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NR/Year	Publication date	Effective Date	Inserted by
009/2023	19-Oct-2023	30-Nov-2023	
010/2023	16-Nov-2023	28-Dec-2023	
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ENR 3.2 - 67	23 JAN 2025	ENR 5.1 - 8	AIRAC 21 MAR 2024	ENR 5.5 - 13	AIRAC 20 MAR 2025
ENR 3.2 - 68	23 JAN 2025	ENR 5.1 - 9	16 MAY 2024	ENR 5.5 - 14	AIRAC 20 MAR 2025
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ENR 3.2 - 71	AIRAC 20 MAR 2025	ENR 5.1 - 12	AIRAC 21 MAR 2024	ENR 5.5 - 17	17 APR 2025
ENR 3.2 - 72	AIRAC 20 MAR 2025	ENR 5.1 - 13	AIRAC 21 MAR 2024	ENR 5.5 - 18	17 APR 2025
ENR 3.2 - 73	23 JAN 2025	ENR 5.1 - 14	AIRAC 21 MAR 2024	ENR 5.5 - 19	15 MAY 2025
ENR 3.2 - 74	23 JAN 2025	ENR 5.1 - 15	AIRAC 20 MAR 2025	ENR 5.5 - 20	15 MAY 2025
ENR 3.2 - 75	23 JAN 2025	ENR 5.1 - 16	AIRAC 20 MAR 2025	ENR 5.6 - 1	15 OCT 2015
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ENR 3.2 - 83	23 JAN 2025	ENR 5.2 - 4	AIRAC 21 MAR 2024	ENR 6 - 1	18 MAY 2023
ENR 3.2 - 84	23 JAN 2025	ENR 5.2 - 5	AIRAC 21 MAR 2024	ENR 6 - 2	18 MAY 2023
ENR 3.2 - 85	AIRAC 15 MAY 2025	ENR 5.2 - 6	AIRAC 21 MAR 2024	ENR 6.1 - 1	AIRAC 20 MAR 2025
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ENR 3.2 - 87	23 JAN 2025	ENR 5.2 - 8	AIRAC 21 MAR 2024	ENR 6.3 - 1	AIRAC 20 MAR 2025
ENR 3.2 - 88	23 JAN 2025	ENR 5.2 - 9	AIRAC 21 MAR 2024	ENR 6.3 - 2	AIRAC 20 MAR 2025
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ENR 3.3 - 2	AIRAC 15 MAY 2025	ENR 5.2 - 11	AIRAC 21 MAR 2024	ENR 6.4 - 2	AIRAC 20 MAR 2025
ENR 3.3 - 3	AIRAC 15 MAY 2025	ENR 5.2 - 12	AIRAC 21 MAR 2024	ENR 6.5 - 1	20 MAR 2025
ENR 3.3 - 4	AIRAC 15 MAY 2025	ENR 5.2 - 13	AIRAC 21 MAR 2024	ENR 6.5 - 2	20 MAR 2025
ENR 3.3 - 5	AIRAC 15 MAY 2025	ENR 5.2 - 14	AIRAC 21 MAR 2024	ENR 6.7 - 1	20 MAR 2025
ENR 3.3 - 6	AIRAC 15 MAY 2025	ENR 5.2 - 15	AIRAC 21 MAR 2024	ENR 6.7 - 2	20 MAR 2025
ENR 3.3 - 7	AIRAC 15 MAY 2025	ENR 5.2 - 16	AIRAC 21 MAR 2024		
ENR 3.3 - 8	AIRAC 15 MAY 2025	ENR 5.2 - 17	AIRAC 21 MAR 2024		
ENR 3.3 - 9	AIRAC 15 MAY 2025	ENR 5.2 - 18	AIRAC 21 MAR 2024		
ENR 3.3 - 10	AIRAC 15 MAY 2025	ENR 5.2 - 19	AIRAC 21 MAR 2024		
ENR 3.3 - 11	AIRAC 15 MAY 2025	ENR 5.2 - 20	AIRAC 21 MAR 2024		
ENR 3.3 - 12	AIRAC 15 MAY 2025	ENR 5.2 - 21	AIRAC 21 MAR 2024		
ENR 3.3 - 13	AIRAC 15 MAY 2025	ENR 5.2 - 22	AIRAC 21 MAR 2024		

**PART 3 - AERODROMES (AD)**

AD 0.1 - 1	26 JAN 2023
AD 0.1 - 2	26 JAN 2023
AD 0.2 - 1	26 JAN 2023

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AD 0.2 - 2	26 JAN 2023	LSZB AD 2.24.7 - 1	AIRAC 20 FEB 2025	LSGC AD 2.24.9 - 2	23 JAN 2025
AD 0.3 - 1	26 JAN 2023	LSZB AD 2.24.7 - 2	AIRAC 20 FEB 2025	LSGC AD 2.24.9 - 3	23 JAN 2025
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AD 0.5 - 2	26 JAN 2023	LSZB AD 2.24.10 - 1	AIRAC 20 FEB 2025	LSGC AD 2.24.10 - 4	23 JAN 2025
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AD 0.6 - 4	15 MAY 2025	LSZB AD 2.24.10 - 5	AIRAC 20 FEB 2025	LSGG AD 2 - 4	15 MAY 2025
AD 0.6 - 5	15 MAY 2025	LSZB AD 2.24.10 - 6	AIRAC 20 FEB 2025	LSGG AD 2 - 5	26 DEC 2024
AD 0.6 - 6	15 MAY 2025	LSZB AD 2.24.10 - 7	17 APR 2025	LSGG AD 2 - 6	26 DEC 2024
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AD 0.6 - 8	15 MAY 2025	LSZB AD 2.24.10 - 9	17 APR 2025	LSGG AD 2 - 8	AIRAC 08 AUG 2024
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AD 0.6 - 10	15 MAY 2025	LSZB AD 2.24.10 - 11	AIRAC 20 FEB 2025	LSGG AD 2 - 10	28 NOV 2024
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AD 0.6 - 14	15 MAY 2025	LSZB AD 2.24.13 - 3	20 FEB 2025	LSGG AD 2 - 14	AIRAC 20 MAR 2025
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AD 1.3 - 2	AIRAC 25 JAN 2024	LSZC AD 2.24.1 - 1	15 MAY 2025	LSGG AD 2 - 26	26 DEC 2024
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AD 1.3 - 4	15 MAY 2025	LSZC AD 2.24.4 - 1	20 MAR 2025	LSGG AD 2 - 28	AIRAC 31 OCT 2024
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AD 1.4 - 1	19 MAY 2022	LSZC AD 2.24.7 - 2	26 DEC 2024	LSGG AD 2 - 31	AIRAC 31 OCT 2024
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AD 1.5 - 2	19 MAY 2022	LSZC AD 2.24.10 - 1	AIRAC 20 MAR 2025	LSGG AD 2 - 34	26 DEC 2024
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LSZB AD 2 - 3	28 NOV 2024	LSZC AD 2.24.10 - 4	17 APR 2025	LSGG AD 2 - 37	AIRAC 31 OCT 2024
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LSZB AD 2 - 6	17 APR 2025	LSGC AD 2 - 3	18 APR 2024	LSGG AD 2 - 40	AIRAC 31 OCT 2024
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LSZB AD 2.24.6 - 2	AIRAC 20 FEB 2025	LSGC AD 2.24.9 - 1	23 JAN 2025	LSGG AD 2.24.4 - 4	20 FEB 2025

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LSGG AD 2.24.5 - 1	20 FEB 2025	LSZG AD 2.24.7 - 8	AIRAC 12 JUN 2025	LSMP AD 2.24.7 - 1	23 JAN 2025
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LSGG AD 2.24.9 - 4	20 FEB 2025	LSZA AD 2 - 15	20 MAR 2025	LSZR AD 2 - 8	20 MAR 2025
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LSZG AD 2.24.2 - 3	17 APR 2025	LSMP AD 2 - 12	AIRAC 31 OCT 2024	LSZS AD 2 - 1	05 SEP 2024
LSZG AD 2.24.2 - 4	17 APR 2025	LSMP AD 2 - 13	AIRAC 31 OCT 2024	LSZS AD 2 - 2	05 SEP 2024
LSZG AD 2.24.4 - 1	AIRAC 12 JUN 2025	LSMP AD 2 - 14	AIRAC 31 OCT 2024	LSZS AD 2 - 3	28 NOV 2024
LSZG AD 2.24.4 - 2	AIRAC 12 JUN 2025	LSMP AD 2 - 15	17 APR 2025	LSZS AD 2 - 4	28 NOV 2024
LSZG AD 2.24.7 - 1	AIRAC 12 JUN 2025	LSMP AD 2 - 16	17 APR 2025	LSZS AD 2 - 5	20 MAR 2025
LSZG AD 2.24.7 - 2	AIRAC 12 JUN 2025	LSMP AD 2.24.1 - 1	23 JAN 2025	LSZS AD 2 - 6	20 MAR 2025
LSZG AD 2.24.7 - 3	AIRAC 12 JUN 2025	LSMP AD 2.24.1 - 2	23 JAN 2025	LSZS AD 2 - 7	05 SEP 2024
LSZG AD 2.24.7 - 4	AIRAC 12 JUN 2025	LSMP AD 2.24.4 - 1	23 JAN 2025	LSZS AD 2 - 8	05 SEP 2024
LSZG AD 2.24.7 - 5	AIRAC 12 JUN 2025	LSMP AD 2.24.4 - 2	23 JAN 2025	LSZS AD 2 - 9	AIRAC 23 JAN 2025
LSZG AD 2.24.7 - 6	AIRAC 12 JUN 2025	LSMP AD 2.24.4 - 3	23 JAN 2025	LSZS AD 2 - 10	AIRAC 23 JAN 2025
LSZG AD 2.24.7 - 7	AIRAC 12 JUN 2025	LSMP AD 2.24.4 - 4	23 JAN 2025	LSZS AD 2 - 11	28 DEC 2023



Page	Date	Page	Date	Page	Date
LSZH AD 2.24.7.5 - 9	AIRAC 12 JUN 2025				
LSZH AD 2.24.7.5 - 10	AIRAC 12 JUN 2025				
LSZH AD 2.24.7.6 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.7.6 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.1 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.1 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.2 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.2 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.3 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.9.3 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 7	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 8	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 9	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.1 - 10	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 1	AIRAC 20 MAR 2025				
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LSZH AD 2.24.10.2 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 4	AIRAC 20 MAR 2025				
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LSZH AD 2.24.10.2 - 6	AIRAC 20 MAR 2025				
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LSZH AD 2.24.10.4 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 7	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 8	AIRAC 20 MAR 2025				
LSZH AD 2.24.13 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.13 - 2	AIRAC 20 MAR 2025				

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## LSZG - GRENCHEN

## LSZG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZG - GRENCHEN

## LSZG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	47 10 53 N 007 24 59 E RWY midpoint
2	Direction and distance from the CITY	1.5 km SE Grenchen
3	Elevation/Reference temperature	1411 ft AMSL - 24.0° C
4	Geoid undulation at AD ELEV PSN	160.5 ft
5	MAG VAR/Annual change	4° E (2025.5) / 0° 09' eastwards
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Regionalflygplatz Jura-Grenchen AG CH-2540 <b>Grenchen</b> Phone: +41 (0) 32 396 96 96  AFS: LSZGYDYX Email: office@airport-grenchen.ch URL: http://www.airport-grenchen.ch/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

## LSZG AD 2.3 OPERATIONAL HOURS

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

**LSZG AD 2.4 HANDLING SERVICES AND FACILITIES**

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

**LSZG AD 2.5 PASSENGER FACILITIES**

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

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

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

**LSZG AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

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

1	Designation, surface and strength of Aprons	ASPH: - PCR 120/F/C/Y/U
2	Designation, width, surface and strength of Taxiways	10.5 m ASPH: - PCR 120/F/C/Y/U TWY A and D: max. wingspan 24.0 m TWY N: max. wingspan 21.0 m Details: ref to <a href="#">LSZG AD 2.24.2 - 1</a>
3	ACL location and elevation	Apron 1411 ft
4	Location of VOR checkpoints	NIL
5	Location of INS checkpoints	NIL
6	Remarks	NIL

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

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guidance sign boards, TWY CL Restrictions see: ACFT PRKG Chart <a href="#">LSZG AD 2.24.2 - 1</a>
2	RWY/TWY markings and LGT	RWY, TWY and holding PSN markings. TWY LGT: see <a href="#">LSZG AD 2.15</a>
3	Stop bars and RWY guard lights	Stop bars: NIL RWY guard lights: on TWY A and D
4	Other RWY protection measures	NIL
5	Remarks	NIL

**LSZG AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas				In circling area and at aerodrome		3	
1				2		3	
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates	RMK		
a	b	c	a	b	c		
		ft		ft			
AOC 06 (1)	Pole	1409	47 11 00 N 007 25 24 E	Chimney marked/LGTD	1700	47 08 46 N 007 32 49 E	B0471/02
AOC 06 (2)	Pole	1410	47 11 01 N 007 25 23 E	Pole marked	1437	47 10 45 N 007 24 54 E	B0362/07
AOC 06 (3)	Tree/Trees	1437	47 11 02 N 007 25 24 E	Crane/Cranes marked/LGTD	1679	47 11 49 N 007 23 41 E	B0455/22
AOC 06 (4)	Tree/Trees	1453	47 11 03 N 007 25 51 E	Crane/Cranes marked/LGTD	1634	47 11 46 N 007 25 01 E	B0497/22
AOC 06 (5)	Tree/Trees	1468	47 11 04 N 007 25 51 E				
AOC 06 (6)	Tree/Trees	1485	47 11 14 N 007 25 52 E				
AOC 24 (1)	Pole	1418	47 10 44 N 007 24 40 E				
AOC 24 (2)	Pole	1418	47 10 44 N 007 24 39 E				
AOC 24 (3)	Pole	1419	47 10 46 N 007 24 36 E				
AOC 24 (4)	Pole	1422	47 10 48 N 007 24 34 E				
AOC 24 (5)	Tree/Trees	1453	47 10 44 N 007 24 11 E				
AOC 24 (6)	Pole	1462	47 10 32 N 007 24 10 E				
AOC 24 (7)	Tree/Trees	1471	47 10 36 N 007 23 57 E				
AOC 24 (8)	Tree/Trees	1493	47 10 36 N 007 23 56 E				
Refer also to LSZG AOC 06/24, <a href="#">LSZG AD 2.24.4 - 1</a> Number in brackets is equivalent to identification number on AOC							

**LSZG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	MeteoSwiss
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MeteoSwiss, Zurich 9 hours
4	Type of landing forecast	NIL
5	Briefing/consultation provided	Self Briefing Service (www.skybriefing.com)
6	Flight documentation Language(s) used	Digital and hard copy En, Ge, Fr
7	Charts and other information available for briefing or consultation	All area forecast charts available worldwide
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	CTR: Grenchen TWR / RMZ: ATIS
10	Additional information (limitation of service, etc.)	Weather briefing: Phone: 0900 162 737 (Ge); accessible within Switzerland RMZ: MET INFO on ATIS

**LSZG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
06	066° GEO 062° MAG	1000 x 23	PCR 120/F/C/X/U ASPH	47 10 48.99N 007 24 45.88E	1407 ft	Refer to: LSZG AOC RWY 06/24
24	246° GEO 242° MAG			47 11 00.54N 007 25 23.51E	1405 ft	
06 L	066° GEO 062° MAG	390 x 18	0.25 MPa GRASS	NIL	NIL	NIL
24 R	246° GEO 242° MAG					
06 R	066° GEO 062° MAG	700 x 30	0.25 MPa GRASS	NIL	NIL	NIL
24 L	246° GEO 242° MAG					
06 GLD	066° GEO 062° MAG	700 x 30	0.25 MPa GRASS	NIL	NIL	NIL
24 GLD	246° GEO 242° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
06	NIL	NIL	1060 x 60	not applicable	Non-instrument runway Grooved 1000 m
24					Non-instrument runway Grooved 1000 m
06 L	NIL	NIL	450 x 60	not applicable	Powered-aircraft runway
24 R					
06 R	NIL	NIL	760 x 60	not applicable	Powered-aircraft runway
24 L					
06 GLD	NIL	NIL	760 x 60	not applicable	Glider runway
24 GLD					

**IFR Departures**

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

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

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

\*Push To Talk

**5. High-visibility jacket**

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

**LSZG AD 2.21 NOISE ABATEMENT PROCEDURES**

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

**LSZG AD 2.22 FLIGHT PROCEDURES**

**Special regulations for IFR approach and departure**

**1. SID Description**

**1.1 SID RNAV**

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

Procedures mandatory when RMZ active.

General:

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

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

DESIGNATOR	RWY 06/24 - RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>ARVAN 2K</b> PDG 4.3% to 2100ft	Proceed on course 073° to ARVAN and hold as published.	INITIAL CLIMB CLEARANCE 5000ft	NIL	Available RMZ active only	
<b>ARVAN 2W</b> PDG 5.4% to 2100ft	Proceed on course 244° to ZG201. Turn left (MAX IAS 140kt during turn) to ARVAN and hold as published.	INITIAL CLIMB CLEARANCE 5000ft.	NIL	Available RMZ active only	

RNAV SID ARVAN 2K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ARVAN	N	5000	-	073° (077.0°T)	-
HM	ARVAN	N	5000	- 170	254° (257.2°T)	-

RNAV SID ARVAN 2W						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-	244° (247.8°T)	-
DF	ARVAN	N	5000	- 140	-	-
HM	ARVAN	N	5000	- 170	254° (257.2°T)	-

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

General:

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

DESIGNATOR	RWY 06 - RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>BIRKI 2K</b> PDG: 6.3% to 2300ft  MNM climb gradient 10.5% up to 3800ft to remain inside controlled airspace	Proceed via ZG601, ZG602, ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE 5000ft. Cross BIRKI at MNM 4000 ft	NIL	NIL	
<b>FRIBU 2K</b> PDG: 4.3% to 2200ft  MNM climb gradient 6.3% up to 3500ft to remain inside controlled airspace	Proceed via ZG604, ZG605, ZG606 to FRIBU.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG606 at FL080 or above	NIL	NIL	
<b>WILLISAU 2K</b> (WIL 2K) PDG: 4.3% to 2100ft  MNM climb gradient 6.0% up to 3500ft to remain inside controlled airspace	Proceed via ZG604 to WIL.	INITIAL CLIMB CLEARANCE 5000ft.	NIL	NIL	

RNAV SID BIRKI 2K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG601	Y	-	-165	076° (079.3°T)	-
DF	ZG602	N	-	-	-	-
TF	ZG603	N	-	-	199° (203.0°T)	5.1
TF	BIRKI	N	+4000	-	136° (140.0°T)	2.7

RNAV SID FRIBU 2K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG604	Y	-	-165	076° (079.8°T)	-
DF	ZG605	N	-	-	-	-
TF	ZG606	N	+FL080	-	208° (211.2°T)	12.5
TF	FRIBU	N	-	-	207° (211.1°T)	9.5

RNAV SID WIL 2K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG604	Y	-	-165	076° (079.8°T)	-
TF	WIL	N	-	-	090° (093.4°T)	16.0

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

General:

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

DESIGNATOR	RWY 24 - RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>BIRKI 2W</b> PDG: 5.4% to 2100ft  MNM climb gradient 7.7% up to 3500ft to remain inside controlled airspace	Proceed via ZG201, ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE 5000ft. Cross BIRKI at MNM 4000ft	NIL	NIL	
<b>FRIBU 2W</b> PDG: 5.4% to 2100ft  MNM climb gradient 7.9% up to 3500ft to remain inside controlled airspace	Proceed via ZG201, ZG202 to FRIBU	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG202 at FL080 or above	NIL	NIL	
<b>WILLISAU 2W</b> (WIL 2W) PDG: 5.4% to 2100ft MNM climb gradient 7.9% up to 3500ft to remain inside controlled airspace	Proceed via ZG201 to WIL.	INITIAL CLIMB CLEARANCE 5000ft.	NIL	NIL	

**RNAV SID BIRKI 2W**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	244° (247.8°T)	-
DF	ZG603	N	-	-	-	-
TF	BIRKI	N	+4000	-	136° (140.0°T)	2.7

**RNAV SID FRIBU 2W**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	244° (247.8°T)	-
DF	ZG202	N	+FL080	-	-	-
TF	FRIBU	N	-	-	188° (192.0°T)	11.5

**RNAV SID WIL 2W**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	244° (247.8°T)	-
DF	WIL	N	-	-	-	-

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

General:

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

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

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

DESIGNATOR	RWY 06/24 - RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>WILLISAU 3V</b> (WIL 3V)	Maintain visual ground contact to ZG502 (north side of Catholic Church in Biberist.). From ZG502 proceed to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG502 at or above 4000ft.	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.	
<b>BIRKI 7V</b>	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). From ZG501 proceed via ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG501 at or above 4000ft.	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.	
<b>FRIBU 1V</b>	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). From ZG501 proceed via ZG800 to FRIBU.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG501 at or above 4000ft. Cross ZG800 at or above FL080	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.	

**VISUAL RNAV SID WIL 3V**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZG502	N	+4000	-	-	-
TF	WIL	N	-	-	088° (091.4°T)	14.3

**VISUAL RNAV SID BIRKI 7V**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZG501	N	+4000	-	-	-
TF	ZG603	N	-	-	186° (189.2°T)	5.2
TF	BIRKI	N	-	-	136° (140.0°T)	2.7

**VISUAL RNAV SID FRIBU 1V**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZG501	N	+4000	-	-	-
TF	ZG800	N	+FL080	-	191° (194.2°T)	10.8
TF	FRIBU	N	-	-	191° (194.1°T)	11.2

1.2 Approach Procedures

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

From WIL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	WIL	N	+6000	-	-	-
TF	NEMAG	N	+6000	180	322° (325.3°T)	5.1
TF	ARVAN	N	+6000	-	254° (257.2°T)	4.5
TF	ZG503	Y	-	-	253° (257.3°T)	11.3
TF	ZG100	N	-	150	253° (257.1°T)	1.7
TF	ZG504	N	-	150	239° (242.5°T)	2.0
TF	ZG505	N	+4400	150	145° (148.8°T)	2.2
TF	WIL	N	+6000	-	079° (082.9°T)	20.8

1.3 VFR procedure

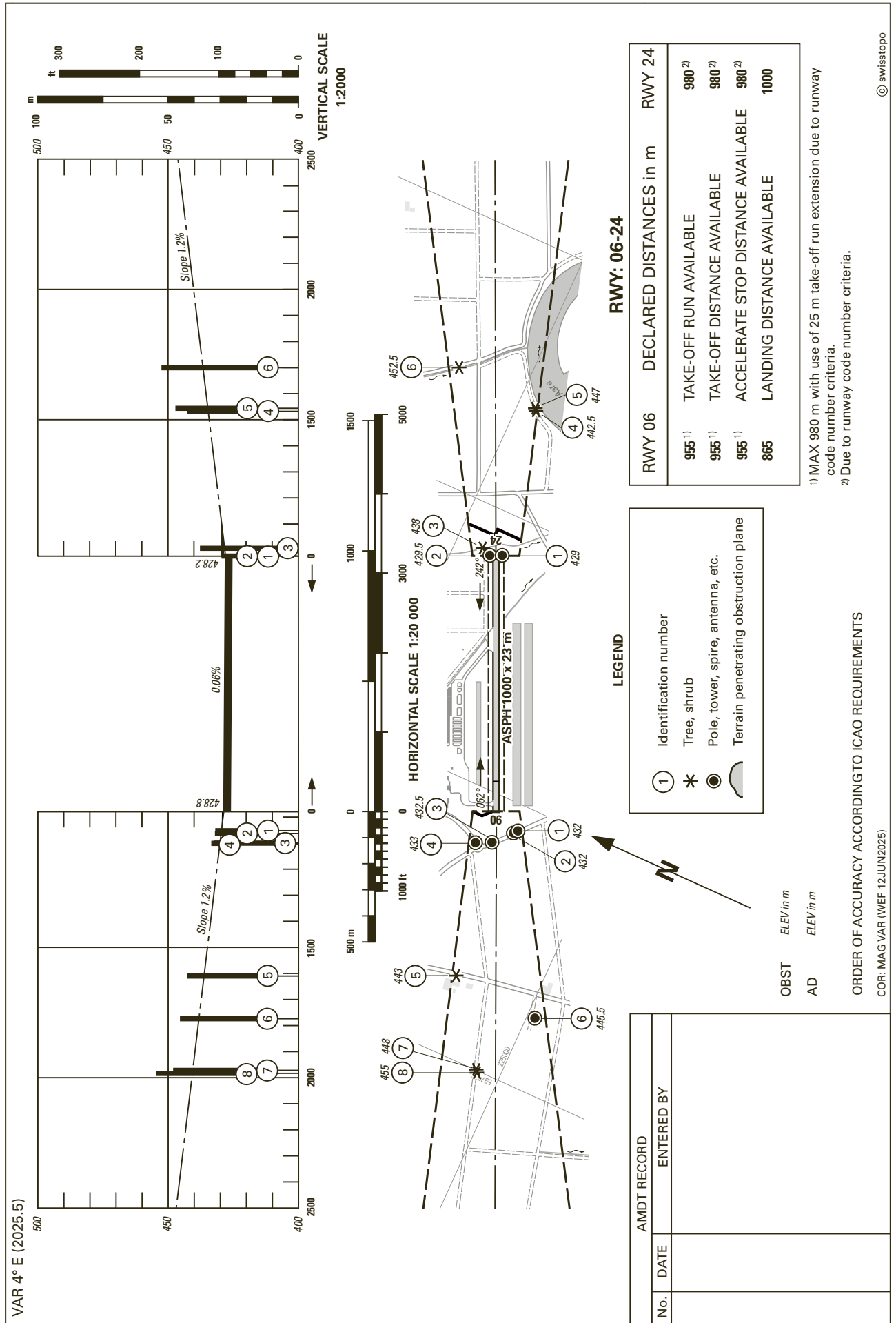
Refer to VFR Manual, LSZG AD INFO.

1.4 Supplementary provisions regarding VFR-flights

Refer to VFR Manual, LSZG AD INFO.

2. Minima for IFR departures (TKOF minima)

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

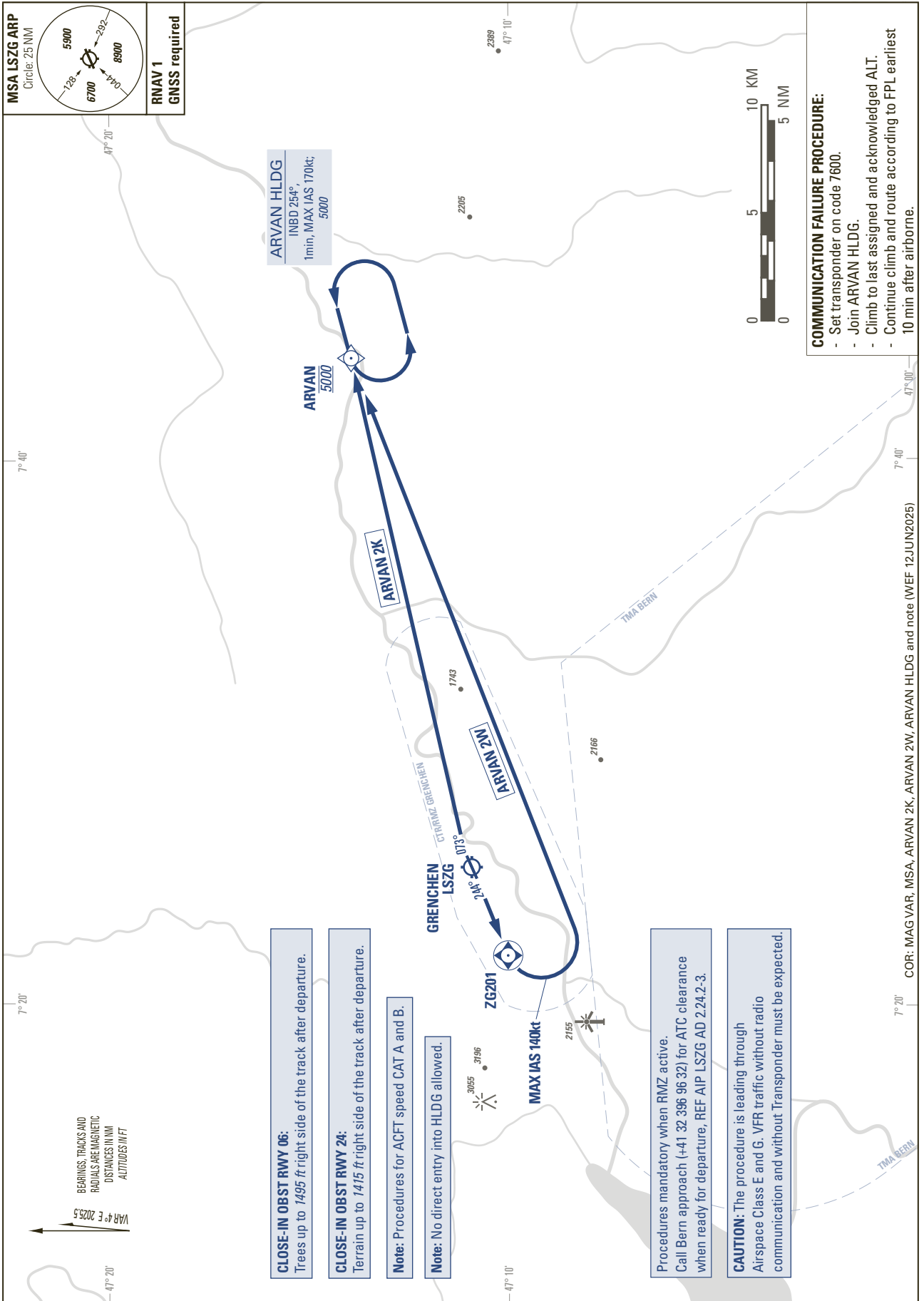


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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN (LSZG)  
RNAV RWY 06/24  
ARVAN 2K ARVAN 2W



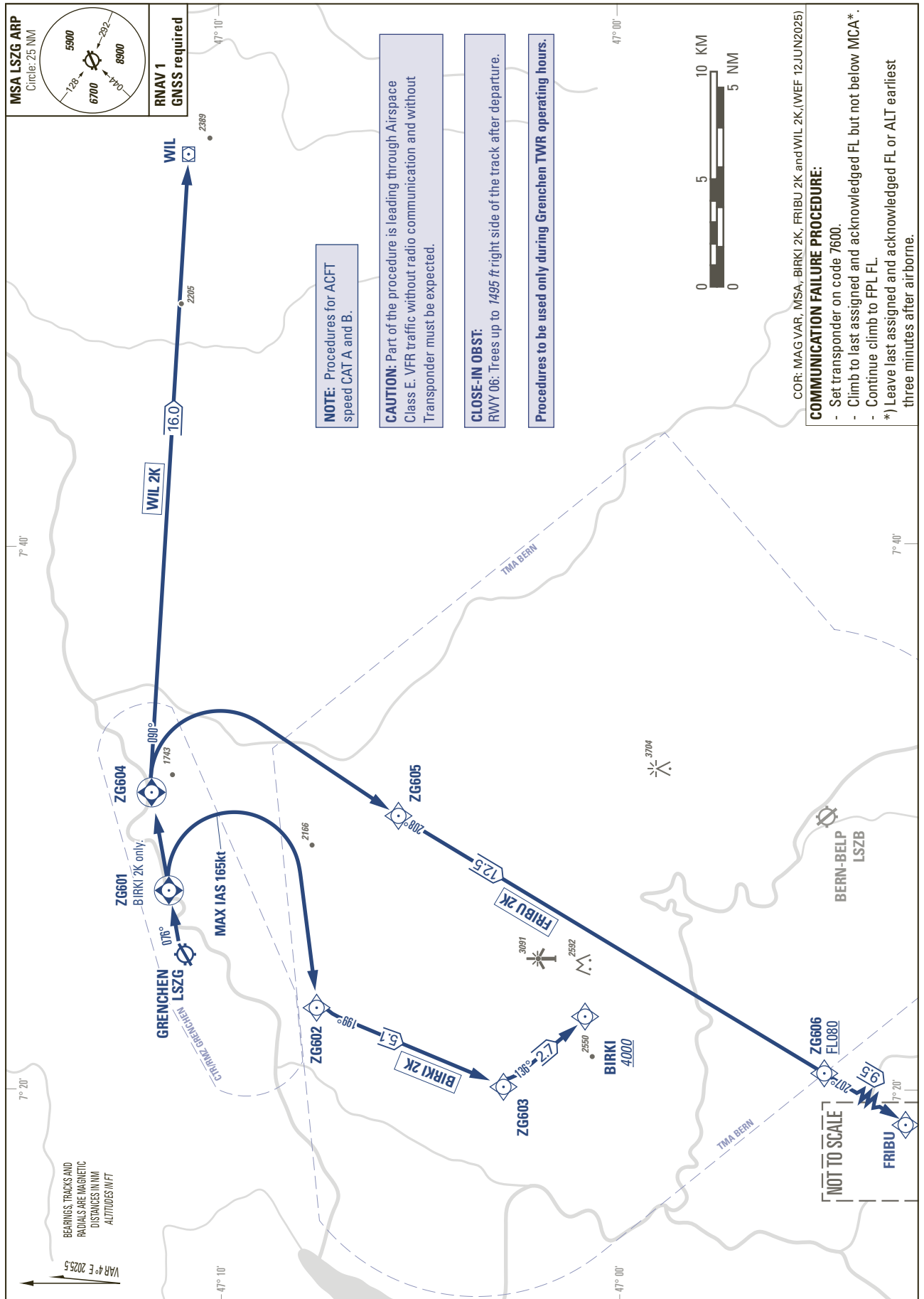
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN (LSZG)  
RNAV RWY 06

BIRKI 2K FRIBU 2K WIL 2K



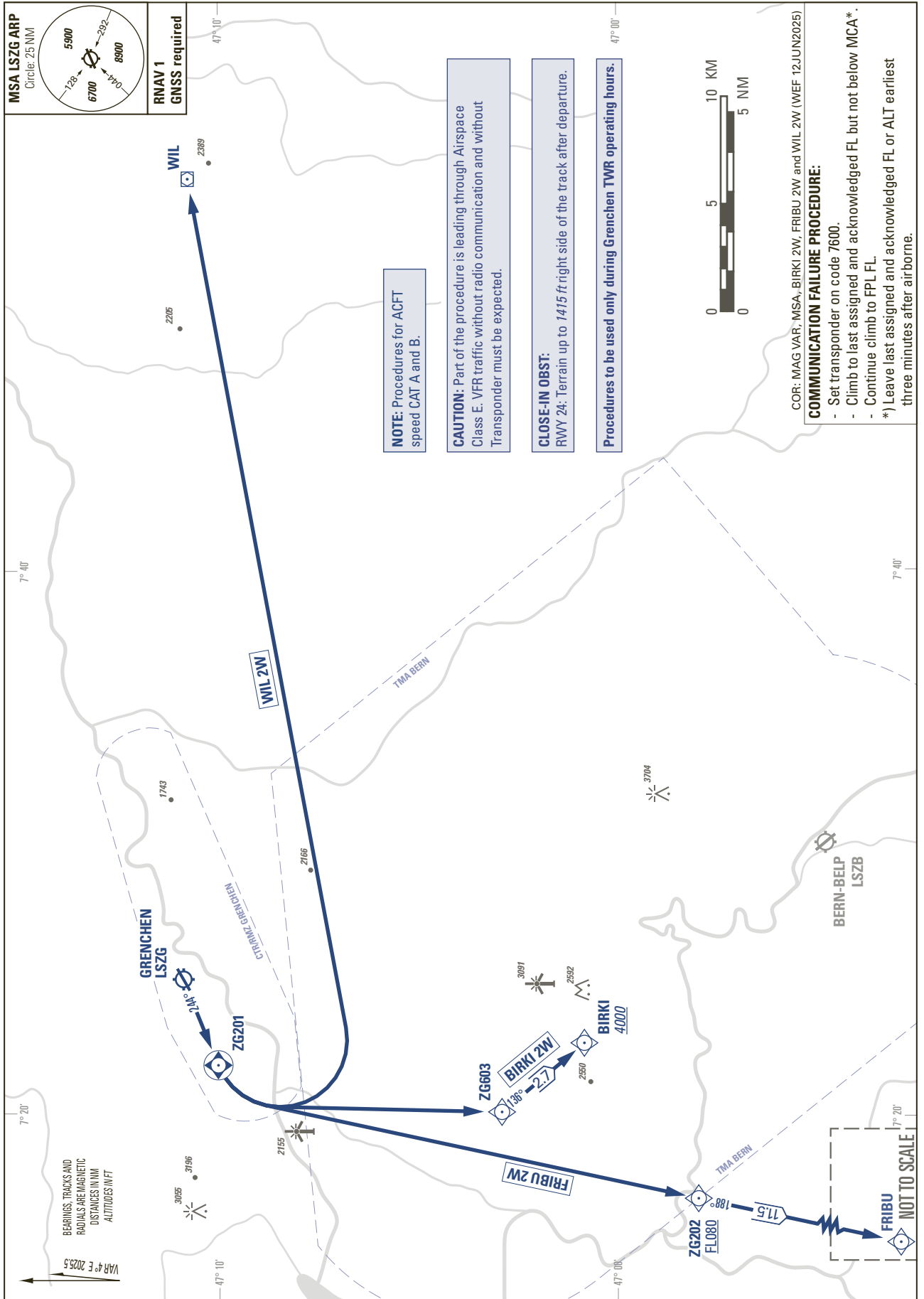
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEEN (LSZG)  
RNAV RWY 24

BIRKI 2W FRIBU 2W WIL 2W



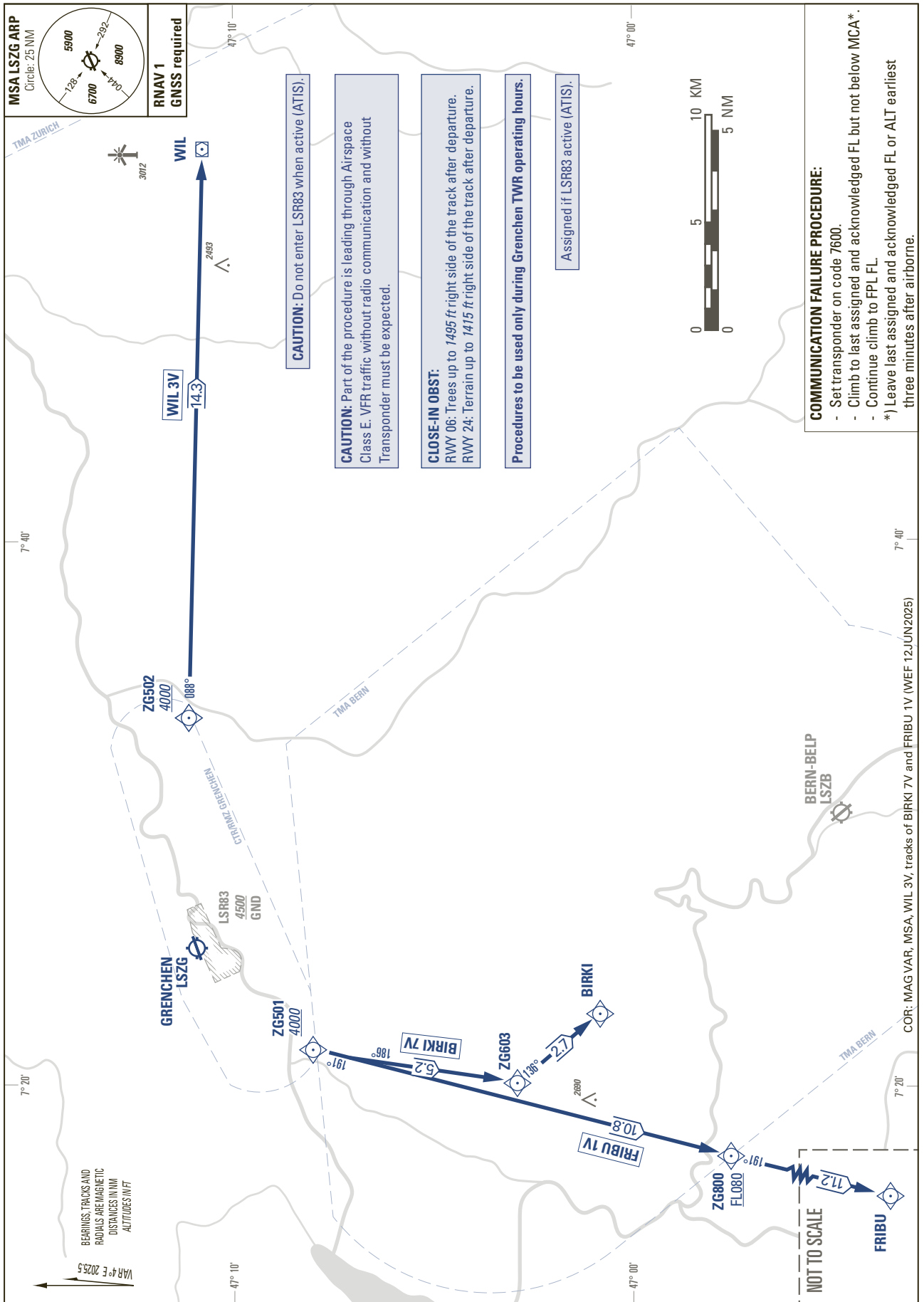
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID)

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHE (LSZG)  
RNAV RWY 06/24 (VISUAL)

BIRKI 7V FRIBU 1V WIL 3V



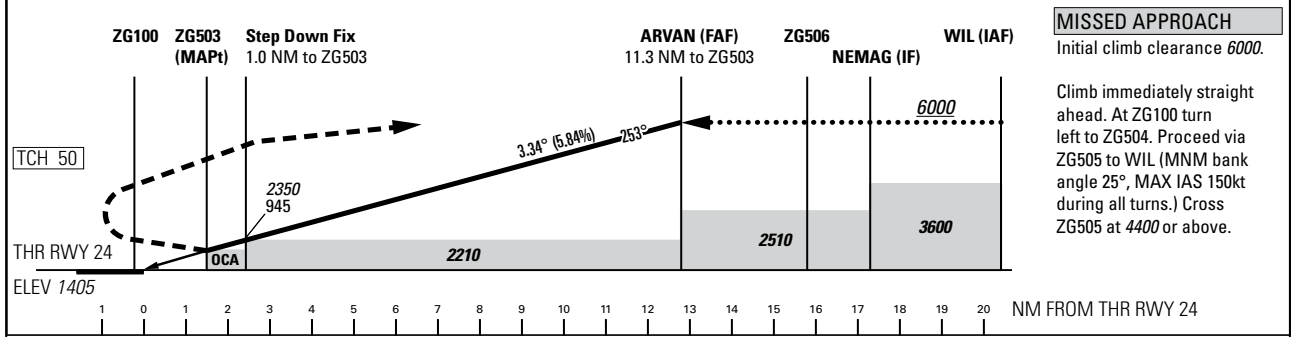
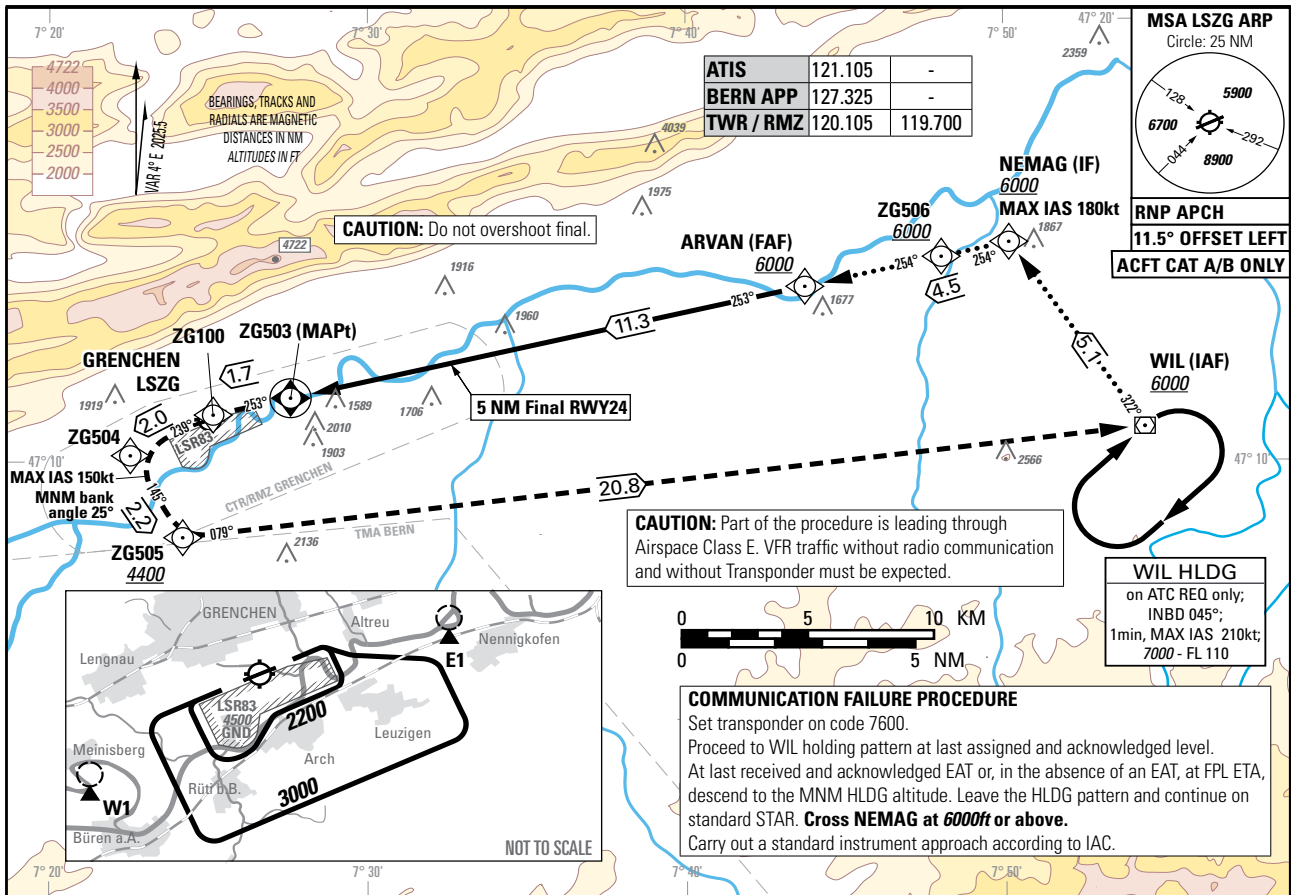
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHE LSZG  
RNP RWY 24



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

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

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

**NOTE**

<sup>1)</sup> Noise abatement:  
- do not turn onto final before reaching 1.2 NM to ZG100.

<sup>2)</sup> Circling:  
- No circlings north of RWY 06/24.  
- avoid overflying villages.  
- whenever possible, circling ALT 3000ft on outer downwind, circling shall remain inside CTR limits.

**CAUTION**

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

COR: MAG VAR, MSA, TR (WEF 12JUN2025)

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**1.1.4 SID RWY 32 - RNAV 1**  
(see chart LSZH AD 2.24.7.4 - 1)

DESIGNATOR	RWY 32 - RNAV 1			
	ROUTE			Remark
	Lateral	Vertical	Contact	
<b>DEGES 5L</b> PDG 5.6% to 3100ft	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH580 at 3500ft or above. (2) Cross ZH568 at 5000ft or above. 1 Cross MOMOL at FL080 or above. 1	When instructed contact Zurich DEP 125.955.	NIL
<b>VEBIT 4N</b> PDG 5.6% to 2900ft	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH577 (MAX IAS 210kt during turn). Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH580 at 3500ft or above. 2 Cross BREGO at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).
<b>ZUE 5L</b> PDG 5.6% to 3100ft	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501 to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH580 at 3500ft or above. 2 Cross ZH568 at 5000ft or above. 1 Cross ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	NIL

1. If unable to comply, advise ATC on CLR DEL.
2. Four-engined aircraft only or by ATC:  
If unable to comply with MNM 3500ft at ZH580, turn may be initiated at MNM 2500ft at ZH580.  
Average climb gradient to reach ZH580 at 3500ft is 14.6%.  
Average climb gradient to reach ZH580 at 2500ft is 7.6%.

Procedure Description of RNAV 1 SID DEGES 5L						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	MOMOL	N	+FL080	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

- (1) Four-engined aircraft only or by ATC:  
If unable to comply with MNM 3500ft at ZH580, turn may be initiated at MNM 2500ft at ZH580.

**Procedure Description of RNAV 1 SID VEBIT 4N**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH577	N	-	-210	241° (244.2°T)	-
TF	BREGO	N	+5000	-	189° (192.5°T)	7.9
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

(1) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at ZH580, turn may be initiated at MNM 2500ft at ZH580.

**Procedure Description of RNAV 1 SID ZUE 5L**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	ZUE	N	+6000	-	051° (053.7°T)	13.7

(1) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at ZH580, turn may be initiated at MNM 2500ft at ZH580.

**SID RWY 32 - RNAV 5**

(see chart LSZH AD 2.24.7.4 - 3)

DESIGNATOR	RWY 32 - RNAV 5				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 4N</b> PDG 6.3% to 1800ft	Climb straight ahead. At D2 KLO turn right. Establish TR329. At D4 KLO turn right (MAX IAS 210kt during turn). Intercept R254 ZUE. Proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (2) Cross ZH503 at 6000ft or above. (1) Cross DEGES at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH503.	
<b>GERSA 1N</b> (SUSPENDED) PDG 5.3% to 3300ft	Climb straight ahead. At D2 KLO turn right. Establish TR330. At D4 KLO turn left (MAX IAS 210kt during turn). Establish TR244 to intercept R190 TRA. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (2) Cross BREGO at 5000ft or above, ZH556 at 8000ft or above, ZH557 at 9000ft or above, AFOLT at 10000ft or above, GERSA at 14000ft or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA.	

(1) If unable to comply, advise ATC on CLR DEL.

DEGES 4N: ATC may approve MNM 5000ft at ZH503, if restricting airspace is not active.

(2) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at D4 KLO, turn may be initiated at MNM 2500ft at D4 KLO.

Average climb gradient to reach D4 KLO at 3500ft is 14.6%.

Average climb gradient to reach D4 KLO at 2500ft is 7.6%.

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZH503	N	+6000	-	-	-
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

**SID RWY 32 - RNAV 1 (by ATC only)**  
(see chart LSZH AD 2.24.7.4 - 5)

DESIGNATOR	RWY 32 - RNAV 1 (by ATC only)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 1P</b> PDG 6.9% to 2000ft	Climb straight ahead to ZH579. At ZH579 turn right to ZH580. At ZH580 turn right direct to ZH571 (MAX IAS 210kt during turn). At ZH571 proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH580 at 3500ft or above. (2) Cross ZH503 at 6000ft or above. (1) Cross DEGES at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	NIL	

(1) If unable to comply, advise ATC on CLR DEL.

ATC may approve MNM 5000ft at ZH503, if restricting airspace is not active.

(2) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at ZH580, turn may be initiated at MNM 2500ft at ZH580.

Average climb gradient to reach ZH580 at 3500ft is 14.6%.

Average climb gradient to reach ZH580 at 2500ft is 7.6%.

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY32	-	-	-	-	-
TF	ZH579	N	-	-	314° (317.2°T)	2.6
TF	ZH580	Y	+3500	-	327° (330.1°T)	1.6
DF	ZH571	N	-	-210	-	-
TF	ZH503	N	+6000	-	074° (076.6°T)	5.0
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

**1.1.5 SID RWY 34 - RNP 1 (RF required)**

(see chart LSZH AD 2.24.7.5 - 1)

DESIGNATOR	RWY 34 - RNP 1 (RF required)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>VEBIT 2K</b> PDG 4.7% to 3400ft	Climb on course 331. Proceed via ZH570, ZH573, ZH559, BREGO, ZH554, ZH558 to VEBIT. (MAX IAS 210kt until ZH573).	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH570 at 3500ft or above, (1) BREGO at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 -1).	

(1) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at ZH570, turn may be initiated at MNM 2500ft at ZH570.

Average climb gradient to reach ZH570 at 3500ft is 12.5%.

Average climb gradient to reach ZH570 at 2500ft is 6.6%.

Procedure Description of RNP 1 (RF required) SID VEBIT 2K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	1900	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	N	+3500 (1)	-	331° (334.1°T)	-
RF (Centre ZH578, r = 2.100NM)	ZH573	N	-	-210	-	3.3
TF	ZH559	N	-	-	241° (244.1°T)	2.3
TF	BREGO	N	+5000	-	189° (191.6°T)	7.8
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

(1) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at ZH570, turn may be initiated at MNM 2500ft at ZH570.

**SID RWY 34 - RNAV 1**  
(see chart LSZH AD 2.24.7.5 - 3)

DESIGNATOR	RWY 34 - RNAV 1				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 5F</b> PDG 5.0% to 3200ft	Climb straight ahead. Establish TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH570 at 3500ft or above. (1) Cross ZH568 at 5000ft or above. (2) Cross MOMOL at FL080 or above. (2)	When instructed contact Zurich DEP 125.955.	NIL	
<b>VEBIT 4H</b> PDG 5.0% to 3200ft	Climb on TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH577 (MAX 210kt during turn). Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH570 at 3500ft or above. (1) BREGO at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).	
<b>ZUE 5F</b> PDG 5.0% to 3200ft	Climb straight ahead. Establish TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501 to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH570 at 3500ft or above. (1) Cross ZH568 at 5000ft or above. (2) Cross ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	NIL	

(1) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at ZH570, turn may be initiated at MNM 2500ft at ZH570.

Average climb gradient to reach ZH570 at 3500ft is 12.5%.

Average climb gradient to reach ZH570 at 2500ft is 6.6%.

(2) If unable to comply, advise ATC on CLR DEL.

Procedure Description of RNAV 1 SID DEGES 5F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	MOMOL	N	+FL080	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

(1) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at ZH570, turn may be initiated at MNM 2500ft at ZH570.

Procedure Description of RNAV 1 SID VEBIT 4H						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH577	N	-	-210	241° (244.2°T)	-
TF	BREGO	N	+5000	-	189° (192.5°T)	7.9
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

(1) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at ZH570, turn may be initiated at MNM 2500ft at ZH570.

Procedure Description of RNAV 1 SID ZUE 5F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	ZUE	N	+6000	-	051° (053.7°T)	13.7

(1) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at ZH570, turn may be initiated at MNM 2500ft at ZH570.

**SID RWY 34 - RNAV 5**  
(see chart LSZH AD 2.24.7.5 - 5)

DESIGNATOR	RWY 34 - RNAV 5			
	ROUTE		Contact	Remark
	Lateral	Vertical		
<b>DEGES 4H</b> PDG 4.6% to 1900ft	Climb on TR332. At D4 KLO turn right (MAX IAS 210kt during turn). Intercept R254 ZUE. Proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (1) Cross ZH503 at 6000ft or above. (2) Cross DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH503.
<b>GERSA 1H</b> (SUSPENDED) PDG 5.2% to 3300ft	Climb on TR332. At D4 KLO turn left (MAX IAS 210kt during turn). Establish TR244 to intercept R190 TRA. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (1) Cross BREGO at 5000ft or above, ZH556 at 8000ft or above, ZH557 at 9000ft or above, AFOLT at 10000ft or above, GERSA at 14000ft or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA.

(1) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at D4 KLO, turn may be initiated at MNM 2500ft at D4 KLO.

Average climb gradient to reach D4 KLO at 3500ft is 12.5%.

Average climb gradient to reach D4 KLO at 2500ft is 6.6%.

(2) If unable to comply, advise ATC on CLR DEL. ATC may approve MNM 5000ft at ZH503, if restricting airspace is not active.

Procedure Description of RNAV 5 SID DEGES 4H						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZH503	N	+6000	-	-	-
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 1H						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

**SID RWY 34 - RNAV 1 (by ATC only)**  
(see chart LSZH AD 2.24.7.5 - 7)

DESIGNATOR	RWY 34 - RNAV 1 (by ATC only)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 1J</b> PDG 4.7% to 2100ft	Climb straight ahead to ZH570. At ZH570 turn right direct to ZH571 (MAX IAS 210kt). Proceed via ZH571, ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH570 at 3500ft or above. (2) Cross ZH503 at 6000ft or above. (1) Cross DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	NIL	

(1) If unable to comply, advise ATC on CLR DEL.

ATC may approve MNM 5000ft at ZH503, if restricting airspace is not active.

(2) Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at ZH570, turn may be initiated at MNM 2500ft at ZH570.

Average climb gradient to reach ZH570 at 3500ft is 12.5%.

Average climb gradient to reach ZH570 at 2500ft is 6.6%.

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY34	-	-	-	-	-
TF	ZH570	Y	+3500	-	331° (334.1°T)	4.6
DF	ZH571	N	-	-210	-	-
TF	ZH503	N	+6000	-	074° (076.6°T)	5.0
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

1.2 SID NON RNAV

1.2.1 SID RWY 10 - NON RNAV

(see chart LSZH AD 2.24.7.1 - 5)

The following departure is allocated to propeller aircraft only and requires visual conditions as specified.

<b>Visual Conditions</b> for departure: SID is allocated only if the relevant hill tops for the visual part are clearly visible by TWR.
--

DESIGNATOR	RWY 10 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>WILLISAU 3C</b> (WIL 3C)	Climb straight ahead. Short visual right turn, but not before D2.1 KLO or when instructed by ATC. Turn within 2NM south of RWY 10. Establish TR268 to intercept R052 WIL. Proceed via BREGO, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Maintain visual ground contact to 4400ft. Cross BREGO at 5000ft or above, ZH555 at 6000ft or above, ZH551 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	NIL

1.2.2 SID RWY 16 - NON RNAV

(see chart LSZH AD 2.24.7.2 - 7)

The following departure is allocated to propeller aircraft only and requires visual conditions as specified.

<b>Visual Conditions</b> for departure: SID is allocated only if the relevant hill tops for the visual part are clearly visible by TWR.
--

DESIGNATOR	RWY 16 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>WILLISAU 3Q</b> (WIL 3Q)	Climb straight ahead. Short visual right turn, but not before D1 KLO or when instructed by ATC. Turn within 3NM south of KLO. Establish TR268 to intercept R052 WIL. Proceed via BREGO, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Maintain visual ground contact to 4400ft. Cross BREGO at 5000ft or above, ZH555 at 6000ft or above, ZH551 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	NIL

1.2.3 SID RWY 28 - NON RNAV

(see chart LSZH AD 2.24.7.3 - 9)

DESIGNATOR	RWY 28 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>ZURICH EAST 3V</b> (ZUE 3V) PDG 6.6% to 2100ft MNM climb gradient 7.0% up to 5000ft due to airspace restrictions	Climb straight ahead. At D2.3 KLO turn left. Intercept R252 KLO. At ZH552/D6.5 KLO or when instructed by ATC, turn left (MAX IAS 210kt during turn). Intercept R231 ZUE. Proceed to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	NIL

**1.2.4 SID RWY 32 - NON RNAV**

(see chart LSZH AD 2.24.7.4 - 7)

DESIGNATOR	RWY 32 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>ZURICH EAST 2M (ZUE 2M)</b> PDG 6.9% to 1800ft	Climb straight ahead. At D2 KLO turn right. Establish TR329. At D4 KLO turn right (MAX IAS 210kt during turn). Proceed to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (1) Cross D5 ZUE before the station at 5000ft or above, ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	For routing after ZUE, see LSZH AD 2.24.6 - 1

(1) At turn at 3500ft continue to climb at MNM climb gradient 4.3% up to 5600ft due to airspace restrictions.

Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at D4 KLO, turn may be initiated at MNM 2500ft at D4 KLO.

At turn at 2500ft continue to climb at MNM climb gradient 7.6% to 5000ft due to airspace restrictions.

Average climb gradient to reach D4 KLO at 3500ft is 14.6%.

Average climb gradient to reach D4 KLO at 2500ft is 7.6%.

**1.2.5 SID RWY 34 - NON RNAV**

(see chart LSZH AD 2.24.7.5 - 9)

DESIGNATOR	RWY 34 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>ZURICH EAST 2G (ZUE 2G)</b> PDG 4.7% to 1900ft	Climb on TR332. At D4 KLO turn right (MAX IAS 210kt during turn). Proceed to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (1) Cross D5 ZUE before the station at 5000ft or above, ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	NIL

(1) At turn at 3500ft continue to climb at MNM climb gradient 4.3% up to 5600ft due to airspace restrictions.

Four-engined aircraft only or by ATC:

If unable to comply with MNM 3500ft at D4 KLO, turn may be initiated at MNM 2500ft at D4 KLO.

At turn at 2500ft continue to climb at MNM climb gradient 6.6% to 5600ft due to airspace restrictions.

Average climb gradient to reach D4 KLO at 3500ft is 12.5%.

Average climb gradient to reach D4 KLO at 2500ft is 6.6%.

**1.2.6 SID Straight Ahead and Turn RWY 10, 16, 28, 34**

(see chart LSZH AD 2.24.7.6 - 1)

DESIGNATOR	Straight Ahead and Turn RWY 10, 16, 28, 34				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>SAT 2E</b> (RWY 10) PDG 7.2% to 5000ft	Climb straight ahead. At 2500ft turn left on TR078. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact ZurichDEP 125.955.	No turn before DER	
<b>SAT 2S</b> (RWY 16) PDG 6.5% to 5000ft	Climb straight ahead. At 2000ft turn left on TR013. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact ZurichDEP 125.955.	No turn before DER	
<b>SAT 2W</b> (RWY 28) PDG 6.1% to 5000ft MNM climb gradient 6.6% to 5000ft due to airspace.	Climb straight ahead. At 2200ft turn left on TR225. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact ZurichDEP 125.955.	No turn before DER	
<b>SAT 2F</b> (RWY 34) PDG 5.8% to 5000ft MNM climb gradient 12.5% to 5000ft due to noise abatement.	Climb straight ahead. At 3500ft turn left on TR241. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact ZurichDEP 125.955.	No turn before DER	
<b>SAT 2H</b> (RWY 34) PDG 5.8% to 5000ft MNM climb gradient 12.5% to 5000ft due to noise abatement.	Climb straight ahead. At 3500ft turn right on TR104. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact ZurichDEP 125.955.	No turn before DER	

**1.3 Visual departures**

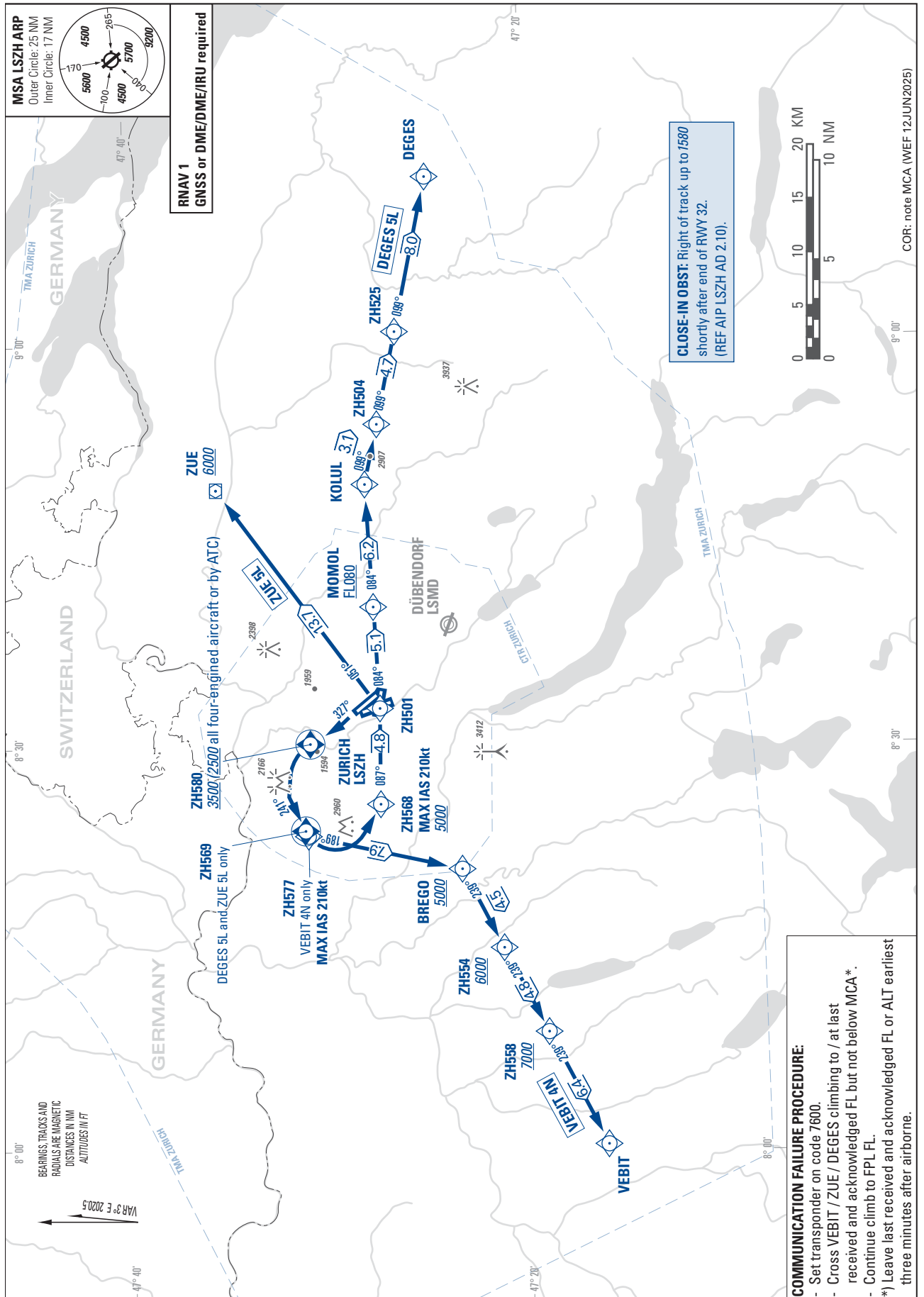
Visual departures are available at LSZH only during daytime on the grounds of safety (for example, to avoid adverse weather such as TS/CB).

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH (LSZH)  
RNAV RWY 32

DEGES 5L VEBIT 4N ZUE 5L



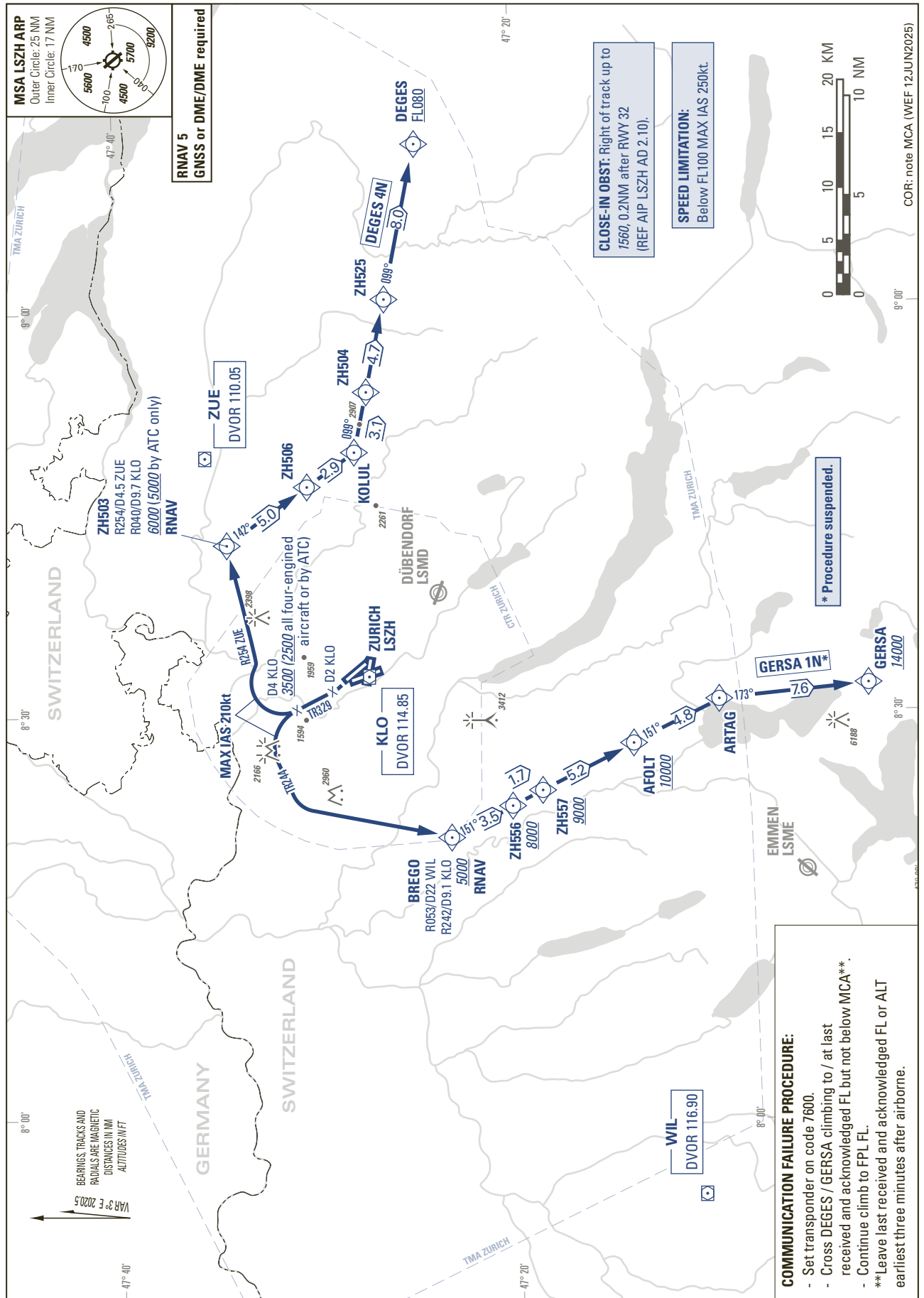
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH (LSZH)  
RNAV RWY 32

DEGES 4N GERSA 1N



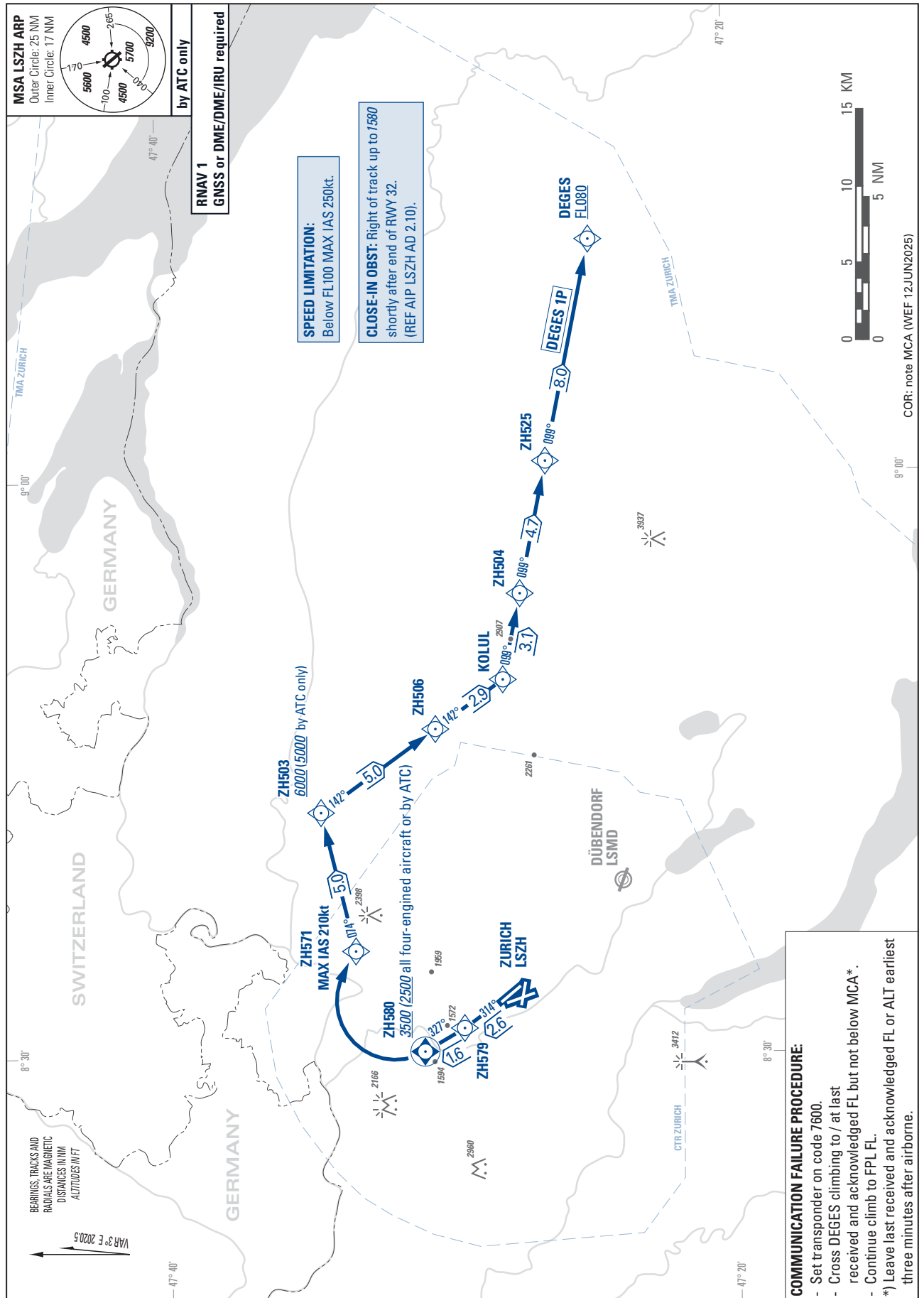
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH (LSZH)  
RNAV RWY 32

DEGES 1P



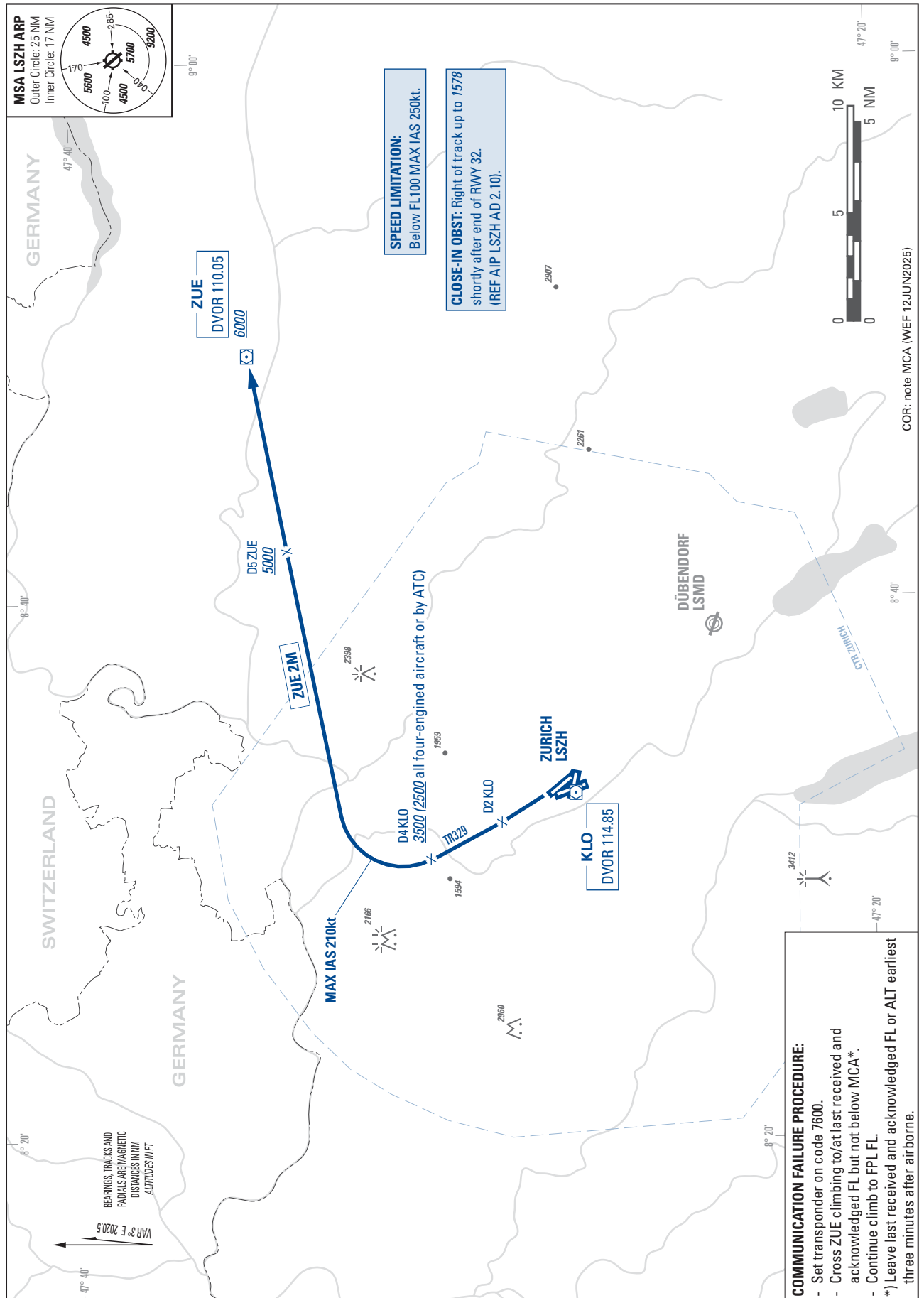
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH (LSZH)  
RWY 32

ZUE 2M



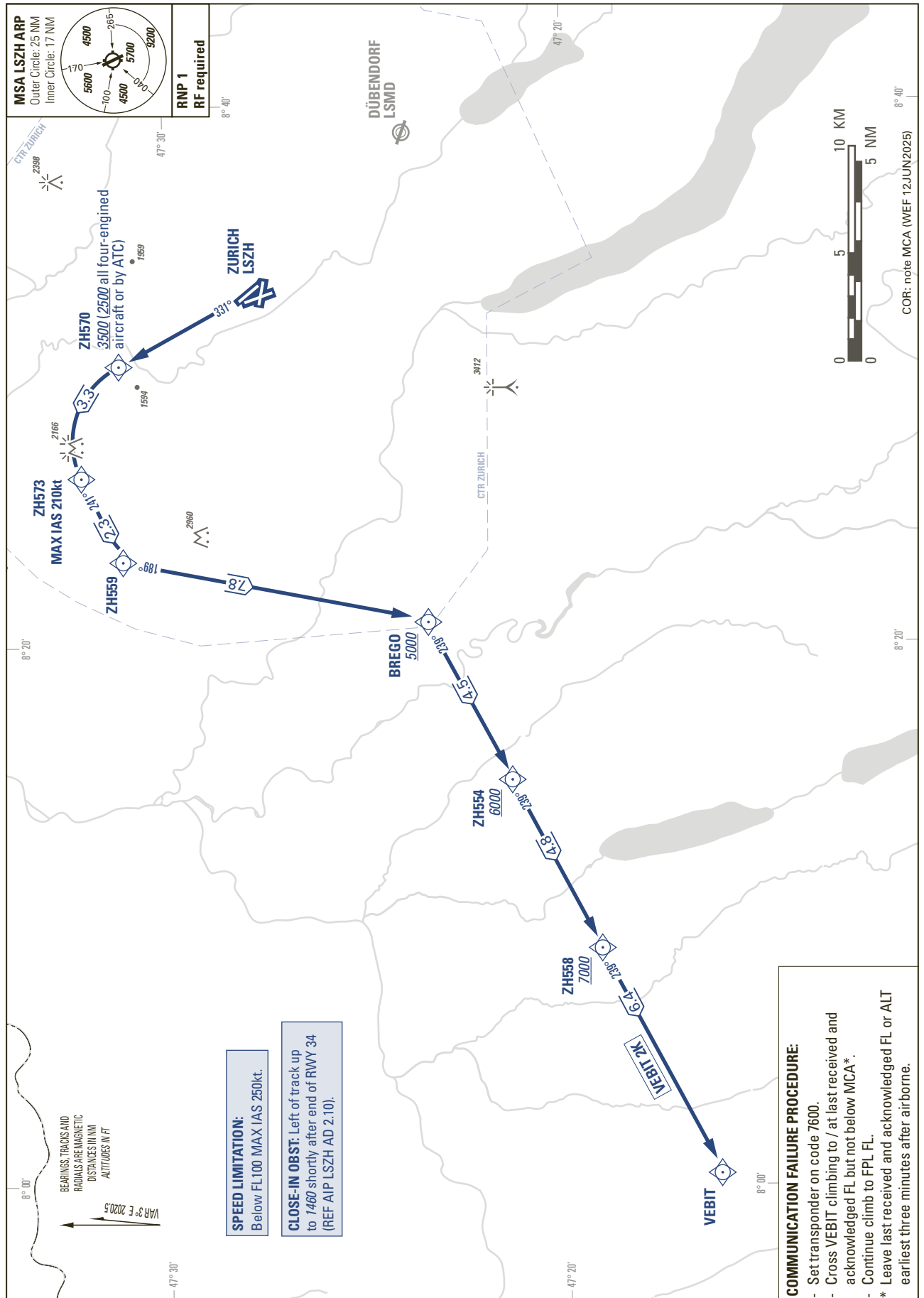
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH (LSZH)  
RNP RWY 34

VEBIT 2K



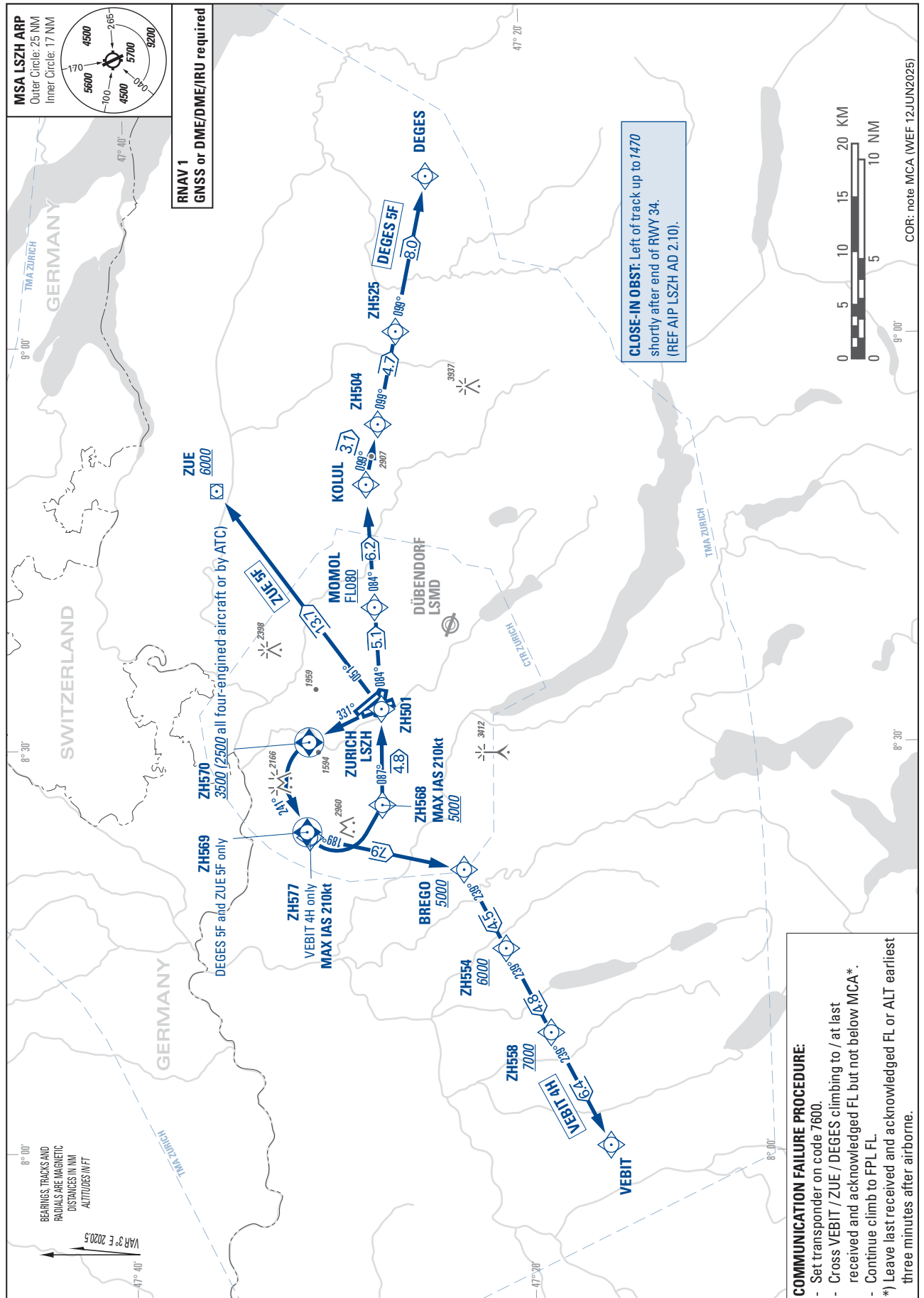
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH (LSZH)  
RNAV RWY 34

DEGES 5F VEBIT 4H ZUE 5F



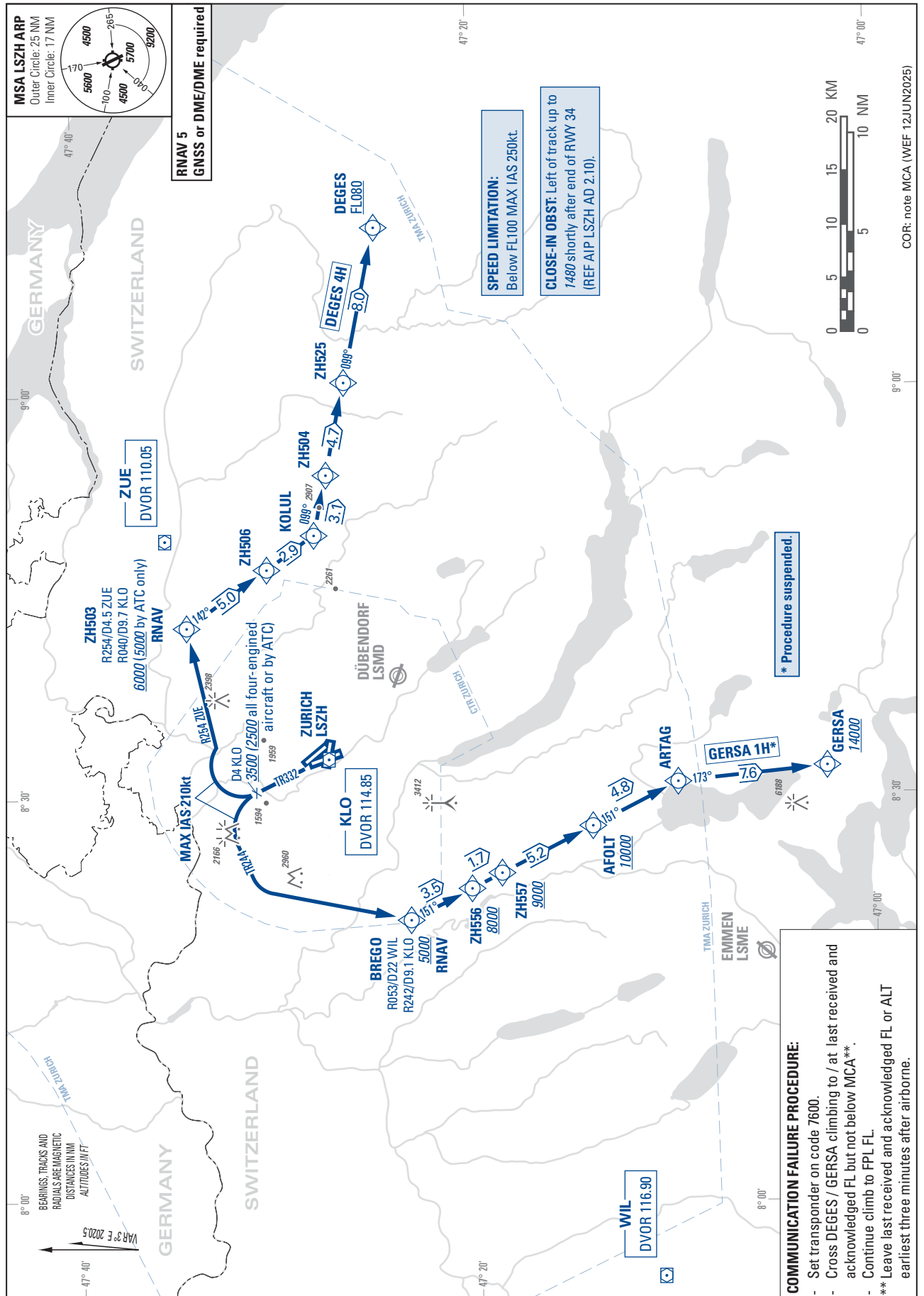
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH (LSZH)  
RNAV RWY 34

DEGES 4H GERSA 1H



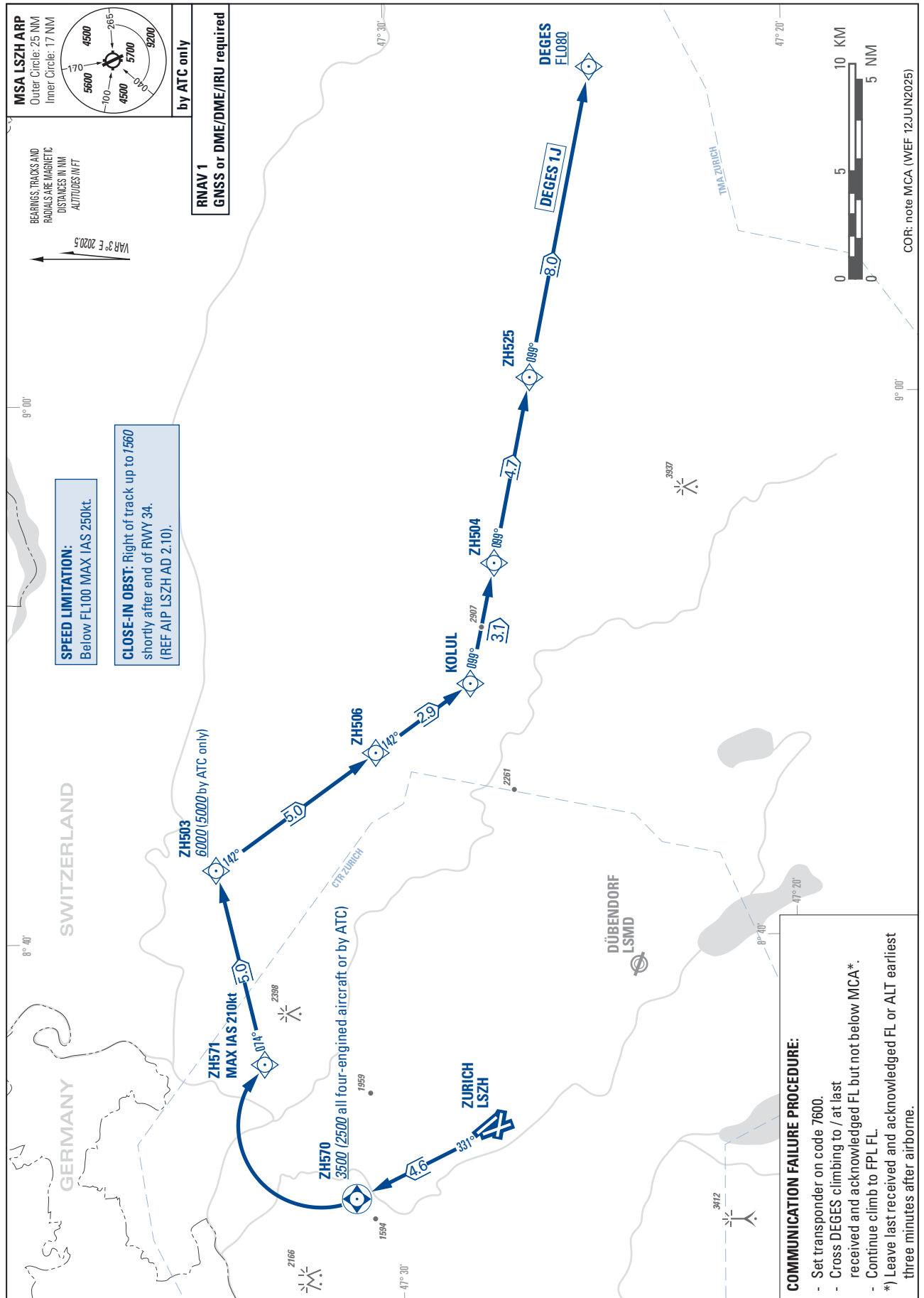
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH (LSZH)  
RNAV RWY 34

DEGES 1J



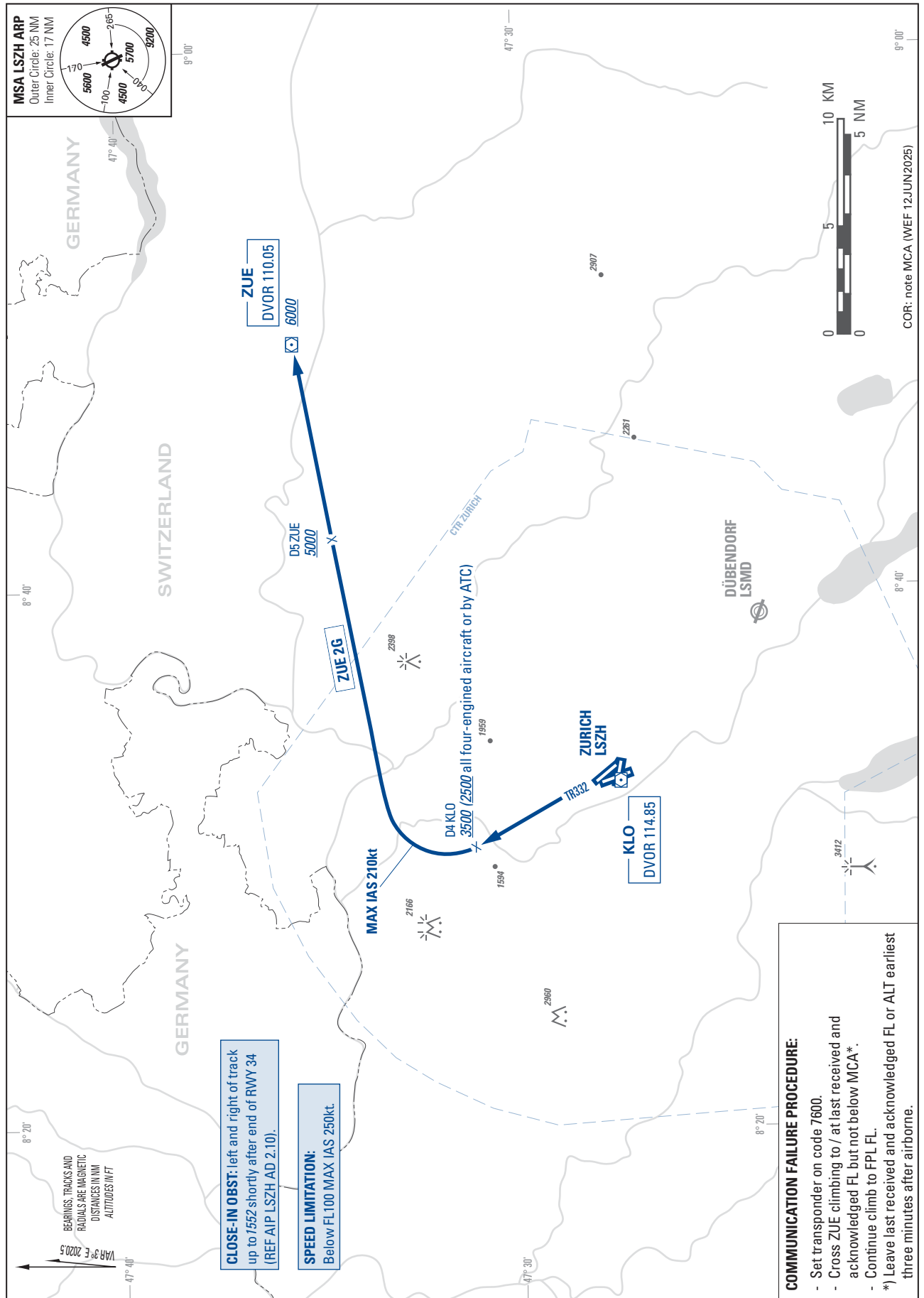
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 7000

ZURICH (LSZH)  
RWY 34

ZUE 2G



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