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AIP

AMDT 001 2025

Effective Date 23 JAN 2025

RMK

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

1. Insert the following pages:

GEN 0.2 - 11/12
GEN 0.3 - 1/2
GEN 0.4 - 1/2
GEN 0.4 - 3/4
GEN 0.4 - 5/6
GEN 0.4 - 7/8
GEN 1.7 - 1/2
ENR 3.2 - 1/2
ENR 3.2 - 3/4
ENR 3.2 - 5/6
ENR 3.2 - 7/8
ENR 3.2 - 9/10
ENR 3.2 - 11/12
ENR 3.2 - 13/14
ENR 3.2 - 15/16
ENR 3.2 - 17/18
ENR 3.2 - 19/20
ENR 3.2 - 21/22
ENR 3.2 - 23/24
ENR 3.2 - 25/26

Destroy the following pages:

23 JAN 2025	GEN 0.2 - 11/12	26 DEC 2024
23 JAN 2025	GEN 0.3 - 1/2	26 DEC 2024
23 JAN 2025	GEN 0.4 - 1/2	AIRAC 23 JAN 2025
23 JAN 2025	GEN 0.4 - 3/4	AIRAC 23 JAN 2025
23 JAN 2025	GEN 0.4 - 5/6	AIRAC 23 JAN 2025
23 JAN 2025	GEN 0.4 - 7/8	AIRAC 23 JAN 2025
23 JAN 2025	GEN 1.7 - 1/2	26 JAN 2023
23 JAN 2025	ENR 3.2 - 1/2	AIRAC 13 JUN 2024
23 JAN 2025	ENR 3.2 - 3/4	AIRAC 31 OCT 2024
23 JAN 2025	ENR 3.2 - 5/6	AIRAC 28 NOV 2024
23 JAN 2025	ENR 3.2 - 7/8	AIRAC 26 DEC 2024
23 JAN 2025	ENR 3.2 - 9/10	AIRAC 28 NOV 2024
23 JAN 2025	ENR 3.2 - 11/12	AIRAC 28 NOV 2024
23 JAN 2025	ENR 3.2 - 13/14	AIRAC 28 NOV 2024
23 JAN 2025	ENR 3.2 - 15/16	AIRAC 13 JUN 2024
23 JAN 2025	ENR 3.2 - 17/18	AIRAC 13 JUN 2024
23 JAN 2025	ENR 3.2 - 19/20	AIRAC 28 NOV 2024
23 JAN 2025	ENR 3.2 - 21/22	AIRAC 03 OCT 2024
23 JAN 2025	ENR 3.2 - 23/24	AIRAC 13 JUN 2024
23 JAN 2025	ENR 3.2 - 25/26	AIRAC 13 JUN 2024

2. Record entry of amendment on page GEN 0.2

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

NOTAM: B1641/24

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

4. Following SUP and AIRAC SUP are still in force:

Checklist SUP: 003 2024, 007 2024, 008 2024, 001 2025

Checklist AIRAC SUP: 006 2024

Insert the following pages:

Destroy the following pages:

ENR 3.2 - 27/28	23 JAN 2025	ENR 3.2 - 27/28	AIRAC 31 OCT 2024
ENR 3.2 - 29/30	23 JAN 2025	ENR 3.2 - 29/30	AIRAC 28 NOV 2024
ENR 3.2 - 31/32	23 JAN 2025	ENR 3.2 - 31/32	AIRAC 13 JUN 2024
ENR 3.2 - 33/34	23 JAN 2025	ENR 3.2 - 33/34	AIRAC 13 JUN 2024
ENR 3.2 - 35/36	23 JAN 2025	ENR 3.2 - 35/36	AIRAC 31 OCT 2024
ENR 3.2 - 37/38	23 JAN 2025	ENR 3.2 - 37/38	AIRAC 13 JUN 2024
ENR 3.2 - 39/40	23 JAN 2025	ENR 3.2 - 39/40	AIRAC 31 OCT 2024
ENR 3.2 - 41/42	23 JAN 2025	ENR 3.2 - 41/42	AIRAC 31 OCT 2024
ENR 3.2 - 43/44	23 JAN 2025	ENR 3.2 - 43/44	AIRAC 31 OCT 2024
ENR 3.2 - 45/46	23 JAN 2025	ENR 3.2 - 45/46	AIRAC 28 NOV 2024
ENR 3.2 - 47/48	23 JAN 2025	ENR 3.2 - 47/48	AIRAC 13 JUN 2024
ENR 3.2 - 49/50	23 JAN 2025	ENR 3.2 - 49/50	AIRAC 13 JUN 2024
ENR 3.2 - 51/52	23 JAN 2025	ENR 3.2 - 51/52	AIRAC 13 JUN 2024
ENR 3.2 - 53/54	23 JAN 2025	ENR 3.2 - 53/54	AIRAC 13 JUN 2024
ENR 3.2 - 55/56	23 JAN 2025	ENR 3.2 - 55/56	AIRAC 31 OCT 2024
ENR 3.2 - 57/58	23 JAN 2025	ENR 3.2 - 57/58	AIRAC 28 NOV 2024
ENR 3.2 - 59/60	23 JAN 2025	ENR 3.2 - 59/60	AIRAC 26 DEC 2024
ENR 3.2 - 61/62	23 JAN 2025	ENR 3.2 - 61/62	AIRAC 31 OCT 2024
ENR 3.2 - 63/64	23 JAN 2025	ENR 3.2 - 63/64	AIRAC 28 NOV 2024
ENR 3.2 - 65/66	23 JAN 2025	ENR 3.2 - 65/66	AIRAC 31 OCT 2024
ENR 3.2 - 67/68	23 JAN 2025	ENR 3.2 - 67/68	AIRAC 13 JUN 2024
ENR 3.2 - 69/70	23 JAN 2025	ENR 3.2 - 69/70	AIRAC 31 OCT 2024
ENR 3.2 - 71/72	23 JAN 2025	ENR 3.2 - 71/72	AIRAC 13 JUN 2024
ENR 3.2 - 73/74	23 JAN 2025	ENR 3.2 - 73/74	AIRAC 13 JUN 2024
ENR 3.2 - 75/76	23 JAN 2025	ENR 3.2 - 75/76	AIRAC 13 JUN 2024
ENR 3.2 - 77/78	23 JAN 2025	ENR 3.2 - 77/78	AIRAC 13 JUN 2024
ENR 3.2 - 79/80	23 JAN 2025	ENR 3.2 - 79/80	AIRAC 26 DEC 2024
ENR 3.2 - 81/82	23 JAN 2025	ENR 3.2 - 81/82	AIRAC 28 NOV 2024
ENR 3.2 - 83/84	23 JAN 2025	ENR 3.2 - 83/84	AIRAC 13 JUN 2024
ENR 3.2 - 85/86	23 JAN 2025	ENR 3.2 - 85/86	AIRAC 13 JUN 2024
ENR 3.2 - 87/88	23 JAN 2025	ENR 3.2 - 87/88	AIRAC 13 JUN 2024
LSZC AD 2.24.10 - 1/2	23 JAN 2025	LSZC AD 2.24.10 - 1/2	26 DEC 2024
LSGC AD 2 - 15/16	23 JAN 2025	LSGC AD 2 - 15/16	AIRAC 31 OCT 2024
LSGC AD 2.24.1 - 1/2	23 JAN 2025	LSGC AD 2.24.1 - 1/2	AIRAC 02 NOV 2023
LSGC AD 2.24.2 - 1/2	23 JAN 2025	LSGC AD 2.24.2 - 1/2	AIRAC 02 NOV 2023
LSGC AD 2.24.4 - 1/2	23 JAN 2025	LSGC AD 2.24.4 - 1/2	AIRAC 07 SEP 2023
LSGC AD 2.24.7 - 1/2	23 JAN 2025	LSGC AD 2.24.7 - 1/2	AIRAC 31 OCT 2024
LSGC AD 2.24.7 - 3/4	23 JAN 2025	LSGC AD 2.24.7 - 3/4	AIRAC 31 OCT 2024
		LSGC AD 2.24.9.1 - 1/2	AIRAC 02 NOV 2023
		LSGC AD 2.24.9.2 - 1/2	AIRAC 31 OCT 2024
LSGC AD 2.24.9 - 1/2	23 JAN 2025		
LSGC AD 2.24.9 - 3/4	23 JAN 2025		
LSGC AD 2.24.10 - 1/2	23 JAN 2025	LSGC AD 2.24.10 - 1/2	AIRAC 02 NOV 2023
LSGC AD 2.24.10 - 3/4	23 JAN 2025	LSGC AD 2.24.10 - 3/4	AIRAC 26 DEC 2024
LSZG AD 2.24.10 - 1/2	23 JAN 2025	LSZG AD 2.24.10 - 1/2	AIRAC 23 JAN 2025
LSZA AD 2.24.1 - 1/2	23 JAN 2025	LSZA AD 2.24.1 - 1/2	26 DEC 2024
LSZA AD 2.24.2 - 1/2	23 JAN 2025	LSZA AD 2.24.2 - 1/2	26 DEC 2024
LSZA AD 2.24.4 - 1/2	23 JAN 2025	LSZA AD 2.24.4 - 1/2	11 JUL 2024
LSZA AD 2.24.4 - 3/4	23 JAN 2025	LSZA AD 2.24.4 - 3/4	11 JUL 2024
LSZA AD 2.24.7 - 1/2	23 JAN 2025	LSZA AD 2.24.7 - 1/2	AIRAC 15 JUL 2021
LSZA AD 2.24.7 - 3/4	23 JAN 2025	LSZA AD 2.24.7 - 3/4	30 DEC 2021
LSZA AD 2.24.7 - 5/6	23 JAN 2025	LSZA AD 2.24.7 - 5/6	30 DEC 2021
LSZA AD 2.24.9 - 1/2	23 JAN 2025	LSZA AD 2.24.9 - 1/2	30 DEC 2021
LSZA AD 2.24.10 - 1/2	23 JAN 2025	LSZA AD 2.24.10 - 1/2	30 JAN 2020
LSZA AD 2.24.10 - 3/4	23 JAN 2025	LSZA AD 2.24.10 - 3/4	30 JAN 2020
LSZA AD 2.24.10 - 5/6	23 JAN 2025	LSZA AD 2.24.10 - 5/6	18 APR 2024
LSZA AD 2.24.10 - 7/8	23 JAN 2025	LSZA AD 2.24.10 - 7/8	18 APR 2024
LSMP AD 2.24.1 - 1/2	23 JAN 2025	LSMP AD 2.24.1 - 1/2	AIRAC 31 OCT 2024
LSMP AD 2.24.4 - 1/2	23 JAN 2025	LSMP AD 2.24.4 - 1/2	AIRAC 31 OCT 2024
LSMP AD 2.24.4 - 3/4	23 JAN 2025	LSMP AD 2.24.4 - 3/4	AIRAC 31 OCT 2024
LSMP AD 2.24.7 - 1/2	23 JAN 2025	LSMP AD 2.24.7 - 1/2	AIRAC 31 OCT 2024
LSMP AD 2.24.9 - 1/2	23 JAN 2025	LSMP AD 2.24.9 - 1/2	AIRAC 31 OCT 2024
LSMP AD 2.24.10 - 1/2	23 JAN 2025	LSMP AD 2.24.10 - 1/2	AIRAC 31 OCT 2024
LSMP AD 2.24.10 - 3/4	23 JAN 2025	LSMP AD 2.24.10 - 3/4	AIRAC 31 OCT 2024
LSMP AD 2.24.10 - 5/6	23 JAN 2025	LSMP AD 2.24.10 - 5/6	AIRAC 31 OCT 2024
LSZR AD 2.24.7 - 5/6	23 JAN 2025	LSZR AD 2.24.7 - 5/6	26 DEC 2024

Insert the following pages:

LSZR AD 2.24.10 - 1/2
LSZR AD 2.24.10 - 3/4
LSZR AD 2.24.10 - 5/6
LSGS AD 2.24.1 - 1/2
LSGS AD 2.24.2 - 1/2
LSGS AD 2.24.4 - 1/2
LSGS AD 2.24.7 - 1/2
LSGS AD 2.24.7 - 3/4
LSGS AD 2.24.9 - 1/2
LSGS AD 2.24.10 - 1/2
LSGS AD 2.24.10 - 3/4
LSGS AD 2.24.10 - 5/6
LSGS AD 2.24.13 - 1/2
LSGS AD 2.24.13 - 3/4
LSZH AD 2.24.3 - 1/2
LSZH AD 2.24.3 - 5/6

Destroy the following pages:

23 JAN 2025	LSZR AD 2.24.10 - 1/2	26 DEC 2024
23 JAN 2025	LSZR AD 2.24.10 - 3/4	26 DEC 2024
23 JAN 2025	LSZR AD 2.24.10 - 5/6	26 DEC 2024
23 JAN 2025	LSGS AD 2.24.1 - 1/2	21 MAR 2024
23 JAN 2025	LSGS AD 2.24.2 - 1/2	08 AUG 2024
23 JAN 2025	LSGS AD 2.24.4 - 1/2	AIRAC 13 JUN 2024
23 JAN 2025	LSGS AD 2.24.7 - 1/2	AIRAC 31 OCT 2024
23 JAN 2025	LSGS AD 2.24.7 - 3/4	AIRAC 31 OCT 2024
23 JAN 2025	LSGS AD 2.24.9 - 1/2	AIRAC 31 OCT 2024
23 JAN 2025	LSGS AD 2.24.10 - 1/2	AIRAC 13 JUN 2024
23 JAN 2025	LSGS AD 2.24.10 - 3/4	AIRAC 13 JUN 2024
23 JAN 2025	LSGS AD 2.24.10 - 5/6	AIRAC 13 JUN 2024
23 JAN 2025	LSGS AD 2.24.13 - 1/2	AIRAC 13 JUN 2024
23 JAN 2025	LSGS AD 2.24.13 - 3/4	AIRAC 13 JUN 2024
23 JAN 2025	LSZH AD 2.24.3 - 1/2	28 NOV 2024
23 JAN 2025	LSZH AD 2.24.3 - 5/6	28 NOV 2024

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AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
009/2021	09-Sep-2021	09-Sep-2021	
010/2021	07-Oct-2021	07-Oct-2021	
011/2021	04-Nov-2021	04-Nov-2021	
012/2021	02-Dec-2021	02-Dec-2021	
013/2021	30-Dec-2021	30-Dec-2021	
001/2022	27-Jan-2022	27-Jan-2022	
002/2022	24-Feb-2022	24-Feb-2022	
003/2022	24-Mar-2022	24-Mar-2022	
004/2022	21-Apr-2022	21-Apr-2022	
005/2022	19-May-2022	19-May-2022	
006/2022	16-Jun-2022	16-Jun-2022	
007/2022	14-Jul-2022	14-Jul-2022	
008/2022	11-Aug-2022	11-Aug-2022	
009/2022	08-Sep-2022	08-Sep-2022	
010/2022	06-Oct-2022	06-Oct-2022	
011/2022	03-Nov-2022	03-Nov-2022	
012/2022	01-Dec-2022	01-Dec-2022	
013/2022	29-Dec-2022	29-Dec-2022	
001/2023	26-Jan-2023	26-Jan-2023	
002/2023	23-Feb-2023	23-Feb-2023	
003/2023	23-Mar-2023	23-Mar-2023	
004/2023	20-Apr-2023	20-Apr-2023	
005/2023	18-May-2023	18-May-2023	
006/2023	15-Jun-2023	15-Jun-2023	
007/2023	13-Jul-2023	13-Jul-2023	
008/2023	10-Aug-2023	10-Aug-2023	
009/2023	07-Sep-2023	07-Sep-2023	
010/2023	05-Oct-2023	05-Oct-2023	
011/2023	02-Nov-2023	02-Nov-2023	
012/2023	30-Nov-2023	30-Nov-2023	
013/2023	28-Dec-2023	28-Dec-2023	
001/2024	25-Jan-2024	25-Jan-2024	
002/2024	22-Feb-2024	22-Feb-2024	
003/2024	21-Mar-2024	21-Mar-2024	
004/2024	18-Apr-2024	18-Apr-2024	
005/2024	16-May-2024	16-May-2024	

AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2024	13-Jun-2024	13-Jun-2024	
007/2024	11-Jul-2024	11-Jul-2024	
008/2024	08-Aug-2024	08-Aug-2024	
009/2024	05-Sep-2024	05-Sep-2024	
010/2024	03-Oct-2024	03-Oct-2024	
011/2024	31-Oct-2024	31-Oct-2024	
012/2024	28-Nov-2024	28-Nov-2024	
013/2024	26-Dec-2024	26-Dec-2024	
001/2025	23-Jan-2025	23-Jan-2025	

GEN 0.3 RECORD OF SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
003/2024	Zurich Airport (LSZH) - Project Reconstruction Apron South - Phase B1 - INNER	LSZH	13-JUN-2024	22-DEC-2025
006/2024	World Economic Forum Davos 2025	LSAS	26-DEC-2024	20-FEB-2025
007/2024	Geneva Airport (LSGG) - SVFR prohibited except for MIL, SAR and HEMS flight	LSGG	26-DEC-2024	14-APR-2025
008/2024	LSGG Temporary crane in AOC - Type A - RWY 22	LSGG	26-DEC-2024	UFN
001/2025	Zurich Airport (LSZH) - Project Reconstruction Apron South - Phase B1 - TWY - E7	LSZH	23-JAN-2025	UFN

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GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
PART 1 - GENERAL (GEN)					
		GEN 1.7 - 16	26 JAN 2023	GEN 3.3 - 5	AIRAC 13 JUN 2024
		GEN 1.7 - 17	20 APR 2023	GEN 3.3 - 6	AIRAC 13 JUN 2024
		GEN 1.7 - 18	20 APR 2023	GEN 3.3 - 7	AIRAC 13 JUN 2024
GEN 0.1 - 1	10 AUG 2023	GEN 1.7 - 19	20 APR 2023	GEN 3.3 - 8	AIRAC 13 JUN 2024
GEN 0.1 - 2	10 AUG 2023	GEN 1.7 - 20	20 APR 2023	GEN 3.4 - 1	02 DEC 2021
GEN 0.1 - 3	01 MAY 2014	GEN 1.7 - 21	26 JAN 2023	GEN 3.4 - 2	02 DEC 2021
GEN 0.1 - 4	01 MAY 2014	GEN 1.7 - 22	26 JAN 2023	GEN 3.4 - 3	21 MAR 2024
GEN 0.2 - 1	AIRAC 26 MAY 2016	GEN 1.7 - 23	16 MAY 2024	GEN 3.4 - 4	21 MAR 2024
GEN 0.2 - 2	AIRAC 26 MAY 2016	GEN 1.7 - 24	16 MAY 2024	GEN 3.4 - 5	AIRAC 20 MAY 2021
GEN 0.2 - 3	AIRAC 02 NOV 2023	GEN 1.7 - 25	20 APR 2023	GEN 3.4 - 6	AIRAC 20 MAY 2021
GEN 0.2 - 4	AIRAC 02 NOV 2023	GEN 1.7 - 26	20 APR 2023	GEN 3.4 - 7	AIRAC 20 MAY 2021
GEN 0.2 - 5	AIRAC 23 JAN 2025	GEN 2.1 - 1	10 AUG 2023	GEN 3.4 - 8	AIRAC 20 MAY 2021
GEN 0.2 - 6	AIRAC 23 JAN 2025	GEN 2.1 - 2	10 AUG 2023	GEN 3.5 - 1	14 JUL 2022
GEN 0.2 - 7	AIRAC 30 NOV 2023	GEN 2.1 - 3	21 JUL 2016	GEN 3.5 - 2	14 JUL 2022
GEN 0.2 - 8	AIRAC 30 NOV 2023	GEN 2.1 - 4	21 JUL 2016	GEN 3.5 - 3	23 APR 2020
GEN 0.2 - 9	AIRAC 30 NOV 2023	GEN 2.2 - 1	28 NOV 2024	GEN 3.5 - 4	23 APR 2020
GEN 0.2 - 10	AIRAC 30 NOV 2023	GEN 2.2 - 2	28 NOV 2024	GEN 3.5 - 5	23 APR 2020
GEN 0.2 - 11	23 JAN 2025	GEN 2.2 - 3	11 JUL 2024	GEN 3.5 - 6	23 APR 2020
GEN 0.2 - 12	23 JAN 2025	GEN 2.2 - 4	11 JUL 2024	GEN 3.5 - 7	23 APR 2020
GEN 0.3 - 1	23 JAN 2025	GEN 2.2 - 5	28 NOV 2024	GEN 3.5 - 8	23 APR 2020
GEN 0.3 - 2	23 JAN 2025	GEN 2.2 - 6	28 NOV 2024	GEN 3.5 - 9	23 APR 2020
GEN 0.4 - 1	23 JAN 2025	GEN 2.2 - 7	11 JUL 2024	GEN 3.5 - 10	23 APR 2020
GEN 0.4 - 2	23 JAN 2025	GEN 2.2 - 8	11 JUL 2024	GEN 3.5 - 11	23 APR 2020
GEN 0.4 - 3	23 JAN 2025	GEN 2.2 - 9	11 JUL 2024	GEN 3.5 - 12	23 APR 2020
GEN 0.4 - 4	23 JAN 2025	GEN 2.2 - 10	11 JUL 2024	GEN 3.6 - 1	16 JUN 2022
GEN 0.4 - 5	23 JAN 2025	GEN 2.3 - 1	AIRAC 31 OCT 2024	GEN 3.6 - 2	16 JUN 2022
GEN 0.4 - 6	23 JAN 2025	GEN 2.3 - 2	AIRAC 31 OCT 2024	GEN 3.6 - 3	13 JUN 2024
GEN 0.4 - 7	23 JAN 2025	GEN 2.3 - 3	AIRAC 21 MAR 2024	GEN 3.6 - 4	13 JUN 2024
GEN 0.4 - 8	23 JAN 2025	GEN 2.3 - 4	AIRAC 21 MAR 2024	GEN 3.6 - 5	16 JUN 2022
GEN 0.5 - 1	11 AUG 2022	GEN 2.3 - 5	20 APR 2023	GEN 3.6 - 6	16 JUN 2022
GEN 0.5 - 2	11 AUG 2022	GEN 2.3 - 6	20 APR 2023	GEN 4.1 - 1	26 DEC 2024
GEN 0.6 - 1	26 DEC 2024	GEN 2.3 - 7	24 MAY 2018	GEN 4.1 - 2	26 DEC 2024
GEN 0.6 - 2	26 DEC 2024	GEN 2.3 - 8	24 MAY 2018	GEN 4.1 - 3	07 SEP 2023
GEN 0.6 - 3	26 DEC 2024	GEN 2.4 - 1	AIRAC 25 JAN 2024	GEN 4.1 - 4	07 SEP 2023
GEN 0.6 - 4	26 DEC 2024	GEN 2.4 - 2	AIRAC 25 JAN 2024	GEN 4.1 - 5	26 DEC 2024
GEN 1.1 - 1	17 JUN 2021	GEN 2.4 - 3	AIRAC 25 JAN 2024	GEN 4.1 - 6	26 DEC 2024
GEN 1.1 - 2	17 JUN 2021	GEN 2.4 - 4	AIRAC 25 JAN 2024	GEN 4.1 - 7	26 DEC 2024
GEN 1.2 - 1	28 NOV 2024	GEN 2.4 - 5	AIRAC 25 JAN 2024	GEN 4.1 - 8	26 DEC 2024
GEN 1.2 - 2	28 NOV 2024	GEN 2.4 - 6	AIRAC 25 JAN 2024	GEN 4.1 - 9	07 SEP 2023
GEN 1.2 - 3	28 NOV 2024	GEN 2.4 - 7	AIRAC 25 JAN 2024	GEN 4.1 - 10	07 SEP 2023
GEN 1.2 - 4	28 NOV 2024	GEN 2.4 - 8	AIRAC 25 JAN 2024	GEN 4.1 - 11	13 JUN 2024
GEN 1.2 - 5	28 NOV 2024	GEN 2.5 - 1	AIRAC 31 OCT 2024	GEN 4.1 - 12	13 JUN 2024
GEN 1.2 - 6	28 NOV 2024	GEN 2.5 - 2	AIRAC 31 OCT 2024	GEN 4.1 - 13	13 JUN 2024
GEN 1.2 - 7	28 NOV 2024	GEN 2.6 - 1	AIRAC 31 OCT 2024	GEN 4.1 - 14	13 JUN 2024
GEN 1.2 - 8	28 NOV 2024	GEN 2.6 - 2	10 AUG 2023	GEN 4.1 - 15	26 DEC 2024
GEN 1.2 - 9	14 JUL 2022	GEN 2.6 - 3	10 AUG 2023	GEN 4.1 - 16	26 DEC 2024
GEN 1.2 - 10	14 JUL 2022	GEN 2.6 - 4	10 DEC 2015	GEN 4.1 - 17	26 DEC 2024
GEN 1.3 - 1	11 DEC 2014	GEN 2.7 - 1	10 DEC 2015	GEN 4.1 - 18	26 DEC 2024
GEN 1.3 - 2	11 DEC 2014	GEN 2.7 - 2	03 OCT 2024	GEN 4.1 - 19	26 DEC 2024
GEN 1.4 - 1	11 DEC 2014	GEN 2.7 - 3	03 OCT 2024	GEN 4.1 - 20	26 DEC 2024
GEN 1.4 - 2	11 DEC 2014	GEN 2.7 - 4	03 OCT 2024	GEN 4.1 - 21	26 DEC 2024
GEN 1.5 - 1	08 AUG 2024	GEN 2.7 - 5	03 OCT 2024	GEN 4.1 - 22	26 DEC 2024
GEN 1.5 - 2	08 AUG 2024	GEN 2.7 - 6	03 OCT 2024	GEN 4.1 - 23	26 DEC 2024
GEN 1.6 - 1	25 MAR 2021	GEN 3.1 - 1	03 OCT 2024	GEN 4.1 - 24	26 DEC 2024
GEN 1.6 - 2	25 MAR 2021	GEN 3.1 - 2	10 AUG 2023	GEN 4.1 - 25	26 DEC 2024
GEN 1.7 - 1	23 JAN 2025	GEN 3.1 - 3	10 AUG 2023	GEN 4.1 - 26	26 DEC 2024
GEN 1.7 - 2	23 JAN 2025	GEN 3.1 - 4	05 SEP 2024	GEN 4.1 - 27	26 DEC 2024
GEN 1.7 - 3	26 JAN 2023	GEN 3.1 - 5	05 SEP 2024	GEN 4.1 - 28	26 DEC 2024
GEN 1.7 - 4	26 JAN 2023	GEN 3.1 - 6	18 APR 2024	GEN 4.1 - 29	26 DEC 2024
GEN 1.7 - 5	26 JAN 2023	GEN 3.1 - 7	18 APR 2024	GEN 4.1 - 30	26 DEC 2024
GEN 1.7 - 6	26 JAN 2023	GEN 3.1 - 8	18 APR 2024	GEN 4.1 - 31	26 DEC 2024
GEN 1.7 - 7	16 MAY 2024	GEN 3.2 - 1	18 APR 2024	GEN 4.1 - 32	26 DEC 2024
GEN 1.7 - 8	16 MAY 2024	GEN 3.2 - 2	AIRAC 01 DEC 2022	GEN 4.1 - 33	26 DEC 2024
GEN 1.7 - 9	16 MAY 2024	GEN 3.2 - 3	AIRAC 01 DEC 2022	GEN 4.1 - 34	26 DEC 2024
GEN 1.7 - 10	16 MAY 2024	GEN 3.2 - 4	11 DEC 2014	GEN 4.1 - 35	26 DEC 2024
GEN 1.7 - 11	07 SEP 2023	GEN 3.3 - 1	11 DEC 2014	GEN 4.1 - 36	26 DEC 2024
GEN 1.7 - 12	07 SEP 2023	GEN 3.3 - 2	AIRAC 29 DEC 2022	GEN 4.1 - 37	26 DEC 2024
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GEN 4.1 - 62	26 DEC 2024	ENR 0.6 - 3	13 JUN 2024	ENR 2.1 - 16	AIRAC 25 MAR 2021
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LSGS AD 2.24.9 - 2	23 JAN 2025	LSZH AD 2 - 61	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 4	AIRAC 15 JUN 2023
LSGS AD 2.24.10 - 1	23 JAN 2025	LSZH AD 2 - 62	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 5	AIRAC 18 MAY 2023
LSGS AD 2.24.10 - 2	23 JAN 2025	LSZH AD 2 - 63	AIRAC 08 AUG 2024	LSZH AD 2.24.7.4 - 6	AIRAC 18 MAY 2023
LSGS AD 2.24.10 - 3	23 JAN 2025	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	23 JAN 2025	LSZH AD 2 - 65	AIRAC 03 OCT 2024	LSZH AD 2.24.7.4 - 8	AIRAC 24 MAR 2022
LSGS AD 2.24.10 - 5	23 JAN 2025	LSZH AD 2 - 66	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 1	07 OCT 2021
LSGS AD 2.24.10 - 6	23 JAN 2025	LSZH AD 2 - 67	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 2	07 OCT 2021
LSGS AD 2.24.13 - 1	23 JAN 2025	LSZH AD 2 - 68	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 3	07 OCT 2021
LSGS AD 2.24.13 - 2	23 JAN 2025	LSZH AD 2 - 69	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 4	07 OCT 2021
LSGS AD 2.24.13 - 3	23 JAN 2025	LSZH AD 2 - 70	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 5	AIRAC 15 JUN 2023
LSGS AD 2.24.13 - 4	23 JAN 2025	LSZH AD 2 - 71	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 6	AIRAC 15 JUN 2023
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	28 NOV 2024	LSZH AD 2 - 74	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 9	07 OCT 2021
LSZH AD 2 - 4	28 NOV 2024	LSZH AD 2 - 75	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 10	07 OCT 2021

Page	Date	Page	Date	Page	Date
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LSZH AD 2.24.7.6 - 2	07 OCT 2021				
LSZH AD 2.24.9.1 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.1 - 2	AIRAC 24 MAR 2022				
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				
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LSZH AD 2.24.10.1 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 7	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 8	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 9	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 10	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 1	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 2	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 1	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 2	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 4	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 7	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 8	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 1	07 OCT 2021				
LSZH AD 2.24.10.4 - 2	07 OCT 2021				
LSZH AD 2.24.10.4 - 3	AIRAC 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				
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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 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES**1. ICAO standards, recommended practices and procedures**

List of **ICAO publications** which are quoted in the AIP and used editing AIS publications.

Copies can be ordered from:

Post: ICAO Store
999 Robert-Bourassa Boulevard
Montreal (Quebec) H3C 5H7
Canada
URL: <https://store.icao.int>

FOCA does not accept any orders for ICAO documents.

Title	Difference(s)
A. - ANNEXES TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION	
<p>1 Personnel licensing</p>	<p>CHAPTER 1</p> <p>1.2.5.2 b) Pilots of gliders and free balloons have to pass an initial Class 2 medical assessment as students only. After the initial assessment, they are not subject to further medical assessments (except when a serious decrease in medical fitness is reported to the Authority). c) The validity of a medical assessment is one year. As from mid 2007, the following validity periods will apply in accordance with EU legislation: - below age 40: 24 months - above age 40: 12 months</p> <p>1.2.9.4 Language proficiency (ICAO Annex 1, Tenth Edition of JUL 2006) In accordance with paragraph 5 of ICAO Assembly Resolution A36-11, Switzerland allows the use of airspace under its jurisdiction for pilots who do not yet meet the ICAO Language Proficiency Requirements, for a period not exceeding three years after the applicability date of 5 MAR 2008, provided that the State who issued or rendered valid the licence has made its implementation plans AVBL to all other Contracting States in accordance with paragraph 3 of Resolution A36-11.</p> <p>CHAPTER 2</p> <p>2.1.9.2 The holder of a licence is entitled to be credited with all the co-pilot flight time required for a higher grade of pilot licence.</p> <p>2.1.10 a) Age 60 - 64 The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations except: (1) as a member of a multi-pilot crew and provided that (2) such holder is the only pilot in the crew who has attained age 60. b) Age 65 The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations. The five HR of night FLT time are performed under dual instruction (no pilot-in-command time required).</p> <p>2.10.1.1 The required theoretical knowledge for IR(H) is the same as for IR(A).</p> <p>2.10.1.2.2 a) There is no MNM cross-country FLT time as pilot-in-command required for applicants for IR(H).</p> <p>2.10.1.4 No synthetic FLT trainers are accepted for the IR(H) skill test. A simulator certified to at least level D is accepted for the renewal of an IR(H).</p> <p>2.10.3 Separate ratings are issued for pilots holding an IR(H) or an IR(A). Credit for instruction and renewal will be given for IR-experience in the other category.</p>

Title	Difference(s)
A. - ANNEXES TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION	
	<p>CHAPTER 4</p> <p>4.2 Aircraft maintenance General remarks: In Switzerland - being a full member of the EASA-Part-66 applies for certifying staff who issue Certificates of Release to service. For EASA Annex I aircraft, including components and special MAINT procedures, the national legislation applies. Consequently, differences may arise to ICAO SARPS as a result of compliance with the applicable law (EASA-Part-66 or national law).</p> <p>4.2.1.1 The applicant shall not be less than 21 years of age.</p> <p>4.2.1.3 a) Certifying staff licensed in accordance with EASA-Part-66: - Certificate Category A: Experience of three years required if no approved training course or training credits are existing. - Certificate Category B1 or B2: Experience of five years required if no approved training course or training credits are existing. - Certifying staff licensed in accordance with national law: Experience of three years required.</p> <p>4.2.2.2 c) Certifying staff licensed in accordance with national law: At least six months of experience must be accumulated in the preceding 24 months.</p> <p>4.3.1.4 Air traffic controllers must hold a current Class 1 medical assessment. Air traffic controller assistants must undergo an initial Class 1 medical assessment.</p> <p>4.5 FLT operations officer / FLT dispatcher licences are not issued.</p> <p>4.6 Aeronautical station operator licences are not issued.</p>

ENR 3.2 AREA NAVIGATION ROUTES

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

1. Index of ENR 3.2 Area Navigation Route Tables

Route Designator	Page	Route Designator	Page§	Route Designator	Page
L50	ENR 3.2 - 2	Y1	ENR 3.2 - 35	Z1	ENR 3.2 - 51
L613	ENR 3.2 - 3	Y3	ENR 3.2 - 36	Z2	ENR 3.2 - 52
L615	ENR 3.2 - 4	Y5	ENR 3.2 - 37	Z6	ENR 3.2 - 53
L856	ENR 3.2 - 5	Y21	ENR 3.2 - 38	Z16	ENR 3.2 - 54
		Y51	ENR 3.2 - 39	Z32	ENR 3.2 - 55
M858	ENR 3.2 - 6	Y52	ENR 3.2 - 40	Z50	ENR 3.2 - 56
		Y55	ENR 3.2 - 41	Z57	ENR 3.2 - 57
N491	ENR 3.2 - 7	Y56	ENR 3.2 - 42	Z58	ENR 3.2 - 58
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N851	ENR 3.2 - 9	Y61	ENR 3.2 - 44	Z60	ENR 3.2 - 60
N869	ENR 3.2 - 10	Y100	ENR 3.2 - 45	Z61	ENR 3.2 - 61
N871	ENR 3.2 - 11	Y112	ENR 3.2 - 46	Z62	ENR 3.2 - 62
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		Y223	ENR 3.2 - 49	Z65	ENR 3.2 - 65
T10	ENR 3.2 - 13	Y224	ENR 3.2 - 50	Z67	ENR 3.2 - 66
T14	ENR 3.2 - 14			Z69	ENR 3.2 - 67
T37	ENR 3.2 - 15			Z83	ENR 3.2 - 68
T40	ENR 3.2 - 16			Z90	ENR 3.2 - 69
T45	ENR 3.2 - 17			Z119	ENR 3.2 - 70
T50	ENR 3.2 - 18			Z138	ENR 3.2 - 71
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T163	ENR 3.2 - 24			Z163	ENR 3.2 - 77
T330	ENR 3.2 - 25			Z170	ENR 3.2 - 78
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T544	ENR 3.2 - 27			Z424	ENR 3.2 - 80
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T718	ENR 3.2 - 31			Z652	ENR 3.2 - 84
T721	ENR 3.2 - 32			Z653	ENR 3.2 - 85
T734	ENR 3.2 - 33			Z669	ENR 3.2 - 86
T901	ENR 3.2 - 34			Z671	ENR 3.2 - 87

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		↓	↑		
L50								
△ BANKO	45 49 12 N 007 03 17 E							
	344°	14.8 NM	FL305 FL185 MEA = FL190	MOCA = 16100 ft	Even		± 5 NM	ACC Geneva {C}
△ VALOR	46 03 35 N 006 58 26 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
L613								
▲ 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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						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	↓	↑		
L615								
▲ DINOX	46 40 00 N 006 07 11 E							
	128° 308°	18 NM	FL500 7800 ft MEA = 8000 ft	MOCA = 7800 ft	Odd	Even	± 5 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	± 5 NM	ACC Geneva REF: AIP France {C, D, E}
△ SOFIK	46 16 24 N 006 37 57 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑		
L856								
△ AKABI (FIR BDRY)		47 43 01 N 009 14 00 E						
	264°	5.1 NM	FL660 7500 ft MEA = 8000 ft	MOCA = 3300 ft	Even		± 5 NM	ACC Zurich {C}
△ ROMIR		47 42 47 N 009 06 28 E						
	264°	27.2 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 4100 ft	Even		± 5 NM	ACC Zurich {C}
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	244° 064°	34.1 NM	FL660 5500 ft MEA = 6000 ft	MOCA = 5000 ft	Even	Odd	± 5 NM	ACC Zurich {C, E}
△ Hochwald DME (HOC)		47 28 00 N 007 39 56 E						
From HOC to TRA northeastbound only available below FL195								

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (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		↓	↑		
M858								
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	$\frac{166^\circ}{346^\circ}$	14.5 NM	$\frac{FL165}{7500 ft}$ MEA = 8000 ft	MOCA = 4500 ft	Odd	Even	± 5 NM	ACC Zurich {C}
△ RISLI		47 27 11 N 008 30 27 E						
	$\frac{166^\circ}{346^\circ}$	11.3 NM	$\frac{FL165}{7500 ft}$ MEA = 8000 ft	MOCA = 4600 ft	Odd	Even	± 5 NM	ACC Zurich {C}
△ BARIG		47 16 07 N 008 33 40 E						
	$\frac{166^\circ}{346^\circ}$	2.0 NM	$\frac{FL165}{8500 ft}$ MEA = 9000 ft	MOCA = 4600 ft	Odd	Even	± 5 NM	ACC Zurich {C}
△ ASGED		47 14 09 N 008 34 14 E						
	$\frac{166^\circ}{346^\circ}$	7.3 NM	$\frac{FL165}{8500 ft}$ MEA = 9000 ft	MOCA = 7400 ft	Odd	Even	± 5 NM	ACC Zurich {C, E}
△ AGERI		47 07 02 N 008 36 18 E						
	$\frac{166^\circ}{346^\circ}$	7.0 NM	$\frac{FL165}{8500 ft}$ MEA = 9000 ft	MOCA = 8000 ft	Odd	Even	± 5 NM	ACC Zurich {C, E}
△ URNAS		47 00 08 N 008 38 18 E						
	$\frac{166^\circ}{346^\circ}$	25.5 NM	$\frac{FL165}{13500 ft}$ MEA = 14000 ft	MOCA = 13100 ft	Odd	Even	± 5 NM	ACC Zurich {C}
△ LUKOM		46 35 06 N 008 45 31 E						
	$\frac{165^\circ}{346^\circ}$	25.6 NM	$\frac{FL165}{13500 ft}$ MEA = 14000 ft	MOCA = 12600 ft	Odd	Even	± 5 NM	ACC Zurich {C}
△ CANNE		46 10 00 N 008 52 52 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (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}
	↓ ↑				↓	↑		
N491								
△ AMRUP		47 46 45 N 008 04 37 E						
	107°	15.5 NM	FL660 8000 ft MEA = 8000 ft	MOCA = 5800 ft	Odd		± 5 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		± 5 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		± 5 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		± 5 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		± 5 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		± 5 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		± 5 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		± 5 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						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	↓	↑		
N851								
▲ ABESI		46 09 35 N 009 02 34 E						
	352°	15.1 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 11400 ft	Even		± 5 NM	ACC Zurich REF: AIP Italy {C}
△ UTAVO		46 24 38 N 009 00 33 E						
	352°	11.7 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 13300 ft	Even		± 5 NM	ACC Zurich {C}
△ PIXOS		46 36 19 N 008 58 59 E						
	352°	17.1 NM	FL660 14000 ft MEA = 14000 ft	MOCA = 14000 ft	Even		± 5 NM	ACC Zurich {C}
△ SOPER		46 53 22 N 008 56 40 E						
	352°	16.1 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 12100 ft	Even		± 5 NM	ACC Zurich {C}
△ ELMUR		47 09 24 N 008 54 27 E						
	352°	8.0 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 7200 ft	Even		± 5 NM	ACC Zurich {C}
△ ROLSA		47 17 23 N 008 53 21 E						
	016°	9.6 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5500 ft	Even		± 5 NM	ACC Zurich {C}
△ KUDIS		47 26 28 N 008 58 01 E						
	016° 196°	17.3 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5300 ft	Even	Odd	± 5 NM	ACC Zurich {C}
△ ROMIR		47 42 47 N 009 06 28 E						
	003° 183°	4.7 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 3800 ft	Even	Odd	± 5 NM	ACC Zurich {C}
△ VEDOK (FIR BDRY)		47 47 24 N 009 07 14 E						
ABESI - KUDIS: CDR 1 H24 By ATC: Alternative route via Z651 and Z138 From VEDOK to KUDIS southbound only available below FL195								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	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	↓	↑		
N869								
△ NATOR	48 10 12 N 008 19 17 E							
	206°	59.0 NM	FL660 FL105 MEA = FL110	MOCA = 6300 ft	Odd		± 5 NM	UAC Karlsruhe ACC Zurich {C, D}
△ OLBEN	47 18 16 N 007 37 46 E							
	229°	13.5 NM	FL660 10500 ft MEA = 11000 ft	MOCA = 5900 ft	Odd		± 5 NM	ACC Zurich {C, D}
△ LUTIX	47 09 54 N 007 22 14 E							
	229°	10.4 NM	FL660 10500 ft MEA = 11000 ft	MOCA = 5900 ft	Odd		± 5 NM	ACC Zurich {C, D}
△ BENOT	47 03 28 N 007 10 22 E							
	228°	14.0 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 5900 ft	Odd		± 5 NM	ACC Geneva {C, D, E}
△ NEMOS	46 54 43 N 006 54 24 E							
	228°	17.6 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 5500 ft	Odd		± 5 NM	ACC Geneva {C, E}
△ VEROX	46 43 39 N 006 34 24 E							
	227°	38 NM	FL500 FL095 MEA = FL100	MOCA = 7300 ft	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ MILPA	46 18 09 N 005 52 47 E							
OLBEN - MILPA: CDR 1 H24 By ATC: Alternative route via N850 - TRA - Z669								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
N871								
▲ MOLUS	46 26 38 N 006 40 46 E							
	048°	10.9 NM	FL500 9500 ft MEA = 10000 ft	MOCA = 8100 ft	Even		± 5 NM	ACC Geneva {C, E}
△ SOSAL	46 33 29 N 006 53 04 E							
	048°	20.5 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 8100 ft	Even		± 5 NM	ACC Geneva {C, E}
△ TELNO	46 46 19 N 007 16 15 E							
	048°	7.6 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 6900 ft	Even		± 5 NM	ACC Geneva {C, E}
△ KORED	46 51 02 N 007 24 51 E							
	048°	14.0 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 5300 ft	Even		± 5 NM	ACC Zurich {C, E}
△ KONOL	46 59 43 N 007 40 51 E							
	049°	13.6 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 5400 ft	Even		± 5 NM	ACC Zurich {C, E}
△ BERSU	47 08 08 N 007 56 29 E							
	055°	3.4 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 5200 ft	Even		± 5 NM	ACC Zurich {C}
△ SUREP	47 09 55 N 008 00 39 E							
	055°	15.5 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 4700 ft	Even		± 5 NM	ACC Zurich {C}
△ DITON	47 18 08 N 008 20 00 E							
	076°	36.0 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 5700 ft	Odd		± 5 NM	ACC Zurich {C}
△ DEGES	47 24 45 N 009 12 07 E							
	088°	18.3 NM	FL660 10500 ft MEA = 11000 ft	MOCA = 6600 ft	Odd		± 5 NM	ACC Zurich {C, E}
△ GAMSA	47 24 30 N 009 39 07 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
Q226								
△ Passeiry DVOR/ DME (PAS)		46 09 49 N 006 00 00 E						
	180°	18 NM	FL195 FL145 MEA = FL150	MOCA = 7900 ft	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ RUMIL		45 51 43 N 005 58 53 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
T10							
△ LUMEL	47 24 26 N 007 09 14 E						
	281°	21 NM	FL500 <u>14500 ft</u> MEA = 15000 ft	MOCA = 4600 ft	Even		± 5 NM APP Bâle ACC REIMS > FL195 REF: AIP France {C, D}
△ TORPA	47 28 46 N 006 39 31 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						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	↓	↑		
T14								
△ LASUN	47 24 51 N 007 32 15 E							
	266°	15.6 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4800 ft	Even		± 5 NM	ACC Zurich {C, E}
△ LUMEL	47 24 26 N 007 09 14 E							
	265°	9.5 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4400 ft	Even		± 5 NM	ACC Zurich {C, E}
△ ARNOT	47 24 08 N 006 55 12 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
T37								
▲ KOVAR	46 23 31 N 005 49 01 E							
	149° 329°	16 NM	FL500 7900 ft MEA = 8000 ft	MOCA = 7900 ft	Odd	Even	± 5 NM	ACC Geneva REF: AIP France {C} (2)
△ Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E							
	113° 293°	14 NM	FL195 9900 ft MEA = 10000 ft	MOCA = 9900 ft	Odd	Even	± 5 NM	ACC Geneva REF: AIP France {C} (2)
△ EMGUT	46 03 56 N 006 18 19 E							
(2) within FIR Switzerland; outside REF: AIP France								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				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		↓	↑		
T40								
△ LISMO	46 52 14 N 005 46 41 E							
	113° 293°	43 NM	FL195 <u>6503 ft</u> MEA = 7000 ft	MOCA = 6200 ft	Odd	Even	± 5 NM	ACC Geneva REF: AIP France {C, D, E} (2)
△ REVLI	46 35 11 N 006 44 36 E							
LISMO - REVLI: Only by ATC H24 (2) within FIR Switzerland; outside REF: AIP France								

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
T45							
△ VENAT	46 14 39 N 006 35 48 E						
	031°	22 NM	FL500 <u>12500 ft</u> MEA = 13000 ft	MOCA = 9700 ft	Even		± 5 NM ACC Geneva REF: AIP France {C}
△ SOSAL	46 33 29 N 006 53 04 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
T50								
△ VEBIT	47 16 07 N 008 00 21 E							
	245°	12.4 NM	FL660 6500 ft MEA = 7000 ft	MOCA = 4400 ft	Odd		± 5 NM	ACC Zurich {C, E}
△ ROTOS	47 11 24 N 007 43 31 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						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	↓	↑		
T51								
△ VEBIT	47 16 07 N 008 00 21 E							
	292°	7.5 NM	FL660 <u>6500 ft</u> MEA = 7000 ft	MOCA = 4200 ft	Even		± 5 NM	ACC Zurich {C, D, E}
△ DANZE	47 19 16 N 007 50 17 E							
	292°	13.5 NM	FL660 <u>6500 ft</u> MEA = 7000 ft	MOCA = 5400 ft	Even		± 5 NM	ACC Zurich {C, D, E}
△ LASUN	47 24 51 N 007 32 15 E							
	284°	34 NM	FL195 <u>11500 ft</u> MEA = 12000 ft	MOCA = 5700 ft	Even		± 5 NM	ACC Zurich APP Bâle ACC Reims REF: AIP France {C, D, E}
△ Hericourt NDB (HR)	47 33 42 N 006 43 56 E							
BLW FL145: Bâle APP within Bâle CTA part 1								

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		↓	↑		
T52								
△ VEBIT	47 16 07 N 008 00 21 E							
	272°	29.7 NM	FL095 6500 ft MEA = 7000 ft	MOCA = 5900 ft	Even		± 5 NM	ACC Zurich {C, E}
△ BALIR	47 18 30 N 007 16 53 E							
	316°	7.9 NM	FL095 6500 ft MEA = 7000 ft	MOCA = 5600 ft	Even		± 5 NM	ACC Zurich {C, E}
△ LUMEL	47 24 26 N 007 09 14 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
T53								
△ VEBIT	47 16 07 N 008 00 21 E							
	090°	10.2 NM	FL660 8500 ft MEA = 7000 ft	MOCA = 4700 ft	Even		± 5 NM	ACC Zurich {C, E}
△ OBEDU	47 15 29 N 008 15 18 E							
	091°	8.0 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 7700 ft	Even		± 5 NM	ACC Zurich {C, E}
△ OMIDO	47 14 58 N 008 27 03 E							
	150°	5.7 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 7700 ft	Even		± 5 NM	ACC Zurich {C, E}
△ ARTAG	47 09 52 N 008 30 50 E							
	171°	7.6 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 7700 ft	Even		± 5 NM	ACC Zurich {C, E}
△ GERSA	47 02 22 N 008 31 56 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						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	↓	↑		
T103								
△ DITON	47 18 08 N 008 20 00 E							
	069°	27.1 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 4900 ft	Odd		± 5 NM	ACC Zurich {C}
△ KUDIS	47 26 28 N 008 58 01 E							
	069°	29.2 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4600 ft	Odd		± 5 NM	ACC Zurich {C, E}
△ NUNRI	47 35 12 N 009 39 09 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
T125								
△ RAMOK	47 01 20 N 007 41 03 E							
	041°	13.1 NM	FL195 5500 ft MEA = 6000 ft	MOCA = 5300 ft	Even		± 5 NM	APP Bern {C, E}
Willisau △ DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	020° 200°	12.4 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 4300 ft	Even	Odd	± 5 NM	APP Zurich {C, E}
△ EKTUM	47 22 08 N 008 01 28 E							
	053° 234°	24.9 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 4300 ft	Even	Odd	± 5 NM	APP Zurich {C, E}
△ ENONO	47 35 53 N 008 32 03 E							
	089° 269°	11.5 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 3500 ft	Even	Odd	± 5 NM	APP Zurich {C}
Zurich East △ VOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	055° 235°	13.8 NM	FL660 5500 ft MEA = 6000 ft	MOCA = 3700 ft	Even	Odd	± 5 NM	ACC/APP Zurich {C, E}
△ ROMIR	47 42 47 N 009 06 28 E							
WIL - ZUE: CDR 1 H24 By ATC: Alternative route via T625								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
T163								
△ LUTIX	47 09 54 N 007 22 14 E							
	261°	14.6 NM	FL660 6500 ft MEA = 7000 ft	MOCA = 6000 ft		Even	± 5 NM	ACC Zurich {C}
△ ROTOS	47 11 24 N 007 43 31 E							
	252°	25.8 NM	FL660 6500 ft MEA = 7000 ft	MOCA = 4700 ft		Even	± 5 NM	ACC Zurich {C}
△ DITON	47 18 08 N 008 20 00 E							
	045°	26.3 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 4700 ft		Even	± 5 NM	ACC Zurich {C}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	012°	12.0 NM	FL660 FL245			Even	± 5 NM	ACC Zurich {C}
△ SONOM (UIR BDRY)	47 47 03 N 008 53 46 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
T330							
▲ MOLUS	46 26 38 N 006 40 46 E						
	333°	41 NM	FL500 FL125 MEA = FL130	MOCA = 8100 ft	Even		± 5 NM ACC Geneva REF: AIP France {C, D}
△ GILIR	47 03 48 N 006 14 21 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
T345								
△ Passeiry DVOR/ DME (PAS)		46 09 49 N 006 00 00 E						
	131°	20 NM	FL195 <u>10600 ft</u> MEA = 11000 ft	MOCA = 10600 ft	Odd		± 5 NM	ACC Geneva REF: AIP France {C, D, E}
△ ODIKI		45 56 32 N 006 20 37 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	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	↓	↑		
T544								
▲ TOKDO	46 01 30 N 005 42 40 E							
	235°	15 NM	FL195 7900 ft MEA = 8000 ft	MOCA = 7900 ft		Odd	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	↓	↑		
T625								
△ 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	± 5 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	± 5 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	± 5 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	± 5 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	↓	↑		
T626								
▲ Hericourt NDB (HR)	47 33 42 N 006 43 56 E							
	129°	16 NM	FL195 FL085 MEA = FL090	MOCA = 6900 ft	Odd		± 5 NM	APP Bâle ACC Zurich REF: AIP France {C, D, E}
△ DOUCI	47 23 08 N 007 02 03 E							
	131°	19.1 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 5900 ft	Odd		± 5 NM	ACC Zurich APP Bern {C, E}
△ LUTIX	47 09 54 N 007 22 14 E							
	086°	9.8 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 5900 ft	Odd		± 5 NM	ACC Zurich APP Bern {C, E}
△ OSKUP	47 10 07 N 007 36 33 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	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	↓	↑		
T627								
△ LUTIX	47 09 54 N 007 22 14 E							
	143°	4.4 NM	FL195 <u>6000 ft</u> MEA = 6000 ft	MOCA = 6000 ft	Odd		± 5 NM	ACC Zurich APP Bern {C, D, E}
△ KOPPI	47 06 15 N 007 25 55 E							
	200°	5.9 NM	FL195 <u>7500 ft</u> MEA = 8000 ft	MOCA = 4600 ft	Odd		± 5 NM	ACC Zurich APP Bern {C, D, E}
△ BIRKI	47 00 47 N 007 22 35 E							
	222°	4.9 NM	FL195 <u>7500 ft</u> MEA = 8000 ft	MOCA = 5000 ft	Odd		± 5 NM	ACC Zurich APP Bern {C, D, E}
△ ULMES	46 57 18 N 007 17 33 E							
LUTIX - ULMES: CDR 1 H24								

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
T718							
△ ELMUR	47 09 24 N 008 54 27 E						
	326°	37.3 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 8000 ft	Even		± 5 NM ACC Zurich {C, D, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E						
	303°	24.3 NM	FL245 8000 ft MEA = 8000 ft	MOCA = 6300 ft	Even		± 5 NM ACC Zurich ACC Langen REF: AIP Germany {C, E}
△ ALINE	47 55 28 N 007 56 47 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
T721							
△ RILAX	47 56 34 N 008 30 49 E						
	147°	24.4 NM	FL235 <u>6500 ft</u> MEA = 7000 ft	MOCA = 4600 FT	Odd		± 5 NM ACC Zurich APP Zurich REF: AIP Germany {C, E}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E						

Route Designator	Route Remarks (Optional)								
Name of significant points	Significant point geographical coordinates						Significant Point Remarks		
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}	
	↓ ↑	(COP)	MEA	MOCA	↓	↑			
T734									
△ RONIX	47 13 34 N 008 27 25 E								
	175°	27.8 NM	FL245 4500 ft MEA = 5000 ft	MOCA = 4400 ft			Odd	± 5 NM	ACC Zurich {C, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E								
	063°	13.1 NM	FL660 6500 ft MEA = 7000 ft	MOCA = 4600 ft			Odd	± 5 NM	ACC Zurich REF: AIP Germany {C, E}
△ SONGI	47 46 40 N 008 43 55 E								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	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		↓	↑		
T901								
△ SUREP	47 09 55 N 008 00 39 E							
	097°	4.4 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 4100 ft		Even	± 5 NM	MAX IAS 180kts ACC Zurich APP Bern {C, E}
Willisau △ DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	322° 142°	5.1 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 4100 ft	Odd	Even	± 5 NM	MAX IAS 180kts ACC Zurich APP Bern {C, E}
△ NEMAG	47 14 53 N 007 50 06 E							
	254° 074°	4.5 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 5200 ft	Odd	Even	± 5 NM	MAX IAS 180kts ACC Zurich APP Bern {C, D, E}
△ ARVAN	47 13 53 N 007 43 41 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	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	↓	↑		
Y1								
△ MILPA	46 18 09 N 005 52 47 E							
	105°	11 NM	FL500 FL165 MEA = FL170	MOCA = 7600 ft	Odd		± 5 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		± 5 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		↓	↑		
Y3								
△ 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		± 5 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	↓	↑		
Y5								
△ BARIG	47 16 07 N 008 33 40 E							
	256° 075°	27.3 NM	FL165 7500 ft MEA = 8000 ft	MOCA = 4500 ft	Odd	Even	± 5 NM	APP Zurich {C, D, E}
Willisau △ DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	062°	13.3 NM	FL195 5500 ft MEA = 6000 ft	MOCA = 4500 ft		Even	± 5 NM	APP Bern {C, D, E}
△ MEBOX	47 05 10 N 007 36 33 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						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		↓	↑		
Y21								
△ Passeiry DVOR/ DME (PAS)		46 09 49 N 006 00 00 E						
	144°	20 NM	FL500 FL115 MEA = FL120	MOCA = 9500 ft	Odd		± 5 NM	ACC Geneva REF: AIP France {C, D}
△ ESAPI		45 53 24 N 006 17 25 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
Y51								
△ ASSEQ	46 13 24 N 006 30 57 E							
	346° 166°	15 NM	FL500 FL105 MEA = FL110	MOCA = 8800 ft	Even	Odd	± 5 NM	ACC Geneva REF: AIP France {C}
△ SAPRE	46 28 07 N 006 26 53 E							
	001° 181°	6.0 NM	FL195 FL085 MEA = FL090	MOCA = 6200 ft	Even	Odd	± 5 NM	ACC Geneva {C}
△ KONIL	46 34 06 N 006 27 30 E							
	014° 194°	10.1 NM	FL195 FL085 MEA = FL090	MOCA = 6900 ft	Even	Odd	± 5 NM	ACC Geneva {C}
△ LORBU	46 43 46 N 006 31 44 E							
	009° 189°	11.0 NM	FL195 FL085 MEA = FL090	MOCA = 6900 ft	Even	Odd	± 5 NM	ACC Geneva {C, E}
△ FLORY	46 54 31 N 006 35 06 E							
	036° 216°	13.5 NM	FL195 FL085 MEA = FL090	MOCA = 6200 ft	Even	Odd	± 5 NM	ACC Geneva {C, E}
△ PALLU	47 05 00 N 006 47 36 E							
	051° 231°	16.1 NM	FL195 FL085 MEA = FL090	MOCA = 7000 ft	Even	Odd	± 5 NM	ACC Geneva {C, E}
△ DEKAM	47 14 24 N 007 06 46 E							
	056° 236°	8.0 NM	FL195 FL075 MEA = FL080	MOCA = 5800 ft	Even	Odd	± 5 NM	ACC Zurich {C, E}
△ BALIR	47 18 30 N 007 16 53 E							
	056° 236°	4.0 NM	FL195 FL075 MEA = FL080	MOCA = 5700 ft	Even	Odd	± 5 NM	ACC Zurich {C, D, E}
△ LEPLA	47 20 36 N 007 21 58 E							
	056° 236°	8.2 NM	FL195 FL105 MEA = FL110	MOCA = 5700 ft	Even	Odd	± 5 NM	ACC Zurich {C}
△ LASUN	47 24 51 N 007 32 15 E							
	056° 236°	6.1 NM	FL195 FL105 MEA = FL110	MOCA = 5300 ft	Even	Odd	± 5 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		↓	↑		
Y52								
△ GOLEB	46 03 06 N 006 33 45 E							
	303°	4 NM	FL265 <u>13500 ft</u> MEA = 14000 ft	MOCA = 9900 ft	Odd		± 5 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		± 5 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		± 5 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		± 5 NM	ACC Geneva REF: AIP France {C}
△ SALEV	46 04 26 N 006 03 57 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑	
Y55							
△ SOVAD	46 20 15 N 006 02 54 E						
	143°	6 NM	FL195 FL095 MEA = FL100	MOCA = 7200 ft	Odd		± 5 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		± 5 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	↓	↑		
Y56								
△ FRIBU	46 46 39 N 007 13 25 E							
	226°	64 NM	FL195 FL105 MEA = FL110	MOCA = 8200 ft	Odd		± 5 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	↓	↑		
Y58								
△ NEMOS	46 54 43 N 006 54 24 E							
	199°	16.5 NM	FL265 9500 ft MEA = 10000 ft	MOCA = 5100 ft	Odd		± 5 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		± 5 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		± 5 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		± 5 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 MEA	Lateral limits MOCA	↓	↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y61								
△ SOSON	46 36 24 N 008 35 39 E							
	098° 278°	6.9 NM	FL245 FL155 MEA = FL160	MOCA = 12600 ft	Even	Odd	± 5 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 (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		↓	↑		
Y100								
△ UMTEX		47 50 15 N 009 37 27 E						
	257°	48.9 NM	FL660 <u>6000 ft</u> MEA = 6000 ft	MOCA = 4600 ft	Even		± 5 NM	UAC Karlsruhe ACC Munchen ACC Zurich REF: AIP Germany {C, E}
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	212°	37.5 NM	FL245 <u>6500 ft</u> MEA = 7000 ft	MOCA = 4600 ft	Odd		± 5 NM	ACC Zurich APP Zurich {C, E}
Willisau △ DVOR/DME (WIL)		47 10 42 N 007 54 21 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
Y112								
△ RAVED	47 43 45 N 009 40 10 E							
	257°	82.9 NM	FL660 FL245		Even		± 5 NM	ACC Zurich REF: AIP Germany {C}
△ Hochwald DME (HOC)	47 28 00 N 007 39 56 E							
	276° 096°	38 NM	FL195 FL085 MEA = FL090	MOCA = 5000 ft	Even	Odd	± 5 NM	APP Bâle ACC Zurich REF: AIP France {C, D}
△ Hericourt NDB (HR)	47 33 42 N 006 43 56 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
Y164							
△ MOPAN	48 14 47 N 008 09 16 E						
	198°	60.4 NM	FL660 <u>13500 ft</u> MEA = 14000 ft	MOCA = 6300 ft	Odd		± 5 NM ACC Zurich REF: AIP Germany {C}
△ OLBEN	47 18 16 N 007 37 46 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
Y170								
△ ABREG (FIR BDRY)		46 18 25 N 009 33 05 E						
	344°	45.8 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 13300 ft	Even		± 5 NM	ACC Zurich {C, E}
△ ARGAX		47 03 00 N 009 17 53 E						
	346°	40.6 NM	FL660 12500 ft MEA = 13000 ft	MOCA = 10000 ft	Even		± 5 NM	ACC Zurich {C, E}
△ ROMIR		47 42 47 N 009 06 28 E						
ABREG - ROMIR: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
Y223								
△ VENAT	46 14 39 N 006 35 48 E							
	122°	19 NM	FL500 FL165 MEA = FL170	MOCA = 13700 ft	Even		± 5 NM	ACC Geneva {C}
△ VALOR	46 03 35 N 006 58 26 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	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		↓	↑		
Y224								
△ MOBLO	45 48 35 N 006 43 22 E							
	032°	18 NM	FL500 17500 ft MEA = 18000 ft	MOCA = 17500 ft	Even		± 5 NM	ACC Geneva {C}
△ VALOR	46 03 35 N 006 58 26 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
Z1							
△ DEGES	47 24 45 N 009 12 07 E						
	057°	9.5 NM	FL660 7500 ft MEA = 8000 ft	MOCA = 5600 ft	Even		± 5 NM ACC Zurich {C, E}
△ ROMGA	47 29 26 N 009 24 13 E						
	015°	6.1 NM	FL660 7500 ft MEA = 8000 ft	MOCA = 4900 ft	Even		± 5 NM ACC Zurich {C, E}
△ BODAN	47 35 15 N 009 27 05 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
Z2								
△ DEGES	47 24 45 N 009 12 07 E							
	074°	16.6 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 5900 ft	Odd		± 5 NM	ACC Zurich {C, E}
△ DORAP (FIR BDRY)	47 28 22 N 009 36 04 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
Z6							
△ DEGES	47 24 45 N 009 12 07 E						
	057°	21.1 NM	FL660 8000 ft MEA = 8000 ft	MOCA = 5600 ft	Odd		± 5 NM REF: AIP Germany ACC Zurich {C, E}
△ NUNRI	47 35 12 N 009 39 09 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (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		↓	↑		
Z16								
△ Passeiry DVOR/ DME (PAS)		46 09 49 N 006 00 00 E						
	209° 029°	20 NM	FL195 7900 ft MEA = 8000 ft	MOCA = 7900 ft	Odd	Even	± 5 NM	ACC Geneva ACC Marseille REF: AIP France {C, D}
△ Chambéry VOR/ DME (CBY)		45 52 55 N 005 45 26 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
Z32								
△ MOREG	46 23 35 N 006 00 26 E							
	084°	10 NM	FL195 <u>7900 ft</u> MEA = 8000 ft	MOCA = 7900 ft	Even		± 5 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		± 5 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}
	↓ ↑				↓	↑		
Z50								
△ OLBEN	47 18 16 N 007 37 46 E							
	147°	7.9 NM	$\frac{FL285}{6500\text{ ft}}$ MEA = 7000 ft	MOCA = 5600 ft	Odd		± 5 NM	ACC Zurich {C, D, E}
△ ROTOS	47 11 24 N 007 43 31 E							
	107°	9.4 NM	$\frac{FL285}{7500\text{ ft}}$ MEA = 8000 ft	MOCA = 5000 ft	Odd		± 5 NM	ACC Zurich {C, E}
△ BERSU	47 08 08 N 007 56 29 E							
	100°	19.9 NM	$\frac{FL285}{11500\text{ ft}}$ MEA = 12000 ft	MOCA = 7500 ft	Odd		± 5 NM	ACC Zurich {C, E}
△ URIGI	47 03 32 N 008 24 49 E							
	101°	5.0 NM	$\frac{FL285}{11500\text{ ft}}$ MEA = 12000 ft	MOCA = 7700 ft	Odd		± 5 NM	ACC Zurich {C, E}
△ GERSA	47 02 22 N 008 31 56 E							
	115°	10.7 NM	$\frac{FL660}{13500\text{ ft}}$ MEA = 14000 ft	MOCA = 9900 ft	Odd		± 5 NM	ACC Zurich {C}
△ KELIP	46 57 22 N 008 45 42 E							
	$\frac{115^\circ}{295^\circ}$	8.5 NM	$\frac{FL660}{13500\text{ ft}}$ MEA = 14000 ft	MOCA = 13300 ft	Odd	Even	± 5 NM	ACC Zurich {C}
△ SOPER	46 53 22 N 008 56 40 E							
	$\frac{115^\circ}{296^\circ}$	36.7 NM	$\frac{FL660}{15500\text{ ft}}$ MEA = 16000 ft	MOCA = 13300 ft	Odd	Even	± 5 NM	ACC Zurich {C}
△ PELAD	46 35 56 N 009 43 33 E							
	$\frac{116^\circ}{296^\circ}$	15.0 NM	$\frac{FL660}{15500\text{ ft}}$ MEA = 16000 ft	MOCA = 13200 ft	Odd	Even	± 5 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						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	↓	↑		
Z57								
△ LAMUR	46 34 47 N 007 13 53 E							
	038°	16.3 NM	FL660 FL155 MEA = FL160	MOCA = 9400 ft	Even		± 5 NM	ACC Geneva {C}
△ GUDAX	46 47 05 N 007 29 25 E							
	048°	27.6 NM	FL660 FL115 MEA = FL120	MOCA = 7400 ft	Even		± 5 NM	ACC Zurich {C}
△ DOPIL	47 04 12 N 008 01 00 E							
LAMUR - DOPIL: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	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	↓	↑		
Z58								
△ BERSU	47 08 08 N 007 56 29 E							
	028°	38.9 NM	FL660 <u>7500 ft</u> MEA = 8000 ft	MOCA = 4300 ft	Even		± 5 NM	ACC Zurich {C, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑	
Z59							
△ KONOL	46 59 43 N 007 40 51 E						
	316°	24.9 NM	FL195 7500 ft MEA = 8000 ft	MOCA = 5900 ft	Even		± 5 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		± 5 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 7500 ft MEA = 8000 ft	MOCA = 5900 ft	Odd		± 5 NM	ACC Geneva {C, D, E}
△ FRIBU	46 46 39 N 007 13 25 E							
	247°	20.7 NM	FL660 7600 ft MEA = 8000 ft	MOCA = 7600 ft	Even		± 5 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	↓	↑	
Z61							
△ SOSAL	46 33 29 N 006 53 04 E						
	044°	19.2 NM	FL660 8000 ft MEA = 8000 ft	MOCA = 8000 ft	Even		± 5 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		↓	↑		
Z62								
△ DEREM	46 21 24 N 006 10 34 E							
	087°	5 NM	FL195 <u>7000 ft</u> MEA = 8000 ft	MOCA = 6200 ft	Odd		± 5 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		± 5 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		± 5 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	↓	↑		
Z63								
△ KONIL	46 34 06 N 006 27 30 E							
	089°	17.7 NM	FL500 <u>7500 ft</u> MEA = 8000 ft	MOCA = 7400 FT	Odd		± 5 NM	ACC Geneva {C, E}
△ SOSAL	46 33 29 N 006 53 04 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
Z64								
△ LIRKO	46 34 15 N 005 48 52 E							
	100°	27 NM	FL500 FL115 MEA = FL120	MOCA = 6800 FT	Odd		± 5 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	± 5 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	↓	↑		
Z65								
△ 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	± 5 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		± 5 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		↓	↑		
Z67								
△ VENAT	46 14 39 N 006 35 48 E							
	053°	33 NM	FL500 15500 ft MEA = 16000 ft	MOCA = 9700 ft	Even		± 5 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		± 5 NM	ACC Geneva {C}
△ KORED	46 51 02 N 007 24 51 E							
VENAT - KORED: CDR 1 H24								

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	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	↓	↑		
Z69								
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	232°	40.2 NM	FL660 <u>13500 ft</u> MEA = 14000 ft	MOCA = 5600 ft	Odd		± 5 NM	ACC Zurich {C}
△ OLBEN		47 18 16 N 007 37 46 E						
TRA - OLBEN: CDR 1 H24 By ATC: Alternative route via Z669								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑		
Z83								
△ DETRI	46 36 22 N 008 48 54 E							
	108° 289°	20.5 NM	FL195 FL155 MEA = FL160	MOCA = 13300 ft	Odd	Even	± 5 NM	ACC Zurich {C}
△ ULGOD	46 28 55 N 009 16 31 E							
	100° 280°	7.9 NM	FL195 FL155 MEA = FL160	MOCA = 13300 ft	Odd	Even	± 5 NM	ACC Zurich {C, D}
△ ROSGO	46 27 10 N 009 27 41 E							
	073° 253°	13.1 NM	FL195 FL155 MEA = FL160	MOCA = 13300 ft	Odd	Even	± 5 NM	ACC Zurich {C}
△ GUGSA	46 30 23 N 009 46 00 E							
DETRI - GUGSA: Only by ATC								

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
Z90							
△ 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	± 5 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}
	↓ ↑				↓	↑		
Z119								
△ ESEVA	46 48 08 N 007 00 53 E							
	277°	8.7 NM	FL245 FL105 MEA = FL110	MOCA = 6200 ft		Odd	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 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	± 5 NM	ACC Zurich / ACC Munich REF: AIP Austria {C}
△ KUSAM	47 08 14 N 010 16 55 E							
TELNO - SOSON: CDR 1 H24 DETRI - KUSAM: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
Z138								
△ KESEX	47 14 05 N 008 43 00 E							
	036°	16.1 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5700 ft	Even		± 5 NM	ACC Zurich {C}
△ KUDIS	47 26 28 N 008 58 01 E							
	097°	9.7 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 6600 ft	Odd		± 5 NM	ACC Zurich {C}
△ DEGES	47 24 45 N 009 12 07 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
Z141								
△ MEBOX	47 05 10 N 007 36 33 E							
	075°	13.9 NM	FL195 <u>5500 ft</u> MEA = 6000 ft	MOCA = 4800 ft	Even		± 5 NM	ACC Zurich above FL105 APP Bern below FL105 {C, E}
△ BERSU	47 08 08 N 007 56 29 E							
	005°	39.0 NM	FL195 <u>6500 ft</u> MEA = 7000 ft	MOCA = 5500 ft	Even		± 5 NM	ACC Zurich REF: AIP Germany {C, E}
△ AMRUP	47 46 45 N 008 04 37 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑	
Z142							
△ RAMOK	47 01 20 N 007 41 03 E						
	318°	4.9 NM	FL195 5500 ft MEA = 6000 ft	MOCA = 5000 ft	Even		± 5 NM ACC Zurich above FL105 APP Bern below FL105 {C, D, E}
△ MEBOX	47 05 10 N 007 36 33 E						
	312°	18.9 NM	FL195 6500 ft MEA = 7000 ft	MOCA = 6000 ft	Even		± 5 NM ACC Zurich above FL105 APP Bern below FL105 {C, D, E}
△ BALIR	47 18 30 N 007 16 53 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑		MEA		↓	↑		
Z143								
△ RAMOK	47 01 20 N 007 41 03 E							
	054°	12.5 NM	FL195 <u>5500 ft</u> MEA = 6000 ft	MOCA = 5200 ft	Even		± 5 NM	ACC Zurich above FL105 APP Bern below FL105 {C, D, E}
△ BERSU	47 08 08 N 007 56 29 E							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
Z144							
△ AMRID	46 56 05 N 007 19 33 E						
	235°	15.1 NM	FL195 <u>7500 ft</u> MEA = 8000 ft	MOCA = 4600 ft	Odd		± 5 NM ACC Geneva {C, D, E}
△ ESEVA	46 48 08 N 007 00 53 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ — ↑	Geodesic Dist (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}
Z162							
△ ROLSA	47 17 23 N 008 53 21 E						
	348°	18.4 NM	FL660 <u>8500 ft</u> MEA = 9000 ft	MOCA = 5400 ft	Even		± 5 NM ACC Zurich {C}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E						

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						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	↓	↑		
Z163								
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	087°	25.7 NM	FL660 <u>8500 ft</u> MEA = 9000 ft	MOCA = 4200 ft	Odd		± 5 NM	ACC Zurich {C, E}
△ BODAN	47 35 15 N 009 27 05 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	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	↓	↑		
Z170								
△ ARGAX	47 03 00 N 009 17 53 E							
	327°	27.1 NM	FL660 10500 ft MEA = 11000 ft	MOCA = 10000 ft	Even		± 5 NM	ACC Zurich {C, E}
△ KUDIS	47 26 28 N 008 58 01 E							
	349°	20.8 NM	FL660 FL245		Even		± 5 NM	ACC Zurich {C}
△ SONOM (UIR BDRY)	47 47 03 N 008 53 46 E							
ARGAX - KUDIS: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
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		± 5 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						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		± 5 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		± 5 NM	ACC Zurich ACC Milano REF: AIP Italy
▲ AKASU	46 06 35 N 008 29 44 E							

Route Designator		Route Remarks (Optional)							
Name of significant points		Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (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}	
	↓ ↑				↓	↑			
Z600									
Willisau △ DVOR/DME (WIL)		47 10 42 N 007 54 21 E							
	$\frac{291^\circ}{111^\circ}$	24.2 NM	$\frac{FL195}{6500\text{ ft}}$ MEA = 7000 ft	MOCA = 5800 ft	Even	Odd	± 5 NM	{C, D, E}	
△ LEPLA		47 20 36 N 007 21 58 E							
	$\frac{291^\circ}{111^\circ}$	9.5 NM	$\frac{FL195}{6500\text{ ft}}$ MEA = 7000 ft	MOCA = 5700 ft	Even	Odd	± 5 NM	{C, D, E}	
△ LUMEL		47 24 26 N 007 09 14 E							
	$\frac{296^\circ}{116^\circ}$	20 NM	$\frac{FL195}{8500\text{ ft}}$ MEA = 9000 ft	MOCA = 4300 ft	Even	Odd	± 5 NM	APP Bâle REF: AIP France {C, D, E}	
▲ Hericourt NDB (HR)		47 33 42 N 006 43 56 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
Z601								
△ ROTOS	47 11 24 N 007 43 31 E							
	092° 272°	7.4 NM	FL195 7500 ft MEA = 8000 ft	MOCA = 5000 ft	Even	Odd	± 5 NM	APP Bern ACC Zurich {C, E}
Willisau △ DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	013° 193°	20.4 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 5000 ft	Odd	Even	± 5 NM	APP Bern ACC Zurich {C, E}
△ GIPOL	47 30 19 N 008 02 27 E							
	052° 233°	19.5 NM	FL095 7500 ft MEA = 8000 ft	MOCA = 4600 ft	Odd	Even	± 5 NM	ACC Zurich {C, E}
Trasadingen △ DME (TRA)	47 41 22 N 008 26 13 E							
	108° 288°	16.5 NM	FL095 5500 ft MEA = 6000 ft	MOCA = 4800 ft	Odd	Even	± 5 NM	APP Zurich {C, E}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	087° 268°	25.7 NM	FL095 5500 ft MEA = 6000 ft	MOCA = 4300 ft	Odd	Even	± 5 NM	APP Zurich {C, E}
△ BODAN (FIR BDRY)	47 35 15 N 009 27 05 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
Z651								
△ CANNE	46 10 00 N 008 52 52 E							
	351°	26.5 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 12600 ft	Even		± 5 NM	ACC Zurich {C}
△ DETRI	46 36 22 N 008 48 54 E							
	351°	21.1 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 13100 ft	Even		± 5 NM	ACC Zurich {C}
△ KELIP	46 57 22 N 008 45 42 E							
	351°	6.8 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 9900 ft	Even		± 5 NM	ACC Zurich {C}
△ MOSIT	47 04 09 N 008 44 38 E							
	351°	8.2 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 7900 ft	Even		± 5 NM	ACC Zurich {C}
△ MANEG	47 12 15 N 008 43 20 E							
	350°	1.9 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 4800 ft	Even		± 5 NM	ACC Zurich {C}
△ KESEX	47 14 05 N 008 43 00 E							
	008°	21.8 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 4800 ft	Even		± 5 NM	ACC Zurich {C}
Zurich East △ DVOR/DME (ZUE)	47 35 32 N 008 49 04 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						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	↓	↑		
Z652								
△ KESEX	47 14 05 N 008 43 00 E							
	334°	29.6 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5600 ft	Even		± 5 NM	ACC Zurich {C, E}
△ Trasadingen DME (TRA)	47 41 22 N 008 26 13 E							
	338°	35.3 NM	FL245 7500 ft MEA = 8000 ft	MOCA = 5300 ft	Even		± 5 NM	ACC Zurich {C, E}
△ MOPAN	48 14 47 N 008 09 16 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑		
Z653								
△ KESEX	47 14 05 N 008 43 00 E							
	062°	7.8 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5800 ft	Even		± 5 NM	ACC Zurich {C, E}
△ ROLSA	47 17 23 N 008 53 21 E							

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑		MEA		↓	↑		
Z669								
△ Trasadingen DME (TRA)		47 41 22 N 008 26 13 E						
	221°	41.7 NM	FL660 13500 ft MEA = 14000 ft	MOCA = 5600 ft	Odd		± 5 NM	ACC Zurich {C}
△ ROTOS		47 11 24 N 007 43 31 E						
	229°	15.7 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4500 ft	Odd		± 5 NM	ACC Zurich {C, E}
△ BADEP		47 01 38 N 007 25 28 E						
	228°	6.9 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4300 ft	Odd		± 5 NM	ACC Zurich {C, E}
△ ULMES		46 57 18 N 007 17 33 E						
	228°	14.7 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 3800 ft	Odd		± 5 NM	ACC Geneva {C, E}
△ ESEVA		46 48 08 N 007 00 53 E						
	228°	13.8 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 4600 ft	Odd		± 5 NM	ACC Geneva {C, E}
△ VADAR		46 39 26 N 006 45 13 E						
	238°	42 NM	FL660 9500 ft MEA = 10000 ft	MOCA = 7000 ft	Odd		± 5 NM	ACC Geneva REF: AIP France {C, E}
△ MILPA		46 18 09 N 005 52 47 E						

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑	(COP)	MEA	MOCA	↓	↑	
Z671							
△ DITON	47 18 08 N 008 20 00 E						
	089°	22.7 NM	FL660 8500 ft MEA = 9000 ft	MOCA = 5400 ft	Even		± 5 NM ACC Zurich {C, E}
△ ROLSA	47 17 23 N 008 53 21 E						

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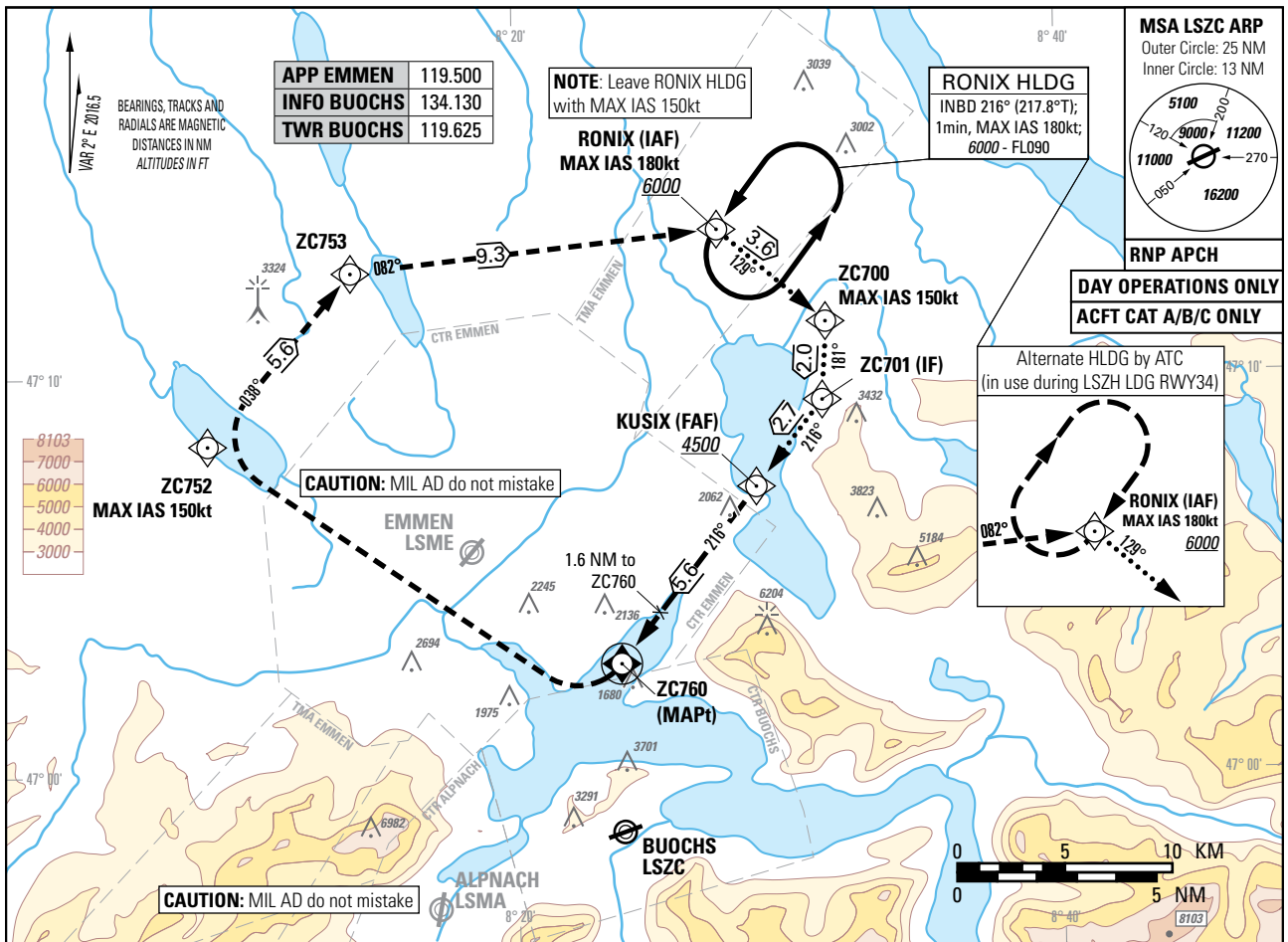
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1475ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

BUOCHS (LSZC)
RNP-A

PROCEDURE LIMITED TO PILOTS OPERATING FOR PILATUS AIRCRAFT LTD



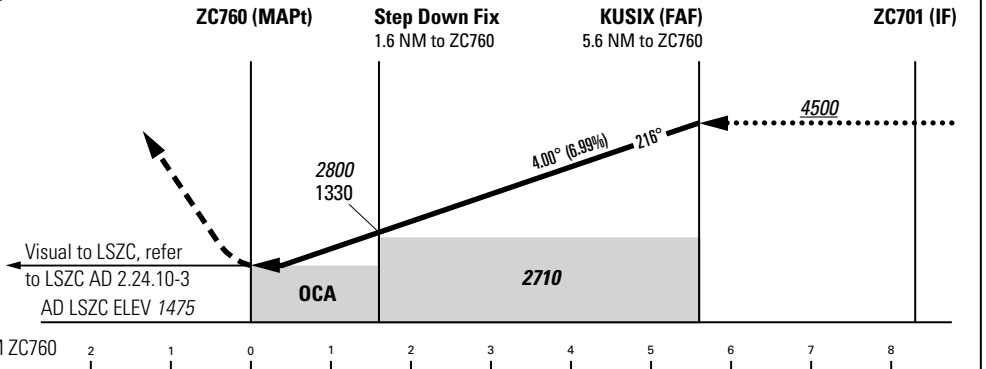
MISSED APPROACH

Climb to 6000.

Climb straight ahead. At ZC760 (MAPt) turn right (MAX IAS 150kt until ZC752). Proceed via ZC752 and ZC753 to RONIX and hold.

MNM climb gradient 5.4% up to 5000 to remain inside controlled airspace.

Visual to LSZC, refer to LSZC AD 2.24.10-3 AD LSZC ELEV 1475



Missed APCH climb gradient	OCA(H) ¹⁾ LNAV	
	A	B
2.5%	2350 (880)	
5.4% to 2400	2280 (810)	
	MDA(H) ¹⁾	
	3500 (2030) ²⁾	
2.5%	2350 (880) ³⁾	
5.4% to 2400	2280 (810) ³⁾	

CAUTION
This is not a standard APCH angle.

REMARK
- VIS APCH following ZC760 according LSZC AD 2.24.10-3.

NOTE
¹⁾ OCH/MDH above AD ELEV.
²⁾ CTR EMMEN 2 not active.
³⁾ CTR EMMEN 2 active.

Dist to ZC760	1	2	3	4	5
	ALT	2550	2970	3400	3820

ROD	GS kt	90	110	130
		FT/MIN	637	779

COR: editorial (WEF 23JAN2025)

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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
BOMEK	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

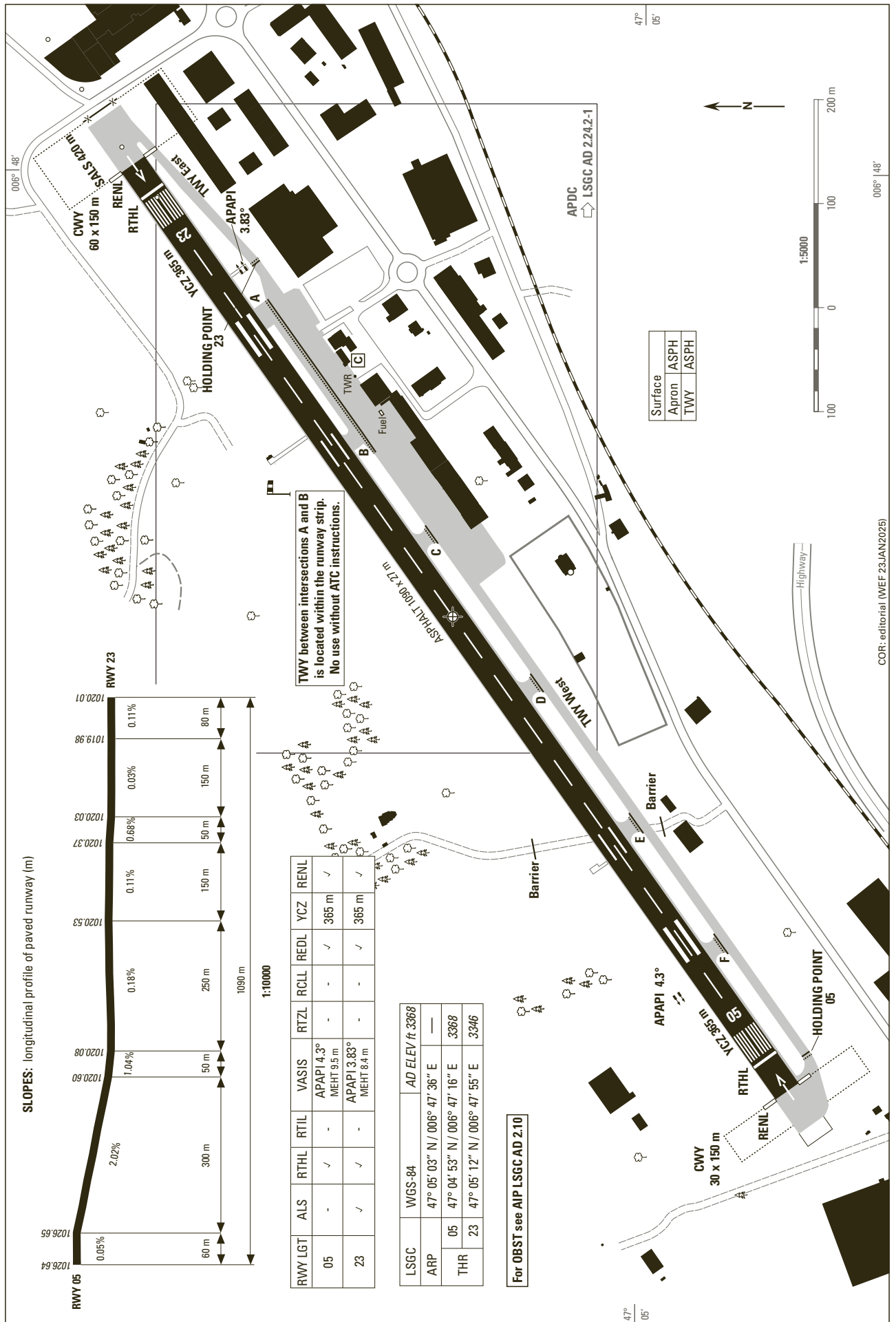
LSGC AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

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
STAR TO PALLU - RNAV	LSGC AD 2.24.9 - 3
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

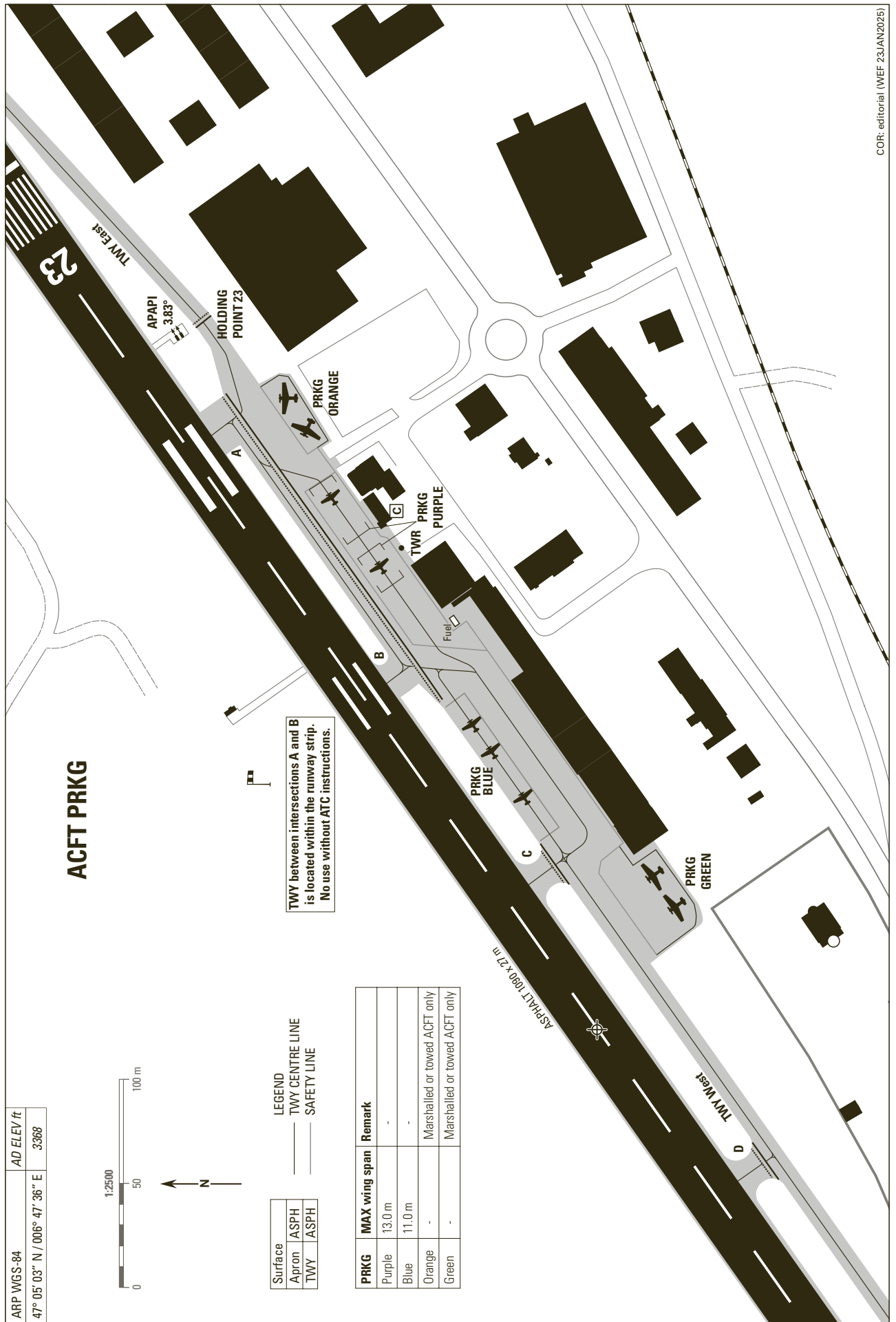
LSGC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

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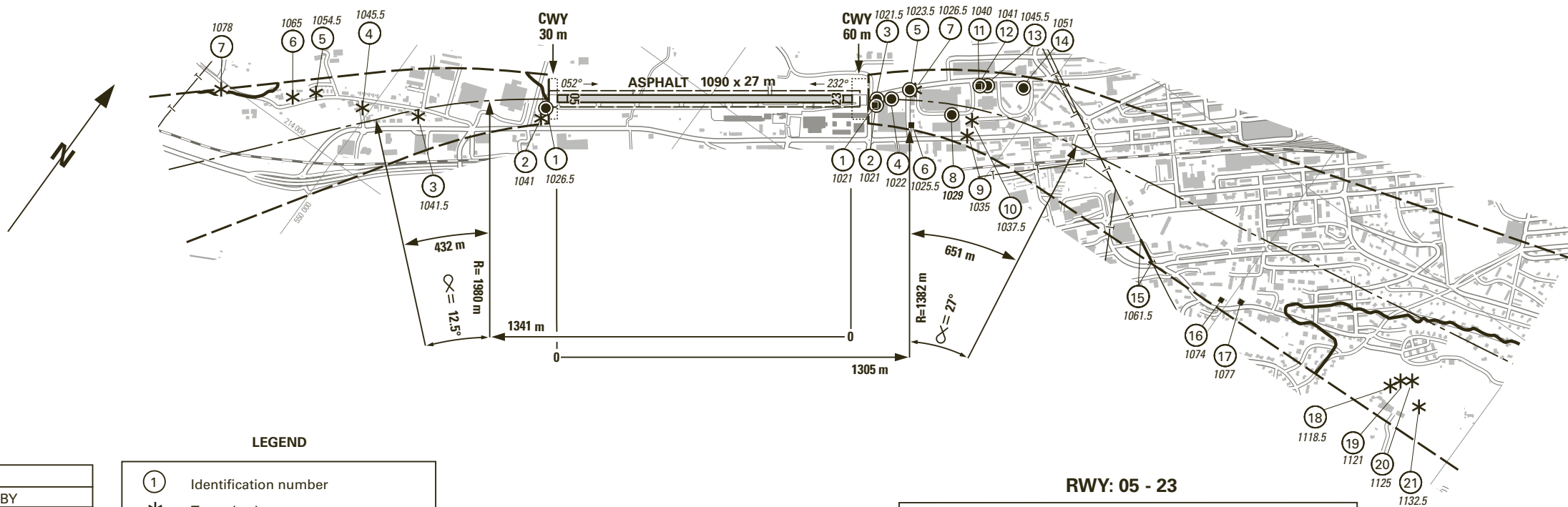
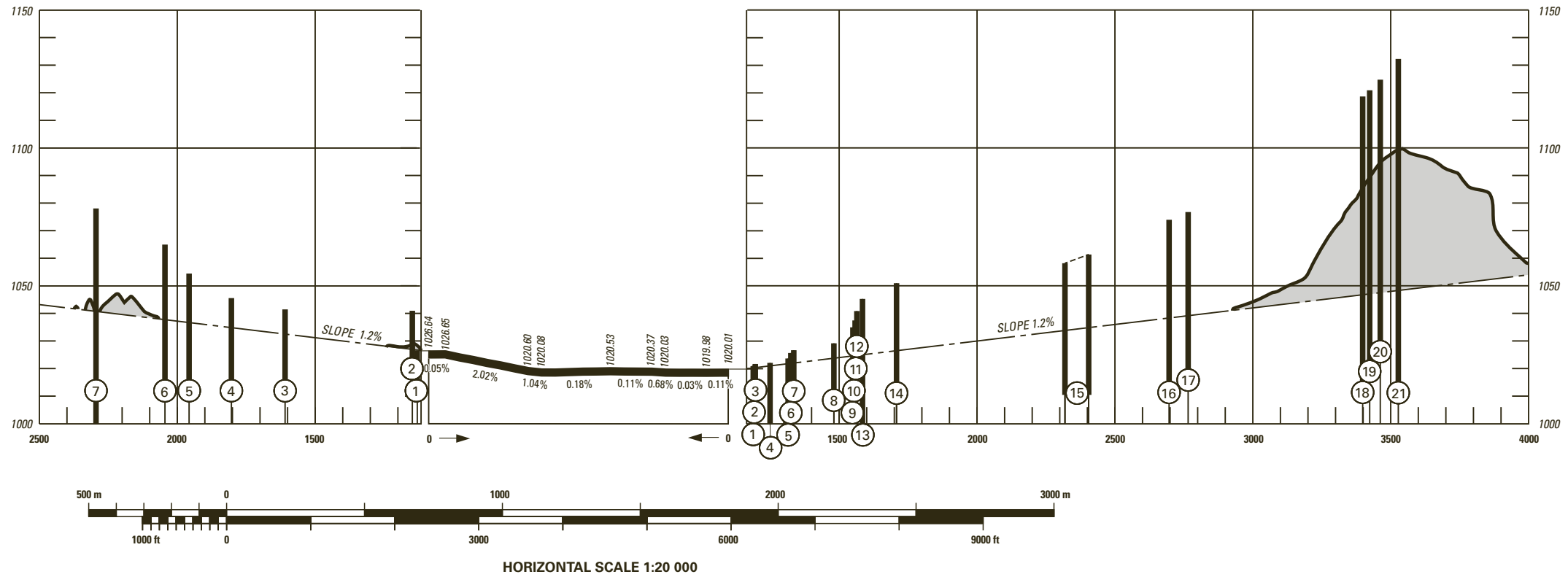
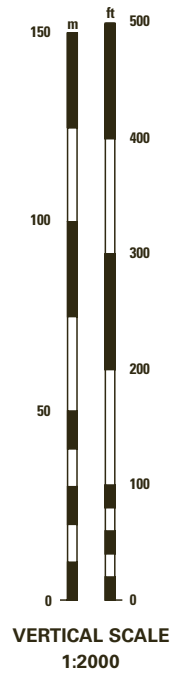
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COR: editorial (WEF 23JAN2025)

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VAR 2° E (2019.5)



LEGEND

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

OBST ELEV in m
AD ELEV in m

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

RWY: 05 - 23

RWY 05	DECLARED DISTANCES in m	RWY 23
1090	TAKE-OFF RUN AVAILABLE	1090
1150	TAKE-OFF DISTANCE AVAILABLE	1120
1090	ACCELERATE STOP DISTANCE AVAILABLE	1090
1054	LANDING DISTANCE AVAILABLE	1059

AMDT RECORD		
No.	DATE	ENTERED BY

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COR: editorial (WEF 23JAN2025)

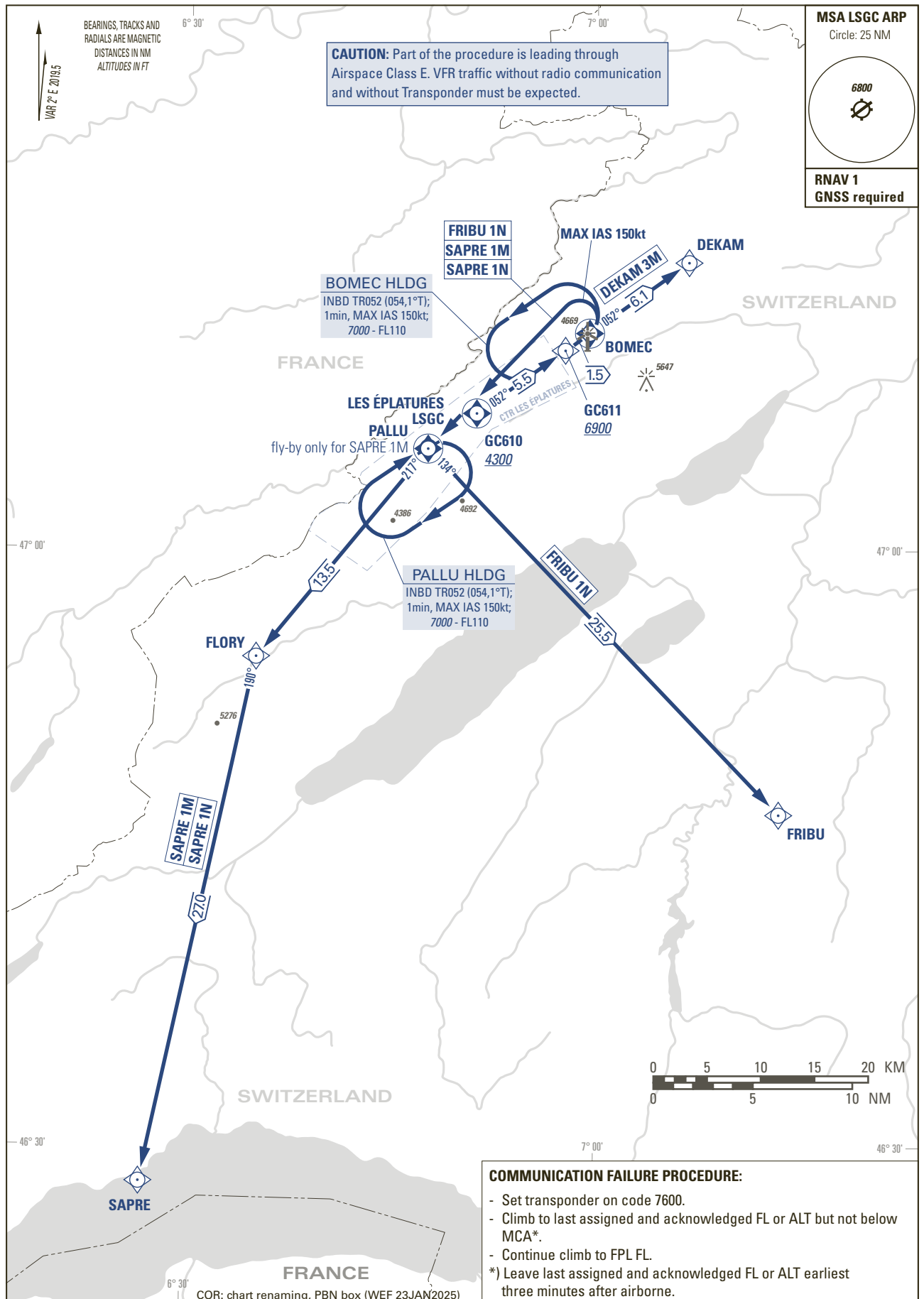
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

LES EPLATURES (LSGC)
RNAV RWY 05 (VISUAL)

DEKAM 3M FRIBU 1N SAPRE 1M SAPRE 1N



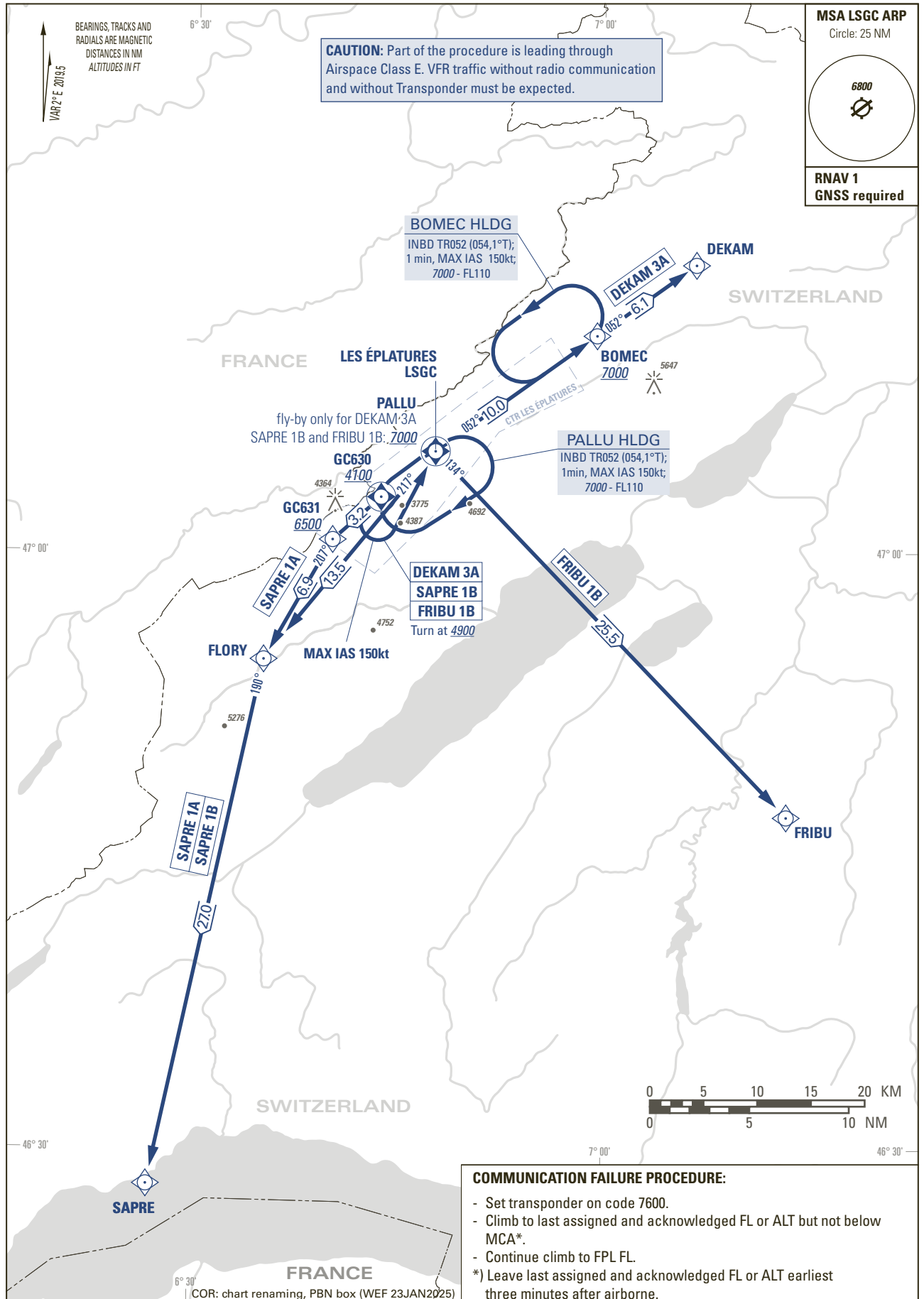
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

LES EPLATURES (LSGC)
RNAV RWY 23 (VISUAL)

DEKAM 3A FRIBU 1B SAPRE 1A SAPRE 1B



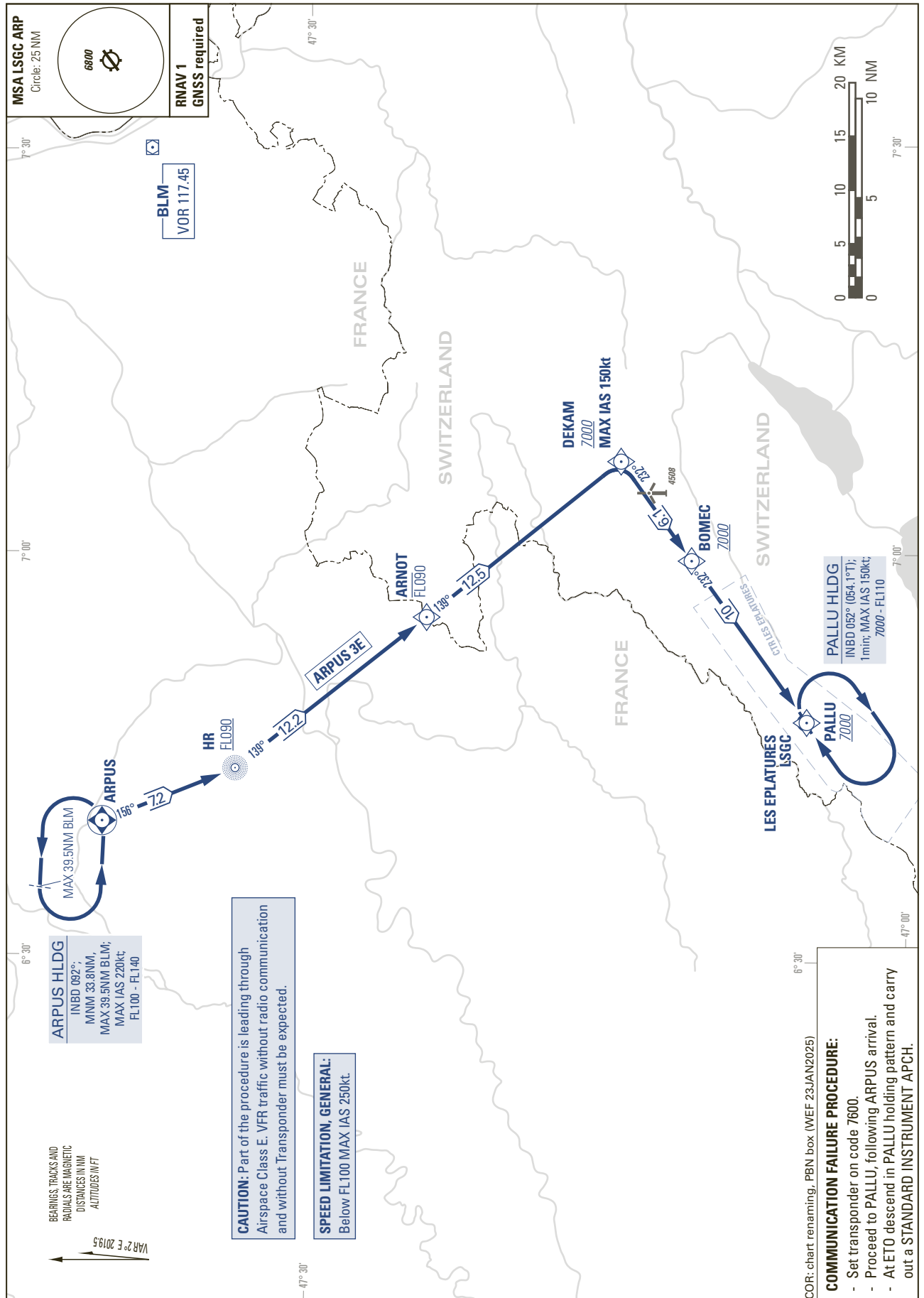
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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

LES EPLATURES (LSGC)
RNAV ARPUS to PALLU

ARPUS 3E



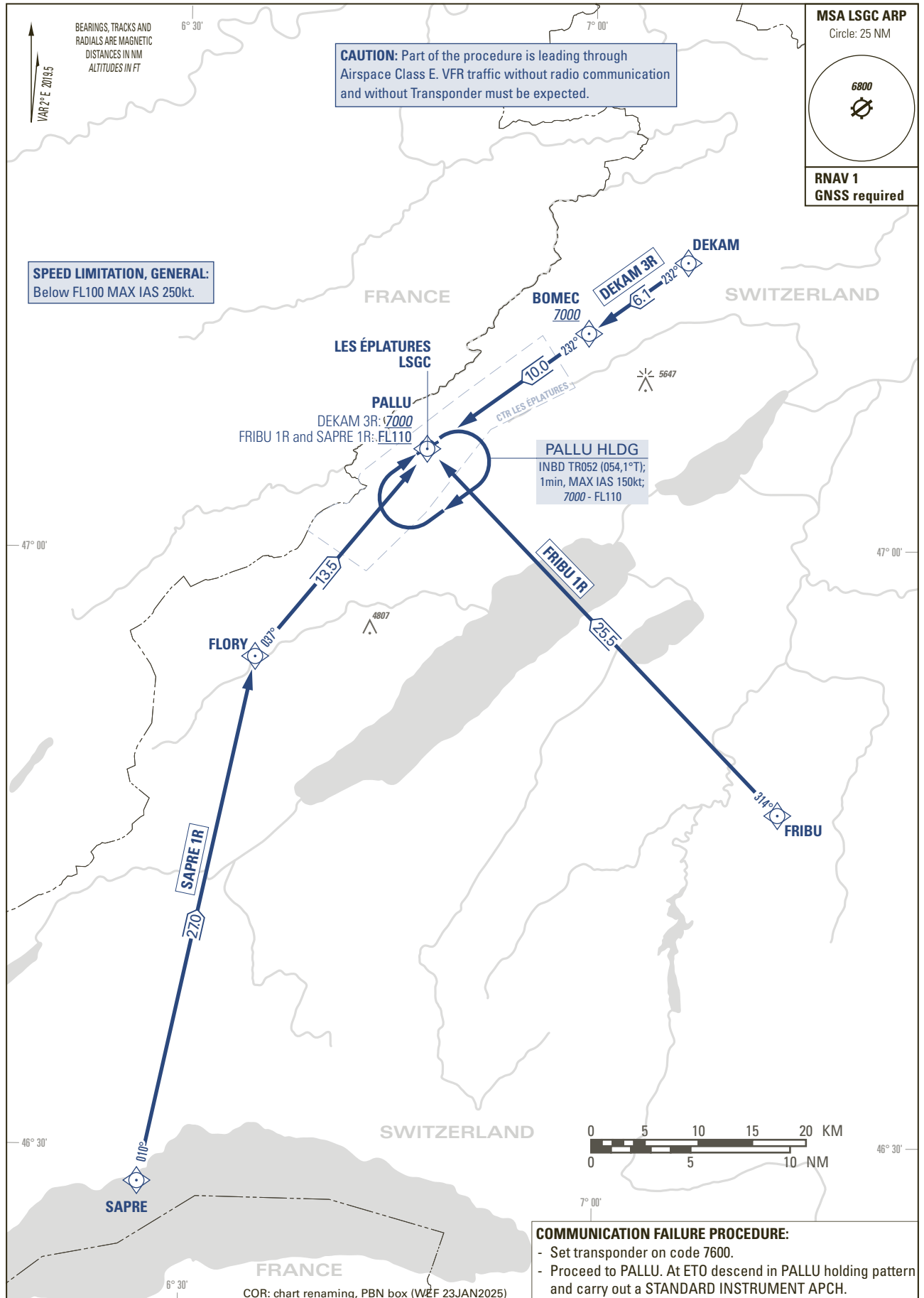
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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

LES EPLATURES (LSGC)
RNAV PALLU

DEKAM 3R FRIBU 1R SAPRE 1R



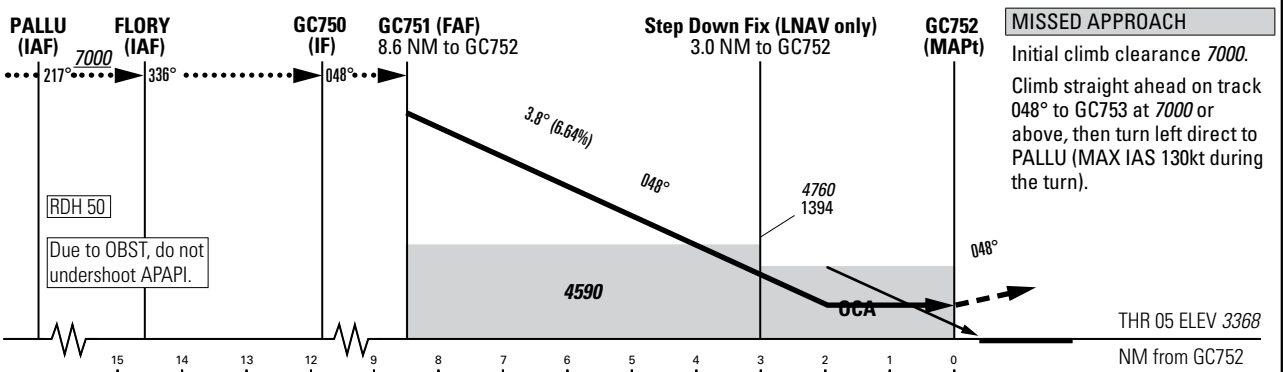
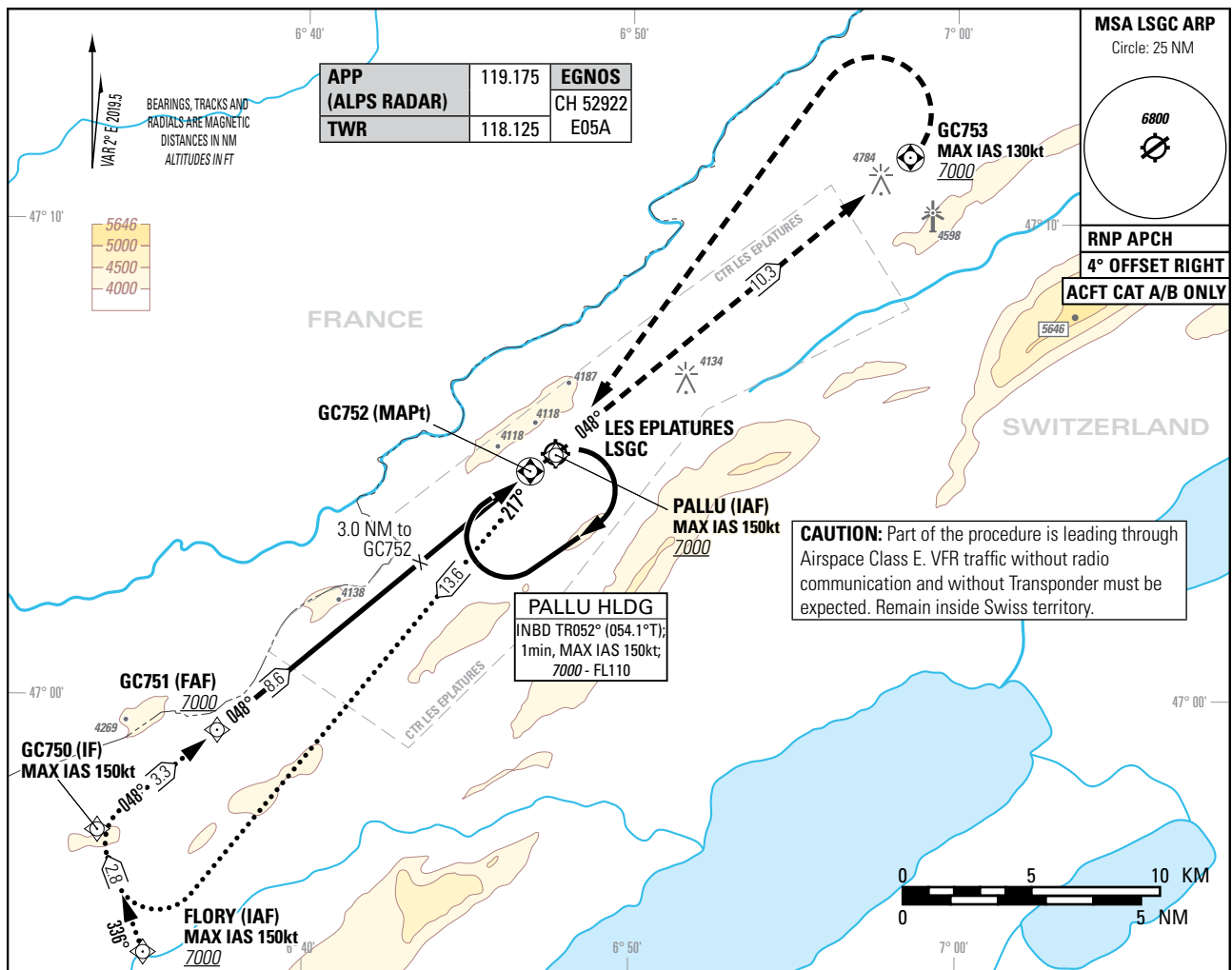
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 3368ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

LES EPLATURES (LSGC)
RNP RWY 05



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH	
	A	B ²⁾
	OCA(H) LPV CAT I	
2.5%	4194 (826)	4210 (842)
5.0%	3950 (582)	3966 (598)
	OCA(H) LNAV	
2.5%	4380 (1014)	
Circling ¹⁾	4640 (1272)	5010 (1642)

ROD	GS kt	90	110	130	150
	FT/MIN	605	740	874	1009

GC752 DIST	8	7	6	5	4	3	2	1
recommended CROSSING ALT	6650	6240	5840	5440	5030	4630	4230	3820
recommended CROSSING HGT	3282	2872	2472	2072	1662	1262	862	452

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

CAUTION
On 3.8° APCH angle and GS > 140kt resulting ROD > 1000ft/min.
1.3 NM BFR THR 05 Visual Segment Surface (VSS) penetrated by trees up to 3730ft AMSL.
Non-standard APCH angle.
Final APCH TR offset by 4° right from RWY CTRL intercepting the RWY CTRL 597m before THR05.

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.

COR: chart renaming, PBN box (WEF 23JAN2025)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSGC
Runway	05
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E05A
LTP/FTP Latitude	470453.9575N
LTP/FTP Longitude	0064714.7400E
LTP/FTP Ellipsoidal Height (metres)	1076.8
FPAP Latitude	470529.0145N
Delta FPAP Latitude (seconds)	35.0570
FPAP Longitude	0064816.5730E
Delta FPAP Longitude (seconds)	61.8330
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.80
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 03 07 13 0C 05 00 00 01 35 30 05 8B 8B 34 14 68 B0 E9 02 10 3E E2 11 01 12 E3 01 F4 01 7C 01 64 00 C8 AF AF 98 FA DC
Calculated CRC Value	AF98FADC

Required Additional Data

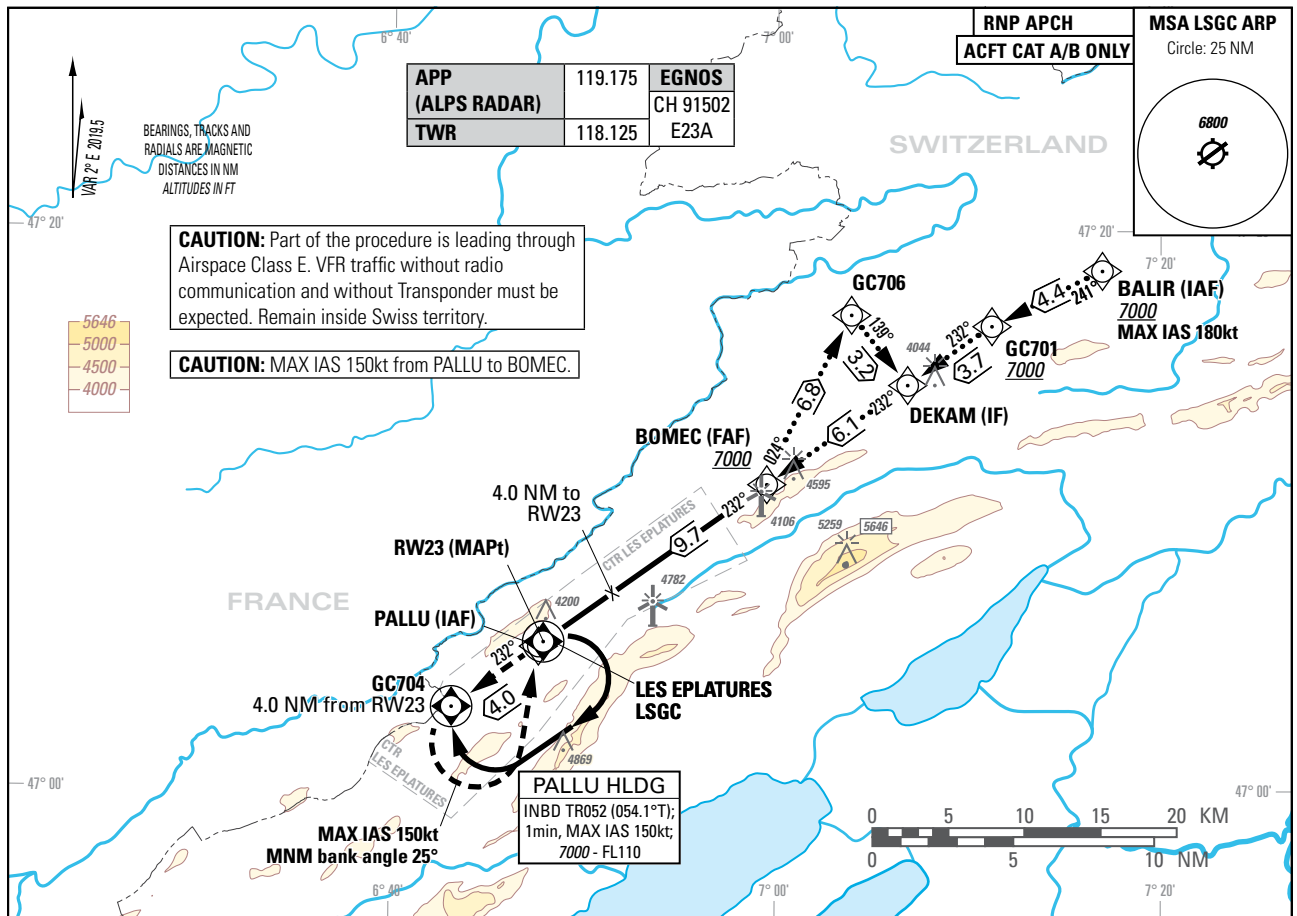
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	1026.5

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 3368ft

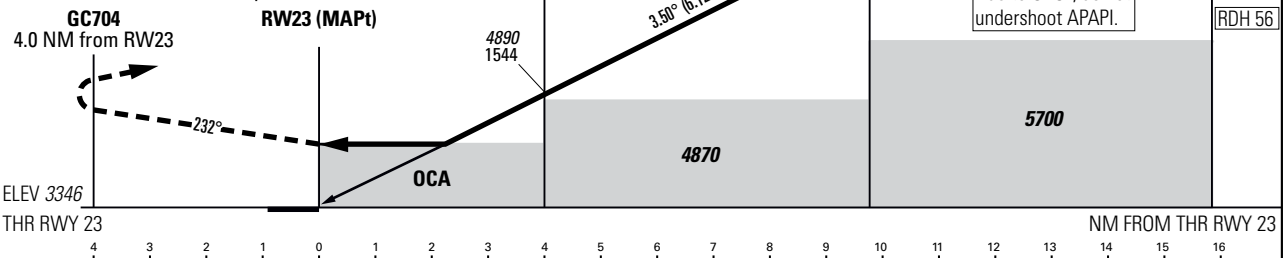
TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

LES EPLATURES (LSGC)
RNP RWY 23



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				
2.5%	4410 (1064)				
Circling ¹⁾	4640 (1272)	5010 (1642)			
ROD	GS kt	90	110	130	150
	FT/MIN	558	682	806	930

RW23 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: chart renaming, PBN box, editorial (WEF 23JAN2025)

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

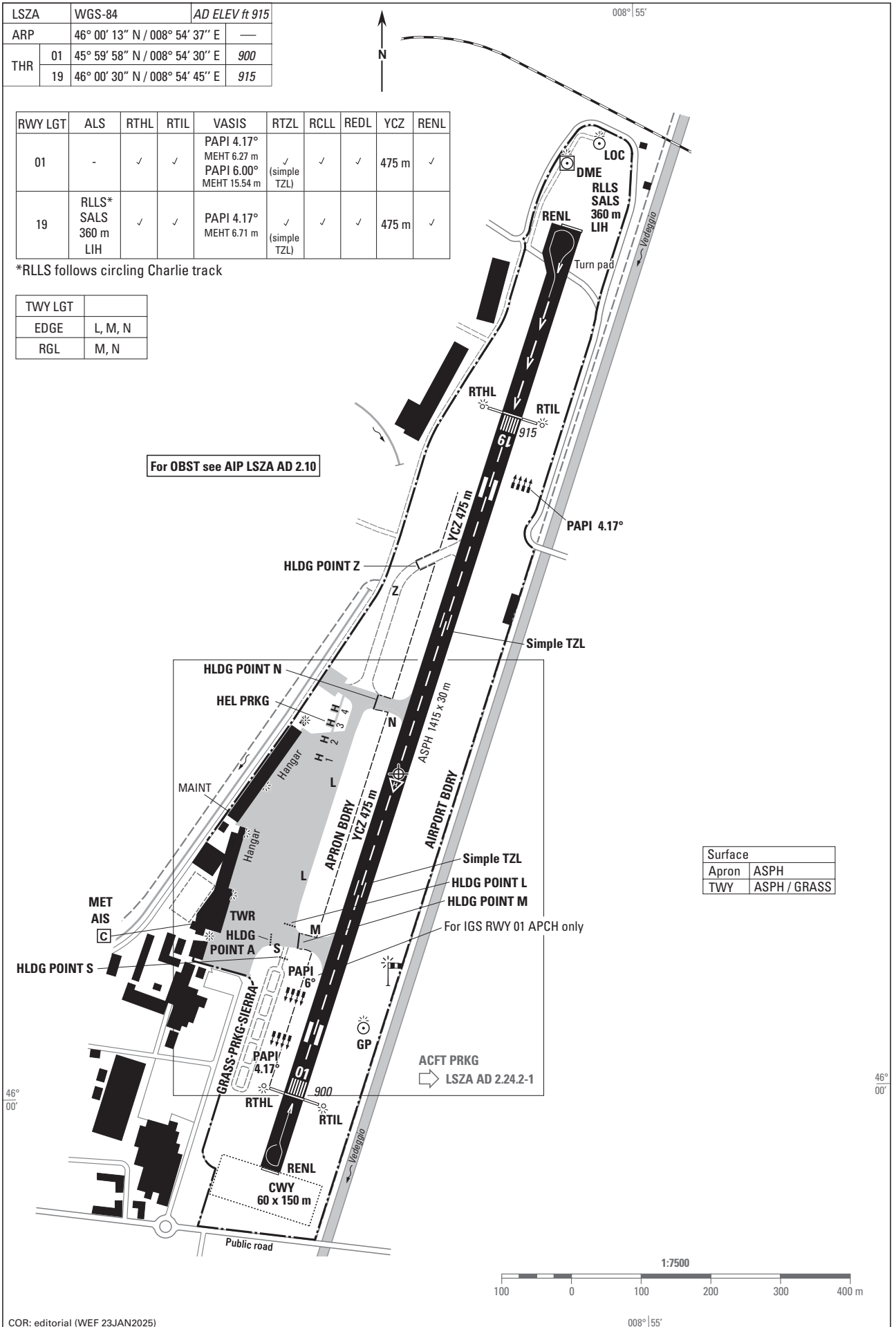
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LSZA	WGS-84	AD ELEV ft 915
ARP	46° 00' 13" N / 008° 54' 37" E	—
THR	01	45° 59' 58" N / 008° 54' 30" E 900
	19	46° 00' 30" N / 008° 54' 45" E 915

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
01	-	✓	✓	PAPI 4.17° MEHT 6.27 m PAPI 6.00° MEHT 15.54 m	✓ (simple TZL)	✓	✓	475 m	✓
19	RLLS* SALS 360 m LIH	✓	✓	PAPI 4.17° MEHT 6.71 m	✓ (simple TZL)	✓	✓	475 m	✓

*RLLS follows circling Charlie track

TWY LGT	
EDGE	L, M, N
RGL	M, N



COR: editorial (WEF 23JAN2025)

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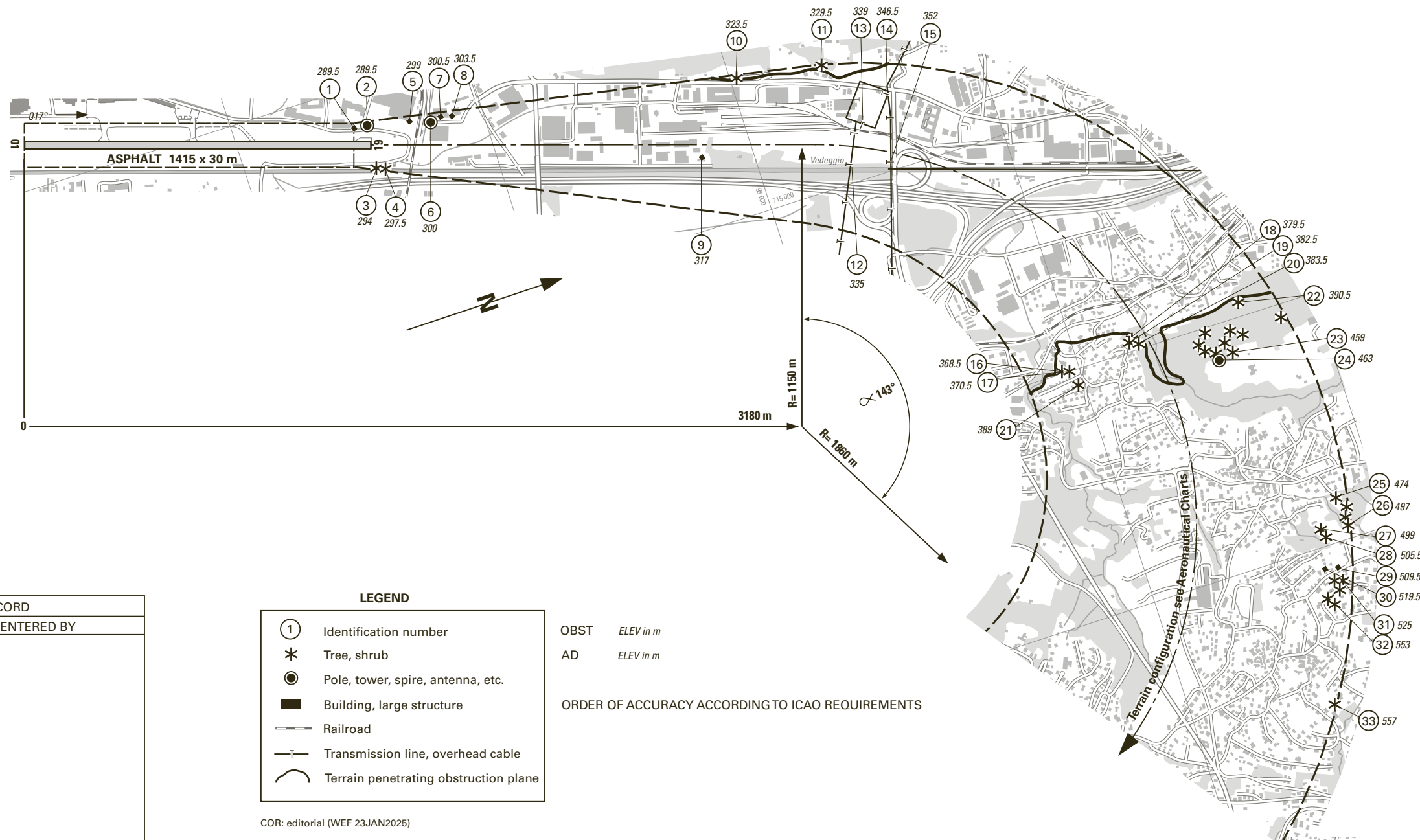
VAR 2° E (2016.5)

RWY: 01 1)

Profile see LSZA AD 2.24.4-2

RWY 01	DECLARED DISTANCES in m	RWY 19
2) 1345	TAKE-OFF RUN AVAILABLE	—
2) 1345	TAKE-OFF DISTANCE AVAILABLE	—
1415	ACCELERATE-STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	1135

- 1) Designator changed to avoid mix-up.
- 2) DER RWY 01 is located 70 m before runway end respective RENL due to OBST in the immediate departure area.



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

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

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

COR: editorial (WEF 23JAN2025)

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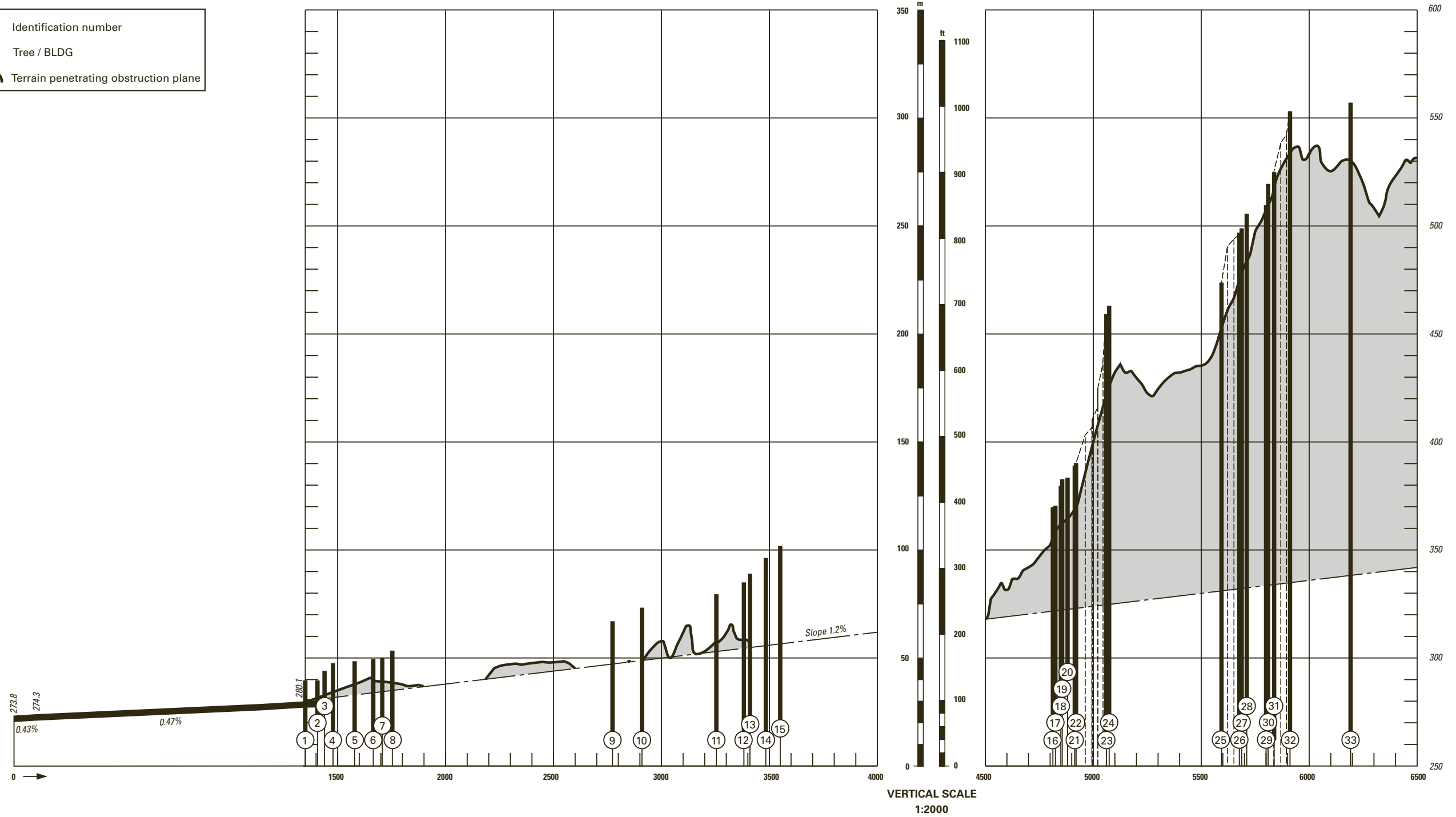
VAR 2° E (2016.5)

PROFILE RWY: 01

Plan view see LSZA AD 2.24.4-1

LEGEND

- ① Identification number
- Tree / BLDG
- ▭ Terrain penetrating obstruction plane



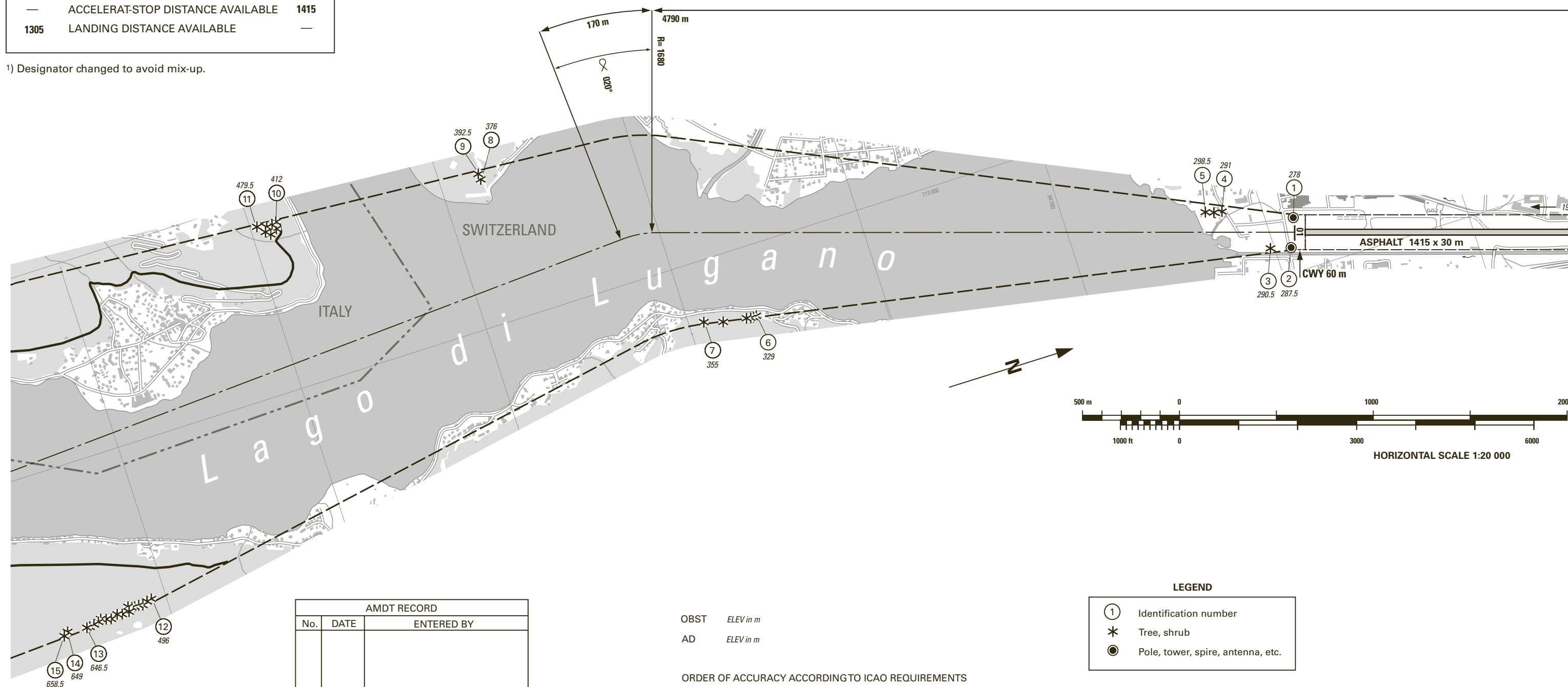
VAR 2° E (2016.5)

Profile see LSZA AD 2.24.4-4

RWY: 19 1)

RWY 01	DECLARED DISTANCES in m	RWY 19
—	TAKE-OFF RUN AVAILABLE	1415
—	TAKE-OFF DISTANCE AVAILABLE	1475
—	ACCELERAT-STOP DISTANCE AVAILABLE	1415
1305	LANDING DISTANCE AVAILABLE	—

1) Designator changed to avoid mix-up.



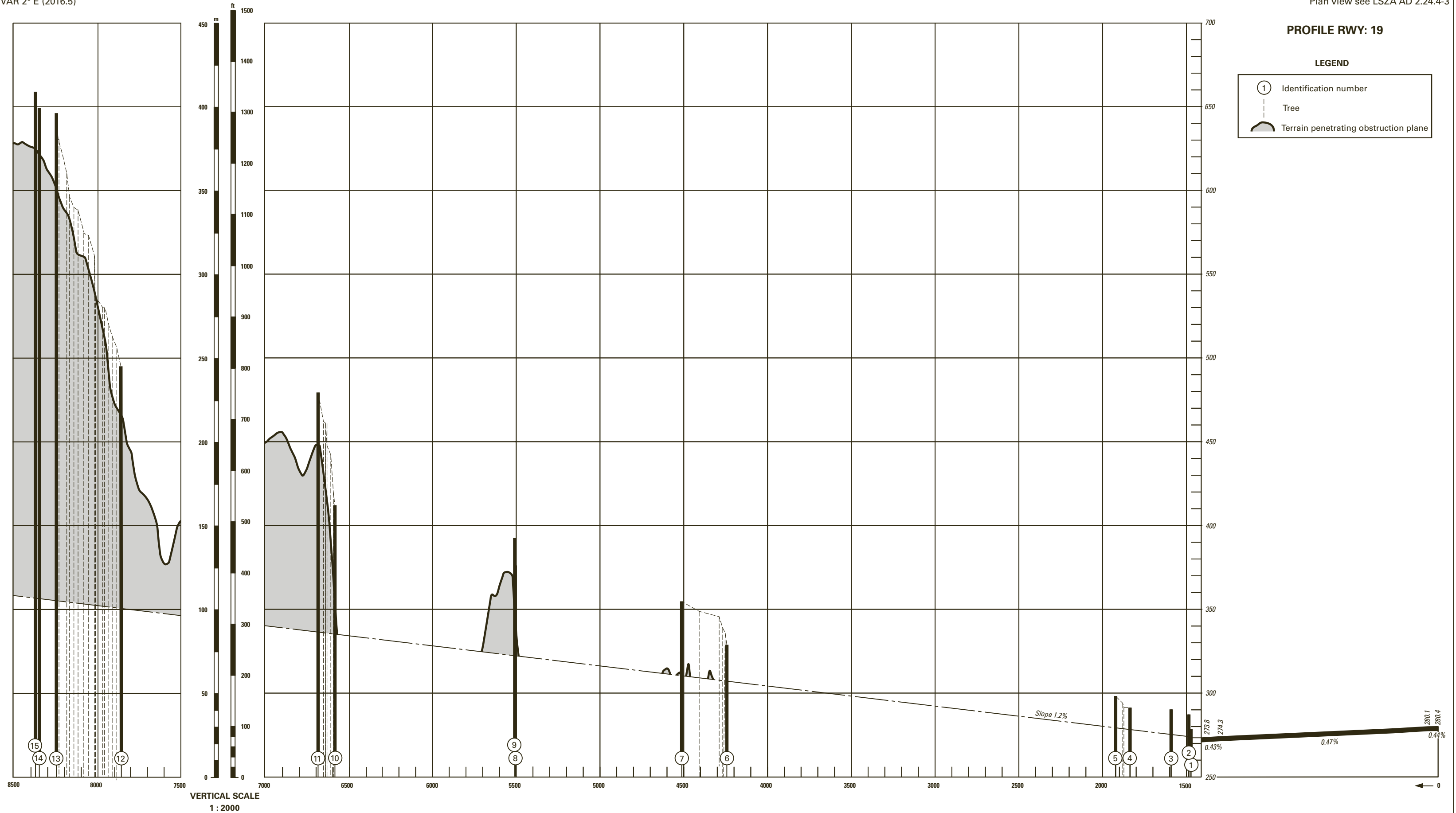
VAR 2° E (2016.5)

Plan view see LSZA AD 2.24.4-3

PROFILE RWY: 19

LEGEND

- ① Identification number
- Tree
- ▬ Terrain penetrating obstruction plane



COR: editorial (WEF 23JAN2025)

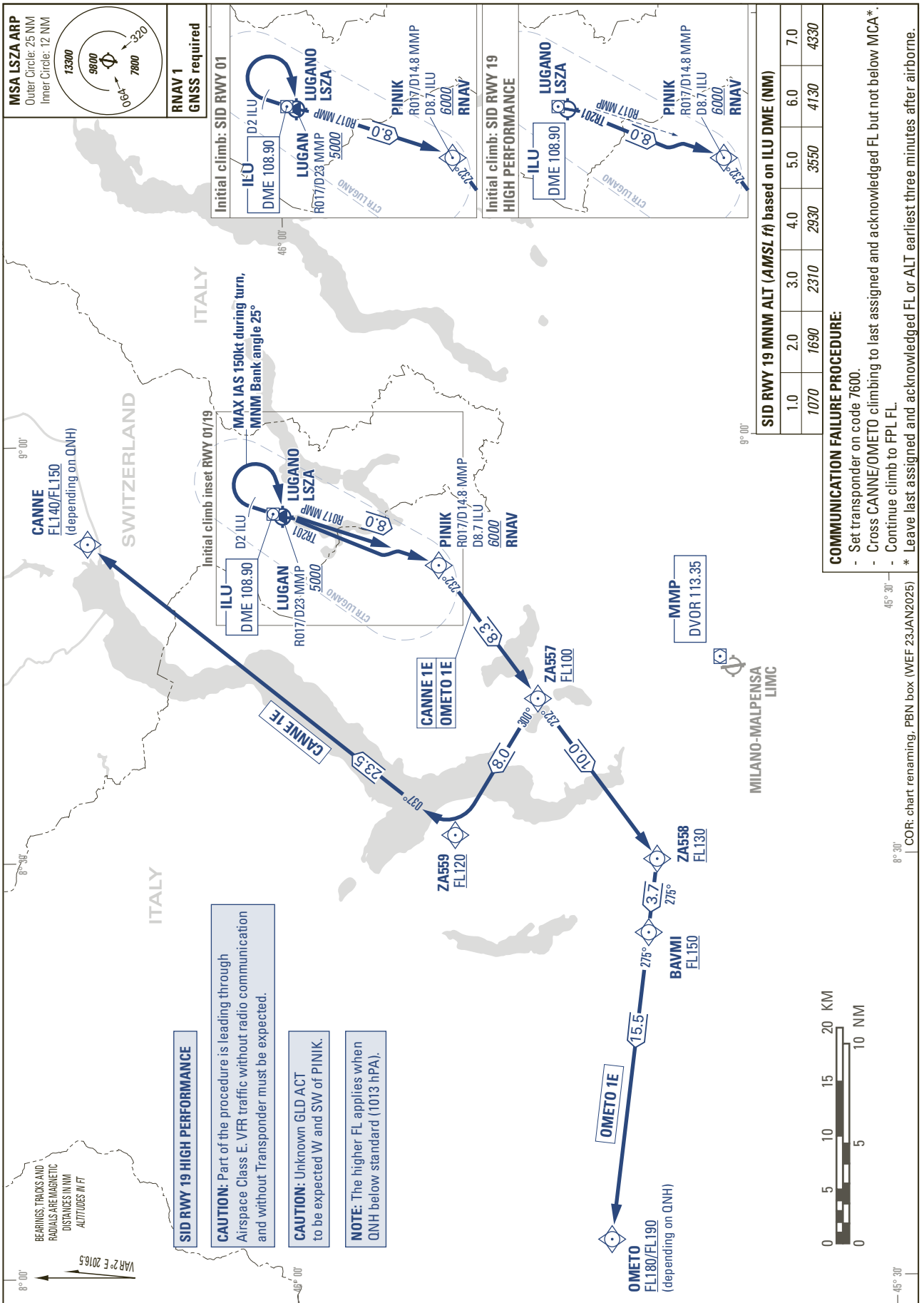
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

LUGANO (LSZA)
RNAV RWY 01/19

CANNE 1E OMETO 1E



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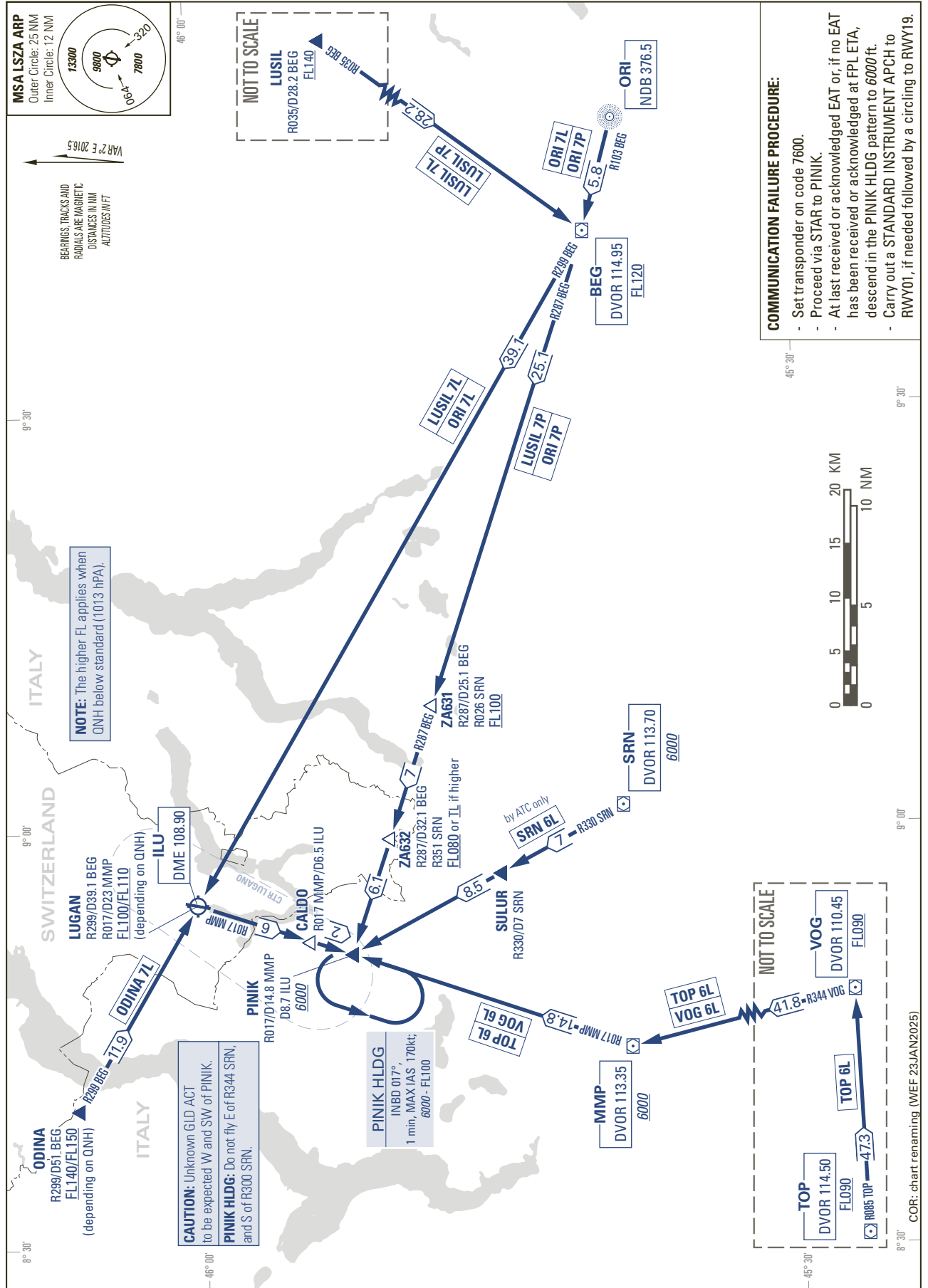
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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

LUGANO (LSZA)
RWY 01/19

LUSIL 7L LUSIL 7P ODINA 7L ORI 7L ORI 7P SRN 6L TOP 6L VOG 6L



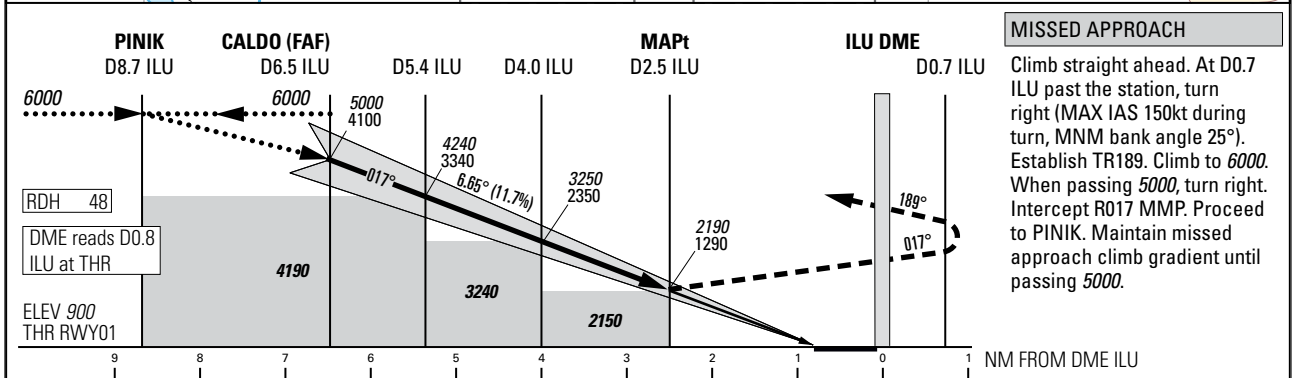
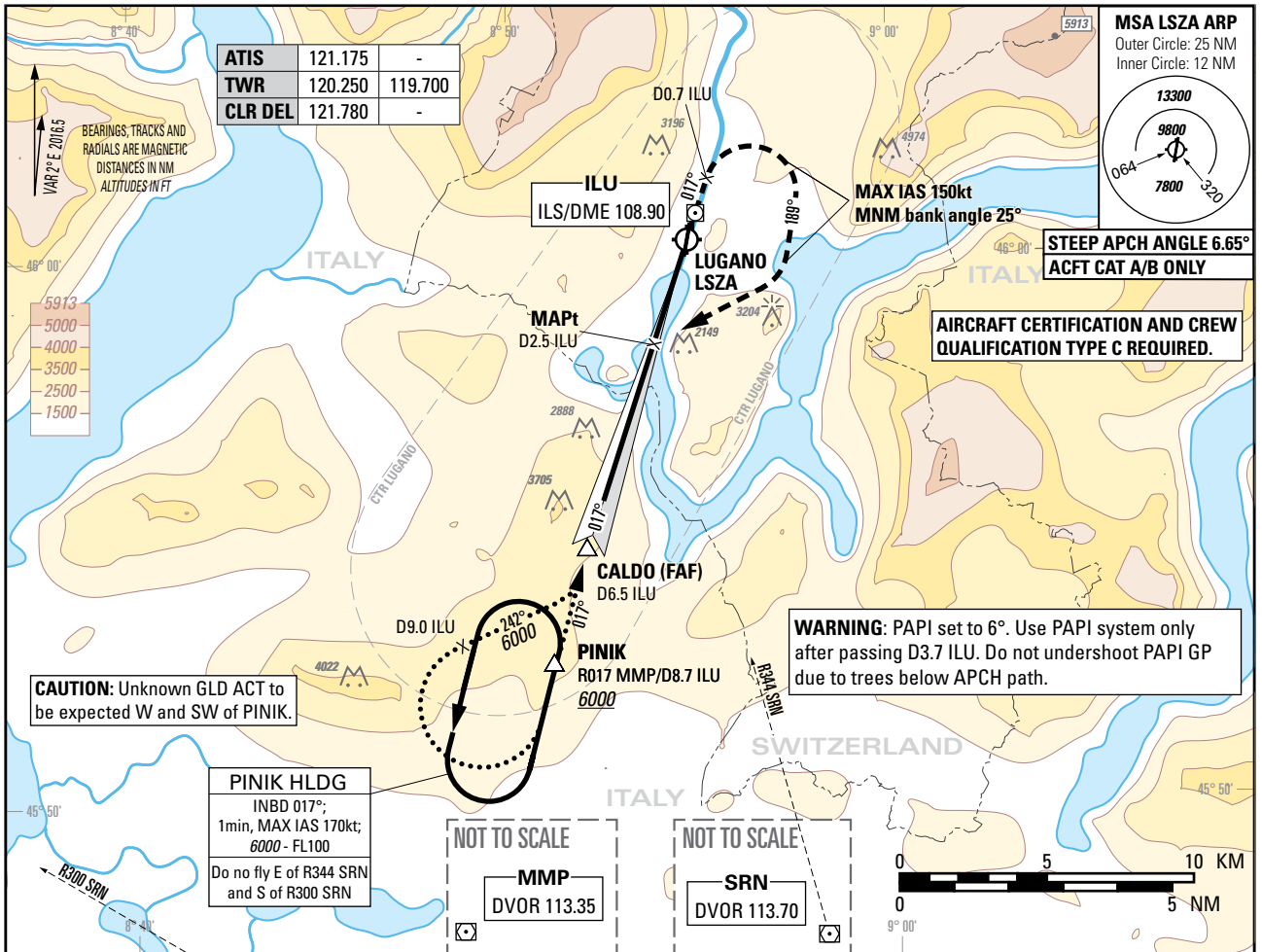
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Instrument Approach Chart (IAC)

AD ELEV 915ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

LUGANO (LSZA)
IGS RWY 01



Missed APCH climb gradient requirement	OBSTACLE CLEARANCE ALTITUDE (HEIGHT) ¹⁾		VIS m	Conditions	DME ILU							
	STRAIGHT-IN APPROACH				RECOMMENDED CROSSING ALTITUDE (HEIGHT)							
	A ^{2) 3)}	B ^{2) 3)}			6	5	4	3				
2.5%	3850 (2950)		7700		4670 (3770)	3960 (3060)	3250 (2350)	2540 (1640)				
5.0%	3190 (2290)		6000	Missed APCH climb gradient shall be maintained up to 5000 according to AFM performance data.								
6.0%	2920 (2020)		5300									
7.0%	2650 (1750)		4600									
8.0%	2390 (1490)		3800									
9.0%	2150 (1250)		3200									
					ROD	GS kt	70	80	90	110	130	150
						FT/MIN	826	945	1063	1299	1535	1771
					CAUTION							
					- APCH prohibited if GP U/S. - This is not a standard APCH angle. - On 6.65° APCH angle and GS>80kt resulting ROD will be >1000ft/min.							
					NOTE							
					1) Circling according specific APCH chart. 2) Higher CAT of ACFT may use the same PROC if they comply with the following speed limitations: Initial APCH 180kt; Final APCH 130kt; Circling 135kt; Holding 170kt; Initial missed APCH 130kt; Final missed APCH 150kt. 3) Published OCA(H) and VIS only applicable when airport qualification recency requirements according AIP LSZA AD 2.22 are met.							

COR: chart renaming, PBN box (WEF 23JAN2025)

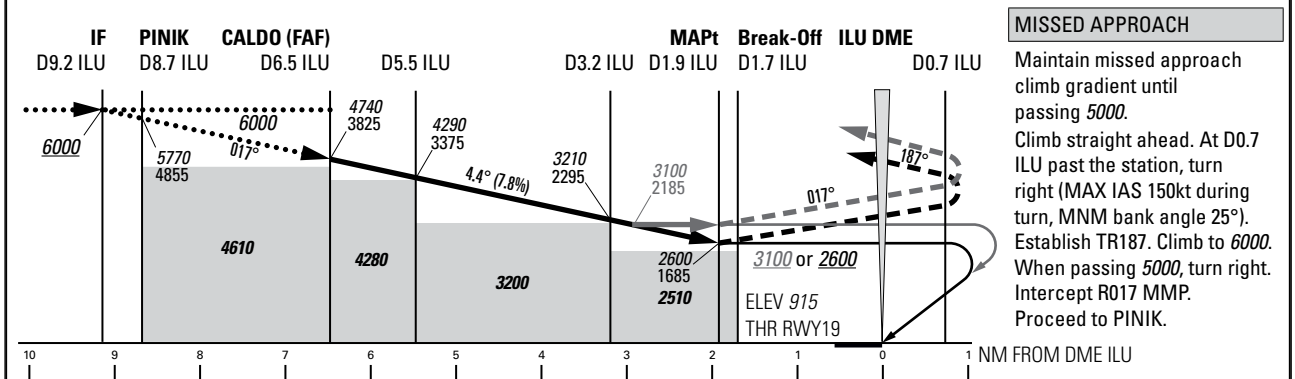
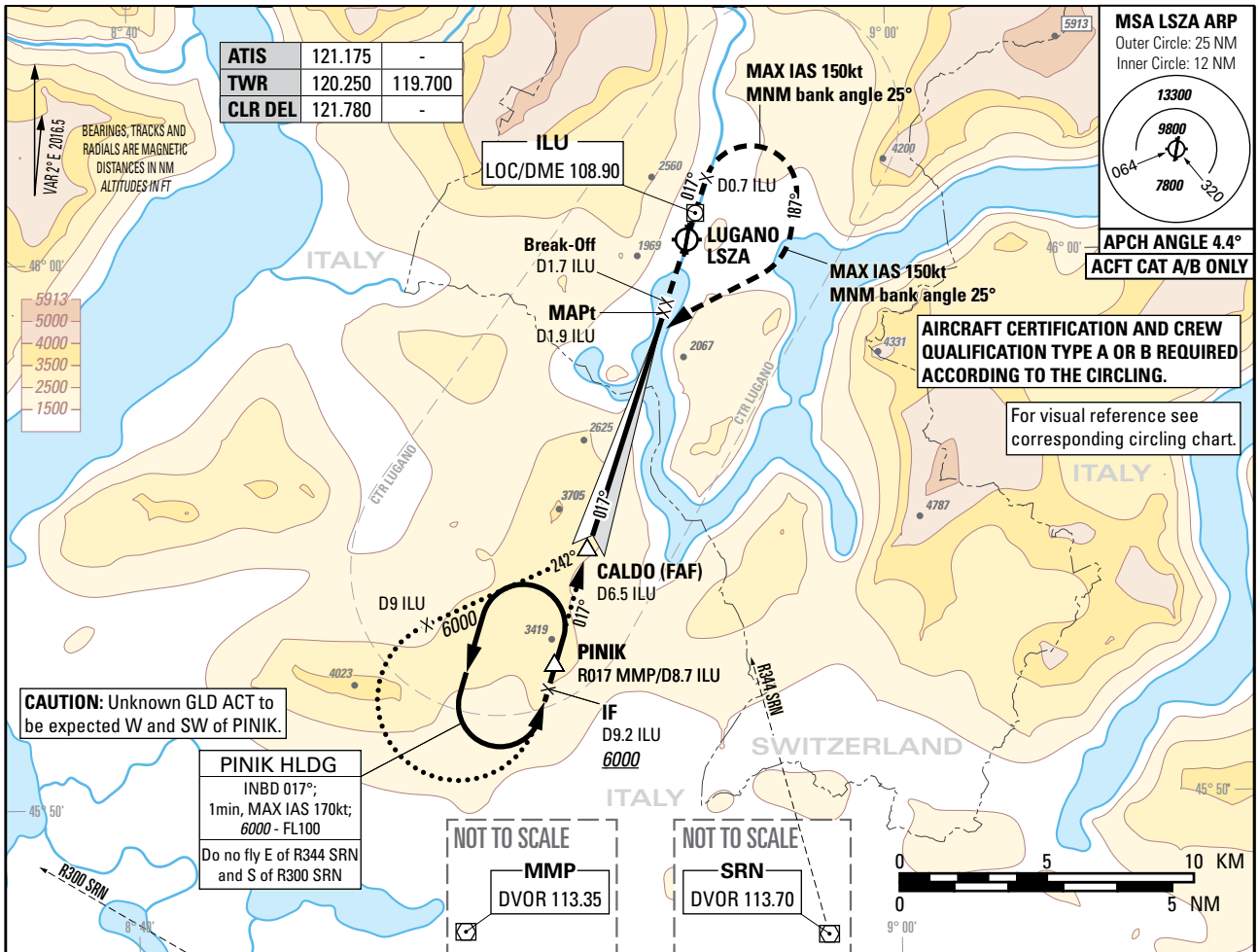
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 915ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

LUGANO (LSZA)
LOC RWY 01 / CIRCLING RWY 19



DME ILU	6	5	4	3	2
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	4520 (3605)	4050 (3135)	3580 (2665)	3110 (2195)	2650 (1735)

ROD	GS kt	70	80	90	110	130	150
	FT/MIN	545	623	701	857	1013	1169

Missed APCH climb gradient requirement	OBSTACLE CLEARANCE ALTITUDE (HEIGHT) ¹⁾		VIS m
	STRAIGHT-IN APPROACH		
	A ^{2) 3)}	B ^{2) 3)}	
	2.5%	4190 (3275)	
5.0%	3380 (2465)		
6.2%	3100 (2185)		
8.3%	2600 (1685)		

CAUTION
On 4.4° APCH angle and GS > 110kt resulting ROD will be >1000ft/min.

NOTE
¹⁾ Circling according specific APCH chart.
²⁾ Higher CAT of ACFT may use the same PROC if they comply with the following speed limitations: Initial APCH 180kt; Final APCH 130kt; Circling 135kt; Holding 170kt; Initial missed APCH 130kt; Final missed APCH 150kt.
³⁾ Published OCA/H and VIS only applicable when airport qualification recency requirements according AIP LSZA AD 2.22 are met.

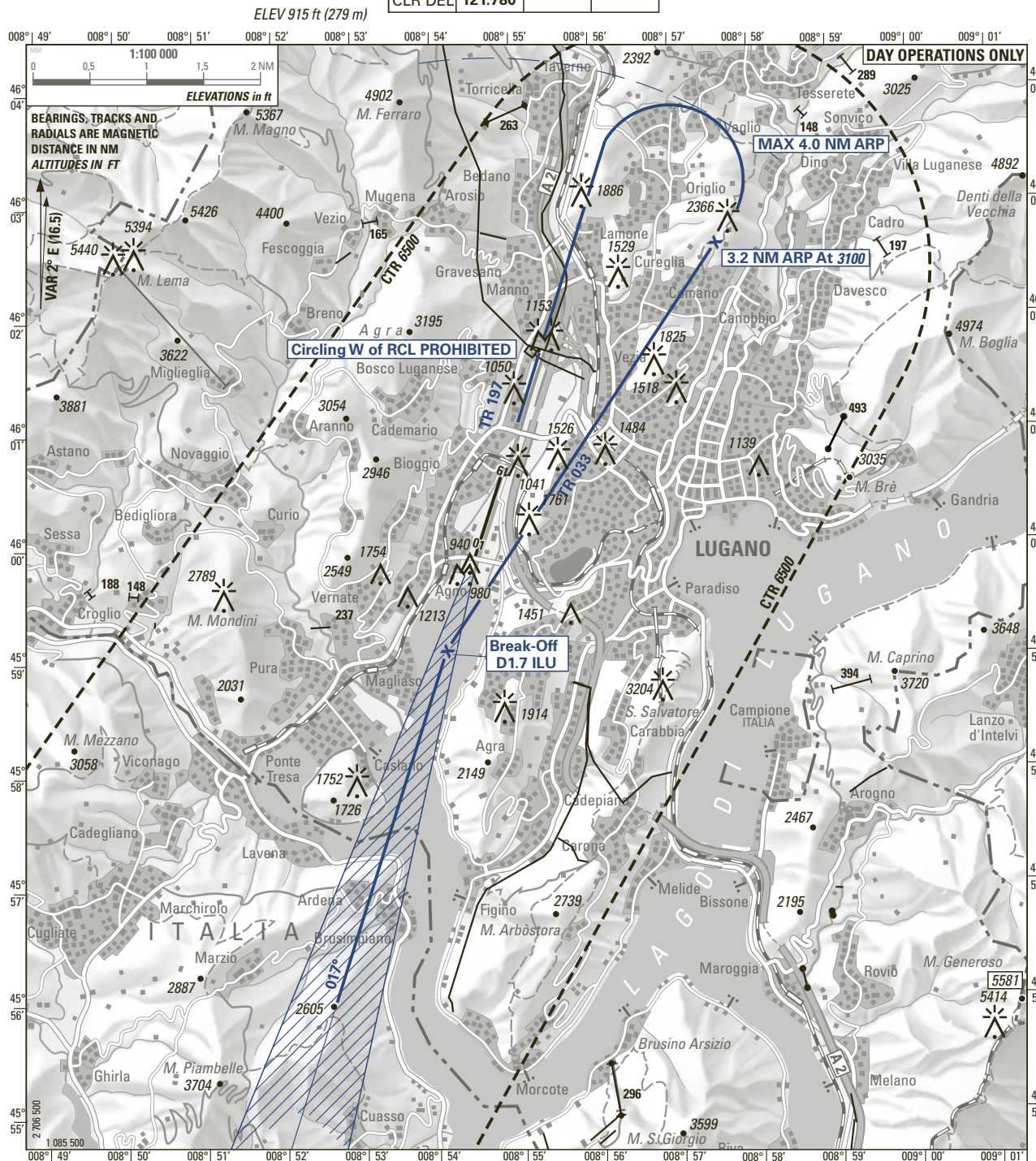
COR: chart renaming (WEF 23JAN2025)

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VISUAL APPROACH PROCEDURE

ATIS	121.175		
TWR	120.250	119.700	121.500
CLR DEL	121.780		

LUGANO (LSZA)
FOXTROT CIRCLING RWY 19



WARNING: Disregard PAPI RWY 01 information.
Use PAPI RWY 19 information only within 2 NM from THR

Descent to be arranged to maintain clean configuration as long as possible, safety and ATC requirement considered.

OBST ELEV: ft / HGT: ft

OCA/H CIRCLING	VIS m	CEILING REQUIRED
A & B		
3100 (2185)	Day only 5000	3100 ft AAL or higher
3500 (2585) if ceiling and VIS permit		

CIRCLING PROCEDURE

If visual contact is established at D2.2 ILU, continue straight ahead. At D1.7 ILU turn right on track 033°, if ceiling and visibility permit maintain 3500 ft for noise abatement purposes (3100 ft procedure MNM) until 3.2 NM ARP. At 3.2 NM ARP start left turn onto base.

COR: chart renaming (WEF 23JAN2025)

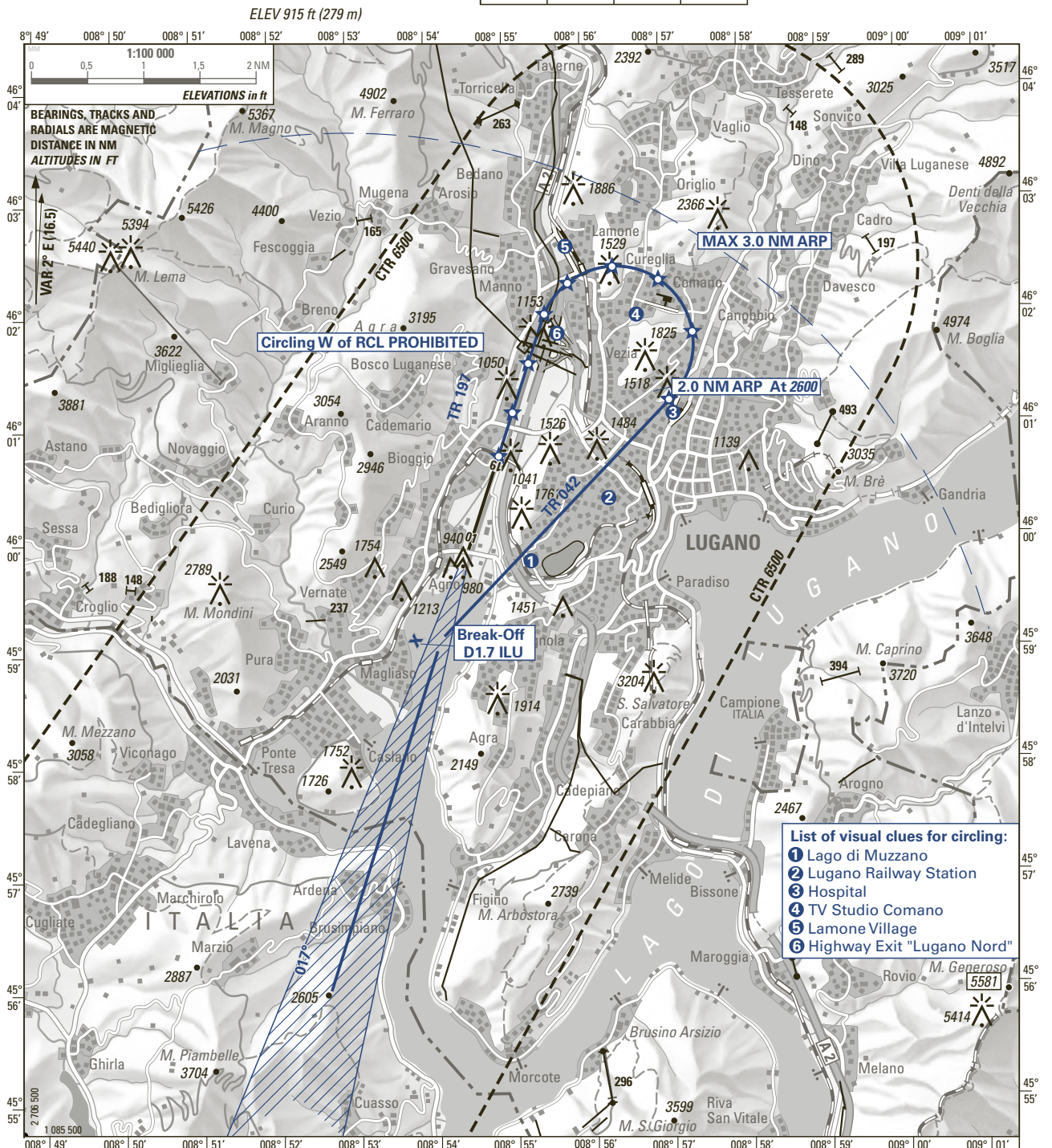
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VISUAL APPROACH PROCEDURE

ATIS	121.175		
TWR	120.250	119.700	121.500
CLR DEL	121.780		

LUGANO (LSZA)
CHARLIE CIRCLING RWY 19



WARNING: Disregard PAPI RWY 01 information.
Use PAPI RWY 19 information only within 2 NM from THR

Descent to be arranged to maintain clean configuration as long as possible, safety and ATC requirement considered.

RLLS RWY 19:
- In case of failure of the RLLS 19, each concerned mast will be numbered on the published NOTAM. Numbering starts with (L1) at the end of the downwind leg and runs until (L9) for last pole before THR 19.
- HN: If RLLS RWY 19 u/s, then no clouds below 3000 ft QNH.

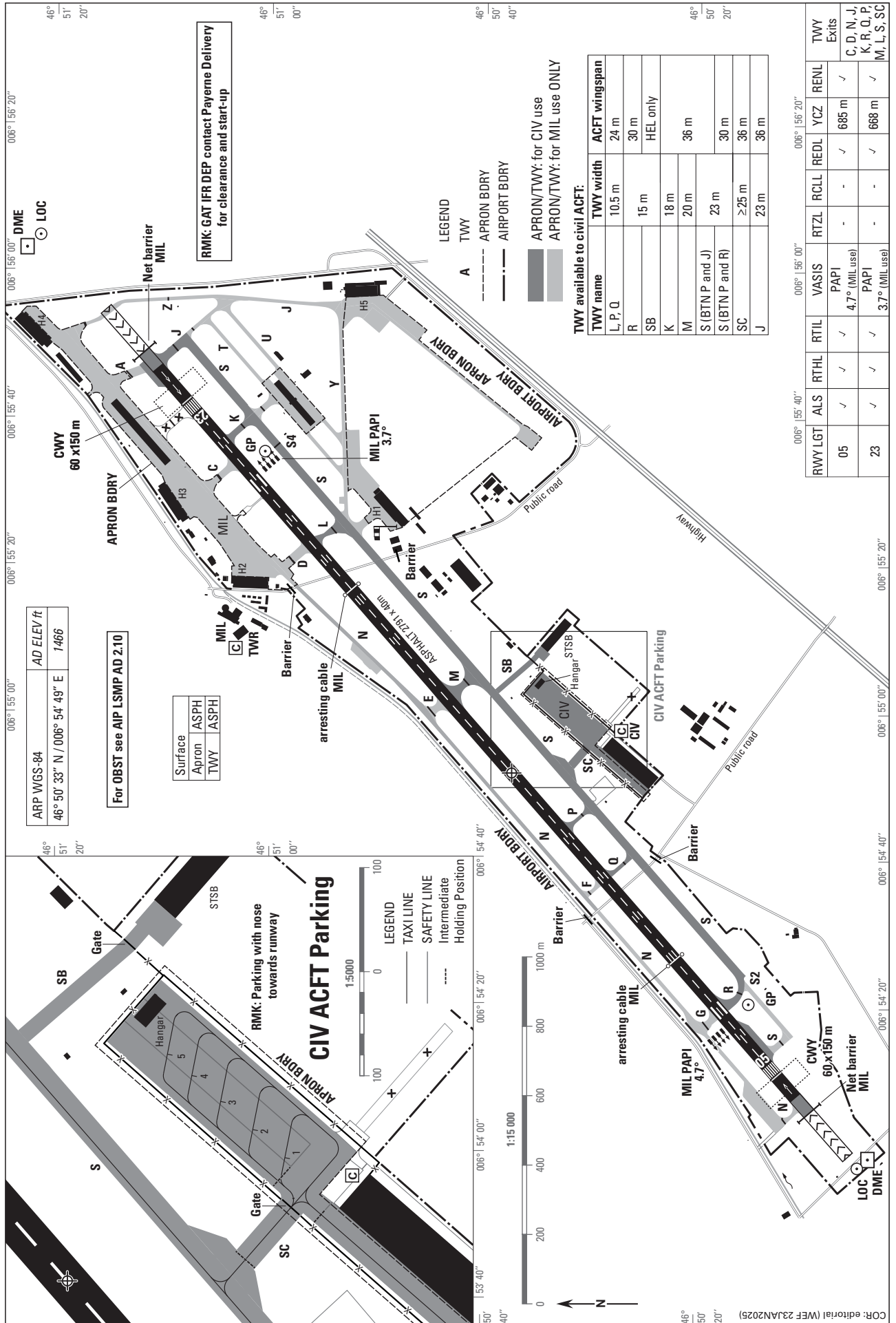
OBST ELEV: ft HGT: ft
COR: chart renaming (WEF 23JAN2025)

OCA/H CIRCLING	1)
A & B	VIS m
1)	Day 3000
2600 (1685)	Night 5000

CIRCLING PROCEDURE
If visual contact is established at D2.2 ILU, continue straight ahead. At D1.7 ILU turn right on track 042° and continue descent visually to 2600 ft.
At 2 NM ARP start left turn onto base.

1) Only applicable by operators complying with the requirements of § 2.22.1.1.4.2 § 2b), otherwise the following minimum conditions must be observed:
VIS 5000 m and ceiling 3100 ft AAL, day only.

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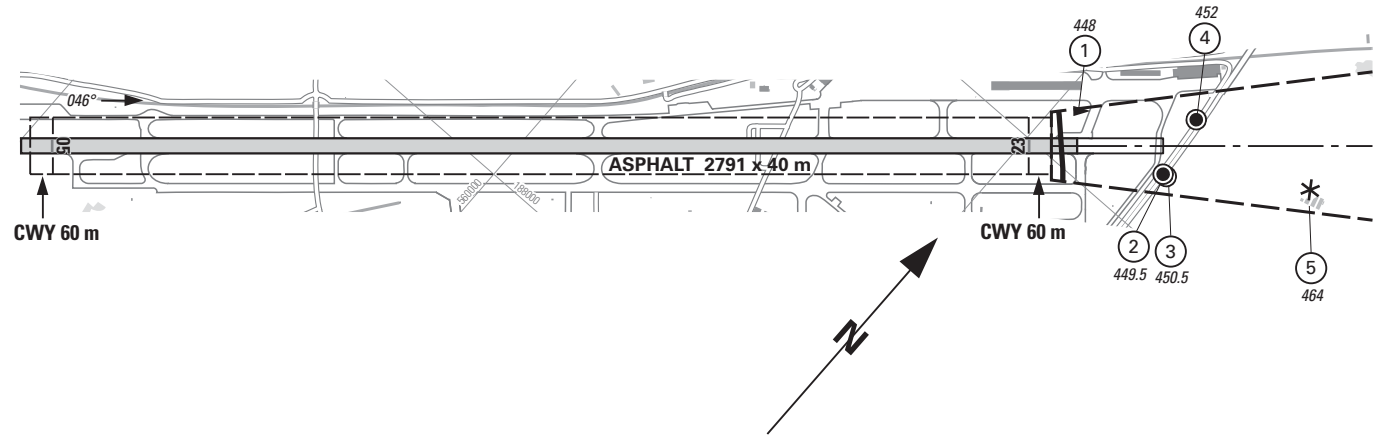
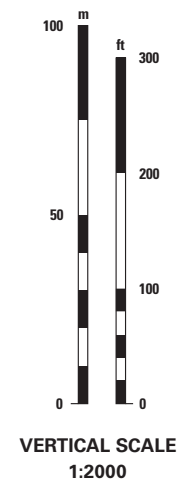
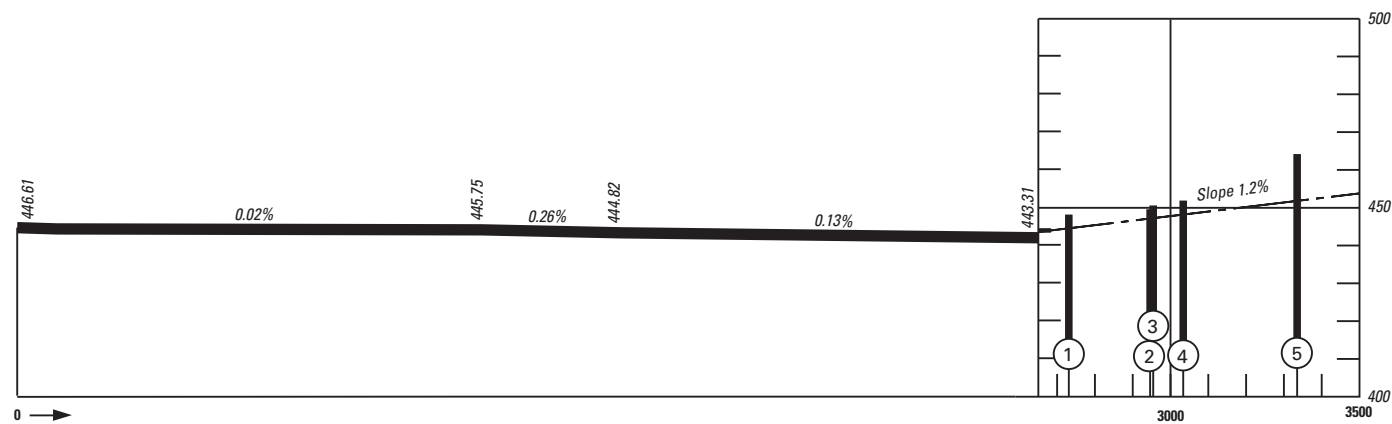
VAR 3° E (2024.5)

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.

AMDT RECORD		
No.	DATE	ENTERED BY



LEGEND

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

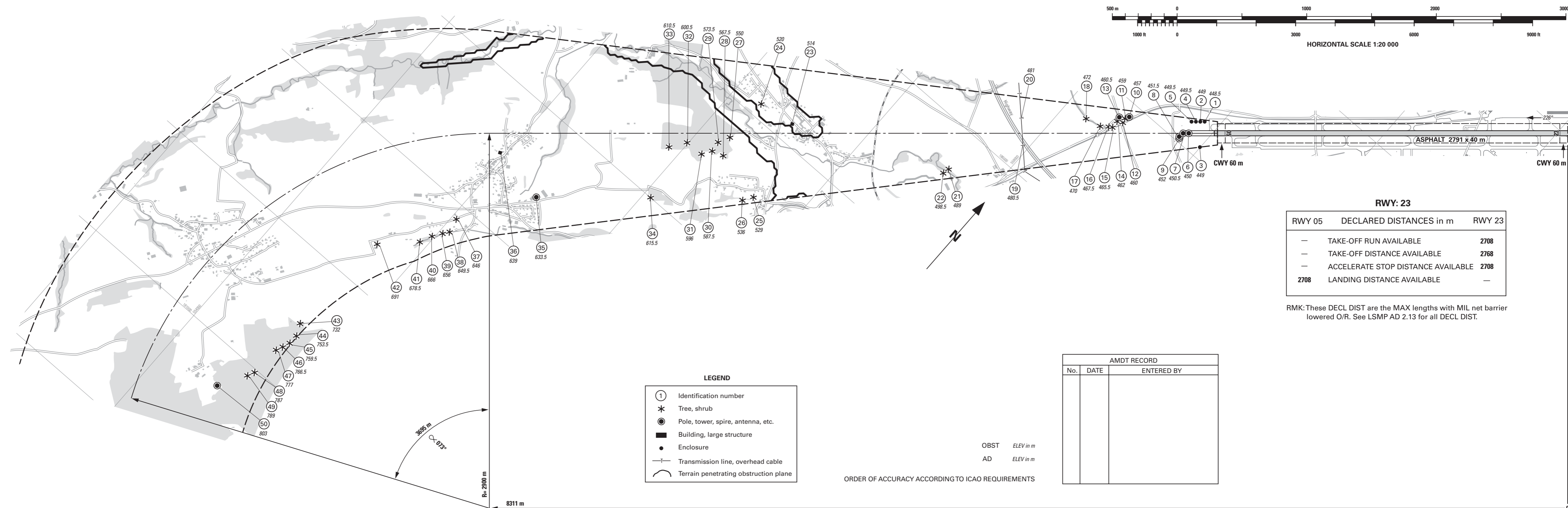
OBST ELEV in m
AD ELEV in m

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	—

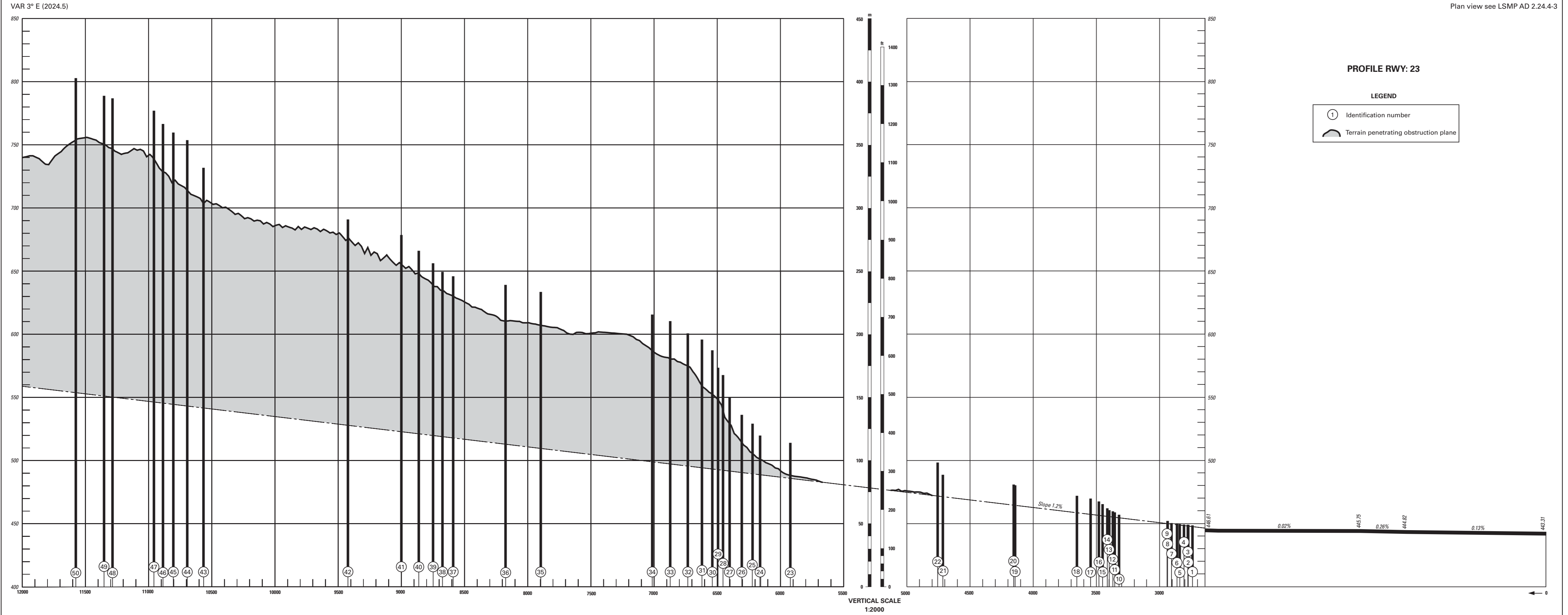
RMK: These DECL DIST are the MAX lengths with MIL net barrier lowered O/R. See LSMP AD 2.13 for all DECL DIST.

AMDT RECORD		
No.	DATE	ENTERED BY

COR: editorial (WEF 23JAN2025)

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Plan view see LSMP AD 2.24.4-3



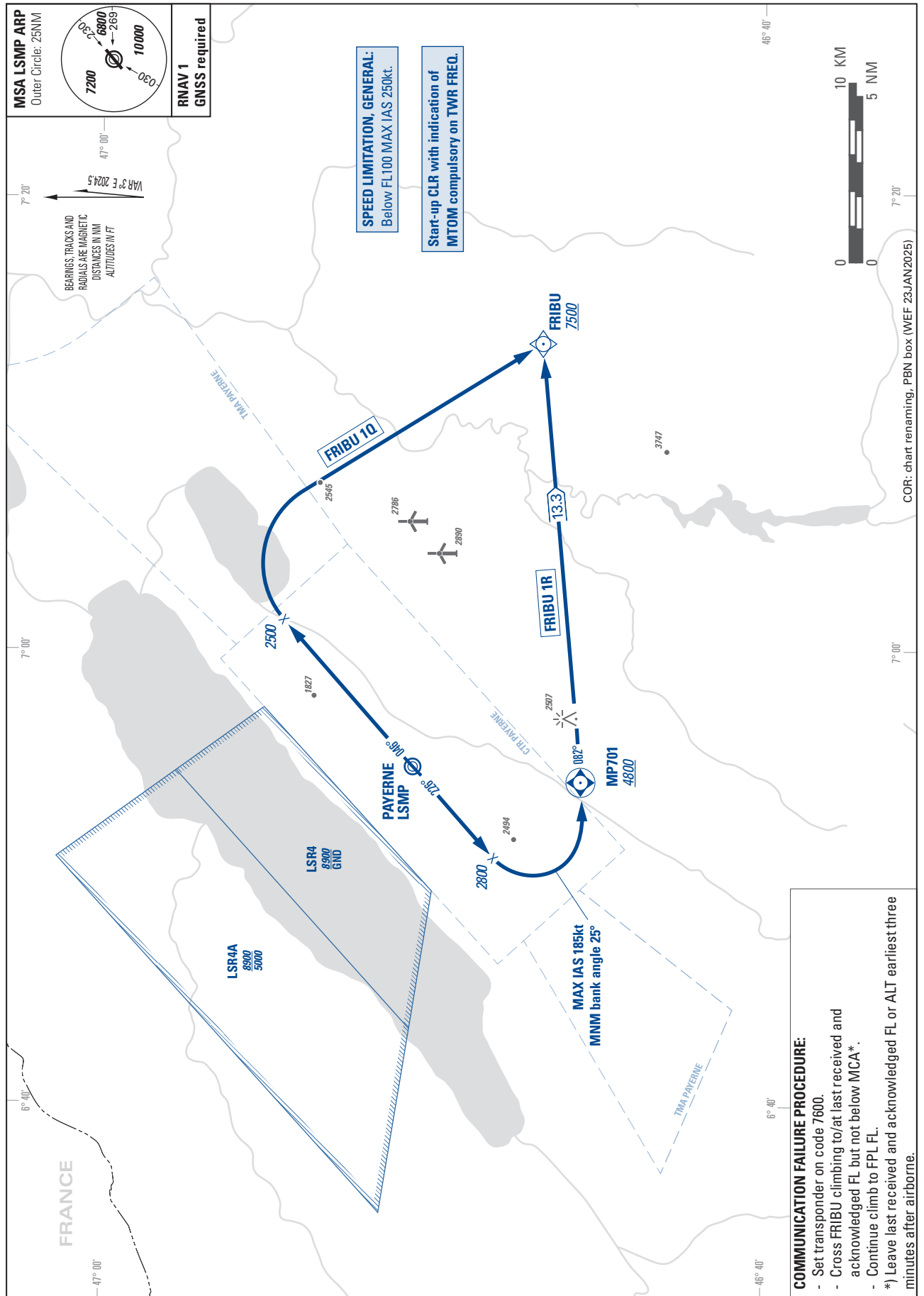
COR: editorial (WEF 23.JAN2025)

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE (LSMP)
RNAV RWY 05/23
FRIBU 1Q FRIBU 1R



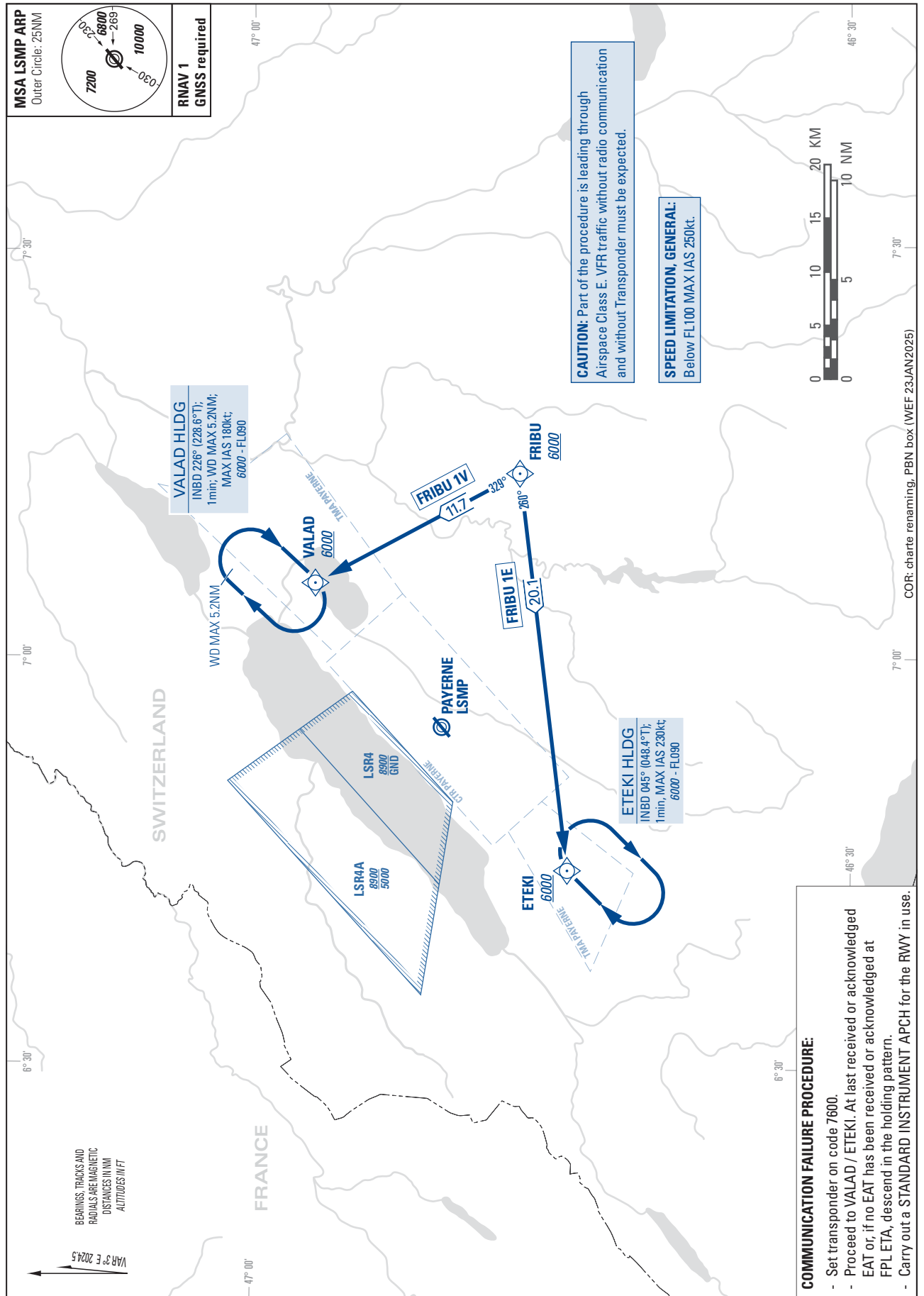
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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE (LSMP)
RNAV RWY 05/23

FRIBU 1E FRIBU 1V



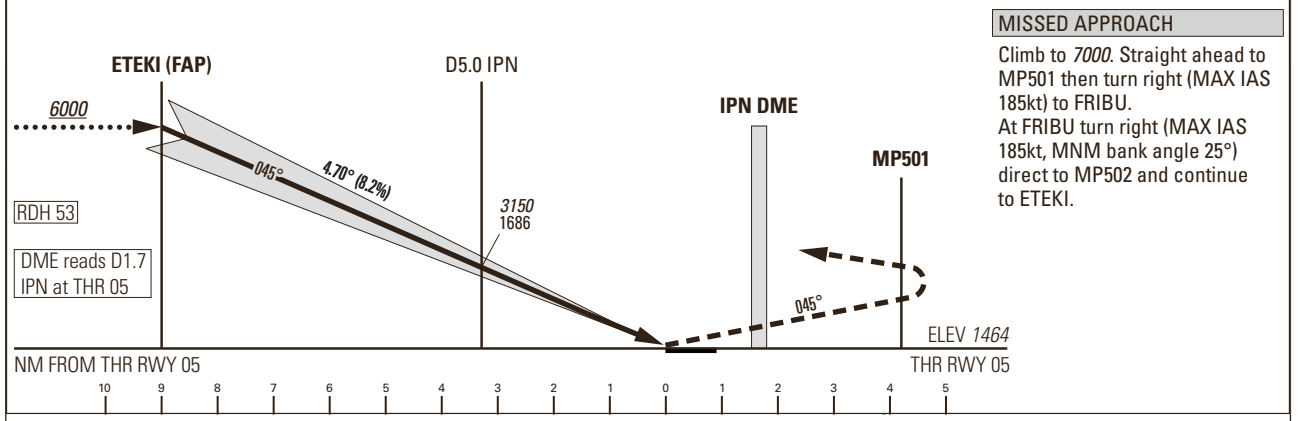
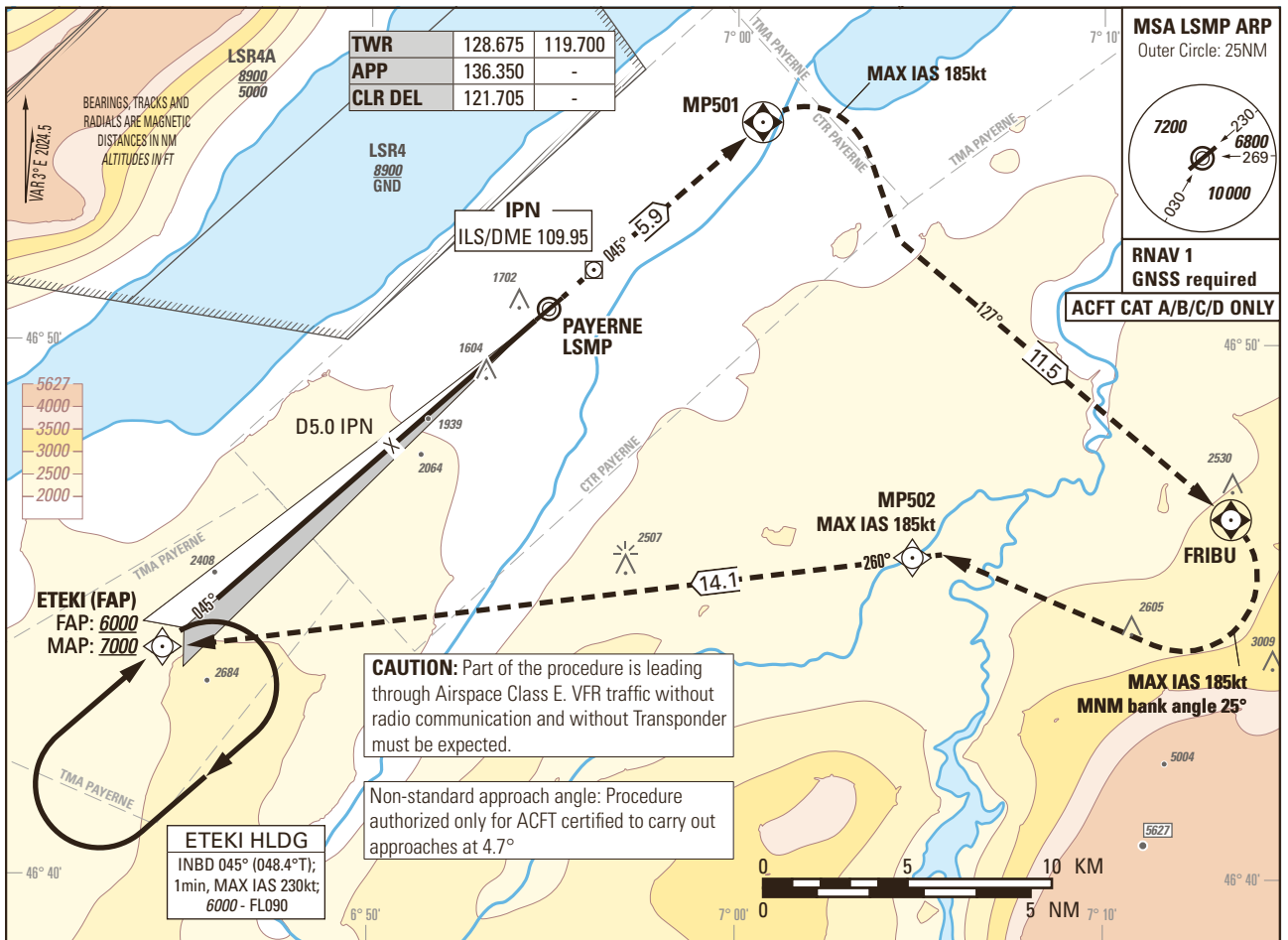
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1466ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE (LSMP)
ILS RWY 05



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

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: chart renaming, PBN box (WEF 23JAN2025)

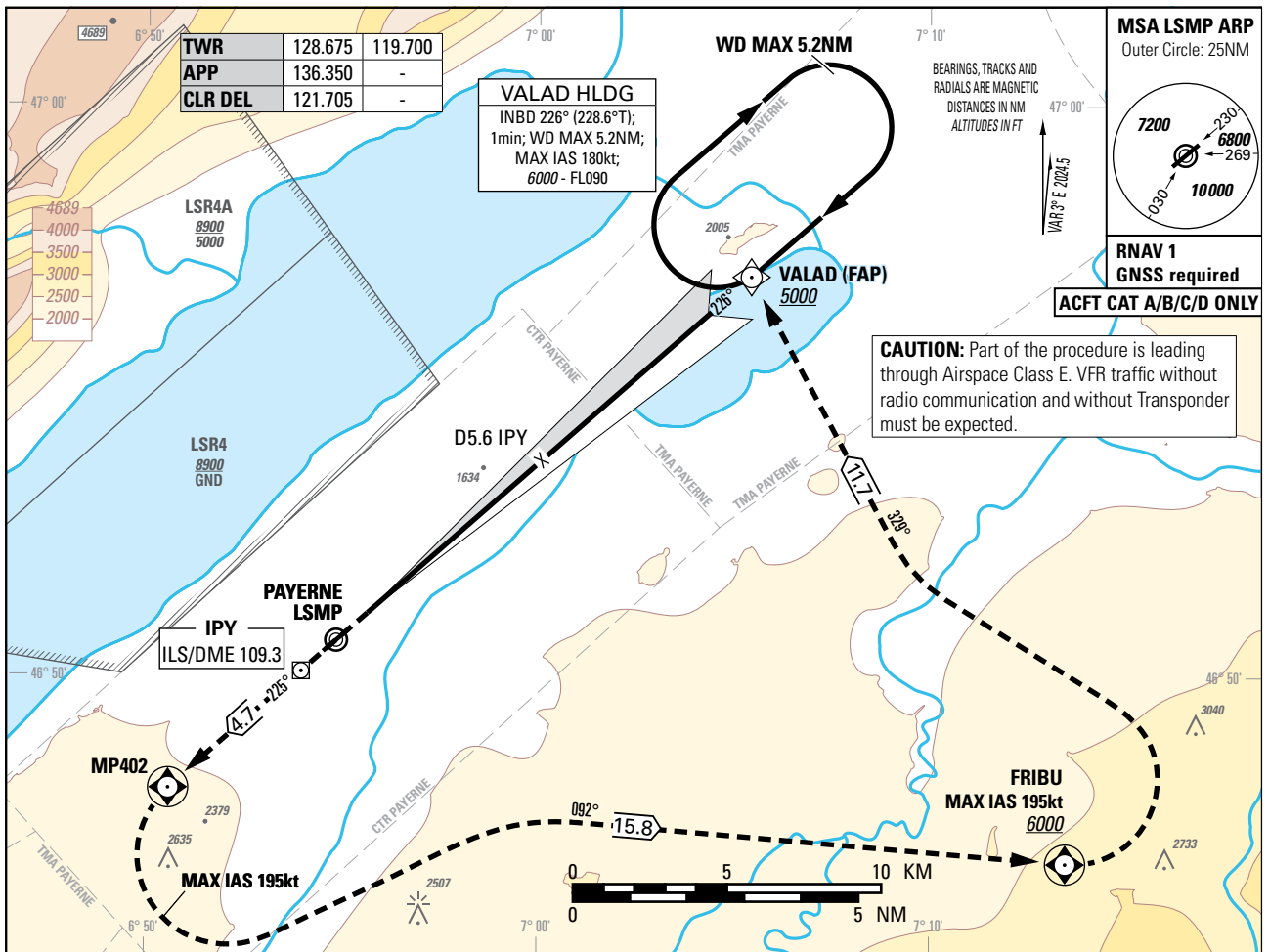
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1466ft

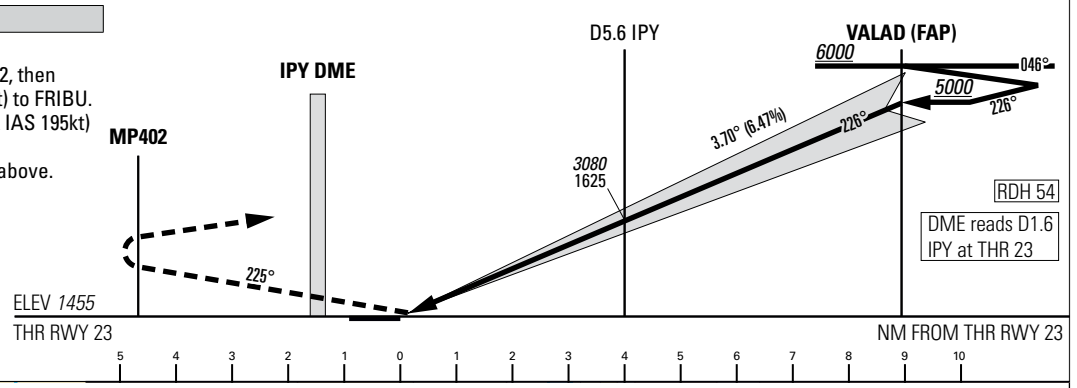
TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE (LSMP)
ILS RWY 23



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)				
CIRCLING ¹⁾	A	B	C	D	
OCA(H)	2120 (654)	2460 (994)	2790 (1324)	2830 (1364)	
ROD	GS kt	90	110	130	150
	FT/MIN	589	720	851	982

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

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

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

COR: chart renaming, PBN box (WEF 23JAN2025)

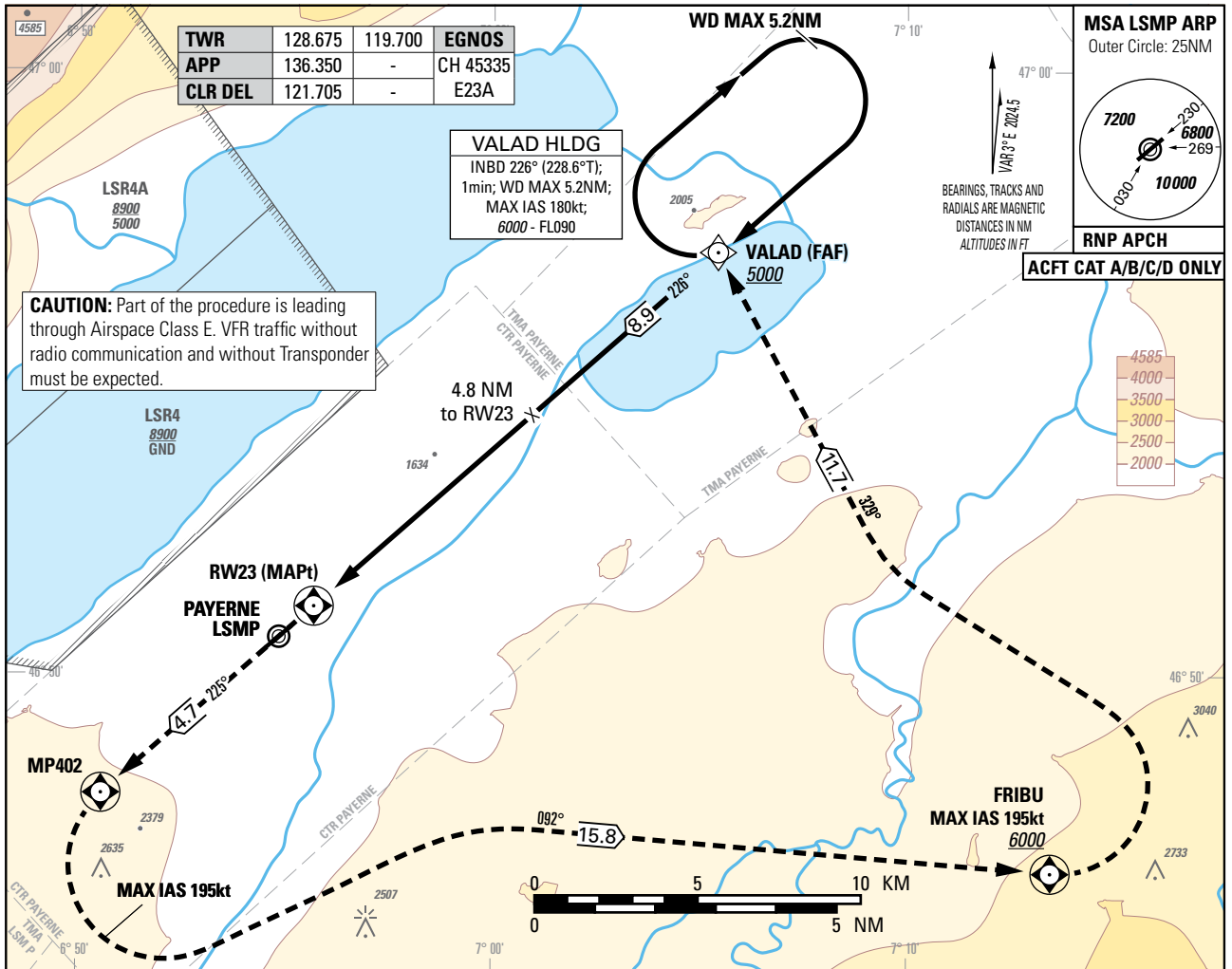
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Instrument Approach Chart
(IAC) - ICAO

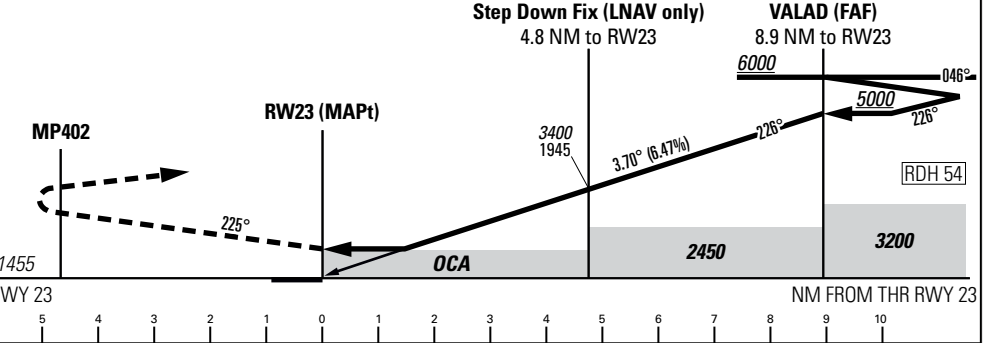
AD ELEV 1466ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE (LSMP)
RNP Z RWY 23



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) LNAV			
2.5%	2200 (745)			
3.1% to 2700	2080 (625)			
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT) LPV(CAT-I)			
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) LPV			
4.4% to 2700	1813 (358)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2120 (654)	2460 (994)	2790 (1324)	2830 (1364)

RWY23 DIST	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.9
recommended CROSSING ALT	2290	2690	3080	3470	3870	4260	4650	5000
ROD	GS kt	90	110	130	150			
	FT/MIN	589	720	851	982			

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

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

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

COR: chart renaming, PBN box (WEF 23JAN2025)

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

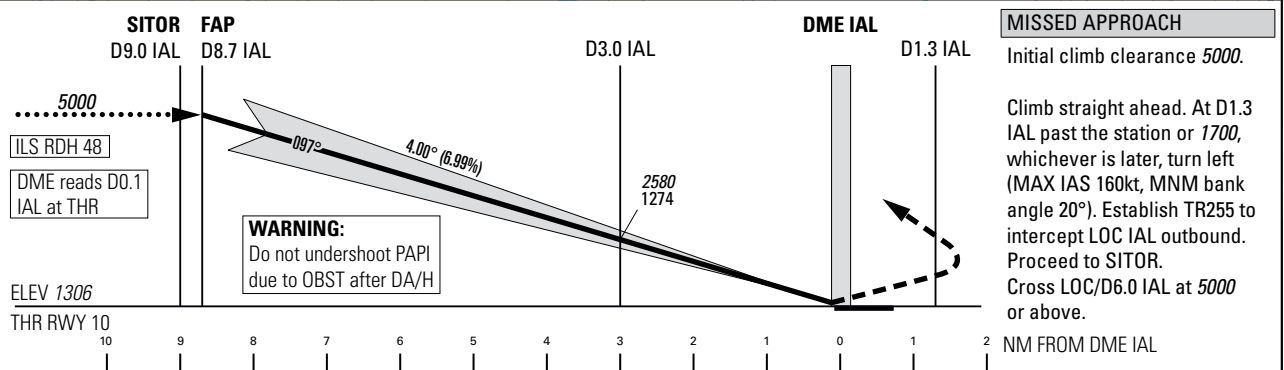
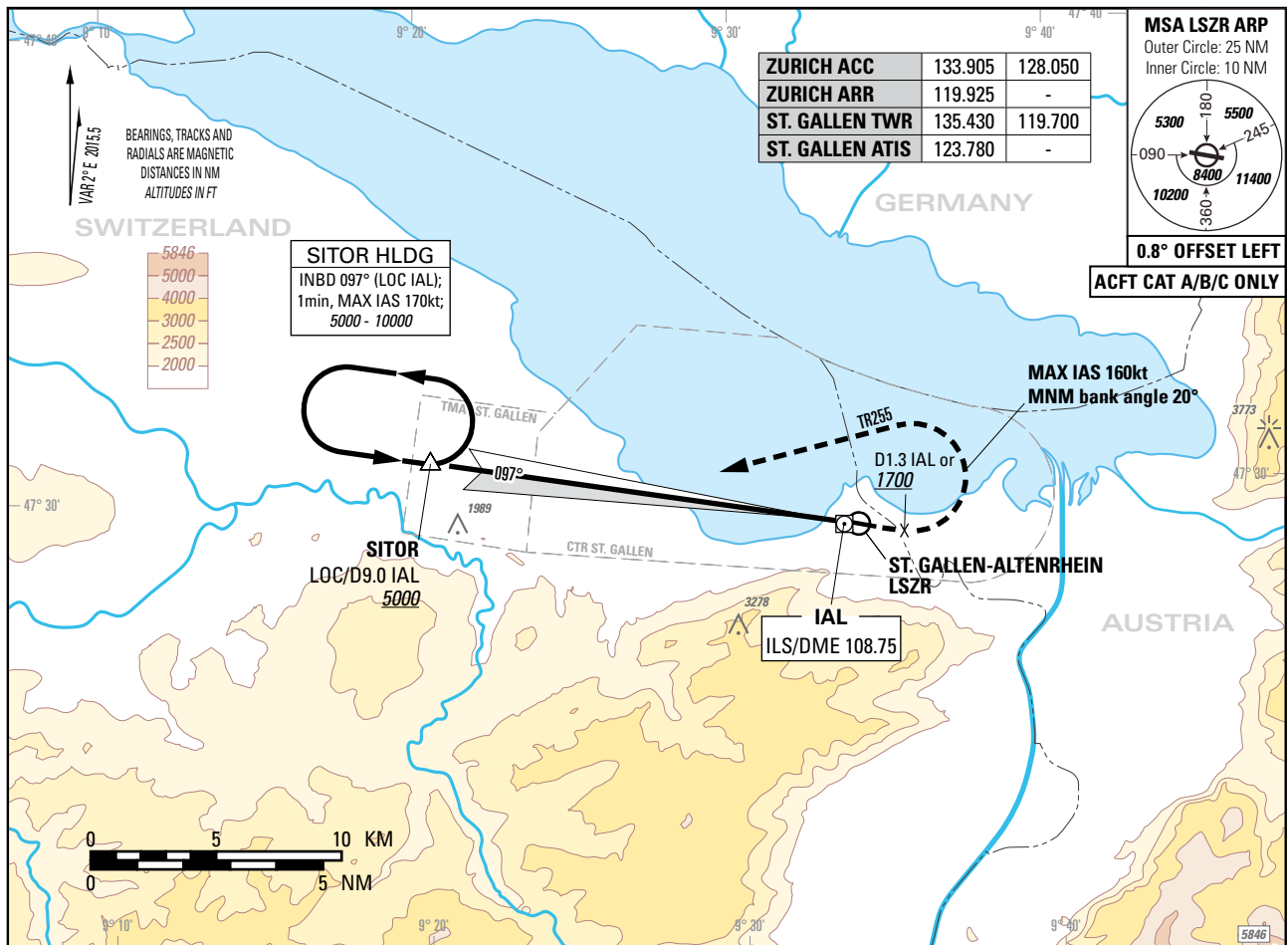
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1306ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
ILS RWY 10



OBSTACLE CLEARANCE ALTITUDE (HEIGHT) / OCA (H)	A	B	C
STRAIGHT-IN APPROACH	1743 (438)	1759 (454)	1772 (467)
CIRCLING ^{1) 3)}	2170 (870)		2270 (970 ²⁾)
DECISION ALTITUDE (HEIGHT) / DA(H)	A	B	C
STRAIGHT-IN APPROACH	1806 (500)		

ROD	GS kt	80	100	120	140	160	180
	FT/MIN	567	708	849	991	1133	1274

NOTE

- ¹⁾ Circling north of AP only.
- ²⁾ MAX IAS 160kt due to airspace.
- ³⁾ Remain within CTR.

REMARK

- Uncategorized ILS APCH RWY 10 due to obstacle limitation and restriction according to non-instrument RWY criteria.
- ILS 10 signal fulfils ICAO Annex 10, CAT I specifications.

DME IAL	8.7	8	7	6	5	4	3	2	1
DIST THR	8.6	7.9	6.9	5.9	4.9	3.9	2.9	1.9	0.9
ALT FT	5000	4710	4280	3860	3430	3010	2580	2160	1730

CAUTION

- 0.2 NM before THR 10 Visual Segment Surface (VSS) penetrated by trees up to 1380ft.
- This is not a standard approach angle.
- On 4° APCH angle and GS > 140kt resulting ROD will be > 1000ft/min.

COR: editorial (WEF 23JAN2025)

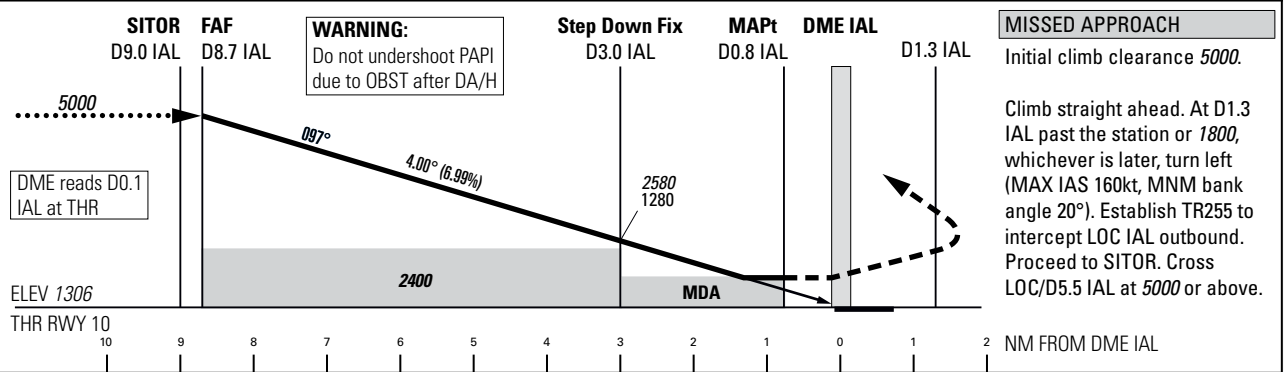
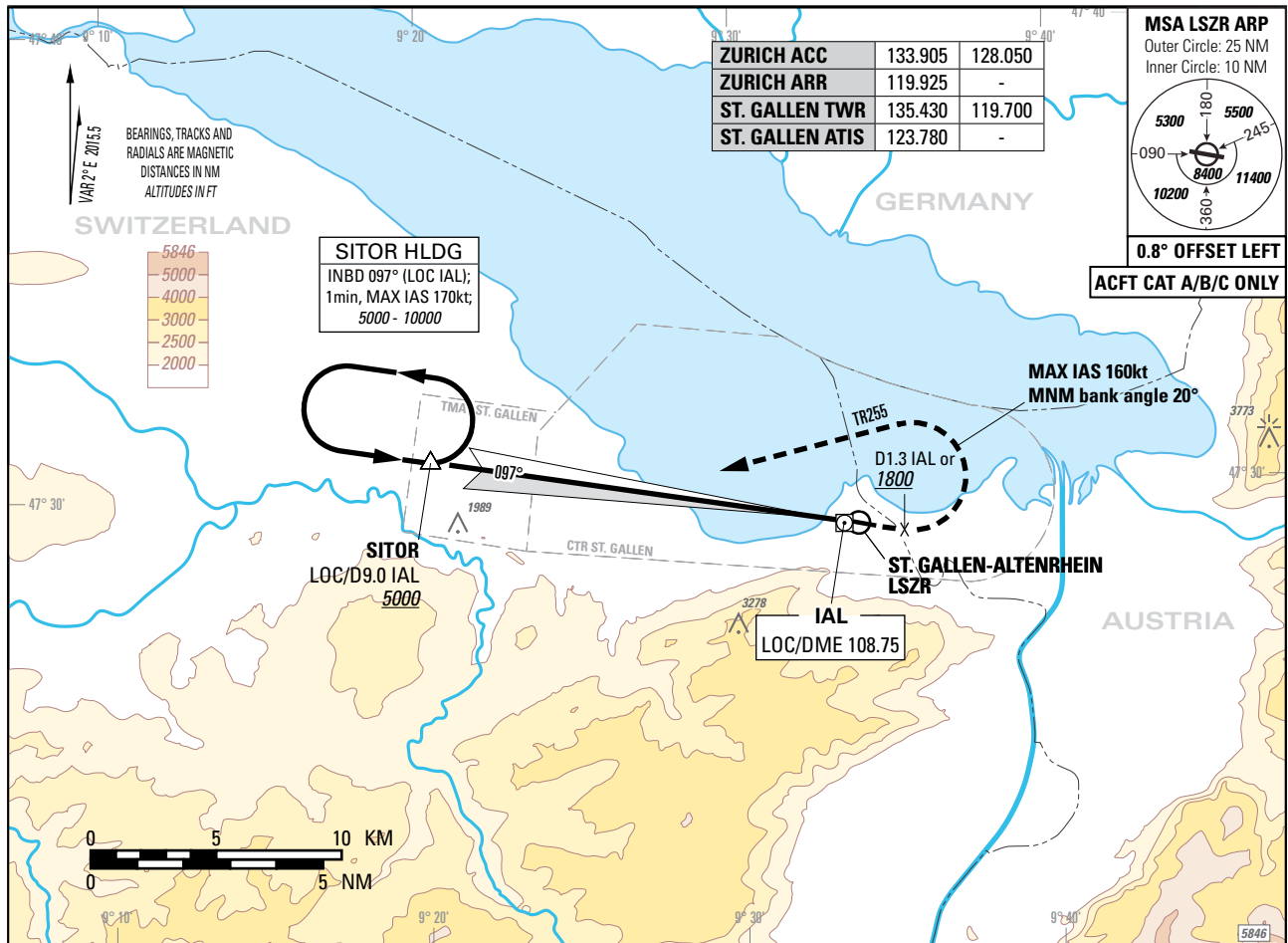
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1306ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
LOC RWY 10



OBSTACLE CLEARANCE ALTITUDE (HEIGHT) / OCA (H)	A	B	C
STRAIGHT-IN APPROACH	1720 (420)		
CIRCLING ^{1) 3)}	2170 (870)		2270 (970 ²⁾)
MINIMUM DESCENT ALTITUDE (HEIGHT) / MDA(H)	A	B	C
STRAIGHT-IN APPROACH	1806 (500)		

ROD	GS kt	80	100	120	140	160	180
	FT/MIN	567	708	849	991	1133	1274

NOTE
¹⁾ Circling north of AP only.
²⁾ MAX IAS 160kt due to airspace.
³⁾ Remain within CTR.

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

CAUTION
 - 0.2 NM before THR 10 Visual Segment Surface (VSS) penetrated by trees up to 1380ft.
 - This is not a standard approach angle.

DME IAL	8.7	8	7	6	5	4	3	2	1
DIST THR	8.6	7.9	6.9	5.9	4.9	3.9	2.9	1.9	0.9
ALT FT	5000	4710	4280	3860	3430	3010	2580	2160	1730

COR: editorial (WEF 23JAN2025)

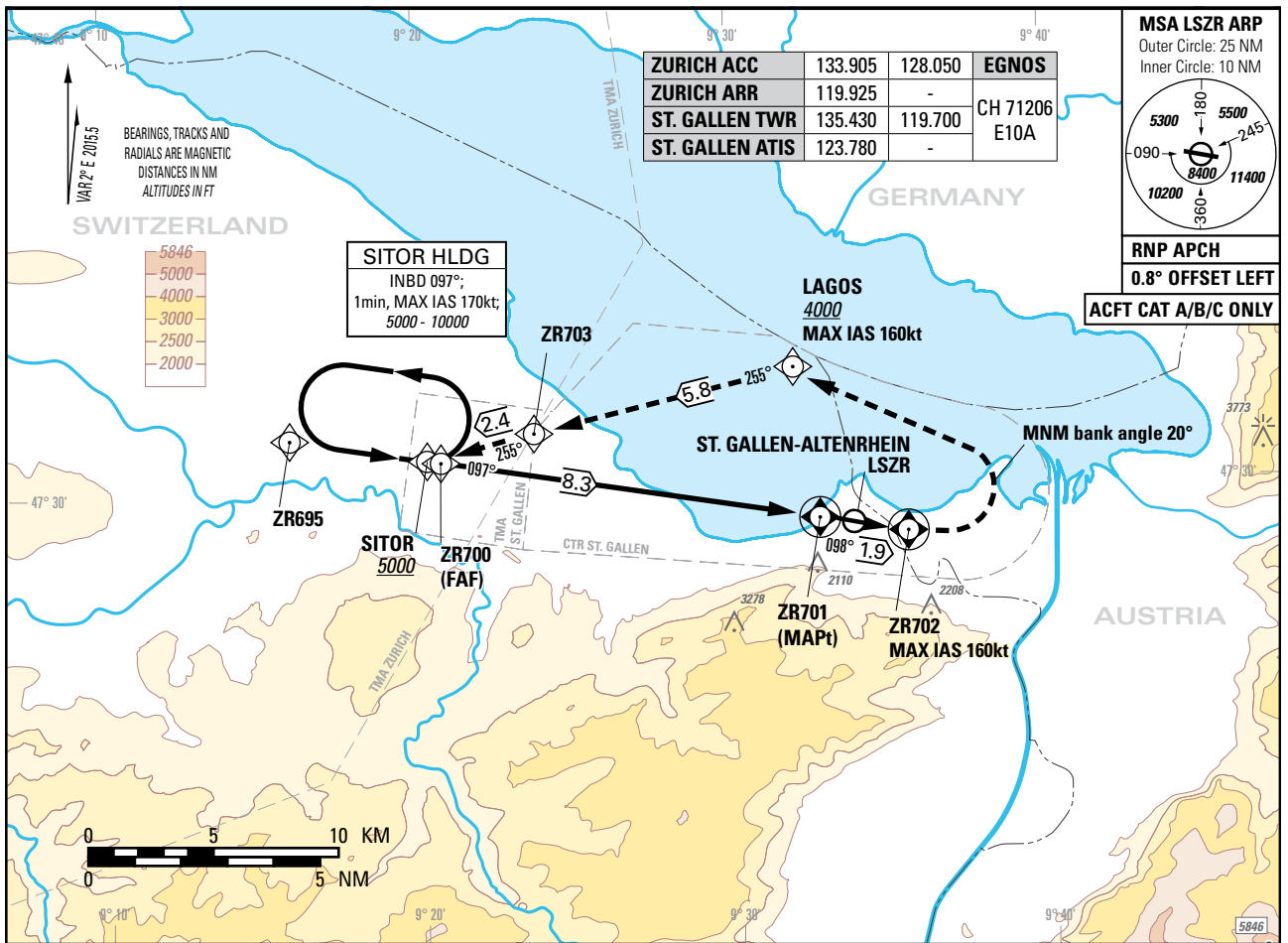
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Instrument Approach Chart
(IAC) - ICAO

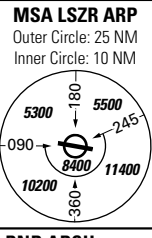
AD ELEV 1306ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN (LSZR)
RNP RWY 10

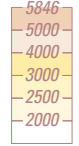


ZURICH ACC	133.905	128.050	EGNOS
ZURICH ARR	119.925	-	CH 71206
ST. GALLEN TWR	135.430	119.700	E10A
ST. GALLEN ATIS	123.780	-	

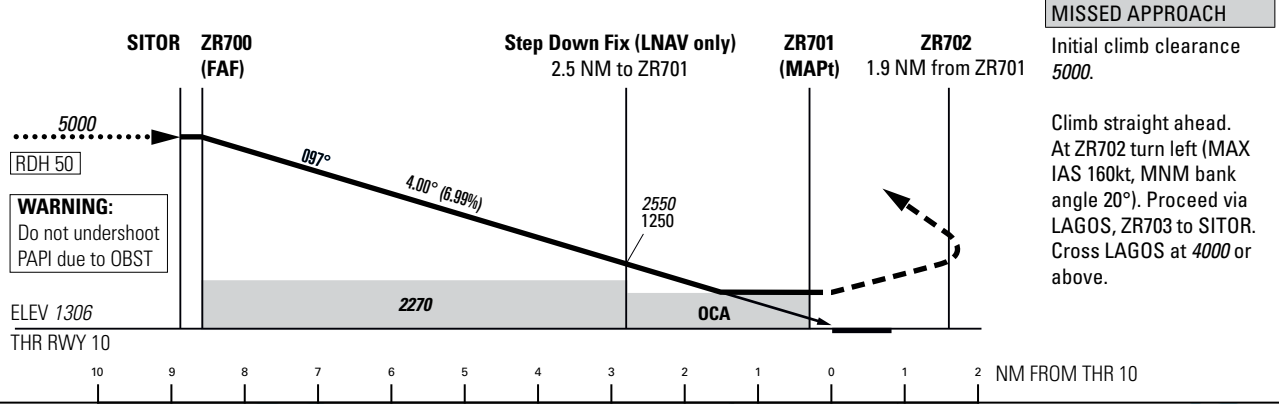


RNP APCH
0.8° OFFSET LEFT
ACFT CAT A/B/C ONLY

SITOR HLDG
INBD 097°;
1min, MAX IAS 170kt;
5000 - 10000



BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	A	B	C
	OCA(H) LPV		
2.5%	1890 (590)	1910 (610)	1920 (620)
4.0%	1750 (450)	1760 (460)	1780 (480)
	DA(H) LPV		
4.0%	1810 (500)		
	OCA(H) LNAV		
2.5%	2180 (880)		
3.3%	2130 (830)		
	A	B	C
CIRCLING ¹⁾³⁾	2170 (870)		2270 (970) ²⁾

ROD	GS kt								
	80	100	120	140					
	567	708	849	991					
DIST ZR701	8.3	8	7	6	5	4	3	2	1
DIST THR	8.6	8.3	7.3	6.3	5.3	4.3	3.3	2.3	1.3
ALT FT	5000	4890	4460	4040	3610	3190	2760	2340	1910

NOTE
¹⁾ Circling north of AP only.
²⁾ MAX IAS 160kt due to airspace.
³⁾ Remain within CTR.

CAUTION
 - 0.2 NM before THR 10 Visual Segment Surface (VSS) penetrated by trees up to 1380ft AMSL.
 - This is not a standard approach angle.
 - On 4° APCH angle and GS > 140kt resulting ROD will be > 1000ft/min.

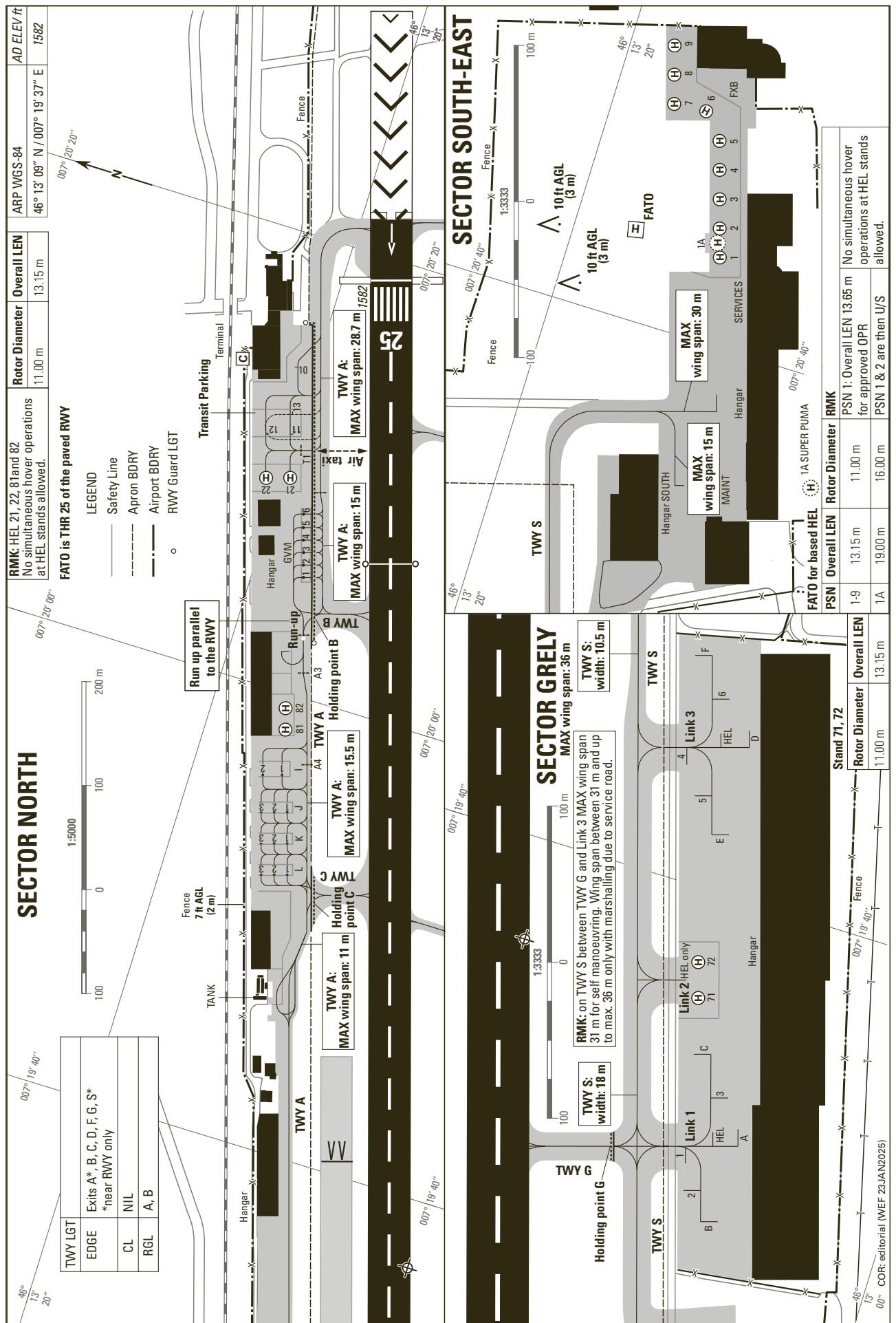
COR: editorial (WEF 23JAN2025)

Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	LSZR
Runway	10
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E10A
LTP/FTP Latitude	472909.3060N
LTP/FTP Longitude	0093305.6730E
LTP/FTP Ellipsoidal Height (metres)	444.4
FPAP Latitude	472900.2150N
Delta FPAP Latitude (seconds)	-9.0910
FPAP Longitude	0093425.5200E
Delta FPAP Longitude (seconds)	79.8470
Threshold Crossing Height	15.0
TCH Units Selector	1
Glidepath Angle (degrees)	4
Course Width (metres)	105
Length Offset (metres)	0
HAL	40
VAL	50

Output Data	
Data Block	10 12 1A 13 0C 0A 00 00 01 30 31 05 74 F5 60 14 12 5E 19 04 5C 25 FA B8 FF CE 6F 02 2C 81 90 01 64 00 C8 FA B9 21 23 29
Calculated CRC Value	B9212329
Supplied CRC Value	B9212329
Comparison Result	OK

FTP Orthometric Height 398.1m

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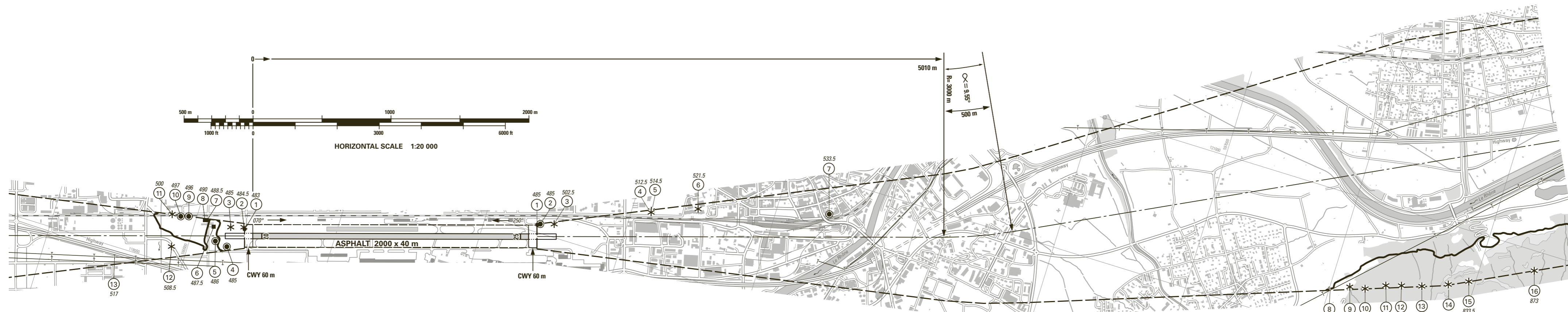
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VAR 3° E (2021.5)

Profile view see LSGS AD 2.24.4-2

RWY: 07-25

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



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

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

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

COR: editorial (WEF 23JAN2025)

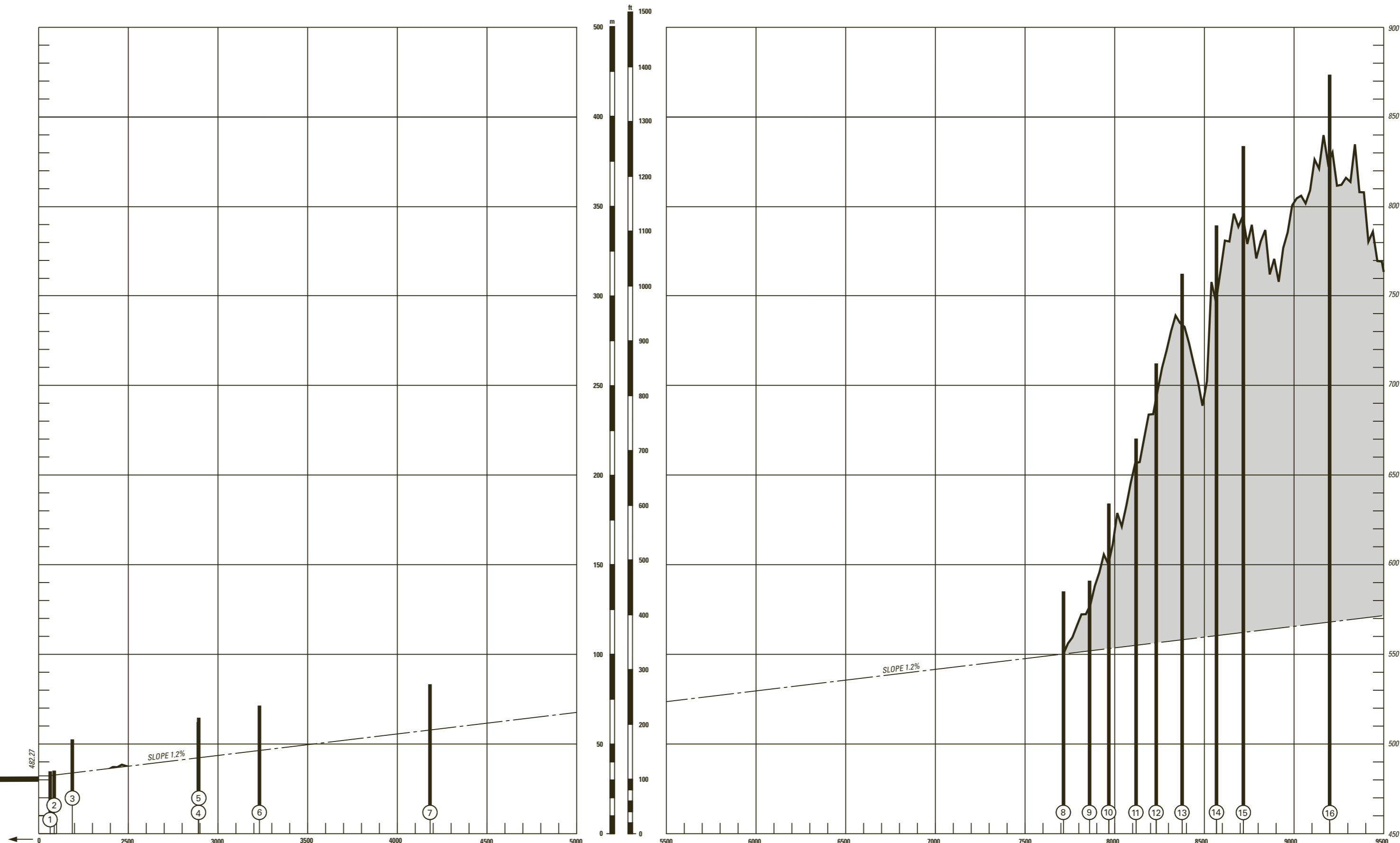
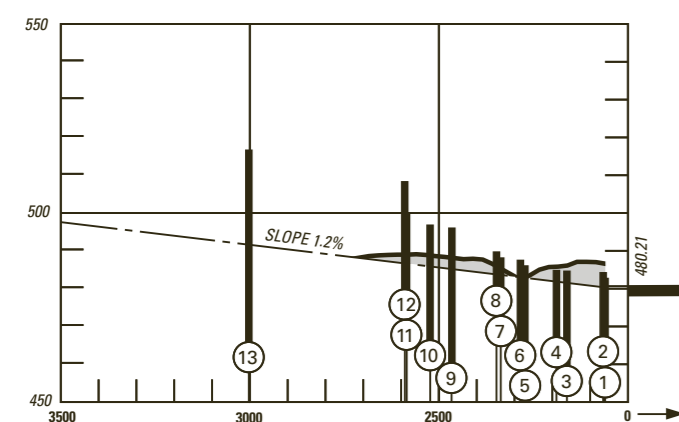
© Swisstopo

VAR 3° E (2021.5)

Plan view see LSGS AD 2.24.4-1

PROFILE RWY: 07-25

- ① Identification number
- ▬ Terrain penetrating obstacle plane



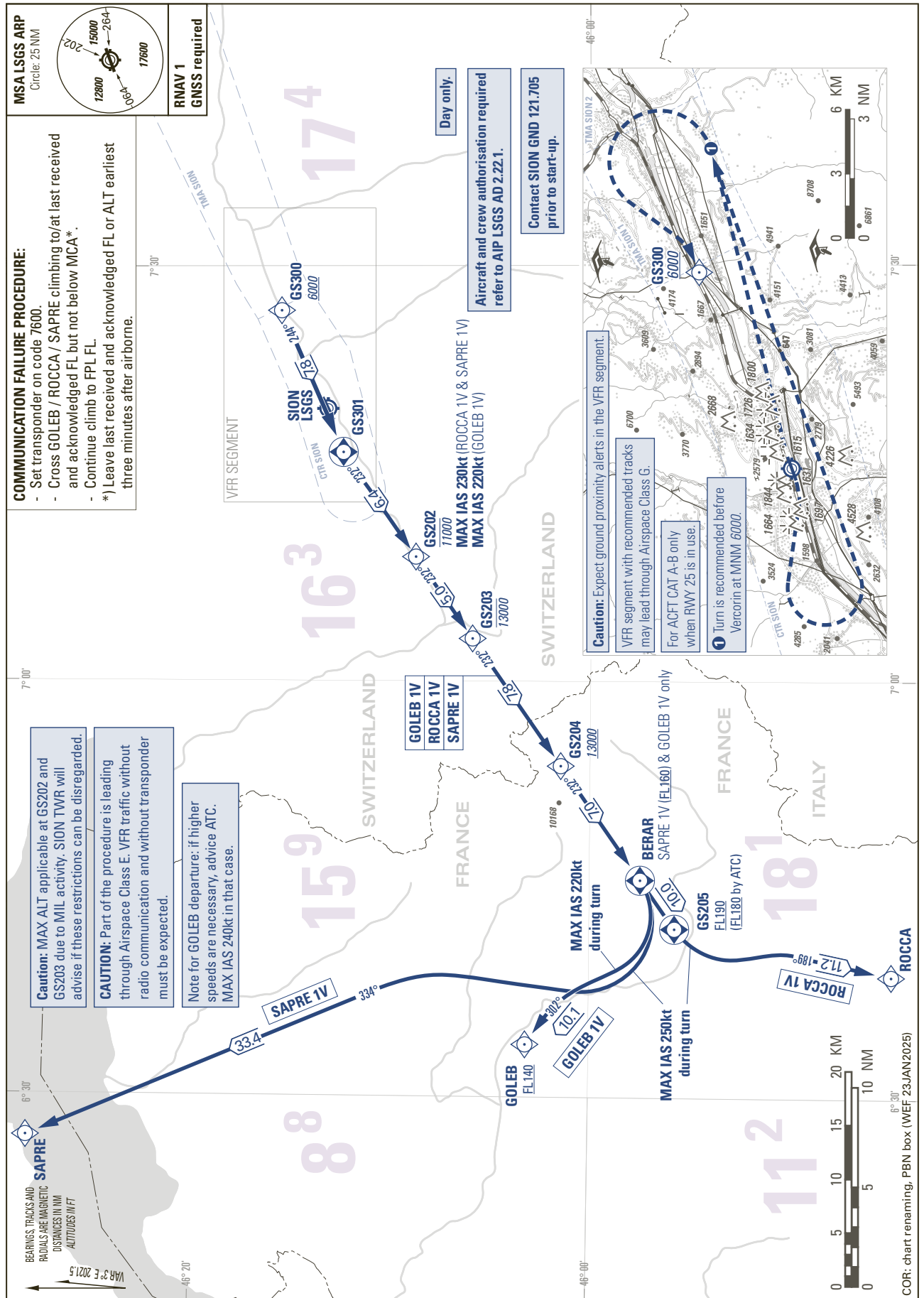
VERTICAL SCALE
1 : 2000

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 13000

SION (LSGS)
RNAV low performance RWY 07/25

GOLEB 1V ROCCA 1V SAPRE 1V



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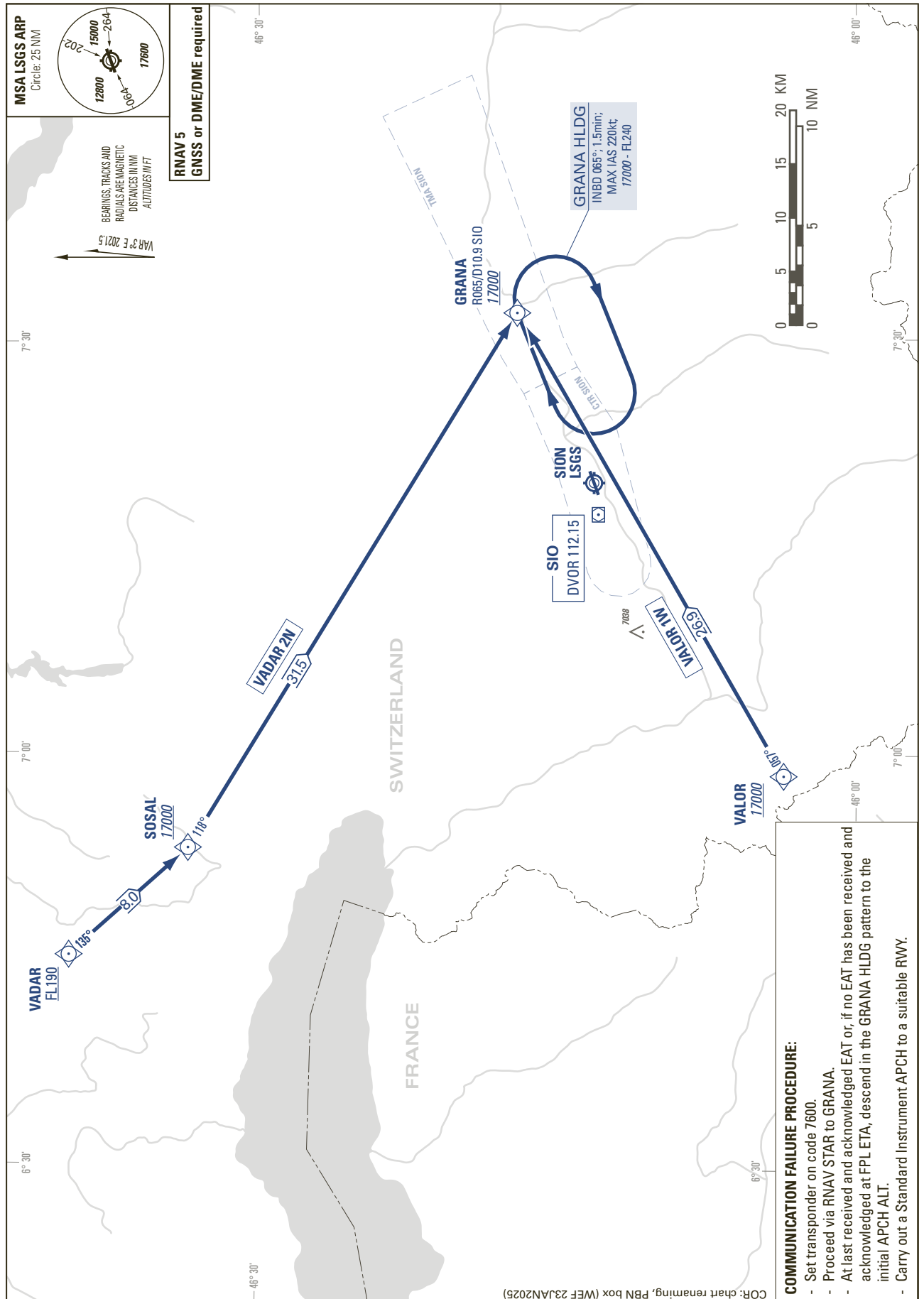
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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION (LSGS)
RNAV GRANA

VADAR 2N VALOR 1W



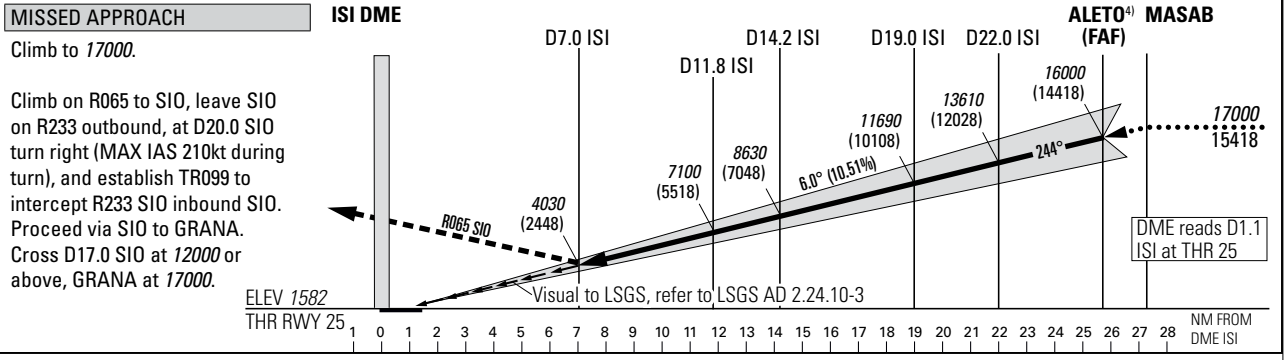
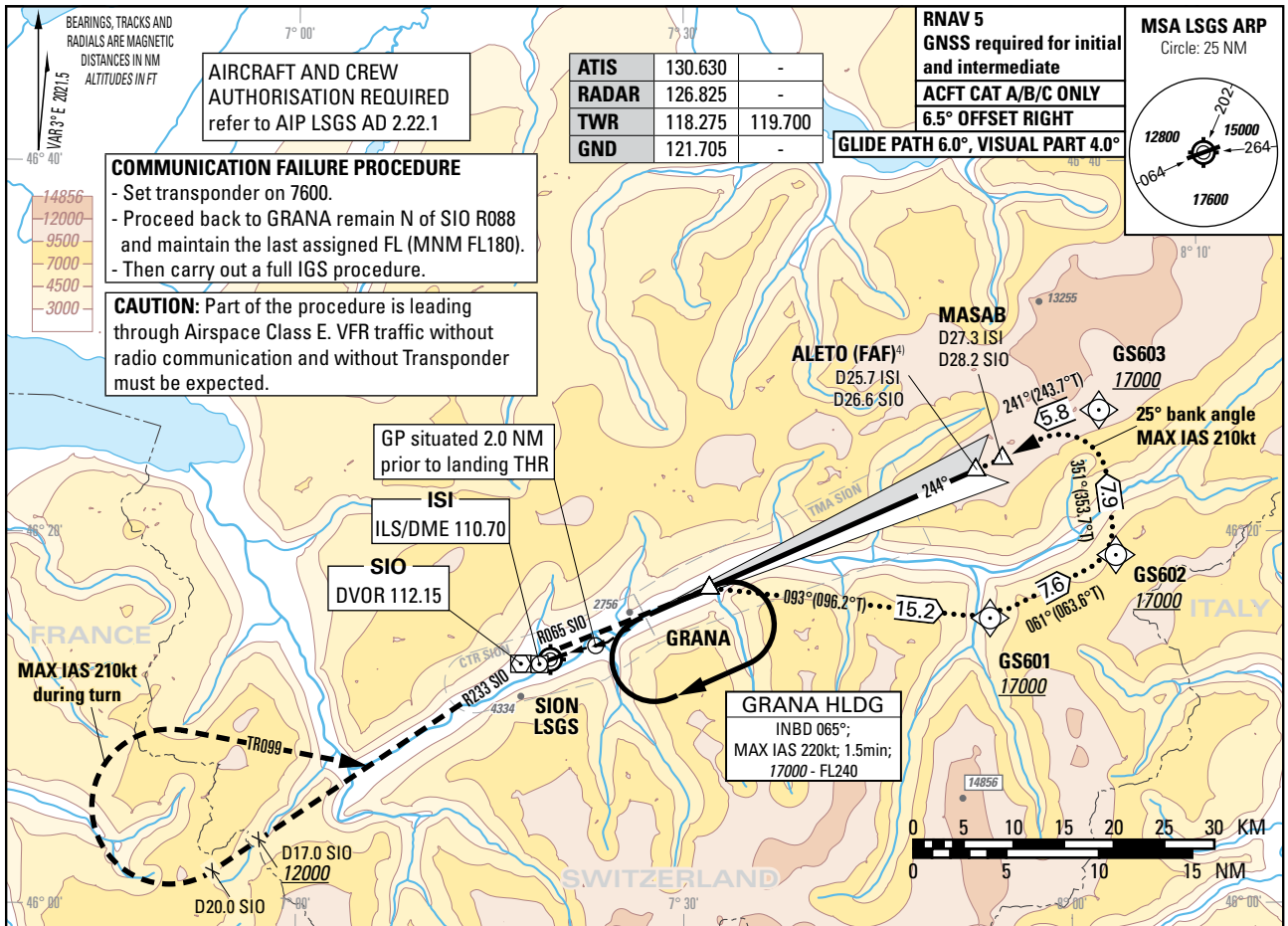
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Instrument Approach Chart
(IAC) - ICAO
(IGS instruction: see LSGS AD 2.22)

AD ELEV 1582ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION (LSGS)
IGS RWY 25



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

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

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

CAUTION
- This is not a standard APCH angle.

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

COR: chart renaming, PBN box (WEF 23JAN2025)

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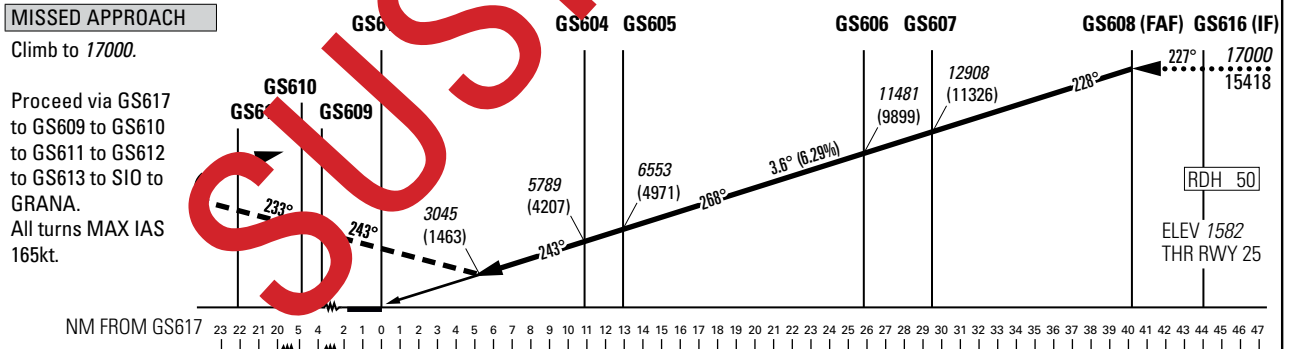
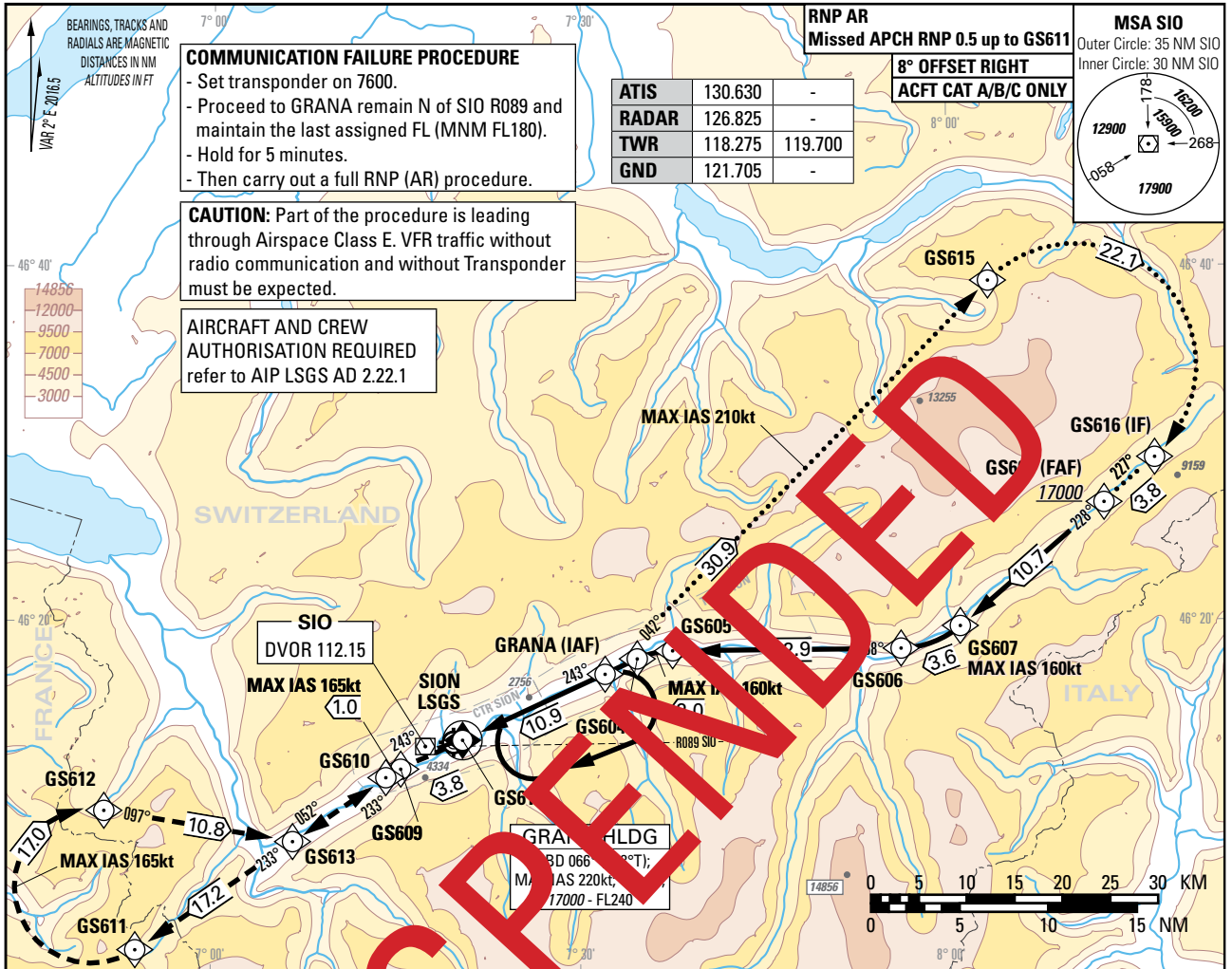
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1582ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION (LSGS)
RNP RWY 25 (AR)



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

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

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

REMARK

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

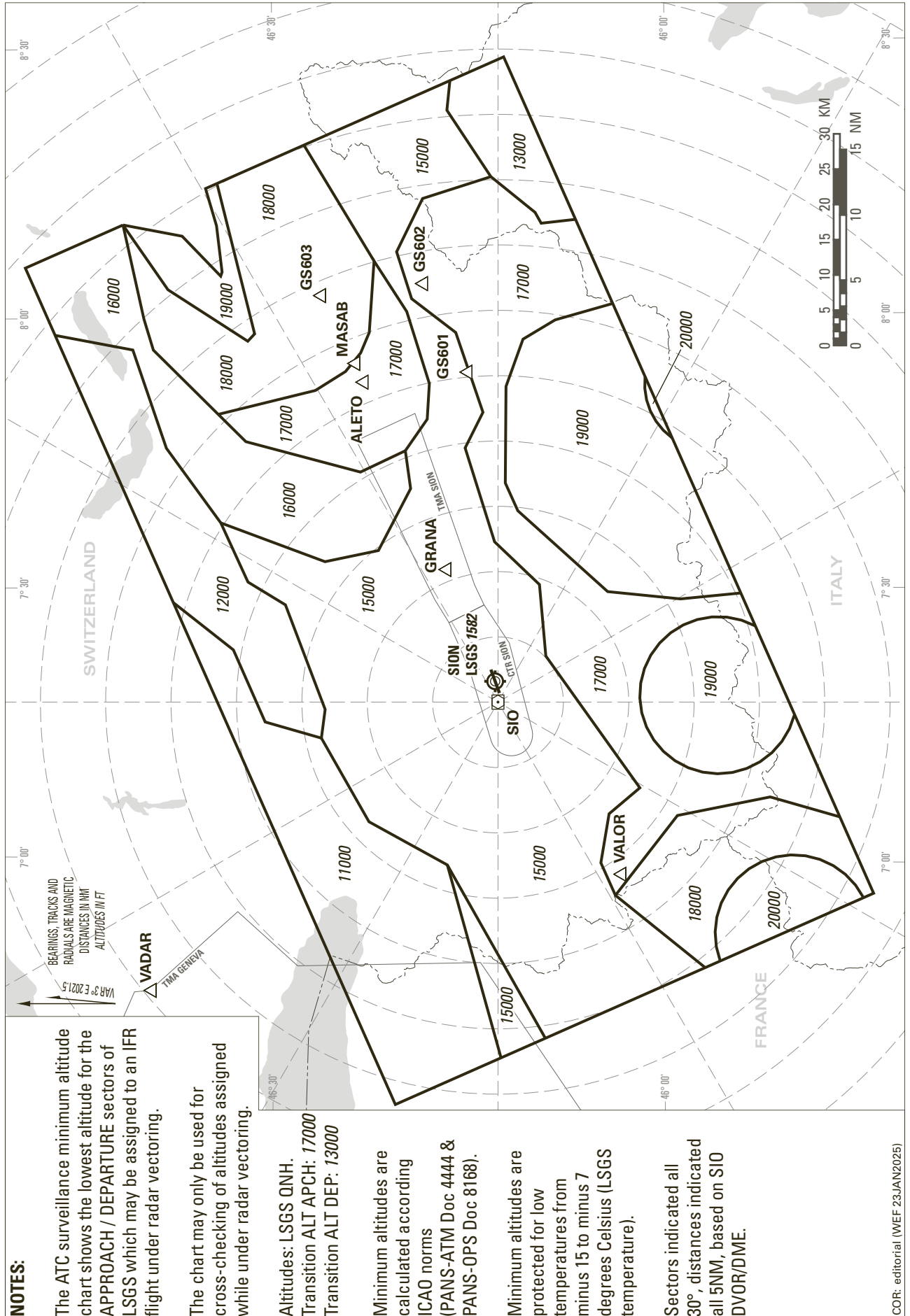
CAUTION

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

COR: chart renaming, PBN box (WEF 23JAN2025)

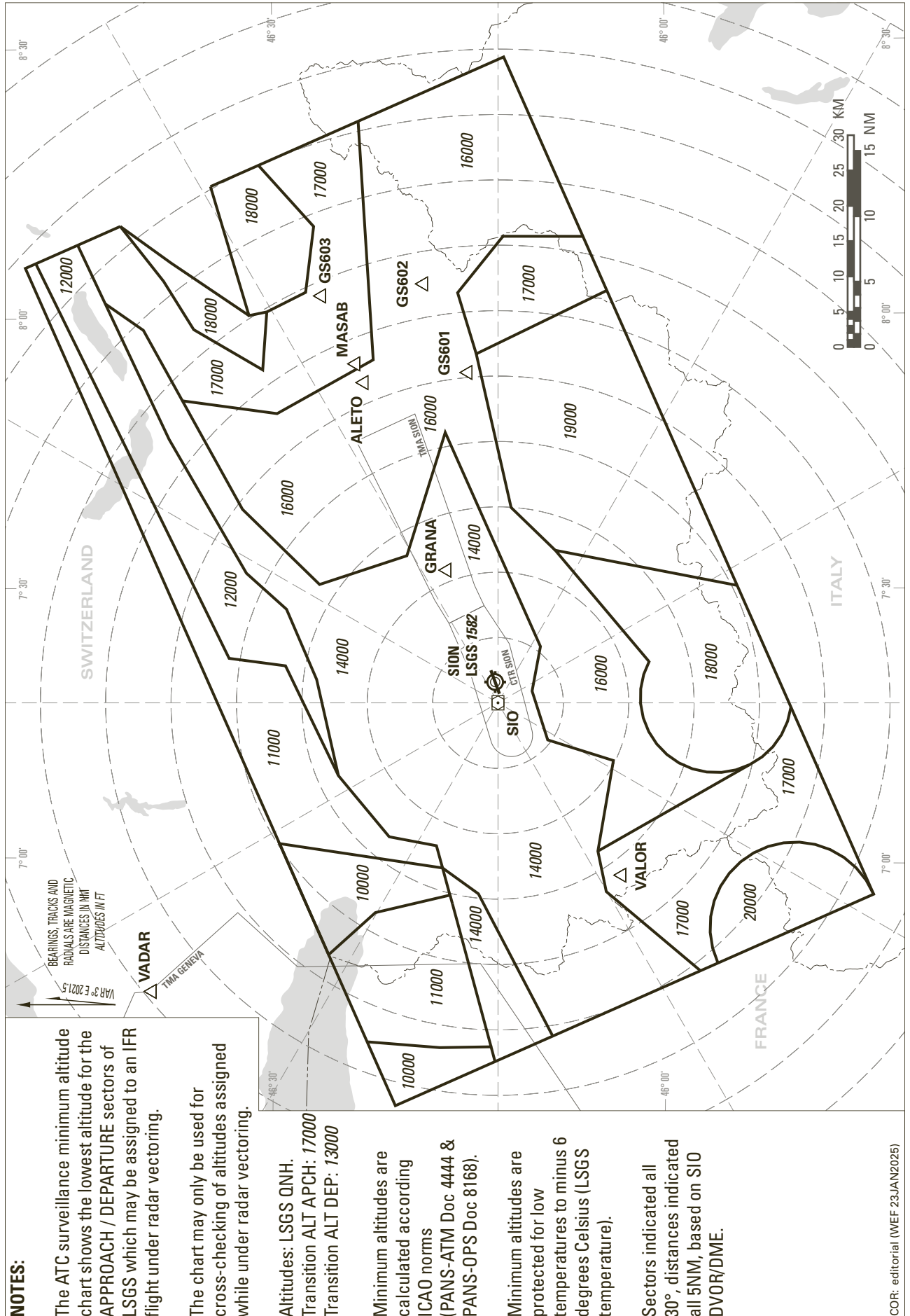
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ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD TEMPERATURES FROM -15°C TO -7°C)



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



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the APPROACH / DEPARTURE sectors of LSGS 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: LSGS QNH.
 Transition ALT APCH: 17000
 Transition ALT DEP: 13000

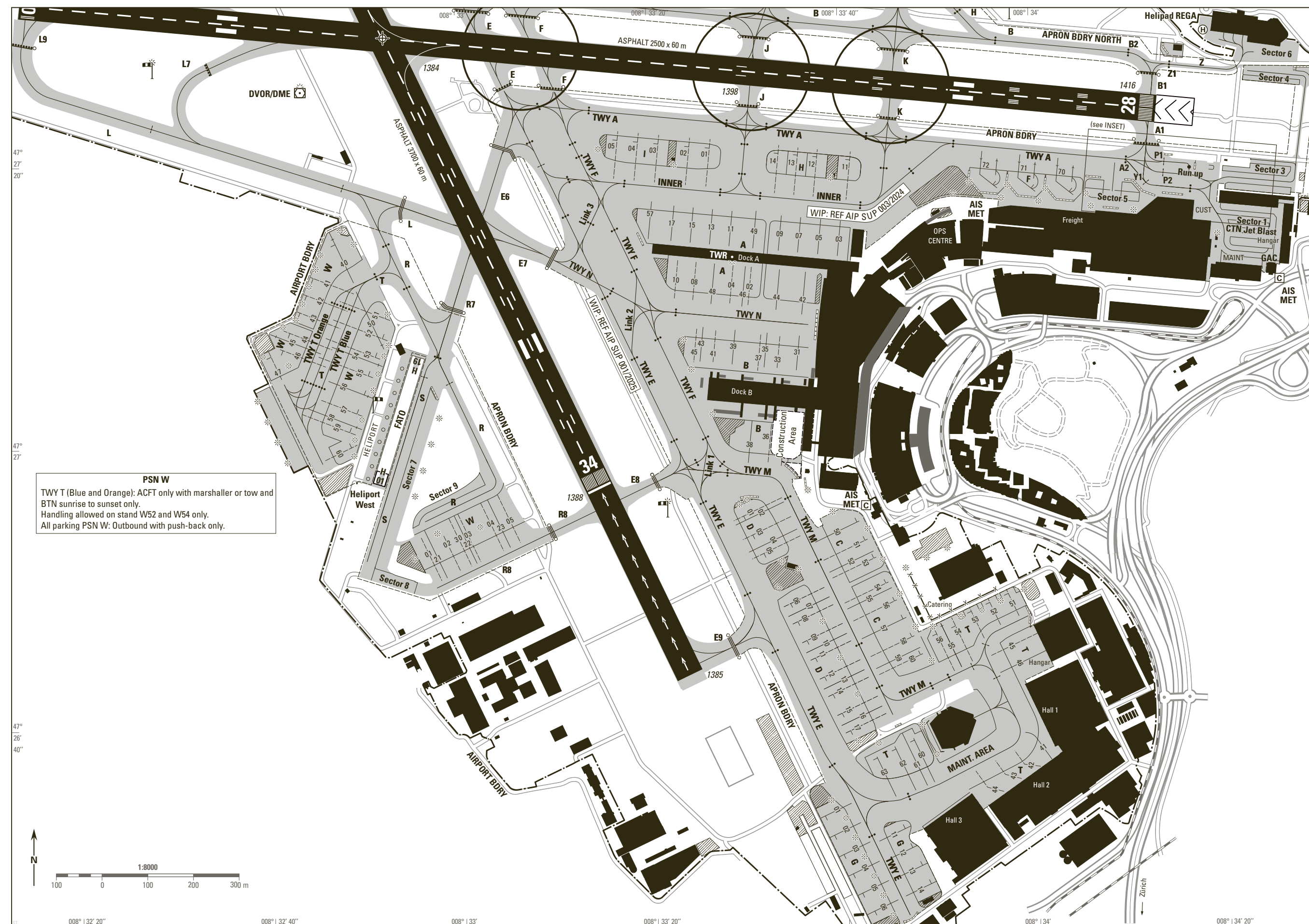
Minimum altitudes are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes are protected for low temperatures to minus 6 degrees Celsius (LSGS temperature).

Sectors indicated all 30°, distances indicated all 5NM, based on SIO DVOR/DME.

COR: editorial (WEF 23.JAN2025)

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PSN W
 TWY T (Blue and Orange): ACFT only with marshaller or tow and BTN sunrise to sunset only.
 Handling allowed on stand W52 and W54 only.
 All parking PSN W: Outbound with push-back only.

APRON SOUTH

INSET

For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

LEGEND

- Guideline for taxiing
- Intermediate HLDG PSN
- Intermediate HLDG PSN with Stop bar
- RWY GUARD LGT
- Stop bar CAT I
- Stop bar LGT CAT I H24
- Stop bar LGT CAT II-III
- Stop bar LGT CAT I-II-III H24
- Blast fences
- Light pole

ACFT PRKG:

STOP **STOP** **STOP**
 STOP Marking:
 ACFT has to be stopped with the pilot seat ABM the stop line.
 Stop line is visible from the left-hand pilot seat only.

GENERAL REMARKS

On apron wing tip clearance is provided only if ACFT main gear centre remains over the guidelines

TWY A and TWY B: DRG ILS APCH RWY 28, TWY A and TWY B BTN TWY K and THR 28 CLSD to ACFT with wingspan equal or greater than 36 m

TWY E BTN G01 and G06: ICAO Code C ACFT only up to 36 m wingspan

TWY F from TWY-N to TWY-M: ICAO Code C ACFT only up to 36 m wingspan

TWY P: ICAO Code C ACFT only up to 36 m wingspan

TWY S: MAX 30 m wingspan, with marshaller MAX 31 m

TWY Z: Outer main gear wheel span MAX 6 m. MAX 30 m wingspan

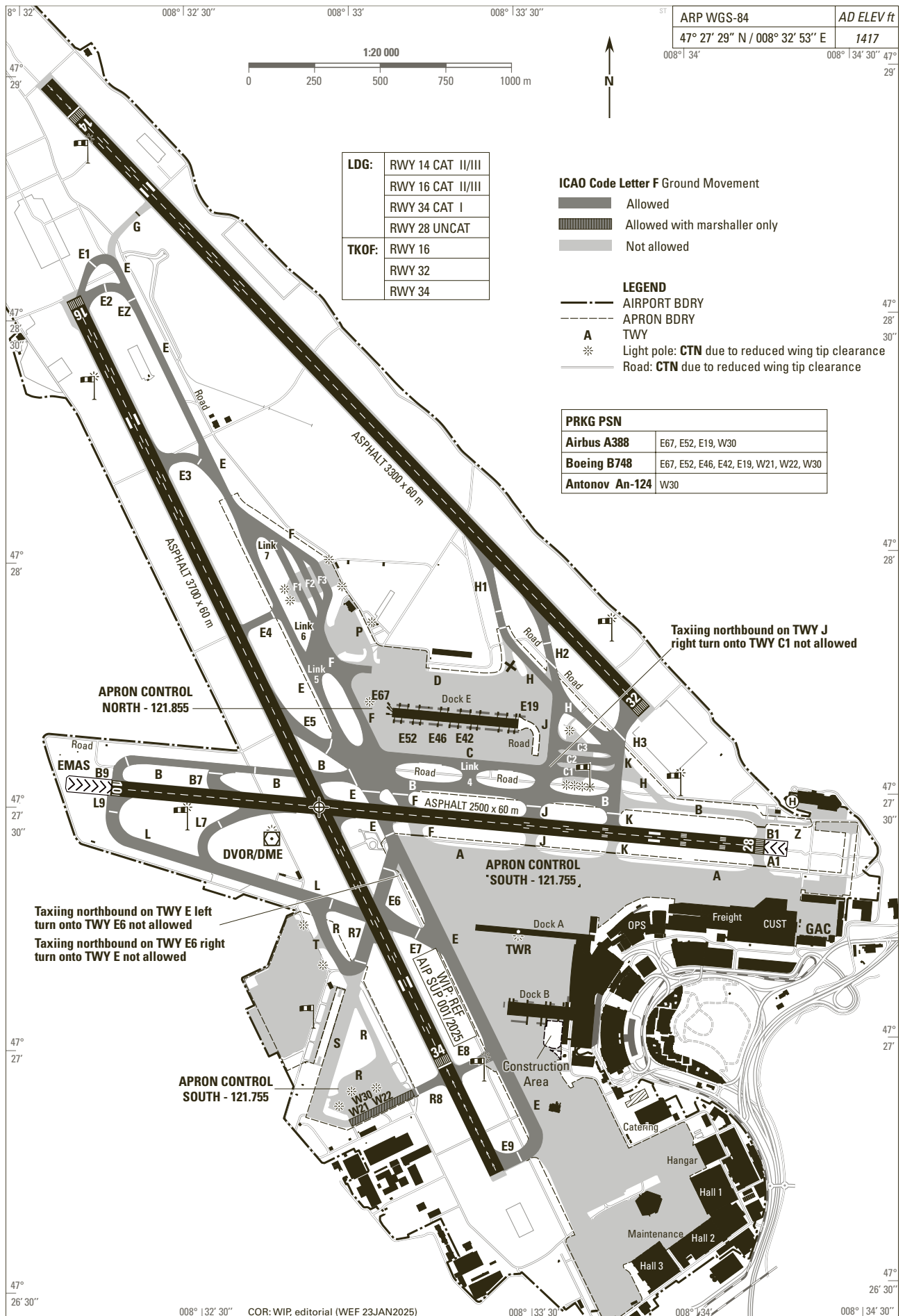
RWY Incursion HOTSPOT

ACFT taxiing on TWY E, F, J or K:
 Be aware of RWY AHEAD
 ACFT taxiing to RWY28:
 Be aware of sharp turn from TWY E or F onto TWY A
 For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance
 For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	A, A1, B, B1, B9, C, C1, C2, C3, D, E, E1, E2, E3, E5, E7, E8, E9, F, F1, F2, F3, H, H1, H2, H3, INNER, J, K, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P, T, Z
RETIL	H1
RGL	A1, B, B1, B7, B9, E, E1, E2, E3, E5, E6, E7, E8, E9, F, G, H1, H2, H3, J, K, L, L7, L9, R7, R8

COR: WIP, editorial (WEF 23JAN2025)

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