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TOBT*	Target off block time	UTA	Upper control area
TORA	Take-off run available	UTC	Coordinated universal time
TOX	Toxic		
TP	Turning point		
TR	Track		
TRA*	Temporary reserved area	VAC	Visual approach chart
TRANS	Transmits or transmitter	VAN	Runway control van
TREND†	Trend forecast	VAR	Magnetic variation
TRL	Transition level	VASIS	Visual approach slope indicator systems
TS	Thunderstorm (<i>in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome</i>)	VC	Vicinity of the aerodrome (<i>followed by FG = fog, FC = funnel cloud, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, TS = thunderstorm or VA = volcanic ash, e.g. VC FG = vicinity fog</i>)
TS ...	Thunderstorm (<i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow</i>)	VCY	Vicinity
TSA*	Temporary Segregated Area (LST..)	VDF	Very high frequency direction-finding station
TT	Teletypewriter	VER	Vertical
TUE	Tuesday	VFG*	VFR Flight Guide (<i>in VFR Manual</i>)
TURB	Turbulence	VFR	Visual flight rules
TVOR	Terminal VOR	VHF	Very high frequency (30 to 300 MHz)
TWIL*	Twilight	VIS	Visibility
TWR	Aerodrome control tower or aerodrome control	VLF	Very low frequency (3 to 30 kHz)
TWY	Taxiway	VMC	Visual meteorological conditions
TX*	Telex	VNAV†	Vertical navigation (to be pronounced "VEE-NAV")
TYP	Type of aircraft	VOLMET†	Meteorological information for aircraft in flight
TZL*	(Simple) Touchdown zone light (Explanation see AIP LSZB, LSZA, LSZR: AD 2.14 - Footnote)	VOR	VHF omnidirectional radio range
		VORTAC†	VOR and TACAN combination
		VOT	VOR airborne equipment test facility
		VPT	Visual manoeuvre with prescribed track
U	Upward (<i>tendency in RVR during previous 10 minutes</i>)	VRB	Variable
U2*	U3 etc. MET charts	VSP	Vertical speed
UA	Unmanned aircraft	VTOL	Vertical take-off and landing
UAC	Upper area control centre		
UAR	Upper air route		
UAS	Unmanned aircraft system		
UDF	Ultra high frequency direction-finding station	W	West or western longitude
UFAC*	Federal Office of Civil Aviation (BAZL, FOCA, OFAC)	W	White
UFN	Until further notice	WAC	World Aeronautical Chart ICAO 1:1 000 000 (followed by name/title)
UHDT	Unable higher due to traffic	WAFC	World area forecast centre
UHF	Ultra high frequency (300 to 3'000 MHz)	WB	Westbound
UIR	Upper flight information region	WBAR	Wing bar lights
UNA	Unable	WDI	Wind direction indicator
UNAP	Unable to approve	WDSPR	Widespread
UNCAT*	Uncategorised	WED	Wednesday
UNL	Unlimited	WEF	With effect from or effective from
UNREL	Unreliable	WGS-84	World Geodetic System-1984
U/S	Unserviceable	WID	Width
		WIE	With immediate effect or effective

	immediately
WILCO†	Will comply
WIP	Work in progress
WKN	Weaken or weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSW	west-south-west
WT	Weight
WX	Weather

X

X	Cross
X*	FRA horizontal exit point
XBAR	Crossbar (of approach lighting system)
XNG	Crossing

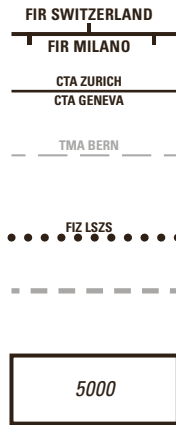
Y

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

Z

Z	Coordinated universal time (in meteorological messages)
---	--

2.3.5 Air Traffic Services



Flight Information Region (FIR)

Control Area (CTA)

Terminal Control Area (TMA) or Control Zone (CTR) or Radio Mandatory Zone (RMZ), generalised

Flight Information Zone (FIZ)

Index Chart: Separation Line "Mittelland/ Jura-Alpen"

ATC SMA Chart: Minimum Vectoring Altitude Sector with Minimum Altitude

2.3.6 Procedure Altitudes and Flight Levels

<u>17000</u>	<u>FL220</u>
<u>10000</u>	<u>10000</u>
<u>7000</u>	<u>FL70</u>
<u>5000</u>	<u>FL50</u>
<u>3000</u>	<u>FL30</u>
5000	FL50

Altitude/ Flight Level Vertical Limits

"At or above" Altitude/ Flight Level

"At or below" Altitude/ Flight Level

"At" Altitude/ Flight Level

"Recommended" Procedure Altitude/ Flight Level

2.3.7 Airspace Restrictions









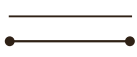



Prohibited (P), Restricted (R) or Danger Area (D)

Example for Restricted Area Tag: *Designator and Restrictions*

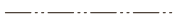
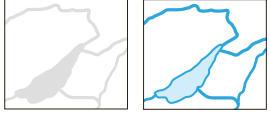

Glider Sector

Temporary Reserved Area (LST...) with Designator and Name

2.3.8 Obstacles

	Single Obstacle and Single Obstacle lighted
	Group of Obstacles and Group of Obstacles lighted
	Exceptionally high Obstacle (500 ft AGL or more)
	Wind Turbine and Wind Turbine, lighted
	Elevation of top in <i>ft AMSL</i>
	Spot Elevation and Highest Elevation on Chart in <i>ft AMSL</i>
	Transmission lines, unmarked and marked
	Line obstruction (cable, cableway, etc.), unmarked and marked
	Altitudes shown for transmission lines and cables in <i>ft AGL</i>
	Mountain Pass with Spot Elevation in <i>ft AMSL</i>

2.3.9 Topography

	Country Border
	SID, STAR, Area: Lake and River IAC: Lake and River
	IAC: Hypsometry, Tinted Layers

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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
MEIRINGEN (MIL)				
<p>Classification D</p> <p>TMA Sector 1 46 43 14 N 008 23 30 E - 46 39 28 N 008 21 51 E - 46 42 01 N 008 12 28 E - Arc of circle centred on 46 43 31 N 008 11 09 E - Radius 1.76 NM, counterclockwise - 46 44 45 N 008 12 59 E - 46 43 14 N 008 23 30 FL 130 / 5500 ft AMSL (1700 m)</p> <p>TMA Sector 2 46 45 16 N 007 55 36 E - 46 42 48 N 007 54 58 E - 46 42 37 N 007 52 53 E - 46 45 08 N 007 53 13 E - 46 45 16 N 007 55 36 E FL 130 / 7500 ft AMSL (2300 m)</p> <p>TMA Sector 3 46 45 08 N 007 53 13 E - 46 42 37 N 007 52 53 E - 46 42 11 N 007 51 52 E - 46 41 39 N 007 49 31 E - 46 40 59 N 007 46 40 E - 46 44 41 N 007 45 39 E - 46 45 08 N 007 53 13 E FL 130 / 8500 ft AMSL (2600 m)</p> <p>TMA Sector 4 46 42 11 N 007 51 52 E - 46 42 37 N 007 52 53 E - 46 42 48 N 007 54 58 E - 46 41 37 N 007 56 02 E - 46 40 29 N 007 53 24 E - 46 42 11 N 007 51 52 E FL 130 / 5500 ft AMSL (1700 m)</p> <p>TMA Sector 5 46 42 11 N 007 51 52 E - 46 40 29 N 007 53 24 E - 46 39 37 N 007 51 21 E - 46 41 39 N 007 49 31 E - 46 42 11 N 007 51 52 E FL 130 / 7500 ft AMSL (2300 m)</p> <p>TMA Sector 6 46 41 39 N 007 49 31 E - 46 39 37 N 007 51 21 E - 46 37 58 N 007 47 30 E - 46 40 59 N 007 46 40 E - 46 41 39 N 007 49 31 E FL 130 / 9500 ft AMSL (2900 m)</p>	<p>TWR Meiringen</p>	<p>Meiringen Tower</p> <p>En; En and Ge for Non-Commercial VFR traffic.</p> <p>HX¹⁾</p>		<p>¹⁾ REF ENR 1.4</p> <p>Non radio equipped airspace users check airspace status on: Phone: +41 (0) 800 496 347 (0800-HX-MEIR)</p>

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
PAYERNE (MIL)				
<p>Classification D</p> <p>TMA Sector 1 46 57 25 N 007 02 16 E - 46 54 45 N 007 05 41 E - 46 53 32 N 007 03 16 E - 46 55 53 N 007 00 09 E - 46 57 25 N 007 02 16 E FL 100 / 2300 ft AMSL (700 m)</p> <p>TMA Sector 2 46 47 09 N 006 47 11 E - 46 45 29 N 006 49 25 E - 46 42 49 N 006 46 25 E - 46 45 25 N 006 43 00 E - 46 47 09 N 006 47 11 E FL 100 / 2800 ft AMSL (850 m)</p> <p>TMA Sector 3 46 59 25 N 007 05 02 E - 46 56 23 N 007 08 57 E - 46 54 45 N 007 05 41 E - 46 57 25 N 007 02 16 E - 46 59 25 N 007 05 02 E FL 100 / 3100 ft AMSL (950 m)</p> <p>TMA Sector 5 47 00 13 N 007 06 08 E - 46 57 01 N 007 10 13 E - 46 56 23 N 007 08 57 E - 46 59 25 N 007 05 02 E - 47 00 13 N 007 06 08 E FL 100 / 4000 ft AMSL (1200 m)</p> <p>TMA Sector 6 46 45 25 N 006 43 00 E - 46 42 49 N 006 46 25 E - 46 40 51 N 006 44 12 E - 46 42 57 N 006 37 01 E - 46 45 25 N 006 43 00 E FL 100 / 4500 ft AMSL (1350 m)</p> <p>TMA Sector 7 46 52 33 N 007 04 35 E - 46 53 32 N 007 03 16 E - 46 57 01 N 007 10 13 E - 47 00 13 N 007 06 08 E - 47 04 52 N 007 12 37 E Arc of circle centred on 47 03 32 N 007 19 41 E, Radius 5.02 NM, anticlockwise 47 00 23 N 007 13 58 E - 46 58 24 N 007 16 19 E - 46 52 33 N 007 04 35 E FL 100 / 4000 ft AMSL (1200 m)</p> <p>Classification E</p>	TWR Payerne	Payerne Tower En; En and Ge for Non-Commercial VFR traffic. HX ¹⁾		¹⁾ REF ENR 1.4
ST. GALLEN - ALTENRHEIN				
<p>Classification D</p> <p>TMA LSZR 47 28 40 N 009 23 09 E - 47 29 09 N 009 19 14 E - 47 32 06 N 009 19 56 E - 47 31 38 N 009 24 12 E - 47 31 13 N 009 23 36 E - 47 28 40 N 009 23 09 E 5500 ft AMSL (1700 m) / 3500 ft AMSL (1050 m)</p>	TWR St.Gallen	St.Gallen Tower En; En and Ge for Non-Commercial VFR traffic. HX ¹⁾		¹⁾ REF ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
GENEVA (CIV)				
Upper Limit Classification D 4000 ft AMSL 1200 m 46 11 49 N 005 56 41 E - 46 22 04 N 006 11 53 E Arc of circle centred on 46 19 53 N 006 14 55 E, Radius 3.02 NM, clockwise 46 17 43 N 006 17 57 E - 46 07 30 N 006 02 45 E Arc of circle centred on 46 09 40 N 005 59 43 E, Radius 3.02 NM, clockwise 46 11 49 N 005 56 41 E	TWR Geneva	Geneva Tower En, Fr H24		
GRENCHEM (CIV)				
Upper Limit Classification D 4500 ft AMSL 1350 m 47 13 05 N 007 32 31 E - Arc of circle centred on 47 11 32 N 007 31 52 E, Radius 1.60 NM, clockwise 47 11 13 N 007 34 10 E - 47 08 02 N 007 23 23 E - 47 07 52 N 007 21 00 E, Arc of circle centred on 47 09 18 N 007 22 02 E, Radius 1.61 NM, clockwise 47 10 03 N 007 19 58 E - 47 11 15 N 007 23 08 E - 47 13 05 N 007 32 31 E	TWR Grenchen	Grenchen Tower En; En and Ge for Non-Commercial VFR traffic. HX ¹⁾		¹⁾ REF ENR 1.4
MEIRINGEN (MIL)				
Upper Limit Classification D FL 130 46 41 50 N 008 10 28 E - 46 43 10 N 008 02 15 E - 46 41 37 N 007 59 02 E - 46 41 37 N 007 56 02 E - 46 42 48 N 007 54 58 E - 46 45 16 N 007 55 36 E - 46 45 23 N 007 57 29 E - 46 47 16 N 008 00 53 E - 46 47 16 N 008 02 28 E - 46 45 13 N 008 11 50 E - Arc of circle centred on 46 43 31 N 008 11 09 E Radius 1.76 NM, clockwise - 46 41 50 N 008 10 28 E	TWR Meiringen	Meiringen Tower En; En and Ge for Non-Commercial VFR traffic. HX ¹⁾		¹⁾ REF ENR 1.4 Non radio equipped airspace users check airspace status on: Phone: +41 (0) 800 496 347 (0800-HX-MEIR)
LOCARNO (CIV/MIL)				
Upper Limit Classification D FL 130 46 10 44 N 008 50 11 E - 46 10 51 N 008 56 07 E Arc of circle centred on 46 09 53 N 008 56 09 E, Radius 0.97 NM, clockwise 46 08 55 N 008 56 12 E - 46 08 47 N 008 50 16 E Arc of circle centred on 46 09 46 N 008 50 13 E, Radius 0.97 NM, clockwise 46 10 44 N 008 50 11 E	TWR Locarno	Locarno Tower En; En and It for Non-Commercial VFR traffic. HX ¹⁾		¹⁾ REF ENR 1.4

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
LUGANO (CIV)				
Upper Limit Classification D <i>6500 ft</i> <i>AMSL</i> <i>2000 m</i> 45 55 51 N 008 46 22 E - 46 03 43 N 008 54 41 E Arc of circle centred on 46 02 26 N 008 57 10 E, Radius 2.16 NM, clockwise 46 01 21 N 008 59 51 E - 45 52 54 N 008 52 50 E Arc of circle centred on 45 54 15 N 008 49 29 E, Radius 2.70 NM, clockwise 45 55 51 N 008 46 22 E	TWR Lugano	Lugano Tower En; En and It for Non-Commercial VFR traffic. HX ¹⁾		¹⁾ REF ENR 1.4
PAYERNE (MIL)				
Upper Limit Classification D FL 100 46 56 22 N 006 59 31 E - 46 52 33 N 007 04 35 E - 46 44 08 N 006 51 13 E - 46 47 56 N 006 46 09 E - 46 56 22 N 006 59 31 E	TWR Payerne	Payerne Tower En; En and Fr for Non-Commercial VFR traffic. HX ¹⁾		¹⁾ REF ENR 1.4
ST. GALLEN-ALTENRHEIN (CIV)				
Upper Limit Classification D <i>5500 ft</i> <i>AMSL</i> <i>1700 m</i> 47 33 08 N 009 31 28 E - Swiss/German border - 47 32 31 N 009 33 16 E - German/Austrian border - 47 31 31 N 009 37 50 E Arc of circle centred on 47 29 40 N 009 37 08 E, Radius 1.90 NM, clockwise 47 27 46 N 009 37 13 - 47 28 40 N 009 23 09 E - 47 31 13 N 009 23 36 - 47 33 29 N 009 26 51 E - 47 33 08 N 009 31 28 E	TWR St. Gallen	St. Gallen Tower En; En and Ge for Non-Commercial VFR traffic. HX ¹⁾		¹⁾ REF ENR 1.4
SION (CIV/MIL)				
Upper Limit Classification D FL 130 46 13 27 N 007 13 04 E - 46 15 06 N 007 20 51 E - 46 16 41 N 007 26 05 E - 46 14 00 N 007 28 02 E - 46 12 04 N 007 23 51 E - 46 10 20 N 007 14 21 E Arc of circle centred on 46 11 54 N 007 13 45 E, Radius 1.62 NM, clockwise 46 13 27 N 007 13 04 E	TWR Sion	Sion Tower En; En and Fr for Non-Commercial VFR traffic. HX ¹⁾		¹⁾ REF ENR 1.4

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

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

Prohibited areas LSP: NIL

1. Restricted areas LSR

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

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

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

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

Activation of LSR

See DABS and NOTAM

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

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

Flight Plan Buffer Zone (FBZ)

FBZ has been established for IFR flight planning purposes only.

Flight plans can be filed up to the boundary of the FBZ when allocated in AUP / UUP and corresponding restrictions in RAD Annex 2C shall be observed.

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR2 HOHGANT 46 47 16 N / 008 02 28 E - 46 47 16 N / 008 00 53 E - 46 45 23 N / 007 57 30 E - 46 44 21 N / 007 40 04 E - 46 49 16 N / 007 35 46 E - 47 02 29 N / 008 00 10 E - 47 02 55 N / 008 01 28 E - 47 03 04 N / 008 09 38 E - 46 57 53 N / 008 19 38 E - 46 55 47 N / 008 20 27 E - 46 56 28 N / 008 23 58 E - 46 43 16 N / 008 25 54 E - 46 47 16 N / 008 02 28 E	FL 130 / FL 100	MIL ACFT ACT	Entry not permitted for VFR FLT Status of the area (ACT/not ACT) may be requested from ZURICH INFORMATION 124.700 MHz or GENEVA INFORMATION 126.350 MHz Phone: +41 (0) 44 813 31 10 Manageable by AMC

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR2Z 46 51 16 N / 007 27 51 E - 46 53 05 N / 007 29 23 E - 46 54 30 N / 007 31 58 E - 46 57 51 N / 007 38 05 E - 47 07 32 N / 007 56 15 E - 47 08 34 N / 007 59 26 E - 47 08 36 N / 008 01 07 E - 47 08 48 N / 008 12 20 E - 47 00 50 N / 008 29 24 E - 46 59 44 N / 008 30 49 E - 46 58 34 N / 008 31 46 E - 46 57 02 N / 008 32 16 E - 46 53 02 N / 008 32 51 E - 46 45 14 N / 008 33 57 E - 46 42 57 N / 008 34 17 E - 46 41 13 N / 008 33 44 E - 46 39 56 N / 008 32 42 E - 46 38 54 N / 008 31 20 E - 46 38 15 N / 008 29 50 E - 46 37 43 N / 008 28 00 E - 46 37 33 N / 008 25 55 E - 46 37 45 N / 008 23 53 E - 46 41 16 N / 008 03 15 E - 46 39 52 N / 008 00 43 E - 46 38 40 N / 007 40 48 E - 46 38 41 N / 007 38 30 E - 46 39 16 N / 007 36 18 E - 46 40 00 N / 007 34 40 E - 46 41 07 N / 007 33 16 E - 46 47 19 N / 007 27 54 E - 46 49 12 N / 007 27 20 E - 46 51 16 N / 007 27 51 E	FL 135 / FL 95		For IFR flight planning purposes only
LSR3 SPEER 47 02 57 N / 009 29 06 E - 47 02 53 N / 009 04 10 E - 47 11 23 N / 009 03 01 E - 47 16 25 N / 009 09 34 E - 47 18 45 N / 009 18 15 E - 47 18 39 N / 009 34 59 E - Following the border line southbound - 47 02 57 N / 009 29 06 E	FL 130 / FL 100	MIL ACFT ACT	Entry not permitted for VFR FLT Status of the area (ACT/not ACT) may be requested from ZURICH INFORMATION 124.700 MHz or GENEVA INFORMATION 126.350 MHz Phone: +41 (0) 44 813 31 10 Manageable by AMC

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR3Z 46 59 35 N / 009 36 01 E - 46 58 01 N / 009 33 39 E - 46 57 18 N / 009 30 51 E - 46 57 16 N / 009 13 11 E - 46 57 12 N / 009 05 50 E - 46 57 12 N / 009 04 55 E - 46 57 12 N / 009 02 33 E - 46 57 58 N / 008 59 38 E - 46 59 24 N / 008 57 24 E - 47 01 17 N / 008 56 01 E - 47 03 32 N / 008 55 42 E - 47 06 50 N / 008 55 14 E - 47 13 17 N / 008 54 21 E - 47 16 27 N / 008 58 27 E - 47 21 12 N / 009 04 35 E - 47 24 27 N / 009 16 43 E - 47 24 18 N / 009 36 26 E - 47 23 45 N / 009 38 32 E - 47 22 58 N / 009 40 25 E - ALONG SWISS BORDER - 47 16 14 N / 009 31 51 E - ALONG AUSTRIAN BORDER - 47 03 39 N / 009 36 25 E - ALONG SWISS BORDER - 47 03 09 N / 009 37 24 E - 47 01 40 N / 009 37 24 E - 46 59 35 N / 009 36 01 E	FL 135 / FL 95		For IFR flight planning purposes only
LSR4 LAC DE NEUCHÂTEL 46 57 41 N / 006 54 37 E - 46 55 02 N / 006 57 25 E - 46 49 57 N / 006 49 21 E - 46 50 36 N / 006 43 19 E - 46 57 41 N / 006 54 37 E	8900 ft AMSL (2700 m) / GND	ACFT FRNG	
LSR4A LAC DE NEUCHÂTEL 47 01 17 N / 006 50 48 E - 46 57 41 N / 006 54 37 E - 46 50 36 N / 006 43 19 E - 46 51 29 N / 006 35 10 E - 47 01 17 N / 006 50 48 E	8900 ft AMSL (2700 m) / 5000 ft AMSL (1500 m)	ACFT FRNG	
LSR5 BIÈRE 46 34 47 N / 006 21 21 E - 46 34 09 N / 006 22 35 E - 46 32 11 N / 006 20 25 E - 46 31 33 N / 006 22 02 E - 46 30 08 N / 006 21 26 E - 46 31 59 N / 006 16 47 E - 46 34 47 N / 006 21 21 E	by NOTAM (MAX 6500 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of the area (ACT/not ACT) may be requested via GENEVA INFORMATION 126.350 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR6 AXALP 46 49 25 N / 008 01 42 E - 46 47 13 N / 008 09 32 E - 46 44 45 N / 008 12 59 E - Arc of circle clockwise radius 3.4 km (1.8 NM) on 46 43 31 N / 008 11 09 E - 46 42 16 N / 008 12 57 E - 46 38 19 N / 008 06 56 E - 46 38 14 N / 007 57 16 E - 46 47 14 N / 007 54 08 E - 46 49 25 N / 008 01 42 E	FL 130 / 6000 ft AMSL (1850 m)		Entry not permitted for VFR FLT Exemption: HEMS flights with special procedures Status of the area (ACT/not ACT) may be requested via 130.150 MHz or 124.700 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LSR7 HONGRIN 46 25 35 N / 007 06 19 E - 46 25 05 N / 007 06 19 E - 46 23 19 N / 007 03 36 E - 46 22 19 N / 007 00 07 E - 46 21 54 N / 006 57 54 E - 46 22 51 N / 006 57 05 E - 46 25 26 N / 007 00 16 E - 46 25 49 N / 007 03 03 E - 46 25 35 N / 007 06 19 E	by NOTAM (MAX 15500 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via GENEVA INFORMATION 126.350 MHz or: Phone: +41 (0) 44 813 31 10
LSR8 DAMMASTOCK 46 43 38 N / 008 32 57 E - 46 37 50 N / 008 33 18 E - 46 33 59 N / 008 21 21 E - 46 41 29 N / 008 18 38 E - 46 43 38 N / 008 32 57 E	28'000ft AMSL (8550 m) / GND	Air-Air FRNG	Entry not permitted for VFR FLT Exemption: HEMS flights with special procedures Status of the area (ACT/not ACT) may be requested via 128.375 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LSR8A DAMMASTOCK 46 37 50 N / 008 33 18 E - 46 32 59 N / 008 33 36 E - 46 30 53 N / 008 28 05 E - 46 33 59 N / 008 21 21 E - 46 37 50 N / 008 33 18 E	28'000 ft AMSL (8550 m) / 9200 ft AMSL (2800 m)	Air-Air FRNG / MIL ACFT ACT	Status of the area (ACT/not ACT) may be requested via 128.375 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LSR9 HINTERRHEIN 46 31 34 N / 009 07 11 E - 46 31 18 N / 009 10 38 E - 46 30 28 N / 009 10 49 E - 46 29 40 N / 009 10 06 E - 46 28 22 N / 009 10 52 E - 46 27 45 N / 009 10 05 E - 46 27 54 N / 009 08 10 E - 46 28 44 N / 009 06 40 E - 46 28 28 N / 009 05 09 E - 46 28 50 N / 009 04 15 E - 46 31 34 N / 009 07 11 E	by NOTAM (MAX 40000 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR10 FAERMELBERG 46 31 03 N / 007 28 05 E - 46 31 21 N / 007 28 29 E - 46 31 18 N / 007 29 07 E - 46 31 22 N / 007 29 25 E - 46 31 28 N / 007 29 55 E - 46 31 25 N / 007 30 08 E - 46 31 14 N / 007 31 36 E - 46 31 05 N / 007 31 48 E - 46 30 39 N / 007 32 18 E - 46 30 25 N / 007 32 26 E - 46 29 50 N / 007 31 37 E - 46 29 44 N / 007 30 38 E - 46 30 01 N / 007 30 16 E - 46 29 53 N / 007 29 58 E - 46 29 43 N / 007 29 23 E - 46 30 17 N / 007 28 51 E - 46 30 35 N / 007 28 01 E - 46 30 44 N / 007 27 48 E - 46 30 51 N / 007 27 56 E - 46 31 03 N / 007 28 05 E	15'500 ft AMSL (4700 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of the area (ACT/not ACT) may be requested via GENEVA INFORMATION 126.350 MHz or: Phone: +41 (0) 44 813 31 10
LSR11 ZUOZ / S-CHANF 46 43 53 N / 010 02 33 E - 46 40 11 N / 010 02 29 E - 46 37 04 N / 010 00 06 E - 46 36 08 N / 009 57 37 E - 46 37 36 N / 009 56 36 E - 46 39 24 N / 009 50 30 E - Arc of circle clockwise radius 13 km (7.0 NM) on 46 37 05 N / 010 00 06 E - 46 43 53 N / 010 02 33 E	31'500 ft AMSL (9600 m) / GND	Anti-ACFT FRNG / MIL ACFT ACT JUN - JUL: MIL ACFT ACT only	Entry not permitted for VFR FLT Exemption: HEMS flights and ARR DEP from LSZS/LSXM via AFIS LSZS Status of the area (ACT/not ACT) may be requested via 135.475 MHz or: Phone: +41 (0) 44 813 31 10 Manageable by AMC

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR11Z 46 48 42 N / 010 07 35 E - 46 48 10 N / 010 08 36 E - 46 46 50 N / 010 10 09 E - 46 45 18 N / 010 11 00 E - 46 43 49 N / 010 11 17 E - 46 40 07 N / 010 11 13 E - 46 38 20 N / 010 10 48 E - 46 37 00 N / 010 09 54 E - ALONG SWISS BORDER - 46 31 25 N / 010 03 13 E - 46 30 40 N / 010 01 12 E - 46 30 09 N / 009 58 41 E - 46 30 13 N / 009 56 14 E - 46 30 43 N / 009 53 51 E - 46 31 44 N / 009 51 41 E - 46 32 56 N / 009 50 19 E - 46 33 46 N / 009 47 28 E - 46 34 30 N / 009 45 23 E - 46 35 33 N / 009 43 51 E - 46 36 54 N / 009 42 36 E - 46 38 27 N / 009 41 54 E - 46 40 09 N / 009 41 52 E - 46 41 45 N / 009 42 29 E - 46 43 26 N / 009 43 33 E - 46 45 05 N / 009 45 10 E - 46 46 24 N / 009 46 51 E - 46 47 25 N / 009 48 38 E - 46 48 22 N / 009 50 41 E - 46 49 07 N / 009 52 55 E - 46 49 41 N / 009 55 24 E - 46 50 00 N / 009 57 53 E - 46 50 05 N / 010 00 04 E - 46 50 00 N / 010 02 13 E - 46 49 50 N / 010 03 39 E - 46 48 42 N / 010 07 35 E	FL 345 / GND		For IFR flight planning purposes only

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR11A ZUOZ / S-CHANF 46 40 11 N / 010 02 29 E - 46 36 17 N / 010 02 25 E - 46 34 28 N / 010 04 43 E - ALONG SWISS-ITALIAN BORDER - 46 32 04 N / 010 02 46 E - Arc of circle clockwise radius 10 km (5.4 NM) on 46 37 16 N / 010 00 12 E - 46 32 35 N / 009 55 59 E - 46 35 47 N / 009 57 51 E - 46 36 08 N / 009 57 37 E - 46 37 04 N / 010 00 06 E - 46 40 11 N / 010 02 29 E	31'500 ft AMSL (9600 m) / 7000 ft AMSL (2150 m)	Anti-ACFT FRNG / MIL ACFT ACT JUN - JUL: MIL ACFT ACT only	Entry not permitted for VFR FLT Exemption: HEMS flights and ARR DEP from LSZS/LSXM via AFIS LSZS Status of the area (ACT/not ACT) may be requested via 135.475 MHz or: Phone: +41 (0) 44 813 31 10 Manageable by AMC
LSR11AZ 46 26 00 N / 010 03 30 E - 46 25 46 N / 010 01 13 E - 46 25 47 N / 009 59 01 E - 46 25 58 N / 009 57 00 E - 46 26 17 N / 009 55 09 E - 46 26 47 N / 009 53 20 E - 46 27 29 N / 009 51 24 E - 46 28 23 N / 009 49 42 E - 46 29 22 N / 009 48 34 E - 46 30 45 N / 009 47 43 E - 46 32 22 N / 009 47 18 E - 46 33 46 N / 009 47 28 E - 46 35 16 N / 009 48 10 E - 46 36 39 N / 009 48 58 E - 46 38 15 N / 009 49 25 E - 46 39 38 N / 009 50 30 E - 46 40 39 N / 009 51 49 E - 46 41 28 N / 009 53 37 E - 46 42 58 N / 009 54 46 E - 46 44 13 N / 009 56 00 E - 46 45 11 N / 009 57 43 E - 46 45 54 N / 009 59 57 E - 46 46 09 N / 010 02 15 E - 46 45 59 N / 010 04 37 E - 46 45 26 N / 010 06 41 E - 46 44 36 N / 010 08 25 E - 46 43 11 N / 010 10 02 E - 46 41 44 N / 010 10 54 E - 46 40 07 N / 010 11 13 E - 46 38 29 N / 010 11 10 E - 46 37 16 N / 010 12 23 E - ALONG SWISS BORDER - 46 26 00 N / 010 03 30 E	FL 345 / GND		For IFR flight planning purposes only

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR12 SIMPLON 46 15 59 N / 008 01 35 E - 46 15 49 N / 008 04 41 E - 46 15 38 N / 008 04 50 E - ALONG SWISS-ITALIAN BORDER - 46 14 58 N / 008 06 37 E - 46 14 02 N / 008 04 52 E - 46 11 03 N / 008 05 39 E - 46 08 17 N / 008 04 51 E - 46 07 21 N / 008 03 26 E - 46 06 49 N / 008 00 54 E - 46 09 44 N / 007 59 35 E - 46 13 21 N / 007 58 26 E - 46 14 29 N / 007 58 31 E - 46 15 59 N / 008 01 35 E	by NOTAM (MAX 22500 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR13 AXALP 46 41 11 N / 007 40 49 E - 46 33 27 N / 007 50 07 E - 46 35 24 N / 008 07 05 E - 46 46 18 N / 008 16 17 E - 46 54 49 N / 007 56 02 E - 46 48 04 N / 007 49 31 E - 46 41 11 N / 007 40 49 E	FL 130 / 6000 ft AMSL (1850 m)	ACFT FRNG	ACT: Calendar week 41 - Axalp demonstration Entry not permitted for VFR FLT Status of the area (ACT/not ACT) may be requested via 130.150 MHz or 124.700 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LSR14 SAENTIS 47 13 32 N / 009 15 50 E - 47 13 25 N / 009 16 00 E - 47 12 54 N / 009 16 57 E - 47 12 43 N / 009 17 33 E - 47 13 01 N / 009 19 07 E - 47 13 12 N / 009 19 46 E - 47 14 03 N / 009 20 19 E - 47 14 42 N / 009 20 05 E - 47 14 50 N / 009 19 48 E - 47 14 51 N / 009 19 21 E - 47 14 58 N / 009 19 02 E - 47 15 09 N / 009 18 49 E - 47 15 12 N / 009 18 34 E - 47 15 12 N / 009 17 39 E - 47 14 55 N / 009 17 02 E - 47 14 27 N / 009 16 16 E - 47 13 32 N / 009 15 50 E	by NOTAM (MAX 12500 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR15 ENTLEBUCH 47 02 03 N / 008 11 36 E - 46 59 27 N / 008 08 05 E - 46 56 52 N / 008 04 35 E - 46 53 30 N / 008 00 01 E - 46 57 53 N / 007 51 39 E - 47 02 29 N / 008 00 10 E - 47 04 58 N / 008 07 41 E - 47 02 17 N / 008 11 09 E - 47 02 03 N / 008 11 36 E	FL 100 / 5500 ft AMSL (1650 m) or 1000 FT GND whichever is higher	MIL UAS ACT expect ADS 15 / ACFT activity	Entry for VFR flights is subject to ATC clearance by EMMEN RADAR on 125.435 MHz Status of the area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or EMMEN TWR 118.000 MHz or: Phone: +41 (0) 44 813 31 10
LSR16 ISONE 1 46 08 59 N / 009 00 34 E - 46 08 54 N / 009 01 57 E - 46 08 08 N / 009 04 07 E - 46 07 19 N / 009 04 50 E - ALONG SWISS-ITALIAN BORDER - 46 07 05 N / 009 04 21 E - 46 06 45 N / 009 03 10 E - 46 06 47 N / 009 01 35 E - 46 06 48 N / 009 00 22 E - 46 07 10 N / 008 59 12 E - 46 07 50 N / 008 59 14 E - 46 08 35 N / 008 59 30 E - 46 08 59 N / 009 00 34 E	by NOTAM (MAX 10500 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR17 ISONE 2 46 07 10 N / 008 59 12 E - 46 06 48 N / 009 00 22 E - 46 06 47 N / 009 01 35 E - 46 05 59 N / 009 00 47 E - 46 05 43 N / 008 59 26 E - 46 06 09 N / 008 57 45 E - 46 07 10 N / 008 59 12 E	by NOTAM (MAX 10500 ft AMSL) / GND	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR18 BURE 47 27 29 N / 007 00 56 E - 47 27 24 N / 007 02 36 E - 47 27 02 N / 007 02 43 E - 47 25 52 N / 007 01 40 E - 47 24 51 N / 006 58 57 E - 47 24 59 N / 006 57 46 E - 47 26 02 N / 006 57 27 E - ALONG SWISS-FRENCH BORDER - 47 26 09 N / 006 57 50 E - 47 25 58 N / 007 00 00 E - 47 26 15 N / 007 00 53 E - 47 27 14 N / 007 00 32 E - 47 27 29 N / 007 00 56 E	by NOTAM (MAX 4500 ft AMSL) / GND	MIL UAS ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR31 GADMEN 46 45 57 N / 008 24 58 E - 46 46 12 N / 008 26 31 E - 46 46 19 N / 008 26 16 E - 46 46 28 N / 008 26 54 E - 46 46 14 N / 008 27 21 E - 46 45 59 N / 008 27 25 E - 46 45 31 N / 008 27 32 E - 46 44 47 N / 008 27 02 E - 46 44 35 N / 008 26 25 E - 46 44 36 N / 008 24 39 E - 46 44 39 N / 008 24 22 E - 46 44 57 N / 008 24 14 E - 46 44 55 N / 008 23 55 E - 46 44 47 N / 008 23 26 E - 46 44 33 N / 008 22 51 E - 46 44 34 N / 008 22 43 E - 46 44 50 N / 008 22 40 E - 46 45 27 N / 008 22 09 E - 46 45 42 N / 008 22 49 E - 46 45 56 N / 008 23 47 E - 46 46 24 N / 008 24 45 E - 46 46 27 N / 008 24 52 E - 46 45 57 N / 008 24 58 E	16500 ft AMSL (5050 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR37 SUSTENPASS 46 42 51 N / 008 26 52 E - 46 42 39 N / 008 27 15 E - 46 41 56 N / 008 27 19 E - 46 41 30 N / 008 27 17 E - 46 41 11 N / 008 27 17 E - 46 41 08 N / 008 26 27 E - 46 41 10 N / 008 25 41 E - 46 41 15 N / 008 24 53 E - 46 40 58 N / 008 24 39 E - 46 41 04 N / 008 23 51 E - 46 41 40 N / 008 22 38 E - 46 41 53 N / 008 22 32 E - 46 42 30 N / 008 22 29 E - 46 42 39 N / 008 22 36 E - 46 42 49 N / 008 22 49 E - 46 42 55 N / 008 23 03 E - 46 42 59 N / 008 23 17 E - 46 42 56 N / 008 24 09 E - 46 43 01 N / 008 24 34 E - 46 43 18 N / 008 24 29 E - 46 43 37 N / 008 24 36 E - 46 43 57 N / 008 24 49 E - 46 43 59 N / 008 25 46 E - 46 43 53 N / 008 26 13 E -	16500 ft AMSL (5050 m) / GND	FRNG ACT	ACT: 15 SEP - 01 JUL Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
46 43 38 N / 008 26 29 E - 46 43 42 N / 008 26 53 E - 46 43 33 N / 008 26 55 E - 46 42 51 N / 008 26 52 E			
LSR38 GLAUBENBERG - WASSERFALLEN 46 52 48 N / 008 06 52 E - 46 52 31 N / 008 06 59 E - 46 52 29 N / 008 06 58 E - 46 52 23 N / 008 06 51 E - 46 52 20 N / 008 06 45 E - 46 52 24 N / 008 06 09 E - 46 52 15 N / 008 05 47 E - 46 52 29 N / 008 05 14 E - 46 53 16 N / 008 04 01 E - 46 53 21 N / 008 04 07 E - 46 53 43 N / 008 04 07 E - 46 53 50 N / 008 03 55 E - 46 54 12 N / 008 03 47 E - 46 54 15 N / 008 04 15 E - 46 54 25 N / 008 04 26 E - 46 54 27 N / 008 04 40 E - 46 54 28 N / 008 04 46 E - 46 54 08 N / 008 05 03 E - 46 54 22 N / 008 05 09 E - 46 54 29 N / 008 05 33 E - 46 54 18 N / 008 05 44 E - 46 53 24 N / 008 07 13 E - 46 52 48 N / 008 06 52 E	17500 ft AMSL (5350 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR39A HEITLI 46 55 00 N / 008 13 38 E - 46 53 24 N / 008 14 30 E - 46 53 01 N / 008 16 23 E - 46 55 47 N / 008 20 27 E - 46 49 57 N / 008 19 44 E - 46 50 55 N / 008 08 26 E - 46 55 00 N / 008 13 38 E	FL 130 / by NOTAM (MIN 9000 ft AMSL or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	Entry for VFR flights is subject to ATC clearance by ALPNACH TWR. Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or ALPNACH TWR 128.475 MHz

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR39B BRISEN 46 57 46 N / 008 30 42 E - 46 55 47 N / 008 20 27 E - 46 49 57 N / 008 19 44 E - 46 52 04 N / 008 31 51 E - 46 57 46 N / 008 30 42 E	FL 130 / by NOTAM (MIN 9000 ft AMSL or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	Entry for VFR flights is subject to ATC clearance by BUOCHS TWR. Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or BUOCHS TWR 119.625 MHz
LSR39C STOOS 46 58 56 N / 008 30 22 E - 47 01 40 N / 008 49 17 E - 46 55 23 N / 008 51 07 E - 46 52 04 N / 008 31 51 E - 46 57 46 N / 008 30 42 E - 46 58 56 N / 008 30 22 E	FL 130 / by NOTAM (MIN 9000 ft AMSL or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	
LSR40 WASSERFALLEN 47 01 30 N / 008 06 19 E - 46 55 22 N / 008 13 23 E - 46 51 16 N / 008 06 24 E - 46 51 24 N / 008 02 40 E - 46 54 36 N / 007 59 22 E - 47 01 30 N / 008 06 19 E	10500 ft AMSL / GND	A/G FRNG / MIL ACFT ACT OCT - MAY	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR40A WASSERFALLEN 46 55 22 N / 008 13 23 E - 46 51 12 N / 008 13 18 E - 46 51 16 N / 008 06 24 E - 46 55 22 N / 008 13 23 E	10500 ft AMSL / 4500 ft AMSL	A/G FRNG / MIL ACFT ACT OCT - MAY	
LSR40B WASSERFALLEN 47 02 43 N / 008 02 12 E - 47 01 30 N / 008 06 19 E - 46 54 36 N / 007 59 22 E - 46 56 53 N / 007 56 48 E - 47 02 43 N / 008 02 12 E	10500 ft AMSL / 4500 ft AMSL	A/G FRNG / MIL ACFT ACT OCT - MAY	
LSR41 CHALCHTAL 46 44 48 N / 008 28 30 E - 46 44 31 N / 008 29 28 E - 46 44 14 N / 008 29 23 E - 46 43 18 N / 008 29 45 E - 46 42 39 N / 008 29 49 E - 46 42 08 N / 008 29 19 E - 46 42 07 N / 008 28 47 E - 46 42 18 N / 008 28 01 E - 46 41 56 N / 008 27 19 E - 46 42 17 N / 008 26 32 E - 46 42 55 N / 008 26 33 E - 46 43 33 N / 008 26 50 E - 46 43 43 N / 008 26 58 E - 46 44 15 N / 008 27 27 E - 46 44 39 N / 008 28 04 E - 46 44 48 N / 008 28 30 E	15500 ft AMSL (4700 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR45 CHLIALP 46 46 38 N / 008 28 16 E - 46 47 11 N / 008 29 57 E - 46 47 12 N / 008 31 29 E - 46 47 14 N / 008 32 01 E - 46 46 36 N / 008 32 50 E - 46 45 41 N / 008 32 32 E - 46 45 30 N / 008 32 16 E - 46 45 02 N / 008 31 22 E - 46 44 48 N / 008 31 16 E - 46 44 46 N / 008 28 54 E - 46 45 15 N / 008 28 06 E - 46 46 38 N / 008 28 16 E	16500 ft AMSL (5050 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR46 MAETTELI 46 35 40 N / 008 33 18 E - 46 35 46 N / 008 33 39 E - 46 35 54 N / 008 33 59 E - 46 35 43 N / 008 34 09 E - 46 35 02 N / 008 35 14 E - 46 34 45 N / 008 35 11 E - 46 34 37 N / 008 34 53 E - 46 34 30 N / 008 34 44 E - 46 34 25 N / 008 34 08 E - 46 34 24 N / 008 33 47 E - 46 34 28 N / 008 33 29 E - 46 34 35 N / 008 33 22 E - 46 35 28 N / 008 33 30 E - 46 35 40 N / 008 33 18 E	15500 ft AMSL (4700 m) / GND	FRNG ACT	ACT: Only during winter period Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR47 VAL PIANA CAVAGNOLO 46 28 47 N / 008 28 48 E - 46 29 26 N / 008 29 31 E - 46 29 34 N / 008 29 33 E - 46 29 36 N / 008 30 21 E - 46 28 40 N / 008 30 54 E - 46 28 24 N / 008 30 49 E - 46 28 09 N / 008 30 51 E - 46 28 00 N / 008 30 33 E - 46 28 01 N / 008 29 51 E - 46 28 07 N / 008 29 22 E - 46 28 23 N / 008 28 56 E - 46 28 47 N / 008 28 48 E	15500 ft AMSL (4700 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR48 MUNDAUN NOVA 46 43 27 N / 009 05 05 E - 46 43 03 N / 009 05 18 E - 46 42 30 N / 009 05 16 E - 46 42 01 N / 009 05 47 E - 46 41 39 N / 009 05 51 E - 46 40 49 N / 009 05 37 E - 46 40 18 N / 009 04 00 E -	15500 ft AMSL (4700 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
46 40 23 N / 009 03 32 E - 46 40 51 N / 009 02 56 E - 46 40 58 N / 009 03 13 E - 46 42 12 N / 009 03 15 E - 46 42 42 N / 009 03 03 E - 46 43 27 N / 009 05 05 E			
LSR49 VAL CRISTALLINA 46 37 24 N / 008 50 08 E - 46 37 30 N / 008 51 35 E - 46 36 57 N / 008 51 49 E - 46 36 52 N / 008 52 12 E - 46 36 43 N / 008 52 47 E - 46 36 36 N / 008 53 37 E - 46 36 36 N / 008 54 22 E - 46 35 59 N / 008 54 52 E - 46 35 43 N / 008 55 24 E - 46 35 03 N / 008 54 14 E - 46 34 45 N / 008 53 22 E - 46 34 29 N / 008 52 37 E - 46 34 21 N / 008 52 05 E - 46 33 48 N / 008 50 35 E - 46 33 46 N / 008 49 47 E - 46 34 17 N / 008 49 45 E - 46 34 54 N / 008 49 55 E - 46 35 19 N / 008 49 51 E - 46 35 36 N / 008 49 55 E - 46 36 19 N / 008 50 03 E - 46 36 34 N / 008 50 04 E - 46 37 08 N / 008 49 56 E - 46 37 24 N / 008 50 08 E	By NOTAM (MAX 36500 ft AMSL / GND)	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR50 VAL NALPS 46 36 41 N / 008 44 07 E - 46 37 03 N / 008 45 16 E - 46 37 18 N / 008 45 39 E - 46 37 08 N / 008 46 07 E - 46 36 51 N / 008 45 58 E - 46 36 11 N / 008 46 11 E - 46 35 59 N / 008 46 08 E - 46 35 29 N / 008 45 32 E - 46 34 34 N / 008 45 03 E - 46 34 13 N / 008 44 55 E - 46 34 21 N / 008 44 13 E - 46 34 31 N / 008 43 32 E - 46 36 41 N / 008 44 07 E -	15500 ft AMSL (4700 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR51 VAL RONDADURA 46 36 04 N / 008 43 47 E - 46 36 09 N / 008 44 05 E - 46 35 52 N / 008 45 54 E - 46 35 34 N / 008 46 33 E - 46 35 18 N / 008 47 53 E - 46 33 48 N / 008 48 03 E - 46 33 44 N / 008 47 12 E - 46 33 18 N / 008 45 59 E - 46 33 53 N / 008 45 03 E - 46 34 21 N / 008 44 13 E - 46 34 31 N / 008 43 32 E - 46 34 49 N / 008 43 43 E - 46 35 18 N / 008 43 43 E - 46 35 46 N / 008 44 00 E - 46 36 04 N / 008 43 47 E	15500 ft AMSL (4700 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR52 VAL CURTEGNS 46 33 25 N / 009 33 22 E - 46 32 53 N / 009 34 41 E - 46 32 08 N / 009 34 37 E - 46 30 56 N / 009 33 18 E - 46 30 31 N / 009 33 13 E - 46 30 38 N / 009 32 40 E - 46 30 24 N / 009 32 18 E - 46 30 38 N / 009 31 24 E - 46 31 01 N / 009 31 06 E - 46 30 58 N / 009 30 12 E - 46 31 11 N / 009 29 43 E - 46 31 34 N / 009 29 34 E - 46 32 09 N / 009 29 57 E - 46 33 08 N / 009 29 52 E - 46 33 21 N / 009 29 58 E - 46 33 21 N / 009 30 24 E - 46 33 17 N / 009 30 51 E - 46 33 12 N / 009 33 13 E - 46 33 25 N / 009 33 22 E	15500 ft AMSL (4700 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR53 ALBULA ALPEN E 46 35 51 N / 009 49 57 E - 46 35 47 N / 009 50 11 E - 46 35 43 N / 009 50 24 E - 46 35 58 N / 009 50 55 E - 46 36 08 N / 009 51 09 E - 46 36 28 N / 009 51 52 E - 46 36 05 N / 009 52 17 E - 46 36 02 N / 009 52 43 E - 46 35 30 N / 009 52 46 E - 46 35 19 N / 009 52 21 E - 46 34 57 N / 009 50 16 E - 46 34 49 N / 009 50 04 E -	15500 ft AMSL (4700 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
46 34 48 N / 009 49 26 E - 46 34 59 N / 009 49 21 E - 46 35 21 N / 009 49 23 E - 46 35 33 N / 009 49 43 E - 46 35 45 N / 009 49 36 E - 46 35 51 N / 009 49 57 E			
LSR57 ROSSBODEN - RHEINSAND 46 51 06 N / 009 29 36 E - 46 51 06 N / 009 29 30 E - 46 51 15 N / 009 29 14 E - 46 51 28 N / 009 28 43 E - 46 51 49 N / 009 28 49 E - 46 52 01 N / 009 29 22 E - 46 51 55 N / 009 29 39 E - 46 51 35 N / 009 30 07 E - 46 51 27 N / 009 30 07 E - 46 51 24 N / 009 30 03 E - 46 51 14 N / 009 30 05 E - 46 51 06 N / 009 30 17 E - 46 50 53 N / 009 30 09 E - 46 50 52 N / 009 30 04 E - 46 50 47 N / 009 29 53 E - 46 50 47 N / 009 29 45 E - 46 51 06 N / 009 29 36 E	6500 ft AMSL (2000 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR58 FRAUENFELD 47 34 12 N / 008 53 05 E - 47 34 16 N / 008 53 20 E - 47 34 21 N / 008 53 18 E - 47 34 23 N / 008 53 25 E - 47 34 43 N / 008 53 08 E - 47 34 47 N / 008 53 06 E - 47 34 49 N / 008 53 36 E - 47 35 03 N / 008 53 52 E - 47 35 09 N / 008 53 53 E - 47 35 13 N / 008 53 54 E - 47 35 18 N / 008 53 56 E - 47 35 23 N / 008 53 59 E - 47 35 30 N / 008 54 18 E - 47 35 37 N / 008 54 18 E - 47 35 53 N / 008 55 15 E - 47 35 52 N / 008 55 32 E - 47 36 03 N / 008 56 01 E - 47 35 55 N / 008 56 11 E - 47 35 44 N / 008 56 16 E - 47 35 42 N / 008 56 19 E - 47 35 30 N / 008 56 11 E - 47 35 28 N / 008 56 02 E - 47 35 23 N / 008 56 03 E - 47 35 14 N / 008 55 59 E -	6500 ft AMSL (2000 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
47 35 10 N / 008 55 59 E - 47 35 09 N / 008 55 44 E - 47 35 04 N / 008 55 43 E - 47 35 00 N / 008 55 45 E - 47 34 59 N / 008 55 39 E - 47 34 54 N / 008 55 43 E - 47 34 36 N / 008 55 11 E - 47 34 40 N / 008 55 09 E - 47 34 28 N / 008 54 48 E - 47 34 34 N / 008 54 45 E - 47 34 26 N / 008 54 29 E - 47 34 07 N / 008 54 06 E - 47 34 00 N / 008 53 54 E - 47 33 58 N / 008 53 45 E - 47 33 56 N / 008 53 13 E - 47 33 58 N / 008 53 04 E - 47 34 08 N / 008 52 59 E - 47 34 12 N / 008 53 05 E			
LSR59 WICHLEN 46 53 53 N / 009 04 48 E - 46 54 02 N / 009 05 41 E - 46 53 59 N / 009 06 37 E - 46 53 48 N / 009 06 38 E - 46 53 36 N / 009 06 53 E - 46 53 35 N / 009 07 44 E - 46 53 18 N / 009 07 40 E - 46 53 02 N / 009 07 20 E - 46 52 51 N / 009 06 43 E - 46 52 44 N / 009 06 26 E - 46 52 31 N / 009 06 07 E - 46 52 13 N / 009 06 17 E - 46 52 15 N / 009 05 35 E - 46 52 20 N / 009 05 05 E - 46 52 27 N / 009 04 34 E - 46 52 27 N / 009 03 56 E - 46 52 32 N / 009 03 42 E - 46 53 04 N / 009 03 53 E - 46 53 16 N / 009 03 41 E - 46 53 22 N / 009 04 05 E - 46 53 28 N / 009 04 07 E - 46 53 53 N / 009 04 03 E - 46 53 53 N / 009 04 48 E	15500 ft AMSL (4700 m) / GND	FRNG ACT	Entry not permitted for VFR and IFR FLT Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

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

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

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

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

Example:

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

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

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

Example:

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

Area	Coordinating Unit	Frequency	Telephone NR*
LSR4 (LSR4A) LAC DE NEUCHÂTEL	PAYERNE TWR Range Control Officer (RCO)	128.675 MHz N/A	+41 (0) 26 662 20 88 +41 (0) 26 662 21 64/65
LSR6 AXALP	MEIRINGEN TWR Range Control Officer (RCO) Callsign: ROMEO 6	130.150 MHz	N/A +41 (0) 41 679 72 55
LSR8 (LSR8A) DAMMASTOCK	Range Control Officer (RCO) Callsign: ROMEO 8	128.375 MHz	+41 (0) 41 888 63 00
LSR11 ZUOZ / S-CHANF	Range Control Officer (RCO) Callsign: ROMEO 11	135.475 MHz	+41 (0) 81 854 05 53
LSR13 AXALP	MEIRINGEN TWR Range Control Officer (RCO) Callsign: ROMEO 13	130.150 MHz	N/A +41 (0) 41 679 72 55
TEMPO LSR FOR PATROUILLE SUISSE DISPLAYS	Display Director Callsign: TIGER	130.800 MHz	N/A
TEMPO LSR FOR PC-7 TEAM DISPLAYS	Display Director Callsign: TURBO	130.800 MHz	N/A

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

2. Danger areas LSD

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 LSD

See DABS and NOTAM

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

or 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
LSD5 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
LSD7 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
LSD10 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
LSD12 SIHLTAL 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
LSD14 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

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

1. Temporary Reserved Areas (TRA), LST

A TRA is a defined volume 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 ATC clearance.

TRAs are an instrument applied by Airspace Management REF: [ENR 1.9 6.](#)

The obligation to obtain a clearance prior to entering a TRA and the authority to issue such clearance are specified by the classification of the airspace within which the respective TRA is located [ENR-1.4.](#)

All TRAs under ENR 5.2 are manageable by the AMC.

Flight Plan Buffer Zone (FBZ) has been established for IFR flight planning purposes only.

Flight plans can be filed up to the boundary of the FBZ when allocated in AUP / UUP and corresponding restrictions in RAD Annex 2C shall be observed.

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST201 HIGH PREALPES 46 36 02 N / 007 11 40 E - 46 19 27 N / 007 31 19 E - 46 09 27 N / 007 08 54 E - 46 20 58 N / 006 57 12 E - 46 31 43 N / 007 03 52 E - 46 36 02 N / 007 11 40 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1
LST201Z 46 35 17 N / 006 57 04 E - 46 39 41 N / 007 05 05 E - 46 41 07 N / 007 07 42 E - 46 41 46 N / 007 10 29 E - 46 41 36 N / 007 14 00 E - 46 40 32 N / 007 17 00 E - 46 27 02 N / 007 33 04 E - 46 23 43 N / 007 36 57 E - 46 22 12 N / 007 38 44 E - 46 19 59 N / 007 39 37 E - 46 17 50 N / 007 39 21 E - 46 15 32 N / 007 37 41 E - 46 14 03 N / 007 34 22 E - 46 05 28 N / 007 15 18 E - 46 04 03 N / 007 12 09 E - 46 03 40 N / 007 08 43 E - 46 04 04 N / 007 05 43 E - 46 05 13 N / 007 03 12 E - 46 07 14 N / 007 01 10 E - 46 20 17 N / 006 47 52 E - 46 24 54 N / 006 50 42 E - 46 35 17 N / 006 57 04 E	FL 660 / FL 285		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST202 HIGH OBERLAND 46 49 17 N / 007 35 46 E - 46 29 07 N / 007 53 16 E - 46 19 27 N / 007 31 19 E - 46 36 02 N / 007 11 40 E - 46 49 17 N / 007 35 46 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1
LST202Z 46 39 41 N / 007 05 05 E - 46 41 07 N / 007 07 42 E - 46 43 59 N / 007 12 54 E - 46 50 41 N / 007 25 00 E - 46 53 05 N / 007 29 23 E - 46 54 30 N / 007 31 58 E - 46 55 06 N / 007 35 20 E - 46 54 43 N / 007 38 49 E - 46 53 16 N / 007 42 02 E - 46 37 06 N / 007 56 02 E - 46 32 58 N / 007 59 35 E - 46 31 06 N / 008 01 10 E - 46 28 48 N / 008 01 38 E - 46 26 35 N / 008 00 50 E - 46 24 53 N / 007 58 58 E - 46 23 33 N / 007 55 52 E - 46 21 11 N / 007 50 26 E - 46 18 09 N / 007 43 30 E - 46 15 32 N / 007 37 41 E - 46 14 03 N / 007 34 22 E - 46 13 39 N / 007 31 23 E - 46 14 01 N / 007 28 31 E - 46 14 59 N / 007 25 56 E - 46 16 52 N / 007 23 42 E - 46 20 44 N / 007 19 08 E - 46 33 17 N / 007 04 13 E - 46 35 28 N / 007 03 17 E - 46 37 41 N / 007 03 36 E - 46 39 41 N / 007 05 05 E	FL 660 / FL 285		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST203 HIGH BAS VALAIS 46 19 27 N / 007 31 19 E - 45 59 40 N / 007 54 26 E - Swiss border - 45 57 16 N / 007 52 38 E - 46 03 49 N / 007 14 35 E - 46 09 27 N / 007 08 54 E - 46 19 27 N / 007 31 19 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1
LST203Z 46 09 22 N / 007 00 31 E - 46 11 41 N / 007 01 10 E - 46 13 27 N / 007 02 53 E - 46 20 44 N / 007 19 08 E - 46 23 31 N / 007 25 16 E - 46 24 51 N / 007 28 14 E - 46 25 15 N / 007 31 19 E - 46 24 50 N / 007 34 25 E - 46 23 43 N / 007 36 57 E - 46 22 12 N / 007 38 44 E - 46 18 09 N / 007 43 30 E - 46 02 29 N / 008 01 42 E - Swiss border - 45 55 52 N / 007 26 40 E - 45 58 47 N / 007 09 45 E - 46 01 40 N / 007 06 50 E - 46 05 13 N / 007 03 12 E - 46 07 14 N / 007 01 10 E - 46 09 22 N / 007 00 31 E	FL 660 / FL 285		For IFR flight planning purposes only
LST204 HIGH HAUT VALAIS 46 29 07 N / 007 53 16 E - 46 15 38 N / 008 04 49 E - Swiss border - 45 59 40 N / 007 54 26 E - 46 19 27 N / 007 31 19 E - 46 29 07 N / 007 53 16 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST204Z 46 23 31 N / 007 25 16 E - 46 24 51 N / 007 28 14 E - 46 27 02 N / 007 33 04 E - 46 30 57 N / 007 42 02 E - 46 33 13 N / 007 47 11 E - 46 34 32 N / 007 50 10 E - 46 34 54 N / 007 53 26 E - 46 34 24 N / 007 56 47 E - 46 32 58 N / 007 59 35 E - 46 31 06 N / 008 01 10 E - 46 27 17 N / 008 04 27 E - 46 19 56 N / 008 10 42 E - 46 19 10 N / 008 12 10 E - 46 18 45 N / 008 12 41 E - Swiss border - 45 55 25 N / 007 48 50 E - 46 11 54 N / 007 29 35 E - 46 14 59 N / 007 25 56 E - 46 16 52 N / 007 23 42 E - 46 19 01 N / 007 23 01 E - 46 21 22 N / 007 23 24 E - 46 23 31 N / 007 25 16 E	FL 660 / FL 285		For IFR flight planning purposes only
LST301 HIGH SCHRATTEN 47 08 18 N / 008 22 14 E - 46 43 16 N / 008 25 54 E - 46 29 07 N / 007 53 16 E - 46 49 17 N / 007 35 46 E - 47 02 29 N / 008 00 10 E - 47 07 09 N / 008 14 19 E - 47 08 18 N / 008 22 14 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST301Z 46 57 51 N / 007 38 05 E - 47 07 32 N / 007 56 15 E - 47 12 37 N / 008 11 47 E - 47 14 14 N / 008 22 53 E - 47 13 14 N / 008 26 42 E - 47 11 49 N / 008 28 59 E - 47 09 51 N / 008 30 26 E - 46 53 02 N / 008 32 51 E - 46 45 14 N / 008 33 57 E - 46 42 57 N / 008 34 17 E - 46 41 13 N / 008 33 44 E - 46 39 56 N / 008 32 42 E - 46 38 54 N / 008 31 20 E - 46 27 17 N / 008 04 27 E - 46 24 54 N / 007 58 59 E - 46 23 33 N / 007 55 52 E - 46 23 21 N / 007 52 22 E - 46 23 59 N / 007 49 18 E - 46 25 25 N / 007 46 47 E - 46 26 49 N / 007 45 34 E - 46 30 57 N / 007 42 02 E - 46 47 19 N / 007 27 54 E - 46 49 12 N / 007 27 20 E - 46 51 16 N / 007 27 51 E - 46 53 05 N / 007 29 23 E - 46 54 30 N / 007 31 58 E - 46 57 51 N / 007 38 05 E	FL 660 / FL 285		For IFR flight planning purposes only
LST302 HIGH GOMS 46 43 16 N / 008 25 54 E - 46 27 58 N / 008 28 07 E - 46 27 51 N / 008 26 18 E - Swiss border - 46 15 38 N / 008 04 49 E - 46 29 07 N / 007 53 16 E - 46 43 16 N / 008 25 54 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST302Z 46 33 13 N / 007 47 11 E - 46 34 31 N / 007 50 10 E - 46 37 06 N / 007 56 02 E - 46 48 50 N / 008 23 08 E - 46 49 03 N / 008 27 27 E - 46 47 46 N / 008 31 27 E - 46 45 14 N / 008 33 57 E - 46 42 57 N / 008 34 17 E - 46 40 20 N / 008 34 39 E - 46 27 27 N / 008 36 29 E - 46 24 42 N / 008 35 19 E - 46 22 31 N / 008 31 30 E - 46 22 13 N / 008 28 02 E - Swiss border - 46 11 02 N / 008 09 49 E - 46 10 19 N / 008 08 18 E - 46 09 49 N / 008 04 48 E - 46 10 16 N / 008 01 34 E - 46 11 38 N / 007 58 43 E - 46 21 11 N / 007 50 26 E - 46 25 25 N / 007 46 47 E - 46 26 49 N / 007 45 34 E - 46 28 55 N / 007 44 51 E - 46 31 08 N / 007 45 22 E - 46 33 13 N / 007 47 11 E	FL 660 / FL 285		For IFR flight planning purposes only
LST400 HIGH SAENTIS 47 18 39 N / 009 34 59 E - Swiss border - 47 02 57 N / 009 29 06 E - 47 02 53 N / 009 04 10 E - 47 11 23 N / 009 03 01 E - 47 16 25 N / 009 09 34 E - 47 18 45 N / 009 18 15 E - 47 18 39 N / 009 34 59 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST400Z 47 13 17 N / 008 54 21 E - 47 16 27 N / 008 58 27 E - 47 21 12 N / 009 04 35 E - 47 24 27 N / 009 16 43 E - 47 24 18 N / 009 36 26 E - 47 23 45 N / 009 38 32 E - 47 22 58 N / 009 40 25 E - 47 22 03 N / 009 41 46 E - 47 20 14 N / 009 43 14 E - 47 18 04 N / 009 43 33 E - 47 15 52 N / 009 42 35 E - 47 11 05 N / 009 38 08 E - 47 09 11 N / 009 39 02 E - 47 05 46 N / 009 39 30 E - 47 04 08 N / 009 39 09 E - 47 02 44 N / 009 38 24 E - 46 59 35 N / 009 36 01 E - 46 58 01 N / 009 33 39 E - 46 57 18 N / 009 30 51 E - 46 57 16 N / 009 13 11 E - 46 57 12 N / 009 05 50 E - 46 57 12 N / 009 04 55 E - 46 57 12 N / 009 02 33 E - 46 57 58 N / 008 59 38 E - 46 59 24 N / 008 57 24 E - 47 01 17 N / 008 56 01 E - 47 03 32 N / 008 55 42 E - 47 06 50 N / 008 55 14 E - 47 13 17 N / 008 54 21 E	FL 660 / FL 285		For IFR flight planning purposes only
LST400P HIGH SAENTIS - PLUS 47 11 23 N / 009 03 01 E - 47 02 53 N / 009 04 10 E - 47 02 50 N / 008 53 48 E - 47 04 44 N / 008 53 22 E - 47 06 36 N / 008 53 22 E - 47 07 07 N / 008 57 30 E - 47 11 23 N / 009 03 01 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST400PZ 47 09 53 N / 008 46 24 E - 47 11 14 N / 008 48 19 E - 47 12 03 N / 008 50 40 E - 47 12 22 N / 008 53 09 E - 47 13 17 N / 008 54 21 E - 47 16 27 N / 008 58 27 E - 47 17 20 N / 009 03 25 E - 47 16 14 N / 009 08 01 E - 47 13 34 N / 009 11 08 E - 47 08 34 N / 009 11 47 E - 47 04 21 N / 009 12 20 E - 47 02 09 N / 009 12 37 E - 46 59 54 N / 009 11 27 E - 46 58 07 N / 009 09 04 E - 46 57 12 N / 009 05 50 E - 46 57 12 N / 009 04 55 E - 46 57 12 N / 009 02 33 E - 46 57 09 N / 008 56 35 E - 46 57 07 N / 008 52 16 E - 46 57 50 N / 008 49 35 E - 46 59 07 N / 008 47 15 E - 47 01 05 N / 008 45 43 E - 47 03 00 N / 008 45 16 E - 47 04 21 N / 008 45 00 E - 47 07 50 N / 008 45 00 E - 47 09 53 N / 008 46 24 E	FL 660 / FL 285		For IFR flight planning purposes only
LST501 HIGH CALANDA 47 02 57 N / 009 29 06 E - Swiss border - 46 54 49 N / 009 58 19 E - 46 42 00 N / 010 09 30 E - 46 46 42 N / 009 53 03 E - 46 46 33 N / 009 06 21 E - 47 02 53 N / 009 04 10 E - 47 02 57 N / 009 29 06 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST501Z 47 08 34 N / 009 11 47 E - 47 08 37 N / 009 25 43 E - 47 09 33 N / 009 29 37 E - 47 09 22 N / 009 43 18 E - 47 06 20 N / 009 56 53 E - 47 05 00 N / 009 59 13 E - 47 02 59 N / 010 00 52 E - 47 00 04 N / 010 02 00 E - 46 58 38 N / 010 04 46 E - 46 51 24 N / 010 10 58 E - 46 46 29 N / 010 15 16 E - 46 44 44 N / 010 16 45 E - 46 42 48 N / 010 18 25 E - 46 38 51 N / 010 16 52 E - 46 37 29 N / 010 14 34 E - Swiss border - 46 36 20 N / 010 07 44 E - 46 41 02 N / 009 51 18 E - 46 40 54 N / 009 15 23 E - 46 40 51 N / 009 08 05 E - 46 40 50 N / 009 04 55 E - 46 41 35 N / 009 02 02 E - 46 43 01 N / 008 59 37 E - 46 44 56 N / 008 58 13 E - 46 47 01 N / 008 57 56 E - 46 57 09 N / 008 56 35 E - 47 01 17 N / 008 56 01 E - 47 03 32 N / 008 55 42 E - 47 05 48 N / 008 56 47 E - 47 07 34 N / 008 59 09 E - 47 08 33 N / 009 02 12 E - 47 08 33 N / 009 05 41 E - 47 08 34 N / 009 11 47 E	FL 660 / FL 285		For IFR flight planning purposes only
LST501P HIGH CALANDA - PLUS 47 02 53 N / 009 04 10 E - 46 46 33 N / 009 06 21 E - 46 46 29 N / 008 57 26 E - 47 02 50 N / 008 53 48 E - 47 02 53 N / 009 04 10 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST501PZ 47 08 31 N / 008 51 41 E - 47 08 33 N / 009 02 12 E - 47 08 33 N / 009 05 41 E - 47 07 53 N / 009 08 29 E - 47 06 17 N / 009 11 04 E - 47 04 21 N / 009 12 20 E - 47 02 09 N / 009 12 37 E - 46 57 16 N / 009 13 15 E - 46 52 17 N / 009 13 54 E - 46 48 08 N / 009 14 26 E - 46 45 59 N / 009 14 43 E - 46 43 46 N / 009 13 49 E - 46 41 50 N / 009 11 20 E - 46 40 51 N / 009 08 05 E - 46 40 50 N / 009 04 55 E - 46 40 52 N / 008 58 46 E - 46 40 47 N / 008 55 54 E - 46 41 28 N / 008 53 13 E - 46 42 46 N / 008 50 59 E - 46 44 38 N / 008 49 22 E - 46 46 45 N / 008 48 55 E - 46 52 07 N / 008 47 44 E - 46 57 05 N / 008 46 37 E - 47 01 05 N / 008 45 43 E - 47 03 00 N / 008 45 16 E - 47 05 22 N / 008 46 09 E - 47 07 23 N / 008 48 31 E - 47 08 31 N / 008 51 41 E	FL 660 / FL 285		For IFR flight planning purposes only
LST502 HIGH BEVERIN 46 42 00 N / 010 09 30 E - 46 37 38 N / 010 13 19 E - Swiss border - 46 30 19 N / 010 02 37 E - 46 30 38 N / 009 08 28 E - 46 46 33 N / 009 06 21 E - 46 46 42 N / 009 53 03 E - 46 42 00 N / 010 09 30 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST502Z 46 52 17 N / 009 13 54 E - 46 52 22 N / 009 54 51 E - 46 46 29 N / 010 15 16 E - 46 44 44 N / 010 16 45 E - 46 42 48 N / 010 18 25 E - 46 38 31 N / 010 22 07 E - 46 34 50 N / 010 20 51 E - 46 32 48 N / 010 18 40 E - Swiss border - 46 25 42 N / 010 08 27 E - 46 24 38 N / 010 04 00 E - 46 24 51 N / 009 27 33 E - Swiss border - 46 24 53 N / 009 16 39 E - 46 24 55 N / 009 10 22 E - 46 24 55 N / 009 08 28 E - 46 24 55 N / 009 07 03 E - 46 25 37 N / 009 04 19 E - 46 26 55 N / 009 02 02 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 40 52 N / 008 58 46 E - 46 44 56 N / 008 58 13 E - 46 47 01 N / 008 57 56 E - 46 49 07 N / 008 58 45 E - 46 50 57 N / 009 00 45 E - 46 52 13 N / 009 04 08 E - 46 52 14 N / 009 07 48 E - 46 52 17 N / 009 13 54 E	FL 660 / FL 285		For IFR flight planning purposes only
LST502P HIGH BEVERIN - PLUS 46 46 33 N / 009 06 21 E - 46 30 38 N / 009 08 28 E - 46 30 38 N / 009 00 55 E - 46 46 29 N / 008 57 26 E - 46 46 33 N / 009 06 21 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST502PZ 46 52 13 N / 009 04 08 E - 46 52 14 N / 009 07 48 E - 46 51 34 N / 009 10 34 E - 46 50 06 N / 009 13 02 E - 46 48 08 N / 009 14 26 E - 46 45 59 N / 009 14 43 E - 46 40 54 N / 009 15 23 E - 46 36 18 N / 009 15 58 E - 46 32 21 N / 009 16 28 E - 46 30 37 N / 009 16 42 E - 46 28 49 N / 009 16 17 E - 46 27 27 N / 009 15 30 E - 46 25 52 N / 009 13 12 E - 46 24 55 N / 009 10 22 E - 46 24 55 N / 009 08 28 E - 46 24 55 N / 009 07 03 E - 46 24 57 N / 008 59 16 E - 46 25 43 N / 008 56 29 E - 46 27 05 N / 008 54 15 E - 46 28 53 N / 008 52 54 E - 46 30 40 N / 008 52 30 E - 46 36 21 N / 008 51 15 E - 46 40 45 N / 008 50 16 E - 46 44 38 N / 008 49 22 E - 46 46 45 N / 008 48 55 E - 46 49 13 N / 008 49 56 E - 46 51 04 N / 008 52 13 E - 46 52 10 N / 008 55 28 E - 46 52 13 N / 009 04 08 E	FL 660 / FL 285		For IFR flight planning purposes only
LST601 HIGH CORVATSCH 46 30 19 N / 010 02 37 E - Swiss border - 46 30 35 N / 009 21 45 E - 46 30 19 N / 010 02 37 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST601Z 46 36 17 N / 009 18 16 E - 46 36 15 N / 009 24 27 E - 46 35 59 N / 010 04 17 E - 46 35 34 N / 010 05 49 E - Swiss border - 46 26 58 N / 009 15 12 E - 46 28 55 N / 009 13 41 E - 46 31 16 N / 009 13 23 E - 46 33 43 N / 009 14 39 E - 46 36 17 N / 009 18 16 E	FL 660 / FL 285		For IFR flight planning purposes only
LST602 HIGH MISOX 46 30 35 N / 009 21 45 E - Swiss border - 46 10 54 N / 009 11 40 E - 46 10 48 N / 009 11 04 E - 46 30 38 N / 009 08 28 E - 46 30 35 N / 009 21 45 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1
LST602Z 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 36 18 N / 009 15 58 E - 46 36 17 N / 009 18 16 E - 46 36 15 N / 009 24 27 E - 46 34 18 N / 009 28 28 E - 46 31 05 N / 009 30 24 E - 46 27 47 N / 009 29 18 E - 46 26 35 N / 009 27 38 E - Swiss border - 46 07 15 N / 009 04 40 E - 46 08 44 N / 009 03 04 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 33 43 N / 009 01 22 E - 46 35 20 N / 009 03 31 E - 46 36 19 N / 009 06 39 E	FL 660 / FL 285		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST602P HIGH MISOX - PLUS 46 30 38 N / 009 08 28 E - 46 10 48 N / 009 11 04 E - 46 10 00 N / 009 05 24 E - 46 30 38 N / 009 00 55 E - 46 30 38 N / 009 08 28 E	FL 660 / FL 300	Air combat training	REF: Figure 2. TRA High HR: see Note 1
LST602PZ 46 36 20 N / 008 58 40 E - 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 35 36 N / 009 12 50 E - 46 34 12 N / 009 15 02 E - 46 32 21 N / 009 16 28 E - 46 30 37 N / 009 16 42 E - 46 29 39 N / 009 16 53 E - Swiss border - 46 04 19 N / 009 04 42 E - 46 04 23 N / 009 03 59 E - 46 04 36 N / 009 02 08 E - 46 05 27 N / 009 00 27 E - 46 06 07 N / 008 59 10 E - 46 08 04 N / 008 57 30 E - 46 28 53 N / 008 52 54 E - 46 30 40 N / 008 52 30 E - 46 32 59 N / 008 53 10 E - 46 34 59 N / 008 55 21 E - 46 36 20 N / 008 58 40 E	FL 660 / FL 285		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
46 12 40 N / 007 16 11 E 46 10 05 N / 007 17 27 E 46 07 20 N / 007 17 01 E 46 05 28 N / 007 15 18 E 46 04 03 N / 007 12 09 E 46 01 40 N / 007 06 50 E 46 01 13 N / 007 05 16 E 46 01 14 N / 007 01 57 E 46 02 11 N / 006 58 48 E 46 03 40 N / 006 56 39 E 46 12 30 N / 006 48 26 E 46 14 09 N / 006 46 58 E 46 16 02 N / 006 46 06 E 46 17 39 N / 006 46 16 E 46 20 17 N / 006 47 52 E 46 24 54 N / 006 50 42 E			
LST22 OBERLAND 46 29 07 N / 007 53 16 E - 46 19 27 N / 007 31 19 E - 46 36 02 N / 007 11 40 E - 46 49 17 N / 007 35 46 E - 46 29 07 N / 007 53 16 E	FL 280 / FL 130	Air combat training	REF: Figure 1.TRA Low HR: see Note 1 and Note 2
LST22Z 46 39 41 N / 007 05 05 E - 46 41 07 N / 007 07 42 E - 46 43 59 N / 007 12 54 E - 46 50 41 N / 007 25 00 E - 46 53 05 N / 007 29 23 E - 46 54 30 N / 007 31 58 E - 46 55 06 N / 007 35 20 E - 46 54 43 N / 007 38 49 E - 46 53 16 N / 007 42 02 E - 46 37 06 N / 007 56 02 E - 46 32 58 N / 007 59 35 E - 46 31 06 N / 008 01 10 E - 46 28 48 N / 008 01 38 E - 46 26 35 N / 008 00 50 E - 46 24 53 N / 007 58 58 E - 46 23 33 N / 007 55 52 E - 46 21 11 N / 007 50 26 E - 46 18 09 N / 007 43 30 E - 46 15 32 N / 007 37 41 E -	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
46 22 12 N / 007 38 44 E - 46 18 09 N / 007 43 30 E - 46 02 29 N / 008 01 42 E - Swiss border - 45 55 52 N / 007 26 40 E - 45 58 47 N / 007 09 45 E - 46 01 40 N / 007 06 50 E - 46 05 13 N / 007 03 12 E - 46 07 14 N / 007 01 10 E - 46 09 22 N / 007 00 31 E 45 53 32 N / 007 15 41 E - 45 54 00 N / 007 14 32 E - 45 58 47 N / 007 09 45 E - 46 01 40 N / 007 06 50 E - 46 03 44 N / 007 06 09 E - 46 06 01 N / 007 06 48 E - 46 07 40 N / 007 08 21 E - 46 09 00 N / 007 10 41 E - 46 09 36 N / 007 13 41 E - 46 09 27 N / 007 16 28 E - 46 02 30 N / 007 56 25 E - 46 01 06 N / 007 58 54 E - 46 00 11 N / 007 59 41 E - Swiss border - 45 53 32 N / 007 15 41 E 46 15 18 N / 007 07 00 E - 46 15 23 N / 007 10 00 E - 46 14 23 N / 007 13 48 E - 46 12 40 N / 007 16 11 E - 46 01 38 N / 007 27 18 E - 45 59 07 N / 007 28 34 E - 45 56 30 N / 007 28 13 E - 45 56 07 N / 007 27 52 E - Swiss border - 45 52 52 N / 007 12 38 E - 45 53 06 N / 007 10 04 E - 45 53 54 N / 007 06 49 E - 45 55 45 N / 007 03 59 E - 46 03 40 N / 006 56 39 E - 46 06 02 N / 006 55 13 E -	FL 255 / FL 115		For IFR flight planning purposes only
	FL 195 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
46 08 47 N / 006 55 27 E - 46 10 41 N / 006 56 47 E - 46 15 18 N / 007 07 00 E			
LST24 HAUT VALAIS 46 29 07 N / 007 53 16 E - 46 15 38 N / 008 04 49 E - Swiss border - 45 59 40 N / 007 54 26 E - 46 19 27 N / 007 31 19 E - 46 29 07 N / 007 53 16 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST24Z 46 23 31 N / 007 25 16 E - 46 24 51 N / 007 28 14 E - 46 27 02 N / 007 33 04 E - 46 30 57 N / 007 42 02 E - 46 33 13 N / 007 47 11 E - 46 34 32 N / 007 50 10 E - 46 34 54 N / 007 53 26 E - 46 34 24 N / 007 56 47 E - 46 32 58 N / 007 59 35 E - 46 31 06 N / 008 01 10 E - 46 27 17 N / 008 04 27 E - 46 19 56 N / 008 10 42 E - 46 19 10 N / 008 12 10 E - 46 18 45 N / 008 12 41 E - Swiss border - 45 55 25 N / 007 48 50 E - 46 11 54 N / 007 29 35 E - 46 14 59 N / 007 25 56 E - 46 16 52 N / 007 23 42 E - 46 19 01 N / 007 23 01 E - 46 21 22 N / 007 23 24 E - 46 23 31 N / 007 25 16 E	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST31 SCHRATTEN 47 03 19 N / 008 22 58 E - 46 43 16 N / 008 25 54 E - 46 29 07 N / 007 53 16 E - 46 49 17 N / 007 35 46 E - 47 02 29 N / 008 00 10 E - 47 02 55 N / 008 01 28 E - 47 03 19 N / 008 22 58 E 47 08 18 N / 008 22 14 E - 47 03 19 N / 008 22 58 E - 47 02 55 N / 008 01 28 E - 47 07 09 N / 008 14 19 E - 47 08 18 N / 008 22 14 E	FL 280 / FL 130 FL 280 / FL 130 (210 ¹)	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2 ¹) DRG DVO ON
LST31Z 46 57 51 N / 007 38 05 E - 47 07 32 N / 007 56 15 E - 47 12 37 N / 008 11 47 E - 47 14 14 N / 008 22 53 E - 47 13 14 N / 008 26 42 E - 47 11 49 N / 008 28 59 E - 47 09 51 N / 008 30 26 E - 46 53 02 N / 008 32 51 E - 46 45 14 N / 008 33 57 E - 46 42 57 N / 008 34 17 E - 46 41 13 N / 008 33 44 E - 46 39 56 N / 008 32 42 E - 46 38 54 N / 008 31 20 E - 46 27 17 N / 008 04 27 E - 46 24 54 N / 007 58 59 E - 46 23 33 N / 007 55 52 E - 46 23 21 N / 007 52 22 E - 46 23 59 N / 007 49 18 E - 46 25 25 N / 007 46 47 E - 46 26 49 N / 007 45 34 E - 46 30 57 N / 007 42 02 E - 46 47 19 N / 007 27 54 E - 46 49 12 N / 007 27 20 E - 46 51 16 N / 007 27 51 E - 46 53 05 N / 007 29 23 E - 46 54 30 N / 007 31 58 E - 46 57 51 N / 007 38 05 E	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST32 GOMS 46 43 16 N / 008 25 54 E - 46 27 58 N / 008 28 07 E - 46 27 51 N / 008 26 18 E - Swiss border - 46 15 38 N / 008 04 49 E - 46 29 07 N / 007 53 16 E - 46 43 16 N / 008 25 54 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST32Z 46 33 13 N / 007 47 11 E - 46 34 31 N / 007 50 10 E - 46 37 06 N / 007 56 02 E - 46 48 50 N / 008 23 08 E - 46 49 03 N / 008 27 27 E - 46 47 46 N / 008 31 27 E - 46 45 14 N / 008 33 57 E - 46 42 57 N / 008 34 17 E - 46 40 20 N / 008 34 39 E - 46 27 27 N / 008 36 29 E - 46 24 42 N / 008 35 19 E - 46 22 31 N / 008 31 30 E - 46 22 13 N / 008 28 02 E - Swiss border - 46 11 02 N / 008 09 49 E - 46 10 19 N / 008 08 18 E - 46 09 49 N / 008 04 48 E - 46 10 16 N / 008 01 34 E - 46 11 38 N / 007 58 43 E - 46 21 11 N / 007 50 26 E - 46 25 25 N / 007 46 47 E - 46 26 49 N / 007 45 34 E - 46 28 55 N / 007 44 51 E - 46 31 08 N / 007 45 22 E - 46 33 13 N / 007 47 11 E	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST40 SAENTIS 47 18 39 N / 009 34 59 E - Swiss border - 47 02 57 N / 009 29 06 E - 47 02 53 N / 009 04 10 E - 47 11 23 N / 009 03 01 E - 47 16 25 N / 009 09 34 E - 47 18 45 N / 009 18 15 E - 47 18 39 N / 009 34 59 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST40Z 47 13 17 N / 008 54 21 E - 47 16 27 N / 008 58 27 E - 47 21 12 N / 009 04 35 E - 47 24 27 N / 009 16 43 E - 47 24 18 N / 009 36 26 E - 47 23 45 N / 009 38 32 E - 47 22 58 N / 009 40 25 E - 47 22 03 N / 009 41 46 E - 47 20 14 N / 009 43 14 E - 47 18 04 N / 009 43 33 E - 47 15 52 N / 009 42 35 E - 47 11 05 N / 009 38 08 E - 47 09 11 N / 009 39 02 E - 47 05 46 N / 009 39 30 E - 47 04 08 N / 009 39 09 E - 47 02 44 N / 009 38 24 E - 46 59 35 N / 009 36 01 E - 46 58 01 N / 009 33 39 E - 46 57 18 N / 009 30 51 E - 46 57 16 N / 009 13 11 E - 46 57 12 N / 009 05 50 E - 46 57 12 N / 009 04 55 E - 46 57 12 N / 009 02 33 E - 46 57 58 N / 008 59 38 E - 46 59 24 N / 008 57 24 E - 47 01 17 N / 008 56 01 E - 47 03 32 N / 008 55 42 E - 47 06 50 N / 008 55 14 E - 47 13 17 N / 008 54 21 E	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST40P SAENTIS - PLUS 47 11 23 N / 009 03 01 E - 47 02 53 N / 009 04 10 E - 47 02 50 N / 008 53 48 E - 47 04 44 N / 008 53 22 E - 47 06 36 N / 008 53 22 E - 47 07 07 N / 008 57 30 E - 47 11 23 N / 009 03 01 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST40PZ 47 09 53 N / 008 46 24 E - 47 11 14 N / 008 48 19 E - 47 12 03 N / 008 50 40 E - 47 12 22 N / 008 53 09 E - 47 13 17 N / 008 54 21 E - 47 16 27 N / 008 58 27 E - 47 17 20 N / 009 03 25 E - 47 16 14 N / 009 08 01 E - 47 13 34 N / 009 11 08 E - 47 08 34 N / 009 11 47 E - 47 04 21 N / 009 12 20 E - 47 02 09 N / 009 12 37 E - 46 59 54 N / 009 11 27 E - 46 58 07 N / 009 09 04 E - 46 57 12 N / 009 05 50 E - 46 57 12 N / 009 04 55 E - 46 57 12 N / 009 02 33 E - 46 57 09 N / 008 56 35 E - 46 57 07 N / 008 52 16 E - 46 57 50 N / 008 49 35 E - 46 59 07 N / 008 47 15 E - 47 01 05 N / 008 45 43 E - 47 03 00 N / 008 45 16 E - 47 04 21 N / 008 45 00 E - 47 07 50 N / 008 45 00 E - 47 09 53 N / 008 46 24 E	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST51 CALANDA 47 02 57 N / 009 29 06 E - Swiss border 46 54 49 N / 009 58 19 E - 46 42 00 N / 010 09 30 E - 46 46 42 N / 009 53 03 E - 46 46 33 N / 009 06 21 E - 47 02 53 N / 009 04 10 E - 47 02 57 N / 009 29 06 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST51Z 47 08 34 N / 009 11 47 E - 47 08 37 N / 009 25 43 E - 47 09 33 N / 009 29 37 E - 47 09 22 N / 009 43 18 E - 47 06 20 N / 009 56 53 E - 47 05 00 N / 009 59 13 E - 47 02 59 N / 010 00 52 E - 47 00 04 N / 010 02 00 E - 46 58 38 N / 010 04 46 E - 46 51 24 N / 010 10 58 E - 46 46 29 N / 010 15 16 E - 46 44 44 N / 010 16 45 E - 46 42 48 N / 010 18 25 E - 46 38 51 N / 010 16 52 E - 46 37 29 N / 010 14 34 E - Swiss border - 46 36 20 N / 010 07 44 E - 46 41 02 N / 009 51 18 E - 46 40 54 N / 009 15 23 E - 46 40 51 N / 009 08 05 E - 46 40 50 N / 009 04 55 E - 46 41 35 N / 009 02 02 E - 46 43 01 N / 008 59 37 E - 46 44 56 N / 008 58 13 E - 46 47 01 N / 008 57 56 E - 46 57 09 N / 008 56 35 E - 47 01 17 N / 008 56 01 E - 47 03 32 N / 008 55 42 E - 47 05 48 N / 008 56 47 E - 47 07 34 N / 008 59 09 E - 47 08 33 N / 009 02 12 E - 47 08 33 N / 009 05 41 E - 47 08 34 N / 009 11 47 E	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST51P CALANDA - PLUS 47 02 53 N / 009 04 10 E - 46 46 33 N / 009 06 21 E - 46 46 29 N / 008 57 26 E - 47 02 50 N / 008 53 48 E - 47 02 53 N / 009 04 10 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST51PZ 47 08 31 N / 008 51 41 E - 47 08 33 N / 009 02 12 E - 47 08 33 N / 009 05 41 E - 47 07 53 N / 009 08 29 E - 47 06 17 N / 009 11 04 E - 47 04 21 N / 009 12 20 E - 47 02 09 N / 009 12 37 E - 46 57 16 N / 009 13 15 E - 46 52 17 N / 009 13 54 E - 46 48 08 N / 009 14 26 E - 46 45 59 N / 009 14 43 E - 46 43 46 N / 009 13 49 E - 46 41 50 N / 009 11 20 E - 46 40 51 N / 009 08 05 E - 46 40 50 N / 009 04 55 E - 46 40 52 N / 008 58 46 E - 46 40 47 N / 008 55 54 E - 46 41 28 N / 008 53 13 E - 46 42 46 N / 008 50 59 E - 46 44 38 N / 008 49 22 E - 46 46 45 N / 008 48 55 E - 46 52 07 N / 008 47 44 E - 46 57 05 N / 008 46 37 E - 47 01 05 N / 008 45 43 E - 47 03 00 N / 008 45 16 E - 47 05 22 N / 008 46 09 E - 47 07 23 N / 008 48 31 E - 47 08 31 N / 008 51 41 E	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST52 BEVERIN 46 42 00 N / 010 09 30 E - 46 37 38 N / 010 13 19 E - Swiss border - 46 30 19 N / 010 02 37 E - 46 30 38 N / 009 08 28 E - 46 46 33 N / 009 06 21 E - 46 46 42 N / 009 53 03 E - 46 42 00 N / 010 09 30 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST52Z 46 52 17 N / 009 13 54 E - 46 52 22 N / 009 54 51 E - 46 46 29 N / 010 15 16 E - 46 44 44 N / 010 16 45 E - 46 42 48 N / 010 18 25 E - 46 38 31 N / 010 22 07 E - 46 34 50 N / 010 20 51 E - 46 32 48 N / 010 18 40 E - Swiss border - 46 25 42 N / 010 08 27 E - 46 24 38 N / 010 04 00 E - 46 24 51 N / 009 27 33 E - Swiss border - 46 24 53 N / 009 16 39 E - 46 24 55 N / 009 10 22 E - 46 24 55 N / 009 08 28 E - 46 24 55 N / 009 07 03 E - 46 25 37 N / 009 04 19 E - 46 26 55 N / 009 02 02 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 40 52 N / 008 58 46 E - 46 44 56 N / 008 58 13 E - 46 47 01 N / 008 57 56 E - 46 49 07 N / 008 58 45 E - 46 50 57 N / 009 00 45 E - 46 52 13 N / 009 04 08 E - 46 52 14 N / 009 07 48 E - 46 52 17 N / 009 13 54 E	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST52P BEVERIN - PLUS 46 46 33 N / 009 06 21 E - 46 30 38 N / 009 08 28 E - 46 30 38 N / 009 00 55 E - 46 46 29 N / 008 57 26 E - 46 46 33 N / 009 06 21 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST52PZ 46 52 13 N / 009 04 08 E - 46 52 14 N / 009 07 48 E - 46 51 34 N / 009 10 34 E - 46 50 06 N / 009 13 02 E - 46 48 08 N / 009 14 26 E - 46 45 59 N / 009 14 43 E - 46 40 54 N / 009 15 23 E - 46 36 18 N / 009 15 58 E - 46 32 21 N / 009 16 28 E - 46 30 37 N / 009 16 42 E - 46 28 49 N / 009 16 17 E - 46 27 27 N / 009 15 30 E - 46 25 52 N / 009 13 12 E - 46 24 55 N / 009 10 22 E - 46 24 55 N / 009 08 28 E - 46 24 55 N / 009 07 03 E - 46 24 57 N / 008 59 16 E - 46 25 43 N / 008 56 29 E - 46 27 05 N / 008 54 15 E - 46 28 53 N / 008 52 54 E - 46 30 40 N / 008 52 30 E - 46 36 21 N / 008 51 15 E - 46 40 45 N / 008 50 16 E - 46 44 38 N / 008 49 22 E - 46 46 45 N / 008 48 55 E - 46 49 13 N / 008 49 56 E - 46 51 04 N / 008 52 13 E - 46 52 10 N / 008 55 28 E - 46 52 13 N / 009 04 08 E	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
LST53 TARASP 46 54 49 N / 009 58 19 E - Swiss border - 46 39 13 N / 010 23 43 E - 46 33 19 N / 010 21 10 E - Swiss border - 46 37 38 N / 010 13 19 E - 46 54 49 N / 009 58 19 E 46 39 13 N / 010 23 43 E - Swiss border - 46 33 19 N / 010 21 10 E - 46 39 13 N / 010 23 43 E	FL 280 / FL 130 FL 160 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST53Z 46 34 57 N / 010 06 00 E - 46 39 05 N / 010 02 23 E - 46 51 53 N / 009 51 11 E - 46 52 40 N / 009 50 29 E - 46 54 33 N / 009 49 52 E - 46 56 32 N / 009 50 15 E - 46 58 28 N / 009 51 42 E - 46 59 28 N / 009 53 29 E - 47 00 31 N / 009 56 07 E - 47 00 43 N / 010 00 17 E - 46 58 29 N / 010 06 48 E - 47 00 29 N / 010 09 07 E - 47 01 42 N / 010 12 56 E - 47 04 08 N / 010 15 49 E - 47 05 46 N / 010 21 42 E - 47 05 41 N / 010 25 09 E - 47 04 47 N / 010 28 10 E - 47 02 33 N / 010 31 40 E - 46 51 25 N / 010 36 42 E - Austria border - 46 51 15 N / 010 28 12 E - Swiss border - 46 34 57 N / 010 06 00 E	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
46 38 01 N / 010 14 06 E - 46 40 57 N / 010 15 22 E - 46 42 45 N / 010 16 40 E - 46 44 16 N / 010 19 02 E - 46 45 07 N / 010 22 09 E - 46 45 01 N / 010 25 54 E - Swiss border - 46 38 01 N / 010 14 06 E	FL 175 / FL 115		For IFR flight planning purposes only
LST61 CORVATSCH 46 30 19 N / 010 02 37 E - Swiss border - 46 30 35 N / 009 21 45 E - 46 30 19 N / 010 02 37 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST61Z 46 36 17 N / 009 18 16 E - 46 36 15 N / 009 24 27 E - 46 35 59 N / 010 04 17 E - 46 35 34 N / 010 05 49 E - Swiss border - 46 26 58 N / 009 15 12 E - 46 28 55 N / 009 13 41 E - 46 31 16 N / 009 13 23 E - 46 33 43 N / 009 14 39 E - 46 36 17 N / 009 18 16 E	FL 295 / FL 115		For IFR flight planning purposes only
LST62 MISOX 46 30 35 N / 009 21 45 E - Swiss border - 46 10 54 N / 009 11 40 E - 46 10 48 N / 009 11 04 E - 46 30 38 N / 009 08 28 E - 46 30 35 N / 009 21 45 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST62Z 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 36 18 N / 009 15 58 E - 46 36 17 N / 009 18 16 E - 46 36 15 N / 009 24 27 E - 46 34 18 N / 009 28 28 E - 46 31 05 N / 009 30 24 E - 46 27 47 N / 009 29 18 E - 46 26 35 N / 009 27 38 E - Swiss border -	FL 295 / FL 115		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
46 07 15 N / 009 04 40 E - 46 08 44 N / 009 03 04 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 33 43 N / 009 01 22 E - 46 35 20 N / 009 03 31 E - 46 36 19 N / 009 06 39 E			
LST62P MISOX - PLUS 46 30 38 N / 009 08 28 E - 46 10 48 N / 009 11 04 E - 46 10 00 N / 009 05 24 E - 46 30 38 N / 009 00 55 E - 46 30 38 N / 009 08 28 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LST62PZ 46 36 20 N / 008 58 40 E - 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 35 36 N / 009 12 50 E - 46 34 12 N / 009 15 02 E - 46 32 21 N / 009 16 28 E - 46 30 37 N / 009 16 42 E - 46 29 39 N / 009 16 53 E - Swiss border - 46 04 19 N / 009 04 42 E - 46 04 23 N / 009 03 59 E - 46 04 36 N / 009 02 08 E - 46 05 27 N / 009 00 27 E - 46 06 07 N / 008 59 10 E - 46 08 04 N / 008 57 30 E - 46 28 53 N / 008 52 54 E - 46 30 40 N / 008 52 30 E - 46 32 59 N / 008 53 10 E - 46 34 59 N / 008 55 21 E - 46 36 20 N / 008 58 40 E	FL 295 / FL 115		For IFR flight planning purposes only
Combined TRAs			
LST900 WEST	LST21 + LST22 + LST23 + LST24 + LST201 + LST202 + LST203 + LST204		
Combined FBZs			
LST900Z	LST21Z + LST22Z + LST23Z + LST24Z + LST201Z + LST202Z + LST203Z + LST204Z		

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of danger	Remarks
1	2	3	4
Cross Border Areas (CBA)			
EUC660 46 30 38 N / 009 08 28 E - 46 30 19 N / 010 02 37 E - Swiss - Italian border - 46 37 38 N / 010 13 19 E - 46 33 02 N / 010 17 44 E - 46 26 52 N / 010 18 02 E - 46 16 20 N / 010 13 33 E - 46 08 00 N / 009 58 00 E - 46 02 33 N / 009 47 45 E - 45 56 30 N / 009 26 35 E - 46 03 00 N / 009 16 00 E - 46 10 48 N / 009 11 04 E - 46 30 38 N / 009 08 28 E	FL 660 / FL 200	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Zurich, Padova and Milano REF: Figure 4. TRA EUC25SH/EUC660 (Cross Border Area) HR: see Note 3 and AIP ITALY
EUC660Z 46 07 15 N / 009 04 40 E - 46 08 44 N / 009 03 04 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 33 43 N / 009 01 22 E - 46 35 20 N / 009 03 31 E - 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 36 18 N / 009 15 58 E - 46 36 17 N / 009 18 16 E - 46 36 15 N / 009 24 27 E - 46 35 59 N / 010 04 17 E - 46 35 34 N / 010 05 49 E - Swiss - Italian border - 46 37 38 N / 010 13 19 E - 46 33 02 N / 010 17 44 E - 46 26 52 N / 010 18 02 E - 46 16 20 N / 010 13 33 E - 46 08 00 N / 009 58 00 E - 46 02 33 N / 009 47 45 E - 45 56 30 N / 009 26 35 E - 46 03 00 N / 009 16 00 E - 46 10 30 N / 009 11 15 E - Swiss - Italian border - 46 07 15 N / 009 04 40 E	FL 660 / FL 185		For IFR flight planning purposes only

Note 1 - AMC manageable HR: H24

Note 2 - MNM FL during lunchtime

(changes by NOTAM)	During period of summer time (REF GEN 2.1.2.)	Outside period of summer time (REF GEN 2.1.2.)
	1005 - 1115	1105 - 1215
	MNM FL 150	MNM FL 150

Note 3 - AMC manageable HR - EUC60/EUC660 (CBA SWIT Switzerland-Italy)

(changes by NOTAM)	During period of summer time (REF GEN 2.1.2.)	Outside period of summer time (REF GEN 2.1.2.)
MON	0800 - 1000	0900 - 1100
TUE - FRI	0630 - 1000	0730 - 1100
MON - FRI	1130 - 1500	1230 - 1600

Figure 1. TRA Low

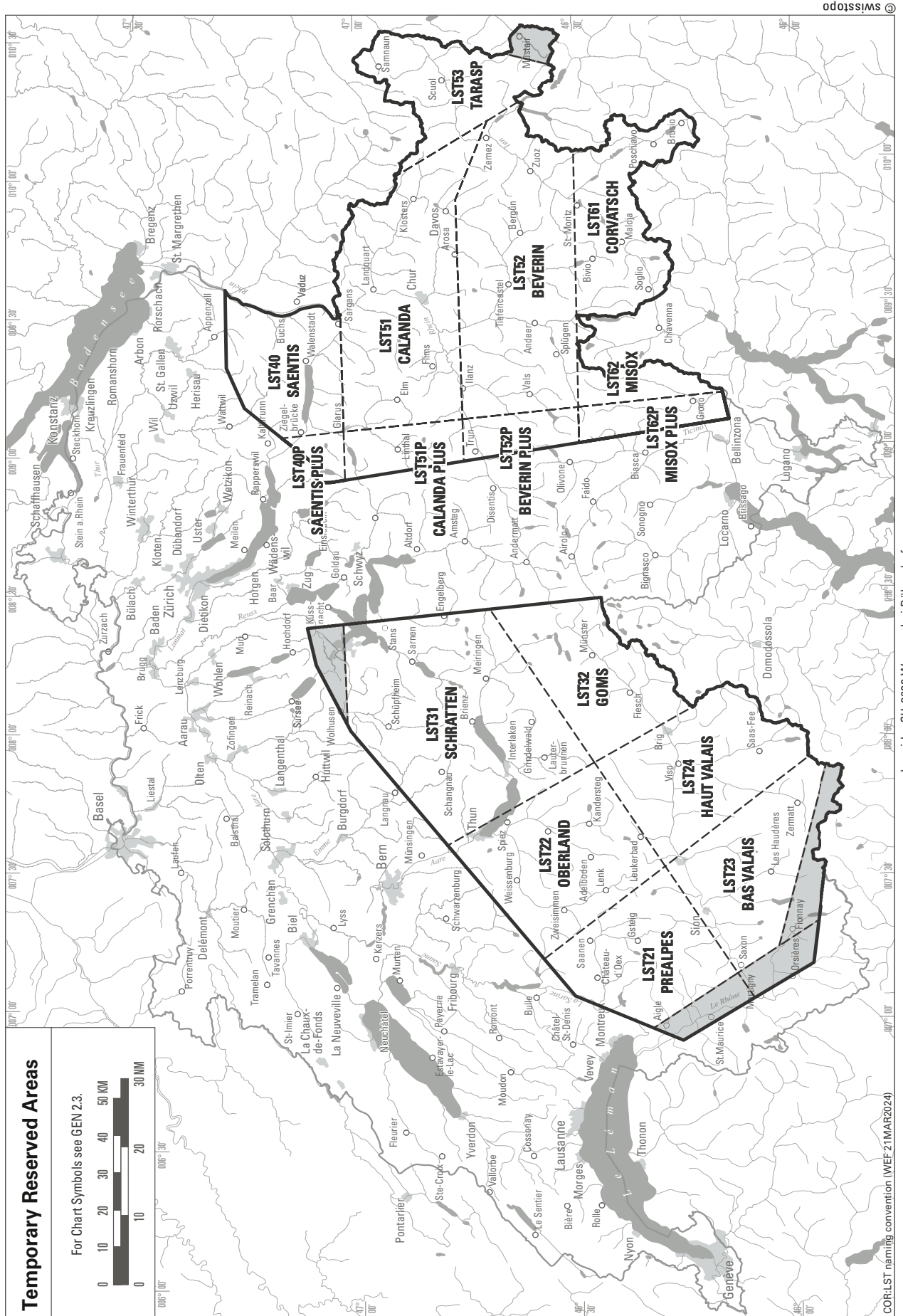


Figure 2. TRA High

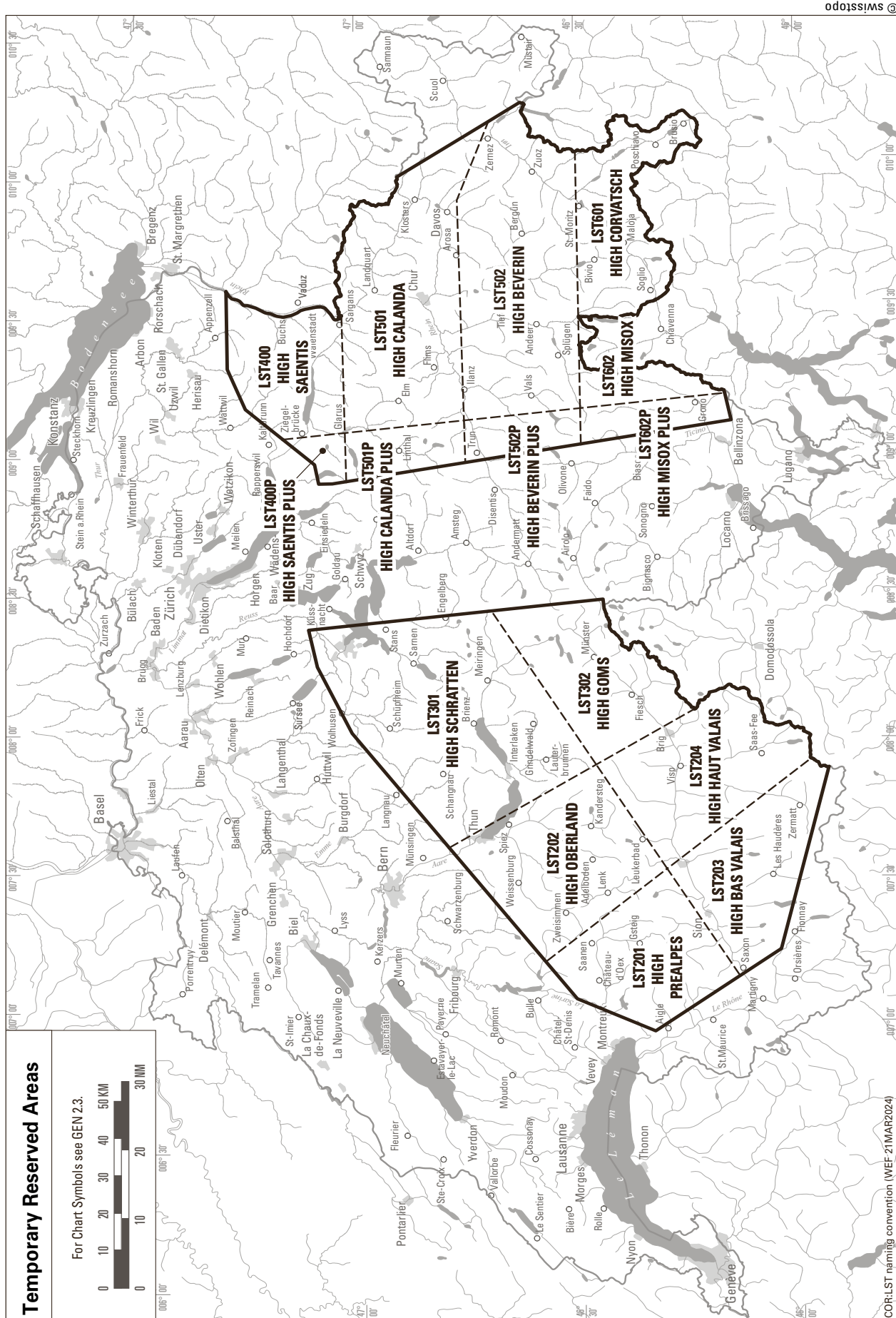
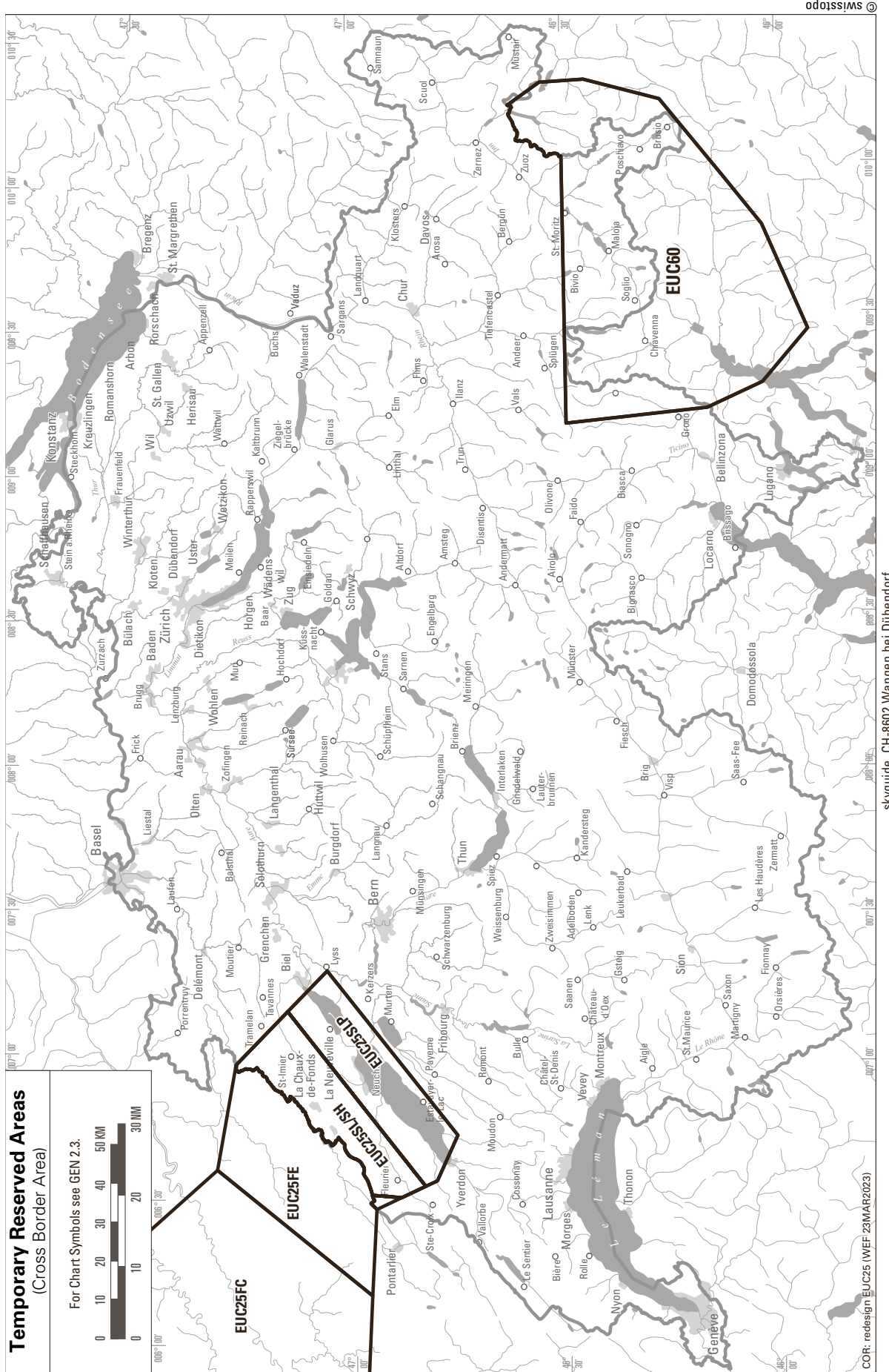


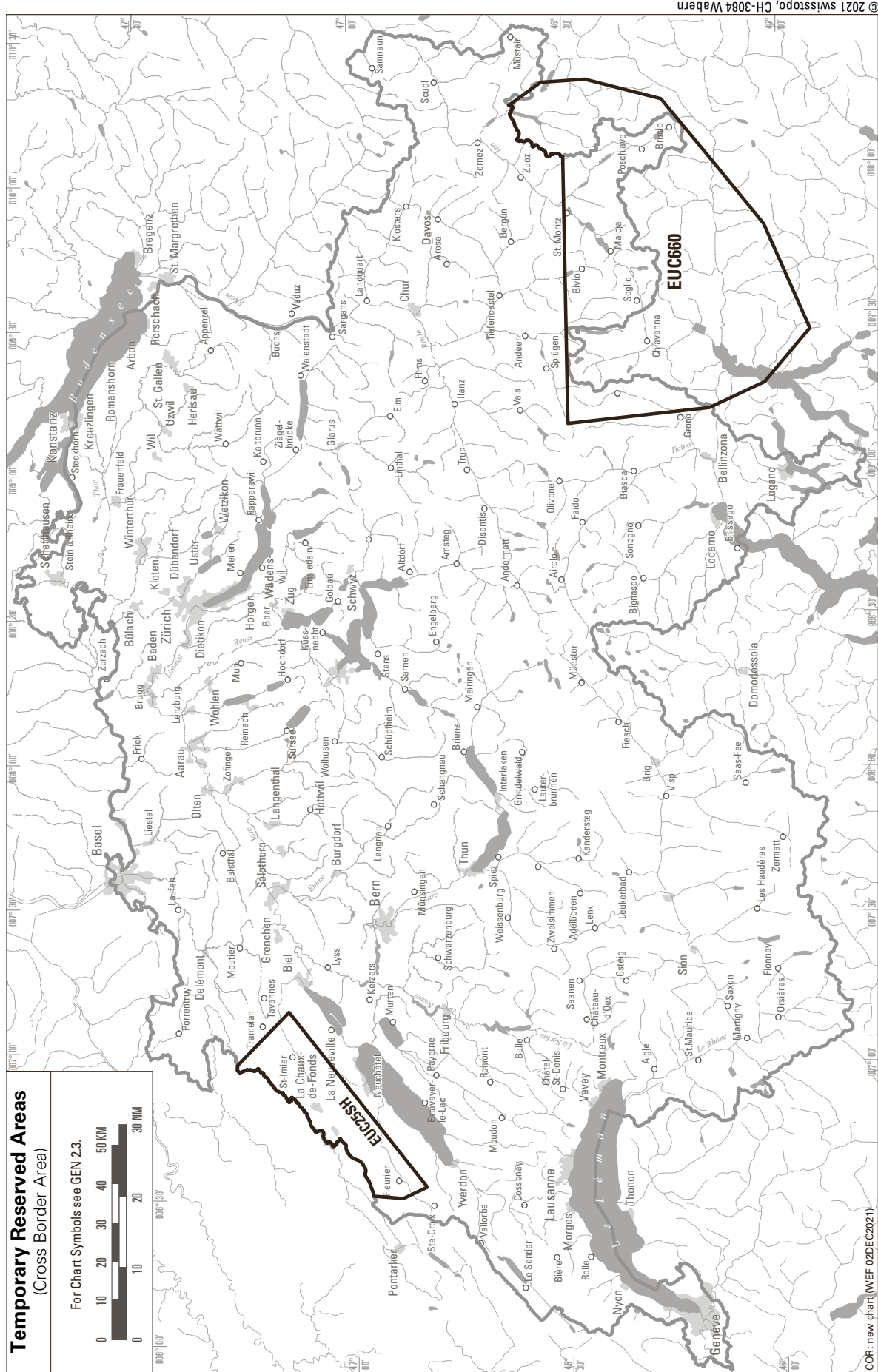
Figure 3. TRA Low (Cross Border Area)



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COR: redesign EUC25 (WFF 23MAR2023)

Figure 4. TRA EUC25SH/EUC660 (Cross Border Area)



ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

1. Other activities of a dangerous nature

1.1 Firings

When a TEMPO danger area affects the traffic in classes C and D airspace, or the APCH area of Les Eplatures, ACFT not able to overfly the area at a safe level will be radar-vectorred around the area. In class C airspace the ATC authority can interrupt the FRNG EXER to permit the passage of these ACFT.

IFR FLT within class C airspace may therefore be planned without regard to TEMPO danger areas.

IFR FLT within class D airspace must expect diversions.

VFR FLT are not co-ordinated with FRNG EXER.

IFR and VFR FLT within other Swiss airspace classes are not co-ordinated with FRNG EXER.

Exception: REF:

Enquiries can be made at the FIC Geneva and Zurich, at the co-ordination office for FRNG and safety of air navigation (KOSIF), as well as at the AIS.

Co-ordination office for FRNG and safety of air navigation:

Postal address:

Post: KOSIF
P.O. Box
8602 Wangen bei Dübendorf
Phone: +41 (0) 44 813 31 10

1.2 Cloud flying procedure

REF: [ENR 5.5](#).

1.3 LSR for Gliders

Three types of restricted areas for gliders are defined:

- LSR for Gliders outside TMA established on a TEMPO basis for glider flying (Art. 26 of the Ordinance on the Rules of the Air [VRV-L, SR 748.121.11]).
- LSR for Gliders within TMA with activation and deactivation procedures subject to local agreements between the ATS authority and airspace users.
- LSR for Gliders within CTR with activation and deactivation procedures 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.

REF: [ENR 5.5](#).

1.5 Glider areas (over French delegated territory)

REF: [ENR 5.5](#) § 9

2. Other potential hazards

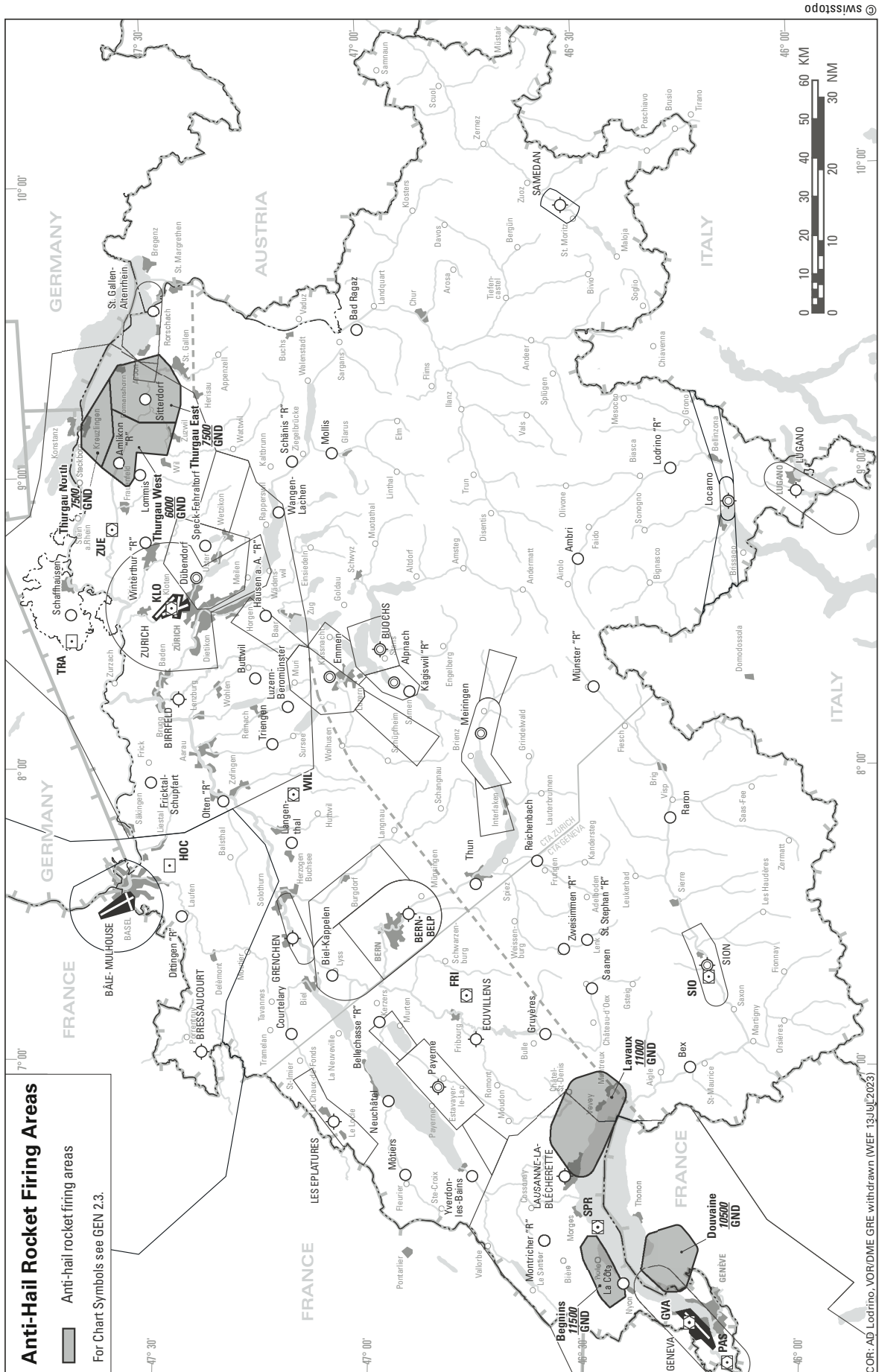
2.1 Anti-hail rocket firings

Anti-GR rocket FRNG may constitute a hazard to air navigation. Air traffic in controlled airspace will be informed about ACT anti-GR rocket FRNG areas.

See also [Figure 1](#).

- Anti-GR rocket FRNG can be ACT at short notice.
- No information about anti-GR rocket FRNG is published by DABS.
- Information about ACT anti-GR rocket FRNG areas can be obtained from FIC GENEVA on 126.350 MHz (for shootings within CTA GENEVA) or FIC ZURICH on 124.700 MHz (for shootings within CTA ZURICH).

Figure 1. Anti-hail rocket firing areas



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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. Glider flying

Following types of LSR for gliders are defined:

- LSR for gliders located outside TMA;
- LSR for gliders located within TMA.
- LSR for gliders located within CTR.

Apart from the localization of these LSR 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 LSR 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 LSR 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 LSR for gliders. They should note the special rules given to glider flights (glider operations closer to clouds).

1.2 LSR for gliders within TMA

Areas of defined dimensions, within airspace class C and D. Once activated, the airspace class within these LSR 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 LSR 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 LSR 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 LSR 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 LSR 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.

5. Special frequencies for glider flying

- **122.305 / 123.580** MHz REGION NORD
 - N of a line: Augst - Route nat. N2 - Lucerne - Rapperswil (dam) - Altenrhein.
- **122.480 / 123.680** MHz REGION ALPES
 - S of a line: Montreux - Thoune (incl.) - Lucerne - Route nat. N2 - Augst.
- **121.130 / 125.030** MHz REGION OUEST
 - W of a line: Montreux - Thoune (excl.) - Lucerne - Route nat. N2 - Augst.
- **122.955** MHz School ACT in all 3 regions.

Only the following radio communications are admitted on these frequencies:

- radio tests
- position messages
- meteorological messages
- exchange of messages between pilot and accompanying vehicle, and
- between pilot and instructor.

Languages used: Fr, Ge, Swiss-German idiom and It.

The flight radio telephony operator's licence is not required for these radio communications.

6. Powered gliders

For **powered gliders with engine running**, the Rules of the Air for powered ACFT are applicable; for powered gliders with the engine stopped, the Rules of the Air for gliders are applicable.

7. Minimum equipment for gliders

REF: VFR Manual

8. List of restricted areas for gliders

8.1 LSR for gliders outside TMA

**LSR FOR GLIDERS OUTSIDE TMA
(TEMPORARY RESTRICTED AREAS ACT 01 MAR - 31 OCT)**

Rules of Airspace E apply.

According to art. 26 of the Ordinance on the Rules of the AIR (SR 748.121.11), reduced distances to clouds are admitted to gliders as follows:

- vertical distance to clouds: 50 m
- horizontal distance to clouds: 100 m

ACT from 01 MAR - 31 OCT SR - SS (exceptions: see RMK for each LSR for gliders outside TMA and NOTAMS)

* REF Glider Chart 1:300'000 Switzerland

NO IFR Traffic allowed in these LSR

A VFR entry into this type of LSR is approved for all airspace users;

one shall take notice of gliders operating closer to clouds

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR20 GRUYERES 46 43 56 N / 007 19 15 E - 46 42 25 N / 007 23 36 E - 46 39 35 N / 007 23 53 E - 46 29 11 N / 007 14 55 E - 46 26 43 N / 007 00 46 E - 46 34 07 N / 007 01 16 E - 46 43 56 N / 007 19 15 E	FL 090 (2750 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)
LSR21 UNTERWALLIS N 46 15 29 N / 006 51 18 E - ALONG SWISS-FRENCH BORDER - 46 22 40 N / 006 48 17 E - 46 20 49 N / 006 52 44 E - 46 21 04 N / 006 53 11 E - 46 21 16 N / 006 53 38 E - 46 21 53 N / 006 55 15 E - 46 23 12 N / 006 55 46 E - 46 24 19 N / 006 56 07 E - 46 26 07 E / 006 55 49 E - 46 26 46 N / 006 54 59 E - 46 27 26 N / 006 54 28 E - 46 27 52 N / 006 54 13 E - 46 28 16 N / 006 53 56 E - 46 28 32 N / 006 53 21 E - 46 34 07 N / 007 01 16 E - 46 26 43 N / 007 00 46 E - 46 20 58 N / 006 57 12 E - 46 17 08 N / 006 54 50 E - 46 16 52 N / 006 54 17 E - 46 15 27 N / 006 51 19 E - 46 15 29 N / 006 51 18 E	FL 080 (2450 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR43 CHURFIRSTEN E 47 21 07 N / 009 36 21 E - ALONG SWISS-AUSTRIAN, LIECHTENSTEIN- AUSTRIAN AND LIECHTENSTEIN-SWISS BORDER - 47 02 57 N / 009 29 04 E - 47 02 55 N / 009 12 03 E - 47 14 22 N / 009 10 08 E - 47 18 34 N / 009 18 51 E - 47 20 58 N / 009 23 56 E - 47 21 07 N / 009 36 21 E	FL 100 (3050 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas)
LSR44 OBERALP 46 34 52 N / 008 36 26 E - 46 38 15 N / 008 38 43 E - 46 45 18 N / 008 42 05 E - 46 48 42 N / 009 01 38 E - 46 46 32 N / 009 01 49 E - 46 30 37 N / 009 04 02 E - 46 21 25 N / 009 05 16 E - 46 21 18 N / 009 02 28 E - 46 23 03 N / 009 02 08 E - 46 23 58 N / 009 01 35 E - 46 26 14 N / 008 59 00 E - 46 26 41 N / 008 58 18 E - 46 27 02 N / 008 57 22 E - 46 27 10 N / 008 57 01 E - 46 27 23 E / 008 56 12 E - 46 27 30 N / 008 55 13 E - 46 27 30 N / 008 54 03 E - 46 30 29 N / 008 50 24 E - 46 34 52 N / 008 36 26 E	FL 105 (3200 m) / 2000 ft AGL (600 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT TEMP available: MIL ON, 01 MAR - 31 OCT Activation required by Chief Flight Operations Locarno Phone: +41 (0) 58 481 24 68 Request for clearance TIL 0830 (0730) Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas) MIL OFF: upper limit FL 130 (3950 m) lower limit 2000 ft AGL (600 m)
LSR54 CALANDA 47 02 57 N / 009 29 04 E - ALONG LIECHTENSTEIN-SWISS AND SWISS-AUSTRIAN BORDER - 46 50 38 N / 010 06 58 E - 46 47 41 N / 010 09 40 E - 46 46 08 N / 010 06 17 E - 46 41 13 N / 009 57 46 E - 46 39 09 N / 009 21 29 E - 46 28 01 N / 009 24 34 E - ALONG SWISS-ITALIAN BORDER - 46 30 34 N / 009 21 44 E - 46 30 37 N / 009 04 02 E - 46 46 32 N / 009 01 49 E - 46 48 42 N / 009 01 38 E - 47 02 49 N / 009 00 27 E - 47 02 55 N / 009 12 03 E - 47 02 57 N / 009 29 04 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT Other defined airspace excluded (e.g. CTRs, TMAs, P/R/D areas) MIL OFF: upper limit FL 150 (4550 m) or 15000 ft AMSL based on LSZS QNH whichever is lower

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

8.2 Restricted areas for gliders within TMA

LSR FOR GLIDERS WITHIN TMA

Airspace class within these LSR for gliders within TMA changes to E when active.
Standard distances to clouds apply:

- vertically: 300 m
- horizontally: 1500 m

NO IFR Traffic allowed in these LSR for gliders

Other VFR TFC into this type of LSR for gliders is allowed with approval from the designated ATS unit

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR69T SCHAFFHAUSEN EAST	47 46 55 N 008 52 12 E - 47 43 59 N 008 52 49 E - 47 44 17 N 008 47 06 E - 47 42 33 N 008 37 55 E - 47 46 25 N 008 35 29 E - 47 46 55 N 008 52 12 E	6500 (2000) ----- 5500 (1700)	Phone: +41 (0) 43 931 69 61	Approval request by head of aerodrome Schaffhausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich 124.700 MHz. Activation times available on Glider-Info on 120.880 MHz. Keep a listening watch on glider FREQ 122.305 MHz.
LSR70T SCHAFFHAUSEN WEST	47 46 25 N 008 35 29 E - 47 42 33 N 008 37 55 E - 47 42 04 N 008 34 05 E - 47 41 57 N 008 31 01 E - 47 46 11 N 008 28 21 E - 47 46 25 N 008 35 29 E	6500 (2000) or 5500 (1700) ----- 4500 (1350)	Phone: +41 (0) 43 931 69 61	
LSR71T SCHAFFHAUSEN SOUTH	47 42 33 N 008 37 55 E - 47 41 35 N 008 38 31 E - 47 40 39 N 008 32 09 E - 47 40 44 N 008 31 48 E - 47 41 57 N 008 31 01 E - 47 42 04 N 008 34 05 E - 47 42 33 N 008 37 55 E 47 40 39 N 008 32 09 E - 47 41 35 N 008 38 31 E - 47 40 31 N 008 34 56 E - 47 40 18 N 008 32 04 E - 47 40 44 N 008 31 48 E - 47 40 39 N 008 32 09 E	5500 (1700) ----- 4500 (1350) 5500 (1700) ----- 3000 (900)	Phone: + 41 (0) 43 931 69 61	
LSR72T BOHLHOF	47 39 01 N 008 20 13 E - 47 40 45 N 008 20 15 E - 47 41 20 N 008 25 51 E - 47 39 03 N 008 25 49 E - Arc of circle centred on - 47 39 02 N 008 23 01 E - Radius 1.89 NM, clockwise 47 39 01 N 008 20 13 E	3500 (1050) ----- 3000 (900)		
				Available from: SR-SS

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR73T WINTERTHUR WEST	47 32 38 N 008 55 12 E - 47 30 21 N 008 54 35 E - 47 31 01 N 008 49 52 E - 47 30 58 N 008 48 29 E - 47 32 19 N 008 47 50 E - 47 34 20 N 008 51 35 E - 47 32 38 N 008 55 12 E	5500 (1700) ----- 4500 (1350)		Approval request by head of aerodrome Winterthur with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich 124.700 MHz. Activation times available on Glider-Info on 120.880 MHz. Keep a listening watch on glider FREQ 122.305 MHz.
LSR74T WINTERTHUR EAST	47 32 17 N 009 00 00 E - 47 29 32 N 009 00 19 E - 47 30 21 N 008 54 35 E - 47 32 38 N 008 55 12 E - 47 32 17 N 009 00 00 E 47 31 55 N 009 04 54 E - 47 28 56 N 009 04 24 E - 47 29 32 N 009 00 19 E - 47 32 17 N 009 00 00 E - 47 31 55 N 009 04 54 E	6500 (2000) or 5500 (1700) ----- 4500 (1350) 6500 (2000) ----- 5500 (1700)		
LSR75T DITTINGEN WEST	47 25 56 N 007 23 04 E - 47 24 45 N 007 22 49 E - 47 25 27 N 007 15 16 E - Swiss border line - 47 25 56 N 007 23 04 E 47 27 30 N 007 25 41 E - 47 27 39 N 007 29 21 E - Arc of circle 1.35 NM radius clockwise centred on 47 26 18 N 007 29 28 E - 47 26 48 N 007 31 19 E - 47 26 06 N 007 31 44 E - 47 23 43 N 007 32 32 E - 47 24 45 N 007 22 49 E - 47 25 56 N 007 23 04 E - Swiss border line - 47 27 30 N 007 25 41 E	5000 (1525) ----- 3000 (900) 5000 (1525) ----- 1000 AGL (300)		Exclusive usage from aerodrome Dittingen.
LSR76T DITTINGEN EAST	47 26 06 N 007 31 44 E - 47 27 00 N 007 39 00 E - 47 28 58 N 007 44 25 E - 47 25 52 N 007 46 41 E - 47 23 00 N 007 39 30 E - 47 23 43 N 007 32 32 E - 47 26 06 N 007 31 44 E	5000 (1525) ----- 1000 AGL (300)		
LSR77T ALBIS	47 19 53 N 008 33 14 E - 47 15 25 N 008 36 18 E - 47 13 56 N 008 25 55 E - 47 18 11 N 008 22 40 E - 47 19 53 N 008 33 14 E	7500 (2300) or 6500 (2000) ----- 5500 (1700)		Activation only when Zurich TMA 14/15 is not active. Approval request by head of aerodrome Hausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich 124.700 MHz. Activation times available on Glider-Info on 120.880 MHz. Keep a listening watch on glider FREQ 122.305 MHz.

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR78T BACHTEL WEST	47 20 51 N 008 48 55 E - 47 16 22 N 008 46 47 E - 47 16 35 N 008 44 29 E - 47 15 25 N 008 36 18 E - 47 19 53 N 008 33 14 E - 47 20 33 N 008 41 00 E - 47 20 51 N 008 48 55 E	7500 (2300) or 6500 (2000) ----- 5500 (1700)		Activation only when Zurich TMA 14/15 is not active. Approval request by head of aerodrome Speck-Fehraltorf with TWR Zurich; Phone: +41 (0) 43 931 69 61
LSR79T BACHTEL EAST	47 15 37 N 008 55 04 E - 47 16 22 N 008 46 47 E - 47 20 51 N 008 48 55 E - 47 21 08 N 008 56 38 E - 47 15 37 N 008 55 04 E 47 20 49 N 009 04 52 E - 47 16 24 N 009 02 44 E - 47 15 19 N 008 58 21 E - 47 15 37 N 008 55 04 E - 47 21 08 N 008 56 38 E - 47 20 49 N 009 04 52 E	7500 (2300) or 6500 (2000) ----- 5500 (1700) 7500 (2300) ----- 6500 (2000)		or exceptionally by pilot in flight with FIC Zurich 124.700 MHz. Activation times available on Glider-Info on 120.880 MHz. Keep a listening watch on glider FREQ 122.305 MHz.
LSR80T VALLORBE	46 38 23 N 006 12 37 E - 46 41 00 N 006 16 30 E - 46 46 04 N 006 26 24 E - 46 44 00 N 006 33 26 E - 46 34 23 N 006 19 35 E - 46 38 23 N 006 12 37 E	FL 95 (2900) ----- FL 75 (2300) above FL 95 (2900)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise ALPS RADAR 119.175 MHz and continuous listening watch on FREQ 125.030 MHz. Clearance by ALPS RADAR 119.175 MHz required. If sector activated, continuous listening watch on FREQ 119.175 MHz.
LSR81T LE BRASSUS	46 34 34 N 006 06 39 E - 46 38 23 N 006 12 37 E - 46 34 23 N 006 19 35 E - 46 24 40 N 006 05 17 E - Swiss border - 46 34 34 N 006 06 39 E	FL 85 (2900) ----- FL 75 (2300) above FL 85 (2600)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise ALPS RADAR 119.175 MHz and continuous listening watch on FREQ 125.030 MHz. Clearance by ALPS RADAR 119.175 MHz required. If sector activated, continuous listening watch on FREQ 119.175 MHz.

8.3 Restricted areas for gliders within CTR

LSR FOR GLIDERS WITHIN CTR

No airspace class.
MIN Visibility 5 km.

Following distances to clouds apply:

- vertically: 300 m
- horizontally: 1500 m

NO IFR Traffic allowed in these LSR

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

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR82 LAENGENBERG	46 52 01 N 007 23 50 E - Arc of circle 5.02 NM centred on 46 55 09 N 007 29 32 E - anticlockwise - 46 50 08 N 007 29 20 E - 46 53 12 N 007 29 44 E - 46 54 37 N 007 28 14 E - 46 55 08 N 007 27 07 E - 46 55 13 N 007 26 43 E - 46 55 14 N 007 25 46 E - 46 54 08 N 007 21 20 E - 46 52 01 N 007 23 50 E	5500 (1700) ----- GND	Authorisation for activation required (Bern ATC).	ACT: Broadcasted on ATIS Bern. Transponder Mode S required. FREQ for LSR82; 123.405 MHz listening watch required. HEMS Flights: blind calls on 123.405 MHz. (not via TWR) HEMS Flights in active Restricted Areas: REF ENR 5.1 §1.1
LSR83 GRENCHE	47 10 47 N 007 26 38 E - 47 11 08 N 007 26 24 E - 47 11 00 N 007 25 34 E - 47 10 26 N 007 23 43 E - 47 09 49 N 007 24 08 E - 47 09 46 N 007 24 25 E - 47 09 46 N 007 24 30 E - 47 09 46 N 007 24 35 E - 47 09 47 N 007 24 39 E - 47 09 48 N 007 24 44 E - 47 09 50 N 007 24 48 E - 47 09 53 N 007 24 51 E - 47 09 55 N 007 24 54 E - 47 09 58 N 007 24 56 E - 47 10 02 N 007 24 57 E - 47 10 17 N 007 25 00 E - 47 10 47 N 007 26 38 E	4500 (1350) ----- GND	Authorisation for activation required (Grenchen TWR).	ACT: Broadcasted on ATIS Grenchen FREQ for LSR83; 127.580 MHz listening watch required.

Figure 1. RESTRICTED AREAS FOR GLIDERS WITHIN TMA

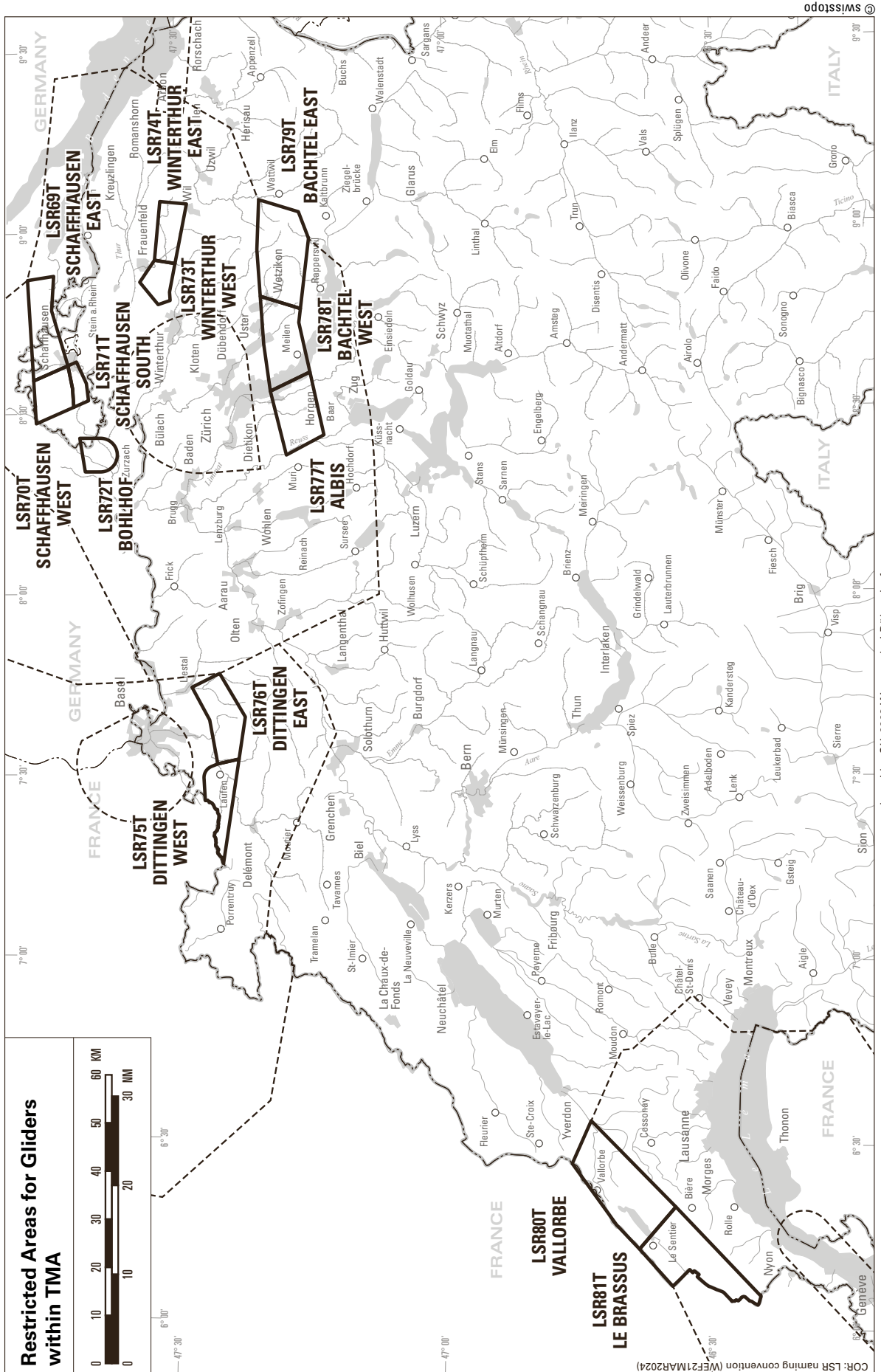
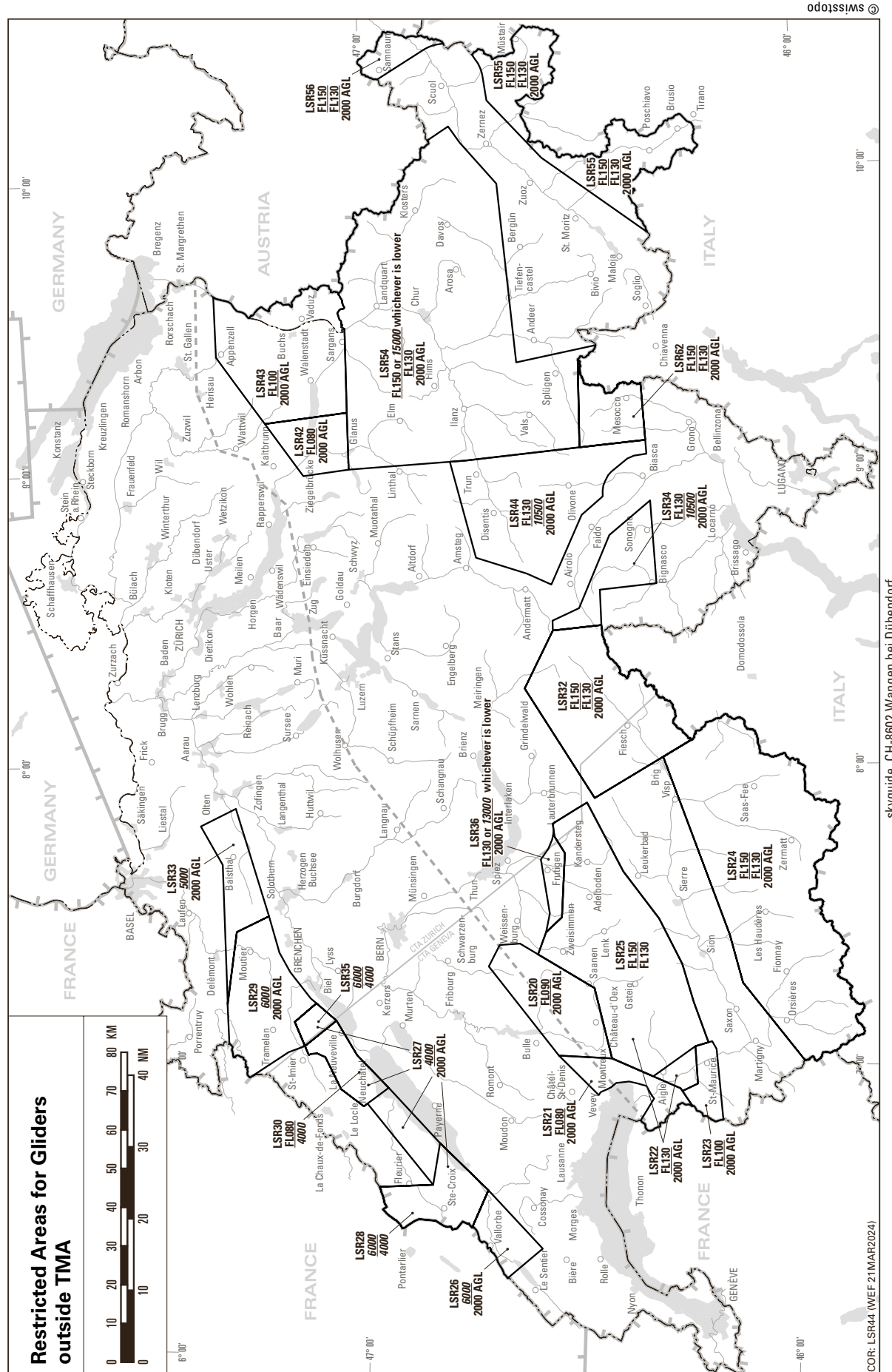


Figure 2. RESTRICTED AREAS FOR GLIDERS OUTSIDE TMA



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COR: LSR44 (WEF 21MAR2024)

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

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

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

For free balloon flights

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

10.2 Radio communication

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

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

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

10.3 Frequencies

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

10.4 ATC instructions

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

The instructions of ATC are mandatory.

10.5 SSR-transponder

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

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

It shall be switched on upon instruction by ATC.

10.6 Ascents in ground fog conditions

See [ENR-1.8](#), § 2.

10.7 Flights by night

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

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

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

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

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

10.8 Flights crossing the national border

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

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

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

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

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

11. Mountain flying

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

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

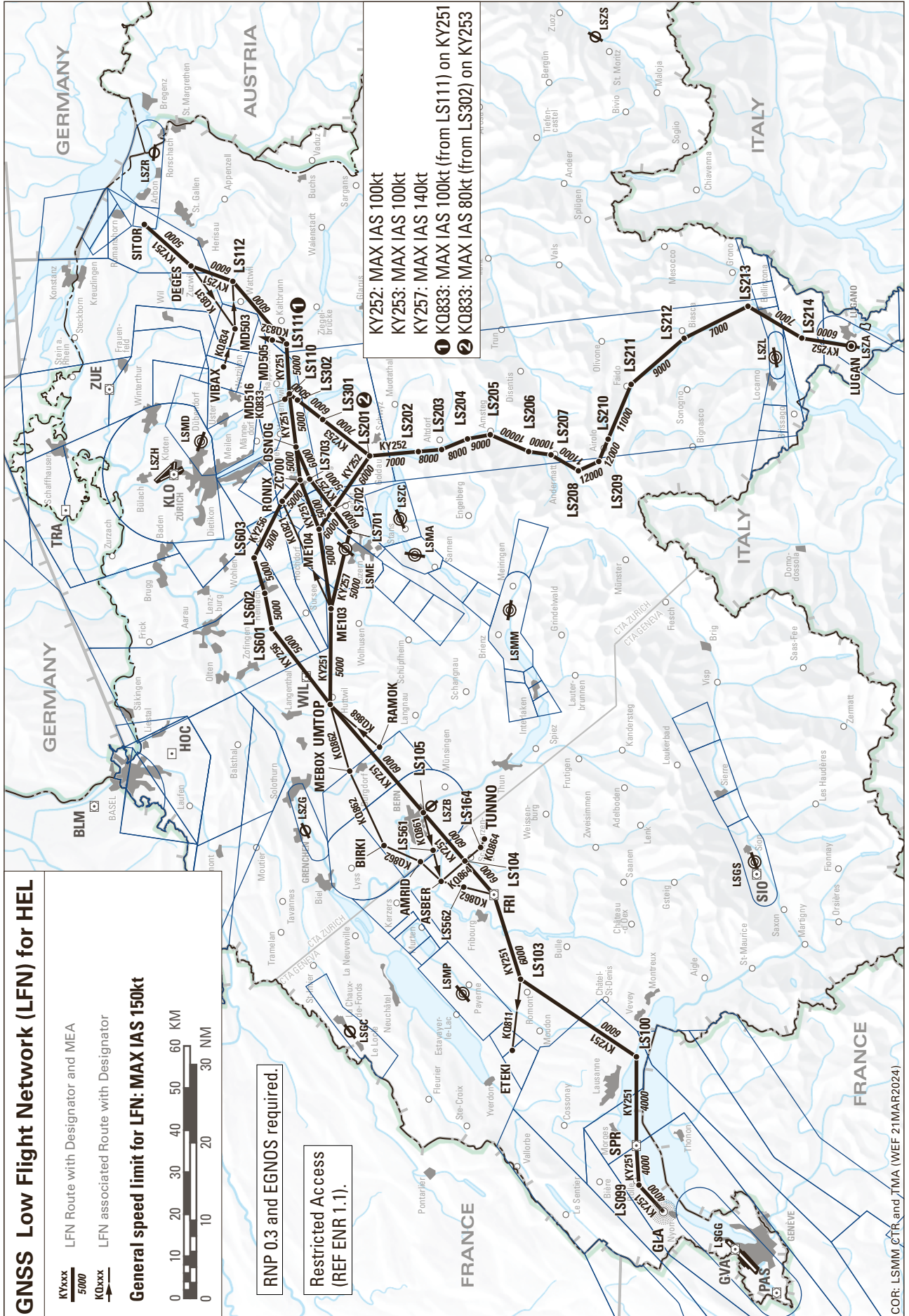
The following main routes are recommended for overflight in good weather conditions:

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

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

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

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1.1.1.3.1 STANDARD INSTRUMENT NON RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 5)

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
ARBOS 8N PDG 5.4% to 1600ft	Climb on R044 GVA. When passing 7000ft but not before D8 GVA, turn left. Establish TR014 to intercept R329 SPR. Proceed via LEGVO to ARBOS.	INITIAL CLIMB CLEARANCE FL090. Cross D9.5 GVA at 4000ft or above, D26 SPR at FL200 or above.	When instructed, contact GENEVA DEP 119.530.	
BALSI 9N PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. Proceed on R049 CBY to intercept R180 PAS. Proceed via RUMIL, LINNA, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross D10 PAS at FL100 or above, RUMIL at FL120 or above, LINNA at FL190 or above, BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530.	
CHAMBERY 1N (CBY 1N) PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.
CHAMBERY 1P (CBY 1P) PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS. When passing PAS, continue on R209 PAS. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080. Cross PAS at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.
DEPUL 4P PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS. When passing PAS, intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.	
DEPUL 4T PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn left to PAS. When passing PAS, intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.	
MEDAM 5N/P/Q PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. At GG604, turn left. Establish TR181 to intercept R141 PAS. Proceed via ESAPI, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	
PASSEIRY 5P (PAS 5P) PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	
ROCCA 5N/P/Q PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. At GG604, turn left. Establish TR181 to intercept R131 PAS. Proceed via GG605, ODIKI to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST or overflying Italy planned below FL200 (G32).
SAINT-PREX 5N (SPR 5N) PDG 5.4% to 1600ft	Climb on R044 GVA. Proceed to SPR.	INITIAL CLIMB CLEARANCE FL090. Cross SPR at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	See notes below

Note 1: Traffic planned on N871, proceed via SPR to SOSAL; cross SPR at FL100 or above.

Note 2: Traffic planned on G5 (MAX FL090), proceed via SPR to FRI.

Note 3: Traffic destination LFSB:

- outside MIL OPERATING HOURS: after SPR expect route Y51 to BALIR, cross LORBU at FL110 or above.

Note 4: Traffic destination LSGC:

- outside MIL OPERATING HOURS: After SPR expect route Y51 to PALLU, cross LORBU at FL110 or above

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
SIROD 7N PDG 5.4% to 1600ft	Climb on R044 GVA. When passing <i>7000ft</i> but not before D8 GVA, turn left. Establish TR356 to intercept R129 DJL. Proceed via KOVIM to SIROD.	INITIAL CLIMB CLEARANCE FL090. Cross D9.5 GVA at <i>4000ft</i> or above.	When instructed, contact GENEVA DEP 119.530.	See notes below

FPL via DJL:

Proceed via A1/UH10 to DJL, if CLR FL200 or above, cross D30 at DJL FL200 or above.

FPL via OBURO:

Proceed via Z124/UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF TRA 24 activity; expect routing via A1/UH10 to DJL).

1.1.1.4 SID RWY 22 - NON RNAV

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Close-in obstacles: Trees and poles each side of RCL up to 170 ft above DER ELEV.
- The SIDs are MNM noise routes.
- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref [LSGG AD 2.13](#)).

1.1.1.4.1 STANDARD INSTRUMENT NON RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 7)

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
BALSI 7A PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn left to intercept R180 PAS. Proceed via RUMIL, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross D10 PAS at FL100 or above, RUMIL at FL120 or above, D22 PAS at FL150 or above, BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530.		
CHAMBERY 1A (CBY 1A) PDG 4.9% to 3800ft	Climb on R224 GVA. At D8 GVA (PAS), turn left to intercept R209 PAS. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.	
DEPUL 4A PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn right to intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.		
DIPIR 6A PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn right to intercept R329 PAS (R149 DJL). Proceed via KELUK to DIPIR.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	See notes below	

FPL via DJL:

Proceed via B37 to DJL, if CLR FL200 or above, cross IBABA at FL200 or above.

FPL via ARBOS:

Proceed via V25 to ARBOS, cross LERDU at FL200 or above.

FPL via OBURO:

Proceed via B37 to IBABA, then UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF TRA 24 activity; expect routing via B37 to DJL).

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
KONIL 6A PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn right to intercept QDM 040 GLA. Proceed via DEREM to GLA. When passing GLA, continue on QDR 041 GLA. Proceed to KONIL.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	See notes below	

Note 1: Traffic planned on N871, proceed:

- Z63 (KONIL SOSAL, FL100 or above), or on ATC request
- ALTN RTE Z62 (DEREM NAMEL TINAM, cross NAMEL at 9200ft or above).

Note 2: Traffic planned on G5 (MAX FL090), proceed on R247 FRI to FRI.

Note 3: Traffic destination LFSB:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to BALIR, cross LORBU at FL110 or above.

Note 4: Traffic destination LSGC:

- outside MIL OPERATING HOURS: After KONIL expect route Y51 to PALLU, cross LORBU at FL110 or above.

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
KONIL 6C PDG 4.9% to 1900ft MNM climb gradient 11.5% to 4000ft to remain inside controlled airspace.	Climb on R224 GVA. When passing 1900ft but not before D3 GVA (D4.7 INBD PAS), turn right (MNM bank angle 25°, MAX IAS 190 kt until established on QDM 040 GLA), establish TR 030 to intercept QDM 040 GLA. Proceed via DEREM to GLA. When passing GLA, continue on QDR 041 GLA. Proceed to KONIL.	INITIAL CLIMB CLEARANCE FLO90. Cross GLA at 4000ft or above, D18.0 GVA at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	Not AVBL to Jet ACFT with noise classification I, II and III, in accordance with AIP GEN 4.1 App A. See notes below

Note 1: Traffic planned on N871, proceed:

- Z63 (KONIL SOSAL, FL100 or above), or on ATC request
- ALTN RTE Z62 (DEREM NAMEL TINAM, cross DEREM at 7000ft or above, NAMEL at 9200ft or above).

Note 2: Traffic planned on G5 (MAX FL090), proceed on R247 FRI to FRI.

Note 3: Traffic destination LFSB:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to BALIR, cross LORBU at FL110 or above.

Note 4: Traffic destination LSGC:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to PALLU, cross LORBU at FL110 or above.

Note 5: Caution! High terrain North of AD. Do not fly North of QDM 040 GLA.

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
KONIL 4D PDG 4.9% to 1900ft MNM climb gradient 11.5% to 4000ft to remain inside controlled airspace.	Climb on R224 GVA. When passing 1900ft but not before D3 GVA (D4.7 INBD PAS), turn right (MNM bank angle 25°, MAX IAS 190 kt until established on QDM 040 GLA), establish TR 030 to intercept QDM 040 GLA. Proceed via DEREM to GLA. When passing GLA, continue on QDR 041 GLA. Proceed to KONIL.	INITIAL CLIMB CLEARANCE 7000ft. Cross GLA at 4000ft or above, D18.0 GVA at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	Not AVBL to Jet ACFT with noise classification I, II and III, in accordance with AIP GEN 4.1 App A. See notes below

Note 1: Traffic planned on N871, proceed:

- Z63 (KONIL SOSAL, FL100 or above), or on ATC request
- ALTN RTE Z62 (DEREM NAMEL TINAM, cross NAMEL at 9200ft or above).

Note 2: Traffic planned on G5 (MAX FL090), proceed on R247 FRI to FRI.

Note 3: Traffic destination LFSB:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to BALIR, cross LORBU at FL110 or above.

Note 4: Traffic destination LSGC:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to PALLU, cross LORBU at FL110 or above.

Note 5: Caution! High terrain North of AD. Do not fly North of QDM 040 GLA.

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
MEDAM 5A/B/C PDG 6.3% to 5400ft MNM climb gradient 8.0% to FL100 to remain inside controlled airspace.	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn left to intercept R141 PAS. Proceed via ESAPI, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FLO90. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	
ROCCA 5A/B/C PDG 6.3% to 5400ft MNM climb gradient 8.0% to FL100 to remain inside controlled airspace.	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn left to intercept R131 PAS. Proceed via ODIKI to ROCCA.	INITIAL CLIMB CLEARANCE FLO90. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	Note: Only for TFC DEST or overflying Italy planned below FL200 (G32).

AREA CHART - ICAO

ROUTING AFTER SID SIROD / DIPIR DEPARTURES

GENEVA - LSGG

DEFINITION OF ROUTINGS

Caution: RNAV EQPT compulsory for flights planned at or above FL100.

After DIPIR DEP:

FPL via DJL:

- proceed via B37 to DJL, if CLR FL200 or above, cross IBABA at FL200 or above.

FPL via ARBOS:

- proceed via V25 to ARBOS, cross LERDU at FL200 or above.

FPL via OBURO:

- proceed via B37 to IBABA then UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF TRA 24 activity; expect routing via B37 to DJL).

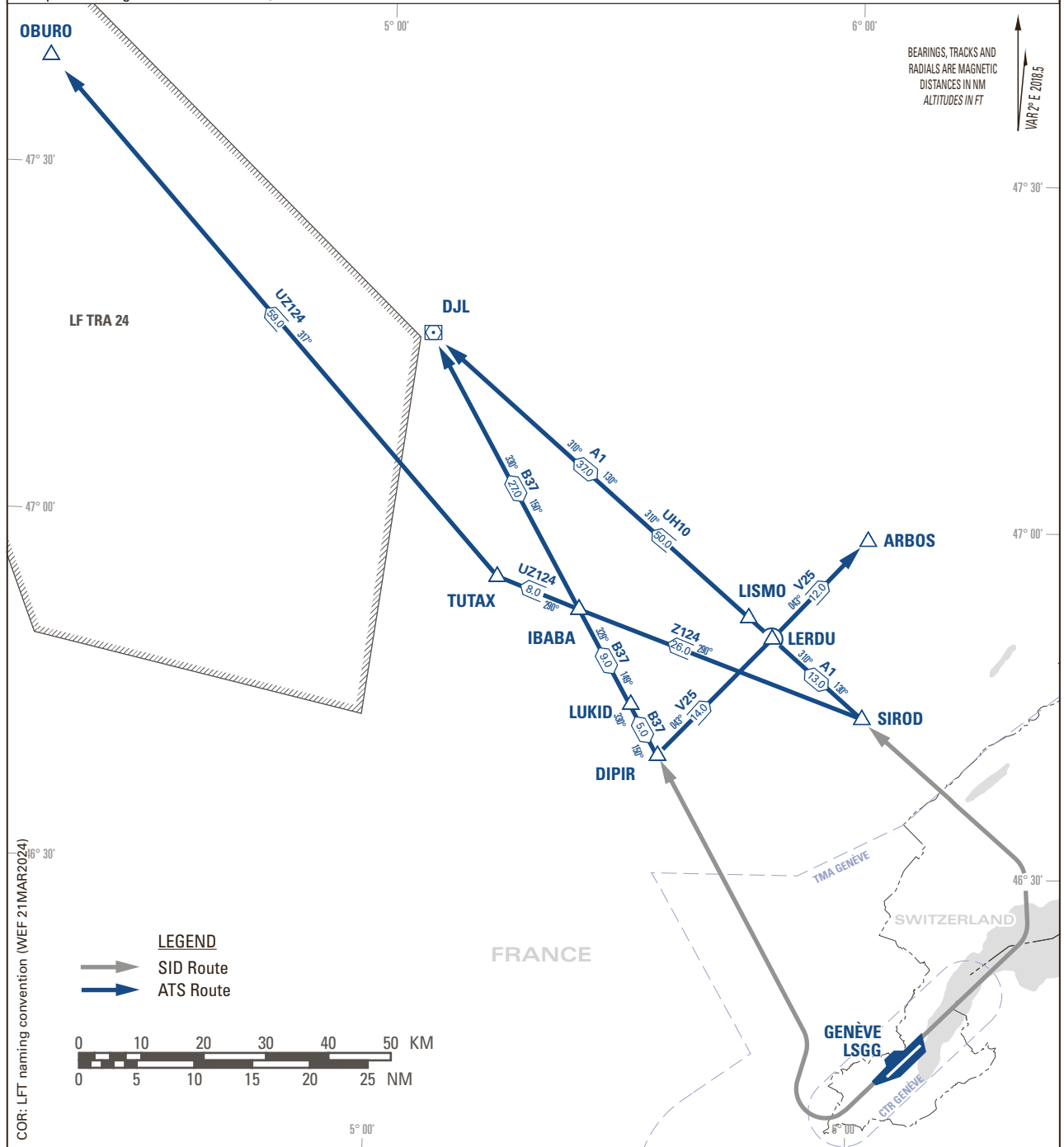
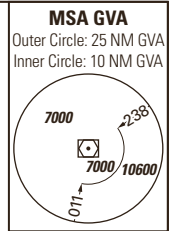
After SIROD DEP:

FPL via DJL:

- proceed via A1/UH10 to DJL, if CLR FL200 or above, cross D30 DJL at FL200 or above.

FPL via OBURO:

- proceed via Z124/UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF TRA 24 activity; expect routing via A1/UH10 to DJL).



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IFR Departures

- ARVAN DEP mandatory when RMZ active.
- For ATFM-Slot inquires (e.g. Ready Message) call ZRH FMP +41 (0)43 931 69 62
- Obtain ATC Clearance by telephone-call to Bern APP (+41 (0)32 396 96 32), when ready for Departure (all checks before departure, incl. run-up, completed).
- Unless otherwise stated by BERN APP, the ATC clearance is valid for 10min; hence the aircraft must be airborne within this period. If unable to comply, the crew shall inform Bern APP by phone immediately. And when ready, obtain a new ATC clearance from Bern APP (+41 (0)32 396 96 32)
- Crews must monitor RMZ FREQ 120.105 MHz
- Report "taxiing to holding point RWY 24 or RWY 06, for IFR Departure, ARVAN SID" on RMZ FREQ 120.105 MHz (blind transmission).
- Report "(backtrack) lining-up RWY 24 or RWY 06, for IFR Departure ARVAN SID" on RMZ FREQ 120.105 MHz (blind transmission).
- Report "leaving RMZ" on RMZ FREQ 120.105 MHz (blind transmission)
- Contact Bern APP on FREQ 127.325 MHz immediately, when leaving RMZ

4. Runway lighting and visual approach slope indicator for ASPH RWY 06/24:

PTT*	RTHL	RTIL	REDL & RENL	APAPI	Intensity %	Intensity
7 times	Yes	Yes	Yes	Yes	100	LIH
5 times	Yes	No	Yes	Yes	30	LIM
3 times	Yes	No	Yes	Yes	3	LIL

*Push To Talk

5. High-visibility jacket

All persons walking in the movement area must wear a high-visibility safety jacket, which complies with the EN ISO 20471 standard, EXC accompanied passengers.

LSZG AD 2.21 NOISE ABATEMENT PROCEDURES

- avoid overflying villages
- Approach RWY 24: do not turn onto final before reaching 1.2NM to ZG100.

LSZG AD 2.22 FLIGHT PROCEDURES

Special regulations for IFR approach and departure

1. SID Description

1.1 SID RNAV

1.1.1 SID RWY 06/24 - RNAV (see chart LSZG AD 2.24.7 - 1)

Procedures mandatory when RMZ active.

General:

RWY 06 - Close-In obstacles: Trees up to 1480 ft right side of the track after departure.

RWY 24 - Close-In obstacles: Pole up to 1440 ft right side of the track 250 m after THR 06.

DESIGNATOR	RWY 06/24 - RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
ARVAN 1K PDG 4.4% to 1700ft MNM Climb gradient 4.6% to reach 5000ft at ARVAN	Proceed on course 075° to ARVAN and hold as published.	INITIAL CLIMB CLEARANCE 5000ft	NIL	Available RMZ active only	
ARVAN 1W PDG 5.3% to 1900ft	Proceed on course 246° to ZG201. Turn left (MAX IAS 140kt during turn) to ARVAN and hold as published.	INITIAL CLIMB CLEARANCE 5000ft.	NIL	Available RMZ active only	

RNAV SID ARVAN 1K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ARVAN	N	5000	-	075° (077.0°T)	-
HM	ARVAN	N	5000	- 180	255° (257.2°T)	-

RNAV SID ARVAN 1W						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-	246° (247.8°T)	-
DF	ARVAN	N	5000	- 140	-	-
HM	ARVAN	N	5000	- 180	255° (257.2°T)	-

1.1.2 SID RWY 06 - RNAV (GNSS) (see chart LSZG AD 2.24.7 - 3)

General:

RWY 06 - Close-In obstacles: Trees up to 1480 ft right side of the track after departure.

DESIGNATOR	RWY 06 - RNAV (GNSS)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
BIRKI 1K PDG: 6.3% to 2200ft MNM climb gradient 10.5% up to 3800ft to remain inside controlled airspace	Proceed via ZG601, ZG602, ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE 5000ft. Cross BIRKI at MNM 4000 ft	NIL	NIL	
FRIBOURG 1K (FRI 1K) PDG: 4.3% to 2100ft MNM climb gradient 6.3% up to 5300ft to remain inside controlled airspace	Proceed via ZG604, ZG605, ZG606 to FRI.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG606 at FL080 or above	NIL	NIL	
WILLISAU 1K (WIL 1K) PDG: 4.3% to 1900ft MNM climb gradient 6.0% up to 3600ft to remain inside controlled airspace	Proceed via ZG604 to WIL.	INITIAL CLIMB CLEARANCE 5000ft.	NIL	NIL	

RNAV (GNSS) SID BIRKI 1K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG601	Y	-	-165	077° (079.3°T)	-
DF	ZG602	N	-	-	-	-
TF	ZG603	N	-	-	201° (203.0°T)	5.1
TF	BIRKI	N	+4000	-	138° (140.0°T)	2.7

RNAV (GNSS) SID FRI 1K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG604	Y	-	-165	078° (079.8°T)	-
DF	ZG605	N	-	-	-	-
TF	ZG606	N	+FL080	-	209° (211.2°T)	12.5
TF	FRI	N	-	-	209° (211.1°T)	9.5

RNAV (GNSS) SID WIL 1K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG604	Y	-	-165	078° (079.8°T)	-
TF	WIL	N	-	-	091° (093.4°T)	16.0

1.1.3 SID RWY 24 - RNAV (GNSS) (see chart LSZG AD 2.24.7 - 5)

General:

RWY 24 - Close-In obstacles: Pole up to 1440 ft right side of the track 250 m after THR 06.

DESIGNATOR	RWY 24 - RNAV (GNSS)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
BIRKI 1W PDG: 5.3% to 2100ft MNM climb gradient 7.7% up to 3500ft to remain inside controlled airspace	Proceed via ZG201, ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE 5000ft. Cross BIRKI at MNM 4000ft	NIL	NIL
FRIBOURG 1W (FRI 1W) PDG: 5.3% to 2100ft MNM climb gradient 7.8% up to 3500ft to remain inside controlled airspace	Proceed via ZG201, ZG202 to FRI	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG202 at FL080 or above	NIL	NIL
WILLISAU 1W (WIL 1W) PDG: 5.3% to 2100ft MNM climb gradient 7.7% up to 3500ft to remain inside controlled airspace	Proceed via ZG201 to WIL.	INITIAL CLIMB CLEARANCE 5000ft.	NIL	NIL

RNAV (GNSS) SID BIRKI 1W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	246° (247.8°T)	-
DF	ZG603	N	-	-	-	-
TF	BIRKI	N	+4000	-	138° (140.0°T)	2.7

RNAV (GNSS) SID FRI 1W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	246° (247.8°T)	-
DF	ZG202	N	+FL080	-	-	-
TF	FRI	N	-	-	190° (192.0°T)	11.5

RNAV (GNSS) SID WIL 1W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	246° (247.8°T)	-
DF	WIL	N	-	-	-	-

1.1.4 SID RWY 06/24 - RNAV 1 (see chart LSZG AD 2.24.7 - 7)

General:

Minimum MET requirements: VIS 5000 m and Ceiling 3000 ft AGL

RWY 06 - Close-In obstacles: Trees up to 1480 ft right side of the track after departure.

RWY 24 - Close-In obstacles: Pole up to 1440 ft right side of the track 250 m after THR 06.

DESIGNATOR	RWY 06/24 - RNAV 1				
	ROUTE			Contact	Remark
	Lateral	Vertical			
WILLISAU 2V (WIL 2V)	Maintain visual ground contact to ZG502 (north side of Catholic Church in Biberist.). From ZG502 proceed to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG502 at or above 4000ft. Cross WIL at or above 7000ft.	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.	

RNAV 1 SID WIL 2V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZG502	N	+4000	-	-	-
TF	WIL	N	+7000	-	088° (091.4°T)	14.3

1.1.5 SID RWY 06/24 - NON RNAV (see chart LSZG AD 2.24.7 - 9)

General:

Minimum MET requirements: VIS 5000 m and Ceiling 3000 ft AGL

RWY 06 - Close-In obstacles: Trees up to 1480 ft right side of the track after departure.

RWY 24 - Close-In obstacles: Pole up to 1440 ft right side of the track 250 m after THR 06.

DESIGNATOR	RWY 06/24 - NON RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
BIRKI 6V	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). Intercept R012 FRI inbound. Intercept LOC IBE and proceed to BIRKI.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG501 at MNM 4000ft.	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.	
FRIBOURG 9V (FRI 9V)	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). Intercept R012 FRI inbound and proceed to FRI.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG501 at MNM 4000ft. Cross R012 / D11.2 FRI at MNM FL080	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.	

1.2 Approach Procedures

1.2.1 Procedure description of RNP RWY 24 (see chart LSZG AD 2.24.10 - 1)

From WIL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	WIL	N	+6000	-	-	-
TF	NEMAG	N	+6000	180	323° (325.3°T)	5.1
TF	ARVAN	N	+6000	-	255° (257.2°T)	4.5
TF	ZG503	Y	-	-	255° (257.3°T)	11.3
TF	ZG100	N	-	150	255° (257.1°T)	1.7
TF	ZG504	N	-	150	241° (242.5°T)	2.0
TF	ZG505	N	+4400	150	147° (148.8°T)	2.2
TF	WIL	N	+6000	-	081° (082.9°T)	20.8

1.3 VFR procedure

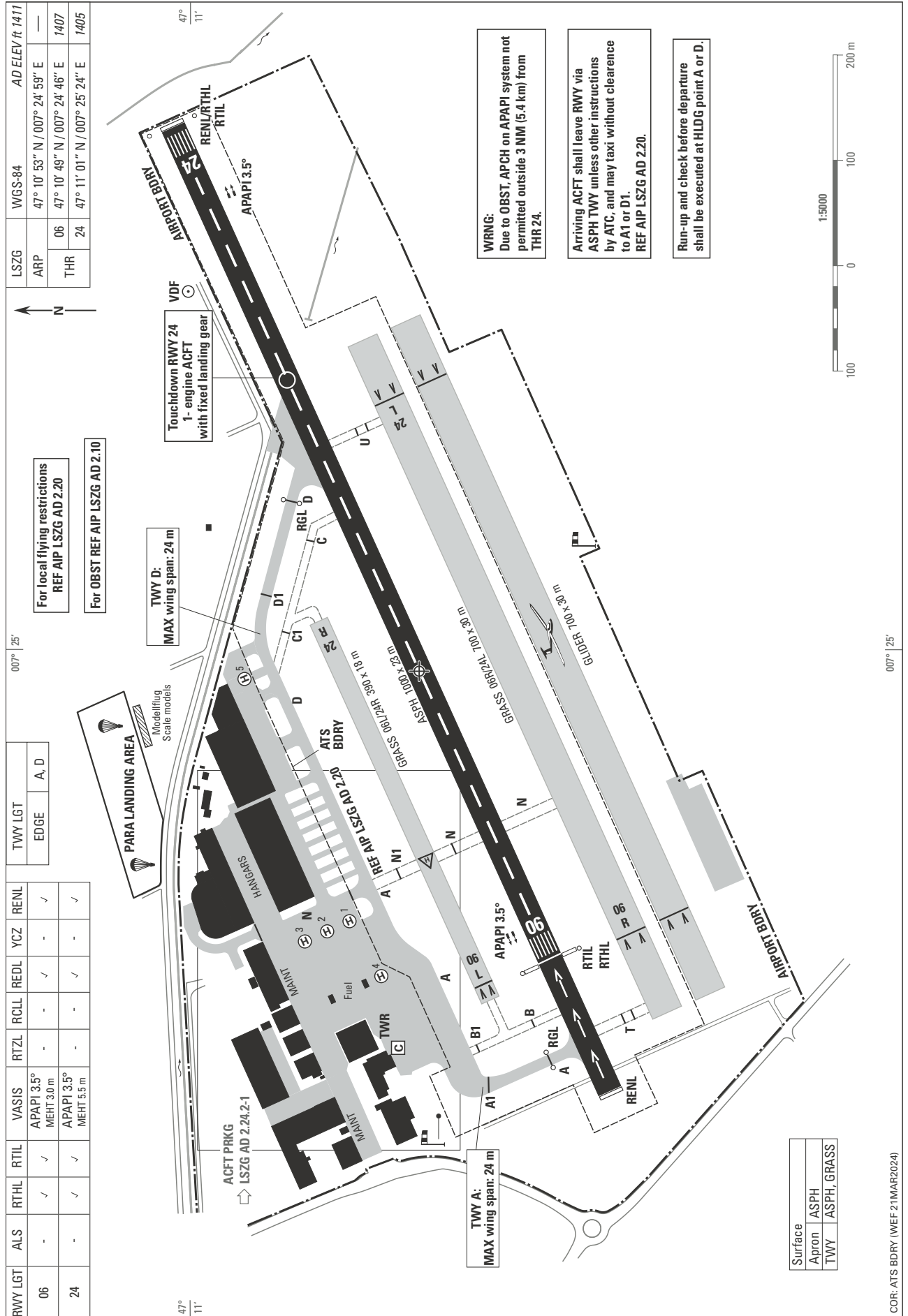
Refer to VFR Manual, LSZG AD INFO.

1.4 Supplementary provisions regarding VFR-flights

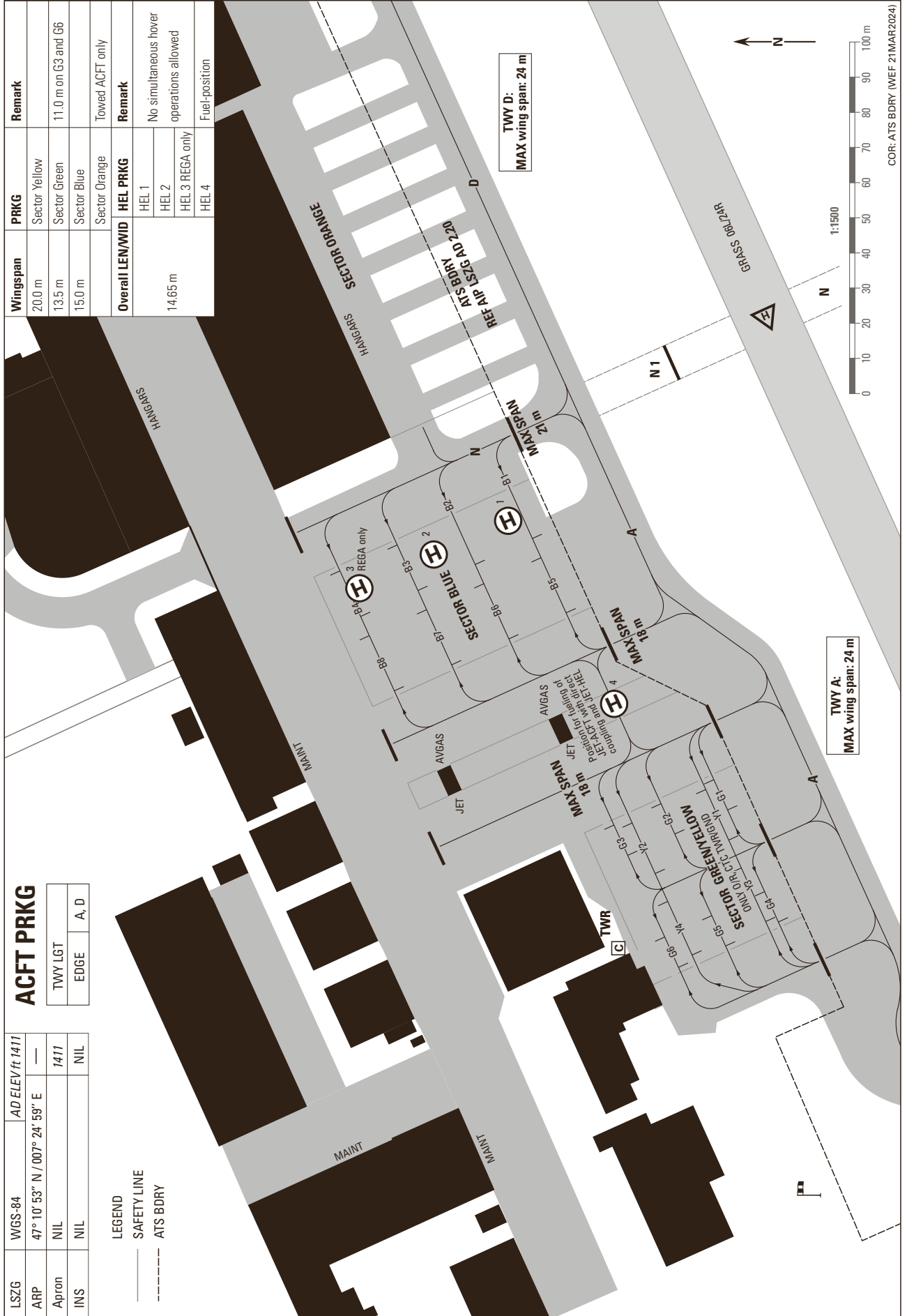
Refer to VFR Manual, LSZG AD INFO.

2. 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	
All	A	800/---	400/---	---	NIL
	B	800/---	400/---	---	NIL



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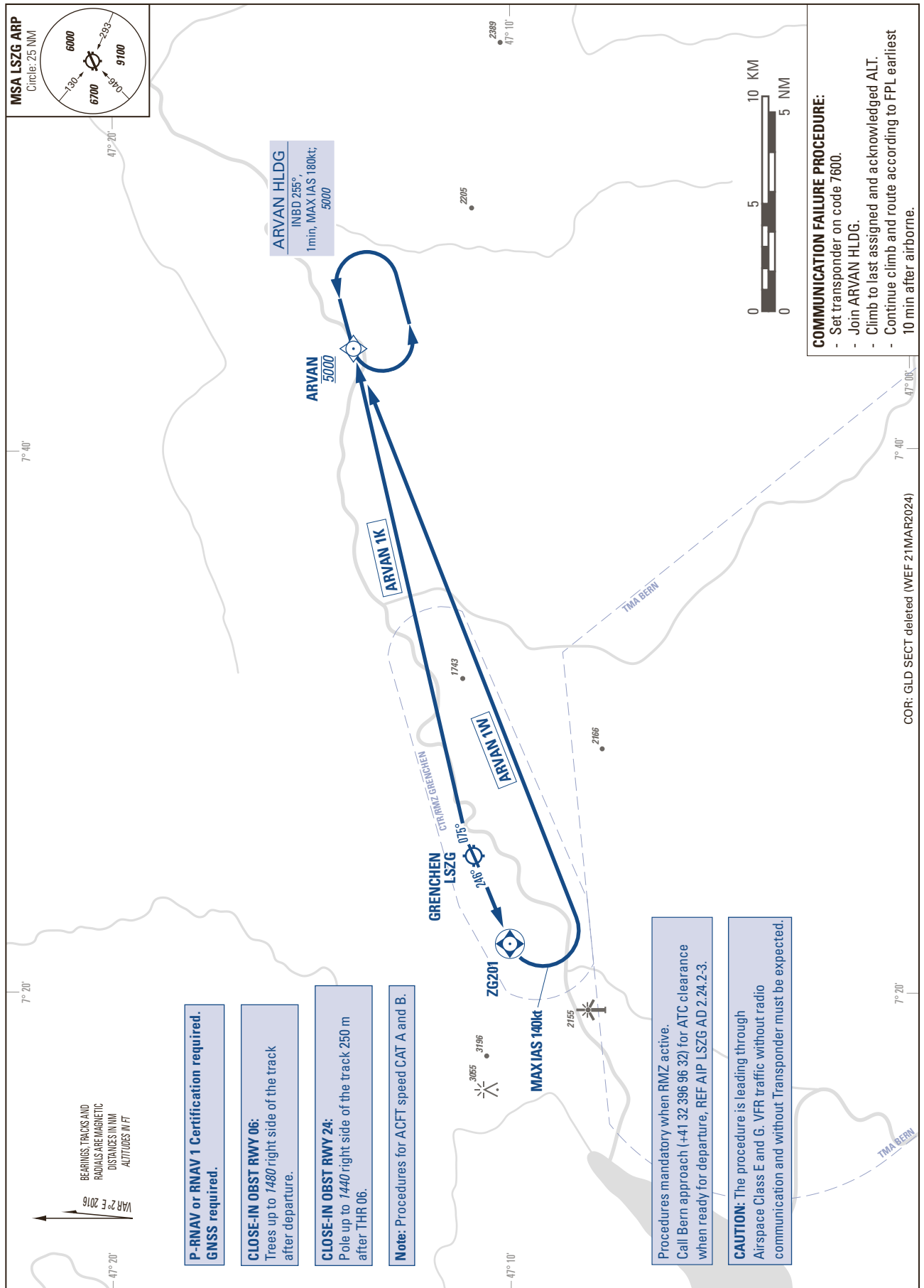


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

GRENCHEN LSZG
SID RWY 06/24 - RNAV

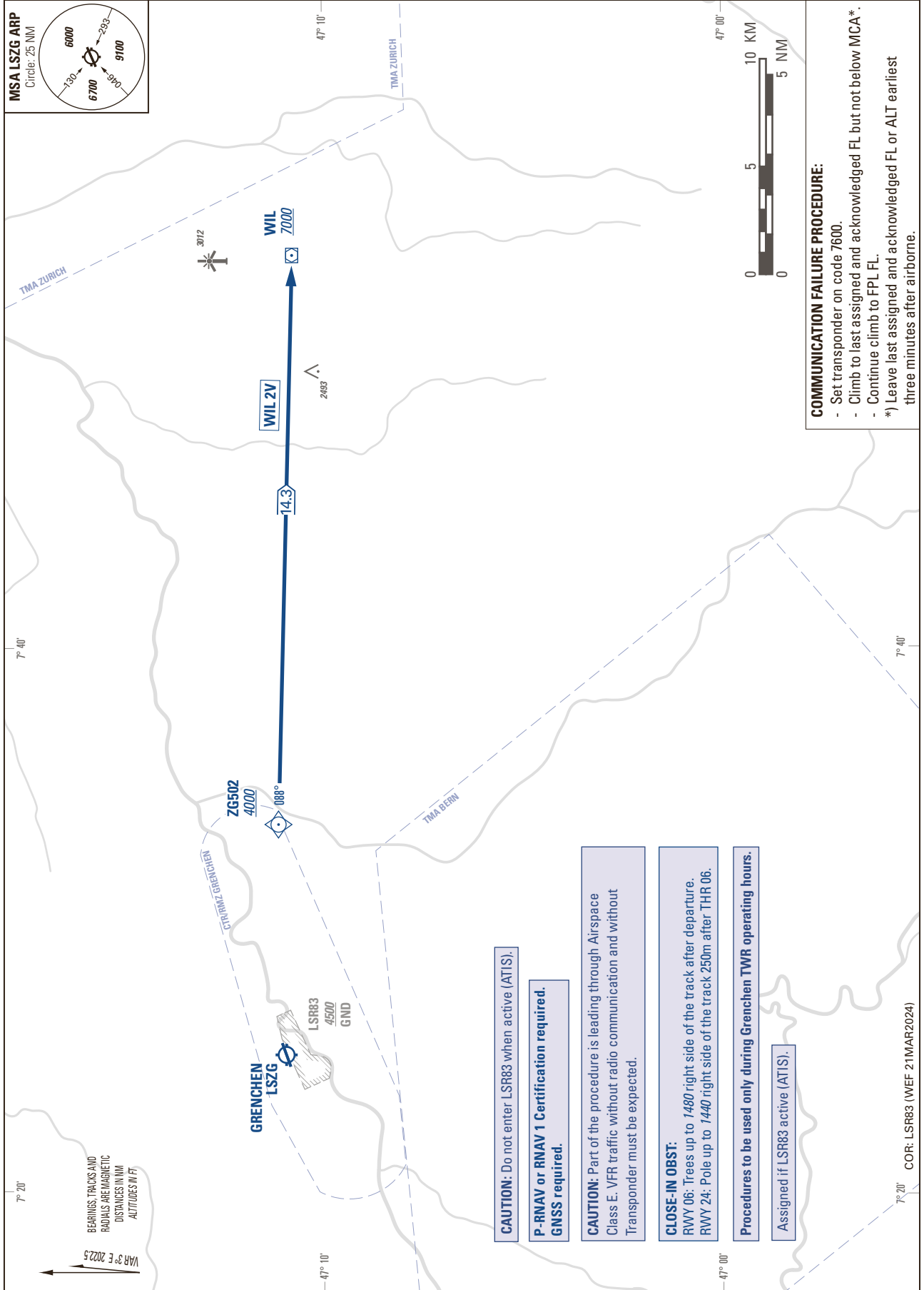


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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

GRENCHEN LSZG
SID RWY 06/24 - RNAV1

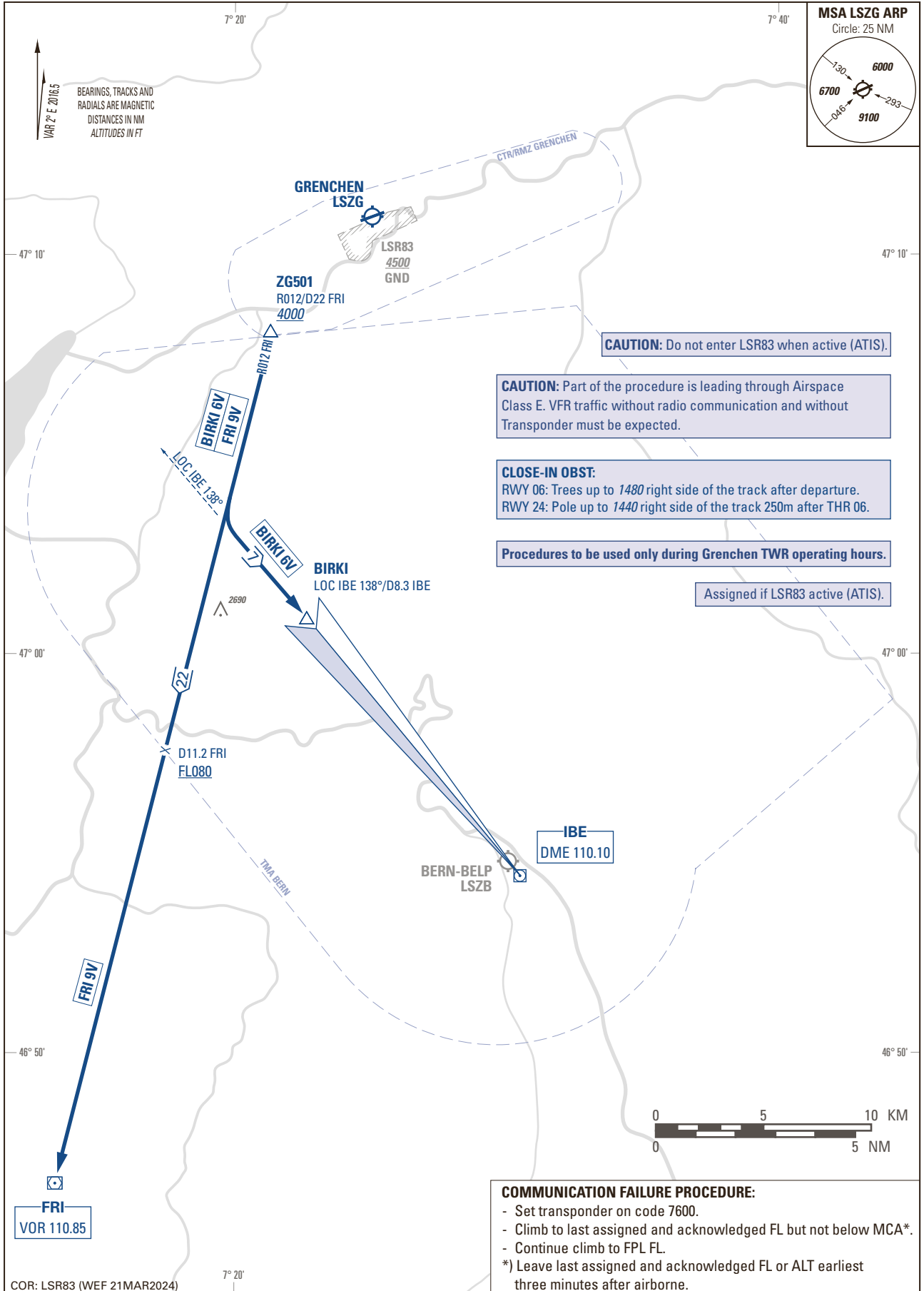


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

GRENCHEN LSZG
SID RWY 06/24 - NON RNAV



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LSMP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Payerne Approach	136.350	HX	Language: En
TWR	Payerne Tower	128.675 119.700	HX	Language: En; En and Fr for Non-Commercial VFR traffic ALTN FREQ
CLR DEL	Payerne Delivery	121.705	HX	

LSMP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 05-LOC CAT I	IPN	109.95 MHz	H24	46 51 16.8N 006 56 01.6E	1451 ft	LOC PSN: 640 m FM THR 23. RWY 05: LOC course 046° MAG. Front course sector width 3.74°. Restricted coverage: at 17 NM +/- 15° from CL above 3700 ft AMSL linearly raising to at 17 NM +/- 35° from CL above 5500 ft AMSL at 25 NM +/- 10° from CL above 5500 ft AMSL.
GP 05	--	333.65 MHz	H24	46 50 10.4N 006 54 17.4E	1464 ft	GP angle 4.7°. PSN: 207 m FM THR 05. GP HGT THR 05: 53 ft / 16.1 m.
DME 05	IPN	36Y	H24	46 51 18.1N 006 55 59.9E	1452 ft	DME co-located with LOC, reads D1.7 at THR 05 Restricted coverage: at 17 NM +/- 35° from CL above 5500 ft AMSL at 25 NM +/- 10° from CL above 6500 ft AMSL.
ILS 23-LOC CAT I	IPY	109.30 MHz	H24	46 50 00.1N 006 53 55.2E	1471 ft	LOC PSN: 355 m FM THR 05. RWY 23: LOC course 227° MAG. Front course sector width 4.1°. Restricted coverage: at 10 NM +/- 35° from CL above 3400 ft AMSL at 18 NM +/- 10° from CL above 3400 ft AMSL.
GP 23	--	332.00 MHz	H24	46 50 55.8N 006 55 32.3E	1454 ft	GP angle 3.7°. PSN: 257 m FM THR 23. GP HGT THR 23: 54 ft / 16.5 m.
DME 23	IPY	30X	H24	46 49 59.1N 006 53 56.4E	1469 ft	DME co-located with LOC, reads D1.6 at THR 23 Restricted coverage: at 10 NM +/- 35° from CL above 3400 ft AMSL at 18 NM +/- 10° from CL above 3400 ft AMSL.

LSMP AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying and operational restrictions

1. PPR is mandatory for all CIV traffic.
Procedures are published on the internet site of the civil operator www.swissaeropole.com.
2. Any flight to / from Payerne requires the filing of an ICAO flight plan. The PPR authorisation number must be shown in box 18 "other information".
3. SUN: AD CLSD
4. Special authorisation required:
MON - FRI 1900 - 2100 (1800 - 2000)
SAT 1600 - 2100 (1500 - 2000)
HOL 0900 - 1100 (0800 - 1000), 1230 - 1900 (1130 - 1800)
Following days are considered as holidays:
 - New Year's Day
 - 02 JAN
 - Good Friday
 - Easter Monday
 - Ascension
 - Whit Monday
 - 01 AUG
 - Monday after Federal Day of Prayer
 - Christmas Day
5. Following operations are prohibited unless duly justified:
 - Training flights
 - Aerodrome circuits (except unplanned go-around)
 - Non-commercial tourist and pure leisure flights.
6. AD closures for construction work and summer closures, are published by NOTAM.
7. GAT IFR Departure contact Payerne Delivery on 121.705 Mhz for IFR clearance and start-up.

2. Mixed CIV-MIL environment

1. The aerodrome is a military installation with civil co-use. Infrastructure, equipment and procedures may differ from the ICAO regulation.
2. Except in emergencies, operational priority will be given to military flights and flights considered as essential by the Confederation.

3. MIL equipment and restricted area

1. The runway is equipped with 2 retractable MIL arresting cables, located between the thresholds. The distance between the cables is 1450 m. If those are not retracted, CIV aircraft are prohibited from rolling over them.
2. During MIL AD OPS HR, the military net barrier located at the end of the runway in use will be in the raised position. The net barrier can hold an aircraft with MTOM <= 25 t. It will be lowered for movements of aircraft with MTOM > 25 t. Aircraft with MTOM > 25 t: crew must inform ATC at first contact. It is prohibited to roll over the net barriers when lowered, except in case of EMERG.
3. CTN: During military activities, a runway car is parked 50 m away from the runway centre line.
4. Restricted Area LSR4 / R4A:
Activation according publication.
LSR4 / R4A, ACFT Target Range on Lake of Neuchâtel.
(GND to 8900 ft AMSL / 2700 m/M, in NW area of lake, 5000 ft AMSL / 1500 m/M to 8900 ft AMSL / 2700 m/M).

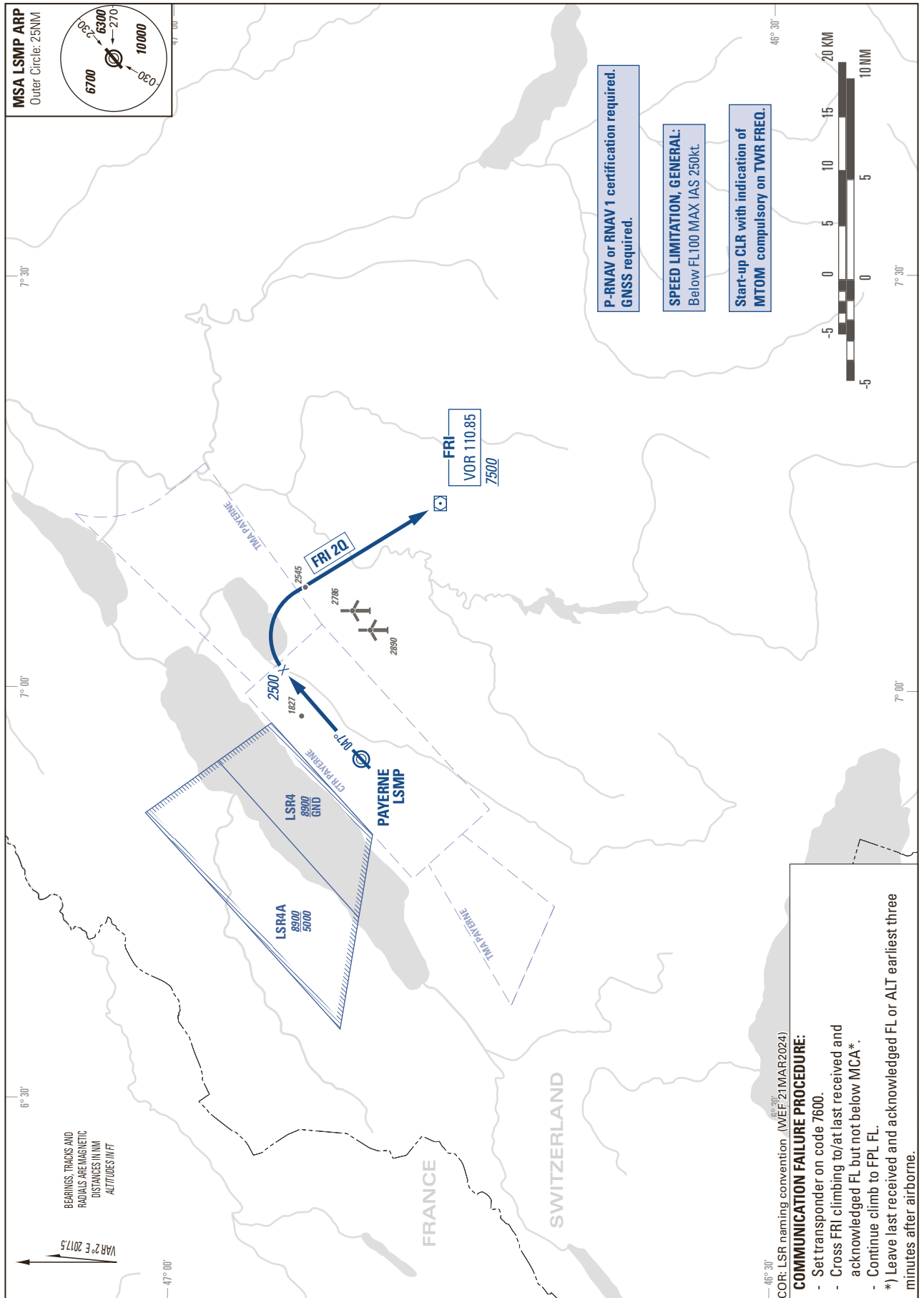
4. Other characteristics and requirements

1. ACFT landings and take-offs (EXC HEL) are forbidden without closure of public road barriers.
2. RWY turn pads:
RWY 05: the max. available width for 180° turn is located abeam TWY S (55 m). See AD 2.13 for DECL DIST.
RWY 23: the max. available width for 180° turn is located abeam TWY A (55 m). See AD 2.13 for DECL DIST.
Both areas are marked with guidance lines.
3. High visibility safety jacket, which complies with the EN 471 standard class 2 or 3, must be worn on the movement area.

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE LSMP
SID RWY05 - RNAV

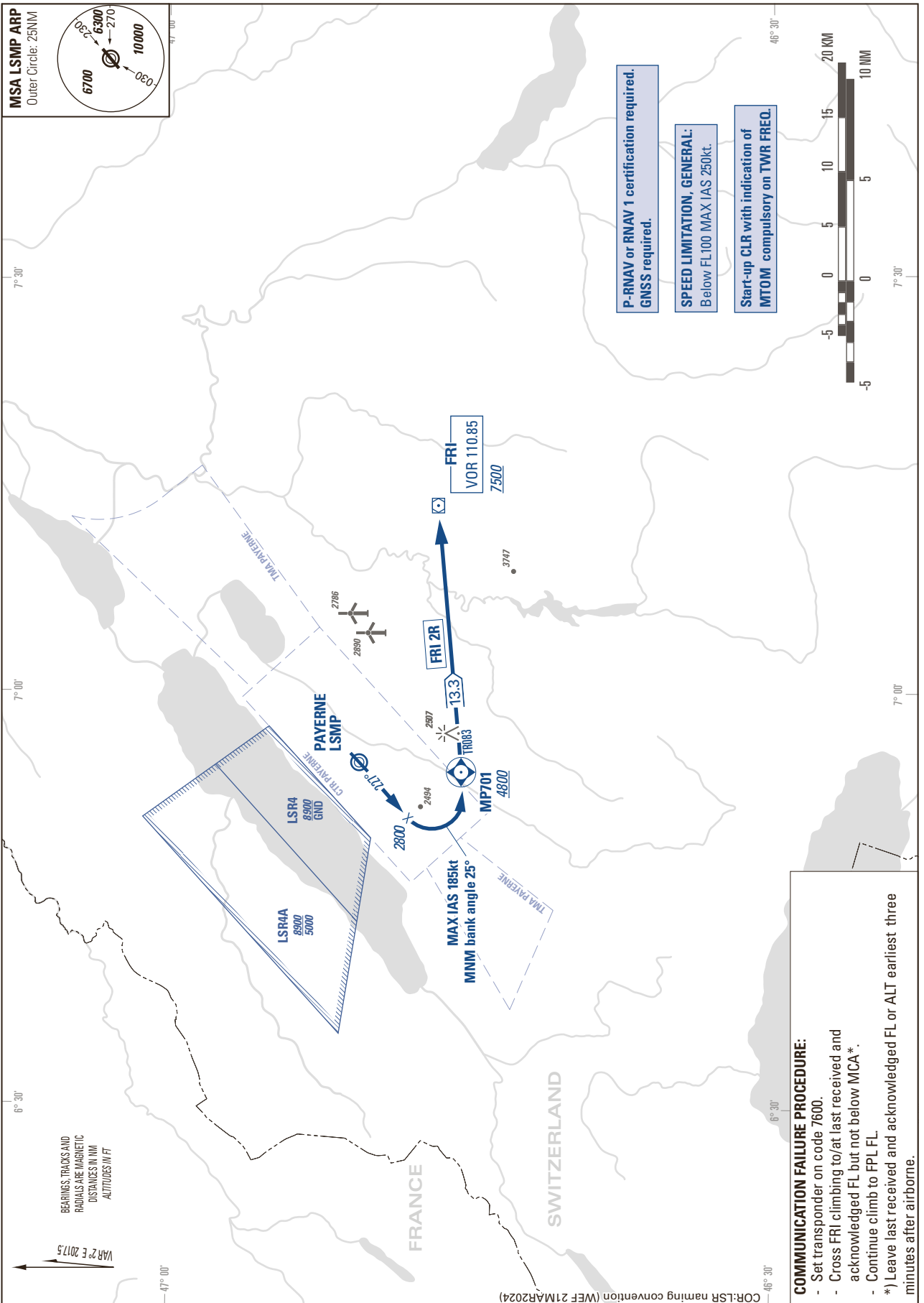


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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE LSMP
SID RWY23 - RNAV

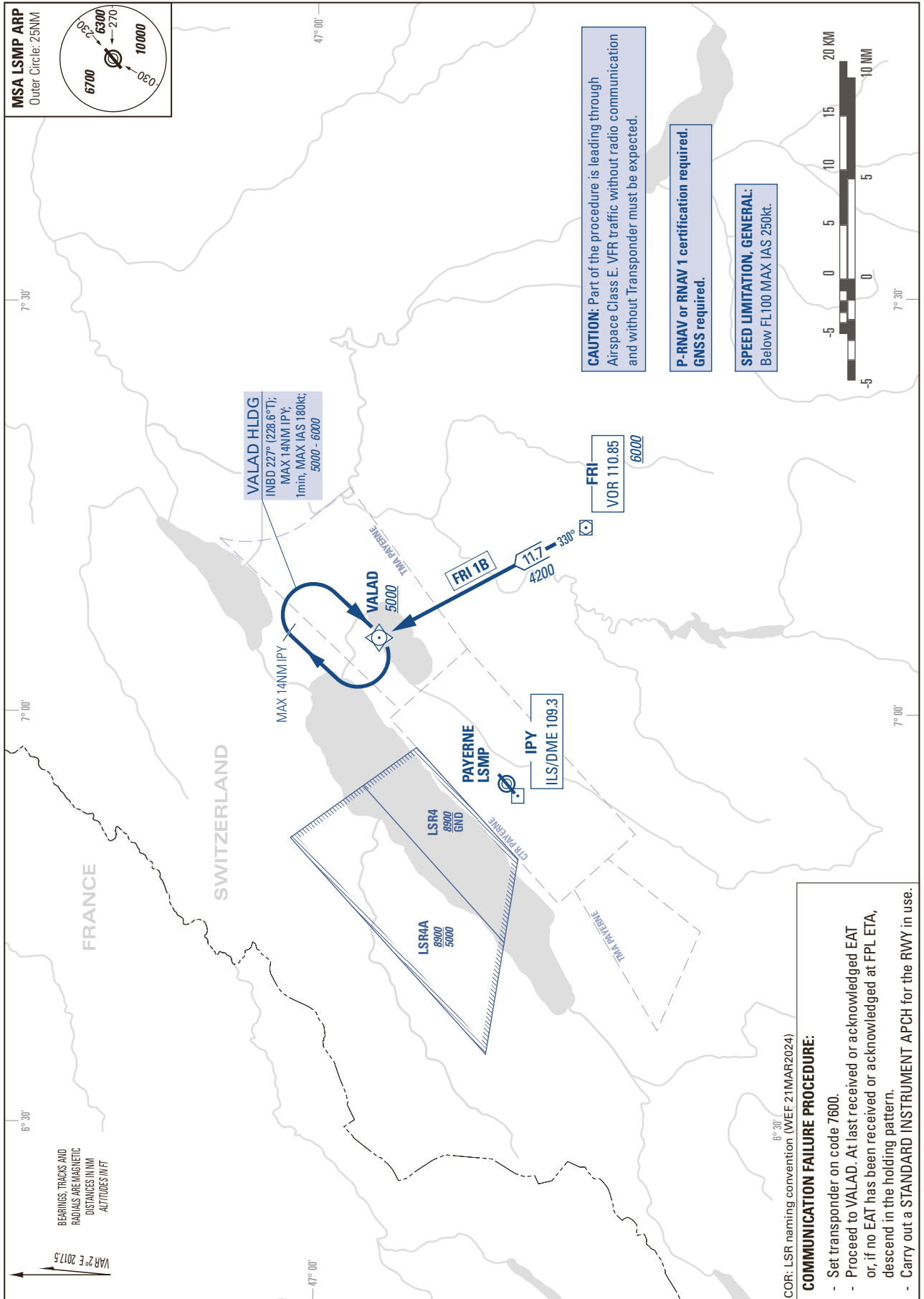


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STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE LSMP
STAR RWY23 - RNAV



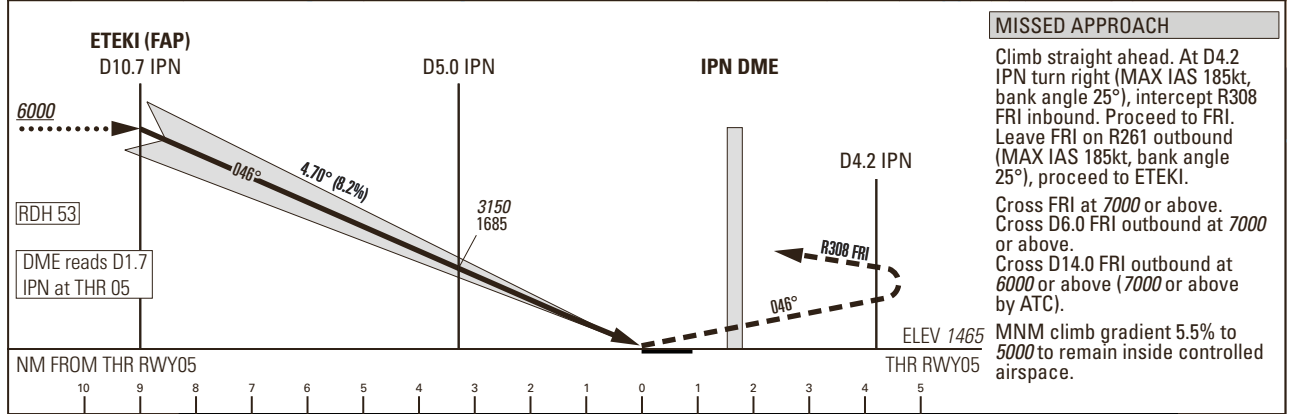
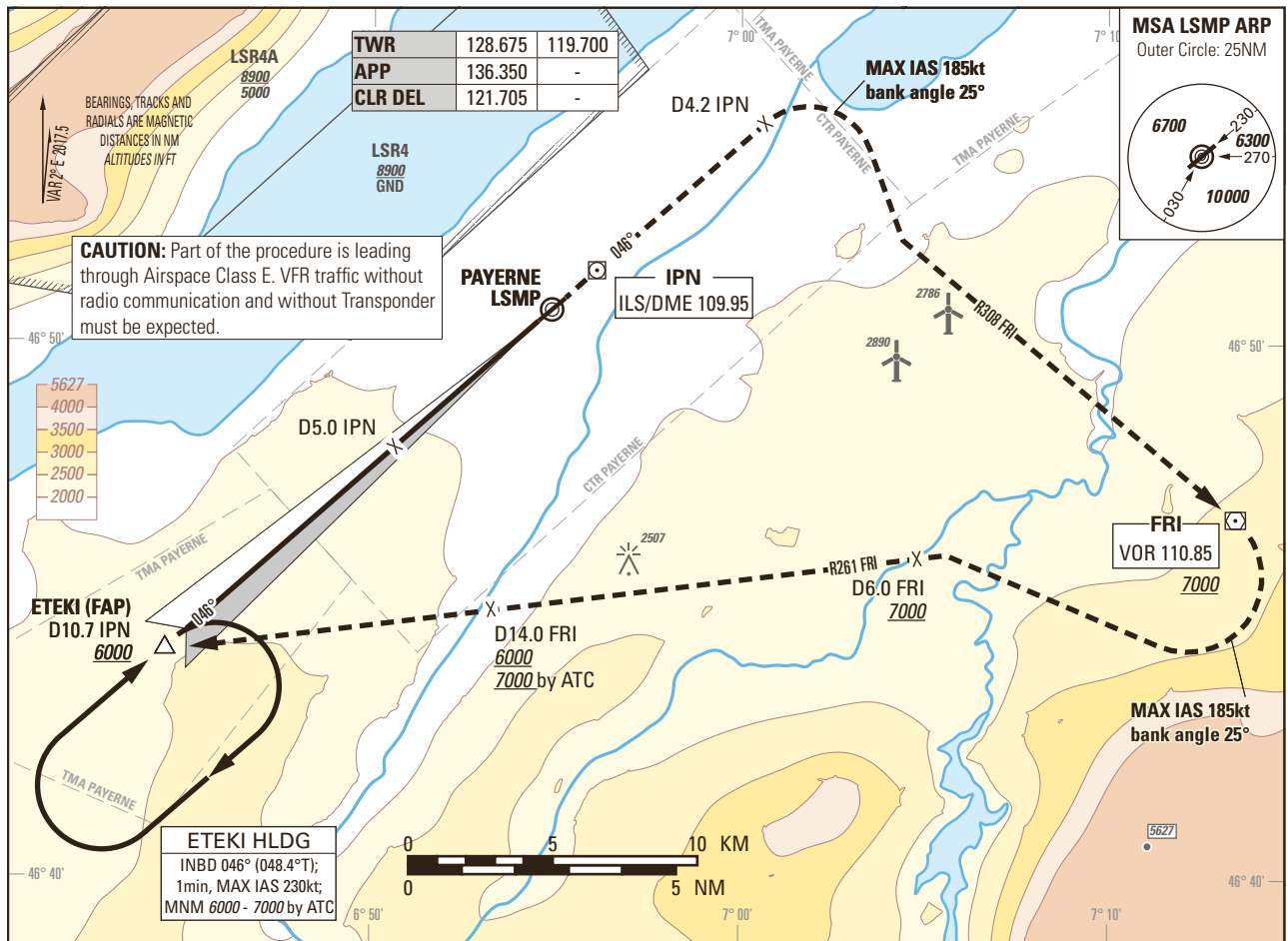
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE LSMP
ILS 4.7° RWY 05
ACFT CAT A/B/C/D



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	2483 (1018)	2505 (1040)	2525 (1060)	2545 (1080)
3.4% to 5400	1760 (295)	1781 (316)	1802 (337)	1821 (356)
	DECISION ALTITUDE (HEIGHT)			
3.4% to 5000	1965 (500)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2110 (645)	2450 (985)	2790 (1325)	2830 (1365)

ROD	GS kt	90	110	130	150
	FT/MIN	749	915	1082	1248

IPN DME	10.7	10	8	6	4
recommended CROSSING ALT	6000	5650	4650	3650	2650

NOTE
¹⁾ Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2NM.

CAUTION
- MAX GS 120kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK
- Uncategorized ILS APCH RWY 05 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS05 signal fulfills ICAO Annex 10, CAT I specifications.

COR: LSR naming convention (WEF 21MAR2024)

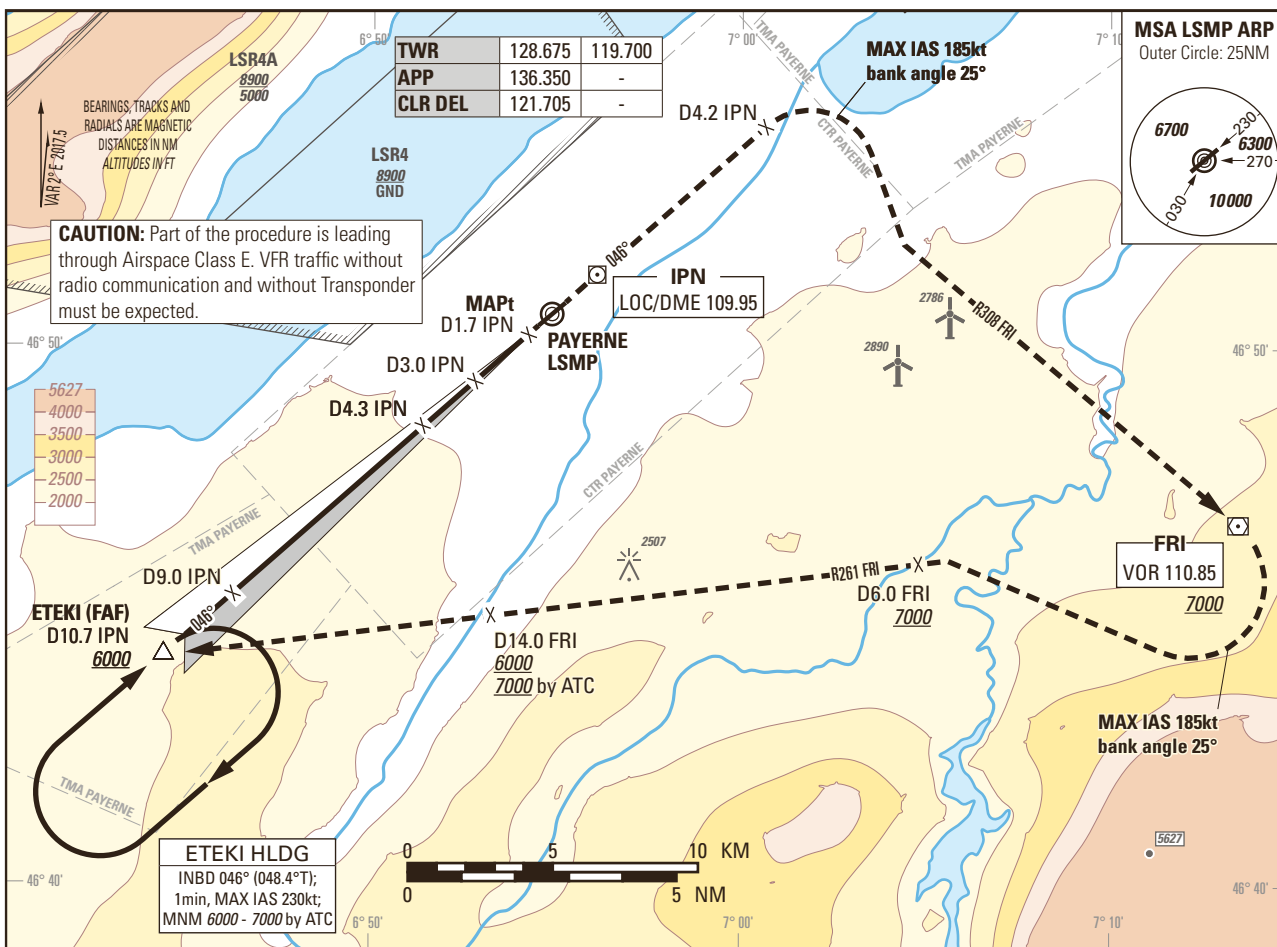
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Instrument Approach Chart
(IAC) - ICAO

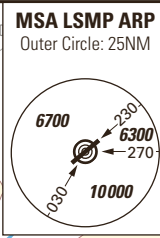
AD ELEV 1465ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE LSMP
LOC RWY 05 (STEEP APCH 5.80°)
ACFT CAT A/B/C/D

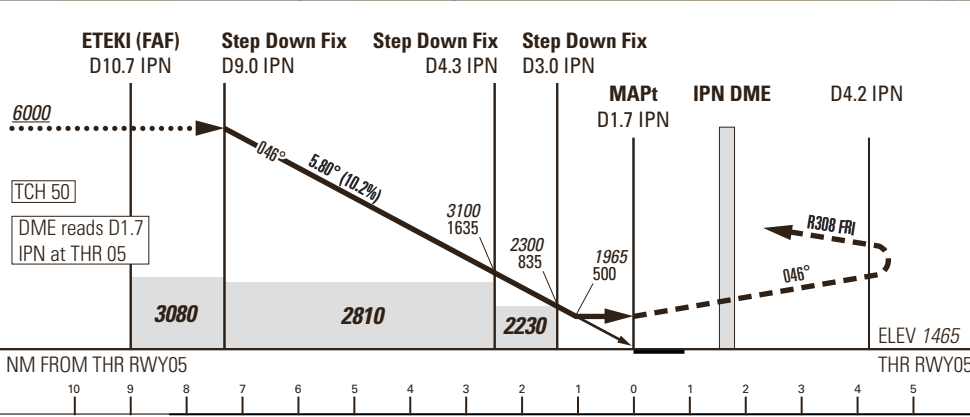


TWR	128.675	119.700
APP	136.350	-
CLR DEL	121.705	-



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

ETEKI HLDG
INBD 046° (048.4°T);
1min, MAX IAS 230kt;
MNM 6000 - 7000 by ATC



MISSED APPROACH
Climb straight ahead. At D4.2 IPN turn right (MAX IAS 185kt, bank angle 25°), intercept R308 FRI inbound. Proceed to FRI. Leave FRI R261 outbound (MAX IAS 185kt, bank angle 25°), proceed to ETEKI.
Cross FRI at 7000 or above. Cross D6.0 FRI outbound at 7000 or above. Cross D14.0 FRI outbound at 6000 or above (7000 or above by ATC).
MNM climb gradient 5.5% to 5000 to remain inside controlled airspace.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	2650 (1185)			
3.2% to 5200	1940 (475)			
	MINIMUM DESCENT ALTITUDE (HEIGHT)			
3.2% to 5200	1965 (500)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2110 (645)	2450 (985)	2790 (1325)	2830 (1365)

IPN DME recommended CROSSING ALT	9	7	5	3
	6000	4770	3530	2300

ROD	GS kt	90	110	130	150
	FT/MIN	926	1132	1337	1543

NOTE
¹⁾ Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchâtel. MAX distance parallel of RWY for all ACFT Cat: 2NM.

CAUTION
- MAX GS 115kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK
- OBST limitation and restriction according to non-instrument RWY criteria.

COR: LSR naming convention (WEF 21MAR2024)

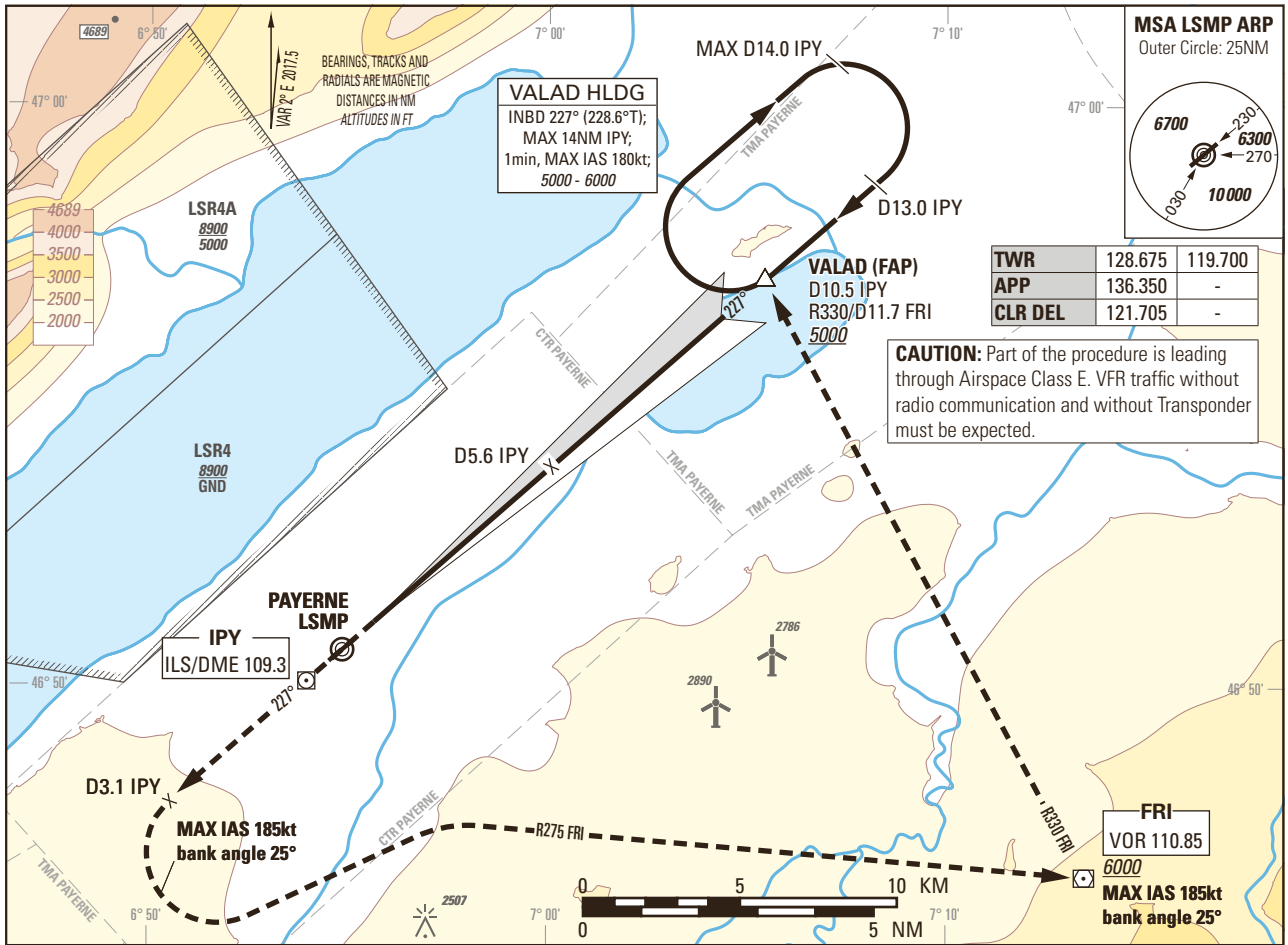
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

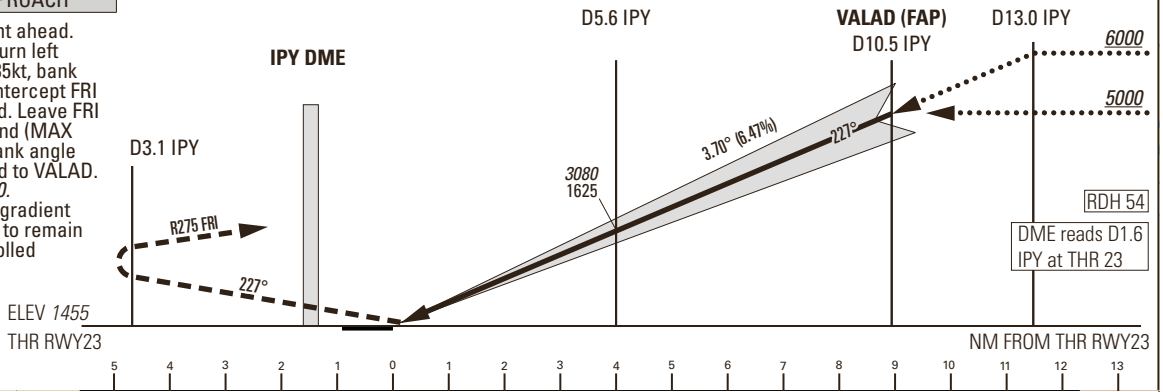
TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE LSMP
ILS 3.7° RWY 23
ACFT CAT A/B/C/D



MISSED APPROACH

Climb straight ahead.
At D3.1 IPY turn left (MAX IAS 185kt, bank angle 25°), intercept FRI R275 inbound. Leave FRI R330 outbound (MAX IAS 185kt, bank angle 25°), proceed to VALAD. Climb to 6000. MNM climb gradient 5.2% to 5000 to remain inside controlled airspace.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	2060 (605)	2074 (619)	2086 (631)	2100 (645)
4.0% to 2600	1771 (316)	1784 (329)	1797 (342)	1810 (355)
	DECISION ALTITUDE (HEIGHT)			
4.0% to 2600	1955 (500)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2110 (645)	2450 (985)	2790 (1325)	2830 (1365)

ROD	GS kt	90	110	130	150
	FT/MIN	589	720	851	982

IPY DME	3	4	5	6	8	10	10.5	13
recommended CROSSING ALT	2060	2450	2850	3240	4020	4810	5000	6000

NOTE

¹⁾ Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2NM.

CAUTION

- MAX GS 150kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK

- Uncategorized ILS APCH RWY 23 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS23 signal fulfills ICAO Annex 10, CAT I specifications.

COR: LSR naming convention (WEF 21MAR2024)

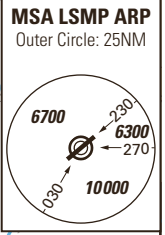
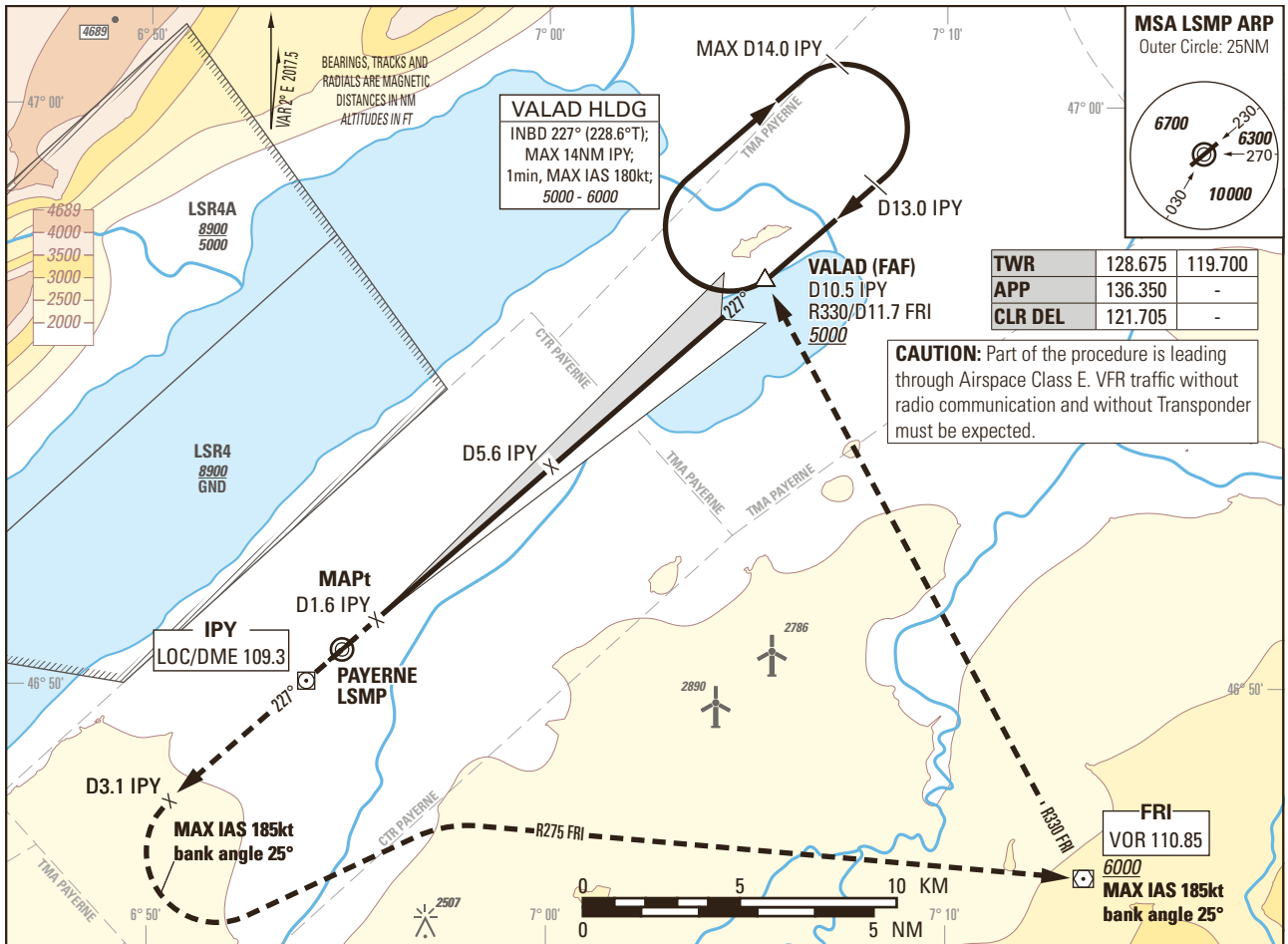
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE LSMP
LOC 3.7° RWY 23
ACFT CAT A/B/C/D

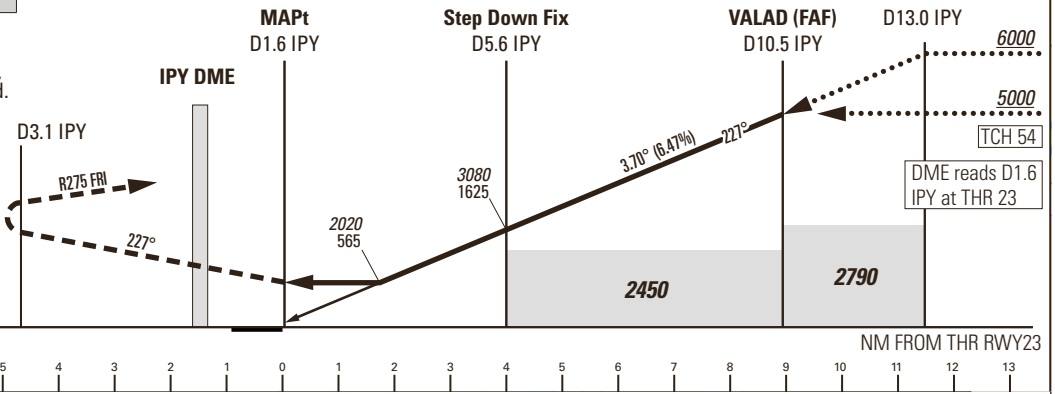


TWR	128.675	119.700
APP	136.350	-
CLR DEL	121.705	-

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

MISSED APPROACH

Climb straight ahead. At D3.1 IPY turn left (MAX IAS 185kt, bank angle 25°), intercept R275 FRI inbound. Leave FRI R330 outbound (MAX IAS 185kt, bank angle 25°), proceed to VALAD. Climb to 6000. MNM climb gradient 5.1% to 5000 to remain in controlled airspace.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	2200 (745)			
3.4% to 2600	2020 (565)			
	MINIMUM DESCENT ALTITUDE (HEIGHT)			
3.4% to 2600	2020 (565)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2110 (645)	2450 (985)	2790 (1325)	2830 (1365)

IPY DME	3	4	5	6	8	10	10.5	13
recommended CROSSING ALT	2060	2450	2850	3240	4020	4810	5000	6000
ROD	GS kt	90	110	130	150			
	FT/MIN	589	720	851	982			

NOTE
¹⁾ Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2NM.

CAUTION
- MAX GS 150kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK
- OBST limitation and restriction according to non-instrument RWY criteria.

COR: LSR naming convention (WEF 21MAR2024)

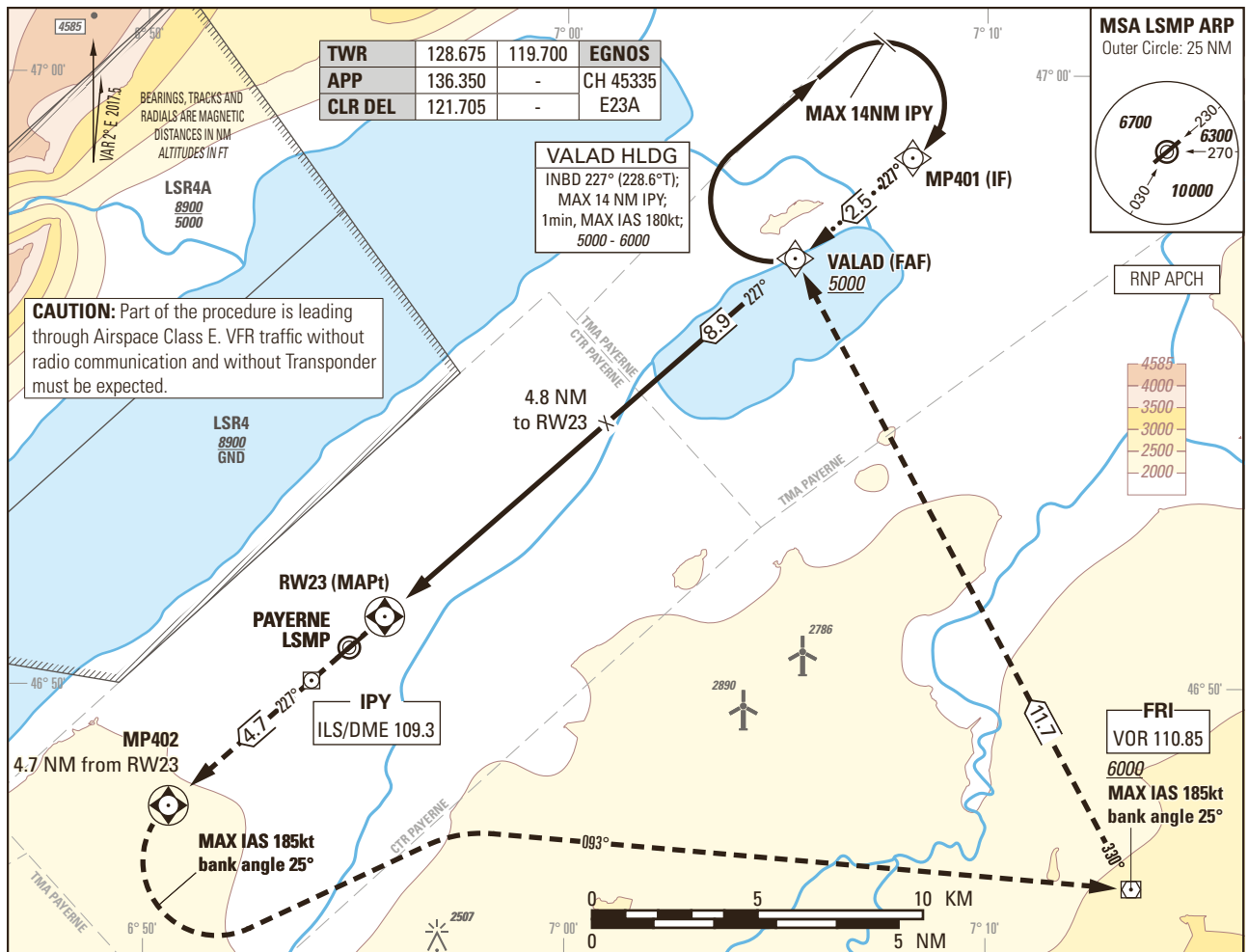
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Instrument Approach Chart
(IAC) - ICAO

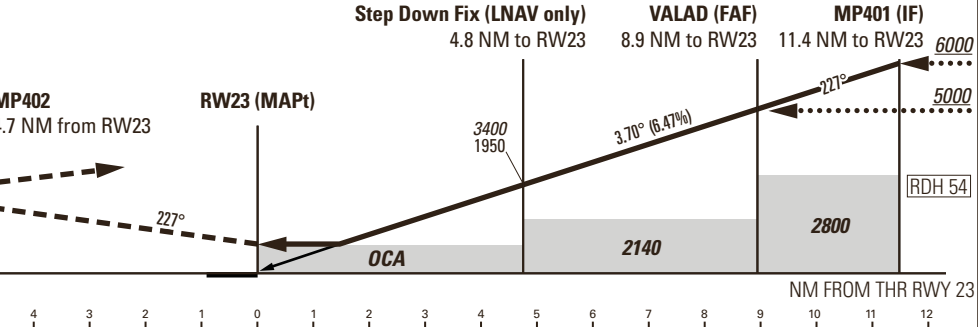
AD ELEV 1465ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE LSMP
RNP Z RWY 23
ACFT CAT A/B/C/D



MISSED APPROACH
Initial climb clearance 6000.
Climb straight ahead. At MP402 turn left (MAX IAS 185kt during turn, bank angle 25°), intercept course 093° to FRI. At FRI turn left to intercept course 330° to VALAD.
MNM climb gradient 5.2% to 5000 to remain inside controlled airspace.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE(HEIGHT) LNAV			
2.5%	2190 (735)			
3.4% to 2700	2020 (565)			
	OBSTACLE CLEARANCE ALTITUDE(HEIGHT) LPV(CAT-I)			
2.5%	2051 (596)	2064 (609)	2077 (622)	2090 (635)
5.0%	1727 (272)	1740 (285)	1753 (298)	1767 (312)
	DECISION ALTITUDE(HEIGHT) LPV			
5.0%	1955 (500)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2110 (645)	2450 (985)	2790 (1325)	2830 (1365)

RW23 DIST	1	2	3	4	5	6	7	8	8.9	11.4
	recommended CROSSING ALT	1900	2300	2690	3080	3470	3870	4260	4650	5000
recommended CROSSING HGT	445	845	1235	1625	2025	2415	2805	3205	3545	4545
ROD	GS kt	90	110	130	150					
	FT/MIN	590	720	850	980					

NOTE
¹⁾ Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2 NM.

CAUTION
- MAX GS 150kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK
- OBST limitation and restriction according to non-instrument RWY criteria.

COR: LSR naming convention (WEF 21MAR2024)

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LSMP
Runway	23
Runway Direction	0
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	465103.1090N
LTP/FTP Longitude	0065539.0095E
LTP/FTP Ellipsoidal Height (metres)	492.8
FPAP Latitude	465006.4530N
Delta FPAP Latitude (seconds)	-56.6560
FPAP Longitude	0065405.6285E
Delta FPAP Longitude (seconds)	-93.3810
Threshold Crossing Height	16.45
TCH Units Selector	1
Glidepath Angle (degrees)	3.70
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 10 0D 13 0C 17 D0 00 01 33 32 05 8A 30 1B 14 03 14 F9 02 40 27 60 45 FE 76 26 FD 49 81 72 01 64 00 C8 AF 1D D9 4E 69
Calculated CRC Value	1DD94E69

Required Additional Data

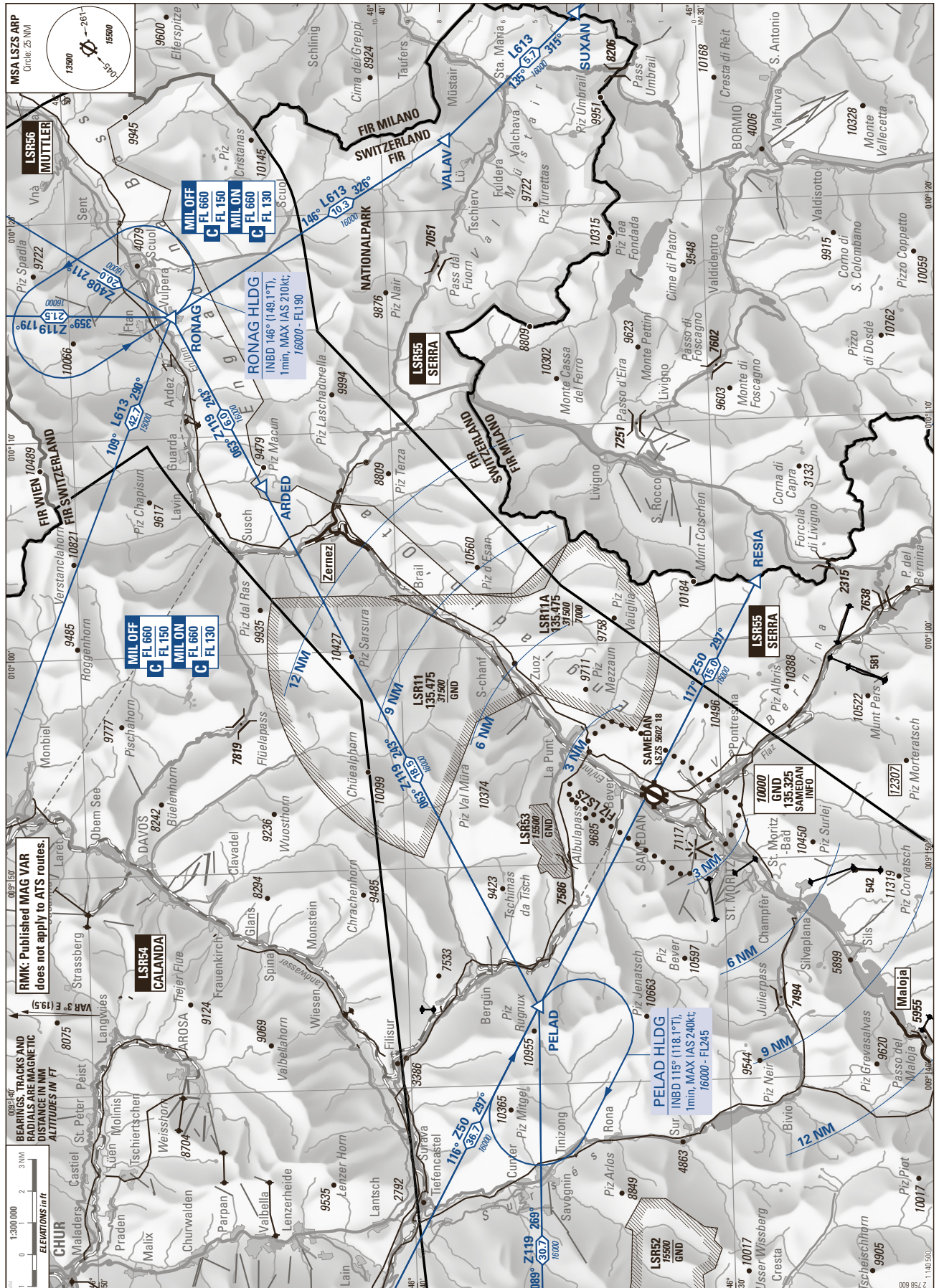
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	443.5
FPAP Orthometric Height (metres)	446.6

MOUNTAINOUS AREA
ELEV 5602 ft (1708 m)

ATIS	136.600	HO
AFIS	135.325	HO
DELIVERY	121.880	HX

SAMEDAN
LSZS

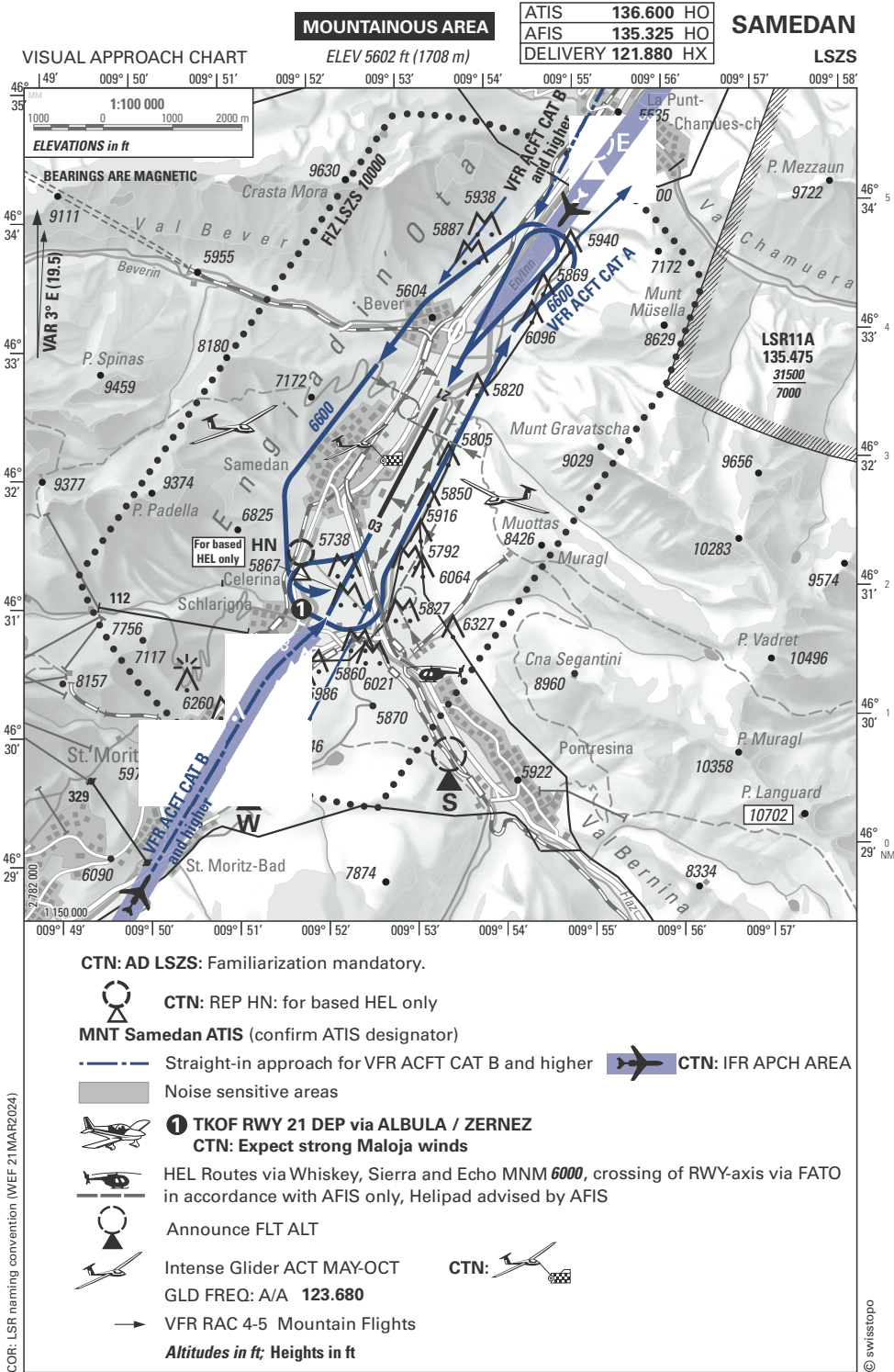
VFR Area Chart for Y and Z ATC FPL



COR: LSR naming convention and OBST (WEF 21MAR2024)

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3. Aircraft guidance and procedures on Apron and TWYs

3.1 General

3.1.1 Advanced Surface Movement Guidance and Control System (A-SMGCS)

Zurich AP is equipped with A-SMGCS, supported by SMR and Mode S MLAT, which provides ACFT PSN information and IDENT to Tower, Ground and Apron Control.

3.1.1.1 General

Aircraft Operators intending to use Zurich Airport shall ensure that Mode S transponders are able to operate when the ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.

3.1.1.2 Mode A code

Flight crews shall ensure that the transponder is set to and transmitting the assigned Mode A code;

- for departure: latest when start-up and/or push-back clearance is received by Apron Control; and
- after landing: continuously until the ACFT has reached its final parking position

3.1.1.3 Mode S Aircraft Identification

Flight crews of ACFT with Mode S transponder being able to manually set an aircraft identification shall set their aircraft identification as specified in item 7 of the filed ATC flight plan.

- For departure: latest when start-up and/or push-back clearance is received by Apron Control, the ACFT identification shall be set.

3.2 Apron Control

The AP operates a ground control radio station with the call sign "Zurich Apron". **Language: En**

3.2.1 Area of responsibility

The exact area of responsibility is shown on the chart [LSZH AD 2.24.1-1](#), [LSZH AD 2.24.3 - 1](#) and [LSZH AD 2.24.3 - 3](#).

3.2.2 Clearance and Transmission of messages

Clearances will only be issued in for the area within their scope of responsibility. In particular, a clearance to TAX does not include a clearance to cross a RWY or to TAX onto a RWY. Handling requests will not be transmitted.

3.2.3 Operational hours and Marshaller service

Operational HR are from 0445 until 2230 (0345 until 2130). In exceptional cases, radio contact will be AVBL after 2230 (2130). Outside the operating HR, ACFT on the apron and TWYs are guided by a marshaller. In exceptional operational conditions, marshallers are AVBL for ACFT guidance.

3.3 Procedures

3.3.1 Arriving aircraft

3.3.1.1 Minimum RWY occupancy time

Rapid exit from the LDG RWY minimises the occurrence of go-arounds and allows ATC to apply MNM spacing. ACFT vacating the RWY in use should not stop on the exit TWY until the entire ACFT has passed the RWY stop bar.

3.3.1.1.1 Landing RWY 14

To ensure MNM RWY occupancy time, pilots are reminded to vacate the RWY via TWY H1 whenever possible (except wake turbulence category HEAVY) or as instructed by ATC.

3.3.1.1.2 Landing RWY 16

Vacating via TWY E4 or E6 only with ATC clearance.

3.3.1.1.3 Landing RWY 28

Vacating into RWY 16 or RWY 34 only with ATC clearance. Vacating to the south via TWY F only with ATC clearance.

3.3.1.1.4 Landing RWY 34

When landing on RWY 34 expedite to cross intersecting RWY 28 to enable departure. Preferred exit via TWY E4 or later. Vacating via TWY E6 only with ATC clearance.

3.3.1.2 Taxi procedures

Arriving aircraft shall taxi independently to the parking position according to taxi instructions issued by Apron Control. All traffic shall stop at Intermediate HLDG PSN when Stop bars are activated. If the docking guidance system, fails the FLT crew shall stop the ACFT immediately and notify Apron Control. The ACFT shall not TAX any further until a marshaller has taken over the guidance. The final guidance for ACFT taxiing to the GA sectors will be provided by a marshaller. During taxiing in GA sectors use minimum thrust to avoid jet blast. Placement of ground service equipment (baggage/post cars, dollies, trailer) between two aircraft stands is accepted in accordance with the ground handling regulation.

3.3.2 Departing aircraft

3.3.2.1 Optimization of RWY occupancy time and intersection/converging RWY operations

ATC will consider every ACFT at the HLDG point as able to commence line up and take off immediately after clearance issued. Pilots not ready when reaching the HLDG point (no ACFT in front on the same TWY) shall advise ATC as early as possible.

During certain periods, landings and/or departures on intersecting and/or converging RWYs are in effect. The RWY designator shall be read-back with every take-off or landing clearance received.

Pilots in receipt of a conditional line-up clearance on a preceding departing ACFT should remain behind the subject ACFT but may cross the RWY HLDG point (as long as there is no illuminated red stop bar) and enter the RWY upon receipt of the clearance. Pilots must be aware that there may be a blast hazard as the ACFT on the RWY applies PWR.

The ACFT has to be rolling within 10 seconds after reception of take-off clearance. Pilots unable to comply with this requirement shall notify ATC, preferably before entering the RWY.

Be aware of possible wake turbulence from departing/landing traffic on the intersecting RWY, especially in case of long landing or missed approach.

3.3.2.2 Airport Collaborative Decision Making (A-CDM)

A-CDM focusses on the turn-round process in order to ensure common situational awareness followed by best possible allocation of resources. A PERM and fully automatic data exchange with the European Air Traffic Flow and Capacity Management (ATFCM) is established.

3.3.2.3 A-CDM Definition and Procedure

Target Off Block Time (TOBT)

- i. The TOBT reflects the time when all ground handling activities are completed, meaning
 - all doors are closed
 - boarding bridge removed
 - except on stand de-icing
- ii. TOBT must have an accuracy of +/- 5 minutes and shall be maintained by Aircraft Operator (AO) or Ground Handling (GH).
- iii. FLT crew shall ensure that the flight is ready at TOBT +/- 5 minutes. Otherwise, a TOBT update shall be initiated (see also §3.3.2.5).

EOBT

- i. Time when the ICAO FPL has estimated to leave the stand.
- ii. The Aircraft Operator (AO) is required to adjust FPL EOBT when the deviation to the latest TOBT is more than 15 minutes.

Target Start-up Approval Time (TSAT)

- i. Time provided by ATC that an ACFT can expect to receive start-up / pushback approval.
- ii. TSAT has a tolerance of +/- 5 minutes
- iii. Latest at TSAT -5 minutes pushback vehicle shall be connected with the ACFT and ready for immediate push.

3.3.2.4 Departure Clearance - General

Departure clearance may be obtained from "Zurich Delivery" through Skyguide Datalink Departure Clearance (DCL) service or by voice. Use of DCL should be preferred over voice whenever practicable. DCL service is operated by the same ATC controller as "Zurich Delivery".

Aircraft operators intending to use data link for obtaining ATC clearance shall ensure that their flight crews are adequately trained.

3.3.2.4.1 Clearance Request (RCD)

Datalink RCD message is accepted from 30 minutes prior to TOBT (Ti) until TOBT +5 minutes (Tt).

An RCD reception will be acknowledged immediately by means of an automatic FSM.

Alternatively, the FLT crew may contact "Zurich Delivery" at the earliest 30 minutes prior to TOBT to request the departure clearance by voice.

3. Departures

3.1 Departure routes

DEV from the SID routes published in the AIP are only permitted at and above *5000 ft AMSL*. Between 2100 - 0500 (2000 - 0400), DEV from a SID is only permitted at and above FL080 with the permission of ATC.

3.2 Departure procedures

If possible, a rolling TKOF shall be executed. The engine PWR shall be increased only after entering the DEP RWY.

Climb with MAX climb gradient to *4500 ft AMSL*:

- use the high lift devices TKOF configuration
- TKOF PWR reduction to climb PWR at *2900 ft AMSL*

Automatic measuring equipment is used to MNT adherence.

3.3 Departure runways

Depending on the LDG RWY in use, expect DEP RWY to be assigned as follows:

0600-2000 (0500-1900)

LDG RWY	DEP RWY
RWY 14 / RWY 16	28 ¹⁾ / 16 ²⁾ / 10 ³⁾
RWY 28	32 ⁴⁾ / 34 ⁴⁾⁵⁾
RWY 34	28 / 32 / 34 ⁵⁾

- 1) RWY 28 is used primarily
- 2) RWY 16 will only be assigned if requested for performance reasons (minimization of delays)
For propeller aircraft normally only SID WIL 3Q will be assigned" (Ref. LSZH AD 2.22, 1.2.3)
- 3) RWY 10 only, if RWY 28 cannot be used due to MET reasons
- 4) SID with left turn only; SID with right turn may be assigned by ATC
- 5) RWY 34 will only be assigned due to operational reasons or if requested for performance reasons.

2000-0600 (1900-0500)

Jet ACFT expect DEP on RWY 32 / 34*.

* Exception between 2000 and 2100 (1900-2000) when LDG RWY 14 or RWY 16 is in use, in which case, expect DEP on RWY 28 or RWY 16.

Other DEP RWYs may be assigned due to MET conditions or operational reasons.

ACFT exceeding noise index 96*:

are not admitted for DEP between 2100 and 2230 (2000 and 2130).

ACFT with a non-stop flight DIST of 5000 km and above and not exceeding noise index 98*:

are admitted for DEP between 2100 and 2230 (2000 and 2130).

* Authoritative noise index according to Swiss Law article 39c of the ordinance concerning the aviation infrastructure (OAI):
The authoritative noise index is the arithmetic average of the two AUTH levels, lateral and flyover of an ACFT model, determined using the standard in ICAO Annex 16, Volume 1, Chapter 3.

4. Engine Tests

4.1 Idle Power

For safety reasons and noise MNT as well as to ensure proper operations, the running of engines (e.g. short and idle), not used for taxiing, is subject to prior permission.

Permission shall be requested from the Zurich Airport Authority,

Phone: +41 (0) 43 816 21 11

4.2 Run-ups

Run-ups shall only be performed when using silencers.

Exemptions may be granted by the Zurich Airport Authority:

- when the silencers cannot be used for unpredictable technical or MET reasons;
- if the silencers are not compatible with the TYP in question.

Both DUR and PWR setting for such run-ups shall be kept to a MNM.

LSZH AD 2.22 FLIGHT PROCEDURES

1. SID Description

Speed limitation:

If the SID stipulates a speed limit for a turn, this speed must be adhered to during the turn even after a "DIRECT TO" clearance.

1.1 SID RNAV

1.1.1 SID RWY 10 - RNP 1

(see chart LSZH AD 2.24.7.1 - 1)

DESIGNATOR	RWY 10 - RNP 1				
	ROUTE			Contact	Remark
	Lateral	Vertical			
GERSA 1D PDG 6.3% to 2200 ft	Climb straight ahead to ZH510. At ZH510 turn left to ZH505 (MAX IAS 210kt during turn). At ZH505 proceed via BREGO, ZH556, ZH561, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH505 at 5000ft or above, ZH556 at FL090 or above, ZH561 at FL100 or above, GERSA at FL140 or above.	When instructed contact Zurich DEP 125.955.	RF required. At GERSA: - FLT to RESIA proceed on Z50. Cross KELIP at FL160 or above. - Other FLT proceed on N/UN850.	
VEBIT 1D PDG 6.3% to 2200 ft	Climb straight ahead to ZH510. At ZH510 turn left to ZH505 (MAX IAS 210kt during turn). At ZH505 proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH505 at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	RF required.	

Procedure Description of RNP 1 SID GERSA 1D

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY10	N	-	-	-	-
TF	ZH510	N	-	-	093° (096.0°T)	3.9
RF (Centre ZH509 r = 2.069NM)	ZH505	N	+5000	-210	-	8.0
TF	BREGO	N	-	-	232° (235.2°T)	13.1
TF	ZH556	N	+FL090	-	150° (153.0°T)	3.5
TF	ZH561	N	+FL100	-	150° (153.1°T)	5.3
TF	ARTAG	N	-	-	150° (153.1°T)	6.4
TF	GERSA	N	+FL140	-	171° (174.3°T)	7.6

Procedure Description of RNP 1 SID VEBIT 1D

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RW10	N	-	-	-	-
TF	ZH510	N	-	-	093° (096.0°T)	3.9
RF (Centre ZH509 r = 2.069NM)	ZH505	N	+5000	-210	-	8.0
TF	BREGO	N	-	-	232° (235.2°T)	13.1
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4