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007/2017	03-Aug-2017	14-Sep-2017	
008/2017	31-Aug-2017	12-Oct-2017	
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009/2018	30-Aug-2018	11-Oct-2018	
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	Q		
QDM	Magnetic heading (<i>zero wind</i>)	RMK	Remark
QDR	Magnetic bearing	RMZ	Radio Mandatory Zone
QFE	Atmospheric pressure at aerodrome elevation (<i>or at runway threshold</i>)	RNAV†	Area navigation (to be pronounced AR NAV)
QFU	Magnetic orientation of runway	RNG	Radio range
QNH	Altimeter sub-scale setting to obtain elevation when on the ground	RNP	Required navigation performance
QTE	True bearing	ROBEX†	Regional OPMET bulletin exchange (scheme)
	R	ROC	Rate of climb
R	Red	ROD	Rate of descent
R	Right (<i>Runway identification</i>)	RON	Receiving only
R ...	Restricted area (<i>followed by identification</i>)	RPL	Repetitive flight plan
R ...*	VOR Radial (<i>followed by number of degrees</i>)	RPLC	Replace <i>or</i> replaced
RA	Rain	RPS	Radar position symbol
RAC	Rules of the air and air traffic services	RR	Report reaching
RAFC*	Regional area forecast centre	RRA	(<i>or RRB, RRC, etc. in sequence</i>)
RB	Rescue boat		Delayed meteorological message (<i>message type designator</i>)
RCC	Rescue coordination centre	RSC	Rescue sub-centre
RCF	Radiocommunication failure (<i>message type designator</i>)	RSCD	Runway surface condition
RCH	Reach <i>or</i> reaching	RSP	Responder beacon
RCL	Runway centre line	RTD	Delayed (<i>used to indicate delayed meteorological message; message type designator</i>)
RCLL	Runway centre line light(s)	RTE	Route
RCLR	Recleared	RTF	Radiotelephone
RCP	Required communication performance	RTG	Radiotelegraph
RDH	Reference datum height	RTHL	Runway threshold light(s)
RDL	Radial	RTIL*	Runway threshold identification light(s)
RDO	Radio	RTS	Return to service
RE ...	Recent (<i>used to qualify weather phenomena, e.g. RERA = recent rain</i>)	RTT	Radioteletypewriter
REC	Receive <i>or</i> receiver	RTZL	Runway touchdown zone light(s)
REDL	Runway edge light(s)	RUT	Standard regional route transmitting frequencies
REF	Reference to... <i>or</i> refer to...	RV	Rescue vessel
REG	Registration	RVR	Runway visual range
RENL	Runway end light(s)	RVSM	Reduced vertical separation minimum
REP	Report <i>or</i> reporting <i>or</i> reporting point	RWY	Runway
REQ	Request <i>or</i> requested		S
ERTE	Re-route	S	South <i>or</i> southern latitude
RESA	Runway end safety area	S1 - S5*	Ground service
RETIL*	Rapid Exit Taxiway Indicator Lights	SALS	Simple approach lighting system
RF	Constant radius arc to a fix	SAN	Sanitary
RFP*	Replacement <i>or</i> replaced flight plan	SAR	Search and rescue
RG	Range (lights)	SARPS	Standards and Recommended Practices (ICAO)
RGL*	Runway Guard Light	SAT	Saturday
RIF	Reclearance in flight	SB	Southbound
RL	Report leaving	SBAS†	Satellite-based augmentation system (to be pronounced "ESS-BAS")
RLA	Relay to...	SC	Stratocumulus
RLLS	Runway lead-in lighting system	SCT	Scattered
		SE	South-east
		SEB	South-eastbound
		SEC [s]	Seconds

SECT	Sector	STD	Standard
SELCAL†	Selective calling system	STN	Station
SEP	September	STOL	Short take-off and landing
SER	Service <i>or</i> servicing <i>or</i> served	STS	Status
SFC	Surface	STWL	Stopway light(s)
SFR*	Special flight route	SUBJ	Subject to
SG	Snow grains	SUN	Sunday
SGL	Signal	SUP	Supplement (<i>AIP Supplement</i>)
SH ...	Showers (<i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow</i>)	SVC	Service message
		SVCBL	Serviceable
		SVFR*	Special VFR
		SVID*	Standard visual/instrument departure
		SW	South-west
SHF	Super high frequency (3'000 to 30'000 MHz)	SWB	South-westbound
		SWY	Stopway
SID†	Standard instrument departure		
SIGMET†	Information concerning en-route weather phenomena which may affect the safety of aircraft operations		
			T
SIWL	Single isolated wheel load	T	Temperature
SKED	Schedule <i>or</i> scheduled	...T	True (<i>preceded by a bearing to indicate reference to True North</i>)
SLP	Speed limiting point	TA	Transition altitude
SMR	Surface movement radar	TACAN†	UHF tactical air navigation aid
SN	Snow	TAF†	Aerodrome forecast
SNOWTAM†	A special series NOTAM notifying the presence <i>or</i> removal of hazardous conditions due to snow, ice, slush <i>or</i> standing water associated with snow, slush and ice on the movement area, by means of a specific format	TAIL†	Tail wind
		TAS	True airspeed
		TAX	Taxiing <i>or</i> taxi
		TC	Terminal control centre*
		TCU	Towering cumulus
		TDZ	Touchdown zone
		TEL	Telephone
		TEMPO†	Temporary <i>or</i> temporarily
		TFC	Traffic
SPEC†	Aviation selected special weather report (<i>in aeronautical meteorological code</i>)	TGL*	Temporary guidance leaflet
		TGS	Taxiing guidance system
		THR	Threshold
SPECIAL†	Local special meteorological report (<i>in abbreviated plain language</i>)	THRU	Through
		THU	Thursday
SPL	Supplementary flight plan (<i>message type designator</i>)	TIL†	Until
		TIP	Until past... (place)
SPOC	SAR point of contact	TKOF	Take-off
SPOT†	Spot wind	TL ...	Till (<i>followed by time by which weather change is forecast to end</i>)
SQ	Squall		
SR	Sunrise	TLOF	Touchdown and lift-off area
SRA	Surveillance radar approach	TMA	Terminal control area
SRE	Surveillance radar element of precision approach radar system	TMM*	Transmissometer (RVR)
		TMZ	Transponder Mandatory Zone
SRG	Short range	TNA	Turn altitude
SRR	Search and rescue region	TNH	Turn height
SRY	Secondary	TOC	Top of climb
SS	Sunset	TODA	Take-off distance available
SSB	Single sideband	TODAH	Take-off distance available, helicopter
SSE	South-south-east		
SSR	Secondary surveillance radar	TOP†	Cloud top
SST	Supersonic transport	TOBT*	Target off block time
SSW	South-south-west	TORA	Take-off run available
ST	Stratus	TOX	Toxic
STA	Straight-in approach	TP	Turning point
STAR†	Standard instrument arrival		

TR	Track		
TRA*	Temporary reserved area		
TRANS	Transmits or transmitter		
TREND†	Trend forecast		
TRL	Transition level		
TS	Thunderstorm (<i>in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome</i>)		
TS ...	Thunderstorm (<i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow</i>)		
TSA*	Temporary Segregated Area (LS-T..)		
TT	Teletypewriter		
TUE	Tuesday		
TURB	Turbulence		
TVOR	Terminal VOR		
TWIL*	Twilight		
TWR	Aerodrome control tower or aerodrome control		
TWY	Taxiway		
TX*	Telex		
TYP	Type of aircraft		
TZL*	(Simple) Touchdown zone light (Explanation see AIP LSZB, LSZA, LSZR: AD 2.14 - Footnote)		
U			
U	Upward (<i>tendency in RVR during previous 10 minutes</i>)		
U2*	U3 etc. MET charts		
UA	Unmanned aircraft		
UAC	Upper area control centre		
UAR	Upper air route		
UAS	Unmanned aircraft system		
UDF	Ultra high frequency direction-finding station		
UFAC*	Federal Office of Civil Aviation (BAZL, FOCA, OFAC)		
UFN	Until further notice		
UHDT	Unable higher due to traffic		
UHF	Ultra high frequency (300 to 3'000 MHz)		
UIR	Upper flight information region		
UNA	Unable		
UNAP	Unable to approve		
UNCAT*	Uncategorised		
UNL	Unlimited		
UNREL	Unreliable		
U/S	Unserviceable		
UTA	Upper control area		
UTC	Coordinated universal time		
			V
		VAC	Visual approach chart
		VAN	Runway control van
		VAR	Magnetic variation
		VASIS	Visual approach slope indicator systems
		VC	Vicinity of the aerodrome (<i>followed by FG = fog, FC = funnel cloud, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, TS = thunderstorm or VA = volcanic ash, e.g. VC FG = vicinity fog</i>)
		VCY	Vicinity
		VDF	Very high frequency direction-finding station
		VER	Vertical
		VFG*	VFR Flight Guide (<i>in VFR Manual</i>)
		VFR	Visual flight rules
		VHF	Very high frequency (30 to 300 MHz)
		VIS	Visibility
		VLF	Very low frequency (3 to 30 kHz)
		VMC	Visual meteorological conditions
		VNAV†	Vertical navigation (to be pronounced "VEE-NAV")
		VOLMET†	Meteorological information for aircraft in flight
		VOR	VHF omnidirectional radio range
		VORTAC†	VOR and TACAN combination
		VOT	VOR airborne equipment test facility
		VPT	Visual manoeuvre with prescribed track
		VRB	Variable
		VSP	Vertical speed
		VTOL	Vertical take-off and landing
			W
		W	West or western longitude
		W	White
		WAC	World Aeronautical Chart ICAO 1:1 000 000 (<i>followed by name/title</i>)
		WAFC	World area forecast centre
		WB	Westbound
		WBAR	Wing bar lights
		WDI	Wind direction indicator
		WDSRP	Widespread
		WED	Wednesday
		WEF	With effect from or effective from
		WGS-84	World Geodetic System-1984
		WID	Width
		WIE	With immediate effect or effective immediately
		WILCO†	Will comply
		WIP	Work in progress

WKN	Weaken or weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSW	west-south-west
WT	Weight
WX	Weather

X

X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing

Y

Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YR	Your

Z

Z	Coordinated universal time (in meteorological messages)
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11. LSZH - ZURICH AIRPORT - Aerodrome charges**11.1 TARIFF REGULATIONS AT ZURICH AIRPORT****I. Definitions**

ABT	Airborne time
ATA	Actual time of arrival
ATD	Actual time of departure
AOS	Airport Operational Systems
CHF	Swiss Francs
Commercial passenger	Passenger on a flight which is offered to the general public for payment of a fee either separately or as part of a package tour.
EASA	European Aviation Safety Agency
FZAG	Flughafen Zürich AG
FOCA	Federal Office of Civil Aviation
GA/BA	General Aviation / Business Aviation: GA/BA flights are flights transporting a maximum of 24 passengers and a maximum of 200 kg of freight and that do not need any terminal infrastructure (e.g. Check-In, connection to IT systems, baggage sorting system) for handling and flights with such character (e.g. technical flights that are GA/BA flights in normal operations)
HCC Dp/Foo	Certified LTO hydrocarbon emission per axial thrust
ICAO	International Civil Aviation Organization
Local passenger	A passenger whose flight journey begins by departing from Zurich Airport or ends by arriving at Zurich Airport, and who is not a transfer or transit passenger
LTO cycle	Landing and take-off cycle
MTOM	Maximum Take-off Mass
PRM	Passenger with reduced mobility in accordance with Regulation (EC) 1107/2006
RFS	Road feeder service
S/C	Scheduled/Charter: commercial flights that require terminal infrastructure for their, handling, and flights of this nature (e.g. technical flights which are operated as scheduled/charter flights in normal operations).
t	Tonne
TDT	Touchdown Time
Transfer passenger	A passenger whose journey makes a stop at Zurich Airport and continues within 24 hours of arrival (scheduled time of arrival) with another aircraft under a different flight number (scheduled time of departure); the place of departure and the destination may not be the same.
Transit passenger	A passenger whose journey makes a stop at Zurich Airport and continues within 24 hours of arrival (scheduled time of arrival) under the same flight number (scheduled time of departure); the place of departure and the destination may not be the same.
VAT	Value Added Tax

II. General

Art. 1 General provisions

Based on Art. 39 of the Federal Act on Civil Aviation (CAA, SR 748.0) and the Ordinance on Airport Charges (OAC, SR 748.131.3), FZAG is issuing the following airport charges regulation.

Any objections to invoices for charges from FZAG must be submitted to FZAG, Accounts Receivable Department, P.O Box, 8058 Zurich Airport within 10 days of the invoice being issued. FZAG will decide on disputed invoices for charges by means of a ruling. Any complaints regarding rulings made by FZAG must be addressed to the Federal Administrative Court within 30 days of opening.

The place of performance is Zurich Airport.

The exclusive place of jurisdiction for civil disputes arising from this charges regulation is Bülach. Swiss law applies.

Art. 2 Precedence over AIP publication

The airport charges regulation in their current valid version in German takes precedence over the AIP and the English translation.

Art. 3 Liability

Within the scope of these charging regulations, FZAG's liability is based on the Federal Act on the Liability of the Federal Government (SR 170.32) as well as Art. 4 of the Zurich Airport Operating Regulations dated June 30, 2011.

This airport charges regulation does not constitute a performance guarantee by FZAG. As such, any liability of FZAG is excluded to the extent permitted by law, including liability for consequential damage and loss of earnings, damages as a result of delays and additional costs in the handling process, and as a result of data loss. FZAG is not liable for its own negligence, nor that of its employees and auxiliaries.

Art. 4 Offsetting

Debtors may not offset claims they might have against FZAG against airport charges.

Art. 5 Collection of Airport Charges

FZAG may commission third parties with the collection of airport charges. These charges are set in accordance with the principles established in the ordinance on airport charges and published in AIP.

The incentive surcharges raised are arranged according to noise generation and operating schedule (Departures and Landings during the night 2100 to 0500 (2000 to 0400) and during sensitive off-peak hours 0500 to 0600 (0400 to 0500) and 2000 to 2100 (1900 to 2000)).

III. Flight operations charges

Art. 6 Debtor

Unless stated otherwise, the concession holder is the debtor for flight operations charges for flights operated under a route concession.

If the concession holder cannot be prosecuted or if the flight is not operated under a route concession, the operator of the arriving or departing aircraft is liable in lieu. If the operator cannot be prosecuted either, then the owner of the arriving or departing aircraft takes his place.

The operator is the natural person or legal entity that operates the flight at its own cost and has power of control over the aircraft. If one aircraft has several operators, they are jointly liable for flight operations charges. If the operator of an aircraft is not the same as the owner, the operator and owner are jointly liable for flight operations charges.

Art. 7 Exemptions

The following users are exempt from flight operations charges:

- The Swiss Confederation for official flights of the Federal Office of Civil Aviation (FOCA) and the aircraft accident investigation bureau while fulfilling official duties;
- Swiss state flights,
- Foreign state flights, provided they are transporting a head of state on an official state visit, and
- Search and rescue flights that have been mandated by the Swiss control centre for search and rescue services for civil aviation.

Art. 8 Rates

The rates for flight operations charges are shown in Swiss francs (CHF), excluding value added tax (VAT).

From 1 April 2021 to 31 December 2021, the rates for Landing charge, Aircraft parking charge, Passenger-related charges and Freight and/or mail-related charges will be reduced by 10%.

ENR 2 AIR TRAFFIC SERVICES AIRSPACE**ENR 2.1 FIR, UIR, TMA, CTR**

The airspace of Swiss territory is designated as controlled airspace from 2000 ft AGL (600 m) and above.

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
FIR SWITZERLAND (LSAS) 47 34 03 N 007 41 13 E - 47 53 00 N 008 51 00 E 47 47 00 N 008 52 00 E - 47 47 30 N 009 14 00 E 47 39 24 N 009 14 00 E - National border with Germany, Austria (Liechtenstein included in FIR/UIR SWITZERLAND), Italy, France to 47 34 03 N 007 41 13 E FL 195 / GND	Zurich ACC Geneva ACC FIC Geneva FIC Zurich DELTA Zurich DELTA Geneva	Swiss Radar En H24 Geneva Information En, Fr H24 Zurich Information En, Ge H24 ALPS RADAR En, Ge H24 ALPS RADAR En, Fr H24		
UIR SWITZERLAND (LSAS) See FIR for lateral limits FL 660 / FL 195 FL 410 / FL 290 RVSM airspace FL 660 / FL 245 Upper airspace Classification: C	Zurich ACC	Swiss Radar En H24	ATC/VDF 133.050* 133.405* 132.815* 134.605* 132.835* 133.690* 126.225 247.400 133.660 245.025 135.015	M1, FL 250 - 310 southern part M2, FL 250 - 310 northern part M3, FL 320 - 330 M4, FL 340 - 350 M5, FL 360 - 370 M6, FL 380 and above ALTN FREQ for sector M1 Sectors M5/M6 for non -8.33 EQPT State ACFT ALTN FREQ for sectors M2/M3/M4/M5/M6 Sectors M1/M2/M3/M4 for non -8.33 EQPT State ACFT ALTN FREQ for Swiss-wide sectors

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
	Geneva ACC	Swiss Radar En H24	ATC/VDF 134.850 126.050 134.315 136.015 128.155 132.615 133.630 374.050 298.250 128.785	L1, FL 250 - 280 L2, FL 290 - 310 L3, FL 320 - 330 L4, FL 340 - 350 L5, FL 360 - 370 L6, FL 380 - and above ALTN for 8.33 kHz Channels Sectors L1/L2/L3/L4/L5/L6 for non-8.33 EQPT ACFT ALTN for non-8.33 EQPT State ACFT ALTN FREQ for Swiss-wide sectors
		En H24	121.500	EMERG for all services
Note: VDF/UDF REC antenna PSN 46 25 35 N 006 06 01 E; 360° MAG 11 NM Genève ARP * VDF REC antenna PSN 47 27 01 N 008 34 37 E				
Lower airspace: (FIR/UIR Switzerland is divided into two areas of responsibility)				
Control Area Geneva: 47 14 34 N 006 57 19 E - 46 30 35 N 007 48 09 E - 46 30 51 N 007 59 29 E - 46 19 51 N 008 13 24 E - National border with Italy, France to 47 14 34 N 006 57 19 E FL 245 / 2000 ft AGL	Geneva ACC	Swiss Radar En, Fr H24 ALPS RADAR En, Fr H24 Geneva Information En, Fr H24 En, Fr H24	ATC/VDF 134.030 124.225 128.905 125.550 340.800 ATC/VDF 119.175 FIS/VDF 126.350 ¹⁾ 121.500	INI North, FL 240 and below INI South, FL 240 and below INI East, FL 240 and below ALTN frequency for non-8.33 EQPT State ACFT VFR FLT within airspace class C, except LSGG TMAs below FL 155 IFR FLT to and from Les Eplatures (LSGC) VFR FLT in airspace classes E/G EMERG for all services
Note: VDF/UDF REC antenna PSN 46 25 35 N 006 06 01 E; 360° MAG 11 NM Genève ARP				

¹⁾ or ALTN FREQ according automated broadcast

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
Control Area Zurich: 47 14 34 N 006 57 19 E - National border with France, Germany to 47 34 00 N 007 41 00 E - 47 53 00 N 008 51 00 E 47 47 00 N 008 52 00 E - 47 47 30 N 009 14 00 E 47 39 30 N 009 14 00 E - National border with Germany, Austria (Liechtenstein included in area of responsibility Zurich TC), Italy to 46 19 51 N 008 13 24 E - 46 30 51 N 007 59 29 E - 46 30 35 N 007 48 09 E - 47 14 34 N 006 57 19 E FL 245 / 2000 ft AGL	Zurich ACC	Swiss Radar En H24 ALPS RADAR En, Ge H24 ALPS RADAR En, Ge H24 Zurich Information En, Ge H24 En HX En H24 Note: VDF REC antenna PSN 47 27 01 N 008 34 37 E	ATC/VDF 128.050 136.155 135.680 133.905 119.925 ATC/VDF 119.225 ¹⁾ FIS/VDF 124.700 ¹⁾ 126.225 121.500	South, FL 240 and below North, FL 240 and below West, FL 240 and below East, FL 240 and below ARR/DEP EDNY and LSZR VFR FLT within airspace class C, except LSZH TMAs below FL 125 VFR FLT in airspace classes E/G ALTN FREQ for all FREQ used in Zurich ACC below FL 245 including FIC EMERG for all services

¹⁾ or ALTN FREQ according automated broadcast

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
ZURICH				
<p>Classification C*</p> <p>TMA Sector 1 47 41 35 N 008 38 31 E - 47 32 06 N 008 44 29 E - Arc of circle centred on 47 27 36 N 008 33 02, Radius 8.97 NM, anticlockwise 47 27 41 N 008 19 48 E - 47 26 49 N 008 17 51 E - 47 38 55 N 008 12 24 E - 47 40 23 N 008 16 36 E - 47 41 32 N 008 27 50 E - 47 40 39 N 008 32 09 E - 47 41 35 N 008 38 31 E FL 195 / 3000 ft AMSL (900 m)</p> <p>TMA Sector 2 47 46 25 N 008 35 29 E - 47 41 35 N 008 38 31 E - 47 40 39 N 008 32 09 E - 47 41 32 N 008 27 50 E - 47 40 23 N 008 16 36 E - 47 38 55 N 008 12 24 E - 47 40 53 N 008 11 30 E - 47 46 04 N 008 25 07 E - 47 46 25 N 008 35 29 E FL 195 / 4500 ft AMSL (1350 m)</p> <p>TMA Sector 3 47 46 55 N 008 52 12 E - 47 32 38 N 008 55 12 E - 47 35 32 N 008 49 04 E - 47 35 42 N 008 42 13 E - 47 41 35 N 008 38 31 E - 47 46 25 N 008 35 29 E - 47 46 55 N 008 52 12 E FL 195 / 5500 ft AMSL (1700 m)</p> <p>TMA Sector 4A 47 35 42 N 008 42 13 E - 47 35 32 N 008 49 04 E - 47 32 38 N 008 55 12 E - 47 32 17 N 009 00 00 E - 47 26 13 N 009 00 41 E - 47 23 47 N 008 59 47 E - 47 22 45 N 008 52 36 E - 47 29 54 N 008 54 28 E - 47 30 00 N 008 45 46 E Arc of circle centred on 47 27 36 N 008 33 02 E, Radius 8.97 NM, anticlockwise 47 32 06 N 008 44 28 E - 47 35 42 N 008 42 13 E FL 195 / 4500 ft AMSL (1350 m)</p> <p>TMA Sector 4B 47 18 11 N 008 22 40 E - 47 21 57 N 008 31 49 E - 47 22 31 N 008 39 41 E - 47 23 04 N 008 41 11 E - 47 22 45 N 008 52 36 E - 47 23 47 N 008 59 47 E - 47 26 13 N 009 00 41 E - 47 32 17 N 009 00 00 E - 47 31 55 N 009 04 54 E - 47 22 40 N 009 03 23 E - 47 21 08 N 008 56 38 E - 47 15 37 N 008 55 04 E - 47 16 35 N 008 44 29 E - 47 13 56 N 008 25 55 E - 47 18 11 N 008 22 40 E FL 195 / 5500 ft AMSL (1700 m)</p> <p>TMA Sector 4C 47 24 38 N 008 45 30 E - 47 23 04 N 008 41 11 E - 47 22 31 N 008 39 41 E - 47 21 57 N 008 31 49 E - 47 18 11 N 008 22 40 E - 47 17 21 N 008 20 31 E - 47 23 52 N 008 11 18 E - 47 26 49 N 008 17 51 E - 47 27 41 N 008 19 48 E Arc of circle centred on 47 27 36 N 008 33 02 E, Radius 8.97 NM, clockwise 47 24 38 N 008 45 30 E FL 195 / 4500 ft AMSL (1350 m)</p>	REF LSZH AD-2.18	REF LSZH AD-2.18	REF LSZH AD-2.18	REF LSZH AD-2.18
				* EXC CTR/TMA Dubendorf when active * EXC CTR1/TMA1,3,5 Emmen when active

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
TMA Sector 5 47 30 00 N 008 45 46 E - 47 29 54 N 008 54 28 E - 47 22 45 N 008 52 36 E - 47 23 04 N 008 41 11 E - 47 24 39 N 008 45 30 E Arc of circle centred on 47 27 36 N 008 33 02 E, Radius 8.97 NM, anticlockwise 47 30 00 N 008 45 46 E FL 195 / 3500 ft AMSL (1050 m)		REF LSZH AD-2.18		
TMA Sector 6 47 46 04 N 008 25 07 E - 47 40 53 N 008 11 30 E - 47 26 49 N 008 17 51 E - 47 23 52 N 008 11 18 E - 47 17 21 N 008 20 31 E - 47 14 43 N 008 13 47 E - 47 22 15 N 008 04 56 E - 47 30 36 N 008 00 00 E - 47 38 34 N 008 00 00 E - 47 42 15 N 008 10 53 E - 47 45 45 N 008 15 45 E - 47 46 04 N 008 25 07 E FL 195 / 5500 ft AMSL (1700 m)		REF LSZH AD-2.18		
TMA Sector 7 47 18 11 N 008 22 40 E - 47 13 56 N 008 25 55 E - 47 11 55 N 008 11 56 E - 47 07 53 N 007 59 41 E - 47 08 55 N 007 58 56 E - 47 14 43 N 008 13 47 E - 47 17 21 N 008 20 31 E - 47 18 11 N 008 22 40 E FL 195 / 7500 ft AMSL (2300 m)		REF LSZH AD-2.18		
TMA Sector 8 47 38 34 N 008 00 00 E - 47 30 36 N 008 00 00 E - 47 22 15 N 008 04 56 E - 47 14 43 N 008 13 47 E - 47 08 55 N 007 58 56 E - 47 19 12 N 007 51 31 E - 47 25 52 N 007 46 41 E - 47 32 57 N 007 45 39 E - 47 33 38 N 007 45 33 E - 47 38 34 N 008 00 00 E FL 195 / 6500 ft AMSL (2000 m)		REF LSZH AD-2.18		
TMA Sector 9 47 51 45 N 008 46 30 E - 47 46 04 N 008 25 07 E - 47 45 45 N 008 15 45 E - 47 51 58 N 008 24 26 E - 47 51 45 N 008 46 30 E FL 195 / 7500 ft AMSL (2300 m)		REF LSZH AD-2.18		
TMA Sector 10 47 51 45 N 008 46 30 E - 47 46 55 N 008 52 12 E - 47 46 25 N 008 35 29 E - 47 46 04 N 008 25 07 E - 47 51 45 N 008 46 30 E FL 195 / 6500 ft AMSL (2000 m)		REF LSZH AD-2.18		
TMA Sector 11 47 44 18 N 009 13 56 E - 47 35 21 N 009 13 56 E - 47 31 27 N 009 11 02 E - 47 22 16 N 009 10 44 E - 47 20 49 N 009 04 52 E - 47 16 24 N 009 02 44 E - 47 15 19 N 008 58 21 E - 47 15 37 N 008 55 04 E - 47 21 08 N 008 56 38 E - 47 22 40 N 009 03 23 E - 47 31 55 N 009 04 54 E - 47 32 17 N 009 00 00 E - 47 32 38 N 008 55 12 E - 47 46 55 N 008 52 12 E - 47 45 23 N 009 00 32 E - 47 44 18 N 009 13 56 E FL 195 / 6500 ft AMSL (2000 m)		REF LSZH AD-2.18		
TMA Sector 12 47 43 20 N 009 25 38 E - 47 35 12 N 009 27 13 E - 47 35 21 N 009 13 56 E - 47 44 18 N 009 13 56 E - 47 43 20 N 009 25 38 E FL 195 / 8500 ft AMSL (2600 m)		REF LSZH AD-2.18		

ENR 2.2 OTHER REGULATED AIRSPACE**1. RVSM AIRSPACE**

Within Switzerland UIR, RVSM applies between FL 290 and FL 410 inclusive. ACFT flying within this levelband must meet the RVSM requirements. Flight plans must be filed accordingly (REF: ENR 1.10).

2. Variations of the classification

NIL

3. Flight Information Zone

A FIZ is an airspace of defined dimensions, normally established around an AD, within which a FIS and ALRS is provided by an AFIS.

With the **exception of compulsory two-way radio communication**, the rules of the surrounding airspace class apply.

Aerodrome Flight Information Service AFIS

The purpose of AFIS is to provide information necessary for the safe and efficient conduct of FLT operations in the VCY of the AD and on the manoeuvring area. It shall be noted, that the pilot-in-command is - on the basis of the Rules of the Air, the information received and the use of his or her own judgment - responsible for maintaining a safe DIST to other traffic, as well as for reporting his/her own intentions.

Service provided:

- a. MET information about the AD or other ADs, if AVBL;
- b. Information about LDG and DEP RWY in use;
- c. Traffic information;
- d. Information about the serviceability of the AP, its RWYs, TWYs and other facilities and/or installations;
- e. Information to student pilots;
- f. Information about MET hazards for the safe and efficient conduct of FLT (TS, WS, ice, SN, standing water on the RWY etc.);
- g. Operational information for the safe and efficient conduct of commercial FLTs;
- h. Altimeter Setting (QNH);
- i. FLT visibility;
- j. Co-ordination with ADJ FLT Information or ATC units;
- k. Assistance for SAR operations;
- l. Activation and closure of Flight Plans;
- m. ...

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
FIZ SAMEDAN				
Classification G/E <i>10'000 ft AMSL (3050 m) / GND</i> 46 34 46 N / 009 53 01 E - Arc of circle centred on 46 32 04 N 009 53 02 E, Radius 2.70 NM, clockwise 46 33 23 N / 009 56 27 E - 46 32 35 N / 009 55 59 E - 46 29 23 N / 009 52 36 E - Arc of circle centred on 46 32 04 N 009 53 02 E, Radius 2.70 NM, clockwise 46 31 15 N / 009 49 18 E - 46 34 46 N / 009 53 01 E	INFO Samedan	Samedan Information En HO		

4. Radio Mandatory Zone

Ref to SERA: 6005 (A)

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
RMZ Grenchen				
Classification 2'000 ft AGL (600 m) / GND 47 13 05 N 007 32 31 E - Arc of circle centered on 47 11 32 N 007 31 52 E, Radius 1.60 NM, clockwise 47 11 13 N 007 34 10 E - 47 08 02 N 007 23 23 E - 47 07 52 N 007 21 00 E Arc of circle centered on 47 09 18 N 007 22 02 E, Radius 1.61 NM, clockwise 47 10 03 N 007 19 58 E - 47 11 15 N 007 23 08 E - 47 13 05 N 007 32 31 E	G	Grenchen Aerodrome En HX		

5. Transponder Mandatory Zone

Within the airspaces mentioned below, all aircraft conducting VFR flights must carry a Mode S transponder of at least Level 2 with SI code and elementary surveillance functionality and operate with the transponder code 7000 or another code as assigned or designated by ATC or FIC.

Hang gliders, parachutes and model aircraft (excluding drones) are generally not required to carry and operate a transponder. Exemptions to carry and operate a transponder for other VFR flights, drones, kites, parasail wings and tethered balloons may be granted.

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
TMZ Northeast (TMZ NE)				
Classification FL100 / 2000 ft AGL Outside Class C/D airspace 47 39 25 N 009 10 05 E - ALONG SWISS-GERMAN BORDER - 47 32 21 N 009 33 49 E - ALONG SWISS-AUSTRIAN BORDER - 47 27 52 N 009 35 39 E - 47 28 28 N 009 26 20 E - 47 25 15 N 009 17 26 E - 47 28 06 N 009 07 29 E - 47 39 25 N 009 10 05 E	E	Zurich ACC Alps Radar En, Ge H24	119.925	

6. Compulsory radio contact for all NVFR flights

Between 2100 (2000) or HRH (whichever is later) and 0500 (0400) or HRH (whichever is earlier), radio contact is compulsory for all NVFR FLT's in airspace class G and E with FIC or with a designated ATC Centre for coordination of FLT's with unmanned MIL ACFT (drone).

7. Free Route Airspace Italy

Italian Free Route Airspace volume "FRAIT" as described in AIP Italy ENR 2.2 extends over Swiss territory.

Route Designator {RNP Type} [Route Usage Notes]									
Significant Point Name		Significant Point Coordinates					Direction of cruising levels		Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels		Controlling unit {Airspace class} Remarks	
						↓	↑		
Z83									
△ DETRI 46 36 22 N 008 48 54 E									
	$\frac{110^\circ}{291^\circ}$	20.5	$\frac{FL195}{15000 ft}$	16000 ft		Odd	Even	ACC Zurich {C}	
△ ULGOD 46 28 55 N 009 16 31 E									
	$\frac{102^\circ}{282^\circ}$	7.9	$\frac{FL195}{FL155}$	FL160		Odd	Even	ACC Zurich {C}	
△ ROSGO 46 27 10 N 009 27 41 E									
	$\frac{075^\circ}{255^\circ}$	13.1	$\frac{FL195}{15000 ft}$	16000 ft		Odd	Even	ACC Zurich {C}	
△ GUGSA 46 30 23 N 009 46 00 E									
DETRI - GUGSA: CDR 3 H24									

Route Designator {RNP Type} [Route Usage Notes]									
Significant Point Name		Significant Point Coordinates					Direction of cruising levels		Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels		Controlling unit {Airspace class} Remarks	
						↓	↑		
Z119									
△ SOSON 46 36 24 N 008 35 39 E									
	$\frac{089^\circ}{269^\circ}$	9.1	$\frac{FL245}{15000\text{ ft}}$	16000 ft		Odd	Even	ACC Zurich {C}	
△ DETRI 46 36 22 N 008 48 54 E									
	$\frac{089^\circ}{269^\circ}$	6.9	$\frac{FL245}{15000\text{ ft}}$	16000 ft		Odd	Even	ACC Zurich {C}	
△ PIXOS 46 36 19 N 008 58 59 E									
	$\frac{089^\circ}{269^\circ}$	30.7	$\frac{FL245}{15000\text{ ft}}$	16000 ft		Odd	Even	ACC Zurich {C}	
△ PELAD 46 35 56 N 009 43 33 E									
	$\frac{063^\circ}{243^\circ}$	18.5	$\frac{FL245}{15000\text{ ft}}$	16000 ft		Odd	Even	ACC Zurich {C}	
△ ARDED 46 44 07 N 010 07 40 E									
	$\frac{063^\circ}{243^\circ}$	6.0	$\frac{FL245}{15000\text{ ft}}$	16000 ft		Odd	Even	ACC Zurich {C}	
△ RONAG 46 46 46 N 010 15 32 E									
	$\frac{359^\circ}{179^\circ}$	21.5	$\frac{FL245}{15800\text{ ft}}$	16000 ft		Odd	Even	ACC Zurich / ACC Munich REF: AIP Austria {C}	
△ KUSAM 47 08 14 N 010 16 55 E									
DETRI - KUSAM: CDR 1 H24									

ENR 3.6 EN-ROUTE HOLDING

HLDG ID / FIX / WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL / FT (MSL)	TIME (MIN) or DIST OUBD	Controlling unit and frequency
1	2	2	4	5	6	7
BALIR 47 18 30 N / 007 16 53 E	319	Right	210	7000 ft - FL 160	1	APP Bâle
BERSU 47 08 08 N / 007 56 29 E	049	Right	230	FL 100 - FL 200	1	ACC Zurich
GUGSA 46 30 23 N / 009 46 00 E	075	Right	240	16000 ft - FL190	1.5	ACC Zurich
MOSIT 47 04 09 N / 008 44 38 E	351	Right	230	14000 ft - FL 200	1	ACC Zurich
PELAD 46 35 56 N / 009 43 33 E	115	Right	240	16000 ft - FL 245	1	ACC Zurich
RAVED 47 43 45 N / 009 40 10 E	265	Left	230	FL 120 - FL 310	1	ACC Zurich ACC Muenchen
RONAG 46 46 46 N / 010 15 32 E	146	Left	210	16000 ft - FL 190	1	ACC Zurich
RONIX 47 13 34.5 N / 008 27 25.2 E	216	Left	180	7000 ft - FL 90	1	ACC Zurich

HLDG RONAG is located partially outside controlled airspace

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ENR 5 NAVIGATION WARNINGS**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS**

PERM or TEMPO prohibited or restricted areas established in pursuance of the legal bases of air navigation are published in the AIP or notified by NOTAM and DABS.

Prohibited areas LS-P: NIL

1. Restricted areas LS-R

A restricted area is an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the FLT of ACFT is restricted in accordance with certain specified conditions.

The restricted areas are tabulated below and depicted on the aeronautical charts. The restrictions which apply to each individual area are specified in the column "Remarks" of the corresponding area.

Restricted areas marked with "Manageable by AMC" in column Nr. 4, will be considered by the AMC when assigning LS-R, CDR and TRA.

The activation is promulgated by means of DABS and NOTAM, as a rule on the preceding day, (DABS REF: [GEN 3.1 5.3](#)). Restricted areas for gliders REF([ENR 5.5](#)).

Activation of LS-R

See DABS and NOTAM

URL: <http://www.skybriefing.com>

or Phone: +41 (0) 44 813 31 10

Not assigned LS-R

Following LS-R are not assigned: LS-R1, LS-R10

Flight Plan Buffer Zone (FBZ)

FBZ has been established for IFR flight planning purposes only.

Flight plans can be filed up to the boundary of the FBZ when allocated in AUP / UUP and corresponding restrictions in RAD Appendix 7 shall be observed.

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LS-R2 HOHGANT 46 47 16 N / 008 02 28 E - 46 47 16 N / 008 00 53 E - 46 45 23 N / 007 57 30 E - 46 44 21 N / 007 40 04 E - 46 49 16 N / 007 35 46 E - 47 02 29 N / 008 00 10 E - 47 02 55 N / 008 01 28 E - 47 03 04 N / 008 09 38 E - 46 57 53 N / 008 19 38 E - 46 55 47 N / 008 20 27 E - 46 56 28 N / 008 23 58 E - 46 43 16 N / 008 25 54 E - 46 47 16 N / 008 02 28 E	FL 130 / FL 100	MIL ACFT ACT	Entry not permitted for VFR FLT Status of the area (ACT/not ACT) may be requested from ZURICH INFORMATION 124.700 MHz or GENEVA INFORMATION 126.350 MHz Phone: +41 (0) 44 813 31 10 Manageable by AMC

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR2Z 46 51 16 N / 007 27 51 E - 46 53 05 N / 007 29 23 E - 46 54 30 N / 007 31 58 E - 46 57 51 N / 007 38 05 E - 47 07 32 N / 007 56 15 E - 47 08 34 N / 007 59 26 E - 47 08 36 N / 008 01 07 E - 47 08 48 N / 008 12 20 E - 47 00 50 N / 008 29 24 E - 46 59 44 N / 008 30 49 E - 46 58 34 N / 008 31 46 E - 46 57 02 N / 008 32 16 E - 46 53 02 N / 008 32 51 E - 46 45 14 N / 008 33 57 E - 46 42 57 N / 008 34 17 E - 46 41 13 N / 008 33 44 E - 46 39 56 N / 008 32 42 E - 46 38 54 N / 008 31 20 E - 46 38 15 N / 008 29 50 E - 46 37 43 N / 008 28 00 E - 46 37 33 N / 008 25 55 E - 46 37 45 N / 008 23 53 E - 46 41 16 N / 008 03 15 E - 46 39 52 N / 008 00 43 E - 46 38 40 N / 007 40 48 E - 46 38 41 N / 007 38 30 E - 46 39 16 N / 007 36 18 E - 46 40 00 N / 007 34 40 E - 46 41 07 N / 007 33 16 E - 46 47 19 N / 007 27 54 E - 46 49 12 N / 007 27 20 E - 46 51 16 N / 007 27 51 E	FL 135 / FL 95		For IFR flight planning purposes only
LS-R3 SPEER 47 02 57 N / 009 29 06 E - 47 02 53 N / 009 04 10 E - 47 11 23 N / 009 03 01 E - 47 16 25 N / 009 09 34 E - 47 18 45 N / 009 18 15 E - 47 18 39 N / 009 34 59 E - Following the border line southbound - 47 02 57 N / 009 29 06 E	FL 130 / FL 100	MIL ACFT ACT	Entry not permitted for VFR FLT Status of the area (ACT/not ACT) may be requested from ZURICH INFORMATION 124.700 MHz or GENEVA INFORMATION 126.350 MHz Phone: +41 (0) 44 813 31 10 Manageable by AMC

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR3Z 46 59 35 N / 009 36 01 E - 46 58 01 N / 009 33 39 E - 46 57 18 N / 009 30 51 E - 46 57 16 N / 009 13 11 E - 46 57 12 N / 009 05 50 E - 46 57 12 N / 009 04 55 E - 46 57 12 N / 009 02 33 E - 46 57 58 N / 008 59 38 E - 46 59 24 N / 008 57 24 E - 47 01 17 N / 008 56 01 E - 47 03 32 N / 008 55 42 E - 47 06 50 N / 008 55 14 E - 47 13 17 N / 008 54 21 E - 47 16 27 N / 008 58 27 E - 47 21 12 N / 009 04 35 E - 47 24 27 N / 009 16 43 E - 47 24 18 N / 009 36 26 E - 47 23 45 N / 009 38 32 E - 47 22 58 N / 009 40 25 E - ALONG SWISS BORDER - 47 16 14 N / 009 31 51 E - ALONG AUSTRIAN BORDER - 47 03 39 N / 009 36 25 E - ALONG SWISS BORDER - 47 03 09 N / 009 37 24 E - 47 01 40 N / 009 37 24 E - 46 59 35 N / 009 36 01 E	FL 135 / FL 95		For IFR flight planning purposes only
LS-R4 LAC DE NEUCHÂTEL 46 57 41 N / 006 54 37 E - 46 55 02 N / 006 57 25 E - 46 49 57 N / 006 49 21 E - 46 50 36 N / 006 43 19 E - 46 57 41 N / 006 54 37 E	8900 ft AMSL (2700 m) / GND	ACFT FRNG	
LS-R4A LAC DE NEUCHÂTEL 47 01 17 N / 006 50 48 E - 46 57 41 N / 006 54 37 E - 46 50 36 N / 006 43 19 E - 46 51 29 N / 006 35 10 E - 47 01 17 N / 006 50 48 E	8900 ft AMSL (2700 m) / 5000 ft AMSL (1500 m)	ACFT FRNG	
LS-R5 BIÈRE 46 34 47 N / 006 21 21 E - 46 34 09 N / 006 22 35 E - 46 32 11 N / 006 20 25 E - 46 31 33 N / 006 22 02 E - 46 30 08 N / 006 21 26 E - 46 31 59 N / 006 16 47 E - 46 34 47 N / 006 21 21 E	by NOTAM (MAX 6500 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of the area (ACT/not ACT) may be requested via GENEVA INFORMATION 126.350 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LS-R6 AXALP 46 49 25 N / 008 01 42 E - 46 47 13 N / 008 09 32 E - 46 44 45 N / 008 12 59 E - Arc of circle clockwise radius 3.4 km (1.8 NM) on 46 43 31 N / 008 11 09 E - 46 42 16 N / 008 12 57 E - 46 38 19 N / 008 06 56 E - 46 38 14 N / 007 57 16 E - 46 47 14 N / 007 54 08 E - 46 49 25 N / 008 01 42 E	FL 130 / 6000 ft AMSL (1850 m)		Entry not permitted for VFR FLT Exemption: HEMS flights with special procedures Status of the area (ACT/not ACT) may be requested via 128.375 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LS-R7 HONGRIN 46 25 35 N / 007 06 19 E - 46 25 05 N / 007 06 19 E - 46 23 19 N / 007 03 36 E - 46 22 19 N / 007 00 07 E - 46 21 54 N / 006 57 54 E - 46 22 51 N / 006 57 05 E - 46 25 26 N / 007 00 16 E - 46 25 49 N / 007 03 03 E - 46 25 35 N / 007 06 19 E	by NOTAM (MAX 15500 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via GENEVA INFORMATION 126.350 MHz or: Phone: +41 (0) 44 813 31 10
LS-R8 DAMMASTOCK 46 43 38 N / 008 32 57 E - 46 37 50 N / 008 33 18 E - 46 33 59 N / 008 21 21 E - 46 41 29 N / 008 18 38 E - 46 43 38 N / 008 32 57 E	28'000ft AMSL (8550 m) / GND	Air-Air FRNG	Entry not permitted for VFR FLT Exemption: HEMS flights with special procedures Status of the area (ACT/not ACT) may be requested via 128.375 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LS-R8A DAMMASTOCK 46 37 50 N / 008 33 18 E - 46 32 59 N / 008 33 36 E - 46 30 53 N / 008 28 05 E - 46 33 59 N / 008 21 21 E - 46 37 50 N / 008 33 18 E	28'000 ft AMSL (8550 m) / 9200 ft AMSL (2800 m)	Air-Air FRNG / MIL ACFT ACT	Status of the area (ACT/not ACT) may be requested via 128.375 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LS-R9 HINTERRHEIN 46 31 34 N / 009 07 11 E - 46 31 18 N / 009 10 38 E - 46 30 28 N / 009 10 49 E - 46 29 40 N / 009 10 06 E - 46 28 22 N / 009 10 52 E - 46 27 45 N / 009 10 05 E - 46 27 54 N / 009 08 10 E - 46 28 44 N / 009 06 40 E - 46 28 28 N / 009 05 09 E - 46 28 50 N / 009 04 15 E - 46 31 34 N / 009 07 11 E	by NOTAM (MAX 40000 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LS-R11 ZUOZ / S-CHANF 46 43 53 N / 010 02 33 E - 46 40 11 N / 010 02 29 E - 46 37 04 N / 010 00 06 E - 46 36 08 N / 009 57 37 E - 46 37 36 N / 009 56 36 E - 46 39 24 N / 009 50 30 E - Arc of circle clockwise radius 13 km (7.0 NM) on 46 37 05 N / 010 00 06 E - 46 43 53 N / 010 02 33 E	31'500 ft AMSL (9600 m) / GND	Anti-ACFT FRNG / MIL ACFT ACT JUN - JUL: MIL ACFT ACT only	Entry not permitted for VFR FLT Exemption: HEMS flights and ARR DEP from LSZS/LSXM via AFIS LSZS Status of the area (ACT/not ACT) may be requested via 135.475 MHz or: Phone: +41 (0) 44 813 31 10 Manageable by AMC
LSR11Z 46 48 42 N / 010 07 35 E - 46 48 10 N / 010 08 36 E - 46 46 50 N / 010 10 09 E - 46 45 18 N / 010 11 00 E - 46 43 49 N / 010 11 17 E - 46 40 07 N / 010 11 13 E - 46 38 20 N / 010 10 48 E - 46 37 00 N / 010 09 54 E - ALONG SWISS BORDER - 46 31 25 N / 010 03 13 E - 46 30 40 N / 010 01 12 E - 46 30 09 N / 009 58 41 E - 46 30 13 N / 009 56 14 E - 46 30 43 N / 009 53 51 E - 46 31 44 N / 009 51 41 E - 46 32 56 N / 009 50 19 E - 46 33 46 N / 009 47 28 E - 46 34 30 N / 009 45 23 E - 46 35 33 N / 009 43 51 E - 46 36 54 N / 009 42 36 E - 46 38 27 N / 009 41 54 E - 46 40 09 N / 009 41 52 E - 46 41 45 N / 009 42 29 E - 46 43 26 N / 009 43 33 E - 46 45 05 N / 009 45 10 E - 46 46 24 N / 009 46 51 E - 46 47 25 N / 009 48 38 E - 46 48 22 N / 009 50 41 E - 46 49 07 N / 009 52 55 E - 46 49 41 N / 009 55 24 E - 46 50 00 N / 009 57 53 E - 46 50 05 N / 010 00 04 E - 46 50 00 N / 010 02 13 E - 46 49 50 N / 010 03 39 E - 46 48 42 N / 010 07 35 E	FL 345 / GND		For IFR flight planning purposes only

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LS-R11A ZUOZ / S-CHANF 46 40 11 N / 010 02 29 E - 46 36 17 N / 010 02 25 E - 46 34 28 N / 010 04 43 E - ALONG SWISS-ITALIAN BORDER - 46 32 04 N / 010 02 46 E - Arc of circle clockwise radius 10 km (5.4 NM) on 46 37 16 N / 010 00 12 E - 46 32 35 N / 009 55 59 E - 46 35 47 N / 009 57 51 E - 46 36 08 N / 009 57 37 E - 46 37 04 N / 010 00 06 E - 46 40 11 N / 010 02 29 E	31'500 ft AMSL (9600 m) / 7000 ft AMSL (2150 m)	Anti-ACFT FRNG / MIL ACFT ACT JUN - JUL: MIL ACFT ACT only	Entry not permitted for VFR FLT Exemption: HEMS flights and ARR DEP from LSZS/LSXM via AFIS LSZS Status of the area (ACT/not ACT) may be requested via 135.475 MHz or: Phone: +41 (0) 44 813 31 10 Manageable by AMC
LSR11AZ 46 26 00 N / 010 03 30 E - 46 25 46 N / 010 01 13 E - 46 25 47 N / 009 59 01 E - 46 25 58 N / 009 57 00 E - 46 26 17 N / 009 55 09 E - 46 26 47 N / 009 53 20 E - 46 27 29 N / 009 51 24 E - 46 28 23 N / 009 49 42 E - 46 29 22 N / 009 48 34 E - 46 30 45 N / 009 47 43 E - 46 32 22 N / 009 47 18 E - 46 33 46 N / 009 47 28 E - 46 35 16 N / 009 48 10 E - 46 36 39 N / 009 48 58 E - 46 38 15 N / 009 49 25 E - 46 39 38 N / 009 50 30 E - 46 40 39 N / 009 51 49 E - 46 41 28 N / 009 53 37 E - 46 42 58 N / 009 54 46 E - 46 44 13 N / 009 56 00 E - 46 45 11 N / 009 57 43 E - 46 45 54 N / 009 59 57 E - 46 46 09 N / 010 02 15 E - 46 45 59 N / 010 04 37 E - 46 45 26 N / 010 06 41 E - 46 44 36 N / 010 08 25 E - 46 43 11 N / 010 10 02 E - 46 41 44 N / 010 10 54 E - 46 40 07 N / 010 11 13 E - 46 38 29 N / 010 11 10 E - 46 37 16 N / 010 12 23 E - ALONG SWISS BORDER - 46 26 00 N / 010 03 30 E	FL 345 / GND		For IFR flight planning purposes only

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LS-R12 SIMPLON 46 15 59 N / 008 01 35 E - 46 15 49 N / 008 04 41 E - 46 15 38 N / 008 04 50 E - ALONG SWISS-ITALIAN BORDER - 46 14 58 N / 008 06 37 E - 46 14 02 N / 008 04 52 E - 46 11 03 N / 008 05 39 E - 46 08 17 N / 008 04 51 E - 46 07 21 N / 008 03 26 E - 46 06 49 N / 008 00 54 E - 46 09 44 N / 007 59 35 E - 46 13 21 N / 007 58 26 E - 46 14 29 N / 007 58 31 E - 46 15 59 N / 008 01 35 E	by NOTAM (MAX 22500 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LS-R13 AXALP 46 41 11 N / 007 40 49 E - 46 33 27 N / 007 50 07 E - 46 35 24 N / 008 07 05 E - 46 46 18 N / 008 16 17 E - 46 54 49 N / 007 56 02 E - 46 48 04 N / 007 49 31 E - 46 41 11 N / 007 40 49 E	FL 130 / 6000 ft AMSL (1850 m)	ACFT FRNG	ACT: Calendar week 41 - Axalp demonstration Entry not permitted for VFR Status of the area (ACT/not ACT) may be requested via 135.475 MHz or: Phone: +41 (0) 44 813 31 10
LS-R14 SAENTIS 47 15 14 N / 009 18 48 E - 47 14 48 N / 009 20 03 E - 47 14 14 N / 009 20 43 E - 47 13 07 N / 009 19 49 E - 47 12 29 N / 009 17 33 E - 47 13 30 N / 009 15 45 E - 47 14 32 N / 009 16 16 E - 47 15 18 N / 009 17 37 E - 47 15 14 N / 009 18 48 E -	by NOTAM (MAX 12500 ft AMSL) / GND	MIL FRNG ACT	ACT: 15 SEP - 15 MAY Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LS-R15 ENTLEBUCH 47 02 03 N / 008 11 36 E - 46 59 27 N / 008 08 05 E - 46 56 52 N / 008 04 35 E - 46 53 30 N / 008 00 01 E - 46 57 53 N / 007 51 39 E - 47 02 29 N / 008 00 10 E - 47 04 58 N / 008 07 41 E - 47 02 17 N / 008 11 09 E - 47 02 03 N / 008 11 36 E	FL 100 / 5500 ft AMSL (1650 m) or 1000 FT GND whichever is higher	MIL UAS ACT expect ADS 15 / ACFT activity	Entry for VFR flights is subject to ATC clearance by EMMEN RADAR on 125.435 MHz Status of the area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or EMMEN TWR 120.425 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LS-R16 ISONE 1 46 08 59 N / 009 00 34 E - 46 08 54 N / 009 01 57 E - 46 08 08 N / 009 04 07 E - 46 07 19 N / 009 04 50 E - ALONG SWISS-ITALIAN BORDER - 46 07 05 N / 009 04 21 E - 46 06 45 N / 009 03 10 E - 46 06 47 N / 009 01 35 E - 46 06 48 N / 009 00 22 E - 46 07 10 N / 008 59 12 E - 46 07 50 N / 008 59 14 E - 46 08 35 N / 008 59 30 E - 46 08 59 N / 009 00 34 E	by NOTAM (MAX 10500 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LS-R17 ISONE 2 46 07 10 N / 008 59 12 E - 46 06 48 N / 009 00 22 E - 46 06 47 N / 009 01 35 E - 46 05 59 N / 009 00 47 E - 46 05 43 N / 008 59 26 E - 46 06 09 N / 008 57 45 E - 46 07 10 N / 008 59 12 E	by NOTAM (MAX 10500 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LS-R18 BURE 47 27 29 N / 007 00 56 E - 47 27 24 N / 007 02 36 E - 47 27 02 N / 007 02 43 E - 47 25 52 N / 007 01 40 E - 47 24 51 N / 006 58 57 E - 47 24 59 N / 006 57 46 E - 47 26 02 N / 006 57 27 E - ALONG SWISS-FRENCH BORDER - 47 26 09 N / 006 57 50 E - 47 25 58 N / 007 00 00 E - 47 26 15 N / 007 00 53 E - 47 27 14 N / 007 00 32 E - 47 27 29 N / 007 00 56 E	by NOTAM (MAX 4500 ft AMSL) / GND	MIL UAS ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LS-R39A HEITLI 46 55 00 N / 008 13 38 E - 46 53 24 N / 008 14 30 E - 46 53 01 N / 008 16 23 E - 46 55 47 N / 008 20 27 E - 46 49 57 N / 008 19 44 E - 46 50 55 N / 008 08 26 E - 46 55 00 N / 008 13 38 E	FL 130 / by NOTAM (MIN 9000 ft AMSL or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	Entry for VFR flights is subject to ATC clearance by ALPNACH TWR. Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or ALPNACH TWR 128.475 MHz

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LS-R39B BRISEN 46 57 46 N / 008 30 42 E - 46 55 47 N / 008 20 27 E - 46 49 57 N / 008 19 44 E - 46 52 04 N / 008 31 51 E - 46 57 46 N / 008 30 42 E	FL 130 / by NOTAM (MIN 9000 ft AMSL or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	<p>Entry for VFR flights is subject to ATC clearance by BUOCHS TWR.</p> <p>Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or BUOCHS TWR 119.625 MHz</p>
LS-R39C STOOS 46 58 56 N / 008 30 22 E - 47 01 40 N / 008 49 17 E - 46 55 23 N / 008 51 07 E - 46 52 04 N / 008 31 51 E - 46 57 46 N / 008 30 42 E - 46 58 56 N / 008 30 22 E	FL 130 / by NOTAM (MIN 9000 ft AMSL or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	

1.1 Procedure for Helicopter Emergency Medical Service (HEMS) Flights in active Restricted Areas

Only FLT's by a HEL operating under a HEMS APV issued by FOCA, the purpose of which is to facilitate EMERG medical assistance where immediate transportation is essential, shall qualify as HEMS FLT's.

Access to, or TKOF inside, ACT Restricted Areas, as listed below, is granted for HEMS FLT's according to the following procedure:

HEMS FLT's shall contact the designated unit in accordance with the table below 5 MIN or as soon as possible before entering a Restricted Area via radio using the following phraseology:

Example:

"(CS): REQUEST PRIORITY FOR HEMS-MISSION IN RESTRICTED AREA AXALP"

In case of no radio contact, the corresponding Range Control Officer (RCO) must be contacted via TEL before entering. Subsequently, activities in the Restricted Area causing a threat to the HEMS mission will be suspended until termination of the HEMS mission inside the Restricted Area concerned.

Termination of the HEMS FLT inside the ACT Restricted Area is reported using the following phraseology:

Example:

"(CS): HEMS OPERATION COMPLETED, LEAVING RESTRICTED AREA AXALP"

Area	Coordinating Unit	Frequency	Telephone NR*
LS-R4 (LS-R4A) LAC DE NEUCHÂTEL	PAYERNE TWR Range Control Officer (RCO)	128.675 MHz N/A	+41 (0) 26 662 20 88 +41 (0) 26 662 21 64/65
LS-R6 AXALP	MEIRINGEN TWR Range Control Officer (RCO) Callsign: ROMEO 6	130.150 MHz 135.475 MHz	N/A +41 (0) 33 951 31 41
LS-R8 (LS-R8A) DAMMASTOCK	Range Control Officer (RCO) Callsign: ROMEO 8	128.375 MHz	+41 (0) 41 888 63 00
LS-R11 ZUOZ / S-CHANF	Range Control Officer (RCO) Callsign: ROMEO 11	135.475 MHz	+41 (0) 81 854 05 53
TEMPO R-AREA FOR PATROUILLE SUISSE DISPLAYS	Display Director Callsign: TIGER	130.800 MHz	N/A
TEMPO R-AREA FOR PC-7 TEAM DISPLAYS	Display Director Callsign: TURBO	130.800 MHz	N/A

* No advices. Information on activations notified by NOTAM and DABS.

2. Danger areas LS-D

A danger area is an airspace of defined dimensions within which activities dangerous to the FLT of ACFT may take place at specified times.

The danger areas are tabulated below and depicted on the aeronautical charts.

Danger areas, marked with "Manageable by AMC" in column Nr. 4, will be considered by the AMC when assigning CDR and TRA.

Additionally numerous **TEMPO** danger areas exist, limited to days and HR. They are put in the place particularly in the months of APR, MAY, SEP, OCT and NOV, due to MIL FRNG EXER outside PERM danger areas (LS-D).

The activation is promulgated by means of DABS and NOTAM as a rule on the preceding day, (DABS REF: [GEN 3.1.5.3](#)).

Activation of LS-D

See DABS and NOTAM

URL: <http://www.skybriefing.com>

or Phone: +41 (0) 44 813 31 10

Not assigned LS-D

Following LS-D are not assigned:

LS-D1, LS-D2, LS-D3, LS-D4, LS-D6, LS-D8, LS-D8A, LS-D9, LS-D11, LS-D13, LS-D16, LS-D17

DANGER AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit Lower limit	Type of danger	Restrictions Remarks
1	2	3	4
LS-D5 ERISWIL 47 05 27 N / 008 04 47 E - 47 08 08 N / 007 53 47 E - 47 06 59 N / 007 41 17 E - 47 03 35 N / 007 38 25 E - 46 56 17 N / 007 46 56 E - 46 57 07 N / 008 01 18 E - 47 05 27 N / 008 04 47 E	5000 ft AMSL (1500 m) / 3000 ft AMSL (900 m)	Simulated Ground Attacks with MIL Jet and Prop ACFT	Status of the area (ACT/not ACT) may be requested via Zürich Information 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LS-D7 GRANDVILLARD 46 36 32 N / 007 10 39 E - 46 31 08 N / 007 10 41 E - 46 28 26 N / 007 06 00 E - 46 28 24 N / 006 58 59 E - 46 35 25 N / 006 58 55 E - 46 34 22 N / 007 05 11 E - 46 36 32 N / 007 10 39 E	9000 ft AMSL (2750 m) / 4500 ft AMSL (1350 m)	MIL ACFT ACT	Status of the area (ACT/not ACT) may be requested via 135.475 MHz or: Phone: +41 (0) 44 813 31 10
LS-D10 BREIL/BRIGELS Circle of 10 km (5.4 NM) radius: Centre 46 45 33 N / 009 05 17 E	13'000 ft AMSL (3950 m) / 4000 ft AMSL (1200m)	MIL ACFT ACT	Status of the area (ACT/not ACT) may be requested via 135.475 MHz or: Phone: +41 (0) 44 813 31 10
LS-D12 SIHTAL 47 02 55 N / 008 53 16 E - 46 59 55 N / 008 51 26 E - 46 59 55 N / 008 50 16 E - 47 03 15 N / 008 50 16 E - 47 03 25 N / 008 51 06 E - 47 03 25 N / 008 52 36 E - 47 02 55 N / 008 53 16 E	9850 ft AMSL (3000 m) / GND	Test FRNG	Phone: +41 (0) 44 813 31 10

DANGER AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit Lower limit	Type of danger	Restrictions Remarks
1	2	3	4
LS-D14 GASTERNTAL 46 28 15 N / 007 43 36 E - 46 25 25 N / 007 41 26 E - 46 26 55 N / 007 37 56 E - 46 28 05 N / 007 38 57 E - 46 28 15 N / 007 43 36 E	7200 ft AMSL (2200 m) / GND		Phone: +41 (0) 44 813 31 10
LS-D15 ROSSBODEN - CHUR 46 52 00 N / 009 29 25 E - 46 50 55 N / 009 30 25 E - 46 50 45 N / 009 29 40 E - 46 51 35 N / 009 28 45 E - 46 52 00 N / 009 29 25 E	6000 ft AMSL (1850 m) / GND		Phone: +41 (0) 44 813 31 10
LS-D18 THUN 46 45 36 N / 007 36 26 E - 46 43 01 N / 007 34 10 E - 46 44 06 N / 007 32 36 E - 46 45 36 N / 007 36 26 E	5000 ft AMSL (1500 m) / GND		Phone: +41 (0) 44 813 31 10
LS-D22 PETIT MONT 46 30 17 N / 007 01 49 E - 46 34 07 N / 007 04 53 E - 46 34 08 N / 007 06 47 E - 46 30 16 N / 007 05 08 E - 46 30 17 N / 007 01 49 E	5500 ft AMSL (1700 m) / GND	MIL UAS ACT	Status of the area (ACT/not ACT) may be requested via Phone: +41 (0) 44 813 31 10

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. Glider flying

Following types of LS-R for gliders are defined:

- LS-R for gliders located outside TMA;
- LS-R for gliders located within TMA.
- LS-R for gliders located within CTR.

Apart from the localization of these LS-R for gliders, one of the other main difference between these areas for gliders is laying in the associated distance to clouds to be respected.

1.1 LS-R for Gliders outside TMA

A restricted area is an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the FLT of ACFT is restricted in accordance with certain specified conditions.

The restricted areas are tabulated in § 8.1 and depicted on the aeronautical charts. The restrictions which apply to each individual area are specified in the column "Remarks" of the corresponding area.

These LS-R for gliders, as depicted on the GLDC 1:300 000, are permanently active from **MAR 01 to OCT 31 from sunrise until sunset** (exempt are LSR28, LSR30, part of LSR44 and the AMC / Locarno Flight OPS Manageable parts).

Within these restricted areas, gliders have to respect the conditions of use of airspace class E. However, within these types of restricted areas, gliders may fly at vertical distance of at least 50 m below clouds and a horizontal distance of at least 100 m from clouds.

Flights other than glider flights can, according to the rules of airspace E and VFR only, enter these LS-R for gliders. They should note the special rules given to glider flights (glider operations closer to clouds).

1.2 LS-R for gliders within TMA

Areas of defined dimensions, within airspace class C and D. Once activated, the airspace class within these LS-R for gliders changes to E. Airspace users are required to (1) monitor a dedicated frequency or to (2) maintain two-way- radio communication with a designated ATS unit.

The airspace is mainly used by gliders (incl. hang-glidern), self-sustaining gliders, self-launching gliders and their tow aircraft. Other VFR flights (incl. parachute jumping) may enter a LS-R for gliders within TMA with approval from the designated ATS unit. Traffic information will be provided as far as practicable. IFR flights are not permitted.

Vertical and lateral dimensions, as well as activation and deactivation procedures, are subject to local agreements between the ATS authority and airspace users (REF: 8.2 and glider flying chart GLDC 1:300 000 / Area Charts Geneva and Zurich 1:250 000).

Note: For glider areas over French delegated territory, (REF: 9. and glider flying chart GLDC 1:300 000).

1.3 LS-R for gliders within CTR

Areas of defined dimensions within CTRs. Once activated, special rules as defined for each of these restricted areas apply. These restricted areas are subject to local agreements between the ATS authority and airspace users.

1.4 Glider Sectors

Areas of defined dimensions in CTRs, which are reserved exclusively for gliders (incl. hang-glidern), self-sustaining gliders, self-launching gliders and their tow aircraft.

Within glider sectors, once activated, the rules of airspace class E apply. Vertical and lateral dimensions also are subject to local agreements between the ATS authority and airspace users.

2. Cloud flying procedure

A cloud flight is defined as an instrument flight according to art. 25 of the Ordinance on the Rules of the AIR (SR 748.121.11).

Conditions for cloud flying (**ATC clearance is required for each cloud flight**)

- outside CTR / TMA
- outside airspace Class G
- outside LS-R for gliders
- outside P/R/D areas
- SR-SS
- Mode S transponder required
- continuous 2-way radio communication required

2.1 Authorisation procedures

The clearance for performing a cloud flight can be requested on the following radio frequencies:

- ALPS RADAR FREQ **119.225** MHz En, Zurich Information FREQ **124.700** MHz Ge/En.
- ALPS RADAR FREQ **119.175** MHz En, Geneva Information FREQ **126.350** MHz Fr/En.

Each request shall contain the following information:

- call sign,
- position of flight,
- upper limit intended,
- direction intended,
- time frame intended.

3. Distance flights crossing the national border

In accordance with VFR Manual RAC 4-2-1, §1.4, the cross-country flight plan form issued by the Federal Office of Civil Aviation (FOCA) for cross-border glider flights must be carried where states do not require a flight plan.

At present, both Austria and Germany do not require a flight plan for gliders.

The cross-country flight plan form can be obtained from:

Post: Federal Office of Civil Aviation
CH-3003 Berne

Email: sbfl@bazl.admin.ch

Website for glider pilots:

URL: <https://www.bazl.admin.ch/bazl/de/home/fachleute/ausbildung-und-lizenzen/ausbildungsorganisationen/flugschulen.html>

Website for balloons:

URL: <https://www.bazl.admin.ch/bazl/de/home/fachleute/flugoperationen/bop.html>

If a flight plan has not been filed, an alerting service will be subject to a delay. Flight plans are monitored and an emergency will be declared if an arrival report has not been submitted (SERA.4020).

4. Flights within classes C and D

These rules apply in particular to LS-R for gliders within TMA as well as glider sectors.

Within classes C and D airspace, glider flights **without** radio contact with the relevant Air Traffic Control unit are forbidden.

The ATC service is required for the following flights:

- VFR flights in airspace classes C and D

FOCA determines the necessary exceptions and publishes them in AIP Switzerland.

Occasional flights of gliders through classes C and D airspace may be **authorised** by the relevant Air Traffic Control unit or FOCA which will define the conditions, where two-way radio contact can be continuously maintained.

Once the conditions have been established, the relevant Air Traffic Control unit can also authorise the crossing, without radio, of the aforementioned airspaces (see VFR Flights).

The radio contact shall be established and the clearance shall be received prior to entering classes C and D airspace. During the flight within classes C and D airspaces, continuous listening shall be maintained.

Competence for radio communications: REF ICAO Chart 1:500 000 or glider flying chart GLDC 1:300 000.

The following information shall be passed to Air Traffic Service units:

- Call sign
- Position according to **ICAO chart 1:500 000** or **glider flying chart 1:300 000**
- Flight altitude in *ft* or *m*
- Intention of the flight.

A flight radio telephony operator's licence is required for radio communication with Air Traffic Service units.

CTR 1 Zurich is closed for glider flying.

In CTR 2 Zurich, glider flying is permitted under the following regulations:

- SSR-transponder (mode S) is mandatory
- Clearance has to be received with Zurich TWR prior to entry.

Note 1: Standard voice is English.

Note 2: During Dubendorf active times (according to AFIS) request clearance with Dubendorf TWR.

Note 3: During times of IFR approaches to RWY 34, no clearance will be granted.

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR22 BERNER OBERLAND 46 37 04 N / 007 21 42 E - 46 35 57 N / 007 26 11 E - 46 33 45 N / 007 29 13 E - 46 33 19 N / 007 42 10 E - 46 34 47 N / 007 45 34 E - 46 34 59 N / 007 48 08 E - 46 31 41 N / 007 51 05 E - 46 30 12 N / 007 52 21 E - 46 25 11 N / 007 38 26 E - 46 20 12 N / 007 28 57 E - 46 16 59 N / 007 19 50 E - 46 15 21 N / 007 12 11 E - 46 13 17 N / 007 04 06 E - 46 15 06 N / 007 03 19 E - 46 14 43 N / 006 55 48 E - 46 16 52 N / 006 54 17 E - 46 17 08 N / 006 54 50 E - 46 20 58 N / 006 57 12 E - 46 26 43 N / 007 00 46 E - 46 29 11 N / 007 14 55 E - 46 37 04 N / 007 21 42 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)
LSR23 UNTERWALLIS S 46 11 08 N / 006 48 34 E - ALONG SWISS-FRENCH BORDER - 46 15 27 N / 006 51 19 E - 46 16 52 N / 006 54 17 E - 46 14 43 N / 006 55 48 E - 46 15 06 N / 007 03 19 E - 46 12 46 N / 007 04 20 E - 46 12 09 N / 007 02 47 E - 46 11 08 N / 006 48 34 E	FL 100 (3050 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)
LSR24 WALLIS S 46 15 38 N / 008 04 49 E - ALONG SWISS-ITALIAN AND SWISS-FRENCH BORDER - 45 59 49 N / 007 00 38 E - 46 08 30 N / 007 16 07 E - 46 10 21 N / 007 25 42 E - 46 19 33 N / 008 01 29 E - 46 15 38 N / 008 04 49 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas) MIL OFF: upper limit FL 150 (4550 m)

ID NR and name Lateral limits COORD WGS84	Upper limit/Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR25 WILDHORN 46 37 04 N / 007 21 42 E - 46 35 57 N / 007 26 11 E - 46 33 45 N / 007 29 13 E - 46 33 19 N / 007 42 10 E - 46 34 47 N / 007 45 34 E - 46 34 59 N / 007 48 08 E - 46 31 41 N / 007 51 05 E - 46 30 12 N / 007 52 21 E - 46 25 11 N / 007 38 26 E - 46 20 12 N / 007 28 57 E - 46 16 59 N / 007 19 50 E - 46 15 21 N / 007 12 11 E - 46 13 17 N / 007 04 06 E - 46 15 06 N / 007 03 19 E - 46 20 58 N / 006 57 12 E - 46 26 43 N / 007 00 46 E - 46 29 11 N / 007 14 55 E - 46 37 04 N / 007 21 42 E -	FL 150 (4550 m) / FL 130 (3950 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs P/R/D areas)
LSR26 CHARBONNIERES 46 40 57 N / 006 16 09 E - ALONG SWISS-FRENCH BORDER - 46 46 00 N / 006 26 18 E - 46 43 47 N / 006 33 55 E - 46 36 07 N / 006 22 14 E - 46 40 57 N / 006 16 09 E	6000 ft AMSL (1850 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)
LSR27 NEUCHATEL 46 58 56 N / 006 34 22 E - 46 51 30 N / 006 34 54 E - 47 00 45 N / 006 51 17 E - 47 01 15 N / 006 50 44 E - 47 04 25 N / 006 54 10 E - 47 06 40 N / 007 00 41 E - 47 07 47 N / 007 01 26 E - 47 08 41 N / 007 01 20 E - 47 08 59 N / 007 01 06 E - 47 09 31 N / 007 02 56 E - 47 10 57 N / 007 07 52 E - 47 07 56 N / 007 11 41 E - 47 05 08 N / 007 08 09 E - 47 02 14 N / 007 01 07 E - 46 57 48 N / 006 54 32 E - 46 50 36 N / 006 43 22 E - 46 43 47 N / 006 33 55 E - 46 46 00 N / 006 26 18 E - ALONG SWISS-FRENCH BORDER - 46 58 56 N / 006 34 22 E	4000 ft AMSL (1200 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR28 YVERDON 46 58 56 N / 006 34 22 E - 46 51 30 N / 006 34 54 E - 46 50 36 N / 006 43 22 E - 46 43 47 N / 006 33 55 E - 46 46 00 N / 006 26 18 E - ALONG SWISS-FRENCH BORDER - 46 58 56 N / 006 34 22 E	6000 ft AMSL (1850 m) / 4000ft AMSL (1200 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)
LSR29 TAVANNES 47 20 03 N / 007 03 25 E - 47 20 18 N / 007 11 24 E - 47 19 03 N / 007 26 13 E - 47 14 34 N / 007 29 27 E - 47 13 06 N / 007 21 59 E - 47 11 36 N / 007 18 02 E - 47 08 44 N / 007 12 40 E - 47 07 56 N / 007 11 41 E - 47 10 57 N / 007 07 52 E - 47 09 31 N / 007 02 56 E - 47 11 47 N / 007 01 40 E - 47 17 09 N / 006 56 26 E - ALONG SWISS-FRENCH BORDER - 47 20 03 N / 007 03 25 E	6000 ft AMSL (1850 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)
LSR30 NEUVEVILLE WEST 47 09 31 N / 007 02 56 E - 47 05 08 N / 007 08 09 E - 47 02 14 N / 007 01 07 E - 46 57 48 N / 006 54 32 E - 47 00 45 N / 006 51 17 E - 47 01 15 N / 006 50 44 E - 47 04 25 N / 006 54 10 E - 47 06 40 N / 007 00 41 E - 47 07 47 N / 007 01 26 E - 47 08 41 N / 007 01 20 E - 47 08 59 N / 007 01 06 E - 47 09 31 N / 007 02 56 E	FL 80 (2450 m) / 4000 ft AMSL (1200 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)
LSR32 GOMS 46 27 58 N / 008 28 07 E - 46 27 51 N / 008 26 18 E - ALONG SWISS-ITALIAN BORDER - 46 15 38 N / 008 04 49 E - 46 19 33 N / 008 01 29 E - 46 29 07 N / 007 53 15 E - 46 38 46 N / 008 15 29 E - 46 34 45 N / 008 27 08 E - 46 27 58 N / 008 28 07 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas) MIL OFF: upper limit FL 150 (4550 m)

ID NR and name Lateral limits COORD WGS84	Upper limit/Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR33 BALSTHAL 47 19 08 N / 007 51 27 E - 47 14 34 N / 007 29 27 E - 47 19 03 N / 007 26 13 E - 47 20 18 N / 007 11 24 E - 47 21 00 N / 007 39 58 E - 47 24 02 N / 007 47 52 E - 47 19 08 N / 007 51 27 E	5000 ft AMSL (1500 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)
LSR34 CAMPO 46 34 46 N / 008 29 08 E - 46 34 45 N / 008 27 08 E - 46 27 58 N / 008 28 07 E - 46 28 07 N / 008 35 15 E - 46 20 13 N / 008 36 24 E - 46 20 55 N / 008 53 04 E - 46 26 40 N / 008 46 14 E - 46 31 03 N / 008 31 35 E - 46 34 46 N / 008 29 08 E	10500 ft AMSL (3200 m) / 2000 ft AGL (600 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT TEMP available: MIL ON, 01 MAR - 31 OCT Activation required by Chief Flight Operations Locarno Phone: +41 (0) 58 481 24 68 Request for clearance TIL 0830 (0730) Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas) MIL OFF: upper limit FL 130 (3950 m)
LSR35 NEUVEVILLE EAST 47 10 57 N / 007 07 52 E - 47 07 56 N / 007 11 41 E - 47 05 08 N / 007 08 09 E - 47 09 31 N / 007 02 56 E - 47 10 57 N / 007 07 52 E	6000 ft AMSL (1850 m) / 4000 ft AMSL (1200 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)
LSR36 KANDERGRUND 46 35 57 N / 007 26 11 E - 46 35 26 N / 007 29 58 E - 46 36 40 N / 007 40 54 E - 46 36 13 N / 007 41 50 E - 46 35 38 N / 007 43 00 E - 46 35 05 N / 007 44 56 E - 46 34 51 N / 007 46 32 E - 46 34 47 N / 007 45 34 E - 46 33 19 N / 007 42 10 E - 46 33 45 N / 007 29 13 E - 46 35 57 N / 007 26 11 E	FL130 or 13000 ft AMSL (3950 m) whichever is lower / 2000 ft AGL - (600 m)	Glider	Available: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas) Upper limit FL 130 (3950 m) or 13000 ft AMSL based on LSMM QNH whichever is lower
LSR42 CHURFIRSTEN W 47 02 55 N / 009 12 03 E - 47 02 49 N / 009 00 27 E - 47 09 09 N / 008 59 19 E - 47 14 22 N / 009 10 08 E - 47 02 55 N / 009 12 03 E	FL 080 (2450 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR43 CHURFIRSTEN E 47 21 07 N / 009 36 21 E - ALONG SWISS-AUSTRIAN, LIECHTENSTEIN- AUSTRIAN AND LIECHTENSTEIN-SWISS BORDER - 47 02 57 N / 009 29 04 E - 47 02 55 N / 009 12 03 E - 47 14 22 N / 009 10 08 E - 47 18 34 N / 009 18 51 E - 47 20 58 N / 009 23 56 E - 47 21 07 N / 009 36 21 E	FL 100 (3050 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)
LSR44 OBERALP 46 34 52 N / 008 36 26 E - 46 38 15 N / 008 38 43 E - 46 45 18 N / 008 42 05 E - 46 48 42 N / 009 01 38 E - 46 46 32 N / 009 01 49 E - 46 30 37 N / 009 04 02 E - 46 21 25 N / 009 05 16 E - 46 21 14 N / 009 00 42 E - 46 23 11 N / 008 59 19 E - 46 30 29 N / 008 50 24 E - 46 34 52 N / 008 36 26 E	10500 ft AMSL (3200 m) / 2000 ft AGL (600 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT TEMP available: MIL ON, 01 MAR - 31 OCT Activation required by Chief Flight Operations Locarno Phone: +41 (0) 58 481 24 68 Request for clearance TIL 0830 (0730) Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas) MIL OFF: upper limit FL 130 (3950 m)
LSR54 CALANDA 47 02 57 N / 009 29 04 E - ALONG LIECHTENSTEIN-SWISS AND SWISS-AUSTRIAN BORDER - 46 50 38 N / 010 06 58 E - 46 47 41 N / 010 09 40 E - 46 46 08 N / 010 06 17 E - 46 41 13 N / 009 57 46 E - 46 39 09 N / 009 21 29 E - 46 28 01 N / 009 24 34 E - ALONG SWISS-ITALIAN BORDER - 46 30 34 N / 009 21 44 E - 46 30 37 N / 009 04 02 E - 46 46 32 N / 009 01 49 E - 46 48 42 N / 009 01 38 E - 47 02 49 N / 009 00 27 E - 47 02 55 N / 009 12 03 E - 47 02 57 N / 009 29 04 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas) MIL OFF: upper limit FL 150 (4550 m) or 15000 ft AMSL based on LSZS QNH whichever is lower

ID NR and name Lateral limits COORD WGS84	Upper limit/Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR55 SERRA 46 43 58 N / 010 24 01 E - ALONG SWISS-ITALIAN BORDER - 46 20 27 N / 009 47 05 E - 46 34 50 N / 010 02 41 E - 46 42 12 N / 010 14 39 E - 46 42 38 N / 010 19 33 E - 46 42 43 N / 010 20 18 E - 46 42 55 N / 010 21 17 E - 46 43 11 N / 010 22 12 E - 46 43 46 N / 010 23 30 E - 46 43 58 N / 010 24 01 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas) MIL OFF: upper limit FL 150 (4550 m)
LSR56 MUTTLER 46 57 19 N / 010 19 42 E - ALONG SWISS-AUSTRIAN BORDER- 46 51 15 N / 010 28 12 E - ALONG SWISS-ITALIAN BORDER - 46 47 54 N / 010 26 26 E - 46 48 14 N / 010 26 27 E - 46 48 54 N / 010 26 20 E - 46 49 29 N / 010 26 09 E - 46 50 00 N / 010 25 53 E - 46 50 32 N / 010 25 31 E - 46 57 19 N / 010 19 42 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D) MIL OFF: upper limit FL 150 (4550 m)
LSR62 MISOX 46 30 34 N / 009 21 44 E - ALONG SWISS-ITALIAN BORDER - 46 21 57 N / 009 16 43 E - 46 21 54 N / 009 16 39 E - 46 21 25 N / 009 05 16 E - 46 30 37 N / 009 04 02 E - 46 30 34 N / 009 21 44 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT TEMP available: MIL ON, 01 MAR - 31 OCT Activation required by Chief Flight Operations Locarno Phone: +41 (0) 58 481 24 68 Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D) MIL OFF: upper limit FL 150 (4550 m)

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR78 T BACHTEL WEST	47 20 51 N 008 48 55 E - 47 16 22 N 008 46 47 E - 47 16 35 N 008 44 29 E - 47 15 25 N 008 36 18 E - 47 19 53 N 008 33 14 E - 47 20 33 N 008 41 00 E - 47 20 51 N 008 48 55 E	7500 (2300) or 6500 (2000) ----- 5500 (1700)		Activation only when Zurich TMA 14/15 is not active. Approval request by head of aerodrome Speck-Fehraltorf with TWR Zurich; Phone: +41 (0) 43 931 69 61
LSR79 T BACHTEL EAST	47 15 37 N 008 55 04 E - 47 16 22 N 008 46 47 E - 47 20 51 N 008 48 55 E - 47 21 08 N 008 56 38 E - 47 15 37 N 008 55 04 E 47 20 49 N 009 04 52 E - 47 16 24 N 009 02 44 E - 47 15 19 N 008 58 21 E - 47 15 37 N 008 55 04 E - 47 21 08 N 008 56 38 E - 47 20 49 N 009 04 52 E	7500 (2300) or 6500 (2000) ----- 5500 (1700) 7500 (2300) ----- 6500 (2000)		or exceptionally by pilot in flight with FIC Zurich 124.700 MHz. Activation times available on Glider-Info on 120.880 MHz. Keep a listening watch on glider FREQ 122.305 MHz.
LSR80 T VALLORBE	46 38 23 N 006 12 37 E - 46 41 00 N 006 16 30 E - 46 46 04 N 006 26 24 E - 46 44 00 N 006 33 26 E - 46 34 23 N 006 19 35 E - 46 38 23 N 006 12 37 E	FL 95 (2900) ----- FL 75 (2300)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise ALPS RADAR 119.175 MHz and continuous listening watch on FREQ 125.030 MHz.
		above FL 95 (2900)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Clearance by ALPS RADAR 119.175 MHz required. If sector activated, continuous listening watch on FREQ 119.175 MHz.
LSR81 T LE BRASSUS	46 34 34 N 006 06 39 E - 46 38 23 N 006 12 37 E - 46 34 23 N 006 19 35 E - 46 24 40 N 006 05 17 E - Swiss border - 46 34 34 N 006 06 39 E	FL 85 (2900) ----- FL 75 (2300)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise ALPS RADAR 119.175 MHz and continuous listening watch on FREQ 125.030 MHz.
		above FL 85 (2600)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Clearance by ALPS RADAR 119.175 MHz required. If sector activated, continuous listening watch on FREQ 119.175 MHz.

8.3 Restricted areas for gliders within CTR

LS-R FOR GLIDERS WITHIN CTR

No airspace class.
MIN Visibility 5 km.

Following distances to clouds apply:

- vertically: 300 m
- horizontally: 1500 m

HEMS Flights in active Restricted Areas: REF [ENR 5.1](#) §1.1

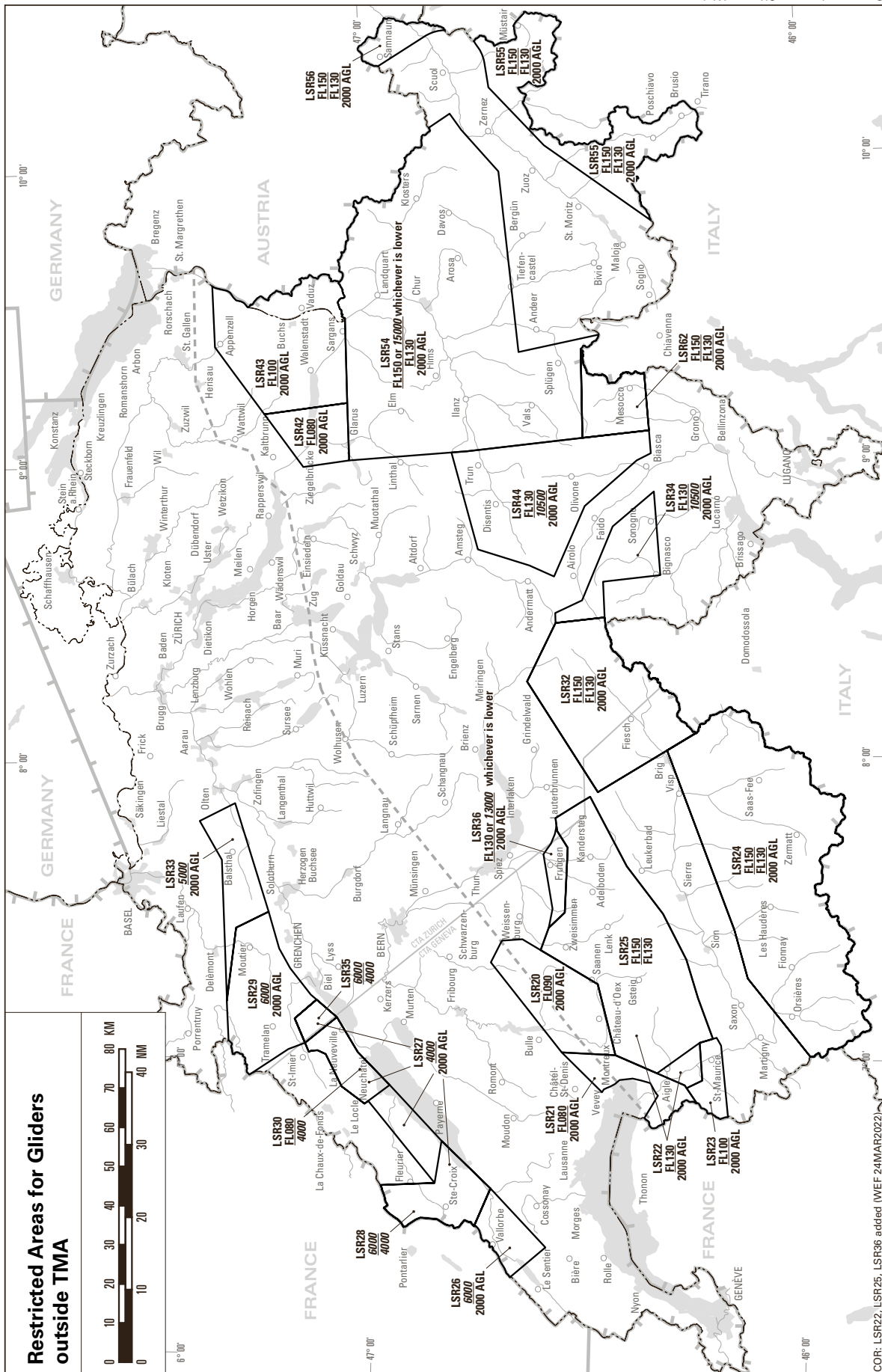
NO IFR Traffic allowed in these LS-R

No VFR Traffic allowed, except airspace users that are part of the agreement (Segelflugvereinbarung) with ATC.

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR82 LAENGENBERG	46 52 01 N 007 23 50 E - Arc of circle 5.02 NM centred on 46 55 09 N 007 29 32 E - anticlockwise - 46 50 08 N 007 29 20 E - 46 53 12 N 007 29 44 E - 46 54 37 N 007 28 14 E - 46 55 08 N 007 27 07 E - 46 55 13 N 007 26 43 E - 46 55 14 N 007 25 46 E - 46 54 08 N 007 21 20 E - 46 52 01 N 007 23 50 E	5500 (1700) ----- GND	Authorisation for activation required (Bern ATC).	ACT: Broadcasted on ATIS Bern. Transponder Mode S required. FREQ for LSR82; 123.405 MHz listening watch required. HEMS Flights: blind calls on 123.405 MHz. (not via TWR)

Figure 2. RESTRICTED AREAS FOR GLIDERS OUTSIDE TMA

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skyguide, CH-8602 Wangen bei Dübendorf

COR: LSR22, LSR25, LSR36 added (WEP 24MAR2022)

9. List of glider areas (over French delegated territory)

Oyonnax North (TMA Lyon part 8.1.)	46 21 48 N 005 24 28 E - 46 28 38 N 005 36 22 E - 46 18 44 N 005 44 36 E - 46 14 14 N 005 34 35 E - 46 21 48 N 005 24 28 E	2600 (FL 85) / 2300 (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise ALPS RADAR 119.175 MHz . Downgraded in airspace Golf as written in the protocol. Info available on GLD ATIS 124.755 MHz.
Oyonnax South (LF-R 135)	46 18 44 N 005 44 36 E - 46 16 10 N 005 46 43 E - 46 08 54 N 005 36 03 E - 46 09 13 N 005 34 25 E - 46 14 14 N 005 34 35 E - 46 18 44 N 005 44 36 E	2600 (FL 85) / 2300 (FL 75)		Clearance by ALPS RADAR 119.175 MHz required. For transit flights only.
St-Claude North (TMA Geneva part 4.1)	46 28 38 N 005 36 22 E - 46 30 00 N 005 35 10 E - 46 30 00 N 005 53 26 E - 46 34 34 N 006 06 39 E - follow border to next point 46 27 05 N 006 04 42 E - 46 22 22 N 005 57 47 E - 46 18 44 N 005 44 36 E - 46 28 38 N 005 36 22 E	2600 (FL 85) / 2300 (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise ALPS RADAR 119.175 MHz. Downgraded in airspace Golf as written in the protocol. Info available on GLD ATIS 124.755 MHz.
St-Claude South (LF-R 219)	46 15 16 N 005 47 28 E - 46 18 44 N 005 44 36 E - 46 22 22 N 005 57 47 E - 46 15 16 N 005 47 28 E	2600 (FL 85) / 2300 (FL 75)		Clearance by ALPS RADAR 119.175 MHz required. For transit flights only.

10. Special rules for free balloon flights**10.1 General**

For free balloon flights

- the Ordinance on the Rules of the AIR (SR 748.121.11), as well as
- the special rules set out hereafter (notably, SR 748.941) are applicable.

10.2 Radio communication

5 minutes before entering classes C and D airspace, radio contact with the competent ATC unit shall be established and maintained during the flight.

In case of interruption of the radio communication during flight in **classes C and D airspace**, the following procedure shall be applied:

- set code 7600 on the SSR transponder; and when continuing the flight maintain the last reported altitude or a lower altitude; or
- leave the controlled airspace by the shortest route (laterally or vertically).

10.3 Frequencies

The frequencies **122.255** MHz and **122.130** MHz are available for radio communications between balloons and between balloons and retrieving vehicles. See §15: [FREQUENCIES FOR SPECIAL USE](#).

10.4 ATC instructions

The competent ATC unit can impose certain conditions for a flight if the traffic situation requires it.

The instructions of ATC are mandatory.

10.5 SSR-transponder

For flights in classes C and D airspace, the carriage of an operational SSR transponder

(Mode A/C or Mode S) is required, except in CTR's.

It shall be switched on upon instruction by ATC.

10.6 Ascents in ground fog conditions

The buoyancy shall be measured so that a height of at least 300 m over the top of the fog layer is reached 5 min after take-off.

See also [ENR-1.8](#), § 2.

10.7 Flights by night

3 HR prior to the planned take-off, at the latest, a flight plan shall be filed with the competent ATS unit.

Ascents and flights in classes C and D airspace are only permitted with a clearance from the competent ATC unit.

Ascents and flights in the whole airspace during military night flights are only permitted with a clearance from the competent ATC unit.

In case of radio failure during a flight by night within classes C and D airspace, the procedure detailed in [12.2](#) applies.

If the airspace in question can only be left by executing a landing, such a landing may be delayed until morning civil twilight, provided the radio failure occurred less than 30 MIN before the beginning of morning civil twilight.

10.8 Flights crossing the national border

For flights to Germany, Austria and France, consult the instructions of FOCA of 10 MAY 1978 (on reverse of "Laissez-passer" form), with respect to customs clearance.

For flights to Germany and Italy, a flight plan must be filed 60 MIN prior to ascent with the appropriate Air Traffic Control unit.

For flights to France, a flight plan must be filed with the appropriate Air Traffic Control unit, as a rule by radio, shortly before crossing the border.

Ascents by night in France are basically prohibited. Requests for exemption permission have to be addressed to:

Post: Direction de la Navigation Aérienne,
48, rue Camille Desmoulins,
F-92452 Issy-les-Moulineaux.

11. Mountain flying

The terrain configuration of mountainous areas and the particular weather conditions prevailing in them require the following recommendations to be considered when planning VFR-flights over the Alps:

The crossing of the Alps in a north-south direction and vice-versa shall be planned in a way to take the shortest possible flight routes over inhospitable regions.

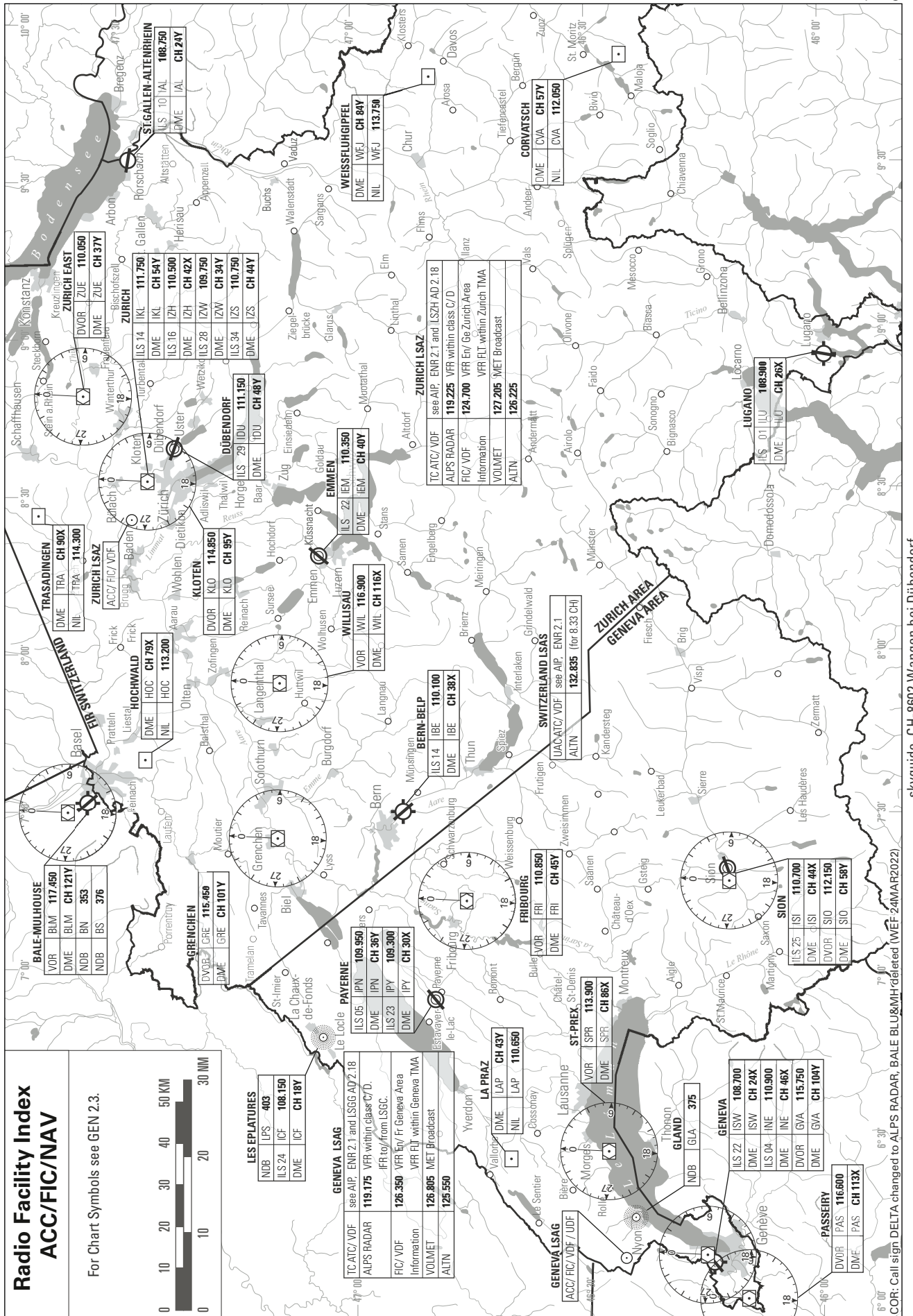
The following main routes are recommended for overflight in good weather conditions:

- a. Zurich - Vierwaldstättersee - Reusstal - Andermatt - **Gotthardpass** - Val Leventina - Locarno;
- b. Berne - Spiez - Kandersteg - **Gemmipass** - Visp - Brig - **Simplonpass** - Domodossola;
- c. Altenrhein - Sargans - Chur - Lenzerheide - **Julierpass** - Samedan.

The 3 routes above, as well as several more that are recommended for VFR crossing of the Alps, are shown on the ICAO aeronautical chart 1:500'000 (2253-B), Switzerland.

VFR flight route	
Mountain pass with spot elevation in ft	
Recommended minimum altitude in ft	

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LSZR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	1455	1515	1455	1380	Public roads behind RWY (outside airport area)
28	1455	1515	1455	1400	Public roads behind RWY (outside airport area)
10 GRASS	810	810	810	810	NIL
28 GRASS	810	810	810	810	NIL

LSZR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type, length, intensity	THR LGT Colour, intensity WBAR	VASIS (MEHT)	RTZL LEN, INTST	RCLL Length, spacing, colour, intensity	REDL Length, spacing, colour, intensity	RENL Colour	SWY LGT Length, colour	RMK
1	2	3	4	5	6	7	8	9	10
10	RLLS Seq. FLG LGT, 300 m, W, LIH	RTHL G, LIH WBAR, RTIL FLG W	PAPI 4.0° L+R (7.0 m)	Simple TZL* 473 m FM THR 10, W, LIH	NIL	75 m, 50 m, R, LIH; 930 m, 50 m, W, LIH; 450 m, 50 m, Y, LIH	R	NIL	First RLLS LGT is 530 m FM THR10
28	NIL	RTHL G, LIH WBAR	PAPI 4.0° L (8.5 m)	Simple TZL*, 473 m FM THR 28, W, LIH	NIL	55 m, 50 m, R, LIH; 950 m, 50 m, W, LIH; 450 m, 50 m, Y,LIH	R	NIL	NIL

* The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

LSZR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	Anemometer: RWY 10: 220 m E of THR 10, LGTD RWY 28: 140 m W of THR 28, LGTD
3	TWY edge and centre line lighting	Edge: LIL, B; TWY A and S partly, Turn pads 10/28 Centre line: NIL RGL: A,S,N
4	Secondary power supply/switch-over time	Yes / max 15s; DEP VIS less than 800m < 1s
5	Remarks	Apron flood lights. Obstacles marked and LGTD (partly)

LSZR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	TLOF: Main Apron: 47 29 13.87N / 009 33 10.73E TLOF: Hangar B2: 47 29 13.74N / 009 33 44.68E
2	TLOF and/or FATO elevation M/FT	TLOF: Main Apron: 398 m / 1306 ft TLOF: Hangar B2: 398 m / 1306 ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF: Main Apron: TLOF stand MAX OAL or OAW 15.6 m, ASPH, marked TLOF: Hangar B2: TLOF stand MAX OAL or OAW 13.0 m, ASPH, marked
4	True and MAG BRG of FATO	RWY 10: GRASS; 099° GEO / 097° MAG RWY 28: GRASS; 279° GEO / 277° MAG
5	Declared distance available	See: LSZR AD 2.13 for RWY 10-28 GRASS
6	APP and FATO lighting	NIL
7	Remarks	NIL

LSZR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	St. Gallen CTR 47 33 08 N 009 31 28 E - FIR SWITZERLAND/FIR MUNICH - 47 32 31 N 009 33 16 E - German/Austrian border - 47 31 31 N 009 37 50 E - arc of circle radius 1.90 NM on 47 29 40 N 009 37 08 E - 47 27 46 N 009 37 13 E - 47 28 40 N 009 23 09 E - 47 31 13 N 009 23 36 E - 47 33 29 N 009 26 51 E - 47 33 08 N 009 31 28 E
2	Vertical limits	5500 ft AMSL (1700 m)
3	Airspace classification	D
4	ATS unit call sign Language(s)	En
5	Transition altitude	5000 ft AMSL
6	Remarks	ACT: HX - ATIS (monitoring compulsory)

LSZR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ATIS		123.780 MHz	H24	Phone Service: +41 (0) 71 858 51 66
APP	ALPS RADAR	119.925 MHz	H24	
TWR	St. Gallen Tower	135.430 MHz 119.700 MHz ² 121.500 MHz ¹	HX	QDM AVBL O/R
GND	St. Gallen Ground	121.805 MHz	HX ³	
1. EMERG 2. ALTN FREQ 3. According to ATIS INFO				

LSZR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 10-LOC CAT I	IAL	108.75 MHz	H24	47 29 01.43N 009 34 14.96E		LOC PSN: 146 m FM THR 28. RWY 10: LOC course 097° MAG. LOC axis offset 0.78° N. Front course sector width 5°. Reduced ICAO coverage: at 10 NM; +/- 15° from CL above 3600 ft AMSL. Linearly raising to: at 10 NM; +/- 35° from CL above 4500 ft AMSL. at 18 NM; +/- 10° from CL above 3600 ft AMSL.
GP 10		330.35 MHz	H24	47 29 05.94N 009 33 15.53E		GP Angle 4°. PSN: 220 m FM THR 10. GP HGT THR 10: 48 ft / 14.6 m.
DME 10	IAL	24Y	H24	47 29 06.07N 009 33 15.56E	1333 ft	DME Co-located with GP. Zero range at DME station. Reduced coverage: at 10 NM; +/- 15° from CL above 3600 ft AMSL. Linearly raising to: at 10 NM; +/- 35° from CL above 4500 ft AMSL. at 18 NM; +/- 10° from CL above 3600 ft AMSL.

LSZR AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Local flying restrictions and remarks

1.1 APCH

NIL

1.2 DEP

- ATC FPL: compulsory
- Start-up CLR: IFR, SVFR and NVFR FLT's on FREQ provided by ATIS

Training FLT of less than 20 MIN DUR are only admitted at the following times:

MON-FRI: 0700 - 1100, 1230 - 1730 (0600 - 1000, 1130 - 1630)

SAT: 0700 - 1100 (0600 - 1000)

Additionally, the above mentioned FLT's are **prohibited** on the following Swiss and/or Austrian HOL: JAN 06, Good FRI, Easter MON, MAY 01, Ascension Day, Whit MON, Corpus Christi, National HOL (AUG 01), Assumption Day (AUG 15), Austrian National HOL (OCT 26), All Saint's Day (NOV 01), DEC 08 and DEC 26.

PPR for non-Turbofan equipped Jet ACFT (in accordance with to ICAO Annex 16, Volume1, Chapter 2)

1.3 RMK

No simultaneous use of CONC RWY and grass RWY.

1.4 SAFETY RULES

Use of high-visibility jacket which complies with EN 471 standard class 2 or 3 is mandatory for Flight Crews and Aircraft Technicians on Apron West and Apron East. In all other areas of the aerodrome the use of high visibility jackets is recommended.

1.5 LOCAL REGULATION

MAINT engine runs: see information on website.

URL: <http://www.peoples.ch>

2. Transponder Mandatory Zone (TMZ NE)

For Airspace information see [ENR 2.2.5](#).

LSZR AD 2.21 NOISE ABATEMENT PROCEDURES

1. Reverse thrust

For deceleration, it is recommended that the entire RWY LEN AVBL is used; Reverse thrust shall be used for safety or operational reasons only.

2. Taxi and holding

Aeroplanes shall be operated with MNM noise level on ground.

3. Meteo condition

If Meteo condition permits, due to noise restrictions expect RWY 10 for landing and RWY 28 for departure.

1.2 IFR Departures

Any departing ACFT must comply with the relevant procedures published on the SID charts. Due to high terrain, any non-adherence to the published PDG will result in an infringement of the minimum obstacle clearance. Contingency procedures (e.g. for OEI operations) must be provided by the operator and must be available to the pilot.

(see chart LSZS AD 2.24.7 - 1)

DESIGNATOR	RWY 03 - HIGH PERFORMANCE RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
RONAG 1E PDG 16.6% to 10200ft	Proceed via ZS500, ZS711, ZS710 to RONAG. Enter the RONAG holding pattern. MAX IAS 210 kt to RONAG.	Climb to 16000ft. Cross RONAG at 14000ft or above. Shuttle climb as required to MEA.	When instructed contact ALPS RADAR 119.225	NIL

Close-in obstacles right of track up to 5715 ft shortly after end of RWY 03.

(see chart LSZS AD 2.24.7 - 1)

RNAV 1 SID RONAG 1E						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	DER03	Y	-	-	026° (029.2°T)	-
TF	ZS500	Y	-	-	030° (033.3°T)	5.9
DF	ZS711	N	-	-	-	-
TF	ZS710	N	-	-	041° (044.4°T)	5.4
TF	RONAG	N	+14000	210	053° (056.3°T)	5.3

(see chart LSZS AD 2.24.7 - 3)

DESIGNATOR	RWY 03 - HIGH PERFORMANCE RNAV 1 VISUAL			
	ROUTE			
	Lateral	Vertical	Contact	Remark
RONAG 1V Set your VISUAL climb rate as required to avoid obstacles, but not below 10% ~ 610 ft/NM. At 10000 ft continue climb to 10500 ft with MNM PDG of 10%.	Proceed via ZS501, ZS711, ZS710 to RONAG. Enter the RONAG holding pattern. MAX IAS 180 kt to ZS711, MAX IAS 210 kt to RONAG.	Climb to 16000ft. Cross RONAG at 14000ft or above. Shuttle climb as required to MEA.	When instructed contact ALPS RADAR 119.225	Maintain visual ground contact to 10000ft.

Close-in obstacles right of track up to 5715 ft shortly after end of RWY 03.

(see chart LSZS AD 2.24.7 - 3)

RNAV 1 SID RONAG 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	DER03	Y	-	-	026° (029.2°T)	-
TF	ZS501	Y	-	-	030° (033.3°T)	2.4
TF	ZS711	N	-	180	043° (046.2°T)	7.9
TF	ZS710	N	-	-	041° (044.4°T)	5.4
TF	RONAG	N	+14000	210	053° (056.3°T)	5.3

(see chart LSZS AD 2.24.7 - 5)

DESIGNATOR	RWY 21 - HIGH PERFORMANCE RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
PELAD 1W PDG 15.0% to 10700ft	Proceed via ZS510, ZS511 to PELAD. Enter the PELAD holding pattern. MAX IAS 210 kt to PELAD.	Climb to 16000ft. Cross PELAD at 16000ft or above.	When instructed contact ALPS RADAR 119.225	NIL

Close-in obstacles right of track up to 5630 ft shortly after end of RWY 21.

(see chart LSZS AD 2.24.7 - 5)

RNAV 1 SID PELAD 1W						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	DER21	Y	-	-	206° (209.2°T)	-
TF	ZS510	Y	-	-	216° (219.1°T)	10.3
DF	ZS511	N	-	-	-	-
TF	PELAD	N	+16000	210	036° (039.0°T)	10.3

(see chart LSZS AD 2.24.7 - 7)

DESIGNATOR	RWY 21 - HIGH PERFORMANCE RNAV 1 VISUAL			
	ROUTE			
	Lateral	Vertical	Contact	Remark
PELAD 1V Set your VISUAL climb rate as required to avoid obstacles, but not below 10% ~ 610 ft/NM. At 10600 ft continue climb to 11500ft with MNM PDG of 10%.	Proceed via ZS510, ZS511 to PELAD. Enter the PELAD holding pattern. MAX IAS 210 kt to PELAD.	Climb to 16000ft. Cross PELAD at 16000ft or above.	When instructed contact ALPS RADAR 119.225	Maintain visual ground contact to 10600ft.

Close-in obstacles right of track up to 5630 ft shortly after end of RWY 21.

(see chart LSZS AD 2.24.7 - 7)

RNAV 1 SID PELAD 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	DER21	Y	-	-	206° (209.2°T)	-
TF	ZS510	Y	-	-	216° (219.1°T)	10.3
DF	ZS511	N	-	-	-	-
TF	PELAD	N	+16000	210	036° (039.0°T)	10.3

1.3 IFR Approach Procedures

VISUAL APCH with RNP guidance RWY 03:

The final approach track is 9.1 degrees offset to the left of the RWY CL, and must be flown in visual conditions due to high terrain in the region of ZS702 (FAF).

RNP RWY 21:

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

The final approach is based on a continuous descent (CDA principle). When reaching the OCA(H) and no visual contact to the landing RWY is established and can be maintained, start the missed approach climb without delay, proceed to the MAPt and follow the missed approach procedure. Obstacle clearance is calculated with RNP 0.3 until MAPt.

Level flight to MAPt at OCA(H) prohibited.

VISUAL APCH with RNP guidance RWY 03 and RNP RWY 21:

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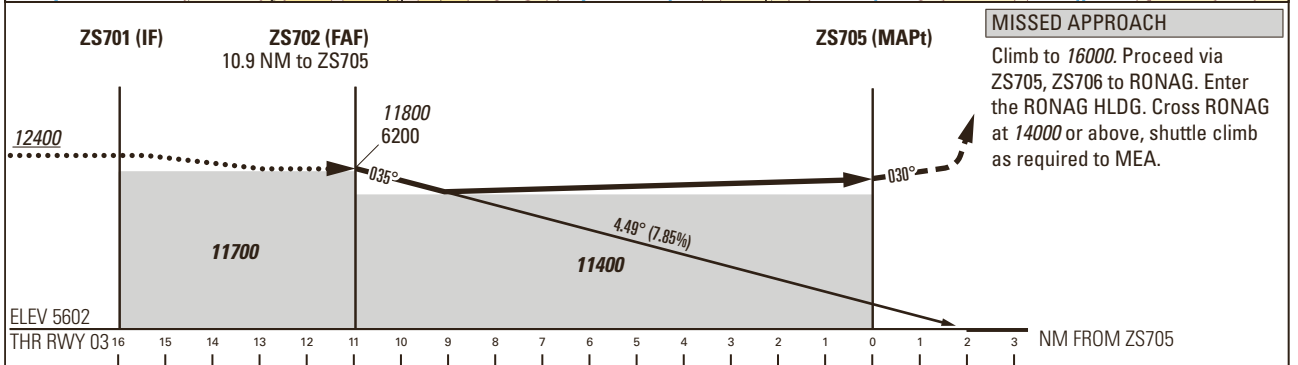
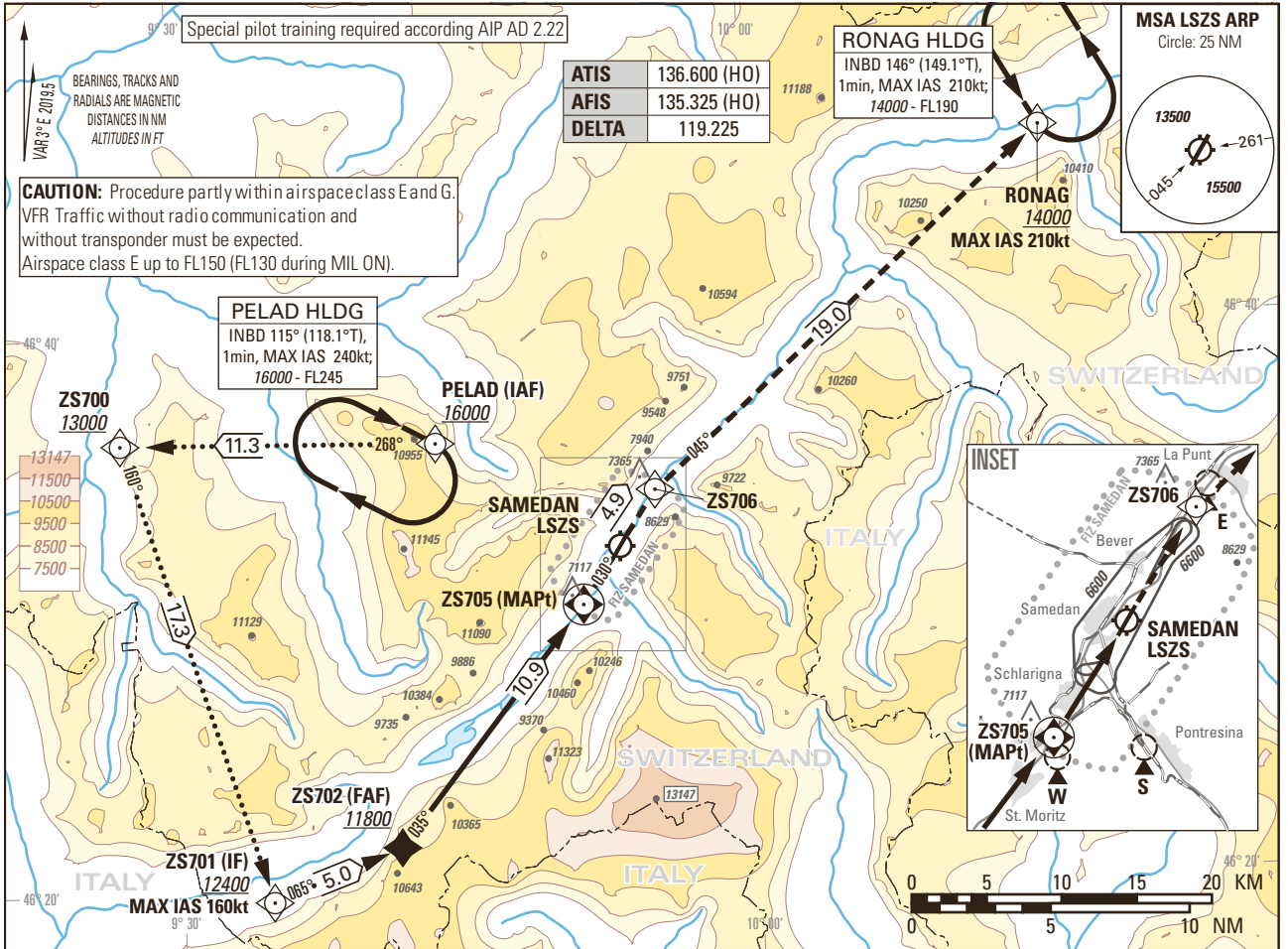
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 5602ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 16000

SAMEDAN LSZS
VISUAL APCH WITH RNP GUIDANCE RWY 03
9.1° OFFSET LEFT
ACFT CAT A/B/C



MISSED APPROACH
Climb to 16000. Proceed via ZS705, ZS706 to RONAG. Enter the RONAG HLDG. Cross RONAG at 14000 or above, shuttle climb as required to MEA.

Missed APCH climb gradient requirement	NON-ALIGNED VISUAL APCH WITH RNP TRACK GUIDANCE			ROD	GS kt	80	100	120	140	160	180
	A	B	C		FT/MIN	636	795	954	1113	1272	1431
	MDA(H)			DIST ZS705	10.9	10	9	8	7	6	5
2.5%	11400 (5798)			DIST THR	12.9	12	11	10	9	8	7
				ALT FT	11800	11370	10890	10420	9940	9460	8980

COMMUNICATION FAILURE PROCEDURE
In case of communication failure after having passed the IAF:
- Set transponder on 7600.
- Continue approach.
- In case of missed approach perform two HLDG patterns at RONAG.
- If radio contact is not re-established, proceed to ALTN AD.

REMARK
- ROD 1000ft/min exceeded with GS > 125kt in final approach.
- Approach clearance includes the clearance to leave and re-enter controlled airspace.
- ICAO obstacle protection surface penetrated by a hill BTN ZS705 and THR 03.
- PAPI at 4.49°.

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

COR: PELAD HLDG (WEF 24MAR2022)

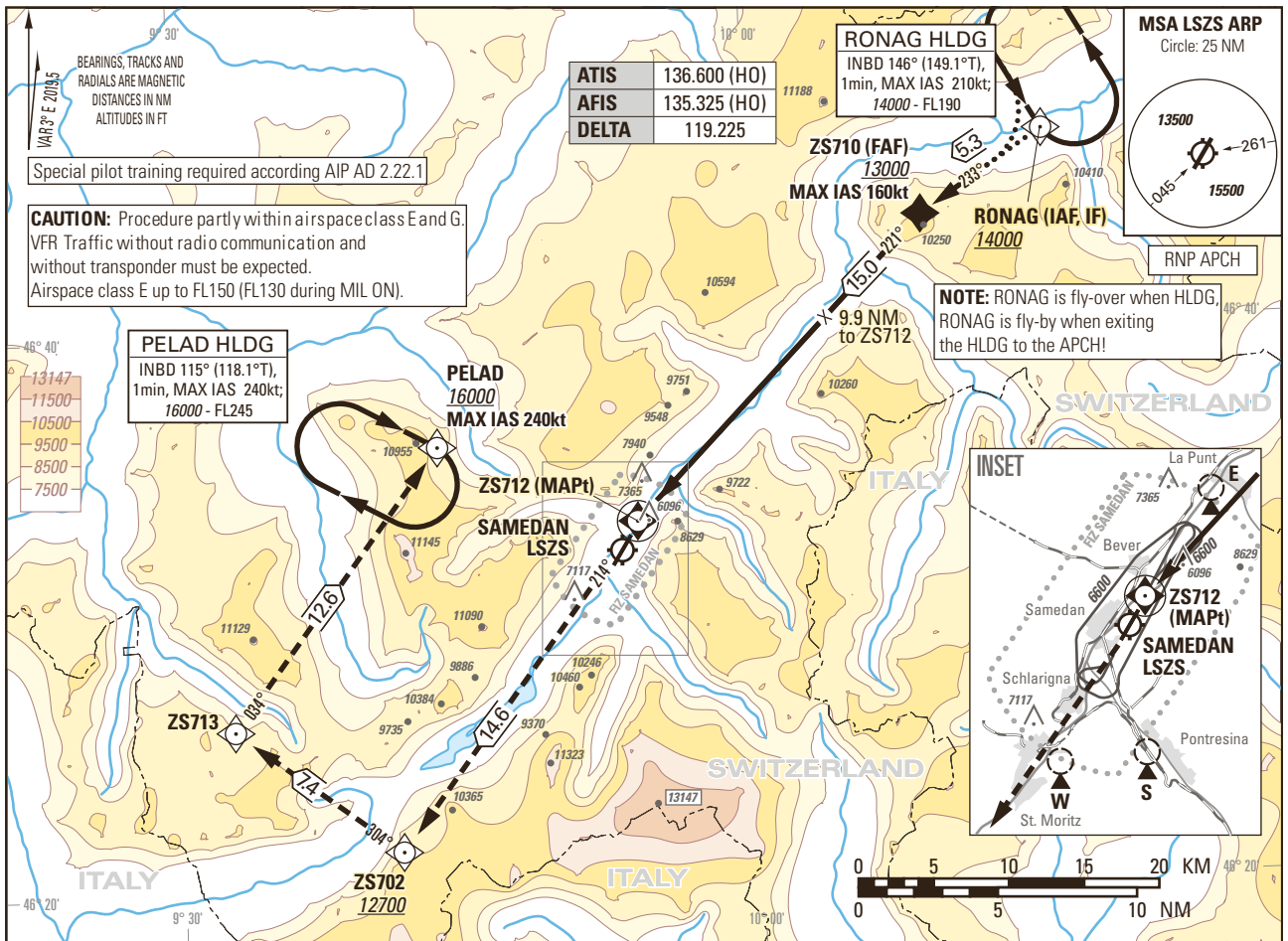
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 5602ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 16000

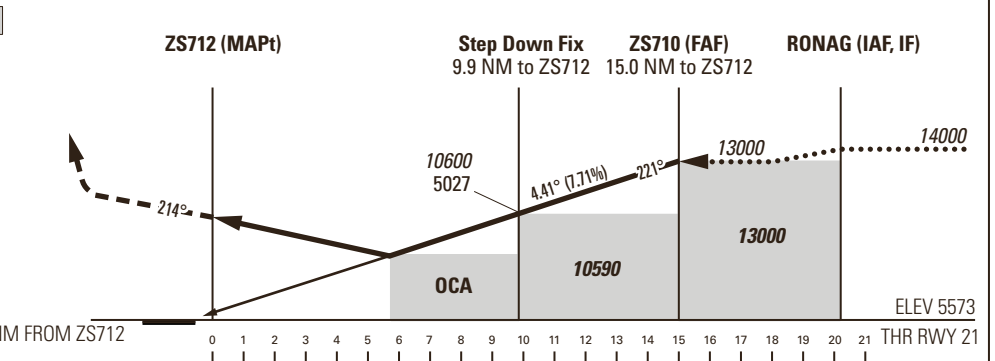
SAMEDAN LSZS
RNP RWY 21
15° OFFSET LEFT
ACFT CAT A/B/C



MISSED APPROACH

Climb to 16000. Proceed via ZS712, ZS702, ZS713 to PELAD. Enter the PELAD HLDG. Cross PELAD at 16000 or above. Minimum climb gradient 4.3% to 12500. Initiate missed APCH no later than 5.5 NM to MAPt.

Note: Level flight to MAPt at OCA(H) prohibited.



Missed APCH climb gradient requirement	NON-ALIGNED STRAIGHT-IN APPROACH		
	A	B	C
	OCA(H) LNAV		
2.5%	9500 (3927)		
4.3% to 12500	8680 (3107)		

DIST ZS712	15	14	13	12	11	10	9	8	7	6
DIST THR	15.8	14.8	13.8	12.8	11.8	10.8	9.8	8.8	7.8	6.8
ALT FT	13000	12530	12060	11600	11130	10660	10190	9720	9250	8780

ROD	GS kt	80	100	120	140	160	180
	FT/MIN	625	781	937	1093	1250	1406

COMMUNICATION FAILURE PROCEDURE

In case of communication failure after having passed the IAF:

- Set transponder on 7600.
- Continue approach.
- In case of missed approach perform two HLDG patterns at PELAD.
- If radio contact is not re-established, proceed to ALTN AD.

REMARK

- MAX IAS 160kt established no later than FAF.
- ROD 1000ft/min exceeded with GS > 125kt in final approach.
- Approach clearance includes the clearance to leave and re-enter controlled airspace.
- PAPI at 4.40°.

CAUTION

- Altitude adjustments for cold temperature conditions required by the flight crew.
- From 2.4 NM before THR 21 Visual Segment Surface (VSS) penetrated by trees and power lines up to 6690ft AMSL left of RWY centerline.
- **When reaching the OCA(H) and no visual contact to the landing RWY is established and can be maintained, start the missed approach climb without delay and continue to ZS712 (MAPt). Climb via ZS712, ZS702, ZS713 to PELAD.**

COR: PELAD HLDG (WEF 24MAR2022)

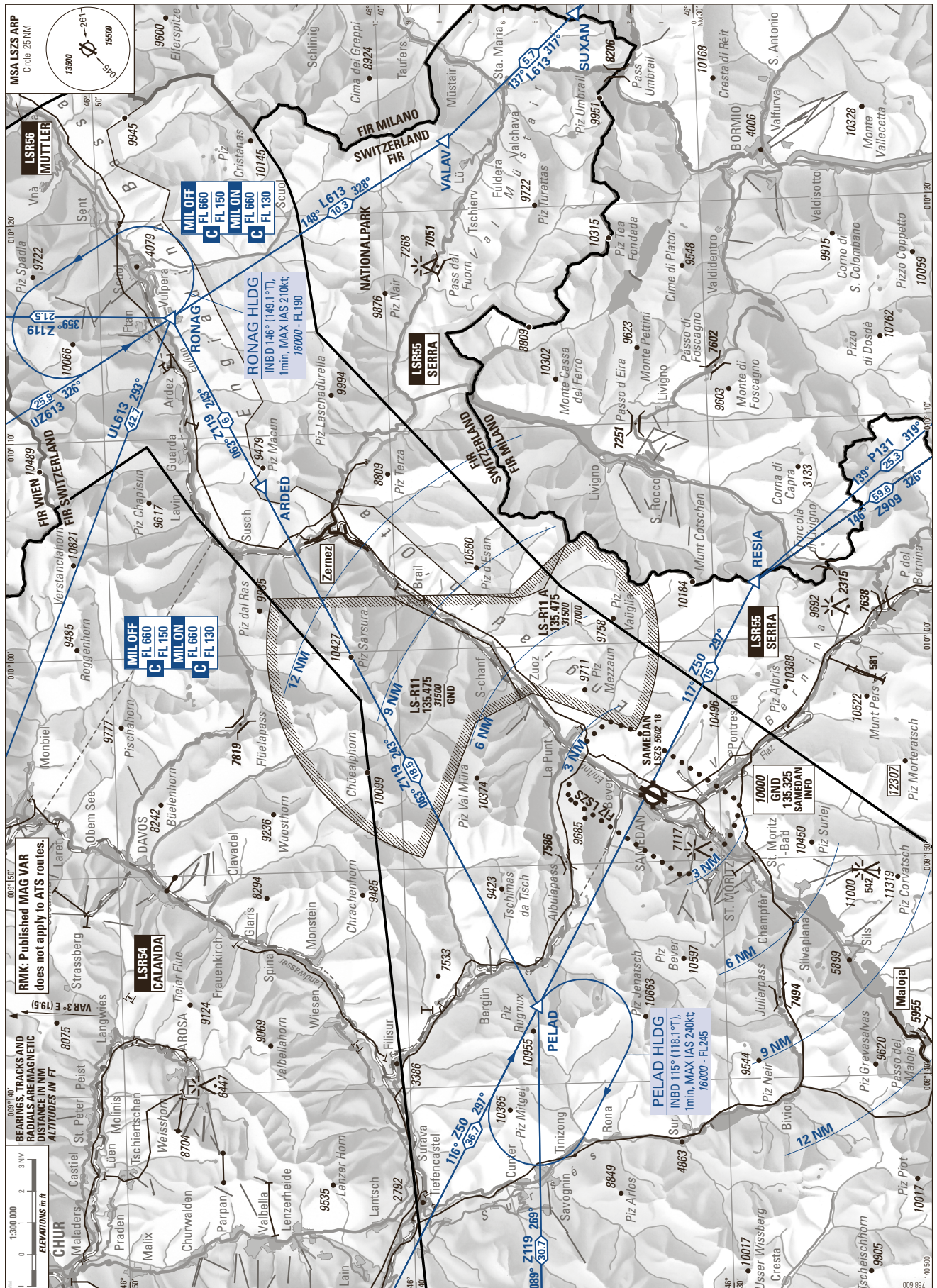
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VFR Area Chart for Y and Z ATC FPL

MOUNTAINOUS AREA
ELEV 5602 ft (1708 m)

ATIS	136.600	HO
AFIS	135.325	HO
DELIVERY	121.880	HX

SAMEDAN
LSZS



COR: AWYs and PELAD HLDG revised (WFF 24MAR2022)

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LSZH AD 2.20 LOCAL TRAFFIC REGULATIONS**1. Local flying restrictions****1.1 General**

Active DEP RWY is published on ATIS. DEP on other RWYs, especially opposite to the landing RWY, are only granted in exceptional cases. FLT crews have to expect major delay.

Several missed APCH procedures conflict with SIDs in the immediate climb-out area. The following RWY configurations are therefore operated as dependent RWYs, where DEPs are timed by ATC in respect of arriving traffic:

DEP RWY 16 - LDG RWY 14

DEP RWY 10 - LDG RWY 14

DEP RWY 32 - LDG RWY 34

FLT crews have to expect delay at the HLDG PSN of the above mentioned RWYs.

During the night-time curfew (2100 - 0400 (2000 - 0300)), LSZH may not be planned as an ALTN.

Crossing Runway Operations:

Pilots to be aware of movements on the crossing runway. For situational awareness: listen out on the TWR-frequency also for calls affecting traffic on the other runways and visually scan the areas around the runways during take-off / landing and crossing.

1.2 Scheduled Air Traffic

DEPs and LDGs may be planned between 0500 and 2200 (0400 and 2100). DEPs and LDGs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.3 Non-scheduled flights

All non-scheduled flights with origin or destination outside of Schengen-area shall send general declaration to border control prior to ARR or DEP.

1.4 Charter Flights

DEPs may be planned between 0500 and 2100 (0400 and 2000). DEPs of delayed ACFT are allowed until 2130 (2030) without further permission.

LDGs may be planned between 0500 and 2200 (0400 and 2100). LDGs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.5 Non-scheduled commercial air traffic

DEPs and LDGs may be planned between 0500 and 2200 (0400 until 2100).

LDGs and DEPs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.6 Non-commercial air traffic

DEPs and LDGs may be planned between 0500 and 2100 (0400 until 2000).

A pilot-in-command may only expect a clearance for APCH if he is over or ABM (if radar vectored) reporting points GIPOL or AMIKI at 2030 (1930) at the latest.

1.7 Exemptions**1.7.1 Urgent flights**

- FLTs with special AUTH from FOCA, namely State ACFT with diplomatic clearance;
- SAR FLTs;
- Police and supervision FLTs;
- FLTs carrying sick or injured persons;
- Disaster relief FLTs;
- Forced LDG due to technical or other safety reasons.

Note: For planned urgent flights prior notification to Airport Authority is required.

Please provide the following information in advance: Date and time of FLT (UTC); FLT number; Type of ACFT and registration; ARR from/DEP to; Number of passengers; Type or purpose of FLT, specific reason for urgency as well as needed services (fuel, customs, others).

Email: airportauthority@zurich-airport.com or phone +41 (0) 43 816 21 11

1.7.2 Permission requests

Other exemptions not stipulated in §1.7.1 may be authorised by Zurich Airport Authority only in unforeseen and exceptional cases, notably in severe weather conditions.

Zurich Airport Authority:

Phone: +41 (0) 43 816 21 11

1.8 Training missed approaches for IFR flights

Due to dependent RWY operations and difference in performance of arriving aircraft, planned missed approaches for training purpose are generally not allowed.

2. Airport slot permission request procedures

2.1 General

Air carriers may not expect an AP slot allocation systematically for night FLT movements for the period between 2045 - 0500 (1945 - 0400). All AP slot requests will be authorised by Slot Coordination Switzerland in order to meet the local noise restrictions.

Traffic flow restrictions for ICAO APCH category "A" ACFT apply in accordance with § 2.3.1.

2.2 Scheduled air traffic and charter flights

All scheduled and charter FLTs are subject to schedule coordination by Slot Coordination Switzerland. Permission requests for AP slots shall be submitted in the SCR-format specified in Chapter 6 of the IATA Standard Schedules Information Manual: Slot Coordination Switzerland:

Email: slot@slotcoordination.ch

2.3 Non-commercial and non-scheduled commercial air traffic

All non-scheduled commercial and non-commercial IFR air traffic is subject to coordination by Slot Coordination Switzerland (SCS). Flights to and from LSZH are only permitted with a previously allocated airport slot and the corresponding airport Slot-ID. The airport Slot-ID shall be communicated to the operator by the respective and mandatory handling agent. Slot requests must contain accurate flight information and changes must be communicated to the handling agent. The airport slot-ID shall be entered in field "18 – Other Information" of the ATC flight plan. ATC flight plans not containing a valid airport Slot-ID may be rejected.

The filing format is as follows:

RMK/ASL<Slot-ID>

The Slot-ID is composed of 14 alphanumeric characters assigned by SCS when allocating the airport slot.

Example: RMK/ASLLSZHDNJE0137L0

Due to limited stands, the ACFT operator shall declare the ground elapse time in item 18 of flight plan (e.g. RMK/ground time 2 HR). If the parking sector is 1 to 9 and the planned ground time is more than 48 HR, the ground handling agent shall check stand availability with Apron Service on phone: +41 (0) 43 816 21 19 prior to departure at origin.

For all other stands with a ground time request of more than 48 HR the ground handling agent shall contact: dispo@zurich-airport.com or phone +41 (0) 43 816 77 55 for permission prior to DEP at origin.

AP slots will be organised by the respective handling agent.

IFR AP slots shall be requested by operators providing the following data:

- New request, modification or cancellation of AP slot;
- ACFT REG;
- Airline/Operator code (if applicable);
- FLT number (if applicable);
- Date;
- ACFT type (ICAO Code);
- Number of cabin seats;
- Commercial, non-commercial or training FLT;
- Origin and/or DEST of FLT (ICAO Code);
- Intended scheduled OFF-BLOCK time LSZH in UTC or
- Intended scheduled ON-BLOCK time LSZH in UTC.

AP slots shall be requested before filing any flight plan.

Filed flight plans shall include EOBT based on the allocated AP slot. The field flight plan has to match the airport slot +/- 0 minutes. No deviation is permitted.

Non-commercial and non-scheduled commercial traffic have to comply with the regulations stated in chapter 3 § 3.3.2.1 up to 3.3.2.5

Modifications and cancellations of the already permitted FLTs as well as all modifications of the flight plan times which necessitate a new AP slot, shall be notified immediately to the handling agent.

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			Contact	Remark
	Lateral	Vertical			
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			Contact	Remark
	Lateral	Vertical			
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%. Four-engined aircraft 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) Four-engined aircraft 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) Four-engined aircraft 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) Four-engined aircraft 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			Contact	Remark
	Lateral	Vertical			
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%. 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 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			Contact	Remark
	Lateral	Vertical			
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%. Four-engined aircraft 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 (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			Contact
	Lateral	Vertical	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.

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			Contact	Remark
	Lateral	Vertical			
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			Contact	Remark
	Lateral	Vertical			
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	

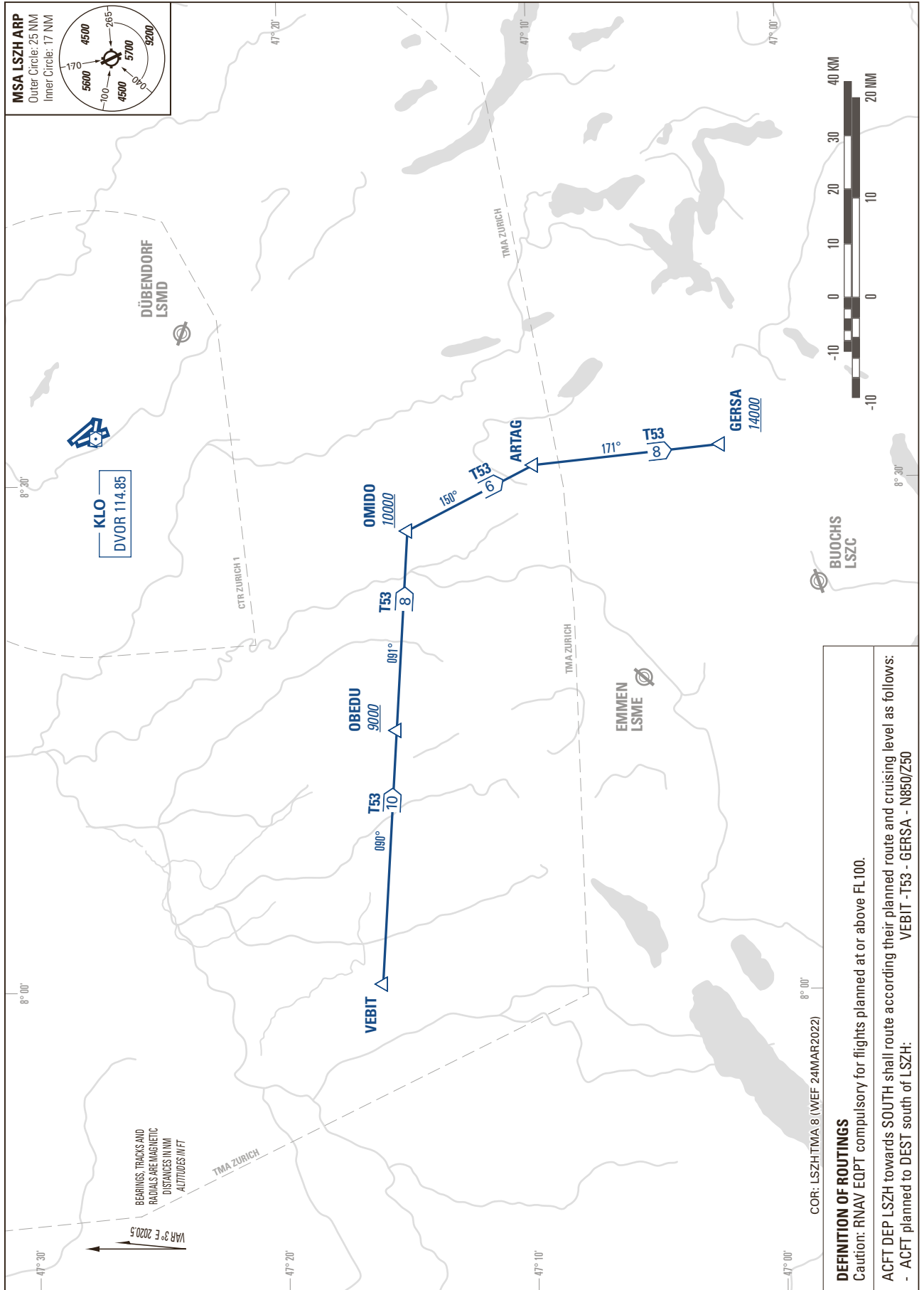
(1) Average climb gradient to reach D4 KLO at 3500ft is 14.6%. At turn at 3500ft continue to climb at MNM climb gradient 4.3% up to 5600ft due to airspace restrictions. Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at D4 KLO. Average climb gradient to reach D4 KLO at 2500ft is 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			Contact	Remark
	Lateral	Vertical			
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.

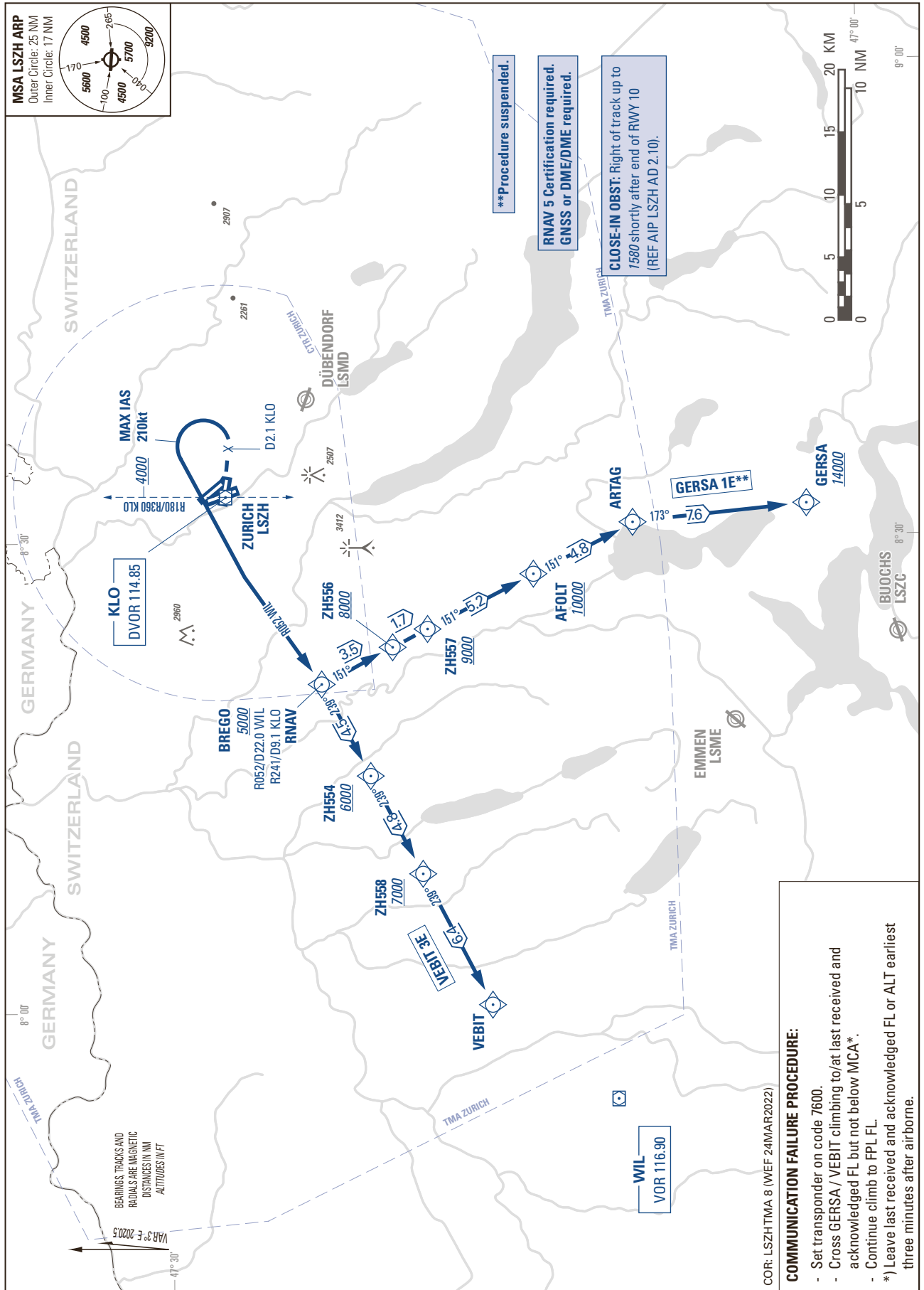


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH LSZH
SID RWY 10 - RNAV 5

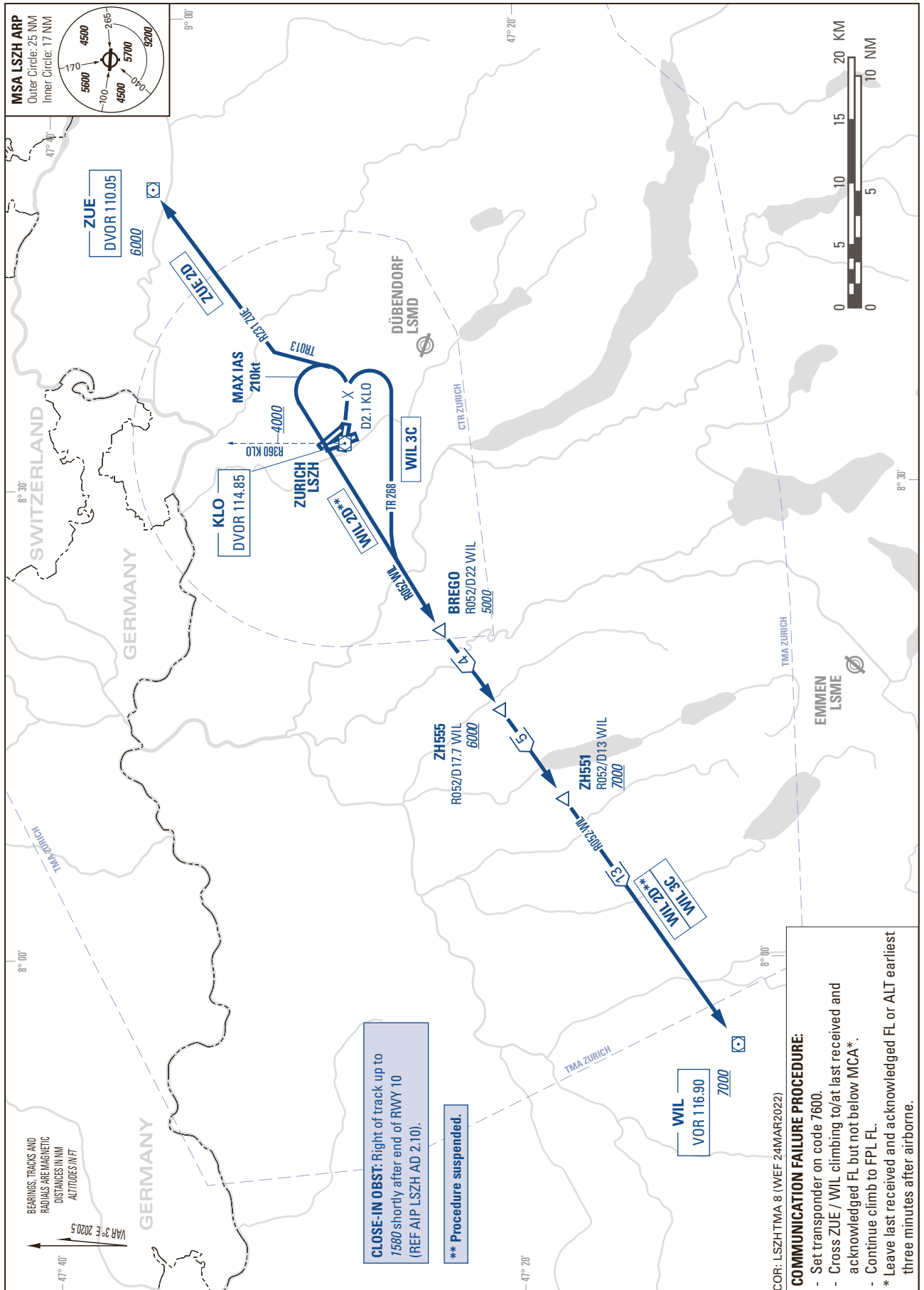


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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH LSZH
SID RWY 10 - NON RNAV



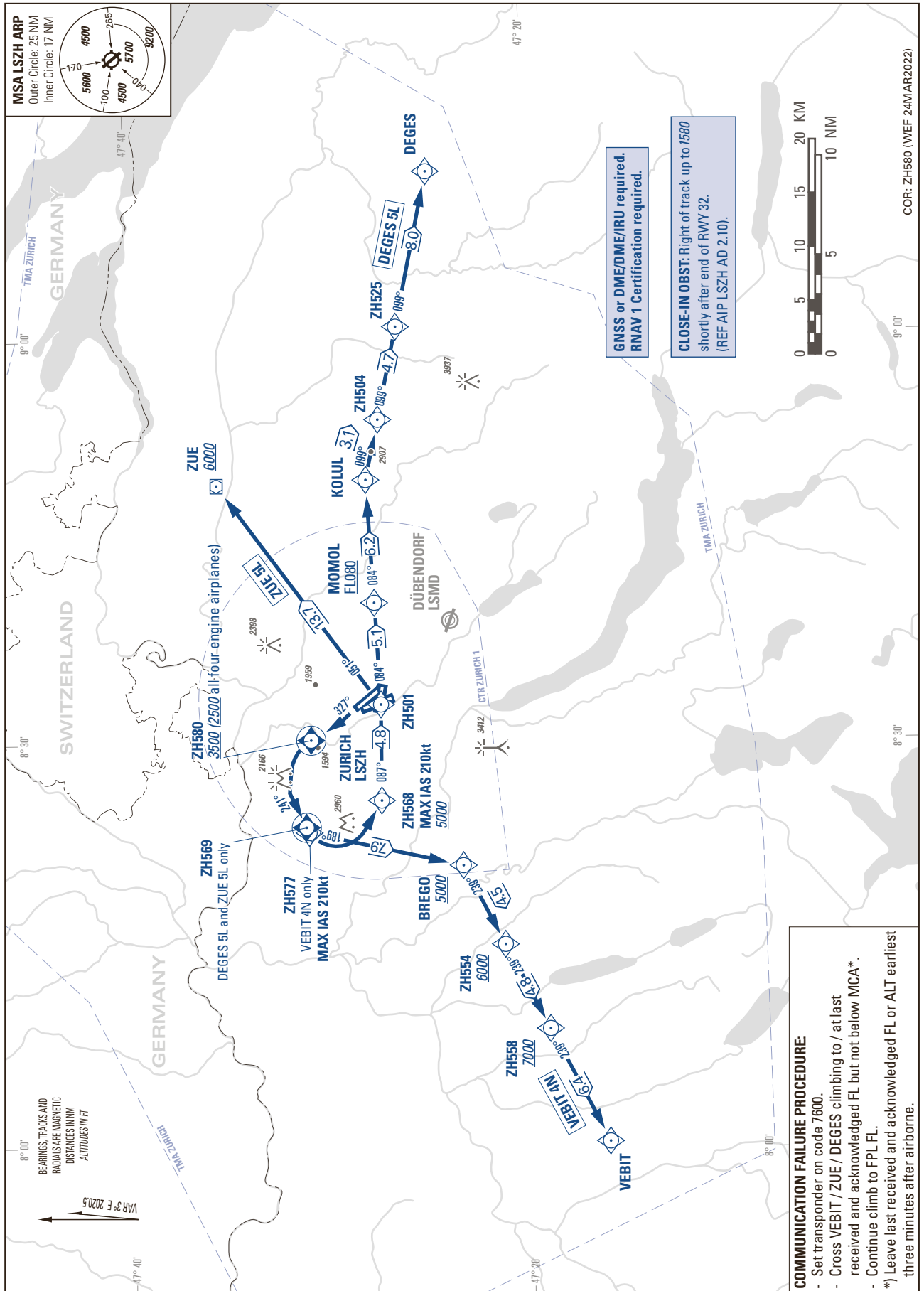
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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH LSZH
SID RWY 32 - RNAV 1

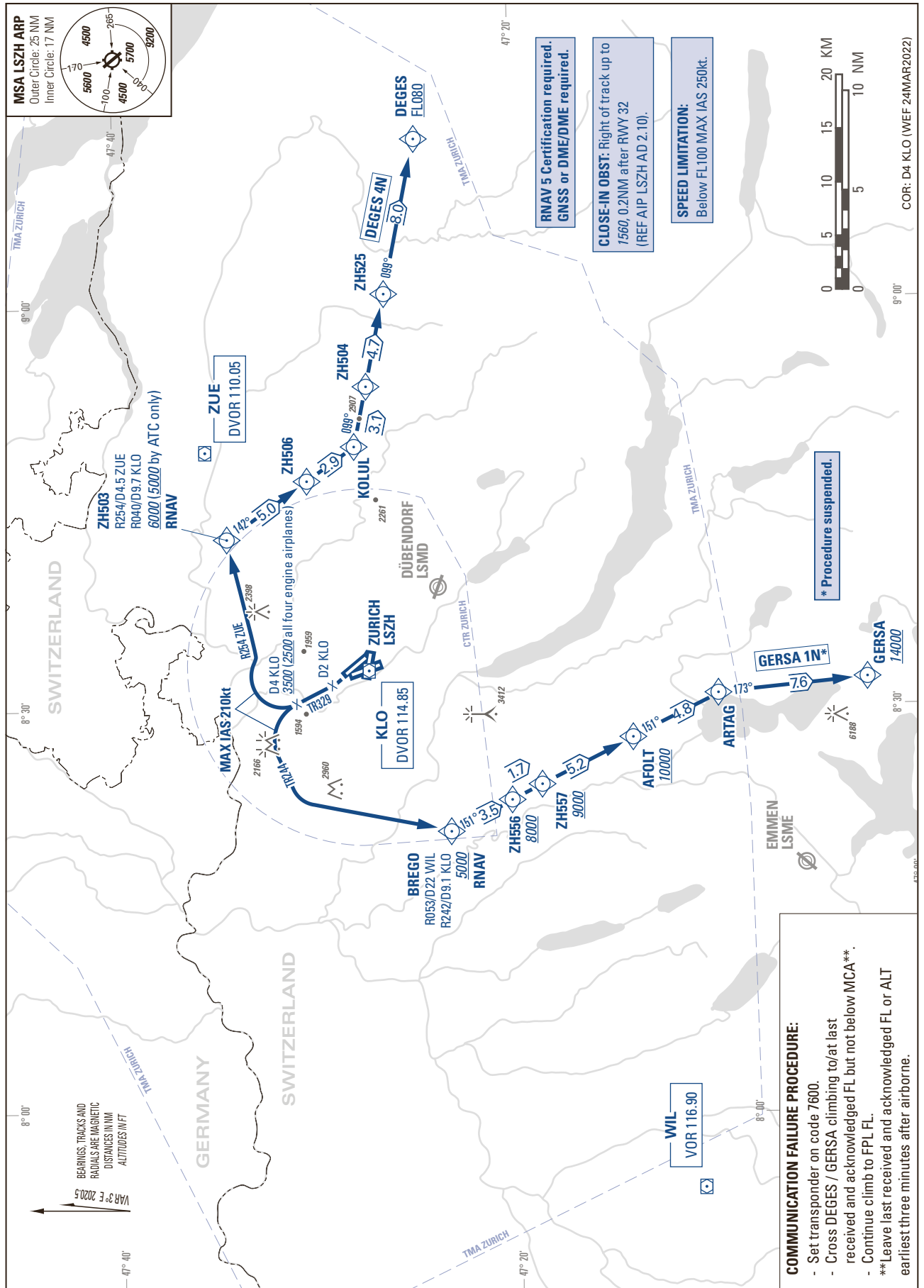


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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH LSZH
SID RWY 32 - RNAV 5

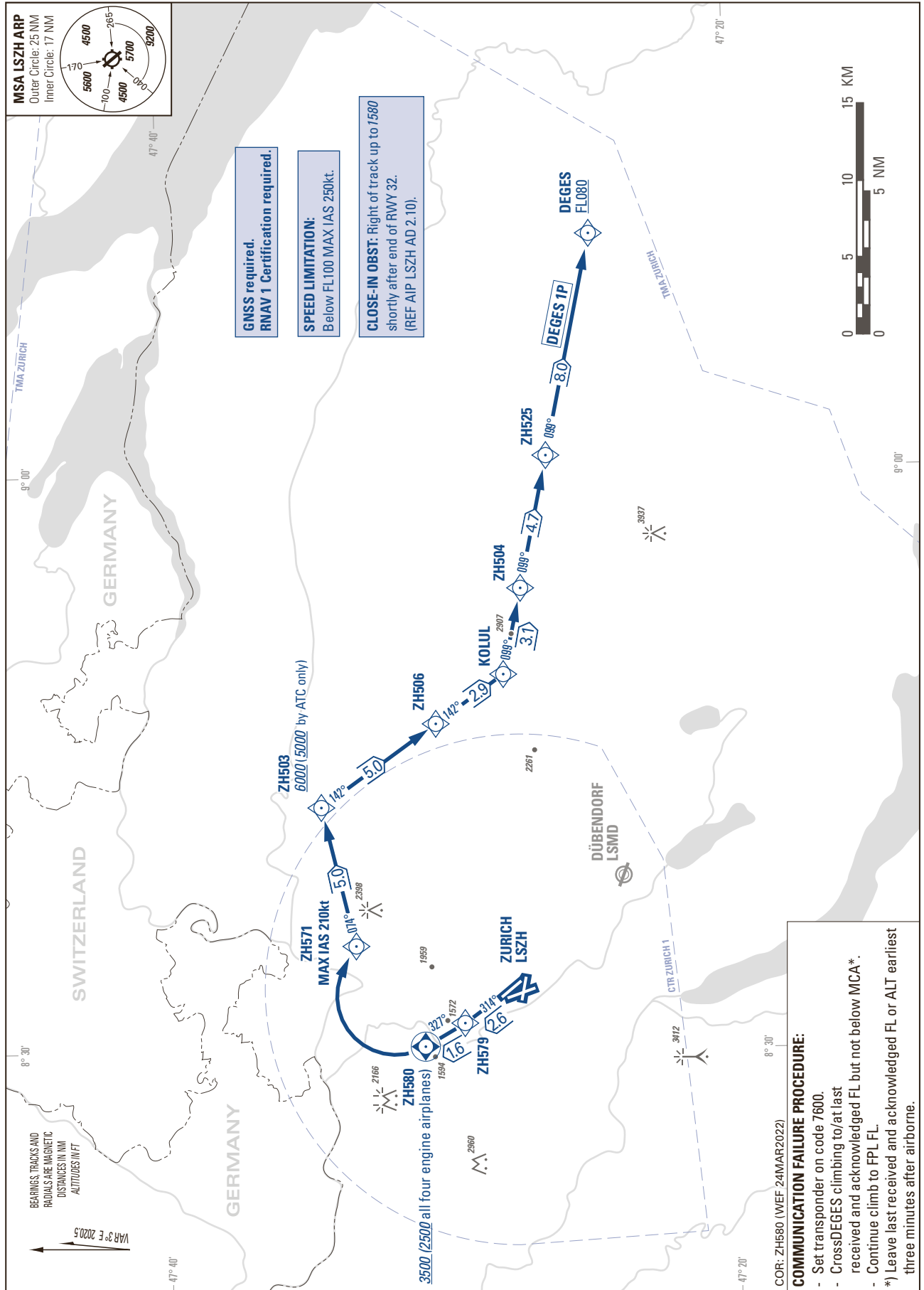


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

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

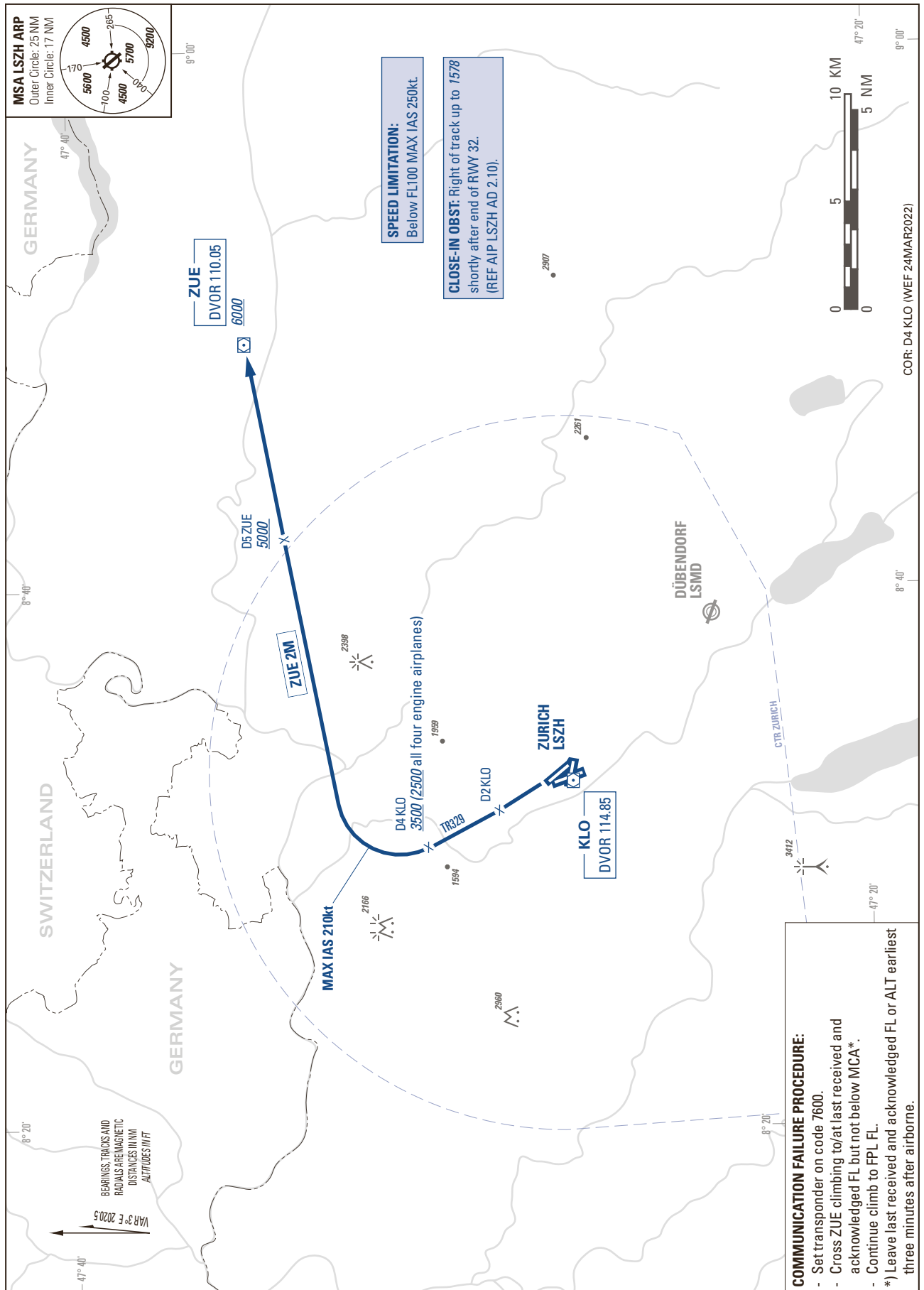


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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH LSZH
SID RWY 32 - NON RNAV

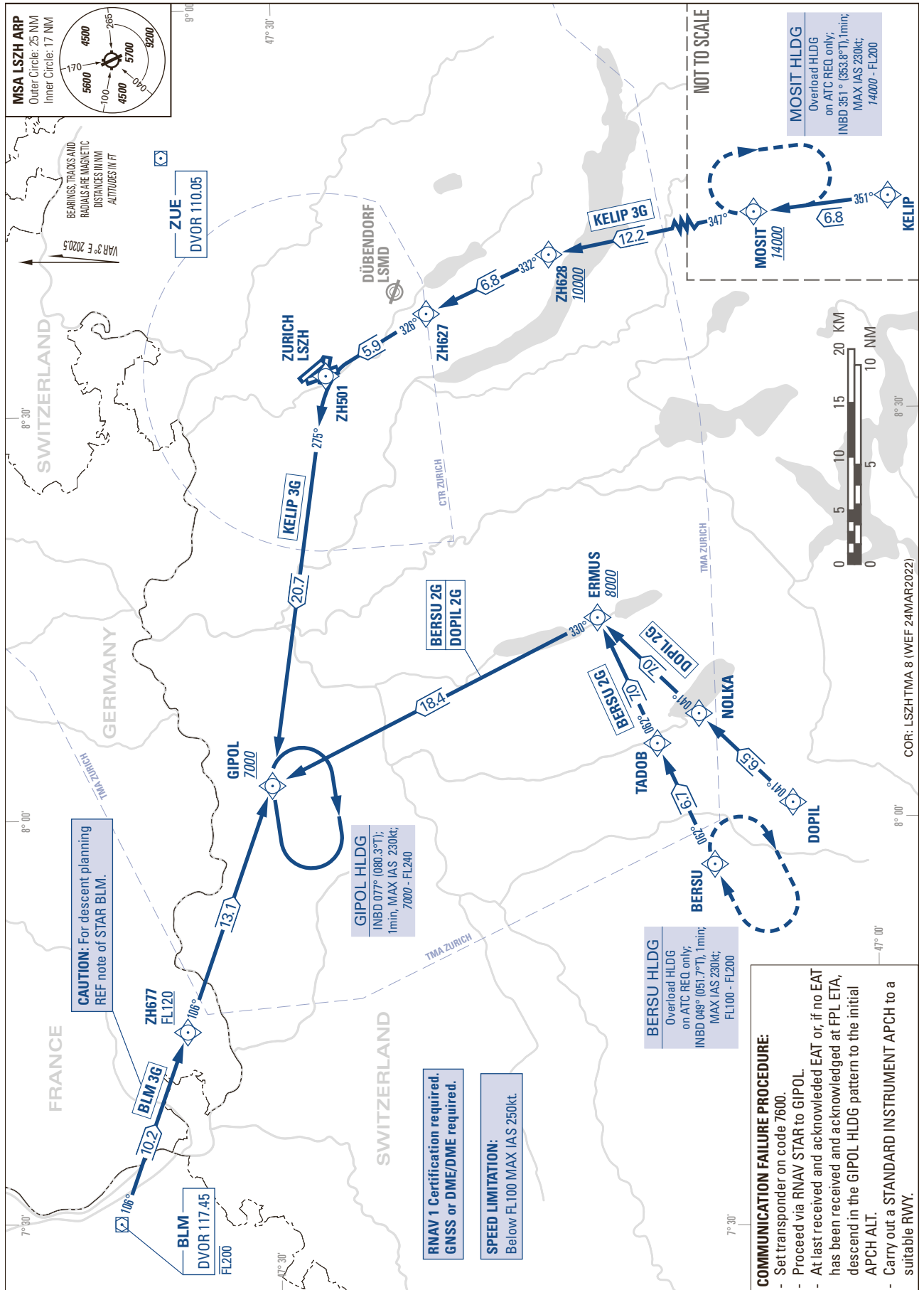


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STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH LSZH
STARTO GIPOL - RNAV 1

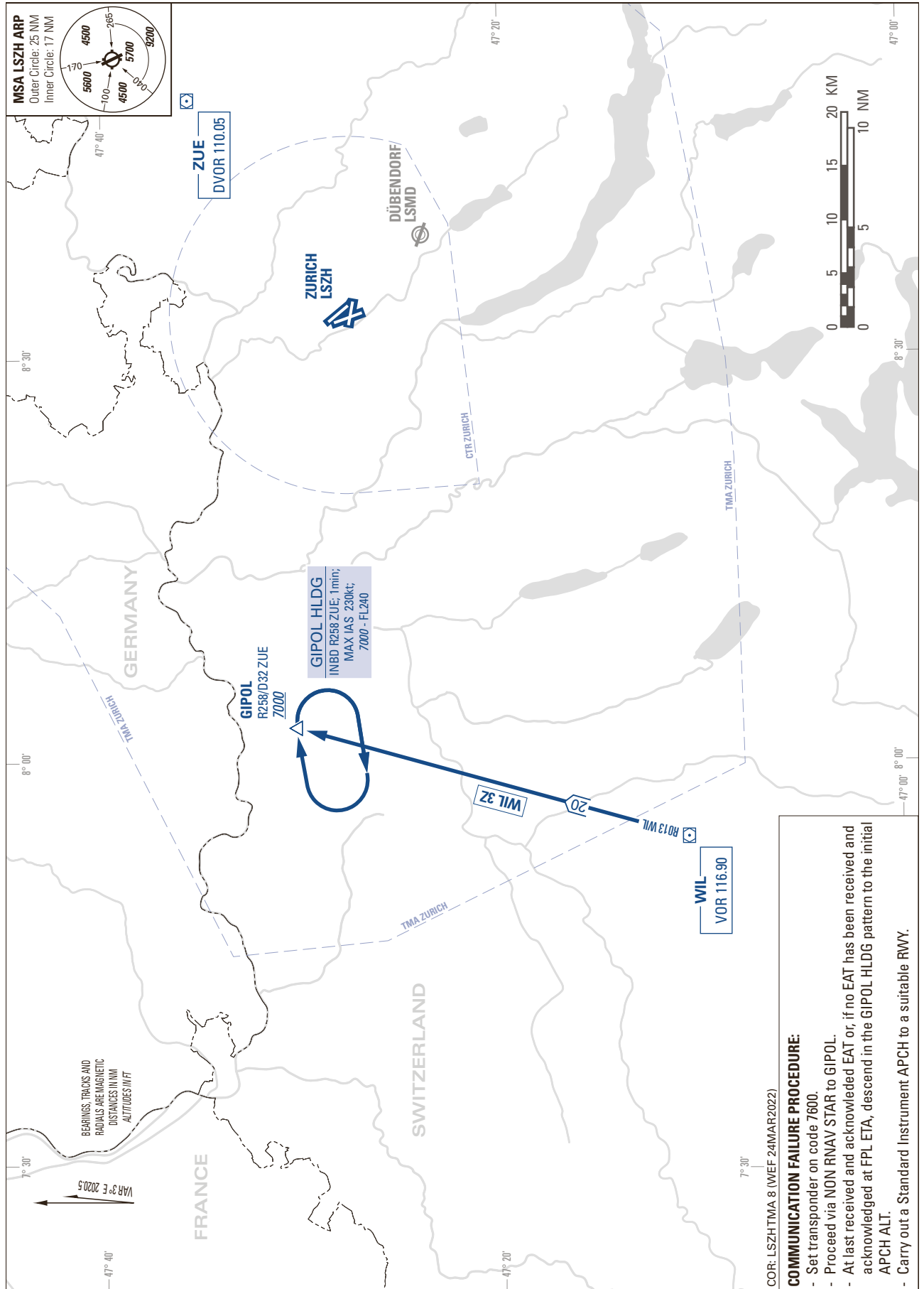


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STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH LSZH
STAR TO GIPOL - NON RNAV

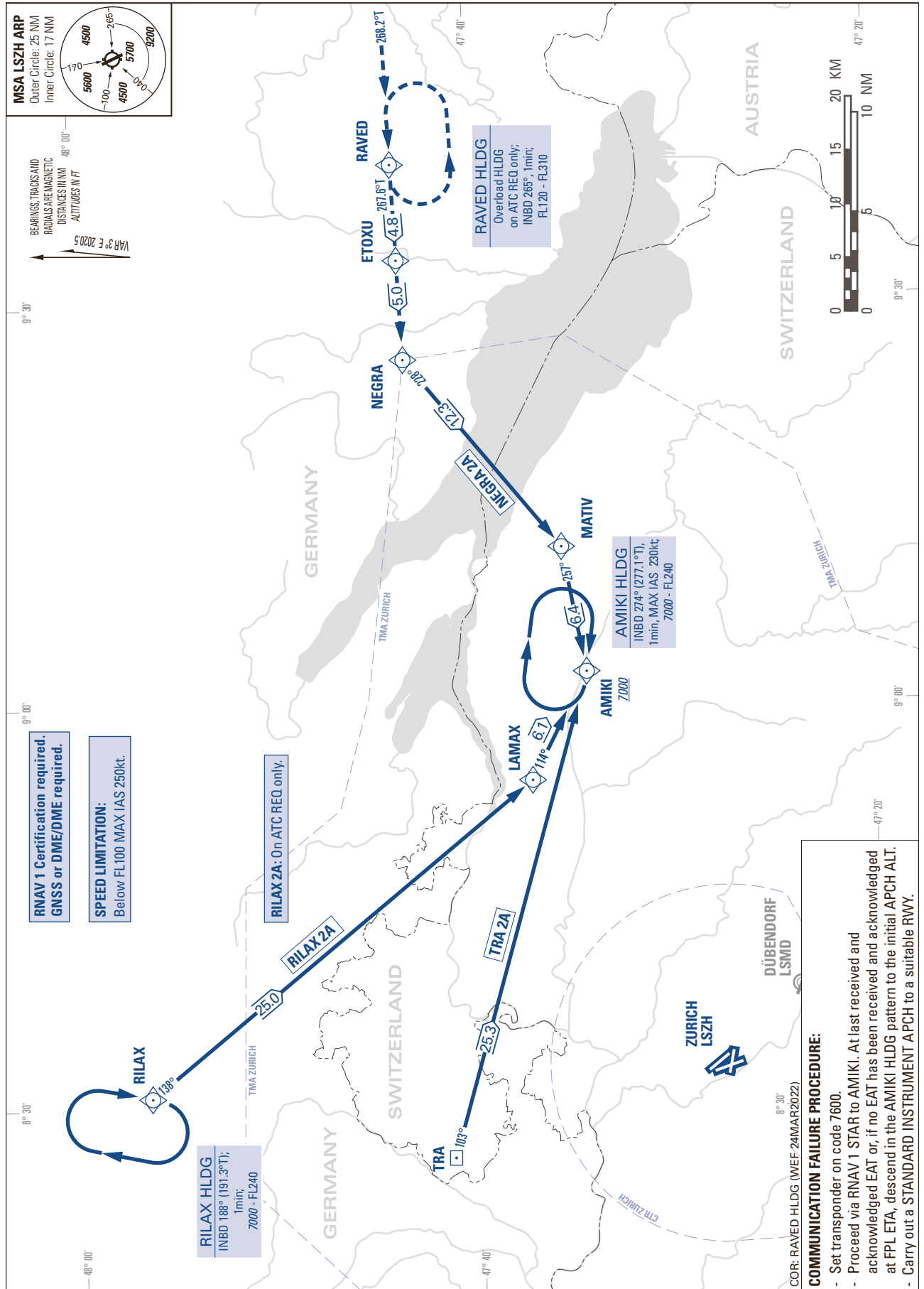


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STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

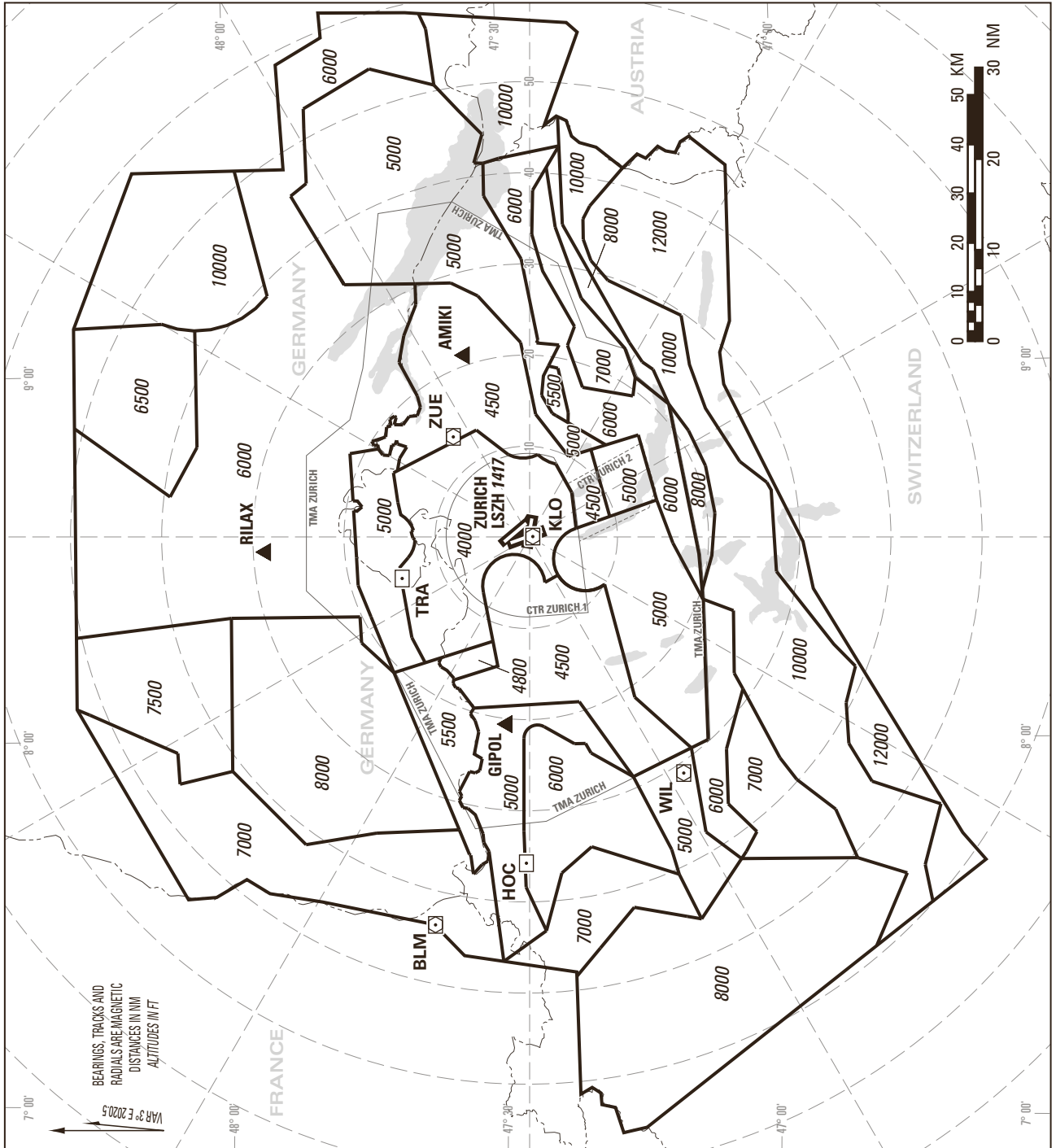
ZURICH LSZH
STARTO AMIKI - RNAV 1



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ATC SURVEILLANCE MINIMUM ALTITUDE CHART



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSZH which may be assigned to an IFR flight under radar vectoring.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSZH QNH.

Transition ALT: 7000

Minimum altitudes over Swiss territory are calculated in accordance with ICAO SARPS (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes over Swiss territory are protected for low temperatures from minus 20 degrees to minus 7 degrees celcius (LSZH temperature).

Sectors indicated all 30°, distances indicated all 10 NM, based on KLO DVOR/DME.

COR: LSZHTMA 8 (WEP 24MAR2022)

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