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AIRAC

AIP

AIRAC AMDT 002
2024

Effective Date 22 FEB 2024

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RMK

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

1. Insert the following pages:

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2. Record entry of amendment on page GEN 0.2

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

NOTAM: NIL

AIP SUP: NIL

AIC: NIL

Enroute chart: New version available on eAIP

4. Following SUP and AIRAC SUP are still in force on effective date:

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010/2023	16-Nov-2023	28-Dec-2023	
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6.3 Airspace Management Cell (AMC)

Unit Name	Postal address	TEL E-MAIL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Airspace Management Office Switzerland (ASMO)	skyguide Flugsicherungsstr.1-5 CH-8602 Wangen bei Dübendorf	+41 (0) 43 931 62 33 amc@skyguide.ch	---	---	---	Office HR MON-FRI 0630-1100 (0530-1000) 1200-1530 (1100-1430) EXC Public HOL
Special Flight Office (SFO) Tool Support Office	---	+41 (0) 43 931 62 36 specialflight@skyguide.ch	---	---	---	MON-FRI 0700-1100 (0600-1000) EXC Public HOL

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8. RNAV procedures

8.1 RNAV 5 procedures

RNAV 5 (B-RNAV) routes are designed in accordance with the EUROCONTROL B-RNAV criteria. However, in accordance with the ICAO Doc 9613 Performance-based Navigation (PBN) Manual, these routes are published within the Swiss Airspace in compliance with the RNAV 5 requirements.

In AIP Switzerland, the terms "RNAV 5" and "B-RNAV" have the same meaning.

RNAV equipment may use the input from one or a combination of the following types of position sensors:

VOR/DME, DME/DME, INS/IRS and GNSS. However, the availability of VOR/DME is not assured in Swiss airspace. Request radar vectoring in case of RNAV position unavailability.

8.2 RNAV 1 procedures

RNAV 1 (P-RNAV) procedures are designed in accordance with the ICAO Doc 8168 PANS-OPS RNAV 1 criteria.

In AIP Switzerland, the terms "RNAV 1" and "P-RNAV" have the same meaning.

8.3 RNAV Routes

ACFT, other than State ACFT, operating on ATS routes* within FIR/UIR Switzerland at and above FL 100 shall be equipped with, as a MNM, RNAV equipment meeting RNAV 5 (B-RNAV) in accordance with the requirements set out in ICAO Doc 7030 Regional Supplementary Procedures (EUR, chapter 4, 4.1.1.2.3).

Aircraft operators shall ensure that the navigation equipment fulfils the requirements of the flight-planned routing.

* An ATS route is defined in ICAO Annex 11 as follows:

A specified route designated for channelling the flow of traffic as necessary for the provision of ATS.

The term "ATS route" is used to mean variously AWY, advisory route, controlled or uncontrolled route, ARR or DEP route, etc.

8.3.1 Fixed RNAV routes

These are permanently published ATS routes which shall be FLT-planned for use by RNAV equipped ACFT. They are identified by route designators in accordance with ICAO Annex 11.

8.3.2 Contingency RNAV routes

These are temporarily published ATS routes which can be FLT-planned for use by appropriately equipped ACFT. They are identified by route designators in accordance with ICAO Annex 11. These routes will be published for cases of specific need only (e.g. outage of NAV facilities, activation of temporarily reserved airspace).

8.3.3 Random RNAV routing

These routings are unpublished tracks which may be FLT-planned within designated and published random RNAV areas. For the time being there are no such areas designated within Switzerland.

8.3.4 Other applications of RNAV

There are specific direct routings assigned by ATC or on pilots' requests.

8.4 RNP 0.3 procedures for helicopter

RNP 0.3 routes (KYxyz) and associated routes (KQxyz) are designed for helicopter operation within Swiss Airspace in accordance with ICAO DOC 9613 Performance-based Navigation (PBN) Manual and DOC 8168.

9. Free Route Airspace – General procedures

9.1 Definitions

9.1.1 FRA

A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) waypoints, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

9.1.2 FRA significant points

FRA horizontal entry point (E)

A published significant point on the horizontal boundary of the Free Route Airspace from which FRA operations are allowed. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (E).

FRA horizontal exit point (X)

A published significant point on the horizontal boundary of the Free Route Airspace to which FRA operations are allowed. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (X).

FRA horizontal intermediate point (I)

A published significant point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed. Intermediate points may be used to connect FRA operations to ATS route network. If published, the FRA relevance of such points is included in ENR 4.1/4.4 columns as (I).

FRA arrival connecting point (A)

A published significant point to which FRA operations are allowed for arriving traffic to specific aerodromes. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (A).

FRA departure connecting point (D)

A published significant point from which FRA operations are allowed for departing traffic from specific aerodromes. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (D).

9.2 Area of application

Skyguide provides ATS in areas above Switzerland and in delegated areas above Austria, Germany, Italy and France. These combined areas comprise Skyguide's Area of Responsibility (AoR).

LSASFRA is a Free Route Airspace area created within the entire lateral limits of Skyguide's AoR. FRA procedures are available H24 above FL195 up to FL660 within LSASFRA Part 1 and up to FL245 within LSASFRA Part 2 as detailed in ENR 2.2 and ENR Charts.

Italian Free Route Airspace volume "FRAIT" as described in AIP Italy ENR 2.2 extends over Swiss territory. Flights within FRAIT shall comply with the flight planning requirements defined in AIP Italy ENR 1.10.

French Free Route Airspace volume "LFFRAE" as described in AIP France ENR 2.2 extends over Swiss territory. Flights within LFFRAE shall comply with the flight planning requirements defined in AIP France ENR 1.10.

9.3 FRA procedures

9.3.1 General

Within FRA flights may be planned DCT between significant points and/or radio navigation aids published in ENR 4.1/4.4. There is no restriction on the maximum DCT distance.

The use of unpublished points defined by geographical coordinates or by bearing and distance is not allowed.

9.3.2 Overflying traffic

Within LSASFRA aircraft operators can freely plan a route between a defined FRA Horizontal Entry Point (E) and a defined FRA Horizontal Exit Point (X), with the possibility to route via FRA Intermediate Points (I), without a reference to the ATS route network, subject to airspace availability.

9.3.3 Access to/from terminal airspace

Vertical entry and exit to/from the LSASFRA is made possible via the connection of ATS route segments connected to FRA significant points mentioned above. These ATS route segments are in turn connected to the SIDs or STARs of the various aerodromes. The available FRA connections between significant points and/or radio navigation aids to the ATS route network are published in the Route Availability Document (RAD).

9.3.4 Cross-border application**9.3.4.1 FRA Germany**

Cross border FRA application is available between LSASFRA and DFS FRA Cells EDUU East, EDUU West and EDMM South. Flights between these areas are not required to file a FRA horizontal entry or exit point (E, X), rather the use of a FRA intermediate point (I), that is situated near the boundary and published in ENR 4.1 or ENR 4.4 is possible. It is not allowed to plan from a FRA significant point inside LSASFRA to a location described by geographical coordinates inside DFS FRA and vice versa. Only significant points as published in AIP ENR 4.1 or ENR 4.4 are permitted. Specific restrictions on the use of the FRA intermediate points (I) between the FRA areas are defined in the RAD if necessary.

9.3.4.2 FRA France

Cross border FRA application is available between LSASFRA and French FRA Cell LFFRAE. Flights between these areas are not required to file a FRA horizontal entry or exit point (E, X), rather the use of a FRA intermediate point (I), that is situated near the boundary and published in ENR 4.1 or ENR 4.4 is possible. It is not allowed to plan from a FRA significant point inside LSASFRA to a location described by geographical coordinates inside LFFRAE and vice versa. Only significant points as published in AIP ENR 4.1 or ENR 4.4 are permitted. Specific restrictions on the use of the FRA intermediate points (I) between the FRA areas are defined in the RAD if necessary.

9.3.5 Airspace reservation – special areas

In general, aircraft operators will plan their trajectory around reserved or segregated airspace, when not available for civil operations, by using the relevant FRA intermediate points (I) published for this purpose in ENR 4.4. Flights may be planned through AMC-manageable restricted airspaces (RSAs) according to the European Airspace Use Plan/ European Updated Airspace Use Plan (EAUP/EUUP); subject to the rules that are specified in RAD Annex 2C.

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ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT**1. Objective**

The ATFM Service, established in accordance with ICAO principles (special EUR RAN meeting 1980), aims to ensure MAX use of AVBL ATC capacity in circumstances where traffic demand exceeds this capacity.

2. Application

If, despite all steps having been taken to avoid such a situation, traffic demand in a given area still exceeds AVBL ATC capacity, the slot allocation procedure (SLAP) will be applied. Whenever ATFM measures are in force, they are published by the NM (Network Manager) EUROCONTROL Brussels, in the form of an ATFM Notification Message (ANM). The ANMs are AVBL on the NM NOP Portal via the following link:

URL: <https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

The following FLT's are exempted from ATFM slot allocations:

- a. FLT's carrying Heads of State or equivalent status (STS/HEAD);
- b. FLT's conducting SAR operations (STS/SAR);
- c. FLT's used for a life critical medical EMERG evacuation (STS/MEDEVAC);
- d. FLT's used for fire-fighting (STS/FFR);
- e. FLT's APV for exemption from ATFM measures by the appropriate ATS authority (STS/ATFMX).

2.1 RULE OF APPLICATION FOR THE USE OF STS/ATFMX

The following rule shall be applicable to all FLT's seeking to gain exemption from ATFM measures within the Network Management ATFM area. It is intended to ensure that FLT's, which by the nature of their mission, cannot under any circumstances be delayed, are not delayed due to ATFM. It is based on the ICAO SARPS (ICAO EUR DOC 003, ATFM-HB/2) and on existing material in the Network Operations Handbook.

Any FLT meeting the criteria established to warrant exemption status may, provided the necessary APV procedure explained in paragraph 2.3 has been followed and the FLT duly authorised, use STS/ATFMX for that FLT and that FLT only. Each FLT shall require specific APV to use STS/ATFMX.

It should be noted by all users that any FLT which obtains exemption and which may have otherwise been delayed, will have that delay passed on to other FLT's. It is essential therefore, that use of the exemption facility shall be properly controlled and policed so that genuine priorities may CONT to operate without ATFM delay. To this end, this Rule of Application is implemented and applies to all FLT's operating within the Network Management ATFM area.

2.2 GUIDELINES FOR DETERMINING THE NEED FOR THE USE OF STS/ATFMX FOR AN INDIVIDUAL FLIGHT

- Is the safety of human life involved? This means that if the FLT does not operate without delay a human life or lives may be lost. Such FLT's shall require specific medical/UNHCR AUTH in support of their request.
- Is the person or are the POB a FLT on State business of such importance that the FLT cannot accept any delay?
- Is the mission of the FLT being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission?

If the ANS to any of the above questions is yes, then the FLT may apply for APV to use STS/ATFMX through the procedure specified in paragraph 2.3.

2.3 PROCEDURE FOR REQUESTING AUTHORISATION FOR THE USE OF STS/ATFMX

The operator of a FLT seeking APV to insert the indicator STS/ATFMX in Field 18 of a flight plan departing from an AD within Switzerland shall obtain prior permission from skyguide AIM Service Center Zurich, a MNM of one HR in advance of the FLT.

Phone: +41 (0) 43 931 61 95

2.4 REQUEST FOR START-UP CLEARANCE FOR NON-REGULATED FLIGHTS

A start-up clearance for non-regulated FLT's will only be granted within +/- 15 MIN of EOBT.

3. Flight plan filing procedure

For FLT's which are subject to ATFM measures, the following rules shall apply:

- a. A FPL shall be filed a MNM of three HR before EOBT.
- b. Any delay of more than 15 MIN shall be subject to a DLA. Negative DLA's (anticipation of the EOBT) are not permitted. The correct procedure for bringing an EOBT forward is to issue a CNL, and then re-file a new FPL.

The detailed procedures are described in "flight planning" in [ENR 1.10](#).

4. Slot allocation procedures

Receivers of Slot Allocation Messages (SAM) are required to comply with the issued DEP slot Calculated Take-OFF Time (CTOT). Slot tolerances parameters are CTOT -5 / +10 MIN. Request for amendments to SAMs, when so required, are to be made using the ATFM message exchange mechanisms (SRR, SRM, SPA) published in the NM Handbook. ACFT operators (AO) not equipped with the appropriate means to reach the NMOC (Network Management Operations Center), shall contact the relevant position.

CASA system will consider, by default, all FLT's in RFI (ready for improvement) status. If Aircraft Operators want to change a flight status in the system, they have to contact the relevant position and ask for SWM (SIP wanted message) status. Aircraft Operators will then have to accept or refuse any slot improvement.

- **For Geneva CTA:**
ATM Support
Phone: +41 (0) 22 747 13 44
local AD network extension: 43 44
- **For Zurich CTA:**
FMP Zurich
Phone: +41 (0) 43 931 69 62

5. Requirements for the use of a ready message

Every Aircraft Operator has to contact GND (at GVA) or TWR (on regional airports) to send a READY (REA) message. If doors are closed and the flight is ready to depart, the TWR will inform the FMP accordingly.

For aircraft departing from Zurich, refer to the specific A-CDM process in use (AD LSZH 2.20 local air traffic regulations 3.3.2.1).

Permission may not be granted due to DEP sequencing during rush HR, when MNM line-up time will be increased.

A REA may be sent between EOBT MS 15 MIN and the CTOT of the FLT. When the REA is filed before the EOBT, the FLT is considered as having a new EOBT at this filing time.

6. AIRSPACE MANAGEMENT (ASM)

6.1 Objective

Airspace Management is any ACT provided for the purpose of achieving the most efficient use of airspace based on actual needs and, where possible, avoiding PERM airspace segregation. Airspace Management is based on European Civil Aviation Conference (ECAC) principles, namely the concept of Flexible Use of Airspace (FUA).

6.2 Airspace structures

6.2.1 Permanent ATS routes

The PERM ATS route network consists of all permanently designated routes which are not subject to daily management and which can only be CLSD under specific conditions known well in advance. Closure will be published by AIP SUP or NOTAM, e.g. for large scale MIL EXER.

6.2.2 Conditional Routes (CDR):

CDR are designed to complement the PERM ATS route network and to allow FLT's to be planned on ATS routes, or portions thereof, that are not always AVBL. CDR are generally established through areas of potential TEMPO allocation identified under the generic term "AMC-manageable areas" (TRA and AMC-manageable restricted/danger areas.)

CDR are divided into three different categories according to their foreseen availability, their FLT planning potential and the anticipated level of ACT of the associated AMC-manageable area(s).

A CDR can be established as

Category One (CDR 1) - permanently plannable CDR:

- CDR 1 is AVBL during the time period published in the AIP ENR 3 and is FLT-plannable in the same way as PERM ATS route.
- Any foreseen unavailability of CDR 1 will be notified via AUP/UUP and published via EAUP/EUUP containing the associated FUA restrictions linked to the respective AMC-manageable areas.
- In the event of a short notice unavailability of a CDR 1, re-routing around an associated AMC-manageable area will be made on instruction by ATC.

6.2.3 Temporary Reserved Areas (TRA)

TRA are defined volumes of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit, under clearance by ATC. TRA permit activities requiring TEMPO reservation to be allocated on the day before operations. This allows the AMC to make AVBL, if required, CDR outside the planned HR of associated TRA.

The TRA concept encompasses all airspace reservations (TRA) and restrictions (restricted or danger areas) that are managed and allocated the day before operations by AMC. They are identified as "AMC-manageable areas" in the relevant part of the AIP.

The planned ACT and conditions for the use of TRA and AMC-manageable danger or restricted areas will be published daily in the national "Airspace Use Plans" (AUP).

6.2.4 Cross Border Areas (CBA)

CBA is a TRA established over international boundaries to meet specific operational needs.

6.3 Airspace-use planning procedures - Approved Agencies (AA)

Defined Air Force and army units, as well as civil ATC units, known as Approved Agencies (AA), are authorised to utilise TRA, TSA or AMC-manageable restricted and danger areas or CDR respectively.

FOCA may, O/R and under certain conditions, issue the status of an AA to other potential airspace users (e.g. directors of glider camps for TEMPO glider zones and directors of HEL enterprises for intense aerial work). Requests for airspace allocation shall be made to the AMC.

6.4 Airspace Management Cell (AMC)

REF: [GEN 3.3.6.3](#)

An AMC is established to conduct the day-to-day management and TEMPO allocation of national airspace in accordance with user requirements.

AA responsible for airspace activities will submit requests for allocation of airspace (TRA) or routes (CDR) to the AMC by 0800 (0700) on the working day before operations, at the latest.

Airspace allocation (TRA) and CDRs are sent before 1500 (1400) to NMOC in a daily Airspace Use Plan (AUP). The national AUP will be published to cover the 24 hours time period between 0600 the next working day to 0600 the day after. Changes will be notified as Updated (Airspace) Use Plan (UUP) throughout the reference day.

AMC will submit the AUP/UUP to NMOC and to AA.

6.5 European Airspace Use Plan (EAUP)

Network Management Operations Center will daily consolidate the national AUPs/UUPs on airspace and route availability within the ECAC area and publish it on the NM NOP Portal as EAUP/EUUP.

The EAUP will contain the list of closed CDR 1. The EAUP will also contain area activations. The EAUP will cover the 24 hours time period between 0600 the next day to 0600 the day after (D 0600 to D+1 0600).

The EAUP will be issued by the Centralized Airspace Data Function (CADF) each day after 1600 (1500).

6.6 Flight planning procedures

In order to take advantage of AVBL CDR, AO are invited to submit their flight plans in accordance with the following procedures:

CDR 1 will be plannable in the same way as PERM ATS routes for time periods published in the AIP. Any foreseen period of non-availability of CDR 1 will, whenever practicable be notified to the operators by the EAUP and NOTAM. In the event of a short notice unavailability of a CDR 1, flights will be instructed by ATC to use alternative routes. Operators should consider the implications of the possible use of the alternate ATS routes published for each CDR 1 in the column "Remarks" of the AIP.

The operator shall ensure that the latest flight plan information, including route changes and the use of CDR 1, pertaining to a particular FLT and duly notified to the appropriate agencies through the Integrated initial Flight Plan Processing System" (IFPS), is closed to the pilot-in-command.

6.7 Airspace usage priorities

In order to regulate conflicts of interest FOCA issues instructions on airspace management, in particular those with regard to airspace usage priorities. These airspace usage priorities and deviations thereof are available under: Air Traffic Control and Airspace (admin.ch).

7. Free Route Airspace Skyguide

Skyguide provides ATS in areas above Switzerland and in delegated areas above Austria, Germany, Italy and France. These combined areas comprise Skyguide's Area of Responsibility (AoR).

LSASFRA is a Free Route Airspace area created within the entire lateral limits of Skyguide's AoR. FRA procedures (see ENR 1.3 and ENR 1.10) are available H24 above FL195 up to FL660 within LSASFRA Part 1 and up to FL245 within LSASFRA Part 2.

The lateral limits of LSASFRA volumes are detailed below.



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
FRA Skyguide				
Part 1 46 51 18 N 010 28 11 E - Switzerland-Italy EAD Border - 46 29 08 N 010 02 27 E - 46 28 42 N 010 02 36 E - 46 18 25 N 009 33 05 E - 46 10 29 N 009 10 24 E - 46 09 35 N 009 02 34 E - 46 06 16 N 008 39 54 E - 46 06 35 N 008 29 44 E - 46 19 23 N 008 13 08 E - Switzerland-Italy EAD Border - 45 56 41 N 007 28 03 E - 45 51 37 N 007 23 47 E - 45 47 47 N 007 20 45 E - 45 27 23 N 007 01 16 E - 45 21 15 N 007 09 12 E - 44 58 49 N 007 09 36 E - 44 48 50 N 007 07 41 E - 44 48 00 N 007 00 45 E - 44 48 00 N 006 46 00 E - 45 23 23 N 006 26 30 E - 45 27 57 N 006 23 57 E - 45 35 00 N 006 20 00 E - 45 39 10 N 006 15 35 E - 45 40 47 N 006 13 48 E - 45 45 09 N 006 09 15 E - 45 46 20 N 006 07 57 E - 45 48 23 N 006 05 48 E - 45 51 00 N 006 03 00 E - 46 01 13 N 005 49 37 E -	Geneva ACC Zurich ACC	Swiss Radar	As Per UIR Switzerland (LSAS) ENR 2.1	REF AIPs Austria, Germany, Italy, France

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
FRA Skyguide				
46 07 00 N 005 42 00 E - 46 14 00 N 005 08 00 E - 46 30 05 N 005 09 43 E - 46 42 00 N 005 11 00 E - 46 42 01 N 005 25 09 E - 46 42 01 N 005 27 44 E - 46 42 00 N 005 35 00 E - 46 52 21 N 005 49 14 E - 46 55 32 N 005 53 39 E - 46 58 00 N 005 57 04 E - 47 03 48 N 006 14 21 E - 47 04 12 N 006 42 02 E - 47 04 12 N 006 42 04 E - France-Switzerland EAD Border - 47 14 17 N 006 56 34 E - 47 14 35 N 006 57 17 E - 47 14 36 N 006 57 20 E - France-Switzerland EAD Border - 47 21 42 N 007 02 58 E - 47 21 51 N 007 02 36 E - 47 22 19 N 007 20 35 E - 47 25 56 N 007 23 04 E - 47 34 39 N 007 24 56 E - 47 37 58 N 007 29 58 E - 47 41 21 N 007 30 59 E - 47 41 48 N 007 30 42 E - France-Germany EAD Border - 47 59 57 N 007 36 36 E - 48 00 54 N 007 35 26 E - 47 50 00 N 008 17 45 E - 47 50 00 N 008 51 30 E - 47 53 25 N 009 08 13 E - 47 53 24 N 009 33 00 E - 47 50 00 N 009 33 00 E - 47 48 00 N 009 33 00 E - 47 32 01 N 009 43 59 E - 47 29 11 N 009 46 47 E - 47 20 12 N 009 55 29 E - 47 06 37 N 010 08 29 E - 47 05 15 N 010 11 33 E - 47 00 03 N 010 23 22 E - 47 00 02 N 010 23 22 E - Switzerland-Austria EAD border - 46 51 18 N / 010 28 11 E - FL660 / FL195 Classification: C				
Part 2 48 05 00 N 007 34 39 E - 48 06 00 N 007 58 00 E - 48 08 55 N 008 12 46 E - 48 10 12 N 008 19 17 E - 48 10 00 N 008 52 58 E - 48 10 00 N 009 33 00 E - 48 02 49 N 009 33 00 E - 47 58 24 N 009 33 00 E - 47 53 24 N 009 33 00 E - 47 53 25 N 009 08 13 E - 47 50 00 N 008 51 30 E - 47 50 00 N 008 17 45 E - 48 00 54 N 007 35 26 E - France-Germany EAD Border - 48 04 49 N 007 34 09 E - 48 05 00 N 007 34 39 E - FL245 / FL195 Classification: C	Zurich ACC	Swiss Radar	As Per UIR Switzerland (LSAS) ENR 2.1	REF AIP Germany

8. Free Route Airspace Italy

Italian Free Route Airspace volume "FRAIT" as described in AIP Italy ENR 2.2 extends over Swiss territory. Flights within FRAIT shall comply with the flight planning requirements defined in AIP Italy ENR 1.10.

9. Free Route Airspace France

French Free Route Airspace volume "LFFRAE" as described in AIP France ENR 2.2 extends over Swiss territory. Flights within LFFRAE shall comply with the flight planning requirements defined in AIP France ENR 1.10.

ENR 3.2 AREA NAVIGATION ROUTES

1. Index of ENR 3.2 Area Navigation Route Tables

Route Designator	Page	Route Designator	Page§	Route Designator	Page
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		Y3	ENR 3.2 - 31	Z2	ENR 3.2 - 43
L50	ENR 3.2 - 3	Y5	ENR 3.2 - 32	Z6	ENR 3.2 - 44
L613	ENR 3.2 - 4	Y51	ENR 3.2 - 33	Z50	ENR 3.2 - 45
L856	ENR 3.2 - 5	Y52	ENR 3.2 - 34	Z57	ENR 3.2 - 46
		Y58	ENR 3.2 - 35	Z58	ENR 3.2 - 47
M858	ENR 3.2 - 6	Y100	ENR 3.2 - 36	Z59	ENR 3.2 - 48
		Y112	ENR 3.2 - 37	Z60	ENR 3.2 - 49
N491	ENR 3.2 - 7	Y164	ENR 3.2 - 38	Z61	ENR 3.2 - 50
N850	ENR 3.2 - 8	Y170	ENR 3.2 - 39	Z62	ENR 3.2 - 51
N851	ENR 3.2 - 9	Y223	ENR 3.2 - 40	Z63	ENR 3.2 - 52
N869	ENR 3.2 - 10	Y224	ENR 3.2 - 41	Z64	ENR 3.2 - 53
N871	ENR 3.2 - 11			Z65	ENR 3.2 - 54
				Z67	ENR 3.2 - 55
T14	ENR 3.2 - 12			Z69	ENR 3.2 - 56
T45	ENR 3.2 - 13			Z83	ENR 3.2 - 57
T50	ENR 3.2 - 14			Z90	ENR 3.2 - 58
T51	ENR 3.2 - 15			Z119	ENR 3.2 - 59
T52	ENR 3.2 - 16			Z138	ENR 3.2 - 60
T53	ENR 3.2 - 17			Z141	ENR 3.2 - 61
T103	ENR 3.2 - 18			Z142	ENR 3.2 - 62
T125	ENR 3.2 - 19			Z143	ENR 3.2 - 63
T163	ENR 3.2 - 20			Z144	ENR 3.2 - 64
T330	ENR 3.2 - 21			Z162	ENR 3.2 - 65
T544	ENR 3.2 - 22			Z163	ENR 3.2 - 66
T625	ENR 3.2 - 23			Z170	ENR 3.2 - 67
T626	ENR 3.2 - 24			Z408	ENR 3.2 - 68
T627	ENR 3.2 - 25			Z424	ENR 3.2 - 69
T718	ENR 3.2 - 26			Z600	ENR 3.2 - 70
T721	ENR 3.2 - 27			Z601	ENR 3.2 - 71
T734	ENR 3.2 - 28			Z651	ENR 3.2 - 72
T901	ENR 3.2 - 29			Z652	ENR 3.2 - 73
				Z653	ENR 3.2 - 74
				Z669	ENR 3.2 - 75
				Z671	ENR 3.2 - 76

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
J41								
△	Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E						
	144°	20 NM	FL500 FL115 MEA = FL120		Odd		± NM	ACC Geneva REF: AIP France {C}
▲	ESAPI	45 53 24 N 006 17 25 E						

ENR 3.3 OTHER ROUTES**1. Low Flight Network (LFN) ATS Routes**

The operation on this network is subject to specific state authorization and access procedures by the national provider (see [ENR 1.1 - 4.8](#)).

The following tables describe the Low Flight Network for rotary wing aircraft that comply with the required navigational performance of **RNP 0.3**.

For speed restrictions refer to [ENR 6.4 - 1](#).

This network consists of low-level routes (KYxyz) and associated routes (KQxyz) to and from various landing sites and regions. Table of cruising levels ([ENR 1.7 - 5.3](#)) is not applicable to LFN.

2. Index of ENR 3.3 Route Tables - Low Flight Network (LFN) ATS Routes

Route Designator	Page
KQ811	ENR 3.3 - 2
KQ821	ENR 3.3 - 3
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KQ832	ENR 3.3 - 5
KQ833	ENR 3.3 - 6
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KQ861	ENR 3.3 - 8
KQ862	ENR 3.3 - 9
KQ864	ENR 3.3 - 10
KQ868	ENR 3.3 - 11
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KY253	ENR 3.3 - 16
KY256	ENR 3.3 - 17
KY257	ENR 3.3 - 18

3. Low Flight Network (LFN) ATS Routes

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑	
KQ811							
△ LS103	46 43 11.2 N 006 57 39.1 E						
	273°	9.2	FL195 5500 ft MEA = 6000 ft	MOCA = 5100 ft	Even		ACC Geneva {C, E} TWR/APP Payerne {D}
△ ETEKI	46 44 10.8 N 006 44 21.4 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑				↓	↑	
KQ821							
△ ME103	47 07 27.9 N 008 07 05.1 E						
	063°	15.2	FL195 4500 ft MEA = 5000 ft	MOCA = 3800 ft	Odd		ACC Zurich {C, E} TWR/APP Emmen {D}
△ RONIX	47 13 34.5 N 008 27 25.2 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑						
KQ831							
△ DEGES	47 24 45 N 009 12 07 E						
	233°	9.9	FL195 <u>5600 ft</u> MEA = 6000 ft	MOCA = 5600 ft	Even		ACC Zurich {C, E} TWR/APP Dubendorf, {D}
△ MD503	47 19 16.1 N 009 00 03.8 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑	
KQ832							
△ LS111	47 12 41.6 N 008 57 01.1 E						
	014°	1.9	FL195 4800 ft MEA = 5000 ft	MOCA = 4800 ft	Odd		ACC Zurich {C, E} TWR/APP Dubendorf {D}
△ MD505	47 14 30.6 N 008 57 49.1 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}	
	↓ ↑				↓	↑		
KQ833								
△	LS110	47 12 26.8 N 008 47 38.1 E						
		307°	0.9	FL195 4900 ft MEA = 5000 ft	MOCA = 4900 ft	Odd		ACC Zurich {C, E} TWR/APP Dubendorf {D}
△	MD516	47 13 02.2 N 008 46 37.2 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑	
KQ834							
△ VIBAX	47 20 50.0 N 008 52 55.9 E						
	105°	5.1	FL195 <u>5600 ft</u> MEA = 6000 ft	MOCA = 5600 ft	Even		ACC Zurich {C, E} TWR/APP Dubendorf {D}
△ MD503	47 19 16.1 N 009 00 03.8 E						
	085°	6.1	FL195 <u>5600 ft</u> MEA = 6000 ft	MOCA = 5600 ft	Even		ACC Zurich {C, E} TWR/APP Dubendorf {D}
△ LS112	47 19 25.5 N 009 09 02.0 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}	
	↓ ↑				↓	↑		
KQ861								
△	LS105	46 55 44.0 N 007 28 44.9 E						
		252°	5.0	FL195 <u>5500 ft</u> MEA = 6000 ft	MOCA = 4400 ft	Even		ACC Zurich {C, E} TWR/APP Berne {D}
△	LS561	46 54 28.4 N 007 21 41.4 E						
		252°	4.1	FL195 <u>4600 ft</u> MEA = 5000 ft	MOCA = 4600 ft	Odd		ACC Zurich {C, E} TWR/APP Berne {D}
△	ASBER	46 53 25.9 N 007 15 52.8 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}	
	↓ ↑				↓	↑		
KQ862								
△	FRIBOURG VOR/ DME (FRI)	46 46 39.3 N 007 13 24.6 E						
		$\frac{011^\circ}{191^\circ}$	4.0	$\frac{FL195}{5500 \text{ ft}}$ MEA = 6000 ft	MOCA = 4200 ft	Even	Even	ACC Geneva {C, E}
△	LS562	46 50 32.0 N 007 14 49.4 E						
		$\frac{011^\circ}{191^\circ}$	3.0	$\frac{FL195}{4500 \text{ ft}}$ MEA = 5000 ft	MOCA = 4000 ft	Odd	Odd	ACC Geneva {C, E} TWR/APP Berne {D}
△	ASBER	46 53 25.9 N 007 15 52.8 E						
		$\frac{040^\circ}{220^\circ}$	3.7	$\frac{FL195}{4500 \text{ ft}}$ MEA = 5000 ft	MOCA = 4000 ft	Odd	Odd	ACC Geneva {C, E} TWR/APP Berne {D}
△	AMRID	46 56 05.4 N 007 19 32.8 E						
		$\frac{021^\circ}{201^\circ}$	5.1	$\frac{FL195}{4500 \text{ ft}}$ MEA = 5000 ft	MOCA = 4100 ft	Odd	Odd	ACC Geneva {C, E} TWR/APP Berne {D}
△	BIRKI	47 00 46.6 N 007 22 34.8 E						
		$\frac{062^\circ}{242^\circ}$	10.5	$\frac{FL195}{5500 \text{ ft}}$ MEA = 6000 ft	MOCA = 4100 ft	Even	Even	ACC Geneva {C, E} TWR/APP Berne {D}
△	MEBOX	47 05 10.4 N 007 36 33.5 E						
		$\frac{071^\circ}{251^\circ}$	8.9	$\frac{FL195}{5500 \text{ ft}}$ MEA = 6000 ft	MOCA = 4400 ft	Even	Even	ACC Geneva {C, E} TWR/APP Berne {D}
△	UMTOP	47 07 38.9 N 007 49 06.2 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑	
KQ864							
△ ASBER	46 53 25.9 N 007 15 52.8 E						
	136° 316°	4.0	FL195 4500 ft MEA = 5000 ft	MOCA = 4000 ft	Odd	Odd	APP Bern {C, E}
△ LS104	46 50 23.4 N 007 19 42.2 E						
	136° 316°	2.7	FL195 5500 ft MEA = 6000 ft	MOCA = 4300 ft	Even	Even	APP Bern {C, E}
△ LS164	46 48 22.3 N 007 22 14.2 E						
	111° 291°	1.2	FL195 5500 ft MEA = 6000 ft	MOCA = 5000 ft	Even	Even	APP Bern {C, E}
△ TUNNO	46 47 53.4 N 007 23 48.8 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑	
KQ868							
△ RAMOK	47 01 20.2 N 007 41 03.0 E						
	038°	8.4	FL195 5500 ft MEA = 6000 ft	MOCA = 4500 ft	Even		ACC Zurich {C, E} TWR/APP Berne {D}
△ UMTOP	47 07 38.9 N 007 49 06.2 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑	
KY251							
△ Gland NDB (GLA)	46 24 31.3 N 006 14 39.3 E						
	044°	4.7	FL195 3500 ft MEA = 4000 ft	MOCA = 3200 ft	Even		ACC Geneva APP Geneva {C, E}
△ LS099	46 27 43.5 N 006 19 33.3 E						
	082°	5.1	FL195 3700 ft MEA = 4000 ft	MOCA = 3700 ft	Even		ACC Geneva APP Geneva {C, E}
△ St-Prex VOR/DME (SPR)	46 28 07.3 N 006 26 53.0 E						
	086° 266°	11.4	FL195 3500 ft MEA = 4000 ft	MOCA = 2600 ft	Even	Even	ACC Geneva {C, E}
△ LS100	46 28 14.5 N 006 43 22.4 E						
	030° 210°	17.9	FL195 5500 ft MEA = 6000 ft	MOCA = 5100 ft	Even	Even	ACC Geneva {C, E}
△ LS103	46 43 11.2 N 006 57 39.1 E						
	069° 249°	11.4	FL195 5500 ft MEA = 6000 ft	MOCA = 5100 ft	Even	Even	ACC Geneva {C, E}
△ FRIBOURG VOR/DME (FRI)	46 46 39.3 N 007 13 24.6 E						
	046° 226°	5.7	FL195 5500 ft MEA = 6000 ft	MOCA = 4200 ft	Even	Even	ACC Geneva, Zurich {C, E}
△ LS104	46 50 23.4 N 007 19 42.2 E						
	046° 226°	8.2	FL195 5500 ft MEA = 6000 ft	MOCA = 4400 ft	Even	Even	ACC Geneva, Zurich {C, E} TWR/APP Berne {D}
△ LS105	46 55 44.0 N 007 28 44.9 E						
	046° 227°	18.3	FL195 5500 ft MEA = 6000 ft	MOCA = 5000 ft	Even	Even	ACC Geneva, Zurich {C, E} TWR/APP Berne {D}
△ UMTOP	47 07 38.9 N 007 49 06.2 E						
	088° 268°	12.3	FL195 4500 ft MEA = 5000 ft	MOCA = 4500 ft	Odd	Odd	ACC Zurich {C, E}
△ ME103	47 07 27.9 N 008 07 05.1 E						
	079° 259°	10.3	FL195 4500 ft MEA = 5000 ft	MOCA = 3800 ft	Odd	Odd	ACC Zurich {C, E} TWR/APP Emmen {D}
△ ME104	47 08 53.5 N 008 22 05.9 E						
	067° 247°	6.8	FL195 4500 ft MEA = 5000 ft	MOCA = 3900 ft	Odd	Odd	ACC Zurich {C, E} TWR/APP Emmen {D}
△ ZC700	47 11 14.6 N 008 31 23.3 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑						
	$\frac{081^\circ}{261^\circ}$	4.3	$\frac{FL195}{4500\text{ ft}}$ MEA = 5000 ft	MOCA = 4100 ft	Odd	Odd	ACC Zurich {C, E}
△ OSNOG	47 11 42.5 N 008 37 36.1 E						
	$\frac{081^\circ}{261^\circ}$	6.9	$\frac{FL195}{4900\text{ ft}}$ MEA = 5000 ft	MOCA = 4900 ft	Odd	Odd	ACC Zurich {C, E}
△ LS110	47 12 26.8 N 008 47 38.1 E						
	$\frac{085^\circ}{265^\circ}$	6.4	$\frac{FL195}{4900\text{ ft}}$ MEA = 5000 ft	MOCA = 4900 ft	Odd	Odd	ACC Zurich {C, E}
△ LS111	47 12 41.6 N 008 57 01.1 E						
	$\frac{047^\circ}{228^\circ}$	10.6	$\frac{FL195}{5500\text{ ft}}$ MEA = 6000 ft	MOCA = 5000 ft	Even	Even	ACC Zurich {C, E}
△ LS112	47 19 25.5 N 009 09 02.0 E						
	$\frac{018^\circ}{198^\circ}$	5.7	$\frac{FL195}{5500\text{ ft}}$ MEA = 6000 ft	MOCA = 5000 ft	Even	Even	ACC Zurich {C, E}
△ DEGES	47 24 45.0 N 009 12 07.0 E						
	$\frac{040^\circ}{220^\circ}$	8.0	$\frac{FL195}{4500\text{ ft}}$ MEA = 5000 ft	MOCA = 4200 ft	Odd	Odd	ACC Zurich {C, E} TWR/APP St. Gallen Altenrhein {D}
△ SITOR	47 30 36.7 N 009 20 10.5 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑	
KY252							
△ ME104	47 08 53.5 N 008 22 05.9 E						
	123° 303°	3.1	FL195 5500 ft MEA = 6000 ft	MOCA = 4000 ft	Even	Even	ACC Zurich {C, E} TWR/APP Emmen {D}
△ LS702	47 07 06.3 N 008 25 45.1 E						
	122° 302°	8.4	FL195 5800 ft MEA = 6000 ft	MOCA = 5800 ft	Even	Even	ACC Zurich {C, E} TWR/APP Emmen {D}
△ LS201	47 02 15.9 N 008 35 42.6 E						
	173° 353°	6.3	FL195 6700 ft MEA = 7000 ft	MOCA = 6700 ft	Odd	Odd	ACC Zurich {C, E}
△ LS202	46 56 00.8 N 008 36 23.1 E						
	173° 353°	3.0	FL195 8000 ft MEA = 8000 ft	MOCA = 8000 ft	Even	Even	ACC Zurich {C, E}
△ LS203	46 53 01.4 N 008 36 42.4 E						
	156° 336°	3.6	FL195 8000 ft MEA = 8000 ft	MOCA = 8000 ft	Even	Even	ACC Zurich {C, E}
△ LS204	46 49 40.6 N 008 38 37.5 E						
	167° 347°	3.0	FL195 8600 ft MEA = 9000 ft	MOCA = 8600 ft	Odd	Odd	ACC Zurich {C, E}
△ LS205	46 46 45.0 N 008 39 20.8 E						
	202° 022°	5.4	FL195 9700 ft MEA = 10000 ft	MOCA = 9700 ft	Even	Even	ACC Zurich {C, E}
△ LS206	46 41 51.5 N 008 36 05.3 E						
	186° 006°	2.9	FL195 9800 ft MEA = 10000 ft	MOCA = 9800 ft	Even	Even	ACC Zurich {C, E}
△ LS207	46 38 59.9 N 008 35 25.1 E						
	208° 028°	4.1	FL195 10500 ft MEA = 11000 ft	MOCA = 10500 ft	Odd	Odd	ACC Zurich {C, E}
△ LS208	46 35 30.7 N 008 32 22.2 E						
	153° 333°	2.9	FL195 11500 ft MEA = 12000 ft	MOCA = 10700 ft	Even	Even	ACC Zurich {C, E}
△ LS209	46 32 52.6 N 008 34 03.6 E						
	111° 291°	3.1	FL195 11500 ft MEA = 12000 ft	MOCA = 10500 ft	Even	Even	ACC Zurich {C, E}
△ LS210	46 31 37.9 N 008 38 10.8 E						
	111° 291°	7.6	FL195 10500 ft MEA = 11000 ft	MOCA = 9400 ft	Odd	Odd	ACC Zurich {C, E}
△ LS211	46 28 33.8 N 008 48 17.4 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑						
	$\frac{137^\circ}{317^\circ}$	9.0	FL195 <u>8500 ft</u> MEA = 9000 ft	MOCA = 8400 ft	Odd	Odd	ACC Zurich {C, E}
△ LS212	46 21 39.2 N 008 56 39.3 E						
	$\frac{151^\circ}{332^\circ}$	9.2	FL195 <u>7000 ft</u> MEA = 7000 ft	MOCA = 7000 ft	Odd	Odd	ACC Zurich {C, E}
△ LS213	46 13 22.8 N 009 02 21.2 E						
	$\frac{209^\circ}{029^\circ}$	8.0	FL195 <u>6500 ft</u> MEA = 7000 ft	MOCA = 5700 ft	Odd	Odd	ACC Zurich {C, E} TWR/APP Locarno {D}
△ LS214	46 06 32.9 N 008 56 16.8 E						
	$\frac{187^\circ}{007^\circ}$	6.4	FL195 <u>5500 ft</u> MEA = 6000 ft	MOCA = 5200 ft	Even	Even	ACC Zurich {C, E} TWR/APP Locarno {D}
△ LUGAN	46 00 13.1 N 008 54 37.0 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates					Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}	
	↓ ↑				↓	↑		
KY253								
△ LS201	47 02 15.9 N 008 35 42.6 E							
	036° 216°	7.6	FL195 6500 ft MEA = 7000 ft	MOCA = 6000 ft	Odd	Odd	ACC Zurich {C, E}	
△ LS301	47 08 14.0 N 008 42 41.3 E							
	036° 216°	4.1	FL195 5500 ft MEA = 6000 ft	MOCA = 5000 ft	Even	Even	ACC Zurich APP Zurich {C, E}	
△ LS302	47 11 25.4 N 008 46 25.9 E							
	036° 216°	1.3	FL195 4500 ft MEA = 5000 ft	MOCA = 3900 ft	Odd	Odd	ACC Zurich APP Zurich {C, E}	
△ LS110	47 12 26.8 N 008 47 38.1 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑	
KY256							
△ UMTOP	47 07 38.9 N 00749 06.2 E						
	050° 230°	12.3	FL195 4500 ft MEA = 5000 ft	MOCA = 4500 ft	Odd	Odd	ACC Zurich {C, E}
△ LS601	47 15 04.1 N 008 03 26.0 E						
	076° 256°	4.6	FL195 4500 ft MEA = 5000 ft	MOCA = 4100 ft	Odd	Odd	ACC Zurich {C, E}
△ LS602	47 15 56.6 N 008 10 06.8 E						
	071° 251°	4.8	FL195 4500 ft MEA = 5000 ft	MOCA = 3800 ft	Odd	Odd	ACC Zurich {C, E}
△ LS603	47 17 16.4 N 008 16 48.8 E						
	114° 294°	8.1	FL195 4500 ft MEA = 5000 ft	MOCA = 3800 ft	Odd	Odd	ACC Zurich {C, E}
△ RONIX	47 13 34.5 N 008 27 25.2 E						
	128° 308°	3.6	FL195 4500 ft MEA = 5000 ft	MOCA = 4000 ft	Odd	Odd	ACC Zurich {C, E} TWR/APP Emmen {D}
△ ZC700	47 11 14.6 N 008 31 23.3 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates					Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}	
	↓ ↑				↓	↑		
KY257								
△ ME103	47 07 27.9 N 008 07 05.1 E							
	101° 281°	10.2	FL195 4500 ft MEA = 5000 ft	MOCA = 3800 ft	Odd	Odd	ACC Zurich {C, E} TWR/APP Emmen {D}	
△ LS701	47 04 58.1 N 008 21 31.0 E							
	051° 231°	3.6	FL195 5500 ft MEA = 6000 ft	MOCA = 4000 ft	Even	Even	ACC Zurich {C, E} TWR/APP Emmen {D}	
△ LS702	47 07 06.3 N 008 25 45.1 E							
	051° 231°	4.9	FL195 4500 ft MEA = 5000 ft	MOCA = 4000 ft	Odd	Odd	ACC Zurich {C, E} TWR/APP Emmen {D}	
△ LS703	47 10 00.7 N 008 31 31.7 E							
	065° 245°	4.5	FL195 5500 ft MEA = 6000 ft	MOCA = 4000 ft	Even	Even	ACC Zurich {C, E}	
△ OSNOG	47 11 42.5 N 008 37 36.1 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
BÄLE-MULHOUSE DVOR/DME	-	-	-	-	-	REF: AIP France
CORVATSCH DME	CVA	(CH 57Y)	H24	46 25 05N 009 49 18E	10999 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 (I): 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.
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	2425 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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ENR 4.4 NAME CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
ABARI	47 24 59 N 006 56 33 E		
ABESI	46 09 35 N 009 02 34 E	N851	FRA (E): Even FL
ABNOR	46 59 24.4 N 007 15 06.7 E		IAC LSHI PinS
ABREG	46 18 25 N 009 33 05 E	Y170	FRA (E): Even FL Refer to AIP Italy
AGERI	47 07 01.7 N 008 36 18.1 E	M858	MIL PROC LSME, STAR LSZC
AKABI	47 43 01 N 009 14 00 E	L856	
AKASU	46 06 35 N 008 29 44 E	Z424	FRA (X): Odd FL Refer to AIP Italy
ALAGO	47 47 59.0 N 009 27 46.0 E		SID LSZR Refer to AIP Germany
ALINE	47 55 28 N 007 56 47 E	T718	Refer to AIP Germany
ALOXO	47 46 01 N 009 58 13 E		Refer to AIP Germany
AMIKI	47 34 26.0 N 009 02 15.0 E		STAR LSZH, HLDG LSZH, RNAV Transition LSZH, SID LSZR
AMRID	46 56 05.4 N 007 19 32.8 E	Z60, Z144, KQ862	SID/STAR LSZB
AMRUP	47 46 45 N 008 04 37 E	N491, Z141	Refer to AIP Germany
AOSTA	45 47 47 N 007 20 45 E		FRA (E): Even FL Refer to AIP Italy
ARDED	46 44 07 N 010 07 40 E	Z119	
ARGAX	47 03 00 N 009 17 53 E	L613, Y170, Z170	FRA (I)
ARNOT	47 24 08.0 N 006 55 12.0 E	T14	STAR LSGC Refer to AIP France
ARSUT	48 10 00 N 009 19 43 E		Refer to AIP Germany
ARTAG	47 09 52.5 N 008 30 50.3 E	T53	SID LSZH
ARVAN	47 13 53.0 N 007 43 41.0 E	T901	SID, IAC, HLDG LSZG
ASBER	46 53 25.9 N 007 15 52.8 E	KQ861, KQ862, KQ864	
ASGED	47 14 08.8 N 008 34 13.8 E	M858	MIL PROC LSME, MIL PROC LSMD, STAR LSZC
ASSEQ	46 13 24 N 006 30 57 E	B46	Refer to AIP France

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
BADEP	47 01 38 N 007 25 28 E	Z669	FRA (I)
BALIR	47 18 29.9 N 007 16 53.5 E	T52, Y51, Z59, Z142	SID/STAR LSGC; HLDG LFSB
BANKO	45 49 12.0 N 007 03 17.0 E	L50	STAR LSGG Refer to AIP Italy
BARIG	47 16 07 N 008 33 40 E	M858, Y5	
BASGO	46 16 23 N 008 28 20 E	Z424	FRA (I)
BEGAR	47 54 30 N 007 35 00 E		FRA (I): southbound: Odd FL FRA (I) northbound: BTN 2300-0500 (2200-0400), Even FL Refer to AIP Germany/France
BENOT	47 03 27.7 N 007 10 22.1 E	N869	STAR LSGG FRA (A): LSGG FRA (I)
BERSU	47 08 07.9 N 007 56 28.7 E	N871, Z50, Z58, Z141, Z143	HLDG; STAR LSZH FRA (I)
BIBAN	45 55 32 N 007 27 03 E		FRA (X): Odd FL Refer to AIP Italy
BIBOT	46 45 05 N 006 24 37 E		
BIRKI	47 00 46.6 N 007 22 34.8 E	T627, KQ862	SID/STAR, IAC, HLDG LSZB; SID LSZG; MIL PROC LSMP
BIVLO	46 11 49.8 N 006 15 13.8 E	Y52	STAR LSGG Refer to AIP Italy
BODAN	47 35 15 N 009 27 05 E	Z1, Z163, Z601	Refer to AIP Germany
BUPIG	46 45 11.8 N 008 07 34.0 E		IAC LSMM PinS
CANNE	46 10 00.0 N 008 52 52.0 E	M858, Z651	SID LSZA FRA (E): Even FL
CERVI	45 58 12 N 007 32 43 E		FRA (E): Even FL Refer to AIP Italy
DANZE	47 19 16 N 007 50 17 E	T51	
DEGAD	46 26 10 N 008 37 06 E	N850, Z424	FRA (I)
DEGES	47 24 45.0 N 009 12 07.0 E	KQ831, KY251, N491, N871, Z1, Z2, Z6, Z138	SID LSZH FRA (I)
DEKAM	47 14 24.2 N 007 06 45.5 E	T625, Y51	SID/STAR LSGC
DEREM	46 21 23.9 N 006 10 34.5 E	Z62	SID LSGG
DETRI	46 36 22 N 008 48 54 E	Z83, Z119, Z651	

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
DEVDI	47 44 20 N 007 32 52 E		FRA (I): Odd FL Refer to AIP France/Germany
DIBIV	46 28 00 N 009 40 00 E	Test Flight pattern East A9	
DINIG	46 29 43.0 N 005 53 26.0 E		STAR LSGG, HLDG Refer to AIP France
DINOX	46 40 00 N 006 07 11 E	A1	Refer to AIP France
DITON	47 18 08 N 008 20 00 E	L613, N871, T103, T163, Z671	FRA (I)
DOFIL	47 04 12.0 N 008 01 00.0 E	Z57	STAR LSZH
DORAP	47 28 22 N 009 36 04 E	Z2	
DOUCI	47 23 08 N 007 02 03 E	T626	
EDUMI	47 45 40.7 N 008 27 31.0 E		IAC LSZH
EKTUM	47 22 08 N 008 01 28 E	T125	
ELBEG	47 41 49 N 007 44 58 E	Y3	Refer to AIP Germany
ELMUR	47 09 24.4 N 008 54 27.4 E	L613, N851, T718	MIL PROC LSME FRA (I)
EMKIL	48 10 27 N 008 45 53 E		Refer to AIP Germany
EMGUT	46 03 56 N 006 18 19 E	B37	Refer to AIP France
EMMEF	45 01 06 N 006 38 50 E		FRA (E), Odd FL Refer to AIP France
ENONO	47 35 53 N 008 32 03 E	T125	
ESAPI	45 53 23.6 N 006 17 24.9 E	J41	SID LSGG Refer to AIP France
ESEVA	46 48 07.6 N 007 00 52.8 E	W112, Z144, Z669	STAR LSGG
ESOKO	45 52 39 N 007 05 50 E		FRA (I)
ETEKI	46 44 10.8 N 006 44 21.4 E	KQ811	IAC LSMP
ETIXO	46 41 18.9 N 007 44 40.0 E		IAC LSMM PinS
ETOXU	47 43 33.0 N 009 33 02.0 E		STAR LSZH Refer to AIP Germany
EVANO	45 20 15 N 008 45 39 E		Refer to AIP Italy

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
FLORY	46 54 31.2 N 006 35 06.1 E	Y51	SID/STAR, IAC LSGC, SID LSGG
FOFRA	46 58 24 N 006 40 30 E		MIL HLDG
GAMSA	47 24 30 N 009 39 07 E	N871	FRA (E): FL195-FL245, BTN 2230-0400 (2130-0300) FRA (X): FL195-FL245 FRA (X): FL245-FL315, BTN 0400-2230 (0300-2130) FRA (I): FL245-FL315, BTN 2230-0400 (2130-0300) FRA (I): FL315-FL660 Refer to AIP Austria
GARMO	47 47 35 N 009 18 01 E		STAR LSZR Refer to AIP Germany
GATPI	48 02 48 N 007 41 13 E		Refer to AIP Germany
GEMLA	45 34 20 N 006 20 23 E		FRA (E) Refer to AIP France
GERSA	47 02 21.7 N 008 31 55.6 E	N850, T53, Z50	SID LSZH FRA (I)
GIGUS	45 23 23 N 006 26 30 E		FRA (E): BTN 2300-0500 (2200-0400), Even FL FRA (X): Even FL Refer to AIP France
GILIR	47 03 48 N 006 14 21 E	T330	FRA (I) southbound: Odd FL FRA (I) northbound: Even FL Refer to AIP France
GIPOL	47 30 19.0 N 008 02 27.0 E	Y3, Z601	STAR LSZH, HLDG LSZH, RNAV Transition LSZH
GIRKU	46 03 05 N 005 54 17 E		FRA (I) Refer to AIP France
GODRA	46 35 34 N 007 42 32 E		FRA (I)
GOLEB	46 03 06.0 N 006 33 45.0 E	Y52	HLDG, STAR LSGG; SID LSGS Refer to AIP France
GUDAX	46 47 05.0 N 007 29 25.0 E	Z57	MIL PROC LSME FRA (A): LSZH
GUGSA	46 30 23 N 009 46 00 E	Z83	HLDG
HERBI	48 29 27 N 008 14 37 E		Refer to AIP Germany
IBINI	48 10 09 N 008 34 51 E		Refer to AIP Germany
IBODI	46 57 13 N 005 54 00 E		FRA (X): Even FL Refer to AIP France
INCUS	45 51 17 N 006 02 38 E		FRA (X): Odd FL Refer to AIP France

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
MOLUS	46 26 38.0 N 006 40 46.0 E	J32, N871, T330, Z62, Z64	SID LSGG FRA (I) Refer to AIP France
MONIN	46 41 03.4 N 007 59 18.3 E	W112	SID/STAR LSZB
MOPAN	48 14 47 N 008 09 16 E	Y164, Z652	FRA (E): FL195-FL245, Odd FL FRA (I): FL245-FL660, Odd FL Refer to AIP Germany
MOREG	46 23 35 N 006 00 26 E	J32	Refer to AIP France
MOROK	47 23 48 N 006 39 20 E		Refer to AIP France
MOSIT	47 04 08.7 N 008 44 37.7 E	Z651	STAR LSZH, HLDG
NAMEL	46 21 28 N 006 17 00 E	Z62	Refer to AIP France
NATLI	47 29 31 N 007 30 26 E		Refer to AIP France
NATOR	48 10 12.0 N 008 19 17.0 E	N869	STAR LSZH FRA (E): FL195-FL245, Odd FL FRA (I): FL245-FL660, Odd FL Refer to AIP Germany
NAXOL	46 52 25.2 N 007 48 03.2 E		MIL PROC LSME
NEGRA	47 43 20.0 N 009 25 37.9 E		STAR LSZH FRA (I) Refer to AIP Germany
NEMAG	47 14 53.0 N 007 50 06.0 E	T901	IAC LSZG
NEMOS	46 54 43.0 N 006 54 23.6 E	N869, Y58	STAR LSGG FRA (I)
NINTU	46 08 50 N 005 33 11 E		FRA (X): Odd FL Refer to AIP France
NISPI	46 56 40.9 N 007 19 51.7 E		IAC LSHI PinS
NITAM	45 06 21.8 N 007 09 27.7 E		FRA (X): Odd FL Refer to AIP Italy
NIVIN	46 42 52 N 005 51 58 E		Refer to AIP France
NULXO	46 36 38 N 007 27 39 E		MIL HLDG
NUNRI	47 35 12 N 009 39 09 E	T103, Z6	FRA (X) Refer to AIP Germany
NUSBA	46 06 24 N 005 42 48 E		FRA (X): Odd FL Refer to AIP France
OBEDU	47 15 29 N 008 15 18 E	T53	

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
ODIKI	45 56 32.2 N 006 20 36.6 E	G32	SID LSGG Refer to AIP France
ODINA	46 06 15.8 N 008 39 53.7 E	N850	STAR LSZA FRA (X): Odd FL Refer to AIP Italy
OLBEN	47 18 16 N 007 37 46 E	N869, Y164, Z50, Z69	FRA (I)
OLBOX	47 09 00 N 009 21 00 E	Test Flight pattern East A9	
OLNAV	47 08 00 N 009 14 00 E	Test Flight pattern East A9	
OMASI	45 54 22 N 005 58 27 E		FRA (E): Even FL Refer to AIP France
OMIDO	47 14 58 N 008 27 03 E	T53	
ONNOF	45 57 14 N 005 54 51 E		FRA (X): Odd FL Refer to AIP France
ORSUD	45 57 28 N 007 10 54 E		FRA (I)
OSDOV	47 26 24 N 010 11 00 E		Refer to AIP Germany
OSKUP	47 10 07 N 007 36 33 E	T625, T626	
OSNOG	47 11 42.5 N 008 37 36.1 E	KY251, KY257	
PALLU	47 05 00.4 N 006 47 35.7 E	Y51	SID/STAR, IAC LSGC
PELAD	46 35 56.0 N 009 43 33.0 E	Z50, Z119	HLDG; IAC, SID LSZS
PERAK	46 02 47 N 006 24 35 E		Refer to AIP France
PETAL	46 22 04.9 N 006 18 01.3 E	G5	SID/STAR, IAC LSGG
PINAM	46 43 25.4 N 007 57 43.8 E		IAC LSMM PinS
PIXOS	46 36 19 N 008 58 59 E	N851, Z119	
PUNSA	46 04 43 N 008 01 33 E		FRA (E): Even FL Refer to AIP Italy
PUXXI	46 49 12 N 008 16 52 E		MIL HLDG
RAMOK	47 01 20.2 N 007 41 03.0 E	KQ868, T125, Z142, Z143	SID LSZB

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.

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-D15, LS-D16, LS-D17, LS-D18, LS-D19, LS-D20, LS-D21,

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-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 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-gliders), 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-gliders), 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.

LSZA AD 2.22 FLIGHT PROCEDURES**1. Special regulations for IFR approach and departure****1.1 IFR procedures**

The use of IFR APCH or DEP procedures in Lugano is limited to pilots, operators and ACFT fulfilling the AP Qualifications in accordance with § 1.2.

Helicopter flight crews are allowed to operate without Lugano Qualification.

1.1.1 Procedure in case of SRN VOR unavailability

During SRN VOR unavailability all radial values referred to SRN VOR published for SID, STAR and IAC can be intended as bearings referred to SRN NDB (frequency 330.0 KHz) of the same value.

1.1.2 IFR departure procedures

Any departing ACFT must comply with the requirements of Aircraft Certification § 1.2.1, as well as with the relevant procedures published on the SID charts.

SID (Standard Instrument Departures):

- a. Requirements:
 - Pilot Qualification type A.Conditions:
 - VIS 3000 m or more and ceiling *2100 ft AAL* or HYR.
- b. Requirements:
 - Pilot Qualification type D.Conditions:
 - for ME (A) VIS 400 m or more and less than 3000 m
 - for SE (A) VIS 800 m or more and less than 3000 m, ceiling *1200 ft AAL* or HYR

1.1.3 SID Descriptions

1.1.3.1 SID RNAV 1

1.1.3.1.1 SID RWY 01/19 (see chart LSZA AD 2.24.7 - 1)

DESIGNATOR	RWY 01/19 - RNAV (GNSS)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
INITIAL CLIMB RWY 01	Climb straight ahead. At D2 ILU turn right (MAX IAS 150kt during turn. MNM bank angle 25°). Proceed to LUGAN.	Maintain visual ground contact up to LUGAN. Cross LUGAN (overhead RWY) at 5000ft or above.		Average climb gradient to reach LUGAN at 5000ft is 8.1%	
INITIAL CLIMB RWY 19 PDG 10.2% to 4100ft	After departure climb on TR201 until receiving MMP. Establish and follow R017 MMP inbound.			HIGH PERFORMANCE SID	
CANNE 1E	Proceed to PINIK. Proceed via ZA557 and ZA559 to CANNE.	Cross PINIK at 6000ft or above, ZA557 at FL100 or above, ZA559 at FL120 or above, CANNE at FL140/FL150 or above (depending on QNH).		by ATC only RNAV applicable when passing PINIK.	
OMETO 1E	Proceed to PINIK. Proceed via ZA557, ZA558 and BAVMI to OMETO.	Cross PINIK at 6000ft or above, ZA557 at FL100 or above, ZA558 at FL130 or above, BAVMI at FL150 or above, OMETO at FL180/FL190 or above (depending on QNH).		RNAV applicable when passing PINIK.	

RNAV (GNSS) SID CANNE 1E

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	PINIK	N	+ 6000	-	-	-
TF	ZA557	N	+ FL100	-	232° (234.4°T)	8.3
TF	ZA559	N	+ FL120	-	300° (302.1°T)	8.0
TF	CANNE	N	+ FL140/150	-	037° (039.1°T)	23.5

RNAV (GNSS) SID OMETO 1E

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	PINIK	N	+ 6000	-	-	-
TF	ZA557	N	+ FL100	-	232° (234.4°T)	8.3
TF	ZA558	N	+ FL130	-	232° (234.2°T)	10.0
TF	BAVMI	N	+ FL150	-	275° (277.3°T)	3.7
TF	OMETO	N	+ FL180/190	-	275° (277.5°T)	15.5

1.1.3.2 SID NON RNAV

1.1.3.2.1 SID RWY 01 (see chart LSZA AD 2.24.7 - 3)

SID RWY 19 (see chart LSZA AD 2.24.7 - 5)

DESIGNATOR	RWY 01/19				
	ROUTE			Contact	Remark
	Lateral	Vertical			
INITIAL CLIMB RWY 01	Climb straight ahead. At D2 ILU turn right (MAX IAS 150kt during turn. MNM bank angle 25°). Proceed to LUGAN.	Maintain visual ground contact up to LUGAN. Cross LUGAN (overhead RWY) at 5000ft or above.		Average climb gradient to reach LUGAN at 5000ft is 8.1%	
INITIAL CLIMB RWY 19 PDG 10.2% to 4100ft	After departure climb on TR201 until receiving MMP. Establish and follow R017 MMP inbound.			HIGH PERFORMANCE SID	
CANNE 2U	At 5000ft turn left (MAX IAS 165kt, MNM bank angle 25°). Intercept R347 SRN to CANNE.	Cross ZA505 at FL090 or above, ZA506 at FL130 or above, CANNE at FL140/FL150 or above (depending on QNH).			
CANNE 1Z	Proceed to PINIK. At PINIK turn right, intercept R009 MMP to CANNE.	Cross PINIK at 6000ft or above, D20 MMP at FL090 or above, CANNE at FL140/FL150 or above (depending on QNH).			
OMETO 1F	Follow R017 MMP inbound MMP. At D4.3 MMP turn right, intercept R276 SRN to ZA558. Proceed via BAVMI to OMETO	Cross PINIK at 6000ft or above, D4.3 MMP at FL100 or above, ZA558 at FL130 or above, BAVMI at FL150 or above, OMETO at FL180/FL190 or above (depending on QNH).			
ORIO 1U (ORI 1U)	Proceed to PINIK. At PINIK intercept R330 SRN. inbound to SULUR. At SULUR intercept R277 BEG inbound to BEG. Proceed to ORI.	Cross PINIK at 6000ft or above, SULUR at FL080 or above, BEG at FL120 or above.			
ORIO 1W (ORI 1W)	Proceed to PINIK, At PINIK intercept R287 BEG inbound to BEG. Proceed to ORI.	Cross PINIK at 6000ft or above, ZA526 at FL080 or above (depending on TL), ZA527 at FL100 or above, BEG at FL120 or above.		by ATC only	
PINIK 1A	Proceed to PINIK. Enter PINIK HLDG.	Climb to and maintain 6000ft to reach 6000ft at PINIK or before.			
SARONNO 1W (SRN 1W)	Proceed to PINIK. At PINIK intercept R330 SRN inbound to SRN.	Cross PINIK at 6000ft or above, SRN MCA according to next AWY segment.			
VOGHERA 1W (VOG 1W)	Follow R017 MMP inbound to MMP. At MMP intercept R344 VOG inbound to VOG.	Cross PINIK at 6000ft or above, MMP at FL080 or above, VOG at FL110 or above.			

(Tracks and radials calculated with VAR 2° East)

1.1.4 IFR approach procedures

Any approaching ACFT must comply with the requirements of Aircraft Certification § 1.2.1, as well as with the relevant procedures published on the APCH charts.

The following instrument APCH procedures, with the corresponding requirements, are AVBL:

1. LOC RWY 01 for CIRCLING FOXTROT RWY 19

- Requirements:
Pilot Qualification type A.
Approach can be flown during the day only.

2. LOC RWY 01 for CIRCLING CHARLIE RWY 19

- Requirements:
Pilot Qualification type B.
An Approved contingency procedure RWY 19 may be required according to § 1.1.10

3. IGS RWY 01 (steep APCH procedure)

- Requirements:
Pilot Qualification type C.
ACFT certification in accordance with § 1.2.1, for steep APCH of 6° or higher.

1.1.5 Approach to RWY 01

1.1.5.1 IGS RWY 01 steep approach 6.65°

Instruction of crews using the IGS 01 APCH procedure must satisfy the rules of the "Training Requirements Application Manual" (TRAM) for Lugano AP.

The IGS APCH may only be used by qualified crew and certified ACFT for a "steep APCH" of 6° or HYR.

For ACFT certified for steep APCHs of 6.65° or more, the instrument APCH procedure IGS 01 may be used with an angle of 6.65° during the entire APCH until LDG.

For ACFT certified for steep APCHs with an angle between 6° and 6.64°, the use of the instrument APCH procedure IGS 01 is regulated as follows:

- The ACFT shall obtain a "Letter of non-objection" from the manufacturer to carry out APCHs with a MAX angle of 6.65°.
- The APCH takes place at an angle of 6.65° from the FAF to the DA. The next LDG phase starting from the DA is carried out with a MAX angle of 6° using the PAPI.
- The ACFT must be stabilized at the latest at a HGT of 500 ft AAL; otherwise the APCH procedure must be interrupted and a go-around procedure must be initiated.
- For ACFT with approved AFM supplement or annex for steep APCH, fulfilling the IGS angle of descend requirement, the tail wind component limitation must not exceed the AFM limitation value from the steep approach supplement or annex. For all other ACFTs the tail wind component must not exceed half of the value of the tail wind component according the AFM.
- The maximum discrepancy allowed along the trajectory corresponds to a half scale on the glideslope Indicator (usually 1 "dot"). If this limit is exceeded, a go-around procedure must be carried out without exception.

1.1.5.2 PAPI RWY 01

For all APCHs, only one PAPI shall be illuminated and operative.

The use of the 6° PAPI on RWY 01 is limited to certified ACFT and to FLT crews qualified for steep APCHs and LDGs of 6° or HYR.

The 6° PAPI on RWY 01 will only be in use for IFR traffic performing an IGS APCH. For all other APCHs, the 4.17° PAPI on RWY 01 will be in use.

If on an IGS APCH, IFR is CNL, or if a visual APCH is requested after having passed CALDO (INBD), then the LDG procedure on RWY 01 must be complete following (and not undershooting) the 6° PAPI until LDG on RWY 01, or a circling procedure for LDG on RWY 19 is initiated. Under these circumstances, the ACFT may descend onto the 6.0° PAPI earlier than MDA or Visual Descent Point (VDP) but not before PSG 3.7 DME ILU.

1.1.6 Approach to RWY 19

1.1.6.1 LOC approach for circling RWY 19

The LOC APCH shall be flown on a continuous descent angle or gradient.

The break-off points on the APCH will always remain at the same PSN, but it will be overflown at the applicable ALT.

1.1.6.2 Circling procedures RWY 19

There are two circling procedures AVBL:

1. **CIRCLING FOXTROT RWY 19** (see chart [LSZA AD 2.24.10 - 5](#))
Requirements:
 - Pilot Qualification type A.
 Conditions:
 - VIS 5000 m or more, day only and ceiling 3100 ft AAL or HYR.

2. **CIRCLING CHARLIE RWY 19** (see chart [LSZA AD 2.24.10 - 7](#))
 - a. Requirements:
 - Pilot Qualification type A or B depending on weather minima's as required in § 1.1.10
 Conditions:
 - VIS 5000 m or more, day only and ceiling 3100 ft AAL or HYR.

 - b. Requirements:
 - Pilot Qualification type B.
Contingency procedure APV by the respective National Aviation Authority (Including APCH LDG climb gross gradient table and 2.0 NM ARP TP definition).
 - Specific FLT training associated with the afore mentioned contingency procedure.
 Conditions:
 - VIS 3000 m or more during the day / VIS 5000 m or more at night, and ceiling 1700 ft AAL or HYR.

1.1.7 Missed approach

During all IFR APCHs the applicable MDA and the corresponding MNM visibility shall be predefined by the operator and the FLT crew reflecting the daily PER limits of the corresponding ACFT given by mass, temperature, density, and wind conditions (including, where applicable, the Company contingency procedures).

1.1.8 STAR Descriptions

1.1.8.1 STAR RWY 01/19 (see chart LSZA AD 2.24.9 - 1)

DESIGNATOR	RWY 01/19		
	ROUTE		Remark
	Lateral	Vertical	
ORIO 7L (ORI 7L)	At ORI intercept R103 BEG. Proceed to BEG. At BEG intercept R299 BEG. Proceed to LUGAN. At LUGAN intercept R017 MMP. Proceed to PINIK.	Cross BEG at FL120 or above, LUGAN at FL100/FL110 or above (depending on QNH).	Expect base turn over CALDO.
LUSIL 7L	At LUSIL intercept R035 BEG. Proceed to BEG. At BEG intercept R299 BEG. Proceed to LUGAN. At LUGAN intercept R017 MMP. Proceed to PINIK.	Cross LUSIL at FL140 or above, BEG at FL120 or above, LUGAN at FL100/FL110 or above (depending on QNH).	Expect base turn over CALDO.
ORIO 7P (ORI 7P)	At ORI intercept R103 BEG. Proceed to BEG. At BEG intercept R287 BEG. Proceed to PINIK.	Cross BEG at FL120 or above, ZA631 at FL100 or above, ZA632 at FL080/TL or above (depending on TL).	
LUSIL 7P	At LUSIL intercept R035 BEG. Proceed to BEG. At BEG intercept R287 BEG. Proceed to PINIK.	Cross LUSIL at FL140 or above, BEG at FL120 or above, ZA631 at FL100 or above, ZA632 at FL080/TL or above (depending on TL).	
SARONNO 6L (SRN 6L)	At SRN intercept R330 SRN. Proceed via SULUR to PINIK.	Cross SRN at 6000ft or above.	
VOGHERA 6L (VOG 6L)	At VOG intercept R344 VOG. Proceed to MMP. At MMP intercept R017 MMP. Proceed to PINIK.	Cross VOG at FL090 or above, MMP at 6000ft or above.	
TORINO 6L (TOP 6L)	At TOP intercept R085 TOP. Proceed to VOG. At VOG intercept R344 VOG. Proceed to MMP. At MMP intercept R017 MMP. Proceed to PINIK.	Cross TOP at FL090 or above, VOG at FL090 or above, MMP at 6000ft or above.	
ODINA 7L	At ODINA intercept R299 BEG. Proceed to LUGAN. At LUGAN intercept R017 MMP. Proceed to PINIK.	Cross ODINA at FL140/FL150 or above (depending on QNH), LUGAN at FL100/FL110 or above (depending on QNH).	Expect base turn over CALDO.

(Tracks and radials calculated with VAR 2° East)

1.1.9 ATC

1.1.9.1 Communication with ATC

FLT crews entering Lugano CTR under IFR shall make contact with ATC, requesting the type of APCH they intend to execute.

1.1.9.2 ATC flight plan

Operators holding an AP Qualification in accordance with § 1.2 shall insert "THE TYPE OF QUALIFICATION" in item 18 of ATC flight plan.

1.1.10 Requirements overview

Requirements overview						
Flight Procedure	Flight Operation			Pilot Qualification	Operator Qualification Procedures	Aircraft Performances
Approach and landing (1)	- VFR commercial - IFR Visual APP			Type A	NIL	NIL
	- LOC R01, Circling C R19 (VIS 5000 m or more and ceiling 3100 ft AAL or higher) -Day Only- - LOC R01, Circling F R19					
	- LOC R01 Circling C R19 (VIS 3000 m or more) -Day- (VIS 5000 m or more) -Night- (ceiling 1700 ft AAL or higher) -Day and Night-			Type B	Approved contingency procedure for circling missed approach required	NIL
	- IGS			Type C	NIL	glide > 6° See Explanation §1.1.5.1
Departure (1)	IFR departure			-	-	-
	Take-off	SE/ME	VIS 3000 m or more and ceiling 2100 ft AAL or higher	Type A	NIL	NIL
		ME	VIS 400 m or more and less than 3000 m	Type D	Approved contingency procedure take-off RWY 19 and/or 01 required	NIL
		SE	VIS 800 m or more and less than 3000 m, ceiling 1200 ft AAL or higher			

(1) VFR according SERA and Swiss AIP.

Note: VIS = Visibility. Visibility is meant as reported Meteorological Visibility.

1.2 Airport qualification

To operate at Lugano under IFR, the following AP requirements must be fulfilled:

- The ACFT must meet the PER requirements in accordance with the ACFT certification, including (where necessary) a steep APCH and LDG certification.
- Operator's contingency procedures (if required by the type of FLT operation) must be calculated and AVBL.
- The FLT crew must hold a valid Pilot Qualification for the applicable type of operation and FLT procedures.

The application shall contain:

- A letter of Endorsement from the National Aviation Authority (NAA) approving Training Syllabus and the operation into Lugano and confirming conformity with the requirements of § 1.2.1 and 1.2.2
- The APV, given by the respective NAA, of the operator's contingency procedures.

1.2.1 Aircraft certification

Any ACFT to be operated under IFR at Lugano AP shall be able to comply with the published IFR procedures § 1.1 or with approved company contingency procedures.

The MAX IAS, as published on the relevant charts, shall not be exceeded during the corresponding FLT manoeuvres.

For ACFT certified for steep APCHs with an angle of 6.65° or more

The ACFT Certification of compliancy for the AP Qualification shall contain:

- Type, REG and Serial Number (S/N) of the ACFT;
- Mass, AP and Temperature (MAT) PER table calculated and published for the operation in Lugano and for the Individual Runway Tables including:
 - MTOM table for all applicable SID, covering One Engine Inoperative (OEI) conditions,
 - MAX Landing Mass (MLM) for the APCH covering the speed requirements,
 - table of the applicable minima covering the requirements for the APCH gross climb gradient,
 - if required, contingency procedures covering the entire MAT items above.
- If required for the operation, a copy of the "steep APCH" certificate, or equivalent steep APCH and LDG capabilities for the applicable S/N AFM.

For ACFT certified for steep APCHs between 6° and 6.64°

A "Letter of non objection" is needed. The "Letter of non objection" proves, from a technical/operational point of view, that in the certification already obtained by an ACFT, it also includes an "INA" of 6.65° until the published Minimum Descent Altitude (MDA), and a further "steep APCH to LDG", starting at 500 ft AAL, at the latest, with an angle of 6°. The manufacturer shall prove that this special procedure is supported by tests and equipment used for the AVBL certification.

Furthermore, the manufacturer, in the "Letter of non objection", shall clearly state the PER requirements in a such manner that they shall be properly covered in case an ACFT is certified for 6° (tolerance of +/-2° included); for instance, the "handling qualities", the Flight Guidance Systems and Autopilot until the published Minimum Descent Altitude (MDA) and the PER.

1.2.2 Pilot qualification

MNM training requirements for the AP Qualification are included in a so-called "Training Requirements Application Manual (TRAM)"

Pilots intending to operate under IFR conditions at Lugano AP shall hold a valid Pilot Qualification, in accordance with the requirements of IFR Procedures § 1.1.10

1.2.2.1 Pilot qualification type A

The Pilot Qualification type A is directly controlled by the Lugano AP Authority and includes:

a. A theoretical self-instruction on:

- Lugano general operational requirements (FOCA & Lugano AP Authority),
- Local weather phenomena and dangers,
- Lugano orographic and topographic situation, including all relevant obstacles,
- APCH and DEP procedures (VFR and IFR),
- Noise abatement and communication procedures,
- ACFT PER (All Engines Operating (AEO) and OEI), including calculations of MTOM, MLM gradients and applicable minima,
- EMERG procedures.

To apply for the Pilot Qualification type A, the pilot shall contact Lugano AP Authority or consult Lugano AP's website.

URL: <http://www.lugano-qualification.ch/>

1.2.2.2 Pilot qualification type B, C and D

Initial and recurrence training for Pilot Qualification types B, C and D are to be conducted under the jurisdiction of the respective NAA.

1.2.2.3 Procedures to obtain the qualification

Qualification A:

The pilot applies for the Pilot qualification type A to the Lugano Airport Authority on :

www.lugano-qualification.ch. The qualification consists in a familiarization briefing and a test with multiple-choice questions.

The Lugano Airport Authority verifies the validity of the application in the Lugano Qualification database where all relevant data are automatically collected.

Qualification B:

The operator submits its training syllabus with the related approved contingency procedure to the respective NAA for approval and transmits the approval confirmation to the Lugano Airport Authority.

The pilot in command performs the training according to the training syllabus approved by the respective NAA. Once done, the operator transmits an updated list of operator/pilots who obtained the Type B qualification to the Lugano Airport Authority which it will be classified as per operator name, in a dedicated binder.

Qualification C:

The operator submits its training syllabus to the respective NAA for approval and transmits the approval confirmation to the Lugano Airport Authority.

The operator presents the corresponding AFM supplements or a "Letter of non-objection" (described in chapter 1.2.1) to the Lugano Airport Authority.

The pilot in command performs the training according to the training syllabus approved by the respective NAA. Once done, the operator transmits an updated list of operator/pilots/ aircraft who obtained the Type C qualification to the Lugano Airport Authority which it will be classified as per operator name, in a dedicated binder.

Qualification D:

The operator submits its training syllabus with the related approved contingency procedure to the respective NAA for approval and transmits the approval confirmation to the Lugano Airport Authority.

The pilot in command performs the training according to the training syllabus approved by the respective NAA. Once done, the operator transmits an updated list of operator/pilots who obtained the qualification type D to the Lugano Airport Authority which it will be classified as per operator name, in a dedicated binder.

1.2.2.4 Airport qualification validity

Qualification Type A:
Airport qualification type A is valid for two years.

Qualification Type B, C and D:

Pilots must hold a valid qualification type A.

The pilot in command shall fly at least 1 IFR approach into and 1 IFR departure from LSZA within a 12 months period.

In case of an interruption of the recency of 12 months and more, the applicable minima for the first 3 APP shall be augmented by 500 feet for Ceiling and the applicable visibility by 1000 meters.

In case of an interruption of the recency of 24 months and more, a new qualification B, C or D is required.

FFS or FTD cannot be used as per Validity requirements.

1.3 Charts

1.3.1 Procedures to be followed by arriving and departing ACFT are contained on the charts STAR/SID and IAC.

1.3.2 The MNM vectoring levels chart for CTR/TMA Lugano is AVBL under AIP Italy, ENR 2.1.

1.4 VFR procedure

Private OPS refer to VFR Manual, LSZA AD INFO. Commercial OPS see also 1.1.10.

1.5 Description of Instrument Guidance System (IGS)

Non-precision APCH with ILS components.

DEV are: Angle HYR than standard (6.65°) and the definition of a MAPT.

1.5.1 IGS components

- ILS (LOC/GP/DME) for line-up and final APCH
- SRN VOR/DME

1.5.2 Procedure

The IGS procedure is a steep APCH of 6.65° GP reference.

IGS PROC may be flown as an ILS PROC.

The published ALT at D5.3 ILU and D3.7 ILU are to be strictly OBS without undershooting.

After MAPT, PCD to RWY maintaining visual ground contact and by following the PAPI of 6.0° reference angle. LOC track is aligned with RWY 01 axis.

1.6 Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	Vis (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
01	A	1500/---	1500/---	1500/---	
	B	1500/---	1500/---	1500/---	
	C	1500/---	1500/---	1500/---	
19	A	800/---	400/---	400/---	
	B	800/---	400/---	400/---	
	C	800/---	400/---	400/---	