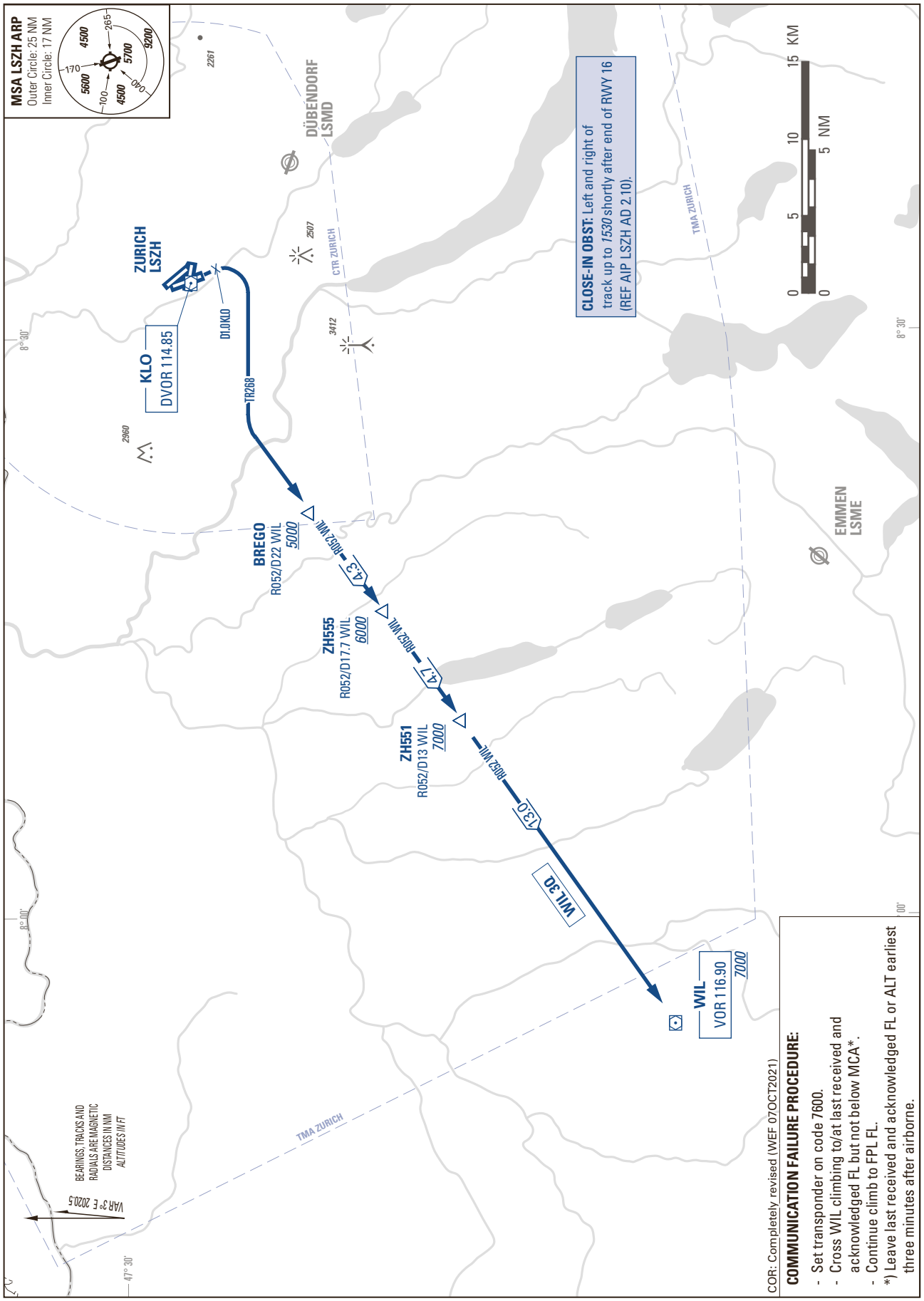


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 16 - NON RNAV

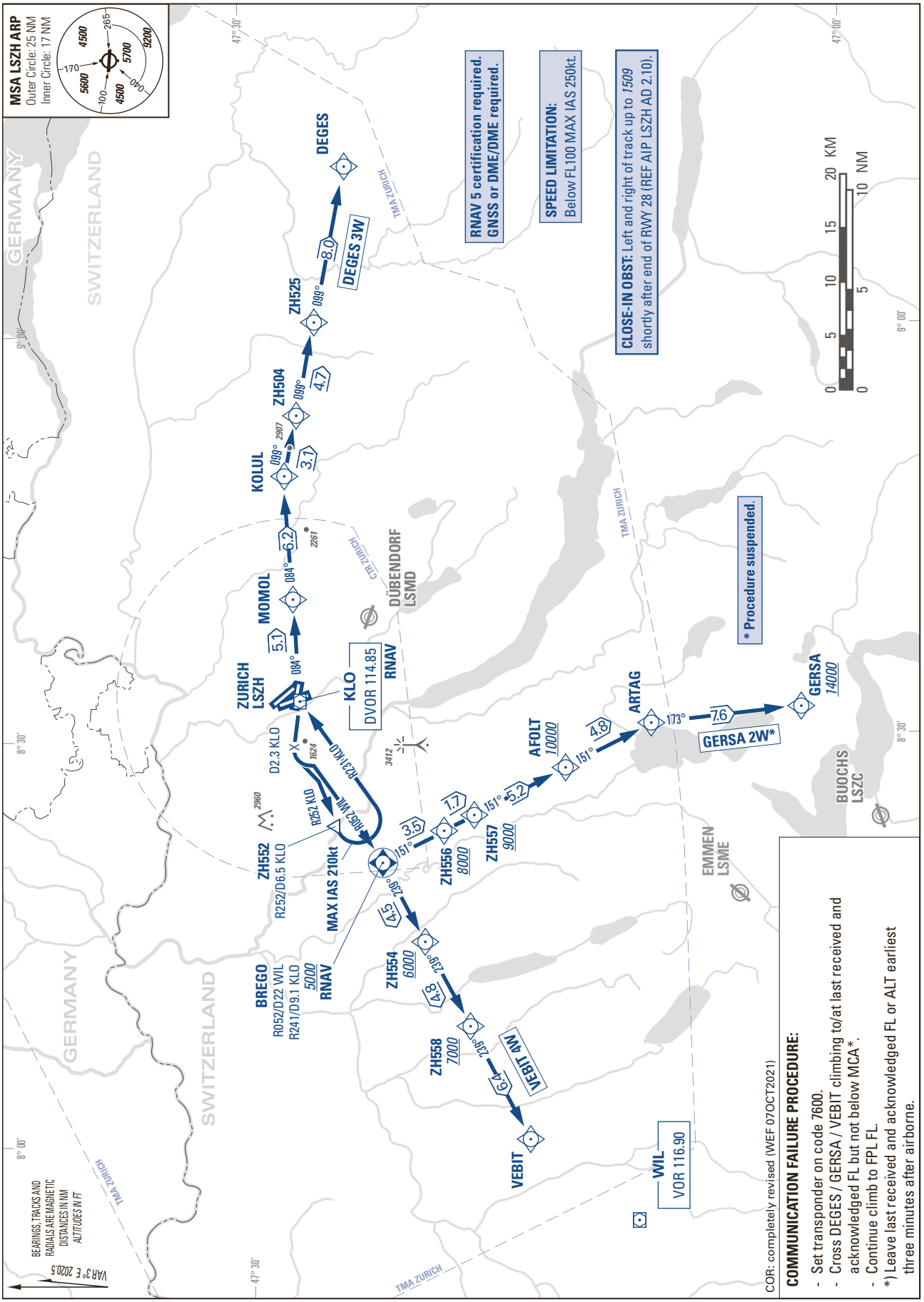


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH - LSZH
SID RWY 28 - RNAV 5

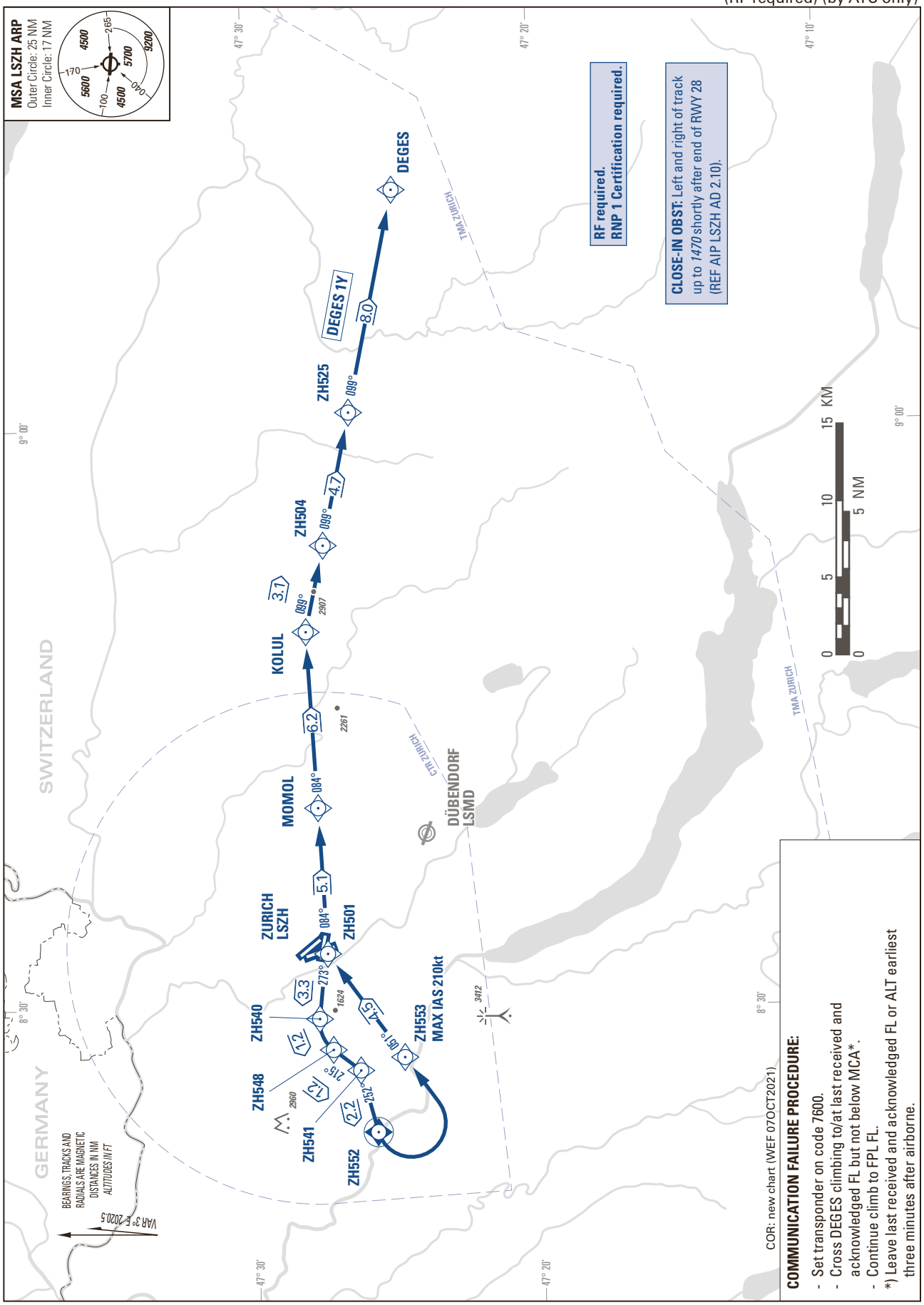


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH - LSZH
SID RWY 28 - RNP 1 (DEGES)
(RF required) (by ATC only)

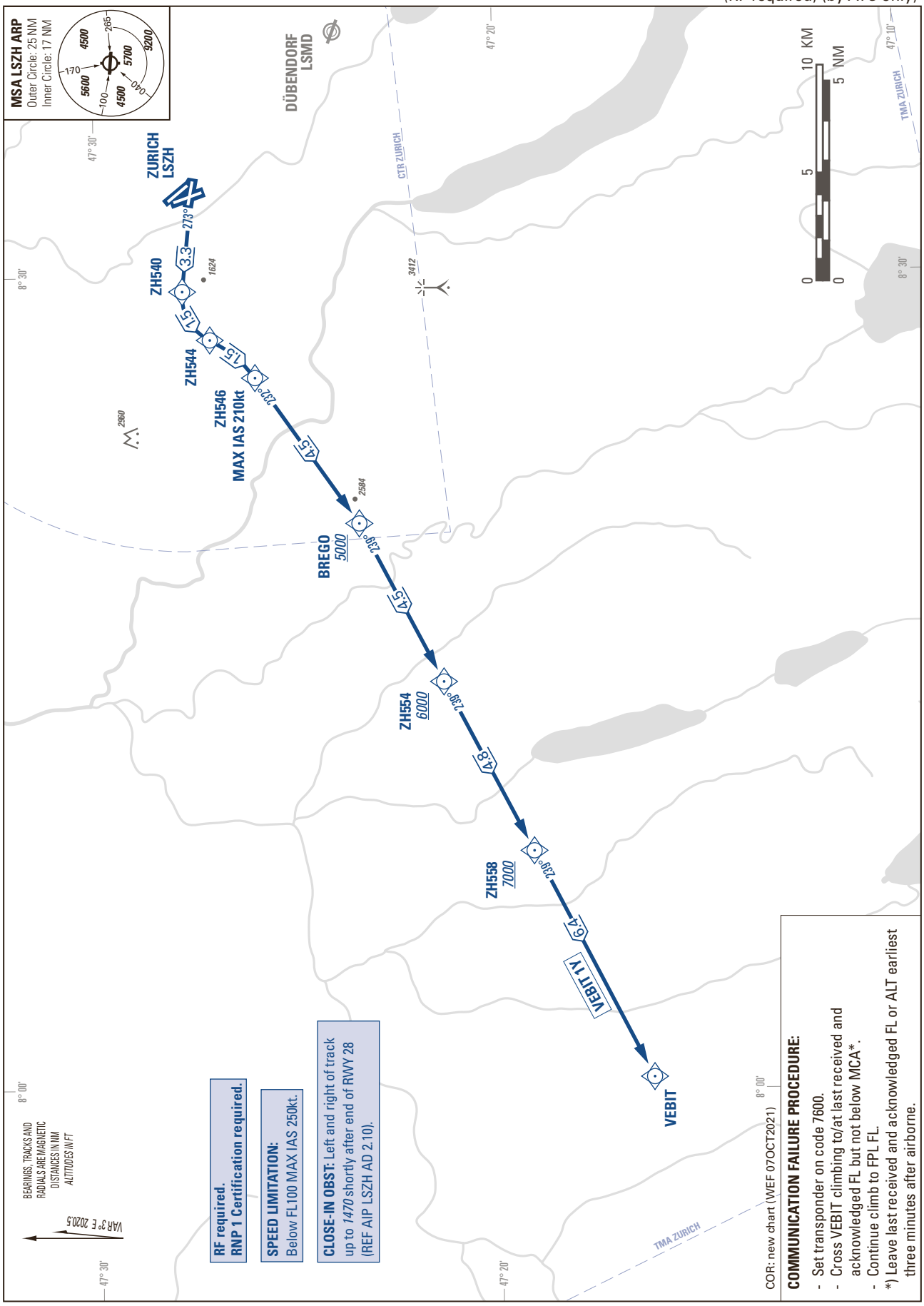


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH - LSZH
SID RWY 28 - RNP 1 (VEBIT)
(RF required) (by ATC only)

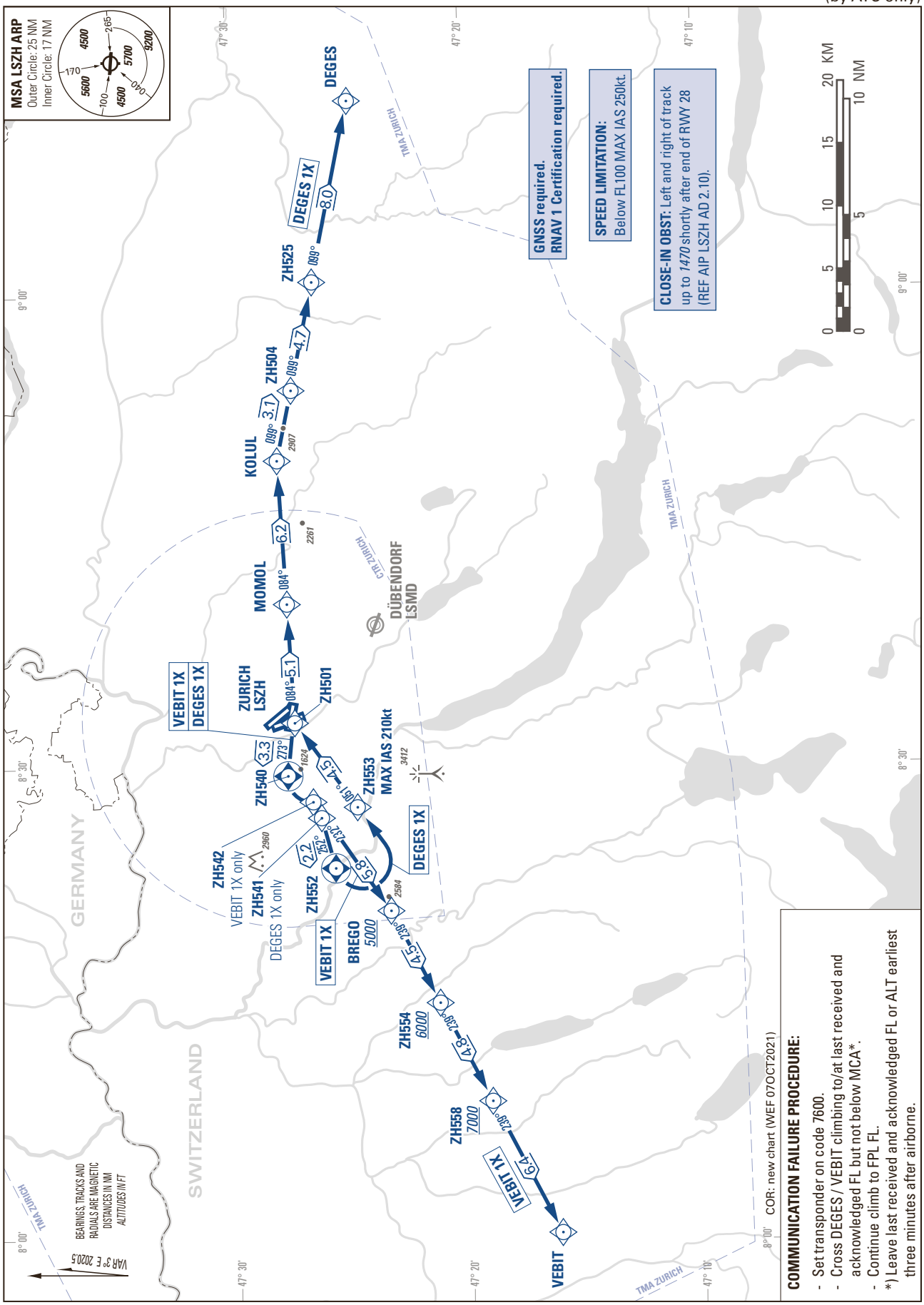


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH - LSZH
SID RWY 28 - RNAV 1
(by ATC only)

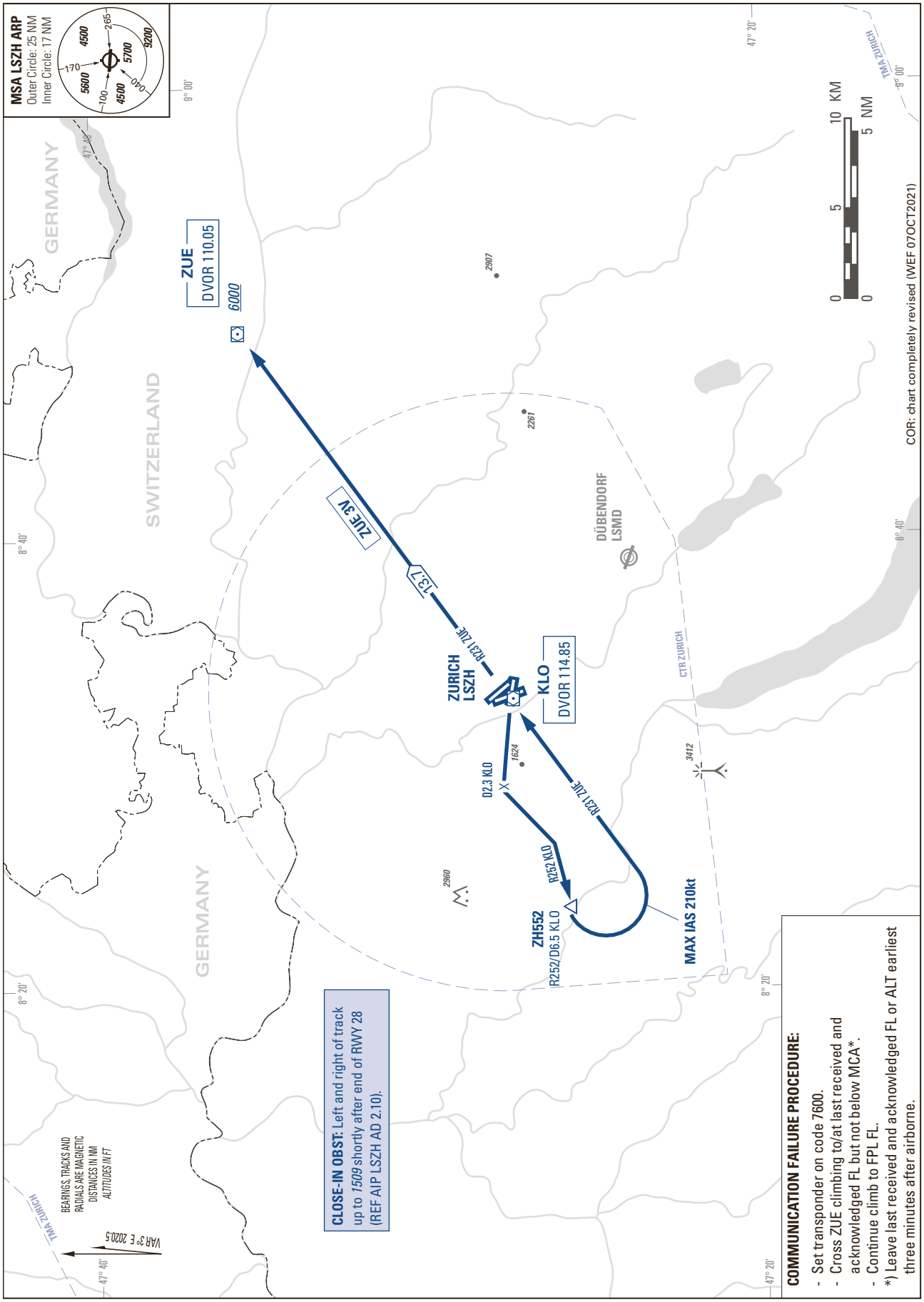


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 28 - NON RNAV

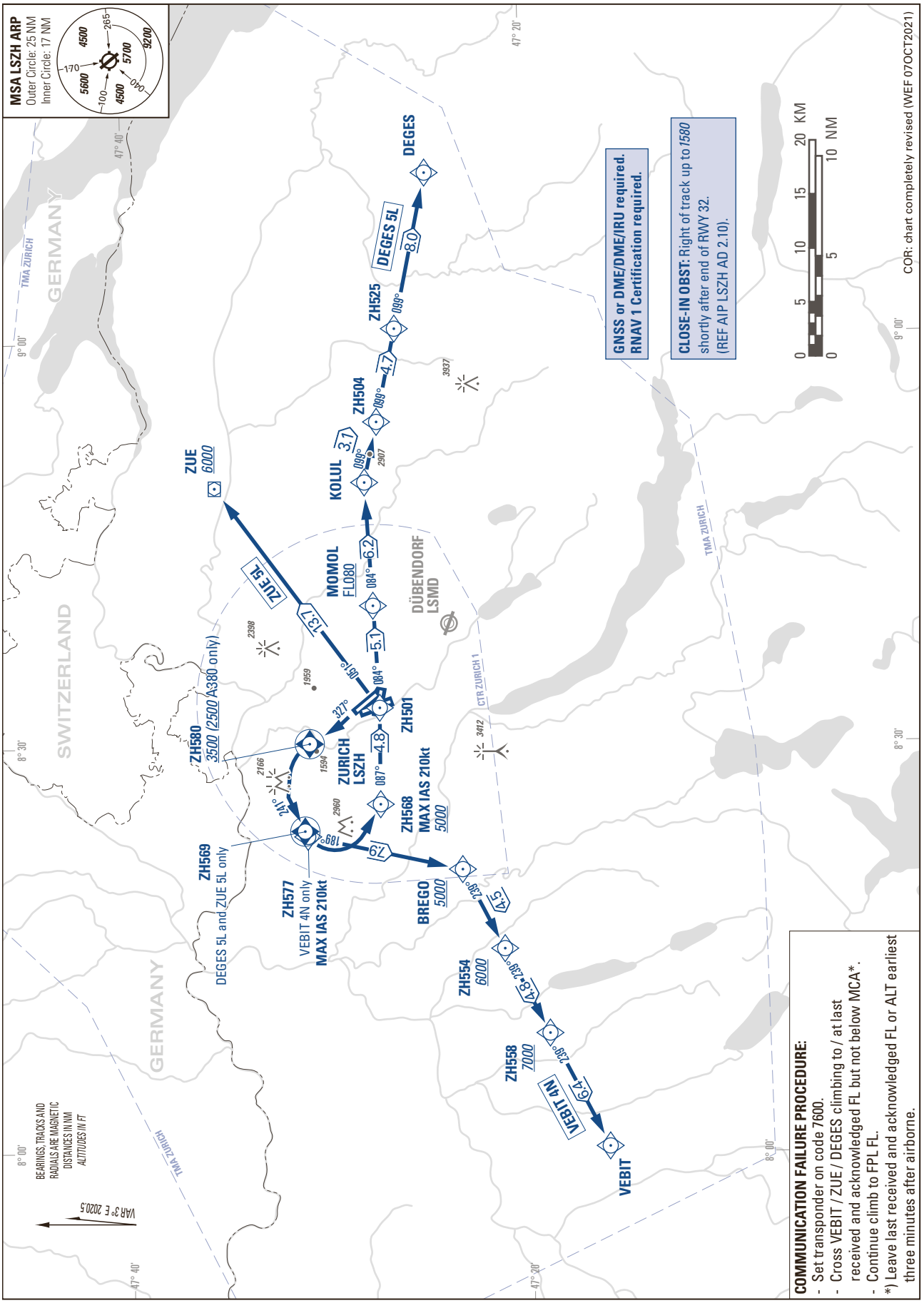


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 32 - RNAV 1

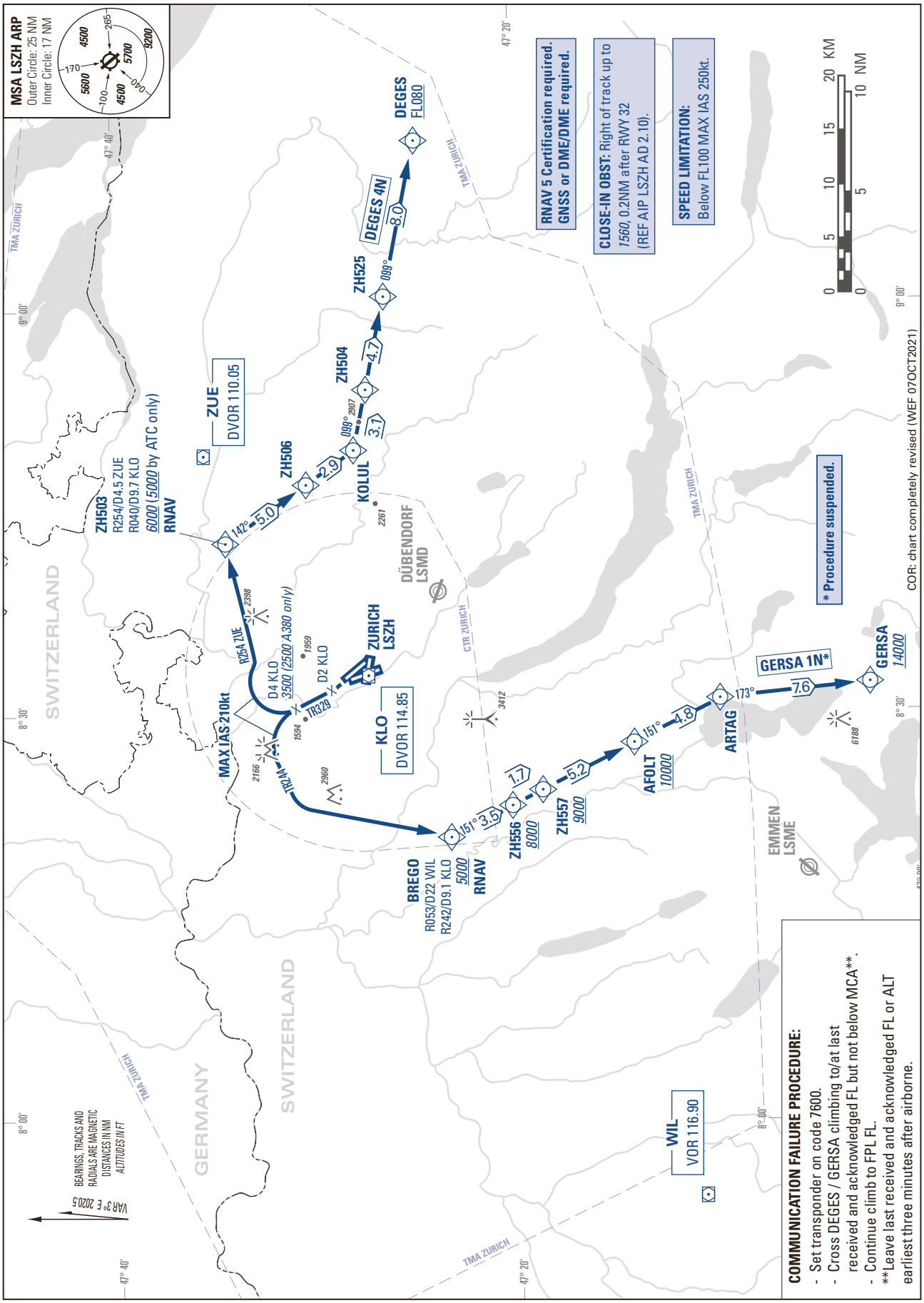


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 32 - RNAV 5

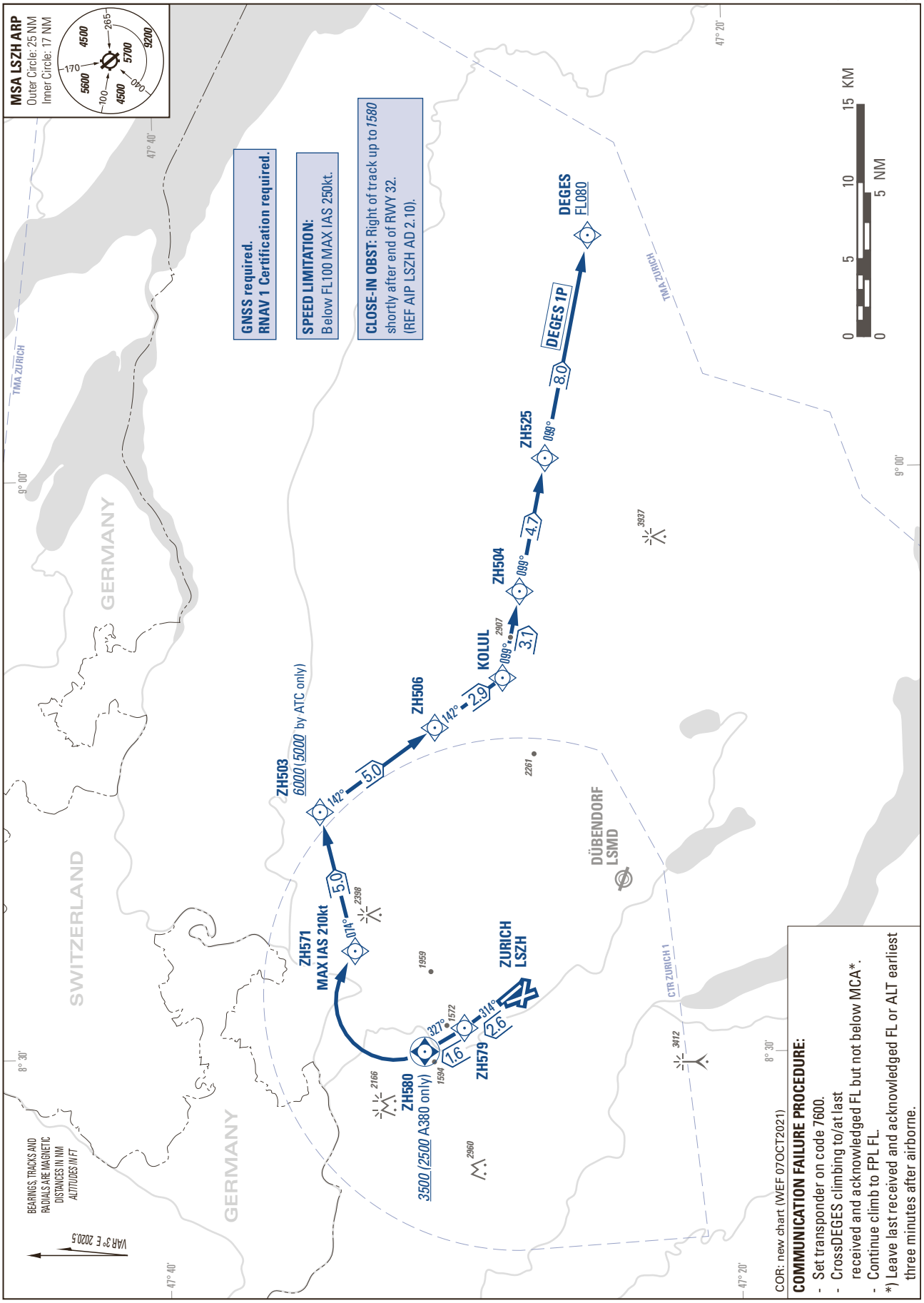


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 32 - RNAV 1
(by ATC only)

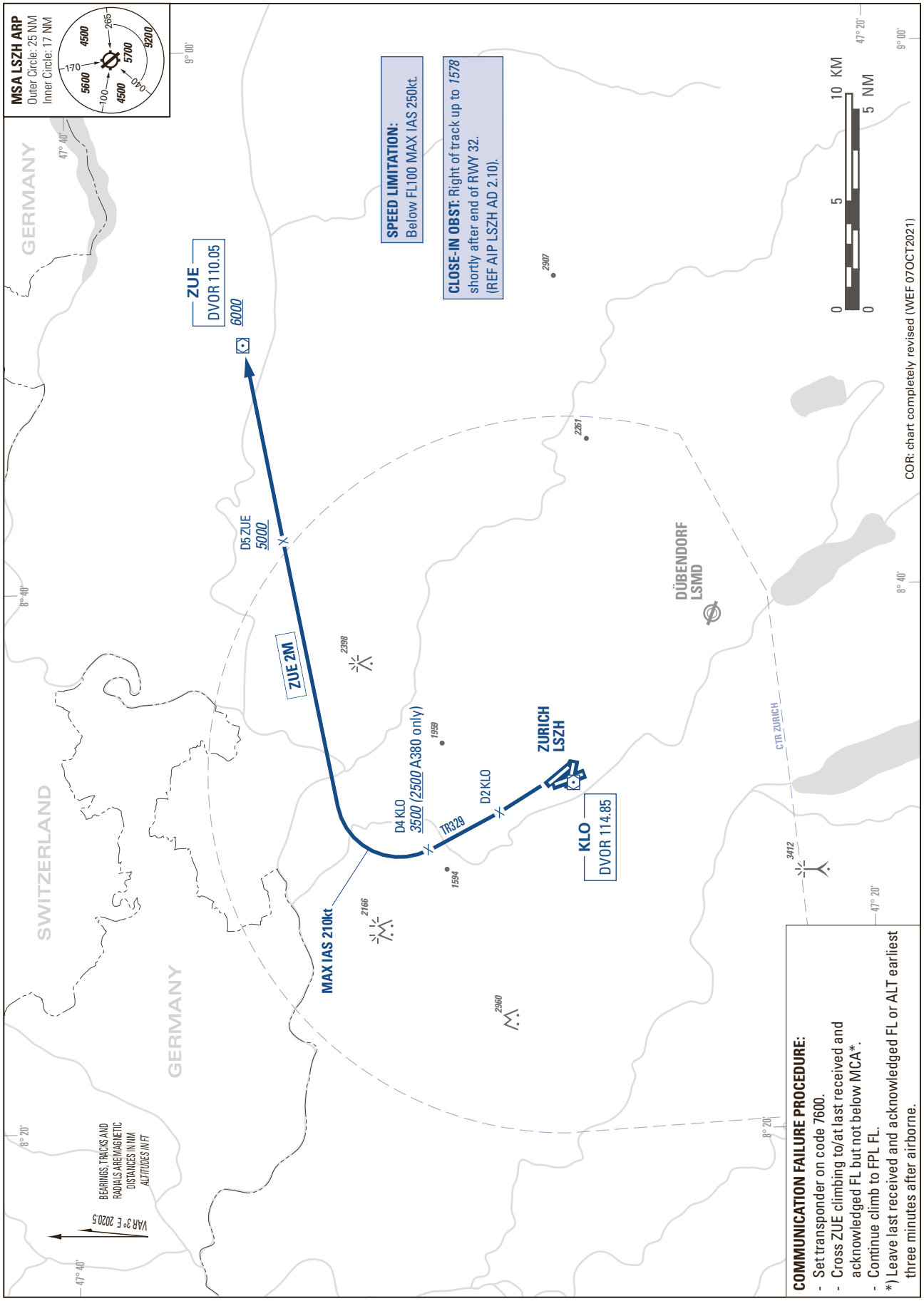


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 32 - NON RNAV

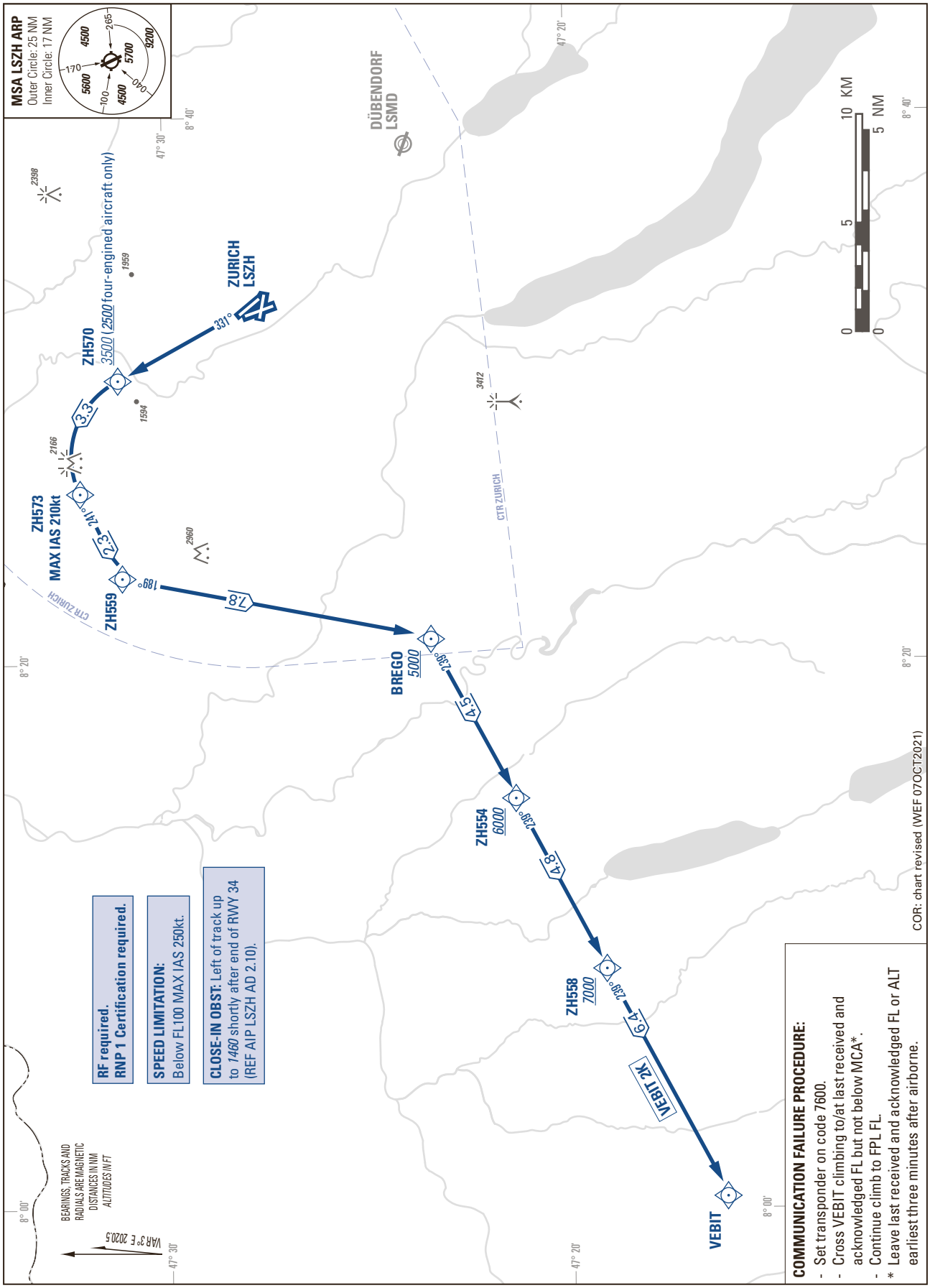


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 34 - RNP 1

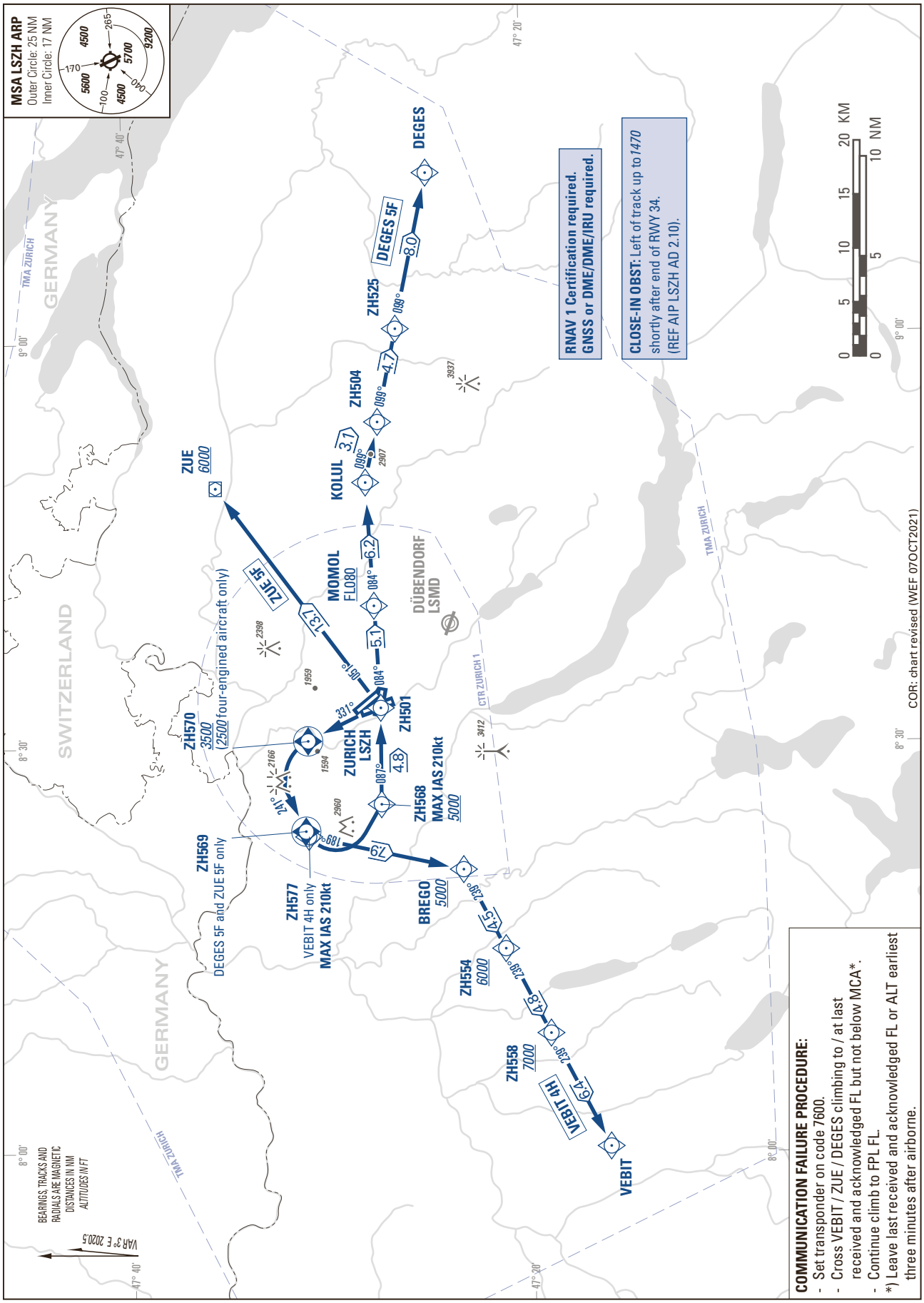


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 34 - RNAV 1

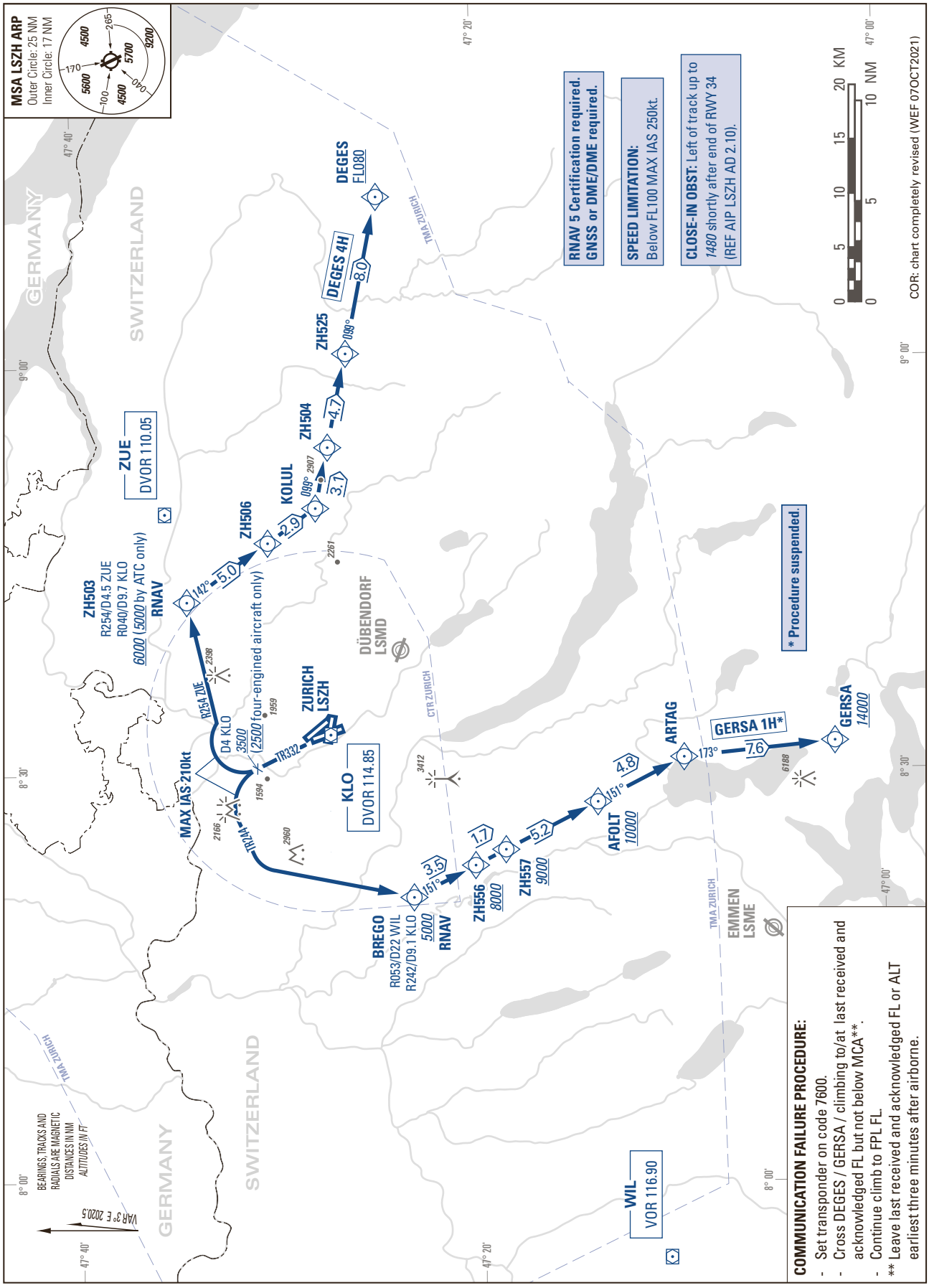


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 34 - RNAV 5

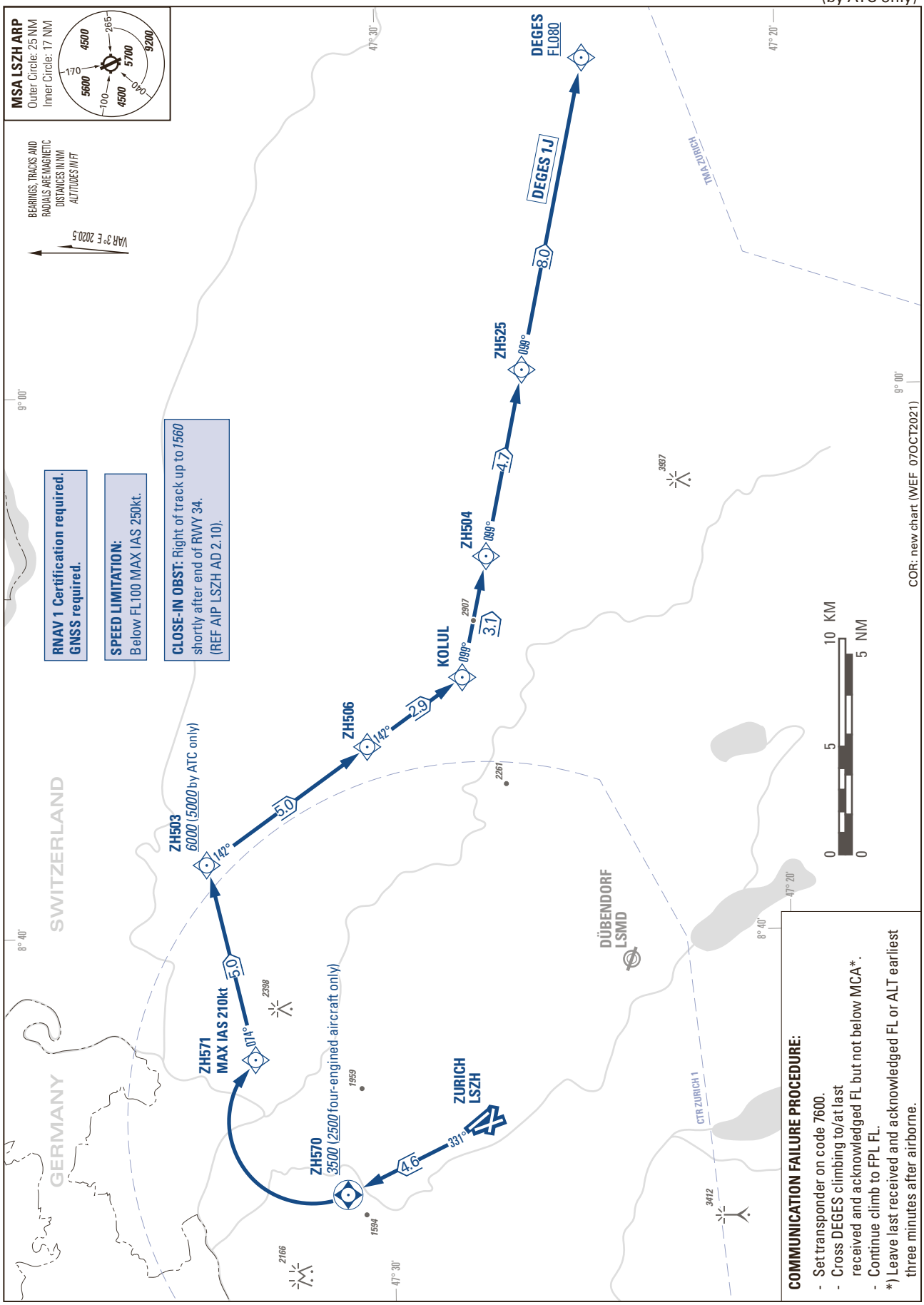


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 34 - RNAV 1
(by ATC only)

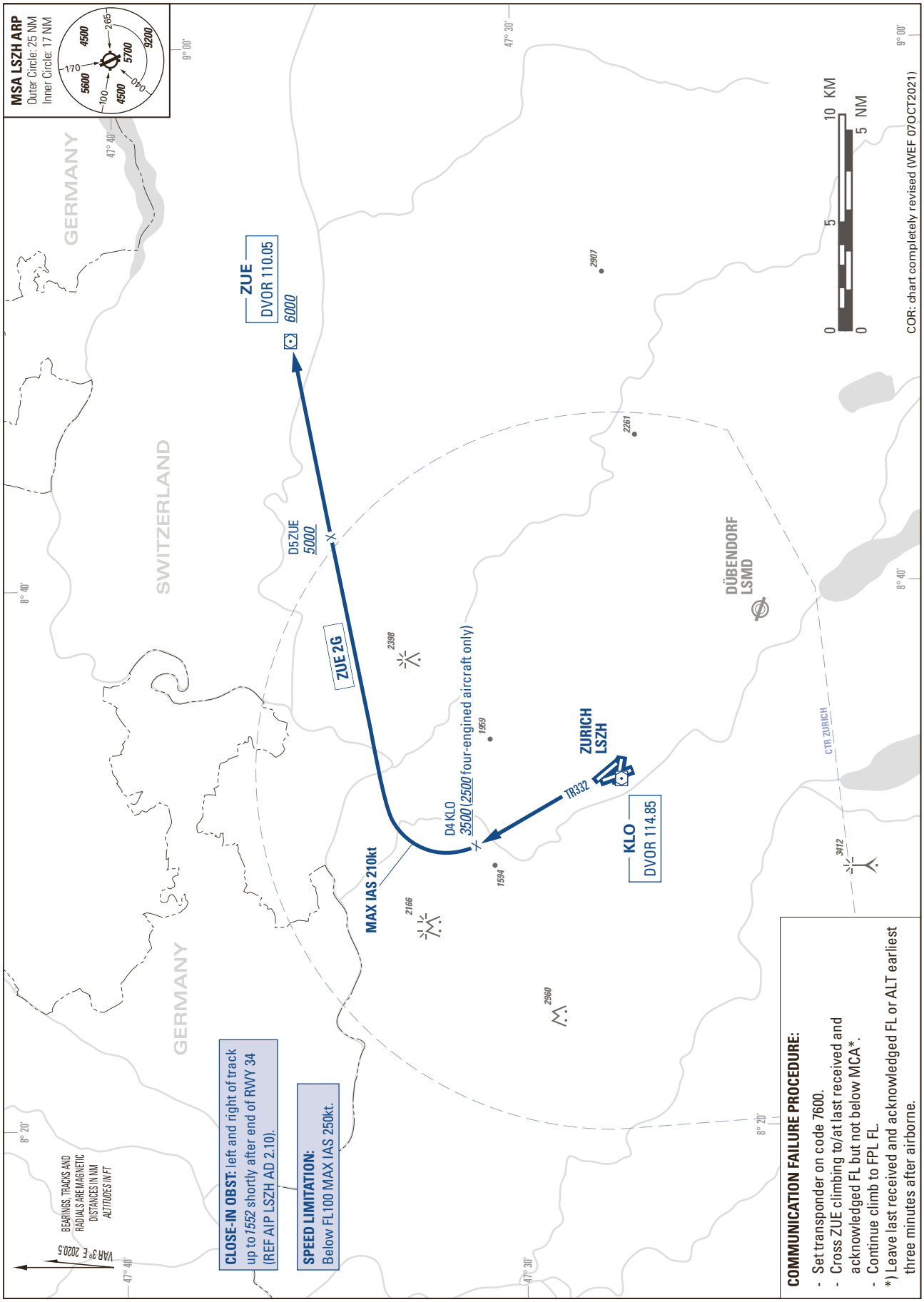


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID RWY 34 - NON RNAV

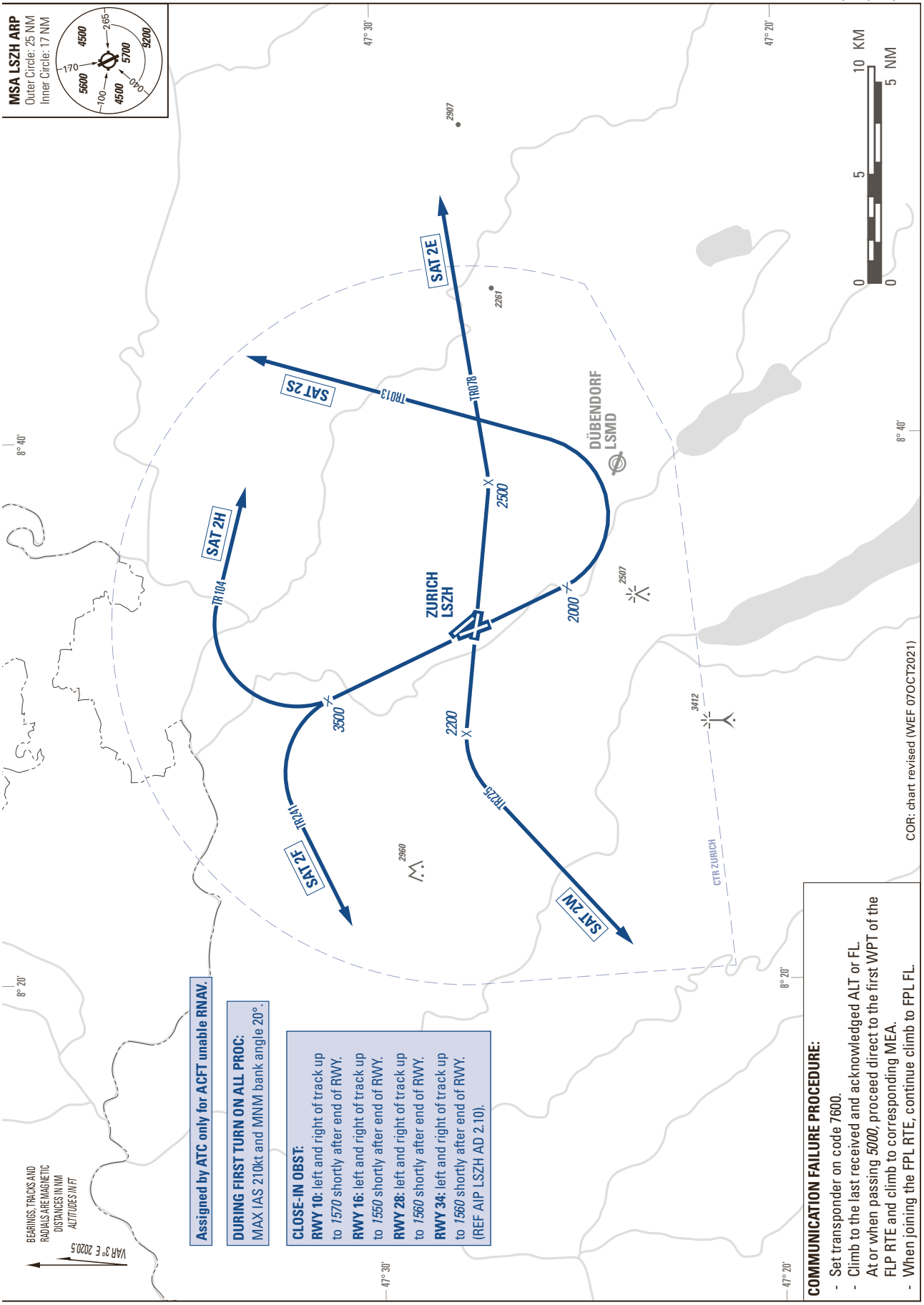


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
SID Straight Ahead and Turn
RWY 10, 16, 28, 34

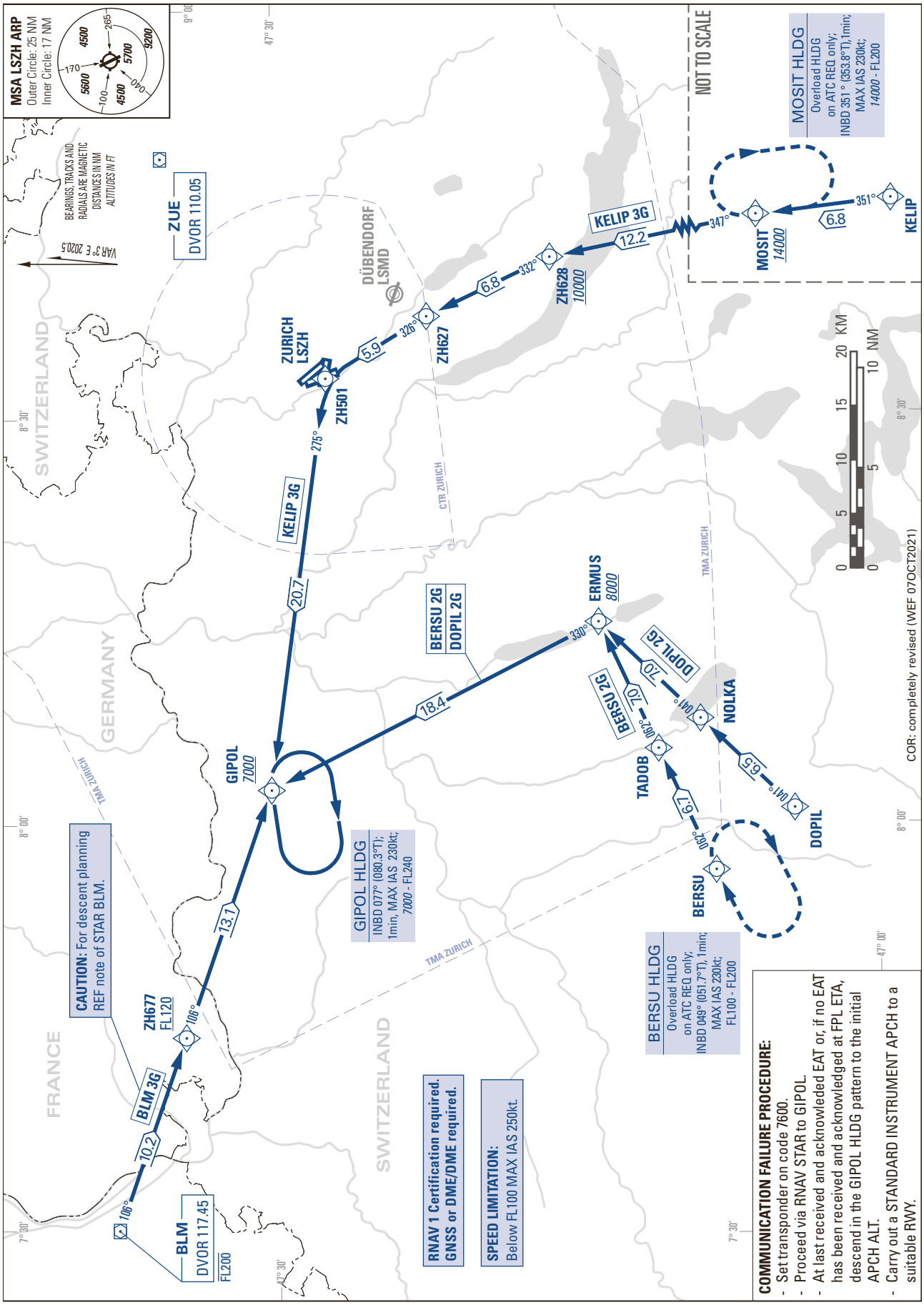


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
STAR TO GIPOL - RNAV 1

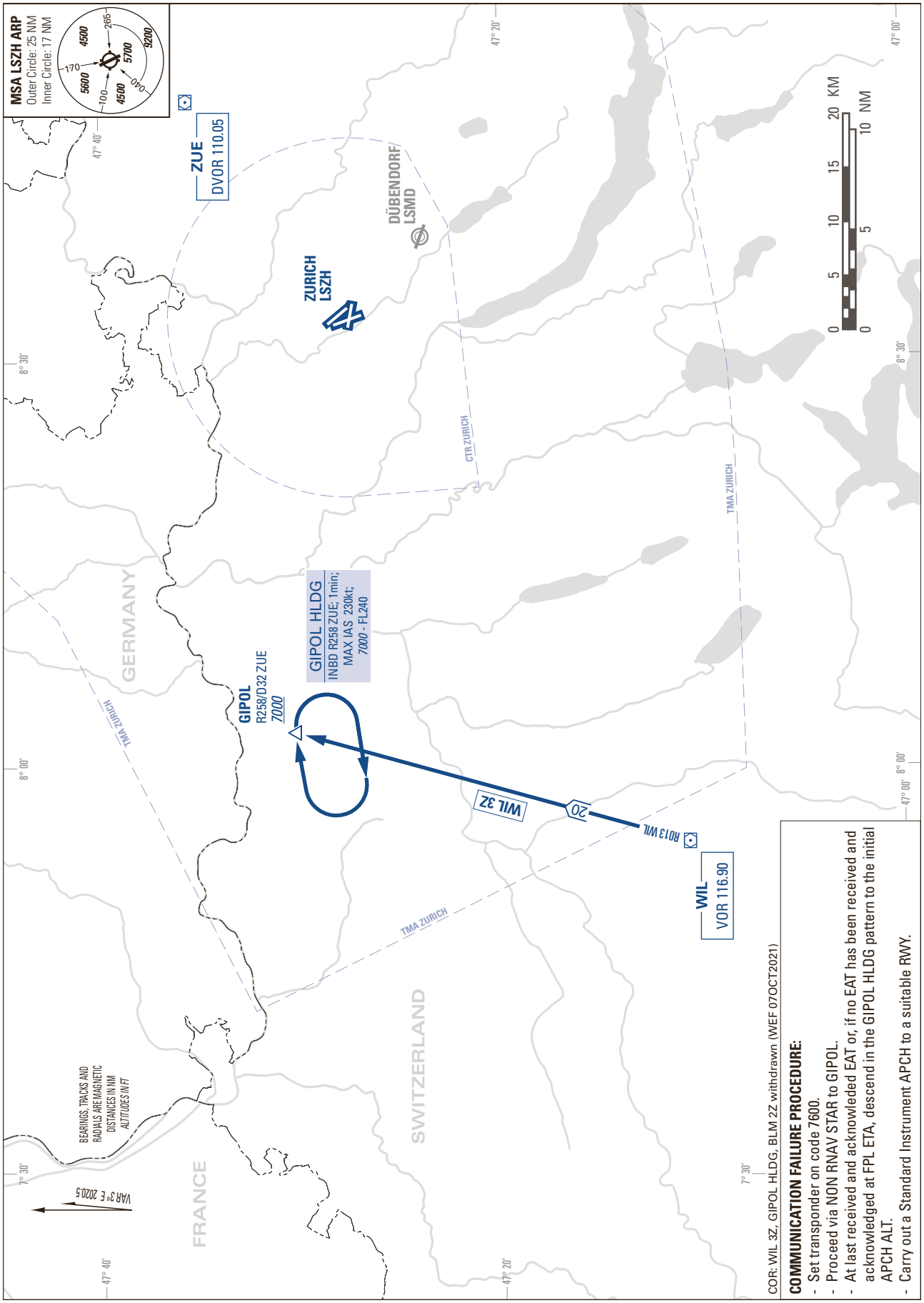


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
STAR TO GIPOL - NON RNAV



COR: WIL 3Z, GIPOL HLDG, BLM 2Z withdrawn (WEF 07OCT2021)

COMMUNICATION FAILURE PROCEDURE:

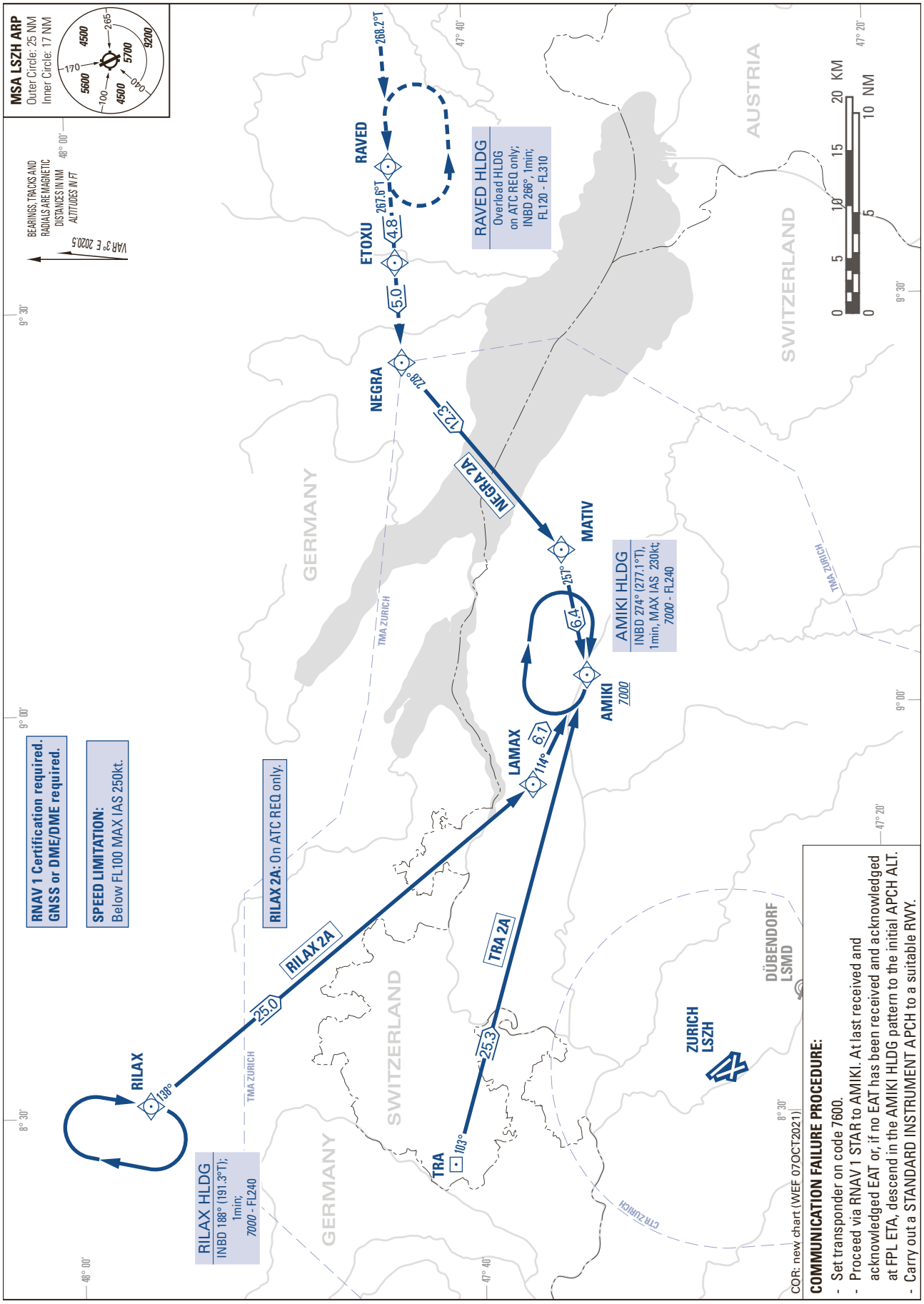
- Set transponder on code 7600.
- Proceed via NON RNAV STAR to GIPOL.
- At last received and acknowledged EAT or, if no EAT has been received and acknowledged at FPL ETA, descend in the GIPOL HLDG pattern to the initial APCH ALT.
- Carry out a Standard Instrument APCH to a suitable RWY.

THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH LSZH
STAR TO AMIKI - RNAV 1

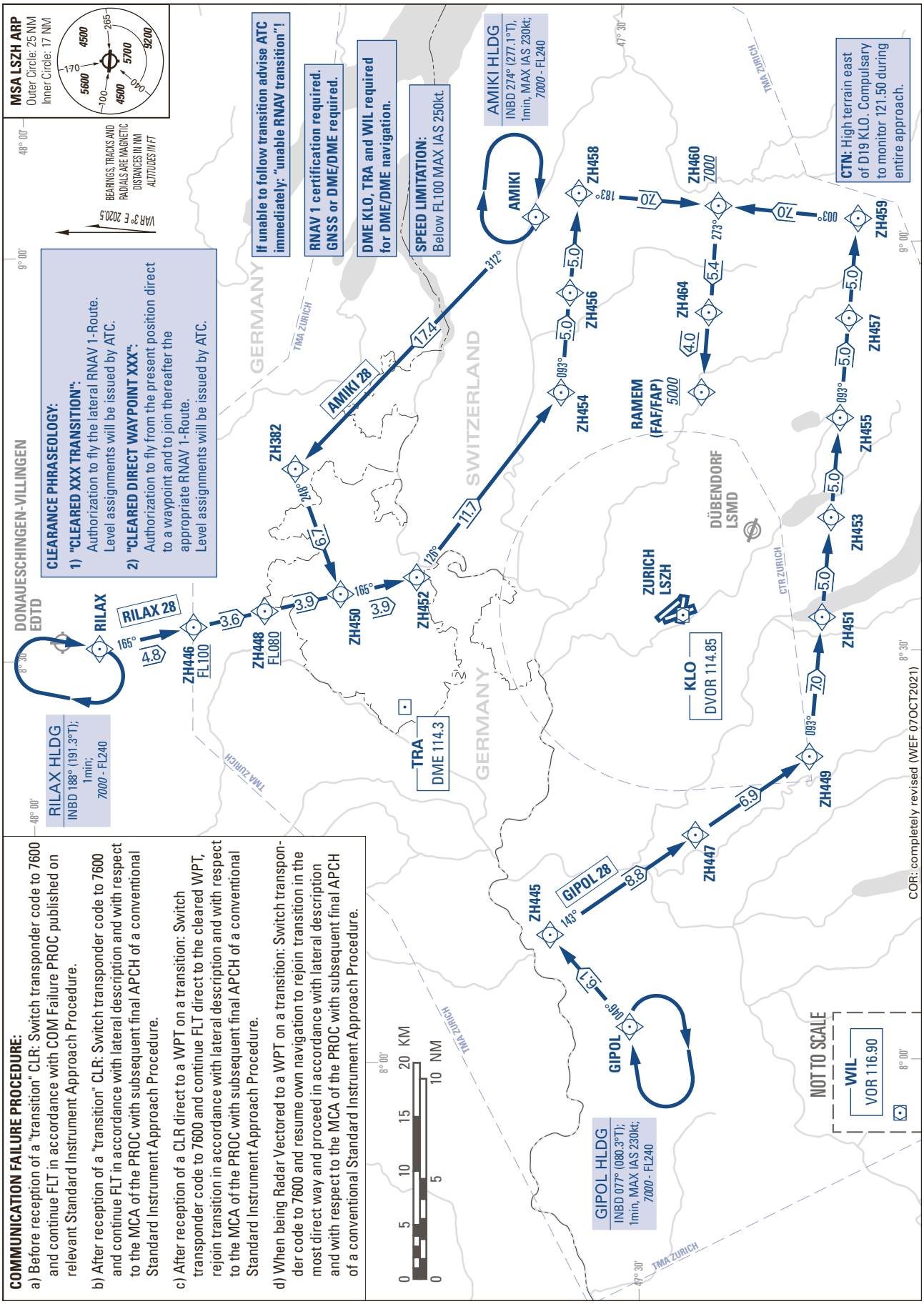


THIS PAGE INTENTIONALLY LEFT BLANK

AREA CHART - ICAO

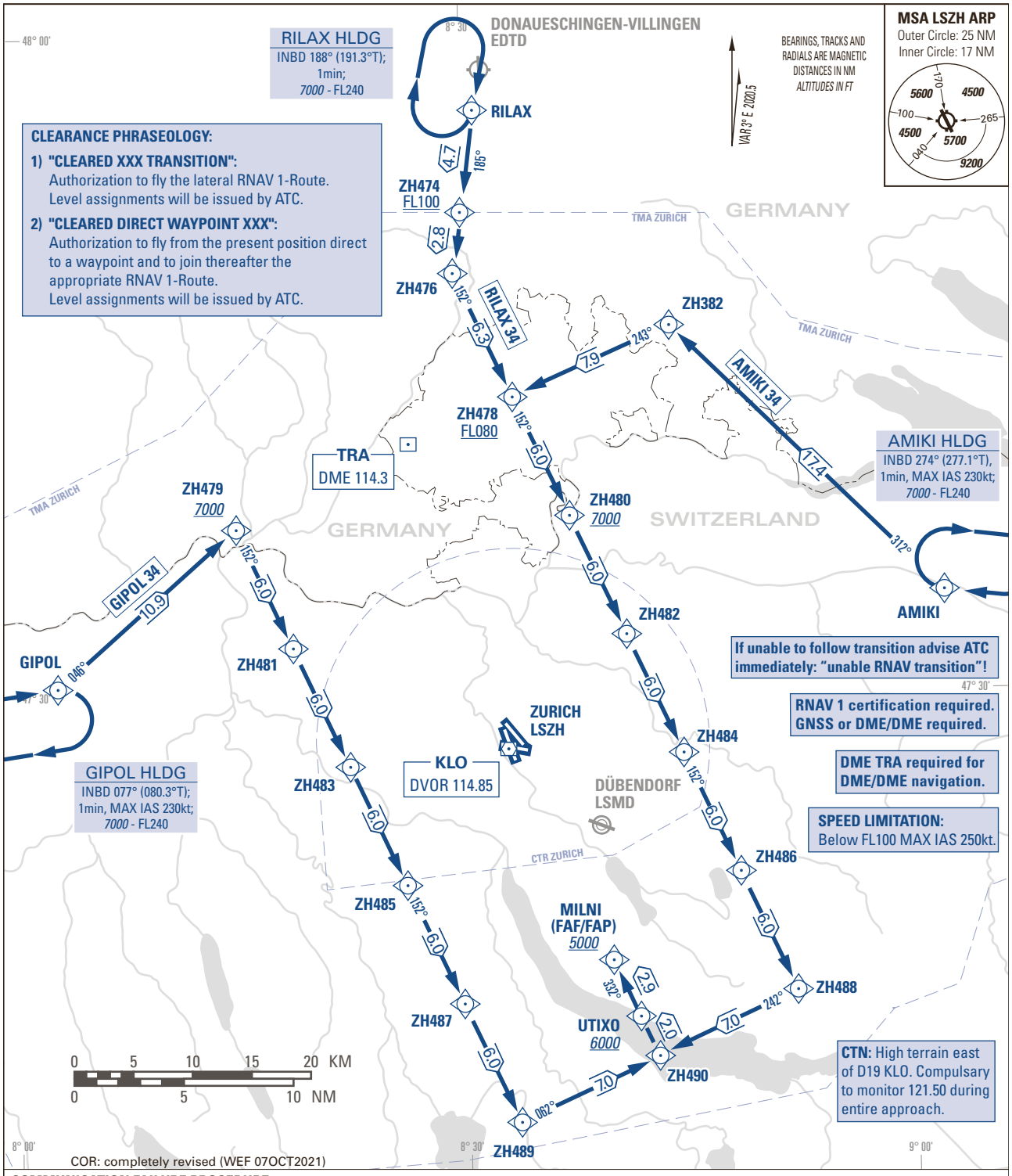
RNAV TRANSITION TO FINAL APPROACH RWY 28

ZURICH LSZH
RNAV 1



THIS PAGE INTENTIONALLY LEFT BLANK

AREA CHART - ICAO | RNAV TRANSITION TO FINAL APPROACH RWY 34 | ZURICH LSZH RNAV 1



COMMUNICATION FAILURE PROCEDURE:

a) Before reception of a "transition" CLR: Switch transponder code to 7600 and continue FLT in accordance with COM Failure PROC published on relevant STAR Chart.

b) After reception of a "transition" CLR: Switch transponder code to 7600 and continue FLT in accordance with lateral description and with respect to the MCA of the PROC with subsequent final APCH of a conventional Standard Instrument Approach Procedure.

c) After reception of a CLR direct to a WPT on a transition: Switch transponder code to 7600 and continue FLT direct to the cleared WPT, rejoin transition in accordance with lateral description and with respect to the MCA of the PROC with subsequent final APCH of a conventional Standard Instrument Approach Procedure.

d) When being Radar Vectored to a WPT on a transition: Switch transponder code to 7600 and resume own navigation to rejoin transition in the most direct way and proceed in accordance with lateral description and with respect to the MCA of the PROC with subsequent final APCH of a conventional Standard Instrument Approach Procedure.

THIS PAGE INTENTIONALLY LEFT BLANK