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008/2016	07-Jul-2016	18-Aug-2016	
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003/2017	16-Feb-2017	30-Mar-2017	
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009/2018	30-Aug-2018	11-Oct-2018	
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004/2020	09-Apr-2020	21-May-2020	
005/2020	07-May-2020	18-Jun-2020	
006/2020	02-Jul-2020	13-Aug-2020	
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LSZS AD 2.24.7 - 2	AIRAC 05 DEC 2019	LSZH AD 2 - 13	14 JUL 2022	LSZH AD 2.24.4 - 4	14 JUL 2022
LSZS AD 2.24.7 - 3	AIRAC 05 DEC 2019	LSZH AD 2 - 14	14 JUL 2022	LSZH AD 2.24.4 - 5	AIRAC 02 DEC 2021
LSZS AD 2.24.7 - 4	AIRAC 05 DEC 2019	LSZH AD 2 - 15	20 APR 2023	LSZH AD 2.24.4 - 6	AIRAC 02 DEC 2021
LSZS AD 2.24.7 - 5	AIRAC 24 MAR 2022	LSZH AD 2 - 16	20 APR 2023	LSZH AD 2.24.4 - 7	AIRAC 02 DEC 2021
LSZS AD 2.24.7 - 6	AIRAC 24 MAR 2022	LSZH AD 2 - 17	AIRAC 15 JUN 2023	LSZH AD 2.24.4 - 8	AIRAC 02 DEC 2021
LSZS AD 2.24.7 - 7	AIRAC 24 MAR 2022	LSZH AD 2 - 18	AIRAC 15 JUN 2023	LSZH AD 2.24.4 - 9	AIRAC 02 DEC 2021
LSZS AD 2.24.7 - 8	AIRAC 24 MAR 2022	LSZH AD 2 - 19	14 JUL 2022	LSZH AD 2.24.4 - 10	AIRAC 02 DEC 2021
LSZS AD 2.24.10 - 1	AIRAC 03 NOV 2022	LSZH AD 2 - 20	14 JUL 2022	LSZH AD 2.24.4 - 11	AIRAC 02 DEC 2021
LSZS AD 2.24.10 - 2	AIRAC 03 NOV 2022	LSZH AD 2 - 21	14 JUL 2022	LSZH AD 2.24.4 - 12	AIRAC 02 DEC 2021
LSZS AD 2.24.10 - 3	AIRAC 24 MAR 2022	LSZH AD 2 - 22	14 JUL 2022	LSZH AD 2.24.5 - 1	AIRAC 07 DEC 2017
LSZS AD 2.24.10 - 4	AIRAC 24 MAR 2022	LSZH AD 2 - 23	23 MAR 2023	LSZH AD 2.24.5 - 2	AIRAC 07 DEC 2017
LSZS AD 2.24.11 - 1	23 MAR 2023	LSZH AD 2 - 24	23 MAR 2023	LSZH AD 2.24.5 - 3	AIRAC 07 DEC 2017
LSZS AD 2.24.11 - 2	23 MAR 2023	LSZH AD 2 - 25	01 DEC 2022	LSZH AD 2.24.5 - 4	AIRAC 07 DEC 2017
LSZS AD 2.24.12 - 1	20 APR 2023	LSZH AD 2 - 26	01 DEC 2022	LSZH AD 2.24.6 - 1	AIRAC 24 MAR 2022
LSZS AD 2.24.12 - 2	20 APR 2023	LSZH AD 2 - 27	14 JUL 2022	LSZH AD 2.24.6 - 2	AIRAC 24 MAR 2022
LSGS AD 2 - 1	26 JAN 2023	LSZH AD 2 - 28	14 JUL 2022	LSZH AD 2.24.6 - 3	AIRAC 15 JUN 2023
LSGS AD 2 - 2	26 JAN 2023	LSZH AD 2 - 29	01 DEC 2022	LSZH AD 2.24.6 - 4	AIRAC 15 JUN 2023
LSGS AD 2 - 3	14 JUL 2022	LSZH AD 2 - 30	01 DEC 2022	LSZH AD 2.24.7.1 - 1	07 OCT 2021
LSGS AD 2 - 4	14 JUL 2022	LSZH AD 2 - 31	14 JUL 2022	LSZH AD 2.24.7.1 - 2	07 OCT 2021
LSGS AD 2 - 5	14 JUL 2022	LSZH AD 2 - 32	14 JUL 2022	LSZH AD 2.24.7.1 - 3	AIRAC 15 JUN 2023
LSGS AD 2 - 6	14 JUL 2022	LSZH AD 2 - 33	14 JUL 2022	LSZH AD 2.24.7.1 - 4	AIRAC 15 JUN 2023
LSGS AD 2 - 7	15 JUL 2021	LSZH AD 2 - 34	14 JUL 2022	LSZH AD 2.24.7.1 - 5	AIRAC 18 MAY 2023
LSGS AD 2 - 8	15 JUL 2021	LSZH AD 2 - 35	14 JUL 2022	LSZH AD 2.24.7.1 - 6	AIRAC 18 MAY 2023
LSGS AD 2 - 9	23 MAR 2023	LSZH AD 2 - 36	14 JUL 2022	LSZH AD 2.24.7.1 - 7	AIRAC 15 JUN 2023
LSGS AD 2 - 10	23 MAR 2023	LSZH AD 2 - 37	14 JUL 2022	LSZH AD 2.24.7.1 - 8	AIRAC 15 JUN 2023
LSGS AD 2 - 11	16 JUN 2022	LSZH AD 2 - 38	14 JUL 2022	LSZH AD 2.24.7.2 - 1	07 OCT 2021
LSGS AD 2 - 12	16 JUN 2022	LSZH AD 2 - 39	11 AUG 2022	LSZH AD 2.24.7.2 - 2	07 OCT 2021
LSGS AD 2 - 13	16 JUN 2022	LSZH AD 2 - 40	11 AUG 2022	LSZH AD 2.24.7.2 - 3	AIRAC 15 JUN 2023
LSGS AD 2 - 14	16 JUN 2022	LSZH AD 2 - 41	14 JUL 2022	LSZH AD 2.24.7.2 - 4	AIRAC 15 JUN 2023
LSGS AD 2 - 15	17 JUN 2021	LSZH AD 2 - 42	14 JUL 2022	LSZH AD 2.24.7.2 - 5	AIRAC 18 MAY 2023
LSGS AD 2 - 16	17 JUN 2021	LSZH AD 2 - 43	14 JUL 2022	LSZH AD 2.24.7.2 - 6	AIRAC 18 MAY 2023
LSGS AD 2 - 17	AIRAC 26 MAR 2020	LSZH AD 2 - 44	14 JUL 2022	LSZH AD 2.24.7.2 - 7	AIRAC 15 JUN 2023
LSGS AD 2 - 18	AIRAC 26 MAR 2020	LSZH AD 2 - 45	14 JUL 2022	LSZH AD 2.24.7.2 - 8	AIRAC 15 JUN 2023
LSGS AD 2 - 19	31 DEC 2020	LSZH AD 2 - 46	14 JUL 2022	LSZH AD 2.24.7.3 - 1	AIRAC 15 JUN 2023
LSGS AD 2 - 20	31 DEC 2020	LSZH AD 2 - 47	14 JUL 2022	LSZH AD 2.24.7.3 - 2	AIRAC 15 JUN 2023
LSGS AD 2.24.1 - 1	23 FEB 2023	LSZH AD 2 - 48	14 JUL 2022	LSZH AD 2.24.7.3 - 3	07 OCT 2021
LSGS AD 2.24.1 - 2	23 FEB 2023	LSZH AD 2 - 49	14 JUL 2022	LSZH AD 2.24.7.3 - 4	07 OCT 2021
LSGS AD 2.24.2 - 1	23 FEB 2023	LSZH AD 2 - 50	14 JUL 2022	LSZH AD 2.24.7.3 - 5	07 OCT 2021
LSGS AD 2.24.2 - 2	23 FEB 2023	LSZH AD 2 - 51	14 JUL 2022	LSZH AD 2.24.7.3 - 6	07 OCT 2021
LSGS AD 2.24.4 - 1	22 APR 2021	LSZH AD 2 - 52	14 JUL 2022	LSZH AD 2.24.7.3 - 7	AIRAC 18 MAY 2023
LSGS AD 2.24.4 - 2	22 APR 2021	LSZH AD 2 - 53	14 JUL 2022	LSZH AD 2.24.7.3 - 8	AIRAC 18 MAY 2023
LSGS AD 2.24.7 - 1	AIRAC 26 MAR 2020	LSZH AD 2 - 54	14 JUL 2022	LSZH AD 2.24.7.3 - 9	07 OCT 2021
LSGS AD 2.24.7 - 2	AIRAC 26 MAR 2020	LSZH AD 2 - 55	14 JUL 2022	LSZH AD 2.24.7.3 - 10	07 OCT 2021
LSGS AD 2.24.7 - 3	AIRAC 26 MAR 2020	LSZH AD 2 - 56	14 JUL 2022	LSZH AD 2.24.7.4 - 1	AIRAC 24 MAR 2022
LSGS AD 2.24.7 - 4	AIRAC 26 MAR 2020	LSZH AD 2 - 57	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 2	AIRAC 24 MAR 2022
LSGS AD 2.24.7 - 5	AIRAC 26 MAR 2020	LSZH AD 2 - 58	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 3	AIRAC 15 JUN 2023
LSGS AD 2.24.7 - 6	AIRAC 26 MAR 2020	LSZH AD 2 - 59	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 4	AIRAC 15 JUN 2023
LSGS AD 2.24.9 - 1	AIRAC 26 MAR 2020	LSZH AD 2 - 60	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 5	AIRAC 18 MAY 2023
LSGS AD 2.24.9 - 2	AIRAC 26 MAR 2020	LSZH AD 2 - 61	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 6	AIRAC 18 MAY 2023
LSGS AD 2.24.10 - 1	23 MAR 2023	LSZH AD 2 - 62	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 7	AIRAC 24 MAR 2022
LSGS AD 2.24.10 - 2	23 MAR 2023	LSZH AD 2 - 63	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 8	AIRAC 24 MAR 2022
LSGS AD 2.24.10 - 3	03 NOV 2022	LSZH AD 2 - 64	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 1	07 OCT 2021
LSGS AD 2.24.10 - 4	03 NOV 2022	LSZH AD 2 - 65	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 2	07 OCT 2021
LSGS AD 2.24.10 - 5	23 MAR 2023	LSZH AD 2 - 66	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 3	07 OCT 2021
LSGS AD 2.24.10 - 6	23 MAR 2023	LSZH AD 2 - 67	20 APR 2023	LSZH AD 2.24.7.5 - 4	07 OCT 2021
LSGS AD 2.24.13 - 1	AIRAC 26 MAR 2020	LSZH AD 2 - 68	20 APR 2023	LSZH AD 2.24.7.5 - 5	AIRAC 15 JUN 2023
LSGS AD 2.24.13 - 2	AIRAC 26 MAR 2020	LSZH AD 2 - 69	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 6	AIRAC 15 JUN 2023

Page	Date	Page	Date	Page	Date
LSZH AD 2.24.7.5 - 7	AIRAC 18 MAY 2023				
LSZH AD 2.24.7.5 - 8	AIRAC 18 MAY 2023				
LSZH AD 2.24.7.5 - 9	07 OCT 2021				
LSZH AD 2.24.7.5 - 10	07 OCT 2021				
LSZH AD 2.24.7.6 - 1	07 OCT 2021				
LSZH AD 2.24.7.6 - 2	07 OCT 2021				
LSZH AD 2.24.9.1 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.1 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.2 - 1	AIRAC 15 JUN 2023				
LSZH AD 2.24.9.2 - 2	AIRAC 15 JUN 2023				
LSZH AD 2.24.9.3 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.3 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.10.1 - 1	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 2	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 7	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 8	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 9	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 10	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 1	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 2	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 7	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 8	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.3 - 1	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 2	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 7	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 8	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 9	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 10	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 1	07 OCT 2021				
LSZH AD 2.24.10.4 - 2	07 OCT 2021				
LSZH AD 2.24.10.4 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 7	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 8	AIRAC 15 JUN 2023				
LSZH AD 2.24.13 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.13 - 2	AIRAC 24 MAR 2022				

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## GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Encode			
STATION NAME	FACILITY	ID	PURPOSE
BÄLE-MULHOUSE	DVOR/DME	BLM	AE
BERN-BELP	ILS/LOC/DME RWY 14	IBE	A
CORVATSCH	DME	CVA	E
FRIBOURG	VOR/DME	FRI	AE
GENEVA	DVOR/DME	GVA	AE
GENÈVE	ILS/LOC/DME RWY 04	INE	A
GENÈVE	ILS/LOC/DME RWY 22	ISW	A
GLAND	NDB	GLA	AE
GRENCHEN	DVOR/DME	GRE	A
HOCHWALD	DME	HOC	E
KLOTEN (ZURICH AIRPORT)	DVOR/DME	KLO	A
LA PRAZ	DME	LAP	E
LES EPLATURES	DME	ICF	A
LES EPLATURES	NDB	LPS	A
LUGANO	ILS/LOC/DME RWY 01	ILU	A
PASSEIRY	DVOR/DME	PAS	AE
PAYERNE	ILS/LOC/DME RWY 05	IPN	A
PAYERNE	ILS/LOC/DME RWY 23	IPY	A
SION	ILS/LOC/DME RWY 26	ISI	A
SION	DVOR/DME	SIO	A
ST. GALLEN-ALTENRHEIN	ILS/LOC/DME RWY 10	IAL	A
ST-PREX	VOR/DME	SPR	AE
TRASADINGEN	DME	TRA	E
WEISSFLUHGIPFEL	DME	WFJ	E
WILLISAU	DVOR/DME	WIL	AE
ZURICH	GBAS	GZH	A
ZURICH	ILS/LOC/DME RWY 14	IKL	A
ZURICH	ILS/LOC/DME RWY 16	IZH	A
ZURICH	ILS/LOC/DME RWY 28	IZW	A
ZURICH	ILS/LOC/DME RWY 34	IZS	A
ZURICH EAST	DVOR/DME	ZUE	AE

Decode			
ID	STATION NAME	FACILITY	PURPOSE
BLM	BÄLE-MULHOUSE	DVOR/DME	AE
CVA	CORVATSCH	DME	E
FRI	FRIBOURG	VOR/DME	AE
GLA	GLAND	NDB	AE
GRE	GRENCHEN	DVOR/DME	A
GVA	GENEVA	DVOR/DME	AE
GZH	ZURICH	GBAS	A
HOC	HOCHWALD	DME	E
IAL	ST. GALLEN-ALTENRHEIN	ILS/LOC/DME RWY 10	A
IBE	BERN-BELP	ILS/LOC/DME RWY 14	A
ICF	LES EPLATURES	DME	A
IKL	ZURICH	ILS/LOC/DME RWY 14	A
ILU	LUGANO	ILS/LOC/DME RWY 01	A
INE	GENÈVE	ILS/LOC/DME RWY 04	A
IPN	PAYERNE	ILS/LOC/DME RWY 05	A
IPY	PAYERNE	ILS/LOC/DME RWY 23	A
ISI	SION	ILS/LOC/DME RWY 26	A
ISW	GENÈVE	ILS/LOC/DME RWY 22	A
IZH	ZURICH	ILS/LOC/DME RWY 16	A
IZS	ZURICH	ILS/LOC/DME RWY 34	A
IZW	ZURICH	ILS/LOC/DME RWY 28	A
KLO	KLOTEN (ZURICH AIRPORT)	DVOR/DME	A
LAP	LA PRAZ	DME	E
LPS	LES EPLATURES	NDB	A
PAS	PASSEIRY	DVOR/DME	AE
SIO	SION	DVOR/DME	A
SPR	ST-PREX	VOR/DME	AE
TRA	TRASADINGEN	DME	E
WFJ	WEISSFLUHGIPFEL	DME	E
WIL	WILLISAU	DVOR/DME	AE
ZUE	ZURICH EAST	DVOR/DME	AE

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	
						↓	↑		
<b>T103</b>									
△ DITON		47 18 08 N 008 20 00 E							
	071°	27.1	$\frac{FL660}{FL135}$	FL140		Odd		ACC Zurich {C}	
△ KUDIS		47 26 28 N 008 58 01 E							
	071°	29.2	$\frac{FL660}{8500 ft}$	9000 ft		Odd		ACC Zurich {C, E}	
△ NUNRI		47 35 12 N 009 39 09 E							

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	
						↓	↑		
<b>T125</b>									
△ RAMOK 47 01 20 N 007 41 03 E									
	042°	13.1	<u>FL195</u> 5500 ft	6000 ft		Even		APP Bern {C, E}	
△ Willisau DVOR/DME (WIL) 47 10 42 N 007 54 21 E									
	<u>020°</u> 200°	12.4	<u>FL095</u> FL075	FL080		Even	Odd	APP Zurich {C, E}	
△ EKTUM 47 22 08 N 008 01 28 E									
	<u>053°</u> 234°	24.9	<u>FL095</u> FL075	FL080		Even	Odd	APP Zurich {C, E}	
△ ENONO 47 35 53 N 008 32 03 E									
	<u>089°</u> 269°	11.5	<u>FL095</u> FL075	FL080		Even	Odd	APP Zurich {C}	
△ Zurich East VOR/DME (ZUE) 47 35 32 N 008 49 04 E									
	<u>055°</u> 235°	13.8	<u>FL660</u> 5500 ft	6000 ft		Even	Odd	ACC/APP Zurich {C, E}	
△ ROMIR 47 42 47 N 009 06 28 E									
WIL - ZUE: CDR 1 H24 By ATC: Alternative route via T625									

Route Designator {RNP Type} [Route Usage Notes]								
Significant Point Name	Significant Point Coordinates						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
						↓	↑	
<b>T544</b>								
△ VEBIT 47 16 07 N 008 00 21 E								
	214°	6.8	FL095 6500 ft	7000 ft		Odd		APP Zurich APP Bern {C, E}
△ Willisau DVOR/DME (WIL) 47 10 42 N 007 54 21 E								
	046° 227°	36.9	FL095 7500 ft	8000 ft		Odd	Even	ACC Geneva {C, E} (2)
△ Fribourg VOR/DME (FRI) 46 46 39 N 007 13 25 E								
(2) {D} within Bern TMA								

Route Designator {RNP Type} [Route Usage Notes]									
Significant Point Name		Significant Point Coordinates						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	
						↓	↑		
<b>T625</b>									
△ ROMIR 47 42 47 N 009 06 28 E									
	$\frac{196^\circ}{016^\circ}$	24.0	$\frac{FL095}{FL075}$	FL080		Odd	Even	APP Zurich {C,D}	
△ SUBEX 47 20 07 N 008 54 45 E									
	$\frac{254^\circ}{074^\circ}$	42.2	$\frac{FL095}{FL075}$	FL080		Odd	Even	APP Zurich {C, D, E}	
△ Willisau DVOR/DME (WIL) 47 10 42 N 007 54 21 E									
	$\frac{266^\circ}{086^\circ}$	12.2	$\frac{FL195}{7500 ft}$	8000 ft		Even	Odd	ACC Zurich APP Bern {C, E}	
△ OSKUP 48 10 07 N 007 36 33 E									
	$\frac{281^\circ}{101^\circ}$	20.8	$\frac{FL105}{7500 ft}$	8000 ft		Even	Odd	APP Bern {E}	
△ DEKAM 47 14 24 N 007 06 46 E									
ROMIR - WIL: Only by ATC Alternative route for T125									

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	
						↓	↑		
<b>T734</b>									
△ RONIX		47 13 34 N 008 27 25 E							
	175°	27.8	FL245 4500 ft	5000 ft			Odd	ACC Zurich {C, E}	
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E							
	066°	13.1	FL660 6500 ft	7000 ft			Odd	ACC Zurich REF: AIP Germany {C, E}	
△ SONGI		47 46 40 N 008 43 55 E							

Route Designator {RNP Type} [Route Usage Notes]								
Significant Point Name		Significant Point Coordinates					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
						↓	↑	
<b>T901</b>								
△ SUREP 47 09 55 N 008 00 39 E								
	097°	4.4	$\frac{FL195}{2000 \text{ ft AGL}}$	7000 ft			Even	{C, E}
△ Willisau DVOR/DME (WIL) 47 10 42 N 007 54 21 E								
	$\frac{322^\circ}{142^\circ}$	5.1	$\frac{FL195}{2000 \text{ ft AGL}}$	7000 ft		Odd	Even	{C, E}
△ NEMAG 47 14 53 N 007 50 06 E								
	$\frac{254^\circ}{074^\circ}$	4.5	$\frac{FL195}{2000 \text{ ft AGL}}$	7000 ft		Odd	Even	{C, E}
△ ARVAN 47 13 53 N 007 43 41 E								

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)	↓	↑	Controlling unit {Airspace class} Remarks	
						<b>Y5</b>			
△ BARIG 47 16 07 N 008 33 40 E									
	075° 256°	27.3	FL165 7500 ft	8000 ft		Odd	Even	APP Zurich {C, E}	
△ Willisau DVOR/DME (WIL) 47 10 42 N 007 54 21 E									
	062°	13.3	FL195 5500 ft	6000 ft			Even	APP Bern {C, D, E}	
△ MEBOX 47 05 10 N 007 36 33 E									

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	
						↓	↑		
<b>Y51</b>									
△ St-Prex VOR/DME (SPR) 46 28 07 N 006 26 53 E									
	$\frac{009^\circ}{189^\circ}$	16.0	$\frac{FL195}{7500 ft}$	8000 ft		Even	Odd	ACC Geneva {C, E}	
△ LORBU 46 43 46 N 006 31 44 E									
	$\frac{009^\circ}{189^\circ}$	11.0	$\frac{FL195}{7500 ft}$	8000 ft		Even	Odd	ACC Geneva {C, E}	
△ FLORY 46 54 31 N 006 35 06 E									
	$\frac{036^\circ}{216^\circ}$	13.5	$\frac{FL195}{7500 ft}$	8000 ft		Even	Odd	ACC Geneva {C, E}	
△ Les Eplatures NDB (LPS) 47 05 00 N 006 47 36 E									
	$\frac{051^\circ}{231^\circ}$	16.1	$\frac{FL195}{7500 ft}$	8000 ft		Even	Odd	ACC Geneva {C, D, E}	
△ DEKAM 47 14 24 N 007 06 46 E									
	$\frac{056^\circ}{236^\circ}$	8.0	$\frac{FL195}{7500 ft}$	8000 ft		Even	Odd	ACC Zurich {C, D, E}	
△ BALIR 47 18 30 N 007 16 53 E									
	$\frac{056^\circ}{236^\circ}$	4.0	$\frac{FL195}{7500 ft}$	8000 ft		Even	Odd	ACC Zurich {C, D, E}	
△ LEPLA 47 20 36 N 007 21 58 E									
	$\frac{056^\circ}{236^\circ}$	8.2	$\frac{FL195}{FL105}$	FL110		Even	Odd	ACC Zurich {C, D}	
△ LASUN 47 24 51 N 007 32 15 E									
	$\frac{056^\circ}{236^\circ}$	6.1	$\frac{FL195}{FL105}$	FL110		Even	Odd	ACC Zurich {C, D}	
△ Hochwald DME (HOC) 47 28 00 N 007 39 56 E									
SPR - BALIR: CDR 1 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	
						↓	↑		
<b>Y100</b>									
△ UMTEX		47 50 15 N 009 37 27 E							
	257°	48.9	<u>FL660</u> 6000 ft	6000 ft		Even		UAC Karlsruhe ACC Munchen ACC Zurich {C}	
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E							
	212°	37.5	<u>FL245</u> 6500 ft	7000 ft		Odd		ACC Zurich APP Zurich {C}	
△ Willisau DVOR/DME (WIL)		47 10 42 N 007 54 21 E							

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)	↓	↑	Controlling unit {Airspace class} Remarks	
<b>Y112</b>									
△ RAVED		47 43 45 N 009 40 10 E							
	257°	82.9	FL660 FL245			Even		ACC Zurich REF: AIP Germany	
△ Hochwald DME (HOC)		47 28 00 N 007 39 56 E							

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	
						↓	↑		
<b>Z90</b>									
△ Hochwald DME (HOC) 47 28 00 N 007 39 56 E									
	147° 328°	19.9	FL095 6500 ft	7000 ft		Odd	Even	ACC Zurich {D, E}	
△ Willisau DVOR/DME (WIL) 47 10 42 N 007 54 21 E									

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	
						↓	↑		
<b>Z119</b>									
△ 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									

Route								
Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name	Significant Point Coordinates		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
						↓	↑	
<b>Z600</b>								
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	$\frac{111^\circ}{291^\circ}$	24.2	$\frac{FL195}{2000 \text{ ft AGL}}$	7000 ft		Even	Odd	{C, E}
△ LEPLA	47 20 36 N 007 21 58 E							
	$\frac{111^\circ}{291^\circ}$	9.5	$\frac{FL195}{2000 \text{ ft AGL}}$	7000 ft		Even	Odd	{C, E}
△ LUMEL	47 24 26 N 007 09 14 E							
	$\frac{116^\circ}{296^\circ}$	20	$\frac{FL195}{FL085}$	FL090		Even	Odd	ACC Reims / APP Bâle / ACC Zurich / REF: AIP France {C, D, E}
▲ Hericourt NDB (HR)	47 33 42 N 006 43 56 E							

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)	↓	↑	Controlling unit {Airspace class} Remarks	
						<b>Z601</b>			
△ ROTOS 47 11 24 N 007 43 31 E									
	$\frac{092^\circ}{272^\circ}$	7.4	$\frac{FL195}{7500\text{ ft}}$	8000 ft		Even	Odd	APP Bern ACC Zurich {C, E}	
△ Willisau DVOR/DME (WIL) 47 10 42 N 007 54 21 E									
	$\frac{013^\circ}{193^\circ}$	20.4	$\frac{FL095}{7500\text{ ft}}$	8000 ft		Odd	Even	APP Bern APP Zurich {C, E}	
△ GIPOL 47 30 19 N 008 02 27 E									
	$\frac{052^\circ}{233^\circ}$	19.5	$\frac{FL095}{7500\text{ ft}}$	8000 ft		Odd	Even	APP Zurich {C}	
△ Trasadingen DME (TRA) 47 41 22 N 008 26 13 E									
	$\frac{108^\circ}{288^\circ}$	16.5	$\frac{FL095}{5500\text{ ft}}$	6000 ft		Odd	Even	APP Zurich {C}	
Zurich East △ DVOR/DME (ZUE) 47 35 32 N 008 49 04 E									
	$\frac{087^\circ}{268^\circ}$	25.7	$\frac{FL095}{5500\text{ ft}}$	6000 ft		Odd	Even	APP Zurich {C, E}	
△ BODAN (FIR BDRY) 47 35 15 N 009 27 05 E									

## ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

## ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VOR: VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
BÂLE-MULHOUSE DVOR/DME	-	-	-	-	-	REF: AIP France
CORVATSCH DME	CVA	(CH 57Y)	H24	46 25 05N 009 49 18E	10987 ft	DOC 80 NM / 50'000 ft. Paired VOR FREQ 112.05 MHz.
FRIBOURG VOR/DME (VAR 3° E)	FRI	110.85 MHz (CH 45Y)	H24	46 46 39.3N 007 13 24.6E	2659 ft	DOC 40 NM / 50'000 ft, range 100 NM in sector 195° - 255°. VOR FRI not usable between FRI and SPR (DME FRI is usable).
GENEVA DVOR/DME (VAR 2° E)	GVA	115.75 MHz (CH 104Y)	H24	46 15 14.1N 006 07 56.0E	1377 ft	PSN: 044°MAG, 563 m FM Genève THR 22. DOC 50 NM / 25'000 ft. FRA (I)
GLAND NDB	GLA	375 kHz	H24	46 24 31.3N 006 14 39.3E	-	PSN: 031°MAG, 11.6 NM FM Genève ARP. EM: NON / A2A. Service range 25 NM.
HOCHWALD DME	HOC	(CH 79X)	H24	47 27 59.6N 007 39 55.6E	2425 ft	DOC 60 NM / 50'000 ft, range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz. FRA (X): Even FL
LA PRAZ DME	LAP	(CH 43Y)	H24	46 40 34N 006 24 48E	4244 ft	DOC 80 NM / 50'000 ft, range 70 NM in sector 195° - 255°. Paired VOR FREQ 110.65 MHz.
LES EPLATURES NDB	LPS	403 kHz	H24	47 05 00.4N 006 47 35.7E	-	EM: NON / A2A Service range 15 NM
PASSEIRY DVOR/DME (VAR 2° E)	PAS	116.60 MHz (CH 113X)	H24	46 09 49.3N 005 59 59.7E	1415 ft	PSN: 224°MAG, 5.5 NM FM Genève THR 04. DOC 80 NM / 50'000 ft.
ST-PREX VOR/DME (VAR 3° E)	SPR	113.90 MHz (CH 86X)	H24	46 28 07.3N 006 26 53.0E	1252 ft	PSN: 046°MAG, 18.7 NM FM Genève THR 22. DOC 100 NM / 50'000 ft.
TRASADINGEN DME	TRA	(CH 90X)	H24	47 41 22.2 N 008 26 13.1E	1850 ft	PSN: 343°MAG, 13.5 NM FM Zurich THR 16. DOC 100 NM / 50'000 ft. Paired VOR FREQ 114.30 MHz. FRA (I)
WEISSFLUHGIPFEL DME	WFJ	(CH 84Y)	H24	46 50 04.5N 009 47 42.5E	9478 ft	DOC 80 NM / 50'000 ft. Paired VOR FREQ 113.75 MHz.
WILLISAU DVOR/DME (VAR 3° E)	WIL	116.90 MHz (CH 116X)	H24	47 10 42.1N 007 54 20.9E	2424 ft	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.
ZURICH EAST DVOR/DME (VAR 3° E)	ZUE	110.05 MHz (CH 37Y)	H24	47 35 31.8N 008 49 03.6E	1730 ft	PSN: 054°MAG, 13.6 NM FM Zurich ARP. DOC 80 NM / 50'000 ft.

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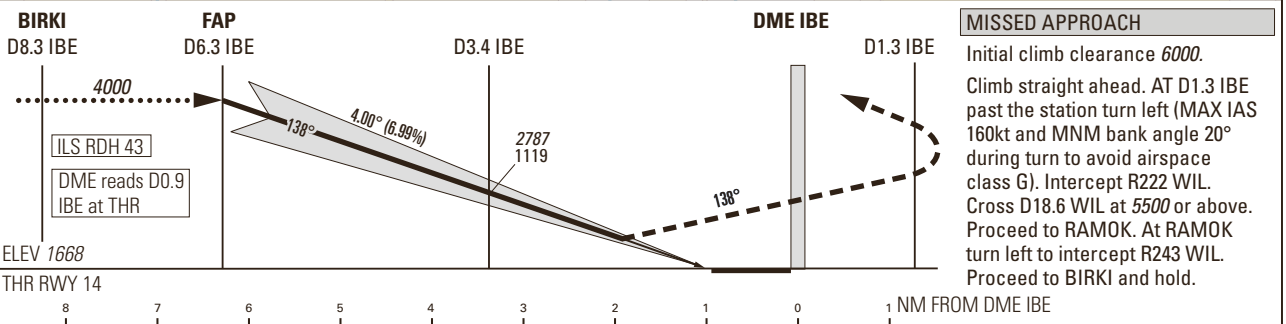
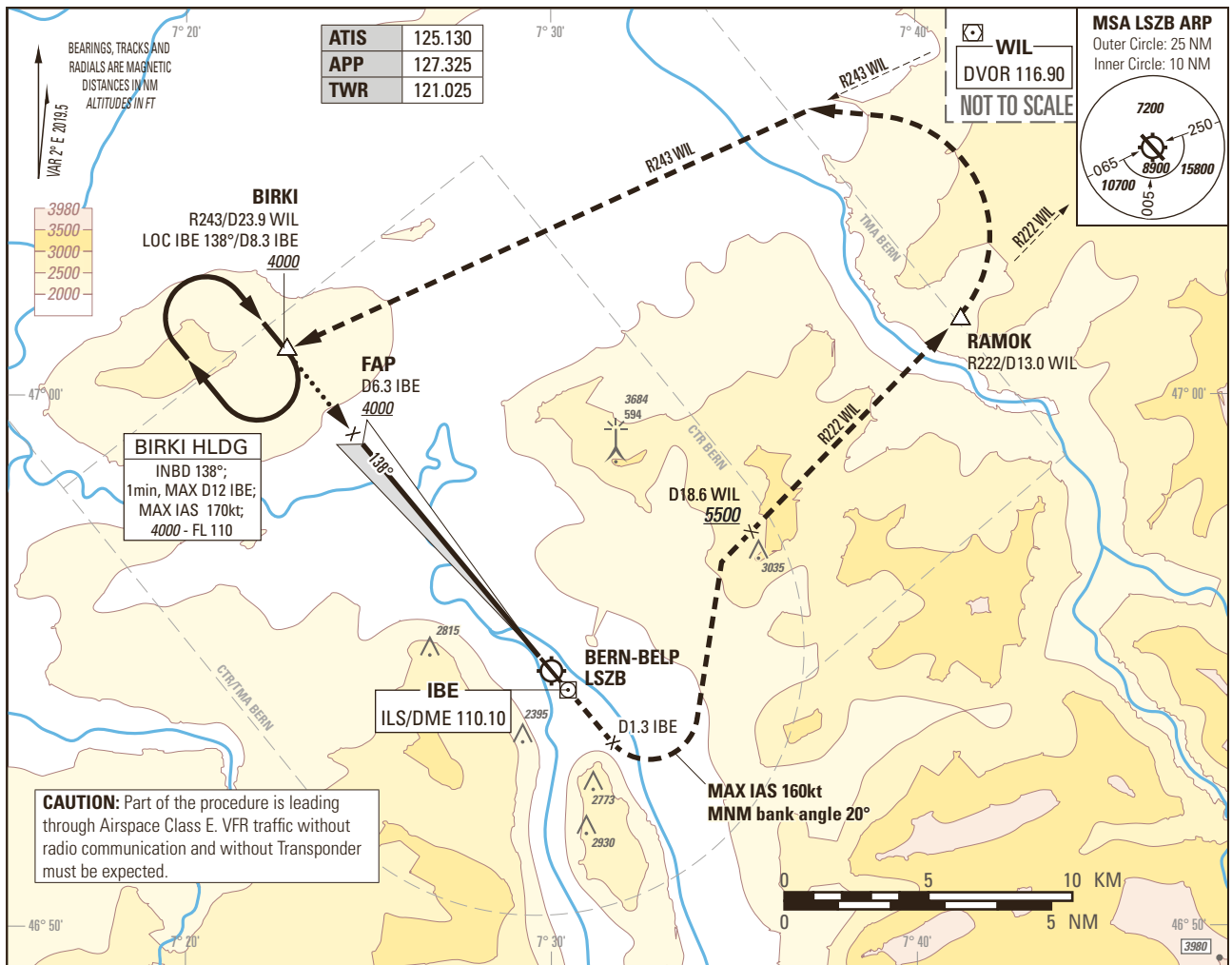
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

BERN-BELP LSZB  
ILS RWY 14  
ACFT CAT A/B/C



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)		
	A	B	C
2.5%	2636 (968)	2653 (985)	2666 (998)
5.0% up to 3100	2290 (623)	2306 (639)	2319 (652)
7.0% up to 3100	2113 (445)	2130 (462)	2143 (475)
DECISION ALTITUDE (HEIGHT)			
2.5%	2636 (968)	2653 (985)	2666 (998)
5.0% up to 3100	2290 (623)	2306 (639)	2319 (652)
7.0% up to 3100	2168 (500)		

DME IBE	6.3	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1
ALT FT	4000	3877	3452	3028	2603	-	-

**CAUTION**

- MAX GS 140kt in final APCH to avoid ROD >1000ft/min.
- 0.7 NM BFR THR14 Visual Segment Surface (VSS) penetrated by trees up to 1890ft AMSL.
- This is not a standard APCH angle.

**REMARK**

- Uncategorised ILS APCH RWY 14 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS14 signal fulfills ICAO Annex 10, CAT I specifications.
- Circling according to specific APCH charts.
- Training ILS APCH: DA (H) 3000ft (1332ft)

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

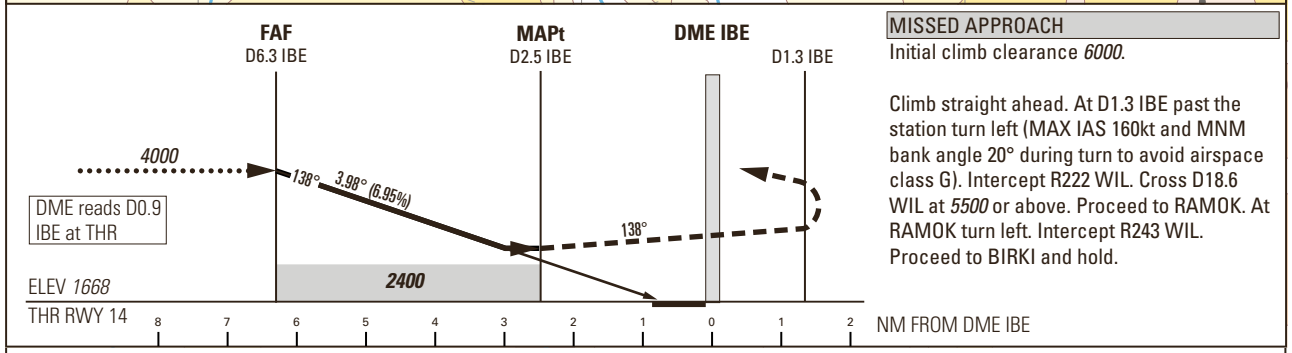
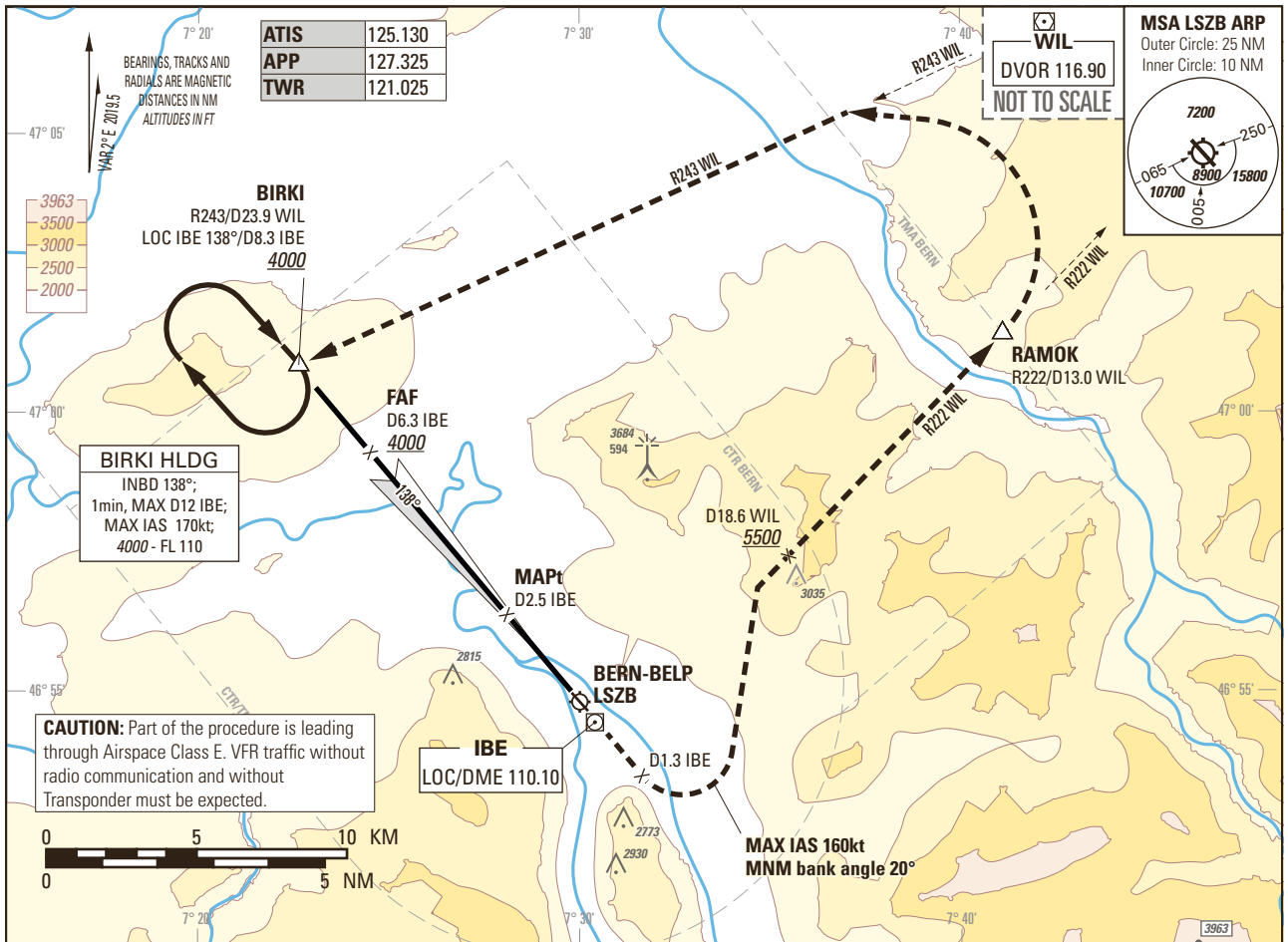
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

BERN-BELP LSZB  
LOC RWY 14  
ACFT CAT A/B/C



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OCA(H)		
	A	B	C
2.5%	2570 (902)		
5.0% up to 2900	2400 (732)		
MDA(H)			
	A	B	C
2.5%	2710 (1040)		
5.0% up to 2900	2460 (790)		

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

**CAUTION**  
- 0.7 NM BFR THR14 Visual Segment Surface (VSS) penetrated by trees up to 1890ft AMSL.  
- This is not a standard APCH angle.

**REMARK**  
- Circling according to specific APCH charts.  
- OBST limitation and restriction according to non-instrument RWY criteria.  
- Training LOC APCH: MDA/H 3000ft / 1330ft.

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

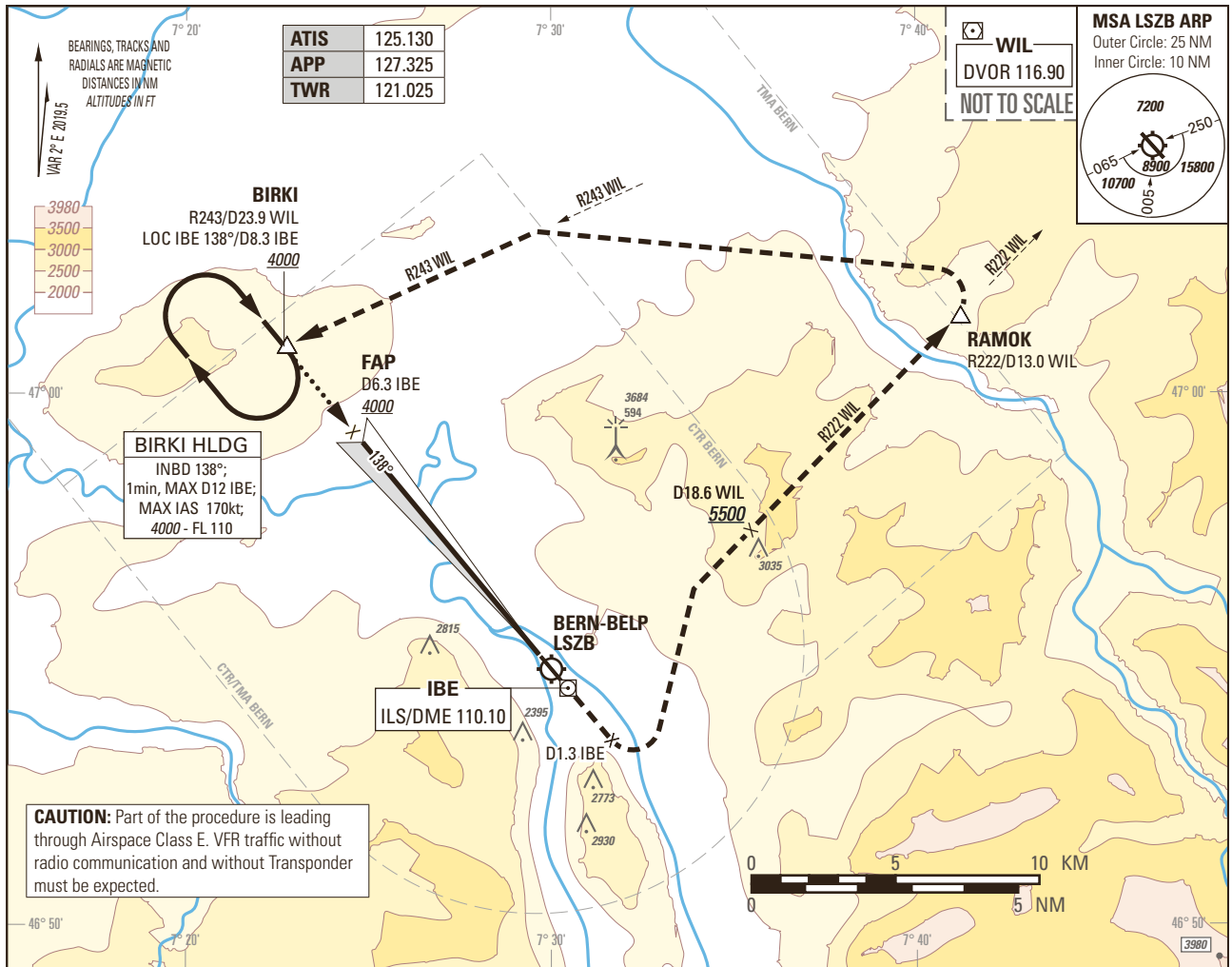
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1675ft

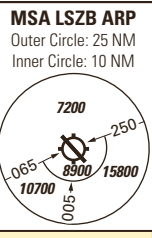
TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

BERN-BELP LSZB  
ILS RWY 14  
HELICOPTER CAT H

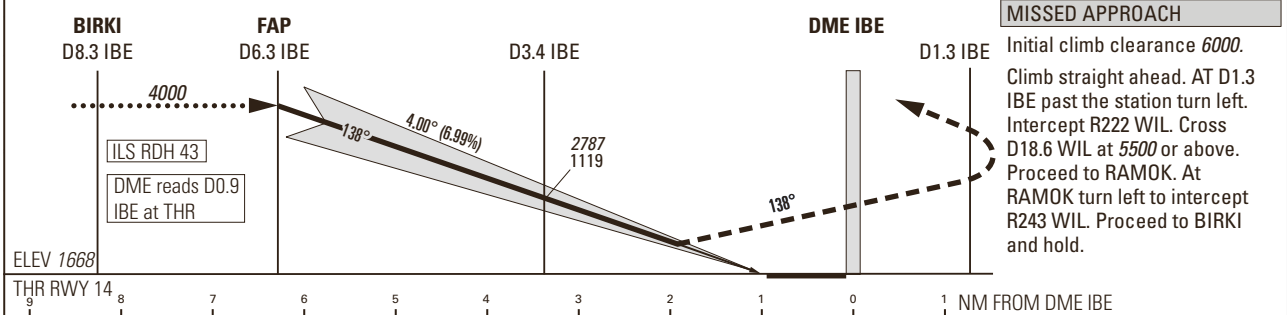


ATIS	125.130
APP	127.325
TWR	121.025

WIL  
DVOR 116.90  
NOT TO SCALE



**CAUTION:** Part of the procedure is leading through Airspace Class E. VFR traffic without radio communication and without Transponder must be expected.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH				
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
	H				
4.2%		2334	666		
5.0% up to 3100	pressure altimeter	2229	561		
7.0% up to 3100		2075	407		
	DECISION ALTITUDE (HEIGHT)				
4.2%		2334	666		
5.0% up to 3100	pressure altimeter	2229	561		
7.0% up to 3100		2117	449		

DME IBE	6.3	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1
ALT FT	4000	3877	3452	3028	2603	-	-

**CAUTION**

- MAX GS 140kt in final APCH to avoid ROD >1000ft/min.
- 0.7 NM BFR THR 14 Visual Segment Surface (VSS) penetrated by trees up to 1890ft AMSL.
- This is not a standard APCH angle.

**REMARK**

- Uncategorised ILS APCH RWY 14 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS14 signal fulfills ICAO Annex 10, CAT I specifications.
- Circling according to specific APCH charts.

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

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**3. ACFT guidance on apron**

ACFT movement (TAX) during TWR OPR HR and with marshaller only.

**4. Departure**

At start-up, ACFT PSN must be reported.

**5. High-visibility jacket**

It is mandatory for all personnel remaining in the movement areas (ACFT, PRKG, TWY, RWY) to wear safety jackets. A yellow high-visibility safety jacket which complies with the EN471 standard must be worn.

**6. Pilatus Aircraft Ltd. operations****ONLY FOR PILOTS OPERATING FOR PILATUS AIRCRAFT LTD****6.1 Traffic light to Pilatus Aircraft Ltd:**

A traffic light regulates traffic between the public road and TWY D to Pilatus Aircraft Ltd. The system shall be ACT by the pilot himself. TWR FREQ may therefore be left for short moments. Aeroplanes on then Pilatus area shall request TAX clearance from the TWR before entering TWY D.

User instruction:

- Activation with three short radio SGL on 121.905 MHz, before crossing the inductive loop on TWY D. A sharp whistle follows as confirmation. Only then CONT slowly towards the crossing and cross over when the light turns green.
- The traffic light remains green for 2 MIN.
- If the traffic light cannot be ACT, contact TWR (OPR HR see AD 2.18). Otherwise give way to road traffic and cross the road at own risk.
- TWR cannot activate the traffic light once the aeroplane has crossed the inductive loop.

**6.2 Traffic light to H10:**

A traffic light regulates traffic between the public roads and TWY C to H10. The system shall be ACT by the pilot himself. TWR FREQ may therefore be left for short moments. Aeroplanes on area in front of H10 shall request TAX clearance from the TWR before entering TWY C.

User instruction:

- Activation with three short radio SGL on 121.705 MHz in an interval of half a second. A sharp whistle follows as confirmation. Only then, CONT slowly towards the crossing and cross over when the light turns green.
- The traffic light remains green for 2 MIN.
- If the traffic light cannot be ACT, give way to road traffic and cross the road at own risk or request a "follow-me" car from TWR.

**6.3 Barrier remote control RWY 06/24 (middle of the RWY) outside TWR OPR HR:**

- Instruction mandatory
- To activate the system, TRANS four short radio SGL on FREQ 119.625 MHz (at intervals of half a second).
- The barriers will be lowered within 30 sec and will remain CLSD for 4 MIN.
- After TKOF or LDG, the system shall be deactivated by transmitting six short radio SGL.
- The system will confirm by an automatic voice message the closure of the barriers as soon as they are lowered and the RWY lighting is on.
- No TKOF and LDG with OPN barrier. Without acoustic confirmation no TKOF or LDG permitted.
- Barriers must also be CLSD for backtracking.

**LSZC AD 2.21 NOISE ABATEMENT PROCEDURES**

**1. Auxiliary Power Unit (APU)**

APU shall be started no earlier than 30 MIN before off-block time and kept in operation no longer than 30 MIN after the on-block time.

**LSZC AD 2.22 FLIGHT PROCEDURES**

**1. Special regulations for IFR approach and departure**

**1.1 IFR procedure**

**1.1.1 SID Descriptions**

Procedure limited to pilots operating for Pilatus Aircraft Ltd.

**1.1.1.1 SID RWY 24 (see chart LSZC AD 2.24.7 - 1)**

DESIGNATOR	RWY 24 - NON RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>WILLISAU 3A</b> (WIL 3A) PDG 13.3% to 7100ft MNM Climb gradient 13.3% to 7600ft to remain inside controlled Airspace.	Climb on CRS244. When crossing R158 (ZC601) turn right (MAX IAS 230kt during turn) and intercept R158 WIL inbound WIL. Proceed to WIL DVOR/DME.	Cross R158 WIL (ZC601) at FL100 or above. INITIAL CLIMB CLEARANCE FL100	NIL	Day only	

**1.1.2 STAR Descriptions (see chart LSZC AD 2.24.9 - 1)**

<b>SPEED LIMITATION:</b> General: Below FL 100 MAX IAS 250kt.
--

DESIGNATOR	STAR TO RONIX - RNAV 1		
	ROUTE		Remark
	Lateral	Vertical	
<b>ASGED 1F</b>	From ASGED proceed to RONIX.	Refer to chart	MAX IAS 200 kt at ASGED MAX IAS 180 kt at RONIX
<b>WILLISAU 2F (WIL 2F)</b>	From WIL proceed to RONIX	Refer to chart	MAX IAS 180 kt at RONIX

RNAV STAR ASGED 1F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	ASGED	N	-	200	-	-
TF	RONIX	N	+6000	180	261° (083.0°T)	4.7

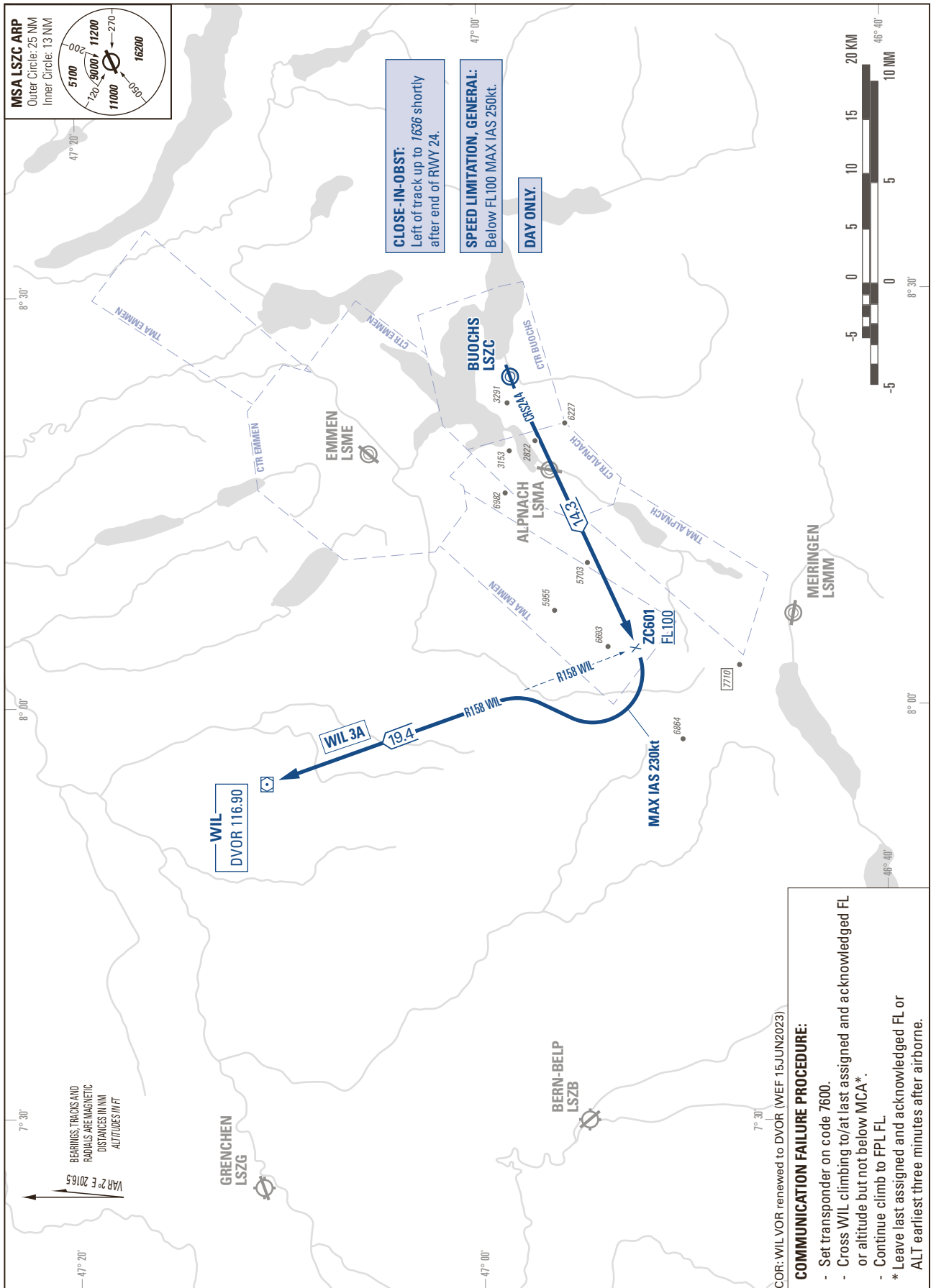
RNAV STAR WIL 2F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	WIL	N	-	-	-	-
TF	RONIX	N	+6000	180	081° (082.5°T)	22.7

STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

BUOCHS - LSZC  
SID RWY 24 - NON RNAV

PROCEDURE LIMITED TO PILOTS OPERATING FOR PILATUS AIRCRAFT LTD

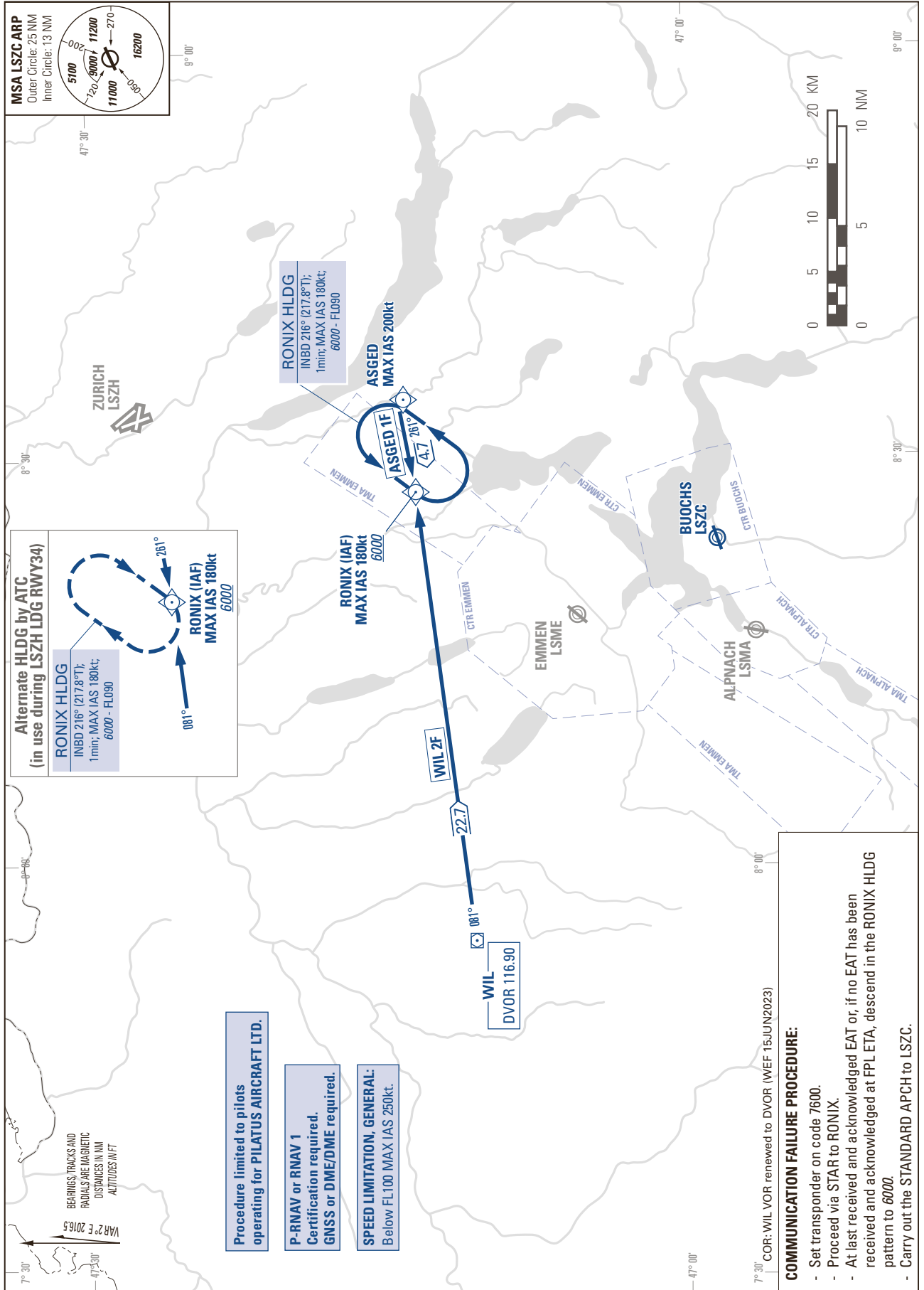


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STANDARD INSTRUMENT ARRIVAL CHART  
(STAR) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

BUOCHS - LSZC  
STAR to RONIX - RNAV 1

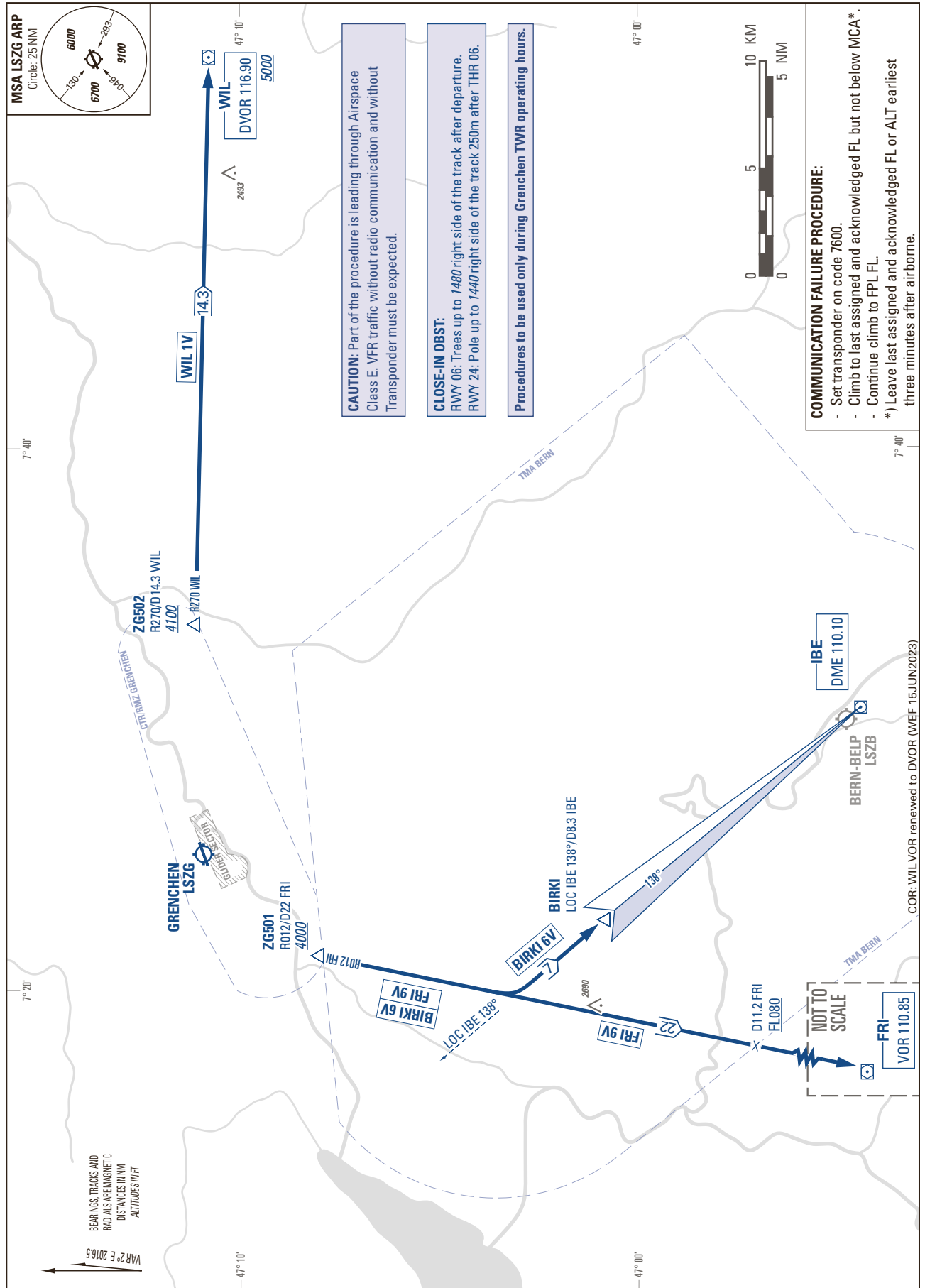


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
VISUAL SID RWY 06/24 - NON RNAV



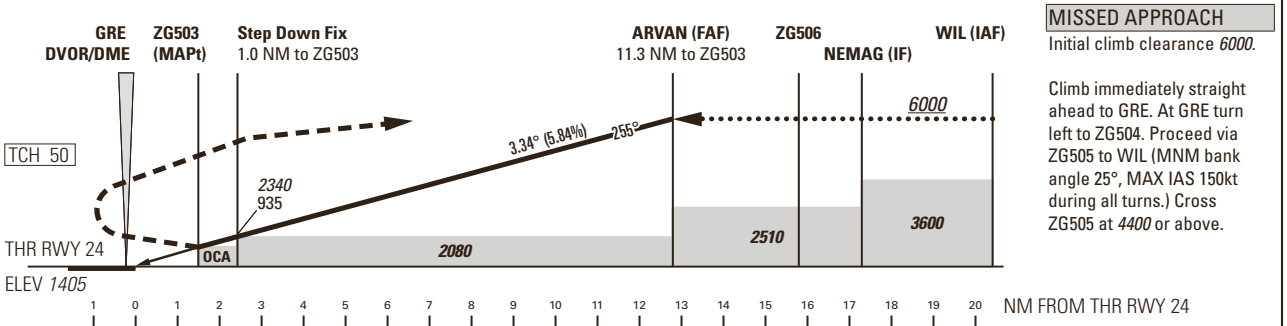
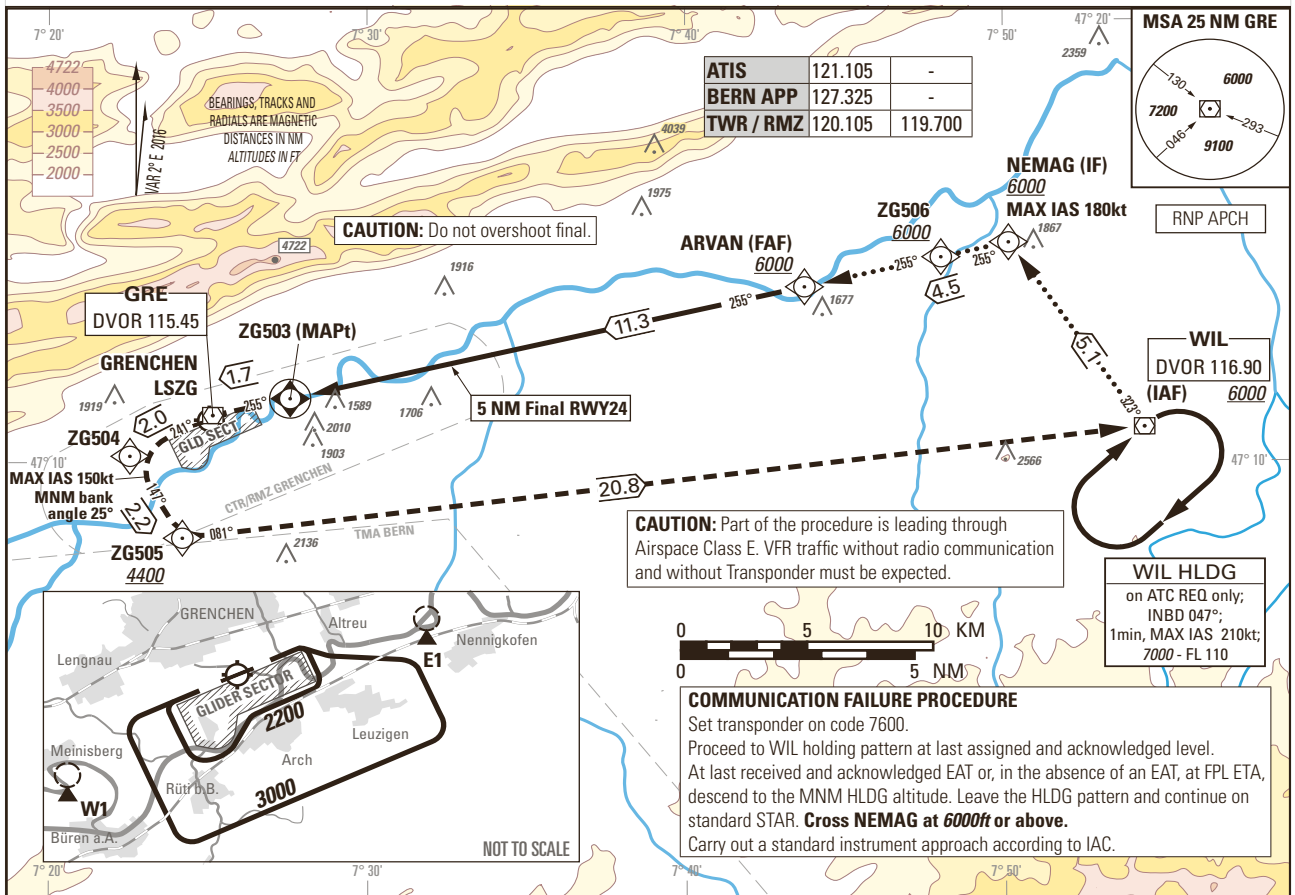
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
RNP RWY 24  
11.5° OFFSET LEFT  
ACFT CAT A / B



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH <sup>1)</sup>		
	A	B	
	OCA(H) LNAV		
2.5%	2490 (1085)		
6.6%	2010 (605)		
CIRCLING <sup>2)3)</sup>	A	B	
	OCA	2270	2320
	VIS	1900m	2800m

ROD	GS kt	90	110	130	150
	FT/MIN	533	651	769	888

DIST ZG503	1	2	3	4	5	6	7	8	9	10	11	11.3
DIST FTP	2.5	3.5	4.5	5.5	6.5	7.5	8.5	9.5	10.5	11.5	12.5	12.8
ALT FT	2350	2700	3060	3410	3760	4120	4470	4830	5180	5540	5890	6000

**NOTE**

<sup>1)</sup> Noise abatement:  
- do not turn onto final before reaching D1.2 GRE

<sup>2)</sup> Circling:  
- No circlings north of RWY 06/24  
- avoid overflying villages  
- whenever possible, circling ALT 3000ft on outer downwind

**CAUTION**  
- Visual Segment Surface (VSS) penetrated by terrain right of track up to 1560ft AMSL.  
- Glider sector.

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

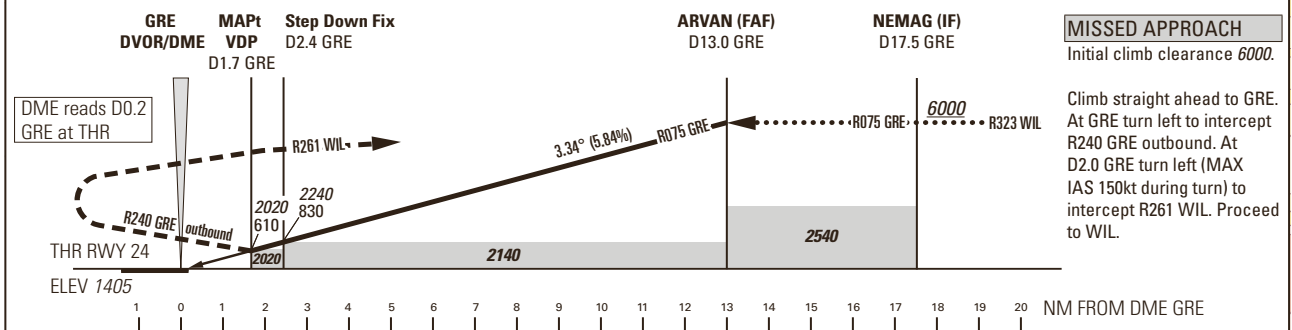
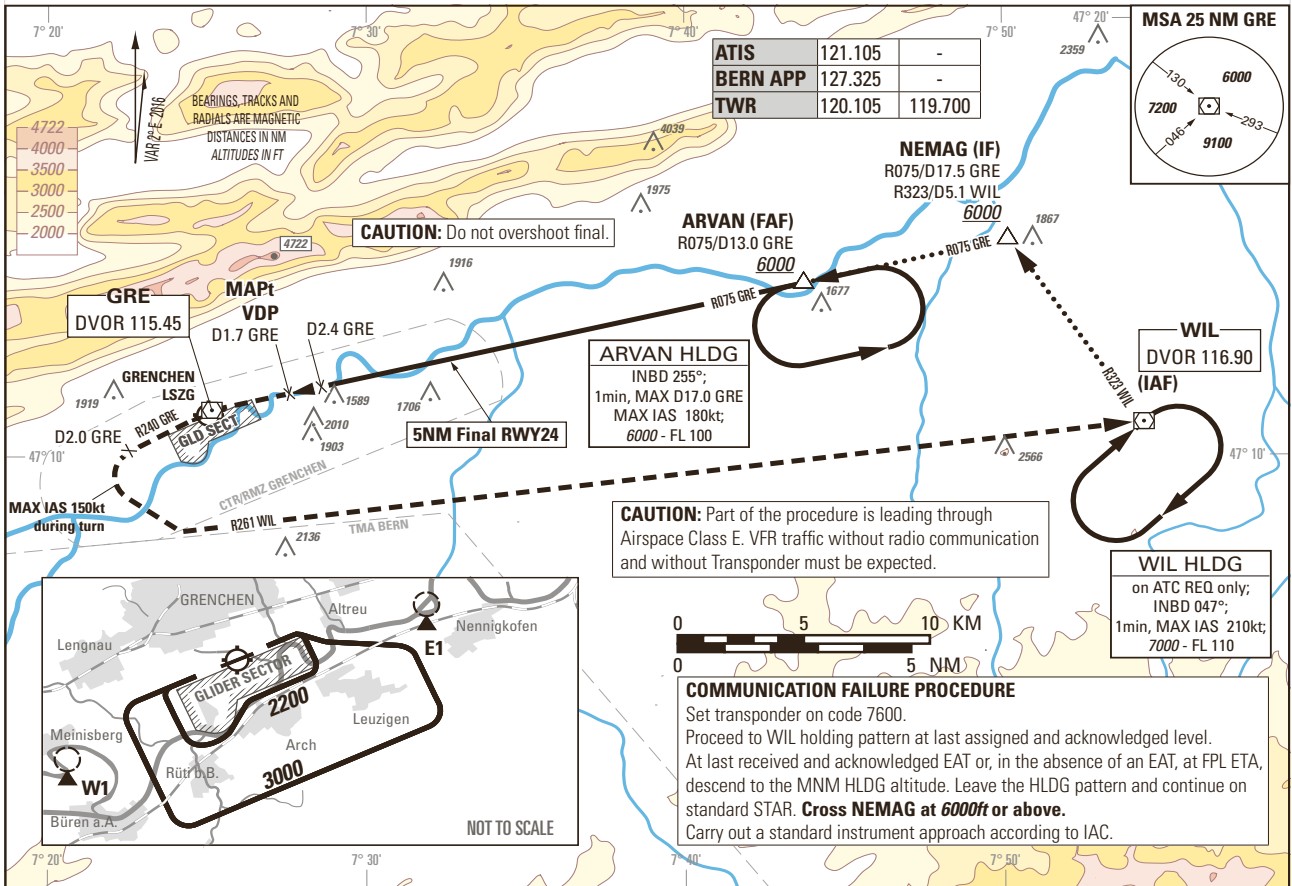
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
VOR RWY 24  
ACFT CAT A / B



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH <sup>1)</sup>	
	OCA(H)	
	A	B
2.5%	2020 (610)	

CIRCLING <sup>2) 3)</sup>	A	B
	OCA	2270
VIS	1900 m	2800 m

ROD	GS kt	90	110	130	150
	FT/MIN	533	651	769	888

**NOTE**

- <sup>1)</sup> Noise abatement:
  - do not turn onto final before reaching D 1.2 GRE
- <sup>2)</sup> Circling:
  - No circlings north of RWY 06/24
  - avoid overflying villages
  - whenever possible, circling ALT 3000ft on outer downwind
  - circling shall remain inside CTR limits

**CAUTION**

- Visual Segment Surface (VSS) penetrated by terrain right of track up to 1560ft.
- Glider sector.

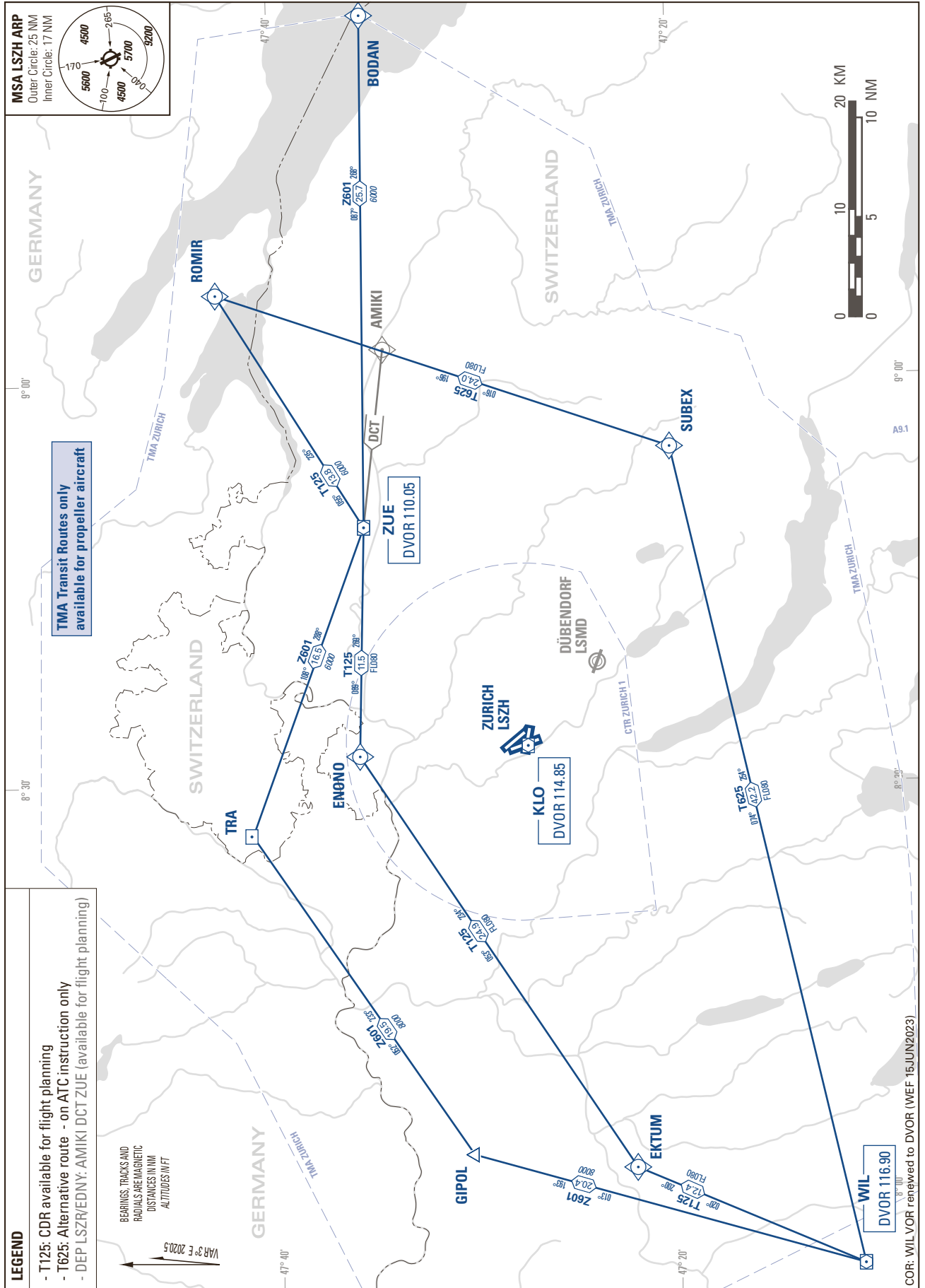
COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

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## LSZH 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
TRASADINGEN DME	TRA	CH 90X	H24	47 41 22.2N 008 26 13.1E	1850 ft	DOC 100 NM / 50'000 ft Paired VOR FREQ 114.30 MHz
KLOTEN DVOR/DME (VAR 3° E)	KLO	114.85 MHz 95Y	H24	47 27 25.7N 008 32 44.1E	1410 ft	PSN: 234° MAG, 0.12 NM FM ARP. DOC 50 NM / 25'000 ft VOR partially UNREL BTN R235 and R245 BLW 7400 ft AMSL and BTN R040 and R080 BLW 5200 ft AMSL.
ZURICH EAST DVOR/DME (VAR 3° E)	ZUE	110.05 MHz 37Y	H24	47 35 31.8N 008 49 03.6E	1730 ft	PSN: 051° MAG, 13.6 NM FM ARP. DOC 80 NM / 50'000 ft
HOCHWALD DME	HOC	CH 79X	H24	47 27 59.6N 007 39 55.6E	2425 ft	DOC 60 NM / 50'000 ft, DME range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz
WILLISAU DVOR/DME (VAR 3° E)	WIL	116.90 MHz CH 116X	H24	47 10 42.1N 007 54 20.9E	2424 ft	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.
GBAS	G14A (RWY 14)	114.05 MHz CH 20242	H24	47 28 46.9N 008 31 49.2E	ELEV of GBAS 1416 ft	Restricted coverage (published procedures covered): at 15 NM -35°E to 20°S from CL above 3700 ft AMSL. at 15 NM +/- 35° from CL above 4000 ft AMSL. at 20 NM +/- 10° from CL above 4700 ft AMSL. Ellipsoid height: 478.81 m
ILS 14-LOC CAT III	IKL	111.75 MHz	H24	47 27 35.5N 008 33 59.1E		LOC PSN: 216 m FM THR 32. <b>RWY 14:</b> LOC course 134° MAG. Front course sector width 3.57°. Restricted coverage: (published procedures covered): at 10 NM - +/- 35° from CL above 3800 ft AMSL. at 17 NM - 24° E to 33° W from CL above 3800 ft AMSL. at 25 NM - +/- 10° from CL above 4500 ft AMSL.
GP 14		333.35 MHz	H24	47 28 50.0N 008 32 25.8E		GP Angle 3°. PSN: 350 m FM THR 14. GP HGT THR 14: 53 ft / 16.2 m.
DME 14		54Y	H24	47 28 50.0N 008 32 25.6E	1415 ft	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 10 NM - +/- 35° from CL above 3800 ft AMSL. at 17 NM - +/- 35° from CL above 3800 ft AMSL. at 25 NM - 10° E to 0° W from CL above 4500 ft AMSL.

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 16-LOC CAT III	IZH	110.50 MHz	H24	47 26 35.2N 008 33 30.2E		LOC PSN: 758 m FM THR 34. <b>RWY 16:</b> LOC course 152° MAG Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° from CL above 3800 ft AMSL. at 25 NM; +/- 10° from CL above 4600 ft AMSL. No low clearance and no receiver flag within the area 17 NM 3800 ft 25° E to 30° W from CL.
GP 16		329.60 MHz	H24	47 28 23.1N 008 32 22.6E		GP Angle 3°. PSN: 384 m FM THR 16. GP HGT THR 16: 54 ft / 16.5 m.
DME 16		42X	H24	47 28 23.0N 008 32 22.9E	1400 ft	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° from CL above 3800 ft AMSL. at 25 NM; +/- 10° from CL above 4600 ft AMSL.
ILS 28-LOC UNCAT	IZW	109.75 MHz	H24	47 27 33.6N 008 31 55.3E		LOC PSN: 413 m FM THR 10. <b>RWY 28:</b> LOC course 273° MAG. Front course sector width 4.13°. Uncategorised ILS APCH RWY 28 due to obstacle limitation and restriction according to non-instrument RWY criteria. Restricted coverage: at 17 NM; +/- 35° from CL above 4900 ft AMSL. at 25 NM; +/- 10° from CL above 4900 ft AMSL.
GP 28		333.050 MHz	H24	47 27 26.5N 008 33 59.4E		GP Angle 3.3°. PSN: 304 m FM THR 28. GP HGT THR 28: 51 ft / 15.5 m. Restricted coverage (published procedures covered): above 4900 ft AMSL at 12 NM; - 8° S to - 4° S from CL at 15 NM; - 4° S to 0° from CL at 13 NM; 0° to 3° N from CL at 12 NM; 3° N to 4° N from CL above 5900 ft AMSL at 13 NM; - 8° S to - 4° S from CL at 17 NM; - 4° S to 2° N from CL at 14 NM; 2° N to 4° N from CL
DME 28		34Y	H24	47 27 27.1N 008 33 59.8E	1423 ft	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 16 NM - 8° S to 4° N from CL above 4700 ft AMSL. at 17 NM - +/- 15° from CL above 5700 ft AMSL. at 20 NM - 8° S to 4° N from CL above 5700 ft AMSL.



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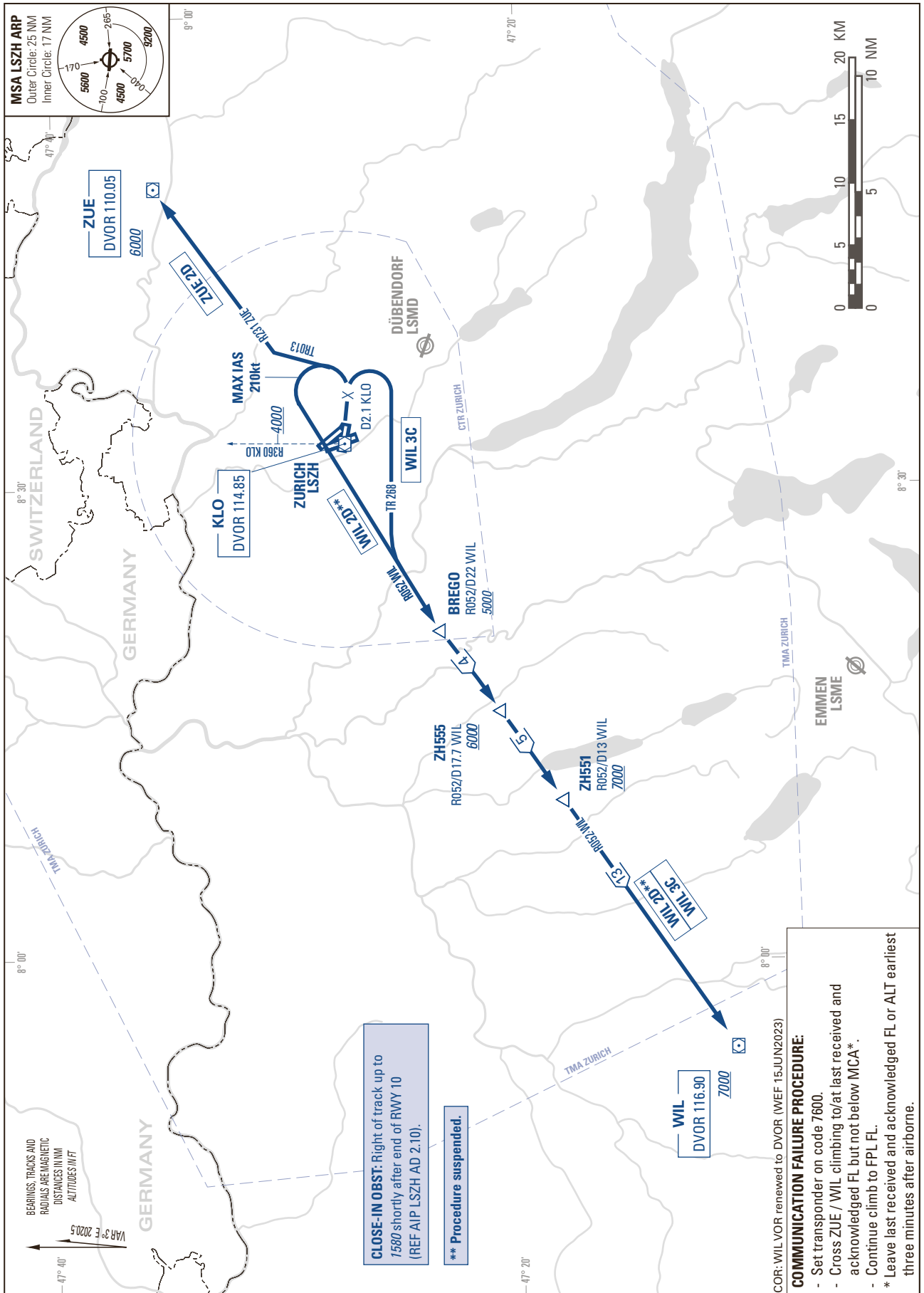


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STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
SID RWY 10 - NON RNAV



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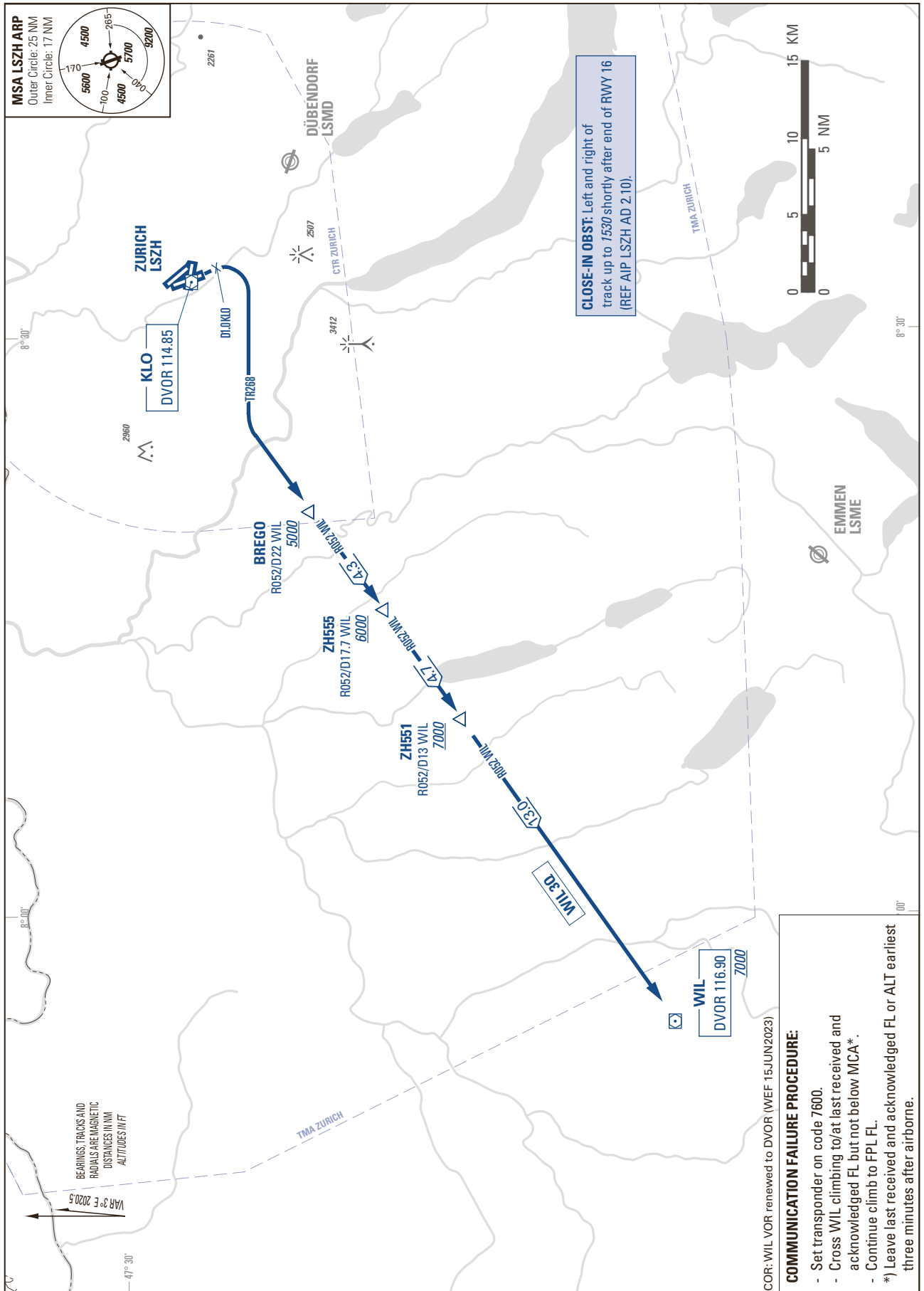


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STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
SID RWY 16 - NON RNAV

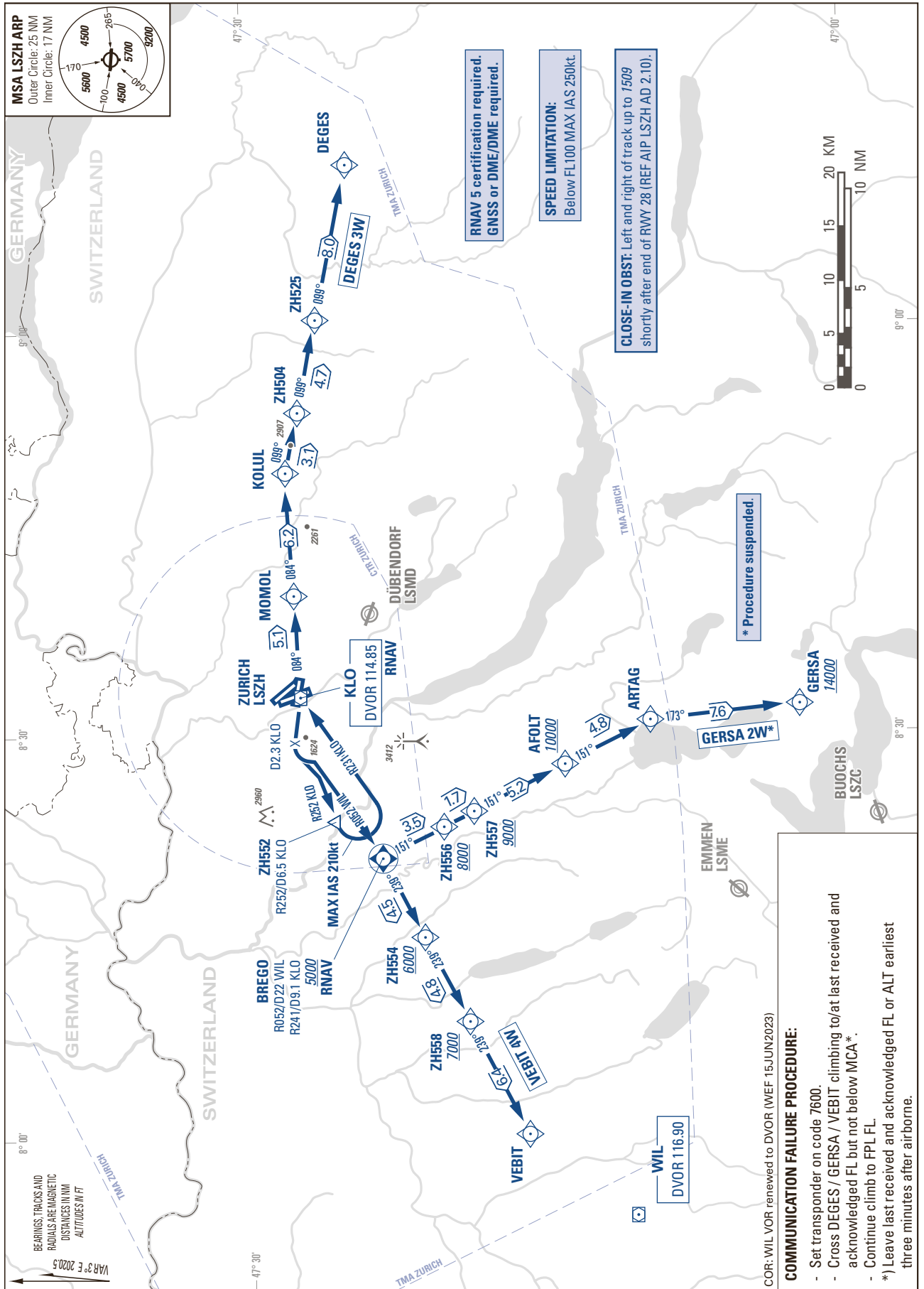


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STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH - LSZH  
SID RWY 28 - RNAV 5

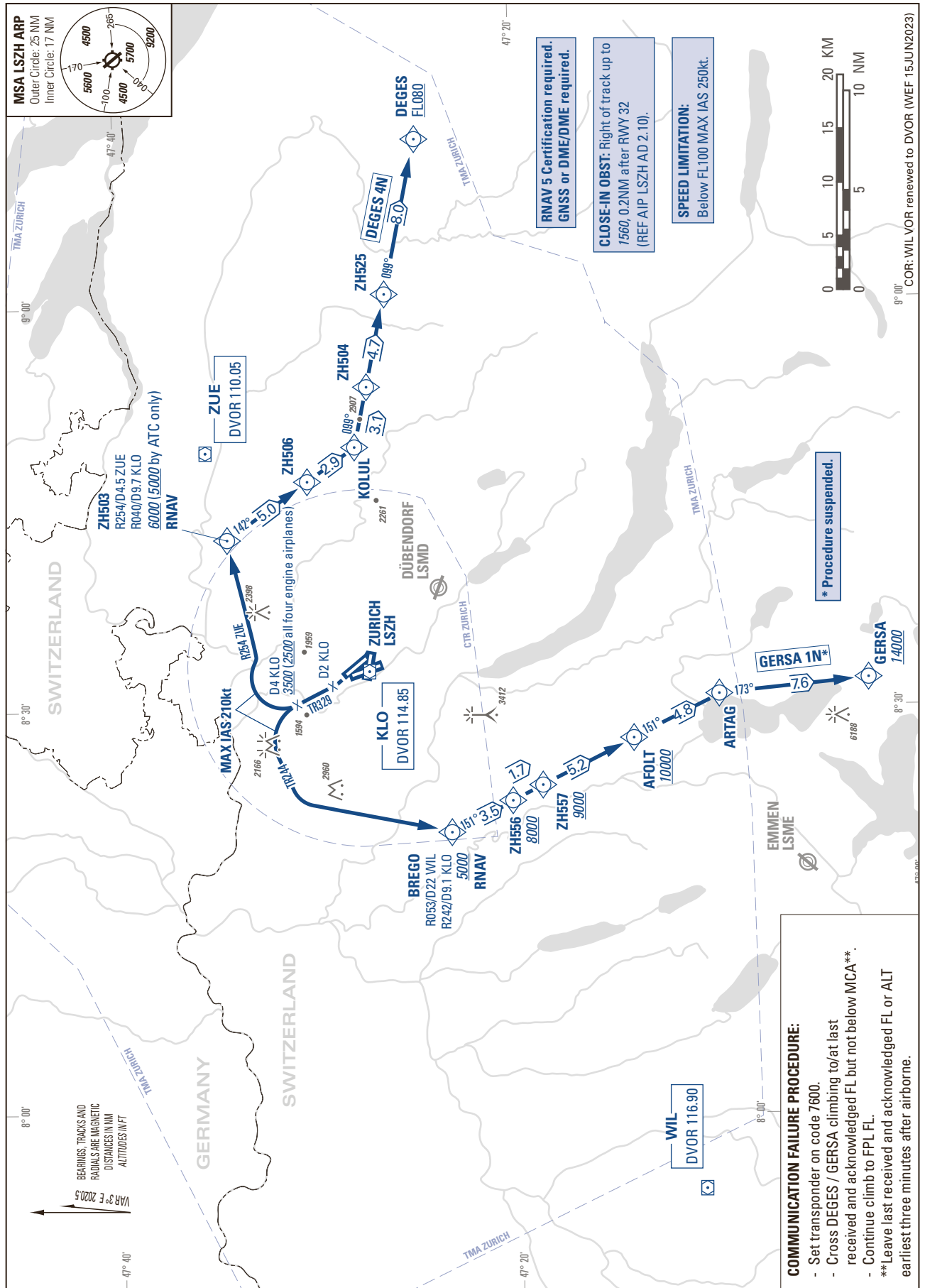


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STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
SID RWY 32 - RNAV 5

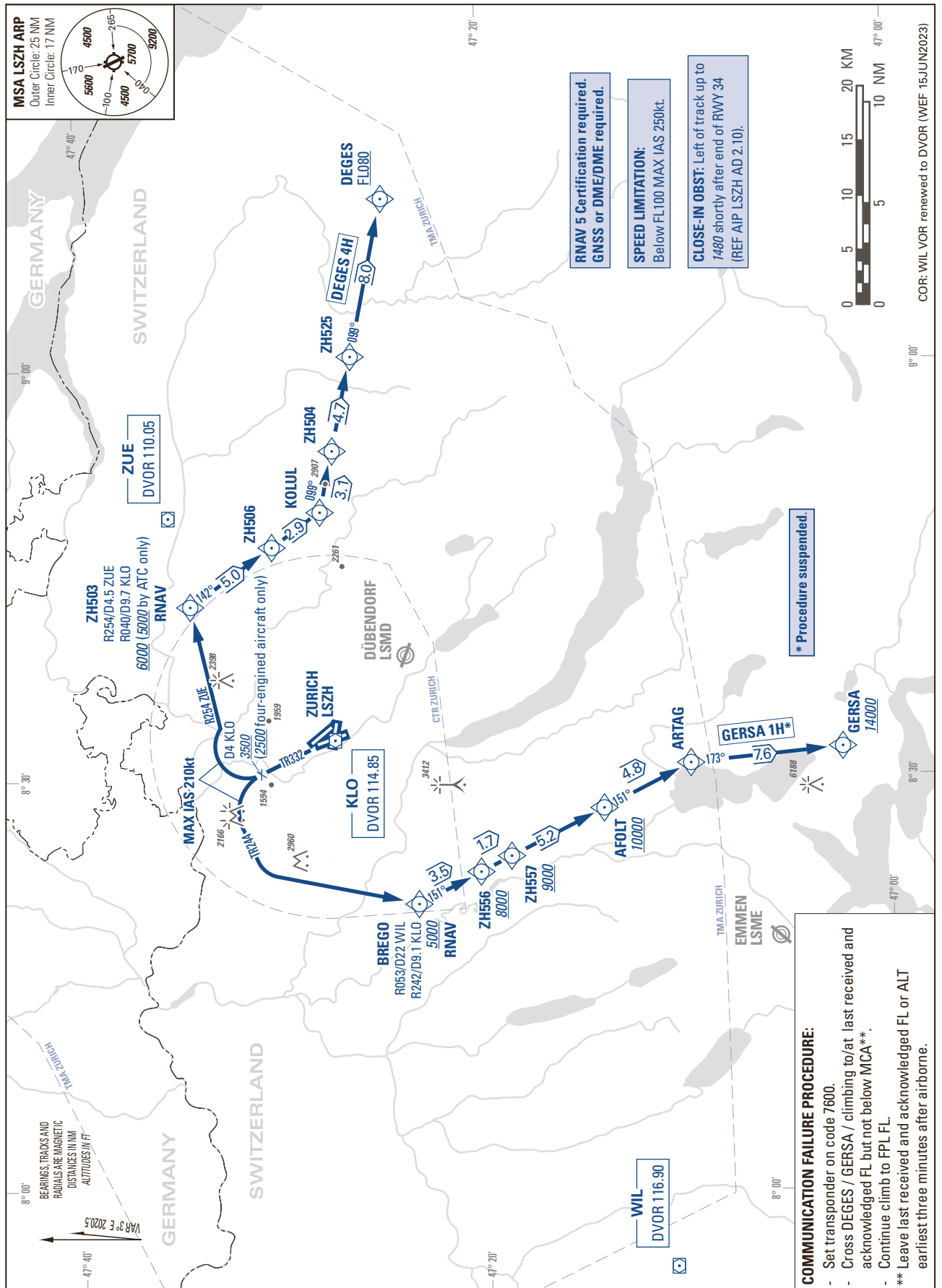


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
SID RWY 34 - RNAV 5

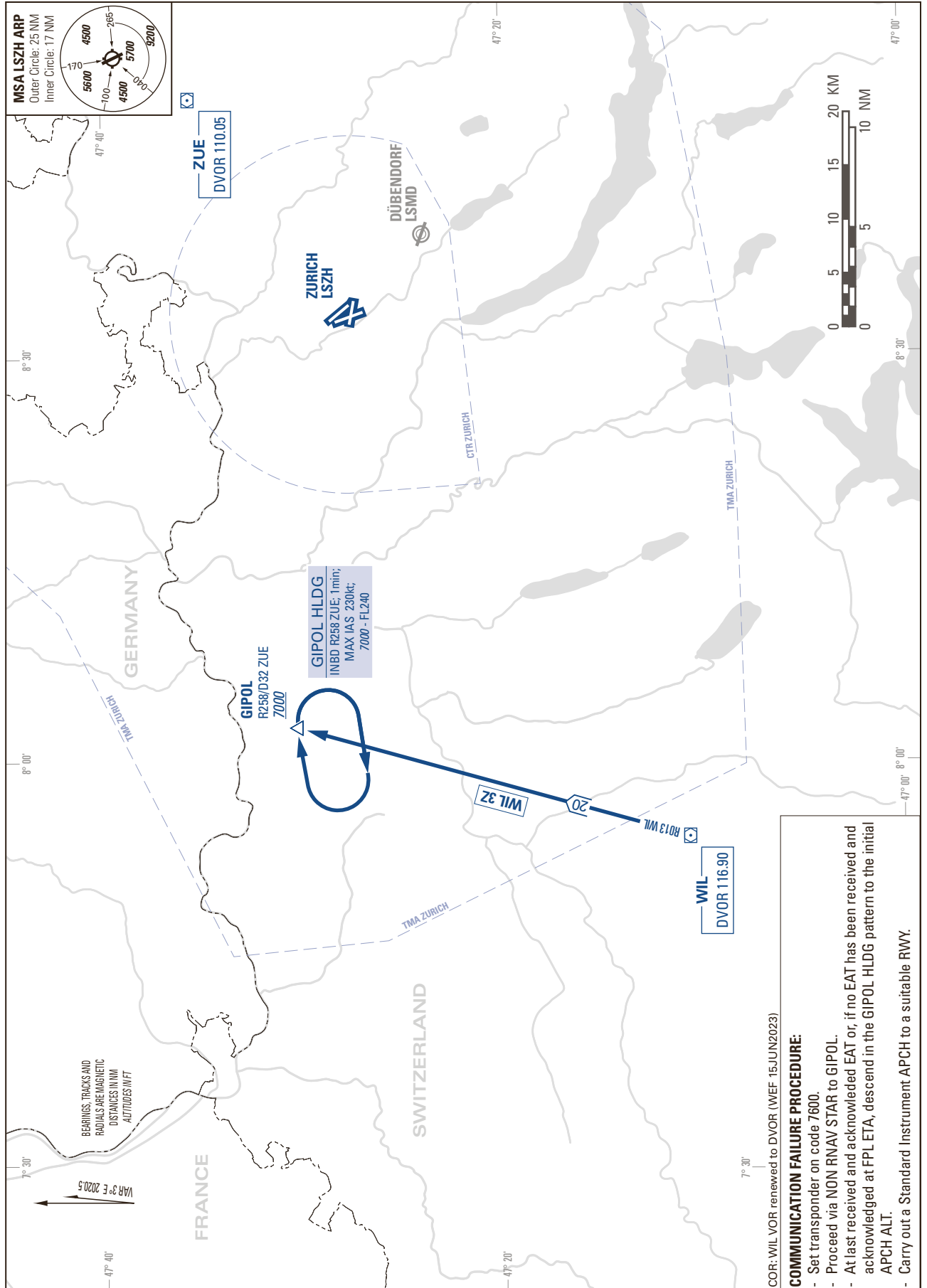


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STANDARD INSTRUMENT ARRIVAL CHART  
(STAR) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
STAR TO GIPOL - NON RNAV



COR: WIL VOR renewed to DVOR (WEP 15 JUN 2023)

**COMMUNICATION FAILURE PROCEDURE:**

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

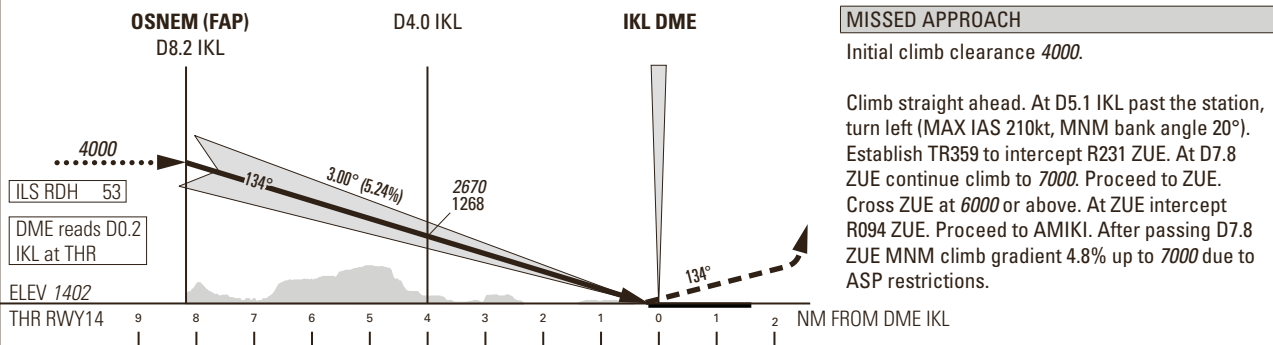
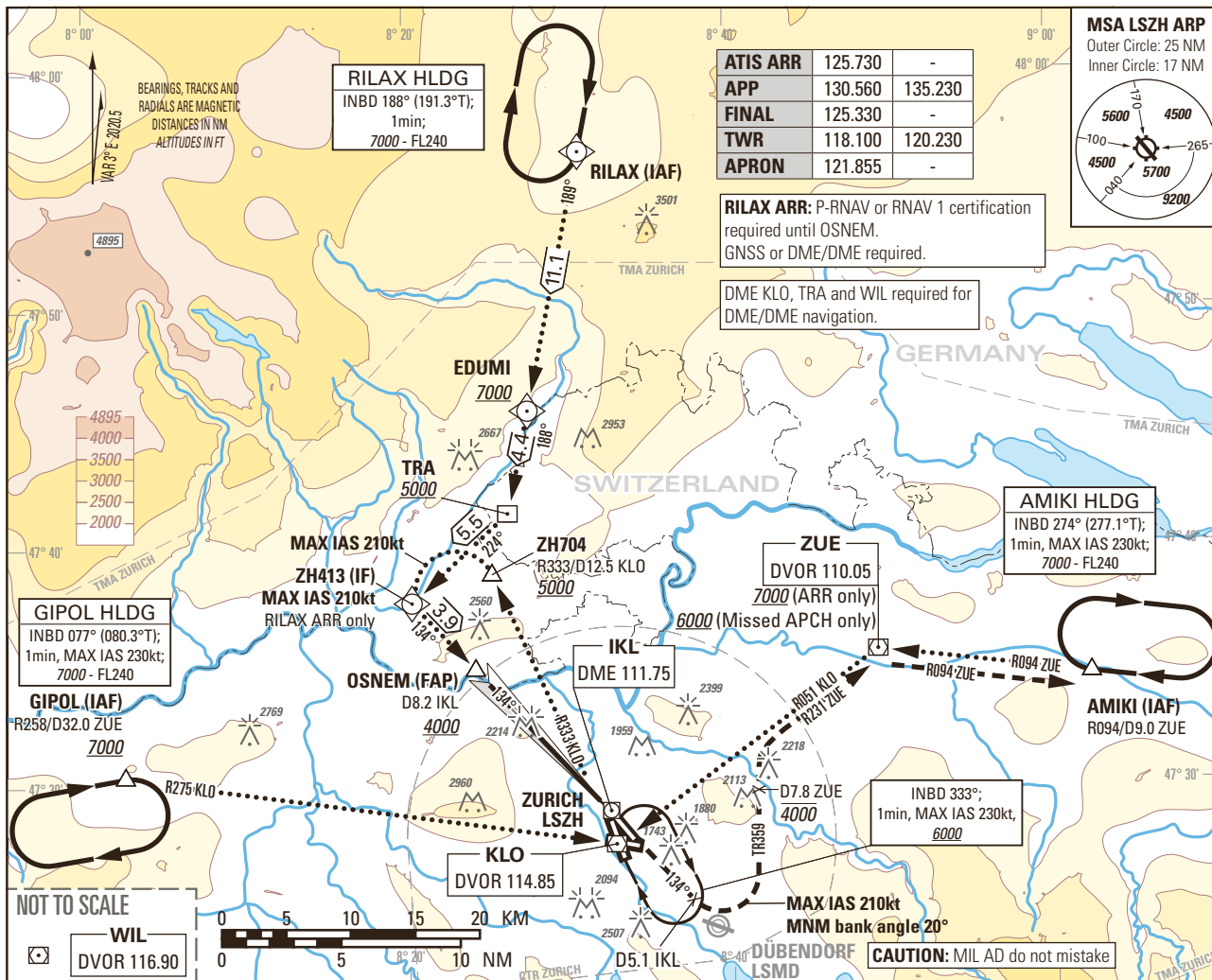
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
ILS RWY 14  
CAT II & III



OBSTACLE CLEARANCE ALTITUDE (HEIGHT)						
STRAIGHT-IN APPROACH						
	A	B	C	D	D <sub>L</sub>	
CAT I	pressure altimeter	1553 (151)	1562 (160)	1573 (171)	1586 (184)	1593 (191)
CAT II	radio altimeter	1454 (52)	1465 (63)	1477 (75)	1492 (90)	1502 (100)
	radio altimeter and autopilot	1452 (50)	1463 (61)	1477 (75)	1491 (89)	1499 (97)
DECISION ALTITUDE (HEIGHT) <sup>1)</sup>						
CAT I	pressure altimeter	1602 (200)				
CAT II	radio altimeter and autopilot	1502 (100)				

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

**NOTE**  
<sup>1)</sup> Radio altimeter reading at CAT I DH 187ft, at CAT II DH 95ft, for lower minima PPR FOCA.

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

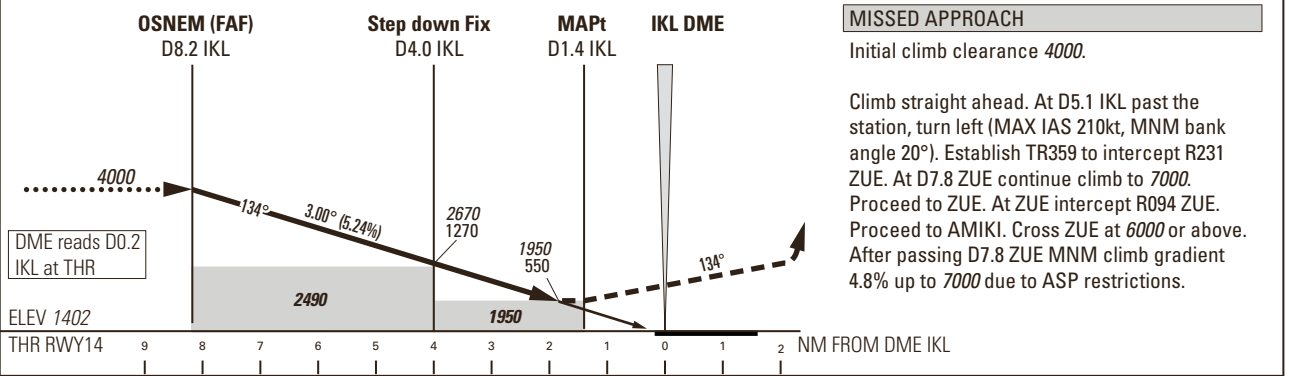
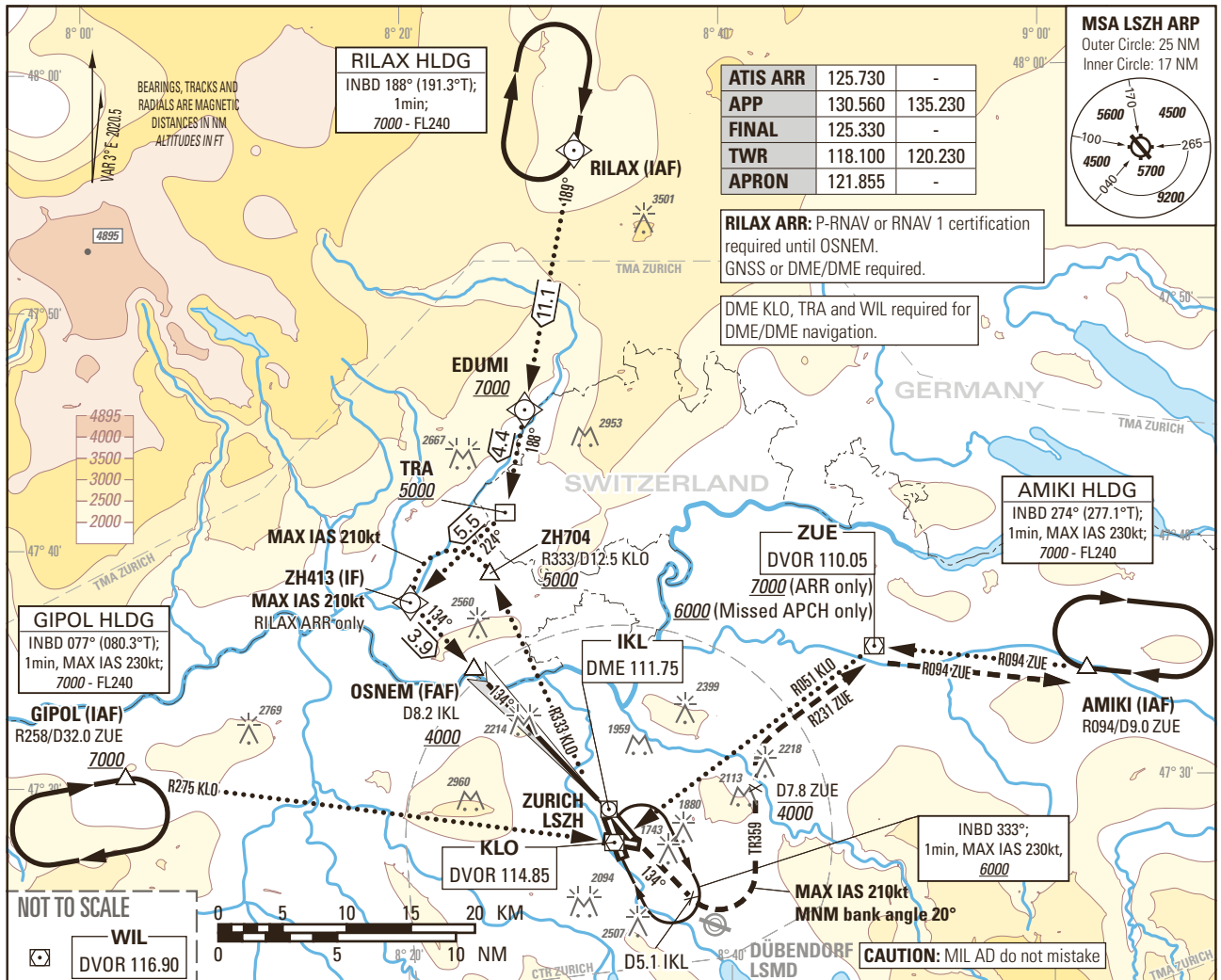
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
LOC RWY 14



DIST THR	8	7	6	5	4	3	2
recommended CROSSING ALT	3940	3620	3300	2990	2670	2350	2030
recommended CROSSING HGT	2540	2220	1900	1580	1270	950	630

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

OBSTACLE CLERANCE ALTITUDE (HEIGHT)	A	B	C	D	D <sub>L</sub>
STRAIGHT-IN APPROACH	1950 (550)				

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

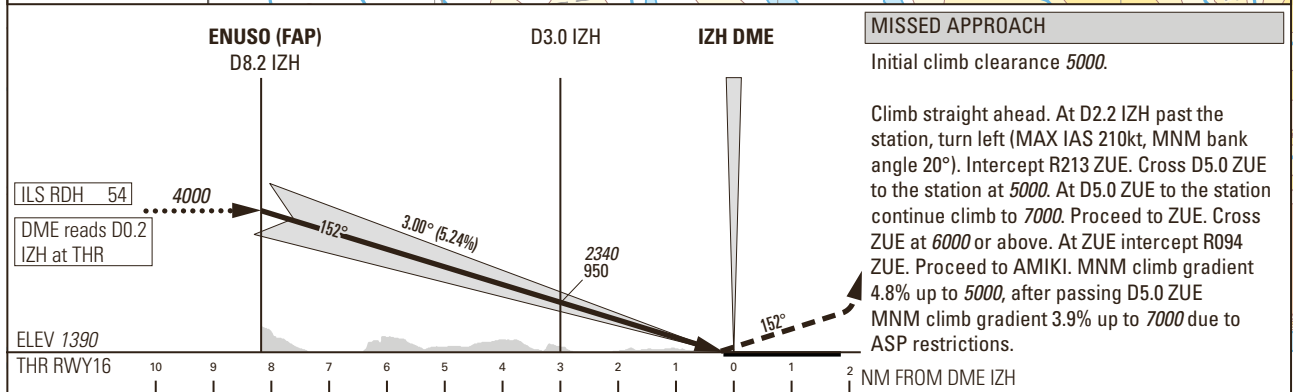
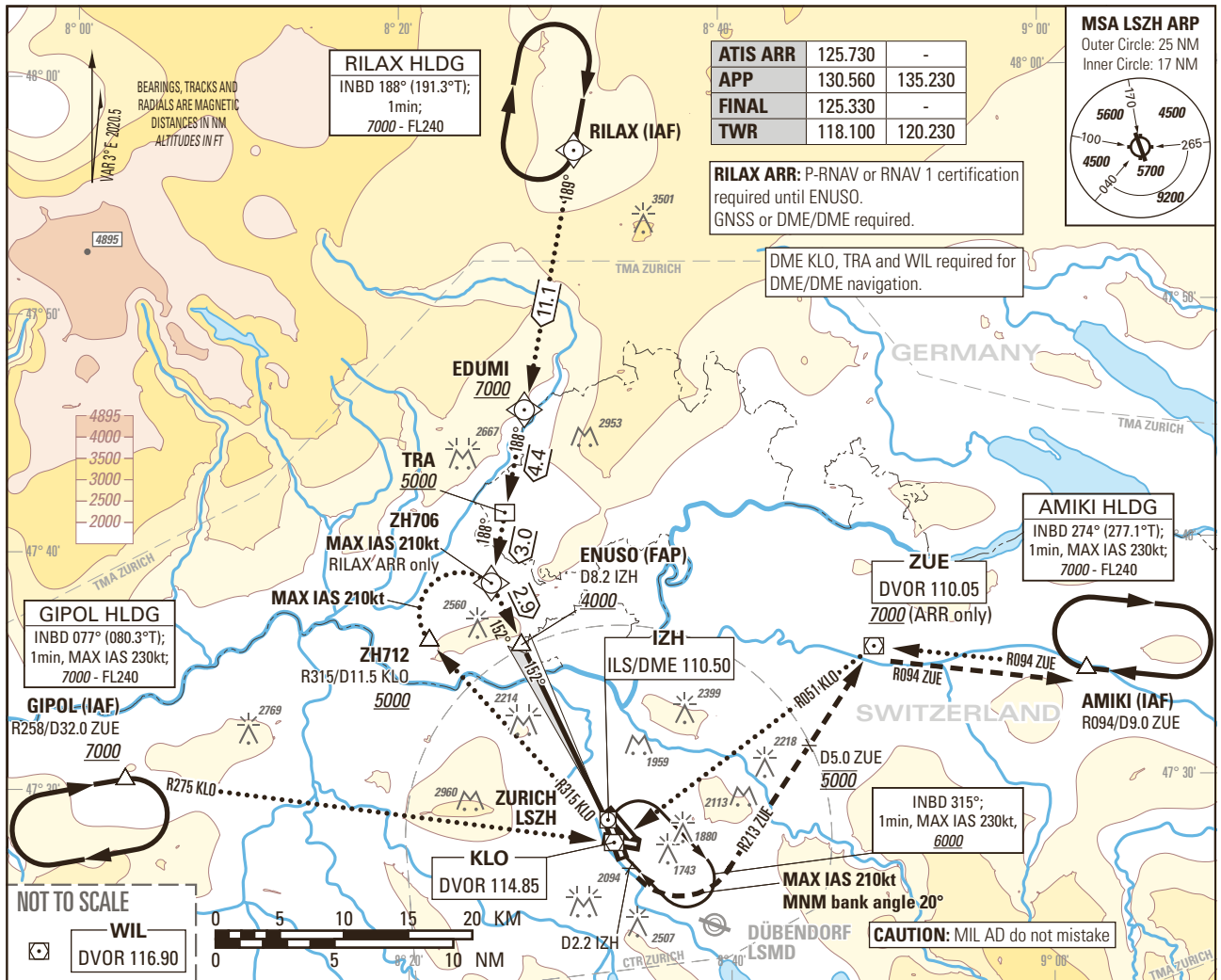
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
ILS RWY 16  
CAT II & III



OBSTACLE CLERANCE ALTITUDE (HEIGHT)		M/A climb gradient	A	B	C	D	D <sub>L</sub>
CAT I	pressure altimeter	2.5%	1803 (413)	1813 (423)	1823 (433)	1832 (442)	
	pressure altimeter		1546 (156)	1556 (166)	1566 (176)	1579 (189)	
CAT II	radio altimeter	4.0% to 2300	1446 (56)	1457 (67)	1470 (80)	1488 (98)	
	radio altimeter and autopilot					1487 (97)	
DECISION ALTITUDE (HEIGHT) <sup>1)</sup>							
CAT I	pressure altimeter	2.5%	1803 (413)	1813 (423)	1823 (433)	1832 (442)	
	pressure altimeter					1590 (200)	
CAT II	radio altimeter and autopilot	4.0% to 2300				1490 (100)	

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796
<b>NOTE</b>					
<sup>1)</sup> Radio altimeter reading at CAT I DH 187ft, at CAT II DH 93ft, for lower minima PPR FOCA.					
- Due to GP signal disturbance RWY16, PIC might be REQ by ATC to change APCH Type to LOC or VIS APCH, MET permitting.					

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

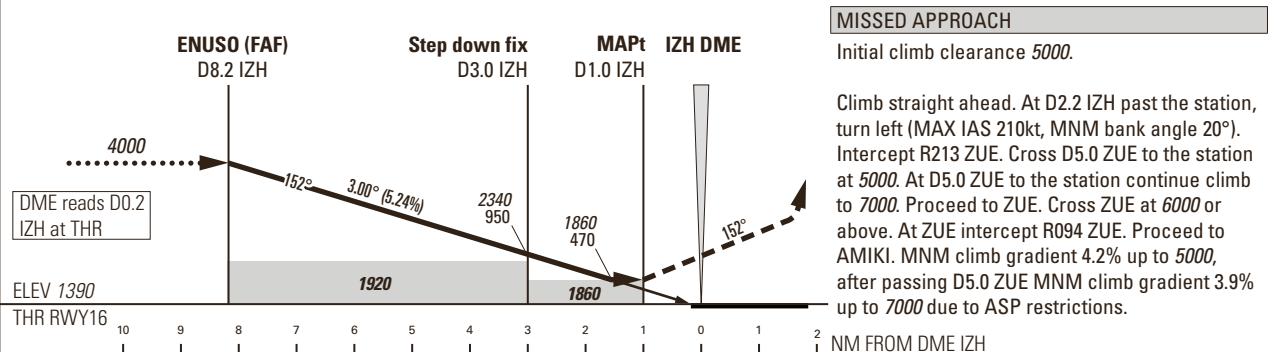
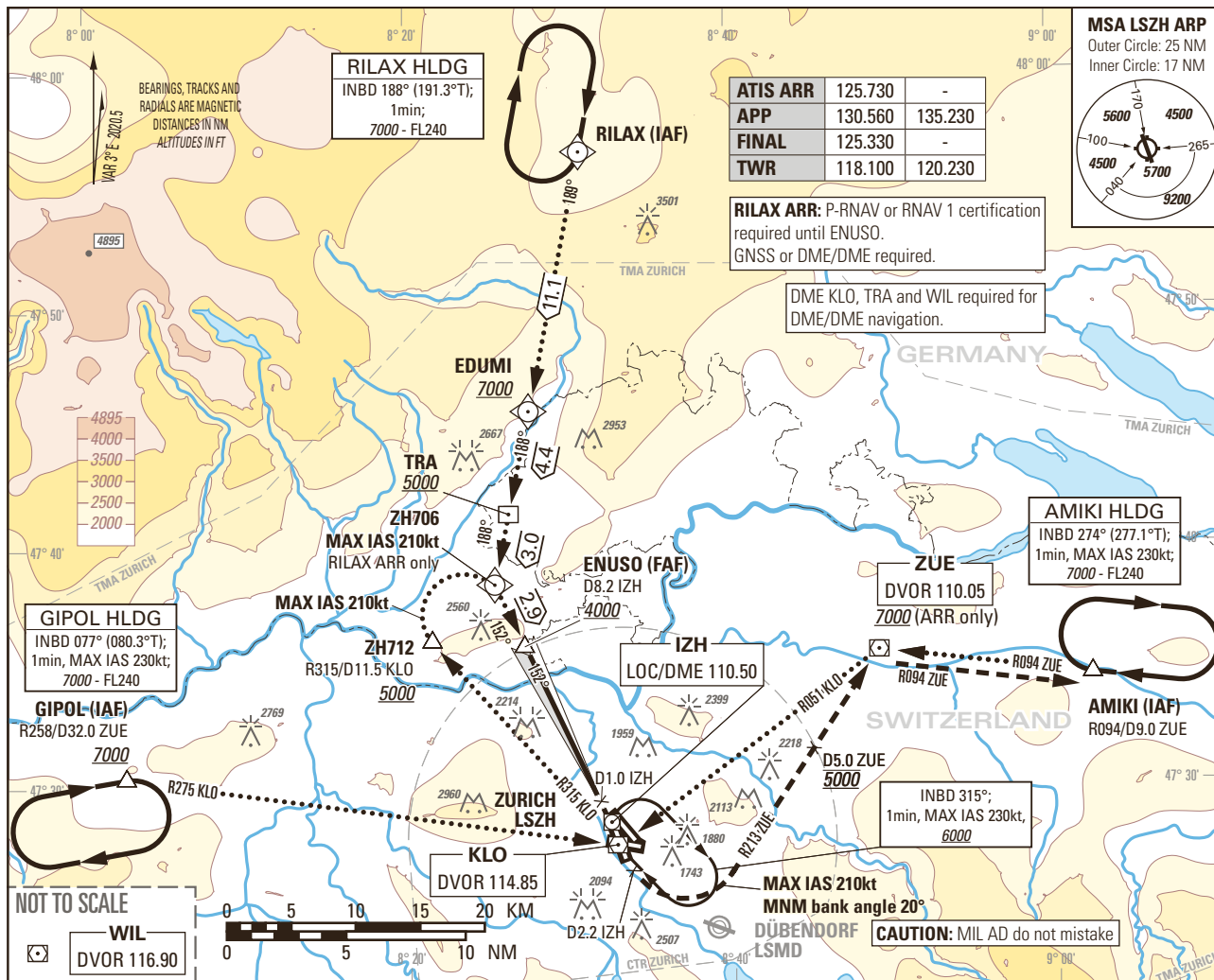
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
LOC RWY 16



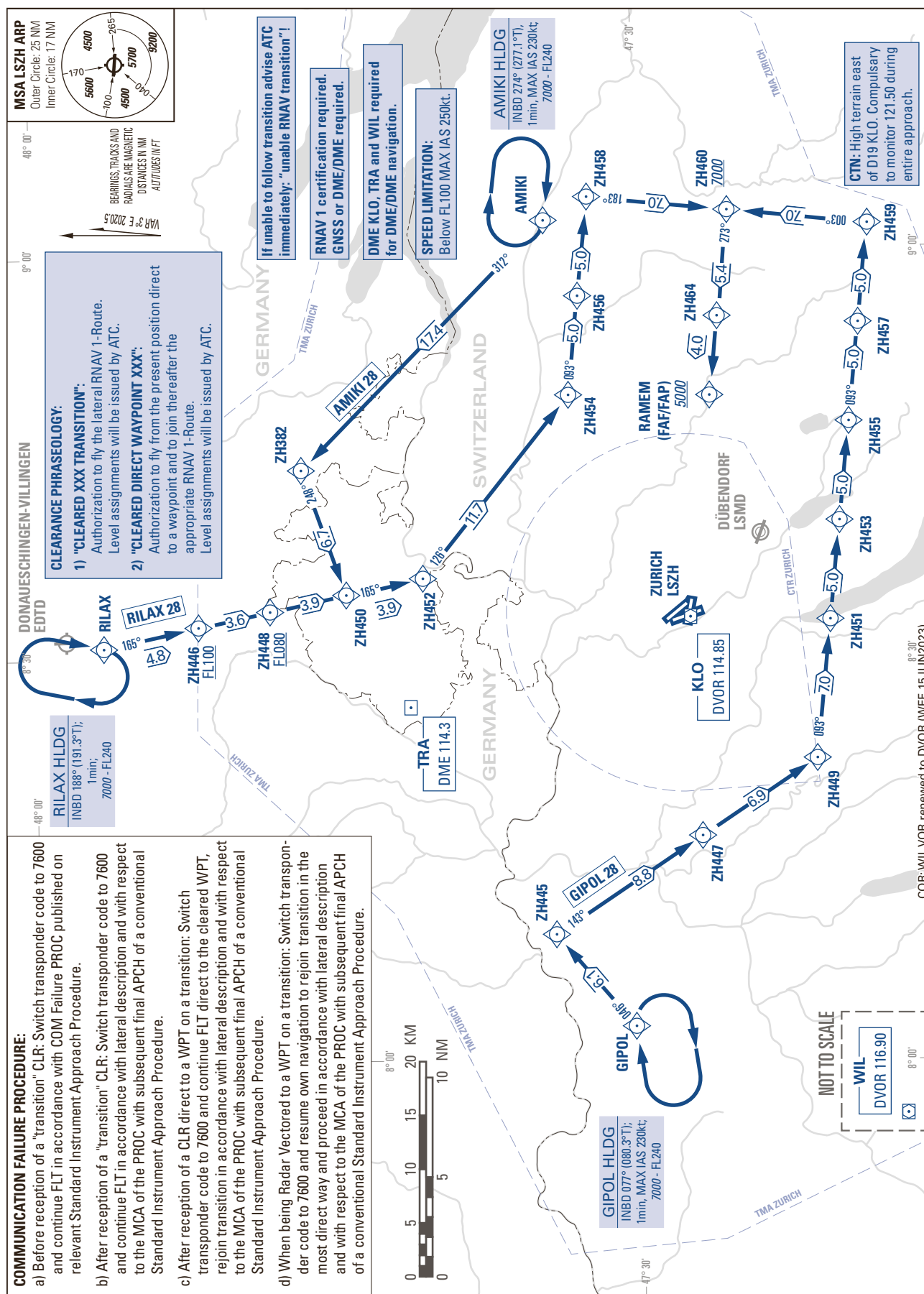
DIST DME IZH	8	7	6	5	4	3	2
recommended CROSSING ALT	3950	3630	3310	2990	2670	2350	2030
recommended CROSSING HGT	2560	2240	1920	1600	1280	960	640

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

OBSTACLE CLERANCE ALTITUDE (HEIGHT)	A	B	C	D
STRAIGHT-IN APPROACH	1860 (470)			

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

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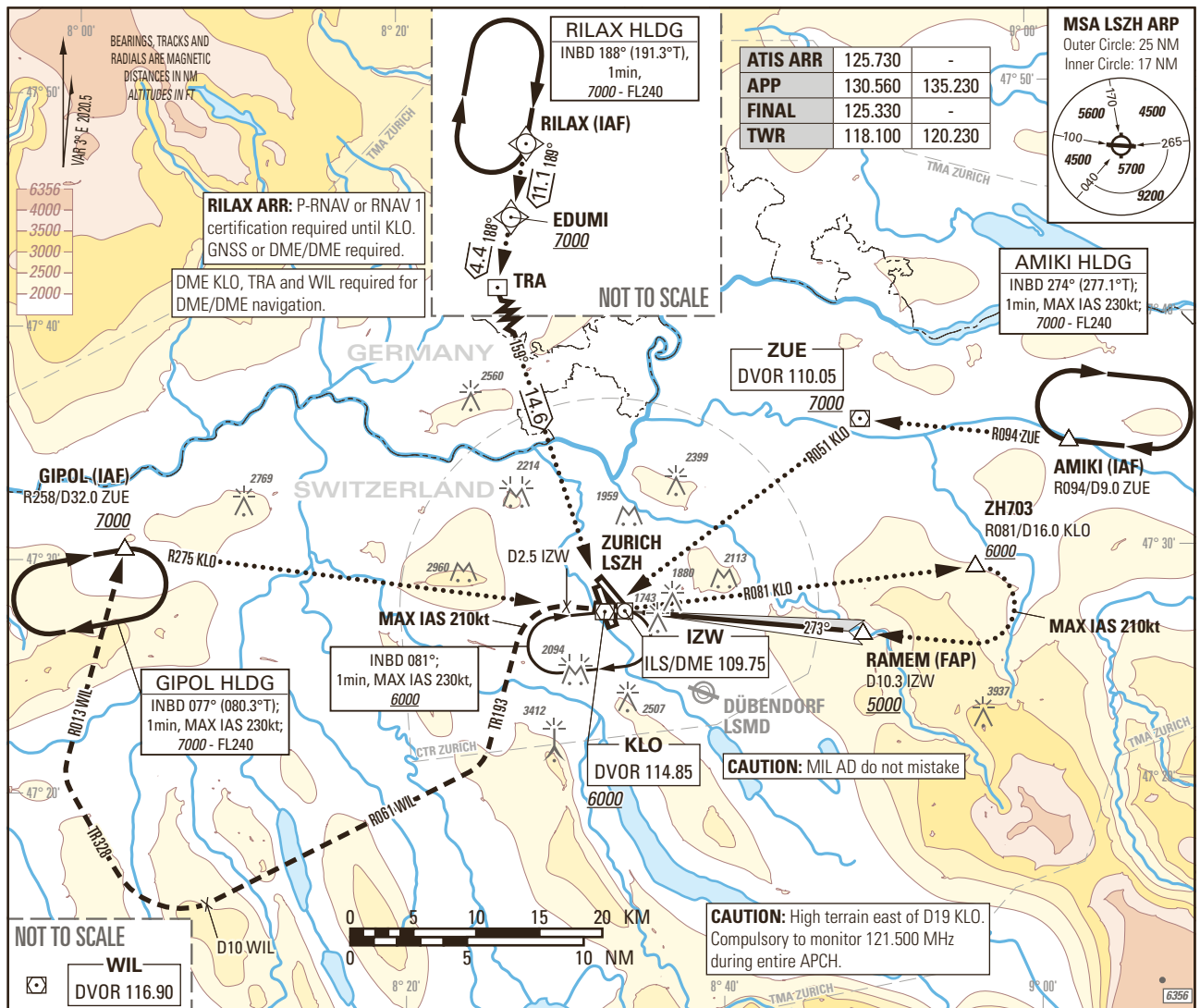
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
ILS RWY 28



**MISSED APPROACH**

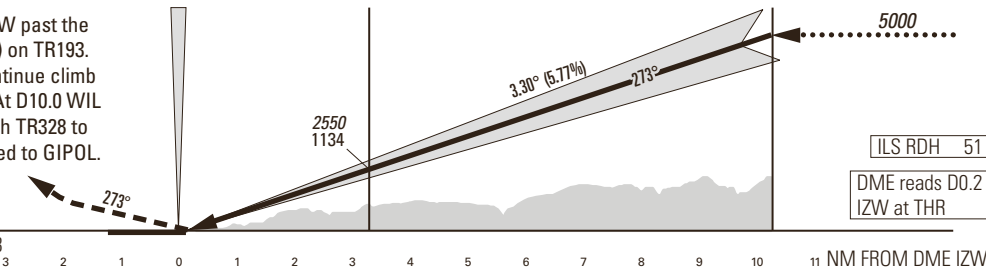
Initial climb clearance 4000.

Climb straight ahead. At D2.5 IZW past the station turn left (MAX IAS 210kt) on TR193. When established on TR193 continue climb to 7000. Intercept R061 to WIL. At D10.0 WIL to the station turn right. Establish TR328 to intercept R013 from WIL. Proceed to GIPOL. MNM climb gradient 4.5% up to 6000 due to ASP restrictions.

ELEV 1416  
THR RWY28

IZW DME D3.3 IZW

RAMEM (FAP)  
D10.3 IZW



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH				
	A	B	C	D	D <sub>L</sub>
<b>OBSTACLE CLEARANCE ALTITUDE (HEIGHT)</b>					
2.5%	pressure altimeter	2270 (854)	2280 (864)	2293 (877)	2303 (887)
4.0% to 2700	pressure altimeter	2069 (653)	2079 (663)	2092 (676)	2102 (686)
<b>DECISION ALTITUDE (HEIGHT)</b>					
2.5%	pressure altimeter	2270 (854)	2280 (864)	2293 (877)	2303 (887)
4.0% to 2700	pressure altimeter	2091 (675)	2091 (675)	2092 (676)	2102 (686)

**CAUTION**

- Do not confuse RWY 32 with RWY 28.
- Bright floodlight slightly N of APCH at D0.7 IZW.
- Expect turbulences on short final during south-westerly winds.
- Nuisance GPWS glideslope warning may be expected below 100ft THR.
- 0.4NM BFR THR28 visual segment surface (VSS) penetrated by trees up to 1496ft AMSL.

**REMARK**

- Uncategorised ILS APCH RWY 28 due to obstacle limitation and restriction according to non-instrument RWY criteria.
- ILS 28 signal fulfils ICAO Annex 10, CAT I specifications.

ROD	GS kt	90	110	130	150
	FT/MIN		526	642	759

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

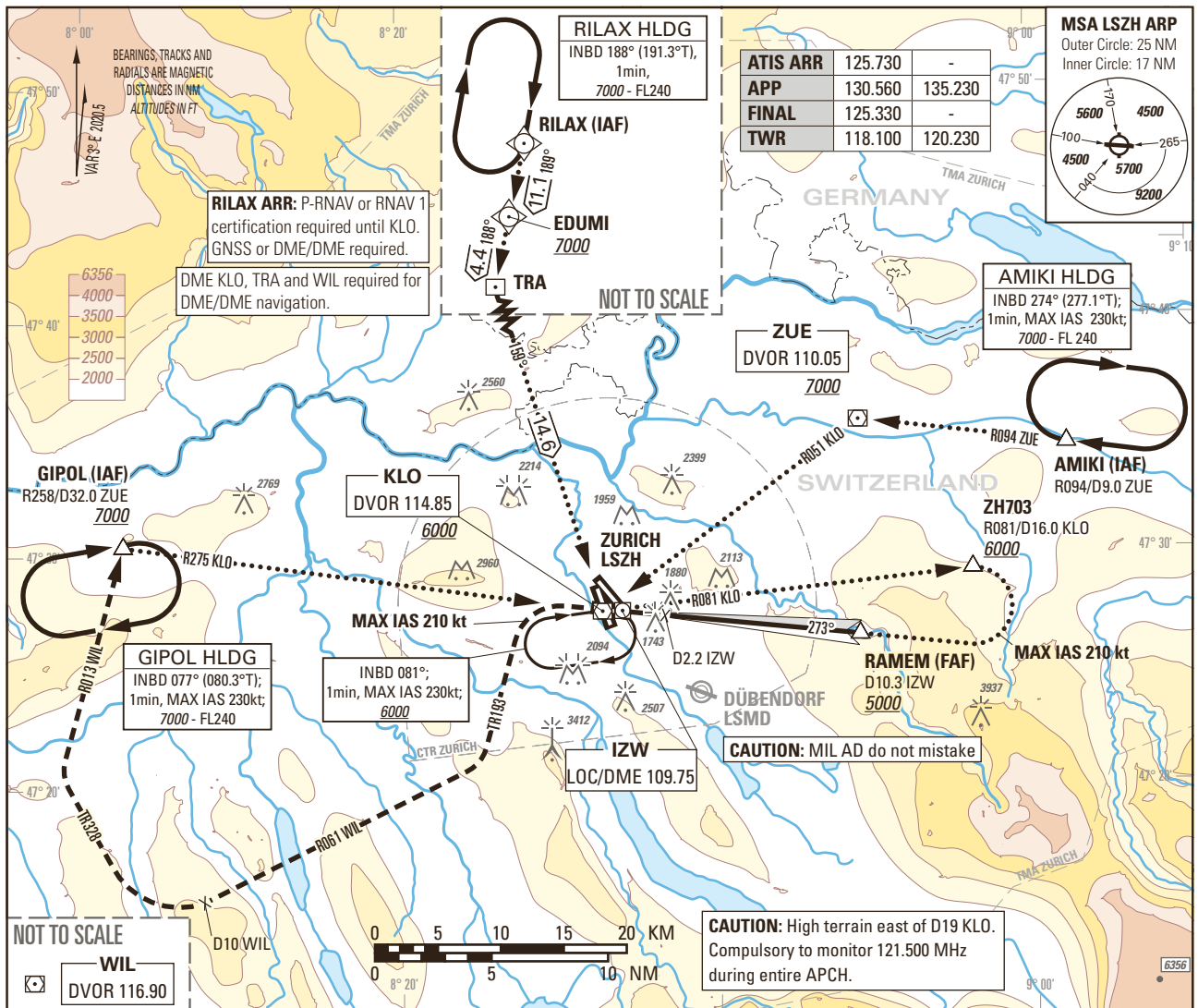
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

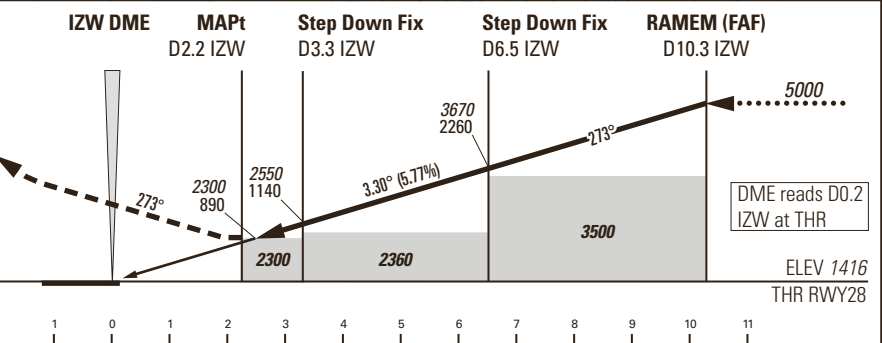
ZURICH LSZH  
LOC RWY 28



**MISSED APPROACH**

Initial climb clearance 4000.

Climb straight ahead. At D2.5 IZW past the station turn left (MAX IAS 210kt) on TR193. When established on TR193 continue climb to 7000. Intercept R061 to WIL. At D10.0 WIL to the station turn right. Establish TR328 to intercept R013 from WIL. Proceed to GIPOL. MNM climb gradient 4.5% up to 5900 due to ASP restrictions.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
2.5%	2300 (890)			

IZW DME	3	4	5	6	7	8	9	10
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	2450 (1040)	2800 (1390)	3150 (1740)	3500 (2090)	3850 (2440)	4200 (2790)	4550 (3140)	4900 (3490)

**CAUTION**

- Do not confuse RWY32 with RWY28. Bright floodlight slightly N of APCH at D0.7 IZW.
- Expect turbulences on short final during south-westerly winds.
- 0.4NM BFR THR28 visual segment surface (VSS) penetrated by trees up to 1496ft AMSL.

**REMARK**

- Obstacle limitation and restriction according to non-instrument RWY criteria.
- LOC28 signal fulfils ICAO Annex 10.

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

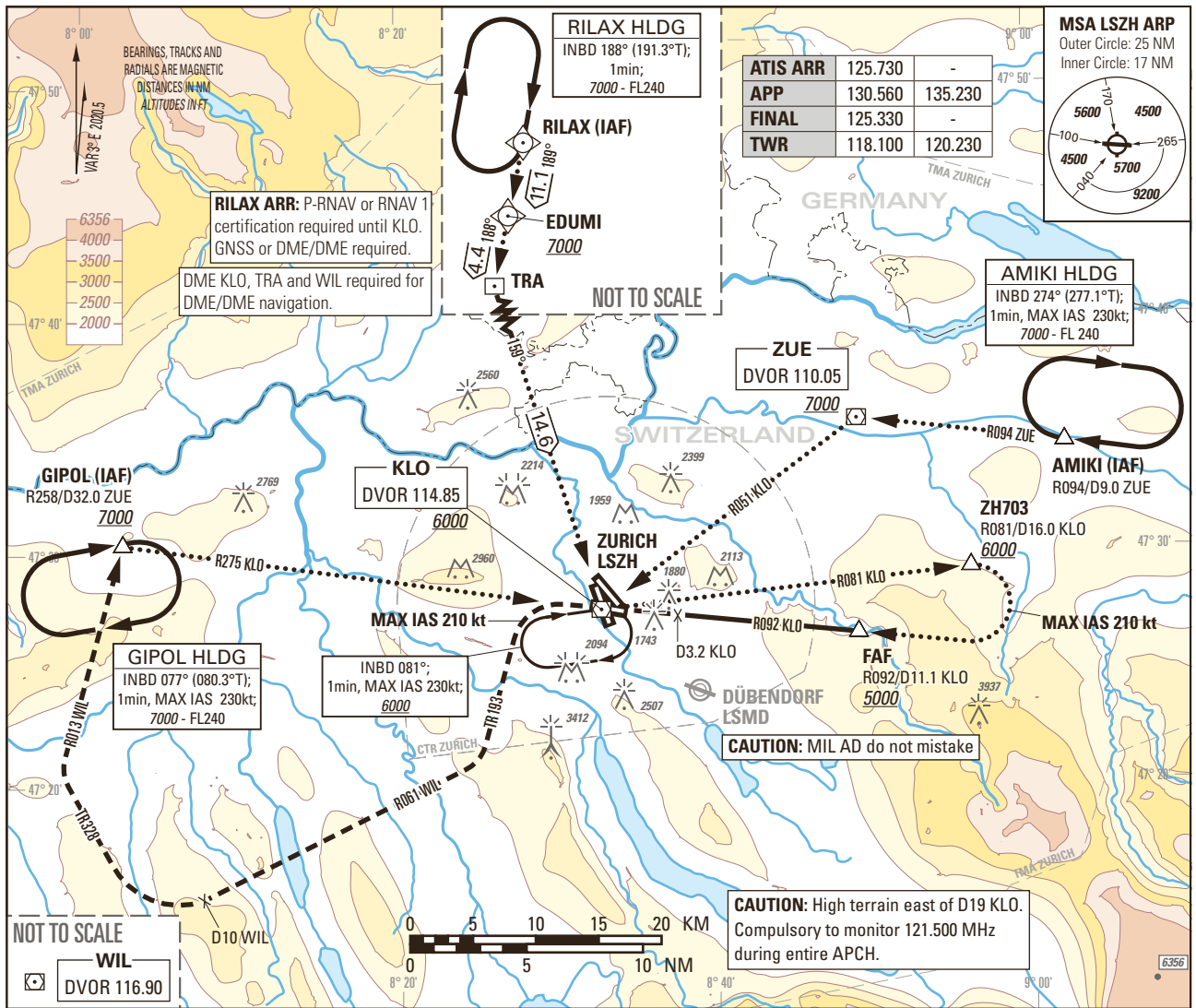
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
VOR RWY 28



**MISSED APPROACH**

Initial climb clearance 4000.

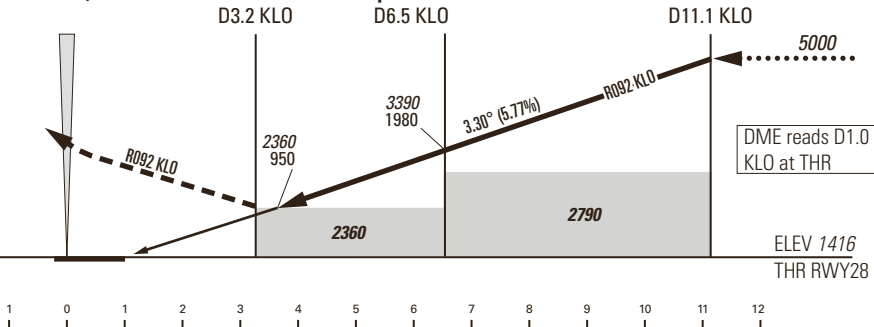
Climb on R092 KLO. When passing KLO continue on R272 outbound from KLO. At D1.6 KLO past the station turn left (MAX IAS 210kt) on TR193. When established on TR193 continue climb to 7000. Intercept R061 inbound to WIL. At D10.0 WIL to the station turn right. Establish TR328 to intercept R013 outbound from WIL. Proceed to GIPOL. MNM climb gradient 4.6% up to 5900 due to ASP restrictions.

**KLO VOR/DME**

**MAPt**

**Step Down Fix**

**FAF**



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
2.5%	2360 (950)			
OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				

DME KLO	4	5	6	7	8	9	10	11
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	2520 (1110)	2870 (1460)	3220 (1810)	3570 (2160)	3920 (2510)	4270 (2860)	4620 (3210)	4970 (3560)

**CAUTION**

- Do not confuse RWY 32 with RWY 28. Bright floodlight slightly N of APCH at D1.5 KLO.
- Expect turbulences on short final during south-westerly winds.
- 2.0NM BFR THR28 visual segment surface (VSS) penetrated by hills up to 1990ft AMSL.

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

**REMARK**

- Obstacle limitation and restriction according to non-instrument RWY criteria.

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

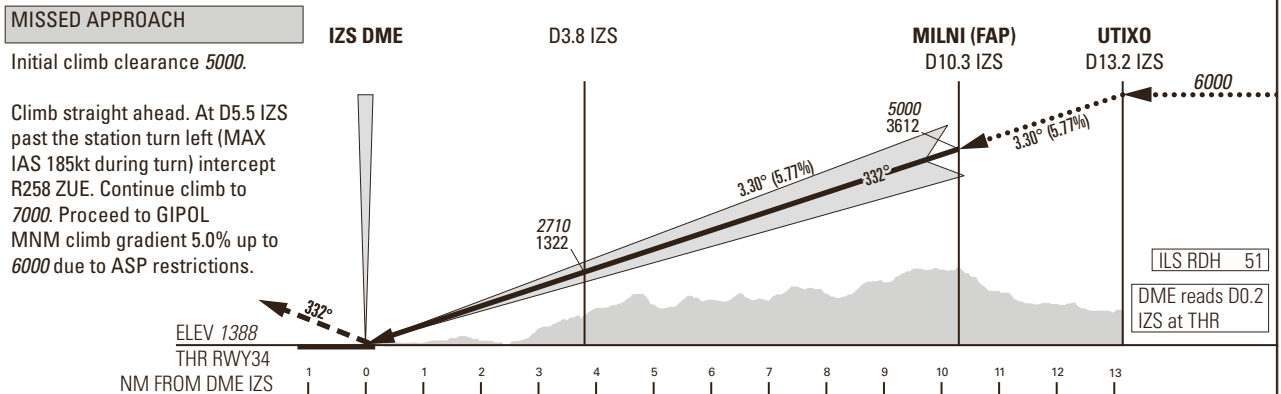
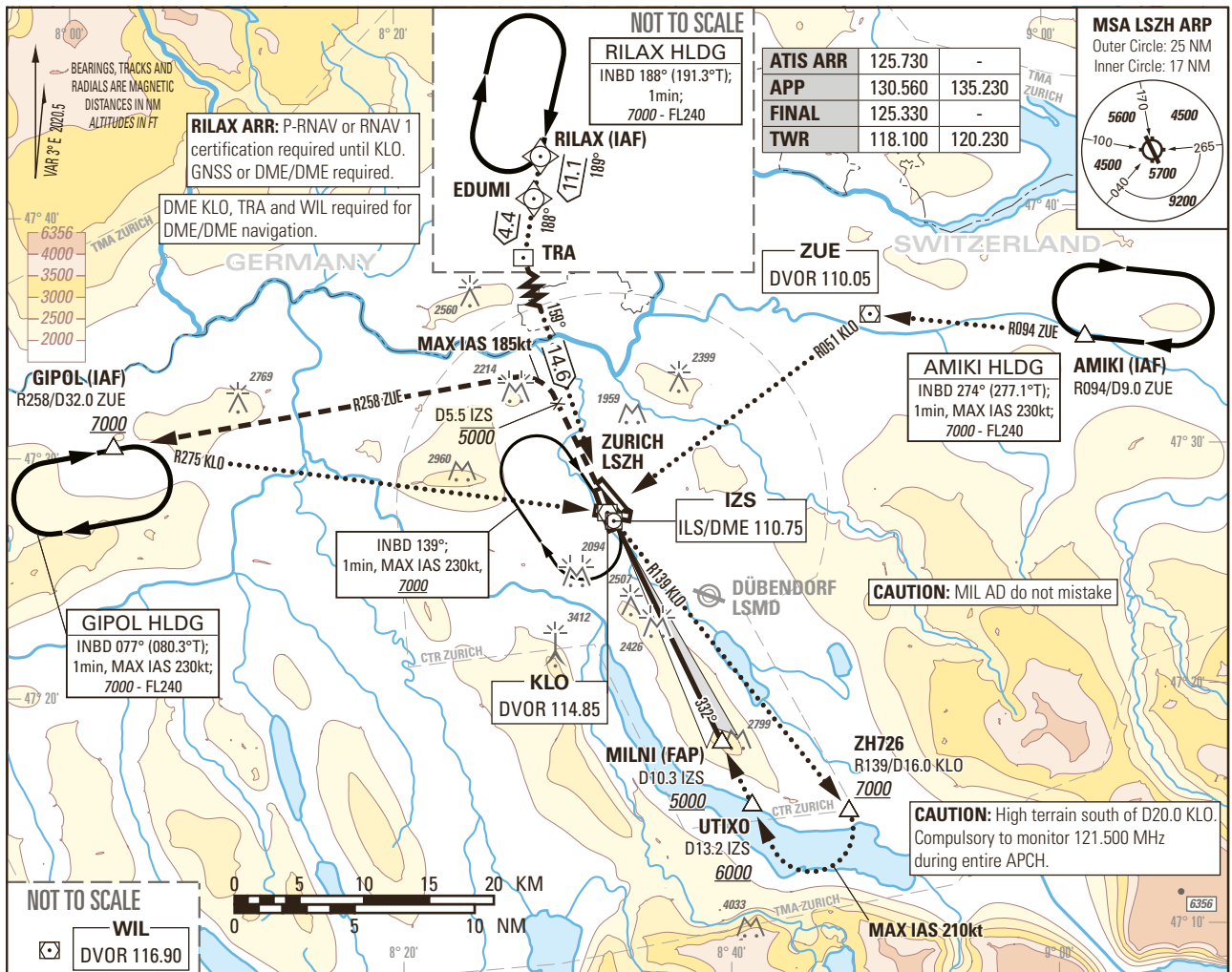
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH LSZH  
ILS RWY 34



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH					ROD	GS kt	90	110	130	150	
	A	B	C	D	D <sub>L</sub>		FT/MIN	526	642	759	876	
OBSTACLE CLEARANCE ALTITUDE (HEIGHT)												
2.5%	pressure altimeter	1555 (167)	1564 (176)	1574 (186)	1585 (197)		<b>CAUTION</b>					
DECISION ALTITUDE (HEIGHT)												
2.5%	pressure altimeter	1588 (200)					Nuisance GPWS glideslope warning may be expected below 100ft THR.					
IZS DME	2	3	4	5	6	7	8	9	10	11	12	13
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	2090 (710)	2440 (1060)	2790 (1410)	3140 (1760)	3490 (2110)	3840 (2460)	4190 (2810)	4540 (3160)	4890 (3510)	5240 (3860)	5590 (4210)	5940 (4560)

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

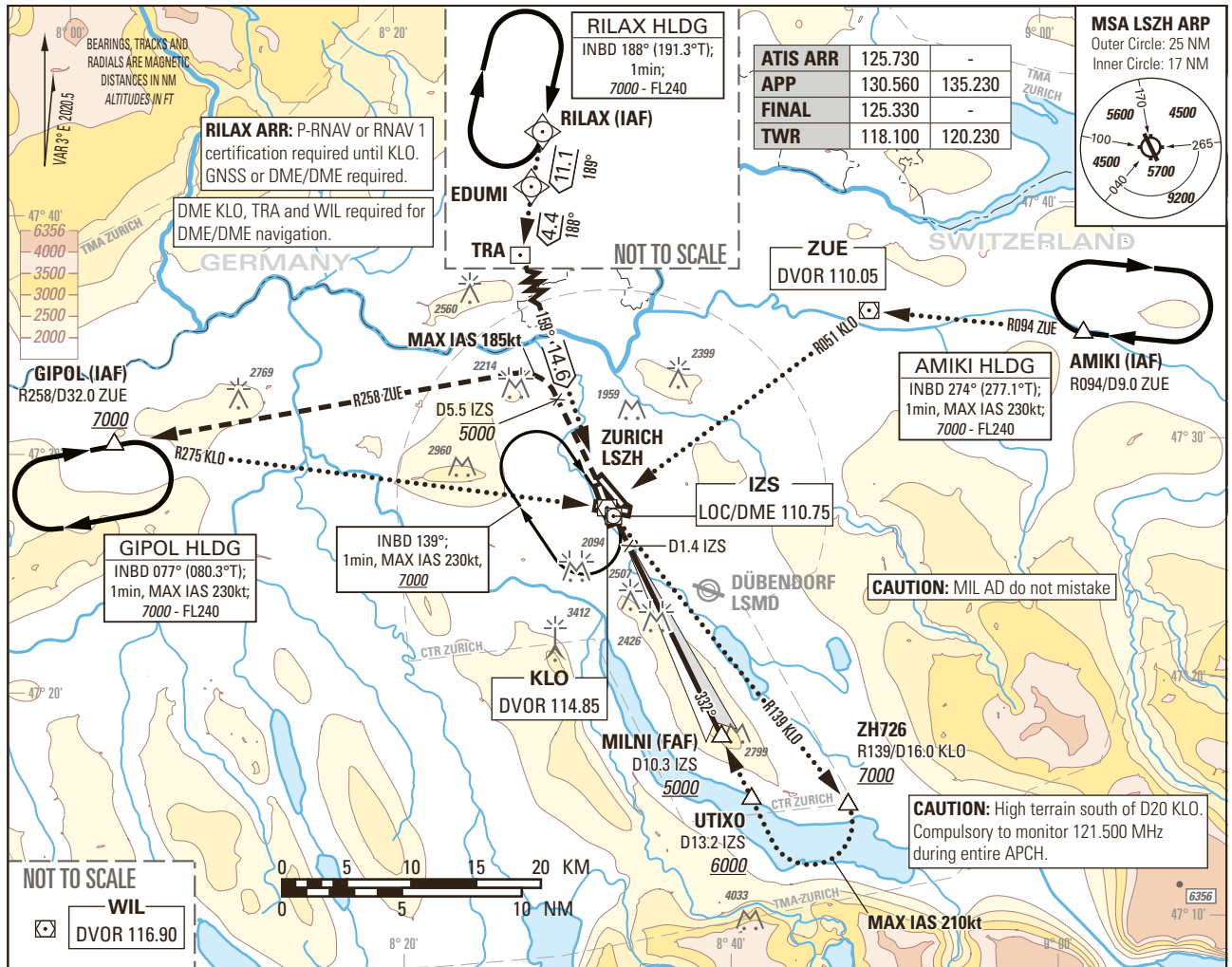
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

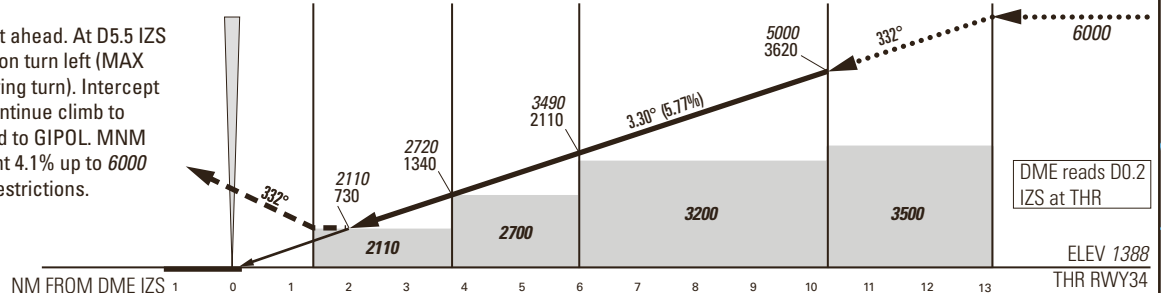
ZURICH LSZH  
LOC RWY 34



**MISSED APPROACH**

Initial climb clearance 5000.

Climb straight ahead. At D5.5 IZS past the station turn left (MAX IAS 185kt during turn). Intercept R258 ZUE. Continue climb to 7000. Proceed to GIPOL. MNM climb gradient 4.1% up to 6000 due to ASP restrictions.



OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D
STRAIGHT-IN APPROACH	2110 (730)			

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

IZS DME	2	3	4	5	6	7	8	9	10	11	12	13
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	2090 (710)	2440 (1060)	2790 (1410)	3140 (1760)	3490 (2110)	3840 (2460)	4190 (2810)	4540 (3160)	4890 (3510)	5240 (3860)	5590 (4210)	5940 (4560)

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

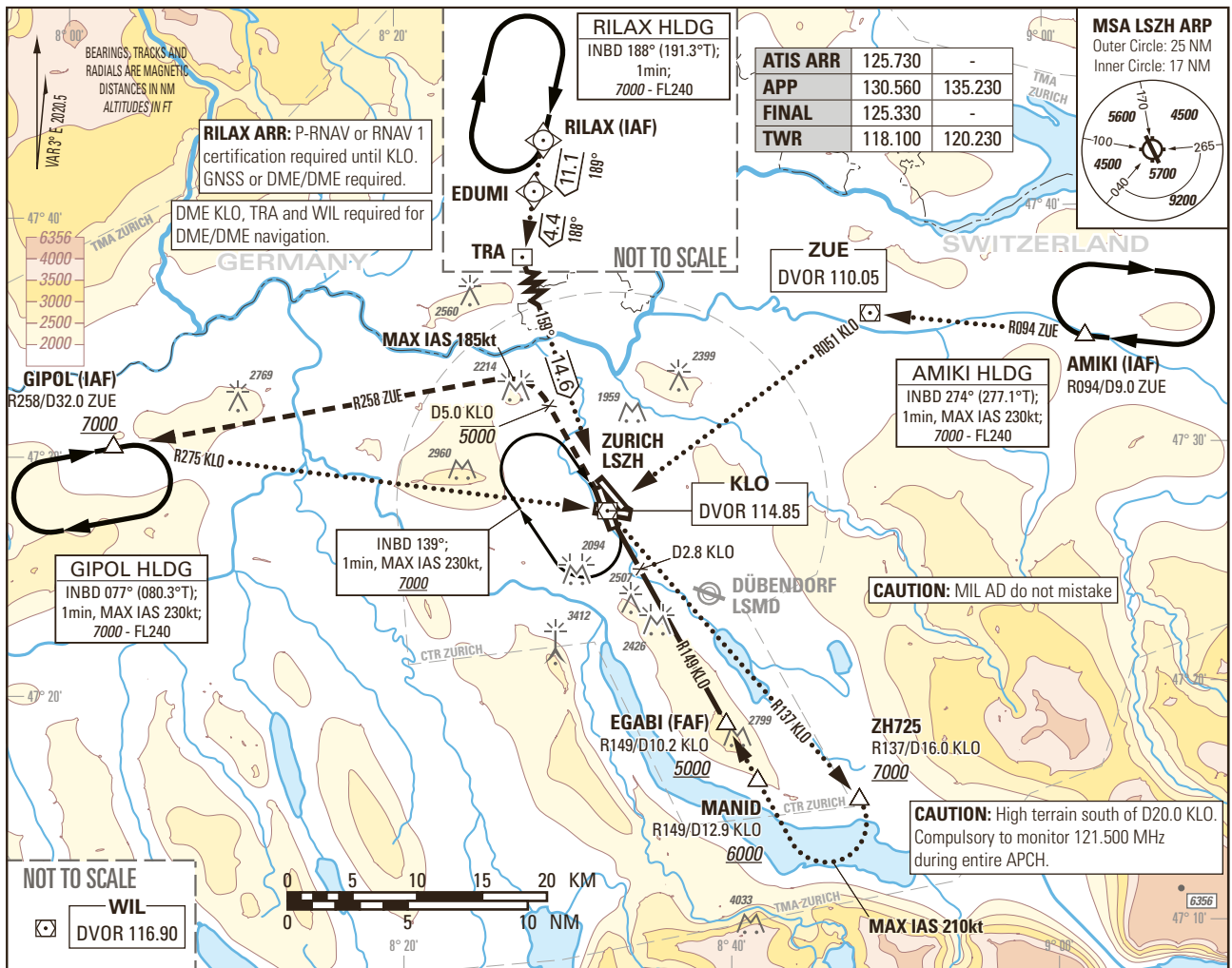
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

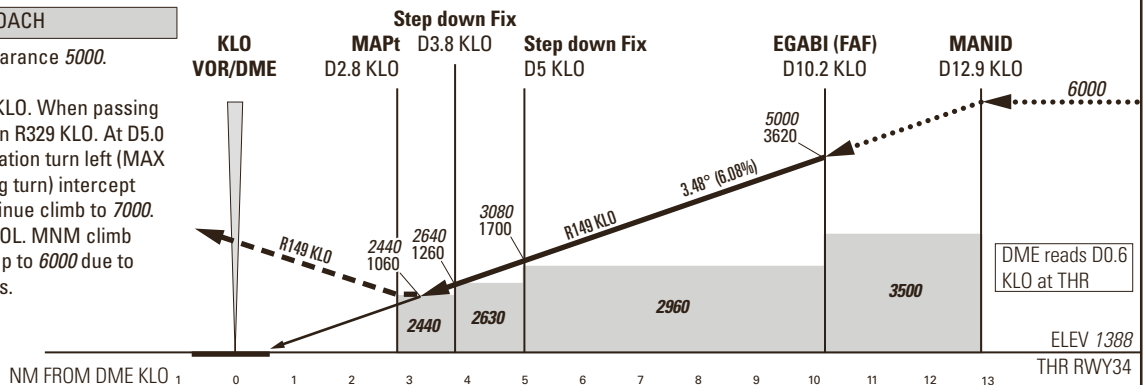
ZURICH LSZH  
VOR RWY 34



**MISSED APPROACH**

Initial climb clearance 5000.

Climb on R149 KLO. When passing KLO continue on R329 KLO. At D5.0 KLO past the station turn left (MAX IAS 185kt during turn) intercept R258 ZUE. Continue climb to 7000. Proceed to GIPOL. MNM climb gradient 3.7% up to 6000 due to ASP restrictions.



OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D
STRAIGHT-IN APPROACH	2440 (1060)			

ROD	GS kt	90	110	130	150
	FT/MIN	554	677	801	924

DME KLO	4	5	6	7	8	9	10	11	12
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	2710 (1330)	3080 (1700)	3450 (2070)	3820 (2440)	4190 (2810)	4560 (3180)	4930 (3550)	5300 (3920)	5670 (4290)

**CAUTION**  
- 0.6NM BFR THR34 visual segment surface (VSS) penetrated by building up to 1530ft AMSL.

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

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