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AIRAC

AIP

**AIRAC AMDT 012
2024**

Effective Date 26 DEC 2024

Publication Date 14 NOV 2024

RMK

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

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2. Record entry of amendment on page GEN 0.2

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

NOTAM: A0605/24

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: 003 2024, 005 2024

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009/2023	19-Oct-2023	30-Nov-2023	
010/2023	16-Nov-2023	28-Dec-2023	
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ENR 3.2 - 64	AIRAC 28 NOV 2024	ENR 5.1 - 5	AIRAC 21 MAR 2024	ENR 5.5 - 10	AIRAC 21 MAR 2024
ENR 3.2 - 65	AIRAC 31 OCT 2024	ENR 5.1 - 6	AIRAC 21 MAR 2024	ENR 5.5 - 11	AIRAC 21 MAR 2024
ENR 3.2 - 66	AIRAC 31 OCT 2024	ENR 5.1 - 7	AIRAC 21 MAR 2024	ENR 5.5 - 12	AIRAC 21 MAR 2024
ENR 3.2 - 67	AIRAC 13 JUN 2024	ENR 5.1 - 8	AIRAC 21 MAR 2024	ENR 5.5 - 13	13 JUN 2024
ENR 3.2 - 68	AIRAC 13 JUN 2024	ENR 5.1 - 9	16 MAY 2024	ENR 5.5 - 14	13 JUN 2024
ENR 3.2 - 69	AIRAC 31 OCT 2024	ENR 5.1 - 10	16 MAY 2024	ENR 5.5 - 15	AIRAC 21 MAR 2024
ENR 3.2 - 70	AIRAC 31 OCT 2024	ENR 5.1 - 11	AIRAC 21 MAR 2024	ENR 5.5 - 16	AIRAC 21 MAR 2024
ENR 3.2 - 71	AIRAC 13 JUN 2024	ENR 5.1 - 12	AIRAC 21 MAR 2024	ENR 5.5 - 17	11 JUL 2024
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ENR 3.2 - 74	AIRAC 13 JUN 2024	ENR 5.1 - 15	AIRAC 21 MAR 2024	ENR 5.5 - 20	25 JAN 2024
ENR 3.2 - 75	AIRAC 13 JUN 2024	ENR 5.1 - 16	AIRAC 21 MAR 2024	ENR 5.6 - 1	15 OCT 2015
ENR 3.2 - 76	AIRAC 13 JUN 2024	ENR 5.1 - 17	11 JUL 2024	ENR 5.6 - 2	15 OCT 2015
ENR 3.2 - 77	AIRAC 13 JUN 2024	ENR 5.1 - 18	11 JUL 2024	ENR 5.6 - 3	13 JUN 2024
ENR 3.2 - 78	AIRAC 13 JUN 2024	ENR 5.1 - 19	AIRAC 21 MAR 2024	ENR 5.6 - 4	13 JUN 2024
ENR 3.2 - 79	AIRAC 26 DEC 2024	ENR 5.1 - 20	AIRAC 21 MAR 2024	ENR 5.6 - 5	13 JUN 2024
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ENR 3.2 - 83	AIRAC 13 JUN 2024	ENR 5.2 - 4	AIRAC 21 MAR 2024	ENR 6 - 1	18 MAY 2023
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ENR 3.2 - 85	AIRAC 13 JUN 2024	ENR 5.2 - 6	AIRAC 21 MAR 2024	ENR 6.1 - 1	05 SEP 2024
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		
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PART 3 - AERODROMES (AD)

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AD 0.6 - 3	28 DEC 2023	LSZB AD 2.24.10 - 4	10 AUG 2023	LSGG AD 2 - 1	AIRAC 31 OCT 2024
AD 0.6 - 4	28 DEC 2023	LSZB AD 2.24.10 - 5	13 JUN 2024	LSGG AD 2 - 2	AIRAC 31 OCT 2024
AD 0.6 - 5	28 DEC 2023	LSZB AD 2.24.10 - 6	13 JUN 2024	LSGG AD 2 - 3	28 NOV 2024
AD 0.6 - 6	28 DEC 2023	LSZB AD 2.24.10 - 7	07 SEP 2023	LSGG AD 2 - 4	28 NOV 2024
AD 0.6 - 7	28 DEC 2023	LSZB AD 2.24.10 - 8	07 SEP 2023	LSGG AD 2 - 5	03 OCT 2024
AD 0.6 - 8	28 DEC 2023	LSZB AD 2.24.10 - 9	07 SEP 2023	LSGG AD 2 - 6	03 OCT 2024
AD 0.6 - 9	28 DEC 2023	LSZB AD 2.24.10 - 10	07 SEP 2023	LSGG AD 2 - 7	AIRAC 08 AUG 2024
AD 0.6 - 10	28 DEC 2023	LSZB AD 2.24.10 - 11	10 AUG 2023	LSGG AD 2 - 8	AIRAC 08 AUG 2024
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AD 0.6 - 13	28 DEC 2023	LSZB AD 2.24.13 - 2	AIRAC 31 OCT 2024	LSGG AD 2 - 11	03 OCT 2024
AD 0.6 - 14	28 DEC 2023	LSZB AD 2.24.13 - 3	AIRAC 31 OCT 2024	LSGG AD 2 - 12	03 OCT 2024
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AD 1.1 - 2	19 MAY 2022	LSZC AD 2 - 1	28 NOV 2024	LSGG AD 2 - 14	AIRAC 31 OCT 2024
AD 1.1 - 3	28 NOV 2024	LSZC AD 2 - 2	28 NOV 2024	LSGG AD 2 - 15	AIRAC 31 OCT 2024
AD 1.1 - 4	28 NOV 2024	LSZC AD 2 - 3	28 NOV 2024	LSGG AD 2 - 16	AIRAC 31 OCT 2024
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AD 1.3 - 4	AIRAC 25 JAN 2024	LSZC AD 2.24.4 - 1	30 DEC 2021	LSGG AD 2 - 26	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 - 28	AIRAC 31 OCT 2024
AD 1.4 - 1	19 MAY 2022	LSZC AD 2.24.7 - 2	AIRAC 15 JUN 2023	LSGG AD 2 - 29	AIRAC 31 OCT 2024
AD 1.4 - 2	19 MAY 2022	LSZC AD 2.24.9 - 1	AIRAC 15 JUN 2023	LSGG AD 2 - 30	AIRAC 31 OCT 2024
AD 1.5 - 1	19 MAY 2022	LSZC AD 2.24.9 - 2	AIRAC 15 JUN 2023	LSGG AD 2 - 31	AIRAC 31 OCT 2024
AD 1.5 - 2	19 MAY 2022	LSZC AD 2.24.10 - 1	23 APR 2020	LSGG AD 2 - 32	AIRAC 31 OCT 2024
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LSZB AD 2 - 3	28 NOV 2024	LSZC AD 2.24.10 - 4	11 JUL 2024	LSGG AD 2 - 35	AIRAC 31 OCT 2024
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LSZB AD 2 - 6	30 NOV 2023	LSGC AD 2 - 1	28 NOV 2024	LSGG AD 2 - 38	AIRAC 31 OCT 2024
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LSZB AD 2 - 9	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 2.24.7 - 1	AIRAC 18 JUN 2020	LSGC AD 2.24.7 - 4	AIRAC 31 OCT 2024	LSGG AD 2.24.4 - 3	AIRAC 31 OCT 2024
LSZB AD 2.24.7 - 2	AIRAC 18 JUN 2020	LSGC AD 2.24.9.1 - 1	AIRAC 02 NOV 2023	LSGG AD 2.24.4 - 4	AIRAC 31 OCT 2024
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LSGG AD 2.24.9 - 2	AIRAC 31 OCT 2024	LSZA AD 2 - 13	AIRAC 08 AUG 2024	LSZR AD 2 - 6	28 NOV 2024
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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
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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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LSZG AD 2 - 14	AIRAC 31 OCT 2024	LSMP AD 2 - 3	28 NOV 2024	LSZR AD 2.24.9 - 6	AIRAC 05 OCT 2023
LSZG AD 2 - 15	AIRAC 31 OCT 2024	LSMP AD 2 - 4	28 NOV 2024	LSZR AD 2.24.10 - 1	03 DEC 2020
LSZG AD 2 - 16	AIRAC 31 OCT 2024	LSMP AD 2 - 5	14 JUL 2022	LSZR AD 2.24.10 - 2	03 DEC 2020
LSZG AD 2.24.1 - 1	05 SEP 2024	LSMP AD 2 - 6	14 JUL 2022	LSZR AD 2.24.10 - 3	03 DEC 2020
LSZG AD 2.24.1 - 2	05 SEP 2024	LSMP AD 2 - 7	28 NOV 2024	LSZR AD 2.24.10 - 4	03 DEC 2020
LSZG AD 2.24.1 - 3	05 SEP 2024	LSMP AD 2 - 8	28 NOV 2024	LSZR AD 2.24.10 - 5	03 NOV 2022
LSZG AD 2.24.1 - 4	05 SEP 2024	LSMP AD 2 - 9	28 NOV 2024	LSZR AD 2.24.10 - 6	03 NOV 2022
LSZG AD 2.24.2 - 1	AIRAC 21 MAR 2024	LSMP AD 2 - 10	AIRAC 21 MAR 2024	LSZR AD 2.24.13 - 1	23 MAR 2023
LSZG AD 2.24.2 - 2	AIRAC 21 MAR 2024	LSMP AD 2 - 11	AIRAC 31 OCT 2024	LSZR AD 2.24.13 - 2	23 MAR 2023
LSZG AD 2.24.2 - 3	25 FEB 2021	LSMP AD 2 - 12	AIRAC 31 OCT 2024	LSZS AD 2 - 1	05 SEP 2024
LSZG AD 2.24.2 - 4	25 FEB 2021	LSMP AD 2 - 13	AIRAC 31 OCT 2024	LSZS AD 2 - 2	05 SEP 2024
LSZG AD 2.24.4 - 1	26 APR 2018	LSMP AD 2 - 14	AIRAC 31 OCT 2024	LSZS AD 2 - 3	28 NOV 2024
LSZG AD 2.24.4 - 2	26 APR 2018	LSMP AD 2 - 15	AIRAC 31 OCT 2024	LSZS AD 2 - 4	28 NOV 2024
LSZG AD 2.24.7 - 1	AIRAC 31 OCT 2024	LSMP AD 2 - 16	AIRAC 31 OCT 2024	LSZS AD 2 - 5	28 NOV 2024
LSZG AD 2.24.7 - 2	AIRAC 31 OCT 2024	LSMP AD 2.24.1 - 1	AIRAC 31 OCT 2024	LSZS AD 2 - 6	28 NOV 2024
LSZG AD 2.24.7 - 3	AIRAC 31 OCT 2024	LSMP AD 2.24.1 - 2	AIRAC 31 OCT 2024	LSZS AD 2 - 7	05 SEP 2024
LSZG AD 2.24.7 - 4	AIRAC 31 OCT 2024	LSMP AD 2.24.4 - 1	AIRAC 31 OCT 2024	LSZS AD 2 - 8	05 SEP 2024
LSZG AD 2.24.7 - 5	AIRAC 31 OCT 2024	LSMP AD 2.24.4 - 2	AIRAC 31 OCT 2024	LSZS AD 2 - 9	05 SEP 2024
LSZG AD 2.24.7 - 6	AIRAC 31 OCT 2024	LSMP AD 2.24.4 - 3	AIRAC 31 OCT 2024	LSZS AD 2 - 10	05 SEP 2024
LSZG AD 2.24.7 - 7	AIRAC 31 OCT 2024	LSMP AD 2.24.4 - 4	AIRAC 31 OCT 2024	LSZS AD 2 - 11	28 DEC 2023
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
LSZA AD 2 - 1	28 DEC 2023	LSMP AD 2.24.9 - 2	AIRAC 31 OCT 2024	LSZS AD 2.24.1 - 1	05 SEP 2024

AIRAC 26 DEC 2024

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LSZS AD 2.24.4 - 1	AIRAC 05 DEC 2019	LSZH AD 2 - 8	15 JUN 2023	LSZH AD 2.24.3 - 1	28 NOV 2024
LSZS AD 2.24.4 - 2	AIRAC 05 DEC 2019	LSZH AD 2 - 9	07 SEP 2023	LSZH AD 2.24.3 - 2	28 NOV 2024
LSZS AD 2.24.4 - 3	AIRAC 05 DEC 2019	LSZH AD 2 - 10	07 SEP 2023	LSZH AD 2.24.3 - 3	28 NOV 2024
LSZS AD 2.24.4 - 4	AIRAC 05 DEC 2019	LSZH AD 2 - 11	28 NOV 2024	LSZH AD 2.24.3 - 4	28 NOV 2024
LSZS AD 2.24.7 - 1	AIRAC 05 DEC 2019	LSZH AD 2 - 12	28 NOV 2024	LSZH AD 2.24.3 - 5	28 NOV 2024
LSZS AD 2.24.7 - 2	AIRAC 05 DEC 2019	LSZH AD 2 - 13	AIRAC 08 AUG 2024	LSZH AD 2.24.3 - 6	28 NOV 2024
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	28 NOV 2024	LSZH AD 2.24.4 - 2	15 JUN 2023
LSZS AD 2.24.7 - 5	AIRAC 24 MAR 2022	LSZH AD 2 - 16	28 NOV 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	31 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	31 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
LSZS AD 2.24.10 - 3	AIRAC 24 MAR 2022	LSZH AD 2 - 22	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 9	AIRAC 30 NOV 2023
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
LSZS AD 2.24.11 - 1	AIRAC 21 MAR 2024	LSZH AD 2 - 24	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 11	15 JUN 2023
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
LSZS AD 2.24.12 - 1	AIRAC 16 MAY 2024	LSZH AD 2 - 26	AIRAC 08 AUG 2024	LSZH AD 2.24.5 - 1	AIRAC 07 DEC 2017
LSZS AD 2.24.12 - 2	AIRAC 16 MAY 2024	LSZH AD 2 - 27	AIRAC 08 AUG 2024	LSZH AD 2.24.5 - 2	AIRAC 07 DEC 2017
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LSGS AD 2 - 4	28 NOV 2024	LSZH AD 2 - 31	AIRAC 26 DEC 2024	LSZH AD 2.24.6 - 2	AIRAC 24 MAR 2022
LSGS AD 2 - 5	28 NOV 2024	LSZH AD 2 - 32	AIRAC 26 DEC 2024	LSZH AD 2.24.6 - 3	AIRAC 15 JUN 2023
LSGS AD 2 - 6	28 NOV 2024	LSZH AD 2 - 33	AIRAC 08 AUG 2024	LSZH AD 2.24.6 - 4	AIRAC 15 JUN 2023
LSGS AD 2 - 7	13 JUN 2024	LSZH AD 2 - 34	AIRAC 08 AUG 2024	LSZH AD 2.24.7.1 - 1	AIRAC 25 JAN 2024
LSGS AD 2 - 8	13 JUN 2024	LSZH AD 2 - 35	AIRAC 08 AUG 2024	LSZH AD 2.24.7.1 - 2	AIRAC 25 JAN 2024
LSGS AD 2 - 9	AIRAC 13 JUN 2024	LSZH AD 2 - 36	AIRAC 08 AUG 2024	LSZH AD 2.24.7.1 - 3	AIRAC 25 JAN 2024
LSGS AD 2 - 10	AIRAC 13 JUN 2024	LSZH AD 2 - 37	AIRAC 08 AUG 2024	LSZH AD 2.24.7.1 - 4	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
LSGS AD 2 - 14	AIRAC 31 OCT 2024	LSZH AD 2 - 41	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 2	07 OCT 2021
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LSGS AD 2 - 17	AIRAC 13 JUN 2024	LSZH AD 2 - 44	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 5	AIRAC 18 MAY 2023
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LSGS AD 2 - 19	AIRAC 13 JUN 2024	LSZH AD 2 - 46	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 7	AIRAC 15 JUN 2023
LSGS AD 2 - 20	AIRAC 13 JUN 2024	LSZH AD 2 - 47	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 8	AIRAC 15 JUN 2023
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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
LSGS AD 2.24.1 - 1	21 MAR 2024	LSZH AD 2 - 50	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 3	07 OCT 2021
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LSGS AD 2.24.10 - 3	AIRAC 13 JUN 2024	LSZH AD 2 - 64	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 7	AIRAC 24 MAR 2022
LSGS AD 2.24.10 - 4	AIRAC 13 JUN 2024	LSZH AD 2 - 65	AIRAC 03 OCT 2024	LSZH AD 2.24.7.4 - 8	AIRAC 24 MAR 2022
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LSGS AD 2.24.13 - 3	AIRAC 13 JUN 2024	LSZH AD 2 - 70	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 5	AIRAC 15 JUN 2023
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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
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LSZH AD 2.24.9.2 - 1	AIRAC 15 JUN 2023				
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LSZH AD 2.24.13 - 2	AIRAC 24 MAR 2022				

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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	↓	↑		
N491								
△ AMRUP	47 46 45 N 008 04 37 E							
	107°	15.5 NM	FL660 8000 ft MEA = 8000 ft	MOCA = 5800 ft	Odd		± NM	ACC Zurich REF: AIP Germany {C, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	108°	16.5 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 4600 ft	Odd		± NM	ACC Zurich {C}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	121°	19.0 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5600 ft	Odd		± NM	ACC Zurich {C}
△ DEGES	47 24 45 N 009 12 07 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA	MOCA	↓	↑		
N850								
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	171°	25.9 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 4400 ft	Odd		± NM	ACC Zurich {C}
△ RIPUS		47 15 37 N 008 30 00 E						
	171°	13.3 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 7700 ft	Odd		± NM	ACC Zurich {C}
△ GERSA		47 02 22 N 008 31 56 E						
	171°	26.1 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 13400 ft	Odd		± NM	ACC Zurich {C}
△ SOSON		46 36 24 N 008 35 39 E						
	171°	10.3 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 12100 ft	Odd		± NM	ACC Zurich {C}
△ DEGAD		46 26 10 N 008 37 06 E						
	171°	20.0 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 11700 ft	Odd		± NM	ACC Zurich {C} (2)
△ ODINA		46 06 16 N 008 39 54 E						
(2) Class G 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	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	↓	↑	
Z59							
△ KONOL	46 59 43 N 007 40 51 E						
	316°	24.9 NM	FL195 7500 ft MEA = 8000 ft	MOCA = 5900 ft	Even		± NM ACC Zurich {C, D, E}
△ BALIR	47 18 30 N 007 16 53 E						
	316°	7.9 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 5700 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		↓	↑		
Z60								
△ 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						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	↓	↑		
Z408								
△ TIRUL	47 03 26 N 010 31 43 E							
	210°	20.0 NM	FL195 <u>15800 ft</u> MEA = 16000 ft	MOCA = 13000 ft	Odd		± NM	ACC Munich / ACC Zurich REF: AIP Austria {C} (2)
△ RONAG	46 46 46 N 010 15 32 E							
TIRUL - RONAG: CDR 1 H24 (2) Class D within FIR VIENNA								

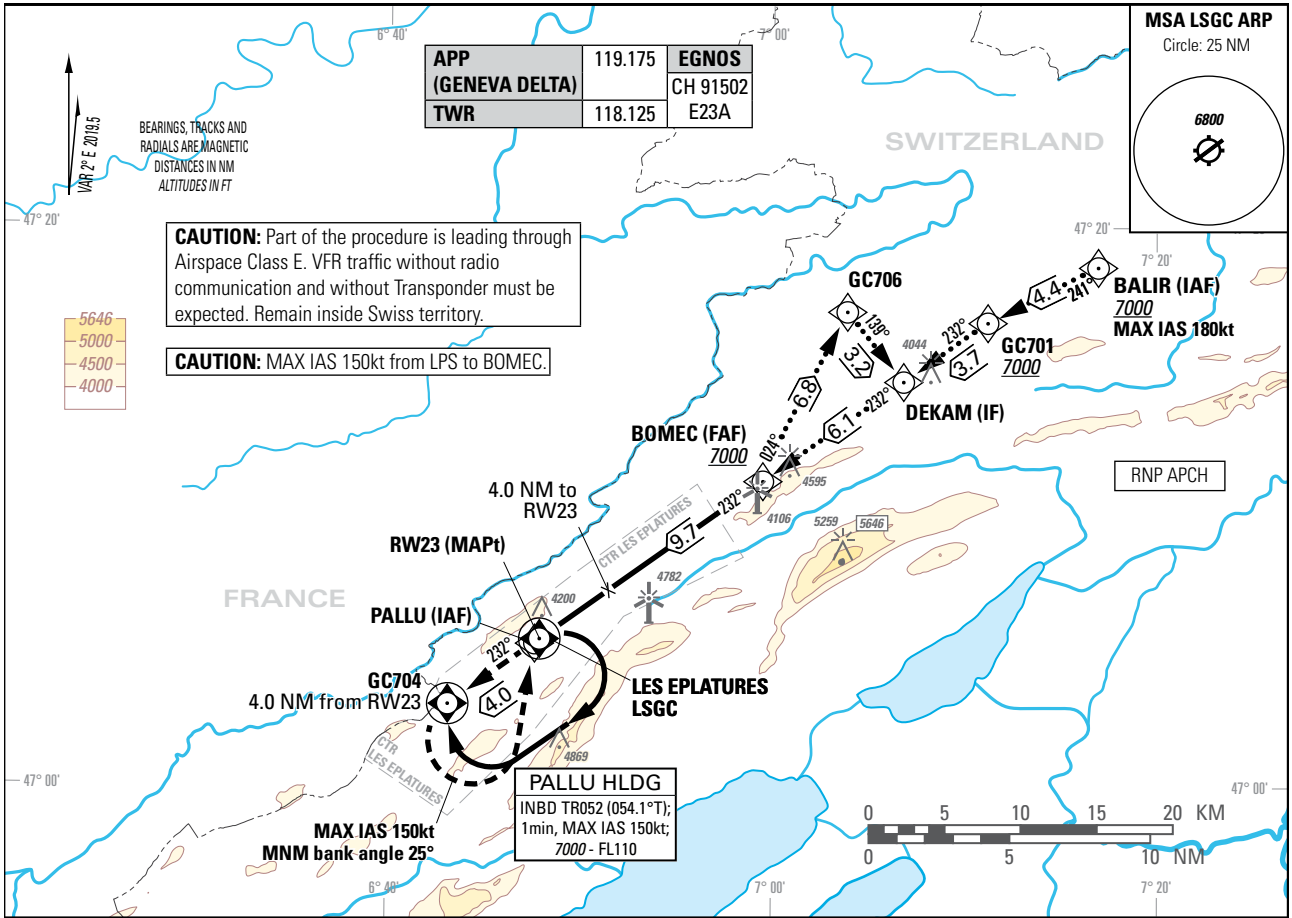
Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
Z424								
△ DEGAD	46 26 10 N 008 37 06 E							
	209°	11.5 NM	FL660 17500 ft MEA = 18000 ft	MOCA = 12300 ft	Odd		± NM	ACC Zurich {C}
△ BASGO	46 16 23 N 008 28 20 E							
	172°	9.8 NM	FL305 17500 ft MEA = 18000 ft	MOCA = 11300 ft	Odd		± NM	ACC Zurich ACC Milano REF: AIP Italy
▲ AKASU	46 06 35 N 008 29 44 E							

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 3368ft

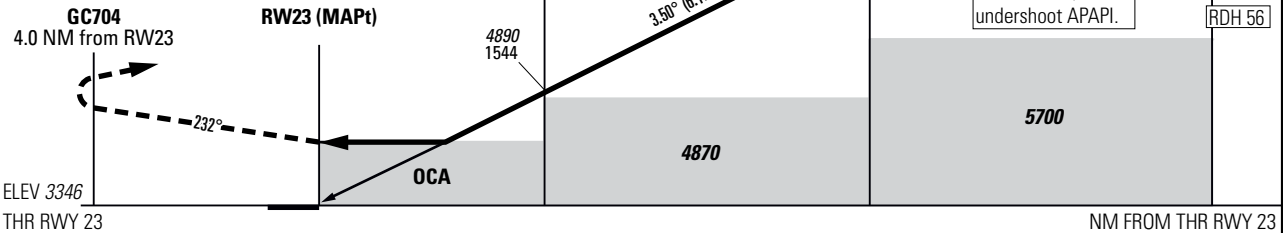
TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

LES EPLATURES LSGC
RNP RWY 23
ACFT CAT A/B



MISSED APPROACH

Initial climb clearance 7000.
Climb straight ahead on track 232° to GC704, then turn left (MAX IAS 150kt during turn, MNM bank angle 25° to remain inside controlled airspace) direct to PALLU and hold. MNM climb gradient 5.8% to 7000 to remain inside controlled airspace.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH				
	A		B ²⁾		
	OCA(H) LPV CAT I				
2.5%	3990 (644)	4004 (658)			
5.0% up to 4400	3692 (346)	3706 (360)			
	DA(H) LPV CAT I ³⁾				
2.5%	3990 (644)	4004 (658)			
5.0% up to 4400	3846 (500)				
	OCA(H) LNAV				
	4410 (1064)				
Circling ¹⁾	4640 (1272)	5010 (1642)			
ROD	GS kt	90	110	130	150
	FT/MIN	558	682	806	930

RW24 DIST	1	2	3	4	5	6	7	8	9
recommended CROSSING ALT	3770	4150	4520	4890	5260	5630	6000	6380	6750
recommended CROSSING HGT	424	804	1174	1544	1914	2284	2654	3034	3404

REMARK

AIRAC date MAR - OCT 31: Intense GLD ACT within APCH Sector and ATS Routes.

CAUTION

4NM BFR THR 23 Visual Segment Surface (VSS) penetrated by trees, terrain and OBST up to 3592ft AMSL.
Gliders parked near RWY edge.

NOTE

- ¹⁾ circling shall remain within CTR limits.
- ²⁾ Higher CAT of ACFT may use the same PROC if they comply with the CAT B restrictions.
- ³⁾ ACFT CAT H may use OCA(H) of CAT A as DA(H) in case final approach AP - coupling (lateral and vertical) is maintained down to 3596ft AMSL (250ft AGL).

COR: Note (WEF 26DEC2024)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSGC
Runway	23
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	470512.2145N
LTP/FTP Longitude	0064755.3165E
LTP/FTP Ellipsoidal Height (metres)	1070.1
FPAP Latitude	470452.1730N
Delta FPAP Latitude (seconds)	-20.0415
FPAP Longitude	0064714.4805E
Delta FPAP Longitude (seconds)	-40.8360
Threshold Crossing Height	17.1
TCH Units Selector	1 (meters)
Glidepath Angle (degrees)	3.50
Course Width (metres)	80.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 03 07 13 0C 17 00 00 01 33 32 05 2D 1A 35 14 69 ED EA 02 CD 3D 6D 63 FF F8 C0 FE 56 81 5E 01 00 00 C8 AF 43 E7 A1 84
Calculated CRC Value	43E7A184

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	1020.0

5.3.2 ACFT repositioning for de-icing on stand

- i. Upon requesting de-icing on the "De-icing Coordination" FREQ, the FLT crew is informed if a prior repositioning of the ACFT is required.
- ii. "De-icing Coordination" issues instructions about the repositioning procedure.
- iii. FLT crew shall request start-up and TAX clearance for repositioning from "Zurich APRON".
- iv. Departure clearance shall only be obtained, when the ACFT is on the parking stand where the de-icing takes place.
- v. On the de-icing parking position, the engines must be shut down for the de-icing treatment.
- vi. On the de-icing parking position, prior de-icing process starts, FLT crew shall report ready to "Zurich Delivery" within TOBT +/- 5 minutes.
Note: The TOBT in this case shall reflect the time when the ACFT is at the de-icing parking position with all handling activities completed, prior de-icing activities start.
- vii. The duration of the de-icing process is reflected in the TSAT.
- viii. When de-icing activities are completed, standard start-up/push-back and TAX procedure shall be followed.

5.3.3 ACFT, foreseen for remote de-icing: Map [LSZH AD 2.24.1 - 1](#)

- Standard start-up/push-back procedure shall be followed
- TAX on to the de-icing lane only when instructed by "Zurich Apron" and stop at the marked and yellow lighted de-icing stop PSN ("STOP DE-ICING") located to the left of the de-icing lane.
- After reaching the de-icing stop PSN ("STOP DE-ICING") and when instructed by "Zurich Apron" contact the "Pad Coordinator".
 - Pad Charlie FREQ **121.640** MHz
 - Pad Foxtrott FREQ **121.635** MHz
- Pad coordinator may instruct to adjust aircraft position if required.
- After de-icing and only when released by the "Pad Coordinator", request further TAX clearance from "Zurich Apron".

5.3.4 Between 1 NOV and 31 MAR it is prohibited to drain water onto the tarmac.**5.4 Clean Aircraft Concept (CAC)**

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.

6. IFR/VFR mixed operations

FLT crews have to expect VFR DEPs and ARR on any RWY irrespective of the current RWY configuration BCST on ATIS. The following situations require special attention:

1. IFR traffic waiting for DEP from RWY 28 on TWY B or intermediate HLDG PSN A2, P1, P2 or Y1 and VFR ACFT LDG on RWY 28.
2. IFR traffic waiting for DEP from RWY 10 on TWY B or L and VFR ACFT LDG on RWY 10.
3. IFR traffic departing or LDG on RWY 28 or 10 and VFR ACFT departing from RWY 16 INT E6 south of RWY 28/10.

7. IFR operations**7.1 RNAV 1 requirement**

All aircraft operating under IFR to and from Zurich Airport are required to be eligible for RNAV 1 operations. Aircraft operators shall be approved for RNAV 1 and flight crews shall be qualified accordingly. For exemptions refer to chapter 1.7.

7.2 iStream Procedure**7.2.1 Goal**

iStream is a process concerning all IFR inbound flights to LSZH between 0500 and 0600 (0400 and 0500). It aims at an early pre-planning of an optimized approach sequence in order to:

- Prevent holding delay due to night curfew regulations
- Reduce fuel consumption

7.2.2 Participation

The participation to the process is mandatory for flights expected to arrive between 0500 and 0600 (0400 and 0500) and having a flying time of 5 hours or more, and is recommended for all other flights arriving during this period.

7.2.3 Process

7.2.3.1 Strategic Phase

Skyguide will generate a strategic sequence for all flights with a scheduled time of arrival (STA) between 0500 and 0600 (0400 and 0500) and will provide a strategic planning time frame for each flight, within which the landing time can be expected. The Operational Flight Plan shall take into account this Strategic Landing Time.

7.2.3.2 Tactical Phase

Aircraft operators of flights expected to arrive between 0500 and 0600 (0400 and 0500) shall provide the estimated time over (ETO) of the last waypoint of the FPL before 0030 (2330). Skyguide will generate a provisional approach sequence and provide target times over (TTO) for all flights to the aircraft operators before 0100 (0000). The aircraft operators shall forward the information to the flight crews for the purpose of adapting their flight speed.

7.2.4 Further information

Aircraft operators planning flights with an arrival time during the above mentioned time frame shall contact istream.support@skyguide.ch for information and guidance on the process.

7.3 Restrictions on VEBIT SIDs RWY 16

7.3.1 Suspension of VEBIT SIDs RWY 16 during main arrival peak hours

Due to capacity constraints, the following restrictions apply daily between 0930 and 1045 (0830 and 0945): VEBIT SIDs RWY 16 are suspended. Aircraft requiring a VEBIT SID shall be ready and report to CLR DEL on 121.930 MHz before 0930 (0830) to depart from RWY 16 during the restricted time frame. If ready later, earliest start-up will be issued at 1045 (0945). Tactical re-routings after departure will not be granted and non-standard flight plans are not accepted.

7.3.2 VEBIT 1T SID RWY 16 not available for Boeing 777 aircraft

SID VEBIT 1T RWY 16 is not available for Boeing 777 aircraft. In case of VEBIT 4S is also not available, Boeing 777 with DEP on RWY 16 shall refile the flight plan via exit fix DEGES.