

# SWITZERLAND

TEL: +41 (0) 43 931 61 68

Telegraphic address:

AFTN: LSSAYOYX

E-mail: aip@skyguide.ch

skyguide

AIP Services

CH-8602 WANGEN  
BEI DÜBENDORF

AIRAC

AIP

AIRAC AMDT 006  
2024

Effective Date 13 JUN 2024

Publication Date 02 MAY 2024

RMK

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

**1. Insert the following pages:**

GEN 0.2 - 5/6 AIRAC 13 JUN 2024  
GEN 0.4 - 1/2 AIRAC 13 JUN 2024  
GEN 0.4 - 3/4 AIRAC 13 JUN 2024  
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**2. Record entry of amendment on page GEN 0.2**

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

NOTAM: B0099/24

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: 001 2023, 001 2024

Checklist AIRAC SUP: NIL

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<b>AIRAC AIP Amendment</b>			
NR/Year	Publication date	Effective Date	Inserted by
009/2023	19-Oct-2023	30-Nov-2023	
010/2023	16-Nov-2023	28-Dec-2023	
001/2024	14-Dec-2023	25-Jan-2024	
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LSZH AD 2.24.10.1 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 7	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 8	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 9	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 10	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 1	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 2	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 1	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 2	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 7	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 8	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 1	07 OCT 2021				
LSZH AD 2.24.10.4 - 2	07 OCT 2021				
LSZH AD 2.24.10.4 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 7	18 APR 2024				
LSZH AD 2.24.10.4 - 8	18 APR 2024				
LSZH AD 2.24.13 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.13 - 2	AIRAC 24 MAR 2022				

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**3.5.2 ATIS for arriving ACFT**

ATIS messages containing only arrival information contain the following elements of information in the order listed:

- a. name of aerodrome;
- b. arrival indicator;
- c. contract type, if communication is via D-ATIS;
- d. designator;
- e. time of observation, if appropriate;
- f. type of approach(es) to be expected;
- g. main landing runway(s); status of arresting system constituting a potential hazard, if any;
- h. significant runway surface conditions and, if appropriate, braking action;
- i. holding delay, if appropriate;
- j. transition level, if applicable;
- k. other essential operational information;
- l. surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
- m. \*visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
- n. \*present weather;
- o. \*cloud below 1500 m (5000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;
- p. air temperature;
- q. dew point temperature;
- r. altimeter setting(s);
- s. any available information on significant meteorological phenomena in the approach area including wind shear, and information on recent weather of operational significance;
- t. trend forecast, when available; and
- u. specific ATIS instructions.

\*Elements m), n) and o) are replaced by the term "CAVOK" when appropriate.

**3.5.3 ATIS for departing ACFT**

ATIS messages containing only departure information contain the following elements of information in the order listed:

- a. name of aerodrome;
- b. departure indicator;
- c. contract type, if communication is via D-ATIS;
- d. designator;
- e. time of observation, if appropriate;
- f. runway(s) to be used for take-off; status of arresting system constituting a potential hazard, if any;
- g. significant surface conditions of runway(s) to be used for take-off and, if appropriate, braking action;
- h. departure delay, if appropriate;
- i. transition level, if applicable;
- j. other essential operational information;
- k. surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
- l. \*visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
- m. \*present weather;
- n. \*cloud below 1500 m (5000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;
- o. air temperature;
- p. dew point temperature;
- q. altimeter setting(s);
- r. any available information on significant meteorological phenomena in the climb-out area including wind shear;
- s. trend forecast, when available; and
- t. specific ATIS instructions.

\*Elements l), m) and n) are replaced by the term "CAVOK" when appropriate.

**4. Coordination between the operator and ATS**

NIL

**5. Minimum flight altitude**

Three different values are relevant for minimum flight altitudes of ATS routes:

**Minimum obstacle clearance altitude (MOCA)**

The minimum altitude for a defined segment of flight that provides the required obstacle clearance.

It is intended to place and maintain the aircraft in a position safe of obstacles.

**Minimum en-route altitude (MEA)**

The altitude for an en-route segment that provides adequate reception of relevant navigation facilities and ATS communications, complies with the airspace structure and provides the required obstacle clearance.

The purpose of the MEA is to indicate the lowest altitude that ensures safety and fulfills air navigation requirements for a flight along a specific route.

**Lower / Upper Limit**

The lower and upper limits of an ATS route define the level band available for flight planning and shall not be used for actual flight operations.

Note:

For ATS routes with a lower limit at or above FL195, MOCA and MEA are not published.

**6. ATS units address list**

**6.1 Control area Geneva**

ACC Geneva, approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
ACC Geneva	skyguide CH-1215 Geneva 15	+41 (0) 22 417 41 11 +41 (0) 22 747 13 40	+41 (0) 22 417 45 10	415 707 com ch	LSAGZRZX	Bâtiment des services de la circulation aérienne and TWR H24 CENTRE COM

**6.2 Control area Zurich**

6.2.1 ACC Zurich, approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
ACC Zurich	skyguide CH-8602 Wangen bei Dübendorf	+41 (0) 43 931 69 60	+41 (0) 43 931 63 69	---	LSAZZRZX	Dübendorf aerodrome

6.2.2 Bern approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Bern APP	skyguide CH-3123 Belp	+41 (0) 31 960 54 54	---	---	LSZBZTZX	Bern-Belp AP Terminal building

6.2.3 Lugano Airport Control <sup>1</sup>

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Lugano APP	skyguide CH-6982 Agno	+41 (0) 91 611 50 50	+41 (0) 91 611 50 62	---	LSZAZTZX	Lugano AP Terminal building

1. APP provided by Milano ACC

## 6.3 Airspace Management Cell (AMC)

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

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**| ENR 3.1**

NIL

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**ENR 3.2 AREA NAVIGATION ROUTES**

The ATS route network as published in ENR 3.2 may be used within the limits of the Swiss area of jurisdiction by appropriately equipped ACFT.

**1. Index of ENR 3.2 Area Navigation Route Tables**

Route Designator	Page	Route Designator	Page§	Route Designator	Page
<a href="#">L50</a>	<a href="#">ENR 3.2 - 2</a>	<a href="#">Y1</a>	<a href="#">ENR 3.2 - 35</a>	<a href="#">Z1</a>	<a href="#">ENR 3.2 - 51</a>
<a href="#">L613</a>	<a href="#">ENR 3.2 - 3</a>	<a href="#">Y3</a>	<a href="#">ENR 3.2 - 36</a>	<a href="#">Z2</a>	<a href="#">ENR 3.2 - 52</a>
<a href="#">L615</a>	<a href="#">ENR 3.2 - 4</a>	<a href="#">Y5</a>	<a href="#">ENR 3.2 - 37</a>	<a href="#">Z6</a>	<a href="#">ENR 3.2 - 53</a>
<a href="#">L856</a>	<a href="#">ENR 3.2 - 5</a>	<a href="#">Y21</a>	<a href="#">ENR 3.2 - 38</a>	<a href="#">Z16</a>	<a href="#">ENR 3.2 - 54</a>
		<a href="#">Y51</a>	<a href="#">ENR 3.2 - 39</a>	<a href="#">Z32</a>	<a href="#">ENR 3.2 - 55</a>
<a href="#">M858</a>	<a href="#">ENR 3.2 - 6</a>	<a href="#">Y52</a>	<a href="#">ENR 3.2 - 40</a>	<a href="#">Z50</a>	<a href="#">ENR 3.2 - 56</a>
		<a href="#">Y55</a>	<a href="#">ENR 3.2 - 41</a>	<a href="#">Z57</a>	<a href="#">ENR 3.2 - 57</a>
<a href="#">N491</a>	<a href="#">ENR 3.2 - 7</a>	<a href="#">Y56</a>	<a href="#">ENR 3.2 - 42</a>	<a href="#">Z58</a>	<a href="#">ENR 3.2 - 58</a>
<a href="#">N850</a>	<a href="#">ENR 3.2 - 8</a>	<a href="#">Y58</a>	<a href="#">ENR 3.2 - 43</a>	<a href="#">Z59</a>	<a href="#">ENR 3.2 - 59</a>
<a href="#">N851</a>	<a href="#">ENR 3.2 - 9</a>	<a href="#">Y61</a>	<a href="#">ENR 3.2 - 44</a>	<a href="#">Z60</a>	<a href="#">ENR 3.2 - 60</a>
<a href="#">N869</a>	<a href="#">ENR 3.2 - 10</a>	<a href="#">Y100</a>	<a href="#">ENR 3.2 - 45</a>	<a href="#">Z61</a>	<a href="#">ENR 3.2 - 61</a>
<a href="#">N871</a>	<a href="#">ENR 3.2 - 11</a>	<a href="#">Y112</a>	<a href="#">ENR 3.2 - 46</a>	<a href="#">Z62</a>	<a href="#">ENR 3.2 - 62</a>
		<a href="#">Y164</a>	<a href="#">ENR 3.2 - 47</a>	<a href="#">Z63</a>	<a href="#">ENR 3.2 - 63</a>
<a href="#">Q226</a>	<a href="#">ENR 3.2 - 12</a>	<a href="#">Y170</a>	<a href="#">ENR 3.2 - 48</a>	<a href="#">Z64</a>	<a href="#">ENR 3.2 - 64</a>
		<a href="#">Y223</a>	<a href="#">ENR 3.2 - 49</a>	<a href="#">Z65</a>	<a href="#">ENR 3.2 - 65</a>
<a href="#">T10</a>	<a href="#">ENR 3.2 - 13</a>	<a href="#">Y224</a>	<a href="#">ENR 3.2 - 50</a>	<a href="#">Z67</a>	<a href="#">ENR 3.2 - 66</a>
<a href="#">T14</a>	<a href="#">ENR 3.2 - 14</a>			<a href="#">Z69</a>	<a href="#">ENR 3.2 - 67</a>
<a href="#">T37</a>	<a href="#">ENR 3.2 - 15</a>			<a href="#">Z83</a>	<a href="#">ENR 3.2 - 68</a>
<a href="#">T40</a>	<a href="#">ENR 3.2 - 16</a>			<a href="#">Z90</a>	<a href="#">ENR 3.2 - 69</a>
<a href="#">T45</a>	<a href="#">ENR 3.2 - 17</a>			<a href="#">Z119</a>	<a href="#">ENR 3.2 - 70</a>
<a href="#">T50</a>	<a href="#">ENR 3.2 - 18</a>			<a href="#">Z138</a>	<a href="#">ENR 3.2 - 71</a>
<a href="#">T51</a>	<a href="#">ENR 3.2 - 19</a>			<a href="#">Z141</a>	<a href="#">ENR 3.2 - 72</a>
<a href="#">T52</a>	<a href="#">ENR 3.2 - 20</a>			<a href="#">Z142</a>	<a href="#">ENR 3.2 - 73</a>
<a href="#">T53</a>	<a href="#">ENR 3.2 - 21</a>			<a href="#">Z143</a>	<a href="#">ENR 3.2 - 74</a>
<a href="#">T103</a>	<a href="#">ENR 3.2 - 22</a>			<a href="#">Z144</a>	<a href="#">ENR 3.2 - 75</a>
<a href="#">T125</a>	<a href="#">ENR 3.2 - 23</a>			<a href="#">Z162</a>	<a href="#">ENR 3.2 - 76</a>
<a href="#">T163</a>	<a href="#">ENR 3.2 - 24</a>			<a href="#">Z163</a>	<a href="#">ENR 3.2 - 77</a>
<a href="#">T330</a>	<a href="#">ENR 3.2 - 25</a>			<a href="#">Z170</a>	<a href="#">ENR 3.2 - 78</a>
<a href="#">T345</a>	<a href="#">ENR 3.2 - 26</a>			<a href="#">Z408</a>	<a href="#">ENR 3.2 - 79</a>
<a href="#">T544</a>	<a href="#">ENR 3.2 - 27</a>			<a href="#">Z424</a>	<a href="#">ENR 3.2 - 80</a>
<a href="#">T625</a>	<a href="#">ENR 3.2 - 28</a>			<a href="#">Z600</a>	<a href="#">ENR 3.2 - 81</a>
<a href="#">T626</a>	<a href="#">ENR 3.2 - 29</a>			<a href="#">Z601</a>	<a href="#">ENR 3.2 - 82</a>
<a href="#">T627</a>	<a href="#">ENR 3.2 - 30</a>			<a href="#">Z651</a>	<a href="#">ENR 3.2 - 83</a>
<a href="#">T718</a>	<a href="#">ENR 3.2 - 31</a>			<a href="#">Z652</a>	<a href="#">ENR 3.2 - 84</a>
<a href="#">T721</a>	<a href="#">ENR 3.2 - 32</a>			<a href="#">Z653</a>	<a href="#">ENR 3.2 - 85</a>
<a href="#">T734</a>	<a href="#">ENR 3.2 - 33</a>			<a href="#">Z669</a>	<a href="#">ENR 3.2 - 86</a>
<a href="#">T901</a>	<a href="#">ENR 3.2 - 34</a>			<a href="#">Z671</a>	<a href="#">ENR 3.2 - 87</a>

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
<b>L50</b>								
△ BANKO	45 49 12 N 007 03 17 E							
	344°	14.8 NM	FL305 FL185 MEA = FL190	MOCA = 16100 ft	Even		± NM	ACC Geneva {C}
△ VALOR	46 03 35 N 006 58 26 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>L613</b>								
▲ SUXAN	46 33 44 N 010 28 45 E							
	$\frac{315^\circ}{135^\circ}$	5.7 NM	$\frac{FL660}{15500 \text{ ft}}$ MEA = 16000 ft	MOCA = 14800 ft	Even	Odd	± NM	ACC Zurich {C} (2)
△ VALAV	46 37 58 N 010 23 10 E							
	$\frac{326^\circ}{146^\circ}$	10.3 NM	$\frac{FL660}{15500 \text{ ft}}$ MEA = 16000 ft	MOCA = 14800 ft	Even	Odd	± NM	ACC Zurich {C} (2)
△ RONAG	46 46 46 N 010 15 32 E							
	$\frac{290^\circ}{109^\circ}$	42.7 NM	$\frac{FL660}{14500 \text{ ft}}$ MEA = 15000 ft	MOCA = 13400 ft	Even	Odd	± NM	ACC Zurich {C, E}
△ ARGAX	47 03 00 N 009 17 53 E							
	$\frac{289^\circ}{109^\circ}$	17.2 NM	$\frac{FL660}{11500 \text{ ft}}$ MEA = 12000 ft	MOCA = 10000 ft	Even	Odd	± NM	ACC Zurich {C, E}
△ ELMUR	47 09 24 N 008 54 27 E							
	$\frac{288^\circ}{107^\circ}$	8.1 NM	$\frac{FL660}{8500 \text{ ft}}$ MEA = 9000 ft	MOCA = 7600 ft	Even	Odd	± NM	ACC Zurich {C, E}
△ MANEG	47 12 15 N 008 43 20 E							
	$\frac{287^\circ}{107^\circ}$	9.7 NM	$\frac{FL660}{8500 \text{ ft}}$ MEA = 9000 ft	MOCA = 5200 ft	Even	Odd	± NM	ACC Zurich {C, D, E}
△ RIPUS	47 15 37 N 008 30 00 E							
	$\frac{287^\circ}{107^\circ}$	7.3 NM	$\frac{FL660}{8500 \text{ ft}}$ MEA = 9000 ft	MOCA = 4600 ft	Even	Odd	± NM	ACC Zurich {C, D, E}
△ DITON	47 18 08 N 008 20 00 E							
	$\frac{287^\circ}{107^\circ}$	29.0 NM	$\frac{FL660}{6500 \text{ ft}}$ MEA = 7000 ft	MOCA = 5100 ft	Even	Odd	± NM	ACC Zurich {C, D, E}
△ Hochwald DME (HOC)	47 28 00 N 007 39 56 E							
SUXAN - MANEG: CDR 1 H24 (2) Class D within FIR MILANO								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>L615</b>								
▲ DINOX	46 40 00 N 006 07 11 E							
	128° 308°	18 NM	FL500 7800 ft MEA = 8000 ft	MOCA = 7800 ft	Odd	Even	± NM	ACC Geneva REF: AIP France {C, D, E}
△ St-Prex VOR/ DME (SPR)	46 28 07 N 006 26 53 E							
	324°	14 NM	FL500 11000 ft MEA = 11000 ft	MOCA = 10300 ft		Even	± NM	ACC Geneva REF: AIP France {C, D, E}
△ SOFIK	46 16 24 N 006 37 57 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑		
<b>L856</b>								
△ AKABI (FIR BDRY)		47 43 01 N 009 14 00 E						
	264°	5.1 NM	FL660 7500 ft MEA = 8000 ft	MOCA = 3200 ft	Even		± NM	ACC Zurich {C}
△ ROMIR		47 42 47 N 009 06 28 E						
	264°	27.2 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 4100 ft	Even		± NM	ACC Zurich {C}
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	244° 064°	34.1 NM	FL660 5500 ft MEA = 6000 ft	MOCA = 5400 ft	Even	Odd	± NM	ACC Zurich {C, E}
△ Hochwald DME (HOC)		47 28 00 N 007 39 56 E						
From HOC to TRA northeastbound only available below FL195								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>M858</b>								
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	166° 346°	14.5 NM	FL165 7500 ft MEA = 8000 ft	MOCA = 3900 ft	Odd	Even	± NM	ACC Zurich {C}
△ RISLI	47 27 11 N 008 30 27 E							
	166° 346°	11.3 NM	FL165 7500 ft MEA = 8000 ft	MOCA = 4400 ft	Odd	Even	± NM	ACC Zurich {C}
△ BARIG	47 16 07 N 008 33 40 E							
	166° 346°	2.0 NM	FL165 8500 ft MEA = 9000 ft	MOCA = 4200 ft	Odd	Even	± NM	ACC Zurich {C}
△ ASGED	47 14 09 N 008 34 14 E							
	166° 346°	7.3 NM	FL165 8500 ft MEA = 9000 ft	MOCA = 6900 ft	Odd	Even	± NM	ACC Zurich {C}
△ AGERI	47 07 02 N 008 36 18 E							
	166° 346°	7.0 NM	FL165 8500 ft MEA = 9000 ft	MOCA = 8000 ft	Odd	Even	± NM	ACC Zurich {C}
△ URNAS	47 00 08 N 008 38 18 E							
	166° 346°	25.5 NM	FL165 13500 ft MEA = 14000 ft	MOCA = 13100 ft	Odd	Even	± NM	ACC Zurich {C}
△ LUKOM	46 35 06 N 008 45 31 E							
	165° 346°	25.6 NM	FL165 13500 ft MEA = 14000 ft	MOCA = 12800 ft	Odd	Even	± NM	ACC Zurich {C}
△ CANNE	46 10 00 N 008 52 52 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>N491</b>								
△ AMRUP	47 46 45 N 008 04 37 E							
	107°	15.5 NM	FL660 8000 ft MEA = 8000 ft	MOCA = 5800 ft	Odd		± NM	ACC Zurich REF: AIP Germany {C, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	108°	16.5 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 4600 ft	Odd		± NM	ACC Zurich {C}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	121°	19.0 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5600 ft	Odd		± NM	ACC Zurich {C}
△ DEGES	47 24 45 N 009 12 07 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>N850</b>								
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	171°	25.9 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 4400 ft	Odd		± NM	ACC Zurich {C}
△ RIPUS		47 15 37 N 008 30 00 E						
	171°	13.3 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 7700 ft	Odd		± NM	ACC Zurich {C}
△ GERSA		47 02 22 N 008 31 56 E						
	171°	26.1 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 13400 ft	Odd		± NM	ACC Zurich {C}
△ SOSON		46 36 24 N 008 35 39 E						
	171°	10.3 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 12100 ft	Odd		± NM	ACC Zurich {C}
△ DEGAD		46 26 10 N 008 37 06 E						
	171°	20.0 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 11700 ft	Odd		± NM	ACC Zurich {C}
△ ODINA		46 06 16 N 008 39 54 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>N851</b>								
▲ ABESI		46 09 35 N 009 02 34 E						
	352°	15.1 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 11400 ft	Even		± NM	ACC Zurich REF: AIP Italy {C}
△ UTAVO		46 24 38 N 009 00 33 E						
	352°	11.7 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 13300 ft	Even		± NM	ACC Zurich {C}
△ PIXOS		46 36 19 N 008 58 59 E						
	352°	17.1 NM	FL660 14000 ft MEA = 14000 ft	MOCA = 14000 ft	Even		± NM	ACC Zurich {C}
△ SOPER		46 53 22 N 008 56 40 E						
	352°	16.1 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 12100 ft	Even		± NM	ACC Zurich {C}
△ ELMUR		47 09 24 N 008 54 27 E						
	352°	8.0 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 7200 ft	Even		± NM	ACC Zurich {C}
△ ROLSA		47 17 23 N 008 53 21 E						
	016°	9.6 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5500 ft	Even		± NM	ACC Zurich {C}
△ KUDIS		47 26 28 N 008 58 01 E						
	016° 196°	17.3 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 4700 ft	Even	Odd	± NM	ACC Zurich {C}
△ ROMIR		47 42 47 N 009 06 28 E						
	003° 183°	4.7 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 3700 ft	Even	Odd	± NM	ACC Zurich {C}
△ VEDOK (FIR BDRY)		47 47 24 N 009 07 14 E						
ABESI - KUDIS: CDR 1 H24 By ATC: Alternative route via Z651 and Z138 From VEDOK to KUDIS southbound only available below FL195								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>N869</b>								
△ NATOR	48 10 12 N 008 19 17 E							
	206°	59.0 NM	FL660 FL105 MEA = FL110	MOCA = 6300 ft	Odd		± NM	UAC Karlsruhe ACC Zurich {C, D}
△ OLBEN	47 18 16 N 007 37 46 E							
	229°	13.5 NM	FL660 10500 ft MEA = 11000 ft	MOCA = 5900 ft	Odd		± NM	ACC Zurich {C, D}
△ LUTIX	47 09 54 N 007 22 14 E							
	229°	10.4 NM	FL660 10500 ft MEA = 11000 ft	MOCA = 5900 ft	Odd		± NM	ACC Zurich {C, D}
△ BENOT	47 03 28 N 007 10 22 E							
	228°	14.0 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 5900 ft	Odd		± NM	ACC Geneva {C, D, E}
△ NEMOS	46 54 43 N 006 54 24 E							
	228°	17.6 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 5500 ft	Odd		± NM	ACC Geneva {C, E}
△ VEROX	46 43 39 N 006 34 24 E							
	227°	38 NM	FL500 FL095 MEA = FL100	MOCA = 7300 ft	Odd		± NM	ACC Geneva REF: AIP France {C}
△ MILPA	46 18 09 N 005 52 47 E							
OLBEN - MILPA: CDR 1 H24 By ATC: Alternative route via N850 - TRA - Z669								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>N871</b>								
▲ MOLUS	46 26 38 N 006 40 46 E							
	048°	10.9 NM	FL500 9500 ft MEA = 10000 ft	MOCA = 8100 ft	Even		± NM	ACC Geneva {C, E}
△ SOSAL	46 33 29 N 006 53 04 E							
	048°	20.5 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 7600 ft	Even		± NM	ACC Geneva {C, E}
△ TELNO	46 46 19 N 007 16 15 E							
	048°	7.6 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 6700 ft	Even		± NM	ACC Geneva {C, E}
△ KORED	46 51 02 N 007 24 51 E							
	048°	14.0 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 5300 ft	Even		± NM	ACC Zurich {C, E}
△ KONOL	46 59 43 N 007 40 51 E							
	049°	13.6 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 5400 ft	Even		± NM	ACC Zurich {C, E}
△ BERSU	47 08 08 N 007 56 29 E							
	055°	3.4 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 4200 ft	Even		± NM	ACC Zurich {C}
△ SUREP	47 09 55 N 008 00 39 E							
	055°	15.5 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 4400 ft	Even		± NM	ACC Zurich {C}
△ DITON	47 18 08 N 008 20 00 E							
	076°	36.0 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 5400 ft	Odd		± NM	ACC Zurich {C, E}
△ DEGES	47 24 45 N 009 12 07 E							
	088°	18.3 NM	FL660 10500 ft MEA = 11000 ft	MOCA = 5700 ft	Odd		± NM	ACC Zurich {C}
△ GAMSA	47 24 30 N 009 39 07 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Q226</b>								
△ Passeiry DVOR/ DME (PAS)		46 09 49 N 006 00 00 E						
	180°	18 NM	FL195 FL145 MEA = FL150	MOCA = 7900 ft	Odd		± NM	ACC Geneva REF: AIP France {C}
△ RUMIL		45 51 43 N 005 58 53 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
<b>T10</b>							
△ LUMEL	47 24 26 N 007 09 14 E						
	281°	21 NM	FL500 <u>14500 ft</u> MEA = 15000 ft	MOCA = 4600 ft	Even		± NM ACC REIMS REF: AIP France {C, D}
△ TORPA	47 28 46 N 006 39 31 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>T14</b>								
△ LASUN	47 24 51 N 007 32 15 E							
	266°	15.6 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4800 ft	Even		± NM	ACC Zurich {C, E}
△ LUMEL	47 24 26 N 007 09 14 E							
	265°	9.5 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4400 ft	Even		± NM	ACC Zurich {C, E}
△ ARNOT	47 24 08 N 006 55 12 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>T37</b>								
▲ KOVAR	46 23 31 N 005 49 01 E							
	149° 329°	16 NM	FL500 7900 ft MEA = 8000 ft	MOCA = 7900 ft	Odd	Even	± NM	ACC Geneva REF: AIP France {C} (2)
△ Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E							
	113° 293°	14 NM	FL195 9900 ft MEA = 10000 ft	MOCA = 9900 ft	Odd	Even	± NM	ACC Geneva REF: AIP France {C} (2)
△ EMGUT	46 03 56 N 006 18 19 E							
(2) within FIR Switzerland; outside REF: AIP France								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
<b>T40</b>								
△ LISMO	46 52 14 N 005 46 41 E							
	113° 293°	43 NM	FL195 <u>6503 ft</u> MEA = 7000 ft	MOCA = 6200 ft	Odd	Even	± NM	ACC Geneva REF: AIP France {C, D, E} (2)
△ REVL	46 35 11 N 006 44 36 E							
LISMO - REVL: Only by ATC H24 (2) within FIR Switzerland; outside REF: AIP France								

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
<b>T45</b>							
△ VENAT	46 14 39 N 006 35 48 E						
	031°	22 NM	FL500 <u>12500 ft</u> MEA = 13000 ft	MOCA = 9700 ft	Even		± NM ACC Geneva REF: AIP France {C}
△ SOSAL	46 33 29 N 006 53 04 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
<b>T50</b>								
△ VEBIT	47 16 07 N 008 00 21 E							
	245°	12.4 NM	FL660 6500 ft MEA = 7000 ft	MOCA = 4400 ft	Odd		± NM	ACC Zurich {C, E}
△ ROTOS	47 11 24 N 007 43 31 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑	
<b>T51</b>							
△ VEBIT	47 16 07 N 008 00 21 E						
	292°	7.5 NM	FL660 6500 ft MEA = 7000 ft	MOCA = 4200 ft	Even		± NM ACC Zurich {C, D, E}
△ DANZE	47 19 16 N 007 50 17 E						
	292°	13.5 NM	FL660 6500 ft MEA = 7000 ft	MOCA = 5400 ft	Even		± NM ACC Zurich {C, D, E}
△ LASUN	47 24 51 N 007 32 15 E						
	284°	34 NM	FL195 11500 ft MEA = 12000 ft	MOCA = 5700 ft	Even		± NM ACC Zurich APP Bâle ACC Reims REF: AIP France {C, D, E}
△ Hericourt NDB (HR)	47 33 42 N 006 43 56 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>T52</b>								
△ VEBIT	47 16 07 N 008 00 21 E							
	272°	29.7 NM	FL095 6500 ft MEA = 7000 ft	MOCA = 5900 ft	Even		± NM	ACC Zurich {C, E}
△ BALIR	47 18 30 N 007 16 53 E							
	316°	7.9 NM	FL095 6500 ft MEA = 7000 ft	MOCA = 5600 ft	Even		± NM	ACC Zurich {C, E}
△ LUMEL	47 24 26 N 007 09 14 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>T53</b>								
△ VEBIT	47 16 07 N 008 00 21 E							
	090°	10.2 NM	FL660 8500 ft MEA = 7000 ft	MOCA = 4500 ft	Even		± NM	ACC Zurich {C, E}
△ OBEDU	47 15 29 N 008 15 18 E							
	091°	8.0 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 7700 ft	Even		± NM	ACC Zurich {C, E}
△ OMIDO	47 14 58 N 008 27 03 E							
	150°	5.7 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 7700 ft	Even		± NM	ACC Zurich {C, E}
△ ARTAG	47 09 52 N 008 30 50 E							
	171°	7.6 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 7700 ft	Even		± NM	ACC Zurich {C, E}
△ GERSA	47 02 22 N 008 31 56 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>T103</b>								
△ DITON	47 18 08 N 008 20 00 E							
	069°	27.1 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 4900 ft	Odd		± NM	ACC Zurich {C}
△ KUDIS	47 26 28 N 008 58 01 E							
	069°	29.2 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4600 ft	Odd		± NM	ACC Zurich {C, E}
△ NUNRI	47 35 12 N 009 39 09 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>T125</b>								
△ RAMOK	47 01 20 N 007 41 03 E							
	041°	13.1 NM	FL195 5500 ft MEA = 6000 ft	MOCA = 5300 ft	Even		± NM	APP Bern {C, E}
Willisau △ DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	020° 200°	12.4 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 4300 ft	Even	Odd	± NM	APP Zurich {C, E}
△ EKTUM	47 22 08 N 008 01 28 E							
	053° 234°	24.9 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 4300 ft	Even	Odd	± NM	APP Zurich {C, E}
△ ENONO	47 35 53 N 008 32 03 E							
	089° 269°	11.5 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 3500 ft	Even	Odd	± NM	APP Zurich {C}
Zurich East △ VOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	055° 235°	13.8 NM	FL660 5500 ft MEA = 6000 ft	MOCA = 3700 ft	Even	Odd	± NM	ACC/APP Zurich {C, E}
△ ROMIR	47 42 47 N 009 06 28 E							
WIL - ZUE: CDR 1 H24 By ATC: Alternative route via T625								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
<b>T163</b>								
△ LUTIX	47 09 54 N 007 22 14 E							
	261°	14.6 NM	FL660 6500 ft MEA = 7000 ft	MOCA = 6000 ft		Even	± NM	ACC Zurich {C}
△ ROTOS	47 11 24 N 007 43 31 E							
	252°	25.8 NM	FL660 6500 ft MEA = 7000 ft	MOCA = 4700 ft		Even	± NM	ACC Zurich {C}
△ DITON	47 18 08 N 008 20 00 E							
	045°	26.3 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 4700 ft	Even		± NM	ACC Zurich {C}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	012°	12.0 NM	FL660 FL245		Even		± NM	ACC Zurich {C}
△ SONOM (UIR BDRY)	47 47 03 N 008 53 46 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
<b>T330</b>							
▲ MOLUS	46 26 38 N 006 40 46 E						
	333°	41 NM	FL500 FL125 MEA = FL130	MOCA = 8100 ft	Even		± NM ACC Geneva REF: AIP France {C, D}
△ GILIR	47 03 48 N 006 14 21 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>T345</b>								
△ Passeiry DVOR/ DME (PAS)		46 09 49 N 006 00 00 E						
	131°	20 NM	FL195 <u>10600 ft</u> MEA = 11000 ft	MOCA = 10600 ft	Odd		± NM	ACC Geneva REF: AIP France {C, D, E}
△ ODIKI		45 56 32 N 006 20 37 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑		
<b>T544</b>								
▲ TOKDO		46 01 30 N 005 42 40 E						
	235°	15 NM	FL095 7900 ft MEA = 8000 ft	MOCA = 7900 ft		Odd	± NM	REF: AIP France {C} (3)
△ Passeiry DVOR/DME (PAS)		46 09 49 N 006 00 00 E						
	043° 224°	8 NM	FL095 6500 ft MEA = 7000 ft	MOCA = 6300 ft	Even	Odd	± NM	ACC Geneva {C} (4)
△ Geneva DVOR/DME (GVA)		46 15 14 N 006 07 56 E						
	044° 224°	10 NM	FL095 6500 ft MEA = 7000 ft	MOCA = 5800 ft	Even	Odd	± NM	ACC Geneva {C} (4)
△ PETAL		46 22 05 N 006 18 01 E						
	042° 222°	9 NM	FL095 6500 ft MEA = 7000 ft	MOCA = 4700 ft	Even	Odd	± NM	ACC Geneva {C} (4)
△ St-Prex VOR/DME (SPR)		46 28 07 N 006 26 53 E						
	057° 237°	14.1 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 4700 ft	Even	Odd	± NM	ACC Geneva {C} (4)
△ REVL I		46 35 11 N 006 44 36 E						
	056° 236°	11.0 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 5500 ft	Even	Odd	± NM	ACC Geneva {C, E} (4)
△ ROMOM		46 40 52 N 006 58 14 E						
	058° 238°	11.9 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 7300 ft	Even	Odd	± NM	ACC Geneva {C, E} (4)
△ Fribourg VOR/DME (FRI)		46 46 39 N 007 13 25 E						
	046° 227°	36.9 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 7100 ft	Even	Odd	± NM	ACC Geneva {C, D, E} (2)
Willisau △ DVOR/DME (WIL)		47 10 42 N 007 54 21 E						
	214°	6.8 NM	FL095 6500 ft MEA = 7000 ft	MOCA = 4500 ft		Odd	± NM	APP Zurich APP Bern {C, E}
△ VEBIT		47 16 07 N 008 00 21 E						
(2) {D} within Bern TMA (3) within FIR Switzerland; outside REF: AIP France (4) {C} within TMA Geneva								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>T625</b>								
△ ROMIR	47 42 47 N 009 06 28 E							
	196° 016°	24.0 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 5600 ft	Odd	Even	± NM	APP Zurich {C, D}
△ SUBEX	47 20 07 N 008 54 45 E							
	254° 074°	42.2 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 5800 ft	Odd	Even	± NM	APP Zurich {C, D, E}
Willisau △ DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	264° 084°	12.2 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 4600 ft	Even	Odd	± NM	ACC Zurich APP Bern {C, E}
△ OSKUP	48 10 07 N 007 36 33 E							
	279° 099°	20.8 NM	FL095 8500 ft MEA = 9000 ft	MOCA = 6000 ft	Even	Odd	± NM	APP Bern {E}
△ DEKAM	47 14 24 N 007 06 46 E							
ROMIR - WIL: Only by ATC Alternative route for T125								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>T626</b>								
▲ Hericourt NDB (HR)	47 33 42 N 006 43 56 E							
	129°	16 NM	FL195 FL085 MEA = FL090	MOCA = 6900 ft	Odd		± NM	ACC Reims ACC Zurich REF: AIP France {C, D, E}
△ DOUCI	47 23 08 N 007 02 03 E							
	131°	19.1 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 5900 ft	Odd		± NM	ACC Zurich APP Bern {C, E}
△ LUTIX	47 09 54 N 007 22 14 E							
	086°	9.8 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 5900 ft	Odd		± NM	ACC Zurich APP Bern {C, E}
△ OSKUP	47 10 07 N 007 36 33 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>T627</b>								
△ LUTIX	47 09 54 N 007 22 14 E							
	143°	4.4 NM	FL195 <u>6000 ft</u> MEA = 6000 ft	MOCA = 6000 ft	Odd		± NM	ACC Zurich APP Bern {C, D, E}
△ KOPPI	47 06 15 N 007 25 55 E							
	200°	5.9 NM	FL195 <u>7500 ft</u> MEA = 8000 ft	MOCA = 4600 ft	Odd		± NM	ACC Zurich APP Bern {C, D, E}
△ BIRKI	47 00 47 N 007 22 35 E							
	222°	4.9 NM	FL195 <u>7500 ft</u> MEA = 8000 ft	MOCA = 5000 ft	Odd		± NM	ACC Zurich APP Bern {C, D, E}
△ ULMES	46 57 18 N 007 17 33 E							
LUTIX - ULMES: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
<b>T718</b>								
△ ELMUR	47 09 24 N 008 54 27 E							
	326°	37.3 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 8000 ft	Even		± NM	ACC Zurich {C, D, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	303°	24.3 NM	FL245 8000 ft MEA = 8000 ft	MOCA = 6300 ft	Even		± NM	ACC Zurich ACC Langen REF: AIP Germany {C, E}
△ ALINE	47 55 28 N 007 56 47 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ — ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
<b>T721</b>							
△ RILAX	47 56 34 N 008 30 49 E						
	147°	24.4 NM	FL235 <u>6500 ft</u> MEA = 7000 ft	MOCA = 4600 FT	Odd		± NM ACC Zurich APP Zurich REF: AIP Germany {C, E}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>T734</b>								
△ RONIX		47 13 34 N 008 27 25 E						
	175°	27.8 NM	FL245 4500 ft MEA = 5000 ft	MOCA = 4400 ft		Odd	± NM	ACC Zurich {C, E}
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	063°	13.1 NM	FL660 6500 ft MEA = 7000 ft	MOCA = 4600 ft		Odd	± NM	ACC Zurich REF: AIP Germany {C, E}
△ SONGI		47 46 40 N 008 43 55 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑		
<b>T901</b>								
△ SUREP	47 09 55 N 008 00 39 E							
	097°	4.4 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 4100 ft		Even	± NM	MAX IAS 180kts ACC Zurich APP Bern {C, E}
Willisau △ DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	322° 142°	5.1 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 4100 ft	Odd	Even	± NM	MAX IAS 180kts ACC Zurich APP Bern {C, E}
△ NEMAG	47 14 53 N 007 50 06 E							
	254° 074°	4.5 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 5200 ft	Odd	Even	± NM	MAX IAS 180kts ACC Zurich APP Bern {C, D, E}
△ ARVAN	47 13 53 N 007 43 41 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Y1</b>								
△ MILPA		46 18 09 N 005 52 47 E						
	105°	11 NM	FL500 FL165 MEA = FL170	MOCA = 7600 ft	Odd		± NM	ACC Geneva REF: AIP France
△ Geneva DVOR/ DME (GVA)		46 15 14 N 006 07 56 E						
	105°	37 NM	FL500 FL165 MEA = FL170	MOCA = 13700 ft	Odd		± NM	ACC Geneva REF: AIP France
△ VALOR		46 03 35 N 006 58 26 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
<b>Y3</b>								
△ ELBEG	47 41 49 N 007 44 58 E							
	131°	16.5 NM	FL105 <u>6500 ft</u> MEA = 7000 ft	MOCA = 5100 ft	Odd		± NM	APP Zurich REF: AIP Germany {C, D, E}
△ GIPOL	47 30 19 N 008 02 27 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>Y5</b>								
△ BARIG	47 16 07 N 008 33 40 E							
	256° 075°	27.3 NM	FL165 7500 ft MEA = 8000 ft	MOCA = 4500 ft	Odd	Even	± NM	APP Zurich {C, D, E}
Willisau △ DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	062°	13.3 NM	FL195 5500 ft MEA = 6000 ft	MOCA = 4500 ft		Even	± NM	APP Bern {C, D, E}
△ MEBOX	47 05 10 N 007 36 33 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Y21</b>								
△ Passeiry DVOR/ DME (PAS)		46 09 49 N 006 00 00 E						
	144°	20 NM	FL500 FL115 MEA = FL120	MOCA = 9500 ft	Odd		± NM	ACC Geneva REF: AIP France {C, D}
△ ESAPI		45 53 24 N 006 17 25 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>Y51</b>								
△ ASSEQ	46 13 24 N 006 30 57 E							
	$\frac{346^\circ}{166^\circ}$	15 NM	$\frac{FL500}{FL105}$ MEA = FL110	MOCA = 8800 ft	Even	Odd	± NM	ACC Geneva REF: AIP France {C}
△ St-Prex VOR/ DME (SPR)	46 28 07 N 006 26 53 E							
	$\frac{001^\circ}{181^\circ}$	6.0 NM	$\frac{FL195}{FL085}$ MEA = FL090	MOCA = 6200 ft	Even	Odd	± NM	ACC Geneva {C}
△ KONIL	46 34 06 N 006 27 30 E							
	$\frac{014^\circ}{194^\circ}$	10.1 NM	$\frac{FL195}{FL085}$ MEA = FL090	MOCA = 6900 ft	Even	Odd	± NM	ACC Geneva {C}
△ LORBU	46 43 46 N 006 31 44 E							
	$\frac{009^\circ}{189^\circ}$	11.0 NM	$\frac{FL195}{FL085}$ MEA = FL090	MOCA = 6900 ft	Even	Odd	± NM	ACC Geneva {C, E}
△ FLORY	46 54 31 N 006 35 06 E							
	$\frac{036^\circ}{216^\circ}$	13.5 NM	$\frac{FL195}{FL085}$ MEA = FL090	MOCA = 6200 ft	Even	Odd	± NM	ACC Geneva {C, E}
△ PALLU	47 05 00 N 006 47 36 E							
	$\frac{051^\circ}{231^\circ}$	16.1 NM	$\frac{FL195}{FL085}$ MEA = FL090	MOCA = 7000 ft	Even	Odd	± NM	ACC Geneva {C, E}
△ DEKAM	47 14 24 N 007 06 46 E							
	$\frac{056^\circ}{236^\circ}$	8.0 NM	$\frac{FL195}{FL075}$ MEA = FL080	MOCA = 5800 ft	Even	Odd	± NM	ACC Zurich {C, E}
△ BALIR	47 18 30 N 007 16 53 E							
	$\frac{056^\circ}{236^\circ}$	4.0 NM	$\frac{FL195}{FL075}$ MEA = FL080	MOCA = 5700 ft	Even	Odd	± NM	ACC Zurich {C, D, E}
△ LEPLA	47 20 36 N 007 21 58 E							
	$\frac{056^\circ}{236^\circ}$	8.2 NM	$\frac{FL195}{FL105}$ MEA = FL110	MOCA = 5700 ft	Even	Odd	± NM	ACC Zurich {C}
△ LASUN	47 24 51 N 007 32 15 E							
	$\frac{056^\circ}{236^\circ}$	6.1 NM	$\frac{FL195}{FL105}$ MEA = FL110	MOCA = 5300 ft	Even	Odd	± NM	ACC Zurich {C}
△ Hochwald DME (HOC)	47 28 00 N 007 39 56 E							
SPR - BALIR: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Y52</b>								
△ GOLEB	46 03 06 N 006 33 45 E							
	303°	4 NM	FL265 <u>13500 ft</u> MEA = 14000 ft	MOCA = 9900 ft	Odd		± NM	ACC Geneva REF: AIP France {D}
△ VALBU	46 05 10 N 006 29 23 E							
	303°	7 NM	FL265 <u>10600 ft</u> MEA = 11000 ft	MOCA = 9200 ft	Odd		± NM	ACC Geneva REF: AIP France {C, D}
△ SUVEL	46 09 05 N 006 21 04 E							
	303°	5 NM	FL265 <u>10600 ft</u> MEA = 11000 ft	MOCA = 8000 ft	Odd		± NM	ACC Geneva REF: AIP France {C, D}
△ BIVLO	46 11 50 N 006 15 14 E							
	226°	11 NM	FL265 <u>8500 ft</u> MEA = 9000 ft	MOCA = 8000 ft	Odd		± NM	ACC Geneva REF: AIP France {C}
△ SALEV	46 04 26 N 006 03 57 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑	
<b>Y55</b>							
△ SOVAD	46 20 15 N 006 02 54 E						
	143°	6 NM	FL195 FL095 MEA = FL100	MOCA = 7200 ft	Odd		± NM ACC Geneva REF: AIP France {C}
△ Geneva DVOR/ DME (GVA)	46 15 14 N 006 07 56 E						
	192°	11 NM	FL195 FL085 MEA = FL090	MOCA = 6300 ft	Odd		± NM ACC Geneva REF: AIP France {C}
△ SALEV	46 04 26 N 006 03 57 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Y56</b>								
△ Fribourg VOR/ DME (FRI)		46 46 39 N 007 13 25 E						
	226°	64 NM	FL195 FL105 MEA = FL110	MOCA = 8200 ft	Odd		± NM	ACC Geneva {C}
△ SALEV		46 04 26 N 006 03 57 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>Y58</b>								
△ NEMOS	46 54 43 N 006 54 24 E							
	199°	16.5 NM	FL265 9500 ft MEA = 10000 ft	MOCA = 5100 ft	Odd		± NM	ACC Geneva {C, E}
△ VADAR	46 39 26 N 006 45 13 E							
	225°	17.0 NM	FL265 9500 ft MEA = 10000 ft	MOCA = 4200 ft	Odd		± NM	ACC Geneva {C, E}
△ St-Prex VOR/ DME (SPR)	46 28 07 N 006 26 53 E							
	224°	18 NM	FL265 7800 ft MEA = 8000 ft	MOCA = 4800 ft	Odd		± NM	ACC Geneva REF: AIP France {C}
△ Geneva DVOR/ DME (GVA)	46 15 14 N 006 07 56 E							
	192°	11 NM	FL265 7800 ft MEA = 8000 ft	MOCA = 6100 ft	Odd		± NM	ACC Geneva REF: AIP France {C}
△ SALEV	46 04 26 N 006 03 57 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
<b>Y61</b>								
△ SOSON	46 36 24 N 008 35 39 E							
	098° 278°	6.9 NM	FL245 FL155 MEA = FL160	MOCA = 12600 ft	Even	Odd	± NM	ACC Zurich {C}
△ LUKOM	46 35 06 N 008 45 31 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>Y100</b>								
△ UMTEX		47 50 15 N 009 37 27 E						
	257°	48.9 NM	FL660 <u>6000 ft</u> MEA = 6000 ft	MOCA = 4600 ft	Even		± NM	UAC Karlsruhe ACC Munchen ACC Zurich REF: AIP Germany {C, E}
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	212°	37.5 NM	FL245 <u>6500 ft</u> MEA = 7000 ft	MOCA = 4600 ft	Odd		± NM	ACC Zurich APP Zurich {C, E}
Willisau △ DVOR/DME (WIL)		47 10 42 N 007 54 21 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Y112</b>								
△ RAVED	47 43 45 N 009 40 10 E							
	257°	82.9 NM	FL660 FL245		Even		± NM	ACC Zurich REF: AIP Germany {C}
△ Hochwald DME (HOC)	47 28 00 N 007 39 56 E							
	276° 096°	38 NM	FL195 FL085 MEA = FL090	MOCA = 5000 ft	Even	Odd	± NM	ACC Reims APP Bâle ACC Zurich REF: AIP France {C, D}
△ Hericourt NDB (HR)	47 33 42 N 006 43 56 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
<b>Y164</b>							
△ MOPAN	48 14 47 N 008 09 16 E						
	198°	60.4 NM	FL660 <u>13500 ft</u> MEA = 14000 ft	MOCA = 6300 ft	Odd		± NM ACC Zurich REF: AIP Germany {C}
△ OLBEN	47 18 16 N 007 37 46 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Y170</b>								
△ ABREG (FIR BDRY)		46 18 25 N 009 33 05 E						
	344°	45.8 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 13300 ft	Even		± NM	ACC Zurich {C, E}
△ ARGAX		47 03 00 N 009 17 53 E						
	346°	40.6 NM	FL660 12500 ft MEA = 13000 ft	MOCA = 10000 ft	Even		± NM	ACC Zurich {C, E}
△ ROMIR		47 42 47 N 009 06 28 E						
ABREG - ROMIR: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
<b>Y223</b>								
△ VENAT	46 14 39 N 006 35 48 E							
	122°	19 NM	FL500 FL165 MEA = FL170	MOCA = 13700 ft	Even		± NM	ACC Geneva {C}
△ VALOR	46 03 35 N 006 58 26 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ — ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	↓	↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
<b>Y224</b>								
△ MOBLO	45 48 35 N 006 43 22 E							
	032°	18 NM	FL500 <u>17500 ft</u> MEA = 18000 ft	MOCA = 17500 ft	Even		± NM	ACC Geneva {C}
△ VALOR	46 03 35 N 006 58 26 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
<b>Z1</b>								
△ DEGES	47 24 45 N 009 12 07 E							
	057°	9.5 NM	FL660 7500 ft MEA = 8000 ft	MOCA = 5600 ft	Even		± NM	ACC Zurich {C, E}
△ ROMGA	47 29 26 N 009 24 13 E							
	015°	6.1 NM	FL660 7500 ft MEA = 8000 ft	MOCA = 4900 ft	Even		± NM	ACC Zurich {C, E}
△ BODAN	47 35 15 N 009 27 05 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
<b>Z2</b>								
△ DEGES	47 24 45 N 009 12 07 E							
	074°	16.6 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 5900 ft	Odd		± NM	ACC Zurich {C, E}
△ DORAP (FIR BDRY)	47 28 22 N 009 36 04 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
<b>Z6</b>							
△ DEGES	47 24 45 N 009 12 07 E						
	057°	21.1 NM	FL660 8000 ft MEA = 8000 ft	MOCA = 5600 ft	Odd		± NM REF: AIP Germany ACC Zurich {C, E}
△ NUNRI	47 35 12 N 009 39 09 E						

Route Designator		Route Remarks (Optional)						Significant Point Remarks
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Z16</b>								
△ Passeiry DVOR/ DME (PAS)		46 09 49 N 006 00 00 E						
	209° 029°	20 NM	FL195 7900 ft MEA = 8000 ft	MOCA = 7900 ft	Odd	Even	± NM	ACC Geneva ACC Marseille REF: AIP France {C, D}
△ Chambéry VOR/ DME (CBY)		45 52 55 N 005 45 26 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>Z32</b>								
△ MOREG	46 23 35 N 006 00 26 E							
	084°	10 NM	FL195 7900 ft MEA = 8000 ft	MOCA = 7900 ft	Even		± NM	ACC Geneva REF: AIP France {C} (2)
△ Gland NDB (GLA)	46 24 31 N 006 14 39 E							
	082°	18 NM	FL195 9199 ft MEA = 10000 ft	MOCA = 8100 ft	Even		± NM	ACC Geneva REF: AIP France {C} (2)
△ MOLUS	46 26 38 N 006 40 46 E							
(2) within FIR Switzerland; outside REF: AIP France								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑		
<b>Z50</b>								
△ OLBEN	47 18 16 N 007 37 46 E							
	147°	7.9 NM	$\frac{FL285}{6500 ft}$ MEA = 7000 ft	MOCA = 5600 ft	Odd		± NM	ACC Zurich {C, D, E}
△ ROTOS	47 11 24 N 007 43 31 E							
	107°	9.4 NM	$\frac{FL285}{7500 ft}$ MEA = 8000 ft	MOCA = 5000 ft	Odd		± NM	ACC Zurich {C, E}
△ BERSU	47 08 08 N 007 56 29 E							
	100°	19.9 NM	$\frac{FL285}{11500 ft}$ MEA = 12000 ft	MOCA = 7500 ft	Odd		± NM	ACC Zurich {C, E}
△ URIGI	47 03 32 N 008 24 49 E							
	101°	5.0 NM	$\frac{FL285}{11500 ft}$ MEA = 12000 ft	MOCA = 7700 ft	Odd		± NM	ACC Zurich {C, E}
△ GERSA	47 02 22 N 008 31 56 E							
	115°	10.7 NM	$\frac{FL660}{13500 ft}$ MEA = 14000 ft	MOCA = 9900 ft	Odd		± NM	ACC Zurich {C}
△ KELIP	46 57 22 N 008 45 42 E							
	$\frac{115°}{295°}$	8.5 NM	$\frac{FL660}{13500 ft}$ MEA = 14000 ft	MOCA = 13300 ft	Odd	Even	± NM	ACC Zurich {C}
△ SOPER	46 53 22 N 008 56 40 E							
	$\frac{115°}{296°}$	36.7 NM	$\frac{FL660}{15500 ft}$ MEA = 16000 ft	MOCA = 13300 ft	Odd	Even	± NM	ACC Zurich {C}
△ PELAD	46 35 56 N 009 43 33 E							
	$\frac{116°}{296°}$	15.0 NM	$\frac{FL660}{15500 ft}$ MEA = 16000 ft	MOCA = 13200 ft	Odd	Even	± NM	ACC Zurich {C}
△ RESIA (FIR/UIR BDRY)	46 28 42 N 010 02 36 E							
BERSU - GERSA: CDR 1 H24 KELIP - RESIA: CDR 1 H24								

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑	
<b>Z57</b>							
△ LAMUR	46 34 47 N 007 13 53 E						
	038°	16.3 NM	FL660 FL155 MEA = FL160	MOCA = 9400 ft	Even		± NM ACC Geneva {C}
△ GUDAX	46 47 05 N 007 29 25 E						
	048°	27.6 NM	FL660 FL115 MEA = FL120	MOCA = 8200 ft	Even		± NM ACC Zurich {C}
△ DOPIL	47 04 12 N 008 01 00 E						
LAMUR - DOPIL: CDR 1 H24							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
<b>Z58</b>								
△ BERSU	47 08 08 N 007 56 29 E							
	028°	38.9 NM	FL660 <u>7500 ft</u> MEA = 8000 ft	MOCA = 4300 ft	Even		± NM	ACC Zurich {C}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑	
<b>Z59</b>							
△ KONOL	46 59 43 N 007 40 51 E						
	316°	24.9 NM	FL195 7500 ft MEA = 8000 ft	MOCA = 5900 ft	Even		± NM ACC Zurich {C, D, E}
△ BALIR	47 18 30 N 007 16 53 E						
	316°	7.9 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 5600 ft	Even		± NM ACC Zurich {C, D, E}
△ LUMEL	47 24 26 N 007 09 14 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Z60</b>								
△ AMRID	46 56 05 N 007 19 33 E							
	201°	10.3 NM	FL195 7500 ft MEA = 8000 ft	MOCA = 5900 ft	Odd		± NM	ACC Geneva {C, D, E}
△ Fribourg VOR/ DME (FRI)	46 46 39 N 007 13 25 E							
	247°	20.7 NM	FL660 7600 ft MEA = 8000 ft	MOCA = 7600 ft	Even		± NM	ACC Geneva {C, E}
△ VADAR	46 39 26 N 006 45 13 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
<b>Z61</b>							
△ SOSAL	46 33 29 N 006 53 04 E						
	044°	19.2 NM	FL660 8000 ft MEA = 8000 ft	MOCA = 8000 ft	Even		± NM ACC Geneva {C, E}
△ Fribourg VOR/ DME (FRI)	46 46 39 N 007 13 25 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
<b>Z62</b>								
△ DEREM	46 21 24 N 006 10 34 E							
	087°	5 NM	FL195 <u>7000 ft</u> MEA = 8000 ft	MOCA = 6200 ft	Odd		± NM	ACC Geneva REF: AIP France {C}
△ NAMEL	46 21 28 N 006 17 00 E							
	087°	10 NM	FL195 <u>9500 ft</u> MEA = 10000 ft	MOCA = 6000 ft	Odd		± NM	ACC Geneva REF: AIP France {C}
△ TINAM	46 21 36 N 006 31 50 E							
	049°	8 NM	FL195 <u>9500 ft</u> MEA = 10000 ft	MOCA = 9200 ft	Odd		± NM	ACC Geneva REF: AIP France {C}
△ MOLUS	46 26 38 N 006 40 46 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
<b>Z63</b>								
△ KONIL	46 34 06 N 006 27 30 E							
	089°	17.7 NM	FL500 <u>7500 ft</u> MEA = 8000 ft	MOCA = 7200 FT	Odd		± NM	ACC Geneva {C, E}
△ SOSAL	46 33 29 N 006 53 04 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Z64</b>								
△ LIRKO	46 34 15 N 005 48 52 E							
	100°	27 NM	FL500 FL115 MEA = FL120	MOCA = 6800 FT	Odd		± NM	ACC Geneva {C}
△ St-Prex VOR/ DME (SPR)	46 28 07 N 006 26 53 E							
	097° 277°	10 NM	FL500 FL095 MEA = FL100	MOCA = 8100 FT	Odd	Even	± NM	ACC Geneva {C}
△ MOLUS	46 26 38 N 006 40 46 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>Z65</b>								
△ St-Prex VOR/ DME (SPR)	46 28 07 N 006 26 53 E							
	244° 064°	9.2 NM	FL500 6500 ft MEA = 7000 ft	MOCA = 5500 ft	Odd	Even	± NM	ACC Geneva {C}
△ Gland NDB (GLA)	46 24 31 N 006 14 39 E							
	247°	16 NM	FL500 7900 ft MEA = 8000 ft	MOCA = 7900 ft	Odd		± NM	ACC Geneva REF: AIP France {C, E}
△ MILPA	46 18 09 N 005 52 47 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Z67</b>								
△ VENAT	46 14 39 N 006 35 48 E							
	053°	33 NM	FL500 15500 ft MEA = 16000 ft	MOCA = 9700 ft	Even		± NM	ACC Geneva REF: AIP France {C}
△ LAMUR	46 34 47 N 007 13 53 E							
	022°	17.9 NM	FL500 15500 ft MEA = 16000 ft	MOCA = 9100 ft	Even		± NM	ACC Geneva {C}
△ KORED	46 51 02 N 007 24 51 E							
VENAT - KORED: CDR 1 H24								

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑		
<b>Z69</b>								
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	232°	40.2 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 5600 ft	Odd		± NM	ACC Zurich {C}
△ OLBEN		47 18 16 N 007 37 46 E						
TRA - OLBEN: CDR 1 H24 By ATC: Alternative route via Z669								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑		
<b>Z83</b>								
△ DETRI	46 36 22 N 008 48 54 E							
	108° 289°	20.5 NM	FL195 FL155 MEA = FL160	MOCA = 13300 ft	Odd	Even	± NM	ACC Zurich {C}
△ ULGOD	46 28 55 N 009 16 31 E							
	100° 280°	7.9 NM	FL195 FL155 MEA = FL160	MOCA = 13300 ft	Odd	Even	± NM	ACC Zurich {C, D}
△ ROSGO	46 27 10 N 009 27 41 E							
	073° 253°	13.1 NM	FL195 FL155 MEA = FL160	MOCA = 13300 ft	Odd	Even	± NM	ACC Zurich {C}
△ GUGSA	46 30 23 N 009 46 00 E							
DETRI - GUGSA: Only by ATC								

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
<b>Z90</b>							
△ Hochwald DME (HOC)	47 28 00 N 007 39 56 E						
	147° 328°	19.9 NM	FL095 6500 ft MEA = 7000 ft	MOCA = 5100 ft	Odd	Even	± NM ACC Zurich {D, E}
Willisau △ DVOR/DME (WIL)	47 10 42 N 007 54 21 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑		
<b>Z119</b>								
△ ESEVA	46 48 08 N 007 00 53 E							
	277°	8.7 NM	FL245 FL105 MEA = FL110	MOCA = 6200 ft		Odd	± NM	ACC Geneva {C}
△ Fribourg VOR/ DME (FRI)	46 46 39 N 007 13 25 E							
	097° 277°	2.0 NM	FL245 FL105 MEA = FL110	MOCA = 7400 ft	Even	Odd	± NM	ACC Geneva {C}
△ TELNO	46 46 19 N 007 16 15 E							
	097° 277°	30.1 NM	FL245 FL155 MEA = FL160	MOCA = 13700 ft	Even	Odd	± NM	ACC Geneva ACC Zurich {C}
△ MONIN	46 41 03 N 007 59 18 E							
	097° 278°	25.5 NM	FL245 FL165 MEA = FL170	MOCA = 14900 ft	Even	Odd	± NM	ACC Zurich {C}
△ SOSON	46 36 24 N 008 35 39 E							
	087° 267°	9.1 NM	FL245 FL155 MEA = FL160	MOCA = 12600 ft	Odd	Even	± NM	ACC Zurich {C}
△ DETRI	46 36 22 N 008 48 54 E							
	087° 267°	6.9 NM	FL245 FL155 MEA = FL160	MOCA = 12700 ft	Odd	Even	± NM	ACC Zurich {C}
△ PIXOS	46 36 19 N 008 58 59 E							
	087° 268°	30.7 NM	FL245 FL155 MEA = FL160	MOCA = 13300 ft	Odd	Even	± NM	ACC Zurich {C}
△ PELAD	46 35 56 N 009 43 33 E							
	061° 241°	18.5 NM	FL245 FL155 MEA = FL160	MOCA = 13400 ft	Odd	Even	± NM	ACC Zurich {C}
△ ARDED	46 44 07 N 010 07 40 E							
	061° 241°	6.0 NM	FL245 FL155 MEA = FL160	MOCA = 13400 ft	Odd	Even	± NM	ACC Zurich {C}
△ RONAG	46 46 46 N 010 15 32 E							
	359° 179°	21.5 NM	FL245 FL155 MEA = FL160	MOCA = 13400 ft	Odd	Even	± NM	ACC Zurich / ACC Munich REF: AIP Austria {C}
△ KUSAM	47 08 14 N 010 16 55 E							
TELNO - SOSON: CDR 1 H24 DETRI - KUSAM: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
<b>Z138</b>								
△ KESEX	47 14 05 N 008 43 00 E							
	036°	16.1 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5700 ft	Even		± NM	ACC Zurich {C}
△ KUDIS	47 26 28 N 008 58 01 E							
	097°	9.7 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 6600 ft	Odd		± NM	ACC Zurich {C}
△ DEGES	47 24 45 N 009 12 07 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Z141</b>								
△ MEBOX	47 05 10 N 007 36 33 E							
	075°	13.9 NM	FL195 <u>5500 ft</u> MEA = 6000 ft	MOCA = 4800 ft	Even		± NM	ACC Zurich above FL105 APP Bern below FL105 {C, E}
△ BERSU	47 08 08 N 007 56 29 E							
	005°	39.0 NM	FL195 <u>6500 ft</u> MEA = 7000 ft	MOCA = 5500 ft	Even		± NM	ACC Zurich REF: AIP Germany {C, E}
△ AMRUP	47 46 45 N 008 04 37 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑	
<b>Z142</b>							
△ RAMOK	47 01 20 N 007 41 03 E						
	318°	4.9 NM	FL195 5500 ft MEA = 6000 ft	MOCA = 5000 ft	Even		± NM ACC Zurich above FL105 APP Bern below FL105 {C, D, E}
△ MEBOX	47 05 10 N 007 36 33 E						
	312°	18.9 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 6000 ft	Even		± NM ACC Zurich above FL105 APP Bern below FL105 {C, D, E}
△ BALIR	47 18 30 N 007 16 53 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
<b>Z143</b>								
△ RAMOK	47 01 20 N 007 41 03 E							
	054°	12.5 NM	FL195 <u>5500 ft</u> MEA = 6000 ft	MOCA = 5200 ft	Even		± NM	ACC Zurich above FL105 APP Bern below FL105 {C, D, E}
△ BERSU	47 08 08 N 007 56 29 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
<b>Z144</b>							
△ AMRID	46 56 05 N 007 19 33 E						
	235°	15.1 NM	FL195 <u>7500 ft</u> MEA = 8000 ft	MOCA = 4600 ft	Odd		± NM ACC Geneva {C, D, E}
△ ESEVA	46 48 08 N 007 00 53 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits			Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
<b>Z162</b>								
△ ROLSA	47 17 23 N 008 53 21 E							
	348°	18.4 NM	FL660 <u>8500 ft</u> MEA = 9000 ft	MOCA = 5400 ft	Even		± NM	ACC Zurich {C}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
<b>Z163</b>								
△ Zurich East DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	087°	25.7 NM	FL660 <u>8500 ft</u> MEA = 9000 ft	MOCA = 4200 ft	Odd		± NM	ACC Zurich {C, E}
△ BODAN	47 35 15 N 009 27 05 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Z170</b>								
△ ARGAX		47 03 00 N 009 17 53 E						
	327°	27.1 NM	FL660 <u>10500 ft</u> MEA = 11000 ft	MOCA = 10000 ft	Even		± NM	ACC Zurich {C, E}
△ KUDIS		47 26 28 N 008 58 01 E						
	349°	20.8 NM	FL660 <u>FL245</u>		Even		± NM	ACC Zurich {C}
△ SONOM (UIR BDRY)		47 47 03 N 008 53 46 E						
ARGAX - KUDIS: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
<b>Z408</b>								
△ TIRUL	47 03 26 N 010 31 43 E							
	210°	20.0 NM	FL195 <u>15800 ft</u> MEA = 16000 ft	MOCA = 13000 ft	Odd		± NM	ACC Munich / ACC Zurich REF: AIP Austria {C}
△ RONAG	46 46 46 N 010 15 32 E							
TIRUL - RONAG: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Z424</b>								
△ DEGAD	46 26 10 N 008 37 06 E							
	209°	11.5 NM	FL660 17500 ft MEA = 18000 ft	MOCA = 12300 ft	Odd		± NM	ACC Zurich {C}
△ BASGO	46 16 23 N 008 28 20 E							
	172°	9.8 NM	FL660 17500 ft MEA = 18000 ft	MOCA = 11300 ft	Odd		± NM	ACC Zurich ACC Milano REF: AIP Italy
▲ AKASU	46 06 35 N 008 29 44 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>Z600</b>								
Willisau △ DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	$\frac{291^\circ}{111^\circ}$	24.2 NM	$\frac{FL195}{6500 \text{ ft}}$ MEA = 7000 ft	MOCA = 5800 ft	Even	Odd	± NM	{C, D, E}
△ LEPLA	47 20 36 N 007 21 58 E							
	$\frac{291^\circ}{111^\circ}$	9.5 NM	$\frac{FL195}{6500 \text{ ft}}$ MEA = 7000 ft	MOCA = 5700 ft	Even	Odd	± NM	{C, D, E}
△ LUMEL	47 24 26 N 007 09 14 E							
	$\frac{296^\circ}{116^\circ}$	20 NM	$\frac{FL195}{8500 \text{ ft}}$ MEA = 9000 ft	MOCA = 4300 ft	Even	Odd	± NM	ACC Reims APP Bâle ACC Zurich REF: AIP France {C, D, E}
▲ Hericourt NDB (HR)	47 33 42 N 006 43 56 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>Z601</b>								
△ ROTOS	47 11 24 N 007 43 31 E							
	092° 272°	7.4 NM	FL195 7500 ft MEA = 8000 ft	MOCA = 5000 ft	Even	Odd	± NM	APP Bern ACC Zurich {C, E}
Willisau △ DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	013° 193°	20.4 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 5000 ft	Odd	Even	± NM	APP Bern ACC Zurich {C, E}
△ GIPOL	47 30 19 N 008 02 27 E							
	052° 233°	19.5 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 4600 ft	Odd	Even	± NM	ACC Zurich {C, E}
Trasadingen △ DME (TRA)	47 41 22 N 008 26 13 E							
	108° 288°	16.5 NM	FL095 5500 ft MEA = 6000 ft	MOCA = 4800 ft	Odd	Even	± NM	APP Zurich {C, E}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	087° 268°	25.7 NM	FL095 5500 ft MEA = 6000 ft	MOCA = 4300 ft	Odd	Even	± NM	APP Zurich {C, E}
△ BODAN (FIR BDRY)	47 35 15 N 009 27 05 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
<b>Z651</b>								
△ CANNE	46 10 00 N 008 52 52 E							
	351°	26.5 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 12600 ft	Even		± NM	ACC Zurich {C}
△ DETRI	46 36 22 N 008 48 54 E							
	351°	21.1 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 13100 ft	Even		± NM	ACC Zurich {C}
△ KELIP	46 57 22 N 008 45 42 E							
	351°	6.8 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 9900 ft	Even		± NM	ACC Zurich {C}
△ MOSIT	47 04 09 N 008 44 38 E							
	351°	8.2 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 7900 ft	Even		± NM	ACC Zurich {C}
△ MANEG	47 12 15 N 008 43 20 E							
	350°	1.9 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 4800 ft	Even		± NM	ACC Zurich {C}
△ KESEX	47 14 05 N 008 43 00 E							
	008°	21.8 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 4800 ft	Even		± NM	ACC Zurich {C}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		MOCA	↓		
<b>Z652</b>								
△ KESEX		47 14 05 N 008 43 00 E						
	334°	29.6 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5600 ft	Even		± NM	ACC Zurich {C, E}
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	338°	35.3 NM	FL245 7500 ft MEA = 8000 ft	MOCA = 5300 ft	Even		± NM	ACC Zurich {C, E}
△ MOPAN		48 14 47 N 008 09 16 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
<b>Z653</b>							
△ KESEX	47 14 05 N 008 43 00 E						
	062°	7.8 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5800 ft	Even		± NM ACC Zurich {C, E}
△ ROLSA	47 17 23 N 008 53 21 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
<b>Z669</b>								
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	221°	41.7 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 5600 ft	Odd		± NM	ACC Zurich {C}
△ ROTOS		47 11 24 N 007 43 31 E						
	229°	15.7 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4500 ft	Odd		± NM	ACC Zurich {C, E}
△ BADEP		47 01 38 N 007 25 28 E						
	228°	6.9 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4300 ft	Odd		± NM	ACC Zurich {C, E}
△ ULMES		46 57 18 N 007 17 33 E						
	228°	14.7 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 3800 ft	Odd		± NM	ACC Geneva {C, E}
△ ESEVA		46 48 08 N 007 00 53 E						
	228°	13.8 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4600 ft	Odd		± NM	ACC Geneva {C, E}
△ VADAR		46 39 26 N 006 45 13 E						
	238°	42 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 7000 ft	Odd		± NM	ACC Geneva REF: AIP France {C, E}
△ MILPA		46 18 09 N 005 52 47 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
<b>Z671</b>							
△ DITON	47 18 08 N 008 20 00 E						
	089°	22.7 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5400 ft	Even		± NM ACC Zurich {C, E}
△ ROLSA	47 17 23 N 008 53 21 E						

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## ENR 4.4 NAME CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
ABARI	47 24 59 N 006 56 33 E		
ABESI	46 09 35 N 009 02 34 E	N851	FRA (E): Even FL
ABNOR	46 59 24.4 N 007 15 06.7 E		IAC LSHI PinS
ABREG	46 18 25 N 009 33 05 E	Y170	FRA (E): Even FL Refer to AIP Italy
AGERI	47 07 01.7 N 008 36 18.1 E	M858	MIL PROC LSME, STAR LSZC
AKABI	47 43 01 N 009 14 00 E	L856	
AKASU	46 06 35 N 008 29 44 E	Z424	FRA (X): Odd FL Refer to AIP Italy
ALAGO	47 47 59.0 N 009 27 46.0 E		SID LSZR Refer to AIP Germany
ALINE	47 55 28 N 007 56 47 E	T718	Refer to AIP Germany
ALOXO	47 46 01 N 009 58 13 E		Refer to AIP Germany
AMIKI	47 34 26.0 N 009 02 15.0 E		STAR LSZH, HLDG LSZH, RNAV Transition LSZH, SID LSZR
AMRID	46 56 05.4 N 007 19 32.8 E	Z60, Z144, KQ862	SID/STAR LSZB
AMRUP	47 46 45 N 008 04 37 E	N491, Z141	Refer to AIP Germany
AOSTA	45 47 47 N 007 20 45 E		FRA (E): Even FL Refer to AIP Italy
ARDED	46 44 07 N 010 07 40 E	Z119	
ARGAX	47 03 00 N 009 17 53 E	L613, Y170, Z170	FRA (I)
ARNOT	47 24 08.0 N 006 55 12.0 E	T14	STAR LSGC Refer to AIP France
ARSUT	48 10 00 N 009 19 43 E		Refer to AIP Germany
ARTAG	47 09 52.5 N 008 30 50.3 E	T53	SID LSZH
ARVAN	47 13 53.0 N 007 43 41.0 E	T901	SID, IAC, HLDG LSZG
ASBER	46 53 25.9 N 007 15 52.8 E	KQ861, KQ862, KQ864	
ASGED	47 14 08.8 N 008 34 13.8 E	M858	MIL PROC LSME, MIL PROC LSMD, STAR LSZC
ASSEQ	46 13 24 N 006 30 57 E	Y51	Refer to AIP France

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

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
DEVDI	47 44 20 N 007 32 52 E		FRA (I): Odd FL Refer to AIP France/Germany
DIBIV	46 28 00 N 009 40 00 E	Test Flight pattern East A9	
DINIG	46 29 43.0 N 005 53 26.0 E		STAR LSGG, HLDG Refer to AIP France
DINOX	46 40 00 N 006 07 11 E	L615	Refer to AIP France
DITON	47 18 08 N 008 20 00 E	L613, N871, T103, T163, Z671	FRA (I)
DOFIL	47 04 12.0 N 008 01 00.0 E	Z57	STAR LSZH
DORAP	47 28 22 N 009 36 04 E	Z2	
DOUCI	47 23 08 N 007 02 03 E	T626	
EDUMI	47 45 40.7 N 008 27 31.0 E		IAC LSZH
EKTUM	47 22 08 N 008 01 28 E	T125	
ELBEG	47 41 49 N 007 44 58 E	Y3	Refer to AIP Germany
ELMUR	47 09 24.4 N 008 54 27.4 E	L613, N851, T718	MIL PROC LSME FRA (I)
EMKIL	48 10 27 N 008 45 53 E		Refer to AIP Germany
EMGUT	46 03 56 N 006 18 19 E	T37	Refer to AIP France
EMMEF	45 01 06 N 006 38 50 E		FRA (E), Odd FL Refer to AIP France
ENONO	47 35 53 N 008 32 03 E	T125	
ESAPI	45 53 23.6 N 006 17 24.9 E	Y21	SID LSGG Refer to AIP France
ESEVA	46 48 07.6 N 007 00 52.8 E	Z119, Z144, Z669	STAR LSGG
ESOKO	45 52 39 N 007 05 50 E		FRA (I)
ETEKI	46 44 10.8 N 006 44 21.4 E	KQ811	IAC LSMP
ETIXO	46 41 18.9 N 007 44 40.0 E		IAC LSMM PinS
ETOXU	47 43 33.0 N 009 33 02.0 E		STAR LSZH Refer to AIP Germany
EVANO	45 20 15 N 008 45 39 E		Refer to AIP Italy

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

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
INSIL	46 56 57.7 N 007 24 31.4 E		IAC LSHI PinS
INTEB	46 56 25.2 N 007 15 29.9 E		IAC LSHI PinS
INTEG	47 09 02 N 009 56 09 E		FRA (I): FL315-FL660 Refer to AIP Austria
IRMAR	44 48 00 N 006 47 26 E		FRA (E): Even FL Refer to AIP France
IXILA	46 45 13.5 N 008 02 37.4 E		IAC LSMM PinS
KELIP	46 57 22.3 N 008 45 42.0 E	Z50, Z651	STAR LSZH
KENTY	46 25 37 N 005 12 46 E		Refer to AIP France
KESEX	47 14 05 N 008 43 00 E	Z138, Z651, Z652, Z653	FRA (I)
KINES	45 19 52.9 N 006 45 19.1 E		STAR LSGG FRA (A): LSGG FRA (I) Refer to AIP France
KINNI	46 05 20.0 N 006 12 42.1 E		FRA (I) Refer to AIP France
KOGAS	45 48 30 N 006 23 27 E		FRA (I) Refer to AIP France
KONIL	46 34 06.4 N 006 27 30.1 E	Y51, Z63	SID LSGG
KONOL	46 59 43 N 007 40 51 E	N871, Z59	
KOPPI	47 06 15.0 N 007 25 55.0 E	T627	STAR LSZB
KORED	46 51 02 N 007 24 51 E	N871, Z67	FRA (A): LSZH FRA (D): LSGG FRA (I)
KOVAR	46 23 31 N 005 49 01 E	T37	Refer to AIP France
KUBOM	47 26 10 N 006 56 45 E		Refer to AIP France
KUDIS	47 26 28 N 008 58 01 E	N851, T103, Z138, Z170	
KUKEV	45 39 10 N 007 12 29 E		FRA (E): Even FL Refer to AIP Italy
KUSAM	47 08 14 N 010 16 55 E	Z119	Refer to AIP Austria
LADOL	48 10 00 N 008 57 12 E		FRA (I): FL245-FL660, Even FL Refer to AIP Germany
LAMUR	46 34 47 N 007 13 53 E	Z57, Z67	FRA (I)

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
LAPRI	44 58 49 N 007 09 36 E		FRA (X): Odd FL Refer to AIP Italy
LASUN	47 24 51 N 007 32 15 E	T14, T51, Y51	
LEPLA	47 20 36.1 N 007 21 58.0 E	Y51, Z600	SID/STAR LSGC
LIRKO	46 34 15.4 N 005 48 51.5 E	Z64	STAR LSGG Refer to AIP France
LISMO	46 52 14 N 005 46 41 E	T40	Refer to AIP France
LOKTA	48 10 00 N 009 10 58 E		FRA (I): FL245-FL660, Even FL FRA (X): FL195-FL245, Even FL Refer to AIP Germany
LORBU	46 43 45.7 N 006 31 44.1 E	Y51	SID LSGG
LUGAN	46 00 13.1 N 008 54 37.0 E	KY252	SID/STAR LSZA
LUKOM	46 35 06 N 008 45 31 E	M858, Y61	
LUMEG	47 03 23.0 N 008 23 09.0 E		MIL PROC LSZC
LUMEL	47 24 26 N 007 09 14 E	T10, T14, T52, Z59, Z600	
LURAG	45 31 40 N 007 05 20 E		FRA (X): Odd FL Refer to AIP Italy
LUSAR	46 40 08.0 N 005 10 46.1 E		STAR LSGG FRA (E): Odd FL Refer to AIP France
LUTIX	47 09 54 N 007 22 14 E	N869, T163, T626, T627	FRA (I)
MANEG	47 12 15 N 008 43 20 E	L613, Z651	FRA (I)
MARER	46 56 52.5 N 007 23 04.1 E		IAC LSHI PinS
MATIV	47 35 35.0 N 009 11 32.0 E		STAR LSZH, MIL PROC LSMD
MEBOX	47 05 10.4 N 007 36 33.5 E	KQ862, Y5, Z141, Z142	SID LSZB
MEDAM	45 15 52.0 N 006 56 24.1 E		SID LSGG FRA (I) FRA (D): LSGG Refer to AIP France
MILPA	46 18 09 N 005 52 47 E	N869, Y1, Z65, Z669	FRA (I) Refer to AIP France
MOBLO	45 48 35 N 006 43 22 E	Y224	FRA (I) Refer to AIP France
MOKIP	46 26 56 N 005 05 37 E		FRA (E): Odd FL Refer to AIP France

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
MOLUS	46 26 38.0 N 006 40 46.0 E	N871, T330, Z32, Z62, Z64	SID LSGG FRA (I) Refer to AIP France
MONIN	46 41 03.4 N 007 59 18.3 E	Z119	SID/STAR LSZB
MOPAN	48 14 47 N 008 09 16 E	Y164, Z652	FRA (E): FL195-FL245, Odd FL FRA (I): FL245-FL660, Odd FL Refer to AIP Germany
MOREG	46 23 35 N 006 00 26 E	Z32	Refer to AIP France
MOROK	47 23 48 N 006 39 20 E		Refer to AIP France
MOSIT	47 04 08.7 N 008 44 37.7 E	Z651	STAR LSZH, HLDG
NAMEL	46 21 28 N 006 17 00 E	Z62	Refer to AIP France
NATLI	47 29 31 N 007 30 26 E		Refer to AIP France
NATOR	48 10 12.0 N 008 19 17.0 E	N869	STAR LSZH FRA (E): FL195-FL245, Odd FL FRA (I): FL245-FL660, Odd FL Refer to AIP Germany
NAXOL	46 52 25.2 N 007 48 03.2 E		MIL PROC LSME
NEGRA	47 43 20.0 N 009 25 37.9 E		STAR LSZH FRA (I) Refer to AIP Germany
NEMAG	47 14 53.0 N 007 50 06.0 E	T901	IAC LSZG
NEMOS	46 54 43.0 N 006 54 23.6 E	N869, Y58	STAR LSGG FRA (I)
NINTU	46 08 50 N 005 33 11 E		FRA (X): Odd FL Refer to AIP France
NISPI	46 56 40.9 N 007 19 51.7 E		IAC LSHI PinS
NITAM	45 06 21.8 N 007 09 27.7 E		FRA (X): Odd FL Refer to AIP Italy
NIVIN	46 42 52 N 005 51 58 E		Refer to AIP France
NULXO	46 36 38 N 007 27 39 E		MIL HLDG
NUNRI	47 35 12 N 009 39 09 E	T103, Z6	FRA (X) Refer to AIP Germany
NUSBA	46 06 24 N 005 42 48 E		FRA (X): Odd FL Refer to AIP France
OBEDU	47 15 29 N 008 15 18 E	T53	

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
ODIKI	45 56 32.2 N 006 20 36.6 E	T345	SID LSGG Refer to AIP France
ODINA	46 06 15.8 N 008 39 53.7 E	N850	STAR LSZA FRA (X): Odd FL Refer to AIP Italy
OLBEN	47 18 16 N 007 37 46 E	N869, Y164, Z50, Z69	FRA (I)
OLBOX	47 09 00 N 009 21 00 E	Test Flight pattern East A9	
OLNAV	47 08 00 N 009 14 00 E	Test Flight pattern East A9	
OMASI	45 54 22 N 005 58 27 E		FRA (E): Even FL Refer to AIP France
OMIDO	47 14 58 N 008 27 03 E	T53	
ONNOF	45 57 14 N 005 54 51 E		FRA (X): Odd FL Refer to AIP France
ORSUD	45 57 28 N 007 10 54 E		FRA (I)
OSDOV	47 26 24 N 010 11 00 E		Refer to AIP Germany
OSKUP	47 10 07 N 007 36 33 E	T625, T626	
OSNOG	47 11 42.5 N 008 37 36.1 E	KY251, KY257	
PALLU	47 05 00.4 N 006 47 35.7 E	Y51	SID/STAR, IAC LSGC
PELAD	46 35 56.0 N 009 43 33.0 E	Z50, Z119	HLDG; IAC, SID LSZS
PERAK	46 02 47 N 006 24 35 E		Refer to AIP France
PETAL	46 22 04.9 N 006 18 01.3 E	T544	SID/STAR, IAC LSGG
PINAM	46 43 25.4 N 007 57 43.8 E		IAC LSMM PinS
PIXOS	46 36 19 N 008 58 59 E	N851, Z119	
PUNSA	46 04 43 N 008 01 33 E		FRA (E): Even FL Refer to AIP Italy
PUXXI	46 49 12 N 008 16 52 E		MIL HLDG
RAMOK	47 01 20.2 N 007 41 03.0 E	KQ868, T125, Z142, Z143	SID LSZB

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
RAVED	47 43 45.0 N 009 40 10.0 E	Y112	HLDG FRA (E): FL195-FL245, Even FL FRA (E): FL245-FL315, BTN 0400-2230 (0300-2130), Even FL FRA (I): FL245-FL315, BTN 2230-0400 (2130-0300), Even FL FRA (I): FL315-FL660, Even FL Refer to AIP Germany
RESIA	46 28 42 N 010 02 36 E	Z50	FRA (E): Even FL FRA (X): Odd FL
REVL	46 35 11 N 006 44 36 E	T40, T544	
RIGVI	48 07 57 N 007 30 13 E		Refer to AIP France/Germany
RILAX	47 56 34.3 N 008 30 48.8 E	T721	STAR LSZH, HLDG LSZH, RNAV Transition LSZH Refer to AIP Germany
RIPUS	47 15 37 N 008 30 00 E	L613, N850	FRA (I)
RISLI	47 27 11 N 008 30 27 E	M858	
ROBEX	45 06 54 N 006 35 38 E		FRA (E): Odd FL Refer to AIP France/Italy
ROCCA	45 44 43.0 N 006 38 44.1 E		SID/STAR LSGG, SID LSGS Refer to AIP France
ROLSA	47 17 23.0 N 008 53 21.0 E	N851, Z162, Z653, Z671	STAR LSZR FRA (I)
ROMGA	47 29 26 N 009 24 13 E	Z1	
ROMIR	47 42 47 N 009 06 28 E	L856, N851, T125, T625, Y170	FRA (I) Refer to AIP Germany
ROMOM	46 40 52.3 N 006 58 13.9 E	T544	STAR LSGG
RONAG	46 46 45.9 N 010 15 32.4 E	L613, Z119, Z408	HLDG; IAC, SID LSZS FRA (I)
RONIX	47 13 34.5 N 008 27 25.2 E	KQ821, KY256, T734	MIL PROC LSME, STAR LSZC, HLDG LSZC
RONOP	45 11 09 N 007 09 23 E		FRA (E): Even FL Refer to AIP Italy
ROSGO	46 27 10 N 009 27 41 E	Z83	Refer to AIP Italy
RTOS	47 11 23.6 N 007 43 30.6 E	T50, T163, Z50, Z601, Z669	STAR LSZB
RUMIL	45 51 42.8 N 005 58 53.2 E	Q226	SID LSGG Refer to AIP France
SAFFA	46 44 13 N 010 24 16 E		FRA (E): Even FL Refer to AIP Italy

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
SALEV	46 04 25.6 N 006 03 57.4 E	Y52, Y55, Y56, Y58	STAR LSGG Refer to AIP France
SARWA	47 09 40 N 009 14 39 E		MIL HLDG
SIROD	46 43 37.3 N 006 01 10.4 E		SID LSGG Refer to AIP France
SITOR	47 30 36.7 N 009 20 10.5 E	KY251	SID/STAR LSZR
SOFIK	46 16 24 N 006 37 57 E	L615	Refer to AIP France
SONGI	47 46 40.0 N 008 43 55.0 E	T734	SID LSZH, RNAV Transition LSZH Refer to AIP Germany
SONOM	47 47 03 N 008 53 46 E	T163, Z170	FRA (I): Odd FL Refer to AIP Germany
SOPER	46 53 22 N 008 56 40 E	N851, Z50	FRA (I)
SOSAL	46 33 29.0 N 006 53 04.0 E	N871, T45, Z61, Z63	STAR LSGS, SID LSGG FRA (I)
SOSON	46 36 24 N 008 35 39 E	N850, Y61, Z119	FRA (I)
SOVAD	46 20 14.9 N 006 02 54.4 E	Y55	STAR LSGG Refer to AIP France
SUBEX	47 20 07 N 008 54 45 E	T625	
SUREP	47 09 55 N 008 00 39 E	N871, T901	
SUTED	46 27 43 N 008 24 29 E		Refer to AIP Italy
SUVEL	46 09 05.4 N 006 21 03.8 E	Y52	STAR LSGG Refer to AIP France
SUXAN	46 33 44 N 010 28 45 E	L613	FRA (E): Even FL FRA (X): Odd FL Refer to AIP Italy
TELNO	46 46 19.1 N 007 16 14.9 E	N871, Z119	STAR LSZB
TINAM	46 21 36.1 N 006 31 50.0 E	Z62	SID LSGG Refer to AIP France
TINOX	47 50 07.0 N 009 07 40.0 E		SID LSZR Refer to AIP Germany
TIRUL	47 03 26 N 010 31 43 E	Z408	Refer to AIP Austria
TITIX	47 51 30 N 008 23 48 E		FRA (I) Refer to AIP Germany
TOKDO	46 01 30 N 005 42 40 E	T544	Refer to AIP France
TORPA	47 28 46 N 006 39 31 E	T10	Refer to AIP France

## 1.1.1.1.1 STANDARD INSTRUMENT RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 1)

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
<b>MOLUS 4N</b> PDG 5.4% to 1600ft	Climb straight ahead to PETAL then turn right to MOLUS.	INITIAL CLIMB CLEARANCE FL090. Cross PETAL at 5000ft or above, MOLUS at FL100 or above.	When instructed, contact GENEVA DEP 119.530.	<b>See note below</b>

Note 1: RNAV 1 (GNSS) required.

## 1.1.1.2 SID RWY 22 - RNAV (see chart LSGG AD 2.24.7 - 3)

RNAV Segment SID KONIL 5J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	GG603	N	-	190	-	-
TF	DEREM	N	-	-	041° (043.0°T)	7.2
TF	GLA	N	+4000	-	040° (042.1°T)	4.2
TF	(D18.0 GVA)	N	+7000	-	041° (042.7°T)	7.8
TF	KONIL	N	-	-	041° (042.7°T)	5.3

RNAV Segment SID MOLUS 4A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	GG602	N	-	-	-	-
TF	TINAM	N	+FL100	-	051° (052.7°T)	24.2
TF	MOLUS	N	-	-	049° (050.8°T)	8.0

## GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Close-in obstacles: Trees and poles each side of RCL up to 170ft 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.
- The SIDs are designed to meet GNSS criteria.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref [LSGG AD 2.13](#)).

1.1.1.2.1 STANDARD INSTRUMENT RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 3)

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>KONIL 5J</b> 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 passing GG603). Proceed via GG603, DEREM, GLA to KONIL.	INITIAL CLIMB CLEARANCE FL090. 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. <b>See notes below.</b>	

- Note 1: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3  
 Note 2: RNAV 1 (GNSS) applicable when passing GG603.  
 Note 3: Caution! High terrain North of AD. Do not fly North of track 041° to GG603.

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>MOLUS 4A</b> PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS VOR/DME), turn left (MNM bank angle 25°). Proceed via GG602, TINAM to MOLUS.	INITIAL CLIMB CLEARANCE FL090. Cross TINAM at FL100 or above.	When instructed, contact GENEVA DEP 119.530.	<b>See notes below.</b>	

- Note 1: RNAV 1 (GNSS) applicable when passing GG602.  
 Note 2: MAX IAS 220kt when turn occurs between D8 and D10 from GVA.

1.1.1.3 SID RWY 04 - NON RNAV

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- If UNA to comply with the specified PDG in the respective SID, ADZ ATC.
- Close-in obstacles: Trees and poles each side of RCL up to 170ft 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](#)).
- Due to wake turbulence, all ACFT except HVY jet, should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall ADZ TWR 118.700 MHz on initial call if UNA to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

## 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	
<b>ARBOS 8N</b> 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.	
<b>BALSI 9N</b> 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.	
<b>CHAMBERY 1N (CBY 1N)</b> 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.
<b>CHAMBERY 1P (CBY 1P)</b> 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.
<b>DEPUL 4P</b> 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.	
<b>DEPUL 4T</b> 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.	
<b>MEDAM 5N/P/Q</b> 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.	
<b>PASSEIRY 5P (PAS 5P)</b> 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.	
<b>ROCCA 5N/P/Q</b> 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 (T345).
<b>SAINT-PREX 5N (SPR 5N)</b> 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.	<b>See notes below</b>

Note: For Routing after SPR refer to Area Chart AD 2.24.6 - 3

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
<b>SIROD 7N</b> PDG 5.4% to 1600ft	Climb on R044 GVA. When passing 7000ft 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 4000ft or above.	When instructed, contact GENEVA DEP 119.530.	<b>See notes below</b>

Note: For Routing after SIROD refer to Area Chart AD 2.24.6 - 5

#### 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			Remark
	Lateral	Vertical	Contact	
<b>BALSI 7A</b> 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.	
<b>CHAMBERY 1A (CBY 1A)</b> 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.
<b>DEPUL 4A</b> 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.	
<b>DIPIR 6A</b> 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.	<b>See notes below</b>

Note: For Routing after DIPIR refer to Area Chart AD 2.24.6 - 5

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>KONIL 6A</b> 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: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>KONIL 6C</b> 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 FL090. 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: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3

Note 2: Caution! High terrain North of AD. Do not fly North of QDM 040 GLA

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>KONIL 4D</b> 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: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3

Note 2: Caution! High terrain North of AD. Do not fly North of QDM 040 GLA.

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>MEDAM 5A/B/C</b> 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 FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	
<b>ROCCA 5A/B/C</b> 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 FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	Note: Only for TFC DEST or overflying Italy planned below FL200 (T345).

**1.1.2 OMNIDIRECTIONAL DEPARTURE PROCEDURES**

GENERAL INFORMATION AND REQUIREMENTS FOR OMNIDIRECTIONAL DEPARTURE PROCEDURES

- Omnidirectional departures assigned by ATC only in case of unserviceable NAVAIDS.
- If unable to comply with the specified PDG advise ATC.
- Close-in obstacles: RWY04/22 Trees and poles each side of RCL up to 170ft above DER ELEV.
- RADAR required. Departing aircraft may be cleared to proceed direct to existing terminal points. Expected routing provided by ATC.
- Specified MCAs are subject to MVAs and airspace structure. Published PDGs do not guarantee MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref LSGG AD 2.13).
- When RWY 04 is in use: due to wake turbulence, all ACFT except HVY jets should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall advise TWR 118.700 MHz on initial call if unable to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

**1.1.2.1 OMNIDIRECTIONAL DEPARTURE RWY 04 (see chart LSGG AD 2.24.7 - 9)**

DESIGNATOR	RWY 04			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>OMNID 1N</b> PDG 5.4% to 6100ft	Climb straight ahead on track 044° to FL090, continue to en-route as cleared by ATC.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	Expect radar vectoring after initial climb.

Note: Strict adherence to initial climb nominal track required for noise abatement.

RADAR vectoring to En-route	
FPL route via	Expected ATC routing after initial climb
DIPIR or DJL	- KOVIM – SIROD – IBABA if outbound IBABA. - KOVIM – SIROD – DJL if outbound DJL.
ARBOS	LEGVO – ARBOS. Cross D10 to ARBOS at MNM FL200.
KONIL or GLA or PETAL	- MOLUS – SOSAL if outbound SOSAL. Cross MOLUS at MNM FL100. - KONIL – LORBU – FLORY if outbound via Y51.
MOLUS or DEREM or TINAM	MOLUS – SOSAL. Cross MOLUS at MNM FL100.
ROCCA	ODIKI – ROCCA. Cross ODIKI at MNM FL140, and D4 to ROCCA at MNM FL180.
MEDAM	ESAPI – VANAS – MEDAM. Cross ESAPI at MNM FL140, D26 to VANAS at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross D8 to RUMIL at MNM FL100, RUMIL at MNM FL120, LINNA at MNM FL190, and BALSI at MNM FL200.
CBY or BELUS	CBY – BELUS. Cross CBY at MNM FL120.
ARGIS or DEPUL	ARGIS – DEPUL. Cross ARGIS at MNM FL130, DEPUL at MNM FL150.

## 1.1.2.2 OMNIDIRECTIONAL DEPARTURE RWY 22 (see chart LSGG AD 2.24.7 - 9)

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>OMNID 1A</b> PDG 7.6% to 6200ft	Climb straight ahead on track 224° to FL090, continue to en-route as cleared by ATC.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	Expect radar vectoring after initial climb.	

Note: Strict adherence to initial climb nominal track required for noise abatement.

RADAR vectoring to En-route	
FPL route via	Expected ATC routing after initial climb
DIPIR or DJL	- KELUK – DIPIR – IBABA if outbound IBABA. - KELUK – DIPIR – DJL if outbound DJL.
ARBOS	KELUK – DIPIR – LERDU – ARBOS.
KONIL or GLA or PETAL	- KONIL – SOSAL if outbound SOSAL. - KONIL – LORBU – FLORY if outbound via Y51.
MOLUS or DEREM or TINAM	MOLUS – SOSAL. Cross MOLUS at MNM FL100.
ROCCA	ODIKI – ROCCA. Cross D11 to ODIKI at MNM FL090, D6 to ODIKI at MNM FL110, ODIKI at MNM FL140, and D4 to ROCCA at MNM FL180.
MEDAM	ESAPI – VANAS – MEDAM. Cross D12 to ESAPI at MNM FL100, D5 to ESAPI at MNM FL110, ESAPI at MNM FL140, D26 to VANAS at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross D8 to RUMIL at MNM FL100, RUMIL at MNM FL120, LINNA at MNM FL150, and BALSI at MNM FL200.
CBY or BELUS	CBY – BELUS. Cross CBY at MNM FL120.
ARGIS or DEPUL	ARGIS – DEPUL. Cross ARGIS at MNM FL130, DEPUL at MNM FL150.

## 1.2 Procedure for IFR approaches

ACFT type must be reported at first radio contact with "Geneva Arrival".

## 1.3 Approach procedures

### 1.3.1 Procedure description of RNP RWY 04 (LSGG AD 2.24.10 - 3)

From INDIS						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	INDIS	N	+7000	220	-	-
TF	BELKA	N	6000	-	044° (045.5°T)	3.1
TF	RW04	Y	-	-	044° (045.3°T)	14.3
TF	GG852	N	+4000	-	044° (045.5°T)	11.7
TF	SPR	Y	+7000	-	044° (045.4°T)	8.9

### 1.3.2 Procedure description of RNP RWY 22 (LSGG AD 2.24.10 - 9)

From SPR						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	SPR	N	+7000	210	-	-
TF	GG811	N	-	-	224° (225.4°T)	7.7
TF	PETAL	N	-	-	224° (225.7°T)	0.9
TF	GG808	N	4000	-	224° (225.6°T)	2.0
TF	RW22	Y	-	-	224° (225.6°T)	8.1
TF	GG803	Y	-	-	224° (225.5°T)	9.2
DF	SPR	Y	+7000	185	-	-

## 1.4 ILS category III

The CAT III ILS (RWY 22) and the associated equipment are in compliance with ICAO SARPS.

## 1.5 Visual approaches by night

Due to high terrain, ATC will not initiate visual APCHs at night. Pilots familiar with the area may request visual APCHs at night. Requests will be APV subject to traffic conditions.

## 1.6 Runway Occupancy Time

### Departures:

- If not fully ready, TAX into the HLDG bay.
- Pilots should be fully ready for a rapid line-up in sequence in accordance with ATC instructions.
- Pilots should ensure that cockpit checks are CMPL and cabin secured prior to line-up and be able to initiate the TKOF roll immediately upon receiving TKOF clearance.

### Arrivals:

- Pilots are reminded that rapid RWY vacating enables ATC to apply closer spacing on final APCH, allowing MAX RWY utilisation and minimising the occurrence of go-arounds.

#### 2. Runway 04:

Exit TWYs to be used whenever possible:

For parking stands on South apron:

- Heavy ACFT: TWY C (1650 m from displaced THR) or TWY B (2350 m from displaced THR);
- Medium/Light/Small ACFT: TWY D (1300 m from displaced THR) or TWY C (1650 m from displaced THR).

For parking stands on North apron:

- Medium/Small/Light ACFT: TWY Y (1600 m from displaced THR).

#### 3. Runway 22:

Exit TWYs to be used whenever possible:

For parking stands on South apron:

- Heavy/Medium/Light/Small ACFT: TWY D (2000 m from THR) or TWY E (2600 m from THR). TWY C shall not be used, except on ATC instruction.

For parking stands on North apron:

- Medium/Light/Small ACFT: TWY Y (1800 m from THR).

**1.7 STAR Descriptions**

## GENERAL INFORMATIONS AND REQUIREMENTS FOR RNAV STARs

- No turn onto base unless cleared by ATC.
- All STARs contain a HLDG pattern. HLDG procedures are only applied when requested by ATC. Expect radar vectors to final APCH RWY 04/22.
- ACFT cleared for an RNAV STAR may proceed beyond the IAF in accordance with the STAR.

**1.7.1 STAR RWY 04 - RNAV (see chart AD 2.24.9 - 1 / - 3 / - 5)**

RNAV STAR AKITO 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AKITO	N				
TF	GG518	N	-	-	220° (221.9°T)	24.6
TF	BOLGI	N	-	-	220° (221.8°T)	19.3
TF	LIRKO	N	+8000	250	220° (221.5°T)	7.7
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	143° (145.3°T)	11.5
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR DJL 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DJL	N		-		-
TF	GG517	N	-	-	143° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	143° (144.9°T)	27.0
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR LUSAR 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	LUSAR	N	+FL200	-	-	-
TF	SAUNI	N	+FL160	-	100° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	101° (102.7°T)	14.3
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR BENOT 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	GG514	N	-FL150	-	224° (226.2°T)	32.1
TF	SOVAD	N	-	-	224° (225.6°T)	17.4
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR BENOT 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	VADAR	N	-	-	201° (202.5°T)	16.5
TF	GG512	N	-FL150	250	207° (208.6°T)	17.8
TF	BIVLO	N	-	-	224° (225.8°T)	17.2
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR ULMES 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	229° (231.4°T)	14.7
TF	VADAR	N	-	-	229° (231.2°T)	13.8
TF	GG514	N	-FL150	-	246° (247.5°T)	18.2
TF	SOVAD	N	-	-	224° (225.6°T)	17.4
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR ULMES 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	229° (231.4°T)	14.7
TF	VADAR	N	-	-	229° (231.2°T)	13.8
TF	GG512	N	-FL150	250	207° (208.6°T)	17.8
TF	BIVLO	N	-	-	224° (225.8°T)	17.2
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR BANKO 3N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	302° (304.4°T)	14.5
TF	GOLEB	N	-	-	302° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	-	250	302° (304.1°T)	4.9
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR BELUS 3N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BELUS	N	-FL160	250	-	-
TF	RILTI	N	-	-	027° (028.9°T)	5.7
TF	CBY	N	+FL100	-	027° (029.0°T)	8.5
TF	INDIS	N	+7000	-	009° (011.0°T)	8.7
TF	GVA	N	-	220	043° (045.3°T)	19.6
TF	BIVLO	N	-	-	122° (123.9°T)	6.1
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	-	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR KINES 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KINES	N	-	-	-	-
TF	GG519	N	-	-	347° (349.2°T)	12.0
TF	ROCCA	N	-	-	348° (349.7°T)	13.3
TF	GOLEB	N	-	-	347° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	-	250	302° (304.1°T)	4.9
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

1.7.1.1 STANDARD INSTRUMENT RNAV ARRIVAL ROUTES (see chart AD 2.24.9 - 1 / - 3 / - 5)

DESIGNATOR	RWY 04		
	ROUTE		Remark
	Lateral	Vertical	
<b>AKITO 2N</b>	From AKITO proceed via GG518, BOLGI, LIRKO (MAX IAS 250kt, MNM bank angle 25°), DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>BANKO 3N</b>	From BANKO proceed via GG520, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>BELUS 3N</b>	From BELUS (MAX IAS 250kt) proceed via RILTI, CBY (IAF), INDIS, GVA (MAX IAS 220kt), BIVLO (MAX IAS 220kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>BENOT 1N</b>	From BENOT proceed via NEMOS (IAF), GG514, SOVAD, KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>BENOT 1P</b>	From BENOT proceed via NEMOS (IAF), VADAR, GG512 (MAX IAS 250kt), BIVLO, PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>DIJON 2N (DJL 2N)</b>	From DJL proceed via GG517, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>KINES 2N</b>	From KINES proceed via GG519, ROCCA, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>LUSAR 2N</b>	From LUSAR proceed via SAUNI, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>ULMES 1N</b>	From ULMES proceed via ESEVA, VADAR (IAF), GG514, SOVAD, KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>ULMES 1P</b>	From ULMES proceed via ESEVA, VADAR (IAF), GG512 (MAX IAS 250kt), BIVLO, PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL

## 1.7.2 STAR RWY 22 - RNAV (see chart AD 2.24.9 - 7 / - 9 / - 11)

RNAV STAR AKITO 3R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AKITO	N	-	-	-	-
TF	GG518	N	-	-	220° (221.9°T)	24.6
TF	BOLGI	N	-	-	220° (221.8°T)	19.3
TF	LIRKO	N	+8000	250	220° (221.5°T)	7.7
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	143° (145.3°T)	11.5
TF	GG507	N	-	-	043° (045.3°T)	8.8
TF	GG514	N	-	220	044° (045.6°T)	8.5
FM	GG514	N	-	-	044° (045.6°T)	-

RNAV STAR DJL 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DJL	N	-	-	-	-
TF	GG517	N	-	-	143° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	143° (144.9°T)	27.0
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	GG507	N	-	-	043° (045.3°T)	8.8
TF	GG514	N	-	220	044° (045.6°T)	8.5
FM	GG514	N	-	-	044° (045.6°T)	-

RNAV STAR LUSAR 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	LUSAR	N	+FL200	-	-	-
TF	SAUNI	N	+FL160	-	100° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	101° (102.7°T)	14.3
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	GG507	N	-	-	043° (045.3°T)	8.8
TF	GG514	N	-	220	044° (045.6°T)	8.5
FM	GG514	N	-	-	044° (045.6°T)	-

RNAV STAR BENOT 1R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	VADAR	N	-	-	201° (202.5°T)	16.5
TF	SPR	N	-	-	226° (228.3°T)	17.0

RNAV STAR BENOT 1T						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	VEROX	N	-	-	229° (231.2°T)	17.6
TF	SPR	N	-	-	197° (198.5°T)	16.4

RNAV STAR ULMES 1R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	229° (231.4°T)	14.7
TF	VADAR	N	-	-	229° (231.2°T)	13.8
TF	SPR	N	-	-	226° (228.3°T)	17.0

RNAV STAR BANKO 3R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	302° (304.4°T)	14.5
TF	GOLEB	N	-	-	302° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	+7000	250	302° (304.1°T)	4.9
TF	GG525	N	-	-	044° (045.5°T)	8.7
TF	GG512	N	-	220	044° (045.7°T)	8.5
FM	GG512	N	-	-	044° (045.7°T)	-

RNAV STAR BELUS 3R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BELUS	N	-	-	-	-
TF	RILTI	N	-FL180	-	027° (028.9°T)	5.7
TF	CBY	N	-	-	027° (029.0°T)	8.5
TF	GG502	N	+FL100	-	052° (053.9°T)	7.3
TF	PITOM	N	MNM 7000 MAX FL150	-	043° (045.0°T)	12.0
TF	BIVLO	N	+7000	-	044° (045.8°T)	8.8
TF	GG525	N	-	-	044° (045.5°T)	8.7
TF	GG512	N	-	220	044° (045.7°T)	8.5
FM	GG512	N	-	-	044° (045.7°T)	-

RNAV STAR KINES 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KINES	N	-	-	-	-
TF	GG519	N	-	-	347° (349.2°T)	12.0
TF	ROCCA	N	-	-	348° (349.7°T)	13.3
TF	GOLEB	N	-	-	347° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	+7000	250	302° (304.1°T)	4.9
TF	GG525	N	-	-	044° (045.5°T)	8.7
TF	GG512	N	-	220	044° (045.7°T)	8.5
FM	GG512	N	-	-	044° (045.7°T)	-

## 1.7.2.1 STANDARD INSTRUMENT RNAV ARRIVAL ROUTES (see chart AD 2.24.9 - 7 / - 9 / - 11)

DESIGNATOR	RWY 22		
	ROUTE		
	Lateral	Vertical	Remark
<b>AKITO 3R</b>	From AKITO proceed via GG518, BOLGI, LIRKO (MAX IAS 250kt, MNM bank angle 25°), DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>BANKO 3R</b>	From BANKO proceed via GG520, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>BELUS 3R</b>	From BELUS proceed via RILT1, CBY (IAF), GG502, PITOM, BIVLO, GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>BENOT 1R</b>	From BENOT proceed via NEMOS (IAF), VADAR, SPR (IF) to FINAL APCH 22.	Refer to chart	
<b>BENOT 1T</b>	From BENOT proceed via NEMOS (IAF), VEROX, SPR (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	
<b>DIJON 2R (DJL 2R)</b>	From DJL proceed via GG517, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>KINES 2R</b>	From KINES proceed via GG519, ROCCA, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>LUSAR 2R</b>	From LUSAR proceed via SAUNI, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>ULMES 1R</b>	From ULMES proceed via ESEVA, VADAR (IAF), SPR (IF) to FINAL APCH 22.	Refer to chart	

## 2. VFR procedures (Including non-radio ACFT)

Refer to VFR Manual, LSGG AD INFO.

## 3. 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	500/---	250/---	150/---	NIL
	B	600/---	300/---	150/---	NIL
	C	600/---	300/---	150/---	NIL
	D	800/---	400/---	200/---	NIL

**LSGG AD 2.23 ADDITIONAL INFORMATION**

**1. List of significant points (Terminal)**

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AKITO	N 47 12 48.0	E 006 38 55.5	RNAV STAR LSGG
ARBOS	N 46 59 03.0	E 006 01 35.0	NON RNAV SID LSGG/OMNI DEP LSGG
ARGIS	N 45 58 15.6	E 005 35 56.7	NON RNAV SID LSGG/OMNI DEP LSGG
BALSI	N 45 28 38.6	E 005 57 38.8	NON RNAV SID LSGG/OMNI DEP LSGG
BELKA	N 46 03 40.1	E 005 51 02.1	RNAV STAR LSGG
BELUS	N 45 40 30.7	E 005 35 37.7	RNAV STAR LSGG/OMNI DEP LSGG
BEVEN	N 45 41 18.5	E 005 58 21.8	NON RNAV SID LSGG/OMNI DEP LSGG
BOLGI	N 46 40 03.7	E 005 56 17.6	RNAV STAR LSGG
CBY	N 45 52 54.8	E 005 45 26.3	NON RNAV SID LSGG/RNAV STAR LSGG/OMNI DEP LSGG
DEPUL	N 45 55 30.0	E 005 29 40.0	NON RNAV SID LSGG/OMNI DEP LSGG
DIPIR	N 46 40 09.1	E 005 35 35.1	NON RNAV SID LSGG/OMNI DEP LSGG
DJL	N 47 16 14.8	E 005 05 50.4	NON RNAV SID LSGG/RNAV STAR LSGG/OMNI DEP LSGG
GG502*	N 45 57 13.8	E 005 53 56.6	RNAV STAR LSGG
GG503*	N 46 05 44.6	E 005 41 48.8	RNAV STAR LSGG
GG507*	N 46 26 27.1	E 006 11 59.6	RNAV STAR LSGG
GG510*	N 45 46 22.8	E 005 48 10.6	RNAV STAR LSGG
GG512*	N 46 23 49.8	E 006 32 56.5	RNAV STAR LSGG
GG514*	N 46 32 24.7	E 006 20 48.9	RNAV STAR LSGG
GG517*	N 46 56 22.8	E 005 26 22.1	RNAV STAR LSGG
GG518*	N 46 54 25.7	E 006 14 56.3	RNAV STAR LSGG
GG519*	N 45 31 38.5	E 006 42 07.3	RNAV STARS LSGG
GG520*	N 45 57 22.9	E 006 46 05.8	RNAV STAR LSGG
GG525*	N 46 17 53.5	E 006 24 08.0	RNAV STAR LSGG
GG602*	N 46 06 58.8	E 006 04 01.8	RNAV SID LSGG
GG603*	N 46 16 07.0	E 006 03 28.0	RNAV SID LSGG
GG604*	N 46 12 06.7	E 006 18 31.5	NON RNAV SID LSGG
GG605*	N 45 58 33.2	E 006 17 29.9	NON RNAV SID LSGG
GG803*	N 46 08 34.5	E 005 58 10.9	RNP IAC RWY22 LSGG
GG808*	N 46 20 41.0	E 006 15 57.4	RNP IAC RWY22 LSGG
GG811*	N 46 22 42.9	E 006 18 57.5	RNP IAC RWY22 LSGG
GG852*	N 46 21 52.8	E 006 17 43.5	RNP IAC RWY04 LSGG
IBABA	N 46 52 38.0	E 005 25 15.0	OMNI DEP LSGG
INDIS	N 46 01 28.0	E 005 47 49.2	RNAV STAR LSGG
KELUK	N 46 33 20.0	E 005 41 08.0	NON RNAV SID LSGG/OMNI DEP LSGG
KERAD	N 46 14 07.1	E 005 53 57.5	RNAV STAR LSGG
KOVIM	N 46 36 52.6	E 006 12 22.8	NON RNAV SID LSGG/OMNI DEP LSGG
LEGVO	N 46 40 04.5	E 006 17 08.0	NON RNAV SID LSGG/OMNI DEP LSGG
LINNA	N 45 49 01.7	E 005 58 48.1	NON RNAV SID LSGG/OMNI DEP LSGG
LTP	N 45 29 20.3	E 005 26 20.6	RNAV STAR LSGG
PINOT	N 45 59 07.6	E 005 55 33.5	IAC ILS RWY 04 LSGG
PITOM	N 46 05 41.0	E 006 06 07.0	RNAV STAR LSGG
RILTI	N 45 45 30.1	E 005 39 33.9	RNAV STAR LSGG
SAUNI	N 46 37 25.3	E 005 28 39.7	RNAV STAR LSGG

\* Clearance to one of these waypoints: „Cleared to waypoint 502“

## 2. Advanced Surface Movement Guidance and Control System A-SMGCS

The A-SMGCS at Genève AP is supported by SMR and Mode S multilateration, which provides ACFT PSN information and IDENT to "TWR", "Ground" and "Apron Control". These units will pass information and instructions on the appropriate frequencies REF: LSGG AD 2.18.

ACFT operators intending to use Genève AP shall ensure that Mode S transponders are able to operate when an ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.

When an ACFT is on the ground, the transponder shall be inhibited to reply to Mode S all-call interrogations and replies to Mode A/C interrogations shall also be suppressed.

FLT crew shall select the assigned Mode A (squawk) code and activate the Mode S transponder on request for push-back or TAX, whichever is first, and after LDG until RCH the ACFT stand. The transponder shall be switched off immediately after parking.

Activation of a Mode S transponder normally means selecting the AUTO or XPDR PSN and transponders provided with on-the-ground sensors are automatically switched to this function before TKOF and after LDG. If using a transponder not fitted with an on-the-ground-sensor then refer to the operator's guide. Selection of STAND-BY mode will not activate the Mode S transponder and selecting ON could override the required suppression of SSR Mode A replies and Mode S all-call replies when an ACFT is on the ground.

## 3. Bird Hazard and Wildlife Management Services

Bird hazard and wildlife management services operate within the AP BDRY and up to 500ft AGL.

A system is installed to prevent bird-strikes. It comprises 40 remote-controlled multiple detonation cannons on both side of the CONC RWY. Crews may request its activation by contacting ATC.

In accordance with ICAO, following any collision with an animal, a "Bird Strike Report" shall be CMPL by the crew involved.

**LSGG AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME**

<b>Name</b>	<b>Page</b>
Aerodrome Chart	LSGG AD 2.24.1 - 1
Aircraft Parking/Docking Chart - Area South	LSGG AD 2.24.2 - 1
Aerodrome Ground Movement Chart - Area South East	LSGG AD 2.24.3 - 1
Aerodrome Ground Movement Chart - Area North	LSGG AD 2.24.3 - 3
Aerodrome Obstacle Chart - Type A - RWY 04	LSGG AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 22	LSGG AD 2.24.4 - 3
Precision Approach Terrain Chart - RWY 22	LSGG AD 2.24.5 - 1
Area Chart - Transit Routes (through Geneva TMA to LFLB / LFLP)	LSGG AD 2.24.6 - 1
Area Chart - Transit Routes (after KONIL / SPR / MOLUS departures)	LSGG AD 2.24.6 - 3
Area Chart - Transit Routes (after SID SIROD / DIPIR departures)	LSGG AD 2.24.6 - 5
SID RWY 04 - RNAV	LSGG AD 2.24.7 - 1
SID RWY 22 - RNAV	LSGG AD 2.24.7 - 3
SID RWY 04 - NON RNAV	LSGG AD 2.24.7 - 5
SID RWY 22 - NON RNAV	LSGG AD 2.24.7 - 7
OMNIDIRECTIONAL DEPARTURES RWY 04/22	LSGG AD 2.24.7 - 9
STAR RWY 04 - RNAV - (LUSAR - DJL - AKITO)	LSGG AD 2.24.9 - 1
STAR RWY 04 - RNAV - (BENOT - ULMES)	LSGG AD 2.24.9 - 3
STAR RWY 04 - RNAV - (BELUS - KINES - BANKO)	LSGG AD 2.24.9 - 5
STAR RWY 22 - RNAV - (LUSAR - DJL - AKITO)	LSGG AD 2.24.9 - 7
STAR RWY 22 - RNAV - (BENOT - ULMES)	LSGG AD 2.24.9 - 9
STAR RWY 22 - RNAV - (BELUS - KINES - BANKO)	LSGG AD 2.24.9 - 11
IAC ILS RWY 04	LSGG AD 2.24.10 - 1
IAC RNP RWY 04	LSGG AD 2.24.10 - 3
IAC SRA RWY 04	LSGG AD 2.24.10 - 5
IAC ILS RWY 22 CAT II/III	LSGG AD 2.24.10 - 7
IAC RNP RWY 22	LSGG AD 2.24.10 - 9
IAC SRA RWY 22	LSGG AD 2.24.10 - 11
ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD temperatures - 8° to 1° C)	LSGG AD 2.24.13 - 1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD temperatures 2° C and above)	LSGG AD 2.24.13 - 3

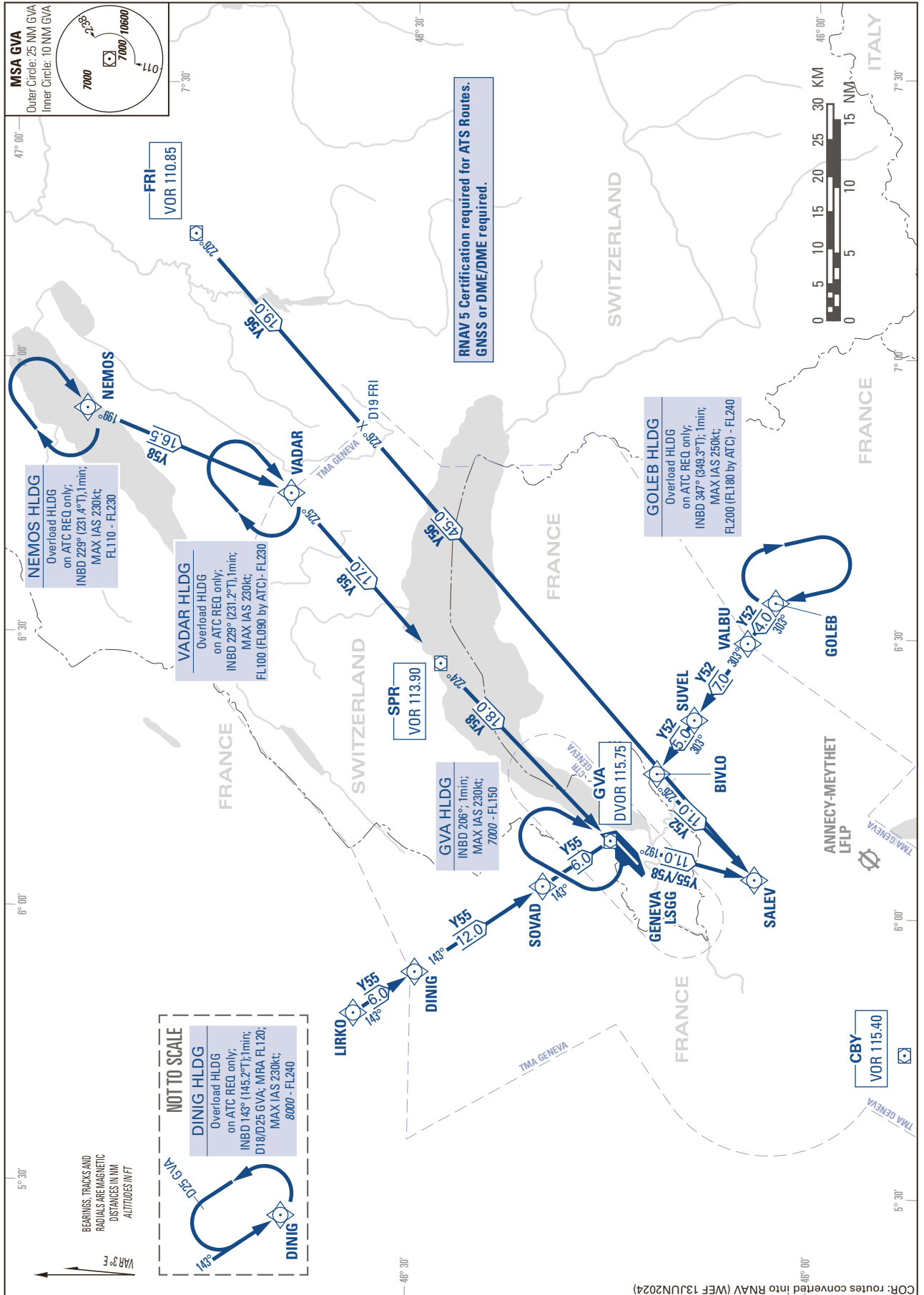
**LSGG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

To be completed. See relevant approach charts for details.

AREA CHART - ICAO

TRANSIT ROUTES THROUGH GENEVA TMA,  
DESTINATION LFLB and LFLP

GENEVA LSGG  
RNAV

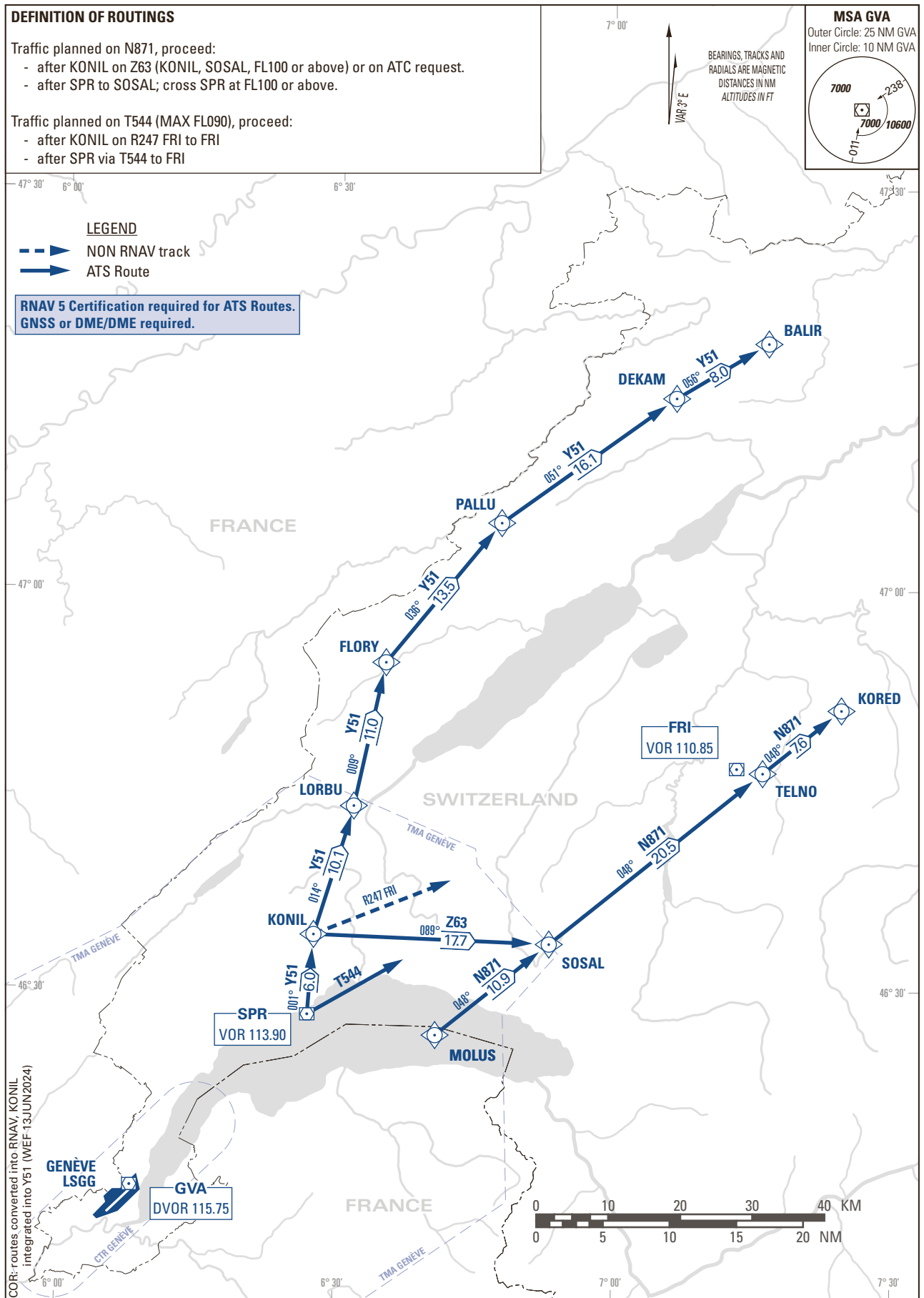


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AREA CHART - ICAO

ROUTING AFTER KONIL / SPR / MOLUS DEPARTURES

GENEVA - LSGG  
RNAV



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AREA CHART - ICAO

ROUTING AFTER SID SIROD / DIPIR DEPARTURES

GENEVA - LSGG  
RNAV

**DEFINITION OF ROUTINGS**

**After DIPIR DEP:**

FPL via DJL:  
- proceed via T37 to DJL, if CLR FL200 or above, cross IBABA at FL200 or above.

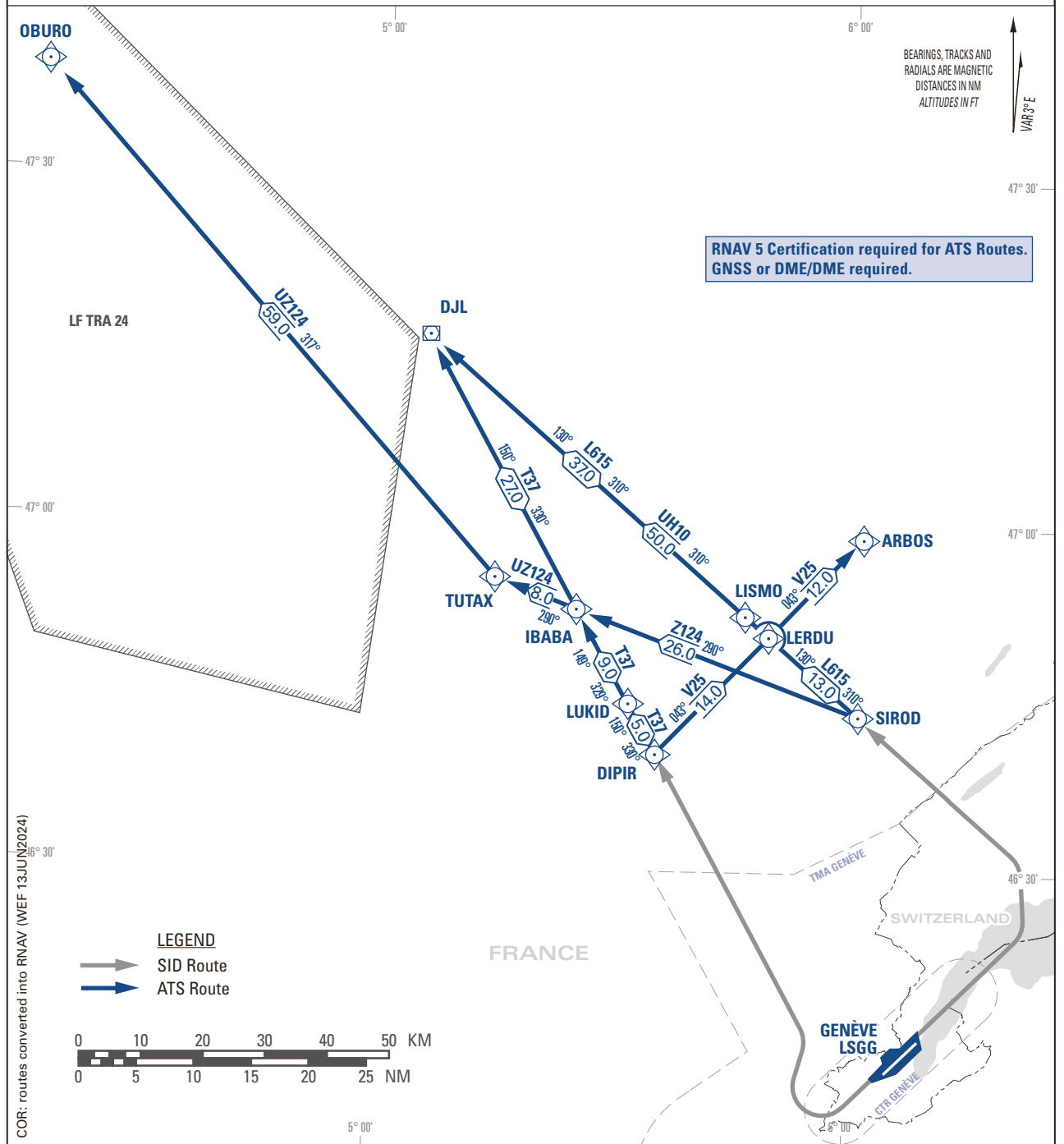
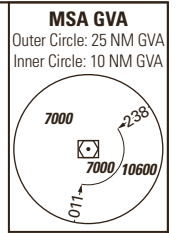
FPL via ARBOS:  
- proceed via V25 to ARBOS, cross LERDU at FL200 or above.

FPL via OBURO:  
- proceed via T37 to IBABA then UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF TRA 24 activity; expect routing via T37 to DJL).

**After SIROD DEP:**

FPL via DJL:  
- proceed via L615/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 L615/UH10 to DJL).



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## LSGS - SION

## LSGS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGS - SION

## LSGS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	46 13 09 N 007 19 37 E - RWY midpoint
2	Direction and distance from the CITY	2.5 km SW Sion
3	Elevation/Reference temperature	1582 ft AMSL - 25.5° C
4	Geoid undulation at AD ELEV PSN	169.9 ft
5	MAG VAR/Annual change	3° E (2021.5) / 0°11' eastwards
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Aéroport de Sion Route de l'aéroport CH-1950 Sion Phone: +41 (0) 27 329 06 00 Fax: +41 (0) 27 329 06 16 AFS: LSGSZPZX - LSGSYDYX SITA: SIRAPXH Email: aeroport@sion.ch URL: http://www.sionairport.ch/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

## LSGS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	APR-SEP: 0500 - HRH, MAX 1800 OCT-MAR: 0700 - HRH, MAX 1900 HRH = Day and night limits. REF: <a href="#">GEN 2.7</a> .
2	Customs and immigration	AD OPR HR
3	Health and sanitation	AD OPR HR
4	AIS Briefing Office	AD OPR HR
5	ATS Reporting Office (ARO)	AD OPR HR
6	MET Briefing Office	AD OPR HR
7	ATS	HX
8	Fuelling	AD OPR HR
9	Handling	AD OPR HR
10	Security	AD OPR HR
11	De-icing	AD OPR HR
12	Remarks	Outside AD administration hours - OPS and services O/R. Special permission is required for flights outside of the opening hours. APR-SEP: 1800 - 1900, <b>PPR</b> until 1000 OCT-MAR: 0600 - 0700, <b>PPR</b> until 1600 the preceding day, HRH - 2000, <b>PPR</b> until 1100 <b>Special Flights inside CTR and TMA</b> Special FLTs are subject to coordination requirements. Refer to VFR Manual, VFR RAC 4-0-7 Or via URL: <a href="http://www.skyguide.ch/en/services/aim-services/special-flights-activities/">http://www.skyguide.ch/en/services/aim-services/special-flights-activities/</a>

**LSGS AD 2.4 HANDLING SERVICES AND FACILITIES**

1	<b>Cargo-handling facilities</b>	Handling possible O/R
2	<b>Fuel/oil types</b>	JET A1, AVGAS 100LL, AVGAS UL91 MOBIL 2, W80, W100, 15W50
3	<b>Fuelling facilities/capacity</b>	JET A1: 2 trucks 20000 litres AVGAS 100LL: 1 truck 2500 litres AVGAS 100LL & UL91: 1 truck with 4500 litres "100LL" and 2500 litres "UL91"
4	<b>De-icing facilities</b>	NOV 01 - APR 30: De-icing assured De-icing fluids available: Type I Kilfrost DF-Plus; Type II Kilfrost ABC K-Plus On-stand de-icing: Sion Airport Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.
5	<b>Hangar space for visiting aircraft</b>	For ACFT up to 77'000 kg, type A320
6	<b>Repair facilities for visiting aircraft</b>	Major and minor aircraft and engine repairs: <ul style="list-style-type: none"> <li>• FARNER (ACFT up to 5700 kg): +41 (0) 27 322 97 31</li> <li>• Dassault Aviation Business Services: +351 210 322 824</li> </ul>
7	<b>Remarks</b>	For non-based aircraft with MTOM > 3 tons, a handling agent is mandatory. Self-handling is not allowed. The handling agents are: <b>Aéroport de Sion</b> Phone: +41 (0)27 329 06 00 Fax: +41 (0)27 329 06 16 Email: aeroport@sion.ch <b>Signature Flight Support</b> Phone: +41 (0)27 305 24 24 Fax: +41 (0)27 322 14 16 Email: sir@signatureflight.ch <b>Alpine Jet Services</b> Phone: +41 (0)27 327 30 50 Fax: +41 (0)27 327 30 51 Email: handling@alpinejet.ch For such FLTs the name of the handling agent shall be entered in item 18 "other information" of the ICAO flight plan.

**LSGS AD 2.5 PASSENGER FACILITIES**

1	<b>Hotels</b>	In the city
2	<b>Restaurants</b>	At AD and in the city
3	<b>Transportation</b>	Buses, taxis and car rental from the AD. Trains in city
4	<b>Medical facilities</b>	First aid at AD, Ambulance O/R, Hospitals in the city
5	<b>Bank and Post Office</b>	In the city, Cash dispenser and Letterbox at AD within AD OPS HRS
6	<b>Tourist Office</b>	Office in the city: Phone: +41 (0) 27 327 77 27 Fax: +41 (0) 27 322 77 28 Email: info@siontourisme.ch
7	<b>Remarks</b>	NIL

**LSGS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	<b>AD category for fire fighting</b>	Category 5 for charter traffic Category 3 for other traffic HYR than Category 3 (max category 7): O/R 3 HR before ETA/ETD
2	<b>Rescue equipment</b>	4 fire engines, 1 ramp control vehicle
3	<b>Capability for removal of disabled aircraft</b>	Crane, lifting bags and hydraulic jacks up to 20 t.
4	<b>Remarks</b>	RFF not available during snow clearing

**LSGS AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Type(s) of clearing equipment	4 snow blowers, 4 snow ploughs, 4 jet sweepers, 3 RWY de-icer, 1 aircraft de-icer
2	Clearance priorities	1. RWY and associated TWY to apron 2. Other TWY and ACFT stands
3	Remarks	Information on snow clearance published from NOV 01 - APR 30 in NOTAM (SNOWTAM) RWY 07/25 de-iced / anti-iced with betaine: BETA Frost (liquid) / NUTRISTIM (solid).

**LSGS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Designation, surface and strength of Aprons	CONC / ASPH PCN 40 F/B/X/T
2	Designation, width, surface and strength of Taxiways	15/20 m CONC / ASPH PCN 40 F/B/X/T Details: Ref to <a href="#">LSGS AD 2.24</a> . 1/2
3	ACL location and elevation	No ACL markings
4	Location of VOR checkpoints	NIL
5	Location of INS checkpoints	NIL
6	Remarks	NIL

**LSGS AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	ACFT stand identification markings. Lead-in, stop and lead-out lines. Apron safety lines. Marshalling available on sectors North, Grély and South-East.
2	RWY/TWY markings and LGT	RWY markings: D-THR, designation, centre line and pre-THR area, side stripe. RWY LGT: see <a href="#">LSGS AD 2.14</a> TWY markings: Centre line, intermediate holding positions, runway holding position and mandatory instruction at all intersections with RWY. TWY LGT: see <a href="#">LSGS AD 2.15</a> Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.
3	Stop bars and RWY guard lights	Stop bars: NIL RWY guard lights: on TWY A and B
4	Other RWY protection measures	NIL
5	Remarks	The portion of TWY A east of TWY B is located within the runway strip. No use without ATC instructions.

LSGS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates		Obstacle type Elevation Markings/LGT	Co-ordinates		RMK
a	b	c		a	b	c	
		ft			ft		
AOC 07 (1)	Enclosure	1591	46 13 22 N 007 20 23 E	Power line	85m AGL	46 15 47 N 007 14 30 E 46 15 27 N 007 14 14 E	B0060/02
AOC 07 (2)	Pole	1592	46 13 23 N 007 20 24 E	Building	1677	46 13 31 N 007 21 26 E	
AOC 07 (3)	Tree/Trees	1611	46 13 24 N 007 20 31 E	Antenna marked	4216	46 11 30 N 007 20 04 E	
AOC 07 (3a)	Tree/Trees	1628	46 13 22 N 007 20 43 E	Building LGTD	1624	46 13 29 N 007 20 53 E	
AOC 07 (3b)	Tree/Trees	1645	46 13 32 N 007 20 56 E	Tree/trees	1804	46 13 04 N 007 18 26 E	
AOC 07 (4)	Tree/Trees	1681	46 13 33 N 007 20 59 E	Tree/trees	1844	46 13 11 N 007 18 44 E	
AOC 07 (5)	Tree/Trees	1689	46 13 33 N 007 20 59 E	Crane/cranes	1686	46 12 55 N 007 17 53 E	B0032/04
AOC 07 (6)	Tree/Trees	1711	46 13 37 N 007 21 14 E	Tower/Mast marked	1693	46 12 51 N 007 18 41 E	
AOC 07 (7)	Tempo crane	1754	46 13 42 N 007 21 39 E	Building	1614	46 13 20 N 007 20 08 E	
AOC 07 (8)	Power line	1920	46 14 03 N 007 24 46 E	Building	1670	46 13 29 N 007 20 36 E	
AOC 07 (9)	Tree/Trees	1940	46 14 05 N 007 24 52 E	Building	1690	46 13 21 N 007 19 54 E	
AOC 07 (10)	Tree/Trees	2081	46 14 05 N 007 24 57 E	Tree/trees	1634	46 13 15 N 007 19 43 E	
AOC 07 (11)	Tree/Trees	2200	46 14 07 N 007 25 04 E	Power line	90 m AGL	46 13 13 N 007 14 50 E 46 13 20 N 007 14 43 E 46 13 28 N 007 14 43 E	B0059/02
AOC 07 (12)	Tree/Trees	2337	46 14 09 N 007 25 09 E	Building LGTD	1611	46 13 19 N 007 20 01 E	B0391/14
AOC 07 (13)	Tree/Trees	2501	46 14 10 N 007 25 15 E	Crane/cranes marked/LGTD	1670	46 13 12 N 007 20 19 E	B0411/05
AOC 07 (14)	Tree/Trees	2590	46 14 12 N 007 25 24 E	Crane/cranes marked	1690	46 13 28 N 007 20 19 E	B0322/22
AOC 07 (15)	Tree/Trees	2735	46 14 14 N 007 25 30 E	Aerial railway marked	3649	46 10 16 N 007 13 17 E 46 09 52 N 007 14 39 E	B0360/09
AOC 07 (16)	Tree/Trees	2865	46 14 21 N 007 25 50 E				
AOC 25 (1)	Enclosure	1585	46 13 01 N 007 18 49 E	Antenna	1697	46 13 40 N 007 21 32 E	B0512/06
AOC 25 (2)	Tree/Trees	1590	46 13 01 N 007 18 49 E	Crane marked/LGTD	1664	46 12 52 N 007 17 43 E	B1102/07
AOC 25 (3)	Tree/Trees	1591	46 13 01 N 007 18 44 E	Antenna LGTD	1631	46 13 11 N 007 19 12 E	B0488/08

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates		Obstacle type Elevation Markings/LGT	Co-ordinates	RMK	
a	b		c	a		b	c
		ft			ft		
AOC 25 (4)	Pole	1592	46 12 56 N 007 18 45 E	Chimney LGTD	1629	46 13 30 N 007 20 55 E	B1240/13
AOC 25 (5)	Pole	1596	46 12 56 N 007 18 41 E	Tower/Mast LGTD	1613	46 13 07 N 007 19 49 E	B0629/05
AOC 25 (6)	Building	1600	46 12 59 N 007 18 39 E	Crane/Cranes marked/LGTD	1761	46 13 43 N 007 21 46 E	B0064/22
AOC 25 (7)	Building	1602	46 13 00 N 007 18 36 E	Crane/Cranes marked/LGTD	1663	46 13 22 N 007 20 01 E	B0882/14
AOC 25 (8)	Building	1608	46 13 00 N 007 18 35 E	Crane/Cranes marked/LGTD	1657	46 12 51 N 007 17 55 E	B0105/15
AOC 25 (9)	Pole	1628	46 13 00 N 007 18 30 E	Crane/Cranes marked/LGTD	1739	46 13 21 N 007 21 57 E	B0653/19
AOC 25 (10)	Pole	1631	46 12 59 N 007 18 27 E	Crane/Cranes marked/LGTD	1729	46 13 41 N 007 21 35 E	B0609/22
AOC 25 (11)	Tree/Trees	1641	46 12 59 N 007 18 24 E	Crane/Cranes marked/LGTD	1704	46 13 40 N 007 21 36 E	B1593/21
AOC 25 (12)	Tree/Trees	1669	46 12 52 N 007 18 27 E				
AOC 25 (13)	Power line	1696	46 12 46 N 007 18 10 E	Crane/Cranes marked/LGTD	1754	46 13 42 N 007 21 39 E	B0185/22
Refer also to LSGS AOC 07/25, <a href="#">LSGS AD 2.24.4 - 1</a> Number in brackets is equivalent to identification number on AOC.							

**LSGS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	MeteoSwiss
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MeteoSwiss, Geneva 9 hours
4	Type of landing forecast	NIL
5	Briefing/consultation provided	Self Briefing Service ( <a href="http://www.skybriefing.com">www.skybriefing.com</a> )
6	Flight documentation Language(s) used	Digital and hard copy En, Ge, Fr
7	Charts and other information available for briefing or consultation	All area forecast charts available worldwide
8	Supplementary equipment available for providing information	Internet connection in the briefing room
9	ATS units provided with information	Sion TWR
10	Additional information (limitation of service, etc.)	Phone: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland

**LSGS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
07	073° GEO 070° MAG	2000 x 40	PCN 40 F/ B/ X/ T ASPH	46 13 00.73N 007 18 55.42E	1575 ft	Refer to: AOC 07/25
25	253° GEO 250° MAG			46 13 18.56N 007 20 19.05E	1582 ft	
07 GRASS	073° GEO 070° MAG	660 x 30	0.25 MPa 5700 kg MPW <sup>1</sup> GRASS	NIL	NIL	NIL
25 GRASS	253° GEO 250° MAG		0.25 MPa 5700 kg MPW <sup>1</sup> GRASS			

<sup>1</sup> Maximum permissible weight

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
07	NIL	60	2120 x 150	NIL	Non-instrument runway not grooved RESA: 90 m
25		60			Non-instrument runway not grooved RESA: 90 m
07 GRASS	NIL	NIL	720 x 60	NIL	Only VFR operations (see LSGS AD INFO)
25 GRASS					

**LSGS AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	2000	2060	2000	1935	MAX length
	1500	1560	1500	Not applicable	Intersection H
	1150	1210	1150	Not applicable	Intersection G
25	2000	2060	2000	1940	MAX length
	1800	1860	1800	Not applicable	Intersection E
	1625	1685	1625	Not applicable	Intersection B
	1355	1415	1355	Not applicable	Intersection C
	1330	1390	1330	Not applicable	Intersection F
07 GRASS	560	560	560	660	Only VFR operations (see LSGS AD INFO)
25 GRASS	660	660	660	560	

## LSGS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type PSN MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
07	SALS 540 m LIH	RTHL G LIH WBAR	PAPI 4.0°, L, 12.33 m	NIL	NIL	65 m, 50 m, R, LIH; 1335 m, 50 m, W, LIH; 600 m, 50 m, Y, LIH	R, LIH	NIL	NIL
25	SALS 540 m LIH	RTHL G LIH WBAR	PAPI 4.0°, L, 12.12 m	NIL		60 m, 50 m, R, LIH; 1340 m, 50 m, W, LIH; 600 m, 50 m, Y, LIH	R, LIH	NIL	NIL

PAPI 07 light beam is offset 2° south from runway axis. CTN: ICAO obstacle protection surface and PAPI light beam are penetrated by topography starting west of Chamoson village (D3.8 ISI).

PAPI 25 light beam is offset 5° north from runway axis. CTN: ICAO obstacle protection surface and PAPI light beam are penetrated by topography starting east of Bramois village (D4.0 ISI).

## LSGS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	Edge: TWY A*, B, C, D, F, G and S* (* near RWY only)
4	Secondary power supply/switch-over time	25 Seconds (above ICAO Standard)
5	Remarks	NIL

LSGS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	<p><b>Sector North:</b> 46 13 19N / 007 20 23E</p> <p><b>Sector Grély:</b> 46 13 10N / 007 19 37E</p> <p><b>Sector South-East:</b> 46 13 19N / 007 20 43E</p>
	Geoid undulation	NIL
2	TLOF and/or FATO elevation	<p><b>Sectors North and South-East:</b> 485 m / 1591 ft</p> <p><b>Sector Grély:</b> 483 m / 1584 ft</p>
3	TLOF and FATO area dimensions, surface, strength, marking	<p><b>All sectors:</b> HEL PRKG stands basically designed for rotor diameter 11.00 m and overall length 13.15 m. No simultaneous hover operations allowed on HEL stands.</p> <p><b>Sector North:</b> FATO at THR 25, ASPH, runway markings. 2 HEL stands for non-based HEL: Stand 21: 46 13 19.757N / 007 20 09.281E Stand 22: 46 13 20.479N / 007 20 08.967E 2 HEL stands 81, 82 for Air Glaciers MAINT. ASPH, touchdown markings.</p> <p><b>Sector Grély:</b> FATO at midpoint RWY 07-25 (ARP), ASPH, runway markings. 2 HEL stands: Stand 71: 46 13 05.189N / 007 19 36.843E Stand 72: 46 13 05.407N / 007 19 37.873E ASPH, touchdown markings. 2 HEL stands for taxiing HEL. ASPH lead-in and stop line</p> <p><b>Sector South-East:</b> FATO 20 m x 20 m, grass, identification and perimeter markings. Based HEL only. 9 HEL stands 1 to 9, ASPH, touchdown markings. 1 HEL stand 1A for larger HEL (rotor diameter 16 m and overall length 19 m, e.g. Super Puma).</p>
4	True BRG of FATO	<p><b>Sectors North and Grély:</b> RWY 07: 073°; RWY 25: 253°</p> <p><b>Sector South-East:</b> RWY 07: 078°; RWY 25: 261°</p>
5	Declared distance available	<p><b>Sectors North and Grély:</b> Ref; <a href="#">LSGS AD 2.13</a></p> <p><b>Sector South-East:</b> FATO 20 m x 20 m</p>
6	APP and FATO lighting	<p><b>Sectors North and Grély:</b> Ref; <a href="#">LSGS AD 2.14</a></p> <p><b>Sector South-East:</b> NIL</p>
7	Remarks	<p><b>All sectors:</b> HEL REP - Refer to VFR Manual.</p> <p><b>Sector North:</b> In order to optimise the coordination of HEL traffic at Sion, PPR for non-based HEL. Parking up to 7 days maximum via: Email: aeroport@sion.ch or Phone: +41 27 329 06 00 For non-based HEL larger than rotor diameter 11.00 m or overall length 13.15 m, an authorisation is required before any ARR or DEP. Phone: +41 27 329 06 00</p> <p><b>Sector Grély:</b> Handling with Signature Flight Support mandatory. ARR HEL must be towed away from the stand immediately after touchdown. Departing HEL must lift-off as soon as they have been positioned on the stand. For HEL larger than rotor diameter 11.00 m or overall length 13.15 m, coordination is required with Signature Flight Support before any ARR or DEP. Phone: +41 27 305 24 24</p> <p><b>Sector South-East:</b> Based HEL only.</p>

## LSGS AD 2.17      ATS AIRSPACE

1	Designation and lateral limits	<b>SION CTR</b> 46 16 41N 007 26 05E - 46 14 00N 007 28 02E - 46 12 04N 007 23 51E - 46 10 20N 007 14 21E - arc of circle 1.62 NM on - 46 11 54N 007 13 45E - clockwise 46 13 27N 007 13 04E - 46 15 06N 007 20 51E - 46 16 41N 007 26 05E
2	Vertical limits	FL 130
3	Airspace classification	D
4	ATS unit call sign Language(s)	En; En and Fr for Non-Commercial VFR traffic.
5	Transition altitude	17000 ft AMSL except 13000 ft AMSL for all SIDs
6	Remarks	ACT: HX - ATIS (monitoring compulsory)

## LSGS AD 2.18      ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ATIS	NIL	130.630 MHz	HX	Phone:      Service: +41 (0) 22 417 40 80
APP	SION RADAR	126.825 MHz	HO	Language: En
TWR	Sion Tower	118.275 MHz 119.700 MHz	HX	ALTN FREQ Language: En; En and Fr for Non-Commercial VFR traffic.
FIC	Geneva Information	126.350 MHz	H24	NIL
GND	Sion Ground	121.705 MHz	HX	Language: En; En and Fr for Non-Commercial VFR traffic.

## LSGS 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
SION DVOR/DME (VAR 3° E)	SIO	112.15 MHz 58Y	H24	46 12 55.8N 007 17 19.6E	1594 ft	PSN: 260° MAG, 2.2 NM FM THR 25. DOC 40 NM / 25'000 ft. Service range outside published IAC and SID PROC unreliable.
LOC 25	ISI	110.70 MHz	H24	46 12 57.1N 007 18 40.4E		LOC PSN: 252° MAG, 2214 m FM THR 25. LOC course 244° MAG. Front course sector width 2°. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.
GP 25		330.20 MHz	H24	46 13 54.7N 007 23 07.2E		GP Angle 6°. PSN: 072° MAG 3774 m before THR 25. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.
DME 25	ISI	44X	H24	46 12 54.7N 007 18 46.2E	1609 ft	DME Co-located with LOC. 1.2 NM DME THR 25. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.

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## LSGS AD 2.20 LOCAL AERODROME REGULATIONS

### 1. Local flying restrictions and remarks

AD is for joint use: CIV and MIL.

Use is only by ACFT carrying SVCBL RTF equipment. Exemption from this restriction is granted in exceptional cases. Special permission to be requested by TEL prior to TKOF.

Use of paved RWY is compulsory for all aeroplanes during GLD ACT.

Reserved GLD SECT:

PJE: Refer to VFR Manual, LSGS VAC.

Use of reverse thrust:

For deceleration, it is recommended that the entire RWY LEN AVBL is used; use of reverse thrust shall be limited unless particular safety or operational reasons require it.

MON-SAT: 0600 - 0700 (0500 - 0600), 1100 - 1200 (1000 - 1100), 1700 - 1900 (1600 - 1800) and SUN-HOL, following operations are prohibited:

- AD circuits for
  - non based ACFT
  - noise Category A and B ACFT
  - multi engine ACFT
- aerobatics FLT in the CTR (except gliders) and in the TMA
- engine and reactors control
- technical FLT
- LDG, APCH with go-around, TKOF of ACFT noise Category I/II/III and civil registered fighters are subject to special AUTH.

### 2. MIL Equipment

- The runway is equipped with 2 retractable MIL arresting cables, located between the thresholds. Cables are retracted when CIV ACFT use RWY. The distance between the cables is 1250 m. If those are not retracted, CIV aircraft are prohibited from rolling over them.

### 3. Airport regulation

At Sion AP, a number of local regulations apply. The regulations are included in a manual which is AVBL at the AIS briefing office. This manual includes, among other subjects, the following:

- a. the meaning of markings and signs;
- b. information about ACFT parking;
- c. HEL operations;
- d. GLD ACT;
- e. PJE;
- f. aerobatics;
- g. marshaller assistance and towing;
- h. engine start-up and use of APU.

Departing IFR FLTs shall always contact Sion Ground 121.705 MHz to obtain start-up and ATC clearance.

Marshaller assistance or "Follow me" vehicles can be requested and further information about the regulation can be obtained from Sion Ground or the AIS.

When a local regulation is of importance for the safe operation of ACFT on the apron, the information will be given to each ACFT by Sion Ground or the AIS.

"Local regulations" may be requested, in writing, from:

Post: Aéroport de Sion  
Route de l'aéroport  
CH-1950 Sion

#### 4. ACFT guidance on apron

##### 4.1 General

For taxi instruction, contact GND on FREQ 121.705 MHz. Pilot in command remains responsible for avoidance of collision with ACFT and objects outside of the ATS responsibility BDRY.

##### 4.2 Area of responsibility

The exact ATS responsibility BDRY is shown on the AD-chart [LSGS AD 2.24.1 - 1](#).

##### 4.3 Operational hours

HO; REF: [LSGS AD 2.3](#).

#### 5. Aircraft parking SECTOR NORTH

Parking on north apron dedicated to non-based ACFT and scheduled FLT's only (7 days maximum).

Except parking "GVM", dedicated to the Air Club Sion.

Transit parking dedicated to ACFT with a MTOM over 3 tons. Permission are allowed only by the airport authority at least 24 H in advance.

Phone: +41 (0) 27 329 06 00 or

Email: [aeroport@sion.ch](mailto:aeroport@sion.ch)

#### 6. High-visibility equipment

All crew on the movement area must wear yellow high-visibility safety equipment (jacket or vest) compliant with the EN 471 standard.

### LSGS AD 2.21 NOISE ABATEMENT PROCEDURES

#### 1. Auxiliary Power Units (APU)

##### 1.1 The following regulations are applicable to use of APU:

- a MAX of 15 MIN prior to ACFT DEP
- a MAX of 10 MIN after ACFT ARR

The use of APU for MAINT shall be restricted to a MNM DUR.

## LSGS AD 2.22 FLIGHT PROCEDURES

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

#### 1.1 IFR procedures

The use of IFR APCH or DEP procedures in Sion is limited to pilots, operators and ACFT fulfilling the respective airport qualifications. Pilots must hold a type A or B qualification.

- **Type A** qualification is obtained by achieving a self-Airport Briefing performed on the website:  
URL: [www.sion-qualification.ch](http://www.sion-qualification.ch)
- **Type B** qualification is obtained by achieving a flight program performed either on the ACFT or on a simulator. The flight program has to be submitted to an organisation authorized by Sion Airport Authority to deliver the type B qualification.

Referring to the type B qualification for multi crew, only the PIC, who must be the Pilot Flying, has to hold a type B qualification while the Pilot Non Flying only needs to hold a type A qualification.

#### 1.1.1 IFR approach procedures

Any approaching ACFT must comply with the requirements of the ACFT, as well as with the relevant procedures published on the approach charts.

##### a. Approach to RWY 25

Initial APCH at 6.0° and final APCH and LDG at 4.0°. This approach is not considered as a "steep approach", as the last 7 NM are calculated with an APCH angle of 4.0° and are performed visually.

##### b. Circling Procedures RWY 07

Initial APCH to RWY 25 at 6.0° followed by circling procedure, which is available to ACFT categories A, B with speed limit of 125KT. Only available for pilot type B qualification.

##### c. Instrument approach procedures available for pilot **type A** qualification

**IGS RWY 25, DA 8000 ft** Conditions: VIS 8000 m and ceiling 6500 ft AAL, day only.

##### d. Instrument approach procedures available for pilot **type B** qualification

###### **IGS RWY 25, DA according to ACFT PER**

- **IGS RWY 25 Day** Conditions: VIS 5000 m.

- **IGS RWY 25 Night** Conditions: VIS 5000 m, ACFT able to fly a high PER DEP, only when RWY 25 in use.

###### **RNP RWY 25 (AR), DA according to ACFT CAT**

- **RNP RWY 25 (AR) Day** Conditions: NAA approved (Special aircraft and aircrew authorisation required)

- **RNP RWY 25 (AR) Night** Conditions: ACFT able to fly a high PER DEP, only when RWY 25 in use.  
NAA approved (Special aircraft and aircrew authorisation required).

#### 1.1.2 IFR departure procedures

Any departing ACFT must comply with the requirements of the ACFT as well as with the relevant procedures published on the SID charts.

##### a. Instrument departure procedures available for pilot **type A** qualification

**Low PER SIDs (via GS300)** Conditions: VIS 8000 m and ceiling 7400 ft AAL, VFR must be maintained until GS300, day only.

**High PER SIDs** Conditions: VIS 5000 m and ceiling 6500 ft AAL, day only.

##### b. Instrument departure procedures available for pilot **type B** qualification

**Low PER SIDs (via GS300)** Conditions: VIS 5000 m and ceiling 5400 ft AAL, VFR must be maintained until GS300, day only.

**High PER SIDs** Conditions: RVR 550 m, day and night.

## 1.1.3 Requirements overview

REQUIREMENTS OVERVIEW				
Flight operation & procedures		Requirements & Conditions		
		Pilot Qualification	Conditions	Aircraft Performance
VFR departure		NIL	VMC	NIL
IFR departure	Low PER SIDs (via GS300), day only	A / B	A: VIS 8000 m + ceiling 7400 ft AAL, B: VIS 5000 m + ceiling 5400 ft AAL, VFR to GS300	NIL
	High PER SIDs, day only	A	VIS 5000 m + ceiling 6500 ft AAL	High PER
	High PER SIDs, day and night	B	RVR 550 m	High PER
VFR approach & landing		NIL	VMC	NIL
IFR approach & landing	IGS RWY 25, DA 8000 ft, day only	A	VIS 8000 m + ceiling 6500 ft AAL	OEI ceiling for APCH 14500 ft AMSL.
	IGS RWY 25, DA according to ACFT PER, day only	B	VIS 5000 m	
	IGS RWY 25, DA according to ACFT PER, night only	B	VIS 5000 m, high PER DEP, only if RWY 25 in use	
	RNP RWY 25 (AR) DA according to ACFT CAT day only	B	NAA approved*	Able for a 6° glide path angle.
	RNP RWY 25 (AR), DA according to ACFT CAT night only	B	High PER DEP, only if RWY 25 in use NAA approved*	OEI missed APCH climb gradient
	Circling RWY 07, day only	B	AVBL for ACFT categories A, B with speed limit of 125kt	
Note:	1) MNM climb gradient in accordance with LSGS AD 2.24.10.1 (go-around missed APCH climb gradient) 2) The conditions given by this table allow any ACFT category to operate, provided it fulfils the MAX IAS			
Legend:	NIL = not required NAA = National Aviation Authority * (Special aircraft and aircrew authorisation required)			

1.1.4 SID Descriptions

GENERAL INFORMATION FOR ALL SIDs

- MAX ALT applicable when MIL ON
- Contact Sion Ground 121.705 prior to start-up
- INITIAL CLIMB CLEARANCE: BY ATC

1.1.4.1 SID RWY 07/25 - RNAV 1 - LOW PERFORMANCE

(see Chart LSGS AD 2.24.7 - 1)

DESIGNATOR	RWY 07/25 RNAV 1				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>GOLEB 1V</b> PDG: 3.7% to 12500ft	Proceed VFR to GS300 (golf course and Lake Brèche beside Rhône River - East of St-Léonard). From GS300 proceed via GS301 (MAX IAS 220 kt during turn), GS202, GS203, GS204 and BERAR to GOLEB (MAX IAS 220 kt during turn).	Cross: GS300 at 6000ft or above, GS202 at 11000ft or below, GS203 at 13000ft or below, GS204 at 13000ft or above, GOLEB at FL140 or above.	NIL	Only for DEST within TMA LSGG or LFLB. For TFC DEST LSGG, join KINES arrival route. For TFC DEST LFLB/LFLP, follow route Y52.	
<b>ROCCA 1V</b> PDG: 3.7% to 12500ft	Proceed VFR to GS300 (golf course and Lake Brèche beside Rhône River - East of St-Léonard). From GS300 proceed via GS301 (MAX IAS 230 kt during turn), GS202, GS203, GS204 and GS205 (MAX IAS 250 kt during turn) to ROCCA.	Cross: GS300 at 6000ft or above, GS202 at 11000ft or below, GS203 at 13000ft or below, GS204 at 13000ft or above, GS205 at FL190 or above (FL180 or above by ATC).	NIL	NIL	
<b>SAINT-PREX 1V</b> (SPR 1V) PDG: 3.7% to 12500ft	Proceed VFR to GS300 (golf course and Lake Brèche beside Rhône River - East of St-Léonard). From GS300 proceed via GS301 (MAX IAS 230 kt during turn), GS202, GS203, GS204 and BERAR (MAX IAS 250 kt during turn) to SPR.	Cross: GS300 at 6000ft or above, GS202 at 11000ft or below, GS203 at 13000ft or below, GS204 at 13000ft or above, BERAR at FL160 or above.	NIL	NIL	

Procedure Description of RNAV 1 SID GOLEB 1V

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GS300	-	+6000	-	-	-
TF	GS301	Y	-	-	244° (246.5°T)	7.8
TF	GS202	-	-11000	-220	232° (235.2°T)	6.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	BERAR	Y	-	-	232° (235.0°T)	7.0
TF	GOLEB	-	+FL140	-220	302° (304.8°T)	10.1

Procedure Description of RNAV 1 SID ROCCA 1V

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GS300	-	+6000	-	-	-
TF	GS301	Y	-	-	244° (246.5°T)	7.8
TF	GS202	-	-11000	-230	232° (235.2°T)	6.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	GS205	Y	+FL190*	-	232° (234.9°T)	7.0
TF	ROCCA	-	-	-250	189° (192.2°T)	11.2

Note: \*+FL180 by ATC

Procedure Description of RNAV 1 SID SPR 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GS300	-	+6000	-	-	-
TF	GS301	Y	-	-	244° (246.5°T)	7.8
TF	GS202	-	-11000	-230	232° (235.2°T)	6.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	BERAR	Y	+FL160	-	232° (235.0°T)	7.0
TF	SPR	-	-	-250	334° (337.2°T)	33.4

#### 1.1.4.2 SID RWY 25 - RNAV 1 - HIGH PERFORMANCE

(see Chart LSGS AD 2.24.7 - 3)

DESIGNATOR	RWY 25 RNAV 1				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>GOLEB 1D</b> PDG: 13.3% to 10100ft	Proceed via GS200, GS201 (MAX IAS 220 kt during turn), GS202, GS203, GS204 and BERAR to GOLEB (MAX IAS 220 kt during turn).	Cross: GS202 at 11000ft or below, GS203 at 13000ft or below, GS204 at 13000ft or above, GOLEB FL140 or above.	NIL	No turn before GS200 (DER). Only for DEST within TMA LSGG or LFLB. For TFC DEST LSGG, join KINES arrival route. For TFC DEST LFLB/LFLP, follow route Y52.	
<b>ROCCA 1D</b> PDG: 13.3% to 10100ft	Proceed via GS200, GS201 (MAX IAS 230 kt during turn), GS202, GS203, GS204 and GS205 (MAX IAS 250 kt during turn) to ROCCA.	Cross: GS202 at 11000ft or below, GS203 at 13000ft or below, GS204 at 13000ft or above, GS205 at FL190 or above (FL180 or above by ATC).	NIL	No turn before GS200 (DER).	
<b>SAINT-PREX 1D</b> (SPR 1D) PDG: 13.3% to 10100ft	Proceed via GS200, GS201 (MAX IAS 230 kt during turn), GS202, GS203, GS204 and BERAR (MAX IAS 250 kt during turn) to SPR.	Cross: GS202 at 11000ft or below, GS203 at 13000ft or below, GS204 at 13000ft or above, BERAR at FL160 or above.	NIL	No turn before GS200 (DER).	

Procedure Description of RNAV 1 SID GOLEB 1D						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GS200	Y	-	-	-	-
TF	GS201	Y	-	-	239° (241.9°T)	3.7
TF	GS202	-	-11000	-220	232° (235.2°T)	4.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	BERAR	Y	-	-	232° (235.0°T)	7.0
TF	GOLEB	-	+FL140	-220	302° (304.8°T)	10.1

Notes: Track adjustment at DER: 11° to the left

**Procedure Description of RNAV 1 SID ROCCA 1D**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GS200	Y	-	-	-	-
TF	GS201	Y	-	-	239° (241.9°T)	3.7
TF	GS202	-	-11000	-230	232° (235.2°T)	4.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	GS205	Y	+FL190*	-	232° (234.9°T)	10.0
TF	ROCCA	-	-	-250	189° (192.2°T)	11.2

Notes: Track adjustment at DER: 11° to the left  
\* +FL180 by ATC

**Procedure Description of RNAV 1 SID SPR 1D**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GS200	Y	-	-	-	-
TF	GS201	Y	-	-	239° (241.9°T)	3.7
TF	GS202	-	-11000	-230	232° (235.2°T)	4.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	BERAR	Y	+FL160	-	232° (235.0°T)	7.0
TF	SPR	-	-	-250	334° (337.2°T)	33.4

Note: Track adjustment at DER: 11° to the left

**1.1.5 STAR Description****1.1.5.1 STAR TO GRANA - RNAV 5**

(see Chart LSGS AD 2.24.9 - 1)

DESIGNATOR	STAR TO GRANA - RNAV 5		
	ROUTE		
	Lateral	Vertical	Remark
VADAR 2N	From VADAR proceed via SOSAL to GRANA.	Refer to chart	
VALOR 1W	From VALOR proceed to GRANA.	Refer to chart	

**Procedure Description of RNAV STAR VADAR 2N**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	VADAR	N	+FL190	-	-	-
TF	SOSAL	N	+17000	-	135° (137.7°T)	8.0
TF	GRANA	N	+17000	-	118° (121.3°T)	31.5

**Procedure Description of RNAV STAR VALOR 1W**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	VALOR	N	+17000	-	-	-
TF	GRANA	N	+17000	-	057° (059.8°T)	26.9

**1.2 RNP (AR) Approach description - SUSPENDED -****1.2.1 Approved users, equipment and operations**

- For the LSGS RNP (AR) Instrument Approach Procedure, the operators shall ensure that they hold all the necessary operational approvals as part of the Operations Specifications from its authority including the Baro-VNAV approval in order to conduct the RNP (AR) approach to LSGS (ref ICAO PBN Manual document 9613).
- Final Approach track offset by 8° right from RWCL intercepting the RWCL 480m before the THR.
- The operator must have a Special Authorization from its authority in order to use the RNP AR approaches to LSGS (ref EASA AMC 20-26).
- The operator is responsible of conducting a Flight Operation Safety Assessment (FOSA).
- The RNP (AR) approach procedures require a navigation accuracy of RNP 0.3 and RF-leg capability.
- The vertical guidance is based on Baro-VNAV with GNSS and requires RNAV equipment which uses barometric altimeter input.

**1.2.2 Limitations of the procedure**

- The procedure is designed for temperature from -20°C to +47°C at Sion. (Temperature correction of the barometric altimeter is not required).
- The Sion RNP Approach RWY 25 (AR) is only available each year from 01 November until the last day of February and outside of MIL OPR HRS.

1.2.3 RNP RWY 25 (AR) (see chart LSGS AD 2.24.10-5) - **SUSPENDED** -

Path terminator	Waypoint ID	Flyover	Altitude (ft)	Speed limit (kt)	Turn direction	Track	DIST (NM)	Descent gradient	RNP	Radius (NM)	Arc center ID
IF	GRANA (IAF)	N	+17000	210	-	-	-	-	1.0	-	-
TF	GS615	N	-	-	-	042° (044.2°T)	30.9	-	1.0	-	-
RF	GS616 (IF)	N	-	-	R	-	22.1	-	1.0	6.85	GS623
TF	GS608 (FAF)	N	+17000	-	-	227° (228.9°T)	3.8	-	1.0	-	-
TF	GS607	N	-	160	-	228° (229.7°T)	10.7	-3.6°	0.3	-	-
RF	GS606	N	-	-	R	-	3.6	-3.6°	0.3	5.21	GS618
TF	GS605	N	-	-	-	268° (269.6°T)	12.9	-3.6°	0.3	-	-
RF	GS604	N	-	-	L	-	2.0	-3.6°	0.3	4.86	GS619
TF	GS617	Y	-	160	-	243° (245.1°T)	10.9	-3.6°	0.3	-	-
TF	GS609	N	-	165	-	243° (244.9°T)	3.8	-	0.5	-	-
RF	GS610	N	-	-	L	-	1.0	-	0.5	5.87	GS620
TF	GS611	N	-	-	-	233° (235.4°T)	17.2	-	0.5	-	-
RF	GS612	N	-	165	R	-	17.0	-	1.0	4.34	GS621
TF	GS613	N	-	-	-	097° (099.0°T)	10.8	-	1.0	-	-
TF	SIO	N	-	-	L	052° (054.1°T)	9.2	-	1.0	-	-
TF	GRANA	N	+17000	220	R	066° (068.0°T)	10.9	-	1.0	-	-

1.3 Airport Qualification

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

- The ACFT must meet the PER: 6° INA, 4.0° final APCH and LDG.
- Operator's contingency procedures (if required by the type of FLT operation) must be calculated and AVBL.
- The PIC must hold a valid pilot qualification for the applicable type of operation and FLT procedures.

**Note:** When the PIC is not in a position to land, an EMERG must be declared.

To apply for the AP qualification, operators shall contact the Sion airport authority, CH-1950 Sion:

Phone: +41 (0) 27 329 06 00

Fax: +41 (0) 27 329 06 16

Email: aeroport@sion.ch

1.3.1 Aircraft Requirements

Any ACFT to be operated under IFR at Sion AP shall be able to comply with the published IFR procedures § 2.22.1.1 or with approved company contingency procedures.

The MAX IAS, as published on the relevant charts, shall not be exceeded during the corresponding FLT manoeuvres. The procedures are designed for speed of ACFT categories A, B and C. Additional speed restrictions shall be OBS during APCH and missed APCH.

ACFT to be operated on an instrument APCH procedure shall be able to fly a 6° GP in INA and a 4.0° in LDG configuration.

**Note:** GP 25 antenna is located 2 NM in front of THR 25.

1.3.2 Pilot Qualification

Pilots intending to operate under IFR rules at Sion AP shall hold a valid pilot qualification in accordance with the requirements of IFR procedures § 2.22.1.1.

### 1.3.2.1 Pilot Qualification type A

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

A theoretical self-instruction on:

- Sion general operational requirements (FOCA & Sion AP Authority),
- Local weather phenomena and dangers,
- Sion orographic and topographic situation, including all relevant obstacles,
- APCH and DEP procedures (VFR and IFR),

To apply for the Pilot Qualification type A, the pilot shall contact Sion AP Authority or consult Sion AP's qualification web site at URL: <http://www.sion-qualification.ch/>

### 1.3.2.2 Pilot Qualification type B

MNM training requirements for the AP Qualification are included in a so called "Training Requirements Application Manual (TRAM)" that can be requested from the Sion AP Authority. It also can be found at

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

Be aware: The Sion Type B Qualification obtained on a propeller aircraft is not valid for a Jet Aircraft.

However, a Type B Qualification obtained on a jet is valid for a propeller aircraft, starting from the principle that the propeller aircraft is able to comply with the requested performances.

### 1.3.3 Airport qualification recency

It is the operator/pilot's responsibility to comply at all times with the AP qualification recency requirements.

#### 1.3.3.1 Pilots part of private operator

PICs are recent for IFR procedures and IGS operations, regardless of position, rank and function, if at least one APCH into- and one DEP from Sion are conducted within a 12 months period (valid until the end of the month), under normal IFR operations.

In case of an interruption of the recency of more than 12 months, a new qualification type A or B is required.

## 2. VFR procedure

Refer to VFR Manual, LSGS AD INFO.

## 3. Description of Instrument Guidance System (IGS)

IGS RWY 25 components:

- SIO VOR/DME for missed APCH and initial line-up
- ILS (LOC/GP/DME) for final line-up and from MASAB to MAPT LOC OPN angle: 2°
- GP PSN: 5988 m before LOC antenna

### 3.1 Restrictions

LOC and GP may only be used in the following area: angle of +/-8° of APCH axis and DIST of 30 - 6 NM DME LOC during APCH. MNM ELEV angle 5° from LOC.

### 3.2 Procedure

Due to the restricted coverage of the LOC, the initial line-up uses SIO. When inside the useable LOC area, establish on LOC.

IGS PROC may be flown as ILS PROC. The published ALT at DME LOC 22, 19, 14.2 and 11.8 are to be strictly OBS.

After RCH D7 ISI, PCD to RWY maintaining terrain clearance visually. At D7 ISI the RWY may not yet be in sight.

LOC track is 6.5° offset from RWY axis. APSG D7 ISI, CONT on track 244° until D6 SIO (ABM village St. Léonard, 3.9 NM to the RWY). Then turn left to visually intercept the EXT D RWY axis PSG slightly south of Sion hospital.

Follow the PAPI RWY 25 for final descent segment (4.0°).

**Note:** GP 25 antenna is located 2 NM in front of THR 25.

4. Minima for IFR departures (TKOF minima)

RWY	25				07	
	1D (HP)		1V ((LP)		1V (LP)	
SID						
Pilot qualification	A	B	A	B	A	B
day/night	day only	day/night	day only	day only	day only	day only
VIS	5000 m	RVR 550 m	8000 m	5000 m	8000 m	5000 m
Ceiling	6500 ft/AAL	N/A	7400 ft/AAL	5400 ft/AAL	7400 ft/AAL	5400 ft/AAL

LSGS AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ALETO	N 46 23 18.5	E 007 52 40.4	IAC LSGS
BERAR	N 45 57 22.5	E 006 45 37.4	SID LSGS
GRANA	N 46 17 00.5	E 007 31 56.6	STAR / IAC LSGS
GS200	N 46 12 59.5	E 007 18 49.8	SID LSGS
GS201	N 46 11 15.2	E 007 14 08.5	SID LSGS
GS202	N 46 08 43.5	E 007 08 54.9	SID LSGS
GS203	N 46 05 51.8	E 007 03 01.2	SID LSGS
GS204	N 46 01 23.3	E 006 53 50.6	SID LSGS
GS205	N 45 55 38.2	E 006 42 07.0	SID LSGS
GS300	N 46 15 28.9	E 007 26 43.2	SID LSGS
GS301	N 46 12 22.6	E 007 16 28.1	SID LSGS
GS601	N 46 15 20.7	E 007 53 43.3	IAC LSGS
GS602	N 46 18 42.3	E 008 03 31.3	IAC LSGS
GS603	N 46 26 30.6	E 008 02 17.0	IAC LSGS
GS604	N 46 17 52.5	E 007 34 33.8	IAC LSGS
GS605	N 46 18 19.6	E 007 37 26.2	IAC LSGS
GS606	N 46 18 26.2	E 007 56 01.9	IAC LSGS
GS607	N 46 19 40.8	E 008 00 51.8	IAC LSGS
GS608	N 46 26 36.7	E 008 12 39.6	IAC LSGS
GS609	N 46 11 38.9	E 007 15 20.0	IAC LSGS
GS610	N 46 11 10.1	E 007 14 07.9	IAC LSGS
GS611	N 46 01 24.0	E 006 53 50.4	IAC LSGS
GS612	N 46 09 14.8	E 006 51 15.3	IAC LSGS
GS613	N 46 07 32.7	E 007 06 34.5	IAC LSGS
GS615	N 46 39 05.6	E 008 03 12.5	IAC LSGS
GS616	N 46 29 07.5	E 008 16 49.4	IAC LSGS
GS617	N 46 13 16.5	E 007 20 20.2	IAC LSGS

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
GS618	N 46 23 38.8	E 007 55 58.9	IAC LSGS
GS619	N 46 13 28.1	E 007 37 30.6	IAC LSGS
GS620	N 46 06 20.3	E 007 18 54.9	IAC LSGS
GS621	N 46 04 57.7	E 006 50 16.8	IAC LSGS
GS623	N 46 34 17.0	E 008 10 17.2	IAC LSGS
MASAB	N 46 23 56.0	E 007 54 45.0	IAC LSGS

2. Table for temperature deviation from ISA

ALT	ISA	ISA + 20°C	ISA + 10°C	ISA - 10°C	ISA - 20°C
		Altimeter reading	Altimeter reading	Altimeter reading	Altimeter reading
17000	- 19°C	OAT + 1°C 15940	OAT - 9°C 16450	OAT - 29°C 17600	OAT - 39°C 18240
16000	- 17°C	OAT + 3°C 15010	OAT - 7°C 15490	OAT - 27°C 16550	OAT - 37°C 17160
13610	- 12°C	OAT + 8°C 12790	OAT - 2°C 13190	OAT - 22°C 14070	OAT - 32°C 14560
11690	- 8°C	OAT + 12°C 11010	OAT + 2°C 11340	OAT - 18°C 12070	OAT - 28°C 12490
8630	- 2°C	OAT + 18°C 8160	OAT + 8°C 8390	OAT - 12°C 8890	OAT - 22°C 9180
7100	+ 1°C	OAT + 21°C 6730	OAT + 11°C 6910	OAT - 9°C 7300	OAT - 19°C 7530
4030	+ 7°C	OAT + 27°C 3870	OAT + 17°C 3950	OAT - 3°C 4120	OAT - 13°C 4220

**Note:** Pressure altimeters are calibrated to indicate true ALT under ISA conditions. Any DEV from ISA will therefore result in an erroneous reading on the altimeter. In case of a temperature HYR than ISA, the true ALT will be HYR than the figure indicated by the altimeter and the true ALT will be lower when the temperature is lower than ISA. The altimeter error may be significant in extremely cold temperatures.

LSGS AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSGS AD 2.24.1 - 1
Aircraft Parking Chart	LSGS AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 07/25	LSGS AD 2.24.4 - 1
SID RWY 07/25 RNAV - LOW PERFORMANCE	LSGS AD 2.24.7 - 1
SID RWY 25 RNAV - HIGH PERFORMANCE	LSGS AD 2.24.7 - 3
STAR TO GRANA - RNAV 5	LSGS AD 2.24.9 - 1
IAC - IGS RWY 25 (CAT A/B/C)	LSGS AD 2.24.10 - 1
IAC - IGS RWY 25 VIS APCH	LSGS AD 2.24.10 - 3
IAC - RNP RWY 25 (AR) SUSPENDED	LSGS AD 2.24.10 - 5
ATC Surveillance Minimum ALT Chart (AD Temperatures from - 15° to -7°C)	LSGS AD 2.24.13 - 1
ATC Surveillance Minimum ALT Chart (AD Temperatures from - 6°C and above)	LSGS AD 2.24.13 - 3

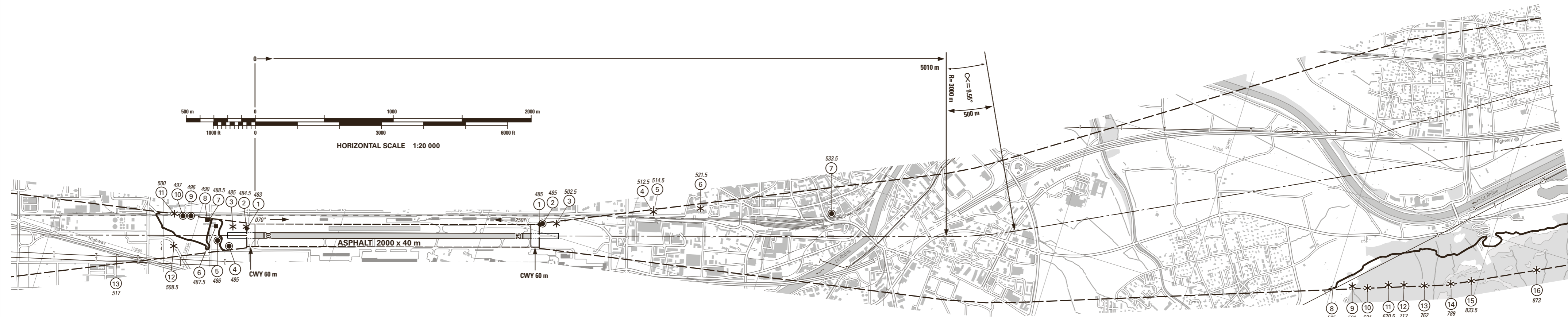
LSGS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

VAR 3° E (2021.5)

Profile view see LSGS AD 2.24.4-2

RWY: 07-25		
RWY 07	DECLARED DISTANCES in m	RWY 25
2000	TAKE-OFF RUN AVAILABLE	2000
2060	TAKE-OFF DISTANCE AVAILABLE	2060
2000	ACCELERATE STOP DISTANCE AVAILABLE	2000
1935	LANDING DISTANCE AVAILABLE	1940



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND	
①	Identification number
*	Tree, shrub
●	Pole, tower, spire, antenna, etc.
■	Building, large structure
•	Enclosure
—	Transmission line, overhead cable
⌒	Terrain penetrating obstacle plane

OBST ELEV in m  
AD ELEV in m

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

16th Edition

COR: MAG VAR, RWY BRG (WEF 13JUN2024)

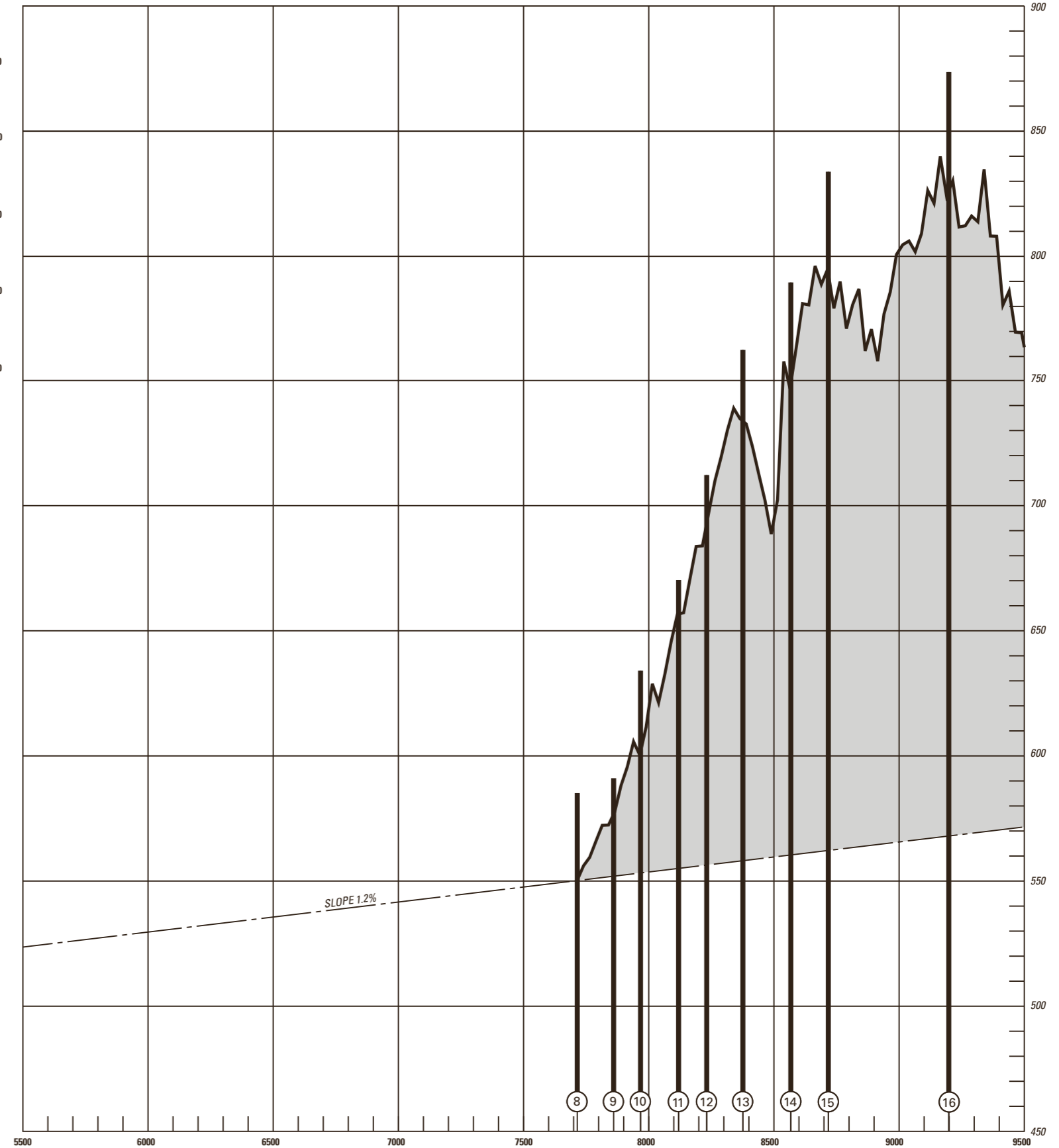
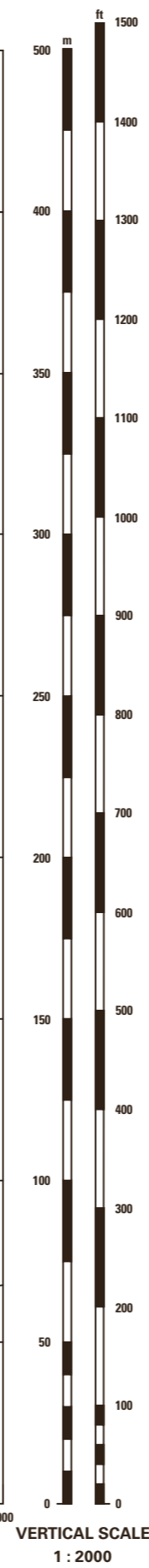
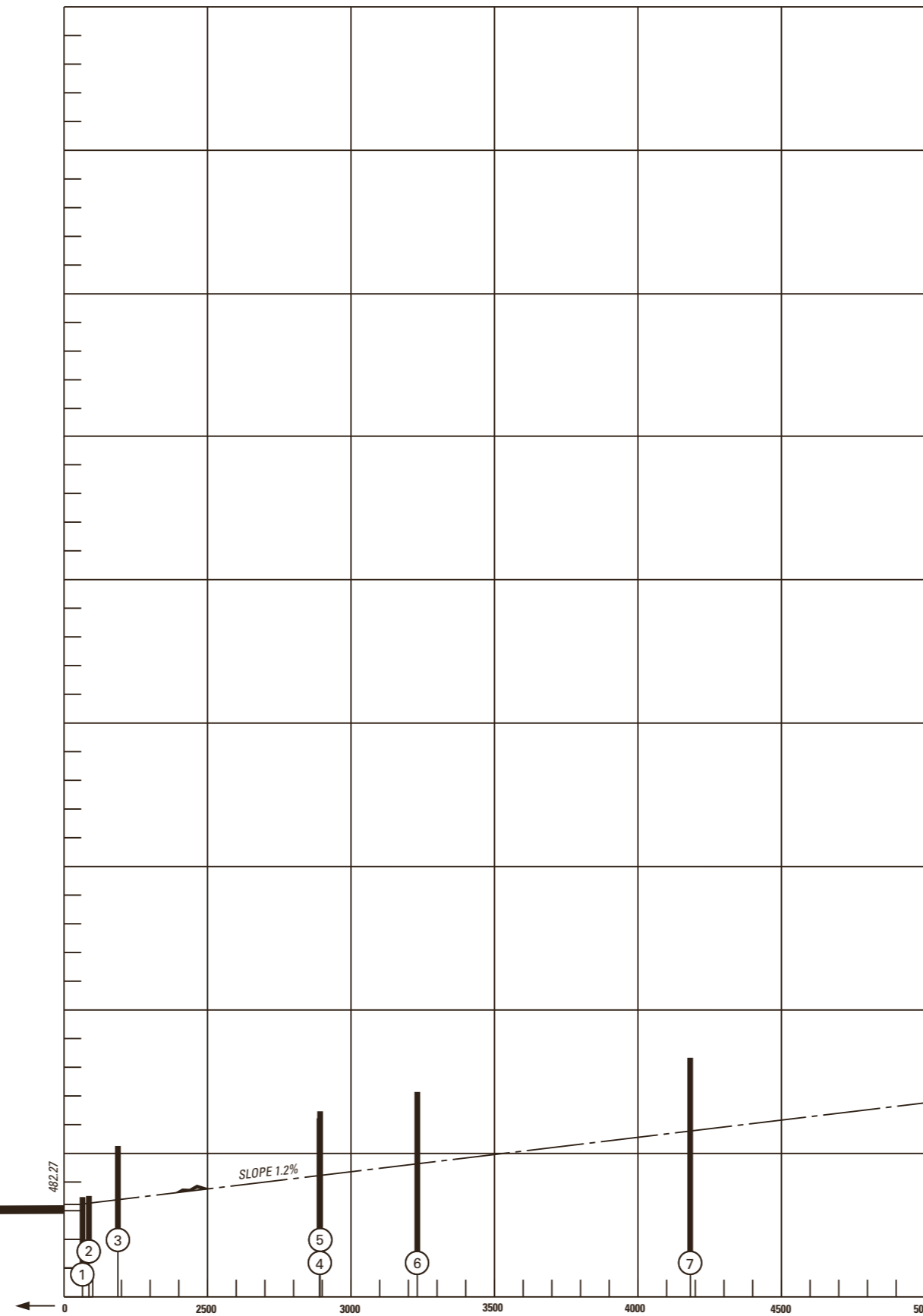
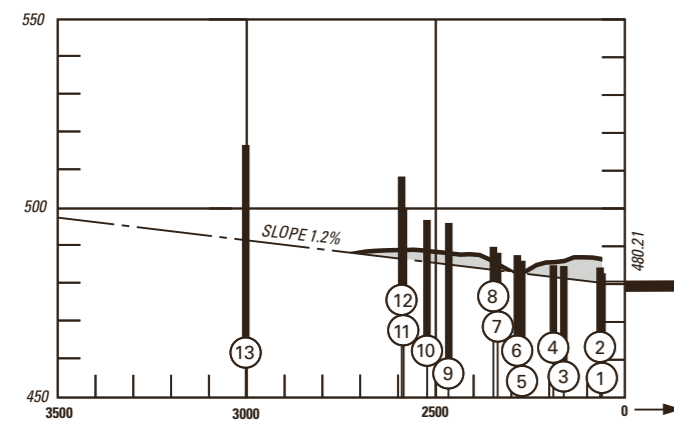
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VAR 3° E (2021.5)

Plan view see LSGS AD 2.24.4-1

**PROFILE RWY: 07-25**

- ① Identification number
- ⌒ Terrain penetrating obstacle plane



COR: MAG VAR (WEF 13JUN2024)

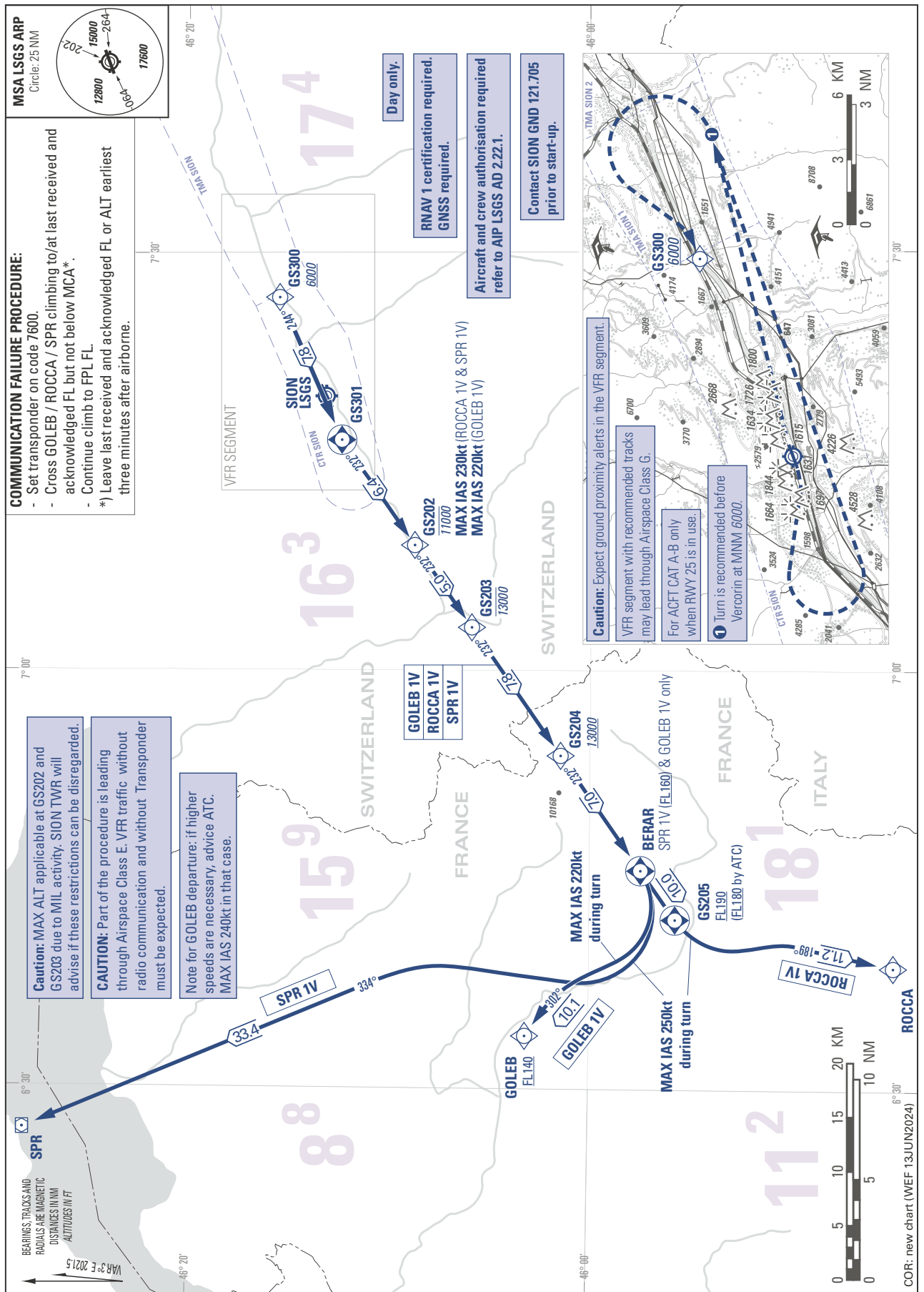
14th Edition

© Swisstopo

STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 13000

SION LSGS  
LOW PERFORMANCE  
SID RWY 07/25 - RNAV

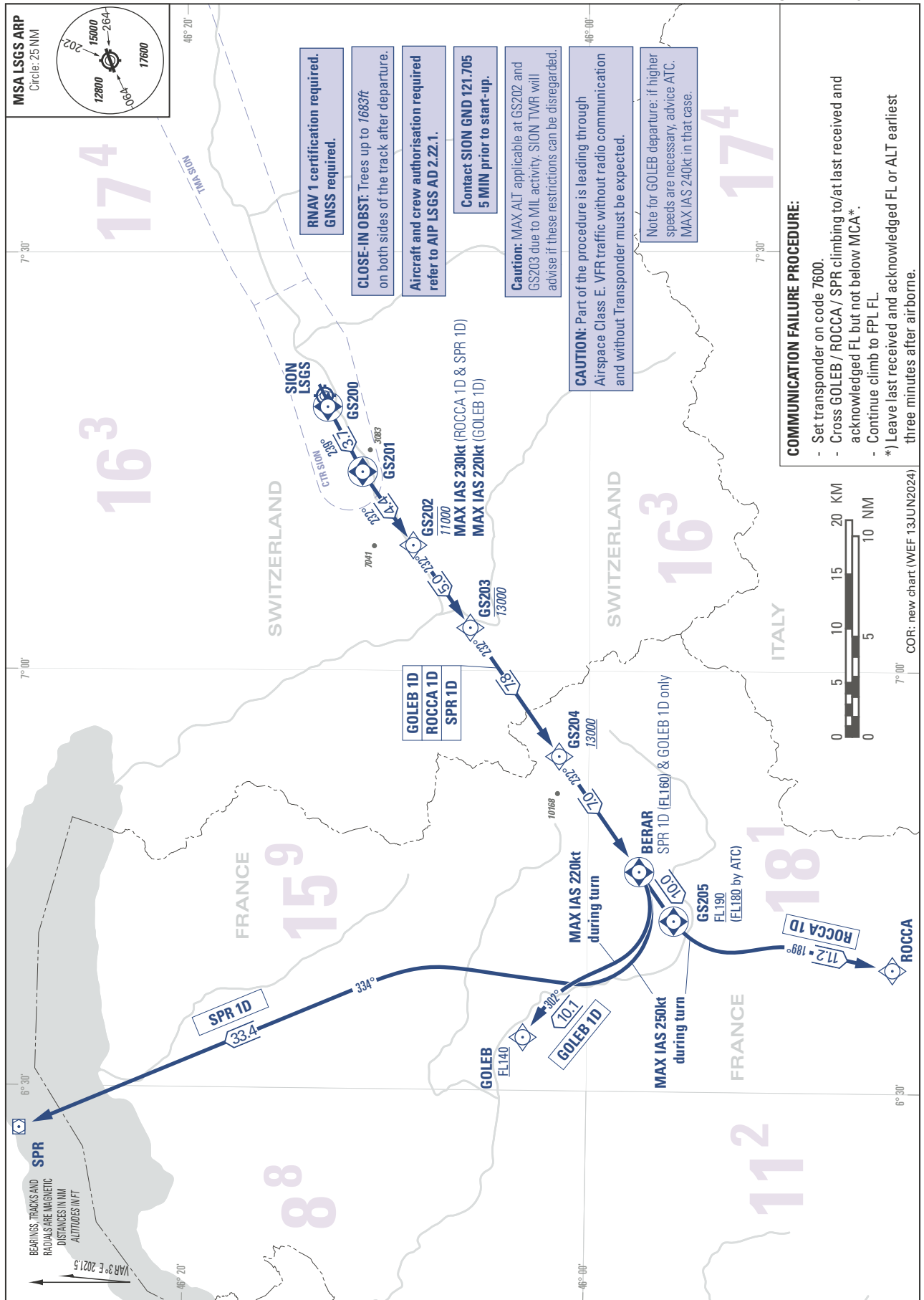


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 13000

SION LSGS  
HIGH PERFORMANCE  
SID RWY 25 - RNAV

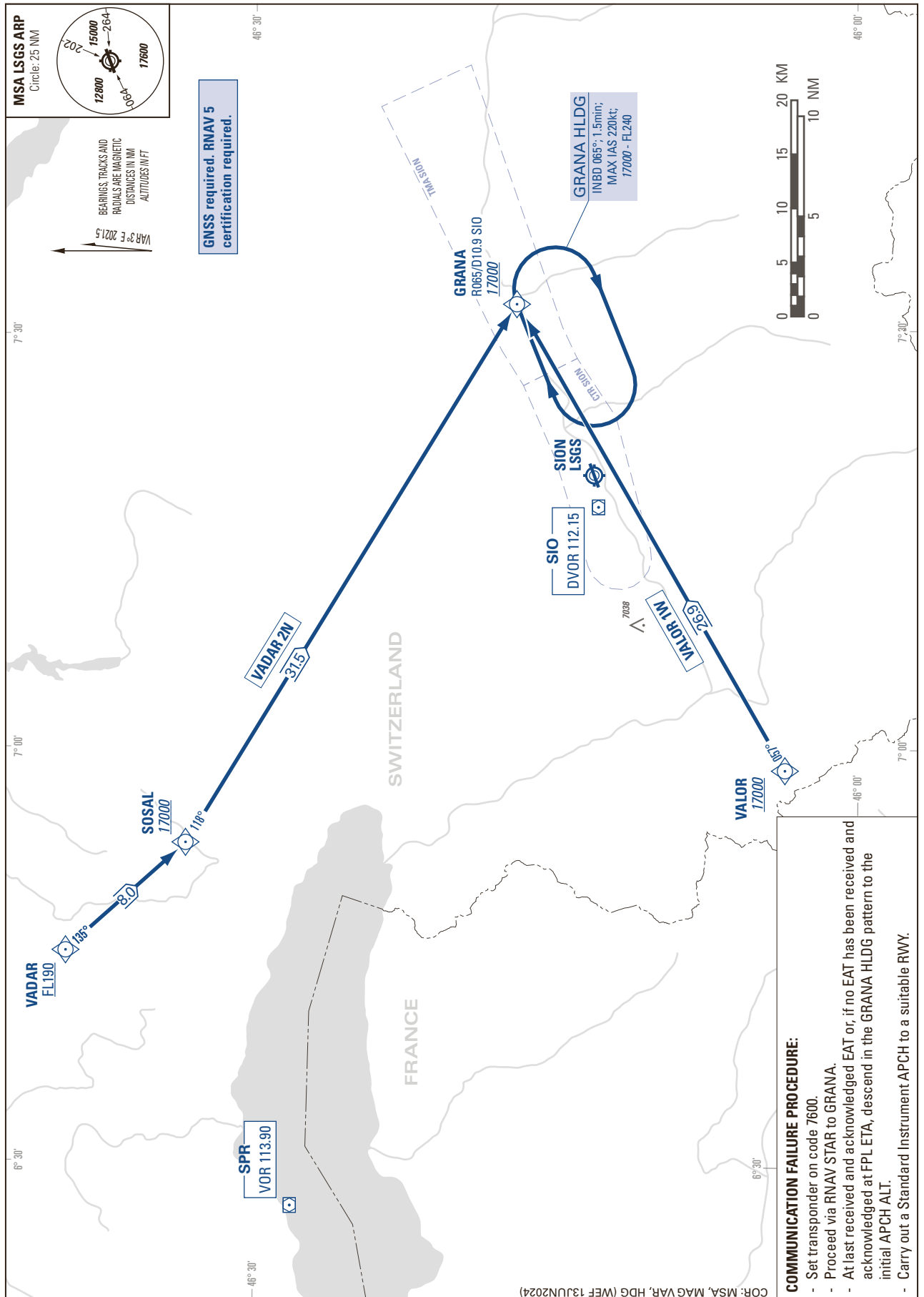


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STANDARD INSTRUMENT ARRIVAL CHART  
(STAR) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 17000

SION LSGS  
STAR TO GRANA - RNAV 5  
(DME/DME or GNSS)



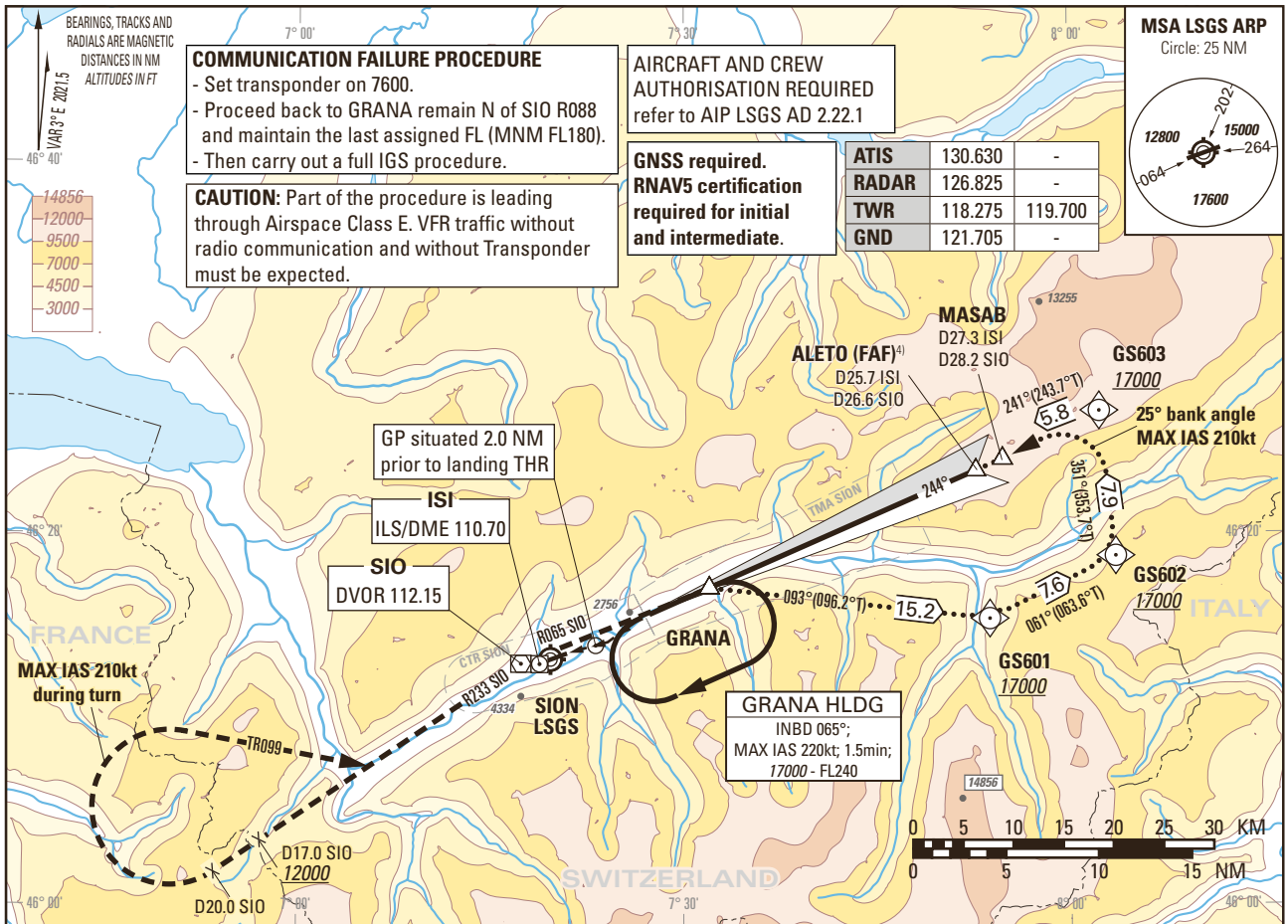
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Instrument Approach Chart  
(IAC) - ICAO  
(IGS instruction: see LSGS AD 2.22)

AD ELEV 1582ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 17000

SION LSGS  
IGS RWY 25 (ACFT CAT A/B/C)  
OFFSET 6.5° RIGHT  
GLIDE PATH 6.0°, VISUAL PART 4.0°



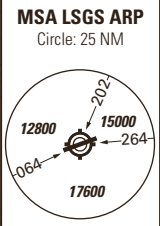
**COMMUNICATION FAILURE PROCEDURE**  
- Set transponder on 7600.  
- Proceed back to GRANA remain N of SIO R088 and maintain the last assigned FL (MNM FL180).  
- Then carry out a full IGS procedure.

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

**AIRCRAFT AND CREW AUTHORISATION REQUIRED**  
refer to AIP LSGS AD 2.22.1

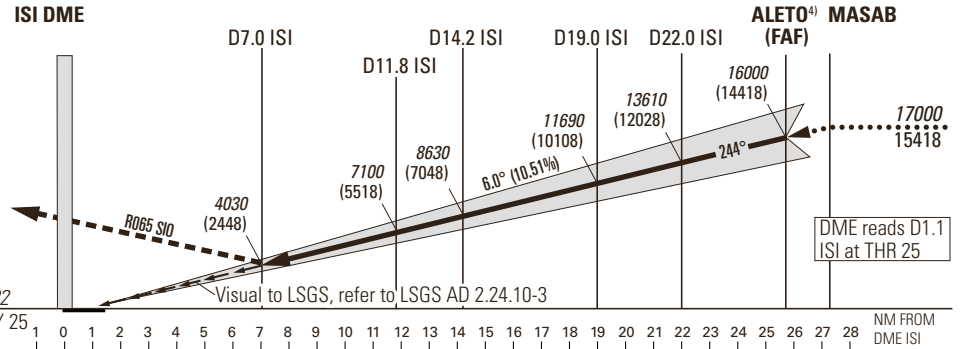
**GNSS required.**  
**RNAV5 certification required for initial and intermediate.**

ATIS	130.630	-
RADAR	126.825	-
TWR	118.275	119.700
GND	121.705	-



**MISSED APPROACH**  
Climb to 17000.

Climb on R065 to SIO, leave SIO on R233 outbound, at D20.0 SIO turn right (MAX IAS 210kt during turn), and establish TR099 to intercept R233 SIO inbound SIO. Proceed via SIO to GRANA. Cross D17.0 SIO at 12000 or above, GRANA at 17000.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			VIS m
	A	B	C	
	DECISION ALTITUDE (HEIGHT)			
2.5%	6520 (4940) <sup>1)</sup>			5000
3.0%	6080 (4500) <sup>1)</sup>			
3.5%	5650 (4070) <sup>1)</sup>			
4.0%	5220 (3640) <sup>1)</sup>			
4.5%	4780 (3200) <sup>1)</sup>			
4.9%	4490 (2910) <sup>1)</sup>			
Circling north of AD only <sup>1) 2) 3)</sup>	4490 (2910)	5040 (3460)	not authorized	5000

	7	8	9	10	12	14	16
DIST ISI	7	8	9	10	12	14	16
DIST THR	5.9	6.9	7.9	8.9	10.9	12.9	14.9
ALT FT	4030	4670	5310	5950	7220	8500	9780
DIST ISI	18	20	22	24	25	25.7	27.3
DIST THR	16.9	18.9	20.9	22.9	23.9	24.6	26.2
ALT FT	11050	12330	13610	14890	15530	16000	17000

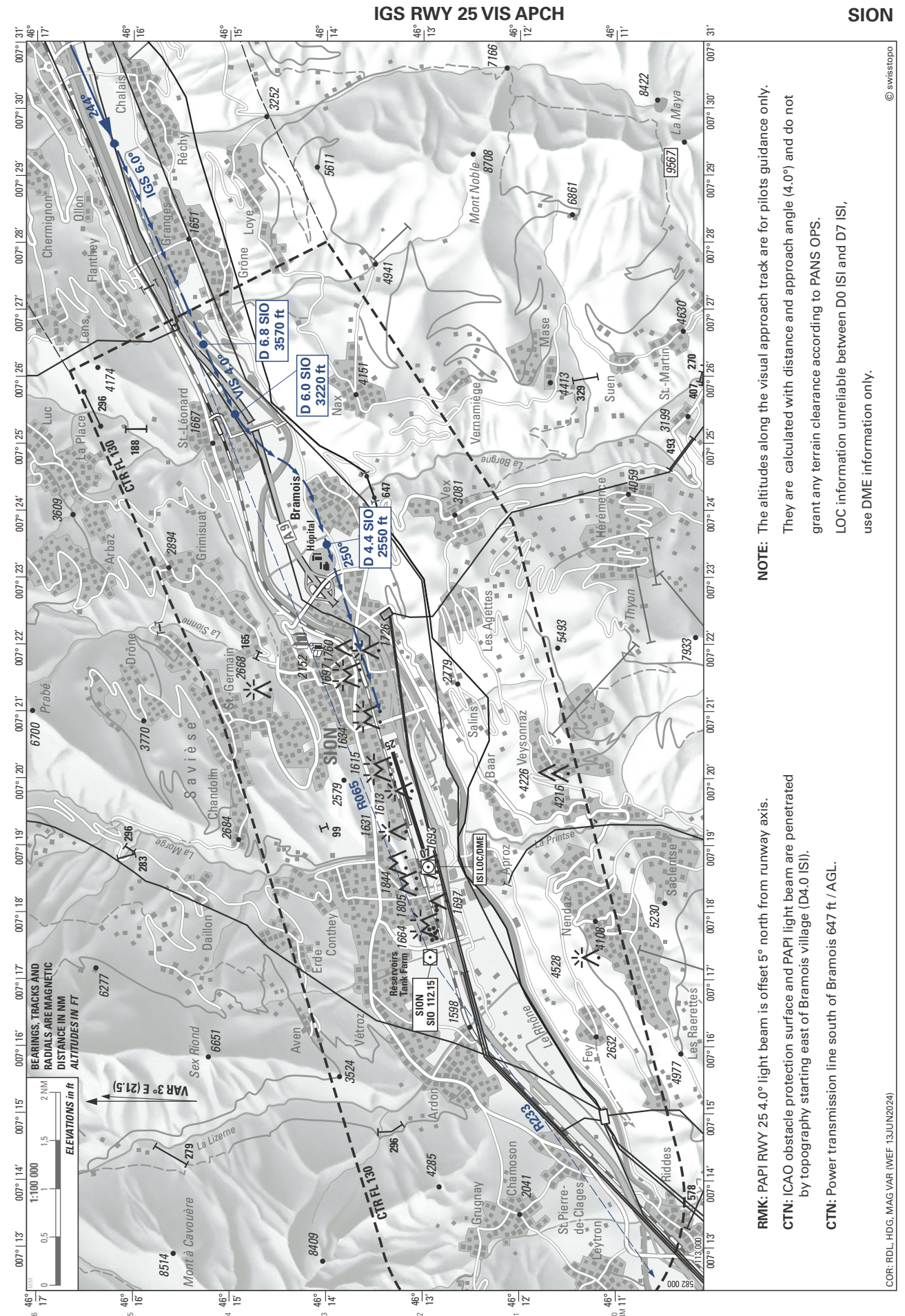
**REMARK**  
- APCH PROHIBITED IF GP U/S.  
- Table for temperature deviation from ISA. See LSGS AD 2.23.2.  
- Final APCH offset 6.5° from RCL.  
- If unable to comply with MAX HLDG speed, inform ATC.

**CAUTION**  
- This is not a standard APCH angle.

**NOTE**  
<sup>1)</sup> Special training required. <sup>2)</sup> Night circling prohibited. <sup>4)</sup> At ALETO, GP 15970.  
<sup>3)</sup> ACFT categories A, B with speed limit of 125kt.

COR: MSA, MAG VAR, HDG, RDL, Missed Approach, Circling, Note, Caution (WEF 13JUN2024)

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**NOTE:** The altitudes along the visual approach track are for pilots guidance only.  
They are calculated with distance and approach angle (4.0°) and do not grant any terrain clearance according to PANS OPS.  
LOC information unreliable between D0 ISI and D7 ISI, use DME information only.

**RMK:** PAPI RWY 25 4.0° light beam is offset 5° north from runway axis.  
**CTN:** ICAO obstacle protection surface and PAPI light beam are penetrated by topography starting east of Bramois village (D4.0 ISI).  
**CTN:** Power transmission line south of Bramois 647 ft / AGL.

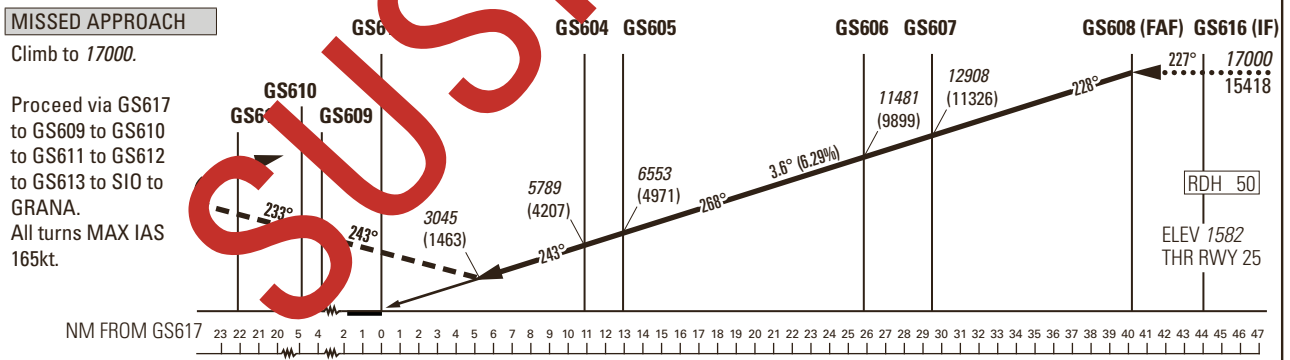
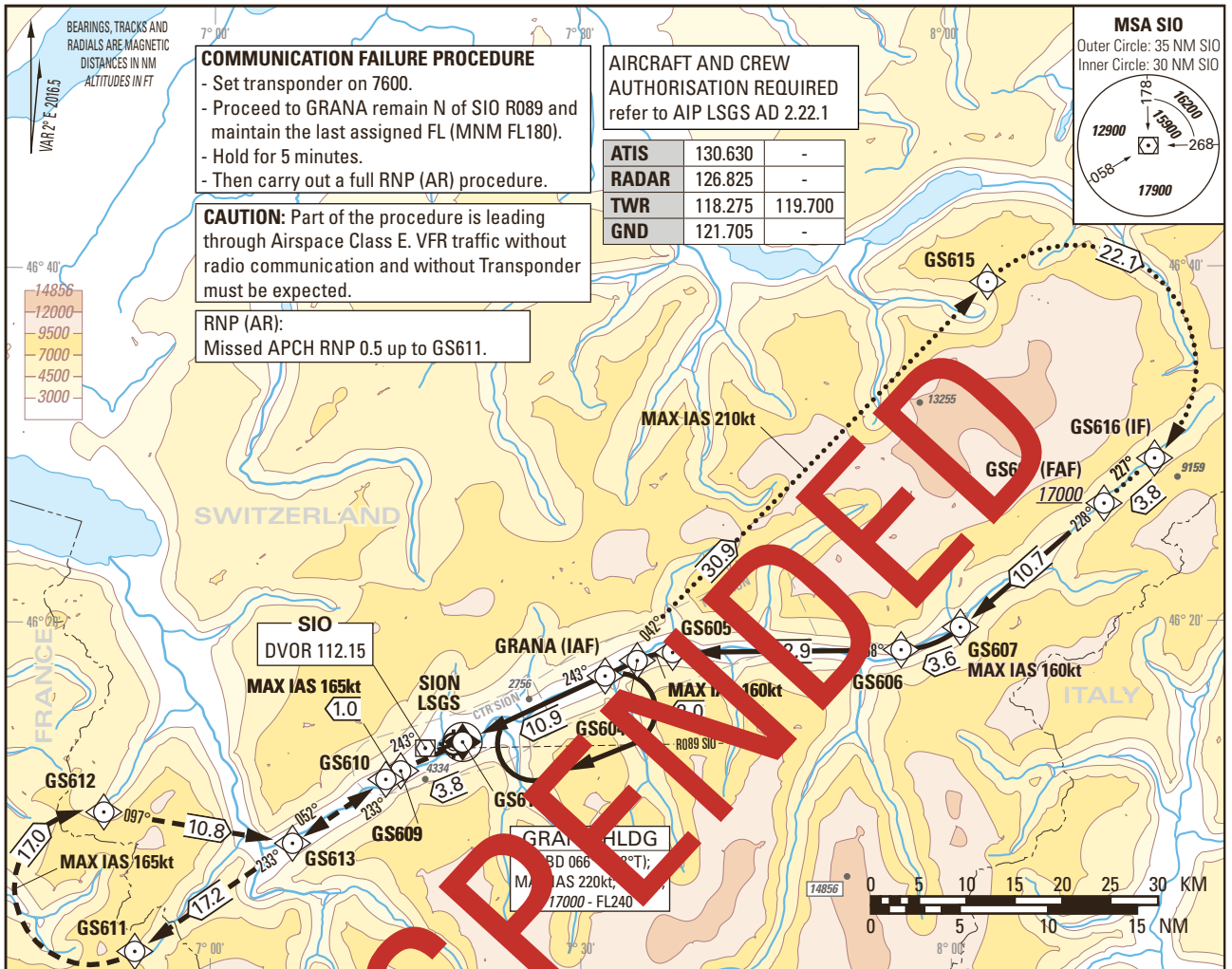
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1582ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 17000

SION LSGS  
RNP RWY 25 (AR)  
OFFSET 8° RIGHT  
ACFT CAT A/B/C



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)		
	A	B	C
5.0%	RNP (AR) 3071 (1489)	3084 (1502)	3098 (1516)
	DECISION ALTITUDE (HEIGHT)		
5.0%	RNP (AR) 3071 (1489)	3084 (1502)	3098 (1516)

Missed APCH WPT	GS617	GS609	GS610	GS611	GS612	GS613	SIO	GRANA
recommended CROSSING ALTITUDE (HEIGHT) for Missed APCH climb gradient 5.0%	3699 (2117)	4866 (3284)	5158 (3576)	10375 (8793)	15546 (13964)		17000 (15418)	

ROD	GS kt	80	100	120	140	160
	FT/MIN	510	640	760	890	1020

**REMARK**

- APCH not authorized when airport temperature below -20°C or above +47°C.
- RNP (AR) RDH = 50 (PAPI MEHT = 40ft).
- PAPI 4.0° not coincident with VPA.
- 0.1 NM BFR THR 25 Visual Segment Surface (VSS) penetrated by trees up to 1670ft AMSL.

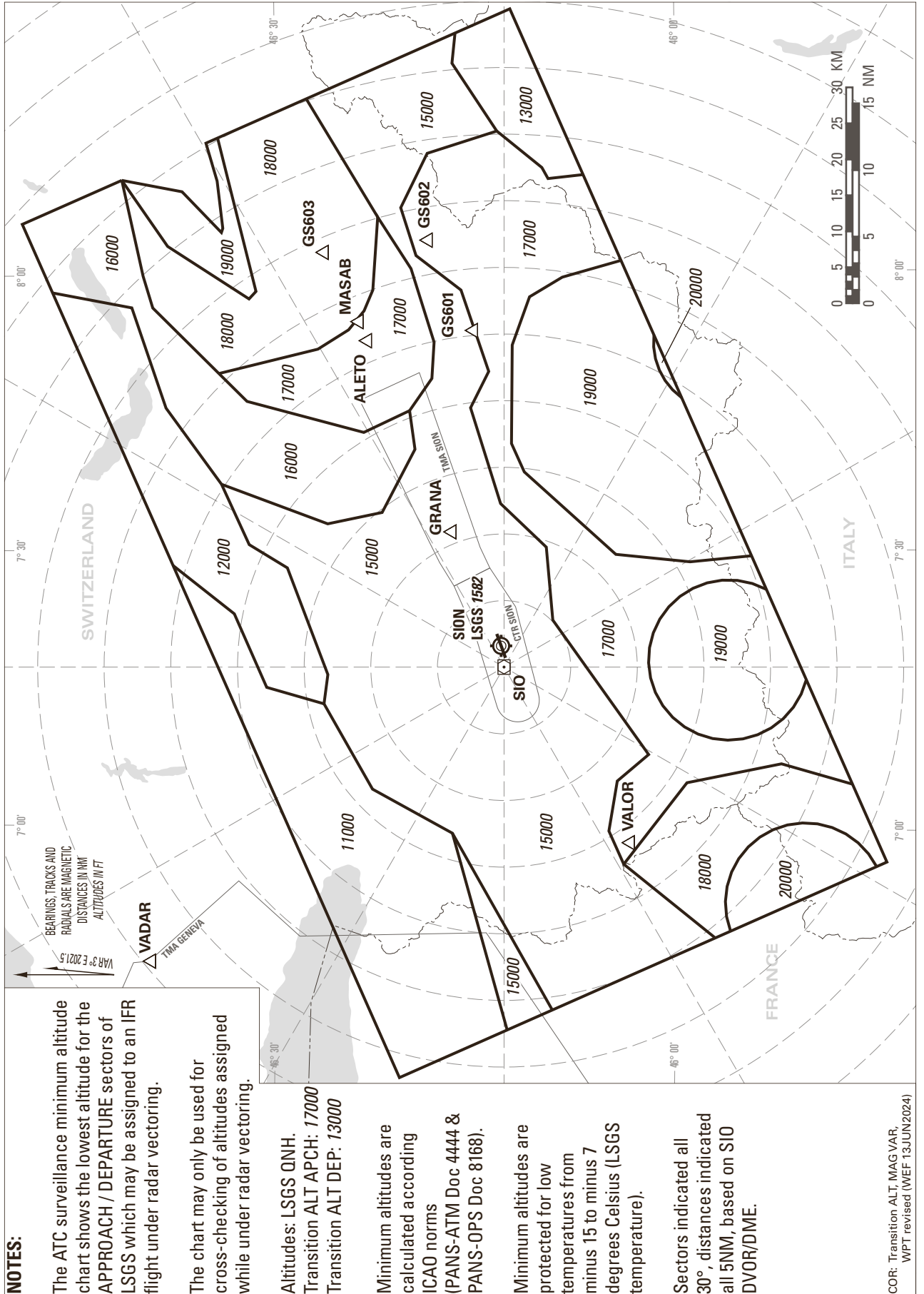
**CAUTION**

- On 3.6° APCH angle and GS > 150kt resulting ROD will be > 1000ft/min.
- Final APCH track offset by 8° right from RCL intercepting the RCL 480m BFR the THR.

COR: TWR ALTN FREQ added (WEF 23MAR2023)

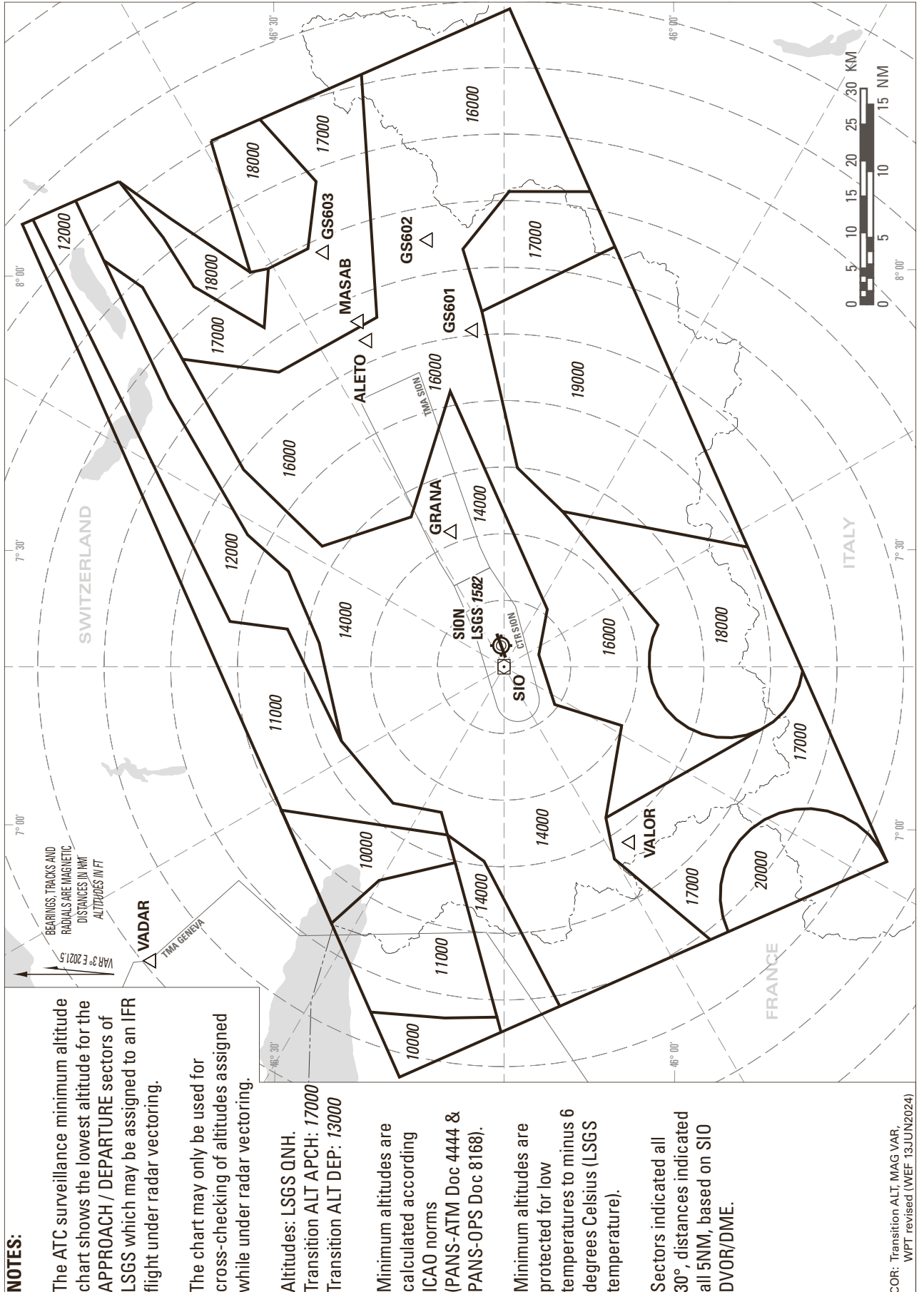
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ATC SURVEILLANCE MINIMUM ALTITUDE CHART (ADTEMPERATURES FROM -15° TO -7°C)



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ATC SURVEILLANCE MINIMUM ALTITUDE CHART (ADTEMPERATURES -6°C AND ABOVE)



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