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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	
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ENR 3.2 - 79	AIRAC 05 SEP 2024	ENR 5.1 - 20	AIRAC 21 MAR 2024	ENR 5.6 - 5	13 JUN 2024
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ENR 3.2 - 81	AIRAC 13 JUN 2024	ENR 5.2 - 2	AIRAC 21 MAR 2024	ENR 5.6 - 7	13 JUN 2024
ENR 3.2 - 82	AIRAC 13 JUN 2024	ENR 5.2 - 3	AIRAC 21 MAR 2024	ENR 5.6 - 8	13 JUN 2024
ENR 3.2 - 83	AIRAC 13 JUN 2024	ENR 5.2 - 4	AIRAC 21 MAR 2024	ENR 6 - 1	18 MAY 2023
ENR 3.2 - 84	AIRAC 13 JUN 2024	ENR 5.2 - 5	AIRAC 21 MAR 2024	ENR 6 - 2	18 MAY 2023
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ENR 3.2 - 86	AIRAC 13 JUN 2024	ENR 5.2 - 7	AIRAC 21 MAR 2024	ENR 6.1 - 2	05 SEP 2024
ENR 3.2 - 87	AIRAC 13 JUN 2024	ENR 5.2 - 8	AIRAC 21 MAR 2024	ENR 6.3 - 1	AIRAC 31 OCT 2024
ENR 3.2 - 88	AIRAC 13 JUN 2024	ENR 5.2 - 9	AIRAC 21 MAR 2024	ENR 6.3 - 2	AIRAC 31 OCT 2024
ENR 3.3 - 1	AIRAC 22 FEB 2024	ENR 5.2 - 10	AIRAC 21 MAR 2024	ENR 6.4 - 1	AIRAC 31 OCT 2024
ENR 3.3 - 2	AIRAC 22 FEB 2024	ENR 5.2 - 11	AIRAC 21 MAR 2024	ENR 6.4 - 2	AIRAC 31 OCT 2024
ENR 3.3 - 3	AIRAC 22 FEB 2024	ENR 5.2 - 12	AIRAC 21 MAR 2024	ENR 6.5 - 1	18 MAY 2023
ENR 3.3 - 4	AIRAC 22 FEB 2024	ENR 5.2 - 13	AIRAC 21 MAR 2024	ENR 6.5 - 2	18 MAY 2023
ENR 3.3 - 5	AIRAC 22 FEB 2024	ENR 5.2 - 14	AIRAC 21 MAR 2024	ENR 6.7 - 1	18 MAY 2023
ENR 3.3 - 6	AIRAC 22 FEB 2024	ENR 5.2 - 15	AIRAC 21 MAR 2024	ENR 6.7 - 2	18 MAY 2023
ENR 3.3 - 7	AIRAC 22 FEB 2024	ENR 5.2 - 16	AIRAC 21 MAR 2024		
ENR 3.3 - 8	AIRAC 22 FEB 2024	ENR 5.2 - 17	AIRAC 21 MAR 2024		
ENR 3.3 - 9	AIRAC 31 OCT 2024	ENR 5.2 - 18	AIRAC 21 MAR 2024		
ENR 3.3 - 10	AIRAC 31 OCT 2024	ENR 5.2 - 19	AIRAC 21 MAR 2024		
ENR 3.3 - 11	AIRAC 31 OCT 2024	ENR 5.2 - 20	AIRAC 21 MAR 2024		
ENR 3.3 - 12	AIRAC 31 OCT 2024	ENR 5.2 - 21	AIRAC 21 MAR 2024		
ENR 3.3 - 13	AIRAC 22 FEB 2024	ENR 5.2 - 22	AIRAC 21 MAR 2024		
ENR 3.3 - 14	AIRAC 22 FEB 2024	ENR 5.2 - 23	AIRAC 21 MAR 2024		
ENR 3.3 - 15	AIRAC 22 FEB 2024	ENR 5.2 - 24	AIRAC 21 MAR 2024		
ENR 3.3 - 16	AIRAC 22 FEB 2024	ENR 5.2 - 25	AIRAC 21 MAR 2024		
ENR 3.3 - 17	AIRAC 22 FEB 2024	ENR 5.2 - 26	AIRAC 21 MAR 2024		
ENR 3.3 - 18	AIRAC 22 FEB 2024	ENR 5.2 - 27	AIRAC 21 MAR 2024		
ENR 3.4 - 1	13 JUN 2024	ENR 5.2 - 28	AIRAC 21 MAR 2024		

**PART 3 - AERODROMES (AD)**

AD 0.1 - 1	26 JAN 2023
AD 0.1 - 2	26 JAN 2023
AD 0.2 - 1	26 JAN 2023
AD 0.2 - 2	26 JAN 2023
AD 0.3 - 1	26 JAN 2023
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AD 0.4 - 2	26 JAN 2023
AD 0.5 - 1	26 JAN 2023

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AD 0.6 - 1	28 DEC 2023	LSZB AD 2.24.10 - 2	10 AUG 2023	LSGG AD 2 - 1	AIRAC 31 OCT 2024
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AD 0.6 - 3	28 DEC 2023	LSZB AD 2.24.10 - 4	10 AUG 2023	LSGG AD 2 - 3	03 OCT 2024
AD 0.6 - 4	28 DEC 2023	LSZB AD 2.24.10 - 5	13 JUN 2024	LSGG AD 2 - 4	03 OCT 2024
AD 0.6 - 5	28 DEC 2023	LSZB AD 2.24.10 - 6	13 JUN 2024	LSGG AD 2 - 5	03 OCT 2024
AD 0.6 - 6	28 DEC 2023	LSZB AD 2.24.10 - 7	07 SEP 2023	LSGG AD 2 - 6	03 OCT 2024
AD 0.6 - 7	28 DEC 2023	LSZB AD 2.24.10 - 8	07 SEP 2023	LSGG AD 2 - 7	AIRAC 08 AUG 2024
AD 0.6 - 8	28 DEC 2023	LSZB AD 2.24.10 - 9	07 SEP 2023	LSGG AD 2 - 8	AIRAC 08 AUG 2024
AD 0.6 - 9	28 DEC 2023	LSZB AD 2.24.10 - 10	07 SEP 2023	LSGG AD 2 - 9	AIRAC 31 OCT 2024
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AD 0.6 - 12	28 DEC 2023	LSZB AD 2.24.13 - 1	AIRAC 31 OCT 2024	LSGG AD 2 - 12	03 OCT 2024
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AD 0.6 - 14	28 DEC 2023	LSZB AD 2.24.13 - 3	AIRAC 31 OCT 2024	LSGG AD 2 - 14	AIRAC 31 OCT 2024
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AD 1.1 - 3	11 AUG 2022	LSZC AD 2 - 2	25 JAN 2024	LSGG AD 2 - 17	AIRAC 31 OCT 2024
AD 1.1 - 4	11 AUG 2022	LSZC AD 2 - 3	18 APR 2024	LSGG AD 2 - 18	AIRAC 31 OCT 2024
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AD 1.3 - 6	AIRAC 25 JAN 2024	LSZC AD 2.24.7 - 1	AIRAC 15 JUN 2023	LSGG AD 2 - 30	AIRAC 31 OCT 2024
AD 1.4 - 1	19 MAY 2022	LSZC AD 2.24.7 - 2	AIRAC 15 JUN 2023	LSGG AD 2 - 31	AIRAC 31 OCT 2024
AD 1.4 - 2	19 MAY 2022	LSZC AD 2.24.9 - 1	AIRAC 15 JUN 2023	LSGG AD 2 - 32	AIRAC 31 OCT 2024
AD 1.5 - 1	19 MAY 2022	LSZC AD 2.24.9 - 2	AIRAC 15 JUN 2023	LSGG AD 2 - 33	AIRAC 31 OCT 2024
AD 1.5 - 2	19 MAY 2022	LSZC AD 2.24.10 - 1	23 APR 2020	LSGG AD 2 - 34	AIRAC 31 OCT 2024
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LSZB AD 2 - 3	AIRAC 08 AUG 2024	LSZC AD 2.24.10 - 4	11 JUL 2024	LSGG AD 2 - 37	AIRAC 31 OCT 2024
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LSZB AD 2 - 5	30 NOV 2023	LSGC AD 2 - 2	11 JUL 2024	LSGG AD 2 - 39	AIRAC 31 OCT 2024
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LSZB AD 2 - 7	AIRAC 08 AUG 2024	LSGC AD 2 - 4	18 APR 2024	LSGG AD 2 - 41	AIRAC 31 OCT 2024
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LSZB AD 2 - 11	AIRAC 08 AUG 2024	LSGC AD 2 - 8	AIRAC 31 OCT 2024	LSGG AD 2 - 45	AIRAC 31 OCT 2024
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LSZB AD 2.24.7 - 3	AIRAC 18 JUN 2020	LSGC AD 2.24.9.2 - 2	AIRAC 31 OCT 2024	LSGG AD 2.24.6 - 1	AIRAC 31 OCT 2024
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LSGG AD 2.24.9 - 3	AIRAC 31 OCT 2024	LSZA AD 2 - 14	AIRAC 08 AUG 2024	LSZR AD 2 - 7	AIRAC 08 AUG 2024
LSGG AD 2.24.9 - 4	AIRAC 31 OCT 2024	LSZA AD 2 - 15	AIRAC 08 AUG 2024	LSZR AD 2 - 8	AIRAC 08 AUG 2024
LSGG AD 2.24.9 - 5	AIRAC 31 OCT 2024	LSZA AD 2 - 16	AIRAC 08 AUG 2024	LSZR AD 2 - 9	AIRAC 08 AUG 2024
LSGG AD 2.24.9 - 6	AIRAC 31 OCT 2024	LSZA AD 2 - 17	AIRAC 08 AUG 2024	LSZR AD 2 - 10	AIRAC 08 AUG 2024
LSGG AD 2.24.9 - 7	AIRAC 31 OCT 2024	LSZA AD 2 - 18	AIRAC 08 AUG 2024	LSZR AD 2 - 11	20 MAY 2021
LSGG AD 2.24.9 - 8	AIRAC 31 OCT 2024	LSZA AD 2 - 19	AIRAC 08 AUG 2024	LSZR AD 2 - 12	20 MAY 2021
LSGG AD 2.24.9 - 9	AIRAC 31 OCT 2024	LSZA AD 2 - 20	AIRAC 08 AUG 2024	LSZR AD 2 - 13	20 MAY 2021
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LSGG AD 2.24.10 - 6	AIRAC 31 OCT 2024	LSZA AD 2.24.4 - 3	11 JUL 2024	LSZR AD 2.24.1 - 2	11 JUL 2024
LSGG AD 2.24.10 - 7	AIRAC 31 OCT 2024	LSZA AD 2.24.4 - 4	11 JUL 2024	LSZR AD 2.24.4 - 1	18 APR 2024
LSGG AD 2.24.10 - 8	AIRAC 31 OCT 2024	LSZA AD 2.24.7 - 1	AIRAC 15 JUL 2021	LSZR AD 2.24.4 - 2	18 APR 2024
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LSZG AD 2.24.7 - 8	AIRAC 31 OCT 2024	LSMP AD 2.24.7 - 1	AIRAC 31 OCT 2024	LSZS AD 2 - 12	28 DEC 2023
LSZG AD 2.24.10 - 1	AIRAC 31 OCT 2024	LSMP AD 2.24.7 - 2	AIRAC 31 OCT 2024	LSZS AD 2 - 13	21 MAR 2024
LSZG AD 2.24.10 - 2	AIRAC 31 OCT 2024	LSMP AD 2.24.9 - 1	AIRAC 31 OCT 2024	LSZS AD 2 - 14	21 MAR 2024
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LSZA AD 2 - 2	28 DEC 2023	LSMP AD 2.24.10 - 1	AIRAC 31 OCT 2024	LSZS AD 2.24.1 - 2	05 SEP 2024
LSZA AD 2 - 3	AIRAC 08 AUG 2024	LSMP AD 2.24.10 - 2	AIRAC 31 OCT 2024	LSZS AD 2.24.4 - 1	AIRAC 05 DEC 2019

Page	Date	Page	Date	Page	Date
LSZS AD 2.24.4 - 2	AIRAC 05 DEC 2019	LSZH AD 2 - 9	07 SEP 2023	LSZH AD 2.24.3 - 2	03 OCT 2024
LSZS AD 2.24.4 - 3	AIRAC 05 DEC 2019	LSZH AD 2 - 10	07 SEP 2023	LSZH AD 2.24.3 - 3	08 AUG 2024
LSZS AD 2.24.4 - 4	AIRAC 05 DEC 2019	LSZH AD 2 - 11	07 SEP 2023	LSZH AD 2.24.3 - 4	08 AUG 2024
LSZS AD 2.24.7 - 1	AIRAC 05 DEC 2019	LSZH AD 2 - 12	07 SEP 2023	LSZH AD 2.24.3 - 5	03 OCT 2024
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LSZS AD 2.24.7 - 3	AIRAC 05 DEC 2019	LSZH AD 2 - 14	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 1	15 JUN 2023
LSZS AD 2.24.7 - 4	AIRAC 05 DEC 2019	LSZH AD 2 - 15	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 2	15 JUN 2023
LSZS AD 2.24.7 - 5	AIRAC 24 MAR 2022	LSZH AD 2 - 16	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 3	15 JUN 2023
LSZS AD 2.24.7 - 6	AIRAC 24 MAR 2022	LSZH AD 2 - 17	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 4	15 JUN 2023
LSZS AD 2.24.7 - 7	AIRAC 24 MAR 2022	LSZH AD 2 - 18	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 5	15 JUN 2023
LSZS AD 2.24.7 - 8	AIRAC 24 MAR 2022	LSZH AD 2 - 19	AIRAC 03 OCT 2024	LSZH AD 2.24.4 - 6	15 JUN 2023
LSZS AD 2.24.10 - 1	AIRAC 03 NOV 2022	LSZH AD 2 - 20	AIRAC 03 OCT 2024	LSZH AD 2.24.4 - 7	15 JUN 2023
LSZS AD 2.24.10 - 2	AIRAC 03 NOV 2022	LSZH AD 2 - 21	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 8	15 JUN 2023
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LSZS AD 2.24.10 - 4	AIRAC 24 MAR 2022	LSZH AD 2 - 23	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 10	AIRAC 30 NOV 2023
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LSZS AD 2.24.11 - 2	AIRAC 21 MAR 2024	LSZH AD 2 - 25	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 12	15 JUN 2023
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LSGS AD 2 - 11	AIRAC 13 JUN 2024	LSZH AD 2 - 38	AIRAC 08 AUG 2024	LSZH AD 2.24.7.1 - 5	AIRAC 25 JAN 2024
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LSGS AD 2 - 13	AIRAC 31 OCT 2024	LSZH AD 2 - 40	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 1	07 OCT 2021
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LSGS AD 2 - 16	AIRAC 31 OCT 2024	LSZH AD 2 - 43	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 4	AIRAC 15 JUN 2023
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LSGS AD 2 - 21	AIRAC 13 JUN 2024	LSZH AD 2 - 48	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 1	AIRAC 15 JUN 2023
LSGS AD 2 - 22	AIRAC 13 JUN 2024	LSZH AD 2 - 49	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 2	AIRAC 15 JUN 2023
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LSZH AD 2 - 1	AIRAC 08 AUG 2024	LSZH AD 2 - 72	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 7	AIRAC 18 MAY 2023
LSZH AD 2 - 2	AIRAC 08 AUG 2024	LSZH AD 2 - 73	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 8	AIRAC 18 MAY 2023
LSZH AD 2 - 3	03 OCT 2024	LSZH AD 2 - 74	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 9	07 OCT 2021
LSZH AD 2 - 4	03 OCT 2024	LSZH AD 2 - 75	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 10	07 OCT 2021
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LSZH AD 2 - 6	AIRAC 08 AUG 2024	LSZH AD 2.24.1 - 1	03 OCT 2024	LSZH AD 2.24.7.6 - 2	07 OCT 2021
LSZH AD 2 - 7	15 JUN 2023	LSZH AD 2.24.1 - 2	03 OCT 2024	LSZH AD 2.24.9.1 - 1	AIRAC 24 MAR 2022
LSZH AD 2 - 8	15 JUN 2023	LSZH AD 2.24.3 - 1	03 OCT 2024	LSZH AD 2.24.9.1 - 2	AIRAC 24 MAR 2022

Page	Date	Page	Date	Page	Date
LSZH AD 2.24.9.2 - 1	AIRAC 15 JUN 2023				
LSZH AD 2.24.9.2 - 2	AIRAC 15 JUN 2023				
LSZH AD 2.24.9.3 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.3 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.10.1 - 1	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 2	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 7	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 8	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 9	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 10	AIRAC 23 MAR 2023				
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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				
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LSZH AD 2.24.10.3 - 3	AIRAC 15 JUN 2023				
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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				
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LSZH AD 2.24.10.4 - 2	07 OCT 2021				
LSZH AD 2.24.10.4 - 3	AIRAC 03 OCT 2024				
LSZH AD 2.24.10.4 - 4	AIRAC 03 OCT 2024				
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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GEN 2.3 CHART SYMBOLS

2.3.1 Aerodromes



Airport \*



Airfield (private) \*



Military Aerodrome \*

\*) with alignment of the longest paved surface Runway



Civil and Military Airport, joint \*



Runway Pattern of Airport, with Name and Designator



Heliport

2.3.2 Radio Navigation Aids



Basic Radio Facility (e.g., VDF, LOC, GP)



Non-directional Radio Beacon (NDB)



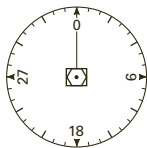
Distance Measuring Equipment (DME)



VHF Omnidirectional Radio Range (VOR)



Collocated VOR and DME Radio Navigation Aid (VOR/DME)



VOR/DME with Compass Rose



Example for a VOR/DME Tag: *Ident, Type, Frequency*



Ground Based Augmentation System (GBAS)



Instrument Landing System (ILS) collocated with DME

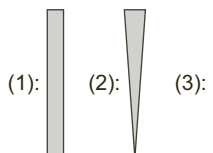
Landing System's Course:



Front Course (ILS LOC, GLS) in Chart View






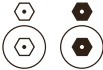


Glide Path (ILS GP, GLS) in Profile View








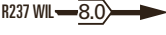
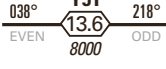

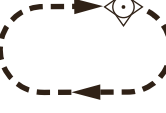

Profile View of

- (1) DME,
- (2) VOR/DME or NDB, and
- (3) DME Fix.

2.3.3 Significant Points

	On Request and Compulsory, Intersection
<p><b>GIPOL</b> 7000</p> 	Example for Waypoint Tag: Designator and MCA  On Request and Compulsory, flyby Waypoint (RNAV) On Request and Compulsory, flyover Waypoint (RNAV)
 <p><b>E W</b></p>	On Request and Compulsory, VFR Reporting Point with Ident
	On Request and Compulsory, VOR (flyby RNAV) On Request and Compulsory, flyover VOR (RNAV)
	On Request and Compulsory, VOR/DME (flyby RNAV) On Request and Compulsory, flyover VOR/DME (RNAV)
	On Request and Compulsory, NDB (flyby RNAV) On Request and Compulsory, flyover NDB (RNAV)

2.3.4 Routes, Procedures and Holdings

<p>D6.3 IBE 4000 X</p> 	Fix or Turning Point, possibly with Altitude Change or Restriction  ATS Route, STAR, SID, or Instrument Approach Procedure (IAP)
	SID or STAR: Routing by ATC IAC: Missed Approach Procedure (MAP)
	IAC: Additional Procedure Track
	Enroute Chart: RNAV Route
	Enroute Chart: Non-RNAV Route
<p><b>AMRID 2S</b></p> 	Example for a SID or STAR Procedure: <i>Designator, Radial and Distance</i>
<p><b>Y51</b></p> 	Enroute Chart Example for an ATS Route: <i>Route Designator, Track, Distance, Direction of Cruising Level, and MEA</i>
<p><b>GIPOL HLDG</b></p> <p>INBD 078° (080.3°T), 1min, MAX IAS 230kt; 7000</p> 	Example for a Holding Description: <i>Identification, Fix or Waypoint, Inbound Track (True Track), Outbound Time, Indicated Airspeed, Minimum Holding Altitude</i>  Graphical Depiction of a Holding
	Graphical Depiction of an Overload Holding (on ATC REQ only)
	Graphical Depiction of a Race Track

**GEN 2.5 LIST OF RADIO NAVIGATION AIDS**

Except the DVOR/DME BLM, all radio navigation aids listed below and landing aids published in the tables AD 2.19 "Radio navigation and landing aids" of the corresponding aerodrome have Skyguide (Swiss Air Navigation Services Ltd) as their service provider.

Encode			
STATION NAME	FACILITY	ID	PURPOSE
BÄLE-MULHOUSE	DVOR/DME	BLM	AE
BERN-BELP	ILS/LOC/DME RWY 14	IBE	A
CORVATSCH	DME	CVA	E
GENÈVE	ILS/LOC/DME RWY 04	INE	A
GENÈVE	ILS/LOC/DME RWY 22	ISW	A
HOCHWALD	DME	HOC	E
KLOTEN (ZURICH AIRPORT)	DVOR/DME	KLO	A
LA DOLE	DME	LDL	AE
LA PRAZ	DME	LAP	E
LUGANO	ILS/LOC/DME RWY 01	ILU	A
PASSEIRY	DVOR/DME	PAS	AE
PAYERNE	ILS/LOC/DME RWY 05	IPN	A
PAYERNE	ILS/LOC/DME RWY 23	IPY	A
MT. PELERIN	DME	PEL	AE
SION	ILS/LOC/DME RWY 26	ISI	A
SION	DVOR/DME	SIO	A
ST. GALLEN-ALTENRHEIN	ILS/LOC/DME RWY 10	IAL	A
TRASADINGEN	DME	TRA	E
WEISSFLUHGIPFEL	DME	WFJ	E
WILLISAU	DVOR/DME	WIL	AE
ZURICH	GBAS	GZH	A
ZURICH	ILS/LOC/DME RWY 14	IKL	A
ZURICH	ILS/LOC/DME RWY 16	IZH	A
ZURICH	ILS/LOC/DME RWY 28	IZW	A
ZURICH	ILS/LOC/DME RWY 34	IZS	A
ZURICH EAST	DVOR/DME	ZUE	AE

Decode			
ID	STATION NAME	FACILITY	PURPOSE
BLM	BÂLE-MULHOUSE	DVOR/DME	AE
CVA	CORVATSCH	DME	E
GZH	ZURICH	GBAS	A
HOC	HOCHWALD	DME	E
IAL	ST. GALLEN-ALTENRHEIN	ILS/LOC/DME RWY 10	A
IBE	BERN-BELP	ILS/LOC/DME RWY 14	A
IKL	ZURICH	ILS/LOC/DME RWY 14	A
ILU	LUGANO	ILS/LOC/DME RWY 01	A
INE	GENÈVE	ILS/LOC/DME RWY 04	A
IPN	PAYERNE	ILS/LOC/DME RWY 05	A
IPY	PAYERNE	ILS/LOC/DME RWY 23	A
ISI	SION	ILS/LOC/DME RWY 26	A
ISW	GENÈVE	ILS/LOC/DME RWY 22	A
IZH	ZURICH	ILS/LOC/DME RWY 16	A
IZS	ZURICH	ILS/LOC/DME RWY 34	A
IZW	ZURICH	ILS/LOC/DME RWY 28	A
KLO	KLOTEN (ZURICH AIRPORT)	DVOR/DME	A
LAP	LA PRAZ	DME	E
LDL	LA DOLE	DME	AE
PAS	PASSEIRY	DVOR/DME	AE
PEL	MT. PELERIN	DME	AE
SIO	SION	DVOR/DME	A
TRA	TRASADINGEN	DME	E
WFJ	WEISSFLUHGIPFEL	DME	E
WIL	WILLISAU	DVOR/DME	AE
ZUE	ZURICH EAST	DVOR/DME	AE

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# ENR 1 GENERAL RULES AND PROCEDURES

## ENR 1.1 GENERAL RULES

### 1. Taking of aerial photographs

The taking of aerial photographs and the dissemination of them are authorised, subject to the legislation on the protection of MIL installations.

### 2. Glider flights, balloon ascents and parachute jumps in the Federal Republic of Germany and Austria

Since no medical assessment is required for the renewal of a Swiss licence for glider pilots, free balloon pilots or parachutists, the following dispositions have been agreed upon between the German and Austrian aeronautical authorities:

When operating Austrian or German registered ACFT over the respective territories, holders of Swiss glider pilot or free balloon pilot licences, provided that they are not holders of a valid licence for powered FLT at the same time, must carry on them a medical assessment report issued by an aeronautical medical expert or institute not longer than two years ago.

Additionally, for the operation of Swiss registered gliders and free balloons over the territories of the Federal Republic of Germany and Austria, the following has been fixed in accordance with article 40 of the ICAO Convention: Holders of Swiss glider pilot or free balloon pilot licences may OCNL carry out FLTs such as DIST FLTs, competition FLTs, training FLTs and similar with Swiss registered gliders or balloons without medical assessment, in accordance with ICAO Annex 1.

For holders of a Swiss parachutist licence, the dispositions fixed in and apply accordingly.

### 3. Fuel dumping regulations

#### 3.1 Conception

Fuel dumping is defined as the jettisoning of unburned fuel from an ACFT during FLT.

#### 3.2 Guide lines

##### 3.2.1 Guide lines for aircrews

- Fuel dumping may only be carried out in an EMERG, and if the safe continuation of FLT may be endangered without the procedure being performed.
- The dumping of fuel has to be accomplished in airspace assigned by the ATC services.  
FLT ALT has to be 6000 ft AGL MNM.
- DEV from these guide lines, e.g. jettisoning of fuel below 6000 ft AGL is permitted only if the FLT is directly endangered.
- Detailed regulations of the Operations Manual remain reserved.

FLT crews shall report all fuel dumping to:

Post: Federal Office for Civil Aviation  
CH-3003 Berne

##### 3.2.2 Guide lines for air traffic services

If aircrews announce the need to dump fuel, ATS shall provide

- the necessary information and support to the aircrew;
- a protected and appropriate airspace;
- the possibility to accomplish the fuel dumping at 6000 ft AGL MNM.

ATS shall report the incident to:

Post: Federal Office for Civil Aviation  
Environmental Section  
CH-3003 Berne

#### 3.3 Validity

These guide lines are valid in all airspace managed by Swiss ATS with the reservation of foreign law over foreign territory.

## 4. Conditions for installation and use of RNAV equipment

### 4.1 Introduction

This section provides the procedures to be applied for the APV of RNAV operations, including the use of GNSS as an IFR NAV aid in Swiss airspace.

### 4.2 Equivalence to ICAO Doc 9613 PBN Manual requirements

With the publication of ICAO Doc 9613 Volume I & II, Performance-based Navigation (PBN) Manual, it is recognised within Swiss Airspace that RNAV 1 is equivalent to P-RNAV, if the latter approval is not solely relying on VOR/DME for determination of position, and, RNAV 5 is equivalent to B-RNAV with regard to the NAV EQPT and certification requirements.

### 4.3 Applicable documents

Guidance material on the installation and airworthiness APV for RNAV operations and equipment, as well as appropriate guidelines for operators on the use of RNAV, can be found in the following documents:

- EASA CS-ACNS Airborne Communications, Navigation and Surveillance
- FAA AC 20-138D, Airworthiness Approval of Positioning and Navigation Systems

Detailed information is AVBL from:

Post: Federal Office for Civil Aviation  
Type Certification Section  
CH-3003 Berne

### 4.4 Limitations of the GNSS constellation and equipment

All existing ground-based NAV aids are FLT calibrated and can SGL an alarm if erroneous SGL are being radiated. For GNSS, SGL integrity equivalent to that obtained from conventional NAV aids is provided by the airborne equipment only. Without proper airborne integrity MNT implementations, potential for unannounced failures may exist.

### 4.5 GNSS Prediction Services

GNSS applications often require the use of a RAIM prediction program. In Switzerland, RAIM prediction information is provided for APCH operations through specific AD-related NOTAM for all ADs with a published RNP APCH.

Alternatively, a RAIM prediction-tool is provided by EUROCONTROL on the Internet under:

URL: <https://augur.eurocontrol.int>

EGNOS prediction information is also provided through specific AD-related NOTAM for all ADs with a published RNP APCH to Localiser Performance with Vertical Guidance (LPV) minima.

For the ATS routes of the Low-Flight Network (KY251, KY 252, KY 253, KY 256, KY 257), EGNOS prediction information is provided only. The EGNOS prediction information of the ATS routes includes the associated routes.

The information is based on the RNP0.3 navigation performance and calculated for the geometric centre of the individual ATS routes.

ATS route	Associated LNK routes
KY251	KQ811, 821, 831, 832, 833, 834, 861, 862, 864, 868
KY252	-
KY253	-
KY256	-
KY257	-

## ENR 1.3 INSTRUMENT FLIGHT RULES

### 1. Turns with MNM Bank Angle

Several IFR procedures in the Swiss airspace contain turns with bank angle restrictions (e.g. MNM BANK ANGLE 25°). Such turns shall be performed either at or above the specified bank angle, or at the bank angle corresponding to the standard rate of turn of 3°/s, whichever is the lesser.  
MIL ACFT FLT's are subject to special regulations.

### 2. Procedures for RVSM flights

Where an ACFT's **altitude reporting system displayed level (Transponder mode C/S ADS\_B)** differs from the reported FL by 200 ft or more, the controller shall inform the pilot accordingly and the pilot shall be requested to check the pressure setting and confirm the ACFT's level.

### 3. Special procedures for IFR flights (Z and Y) within FIR Switzerland (LSAS)

#### 3.1 Departures

Flight plans are to be submitted in accordance to FPL REF: [ENR 1.10](#).

When a Z FLT commences from a Swiss AD with a joining point within FIR Switzerland, this FLT shall be notified immediately before TKOF by TEL to:

- ACC Zurich (for FLT's joining within the CTA Zurich),  
TEL +41 (0) 43 931 69 65, or to
- ACC Geneva (for FLT's joining within the CTA Geneva),  
TEL +41 (0) 22 747 13 91.

The above mentioned services transmit a transponder code which shall be operated at TKOF, as well as the FREQ to call for ATC clearance.

Due to regulation measures, a TKOF slot allocation for Z-flights is possible. The adherence to a received TKOF slot (CTOT) is compulsory. The responsibility lays with the Pilot in command.

Additionally, Pilot in command shall request the activation of the flight plan by transmitting the time of departure upon initial contact with the appropriate ATS unit.

Joining-clearance may be denied or delayed by ATC for flights which are not pre-announced by TEL or not respecting their TKOF slot (CTOT). Ref to: [ENR 1.9.4](#). (AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT Chapter 4)

ATC clearances will be given by TEL only in exceptional cases.

For local procedures, contact the relevant AD authority.

#### 3.2 General procedures for Z/Y FLT's from and to LSZL

FPL concerning Z/Y flights from and/or to LSZL shall additionally be addressed to LSZAZTZX.

Whenever active, LSZL ATC will carry out the coordination for Z flights described in ENR 1.3.2.1, providing the flight crew with a transponder code and the frequency for the IFR joining, in addition to other relevant information.

##### 3.2.1 Southbound Z FLT's departing from LSZL

Southbound FLT's may join IFR either over LUGAN or a WPT within the AoR (Area of Responsibility) of MILANO.

Departures intending to join a LSZA SID are coordinated either by Locarno TWR or by Locarno AD authority (outside ATS service hours) with Lugano TWR/APP, when active. After departure, flights shall proceed under VFR towards LUGAN and hold outside CTR, until contact with Lugano TWR/APP is established.

Departures intending to join IFR within MILANO AoR (not LUGAN), or if Lugano TWR/APP is not active, are coordinated by Locarno TWR or by Locarno AD authority (outside ATS service hours) with MILANO FIC.

##### 3.2.2 Northbound Z FLT's departing from LSZL

Northbound FLT's should climb under VFR towards the north, to join IFR within the airway system. Coordination procedures with ACC Zurich according to ENR 1.3.2.1 apply.

If the meteorological conditions do not permit the above-mentioned procedure, the FLT may join a LSZA SID towards the north, according to the procedure described in ENR 1.3.2.2.1.

### 3.2.3 Y FLT to LSZL

Such FLTs should preferably file "PINIK" or any other WPT within TMA Milano or CTA Zurich, as the WPT at which the change from IFR flight to VFR flight may be executed.

After their change from IFR to VFR, such FLTs may expect to cross CTR Lugano either via MEZZO or via W-Luino.

If continuation of the FLT under VFR is not possible, Lugano TWR/APP may issue an IFR APCH CLR to land at LSZA.

## 4. Clearance to fly maintaining own separation in VMC (VMC climb/descent)

When so requested by an ACFT, a controlled FLT operating in VMC may be cleared to climb or descend, subject to maintaining its own separation from other ACFT and remaining in VMC, provided the following conditions are fulfilled:

- a. the VMC climb/descent clearance may be delivered O/R only if the FLT crew of the other ACFT agrees to the use of the procedure;
- b. the VMC climb/descent clearance may be delivered during the HR of daylight only;
- c. essential traffic information will be given by ATC to the ACFT concerned.

## 5. Expected Approach Time (EAT)

An EAT is transmitted to an ACFT only O/R of the pilot, or if it is likely that the delay will be 10 MIN or more. The EAT will only be revised if the transmitted time is likely to change by more than 5 MIN.

## 6. Radio communication failure during IFR flights

**Arriving** ACFT whose DEST point is located in Switzerland shall PCD in accordance with the instructions contained in the STAR charts, in the AD 2.24 section.

**Departing** ACFT under pilot's NAV shall PCD in accordance with the instructions contained in the SID charts, in the AD 2.24 section.

**Departing** ACFT being vectored by radar away from the route specified in its current FLT plan shall PCD in the most direct manner to the route specified in the current FLT plan.

## 7. Reduced reporting procedures

Radiotelephony procedures employed by pilots of IFR FLTs within Swiss area of jurisdiction:

- a. The initial call after a change of radio FREQ will only contain ACFT IDENT and actual FL, indicating the cleared FL for ACFT in climb or descent;
- b. Any PSN report, if required subsequently, will only contain ACFT IDENT, PSN and time over;
- c. If assigned a speed requirement, the FLT crew shall report this in the initial call.

## 8. Rate of climb/descent

Should a pilot for any reason not be able to comply with the ROC/ROD cleared by ATC, he shall inform the controller immediately.

Depending on the phase of FLT, the procedures specified below are applicable to all ACFT whose PER data allows these procedures to be met:

- level changes ENR:  
during descent, a rate of between 1000-2500 ft/min is expected and should be complied with (except within the last 1000 ft to the cleared FL, the rate should not exceed 1000 ft/min) and similarly, ACFT CMB the cleared FL, the ROC within the last 1000 ft should not exceed 1000 ft/min either;
- level changes in HLDG patterns:  
a ROD of 1000 ft/min or less is expected and should be complied with;
- descent on STAR's:  
a rate of between 1500-2500 ft/min is expected and should be complied with;
- LVE IAF under radar vectors:  
unless otherwise specified by ATC, the ROD is at pilot's discretion.
- any DEV from the above mentioned rates, if deemed necessary by the pilot, shall be communicated to ATC immediately.

## 9. RNAV applications

### 9.1 Fixed RNAV routes

These are permanently published ATS routes which shall be flight-planned. They are identified by route designators in accordance with ICAO Annex 11.

#### 9.1.1 RNAV 5 routes

RNAV 5 routes are designed within Swiss Airspace in accordance with ICAO Doc 8168 Vol II Procedures for Air Navigation Services - Aircraft Operations.

#### 9.1.2 RNP 0.3 routes for helicopter

RNP 0.3 routes (KYxyz) and associated routes (KQxyz) are designed for helicopter operation within Swiss Airspace in accordance with ICAO Doc 8168 Vol II Procedures for Air Navigation Services - Aircraft Operations.

## 9.2 Free Route Airspace – General procedures

### 9.2.1 Definitions

#### 9.2.1.1 FRA

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

#### 9.2.1.2 FRA significant points

##### FRA horizontal entry point (E)

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

##### FRA horizontal exit point (X)

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

##### FRA horizontal intermediate point (I)

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

##### FRA arrival connecting point (A)

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

##### FRA departure connecting point (D)

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

### 9.2.2 Area of application

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

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

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

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

### 9.2.3 FRA procedures

#### 9.2.3.1 General

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

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

#### 9.2.3.2 Overflying traffic

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

#### 9.2.3.3 Access to/from terminal airspace

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

#### 9.2.3.4 Cross-border application

##### 9.2.3.4.1 FRA Germany

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

##### 9.2.3.4.2 FRA France

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

#### 9.2.3.5 Airspace reservation – special areas

In general, aircraft operators will plan their trajectory around reserved or segregated airspace, when not available for civil operations, by using the relevant FRA intermediate points (I) published for this purpose in ENR 4.4.

Flights may be planned through AMC-manageable restricted airspaces (RSAs) according to the European Airspace Use Plan/ European Updated Airspace Use Plan (EAUP/EUUP); subject to the rules that are specified in RAD Annex 2C.

### 9.3 RNAV Instrument departure, arrival, approach and holding procedures

RNAV procedures for departure (SID), arrival (STAR), holding pattern and instrument approach (initial, intermediate, final approach and missed approach segments) are designed in accordance with the ICAO Doc 8168 PANS-OPS criteria, or the ICAO Doc 9905 RNP AR Procedure Design Manual for procedures based on the RNP AR navigation specification. To navigate these procedures all aircraft and aircrew shall comply with the requirements of the prescribed navigation specification notified to users by the way of the aeronautical information publication indicated on the charts in the relevant AD sections. The published RNAV procedure can require that the performance of the RNAV system is realized by means of specific sensors (e.g.: GNSS or DME/DME).

### 9.4 Other applications of RNAV

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

**ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES****1. Addressing of flight plan and related messages (for flights into, via or from Switzerland)****1.1 IFR/GAT flights**

Messages for IFR/GAT FLTs **into, via or from** the FIR/UIR Switzerland are to be addressed to the IFPS **only**, using both AFTN addresses.

<b>IFR</b>	<b>EUCHZMFP EUCBZMFP</b>
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**1.2 VFR flights**

Messages for VFR FLTs **into or via** the FIR Switzerland are to be addressed:

- to the centre(s) in charge of the corresponding area (LSAGZFZX and/or LSAZZFZX); and
- to the TWR of the DEST AD (...ZTZX) if applicable.

<b>VFR (transit and ARR)</b>	<b>LSAGZFZX LSAZZFZX . . . . ZTZX</b>
------------------------------	---------------------------------------

Messages for VFR FLTs departing **from** an AD within the FIR Switzerland are to be addressed **only** to the AAU at the appropriate DEP AD (...ZPZX) for addressing.

<b>VFR (DEP)</b>	<b>. . . . ZPZX</b>
------------------	---------------------

**1.3 Mixed IFR/VFR or GAT/OAT flights**

Messages for mixed IFR/VFR or GAT/OAT FLTs, where the VFR or OAT portion of the FLT lies within the FIR Switzerland are to be addressed:

- to the IFPS in accordance with § 1.1; and supplying the following addresses in the extra address line(s) in accordance with § 1.4; and
- for VFR or OAT DEP and/or ARR to the TWR of DEP and/or DEST AD (...ZTZX); and
- to the centre in charge of the corresponding area (LSAGZFZX and/or LSAZZFZX).

<b>FF</b>	<b>EUCHZMFP EUCBZMFP</b>
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<b>AD . . . . ZTZX LSAGZFZX LSAZZFZX . . . . ZTZX</b>
---

**1.4 The IFPS re-addressing function**

The IFPS is UNA to calculate any addresses for the VFR or OAT portion of a FLT within the IFPS zone, as well as for the entire portion outside the IFPS zone for any type of FLT. The flight plan message originator is responsible for addressing the message to all those ATS units concerned by such a portion of the FLT. In order to have the same IFPS validated message distributed to all addressees concerned, the IFPS re-addressing function shall be used.

Any additional addresses to be included shall be placed **after** the date/time - originator group line and immediately before the open bracket which indicates the beginning of the message.

The IFPS will, after successful processing, disseminate the message to the extra addresses, in addition to the calculated addresses within the IFPS zone.

Any existing AO address or addresses of handling agents may therefore also be included in the extra address lines.

The following rules apply:

- As many extra address lines as needed may be created.
- Every extra address line must begin with the keyword 'AD'.
- The extra address lines must be consecutive (no other comment lines between them), and they must be immediately before the line containing the open bracket.
- There must be no more than seven addresses per line, and each must be of eight characters.

When the IFPS re-addressing method was applied for the addressing of a FPL, the following associated messages (i.e. CHG, DLA, CNL) related to the same FLT need only to be addressed to both IFPS addresses. The IFPS, which will have stored the CMPL address list of the original flight plan, will disseminate the modified data accordingly.

Schematic example:

```
FF EUCHZMFP EUCBZMFP
281450 LSZHABCD
AD ADDRESS 1 ADDRESS 2 ADDRESS 3 ADDRESS 4 ADDRESS 5 ADDRESS 6 ADDRESS 7
AD ADDRESS 8 ADDRESS 9 .....
AD ..... ADDRESS n
(FPL-....)

NNNN
```

Examples:

REF: [1.1](#) REF: [2.1](#) IFR FLT with additional addresses

```
FF EUCHZMFP EUCBZMFP
281555 LSZHSWRW
AD OIIIZRZX OIIYWYX OPKCZIKZ OPKRZRZX O..... O.....
AD V..... VABFZQZX VAAHZRZX VABBZTZX
(FPL-SWR170-IS
-A342/H-SI/S
-LSZH1940
-N0465F270 ZUE UG45 FUSSE/N0492F290 UG45 SBG UG4 .....
-VABB0728 VAHH
-REG/HBIGC SEL/DEGJ EET/LHCC0048 .....RMK/AGCS EQUIPPED)
```

REF: [1.4](#) Relating to FLT above, additional addressing not necessary

```
DD EUCHZMFP EUCBZMFP
281610 LSZHSWRW
(CNL-SWR170-LSZH-VABB)
```

REF: [1.3](#) Mixed IFR - VFR FLT, VFR addresses in extra address lines

```
FF EUCHZMFP EUCBZMFP
281215 EHBKXYZO
AD LSAZZFZX LSZBZTZX LSAGZFZX
(FPL-PHABC-YG
-TB21/L-S/C
-EHBK1600
-N0150F090 ...LNO R7 GTQ G21 KASON DCT DIJ L615 SAPRE VFR
-LSZB0200 LSGG
-OPR/XYZ DOF/050609)
```

REF: [1.4](#) Relating to FLT above, additional addressing not necessary

```
FF EUCHZMFP EUCBZMFP
281215 EHBKXYZO
(CNL-PHABC-EHBK-LSZB)
```

REF: [1.3](#) VFR - IFR return FLT, addressed by originator.

```
FF EUCHZMFP EUCBZMFP
280750 LFPOZPZX
AD LSZFZTZX LSAZZFZX
(FPL-N13779-ZG
-PAZT/L-S/C
-LSZF1100
-N0170VFR ALBIX/N0170F120 IFR DCT EKRON
-LSZH0055 LFSB
-EET/ALBIX0045 DOF/050609)
```

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}
△ SAPRE		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	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>T544</b>								
▲ TOKDO	46 01 30 N 005 42 40 E							
	235°	15 NM	FL195 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)
△ GEVEA	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)
△ SAPRE	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)
△ FRIBU	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 7500 ft MEA = 8000 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>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
△ GEVEA	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>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}
△ SAPRE	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							
SAPRE - 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						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>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}
△ GEVEA	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>								
△ FRIBU	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}
△ SAPRE	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}
△ GEVEA	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>Z32</b>								
△ MOREG	46 23 35 N 006 00 26 E							
	084°	10 NM	FL195 <u>7900 ft</u> MEA = 8000 ft	MOCA = 7900 ft	Even		± NM	ACC Geneva REF: AIP France {C} (2)
△ GLEND	46 24 31 N 006 14 39 E							
	082°	18 NM	FL195 <u>9199 ft</u> 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	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	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	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	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	FL660 13500 ft MEA = 14000 ft	MOCA = 9900 ft	Odd		± NM	ACC Zurich {C}
△ KELIP	46 57 22 N 008 45 42 E							
	115° 295°	8.5 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 13300 ft	Odd	Even	± NM	ACC Zurich {C}
△ SOPER	46 53 22 N 008 56 40 E							
	115° 296°	36.7 NM	FL660 15500 ft MEA = 16000 ft	MOCA = 13300 ft	Odd	Even	± NM	ACC Zurich {C}
△ PELAD	46 35 56 N 009 43 33 E							
	116° 296°	15.0 NM	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		Navigation accuracy requirement	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 <u>7500 ft</u> 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 <u>6500 ft</u> 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 <u>7500 ft</u> MEA = 8000 ft	MOCA = 5900 ft	Odd		± NM	ACC Geneva {C, D, E}
△ FRIBU	46 46 39 N 007 13 25 E							
	247°	20.7 NM	FL660 <u>7600 ft</u> 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}
△ FRIBU	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				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>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}
△ SAPRE	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>								
△ SAPRE	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}
△ GLEND	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				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}
△ FRIBU	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						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑	
<b>KQ862</b>							
△ FRIBU	46 46 39.3 N 007 13 24.6 E						
	$\frac{011^\circ}{191^\circ}$	4.0	$\frac{FL195}{5500\text{ ft}}$ MEA = 6000 ft	MOCA = 4200 ft	Even	Even	ACC Geneva {C, E}
△ LS562	46 50 32.0 N 007 14 49.4 E						
	$\frac{011^\circ}{191^\circ}$	3.0	$\frac{FL195}{4500\text{ ft}}$ MEA = 5000 ft	MOCA = 4000 ft	Odd	Odd	ACC Geneva {C, E} TWR/APP Berne {D}
△ ASBER	46 53 25.9 N 007 15 52.8 E						
	$\frac{040^\circ}{220^\circ}$	3.7	$\frac{FL195}{4500\text{ ft}}$ MEA = 5000 ft	MOCA = 4000 ft	Odd	Odd	ACC Geneva {C, E} TWR/APP Berne {D}
△ AMRID	46 56 05.4 N 007 19 32.8 E						
	$\frac{021^\circ}{201^\circ}$	5.1	$\frac{FL195}{4500\text{ ft}}$ MEA = 5000 ft	MOCA = 4100 ft	Odd	Odd	ACC Geneva {C, E} TWR/APP Berne {D}
△ BIRKI	47 00 46.6 N 007 22 34.8 E						
	$\frac{062^\circ}{242^\circ}$	10.5	$\frac{FL195}{5500\text{ ft}}$ MEA = 6000 ft	MOCA = 4100 ft	Even	Even	ACC Geneva {C, E} TWR/APP Berne {D}
△ MEBOX	47 05 10.4 N 007 36 33.5 E						
	$\frac{071^\circ}{251^\circ}$	8.9	$\frac{FL195}{5500\text{ ft}}$ MEA = 6000 ft	MOCA = 4400 ft	Even	Even	ACC Geneva {C, E} TWR/APP Berne {D}
△ UMTOP	47 07 38.9 N 007 49 06.2 E						

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

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

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑	
<b>KY251</b>							
△ GLEND	46 24 31.3 N 006 14 39.2 E						
	044°	4.7	FL195 3500 ft MEA = 4000 ft	MOCA = 3200 ft	Even		ACC Geneva APP Geneva {C, E}
△ LS099	46 27 43.5 N 006 19 33.3 E						
	082°	5.1	FL195 3700 ft MEA = 4000 ft	MOCA = 3700 ft	Even		ACC Geneva APP Geneva {C, E}
△ SAPRE	46 28 07.3 N 006 26 53.0 E						
	086° 266°	11.4	FL195 3500 ft MEA = 4000 ft	MOCA = 2600 ft	Even	Even	ACC Geneva {C, E}
△ LS100	46 28 14.5 N 006 43 22.4 E						
	030° 210°	17.9	FL195 5500 ft MEA = 6000 ft	MOCA = 5100 ft	Even	Even	ACC Geneva {C, E}
△ LS103	46 43 11.2 N 006 57 39.1 E						
	069° 249°	11.4	FL195 5500 ft MEA = 6000 ft	MOCA = 5100 ft	Even	Even	ACC Geneva {C, E}
△ FRIBU	46 46 39.3 N 007 13 24.6 E						
	046° 226°	5.7	FL195 5500 ft MEA = 6000 ft	MOCA = 4200 ft	Even	Even	ACC Geneva, Zurich {C, E}
△ LS104	46 50 23.4 N 007 19 42.2 E						
	046° 226°	8.2	FL195 5500 ft MEA = 6000 ft	MOCA = 4400 ft	Even	Even	ACC Geneva, Zurich {C, E} TWR/APP Berne {D}
△ LS105	46 55 44.0 N 007 28 44.9 E						
	046° 227°	18.3	FL195 5500 ft MEA = 6000 ft	MOCA = 5000 ft	Even	Even	ACC Geneva, Zurich {C, E} TWR/APP Berne {D}
△ UMTOP	47 07 38.9 N 007 49 06.2 E						
	088° 268°	12.3	FL195 4500 ft MEA = 5000 ft	MOCA = 4500 ft	Odd	Odd	ACC Zurich {C, E}
△ ME103	47 07 27.9 N 008 07 05.1 E						
	079° 259°	10.3	FL195 4500 ft MEA = 5000 ft	MOCA = 3800 ft	Odd	Odd	ACC Zurich {C, E} TWR/APP Emmen {D}
△ ME104	47 08 53.5 N 008 22 05.9 E						
	067° 247°	6.8	FL195 4500 ft MEA = 5000 ft	MOCA = 3900 ft	Odd	Odd	ACC Zurich {C, E} TWR/APP Emmen {D}
△ ZC700	47 11 14.6 N 008 31 23.3 E						
	081° 261°	4.3	FL195 4500 ft MEA = 5000 ft	MOCA = 4100 ft	Odd	Odd	ACC Zurich {C, E}
△ OSNOG	47 11 42.5 N 008 37 36.1 E						

## ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

## ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VOR: VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
BÂLE-MULHOUSE DVOR/DME	-	-	-	-	-	REF: AIP France
CORVATSCH DME	CVA	(CH 57Y)	H24	46 25 05N 009 49 18E	10999 ft	DOC 80 NM / 50'000 ft. Paired VOR FREQ 112.05 MHz.
HOCHWALD DME	HOC	(CH 79X)	H24	47 27 59.6N 007 39 55.6E	2425 ft	DOC 60 NM / 50'000 ft, range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz. FRA (I): Even FL
LA DOLE DME	LDL	(CH 106X)	H24	46 25 28.6N 006 05 56.3E	5517 ft	DOC 80 NM / 50'000 ft. Paired VOR FREQ 115.90 MHz.
LA PRAZ DME	LAP	(CH 43Y)	H24	46 40 34N 006 24 48E	4244 ft	DOC 80 NM / 50'000 ft, range 70 NM in sector 195° - 255°. Paired VOR FREQ 110.65 MHz.
PASSEIRY DVOR/DME (VAR 3° E)	PAS	116.60 MHz (CH 113X)	H24	46 09 49.3N 005 59 59.7E	1422 ft	PSN: 223°MAG, 5.5 NM FM Genève THR 04. DOC 80 NM / 50'000 ft.
MT. PELERIN DME	PEL	(CH 55Y)	H24	46 29 49.5N 006 49 08.9E	3942 ft	DOC 80 NM / 50'000 ft. Paired VOR FREQ 111.85MHz.
TRASADINGEN DME	TRA	(CH 90X)	H24	47 41 22.2 N 008 26 13.1E	1850 ft	PSN: 343°MAG, 13.5 NM FM Zurich THR 16. DOC 100 NM / 50'000 ft. Paired VOR FREQ 114.30 MHz. FRA (I)
WEISSFLUHGIPFEL DME	WFJ	(CH 84Y)	H24	46 50 04.5N 009 47 42.5E	9478 ft	DOC 80 NM / 50'000 ft. Paired VOR FREQ 113.75 MHz.
WILLISAU DVOR/DME (VAR 3° E)	WIL	116.90 MHz (CH 116X)	H24	47 10 42.1N 007 54 20.9E	2425 ft	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.
ZURICH EAST DVOR/DME (VAR 3° E)	ZUE	110.05 MHz (CH 37Y)	H24	47 35 31.8N 008 49 03.6E	1730 ft	PSN: 054°MAG, 13.6 NM FM Zurich ARP. DOC 80 NM / 50'000 ft.

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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	STAR, 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
FILZE	47 28 57.28 N 009 17 54.96 E		IAC EDNY Refer to AIP Germany
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
FRIBU	46 46 39.3 N 007 13 24.6 E	KQ862, KY251, T544, Y56, Z60, Z61, Z119	STAR LSZB; SID/STAR LSGC; STAR LSGG; SID LSZG; SID/STAR/IAC LSMP
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)
GEVEA	46 15 14.1 N 006 07 56.0 E	T544, Y1, Y55, Y58	HLDG, STAR LSGG 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
GLEND	46 24 31.3 N 006 14 39.2 E	KY251, Z32, Z65	SID LSGG
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

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
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
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	

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Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
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)
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

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
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
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

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
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	
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	

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
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
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
REVLI	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

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
ROTOS	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
SALEV	46 04 25.6 N 006 03 57.4 E	Y52, Y55, Y56, Y58	STAR LSGG Refer to AIP France
SAPRE	46 28 07.3 N 006 26 53.0 E	KY251, L615, T544, Y51, Y58, Z64, Z65	SID LSGS; SID/STAR/IAC, HLDG LSGG; SID/STAR LSGC
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

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
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
TUFTA	46 23 18 N 005 25 14 E		FRA (I)
TUNNO	46 47 53.4 N 007 23 48.8 E	KQ864	SID / IAC LSHK PinS, HLDG
TUROM	46 50 31 N 005 57 59 E	KQ864	FRA (I): Odd FL Refer to AIP France
UBIMA	46 07 35 N 006 42 04 E		FRA (I) Refer to AIP France
ULGOD	46 28 55 N 009 16 31 E	Z83	Refer to AIP Italy
ULMES	46 57 18.1 N 007 17 33.5 E	T627, Z669	STAR LSGG FRA (A): LSGG FRA (D): LSZH FRA (I)
UMTEX	47 50 15 N 009 37 27 E	Y100	FRA (E): FL195-FL245, Even FL FRA (E): FL245-FL315, BTN 0400-2230 (0300-2100), Even FL FRA (I): FL245-FL315, BTN 2230-0400 (2130-0300), Even FL FRA (I): FL315-FL660, Even FL Refer to AIP Germany
UMTOP	47 07 38.9 N 007 49 06.2 E	KQ862, KQ868, KY251, KY256	IAC LSHA PinS IAC LSHL PinS
UNKIR	46 48 56 N 005 43 37 E		FRA (X): Even FL Refer to AIP France
URIGI	47 03 32 N 008 24 49 E	Z50	
URNAS	47 00 08 N 008 38 18 E	M858	
USETI	48 03 22 N 008 50 10 E		Refer to AIP Germany
UTAVO	46 24 38 N 009 00 33 E	N851	FRA (I)
UVULA	46 46 00 N 009 55 00 E	Test Flight pattern East A9	
VADAR	46 39 26.0 N 006 45 13.0 E	Y58, Z60, Z669	STAR LSGG, STAR LSGS FRA (I)
VADEM	46 43 18 N 006 29 01 E		FRA (I)

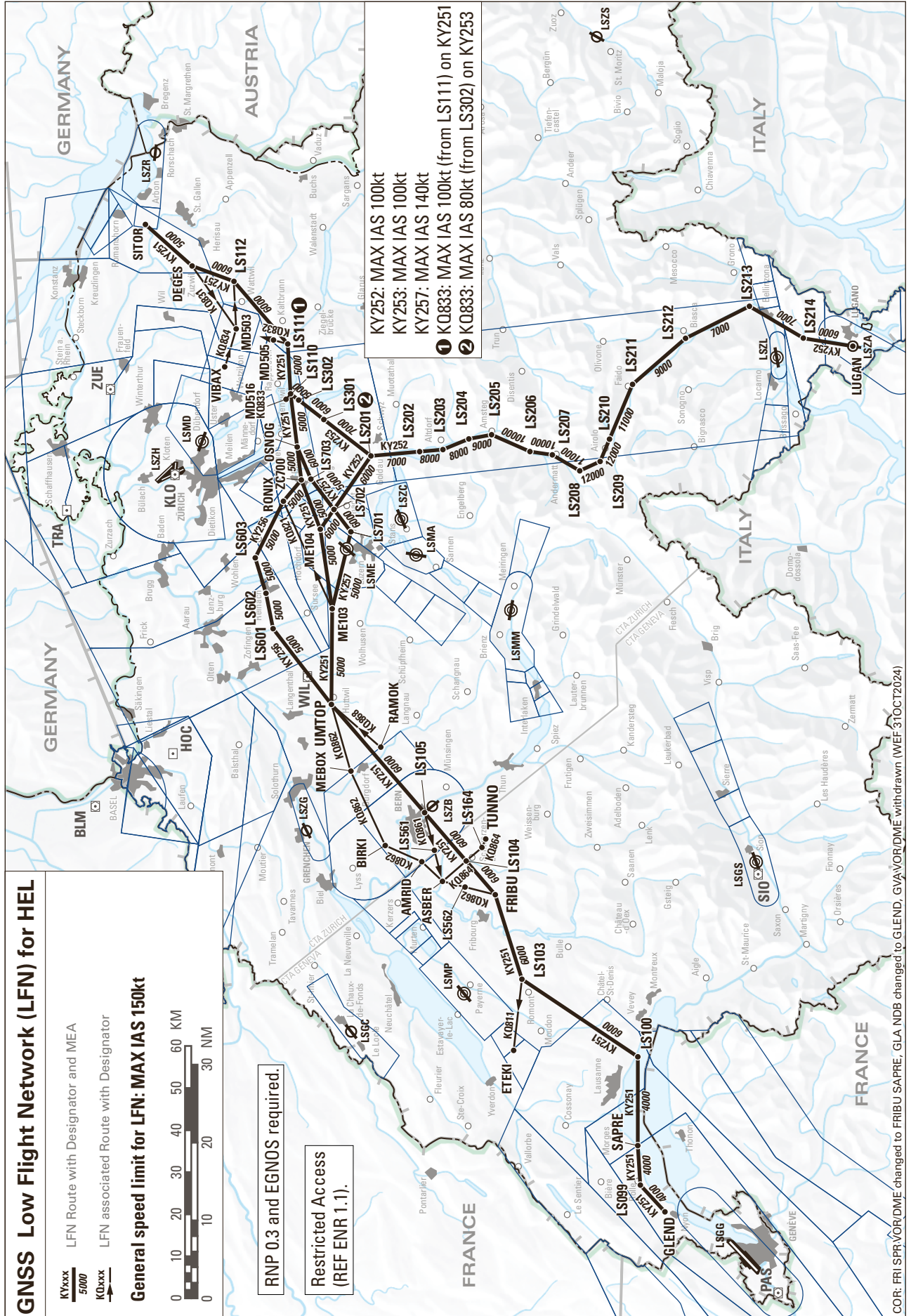
Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
VALAD	46 56 55.8 N 007 05 22.4 E		IAC LSMP
VALAV	46 37 58 N 010 23 10 E	L613	
VALBU	46 05 09.7 N 006 29 23.4 E	Y52	STAR LSGG Refer to AIP France
VALOR	46 03 34.6 N 006 58 25.9 E	L50, Y1, Y223, Y224	STAR LSGS
VANAS	45 27 26 N 006 44 49 E		SID LSGG FRA (I) Refer to AIP France
VEBIT	47 16 07.0 N 008 00 21.0 E	T50, T51, T52, T53, T544	SID LSZH
VEDOK	47 47 24 N 009 07 14 E	N851	Refer to AIP Germany
VENAT	46 14 39 N 006 35 48 E	T45, Y223, Z67	Refer to AIP France
VEROX	46 43 39 N 006 34 24 E	N869	
VEVAR	44 48 00.0 N 007 00 45.0 E		SID LSGG FRA (X): Odd FL Refer to AIP France
VIBAX	47 20 50.0 N 008 52 55.9 E	KQ834	MIL PROC LSMD
XAMEX	47 06 00 N 009 32 00 E	Test Flight pattern East A9	
HH704	47 17 15.4 N 007 56 25.0 E		IAC LSHH PinS
HL704	46 58 29.5 N 008 02 43.3 E		IAC LSHL PinS
LS099	46 27 43.5 N 006 19 33.3 E	KY251	
LS100	46 28 14.5 N 006 43 22.4 E	KY251	
LS103	46 43 11.2 N 006 57 39.1 E	KQ811, KY251	
LS104	46 50 23.4 N 007 19 42.2 E	KY251, KQ864	
LS105	46 55 44.0 N 007 28 44.9 E	KQ861, KY251	
LS110	47 12 26.8 N 008 47 38.1 E	KQ833, KY251, KY253	
LS111	47 12 41.6 N 008 57 01.1 E	KQ832, KY251	
LS112	47 19 25.5 N 009 09 02.0 E	KQ834, KY251	

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
LS164	46 48 22.3 N 007 22 14.2 E	KQ864	
LS201	47 02 15.9 N 008 35 42.6 E	KY252, KY253	
LS202	46 56 00.8 N 008 36 23.1 E	KY252	
LS203	46 53 01.4 N 008 36 42.4 E	KY252	
LS204	46 49 40.6 N 008 38 37.5 E	KY252	
LS205	46 46 45.0 N 008 39 20.8 E	KY252	
LS206	46 41 51.5 N 008 36 05.3 E	KY252	
LS207	46 38 59.9 N 008 35 25.1 E	KY252	
LS208	46 35 30.7 N 008 32 22.2 E	KY252	
LS209	46 32 52.6 N 008 34 03.6 E	KY252	
LS210	46 31 37.9 N 008 38 10.8 E	KY252	
LS211	46 28 33.8 N 008 48 17.4 E	KY252	
LS212	46 21 39.2 N 008 56 39.3 E	KY252	
LS213	46 13 22.8 N 009 02 21.2 E	KY252	
LS214	46 06 32.9 N 008 56 16.8 E	KY252	
LS301	47 08 14.0 N 008 42 41.3 E	KY253	
LS302	47 11 25.4 N 008 46 25.9 E	KY253	
LS561	46 54 28.4 N 007 21 41.4 E	KQ861	
LS562	46 50 32.0 N 007 14 49.4 E	KQ862	
LS600	47 18 34.9 N 007 41 35.7 E		SID/IAC LSHA PinS
LS601	47 15 04.1 N 008 03 26.0 E	KY256	SID LSHA PinS
LS602	47 15 56.6 N 008 10 06.8 E	KY256	IAC LSHA PinS
LS603	47 17 16.4 N 008 16 48.8 E	KY256	

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
LS701	47 04 58.1 N 008 21 31.0 E	KY257	
LS702	47 07 06.3 N 008 25 45.1 E	KY252, KY257	
LS703	47 10 00.7 N 008 31 31.7 E	KY257	
MD503	47 19 16.1 N 009 00 03.8 E	KQ831, KQ834	
MD505	47 14 30.6 N 008 57 49.1 E	KQ832	
MD516	47 13 02.2 N 008 46 37.2 E	KQ833	
ME103	47 07 27.9 N 008 07 05.1 E	KQ821, KY251, KY257	MIL PROC LSME
ME104	47 08 53.5 N 008 22 05.9 E	KY251, KY252	MIL PROC LSME
ZC700	47 11 14.6 N 008 31 23.3 E	KY251, KY256	IAC LSZC



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**RNAV SID AMRID 3A**

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+3000	-	318° (320.1°T)	-
DF	ZB100	N	L	+5500	180	-	-
TF	ZB110	Y	-	+6000	-	054° (056.1°T)	2.7
DF	AMRID	N	L	+8000	-	-	-

**RNAV SID AMRID 3B**

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+6000	-	318° (320.1°T)	-
DF	AMRID	N	L	+8000	180	-	-

**RNAV SID MEBOX 3B**

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+5000	-	318° (320.1°T)	-
DF	MEBOX	N	R	+6000	180	-	-

**RNAV SID MONIN 3B**

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+5000	-	318° (320.1°T)	-
DF	ZB200	N	R	+7000	180	-	-
TF	ZB527	N	-	+11000	-	121° (123.1°T)	6.9
TF	ZB210	N	-	+16000	-	121° (123.2°T)	6.1
TF	MONIN	N	-	-	-	121° (123.3°T)	6.9

**RNAV SID RAMOK 3A**

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+3000	-	318° (320.1°T)	-
DF	ZB100	N	L	+5500	180	-	-
TF	RAMOK	N	-	+6000	-	054° (056.1°T)	5.2

1.3 STAR Descriptions

1.3.1 STAR TO BIRKI - RNAV (see chart LSZB AD 2.24.9 - 1)

DESIGNATOR	STAR TO BIRKI - RNAV		
	ROUTE		Remark
	Lateral	Vertical	
FRIBU 1M	From FRIBU proceed via AMRID to BIRKI.	Cross AMRID at 8000ft or above and BIRKI at 4000ft or above	NIL
MONIN 3M	From MONIN proceed via ZB635, ZB636, ZB637, ZB638, ZB639 to BIRKI.	Cross ZB635 at 16000ft or above, ZB636 at 11000ft or above, ZB637 at 7000ft or above, ZB639 at 4400ft or above and BIRKI at 4000ft or above	NIL
ROTOS 3M	From ROTOS proceed via BELAR, KOPPI, LARDO (MAX IAS 210kt), ZB696 (MAX IAS 210kt) to BIRKI.	Cross BELAR and KOPPI at 6000ft or above, LARDO and BIRKI at 4000ft or above	NIL
TELNO 3M	From TELNO proceed via AMRID to BIRKI.	Cross TELNO at 8600ft or above, AMRID at 8000ft or above and BIRKI at 4000ft or above	NIL
WILLISAU 3M (WIL3M)	From WIL proceed via BELAR, KOPPI, LARDO (MAX IAS 210kt) and ZB696 (MAX IAS 210kt) to BIRKI.	Cross BELAR at 6000ft or above, KOPPI at 6000ft or above, LARDO at 4000ft above and BIRKI at 4000ft or above.	NIL

RNAV STAR FRIBU 1M

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	-	-	-	-	-
TF	AMRID	N	-	+8000	-	022° (021.6°T)	10.3
TF	BIRKI	N	-	+4000	-	021° (023.9°T)	5.1

RNAV STAR MONIN 3M

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	MONIN	N	-	-	-	-	-
TF	ZB635	N	-	+16000	-	301° (303.4°T)	6.9
TF	ZB636	N	-	+11000	-	301° (303.3°T)	6.1
TF	ZB637	N	-	+7000	-	301° (303.2°T)	6.9
TF	ZB638	N	-	-	-	301° (303.1°T)	3.6
TF	ZB639	N	-	+4400	-	319° (321.2°T)	4.8
TF	BIRKI	N	-	+4000	-	319° (321.1°T)	3.9

RNAV STAR ROTOS 3M

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ROTOS	N	-	-	-	-	-
TF	BELAR	N	-	+6000	-	237° (239.5°T)	7.7
TF	KOPPI	N	-	+6000	-	255° (257.0°T)	5.5
TF	LARDO	N	-	+4000	210	254° (256.9°T)	2.8
TF	ZB696	N	-	-	210	208° (210.0°T)	3.0
TF	BIRKI	N	-	+4000	210	138° (140.0°T)	3.0

RNAV STAR TELNO 3M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	TELNO	N	-	+8600	-	-	-
TF	AMRID	N	-	+8000	-	011° (013.0°T)	10.0
TF	BIRKI	N	-	+4000	-	021° (023.9°T)	5.1

RNAV STAR WIL 3M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	WIL	N	-	-	-	-	-
TF	BELAR	N	-	+6000	-	255° (257.3°T)	14.4
TF	KOPPI	N	-	+6000	-	255° (257.0°T)	5.5
TF	LARDO	N	-	+4000	210	254° (256.9°T)	2.8
TF	ZB696	N	-	-	210	208° (210.0°T)	3.0
TF	BIRKI	N	-	+4000	210	138° (140.0°T)	3.0

#### 1.4 Approach procedures:

##### 1.4.1 Procedure description of RNP RWY 14 (see chart LSZB AD 2.24.10 - 5)

From BIRKI							
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)	
IF	BIRKI	N	+4000	-	-	-	-
TF	ZB619	N	+4000	-	138° (140.0°T)	2.1	
TF	RW14	Y	-	-	138° (140.1°T)	5.4	
TF	ZB620	Y	-	-	138° (140.1°T)	1.1	
DF	ZB621	N	+5500	160	-	-	
TF	RAMOK	Y	-	-	042° (044.0°T)	5.1	
DF	ZB608	N	-	210	-	-	
TF	BIRKI	N	+4000	-	243° (245.2°T)	5.4	
HM	BIRKI	N	+4000	-	138° (140.0°T)	4.6	

#### 1.5 VFR procedure

Refer to VFR Manual, LSZB AD INFO.

#### 2. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	RVR (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	800/---	400/---	---	NIL
	B	800/---	400/---	---	
	C	800/---	400/---	---	

**LSZB AD 2.23 ADDITIONAL INFORMATION**

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

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
BELAR	N 47 07 30.0	E 007 33 49.7	RNAV STAR LSZB
LARDO	N 47 05 37.2	E 007 21 57.6	RNAV STAR LSZB
RW14	N 46 55 04.6	E 007 29 33.0	IAC LSZB
ZB100	N 46 58 25.6	E 007 34 43.0	RNAV SID LSZB
ZB110	N 46 59 54.5	E 007 37 56.3	RNAV SID LSZB
ZB200	N 46 51 59.0	E 007 35 01.7	RNAV SID LSZB
ZB210	N 46 44 51.9	E 007 50 52.7	RNAV SID LSZB
ZB301	N 46 57 45.0	E 007 29 30.8	IAC CITY Circling
ZB302	N 46 56 09.9	E 007 31 27.0	IAC CITY / ROMEO Circling
ZB303	N 46 54 20.9	E 007 33 39.9	IAC CITY / ROMEO Circling
ZB400	N 46 54 25.1	E 007 30 21.1	RNAV SID LSZB
ZB401	N 46 53 29.0	E 007 32 17.4	RNAV SID LSZB
ZB402	N 46 59 31.6	E 007 38 29.5	RNAV SID LSZB
ZB404	N 46 50 37.0	E 007 38 05.1	RNAV SID LSZB
ZB520	N 46 57 40.0	E 007 35 52.0	RNAV SID LSZB
ZB527	N 46 48 12.0	E 007 43 28.0	RNAV SID LSZB
ZB608	N 47 03 02.0	E 007 29 42.0	IAC LSZB
ZB609	N 47 01 29.8	E 007 21 42.3	IAC LSZB
ZB619	N 46 59 11.8	E 007 24 31.0	IAC LSZB
ZB620	N 46 54 12.5	E 007 30 36.5	IAC LSZB
ZB621	N 46 57 40.0	E 007 35 52.0	IAC LSZB
ZB635	N 46 44 52.0	E 007 50 52.8	RNAV STAR LSZB
ZB636	N 46 48 12.3	E 007 43 27.8	RNAV STAR LSZB
ZB637	N 46 51 59.0	E 007 35 01.7	RNAV STAR LSZB
ZB638	N 46 53 56.8	E 007 30 37.7	RNAV STAR LSZB
ZB639	N 46 57 43.2	E 007 26 11.3	RNAV STAR LSZB
ZB696	N 47 03 03.2	E 007 19 47.4	RNAV STAR LSZB
ZB700	N 46 57 58.1	E 007 25 56.8	IAC CITY Circling
ZB800	N 46 56 35.5	E 007 27 37.9	IAC ROMEO Circling

**2. ILS 14 approach versus JAR-OPS 1**

The ILS 14 APCH has to be considered as ILS CAT I with 'intermediate facilities' in accordance with JAR-OPS 1, 1.430.

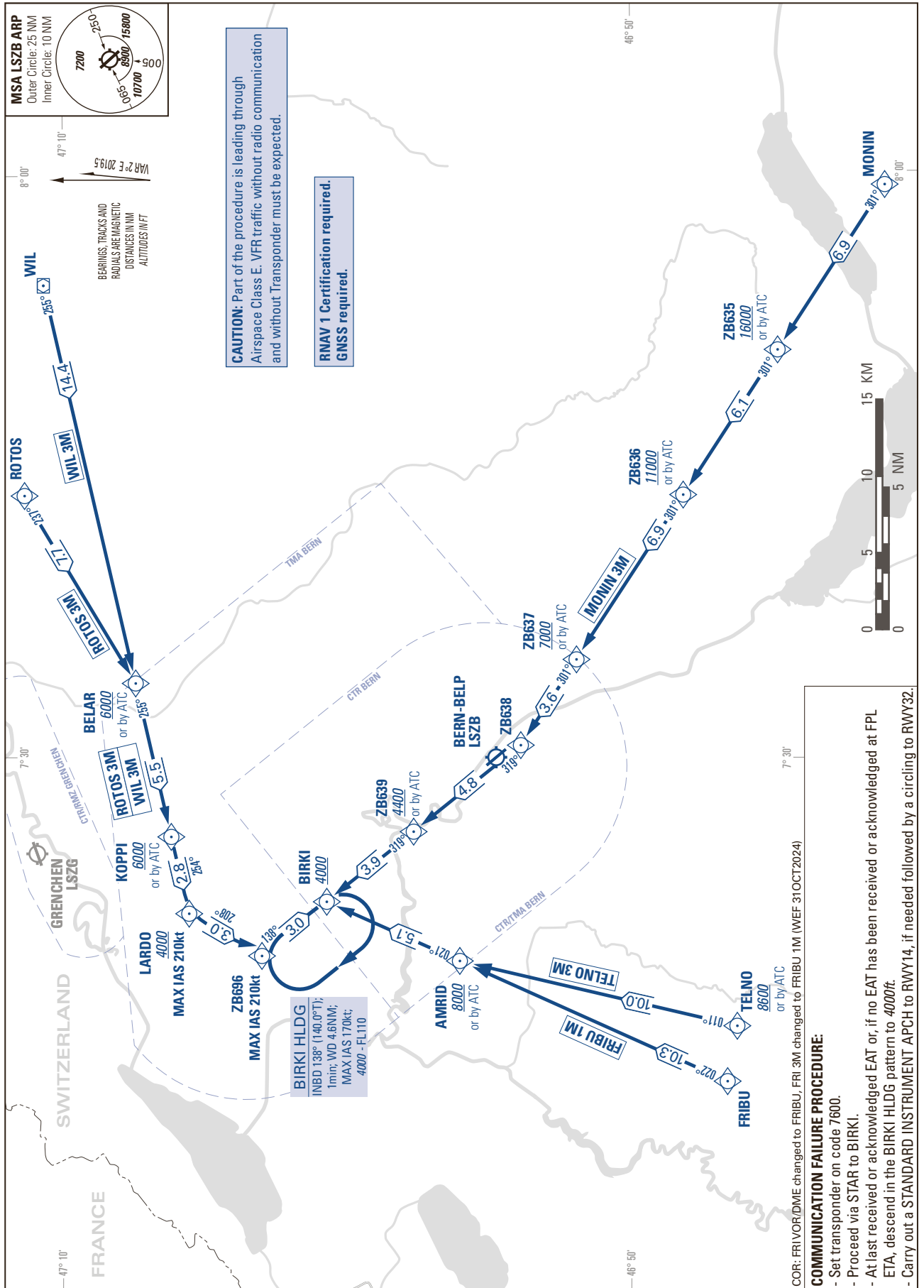


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STANDARD INSTRUMENT ARRIVAL CHART  
(STAR) - ICAO

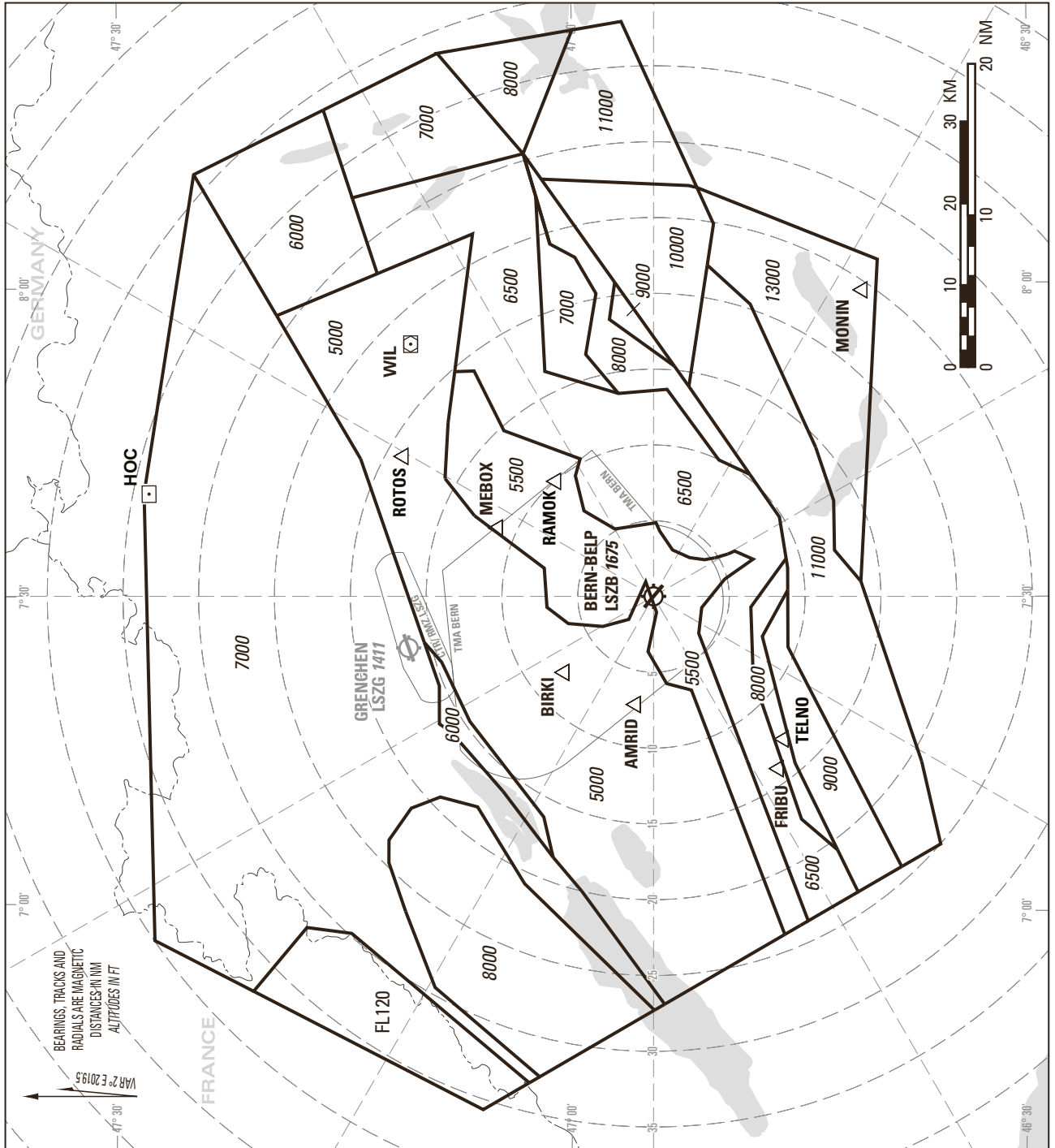
TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

BERN-BELP LSZB  
STAR TO BIRKI - RNAV



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MINIMUM VECTORING ALTITUDE CHART (ADTEMPERATURES -20° TO -5°C)



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC DISTANCES IN NM ALTITUDES IN FT  
VAR 2° E 2019.5

**NOTES:**

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

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

Altitudes: LSZB QNH.

Transition ALT: 6000

Minimum altitudes over Swiss territory are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

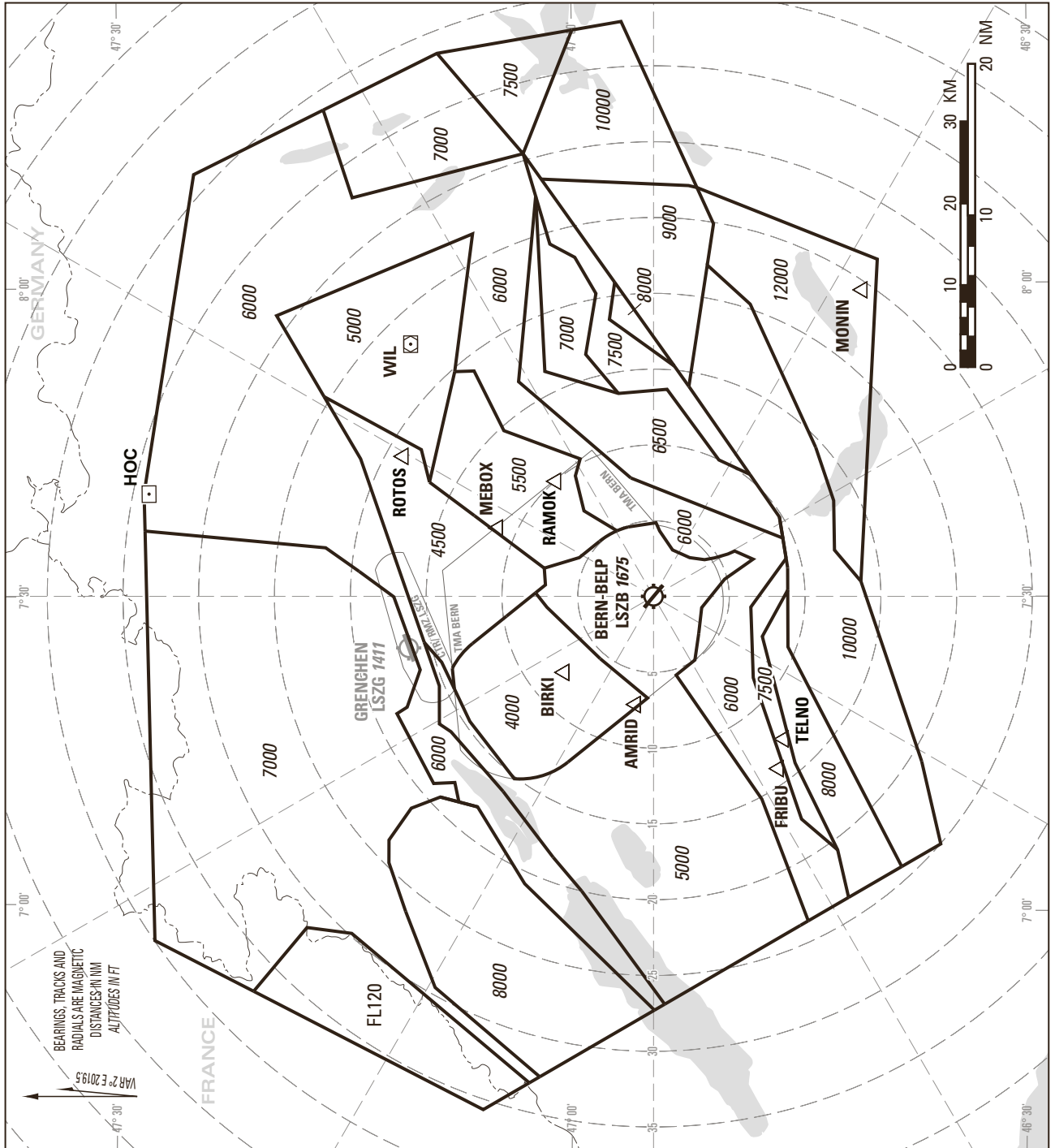
Minimum altitudes are protected for low temperatures from minus 20 degrees to minus 5 degrees celsius (LSZB temperature).

Sectors indicated all 30°, distances indicated all 5 NM, based on ARP LSZB.

COR: FRI VOR/DME changed to FRIBU (WEE 31OCT2024)

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MINIMUM VECTORING ALTITUDE CHART (ADTEMPERATURES -4°C AND ABOVE)



**NOTES:**

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

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

Altitudes: LSZB QNH.

Transition ALT: 6000

Minimum altitudes over Swiss territory are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes are protected for low temperatures to minus 4 degrees celsius (LSZB temperature).

Sectors indicated all 30°, distances indicated all 5 NM, based on ARP LSZB.

COR: FRI VORDME changed to FRIBU (WEE 31OCT2024)

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**LSGC AD 2.18      ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Les Eplatures Tower	118.125 MHz	HX	NIL

**LSGC 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
NIL						

**LSGC AD 2.20      LOCAL AERODROME REGULATIONS****1.      Airport regulations**

No RDO ACFT, strictly PPR by phone to AD administration.

**2.      ACFT taxi and parking**

Taxi on paved RWY and TWY only. Parking sectors Blue and Purple available for small aircraft, parking sectors Green and Orange for ICAO code letter A and B aircraft. Coloured lines (green, blue, purple and orange) delimit all parking areas. Panels indicate the positions and names of parking lines and sectors.

**3.      Summer times**

High-density altitudes up to 6000 ft possible. Publication on METAR when temperatures are above 25°C.

**4.      Winter times**

Operations only performed on non-contaminated RWY. Request information by TEL prior to flight in the period from OCT to APR. Runway condition broadcasted on METAR during ATS OPR HR.

**5.      School and training flights - technical test flights - use of runways**

IFR and VFR school flights PPR.

No circuits permitted between 1100 and 1230 (1000 and 1130), after 1800 (1700), SUN and HOL.

**6.      HEL IFR APCH and DEP**

Expect HEL IFR APCH and DEP outside ATC HR up to 7000 ft AMSL and according to special authorization.

**LSGC AD 2.21      NOISE ABATEMENT PROCEDURES****1.      General provisions**

No go-around over city permitted for IFR school and training FLT (APCH RWY 23).

**2.      Use of the runway system during the day period**

TKOF RWY 23 preferred for single engine ACFT.

LSGC AD 2.22 FLIGHT PROCEDURES

1. 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	
05	A	1500/1000	1500/1000	---	NIL
	B	1500/1000	1500/1000	---	
23	A	1500/800	1500/800	---	
	B	1500/800	1500/800	---	

1.1 SID Descriptions

1.1.0.1 Visual SID RWY 05 - RNAV (see chart LSGC AD 2.24.7 -1)

DESIGNATOR	RWY 05 - RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>FRIBU 1N</b> PDG 4.0% to 5300ft  MNM climb gradient 5.0% for airspace	Maintain visual GND contact until GC610 (Stone quarry). Proceed via GC611 to BOMECE. At BOMECE turn left (MAX IAS 150kt during turn). Proceed to PALLU. Climb in the PALLU HLDG pattern to FL110. Proceed to FRIBU.	INITIAL CLIMB CLEARANCE FL080 Cross GC610 at 4300ft or above, GC611 at 6900ft or above.	NIL	RNAV applicable when passing GC610	
<b>DEKAM 3M</b> PDG 4.0% to 5300ft  MNM climb gradient 5.0% for airspace	Maintain visual GND contact until GC610 (Stone quarry). Proceed via GC611, BOMECE to DEKAM.	INITIAL CLIMB CLEARANCE FL080 Cross GC610 at 4300ft or above, GC611 at 6900ft or above.	NIL	RNAV applicable when passing GC610	
<b>SAPRE 1M</b> PDG 4.0% to 5300ft  MNM climb gradient 5.0% for airspace	Maintain visual GND contact until GC610 (Stone quarry). Proceed via GC611 to BOMECE. At BOMECE turn left (MAX IAS 150kt during turn). Proceed via PALLU, FLORY to SAPRE.	INITIAL CLIMB CLEARANCE FL080 Cross GC610 at 4300ft or above, GC611 at 6900ft or above.	NIL	RNAV applicable when passing GC610	
<b>SAPRE 1N</b> PDG 4.0% to 5300ft  MNM climb gradient 5.0% for airspace	Maintain visual GND contact until GC610 (Stone quarry). Proceed via GC611 to BOMECE. At BOMECE turn left (MAX IAS 150kt during turn). Proceed to PALLU. Climb in the PALLU HLDG pattern to FL110. Proceed via FLORY to SAPRE.	INITIAL CLIMB CLEARANCE FL080 Cross GC610 at 4300ft or above, GC611 at 6900ft or above.	NIL	RNAV applicable when passing GC610	

Visual SID FRIBU 1N - RNAV							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC610	Y	-	+4300	-	-	-
TF	GC611	N	-	+6900	-	052° (054.3°T)	5.5
TF	BOMECE	Y		-	-	052° (054.4°T)	1.5
DF	PALLU	Y	L	-	-150	-	-
HA	PALLU	Y	R	FL110	-150	052° (054.1°T)	1 min
TF	FRIBU	N	-	-	-	134° (135.9°T)	25.5

Remark: Distance from end of RWY05 to GC610 is 2.67NM

Visual SID DEKAM 3M - RNAV							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC610	Y	-	+4300	-	-	-
TF	GC611	N	-	+6900	-	052° (054.3°T)	5.5
TF	BOMEK	N	-	-	-	052° (054.4°T)	1.5
TF	DEKAM	N	-	-	-	052° (054.4°T)	6.1

Remark: Distance from end of RWY05 to GC610 is 2.67 NM

Visual SID SAPRE 1M - RNAV							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC610	Y	-	+4300	-	-	-
TF	GC611	N	-	+6900	-	052° (054.3°T)	5.5
TF	BOMEK	Y	-	-	-	052° (054.4°T)	1.5
DF	PALLU	N	L	-	-150	-	-
TF	FLORY	N	-	-	-	217° (219.3°T)	13.5
TF	SAPRE	N	-	-	-	190° (192.1°T)	27.0

Remark: Distance from end of RWY05 to GC610 is 2.67 NM

Visual SID SAPRE 1N - RNAV							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC610	Y	-	+4300	-	-	-
TF	GC611	N	-	+6900	-	052° (054.3°T)	5.5
TF	BOMEK	Y	-	-	-	052° (054.4°T)	1.5
DF	PALLU	Y	L	-	-150	-	-
HA	PALLU	Y	R	FL110	-150	052° (054.1°T)	1 min
TF	FLORY	N	-	-	-	217° (219.3°T)	13.5
TF	SAPRE	N	-	-	-	190° (192.1°T)	27.0

Remark: Distance from end of RWY05 to GC610 is 2.67 NM

**HLDG BOMEK:**

INBD TR052, turns left, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

**HLDG PALLU:**

INBD TR052, turns right, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

1.1.0.2 Visual SID RWY 23 - RNAV (see chart LSGC AD 2.24.7 - 3)

DESIGNATOR	RWY 23 - RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>FRIBU 1B</b> PDG 4.8% to 4900ft MNM climb gradient 5.9% to 4900ft from LSGC DER23 and 5.0% thereafter for airspace	Maintain visual GND contact until GC630 (Long industrial building followed by a sports field). At 4900ft, but not before GC630, turn left (MAX IAS 150kt during turn). Climb in the PALLU HLDG pattern to FL110. Proceed to FRIBU.	INITIAL CLIMB CLEARANCE FL080 Cross GC630 at 4100ft or above, PALLU at 7000ft or above.	NIL	No turn before DER. RNAV applicable when passing GC630	
<b>DEKAM 3A</b> PDG 4.8% to 4900ft MNM climb gradient 5.9% to 4900ft from LSGC DER23 and 5.0% thereafter for airspace	Maintain visual GND contact until GC630 (Long industrial building followed by a sports field). At 4900ft, but not before GC630, turn left (MAX IAS 150kt during turn). Proceed via PALLU, BOMEK to DEKAM.	INITIAL CLIMB CLEARANCE FL080 Cross GC630 at 4100ft or above, BOMEK at 7000ft or above.	NIL	No turn before DER. RNAV applicable when passing GC630	
<b>SAPRE 1A</b> PDG 4.8% to 4700ft MNM climb gradient 5.0% for airspace	Maintain visual GND contact until GC630 (Long industrial building followed by a sports field). Proceed via GC631, FLORY to SAPRE.	INITIAL CLIMB CLEARANCE FL080 Cross GC630 at 4100ft or above, GC631 at 6500ft or above.	NIL	No turn before DER. RNAV applicable when passing GC630	
<b>SAPRE 1B</b> PDG 4.8% to 4900ft MNM climb gradient 5.9% to 4900ft from LSGC DER23 and 5.0% thereafter for airspace	Maintain visual GND contact until GC630 (Long industrial building followed by a sports field). At 4900ft, but not before GC630, turn left (MAX IAS 150kt during turn). Climb in the PALLU HLDG pattern to FL110. Proceed via FLORY to SAPRE.	INITIAL CLIMB CLEARANCE FL080 Cross GC630 at 4100ft or above, PALLU at 7000ft or above.	NIL	No turn before DER. RNAV applicable when passing GC630	

Visual SID FRIBU 1B - RNAV

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC630	Y	-	+4100	-	-	-
CA	-	N	-	+4900	-	226° (228.6°T)	-
DF	PALLU	Y	L	+7000	-150	-	-
HA	PALLU	Y	R	FL110	-150	052° (054.1°T)	1 min
TF	FRIBU	N	-	-	-	134° (135.9°T)	25.5

Visual SID DEKAM 3A - RNAV

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC630	Y	-	+4100	-	-	-
CA	-	N	-	+4900	-	226° (228.6°T)	-
DF	PALLU	N	L	-	-150	-	-
TF	BOMEK	N	-	+7000	-	052° (054.1°T)	10.0
TF	DEKAM	N	-	-	-	052° (054.4°T)	6.1

Visual SID SAPRE 1A - RNAV

Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC630	Y	-	+4100	-	-	-
TF	GC631	N	-	+6500	-	226° (228.6°T)	3.2
TF	FLORY	N	-	-	-	207° (209.5°T)	6.9
TF	SAPRE	N	-	-	-	190° (192.2°T)	27.0

Visual SID SAPRE 1B - RNAV							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC630	Y	-	+4100	-	-	-
CA	-	N	-	+4900	-	226° (228.6°T)	-
DF	PALLU	Y	L	+7000	-150	-	-
HA	PALLU	Y	R	FL110	-150	052° (054.1°T)	1 min
TF	FLORY	N	-	-	-	217° (219.3°T)	13.5
TF	SAPRE	N	-	-	-	190° (192.1°T)	27.0

**HLDG BOMEK:**

INBD TR052, turns left, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

**HLDG PALLU:**

INBD TR052, turns right, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

**2. STAR Descriptions****2.1 STAR ARPUS TO PALLU - RNAV (see chart LSGC AD 2.24.9.1 - 1)**

DESIGNATOR	ARPUS TO PALLU - RNAV		
	ROUTE		
	Lateral	Vertical	Remark
ARPUS 3E	From ARPUS proceed via HR, ARNOT, DEKAM (MAX IAS 150kt), BOMEK to PALLU	HR MIN FL090, ARNOT MAX FL090, PALLU MNM 7000ft.	HLDG ARPUS: Ref: AIP France

STAR ARPUS 3E - RNAV							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ARPUS	Y	-	-	-	-	-
TF	HR	N	L	+FL090	-	156° (157.9°T)	7.2
TF	ARNOT	N	-	-FL090	-	139° (141.3°T)	12.2
TF	DEKAM	N	R	+7000	-150	139° (141.0°T)	12.5
TF	BOMEK	N	-	+7000	-	232° (234.4°T)	6.1
TF	PALLU	Y	-	+7000	-	232° (234.3°T)	10.0

2.2 STAR TO PALLU - RNAV (see chart LSGC AD 2.24.9.2 - 1)

DESIGNATOR	TO PALLU		
	ROUTE		Remark
	Lateral	Vertical	
FRIBU 1R	Proceed from FRIBU to PALLU.	Maintain MNM FL110 to PALLU.	NIL
DEKAM 3R	From DEKAM proceed via BOMEK to PALLU	Cross BOMEK at 7000ft or above, PALLU at 7000ft or above	NIL
SAPRE 1R	From SAPRE proceed via FLORY to PALLU	Maintain MNM FL110 to PALLU	NIL

STAR FRIBU 1R - RNAV

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	-	-	-	-
TF	PALLU	N	+FL110	-	314° (316.2°T)	25.5

STAR DEKAM 3R - RNAV

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DEKAM	N	-	-	-	-
TF	BOMEK	N	+7000	-	232° (234.5°T)	6.1
TF	PALLU	N	+7000	-	232° (234.3°T)	10.0

STAR SAPRE 1R - RNAV

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	SAPRE	N	-	-	-	-
TF	FLORY	N	-	-	010° (012.0°T)	27.0
TF	PALLU	N	+FL110	-	037° (039.1°T)	13.5

HLDG PALLU:

INBD TR052, turns right, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

**LSGC AD 2.23 ADDITIONAL INFORMATION****1. List of significant points (Terminal)**

NAV point	COORD WGS84		Back-up Definition			Purpose
	LAT	LONG	Radial	DME	NAV	
1	2		3			4
ARPUS	N 47 40 21.3	E 006 39 56.8	---	---	---	STAR LSGC
BOMECE	N 47 10 50.4	E 006 59 26.9	---	---	---	STAR/SID LSGC
GC610	N 47 06 47.5	E 006 51 09.6	---	---	---	SID LSGC
GC611	N 47 09 58.1	E 006 57 39.6	---	---	---	SID LSGC
GC630	N 47 02 41.4	E 006 43 37.2	---	---	---	SID LSGC
GC631	N 47 00 33.2	E 006 40 05.0	---	---	---	SID LSGC
GC701	N 47 16 31.0	E 007 11 08.4	---	---	---	IAC LSGC
GC704	N 47 02 51.0	E 006 43 07.8	---	---	---	IAC LSGC
GC706	N 47 16 54.1	E 007 03 49.5	---	---	---	IAC LSGC
GC750	N 46 57 07.2	E 006 33 35.2	---	---	---	IAC LSGC
GC751	N 46 59 13.5	E 006 37 16.3	---	---	---	IAC LSGC
GC752	N 47 04 41.6	E 006 46 53.0	---	---	---	IAC LSGC
GC753	N 47 11 16.7	E 006 58 31.9	---	---	---	IAC LSGC

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

Name	Page
Aerodrome Chart	LSGC AD 2.24.1 - 1
Aircraft Parking Chart	LSGC AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 05/23	LSGC AD 2.24.4 - 1
Visual SID RWY 05 - RNAV	LSGC AD 2.24.7 - 1
Visual SID RWY 23 - RNAV	LSGC AD 2.24.7 - 3
STAR ARPUS TO PALLU - RNAV	LSGC AD 2.24.9.1 - 1
STAR TO PALLU - RNAV	LSGC AD 2.24.9.2 - 1
IAC RNP RWY 05 CAT A, B	LSGC AD 2.24.10 - 1
IAC RNP RWY 23 CAT A, B	LSGC AD 2.24.10 - 3

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

To be completed. See relevant approach charts for details.

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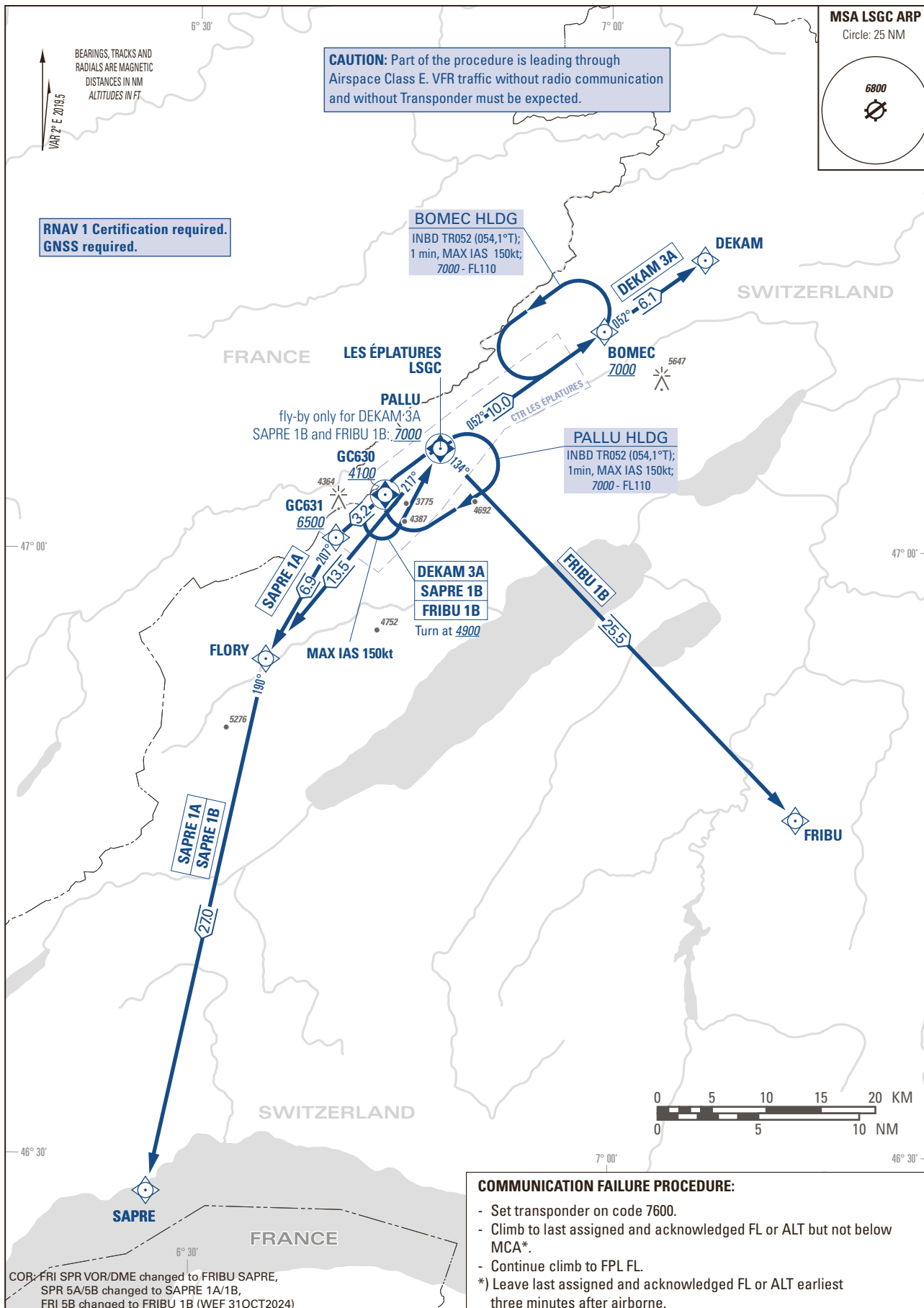


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

LES ÉPLATURES LSGC  
Visual SID RWY 23 - RNAV

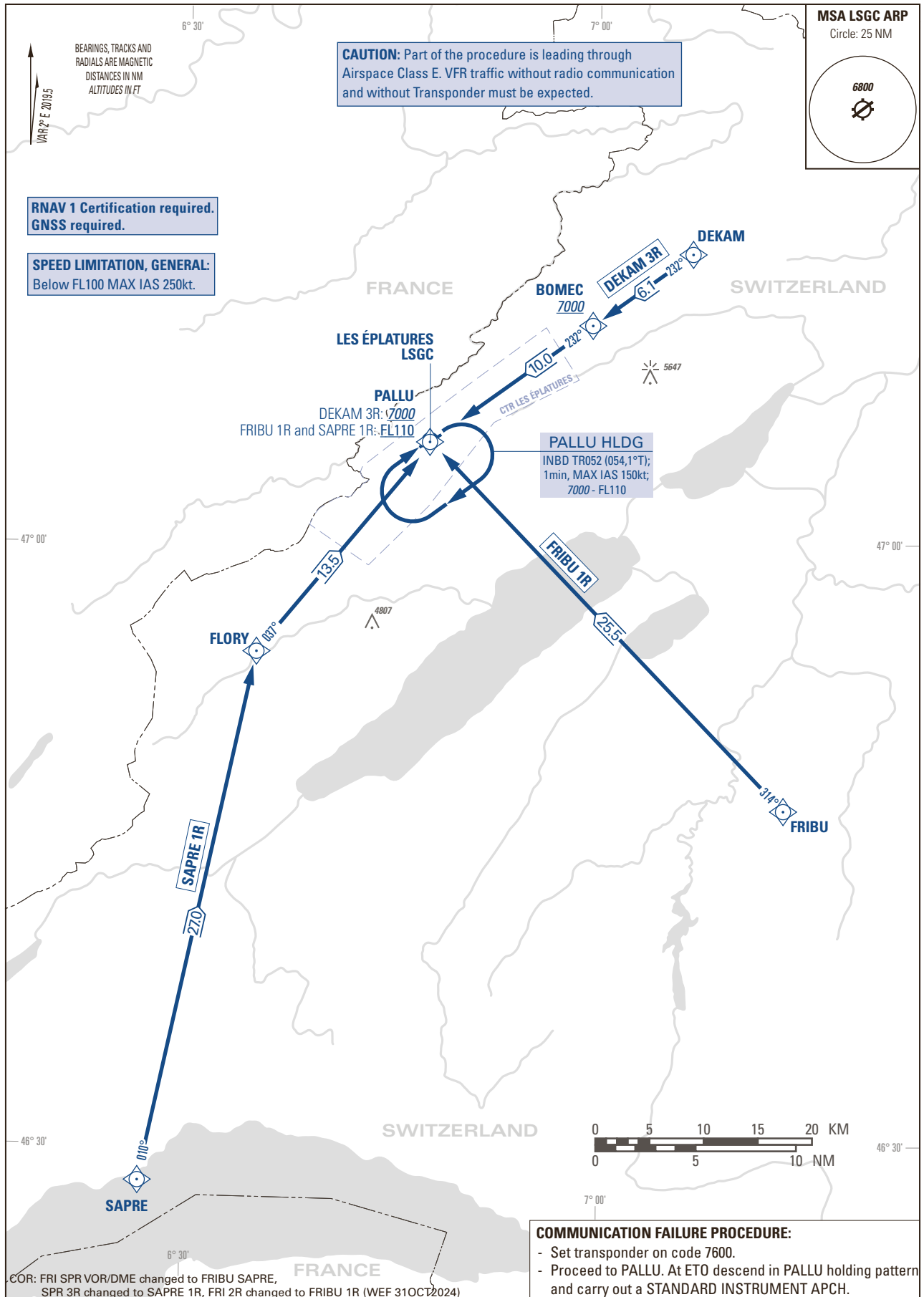


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STANDARD INSTRUMENT ARRIVAL CHART  
(STAR) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

LES ÉPLATURES LSGC  
STAR TO PALLU - RNAV



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## LSGG - GENÈVE

## LSGG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGG - GENÈVE

## LSGG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	46 14 18N 006 06 34E RWY, 2000 m from RWY end 04
2	Direction and distance from the CITY	322°, 4 km from Genève
3	Elevation/Reference temperature	1411 ft 24.8°C
4	Geoid undulation at AD ELEV PSN	172.3 ft
5	MAG VAR/Annual change	3° E (2024.5) 0°11' eastwards
6	AD Administration, address, telephone, telefax, telex, AFS	<b>Administration:</b> Post: Aéroport International de Genève Case postale 100 CH-1215 Genève 15 AFS: LSGGYDYX URL: <a href="http://www.gva.ch/">http://www.gva.ch/</a> Phone: +41 (0) 22 717 71 11 Fax: +41 (0) 22 798 43 77 Email: <a href="mailto:info.aig@gva.ch">info.aig@gva.ch</a> <b>Airport Duty Manager:</b> Phone: +41 (0) 22 717 79 79 Email: <a href="mailto:airport.manager@gva.ch">airport.manager@gva.ch</a> <b>Aviation Authority:</b> Police aérienne Phone: +41 (0) 22 717 71 28 Email: <a href="mailto:pa@gva.ch">pa@gva.ch</a> <b>Airport Operations:</b> Phone: +41 (0) 22 717 71 27 Phone: +41 (0) 22 717 71 26 (PPR) Fax: +41 (0) 22 717 71 31 Email: <a href="mailto:ops@gva.ch">ops@gva.ch</a>
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

## LSGG AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Airport Duty Manager: H24
2	Custom and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	0500 - 2300 (0400 - 2200)
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	0400 - 2200 (0300 - 2100), O/R 2201 - 0359 (2101 - 0259)
9	Handling	0400 - 2300 (0300 - 2200), O/R 2301 - 0359 (2201 - 0259)
10	Security	H24
11	De-icing	0400 - 2300 (0300 - 2200), O/R 2301 - 0359 (2201 - 0259)
12	Remarks	Swiss and French customs. BTN 2331 - 0459 (2231 - 0359), expect the operational availability of the RWY within 40 min and only for MEDEVAC, HEMS, SAR, EMERG and flights holding a prior approval from the Airport Duty Manager, due to regular maintenance works.

**LSGG AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	All modern facilities
2	Fuel/oil types	JET A1, AVGAS 100LL 65, 80, 100/120, E80, E100, W100, W120+Turbine
3	Fuelling facilities/capacity	No limitations
4	De-icing facilities	<ul style="list-style-type: none"> <li>Scheduled traffic: SWISSPORT, Dnata</li> <li>Non-scheduled traffic and General Aviation: JET AVIATION, TAG AVIATION, DASSAULT AVIATION</li> </ul>
5	Hangar space for visiting aircraft	<p>LGT ACFT:</p> <p>1 Hangar 101 x 20x 4,10 m 1 Hangar 80 x 20 x 5,10 m 1 Hangar 80 x 20 x 5,50 m</p> <p>Commercial and general aviation:</p> <p>1 Hangar 170 x 62,5 x 15 m Workshop 80 x 42,5 x 4,15 m</p>
6	Repair facilities for visiting aircraft	<p>Hangarage, major aircraft repairs and major engine repairs up to 5700 kg</p> <p>A 300, 310, 319, 320, 330, 340, B 727, 737, 747, 757, 767, BAC 111, BAE 125, Beech 90, 100, 200, 300, 400, Canadair 600, 601, 604, CASA 212, Cessna 500, 550, 560, Convair 580, Falcon 10, 20, 50, 900, 2000, G-II59, G-I59, G-4, G-5, Lear 20, 23, 24, 25, 31, 35, 36, 55, 60, Lockheed 731, 1011, MD80, Mitsubishi 300, PC12, Piper 31, 42, Rockwell 690.</p>
7	Remarks	Oxygen and related servicing

**LSGG AD 2.5 PASSENGER FACILITIES**

1	Hotels	In city and around the AP
2	Restaurants	Swiss and French restaurants, fast food, bar at the AP
3	Transportation	Buses, taxis, trains, car rental
4	Medical facilities	First aid at AP, hospitals in the city, 2 ambulances
5	Bank and Post Office	At AP and in city
6	Tourist Office	At AP and in city
7	Remarks	NIL

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

1	AD category for fire fighting	0500 - 2330 (0400 - 2230): Category 9 and O/R category 10 2331 - 0459 (2231 - 0359): Category 7 and O/R category 9
2	Rescue equipment	Available, 1 rescue boat, 6 inflatable rafts for 37 passengers each, 2 inflatable raft for 65 passengers each.
3	Capability for removal of disabled aircraft	B-747
4	Remarks	Ambulances available H24

**LSGG AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Type(s) of clearing equipment	13 Jetbrooms, 10 snow ploughs, 16 trucks, 4 de-icers, 6 snow blowers
2	Clearance priorities	Runway, taxiways, then Apron
3	Remarks	<p>Snow removal assured</p> <p>RWY 04/22 de-iced / anti-iced with KFOR (potassium formate fluids) or with NAFO (sodium formate solids)</p>

## LSGG 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
04	046° GEO 043° MAG	3900 x 50	PCN 81 R/B/W/T CONC	46 13 40.23N 006 05 38.24E	1411 ft	Refer to: AOC RWY 04/22
22	226° GEO 223° MAG			46 15 01.30N 006 07 37.22E	1365 ft	

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
04	NIL	60 x 150	4020 x 280	YES	Precision approach RWY CAT I Grooved surface RESA: 100 x 100 m.
22		60 x 150		YES	Precision approach RWY CAT III Grooved surface RESA: 90 x 100 m.

## LSGG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
04	3900	3960	3900	3570	Full length
	3570	3630	3570	3570	From DTHR 04
	3200	3260	3200	not applicable	Intersection FOXTROTT
	2600	2660	2600		Intersection ECHO
	2750	2810	2750		Intersection QUEBEC
	1850	1910	1850		Intersection CHARLIE
	1870	1930	1870		Intersection PAPA
22	3900	3960	3900	3900	Full length
	2600	2660	2600	not applicable	Intersection BRAVO
	2000	2060	2000		Intersections PAPA/CHARLIE
	1140	1200	1140		Intersection QUEBEC

Note: RWY 22, limited runway end safety area provided.

**LSGG AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
04	Calvert CAT I, 720 m, LIH, LED	RTHL G, LIH, WBAR; RTIL FLG W, LED	PAPI 3.0°, L, 18.50 m, no LED	NIL	3000 m, 15m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH.	330 m, 30 m R, LIH; 2970 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. all LED	R, LIH, LED	NIL	NIL
22	Calvert CAT II/III, 900 m, LIH, LED	RTHL G, LIH, WBAR; RTIL FLG W, LED	PAPI 3.0°, L, 19.94 m, no LED	900 m, LIH, LED	All LED	3300 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. all LED	R, LIH, LED	NIL	See note below

Note: Supporting structures for RWY 22 elevated approach lights are non-frangible.

**LSGG 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	No LDI. Anemometer: RWY 04: 275 m N of THR 04, LGTD. RWY 22: 425 m SW of THR 22, LGTD.
3	TWY edge and centre line lighting	Edge: RWY exits, TWY curves and apron area. LIL, B, LED. CL: TWY A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4 and 5, TWY P and Q partially, holding bays A and G. LIH, G, LED; coded Y/G on ILS critical/sensitive areas, LIH, LED. RETIL: TWY B, D and E. LIH, Y, LED. North Apron: TWY centre lights 50 m before and 50 m after TWY stop bar (TSB) Q1, Q2, P1. HEL TWY V: no TWY centre lights. IHP P2 across BAY P, LGT. IHP R1 across BAY R, LGT.
4	Secondary power supply/switch-over time	AVBL / MAX 1 sec
5	Remarks	OBST: Marked and lighted (see <a href="#">LSGG AD 2.24.1 - 1</a> )

## LSGG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LA DOLE DME	LDL	CH 106X	H24	46 25 28.6N 006 05 56.3E	5517ft	NIL	DOC 80 NM / 50'000 ft. Paired VOR FREQ 115.90 MHz.
PASSEIRY DVOR/DME (VAR 3° E)	PAS	116.60 MHz 113X	H24	46 09 49.3N 005 59 59.7E	1422ft	NIL	PSN: 223°MAG, 5.5 NM FM THR 04. DOC 80 NM / 50'000 ft.
MT. PELERIN DME	PEL	CH 55Y	H24	46 29 49.5N 006 49 08.9E	3942 ft	NIL	DOC 80 NM / 50'000 ft. Paired VOR FREQ 111.85 MHz.
LOC 22, ILS CAT III, class III/E/4, VAR 3° E	ISW	108.70 MHz	H24	46 13 29.0N 006 05 21.7E	NIL	NIL	LOC PSN: 496 m FM THR 04. RWY 22: LOC course 223° MAG. Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° 3500 ft AMSL linearly raising to 17 NM +/- 35° 5800 ft AMSL. at 25 NM; +/- 10° 5000 ft AMSL.
GP 22		330.50 MHz	H24	46 14 56.5N 006 07 22.8E	NIL	NIL	GP angle 3°. PSN: 325 m FM THR 22. GP HGT THR 22: 58 ft (17.7 m). Restricted coverage: at 10 NM - 8° S to 4° N from CL above 2900 ft AMSL. at 20 NM - 8° S to 4° N from CL above 6000 ft AMSL.
DME 22	ISW	24X	H24	46 14 56.4N 006 07 21.2E	1378 ft	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° 3500 ft AMSL linearly raising to 17 NM +/- 35° 5800 ft AMSL. at 25 NM; +/- 10° 5000 ft AMSL.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 04, ILS CAT I, class I/C/2, VAR 3° E	INE	110.90 MHz	H24	46 15 12.8N 006 07 54.1E	1374 ft	NIL	LOC PSN: 505 m FM THR 22. RWY 04: LOC course 043° MAG. Front course sector width 2.95°. Restricted coverage (published procedures covered): at 17 NM; +/- 30° from CL above 6300 ft AMSL. at 25 NM; +/- 10° from CL above 6300 ft AMSL. Maximum elevation 4.3° above horizontal. All LOC restrictions in reference to the LOC.
GP 04		330.80 MHz	H24	46 13 50.0N 006 05 43.6E	NIL	NIL	GP angle 3°. PSN: 324 m FM THR 04 GP HGT 50 ft / 15 m THR 04. Coverage (published procedures covered): at 10 NM; +/- 8° from CL above 2800 ft AMSL. at 20 NM; +/- 8° from CL above 5800 ft AMSL.
DME 04	INE	46X	H24	46 13 50.0N 006 05 43.8E	1460 ft	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 17 NM -10° N to +30° S from CL above 6300 ft AMSL. at 25 NM -8° N to +10° S from CL above 6300 ft AMSL.

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**LSGG AD 2.20 LOCAL AERODROME REGULATIONS****1. Local flying restrictions and remarks****1.1 Scheduled air traffic and charter flights**

Scheduled air traffic and charter FLT's are subject to schedule coordination performed by Slot Coordination Switzerland. Permission requests for slots shall be submitted to:

Slot Coordination Switzerland e-mail: [slot@slotcoordination.ch](mailto:slot@slotcoordination.ch)

ACFT stopovers of more than 3 hours (including night stops), as well as ACFT type changes are subject to parking stand availability.

**1.2 Non-scheduled flights**

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

**1.3 Other non-scheduled commercial air traffic as well as non-commercial air traffic**

Non-scheduled commercial air traffic and non-commercial air traffic (airplanes and HEL) are subject to coordination requirement PPR.

Airplanes (IFR):

- PPR availability on <http://ppr.gva.ch>
- For non-scheduled commercial air traffic PPR slot shall be requested via handling agent (REF: LSGG AD 2.20, § 4).
- For non-commercial air traffic using north apron only, PPR slot can be requested via PPR Office.
- Reservation possible 5 days in advance (Day-5)

Airplanes (VFR)

- PPR for VFR airplanes traffic: refer to VFR Manual LSGG AD INFO.

Helicopters (IFR)

- PPR availability on <http://ppr.gva.ch>
- For non-scheduled commercial air traffic, PPR slot shall be requested via handling agent (REF: LSGG AD 2.20, § 4).
- Reservation possible 5 days in advance (Day-5)
- For non-commercial air traffic, PPR slot can be requested via PPR Office.
- Reservation possible on the day of operation (Same day).
- Reservation for parking on helipad mandatory through PPR office.

Helicopters (VFR)

- PPR for VFR helicopter traffic: refer to VFR Manual LSGG AD INFO.

PPR Office:

- PPR Office OPN HR: MON to SUN 0700 - 1700 (0600 - 1600).  
Phone number +41 (0) 22 717 71 26.

PPR slot:

- PPR slot has to be requested before filing any flight plan.
- Permission number must be indicated in item 18 of FPL.
- FPL has to include DEP or ARR time based on allocated PPR time frame.
- Any modifications and/or cancellations must be immediately notified to handling agent or to the PPR Office.

**1.4 Not subject to permission requirements are:**

- a. SAR FLT's, medical FLT's, police FLT's, Swiss MIL FLT's and FLT's authorised or operated by FOCA;
- b. Air traffic which has to divert to Geneva due to safety, MET, technical or medical reasons, except during specific periods notified by NOTAM.

Despite the PPR exemption criteria, flights must be announced to Airport Operations (+41 (0) 22 717 71 26 or +41 (0) 22 717 71 27) except for emergency cases.

**1.5 Helicopters Operations**

North Apron: Simultaneous hover operations on HEL stands are not allowed

South Apron: HEL FLT's are subject to special AUTH from Genève AP Authorities (except HUG SAR HEL).

For AUTH, contact [airport.manager@gva.ch](mailto:airport.manager@gva.ch) or the AP Duty Manager + 41 (0) 22 717 79 79.

Request for AUTH has to include:

- Date of FLT (ARR and DEP)
- ARR time (UTC)
- DEP time (UTC)
- Type of HEL
- Reason for operating on south apron

## 2. Night ban regulations

### 2.1 General

According to Chapter 4, Section 2 of the VIL (edict 748.131.1 concerning aeronautical infrastructure) on the rules governing night-time FLT, LDGs and DEPs are banned for:

Commercial Air Transport see § 2.2;

Non-commercial Air Transport see § 2.3.

### 2.2 Commercial Air Transport

Definition of Commercial Air Transport: "S" or "N" as per ICAO flight plan see [ENR 1.10](#).

LDGs of Commercial Air Transport are banned from 2300 to 0359 (2200 to 0259) and restricted from 0400 to 0459 (0300 to 0359).

LDGs from 0400 to 0459 (0300 to 0359) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STA during this time frame, and
- b. holds a Genève AP slot during this time frame which has been issued by Slot Coordination Switzerland.

Delayed LDGs may be tolerated between 2300 and 2329 (2200 and 2229). Prior APV from the Genève AP Authorities must be obtained.

For LDGs of Chapter (Stage) two ACFT, see § 2.5

Ferry FLT ARR are:

- a. Banned from 2100 to 0459 (2000 to 0359).
- b. Derogations from 2100 to 2259 (2000 to 2159) may be given by the Genève AP Authorities.

LDGs of supplementary FLT during the night bans described in § 2.20.2.2 and carried out during the period from the second FRI before Christmas (25 DEC) to the second MON after the New Year (01 JAN) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STA during this time frame, and
- b. holds a Genève AP slot during this time frame issued by Slot Coordination Switzerland.

■ In the morning, LDGs can only expect to REC an APCH clearance if they are overhead SAPRE (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown at the earliest 5 MIN before the respective night ban ends. LDG clearance will be issued only if touchdown will occur after the end of the night ban.

■ In the evening, LDGs can only expect to REC an APCH clearance if they are overhead SAPRE (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown no later than 10 MIN before the respective night ban comes into effect. LDG clearance will be issued only if touchdown will occur before the night ban.

DEPs of Commercial Air Transport are:

- a. banned from 2300 to 0459 (2200 to 0359)
- b. restricted from 2100 to 2259 (2000 to 2159).
- c. ACFT shall be fully ready at the holding point at latest 10 minutes before the applicable night regulation comes into effect.
- d. Departure remains subject to traffic.

DEPs from 2100 to 2259 (2000 to 2159) are only permitted provided:

- a. ACFT with a noise index less than 98 EPNdb are used to DESTs (non-stop FLT only) of more than 5000 km (2700 NM), or
- b. ACFT with a noise index less than 96 EPNdb are used for all other DESTs.
- c. Non-Scheduled Commercial ACFT of noise category 4 or 5 holding a valid PPR and prior APV from the Genève AP Authorities.

Delayed DEPs may be tolerated between 2300 and 2329 (2200 and 2229). Prior APV from the Genève AP Authorities must be obtained.

For DEPs of Chapter (Stage) two ACFT see § 2.5.

Ferry FLT DEPs are:

- a. Banned from 2100 to 0459 (2000 to 0359).
- b. Derogations from 2100 to 2259 (2000 to 2159) may be given by the Genève AP Authorities.

DEPs of supplementary FLT during the night bans described in § 2.20.2.3 and carried out during the period from the second FRI before Christmas (25 DEC) to the second MON after the New Year (01 JAN) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STD during this time frame, and
- b. holds a Genève AP slot during this time frame issued by Slot Coordination Switzerland.

Prior permission is required from the Genève AP Authorities by all commercial air transport operations during the night bans described in § 2.2. Permission to operate during the night ban is only granted in exceptional circumstances.

### 2.3 Non-commercial Air Transport

Definition of non-commercial Air Transport: "G", "M" or "X" as per ICAO flight plan see [ENR 1.10](#).

LDGs of non-commercial Air Transport are banned from 2100 to 0459 (2000 to 0359).

For LDGs of Chapter (Stage) two ACFT, see § 2.5.

In the morning, LDGs can only expect to REC an APCH clearance if they are overhead SAPRE (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown at the earliest 5 MIN before the respective night ban ends. LDG clearance will be issued only if touchdown will occur after the end of the night ban.

In the evening, LDGs can only expect to REC an APCH clearance if they are overhead SAPRE (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown no later than 10 MIN before the respective night ban comes into effect. LDG clearance will be issued only if touchdown will occur before the night ban.

VFR traffic must have planned their FLTs in order to RCH the AD circuit at least 30 MIN before the end of evening civil TWIL (REF: [GEN 2.7](#)). This is to ensure that LDGs can take place before the end of evening civil TWIL despite possible delays caused by ATC or other events.

DEPs of non-commercial Air Transport are:

- a. banned from 2100 to 0459 (2000 to 0359)
- b. ACFT shall be fully ready at the holding point at latest 10 minutes before the applicable night regulation comes into effect.
- c. Departure remains subject to traffic.

For DEPs of Chapter (Stage) two ACFT, see § 2.5.

Prior permission is required from the Genève AP Authorities by all non-commercial air transport operations during the night bans described in § 2. Permission to operate during the night ban is only granted in exceptional circumstances.

### 2.4 Exemptions

Urgent FLTs holding special AUTH and/or diplomatic clearances from FOCA to operate during the night ban:

State ACFT ("X" with STS/STATE or STS/HEAD as per ICAO flight plan see [ENR 1.1](#)) both Swiss and foreign (see [GEN 1.2.5](#), on entry, transit and DEP of foreign State ACFT through Swiss airspace or ADs);

MIL ACFT ("M" as per ICAO flight plan see [ENR 1.1](#)) both Swiss and foreign (see [ENR 1.1](#), on entry, transit and DEP of foreign MIL ACFT through Swiss airspace or ADs).

Urgent FLTs holding PERM special AUTH to operate during the night ban from the Genève AP Authorities:

- SAR FLTs (STS/SAR);
- Medevac FLTs (STS/HOSP);
- Law enforcement/supervision FLTs;
- Disaster relief FLTs (STS/HUM).

Forced LDGs due to MET, technical or serious medical reasons.

### 2.5 Chapter (Stage) two ACFT

Chapter two ACFT are no longer permitted to use Swiss ADs.

In exceptional circumstances (e.g. ACFT performing scheduled MAINT at an APV MAINT facility at Genève AP), FOCA, in conjunction with the Genève AP Authorities, can issue an exemption permit for chapter two ACFT to operate at Genève AP.

Application forms are obtained from the Genève AP Authorities. A CMPL form must be returned, by FAX, to the same authorities, at least three working days before the date of the planned FLT.

A copy of this form, with "permission granted" by FOCA, must travel and remain with the ACFT FLT documents for the DUR of the stay at Genève AP.

Chapter two ACFT, holding an exemption permit, are subject to the following restrictions:

LDGs and TKOFs from MON to FRI, 0800 to 1759 (0700 to 1659), except during locally recognised HOL.

Chapter two ACFT, holding an exemption permit, are still liable for all relevant AP and ATC charges as per [GEN 4.1.4](#), LSGG and [GEN 4.2.1](#).

The Genève AP Authorities reserve the right to impose a fine on the applicant if the above is not respected.

The procedures for all foreign government, and foreign MIL, chapter two ACFT are as per [GEN 1.2.5](#).

## 3. Reporting of parking position at departure

At DEP, all crews of ACFT parked on the main apron shall report the ACFT stand number when establishing the first RTF contact with "Geneva Ground".

These numbers, indicated in [LSGG AD 2.8](#), are conspicuously displayed on the front of the terminal BLDG and of the satellites.

#### 4. Ground handling agents

For commercial air transport, except taxi FLTs, the use of one of the ground handling agents mentioned below is required.

The name of the ground handling agent shall be specified:

- at least 10 days prior to the start of operation at Genève, or
- when there is a change of ground handling agent.

**For commercial air transport, except taxi FLTs, the handling agents are:**

Post: **Swissport International SA**  
Contracting Manager  
P.O. Box 776  
CH-1215 Geneva 15  
Phone: +41 (0) 22 799 32 30  
Fax: +41 (0) 22 799 32 66  
Email: gva.som@swissport.com  
SITA: GVAKSXH  
FREQ: 129.705 MHz (ground)

Post: **Dnata Switzerland AG**  
Station Control  
P.O. Box 196  
CH-1215 Geneva 15  
Phone: +41 (0) 22 555 94 82  
Fax: +41 (0) 22 555 94 85  
Email: gva.ops@dnata.ch  
SITA: GVAKO7X  
FREQ: 131.505 MHz  
(call sign: Dnata Handling Geneva)

Operators of non-scheduled commercial air traffic as well as non-commercial air traffic using the south apron are obliged to choose one of the ground handling agents listed below.

Self handling is not allowed.

Crew and passengers (non-commercial air traffic using the north apron) without a handling agent must use the non-Schengen channel and will be subject to document controls.

For general and business aviation FLTs, on ARR and DEP, the name of the handling agent must be entered in item 18 "Other information" of the ICAO FPL.

**For business and general aviation FLTs, the ground handling agents are:**

Post: **Jet Aviation AG**  
**Geneva Airport Branch**  
18, Chemin des Papillons  
P.O. Box 456  
CH-1215 Geneva 15  
Phone: +41 (0) 58 158 18 11  
Fax: +41 (0) 58 158 18 15  
Email: dopah@jetaviation.ch  
SITA: GVAPJPP, LSGGPJSX  
FREQ: 130.655 MHz

Post: **Dassault Aviation Business Services**  
6, Rue Robert Adrien Stierlin  
CH-1217 Meyrin  
Phone: +41 (0) 22 710 44 34  
Fax: +41 (0) 22 710 44 40  
Email: fbo@dassault-business.com  
SITA: GVATAXH  
FREQ: 131.430 MHz

### 8.3.4 Push-back and tow procedures

In all cases, the ACFT rotating beacon shall be operated during the push-back procedure.

If security requires, "Follow me" vehicles will escort ACFT during the push-back procedure.

Request ATC clearance with "Geneva Ground", FREQ **121.680** MHz.

Start-up shall be initiated during push-back unless otherwise instructed by "Geneva Apron", FREQ **121.855** MHz.

Request push-back and start-up clearance with "Geneva Apron", FREQ **121.855** MHz.

For the towing or push-back of an operating ACFT a general AUTH will only be given to the cockpit crew. Detailed instructions will be transmitted directly to the driver.

All instructions for the tow or push-back of ACFT with MAINT personnel in the cockpit will be transmitted directly by "Geneva Apron" on the tow vehicle's FREQ to the driver.

#### Notes:

- Clearances for push-back or TAX may only be requested if the ACFT is immediately ready to carry out the manoeuvre.
- Changes of FREQ must be carried out immediately, as instructed.

All ACFT operators and handling agents must ensure, H24 and within a MAX of one HR, that push-back equipment and personnel, as well as an authorised cockpit brake operator, are AVBL for their ACFT. Due to operational reasons, Genève AP Authorities may ask for the repositioning of an ACFT. Towing costs will be charged to the operator.

Parking PSNs GOLF for General Aviation FLTs:

Push-back into PSNs GOLF 1 - 4 is mandatory on ARR. Passengers must remain on board until the ACFT is in the final parking PSN and secured.

## 9. Run-up

Run-ups are subject to a prior AUTH of the Genève AP Authority (Operation Division), "Apron Control",

Phone: 7141, 7140.

## 10. Fuelling with passengers on board

Reference: FOCA Directive 01 DEC, 2000 / EU-OPS-1 12 JAN, 2008

### 10.1 Conditions

Authorised only with JET A-1 fuel.

Not permitted on ACFT with MTOW less than 5700 kg and/or with a capacity of less than 20 seats.

Defuelling with passengers on board is strictly prohibited.

### 10.2 Procedure

The PIC must ensure that the Fire Brigade Service is duly informed that fuelling with passengers on board (also while embarking or disembarking) will be conducted.

At least two exits must be accessible by a jetty or mobile stairs. If not applicable, CLR EMERG slide deployment areas must be guaranteed.

The ACFT cockpit must be occupied by a pilot and communication with ground personnel must be established during the operation.

## 11. Code letter F aircraft

ACFT with wingspan code letter F operations are prohibited. Isolated operations of A124, B748 and C5M are subject to PPR.

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## LSGG AD 2.21 NOISE ABATEMENT PROCEDURES

### 1. General

The following procedures are defined to reduce noise around Genève AP. They also apply to training and check FLT's.

Pilots may deviate from Noise Abatement Procedures only upon instruction by ATC, previous AUTH of Genève AP Authority or FOCA, or for safety reasons.

The term "Night" covers the period between 2100 and 0459 (2000 and 0359). The term "Day" covers the period between 0500 and 2059 (0400 and 1959).

Training and check FLT's are prohibited at night.

The North Apron (GAC) is CLSD at night, except for ambulance FLT's and towed ground movements.

TKOFs of jet ACFT with a noise certificate in accordance with the standards of ICAO Annex 16, Volume I, Second Part, Chapter 2 are prohibited.

As of 30 MAR 2008, TKOFs and LDGs of ACFT complying with noise certification requirements of ICAO Annex 16, Volume I, Part 2, Chapter 3 by a margin equal to or lower than 5dbA are prohibited at night.

### 2. Arrival

#### 2.1 ILS approach

ILS APCH shall be carried out at an angle equal to or above the GP angle established for each direction as defined by the ILS profile.

The descent shall be planned as to maintain a clean configuration as long as possible, considering safety and ATC requirements.

#### 2.2 RWY 22: Arrival from the South

Pilots may be vectored to join the APCH axis at latest 11NM touchdown.

#### 2.3 Visual approach

If cleared for visual APCH, pilots will be instructed to join or be established on the APCH axis as follows:

- for RWY 22: at latest 8.1NM touchdown (GG808), MNM 4000 ft QNH, for arrivals from the north, or at latest 11 NM touchdown (GG811), MNM 4000 ft QNH, for arrivals from the south.
- for RWY 04: at latest 5.6NM touchdown (PAS VOR).

#### 2.4 Landing

More than idle reverse shall not be used except for safety reasons or if necessitated to comply with an ATC request.

### 3. Departure

Follow strictly published SIDs for RWY 04 and 22 (LSGG AD 2.24), in order to minimise noise around Genève AP.

The climb is carried out as follows for jet and propeller ACFT:

1. TKOF up to 2900 ft QNH with:
  - (reduced) TKOF PWR;
  - $V_2 + 10$  to 20 kt speed or in accordance with climb gradient limitation
2. from 2900 ft QNH to 4400 ft QNH:
  - climb PWR
  - $V_2 + 10$  to 20 kt speed
3. from 4400 ft QNH:
  - ACFT clean up and acceleration to climb speed

■ KONIL J and SOSAL J SIDs will only be assigned to propeller ACFT and jet ACFT with noise classification IV and V in accordance with [GEN 4.1.12](#).

Above 5000 ft/AGL, ATC may permit pilots to deviate from SIDs to shorten the path towards the DEST. Adherence to Noise Abatement Procedures is automatically MNT by a noise MNT system.

#### 4. Visual circuit

Visual circuit for jet and propeller ACFT shall be flown on the northern side of the AP, as follows:

- right (RWY 22) or left (RWY 04) turns for cross-wind at 4 DME ILS (04/22)
- CMB to 3500 ft, max IAS 180 kts,
- base-leg on ATC instruction.

#### 5. Auxiliary Power Unit (APU) and Brake Fan

##### 5.1 Stands

###### A. Stands 1, 2, 3, 3A, 4, 5, 8, 9 to 11, 15 to 19, 31 to 34, 42 to 44, 151, 152, 181, 182, 191, 192

These stands are equipped with fixed electrical PWR (400 Hz) and Pre-Conditioned Air (PCA) supplies. ACFT parked at these stands must use fixed electrical PWR and PCA supplies if required. The electrical PWR will be connected prior, or immediately after engine shutdown. PCA connection follows shortly after engine shutdown.

The use of the airborne Auxiliary PWR Unit (APU) is forbidden at these stands, except:

- before the ACFT is connected to the fixed electrical PWR
- five MIN prior to engine start- or push-back, or
- when fixed electrical PWR or PCA supplies system is U/S.

###### B. Stands 54, 55, 56, 57, 58, 61, 62, 63, 64, 65, 66, 83, 84, 85, 86, 87, 89B, 89C

These stands are equipped with fixed electrical PWR (400 Hz) supply. ACFT parked at these stands must use fixed electrical PWR supply if required. The electrical PWR will be connected prior, or immediately after engine shutdown.

The use of the airborne APU is forbidden at these stands, except:

- until the ACFT is connected to the fixed electrical PWR
- five MIN prior to engine start- or push-back
- when fixed electrical PWR supply system is U/S, or
- when climatic conditions require the use of the APU to cool/heat the ACFT.

##### 5.2 All other stands

On all other stands, whether on south apron or on north apron GAC, airborne APU can only be kept in operation 10 MIN after ARR or started 30 MIN before DEP time.

##### 5.3 Use of APU in particular cases

If the above mentioned restrictions cannot be fulfilled, prior AUTH of Genève AP Authority is required.

##### 5.4 Use of Brake Fan

Use of brake fan shall be kept to the MNM.

**LSGG AD 2.22 FLIGHT PROCEDURES**

**1. Special regulations for GENEVA TMA/CTR**

Repetitive FLTs on the AD circuit are prohibited SAT TIL 0800 (0700), as well as SUN and Swiss, Geneva and French HOL for the whole day. IFR training FLTs are prohibited every SAT during winter charter season beginning 15th DEC until last SAT before Easter.

Public Holidays	2022	2023	2024	2025	2026
New Year's Day	JAN 01	JAN 01	JAN 01	JAN 01	JAN 01
Good Friday	APR 15	APR 07	MAR 29	APR 18	APR 03
Easter Monday	APR 18	APR 10	APR 01	APR 21	APR 06
Labour Day (France)	MAY 01	MAY 01	MAY 01	MAY 01	MAY 01
V-E Day (France)	MAY 08	MAY 08	MAY 08	MAY 08	MAY 08
Ascension Day	MAY 26	MAY 18	MAY 09	MAY 29	MAY 14
National Day (France)	JUL 14	JUL 14	JUL 14	JUL 14	JUL 14
National Day (Switzerland)	AUG 01	AUG 01	AUG 01	AUG 01	AUG 01
Assumption Day (France)	AUG 15	AUG 15	AUG 15	AUG 15	AUG 15
Geneva Prayday	SEP 08	SEP 07	SEP 05	SEP 11	SEP 10
All Saints' Day (France)	NOV 01	NOV 01	NOV 01	NOV 01	NOV 01
Armistice Day (France)	NOV 11	NOV 11	NOV 11	NOV 11	NOV 11
Christmas Day	DEC 25	DEC 25	DEC 25	DEC 25	DEC 25
Restoration Day (Geneva)	DEC 31	DEC 31	DEC 31	DEC 31	DEC 31

**1.1 IFR procedures**

Procedures to be followed by arriving and departing ACFT are contained on the charts: STAR/SID RWY 04/22 REF: [LSGG AD 2.24](#).

Note: ATC may instruct DEV from standard ARR and DEP routes in accordance with noise abatement procedures.

All LSGG SID/STAR procedures are designed in accordance with ICAO PANS-OPS criteria for RNAV 1 with GNSS or DME/DME/IRU.

ACFT unable GNSS or DME/DME/IRU may be exceptionally accepted in LSGG. PIC shall report "UNABLE RNAV" on initial call. If inbound, expect radar vectors and ILS APCH. In case of MA, follow MA published for RNAV failure.

If outbound, expect omnidirectional departure.

**1.1.1 SID Descriptions**

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 jets) 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](#)).

**1.1.1.1 SID RWY 04 - RNAV (see chart LSGG AD 2.24.7 - 1)**

DESIGNATOR	RWY 04				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>ARBOS 1N</b> PDG 5.4% to 1600ft	Climb on track 043°. When passing 7000ft, but not before GG608, turn left direct to LEGVO. Proceed via LIKIQ to ARBOS.	INITIAL CLIMB CLEARANCE FL090. Cross LIKIQ at FL200 or above.		When instructed, contact GENEVA DEP 119.530	NIL

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
<b>BALSI 1N</b> PDG 5.4% to 5600ft	Climb on track 043°. When passing 5000ft, but not before GG608, turn right direct to GG604. Proceed via GG618, RUMIL, LINNA, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross GG618 at FL100 or above, RUMIL at FL120 or above, LINNA at FL190 or above, and BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
<b>CHAMBERY 2N</b> (CBY 2N) PDG 5.4% to 5600ft	Climb on track 043°. When passing 5000ft, but not before GG608, turn right direct to GG604. 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 2P</b> (CBY 2P) PDG 5.4% to 6000ft	Climb on track 043°. When passing 5000ft, but not before GG612, turn left direct to 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 1P</b> PDG 5.4% to 6000ft	Climb on track 043°. When passing 5000ft, but not before GG612, turn left direct to 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	NIL
<b>DEPUL 1T</b> PDG 5.4% to 6000ft	Climb on track 043°. When passing 5000ft, but not before GG608, turn left direct to 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	NIL
<b>MEDAM 1N</b> PDG 5.4% to 5600ft	Climb on track 043°. When passing 5000ft, but not before GG608, turn right direct to GG604. Proceed via ESAPI, ALPOZ, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross ESAPI at FL140 or above, ALPOZ at FL180 or above and VANAS at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
<b>ROCCA 1N/1P</b> PDG 5.4% to 5600ft	Climb on track 043°. When passing 5000ft, but not before GG608, turn right direct to GG604. Proceed via GG605, ODIKI, WATQO to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according to chart.	When instructed, contact GENEVA DEP 119.530	Note: only for TFC DEST or overflying Italy planned below FL200 (T345).
<b>SAPRE 1N</b> PDG 5.4% to 1600ft	Climb straight ahead on track 043° and proceed to SAPRE.	INITIAL CLIMB CLEARANCE FL090. Cross SAPRE at 7000ft or above.	When instructed, contact GENEVA DEP 119.530	NIL
<b>SIROD 1N</b> PDG 5.4% to 1600ft	Climb on track 043°. When passing 7000ft, but not before GG608, turn left direct to KOVIM then proceed to SIROD.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	See note below.

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

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
<b>SOSAL 1N</b> PDG 5.4% to 1600ft	Climb on track 043° to PETAL then proceed via MOLUS to SOSAL.	INITIAL CLIMB CLEARANCE FL090. Cross PETAL at 5000ft or above and MOLUS at FL100 or above.	When instructed, contact GENEVA DEP 119.530	NIL

1.1.1.1.1 SID RWY 04 - RNAV tabular Description (See chart LSGG AD 2.24.7 - 1)

RNAV 1 SID ARBOS 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+7000	-	043° (045.5°T)	-
DF	LEGVO	N	-	-	-	-
TF	LIKIQ	N	+FL200	-	328° (330.7°T)	12.3
TF	ARBOS	N	-	-	328° (330.6°T)	9.5

RNAV 1 SID BALSİ 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	GG618	N	+FL100	-	227° (230.4°T)	17.2
TF	RUMIL	N	+FL120	-	179° (182.4°T)	9.4
TF	LİNNA	N	+FL190	-	178° (181.3°T)	2.7
TF	BEVEN	N	-	-	179° (182.3°T)	7.7
TF	BALSİ	N	+FL200	-	179° (182.3°T)	12.7

RNAV 1 SID CBY 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	CBY	N	-	-	227° (230.4°T)	30.0

RNAV 1 SID CBY 2P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG612	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	PAS	N	+7000	-	-	-
TF	CBY	N	-	-	208° (211.0°T)	19.7

RNAV 1 SID DEPUL 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG612	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	PAS	N	+7000	-	-	-
TF	ARGIS	N	+FL130	-	233° (235.5°T)	20.4
TF	DEPUL	N	+FL150	-	235° (237.8°T)	5.2

RNAV 1 SID DEPUL 1T						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	PAS	N	+7000	-	-	-
TF	ARGIS	N	+FL130	-	233° (235.5°T)	20.4
TF	DEPUL	N	+FL150	-	235° (237.8°T)	5.2

RNAV 1 SID MEDAM 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	ESAPI	N	+FL140	-	179° (182.4°T)	18.7
TF	ALPOZ	N	+FL180	-	140° (143.3°T)	6.6
TF	VANAS	N	+FL200	-	140° (143.4°T)	25.7
TF	MEDAM	N	-	-	142° (144.7°T)	14.2

RNAV 1 SID ROCCA 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	GG605	N	-	-	180° (183.0°T)	13.6
TF	ODIKI	N	+FL140	-	130° (132.9°T)	3.0
TF	WATQO	N	+FL190	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID ROCCA 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	GG605	N	-	-	180° (183.0°T)	13.6
TF	ODIKI	N	+FL140	-	130° (132.9°T)	3.0
TF	WATQO	N	+FL200	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID SAPRE 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	SAPRE	N	+7000	-	043° (045.4°T)	-

RNAV 1 SID SIROD 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+7000	-	043° (045.5°T)	-
DF	KOVIM	N	-	-	-	-
TF	SIROD	N	-	-	308° (311.2°T)	10.3

RNAV 1 SID SOSAL 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	043° (045.5°T)	-
CF	PETAL	N	+5000	-	043° (045.5°T)	-
TF	MOLUS	N	+FL100	-	071° (073.7°T)	16.4
TF	SOSAL	N	-	-	048° (051.0°T)	10.9

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

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>BALSI 1A</b> PDG 4.9% to 3600ft	Climb on track 223°. When passing 7000ft, but not before PAS, turn left direct to GG611. Proceed via RUMIL, GG622, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross GG611 at FL100 or above, RUMIL at FL120 or above, GG622 at FL150 or above, and BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL	
<b>CHAMBERY 2A</b> (CBY 2A) PDG 4.9% to 3900ft	Climb on track 223° to PAS then 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 1A</b> PDG 4.9% to 3600ft	Climb on track 223°. When passing 7000ft, but not before PAS, turn right on track 233° to ARGIS and proceed 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	NIL	
<b>DIPIR 1A</b> PDG 4.9% to 3600ft	Climb on track 223°. When passing 7000ft, but not before PAS, turn right direct to GG617. Proceed via KELUK to DIPIR.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	See note below.	

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

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>KONIL 1R</b> PDG 4.9% to 3600ft	Climb on track 223°. When passing 7000ft, but not before PAS, turn right direct to GG603. Proceed via DEREM, GLEND to KONIL.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	See note below.	

Note: Traffic planned on T544 (MAX FL090), after KONIL proceed to FRIBU.

DESIGNATOR	RWY 22			
	ROUTE		Contact	Remark
	Lateral	Vertical		
<b>MEDAM 1A</b> PDG 4.9% to 3600ft	Climb on track 223°. When passing 7000ft, but not before PAS, turn left direct to GG619. Proceed via GG616, ESAPI, ALPOZ, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross GG619 at FL100 or above, GG616 at FL120 or above, ESAPI at FL140 or above, ALPOZ at FL180 or above, and VANAS at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
<b>ROCCA 1A/1B</b> PDG 4.9% to 3600ft	Climb on track 223°. When passing 7000ft, but not before PAS, turn left direct to GG609. Proceed via GG613, ODIKI, WATQO to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according to chart.	When instructed, contact GENEVA DEP 119.530	Note: Only for TFC DEST or overflying Italy planned below FL200 (T345).
<b>SOSAL 1L</b> PDG 4.9% to 3600ft	Climb on track 223°. When passing 7000ft, but not before PAS, turn left direct to GG602 (MAX IAS 220 kt). Proceed via TINAM, MOLUS to SOSAL	INITIAL CLIMB CLEARANCE FL090. Cross TINAM at FL100 or above.	When instructed, contact GENEVA DEP 119.530	NIL
<b>SOSAL 1R</b> PDG 4.9% to 3600ft	Climb on track 223°. When passing 7000ft, but not before PAS, turn right direct to GG603. Proceed via DEREM, GLEND, KONIL to SOSAL.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	NIL

1.1.1.2.1 SID RWY 22 - RNAV Tabular Description (see chart LSGG AD 2.24.7 - 3)

RNAV 1 SID BALS1 1A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG611	N	+FL100	-	-	-
TF	RUMIL	N	+FL120	-	179° (182.4°T)	6.2
TF	GG622	N	+FL150	-	179° (182.4°T)	3.9
TF	BEVEN	N	-	-	179° (181.8°T)	6.5
TF	BALS1	N	+FL200	-	179° (182.3°T)	12.7

RNAV 1 SID CBY 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	N	-	-	223° (225.5°T)	-
TF	CBY	N	-	-	208° (211.0°T)	19.7

RNAV 1 SID DEPUL 1A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	N	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
CF	ARGIS	N	+FL130	-	233° (235.5°T)	-
TF	DEPUL	N	+FL150	-	235° (237.8°T)	5.2

RNAV 1 SID DIPIR 1A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG617	N	-	-	-	-
TF	KELUK	N	-	-	328° (330.9°T)	10.0
TF	DIPIR	N	-	-	328° (330.7°T)	7.8

RNAV 1 SID KONIL 1R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG603	N	-	-	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	-	-	039° (042.1°T)	4.2
TF	KONIL	N	-	-	040° (042.7°T)	13.1

RNAV 1 SID MEDAM 1A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG619	N	+FL100	-	-	-
TF	GG616	N	+FL120	-	141° (143.5°T)	7.0
TF	ESAPI	N	+FL140	-	141° (143.6°T)	4.4
TF	ALPOZ	N	+FL180	-	140° (143.3°T)	6.6
TF	VANAS	N	+FL200	-	140° (143.4°T)	25.7
TF	MEDAM	N	-	-	142° (144.7°T)	14.2

RNAV 1 SID ROCCA 1A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG609	N	+FL090	-	-	-
TF	GG613	N	+FL110	-	130° (132.8°T)	3.5
TF	ODIKI	N	+FL140	-	130° (132.8°T)	7.1
TF	WATQO	N	+FL190	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID ROCCA 1B						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG609	N	+FL090	-	-	-
TF	GG613	N	+FL110	-	130° (132.8°T)	3.5
TF	ODIKI	N	+FL140	-	130° (132.8°T)	7.1
TF	WATQO	N	+FL200	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID SOSAL 1L						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG602	N	-	-220	-	-
TF	TINAM	N	+FL100	-	050° (052.7°T)	24.2
TF	MOLUS	N	-	-	048° (050.8°T)	8.0
TF	SOSAL	N	-	-	048° (051.0°T)	10.9

**RNAV 1 SID SOSAL 1R**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG603	N	-	-	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	-	-	039° (042.1°T)	4.2
TF	KONIL	N	-	-	040° (042.7°T)	13.1
TF	SOSAL	N	-	-	089° (091.9°T)	17.7

**1.1.1.3 SID RWY 22 - RNAV - ACFT CAT A/B/C (see chart LSGG AD 2.24.7 - 5)**

DESIGNATOR	RWY 04				
	ROUTE			Contact	Remark
	Lateral	Vertical	Contact		
<b>KONIL 1J</b> PDG 4.9% to 1900ft (ACFT CAT A/B/C) MNM climb gradient 11.2% to 4000ft to remain inside controlled airspace.	Climb on track 223°. When passing 1900ft, but not before GG601, turn right direct to GG603 (MAX IAS 190kt, MNM bank angle 25°). Proceed via DEREM, GLEND, GG607 to KONIL.	INITIAL CLIMB CLEARANCE FL090. Cross GLEND at 5000ft or above and GG607 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: Caution! High terrain North of AD. Do not fly North of track 040° to GG603.  
 Note 2: RNAV 1 - GNSS or DME/DME/IRU with automatic runway updating capability required.  
 Note 3: Traffic planned on T544 (MAX FL090), after KONIL proceed to FRIBU.

DESIGNATOR	RWY 04				
	ROUTE			Contact	Remark
	Lateral	Vertical	Contact		
<b>SOSAL 1J</b> PDG 4.9% to 1900ft (ACFT CAT A/B/C) MNM climb gradient 11.2% to 4000ft to remain inside controlled airspace.	Climb on track 223°. When passing 1900ft, but not before GG601, turn right direct to GG603 (MAX IAS 190kt, MNM bank angle 25°). Proceed via DEREM, GLEND, GG607, KONIL to SOSAL.	INITIAL CLIMB CLEARANCE FL090. Cross GLEND at 5000ft or above and GG607 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: Caution! High terrain North of AD. Do not fly North of track 040° to GG603.  
 Note 2: RNAV 1 - GNSS or DME/DME/IRU with automatic runway updating capability required.

## 1.1.1.3.1 SID RWY 22 - RNAV Tabular Description (see chart LSGG AD 2.24.7 - 5)

RNAV 1 KONIL 1J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	GG601	Y	-	-	223° (225.5°T)	-
CA	-	-	+1900	-	223° (225.5°T)	-
DF	GG603	N	-	-190	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	+5000	-	039° (042.1°T)	4.2
TF	GG607	N	+7000	-	040° (042.7°T)	7.8
TF	KONIL	N	-	-	040° (042.8°T)	5.3

RNAV 1 SID SOSAL 1J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	GG601	Y	-	-	223° (225.5°T)	-
CA	-	-	+1900	-	223° (225.5°T)	-
DF	GG603	N	-	-190	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	+5000	-	039° (042.1°T)	4.2
TF	GG607	N	+7000	-	040° (042.7°T)	7.8
TF	KONIL	N	-	-	040° (042.8°T)	5.3
TF	SOSAL	N	-	-	089° (091.9°T)	17.7

**1.1.2 OMNIDIRECTIONAL DEPARTURE PROCEDURES**

GENERAL INFORMATION AND REQUIREMENTS FOR OMNIDIRECTIONAL DEPARTURE PROCEDURES

- Omnidirectional departures assigned by ATC only in case of RNAV failure.
- 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 - 7)**

DESIGNATOR	RWY 04			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>GENEVA ONE NOVEMBER (LSGG 1N)</b> PDG 5.4% to 6100ft	Climb straight ahead on track 043° 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 – LIKIQ – ARBOS. Cross LIKIQ at MNM FL200.
N871	DCT SOSAL.
T544	DCT FRIBU.
T51	DCT KONIL.
ROCCA	ODIKI – WATQO – ROCCA. Cross ODIKI at MNM FL140, WATQO at MNM FL190.
MEDAM	ESAPI – ALPOZ – VANAS – MEDAM. Cross ESAPI at MNM FL140, ALPOZ at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross 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 - 7)

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>GENEVA ONE ALPHA (LSGG 1A)</b> PDG 7.6% to 6200ft	Climb straight ahead on track 223° 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.
N871	DCT SOSAL.
T544	DCT FRIBU.
Y51	DCT KONIL.
ROCCA	ODIKI – WATQO – ROCCA. Cross ODIKI at MNM FL140 and WATQO at MNM FL190.
MEDAM	ESAPI – ALPOZ - VANAS – MEDAM. Cross ESAPI at MNM FL140, ALPOZ at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSİ. Cross RUMIL at MNM FL120, LINNA at MNM FL150, and BALSİ 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 ILS RWY 04 (LSGG AD 2.24.10 - 1)

Missed Approach RNAV 1						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RW04	Y	-	-	-	-
TF	GG852	N	+4000	-	043° (045.5°T)	11.7
TF	SAPRE	Y	+7000	-	043° (045.4°T)	8.9

Note: RNAV 1 - GNSS or DME/DME/IRU required.

1.3.2 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	-	043° (045.5°T)	3.1
TF	RW04	Y	-	-	042° (045.3°T)	14.3
TF	GG852	N	+4000	-	043° (045.5°T)	11.7
TF	SAPRE	Y	+7000	-	043° (045.4°T)	8.9

1.3.3 Procedure description of ILS RWY 22 (LSGG AD 2.24.10 - 5)

Missed Approach RNAV 1						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RW22	Y	-	-	-	-
TF	GG803	Y	-	-	223° (225.5°T)	9.2
DF	SAPRE	Y	+7000	-185	-	-

Note: RNAV 1 - GNSS or DME/DME/IRU required.

1.3.4 Procedure description of RNP RWY 22 (LSGG AD 2.24.10 - 7)

From SAPRE						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	SAPRE	N	+7000	-210	-	-
TF	GG811	N	-	-	222° (225.4°T)	7.7
TF	PETAL	N	-	-	223° (225.7°T)	0.9
TF	GG808	N	4000	-	223° (225.6°T)	2.0
TF	RW22	Y	-	-	223° (225.6°T)	8.1
TF	GG803	Y	-	-	223° (225.5°T)	9.2
DF	SAPRE	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:**

1. If not fully ready, TAX into the HLDG bay.
2. Pilots should be fully ready for a rapid line-up in sequence in accordance with ATC instructions.
3. 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:**

1. 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:

- a. Heavy ACFT: TWY C (1650 m from displaced THR) or TWY B (2350 m from displaced THR);
- b. 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:

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

**3. Runway 22:**

Exit TWYs to be used whenever possible:

For parking stands on South apron:

- a. 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:

- a. Medium/Light/Small ACFT: TWY P (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	-	-	219° (221.9°T)	24.6
TF	BOLGI	N	-	-	219° (221.8°T)	19.3
TF	LIRKO	N	+8000	-250	219° (221.5°T)	7.7
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	142° (145.3°T)	11.5
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR BANKO 3N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	301° (304.4°T)	14.5
TF	GOLEB	N	-	-	301° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	-	-250	301° (304.1°T)	4.9
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

RNAV STAR BELUS 4N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BELUS	N	-FL160	-250	-	-
TF	RILTI	N	-	-	026° (028.9°T)	5.7
TF	CBY	N	+FL100	-	026° (029.0°T)	8.5
TF	INDIS	N	+7000	-	008° (011.0°T)	8.7
TF	GEVEA	N	-	-220	042° (045.3°T)	19.6
TF	BIVLO	N	-	-	121° (123.9°T)	6.1
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

RNAV STAR BENOT 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	228° (231.4°T)	14.0
TF	GG514	N	-FL150	-	223° (226.2°T)	32.1
TF	SOVAD	N	-	-	223° (226.2°T)	17.4
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (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	-	-	228° (231.4°T)	14.0
TF	VADAR	N	-	-	200° (202.5°T)	16.5
TF	GG512	N	-FL150	-250	206° (208.6°T)	17.8
TF	BIVLO	N	-	-	223° (225.8°T)	17.2
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

RNAV STAR DJL 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DJL	N	-	-	-	-
TF	GG517	N	-	-	142° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	142° (144.9°T)	27.0
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR FRIBU 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	-	-	-	-
TF	VADAR	N	-	-	247° (249.7°T)	20.7
TF	GG512	N	-FL150	-250	206° (208.6°T)	17.8
TF	BIVLO	N	-	-	223° (225.8°T)	17.2
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (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	-	-	346° (349.2°T)	12.0
TF	ROCCA	N	-	-	347° (349.7°T)	13.3
TF	GOLEB	N	-	-	346° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	-	-250	301° (304.1°T)	4.9
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°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	-	099° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	100° (102.7°T)	14.3
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

**RNAV STAR ULMES 1N**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	228° (231.4°T)	14.7
TF	VADAR	N	-	-	228° (231.2°T)	13.8
TF	GG514	N	-FL150	-	245° (247.5°T)	18.2
TF	SOVAD	N	-	-	223° (225.6°T)	17.4
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (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	-	-	228° (231.4°T)	14.7
TF	VADAR	N	-	-	228° (231.2°T)	13.8
TF	GG512	N	-FL150	-250	206° (208.6°T)	17.8
TF	BIVLO	N	-	-	223° (225.8°T)	17.2
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (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 4N</b>	From BELUS (MAX IAS 250kt) proceed via RILTI, CBY (IAF), INDIS, GEVEA (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>FRIBU 1P</b>	From FRIBU proceed via 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
<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	-	-	219° (221.9°T)	24.6
TF	BOLGI	N	-	-	219° (221.8°T)	19.3
TF	LIRKO	N	+8000	-250	219° (221.5°T)	7.7
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	142° (145.3°T)	11.5
TF	GG507	N	-	-	042° (045.3°T)	8.8
TF	GG514	N	-	-220	043° (045.6°T)	8.5
FM	GG514	N	-	-	043° (045.6°T)	-

RNAV STAR BANKO 3R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	301° (304.4°T)	14.5
TF	GOLEB	N	-	-	301° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	+7000	-250	301° (304.1°T)	4.9
TF	GG525	N	-	-	043° (045.5°T)	8.7
TF	GG512	N	-	-220	043° (045.7°T)	8.5
FM	GG512	N	-	-	043° (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	-	026° (028.9°T)	5.7
TF	CBY	N	-	-	026° (029.0°T)	8.5
TF	GG502	N	+FL100	-	051° (053.9°T)	7.3
TF	PITOM	N	MNM 7000 MAX FL150	-	042° (045.0°T)	12.0
TF	BIVLO	N	+7000	-	043° (045.8°T)	8.8
TF	GG525	N	-	-	043° (045.5°T)	8.7
TF	GG512	N	-	-220	043° (045.7°T)	8.5
FM	GG512	N	-	-	043° (045.7°T)	-

RNAV STAR BENOT 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	228° (231.4°T)	14.0
TF	VADAR	N	-	-	200° (202.5°T)	16.5
TF	SAPRE	N	-	-210	225° (228.3°T)	17.0

## RNAV STAR BENOT 2T

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	228° (231.4°T)	14.0
TF	VEROX	N	-	-	228° (231.2°T)	17.6
TF	SAPRE	N	-	-210	196° (198.5°T)	16.4

## RNAV STAR DJL 2R

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DJL	N	-	-	-	-
TF	GG517	N	-	-	142° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	142° (144.9°T)	27.0
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	GG507	N	-	-	042° (045.3°T)	8.8
TF	GG514	N	-	-220	043° (045.6°T)	8.5
FM	GG514	N	-	-	043° (045.6°T)	-

## RNAV STAR FRIBU 1R

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	-	-	-	-
TF	VADAR	N	-	-	247° (249.7°T)	20.7
TF	SAPRE	N	-	-210	225° (228.3°T)	17.0

## RNAV STAR KINES 2R

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KINES	N	-	-	-	-
TF	GG519	N	-	-	346° (349.2°T)	12.0
TF	ROCCA	N	-	-	347° (349.7°T)	13.3
TF	GOLEB	N	-	-	346° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	+7000	-250	301° (304.1°T)	4.9
TF	GG525	N	-	-	043° (045.5°T)	8.7
TF	GG512	N	-	-220	043° (045.7°T)	8.5
FM	GG512	N	-	-	043° (045.7°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	-	099° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	100° (102.7°T)	14.3
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	GG507	N	-	-	042° (045.3°T)	8.8
TF	GG514	N	-	-220	043° (045.6°T)	8.5
FM	GG514	N	-	-	043° (045.6°T)	-

RNAV STAR ULMES 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	228° (231.4°T)	14.7
TF	VADAR	N	-	-	228° (231.2°T)	13.8
TF	SAPRE	N	-	-210	225° (228.3°T)	17.0

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

DESIGNATOR	RWY 22		
	ROUTE		Remark
	Lateral	Vertical	
AKITO 3R	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 SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
BANKO 3R	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 SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
BELUS 3R	From BELUS proceed via RILTI, CBY (IAF), GG502, PITOM, BIVLO, GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
BENOT 2R	From BENOT proceed via NEMOS (IAF), VADAR, SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL
BENOT 2T	From BENOT proceed via NEMOS (IAF), VEROX, SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL
DIJON 2R (DJL 2R)	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 SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
FRIBU 1R	From FRIBU proceed via VADAR (IAF), SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL
KINES 2R	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 SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
LUSAR 2R	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 SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
ULMES 2R	From ULMES proceed via ESEVA, VADAR (IAF), SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL

**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
ALPOZ	N 45 48 07.5	E 006 23 01.1	RNAV SID LSGG/OMNI DEP LSGG
ARBOS	N 46 59 03.0	E 006 01 35.0	RNAV SID LSGG/OMNI DEP LSGG
ARGIS	N 45 58 15.6	E 005 35 56.7	RNAV SID LSGG/OMNI DEP LSGG
BALSI	N 45 28 38.6	E 005 57 38.8	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	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	RNAV SID LSGG/RNAV STAR LSGG/OMNI DEP LSGG
DEPUL	N 45 55 30.0	E 005 29 40.0	RNAV SID LSGG/OMNI DEP LSGG
DIPIR	N 46 40 09.1	E 005 35 35.1	RNAV SID LSGG/OMNI DEP LSGG
DJL	N 47 16 14.8	E 005 05 50.4	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
GG601*	N 46 13 08.0	E 006 04 51.0	RNAV SID 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	RNAV SID LSGG
GG605*	N 45 58 33.2	E 006 17 29.9	RNAV SID LSGG
GG607*	N 46 30 13.9	E 006 22 17.7	RNAV SID LSGG
GG608*	N 46 20 49.9	E 006 16 10.6	RNAV SID LSGG
GG609*	N 46 03 43.1	E 006 09 30.0	RNAV SID LSGG/OMNI DEP LSGG
GG611*	N 45 57 56.1	E 005 59 16.0	RNAV SID LSGG/OMNI DEP LSGG
GG612*	N 46 16 38.1	E 006 09 59.5	RNAV SID LSGG
GG613*	N 46 01 20.1	E 006 13 11.7	RNAV SID LSGG
GG616*	N 45 56 57.6	E 006 13 39.2	RNAV SID LSGG
GG617*	N 46 24 38.6	E 005 48 08.4	RNAV SID LSGG
GG618*	N 46 01 05.7	E 005 59 27.6	RNAV SID LSGG
GG619*	N 46 02 35.4	E 006 07 41.4	RNAV SID LSGG/OMNI DEP LSGG
GG622*	N 45 47 50.9	E 005 58 39.1	RNAV SID LSGG
GG803*	N 46 08 34.5	E 005 58 10.9	RNP IAC RWY22 LSGG / ILS 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 / ILS 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	RNAV SID LSGG/OMNI DEP LSGG

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
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	RNAV SID LSGG/OMNI DEP LSGG
LEGVO	N 46 40 04.5	E 006 17 08.0	RNAV SID LSGG/OMNI DEP LSGG
LINNA	N 45 49 01.7	E 005 58 48.1	RNAV SID LSGG/OMNI DEP LSGG
LIKIQ	N 46 50 46.5	E 006 08 23.5	RNAV SID LSGG/OMNI DEP 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
WATQO	N 45 47 22.8	E 006 34 40.1	RNAV SID LSGG/OMNI DEP 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 SID SIROD / DIPIR departures)	LSGG AD 2.24.6 - 3
SID RWY 04 - RNAV	LSGG AD 2.24.7 - 1
SID RWY 22 - RNAV	LSGG AD 2.24.7 - 3
SID RWY 22 - RNAV (ACFT A/B/C)	LSGG AD 2.24.7 - 5
OMNIDIRECTIONAL DEPARTURES RWY 04/22	LSGG AD 2.24.7 - 7
STAR RWY 04 - RNAV - (LUSAR - DJL - AKITO)	LSGG AD 2.24.9 - 1
STAR RWY 04 - RNAV - (BENOT - FRIBU - 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 - FRIBU - 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 ILS RWY 22 CAT II/III	LSGG AD 2.24.10 - 5
IAC RNP RWY 22	LSGG AD 2.24.10 - 7
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**

The information on visual segment surface penetration is published on the respective instrument approach chart. See [LSGG AD 2.24](#) for details.

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RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YZC	RENL
04	Calvert Cat. I	✓	✓	PAPI 3° MEHT 18.50 m	-	✓	✓	600 m	✓
22	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 19.94 m	✓	✓	✓	600 m	✓

ATIS	135.580
DEL	121.680
GND NORTH	121.680
APRON SOUTH	121.855
TWR	118.700

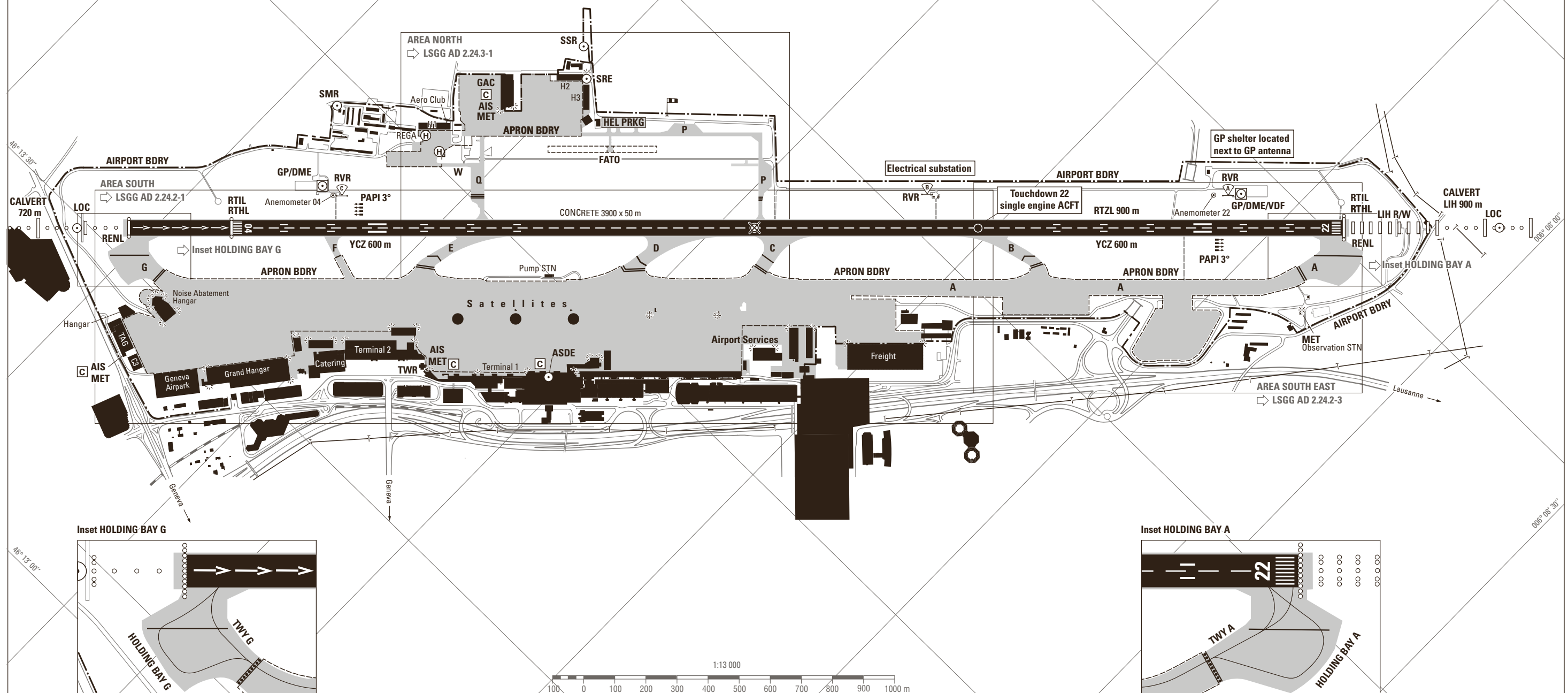
Surface
Apron CONC/ASPH
TWY CONC

- LEGEND
- Holding position CAT I
  - Stop bar CAT II-III
  - Stop bar CAT I-II-III H24

For OBST see AIP LSGG AD 2.10

TWY LGT
EDGE Apron area, RWY-Exits, TWY curves
CL A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5, HLDG bays A and G. Partially installed on Q, P, HLDG bays Q and P
RETIL B, D and E
RGL A*, B, C, D, E, F, G*, P, Q - *Across TWY

LSGG	WGS-84	AD ELEV ft 1411
ARP	46° 14' 18" N / 006° 06' 34" E	—
THR	04	46° 13' 40" N / 006° 05' 38" E 1411
	22	46° 15' 01" N / 006° 07' 37" E 1365



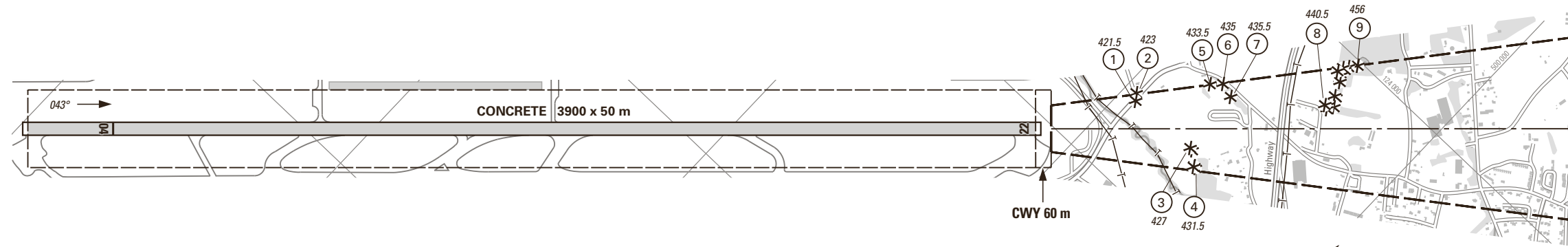
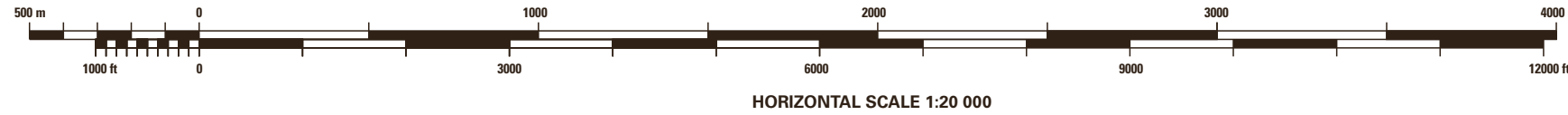
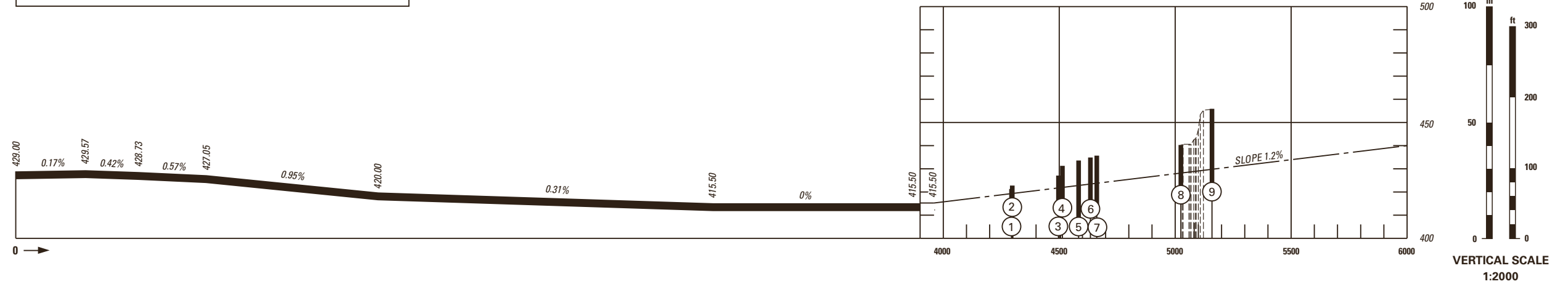
COR: GVA VOR/DME withdrawn (WEF 31OCT2024)

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VAR 3° E (2024.5)

**RWY: 04**

RWY 04	DECLARED DISTANCES in m	RWY 22
3900	TAKE-OFF RUN AVAILABLE	—
3960	TAKE-OFF DISTANCE AVAILABLE	—
3900	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	3900



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND	
①	Identification number
*	Tree, shrub
---	Tree
— —	Transmission line, overhead cable

OBST ELEV in m  
AD ELEV in m  
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

© swisstopo

19th Edition

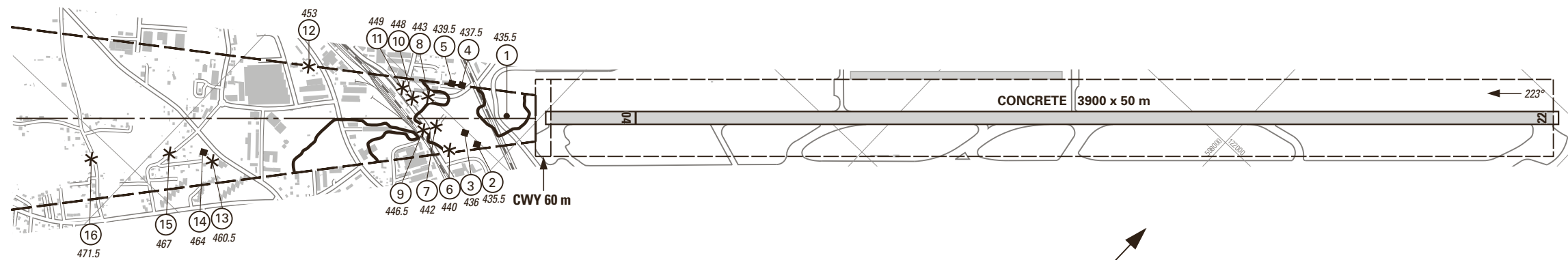
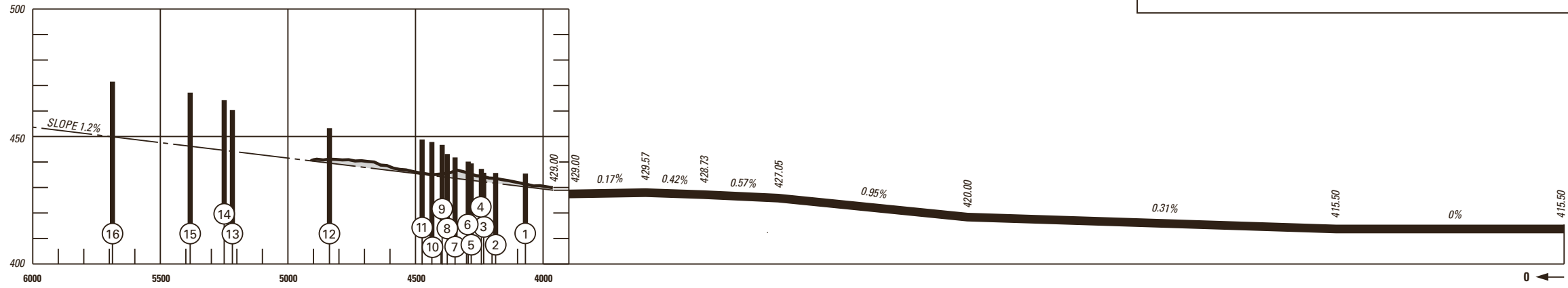
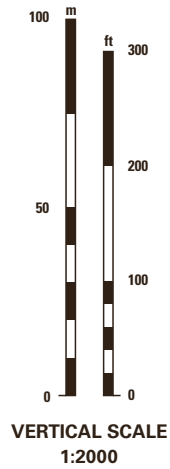
COR: VAR, RWY MAG BRG (WEF 31OCT2024)

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VAR 3° E (2024.5)

**RWY: 22**

RWY 04	DECLARED DISTANCES in m	RWY 22
—	TAKE-OFF RUN AVAILABLE	3900
—	TAKE-OFF DISTANCE AVAILABLE	3960
—	ACCELERATE STOP DISTANCE AVAILABLE	3900
3570	LANDING DISTANCE AVAILABLE	—

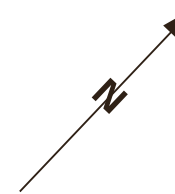


AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND	
①	Identification number
*	Tree, shrub
●	Pole, tower, spire, antenna, etc.
■	Building, large structure
⌒	Terrain penetrating obstacle plane

OBST ELEV in m  
AD ELEV in m

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

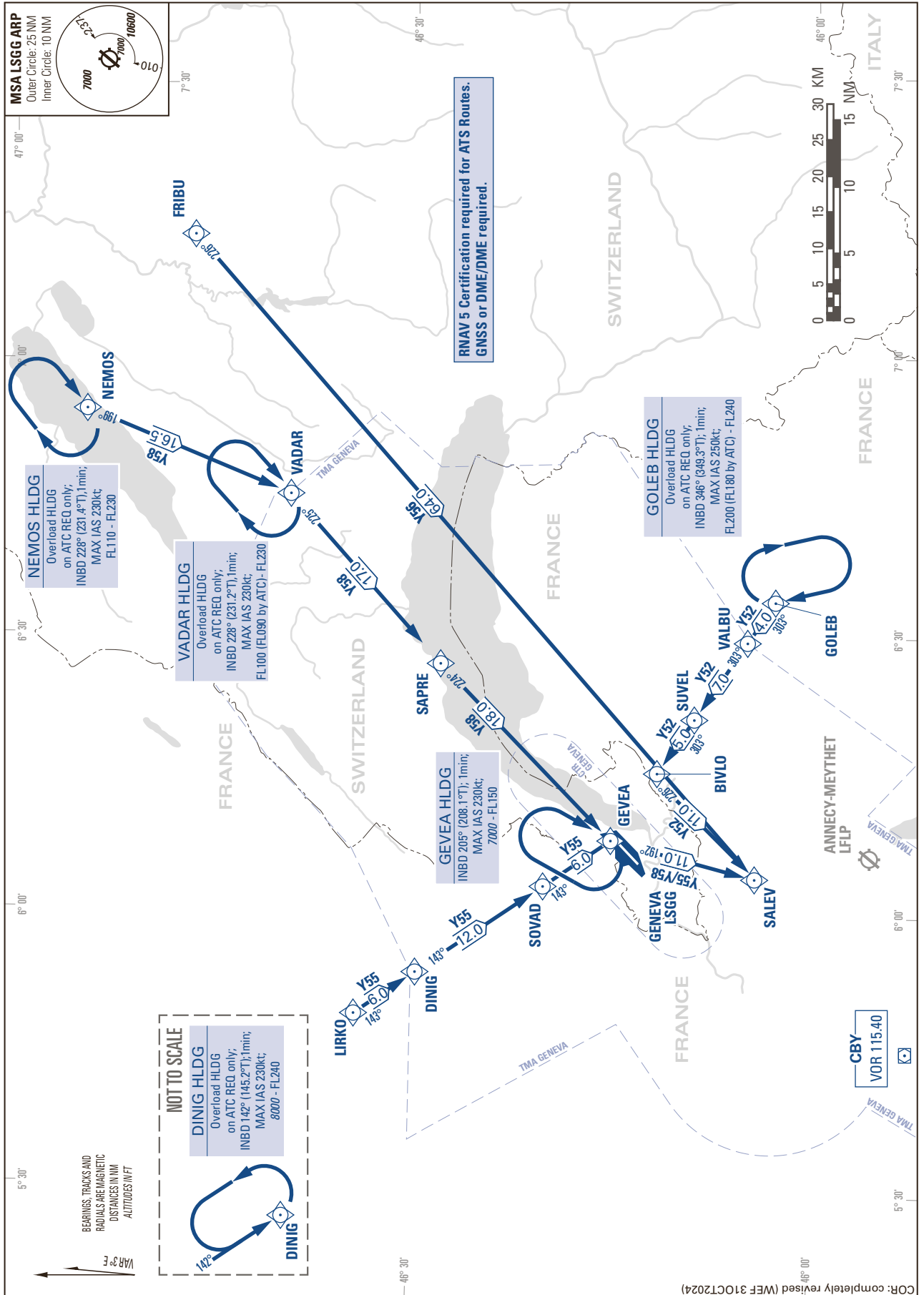


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AREA CHART - ICAO

TRANSIT ROUTES THROUGH GENEVA TMA,  
DESTINATION LFLB and LFLP

GENEVA LSGG  
RNAV



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AREA CHART - ICAO

ROUTING AFTER SID SIROD / DIPIR DEPARTURES

GENEVA - LSGG  
RNAV

**DEFINITION OF ROUTINGS**

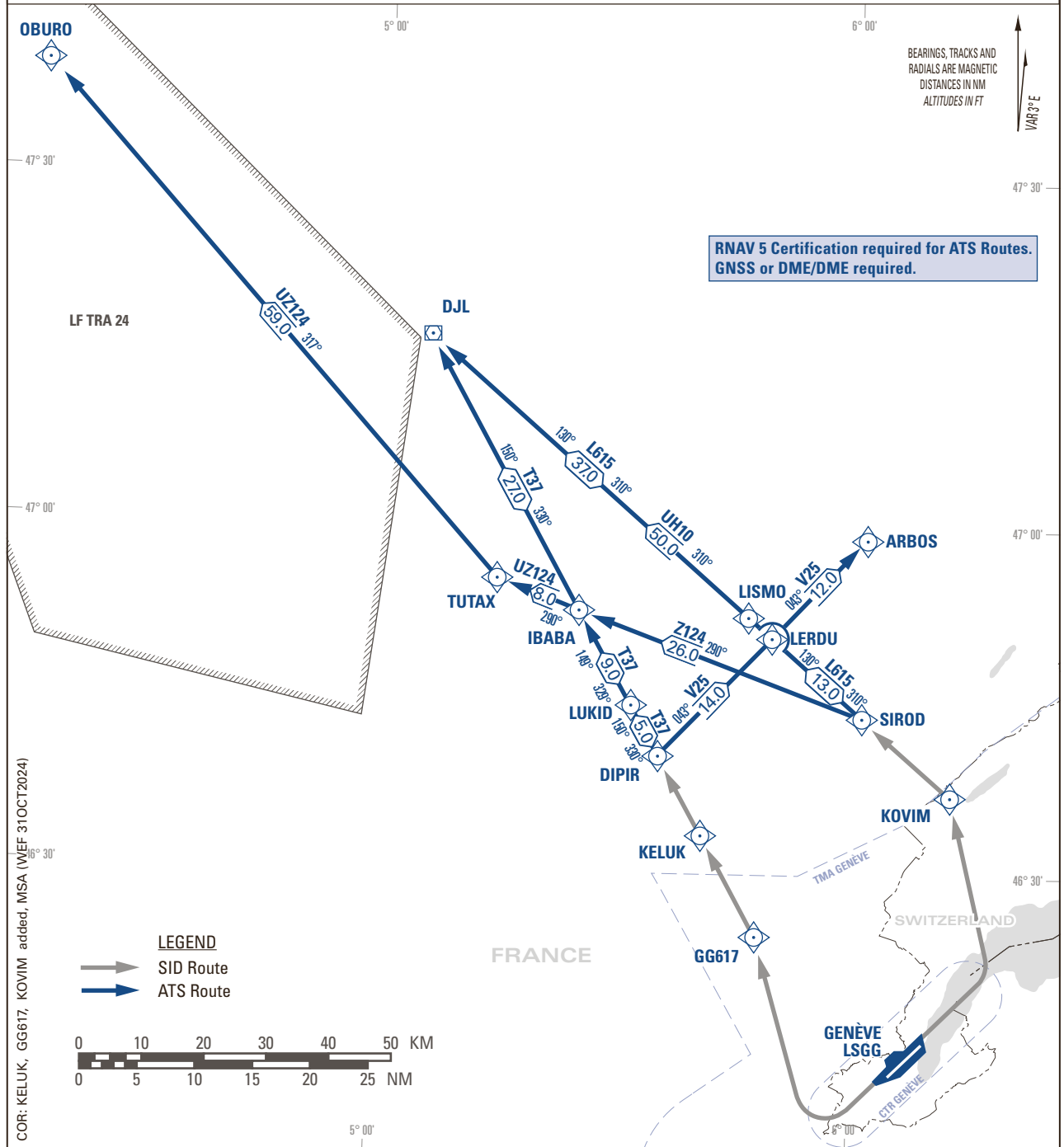
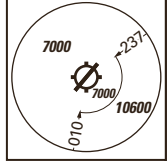
**After DIPIR DEP:**

- 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).

**MSA LSGG ARP**  
Outer Circle: 25 NM  
Inner Circle: 10 NM



RNAV 5 Certification required for ATS Routes.  
GNSS or DME/DME required.

COR: KELUK, GG617, KOVIM added, MSA (WFF 31OCT2024)

**LEGEND**

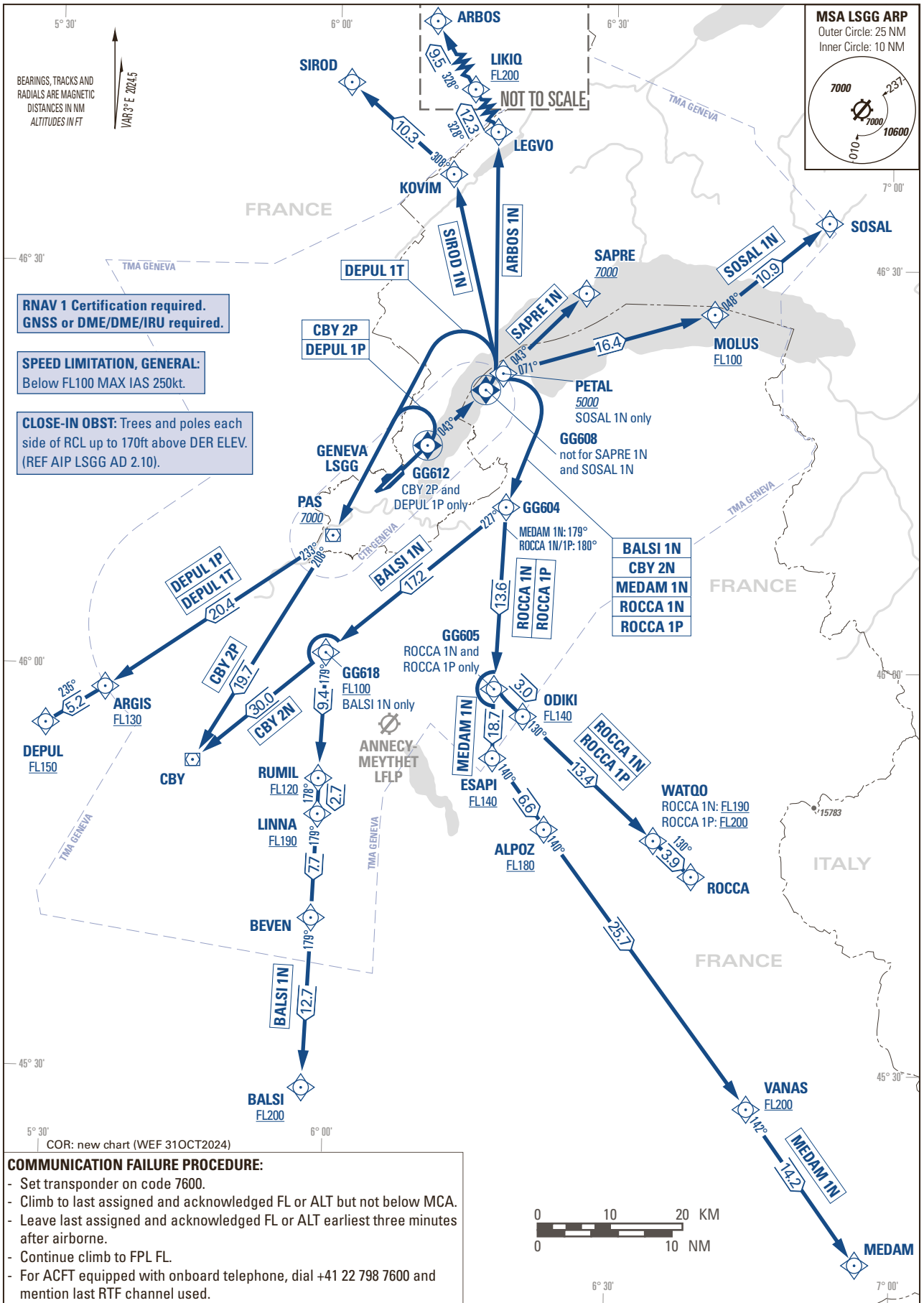
- SID Route
- ATS Route

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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

GENEVA LSGG  
SID RWY 04 - RNAV

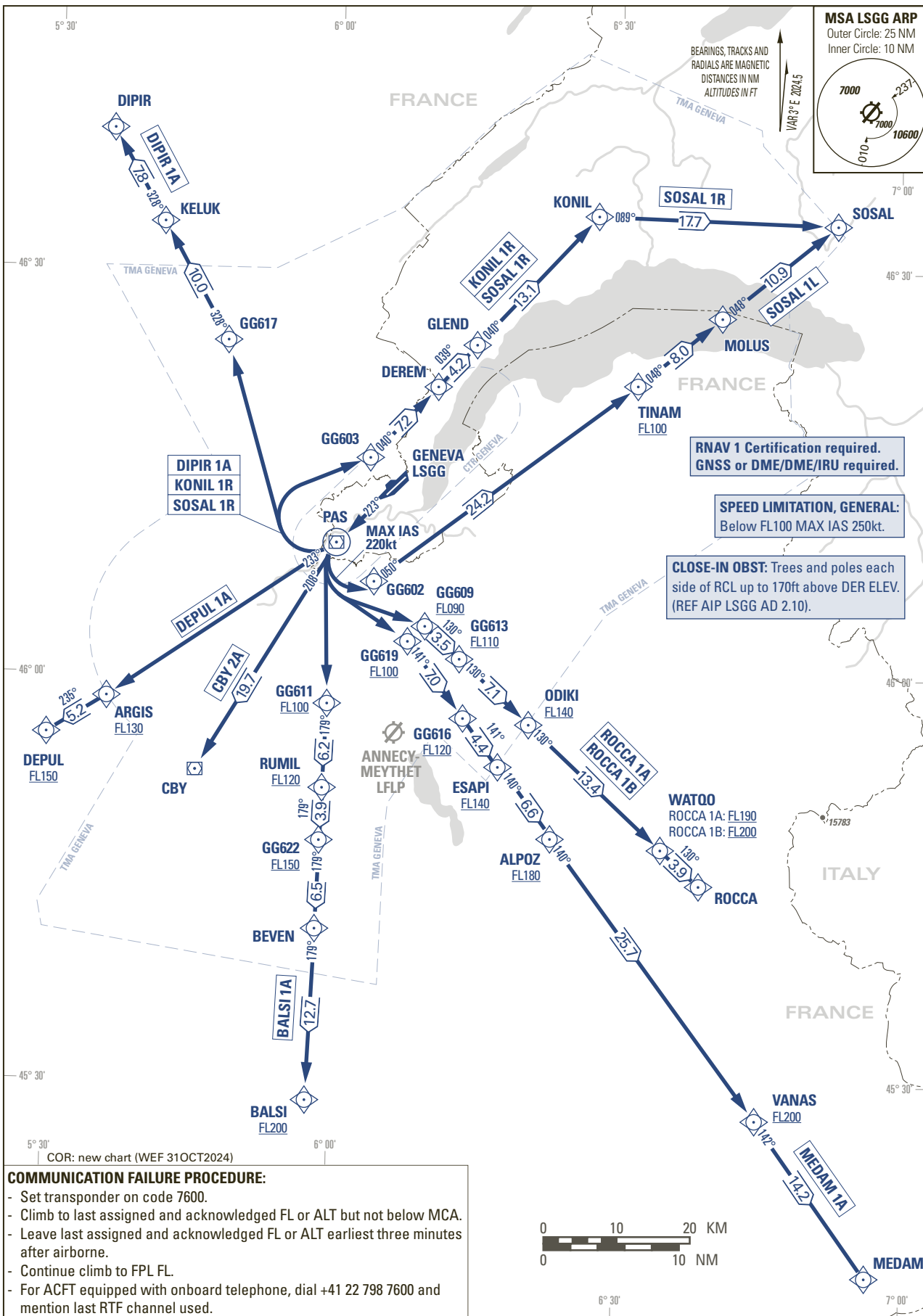


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

GENEVA LSGG  
SID RWY 22 - RNAV

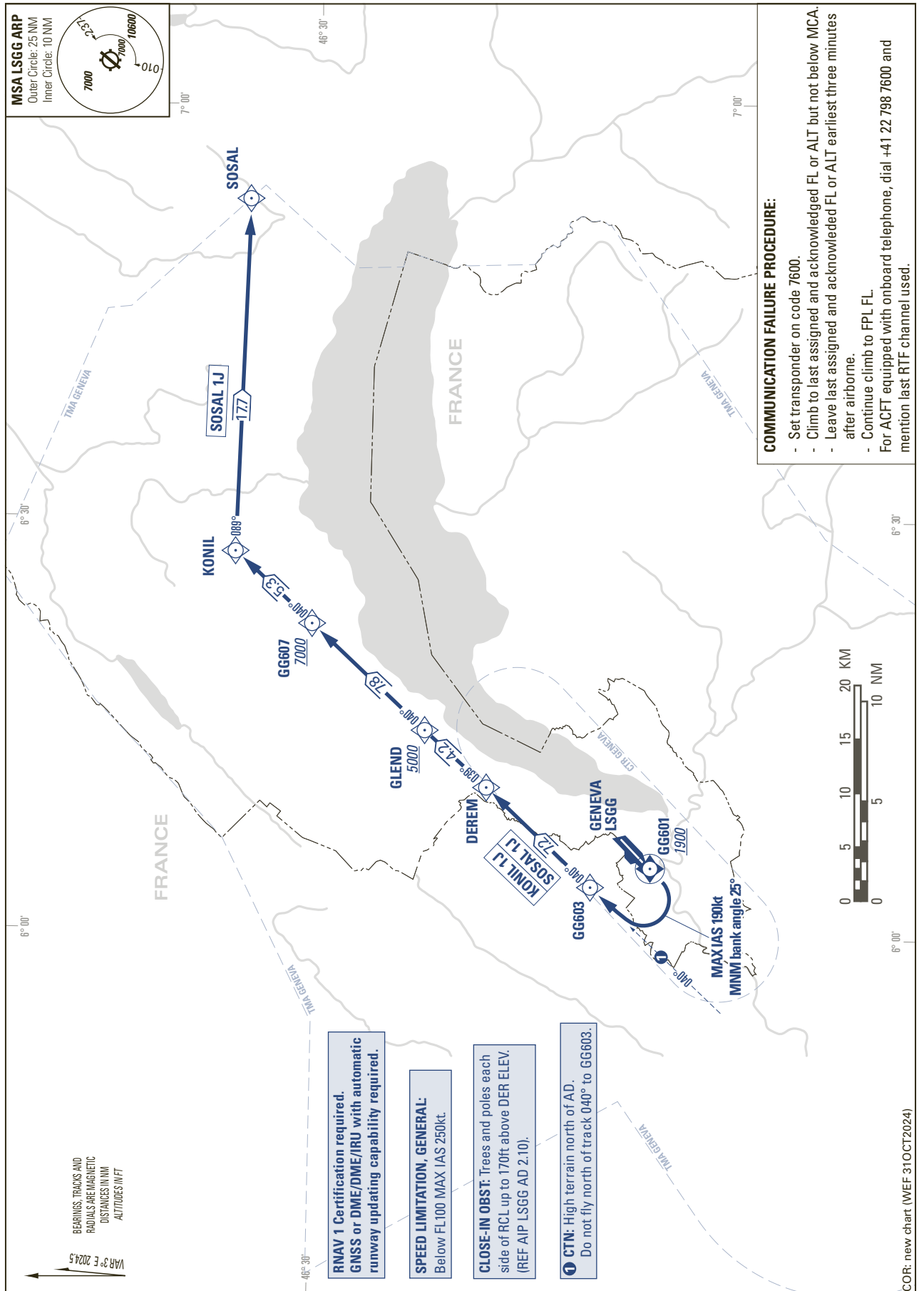


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STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

GENEVA - LSGG  
SID RWY 22 - RNAV  
ACFT CAT A/B/C

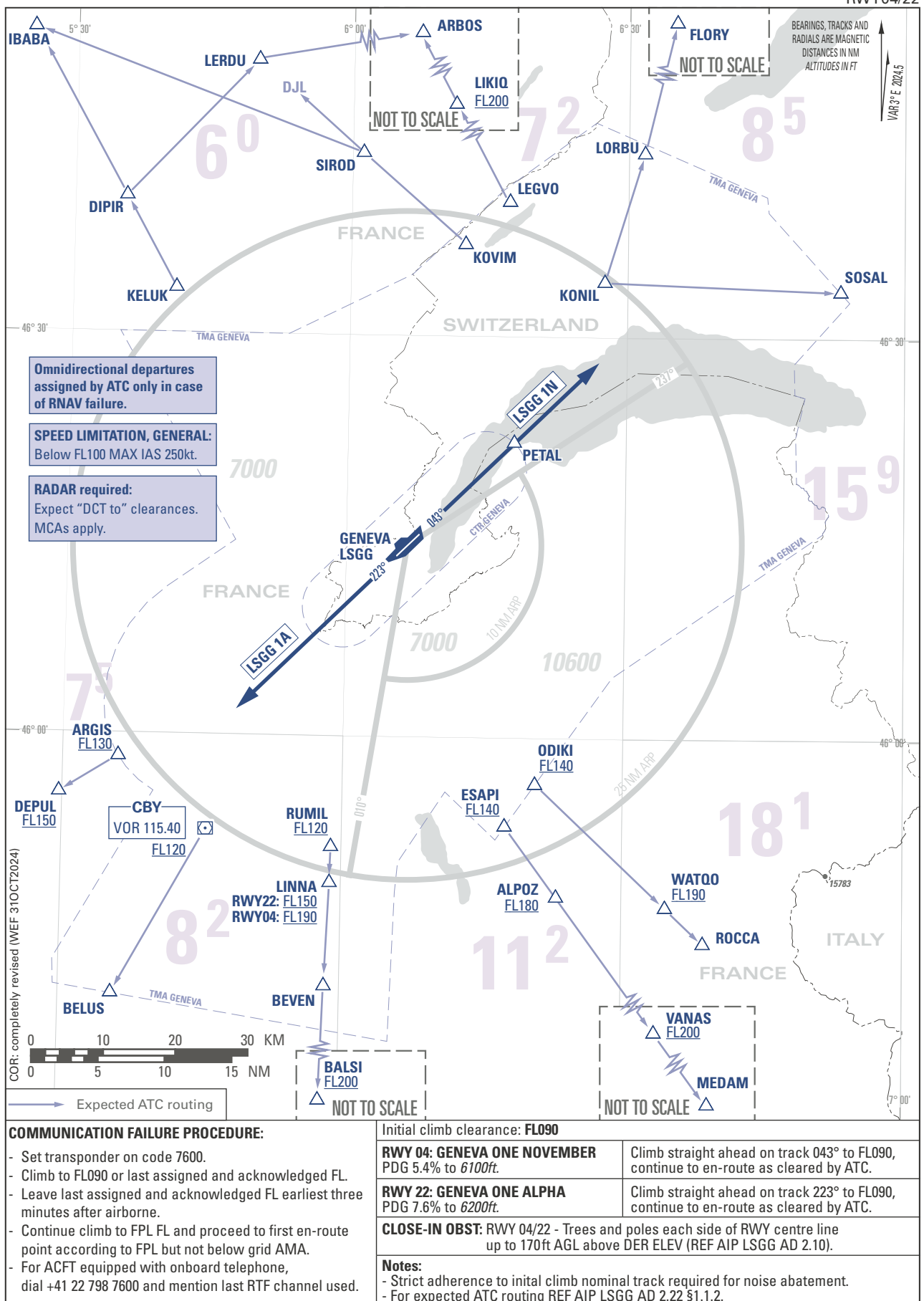


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OMNIDIRECTIONAL DEPARTURE CHART

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

GENEVA LSGG  
OMNIDIRECTIONAL DEPARTURES  
RWY04/22

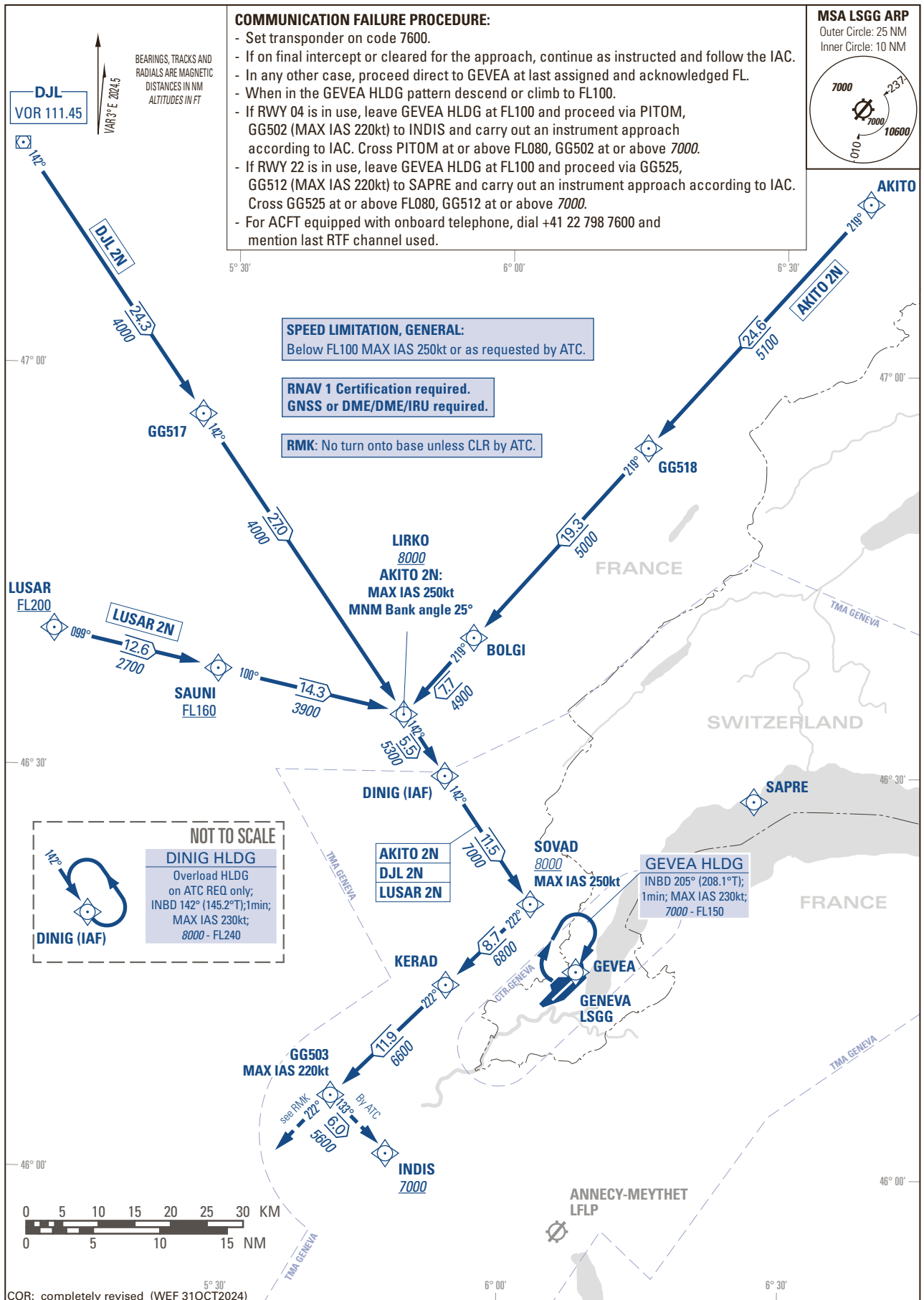


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STANDARD INSTRUMENT ARRIVAL CHART  
(STAR) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

GENEVA LSGG  
STAR RWY 04 - RNAV  
LUSAR - DJL - AKITO



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STANDARD INSTRUMENT ARRIVAL CHART  
(STAR) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

GENEVA LSGG  
STAR RWY 04 - RNAV  
BENOT - FRIBU - ULMES

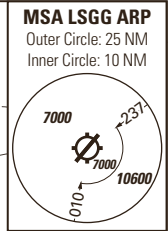
**COMMUNICATION FAILURE PROCEDURE**

- Set transponder on code 7600.
- If on final intercept or cleared for the approach, continue as instructed and follow the IAC.
- In any other case, proceed direct to GEVEA at last assigned and acknowledged FL.
- When in the GEVEA HLDG pattern descend or climb to FL100.
- If RWY 04 is in use, leave GEVEA HLDG at FL100 and proceed via PITOM, GG502 (MAX IAS 220kt) to INDIS and carry out an instrument approach according to IAC. Cross PITOM at or above FL080, GG502 at or above 7000.
- If RWY 22 is in use, leave GEVEA HLDG at FL100 and proceed via GG525, GG512 (MAX IAS 220kt) to SAPRE and carry out an instrument approach according to IAC. Cross GG525 at or above FL080, GG512 at or above 7000.
- For ACFT equipped with onboard telephone, dial +41 22 798 7600 and mention last RTF channel used.

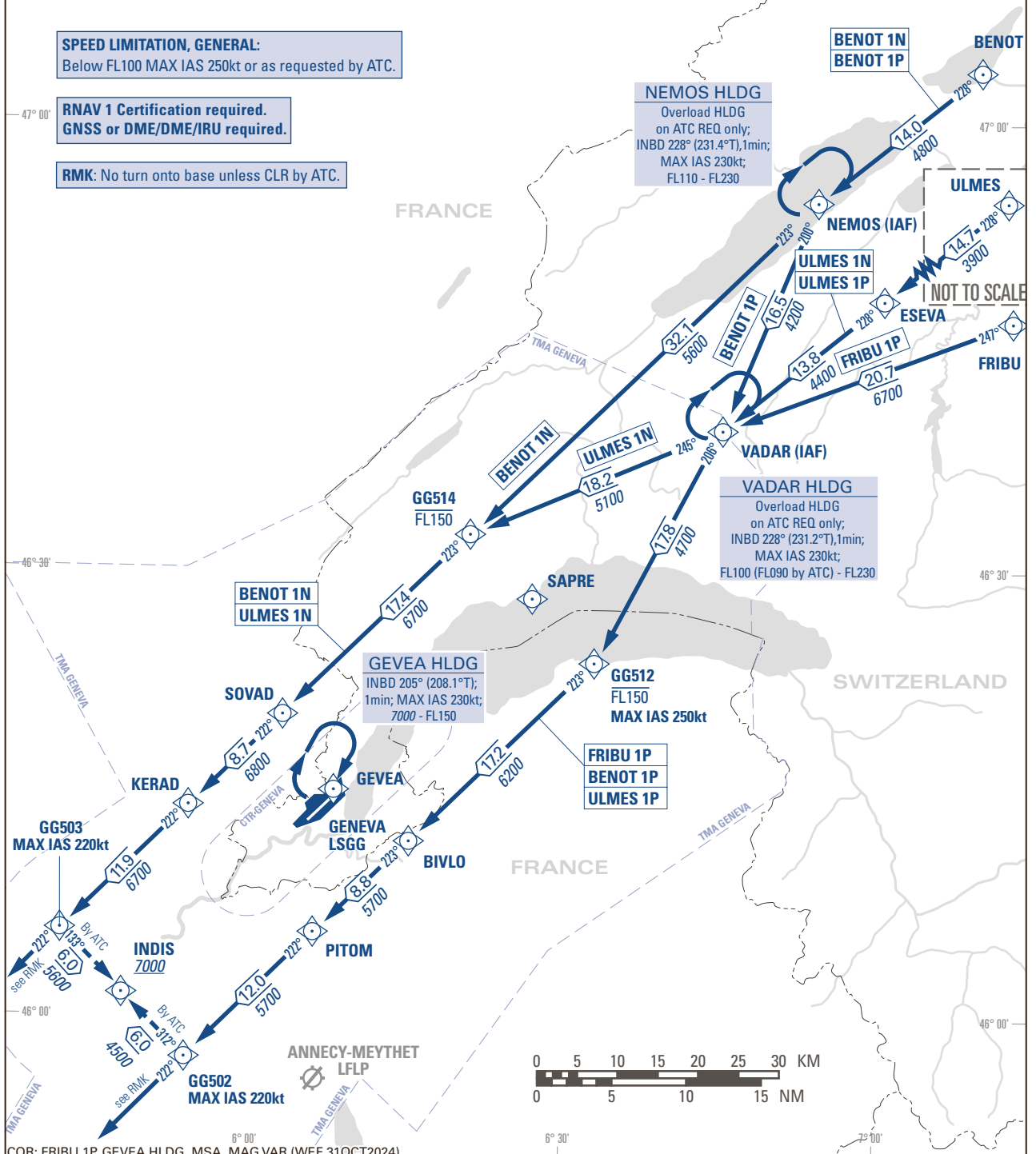
**SPEED LIMITATION, GENERAL:**  
Below FL100 MAX IAS 250kt or as requested by ATC.

**RNAV 1 Certification required.**  
GNSS or DME/DME/IRU required.

**RMK:** No turn onto base unless CLR by ATC.



VAR 3° E 2024.5  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
DISTANCES IN NM  
ALTITUDES IN FT



COR: FRIBU 1P, GEVEA HLDG, MSA, MAG VAR (WEF 31OCT2024)

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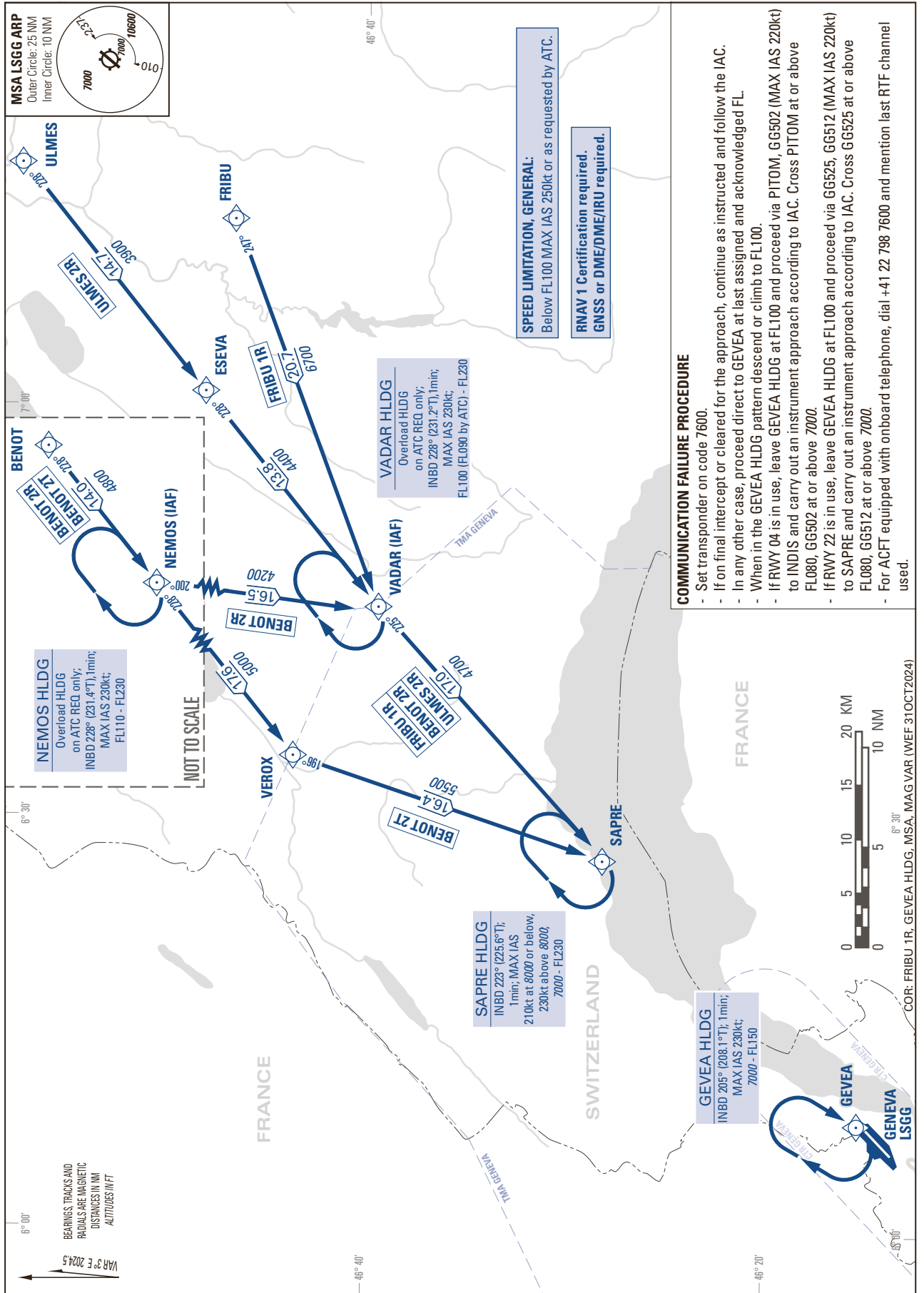


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STANDARD INSTRUMENT ARRIVAL CHART  
(STAR) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

GENEVA LSGG  
STAR RWY 22 - RNAV  
BENOT - FRIBU - ULMES



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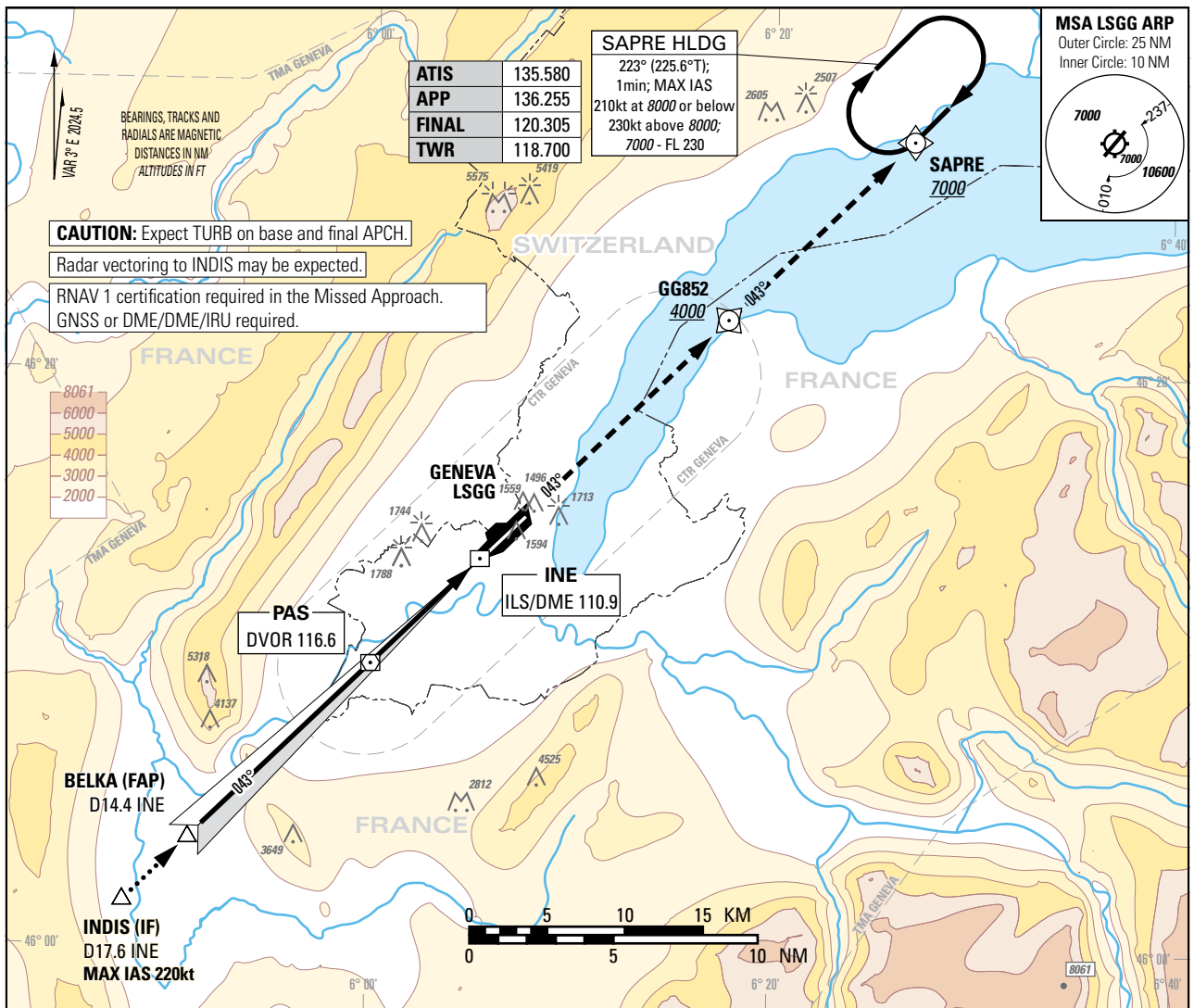
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1411ft

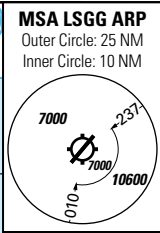
TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

GENEVA LSGG  
ILS RWY 04

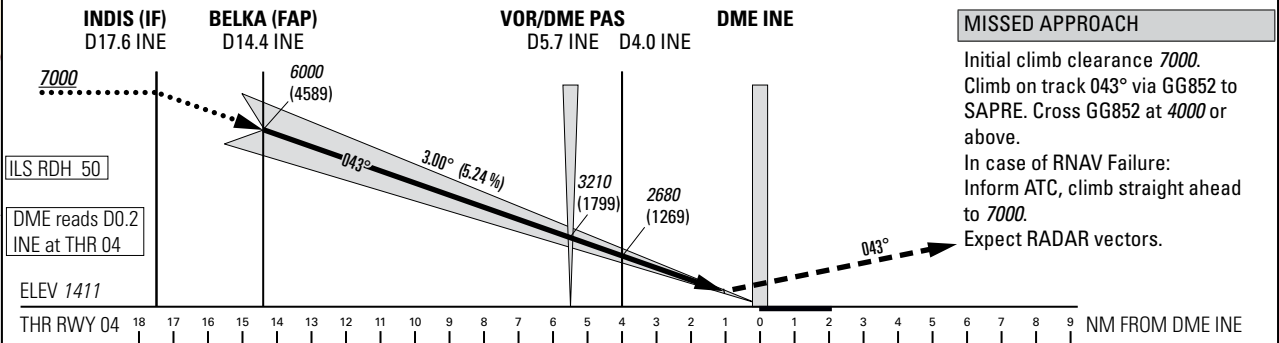
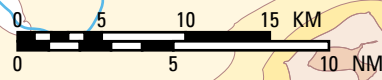
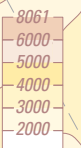


ATIS	135.580
APP	136.255
FINAL	120.305
TWR	118.700

**SAPRE HLDG**  
223° (225.6°T);  
1min; MAX IAS  
210kt at 8000 or below  
230kt above 8000;  
7000 - FL 230



**CAUTION:** Expect TURB on base and final APCH.  
Radar vectoring to INDIS may be expected.  
RNAV 1 certification required in the Missed Approach.  
GNSS or DME/DME/IRU required.



**MISSED APPROACH**  
Initial climb clearance 7000.  
Climb on track 043° via GG852 to SAPRE. Cross GG852 at 4000 or above.  
In case of RNAV Failure:  
Inform ATC, climb straight ahead to 7000.  
Expect RADAR vectors.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)						
A B C D						
CAT I	pressure altimeter	Straight-in approach	1601 (190)	1609 (198)	1617 (206)	1627 (216)
DECISION ALTITUDE (HEIGHT)						
A B C D						
CAT I	pressure altimeter		1611 (200)	1617 (206)	1627 (216)	
Circling <sup>1)2)</sup>			2100 (689)	2150 (739)	2400 (989)	

DIST DME INE	16	14	12	10	8	6	4	2
recommended CROSSING ALT	6510	5870	5230	4590	3960	3320	2680	2050
ROD	GS kt	90	110	130	150			
	FT/MIN	478	584	690	796			

**NOTE**  
<sup>1)</sup> Circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.  
<sup>2)</sup> Circling must remain inside CTR at all times.

COR: completely revised (WEF 31OCT2024)

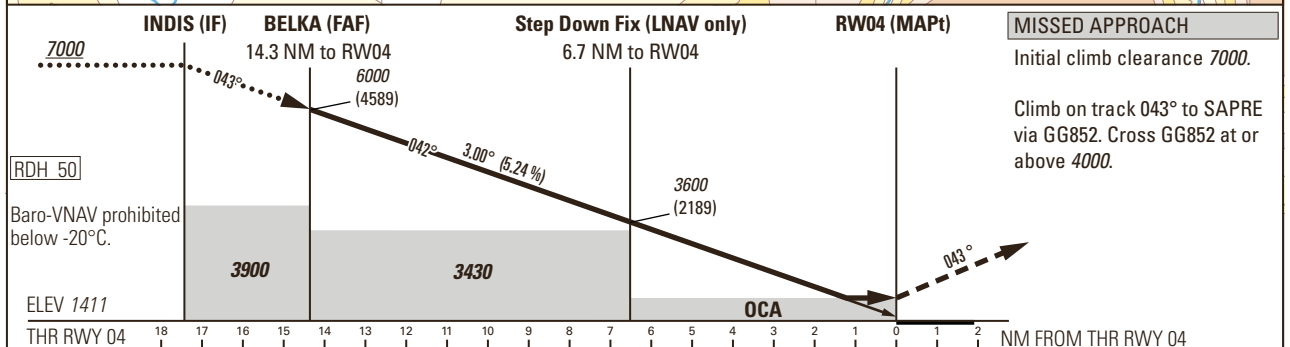
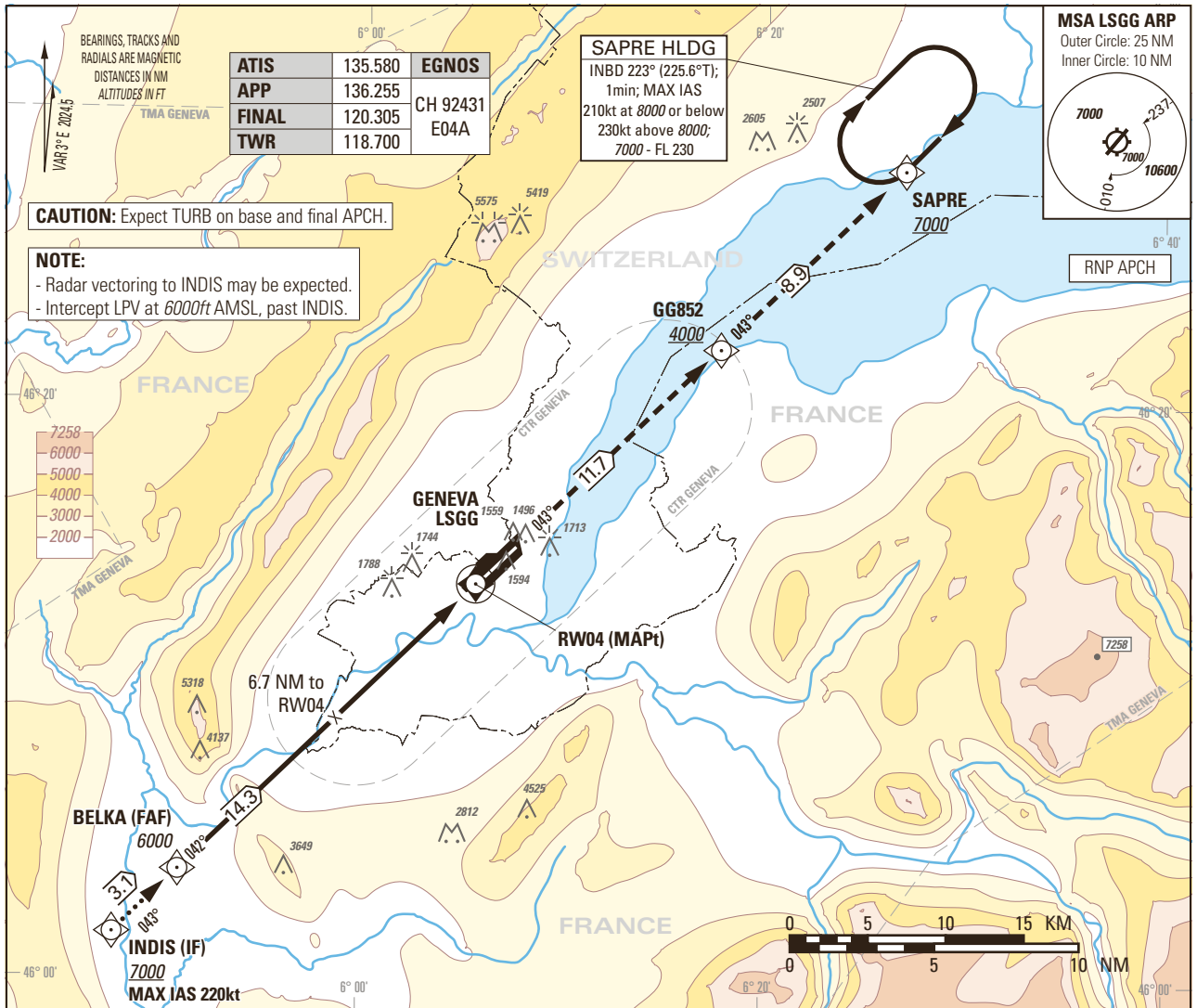
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

GENEVA LSGG  
RNP RWY 04



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH				DIST RWY 04	17.4	16	14.3	12	10	8	6.7	6	4	2	
	A	B	C	D		recommended crossing	7000	6560	6000	5290	4650	4010	3600	3380	2740	2100
2.5%	OCA(H) LPV CAT I				ALTITUDE (HEIGHT)	(5589)	(5149)	(4598)	(3879)	(3239)	(2599)	(2189)	(1969)	(1329)	(689)	
	DA(H) LPV CAT I				ROD	GS kt		90	110	130	150					
						FT/MIN		478	584	690	796					
	OCA(H) LNAV/VNAV															
	OCA(H) LNAV															
	1860 (449)															
Circling <sup>1)2)</sup>	2100 (689)	2150 (739)	2400 (989)													

**CAUTION**  
0.5 NM before THR 04 Visual Segment Surface (VSS) penetrated by trees up to 1520ft AMSL.

**NOTE**  
1) Circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.  
2) Circling must remain inside CTR at all times.

COR: completely revised (WEF 31OCT2024)

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LSGG
Runway	04
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E04A
LTP/FTP Latitude	461340.2340N
LTP/FTP Longitude	0060538.2400E
LTP/FTP Ellipsoidal Height (metres)	479.9
FPAP Latitude	461505.8430N
Delta FPAP Latitude (seconds)	85.6090
FPAP Longitude	0060743.8945E
Delta FPAP Longitude (seconds)	125.6545
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	144
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 07 07 13 0C 04 00 00 01 34 30 05 14 BE D6 13 80 80 9D 02 BF 26 D2 9C 02 AD D5 03 F4 01 2C 01 64 12 C8 AF 03 D3 C8 33
Calculated CRC Value	03D3C833

Required Additional Data

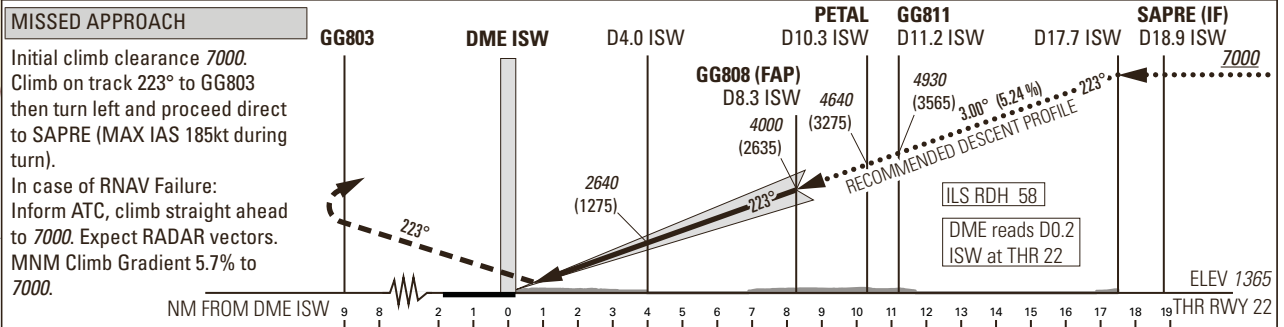
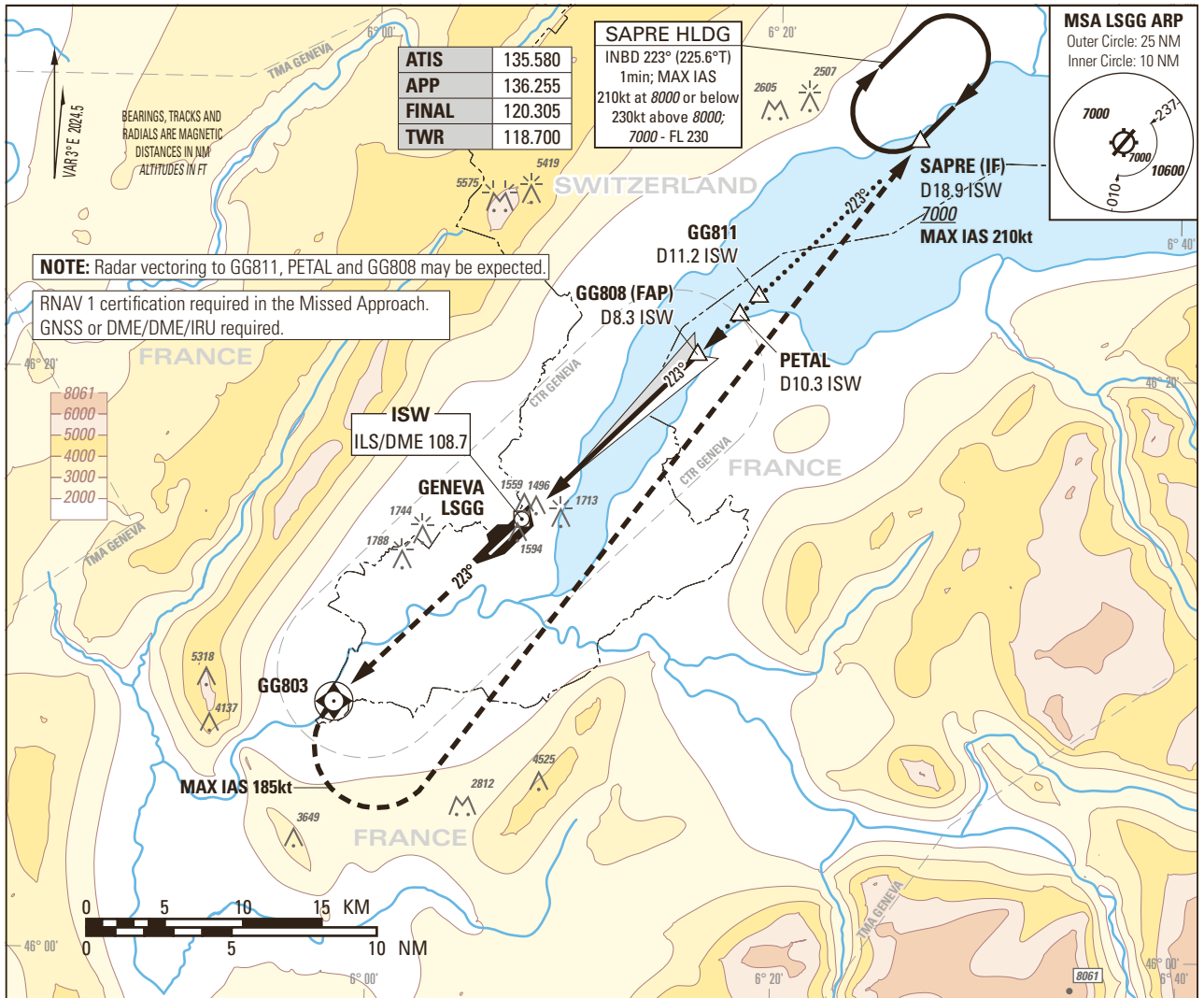
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	430.1
FPAP Orthometric Height (metres)	

Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

GENEVA LSGG  
ILS RWY 22  
CAT II & CAT III



OBSTACLE CLEARANCE ALTITUDE (HEIGHT) <sup>1)</sup>					
Missed APCH climb gradient requirement					
	A	B	C	D	
CAT I pressure altimeter	2.5%	2420 (1055)	2430 (1065)	2440 (1075)	2450 (1085)
CAT I pressure altimeter	4.2% to 4800	1530 (165)	1538 (173)	1548 (183)	1560 (195)
CAT II radio altimeter and autopilot		1432 (67)	1438 (73)	1449 (84)	1465 (100)
CAT II radio altimeter and autopilot		1427 (62)	1436 (71)	1447 (82)	1464 (99)
DECISION ALTITUDE (HEIGHT) <sup>1)</sup>					
	A	B	C	D	
CAT I pressure <sup>2)</sup> altimeter	4.2% to 4800	1565 (200)			
CAT II radio altimeter and autopilot <sup>2)</sup>		1465 (100)			
Circling <sup>3)4)</sup>		2100 (689)	2150 (739)	2400 (989)	

DIST DME ISW	2	4	6	8	8.3	10	12	14	16
recommended CROSSING ALT	2000	2640	3280	3910	4000	4550	5190	5820	6460
ROD	GS kt	90	110	130	150				
	FT/MIN	478	584	690	796				

**NOTE**  
<sup>1)</sup> Above THR elevation 1365ft.  
<sup>2)</sup> Radio altimeter reading at CAT I DH 216ft, at CAT II DH 108ft, for lower operating minima (DH and RVR) PPR FOCA.  
<sup>3)</sup> Above aerodrome ELEV 1411ft, circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.  
<sup>4)</sup> Circling must remain inside CTR at all times.

COR: completely revised (WEF 31OCT2024)

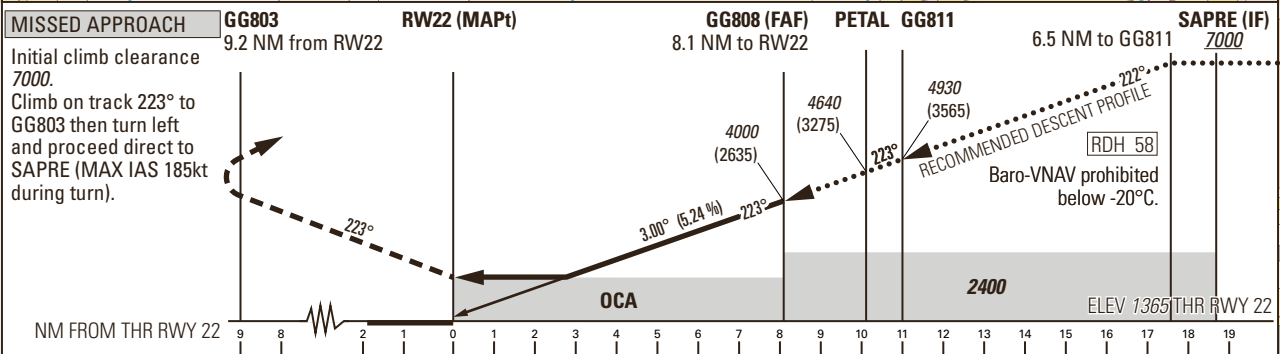
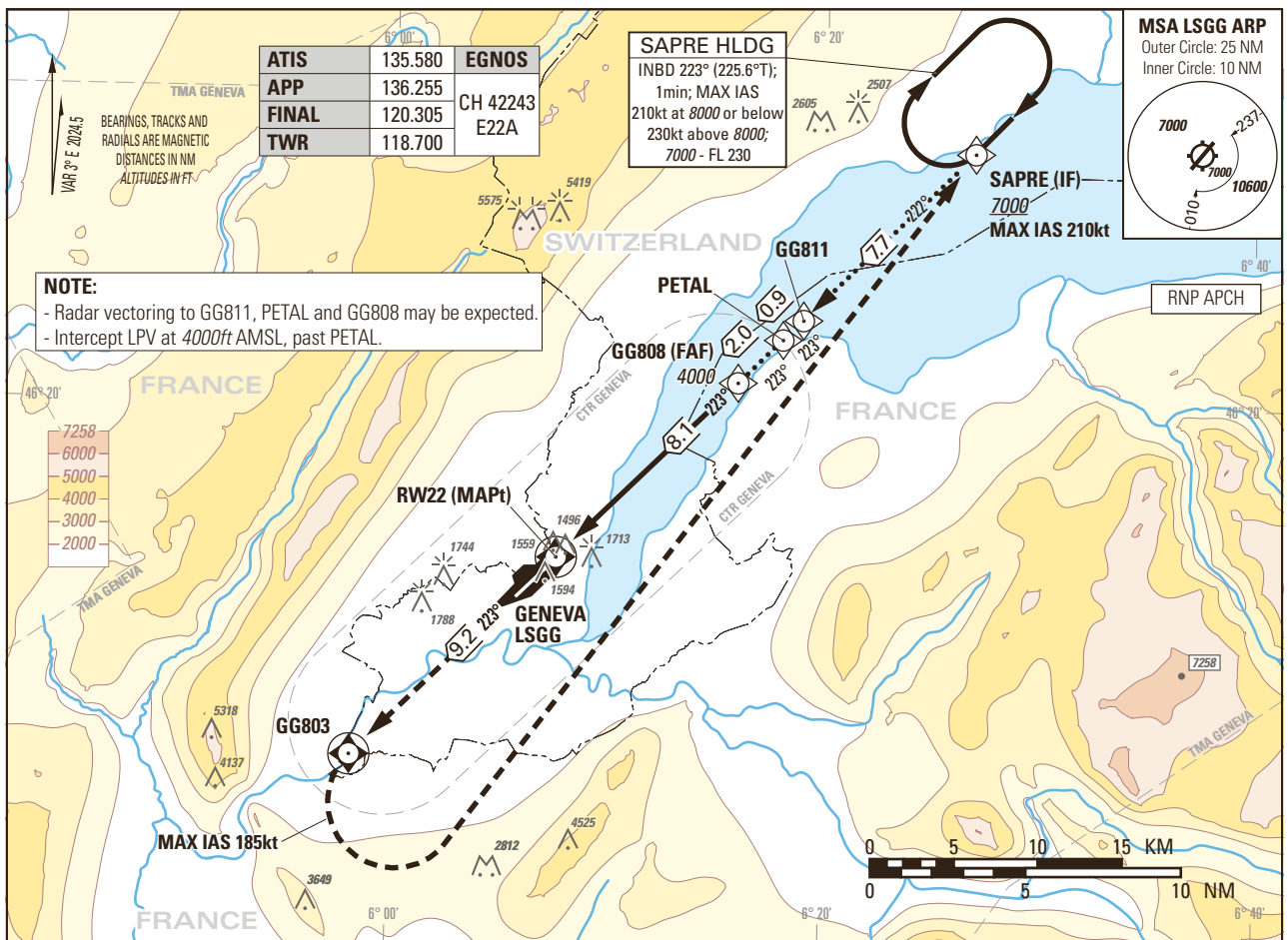
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

GENEVA LSGG  
RNP RWY 22



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
OCA(H) LPV CAT I				
2.5%	N/A	2005 (640)	2015 (650)	2025 (660)
3.3%	4300	1532 (167)	1540 (175)	1550 (185)
DA(H) LPV CAT I				
3.3%	4300	1565 (200)		
OCA(H) LNAV/VNAV				
2.5%	N/A	2422 (1057)	2432 (1067)	2453 (1088)
3.8%	4800	1706 (341)	1715 (350)	1731 (366)
OCA(H) LNAV				
2.5%	N/A	2850 (1485)		
3.8%	4800	1870 (505)		
Circling <sup>1)2)</sup>		2100 (689)	2150 (739)	2400 (989)

DIST RWY 22	2	4	6	8.1	10.1	11	12	14	16	17.5
recommended crossing ALTITUDE (HEIGHT)	2060 (695)	2700 (1335)	3340 (1975)	4000 (2635)	4640 (3275)	4930 (3565)	5250 (3885)	5890 (4525)	6520 (5155)	7000 (5635)

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

**CAUTION**  
0.8 NM before THR22 Visual Segment Surface (VSS) penetrated by power lines and trees up to 1527ft AMSL.

**NOTE**  
<sup>1)</sup> Above aerodrome ELEV 1411ft, circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.  
<sup>2)</sup> Circling must remain inside CTR at all times.

COR: completely revised (WEF 31OCT2024)

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LSGG
Runway	22
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E22A
LTP/FTP Latitude	461501.2980N
LTP/FTP Longitude	0060737.2190E
LTP/FTP Ellipsoidal Height (metres)	465.9
FPAP Latitude	461331.4425N
Delta FPAP Latitude (seconds)	-89.8555
FPAP Longitude	0060525.3575E
Delta FPAP Longitude (seconds)	-131.8615
Threshold Crossing Height	58.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

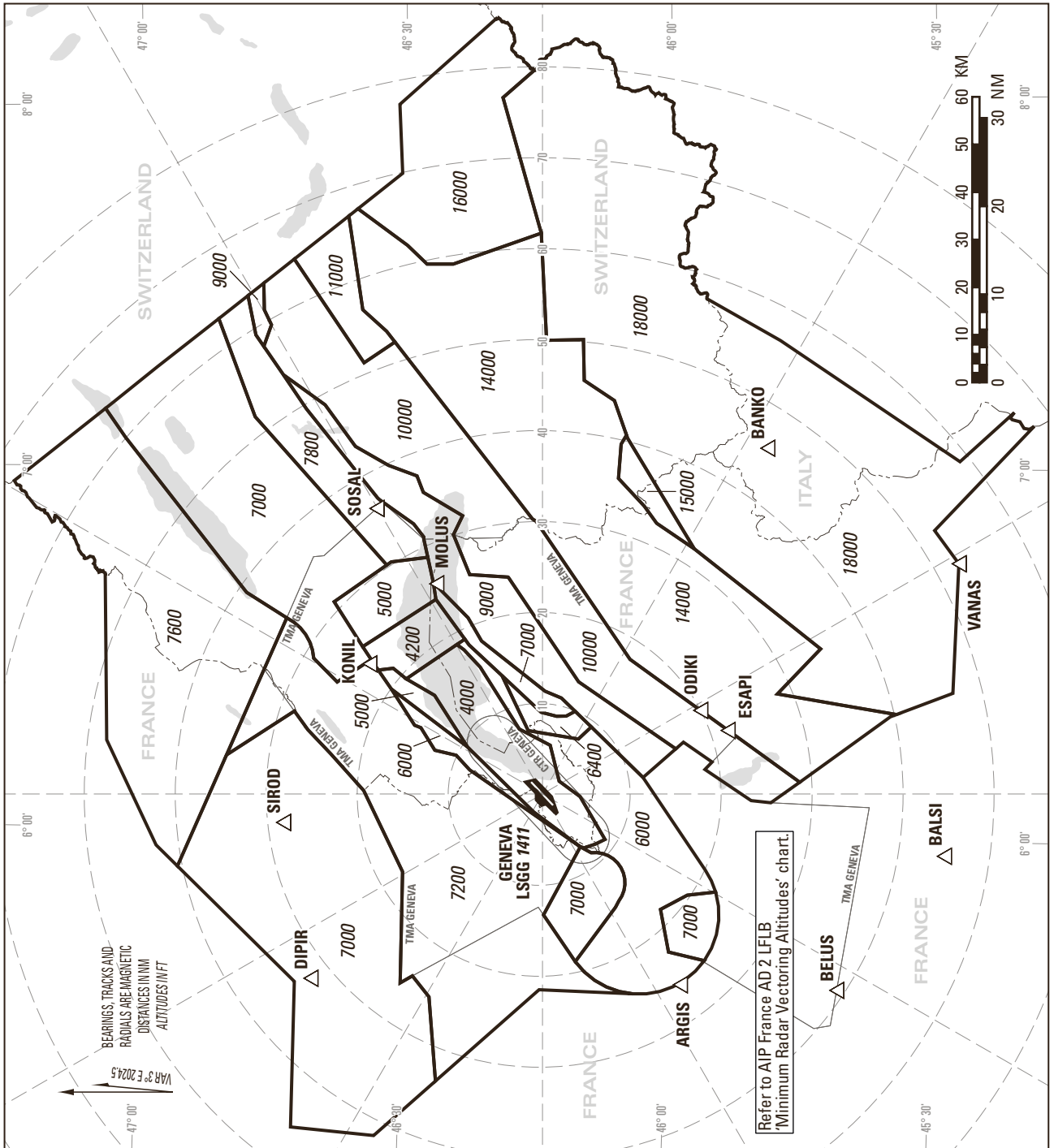
Output data

Data Block	10 07 07 13 0C 16 00 00 01 32 32 05 64 37 D9 13 06 22 A1 02 33 26 01 42 FD D5 F9 FB 44 02 2C 01 64 00 C8 AF CF 2C FD EE
Calculated CRC Value	CF2CFDEE

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	416.1
FPAP Orthometric Height (metres)	

ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD TEMPERATURES FROM -8°C TO 1°C)



**NOTES:**

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSGG and provides for terrain / obstacle clearance as well as radio and radar coverage.

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

Altitudes: LSGG QNH.  
Altitudes do NOT consider airspace classification.  
Transition ALT: 7000

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

Minimum altitudes up to Transition ALT 7000 are protected for low temperatures from minus 8 to 1 degrees celsius (LSGG temperature).

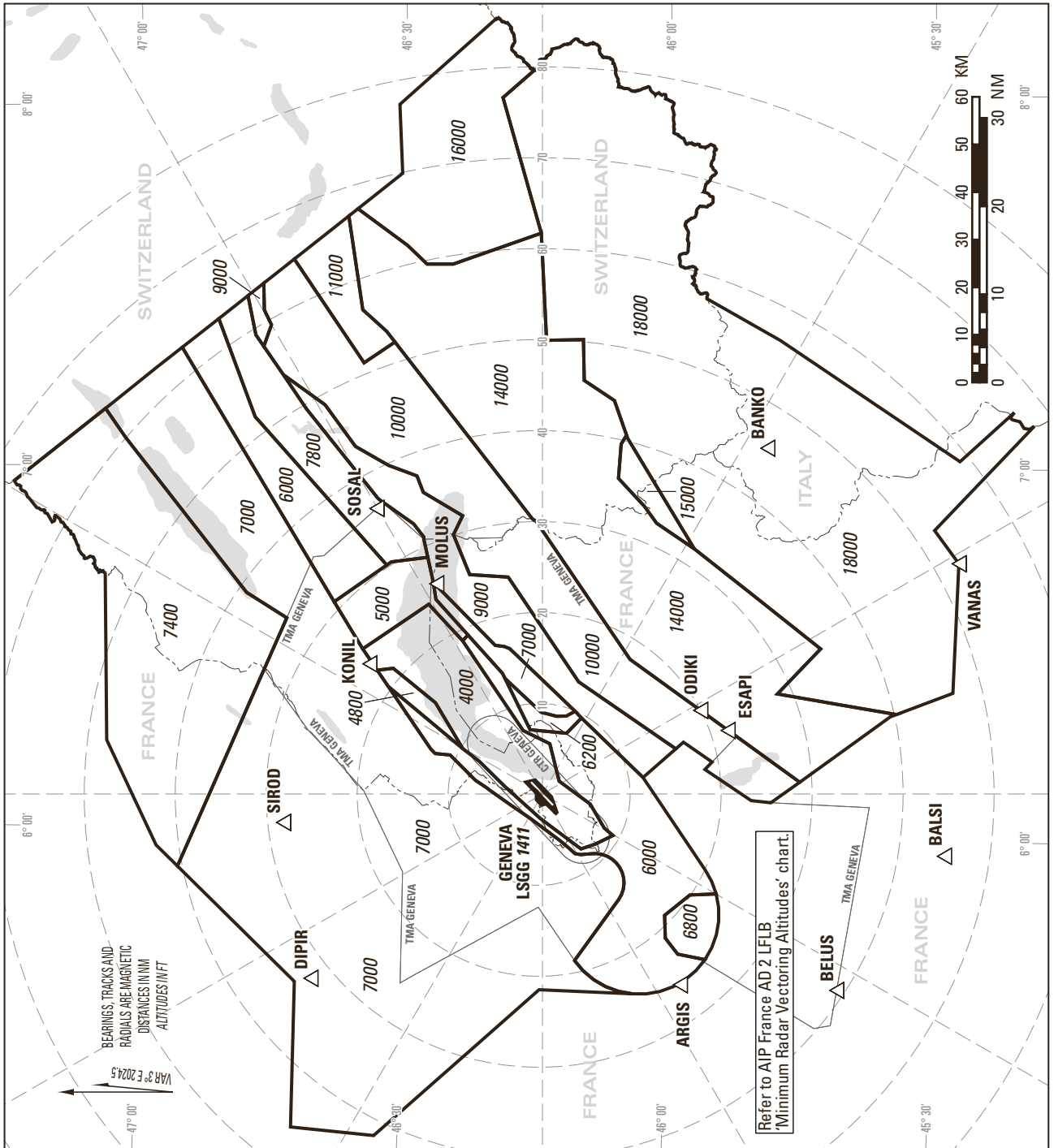
Assigned altitudes above 7000 under radar vectoring are protected for low temperatures by ATC.

Sectors indicated all 30°, distances indicated all 10 NM, based on LSGG ARP.

COR: VAR (WEF 31OCT2024)

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD TEMPERATURES FROM 2°C AND ABOVE)



**NOTES:**

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSGG and provides for terrain / obstacle clearance as well as radio and radar coverage.

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

Altitudes: LSGG QNH.  
Altitudes do NOT consider airspace classification.

Transition ALT: 7000

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

Minimum altitudes up to Transition ALT 7000 are protected for low temperatures to 2 degrees Celsius (LSGG temperature).

Assigned altitudes above 7000 under radar vectoring are protected for low temperatures by ATC.

Sectors indicated all 30°, distances indicated all 10 NM, based on LSGG ARP.

COR: VAR (WEF 31OCT2024)

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## LSZG - GRENCHEN

## LSZG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZG - GRENCHEN

## LSZG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	47 10 53 N 007 24 59 E RWY midpoint
2	Direction and distance from the CITY	1.5 km SE Grenchen
3	Elevation/Reference temperature	1411 ft AMSL - 24.0° C
4	Geoid undulation at AD ELEV PSN	160.5 ft
5	MAG VAR/Annual change	2° E (2016.5) / 0° 11' eastwards
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Regionalflygplatz Jura-Grenchen AG CH-2540 <b>Grenchen</b> Phone: +41 (0) 32 396 96 96  AFS: LSZGYDYX Email: office@airport-grenchen.ch URL: http://www.airport-grenchen.ch/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

## LSZG AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	1. JAN-DEC 0700 (0600) - HRH; MAX 2000 (1900) 2. Outside OPR HR O/R - 1500 (1400) 3. WED AD OPN till 1900 (1800) for Night FLT (VFR + IFR) except DEC 26 and JAN 02 4. AD CLSD: DEC 25, DEC 26, JAN 01 HRH = Day and night limits. REF: <a href="#">GEN 2.7.</a>
2	Customs and immigration	AD OPR HR; Customs procedures and documents see: URL: <a href="https://zollform.airport-grenchen.ch">https://zollform.airport-grenchen.ch</a> Declaring goods O/R customs Bern TEL +41 (0) 58 462 68 69
3	Health and sanitation	NIL
4	AIS Briefing Office	AD OPR HR
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	HX
8	Fuelling	AD OPR HR
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

**LSZG AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A1, AVGAS 100LL 80/100; 15W50
3	Fuelling facilities/capacity	HEL without landing gear airtaxi to H4.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Restricted
6	Repair facilities for visiting aircraft	Hangar, major aircraft repairs and minor engine repairs for ACFT up to 5700 kg
7	Remarks	Oxygen and related servicing (working days only)

**LSZG AD 2.5 PASSENGER FACILITIES**

1	Hotels	At AD and in city
2	Restaurants	At AD and in city
3	Transportation	Buses, Taxi, Rental car available O/R TEL +41 (0) 32 396 96 96
4	Medical facilities	Ambulance O/R; Hospital in Solothurn
5	Bank and Post Office	In city
6	Tourist Office	In city
7	Remarks	NIL

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

1	AD category for fire fighting	Category 1 Higher category (MAX 3): O/R 3 HR before ETA/ETD
2	Rescue equipment	1 fire vehicle, defibrillator, rescue vessel
3	Capability for removal of disabled aircraft	C68A
4	Remarks	NIL

**LSZG AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Type(s) of clearing equipment	Snow removal available
2	Clearance priorities	NIL
3	Remarks	Seasonal availability: All seasons

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

1	Designation, surface and strength of Aprons	ASPH: - PCN 30 F/C/Y/T
2	Designation, width, surface and strength of Taxiways	10.5 m ASPH: - PCN 30 F/C/Y/T TWY A and D: max. wingspan 24.0 m TWY N: max. wingspan 21.0 m Details: ref to <a href="#">LSZG AD 2.24.2 - 1</a>
3	ACL location and elevation	Apron 1411 ft
4	Location of VOR checkpoints	NIL
5	Location of INS checkpoints	NIL
6	Remarks	NIL

**IFR Departures**

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

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

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

\*Push To Talk

**5. High-visibility jacket**

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

**LSZG AD 2.21 NOISE ABATEMENT PROCEDURES**

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

**LSZG AD 2.22 FLIGHT PROCEDURES**

**Special regulations for IFR approach and departure**

**1. SID Description**

**1.1 SID RNAV**

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

Procedures mandatory when RMZ active.

General:

RWY 06 - Close-In obstacles: Trees up to 1495 ft right side of the track after departure.

RWY 24 - Close-In obstacles: Terrain up to 1415 ft right side of the track after departure.

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

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

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

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

General:

RWY 06 - Close-In obstacles: Trees up to 1495 ft right side of the track after departure.

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

## RNAV SID BIRKI 1K

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

## RNAV SID FRIBU 1K

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

## RNAV SID WIL 1K

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

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

General:

RWY 24 - Close-In obstacles: Terrain up to 1415 ft right side of the track after departure.

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

RNAV SID BIRKI 1W						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	246° (247.8°T)	-
DF	ZG603	N	-	-	-	-
TF	BIRKI	N	+4000	-	138° (140.0°T)	2.7

RNAV SID FRIBU 1W						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	246° (247.8°T)	-
DF	ZG202	N	+FL080	-	-	-
TF	FRIBU	N	-	-	190° (192.0°T)	11.5

RNAV SID WIL 1W						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	246° (247.8°T)	-
DF	WIL	N	-	-	-	-

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

General:

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

RWY 06 - Close-In obstacles: Trees up to 1495 ft right side of the track after departure.

RWY 24 - Close-In obstacles: Terrain up to 1415 ft right side of the track after departure.

DESIGNATOR	RWY 06/24 - RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
WILLISAU 2V (WIL 2V)	Maintain visual ground contact to ZG502 (north side of Catholic Church in Biberist.). From ZG502 proceed to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG502 at or above 4000ft. Cross WIL at or above 7000ft.	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.	
BIRKI 7V	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). From ZG501 proceed via ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG501 at or above 4000ft.	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.	
FRIBU 1V	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). From ZG501 proceed via ZG800 to FRIBU.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG501 at or above 4000ft. Cross ZG800 at or above FL080	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.	

VISUAL RNAV SID WIL 2V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZG502	N	+4000	-	-	-
TF	WIL	N	+7000	-	089° (091.4°T)	14.3

VISUAL RNAV SID BIRKI 7V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZG501	N	+4000	-	-	-
TF	ZG603	N	-	-	187° (189.2°T)	5.2
TF	BIRKI	N	-	-	138° (140.0°T)	2.7

VISUAL RNAV SID FRIBU 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZG501	N	+4000	-	-	-
TF	ZG800	N	+FL080	-	192° (194.2°T)	10.8
TF	FRIBU	N	-	-	192° (194.1°T)	11.2

1.2 Approach Procedures

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

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

1.3 VFR procedure

Refer to VFR Manual, LSZG AD INFO.

1.4 Supplementary provisions regarding VFR-flights

Refer to VFR Manual, LSZG AD INFO.

2. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	VIS (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	800/---	400/---	---	NIL
	B	800/---	400/---	---	NIL

**LSZG AD 2.23 ADDITIONAL INFORMATION****1. List of significant points (Terminal)**

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZG100	N 47 10 59.4	E 007 25 05.5	SID/IAC LSZG
ZG201	N 47 09 58.3	E 007 21 44.6	SID LSZG
ZG202	N 46 57 54.5	E 007 16 53.3	SID LSZG
ZG501	N 47 07 58.2	E 007 21 14.8	SID LSZG
ZG502	N 47 11 05.0	E 007 33 26.8	SID LSZG
ZG503	N 47 11 22.2	E 007 27 31.2	IAC LSZG
ZG504	N 47 10 04.0	E 007 22 29.4	IAC LSZG
ZG505	N 47 08 12.8	E 007 24 08.2	IAC LSZG
ZG506	N 47 14 33.2	E 007 47 58.5	IAC LSZG
ZG601	N 47 11 14.9	E 007 27 15.4	SID LSZG
ZG602	N 47 07 32.4	E 007 22 56.7	SID LSZG
ZG603	N 47 02 50.9	E 007 20 02.2	SID LSZG
ZG604	N 47 11 40.9	E 007 30 52.1	SID LSZG
ZG605	N 47 05 29.3	E 007 29 59.8	SID LSZG
ZG606	N 46 54 48.0	E 007 20 33.3	SID LSZG
ZG800	N 46 57 29.5	E 007 17 22.9	SID LSZG

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

Name	Page
Aerodrome Chart CTR	LSZG AD 2.24.1 - 1
Aerodrome Chart RMZ	LSZG AD 2.24.1 - 3
Aircraft Parking Chart CTR	LSZG AD 2.24.2 - 1
Aircraft Parking Chart RMZ	LSZG AD 2.24.2 - 3
Aerodrome Obstacle Chart - Type A - RWY 06/24	LSZG AD 2.24.4 - 1
SID RWY 06/24 to ARVAN - RNAV	LSZG AD 2.24.7 - 1
SID RWY 06 - RNAV	LSZG AD 2.24.7 - 3
SID RWY 24 - RNAV	LSZG AD 2.24.7 - 5
VISUAL SID RWY 06/24 - RNAV	LSZG AD 2.24.7 - 7
IAC RNP RWY 24 CAT A/B	LSZG AD 2.24.10 - 1

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

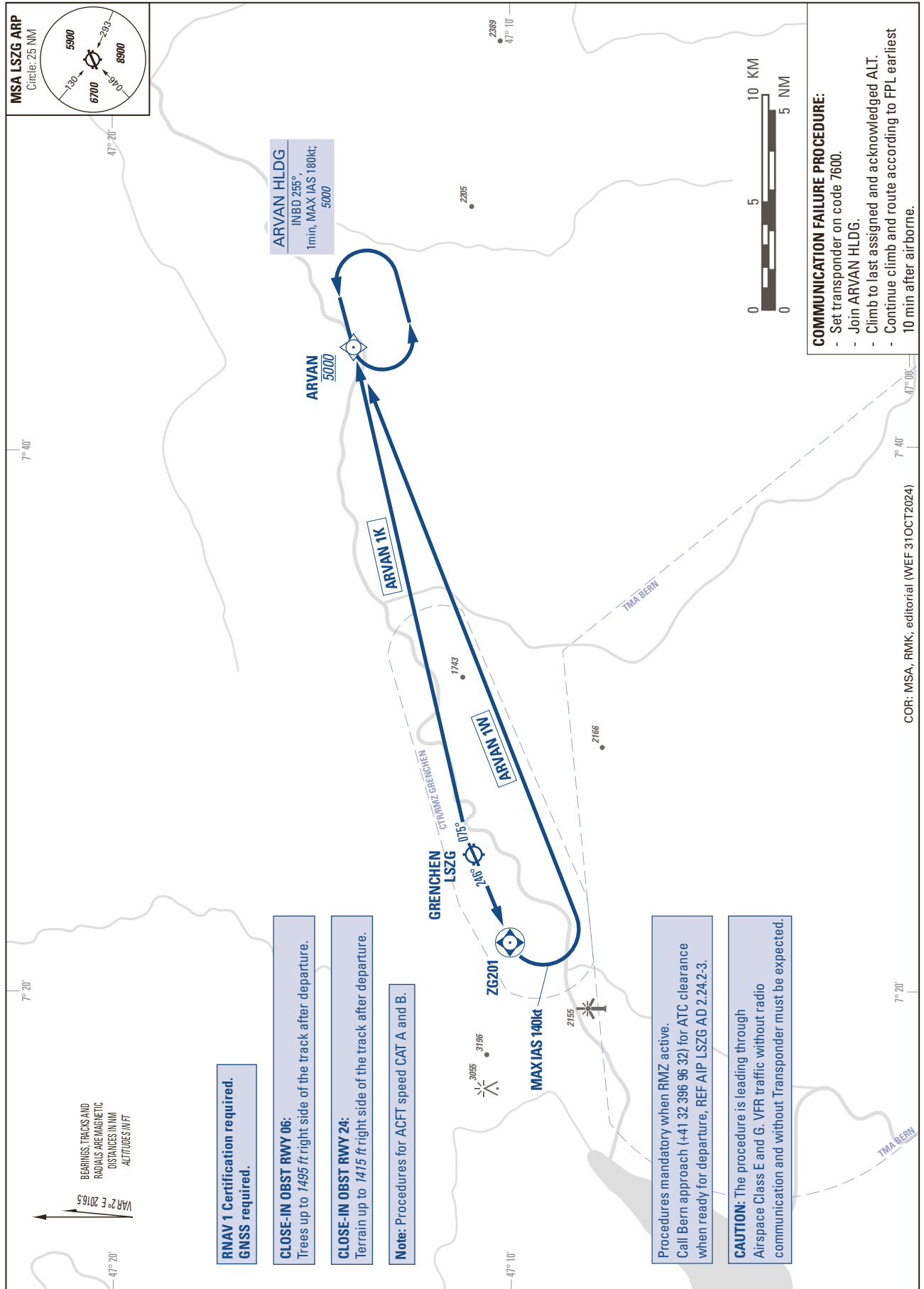
To be completed. See relevant approach charts for details.

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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
SID RWY 06/24 TO ARVAN - RNAV

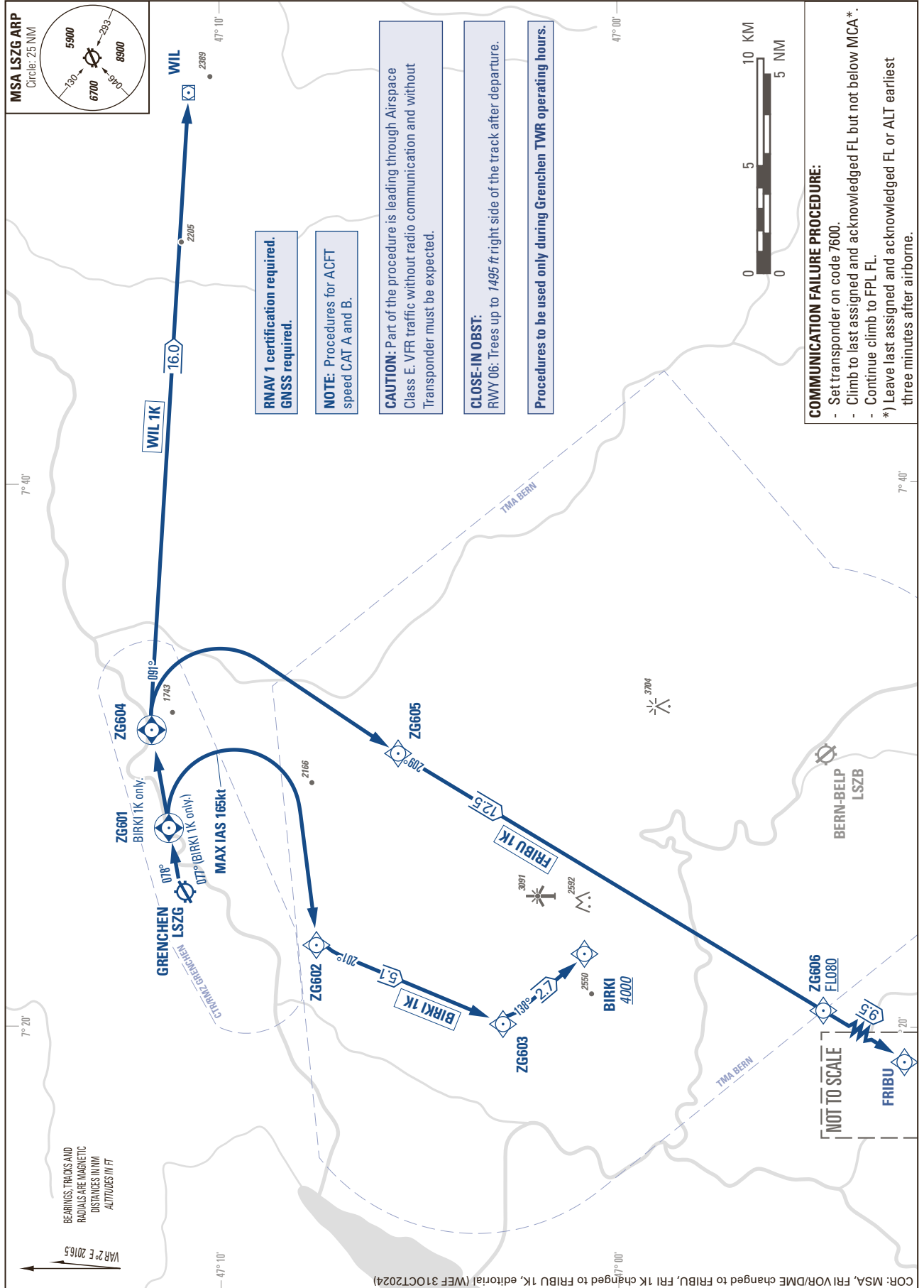


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STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
SID RWY 06 - RNAV



**RNAV 1 certification required. GNSS required.**

**NOTE:** Procedures for ACFI speed CAT A and B.

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

**CLOSE-IN OBST:** RWY 06: Trees up to 1495 ft right side of the track after departure.

**Procedures to be used only during Grenchen TWR operating hours.**

**COMMUNICATION FAILURE PROCEDURE:**

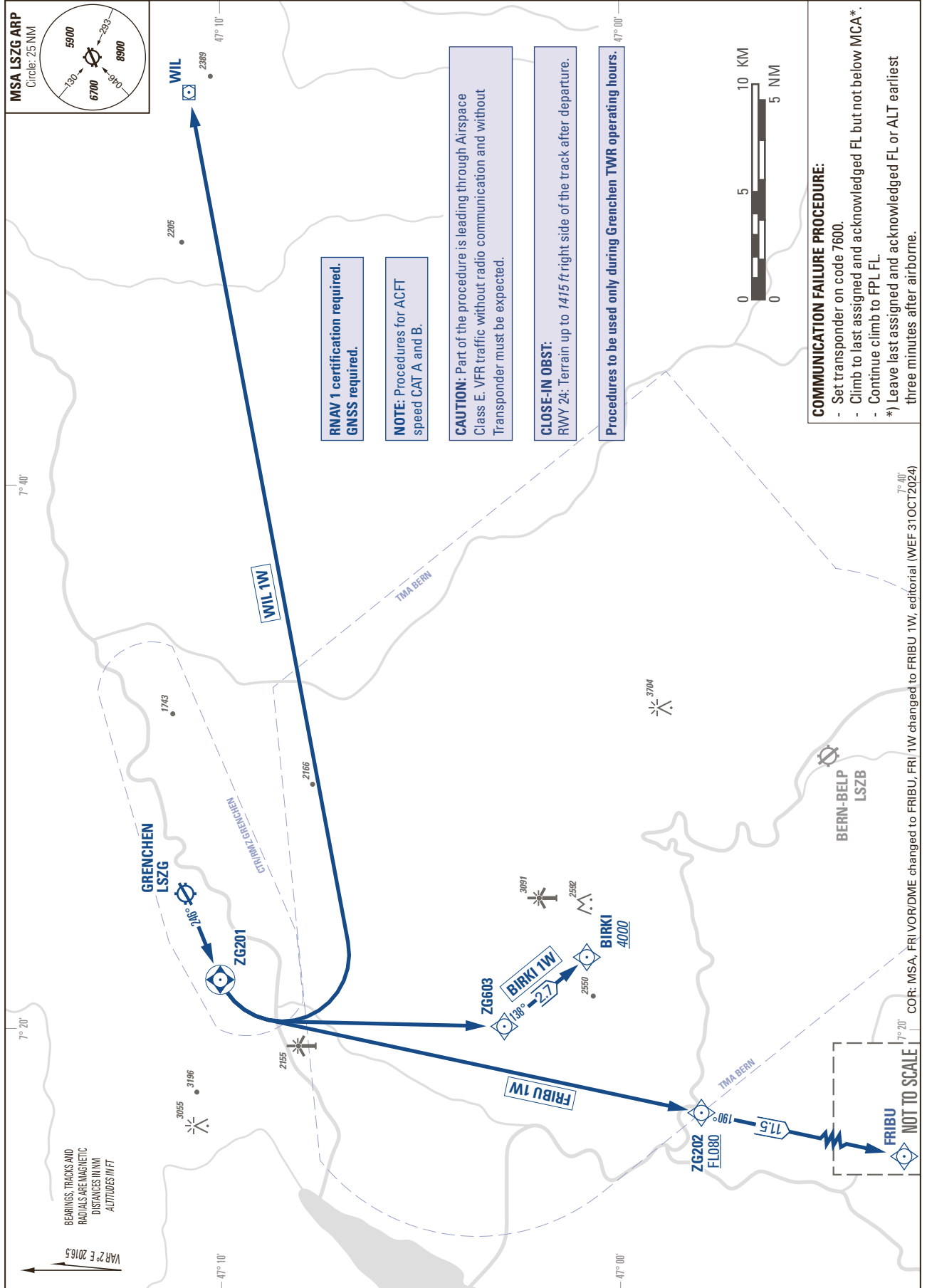
- Set transponder on code 7600.
- Climb to last assigned and acknowledged FL but not below MCA\*.
- Continue climb to FPL FL.
- Leave last assigned and acknowledged FL or ALT earliest three minutes after airborne.

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STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
SID RWY 24 - RNAV

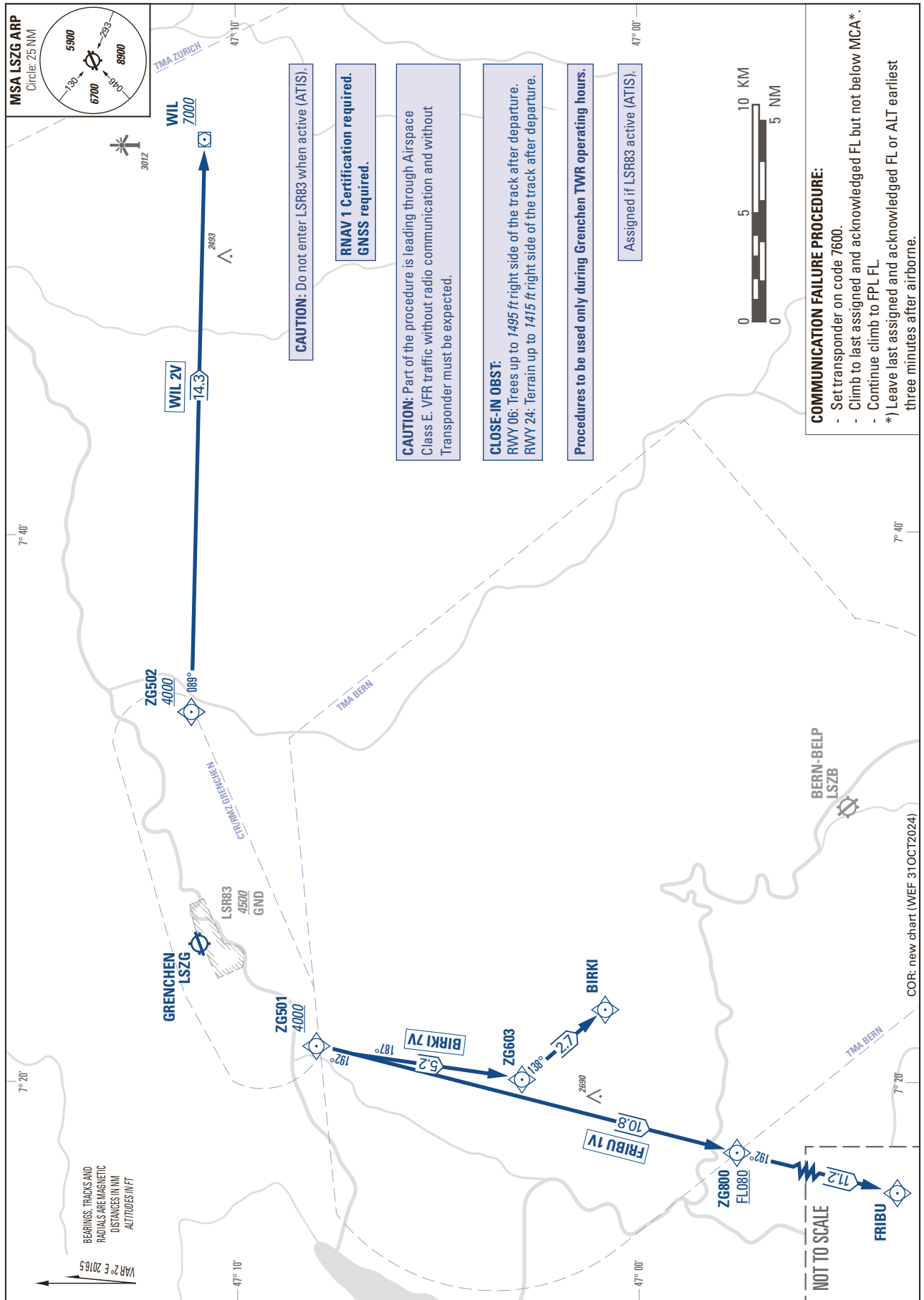


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
Visual SID RWY 06/24 - RNAV



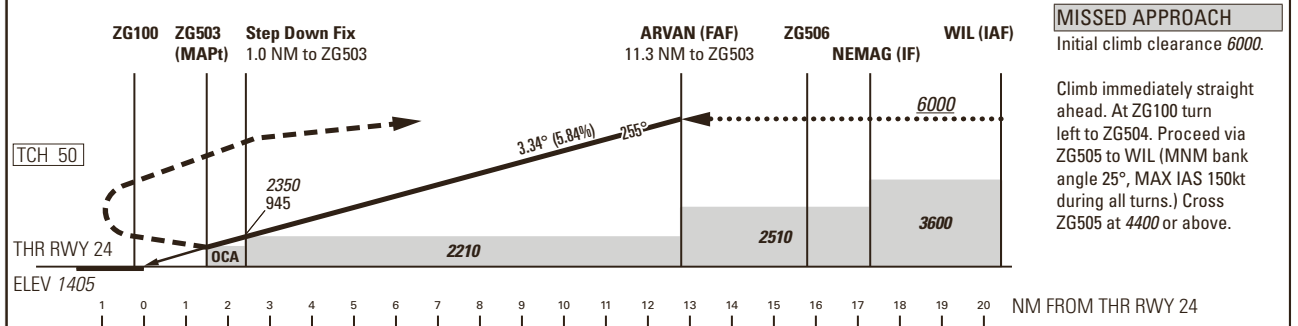
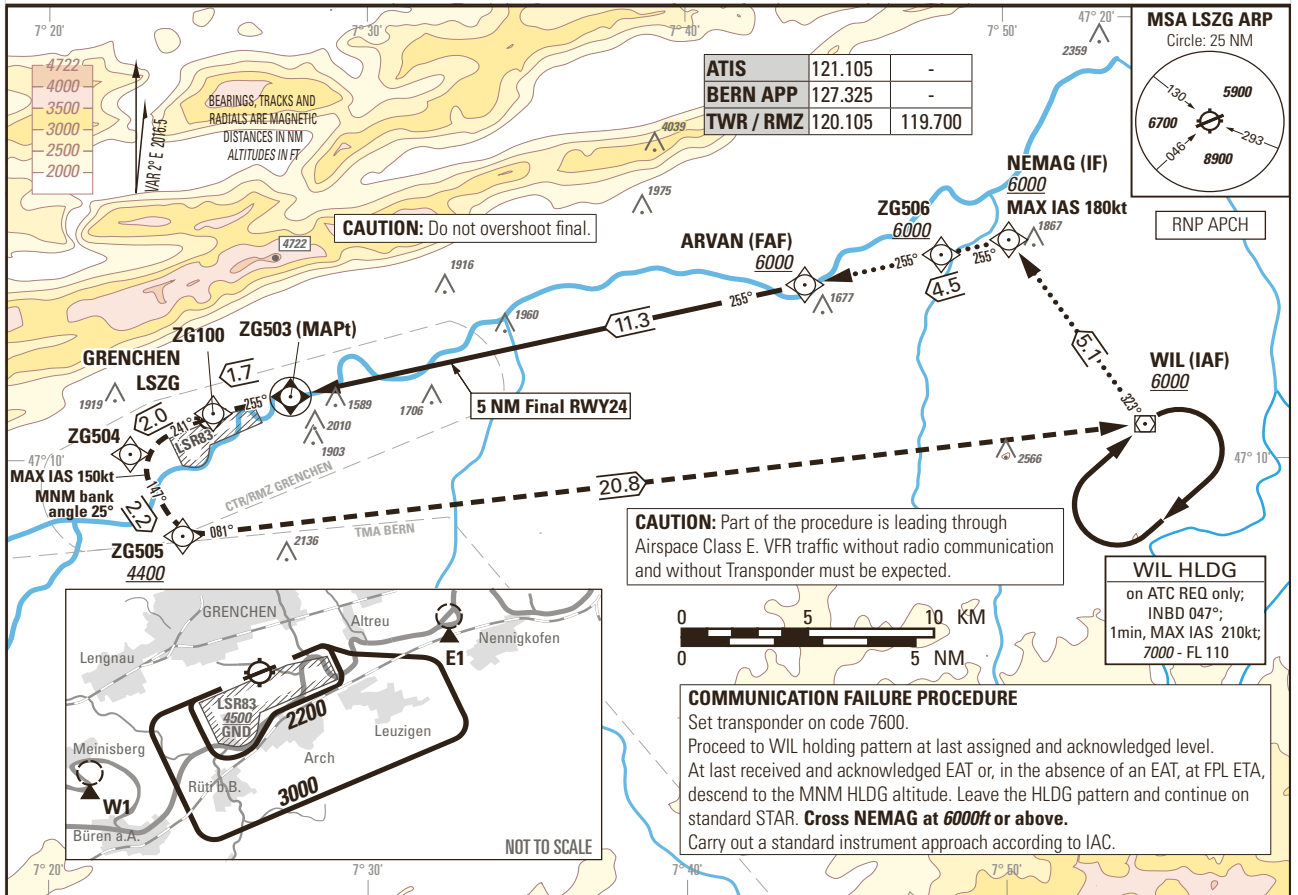
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

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



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

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

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

**NOTE**

- Noise abatement:
  - do not turn onto final before reaching 1.2 NM to ZG100.
- Circling:
  - No circlings north of RWY 06/24.
  - avoid overflying villages.
  - whenever possible, circling ALT 3000ft on outer downwind, circling shall remain inside CTR limits.

**CAUTION**

- Visual Segment Surface (VSS) penetrated by terrain right of track up to 1560ft AMSL.
- Do not enter LSR83 when active (ATIS).

COR: MSA ARP, step down fix (WEF 31OCT2024)

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## LSMP - PAYERNE

## LSMP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSMP - PAYERNE

## LSMP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	46 50 33 N / 006 54 49 E
2	Direction and distance from the CITY	3 km NW Payerne
3	Elevation/Reference temperature	1466 ft AMSL - 25.5°C
4	Geoid undulation at AD ELEV PSN	162.2 ft
5	MAG VAR/Annual change	3° E (2024.5) / 0° 11' eastwards
6	AD Administration, address, telephone, telefax, telex, AFS	Post: swiss aeropole SA Aéroport 132 CH-1530 Payerne Phone: +41 (0) 26 662 66 66 AFS: LSMPZTZX Email: airport@swissaeropole.com URL: www.swissaeropole.com Chief of civil aerodrome (CAC) Phone: +41 (0) 26 662 66 69
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

## LSMP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	MIL AD OPR HR: Time frame, excluding published exceptions: MON - SUN: 0500 - 2100 (0400 - 2000) CIV AD OPR HR: HX, but within following limits The aerodrome is open to civil flights after prior authorisation (PPR), at the following times only: MON - FRI: 0630 - 1900 (0530 - 1800) SAT: 0800 - 1100 (0700 - 1000) + 1230 - 1600 (1130 - 1500) SUN: CLSD HOL: see § 2.20 Exceptions with special authorisation, see §2.20 RMK: outside the periods of previously authorised flights, civil operation of the aerodrome is not continuously provided. The use of Payerne as an alternate aerodrome is prohibited. MON - FRI: No take-off between 1100 and 1215 (1000 and 1115). Take-offs may only be authorised by MIL OPS if they are delayed for technical, meteorological or ATC reasons. Civil flights outside MIL AD OPR HR: Flights taking place outside MIL AD OPR HR are subject to particular authorisation and activation deadlines and to billing surcharges.
2	Customs and immigration	CIV AD OPR HR Extra-Schengen flights possible Customs clearance for goods available.
3	Health and sanitation	MIL AD OPR HR
4	AIS Briefing Office	CIV AD OPR HR

5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	HX
8	Fuelling	CIV AD OPR HR
9	Handling	Speedwings Handling Services: Phone: +41 (0) 26 662 66 60 Email: handling@speedwings-payerne.ch
10	Security	H24
11	De-icing	CIV AD OPR HR
12	Remarks	MIL AD with civil co-use Airfield, PPR

### LSMP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel and oil types	JET A-1 Mobile Jet Oil II & BP Turbo Oil 2380
3	Fuelling facilities/capacity	Truck 20'000 litres and tank truck 37'000 litres. Additional capacity upon prior request.
4	De-icing facilities	OCT 01 - APR 30: available Operator: Speedwings Handling Services De-icing fluids available: - Type I Clariant Safewing MP I 1938 ECO (80); - Type IV Clariant Safewing MP IV Launch De-icing trucks: JBT Tempest 400 On stand de-icing: 1 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	Hangar space for visiting aircraft	Heated 6600 m2 available for rent. MAX height 9m.
6	Repair facilities for visiting aircraft	AOG support available.
7	Remarks	Handling mandatory, self handling not allowed. Contact Speedwings Handling Services for more details. Crew lounge and 4 crew rooms available on site. Pushback up to 75t. Potable water, lavatory cart, belt loader and GPU available. VIP vehicles available on the apron. Ground Services Payerne Phone: +41 (0) 26 662 66 60 FREQ: 131.880 MHz (Speedwings FBO) RTF: SPEEDWINGS Email: handling@speedwings-payerne.ch

### LSMP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity
2	Restaurants	At AD and in the vicinity
3	Transportation	On request. Train station in the city
4	Medical facilities	First aid at AD during MIL AD OPR HR, hospital in Payerne city
5	Bank and Post Office	In Payerne city
6	Tourist Office	In the city, www.estavayer-payerne.ch
7	Remarks	NIL

## LSMP 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
05	049/046	2791 x 40	PCN 34/F/C/X/T	46 50 07.73 N 006 54 07.73 E	1464 ft	-0.09%
23	229/226			46 51 03.10 N 006 55 39.02 E	1455 ft	+0.09%

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
05	NIL	60	2911 x 150	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. CTN: MIL net barrier at end of runway strip CWY only if MIL net barrier lowered RESA available after MIL net barrier
23	NIL	60			

## LSMP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2433	2433	2433	2708	Max lengths with MIL net barrier raised
	2665	2725	2665	2708	Max lengths with MIL net barrier lowered
	2297	2297	2297	N/A	From turn pad intersection TWY S with MIL net barrier raised.
23	2364	2364	2364	2665	Max lengths with MIL net barrier raised
	2708	2768	2708	2665	Max lengths with MIL net barrier lowered
	2087	2087	2087	N/A	Intersection T/O KILO with net barrier raised

**LSMP AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	ALS Type, LEN, INTST	THR LGT colour INTST WBAR	VASIS Type, PSN, MEHT	TDZ 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
05	Calvert CAT I, 770 m LIH	RTHL, G LIH, WBAR, RTIL FLG W	PAPI 4,7°, L (MIL use)	NIL	NIL	120 m, 60 m R, LIH; 1986 m, 60 m W, LIH; 685 m, 60 m Y, LIH	R, LIH CIV RWY end 99 m before RENL	NIL	RWY LGT refer to MIL RWY dimensions
23	Calvert CAT I, 900 m LIH		PAPI 3,7°, L (MIL use)	NIL	NIL	190 m, 60 m R, LIH; 1933 m, 60 m W, LIH; 668 m, 60 m Y, LIH	R, LIH CIV RWY end 69 m before RENL		

**LSMP 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	All TWY with edge lighting
4	Secondary power supply/switch-over time	AVBL / < 15 s
5	Remarks	MIL rotating beacon 0.5 NM final centre line on both sides

**LSMP AD 2.16 HELICOPTER LANDING AREA**

1	Coordinates TLOF or THR of FATO	NIL
	Geoid undulation	NIL
2	TLOF and/or FATO elevation	1460 ft
3	TLOF and FATO area dimensions, surface, strength, marking	FATO on main RWY: 05/23; 500 x 40 m, ASPH: PCN 34 F/C/X/T No specific marking
4	True BRG of FATO	049° / 229°
5	Declared distance available	See FATO dimensions
6	APP and FATO lighting	RWY LGT
7	Remarks	FATO on RWY between TWY M and P

**LSMP AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	<b>Payerne CTR</b> 46 56 22 N 006 59 31 E - 46 52 33 N 007 04 35 E - 46 44 08 N 006 51 13 E - 46 47 56 N 006 46 09 E - 46 56 22 N 006 59 31 E
2	Vertical limits	FL 100
3	Airspace classification	D
4	ATS unit call sign Language(s)	Language: En; En and Fr for Non-Commercial VFR traffic.
5	Transition altitude	6000 ft AMSL
6	Remarks	NIL

**LSMP AD 2.21 NOISE ABATEMENT PROCEDURES**

1. The CIV AD operator reserves the right to refuse access to certain categories of aircraft without giving a reason.
2. For departures and arrivals from and to Payerne AD, the use of the specified departure and arrival routes/sectors are mandatory unless otherwise instructed by ATC.
3. The following jet aircraft are only accepted at Payerne with the agreement of the Air Base Commander:  
Jet Commander 1121 (JCOM), Aero Commander (AC68 / AC90), Falcon Series-20 CF-700 (FA20), Gates Lear Jet Series CJ610 (LJ25), Gulfstream II/III (GLF2 / GLF3), Hansa Jet HFB-320 (HF20), HS-125 Series-400/600 non Turbofan (H25A), Jetstar L-1329 Mk1/Mk2 (L29B), Morane MS-760 (MS76), Piaggio PD-808 Vespa Jet (P808), Sabreliner NA-265 Series-40/60A (SBR1), Westwind I, IAI 1123 (WW23), YAK 40/42 (YK40 / YK42).
4. Rolling take-offs must be performed whenever possible.
5. After take-off, and subject to compliance with safety instructions, aircraft must use their best rate of climb. Jet aircraft must use the climb procedure which best reduces noise impact at ground level.
6. The approach must be planned such that cruise configuration is kept for as long as possible while complying with the applicable safety rules. As far as flight safety allows, approaches must be conducted using the "low-drag / low power" principle.
7. Deceleration after landing should use the available and published runway length. The use of thrust reverser is not permitted, except when essential.
8. The use of APUs is not permitted more than 60 minutes prior departure (off-block time). APUs must be shut down no later than 20 minutes after arrival (on-block time).
9. Local restrictions apply during funerals. Follow ATC instructions.

LSMP AD 2.22 FLIGHT PROCEDURES

1. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	RVR (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
05	A	800 / ---	400 / ---	---	NIL
	B	800 / ---	400 / ---	---	NIL
	C	800 / ---	400 / ---	---	NIL
	D	800 / ---	400 / ---	---	NIL
23	A	800 / ---	400 / ---	---	NIL
	B	800 / ---	400 / ---	---	NIL
	C	800 / ---	400 / ---	---	NIL
	D	800 / ---	400 / ---	---	NIL

1.1 IFR Procedures

1.1.1 SID Descriptions

1.1.1.1 SID RWY 05 - RNAV (see chart LSMP AD 2.24.7 - 1)

RWY05 - RNAV				
DESIGNATOR	ROUTE		Contact	Remark
	Lateral	Vertical		
FRIBU 1Q PDG 4.2% to 3300ft MNM climb gradient 7% to 4500ft to remain inside controlled airspace	Climb straight ahead. At 2500ft turn right to FRIBU.	INITIAL CLIMB CLEARANCE FL080 Cross FRIBU at 7500ft or above	NIL	Ref: Chart AD 2.24.7-1

RNAV SID FRIBU 1Q						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+2500	-	046°(049.0°T)	-
DF	FRIBU	N	+7500	-	-	-

1.1.1.2 SID RWY 23 - RNAV (see chart LSMP AD 2.24.7 - 1)

RWY23 - RNAV				
DESIGNATOR	ROUTE		Contact	Remark
	Lateral	Vertical		
FRIBU 1R PDG 6.4% to 3200ft	Climb straight ahead. At 2800ft turn left (MNM bank angle 25°, MAX IAS 185kt during turn). Proceed via MP701 to FRIBU.	INITIAL CLIMB CLEARANCE FL080 Cross MP701 at 4800ft or above, FRIBU at 7500ft or above	NIL	Ref: Chart AD 2.24.7-1

RNAV SID FRIBU 1R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+2800	185	226°(229.0°T)	-
DF	MP701	Y	+4800	185	-	-
TF	FRIBU	N	+7500	-	082°(084.8°T)	13.3

1.1.2 STAR Description

1.1.2.1 STAR TO ETEKI - RNAV (see chart LSMP AD 2.24.9 - 1)

DESIGNATOR	RWY 05 - RNAV		
	ROUTE		
	Lateral	Vertical	Remark
FRIBU 1E	From FRIBU proceed to ETEKI	Refer to chart	NIL

RNAV STAR FRIBU 1E						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	+6000	-	-	-
TF	ETEKI	N	+6000	-	260° (263.1°T)	20.1

1.1.2.2 STAR TO VALAD - RNAV (see chart LSMP AD 2.24.9 - 1)

DESIGNATOR	RWY 23 - RNAV		
	ROUTE		
	Lateral	Vertical	Remark
FRIBU 1V	From FRIBU proceed to VALAD	Refer to chart	NIL

RNAV STAR FRIBU 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	+6000	-	-	-
TF	VALAD	N	+6000	-	329° (331.8°T)	11.7

1.1.3 Approach procedures:

1.1.3.1 Procedure description of RNAV APCH before ILS RWY 05 (see chart LSMP AD 2.24.10 - 1)

Approach						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
HF	ETEKI	N	6000	- 230	045° (048.4°T)	-

1.1.3.1.1 Procedure description of RNAV Missed APCH after ILS RWY 05 (see chart LSMP AD 2.24.10 - 1)

Missed approach						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RW05	Y	-	-	-	-
TF	MP501	Y	-	-	045° (048.5°T)	5.9
TF	FRIBU	Y	-	-	127° (130.1°T)	11.5
DF	MP502	N	-	-	-	-
TF	ETEKI	N	+7000	- 185	260° (263.0°T)	14.1

1.1.3.2 Procedure description of RNAV APCH before ILS RWY 23 (see chart LSMP AD 2.24.10 - 3)

Approach						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
HF	VALAD	N	5000	- 180	226° (228.6°T)	WD 5.2

1.1.3.2.1 Procedure description of RNAV Missed APCH after ILS RWY 23 (see chart LSMP AD 2.24.10 - 3)

Missed Approach						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RW23	Y	-	-	-	-
TF	MP402	Y	-	-	225° (228.5°T)	4.7
TF	FRIBU	Y	+6000	-	092° (094.6°T)	15.8
TF	VALAD	N	-	- 195	329° (331.8°T)	11.7

1.1.3.3 Procedure description of RNAV APCH before RNP Z RWY 23 (see chart LSMP AD 2.24.10 - 5)

Approach						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
HF	VALAD	N	5000	- 180	226° (228.6°T)	WD 5.2

1.1.3.3.1 Procedure description of RNP Z RWY 23 (see chart LSMP AD 2.24.10 - 5)

From VALAD						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	VALAD	N	5000	-	-	-
TF	RW23	Y	-	-	226° (228.6°T)	8.9
TF	MP402	Y	-	-	225° (228.5°T)	4.7
TF	FRIBU	Y	+6000	-	092° (094.6°T)	15.8
TF	VALAD	N	-	- 195	329° (331.8°T)	11.7

**LSMP AD 2.23 ADDITIONAL INFORMATION**

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

NAV point	COORD WGS84		Purpose
	N LAT	E LONG	
1	2		3
MP401	N 46 58 35.8	E 007 08 08.4	IAC LSMP
MP402	N 46 47 56.9	E 006 50 32.4	IAC LSMP
MP501	N 46 54 03.5	E 007 00 37.0	IAC LSMP
MP502	N 46 45 55.8	E 007 04 44.7	IAC LSMP
MP701	N 46 45 28.4	E 006 54 08.3	SID LSMP

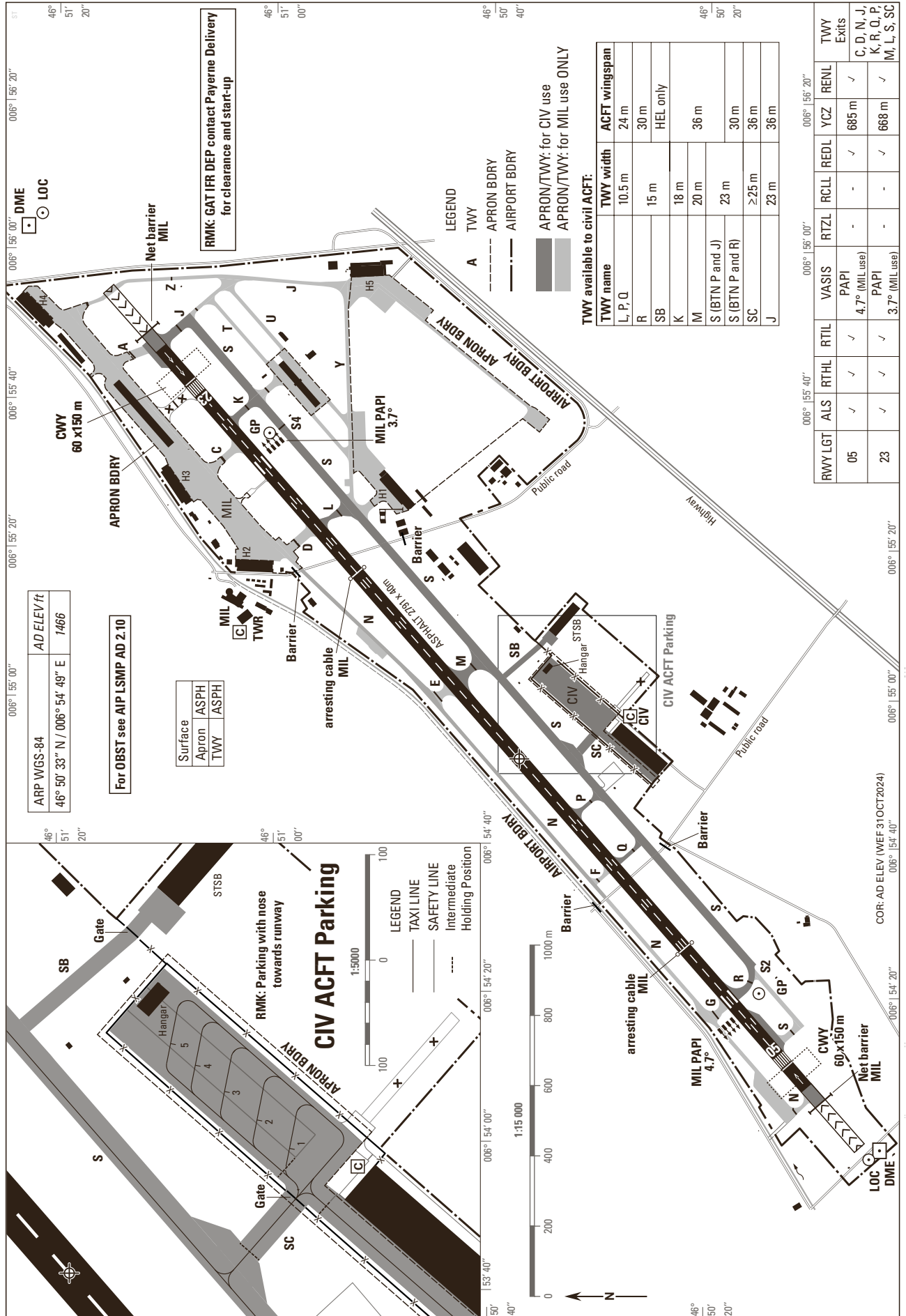
**LSMP AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME**

Name	Page
Aerodrome Chart	LSMP AD 2.24.1 - 1
Aerodrome Obstacle Chart - Type A - RWY 05	LSMP AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 23	LSMP AD 2.24.4 - 3
SID RWY 05/23 - RNAV	LSMP AD 2.24.7 - 1
STAR RWY 05/23 - RNAV	LSMP AD 2.24.9 - 1
IAC ILS RWY 05	LSMP AD 2.24.10 - 1
IAC ILS RWY 23	LSMP AD 2.24.10 - 3
IAC RNP Z RWY 23	LSMP AD 2.24.10 - 5

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

To be completed. See relevant approach charts for details.

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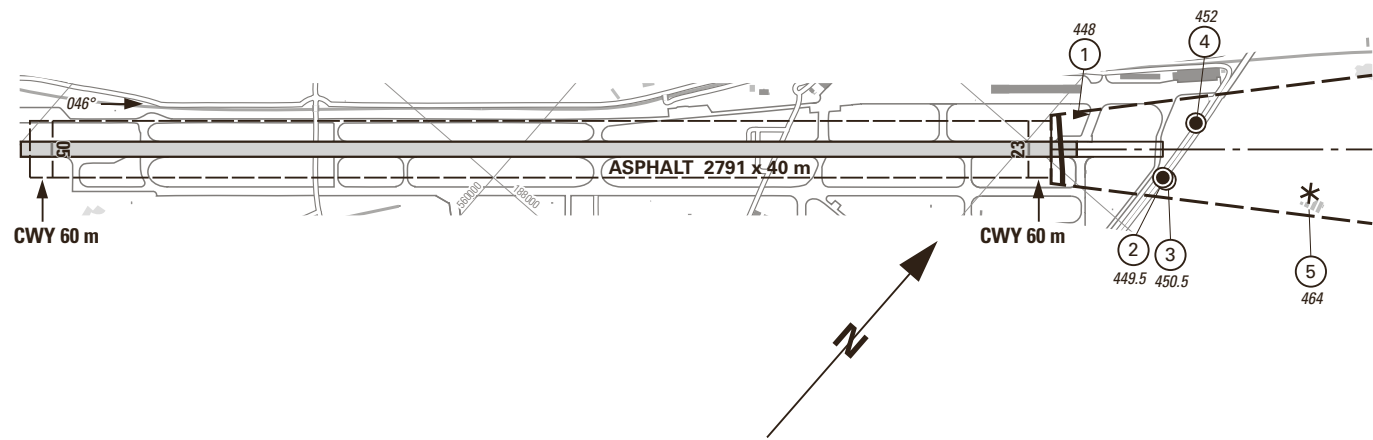
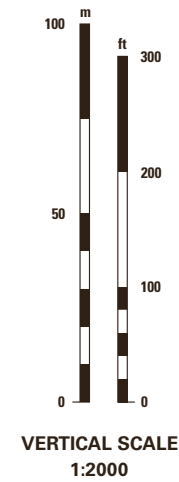
VAR 3° E (2024.5)

AMDT RECORD		
No.	DATE	ENTERED BY

**RWY: 05**

RWY 05	DECLARED DISTANCES in m	RWY 23
2665	TAKE-OFF RUN AVAILABLE	—
2725	TAKE-OFF DISTANCE AVAILABLE	—
2665	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	2665

RMK: These DECL DIST are the MAX lengths with MIL net barrier lowered O/R. See LSMP AD 2.13 for all DECL DIST.



**LEGEND**

①	Identification number
*	Tree, shrub
●	Pole, tower, spire, antenna, etc.
▶	Embankment
⌒	Terrain penetrating obstruction plane

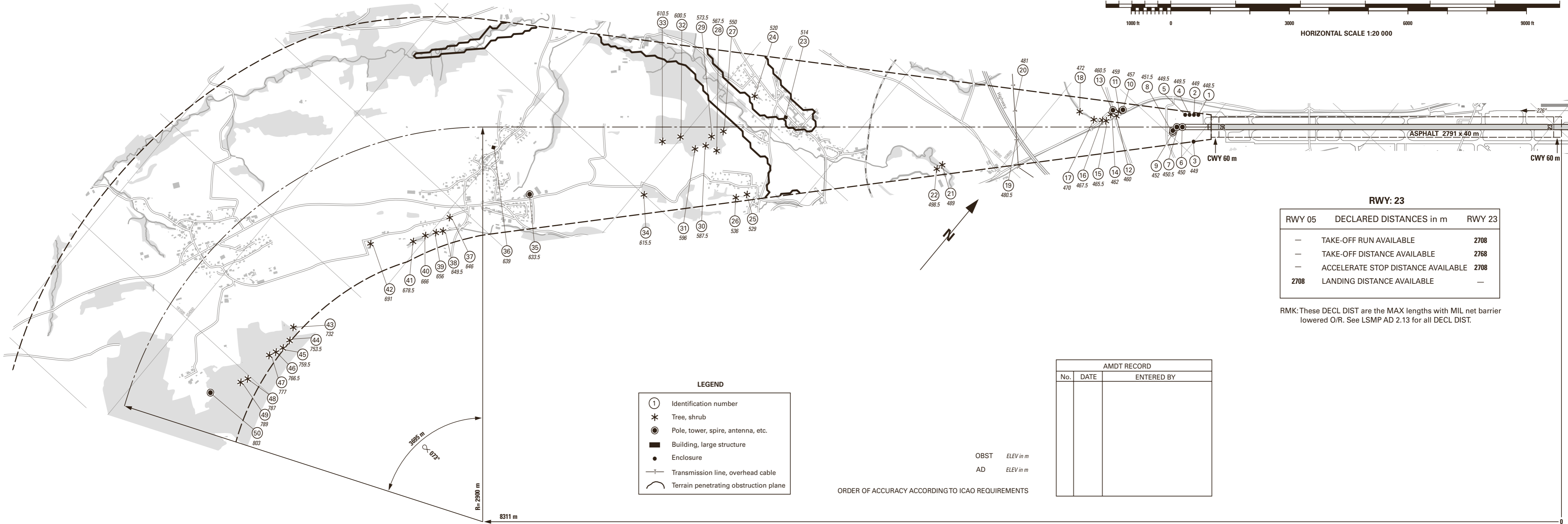
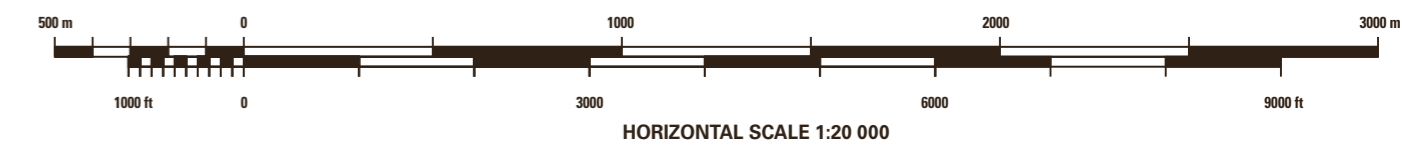
OBST ELEV in m  
AD ELEV in m

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

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VAR 3° E (2024.5)

Profile view see LSMP AD 2.24.4-4



**RWY: 23**

RWY 05	DECLARED DISTANCES in m	RWY 23
—	TAKE-OFF RUN AVAILABLE	2708
—	TAKE-OFF DISTANCE AVAILABLE	2768
—	ACCELERATE STOP DISTANCE AVAILABLE	2708
2708	LANDING DISTANCE AVAILABLE	—

RMK: These DECL DIST are the MAX lengths with MIL net barrier lowered O/R. See LSMP AD 2.13 for all DECL DIST.

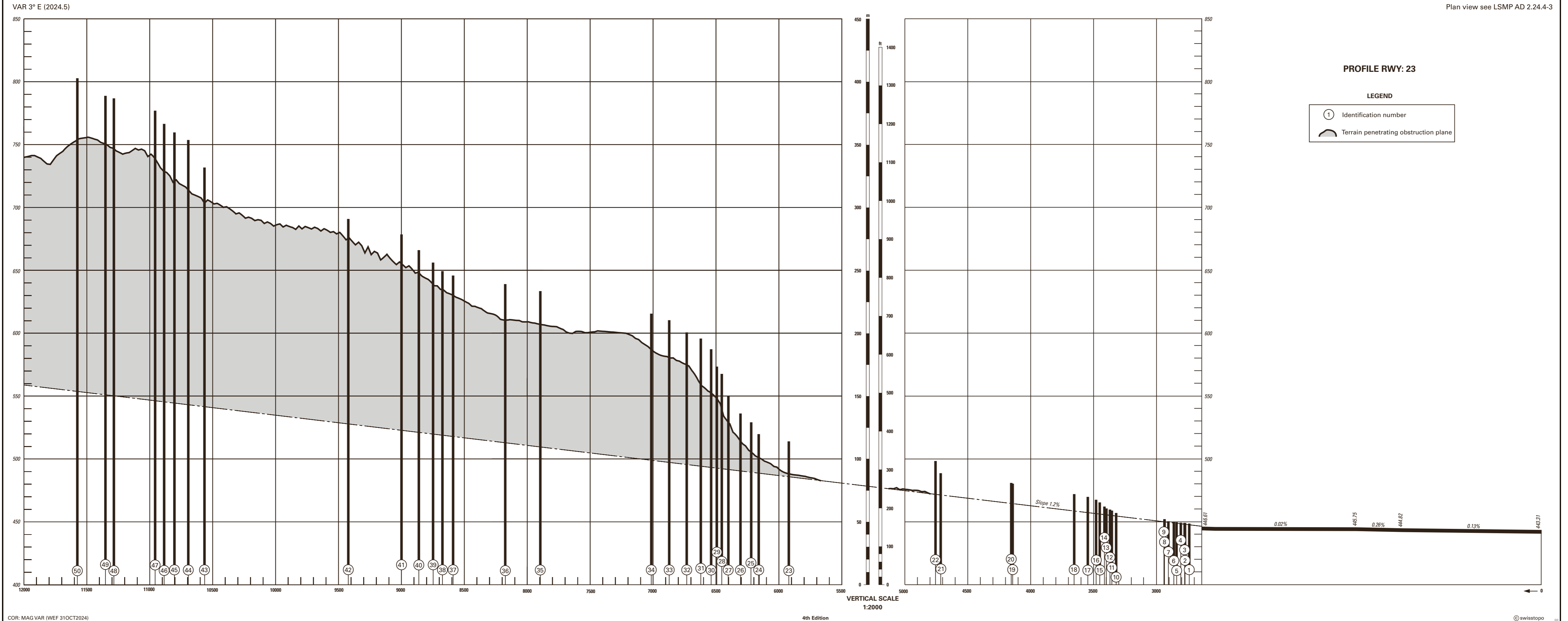
**LEGEND**

- ① Identification number
- \* Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Enclosure
- Transmission line, overhead cable
- ⌒ Terrain penetrating obstruction plane

OBST ELEV in m  
AD ELEV in m

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

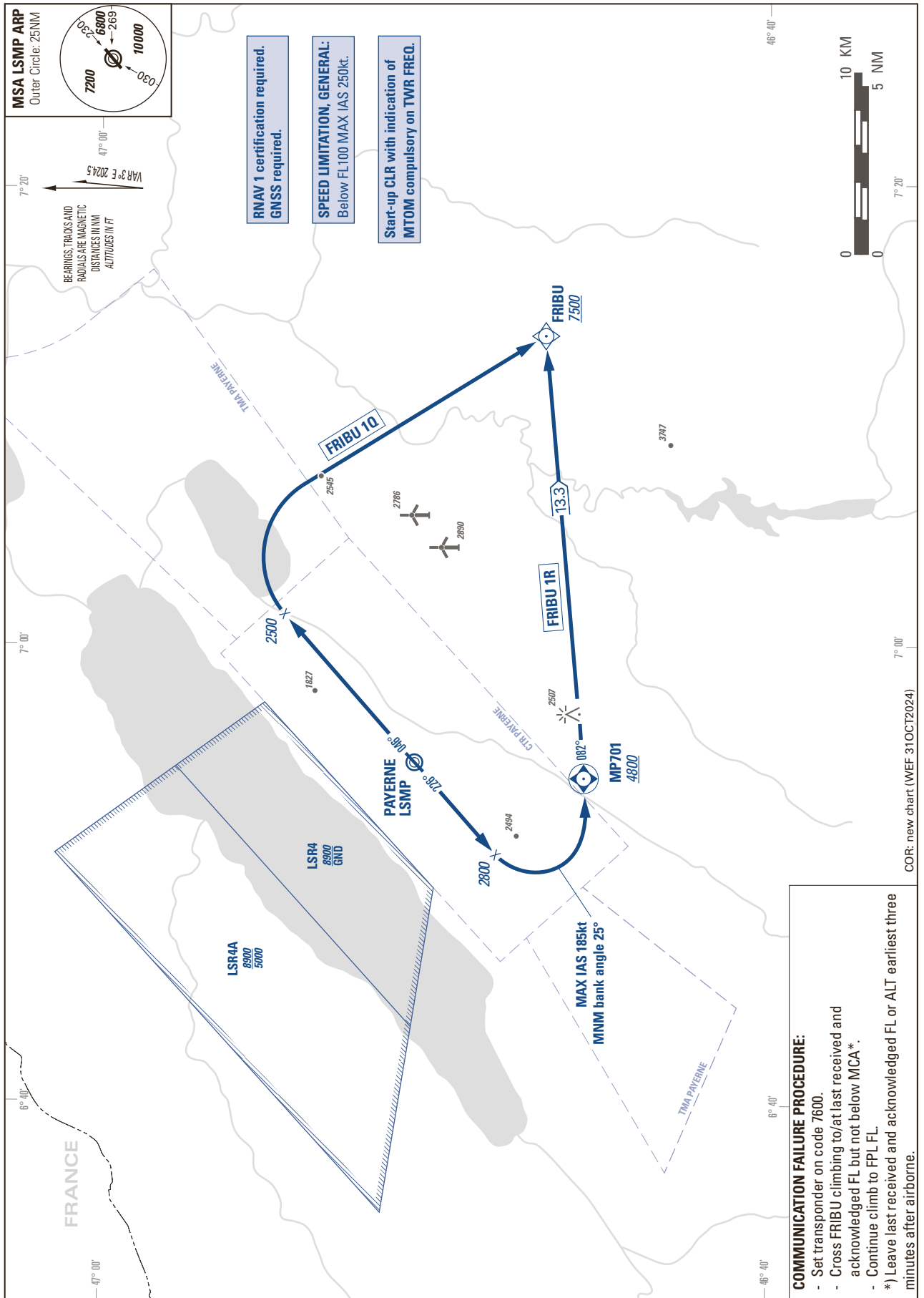
AMDT RECORD		
No.	DATE	ENTERED BY



STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

PAYERNE LSMP  
SID RWY 05/23 - RNAV

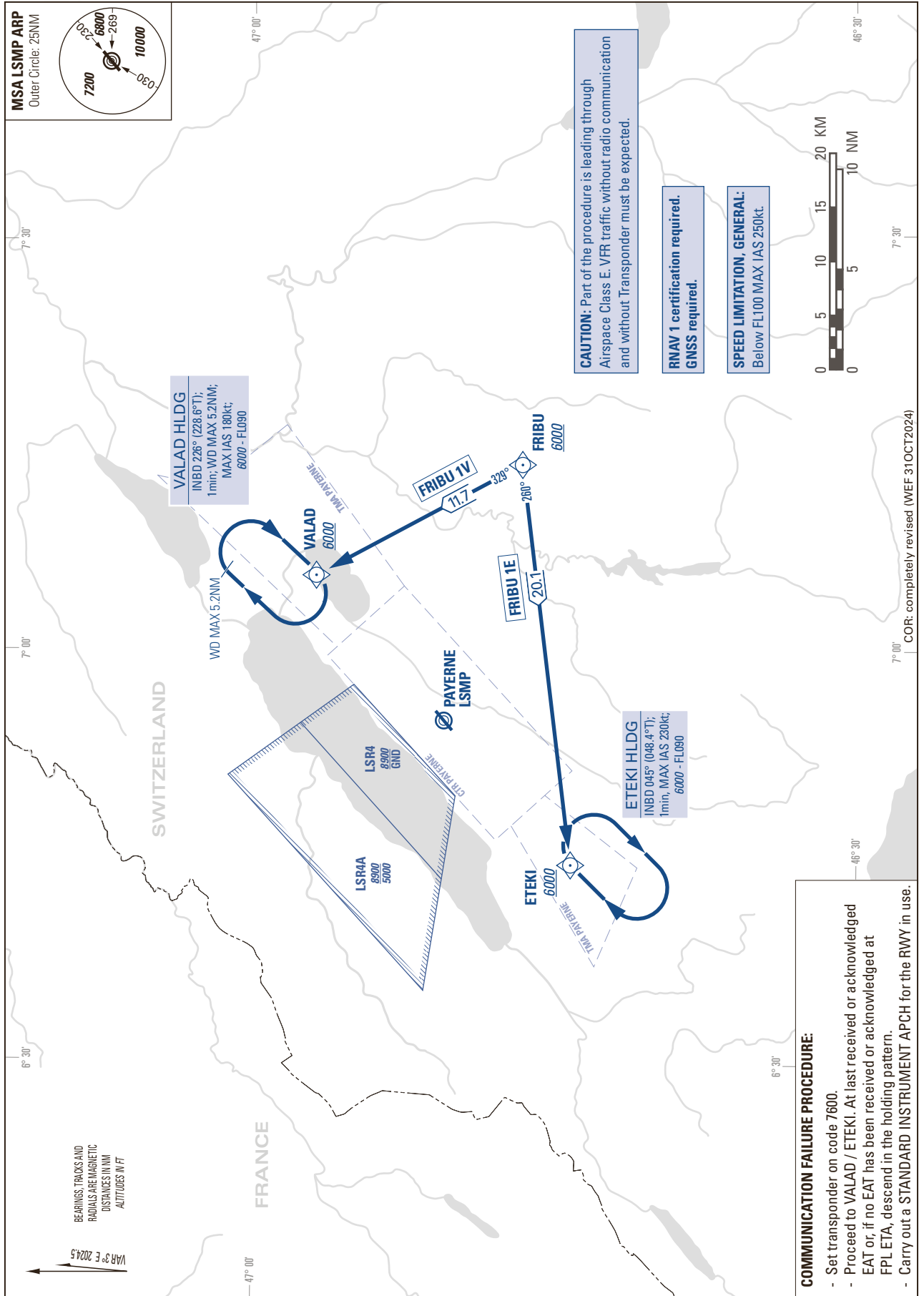


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STANDARD INSTRUMENT ARRIVAL CHART  
(STAR) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

PAYERNE LSMP  
STAR RWY 05/23 - RNAV



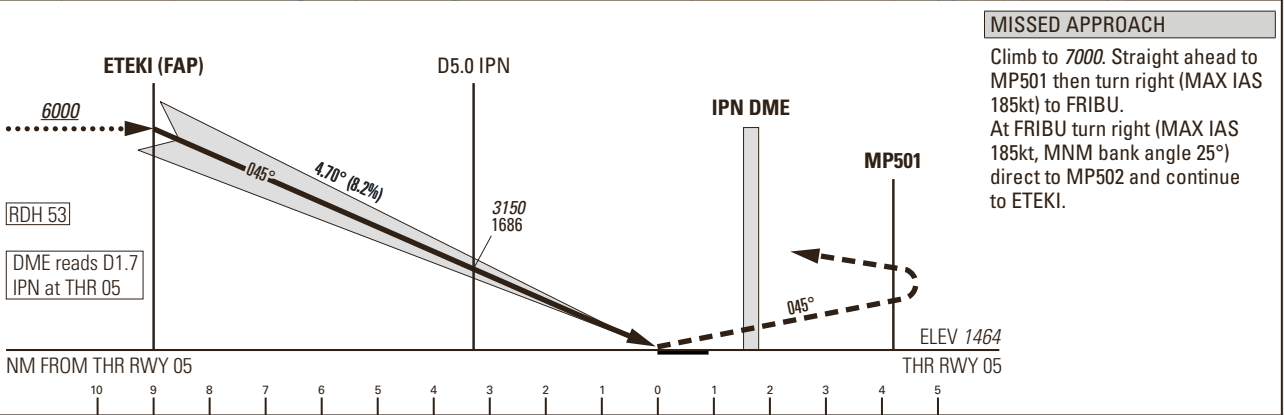
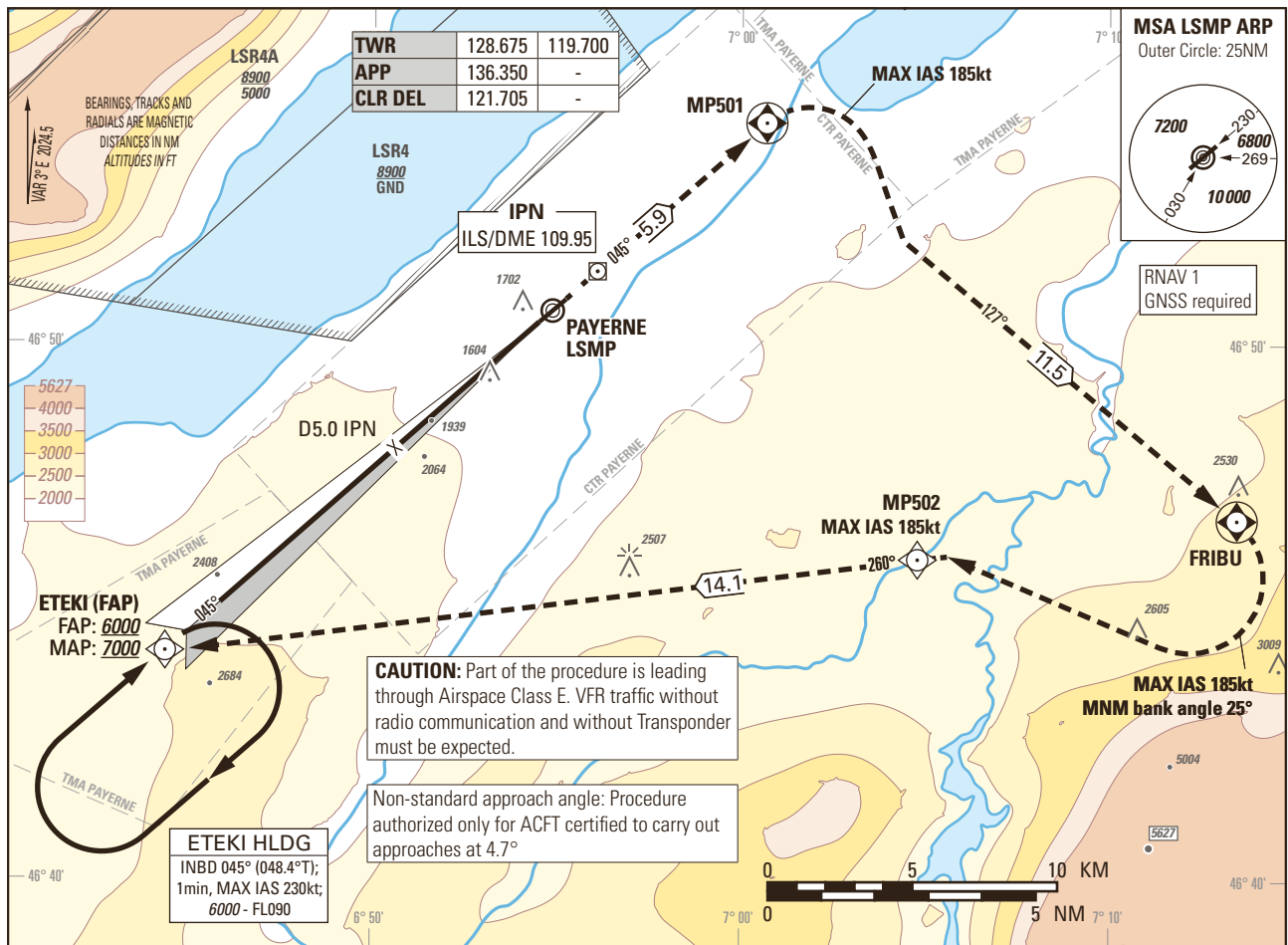
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1466ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

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



**MISSED APPROACH**  
Climb to 7000. Straight ahead to MP501 then turn right (MAX IAS 185kt) to FRIBU. At FRIBU turn right (MAX IAS 185kt, MNM bank angle 25°) direct to MP502 and continue to ETEKI.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	2999 (1535)	3022 (1558)	3042 (1578)	3062 (1598)
4.1% to 5900	1730 (266)	1753 (289)	1772 (308)	1792 (328)
	DECISION ALTITUDE (HEIGHT)			
4.1% to 5900	1867 (403)			
<b>CIRCLING <sup>1)</sup></b>	A	B	C	D
OCA(H)	2120 (654)	2460 (994)	2790 (1324)	2830 (1364)

IPN DME	10.7	10.0	9.0	8.0	7.0	6.0	5.0
recommended CROSSING ALT	6000	5640	5140	4640	4140	3650	3150

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

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

ROD	GS kt	90	110	130	150
	FT/MIN	749	916	1082	1249

COR: completely revised (WEF 31OCT2024)

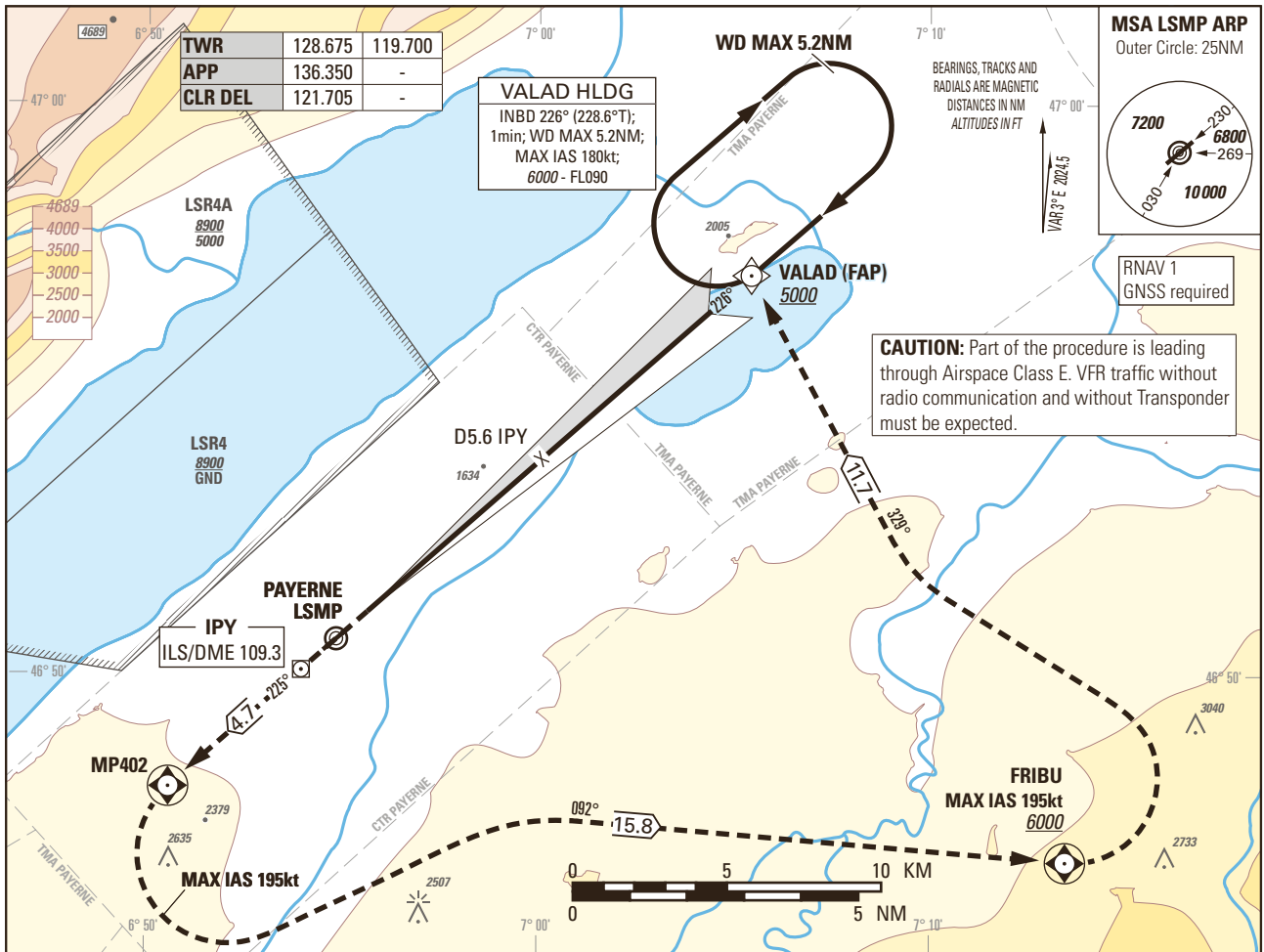
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1466ft

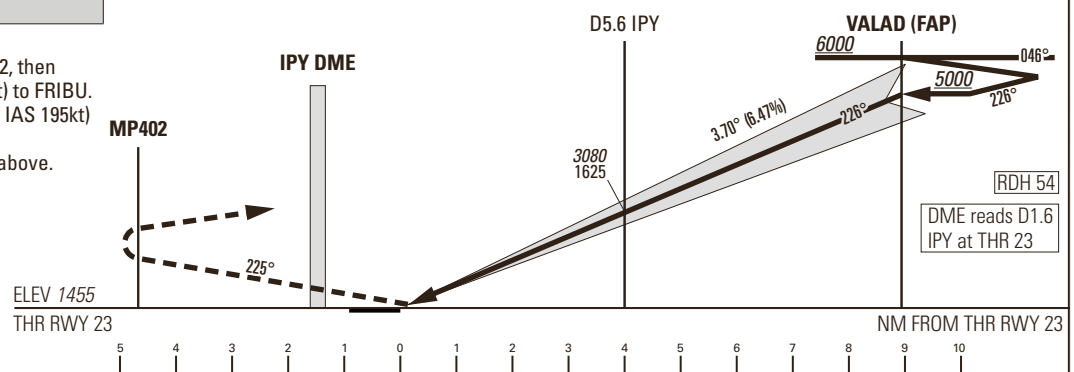
TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

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



**MISSED APPROACH**

Climb to 6000.  
Straight ahead to MP402, then turn left (MAX IAS 195kt) to FRIBU.  
At FRIBU turn left (MAX IAS 195kt) to VALAD.  
Cross FRIBU at 6000 or above.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	2052 (597)	2065 (610)	2078 (623)	2091 (636)
4.4% to 2700	1712 (257)	1725 (270)	1738 (283)	1751 (296)
	DECISION ALTITUDE (HEIGHT)			
4.4% to 2700	1813 (358)			
<b>CIRCLING <sup>1)</sup></b>	A	B	C	D
OCA(H)	2120 (654)	2460 (994)	2790 (1324)	2830 (1364)

IPY DME	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.5
recommended CROSSING ALT	2460	2850	3240	3460	4030	4420	4820	5000

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

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

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

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

COR: completely revised (WEF 31OCT2024)

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Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSMP
Runway	23
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	465103.1035N
LTP/FTP Longitude	0065539.0165E
LTP/FTP Ellipsoidal Height (metres)	492.7
FPAP Latitude	465005.9485N
Delta FPAP Latitude (seconds)	-57.1550
FPAP Longitude	0065404.7990E
Delta FPAP Longitude (seconds)	-94.2175
Threshold Crossing Height	54.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.70
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 10 0D 13 0C 17 D0 00 01 33 32 05 7F 30 1B 14 11 14 F9 02 3F 27 7A 41 FE ED 1F FD 1C 02 72 01 64 00 C8 AF 41 7C FB D8
Calculated CRC Value	417CFBD8

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	443.4

## 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.  Able for a 6° glide path angle.  OEI missed APCH climb gradient
	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*	
	RNP RWY 25 (AR), DA according to ACFT CAT night only	B	High PER DEP, only if RWY 25 in use NAA approved*	
	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>SAPRE 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 BERAR (MAX IAS 250 kt during turn) to SAPRE.	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 SAPRE 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	SAPRE	-	-	-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>SAPRE 1D</b> 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 SAPRE.	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

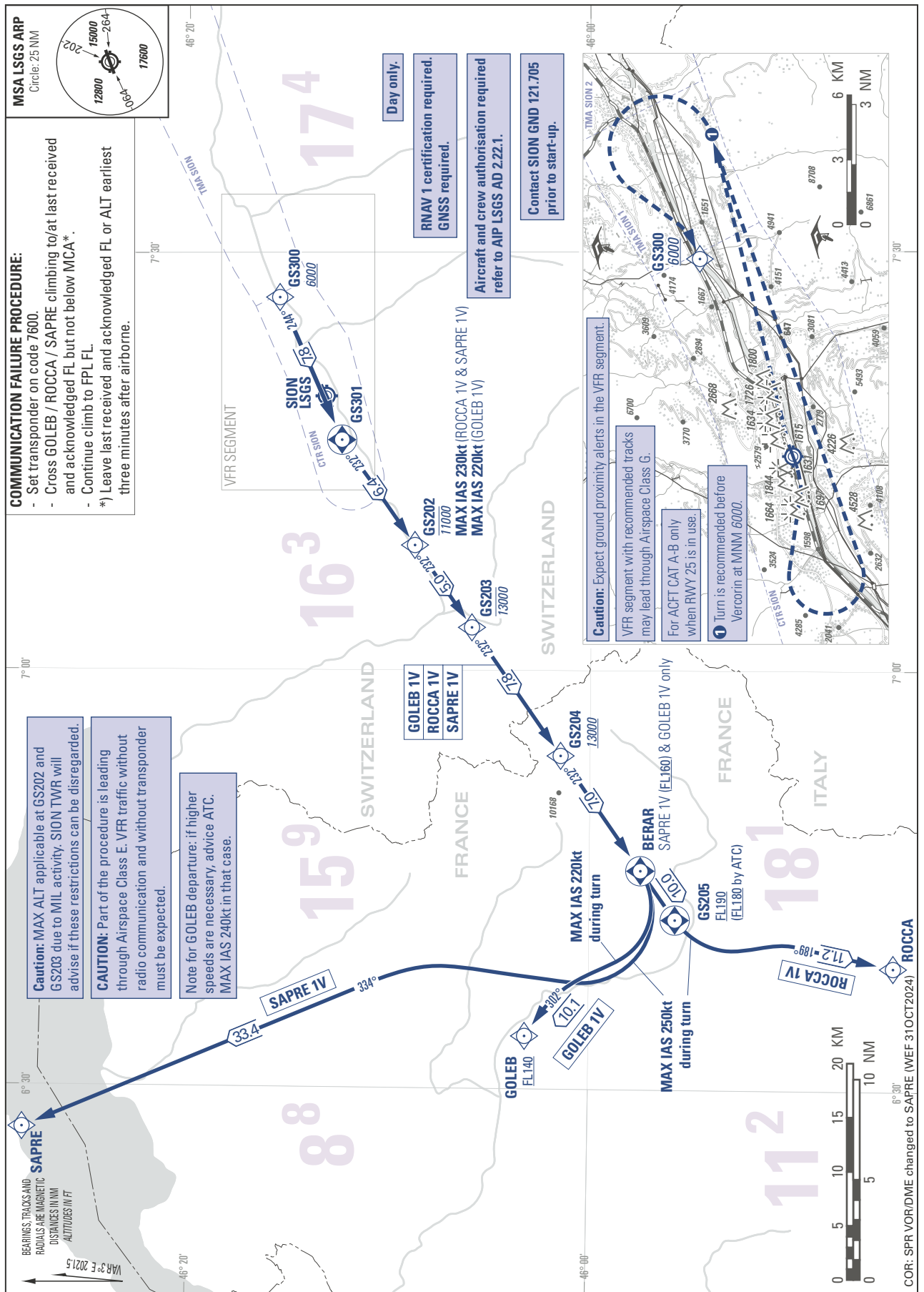
Procedure Description of RNAV 1 SID SAPRE 1D						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GS200	Y	-	-	-	-
TF	GS201	Y	-	-	239° (241.9°T)	3.7
TF	GS202	-	-11000	-230	232° (235.2°T)	4.4
TF	GS203	-	-13000	-	232° (235.1°T)	5.0
TF	GS204	-	+13000	-	232° (235.0°T)	7.8
TF	BERAR	Y	+FL160	-	232° (235.0°T)	7.0
TF	SAPRE	-	-	-250	334° (337.2°T)	33.4

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

STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 13000

SION LSGS  
LOW PERFORMANCE  
SID RWY 07/25 - RNAV

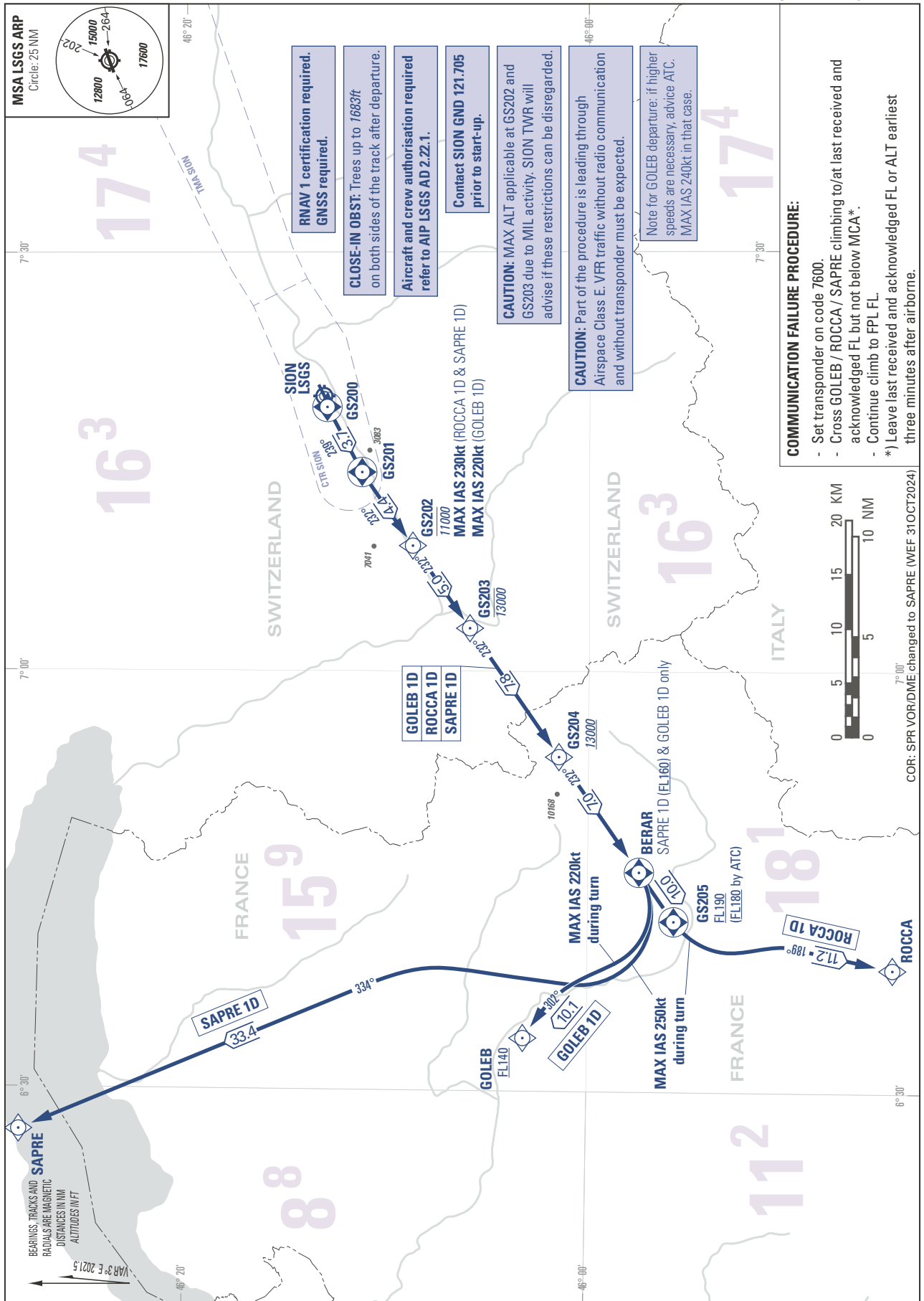


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 13000

SION LSGS  
HIGH PERFORMANCE  
SID RWY 25 - RNAV

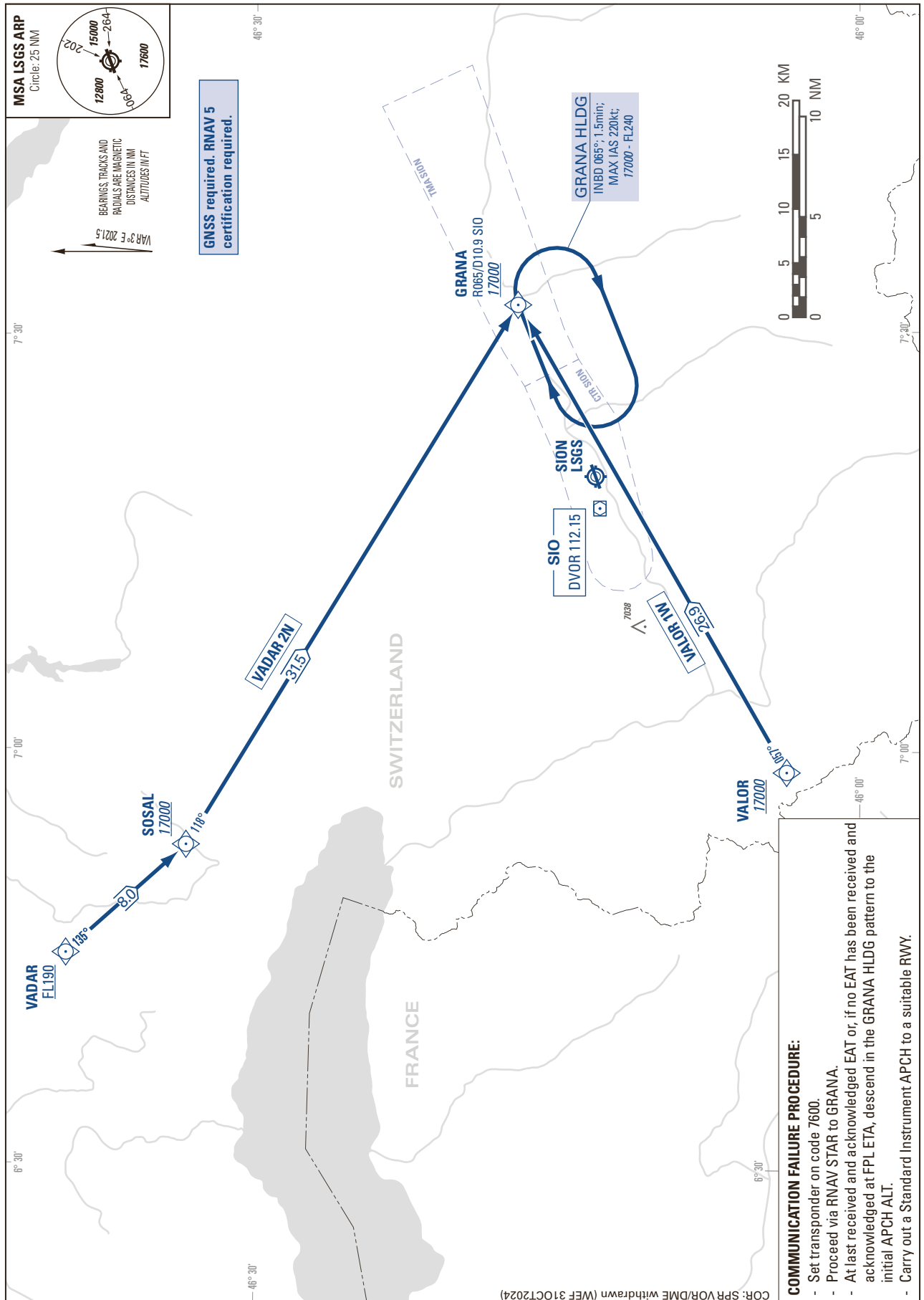


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STANDARD INSTRUMENT ARRIVAL CHART  
(STAR) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 17000

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



**COMMUNICATION FAILURE PROCEDURE:**

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

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