SWITZERLAND

TEL: +41 (0) 43 931 61 68

Telegraphic address:
AFTN: LSSAYOYX
E-mail: aip@skyguide.ch

skyguide

AIP Services

CH-8602 WANGEN BEI DÜBENDORF

AIRAC

AIP

AIRAC AMDT 003 2026

Effective Date 19 MAR 2026
Publication Date 05 FEB 2026

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 19 MAR 2026
GEN 0.4 - 1/2	AIRAC 19 MAR 2026
GEN 0.4 - 3/4	AIRAC 19 MAR 2026
GEN 0.4 - 5/6	AIRAC 19 MAR 2026
GEN 0.4 - 7/8	AIRAC 19 MAR 2026
GEN 2.3 - 1/2	AIRAC 19 MAR 2026
GEN 2.3 - 3/4	AIRAC 19 MAR 2026
ENR 1.4 - 1/2	AIRAC 19 MAR 2026
ENR 1.8 - 1/2	AIRAC 19 MAR 2026
ENR 2.1 - 1/2	AIRAC 19 MAR 2026
ENR 2.1 - 3/4	AIRAC 19 MAR 2026
ENR 2.1 - 5/6	AIRAC 19 MAR 2026
ENR 2.1 - 7/8	AIRAC 19 MAR 2026
ENR 2.1 - 9/10	AIRAC 19 MAR 2026
ENR 2.1 - 11/12	AIRAC 19 MAR 2026
ENR 2.1 - 13/14	AIRAC 19 MAR 2026
ENR 2.1 - 15/16	AIRAC 19 MAR 2026
ENR 2.1 - 17/18	AIRAC 19 MAR 2026
ENR 2.1 - 19/20	AIRAC 19 MAR 2026
ENR 2.1 - 21/22	AIRAC 19 MAR 2026

Destroy the following pages:

GEN 0.2 - 5/6	AIRAC 19 FEB 2026
GEN 0.4 - 1/2	19 FEB 2026
GEN 0.4 - 3/4	19 FEB 2026
GEN 0.4 - 5/6	19 FEB 2026
GEN 0.4 - 7/8	19 FEB 2026
GEN 2.3 - 1/2	17 APR 2025
GEN 2.3 - 3/4	17 APR 2025
ENR 1.4 - 1/2	AIRAC 20 MAR 2025
ENR 1.8 - 1/2	08 AUG 2024
ENR 2.1 - 1/2	AIRAC 25 DEC 2025
ENR 2.1 - 3/4	AIRAC 20 MAR 2025
ENR 2.1 - 5/6	AIRAC 20 MAR 2025
ENR 2.1 - 7/8	AIRAC 20 MAR 2025
ENR 2.1 - 9/10	AIRAC 20 MAR 2025
ENR 2.1 - 11/12	AIRAC 20 MAR 2025
ENR 2.1 - 13/14	17 APR 2025
ENR 2.1 - 15/16	AIRAC 25 MAR 2021
ENR 2.1 - 17/18	AIRAC 25 MAR 2021
ENR 2.1 - 19/20	AIRAC 20 MAR 2025
ENR 2.1 - 21/22	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: A0709/25

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: 002 2025, 003 2025, 004 2025, 005 2025, 006 2025, 007 2025, 001/2026, 002/2026

Checklist AIRAC SUP: NIL

Insert the following pages:		Destroy the following pages:	
ENR 2.1 - 23/24	AIRAC 19 MAR 2026	ENR 2.1 - 23/24	AIRAC 20 MAR 2025
ENR 2.1 - 25/26	AIRAC 19 MAR 2026	ENR 2.1 - 25/26	AIRAC 20 MAR 2025
ENR 2.1 - 27/28	AIRAC 19 MAR 2026		
ENR 3.2 - 13/14	AIRAC 19 MAR 2026	ENR 3.2 - 13/14	AIRAC 19 FEB 2026
ENR 3.2 - 25/26	AIRAC 19 MAR 2026	ENR 3.2 - 25/26	AIRAC 30 OCT 2025
ENR 3.2 - 39/40	AIRAC 19 MAR 2026	ENR 3.2 - 39/40	AIRAC 19 FEB 2026
ENR 3.3 - 11/12	AIRAC 19 MAR 2026	ENR 3.3 - 11/12	AIRAC 19 FEB 2026
ENR 3.3 - 17/18	AIRAC 19 MAR 2026	ENR 3.3 - 17/18	AIRAC 19 FEB 2026
ENR 3.4 - 1/2	AIRAC 19 MAR 2026	ENR 3.4 - 1/2	13 JUN 2024
ENR 4.1 - 1/2	AIRAC 19 MAR 2026	ENR 4.1 - 1/2	AIRAC 19 FEB 2026
ENR 4.4 - 1/2	AIRAC 19 MAR 2026	ENR 4.4 - 1/2	AIRAC 27 NOV 2025
ENR 4.4 - 5/6	AIRAC 19 MAR 2026	ENR 4.4 - 5/6	AIRAC 27 NOV 2025
ENR 4.4 - 7/8	AIRAC 19 MAR 2026	ENR 4.4 - 7/8	AIRAC 27 NOV 2025
ENR 4.4 - 9/10	AIRAC 19 MAR 2026	ENR 4.4 - 9/10	AIRAC 27 NOV 2025
ENR 5.1 - 3/4	AIRAC 19 MAR 2026	ENR 5.1 - 3/4	AIRAC 21 MAR 2024
ENR 5.1 - 5/6	AIRAC 19 MAR 2026	ENR 5.1 - 5/6	AIRAC 21 MAR 2024
ENR 5.1 - 7/8	AIRAC 19 MAR 2026	ENR 5.1 - 7/8	AIRAC 21 MAR 2024
ENR 5.1 - 9/10	AIRAC 19 MAR 2026	ENR 5.1 - 9/10	16 MAY 2024
ENR 5.1 - 11/12	AIRAC 19 MAR 2026	ENR 5.1 - 11/12	AIRAC 21 MAR 2024
ENR 5.1 - 15/16	AIRAC 19 MAR 2026	ENR 5.1 - 15/16	AIRAC 20 MAR 2025
ENR 5.1 - 17/18	AIRAC 19 MAR 2026	ENR 5.1 - 17/18	AIRAC 20 MAR 2025
ENR 5.1 - 19/20	AIRAC 19 MAR 2026	ENR 5.1 - 19/20	AIRAC 21 MAR 2024
ENR 5.3 - 1/2	AIRAC 19 MAR 2026	ENR 5.3 - 1/2	15 MAY 2025
ENR 5.5 - 7/8	AIRAC 19 MAR 2026	ENR 5.5 - 7/8	AIRAC 24 MAR 2022
ENR 5.5 - 11/12	AIRAC 19 MAR 2026	ENR 5.5 - 11/12	17 APR 2025
ENR 5.5 - 13/14	AIRAC 19 MAR 2026	ENR 5.5 - 13/14	AIRAC 20 MAR 2025
ENR 5.5 - 15/16	AIRAC 19 MAR 2026	ENR 5.5 - 15/16	AIRAC 20 MAR 2025
ENR 5.5 - 19/20	AIRAC 19 MAR 2026	ENR 5.5 - 19/20	15 MAY 2025
ENR 6.1 - 1/2	AIRAC 19 MAR 2026	ENR 6.1 - 1/2	AIRAC 22 JAN 2026
ENR 6.3 - 1/2	AIRAC 19 MAR 2026	ENR 6.3 - 1/2	AIRAC 19 FEB 2026
ENR 6.4 - 1/2	AIRAC 19 MAR 2026	ENR 6.4 - 1/2	AIRAC 27 NOV 2025
LSZB AD 2 - 1/2	AIRAC 19 MAR 2026	LSZB AD 2 - 1/2	30 OCT 2025
LSZB AD 2 - 7/8	AIRAC 19 MAR 2026	LSZB AD 2 - 7/8	17 APR 2025
LSZB AD 2 - 9/10	AIRAC 19 MAR 2026	LSZB AD 2 - 9/10	AIRAC 19 FEB 2026
LSZB AD 2 - 11/12	AIRAC 19 MAR 2026	LSZB AD 2 - 11/12	22 JAN 2026
LSZB AD 2 - 13/14	AIRAC 19 MAR 2026	LSZB AD 2 - 13/14	09 SEP 2021
LSZB AD 2 - 15/16	AIRAC 19 MAR 2026	LSZB AD 2 - 15/16	AIRAC 31 OCT 2024
LSZB AD 2 - 17/18	AIRAC 19 MAR 2026	LSZB AD 2 - 17/18	AIRAC 31 OCT 2024
LSZB AD 2 - 19/20	AIRAC 19 MAR 2026	LSZB AD 2 - 19/20	17 APR 2025
LSZB AD 2.24.4 - 1/2	AIRAC 19 MAR 2026	LSZB AD 2.24.4 - 1/2	17 APR 2025
LSZB AD 2.24.4 - 3/4	AIRAC 19 MAR 2026	LSZB AD 2.24.4 - 3/4	AIRAC 20 FEB 2025
LSZB AD 2.24.6 - 1/2	AIRAC 19 MAR 2026	LSZB AD 2.24.6 - 1/2	AIRAC 20 FEB 2025
LSZB AD 2.24.7 - 1/2	AIRAC 19 MAR 2026	LSZB AD 2.24.7 - 1/2	AIRAC 20 FEB 2025
LSZB AD 2.24.7 - 3/4	AIRAC 19 MAR 2026	LSZB AD 2.24.7 - 3/4	AIRAC 20 FEB 2025
LSZB AD 2.24.9 - 1/2	AIRAC 19 MAR 2026	LSZB AD 2.24.9 - 1/2	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 1/2	AIRAC 19 MAR 2026	LSZB AD 2.24.10 - 1/2	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 3/4	AIRAC 19 MAR 2026	LSZB AD 2.24.10 - 3/4	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 5/6	AIRAC 19 MAR 2026	LSZB AD 2.24.10 - 5/6	AIRAC 20 FEB 2025
LSZB AD 2.24.10 - 7/8	AIRAC 19 MAR 2026	LSZB AD 2.24.10 - 7/8	22 JAN 2026
LSZB AD 2.24.10 - 9/10	AIRAC 19 MAR 2026	LSZB AD 2.24.10 - 9/10	22 JAN 2026
LSZB AD 2.24.10 - 11/12	AIRAC 19 MAR 2026	LSZB AD 2.24.10 - 11/12	AIRAC 20 FEB 2025
LSZB AD 2.24.13 - 1/2	AIRAC 19 MAR 2026	LSZB AD 2.24.13 - 1/2	AIRAC 20 FEB 2025
LSZB AD 2.24.13 - 3/4	AIRAC 19 MAR 2026	LSZB AD 2.24.13 - 3/4	20 FEB 2025
LSZC AD 2.24.10 - 1/2	AIRAC 19 MAR 2026	LSZC AD 2.24.10 - 1/2	AIRAC 20 MAR 2025
LSZC AD 2.24.10 - 3/4	AIRAC 19 MAR 2026	LSZC AD 2.24.10 - 3/4	19 FEB 2026
LSGC AD 2 - 7/8	AIRAC 19 MAR 2026	LSGC AD 2 - 7/8	AIRAC 31 OCT 2024
LSGC AD 2.24.10 - 1/2	AIRAC 19 MAR 2026	LSGC AD 2.24.10 - 1/2	AIRAC 30 OCT 2025
LSGC AD 2.24.10 - 3/4	AIRAC 19 MAR 2026	LSGC AD 2.24.10 - 3/4	AIRAC 30 OCT 2025
LSGG AD 2 - 13/14	AIRAC 19 MAR 2026	LSGG AD 2 - 13/14	AIRAC 19 FEB 2026
LSGG AD 2 - 27/28	AIRAC 19 MAR 2026	LSGG AD 2 - 27/28	07 AUG 2025
LSGG AD 2 - 37/38	AIRAC 19 MAR 2026	LSGG AD 2 - 37/38	07 AUG 2025
LSGG AD 2.24.1 - 1/2	AIRAC 19 MAR 2026	LSGG AD 2.24.1 - 1/2	27 NOV 2025
LSGG AD 2.24.2 - 1/2	AIRAC 19 MAR 2026	LSGG AD 2.24.2 - 1/2	27 NOV 2025
LSGG AD 2.24.3 - 1/2	AIRAC 19 MAR 2026	LSGG AD 2.24.3 - 1/2	20 FEB 2025
LSGG AD 2.24.3 - 3/4	AIRAC 19 MAR 2026	LSGG AD 2.24.3 - 3/4	12 JUN 2025
LSGG AD 2.24.10 - 1/2	AIRAC 19 MAR 2026	LSGG AD 2.24.10 - 1/2	20 FEB 2025

Insert the following pages:		Destroy the following pages:	
LSGG AD 2.24.10 - 3/4	AIRAC 19 MAR 2026	LSGG AD 2.24.10 - 3/4	20 FEB 2025
LSGG AD 2.24.10 - 5/6	AIRAC 19 MAR 2026	LSGG AD 2.24.10 - 5/6	20 FEB 2025
LSGG AD 2.24.10 - 7/8	AIRAC 19 MAR 2026	LSGG AD 2.24.10 - 7/8	20 FEB 2025
LSZG AD 2 - 9/10	AIRAC 19 MAR 2026	LSZG AD 2 - 9/10	AIRAC 12 JUN 2025
LSZG AD 2 - 13/14	AIRAC 19 MAR 2026	LSZG AD 2 - 13/14	AIRAC 12 JUN 2025
LSZG AD 2 - 15/16	AIRAC 19 MAR 2026	LSZG AD 2 - 15/16	17 APR 2025
LSZG AD 2.24.7 - 1/2	AIRAC 19 MAR 2026	LSZG AD 2.24.7 - 1/2	AIRAC 12 JUN 2025
LSZG AD 2.24.7 - 3/4	AIRAC 19 MAR 2026	LSZG AD 2.24.7 - 3/4	AIRAC 12 JUN 2025
LSZG AD 2.24.7 - 5/6	AIRAC 19 MAR 2026	LSZG AD 2.24.7 - 5/6	AIRAC 12 JUN 2025
LSZG AD 2.24.7 - 7/8	AIRAC 19 MAR 2026	LSZG AD 2.24.7 - 7/8	AIRAC 12 JUN 2025
LSZG AD 2.24.10 - 1/2	AIRAC 19 MAR 2026	LSZG AD 2.24.10 - 1/2	AIRAC 12 JUN 2025
LSZA AD 2 - 9/10	AIRAC 19 MAR 2026	LSZA AD 2 - 9/10	15 MAY 2025
LSMP AD 2 - 9/10	AIRAC 19 MAR 2026	LSMP AD 2 - 9/10	02 OCT 2025
LSMP AD 2.24.10 - 1/2	AIRAC 19 MAR 2026	LSMP AD 2.24.10 - 1/2	23 JAN 2025
LSMP AD 2.24.10 - 3/4	AIRAC 19 MAR 2026	LSMP AD 2.24.10 - 3/4	23 JAN 2025
LSMP AD 2.24.10 - 5/6	AIRAC 19 MAR 2026	LSMP AD 2.24.10 - 5/6	23 JAN 2025
LSZS AD 2.24.11 - 1/2	AIRAC 19 MAR 2026	LSZS AD 2.24.11 - 1/2	19 FEB 2026
LSZS AD 2.24.12 - 1/2	AIRAC 19 MAR 2026	LSZS AD 2.24.12 - 1/2	17 APR 2025
LSGS AD 2 - 9/10	AIRAC 19 MAR 2026	LSGS AD 2 - 9/10	AIRAC 19 FEB 2026
LSGS AD 2.24.7 - 1/2	AIRAC 19 MAR 2026	LSGS AD 2.24.7 - 1/2	23 JAN 2025
LSGS AD 2.24.7 - 3/4	AIRAC 19 MAR 2026	LSGS AD 2.24.7 - 3/4	23 JAN 2025
LSGS AD 2.24.9 - 1/2	AIRAC 19 MAR 2026	LSGS AD 2.24.9 - 1/2	23 JAN 2025
LSGS AD 2.24.10 - 1/2	AIRAC 19 MAR 2026	LSGS AD 2.24.10 - 1/2	23 JAN 2025
LSGS AD 2.24.10 - 3/4	AIRAC 19 MAR 2026	LSGS AD 2.24.10 - 3/4	23 JAN 2025
LSGS AD 2.24.10 - 5/6	AIRAC 19 MAR 2026	LSGS AD 2.24.10 - 5/6	23 JAN 2025
LSGS AD 2.24.13 - 1/2	AIRAC 19 MAR 2026	LSGS AD 2.24.13 - 1/2	23 JAN 2025
LSGS AD 2.24.13 - 3/4	AIRAC 19 MAR 2026	LSGS AD 2.24.13 - 3/4	23 JAN 2025
LSZH AD 2 - 17/18	AIRAC 19 MAR 2026	LSZH AD 2 - 17/18	AIRAC 19 FEB 2026

THIS PAGE INTENTIONALLY LEFT BLANK

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	
003/2024	08-Feb-2024	21-Mar-2024	
004/2024	07-Mar-2024	18-Apr-2024	
005/2024	04-Apr-2024	16-May-2024	
006/2024	02-May-2024	13-Jun-2024	
007/2024	27-Jun-2024	08-Aug-2024	
008/2024	25-Jul-2024	05-Sep-2024	
009/2024	22-Aug-2024	03-Oct-2024	
010/2024	19-Sep-2024	31-Oct-2024	
011/2024	17-Oct-2024	28-Nov-2024	
012/2024	14-Nov-2024	26-Dec-2024	
001/2025	12-Dec-2024	23-Jan-2025	
002/2025	09-Jan-2025	20-Feb-2025	
003/2025	06-Feb-2025	20-Mar-2025	
004/2025	03-Apr-2025	15-May-2025	
005/2025	01-May-2025	12-Jun-2025	
006/2025	29-May-2025	10-Jul-2025	
007/2025	26-Jun-2025	07-Aug-2025	
008/2025	24-Jul-2025	04-Sep-2025	
009/2025	18-Sep-2025	30-Oct-2025	
010/2025	16-Oct-2025	27-Nov-2025	
011/2025	13-Nov-2025	25-Dec-2025	
001/2026	11-Dec-2025	22-Jan-2026	
002/2026	08-Jan-2026	19-Feb-2026	
003/2026	05-Feb-2026	19-Mar-2026	

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

Page	Date
GEN 0.1 - 1	10 AUG 2023
GEN 0.1 - 2	10 AUG 2023
GEN 0.1 - 3	15 MAY 2025
GEN 0.1 - 4	15 MAY 2025
GEN 0.2 - 1	AIRAC 26 MAY 2016
GEN 0.2 - 2	AIRAC 26 MAY 2016
GEN 0.2 - 3	AIRAC 02 NOV 2023
GEN 0.2 - 4	AIRAC 02 NOV 2023
GEN 0.2 - 5	AIRAC 19 MAR 2026
GEN 0.2 - 6	AIRAC 19 MAR 2026
GEN 0.2 - 7	AIRAC 30 NOV 2023
GEN 0.2 - 8	AIRAC 30 NOV 2023
GEN 0.2 - 9	AIRAC 30 NOV 2023
GEN 0.2 - 10	AIRAC 30 NOV 2023
GEN 0.2 - 11	19 FEB 2026
GEN 0.2 - 12	19 FEB 2026
GEN 0.3 - 1	19 FEB 2026
GEN 0.3 - 2	19 FEB 2026
GEN 0.4 - 1	AIRAC 19 MAR 2026
GEN 0.4 - 2	AIRAC 19 MAR 2026
GEN 0.4 - 3	AIRAC 19 MAR 2026
GEN 0.4 - 4	AIRAC 19 MAR 2026
GEN 0.4 - 5	AIRAC 19 MAR 2026
GEN 0.4 - 6	AIRAC 19 MAR 2026
GEN 0.4 - 7	AIRAC 19 MAR 2026
GEN 0.4 - 8	AIRAC 19 MAR 2026
GEN 0.5 - 1	11 AUG 2022
GEN 0.5 - 2	11 AUG 2022
GEN 0.6 - 1	26 DEC 2024
GEN 0.6 - 2	26 DEC 2024
GEN 0.6 - 3	26 DEC 2024
GEN 0.6 - 4	26 DEC 2024
GEN 1.1 - 1	17 JUN 2021
GEN 1.1 - 2	17 JUN 2021
GEN 1.2 - 1	28 NOV 2024
GEN 1.2 - 2	28 NOV 2024
GEN 1.2 - 3	28 NOV 2024
GEN 1.2 - 4	28 NOV 2024
GEN 1.2 - 5	15 MAY 2025
GEN 1.2 - 6	15 MAY 2025
GEN 1.2 - 7	28 NOV 2024
GEN 1.2 - 8	28 NOV 2024
GEN 1.2 - 9	14 JUL 2022
GEN 1.2 - 10	14 JUL 2022
GEN 1.3 - 1	11 DEC 2014
GEN 1.3 - 2	11 DEC 2014
GEN 1.4 - 1	11 DEC 2014
GEN 1.4 - 2	11 DEC 2014
GEN 1.5 - 1	08 AUG 2024
GEN 1.5 - 2	08 AUG 2024
GEN 1.6 - 1	25 MAR 2021
GEN 1.6 - 2	25 MAR 2021
GEN 1.7 - 1	07 AUG 2025
GEN 1.7 - 2	07 AUG 2025
GEN 1.7 - 3	07 AUG 2025
GEN 1.7 - 4	07 AUG 2025
GEN 1.7 - 5	30 OCT 2025
GEN 1.7 - 6	30 OCT 2025
GEN 1.7 - 7	07 AUG 2025
GEN 1.7 - 8	07 AUG 2025
GEN 1.7 - 9	07 AUG 2025
GEN 1.7 - 10	07 AUG 2025
GEN 1.7 - 11	07 AUG 2025
GEN 1.7 - 12	07 AUG 2025
GEN 1.7 - 13	30 OCT 2025
GEN 1.7 - 14	30 OCT 2025
GEN 1.7 - 15	30 OCT 2025
GEN 1.7 - 16	30 OCT 2025
GEN 1.7 - 17	30 OCT 2025
GEN 1.7 - 18	30 OCT 2025
GEN 1.7 - 19	30 OCT 2025
GEN 1.7 - 20	30 OCT 2025
GEN 1.7 - 21	30 OCT 2025
GEN 1.7 - 22	30 OCT 2025
GEN 1.7 - 23	30 OCT 2025
GEN 1.7 - 24	30 OCT 2025
GEN 1.7 - 25	30 OCT 2025
GEN 1.7 - 26	30 OCT 2025
GEN 2.1 - 1	10 AUG 2023
GEN 2.1 - 2	10 AUG 2023
GEN 2.1 - 3	21 JUL 2016
GEN 2.1 - 4	21 JUL 2016
GEN 2.2 - 1	28 NOV 2024
GEN 2.2 - 2	28 NOV 2024
GEN 2.2 - 3	AIRAC 19 FEB 2026
GEN 2.2 - 4	AIRAC 19 FEB 2026
GEN 2.2 - 5	AIRAC 19 FEB 2026
GEN 2.2 - 6	AIRAC 19 FEB 2026
GEN 2.2 - 7	AIRAC 20 FEB 2025
GEN 2.2 - 8	AIRAC 20 FEB 2025
GEN 2.2 - 9	AIRAC 20 FEB 2025
GEN 2.2 - 10	AIRAC 20 FEB 2025
GEN 2.3 - 1	AIRAC 19 MAR 2026
GEN 2.3 - 2	AIRAC 19 MAR 2026
GEN 2.3 - 3	AIRAC 19 MAR 2026
GEN 2.3 - 4	AIRAC 19 MAR 2026
GEN 2.3 - 5	17 APR 2025
GEN 2.3 - 6	17 APR 2025
GEN 2.3 - 7	17 APR 2025
GEN 2.3 - 8	17 APR 2025
GEN 2.4 - 1	AIRAC 25 JAN 2024
GEN 2.4 - 2	AIRAC 25 JAN 2024
GEN 2.4 - 3	AIRAC 10 JUL 2025
GEN 2.4 - 4	AIRAC 10 JUL 2025
GEN 2.4 - 5	AIRAC 10 JUL 2025
GEN 2.4 - 6	AIRAC 10 JUL 2025
GEN 2.4 - 7	AIRAC 10 JUL 2025
GEN 2.4 - 8	AIRAC 10 JUL 2025
GEN 2.5 - 1	AIRAC 19 FEB 2026
GEN 2.5 - 2	AIRAC 19 FEB 2026
GEN 2.6 - 1	10 AUG 2023
GEN 2.6 - 2	10 AUG 2023
GEN 2.6 - 3	10 DEC 2015
GEN 2.6 - 4	10 DEC 2015
GEN 2.7 - 1	02 OCT 2025
GEN 2.7 - 2	02 OCT 2025
GEN 2.7 - 3	02 OCT 2025
GEN 2.7 - 4	02 OCT 2025
GEN 2.7 - 5	02 OCT 2025
GEN 2.7 - 6	02 OCT 2025
GEN 3.1 - 1	10 AUG 2023
GEN 3.1 - 2	10 AUG 2023
GEN 3.1 - 3	02 OCT 2025
GEN 3.1 - 4	02 OCT 2025
GEN 3.1 - 5	18 APR 2024
GEN 3.1 - 6	18 APR 2024
GEN 3.1 - 7	18 APR 2024
GEN 3.1 - 8	18 APR 2024
GEN 3.2 - 1	AIRAC 01 DEC 2022
GEN 3.2 - 2	AIRAC 01 DEC 2022
GEN 3.2 - 3	11 DEC 2014
GEN 3.2 - 4	11 DEC 2014
GEN 3.3 - 1	AIRAC 29 DEC 2022
GEN 3.3 - 2	AIRAC 29 DEC 2022
GEN 3.3 - 3	09 SEP 2021
GEN 3.3 - 4	09 SEP 2021
GEN 3.3 - 5	AIRAC 13 JUN 2024
GEN 3.3 - 6	AIRAC 13 JUN 2024
GEN 3.3 - 7	AIRAC 13 JUN 2024
GEN 3.3 - 8	AIRAC 13 JUN 2024
GEN 3.4 - 1	02 DEC 2021
GEN 3.4 - 2	02 DEC 2021
GEN 3.4 - 3	21 MAR 2024
GEN 3.4 - 4	21 MAR 2024
GEN 3.4 - 5	AIRAC 20 MAY 2021
GEN 3.4 - 6	AIRAC 20 MAY 2021
GEN 3.4 - 7	AIRAC 20 MAY 2021
GEN 3.4 - 8	AIRAC 20 MAY 2021
GEN 3.5 - 1	14 JUL 2022
GEN 3.5 - 2	14 JUL 2022
GEN 3.5 - 3	23 APR 2020
GEN 3.5 - 4	23 APR 2020
GEN 3.5 - 5	23 APR 2020
GEN 3.5 - 6	23 APR 2020
GEN 3.5 - 7	17 APR 2025
GEN 3.5 - 8	17 APR 2025
GEN 3.5 - 9	17 APR 2025
GEN 3.5 - 10	17 APR 2025
GEN 3.5 - 11	17 APR 2025
GEN 3.5 - 12	17 APR 2025
GEN 3.6 - 1	16 JUN 2022
GEN 3.6 - 2	16 JUN 2022
GEN 3.6 - 3	13 JUN 2024
GEN 3.6 - 4	13 JUN 2024
GEN 3.6 - 5	15 MAY 2025
GEN 3.6 - 6	15 MAY 2025
GEN 4.1 - 1	25 DEC 2025
GEN 4.1 - 2	25 DEC 2025
GEN 4.1 - 3	25 DEC 2025
GEN 4.1 - 4	25 DEC 2025
GEN 4.1 - 5	25 DEC 2025
GEN 4.1 - 6	25 DEC 2025
GEN 4.1 - 7	15 MAY 2025
GEN 4.1 - 8	15 MAY 2025
GEN 4.1 - 9	07 SEP 2023
GEN 4.1 - 10	07 SEP 2023
GEN 4.1 - 11	13 JUN 2024
GEN 4.1 - 12	13 JUN 2024
GEN 4.1 - 13	13 JUN 2024
GEN 4.1 - 14	13 JUN 2024
GEN 4.1 - 15	26 DEC 2024
GEN 4.1 - 16	26 DEC 2024
GEN 4.1 - 17	26 DEC 2024
GEN 4.1 - 18	26 DEC 2024
GEN 4.1 - 19	26 DEC 2024
GEN 4.1 - 20	26 DEC 2024
GEN 4.1 - 21	26 DEC 2024
GEN 4.1 - 22	26 DEC 2024
GEN 4.1 - 23	15 MAY 2025
GEN 4.1 - 24	15 MAY 2025
GEN 4.1 - 25	26 DEC 2024
GEN 4.1 - 26	26 DEC 2024
GEN 4.1 - 27	26 DEC 2024
GEN 4.1 - 28	26 DEC 2024
GEN 4.1 - 29	26 DEC 2024
GEN 4.1 - 30	26 DEC 2024
GEN 4.1 - 31	26 DEC 2024
GEN 4.1 - 32	26 DEC 2024
GEN 4.1 - 33	26 DEC 2024
GEN 4.1 - 34	26 DEC 2024
GEN 4.1 - 35	26 DEC 2024
GEN 4.1 - 36	26 DEC 2024
GEN 4.1 - 37	26 DEC 2024
GEN 4.1 - 38	26 DEC 2024
GEN 4.1 - 39	10 JUL 2025

Page	Date
GEN 4.1 - 40	10 JUL 2025
GEN 4.1 - 41	10 JUL 2025
GEN 4.1 - 42	10 JUL 2025
GEN 4.1 - 43	10 JUL 2025
GEN 4.1 - 44	10 JUL 2025
GEN 4.1 - 45	10 JUL 2025
GEN 4.1 - 46	10 JUL 2025
GEN 4.1 - 47	10 JUL 2025
GEN 4.1 - 48	10 JUL 2025
GEN 4.1 - 49	25 DEC 2025
GEN 4.1 - 50	25 DEC 2025
GEN 4.1 - 51	25 DEC 2025
GEN 4.1 - 52	25 DEC 2025
GEN 4.1 - 53	25 DEC 2025
GEN 4.1 - 54	25 DEC 2025
GEN 4.1 - 55	25 DEC 2025
GEN 4.1 - 56	25 DEC 2025
GEN 4.1 - 57	25 DEC 2025
GEN 4.1 - 58	25 DEC 2025
GEN 4.1 - 59	25 DEC 2025
GEN 4.1 - 60	25 DEC 2025
GEN 4.1 - 61	25 DEC 2025
GEN 4.1 - 62	25 DEC 2025
GEN 4.1 - 63	25 DEC 2025
GEN 4.1 - 64	25 DEC 2025
GEN 4.1 - 65	25 DEC 2025
GEN 4.1 - 66	25 DEC 2025
GEN 4.1 - 67	25 DEC 2025
GEN 4.1 - 68	25 DEC 2025
GEN 4.1 - 69	25 DEC 2025
GEN 4.1 - 70	25 DEC 2025
GEN 4.1 - 71	25 DEC 2025
GEN 4.1 - 72	25 DEC 2025
GEN 4.1 - 73	25 DEC 2025
GEN 4.1 - 74	25 DEC 2025
GEN 4.1 - 75	25 DEC 2025
GEN 4.1 - 76	25 DEC 2025
GEN 4.1 - 77	26 DEC 2024
GEN 4.1 - 78	25 DEC 2025
GEN 4.1 - 79	25 DEC 2025
GEN 4.1 - 80	25 DEC 2025
GEN 4.1 - 81	25 DEC 2025
GEN 4.1 - 82	25 DEC 2025
GEN 4.1 - 83	25 DEC 2025
GEN 4.1 - 84	25 DEC 2025
GEN 4.1 - 85	25 DEC 2025
GEN 4.1 - 86	25 DEC 2025
GEN 4.1 - 87	25 DEC 2025
GEN 4.1 - 88	25 DEC 2025
GEN 4.1 - 89	25 DEC 2025
GEN 4.1 - 90	25 DEC 2025
GEN 4.1 - 91	25 DEC 2025
GEN 4.1 - 92	25 DEC 2025
GEN 4.1 - 93	25 DEC 2025
GEN 4.1 - 94	25 DEC 2025
GEN 4.2 - 1	19 FEB 2026
GEN 4.2 - 2	19 FEB 2026
GEN 4.2 - 3	30 MAR 2017
GEN 4.2 - 4	30 MAR 2017
GEN 4.2 - 5	30 MAR 2017
GEN 4.2 - 6	30 MAR 2017
GEN 4.2 - 7	30 MAR 2017
GEN 4.2 - 8	30 MAR 2017
GEN 4.2 - 9	30 MAR 2017
GEN 4.2 - 10	30 MAR 2017
GEN 4.2 - 11	19 FEB 2026
GEN 4.2 - 12	19 FEB 2026
GEN 4.2 - 13	19 FEB 2026
GEN 4.2 - 14	19 FEB 2026
GEN 4.2 - 15	19 FEB 2026
GEN 4.2 - 16	19 FEB 2026
GEN 4.2 - 17	19 FEB 2026
GEN 4.2 - 18	19 FEB 2026
GEN 4.2 - 19	30 MAR 2017
GEN 4.2 - 20	30 MAR 2017
GEN 4.2 - 21	30 MAR 2017
GEN 4.2 - 22	30 MAR 2017

PART 2 - EN-ROUTE (ENR)

Page	Date
ENR 0.1 - 1	10 AUG 2023
ENR 0.1 - 2	10 AUG 2023
ENR 0.2 - 1	26 JAN 2023
ENR 0.2 - 2	26 JAN 2023
ENR 0.3 - 1	26 JAN 2023
ENR 0.3 - 2	26 JAN 2023
ENR 0.4 - 1	26 JAN 2023
ENR 0.4 - 2	26 JAN 2023
ENR 0.5 - 1	26 JAN 2023
ENR 0.5 - 2	26 JAN 2023
ENR 0.6 - 1	15 MAY 2025
ENR 0.6 - 2	15 MAY 2025
ENR 0.6 - 3	15 MAY 2025
ENR 0.6 - 4	15 MAY 2025
ENR 1.1 - 1	AIRAC 31 OCT 2024
ENR 1.1 - 2	AIRAC 31 OCT 2024
ENR 1.1 - 3	15 MAY 2025
ENR 1.1 - 4	15 MAY 2025
ENR 1.2 - 1	20 AUG 2015
ENR 1.2 - 2	20 AUG 2015
ENR 1.3 - 1	15 MAY 2025
ENR 1.3 - 2	15 MAY 2025
ENR 1.3 - 3	AIRAC 27 NOV 2025
ENR 1.3 - 4	AIRAC 27 NOV 2025
ENR 1.4 - 1	AIRAC 19 MAR 2026
ENR 1.4 - 2	AIRAC 19 MAR 2026
ENR 1.4 - 3	11 JUL 2024
ENR 1.4 - 4	11 JUL 2024
ENR 1.4 - 5	27 NOV 2025
ENR 1.4 - 6	27 NOV 2025
ENR 1.5 - 1	20 FEB 2025
ENR 1.5 - 2	20 FEB 2025
ENR 1.5 - 3	23 APR 2020
ENR 1.5 - 4	23 APR 2020
ENR 1.6 - 1	15 MAY 2025
ENR 1.6 - 2	15 MAY 2025
ENR 1.6 - 3	15 MAY 2025
ENR 1.6 - 4	15 MAY 2025
ENR 1.7 - 1	15 MAY 2025
ENR 1.7 - 2	15 MAY 2025
ENR 1.7 - 3	AIRAC 22 APR 2021
ENR 1.7 - 4	AIRAC 22 APR 2021
ENR 1.7 - 5	15 MAY 2025
ENR 1.7 - 6	15 MAY 2025
ENR 1.8 - 1	AIRAC 19 MAR 2026
ENR 1.8 - 2	AIRAC 19 MAR 2026
ENR 1.9 - 1	AIRAC 22 FEB 2024
ENR 1.9 - 2	AIRAC 22 FEB 2024
ENR 1.9 - 3	10 JUL 2025
ENR 1.9 - 4	10 JUL 2025
ENR 1.10 - 1	AIRAC 20 FEB 2025
ENR 1.10 - 2	AIRAC 20 FEB 2025
ENR 1.10 - 3	21 APR 2022
ENR 1.10 - 4	21 APR 2022
ENR 1.10 - 5	20 MAR 2025
ENR 1.10 - 6	20 MAR 2025
ENR 1.11 - 1	AIRAC 31 OCT 2024
ENR 1.11 - 2	AIRAC 31 OCT 2024
ENR 1.11 - 3	28 MAY 2015
ENR 1.11 - 4	28 MAY 2015
ENR 1.12 - 1	28 MAY 2015
ENR 1.12 - 2	28 MAY 2015
ENR 1.12 - 3	28 MAY 2015
ENR 1.12 - 4	28 MAY 2015
ENR 1.13 - 1	28 MAY 2015
ENR 1.13 - 2	28 MAY 2015
ENR 1.14 - 1	10 AUG 2023
ENR 1.14 - 2	10 AUG 2023
ENR 2.1 - 1	AIRAC 19 MAR 2026
ENR 2.1 - 2	AIRAC 19 MAR 2026
ENR 2.1 - 3	AIRAC 19 MAR 2026
ENR 2.1 - 4	AIRAC 19 MAR 2026
ENR 2.1 - 5	AIRAC 19 MAR 2026
ENR 2.1 - 6	AIRAC 19 MAR 2026
ENR 2.1 - 7	AIRAC 19 MAR 2026
ENR 2.1 - 8	AIRAC 19 MAR 2026
ENR 2.1 - 9	AIRAC 19 MAR 2026
ENR 2.1 - 10	AIRAC 19 MAR 2026
ENR 2.1 - 11	AIRAC 19 MAR 2026
ENR 2.1 - 12	AIRAC 19 MAR 2026
ENR 2.1 - 13	AIRAC 19 MAR 2026
ENR 2.1 - 14	AIRAC 19 MAR 2026
ENR 2.1 - 15	AIRAC 19 MAR 2026
ENR 2.1 - 16	AIRAC 19 MAR 2026
ENR 2.1 - 17	AIRAC 19 MAR 2026
ENR 2.1 - 18	AIRAC 19 MAR 2026
ENR 2.1 - 19	AIRAC 19 MAR 2026
ENR 2.1 - 20	AIRAC 19 MAR 2026
ENR 2.1 - 21	AIRAC 19 MAR 2026
ENR 2.1 - 22	AIRAC 19 MAR 2026
ENR 2.1 - 23	AIRAC 19 MAR 2026
ENR 2.1 - 24	AIRAC 19 MAR 2026
ENR 2.1 - 25	AIRAC 19 MAR 2026
ENR 2.1 - 26	AIRAC 19 MAR 2026
ENR 2.1 - 27	AIRAC 19 MAR 2026
ENR 2.1 - 28	AIRAC 19 MAR 2026
ENR 2.2 - 1	AIRAC 20 FEB 2025
ENR 2.2 - 2	AIRAC 20 FEB 2025
ENR 2.2 - 3	20 MAR 2025
ENR 2.2 - 4	20 MAR 2025
ENR 2.2 - 5	20 MAR 2025
ENR 2.2 - 6	20 MAR 2025
ENR 3.1 - 1	13 JUN 2024
ENR 3.1 - 2	13 JUN 2024
ENR 3.2 - 1	AIRAC 27 NOV 2025
ENR 3.2 - 2	AIRAC 27 NOV 2025
ENR 3.2 - 3	AIRAC 19 FEB 2026
ENR 3.2 - 4	AIRAC 19 FEB 2026
ENR 3.2 - 5	AIRAC 30 OCT 2025
ENR 3.2 - 6	AIRAC 30 OCT 2025
ENR 3.2 - 7	AIRAC 30 OCT 2025
ENR 3.2 - 8	AIRAC 30 OCT 2025
ENR 3.2 - 9	AIRAC 30 OCT 2025
ENR 3.2 - 10	AIRAC 30 OCT 2025
ENR 3.2 - 11	AIRAC 19 FEB 2026
ENR 3.2 - 12	AIRAC 19 FEB 2026
ENR 3.2 - 13	AIRAC 19 MAR 2026
ENR 3.2 - 14	AIRAC 19 MAR 2026
ENR 3.2 - 15	AIRAC 19 FEB 2026
ENR 3.2 - 16	AIRAC 19 FEB 2026
ENR 3.2 - 17	AIRAC 19 FEB 2026
ENR 3.2 - 18	AIRAC 19 FEB 2026
ENR 3.2 - 19	AIRAC 19 FEB 2026
ENR 3.2 - 20	AIRAC 19 FEB 2026
ENR 3.2 - 21	AIRAC 19 FEB 2026
ENR 3.2 - 22	AIRAC 19 FEB 2026
ENR 3.2 - 23	AIRAC 30 OCT 2025
ENR 3.2 - 24	AIRAC 30 OCT 2025
ENR 3.2 - 25	AIRAC 19 MAR 2026
ENR 3.2 - 26	AIRAC 19 MAR 2026
ENR 3.2 - 27	AIRAC 19 FEB 2026
ENR 3.2 - 28	AIRAC 19 FEB 2026

Page	Date	Page	Date	Page	Date
ENR 3.2 - 29	AIRAC 19 FEB 2026	ENR 3.3 - 10	AIRAC 19 FEB 2026	ENR 5.2 - 17	AIRAC 21 MAR 2024
ENR 3.2 - 30	AIRAC 19 FEB 2026	ENR 3.3 - 11	AIRAC 19 MAR 2026	ENR 5.2 - 18	AIRAC 21 MAR 2024
ENR 3.2 - 31	AIRAC 19 FEB 2026	ENR 3.3 - 12	AIRAC 19 MAR 2026	ENR 5.2 - 19	AIRAC 21 MAR 2024
ENR 3.2 - 32	AIRAC 19 FEB 2026	ENR 3.3 - 13	AIRAC 19 FEB 2026	ENR 5.2 - 20	AIRAC 21 MAR 2024
ENR 3.2 - 33	AIRAC 30 OCT 2025	ENR 3.3 - 14	AIRAC 19 FEB 2026	ENR 5.2 - 21	AIRAC 21 MAR 2024
ENR 3.2 - 34	AIRAC 30 OCT 2025	ENR 3.3 - 15	AIRAC 19 FEB 2026	ENR 5.2 - 22	AIRAC 21 MAR 2024
ENR 3.2 - 35	AIRAC 30 OCT 2025	ENR 3.3 - 16	AIRAC 19 FEB 2026	ENR 5.2 - 23	AIRAC 21 MAR 2024
ENR 3.2 - 36	AIRAC 30 OCT 2025	ENR 3.3 - 17	AIRAC 19 MAR 2026	ENR 5.2 - 24	AIRAC 21 MAR 2024
ENR 3.2 - 37	AIRAC 19 FEB 2026	ENR 3.3 - 18	AIRAC 19 MAR 2026	ENR 5.2 - 25	AIRAC 21 MAR 2024
ENR 3.2 - 38	AIRAC 19 FEB 2026	ENR 3.4 - 1	AIRAC 19 MAR 2026	ENR 5.2 - 26	AIRAC 21 MAR 2024
ENR 3.2 - 39	AIRAC 19 MAR 2026	ENR 3.4 - 2	AIRAC 19 MAR 2026	ENR 5.2 - 27	AIRAC 21 MAR 2024
ENR 3.2 - 40	AIRAC 19 MAR 2026	ENR 4.1 - 1	AIRAC 19 MAR 2026	ENR 5.2 - 28	AIRAC 21 MAR 2024
ENR 3.2 - 41	AIRAC 19 FEB 2026	ENR 4.1 - 2	AIRAC 19 MAR 2026	ENR 5.2 - 29	AIRAC 21 MAR 2024
ENR 3.2 - 42	AIRAC 19 FEB 2026	ENR 4.2 - 1	26 JAN 2023	ENR 5.2 - 30	AIRAC 21 MAR 2024
ENR 3.2 - 43	AIRAC 19 FEB 2026	ENR 4.2 - 2	26 JAN 2023	ENR 5.2 - 31	AIRAC 10 JUL 2025
ENR 3.2 - 44	AIRAC 19 FEB 2026	ENR 4.3 - 1	15 JUL 2021	ENR 5.2 - 32	AIRAC 10 JUL 2025
ENR 3.2 - 45	AIRAC 19 FEB 2026	ENR 4.3 - 2	15 JUL 2021	ENR 5.2 - 33	AIRAC 23 MAR 2023
ENR 3.2 - 46	AIRAC 19 FEB 2026	ENR 4.4 - 1	AIRAC 19 MAR 2026	ENR 5.2 - 34	AIRAC 23 MAR 2023
ENR 3.2 - 47	AIRAC 19 FEB 2026	ENR 4.4 - 2	AIRAC 19 MAR 2026	ENR 5.2 - 35	AIRAC 23 MAR 2023
ENR 3.2 - 48	AIRAC 19 FEB 2026	ENR 4.4 - 3	AIRAC 27 NOV 2025	ENR 5.2 - 36	AIRAC 23 MAR 2023
ENR 3.2 - 49	AIRAC 27 NOV 2025	ENR 4.4 - 4	AIRAC 27 NOV 2025	ENR 5.2 - 37	AIRAC 21 MAR 2024
ENR 3.2 - 50	AIRAC 27 NOV 2025	ENR 4.4 - 5	AIRAC 19 MAR 2026	ENR 5.2 - 38	AIRAC 21 MAR 2024
ENR 3.2 - 51	AIRAC 30 OCT 2025	ENR 4.4 - 6	AIRAC 19 MAR 2026	ENR 5.2 - 39	20 MAR 2025
ENR 3.2 - 52	AIRAC 30 OCT 2025	ENR 4.4 - 7	AIRAC 19 MAR 2026	ENR 5.2 - 40	20 MAR 2025
ENR 3.2 - 53	AIRAC 30 OCT 2025	ENR 4.4 - 8	AIRAC 19 MAR 2026	ENR 5.2 - 41	20 MAR 2025
ENR 3.2 - 54	AIRAC 30 OCT 2025	ENR 4.4 - 9	AIRAC 19 MAR 2026	ENR 5.2 - 42	20 MAR 2025
ENR 3.2 - 55	AIRAC 19 FEB 2026	ENR 4.4 - 10	AIRAC 19 MAR 2026	ENR 5.3 - 1	AIRAC 19 MAR 2026
ENR 3.2 - 56	AIRAC 19 FEB 2026	ENR 4.4 - 11	AIRAC 27 NOV 2025	ENR 5.3 - 2	AIRAC 19 MAR 2026
ENR 3.2 - 57	AIRAC 19 FEB 2026	ENR 4.4 - 12	AIRAC 27 NOV 2025	ENR 5.4 - 1	18 APR 2024
ENR 3.2 - 58	AIRAC 19 FEB 2026	ENR 4.4 - 13	AIRAC 27 NOV 2025	ENR 5.4 - 2	18 APR 2024
ENR 3.2 - 59	AIRAC 30 OCT 2025	ENR 4.4 - 14	AIRAC 27 NOV 2025	ENR 5.5 - 1	AIRAC 21 MAR 2024
ENR 3.2 - 60	AIRAC 30 OCT 2025	ENR 4.4 - 15	AIRAC 27 NOV 2025	ENR 5.5 - 2	AIRAC 21 MAR 2024
ENR 3.2 - 61	AIRAC 30 OCT 2025	ENR 4.4 - 16	AIRAC 27 NOV 2025	ENR 5.5 - 3	AIRAC 21 MAR 2024
ENR 3.2 - 62	AIRAC 30 OCT 2025	ENR 4.5 - 1	26 JAN 2023	ENR 5.5 - 4	AIRAC 21 MAR 2024
ENR 3.2 - 63	AIRAC 19 FEB 2026	ENR 4.5 - 2	26 JAN 2023	ENR 5.5 - 5	AIRAC 24 MAR 2022
ENR 3.2 - 64	AIRAC 19 FEB 2026	ENR 5.1 - 1	AIRAC 21 MAR 2024	ENR 5.5 - 6	AIRAC 24 MAR 2022
ENR 3.2 - 65	AIRAC 30 OCT 2025	ENR 5.1 - 2	AIRAC 21 MAR 2024	ENR 5.5 - 7	AIRAC 19 MAR 2026
ENR 3.2 - 66	AIRAC 30 OCT 2025	ENR 5.1 - 3	AIRAC 19 MAR 2026	ENR 5.5 - 8	AIRAC 19 MAR 2026
ENR 3.2 - 67	AIRAC 19 FEB 2026	ENR 5.1 - 4	AIRAC 19 MAR 2026	ENR 5.5 - 9	AIRAC 21 MAR 2024
ENR 3.2 - 68	AIRAC 19 FEB 2026	ENR 5.1 - 5	AIRAC 19 MAR 2026	ENR 5.5 - 10	AIRAC 21 MAR 2024
ENR 3.2 - 69	AIRAC 30 OCT 2025	ENR 5.1 - 6	AIRAC 19 MAR 2026	ENR 5.5 - 11	AIRAC 19 MAR 2026
ENR 3.2 - 70	AIRAC 30 OCT 2025	ENR 5.1 - 7	AIRAC 19 MAR 2026	ENR 5.5 - 12	AIRAC 19 MAR 2026
ENR 3.2 - 71	AIRAC 30 OCT 2025	ENR 5.1 - 8	AIRAC 19 MAR 2026	ENR 5.5 - 13	AIRAC 19 MAR 2026
ENR 3.2 - 72	AIRAC 30 OCT 2025	ENR 5.1 - 9	AIRAC 19 MAR 2026	ENR 5.5 - 14	AIRAC 19 MAR 2026
ENR 3.2 - 73	AIRAC 30 OCT 2025	ENR 5.1 - 10	AIRAC 19 MAR 2026	ENR 5.5 - 15	AIRAC 19 MAR 2026
ENR 3.2 - 74	AIRAC 30 OCT 2025	ENR 5.1 - 11	AIRAC 19 MAR 2026	ENR 5.5 - 16	AIRAC 19 MAR 2026
ENR 3.2 - 75	AIRAC 30 OCT 2025	ENR 5.1 - 12	AIRAC 19 MAR 2026	ENR 5.5 - 17	17 APR 2025
ENR 3.2 - 76	AIRAC 30 OCT 2025	ENR 5.1 - 13	AIRAC 21 MAR 2024	ENR 5.5 - 18	17 APR 2025
ENR 3.2 - 77	AIRAC 30 OCT 2025	ENR 5.1 - 14	AIRAC 21 MAR 2024	ENR 5.5 - 19	AIRAC 19 MAR 2026
ENR 3.2 - 78	AIRAC 30 OCT 2025	ENR 5.1 - 15	AIRAC 19 MAR 2026	ENR 5.5 - 20	AIRAC 19 MAR 2026
ENR 3.2 - 79	AIRAC 30 OCT 2025	ENR 5.1 - 16	AIRAC 19 MAR 2026	ENR 5.6 - 1	15 OCT 2015
ENR 3.2 - 80	AIRAC 30 OCT 2025	ENR 5.1 - 17	AIRAC 19 MAR 2026	ENR 5.6 - 2	15 OCT 2015
ENR 3.2 - 81	AIRAC 30 OCT 2025	ENR 5.1 - 18	AIRAC 19 MAR 2026	ENR 5.6 - 3	15 MAY 2025
ENR 3.2 - 82	AIRAC 30 OCT 2025	ENR 5.1 - 19	AIRAC 19 MAR 2026	ENR 5.6 - 4	15 MAY 2025
ENR 3.2 - 83	AIRAC 19 FEB 2026	ENR 5.1 - 20	AIRAC 19 MAR 2026	ENR 5.6 - 5	15 MAY 2025
ENR 3.2 - 84	AIRAC 19 FEB 2026	ENR 5.2 - 1	AIRAC 21 MAR 2024	ENR 5.6 - 6	15 MAY 2025
ENR 3.2 - 85	AIRAC 30 OCT 2025	ENR 5.2 - 2	AIRAC 21 MAR 2024	ENR 5.6 - 7	15 MAY 2025
ENR 3.2 - 86	AIRAC 30 OCT 2025	ENR 5.2 - 3	AIRAC 21 MAR 2024	ENR 5.6 - 8	15 MAY 2025
ENR 3.2 - 87	AIRAC 19 FEB 2026	ENR 5.2 - 4	AIRAC 21 MAR 2024	ENR 6 - 1	18 MAY 2023
ENR 3.2 - 88	AIRAC 19 FEB 2026	ENR 5.2 - 5	AIRAC 21 MAR 2024	ENR 6 - 2	18 MAY 2023
ENR 3.2 - 89	AIRAC 30 OCT 2025	ENR 5.2 - 6	AIRAC 21 MAR 2024	ENR 6.1 - 1	AIRAC 19 MAR 2026
ENR 3.2 - 90	AIRAC 30 OCT 2025	ENR 5.2 - 7	AIRAC 21 MAR 2024	ENR 6.1 - 2	AIRAC 19 MAR 2026
ENR 3.3 - 1	AIRAC 19 FEB 2026	ENR 5.2 - 8	AIRAC 21 MAR 2024	ENR 6.3 - 1	AIRAC 19 MAR 2026
ENR 3.3 - 2	AIRAC 19 FEB 2026	ENR 5.2 - 9	AIRAC 21 MAR 2024	ENR 6.3 - 2	AIRAC 19 MAR 2026
ENR 3.3 - 3	AIRAC 19 FEB 2026	ENR 5.2 - 10	AIRAC 21 MAR 2024	ENR 6.4 - 1	AIRAC 19 MAR 2026
ENR 3.3 - 4	AIRAC 19 FEB 2026	ENR 5.2 - 11	AIRAC 21 MAR 2024	ENR 6.4 - 2	AIRAC 19 MAR 2026
ENR 3.3 - 5	AIRAC 19 FEB 2026	ENR 5.2 - 12	AIRAC 21 MAR 2024	ENR 6.5 - 1	20 MAR 2025
ENR 3.3 - 6	AIRAC 19 FEB 2026	ENR 5.2 - 13	AIRAC 21 MAR 2024	ENR 6.5 - 2	20 MAR 2025
ENR 3.3 - 7	AIRAC 19 FEB 2026	ENR 5.2 - 14	AIRAC 21 MAR 2024	ENR 6.7 - 1	20 MAR 2025
ENR 3.3 - 8	AIRAC 19 FEB 2026	ENR 5.2 - 15	AIRAC 21 MAR 2024	ENR 6.7 - 2	20 MAR 2025
ENR 3.3 - 9	AIRAC 19 FEB 2026	ENR 5.2 - 16	AIRAC 21 MAR 2024		

PART 3 - AERODROMES (AD)

Page	Date
LSGG AD 2.24.3 - 3	AIRAC 19 MAR 2026
LSGG AD 2.24.3 - 4	AIRAC 19 MAR 2026
LSGG AD 2.24.4 - 1	20 FEB 2025
LSGG AD 2.24.4 - 2	20 FEB 2025
LSGG AD 2.24.4 - 3	20 FEB 2025
LSGG AD 2.24.4 - 4	20 FEB 2025
LSGG AD 2.24.5 - 1	20 FEB 2025
LSGG AD 2.24.5 - 2	20 FEB 2025
LSGG AD 2.24.6 - 1	20 FEB 2025
LSGG AD 2.24.6 - 2	20 FEB 2025
LSGG AD 2.24.6 - 3	20 FEB 2025
LSGG AD 2.24.6 - 4	20 FEB 2025
LSGG AD 2.24.7 - 1	20 FEB 2025
LSGG AD 2.24.7 - 2	20 FEB 2025
LSGG AD 2.24.7 - 3	20 FEB 2025
LSGG AD 2.24.7 - 4	20 FEB 2025
LSGG AD 2.24.7 - 5	20 FEB 2025
LSGG AD 2.24.7 - 6	20 FEB 2025
LSGG AD 2.24.7 - 7	20 FEB 2025
LSGG AD 2.24.7 - 8	20 FEB 2025
LSGG AD 2.24.9 - 1	20 FEB 2025
LSGG AD 2.24.9 - 2	20 FEB 2025
LSGG AD 2.24.9 - 3	20 FEB 2025
LSGG AD 2.24.9 - 4	20 FEB 2025
LSGG AD 2.24.9 - 5	20 FEB 2025
LSGG AD 2.24.9 - 6	20 FEB 2025
LSGG AD 2.24.9 - 7	20 FEB 2025
LSGG AD 2.24.9 - 8	20 FEB 2025
LSGG AD 2.24.9 - 9	20 FEB 2025
LSGG AD 2.24.9 - 10	20 FEB 2025
LSGG AD 2.24.9 - 11	20 FEB 2025
LSGG AD 2.24.9 - 12	20 FEB 2025
LSGG AD 2.24.10 - 1	AIRAC 19 MAR 2026
LSGG AD 2.24.10 - 2	AIRAC 19 MAR 2026
LSGG AD 2.24.10 - 3	AIRAC 19 MAR 2026
LSGG AD 2.24.10 - 4	AIRAC 19 MAR 2026
LSGG AD 2.24.10 - 5	AIRAC 19 MAR 2026
LSGG AD 2.24.10 - 6	AIRAC 19 MAR 2026
LSGG AD 2.24.10 - 7	AIRAC 19 MAR 2026
LSGG AD 2.24.10 - 8	AIRAC 19 MAR 2026
LSGG AD 2.24.13 - 1	20 FEB 2025
LSGG AD 2.24.13 - 2	20 FEB 2025
LSGG AD 2.24.13 - 3	20 FEB 2025
LSGG AD 2.24.13 - 4	20 FEB 2025
LSZG AD 2 - 1	AIRAC 12 JUN 2025
LSZG AD 2 - 2	AIRAC 12 JUN 2025
LSZG AD 2 - 3	AIRAC 12 JUN 2025
LSZG AD 2 - 4	AIRAC 12 JUN 2025
LSZG AD 2 - 5	AIRAC 27 NOV 2025
LSZG AD 2 - 6	AIRAC 27 NOV 2025
LSZG AD 2 - 7	AIRAC 19 FEB 2026
LSZG AD 2 - 8	AIRAC 19 FEB 2026
LSZG AD 2 - 9	AIRAC 19 MAR 2026
LSZG AD 2 - 10	AIRAC 19 MAR 2026
LSZG AD 2 - 11	AIRAC 12 JUN 2025
LSZG AD 2 - 12	AIRAC 12 JUN 2025
LSZG AD 2 - 13	AIRAC 19 MAR 2026
LSZG AD 2 - 14	AIRAC 19 MAR 2026
LSZG AD 2 - 15	AIRAC 19 MAR 2026
LSZG AD 2 - 16	AIRAC 19 MAR 2026
LSZG AD 2.24.1 - 1	19 FEB 2026
LSZG AD 2.24.1 - 2	19 FEB 2026
LSZG AD 2.24.1 - 3	19 FEB 2026
LSZG AD 2.24.1 - 4	19 FEB 2026
LSZG AD 2.24.2 - 1	17 APR 2025
LSZG AD 2.24.2 - 2	17 APR 2025
LSZG AD 2.24.2 - 3	17 APR 2025
LSZG AD 2.24.2 - 4	17 APR 2025
LSZG AD 2.24.4 - 1	AIRAC 12 JUN 2025
LSZG AD 2.24.4 - 2	AIRAC 12 JUN 2025
LSZG AD 2.24.7 - 1	AIRAC 19 MAR 2026
LSZG AD 2.24.7 - 2	AIRAC 19 MAR 2026
LSZG AD 2.24.7 - 3	AIRAC 19 MAR 2026
LSZG AD 2.24.7 - 4	AIRAC 19 MAR 2026
LSZG AD 2.24.7 - 5	AIRAC 19 MAR 2026
LSZG AD 2.24.7 - 6	AIRAC 19 MAR 2026
LSZG AD 2.24.7 - 7	AIRAC 19 MAR 2026
LSZG AD 2.24.7 - 8	AIRAC 19 MAR 2026
LSZG AD 2.24.10 - 1	AIRAC 19 MAR 2026
LSZG AD 2.24.10 - 2	AIRAC 19 MAR 2026
LSZA AD 2 - 1	12 JUN 2025
LSZA AD 2 - 2	12 JUN 2025
LSZA AD 2 - 3	28 NOV 2024
LSZA AD 2 - 4	28 NOV 2024
LSZA AD 2 - 5	20 MAR 2025
LSZA AD 2 - 6	20 MAR 2025
LSZA AD 2 - 7	20 MAR 2025
LSZA AD 2 - 8	20 MAR 2025
LSZA AD 2 - 9	AIRAC 19 MAR 2026
LSZA AD 2 - 10	AIRAC 19 MAR 2026
LSZA AD 2 - 11	15 MAY 2025
LSZA AD 2 - 12	15 MAY 2025
LSZA AD 2 - 13	AIRAC 08 AUG 2024
LSZA AD 2 - 14	AIRAC 08 AUG 2024
LSZA AD 2 - 15	12 JUN 2025
LSZA AD 2 - 16	12 JUN 2025
LSZA AD 2 - 17	12 JUN 2025
LSZA AD 2 - 18	12 JUN 2025
LSZA AD 2 - 19	12 JUN 2025
LSZA AD 2 - 20	12 JUN 2025
LSZA AD 2 - 21	17 APR 2025
LSZA AD 2 - 22	17 APR 2025
LSZA AD 2.24.1 - 1	23 JAN 2025
LSZA AD 2.24.1 - 2	23 JAN 2025
LSZA AD 2.24.2 - 1	07 AUG 2025
LSZA AD 2.24.2 - 2	07 AUG 2025
LSZA AD 2.24.4 - 1	23 JAN 2025
LSZA AD 2.24.4 - 2	23 JAN 2025
LSZA AD 2.24.4 - 3	23 JAN 2025
LSZA AD 2.24.4 - 4	23 JAN 2025
LSZA AD 2.24.7 - 1	23 JAN 2025
LSZA AD 2.24.7 - 2	23 JAN 2025
LSZA AD 2.24.7 - 3	23 JAN 2025
LSZA AD 2.24.7 - 4	23 JAN 2025
LSZA AD 2.24.7 - 5	23 JAN 2025
LSZA AD 2.24.7 - 6	23 JAN 2025
LSZA AD 2.24.9 - 1	23 JAN 2025
LSZA AD 2.24.9 - 2	23 JAN 2025
LSZA AD 2.24.10 - 1	23 JAN 2025
LSZA AD 2.24.10 - 2	23 JAN 2025
LSZA AD 2.24.10 - 3	23 JAN 2025
LSZA AD 2.24.10 - 4	23 JAN 2025
LSZA AD 2.24.10 - 5	22 JAN 2026
LSZA AD 2.24.10 - 6	22 JAN 2026
LSZA AD 2.24.10 - 7	22 JAN 2026
LSZA AD 2.24.10 - 8	22 JAN 2026
LSMP AD 2 - 1	26 DEC 2024
LSMP AD 2 - 2	26 DEC 2024
LSMP AD 2 - 3	02 OCT 2025
LSMP AD 2 - 4	02 OCT 2025
LSMP AD 2 - 5	14 JUL 2022
LSMP AD 2 - 6	14 JUL 2022
LSMP AD 2 - 7	02 OCT 2025
LSMP AD 2 - 8	02 OCT 2025
LSMP AD 2 - 9	AIRAC 19 MAR 2026
LSMP AD 2 - 10	AIRAC 19 MAR 2026
LSMP AD 2 - 11	AIRAC 31 OCT 2024
LSMP AD 2 - 12	AIRAC 31 OCT 2024
LSMP AD 2 - 13	AIRAC 31 OCT 2024
LSMP AD 2 - 14	AIRAC 31 OCT 2024
LSMP AD 2 - 15	02 OCT 2025
LSMP AD 2 - 16	02 OCT 2025
LSMP AD 2.24.1 - 1	02 OCT 2025
LSMP AD 2.24.1 - 2	02 OCT 2025
LSMP AD 2.24.4 - 1	23 JAN 2025
LSMP AD 2.24.4 - 2	23 JAN 2025
LSMP AD 2.24.4 - 3	23 JAN 2025
LSMP AD 2.24.4 - 4	23 JAN 2025
LSMP AD 2.24.7 - 1	23 JAN 2025
LSMP AD 2.24.7 - 2	23 JAN 2025
LSMP AD 2.24.9 - 1	23 JAN 2025
LSMP AD 2.24.9 - 2	23 JAN 2025
LSMP AD 2.24.10 - 1	AIRAC 19 MAR 2026
LSMP AD 2.24.10 - 2	AIRAC 19 MAR 2026
LSMP AD 2.24.10 - 3	AIRAC 19 MAR 2026
LSMP AD 2.24.10 - 4	AIRAC 19 MAR 2026
LSMP AD 2.24.10 - 5	AIRAC 19 MAR 2026
LSMP AD 2.24.10 - 6	AIRAC 19 MAR 2026
LSZR AD 2 - 1	07 AUG 2025
LSZR AD 2 - 2	07 AUG 2025
LSZR AD 2 - 3	07 AUG 2025
LSZR AD 2 - 4	07 AUG 2025
LSZR AD 2 - 5	28 NOV 2024
LSZR AD 2 - 6	28 NOV 2024
LSZR AD 2 - 7	19 FEB 2026
LSZR AD 2 - 8	19 FEB 2026
LSZR AD 2 - 9	AIRAC 19 FEB 2026
LSZR AD 2 - 10	AIRAC 19 FEB 2026
LSZR AD 2 - 11	20 MAY 2021
LSZR AD 2 - 12	20 MAY 2021
LSZR AD 2 - 13	20 MAY 2021
LSZR AD 2 - 14	20 MAY 2021
LSZR AD 2 - 15	20 MAY 2021
LSZR AD 2 - 16	20 MAY 2021
LSZR AD 2 - 17	AIRAC 05 OCT 2023
LSZR AD 2 - 18	AIRAC 05 OCT 2023
LSZR AD 2 - 19	17 APR 2025
LSZR AD 2 - 20	17 APR 2025
LSZR AD 2.24.1 - 1	07 AUG 2025
LSZR AD 2.24.1 - 2	07 AUG 2025
LSZR AD 2.24.4 - 1	26 DEC 2024
LSZR AD 2.24.4 - 2	26 DEC 2024
LSZR AD 2.24.7 - 1	26 DEC 2024
LSZR AD 2.24.7 - 2	26 DEC 2024
LSZR AD 2.24.7 - 3	26 DEC 2024
LSZR AD 2.24.7 - 4	26 DEC 2024
LSZR AD 2.24.7 - 5	23 JAN 2025
LSZR AD 2.24.7 - 6	23 JAN 2025
LSZR AD 2.24.7 - 7	26 DEC 2024
LSZR AD 2.24.7 - 8	26 DEC 2024
LSZR AD 2.24.7 - 9	26 DEC 2024
LSZR AD 2.24.7 - 10	26 DEC 2024
LSZR AD 2.24.7 - 11	26 DEC 2024
LSZR AD 2.24.7 - 12	26 DEC 2024
LSZR AD 2.24.9 - 1	26 DEC 2024
LSZR AD 2.24.9 - 2	26 DEC 2024
LSZR AD 2.24.9 - 3	26 DEC 2024
LSZR AD 2.24.9 - 4	26 DEC 2024
LSZR AD 2.24.9 - 5	26 DEC 2024
LSZR AD 2.24.9 - 6	26 DEC 2024
LSZR AD 2.24.10 - 1	23 JAN 2025
LSZR AD 2.24.10 - 2	23 JAN 2025
LSZR AD 2.24.10 - 3	23 JAN 2025
LSZR AD 2.24.10 - 4	23 JAN 2025
LSZR AD 2.24.10 - 5	23 JAN 2025
LSZR AD 2.24.10 - 6	23 JAN 2025
LSZR AD 2.24.13 - 1	AIRAC 20 MAR 2025
LSZR AD 2.24.13 - 2	AIRAC 20 MAR 2025
LSZS AD 2 - 1	05 SEP 2024
LSZS AD 2 - 2	05 SEP 2024
LSZS AD 2 - 3	28 NOV 2024
LSZS AD 2 - 4	28 NOV 2024
LSZS AD 2 - 5	20 MAR 2025

Page	Date
LSZS AD 2 - 6	20 MAR 2025
LSZS AD 2 - 7	05 SEP 2024
LSZS AD 2 - 8	05 SEP 2024
LSZS AD 2 - 9	AIRAC 23 JAN 2025
LSZS AD 2 - 10	AIRAC 23 JAN 2025
LSZS AD 2 - 11	28 DEC 2023
LSZS AD 2 - 12	28 DEC 2023
LSZS AD 2 - 13	17 APR 2025
LSZS AD 2 - 14	17 APR 2025
LSZS AD 2.24.1 - 1	19 FEB 2026
LSZS AD 2.24.1 - 2	19 FEB 2026
LSZS AD 2.24.4 - 1	20 FEB 2025
LSZS AD 2.24.4 - 2	20 FEB 2025
LSZS AD 2.24.4 - 3	20 FEB 2025
LSZS AD 2.24.4 - 4	20 FEB 2025
LSZS AD 2.24.7 - 1	20 FEB 2025
LSZS AD 2.24.7 - 2	20 FEB 2025
LSZS AD 2.24.7 - 3	20 FEB 2025
LSZS AD 2.24.7 - 4	20 FEB 2025
LSZS AD 2.24.7 - 5	20 FEB 2025
LSZS AD 2.24.7 - 6	20 FEB 2025
LSZS AD 2.24.7 - 7	20 FEB 2025
LSZS AD 2.24.7 - 8	20 FEB 2025
LSZS AD 2.24.10 - 1	20 FEB 2025
LSZS AD 2.24.10 - 2	20 FEB 2025
LSZS AD 2.24.10 - 3	20 FEB 2025
LSZS AD 2.24.10 - 4	20 FEB 2025
LSZS AD 2.24.11 - 1	AIRAC 19 MAR 2026
LSZS AD 2.24.11 - 2	AIRAC 19 MAR 2026
LSZS AD 2.24.12 - 1	AIRAC 19 MAR 2026
LSZS AD 2.24.12 - 2	AIRAC 19 MAR 2026
LSGS AD 2 - 1	17 APR 2025
LSGS AD 2 - 2	17 APR 2025
LSGS AD 2 - 3	19 FEB 2026
LSGS AD 2 - 4	19 FEB 2026
LSGS AD 2 - 5	28 NOV 2024
LSGS AD 2 - 6	28 NOV 2024
LSGS AD 2 - 7	13 JUN 2024
LSGS AD 2 - 8	13 JUN 2024
LSGS AD 2 - 9	AIRAC 19 MAR 2026
LSGS AD 2 - 10	AIRAC 19 MAR 2026
LSGS AD 2 - 11	AIRAC 13 JUN 2024
LSGS AD 2 - 12	AIRAC 13 JUN 2024
LSGS AD 2 - 13	AIRAC 31 OCT 2024
LSGS AD 2 - 14	AIRAC 31 OCT 2024
LSGS AD 2 - 15	AIRAC 31 OCT 2024
LSGS AD 2 - 16	AIRAC 31 OCT 2024
LSGS AD 2 - 17	AIRAC 13 JUN 2024
LSGS AD 2 - 18	AIRAC 13 JUN 2024
LSGS AD 2 - 19	AIRAC 13 JUN 2024
LSGS AD 2 - 20	AIRAC 13 JUN 2024
LSGS AD 2 - 21	17 APR 2025
LSGS AD 2 - 22	17 APR 2025
LSGS AD 2.24.1 - 1	19 FEB 2026
LSGS AD 2.24.1 - 2	19 FEB 2026
LSGS AD 2.24.2 - 1	19 FEB 2026
LSGS AD 2.24.2 - 2	19 FEB 2026
LSGS AD 2.24.4 - 1	23 JAN 2025
LSGS AD 2.24.4 - 2	23 JAN 2025
LSGS AD 2.24.7 - 1	AIRAC 19 MAR 2026
LSGS AD 2.24.7 - 2	AIRAC 19 MAR 2026
LSGS AD 2.24.7 - 3	AIRAC 19 MAR 2026
LSGS AD 2.24.7 - 4	AIRAC 19 MAR 2026
LSGS AD 2.24.9 - 1	AIRAC 19 MAR 2026
LSGS AD 2.24.9 - 2	AIRAC 19 MAR 2026
LSGS AD 2.24.10 - 1	AIRAC 19 MAR 2026
LSGS AD 2.24.10 - 2	AIRAC 19 MAR 2026
LSGS AD 2.24.10 - 3	AIRAC 19 MAR 2026
LSGS AD 2.24.10 - 4	AIRAC 19 MAR 2026
LSGS AD 2.24.10 - 5	AIRAC 19 MAR 2026
LSGS AD 2.24.10 - 6	AIRAC 19 MAR 2026
LSGS AD 2.24.13 - 1	AIRAC 19 MAR 2026
LSGS AD 2.24.13 - 2	AIRAC 19 MAR 2026
LSGS AD 2.24.13 - 3	AIRAC 19 MAR 2026
LSGS AD 2.24.13 - 4	AIRAC 19 MAR 2026
LSZH AD 2 - 1	AIRAC 08 AUG 2024
LSZH AD 2 - 2	AIRAC 08 AUG 2024
LSZH AD 2 - 3	22 JAN 2026
LSZH AD 2 - 4	22 JAN 2026
LSZH AD 2 - 5	22 JAN 2026
LSZH AD 2 - 6	22 JAN 2026
LSZH AD 2 - 7	07 AUG 2025
LSZH AD 2 - 8	07 AUG 2025
LSZH AD 2 - 9	07 AUG 2025
LSZH AD 2 - 10	07 AUG 2025
LSZH AD 2 - 11	07 AUG 2025
LSZH AD 2 - 12	07 AUG 2025
LSZH AD 2 - 13	07 AUG 2025
LSZH AD 2 - 14	07 AUG 2025
LSZH AD 2 - 15	07 AUG 2025
LSZH AD 2 - 16	07 AUG 2025
LSZH AD 2 - 17	AIRAC 19 MAR 2026
LSZH AD 2 - 18	AIRAC 19 MAR 2026
LSZH AD 2 - 19	AIRAC 19 FEB 2026
LSZH AD 2 - 20	AIRAC 19 FEB 2026
LSZH AD 2 - 21	07 AUG 2025
LSZH AD 2 - 22	07 AUG 2025
LSZH AD 2 - 23	07 AUG 2025
LSZH AD 2 - 24	07 AUG 2025
LSZH AD 2 - 25	07 AUG 2025
LSZH AD 2 - 26	07 AUG 2025
LSZH AD 2 - 27	07 AUG 2025
LSZH AD 2 - 28	07 AUG 2025
LSZH AD 2 - 29	07 AUG 2025
LSZH AD 2 - 30	07 AUG 2025
LSZH AD 2 - 31	07 AUG 2025
LSZH AD 2 - 32	07 AUG 2025
LSZH AD 2 - 33	04 SEP 2025
LSZH AD 2 - 34	04 SEP 2025
LSZH AD 2 - 35	07 AUG 2025
LSZH AD 2 - 36	07 AUG 2025
LSZH AD 2 - 37	07 AUG 2025
LSZH AD 2 - 38	07 AUG 2025
LSZH AD 2 - 39	07 AUG 2025
LSZH AD 2 - 40	07 AUG 2025
LSZH AD 2 - 41	27 NOV 2025
LSZH AD 2 - 42	27 NOV 2025
LSZH AD 2 - 43	AIRAC 22 JAN 2026
LSZH AD 2 - 44	AIRAC 22 JAN 2026
LSZH AD 2 - 45	AIRAC 22 JAN 2026
LSZH AD 2 - 46	AIRAC 22 JAN 2026
LSZH AD 2 - 47	07 AUG 2025
LSZH AD 2 - 48	07 AUG 2025
LSZH AD 2 - 49	07 AUG 2025
LSZH AD 2 - 50	07 AUG 2025
LSZH AD 2 - 51	07 AUG 2025
LSZH AD 2 - 52	07 AUG 2025
LSZH AD 2 - 53	07 AUG 2025
LSZH AD 2 - 54	07 AUG 2025
LSZH AD 2 - 55	07 AUG 2025
LSZH AD 2 - 56	07 AUG 2025
LSZH AD 2 - 57	07 AUG 2025
LSZH AD 2 - 58	07 AUG 2025
LSZH AD 2 - 59	AIRAC 19 FEB 2026
LSZH AD 2 - 60	AIRAC 19 FEB 2026
LSZH AD 2 - 61	AIRAC 19 FEB 2026
LSZH AD 2 - 62	AIRAC 19 FEB 2026
LSZH AD 2 - 63	AIRAC 19 FEB 2026
LSZH AD 2 - 64	AIRAC 19 FEB 2026
LSZH AD 2 - 65	AIRAC 19 FEB 2026
LSZH AD 2 - 66	AIRAC 19 FEB 2026
LSZH AD 2 - 67	AIRAC 19 FEB 2026
LSZH AD 2 - 68	AIRAC 19 FEB 2026
LSZH AD 2 - 69	AIRAC 19 FEB 2026
LSZH AD 2 - 70	AIRAC 19 FEB 2026
LSZH AD 2 - 71	AIRAC 19 FEB 2026
LSZH AD 2 - 72	AIRAC 19 FEB 2026
LSZH AD 2 - 73	AIRAC 19 FEB 2026
LSZH AD 2 - 74	AIRAC 19 FEB 2026
LSZH AD 2 - 75	AIRAC 19 FEB 2026
LSZH AD 2 - 76	AIRAC 19 FEB 2026
LSZH AD 2.24.1 - 1	22 JAN 2026
LSZH AD 2.24.1 - 2	22 JAN 2026
LSZH AD 2.24.3 - 1	22 JAN 2026
LSZH AD 2.24.3 - 2	22 JAN 2026
LSZH AD 2.24.3 - 3	22 JAN 2026
LSZH AD 2.24.3 - 4	22 JAN 2026
LSZH AD 2.24.3 - 5	22 JAN 2026
LSZH AD 2.24.3 - 6	22 JAN 2026
LSZH AD 2.24.4 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 5	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 6	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 7	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 8	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 9	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 10	AIRAC 20 MAR 2025
LSZH AD 2.24.4 - 11	15 MAY 2025
LSZH AD 2.24.4 - 12	15 MAY 2025
LSZH AD 2.24.5 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.5 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.5 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.5 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.6 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.6 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.6 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.6 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 5	AIRAC 20 MAR 2025
LSZH AD 2.24.7.1 - 6	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 3	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 4	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 5	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 6	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 7	AIRAC 20 MAR 2025
LSZH AD 2.24.7.2 - 8	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 1	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 2	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 3	AIRAC 22 JAN 2026
LSZH AD 2.24.7.3 - 4	AIRAC 22 JAN 2026
LSZH AD 2.24.7.3 - 5	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 6	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 7	AIRAC 22 JAN 2026
LSZH AD 2.24.7.3 - 8	AIRAC 22 JAN 2026
LSZH AD 2.24.7.3 - 9	AIRAC 20 MAR 2025
LSZH AD 2.24.7.3 - 10	AIRAC 20 MAR 2025
LSZH AD 2.24.7.4 - 1	AIRAC 12 JUN 2025
LSZH AD 2.24.7.4 - 2	AIRAC 12 JUN 2025
LSZH AD 2.24.7.4 - 3	27 NOV 2025
LSZH AD 2.24.7.4 - 4	27 NOV 2025
LSZH AD 2.24.7.4 - 5	AIRAC 12 JUN 2025
LSZH AD 2.24.7.4 - 6	AIRAC 12 JUN 2025
LSZH AD 2.24.7.4 - 7	AIRAC 12 JUN 2025
LSZH AD 2.24.7.4 - 8	AIRAC 12 JUN 2025
LSZH AD 2.24.7.5 - 1	AIRAC 12 JUN 2025
LSZH AD 2.24.7.5 - 2	AIRAC 12 JUN 2025

Page	Date	Page	Date	Page	Date
LSZH AD 2.24.7.5 - 3	AIRAC 12 JUN 2025				
LSZH AD 2.24.7.5 - 4	AIRAC 12 JUN 2025				
LSZH AD 2.24.7.5 - 5	27 NOV 2025				
LSZH AD 2.24.7.5 - 6	27 NOV 2025				
LSZH AD 2.24.7.5 - 7	AIRAC 12 JUN 2025				
LSZH AD 2.24.7.5 - 8	AIRAC 12 JUN 2025				
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				
LSZH AD 2.24.10.2 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.2 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 2	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 3	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 4	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 5	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 6	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 7	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.3 - 8	AIRAC 20 MAR 2025				
LSZH AD 2.24.10.4 - 1	AIRAC 19 FEB 2026				
LSZH AD 2.24.10.4 - 2	AIRAC 19 FEB 2026				
LSZH AD 2.24.10.4 - 3	AIRAC 19 FEB 2026				
LSZH AD 2.24.10.4 - 4	AIRAC 19 FEB 2026				
LSZH AD 2.24.10.4 - 5	AIRAC 19 FEB 2026				
LSZH AD 2.24.10.4 - 6	AIRAC 19 FEB 2026				
LSZH AD 2.24.13 - 1	AIRAC 20 MAR 2025				
LSZH AD 2.24.13 - 2	AIRAC 20 MAR 2025				

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 2.3 CHART SYMBOLS

2.3.1 Aerodromes


Airport *


Airfield (private) *


Military Aerodrome *

*) *with alignment of the longest paved surface Runway*


Civil and Military Airport, joint *

Runway Pattern of Airport, with Name and Designator


Heliport

2.3.2 Radio Navigation Aids

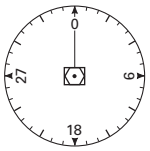

Basic Radio Facility (e.g., VDF, LOC, GP)


Non-directional Radio Beacon (NDB)

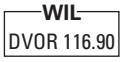

Distance Measuring Equipment (DME)


VHF Omnidirectional Radio Range (VOR)


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



VOR/DME with Compass Rose



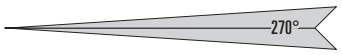
Example for a VOR/DME Tag: *Ident, Type, Frequency*


Ground Based Augmentation System (GBAS)


Instrument Landing System (ILS) colocated with DME

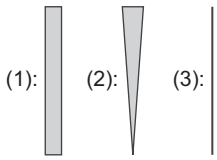
Landing System's Course:

Front Course (ILS LOC, GLS) in Chart View



Glide Path (ILS GP, GLS) in Profile View

Profile View of

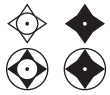


(1) DME,
(2) VOR/DME or NDB, and
(3) DME Fix.

2.3.3 Significant Points

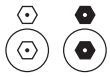
On Request and Compulsory, Intersection

Example for Waypoint Tag: Designator and *MCA*

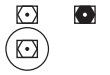


On Request and Compulsory, flyby Waypoint (RNAV)
On Request and Compulsory, flyover Waypoint (RNAV)

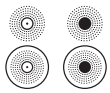
On Request and Compulsory, VFR Reporting Point with Ident



On Request and Compulsory, VOR (flyby RNAV)
On Request and Compulsory, flyover VOR (RNAV)



On Request and Compulsory, VOR/DME (flyby RNAV)
On Request and Compulsory, flyover VOR/DME (RNAV)



On Request and Compulsory, NDB (flyby RNAV)
On Request and Compulsory, flyover NDB (RNAV)

2.3.4 Routes, Procedures and Holdings

Fix or Turning Point, possibly with Altitude Change or Restriction

ATS Route, STAR, SID, or Instrument Approach Procedure (IAP)

SID or STAR: Routing by ATC
IAC: Missed Approach Procedure (MAP)

IAC: Additional Procedure Track

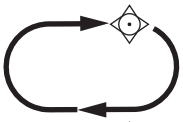
Enroute Chart: RNAV Route

Enroute Chart: Non-RNAV Route

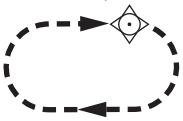
Example for a SID or STAR Procedure: *Designator*, *Radial and Distance*

Enroute Chart Example for an ATS Route: *Route Designator, Track, Distance, Direction of Cruising Level, and MEA*

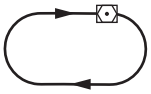
Example for a Holding Description: *Identification, Fix or Waypoint; Inbound Track (True Track), Outbound Time, Indicated Airspeed, Minimum Holding Altitude*



Graphical Depiction of a Holding



Graphical Depiction of an Overload Holding (on ATC REQ only)



Graphical Depiction of a Race Track

2.3.5 Air Traffic Services

Flight Information Region (FIR)

Control Area (CTA)

Terminal Control Area (TMA) or Control Zone (CTR)
or Radio Mandatory Zone (RMZ), generalised

Flight Information Zone (FIZ)

Index Chart: Separation Line *"Mittelland/ Jura-Alpen"*

ATC SMA Chart: Minimum Vectoring Altitude Sector with Minimum Altitude

2.3.6 Procedure Altitudes and Flight Levels

17000 *10000*	FL220 *10000*
7000	FL70
5000	FL50
3000	FL30
5000	FL50

Altitude/ Flight Level Vertical Limits

"At or above" Altitude/ Flight Level

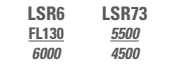
"At or below" Altitude/ Flight Level

"At" Altitude/ Flight Level

"Recommended" Procedure Altitude/ Flight Level

2.3.7 Airspace Restrictions

Prohibited (P), Restricted (R) or Danger Area (D)



Example for Restricted Area Tag: *Designator and Restrictions*

Glider Sector

Temporary Reserved Area (LST...) with Designator and Name

2.3.8 Obstacles

Single Obstacle and Single Obstacle lighted

Group of Obstacles and Group of Obstacles lighted

Exceptionally high Obstacle (500 ft AGL or more)

Wind Turbine and Wind Turbine lighted

Elevation of top in *ft AMSL*

Spot Elevation and Highest Elevation on Chart in *ft AMSL*

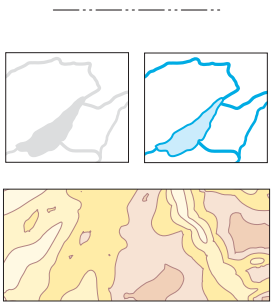
Transmission lines, unmarked and marked

Line obstruction (cable, cableway, etc.), unmarked and marked

Altitudes shown for transmission lines and cables in ft AGL

Mountain Pass with Spot Elevation in *ft AMSL*

2.3.9 Topography



Country Border

SID, STAR, Area: Lake and River
IAC: Lake and River

IAC: Hypsometry, Tinted Layers

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 29 E - 47 13 58 N 008 26 04 E - 47 15 30 N 008 36 50 E - 47 16 30 N 008 44 44 E
  47 16 20 N 008 46 42 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

ENR 1.8 ICAO REGIONAL SUPPLEMENTARY PROCEDURES

1. RVSM Airspace

The airspace within the UIR Switzerland between FL 290 and FL 410 inclusive, as described in ENR 2.1, is RVSM airspace.

Within this airspace, the VER separation MNM shall be:

a. 1000 ft between RVSM APV ACFT;
b. 2000 ft between:
   1. non-RVSM APV State ACFT and any other ACFT operating within the EUR RVSM airspace;
   2. formation FLTs of State ACFT and any other ACFT operating within the EUR RVSM airspace;
   3. an ACFT experiencing a communication failure in FLT and any other ACFT, when both ACFT are operating within the EUR RVSM airspace.

During operations in or VER transit through RVSM airspace with ACFT not APV for RVSM operations, pilots shall report non-APV status:

a. at initial call on any CH within RVSM airspace;
b. in all requests for level changes;
c. in all read-backs of level clearances.

2. Departure of Helicopters and Balloons in Case of Ground or High Fog/Low Stratus

If MET conditions for FLTs under VFR are not met due to ground or high FG/low ST, DEPs are permitted if:

a. the lower limit of FG does not exceed 200 m above the ELEV of the place of DEP and the VER layer of FG does not exceed 300 m
b. VMC conditions prevail above the layer of FG and
c. the DEP is carried out in accordance with a procedure defined by the FOCA.

For helicopters, such DEP are only permitted for special operations in accordance with article 4, paragraph 1 of Commission Implementing Regulation (EU) No. 923/2012 and other state flights. A special approval by FOCA is required. For balloons, such departures are only permitted in Class G airspace (Art. 24 VRV-L).

The buoyancy shall be measured so that a height of at least 300 m over the top of the fog layer is reached 5 min after take-off.

If such a DEP is carried out **outside a CTR and/or the FLT path will not lead into a TMA or CTR**, aircrews TRANS information about their DEP procedure in FG on FREQ **130.805 MHz,** as a **blind transmission**.

Example:
TRAFFIC LANGENTHAL AREA, [CALLSIGN], HELI DEPARTURE IN FOG FROM MADISWIL, HEADING 060 IN 1 MINUTE.

If such a call is not acknowledged by another ACFT, pilots are permitted to carry out their DEP in FG procedure. CMPL of the procedure shall be reported on FREQ 130.805 MHz, as a blind transmission.

Example:
[CALLSIGN], FOG DEPARTURE COMPLETED, AREA MADISWIL, 3000 FEET.

If such a DEP is carried out **within a CTR and/or the FLT path will lead into a TMA or CTR**, aircrews request a clearance on the published FREQ of the **competent ATC unit** before DEP.

3. Non 8.33 kHz Capable State Aircraft

State aircraft which are permanently exempted from the requirement of having radio equipment with the 8.33 kHz channel spacing capability shall be able to communicate on the remaining VHF 25 kHz frequencies or on UHF, where available.

Aircrew of non 8.33 kHz equipped state aircraft shall declare non-compliance in item 18 on ICAO flight plan by entering the following remark: "COM/EXM833".

4. Non MODE S ELS/EHS Capable State Aircraft

Identification of State Aircraft which are not compliant with Mode S Elementary/Enhanced Surveillance (ELS/EHS) requirements will be established either by SSR Mode A or PSR method (Compliant with ICAO Doc 4444 (PANS ATM), Edition 16).

5. Area Navigation Routes

RNAV equipment may use the input from one or a combination of the following types of position sensors: VOR/DME, DME/DME, INS/IRS and GNSS. However, the availability of VOR/DME is not assured in Swiss airspace and therefore, alternative types of position sensors shall be available. Request radar vectoring in case of RNAV position unavailability.

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA, CTR

The airspace of Swiss territory is designated as controlled airspace from 2000 ft AGL (600 m) and above.

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
FIR SWITZERLAND (LSAS)	Zurich ACC	Swiss Radar En		
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 FIR/UIR SWITZERLAND), Italy, France, Germany to 47 34 03 N 007 41 13 E		H24		
	Geneva ACC			
FL 195 / GND	FIC Geneva	Geneva Information En, Fr H24		
	FIC Zurich	Zurich Information En, Ge H24		
	DELTA Zurich	ALPS RADAR En, Ge H24		
	DELTA Geneva	ALPS RADAR En, Fr H24		
UIR SWITZERLAND (LSAS)	Zurich ACC	Swiss Radar En	**ATC/VDF**	
See FIR for lateral limits		H24	133.050*	M1, FL 250 - 310 southern part
			133.405*	M2, FL 250 - 310 northern part
FL 660 / FL 195			132.815*	M3, FL 320 - 330
			134.605*	M4, FL 340 - 350
			132.835*	M5, FL 360 - 370
			133.690*	M6, FL 380 - 390
			133.690*	M7, FL 390 and above
FL 410 / FL 290 RVSM airspace			126.225	ALTN FREQ for sector M1
			247.400	Sectors M5/M6/M7 for non -8.33 EQPT State ACFT
FL 660 / FL 245 Upper airspace			133.660	ALTN FREQ for sectors M2/M3/M4/M5/M6/M7
			245.025	Sectors M1/M2/M3/M4 for non -8.33 EQPT State ACFT
			135.015	ALTN FREQ for Swiss-wide sectors
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
	Geneva ACC	Swiss Radar	**ATC/VDF**	
		En	134.850	L1, FL 250 - 280
		H24	126.050	L2, FL 290 - 310
			134.315	L3, FL 320 - 330
			136.015	L4, FL 340 - 350
			128.155	L5, FL 360 - 370
			132.615	L6, FL 380 - 390
			132.615	L7, FL 390 and above
			133.630	ALTN for 8.33 kHz Channels
			374.050	Sectors L1/L2/L3/L4/L5/L6/L7 for non-8.33 EQPT ACFT
			298.250	ALTN for non-8.33 EQPT State ACFT
			128.785	ALTN FREQ for Swiss-wide sectors
		En H24	121.500	EMERG for all services
	Note: VDF/UDF REC antenna PSN 46 25 35 N 006 06 01 E; 360° MAG 11 NM Genève ARP * VDF REC antenna PSN 47 27 01 N 008 34 37 E			
Lower airspace: (FIR/UIR Switzerland is divided into two areas of responsibility)				
Control Area Geneva: 47 14 34 N 006 57 19 E - 46 30 35 N 007 48 09 E - 46 30 51 N 007 59 29 E - 46 19 51 N 008 13 24 E - National border with Italy, France to 47 14 34 N 006 57 19 E FL 245 / 2000 ft AGL	Geneva ACC	Swiss Radar En, Fr H24	**ATC/VDF** 134.030	INI North, FL 240 and below
			124.225	INI South, FL 240 and below
			128.905	INI East, FL 240 and below
			125.550	ALTN frequency
			340.800	for non-8.33 EQPT State ACFT
		ALPS RADAR En, Fr H24	**ATC/VDF** 119.175	VFR FLT within airspace class C, except LSGG TMAs below FL 155 IFR FLT to and from Les Eplatures (LSGC)
		Geneva Information En, Fr H24	**FIS/VDF** 126.350[1)]	VFR FLT in airspace classes E/G
		En, Fr H24	121.500	EMERG for all services
		Note: VDF/UDF REC antenna PSN 46 25 35 N 006 06 01 E; 360° MAG 11 NM Genève ARP		

[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
Control Area Zurich:	Zurich ACC	Swiss Radar En H24	**ATC/VDF** 128.050	South, FL 240 and below
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 -			136.155 135.680	North, FL 240 and below West, FL 240 and below
National border with Germany, Austria (Liechtenstein included in area of responsibility Zurich TC), Italy to			133.905	East, FL 240 and below
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		ALPS RADAR En, Ge H24	119.925	ARR/DEP EDNY and LSZR
FL 245 / 2000 ft AGL		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**	APP Bern	Bern Arrival (En)		
TMA Sector 1 47 02 22 N 007 30 29 E - 47 00 20 N 007 26 58 E - 46 57 46 N 007 22 30 E - 46 55 53 N 007 19 13 E - 46 58 24 N 007 16 19 E - 47 00 28 N 007 13 52 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 - 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 - 47 02 22 N 007 30 29 E FL 100 - *3500 ft AMSL (1050 m)*		HX[1)]		[1)] REF ENR 1.4
TMA Sector 2 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, counter-clockwise 47 08 00 N 007 23 01 E - 47 08 39 N 007 32 29 E - 47 00 26 N 007 42 06 E - 46 56 58 N 007 41 01 E - 46 54 53 N 007 43 31 E - 46 53 06 N 007 45 21 E - 46 50 00 N 007 39 08 E - 46 51 41 N 007 37 32 E - 46 50 35 N 007 37 25 E - 46 48 30 N 007 33 46 E - 46 51 57 N 007 29 34 E - 46 52 12 N 007 29 16 E - 46 50 10 N 007 25 44 E - 46 55 53 N 007 19 13 E - 46 57 46 N 007 22 30 E - 47 00 20 N 007 26 58 E - 47 02 22 N 007 30 29 E - 47 06 41 N 007 25 25 E FL 100 / *5500 ft AMSL (1700 m)*		HX[1)]		
TMA Sector 3 46 48 08 N 007 40 43 E - 46 47 51 N 007 40 13 E - 46 46 38 N 007 38 06 E - 46 46 20 N 007 37 35 E - 46 48 30 N 007 33 46 E - 46 50 35 N 007 37 25 E - 46 51 41 N 007 37 32 E - 46 50 00 N 007 39 08 E - 46 48 08 N 007 40 43 E FL 100 / 1000 ft AGL (300 m) or *4000 ft AMSL (1200 m)* whichever is higher		HX[1)]		

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
BERN				
Classification **D**	APP Bern	Bern Arrival (En)		
TMA Sector 4		HX[1)]		[1)] REF ENR 1.4
46 46 27 N 007 39 57 E - 46 45 26 N 007 39 17 E - Arc of circle centred on 46 46 16 N 007 36 36 E - Radius 2.02 NM, clockwise 46 44 22 N 007 37 36 E - 46 44 00 N 007 36 10 E - Arc of circle centred on 46 45 54 N 007 35 09 E - Radius 2.02 NM, clockwise 46 44 04 N 007 33 55 E - 46 44 38 N 007 32 06 E - 46 46 16 N 007 30 15 E - 46 50 10 N 007 25 44 E - 46 52 12 N 007 29 16 E - 46 51 57 N 007 29 34 E - 46 48 30 N 007 33 46 E - 46 46 20 N 007 37 35 E - 46 46 38 N 007 38 06 E - 46 46 24 N 007 39 30 E - 46 46 27 N 007 39 57 E FL 100 / *5500 ft AMSL (1700 m)*				
TMA Sector 5		HX[1)]		
46 46 24 N 007 39 30 E - 46 46 27 N 007 39 57 E - 46 46 54 N 007 40 16 E - 46 47 51 N 007 40 13 E - 46 46 38 N 007 38 06 E - 46 46 24 N 007 39 30 E FL 100 / *5500 ft AMSL (1700 m)*				
TMA Sector 6		HX[1)]		
46 53 06 N 007 45 21 E - 46 51 33 N 007 47 03 E - 46 50 10 N 007 47 03 E - 46 49 38 N 007 46 37 E - 46 47 48 N 007 44 57 E - Arc of circle centred on 46 48 52 N 007 42 27 E- Radius 2.02 NM, clockwise 46 46 53 N 007 43 00 E - 46 46 27 N 007 39 57 E - 46 46 54 N 007 40 16 E - 46 47 51 N 007 40 13 E - 46 48 08 N 007 40 43 E - 46 50 00 N 007 39 08 E - 46 53 06 N 007 45 21 E FL 100 / *5500 ft AMSL (1700 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
DUBENDORF (MIL)				
Classification **D** **TMA Sector 1** 47 23 07 N 008 49 59 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 07 N 008 49 59 E FL100 / 700 ft AGL (200 m) or *3500 ft AMSL (1050m)* whichever is higher **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
GENEVA				
TMA Sector 4.1 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**	REF LSGG AD 2.18	Downgraded in airspace Golf as stipulated by protocol. Info AVBL on GLD ATIS 124.755		
TMA Sector 5 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**	REF LSGG AD 2.18			
TMA Sector 6 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**	REF LSGG AD 2.18			
TMA Sector 7 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**	REF LSGG AD 2.18			
TMA Sector 8 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**	REF LSGG AD 2.18			
TMA Sector 9 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**	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
GENEVA				
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** **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 **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 **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)*	TWR Locarno	Locarno Tower En; En and It for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4 Airspace status available on +41 (0) 91 816 17 44

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 FL100 / 700 ft AGL (200 m) or *2300 ft AMSL (700m)* whichever is higher **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 FL100 / 700 ft AGL (200 m) or *2800 ft AMSL (850m)* whichever is higher **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 36 34 N 008 32 27 E - 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 26 45 N 008 49 51 E - 47 23 14 N 008 48 32 E - 47 23 29 N 008 45 11 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 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 2C 47 19 10 N 008 34 10 E - 47 16 36 N 008 36 05 E - 47 18 32 N 008 45 12 E - 47 20 38 N 008 43 47 E - 47 21 50 N 008 42 58 E - 47 19 10 N 008 34 10 E FL 100 / *3500 ft AMSL (1050m)*		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 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		

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***				
TMA Sector 3B		REF LSZH AD 2.18		
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 23 10 N 008 58 53 E - 47 22 39 N 008 56 35 E - 47 22 47 N 008 54 24 E - 47 23 14 N 008 48 32 E - 47 26 45 N 008 49 51 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)*				
TMA Sector 4A		REF LSZH AD 2.18		
47 16 36 N 008 36 05 E - 47 18 32 N 008 45 12 E - 47 20 38 N 008 43 47 E - 47 21 50 N 008 42 58 E - 47 23 29 N 008 45 11 E - 47 23 14 N 008 48 32 E - 47 22 47 N 008 54 24 E - 47 22 39 N 008 56 35 E - 47 23 10 N 008 58 53 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 - 47 22 50 N 009 03 31 E - 47 21 16 N 008 56 41 E - 47 15 37 N 008 55 07 E - 47 16 20 N 008 46 42 E - 47 16 30 N 008 44 44 E - 47 15 30 N 008 36 50 E - 47 13 58 N 008 26 04 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 16 36 N 008 36 05 E				
FL 100 / *5500 ft AMSL (1700 m)*				
TMA Sector 4B		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)*				

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***				
TMA Sector 5A 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 21 16 N 008 56 41 E - 47 22 50 N 009 03 31 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)*		REF LSZH AD 2.18		
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 58 N 008 26 04 E - 47 11 56 N 008 11 56 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 58 N 008 26 04 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 13 21 N 008 38 20 E - 47 15 30 N 008 36 50 E - 47 16 36 N 008 36 05 E - 47 18 32 N 008 45 12 E - 47 16 20 N 008 46 42 E - 47 15 01 N 008 47 35 E - 47 13 21 N 008 38 20 E *5500 ft AMSL (1700 m) / 4500 ft AMSL (1350 m)*		REF LSZH AD 2.18 HX [1]		[1] REF ENR 1.4 Status Info of TMA S1 and DUB will be announced / published on FREQ 127.755

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***				
TMA Sector S2		REF LSZH AD 2.18		
47 16 30 N 008 44 44 E - 47 16 20 N 008 46 42 E - 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 29 E - 47 13 58 N 008 26 04 E- 47 15 30 N 008 36 50 E - 47 16 30 N 008 44 44 E FL 090 / *5500 ft AMSL (1700 m)*		HX [1]		[1] REF ENR 1.4 Status Info of TMA S2 and DUB will be announced / published on FREQ 127.755
TMA Sector S3		REF LSZH AD 2.18		
47 13 58 N 008 26 04 E - 47 08 40 N 008 29 29 E - 47 08 18 N 008 22 14 E - 47 07 53 N 007 59 41 E - 47 11 56 N 008 11 56 E - 47 13 58 N 008 26 04 E FL 100 / *7500 ft AMSL (2300 m)*		HX [1]		[1] REF ENR 1.4 Status Info of TMA S3 and DUB will be announced / published on FREQ 127.755

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
BÂLE (REF: AIP FRANCE)				
TMA French - Swiss part 04	APP Bâle	Bâle Approach		REF: AIP France
47 44 19 N 007 01 54 E -		Fr, En		
Arc 20 NM radius, centred on 47 37 58.05 N		H24		
007 29 58.17 E (VOR-DME BLM) counter-clockwise -				
47 26 23 N 007 05 54 E - 47 26 36 N 007 03 42 E -				ZURICH ATS
47 26 59 N 006 59 44 E - 47 27 18 N 006 56 36 E -				delegation
Arc 25 NM radius, centred on 47 37 58.05 N 007 29 58.17 E (VOR-DME BLM) clockwise -				
47 44 42 N 006 54 20 E - 47 44 19 N 007 01 54 E				
FL 145 / *5000 ft AMSL (1500 m)*				
Classification **D**				
TMA SW2 - Swiss part 01	APP Bâle	Bâle Approach		REF: AIP France and
47 35 31 N 007 40 06 E - German-Swiss border -		Fr, En		AIP Germany
47 35 15 N 007 40 19 E - 47 35 31 N 007 40 06 E		H24		
FL 115 / FL 100				ZURICH ATS
Classification **C**				delegation
FL 100 / *4500 ft AMSL*				
Classification **D**				
4500 ft AMSL / 1000 ft AGL				
Classification **E**				
TMA SW2 - Swiss part 02	APP Bâle	Bâle Approach		REF: AIP France and
47 35 04 N 007 40 27 E - German-Swiss border -		Fr, En		AIP Germany
47 34 04 N 007 41 13 E - 47 35 04 N 007 40 27 E		H24		
FL 115 / FL 100				ZURICH ATS
Classification **C**				delegation
FL 100 / *4500 ft AMSL*				
Classification **D**				
4500 ft AMSL / 1000 ft AGL				
Classification **E**				
TMA French - Swiss part AZ1	APP Bâle	Bâle Approach		REF: AIP France and
47 33 17 N 007 38 37 E - German-Swiss border -		Fr, En		AIP Germany
47 32 28 N 007 39 48 E - 47 24 42 N 007 22 48 E -		H24		
47 28 55 N 007 23 42 E - 47 34 39 N 007 24 56 E -				ZURICH ATS
47 33 17 N 007 38 37 E				delegation
FL 115 / FL 100				
Classification **C**				
FL 100 / *5500 ft AMSL*				
Classification **D**				
TMA Swiss part AZ2	APP Bâle	Bâle Approach		REF: AIP France and
47 32 07 N 007 42 08 E - 47 25 52 N 007 46 41 E -		Fr, En		AIP Germany
47 23 00 N 007 39 30 E - 47 24 42 N 007 22 48 E -		H24		
47 32 28 N 007 39 48 E - German-Swiss border -				
47 32 07 N 007 42 08 E				ZURICH ATS
FL 105 / FL 100				delegation
Classification **C**				
FL 100 / *5500 ft AMSL*				
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
BÂLE (REF: AIP FRANCE)				
TMA Swiss part AZ3	APP Bâle	Bâle Approach		REF: AIP France and
47 32 57 N 007 45 39 E - 47 25 52 N 007 46 41 E -		Fr, En		AIP Germany
47 32 07 N 007 42 08 E - German-Swiss border -		H24		
47 32 57 N 007 45 39 E				ZURICH ATS
FL 105 / *6500 ft AMSL*				delegation
Classification **C**				
6500 ft AMSL / 2000 ft AGL (600 m)				
Classification **E**				
TMA French - Swiss part AZ4	APP Bâle	Bâle Approach		REF: AIP France
47 25 52 N 007 46 41 E - 47 19 12 N 007 51 31 E -		Fr, En		
47 17 28 N 007 48 42 E - 47 14 41 N 007 44 11 E -		H24		ZURICH ATS
47 12 48 N 007 36 40 E - 47 15 03 N 007 29 07 E -				delegation
47 20 05 N 007 12 06 E - 47 20 37 N 007 03 43 E -				Airspace classes except for T1/T2/T3 sectors when active
French-Swiss border - 47 26 59 N 006 59 44 E -				
47 26 36 N 007 03 42 E - 47 26 23 N 007 05 54 E -				
47 24 44 N 007 22 28 E - 47 24 42 N 007 22 48 E -				
47 23 00 N 007 39 30 E - 47 25 52 N 007 46 41 E				
FL 105 / FL 100				
Classification **C**				
FL 100 / 2000 ft AGL (600 m)				
Classification **E**				
TMA Swiss part AZ4 T1	APP Bâle	Bâle Info		REF: AIP France
47 25 52 N 007 46 41 E - 47 19 12 N 007 51 31 E - 47 17 28 N 007 48 42 E - 47 19 05 N 007 26 21 E - 47 24 44 N 007 22 28 E - 47 24 42 N 007 22 48 E - 47 23 00 N 007 39 30 E - 47 25 52 N 007 46 41 E		Fr, En HX[1)]		[1)] REF ENR 1.4
FL 100 / *5700 ft AMSL (1750 m)*				Activation / deactivation announced by: AIT* 134.680 MHz
Classification **D**				
5700 ft AMSL (1750 m) / 5200 ft AMSL (1600 m)				
Classification **E**				*Automatic Information Transmitter
TMA French - Swiss part AZ4 T2	APP Bâle	Bâle Info		
47 24 44 N 007 22 28 E - 47 19 05 N 007 26 21 E - 47 20 05 N 007 12 06 E - 47 21 38 N 007 06 45 E - 47 23 28 N 007 02 40 E - 47 26 36 N 007 03 42 E - 47 26 23 N 007 05 54 E - 47 24 44 N 007 22 28 E				Airspace status check mandatory before penetration
FL 100 / *FL 85*				Constant listening watch mandatory
Classification **D**				
FL 85 / *6500 ft AMSL (2000 m)*				
Classification **E**				from within France: +33 (0) 3 89 90 34 67
TMA Swiss part AZ4 T3	APP Bâle	Bâle Info		
47 17 28 N 007 48 42 E - 47 14 41 N 007 44 11 E - 47 12 48 N 007 36 40 E - 47 15 03 N 007 29 07 E - 47 19 05 N 007 26 21 E - 47 17 28 N 007 48 42 E				from within Switzerland: +41 (0) 61 325 34 67
FL 100 / *5700 ft AMSL (1750 m)*				
Classification **D**				
5700 ft AMSL (1750 m) / 5200 ft AMSL (1600 m) or 700 ft AGL (200 m) whichever is higher				
Classification **E**				

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
FRIEDRICHSHAFEN (REF: AIP GERMANY)				
Classification **D** **TMA** 47 37 43 N 009 15 41 E - 47 34 00 N 009 24 14 E - 47 32 16 N 009 19 56 E - 47 37 18 N 009 14 37 E - 47 37 43 N 009 15 41 E *4500 ft AMSL (1350 m) / 3500 ft AMSL (1050 m)*	TWR Friedrichshafen	Friedrichshafen TWR En, Ge **MON - SUN**: 0500 - 2200 (0400 - 2100)		
MILAN (REF: AIP ITALY)				
Within Swiss airspace, south of a line 46 06 24 N 008 40 49 E - 46 10 53 N 009 11 40 E divided in: Sector 1: BTN the lines: LAT 46 03 45 N and LAT 45 54 00 N Sector 2: north of the line: LAT 46 03 45 N Sector 3: south of the line: LAT 45 54 00 N **TMA Sector 1** FL 195 / FL 125 Classification **C**[1)] **TMA Sector 2** FL 195 / FL 125 Classification **C**[1)] **TMA Sector 3** FL 195 / FL 105 Classification **C**[1)]	ACC Milano ACC Milano ACC Milano	Milano Control En, It Milano Control En, It Milano Control En		[1)] VFR flights within TMA Milan lateral limits up to FL 460 will not be permitted

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** *5500 ft* AMSL *1700* m 46 57 46 N 007 22 30 E - 46 55 12 N 007 25 37 E - 46 52 12 N 007 29 16 E - 46 51 57 N 007 29 34 E - 46 48 30 N 007 33 46 E - 46 50 35 N 007 37 25 E - 46 51 41 N 007 37 32 E - 46 52 29 N 007 36 37 E - 46 53 21 N 007 37 32 E - Arc of circle centred on - 46 55 07 N 007 33 58 E Radius 3.02 NM counter-clockwise 46 56 02 N 007 38 10 E - 46 56 32 N 007 37 58 E - 46 58 18 N 007 39 50 E - 47 00 16 N 007 36 49 E - 46 58 28 N 007 34 34 E - 47 00 20 N 007 26 58 E - 46 57 46 N 007 22 30 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

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
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 07 N 008 49 59 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
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

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
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
GENEVA (CIV)				
Upper Limit Classification **D** *4000 ft AMSL* *1200 m* 46 11 49 N 005 56 41 E - 46 22 04 N 006 11 53 E Arc of circle centred on 46 19 53 N 006 14 55 E, Radius 3.02 NM, clockwise 46 17 43 N 006 17 57 E - 46 07 30 N 006 02 45 E Arc of circle centred on 46 09 40 N 005 59 43 E, Radius 3.02 NM, clockwise 46 11 49 N 005 56 41 E	TWR Geneva	Geneva Tower En, Fr H24		
GRENCHEN (CIV)				
Upper Limit Classification **D** *4500 ft AMSL* *1350 m* 47 13 05 N 007 32 31 E - Arc of circle centred on 47 11 32 N 007 31 52 E, Radius 1.60 NM, clockwise 47 11 13 N 007 34 10 E - 47 08 02 N 007 23 23 E - 47 07 52 N 007 21 00 E, Arc of circle centred on 47 09 18 N 007 22 02 E, Radius 1.61 NM, clockwise 47 10 03 N 007 19 58 E - 47 11 15 N 007 23 08 E - 47 13 05 N 007 32 31 E	TWR Grenchen	Grenchen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
MEIRINGEN (MIL)				
Upper Limit Classification **D** FL 130 46 41 50 N 008 10 28 E - 46 43 10 N 008 02 15 E - 46 41 37 N 007 59 02 E - 46 41 37 N 007 56 02 E - 46 42 48 N 007 54 58 E - 46 45 16 N 007 55 36 E - 46 45 23 N 007 57 29 E - 46 47 16 N 008 00 53 E - 46 47 16 N 008 02 28 E - 46 45 13 N 008 11 50 E - Arc of circle centred on 46 43 31 N 008 11 09 E Radius 1.76 NM, clockwise - 46 41 50 N 008 10 28 E	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)
LOCARNO (CIV/MIL)				
Upper Limit Classification **D** FL 130 46 10 44 N 008 50 11 E - 46 10 51 N 008 56 07 E Arc of circle centred on 46 09 53 N 008 56 09 E, Radius 0.97 NM, clockwise 46 08 55 N 008 56 12 E - 46 08 47 N 008 50 16 E Arc of circle centred on 46 09 46 N 008 50 13 E, Radius 0.97 NM, clockwise 46 10 44 N 008 50 11 E	TWR Locarno	Locarno Tower En; En and It 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
LUGANO (CIV)				
Upper Limit Classification **D** *6500 ft AMSL* *2000 m* 45 55 51 N 008 46 22 E - 46 03 43 N 008 54 41 E Arc of circle centred on 46 02 26 N 008 57 10 E, Radius 2.16 NM, clockwise 46 01 21 N 008 59 51 E - 45 52 54 N 008 52 50 E Arc of circle centred on 45 54 15 N 008 49 29 E, Radius 2.70 NM, clockwise 45 55 51 N 008 46 22 E	TWR Lugano	Lugano Tower En; En and It for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
PAYERNE (MIL)				
Upper Limit Classification **D** FL 100 46 56 22 N 006 59 31 E - 46 52 33 N 007 04 35 E - 46 44 08 N 006 51 13 E - 46 47 56 N 006 46 09 E - 46 56 22 N 006 59 31 E	TWR Payerne	Payerne Tower En; En and Fr for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
ST. GALLEN-ALTENRHEIN (CIV)				
Upper Limit Classification **D** *5500 ft AMSL* *1700 m* 47 33 08 N 009 31 28 E - Swiss/German border - 47 32 31 N 009 33 16 E - German/Austrian border - 47 31 31 N 009 37 50 E Arc of circle centred on 47 29 40 N 009 37 08 E, Radius 1.90 NM, clockwise 47 27 46 N 009 37 13 - 47 28 40 N 009 23 09 E - 47 31 13 N 009 23 36 - 47 33 29 N 009 26 51 E - 47 33 08 N 009 31 28 E	TWR St. Gallen	St. Gallen Tower En; En and Ge for Non-Commercial VFR traffic. HX[1)]		[1)] REF ENR 1.4
SION (CIV/MIL)				
Upper Limit Classification **D** FL 130 46 16 41 N 007 26 05 E - 46 14 00 N 007 28 02 E - 46 12 14 N 007 24 13 E - 46 11 32 N 007 19 19 E - 46 10 20 N 007 14 21 E - Arc of circle centred on - 46 11 54 N 007 13 45 E Radius 1.62 NM, clockwise 46 13 27 N 007 13 04 E - 46 13 58 N 007 16 00 E - 46 15 06 N 007 20 51 E - 46 16 41 N 007 26 05 E	TWR Sion	Sion Tower En; En and Fr 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 (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 29 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				

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}
P131								
△ RESIA	46 28 42 N 010 02 36 E							
I	137° / 317°	25.3 NM	FL195 / FL165 MEA = FL170	*MOCA = 14000 ft*	Odd	Even	± 5 NM	ACC Padova ACC Zurich REF: AIP Italy {C,D}
△ ATPED	46 09 15 N 010 25 49 E							
RESIA - ATPED: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits 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}
Q226								
△ Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E							
	180°	18.1 NM	FL195 / FL145 MEA = FL150	*MOCA = 7900 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C}
△ RUMIL	45 51 43 N 005 58 53 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							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}
T125								
△ KONOL	46 59 43 N 007 40 51 E							
	037°	14.3 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5400 ft*	Even		± 5 NM	APP Bern {C, E}
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							
	020° / 200°	12.4 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4500 ft*	Even	Odd	± 5 NM	APP Zurich {C, E}
△ EKTUM	47 22 08 N 008 01 28 E							
	053° / 234°	24.9 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4600 ft*	Even	Odd	± 5 NM	APP Zurich {C, E}
△ ENONO	47 35 53 N 008 32 03 E							
	089° / 269°	11.5 NM	FL095 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4200 ft*	Even	Odd	± 5 NM	APP Zurich {C}
△ Zurich East VOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	055° / 235°	13.8 NM	FL660 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4200 ft*	Even	Odd	± 5 NM	ACC/APP Zurich {C, E}
△ ROMIR	47 42 47 N 009 06 28 E							
WIL - ZUE: CDR 1 H24 By ATC: Alternative route via T625								

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

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							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}
Y5								
△ BARIG	47 16 07 N 008 33 40 E							
	256° / 075°	27.3 NM	FL165 / *7500 ft* *MEA = 8000 ft*	*MOCA = 4700 ft*	Odd	Even	± 5 NM	APP Zurich {C, D, E}
△ Willisau DVOR/DME (WIL)	47 10 42 N 007 54 21 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
Y21								
△ Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E							
	144°	20.4 NM	FL500 / FL115 MEA = FL120	*MOCA = 9500 ft*	Odd		± 5 NM	ACC Geneva REF: AIP France {C, D}
△ ESAPI	45 53 24 N 006 17 25 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (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}
KQ868								
△ KONOL	46 59 43.0 N 007 40 50.5 E							
	032°	9.7 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4500 ft*			± 0.3 NM	ACC Zurich {C, E} TWR/APP Bern {D}
△ UMTOP	47 07 38.9 N 007 49 06.2 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment 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}
KY251								
△ GLEND	46 24 31.3 N 006 14 39.2 E							
	044°	4.7 NM	FL195 / *3500 ft* *MEA = 4000 ft*	*MOCA = 3200 ft*	Even		± 0.3 NM	ACC Geneva APP Geneva {C, E}
△ LS099	46 27 43.5 N 006 19 33.3 E							
	082°	5.1 NM	FL195 / *3700 ft* *MEA = 4000 ft*	*MOCA = 3700 ft*	Even		± 0.3 NM	ACC Geneva APP Geneva {C, E}
△ SAPRE	46 28 07.3 N 006 26 53.0 E							
	086°/266°	11.4 NM	FL195 / *3500 ft* *MEA = 4000 ft*	*MOCA = 2600 ft*	Even	Even	± 0.3 NM	ACC Geneva {C, E}
△ LS100	46 28 14.5 N 006 43 22.4 E							
	030°/210°	17.9 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5100 ft*	Even	Even	± 0.3 NM	ACC Geneva {C, E}
△ LS103	46 43 11.2 N 006 57 39.1 E							
	069°/249°	11.4 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5100 ft*	Even	Even	± 0.3 NM	ACC Geneva {C, E}
△ FRIBU	46 46 39.3 N 007 13 24.6 E							
	046°/226°	5.7 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4200 ft*	Even	Even	± 0.3 NM	ACC Geneva, Zurich {C, E}
△ LS104	46 50 23.4 N 007 19 42.2 E							
	046°/226°	8.2 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4400 ft*	Even	Even	± 0.3 NM	ACC Geneva, Zurich {C, E} TWR/APP Bern {D}
△ LS105	46 55 44.0 N 007 28 44.9 E							
	046°/227°	18.3 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5000 ft*	Even	Even	± 0.3 NM	ACC Geneva, Zurich {C, E} TWR/APP Bern {D}
△ UMTOP	47 07 38.9 N 007 49 06.2 E							
	088°/268°	12.3 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4500 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ ME103	47 07 27.9 N 008 07 05.1 E							
	079°/259°	10.3 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 3800 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ ME104	47 08 53.5 N 008 22 05.9 E							
	067°/247°	6.8 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4200 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ ZC700	47 11 14.6 N 008 31 23.3 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}
KY256								
▲ IVAFI	47 23 21.1 N 007 15 07.6 E							
	099°/279°	11.8 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4900 ft*	Odd	Odd	± 0.3 NM	APP Bâle {C, D}
△ DEDJU	47 20 54.4 N 007 32 08.6 E							
	107°/287°	6.8 NM	FL195 / *5600 ft* *MEA = 6000 ft*	*MOCA = 5600 ft*	Odd	Odd	± 0.3 NM	APP Bâle {C, D}
△ ENZAH	47 18 34.9 N 007 41 35.7 E							
	152°/332°	12.1 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 5300 ft*	Odd	Odd	± 0.3 NM	TWR/APP Bern {C, E} APP Bâle {D}
△ UMTOP	47 07 38.9 N 007 49 06.2 E							
	050°/230°	12.3 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4000 ft*	Odd	Odd	± 0.3 NM	ACC Zurich TWR/APP Bern {C, E}
△ LS601	47 15 04.1 N 008 03 26.0 E							
	076°/256°	4.6 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4000 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS602	47 15 56.6 N 008 10 06.8 E							
	071°/251°	4.8 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 3800 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E}
△ LS603	47 17 16.4 N 008 16 48.8 E							
	114°/294°	8.1 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 3800 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ RONIX	47 13 34.5 N 008 27 25.2 E							
	128°/308°	3.6 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4000 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ ZC700	47 11 14.6 N 008 31 23.3 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}
KY257								
△ ME103	47 07 27.9 N 008 07 05.1 E							
	101°/281°	10.2 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 3800 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ LS701	47 04 58.1 N 008 21 31.0 E							
	051°/231°	3.6 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4000 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ LS702	47 07 06.3 N 008 25 45.1 E							
	051°/231°	4.9 NM	FL195 / *4500 ft* *MEA = 5000 ft*	*MOCA = 4000 ft*	Odd	Odd	± 0.3 NM	ACC Zurich {C, E} TWR/APP Emmen {D}
△ LS703	47 10 00.7 N 008 31 31.7 E							
	065°/245°	4.5 NM	FL195 / *5500 ft* *MEA = 6000 ft*	*MOCA = 4000 ft*	Even	Even	± 0.3 NM	ACC Zurich {C, E}
△ OSNOG	47 11 42.5 N 008 37 36.1 E							

ENR 3.4 EN-ROUTE HOLDING

HLDG ID / FIX / WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL / FT (MSL)	TIME (MIN) or DIST OUBD	Controlling unit and frequency
1	2	2	4	5	6	7
BALIR 47 18 30 N / 007 16 53 E	316	Right	210	7000 ft - FL 160	1	APP Bâle
BERSU 47 08 08 N / 007 56 29 E	049	Right	230	FL 100 - FL 200	1	ACC Zurich
GUGSA 46 30 23 N / 009 46 00 E	073	Right	240	16000 ft - FL190	1.5	ACC Zurich
MOSIT 47 04 09 N / 008 44 38 E	351	Right	230	14000 ft - FL 200	1	ACC Zurich
PELAD 46 35 56 N / 009 43 33 E	116	Right	240	16000 ft - FL 245	1	ACC Zurich
RAVED 47 43 45 N / 009 40 10 E	265	Left	230	FL 120 - FL 310	1	ACC Zurich ACC Muenchen
RONAG 46 46 46 N / 010 15 32 E	146	Left	210	14000 ft - FL 190	1	ACC Zurich
RONIX 47 13 34 N / 008 27 25 E	216	Left	180	7000 ft - FL 90	1	ACC Zurich
TUNNO 46 47 53 N / 007 23 49 E	111	Left	150	6000 ft - FL 70	2 NM	APP Bern
UMTOP 47 07 39 N / 007 49 06 E	261	Left	100	5000 ft - 6000 ft	1	APP Bern
LS212 46 21 39 N / 008 56 39 E	137	Left	130	10000 ft - 10000 ft	2.6 NM	Zurich DELTA

HLDG RONAG is located partially outside controlled airspace
HLDG TUNNO: ACFT CAT H only, RNP 0.3 required, RNAV HLDG functionality required, no offset entry allowed
HLDG UMTOP: ACFT CAT H only, RNAV 1 (GNSS) required
HLDG LS212: ACFT CAT H only, RNP 0.3 required, RNAV HLDG functionality required, entries along KY252 north- and southbound only

THIS PAGE INTENTIONALLY LEFT BLANK

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VOR: VAR) (declination)	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 05.2N 009 49 17.7E	*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 45Y)	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 110.85 MHz.
PASSEIRY DVOR/DME (VAR 3.0° E / 2025) (decl.: 3.5° E)	PAS	116.60 MHz (CH 113X)	H24	46 09 49.4N 005 59 59.7E	*1422 ft*	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 111.85 MHz.
STOCKHORN DME	STH	(CH 89Y)	H24	46 41 37.7N 007 32 18.6E	*7251 ft*	DOC 100 NM / 50'000 ft. Paired VOR FREQ 114.25 MHz.
TRASADINGEN DME	TRA	(CH 90X)	H24	47 41 22.2 N 008 26 13.1E	*1850 ft*	DOC 100 NM / 50'000 ft. Paired VOR FREQ 114.30 MHz. FRA (I) FRA (A): LSGC, LSMP, LSZB, LSZG, LFGA, LFGB, LFSB, LFSM, LSZR, EDNY, EDJA, EDTM, EDNL, ETHL, EDMA, EDMO, ETSL, EDSB, EDTL, LFST FRA (D): LSZR, LFGA, LFGB, LFSB, LFSM, EDNY, EDTM
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 3.5° E / 2025) (decl.: 3.9° 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 3.8° E / 2025) (decl.: 4.2° E)	ZUE	110.05 MHz (CH 37Y)	H24	47 35 31.8N 008 49 03.6E	*1734 ft*	DOC 80 NM / 50'000 ft.

THIS PAGE INTENTIONALLY LEFT BLANK

ENR 4.4 NAME CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
ABARI	47 24 59 N 006 56 33 E		
ABESI	46 09 35 N 009 02 34 E	N851	FRA (E): Even FL
ABNOR	46 59 24.4 N 007 15 06.7 E		IAC LSHI PinS
ABREG	46 18 25 N 009 33 05 E	Y170	FRA (E): Even FL FRA (D): LIME Refer to AIP Italy
AGERI	47 07 01.7 N 008 36 18.1 E	M858	MIL PROC LSME, STAR LSZC
AKABI	47 43 01 N 009 14 00 E	L856	
AKASU	46 06 35 N 008 29 44 E	Z424	FRA (X): Odd FL Refer to AIP Italy
ALAGO	47 47 59.0 N 009 27 46.0 E		SID LSZR Refer to AIP Germany
ALINE	47 55 28 N 007 56 47 E	T718	Refer to AIP Germany
ALOXO	47 46 01 N 009 58 13 E		Refer to AIP Germany
AMIKI	47 34 26.0 N 009 02 15.0 E		STAR LSZH, HLDG LSZH, RNAV Transition LSZH, SID LSZR
AMRID	46 56 05.4 N 007 19 32.8 E	Z60, Z144, KQ862	SID LSZB
AMRUP	47 46 45 N 008 04 37 E	N491, Z141	Refer to AIP Germany
AOSTA	45 47 47 N 007 20 45 E		FRA (E): Even FL Refer to AIP Italy
ARDED	46 44 07 N 010 07 40 E	Z119	
ARGAX	47 03 00 N 009 17 53 E	L613, Y170, Z170	FRA (I) FRA (A): LSZG, EDDS, EDMA, EDMO, ETSL
ARNOT	47 24 08.0 N 006 55 12.0 E	T14	STAR LSGC Refer to AIP France
ARSUT	48 10 00 N 009 19 43 E		Refer to AIP Germany
ARTAG	47 09 52.5 N 008 30 50.3 E	T53	SID LSZH
ARVAN	47 13 53.0 N 007 43 41.0 E	T901	SID, IAC, HLDG LSZG
ASBER	46 53 25.9 N 007 15 52.8 E	KQ861, KQ862, KQ864	
ASGED	47 14 08.8 N 008 34 13.8 E	M858	MIL PROC LSME, MIL PROC LSMD, STAR LSZC

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
ASSEQ	46 13 24 N 006 30 57 E	Y51	Refer to AIP France
ATPED	46 09 15 N 010 25 49 E	P131	Ref to AIP Italy
BADEP	47 01 38 N 007 25 28 E	Z669	FRA (I)
BALIR	47 18 29.9 N 007 16 53.5 E	T52, Y51, Z59, Z142	SID/STAR LSGC; HLDG LFSB
BANKO	45 49 12.0 N 007 03 17.0 E	L50	STAR LSGG Refer to AIP Italy
BARIG	47 16 07 N 008 33 40 E	M858, Y5	
BASGO	46 16 23 N 008 28 20 E	Z424	FRA (I) FRA (A): LIMC
BEGAR	47 54 30 N 007 35 00 E		FRA (I): southbound: Odd FL FRA (I) northbound: BTN 2300-0500 (2200-0400), Even FL Refer to AIP Germany/France
BENOT	47 03 27.7 N 007 10 22.1 E	N869	STAR LSGG FRA (I) FRA (A): LSGG, LSGL, LSGP, LSGS, LSGK, LSTS, LFLI, LFHN, LFLL, LFLY, LFLS, LFLB, LFLP, LFLJ, LFKA FRA (D): EDTD
BERSU	47 08 07.9 N 007 56 28.7 E	N871, Z50, Z58, Z141, Z143	HLDG; STAR LSZH FRA (I) FRA (A): EDTD, EDSB, EDTL, LFST
BIBAN	45 55 32 N 007 27 03 E		FRA (X): Odd FL Refer to AIP Italy
BIBOT	46 45 05 N 006 24 37 E		
BIRKI	47 00 46.6 N 007 22 34.8 E	T627, KQ862	SID/STAR, IAC, HLDG LSZB; SID LSZG; MIL PROC LSMP
BIVLO	46 11 49.8 N 006 15 13.8 E	Y52	STAR LSGG Refer to AIP Italy
BODAN	47 35 15 N 009 27 05 E	Z1, Z163, Z601	Refer to AIP Germany
BUPIG	46 45 11.8 N 008 07 34.0 E		IAC LSMM PinS
CANNE	46 10 00.0 N 008 52 52.0 E	L995, M858, Z651	SID LSZA FRA (E): Even FL
CERVI	45 58 12 N 007 32 43 E		FRA (E): Even FL Refer to AIP Italy
DANZE	47 19 16 N 007 50 17 E	T51	
DEDJU	47 20 54.4 N 007 32 08.6 E	KY256	

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
GEVEA	46 15 14.1 N 006 07 56.0 E	T544, Y1, Y55, Y58	HLDG, STAR LSGG FRA (I) FRA (D): LSZB, LSZG, LSME
GIGUS	45 23 23 N 006 26 30 E		FRA (E): BTN 2300-0500 (2200-0400), Even FL FRA (X): Even FL Refer to AIP France
GILIR	47 03 48 N 006 14 21 E	T330	FRA (I) southbound: Odd FL FRA (I) northbound: Even FL Refer to AIP France
GIPOL	47 30 19.0 N 008 02 27.0 E	Y3, Z601	STAR LSZH, HLDG LSZH, RNAV Transition LSZH
GIRKU	46 03 05 N 005 54 17 E		FRA (I) Refer to AIP France
GLEND	46 24 31.3 N 006 14 39.2 E	KY251, Z32, Z65	SID LSGG
GODRA	46 35 34 N 007 42 32 E		FRA (I)
GOLEB	46 03 06.0 N 006 33 45.0 E	Y52	HLDG, STAR LSGG; SID LSGS Refer to AIP France
GUDAX	46 47 05.0 N 007 29 25.0 E	Z57	MIL PROC LSME FRA (A): LSZH
GUGSA	46 30 23 N 009 46 00 E	Z83	HLDG
HERBI	48 29 27 N 008 14 37 E		Refer to AIP Germany
IBINI	48 10 09 N 008 34 51 E		Refer to AIP Germany
IBODI	46 57 13 N 005 54 00 E		FRA (I): Even FL Refer to AIP France
INCUS	45 51 17 N 006 02 38 E		FRA (X): Odd FL Refer to AIP France
INSIL	46 56 57.7 N 007 24 31.4 E		IAC LSHI PinS
INTEB	46 56 25.2 N 007 15 29.9 E		IAC LSHI PinS
INTEG	47 09 02 N 009 56 09 E		FRA (I): FL315-FL660 Refer to AIP Austria
IRMAR	44 48 00 N 006 47 26 E		FRA (E): Even FL Refer to AIP France
IVAFI	47 23 21.1 N 007 15 07.6 E	KY256	
IXILA	46 45 13.5 N 008 02 37.4 E		IAC LSMM PinS
KELIP	46 57 22.3 N 008 45 42.0 E	Z50, Z651	STAR LSZH
KENTY	46 25 37 N 005 12 46 E		Refer to AIP France

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
KESEX	47 14 05 N 008 43 00 E	Z138, Z651, Z652, Z653	FRA (I) FRA (A): EDMA, EDMO, ETSL, EDSB, EDTL, LFST FRA (D): LSZS, LSZA, LSZL
KINES	45 19 52.9 N 006 45 19.1 E		STAR LSGG FRA (A): LSGG FRA (I) Refer to AIP France
KINNI	46 05 20.0 N 006 12 42.1 E		FRA (I) Refer to AIP France
KOGAS	45 48 30 N 006 23 27 E		FRA (I) Refer to AIP France
KONIL	46 34 06.4 N 006 27 30.1 E	Y51, Z63	SID LSGG
KONOL	46 59 43 N 007 40 51 E	KQ868, N871, T125, Z59	SID LSZB
KOPPI	47 06 15.0 N 007 25 55.0 E	T627	STAR LSZB
KORED	46 51 02 N 007 24 51 E	N871, Z67	STAR LSZB FRA (I) FRA (A): LSZH, LSMD, LFGA, LFGB, LFSB, LFSM FRA (D): LSGG, LSGC, LSGL, LSGP, LSGS, LFLI, LFHN, LFLB, LFLP, LFLJ, LFKA, LFLL, LFLS, LFLY
KOVAR	46 23 31 N 005 49 01 E	T37	Refer to AIP France
KUBOM	47 26 10 N 006 56 45 E		Refer to AIP France
KUDIS	47 26 28 N 008 58 01 E	N851, T103, Z138, Z170	
KUKEV	45 39 10 N 007 12 29 E		FRA (E): Even FL Refer to AIP Italy
KUSAM	47 08 14 N 010 16 55 E	Z119	Refer to AIP Austria
LADOL	48 10 00 N 008 57 12 E		FRA (I): FL245-FL660, Even FL Refer to AIP Germany
LAMUR	46 34 47 N 007 13 53 E	Z57, Z67	FRA (I)
LAPRI	44 58 49 N 007 09 36 E		FRA (X): Odd FL Refer to AIP Italy
LASUN	47 24 51 N 007 32 15 E	T14, T51, Y51	
LEPLA	47 20 36.1 N 007 21 58.0 E	Y51, Z600	SID/STAR LSGC
LIRKO	46 34 15.4 N 005 48 51.5 E	Z64	STAR LSGG Refer to AIP France
LISMO	46 52 14 N 005 46 41 E	T40	Refer to AIP France

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
LOKTA	48 10 00 N 009 10 58 E		FRA (I): FL245-FL660, Even FL FRA (X): FL195-FL245, Even FL Refer to AIP Germany
LORBU	46 43 45.7 N 006 31 44.1 E	Y51	SID LSGG
LUGAN	46 00 13.1 N 008 54 37.0 E	KY252	SID/STAR LSZA
LUKOM	46 35 06 N 008 45 31 E	M858, Y61	
LUMEG	47 03 23.0 N 008 23 09.0 E		MIL PROC LSZC
LUMEL	47 24 26 N 007 09 14 E	T10, T14, T52, Z59, Z600	
LURAG	45 31 40 N 007 05 20 E		FRA (X): Odd FL Refer to AIP Italy
LUSAR	46 40 08.0 N 005 10 46.1 E		STAR LSGG FRA (I): Odd FL Refer to AIP France
LUTIX	47 09 54 N 007 22 14 E	N869, T163, T626, T627	FRA (I)
MANEG	47 12 15 N 008 43 20 E	L613, Z651	FRA (I) FRA (D): LSZS, LSZA, LSZL
MARER	46 56 52.5 N 007 23 04.1 E		IAC LSHI PinS
MATIV	47 35 35.0 N 009 11 32.0 E		STAR LSZH; MIL PROC LSMD
MEBOX	47 05 10.4 N 007 36 33.5 E	KQ862, Z141, Z142	
MEDAM	45 15 52.0 N 006 56 24.1 E		SID LSGG FRA (I) FRA (D): LSGG Refer to AIP France
MILPA	46 18 09 N 005 52 47 E	N869, Y1, Z65, Z669	FRA (I) FRA (D): LSGC, LSGK, LSMP, LSTS, LSGS, LSZB, LSZG, LSME Refer to AIP France
MOBLO	45 48 35 N 006 43 22 E	Y224	FRA (I) Refer to AIP France
MOKIP	46 26 56 N 005 05 37 E		FRA (I): Odd FL Refer to AIP France
MOLUS	46 26 38.0 N 006 40 46.0 E	N871, T330, Z32, Z62, Z64	SID LSGG FRA (I) Refer to AIP France
MONIN	46 41 03.4 N 007 59 18.3 E	Z119	SID/STAR LSZB
MOPAN	48 14 47 N 008 09 16 E	Y164, Z652	FRA (E): FL195-FL245, Odd FL FRA (I): FL245-FL660, Odd FL Refer to AIP Germany

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
MOREG	46 23 35 N 006 00 26 E	Z32	Refer to AIP France
MOROK	47 23 48 N 006 39 20 E		Refer to AIP France
MOSIT	47 04 08.7 N 008 44 37.7 E	Z651	STAR LSZH, HLDG
NAMEL	46 21 28 N 006 17 00 E	Z62	Refer to AIP France
NATLI	47 29 31 N 007 30 26 E		Refer to AIP France
NATOR	48 10 12.0 N 008 19 17.0 E	N869	STAR LSZH FRA (E): FL195-FL245, Odd FL FRA (I): FL245-FL660, Odd FL Refer to AIP Germany
NAXOL	46 52 25.2 N 007 48 03.2 E		MIL PROC LSME
NEGRA	47 43 20.0 N 009 25 37.9 E		STAR LSZH FRA (I) Refer to AIP Germany
NEMAG	47 14 53.0 N 007 50 06.0 E	T901	IAC LSZG
NEMOS	46 54 43.0 N 006 54 23.6 E	N869, Y58	STAR LSGG FRA (I)
NINTU	46 08 50 N 005 33 11 E		FRA (X): Odd FL Refer to AIP France
NISPI	46 56 40.9 N 007 19 51.7 E		IAC LSHI PinS
NITAM	45 06 21.8 N 007 09 27.7E		FRA (X): Odd FL Refer to AIP Italy
NIVIN	46 42 52 N 005 51 58 E		Refer to AIP France
NULXO	46 36 38 N 007 27 39 E		MIL HLDG
NUNRI	47 35 12 N 009 39 09 E	T103, Z6	FRA (X) Refer to AIP Germany
NUSBA	46 06 24 N 005 42 48 E		FRA (X): Odd FL Refer to AIP France
OBEDU	47 15 29 N 008 15 18 E	T53	
ODIKI	45 56 32.2 N 006 20 36.6 E	T345	SID LSGG Refer to AIP France
ODINA	46 06 15.8 N 008 39 53.7 E	N850	STAR LSZA FRA (X): Odd FL Refer to AIP Italy
OLBEN	47 18 16 N 007 37 46 E	N869, T10, Y164, Z50, Z69	FRA (I)

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
OLBOX	47 09 00 N 009 21 00 E	Test Flight pattern East A9	
OLNAV	47 08 00 N 009 14 00 E	Test Flight pattern East A9	
OMASI	45 54 22 N 005 58 27 E		FRA (E): Even FL Refer to AIP France
OMIDO	47 14 58 N 008 27 03 E	T53	
ONNOF	45 57 14 N 005 54 51 E		FRA (X): Odd FL Refer to AIP France
ORSUD	45 57 28 N 007 10 54 E		FRA (I)
OSDOV	47 26 24 N 010 11 00 E		Refer to AIP Germany
OSKUP	47 10 07 N 007 36 33 E	T625, T626	
OSNOG	47 11 42.5 N 008 37 36.1 E	KY251, KY257	
PALLU	47 05 00.4 N 006 47 35.7 E	Y51	SID/STAR, IAC LSGC
PELAD	46 35 56.0 N 009 43 33.0 E	Z50, Z119	HLDG; IAC, SID LSZS
PEPAG	45 59 02 N 009 04 17 E	L995	Refer to AIP Italy
PERAK	46 02 47 N 006 24 35 E		Refer to AIP France
PETAL	46 22 04.9 N 006 18 01.3 E	T544	SID/STAR, IAC LSGG
PINAM	46 43 25.4 N 007 57 43.8 E		IAC LSMM PinS
PIXOS	46 36 19 N 008 58 59 E	N851, Z119	
PUNSA	46 04 43 N 008 01 33 E		FRA (E): Even FL Refer to AIP Italy
PUXXI	46 49 12 N 008 16 52 E		MIL HLDG
RAMOK	47 01 20.2 N 007 41 03.0 E	Z142, Z143	
RAVED	47 43 45.0 N 009 40 10.0 E	Y112	HLDG FRA (E): FL195-FL245, Even FL FRA (E): FL245-FL315, BTN 0400-2230 (0300-2130), Even FL FRA (I): FL245-FL315, BTN 2230-0400 (2130-0300), Even FL FRA (I): FL315-FL660,Even FL Refer to AIP Germany
RESIA	46 28 42 N 010 02 36 E	P131, Z50	FRA (E): Even FL FRA (X): Odd FL

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
REVLI	46 35 11 N 006 44 36 E	T40, T544	
RIGVI	48 07 57 N 007 30 13 E		Refer to AIP France/Germany
RILAX	47 56 34.3 N 008 30 48.8 E	T721	STAR LSZH, HLDG LSZH, RNAV Transition LSZH Refer to AIP Germany
RIPUS	47 15 37 N 008 30 00 E	L613, N850	FRA (I)
RISLI	47 27 11 N 008 30 27 E	M858	
ROBEX	45 06 54 N 006 35 38 E		FRA (E): Odd FL Refer to AIP France/Italy
ROCCA	45 44 43.0 N 006 38 44.1 E		SID/STAR LSGG, SID LSGS Refer to AIP France
ROLSA	47 17 23.0 N 008 53 21.0 E	N851, Z162, Z653, Z671	STAR LSZR FRA (I) FRA (A): EDMA, EDMO, ETSL FRA (D): LSZS
ROMGA	47 29 26 N 009 24 13 E	Z1	
ROMIR	47 42 47 N 009 06 28 E	L856, N851, T125, T625, Y170	FRA (I) Refer to AIP Germany
ROMOM	46 40 52.3 N 006 58 13.9 E	T544	STAR LSGG
RONAG	46 46 45.9 N 010 15 32.4 E	L613, Z119, Z408	HLDG, IAC, SID LSZS FRA (I)
RONIX	47 13 34.5 N 008 27 25.2 E	KQ821, KY256, T734	MIL PROC LSME; STAR LSZC, HLDG LSZC
RONOP	45 11 09 N 007 09 23 E		FRA (E): Even FL Refer to AIP Italy
ROSGO	46 27 10 N 009 27 41 E	Z83	Refer to AIP Italy
ROTOS	47 11 23.6 N 007 43 30.6 E	T50, T163, Z50, Z601, Z669	STAR LSZB
RUMIL	45 51 42.8 N 005 58 53.2 E	Q226	SID LSGG Refer to AIP France
SAFFA	46 44 13 N 010 24 16 E		FRA (E): Even FL Refer to AIP Italy
SALEV	46 04 25.6 N 006 03 57.4 E	Y52, Y55, Y56, Y58	STAR LSGG Refer to AIP France
SAPRE	46 28 07.3 N 006 26 53.0 E	KY251, L615, T544, Y51, Y58, Z64, Z65	SID LSGS; SID/STAR/IAC, HLDG LSGG; SID/STAR LSGC
SARWA	47 09 40 N 009 14 39 E		MIL HLDG
SIROD	46 43 37.3 N 006 01 10.4 E		SID LSGG Refer to AIP France

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR3Z 46 59 35 N / 009 36 01 E - 46 58 01 N / 009 33 39 E - 46 57 18 N / 009 30 51 E - 46 57 16 N / 009 13 11 E - 46 57 12 N / 009 05 50 E - 46 57 12 N / 009 04 55 E - 46 57 12 N / 009 02 33 E - 46 57 58 N / 008 59 38 E - 46 59 24 N / 008 57 24 E - 47 01 17 N / 008 56 01 E - 47 03 32 N / 008 55 42 E - 47 06 50 N / 008 55 14 E - 47 13 17 N / 008 54 21 E - 47 16 27 N / 008 58 27 E - 47 21 12 N / 009 04 35 E - 47 24 27 N / 009 16 43 E - 47 24 18 N / 009 36 26 E - 47 23 45 N / 009 38 32 E - 47 22 58 N / 009 40 25 E - ALONG SWISS BORDER - 47 16 14 N / 009 31 51 E - ALONG AUSTRIAN BORDER - 47 03 39 N / 009 36 25 E - ALONG SWISS BORDER - 47 03 09 N / 009 37 24 E - 47 01 40 N / 009 37 24 E - 46 59 35 N / 009 36 01 E	FL 135 / FL 95		For IFR flight planning purposes only
LSR4 **LAC DE NEUCHÂTEL** 46 57 41 N / 006 54 37 E - 46 55 02 N / 006 57 25 E - 46 49 57 N / 006 49 21 E - 46 50 36 N / 006 43 19 E - 46 57 41 N / 006 54 37 E	*8900 ft AMSL (2700 m)* / GND	ACFT FRNG	
LSR4A **LAC DE NEUCHÂTEL** 47 01 17 N / 006 50 48 E - 46 57 41 N / 006 54 37 E - 46 50 36 N / 006 43 19 E - 46 51 29 N / 006 35 10 E - 47 01 17 N / 006 50 48 E	*8900 ft AMSL (2700 m)* / *5000 ft AMSL (1500 m)*	ACFT FRNG	
LSR5 **BIERE** 46 34 47 N / 006 21 21 E - 46 34 09 N / 006 22 35 E - 46 32 11 N / 006 20 25 E - 46 31 33 N / 006 22 02 E - 46 30 08 N / 006 21 26 E - 46 31 59 N / 006 16 47 E - 46 34 47 N / 006 21 21 E	by NOTAM (MAX *6500 ft AMSL)* / GND	MIL UAS and / or FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of the area (ACT/not ACT) may be requested via GENEVA INFORMATION 126.350 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**
LSR6 **AXALP** 46 49 25 N / 008 01 42 E - 46 47 13 N / 008 09 32 E - 46 44 45 N / 008 12 59 E - Arc of circle clockwise radius 3.4 km (1.8 NM) on 46 43 31 N / 008 11 09 E - 46 42 16 N / 008 12 57 E - 46 38 19 N / 008 06 56 E - 46 38 14 N / 007 57 16 E - 46 47 14 N / 007 54 08 E - 46 49 25 N / 008 01 42 E	FL 130 / *6000 ft AMSL* *(1850 m)*		**Entry not permitted for VFR FLT** Exemption: HEMS flights with special procedures Status of the area (ACT/not ACT) may be requested via 130.155 MHz or 124.700 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LSR7 **HONGRIN** 46 25 35 N / 007 06 19 E - 46 25 05 N / 007 06 19 E - 46 23 19 N / 007 03 36 E - 46 22 19 N / 007 00 07 E - 46 21 54 N / 006 57 54 E - 46 22 51 N / 006 57 05 E - 46 25 26 N / 007 00 16 E - 46 25 49 N / 007 03 03 E - 46 25 35 N / 007 06 19 E	by NOTAM (MAX *15500 ft AMSL)* / GND	MIL UAS and / or FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via GENEVA INFORMATION 126.350 MHz or: Phone: +41 (0) 44 813 31 10
LSR8 **DAMMASTOCK** 46 43 38 N / 008 32 57 E - 46 37 50 N / 008 33 18 E - 46 33 59 N / 008 21 21 E - 46 41 29 N / 008 18 38 E - 46 43 38 N / 008 32 57 E	*28'000ft AMSL* *(8550 m) /* GND	Air-Air FRNG	**Entry not permitted for VFR FLT** Exemption: HEMS flights with special procedures Status of the area (ACT/not ACT) may be requested via 128.380 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LSR8A **DAMMASTOCK** 46 37 50 N / 008 33 18 E - 46 32 59 N / 008 33 36 E - 46 30 53 N / 008 28 05 E - 46 33 59 N / 008 21 21 E - 46 37 50 N / 008 33 18 E	*28'000 ft AMSL* *(8550 m)* / *9200 ft AMSL* *(2800 m)*	Air-Air FRNG / MIL ACFT ACT	
LSR9 **HINTERRHEIN** 46 31 34 N / 009 07 11 E - 46 31 18 N / 009 10 38 E - 46 30 28 N / 009 10 49 E - 46 29 40 N / 009 10 06 E - 46 28 22 N / 009 10 52 E - 46 27 45 N / 009 10 05 E - 46 27 54 N / 009 08 10 E - 46 28 44 N / 009 06 40 E - 46 28 28 N / 009 05 09 E - 46 28 50 N / 009 04 15 E - 46 31 34 N / 009 07 11 E	by NOTAM (MAX *40000 ft AMSL)* / GND	MIL UAS and / or 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**
LSR10 **FAERMELBERG** 46 31 03 N / 007 28 05 E - 46 31 21 N / 007 28 29 E - 46 31 18 N / 007 29 07 E - 46 31 22 N / 007 29 25 E - 46 31 28 N / 007 29 55 E - 46 31 25 N / 007 30 08 E - 46 31 14 N / 007 31 36 E - 46 31 05 N / 007 31 48 E - 46 30 39 N / 007 32 18 E - 46 30 25 N / 007 32 26 E - 46 29 50 N / 007 31 37 E - 46 29 44 N / 007 30 38 E - 46 30 01 N / 007 30 16 E - 46 29 53 N / 007 29 58 E - 46 29 43 N / 007 29 23 E - 46 30 17 N / 007 28 51 E - 46 30 35 N / 007 28 01 E - 46 30 44 N / 007 27 48 E - 46 30 51 N / 007 27 56 E - 46 31 03 N / 007 28 05 E	*15'500 ft AMSL* *(4700 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of the area (ACT/not ACT) may be requested via GENEVA INFORMATION 126.350 MHz or: Phone: +41 (0) 44 813 31 10
LSR11 **ZUOZ / S-CHANF** 46 43 53 N / 010 02 33 E - 46 40 11 N / 010 02 29 E - 46 37 04 N / 010 00 06 E - 46 36 08 N / 009 57 37 E - 46 37 36 N / 009 56 36 E - 46 39 24 N / 009 50 30 E - Arc of circle clockwise radius 13 km (7.0 NM) on 46 37 05 N / 010 00 06 E - 46 43 53 N / 010 02 33 E	*31'500 ft AMSL* *(9600 m)* / GND	Anti-ACFT FRNG / MIL ACFT ACT JUN - JUL: MIL ACFT ACT only	**Entry not permitted for VFR FLT** Exemption: HEMS flights and ARR DEP from LSZS/LSXM via AFIS LSZS Status of the area (ACT/not ACT) may be requested via 135.480 MHz or: Phone: +41 (0) 44 813 31 10 Manageable by AMC

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR11Z 46 48 42 N / 010 07 35 E - 46 48 10 N / 010 08 36 E - 46 46 50 N / 010 10 09 E - 46 45 18 N / 010 11 00 E - 46 43 49 N / 010 11 17 E - 46 40 07 N / 010 11 13 E - 46 38 20 N / 010 10 48 E - 46 37 00 N / 010 09 54 E - ALONG SWISS BORDER - 46 31 25 N / 010 03 13 E - 46 30 40 N / 010 01 12 E - 46 30 09 N / 009 58 41 E - 46 30 13 N / 009 56 14 E - 46 30 43 N / 009 53 51 E - 46 31 44 N / 009 51 41 E - 46 32 56 N / 009 50 19 E - 46 33 46 N / 009 47 28 E - 46 34 30 N / 009 45 23 E - 46 35 33 N / 009 43 51 E - 46 36 54 N / 009 42 36 E - 46 38 27 N / 009 41 54 E - 46 40 09 N / 009 41 52 E - 46 41 45 N / 009 42 29 E - 46 43 26 N / 009 43 33 E - 46 45 05 N / 009 45 10 E - 46 46 24 N / 009 46 51 E - 46 47 25 N / 009 48 38 E - 46 48 22 N / 009 50 41 E - 46 49 07 N / 009 52 55 E - 46 49 41 N / 009 55 24 E - 46 50 00 N / 009 57 53 E - 46 50 05 N / 010 00 04 E - 46 50 00 N / 010 02 13 E - 46 49 50 N / 010 03 39 E - 46 48 42 N / 010 07 35 E	FL 345 / GND		For IFR flight planning purposes only

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR11A **ZUOZ / S-CHANF** 46 40 11 N / 010 02 29 E - 46 36 17 N / 010 02 25 E - 46 34 28 N / 010 04 43 E - ALONG SWISS-ITALIAN BORDER - 46 32 04 N / 010 02 46 E - Arc of circle clockwise radius 10 km (5.4 NM) on 46 37 16 N / 010 00 12 E - 46 32 35 N / 009 55 59 E - 46 35 47 N / 009 57 51 E - 46 36 08 N / 009 57 37 E - 46 37 04 N / 010 00 06 E - 46 40 11 N / 010 02 29 E	*31'500 ft AMSL (9600 m) / 7000 ft AMSL (2150 m)*	Anti-ACFT FRNG / MIL ACFT ACT JUN - JUL: MIL ACFT ACT only	**Entry not permitted for VFR FLT** Exemption: HEMS flights and ARR DEP from LSZS/LSXM via AFIS LSZS Status of the area (ACT/not ACT) may be requested via 135.480 MHz or: Phone: +41 (0) 44 813 31 10 Manageable by AMC
LSR11AZ 46 26 00 N / 010 03 30 E - 46 25 46 N / 010 01 13 E - 46 25 47 N / 009 59 01 E - 46 25 58 N / 009 57 00 E - 46 26 17 N / 009 55 09 E - 46 26 47 N / 009 53 20 E - 46 27 29 N / 009 51 24 E - 46 28 23 N / 009 49 42 E - 46 29 22 N / 009 48 34 E - 46 30 45 N / 009 47 43 E - 46 32 22 N / 009 47 18 E - 46 33 46 N / 009 47 28 E - 46 35 16 N / 009 48 10 E - 46 36 39 N / 009 48 58 E - 46 38 15 N / 009 49 25 E - 46 39 38 N / 009 50 30 E - 46 40 39 N / 009 51 49 E - 46 41 28 N / 009 53 37 E - 46 42 58 N / 009 54 46 E - 46 44 13 N / 009 56 00 E- 46 45 11 N / 009 57 43 E - 46 45 54 N / 009 59 57 E - 46 46 09 N / 010 02 15 E - 46 45 59 N / 010 04 37 E - 46 45 26 N / 010 06 41 E - 46 44 36 N / 010 08 25 E - 46 43 11 N / 010 10 02 E - 46 41 44 N / 010 10 54 E - 46 40 07 N / 010 11 13 E - 46 38 29 N / 010 11 10 E - 46 37 16 N / 010 12 23 E - ALONG SWISS BORDER - 46 26 00 N / 010 03 30 E	FL 345 / GND		For IFR flight planning purposes only

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR12 **SIMPLON** 46 15 59 N / 008 01 35 E - 46 15 49 N / 008 04 41 E - 46 15 38 N / 008 04 50 E - ALONG SWISS-ITALIAN BORDER - 46 14 58 N / 008 06 37 E - 46 14 02 N / 008 04 52 E - 46 11 03 N / 008 05 39 E - 46 08 17 N / 008 04 51 E - 46 07 21 N / 008 03 26 E - 46 06 49 N / 008 00 54 E - 46 09 44 N / 007 59 35 E - 46 13 21 N / 007 58 26 E - 46 14 29 N / 007 58 31 E - 46 15 59 N / 008 01 35 E	by NOTAM (MAX *22500 ft AMSL)* / GND	MIL UAS and / or 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
LSR13 **AXALP** 46 41 11 N / 007 40 49 E - 46 33 27 N / 007 50 07 E - 46 35 24 N / 008 07 05 E - 46 46 18 N / 008 16 17 E - 46 54 49 N / 007 56 02 E - 46 48 04 N / 007 49 31 E - 46 41 11 N / 007 40 49 E	FL 130 / *6000 ft AMSL* *(1850 m)*	ACFT FRNG	ACT: Calendar week 41 - Axalp demonstration **Entry not permitted for VFR FLT** Status of the area (ACT/not ACT) may be requested via 130.155 MHz or 124.700 MHz - Caution: Limited radio coverage or Phone: +41 (0) 44 813 31 10
LSR14 **SAENTIS** 47 13 32 N / 009 15 50 E - 47 13 25 N / 009 16 00 E - 47 12 54 N / 009 16 57 E - 47 12 43 N / 009 17 33 E - 47 13 01 N / 009 19 07 E - 47 13 12 N / 009 19 46 E - 47 14 03 N / 009 20 19 E - 47 14 42 N / 009 20 05 E - 47 14 50 N / 009 19 48 E - 47 14 51 N / 009 19 21 E - 47 14 58 N / 009 19 02 E - 47 15 09 N / 009 18 49 E - 47 15 12 N / 009 18 34 E - 47 15 12 N / 009 17 39 E - 47 14 55 N / 009 17 02 E - 47 14 27 N / 009 16 16 E - 47 13 32 N / 009 15 50 E	by NOTAM (MAX *12500 ft AMSL)* / GND	MIL UAS and / or 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**
LSR15 **ENTLEBUCH** 47 02 03 N / 008 11 36 E - 46 59 27 N / 008 08 05 E - 46 56 52 N / 008 04 35 E - 46 53 30 N / 008 00 01 E - 46 57 53 N / 007 51 39 E - 47 02 29 N / 008 00 10 E - 47 04 58 N / 008 07 41 E - 47 02 17 N / 008 11 09 E - 47 02 03 N / 008 11 36 E	FL 100 / *5500 ft AMSL (1700 m)* or 1000 FT GND whichever is higher	MIL UAS ACT expect ADS 15 / ACFT activity	**Entry for VFR flights is subject to ATC clearance by EMMEN RADAR on 125.435 MHz** Status of the area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or EMMEN TWR 118.005 MHz or: Phone: +41 (0) 44 813 31 10
LSR16 **ISONE 1** 46 08 59 N / 009 00 34 E - 46 08 54 N / 009 01 57 E - 46 08 08 N / 009 04 07 E - 46 07 19 N / 009 04 50 E - ALONG SWISS-ITALIAN BORDER - 46 07 05 N / 009 04 21 E - 46 06 45 N / 009 03 10 E - 46 06 47 N / 009 01 35 E - 46 06 48 N / 009 00 22 E - 46 07 10 N / 008 59 12 E - 46 07 50 N / 008 59 14 E - 46 08 35 N / 008 59 30 E - 46 08 59 N / 009 00 34 E	by NOTAM (MAX *10500 ft AMSL)* / GND	MIL UAS and / or 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
LSR17 **ISONE 2** 46 07 10 N / 008 59 12 E - 46 06 48 N / 009 00 22 E - 46 06 47 N / 009 01 35 E - 46 05 59 N / 009 00 47 E - 46 05 43 N / 008 59 26 E - 46 06 09 N / 008 57 45 E - 46 07 10 N / 008 59 12 E	by NOTAM (MAX *10500 ft AMSL)* / GND	MIL UAS and / or 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
LSR18 **BURE** 47 27 29 N / 007 00 56 E - 47 27 24 N / 007 02 36 E - 47 27 02 N / 007 02 43 E - 47 25 52 N / 007 01 40 E - 47 24 51 N / 006 58 57 E - 47 24 59 N / 006 57 46 E - 47 26 02 N / 006 57 27 E - ALONG SWISS-FRENCH BORDER - 47 26 09 N / 006 57 50 E - 47 25 58 N / 007 00 00 E - 47 26 15 N / 007 00 53 E - 47 27 14 N / 007 00 32 E - 47 27 29 N / 007 00 56 E	by NOTAM (MAX *4500 ft AMSL)* / GND	MIL UAS 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**
LSR31 **GADMEN** 46 45 57 N / 008 24 58 E - 46 46 12 N / 008 26 31 E - 46 46 19 N / 008 26 16 E - 46 46 28 N / 008 26 54 E - 46 46 14 N / 008 27 21 E - 46 45 59 N / 008 27 25 E - 46 45 31 N / 008 27 32 E - 46 44 47 N / 008 27 02 E - 46 44 35 N / 008 26 25 E - 46 44 36 N / 008 24 39 E - 46 44 39 N / 008 24 22 E - 46 44 57 N / 008 24 14 E - 46 44 55 N / 008 23 55 E - 46 44 47 N / 008 23 26 E - 46 44 33 N / 008 22 51 E - 46 44 34 N / 008 22 43 E - 46 44 50 N / 008 22 40 E - 46 45 27 N / 008 22 09 E - 46 45 42 N / 008 22 49 E - 46 45 56 N / 008 23 47 E - 46 46 24 N / 008 24 45 E - 46 46 27 N / 008 24 52 E - 46 45 57 N /008 24 58 E	*16500 ft AMSL* *(5050 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
LSR37 **SUSTENPASS** 46 42 51 N / 008 26 52 E - 46 42 39 N / 008 27 15 E - 46 41 56 N / 008 27 19 E - 46 41 30 N / 008 27 17 E - 46 41 11 N / 008 27 17 E - 46 41 08 N / 008 26 27 E - 46 41 10 N / 008 25 41 E - 46 41 15 N / 008 24 53 E - 46 40 58 N / 008 24 39 E - 46 41 04 N / 008 23 51 E - 46 41 40 N / 008 22 38 E - 46 41 53 N / 008 22 32 E - 46 42 30 N / 008 22 29 E - 46 42 39 N / 008 22 36 E - 46 42 49 N / 008 22 49 E - 46 42 55 N / 008 23 03 E - 46 42 59 N / 008 23 17 E - 46 42 56 N / 008 24 09 E - 46 43 01 N / 008 24 34 E - 46 43 18 N / 008 24 29 E - 46 43 37 N / 008 24 36 E - 46 43 57 N / 008 24 49 E - 46 43 59 N / 008 25 46 E - 46 43 53 N / 008 26 13 E -	*16500 ft AMSL* *(5050 m) /* GND	FRNG ACT	ACT: 15 SEP - 01 JUL **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 43 38 N / 008 26 29 E - 46 43 42 N / 008 26 53 E - 46 43 33 N / 008 26 55 E - 46 42 51 N / 008 26 52 E			
LSR38 **GLAUBENBERG - WASSERFALLEN** 46 52 48 N / 008 06 52 E - 46 52 31 N / 008 06 59 E - 46 52 29 N / 008 06 58 E - 46 52 23 N / 008 06 51 E - 46 52 20 N / 008 06 45 E - 46 52 24 N / 008 06 09 E - 46 52 15 N / 008 05 47 E - 46 52 29 N / 008 05 14 E - 46 53 16 N / 008 04 01 E - 46 53 21 N / 008 04 07 E - 46 53 43 N / 008 04 07 E - 46 53 50 N / 008 03 55 E - 46 54 12 N / 008 03 47 E - 46 54 15 N / 008 04 15 E - 46 54 25 N / 008 04 26 E - 46 54 27 N / 008 04 40 E - 46 54 28 N / 008 04 46 E - 46 54 08 N / 008 05 03 E - 46 54 22 N / 008 05 09 E - 46 54 29 N / 008 05 33 E - 46 54 18 N / 008 05 44 E - 46 53 24 N / 008 07 13 E - 46 52 48 N / 008 06 52 E	by NOTAM (MAX *17500 ft AMSL*, *5350 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
LSR39A **HEITLI** 46 55 00 N / 008 13 38 E - 46 53 24 N / 008 14 30 E - 46 53 01 N / 008 16 23 E - 46 55 47 N / 008 20 27 E - 46 49 57 N / 008 19 44 E - 46 50 55 N / 008 08 26 E - 46 55 00 N / 008 13 38 E	FL 130 / by NOTAM (MIN *9000 ft AMSL* or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	**Entry for VFR flights is subject to ATC clearance by ALPNACH TWR.** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or ALPNACH TWR 128.475 MHz

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR39B **BRISEN** 46 57 46 N / 008 30 42 E - 46 55 47 N / 008 20 27 E - 46 49 57 N / 008 19 44 E - 46 52 04 N / 008 31 51 E - 46 57 46 N / 008 30 42 E	FL 130 / by NOTAM (MIN *9000 ft AMSL* or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	**Entry for VFR flights is subject to ATC clearance by BUOCHS TWR.** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or BUOCHS TWR 119.625 MHz
LSR39C **STOOS** 46 58 56 N / 008 30 22 E - 47 01 40 N / 008 49 17 E - 46 55 23 N / 008 51 07 E - 46 52 04 N / 008 31 51 E - 46 57 46 N / 008 30 42 E - 46 58 56 N / 008 30 22 E	FL 130 / by NOTAM (MIN *9000 ft AMSL* or 2000 FT GND whichever is higher)	PILATUS FLIGHT TEST	
LSR40 **WASSERFALLEN** 47 01 30 N / 008 06 19 E - 46 55 22 N / 008 13 23 E - 46 51 16 N / 008 06 24 E - 46 51 24 N / 008 02 40 E - 46 54 36 N / 007 59 22 E - 47 01 30 N / 008 06 19 E	*10500 ft AMSL /* GND	A/G FRNG / MIL ACFT ACT OCT - MAY	**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
LSR40A **WASSERFALLEN** 46 55 22 N / 008 13 23 E - 46 51 12 N / 008 13 18 E - 46 51 16 N / 008 06 24 E - 46 55 22 N / 008 13 23 E	*10500 ft AMSL /* *4500 ft AMSL*	A/G FRNG / MIL ACFT ACT OCT - MAY	
LSR40B **WASSERFALLEN** 47 02 43 N / 008 02 12 E - 47 01 30 N / 008 06 19 E - 46 54 36 N / 007 59 22 E - 46 56 53 N / 007 56 48 E - 47 02 43 N / 008 02 12 E	*10500 ft AMSL /* *4500 ft AMSL*	A/G FRNG / MIL ACFT ACT OCT - MAY	
LSR41 **CHALCHTAL** 46 44 48 N / 008 28 30 E - 46 44 31 N / 008 29 28 E - 46 44 14 N / 008 29 23 E - 46 43 18 N / 008 29 45 E - 46 42 39 N / 008 29 49 E - 46 42 08 N / 008 29 19 E - 46 42 07 N / 008 28 47 E - 46 42 18 N / 008 28 01 E - 46 41 56 N / 008 27 19 E - 46 42 17 N / 008 26 32 E - 46 42 55 N / 008 26 33 E - 46 43 33 N / 008 26 50 E - 46 43 43 N / 008 26 58 E - 46 44 15 N / 008 27 27 E - 46 44 39 N / 008 28 04 E - 46 44 48 N / 008 28 30 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**
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 -	by NOTAM (MAX *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	by NOTAM (MAX *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)	128.680 MHz N/A	+41 (0) 26 662 20 88 +41 (0) 26 662 21 64/65
LSR6 **AXALP**	MEIRINGEN TWR Range Control Officer (RCO)	130.155 MHz	N/A +41 (0) 41 679 72 55
LSR8 (LSR8A) **DAMMASTOCK**	Range Control Officer (RCO) Callsign: ROMEO 8	128.380 MHz	+41 (0) 41 888 63 00
LSR11 **ZUOZ / S-CHANF**	Range Control Officer (RCO) Callsign: ROMEO 11	135.480 MHz	+41 (0) 81 854 05 53
LSR13 **AXALP**	MEIRINGEN TWR Range Control Officer (RCO)	130.155 MHz	N/A +41 (0) 41 679 72 55
TEMPO LSR FOR **PATROUILLE SUISSE DISPLAYS**	Display Director Callsign: TIGER	130.805 MHz	N/A
TEMPO LSR FOR **PC-7 TEAM DISPLAYS**	Display Director Callsign: TURBO	130.805 MHz	N/A
* No advices. Information on activations notified by NOTAM and DABS.			

2. Danger areas LSD

A danger area is an airspace of defined dimensions within which activities dangerous to the FLT of ACFT may take place at specified times.

The danger areas are tabulated below and depicted on the aeronautical charts.

The activation is promulgated by means of DABS and NOTAM as a rule on the preceding day, (DABS REF: GEN 3.1 5.3).

Activation of LSD

See DABS and NOTAM
URL: http://www.skybriefing.com
or Phone: +41 (0) 44 813 31 10

DANGER AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit Lower limit**	**Type of danger**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSD3 **GRANDVILLARD** 46 36 32 N / 007 10 39 E - 46 31 08 N / 007 10 41 E - 46 28 26 N / 007 06 00 E - 46 28 24 N / 006 58 59 E - 46 35 25 N / 006 58 55 E - 46 34 22 N / 007 05 11 E - 46 36 32 N / 007 10 39 E	*9000 ft AMSL* *(2750 m) /* *4500 ft AMSL* *(1350 m)*	MIL ACFT ACT	Status of the area (ACT/not ACT) may be requested via 135.480 MHz or: Phone: +41 (0) 44 813 31 10
LSD5 **ERISWIL** 47 05 27 N / 008 04 47 E - 47 08 08 N / 007 53 47 E - 47 06 59 N / 007 41 17 E - 47 03 35 N / 007 38 25 E - 46 56 17 N / 007 46 56 E - 46 57 07 N / 008 01 18 E - 47 05 27 N / 008 04 47 E	*5000 ft AMSL* *(1500 m) /* *3000 ft AMSL* *(900 m)*	Simulated Ground Attacks with MIL Jet and Prop ACFT	Status of the area (ACT/not ACT) may be requested via Zürich Information 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSD10 **BREIL/BRIGELS** Circle of 10 km (5.4 NM) radius: Centre 46 45 33 N / 009 05 17 E	*13'000 ft AMSL* *(3950 m) /* *4000 ft AMSL* *(1200m)*	MIL ACFT ACT	Status of the area (ACT/not ACT) may be requested via 135.480 MHz or: Phone: +41 (0) 44 813 31 10
LSD12 **SIHLTAL** 47 02 55 N / 008 53 16 E - 46 59 55 N / 008 51 26 E - 46 59 55 N / 008 50 16 E - 47 03 15 N / 008 50 16 E - 47 03 25 N / 008 51 06 E - 47 03 25 N / 008 52 36 E - 47 02 55 N / 008 53 16 E	*9850 ft AMSL* *(3000 m) /* GND	Test FRNG	Phone: +41 (0) 44 813 31 10
LSD14 **GASTERNTAL** 46 28 15 N / 007 43 36 E - 46 25 25 N / 007 41 26 E - 46 26 55 N / 007 37 56 E - 46 28 05 N / 007 38 57 E - 46 28 15 N / 007 43 36 E	*7200 ft AMSL* *(2200 m) /* GND		Phone: +41 (0) 44 813 31 10

THIS PAGE INTENTIONALLY LEFT BLANK

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)

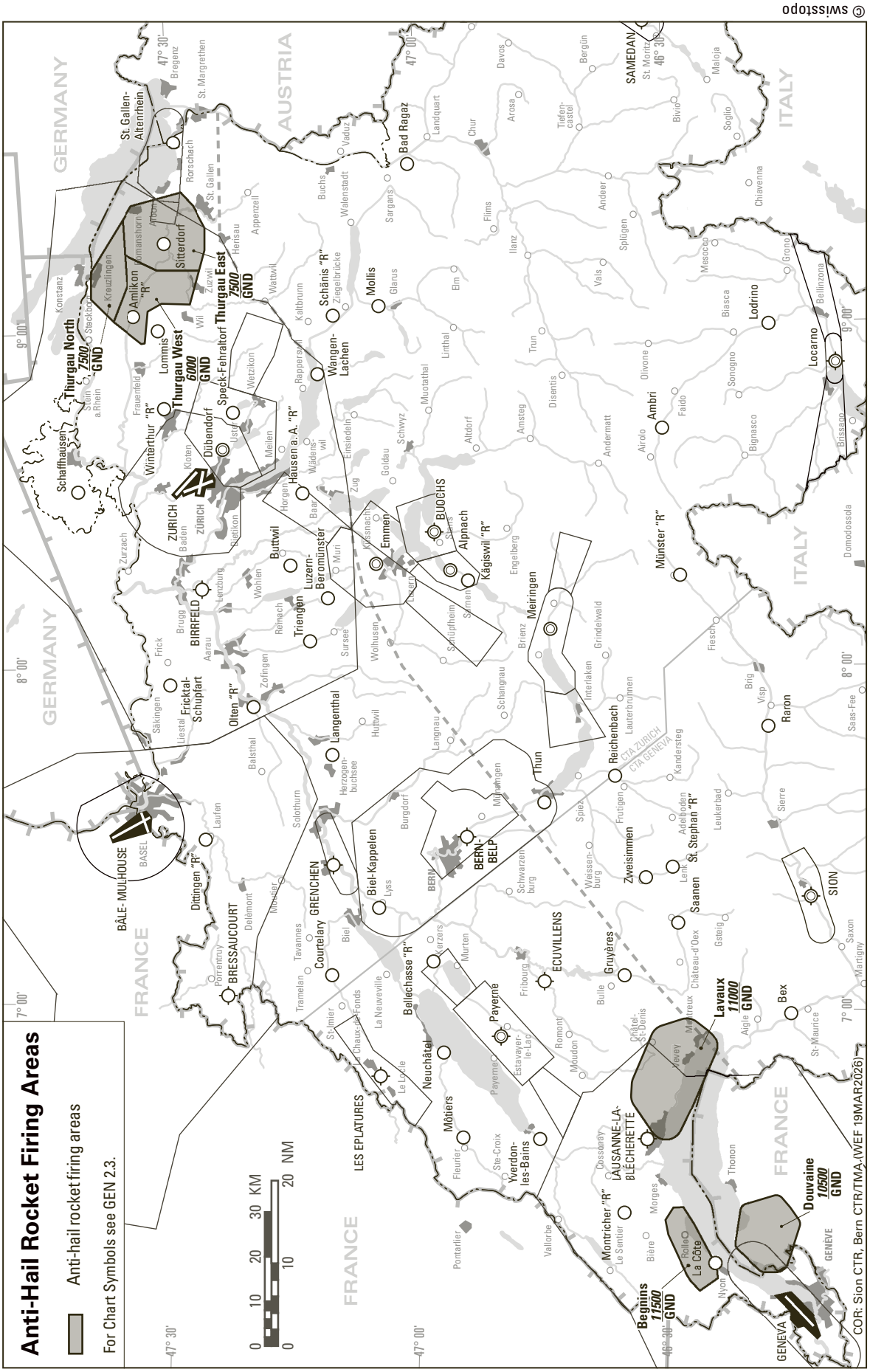
REF: ENR 5.5 § 9

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



ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR28 **YVERDON** 46 58 56 N / 006 34 22 E - 46 51 30 N / 006 34 54 E - 46 50 36 N / 006 43 22 E - 46 43 47 N / 006 33 55 E - 46 46 00 N / 006 26 18 E - ALONG SWISS-FRENCH BORDER - 46 58 56 N / 006 34 22 E	*6000 ft AMSL* *(1850 m) /* *4000ft AMSL* *(1200 m)*	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**
LSR29 **TAVANNES** 47 20 03 N / 007 03 25 E - 47 20 18 N / 007 11 24 E - 47 19 03 N / 007 26 13 E - 47 14 34 N / 007 29 27 E - 47 13 06 N / 007 21 59 E - 47 11 36 N / 007 18 02 E - 47 08 44 N / 007 12 40 E - 47 07 56 N / 007 11 41 E - 47 10 57 N / 007 07 52 E - 47 09 31 N / 007 02 56 E - 47 11 47 N / 007 01 40 E - 47 17 09 N / 006 56 26 E - ALONG SWISS-FRENCH BORDER - 47 20 03 N / 007 03 25 E	*6000 ft AMSL* *(1850 m)* / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** Deactivation possible at D-1 prior 15:00 LT for SAR/HEMS if **within the lateral dimensions of LSR33 the cloud cover is forecast 6/8 or greater with a cloud base between GND and *5000 ft AMSL***.
LSR30 **NEUVEVILLE WEST** 47 09 31 N / 007 02 56 E - 47 05 08 N / 007 08 09 E - 47 02 14 N / 007 01 07 E - 46 57 48 N / 006 54 32 E - 47 00 45 N / 006 51 17 E - 47 01 15 N / 006 50 44 E - 47 04 25 N / 006 54 10 E - 47 06 40 N / 007 00 41 E - 47 07 47 N / 007 01 26 E - 47 08 41 N / 007 01 20 E - 47 08 59 N / 007 01 06 E - 47 09 31 N / 007 02 56 E	FL 80 (2450 m) / *4000 ft AMSL* *(1200 m)*	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**
LSR32 **GOMS** 46 27 58 N / 008 28 07 E - 46 27 51 N / 008 26 18 E - ALONG SWISS-ITALIAN BORDER - 46 15 38 N / 008 04 49 E - 46 19 33 N / 008 01 29 E - 46 29 07 N / 007 53 15 E - 46 38 46 N / 008 15 29 E - 46 34 45 N / 008 27 08 E - 46 27 58 N / 008 28 07 E	FL 130 (3950 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** MIL OFF: upper limit FL 150 (4550 m)

ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
LSR33 **BALSTHAL** 47 19 08 N / 007 51 27 E - 47 14 34 N / 007 29 27 E - 47 19 03 N / 007 26 13 E - 47 20 18 N / 007 11 24 E - 47 21 00 N / 007 39 58 E - 47 24 02 N / 007 47 52 E - 47 19 08 N / 007 51 27 E	*5000 ft AMSL* *(1500 m)* / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** Deactivation possible at D-1 prior 15:00 LT for SAR/HEMS if **within the lateral dimensions of LSR33 the cloud cover is forecast 6/8 or greater with a cloud base between GND and *5000 ft AMSL***.
LSR34 **CAMPO** 46 34 46 N / 008 29 08 E - 46 34 45 N / 008 27 08 E - 46 27 58 N / 008 28 07 E - 46 28 07 N / 008 35 15 E - 46 20 13 N / 008 36 24 E - 46 20 55 N / 008 53 04 E - 46 26 40 N / 008 46 14 E - 46 31 03 N / 008 31 35 E - 46 34 46 N / 008 29 08 E	*10500 ft AMSL* *(3200 m) /* 2000 ft AGL (600 m)	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT TEMP available: MIL ON, 01 MAR - 31 OCT Activation required by Chief Flight Operations Locarno Phone: +41 (0) 58 481 24 68 Request for clearance TIL 0830 (0730) **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** MIL OFF: upper limit FL 130 (3950 m)
LSR35 **NEUVEVILLE EAST** 47 10 57 N / 007 07 52 E - 47 07 56 N / 007 11 41 E - 47 05 08 N / 007 08 09 E - 47 09 31 N / 007 02 56 E - 47 10 57 N / 007 07 52 E	*6000 ft AMSL* *(1850 m) /* *4000 ft AMSL* *(1200 m)*	Glider	Available: MIL OFF, SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)**
LSR36 **KANDERGRUND** 46 35 57 N / 007 26 11 E - 46 35 26 N / 007 29 58 E - 46 36 40 N / 007 40 54 E - 46 36 13 N / 007 41 50 E - 46 35 38 N / 007 43 00 E - 46 35 05 N / 007 44 56 E - 46 34 51 N / 007 46 32 E - 46 34 47 N / 007 45 34 E - 46 33 19 N / 007 42 10 E - 46 33 45 N / 007 29 13 E - 46 35 57 N / 007 26 11 E	FL130 or *13000 ft AMSL* *(3950 m)* whichever is lower / 2000 ft AGL - (600 m)	Glider	Available: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D areas)** Upper limit FL 130 (3950 m) or *13000 ft AMSL* based on LSMM QNH whichever is lower
LSR42 **CHURFIRSTEN W** 47 02 55 N / 009 12 03 E - 47 02 49 N / 009 00 27 E - 47 09 09 N / 008 59 19 E - 47 14 22N / 009 10 08 E - 47 02 55 N / 009 12 03 E	FL 080 (2450 m) / 2000 ft AGL (600 m)	Glider	Available from: SR-SS, 01 MAR - 31 OCT **Other defined airspace excluded** **(e.g. CTRs, TMAs, P/R/D 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 Approval request by head of aerodrome Bohlhof 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
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 13 58 N 008 26 04 E - 47 18 28 N 008 23 30 E - 47 19 10 N 008 34 10 E - 47 16 36 N 008 36 05 E - 47 15 30 N 008 36 50 E - 47 13 58 N 008 26 04 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 38 N 008 43 47 E - 47 18 32 N 008 45 12 E - 47 16 20 N 008 46 42 E - 47 16 30 N 008 44 44 E - 47 15 30 N 008 36 50 E - 47 16 36 N 008 36 05 E - 47 19 10 N 008 34 10 E - 47 20 17 N 008 37 50 E - 47 20 38 N 008 43 47 E	*7500* *(2300)* or *6500* *(2000)* --------- *5500** *(1700)* *and* *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. *The lower limits of LSR78T are *5500ft* within LSZH TMA sector 4A and *3500ft* within LSZH TMA sector 2C.
LSR79AT **BACHTEL CENTER**	47 15 37 N 008 55 07 E - 47 16 20 N 008 46 42 E - 47 18 32 N 008 45 12 E - 47 20 38 N 008 43 47 E - 47 21 16 N 008 56 41 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 16 N 008 56 41 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 55 12 N 007 25 37 E - 46 55 14 N 007 25 45 E - 46 55 13 N 007 26 43 E - 46 55 08 N 007 27 07 E - 46 54 39 N 007 28 09 E - 46 54 24 N 007 28 28 E - 46 53 12 N 007 29 44 E - 46 51 57 N 007 29 34 E - 46 52 12 N 007 29 16 E - 46 55 12 N 007 25 37 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

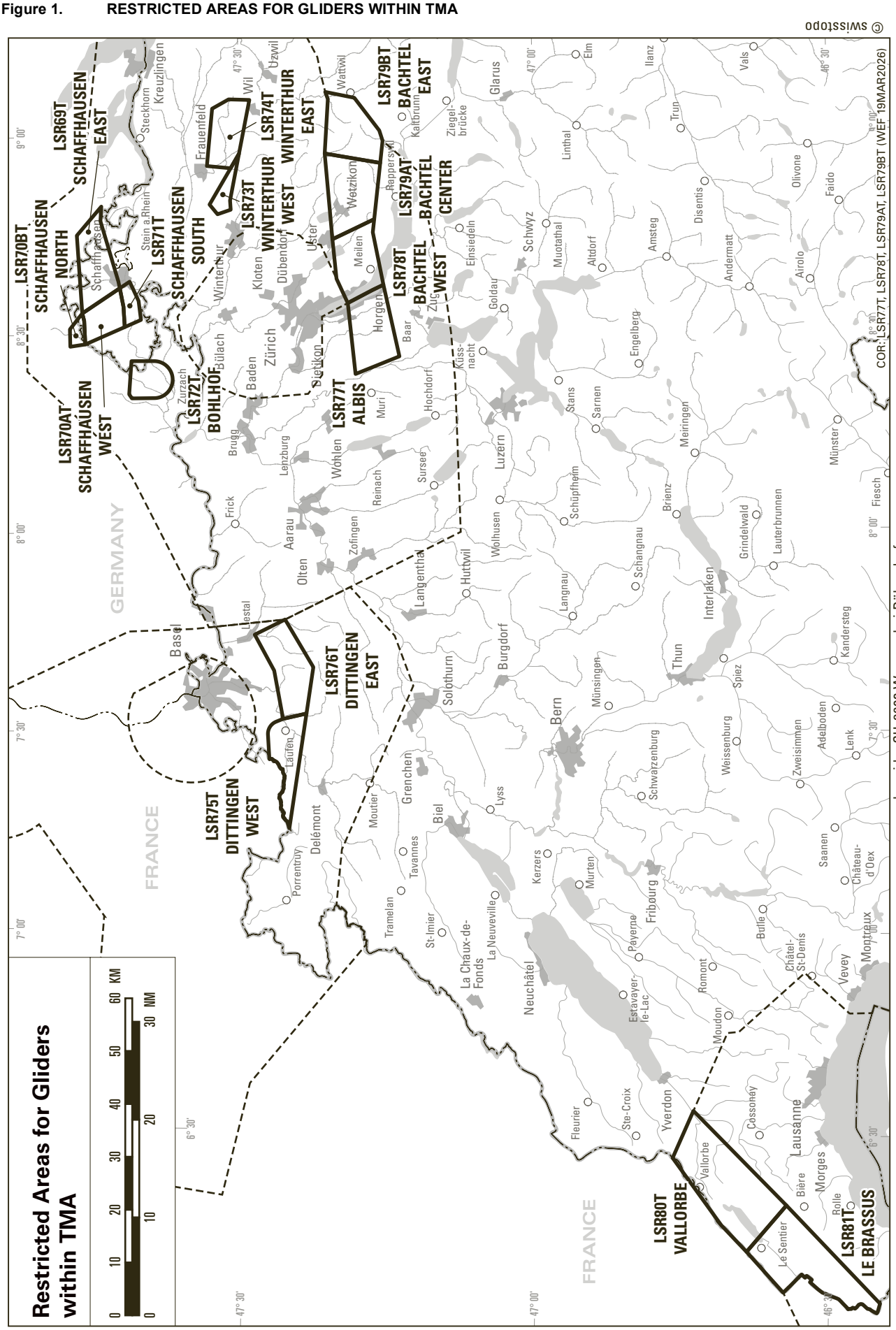
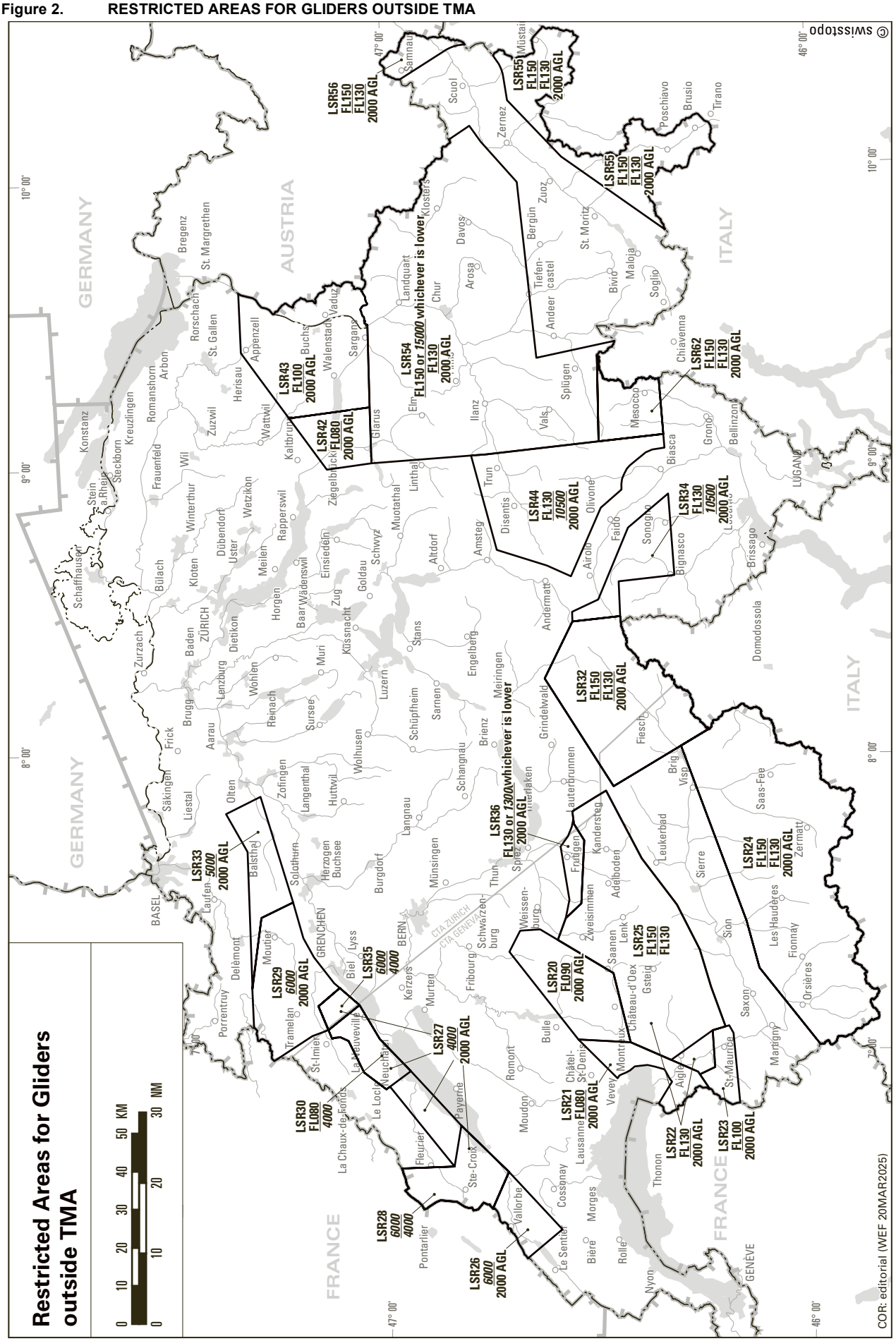


Figure 2. RESTRICTED AREAS FOR GLIDERS OUTSIDE TMA



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

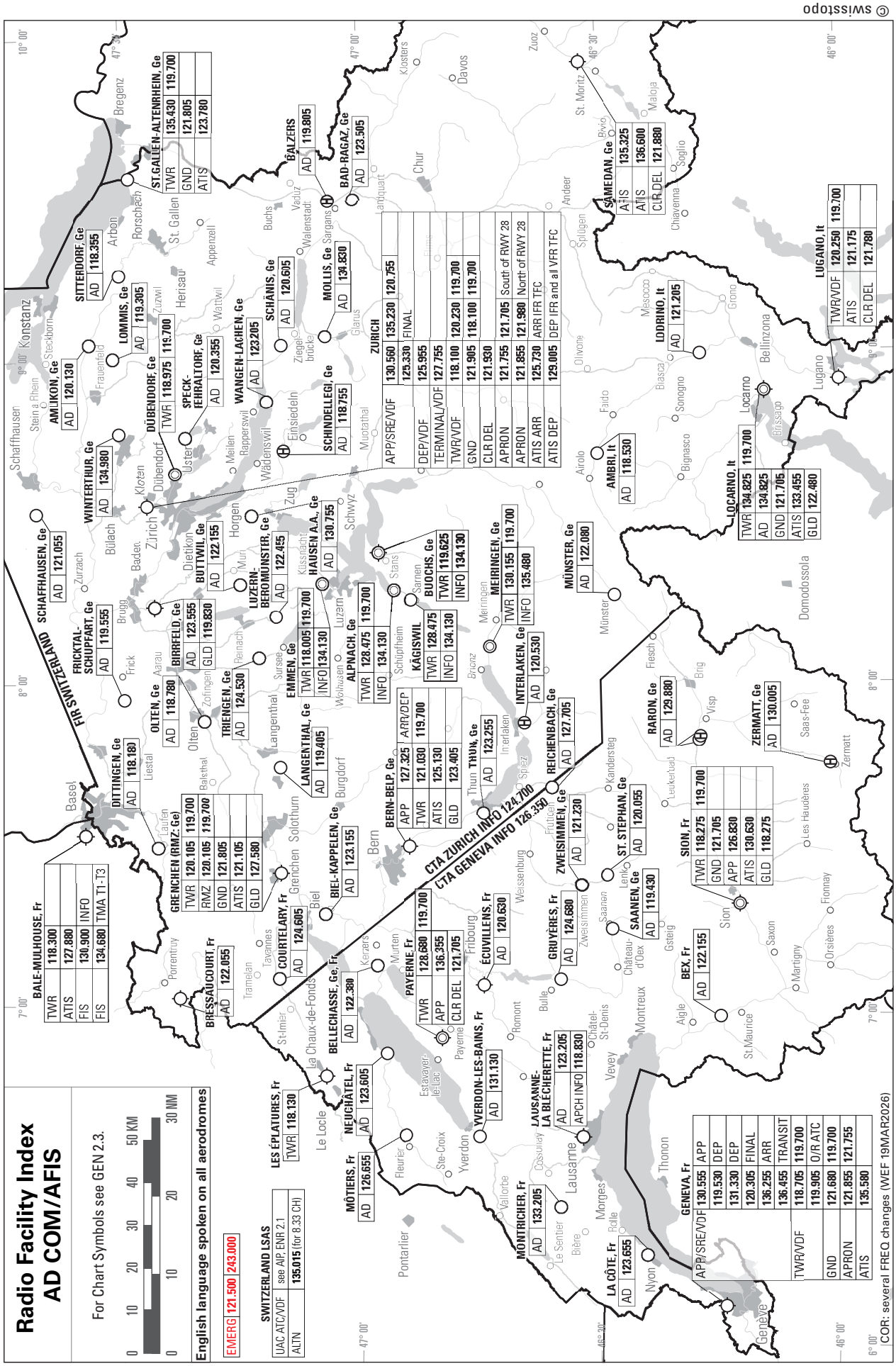
Isolated cases are known where aeroplanes have been attacked by eagles. Therefore during flights in the Alps collisions with eagles should be considered possible. Related information is published in ENR 5.6.

15. Information service on hazards in Swiss airspace

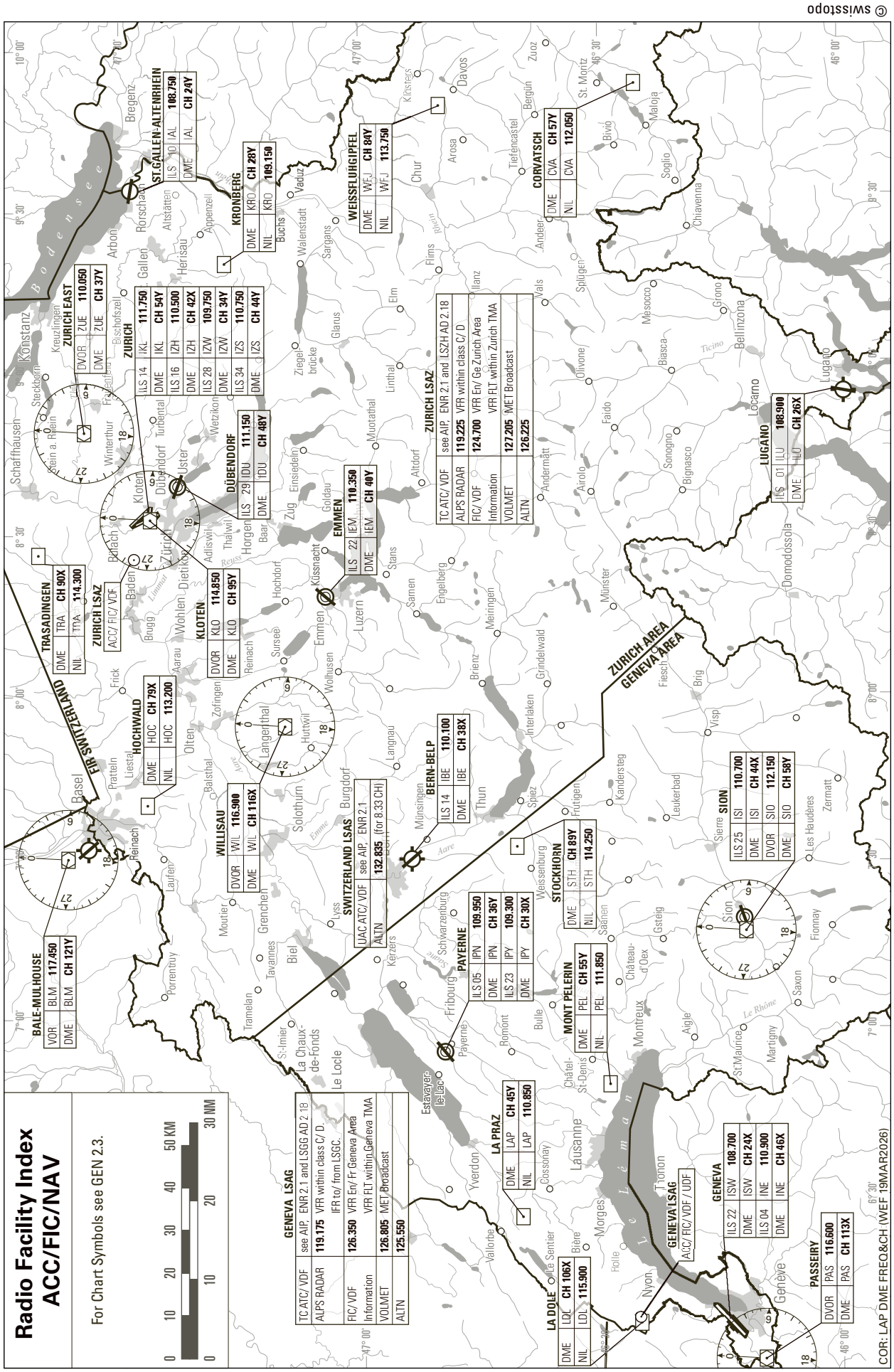
The information about other dangers provides data on acrobatic flights, parachuting outside aerodromes, captive balloon ascents, extensive flying, gliding or helicopter activities outside permanent danger areas, towing and guided missile flights.
In NOTAM, when referring to locations on a map, the aeronautical 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			
135.480	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		

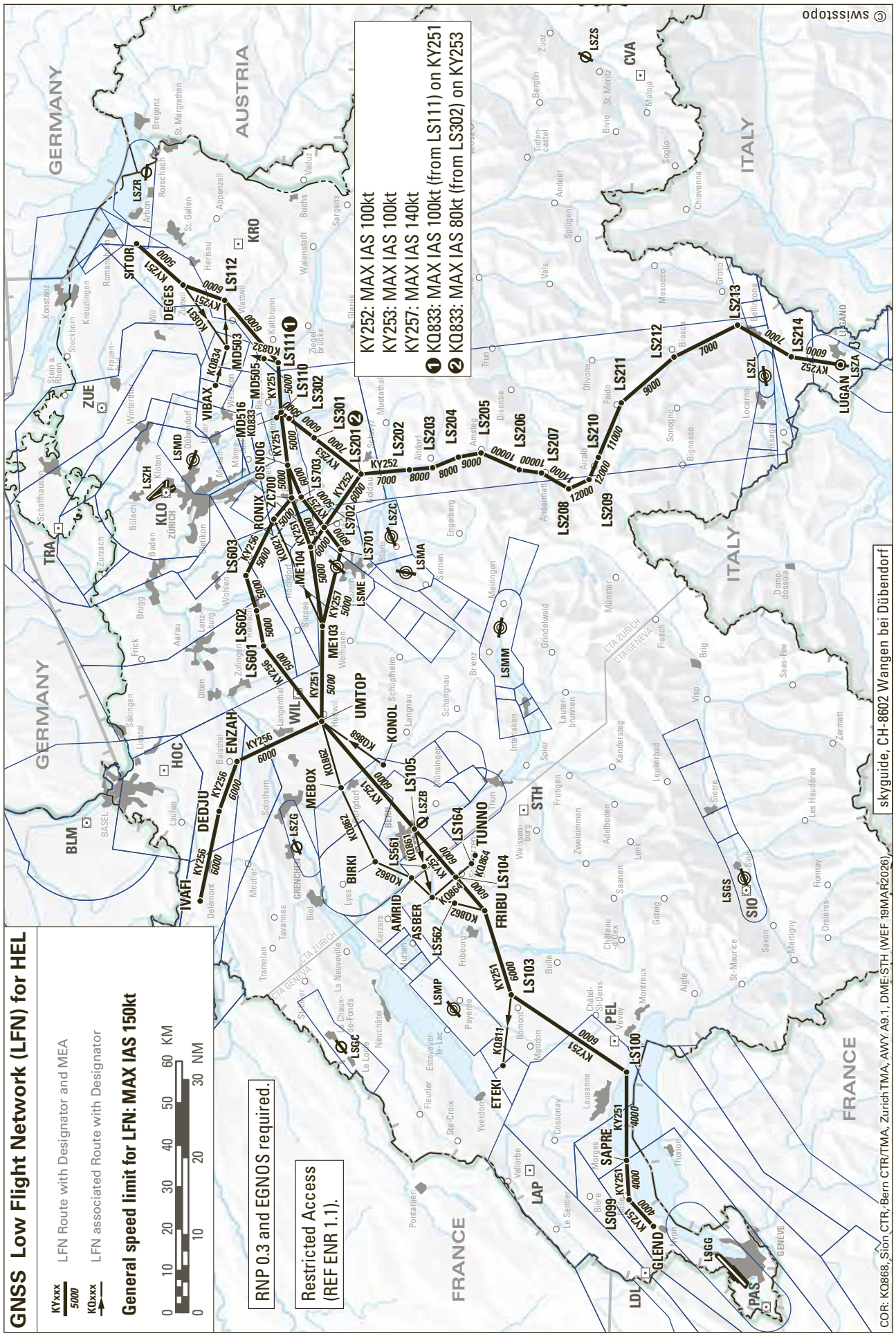

Radio Facility Index
AD COM/AFIS
For Chart Symbols see GEN 2.3.
0 10 20 30 40 50 KM
0 10 20 30 NM
English language spoken on all aerodromes
EMERG 121.500 243.000
SWITZERLAND LSAS
UAC ATC/VDF see AIP, ENR 2.1
ALTN 135.015 (for 8.33 CH)
FIR SWITZERLAND
CTA ZURICH INFO 124.700
CTA GENEVA INFO 126.350
BALE-MULHOUSE, Fr
TWR 118.300
ATIS 127.880
FIS 130.900 INFO
FIS 134.680 TMA T1-T3
GRENCHEN (RMZ: Ge)
TWR 120.105 119.700
RMZ 120.105 119.700
GND 121.805
ATIS 121.105
GLD 127.580
DITTINGEN, Ge
AD 118.180
FRICKTAL-SCHUPFART, Ge
AD 119.555
SCHAFFHAUSEN, Ge
AD 121.055
WINTERTHUR, Ge
AD 134.980
AMLIKON, Ge
AD 120.130
SITTERDORF, Ge
AD 118.355
LOMMIS, Ge
AD 119.305
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
BALZERS
AD 119.805
BAD-RAGAZ, Ge
AD 123.505
ST.GALLEN-ALTENRHEIN, Ge
TWR 135.430 119.700
GND 121.805
ATIS 123.780
ZURICH
APP/SRE/VDF 130.560 135.230 120.755
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
SAMEDAN, Ge
ATIS 135.325
ATIS 136.600
CLR DEL 121.880
LODRINO, It
AD 121.205
LUGANO, It
TWR/VDF 120.250 119.700
ATIS 121.175
CLR DEL 121.780
LOCARNO, It
TWR 134.825 119.700
AD 134.825
GND 121.705
ATIS 133.455
GLD 122.480
AMBRI, It
AD 118.530
OLTEN, Ge
AD 118.780
BIRRFELD, Ge
AD 123.555 119.830
BUTTWIL, Ge
AD 122.155
LUZERN-BEROMÜNSTER, Ge
AD 122.455
HAUSEN A.A., Ge
AD 130.755
TRIENGEN, Ge
AD 124.530
EMMEN, Ge
TWR 118.005 119.700
INFO 134.130
LANGENTHAL, Ge
AD 119.405
ALPNACH, Ge
TWR 128.475 119.700
INFO 134.130
BUOCHS, Ge
TWR 119.625
INFO 134.130
KÄGISWIL
TWR 128.475
INFO 134.130
MEIRINGEN, Ge
TWR 130.155 119.700
INFO 135.480
MÜNSTER, Ge
AD 122.080
INTERLAKEN, Ge
AD 120.530
BERN-BELP, Ge
APP 127.325 ARR/DEP
TWR 121.030 119.700
ATIS 125.130
GLD 123.405
THUN THUN, Ge
AD 123.255
REICHENBACH, Ge
AD 127.705
ZWEISIMMEN, Ge
AD 121.230
RARON, Ge
AD 129.880
ZERMATT, Ge
AD 130.005
SION, Fr
TWR 118.275 119.700
GND 121.705
APP 126.830
ATIS 130.630
GLD 118.275
ST. STEPHAN, Ge
AD 120.055
SAANEN, Ge
AD 119.430
BEX, Fr
AD 122.155
GRUYÈRES, Fr
AD 124.680
ÉCUVILLENS, Fr
AD 120.630
PAYERNE, Fr
TWR 128.680 119.700
APP 136.355
CLR DEL 121.705
BRESSAUCOURT, Fr
AD 122.055
COURTELARY, Fr
AD 124.605
BIEL-KAPPELEN, Ge, Fr
AD 123.155
BELLECHASSE, Ge, Fr
AD 122.380
LES ÉPLATURES, Fr
TWR 118.130
NEUCHÂTEL, Fr
AD 123.605
MÔTIERS, Fr
AD 126.655
YVERDON-LES-BAINS, Fr
AD 131.130
LAUSANNE-LA BLECHERETTE, Fr
AD 123.205
APCH INFO 118.830
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
136.455 TRANSIT
TWR/VDF 118.705 119.700
119.905 O/R ATC
GND 121.680 119.700
APRON 121.855 121.755
ATIS 135.580
COR: several FREQ changes (WEF 19MAR2026)
skyguide, CH-8602 Wangen bei Dübendorf
© swisstopo

THIS PAGE INTENTIONALLY LEFT BLANK


Radio Facility Index
ACC/FIC/NAV
For Chart Symbols see GEN 2.3.
0 10 20 30 40 50 KM
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
STOCKHORN
DME STH CH 89Y
NIL STH 114.250
LA PRAZ
DME LAP CH 45Y
NIL LAP 110.850
SION
ILS 25 ISI 110.700
DME ISI CH 44X
DVOR SIO 112.150
DME SIO CH 58Y
LA DOLE
LDC CH 106X
LDL 115.900
GENEVA LSAG
see AIP, ENR 2.1 and LSGG AD 2.18
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 LSAG
ACC/ FIC/ VDF / UDF
GENEVA
ILS 22 ISW 108.700
DME ISW CH 24X
ILS 04 INE 110.900
DME INE CH 46X
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
FIR SWITZERLAND
ZURICH AREA
GENEVA AREA
COR: LAP DME FREQ&CH (WEF 19MAR2026)
© swisstopo
skyguide, CH-8602 Wangen bei Dübendorf

THIS PAGE INTENTIONALLY LEFT BLANK

GNSS Low Flight Network (LFN) for HEL



THIS PAGE INTENTIONALLY LEFT BLANK

LSZB - BERN - BELP

LSZB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZB - BERN - BELP

LSZB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 54 44 N / 007 29 58 E Intersection RWY and TWY C
2	**Direction and distance from the CITY**	6 km SE Bern
3	**Elevation/Reference temperature**	*1675 ft* - 23.5°C
4	**Geoid undulation at AD ELEV PSN**	163.4 ft
5	**MAG VAR/Annual change**	3° E (2026.5) / 0°10' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Flughafen Bern AG Flugplatzstrasse 31 CH-3123 Belp Phone: +41 (0) 31 960 21 11 (Authority) +41 (0) 31 960 21 31 (Ground Services, REQ processed daily 0700 - 1800 (0600 - 1700) Fax: +41 (0) 31 960 21 12 (Authority) AFS: LSZBYDYX LSZBZPZX (ARO) Email: info@bernairport.ch URL: https://www.bernairport.ch
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSZB AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	**Opening hours:** For ACFT up to 3.5 tonnes MTOM MON - SUN 0700 - 1800 (0600 - 1700) MON - SUN 1800 - 2000 (1700 - 1900) only for Category 2 (TKOF only until 1900 (1800)) For ACFT above 3.5 tonnes MTOM MON - SUN 0700 - 1800 (0600 - 1700)
2	**Customs and immigration**	AD OPR HR
3	**Health and sanitation**	AD OPR HR
4	**AIS Briefing Office**	AD OPR HR
5	**ATS Reporting Office (ARO)**	CTC ARO Zurich; TEL +41 (0) 43 931 61 61
6	**MET Briefing Office**	AD OPR HR
7	**ATS**	HX
8	**Fuelling**	Self-service station: (MAX wingspan 12M) AVGAS 100LL / MOGAS 98 (EN 228) AD OPR HR Fuel trucks: AVGAS 100LL 0700 - 1800 (0600 - 1700) JET A1 0700 - 1800 (0600 - 1700) (after 1800 (1700) only available O/R MNM 3 HR before ETD/ETA by phone +41 (0) 31 960 21 31) Charging station for electric plane (EASA certified): SKYCHARGE Mobile AD OPR HR only available O/R MNM 3 HR before ETA by phone +41 (0) 31 960 21 11
9	**Handling**	AD OPR HR
10	**Security**	Security screening / critical part O/R
11	**De-icing**	AD OPR HR

12	**Remarks**	Extensions: Special permission is required for flights outside official opening hours and is possible during the following times: **Scheduled FLT:** MON-SUN 0500 - 2130 (0400 - 2030) for TKOF 0500 - 2200 (0400 - 2100) for LDG No APCH clearance will be issued to ACFT which have not reached the DIST of 8 NM from the AP (DME IBE) at 2145 (2045). For DEP, the ACFT needs to be ready for TAX at 2115 (2015), at the latest. **Other FLT:** MON-FRI 0600 - 1900 (0500 - 1800) for TKOF 0600 - 2100 (0500 - 2000) for LDG SAT 0600 - HRH (min 1700) (0500 -1800) for TKOF 0600 - HRH (min 1700) (0500 -1900) for LDG SUN 0700 - 1900 (0600 - 1800) for TKOF 0700 - 2100 (0600 - 2000) for LDG Extensions O/R MNM 3 HR before ETD/ETA by phone +41 (0) 31 960 21 31. See also NOTAM for changes to operating HR.

LSZB AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities:**	Forklift (2000 kg). Nearest railway siding: Kehrsatz 1.8 km Cargo handling including DG (Dangerous Goods) only on request and prior to approval by airport authorities.
2	**Fuel/oil types**	Jet A1, AVGAS 100 LL, MOGAS 98 (EN 228) 15 W-50
3	**Fuelling facilities/capacity**	AVGAS 100 LL: 1 Mercedes Benz “A380”- 9000 litres 1 self-service tank - 20000 litres (see LSZB AD 2.20) MOGAS 98 (EN 228): 1 self-service tank - 9500 litres (see LSZB AD 2.20) Jet A1: 1 Mercedes Benz “070” - 19000 litres 1 Mercedes Benz “071” - 19000 litres No defuelling for regular operations Charging station for electric plane (SKYCHARGE Mobile/EASA certified)
4	**De-icing facilities**	OCT 01 - APR 30: available Operator: Flughafen Bern AG De-icing fluids available: Type I = Clariant Safewing MP I LFD 80 Type II = Clariant Safewing MP II Flight De-icing trucks: 1 JBT Tempest AirFirst II On stand de-icing: Y3-Y4 CAC: REF LSZB AD 2.20
5	**Hangar space for visiting aircraft**	O/R Operator: Flughafen Bern AG Phone: +41 (0) 31 960 21 11 Email: info@bernairport.ch
6	**Repair facilities for visiting aircraft**	For ACFT up to 5700 kg (major ACFT repairs and major engine repairs): Airmatec Flugplatzstrasse 19 3123 Belp Phone: +41 (0) 31 961 07 07 Email: info@airmatec.ch For HEL (according capability list): Swiss Helicopter Maintenance AG Muristrasse 114a 3123 Belp Phone: +41 (0) 31 818 88 22 Email: info.belp@shm-ag.ch

LSZB 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 FCST charts AVBL worldwide
8	**Supplementary equipment available for providing information**	Weather radar, InfoNet-Terminal
9	**ATS units provided with information**	Bern TWR / APP
10	**Additional information (limitation of service, etc.)**	TEL: Weather briefing: 0900 162 737 (Ge); accessible within Switzerland

LSZB 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
14	140° GEO 137° MAG	1730 x 30	PCR 426/F/C/X/U ASPH	46 55 04.58N 007 29 32.98E	*1668 ft*	+0.15%
32	320° GEO 317° MAG			46 54 26.60N 007 30 19.30E	*1675 ft*	-0.15%
14R	140° GEO 137° MAG	650 x 30	0.25 MPa GRASS	NIL	NIL	NIL
32L	320° GEO 317° MAG					
16 GLD	161° GEO 158° MAG	520 x 30	0.25 MPa GRASS	NIL	NIL	NIL
34 GLD	341° GEO 338° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
14	NIL	60 x 150	1850 x 150	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
32		NIL			RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
14R	NIL	NIL	710 x 60	Not applicable	GRASS RWY closed No RESA provided (both sides)
32L					
16 GLD	NIL	NIL	580 x 60	Not applicable	Glider Runway: PPR; for the opening, contact Airport Authority No RESA provided (both sides) Use only after prior instruction by the responsibles of the “Segelfluggruppe Bern”
34 GLD					

LSZB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	1730	1790	1730	1530	Full length
	1090	1150	1090	Not applicable	Intersection ALPHA
	910	970	910		Intersection BRAVO
32	1730	1730	1730	1730	Full length
	1270	1270	1270	Not applicable	Intersection DELTA
	1490	1490	1490		Intersection ECHO (ACFT MTOM 5.7 t)
	1510	1510	1510		Intersection FOXTROTT
14R	650	650	650	650	GRASS RWY closed
32L	650	650	650	650	
16 GLD	Not applicable	Not applicable	Not applicable	Not applicable	Glider Runway
34 GLD					

LSZB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
14	Calvert 660 m, LIH, no LED (except 200 m before DTHR)	RTHL G, LIH, LED (except elevated); RTIL FLG W, LED	PAPI 4.0°, L, 13.07 m, no LED	Simple TZL* 621 m FM THR 14, W, LIH, LED	NIL	200 m, 60 m, R, LIH; 954 m, 60 m, W, LIH; 576 m, 60 m, Y, LIH. All no LED	R, LIH, LED	NIL	Turn pad LGT, B, LIL, LED
32	SALS 420 m, LIH, LED	RTHL G, LIH, LED WBAR, no LED; RTIL FLG W, LED	PAPI 3.4°, L, 12.78 m, no LED	Simple TZL* 622 m FM THR 32, W, LIH, LED		1154 m, 60 m, W,LIH; 576 m, 60 m, Y, LIH. All no LED	R, LIH, LED		Turn pad, LGT, B, LIL, LED

***TZL:** The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

LSZB 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: 255 m SE of THR 14, LGTD. RWY 32: 100 m N of THR 32, LGTD.
3	**TWY edge and centre line lighting**	Edge TWY C (LED) and TWY F (no LED). Turn pads 14 and 32 (LED). LIL, B. CL: NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 15 sec.
5	**Remarks**	OBST: Marked and lighted (see LSZB AD 2.24.1 - 1)

LSZB AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF landing area**	Main Apron: TLOF stand 1: 46 54 39.15 N / 007 30 11.50 E TLOF stand 2: 46 54 38.33 N / 007 30 11.97 E TLOF stand 3: 46 54 38.72 N / 007 30 12.65 E TLOF stand 4: 46 54 39.10 N / 007 30 13.32 E Apron Swiss Helicopter: TLOF stand 1: 46 54 23.04 N / 007 29 52.08 E TLOF stand 2: 46 54 22.32 N / 007 29 52.44 E
	Geoid undulation	NIL
2	**TLOF and/or FATO elevation**	TLOFs on Main Apron and at Swiss Helicopter: *510 m / 1673 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	Main Apron: TLOF stand 1: ASPH, max. OAL / RD 16.0 m, PPR. TLOF stands 2 to 4: ASPH, max. OAL 13.0 m / RD 11.0 m, home based OPR only except with marshalling by airport authority, air taxi via TWY sector Blue. When TLOF stand 1 is occupied, TEMPO no OPS on TLOF stands 3 and 4. FATO: IFR HEL use paved RWY 14/32.
4	**True BRG of FATO**	RWY 14: 140° RWY 32: 320°
5	**Declared distance available**	See LSZB AD 2.13 for RWY 14-32
6	**APP and FATO lighting**	See LSZB AD 2.14 for RWY 14-32
7	**Remarks**	Swiss Helicopter located S-SW of AD site. Special procedures apply for REGA and Swiss Air Force.

LSZB AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Bern CTR** 46 57 46 N 007 22 30 E - 46 55 12 N 007 25 37 E - 46 52 12 N 007 29 16 E - 46 51 57 N 007 29 34 E - 46 48 30 N 007 33 46 E - 46 50 35 N 007 37 25 E - 46 51 41 N 007 37 32 E - 46 52 29 N 007 36 37 E - 46 53 21 N 007 37 32 E - Arc of circle centred on - 46 55 07 N 007 33 58 E Radius 3.02 NM, counter-clockwise 46 56 02 N 007 38 10 E - 46 56 32 N 007 37 58 E - 46 58 18 N 007 39 50 E - 47 00 16 N 007 36 49 E - 46 58 28 N 007 34 34 E - 47 00 20 N 007 26 58 E - 46 57 46 N 007 22 30 E
2	**Vertical limits**	*5500 ft AMSL (1700 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*6000 ft*
6	**Remarks**	ACT: HX - ATIS (monitoring compulsory)

LSZB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Bern Arrival	127.325 MHz	HX	Language: En
APP	Bern Departure	127.325 MHz	HX	Language: En
ATIS		125.130 MHz	H24	Phone: Service: +41 (0) 22 417 40 76
TWR	Bern Tower	121.030 MHz 119.700 MHz* 121.500 MHz**	HX	*ALTN FREQ **EMERG Language: En; En and Ge for Non-Commercial VFR traffic.
CLD	Bern Delivery	121.690 MHz	HX	Check status on ATIS

LSZB 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
WILLISAU DVOR/DME VAR 3.5° E / 2025 (decl.: 3.9° 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°.
LOC 14 ILS CAT I, class I/C/2, VAR 3° E / 2026.5	IBE	110.10 MHz	H24	46 54 22.5N 007 30 24.3E	NIL	NIL	LOC PSN: 165 m FM THR 32. RWY 14: LOC course 137° MAG. Front course sector angle 5.0°. Restricted coverage (published procedures covered): at 25 NM -10° E to +10° W from CL above *6000 ft AMSL*, at 17 NM -29° E to +26° W from CL above *4800 ft AMSL*.
GP 14	--	334.40 MHz	H24	46 55 00.9N 007 29 40.4E	NIL	NIL	GP angle 4.0°. PSN: 187 m FM THR 14. GP HGT THR 14: 43 ft / 13.2 m
DME 14	IBE	CH 38X	H24	46 54 22.0N 007 30 20.7E	*1684 ft*	NIL	DME PSN: 1656 m FM THR 14, 77 m W of CL. Zero range at DME station. Restricted coverage (published procedures covered): at 25 NM -10° E to NM +10° W from CL above *6000 ft AMSL*, at 17 NM -18° E to +22° W from CL above *4800 ft AMSL*.

LSZB AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions and remarks

Special operations:
Expect HEL IFR APCH and DEP outside ATC HR up to *6000 ft AMSL* and according to special authorisation.

2. Procedure for non based HEL

PPR for non based HEL on:
Phone: +41 (0) 31 960 21 11
Fax: +41 (0) 31 960 21 12

3. Procedure for departure

For IFR FLT start-up clearance is compulsory.
Upon start-up request, pilot shall indicate the current ATIS designator. Start-up shall be requested on FREQ 121.690 MHz "Bern Delivery". If Delivery is not active start-up shall be requested on FREQ 121.030 MHz “Bern TWR”. Status of delivery position is available on ATIS.

4. ACFT guidance on apron

4.1 General

Taxiing on the APRON is at the PIC’s discretion. No ATC service is provided. TWR will issue ADVS, as far as practicable.

4.2 Area of responsibility

The exact BDRY of responsibility is shown on the charts LSZB AD 2.24

4.3 Operational hours

HX; REF: LSZB AD 2.3

4.4 Procedure for arriving/departing ACFT

Arriving ACFT code letter B and larger will be guided by a marshaller to their parking PSN.
Arriving ACFT code letter A shall TAX independently to the parking PSN or as advised by TWR. In certain cases, the final guidance will be assured by a marshaller.
Departing ACFT shall TAX from their parking PSN, as advised by TWR.
School- and training FLTs may be restricted or refused by ATC in accordance with the Airport Authority traffic handling priority list.

4.5 Maintenance

Ground run-ups are subject to a prior AUTH by the AP authority (Ramp Control),
Phone: +41 (0) 31 960 21 11.

5. High-visibility jacket

All persons walking in the movement area must wear a high-visibility jacket which complies with the EN471 standard class 2 or 3.
Persons not wearing a high-visibility jacket must ask for the assistance of a handling agent (see list under LSZB AD 2.4) for the transportation of crew members and passengers.

6. Fuelling

6.1 Self-service tank

Taxi to self-service tank in clockwise direction. Use marked position "wait" if tank is already in use.
Leaflet available on:
URL: www.bernairport.ch

7. De-icing

7.1 Clean Aircraft Concept (CAC)

Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.

LSZB AD 2.21 NOISE ABATEMENT PROCEDURES

1. Measures for ACFT noise abatement

1.1 IFR approaches for school and training flights

IFR APCHs for school and training FLTs are authorised only on working days between 0700 and 1830 (0600 and 1730).
Successive APCHs **(MAX 2 per ACFT)** are only authorised between 0700 and 1115 (0600 and 1015) as well as between 1245 and 1830 (1145 and 1730).
Between two series of APCHs, at least one HR interruption shall be interposed.
For training IFR APCHs without a LDG at LSZB, an OCA/H of *3000*/1332 shall be applied (irrespective of the type of APCH carried out).
On final APCH into LSZB, One Engine Inoperative (OEI) EXER are not permitted.
For ACFT noise abatement measures for VFR FLTs, refer to VFR-Manual, LSZB AD INFO.
For training FLTs, a MAX of 1 APCH allowed. O/R 2 succeeding APCHs, may be granted by ATC.

1.2 Holidays

On the following **HOL** the same restrictions as on SUN apply:
New Year's Day, 2 JAN, Good FRI, Easter MON, Whit MON, 1 AUG, Ascension Day, Federal Prayday (3rd SUN in SEP), Christmas Day and DEC 26.
On Good FRI, Whit SUN, Federal Prayday (3rd SUN in SEP) and Christmas Day, the following apply in addition to SUN restrictions:

- TIL 0930 (0830) TKOF for non-commercial FLT are only authorised if the ACFT's certified noise level is MAX 65 dB (A) according to Chapter 6 or 72 dB (A) according to Chapter 10 of ICAO Annex 16, Volume 1.

1.3 Use of reverse thrust

For deceleration it is recommended to use the entire RWY LEN AVBL. More than idle reverse shall not be used.
Use of reverse thrust shall be limited unless particular safety or operational reasons require it.

1.4 Auxiliary Power Units (APU)

Primarily, AP owned mobile ground PWR units (GPU) shall be used.
Alternatively, as well as for additional use, APU may be used.
The following regulations are applicable to the use of APU:
- 30 MIN before off-block time, at a MAX, and 20 MIN after on-block time, at a MAX.
- The use of APU for MAINT shall be restricted to a MNM DUR.

1.5 Rolling take-off

If possible, a rolling take-off shall be executed.

2. Prescriptions and procedures

2.1 General

2.1.1 Approach and departure procedures in general

APCHs and DEPs are to be conducted in accordance with the procedures published in LSZB STAR/SID and IAC.
Other clearances and dispositions of APP or TWR for the purpose of safety, traffic flow or noise abatement are reserved.

2.1.2 Intersection departures for single engine aircraft

Single engine aircraft are considered to depart from the following intersections (TORA see LSZB AD 2.13):

- RWY 14: Intersections A and B
- RWY 32: Intersections D, E and F

If a backtrack is needed (performance/noise abatement) PIC shall advise ATC at the holding point during his ready for departure message, i.e. "ready for departure, request backtrack".

2.2 Supplementary provisions regarding IFR flights

2.2.1 IFR Departures

For IFR DEPs, the MNM climb gradients and acceleration ALTs indicated in LSZB SID: LSZB AD 2.22 shall be OBS. If they cannot be complied with, the ATC shall be notified and another SID route shall be requested.

2.2.2 Supplementary provisions regarding VFR flights

Refer to VFR Manual, LSZB AD INFO.

LSZB AD 2.22 FLIGHT PROCEDURES

1. IFR procedures

1.1 SID Descriptions

1.1.1 SID RWY 14 - RNAV 1 (see chart LSZB AD 2.24.7 - 1)

DESIGNATOR	RWY 14 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
AMRID 4S PDG 8.5% to *3400ft*	At ZB400 (DER) turn left on track 122° to ZB401. At ZB401 turn left direct to ZB520 (MAX IAS 180kt, MNM Bank angle 25°), proceed to ZB402. At ZB402 turn left direct to AMRID.	INITIAL CLIMB CLEARANCE *6000ft*. Cross AMRID at *8000ft* or above.	NIL	
KONOL 1S PDG 8.9% to *3300ft*	At ZB400 (DER) turn left on track 122° to ZB401. At ZB401 turn left direct to ZB520 (MAX IAS 180kt) proceed to KONOL.	INITIAL CLIMB CLEARANCE *6000ft*. Cross KONOL at *6000ft* or above. For HEL connecting to KQ868 only: Cross KONOL at *5000ft* or above.	NIL	
MONIN 4S PDG 8.5% to *5400ft*	At ZB400 (DER) turn left on track 122° to ZB401. At ZB401 turn left direct to ZB520 (MAX IAS 180kt, MNM Bank angle 25°), proceed to ZB402. At ZB402 turn left direct to ZB400. Proceed via ZB200, ZB404, ZB527 and ZB210 to MONIN.	INITIAL CLIMB CLEARANCE *6000ft*. Cross ZB200 at *7000ft* or above, ZB404 at *9000ft* or above, ZB527 at *11000ft* or above, ZB210 at *16000ft* or above.	NIL	

RNAV 1 SID AMRID 4S							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	122° (125.1°T)	1.6
DF	ZB520	N	L	-	-180	-	-
TF	ZB402	Y	-	-	-	040° (044.0°T)	2.6
DF	AMRID	N	L	+8000	-	-	-

RNAV 1 SID KONOL 1S							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	122° (125.1°T)	1.6
DF	ZB520	N	L	-	-180	-	-
TF	KONOL	N	-	+6000	-	055° (058.9°T)	4.0

RNAV 1 SID MONIN 4S							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	122° (125.1°T)	1.6
DF	ZB520	N	L	-	-180	-	-
TF	ZB402	Y	-	-	-	040° (044.0°T)	2.6
DF	ZB400	N	L	-	-	-	-
TF	ZB200	N	-	+7000	-	124° (127.2°T)	4.0
TF	ZB404	N	-	+9000	-	120° (123.1°T)	2.5
TF	ZB527	N	-	+11000	-	120° (123.2°T)	4.4
TF	ZB210	N	-	+16000	-	120° (123.2°T)	6.1
TF	MONIN	N	-	-	-	120° (123.3°T)	6.9

1.1.2 SID RWY 32 - RNAV 1 - HIGH PERFORMANCE (see chart LSZB AD 2.24.7 - 3)

DESIGNATOR	RWY 32 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
AMRID 3B PDG 10.0% to *2800ft*	Climb straight ahead. At *6000ft* turn left direct to AMRID (MAX IAS 180kt).	INITIAL CLIMB CLEARANCE *6000ft*. Cross AMRID at *8000ft* or above.	NIL	
KONOL 1B PDG 8.5% to *2100ft*	Climb straight ahead. At *5000ft* turn right direct to KONOL (MAX IAS 180kt).	INITIAL CLIMB CLEARANCE *6000ft*. Cross KONOL at *6000ft* or above. For HEL connecting to KQ868 only: Cross KONOL at *5000ft* or above.	NIL	No turn before DER.
MONIN 3B PDG 10.0% to *2000ft*	Climb straight ahead. At *5000ft* turn right direct to ZB200 (MAX IAS 180kt). Proceed via ZB527 and ZB210 to MONIN.	INITIAL CLIMB CLEARANCE *6000ft*. Cross ZB200 at *7000ft* or above, ZB527 at *11000ft* or above, ZB210 at *16000ft* or above.	NIL	

RNAV 1 SID AMRID 3B							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+6000	-	317° (320.1°T)	-
DF	AMRID	N	L	+8000	-180	-	-

RNAV 1 SID KONOL 1B							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+5000	-	317° (320.1°T)	-
DF	KONOL	N	R	+6000	-180	-	-

RNAV 1 SID MONIN 3B							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+5000	-	317° (320.1°T)	-
DF	ZB200	N	R	+7000	-180	-	-
TF	ZB527	N	-	+11000	-	120° (123.1°T)	6.9
TF	ZB210	N	-	+16000	-	120° (123.2°T)	6.1
TF	MONIN	N	-	-	-	120° (123.3°T)	6.9

1.2 STAR Descriptions

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

DESIGNATOR	STAR TO BIRKI - RNAV 1		
	ROUTE		
	Lateral	Vertical	Remark
FRIBU 1M	From FRIBU proceed via AMRID to BIRKI.	Cross AMRID at *8000ft* or above and BIRKI at *4000ft* or above.	NIL
MONIN 4M	From MONIN proceed via ZB651, ZB652, ZB653, KOPPI, LARDO (MAX IAS 210kt) and ZB696 to BIRKI.	Cross ZB651 at *11000ft* or above, ZB652 at *8000ft* or above, KOPPI at *6000ft* or above and BIRKI at *4000ft* or above.	NIL
ROTOS 4M	From ROTOS proceed via BELAR, KOPPI, LARDO (MAX IAS 210kt) and ZB696 to BIRKI.	Cross KOPPI at *6000ft* or above and BIRKI at *4000ft* or above.	NIL
TELNO 4M	From TELNO proceed via KORED, AMRID, ZB694 (MAX IAS 210kt) and ZB696 to BIRKI.	Cross KORED at *8000ft* or above, ZB694 at *5000ft* or above and BIRKI at *4000ft* or above.	NIL

RNAV 1 STAR FRIBU 1M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	-	-	-	-	-
TF	AMRID	N	-	+8000	-	021° (024.0°T)	10.3
TF	BIRKI	N	-	+4000	-	020° (023.9°T)	5.1

RNAV 1 STAR MONIN 4M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	MONIN	N	-	-	-	-	-
TF	ZB651	N	-	+11000	-	307° (310.0°T)	9.5
TF	ZB652	N	-	+8000	-	306° (309.9°T)	7.5
TF	ZB653	N	-	-	-	330° (333.4°T)	6.0
TF	KOPPI	N	-	+6000	-	318° (321.3°T)	11.5
TF	LARDO	N	-	-	-210	253° (256.9°T)	3.0
TF	ZB696	N	-	-	-	204° (207.2°T)	2.8
TF	BIRKI	N	-	+4000	-	137° (140.0.°T)	3.0

RNAV 1 STAR ROTOS 4M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ROTOS	N	-	-	-	-	-
TF	BELAR	N	-	-	-	236° (239.5°T)	7.7
TF	KOPPI	N	-	+6000	-	254° (257.0°T)	5.5
TF	LARDO	N	-	-	-210	253° (256.9°T)	3.0
TF	ZB696	N	-	-	-	204° (207.2°T)	2.8
TF	BIRKI	N	-	+4000	-	137° (140.0°T)	3.0

RNAV 1 STAR TELNO 4M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	TELNO	N	-	-	-	-	-
TF	KORED	N	-	+8000	-	048° (051.4°T)	7.6
TF	AMRID	N	-	-	-	321° (324.4°T)	6.2
TF	ZB694	N	-	+5000	-210	317° (320.5°T)	5.3
TF	ZB696	N	-	-	-	046° (049.9°T)	4.6
TF	BIRKI	N	-	+4000	-	137° (140.0°T)	3.0

1.3 Approach procedures

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

From BIRKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BIRKI	N	-	-	-	-
TF	ZB616	N	+4000	-	137° (140.1°T)	2.1
TF	RW14	Y	-	-	137° (140.0°T)	5.4
TF	ZB620	Y	-	-	137° (140.1°T)	1.9
DF	ZB622	N	+5500	-160	-	-
TF	KOPPI	N	-	-	315° (318.7°T)	10.6
TF	LARDO	N	-	-	253° (256.9°T)	3.0
TF	ZB696	N	-	-210	204° (207.2°T)	2.8
TF	BIRKI	N	+4000		137° (140.0°T)	3.0
HM	BIRKI	N	+4000	-170	137° (140.0°T)	WD 5.0*
Remark:	* Limiting distance from holding WPT below *5000ft*.					

1.3.2 RNP APCH RWY 32

The availability of RNP APCH RWY 32, if different from the approach broadcasted on ATIS, depends on activated airspace and is not available at short notice. Requests for RNP APCH RWY 32 shall be made to ATC at least 30 minutes before use. Airport Briefing for crews – especially of CAT C ACFT – strongly recommended and available on the homepage of the aerodrome operator.

1.3.2.1 Procedure description of RNP Y RWY 32 (see chart LSZB AD 2.24.10 - 9)

From BIRKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BIRKI	N	+6000	-	-	-
TF	ANWEP	N	-	-	168° (171.2°T)	9.7
TF	YUYUZ	N	+6000	-	137° (140.0°T)	6.0
TF	ZB610	N	-	-210	116° (119.9°T)	3.7
TF	ZB611	N	+6000	-160	066° (069.8°T)	2.0
TF	ZB600	N	+5600	-	020° (024.0°T)	2.1
TF	DIGFA	N	+4400	-	317° (320.1°T)	3.0
TF	RW32	Y	-	-	317° (320.2°T)	6.2
TF	BIRKI	N	+4000	-	317° (320.1°T)	8.3

1.3.2.2 Procedure description of RNP Z RWY 32 (see chart LSZB AD 2.24.10 - 11)

From BIRKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BIRKI	N	+6000	-	-	-
TF	EBEKE	N	-	-	105° (108.8°T)	9.7
TF	HAKHU	N	-	-210	123° (126.9°T)	5.2
TF	ZB640	N	+6000	-	141° (144.7°T)	4.7
TF	ZB641	N	+6000	-160	208° (211.8°T)	3.3
TF	ZB600	N	+5600	-	256° (259.2°T)	3.1
TF	DIGFA	N	+4400	-	317° (320.1°T)	3.0
TF	RW32	Y	-	-	317° (320.2°T)	6.2
TF	BIRKI	N	+4000	-	317° (320.1°T)	8.3

1.3.3 VFR procedure

Refer to VFR Manual, LSZB AD INFO.

2. Minima for IFR departures (TKOF minima)

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

LSZB AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ANWEP	N 46 51 14.1	E 007 24 43.8	IAC LSZB
BELAR	N 47 07 30.0	E 007 33 49.7	RNAV STAR LSZB
DIGFA	N 46 49 40.4	E 007 36 07.6	IAC LSZB
EBEKE	N 46 57 38.8	E 007 35 55.4	IAC LSZB
HAKHU	N 46 54 32.7	E 007 41 57.1	IAC LSZB
LARDO	N 47 05 34.2	E 007 21 38.4	RNAV STAR LSZB
YUYUZ	N 46 46 37.3	E 007 30 21.2	IAC LSZB
RW14	N 46 55 04.6	E 007 29 33.0	IAC LSZB
RW32	N 46 54 26.6	E 007 30 19.3	IAC LSZB
ZB200	N 46 51 59.0	E 007 35 01.7	RNAV SID LSZB
ZB210	N 46 44 51.9	E 007 50 52.7	RNAV SID LSZB
ZB400	N 46 54 25.1	E 007 30 21.1	RNAV SID LSZB
ZB401	N 46 53 29.0	E 007 32 17.4	RNAV SID LSZB
ZB402	N 46 59 31.6	E 007 38 29.5	RNAV SID LSZB
ZB404	N 46 50 37.0	E 007 38 05.1	RNAV SID LSZB
ZB520	N 46 57 40.0	E 007 35 52.0	RNAV SID LSZB
ZB527	N 46 48 12.0	E 007 43 28.0	RNAV SID LSZB
ZB600	N 46 47 22.0	E 007 38 56.1	IAC LSZB
ZB608	N 47 03 02.0	E 007 29 42.0	IAC LSZB
ZB610	N 46 44 46.6	E 007 35 00.7	IAC LSZB
ZB611	N 46 45 27.3	E 007 37 41.8	IAC LSZB
ZB616	N 46 59 11.7	E 007 24 31.0	IAC LSZB
ZB620	N 46 53 35.3	E 007 31 21.8	IAC LSZB
ZB622	N 46 58 19.0	E 007 36 09.0	IAC LSZB
ZB640	N 46 50 44.3	E 007 45 53.1	IAC LSZB
ZB641	N 46 47 56.9	E 007 43 22.2	IAC LSZB
ZB651	N 46 47 09.1	E 007 48 42.9	RNAV STAR LSZB
ZB652	N 46 51 57.2	E 007 40 19.5	RNAV STAR LSZB
ZB653	N 46 57 18.9	E 007 36 24.3	RNAV STAR LSZB
ZB696	N 47 03 04.5	E 007 19 45.8	IAC / RNAV STAR LSZB

2. ILS 14 approach versus JAR-OPS 1

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

LSZB AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

LSZB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

THIS PAGE INTENTIONALLY LEFT BLANK

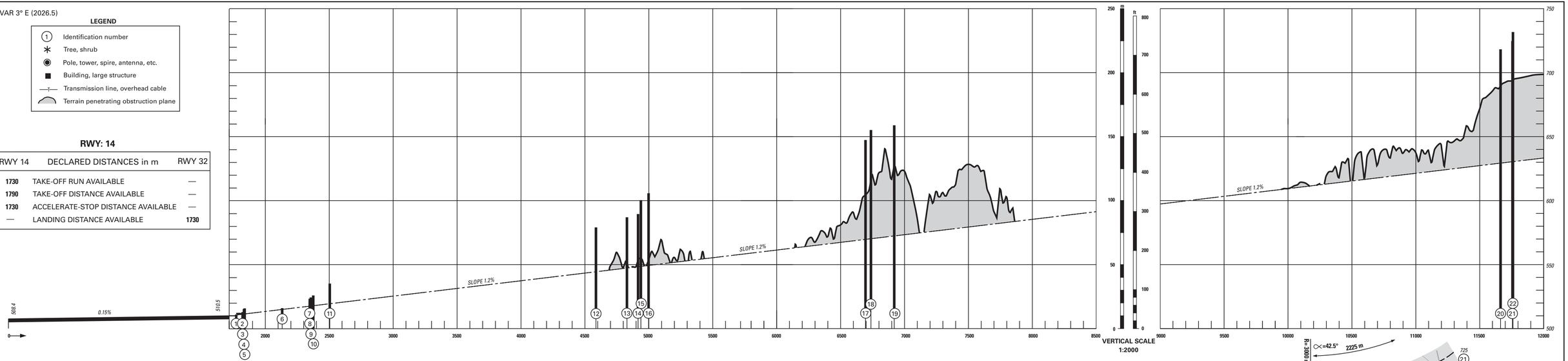
VAR 3° E (2026.5)

LEGEND

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

RWY: 14

RWY 14	DECLARED DISTANCES in m	RWY 32
1730	TAKE-OFF RUN AVAILABLE	—
1790	TAKE-OFF DISTANCE AVAILABLE	—
1730	ACCELERATE-STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**1730**



AMDT RECORD		
No.	DATE	ENTERED BY

OBST *ELEV in m*

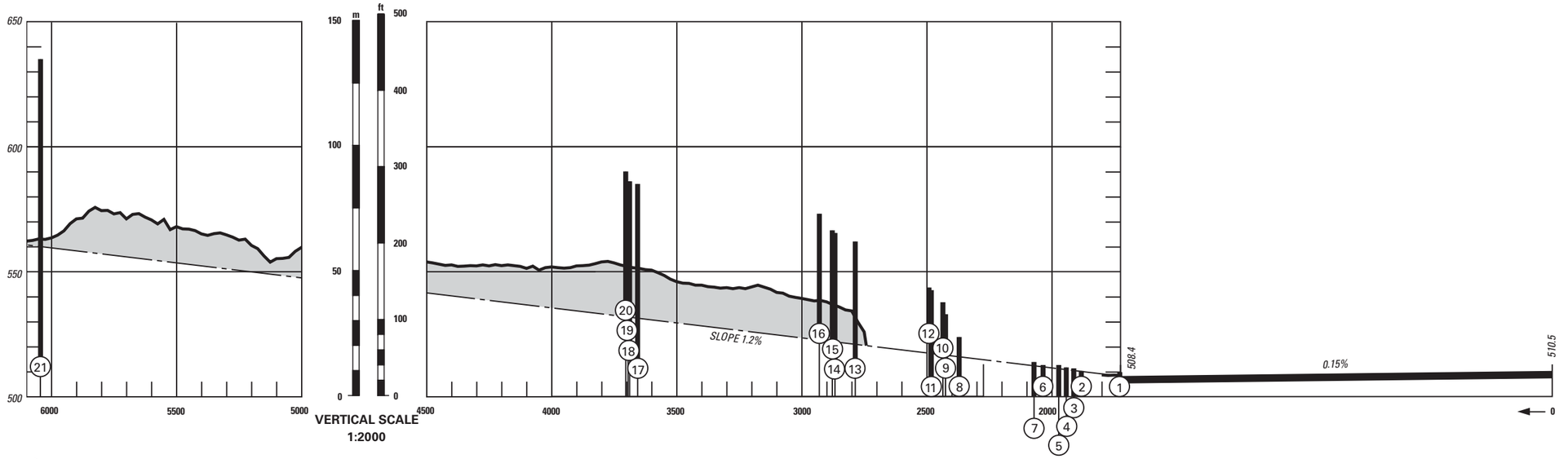
AD *ELEV in m*

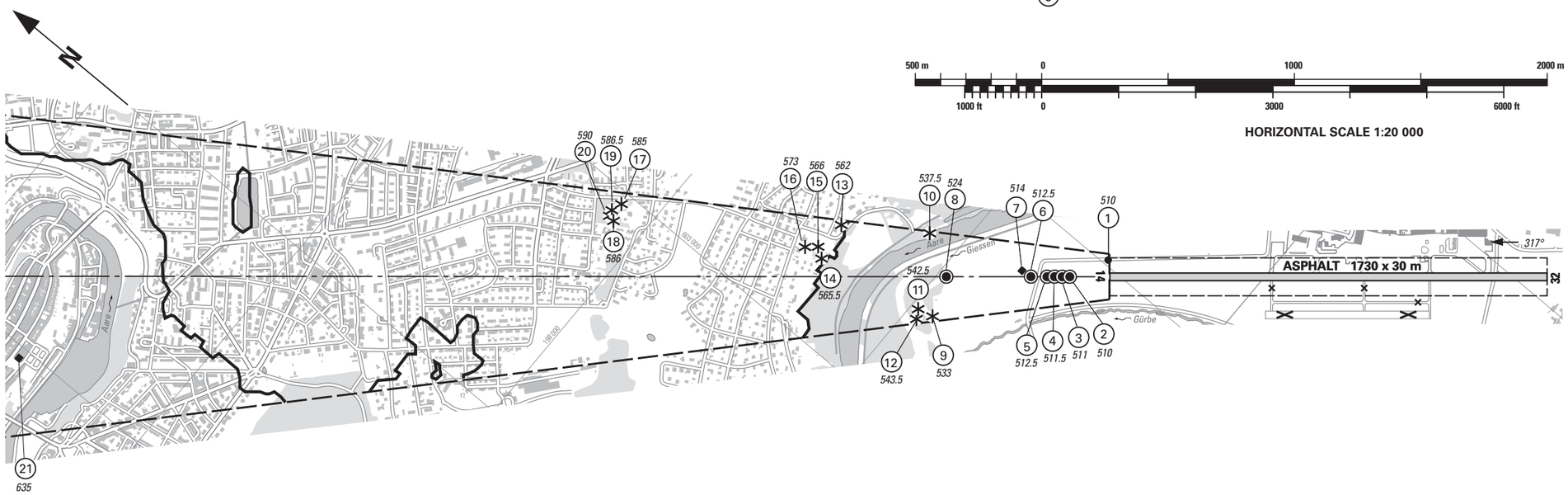
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: MAG VAR (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

VAR 3° E (2026.5)





AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

(1)	Identification number
✳	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
■	Building, large structure
●	Enclosure
⌒	Terrain penetrating obstruction plane

OBST *ELEV in m*

AD *ELEV in m*

RWY: 32

RWY 14	DECLARED DISTANCES in m	RWY 32
—	TAKE-OFF RUN AVAILABLE	**1730**
—	TAKE-OFF DISTANCE AVAILABLE	**1730**
—	ACCELERATE-STOP DISTANCE AVAILABLE	**1730**
1530	LANDING DISTANCE AVAILABLE	—

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

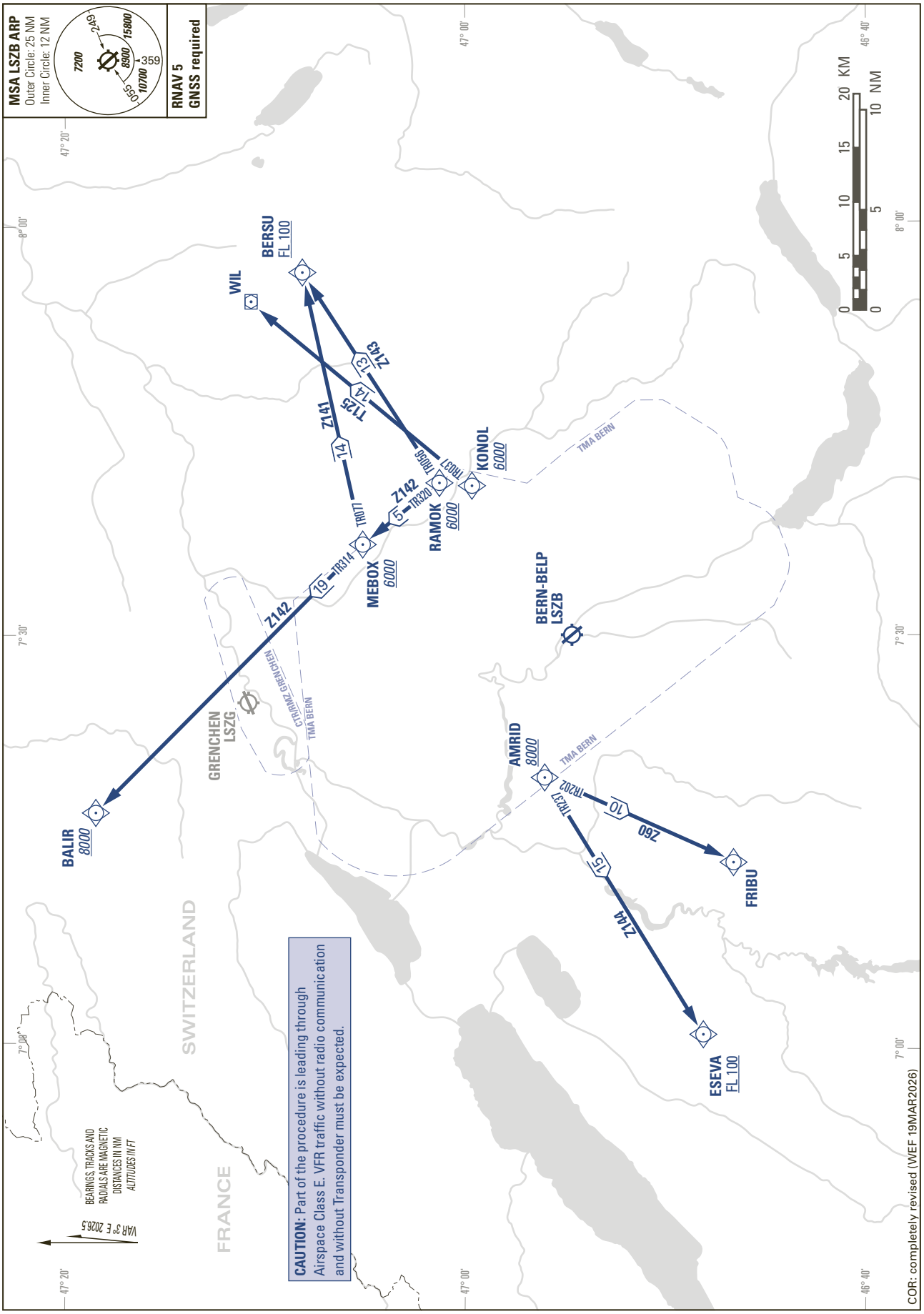
COR: MAG VAR (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

AREA CHART - ICAO

TRANSITION AFTER DEPARTURE
ROUTES AMRID / MEBOX / KONOL / RAMOK

BERN-BELP (LSZB)



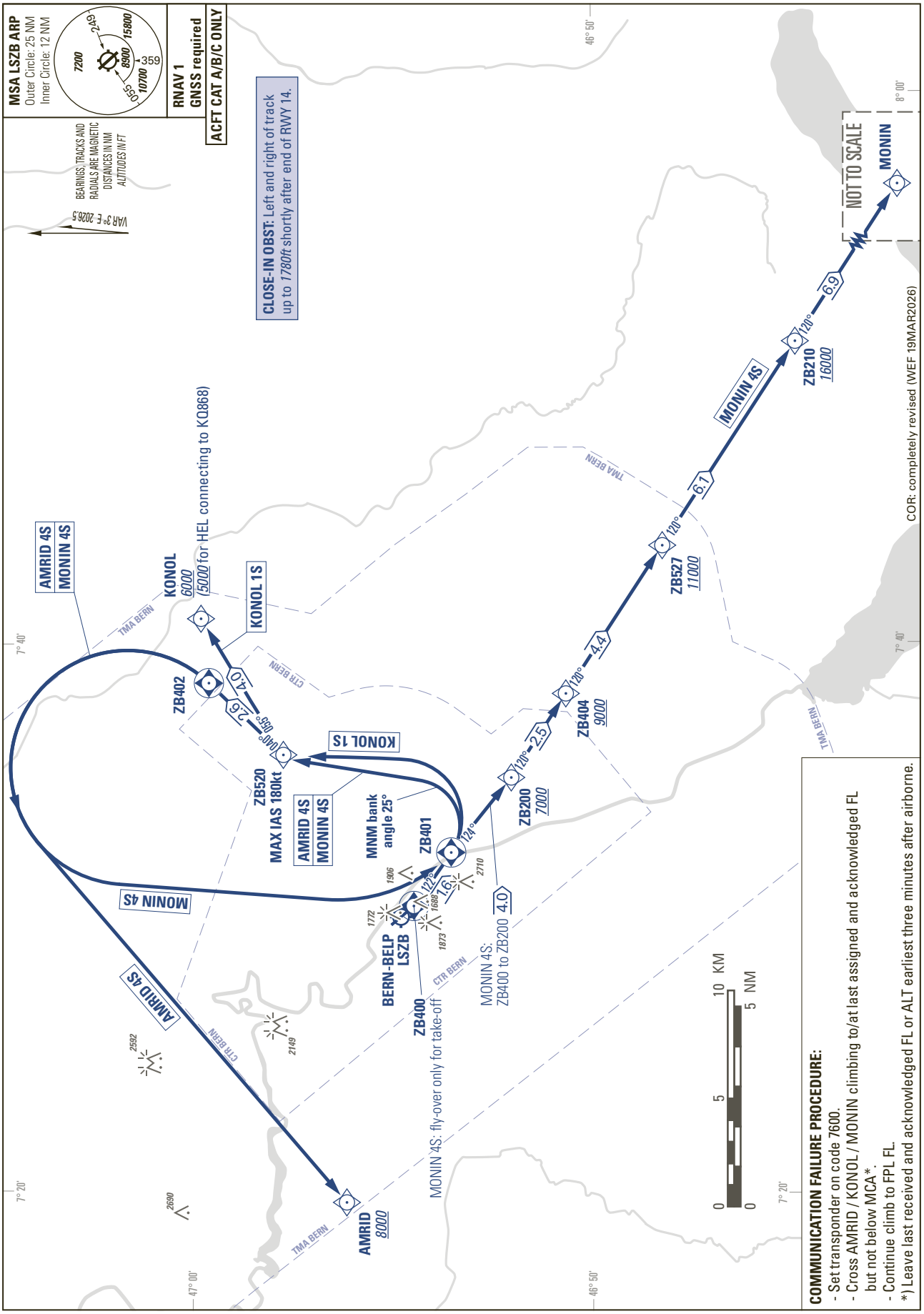
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

BERN-BELP (LSZB)
RNAV RWY 14

AMRID 4S KONOL 1S MONIN 4S



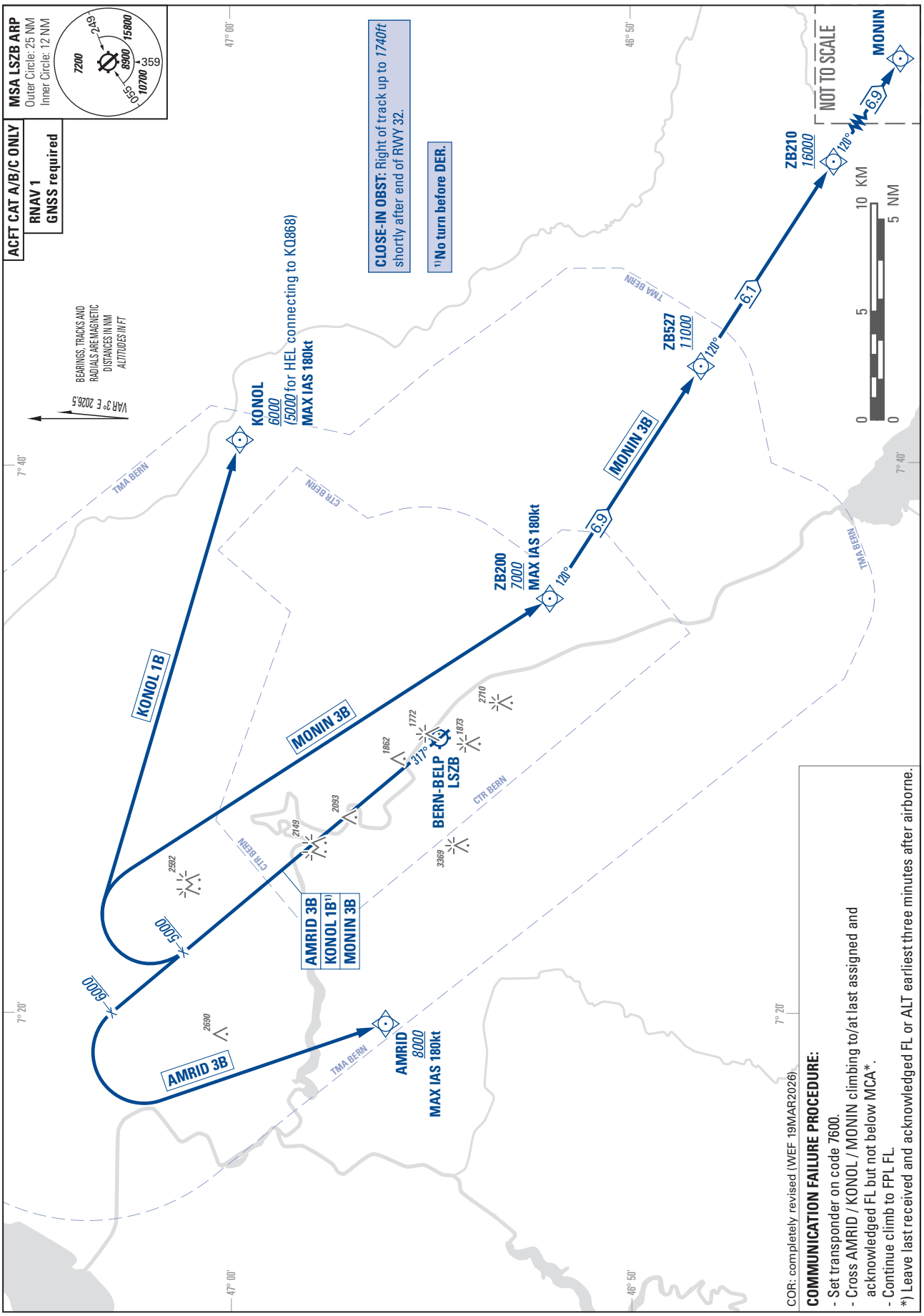
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

BERN-BELP (LSZB)
RNAV high performance RWY 32

AMRID 3B KONOL 1B MONIN 3B



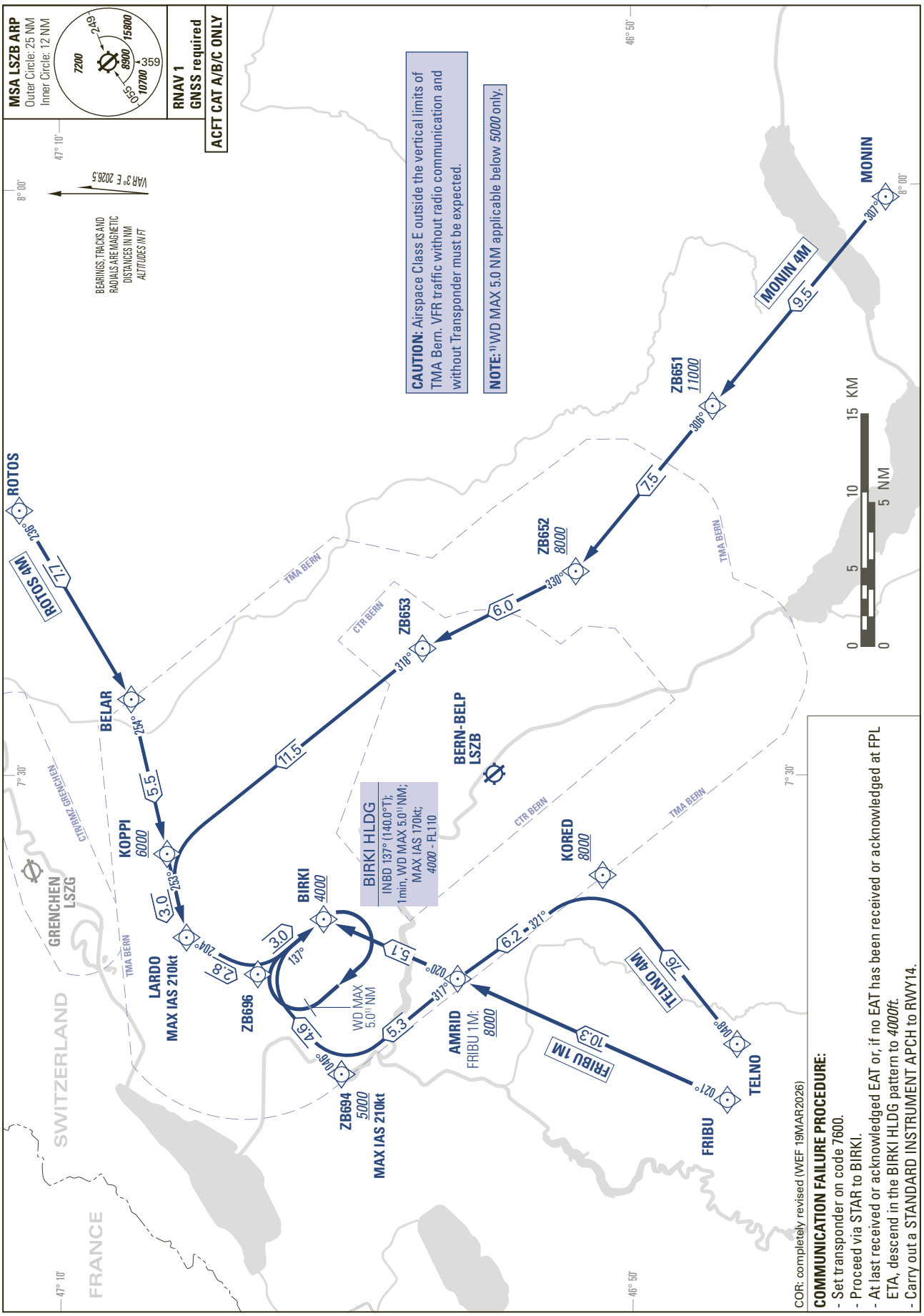
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

BERN-BELP (LSZB)
RNAV BIRKI

FRIBU 1M MONIN 4M ROTOS 4M TELNO 4M



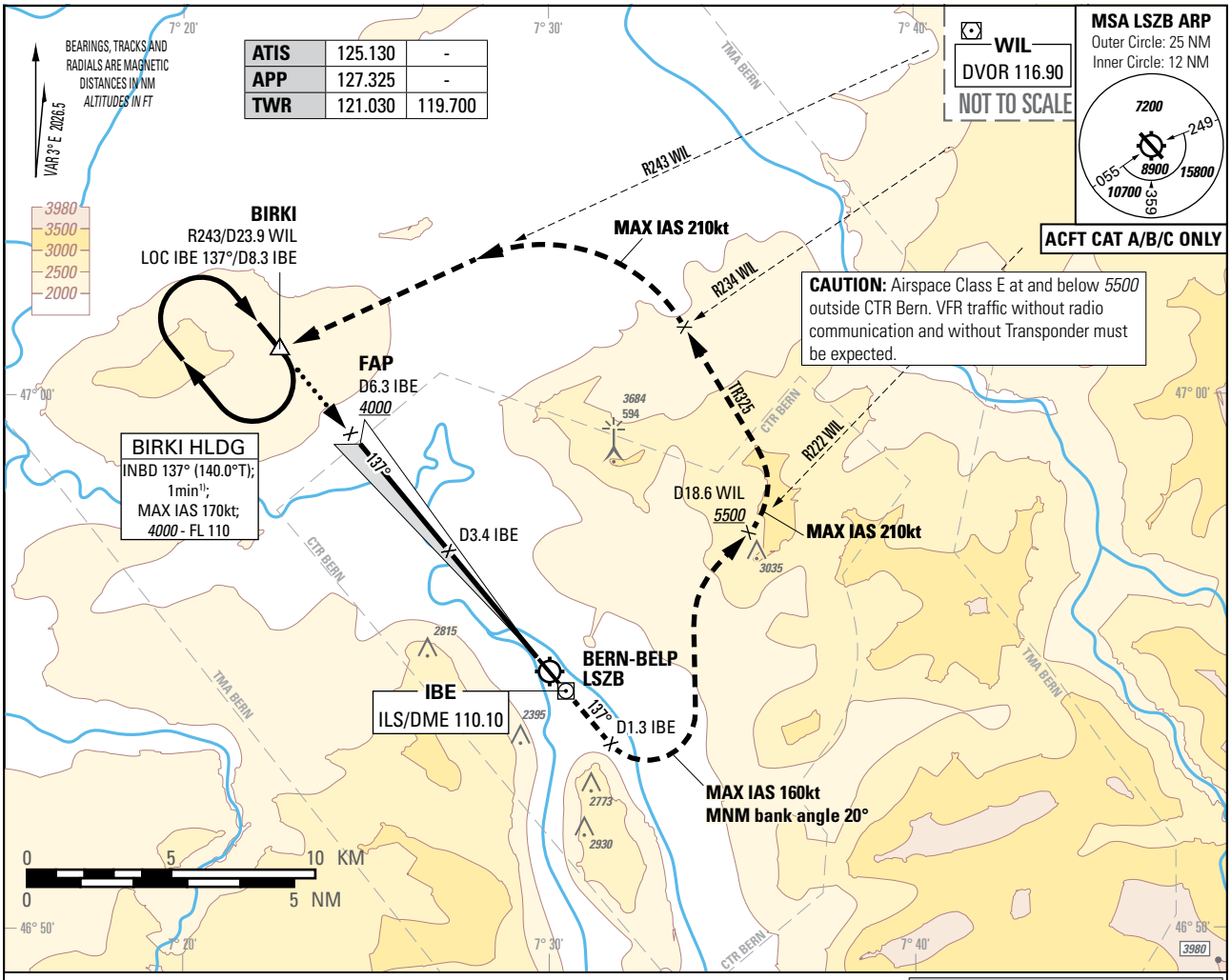
THIS PAGE INTENTIONALLY LEFT BLANK

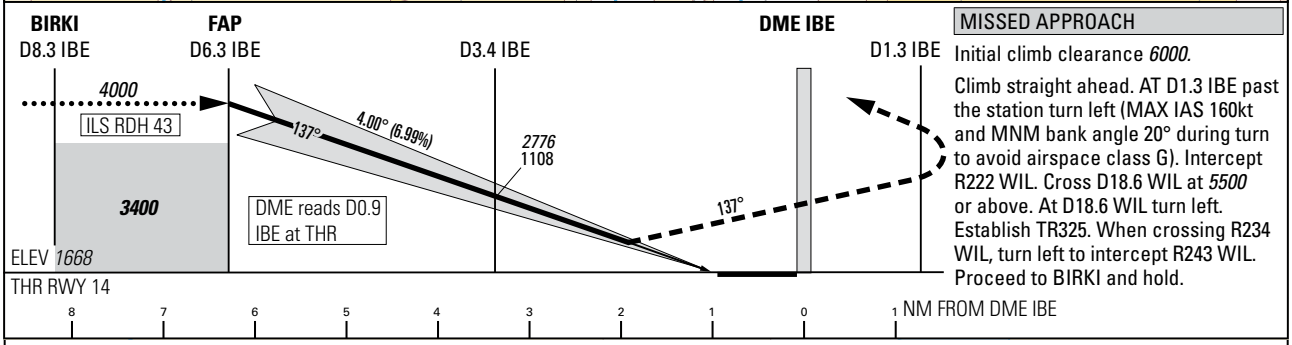
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
ILS RWY 14





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. AT D1.3 IBE past the station turn left (MAX IAS 160kt and MNM bank angle 20° during turn to avoid airspace class G). Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. At D18.6 WIL turn left. Establish TR325. When crossing R234 WIL, turn left to intercept R243 WIL. Proceed to BIRKI and hold.

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH2) OBSTACLE CLEARANCE ALTITUTE (HEIGHT)		
		A	B	C
2.5%	pressure altimeter	*2772* (1104)	*2788* (1120)	*2801* (1133)
5.0% up to *3400*		*2252* (584)	*2268* (600)	*2282* (614)
6.4% up to *3300*		*2136* (468)	*2153* (485)	*2166* (498)
		DECISION ALTITUDE (HEIGHT)		
6.4% up to *3300*	pressure altimeter	*2168* (500)		

ROD	GS kt	90	110	130	150
	FT/MIN	637	779	921	1062

DME IBE DIST	6.3	6.0	5.0	4.0
recommended CROSSING ALT	*4000*	*3880*	*3455*	*3030*
recommended CROSSING HGT	2332	2212	1787	1362

CAUTION

- GS >140kt resulting ROD will be >1000ft/min.
- Non-standard APCH angle.

REMARK

- Uncategorised ILS due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS signal fulfills ICAO Annex 10, CAT I specifications.

NOTE

1) Conventional navigation offset and parallel entries prohibited below *5000ft*.

2) For TRG APCH: applicable DA(H) *3000ft* (1332ft).

COR: completely revised (WEF 19MAR2026)

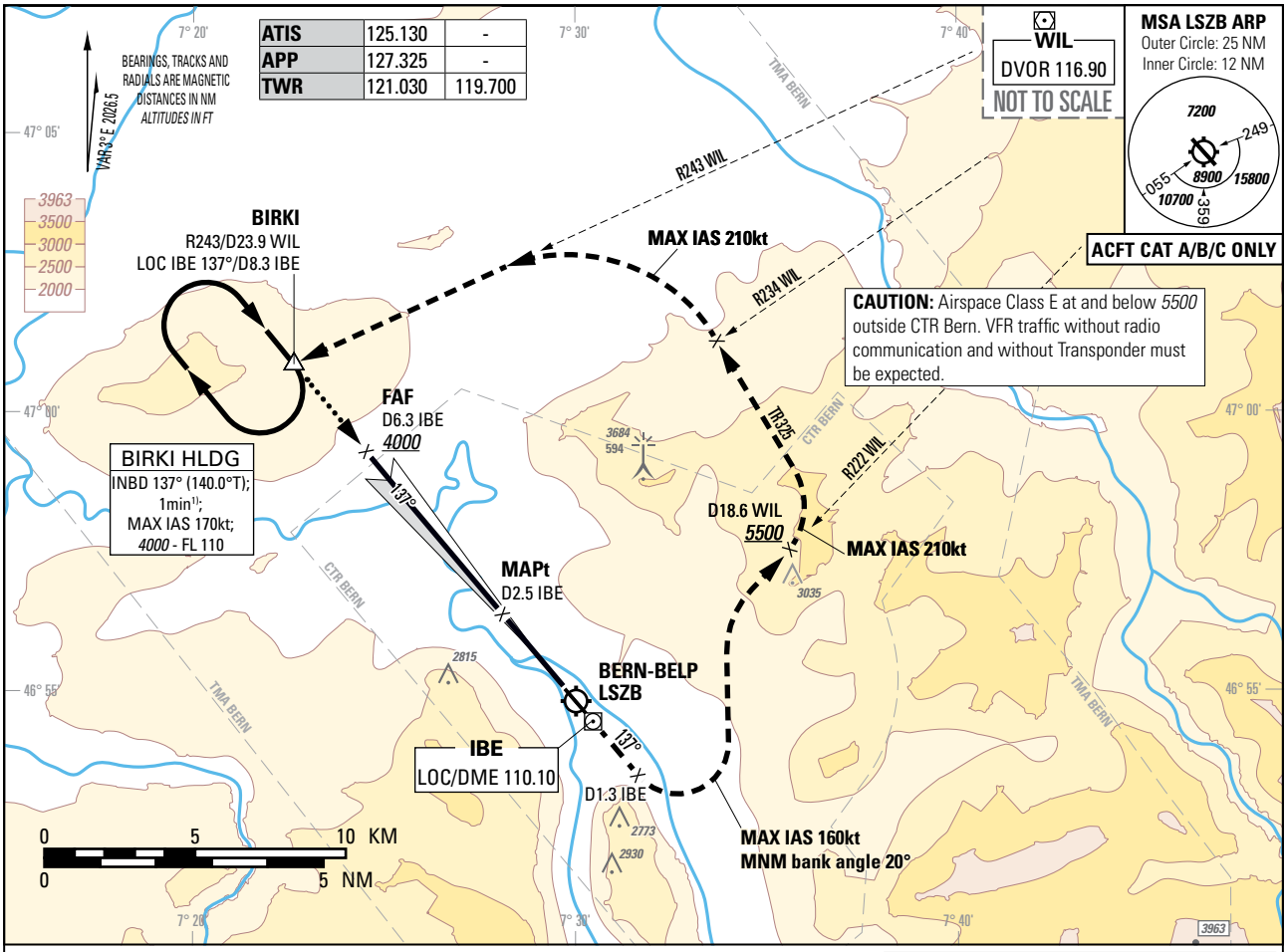
THIS PAGE INTENTIONALLY LEFT BLANK

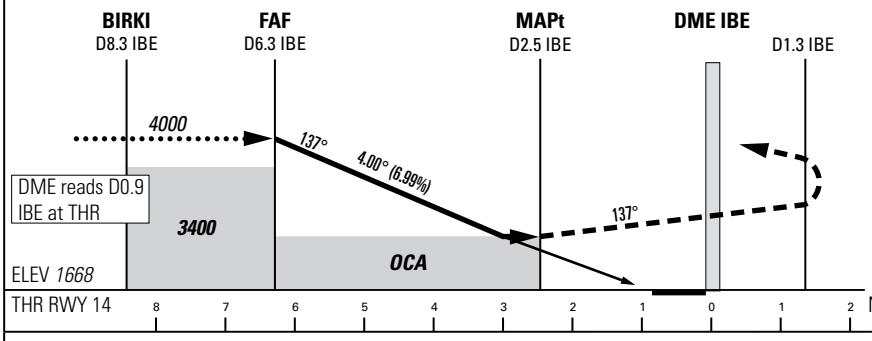
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
LOC RWY 14





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. At D1.3 IBE past the station turn left (MAX IAS 160kt and MNM bank angle 20° during turn to avoid airspace class G). Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. At D18.6 WIL turn left. Establish TR325. When crossing R234 WIL turn left to intercept R243 WIL.
Proceed to BIRKI and hold.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH[2]		
	OCA(H)		
	A	B	C
2.5%	*2810* (1142)		
3.8% up to *3600*	*2400* (732)		

ROD	GS kt	90	110	130	150
	FT/MIN	637	779	921	1062

DME IBE DIST	6.3	6.0	5.0	4.0
recommended CROSSING ALT	*4000*	*3880*	*3455*	*3030*
recommended CROSSING HGT	2332	2212	1787	1362

CAUTION

- Non-standard APCH angle.

REMARK

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

NOTE

[1] Conventional navigation offset and parallel entries prohibited below *5000ft*.

[2] For TRG APCH: applicable MDA(H) *3000ft* (1332ft).

COR: completely revised (WEF 19MAR2026)

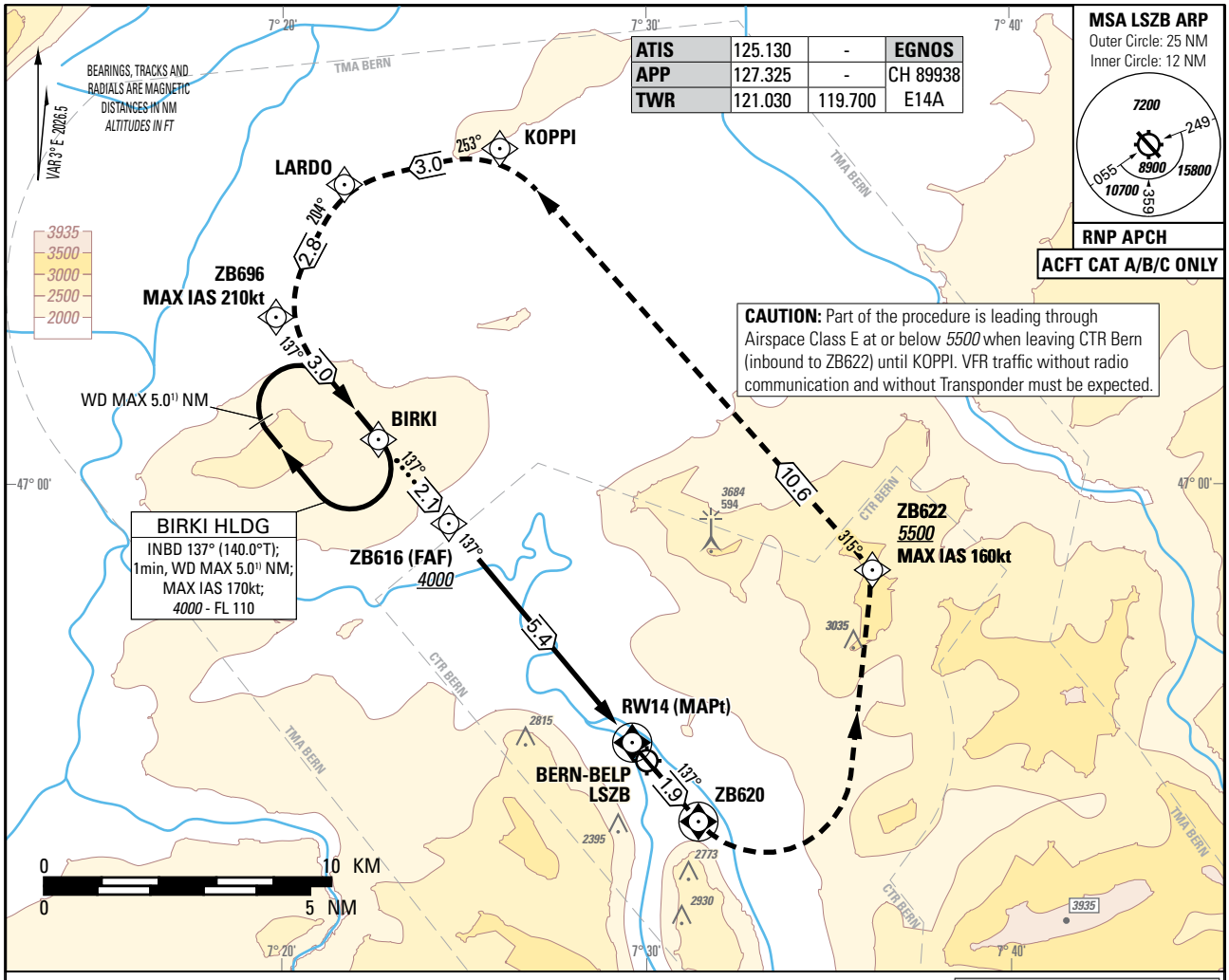
THIS PAGE INTENTIONALLY LEFT BLANK

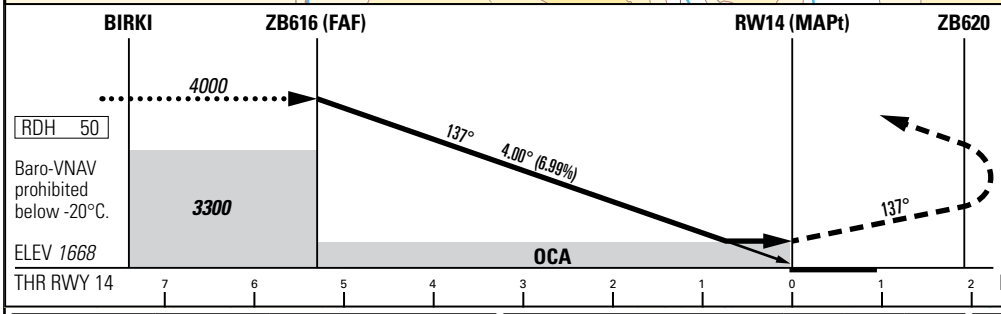
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
RNP RWY 14





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. At ZB620 turn left direct to ZB622 (MAX IAS 160kt). Cross ZB622 at 5500 or above. Proceed via KOPPI, LARDO and ZB696 (MAX IAS 210kt) to BIRKI and hold (MAX IAS 170kt).

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH[2]		
	OCA(H) LPV CAT I		
	A	B	C
2.5%	*2704* (1036)	*2720* (1052)	*2734* (1066)
4.0% up to *3500*	*2361* (693)	*2378* (710)	*2391* (723)
6.4% up to *3300*	*2136* (468)	*2153* (485)	*2166* (498)
	DA(H) LPV		
6.4% up to *3300*	*2168* (500)		
	OCA(H) LNAV		
2.5%	*3050* (1382)	*3080* (1412)	*3100* (1432)
4.0% up to *3600*	*2740* (1072)	*2780* (1112)	*2820* (1152)
5.7% up to *3600*	*2460* (792)	*2490* (822)	*2510* (842)
	OCA(H) LNAV/VNAV		
2.5%	*2800* (1132)	*2817* (1149)	*2853* (1185)
4.0% up to *3600*	*2450* (782)	*2466* (798)	*2512* (844)
5.5% up to *3600*	*2212* (544)	*2228* (560)	*2256* (588)

RWY14 DIST	5.4	5.0	4.0
recommended CROSSING ALT	*4000*	*3842*	*3417*
recommended CROSSING HGT	2332	2174	1749

ROD	GS kt	90	110	130	150
	FT/MIN	637	779	921	1062

CAUTION

- GS >140kt resulting ROD will be >1000ft/min.
- Non-standard APCH angle.

REMARK

- OBST limitation and restriction according to non-instrument RWY criteria.
- From 0.8 NM before THR 14 Visual Segment Surface (VSS) penetrated by trees up to *1890ft* AMSL.

NOTE

[1] WD MAX 5.0 NM applicable below *5000* only.

[2] For TRG APCH: applicable DA(H) or MDA(H) *3000ft* (1332ft)..

COR: completely revised (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZB
Runway	14
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E14A
LTP/FTP Latitude	465504.5820N
LTP/FTP Longitude	0072932.9760E
LTP/FTP Ellipsoidal Height (metres)	557.3
FPAP Latitude	465426.5880N
Delta FPAP Latitude (seconds)	-37.9940
FPAP Longitude	0073019.3120E
Delta FPAP Longitude (seconds)	46.3360
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 02 1A 13 0C 0E 00 00 01 34 31 05 0C 8F 22 14 60 26 37 03 C5 29 2C D7 FE 00 6A 01 F4 01 90 01 64 00 C8 AF E7 84 78 21
Calculated CRC Value	E7847821

Required Additional Data

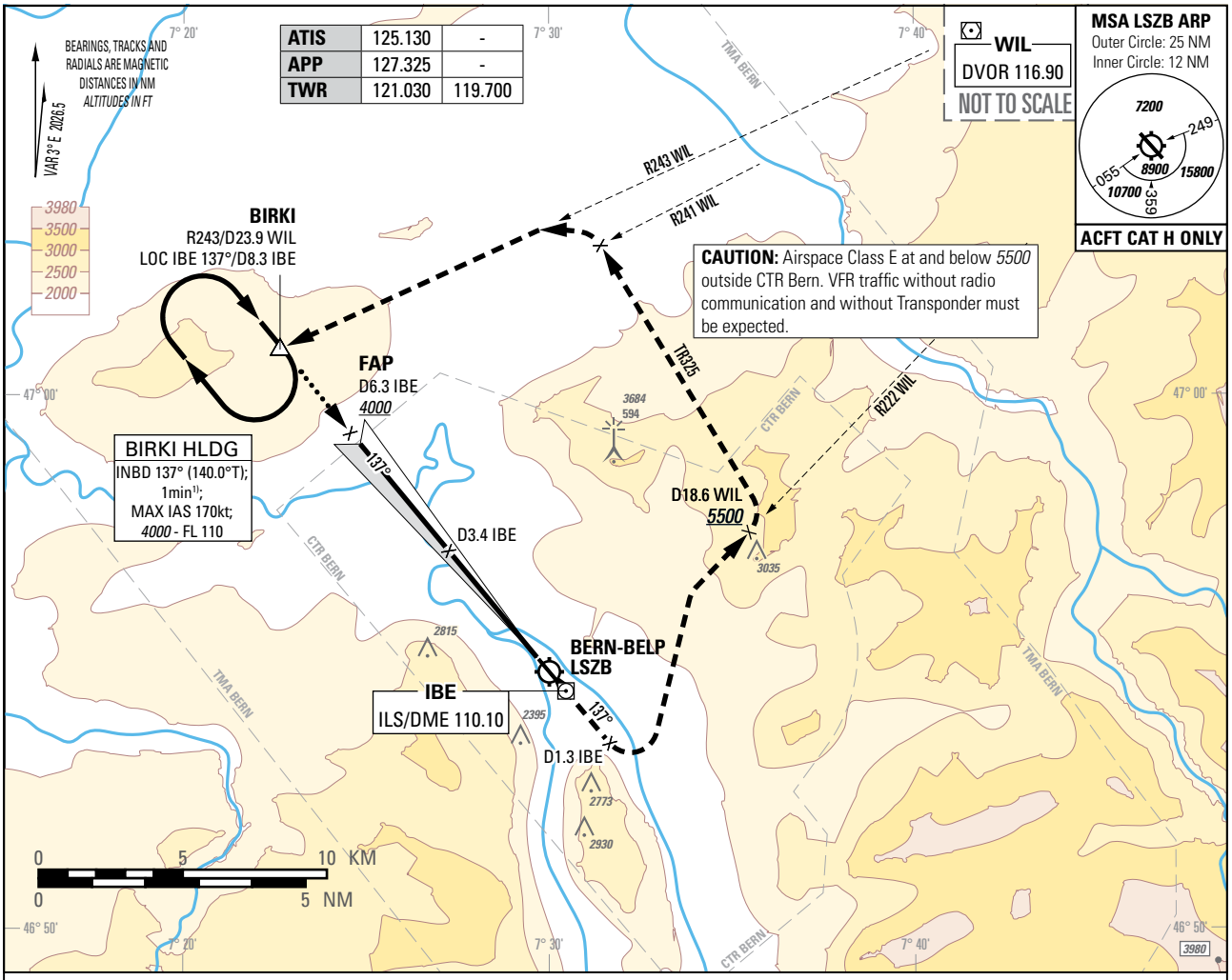
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	508.3

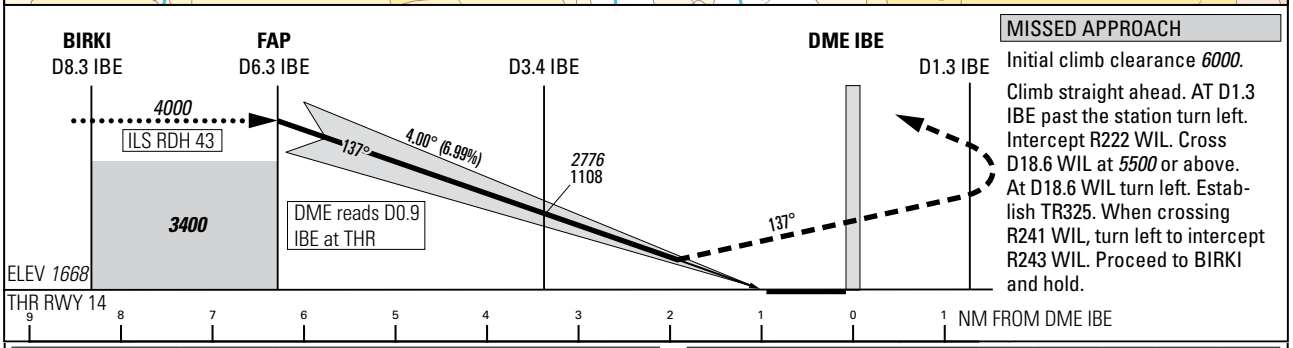
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP (LSZB)
ILS RWY 14





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. AT D1.3 IBE past the station turn left. Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. At D18.6 WIL turn left. Establish TR325. When crossing R241 WIL, turn left to intercept R243 WIL. Proceed to BIRKI and hold.

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)
		H
4.2%	pressure altimeter	*2295* (627)
5.0% up to *3000*	pressure altimeter	*2206* (538)
6.1% up to *3000*	pressure altimeter	*2113* (445)
		DECISION ALTITUDE (HEIGHT)
7.0% up to *3100*	pressure altimeter	*2117* (449)

DME IBE DIST	6.3	6.0	5.0	4.0	3.0
recommended CROSSING ALT	*4000*	*3880*	*3455*	*3030*	*2605*
recommended CROSSING HGT	2332	2212	1787	1362	937

ROD	GS kt	70	80	90	100
	FT/MIN	496	567	637	708

REMARK

- Uncategorised ILS due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS signal fulfills ICAO Annex 10, CAT I specifications.

NOTE

1) Conventional navigation offset and parallel entries prohibited below *5000ft*.

COR: completely revised (WEF 19MAR2026)

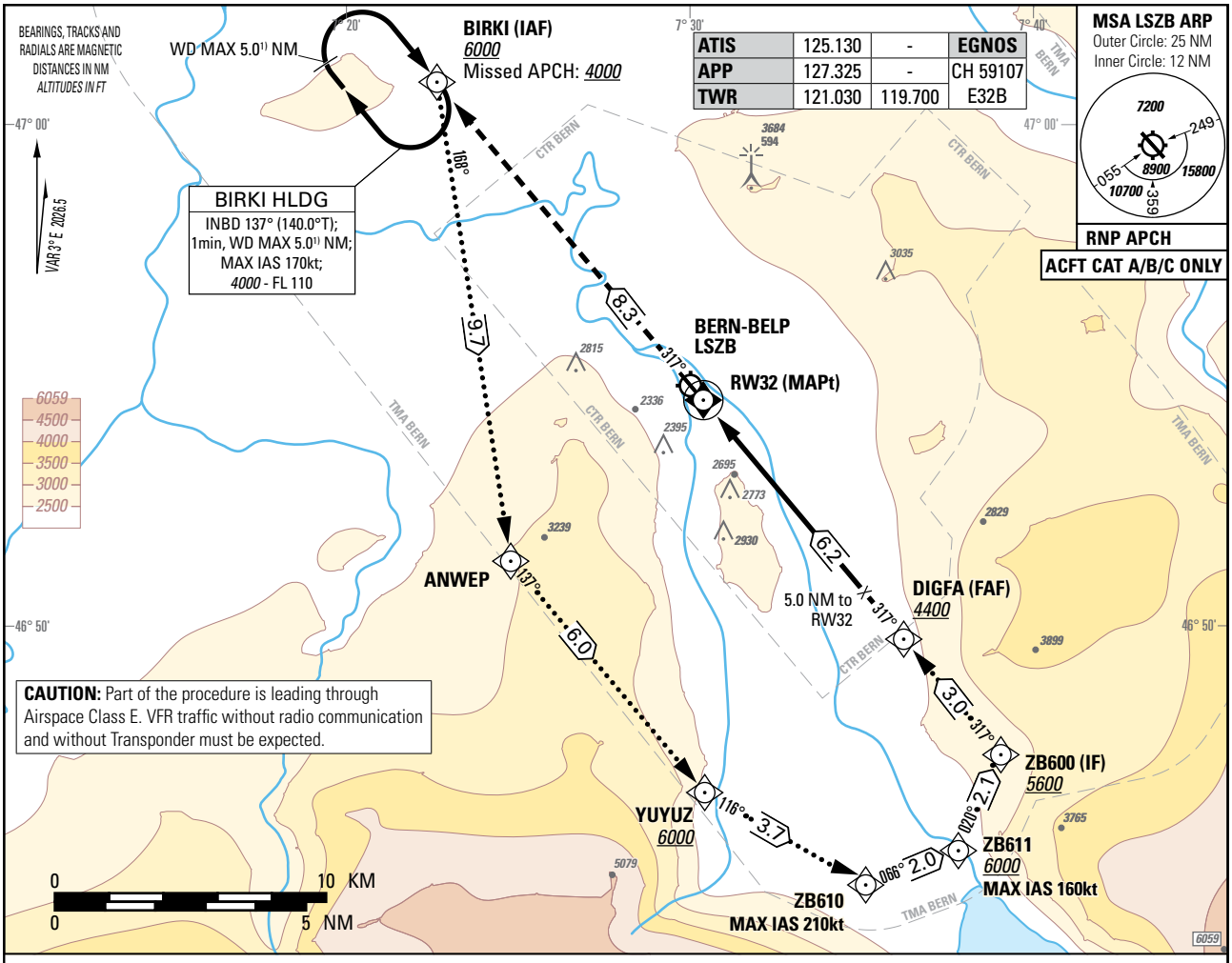
THIS PAGE INTENTIONALLY LEFT BLANK

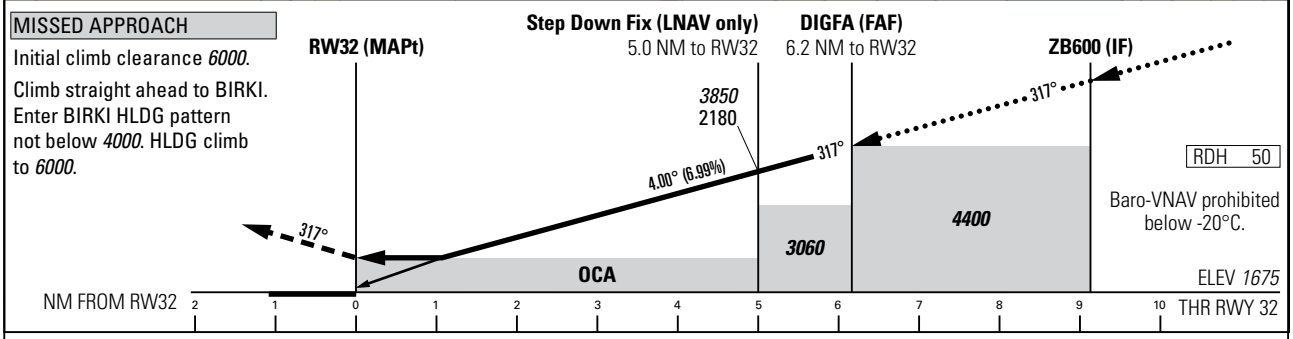
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP LSZB
RNPY RWY 32





Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	A	B	C
	OCA(H) LNAV		
2.5%	*3000* (1330)		
	OCA(H) LNAV/VNAV		
2.5%	*2941* (1266)	*2949* (1274)	*2956* (1281)
	OCA(H) LPV CAT I		
2.5%	*2975* (1300)	*2991* (1316)	*3004* (1329)

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DIST RW32	2.0	3.0	4.0	5.0	6.0	7.0	8.0
recommended CROSSING ALT	*2580*	*3000*	*3430*	*3850*	*4280*	*4700*	*5130*
recommended CROSSING HGT	900	1330	1750	2180	2600	3030	3450

CAUTION

- Descending Intermediate APCH segment: Do not capture VPA from above.
- GS >140kt resulting ROD will be >1000ft/min.
- Non-standard APCH angle.

REMARK

- Familiarisation with APCH is strongly recommended and available on the homepage of the aerodrome operator.
- The descent from ZB600 is calculated at a constant 4° to THR RWY 32.
- OBST limitation and restriction according to non-instrument RWY criteria.

NOTE

[1] WD MAX 5.0 NM applicable below *5000* only.

COR: new chart (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZB
Runway	32
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E32B
LTP/FTP Latitude	465426.5950N
LTP/FTP Longitude	0073019.3020E
LTP/FTP Ellipsoidal Height (metres)	559.6
FPAP Latitude	465509.5755N
Delta FPAP Latitude (seconds)	42.9805
FPAP Longitude	0072926.8855E
Delta FPAP Longitude (seconds)	-52.4165
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 02 1A 13 0C 20 C8 00 02 32 33 05 46 66 21 14 4C 90 38 03 DC 29 C9 4F 01 7F 66 FE F4 01 90 01 64 00 C8 AF E0 03 15 C0
Calculated CRC Value	E00315C0

Required Additional Data

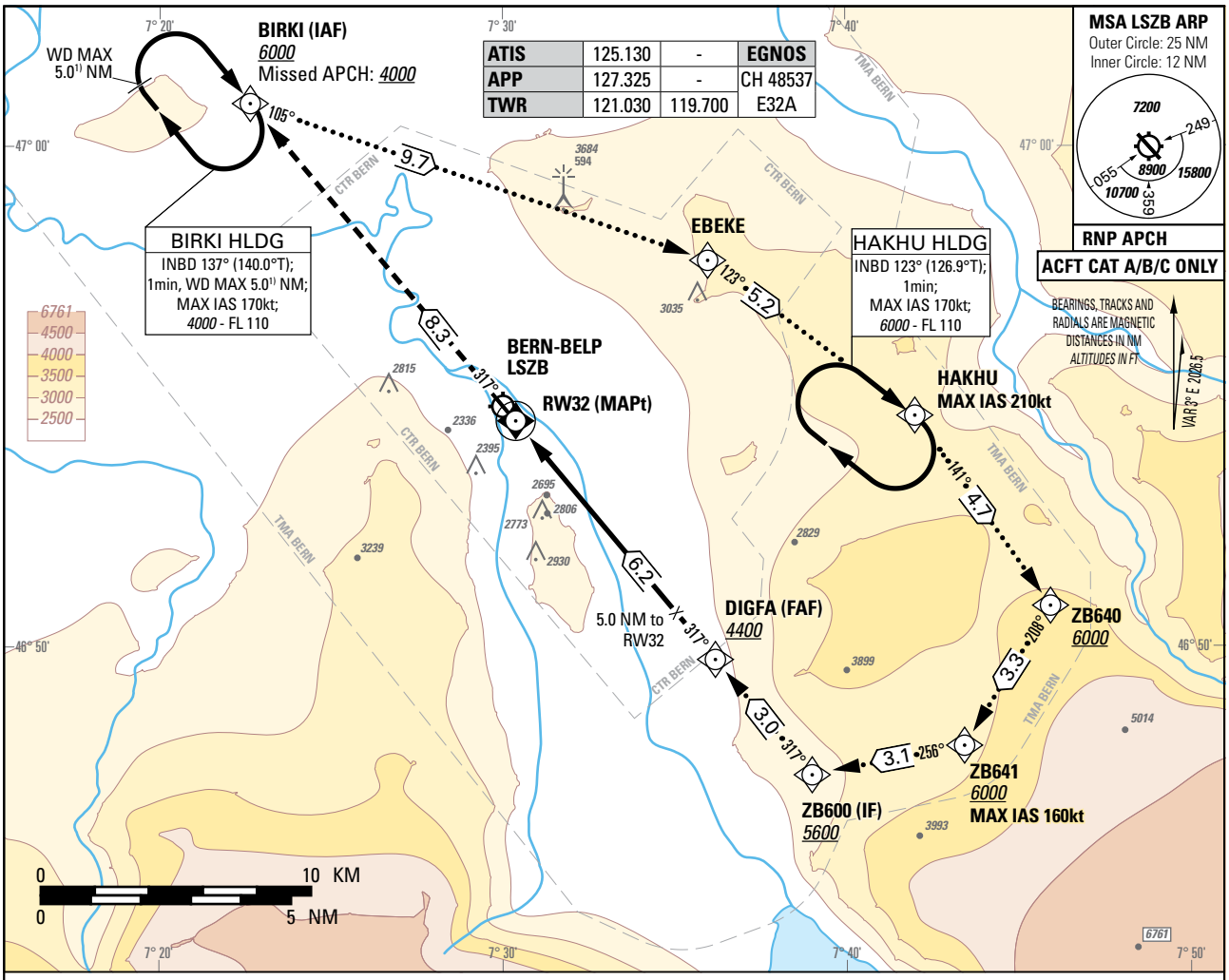
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	510.5

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

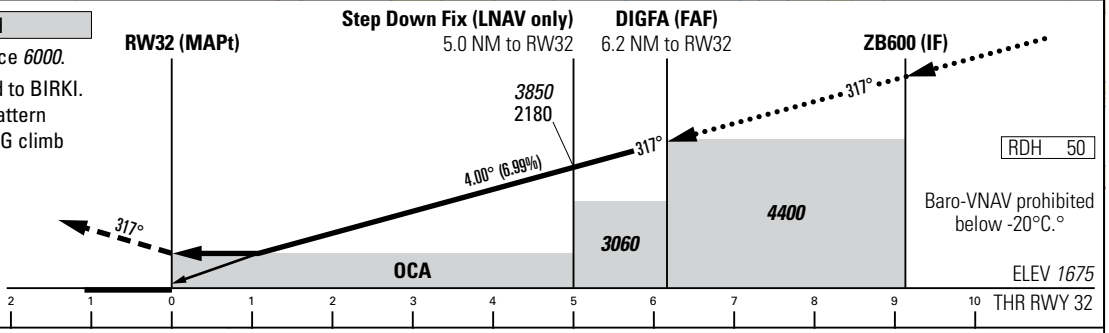
BERN-BELP LSZB
RNP Z RWY 32



MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead to BIRKI. Enter BIRKI HLDG pattern not below *4000*. HLDG climb to *6000*.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	A	B	C
	OCA(H) LNAV		
2.5%	*3000* (1330)		
	OCA(H) LNAV/VNAV		
2.5%	*2941* (1266)	*2949* (1274)	*2956* (1281)
	OCA(H) LPV CAT I		
2.5%	*2975* (1300)	*2991* (1316)	*3004* (1329)

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DIST RW32	2.0	3.0	4.0	5.0	6.0	7.0	8.0
recommended CROSSING ALT	*2580*	*3000*	*3430*	*3850*	*4280*	*4700*	*5130*
recommended CROSSING HGT	900	1330	1750	2180	2600	3030	3450

CAUTION

- Descending Intermediate APCH segment: Do not capture VPA from above.
- GS >140kt resulting ROD will be >1000ft/min.
- Non-standard APCH angle.

REMARK

- Familiarisation with APCH is strongly recommended and available on the homepage of the aerodrome operator.
- The descent from ZB600 is calculated at a constant 4° to THR RWY 32.
- OBST limitation and restriction according to non-instrument RWY criteria.

NOTE

[1] WD MAX 5.0 NM applicable below *5000* only.

COR: new chart (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZB
Runway	32
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E32A
LTP/FTP Latitude	465426.5950N
LTP/FTP Longitude	0073019.3020E
LTP/FTP Ellipsoidal Height (metres)	559.6
FPAP Latitude	465509.5755N
Delta FPAP Latitude (seconds)	42.9805
FPAP Longitude	0072926.8855E
Delta FPAP Longitude (seconds)	-52.4165
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

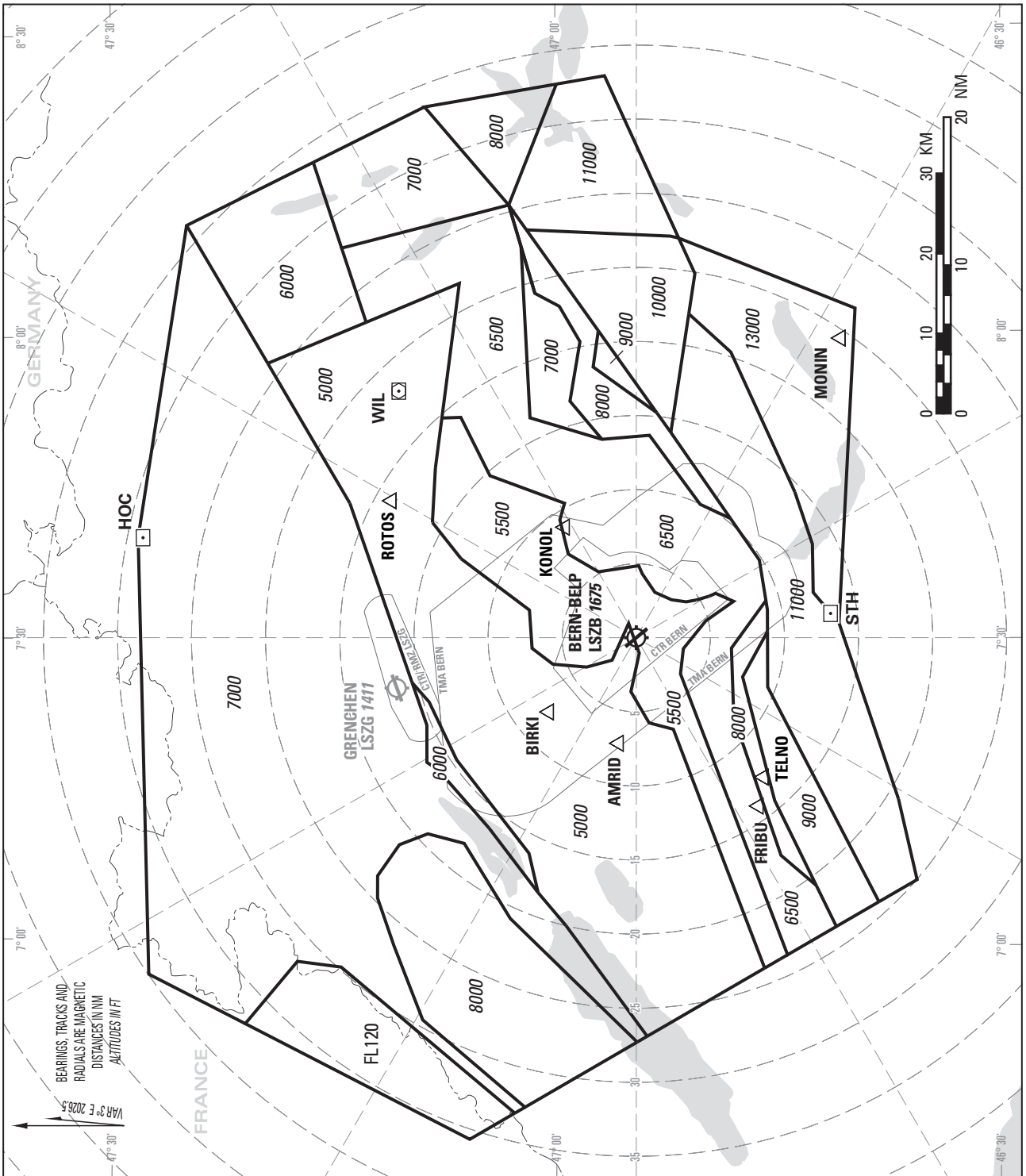
Output data

Data Block	10 02 1A 13 0C 20 D0 00 01 32 33 05 46 66 21 14 4C 90 38 03 DC 29 C9 4F 01 7F 66 FE F4 01 90 01 64 00 C8 AF B8 33 A9 87
Calculated CRC Value	B833A987

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	510.5

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



NOTES:

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

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

Altitudes: LSZB QNH.

Transition ALT: *6000*

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

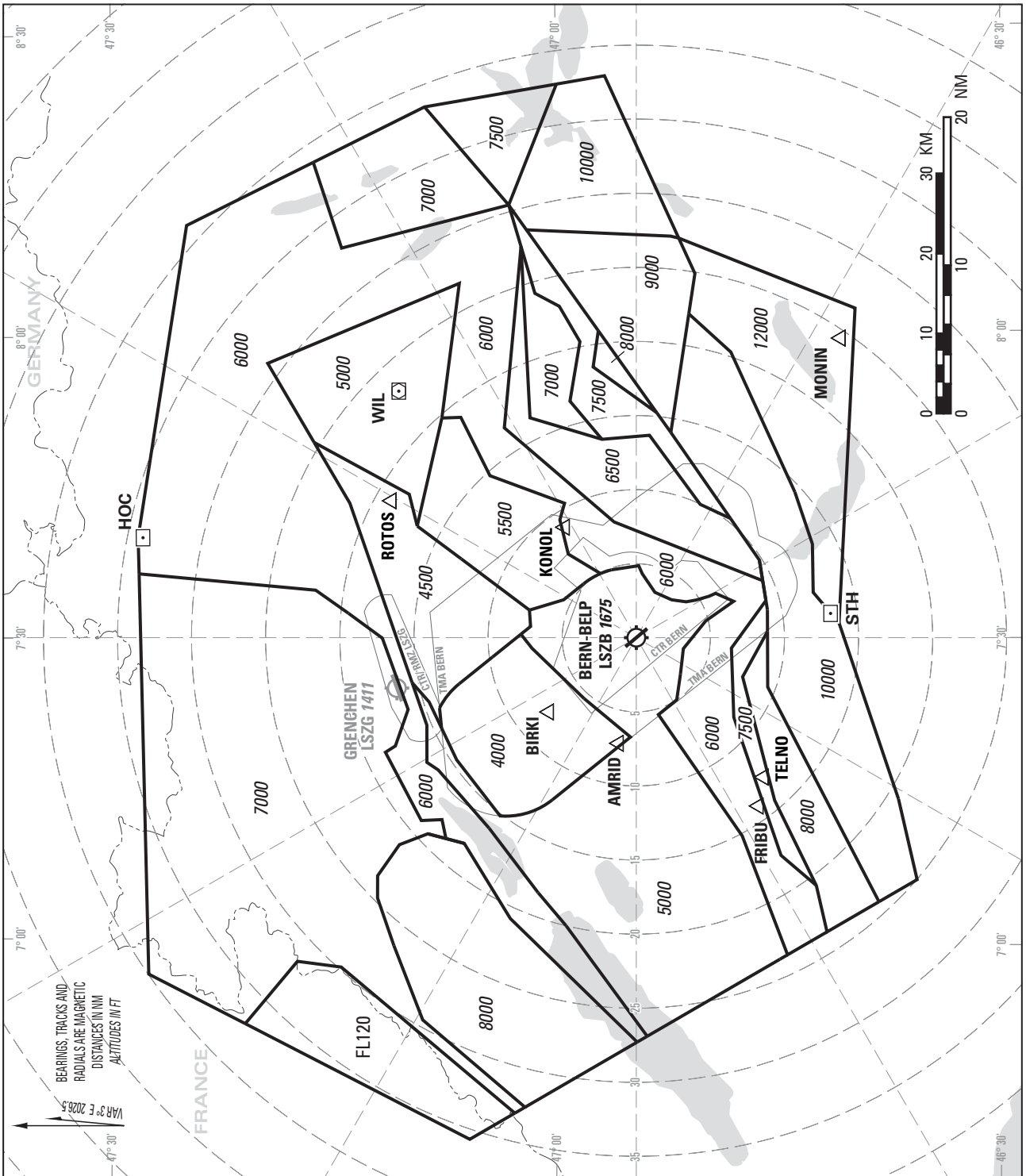
Minimum altitudes are protected for low temperatures from minus 20 degrees to minus 5 degrees celsius (LSZB temperature).

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

COR: MAG VAR, airspace LSZB,
WPT, DME STH (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

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



NOTES:

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

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

Altitudes: LSZB QNH.

Transition ALT: *6000*

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

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

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

COR: MAG VAR, airspace LSZB, WPT, DME STH (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

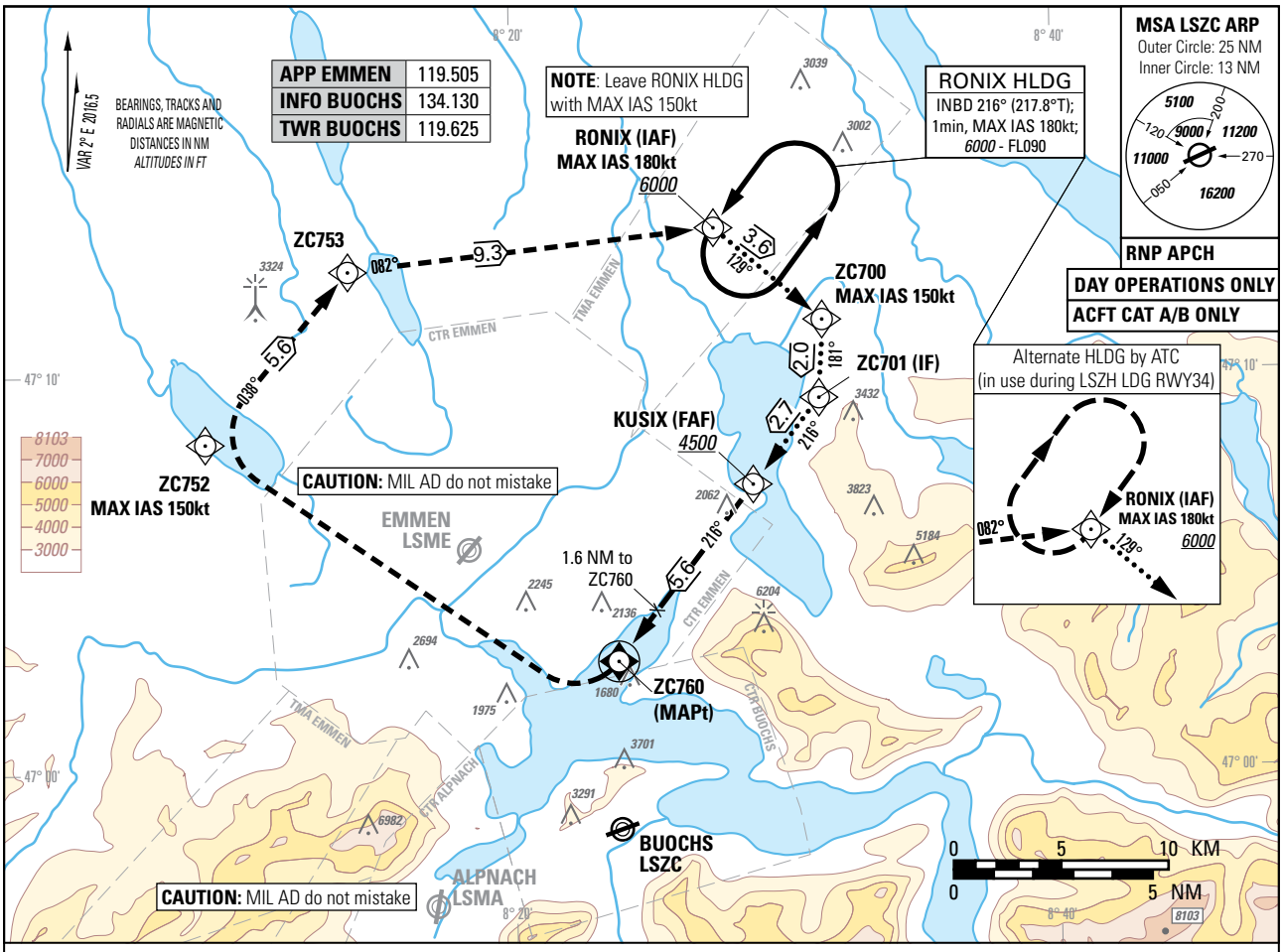
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1475ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

BUOCHS (LSZC)
RNP-A

PROCEDURE LIMITED TO PILATUS AIRCRAFT LTD

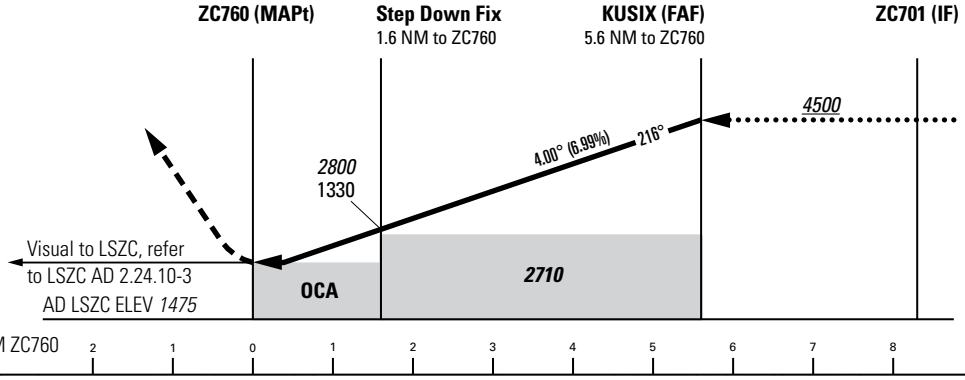


MISSED APPROACH

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

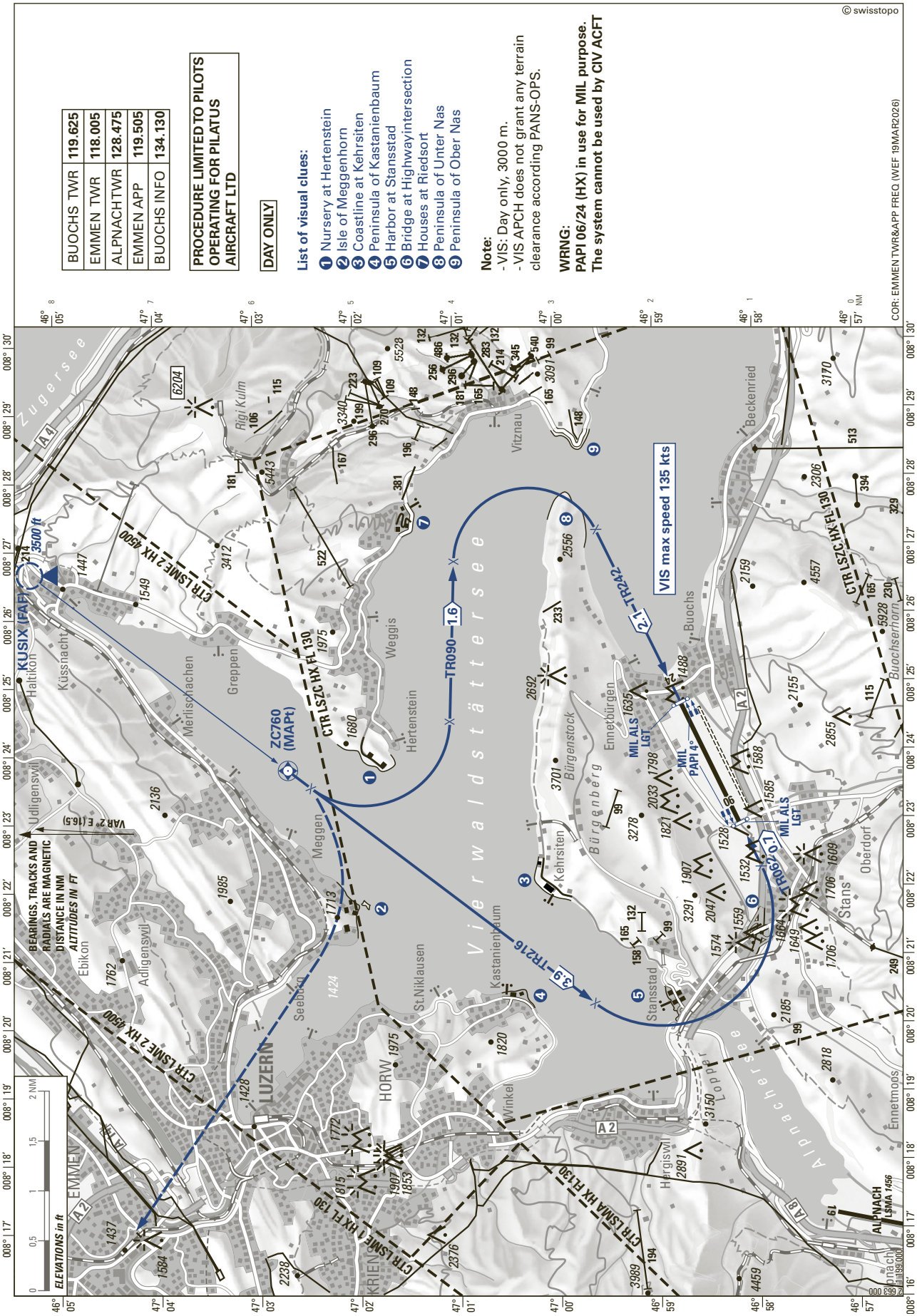
COR: FREQ APP Emmen (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

VISUAL APPROACH PROCEDURE

ELEV 1475 ft (450 m)

BUOCHS (LSZC)
RWY 06/24



THIS PAGE INTENTIONALLY LEFT BLANK

LSGC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Les Eplatures Tower	118.130 MHz	HX	NIL

LSGC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NIL						

LSGC AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

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

2. ACFT taxi and parking

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

3. Summer times

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

4. Winter times

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

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

IFR and VFR school flights PPR.
No circuits permitted between 1100 and 1230 (1000 and 1130), after 1800 (1700), SUN and HOL.

6. HEL IFR APCH and DEP

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

LSGC AD 2.21 NOISE ABATEMENT PROCEDURES

1. General provisions

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

2. Use of the runway system during the day period

TKOF RWY 23 preferred for single engine ACFT.

LSGC AD 2.22 FLIGHT PROCEDURES

1. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	Vis (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
05	A	1500/1000	1500/1000	---	NIL
	B	1500/1000	1500/1000	---	
23	A	1500/800	1500/800	---	
	B	1500/800	1500/800	---	

1.1 SID Descriptions

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

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

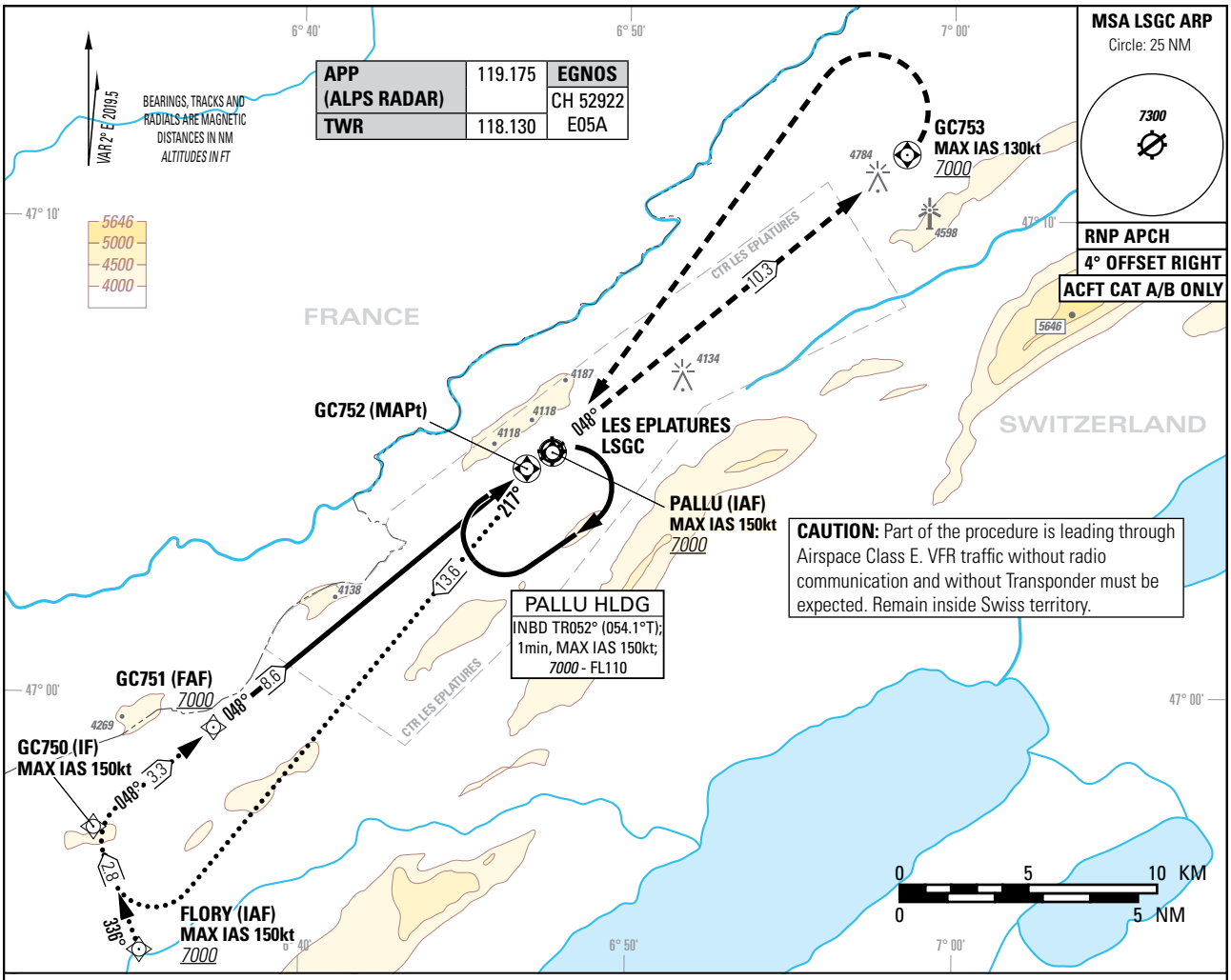
Visual SID FRIBU 1N - RNAV							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	GC610	Y	-	+4300	-	-	-
TF	GC611	N	-	+6900	-	052° (054.3°T)	5.5
TF	BOMEC	Y		-	-	052° (054.4°T)	1.5
DF	PALLU	Y	L	-	-150	-	-
HA	PALLU	Y	R	FL110	-150	052° (054.1°T)	1 min
TF	FRIBU	N	-	-	-	134° (135.9°T)	25.5
Remark: Distance from end of RWY05 to GC610 is 2.67NM							

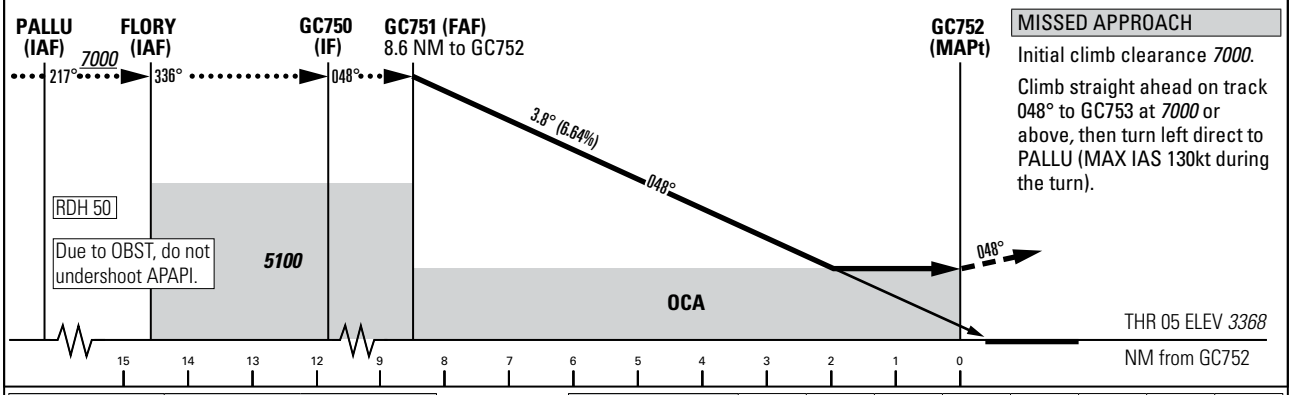
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 3368ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

LES EPLATURES (LSGC)
RNP RWY 05





MISSED APPROACH

Initial climb clearance *7000*.

Climb straight ahead on track 048° to GC753 at *7000* or above, then turn left direct to PALLU (MAX IAS 130kt during the turn).

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH	
	A	B[2]
	OCA(H) LPV CAT I	
2.5%	*4194* (826)	*4210* (842)
5.0%	*3950* (582)	*3966* (598)
Circling[1]	*4640* (1272)	*4990* (1622)

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

GC752 DIST	8	7	6	5	4	3	2	1
recommended CROSSING ALT	*6780*	*6380*	*5970*	*5570*	*5170*	*4760*	*4360*	*3960*
recommended CROSSING HGT	3412	3012	2602	2202	1802	1392	992	592

REMARK

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

CAUTION

On 3.8° APCH angle and GS > 140kt resulting ROD > 1000ft/min.
From 1.0 NM BFR THR 05 Visual Segment Surface (VSS) penetrated by trees and OBST up to *3583ft* AMSL.
Final APCH TR offset by 4° right from RWY CL intercepting the RWY CL 597m before THR05.

NOTE

[1] Circling shall remain within CTR limits.
[2] Higher CAT of ACFT may use the same PROC if they comply with the CAT B restrictions.

COR: TWR FREQ (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSGC
Runway	05
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E05A
LTP/FTP Latitude	470453.9575N
LTP/FTP Longitude	0064714.7400E
LTP/FTP Ellipsoidal Height (metres)	1076.7
FPAP Latitude	470529.0145N
Delta FPAP Latitude (seconds)	35.0570
FPAP Longitude	0064816.5730E
Delta FPAP Longitude (seconds)	61.8330
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.80
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 03 07 13 0C 05 00 00 01 35 30 05 8B 8B 34 14 68 B0 E9 02 0F 3E E2 11 01 12 E3 01 F4 01 7C 01 64 00 C8 AF 5E 27 63 A9
Calculated CRC Value	5E2763A9

Required Additional Data

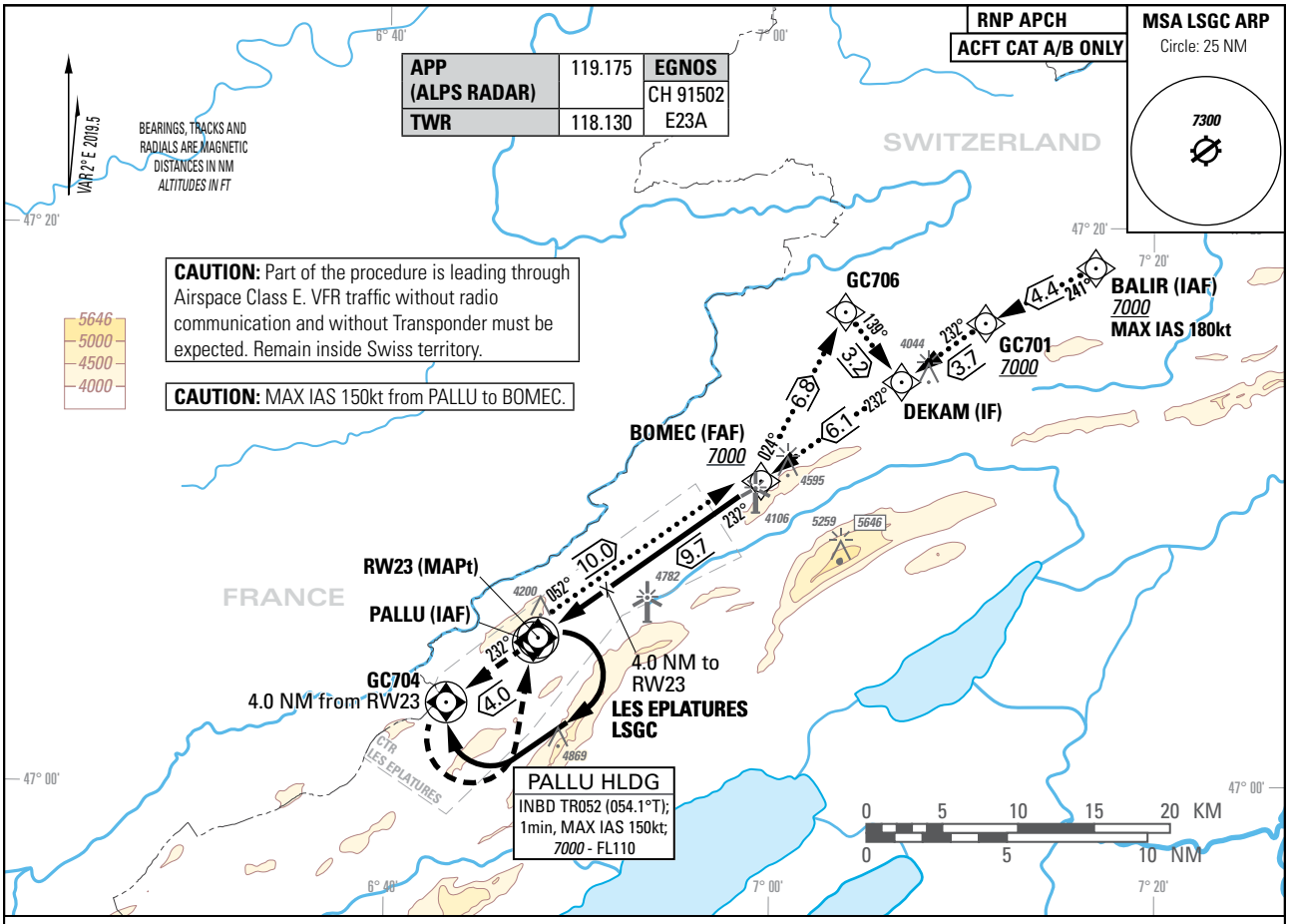
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	1026.5

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 3368ft

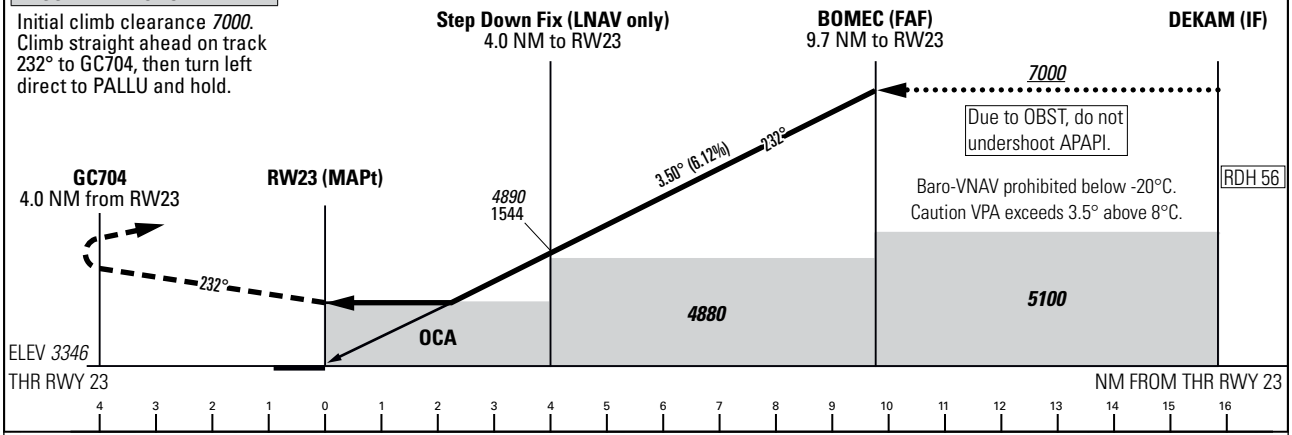
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

LES EPLATURES (LSGC)
RNP RWY 23



MISSED APPROACH

Initial climb clearance *7000*.
Climb straight ahead on track 232° to GC704, then turn left direct to PALLU and hold.



Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH	
		A	B[2]
	To Altitude	OCA(H) LPV CAT I	
2.5%		*3990* (644)	*4004* (658)
5.0%	*4200*	*3787* (441)	*3802* (456)
		DA(H) LPV CAT I [3]	
2.5%		*3990* (644)	*4004* (658)
5.0%	*4200*	*3846* (500)	
		OCA(H) LNAV/VNAV	
2.5%		*4266* (920)	*4278* (932)
		OCA(H) LNAV	
2.5%		*4410* (1064)	
Circling [1]		*4640* (1272)	*4990* (1622)

RW23 DIST		1	2	3	4	5	6	7	8	9
recommended crossing	Altitude	*3780*	*4150*	*4520*	*4890*	*5270*	*5640*	*6010*	*6380*	*6750*
	Height	434	804	1174	1544	1924	2294	2664	3034	3404

ROD	GS kt	90	110	130	150
	FT/MIN	557	681	805	929

REMARK

AIRAC date MAR - OCT 31: Intense GLD ACT within APCH sector and ATS routes.

CAUTION

From 0.7 NM before THR 23 Visual Segment Surface (VSS) penetrated by trees and obstacles up to *3445ft* AMSL.
Gliders parked near RWY edge.

NOTE

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

COR: chart revised, LNAV/VNAV added, TWR FREQ (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSGC
Runway	23
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	470512.2145N
LTP/FTP Longitude	0064755.3165E
LTP/FTP Ellipsoidal Height (metres)	1070.0
FPAP Latitude	470452.1730N
Delta FPAP Latitude (seconds)	-20.0415
FPAP Longitude	0064714.4805E
Delta FPAP Longitude (seconds)	-40.8360
Threshold Crossing Height	17.1
TCH Units Selector	1 (meters)
Glidepath Angle (degrees)	3.50
Course Width (metres)	80.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 03 07 13 0C 17 00 00 01 33 32 05 2D 1A 35 14 69 ED EA 02 CC 3D 6D 63 FF F8 C0 FE 56 81 5E 01 00 00 C8 AF 01 7C 6B CA
Calculated CRC Value	017C6BCA

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	1019.9

LSGG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
GENEVA AREA				
EMERG		121.500 MHz	H24	EMERG for all services
APP/SRE/VDF	Geneva Transit	136.455 MHz	H24	As instructed by ATC
	Geneva Arrival	136.255 MHz	H24	
	Geneva Departure	119.530 MHz	H24	
	Geneva Approach	130.555 MHz	H24	As instructed by ATC
	Geneva Final	120.305 MHz	H24	
	Geneva Departure	131.330 MHz	H24	As instructed by ATC
TWR/VDF	Geneva Tower	118.705 MHz	H24	Primary FREQ
		119.905 MHz	HJ	As instructed by ATC
		119.700 MHz	H24	ALTN FREQ
GND	Geneva Ground	121.680 MHz	H24	Primary FREQ Clearance Delivery for all IFR flights Start-up and taxi clearance for North Apron
		119.700 MHz	H24	Auxiliary frequency
TRAFFIC APRON	Geneva Apron	121.855 MHz	H24	Primary FREQ Start-up (push-back if needed) and taxi clearance for South Apron
		121.755 MHz	H24	ALTN FREQ
VDF	Geneva Homer	118.705 MHz	H24	Primary FREQ
		119.700 MHz	H24	ALTN FREQ
ATIS		135.580 MHz	H24	TEL: +41 (0) 22 417 40 81
		124.755 MHz	H24	GLD Information En, Fr TEL: +41 (0) 22 417 40 83
FIC	Geneva Information	126.350 MHz	H24	For VFR FLT within TMA

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 45Y	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 110.85 MHz.
PASSEIRY DVOR/DME VAR 3.0° E / 2025 (delc.: 3.5° E)	PAS	116.60 MHz CH 113X	H24	46 09 49.4N 005 59 59.7E	*1422 ft*	NIL	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.
STOCKHORN DME	STH	CH 89Y	H24	46 41 37.7N 007 32 18.6E	*7251 ft*	NIL	DOC 100 NM / 50'000 ft. Paired VOR FREQ 114.25 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	CH 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*.

LSGG AD 2.22 FLIGHT PROCEDURES

1. Special regulations for GENEVA TMA/CTR

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

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

1.1 IFR procedures

Procedures to be followed by arriving and departing ACFT are contained on the charts: STAR/SID RWY 04/22 REF: LSGG AD 2.24.
Note: ATC may instruct DEV from standard ARR and DEP routes in accordance with noise abatement procedures.

All LSGG SID/STAR procedures are designed in accordance with ICAO PANS-OPS criteria for RNAV 1 with GNSS or DME/DME/IRU.
ACFT unable GNSS or DME/DME/IRU may be exceptionally accepted in LSGG. PIC shall report "UNABLE RNAV" on initial call. If inbound, expect radar vectors and ILS APCH. In case of MA, follow MA published for RNAV failure.
If outbound, expect omnidirectional departure.

1.1.1 SID Descriptions

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs.

- If UNA to comply with the specified PDG in the respective SID, ADZ ATC.
- Close-in obstacles: Trees and poles each side of RCL up to 170ft above DER ELEV.
- The SIDs are MNM noise routes.
- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref LSGG AD 2.13).
- Due to wake turbulence, all ACFT (except HVY jets) should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall ADZ TWR 118.705 MHz on initial call if UNA to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

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

DESIGNATOR	RWY 04			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ARBOS 1N PDG 5.4% to *1600ft*	Climb on track 043°. When passing *7000ft,* but not before GG608, turn left direct to LEGVO. Proceed via LIKIQ to ARBOS.	INITIAL CLIMB CLEARANCE FL090. Cross LIKIQ at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
BALSI 1N PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft*, but not before GG608, turn right direct to GG604. Proceed via GG618, RUMIL, LINNA, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross GG618 at FL100 or above, RUMIL at FL120 or above, LINNA at FL190 or above, and BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
CHAMBERY 2N (CBY 2N) PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft,* but not before GG608, turn right direct to GG604. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080.	When instructed, contact GENEVA DEP 119.530	Note: only for TFC DEST LFLB, LFLP, and by ATC.
CHAMBERY 2P (CBY 2P) PDG 5.4% to *6000ft*	Climb on track 043°. When passing *5000ft,* but not before GG612, turn left direct to PAS. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080. Cross PAS at *7000ft* or above.	When instructed, contact GENEVA DEP 119.530	Note: only for TFC DEST LFLB, LFLP, and by ATC.
DEPUL 1P PDG 5.4% to *6000ft*	Climb on track 043°. When passing *5000ft,* but not before GG612, turn left direct to PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at *7000ft* or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530	NIL
DEPUL 1T PDG 5.4% to *6000ft*	Climb on track 043°. When passing *5000ft*, but not before GG608, turn left direct to PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at *7000ft* or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530	NIL
MEDAM 1N PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft*, but not before GG608, turn right direct to GG604. Proceed via ESAPI, ALPOZ, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross ESAPI at FL140 or above, ALPOZ at FL180 or above and VANAS at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
ROCCA 1N/1P PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft,* but not before GG608, turn right direct to GG604. Proceed via GG605, ODIKI, WATQO to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according to chart.	When instructed, contact GENEVA DEP 119.530	Note: only for TFC DEST or overflying Italy planned below FL200 (T345).
SAPRE 1N PDG 5.4% to *1600ft*	Climb straight ahead on track 043° and proceed to SAPRE.	INITIAL CLIMB CLEARANCE FL090. Cross SAPRE at *7000ft* or above.	When instructed, contact GENEVA DEP 119.530	NIL
SIROD 1N PDG 5.4% to *1600ft*	Climb on track 043°. When passing *7000ft*, but not before GG608, turn left direct to KOVIM then proceed to SIROD.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	Note: For Routing after SIROD refer to Area Chart AD 2.24.6 - 3
SOSAL 1N PDG 5.4% to *1600ft*	Climb on track 043° to PETAL then proceed via MOLUS to SOSAL.	INITIAL CLIMB CLEARANCE FL090. Cross PETAL at *5000ft* or above and MOLUS at FL100 or above.	When instructed, contact GENEVA DEP 119.530	NIL

1.1.2 OMNIDIRECTIONAL DEPARTURE PROCEDURES

GENERAL INFORMATION AND REQUIREMENTS FOR OMNIDIRECTIONAL DEPARTURE PROCEDURES
- Omnidirectional departures assigned by ATC only in case of RNAV failure.
- If unable to comply with the specified PDG advise ATC.
- Close-in obstacles: RWY04/22 Trees and poles each side of RCL up to 170ft above DER ELEV.
- RADAR required. Departing aircraft may be cleared to proceed direct to existing terminal points. Expected routing provided by ATC.
- Specified MCAs are subject to MVAs and airspace structure. Published PDGs do not guarantee MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref LSGG AD 2.13).
- When RWY 04 is in use: due to wake turbulence, all ACFT except HVY jets should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall advise TWR 118.705 MHz on initial call if unable to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

1.1.2.1 OMNIDIRECTIONAL DEPARTURE RWY 04 (see chart LSGG AD 2.24.7 - 7)

DESIGNATOR	RWY 04			
	ROUTE			
	Lateral	Vertical	Contact	Remark
GENEVA ONE NOVEMBER (LSGG 1N) PDG 5.4% to *6100ft*	Climb straight ahead on track 043° to FL090, continue to en-route as cleared by ATC.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	Expect radar vectoring after initial climb.

Note: Strict adherence to initial climb nominal track required for noise abatement.

RADAR vectoring to En-route	
FPL route via	**Expected ATC routing after initial climb**
DIPIR or DJL	- KOVIM – SIROD – IBABA if outbound IBABA. - KOVIM – SIROD – DJL if outbound DJL.
ARBOS	LEGVO – LIKIQ – ARBOS. Cross LIKIQ at MNM FL200.
N871	DCT SOSAL.
T544	DCT FRIBU.
T51	DCT KONIL.
ROCCA	ODIKI – WATQO – ROCCA. Cross ODIKI at MNM FL140, WATQO at MNM FL190.
MEDAM	ESAPI – ALPOZ – VANAS – MEDAM. Cross ESAPI at MNM FL140, ALPOZ at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross RUMIL at MNM FL120, LINNA at MNM FL190, and BALSI at MNM FL200.
CBY or BELUS	CBY – BELUS. Cross CBY at MNM FL120.
ARGIS or DEPUL	ARGIS – DEPUL. Cross ARGIS at MNM FL130, DEPUL at MNM FL150.

1.1.2.2 OMNIDIRECTIONAL DEPARTURE RWY 22 (see chart LSGG AD 2.24.7 - 7)

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
GENEVA ONE ALPHA (LSGG 1A) PDG 7.6% to *6200ft*	Climb straight ahead on track 223° to FL090, continue to en-route as cleared by ATC.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	Expect radar vectoring after initial climb.

Note: Strict adherence to initial climb nominal track required for noise abatement.

RADAR vectoring to En-route	
FPL route via	**Expected ATC routing after initial climb**
DIPIR or DJL	- KELUK – DIPIR – IBABA if outbound IBABA. - KELUK – DIPIR – DJL if outbound DJL.
ARBOS	KELUK – DIPIR – LERDU – ARBOS.
N871	DCT SOSAL.
T544	DCT FRIBU.
Y51	DCT KONIL.
ROCCA	ODIKI – WATQO – ROCCA. Cross ODIKI at MNM FL140 and WATQO at MNM FL190.
MEDAM	ESAPI – ALPOZ - VANAS – MEDAM. Cross ESAPI at MNM FL140, ALPOZ at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross RUMIL at MNM FL120, LINNA at MNM FL150, and BALSI at MNM FL200.
CBY or BELUS	CBY – BELUS. Cross CBY at MNM FL120.
ARGIS or DEPUL	ARGIS – DEPUL. Cross ARGIS at MNM FL130, DEPUL at MNM FL150.

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

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

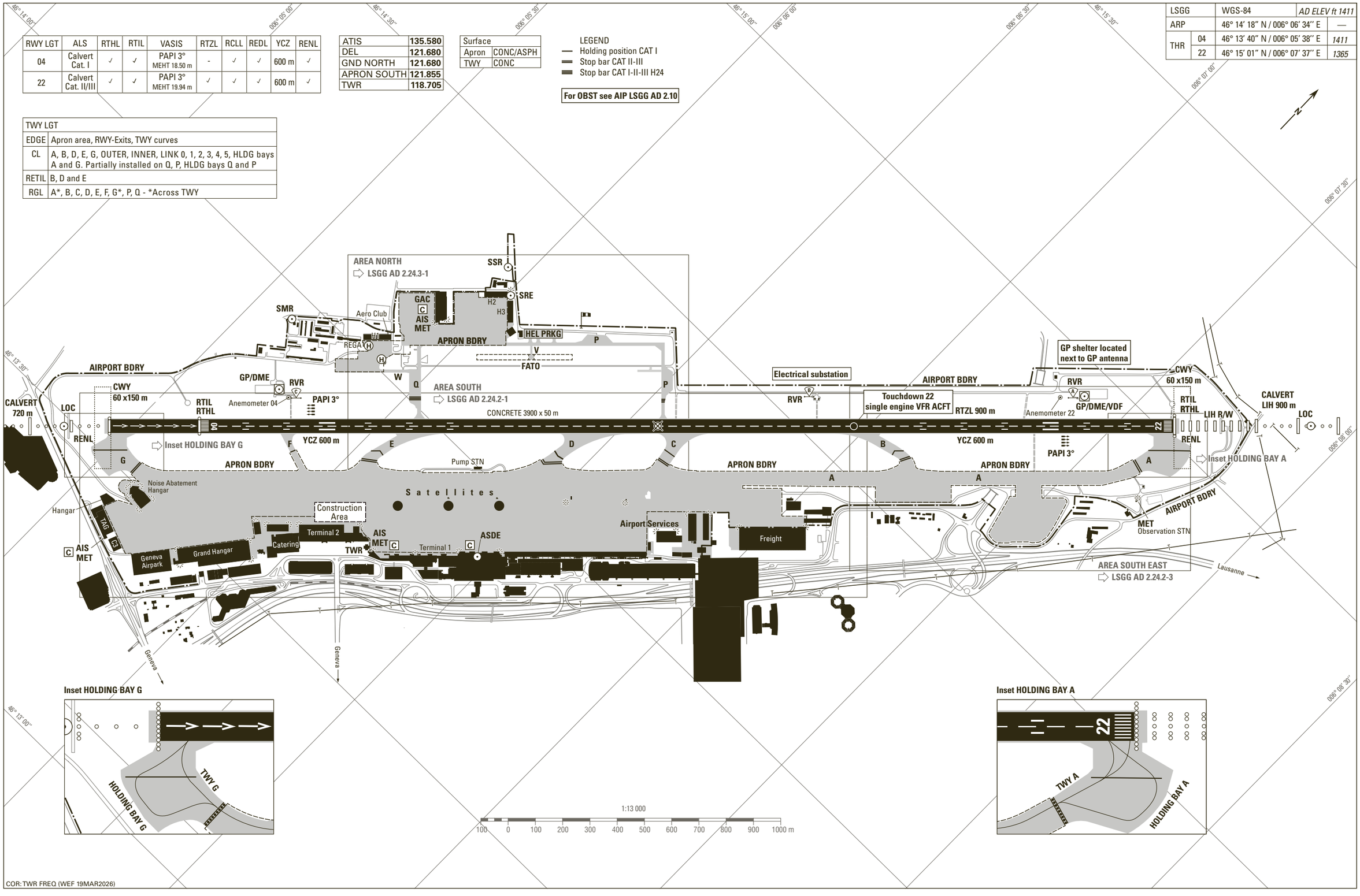
ATIS	135.580
DEL	121.680
GND NORTH	121.680
APRON SOUTH	121.855
TWR	118.705

Surface	
Apron	CONC/ASPH
TWY	CONC

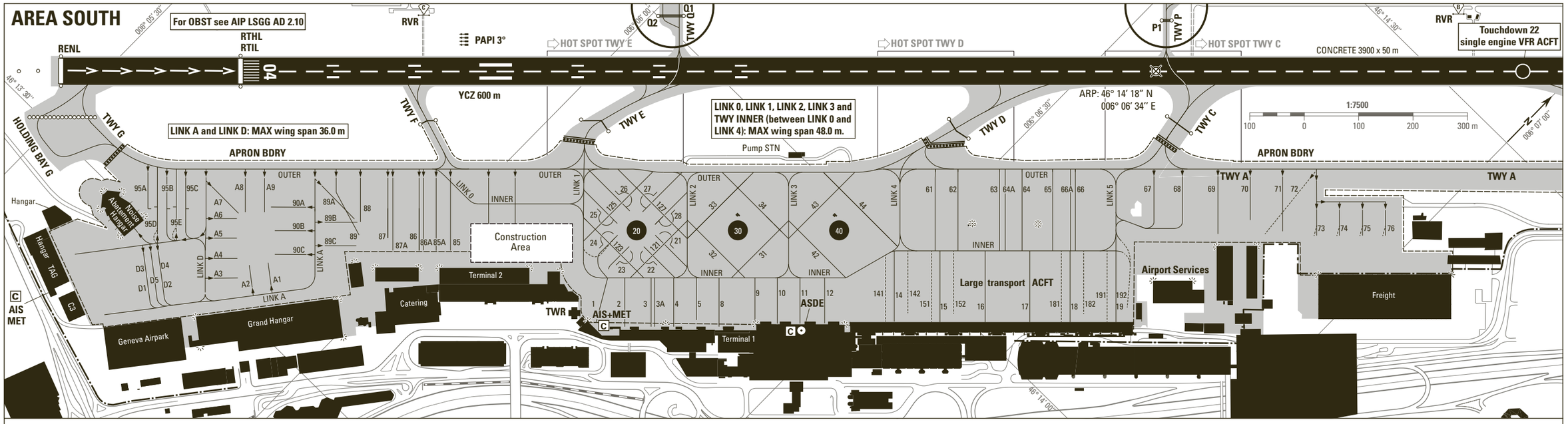
LEGEND
— Holding position CAT I
═ Stop bar CAT II-III
═ Stop bar CAT I-II-III H24

For OBST see AIP LSGG AD 2.10

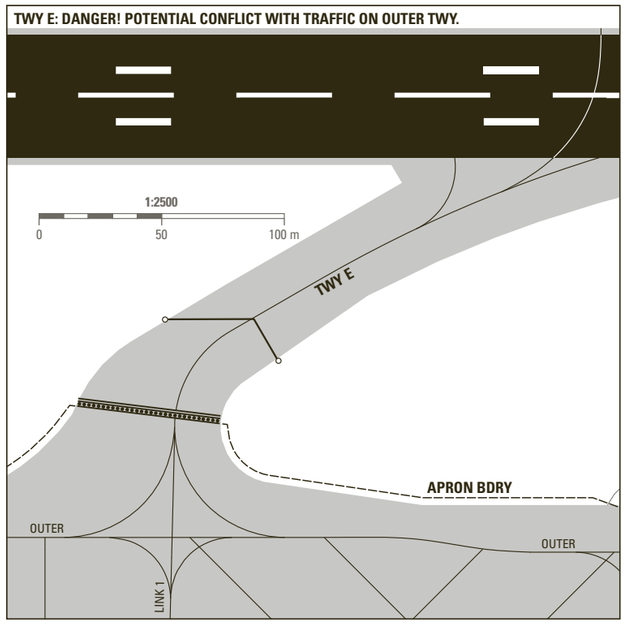
LSGG		WGS-84	*AD ELEV ft 1411*
ARP		46° 14′ 18″ N / 006° 06′ 34″ E	—
THR	04	46° 13′ 40″ N / 006° 05′ 38″ E	*1411*
	22	46° 15′ 01″ N / 006° 07′ 37″ E	*1365*

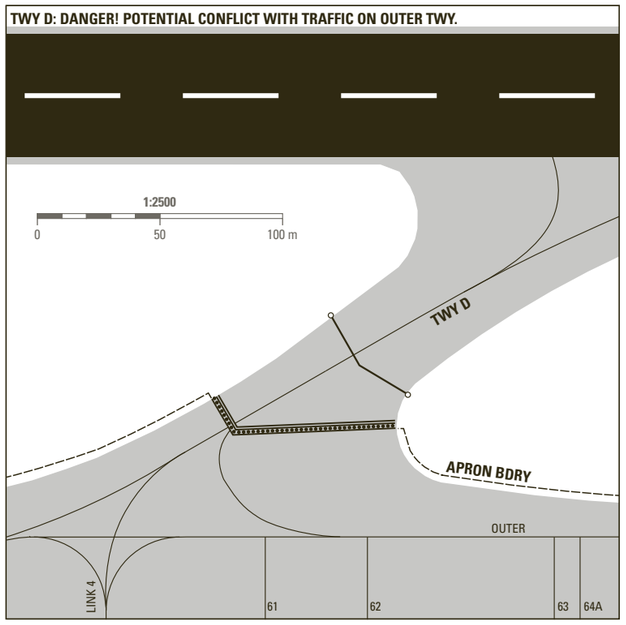


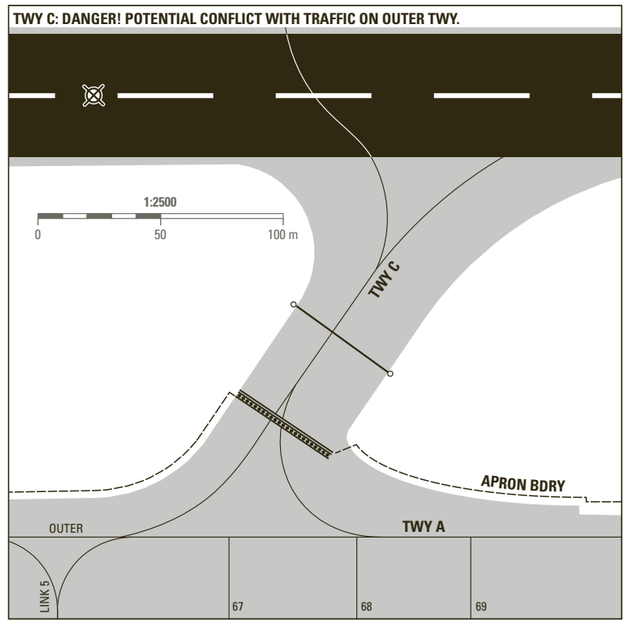
THIS PAGE INTENTIONALLY LEFT BLANK



HOT SPOTS







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

LEGEND/RMK

Arrivals:

PSN equipped with/without visual docking guidance system ⇨ LSGG AD 2.9

The appropriate stop line - 1, 2 or 3 - at the ACFT stand will be transmitted by Geneva APRON.

Departures:

Push back procedure ⇨ LSGG AD 2.20

ATIS	135.580
DEL	121.680
APRON SOUTH	121.855
TWR	118.705

RWY Incursion HOTSPOT — ACFT taxiing on TWY Q or P southbound: Be aware of RWY AHEAD.

TWY:

- Guideline for taxiing
- HLDG position CAT I
- Stop bar LGT CAT II-III
- Stop bar LGT CAT II-III H24
- Stop bar LGT CAT I-II-III H24
- RWY guard LGT

Taxiways:

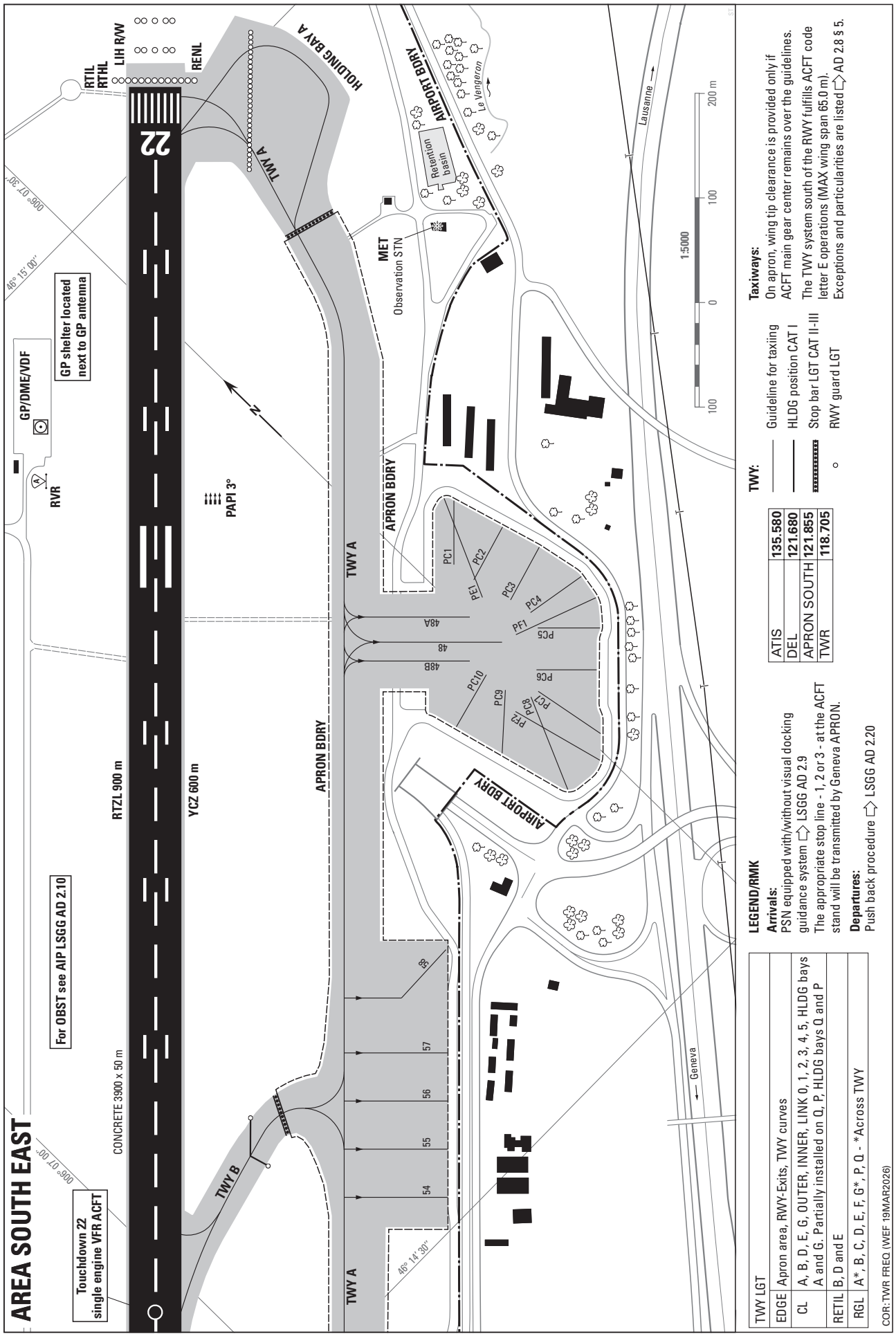
On apron, wing tip clearance is provided only if ACFT main gear center remains over the guidelines.
When RWY 22 is in use: ACFT shall not use TWY CHARLIE unless otherwise instructed by TWR. If instructed to vacate via TWY CHARLIE, ACFT shall clear the RWY and hold on TWY CHARLIE remaining clear of OUTER TWY.

The TWY system south of the RWY fulfills ACFT code letter E operations (MAX wing span 65.0 m).
Exceptions and particularities are listed ⇨ AD 2.8 § 5.

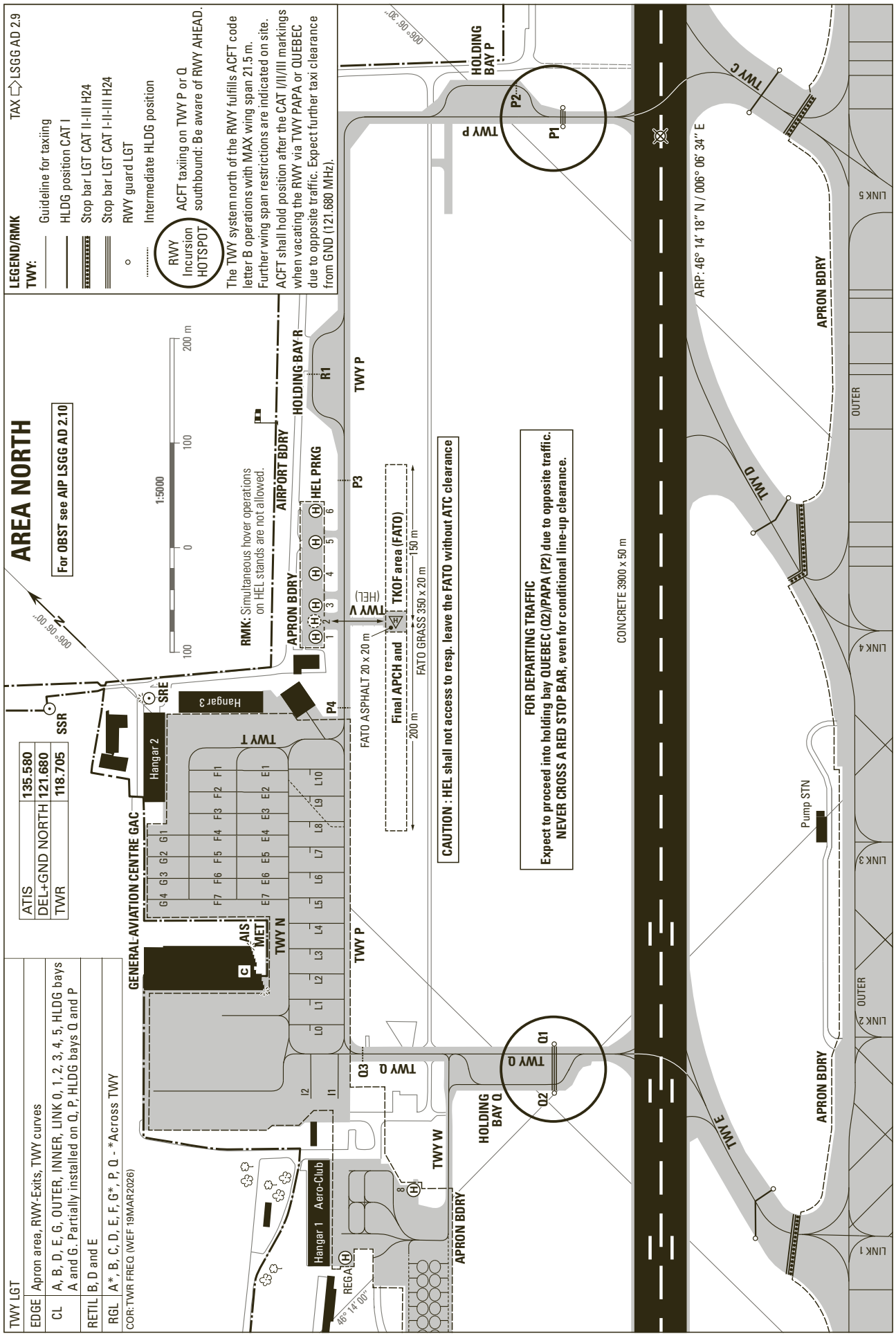
COR: TWR FREQ (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

Aircraft Parking / Docking Chart - Area South East



THIS PAGE INTENTIONALLY LEFT BLANK


AREA NORTH
For OBST see AIP LSGG AD 2.10
1:5000
0
100
200 m
LEGEND/RMK
TWY:
Guideline for taxiing
HLDG position CAT I
Stop bar LGT CAT II-III H24
Stop bar LGT CAT I-II-III H24
RWY guard LGT
Intermediate HLDG position
RWY Incursion HOTSPOT
ACFT taxiing on TWY P or Q southbound: Be aware of RWY AHEAD.
The TWY system north of the RWY fulfils ACFT code letter B operations with MAX wing span 21.5 m. Further wing span restrictions are indicated on site.
ACFT shall hold position after the CAT I/II/III markings when vacating the RWY via TWY PAPA or QUEBEC due to opposite traffic. Expect further taxi clearance from GND (121.680 MHz).
TAX LSGG AD 2.9
ATIS 135.580
DEL+GND NORTH 121.680
TWR 118.705
SSR
SRE
RMK: Simultaneous hover operations on HEL stands are not allowed.
AIRPORT BDRY
HOLDING BAY R
HEL PRKG
APRON BDRY
TWY V
(HEL)
TKOF area (FATO)
Final APCH and
FATO ASPHALT 20 x 20 m
FATO GRASS 350 x 20 m
200 m
150 m
TWY P
P3
P4
R1
CAUTION : HEL shall not access to resp. leave the FATO without ATC clearance
FOR DEPARTING TRAFFIC
Expect to proceed into holding bay QUEBEC (Q2)/PAPA (P2) due to opposite traffic.
NEVER CROSS A RED STOP BAR, even for conditional line-up clearance.
CONCRETE 3900 x 50 m
HOLDING BAY P
TWY P
P2
P1
TWY C
TWY D
TWY E
APRON BDRY
ARP: 46° 14' 18" N / 006° 06' 34" E
OUTER
LINK 5
LINK 4
LINK 3
LINK 2
LINK 1
Pump STN
GENERAL AVIATION CENTRE GAC
Hangar 3
Hangar 2
TWY T
TWY N
AIS
MET
TWY P
TWY Q
Q3
Q2
Q1
HOLDING BAY Q
TWY W
Hangar 1
Aero-Club
REG A
46° 14' 00"
TWY LGT
EDGE Apron area, RWY-Exits, TWY curves
CL A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5, HLDG bays A and G. Partially installed on Q, P, HLDG bays Q and P
RETIL B, D and E
RGL A*, B, C, D, E, F, G*, P, Q - *Across TWY
COR:TWR FREQ (WEF 19MAR2026)

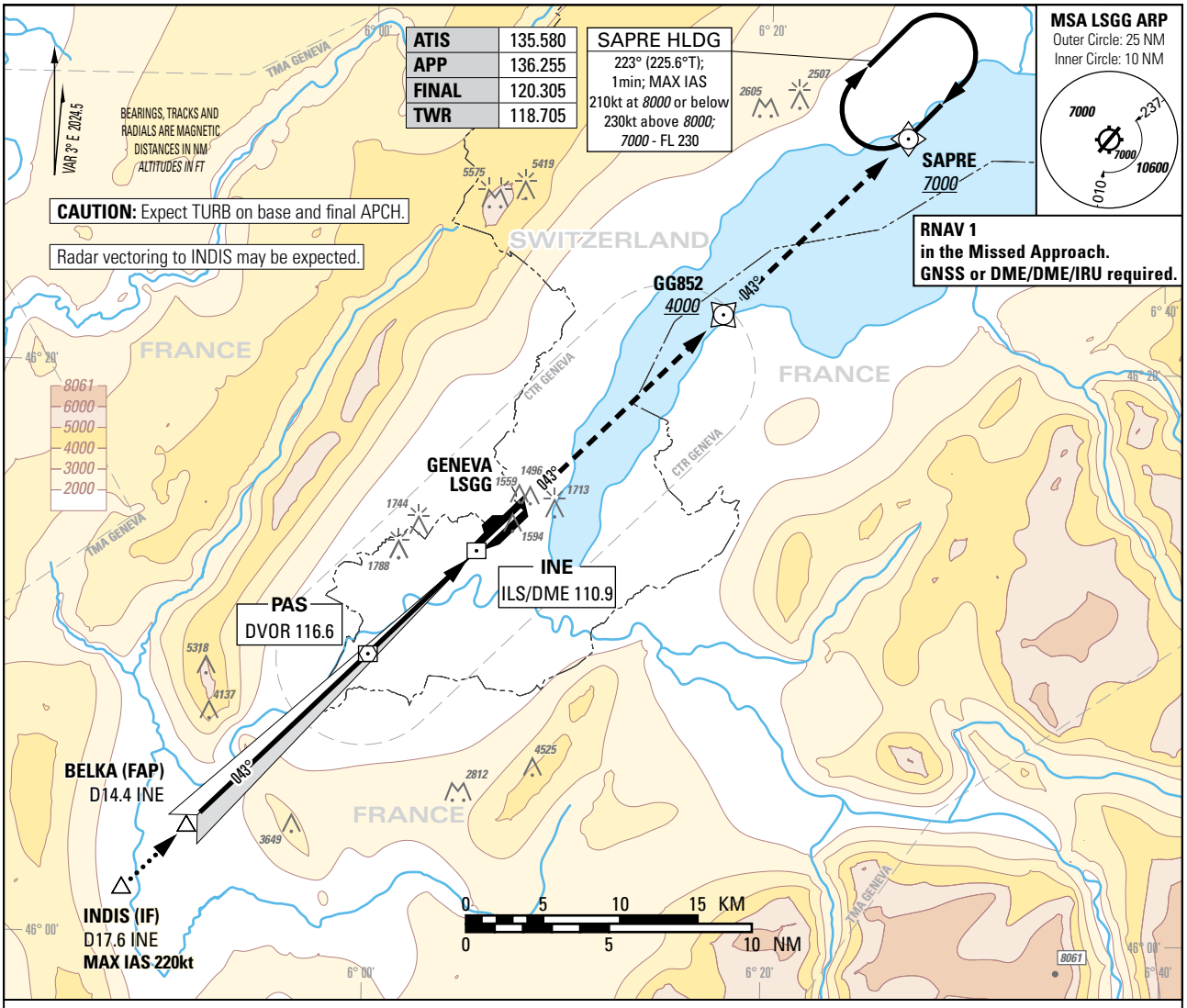
THIS PAGE INTENTIONALLY LEFT BLANK

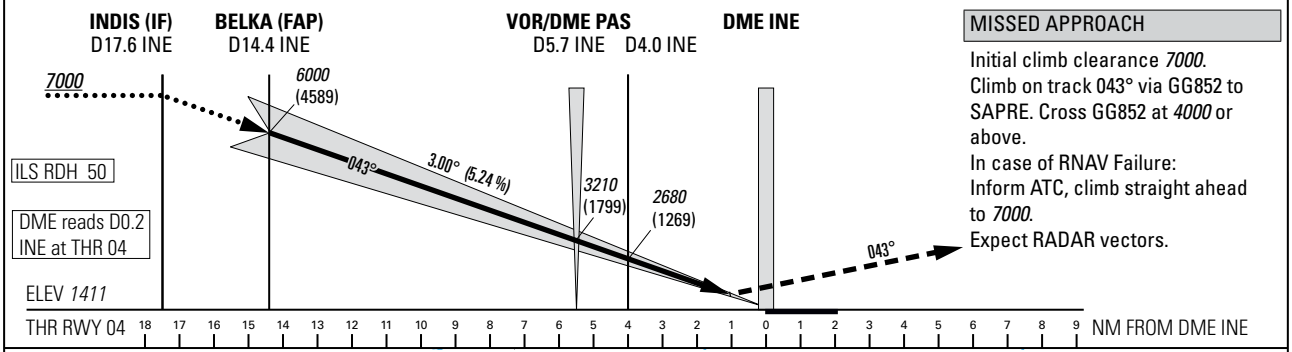
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

GENEVA (LSGG)
ILS RWY 04





MISSED APPROACH

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

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

DIST DME INE	16	14	12	10	8	6	4	2
recommended CROSSING ALT	*6510*	*5870*	*5230*	*4590*	*3960*	*3320*	*2680*	*2050*

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

NOTE

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

COR: TWR FREQ (WEF 19MAR2026)

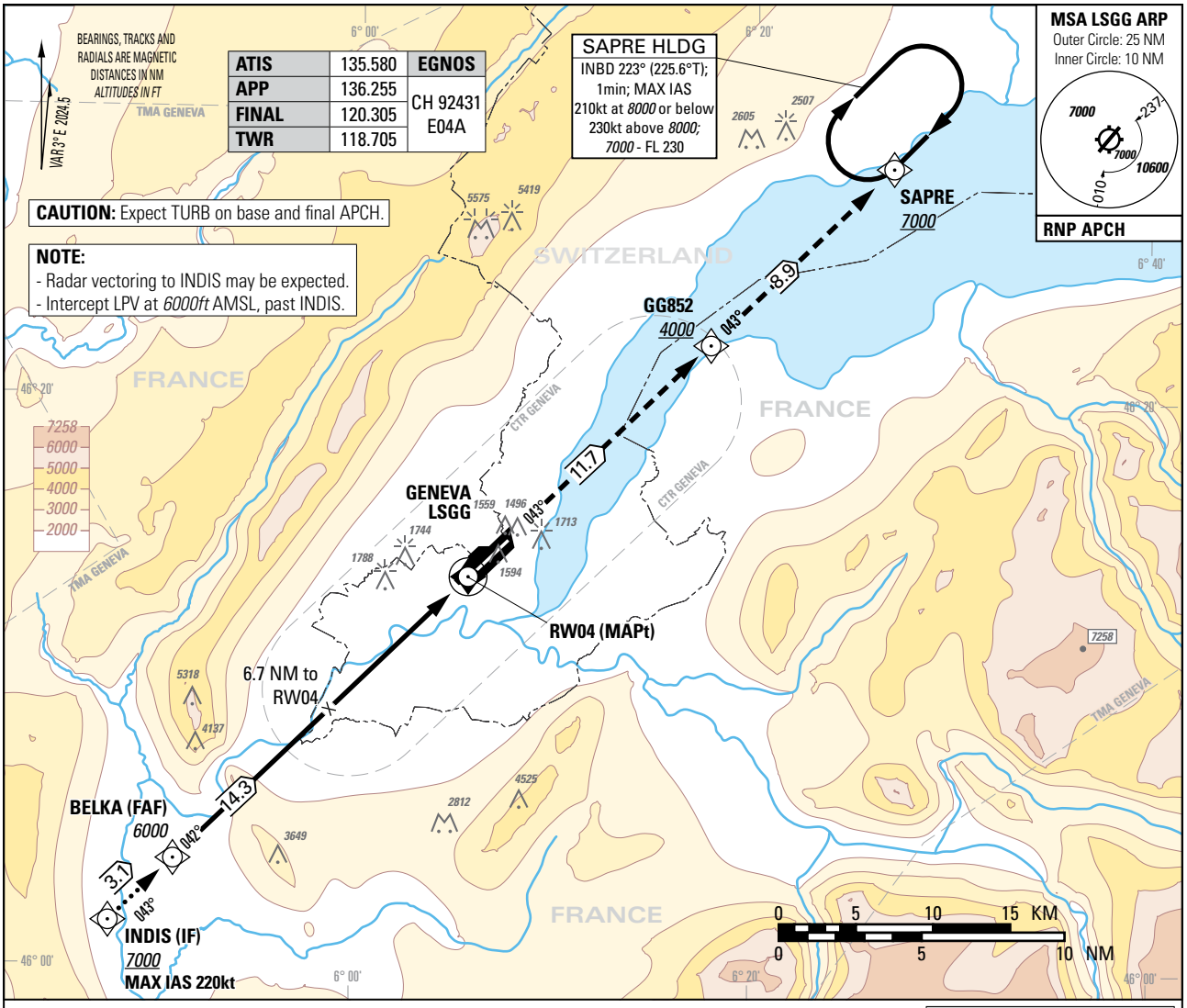
THIS PAGE INTENTIONALLY LEFT BLANK

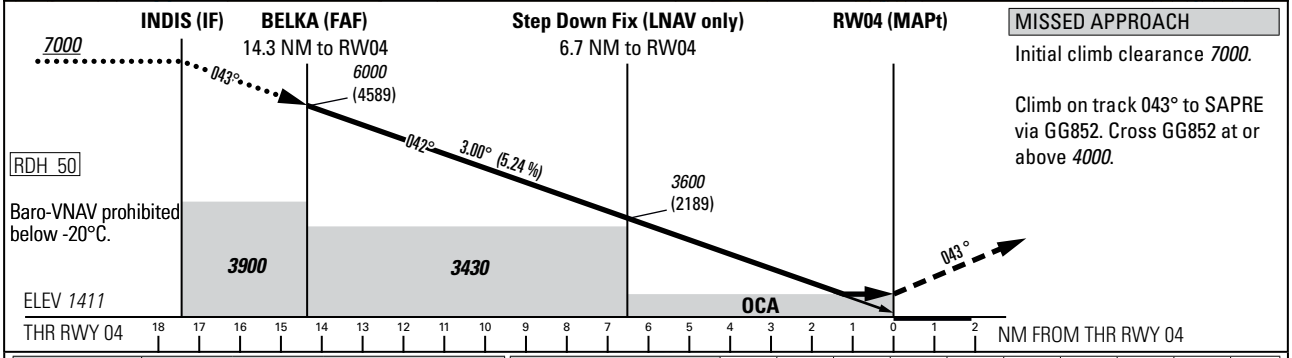
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

GENEVA (LSGG)
RNP RWY 04





MISSED APPROACH

Initial climb clearance *7000*.

Climb on track 043° to SAPRE via GG852. Cross GG852 at or above *4000*.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OCA(H) LPV CAT I			
	1601 (190)	*1609* (198)	*1617* (206)	*1627* (216)
	DA(H) LPV CAT I			
	1611 (200)		*1617* (206)	*1627* (216)
2.5%	OCA(H) LNAV/VNAV			
	1744 (333)	*1753* (342)	*1763* (352)	*1773* (362)
	OCA(H) LNAV			
	1860 (449)			
Circling[1) 2)]	*2100* (689)	*2150* (739)	*2400* (989)	

DIST RWY 04	17.4	16	14.3	12	10	8	6.7	6	4	2
recommended crossing ALTITUDE (HEIGHT)	*7000* (5589)	*6560* (5149)	*6000* (4598)	*5290* (3879)	*4650* (3239)	*4010* (2599)	*3600* (2189)	*3380* (1969)	*2740* (1329)	*2100* (689)

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

CAUTION

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

NOTE

[1)] Circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.

[2)] Circling must remain inside CTR at all times.

COR:TWR FREQ (WEF 19MAR2026)

Input data

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

Output data

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

Required Additional Data

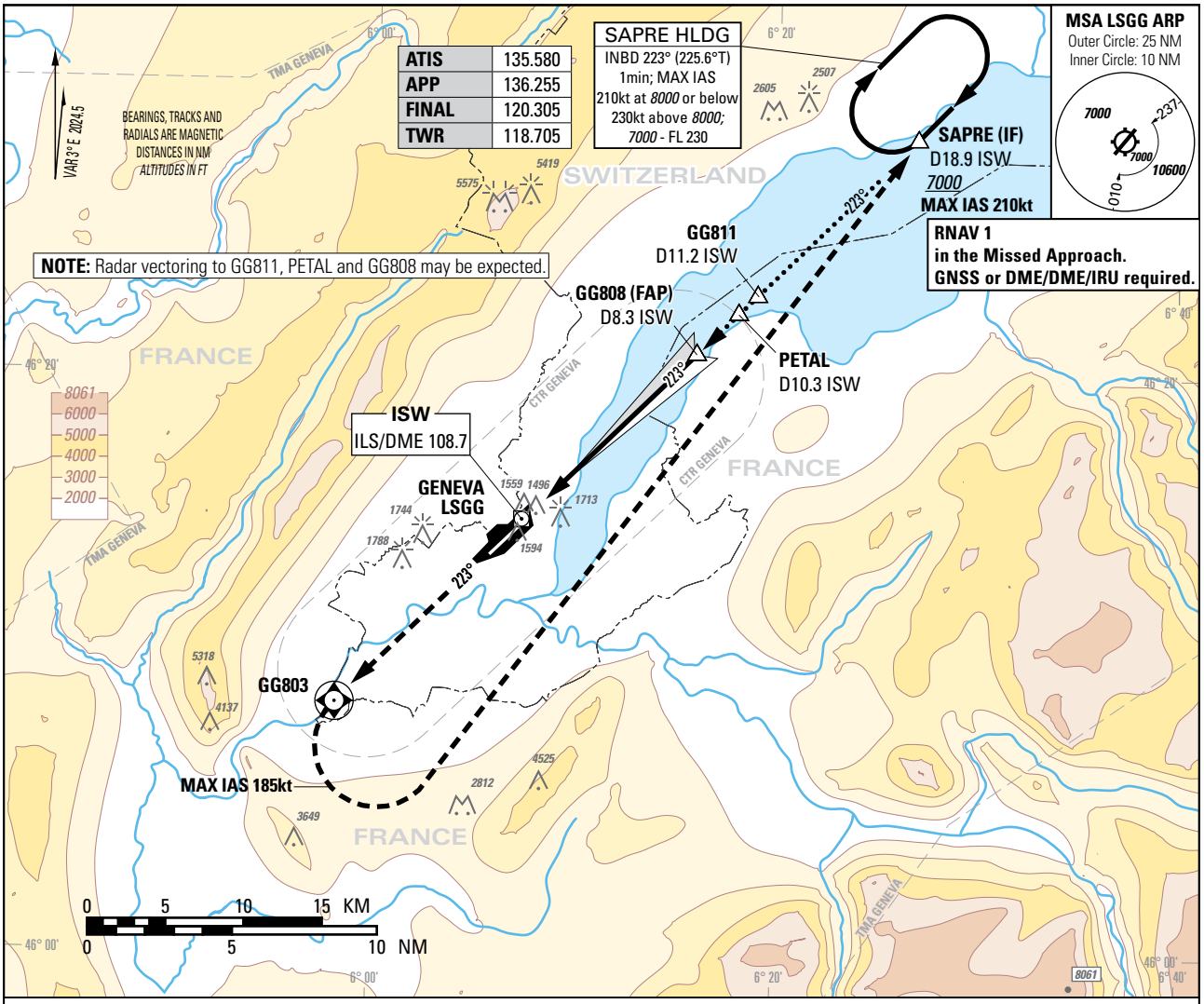
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	430.1
FPAP Orthometric Height (metres)	

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

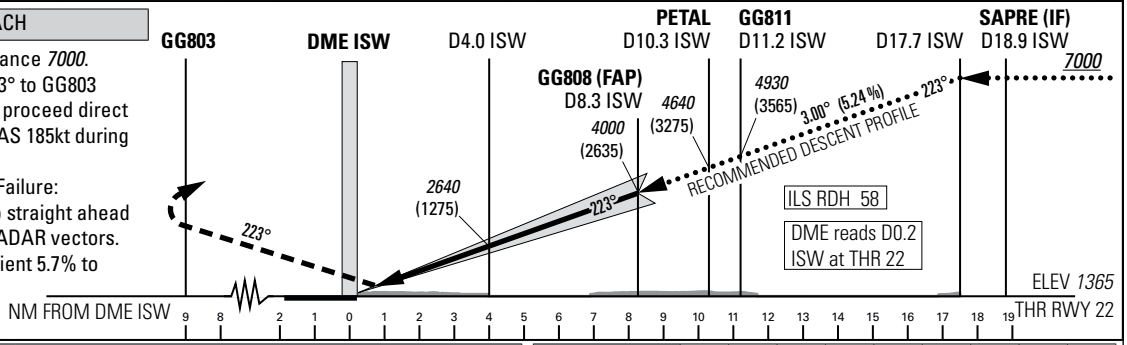
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

GENEVA (LSGG)
ILS RWY 22
CAT II & CAT III



MISSED APPROACH

Initial climb clearance *7000*.
Climb on track 223° to GG803 then turn left and proceed direct to SAPRE (MAX IAS 185kt during turn).
In case of RNAV Failure:
Inform ATC, climb straight ahead to *7000*. Expect RADAR vectors.
MNM Climb Gradient 5.7% to *7000*.



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

DIST DME ISW	2	4	6	8	8.3	10	12	14	16
recommended CROSSING ALT	*2000*	*2640*	*3280*	*3910*	*4000*	*4550*	*5190*	*5820*	*6460*

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

NOTE

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

COR:TWR FREQ (WEF 19MAR2026)

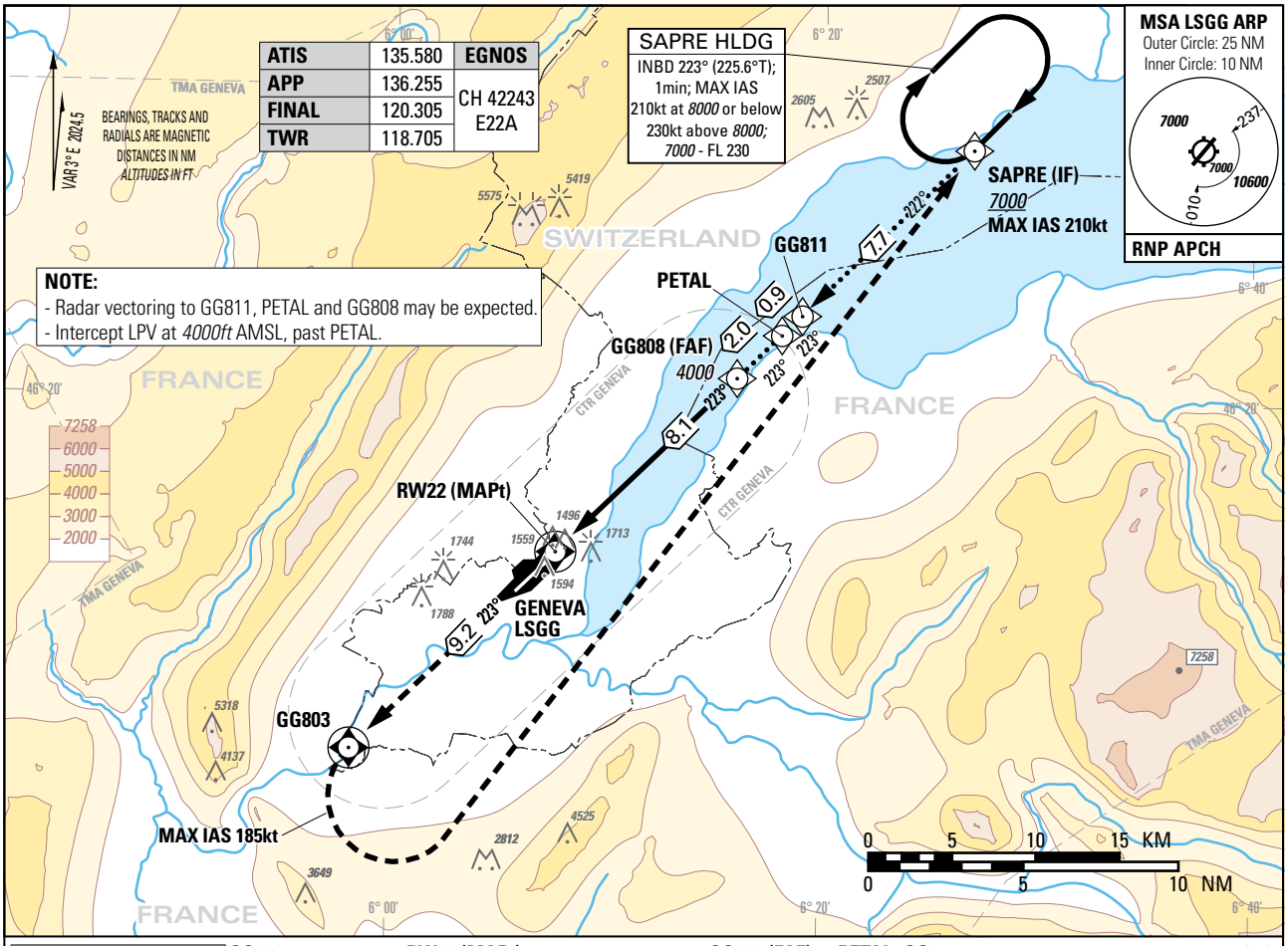
THIS PAGE INTENTIONALLY LEFT BLANK

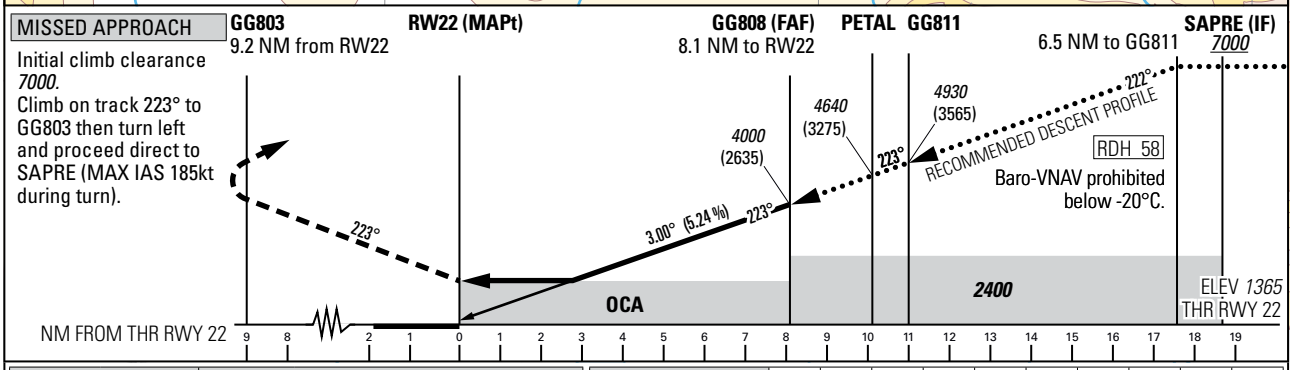
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

GENEVA (LSGG)
RNP RWY 22





Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH			
		A	B	C	D
	To Altitude	OCA(H) LPV CAT I			
2.5%	N/A	*2005* (640)	*2015* (650)	*2025* (660)	*2035* (670)
3.3%	*4300*	*1532* (167)	*1540* (175)	*1550* (185)	*1562* (197)
		DA(H) LPV CAT I			
3.3%	*4300*	*1565* (200)			
		OCA(H) LNAV/VNAV			
2.5%	N/A	*2422* (1057)	*2432* (1067)	*2453* (1088)	*2479* (1114)
3.8%	*4800*	*1706* (341)	*1715* (350)	*1731* (366)	*1762* (397)
		OCA(H) LNAV			
2.5%	N/A	*2850* (1485)			
3.8%	*4800*	*1870* (505)			
Circling [1) 2)]		*2100* (689)	*2150* (739)	*2400* (989)	

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

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

CAUTION

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

NOTE

[1)] Above aerodrome ELEV *1411ft*, circling on request of ATC under special conditions and north of RWY only, speed (MAX IAS 180kt) and radius for category D as for category C aircraft.

[2)] Circling must remain inside CTR at all times.

COR: TWR FREQ (WEF 19MAR2026)

Input data

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

Output data

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

Required Additional Data

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

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, (do not overfly Altreu village).

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			
	Lateral	Vertical	Contact	Remark
ARVAN 2K PDG 4.3% to *2100ft*	Proceed on course 073° to ARVAN and hold as published.	INITIAL CLIMB CLEARANCE *5000ft*	NIL	Available RMZ active only
ARVAN 2W 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)	-

1.1.4 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			
	Lateral	Vertical	Contact	Remark
WILLISAU 3V (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.
BIRKI 7V	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). From ZG501 proceed via ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZG501 at or above *4000ft*.	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.
FRIBU 1V	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). From ZG501 proceed via ZG800 to FRIBU.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZG501 at or above *4000ft*. Cross ZG800 at or above FL080	NIL	Assigned if LSR83 active (ATIS). Do not enter LSR83 when active.

VISUAL RNAV SID WIL 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° (325.4°T)	5.1
TF	ZG506	N	+6000	-	254° (257.2°T)	1.5
TF	ARVAN	N	+6000	-	254° (257.1°T)	3.0
TF	ZG503	Y	-	-	254° (257.2°T)	11.1
TF	ZG100	N	-	-	253° (257.1°T)	1.9
TF	ZG504	N	-	-	239° (242.5°T)	2.0
TF	ZG505	N	-	-	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

LSZG AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZG100	N 47 10 59.4	E 007 25 05.5	IAC LSZG
ZG201	N 47 09 58.3	E 007 21 44.6	SID LSZG
ZG202	N 46 57 54.5	E 007 16 53.3	SID LSZG
ZG501	N 47 07 58.2	E 007 21 14.8	SID LSZG
ZG502	N 47 11 05.0	E 007 33 26.8	SID LSZG
ZG503	N 47 11 25.5	E 007 27 52.4	IAC LSZG
ZG504	N 47 10 04.0	E 007 22 29.4	IAC LSZG
ZG505	N 47 08 12.8	E 007 24 08.2	IAC LSZG
ZG506	N 47 14 33.2	E 007 47 58.5	IAC LSZG
ZG601	N 47 11 14.9	E 007 27 15.4	SID LSZG
ZG602	N 47 07 32.4	E 007 22 56.7	SID LSZG
ZG603	N 47 02 50.9	E 007 20 02.2	SID LSZG
ZG604	N 47 11 40.9	E 007 30 52.1	SID LSZG
ZG605	N 47 05 29.3	E 007 29 59.8	SID LSZG
ZG606	N 46 54 48.0	E 007 20 33.3	SID LSZG
ZG800	N 46 57 29.5	E 007 17 22.9	SID LSZG

LSZG AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

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

LSZG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

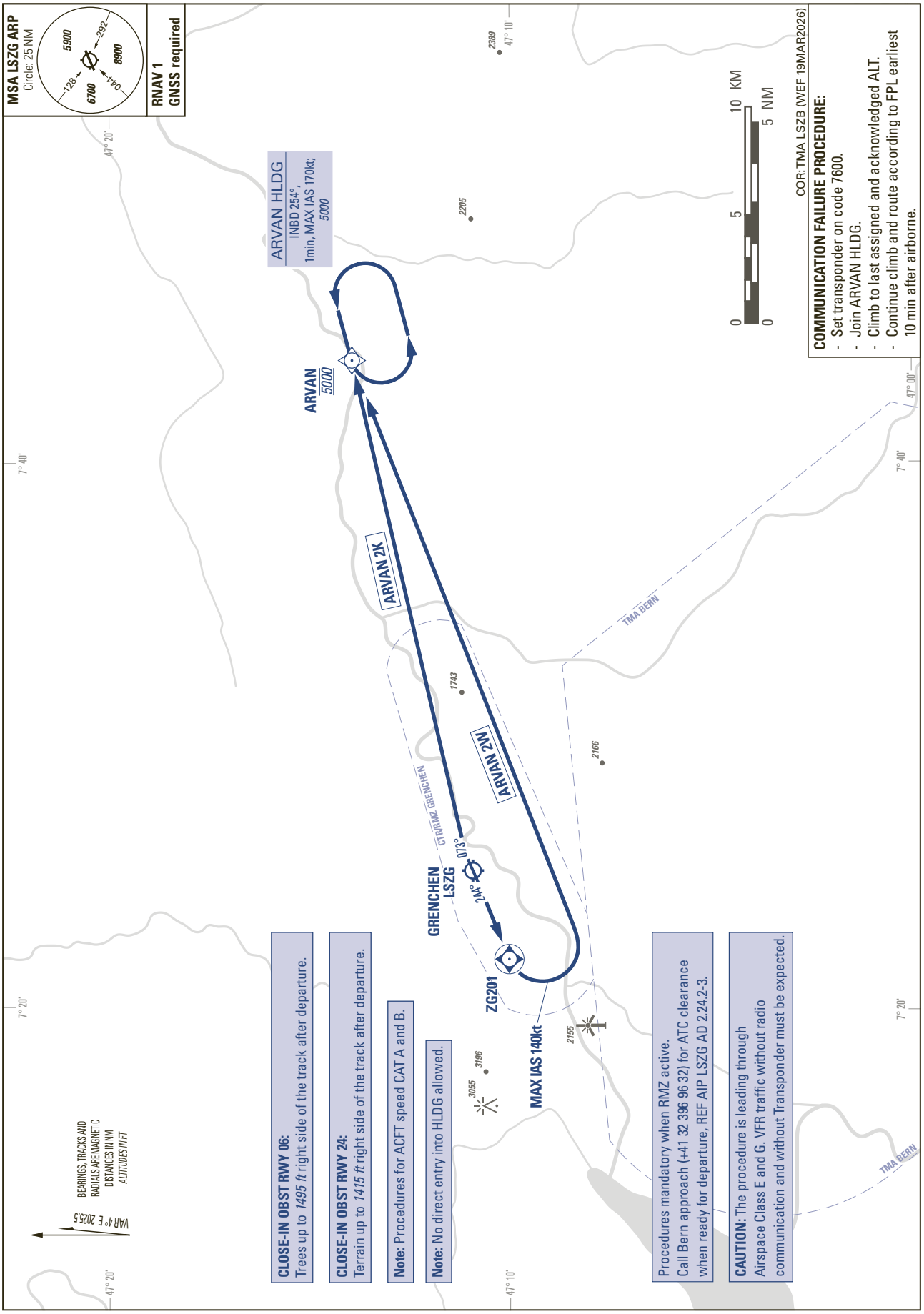
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

GRENCHEN (LSZG)
RNAV RWY 06/24

ARVAN 2K ARVAN 2W



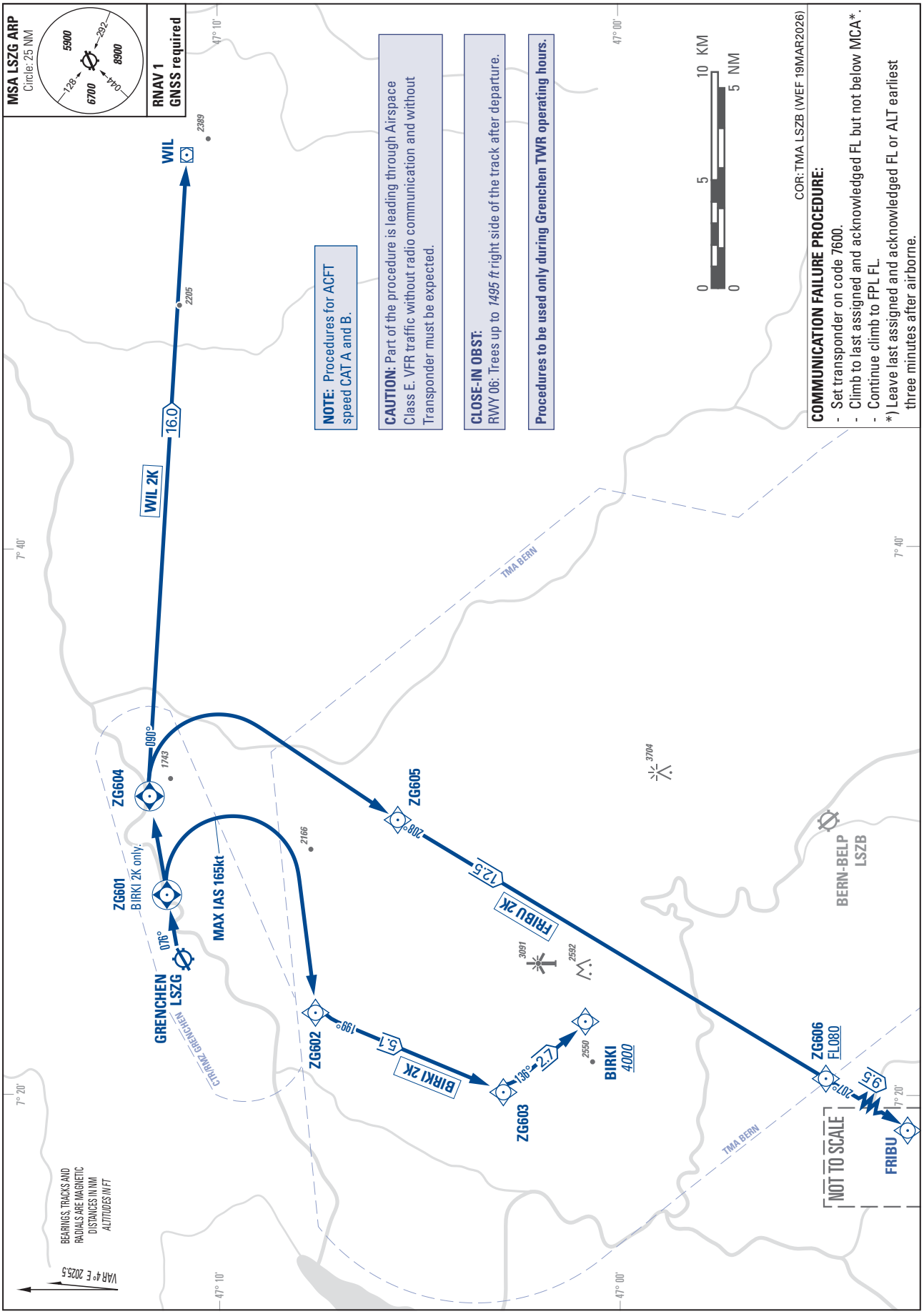
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

GRENCHEN (LSZG)
RNAV RWY 06

BIRKI 2K FRIBU 2K WIL 2K



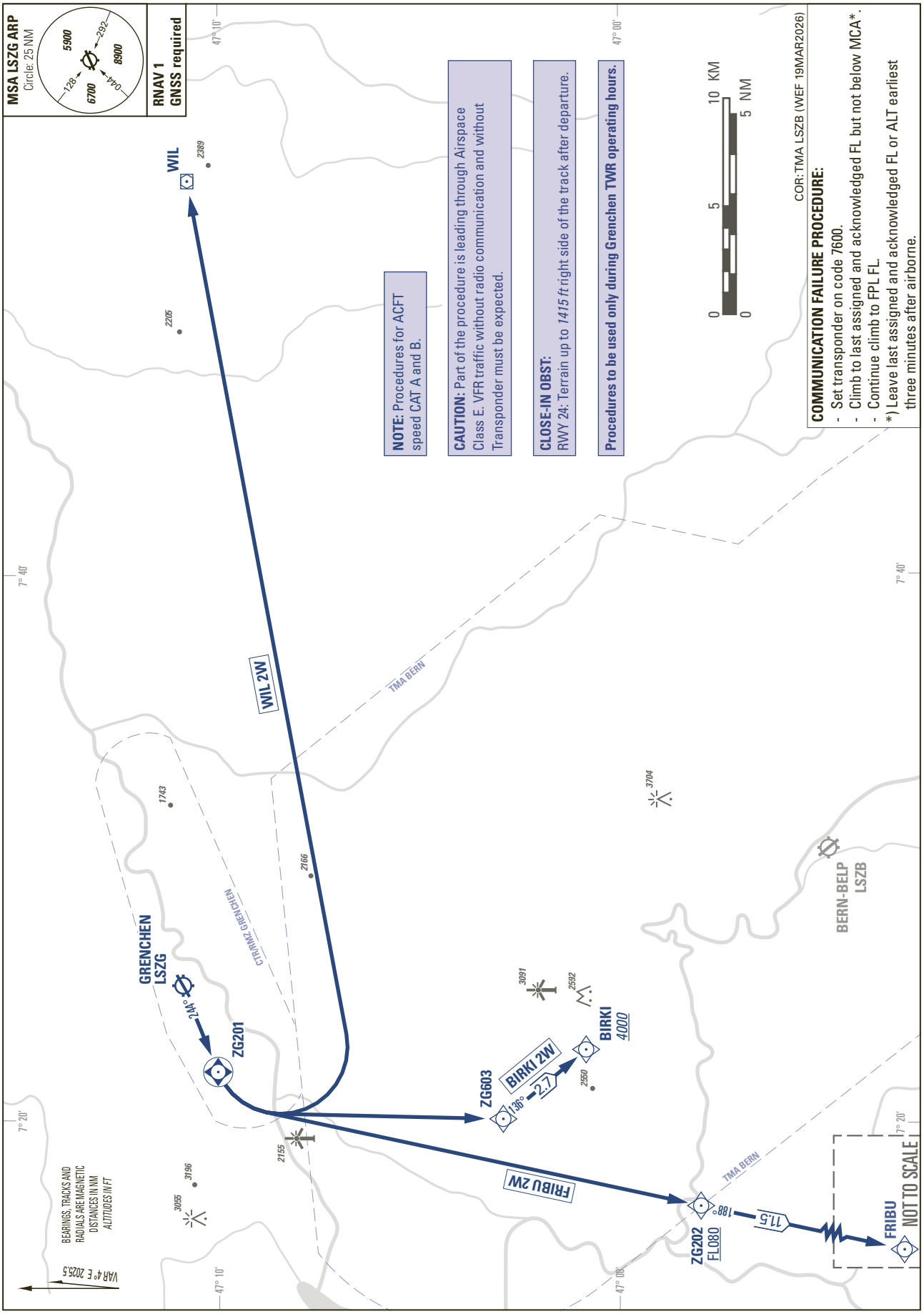
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

GRENCHEN (LSZG)
RNAV RWY 24

BIRKI 2W FRIBU 2W WIL 2W



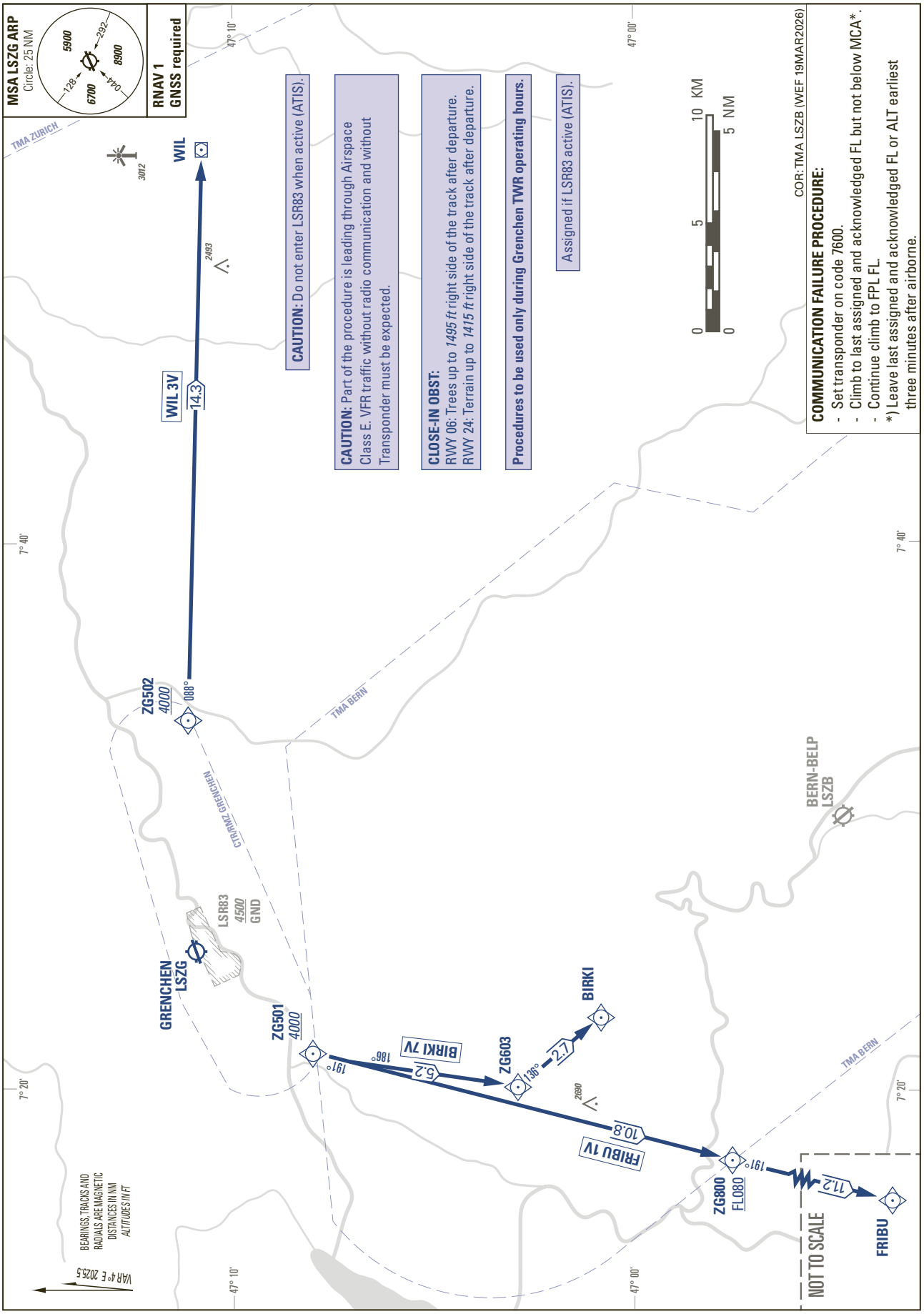
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT (SID)

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

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

BIRKI 7V FRIBU 1V WIL 3V



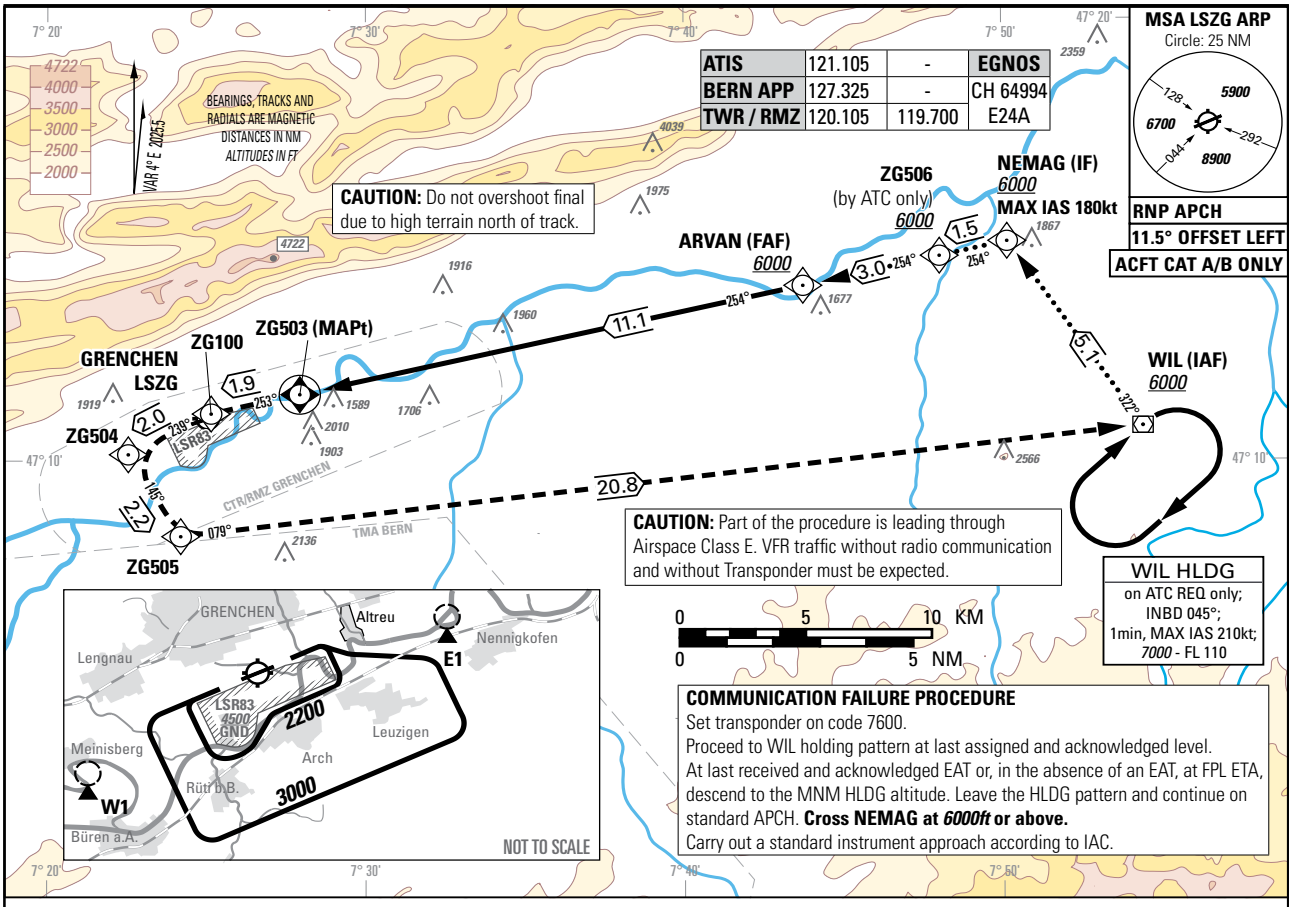
THIS PAGE INTENTIONALLY LEFT BLANK

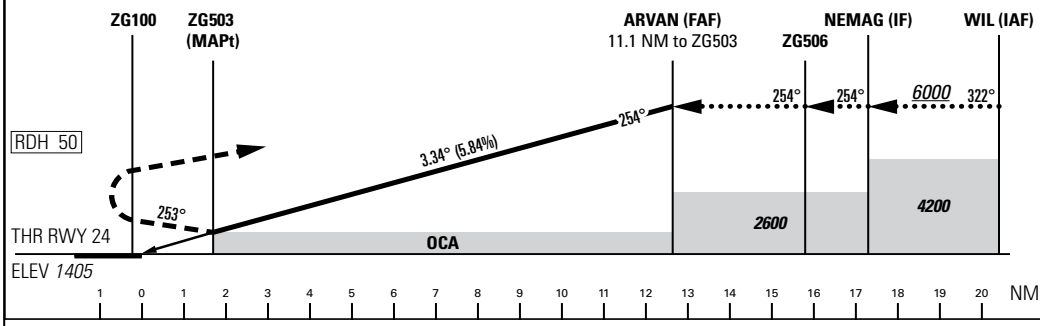
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

GRENCHEN LSZG
RNP RWY 24





MISSED APPROACH
Initial climb clearance *6000*.

Climb straight ahead to ZG100.
At ZG100 turn left to ZG504.
Proceed via ZG505 to WIL.

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH [1]	
		A	B
	To Altitude	OCA(H) LPV	
2.5%		*2180* (775)	*2190* (785)
8.1%	*2400*	*1915* (510)	
		OCA(H) LNAV	
2.5%		*2540* (1135)	
6%	*2900*	*2080* (675)	
CIRCLING [2]		A	B
OCA		*2270*	*2320*
VIS		1900m	2800m

ROD	GS kt	90	110	130	150
	FT/MIN	532	650	768	887

DIST ZG503		1	2	3	4	5	6	7	8	9	10	11	11.1
DIST FTP24		2.74	3.74	4.74	5.74	6.74	7.74	8.74	9.74	10.74	11.74	12.74	12.8
recommended crossing	Altitude	*2430*	*2790*	*3140*	*3500*	*3850*	*4200*	*4560*	*4910*	*5270*	*5620*	*5980*	*6000*
	Height	1025	1385	1735	2095	2445	2795	3155	3505	3865	4215	4575	4595

NOTE

[1] Noise abatement:
- Do not turn onto final before reaching 1.2 NM to ZG100 (do not overfly Altreu village). Manoeuvring takes place below 500ft AGL

[2] 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

- Do not enter LSR83 when active (ATIS).

COR: chart completely revised (WEF 19MAR2026)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZG
Runway	24
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E24A
LTP/FTP Latitude	471102.0700N
LTP/FTP Longitude	0072522.7560E
LTP/FTP Ellipsoidal Height (metres)	477.2
FPAP Latitude	471049.7370N
Delta FPAP Latitude (seconds)	-12.3330
FPAP Longitude	0072404.3100E
Delta FPAP Longitude (seconds)	-78.4460
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.34
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 07 1A 13 0C 18 00 00 01 34 32 05 6C C7 3F 14 88 83 2F 03 A4 26 A6 9F FF 24 9B FD F4 01 4E 01 64 00 C8 AF C9 12 BA 87
Calculated CRC Value	C912BA87

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	428.3

LSZA 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
LOC 01, IGS, class I/C/2, VAR 2° E	ILU	108.90 MHz	H24	46 00 42.15N 008 54 51.21E	NIL	NIL	LOC PSN: 409 m FM THR 19. RWY 01: LOC course 017° MAG. Front course sector width 5.0°. Restricted coverage: at 10 NM - 30° W to 30° E from CL above *5000 ft* AMSL.
GP 01	--	329.30 MHz	H24	46 00 01.28N 008 54 34.40E	NIL	NIL	GP angle 6.65°. PSN: 123 m FM THR 01. GP HGT THR 01: 48 ft / 14.7 m. Restricted coverage: at 8 NM - 8° W to 8° E from CL above *5000 ft* AMSL.
DME 01	ILU	CH 26X	H24	46 00 41.26N 008 54 49.03E	*942 ft*	NIL	DME co-located with LOC, reads D0.8 at THR 01. Restricted coverage: at 10 NM - 5° W to 13° E from CL above *5000 ft* AMSL. at 10 NM - 25° W to 25° E from CL above *5900 ft* AMSL.

LSZA AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions and remarks

1.1 Commercial and Private traffic

- DEPs and LDGs may be planned according AD OPR HR.
- If out of NML OPS HR, PPR according to Remarks in LSZA AD 2.3

1.2 AD circuits

- AD circuits allowed between 0700-1100 (0600-1000) and 1300-SS [MAX-1700] (1200-SS [MAX-1600]) from Monday to Friday and between 0800-1100 (0700-1000) and 1400-1600 (1300-1500) on Saturday.
- Night VFR flights (circuits) under instruction are allowed from SS to 1900 (1800) from Monday to Friday.
-

1.3 Apron - Parking

-
- HEL OPS during the night, air taxi via N.
- Embarking and disembarking crew members, passengers, luggage and catering with the engine running is prohibited.
- Refuelling with the engine running is prohibited. Exceptions can be granted by Lugano AP Authority for EMERG reasons.
- For general aviation ACFT, the parking period for arriving ACFT shall be indicated in item 18 of the flight plan.
- “Follow me” SER on request.
- For handling and fuelling, SER priority is given to SKED FLT.
- Refueling on the grass is forbidden. For any fuel request contact TWR for coordination.
- **Safety Rules for Crews and Passengers**
  All persons on the Airside must wear a high-visibility jacket which complies with EN 471 standard class 2 or 3. With the exception of passengers of scheduled and general aviation FLTs accompanied by the handling agent or crew members wearing high-visibility clothing or vests.
  Crew members arriving without high-visibility clothing or vests must be transported by car by the handling agent.
- **Security Rules for Crew Members**
  Crew members holding an Airport ID Card or crew member certificate must ensure it is visible. Departing crew members accessing the movement area must already have filed a FPL or flight notification.

2. Procedure for Deparure

2.1 Start-up Clearance

For IFR or SVFR FLT, a **start-up clearance** shall be requested on the Lugano Clearance Delivery FREQ.

3. De-icing

3.1 Clean Aircraft Concept (CAC)

Clean Aircraft Concept as defined in ICAO Doc 9640 is applied. Aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.

LSMP AD 2.17 ATS AIRSPACE

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

LSMP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
APP	Payerne Approach	136.355	HX	Language: En
TWR	Payerne Tower	128.680 119.700	HX	Language: En; En and Fr for Non-Commercial VFR traffic ALTN FREQ
CLR DEL	Payerne Delivery	121.705	HX	

LSMP 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**
LOC 05, ILS CAT I, class I/C/2, VAR 2° E	IPN	109.95 MHz	H24	46 51 16.8N 006 56 01.6E	NIL	NIL	LOC PSN: 640 m FM THR 23. RWY 05: LOC course 046° MAG. Front course sector width 3.74°. Restricted coverage: at 17 NM -/+ 15° from CL above *3700 ft AMSL* linearly raising to at 17 NM -/+ 35° from CL above *5500 ft AMSL;* at 25 NM -/+ 10° from CL above *5500 ft AMSL*.
GP 05	--	333.65 MHz	H24	46 50 10.4N 006 54 17.4E	NIL	NIL	GP angle 4.7°. PSN: 207 m FM THR 05. GP HGT THR 05: 53 ft / 16.1 m.
DME 05	IPN	CH 36Y	H24	46 51 18.1N 006 55 59.9E	*1452 ft*	NIL	DME co-located with LOC, reads D1.7 at THR 05 Restricted coverage: at 17 NM -/+ 35° from CL above *5500 ft AMSL;* at 25 NM -/+ 10° from CL above *6500 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 23, ILS CAT I, class I/C/2, VAR 2° E	IPY	109.30 MHz	H24	46 50 00.1N 006 53 55.2E	NIL	NIL	LOC PSN: 355 m FM THR 05. RWY 23: LOC course 227° MAG. Front course sector width 4.1°. Restricted coverage: at 10 NM -/+ 35° from CL above *3400 ft AMSL;* at 18 NM -/+ 10° from CL above *3400 ft AMSL*.
GP 23	--	332.00 MHz	H24	46 50 55.8N 006 55 32.3E	NIL	NIL	GP angle 3.7°. PSN: 257 m FM THR 23. GP HGT THR 23: 54 ft /16.5 m.
DME 23	IPY	CH 30X	H24	46 49 59.1N 006 53 56.4E	*1469 ft*	NIL	DME co-located with LOC, reads D1.6 at THR 23 Restricted coverage: at 10 NM -/+ 35° from CL above *3400 ft AMSL*; at 18 NM -/+ 10° from CL above *3400 ft AMSL*.

LSMP AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying and operational restrictions

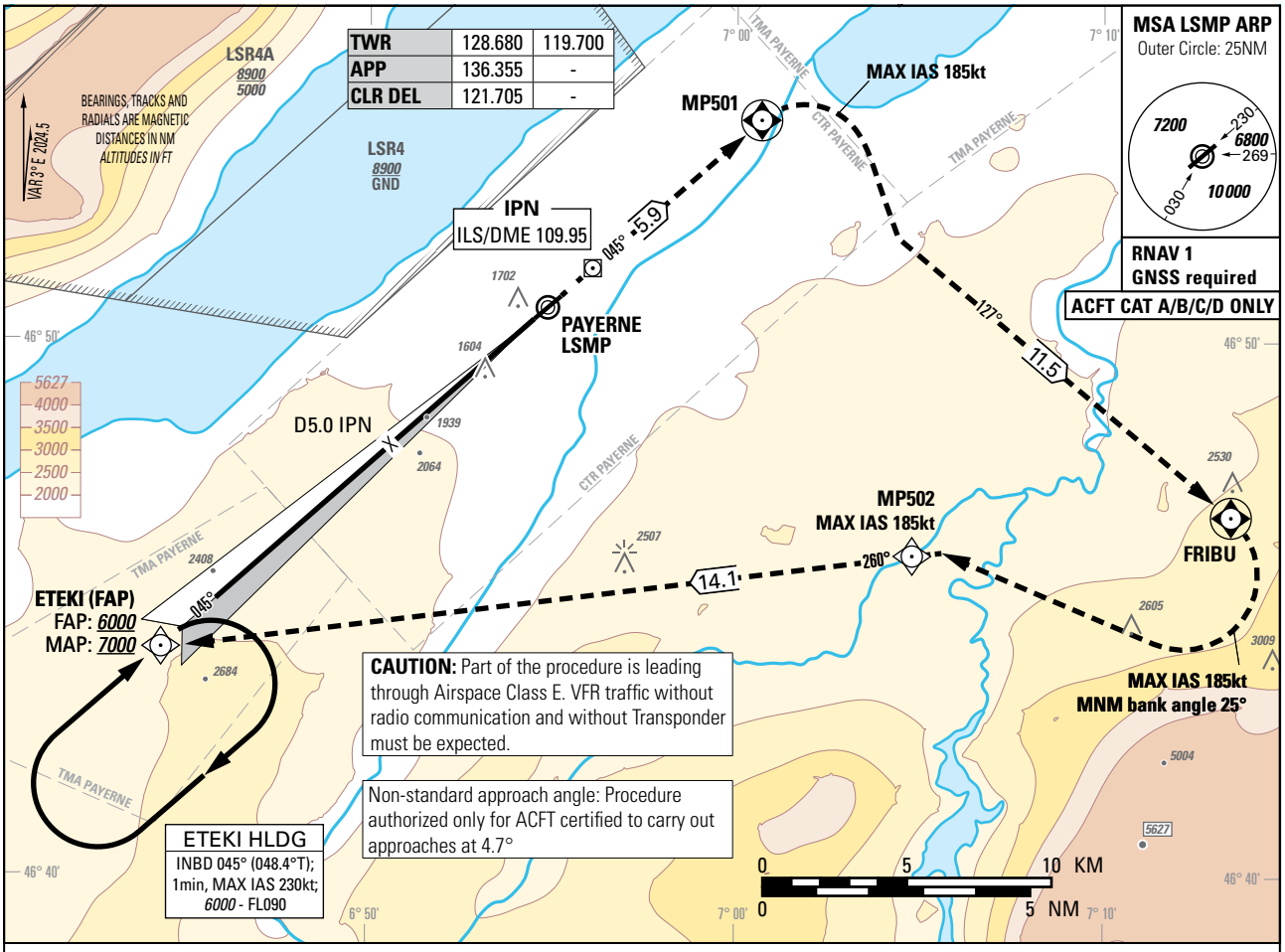
1. PPR is mandatory for all CIV traffic.
   Procedures are published on the internet site of the civil operator www.swissaeropole.com.
2. Any flight to / from Payerne requires the filing of an ICAO flight plan. The PPR authorisation number must be shown in box 18 "other information".
3. SUN: AD CLSD
4. Special authorisation required:
   MON - FRI 1900 - 2100 (1800 - 2000)
   SAT 1600 - 2100 (1500 - 2000)
   HOL 0900 - 1100 (0800 - 1000), 1230 - 1900 (1130 - 1800)
   Following days are considered as holidays:
   - New Year‘s Day
   - 02 JAN
   - Good Friday
   - Easter Monday
   - Ascension
   - Whit Monday
   - 01 AUG
   - Monday after Federal Day of Prayer
   - Christmas Day
5. Following operations are prohibited unless duly justified:
   - Training flights
   - Aerodrome circuits (except unplanned go-around)
   - Non-commercial tourist and pure leisure flights.
6. AD closures for construction work and summer closures, are published by NOTAM.
7. GAT IFR Departure contact Payerne Delivery on 121.705 Mhz for IFR clearance and start-up.

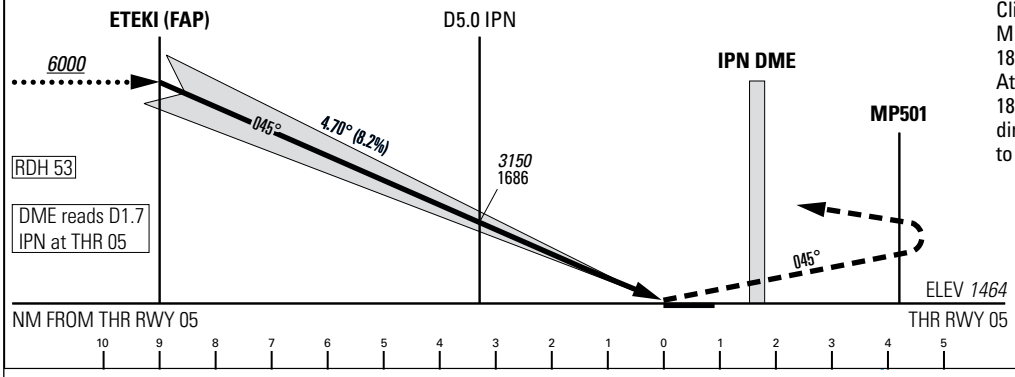
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1466ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE (LSMP)
ILS RWY 05





MISSED APPROACH

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

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

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

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

NOTE

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

REMARK

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

COR: TWR&APP FREQ (WEF 19MAR2026)

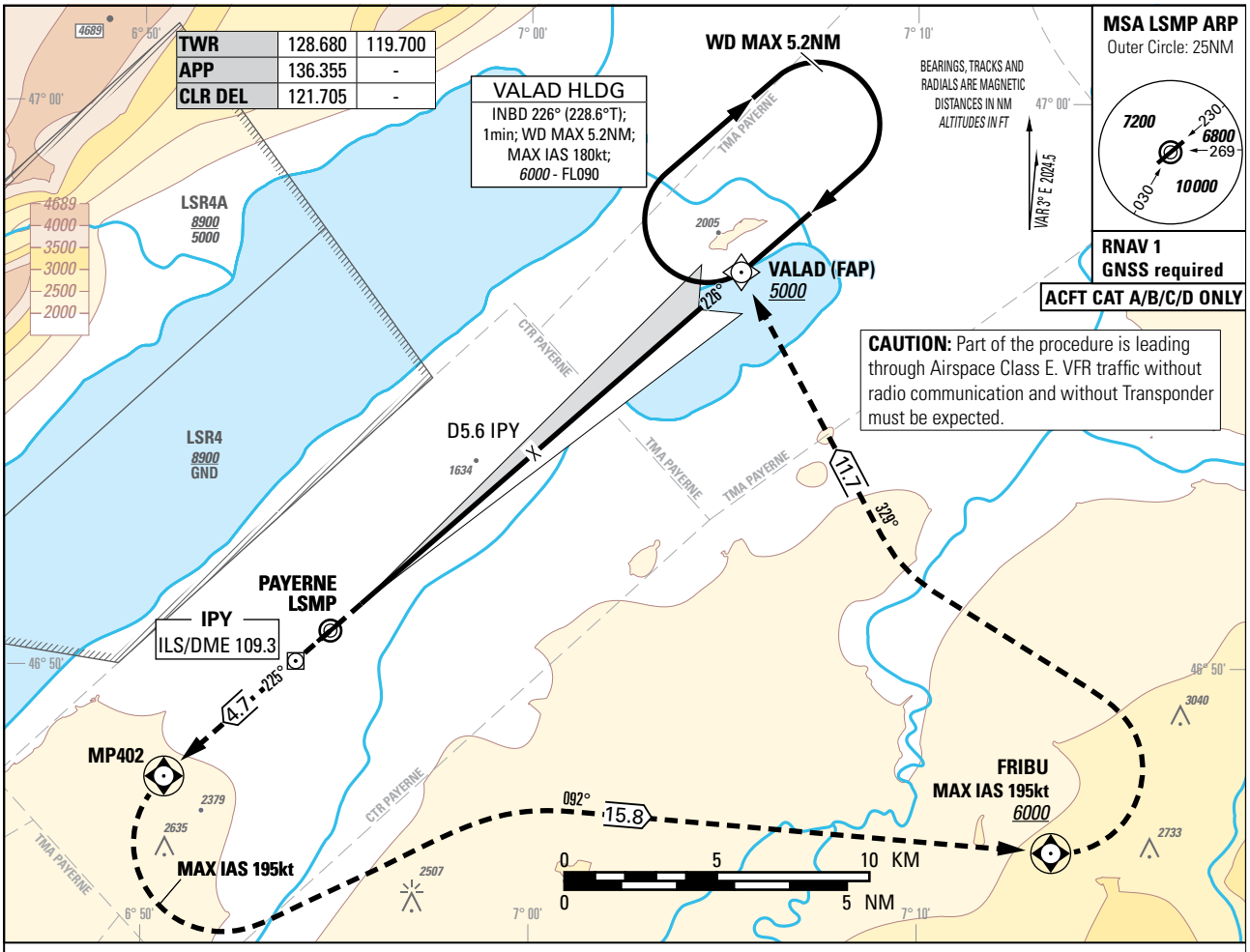
THIS PAGE INTENTIONALLY LEFT BLANK

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1466ft

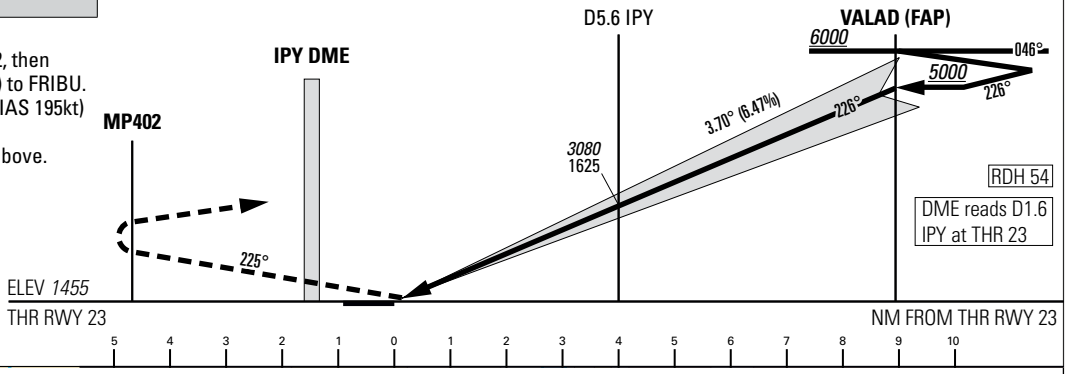
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE (LSMP)
ILS RWY 23



MISSED APPROACH

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



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

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

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

NOTE

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

CAUTION

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

REMARK

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

COR: TWR&APP FREQ (WEF 19MAR2026)

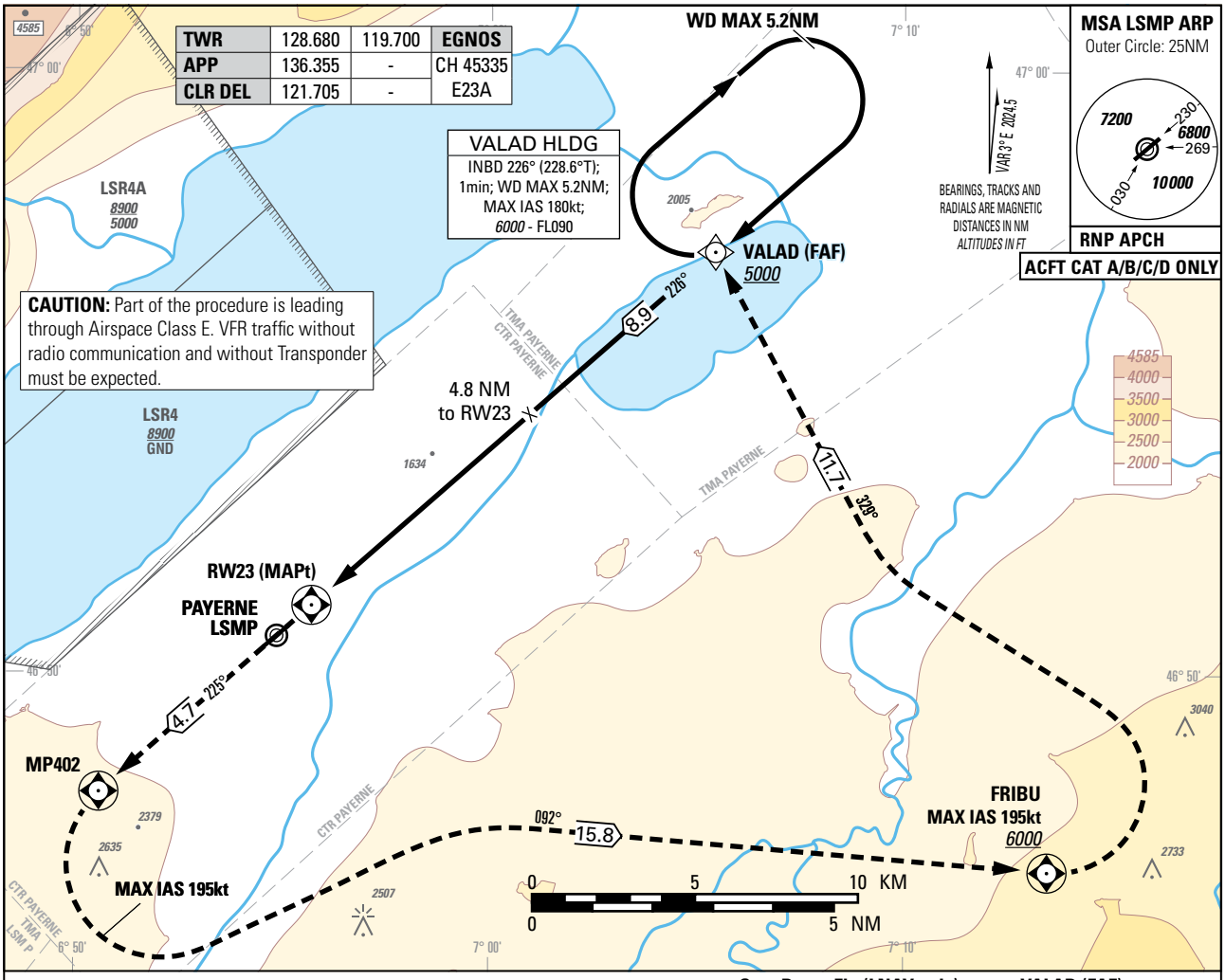
THIS PAGE INTENTIONALLY LEFT BLANK

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1466ft

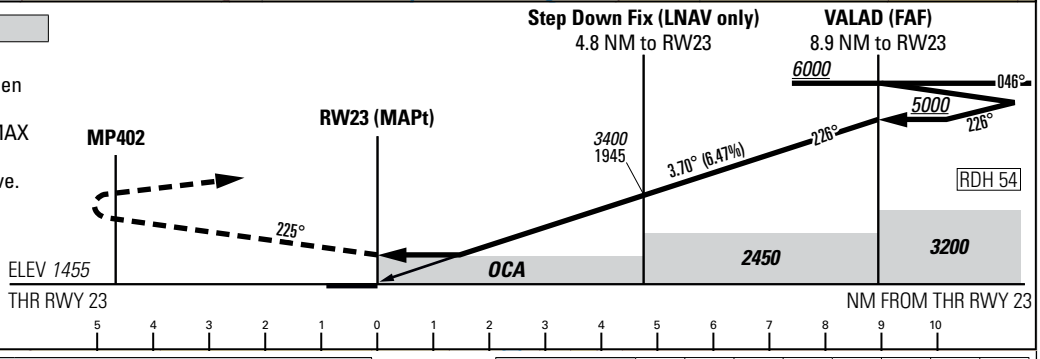
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE (LSMP)
RNP Z RWY 23



MISSED APPROACH

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



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT) LNAV			
2.5%	*2200* (745)			
3.1% to *2700*	*2080* (625)			
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT) LPV(CAT-I)			
2.5%	*2052* (597)	*2065* (610)	*2078* (623)	*2091* (636)
4.4% to *2700*	*1712* (257)	*1725* (270)	*1738* (283)	*1751* (296)
	DECISION ALTITUDE (HEIGHT) LPV			
4.4% to *2700*	*1813* (358)			
CIRCLING [1]	A	B	C	D
OCA(H)	*2120* (654)	*2460* (994)	*2790* (1324)	*2830* (1364)

RW23 DIST	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.9
recommended CROSSING ALT	*2290*	*2690*	*3080*	*3470*	*3870*	*4260*	*4650*	*5000*

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

NOTE

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

CAUTION

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

REMARK

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

COR: TWR&APP FREQ (WEF 19MAR2026)

Input data

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

Output data

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

Required Additional Data

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

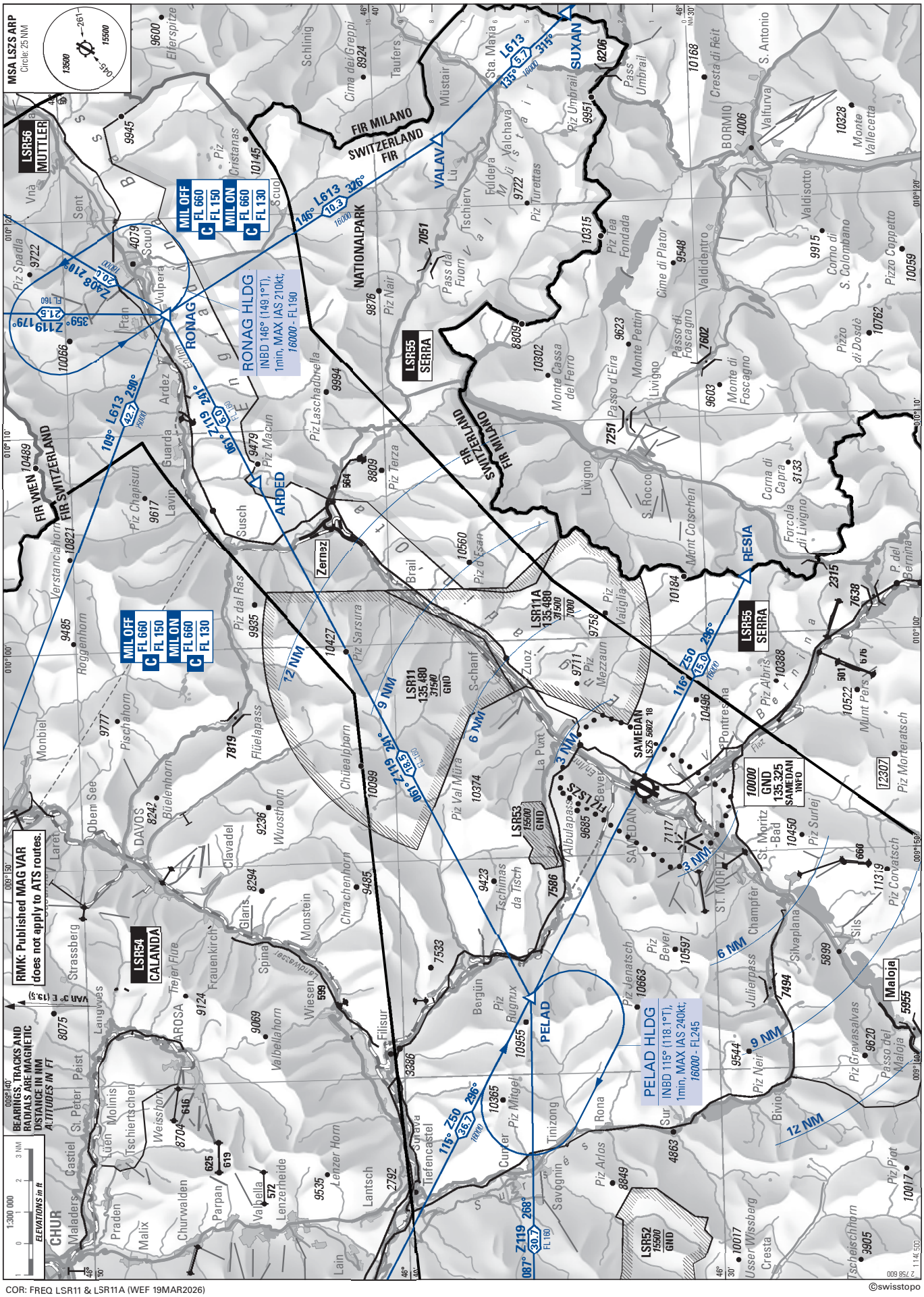
VFR Area Chart for Y and Z ATC FPL

MOUNTAINOUS AREA

ELEV 5602 ft (1708 m)

ATIS	136.600 HO
AFIS	135.325 HO
DELIVERY	121.880 HX

SAMEDAN (LSZS)



COR: FREQ LSR11 & LSR11A (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

VISUAL APPROACH CHART - ICAO

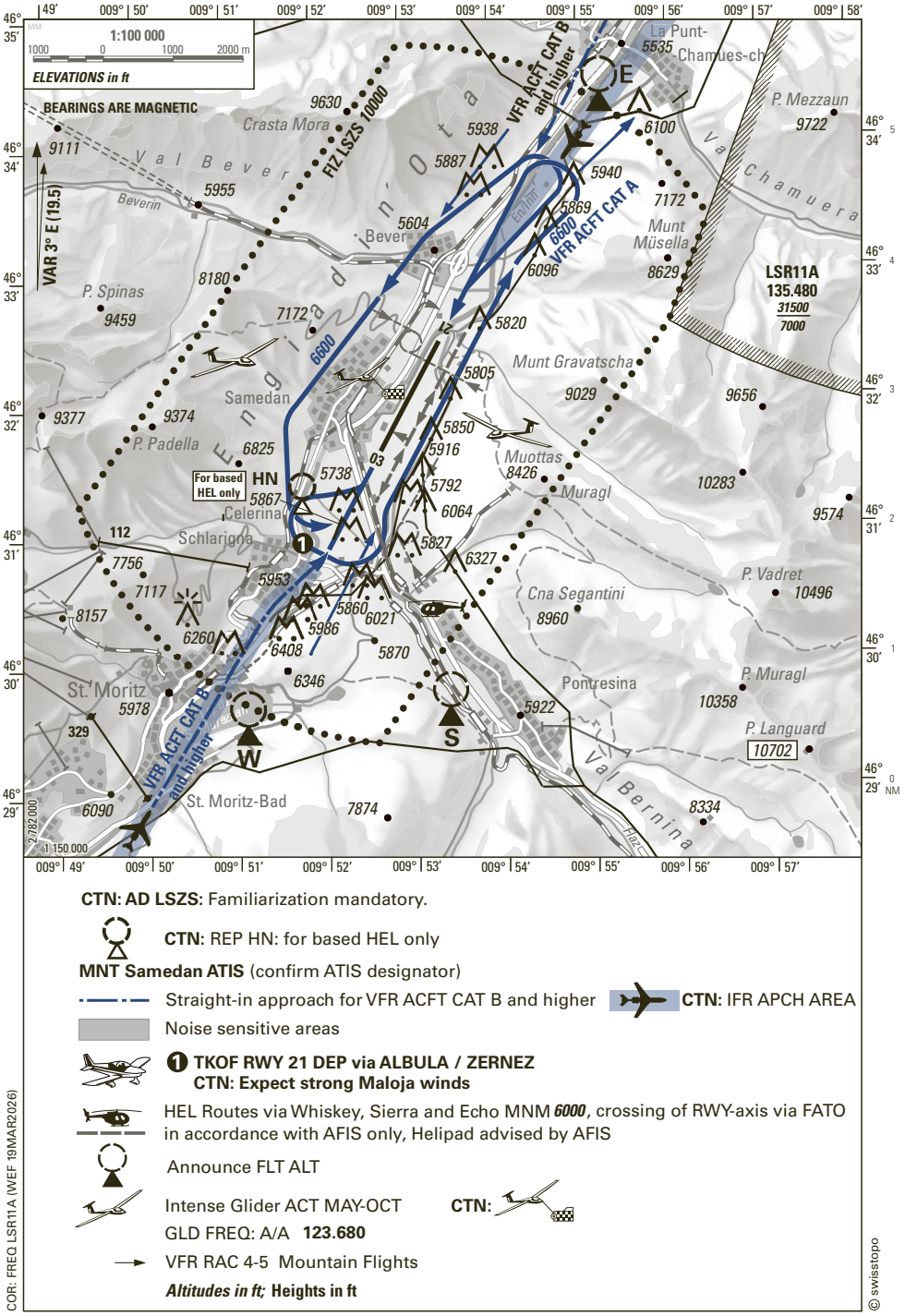
MOUNTAINOUS AREA

ATIS	**136.600**	HO
AFIS	**135.325**	HO
DELIVERY	**121.880**	HX

SAMEDAN (LSZS)

RWY 03/21

ELEV 5602 ft (1708 m)



CTN: AD LSZS: Familiarization mandatory.

CTN: REP HN: for based HEL only

MNT Samedan ATIS (confirm ATIS designator)

Straight-in approach for VFR ACFT CAT B and higher — **CTN:** IFR APCH AREA

Noise sensitive areas

❶ **TKOF RWY 21 DEP via ALBULA / ZERNEZ**
CTN: Expect strong Maloja winds

HEL Routes via Whiskey, Sierra and Echo MNM ***6000***, crossing of RWY-axis via FATO in accordance with AFIS only, Helipad advised by AFIS

Announce FLT ALT

Intense Glider ACT MAY-OCT — **CTN:**

GLD FREQ: A/A **123.680**

VFR RAC 4-5 Mountain Flights

Altitudes in ft; **Heights in ft**

COR: FREQ LSR11A (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

LSGS AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**SION CTR** 46 16 41 N 007 26 05 E - 46 14 00 N 007 28 02 E - 46 12 14 N 007 24 13 E - 46 11 32 N 007 19 19 E - 46 10 20 N 007 14 21 E - Arc of circle centred on - 46 11 54 N 007 13 45 E Radius 1.62 NM, clockwise 46 13 27 N 007 13 04 E - 46 13 58 N 007 16 00 E - 46 15 06 N 007 20 51 E - 46 16 41 N 007 26 05 E
2	**Vertical limits**	FL 130
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Fr for Non-Commercial VFR traffic.
5	**Transition altitude**	*17000 ft AMSL* except *13000 ft AMSL* for all SIDs
6	**Remarks**	ACT: HX - ATIS (monitoring compulsory)

LSGS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ATIS	NIL	130.630 MHz	HX	Phone: Service: +41 (0) 22 417 40 80
APP	SION RADAR	126.830 MHz	HO	Language: En
TWR	Sion Tower	118.275 MHz 119.700 MHz	HX	ALTN FREQ Language: En; En and Fr for Non-Commercial VFR traffic.
FIC	Geneva Information	126.350 MHz	H24	NIL
GND	Sion Ground	121.705 MHz	HX	Language: En; En and Fr for Non-Commercial VFR traffic.

LSGS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category Variation (declination)	ID	Frequency CH NR	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
SION DVOR/DME VAR 3.5° E / 2025 (decl.: 3.9° E)	SIO	112.15 MHz CH 58Y	H24	46 12 55.8N 007 17 19.5E	*1594 ft*	DOC 40 NM / 25'000 ft. Service range outside published IAC PROC unreliable.
LOC 25	ISI	110.70 MHz	H24	46 12 57.1N 007 18 40.4E		LOC PSN: 252° MAG, 2214 m FM THR 25. LOC course 244° MAG. Front course sector width 2°. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.
GP 25		330.20 MHz	H24	46 13 54.7N 007 23 07.2E		GP Angle 6°. PSN: 072° MAG 3774 m before THR 25. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.
DME 25	ISI	CH 44X	H24	46 12 54.7N 007 18 46.2E	*1609 ft*	DME Co-located with LOC. 1.2 NM DME THR 25. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.

LSGS AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions and remarks

AD is for joint use: CIV and MIL.

Use is only by ACFT carrying SVCBL RTF equipment. Exemption from this restriction is granted in exceptional cases. Special permission to be requested by TEL prior to TKOF.

Use of paved RWY is compulsory for all aeroplanes during GLD ACT.

Reserved GLD SECT:
PJE: Refer to VFR Manual, LSGS VAC.

Use of reverse thrust:
For deceleration, it is recommended that the entire RWY LEN AVBL is used; use of reverse thrust shall be limited unless particular safety or operational reasons require it.

MON-SAT: 0600 - 0700 (0500 - 0600), 1100 - 1200 (1000 - 1100), 1700 - 1900 (1600 - 1800) and SUN-HOL, following operations are prohibited:

- AD circuits for
  - non based ACFT
  - noise Category A and B ACFT
  - multi engine ACFT
- aerobatics FLT in the CTR (except gliders) and in the TMA
- engine and reactors control
- technical FLT
- LDG, APCH with go-around, TKOF of ACFT noise Category I/II/III and civil registered fighters are subject to special AUTH.

2. MIL Equipment

- The runway is equipped with 2 retractable MIL arresting cables, located between the thresholds. Cables are retracted when CIV ACFT use RWY. The distance between the cables is 1250 m. If those are not retracted, CIV aircraft are prohibited from rolling over them.

3. Airport regulation

At Sion AP, a number of local regulations apply. The regulations are included in a manual which is AVBL at the AIS briefing office. This manual includes, among other subjects, the following:

a. the meaning of markings and signs;
b. information about ACFT parking;
c. HEL operations;
d. GLD ACT;
e. PJE;
f. aerobatics;
g. marshaller assistance and towing;
h. engine start-up and use of APU.

Departing IFR FLTs shall always contact Sion Ground 121.705 MHz to obtain start-up and ATC clearance.
Marshaller assistance or “Follow me” vehicles can be requested and further information about the regulation can be obtained from Sion Ground or the AIS.
When a local regulation is of importance for the safe operation of ACFT on the apron, the information will be given to each ACFT by Sion Ground or the AIS.

“Local regulations” may be requested, in writing, from:

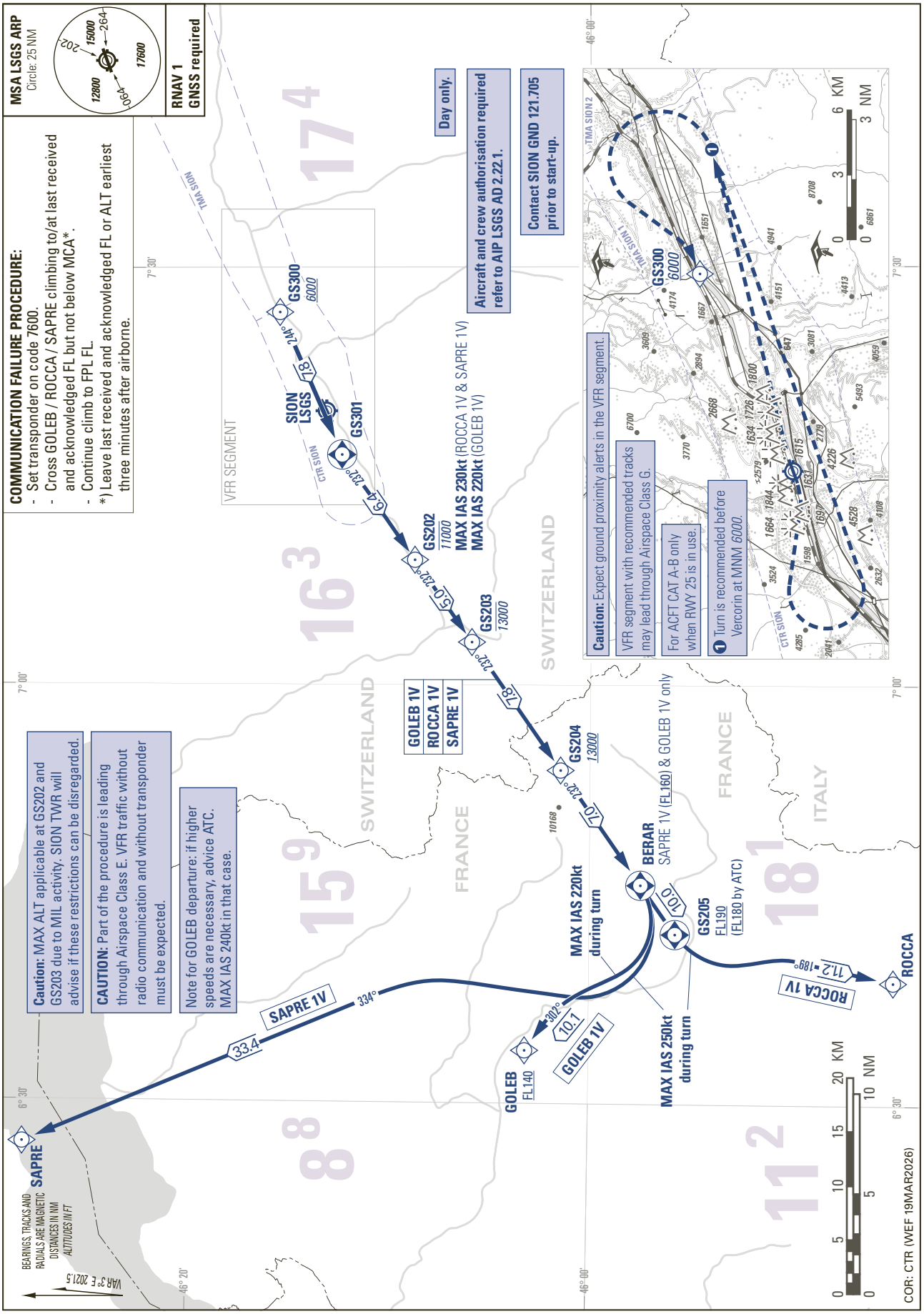
Post: Aéroport de Sion
Route de l’aéroport
CH-1950 Sion

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *13000*

SION (LSGS)
RNAV low performance RWY 07/25

GOLEB 1V ROCCA 1V SAPRE 1V



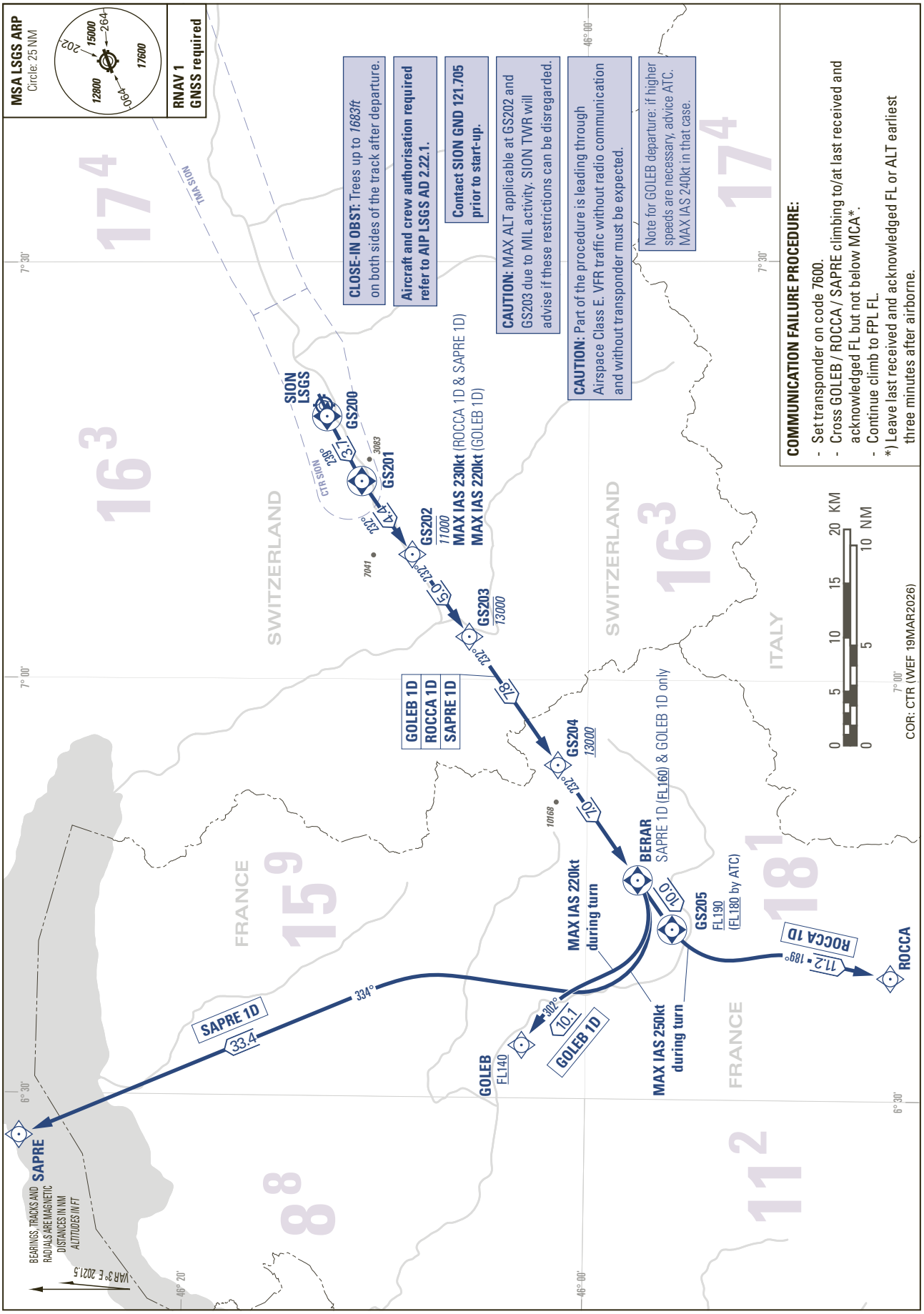
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *13000*

SION (LSGS)
RNAV high performance RWY 25

GOLEB 1D ROCCA 1D SAPRE 1D



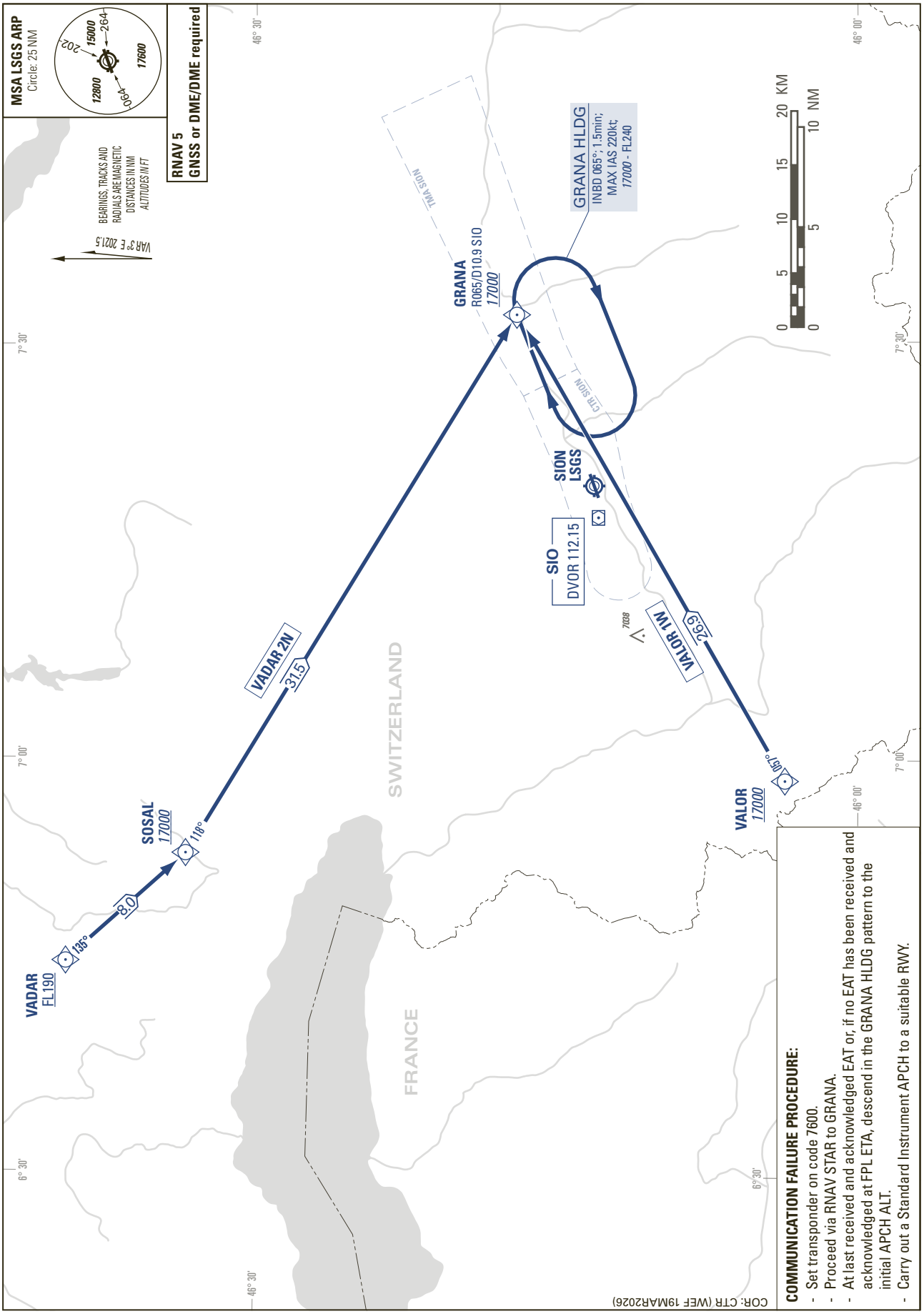
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *17000*

SION (LSGS)
RNAV GRANA

VADAR 2N VALOR 1W



COMMUNICATION FAILURE PROCEDURE:

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

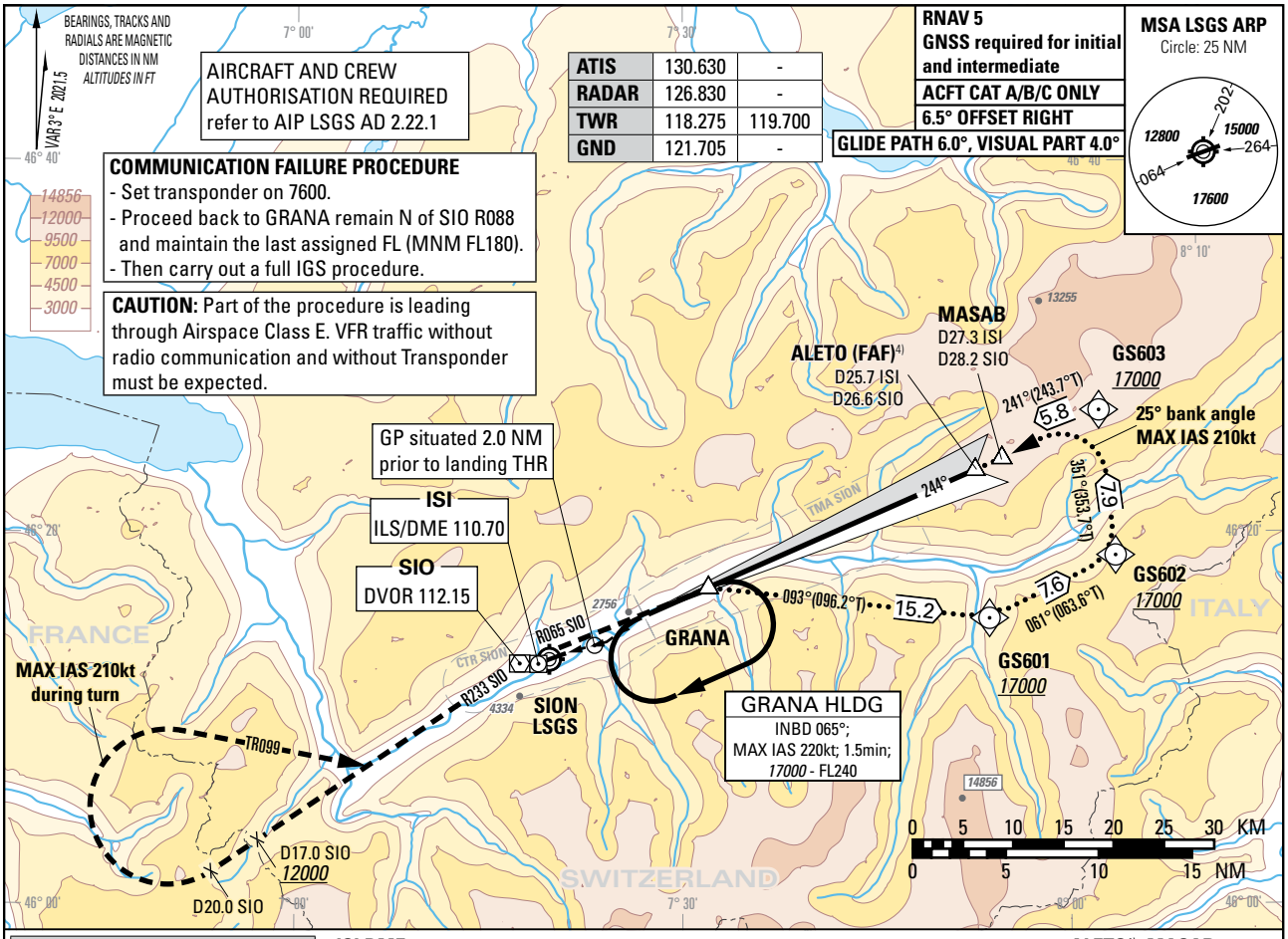
THIS PAGE INTENTIONALLY LEFT BLANK

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

AD ELEV 1582ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*17000*

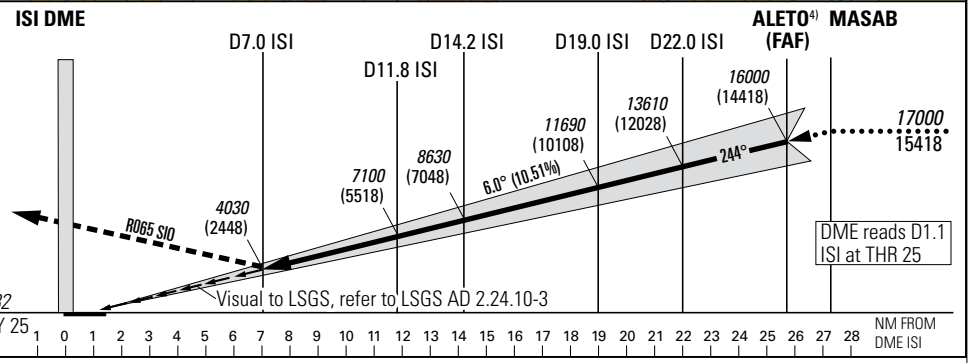
SION (LSGS)
IGS RWY 25



MISSED APPROACH

Climb to *17000*.

Climb on R065 to SIO, leave SIO on R233 outbound, at D20.0 SIO turn right (MAX IAS 210kt during turn), and establish TR099 to intercept R233 SIO inbound SIO. Proceed via SIO to GRANA. Cross D17.0 SIO at *12000* or above, GRANA at *17000*.



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

ROD	GS kt	90	110	130	150
	FT/MIN	958	1171	1384	1597

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

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

CAUTION
- This is not a standard APCH angle.

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

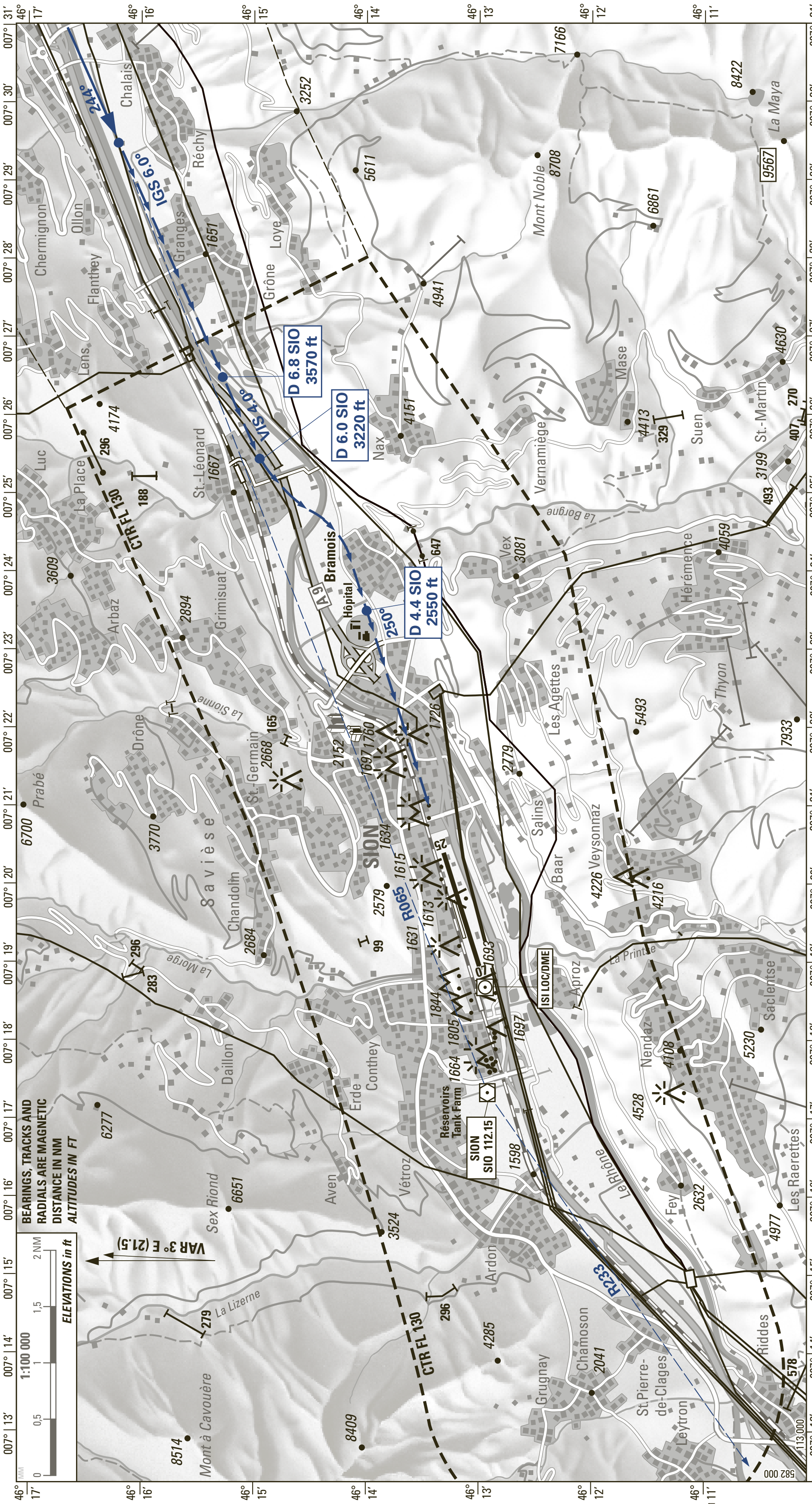
COR: RADAR FREQ, CTR (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

VISUAL APPROACH PROCEDURE

ELEV 1582 ft

SION (LSGS)
IGS RWY 25



RMK: PAPI RWY 25 4.0° light beam is offset 5° north from runway axis.

CTN: ICAO obstacle protection surface and PAPI light beam are penetrated by topography starting east of Bramois village (D4.0 ISI).

CTN: Power transmission line south of Bramois 647 ft / AGL.

NOTE: The altitudes along the visual approach track are for pilots guidance only. They are calculated with distance and approach angle (4.0°) and do not grant any terrain clearance according to PANS OPS. LOC information unreliable between D0 ISI and D7 ISI, use DME information only.

COR: CTR (WEF 19MAR2026)

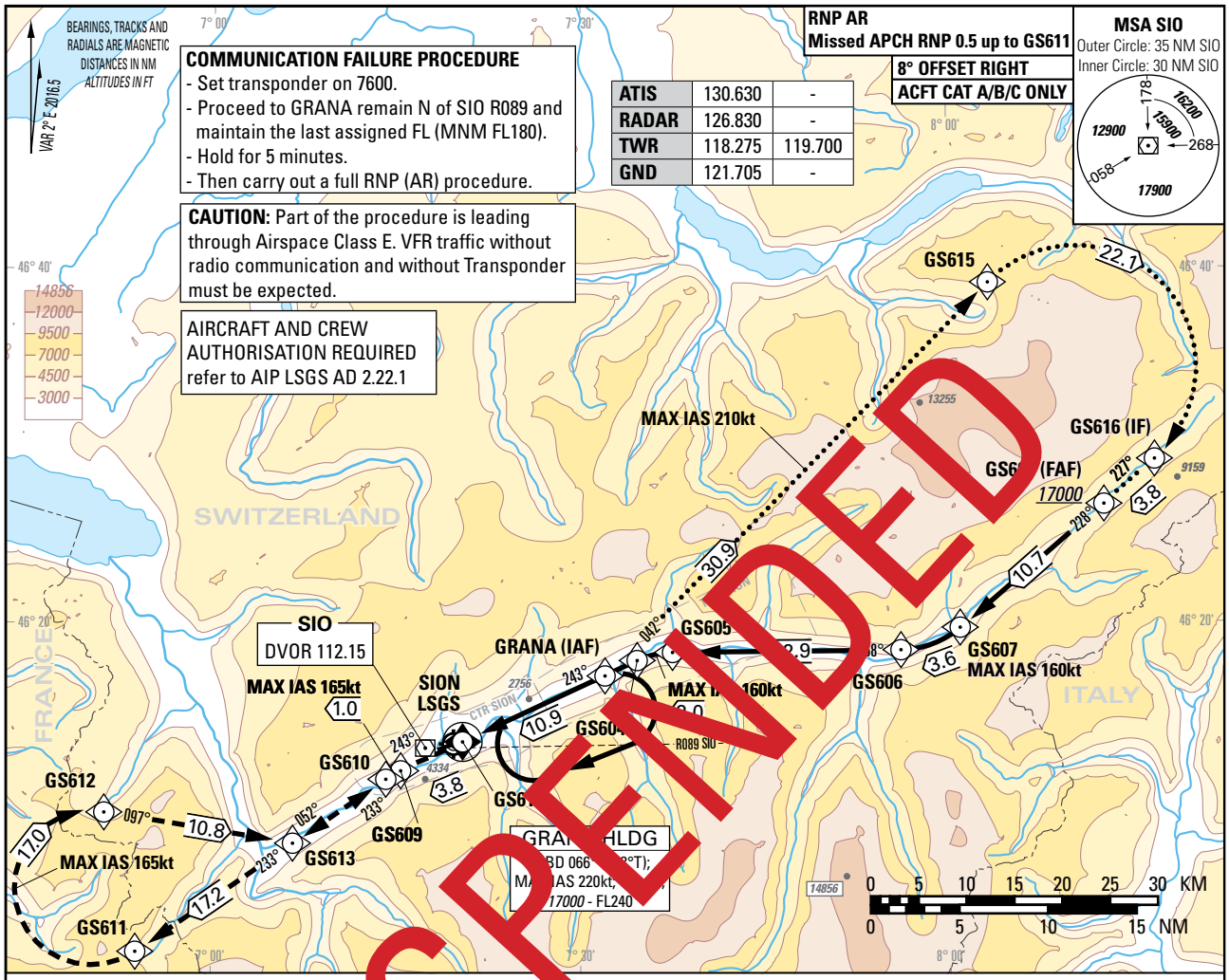
THIS PAGE INTENTIONALLY LEFT BLANK

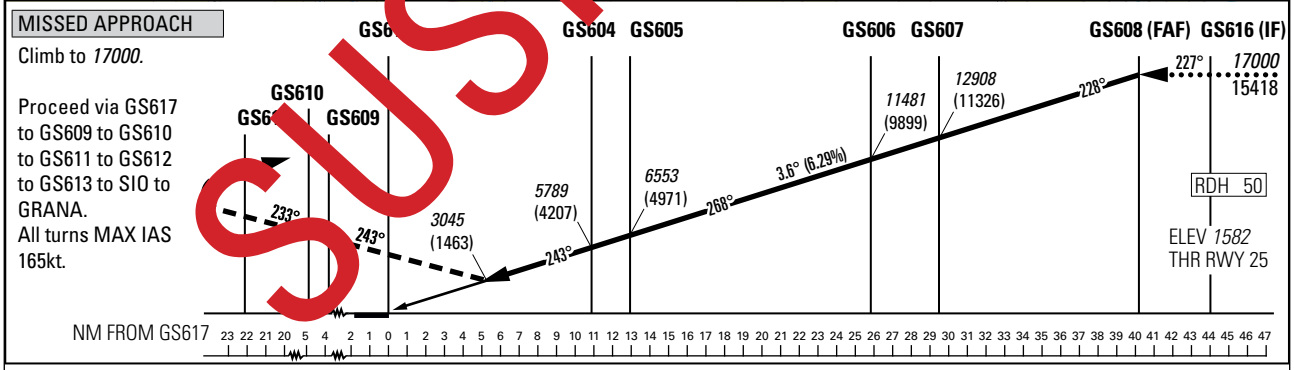
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1582ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*17000*

SION (LSGS)
RNP RWY 25 (AR)





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

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

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

REMARK

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

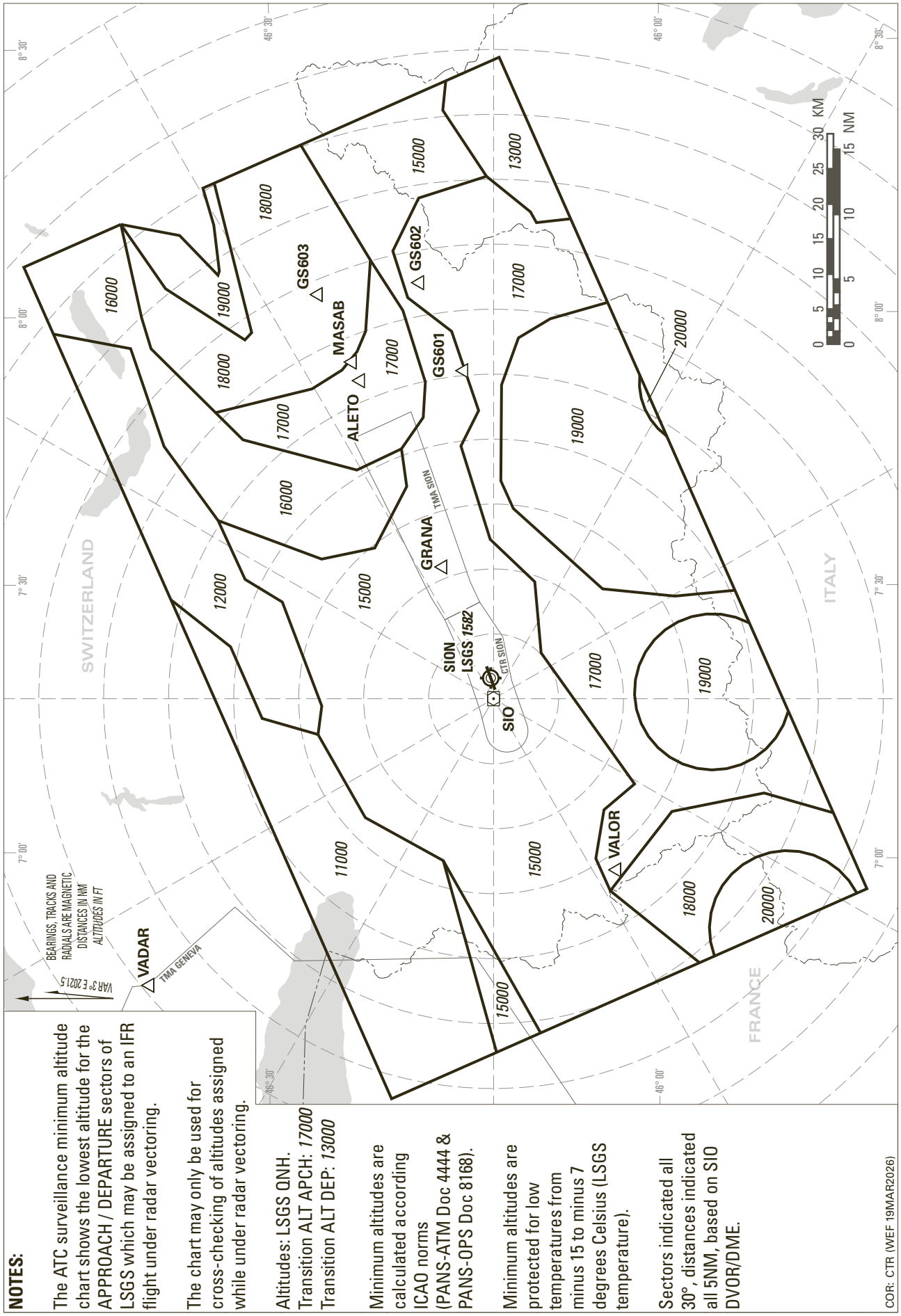
CAUTION

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

COR: RADAR FREQ, CTR (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

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



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the APPROACH / DEPARTURE sectors of LSGS which may be assigned to an IFR flight under radar vectoring.

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

Altitudes: LSGS QNH.
Transition ALT APCH: *17000*
Transition ALT DEP: *13000*

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

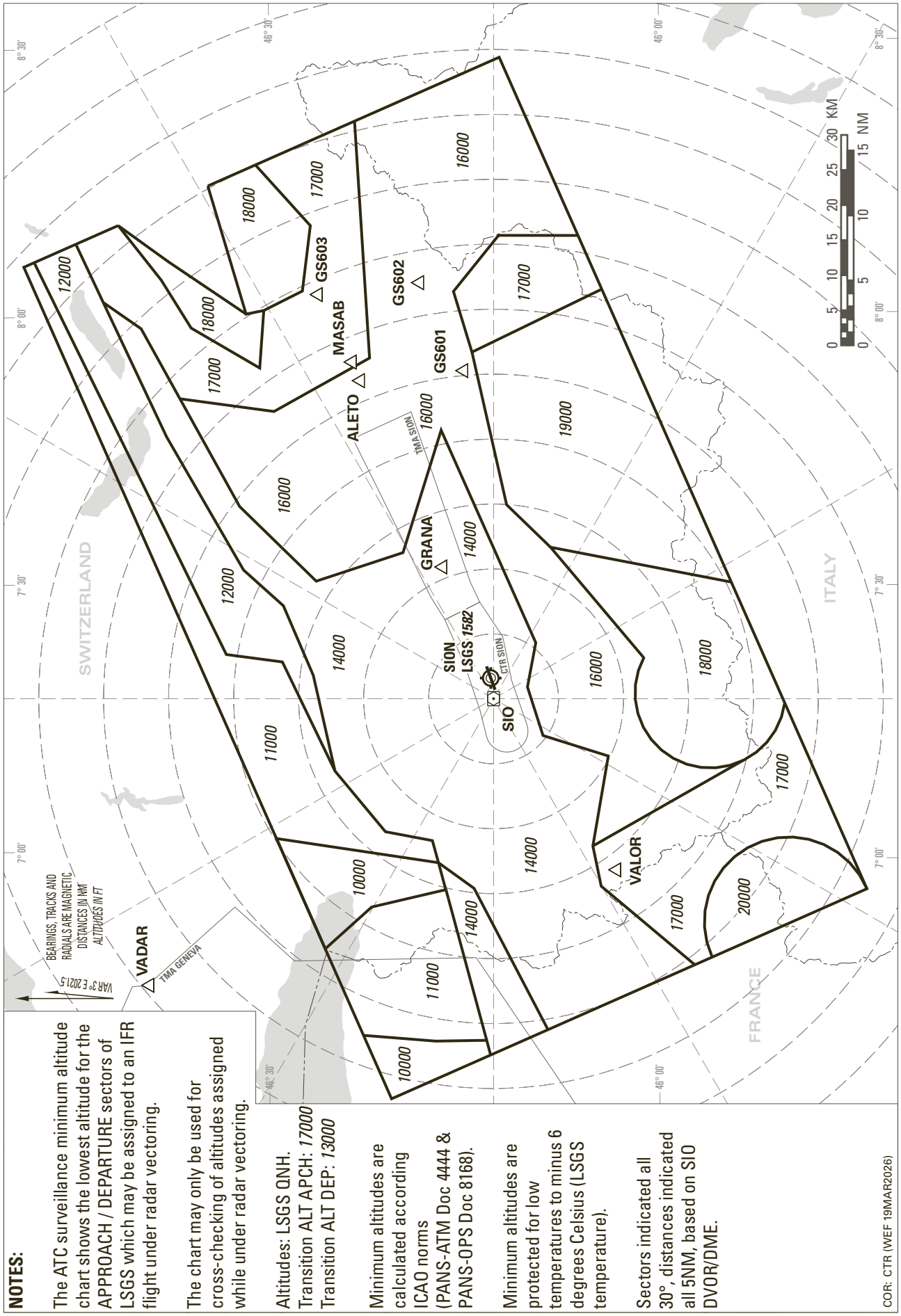
Minimum altitudes are protected for low temperatures from minus 15 to minus 7 degrees Celsius (LSGS temperature).

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

COR: CTR (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

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



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the APPROACH / DEPARTURE sectors of LSGS which may be assigned to an IFR flight under radar vectoring.

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

Altitudes: LSGS QNH.
Transition ALT APCH: *17000*
Transition ALT DEP: *13000*

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

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

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

COR: CTR (WEF 19MAR2026)

THIS PAGE INTENTIONALLY LEFT BLANK

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
		120.755 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 Status Info: TMA S1, S2, S3 and DUB
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 3.6° E / 2025 (decl.: 4.0° E)	KLO	114.85 MHz CH 95Y	H24	47 27 25.7N 008 32 44.1E	*1410 ft*	NIL	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 3.8° E / 2025 (decl.: 4.2° E)	ZUE	110.05 MHz CH 37Y	H24	47 35 31.8N 008 49 03.6E	*1734 ft*	NIL	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
STOCKHORN DME	STH	CH 89Y	H24	46 41 37.7N 007 32 18.6E	*7251 ft*	NIL	DOC 100 NM / 50'000 ft, Paired VOR FREQ 114.25 MHz
WILLISAU DVOR/DME, VAR 3.5° E / 2025 (decl.: 3.9° 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