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AIRAC

AIP

AIRAC AMDT 003 2025

Effective Date 20 MAR 2025
Publication Date 06 FEB 2025

RMK

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

1. Insert the following pages:

GEN 0.2 - 5/6	AIRAC 20 MAR 2025
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ENR 2.1 - 9/10	AIRAC 21 MAR 2024
ENR 2.1 - 11/12	AIRAC 24 MAR 2022
ENR 2.1 - 13/14	AIRAC 25 MAR 2021
ENR 2.1 - 19/20	16 JUN 2022
ENR 2.1 - 23/24	16 JUN 2022
ENR 2.1 - 25/26	AIRAC 25 MAR 2021
ENR 3.2 - 71/72	23 JAN 2025
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ENR 5.1 - 15/16	AIRAC 21 MAR 2024

2. Record entry of amendment on page GEN 0.2

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

NOTAM: A 0818/24

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

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

Checklist AIRAC SUP: NIL

Insert the following pages:		Destroy the following pages:	
ENR 5.1 - 17/18	AIRAC 20 MAR 2025	ENR 5.1 - 17/18	11 JUL 2024
ENR 5.3 - 1/2	AIRAC 20 MAR 2025	ENR 5.3 - 1/2	05 SEP 2024
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ENR 5.6 - 7/8	AIRAC 20 MAR 2025	ENR 5.6 - 7/8	13 JUN 2024
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ENR 6.3 - 1/2	AIRAC 20 MAR 2025	ENR 6.3 - 1/2	AIRAC 31 OCT 2024
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LSZC AD 2.24.10 - 1/2	AIRAC 20 MAR 2025	LSZC AD 2.24.10 - 1/2	23 JAN 2025
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LSZH AD 2.24.10.1 - 3/4	AIRAC 20 MAR 2025	LSZH AD 2.24.10.1 - 3/4	AIRAC 15 JUN 2023
LSZH AD 2.24.10.1 - 5/6	AIRAC 20 MAR 2025	LSZH AD 2.24.10.1 - 5/6	AIRAC 15 JUN 2023
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LSZH AD 2.24.10.3 - 1/2	AIRAC 20 MAR 2025	LSZH AD 2.24.10.3 - 1/2	AIRAC 15 JUN 2023
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LSZH AD 2.24.10.4 - 1/2	AIRAC 20 MAR 2025	LSZH AD 2.24.10.4 - 1/2	07 OCT 2021
LSZH AD 2.24.10.4 - 3/4	AIRAC 20 MAR 2025	LSZH AD 2.24.10.4 - 3/4	20 FEB 2025
LSZH AD 2.24.10.4 - 5/6	AIRAC 20 MAR 2025	LSZH AD 2.24.10.4 - 5/6	AIRAC 15 JUN 2023
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AIRAC AIP Amendment			
NR/Year	Publication date	Effective Date	Inserted by
009/2023	19-Oct-2023	30-Nov-2023	
010/2023	16-Nov-2023	28-Dec-2023	
001/2024	14-Dec-2023	25-Jan-2024	
002/2024	11-Jan-2024	22-Feb-2024	
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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 2.4 - 1	AIRAC 25 JAN 2024
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GEN 4.1 - 79	26 DEC 2024
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LSZH AD 2.24.7.2 - 1	AIRAC 20 MAR 2025
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LSZH AD 2.24.7.2 - 8	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 1	AIRAC 20 MAR 2025
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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

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

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

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

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1. ATS AIRSPACE CLASSIFICATION

Within the FIR and UIR, the airspace is further divided into four classifications C, D, E and G which equate broadly with those prescribed by EASA. Airspace classified as C, D and E is controlled airspace.

Generally, Prohibited and Restriced areas have priority. Furthermore, CTR/TMA, and AWY have priority over the general classifications. RMZ/TMZ add specified restrictions to the airspace classifications as specified. ATS routes have no effect on the airspace class, but adopt the class of surrounding airspace. In a deactivated airspace structure the regulations governing the surrounding Class (normally G and/or Class E airspace) apply.

CTR/TMA and/or RMZ/TMZ may be ACT continuously (H24), during specified operating HR (HO) or without specified operating HR (HX). Outside the specified operating HR, the airspace classification of the surrounding airspace applies.

Handling of airspace Structures (HX)
The times indicated in ENR-2.1 give an indication of the activation times to be expected. Activation is however possible at all times.

Inquiry into the Status of the Airspace
The status of airspace designated as "HX" may be requested from the responsible ATS and/or via a designated FREQ, TEL NR or via ATIS, where AVBL.
If it is not possible to obtain information regarding the current status of the airspace, or if the status has not been checked at all, this airspace shall be considered as ACT.

Listening watch/Blind Calls
FLT crews, on a FLT through a deactivated airspace structure, designated as "HX", shall maintain constant listening watch on the FREQ, on which the status has been requested so that they can be notified of short-term changes of status or transmit blind calls in those "HX" airspace structures where prescribed.

Civil/Military coordination
Civil and MIL air traffic is coordinated EXC MIL VFR FLTs in airspace classes E and G, where the rules of the air apply.

Military Operating Hours
MIL ON:
MON-FRI: 0630 - 1105 (0530 - 1005), 1215 - 1605 (1115 - 1505), deviations therefrom are published by NOTAM.
MIL OFF:

Outside the times mentioned above and on the following days:

- New Years Day
- Berchtoldstag (Swiss public holiday in January)
- Good Friday
- Easter Monday
- Ascension Day
- Whit Monday
- Swiss National Day
- Assumption Day
- Christmas Eve
- Christmas Day
- Boxing Day
- New Year's Eve

1.1 Class A - Controlled airspace

The provisions of class A airspace are shown below:

	IFR	VFR
Separation provided	All aircraft	VFR FLIGHTS NOT PERMITTED
Service provided	ATC	
VMC minima	Not applicable	
Speed limitation	Not applicable	
Radio communication	Continuous two-way	
ATC clearance	Required	

No Swiss airspace is designated as class A.

1.2 Class B - Controlled airspace

The provisions of class B airspace are shown below:

	IFR	VFR
Separation provided	All aircraft	All aircraft
Service provided	ATC	ATC
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100:** 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	Not applicable	Not applicable
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

No Swiss airspace is designated as class B.

1.3 Class C - Controlled airspace

The provisions of class C airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR/IFR from VFR	VFR from IFR
Service provided	ATC	ATC for separation from IFR VFR traffic information (and traffic avoidance advice on request)
VMC minima	Not applicable	**At and above FL 100:** 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft **Below FL 100:** 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	Not applicable	250 kt IAS below FL 100
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

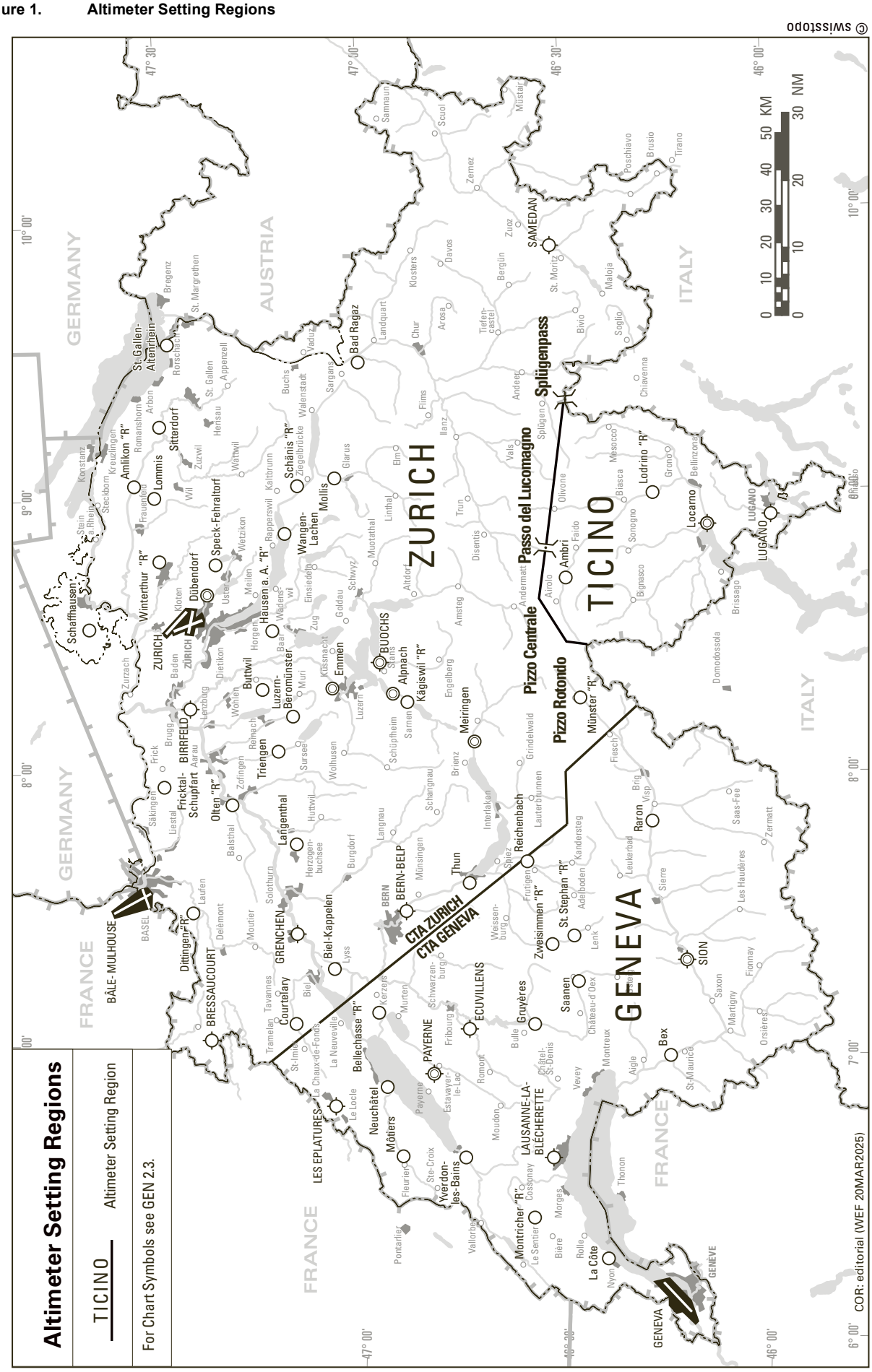
Class C airspace comprises:

- Zurich TMA
- Geneva TMA
- Milano TMA above FL 125/105
- Airspace “Mittelland/Jura” above FL 100
- Airspace “Alpen” above FL 150 (MIL OFF)
- Airspace “ Alpen” above FL 130 (MIL ON)

- Corridor “A9.1” with COORD
  47 15 20 N 008 58 26 E - 47 13 04 N 008 55 26 E - 47 02 50 N 008 56 50 E - 46 59 02 N 008 30 56 E
  47 08 40 N 008 29 32 E - 47 13 59 N 008 26 15 E - 47 15 31 N 008 36 56 E - 47 16 30 N 008 44 44 E
  47 15 37 N 008 55 07 E - 47 15 20 N 008 58 26 E
  from FL 090 until FL 195

- Corridor “A9.2” with COORD
  47 02 50 N 008 56 50 E - 46 09 47 N 009 03 58 E - 46 06 25 N 008 40 48 E - Swiss border line -
  46 07 22 N 008 38 18 E - 46 59 02 N 008 30 56 E - 47 02 50 N 008 56 50 E
  from *FL 130* until FL 195

Figure 1. Altimeter Setting Regions



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Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
Control Area Zurich:	Zurich ACC	Swiss Radar	**ATC/VDF**	
47 14 34 N 006 57 19 E - National border with France, Germany to 47 34 03 N 007 41 13 E - 47 53 00 N 008 51 00 E 47 47 00 N 008 52 00 E - 47 47 30 N 009 14 00 E 47 39 24 N 009 14 00 E - National border with Germany, Austria (Liechtenstein included in area of responsibility Zurich TC), Italy to 46 19 51 N 008 13 24 E - 46 30 51 N 007 59 29 E - 46 30 35 N 007 48 09 E - 47 14 34 N 006 57 19 E FL 245 / 2000 ft AGL		En H24	128.050 136.155 135.680 133.905	South, FL 240 and below North, FL 240 and below West, FL 240 and below East, FL 240 and below
		ALPS RADAR En, Ge H24	119.925	ARR/DEP EDNY and LSZR
		ALPS RADAR En, Ge H24	**ATC/VDF** 119.225[1)]	VFR FLT within airspace class C, except LSZH TMAs below FL 125
		Zurich Information En, Ge H24	**FIS/VDF** 124.700[1)]	VFR FLT in airspace classes E/G
		En HX	126.225	ALTN FREQ for all FREQ used in Zurich ACC below FL 245 including FIC
		En H24	121.500	EMERG for all services
		Note: VDF REC antenna PSN 47 27 01 N 008 34 37 E		

[1)] or ALTN FREQ according automated broadcast

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
PERMANENT TERMINAL CONTROL AREAS (TMA)				
BERN				
Classification **D** 47 08 00 N 007 23 01 E - Arc of circle centred on 47 03 32 N 007 19 41 E, Radius 5.02 NM, clockwise 47 06 41 N 007 25 25 E - 46 58 18 N 007 35 15 E - Arc of circle centred on 46 55 09 N 007 29 32 E, Radius 5.02 NM, clockwise 46 52 00 N 007 23 50 E - 47 00 23 N 007 13 58 E - Arc of circle centred on 47 03 32 N 007 19 41 E, Radius 5.02 NM, clockwise 47 07 28 N 007 15 07 E - 47 08 00 N 007 23 01 E FL 100 / *3500 ft AMSL (1050 m)* EXC CTR	APP Bern	Bern Arrival En HX[1)]		[1)] REF ENR 1.4
TMA Sector 2 47 08 39 N 007 32 29 E - 46 58 47 N 007 44 02 E - 46 54 32 N 007 36 48 E - Arc of circle centred on 46 55 09 N 007 29 32 E, Radius 5.02 NM, anticlockwise 46 58 18 N 007 35 15 E - 47 06 41 N 007 25 25 E - Arc of circle centred on 47 03 32 N 007 19 41 E, Radius 5.02 NM, anticlockwise 47 08 00 N 007 23 01 E - 47 08 39 N 007 32 29 E FL 100 / *5500 ft AMSL (1700 m)*	APP Bern	Bern Arrival En HX[1)]		
DUBENDORF (MIL)				
Classification **D** **TMA Sector 1** 47 23 04 N 008 49 58 E - 47 22 47 N 008 54 24 E - 47 18 39 N 008 52 31 E - 47 20 05 N 008 48 32 E - 47 23 04 N 008 49 58 E FL 100 / *3500 ft AMSL (1050 m)* **TMA Sector 2** 47 22 39 N 008 56 35 E - 47 20 40 N 009 03 11 E - 47 16 19 N 009 00 58 E - 47 17 29 N 008 55 30 E - 47 18 39 N 008 52 31 E - 47 22 47 N 008 54 24 E - 47 22 39 N 008 56 35 E FL 100 / *5500 ft AMSL (1700 m)*	TWR Dubendorf	Dubendorf Tower En; En and Ge for Non-Commercial VFR traffic. HX [1)]		[1)] REF: ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
EMMEN (MIL)				
Classification **D** **TMA Sector 1** 47 13 23 N 008 24 04 E - 47 11 16 N 008 28 04 E - 47 08 19 N 008 24 18 E - 47 09 43 N 008 24 52 E - 47 11 15 N 008 22 01 E - 47 13 23 N 008 24 04 E FL 80 / *2400 ft AMSL (730 m)* **TMA Sector 2** 47 02 03 N 008 11 36 E - 47 00 41 N 008 14 14 E - 47 00 48 N 008 15 35 E - 46 57 14 N 008 12 18 E - 46 59 27 N 008 08 05 E - 47 02 03 N 008 11 36 E FL 130 / 1000 ft AGL (300 m) or *3800 ft AMSL (1150 m)* whichever is higher **TMA Sector 3** 47 15 31 N 008 26 10 E - 47 13 11 N 008 30 32 E - 47 11 16 N 008 28 04 E - 47 13 23 N 008 24 04 E - 47 15 31 N 008 26 10 E FL 80 / *3500 ft AMSL (1050 m)* **TMA Sector 4** 46 59 27 N 008 08 05 E - 46 57 14 N 008 12 18 E - 46 54 15 N 008 09 33 E - 46 56 52 N 008 04 35 E - 46 59 27 N 008 08 05 E FL 130 / 1000 ft AGL (300 m) or *6700 ft AMSL (2050 m)* whichever is higher **TMA Sector 5** 47 19 10 N 008 29 41 E - 47 16 28 N 008 34 45 E - 47 13 11 N 008 30 32 E - 47 15 31 N 008 26 10 E - 47 19 10 N 008 29 41 E FL 80 / *4500 ft AMSL (1350 m)* **TMA Sector 6** 46 56 52 N 008 04 35 E - 46 54 15 N 008 09 33 E - 46 50 21 N 008 05 59 E - 46 53 30 N 008 00 01 E - 46 56 52 N 008 04 35 E FL 130 */ 10'000 ft AMSL (3050 m)*	TWR Emmen	Emmen Tower En; En and Ge for Non-Commercial VFR traffic. HX [1)]		[1)] REF ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
GENEVA				
TMA Sector 1 46 31 42 N 006 23 16 E - 46 22 03 N 006 33 04 E - 45 58 23 N 005 50 28 E - 45 59 58 N 005 48 14 E - 46 05 08 N 005 47 03 E - 46 07 02 N 005 49 04 E - 46 23 38 N 006 06 39 E - 46 31 42 N 006 23 16 E FL 195 / 1000 ft AGL (300 m) or *3500 ft AMSL (1050 m)* whichever is higher Classification **C**	REF LSGG AD 2.18			
TMA Sector 2 46 34 55 N 006 29 57 E - 46 27 18 N 006 37 35 E - Follow border to next point 46 26 45 N 006 43 33 E - 46 26 14 N 006 41 53 E - 46 24 54 N 006 39 59 E - 46 18 17 N 006 30 34 E - 46 02 56 N 006 09 33 E - 45 55 41 N 005 54 39 E - Arc of circle centred on 46 03 03 N 005 47 12 E, Radius 9.017 NM, clockwise 46 10 24 N 005 39 42 E - 46 10 59 N 005 40 52 E - 46 07 02 N 005 49 04 E - 46 05 08 N 005 47 03 E - 45 59 58 N 005 48 14 E - 45 58 23 N 005 50 28 E - 46 22 03 N 006 33 04 E - 46 31 42 N 006 23 16 E - 46 34 55 N 006 29 57 E *5500 ft AMSL (1700 m)* / 1000 ft AGL (300 m) or *3500 ft AMSL (1050 m)* whichever is higher Classification **E** FL 195 / *5500 ft AMSL (1700 m)* Classification **C**	REF LSGG AD 2.18			
TMA Sector 3 46 34 55 N 006 29 57 E - 46 31 42 N 006 23 16 E - 46 23 38 N 006 06 39 E - 46 07 02 N 005 49 04 E - 46 10 59 N 005 40 52 E - 46 14 32 N 005 48 04 E - 46 22 29 N 006 02 03 E - 46 24 40 N 006 05 17 E - 46 34 23 N 006 19 35 E - 46 34 55 N 006 29 57 E *6500 ft AMSL (2000 m)* / 1000 ft AGL (300 m) or *3500 ft AMSL (1050 m)* whichever is higher Classification **E** FL 195 / *6500 ft AMSL (2000 m)* Classification **C**	REF LSGG AD 2.18			
TMA Sector 4 46 46 04 N 006 26 24 E - 46 44 00 N 006 33 26 E - 46 34 23 N 006 19 35 E - 46 24 40 N 006 05 17 E - 46 22 29 N 006 02 04 E - 46 14 32 N 005 48 04 E - 46 18 44 N 005 44 36 E - 46 28 38 N 005 36 22 E - 46 30 00 N 005 35 10 E - 46 30 00 N 005 53 26 E - 46 34 34 N 006 06 39 E - 46 38 23 N 006 12 37 E - 46 41 00 N 006 16 30 E - 46 46 04 N 006 26 24 E FL 195 / FL 75 Classification **C**	REF LSGG AD 2.18			

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
TMA Sector 4.1	REF LSGG AD 2.18			
46 28 38 N 005 36 22 E - 46 30 00 N 005 35 10 E - 46 30 00 N 005 53 26 E - 46 34 34 N 006 06 39 E - Follow border to next point 46 27 05 N 006 04 42 E - 46 22 22 N 005 57 47 E - 46 18 44 N 005 44 36 E - 46 28 38 N 005 36 22 E FL 85 / FL 75 Classification **C**		Downgraded in airspace Golf as stipulated by protocol. Info AVBL on GLD ATIS 124.755		
TMA Sector 5	REF LSGG AD 2.18			
46 44 00 N 006 33 26 E - 46 40 36 N 006 45 02 E - 46 39 26 N 006 45 13 E - 46 32 45 N 006 54 02 E - 46 28 09 N 006 48 05 E - 46 26 45 N 006 43 33 E - Follow border to next point 46 27 18 N 006 37 35 E - 46 34 55 N 006 29 57 E - 46 34 23 N 006 19 35 E - 46 44 00 N 006 33 26 E FL 195 / FL 75 Classification **C**				
TMA Sector 6	REF LSGG AD 2.18			
46 28 09 N 006 48 05 E - 46 25 51 N 006 48 10 E - Follow border to next point 46 22 40 N 006 48 17 E - 46 21 31 N 006 48 19 E - 46 10 24 N 006 25 00 E - 45 59 16 N 006 14 18 E - 46 02 56 N 006 09 33 E - 46 18 17 N 006 30 34 E - 46 24 54 N 006 39 59 E - 46 26 14 N 006 41 53 E - 46 26 45 N 006 43 33 E - 46 28 09 N 006 48 05 E FL 195 / FL 85 Classification **C**				
TMA Sector 7	REF LSGG AD 2.18			
46 21 31 N 006 48 19 E - 46 19 14 N 006 48 25 E - Follow border to next point 46 15 27 N 006 51 16 E - 46 04 36 N 006 28 46 E - 45 52 24 N 006 16 27 E - 45 55 08 N 006 12 15 E - 45 58 25 N 006 15 24 E - 45 59 16 N 006 14 18 E - 46 10 24 N 006 25 00 E - 46 21 31 N 006 48 19 E FL 195 / FL 105 Classification **C**				
TMA Sector 8	REF LSGG AD 2.18			
45 55 41 N 005 54 39 E - 46 02 56 N 006 09 33 E - 45 59 16 N 006 14 18 E - 45 58 25 N 006 15 24 E - 45 55 08 N 006 12 15 E - 45 55 56 N 006 11 01 E - 45 52 25 N 006 07 45 E - 45 49 44 N 005 34 53 E - 45 55 41 N 005 39 46 E Arc of circle centred on 46 03 03 N 005 47 12 E, Radius 9.017 NM, anticlockwise 45 55 41 N 005 54 39 E FL 195 / FL 95 Classification **C**				
TMA Sector 9	REF LSGG AD 2.18			
45 49 44 N 005 34 53 E - 45 52 25 N 006 07 45 E - 45 50 38 N 006 06 05 E - 45 48 23 N 006 05 48 E - 45 46 31 N 005 58 37 E - 45 44 41 N 005 42 04 E - 45 47 48 N 005 33 18 E - 45 49 44 N 005 34 53 E FL 195 / FL 115 Classification **C**				

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
TMA Sector 10 45 47 48 N 005 33 18 E - 45 44 41 N 005 42 04 E - 45 46 31 N 005 58 37 E - 45 48 23 N 006 05 48 E - 45 37 14 N 006 05 16 E - 45 37 56 N 005 59 00 E - 45 41 08 N 005 29 53 E - 45 43 00 N 005 29 22 E - 45 47 48 N 005 33 18 E FL 155 / FL 115 Classification **C**	REF LSGG AD 2.18			
LOCARNO (MIL)				
Classification **D**	TWR Locarno	Locarno Tower		1) REF ENR 1.4
TMA Sector 1 46 10 51 N 008 56 07 E - 46 12 02 N 009 01 42 E - 46 09 33 N 009 02 17 E - 46 08 57 N 008 58 05 E - 46 08 55 N 008 56 12 E Arc of circle centred on 46 09 53 N 008 56 09 E, Radius 0.97 NM, anticlockwise 46 10 51 N 008 56 07 E *11500 ft AMSL (3500 m)* / 1000 ft AGL (300 m) or *2000 ft AMSL (600 m)* whichever is higher		En; En and It for Non-Commercial VFR traffic.		Airspace status available on +41 (0) 91 816 17 44
TMA Sector 2 46 11 36 N 008 44 08 E - 46 10 44 N 008 50 11 E Arc of circle centred on 46 09 46 N 008 50 13 E, Radius 0.97 NM, anticlockwise 46 08 47 N 008 50 16 E - 46 08 38 N 008 43 49 E - 46 11 36 N 008 44 08 E *11500 ft AMSL (3500 m)* / 1000 ft AGL (300 m) or *1650 ft AMSL (500 m)* whichever is higher		HX[1)]		
TMA Sector 3 46 13 01 N 009 06 22 E - 46 10 14 N 009 06 57 E - 46 09 33 N 009 02 17 E - 46 12 02 N 009 01 42 E - 46 13 01 N 009 06 22 E *11500 ft AMSL (3500 m)* / 1000 ft AGL (300 m) or *5500 ft AMSL (1700 m)* whichever is higher				
TMA Sector 4 46 11 36 N 008 44 08 E - 46 08 38 N 008 43 49 E - 46 08 32 N 008 38 57 E - 46 12 15 N 008 39 23 E - 46 11 36 N 008 44 08 E *11500 ft AMSL (3500 m)* / 1000 ft AGL (300 m) or *5000 ft AMSL (1500 m)* whichever is higher				
TMA Sector 5 46 13 01 N 009 06 22 E - 46 14 47 N 009 14 56 E - Swiss border - 46 10 46 N 009 11 38 E - 46 10 14 N 009 06 57 E - 46 13 01 N 009 06 22 E *11500 ft AMSL (3500 m) / 9500 ft AMSL (2900 m)*				
TMA Sector 6 46 12 15 N 008 39 23 E - 46 08 32 N 008 38 57 E - 46 08 28 N 008 35 48 E - Swiss border - 46 13 31 N 008 30 11 E - 46 12 15 N 008 39 23 E *11500 ft AMSL (3500 m) / 8900 ft AMSL (2700 m)*				

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
MEIRINGEN (MIL)				
Classification **D** **TMA Sector 1** 46 43 14 N 008 23 30 E - 46 39 28 N 008 21 51 E - 46 42 01 N 008 12 28 E - Arc of circle centred on 46 43 31 N 008 11 09 E - Radius 1.76 NM, counterclockwise - 46 44 45 N 008 12 59 E - 46 43 14 N 008 23 30 FL 130 / 1000 ft AGL (300 m) or *5500 ft AMSL (1700 m)* whichever is higher **TMA Sector 2** 46 45 16 N 007 55 36 E - 46 42 48 N 007 54 58 E - 46 42 37 N 007 52 53 E - 46 45 08 N 007 53 13 E - 46 45 16 N 007 55 36 E FL 130 / 1000 ft AGL (300 m) or *7500 ft AMSL (2300 m)* whichever is higher **TMA Sector 3** 46 45 08 N 007 53 13 E - 46 42 37 N 007 52 53 E - 46 42 11 N 007 51 52 E - 46 41 39 N 007 49 31 E - 46 40 59 N 007 46 40 E - 46 44 41 N 007 45 39 E - 46 45 08 N 007 53 13 E FL 130 / *8500 ft AMSL (2600 m)* **TMA Sector 4** 46 42 11 N 007 51 52 E - 46 42 37 N 007 52 53 E - 46 42 48 N 007 54 58 E - 46 41 37 N 007 56 02 E - 46 40 29 N 007 53 24 E - 46 42 11 N 007 51 52 E FL 130 / *5500 ft AMSL (1700 m)* **TMA Sector 5** 46 42 11 N 007 51 52 E - 46 40 29 N 007 53 24 E - 46 39 37 N 007 51 21 E - 46 41 39 N 007 49 31 E - 46 42 11 N 007 51 52 E FL 130 / *7500 ft AMSL (2300 m)* **TMA Sector 6** 46 41 39 N 007 49 31 E - 46 39 37 N 007 51 21 E - 46 37 58 N 007 47 30 E - 46 40 59 N 007 46 40 E - 46 41 39 N 007 49 31 E FL 130 / *9500 ft AMSL (2900 m)*	TWR Meiringen	Meiringen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4 Non radio equipped airspace users check airspace status on: Phone: +41 (0) 800 496 347 (0800-HX-MEIR)

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
PAYERNE (MIL)				
Classification **D** **TMA Sector 1** 46 57 25 N 007 02 16 E - 46 54 45 N 007 05 41 E - 46 53 32 N 007 03 16 E - 46 55 53 N 007 00 09 E - 46 57 25 N 007 02 16 E FL 100 / *2300 ft AMSL (700 m)* **TMA Sector 2** 46 47 09 N 006 47 11 E - 46 45 29 N 006 49 25 E - 46 42 49 N 006 46 25 E - 46 45 25 N 006 43 00 E - 46 47 09 N 006 47 11 E FL 100 / *2800 ft AMSL (850 m)* **TMA Sector 3** 46 59 25 N 007 05 02 E - 46 56 23 N 007 08 57 E - 46 54 45 N 007 05 41 E - 46 57 25 N 007 02 16 E - 46 59 25 N 007 05 02 E FL 100 / *3100 ft AMSL (950 m)* **TMA Sector 5** 47 00 13 N 007 06 08 E - 46 57 01 N 007 10 13 E - 46 56 23 N 007 08 57 E - 46 59 25 N 007 05 02 E - 47 00 13 N 007 06 08 E FL 100 / *4000 ft AMSL (1200 m)* **TMA Sector 6** 46 45 25 N 006 43 00 E - 46 42 49 N 006 46 25 E - 46 40 51 N 006 44 12 E - 46 42 57 N 006 37 01 E - 46 45 25 N 006 43 00 E FL 100 / *4500 ft AMSL (1350 m)* **TMA Sector 7** 46 52 33 N 007 04 35 E - 46 53 32 N 007 03 16 E - 46 57 01 N 007 10 13 E - 47 00 13 N 007 06 08 E - 47 04 52 N 007 12 37 E Arc of circle centred on 47 03 32 N 007 19 41 E, Radius 5.02 NM, anticlockwise 47 00 23 N 007 13 58 E - 46 58 24 N 007 16 19 E - 46 52 33 N 007 04 35 E FL 100 / *4000 ft AMSL (1200 m)* Classification **E**	TWR Payerne	Payerne Tower En; En and Ge for Non-Commercial VFR traffic. HX [1]		[1] REF ENR 1.4
ST. GALLEN - ALTENRHEIN				
Classification **D** **TMA LSZR** 47 28 40 N 009 23 09 E - 47 29 09 N 009 19 14 E - 47 32 06 N 009 19 56 E - 47 31 38 N 009 24 12 E - 47 31 13 N 009 23 36 E - 47 28 40 N 009 23 09 E *5500 ft AMSL (1700 m) / 3500 ft AMSL (1050 m)*	TWR St.Gallen	St.Gallen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1]		[1] REF ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
ZURICH				
Classification **C***				* EXC CTR/TMA Dubendorf when active * EXC CTR1/TMA1,3,5 Emmen when active
TMA Sector 1 47 32 10 N 008 21 38 E - 47 38 14 N 008 13 20 E - 47 41 36 N 008 20 50 E - 47 41 11 N 008 28 26 E - 47 36 34 N 008 32 27 E - 47 36 12 N 008 28 54 E - 47 35 20 N 008 26 21 E - 47 34 08 N 008 23 57 E - 47 33 10 N 008 22 33 E - 47 32 10 N 008 21 38 E FL 100 / *3000 ft AMSL (900 m)*		REF LSZH AD 2.18		
TMA Sector 2A 47 41 11 N 008 28 26 E - 47 36 26 N 008 39 44 E - 47 30 45 N 008 46 09 E - 47 29 56 N 008 46 38 E - 47 29 06 N 008 50 44 E - 47 23 10 N 008 48 30 E - 47 16 30 N 008 44 44 E - 47 15 31 N 008 36 56 E - 47 19 10 N 008 34 10 E - 47 21 50 N 008 42 58 E - 47 23 17 N 008 43 24 E - 47 23 58 N 008 44 27 E - 47 27 40 N 008 45 34 E - 47 29 33 N 008 46 08 E - 47 29 46 N 008 44 57 E - 47 30 35 N 008 44 15 E - 47 36 34 N 008 32 27 E - 47 41 11 N 008 28 26 E FL 100 / *3500 ft AMSL (1050 m)*		REF LSZH AD 2.18		
TMA Sector 2B 47 38 14 N 008 13 20 E - 47 32 10 N 008 21 38 E - 47 30 44 N 008 20 38 E - 47 29 06 N 008 19 59 E - 47 23 20 N 008 20 36 E - 47 24 35 N 008 18 13 E - 47 26 05 N 008 17 25 E - 47 26 49 N 008 17 51 E - 47 37 22 N 008 11 04 E - 47 38 14 N 008 13 20 E FL 100 / *3500 ft AMSL (1050 m)*		REF LSZH AD 2.18		
TMA Sector 3A 47 21 49 N 008 32 10 E - 47 18 28 N 008 23 30 E - 47 17 29 N 008 20 47 E - 47 23 45 N 008 12 26 E - 47 26 05 N 008 17 25 E - 47 24 35 N 008 18 13 E - 47 23 20 N 008 20 36 E - 47 29 06 N 008 19 59 E - 47 30 44 N 008 20 38 E - 47 32 10 N 008 21 38 E - 47 33 10 N 008 22 33 E - 47 34 08 N 008 23 57 E - 47 35 20 N 008 26 21 E - 47 36 12 N 008 28 54 E - 47 36 34 N 008 32 27 E - 47 30 35 N 008 44 15 E - 47 29 46 N 008 44 57 E - 47 29 33 N 008 46 08 E - 47 27 40 N 008 45 34 E - 47 23 58 N 008 44 27 E - 47 23 17 N 008 43 24 E - 47 21 50 N 008 42 58 E - 47 19 10 N 008 34 10 E - 47 21 49 N 008 32 10 E FL 100 / *4500 ft AMSL (1350 m)*		REF LSZH AD 2.18		
TMA Sector 3B 47 37 22 N 008 11 04 E - 47 41 09 N 008 12 10 E - 47 43 17 N 008 14 26 E - 47 45 50 N 008 18 12 E - 47 46 00 N 008 23 00 E - 47 47 33 N 008 28 09 E - 47 47 34 N 008 30 47 E - 47 46 17 N 008 33 10 E - 47 42 25 N 008 36 54 E - 47 41 24 N 008 37 52 E - 47 35 28 N 008 43 33 E - 47 33 07 N 008 49 19 E - 47 30 54 N 008 54 44 E - 47 30 01 N 008 56 54 E - 47 28 50 N 008 59 49 E - 47 22 31 N 008 58 48 E - 47 22 39 N 008 56 35 E - 47 22 47 N 008 54 24 E - 47 23 04 N 008 49 58 E - 47 23 10 N 008 48 30 E - 47 29 06 N 008 50 44 E - 47 29 56 N 008 46 38 E - 47 30 45 N 008 46 09 E - 47 36 26 N 008 39 44 E - 47 41 11 N 008 28 26 E - 47 41 36 N 008 20 50 E - 47 38 14 N 008 13 20 E - 47 37 22 N 008 11 04 E FL 100 / *4500 ft AMSL (1350 m)*		REF LSZH AD 2.18		

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
TMA Sector 4A		REF LSZH AD 2.18		
47 23 18 N 009 04 34 E - 47 22 24 N 009 00 48 E - 47 22 31 N 008 58 48 E - 47 28 50 N 008 59 49 E - 47 30 01 N 008 56 54 E - 47 30 54 N 008 54 44 E - 47 33 07 N 008 49 19 E - 47 35 28 N 008 43 33 E - 47 41 24 N 008 37 52 E - 47 42 25 N 008 36 54 E - 47 46 17 N 008 33 10 E - 47 46 43 N 008 44 58 E - 47 44 10 N 008 49 18 E - 47 41 57 N 008 53 04 E - 47 33 19 N 008 55 08 E - 47 32 40 N 009 03 46 E - 47 30 58 N 009 05 07 E - 47 28 51 N 009 04 58 E - 47 23 18 N 009 04 34 E				
FL 100 / *5500 ft AMSL (1700 m)*				
TMA Sector 4B		REF LSZH AD 2.18		
47 22 39 N 008 56 35 E - 47 15 37 N 008 55 07 E - 47 16 21 N 008 46 26 E - 47 16 30 N 008 44 44 E - 47 23 10 N 008 48 30 E - 47 23 04 N 008 49 58 E - 47 22 47 N 008 54 24 E - 47 22 39 N 008 56 35 E				
FL 100 / *5500 ft AMSL (1700 m)*				
TMA Sector 4C		REF LSZH AD 2.18		
47 15 31 N 008 36 56 E - 47 15 25 N 008 36 18 E - 47 13 59 N 008 26 15 E - 47 18 28 N 008 23 30 E - 47 21 49 N 008 32 10 E - 47 19 10 N 008 34 10 E - 47 15 31 N 008 36 56 E				
FL 100 / *5500 ft AMSL (1700 m)*				
TMA Sector 4D		REF LSZH AD 2.18		
47 17 29 N 008 20 47 E - 47 14 35 N 008 13 22 E - 47 27 30 N 008 00 59 E - 47 32 48 N 007 59 47 E - 47 38 34 N 008 00 00 E - 47 41 24 N 008 08 22 E - 47 42 45 N 008 11 20 E - 47 47 25 N 008 18 05 E - 47 47 27 N 008 20 36 E - 47 47 33 N 008 28 09 E - 47 46 00 N 008 23 00 E - 47 45 50 N 008 18 12 E - 47 43 17 N 008 14 26 E - 47 41 09 N 008 12 10 E - 47 37 22 N 008 11 04 E - 47 26 49 N 008 17 51 E - 47 26 05 N 008 17 25 E - 47 23 45 N 008 12 26 E - 47 17 29 N 008 20 47 E				
FL 100 / *5500 ft AMSL (1700 m)*				
TMA Sector 5A		REF LSZH AD 2.18		
47 47 34 N 008 30 47 E - 47 51 45 N 008 46 30 E - 47 47 00 N 008 52 00 E - 47 45 24 N 009 00 32 E - 47 44 18 N 009 13 56 E - 47 40 17 N 009 13 56 E - 47 35 13 N 009 20 18 E - 47 27 27 N 009 08 03 E - 47 21 26 N 009 08 12 E - 47 21 05 N 009 05 56 E - 47 18 08 N 009 04 58 E - 47 15 39 N 008 59 59 E - 47 15 20 N 008 58 26 E - 47 15 37 N 008 55 07 E - 47 22 39 N 008 56 35 E - 47 22 31 N 008 58 48 E - 47 22 24 N 009 00 48 E - 47 23 18 N 009 04 34 E - 47 28 51 N 009 04 58 E - 47 30 58 N 009 05 07 E - 47 32 40 N 009 03 46 E - 47 33 19 N 008 55 08 E - 47 41 57 N 008 53 04 E - 47 44 10 N 008 49 18 E - 47 46 43 N 008 44 58 E - 47 46 17 N 008 33 10 E - 47 47 34 N 008 30 47 E				
FL 100 / *6500 ft AMSL (2000 m)*				

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
TMA Sector 5B 47 10 47 N 007 57 35 E - 47 19 12 N 007 51 31 E - 47 25 52 N 007 46 41 E - 47 33 38 N 007 45 33 E - 47 38 34 N 008 00 00 E - 47 32 48 N 007 59 47 E - 47 27 30 N 008 00 59 E - 47 14 35 N 008 13 22 E - 47 11 42 N 008 06 02 E - 47 10 47 N 007 57 35 E FL 100 / *6500 ft AMSL (2000 m)*	REF LSZH AD 2.18			
TMA Sector 6A 47 47 25 N 008 18 05 E - 47 51 58 N 008 24 26 E - 47 51 45 N 008 46 30 E - 47 47 34 N 008 30 47 E - 47 47 33 N 008 28 09 E - 47 47 27 N 008 20 36 E - 47 47 25 N 008 18 05 E FL 100 / *7500 ft AMSL (2300 m)*	REF LSZH AD 2.18			
TMA Sector 6B 47 35 13 N 009 20 18 E - 47 26 24 N 009 19 15 E - 47 23 45 N 009 16 51 E - 47 21 49 N 009 11 12 E - 47 21 26 N 009 08 12 E - 47 27 27 N 009 08 03 E- 47 35 13 N 009 20 18 E FL 100 / *7500 ft AMSL (2300 m)*	REF LSZH AD 2.18			
TMA Sector 6C 47 13 59 N 008 26 15 E - 47 12 41 N 008 15 34 E - 47 07 53 N 007 59 41 E - 47 10 47 N 007 57 35 E - 47 11 42 N 008 06 02 E - 47 14 35 N 008 13 22 E - 47 17 29 N 008 20 47 E - 47 18 28 N 008 23 30 E - 47 13 59 N 008 26 15 E FL 100 / *7500 ft AMSL (2300 m)*	REF LSZH AD 2.18			
TMA Sector 7 47 44 18 N 009 13 56 E - 47 43 20 N 009 25 38 E - 47 35 12 N 009 27 13 E - 47 26 24 N 009 19 15 E - 47 35 13 N 009 20 18 E - 47 40 17 N 009 13 56 E- 47 44 18 N 009 13 56 E FL 100 / *8500 ft AMSL (2600 m)*	REF LSZH AD 2.18			
TMA Sector S1 47 11 50 N 008 44 59 E - 47 11 35 N 008 39 25 E - 47 14 00 N 008 37 53 E - 47 14 12 N 008 37 08 E - 47 15 25 N 008 36 18 E - 47 15 31 N 008 36 56 E - 47 16 30 N 008 44 44 E - 47 16 21 N 008 46 26 E - 47 14 54 N 008 47 34 E - 47 14 23 N 008 44 51 E - 47 11 50 N 008 44 59 E FL 100 / *4500 ft AMSL (1350 m)*	REF LSZH AD 2.18	HX [1]		[1] REF ENR 1.4
TMA Sector S2 47 15 37 N 008 55 07 E - 47 15 20 N 008 58 26 E - 47 13 04 N 008 55 26 E - 47 11 43 N 008 53 42 E - 47 09 51 N 008 38 56 E - 47 09 19 N 008 37 07 E - 47 08 40 N 008 29 32 E - 47 13 59 N 008 26 15 E - 47 15 25 N 008 36 18 E - 47 14 12 N 008 37 08 E- 47 14 00 N 008 37 53 E - 47 11 35 N 008 39 25 E- 47 11 50 N 008 44 59 E - 47 14 23 N 008 44 51 E- 47 14 54 N 008 47 34 E - 47 16 21 N 008 46 26 E - 47 15 37 N 008 55 07 E FL 100 / *5500 ft AMSL (1700 m)*	REF LSZH AD 2.18	HX [1]		[1] REF ENR 1.4
TMA Sector S3 47 13 59 N 008 26 15 E - 47 08 40 N 008 29 32 E - 47 08 18 N 008 22 14 E - 47 07 53 N 007 59 41 E - 47 12 41 N 008 15 34 E - 47 13 59 N 008 26 15 E FL 100 / *7500 ft AMSL (2300 m)*	REF LSZH AD 2.18	HX [1]		[1] REF ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
BÂLE (REF: AIP FRANCE)				
TMA French - Swiss part 01				REF: AIP France
47 48 52 N 007 32 46 E - German-French border -				
47 46 00 N 007 32 00 E - German-French border -				ZURICH ATS
47 35 24 N 007 35 21 E - German-Swiss border -				delegation
47 35 31 N 007 40 06 E - 47 35 15 N 007 40 19 E -				
German-Swiss border - 47 35 04 N 007 40 27 E -		Bâle Approach		
47 34 04 N 007 41 13 E - German-Swiss border -	APP Bâle	Fr, En		
47 33 17 N 007 38 37 E - 47 34 39 N 007 24 56 E -		H24		
47 28 55 N 007 23 42 E - Arc 10 NM radius, centred on 47 37 58.05 N 007 29 58.17 E (VOR-DME BLM) clockwise				
47 45 37 N 007 20 26 E - Arc 10 NM radius, centred on 47 55 19 N 007 23 59 E (ARP LFSC) counter-clockwise -				
47 45 22 N 007 22 29 E - 47 46 00 N 007 23 00 E -				
47 48 52 N 007 32 46 E				
FL 145 / 1000 ft AGL (300 m)				
Classification **D**				
TMA French - Swiss part 02				REF: AIP France
47 32 07 N 007 42 08 E - 47 25 52 N 007 46 41 E -				
47 23 00 N 007 39 30 E - 47 24 42 N 007 22 48 E -				ZURICH ATS
47 28 55 N 007 23 42 E - 47 34 39 N 007 24 56 E -		Bâle Approach		delegation
47 33 17 N 007 38 37 E - German-Swiss border -	APP Bâle	Fr, En		
47 32 07 N 007 42 08 E		H24		
5500 ft AMSL / 1000 ft AGL (300 m)				
Classification **D**				
TMA French - Swiss part 03				REF: AIP France
47 56 00 N 007 35 06 E - German-French border -				
47 48 52 N 007 32 46 E - 47 46 00 N 007 23 00 E -				ZURICH ATS
47 45 22 N 007 22 29 E - Arc 10 NM radius, centred on 47 55 19 N 007 23 59 E (ARP LFSC) clockwise -				delegation
47 45 37 N 007 20 26 E - Arc 10 NM radius, centred on 47 37 58.05 N 007 29 58.17 E (VOR-DME BLM) counter-clockwise -	APP Bâle			
47 28 55 N 007 23 42 E - 47 24 42 N 007 22 48 E -		Bâle Approach		
47 24 44 N 007 22 28 E - 47 26 23 N 007 05 54 E -		Fr, En		
Arc 20 NM radius, centred on 47 37 58.05 N 007 29 58.17 E (VOR-DME BLM) clockwise -		H24		
47 44 19 N 007 01 54 E - 47 51 01 N 007 15 47 E -				
Arc 7 NM radius, centred on 47 55 19 N 007 23 59 E (ARP LFSC) clockwise -				
47 54 39 N 007 13 37 E - 47 56 00 N 007 14 57 E -				
47 56 00 N 007 35 06 E				
FL 145 / *3000 ft AMSL* or 1000 ft AGL (300 m) whichever is higher				
Classification **D**				

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
PERMANENT CONTROL ZONES (CTR)				
ALPNACH (MIL)				
Upper Limit Classification **D** FL 130 47 00 37 N 008 18 33 E - 46 55 47 N 008 20 27 E - 46 53 01 N 008 16 23 E - 46 53 24 N 008 14 30 E - 46 55 24 N 008 13 25 E - 46 58 15 N 008 15 07 E - 47 00 25 N 008 18 16 E - 47 00 37 N 008 18 33 E	TWR Alpnach	Alpnach Tower En; En and Ge for Non-Commercial VFR traffic. HX [1]		[1] REF ENR 1.4
BÂLE (CIV) (REF: AIP FRANCE)				
Upper Limit Classification **D** 1000 ft AGL 300 m **CTR French - Swiss part** 47 41 52 N 007 30 43 E - German-French border - 47 35 24 N 007 35 21 E - German-Swiss border - 47 35 31 N 007 40 06 E - 47 35 15 N 007 40 19 E - German-Swiss border - 47 35 04 N 007 40 27 E - 47 34 08 N 007 41 10 E - Arc 6.5 NM radius, centred on 47 35 24 N 007 31 45 E (ARP LFSB) clockwise - 47 33 59 N 007 41 07 E - German-Swiss border - 47 32 09 N 007 40 04 E - Arc 6.5 NM radius, centred on 47 35 24 N 007 31 45 E (ARP LFSB) clockwise - 47 41 52 N 007 30 43 E	TWR Bâle	Bâle Tower En, Fr H24		Services and procedures relating to the airport of Bâle-Mulhouse are contained in the **AIP-France** **REF: AIP France** **CTR German parts** **REF: AIP Germany**
BERN (CIV)				
Upper Limit Classification **D** *5000 ft AMSL* *1500 m* 47 04 26 N 007 28 03 E - 46 58 18 N 007 35 15 E - Arc of circle centred on 46 55 09 N 007 29 32 E Radius 5.02 NM, clockwise 46 52 00 N 007 23 50 E - 46 58 10 N 007 16 35 E - 47 04 26 N 007 28 03 E	TWR Bern	Bern Tower En; En and Ge for Non-Commercial VFR traffic. HX[1]		[1] REF ENR 1.4
BUOCHS (MIL/CIV)				
Upper Limit Classification **D** FL 130 47 03 00 N 008 28 20 E - 46 58 56 N 008 30 22 E - 46 57 46 N 008 30 42 E - 46 55 47 N 008 20 27 E - 47 00 37 N 008 18 33 E - 47 01 50 N 008 20 18 E - 47 02 35 N 008 25 30 E - 47 03 00 N 008 28 20 E	TWR Buochs	Buochs Tower En; En and Ge for Non-Commercial VFR traffic. HX[1]		[1] REF ENR 1.4
DUBENDORF (MIL)				
Upper Limit Classification **D** FL 100 47 19 10 N 008 34 10 E - 47 21 49 N 008 32 10 E - 47 23 49 N 008 32 27 E - 47 28 27 N 008 41 58 E - 47 27 40 N 008 45 34 E - 47 26 23 N 008 51 33 E - 47 23 04 N 008 49 58 E - 47 20 05 N 008 48 32 E - 47 17 18 N 008 47 13 E - 47 17 35 N 008 35 22 E - 47 19 10 N 008 34 10 E	TWR Dubendorf	Dubendorf Tower En; En and Ge for Non-Commercial VFR traffic. HX[1]		[1] REF ENR 1.4

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
EMMEN (MIL) CTR 1				
Upper Limit Classification **D** FL 130 47 11 31 N 008 21 30 E - 47 09 43 N 008 24 52 E - 47 08 40 N 008 24 27 E - 47 08 19 N 008 24 18 E - 47 01 30 N 008 16 38 E - 47 00 50 N 008 15 52 E - 47 00 41 N 008 14 14 E - 47 02 17 N 008 11 09 E - 47 06 49 N 008 10 38 E - 47 11 02 N 008 15 44 E - 47 11 31 N 008 21 30 E	TWR Emmen	Emmen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
EMMEN (MIL) CTR 2				
Upper Limit Classification **D** *4500 ft* *AMSL* *1350 m* 47 01 30 N 008 16 38 E - 47 08 19 N 008 24 18 E - 47 08 40 N 008 24 27 E - 47 06 05 N 008 29 28 E - 47 02 35 N 008 25 30 E - 47 01 50 N 008 20 18 E - 47 00 37 N 008 18 33 E - 47 00 25 N 008 18 16 E - 47 01 30 N 008 16 38 E	TWR Emmen	Emmen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
LES EPLATURES (CIV)				
Upper Limit Classification **D** *6500 ft* *AMSL* *2000 m* 47 00 51 N 006 38 53 E - along Swiss BDRY - 47 03 27 N 006 42 31 E - 47 03 47 N 006 42 43 E - 47 07 31 N 006 49 40 E - 47 10 44 N 006 56 02 E - 47 08 08 N 006 58 27 E - 47 06 00 N 006 52 15 E - 47 01 47 N 006 47 30 E - 46 58 51 N 006 43 11 E - 47 00 51 N 006 38 53 E	TWR Les Eplatures	Les Eplatures Tower En, Fr HX[1)]		[1)] REF ENR 1.4
FRIEDRICHSHAFEN (CIV) (REF: AIP GERMANY)				
Upper Limit Classification **D** *4500 ft* *AMSL* *1350 m* In German Airspace: 47 47 44 N 009 41 23 E - 47 42 38 N 009 45 46 E - 47 35 08 N 009 27 04 E - FIR BDRY - 47 38 40 N 009 18 06 E - 47 47 44 N 009 41 23 E				
In Swiss Airspace: 47 38 40 N 009 18 06 E - FIR BDRY - 47 35 08 N 009 27 04 E - 47 34 00 N 009 24 14 E - 47 37 43 N 009 15 41 E - 47 38 40 N 009 18 06 E	TWR Friedrichshafen	REF: AIP Germany		

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
ZURICH (CIV) CTR				
Upper Limit Classification **D** *4500 ft* *AMSL* *1350 m* 47 21 49 N 008 32 10 E - 47 21 52 N 008 23 26 E - 47 23 20 N 008 20 36 E - 47 29 06 N 008 19 59 E - 47 30 44 N 008 20 38 E - 47 32 10 N 008 21 38 E - 47 33 10 N 008 22 33 E - 47 34 08 N 008 23 57 E - 47 35 20 N 008 26 21 E - 47 36 12 N 008 28 54 E - 47 36 34 N 008 32 27 E - 47 30 35 N 008 44 15 E - 47 29 46 N 008 44 57 E - 47 29 33 N 008 46 08 E - 47 27 40 N 008 45 34 E - 47 23 58 N 008 44 27 E - 47 23 17 N 008 43 24 E - 47 21 50 N 008 42 58 E - 47 19 10 N 008 34 10 E - 47 21 49 N 008 32 10 E	TWR Zurich [1)]	Zurich Tower En H24		[1)] CTR **prohibited** for balloon and GLD ACT EXC, REF ENR 5.5

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
TEMPORARY MILITARY TERMINAL CONTROL AREAS (TMA)				
ALPNACH				
Classification **D** **TMA Sector 1** not assigned **TMA Sector 2** 46 55 00 N 008 13 38 E - 46 53 24 N 008 14 30 E - 46 53 05 N 008 16 01 E - 46 48 34 N 008 11 51 E - 46 50 33 N 008 07 58 E - 46 55 00 N 008 13 38 E FL 130 / 1000 ft AGL (300 m) or *2300 ft AMSL (700 m)* whichever is higher **TMA Sector 3** not assigned **TMA Sector 4** 46 50 33 N 008 07 58 E - 46 48 34 N 008 11 51 E - 46 45 46 N 008 09 17 E - 46 47 02 N 008 03 30 E - 46 50 33 N 008 07 58 E FL 130 / 1000 ft AGL (300 m) or *5900 ft AMSL (1800 m)* whichever is higher	TWR Alpnach	Alpnach Tower En; En and Ge for Non-Commercial VFR traffic. ACT by NOTAM and DABS		
SION				
Classification **D** **TMA Sector 1** 46 18 33 N 007 30 53 E - 46 17 46 N 007 28 37 E - 46 16 41 N 007 26 05 E - 46 14 00 N 007 28 02 E - 46 14 44 N 007 30 17 E - 46 15 25 N 007 33 09 E - 46 18 33 N 007 30 53 E FL 130 / 1000 ft AGL (300 m) or *3000 ft AMSL (915 m)* whichever is higher **TMA Sector 2** 46 21 36 N 007 39 58 E - 46 18 33 N 007 30 53 E - 46 15 25 N 007 33 09 E - 46 17 36 N 007 42 16 E - 46 21 36 N 007 39 58 E FL 130 / 1000 ft AGL (300 m) or *6000 ft AMSL (1800 m)* whichever is higher **TMA Sector 3** 46 23 44 N 007 46 13 E - 46 21 36 N 007 39 58 E - 46 17 36 N 007 42 16 E - 46 19 15 N 007 49 11 E - 46 23 44 N 007 46 13 E FL 130 / 1000 ft AGL (300 m) or *10000 ft AMSL (3050 m)* whichever is higher	TWR Sion	Sion Tower En; En and Fr for Non-Commercial VFR traffic. ACT by NOTAM and DABS		

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
Separation line “Mittelland/Jura Alpen”				
West: 46 22 02 N 006 48 18 E - 46 31 43 N 007 03 52 E - 47 02 29 N 008 00 10 E - 47 07 09 N 008 14 19 E - 47 08 18 N 008 22 14 E - 47 08 40 N 008 29 32 E East: 47 13 04 N 008 55 26 E - 47 15 20 N 008 58 26 E - 47 15 39 N 008 59 59 E - 47 18 08 N 009 04 58 E - 47 21 05 N 009 05 56 E - 47 21 26 N 009 08 12 E - 47 21 49 N 009 11 12 E - 47 23 45 N 009 16 51 E - 47 23 36 N 009 39 55 E				

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Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
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							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 ↓	Direction of cruising levels ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Z141								
△ MEBOX	47 05 10 N 007 36 33 E							
	075°	13.9 NM	FL195 / *5500 ft* *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	FL245 / *6500 ft* *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							

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VOR: VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
BÂLE-MULHOUSE DVOR/DME	-	-	-	-	-	REF: AIP France
CORVATSCH DME	CVA	(CH 57Y)	H24	46 25 05N 009 49 18E	*10999 ft*	DOC 80 NM / 50'000 ft. Paired VOR FREQ 112.05 MHz.
HOCHWALD DME	HOC	(CH 79X)	H24	47 27 59.6N 007 39 55.6E	*2425 ft*	DOC 60 NM / 50'000 ft, range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz. FRA (I): Even FL
KRONBERG DME	KRO	(CH28Y)	H24	47 17 30.1N 009 19 39.9E	*5489 ft*	DOC 100 NM / 50'000 ft in sector 185° - 115°, unreliable in sector 115° - 185°. Paired VOR FREQ 109.15 MHz.
LA DOLE DME	LDL	(CH 106X)	H24	46 25 28.6N 006 05 56.3E	*5517 ft*	DOC 80 NM / 50'000 ft. Paired VOR FREQ 115.90 MHz.
LA PRAZ DME	LAP	(CH 43Y)	H24	46 40 34.5N 006 24 47.6E	*4253 ft*	DOC 80 NM / 50'000 ft in sector 255° - 195°, range 70 NM in sector 195° - 205°, unreliable in sector 205° - 255°. Paired VOR FREQ 110.65 MHz.
PASSEIRY DVOR/DME (VAR 3° E)	PAS	116.60 MHz (CH 113X)	H24	46 09 49.3N 005 59 59.7E	*1422 ft*	PSN: 223°MAG, 5.5 NM FM Genève THR 04. DOC 80 NM / 50'000 ft.
MT. PELERIN DME	PEL	(CH 55Y)	H24	46 29 49.5N 006 49 08.9E	*3942 ft*	DOC 80 NM / 50'000 ft. Paired VOR FREQ 111.85MHz.
TRASADINGEN DME	TRA	(CH 90X)	H24	47 41 22.2 N 008 26 13.1E	*1850 ft*	PSN: 343°MAG, 13.5 NM FM Zurich THR 16. DOC 100 NM / 50'000 ft. Paired VOR FREQ 114.30 MHz. FRA (I)
WEISSFLUHGIPFEL DME	WFJ	(CH 84Y)	H24	46 50 04.5N 009 47 42.5E	*9478 ft*	DOC 80 NM / 50'000 ft. Paired VOR FREQ 113.75 MHz.
WILLISAU DVOR/DME (VAR 3° E)	WIL	116.90 MHz (CH 116X)	H24	47 10 42.1N 007 54 20.9E	*2426 ft*	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.
ZURICH EAST DVOR/DME (VAR 3° E)	ZUE	110.05 MHz (CH 37Y)	H24	47 35 31.8N 008 49 03.6E	*1734 ft*	PSN: 054°MAG, 13.6 NM FM Zurich ARP. DOC 80 NM / 50'000 ft.

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

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
46 34 57 N / 009 50 16 E - 46 34 56 N / 009 50 14 E - 46 34 49 N / 009 49 44 E - 46 34 48 N / 009 49 33 E - 46 35 21 N / 009 49 26 E - 46 35 28 N / 009 49 40 E - 46 35 33 N / 009 49 42 E - 46 35 33 N/ 009 49 43 E - 46 35 47 N / 009 49 42 E - 46 35 51 N / 009 49 57 E			
LSR57 **ROSSBODEN - RHEINSAND** 46 51 06 N / 009 29 36 E - 46 51 06 N / 009 29 30 E - 46 51 15 N / 009 29 14 E - 46 51 28 N / 009 28 43 E - 46 51 49 N / 009 28 49 E - 46 52 01 N / 009 29 22 E - 46 51 55 N / 009 29 39 E - 46 51 35 N / 009 30 07 E - 46 51 27 N / 009 30 07 E - 46 51 24 N / 009 30 03 E - 46 51 14 N / 009 30 05 E - 46 51 06 N / 009 30 17 E - 46 50 53 N / 009 30 09 E - 46 50 52 N / 009 30 04 E - 46 50 47 N / 009 29 53 E - 46 50 47 N / 009 29 45 E - 46 51 06 N / 009 29 36 E	*6500 ft AMSL* *(2000 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR58 **FRAUENFELD** 47 34 12 N / 008 53 05 E - 47 34 16 N / 008 53 20 E - 47 34 21 N / 008 53 18 E - 47 34 23 N / 008 53 25 E - 47 34 43 N / 008 53 08 E - 47 34 47 N / 008 53 06 E - 47 34 49 N / 008 53 36 E - 47 35 03 N / 008 53 52 E - 47 35 09 N / 008 53 53 E - 47 35 13 N / 008 53 54 E - 47 35 18 N / 008 53 56 E - 47 35 23 N / 008 53 59 E - 47 35 30 N / 008 54 18 E - 47 35 37 N / 008 54 18 E - 47 35 53 N / 008 55 15 E - 47 35 52 N / 008 55 32 E - 47 36 03 N / 008 56 01 E - 47 35 55 N / 008 56 11 E - 47 35 44 N / 008 56 16 E - 47 35 42 N / 008 56 19 E -	*6500 ft AMSL* *(2000 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
47 35 30 N / 008 56 11 E - 47 35 28 N / 008 56 02 E - 47 35 23 N / 008 56 03 E - 47 35 14 N / 008 55 59 E - 47 35 10 N / 008 55 59 E - 47 35 09 N / 008 55 44 E - 47 35 04 N / 008 55 43 E - 47 35 00 N / 008 55 45 E - 47 34 59 N / 008 55 39 E - 47 34 54 N / 008 55 43 E - 47 34 36 N / 008 55 11 E - 47 34 40 N / 008 55 09 E - 47 34 28 N / 008 54 48 E - 47 34 34 N / 008 54 45 E - 47 34 26 N / 008 54 29 E - 47 34 07 N / 008 54 06 E - 47 34 00 N / 008 53 54 E - 47 33 58 N / 008 53 45 E - 47 33 56 N / 008 53 13 E - 47 33 58 N / 008 53 04 E - 47 34 08 N / 008 52 59 E - 47 34 12 N / 008 53 05 E			
LSR59 **WICHLEN** 46 53 53 N / 009 04 48 E - 46 54 02 N / 009 05 41 E - 46 53 59 N / 009 06 37 E - 46 53 48 N / 009 06 38 E - 46 53 36 N / 009 06 53 E - 46 53 35 N / 009 07 44 E - 46 53 18 N / 009 07 40 E - 46 53 02 N / 009 07 20 E - 46 52 51 N / 009 06 43 E - 46 52 44 N / 009 06 26 E - 46 52 31 N / 009 06 07 E - 46 52 13 N / 009 06 17 E - 46 52 15 N / 009 05 35 E - 46 52 20 N / 009 05 05 E - 46 52 27 N / 009 04 34 E - 46 52 27 N / 009 03 56 E - 46 52 32 N / 009 03 42 E - 46 53 04 N / 009 03 53 E - 46 53 16 N / 009 03 41 E - 46 53 22 N / 009 04 05 E - 46 53 28 N / 009 04 07 E - 46 53 53 N / 009 04 03 E - 46 53 53 N / 009 04 48 E	*15500 ft AMSL* *(4700 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

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

Only FLTs by a HEL operating under a HEMS APV issued by FOCA, the purpose of which is to facilitate EMERG medical assistance where immediate transportation is essential, shall qualify as HEMS FLTs.
Access to, or TKOF inside, ACT Restricted Areas, as listed below, is granted for HEMS FLTs according to the following procedure:
HEMS FLTs shall contact the designated unit in accordance with the table below 5 MIN or as soon as possible before entering a Restricted Area via radio using the following phraseology:

Example:
"(CS): REQUEST PRIORITY FOR HEMS-MISSION IN RESTRICTED AREA AXALP"
In case of no radio contact, the corresponding Range Control Officer (RCO) must be contacted via TEL before entering. Subsequently, activities in the Restricted Area causing a threat to the HEMS mission will be suspended until termination of the HEMS mission inside the Restricted Area concerned.
Termination of the HEMS FLT inside the ACT Restricted Area is reported using the following phraseology:

Example:
"(CS): HEMS OPERATION COMPLETED, LEAVING RESTRICTED AREA AXALP"

Area	Coordinating Unit	Frequency	Telephone NR*
LSR4 (LSR4A) **LAC DE NEUCHÂTEL**	PAYERNE TWR Range Control Officer (RCO)	128.675 MHz N/A	+41 (0) 26 662 20 88 +41 (0) 26 662 21 64/65
LSR6 **AXALP**	MEIRINGEN TWR Range Control Officer (RCO)	130.150 MHz	N/A +41 (0) 41 679 72 55
LSR8 (LSR8A) **DAMMASTOCK**	Range Control Officer (RCO) Callsign: ROMEO 8	128.375 MHz	+41 (0) 41 888 63 00
LSR11 **ZUOZ / S-CHANF**	Range Control Officer (RCO) Callsign: ROMEO 11	135.475 MHz	+41 (0) 81 854 05 53
LSR13 **AXALP**	MEIRINGEN TWR Range Control Officer (RCO)	130.150 MHz	N/A +41 (0) 41 679 72 55
TEMPO LSR FOR **PATROUILLE SUISSE DISPLAYS**	Display Director Callsign: TIGER	130.800 MHz	N/A
TEMPO LSR FOR **PC-7 TEAM DISPLAYS**	Display Director Callsign: TURBO	130.800 MHz	N/A
* No advices. Information on activations notified by NOTAM and DABS.			

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

1. Other activities of a dangerous nature

1.1 Firings

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

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

IFR FLTs within class D airspace must expect diversions.

VFR FLTs are not co-ordinated with FRNG EXER.

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

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

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

1.2 Cloud flying procedure

REF: ENR 5.5.

1.3 LSR for Gliders

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

1.4 Glider sectors

Areas of defined dimensions in CTRs, which are reserved exclusively for gliders (incl. hang-gliders), self- sustaining gliders, self-launching gliders and their tow aircraft.
REF: ENR 5.5.

1.5 Glider areas (over French delegated territory)

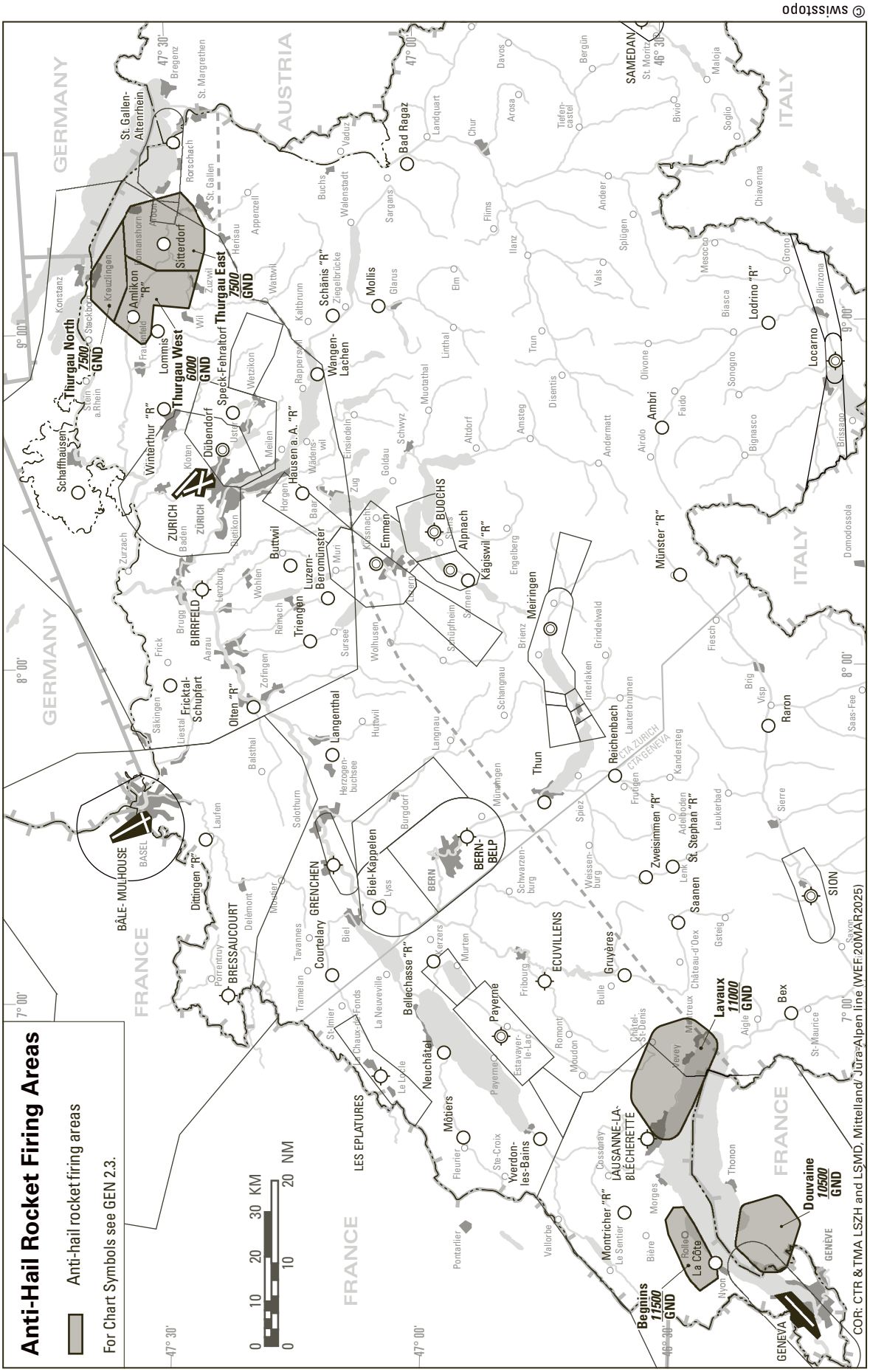
REF: ENR 5.5 § 9

2. Other potential hazards

2.1 Anti-hail rocket firings

Anti-GR rocket FRNG may constitute a hazard to air navigation. Air traffic in controlled airspace will be informed about ACT anti-GR rocket FRNG areas.
See also Figure 1.
- Anti-GR rocket FRNG can be ACT at short notice.
- No information about anti-GR rocket FRNG is published by DABS.
- Information about ACT anti-GR rocket FRNG areas can be obtained from
  FIC GENEVA on 126.350 MHz (for shootings within CTA GENEVA) or
  FIC ZURICH on 124.700 MHz (for shootings within CTA ZURICH).

Figure 1. Anti-hail rocket firing areas



8.2 Restricted areas for gliders within TMA

LSR FOR GLIDERS WITHIN TMA

Airspace class within these LSR for gliders within TMA changes to E when active.
Standard distances to clouds apply:
- vertically: 300 m
- horizontallly: 1500 m

NO IFR Traffic allowed in these LSR for gliders
Other VFR TFC into this type of LSR for gliders is allowed with approval from the designated ATS unit

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR69T **SCHAFFHAUSEN EAST**	47 44 10 N 008 49 18 E - 47 44 17 N 008 47 06 E - 47 42 33 N 008 37 55 E - 47 42 25 N 008 36 54 E - 47 46 17 N 008 33 10 E - 47 46 43 N 008 44 58 E - 47 44 10 N 008 49 18 E	*6500 (2000)* --- *5500 (1700)*	Phone: +41 (0) 43 931 69 61	Approval request by head of aerodrome Schaffhausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR70AT **SCHAFFHAUSEN WEST**	47 42 04 N 008 34 05 E - 47 41 58 N 008 31 01 E - 47 46 01 N 008 28 28 E - 47 46 06 N 008 32 02 E - 47 46 17 N 008 33 10 E - 47 42 25 N 008 36 54 E - 47 42 04 N 008 34 05 E	*6500 (2000) or 5500 (1700)* --- *4500 (1350)*	Phone: +41 (0) 43 931 69 61	
LSR70BT **SCHAFFHAUSEN NORTH**	47 46 01 N 008 28 28 E - 47 47 33 N 008 28 09 E - 47 47 34 N 008 30 47 E - 47 46 17 N 008 33 10 E - 47 46 06 N 008 32 02 E - 47 46 01 N 008 28 28 E	*6500 (2000)* --- *4500 (1350)*	Phone: +41 (0) 43 931 69 61	
LSR71T **SCHAFFHAUSEN SOUTH**	47 41 58 N 008 31 01 E - 47 40 18 N 008 32 04 E - 47 40 31 N 008 34 56 E - 47 41 24 N 008 37 52 E - 47 42 25 N 008 36 54 E - 47 42 04 N 008 34 05 E - 47 41 58 N 008 31 01 E	*5500 (1700)* --- *4500 (1350)*	Phone: + 41 (0) 43 931 69 61	
LSR72T **BOHLHOF**	47 39 03 N 008 25 49 E - Arc of circle centred on - 47 39 02 N 008 23 01 E - Radius 1.89 NM, clockwise 47 39 01 N 008 20 13 E - 47 41 19 N 008 20 13 E - 47 41 36 N 008 20 50 E - 47 41 19 N 008 25 51 E - 47 39 03 N 008 25 49 E	*3500 (1050)* --- *3000 (900)*		Available from: SR-SS

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR73T **WINTERTHUR WEST**	47 30 01 N 008 56 54 E - 47 31 01 N 008 49 52 E - 47 30 58 N 008 48 29 E - 47 32 19 N 008 47 50 E - 47 33 07 N 008 49 19 E - 47 30 54 N 008 54 44 E - 47 30 01 N 008 56 54 E	*5500* *(1700)* --------- *4500* *(1350)*		Approval request by head of aerodrome Winterthur with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR74T **WINTERTHUR EAST**	47 32 40 N 009 03 46 E - 47 30 58 N 009 05 07 E - 47 28 51 N 009 04 58 E - 47 30 01 N 008 56 54 E - 47 30 54 N 008 54 44 E - 47 33 19 N 008 55 08 E - 47 32 40 N 009 03 46 E	*6500* *(2000)* --------- *5500* *(1700)*		
LSR75T **DITTINGEN WEST**	47 25 56 N 007 23 04 E - 47 24 45 N 007 22 49 E - 47 25 27 N 007 15 16 E - Swiss border line - 47 25 56 N 007 23 04 E	*5000* *(1525)* --------- *3000* *(900)*		Exclusive usage from aerodrome Dittingen.
	47 27 30 N 007 25 41 E - 47 27 39 N 007 29 21 E - Arc of circle 1.35 NM radius clockwise centred on 47 26 18 N 007 29 28 E - 47 26 48 N 007 31 19 E - 47 26 06 N 007 31 44 E - 47 23 43 N 007 32 32 E - 47 24 45 N 007 22 49 E - 47 25 56 N 007 23 04 E - Swiss border line - 47 27 30 N 007 25 41 E	*5000* *(1525)* --------- 1000 AGL (300)		
LSR76T **DITTINGEN EAST**	47 26 06 N 007 31 44 E - 47 27 00 N 007 39 00 E - 47 28 58 N 007 44 25 E - 47 25 52 N 007 46 41 E - 47 23 00 N 007 39 30 E - 47 23 43 N 007 32 32 E - 47 26 06 N 007 31 44 E	*5000* *(1525)* --------- 1000 AGL (300)		
LSR77T **ALBIS**	47 15 31 N 008 36 56 E - 47 15 25 N 008 36 18 E - 47 13 59 N 008 26 15 E - 47 18 28 N 008 23 30 E - 47 19 10 N 008 34 10 E - 47 15 31 N 008 36 56 E	*7500* *(2300)* or *6500* *(2000)* --------- *5500* *(1700)*		Activation only when Zurich TMA S1/S2/S3 is not active. Approval request by head of aerodrome Hausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR78T **BACHTEL WEST**	47 20 47 N 008 47 09 E - 47 16 30 N 008 44 44 E - 47 15 31 N 008 36 56 E - 47 19 10 N 008 34 10 E - 47 20 17 N 008 37 50 E - 47 20 33 N 008 41 00 E - 47 20 47 N 008 47 09 E	*7500* *(2300)* or *6500* *(2000)* --------- *3500* *(1050)*		Activation only when Zurich TMA S1/S2/S3 is not active. Approval request by head of aerodrome Speck-Fehraltorf with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR79AT **BACHTEL CENTER**	47 15 37 N 008 55 07 E - 47 16 21 N 008 46 26 E - 47 16 30 N 008 44 44 E - 47 20 47 N 008 47 09 E - 47 21 07 N 008 56 16 E - 47 15 37 N 008 55 07 E	*7500* *(2300)* or *6500* *(2000)* --------- *5500* *(1700)*		
LSR79BT **BACHTEL EAST**	47 21 05 N 009 05 56 E - 47 18 08 N 009 04 58 E - 47 15 39 N 008 59 59 E - 47 15 20 N 008 58 26 E - 47 15 37 N 008 55 07 E - 47 21 07 N 008 56 16 E - 47 21 08 N 008 56 38 E - 47 20 50 N 009 04 51 E - 47 21 05 N 009 05 56 E	*7500* *(2300)* --------- *6500* *(2000)*		
LSR80T **VALLORBE**	46 38 23 N 006 12 37 E - 46 41 00 N 006 16 30 E - 46 46 04 N 006 26 24 E - 46 44 00 N 006 33 26 E - 46 34 23 N 006 19 35 E - 46 38 23 N 006 12 37 E	FL 95 *(2900)* ---------- FL 75 *(2300)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz and continuous listening watch on FREQ **121.130 MHz**.
		above FL 95 *(2900)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Clearance by ALPS RADAR **119.175** MHz required. If sector activated, continuous listening watch on FREQ **119.175** MHz.
LSR81T **LE BRASSUS**	46 34 34 N 006 06 39 E - 46 38 23 N 006 12 37 E - 46 34 23 N 006 19 35 E - 46 24 40 N 006 05 17 E - Swiss border - 46 34 34 N 006 06 39 E	FL 85 *(2600)* ---------- FL 75 *(2300)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz and continuous listening watch on FREQ **121.130 MHz**.
		above FL 85 *(2600)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Clearance by ALPS RADAR **119.175** MHz required. If sector activated, continuous listening watch on FREQ **119.175** MHz.

8.3 Restricted areas for gliders within CTR

LSR FOR GLIDERS WITHIN CTR

No airspace class.
MIN Visibility 5 km.

Following distances to clouds apply:
- vertically: 300 m
- horizontallly: 1500 m

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

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

Figure 1. RESTRICTED AREAS FOR GLIDERS WITHIN TMA

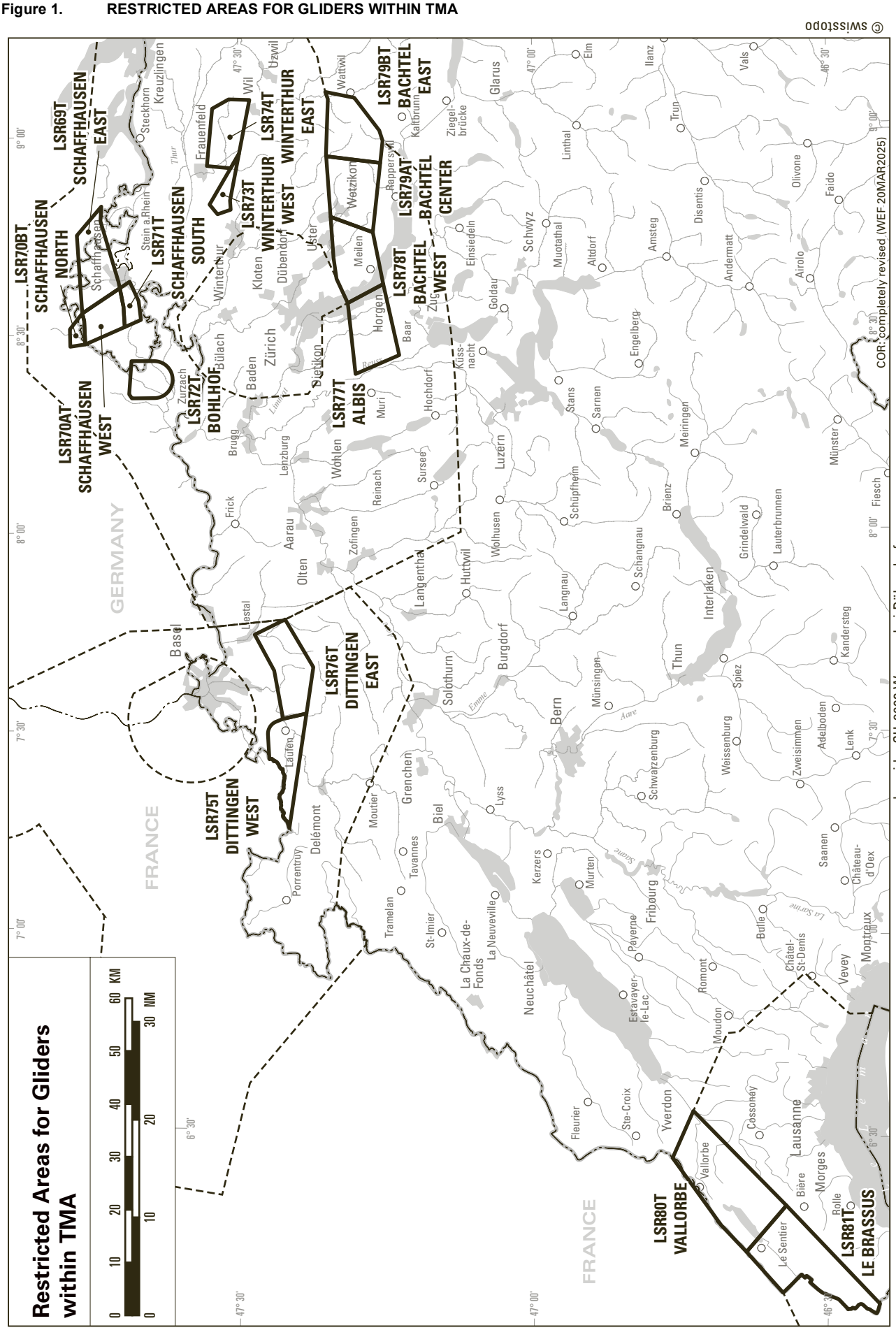
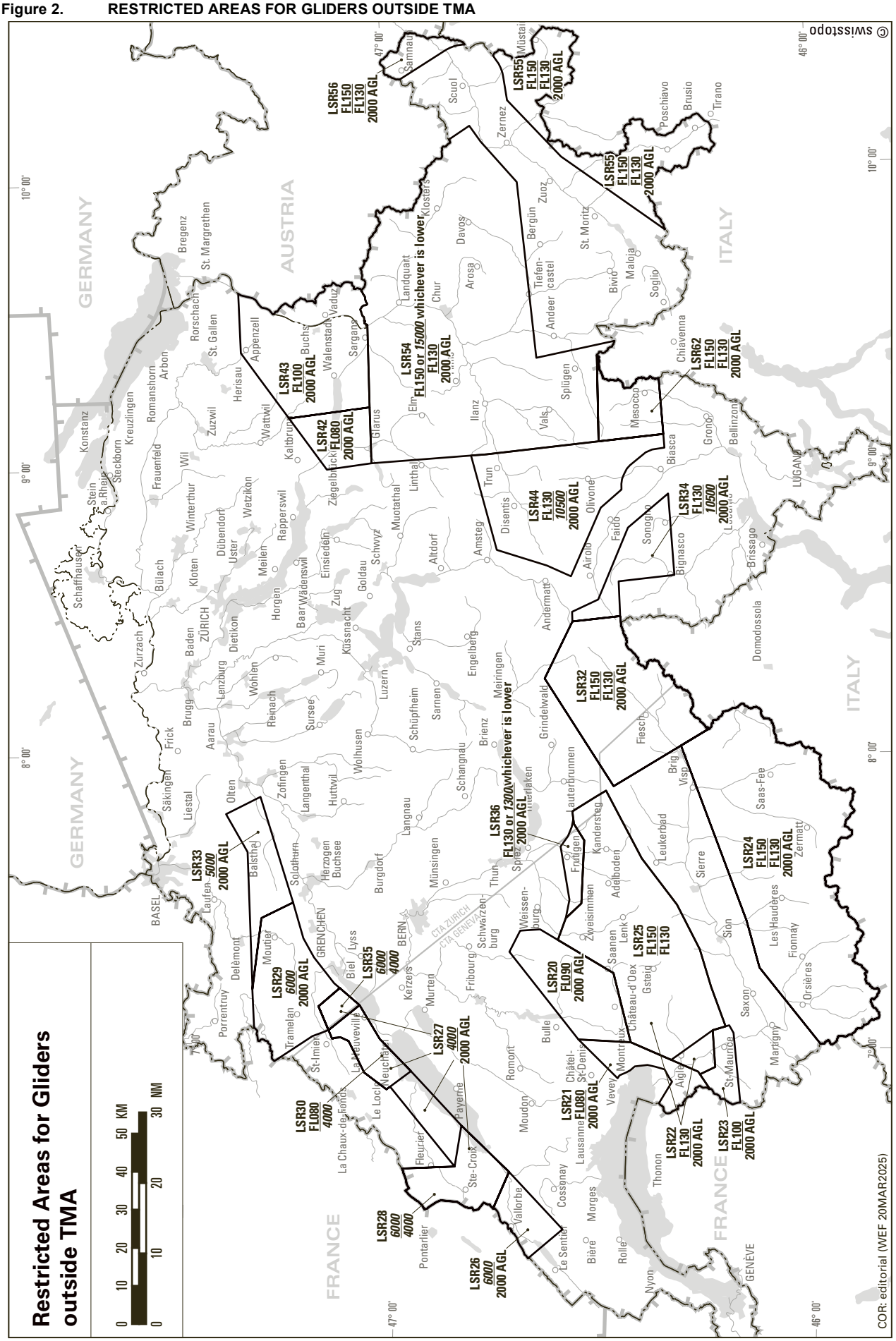


Figure 2. RESTRICTED AREAS FOR GLIDERS OUTSIDE TMA



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

TMA Lyon part 6.1 (Oyonnax North)	46 21 48 N 005 24 28 E - 46 28 38 N 005 36 22 E - 46 18 44 N 005 44 36 E - 46 14 14 N 005 34 35 E - 46 21 48 N 005 24 28 E	*2600* (FL 85) / *2300* (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz. Deactivated as written in the protocol. Info available on GLD ATIS **124.755** MHz. When deactivated, mandatory monitoring on **121.130 MHz**.
LF R 135 (Oyonnax South)	46 18 44 N 005 44 36 E - 46 16 10 N 005 46 43 E - 46 08 54 N 005 36 03 E - 46 09 13 N 005 34 25 E - 46 14 14 N 005 34 35 E - 46 18 44 N 005 44 36 E	*2600* (FL 85) / *2300* (FL 75)		Clearance by ALPS RADAR **119.175** MHz required. For transit flights only.
TMA Geneva part 4.1 (St-Claude North)	46 28 38 N 005 36 22 E - 46 30 00 N 005 35 10 E - 46 30 00 N 005 53 26 E - 46 34 34 N 006 06 39 E - follow border to next point 46 27 05 N 006 04 42 E - 46 22 22 N 005 57 47 E - 46 18 44 N 005 44 36 E - 46 28 38 N 005 36 22 E	*2600* (FL 85) / *2300* (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz. Deactivated as written in the protocol. Info available on GLD ATIS **124.755** MHz. When deactivated, mandatory monitoring on **121.130 MHz**.
LF R 219 (St-Claude South)	46 15 16 N 005 47 28 E - 46 18 44 N 005 44 36 E - 46 22 22 N 005 57 47 E - 46 15 16 N 005 47 28 E	*2600* (FL 85) / *2300* (FL 75)		Clearance by ALPS RADAR **119.175** MHz required. For transit flights only.

10. Restricted areas within CTR

Airspace Class G

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR84A SPECK SOUTH	47 23 53 N 008 44 20 E - 47 23 38 N 008 45 08 E - 47 23 01 N 008 45 04 E - 47 20 05 N 008 48 32 E - 47 17 35 N 008 47 21 E - 47 17 35 N 008 46 54 E - 47 18 26 N 008 45 33 E - 47 20 41 N 008 46 13 E - 47 31 37 N 008 45 11 E - 47 22 41 N 008 43 14 E - 47 23 17 N 008 43 24 E - 47 23 53 N 008 44 20 E	*2500 (750)* --- GND	LSZK Aerodrome **120.355** MHz	Active when CTR LSMD is active **No IFR traffic allowed, only VFR traffic to/from Speck.** HEMS Flights in active Restricted Areas: REF ENR 5.1 §1.1
LSR84B SPECK NORTH	47 24 27 N 008 45 38 E - 47 22 49 N 008 49 51 E - 47 20 05 N 008 48 32 E - 47 23 01 N 008 45 04 E - 47 23 38 N 008 45 08 E - 47 23 53 N 008 44 20 E - 47 23 58 N 008 44 27 E - 47 24 27 N 008 45 38 E	*3000 (900)* --- GND	LSZK Aerodrome **120.355** MHz	Active when CTR LSMD is active **No IFR traffic allowed, only VFR traffic to/from Speck.** HEMS Flights in active Restricted Areas: REF ENR 5.1 §1.1

11. Special rules for free balloon flights

11.1 General

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

11.2 Radio communication

5 minutes before entering classes C and D airspace, radio contact with the competent ATC unit shall be established and maintained during the flight.
In case of interruption of the radio communication during flight in **classes C and D airspace,** the following procedure shall be applied:
a. set code 7600 on the SSR transponder; and when continuing the flight maintain the last reported altitude or a lower altitude; or
b. leave the controlled airspace by the shortest route (laterally or vertically).

11.3 Frequencies

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

11.4 ATC instructions

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

11.5 SSR-transponder

For flights in classes C and D airspace, the carriage of an operational SSR transponder
(Mode A/C or Mode S) is required, except in CTR's.
It shall be switched on upon instruction by ATC.

11.6 Ascents in ground fog conditions

See ENR-1.8, § 2.

11.7 Flights by night

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

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

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

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

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

11.8 Flights crossing the national border

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

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

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

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

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

12. Mountain flying

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

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

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

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

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

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

The crossing of the Alps should not be carried out above closed cloud cover. The necessary high altitudes and the corresponding strong reduction in engine power may lead to unexpected situations of flight in IMC between invisible peaks.

Updrafts and downdrafts are much stronger in the mountains than in the plains. Consequently, mountain passes shall be approached from the side at a safety height of at least 1000 ft AGL (300 m), in such a way that a 180° turn can be flown safely should the terrain behind the pass be covered by clouds.
A mountain pass should not be crossed in a climb, but in level flight or even in descent at a sufficient airspeed to enable the traversing of zones of downdrafts rapidly.

Pilots with little experience in mountain flying are recommended to restrain from crossing the Alps, respectively to stop such a crossing in time:

a. during fœhn situations;
b. when the MET report states: „Alps in clouds";
c. when observing thunderstorm formation;
d. during showers (even in summer);
e. when the cloud base is too low over the mountain passes.

13. Safety measures

Attention should be paid to part GEN 3.6.
Further, it is recommended to carry warm clothes, blankets, signalling lamps and rockets, as well as emergency food supplies.

After an emergency landing in high mountains, it is recommended to stay near the aircraft and not to undertake dangerous climb-downs over glaciers or crags without suitable equipment or without mountain experience.

Whenever possible, emergency calls should be sent with the aircraft transmitter, not only on the emergency frequency 121.500 MHz but also on an appropriate FIC frequency, as well as any frequency used for airway traffic control.

14. Collision with birds of prey

Isolated cases are known where aeroplanes have been attacked by eagles. Therefore during flights in the Alps collisions with eagles should be considered possible. Related information is published in ENR 5.6.

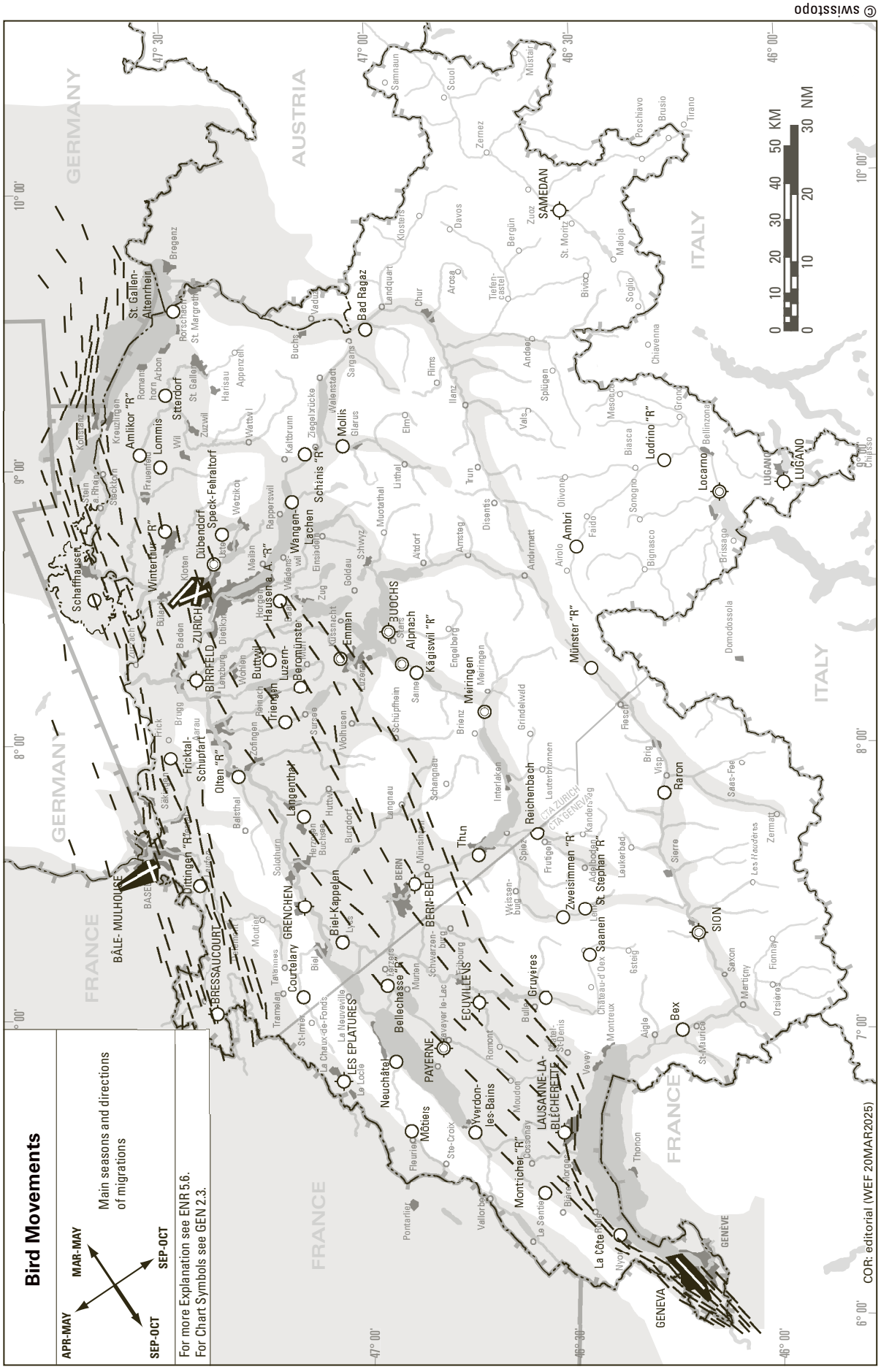
15. Information service on hazards in Swiss airspace

The information about other dangers provides data on acrobatic flights, parachuting outside aerodromes, captive balloon ascents, extensive flying, gliding or helicopter activities outside permanent danger areas, towing and guided missile flights.
In NOTAM, when referring to locations on a map, the aeronautical chart ICAO 1:500 000 Switzerland is used.
The completeness of the information concerning hazards in the airspace and the observance of the times indicated therein cannot be quaranteed.

16. FREQUENCIES FOR SPECIAL USE

FREQUENCIES FOR SPECIAL USE			
FREQ / Channel MHz	**UTILISATION**		**Languages used**
1	**2**		**3**
GENERAL AVIATION			
123.135	Air-to-Air communication up to MAX FL 150		En, Ge, Fr, It, Swiss-German
GLIDER FLIGHTS			
122.305	Region NORTH	A/G	Ge, Fr, It, Swiss-German Only the following transmissions are permitted on these frequencies: - Test transmissions - Location reports - Weather reports - Message exchange, pilot-accompanying vehicle - Message exchange, pilot flight instructor Languages used: German, French, Italian, Swiss-German In-flight radio telephonists do not require a licence for radio communications of this nature.
123.580	Region NORTH	A/A	
120.880	GLD INFO (GLD ACT within TMA Zurich)		
122.480	Region ALPS	A/G	
123.680	Region ALPS	A/A	
121.130	Region WEST	A/G	
125.030	Region WEST	A/A	
124.755	GLD ATIS (GLD ACT within TMA Geneva)		
122.955	Training		
BALLOONS			
122.255	E of Basel - St. Moritz and Alps		Ge, Fr, It, Swiss-German
122.130	W of Basel - St. Moritz		
	The frequencies 122.255 MHz and 122.130 MHz are available for balloonists communicating with one another and with accompanying vehicles.		
PARACHUTING PRACTICE			
123.480	Training		Ge, Fr, It, Swiss-German
Powered-flight training			
122.205	Powered-flight training		Ge, Fr, It, Swiss-German
Mountain landing strips			
130.355	Mountain landing strips		Ge, Fr, It, Swiss-German
HANG GLIDERS			
123.430	Training		Ge, Fr, It, Swiss-German
130.930	For general use		
MIL FREQ			
135.475	For communications between CIV ACFT and MIL navigation equipment (Reserve-FREQ)		En, It
HELICOPTERS			
130.355	Mountain frequency: For TKOF and LDG or FLT below 150 m AGL		En
123.380	Coordination frequency for hospital helipads For TKOF and LDG		

Figure 1. Bird Movements



Bird Movements

1 Broad front migration all over the country; and in fine weather also above the highest mountains. 90% small birds. Birds flying singly at night and flocked during daytime; often concentrated when flying towards mountain ridges or large lakes, especially in bad weather and head winds.

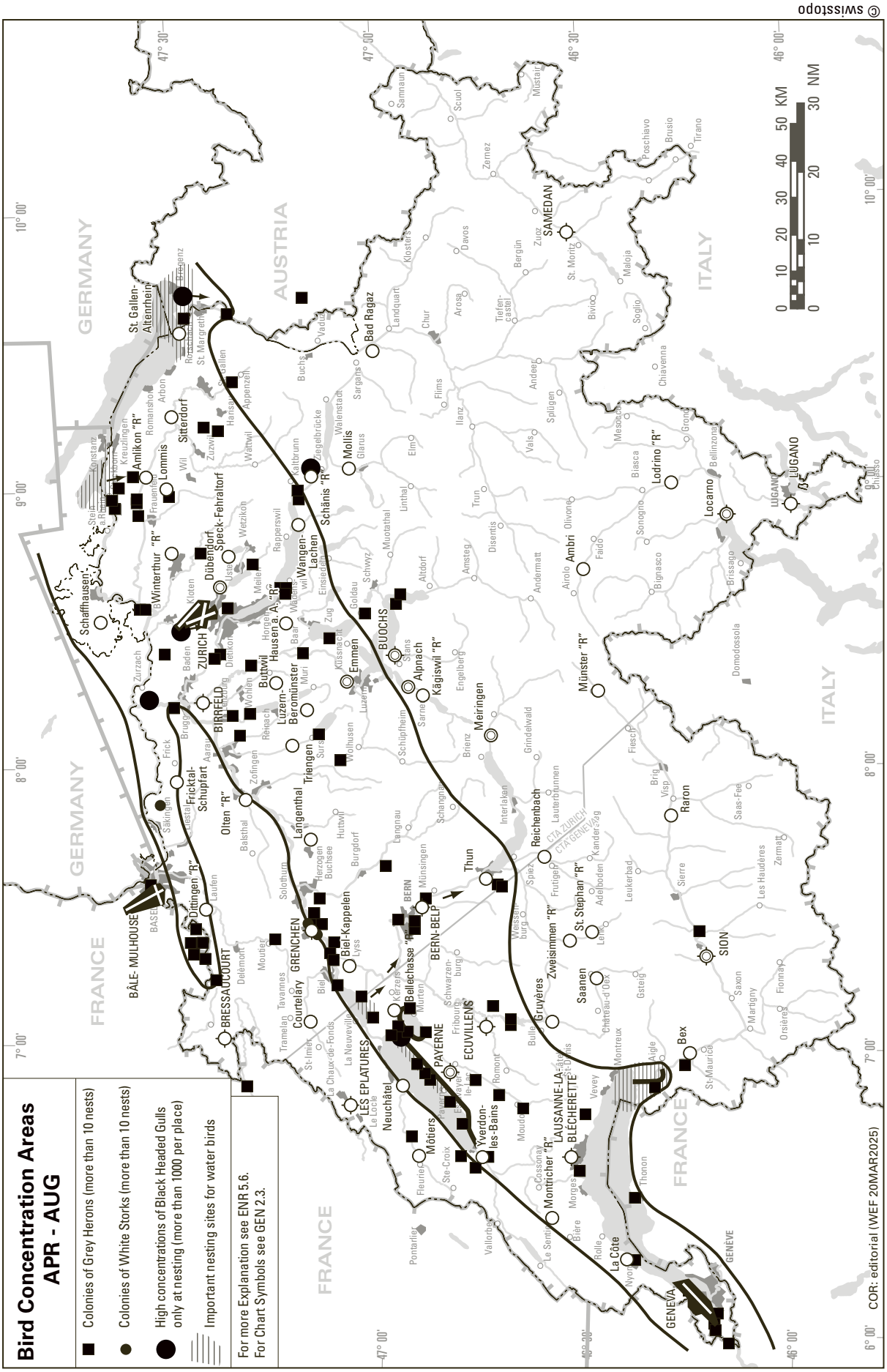
1.1 Concentrations of large, flocked rooks in late autumn (similar pigeons and buzzards) and also in fine weather along "leading lines".

2 **Flight heights**

2.1 **50% below 1500 ft AGL (460 m), 90% below 6000 ft AGL (1830 m)**

2.2 **Greater heights under anticyclonic, lower heights under cyclonic conditions**

Figure 2. **BIRD CONCENTRATION AREAS APR-AUG**



Bird concentration areas April-August

1 **Concentrations**

1.1 High concentrations of water birds (more than 1000 per place) only at nesting sites of Black headed Gulls.

1.2 Raptors (mainly Buzzards) spread all over the lower parts of the country. Black Kites concentrated along large rivers and lakes especially:

1.3 Colonies of Grey Herons and White Storks more than 10 nests.

1.4 Main concentrations confined to the “Mittelland” between the Jura and the Alps.

1.5 Important nesting sites for water birds.

2 **Flight heights of birds**
Feeding flights of water birds usually below **700 ft AGL** (215 m), displaying raptors up to **2000 ft AGL** (610 m), herons on feeding flights up to **1000 ft AGL** (300 m).

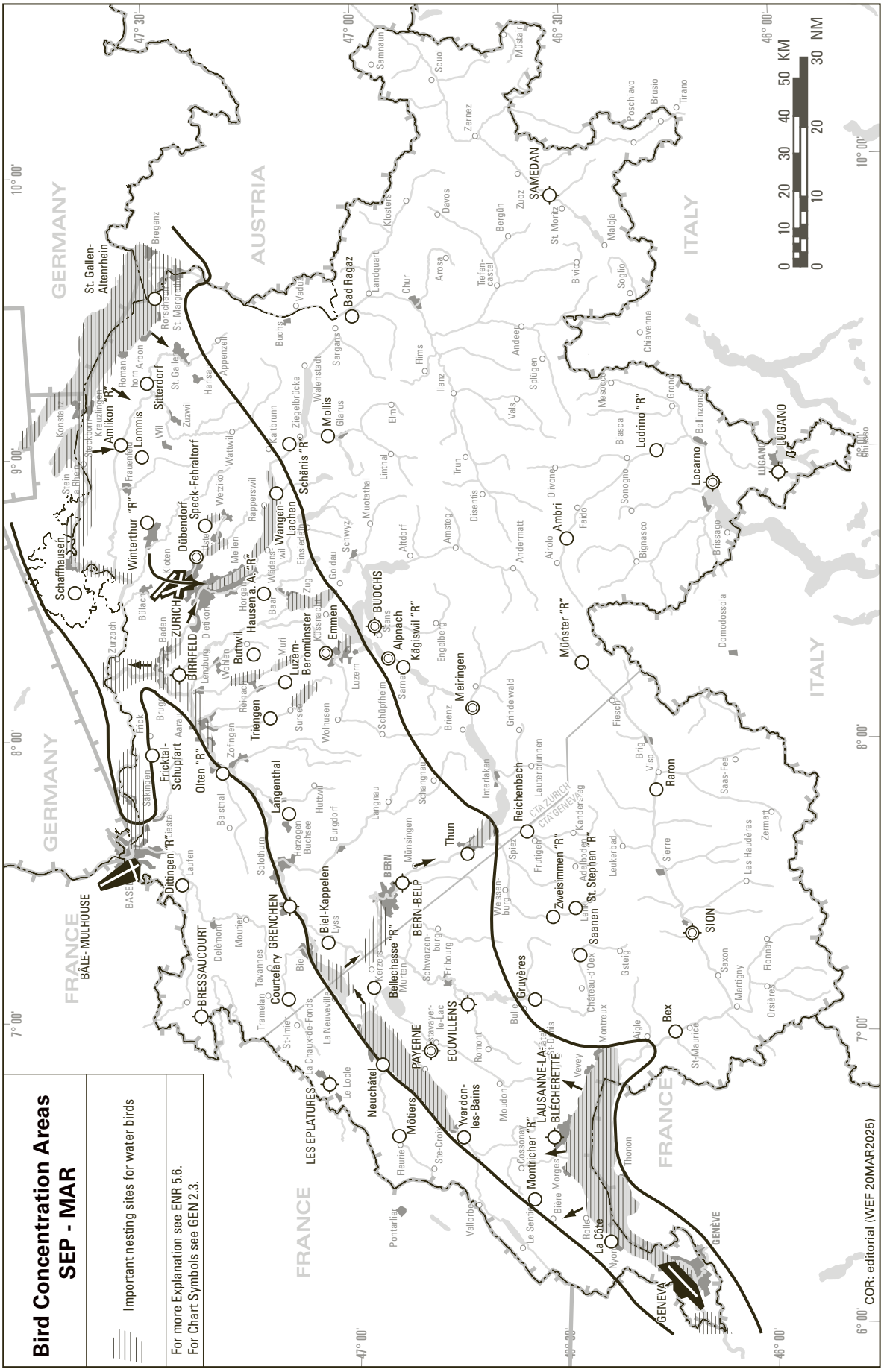
3 **Flights activity**

3.1 Low flight activity of breeding water birds until end of JUN. Noticeable feeding flights off the concentration areas starting in JUL (mainly dusk and dawn).

3.2 Feeding flights of Grey Herons at any time of day and period.

3.3 Displaying raptors only on warm days (whole period).

Figure 3. BIRD CONCENTRATION AREAS SEP-MAR



Bird concentration areas, September-March

1 **Wintering water birds**
Highest numbers of wintering water birds (350000-400000) from NOV to JAN on the lakes and larger rivers between the Alps and the Jura (“Mittelland”).

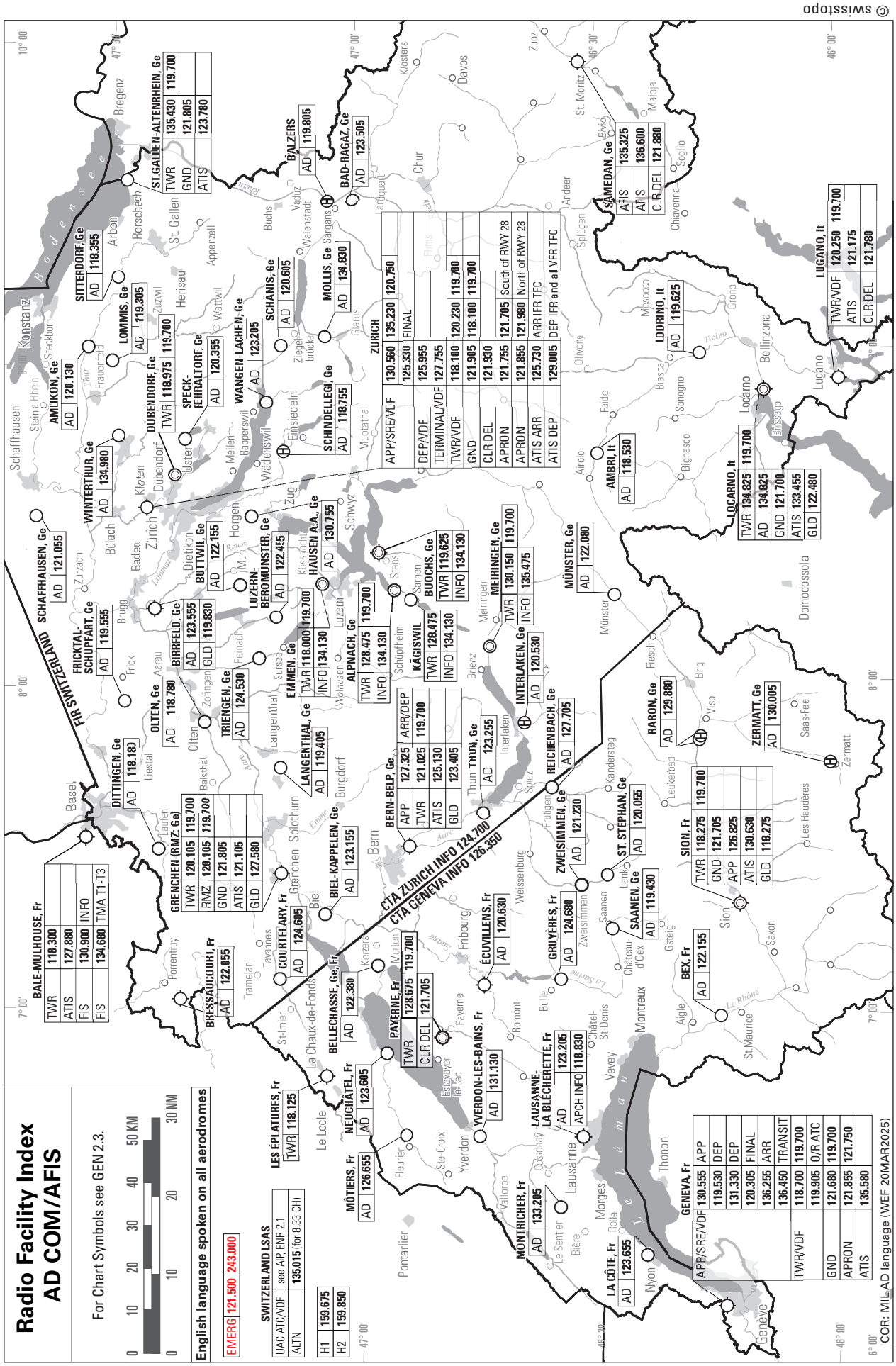
2 **Flight heights of birds**
Wintering birds usually below 700 ft AGL (215 m). Migrating birds to 90% below 6000 ft AGL (1830 m) (immigration and emigration can take place during the whole period, but is confined mainly to night and to the “Mittelland”).

3 **Flight activity**

3.1 Regular feeding and roosting flights mainly during dusk and dawn.

3.2 Gulls dispersing up to 25 km from their roosting places (flights also during daytime).

3.3 Other water birds, few flights during day-time (only when disturbed or in very wet weather conditions).


Radio Facility Index
AD COM/AFIS
For Chart Symbols see GEN 2.3.
0 10 20 30 40 50 KM
0 10 20 30 NM
English language spoken on all aerodromes
EMERG 121.500 243.000
SWITZERLAND LSAS
UAC ATC/VDF see AIP, ENR 2.1
ALTN 135.015 (for 8.33 CH)
H1 159.675
H2 159.850
FIR SWITZERLAND
CTA ZURICH INFO 124.700
CTA GENEVA INFO 126.350
BALE-MULHOUSE, Fr
TWR 118.300
ATIS 127.880
FIS 130.900 INFO
FIS 134.680 TMA T1-T3
SCHAFFHAUSEN, Ge
AD 121.055
FRICKTAL-SCHUPFART, Ge
AD 119.555
DITTINGEN, Ge
AD 118.180
OLTEN, Ge
AD 118.780
BIRRFELD, Ge
AD 123.555
GLD 119.830
BUTTWIL, Ge
AD 122.155
LUZERN-BEROMÜNSTER, Ge
AD 122.455
HAUSEN A.A., Ge
AD 130.755
GRENCHEN (RMZ Ge)
TWR 120.105 119.700
RMZ 120.105 119.700
GND 121.805
ATIS 121.105
GLD 127.580
TRIENGEN, Ge
AD 124.530
EMMEN, Ge
TWR 118.000 119.700
INFO 134.130
LANGENTHAL, Ge
AD 119.405
ALPNACH, Ge
TWR 128.475 119.700
INFO 134.130
KÄGISWIL
TWR 128.475
INFO 134.130
BUOCHS, Ge
TWR 119.625
INFO 134.130
MEIRINGEN, Ge
TWR 130.150 119.700
INFO 135.475
INTERLAKEN, Ge
AD 120.530
MÜNSTER, Ge
AD 122.080
BERN-BELP, Ge
APP 127.325
TWR 121.025
ATIS 125.130
GLD 123.405
ARR/DEP 119.700
THUN, Ge
AD 123.255
REICHENBACH, Ge
AD 127.705
RARON, Ge
AD 129.880
ZERMATT, Ge
AD 130.005
BELLECHASSE, Ge, Fr
AD 122.380
BIEL-KAPPELEN, Ge
AD 123.155
COURTELARY, Fr
AD 124.605
ZWEISIMMEN, Ge
AD 121.230
ST. STEPHAN, Ge
AD 120.055
PAYERNE, Fr
TWR 128.675 119.700
CLR DEL 121.705
ÉCUVILLENS, Fr
AD 120.630
GRUYÈRES, Fr
AD 124.680
SAANEN, Ge
AD 119.430
SION, Fr
TWR 118.275 119.700
GND 121.705
APP 126.825
ATIS 130.630
GLD 118.275
BEX, Fr
AD 122.155
BRESSAUCOURT, Fr
AD 122.055
YVERDON-LES-BAINS, Fr
AD 131.130
LES ÉPLATURES, Fr
TWR 118.125
NEUCHÂTEL, Fr
AD 123.605
LAUSANNE-LA BLECHERETTE, Fr
AD 123.205
APCH INFO 118.830
MÔTIERS, Fr
AD 126.655
MONTRICHER, Fr
AD 133.205
LA CÔTE, Fr
AD 123.655
GENEVA, Fr
APP/SRE/VDF 130.555 APP
119.530 DEP
131.330 DEP
120.305 FINAL
136.255 ARR
136.450 TRANSIT
TWR/VDF 118.700 119.700
119.905 O/R ATC
GND 121.680 119.700
APRON 121.855 121.750
ATIS 135.580
SWITZERLAND
APP/SRE/VDF 130.560 135.230 120.750
125.330 FINAL
DEP/VDF 125.955
TERMINAL/VDF 127.755
TWR/VDF 118.100 120.230 119.700
GND 121.905 118.100 119.700
CLR DEL 121.930
APRON 121.755 121.705 South of RWY 28
APRON 121.855 121.980 North of RWY 28
ATIS ARR 125.730 ARR IFR TFC
ATIS DEP 129.005 DEP IFR and all VFR TFC
ZURICH
DÜBENDORF, Ge
TWR 118.975 119.700
SPECK-FEHRALTORF, Ge
AD 120.355
WANGEN-LACHEN, Ge
AD 123.205
SCHÄNIS, Ge
AD 120.605
MOLLIS, Ge
AD 134.830
SCHINDELLEGI, Ge
AD 118.755
AMLIKON, Ge
AD 120.130
WINTERTHUR, Ge
AD 134.980
LOMMIS, Ge
AD 119.305
SITTERDORF, Ge
AD 118.355
ST.GALLEN-ALTENRHEIN, Ge
TWR 135.430 119.700
GND 121.805
ATIS 123.780
BALZERS
AD 119.805
BAD-RAGAZ, Ge
AD 123.505
SAMEDAN, Ge
ATIS 135.325
ATIS 136.680
CLR DEL 121.880
LODRINO, It
AD 119.625
AMBRI, It
AD 118.530
LOCARNO, It
TWR 134.825 119.700
AD 134.825
GND 121.700
ATIS 133.455
GLD 122.480
LUGANO, It
TWR/VDF 120.250 119.700
ATIS 121.175
CLR DEL 121.780
COR: MIL AD language (WEF 20MAR2025)
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skyguide, CH-8602 Wangen bei Dübendorf

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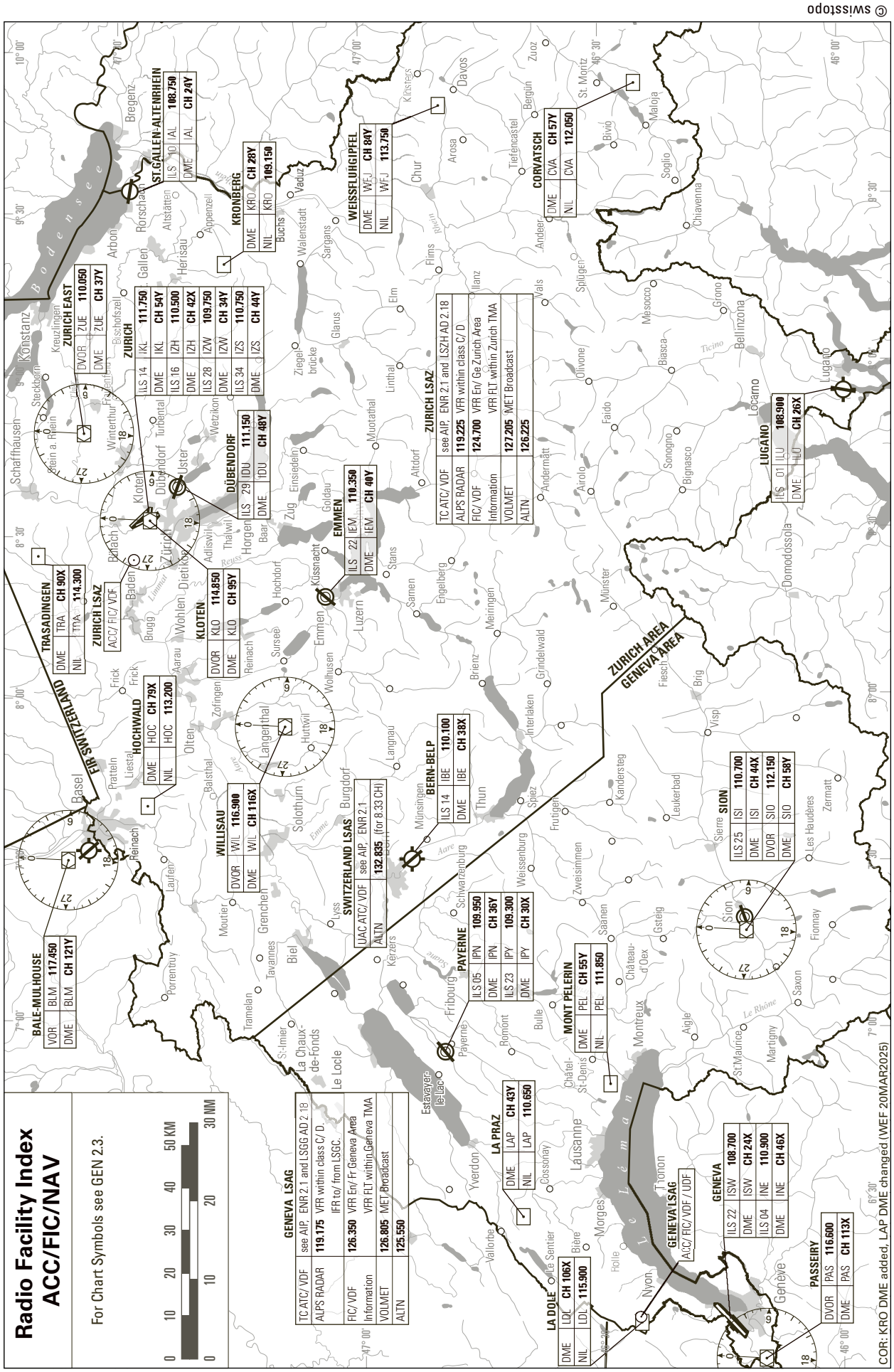
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ACC/FIC/NAV
For Chart Symbols see GEN 2.3.
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0 10 20 30 NM
BALE-MULHOUSE
VOR BLM 117.450
DME BLM CH 121Y
TRASADINGEN
DME TRA CH 90X
NIL TRA 114.300
ZURICH LSAZ
ACC/ FIC/ VDF
HOCHWALD
DME HOC CH 79X
NIL HOC 113.200
KLOTEN
DVOR KLO 114.850
DME KLO CH 95Y
WILLISAU
DVOR WIL 116.900
DME WIL CH 116X
SWITZERLAND LSAS
UAC ATC/ VDF see AIP, ENR 2.1
ALTN 132.835 (for 8.33 CH)
BERN-BELP
ILS 14 IBE 110.100
DME IBE CH 38X
PAYERNE
ILS 05 IPN 109.950
DME IPN CH 36Y
ILS 23 IPY 109.300
DME IPY CH 30X
MONT PELERIN
DME PEL CH 55Y
NIL PEL 111.850
LA PRAZ
DME LAP CH 43Y
NIL LAP 110.650
LA DOLE
DME LDL CH 106X
NIL LDL 115.900
GENEVA LSAG
see AIP, ENR 2.1 and LSGG AD 2.18
TC ATC/ VDF
ALPS RADAR 119.175 VFR within class C/ D
IFR to/ from LSGC.
FIC/ VDF 126.350 VFR En/ Fr Geneva Area
Information VFR FLT within Geneva TMA
VOLMET 126.805 MET Broadcast
ALTN 125.550
GENEVA
ILS 22 ISW 108.700
DME ISW CH 24X
ILS 04 INE 110.900
DME INE CH 46X
GENEVA LSAG
ACC/ FIC/ VDF / UDF
PASSEIRY
DVOR PAS 116.600
DME PAS CH 113X
ZURICH EAST
DVOR ZUE 110.050
DME ZUE CH 37Y
ZURICH
ILS 14 IKL 111.750
DME IKL CH 54Y
ILS 16 IZH 110.500
DME IZH CH 42X
ILS 28 IZW 109.750
DME IZW CH 34Y
ILS 34 IZS 110.750
DME IZS CH 44Y
DÜBENDORF
ILS 29 IDU 111.150
DME IDU CH 48Y
EMMEN
ILS 22 IEM 110.350
DME IEM CH 40Y
ZURICH LSAZ
TC ATC/ VDF see AIP, ENR 2.1 and LSZH AD 2.18
ALPS RADAR 119.225 VFR within class C/ D
FIC/ VDF 124.700 VFR En/ Ge Zurich Area
Information VFR FLT within Zurich TMA
VOLMET 127.205 MET Broadcast
ALTN 126.225
ST.GALLEN-ALTENRHEIN
ILS 10 IAL 108.750
DME IAL CH 24Y
KRONBERG
DME KRO CH 28Y
NIL KRO 109.150
WEISSFLUHGIPFEL
DME WFJ CH 84Y
NIL WFJ 113.750
CORVATSCH
DME CVA CH 57Y
NIL CVA 112.050
LUGANO
ILS 01 ILU 108.900
DME ILU CH 26X
SION
ILS 25 ISI 110.700
DME ISI CH 44X
DVOR SIO 112.150
DME SIO CH 58Y
FIR SWITZERLAND
ZURICH AREA
GENEVA AREA
COR: KRO DME added, LAP DME changed (WEF 20MAR2025)
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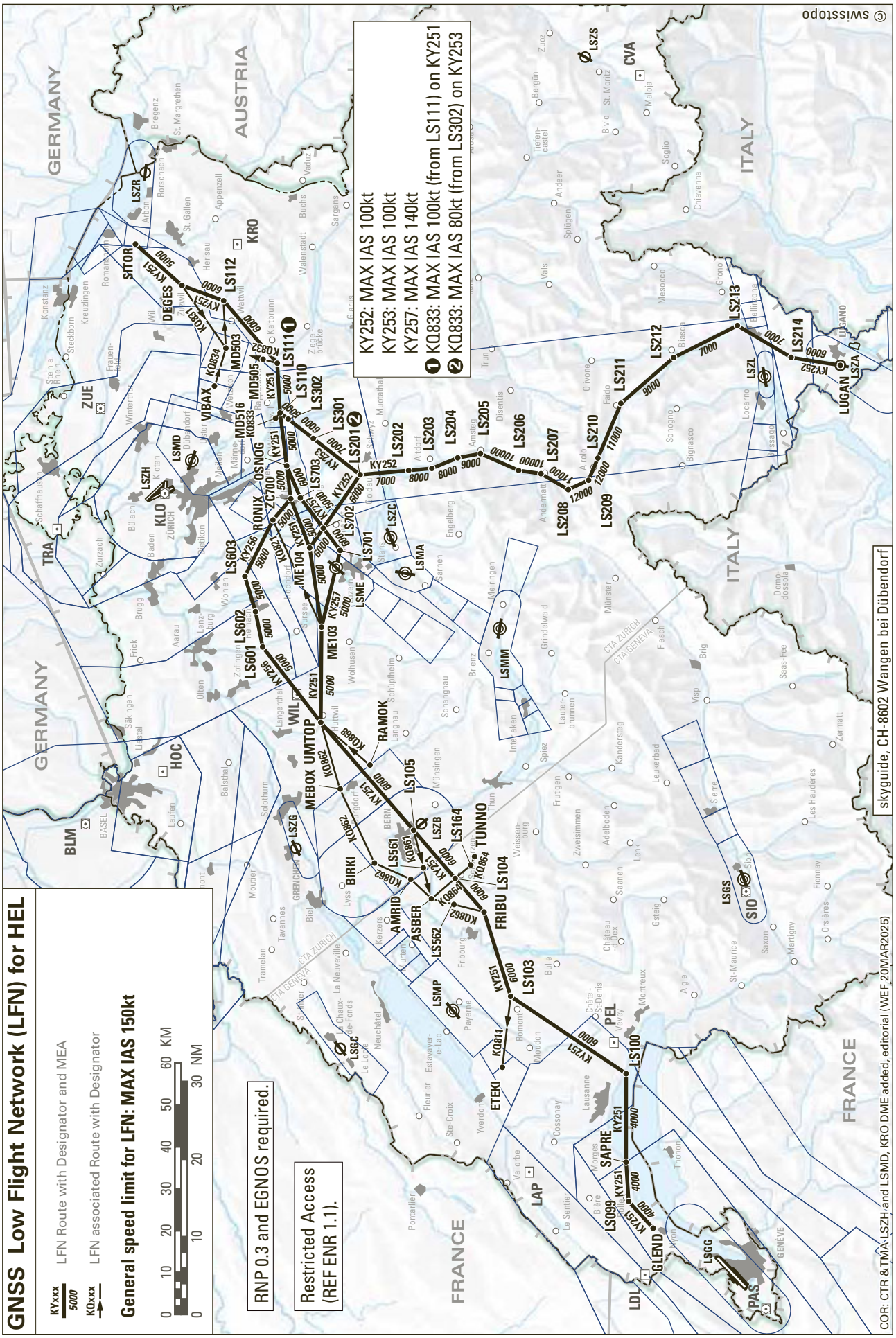
GNSS Low Flight Network (LFN) for HEL



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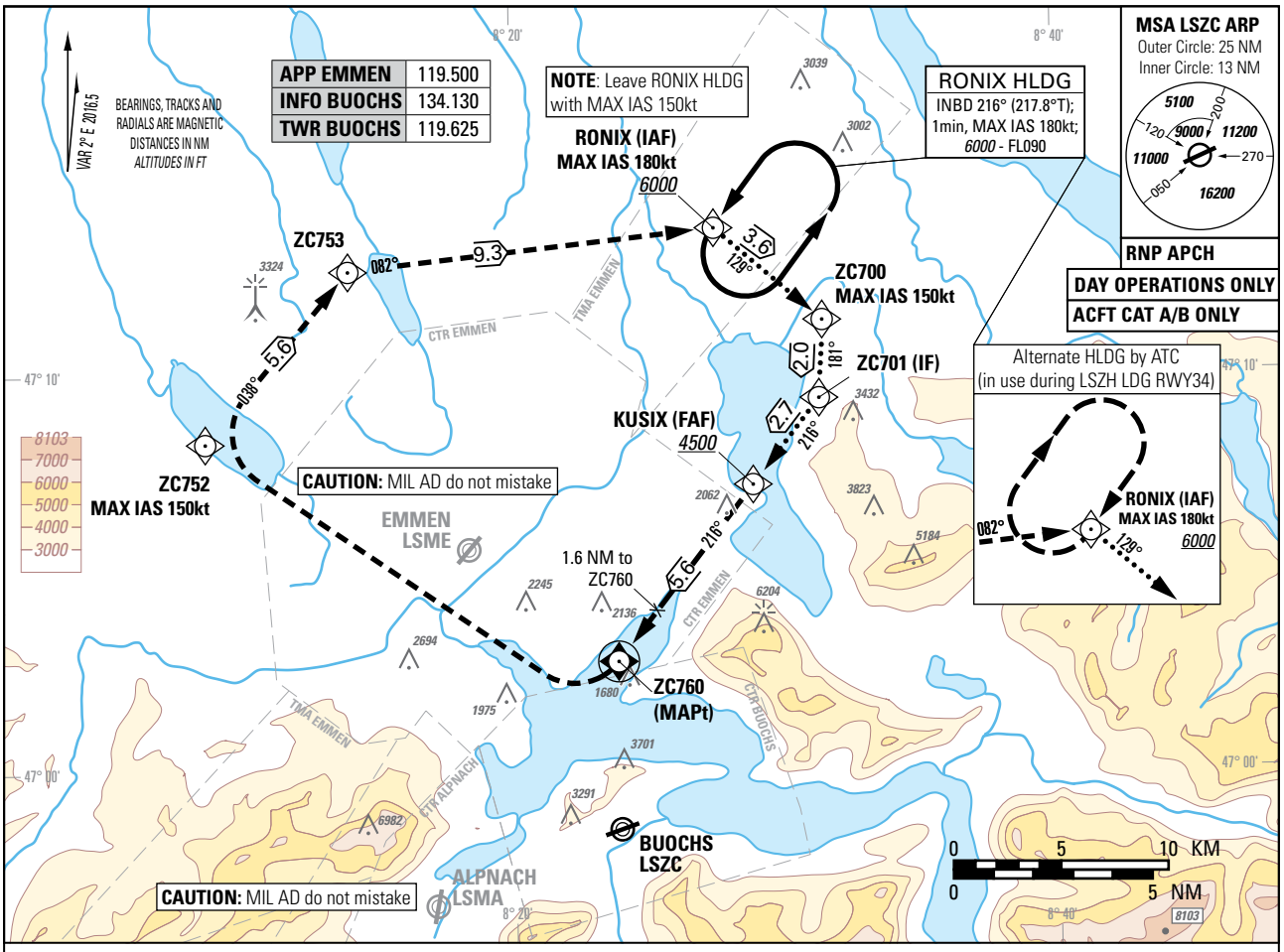
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1475ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

BUOCHS (LSZC)
RNP-A

PROCEDURE LIMITED TO PILATUS AIRCRAFT LTD

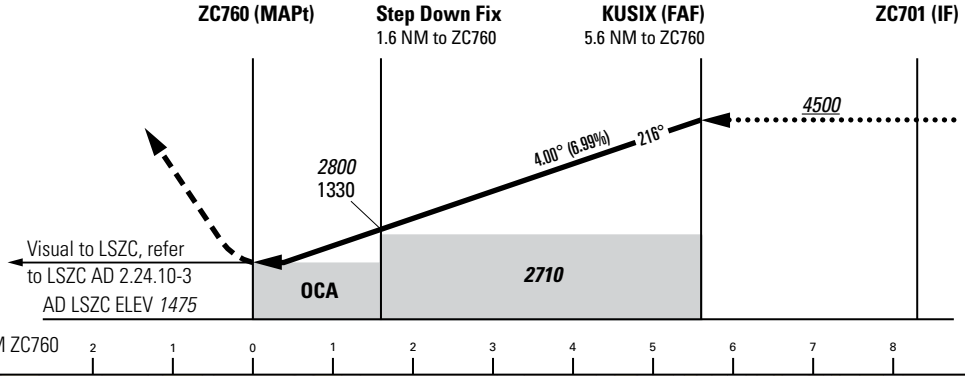


MISSED APPROACH

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.



Missed APCH climb gradient	A	B
	OCA(H)[1] LNAV	
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*	*4250*

ROD	GS kt	90	110	130
	FT/MIN	637	779	921

COR: editorial (WEF 20MAR2025)

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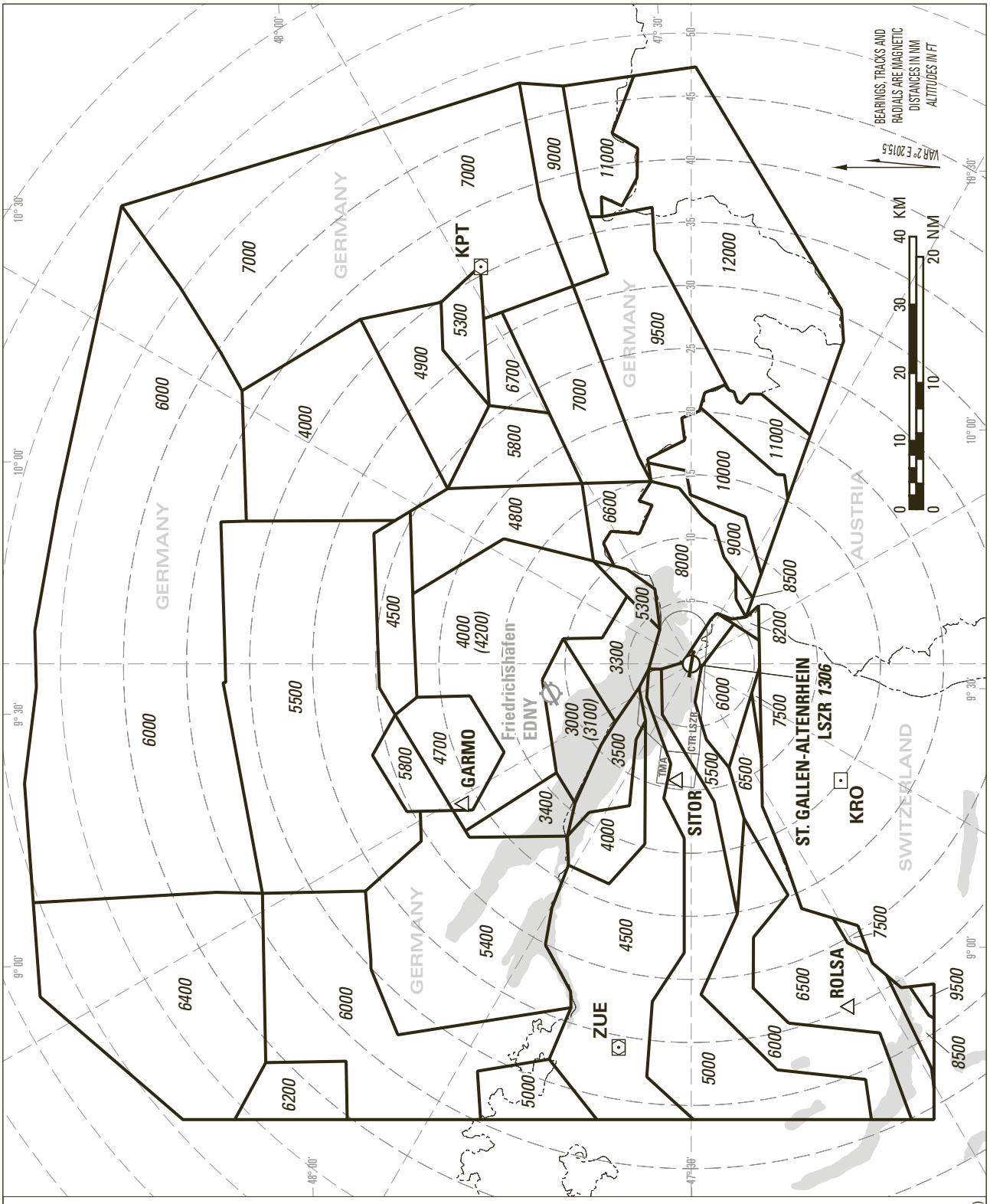
LSGG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LA DOLE DME	LDL	CH 106X	H24	46 25 28.6N 006 05 56.3E	*5517 ft*	NIL	DOC 80 NM / 50'000 ft. Paired VOR FREQ 115.90 MHz.
LA PRAZ DME	LAP	CH 43Y	H24	46 40 34.5N 006 24 47.6E	*4253 ft*	NIL	DOC 80 NM / 50'000 ft in sector 255° - 195°, range 70 NM in sector 195° - 205°, unreliable in sector 205° - 255°. Paired VOR FREQ 110.65 MHz.
PASSEIRY DVOR/DME (VAR 3° E)	PAS	116.60 MHz 113X	H24	46 09 49.3N 005 59 59.7E	*1422 ft*	NIL	PSN: 223°MAG, 5.5 NM FM THR 04. DOC 80 NM / 50'000 ft.
MT. PELERIN DME	PEL	CH 55Y	H24	46 29 49.5N 006 49 08.9E	*3942 ft*	NIL	DOC 80 NM / 50'000 ft. Paired VOR FREQ 111.85 MHz.
LOC 22, ILS CAT III, class III/E/4, VAR 3° E	ISW	108.70 MHz	H24	46 13 29.0N 006 05 21.7E	NIL	NIL	LOC PSN: 496 m FM THR 04. RWY 22: LOC course 223° MAG. Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° *3500 ft AMSL* linearly raising to 17 NM +/- 35° *5800 ft AMSL*. at 25 NM; +/- 10° *5000 ft AMSL*.
GP 22		330.50 MHz	H24	46 14 56.5N 006 07 22.8E	NIL	NIL	GP angle 3°. PSN: 325 m FM THR 22. GP HGT THR 22: 58 ft (17.7 m). Restricted coverage: at 10 NM - 8° S to 4° N from CL above *2900 ft AMSL*. at 20 NM - 8° S to 4° N from CL above *6000 ft AMSL*.
DME 22	ISW	24X	H24	46 14 56.4N 006 07 21.2E	*1378 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° *3500 ft AMSL* linearly raising to 17 NM +/- 35° *5800 ft AMSL*. at 25 NM; +/- 10° *5000 ft AMSL*.

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

ATC SURVEILLANCE MINIMUM ALTITUDE CHART



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the APPROACH / DEPARTURE sectors of LSZR 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: LSZR QNH.

Transition ALT: *5000*

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

Minimum altitudes over Swiss territory are protected for low temperatures to minus 19 degrees celsius (LSZR temperature).

The raised minimum altitudes (values in brackets) are generally valid for the time period between AIRAC date NOVEMBER to AIRAC date MARCH.

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

COR: DME KRO added (WEF 20MAR2025)

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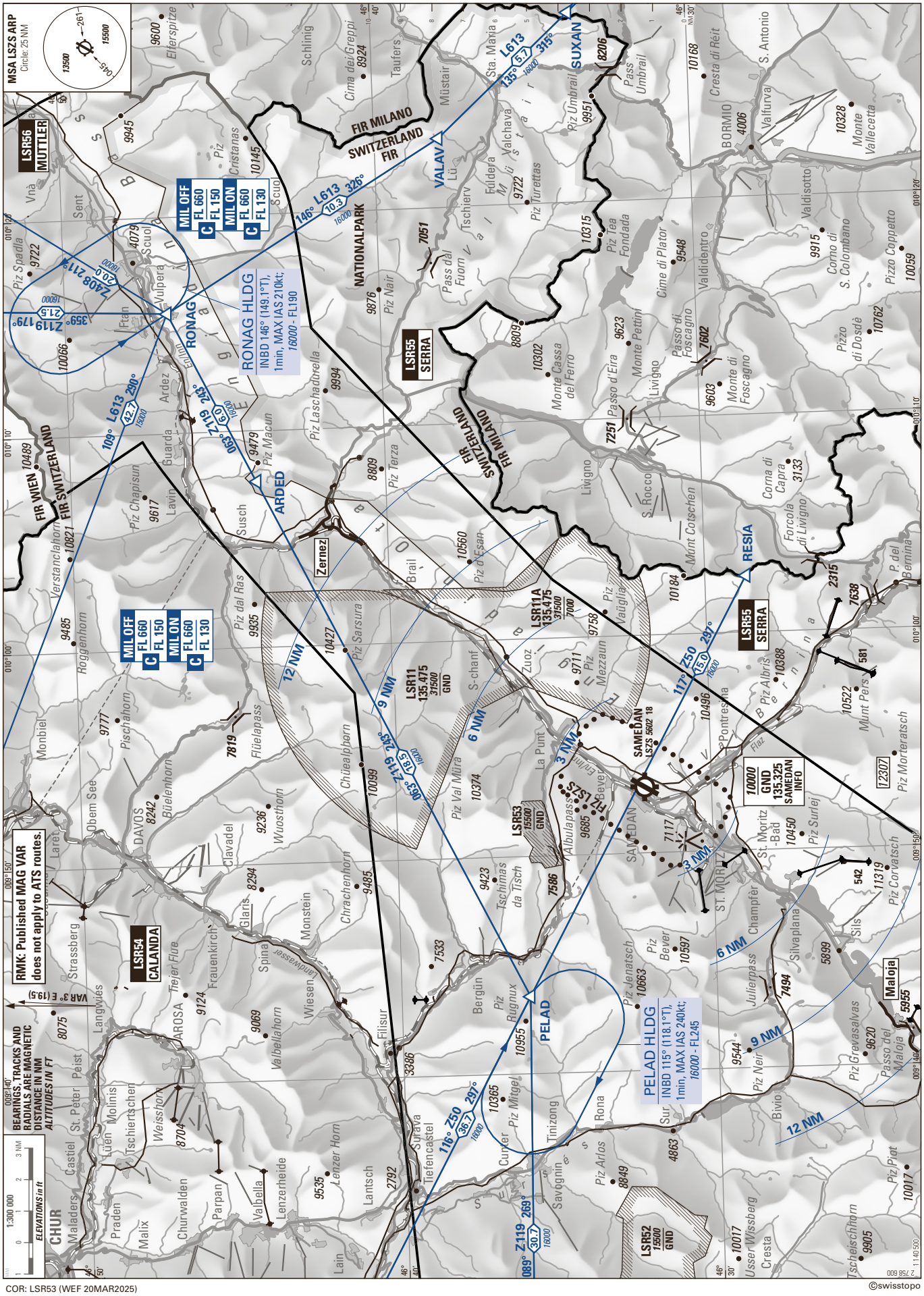
VFR Area Chart for Y and Z ATC FPL

MOUNTAINOUS AREA

ELEV 5602 ft (1708 m)

ATIS	136.600	HO
AFIS	135.325	HO
DELIVERY	121.880	HX

SAMEDAN (LSZS)



COR: LSR53 (WEF 20MAR2025)

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LSZH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	No LDI. Anemometer: RWY 14: 325 m S of THR 14, LGTD. RWY 16: 385 m N of THR 16, LGTD. RWY 28: 330 m NW of THR 28, LGTD. RWY 34: 590 m NW of THR 34, LGTD.
3	**TWY edge and centre line lighting**	Edge no LED: RWY exits, TWY curves, G, R, S, T and apron area. LIL, B Edge LED: RWY exits, TWY curves L, L7, L9 LIH, B CL no LED: TWY 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 and Z. LIH, G; coded Y/G on ILS critical/sensitive areas, LIH. CL LED: TWY T, E (partially), E6 (partially), M (partially), LIH,G RETIL no LED: H1. LIH, Y.
4	**Secondary power supply/switch-over time**	AVBL / MAX 1 sec.
5	**Remarks**	OBST: Marked and lighted (see LSZH AD 2.24.1 - 1)

LSZH AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO** **Geoid undulation**	THR 01: 47 26 57.90 N 008 32 51.89 E GUND 47.3m / *155.1 ft* THR 19: 47 27 06.77 N 008 32 56.13 E GUND 47.3 m / *155.1 ft*
2	**TLOF and/or FATO elevation**	FATO: *421 m / 1382 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	Reference HEL: Overall LEN 17 m, rotor diameter 14.0 m TLOF:10 stands collocated with TLOF, inner diameter touchdown/positioning marking 8.5 m Distance between centre of stands 28 m, ASPH FATO:25 x 290 m, grass Markings: FATO designation, heliport identification, touchdown/positioning and apron safety line.
4	**True BRG of FATO**	FATO THR 01: 018° FATO THR 19: 198°
5	**Declared distance available**	Ref: VFRM Zürich HEL, LSZH AD INFO 3
6	**APP and FATO lighting**	FATO lighted, no LED
7	**Remarks**	The geographical coordinates of helicopter stands are not published in AIP. The diameter of the stand protection area is 28 m instead of 34 m required. Therefore simultaneous operations on Heliport West are not allowed due to overlapping of the protection areas. It is the pilot's responsibility to avoid simultaneous operation between: • Adjacent helicopter stand • Helicopter stands and FATO • FATO and the taxilane SIERRA HEL TKOF or LDG shall take place on FATO, RWY or designated helicopter landing area. Air taxi shall only take place on RWYs, TWYs and at Heliport West. Air taxi and/or taxi are considered as ground movements. ATC does not apply wake turbulence separation to ground movements and it is the pilot in commands responsibility to be aware of and avoid as far as practicable, turbulent wake hazards. HEL OPS at GA sectors 1-4 is prohibited, except HEMS. Unless otherwise directed by air traffic control, the last assigned SSR code shall be retained. If no SSR code has been assigned, Mode A code 2000 (for repositioning) or 7000 (for VFR flights) shall be selected. Detailed charts: VFR Manual

LSZH AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Zurich CTR** 47 21 49 N 008 32 10 E - 47 21 52 N 008 23 26 E - 47 23 20 N 008 20 36 E - 47 29 06 N 008 19 59 E - 47 30 44 N 008 20 38 E - 47 32 10 N 008 21 38 E - 47 33 10 N 008 22 33 E - 47 34 08 N 008 23 57 E - 47 35 20 N 008 26 21 E - 47 36 12 N 008 28 54 E - 47 36 34 N 008 32 27 E - 47 30 35 N 008 44 15 E - 47 29 46 N 008 44 57 E - 47 29 33 N 008 46 08 E - 47 27 40 N 008 45 34 E - 47 23 58 N 008 44 27 E - 47 23 17 N 008 43 24 E - 47 21 50 N 008 42 58 E - 47 19 10 N 008 34 10 E - 47 21 49 N 008 32 10 E
2	**Vertical limits**	CTR: *4500 ft AMSL (1350 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	CTR: Zurich TWR, En
5	**Transition altitude**	*7000 ft*
6	**Remarks**	NIL

LSZH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ZURICH AREA		121.500 MHz	H24	**Language: En** Emergency channel
ATIS ARR		125.730 MHz	H24	Phone: Service +41 (0) 43 931 60 72
ATIS DEP		129.005 MHz	H24	Phone: Service +41 (0) 43 931 60 73
APP/SR VDF[1)]	Zurich Arrival do.	130.560 MHz 135.230 MHz	H24 H24	ARR ACFT via GIPOL ARR ACFT via AMIKI and RILAX
	Zurich Departure	125.955 MHz	HX*	DEP ACFT
	Zurich Final	125.330 MHz	HX*	*only on ATC instruction
		120.750 MHz	HX*	ALTN FREQ for all APP services (Zurich Arrival, Departure and Final)
TWR VDF[1)]	Zurich Tower do. do.	118.100 MHz 120.230 MHz 119.700 MHz	H24 H24 H24	Primary APCH RWY 14 and TKOF RWY 32 ALTN FREQ
Dubendorf TWR	Dubendorf Tower	118.975 MHz	HX	See: ENR 2.1 TMA Zurich 5: up to FL095 - if Dubendorf TWR inactive, contact Zurich Information 124.700 MHz
Terminal VDF[1)]	Zurich Terminal	127.755 MHz	H24	VFR FLT within LSZH TMA
CLR DEL	Zurich Delivery	121.930 MHz	H24	ATC clearance for IFR
GND VDF[1)]	Zurich Ground	121.905 MHz 118.100 MHz 119.700 MHz	H24 H24 H24	Primary
De-Icing	Pad Coordinator F	121.635 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	Pad Coordinator C	121.640 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	De-icing Coordination	121.810 MHz	H24	
APRON	Zurich Apron	121.755 MHz	0445-2230 (0345-2130)	South of RWY 28
	do.	121.705 MHz	0445-2230 (0345-2130)	ALTN FREQ
	do.	121.855 MHz	0445-2230 (0345-2130)	North of RWY 28
	do.	121.980 MHz	0445-2230 (0345-2130)	ALTN FREQ
FIC	Zurich Information	124.700 MHZ	H24	For VFR FLT within TMA
Fire Brigade	Florian 1	123.100 MHz	H24*	*Only when fire brigade present on site. REF: LSZH AD 2.6 §4

1. VDF REC antenna PSN: 47 27 01 N 008 34 37 E

LSZH AD 2.19 RADIO NAVIGATI ON AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
TRASADINGEN DME	TRA	CH 90X	H24	47 41 22.2N 008 26 13.1E	*1850 ft*	NIL	DOC 100 NM / *50'000 ft* Paired VOR FREQ 114.30 MHz
KLOTEN DVOR/DME, VAR 3° E	KLO	114.85 MHz 95Y	H24	47 27 25.7N 008 32 44.1E	*1410 ft*	NIL	PSN: 234° MAG, 0.12 NM FM ARP. DOC 50 NM / *25'000 ft* VOR partially UNREL BTN R235 and R245 BLW *7400 ft AMSL* and BTN R040 and R080 BLW *5200 ft AMSL*.
ZURICH EAST DVOR/DME, VAR 3° E	ZUE	110.05 MHz 37Y	H24	47 35 31.8N 008 49 03.6E	*1734 ft*	NIL	PSN: 051° MAG, 13.6 NM FM ARP. DOC 80 NM / *50'000 ft*
HOCHWALD DME	HOC	CH 79X	H24	47 27 59.6N 007 39 55.6E	*2425 ft*	NIL	DOC 60 NM / *50'000 ft*, DME range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz
KRONBERG DME	KRO	CH 28Y	H24	47 17 30.1N 009 19 39.9E	*5489 ft*	NIL	DOC 100 NM / *50'000 ft* in sector 185° - 115°, unreliable in sector 115° - 185°. Paired VOR FREQ 109.15 MHz
WILLISAU DVOR/DME, VAR 3° E	WIL	116.90 MHz CH 116X	H24	47 10 42.1N 007 54 20.9E	2426 *ft*	NIL	DOC 50 NM / *25'000 ft*, range 80 NM in sector 0° - 105°.
GBAS, class C/G1/0/H, APCH facility designation LSZH/ G14A/20242/S/C	G14A (RWY 14)	114.05 MHz CH 20242	H24	47 28 46.9N 008 31 49.2E	ELEV of GBAS *1416 ft*	NIL	Restricted coverage (published procedures covered): at 15 NM -35°E to 20°S from CL above *3700 ft AMSL*. at 15 NM +/- 35° from CL above *4000 ft AMSL*. at 20 NM +/- 10° from CL above *4700 ft AMSL*. Ellipsoid height: 478.81 m
LOC 14; ILS CAT III, class III/E/4 VAR 3° E	IKL	111.75 MHz	H24	47 27 35.5N 008 33 59.1E	NIL	NIL	LOC PSN: 216 m FM THR 32. RWY 14: LOC course 134° MAG. Front course sector width 3.57°. Restricted coverage: (published procedures covered): at 10 NM - +/- 35° from CL above *3800 ft AMSL*. at 17 NM - 24° E to 33° W from CL above *3800 ft AMSL*. at 25 NM - +/- 10° from CL above *4500 ft AMSL*.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
GP 14		333.35 MHz	H24	47 28 50.0N 008 32 25.8E	NIL	NIL	GP angle 3°. PSN: 350 m FM THR 14. GP HGT THR 14: 53 ft / 16.2 m.
DME 14	IKL	54Y	H24	47 28 50.0N 008 32 25.6E	*1415 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 10 NM - +/- 35° from CL above *3800 ft AMSL.* at 17 NM - +/- 35° from CL above *3800 ft AMSL.* at 25 NM - 10° E to 0° W from CL above *4500 ft AMSL.*
LOC 16, ILS CAT III, class III/E/4, VAR 3° E	IZH	110.50 MHz	H24	47 26 35.2N 008 33 30.2E	NIL	NIL	LOC PSN: 758 m FM THR 34. RWY 16: LOC course 152° MAG Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° from CL above *3800 ft AMSL.* at 25 NM; +/- 10° from CL above *4600 ft AMSL.* No low clearance and no receiver flag within the area 17 NM *3800 ft* 25° E to 30° W from CL.
GP 16		329.60 MHz	H24	47 28 23.1N 008 32 22.6E	NIL	NIL	GP angle 3°. PSN: 384 m FM THR 16. GP HGT THR 16: 54 ft / 16.5 m.
DME 16	IZH	42X	H24	47 28 23.0N 008 32 22.9E	*1400 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° from CL above *3800 ft AMSL.* at 25 NM; +/- 10° from CL above *4600 ft AMSL.*

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 28, ILS UNCAT, class I/C/2, VAR 3° E	IZW	109.75 MHz	H24	47 27 33.6N 008 31 55.3E	NIL	NIL	LOC PSN: 413 m FM THR 10. RWY 28: LOC course 273° MAG. Front course sector width 4.13°. Uncategorised ILS APCH RWY 28 due to obstacle limitation and restriction according to non-instrument RWY criteria. Restricted coverage: at 17 NM; +/- 35° from CL above *4900 ft AMSL*. at 25 NM; +/- 10° from CL above *4900 ft AMSL*.
GP 28		333.050 MHz	H24	Radiating point: 47 27 26.5N 008 33 59.4E	NIL	NIL	GP angle 3.3°. PSN: 304 m FM THR 28. GP HGT THR 28: 51 ft / 15.5 m. Restricted coverage (published procedures covered): above *4900 ft AMSL* at 12 NM; - 8° S to - 4° S from CL at 15 NM; - 4° S to 0° from CL at 13 NM; 0° to 3° N from CL at 12 NM; 3° N to 4° N from CL above *5900 ft AMSL* at 13 NM; - 8° S to - 4° S from CL at 17 NM; - 4° S to 2° N from CL at 14 NM; 2° N to 4° N from CL
DME 28	IZW	34Y	H24	47 27 27.1N 008 33 59.8E	*1423 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 16 NM - 8° S to 4° N from CL above *4700 ft AMSL*. at 17 NM - +/- 15° from CL above *5700 ft AMSL*. at 20 NM - 8° S to 4° N from CL above *5700 ft AMSL*.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 34, ILS CAT I, class I/C/2, VAR 3° E	IZS	110.75 MHz	H24	47 28 45.2N 008 32 00.7E	NIL	NIL	LOC PSN: 431 m FM THR 16. RWY 34: LOC course 332° MAG. Front course sector width 3.27°. Restricted coverage: at 17 NM; +/- 35° from CL above *4200 ft AMSL.* at 21 NM; +/- 10° from CL above *5000 ft AMSL.* at 25 NM; +/- 10° from CL above *6000 ft AMSL.*
GP 34		330.05 MHz	H24	Radiating point: 47 27 04.6N 008 33 07.1E	NIL	NIL	GP angle 3.3°. PSN: 272 m FM THR 34. GP HGT THR 34: 51 ft / 15.6 m. Restricted coverage (published procedures covered): GP usable up to an angle of 5.6° at 10 NM; - 2° W to + 6° E from CL above *3200 ft AMSL.* at 10 NM; - 4° W to + 7° E from CL above *3600 ft AMSL.* at 13 NM; - 4° W to + 7° E from CL above *4900 ft AMSL.* at 17 NM; - 2° W to + 6° E from CL above *5900 ft AMSL.*
DME 34	IZS	44Y	H24	47 27 04.5N 008 33 06.8E	*1400 ft*	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 17 NM; - +/- 35° from CL above *5000 ft AMSL.* at 25 NM; - +/- 10° from CL above *6000 ft AMSL.*

LSZH AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
IAC RNP RWY 34 (by ATC only)	LSZH AD 2.24.10.4 - 7
ATC Surveillance Minimum Altitude Chart	LSZH AD 2.24.13 - 1

LSZH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The information on visual segment surface penetration is published on the respective instrument approach chart.
See LSZH AD 2.24 for details.

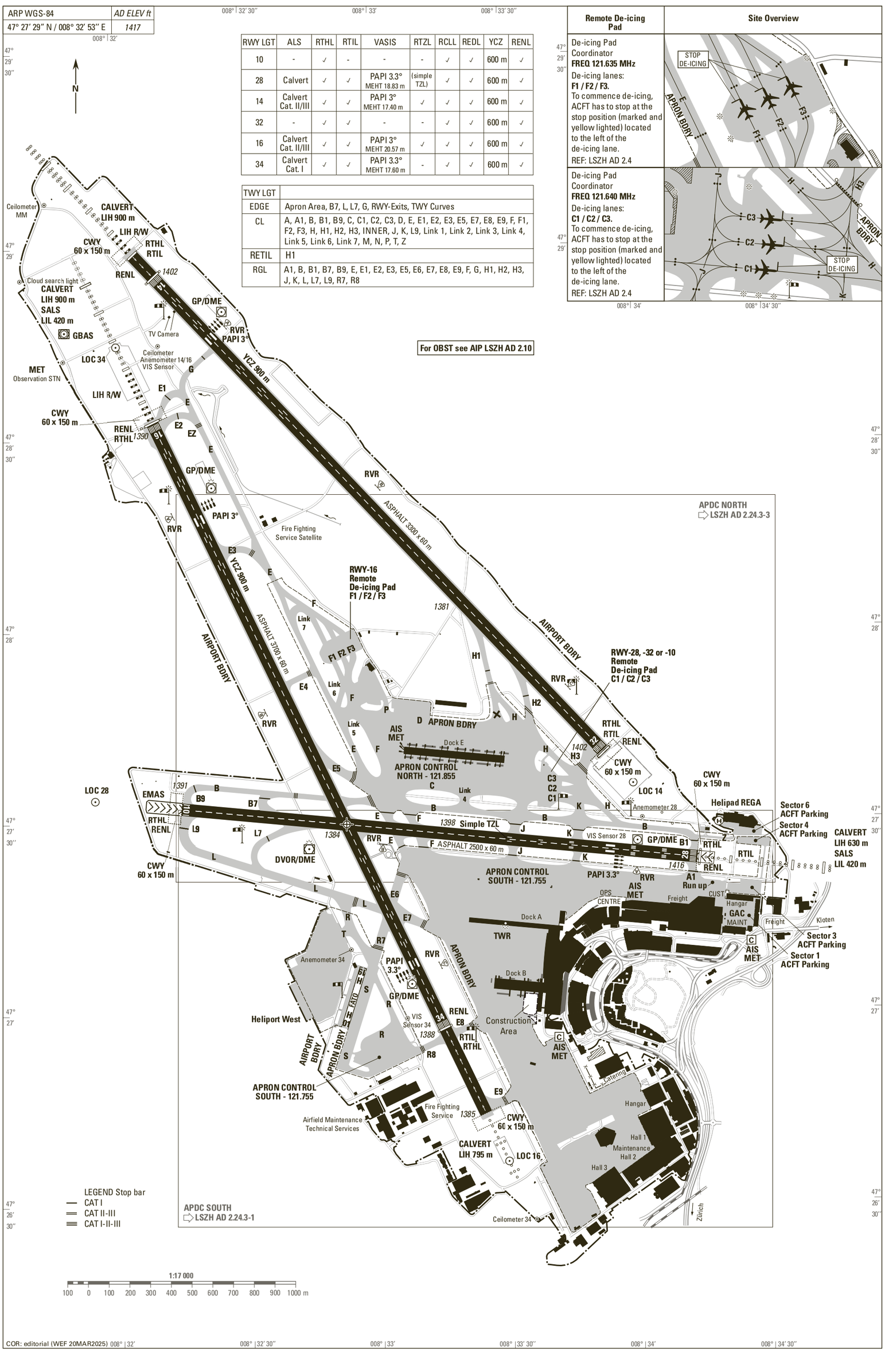
ARP WGS-84	AD ELEV ft
47° 27′ 29″ N / 008° 32′ 53″ E	1417

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
10	-	✓	-	-	-	✓	✓	600 m	✓
28	Calvert	✓	✓	PAPI 3.3° MEHT 18.83 m	(simple TZL)	✓	✓	600 m	✓
14	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 17.40 m	✓	✓	✓	600 m	✓
32	-	✓	✓	-	-	✓	✓	600 m	✓
16	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 20.57 m	✓	✓	✓	600 m	✓
34	Calvert Cat. I	✓	✓	PAPI 3.3° MEHT 17.60 m	-	✓	✓	600 m	✓

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

For OBST see AIP LSZH AD 2.10

Remote De-icing Pad	Site Overview
De-icing Pad Coordinator **FREQ 121.635 MHz** De-icing lanes: **F1 / F2 / F3.** To commence de-icing, ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane. REF: LSZH AD 2.4	
De-icing Pad Coordinator **FREQ 121.640 MHz** De-icing lanes: **C1 / C2 / C3.** To commence de-icing, ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane. REF: LSZH AD 2.4	



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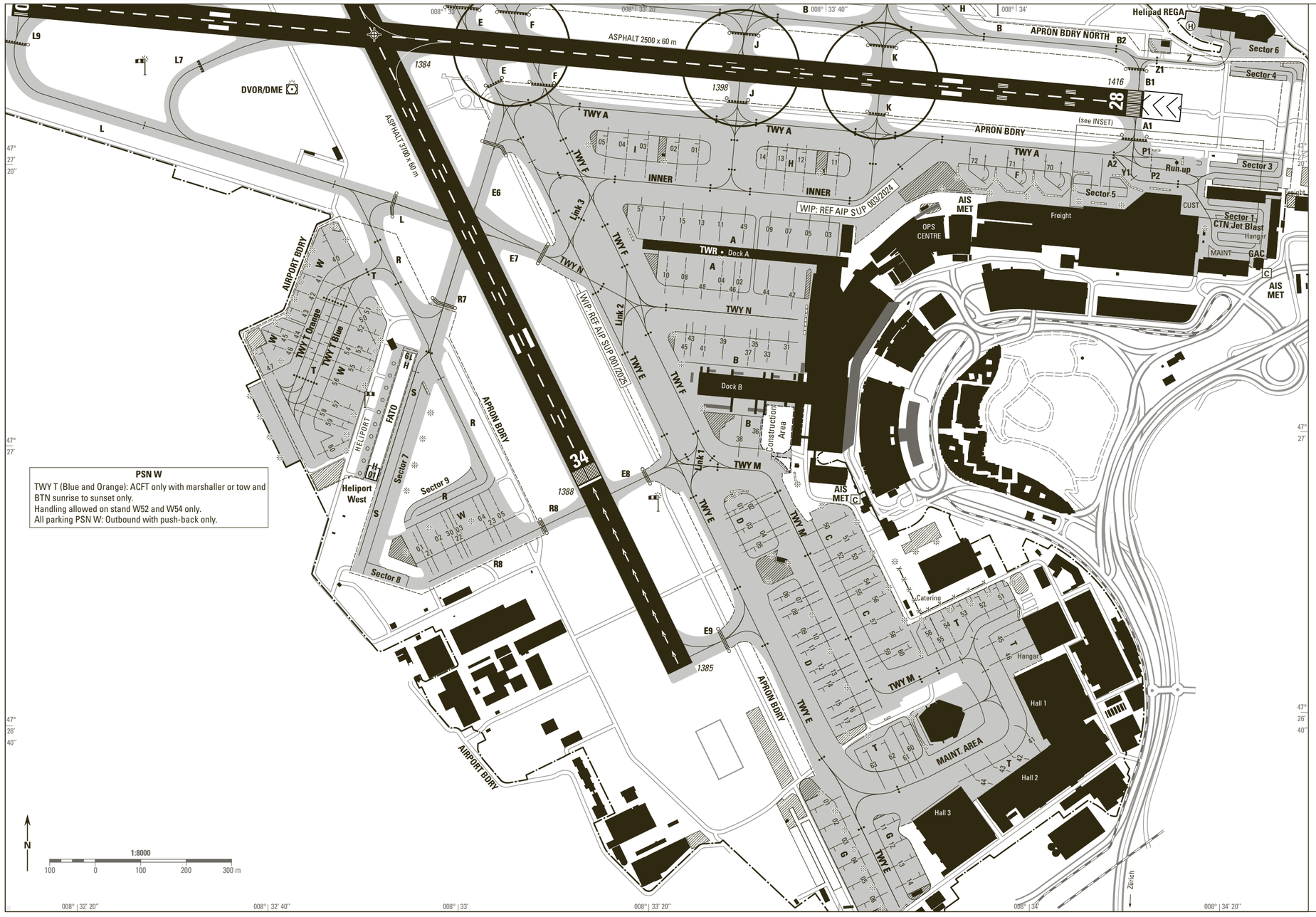
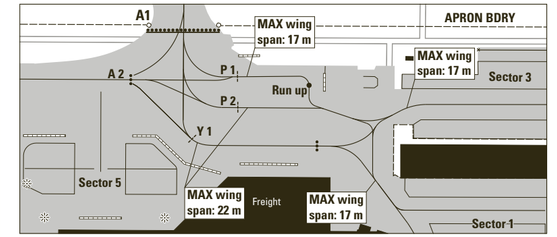


PSN W
TWY T (Blue and Orange): ACFT only with marshaller or tow and BTN sunrise to sunset only.
Handling allowed on stand W52 and W54 only.
All parking PSN W: Outbound with push-back only.

APRON SOUTH

INSET



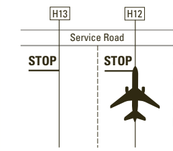
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

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

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

ACFT PRKG:



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

COR: editorial (WEF 20MAR2025)

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APRON NORTH

LEGEND

- Blast fences
- Light pole
- 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
- Stands E4M AND E5M SOUTH OF DOCK-E WITH MARSHALLER ONLY

ACFT PRKG:

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.

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

TWY Z: Outer main gear wheel span MAX 6 m. MAX 30 m wingspan
TWY P: ICAO Code C ACFT only up to 36 m wingspan

For sequencing - ACFT north of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to intermediate HLDG PSN B2 or Z1.

COR: editorial (WEF 20MAR2025)

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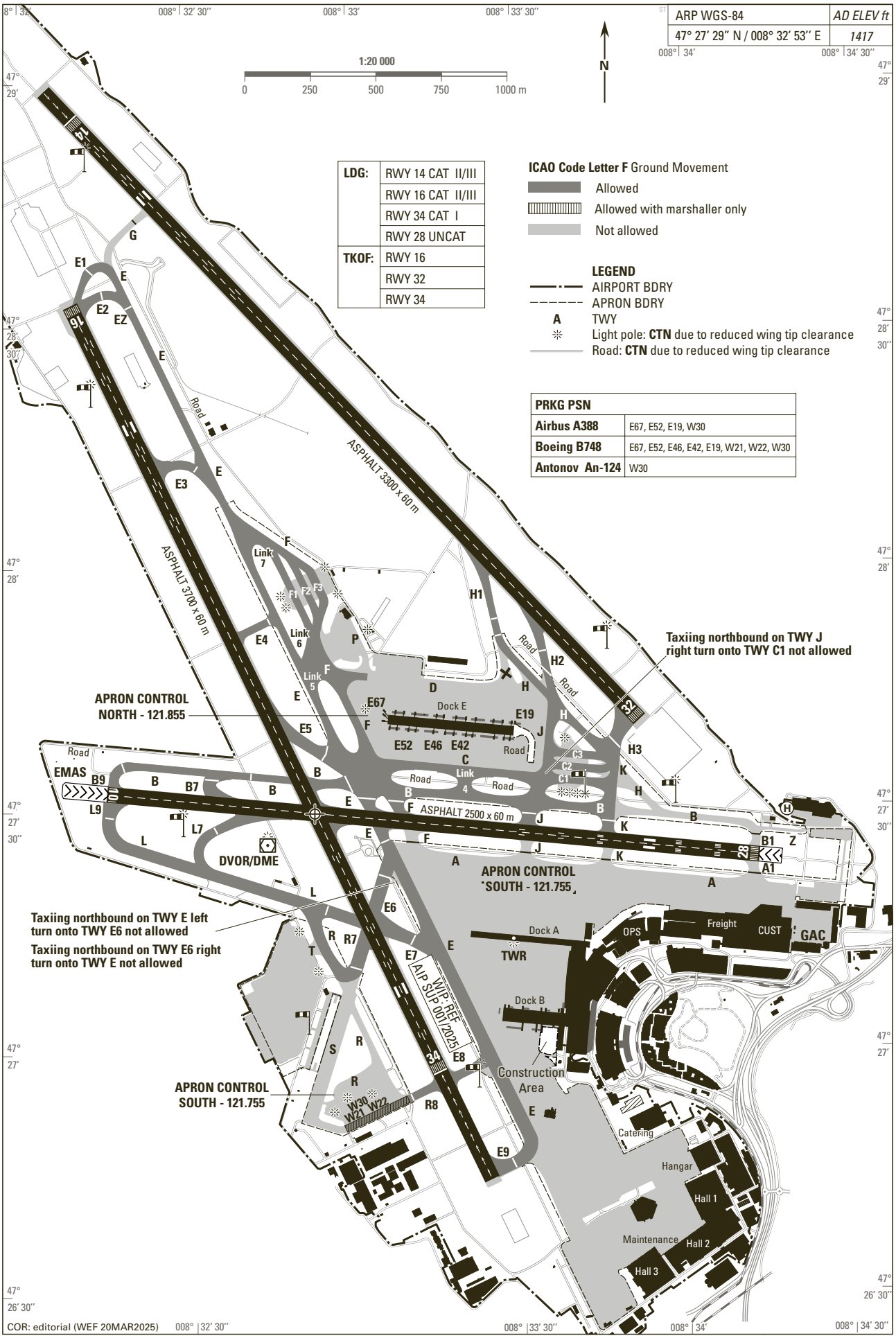
ARP WGS-84
47° 27′ 29″ N / 008° 32′ 53″ E
AD ELEV ft
1417
1:20 000
0 250 500 750 1000 m
N
LDG: RWY 14 CAT II/III
RWY 16 CAT II/III
RWY 34 CAT I
RWY 28 UNCAT
TKOF: RWY 16
RWY 32
RWY 34
ICAO Code Letter F Ground Movement
Allowed
Allowed with marshaller only
Not allowed
LEGEND
AIRPORT BDRY
APRON BDRY
A TWY
Light pole: CTN due to reduced wing tip clearance
Road: CTN due to reduced wing tip clearance
PRKG PSN
Airbus A388 E67, E52, E19, W30
Boeing B748 E67, E52, E46, E42, E19, W21, W22, W30
Antonov An-124 W30
ASPHALT 3300 x 60 m
ASPHALT 3700 x 60 m
ASPHALT 2500 x 60 m
Taxiing northbound on TWY J right turn onto TWY C1 not allowed
APRON CONTROL NORTH - 121.855
APRON CONTROL SOUTH - 121.755
APRON CONTROL SOUTH - 121.755
Taxiing northbound on TWY E left turn onto TWY E6 not allowed
Taxiing northbound on TWY E6 right turn onto TWY E not allowed
DVOR/DME
EMAS
TWR
GAC
OPS
Freight
CUST
Dock A
Dock B
Dock E
Construction Area
Catering
Hangar
Hall 1
Hall 2
Hall 3
Maintenance
WIP: REF AIP SUP 001/2025
Road
Link 4
Link 5
Link 6
Link 7
COR: editorial (WEF 20MAR2025)

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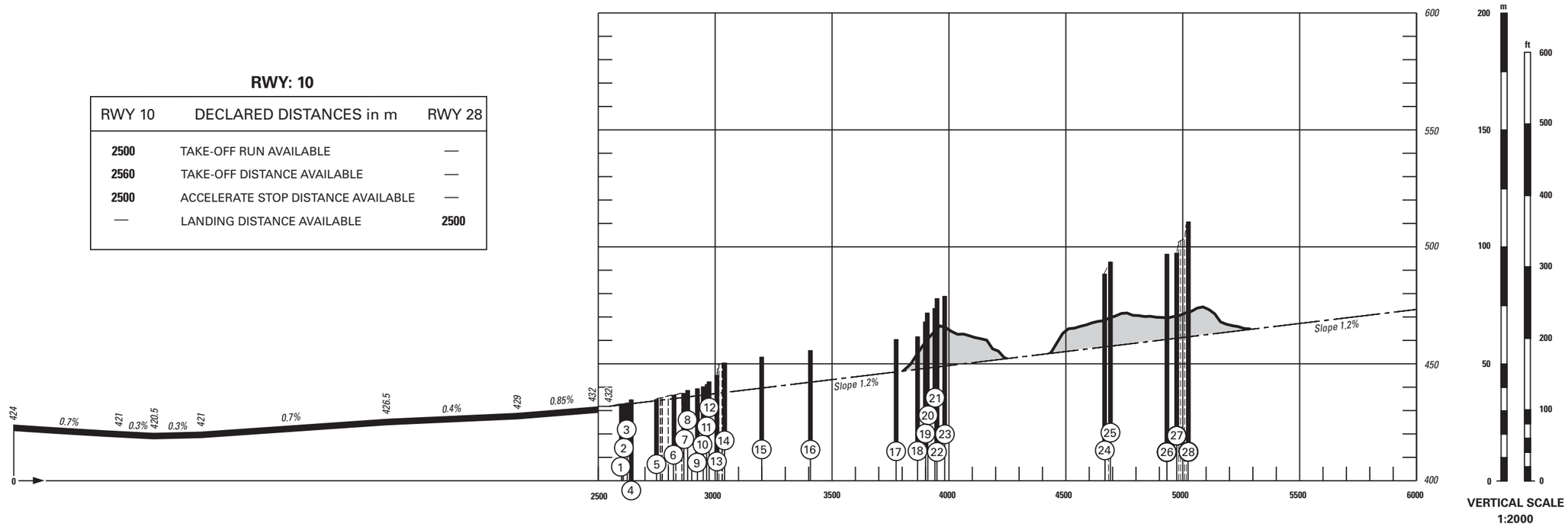
VAR 3°E (2020.5)

RWY: 10

RWY 10	DECLARED DISTANCES in m	RWY 28
2500	TAKE-OFF RUN AVAILABLE	—
2560	TAKE-OFF DISTANCE AVAILABLE	—
2500	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**2500**



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Tree, antenna
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Enclosure
- Railroad
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20MAR2025)

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VAR 3°E (2020.5)

PROFILE see LSZH AD 2.24.4-4

RWY: 28

RWY 10	DECLARED DISTANCES in m	RWY 28
—	TAKE-OFF RUN AVAILABLE	**2500**
—	TAKE-OFF DISTANCE AVAILABLE	**2560**
—	ACCELERATE STOP DISTANCE AVAILABLE	**2500**
2500	LANDING DISTANCE AVAILABLE	—

500 m 0 1000 2000 m
1000 ft 0 3000 6000 ft
HORIZONTAL SCALE 1:20 000

CWY 60 m
ASPHALT 2500 x 60 m
10
28
273°
5696 m
0
723 m
R=2300 m
X = 18°
N

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

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

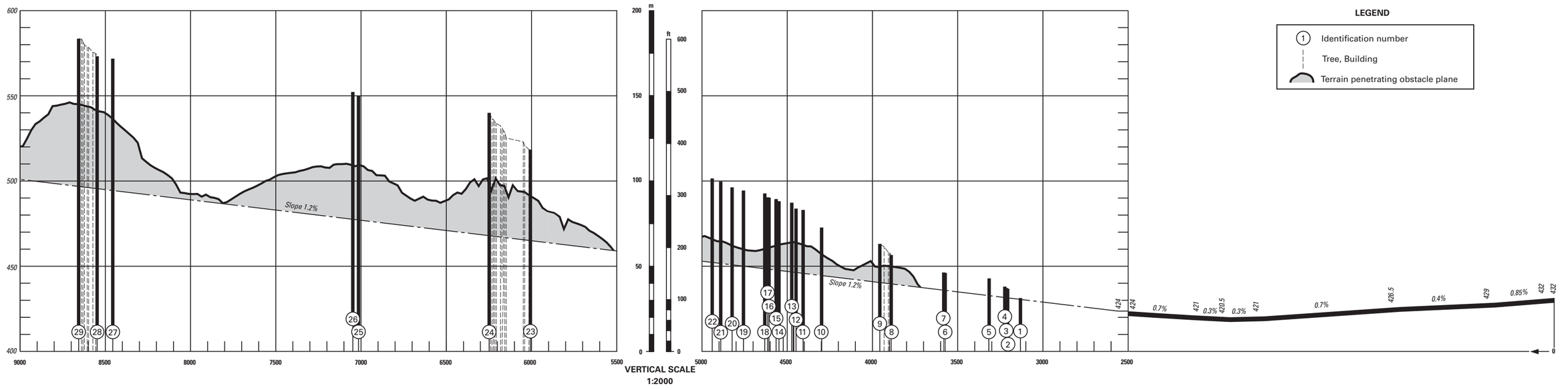
AMDT RECORD		
No.	DATE	ENTERED BY

COR: editorial (WEF 20MAR2025)

VAR 3°E (2020.5)

Plan view see LSZH AD 2.24.4-3

PROFILE RWY: 28



LEGEND

- (1) Identification number
- Tree, Building
- Terrain penetrating obstacle plane

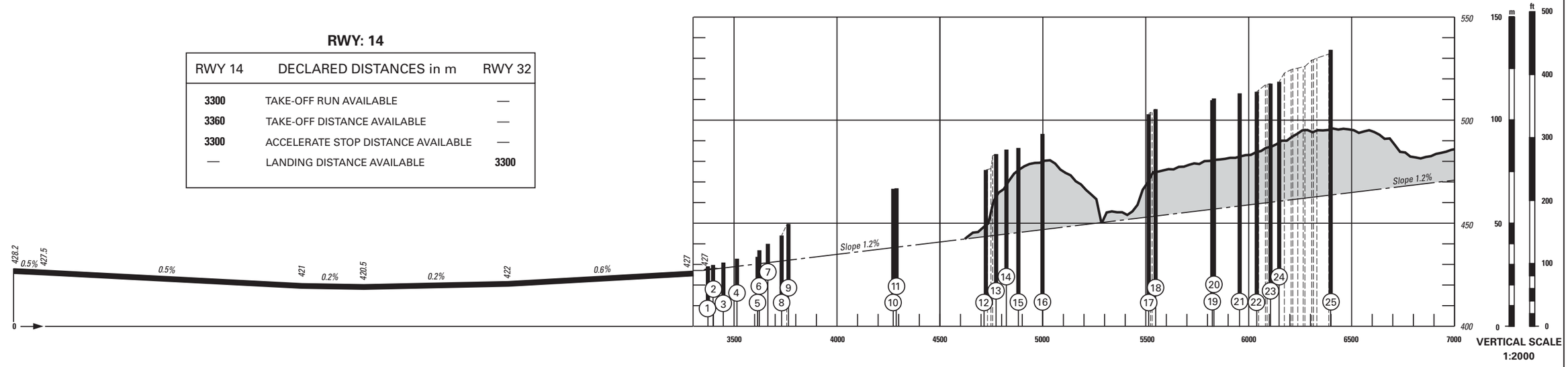
VERTICAL SCALE
1:2000

COR: editorial (WEF 20MAR2025)

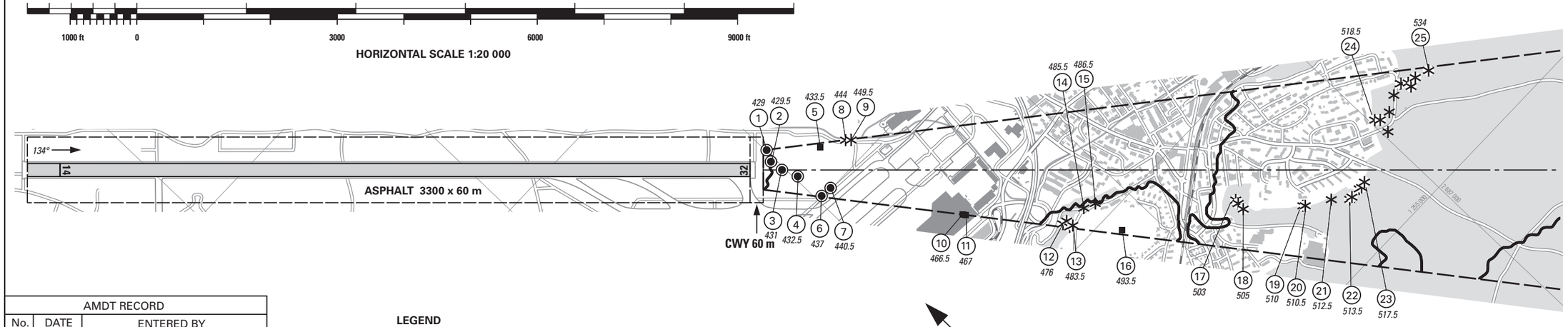
VAR 3°E (2020.5)

RWY: 14

RWY 14	DECLARED DISTANCES in m	RWY 32
3300	TAKE-OFF RUN AVAILABLE	—
3360	TAKE-OFF DISTANCE AVAILABLE	—
3300	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**3300**



HORIZONTAL SCALE 1:20 000



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building
- Transmission line, overhead cable
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

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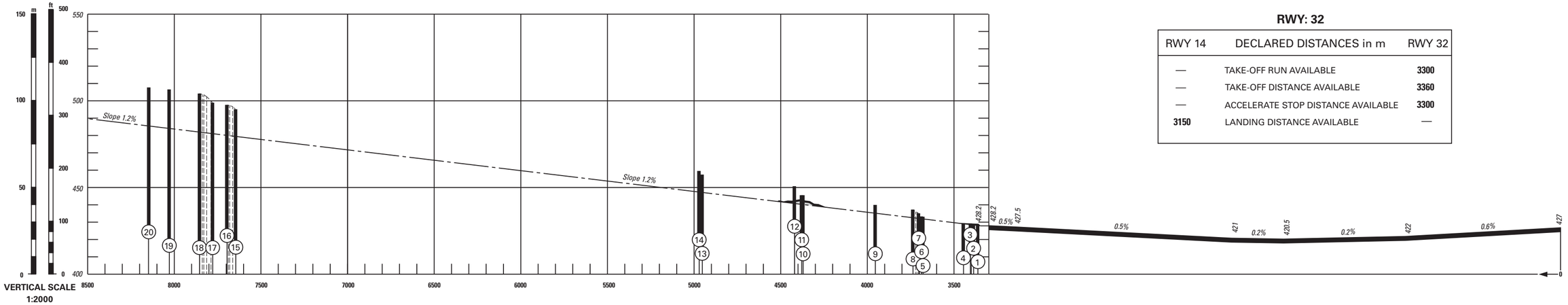
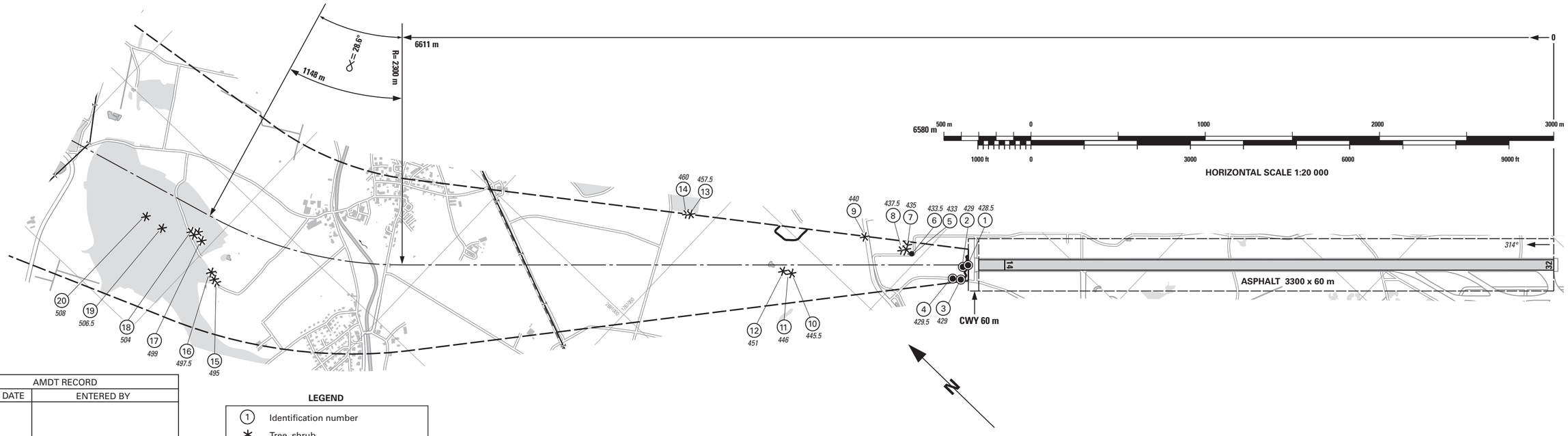
VAR 3°E (2020.5)



RWY: 32

RWY 14	DECLARED DISTANCES in m	RWY 32
—	TAKE-OFF RUN AVAILABLE	**3300**
—	TAKE-OFF DISTANCE AVAILABLE	**3360**
—	ACCELERATE STOP DISTANCE AVAILABLE	**3300**
3150	LANDING DISTANCE AVAILABLE	—



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Tree
- Pole, tower, spire, antenna, etc.
- Railroad
- Enclosure
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20MAR2025)

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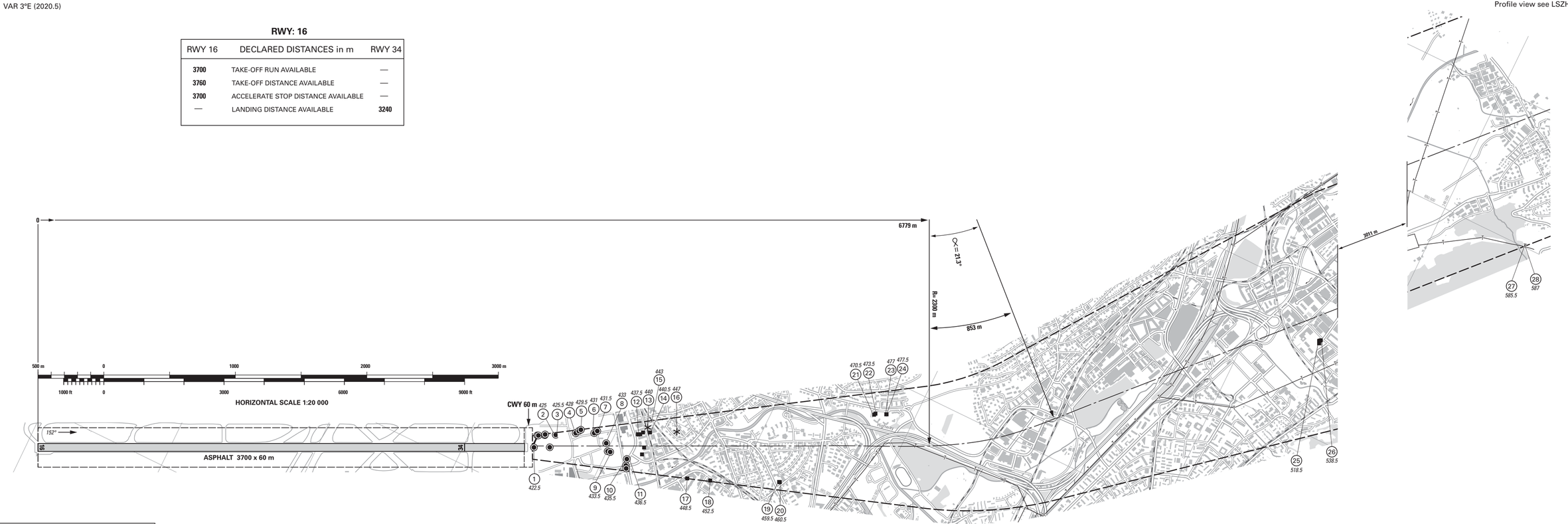
VAR 3°E (2020.5)

Profile view see LSZH AD 2.24.4-10

RWY: 16

RWY 16	DECLARED DISTANCES in m	RWY 34
3700	TAKE-OFF RUN AVAILABLE	—
3760	TAKE-OFF DISTANCE AVAILABLE	—
3700	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**3240**



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building
- Transmission line, overhead cable
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

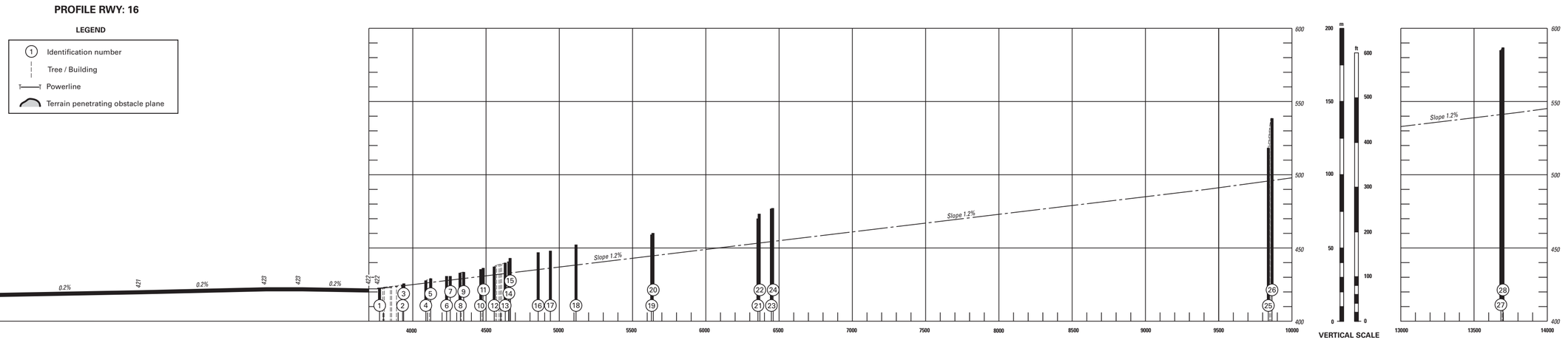
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20MAR2025)

VAR 3°E (2020.5)

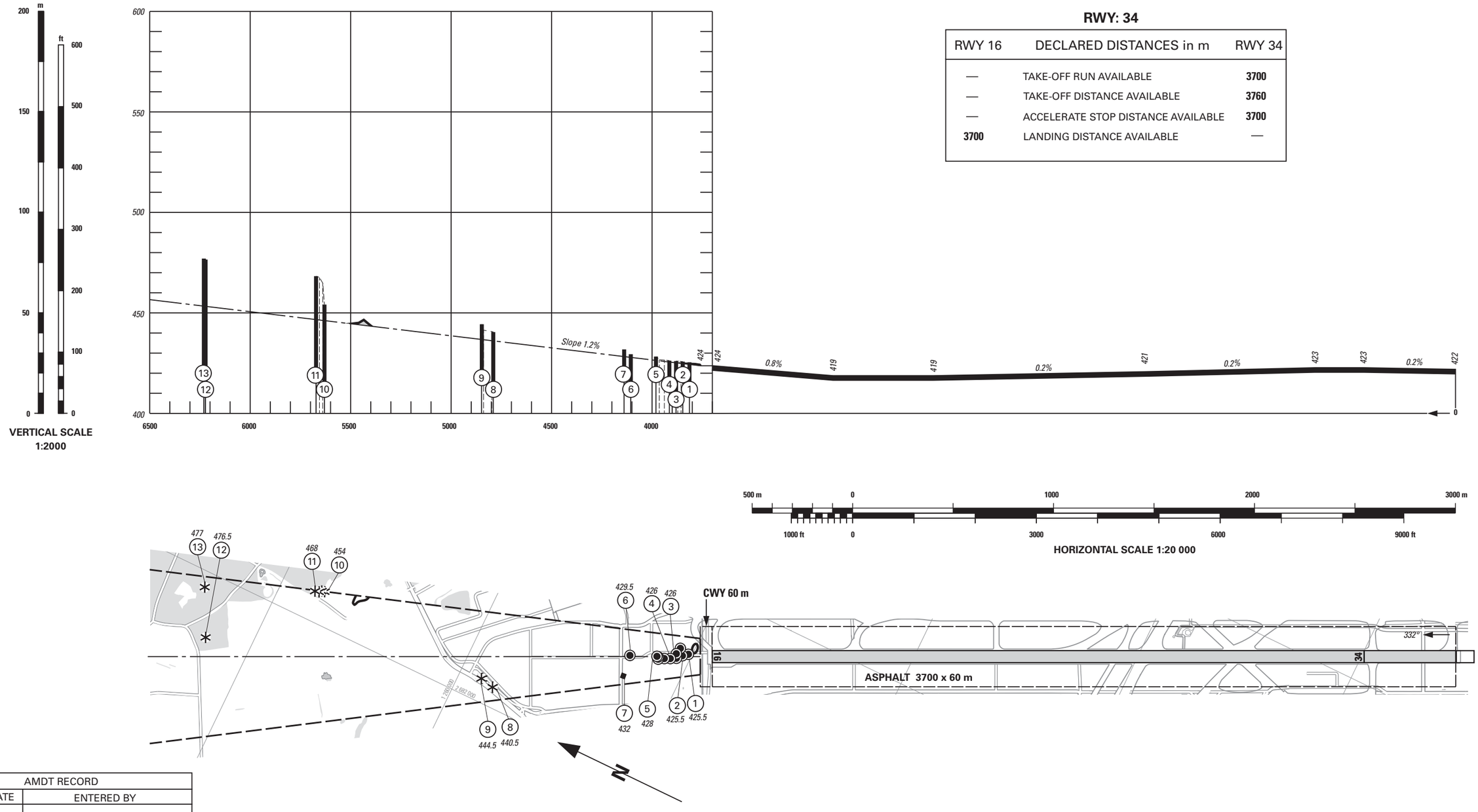
Plan view see LSZH AD 2.24.4-9

PROFILE RWY: 16



COR: editorial (WEF 20MAR2025)

VAR 3°E (2020.5)



RWY: 34

RWY 16	DECLARED DISTANCES in m	RWY 34
—	TAKE-OFF RUN AVAILABLE	**3700**
—	TAKE-OFF DISTANCE AVAILABLE	**3760**
—	ACCELERATE STOP DISTANCE AVAILABLE	**3700**
3700	LANDING DISTANCE AVAILABLE	—

AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: editorial (WEF 20MAR2025)

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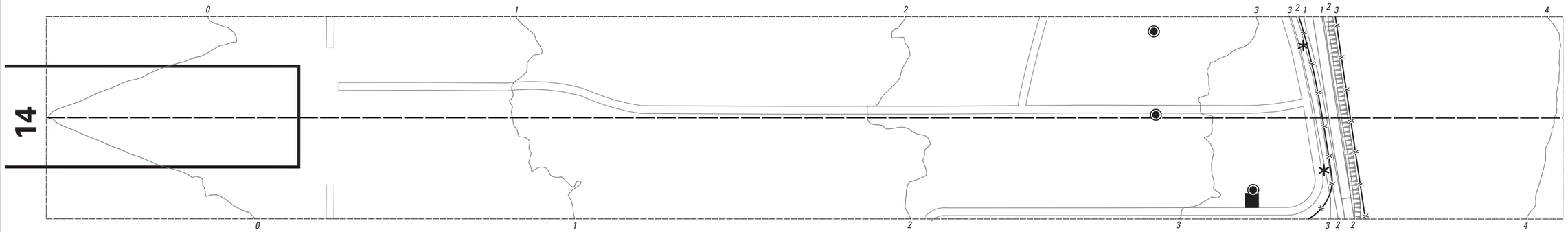
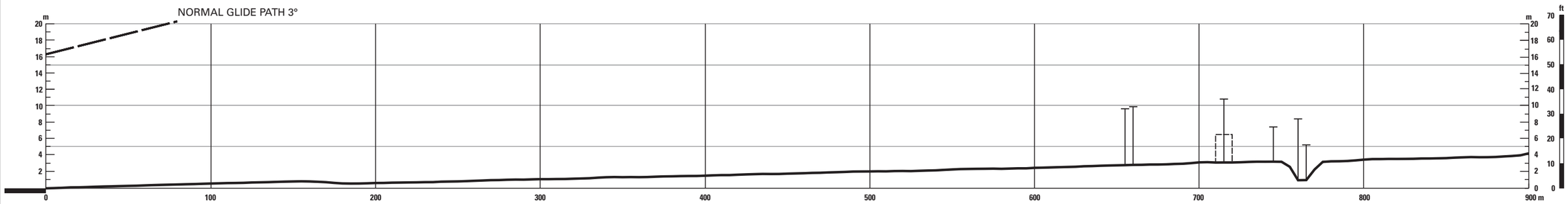


HORIZONTAL SCALE 1:2500

0 50 100 m



VERTICAL SCALE 1:500

LEGEND

- Large Structure
- Contour
- Centre-line profile
- Antenna
- Shrub
- Fence
- Large Structure
- Antenna

DATE OF SURVEY: 2014
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR *(427.35 m AMSL)*

COR: editorial (WEF 20MAR2025)

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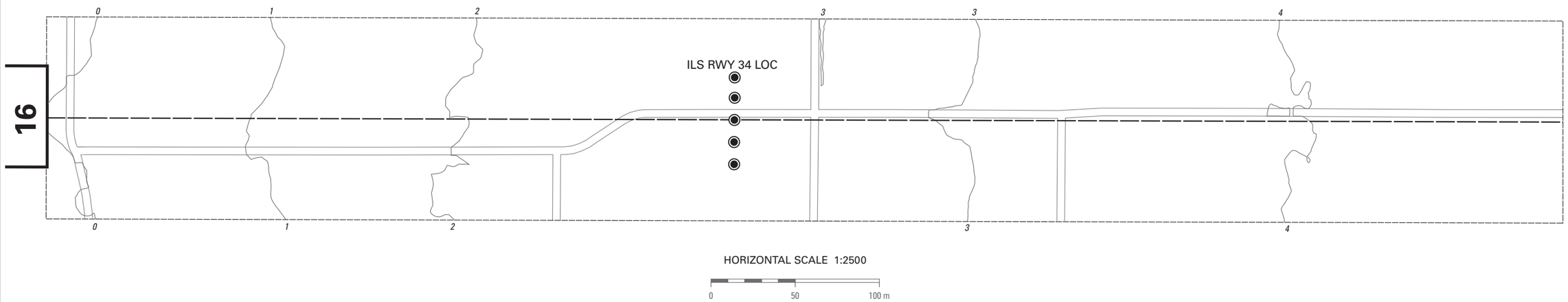
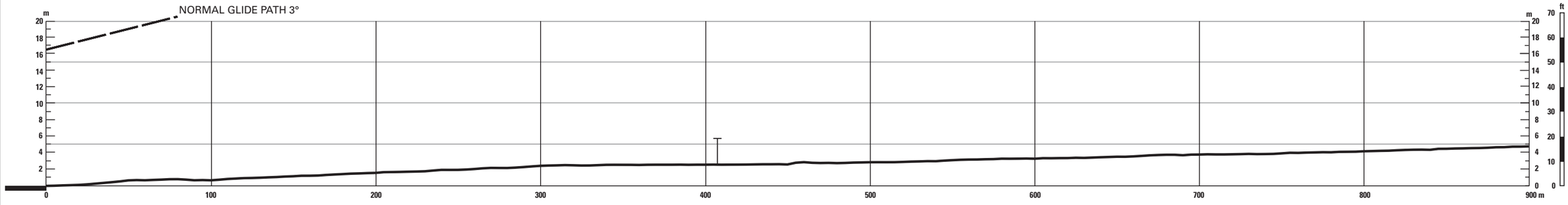


HORIZONTAL SCALE 1:2500

0 50 100 m



VERTICAL SCALE 1:500

LEGEND

- Antenna
- 1 Contour
- Centre-line profile
- Antenna

DATE OF SURVEY: 2014

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR *(423.65 m AMSL)*

COR: editorial (WEF 20MAR2025)

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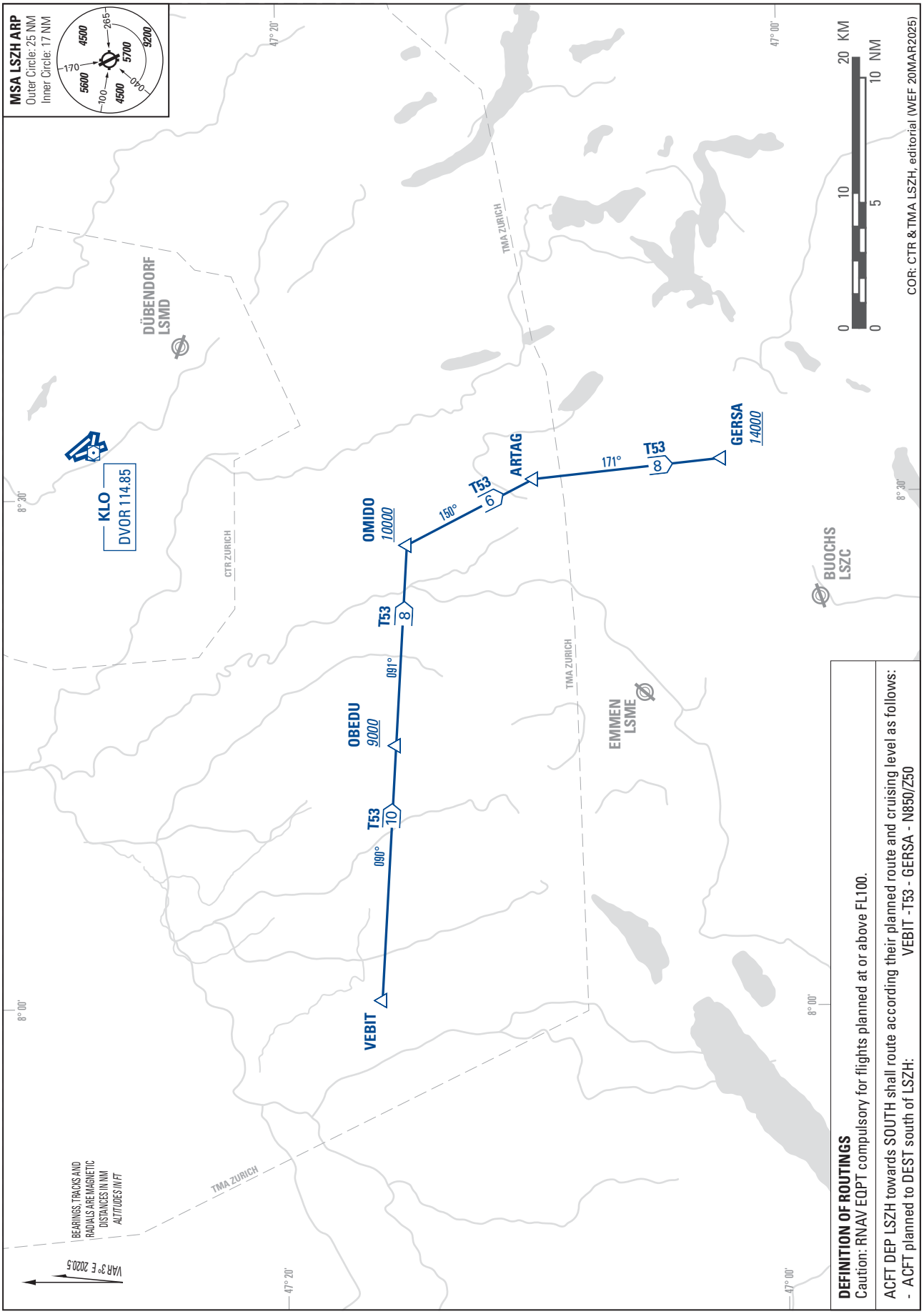
MSA LSZH ARP
Outer Circle: 25 NM
Inner Circle: 17 NM
4500
5600
4500
5700
3200
265
170
100
090
KLO
DVOR 114.85
DÜBENDORF
LSMD
CTR ZURICH
TMA ZURICH
OMIDO
10000
ARTAG
GERSA
14000
T53
8
T53
6
T53
8
T53
10
150°
171°
091°
090°
OBEDU
9000
VEBIT
BUOCHS
LSZC
EMMEN
LSME
0
10
20 KM
0
5
10 NM
COR: CTR & TMA LSZH, editorial (WEF 20MAR2025)
8° 30'
8° 00'
47° 20'
47° 00'
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT
VAR 3°E 2020.5
DEFINITION OF ROUTINGS
Caution: RNAV EQPT compulsory for flights planned at or above FL100.
ACFT DEP LSZH towards SOUTH shall route according their planned route and cruising level as follows:
- ACFT planned to DEST south of LSZH: VEBIT -T53 - GERSA - N850/250

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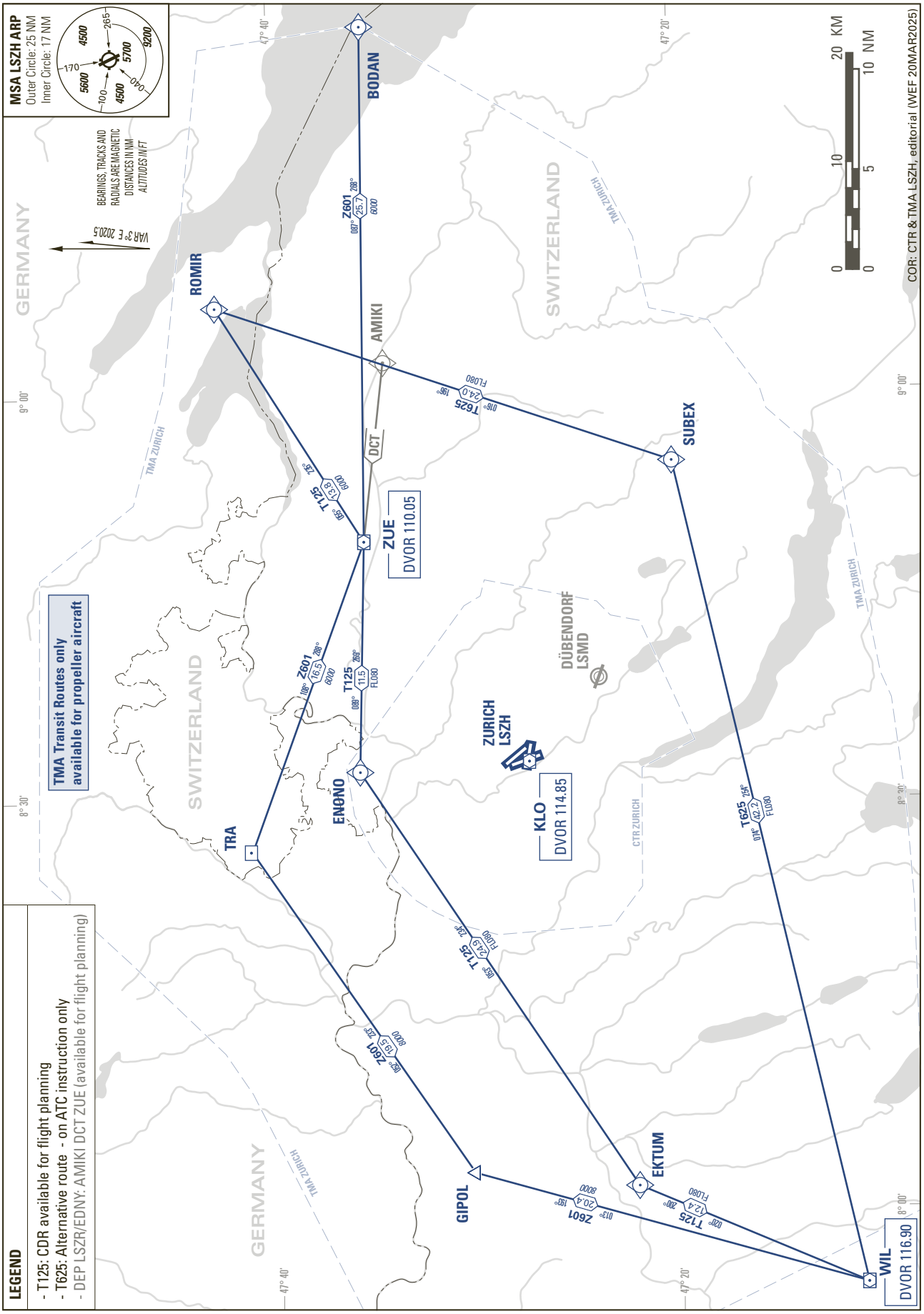
MSA LSZH ARP
Outer Circle: 25 NM
Inner Circle: 17 NM
4500
5600
5700
3200
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT
VAR 3° E 2020.5
GERMANY
SWITZERLAND
TMA ZURICH
CTR ZURICH
DÜBENDORF LSMD
ZURICH LSZH
BODAN
ROMIR
AMIKI
SUBEX
DCT
ZUE
DVOR 110.05
KLO
DVOR 114.85
TRA
ENGNO
GIPOL
EKTUM
WIL
DVOR 116.90
Z601
T125
T625
TMA Transit Routes only available for propeller aircraft
20 KM
10 NM
COR: CTR & TMA LSZH, editorial (WEF 20MAR2025)
LEGEND
- T125: CDR available for flight planning
- T625: Alternative route - on ATC instruction only
- DEP LSZR/EDNY: AMIKI DCT ZUE (available for flight planning)

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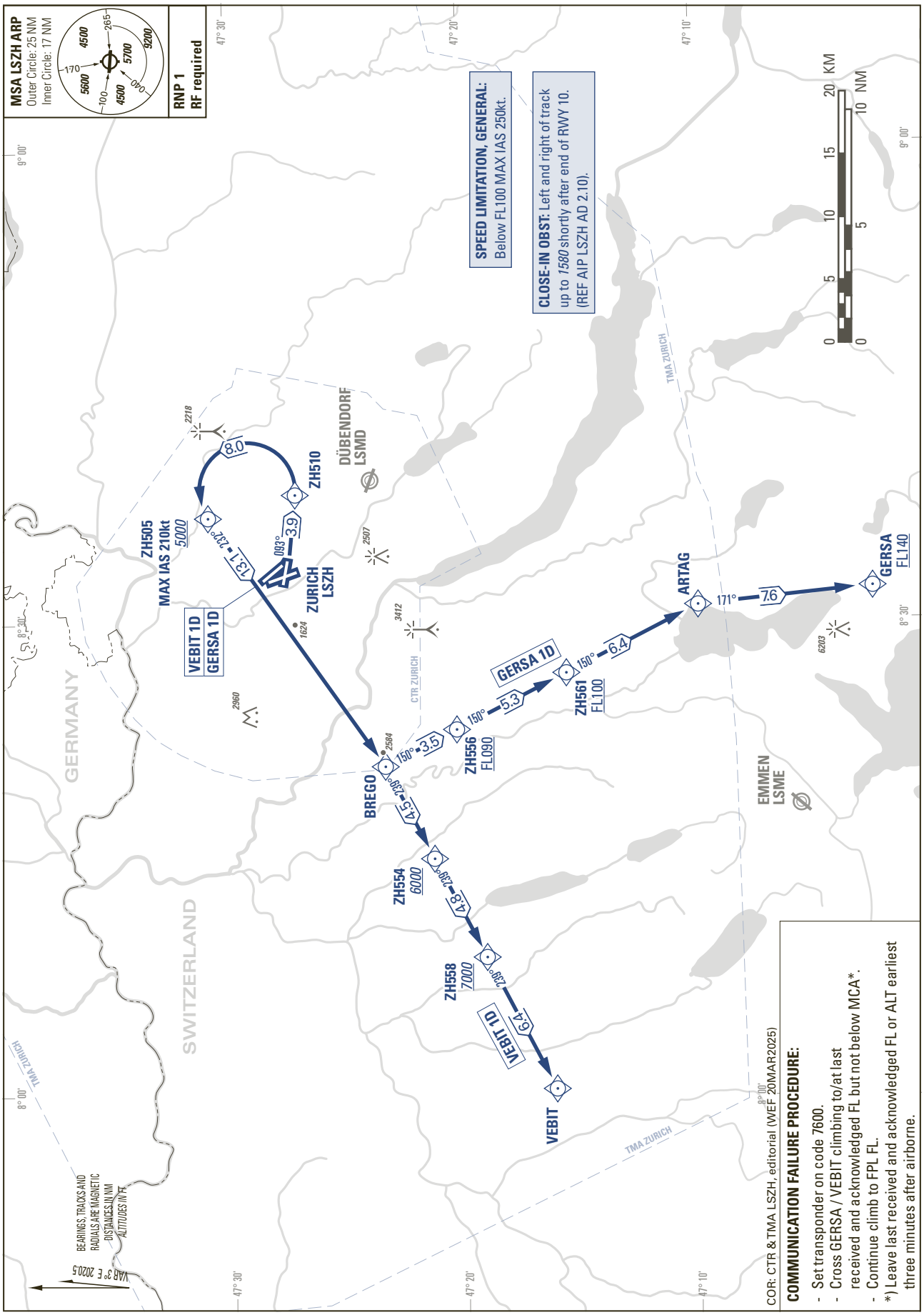
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNP RWY 10

GERSA 1D VEBIT 1D



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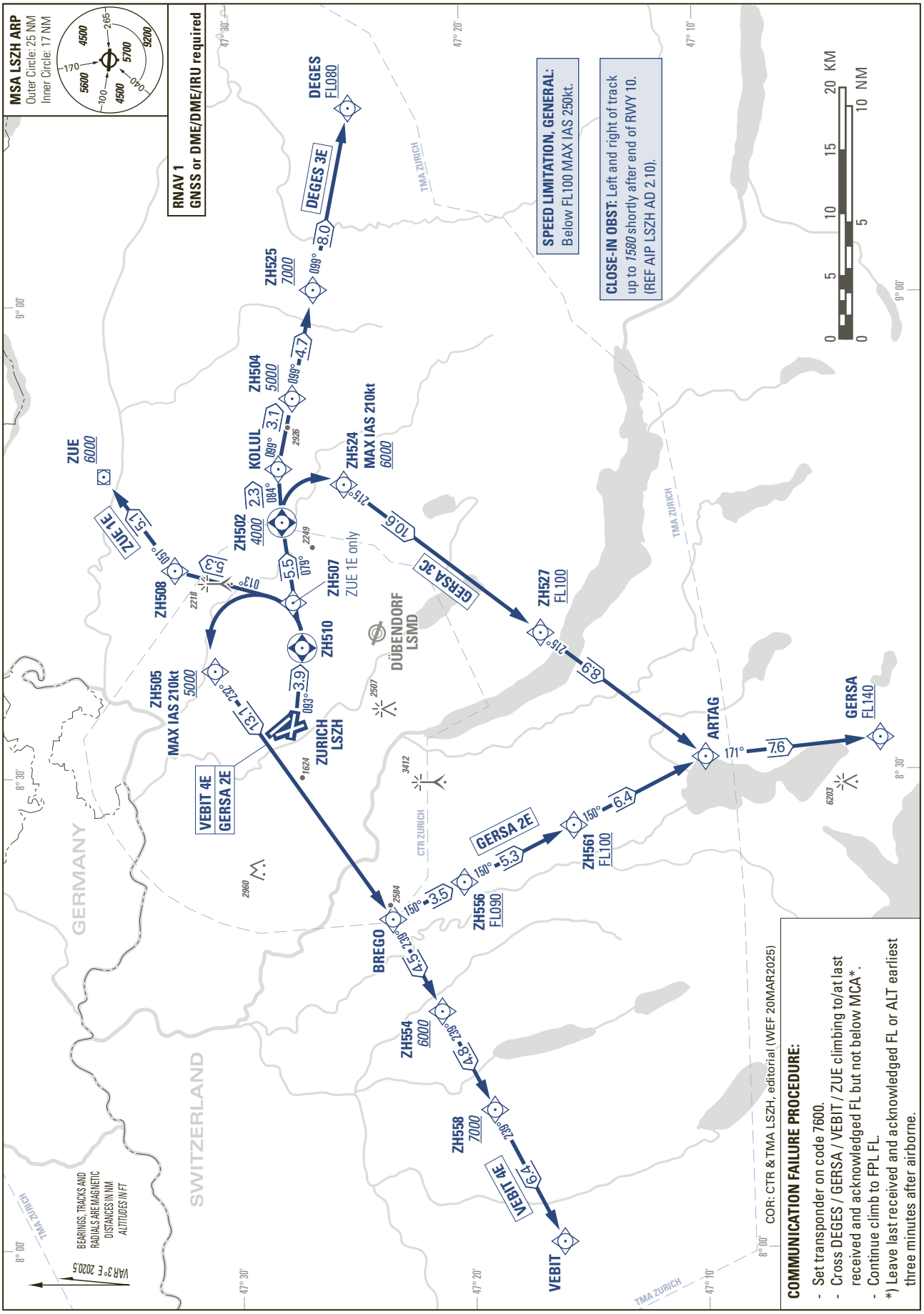
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - IACO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 10

DEGES 3E GERSA 3C GERSA 2E VEBIT 4E ZUE 1E



COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Cross DEGES / GERSA / VEBIT / ZUE climbing to/at last received and acknowledged FL but not below MCA*.
- Continue climb to FPL FL.

*) Leave last received and acknowledged FL or ALT earliest three minutes after airborne.

COR: CTR &TMA LSZH, editorial (WEF 20MAR2025)

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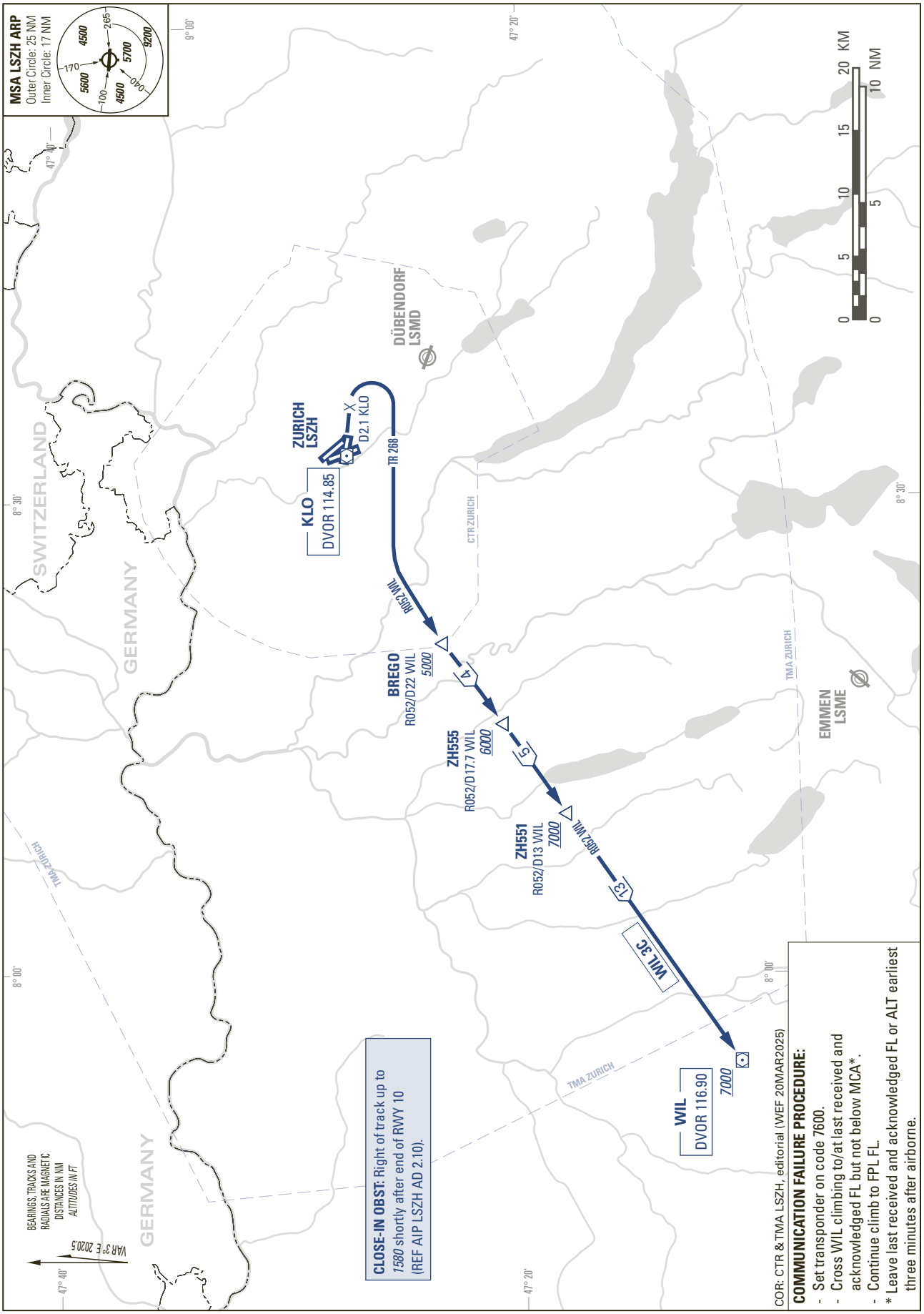
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RWY 10

WIL 3C



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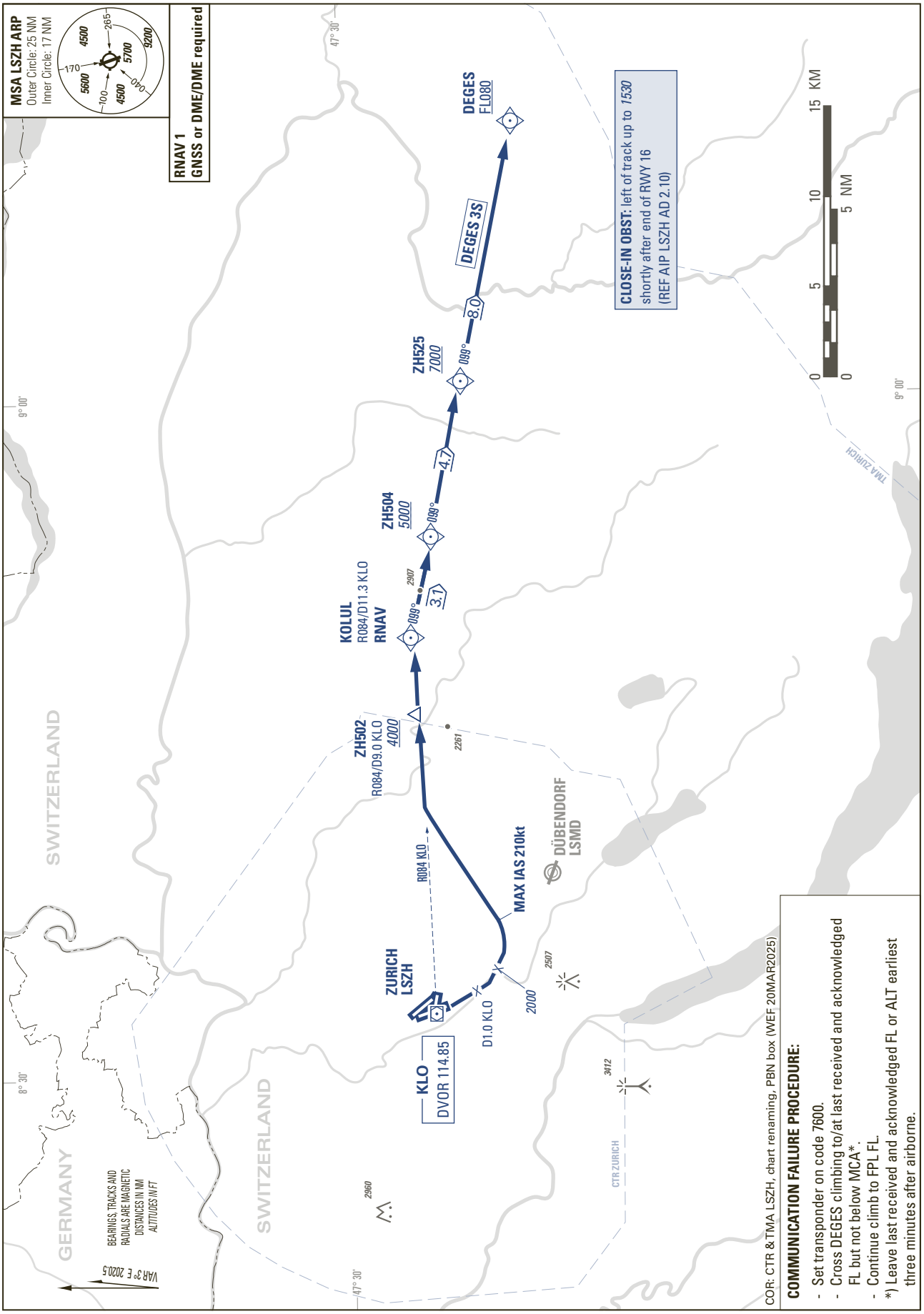
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 16

DEGES 3S



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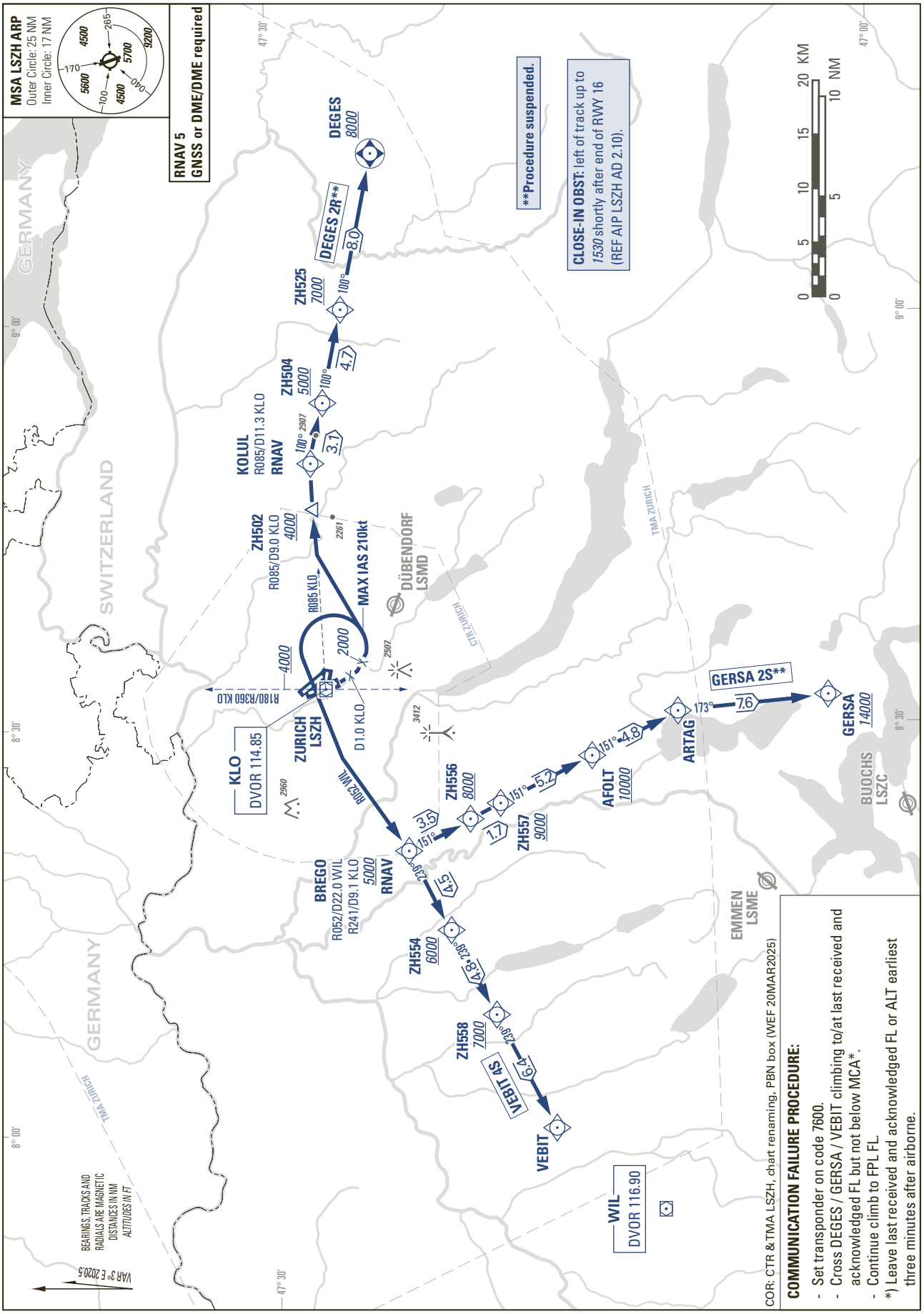
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 16

DEGES 2R GERSA 2S VEBIT 4S



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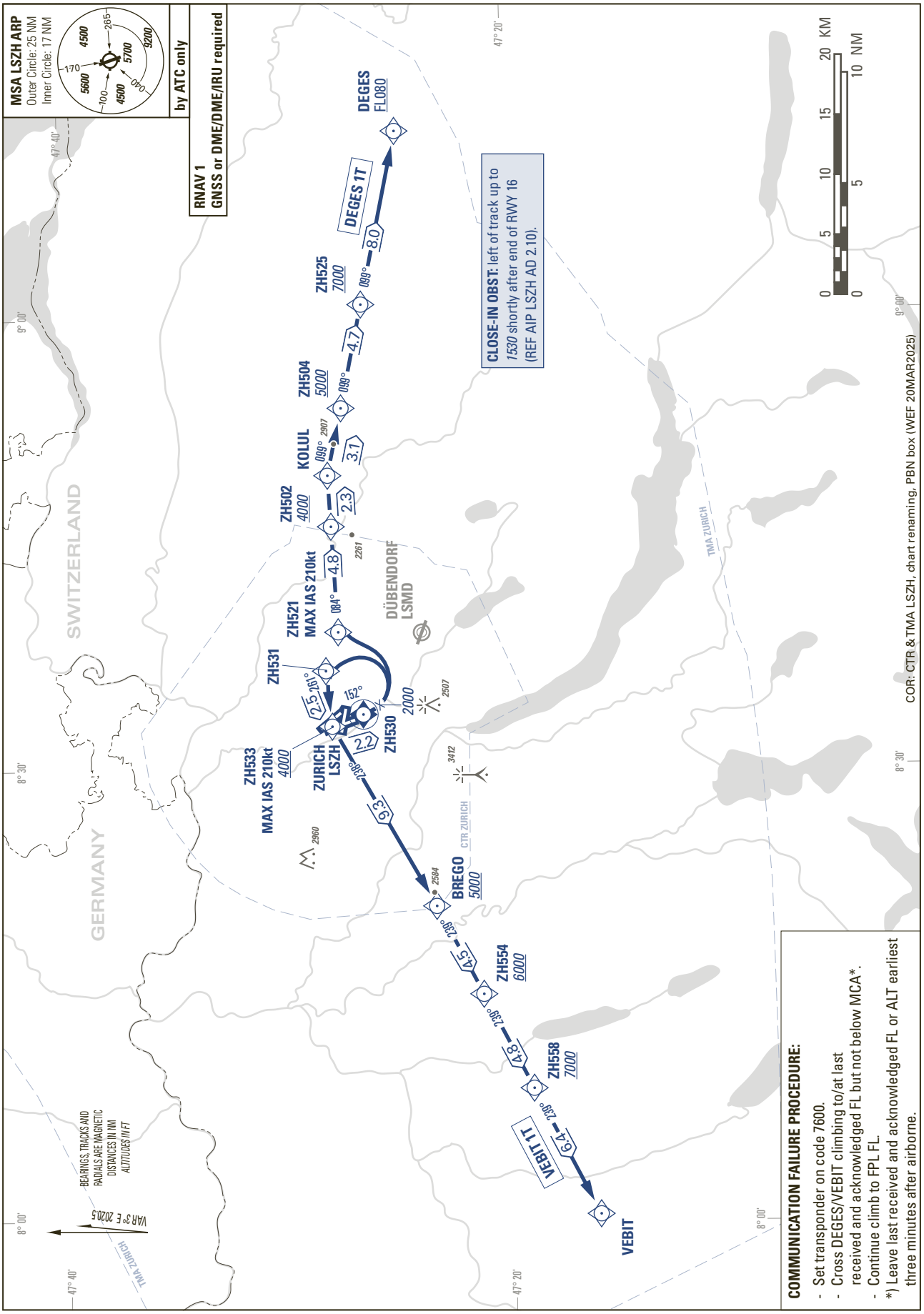
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RNAV RWY 16

DEGES 1T VEBIT 1T



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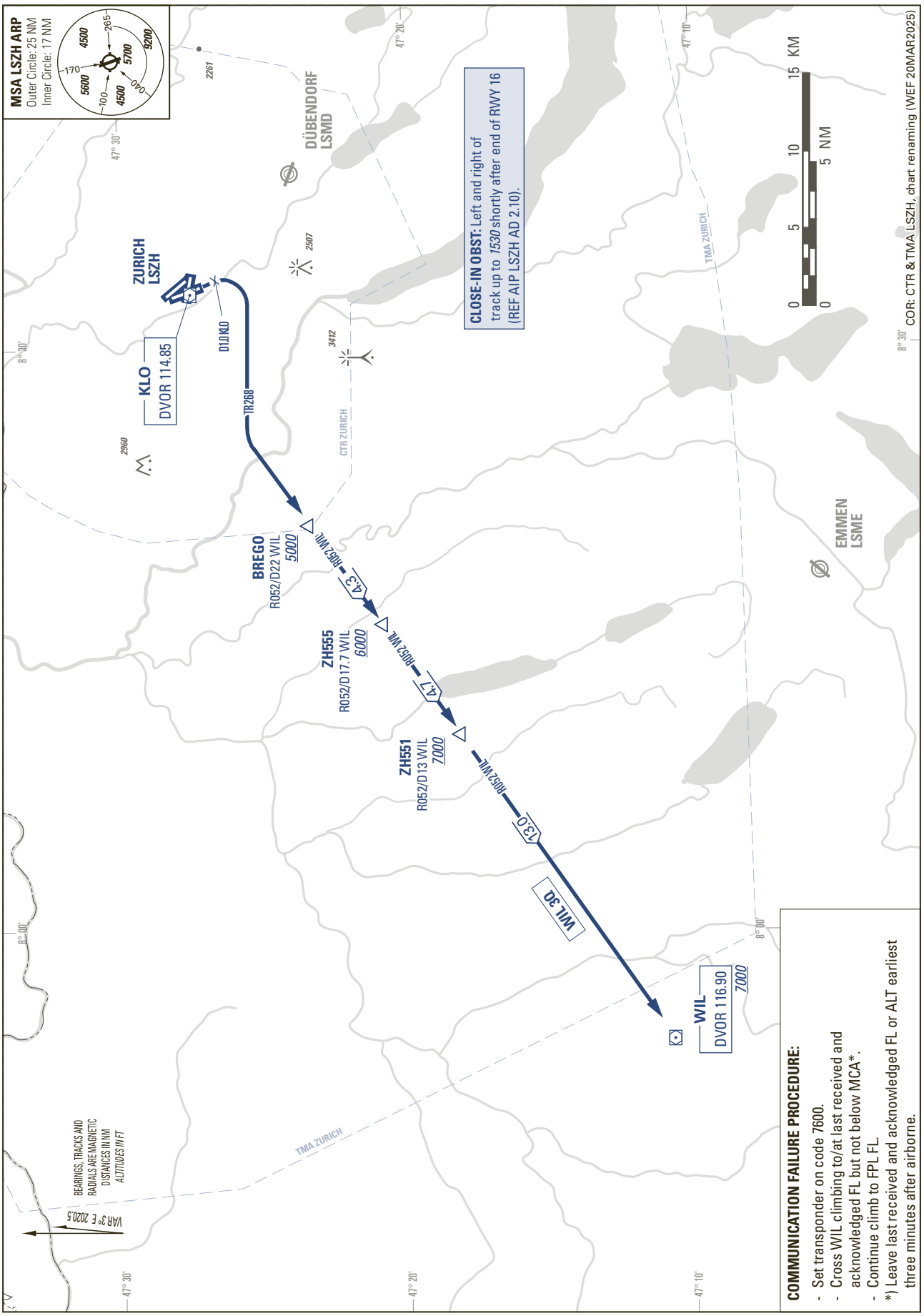
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RWY 16

WIL 3Q



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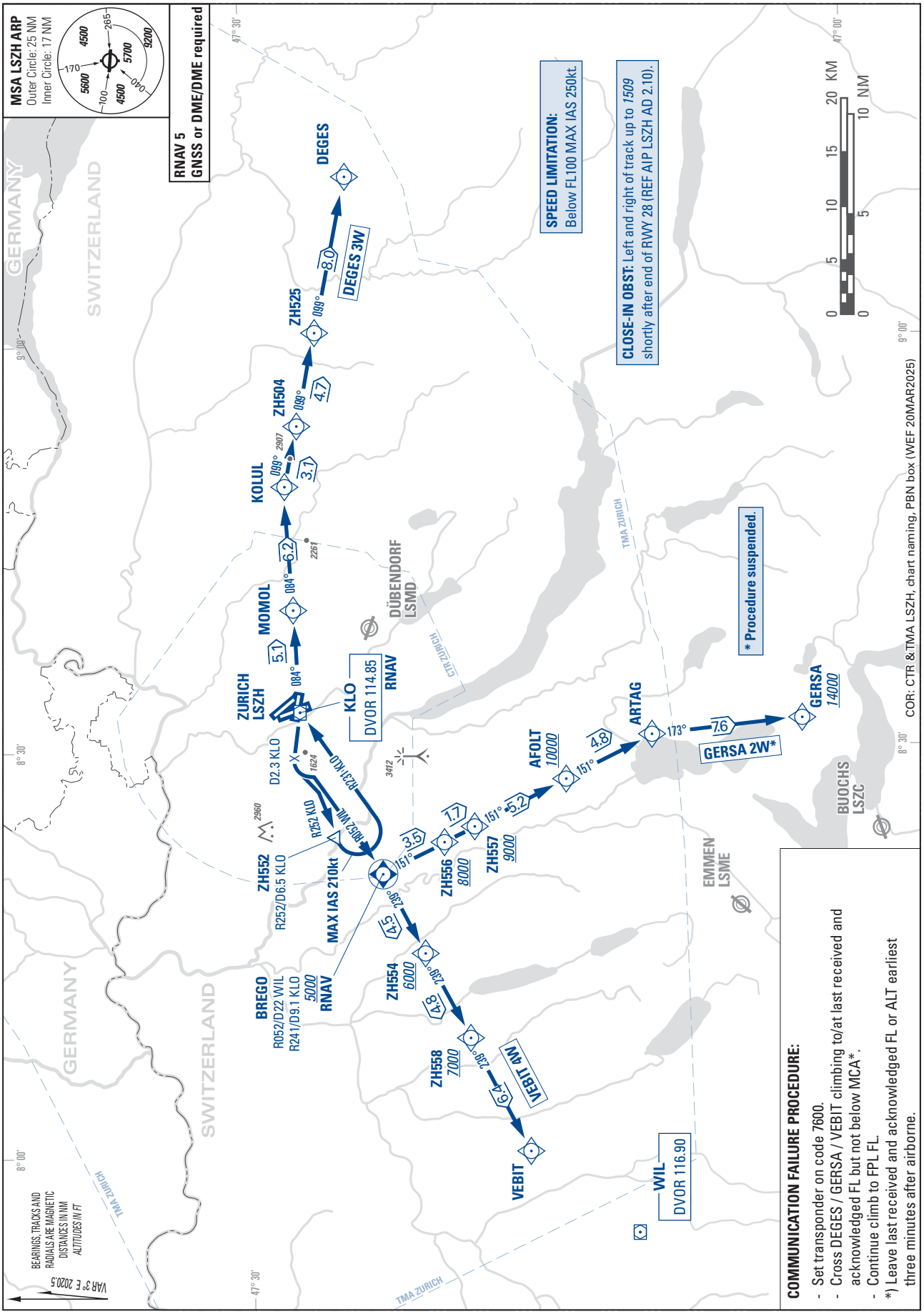
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RNAV RWY 28

DEGES 3W GERSA 2W VEBIT 4W



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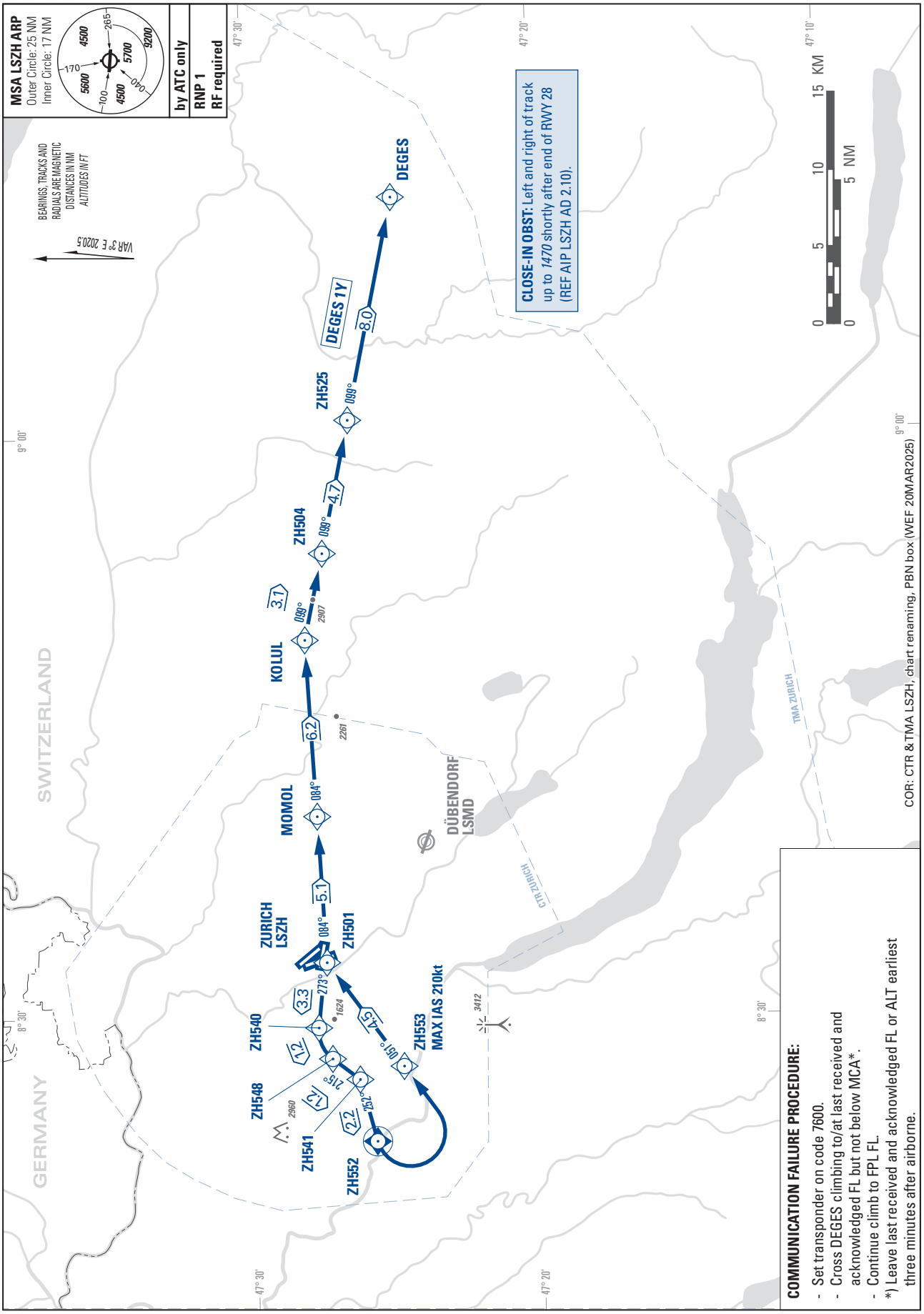
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNP RWY 28

DEGES 1Y



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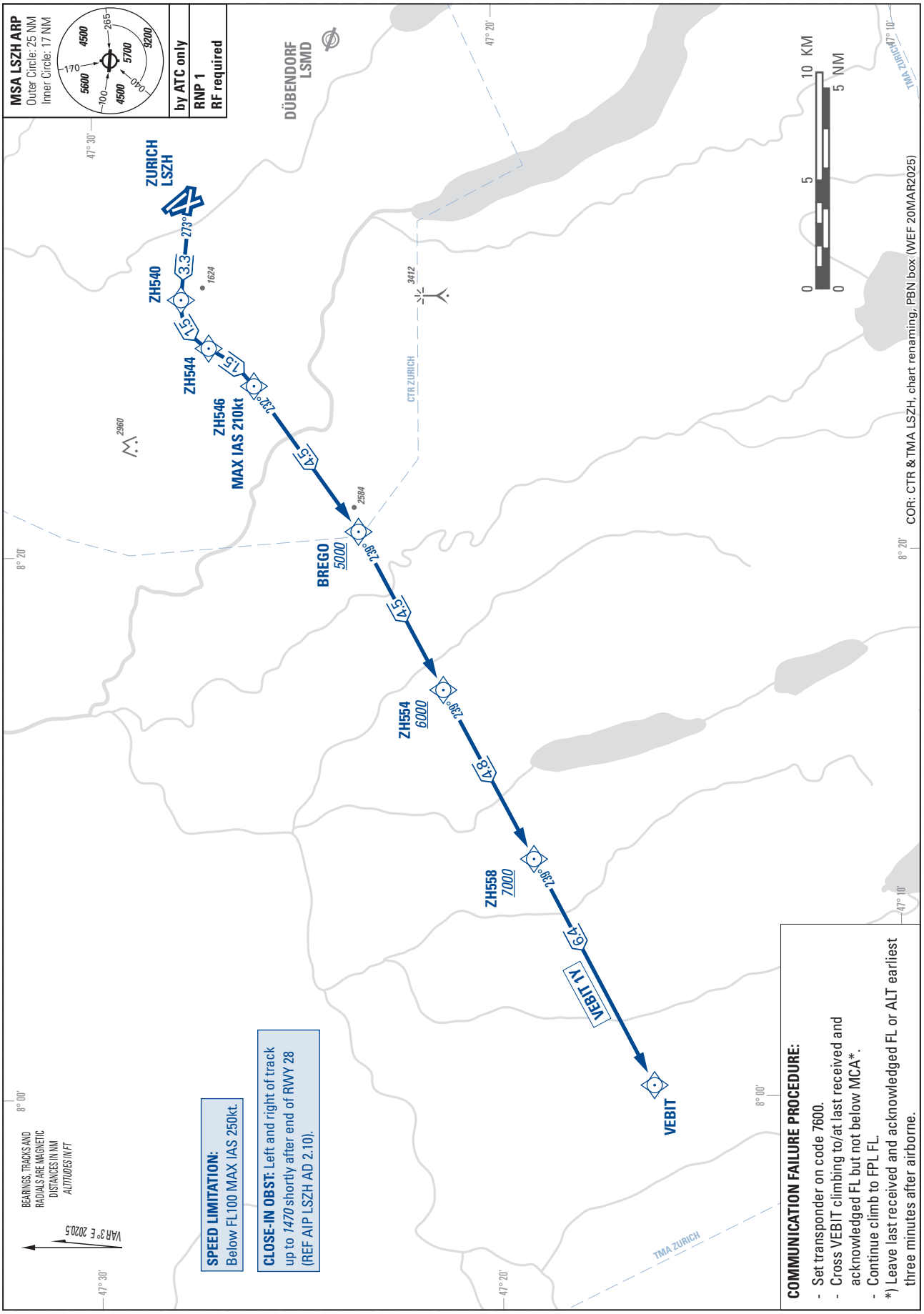
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNP RWY 28

VEBIT 1Y



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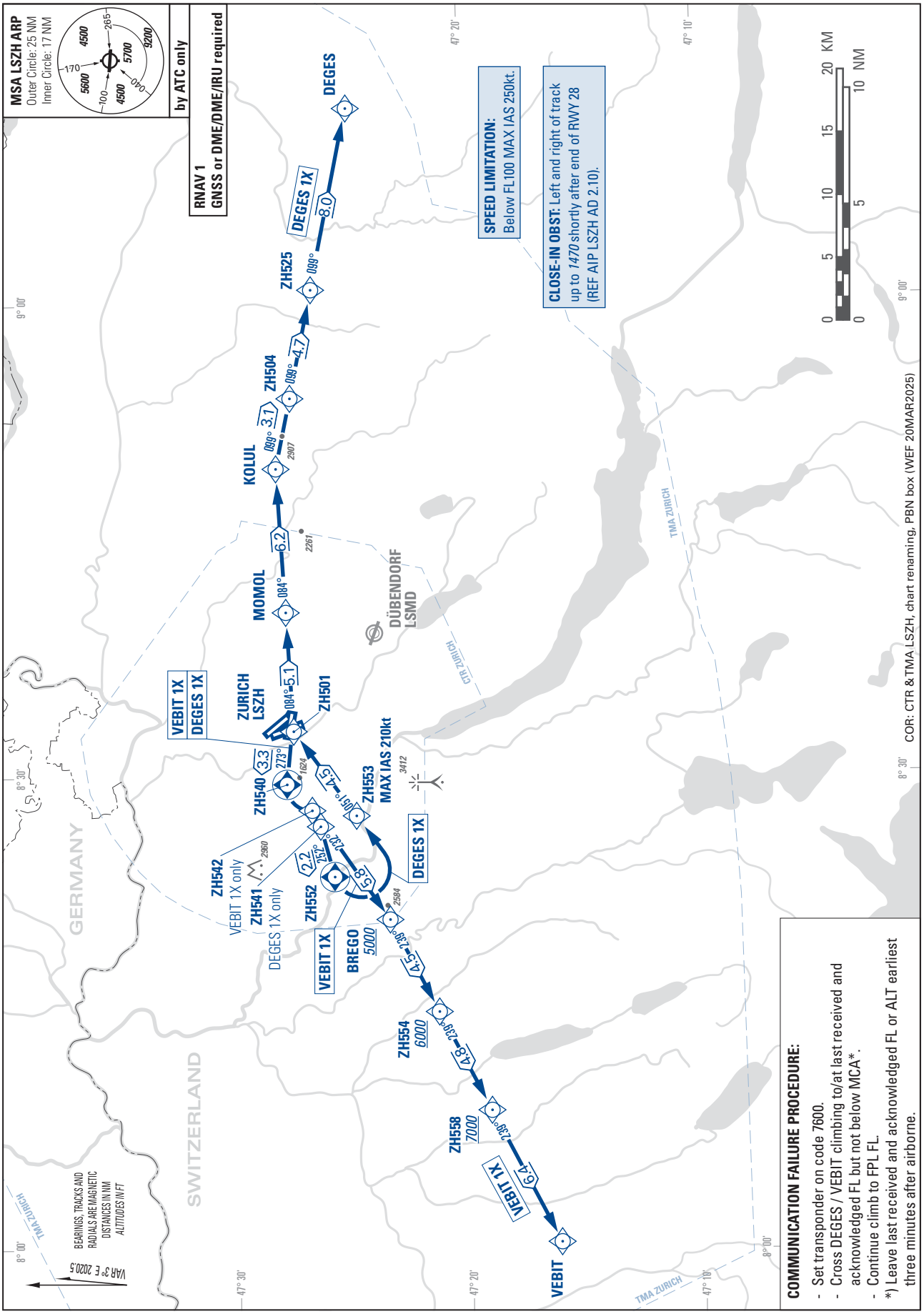
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 28

DEGES 1X VEBIT 1X



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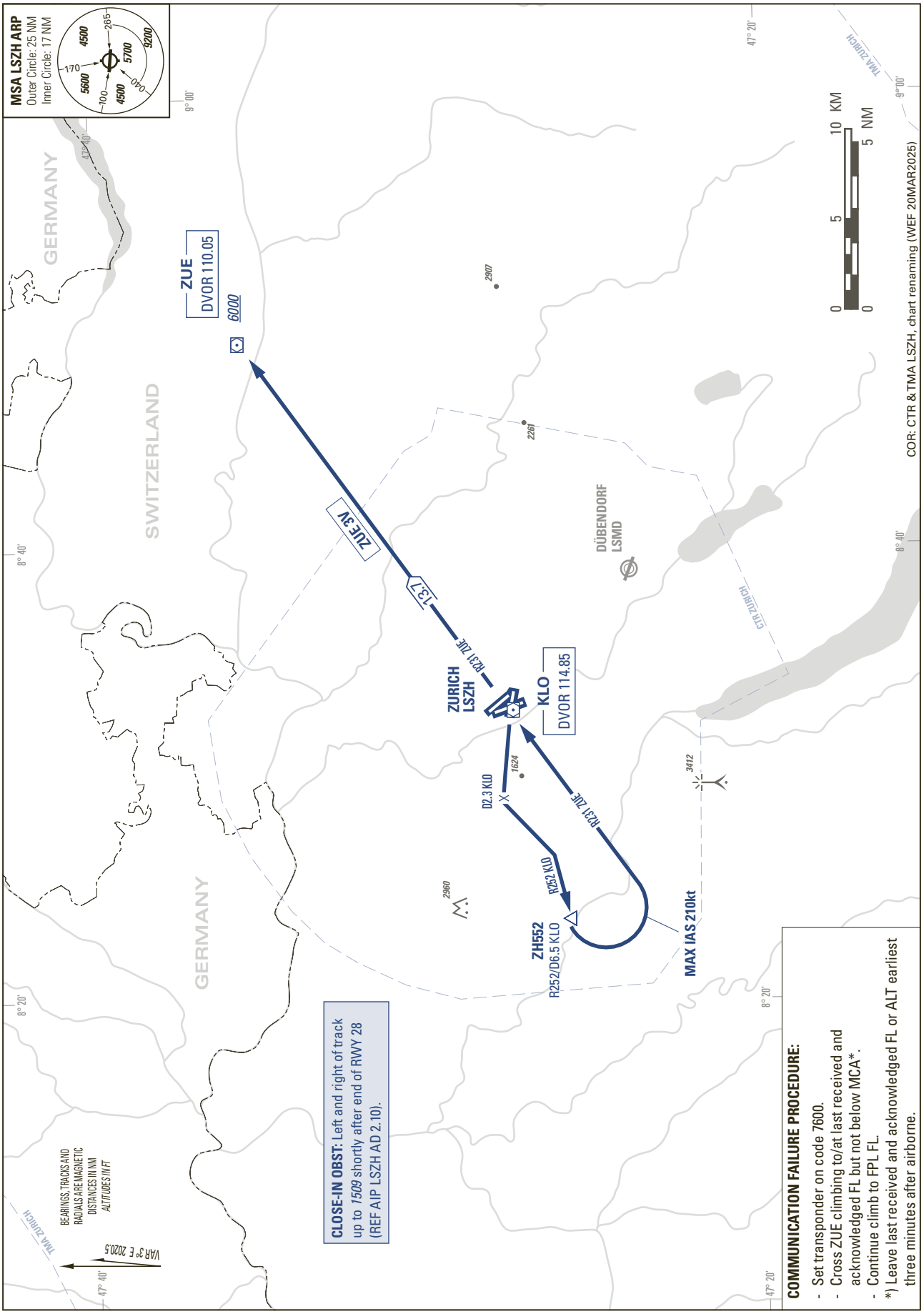
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RWY 28

ZUE 3V



CLOSE-IN OBST: Left and right of track up to *1509* shortly after end of RWY 28 (REF AIP LSZH AD 2.10).

COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Cross ZUE climbing to/at last received and acknowledged FL but not below MCA*.
- Continue climb to FPL FL.

*) Leave last received and acknowledged FL or ALT earliest three minutes after airborne.

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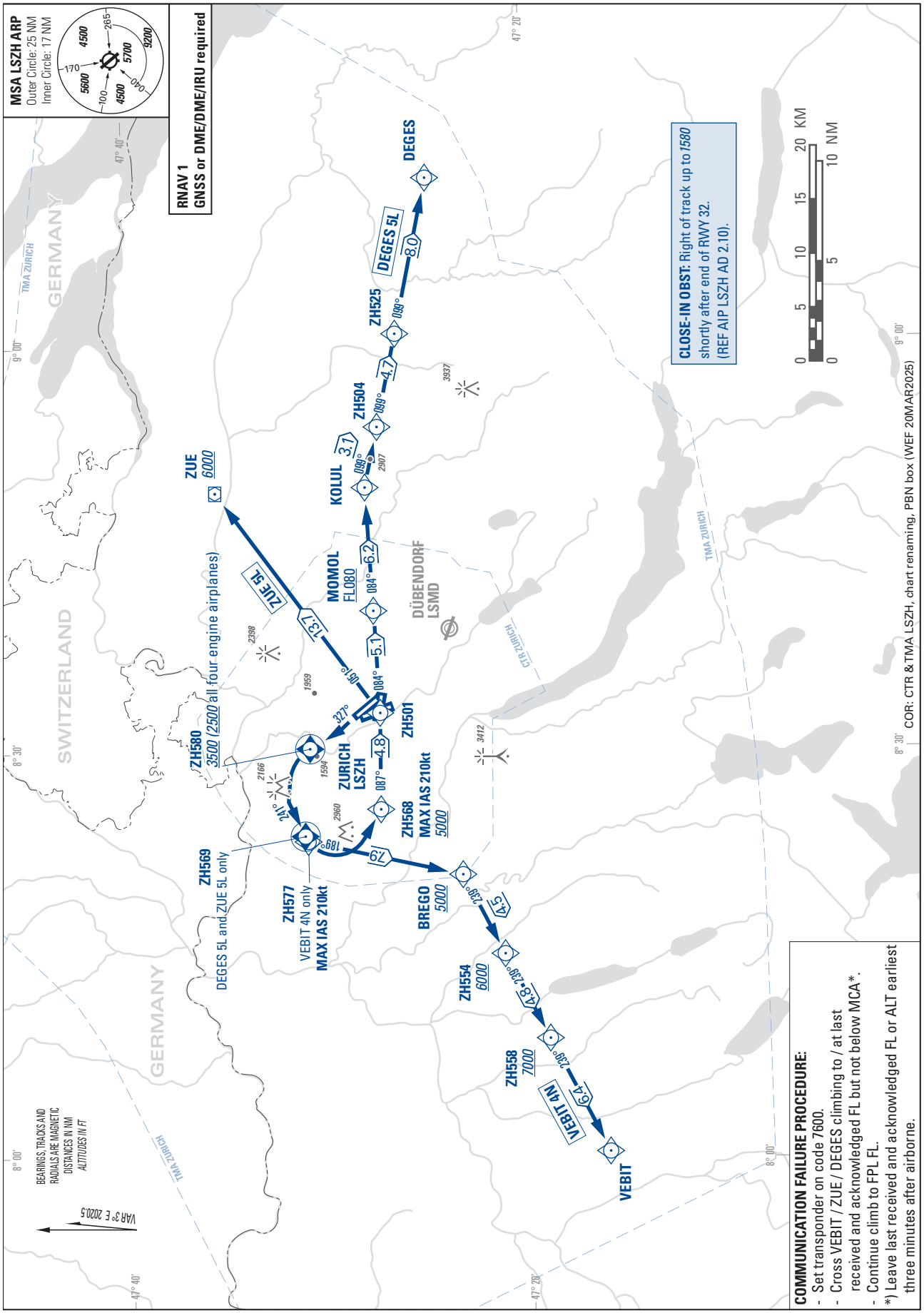
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 32

DEGES 5L VEBIT 4N ZUE 5L



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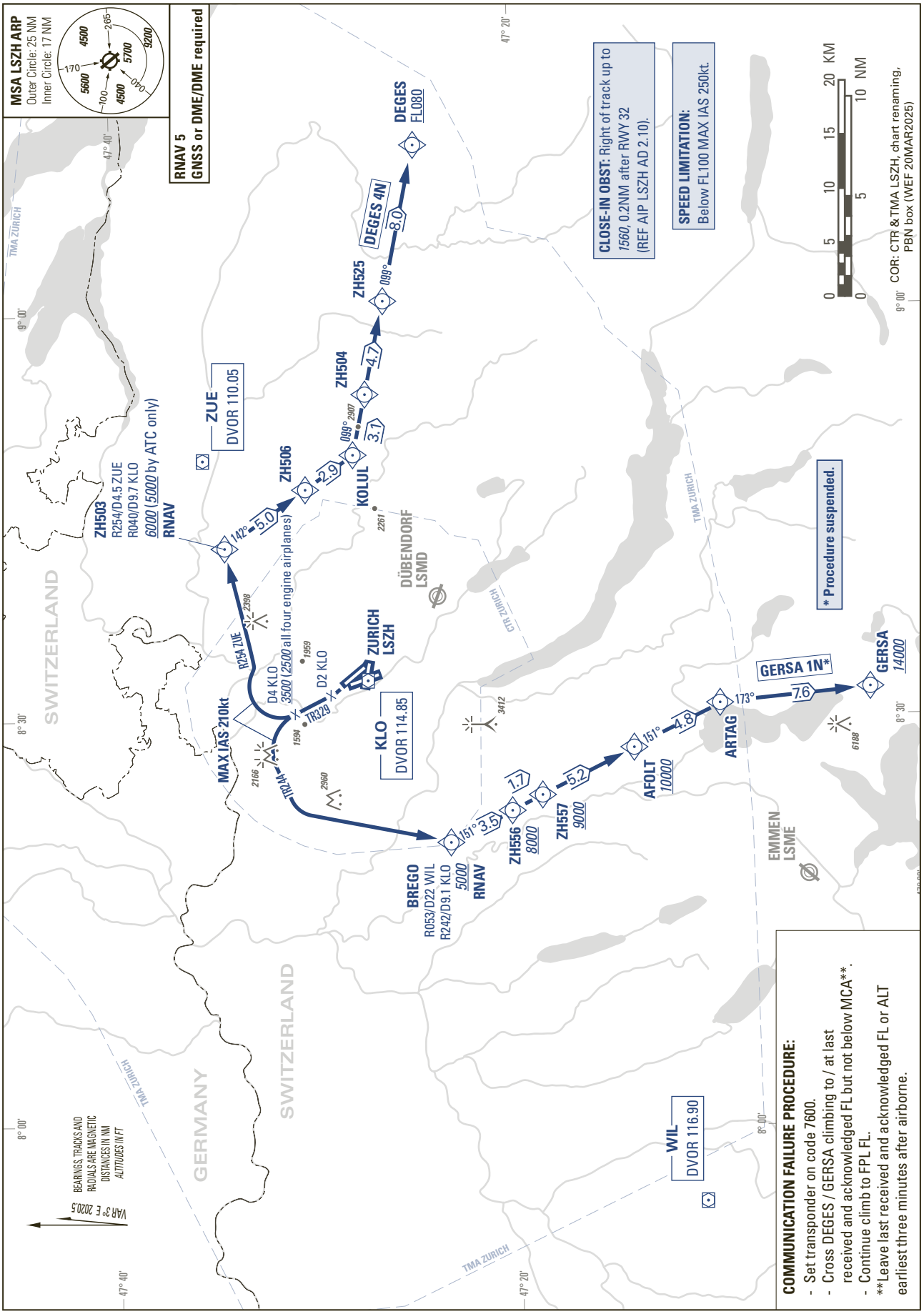
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 32

DEGES 4N GERSA 1N



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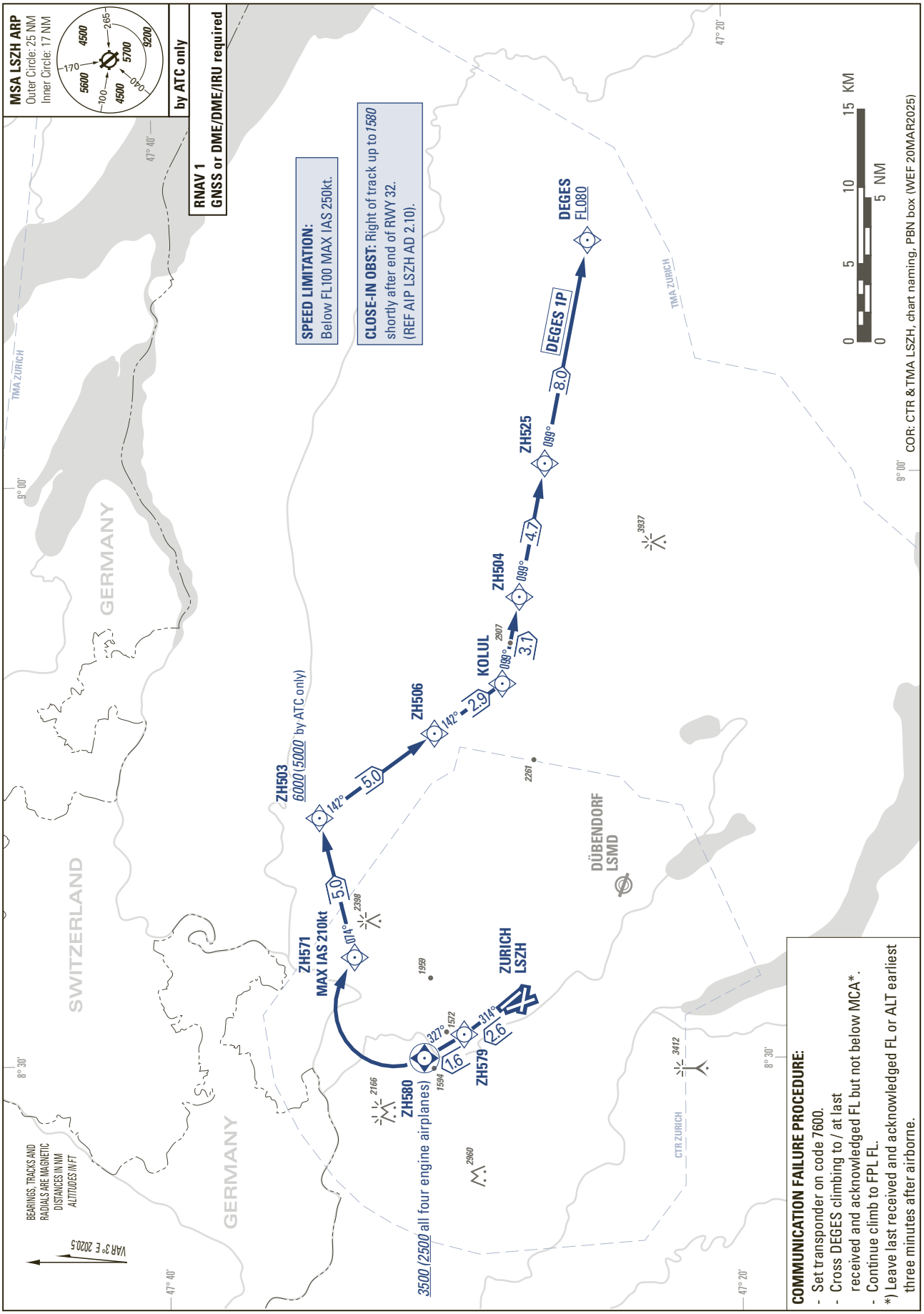
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RNAV RWY 32

DEGES 1P



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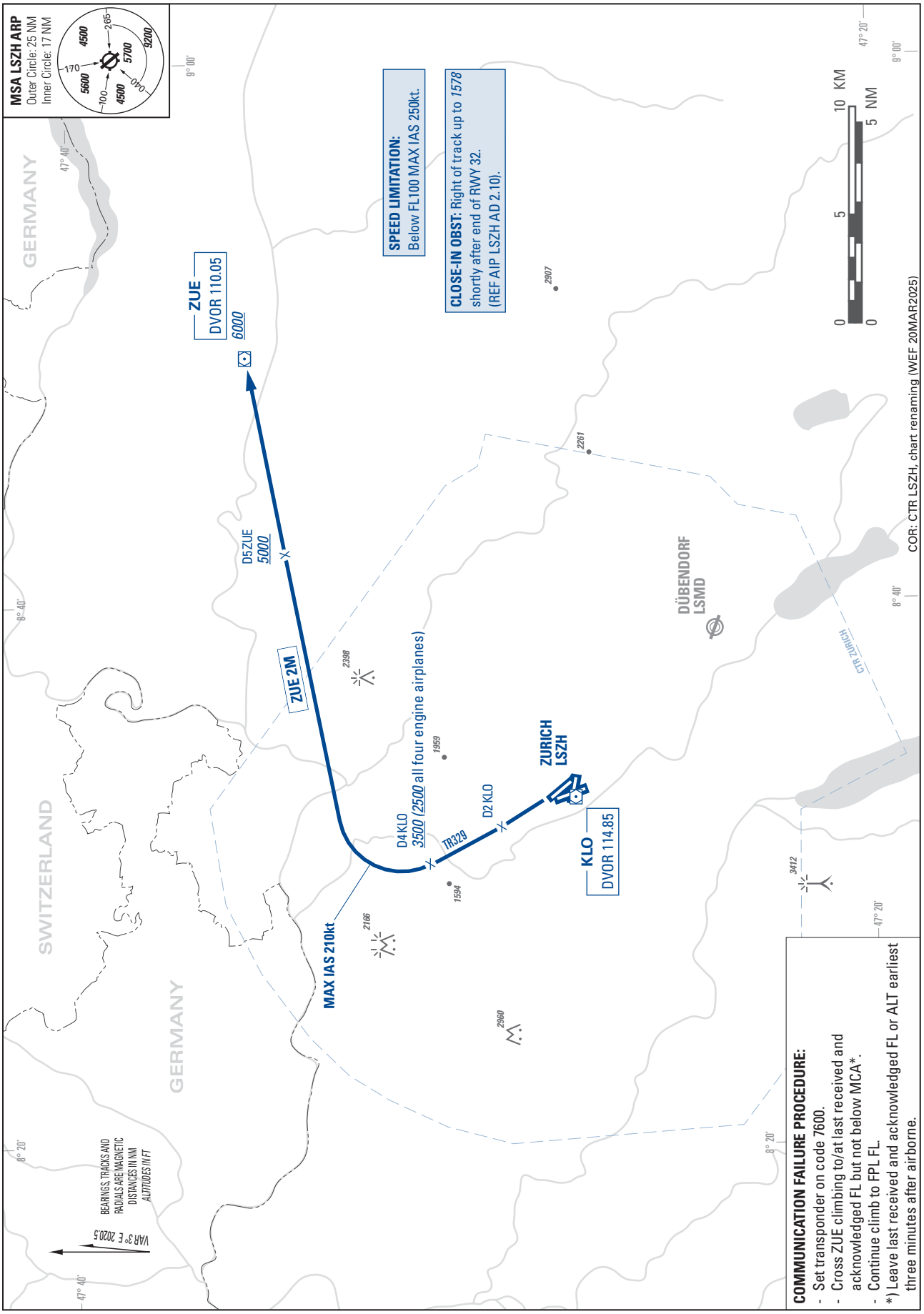
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RWY 32

ZUE 2M



COMMUNICATION FAILURE PROCEDURE:
- Set transponder on code 7600.
- Cross ZUE climbing to/at last received and acknowledged FL but not below MCA*.
- Continue climb to FPL FL.

*) Leave last received and acknowledged FL or ALT earliest three minutes after airborne.

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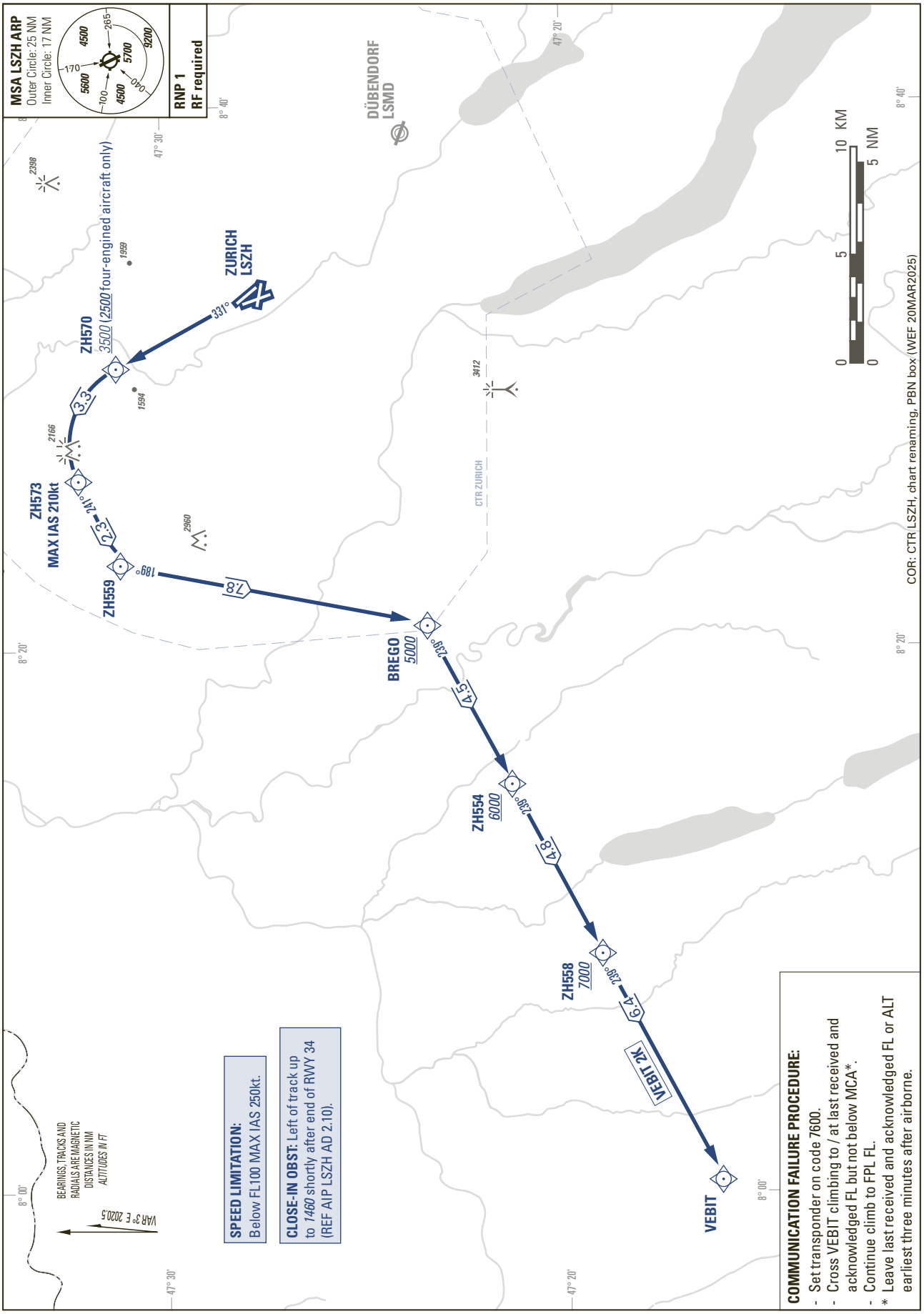
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNP RWY 34

VEBIT 2K



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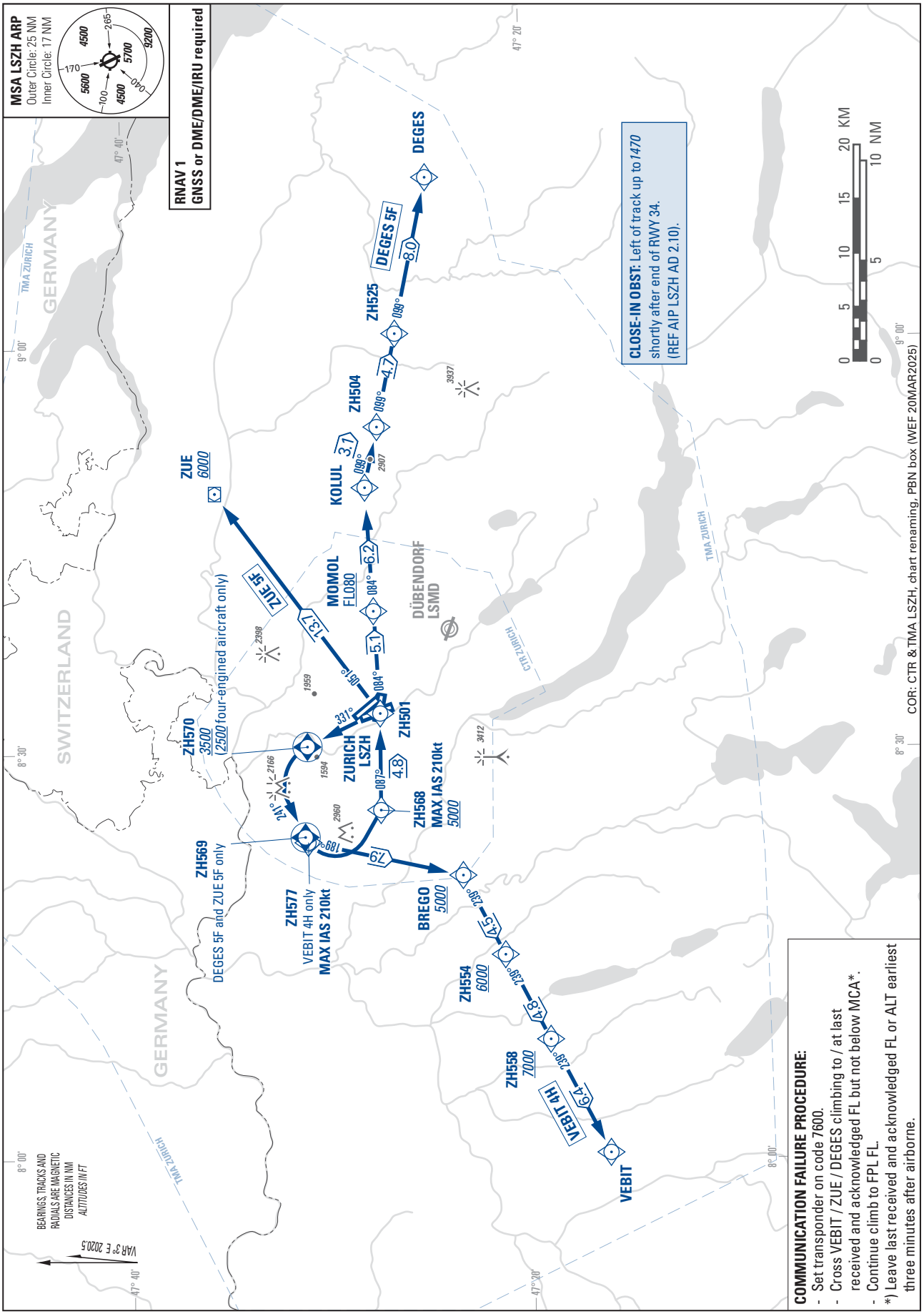
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV RWY 34

DEGES 5F VEBIT 4H ZUE 5F



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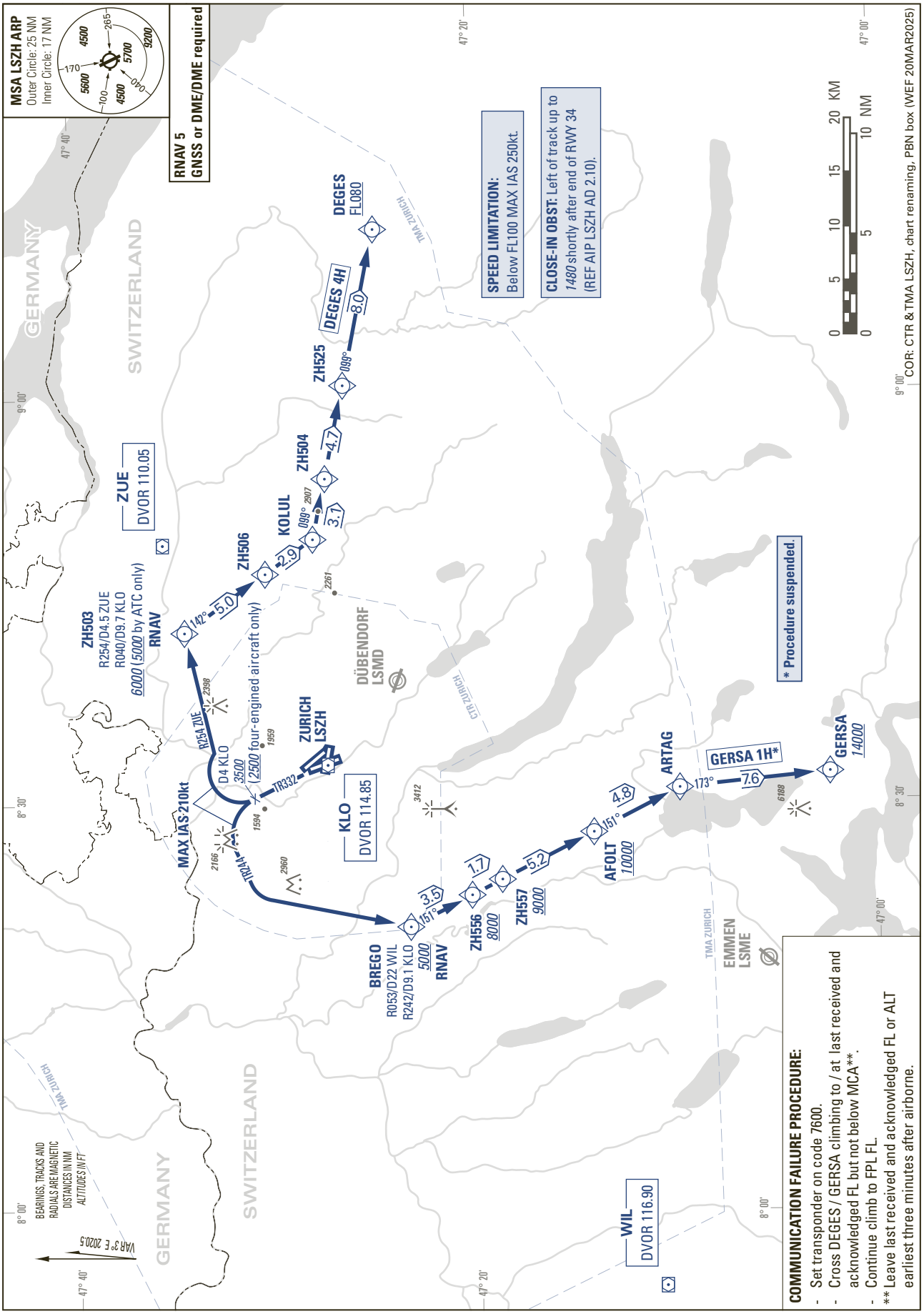
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RNAV RWY 34

DEGES 4H GERSA 1H



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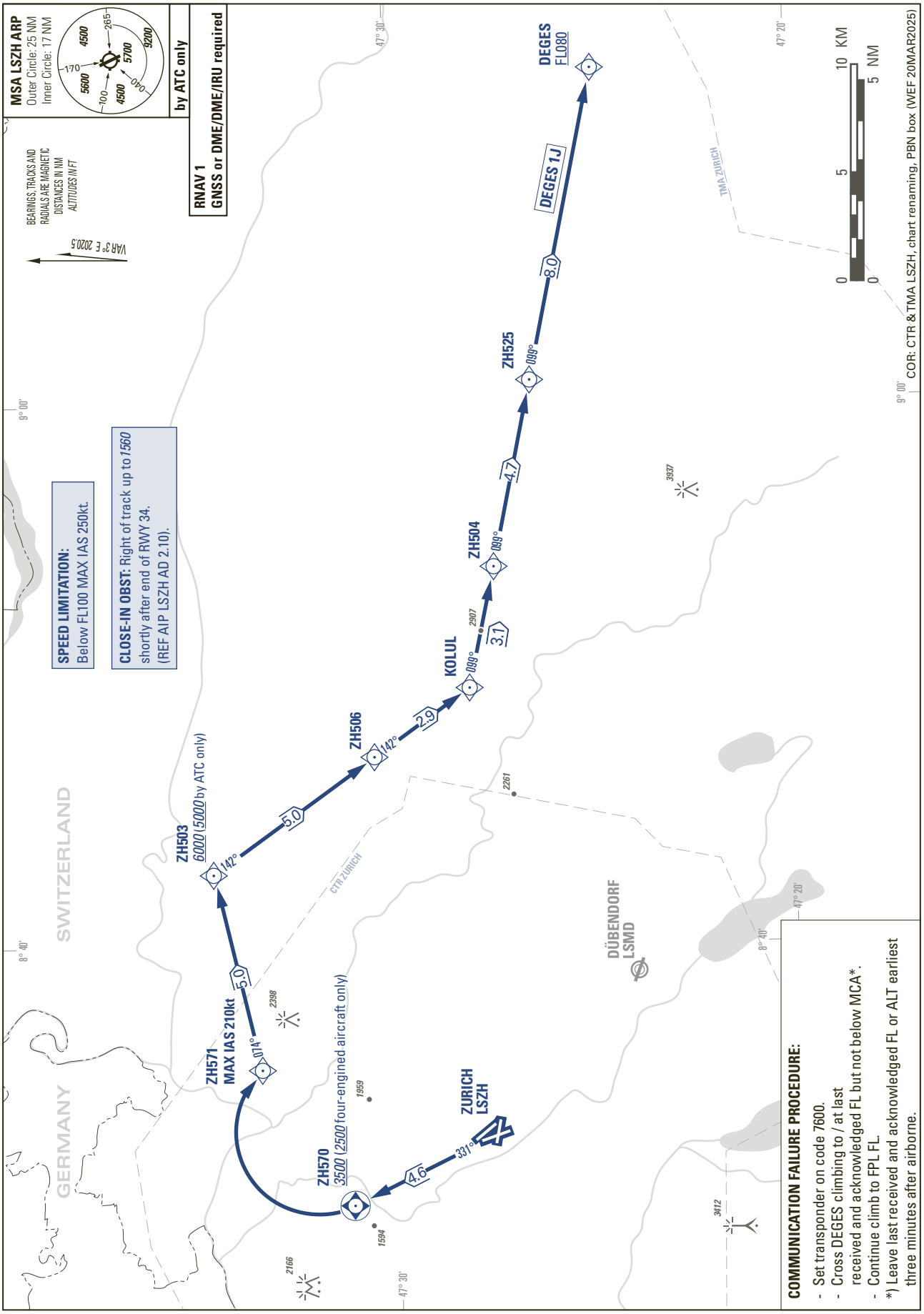
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

ZURICH (LSZH)
RNAV RWY 34

DEGES 1J



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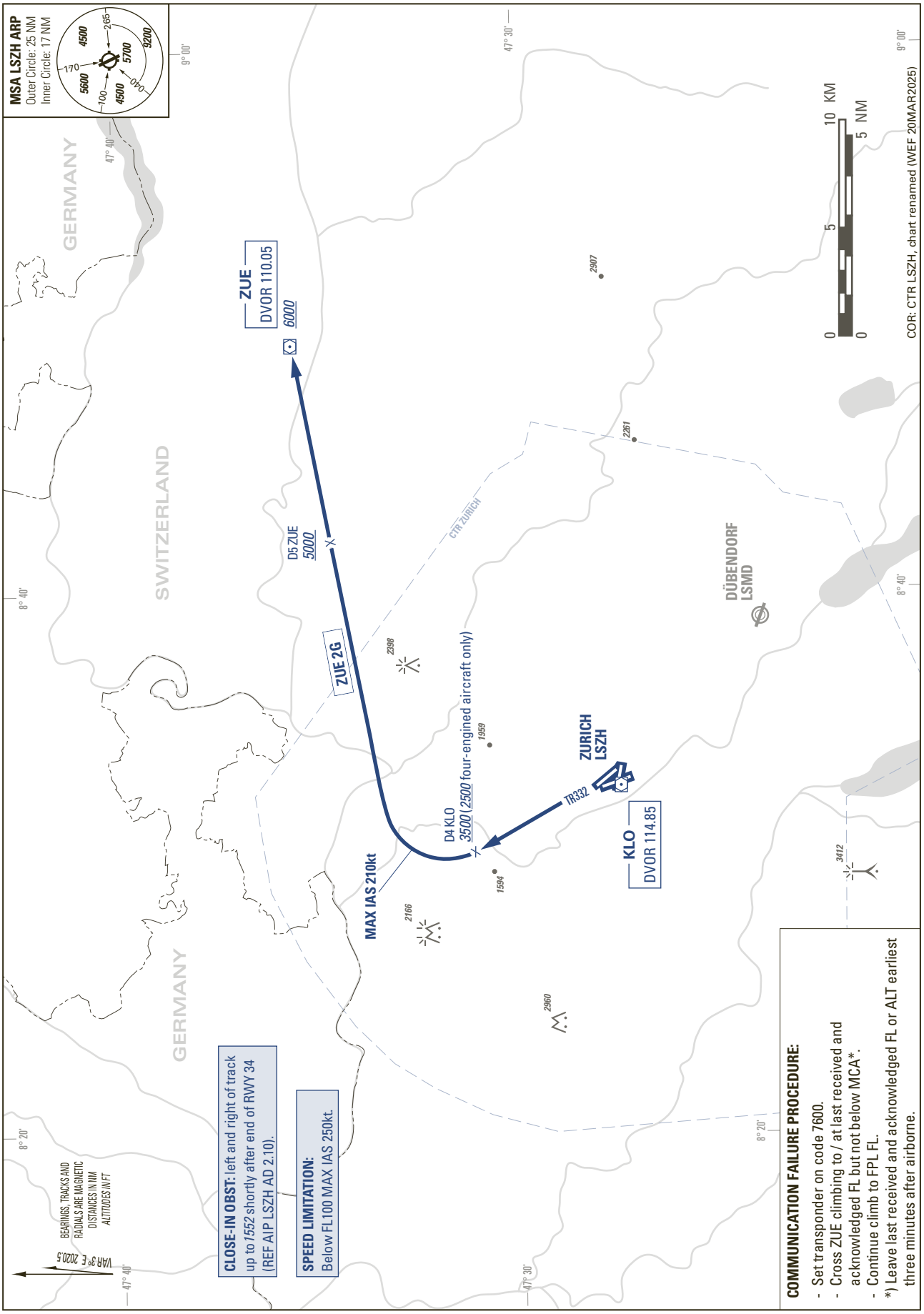
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RWY 34

ZUE 2G



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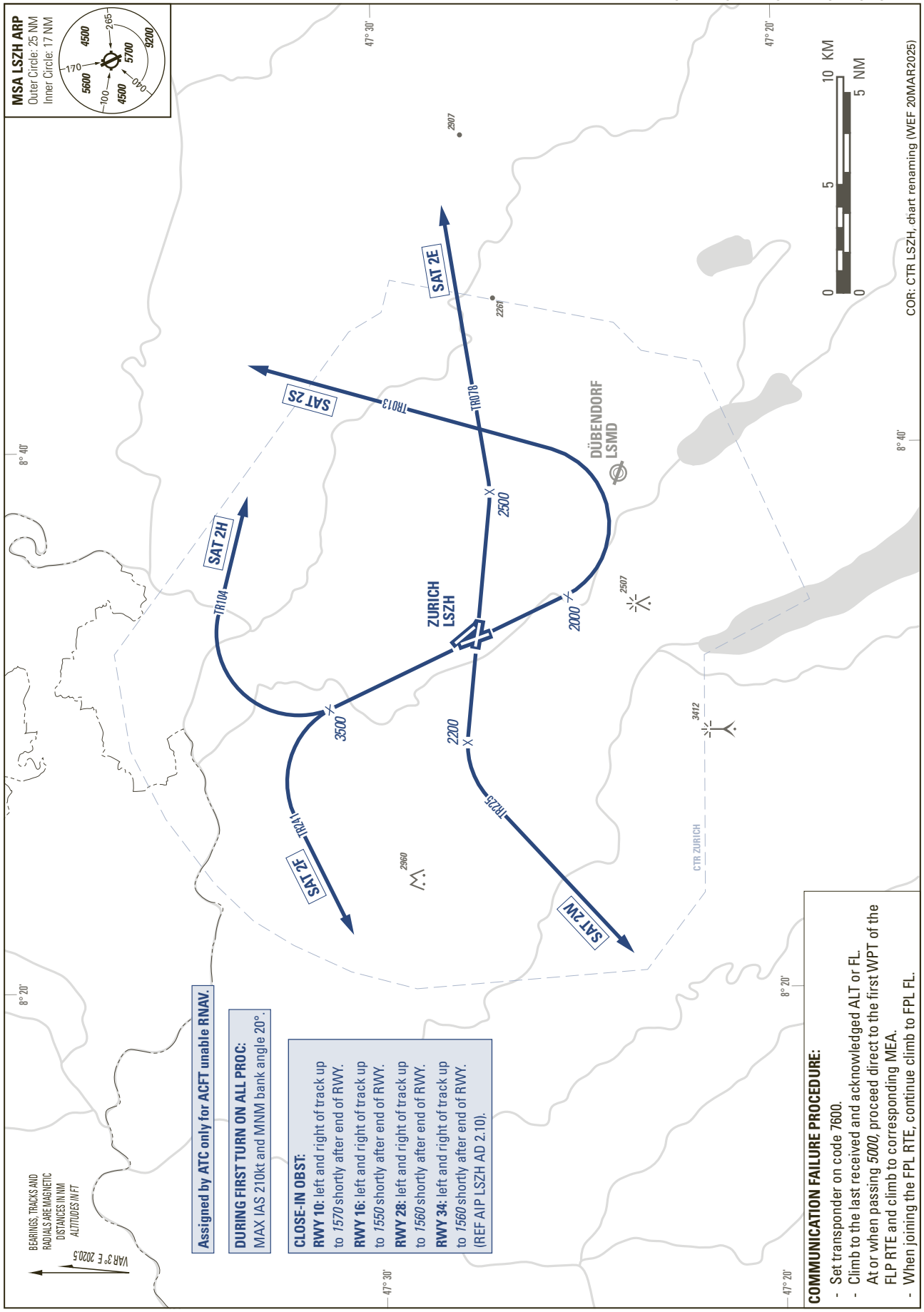
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
Straight Ahead and Turn
RWY 10/16/28/34

SAT 2E SAT 2F SAT 2H SAT 2S SAT 2W



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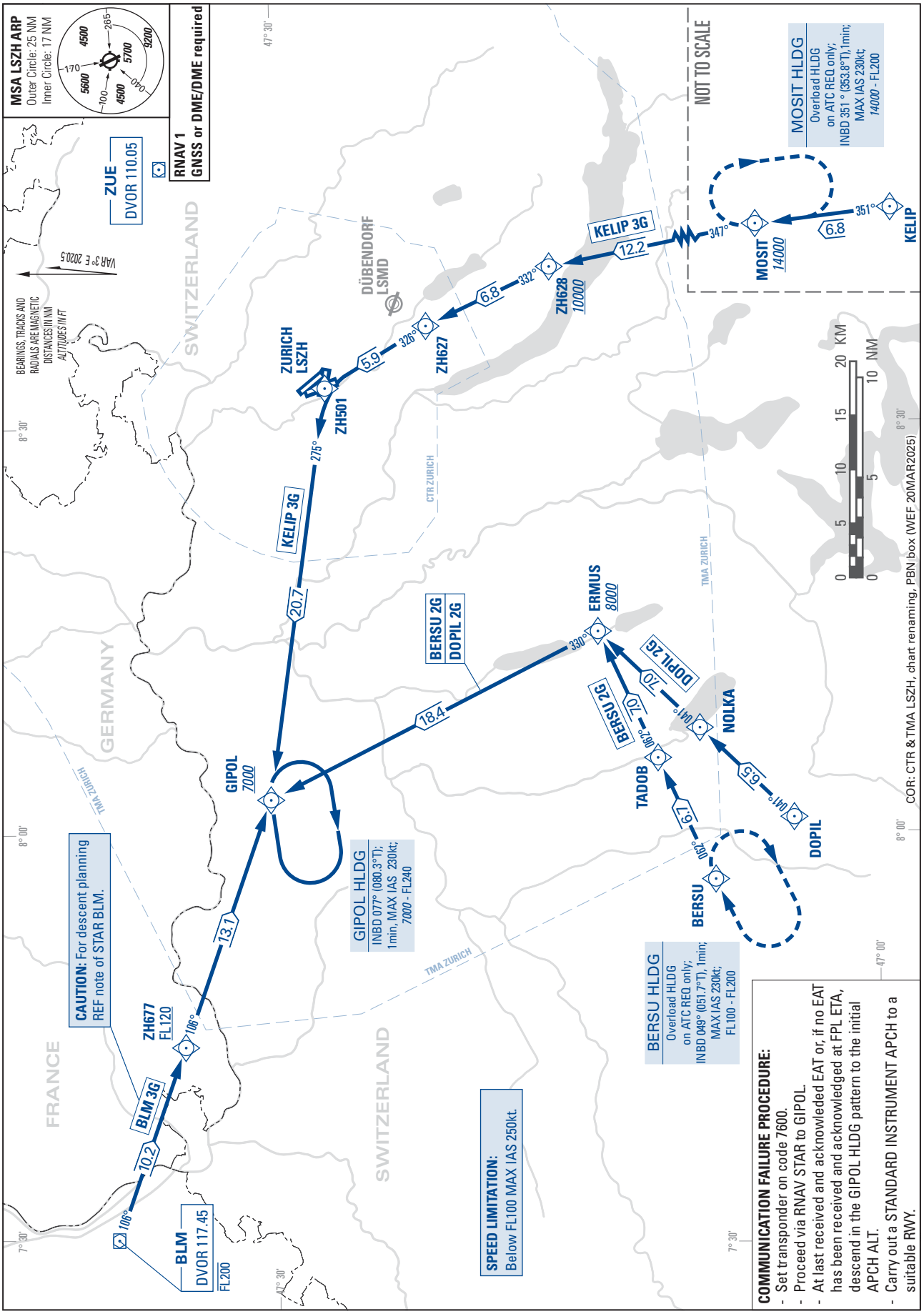
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV GIPOL

BERSU 2G BLM 3G DOPIL 2G KELIP 3G



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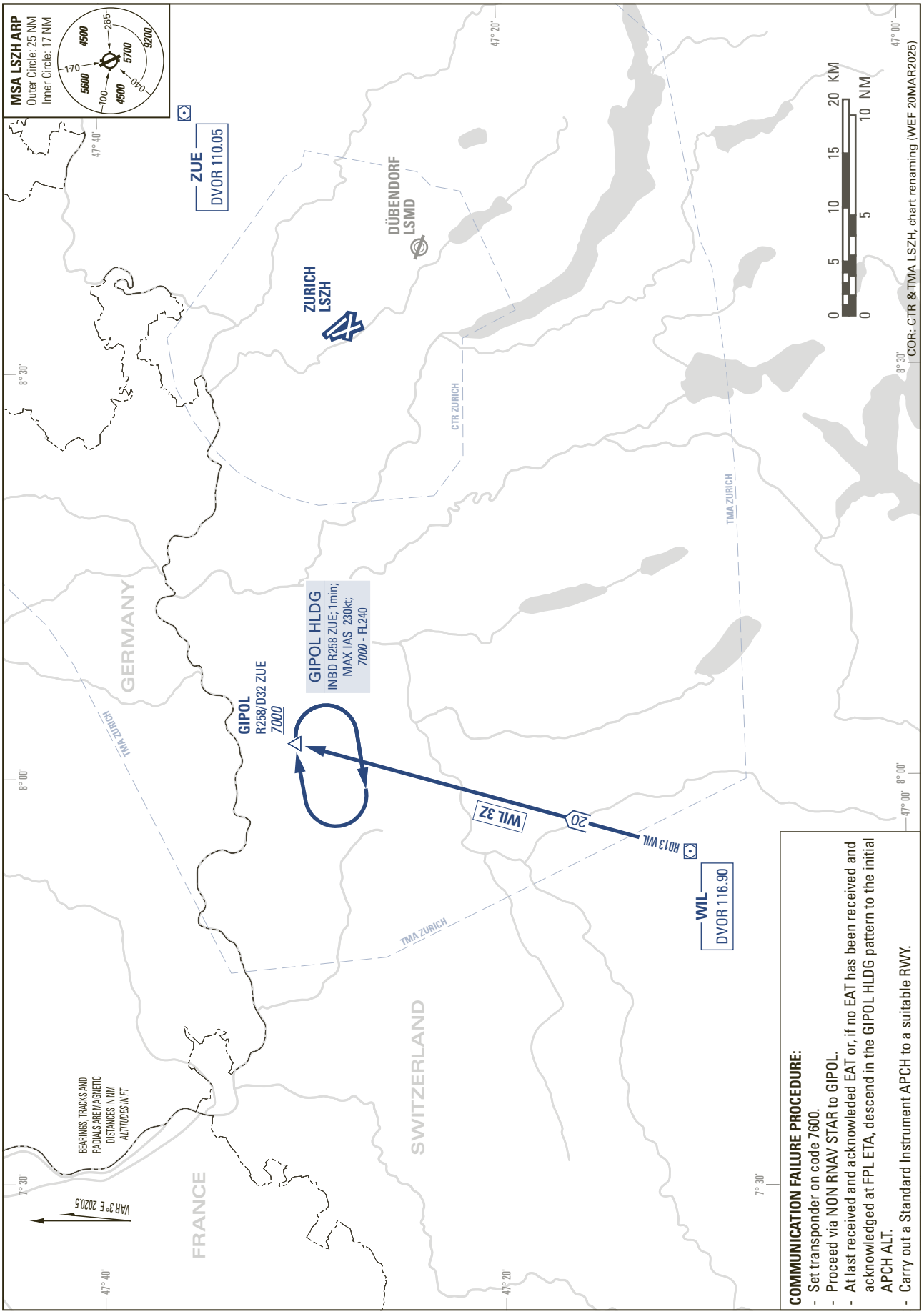
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
GIPOL

WIL 3Z



COMMUNICATION FAILURE PROCEDURE:

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

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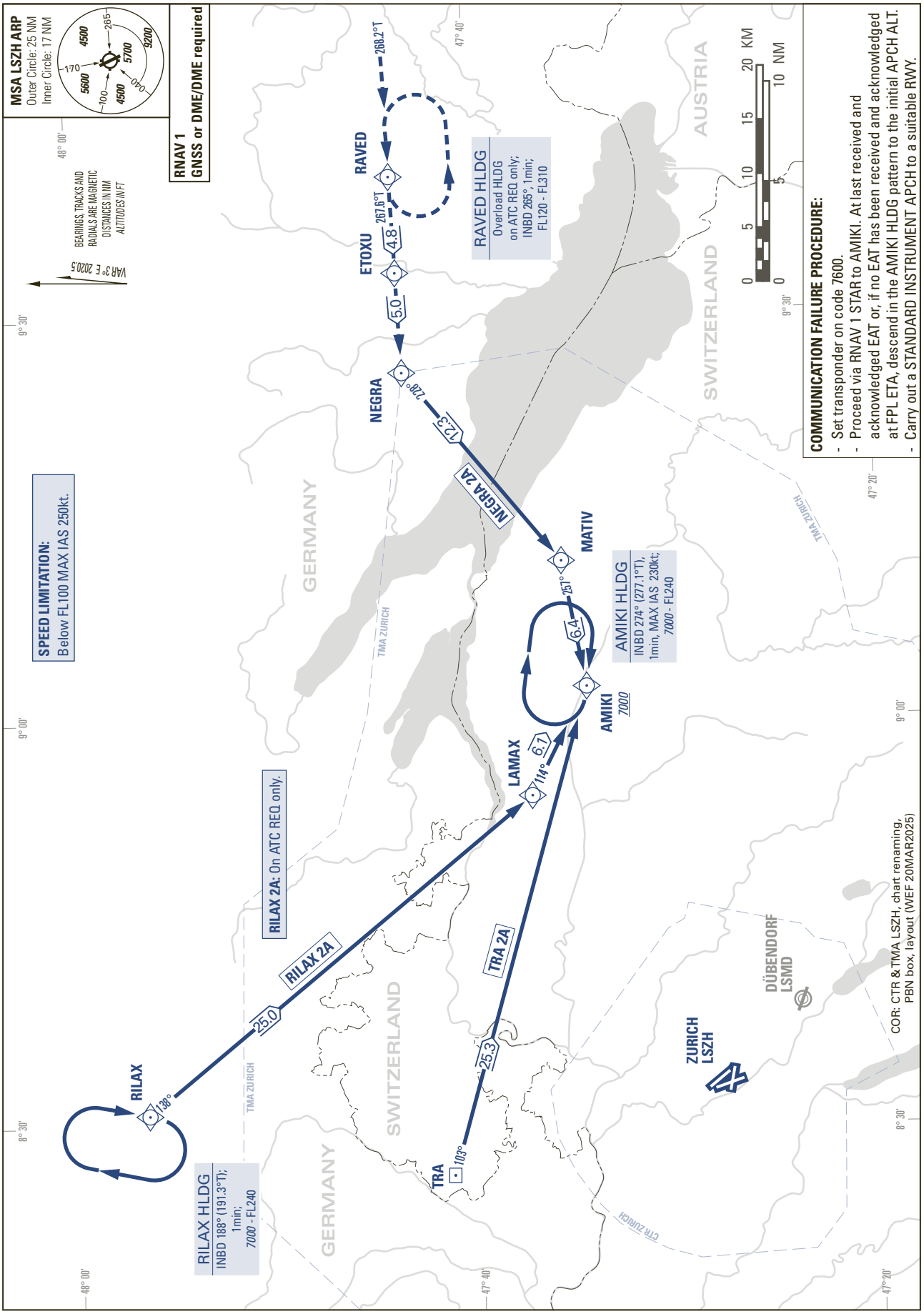
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

ZURICH (LSZH)
RNAV AMIKI

NEGRA 2A RILAX 2A TRA 2A



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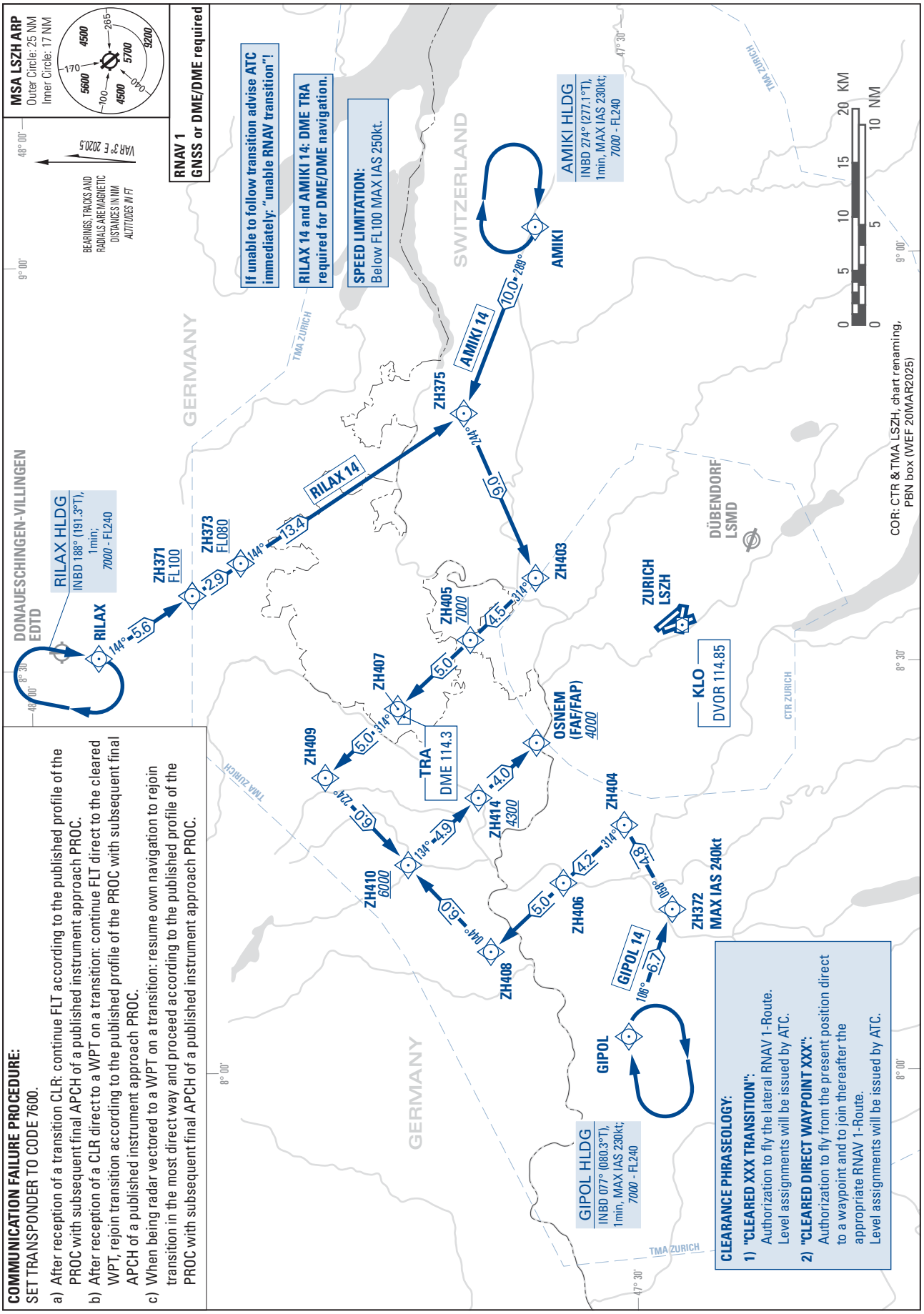
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION TO FINAL APPROACH

ZURICH (LSZH)
RNAV RWY 14

AMIKI 14 GIPOL 14 RILAX 14



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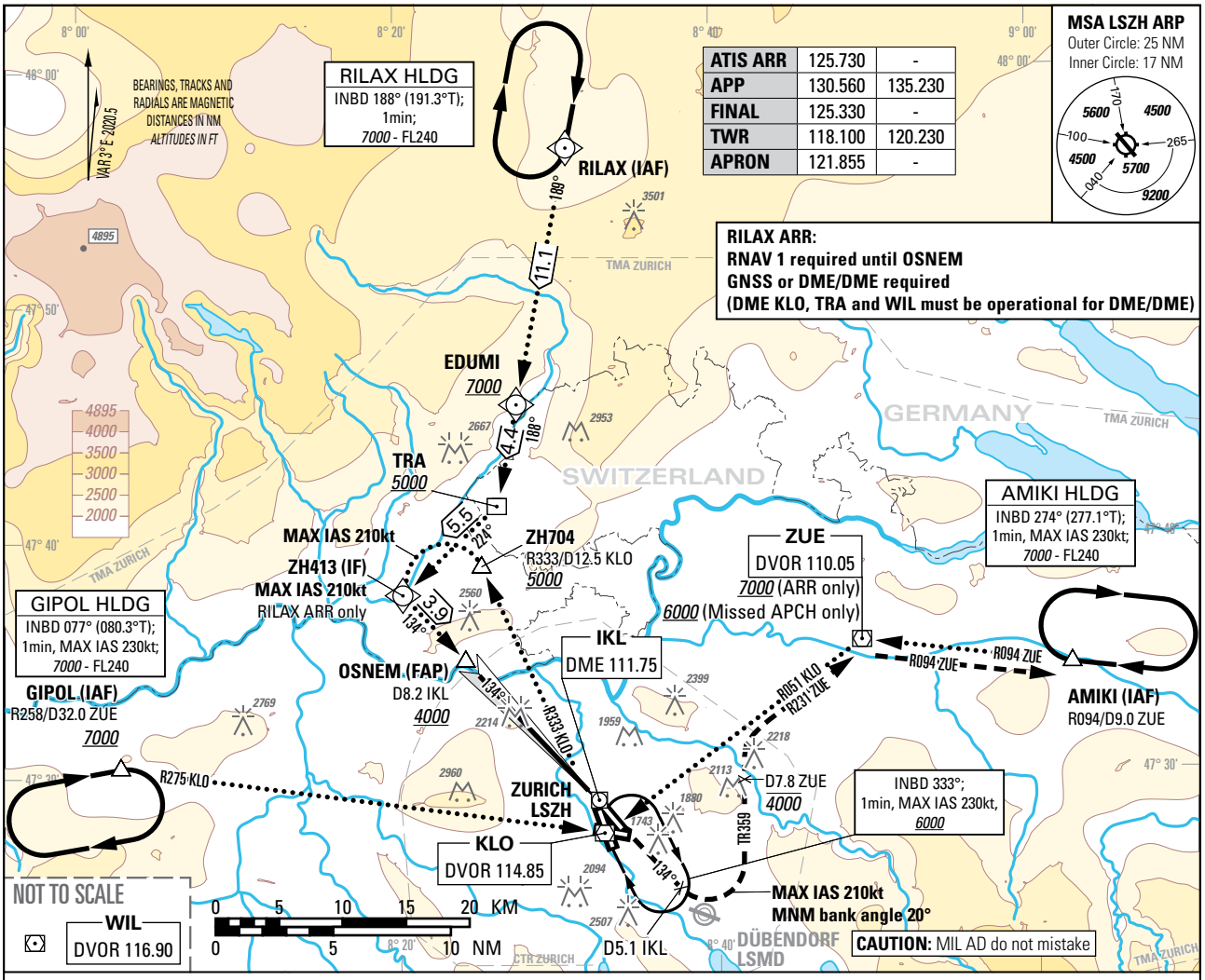
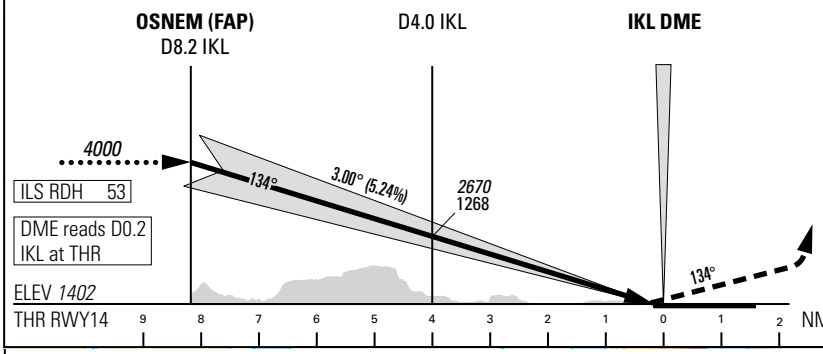
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
ILS RWY 14
CAT II & III





MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead. At D5.1 IKL past the station, turn left (MAX IAS 210kt, MNM bank angle 20°). Establish TR359 to intercept R231 ZUE. At D7.8 ZUE continue climb to *7000*. Proceed to ZUE. Cross ZUE at *6000* or above. At ZUE intercept R094 ZUE. Proceed to AMIKI. After passing D7.8 ZUE MNM climb gradient 4.8% up to *7000* due to ASP restrictions.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)						
STRAIGHT-IN APPROACH		A	B	C	D	D_L
CAT I	pressure altimeter	*1553* (151)	*1562* (160)	*1573* (171)	*1586* (184)	*1593* (191)
CAT II	radio altimeter	*1454* (52)	*1465* (63)	*1477* (75)	*1492* (90)	*1502* (100)
	radio altimeter and autopilot	*1452* (50)	*1463* (61)	*1477* (75)	*1491* (89)	*1499* (97)
DECISION ALTITUDE (HEIGHT)[1]		A	B	C	D	D_L
CAT I	pressure altimeter	*1602* (200)				
CAT II	radio altimeter and autopilot	*1502* (100)				

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

NOTE

[1] Radio altimeter reading at CAT I DH 187ft, at CAT II DH 95ft, for lower minima PPR FOCA.

COR: CTR &TMA LSZH, PBN box, editorial (WEF 20MAR2025)

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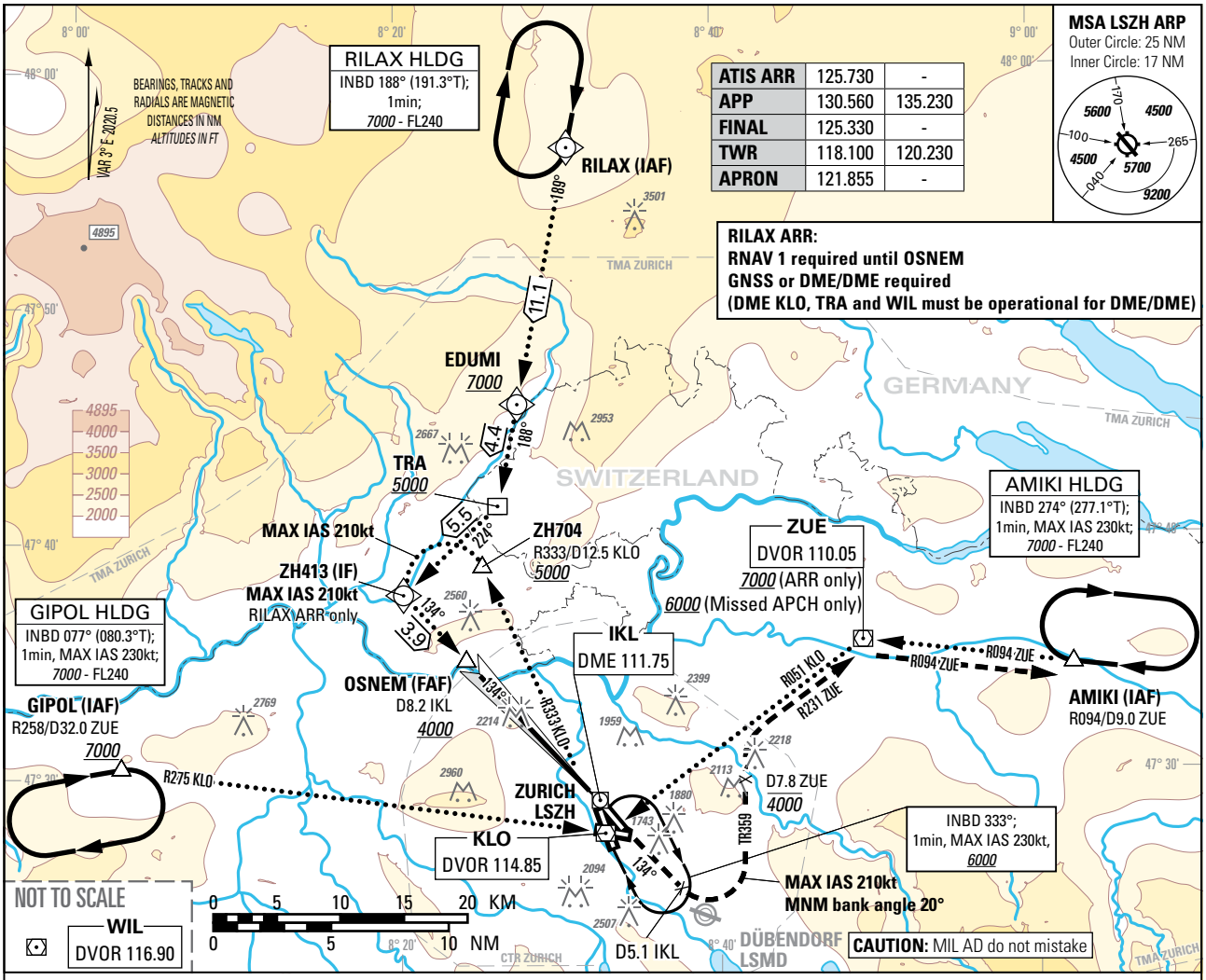
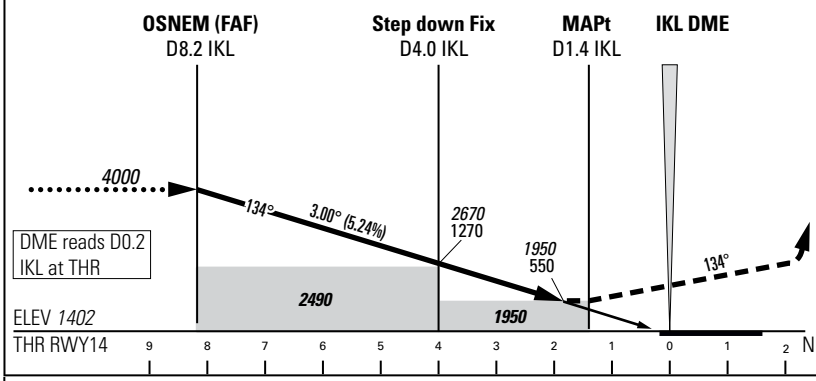
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
LOC RWY 14





MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead. At D5.1 IKL past the station, turn left (MAX IAS 210kt, MNM bank angle 20°). Establish TR359 to intercept R231 ZUE. At D7.8 ZUE continue climb to *7000*. Proceed to ZUE. At ZUE intercept R094 ZUE. Proceed to AMIKI. Cross ZUE at *6000* or above. After passing D7.8 ZUE MNM climb gradient 4.8% up to *7000* due to ASP restrictions.

DIST THR	8	7	6	5	4	3	2
recommended CROSSING ALT	*3940*	*3620*	*3300*	*2990*	*2670*	*2350*	*2030*
recommended CROSSING HGT	2540	2220	1900	1580	1270	950	630

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

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D	D_L
STRAIGHT-IN APPROACH	*1950* (550)				

COR: CTR &TMA LSZH, editorial (WEF 20MAR2025)

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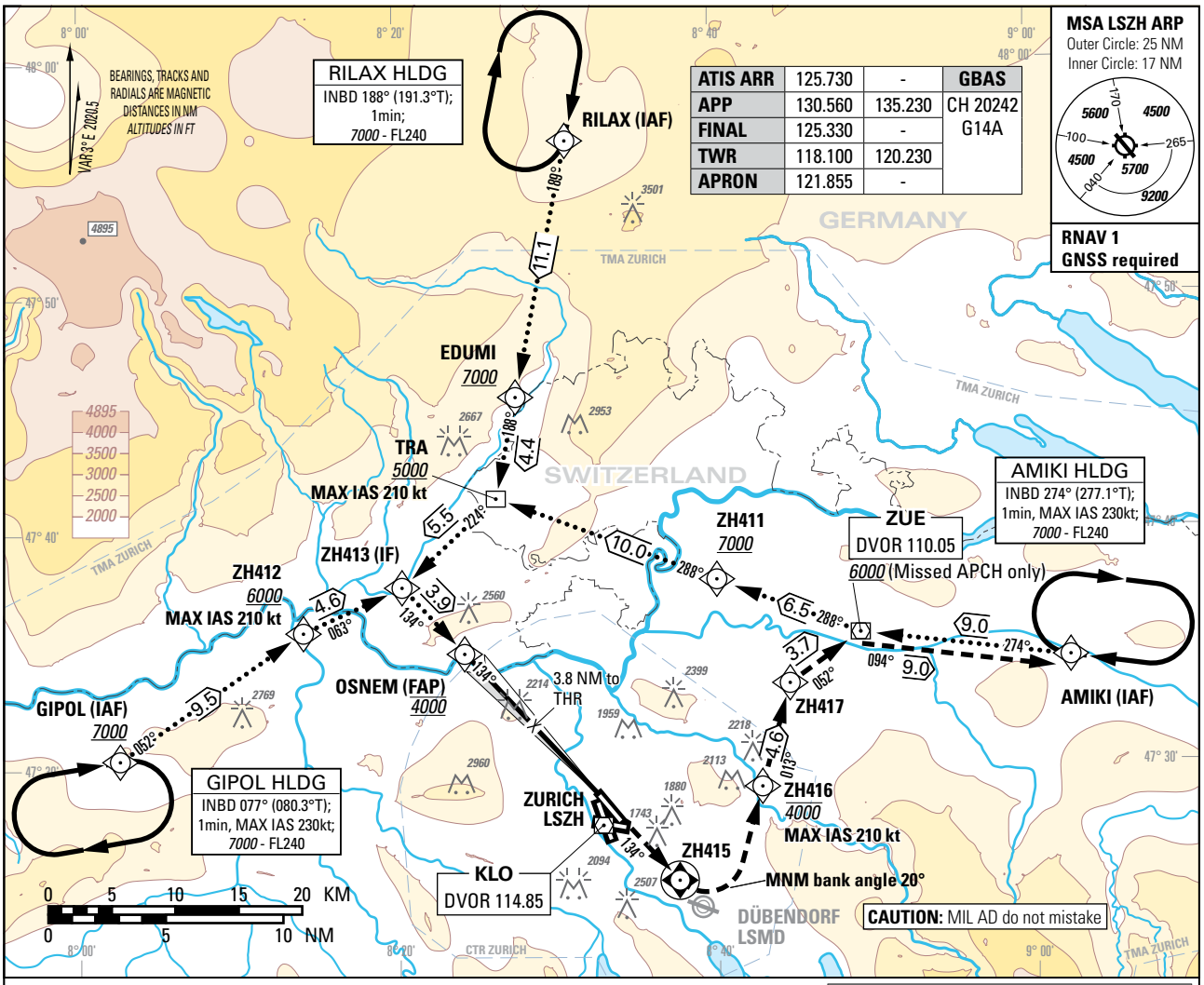
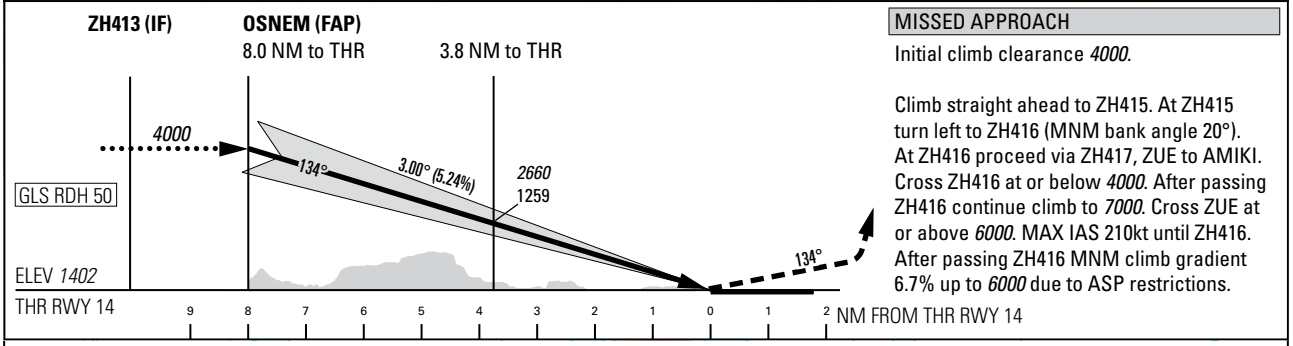
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
GLS RWY 14





MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead to ZH415. At ZH415 turn left to ZH416 (MNM bank angle 20°). At ZH416 proceed via ZH417, ZUE to AMIKI. Cross ZH416 at or below *4000*. After passing ZH416 continue climb to *7000*. Cross ZUE at or above *6000*. MAX IAS 210kt until ZH416. After passing ZH416 MNM climb gradient 6.7% up to *6000* due to ASP restrictions.

DIST THR	8	7	6	5	4	3	2	1
recommended CROSSING ALT	*4000*	*3680*	*3360*	*3040*	*2730*	*2410*	*2090*	*1770*
recommended CROSSING HGT	2600	2280	1960	1640	1320	1000	690	370

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

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH				
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
	To Altitude	A	B	C	D	D_L
2.5%	N/A	*1553* (151)	*1562* (160)	*1573* (171)	*1586* (184)	*1593* (191)
		DECISION ALTITUDE (HEIGHT)				
2.5%	N/A	*1602* (200)				

COR: CTR &TMA LSZH, PBN box, editorial (WEF 20MAR2025)

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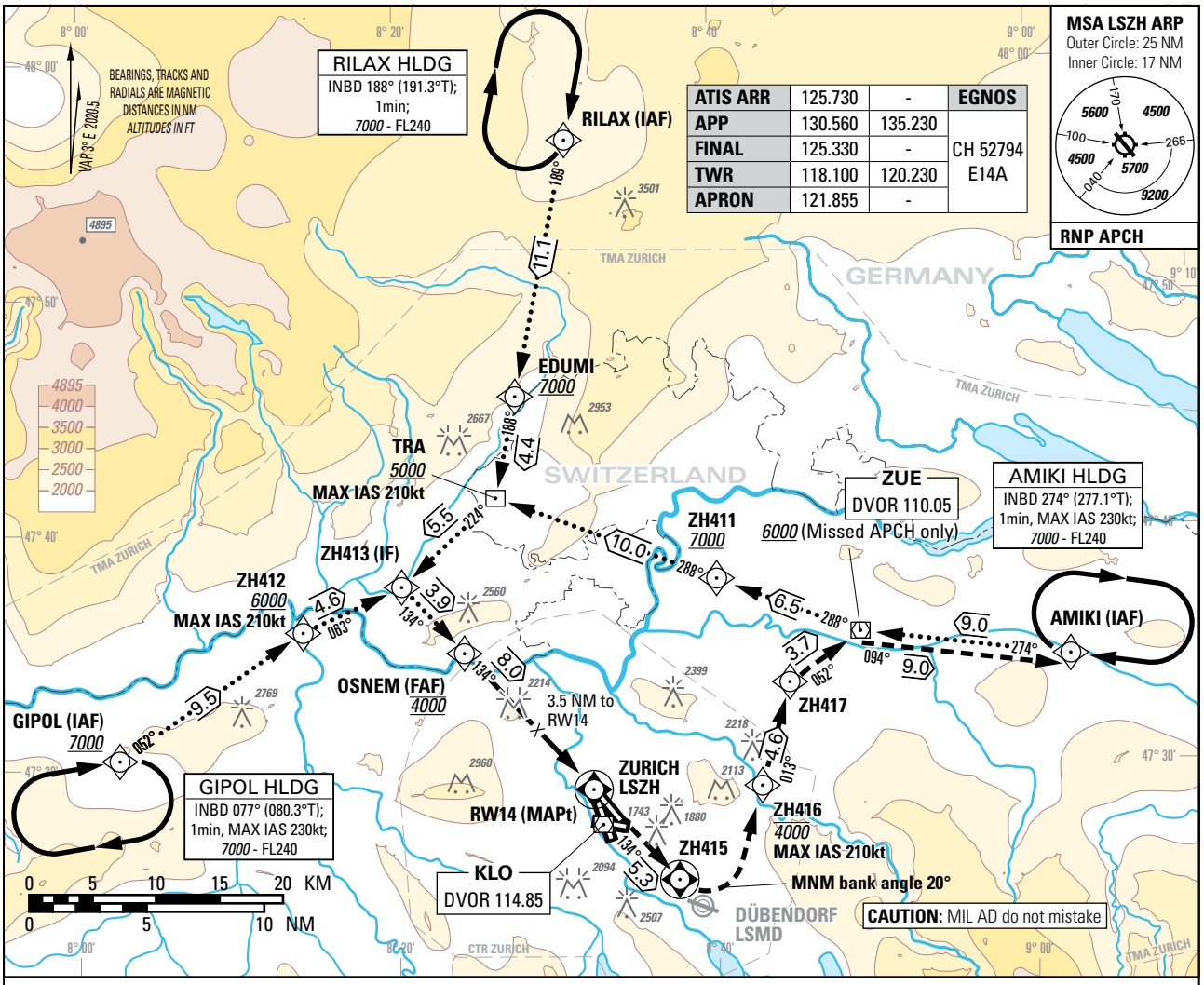
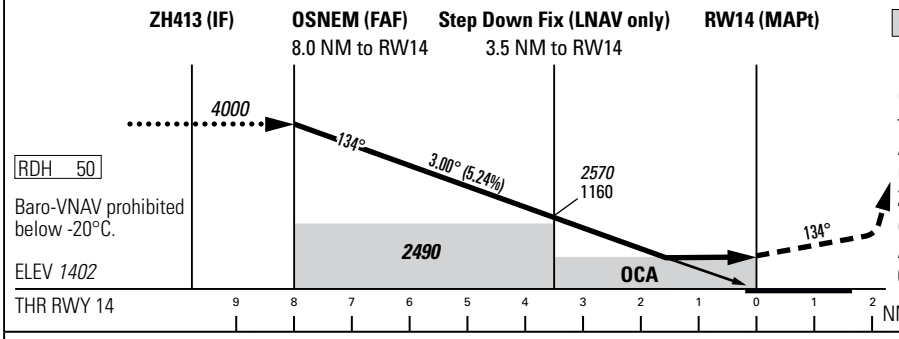
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
RNP RWY 14





MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead to ZH415. At ZH415 turn left to ZH416 (MNM bank angle 20°). At ZH416 proceed via ZH417, ZUE to AMIKI. Cross ZH416 at or below *4000*. After passing ZH416 continue climb to *7000*. Cross ZUE at or above 6000. MAX IAS 210kt until ZH416. After passing ZH416 MNM climb gradient 6.7% up to *6000* due to ASP restrictions.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)		A	B	C	D
STRAIGHT-IN	LNAV	*2010* (610)			
	LNAV/VNAV	*1880* (480)	*1890* (490)	*1910* (510)	*1940* (540)
	LPV CAT I	*1553* (151)	*1562* (160)	*1573* (171)	*1586* (184)
DECISION ALTITUDE (HEIGHT)		A	B	C	D
STRAIGHT-IN	LPV CAT I	*1602* (200)			

DIST THR	8	7	6	5	4	3	2	1
recommended CROSSING ALT	*4000*	*3680*	*3360*	*3040*	*2730*	*2410*	*2090*	*1770*
recommended CROSSING HGT	2600	2280	1960	1640	1320	1000	690	370

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

CAUTION

From 1.0 NM before THR 14 Visual Segment Surface (VSS) penetrated by trees up to *1600ft* AMSL (LNAV & LNAV/VNAV only).

COR: CTR &TMA LSZH, PBN box, editorial (WEF 20MAR2025)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZH
Runway	14
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E14A
LTP/FTP Latitude	472855.5305N
LTP/FTP Longitude	0083209.8680E
LTP/FTP Ellipsoidal Height (metres)	474.7
FPAP Latitude	472740.6480N
Delta FPAP Latitude (seconds)	-74.8825
FPAP Longitude	0083352.0595E
Delta FPAP Longitude (seconds)	102.1915
Threshold Crossing Height	15.0
TCH Units Selector	1 (meters)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

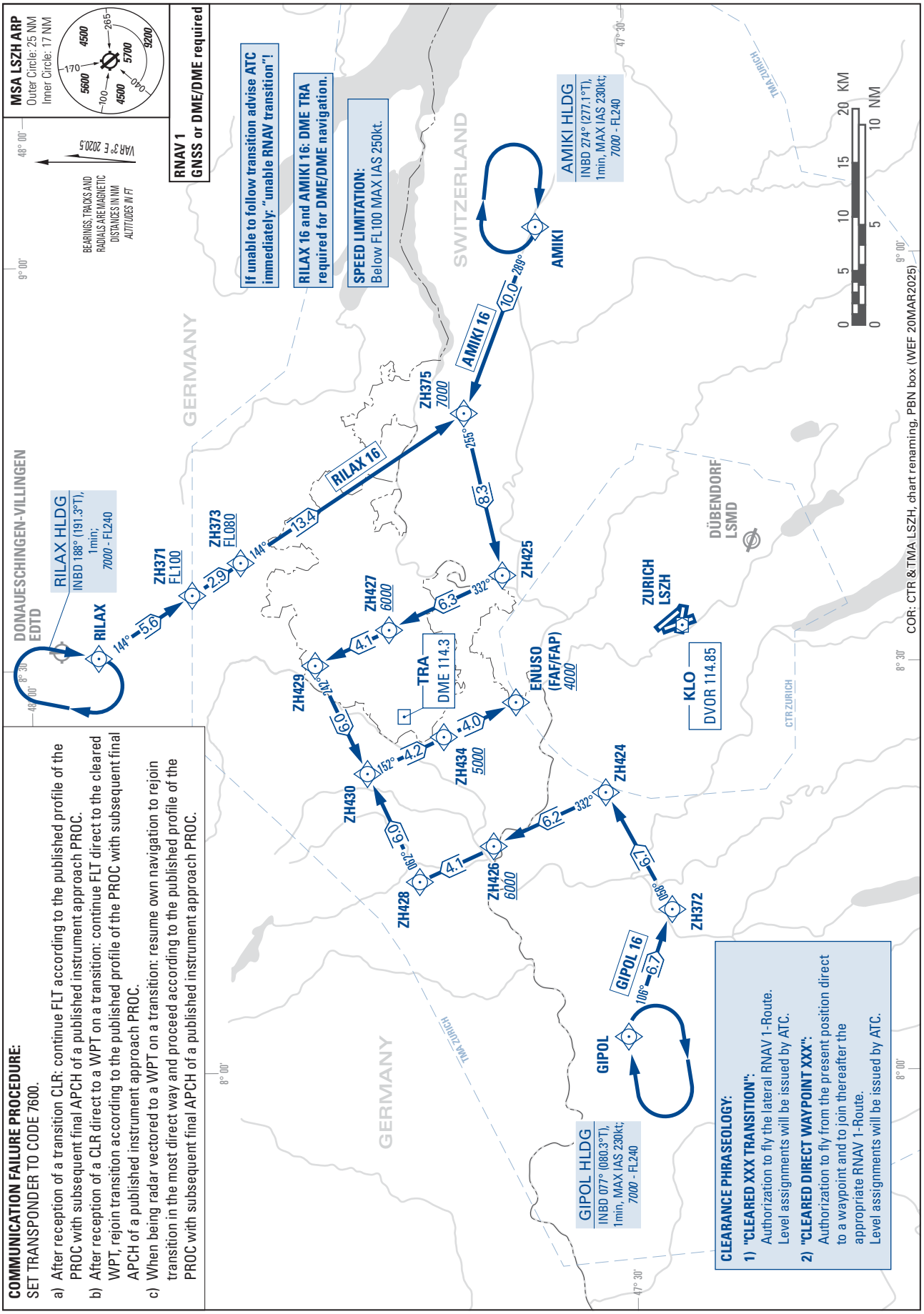
Data Block	10 08 1A 13 0C 0E 00 00 01 34 31 05 D5 89 60 14 18 CD A9 03 8B 26 FB B6 FD 5F 1E 03 2C 81 2C 01 64 00 C8 AF 60 6A BC CE
Calculated CRC Value	606ABCCE
Supplied CRC Value	606ABCCE
Comparison Result	OK

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION TO FINAL APPROACH

ZURICH (LSZH)
RNAV RWY 16

AMIKI 16 GIPOL 16 RILAX 16



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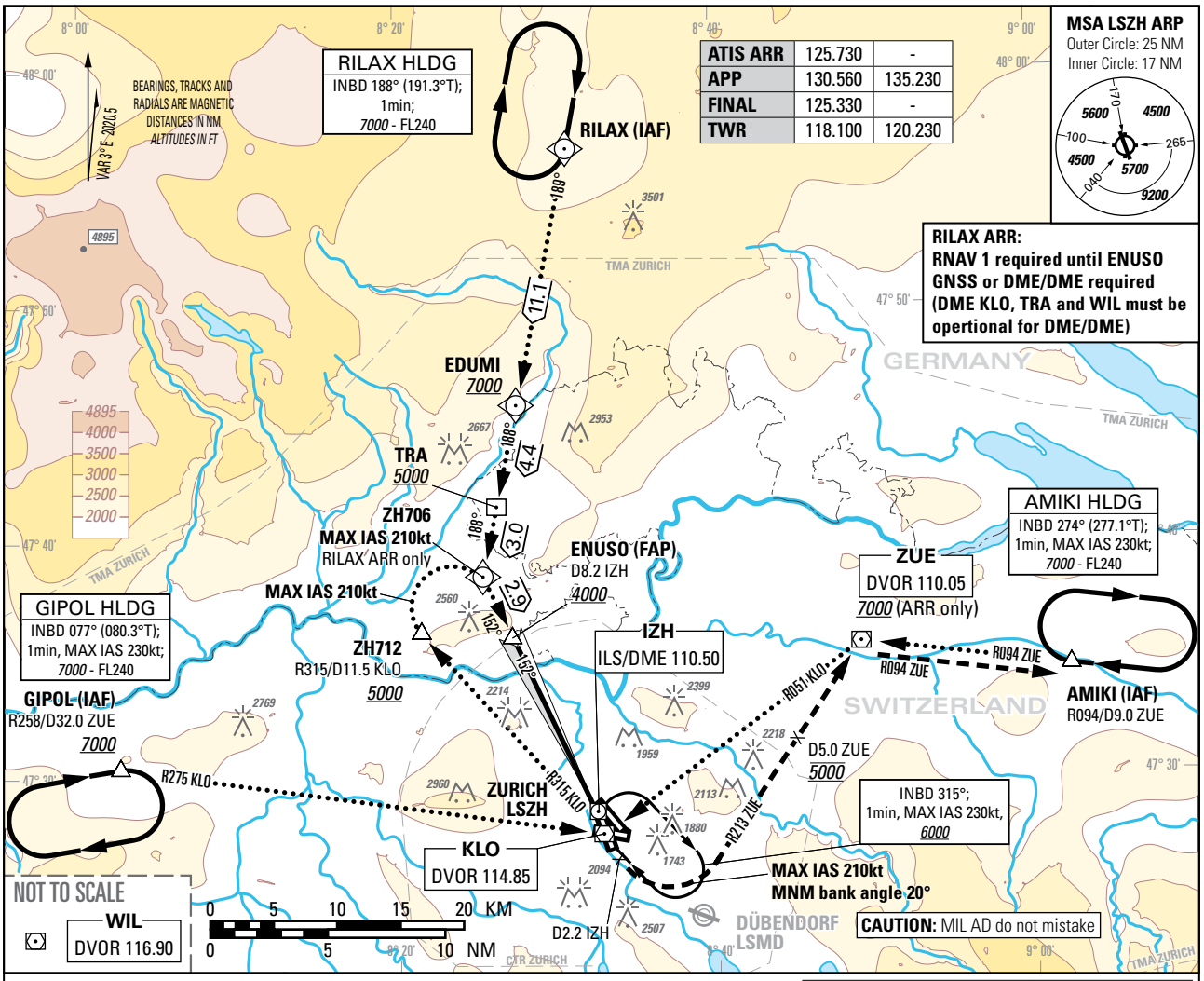
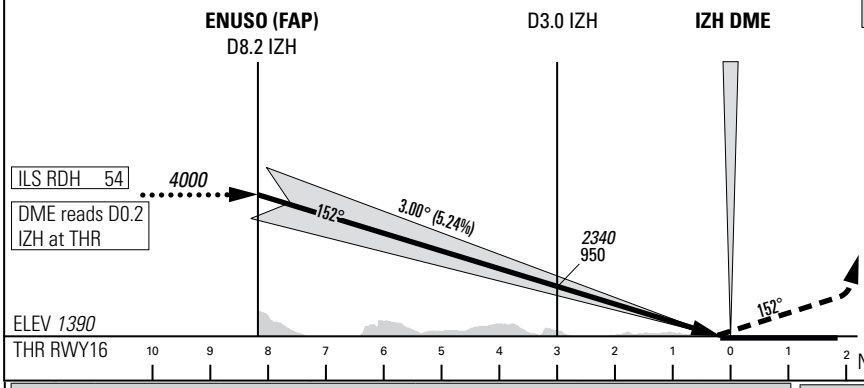
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
ILS RWY 16
CAT II & III





MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D2.2 IZH past the station, turn left (MAX IAS 210kt, MNM bank angle 20°). Intercept R213 ZUE. Cross D5.0 ZUE to the station at *5000*. At D5.0 ZUE to the station continue climb to *7000*. Proceed to ZUE. Cross ZUE at *6000* or above. At ZUE intercept R094 ZUE. Proceed to AMIKI. MNM climb gradient 4.8% up to *5000*, after passing D5.0 ZUE MNM climb gradient 3.9% up to *7000* due to ASP restrictions.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)							
		M/A climb gradient	A	B	C	D	D_L
CAT I	pressure altimeter	2.5%	*1803* (413)	*1813* (423)	*1823* (433)	*1832* (442)	
CAT I	pressure altimeter	4.0% to *2300*	*1546* (156)	*1556* (166)	*1566* (176)	*1579* (189)	
CAT II	radio altimeter		*1446* (56)	*1457* (67)	*1470* (80)	*1488* (98)	
	radio altimeter and autopilot					*1487* (97)	
DECISION ALTITUDE (HEIGHT) [1]							
CAT I	pressure altimeter	2.5%	*1803* (413)	*1813* (423)	*1823* (433)	*1832* (442)	
CAT I	pressure altimeter	4.0% to *2300*	*1590* (200)				
CAT II	radio altimeter and autopilot		*1490* (100)				

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

NOTE

[1] Radio altimeter reading at CAT I DH 187ft, at CAT II DH 93ft, for lower minima PPR FOCA.

- Due to GP signal disturbance RWY16, PIC might be REQ by ATC to change APCH Type to LOC or VIS APCH, MET permitting.

COR: CTR &TMA LSZH, PBN box (WEF 20MAR2025)

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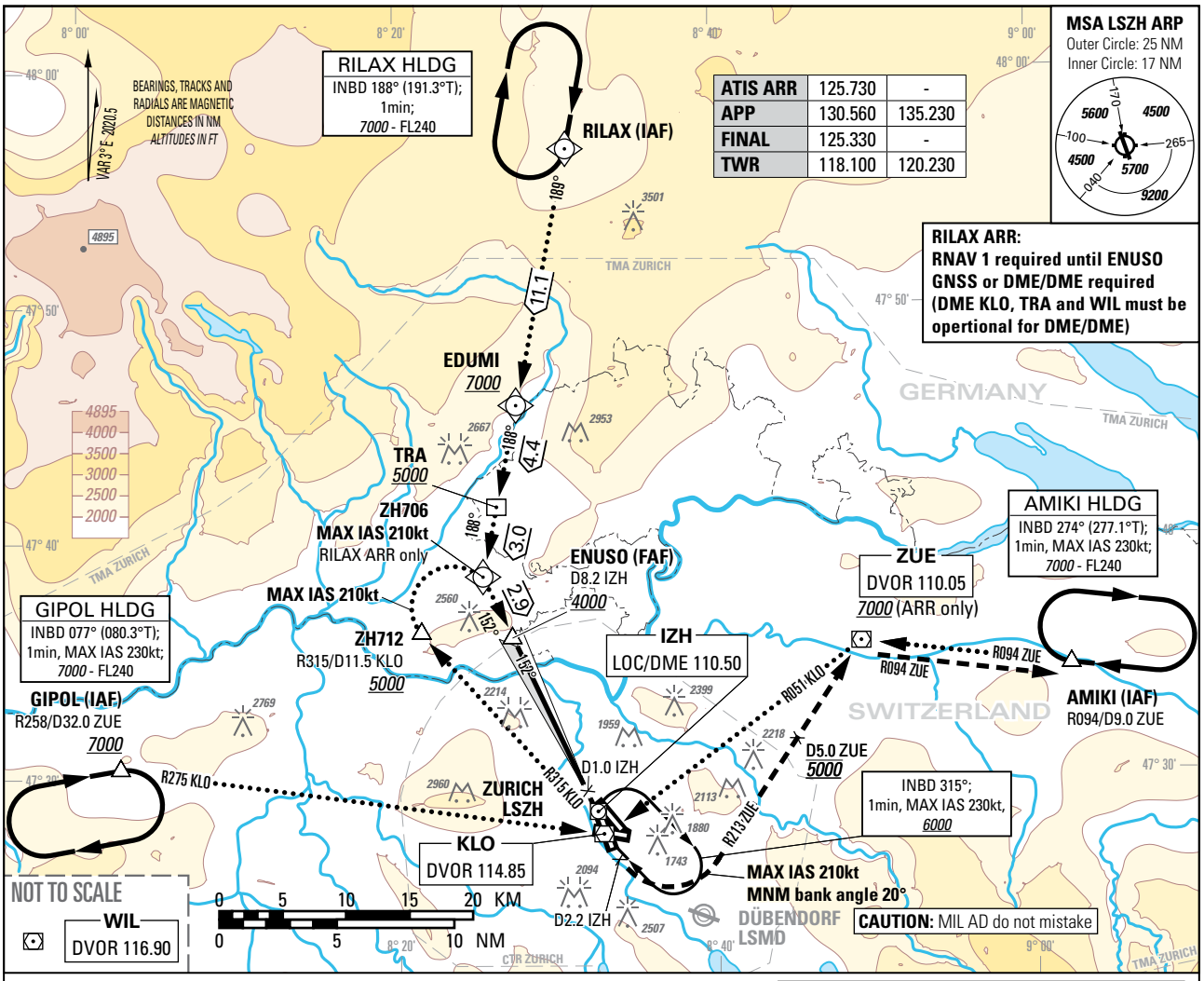
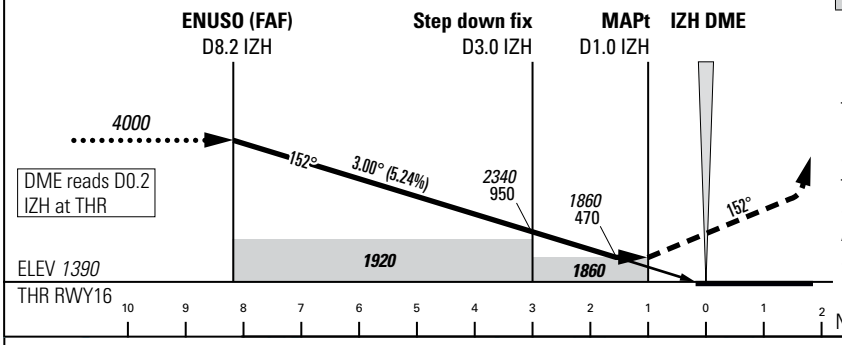
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
LOC RWY 16





MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D2.2 IZH past the station, turn left (MAX IAS 210kt, MNM bank angle 20°). Intercept R213 ZUE. Cross D5.0 ZUE to the station at *5000*. At D5.0 ZUE to the station continue climb to *7000*. Proceed to ZUE. Cross ZUE at *6000* or above. At ZUE intercept R094 ZUE. Proceed to AMIKI. MNM climb gradient 4.2% up to *5000*, after passing D5.0 ZUE MNM climb gradient 3.9% up to *7000* due to ASP restrictions.

DIST DME IZH	8	7	6	5	4	3	2
recommended CROSSING ALT	*3950*	*3630*	*3310*	*2990*	*2670*	*2350*	*2030*
recommended CROSSING HGT	2560	2240	1920	1600	1280	960	640

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

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D
STRAIGHT-IN APPROACH	*1860* (470)			

COR: CTR &TMA LSZH, PBN box (WEF 20MAR2025)

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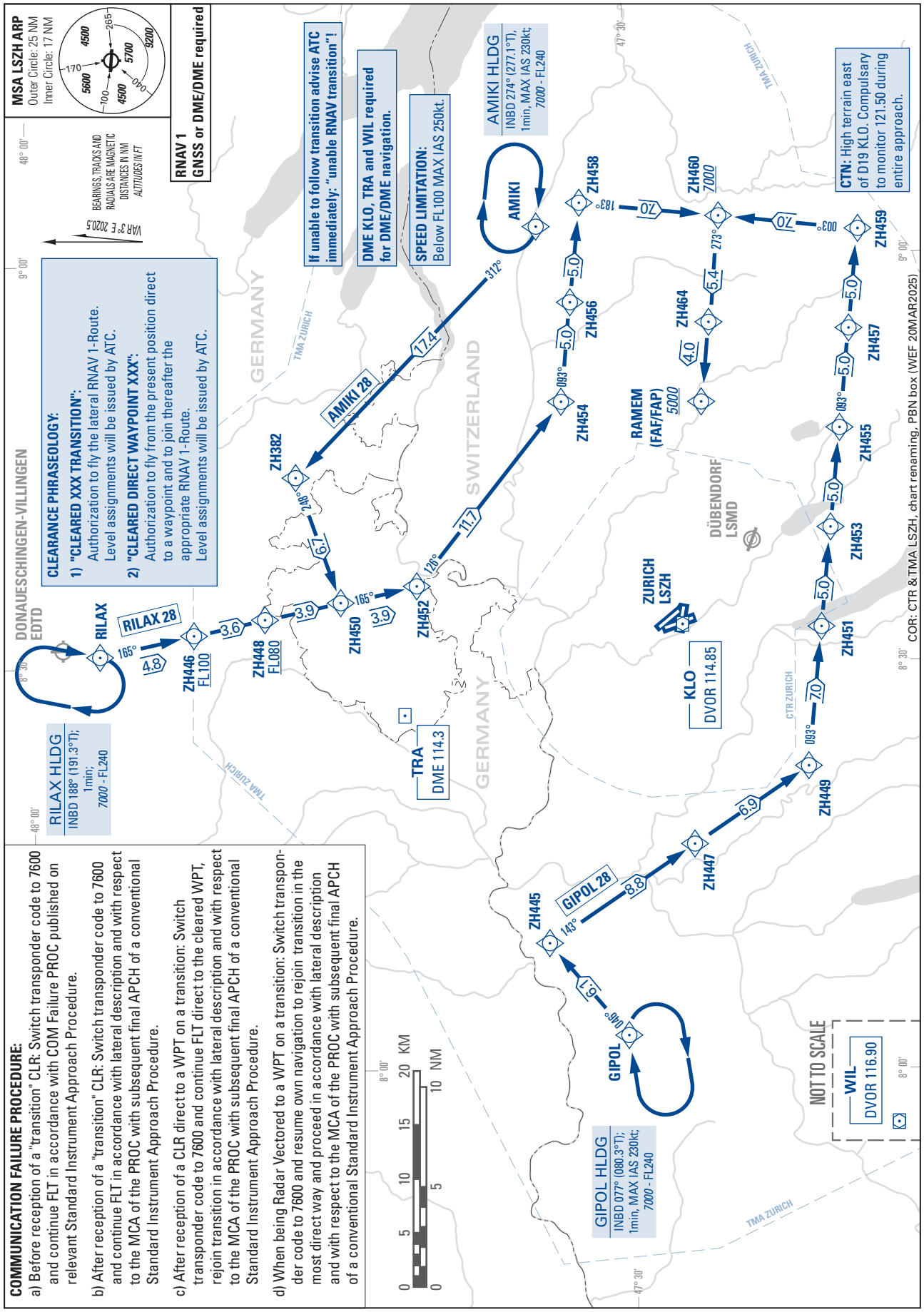
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION TO FINAL APPROACH

ZURICH (LSZH)
RNAV RWY 28

AMIKI 28 GIPOL 28 RILAX 28



COMMUNICATION FAILURE PROCEDURE:

a) Before reception of a "transition" CLR: Switch transponder code to 7600 and continue FLT in accordance with COM Failure PROC published on relevant Standard Instrument Approach Procedure.

b) After reception of a "transition" CLR: Switch transponder code to 7600 and continue FLT in accordance with lateral description and with respect to the MCA of the PROC with subsequent final APCH of a conventional Standard Instrument Approach Procedure.

c) After reception of a CLR direct to a WPT on a transition: Switch transponder code to 7600 and continue FLT direct to the cleared WPT, rejoin transition in accordance with lateral description and with respect to the MCA of the PROC with subsequent final APCH of a conventional Standard Instrument Approach Procedure.

d) When being Radar Vectored to a WPT on a transition: Switch transponder code to 7600 and resume own navigation to rejoin transition in the most direct way and proceed in accordance with lateral description and with respect to the MCA of the PROC with subsequent final APCH of a conventional Standard Instrument Approach Procedure.

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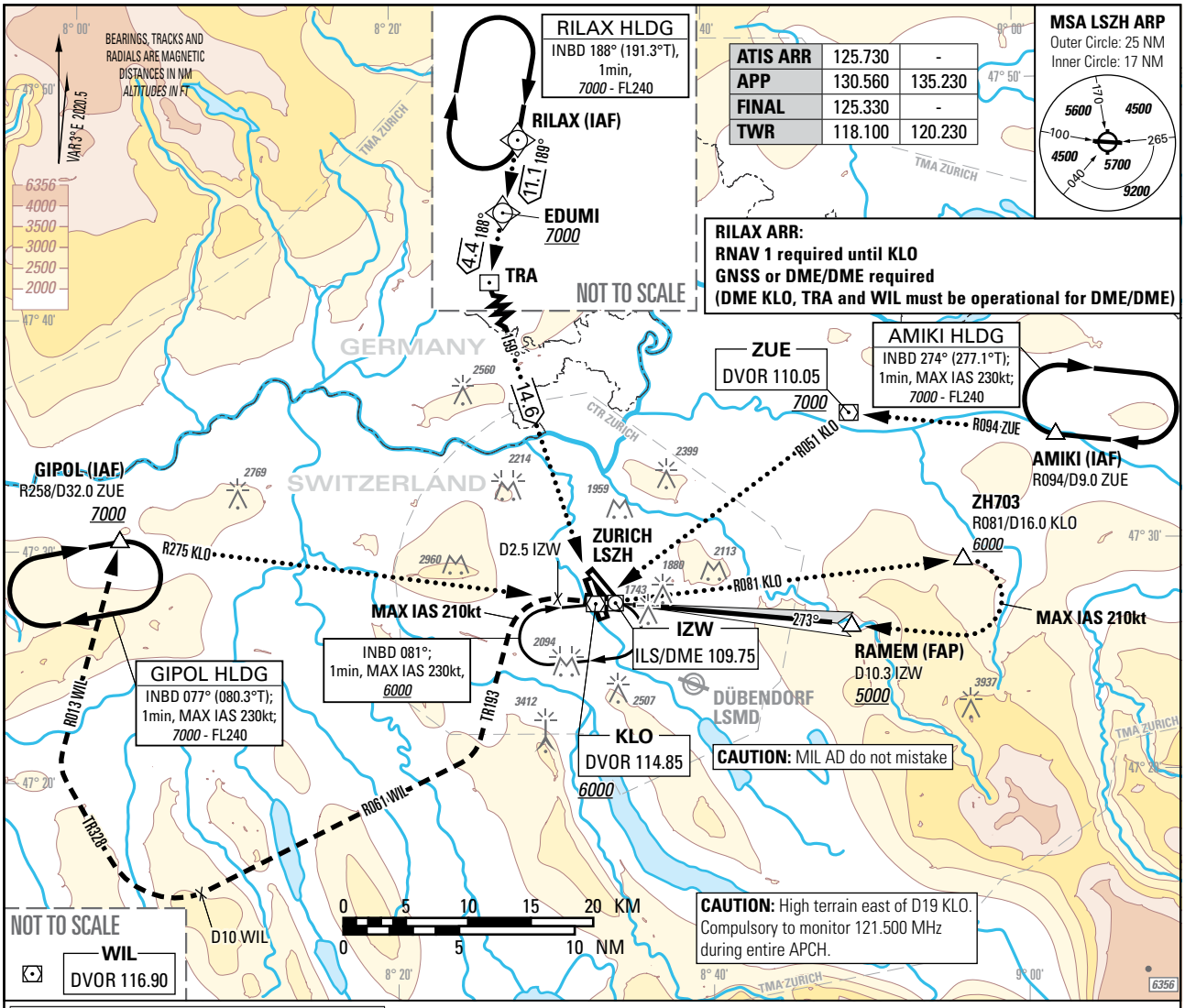
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

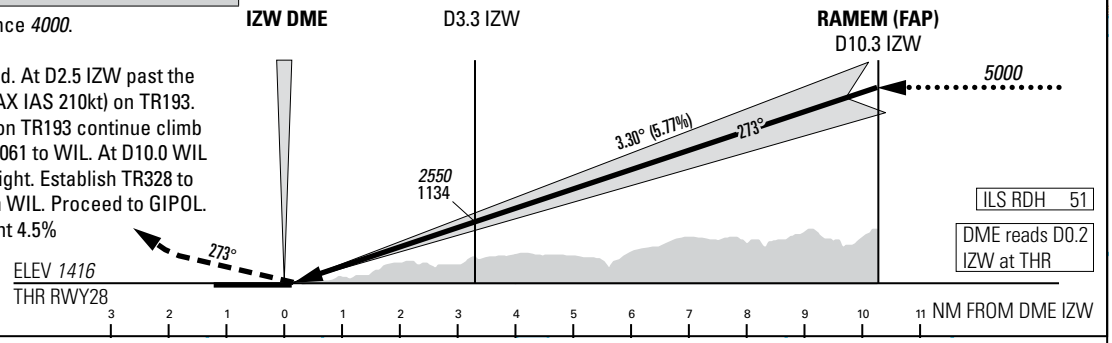
ZURICH (LSZH)
ILS RWY 28



MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead. At D2.5 IZW past the station turn left (MAX IAS 210kt) on TR193. When established on TR193 continue climb to *7000*. Intercept R061 to WIL. At D10.0 WIL to the station turn right. Establish TR328 to intercept R013 from WIL. Proceed to GIPOL. MNM climb gradient 4.5% up to *6000* due to ASP restrictions.



Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH				
		A	B	C	D	D_L
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
2.5%	pressure altimeter	*2270 (854)*	*2280 (864)*	*2293 (877)*	*2303 (887)*	
4.0% to *2700*		*2069 (653)*	*2079 (663)*	*2092 (676)*	*2102 (686)*	
		DECISION ALTITUDE (HEIGHT)				
2.5%	pressure altimeter	*2270 (854)*	*2280 (864)*	*2293 (877)*	*2303 (887)*	
4.0% to *2700*		*2091 (675)*	*2091 (675)*	*2092 (676)*	*2102 (686)*	

CAUTION

- Do not confuse RWY 32 with RWY 28.
- Bright floodlight slightly N of APCH at D0.7 IZW.
- Expect turbulences on short final during south-westerly winds.
- Nuisance GPWS glideslope warning may be expected below 100ft THR.
- 0.4NM BFR THR28 visual segment surface (VSS) penetrated by trees up to *1496ft* AMSL.

REMARK

- Uncategorised ILS APCH RWY 28 due to obstacle limitation and restriction according to non-instrument RWY criteria.
- ILS 28 signal fulfils ICAO Annex 10, CAT I specifications.

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

COR: CTR &TMA LSZH, PBN box, editorial (WEF 20MAR2025)

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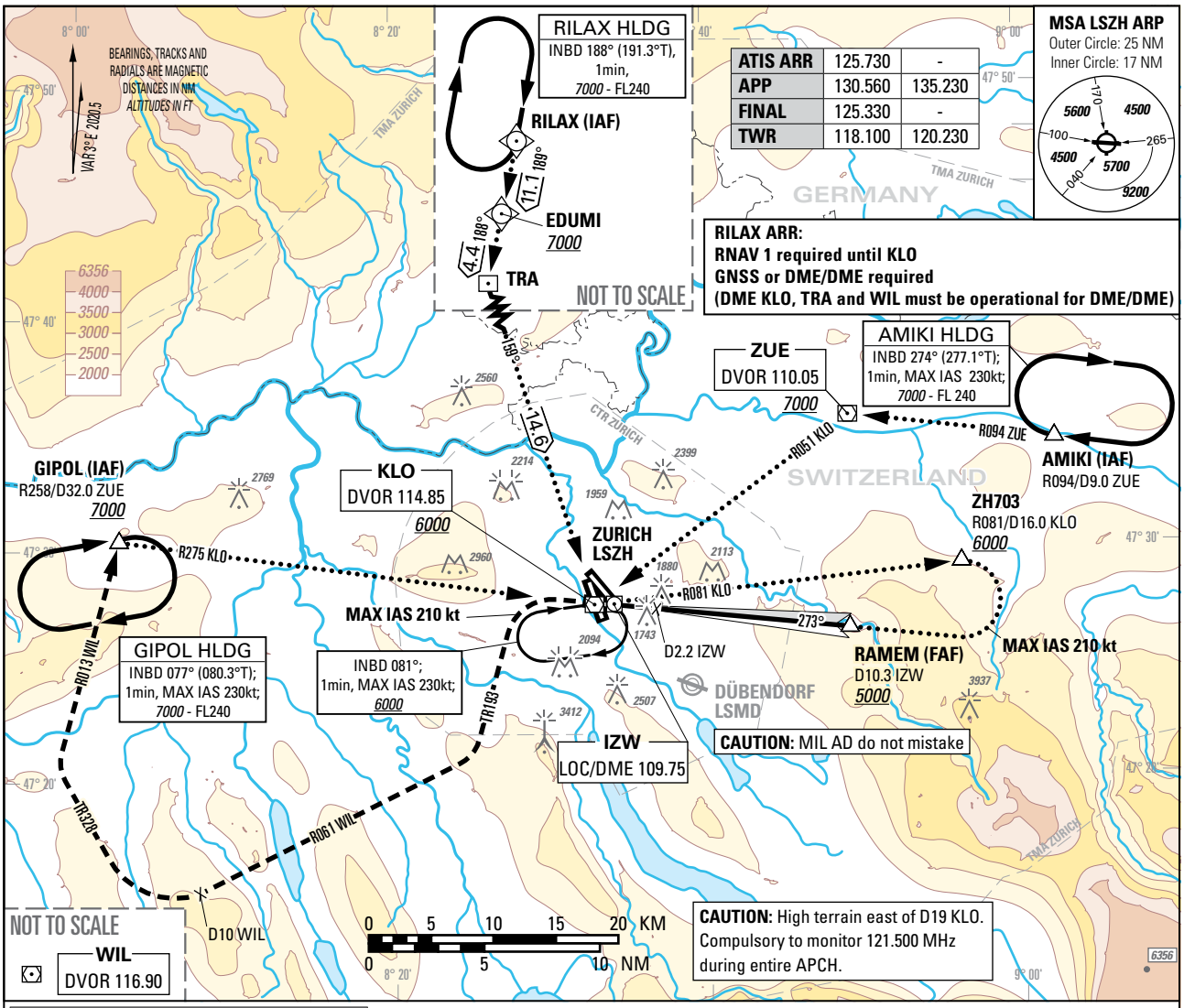
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

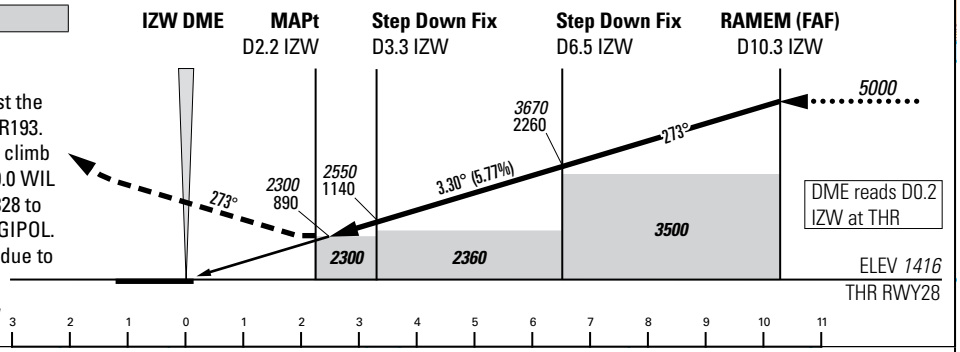
ZURICH (LSZH)
LOC RWY 28



MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead. At D2.5 IZW past the station turn left (MAX IAS 210kt) on TR193. When established on TR193 continue climb to *7000*. Intercept R061 to WIL. At D10.0 WIL to the station turn right. Establish TR328 to intercept R013 from WIL. Proceed to GIPOL. MNM climb gradient 4.5% up to *5900* due to ASP restrictions.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	*2300* (890)			

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

DME IZW	3	4	5	6	7	8	9	10
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*2450* (1040)	*2800* (1390)	*3150* (1740)	*3500* (2090)	*3850* (2440)	*4200* (2790)	*4550* (3140)	*4900* (3490)

CAUTION

- Do not confuse RWY32 with RWY28. Bright floodlight slightly N of APCH at D0.7 IZW.
- Expect turbulences on short final during south-westerly winds.
- 0.4NM BFR THR28 visual segment surface (VSS) penetrated by trees up to *1496ft* AMSL.

REMARK

- Obstacle limitation and restriction according to non-instrument RWY criteria.
- LOC28 signal fulfils ICAO Annex 10.

COR: CTR & TMA LSZH, editorial (WEF 20MAR2025)

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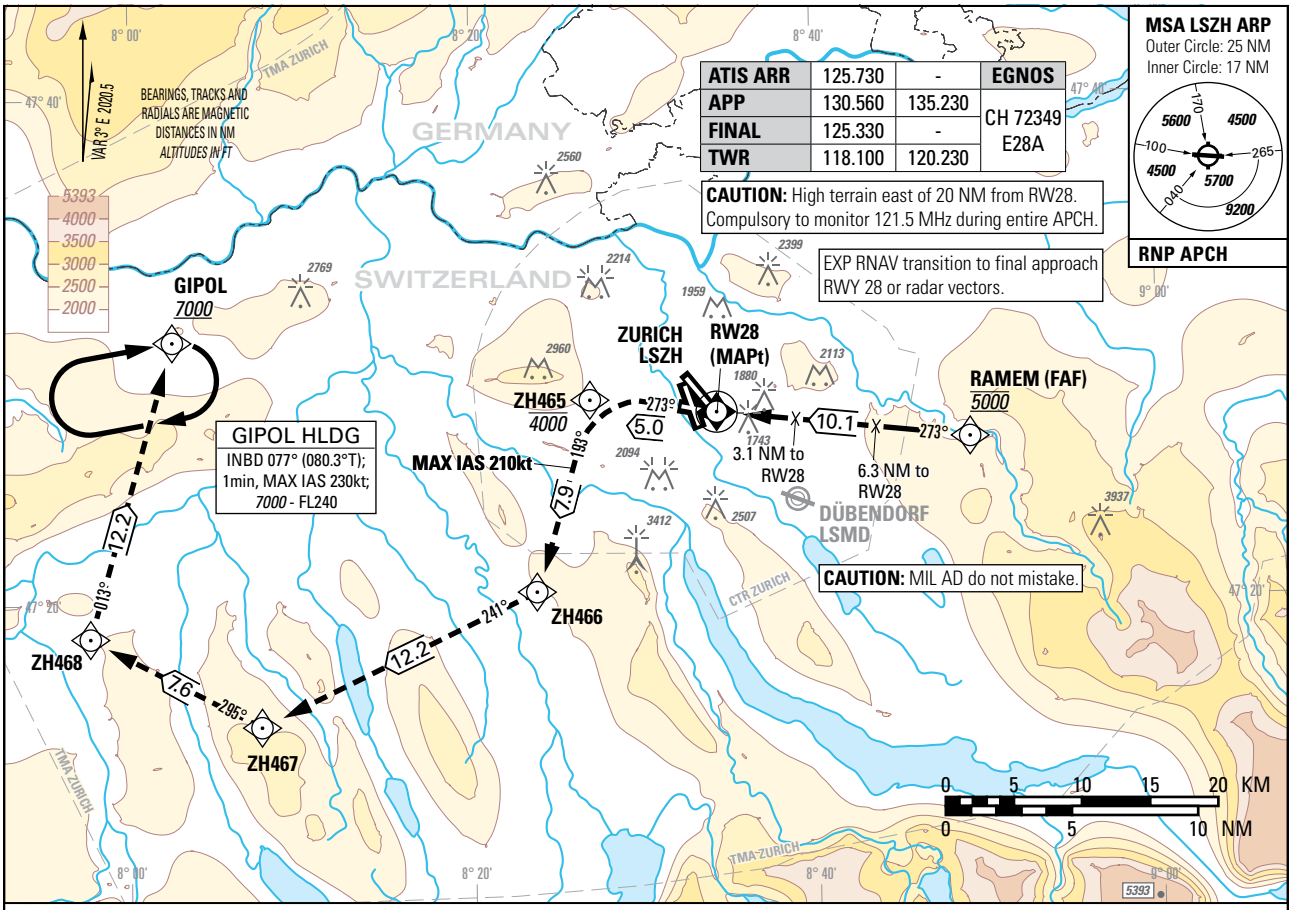
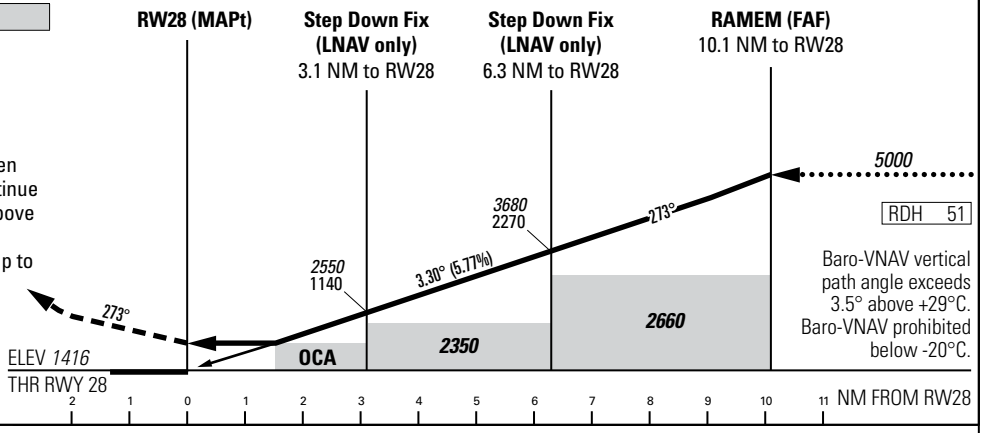
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
RNP RWY 28





Baro-VNAV vertical path angle exceeds 3.5° above +29°C. Baro-VNAV prohibited below -20°C.

MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead to ZH465. At ZH465 turn left to ZH466. Proceed via ZH466, ZH467, ZH468 to GIPOL. Cross ZH465 at or below *4000*. When established on track to ZH466 continue climb to *7000*. Cross GIPOL at or above *7000*. MAX IAS 210kt until ZH466.
LNAV: MNM climb gradient 4.8% up to *6000* due to ASP restrictions.
LNAV/VNAV: MNM climb gradient 4.3% up to *6100* due to ASP restrictions. LPV: MNM climb gradient 4.5% up to *6000* due to ASP restrictions.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OCA (H) LNAV			
2.5%	*2250* (840)			
	OCA (H) LNAV/VNAV			
2.5%	*2176* (760)	*2181* (765)	*2187* (771)	*2192* (776)
	OCA (H) LPV			
2.5%	*2069* (653)	*2079* (663)	*2092* (676)	*2102* (686)
	DA (H) LPV			
2.5%	*2091* (675)		*2092* (676)	*2102* (686)

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

DIST RW28	1	2	3	4	5	6	7	8	9	10
recommended CROSSING ALT	*1820*	*2170*	*2520*	*2870*	*3220*	*3570*	*3920*	*4270*	*4620*	*4970*
recommended CROSSING HGT	405	755	1105	1455	1805	2155	2505	2855	3205	3555

NOTE

- Do not confuse RWY 32 with RWY 28
- Bright floodlight slightly N of APCH at 0.5 NM from RWY 14
- Expect turbulences on short final during south-westerly winds.
- 3.1 NM before THR 28 Visual Segment Surface (VSS) penetrated by trees up to *1965ft* AMSL on the right hand side of the final approach.

COR: CTR &TMA LSZH, PBN box, editorial (WEF 20MAR2025)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZH
Runway	28
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E28A
LTP/FTP Latitude	472723.7555N
LTP/FTP Longitude	0083413.6295E
LTP/FTP Ellipsoidal Height (metres)	478.8
FPAP Latitude	472732.5515N
Delta FPAP Latitude (seconds)	8.7960
FPAP Longitude	0083209.7575E
Delta FPAP Longitude (seconds)	-123.8720
Threshold Crossing Height	51.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.30
Course Width (metres)	105.00
Length Offset (metres)	112
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 1A 13 0C 1C 00 00 01 38 32 05 D7 BC 5D 14 FB 93 AD 03 B4 26 B8 44 00 40 38 FC FE 01 4A 01 64 0E C8 AF 39 56 F1 D6
Calculated CRC Value	3956F1D6

Required Additional Data

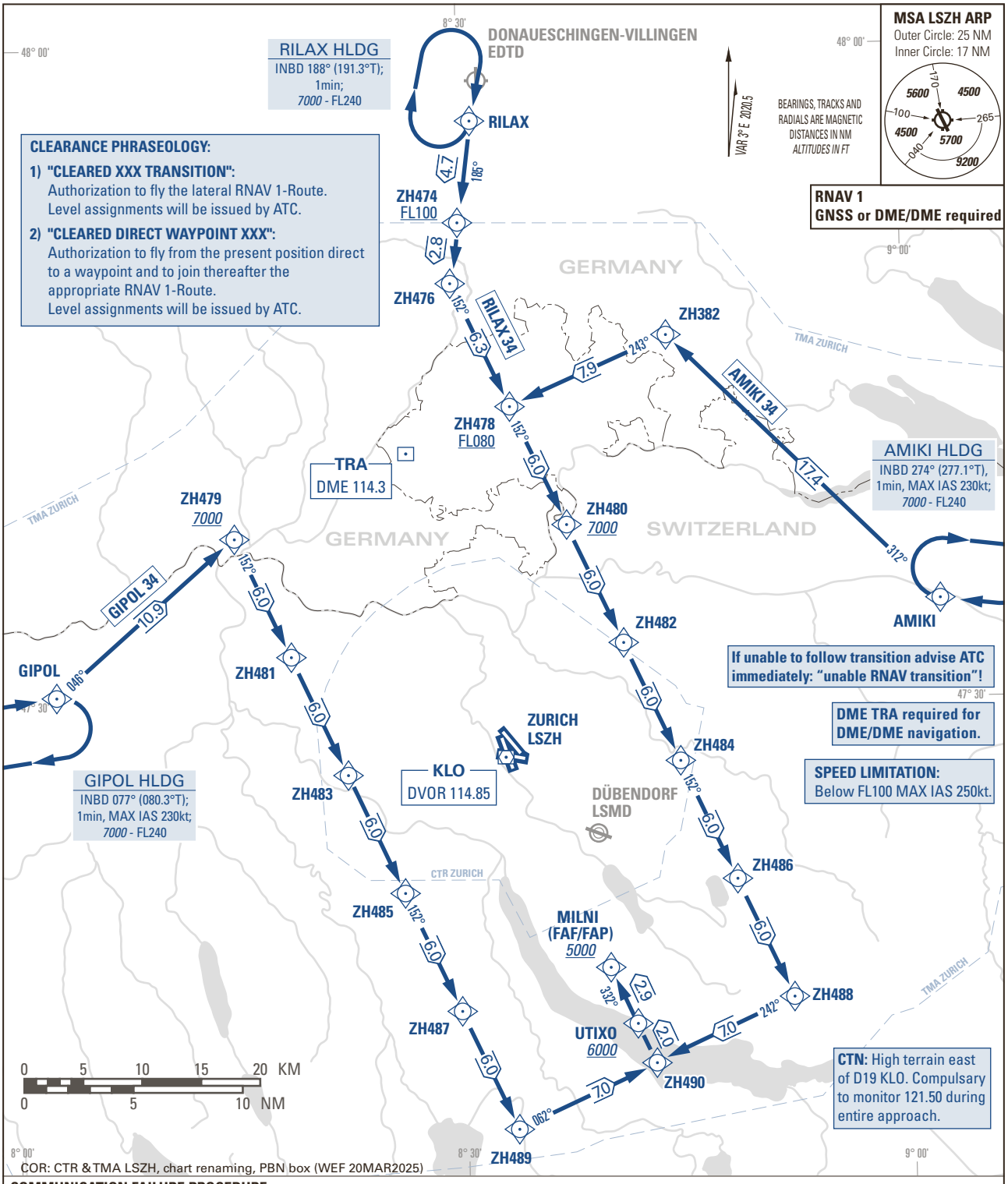
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	431.6

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION TO FINAL APPROACH

ZURICH (LSZH)
RNAV RWY 34

AMIKI 34 GIPOL 34 RILAX 34



COMMUNICATION FAILURE PROCEDURE:

a) Before reception of a "transition" CLR: Switch transponder code to 7600 and continue FLT in accordance with COM Failure PROC published on relevant STAR Chart.

b) After reception of a "transition" CLR: Switch transponder code to 7600 and continue FLT in accordance with lateral description and with respect to the MCA of the PROC with subsequent final APCH of a conventional Standard Instrument Approach Procedure.

c) After reception of a CLR direct to a WPT on a transition: Switch transponder code to 7600 and continue FLT direct to the cleared WPT, rejoin transition in accordance with lateral description and with respect to the MCA of the PROC with subsequent final APCH of a conventional Standard Instrument Approach Procedure.

d) When being Radar Vectored to a WPT on a transition: Switch transponder code to 7600 and resume own navigation to rejoin transition in the most direct way and proceed in accordance with lateral description and with respect to the MCA of the PROC with subsequent final APCH of a conventional Standard Instrument Approach Procedure.

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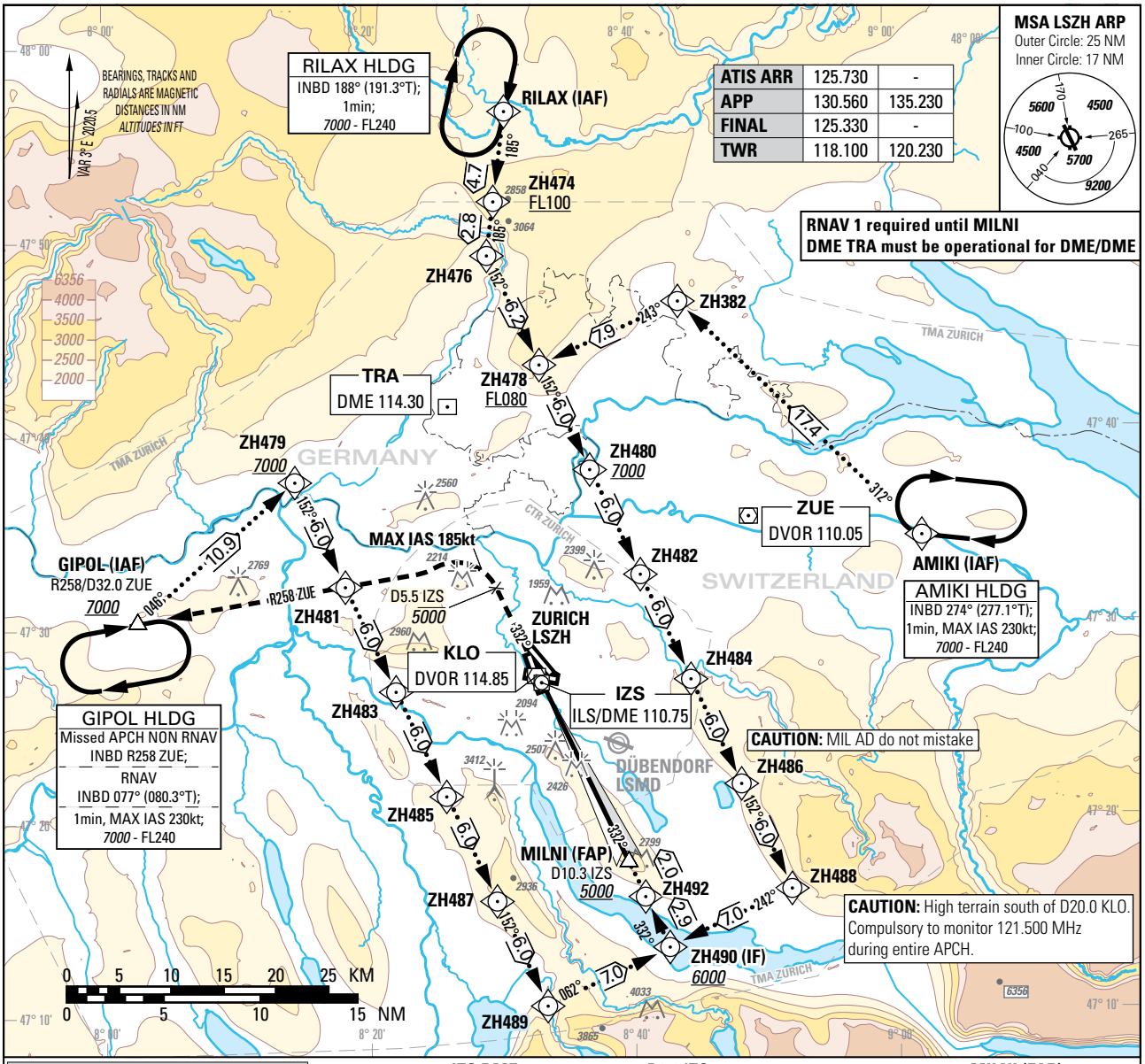
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

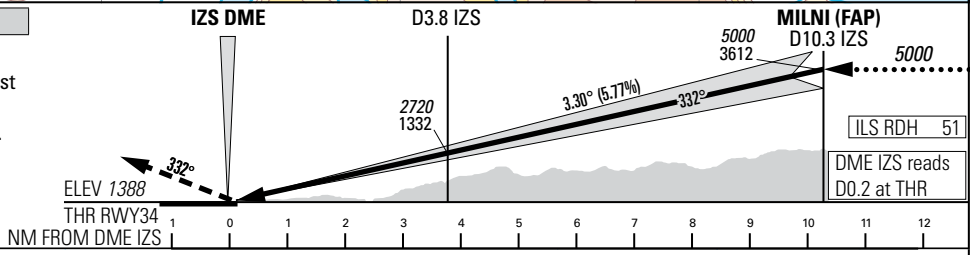
ZURICH (LSZH)
ILS RWY 34



MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D5.5 IZS past the station turn left (MAX IAS 185kt during turn) and intercept R258 ZUE. Continue climb to *7000*. Proceed to GIPOL.
Cross D5.5 IZS at or below *5000*.
Cross GIPOL at or above *7000*.



Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH				
		A	B	C	D	D_L
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
2.5%	pressure altimeter	*1592* (204)	*1602* (214)	*1615* (227)	*1625* (237)	
2.8% to *2200*	pressure altimeter	*1543* (155)	*1552* (164)	*1560* (172)	*1571* (183)	*1572* (184)
		DECISION ALTITUDE (HEIGHT)				
2.8% to *2200*	pressure altimeter	*1588* (200)				

IZS DME	2	3	4	5	6	7	8	9	10
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*2090* (700)	*2440* (1050)	*2790* (1400)	*3140* (1750)	*3490* (2100)	*3840* (2450)	*4190* (2800)	*4540* (3150)	*4890* (3500)

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

NOTE

Level assignments will be issued by ATC.

COR: CTR &TMA LSZH, PBN box, editorial (WEF 20MAR2025)

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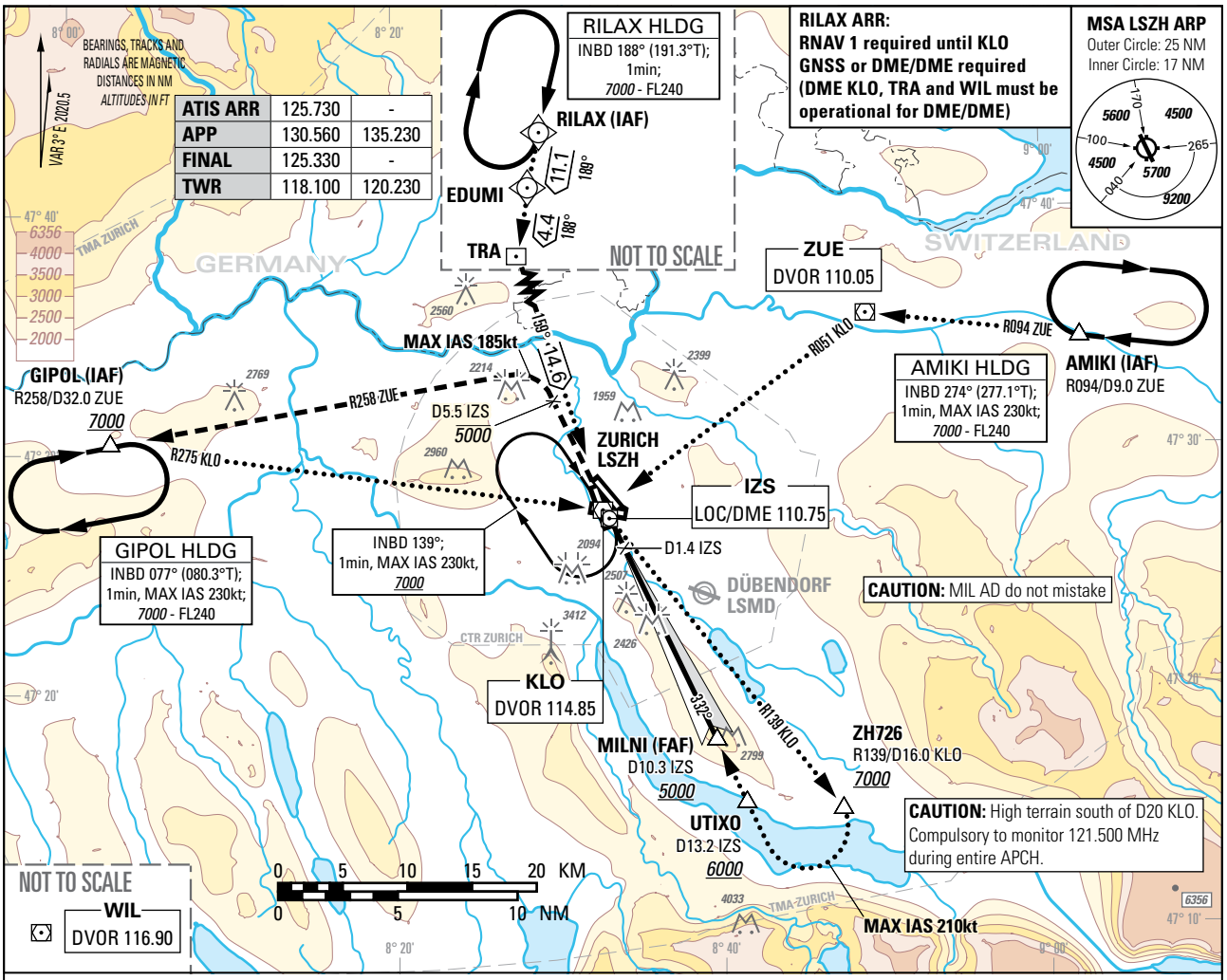
Instrument Approach Chart
(IAC) - ICAO

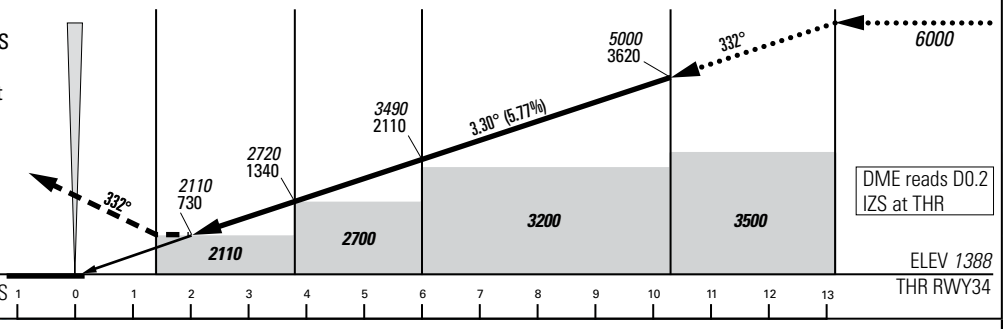
AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
LOC RWY 34



MISSED APPROACH
Initial climb clearance *5000*.
Climb straight ahead. At D5.5 IZS past the station turn left (MAX IAS 185kt during turn). Intercept R258 ZUE. Continue climb to *7000*. Proceed to GIPOL. MNM climb gradient 4.1% up to *6000* due to ASP restrictions.



OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D
STRAIGHT-IN APPROACH	*2110* (730)			

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

IZS DME	2	3	4	5	6	7	8	9	10	11	12	13
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*2090* (710)	*2440* (1060)	*2790* (1410)	*3140* (1760)	*3490* (2110)	*3840* (2460)	*4190* (2810)	*4540* (3160)	*4890* (3510)	*5240* (3860)	*5590* (4210)	*5940* (4560)

COR: CTR &TMA LSZH, PBN box (WEF 20MAR2025)

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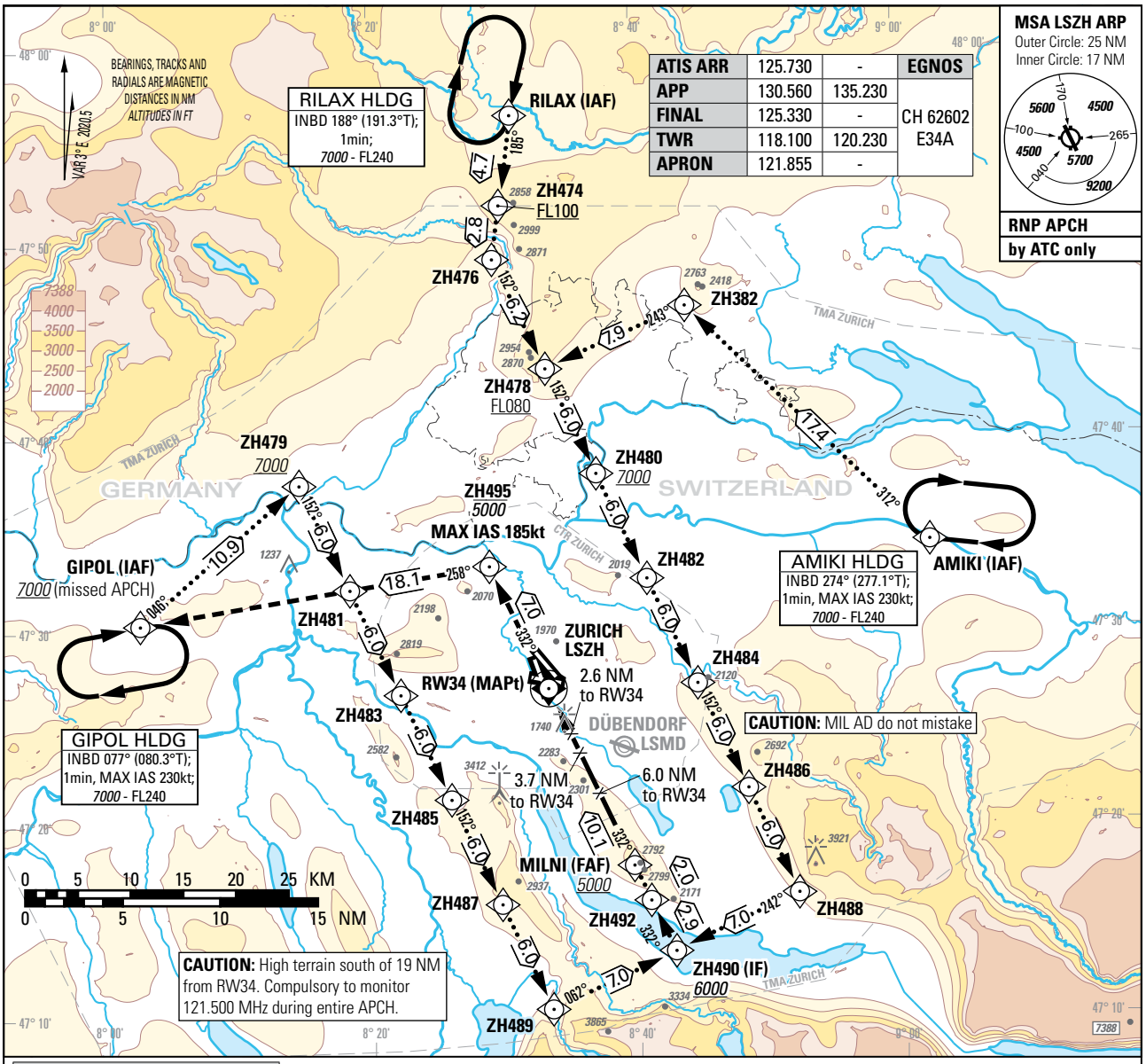
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH (LSZH)
RNP RWY 34



ATIS ARR	125.730	-	EGNOS
APP	130.560	135.230	CH 62602 E34A
FINAL	125.330	-	
TWR	118.100	120.230	
APRON	121.855	-	

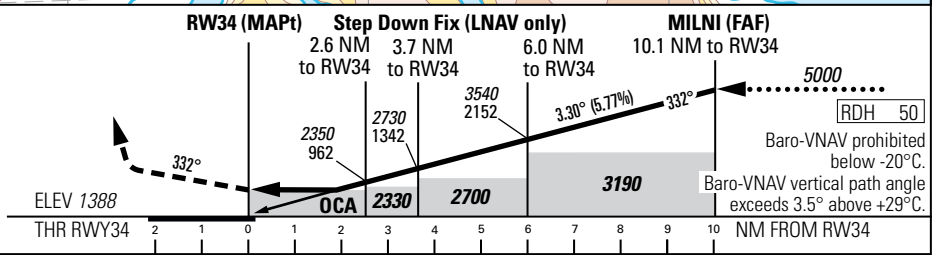
MSA LSZH ARP
Outer Circle: 25 NM
Inner Circle: 17 NM

RNP APCH
by ATC only

MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead to ZH495.
Proceed to GIPOL.
Continue climb to *7000*.
MAX IAS 185kt to ZH495.
Cross ZH495 at or below *5000*.
Cross GIPOL at or above *7000*.



Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
		A	B	C	D	D_L
	LNAV	*1990* (610)				
	LNAV/VNAV	*1789* (401)	*1799* (411)	*1812* (424)	*1821* (433)	
2.7% to *2100*	LPV CAT I	*1542* (154)	*1552* (164)	*1561* (173)	*1574* (186)	*1580* (192)
2.5%	LPV CAT I	*1588* (200)	*1598* (210)	*1609* (221)	*1619* (231)	
		DECISION ALTITUDE (HEIGHT)				
2.7% to *2100*	LPV CAT I	*1588* (200)				

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

CAUTION

LNAV only: VSS penetrated by buildings up to *1530ft* AMSL on the right-hand side of the final approach shortly before THR34.

NOTE

Level assignments will be issued by ATC.

DIST RW34	2	3	4	5	6	7	8	9	10	11	12	13
recommended CROSSING ALT	*2140*	*2490*	*2840*	*3190*	*3540*	*3900*	*4250*	*4600*	*4950*	*5300*	*5650*	*6000*
recommended CROSSING HGT	760	1110	1460	1810	2160	2510	2860	3210	3560	3910	4260	4610

COR: CTR &TMA LSZH, PBN box (WEF 20MAR2025)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZH
Runway	34
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E34A
LTP/FTP Latitude	472657.3930N
LTP/FTP Longitude	0083314.9145E
LTP/FTP Ellipsoidal Height (metres)	470.2
FPAP Latitude	472835.6520N
Delta FPAP Latitude (seconds)	98.2590
FPAP Longitude	0083207.2645E
Delta FPAP Longitude (seconds)	-67.6500
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.30
Course Width (metres)	105.00
Length Offset (metres)	104
HAL (metres)	40.0
VAL (metres)	35.0

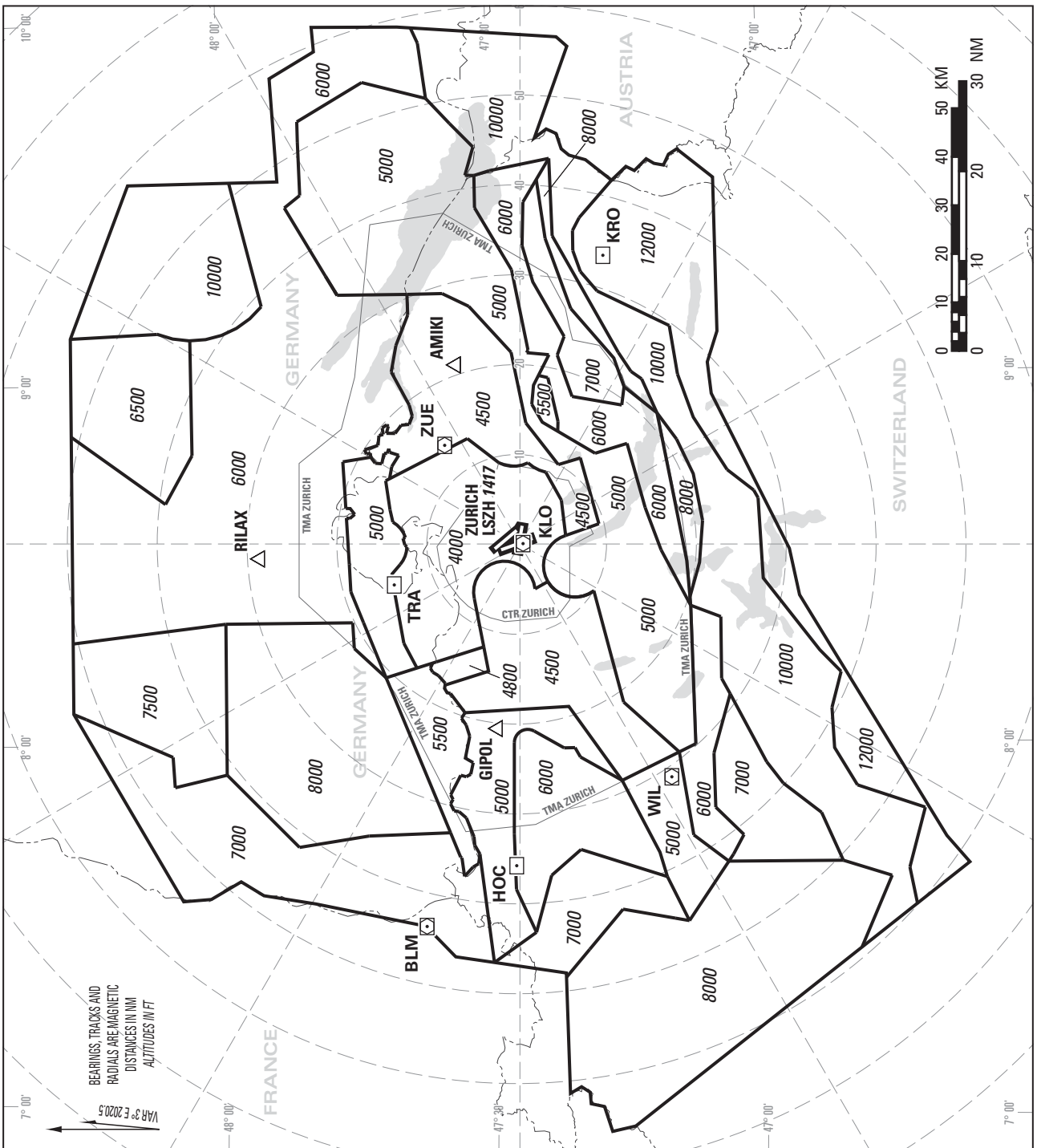
Output data

Data Block	10 08 1A 13 0C 22 00 00 01 34 33 05 E2 EE 5C 14 45 C9 AB 03 5E 26 A6 FF 02 7C EF FD F4 01 4A 01 64 0D C8 AF 08 C8 EF 22
Calculated CRC Value	08C8EF22

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	423.0

ATC SURVEILLANCE MINIMUM ALTITUDE CHART



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSZH 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: LSZH QNH.

Transition ALT: *7000*

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

Minimum altitudes over Swiss territory are protected for low temperatures from minus 20 degrees to minus 7 degrees celcsius (LSZH temperature).

Sectors indicated all 30°, distances indicated all 10 NM, based on KLO DVOR/DME.

COR: CTR &TMA LSZH, DME KRO added, editorial (WEF 20MAR2025)

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