

Page 1

Changed chart(s) since Disc 03-2011

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

No revision activity since Disc 03-2011

General Info

Zurich, CHE

N 47° 27.5' E 08° 32.9' Mag Var: 0.0°W

Elevation: 1416'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 10-28 8202' x 197' concrete

Runway 14-32 10827' x 197' concrete

Runway 16-34 12139' x 197' concrete

Runway 10 (95.0°M) TDZE 1391'

Lights: Edge, ALS, Centerline

Runway 14 (136.0°M) TDZE 1402'

Lights: Edge, ALS, Centerline, REIL, TDZ

Displaced Threshold Distance 493'

Runway 16 (154.0°M) TDZE 1390'

Lights: Edge, ALS, Centerline, REIL, TDZ

Runway 28 (275.0°M) TDZE 1417'

Lights: Edge, ALS, Centerline, REIL

Runway 32 (316.0°M) TDZE 1402'

Lights: Edge, ALS, Centerline, REIL

Runway 34 (334.0°M) TDZE 1389'

Lights: Edge, ALS, Centerline, REIL

Displaced Threshold Distance 1542'

Communications Info

ATIS **129.0** Departure Service

ATIS **128.525** Arrival Service

Zurich Tower **120.225**

Zurich Tower **119.7** Secondary

Zurich Tower **118.1**

Dubendorf Tower **118.975**

Zurich Ground Control **121.9**

Zurich Ground Control **119.7** Secondary

Zurich Ground Control **118.1** Secondary

Zurich Apron Ramp/Taxi Control **121.75**

Zurich Apron Ramp/Taxi Control **121.7**

Zurich Apron Ramp/Taxi Control **121.975**

Zurich Apron Ramp/Taxi Control **121.85**

Pad Coordinator/De-Icing Ramp/Taxi Control **121.675**

Pad Coordinator/De-Icing Ramp/Taxi Control **121.65**

Pad Coordinator/De-Icing Ramp/Taxi Control **121.6**

Zurich Pre-Taxi Clearance **121.925**

Zurich Final Approach Control **125.325**

Zurich Departure Approach Control **125.95**

Zurich Arrival Approach Control **120.75**

Zurich Arrival Approach Control **119.7**

Zurich Arrival Approach Control **118.0**

Zurich Terminal TMA **127.75**

Zurich Information **124.7**

Notebook Info

LSZH/ZRH
ZURICH

4 SEP 09

JEPPESEN
10-1P**ZURICH, SWITZERLAND**
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS Arrival 128.52

ATIS Departure 129.00

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. PREFERENTIAL RUNWAY SYSTEM****1.2.1.1. LANDINGS**

Due to restrictions about the use of German airspace landing RWYs shall be used as follows:

- Weekdays between 0600-0707LT landings shall normally be made on RWY 34.
- Weekdays between 0708-2059LT landings shall normally be made on RWYs 14 and 16.
- Weekdays between 2100-0559LT landings shall normally be made on RWY 28 (RWY 34 may be requested if safety requires, major delay has to be expected).
- SAT, SUN and German Holidays between 0600-0907LT landings shall normally be made on RWY 34.
- SAT, SUN and German Holidays between 0908-1959LT landings shall normally be made on RWYs 14 and 16.
- SAT, SUN and German Holidays between 2000-0559LT landings shall normally be made on RWY 28 (RWY 34 may be requested if safety requires, major delay has to be expected).

Other RWYs may only be used due to operational or meteorological reasons.

1.2.1.2. TAKE-OFFS

Between 0700-2059LT normally all take-offs shall be made on RWY 28.

When take-off on RWY 28 is not possible due to operational reasons, RWYs 10, 34, 32 or 16 shall be used.

Between 2100-0659LT all take-offs of jet ACFT shall be made on RWYs 32 or 34.

Between 2100-0659LT take-offs on RWY 34 shall be executed from intersection with TWY R8 unless the whole RWY length is required for safety reasons.

Deviations from the regulations stated above are permitted for safety reasons, meteorological and RWY conditions.

ACFT exceeding noise index 96 are not admitted for departure between 2200-0030LT.

ACFT with a non-stop flight distance of 2700 NM/5000 km and above and not exceeding noise index 98 are admitted for departure between 2200-0030LT. For noise index refer to <http://www.unique.ch/manuals>.

1.2.2. RUN-UP TESTS

On the apron, TWY and RWY run-ups require permission from the APT Authority. No run-ups are permitted between 2200-0600LT. Outside these hours both duration and power setting for such run-ups shall be kept at a minimum.

On the aprons of the maintenance base, run-ups of jet engine may only be performed when using silencers. Run-ups of prop-engine are not permitted between 2200-0600LT.

Exceptions (only between 0600-2200LT)

The APT Authority may permit run-ups of jet engine without silencers when the silencers cannot be used for technical or meteorological reasons, or if the silencers are not compatible with the type of ACFT in question.

1.2.3. AUXILIARY POWER UNITS (APUs)

At docking stands, primarily the stationary APT pneumatic and electrical service units shall be used. Alternatively and at other stands, the APT owned mobile units shall be used.

Airborne APUs shall only be started

- to start engine, but earliest 5 minutes before off-block time;
- if maintenance work on the ACFT makes it unavoidable; in that case the service period shall be kept as short as possible;
- if the APT owned units are not available or unserviceable for specific ACFT types; in that case the airborne APUs shall be started at the earliest 60 minutes before off-block time and be kept in operation not more than 20 minutes after the on-block time.

In particular cases the APT Authority may permit longer service periods for APUs after the on-block time.

LSZH/ZRH
ZURICH

4 SEP 09

JEPPESEN
10-1P1ZURICH, SWITZERLAND
AIRPORT BRIEFING**1. GENERAL****1.3. LOW VISIBILITY PROCEDURES (LVP)**

LVP become effective when the RVR for the TDZ reaches 550m or less and/or the ceiling reaches 200' or less. Pilots will be informed either via ATIS or RTF: "LOW VISIBILITY PROCEDURES IN OPERATION."

Arriving ACFT are vectored so as to ensure an intercept of the localizer at least 9 NM from THR.

Pilot of a landed ACFT shall report "RUNWAY VACATED" only when the entire ACFT is beyond the relevant RWY holding position. If weather conditions indicate sustained improvement to RVR 550m or greater and ceiling to 200' or greater, LVP are terminated.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM**1.4.1. OPERATION OF MODE S TRANSPONDERS WHEN THE ACFT IS ON THE GROUND**

ACFT transponder is to be set to transmit Mode S signals and assigned Mode A code, from the moment of the request for push-back or taxi, whichever is earlier and after landing continuously until ACFT is fully parked on stand.

1.5. TAXI PROCEDURES

On apron, wing tip clearance is provided only if ACFT main gear center remains over guide lines.

During ILS 28 approaches, TWYs A and B between TWY K and THR 28 MAX wingspan less than 118'/36m.

1.6. OTHER INFORMATION**1.6.1. PERMISSION REQUEST PROCEDURES****1.6.1.1. GENERAL**

Air carriers may not expect a systematically slot allocation for NIGHT flight movements for the period from 2145 to 0600 LT. All slot requests will be finally authorized by Slot Coordination Switzerland in order to obtain the local noise restrictions.

1.6.1.2. SCHEDULED AIR TRAFFIC & CHARTER FLIGHTS

Scheduled and charter flights are subject to schedule coordination by Slot Coordination Switzerland. Permission requests for slot shall be submitted to:

Slot Coordination Switzerland
SITA ZRHACXH or
e-mail: info@slotcoordination.ch

1.6.1.3. NON-SCHEDULED COMMERCIAL AIR TRAFFIC & GENERAL AVIATION TRAFFIC

Access for an air operator is only possible if an airport slot has been previously allocated.

All non-scheduled IFR commercial and non-commercial air traffic is subject to coordination by Slot Coordination Switzerland.

APT slots shall be requested between 0800-1700 LT from:

Airport Zurich AG
General Aviation Service Centre
Slot Management
Phone: +41 (0) 43 816 4637
FAX: +41 (0) 43 816 7379
e-mail: slot.gasc@unique.ch
AFTN: GG LSZHYGYX
SITA: ZRHAMPP

APT slots for flights handled by ExecuJet or Jet Aviation will be organised by the respective handling agent.

After closing hours, short-notice requests should be made to phone +41 (0) 43 816 4637.

LSZH/ZRH
ZURICH

2 APR 10

JEPPESEN
10-1P2

Eff 8 Apr

ZURICH, SWITZERLAND
AIRPORT BRIEFING**1. GENERAL**

1700-2200 LT for new APT slots, changes or cancellations within the next 24 hours.
0530-0800 LT for new APT slots, changes or cancellations for the actual DAY.

IFR APT slots shall be requested by operators providing the following data:

- New request, modification or cancellation of slot,
- ACFT registration,
- Airline/Operator code (if applicable),
- Flight number (if applicable),
- Date,
- ACFT type,
- Number of cabin seats,
- Commercial or non-commercial flight,
- Origin and/or destination of flight,
- Departure APT Slot Time (EOBT in UTC),
- Arrival APT Slot Time (ETA in UTC).

APT slots have to be requested before filing any flight plan, by callings phone +41 (0) 43 816 4637

Flight plans have to be filed at least 2 hours before EOBT. Filed FLT plans have to include EOBT based on the allocated APT slot.

Acknowledgement of flight plan by IFPS has to be ensured by calling AIS on phone +41 (0) 43 931 6962.

Information about ATC slots, transmitted by Central Flow Management Unit (CFMU) Brussels can be obtained by the FMP (Flow Management Position) on phone +41 (0) 43 816 7316.

Prior to departure and/or after landing, all pilots/operators must report at the C-Office in the General Aviation Service Centre, except all flights handled by ExecuJet or Jet Aviation.

Modifications and cancellations of the already permitted flight as well as all modifications of the PLN times which need a new permission, shall be notified immediately to Slot Management.

Start-up or taxi clearances to IFR and VFR general aviation traffic will be delivered by Apron Control only, if the delay does not exceed 15 min to the received APT slot. If more delay is expected, a new slot has to be requested at the Slot Management.

Not subject to flight plan co-ordination and permission requirements are:

- Air traffic which has to approach Zurich APT due to security, meteorological or technical reasons,
- Search and rescue, urgent medical and emergency flights,
- State ACFT flights with Diplomatic Clearance by FOCA.

Technical check flight have to be co-ordinated with Control Tower on phone +41 (0) 43 931 6961 at least one hour prior to ETD.

The following declarations should be stated:

- Requested flight program,
- Routing,
- Requested flight level,
- Special flight program parts,
- Duration of special flight program parts.

ATC may instruct other times and/or routings respective impose other restrictions. Subsequently a corresponding flight plan has to be filed.

1.6.2. NOTIFICATION OF GROUND TIME

Due to limited stands non-scheduled commercial air traffic and privat traffic must declare the ground elapse time in the flight plan under item 18 (e.g. RMK/ground time 2 hr).

If the parking sectors are 1 to 7 and the ground time more than 48 hours the ground handling agent must contact apron service on phone +41 (0) 43 816 2119 before arrival.

LSZH/ZRH
ZURICH

2 APR 10

JEPPESEN**10-1P3****Eff 8 Apr****ZURICH, SWITZERLAND****AIRPORT BRIEFING**

2. ARRIVAL

2.1. NOISE ABATEMENT**2.1.1. GENERAL**

The following procedures are designed to avoid excessive ACFT noise over populated areas in the vicinity of ZURICH APT. Deviations from published routes and procedures are only permitted for safety reasons. ACFT operators provable unable to comply shall submit alternative procedures for approval to the APT Authority. Jet ACFT not licensed in accordance with ICAO Annex 16, Vol I, chapter 3 are not permitted.

2.1.2. ILS APPROACH

The descent shall be arranged so as to maintain enroute configuration as long as possible considering safety and ATC requirements. Speed reduction and extension of landing gear and high lift devices are to be planned in such a way, that landing configuration is established and correct approach speed is reached shortly prior to or at D5 IKL respective IZH.

2.1.3. OTHER APPROACHES

Visual circuits shall be flown at 3000 ' or higher whenever visibility and cloud base permits.

Overflying of densely populated areas is to be avoided as far as possible.

2.1.4. REVERSE THRUST

Idle reverse may be exceeded only for operational or safety reasons.

2.2. GERMAN ORDINANCE**2.2.1. APPLICATION**

Monday thru Friday from 2100 to 0700 LT.

Saturday, Sunday and German public holidays from 2000 to 0900 LT.

Landings before 0600 LT are not allowed.

2.2.2. OPERATION

Lowest FL to be used in German airspace is FL120.

As approaches to both RWYs 14 and 16 require the use of German airspace below FL120, these RWYs are not available during the designated time period. Therefore landing RWY will be either RWY 28 or RWY 34.

Normally RWY 34 is used in the morning period and RWY 28 in the evening period. ACFT not able to land on RWY 28 due to performance limitations will be vectored to ILS RWY 34. Flights to RWY 28 will have priority.

2.3. CAT II/III OPERATIONS

RWYs 14 and 16 are approved for CAT II/III operations, special aircrew and ACFT certification required.

LSZH/ZRH
ZURICH

20 AUG 10

JEPPESEN
10-1P4ZURICH, SWITZERLAND
AIRPORT BRIEFING**2. ARRIVAL****2.4. RWY OPERATIONS****2.4.1. HOLD SHORT OPERATION RWY 28**

Hold short operation allows VFR approaches with admitted ACFT types in compliance with defined conditions on RWY 28 with simultaneous IFR approaches and departures on RWY 16/34.

The LDA on RWY 28 for this operation is 4629'/1411m. This distance is marked on RWY 28 with "RWY Holding Position Marking" and alternating RWY guard lights on both sides of the RWY. Hold short operation between IFR ACFT does no longer exist.

The procedure is applicable under the following conditions:

- Ceiling is 1500' or above;
- Visibility is 5 km or more;
- RWY 28 is dry and not subject to tailwind component;
- No low level wind shear is reported and/or detected on RWY 28;
- The braking action on RWY 28 is not affected adversely by any kind of contamination (e.g. snow, ice, etc.);
- The braking action on the declared reduced LDA of RWY 28 is reported or measured as "GOOD".

ATC will give clearance to this procedure only to crews which have confirmed to be able for it and only if the ACFT is admitted for it. ATC will inform both crews participating on simultaneous operation and will ensure, that the hold short instructions are transmitted together with the landing clearance and are confirmed by readback.

The pilot will report, if he is able to comply with the Hold Short Procedure RWY 28, confirm the received traffic information and confirm the hold short instructions by readback.

2.5. TAXI PROCEDURES

ACFT shall taxi independently to the parking position as instructed by ZURICH Apron. If, while taxiing into a dock-parking position, the crew notices that the docking guidance system has not been put into operation or is otherwise unserviceable they shall stop the ACFT immediately.

The unserviceability has to be notified on the Apron Control frequency.

The ACFT shall not taxi any further, until a Follow-me car has taken over the guidance.

GA ACFT shall taxi to the published GA sectors. The final guidance will be provided by marshaller.

2.6. OTHER INFORMATION**2.6.1. LOCAL FLYING RESTRICTIONS****2.6.1.1. SCHEDULED AIR TRAFFIC**

Flights can be planned between 0600-2300 LT.

Landings are not permitted between 2330-0600 LT. Exemptions can only be authorized by the APT Authority in unforeseen and exceptional cases, especially in severe weather conditions.

2.6.1.2 NON-SCHEDULED COMMERCIAL AIR TRAFFIC

Flights can be planned between 0600-2300 LT.

Landings are not permitted between 2330-0600 LT. Exemptions can only be authorized by the APT Authority in unforeseen and exceptional cases, especially in severe weather conditions.

2.6.1.3. PRIVATE TRAFFIC

Flights are not permitted between 2200-0600 LT.

A Pilot in command can only expect to receive a clearance for approach if he is over or when radar vectored abeam reporting points GIPOL and AMIKI at 2130 LT at the latest.

LSZH/ZRH
ZURICH**JEPPESEN**
20 AUG 10 **(10-1P5)****ZURICH, SWITZERLAND**
AIRPORT BRIEFING

2. ARRIVAL

2.6.1.4. EXEMPTIONS

- Urgent flights with special authorization by Federal Office for Civil Aviation (FOCA), namely State ACFT with Diplomatic Clearance;
- Search and rescue flights;
- Police and supervision flights;
- Flights carrying sick or injured persons;
- Relief flights in disaster cases;
- Forced landing due to technical or other safety reasons;
- Alternate landing due to meteorological conditions.

In justified cases, the APT Authority may grant exemptions on request for particular or specified cases.

An application for such requests shall be submitted to:

Zurich APT Authority
TEL: + 41 (0) 43 816 2111

2.6.2. COMMUNICATION FAILURE**2.6.2.1. ARRIVAL PROCEDURE**

Proceed via inbound routes to GIPOL/AMIKI/RILAX. At last received and acknowledged EAT or (if no EAT has been received or acknowledged) at FPL ETA, descend in GIPOKL/AMIKI holding pattern to initial approach altitude, or in RILAX holding pattern to initial approach altitude or 7000', whichever is higher, and carry out a standard instrument approach to a suitable RWY.

2.6.2.2. RNAV APPROACH TRANSITION

- Before clearance for a transition: Continue flight according paragraph 2.6.2.1.
- After clearance for a transition: Continue flight in accordance with lateral description and with respect to minimum crossing altitude of the procedure with subsequent final approach of a conventional Approach.
- After clearance of a direct to waypoint on a transition: Continue flight direct to cleared waypoint, rejoin transition in accordance with lateral description and with respect to minimum crossing altitude of the procedure with subsequent final approach of a conventional Approach.
- Radar vectored to a waypoint on transition: Resume own navigation to rejoin transition in the most direct way and proceed in accordance with lateral description and with respect to minimum crossing altitude of the procedure with subsequent final approach of a conventional Approach.

LSZH/ZRH
ZURICH

JEPPESEN

2 OCT 09

10-1P6

ZURICH, SWITZERLAND
AIRPORT BRIEFING**3. DEPARTURE****3.1. DE-ICING****3.1.1. GENERAL**

All acft departing from Zurich are planned for remote de-icing, except:

- Pre-de-icing of ACFT parked over NIGHT.
- by decision of De-icing coordinator.

The de-icing status can be one of the following:

De-icing on request and General de-icing (as published by ATIS)

- Crew call DE-ICING COORDINATION on 121.6 and request de-icing latest 15 minutes before estimated time of departure, prior requesting clearance.
- Crew will be informed about the de-icing procedures foreseen (ON-STAND or REMOTE DE-ICING).

CHAMAN (as published by ATIS)

- CHAMAN (chaotic situation management), as published by ATIS: "special DEP regulation - CHAMAN".
- Reduced departure rate. Request start-up irrespective of slot. Slots do not have to be adhered to by ATC, except for "sensitive slotted flights", SSLT, which are managed by ATC.
- Crew call DE-ICING COORDINATION on 121.6 and request de-icing latest 15 minutes before estimated time of departure, prior requesting clearance.

3.1.2. ON-STAND DE-ICING

Crew request ATC clearance max. 15 minutes before estimated time of departure, ACFT with ATC slot latest 20 minutes prior CTOT. Advice ZURICH DELIVERY after de-icing completed.

- After de-icing on stand is completed, crew request ATC clearance with ZURICH Delivery.
- Stand-by on the respective frequency of ZURICH Apron for start-up and/or push back/tow.
- Push back/tow manoeuvre.
- Request taxi clearance on the respective frequency of ZURICH Apron.

3.1.3. REMOTE DE-ICING

For De-icing pads refer to 10-9 charts.

Crew request ATC clearance max. 15 minutes before estimated time of departure, ACFT with ATC slot latest 20 minutes prior CTOT. Advice ZURICH DELIVERY when ready for start-up and/or push-back/tow.

- Stand-by on the respective frequency of ZURICH Apron for start-up and/or push back/tow.
- Push back/tow manoeuvre.
- Request taxi clearance on the respective frequency of ZURICH Apron.
- Taxi to the assigned remote de-icing pad following instructions given by ZURICH Apron and ZURICH Ground.
- Reaching the de-icing position within the pad, hold position and contact the remote de-icing pad coordinator on the respective frequency.
- When the remote de-icing process is completed, request ZURICH Apron (or ZURICH Ground for pad holding bay 10, DE-ICING RWY-10 only) to continue taxiing.

LSZH/ZRH
ZURICHJEPPESEN
2 OCT 09 (10-1P7)ZURICH, SWITZERLAND
AIRPORT BRIEFING**3. DEPARTURE****3.2. START-UP & PUSH-BACK PROCEDURES****3.2.1. CLEARANCE DELIVERY & START-UP PROCEDURES**

When a flight is subject to an ATC slot, the pilot shall keep listening watch on ZURICH Delivery 20 minutes prior to beginning of the slot.

ACFT type must be reported with start-up clearance.

Pilots shall receive start-up/ATC clearance upon request from ZURICH Delivery, earliest 15 minutes before estimated time of departure, latest 10 min prior CTOT.

During winter operation, special DEP regulation active in case of moderate to heavy snowfall. Info on ATIS.

When ready request start-up clearance irrespective of ATC slot.

3.2.2. PUSH-BACK PROCEDURES**3.2.2.1. GENERAL**

For the towing or push-back a general authorization only will be given to the cockpit crew. Detailed instructions will be transmitted directly by Zurich Apron on the tow vehicle's frequency to the driver after the clearance has been issued to the cockpit crew.

3.2.2.2. ACFT WITH AUXILIARY POWER UNIT

- Request ATC clearance with ZURICH Delivery.
- Stand-by for push-back/tow clearance with ZURICH Apron.
- Push-back/tow manoeuvre.
- Request engine start-up with ZURICH Apron.
- Request taxi clearance with ZURICH Apron.

3.2.2.3 ACFT WITHOUT AUXILIARY POWER UNIT

- Request ATC clearance with ZURICH Delivery.
- Stand-by for engine start-up with ZURICH Apron.
- Request push-back/tow clearance with ZURICH Apron.
- Push-back/tow manoeuvre.
- Request taxi clearance with ZURICH Apron.

3.3. NOISE ABATEMENT**3.3.1. GENERAL**

The following procedures are designed to avoid excessive ACFT noise over populated areas in the vicinity of ZURICH APT. Deviations from published routes and procedures are only permitted for safety reasons. ACFT operators provable unable to comply shall submit alternative procedures for approval to the APT Authority. Jet ACFT not licensed in accordance with ICAO Annex 16, Vol I, chapter 3 are not permitted.

Deviation from SIDs as depicted on Zurich SID charts is only possible at altitudes at or above 5000'. Between 2201-0600LT deviation from SIDs leading into airway A9 is only possible at or above FL80 with permission of ATC.

As far as possible a rolling take-off is to be executed. Engine power shall be increased only after entering take-off RWY.

After lift-off climb with maximum climb gradient considering flight safety.

Fan jet engined ACFT

Take-off to 2900'

Take-off-power

Take-off flaps

Climb at $V_2 + 10$ KT (or as limited by body angle)

Reduce thrust to not less than climb power

Climb at $V_2 + 10$ KT (or as limited by body angle)

Normal speed and en-route climb configuration.

At 2900'

2900'-4500'

At 4500'

LSZH/ZRH
ZURICH**JEPPESEN**
20 AUG 10 (10-1P8)**ZURICH, SWITZERLAND**
AIRPORT BRIEFING**3. DEPARTURE****3.4. OTHER INFORMATION****3.4.1. LOCAL FLYING RESTRICTIONS****3.4.1.1. SCHEDULED AIR TRAFFIC****Flights can be planned between 0600-2300 LT.**

A Pilot in command can only expect to receive a departure clearance if he is ready to start the engines at 2245 LT at the latest. Departures are not permitted between 2330-0600 LT.

Exemptions can only be authorized by the APT Authority in unforeseen and exceptional cases, especially in severe weather conditions.

3.4.1.2. NON-SCHEDULED COMMERCIAL AIR TRAFFIC**Flights can be planned between 0600-2300 LT.**

A Pilot in command can only expect to receive a departure clearance if he is ready to start the turbo-jet or turbo-prop engine or, in case of piston engine ACFT, if he is ready to taxi at 2245 LT at the latest. Departures are not permitted between 2330-0600 LT.

Exemptions can only be authorized by the APT Authority in unforeseen and exceptional cases, especially in severe weather conditions.

Departure of charter flights can be planned between 0600-2200 LT.

A Pilot in command can only expect to receive a departure clearance if he is ready to start the engine at 2145 LT at the latest. Departures are not permitted between 2230-0600 LT.

Exemptions can only be authorized by the APT Authority in unforeseen and exceptional cases, especially in severe weather conditions.

3.4.1.3. PRIVATE TRAFFIC**Flights are not permitted between 2200-0600 LT.**

A Pilot in command can only expect to receive a departure clearance if he is ready to start the turbo-jet or turbo-prop engine or, in the case of piston engine ACFT, if he is ready to taxi at 2145 LT at the latest.

3.4.1.4. EXEMPTIONS

- Urgent flights with special authorization by Federal Office for Civil Aviation (FOCA), namely State ACFT with Diplomatic Clearance;
- Search and rescue flights;
- Police and supervision flights;
- Flights carrying sick or injured persons;
- Relief flights in disaster cases;
- Forced landing due to technical or other safety reasons;
- Alternate landing due to meteorological conditions.

In justified cases, the APT Authority may grant exemptions on request for particular or specified cases.

An application for such requests shall be submitted to:

Zurich APT Authority

TEL: + 41 (0) 43 816 2111

3.4.2. COMMUNICATION FAILURE

- Depending on the assigned departure route cross ZUE, ALBIX, WIL climbing to/at the last assigned and acknowledged FL but not below the minimum crossing altitude, then continue climb to flight plan level.

Note: Leave last assigned and acknowledged FL or altitude not earlier than 3 min after airborne.

- ACFT on RNAV departure routes shall cross DEGES, GERSA, SONGI, VEBIT climbing to/at last assigned and acknowledged FL but not below the minimum crossing altitude, then continue climb to flight plan level.

Note: Leave last assigned and acknowledged FL or altitude not earlier than 3 min after airborne.

LSZH/ZRH
ZURICH

JEPPESEN
12 DEC 08 10-1R

ZURICH, SWITZERLAND

RADAR MINIMUM ALTITUDES

ZURICH Arrival (APP/R)

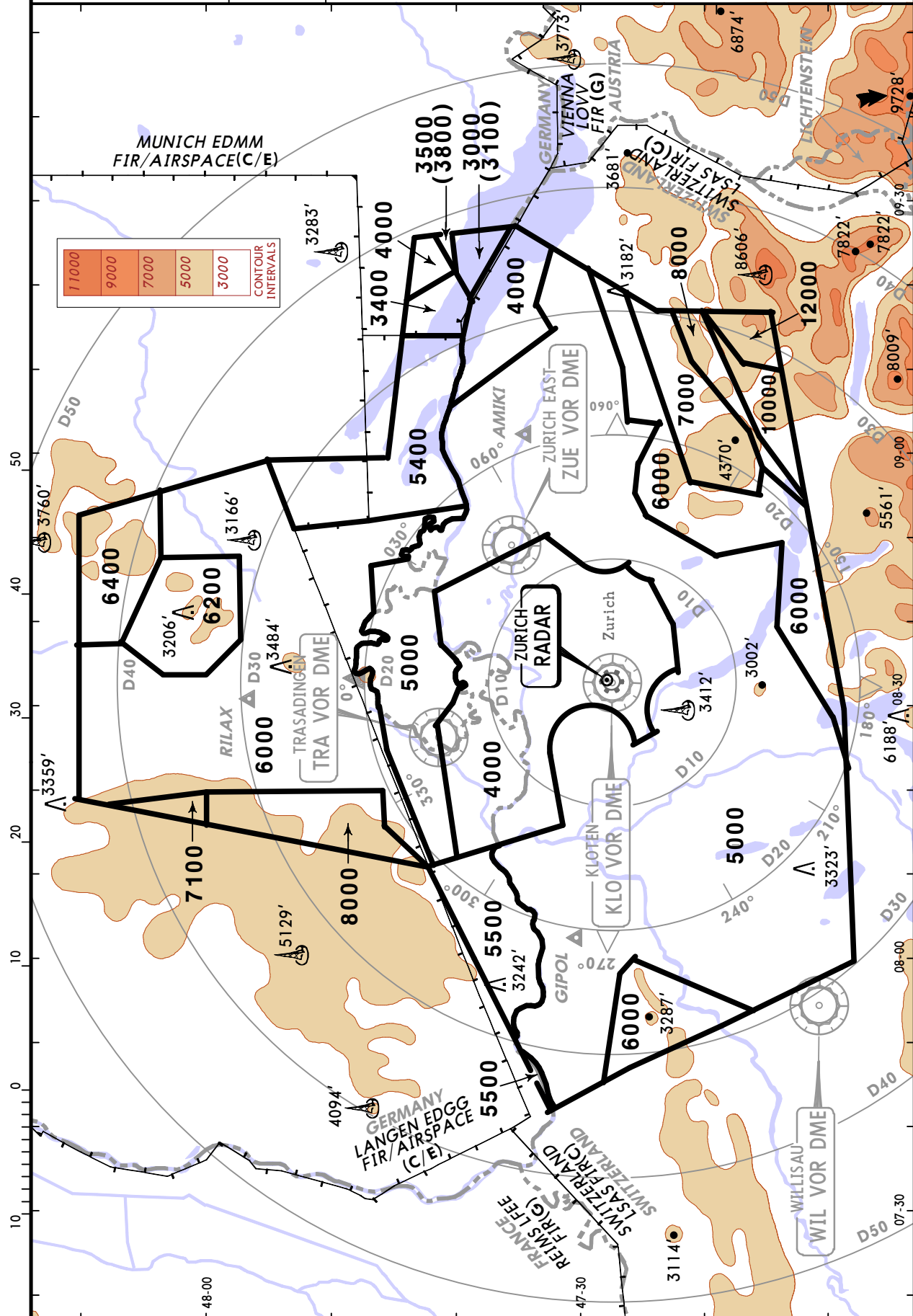
118.0
120.75
119.7

Apt Elev
1416'

Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. Altitudes are based on Zurich QNH. **2.** Minimum altitudes over Swiss territory are protected for low temperatures.

3. Altitudes in brackets apply for the period from airac date in November until airac date in March, unless published otherwise by NOTAM. **4.** The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.



CHANGES: Sectors & sector altitudes established.

© JEPPESEN, 2006, 2008. ALL RIGHTS RESERVED.

(10-1V) 10 JUL 09 **JEPPESSEN**

[illegible]

JEPPESEN

10 JUL 09

10-1VA

AREA
ZÜRICH

SWITZERLAND

TMA (C) Zürich except CTR Dübendorf when active.

TMA (C) Zürich außer CTR Dübendorf wenn aktiviert.

Times of activity of TMA sectors 14, 15 & CTR 2:
Mon-Fri: 2045-0715LT;
Sat, Sun/Hol and public German Hol:
1945-0915LT.

Aktivierungszeiten der TMA Sektoren 14, 15 & CTR 2:
Mon-Fri: 2045-0715LT;
Sat, Sun/Hol sowie allgemeine Feiertage in Deutsch-
land:
1945-0915LT.

For REPs and Routes see approach charts.

Angaben zu REPs & Routes sind den Approach Charts
zu entnehmen.

LSZH/ZRH
ZURICH

JEPPESSEN
27 NOV 09 **10-2**

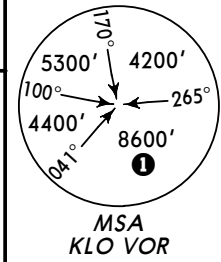
ZURICH, SWITZERLAND

TRANSITION

ATIS
128.52

Apt Elev
1416'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'



1 5900' within
17 DME

RNAV TRANSITIONS

RNAV (DME/DME OR GNSS)

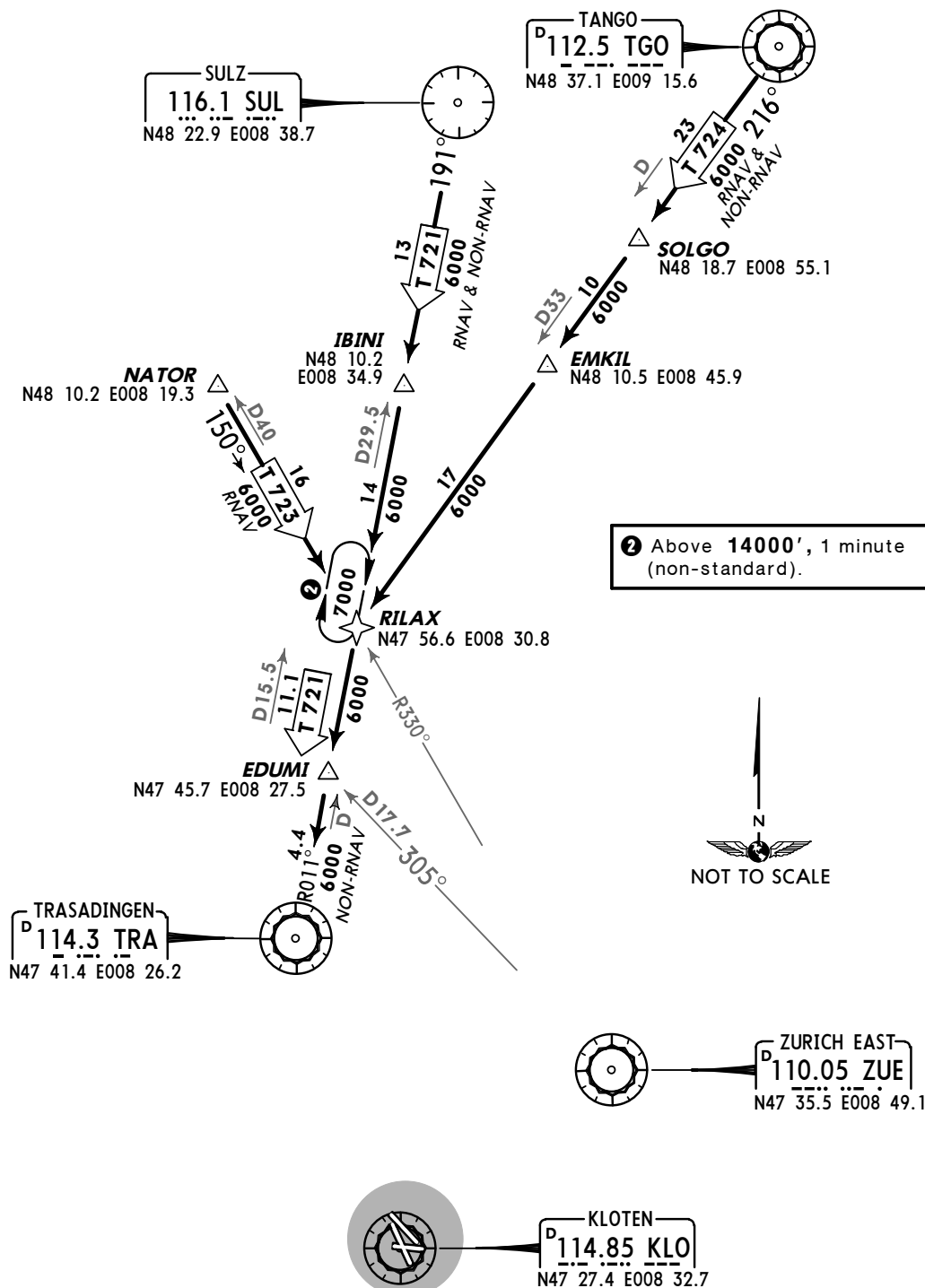
TRANSITIONS

TO RILAX HOLDING & TRA

FOR ROUTE CONTINUATION AFTER RILAX REFER TO CHART 10-2D

FOR ROUTE CONTINUATION AFTER TRA REFER TO CHART 10-2G

SPEED MAX 250 KT BELOW FL100



LSZH/ZRH
ZURICH

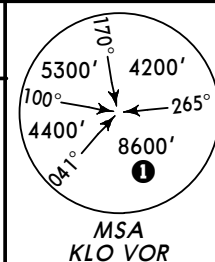
JEPPesen
27 NOV 09 **(10-2A)**

ZURICH, SWITZERLAND
RNAV TRANSITION

ATIS
128.52

Apt Elev
1416'

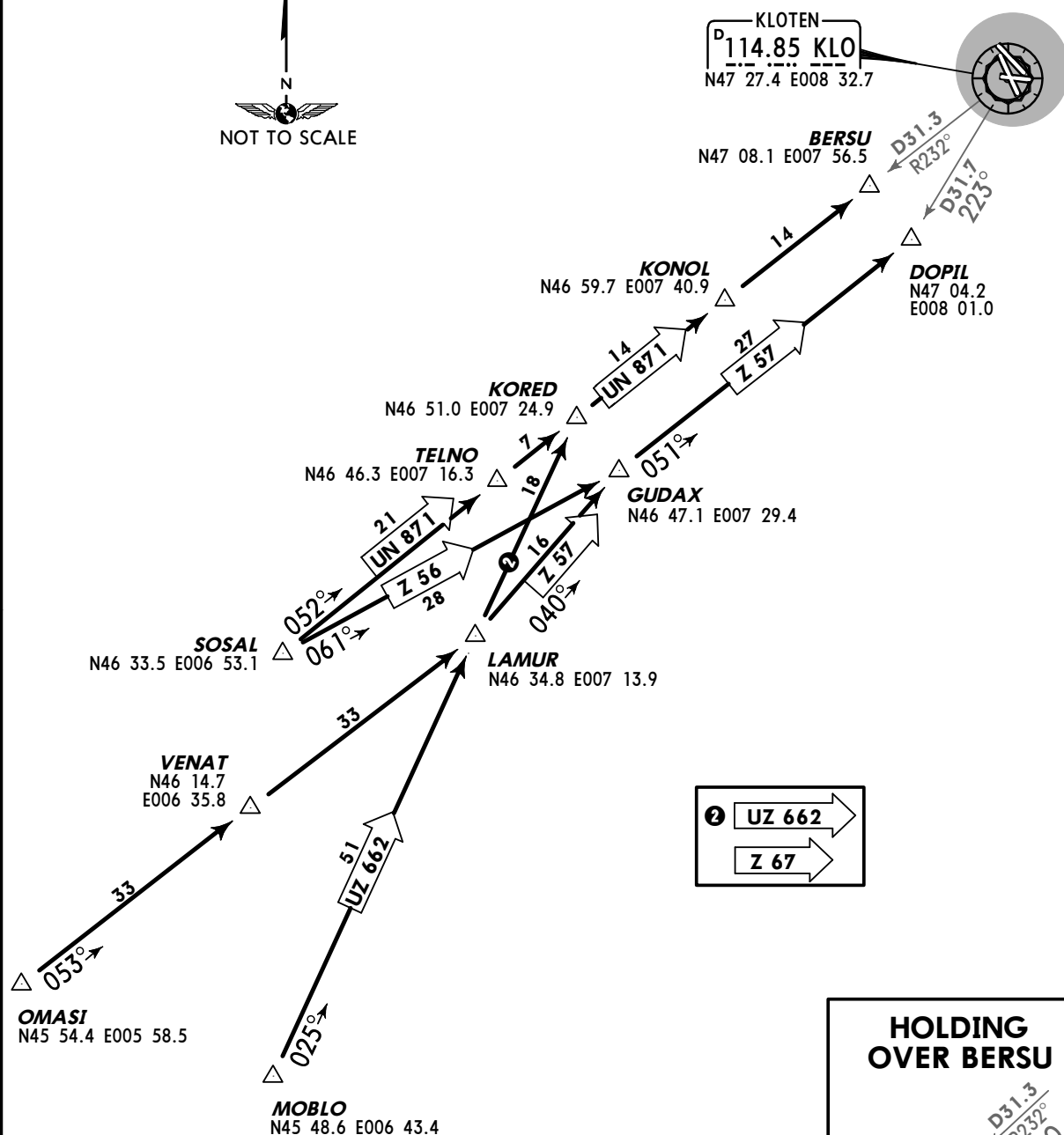
Alt Set: hPa
Trans level: By ATC Trans alt: 7000'



1 5900' within
17 DME

RNAV TRANSITIONS
RNAV (DME/DME OR GNSS)
TO BERSU HOLDING & DOPIL
FOR ROUTE CONTINUATION AFTER BERSU AND DOPIL
REFER TO CHART 10-2B

SPEED: MAX 250 KT BELOW FL100

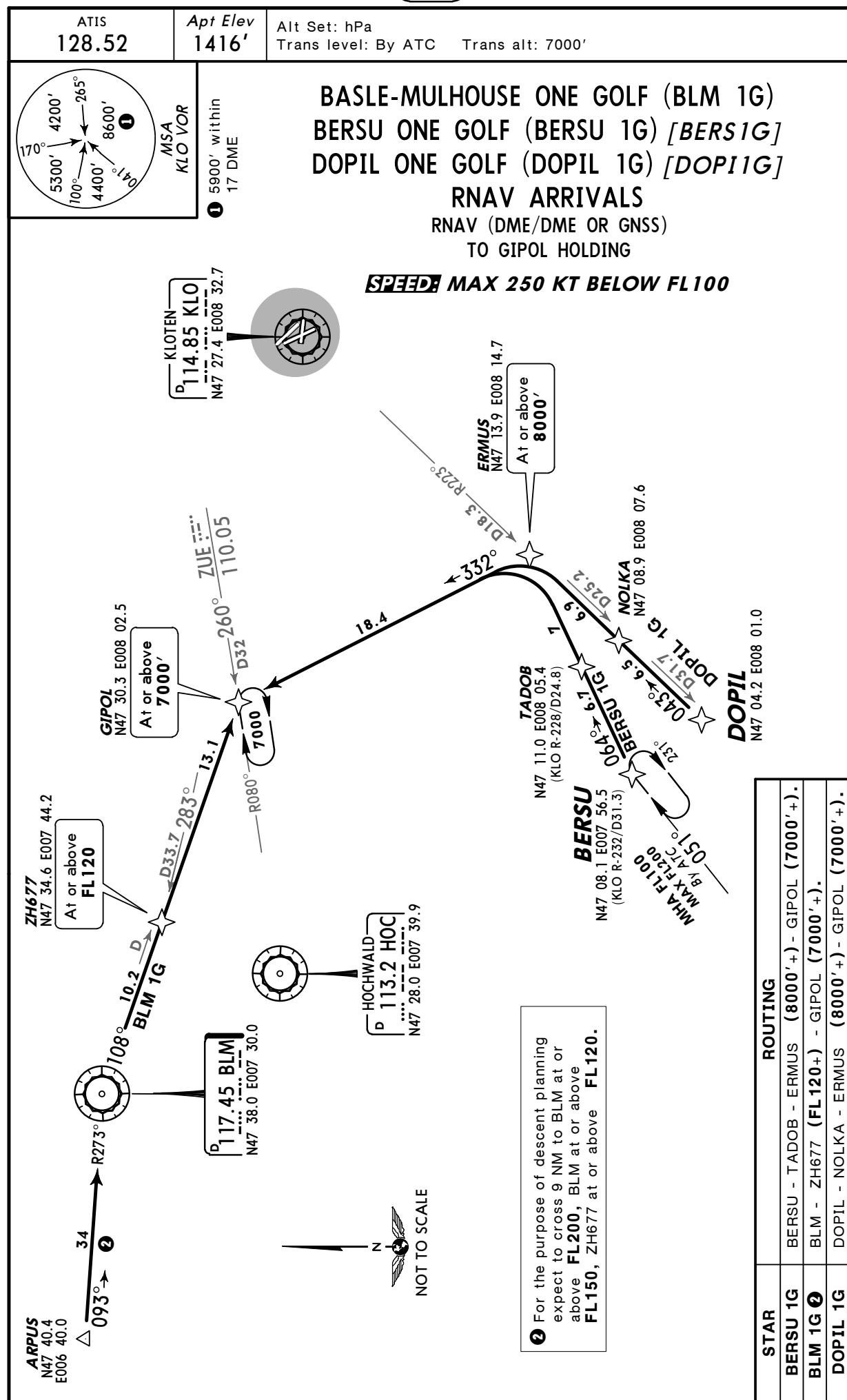


LSZH/ZRH
 ZURICH

JEPPESEN
 27 MAR 09 10-2B Eff 9 Apr

ZURICH, SWITZERLAND

RNAV STAR



LSZH/ZRH
 ZURICH

JEPPesen
 27 MAR 09 10-2C Eff 9 Apr

ZURICH, SWITZERLAND

RNAV STAR

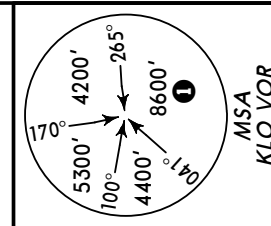
ATIS
 128.52

Apt Elev
 1416'

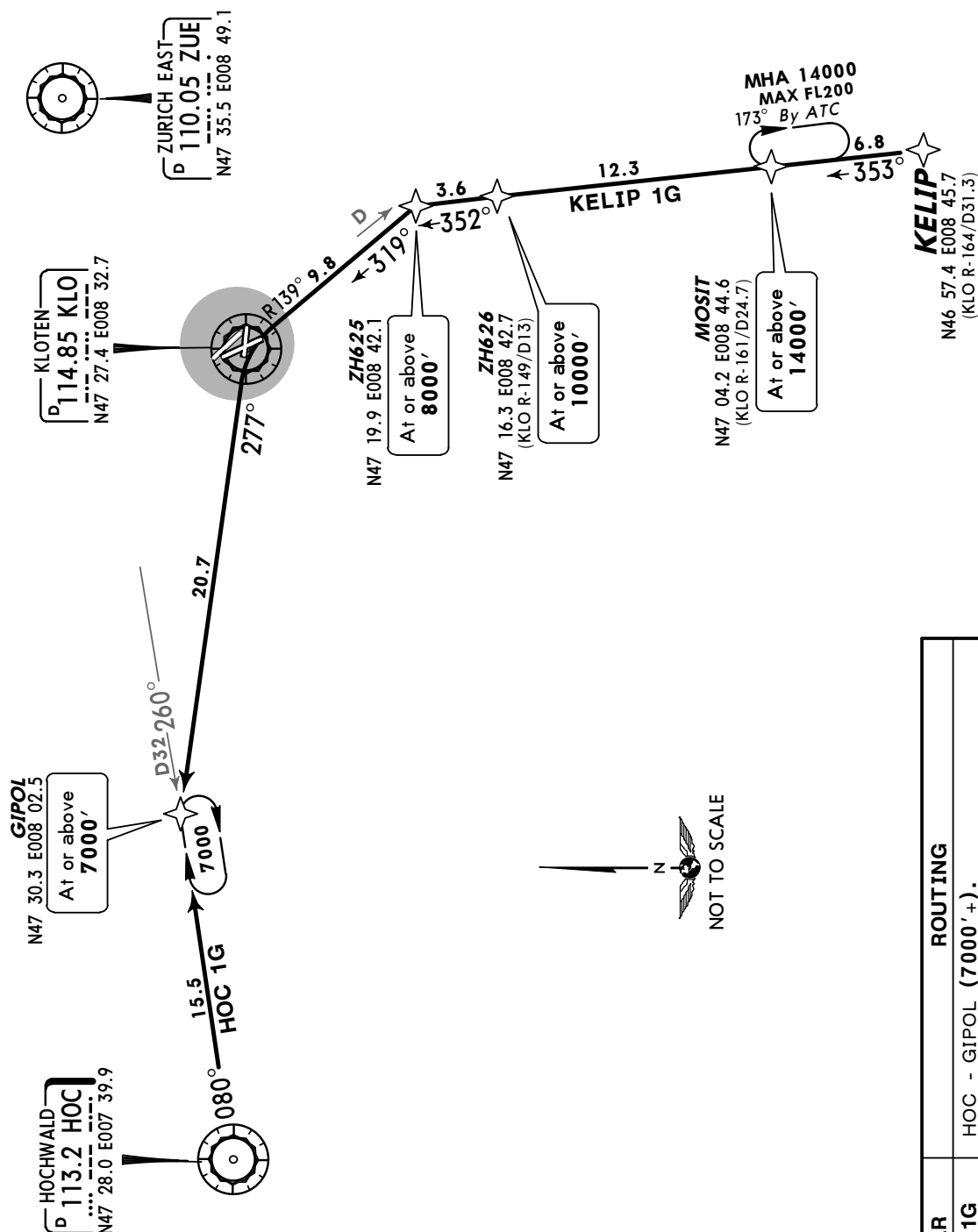
Alt Set: hPa
 Trans level: By ATC Trans alt: 7000'

HOCHWALD ONE GOLF (HOC 1G)
 KELIP ONE GOLF (KELIP 1G) [KELI1G]
 RNAV ARRIVALS
 RNAV (DME/DME OR GNSS)
 TO GIPOLE HOLDING

SPEED: MAX 250 KT BELOW FL100



5900' within
 17 DME



STAR	ROUTING
HOC 1G	HOC - GIPOLE (7000' +).
KELIP 1G	KELIP - MOSIT (14000' +) - ZH626 (10000' +) - ZH625 (8000' +) - KLO - GIPOLE (7000' +).

LSZH/ZRH
 ZURICH

JEPPESEN
 27 NOV 09 10-2D

ZURICH, SWITZERLAND

RNAV STAR

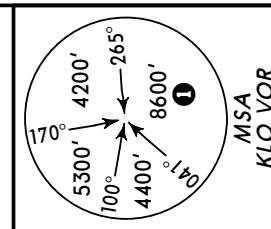
ATIS
 128.52

Apt Elev
 1416'

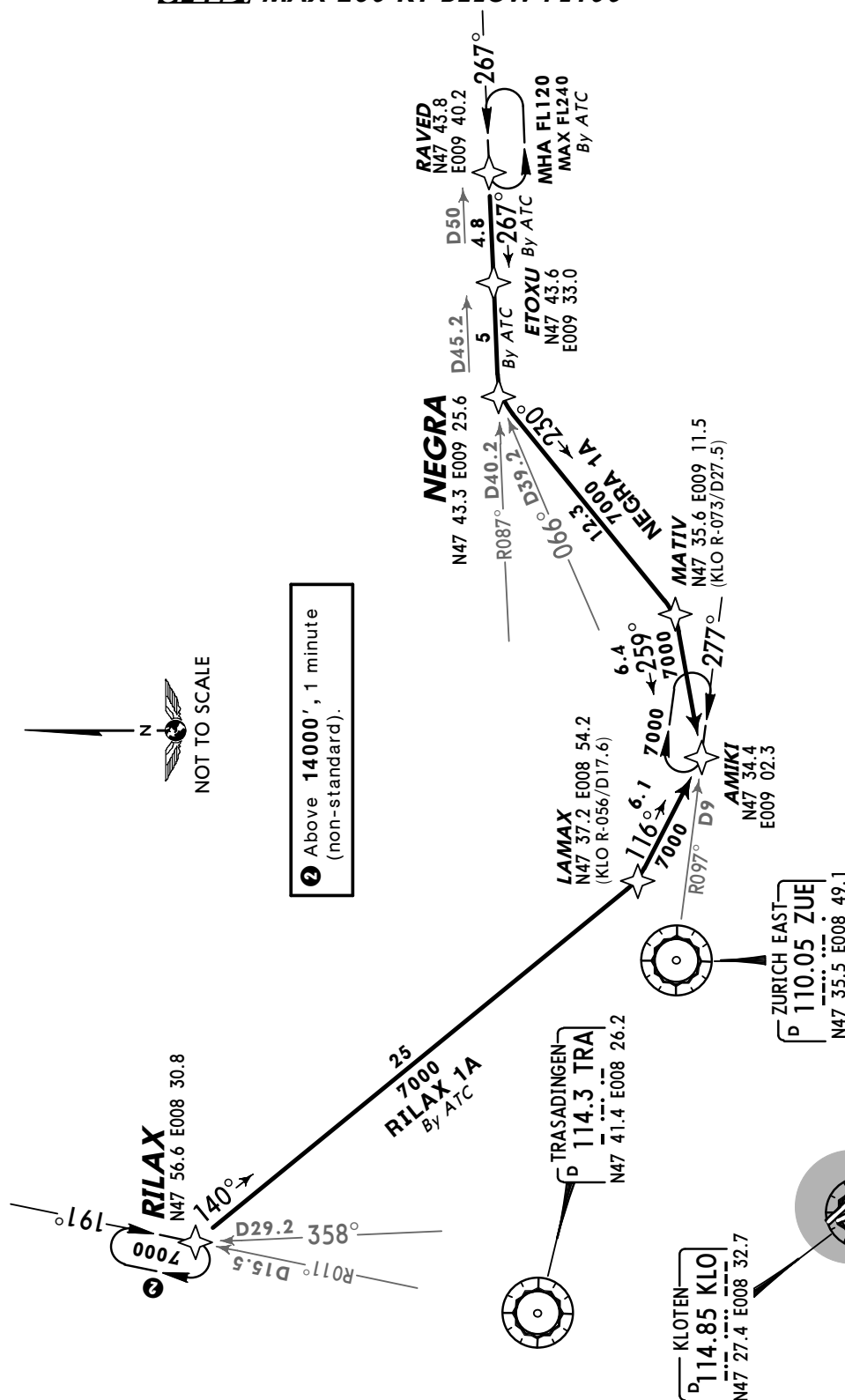
Alt Set: hPa
 Trans level: By ATC Trans alt: 7000'

NEGRA ONE ALFA (NEGRA 1A) [NEGR1A]
 RILAX ONE ALFA (RILAX 1A) [RILA1A]
 RNAV ARRIVALS
 RNAV (DME/DME OR GNSS)
 TO AMIKI HOLDING

SPEED: MAX 250 KT BELOW FL100



① 5900' within
 17 DME



STAR	ROUTING
NEGRA 1A	NEGRA - MATIV - AMIKI.
RILAX 1A By ATC	RILAX - LAMAX - AMIKI.

LSZH/ZRH
ZURICH

JEPPESEN
27 MAR 09 10-2F

Eff 9 Apr

ZURICH, SWITZERLAND

STAR

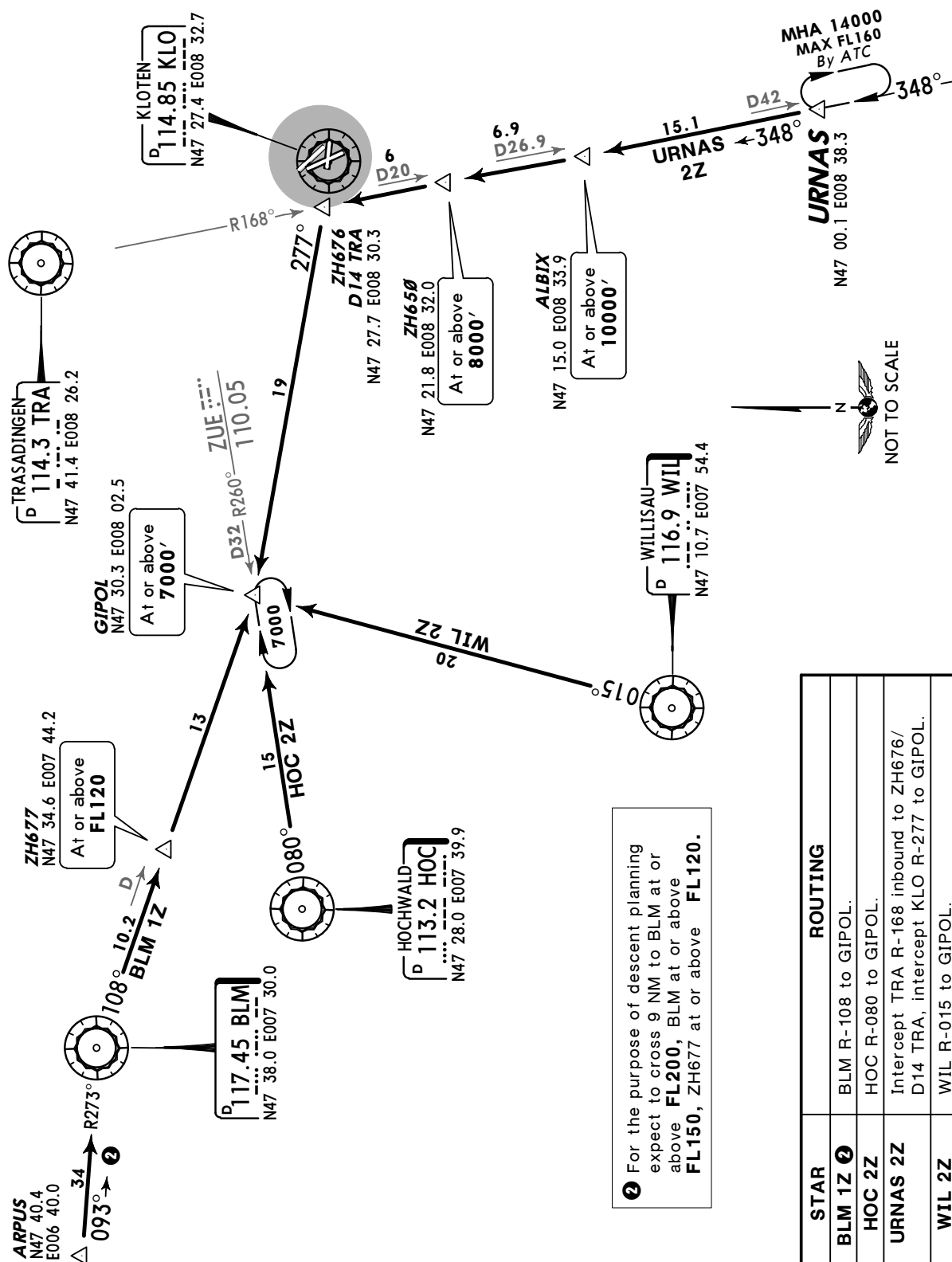
ATIS
128.52

Apt Elev
1416'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'

BASLE-MULHOUSE ONE ZULU (BLM 1Z)
HOCHWALD TWO ZULU (HOC 2Z)
URNAS TWO ZULU (URNAS 2Z) [URNA2Z]
WILLISAU TWO ZULU (WIL 2Z)
ARRIVALS
TO GIPOL HOLDING

SPEED: MAX 250 KT BELOW FL100



LSZH/ZRH
ZURICH

JEPPESEN
27 MAR 09 10-2G Eff 9 Apr

ZURICH, SWITZERLAND

STAR

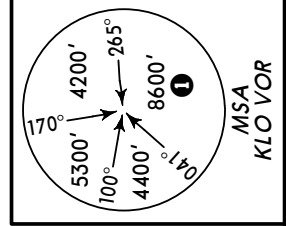
ATIS
128.52

Apt Elev
1416'

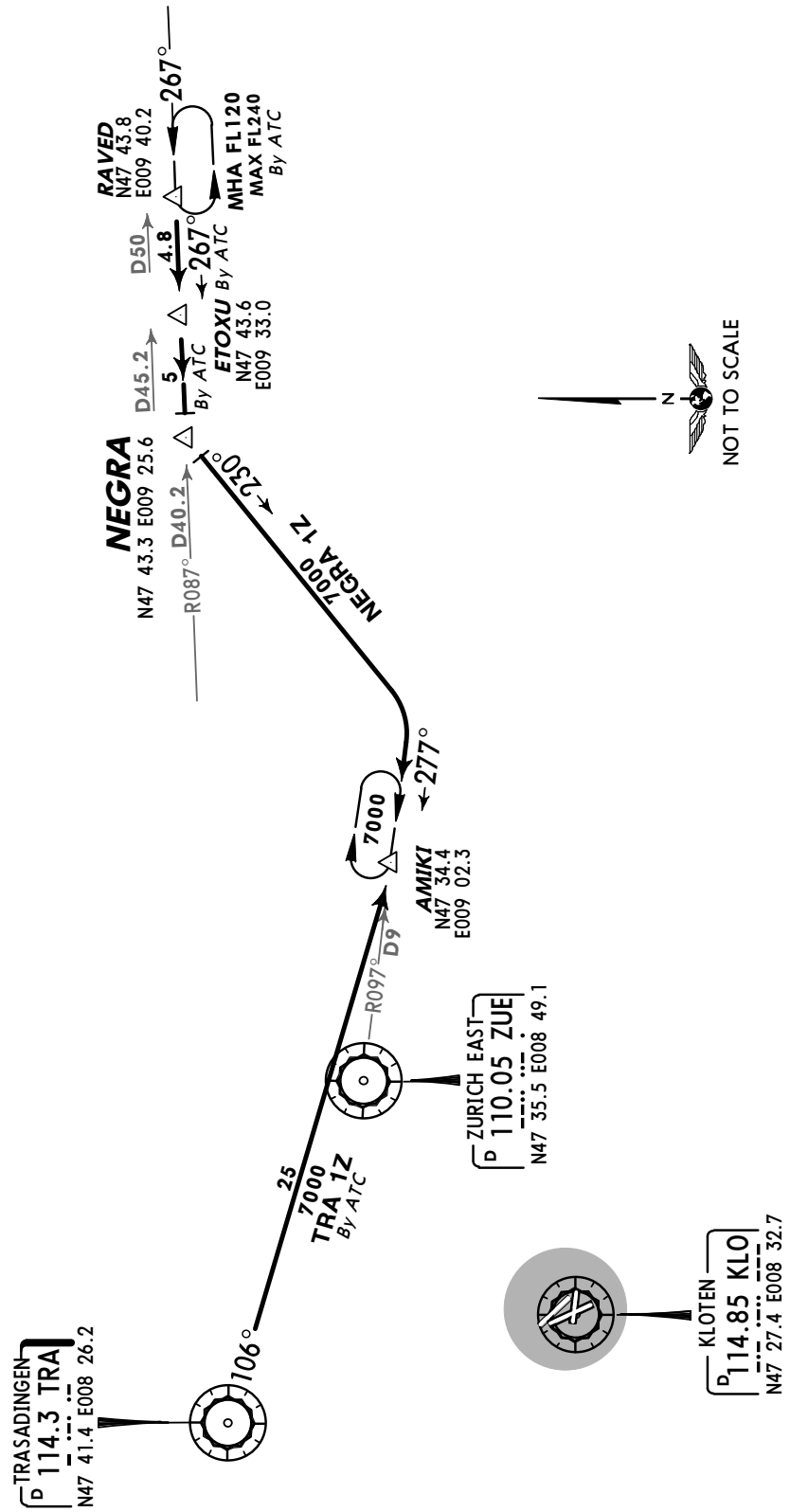
Alt Set: hPa
Trans level: By ATC Trans alt: 7000'

NEGRA ONE ZULU (NEGRA 1Z) [NEGR1Z]
TRASADINGEN ONE ZULU (TRA 1Z)
ARRIVALS
TO AMIKI HOLDING

SPEED: MAX 250 KT BELOW FL100



5900' within
17 DME



STAR	ROUTING
NEGRA 1Z	230° track, intercept ZUE R-097 inbound to AMIKI.
TRA 1Z By ATC	TRA R-106 to AMIKI.

LSZH/ZRH
ZURICH **JEPPESEN**
16 OCT 09 **10-3****Eff 22 Oct****ZURICH, SWITZERLAND****SID**

SID DESIGNATION	REFER TO CHART
ALBIX 1C, 1D, 1R	10-3B
ALBIX 1V	10-3C
ALBIX 1G, 1M	10-3D
WIL 2C, 2D, 2Q, 2R	10-3E
WIL 2V	10-3F
WIL 2G, 2M	10-3G
ZUE 1D, 1R	10-3H
ZUE 1V	10-3J
ZUE 2F, 1G, 2L, 1M	10-3K
ALBIX 2A	10-3L
WIL 3A, ZUE 2A	10-3M

FOR RNAV SID DESIGNATION & TRANSITION
REFER TO PAGE 10-3A

LSZH/ZRH
ZURICH
 **JEPPESEN**
16 OCT 09 **(10-3A)** **Eff 22 Oct**

ZURICH, SWITZERLAND

RNAV SID

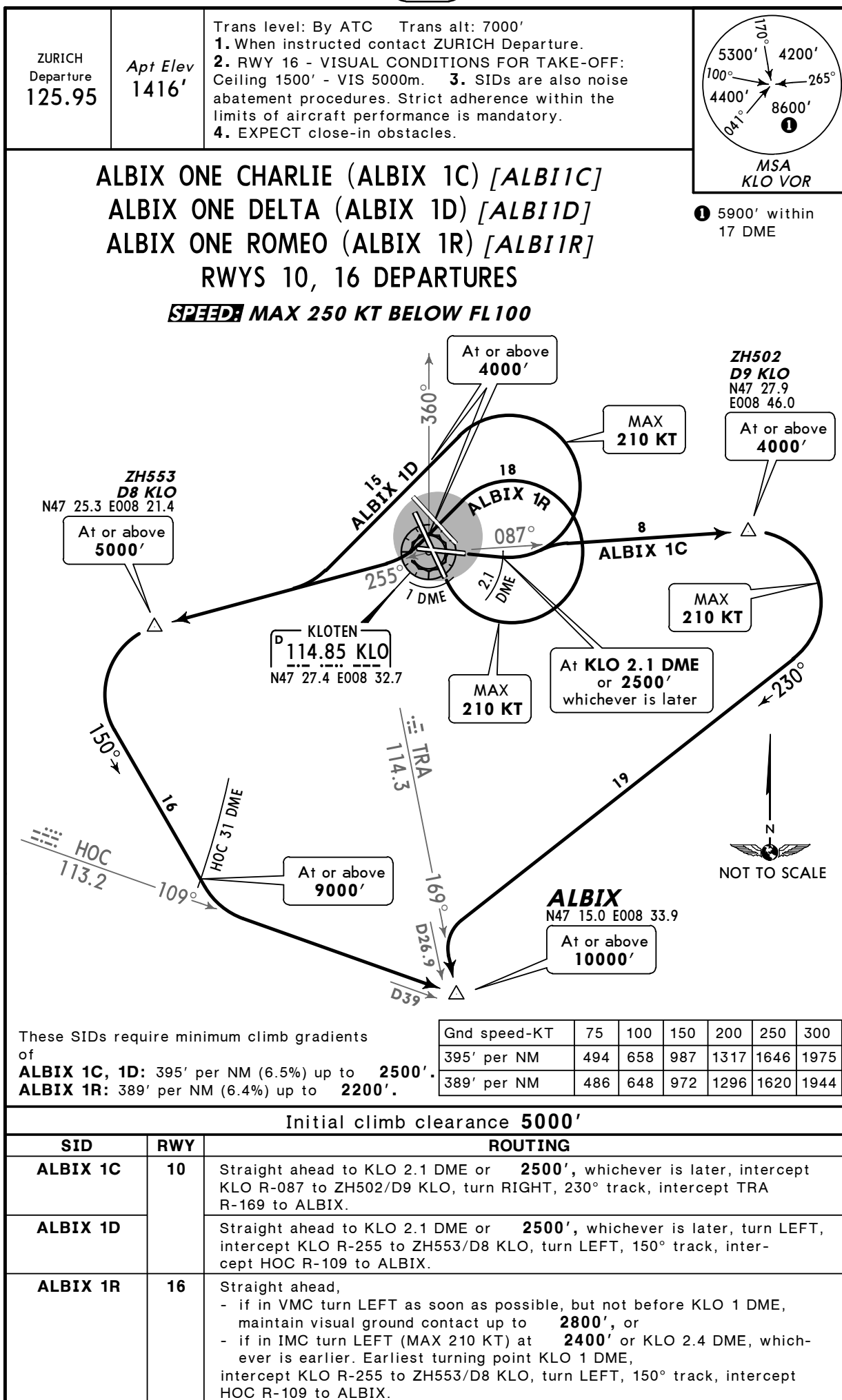
RNAV SID DESIGNATION	REFER TO CHART
DEGES 1D, 1R	10-3N
DEGES 1S	10-3P
DEGES 1E	10-3Q
DEGES 1W	10-3S
DEGES 2F, 1H, 2L, 1N	10-3T
GERSA 1C	10-3T1
SONGI 2F, 1H, 2L, 1N	10-3T2
VEBIT 2E, 2S	10-3T3
VEBIT 2W	10-3T4
VEBIT 2H, 2N	10-3U
DEGES 2A	10-3V
DEGES 2B	10-3V1
GERSA 1E	10-3V2
GERSA 2B	10-3V3
GERSA 1S	10-3V4
GERSA 1W	10-3V5
GERSA 1H, 1N	10-3V6
VEBIT 3B	10-3V7
TRANSITION	REFER TO CHART
NORTHBOUND AFTER DEGES & ZUE	10-3W
NORTHBOUND AFTER SONGI	10-3X
EASTBOUND AFTER DEGES & ZUE	10-3X1
SOUTH- & WESTBOUND AFTER VEBIT	10-3X2

LSZH/ZRH
ZURICH

JEPPESEN
16 DEC 05 (10-3B)

ZURICH, SWITZERLAND

SID



LSZH/ZRH
ZURICH

JEPPESEN
16 DEC 05 **(10-3C)**

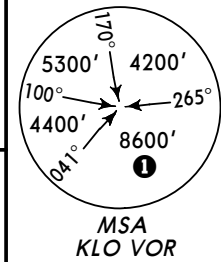
ZURICH, SWITZERLAND

SID

ZURICH
Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



① 5900' within 17 DME

ALBIX ONE VICTOR (ALBIX 1V) [ALBI1V]
RWY 28 DEPARTURE

~~SPEED~~ MAX 250 KT BELOW FL100

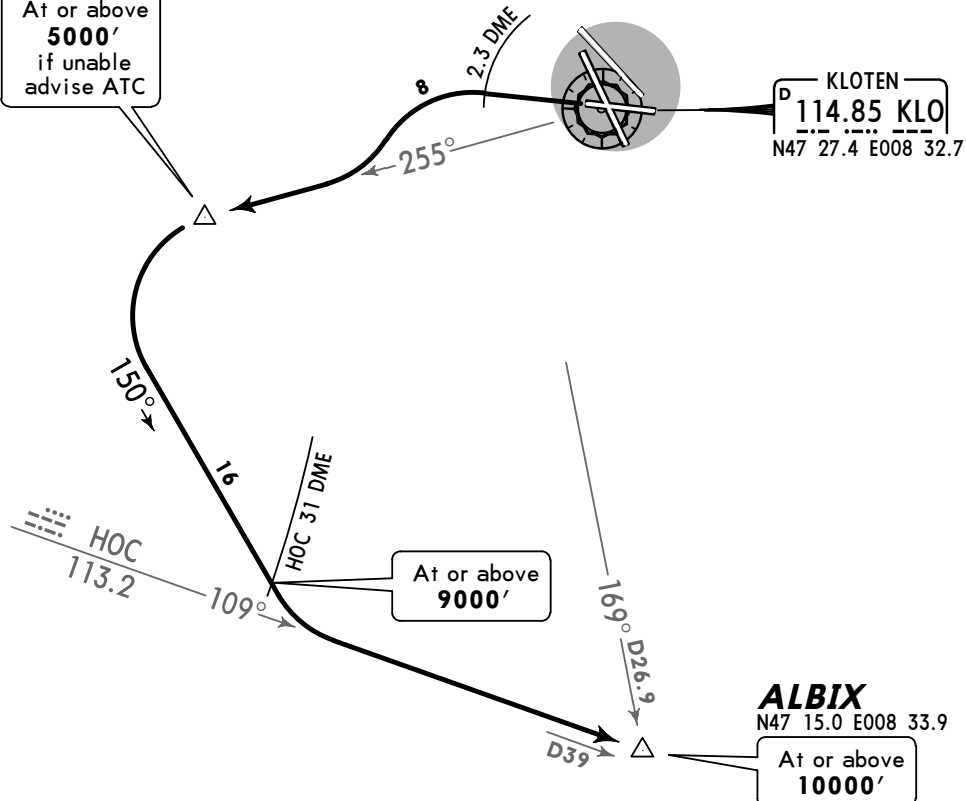
TRASADINGEN
D 114.3 TRA
N47 41.4 E008 26.2



ZH553
D8 KLO
N47 25.3 E008 21.4

At or above
5000'
if unable
advise ATC

KLOTEN
D 114.85 KLO
N47 27.4 E008 32.7



This SID requires a minimum climb gradient of 413' per NM (6.8%) up to **2500'**.

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066

Initial climb clearance 5000'

ROUTING

Straight ahead to KLO 2.3 DME, turn LEFT, intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

LSZH/ZRH
ZURICH

JEPPesen
4 FEB 11 **10-3D**

Eff 10 Feb

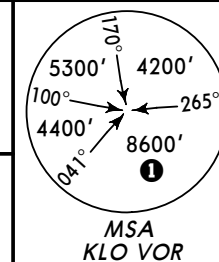
ZURICH, SWITZERLAND

SID

ZURICH
Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



1 5900' within
17 DME

ALBIX 1G [ALBI1G]
ALBIX 1M [ALBI1M]
RWYS 34, 32 DEPARTURES

~~SPEED~~ MAX 250 KT BELOW FL100

- 2** 331° track (Rwy 32) or 334° track (Rwy 34).
- 3** A340 & B747: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.
- 4** A380: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.



TRASADINGEN
114.3 TRA
N47 41.4 E008 26.2

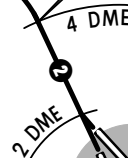


BREGO
N47 23.4 E008 20.8
At or above
5000'

ALBIX 1G
At or above
3500' 3

ALBIX 1M
At or above
3500' 4

**MAX
210 KT**



KLOTEN
114.85 KLO
N47 27.4 E008 32.7

WIL
116.9
055°

HOC
113.2
109°

At or above
9000'

ALBIX
N47 15.0 E008 33.9
At or above
10000'

These SIDs require minimum climb gradients of

ALBIX 1G: 316' per NM (5.2%) up to 3300'.

ALBIX 1M: 322' per NM (5.3%) up to 3300'.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
316' per NM	395	527	790	1053	1317	1580

Initial climb clearance 5000'

SID	RWY	ROUTING
ALBIX 1G	34	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.
ALBIX 1M	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

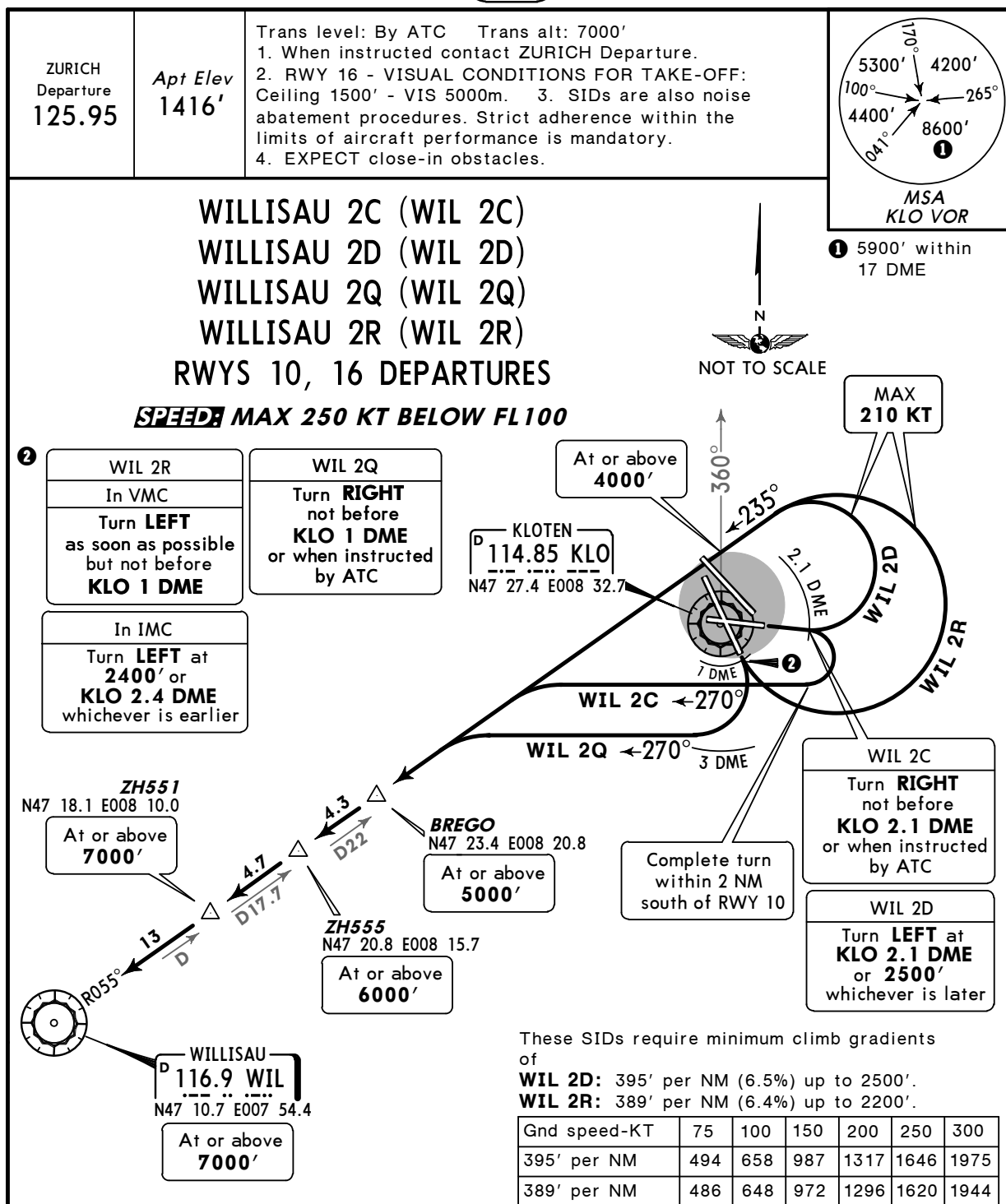
LSZH/ZRH
ZURICHJEPPESEN
4 FEB 11

10-3E

Eff 10 Feb

ZURICH, SWITZERLAND

SID

Initial climb clearance **5000'**

SID	RWY	ROUTING
WIL 2C FOR PROPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY ③	10	Climb straight ahead, short VISUAL RIGHT turn not before KLO 2.1 DME or when instructed by ATC, complete turn within 2 NM south of runway 10 and maintain visual ground contact up to 4400', 270° track, intercept WIL R-055 inbound to WIL.
WIL 2D		Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to WIL.
WIL 2Q FOR PROPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY ③	16	Climb straight ahead, short VISUAL RIGHT turn not before KLO 1 DME or when instructed by ATC, complete turn within KLO 3 DME and maintain visual ground contact up to 4400', 270° track, intercept WIL R-055 inbound to WIL.
WIL 2R		Climb straight ahead, - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or - if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept WIL R-055 inbound to WIL.

③ Allocated only if the relevant hill tops for visual part are clearly visible by TWR.

LSZH/ZRH
ZURICH

JEPPESEN
 4 FEB 11 **10-3F**

Eff 10 Feb

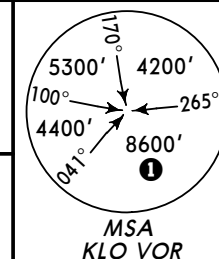
ZURICH, SWITZERLAND

SID

ZURICH
 Departure
125.95

Apt Elev
1416'

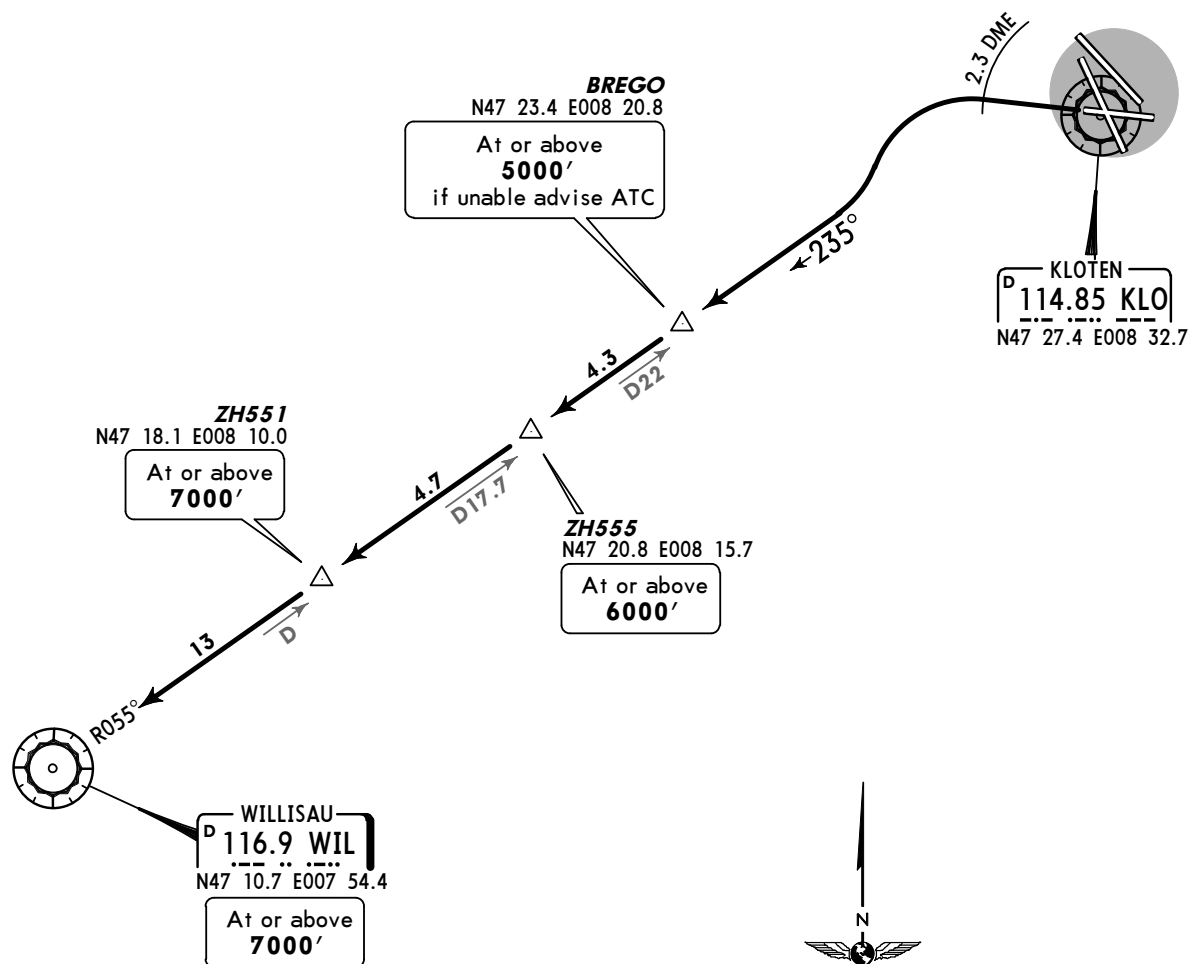
Trans level: By ATC Trans alt: 7000'
 1. When instructed contact ZURICH Departure.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



1 5900' within 17 DME

WILLISAU 2V (WIL 2V)
RWY 28 DEPARTURE

~~SPEED~~ MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 413' per NM (6.8%) up to 2500'.

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066

Initial climb clearance 5000'

ROUTING

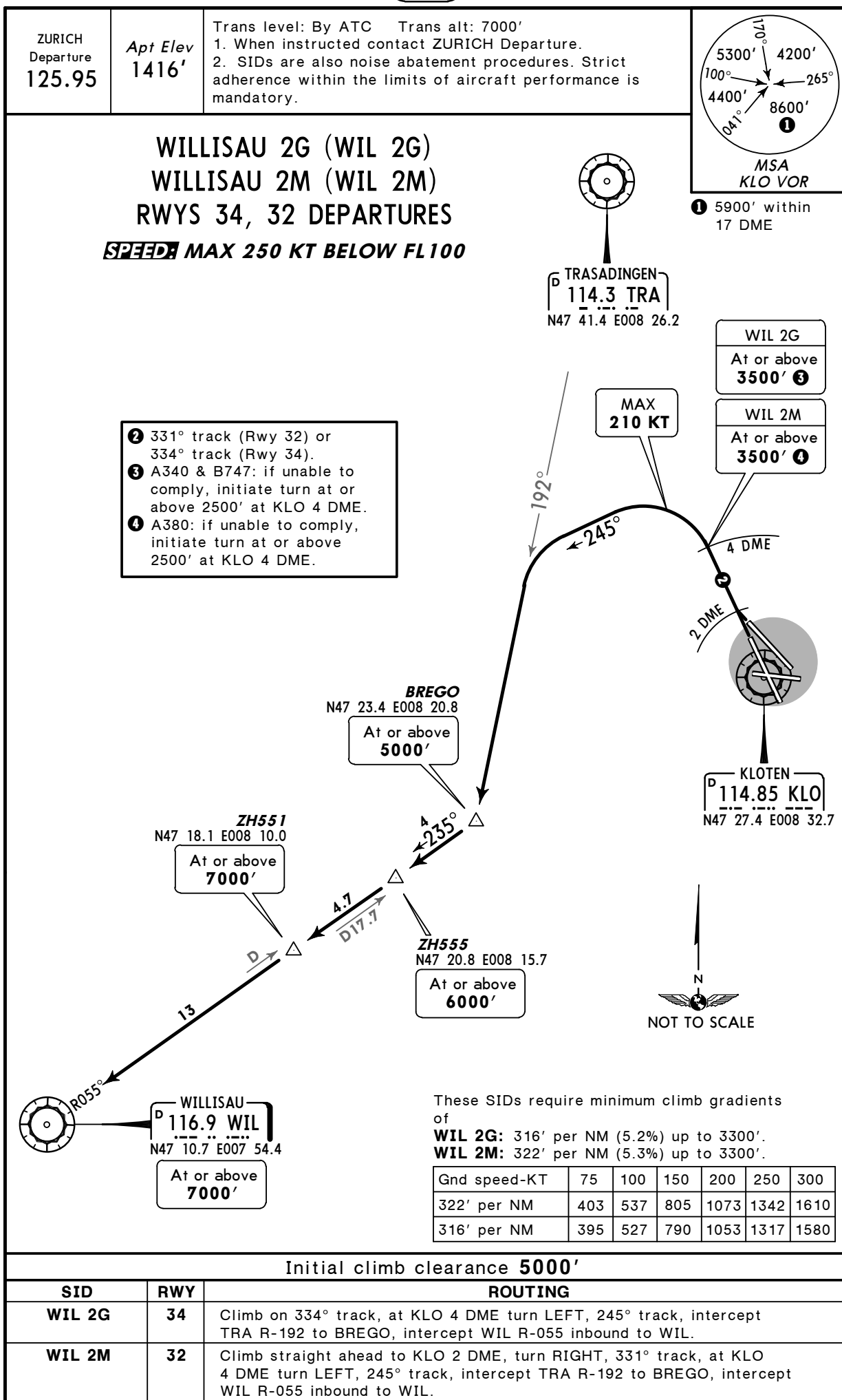
Climb straight ahead to KLO 2.3 DME, turn LEFT, intercept WIL R-055 inbound to WIL.

LSZH/ZRH
ZURICH

JEPPESSEN
4 FEB 11 **10-3G**

ZURICH, SWITZERLAND

SID



LSZH/ZRH
ZURICH

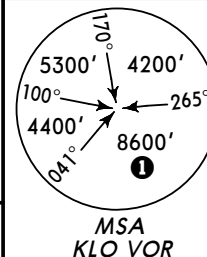
JEPPESSEN
 16 DEC 05 **(10-3H)**

ZURICH, SWITZERLAND
SID

ZURICH
 Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. RWY 16 - VISUAL CONDITIONS FOR TAKE-OFF:
 Ceiling 1500' - VIS 5000m. **3.** SIDs are also noise
 abatement procedures. Strict adherence within the
 limits of aircraft performance is mandatory.
4. EXPECT close-in obstacles.



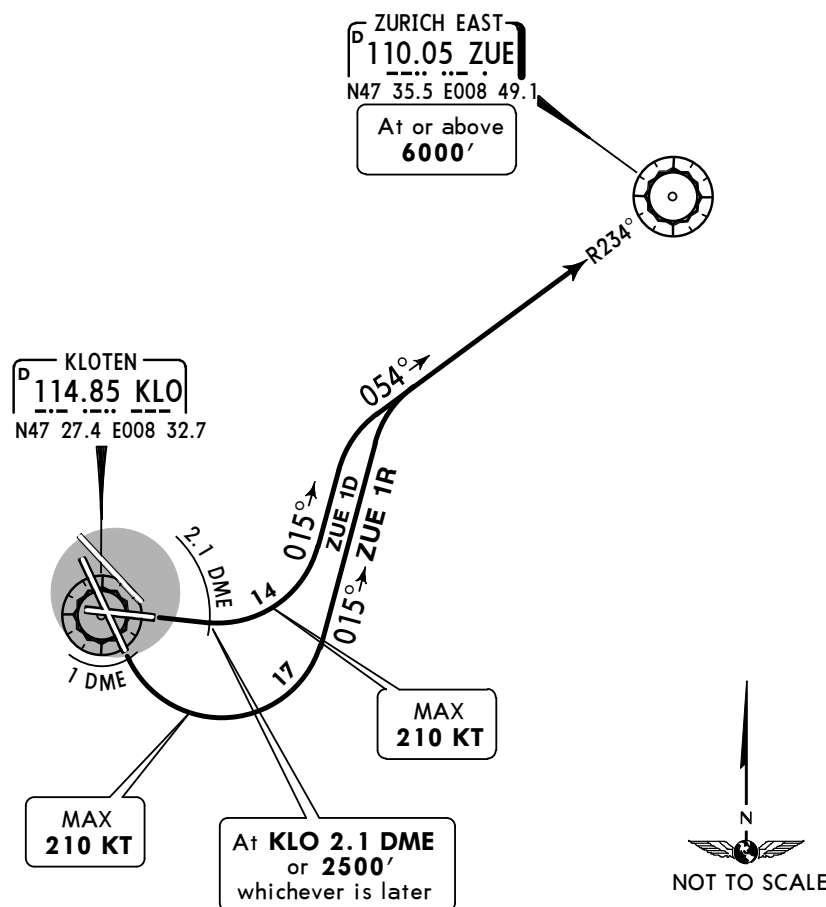
1 5900' within
 17 DME

ZURICH EAST ONE DELTA (ZUE 1D)
ZURICH EAST ONE ROMEO (ZUE 1R)

RWYS 10, 16 DEPARTURES

FOR ROUTE CONTINUATION AFTER ZUE REFER TO CHARTS 10-3W & 10-3X1

~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients
 of

ZUE 1D: 395' per NM (6.5%) up to **2500'**.
ZUE 1R: 389' per NM (6.4%) up to **2200'**.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
389' per NM	486	648	972	1296	1620	1944

Initial climb clearance **5000'**

SID	RWY	ROUTING
ZUE 1D	10	Straight ahead to KLO 2.1 DME or 2500' , whichever is later, turn LEFT, 015° track, intercept ZUE R-234 inbound to ZUE.
ZUE 1R	16	Straight ahead, - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800' , or - if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, 015° track, intercept ZUE R-234 inbound to ZUE.

LSZH/ZRH
ZURICH

JEPPESSEN
 16 DEC 05 **(10-3J)**

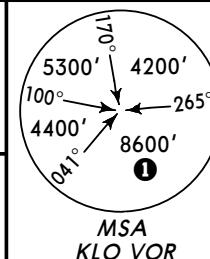
ZURICH, SWITZERLAND

SID

ZURICH
 Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



1 5900' within
 17 DME

ZURICH EAST ONE VICTOR (ZUE 1V)
RWY 28 DEPARTURE
 FOR ROUTE CONTINUATION AFTER ZUE
 REFER TO CHARTS 10-3W & 10-3X1
***SPEED* MAX 250 KT BELOW FL100**



ZH552
D6.5 KLO
 N47 25.7 E008 23.5

At
ZH552/D6.5 KLO
 or when
 instructed by ATC

MAX
210 KT

KLOTEN
114.85 KLO
 N47 27.4 E008 32.7

ZURICH EAST
110.05 ZUE
 N47 35.5 E008 49.1

At or above
6000'

This SID requires a minimum climb gradient
 of
 413' per NM (6.8%) up to **2500'**.

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066

Initial climb clearance 5000'

ROUTING

Straight ahead to KLO 2.3 DME, turn LEFT, intercept KLO R-255, at ZH552/D6.5 KLO or when instructed by ATC turn LEFT, intercept ZUE R-234 inbound to ZUE.

LSZH/ZRH
ZURICHJEPPesen
4 FEB 11

10-3K

Eff 10 Feb

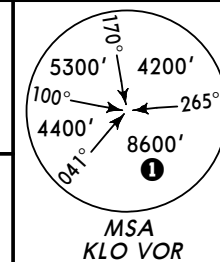
ZURICH, SWITZERLAND

SID

ZURICH
Departure
125.95Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'

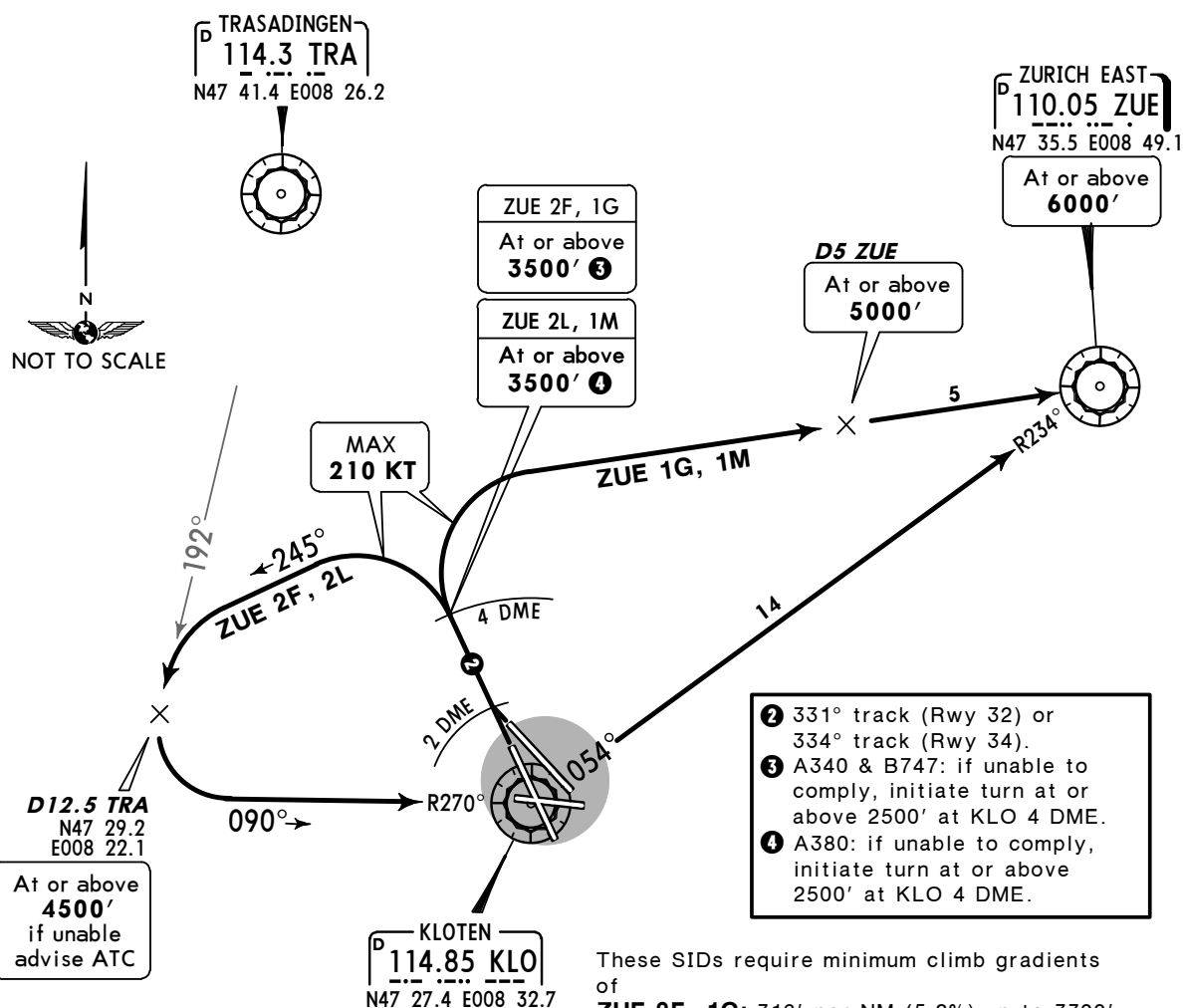
1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



① 5900' within
17 DME

ZURICH EAST 2F (ZUE 2F)
ZURICH EAST 1G (ZUE 1G)
ZURICH EAST 2L (ZUE 2L)
ZURICH EAST 1M (ZUE 1M)
RWYS 34, 32 DEPARTURES

FOR ROUTE CONTINUATION AFTER ZUE REFER TO CHARTS 10-3W & 10-3X1

SPEED MAX 250 KT BELOW FL100

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
316' per NM	395	527	790	1053	1317	1580

Initial climb clearance **5000'**

SID	RWY	ROUTING
ZUE 2F	34	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO, intercept ZUE R-234 inbound to ZUE.
ZUE 1G		Climb on 334° track, at KLO 4 DME turn RIGHT to ZUE.
ZUE 2L	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO, intercept ZUE R-234 inbound to ZUE.
ZUE 1M		Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn RIGHT to ZUE.

LSZH/ZRH
ZURICHJEPPESEN
4 FEB 11 10-3L

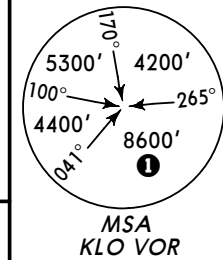
Eff 10 Feb

ZURICH, SWITZERLAND

SID

ZURICH
Departure
125.95Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
 1. When instructed contact ZURICH Departure.
 2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.

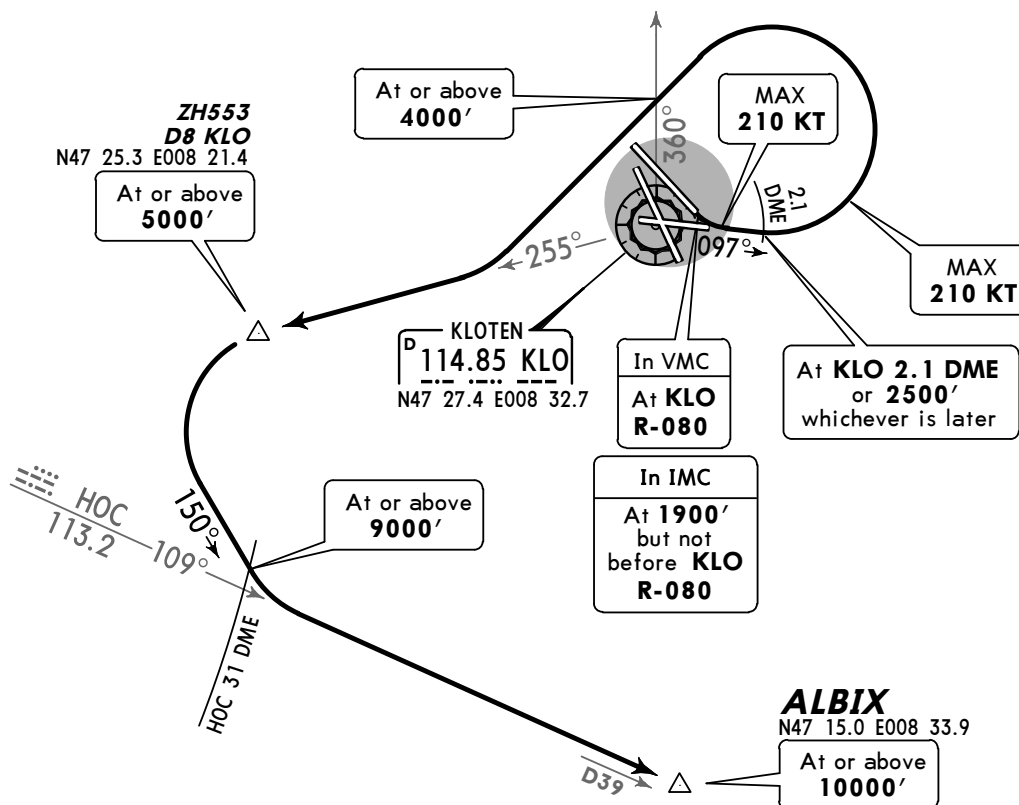


① 5900' within
17 DME

ALBIX 2A [ALBI2A] RWY 14 DEPARTURE

SPEED MAX 250 KT BELOW FL100

TEMPORARY PROCEDURES
 ACTIVATION BY NOTAM OR
 BY AIRPORT AUTHORITY ONLY



This SID requires a minimum climb gradient of 577' per NM (9.5%) up to 2500'.

Gnd speed-KT	75	100	150	200	250	300
577' per NM	722	962	1443	1924	2405	2886



Initial climb clearance **5000'**

ROUTING

Climb straight ahead,

- if in VMC turn LEFT at KLO R-080, 097° track, maintain visual ground contact up to 2800', or
- if in IMC turn LEFT (MAX 210 KT) at 1900', but not before KLO R-080, 097° track, at KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept KLO R-255 to ZH553/D8
- KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

LSZH/ZRH
ZURICH

JEPPESEN
16 OCT 09 10-3M Eff 22 Oct

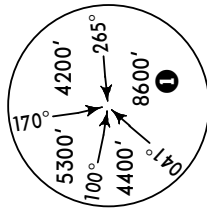
ZURICH, SWITZERLAND

SID

ZURICH
Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure. 2. VISUAL CONDITIONS
FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.



5900' within
17 DME

WILLISAU THREE ALFA (WIL 3A)
ZURICH EAST TWO ALFA (ZUE 2A)
RWY 14 DEPARTURES
FOR ROUTE CONTINUATION AFTER ZUE
REFER TO CHARTS 10-3W & 10-X1

SPEED: MAX 250 KT BELOW FL100

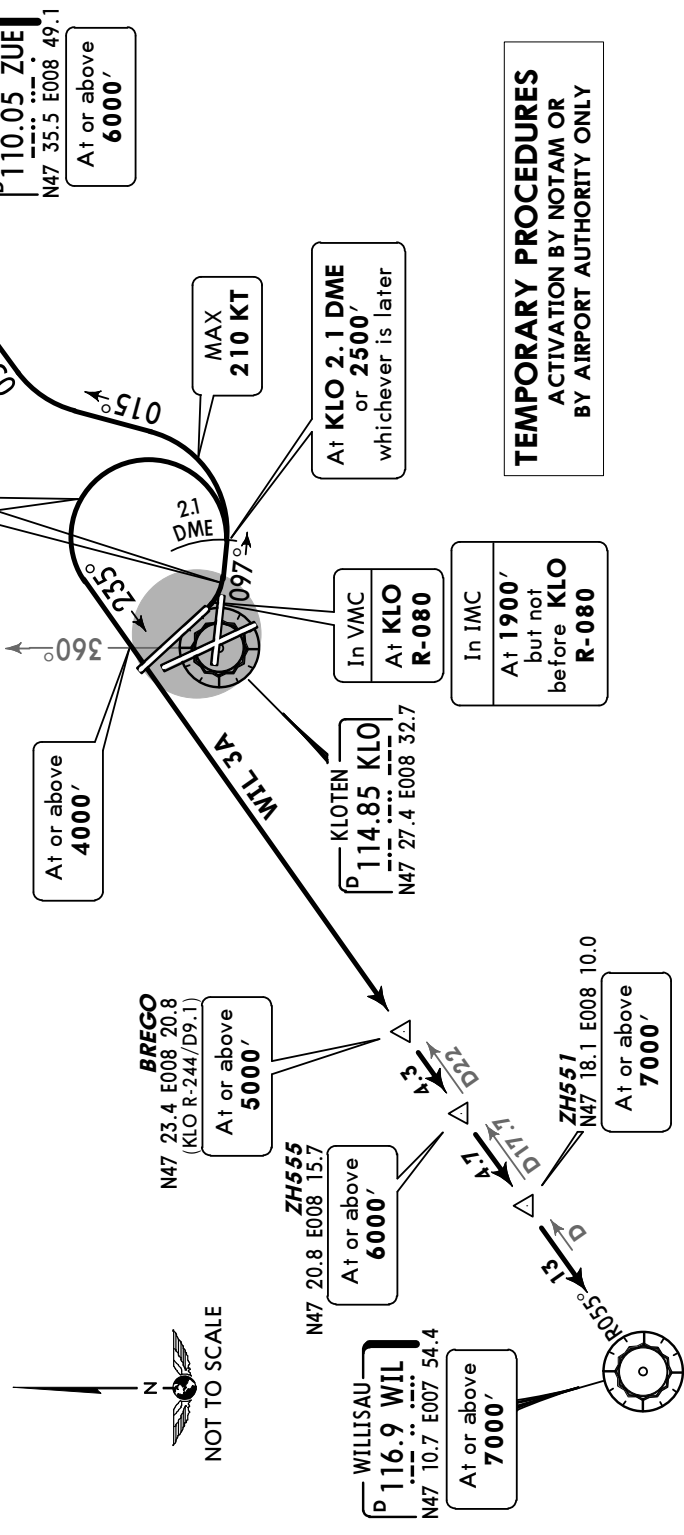
Initial climb clearance 5000'

ROUTING

SID	ROUTING
WIL 3A	Climb straight ahead, - if in VMC turn LEFT at KLO R-080, 097° track, maintain visual ground contact up to 2800', or - if in IMC turn LEFT (MAX 210 KT) at 1900', but not before KLO R-080, 097° track, at KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to WIL.
ZUE 2A	Climb straight ahead, - if in VMC turn LEFT at KLO R-080, 097° track, maintain visual ground contact up to 2800', or - if in IMC turn LEFT (MAX 210 KT) at 1900', but not before KLO R-080, 097° track, at KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept ZUE R-234 inbound to ZUE.

These SIDs require a minimum climb gradient of 577' per NM (9.5%) up to 2500'.

Gnd speed-KT	75	100	150	200	250	300
577' per NM	722	962	1443	1924	2405	2886



TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY

LSZH/ZRH
ZURICHJEPPESSEN
16 OCT 09 **10-3N** Eff 22 Oct

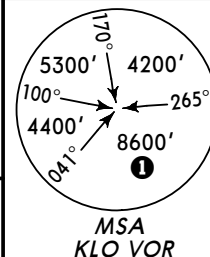
ZURICH, SWITZERLAND

RNAV SID

ZURICH
Departure
125.95Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.



① 5900' within
17 DME

DEGES ONE DELTA (DEGES 1D) [DEGE1D]
DEGES ONE ROMEO (DEGES 1R) [DEGE1R]
RWYS 10, 16 RNAV DEPARTURES
RNAV (DME/DME OR GNSS)

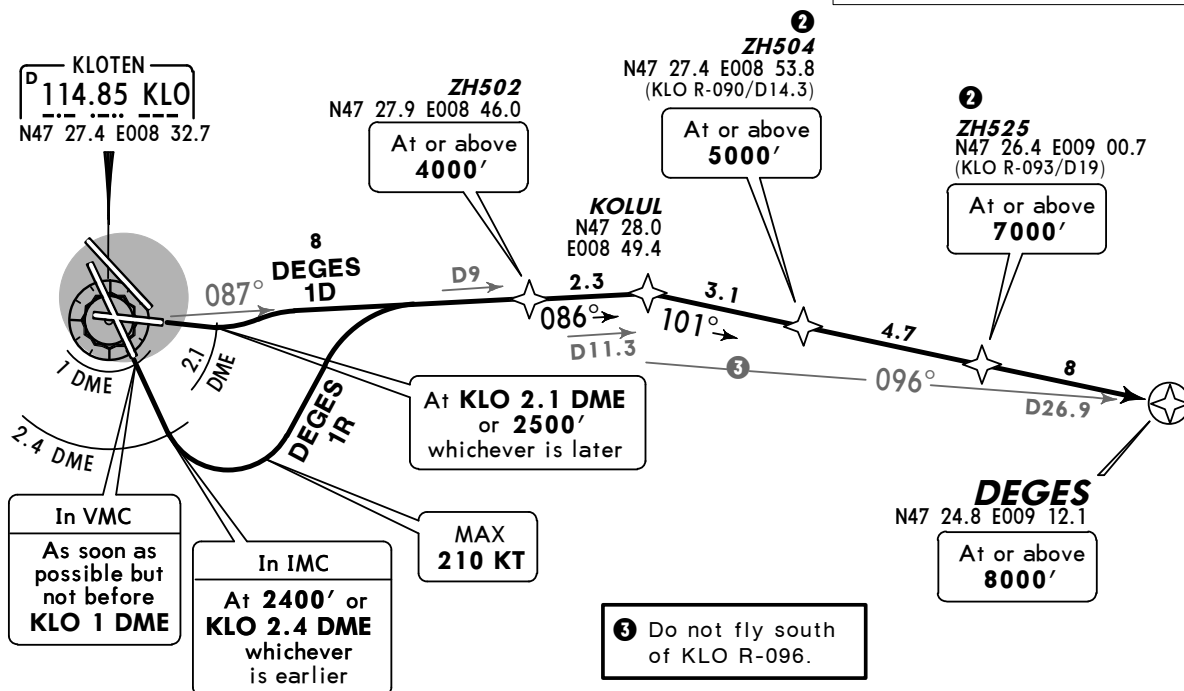
BRNAV ABOVE MSA

BRNAV APPLICABLE WHEN PASSING 8600'

FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1

~~SPEED~~ MAX 250 KT BELOW FL100

② As long as below 8600',
monitoring of cross
references at ZH504
and ZH525 compulsory.



These SIDs require minimum climb gradients
of

DEGES 1D: 395' per NM (6.5%) up to **2500'**.
DEGES 1R: 389' per NM (6.4%) up to **2200'**.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
389' per NM	486	648	972	1296	1620	1944

Initial climb clearance **5000'**

SID	RWY	ROUTING
DEGES 1D	10	Climb straight ahead to KLO 2.1 DME or 2500' , whichever is later, intercept KLO R-087 via ZH502 to KOLUL, then via ZH504 and ZH525 to DEGES.
DEGES 1R	16	Climb straight ahead, - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800' , or - if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept KLO R-087 to ZH502 - KOLUL - ZH504 (5000'+) - ZH525 (7000'+) - DEGES (8000'+).

CHANGES: None.

© JEPPESSEN, 2004, 2005. ALL RIGHTS RESERVED.

LSZH/ZRH
 ZURICH

JEPPESEN
 17 APR 09 10-3P

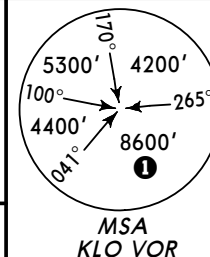
ZURICH, SWITZERLAND

RNAV SID

ZURICH
 Departure
 125.95

Apt Elev
 1416'

Trans level: By ATC Trans alt: 7000'
 1. When instructed contact ZURICH Departure.
 2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles. 5. WIL DME required for DME/DME navigation.



① 5900' within 17 DME

DEGES ONE SIERRA (DEGES 1S) [DEGE1S]

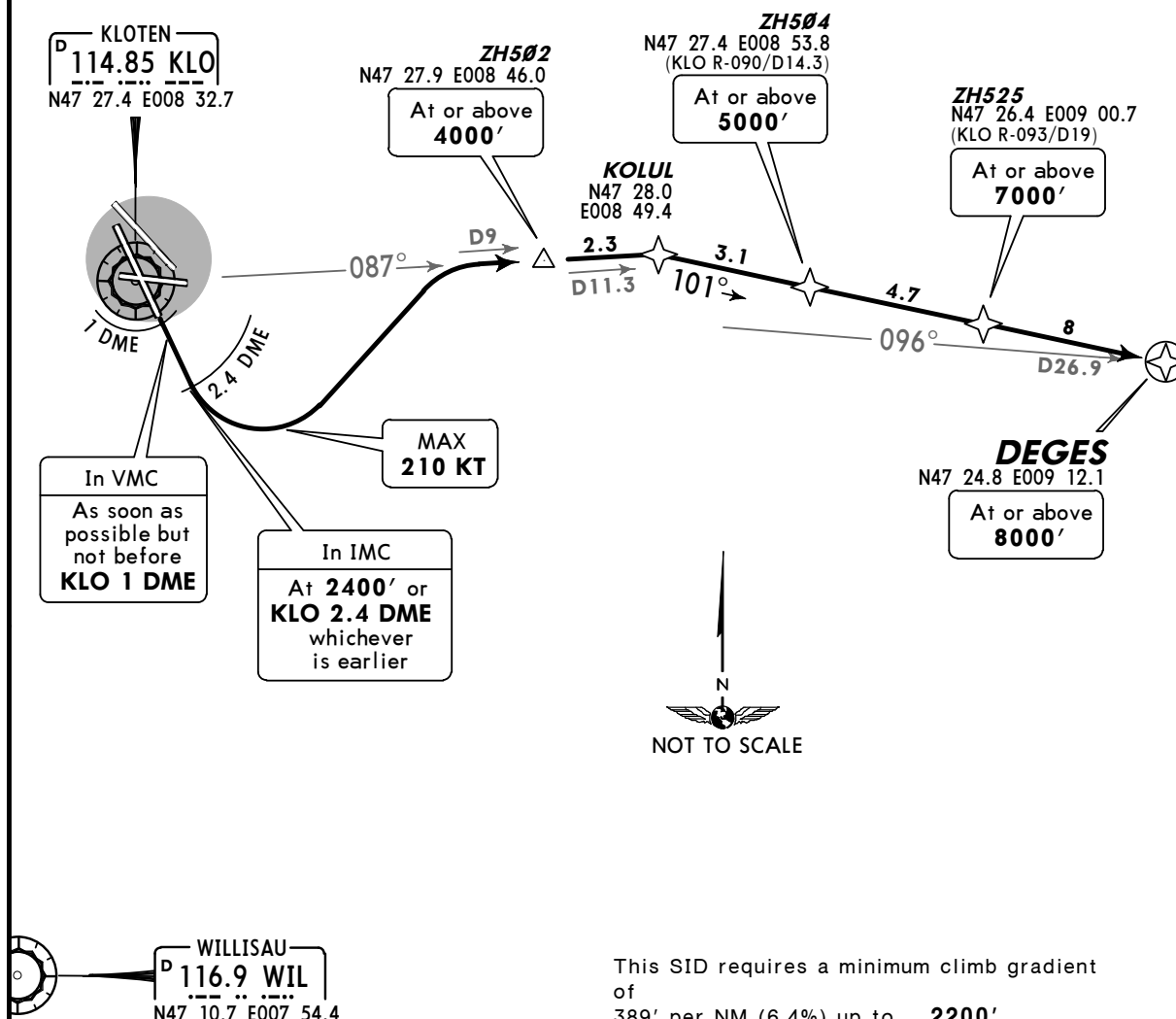
RWY 16 P-RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING KOLUL

FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1

~~SPEED~~ MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 389' per NM (6.4%) up to 2200'.

Gnd speed-KT	75	100	150	200	250	300
389' per NM	486	648	972	1296	1620	1944

Initial climb clearance 5000'

ROUTING

Climb straight ahead,
 - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or
 - if in IMC turn LEFT at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME,
 intercept KLO R-087 via ZH502 to KOLUL - ZH504 (5000'+) - ZH525 (7000'+) - DEGES (8000'+).

LSZH/ZRH
ZURICH

JEPPesen
 17 APR 09 **(10-3Q)**

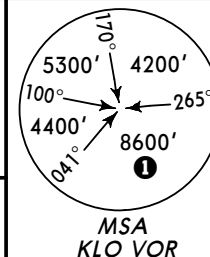
ZURICH, SWITZERLAND

RNAV SID

ZURICH
 Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
 1. When instructed contact ZURICH Departure.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.
 4. WIL DME required for DME/DME navigation.



① 5900' within
 17 DME

DEGES ONE ECHO (DEGES 1E) [DEGE1E]

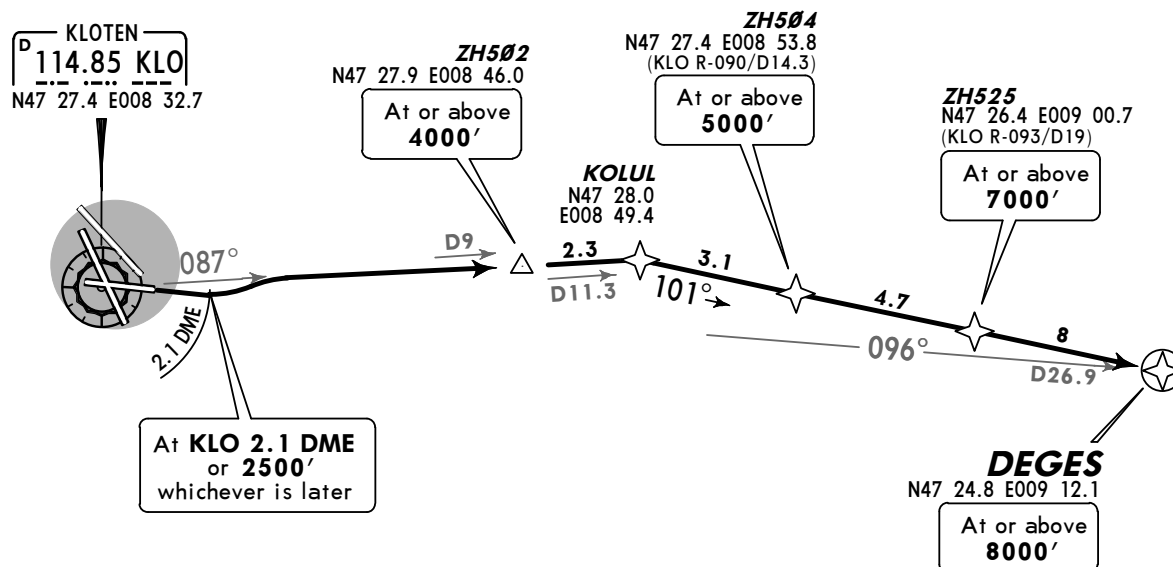
RWY 10 P-RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

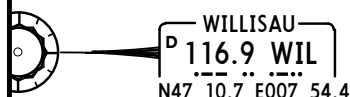
RNAV APPLICABLE WHEN PASSING KOLUL

FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1

~~SPEED~~ MAX 250 KT BELOW FL100



NOT TO SCALE



This SID requires a minimum climb gradient of
 395' per NM (6.5%) up to **2500'**.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975

Initial climb clearance 5000'

ROUTING

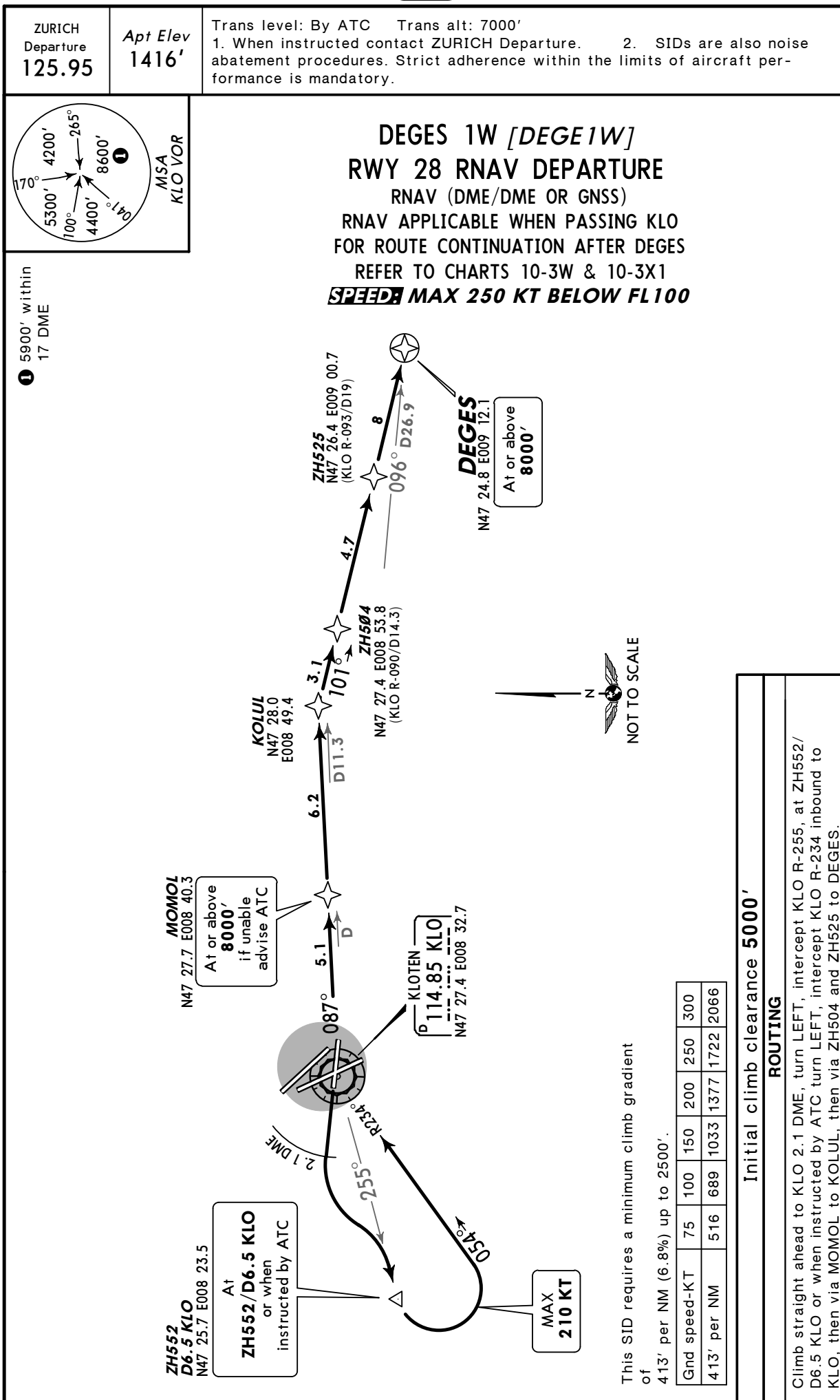
Climb straight ahead to KLO 2.1 DME or **2500'**, whichever is later, turn LEFT, intercept KLO R-087 via ZH502 to KOLUL - ZH504 (**5000'+**) - ZH525 (**7000'+**) - DEGES (**8000'+**).

LSZH/ZRH
ZURICH

JEPPesen
 4 FEB 11 **(10-3S)** **Eff 10 Feb**

ZURICH, SWITZERLAND

RNAV SID



LSZH/ZRH
ZURICH

4 FEB 11

(10-3T

Eff 10 Feb

ZURICH, SWITZERLAND

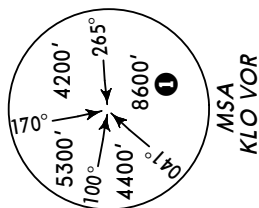
RNAV SID

ZURICH
Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



1 5900' within
17 DME

DEGES 2F [*DEGE2F*]

DEGES 1H [DEGE1H]

DEGES 2L [*DEGE2L*]

DEGES 1N [DEGE1N]

RWYS 34, 32 RNAV DEPARTURES

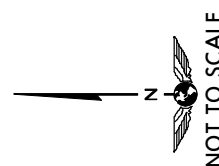
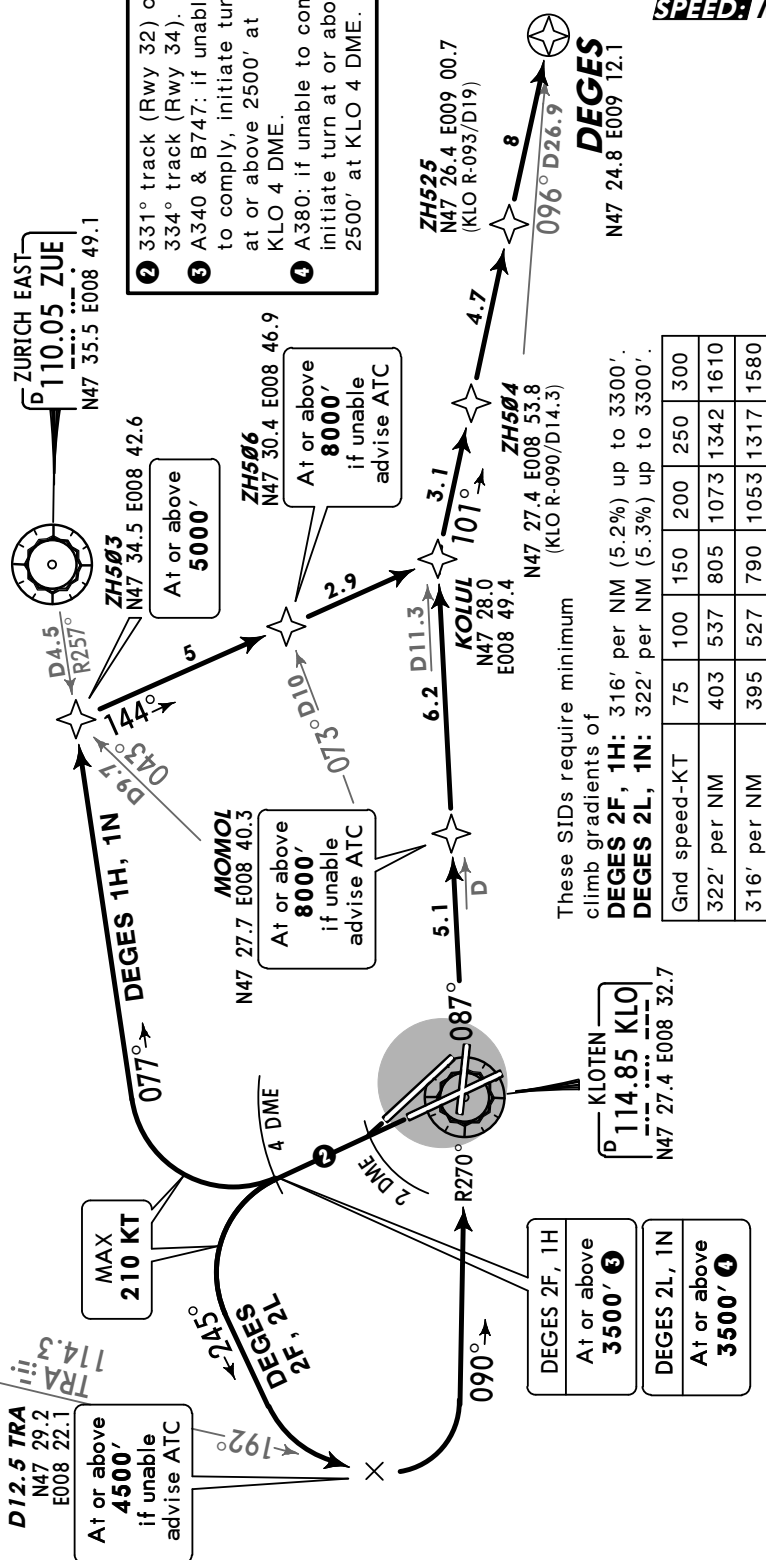
RNAV (DME/DME OR GNSS)

FOR ROUTE CONTINUATION AFTER DEGES

REFER TO CHARTS 10-3W & 10-3X1

SPEED: MAX 250 KT BELOW FL100

- 2 331° track (Rwy 32) or 334° track (Rwy 34).
- 3 A340 & B747: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.
- 4 A380: if unable to comply initiate turn at or above 2500' at KLO 4 DME.



Initial climb clearance 5000'		
SID	RWY	ROUTING
DEGES 2F ⑤	34	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO - MOMOL (8000'+) - KOLUL - ZH504 - ZH525 - DEGES.
DEGES 1H ⑥		Climb on 334° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503 (5000'+) - ZH506 (8000'+) - KOLUL - ZH504 - ZH525 - DEGES.
DEGES 2L ⑤	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO - MOMOL (8000'+) - KOLUL - ZH504 - ZH525 - DEGES.
DEGES 1N ⑥		Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503 (5000'+) - ZH506 (8000'+) - KOLUL - ZH504 - ZH525 - DEGES.

RNAV applicable when passing ⑤ KLO/ ⑥ ZH503.

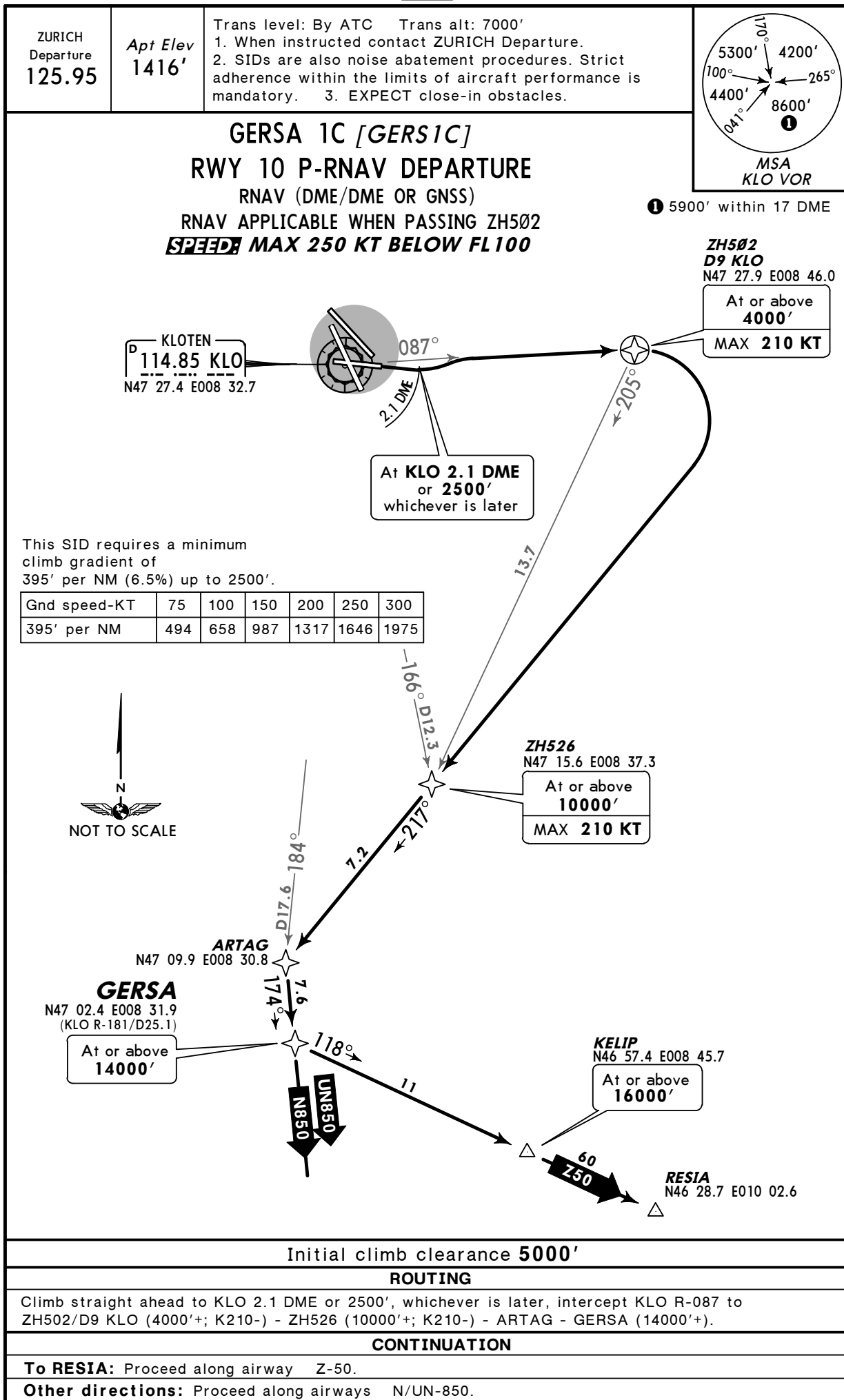
RNAV applicable when passing	5	KLO/	6	ZH503.
------------------------------	---	------	---	--------

LSZH/ZRH
ZURICH

JEPPesen
 4 FEB 11 **10-3T1** Eff 10 Feb

ZURICH, SWITZERLAND

RNAV SID



LSZH/ZRH
ZURICH

JEPPESEN

ZURICH, SWITZERLAND

4 FEB 11

10-3T2

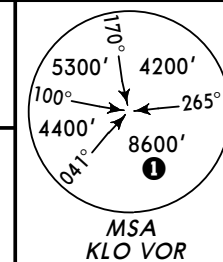
Eff 10 Feb

RNAV SID

ZURICH
Departure
125.95Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

① 5900' within
17 DMESONGI 2F [SONG2F], SONGI 1H [SONG1H]
SONGI 2L [SONG2L], SONGI 1N [SONG1N]
RWYS 34, 32 RNAV DEPARTURES

RNAV (DME/DME OR GNSS)

FOR ROUTE CONTINUATION AFTER SONGI REFER TO CHART 10-3X

SPEED MAX 250 KT BELOW FL100**SONGI**N47 46.7
E008 43.9At or above
FL100ZURICH EAST
110.05 ZUE
N47 35.5 E008 49.1TRASADINGEN
114.3 TRA
N47 41.4 E008 26.2ZH503
N47 34.5 E008 42.6At or above
6000'D4.5
R257°D12.5 TRA
N47 29.2
E008 22.1At or above
4500'
if unable
advise ATCSONGI 2F, 1H
At or above
3500' ⑤SONGI 2L, 1N
At or above
3500' ④KLOTEN
114.85 KLO
N47 27.4 E008 32.7

- ② 331° track (Rwy 32) or 334° track (Rwy 34).
- ③ A340 & B747: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.
- ④ A380: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.

These SIDs require minimum climb gradients of

SONGI 2F, 1H: 316' per NM (5.2%) up to 3300'.
SONGI 2L, 1N: 322' per NM (5.3%) up to 3300'.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
316' per NM	395	527	790	1053	1317	1580

Initial climb clearance **5000'**

SID	RWY	ROUTING
SONGI 2F ⑤	34	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO - ZH503 (6000'+) - SONGI (FL100+).
SONGI 1H ⑥		Climb on 334° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503 (6000'+) - SONGI (FL100+).
SONGI 2L ⑤	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO - ZH503 (6000'+) - SONGI (FL100+).
SONGI 1N ⑥		Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503 (6000'+) - SONGI (FL100+).

RNAV applicable when passing ⑤ KLO/ ⑥ ZH503.

LSZH/ZRH
ZURICH

JEPPESEN
16 NOV 07 **10-3T3** Eff 22 Nov

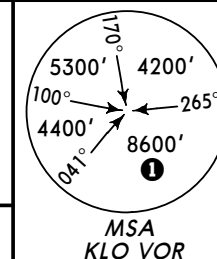
ZURICH, SWITZERLAND

RNAV SID

ZURICH
Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. RWY 16 - VISUAL CONDITIONS FOR TAKE-OFF:
Ceiling 1500' - VIS 5000m. 3. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is mandatory.
4. EXPECT close-in obstacles.



VEBIT TWO ECHO (VEBIT 2E) [VEBI2E]
VEBIT TWO SIERRA (VEBIT 2S) [VEBI2S]

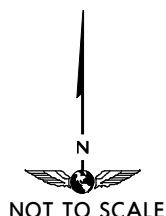
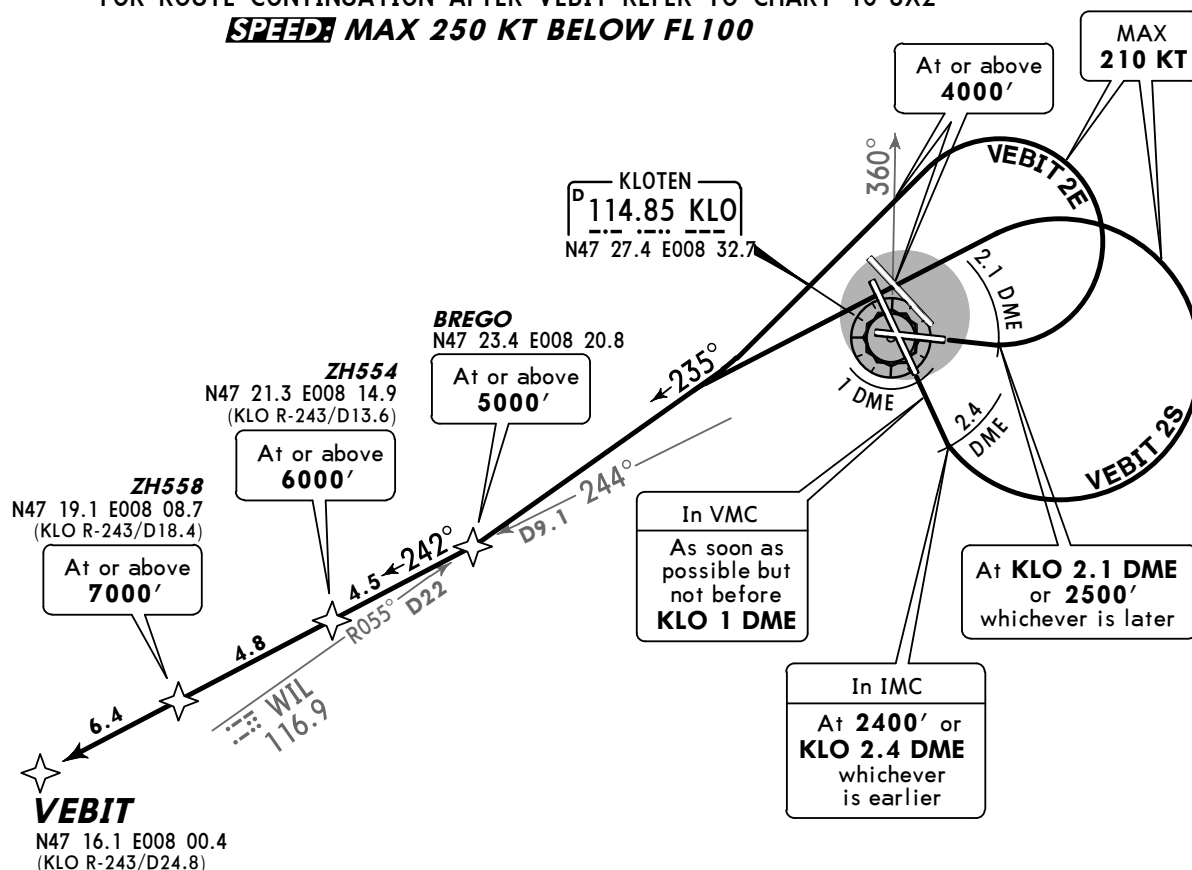
RWYS 10, 16 RNAV DEPARTURES

RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING BREGO

FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2

SPEED MAX 250 KT BELOW FL100



NOT TO SCALE

These SIDs require minimum climb gradients of
VEBIT 2E: 395' per NM (6.5%) up to 2500'.
VEBIT 2S: 389' per NM (6.4%) up to 2200'.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
389' per NM	486	648	972	1296	1620	1944

Initial climb clearance 5000'

SID	RWY	ROUTING
VEBIT 2E	10	Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH554 and ZH558 to VEBIT.
VEBIT 2S	16	Climb straight ahead, - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or - if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept WIL R-055 inbound to BREGO, then via ZH554 and ZH558 to VEBIT.

LSZH/ZRH
ZURICH

JEPPesen
 16 NOV 07 **10-3T4** **Eff 22 Nov**

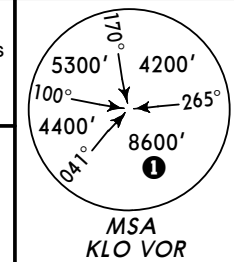
ZURICH, SWITZERLAND

RNAV SID

ZURICH
 Departure
125.95

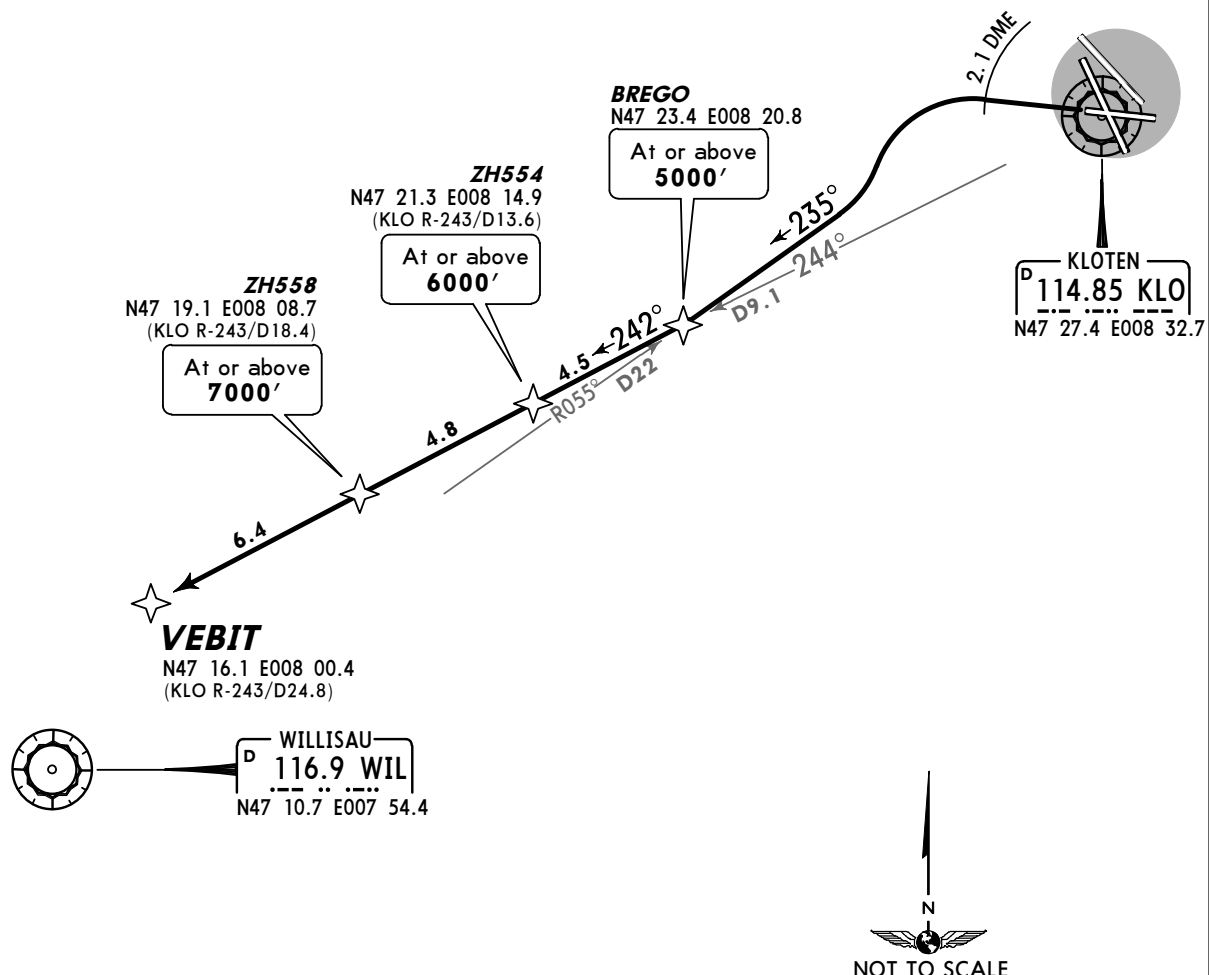
Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure. **2.** SIDs
 are also noise abatement procedures. Strict adherence
 within the limits of aircraft performance is mandatory.



1 5900' within
 17 DME

VEBIT TWO WHISKEY (VEBIT 2W) [VEBI2W]
RWY 28 RNAV DEPARTURE
 RNAV (DME/DME OR GNSS)
 RNAV APPLICABLE WHEN PASSING BREGO
 FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2
~~SPEED~~ MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient
 of
 413' per NM (6.8%) up to **2500'**.

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066

Initial climb clearance 5000'

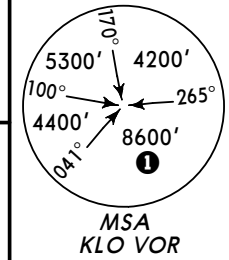
ROUTING

Climb straight ahead to KLO 2.1 DME, turn LEFT, intercept WIL R-055 inbound to BREGO,
 then via ZH554 and ZH558 to VEBIT.

LSZH/ZRH
ZURICHJEPPesen
4 FEB 11 10-3U Eff 10 Feb

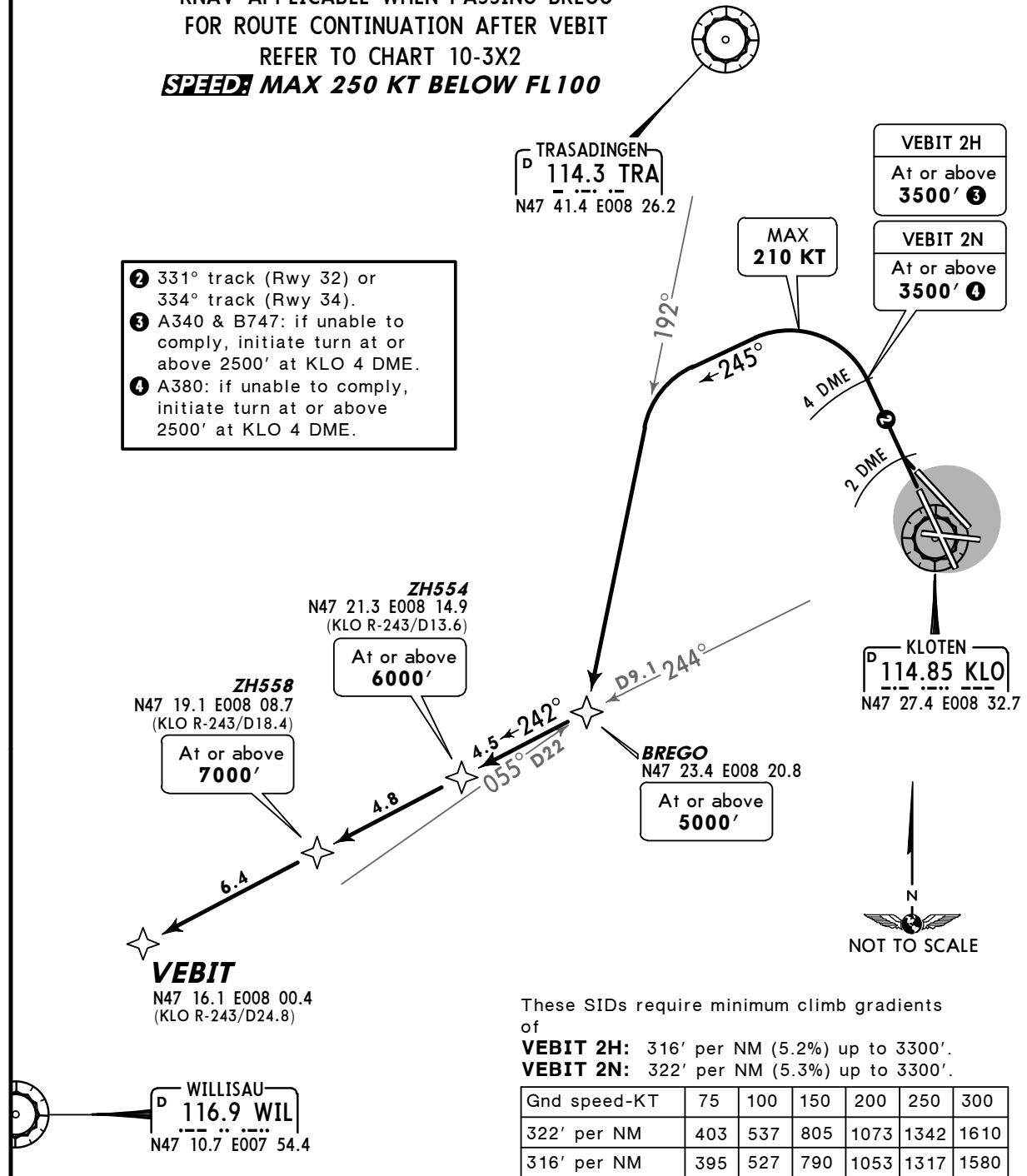
ZURICH, SWITZERLAND

RNAV SID

ZURICH
Departure
125.95Apt Elev
1416'Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.① 5900' within
17 DME

VEBIT 2H [VEB12H]
VEBIT 2N [VEB12N]
RWYS 34, 32 RNAV DEPARTURES
 RNAV (DME/DME OR GNSS)
 RNAV APPLICABLE WHEN PASSING BREGO
 FOR ROUTE CONTINUATION AFTER VEBIT
 REFER TO CHART 10-3X2
~~SPEED~~ MAX 250 KT BELOW FL100

- ② 331° track (Rwy 32) or 334° track (Rwy 34).
 ③ A340 & B747: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.
 ④ A380: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.

Initial climb clearance **5000'**

SID	RWY	ROUTING
VEBIT 2H	34	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO (5000'+) - ZH554 (6000'+) - ZH558 (7000'+) - VEBIT.
VEBIT 2N	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO (5000'+) - ZH554 (6000'+) - ZH558 (7000'+) - VEBIT.

LSZH/ZRH
ZURICH

JEPPESSEN

ZURICH, SWITZERLAND

4 FEB 11

10-3V

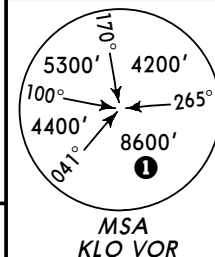
Eff 10 Feb

RNAV SID

ZURICH
Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.



① 5900' within 17 DME

DEGES 2A [DEGE2A]
RWY 14 RNAV DEPARTURE

BRNAV ABOVE MSA

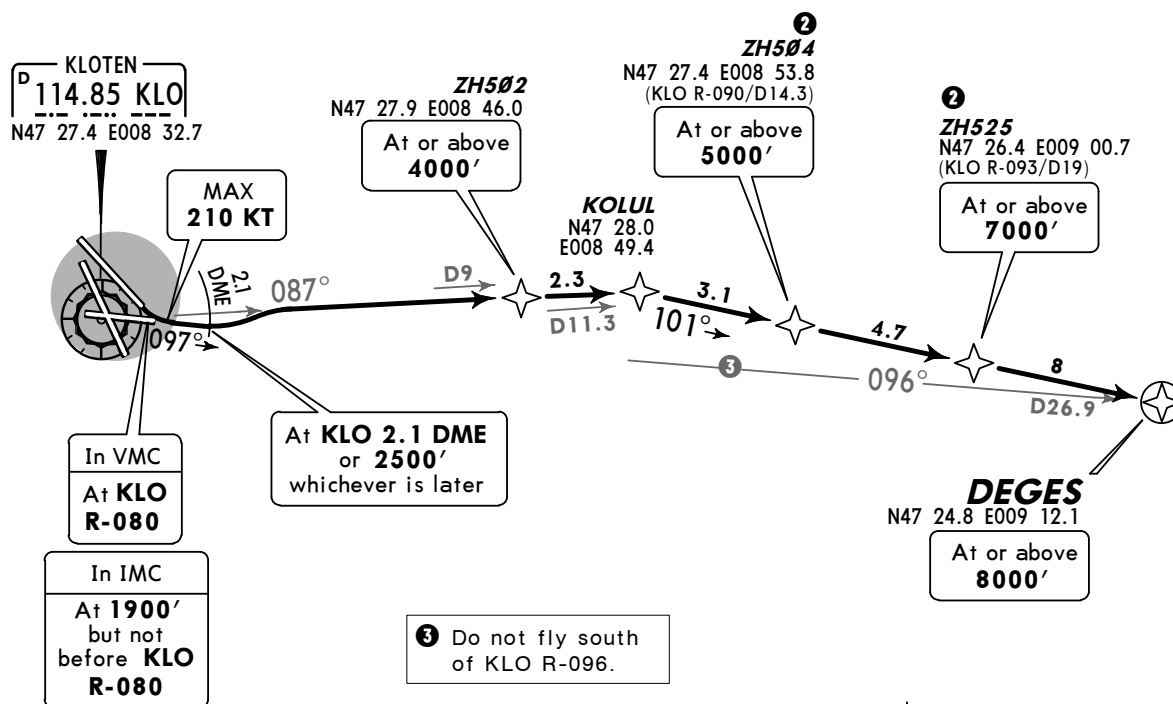
BRNAV APPLICABLE WHEN PASSING 8600'

FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1

~~SPEED~~ MAX 250 KT BELOW FL100

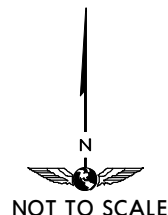
TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY

② As long as below 8600',
monitoring of cross
references at ZH504
and ZH525 compulsory.



This SID requires a minimum climb gradient
of
577' per NM (9.5%) up to 2500'.

Gnd speed-KT	75	100	150	200	250	300
577' per NM	722	962	1443	1924	2405	2886



Initial climb clearance 5000'

ROUTING

Climb straight ahead,
- if in VMC turn LEFT at KLO R-080, 097° track, maintain visual ground contact up to 2800', or
- if in IMC turn LEFT (MAX 210 KT) at 1900', but not before KLO R-080, 097° track, at KLO 2.1 DME or 2500', whichever is later, intercept KLO R-087 to ZH502 (4000'+)
- KOLUL - ZH504 (5000'+) - ZH525 (7000'+) - DEGES (8000'+).

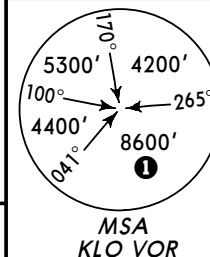
LSZH/ZRH
ZURICH

JEPPESEN **ZURICH, SWITZERLAND**
 16 OCT 09 **(10-3V1)** **Eff 22 Oct** **RNAV SID**

ZURICH
 Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
 1. When instructed contact ZURICH Departure.
 2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles. 5. WIL DME required for DME/DME navigation.



1 5900' within 17 DME

DEGES TWO BRAVO (DEGES 2B) [DEGE2B]

RWY 14 P-RNAV DEPARTURE

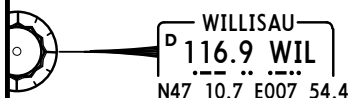
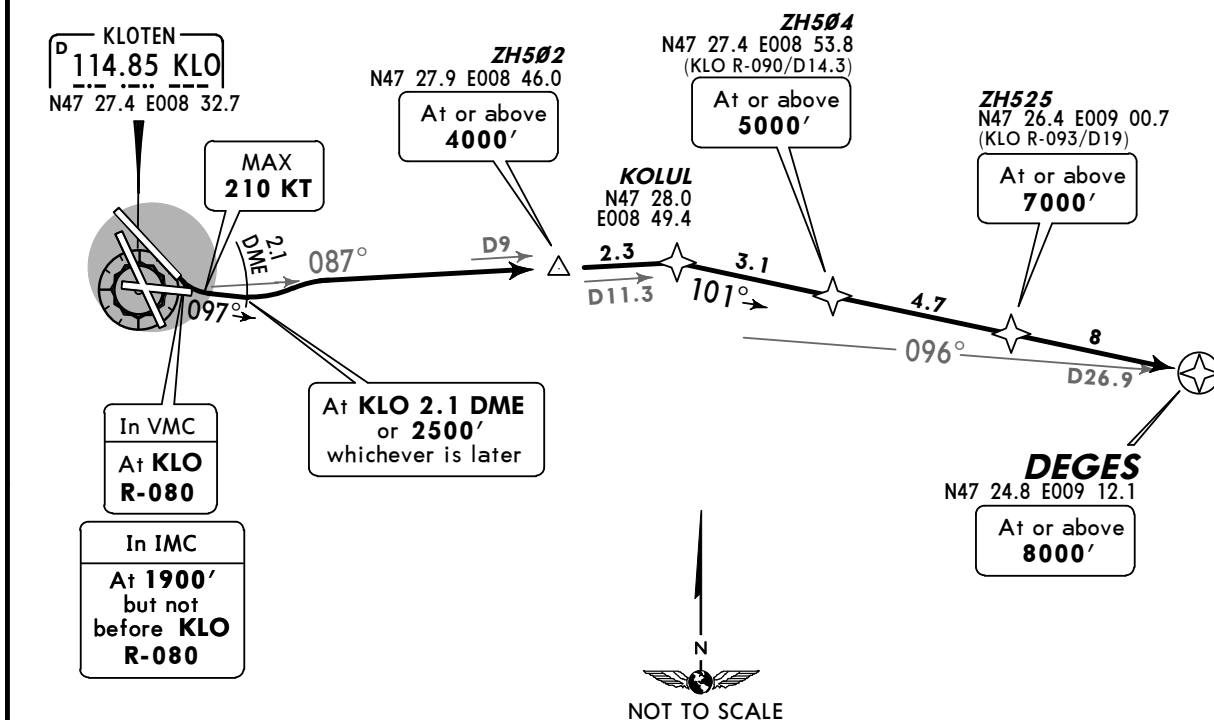
RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING KOLUL

FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1

~~SPEED~~ MAX 250 KT BELOW FL100

TEMPORARY PROCEDURES
 ACTIVATION BY NOTAM OR
 BY AIRPORT AUTHORITY ONLY



This SID requires a minimum climb gradient of
 577' per NM (9.5%) up to **2500'**.

Gnd speed-KT	75	100	150	200	250	300
577' per NM	722	962	1443	1924	2405	2886

Initial climb clearance 5000'

ROUTING

Climb straight ahead,

- if in VMC turn LEFT at KLO R-080, 097° track, maintain visual ground contact up to **2800'**, or
- if in IMC turn LEFT (MAX 210 KT) at **1900'**, but not before KLO R-080, 097° track, at KLO 2.1 DME or **2500'**, whichever is later, intercept KLO R-087 via ZH502 to KOLUL - ZH504 (**5000'+**) - ZH525 (**7000'+**) - DEGES (**8000'+**).

LSZH/ZRH
ZURICH

JEPPESSEN
16 OCT 09 **(10-3V2)** **Eff 22 Oct**

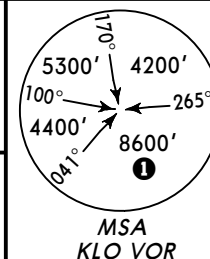
ZURICH, SWITZERLAND

RNAV SID

ZURICH
Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.



① 5900' within
17 DME

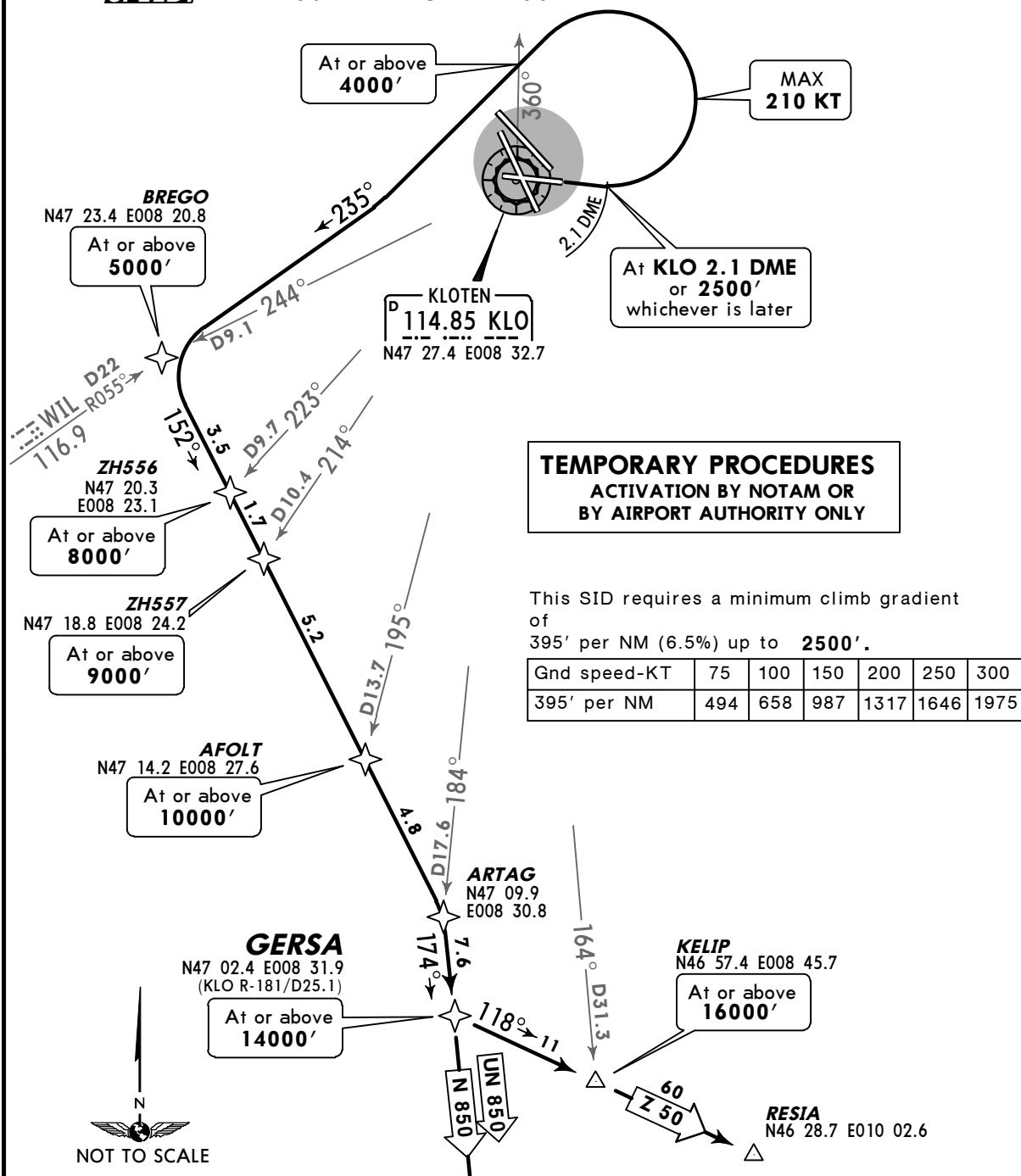
GERSA ONE ECHO (GERSA 1E) [GERS1E]

RWY 10 RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING BREGO

~~SPEED~~ MAX 250 KT BELOW FL100



LSZH / ZRH
ZURICH

JEPPESSEN **ZU**
16 OCT 09 **(10-3V3)** **Eff 22 Oct**

ZURICH, SWITZERLAND

RNAV SID

ZURICH
Departure
125.95

Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure.
2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.

MSA
KLO VOR

APPROACH

GERSA TWO BRAVO (GERSA 2B) [GERS2B]

RWY 14 RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING BREGO

~~SPEED~~ MAX 250 KT BELOW FL100

At or above
4000'

MAX
210 KT

At KLO 2.1 DME
or **2500'**
whichever is later

KLOTEN
D 114.85 KLO
N47 27.4 E008 32.7

BREGO
N47 23.4 E008 20.8

At or above
5000'

ZH556
N47 20.3 E008 23.1

At or above
8000'

ZH557
N47 18.8 E008 24.2

At or above
9000'

AFOLT
N47 14.2 E008 27.6

At or above
10000'

GERSA
N47 02.4 E008 31.9
(KLO R-181/D25.1)

At or above
14000'

ARTAG
N47 09.9 E008 30.8

KELIP
N46 57.4 E008 45.7

At or above
16000'

RESIA
N46 28.7 E010 02.6

In VMC
At KLO
R-080

In IMC
At 1900'
but not
before KLO
R-080

5900' within
17 DME

NOT TO SCALE

TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY

This SID requires a minimum climb gradient of 577' per NM (9.5%) up to **2500'**.

Gnd speed-KT	75	100	150	200	250	300
577' per NM	722	962	1443	1924	2405	2886

Initial climb clearance 5000'

ROUTING

Climb straight ahead,
- if in VMC turn LEFT at KLO R-080, 097° track, maintain visual ground contact up to **2800'**, or
- if in IMC turn LEFT (MAX 210 KT) at **1900'**, but not before KLO R-080, 097° track, at KLO 2.1 DME or **2500'**, whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO - ZH556 (**8000'+**) - ZH557 (**9000'+**) - AFOLT (**10000'+**) - ARTAG - GERSA (**14000'+**).

CONTINUATION

To RESIA: Proceed along airway **Z 50**.

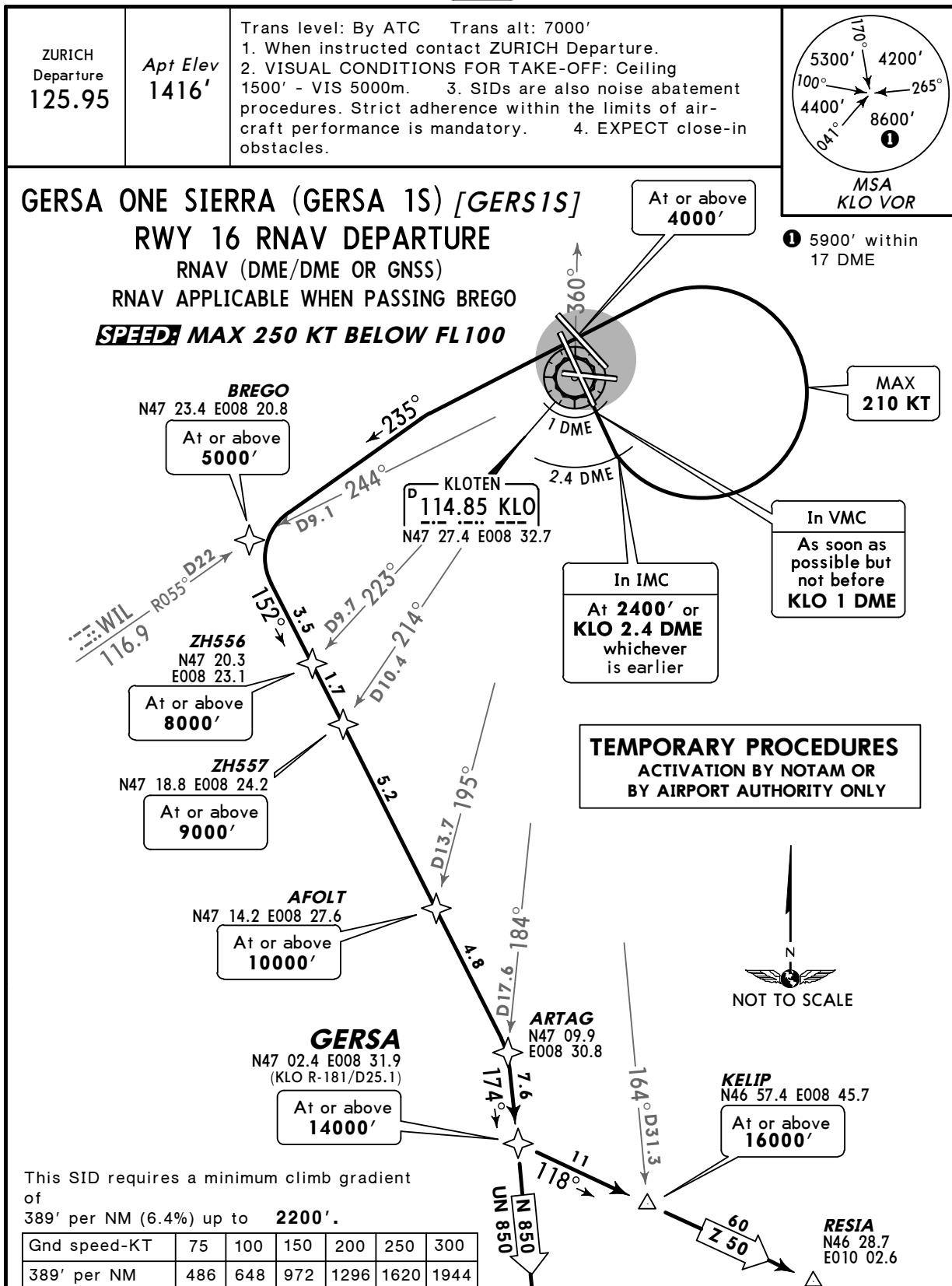
Other directions: Proceed along airways **N/UN 850**.

LSZH/ZRH
ZURICH

JEPPesen
16 OCT 09 **10-3V4** **Eff 22 Oct**

ZURICH, SWITZERLAND

RNAV SID



Initial climb clearance **5000'**

ROUTING

Climb straight ahead,

- if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to **2800'**, or
- if in IMC turn LEFT (MAX 210 KT) at **2400'** or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME,

intercept WIL R-055 inbound to BREGO - ZH556 (**8000'+**) - ZH557 (**9000'+**) - AFOLT (**10000'+**) - ARTAG - GERSA (**14000'+**).

CONTINUATION

To RESIA: Proceed along airway **Z 50**.

Other directions: Proceed along airways **N/UN 850**.

LSZH/ZRH
ZURICH

JEPPesen
 4 FEB 11 **10-3V5** Eff 10 Feb

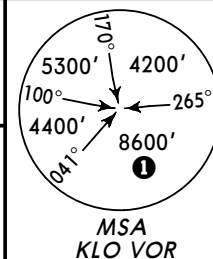
ZURICH, SWITZERLAND

RNAV SID

ZURICH
 Departure
125.95

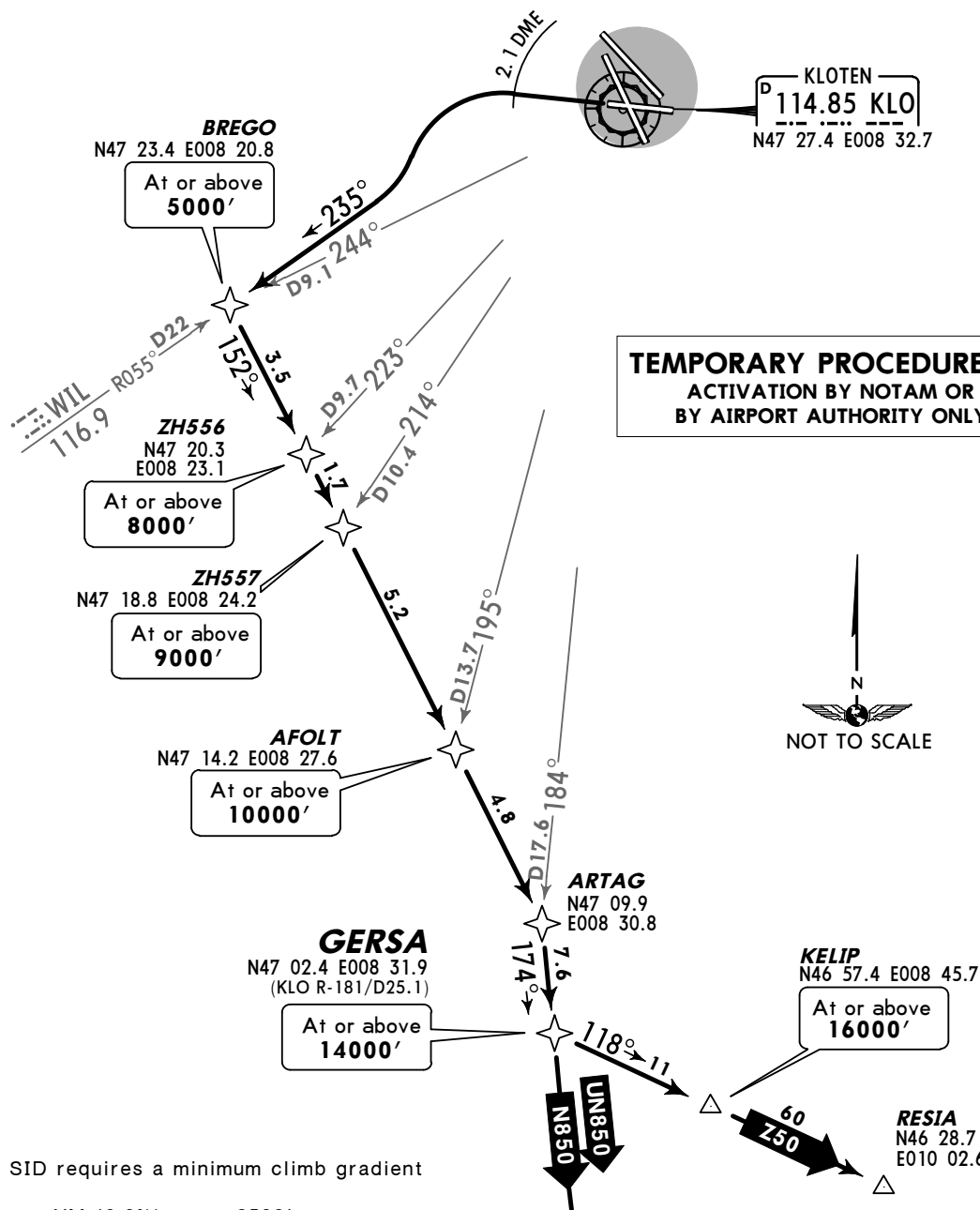
Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
 1. When instructed contact ZURICH Departure. 2. SIDs
 are also noise abatement procedures. Strict adherence
 within the limits of aircraft performance is mandatory.



① 5900' within
 17 DME

GERSA 1W [GERS1W]
RWY 28 RNAV DEPARTURE
 RNAV (DME/DME, GNSS)
 RNAV APPLICABLE WHEN PASSING BREGO
~~SPEED~~ MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient
 of
 413' per NM (6.8%) up to 2500'.

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066

Initial climb clearance 5000'

ROUTING

Climb straight ahead to KLO 2.1 DME, turn LEFT, intercept WIL R-055 inbound to BREGO, then
 via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.

CONTINUATION

To RESIA: Proceed along airway Z-50.

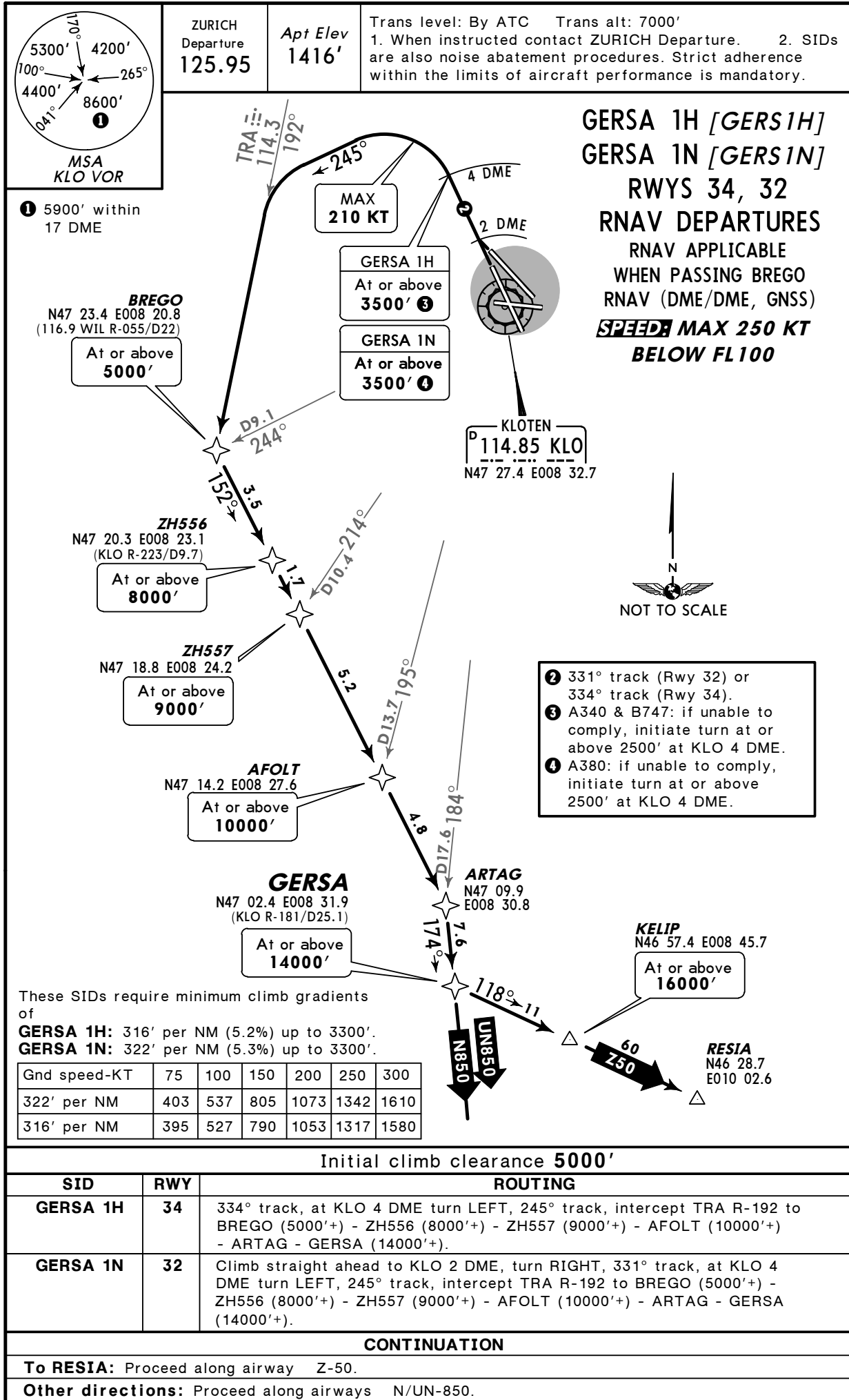
Other directions: Proceed along airways N/UN-850.

LSZH/ZRH
ZURICH

JEPPESEN
4 FEB 11 10-3V6 Eff 10 Feb

ZURICH, SWITZERLAND

RNAV SID



LSZH/ZRH
ZURICH

JEPPesen
16 OCT 09 **10-3V7** **Eff 22 Oct**

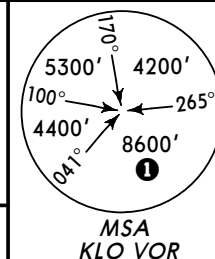
ZURICH, SWITZERLAND

RNAV SID

ZURICH
Departure
125.95

Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.



1 5900' within 17 DME

VEBIT THREE BRAVO (VEBIT 3B) [VEBI3B]

RWY 14 RNAV DEPARTURE

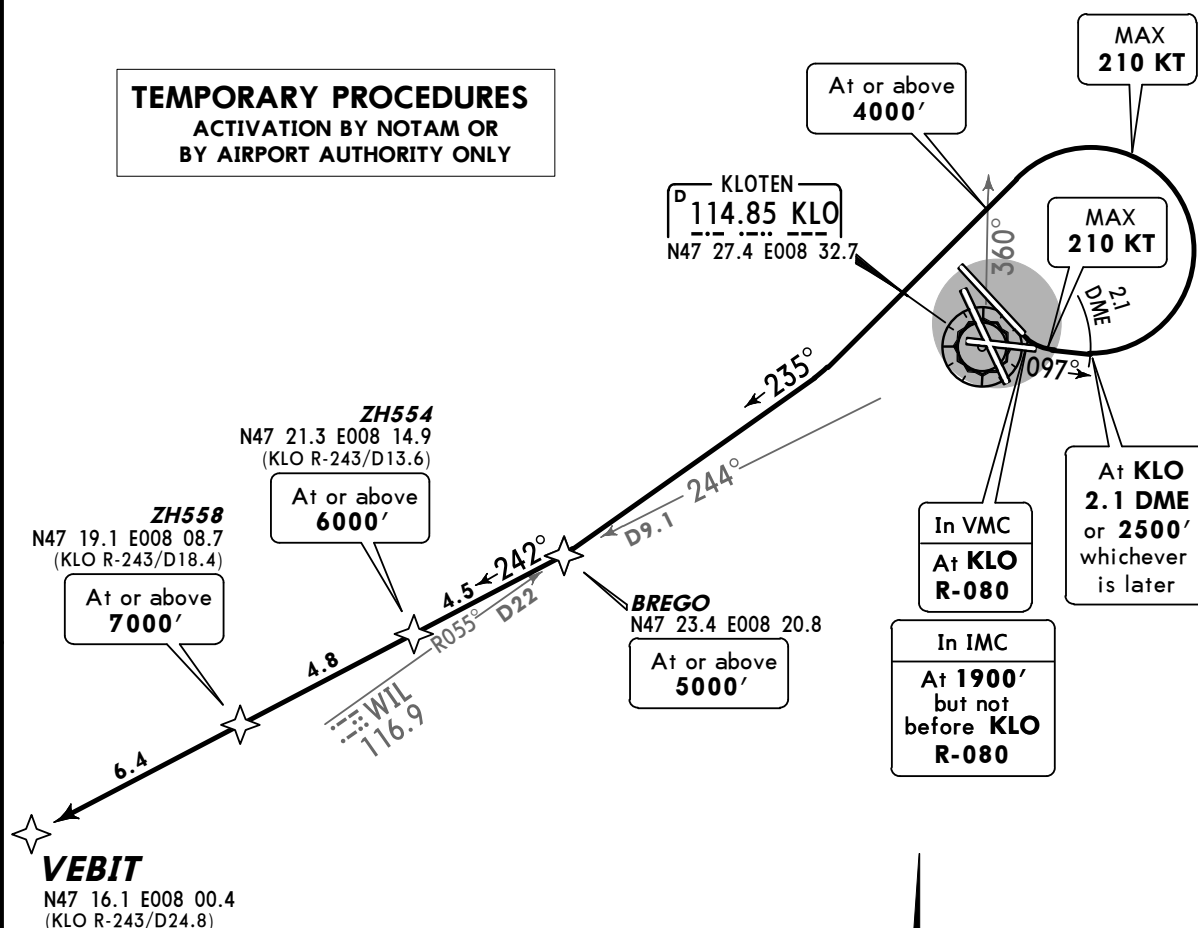
RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING BREGO

FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2

~~SPEED~~ MAX 250 KT BELOW FL100

TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY



This SID requires a minimum climb gradient of 577' per NM (9.5%) up to **2500'**.

Gnd speed-KT	75	100	150	200	250	300
577' per NM	722	962	1443	1924	2405	2886

Initial climb clearance 5000'

ROUTING

Climb straight ahead,

- if in VMC turn LEFT at KLO R-080, 097° track, maintain visual ground contact up to **2800'**, or
- if in IMC turn LEFT (MAX 210 KT) at **1900'**, but not before KLO R-080, 097° track, at KLO 2.1 DME or **2500'**, whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO - ZH554 (**6000'+**) - ZH558 (**7000'+**) - VEBIT.

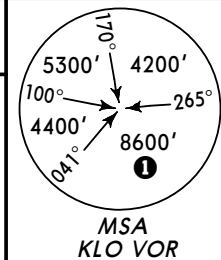
LSZH/ZRH
ZURICH

JEPPesen
28 OCT 05 (10-3W)

ZURICH, SWITZERLAND
TRANSITION

Apt Elev
1416'

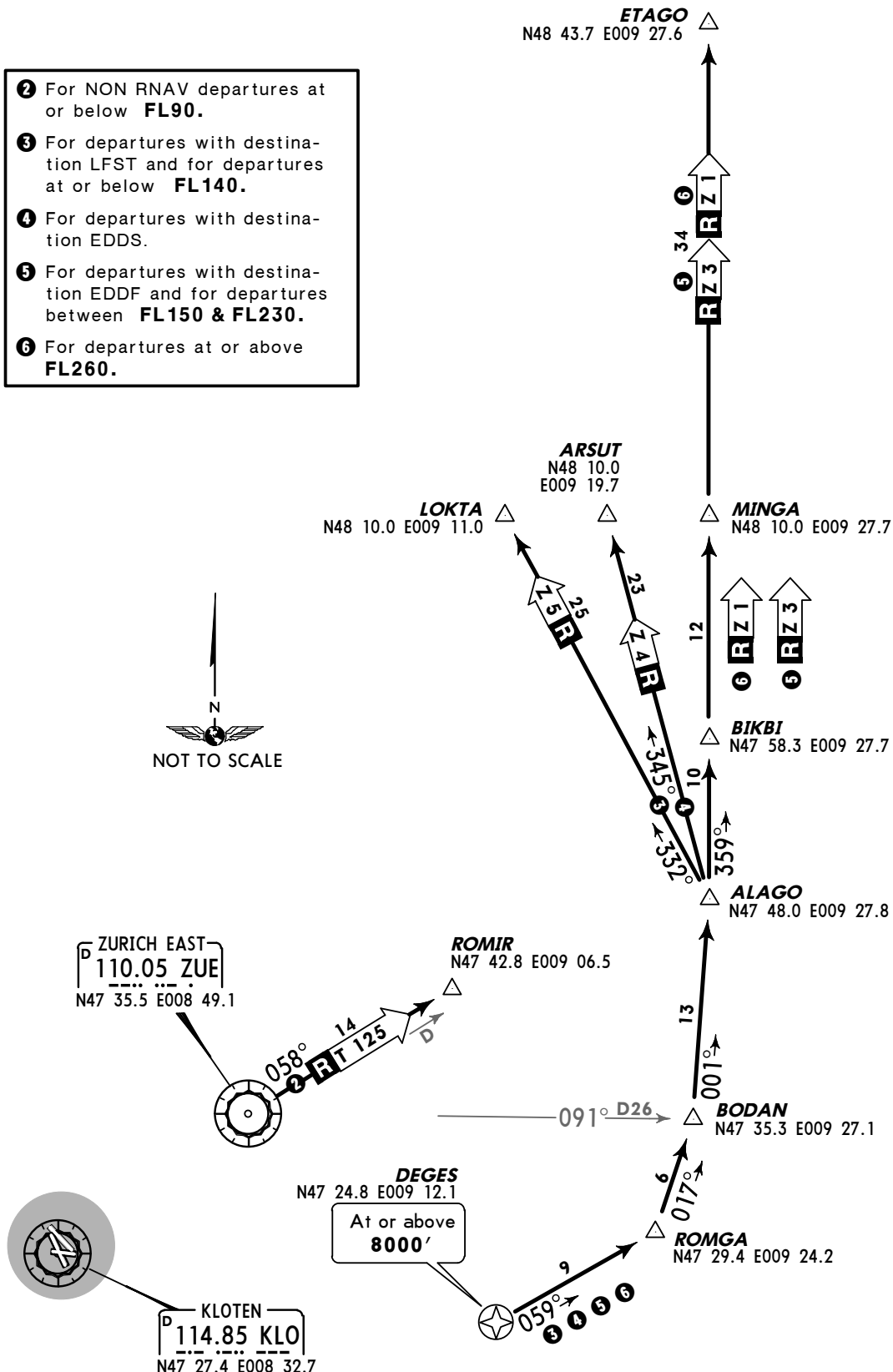
Trans level: By ATC Trans alt: 7000'



① 5900' within 17 DME

NORTHBOUND TRANSITION ROUTES **AFTER DEGES & ZUE** RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100

- ② For NON RNAV departures at or below **FL90**.
- ③ For departures with destination LFST and for departures at or below **FL140**.
- ④ For departures with destination EDDS.
- ⑤ For departures with destination EDDF and for departures between **FL150 & FL230**.
- ⑥ For departures at or above **FL260**.



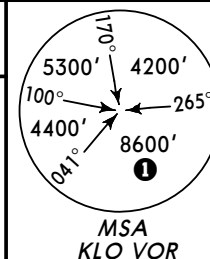
LSZH/ZRH
ZURICH

JEPPESEN
28 OCT 05 (10-3X)

ZURICH, SWITZERLAND
TRANSITION

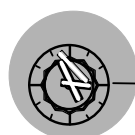
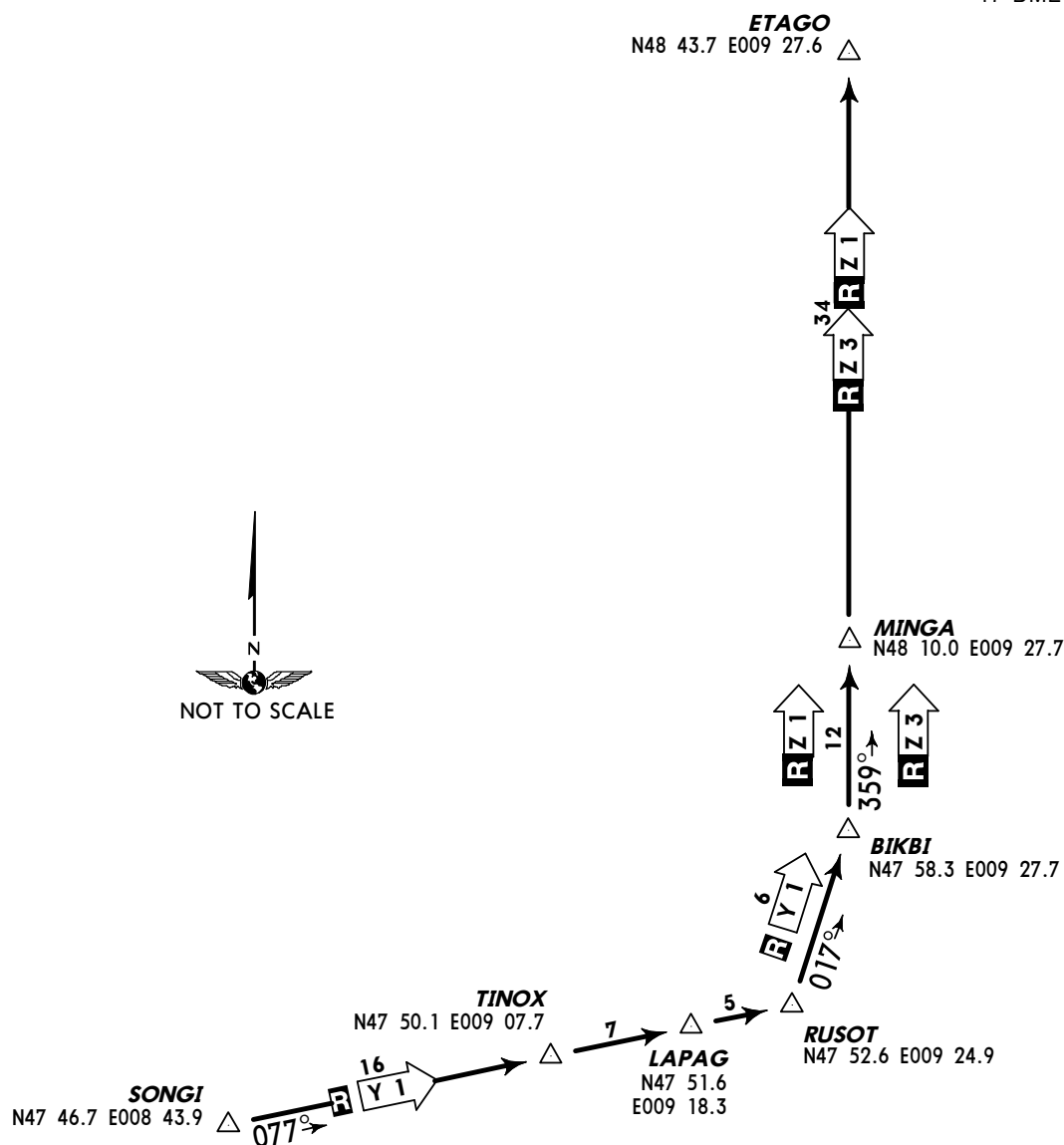
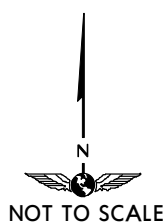
Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'



NORTHBOUND TRANSITION ROUTES AFTER SONGI RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100

1 5900' within
17 DME



KLOTEN
114.85 KLO
N47 27.4 E008 32.7

LSZH/ZRH
ZURICH

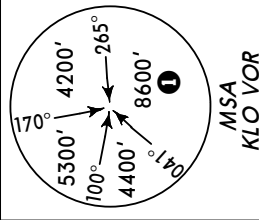
JEPPESEN
22 MAY 09 (10-3X1) Eff 4 Jun

ZURICH, SWITZERLAND

TRANSITION

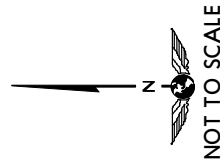
Apt Elev
1416'

Trans level: By ATC Trans alt: 7000'

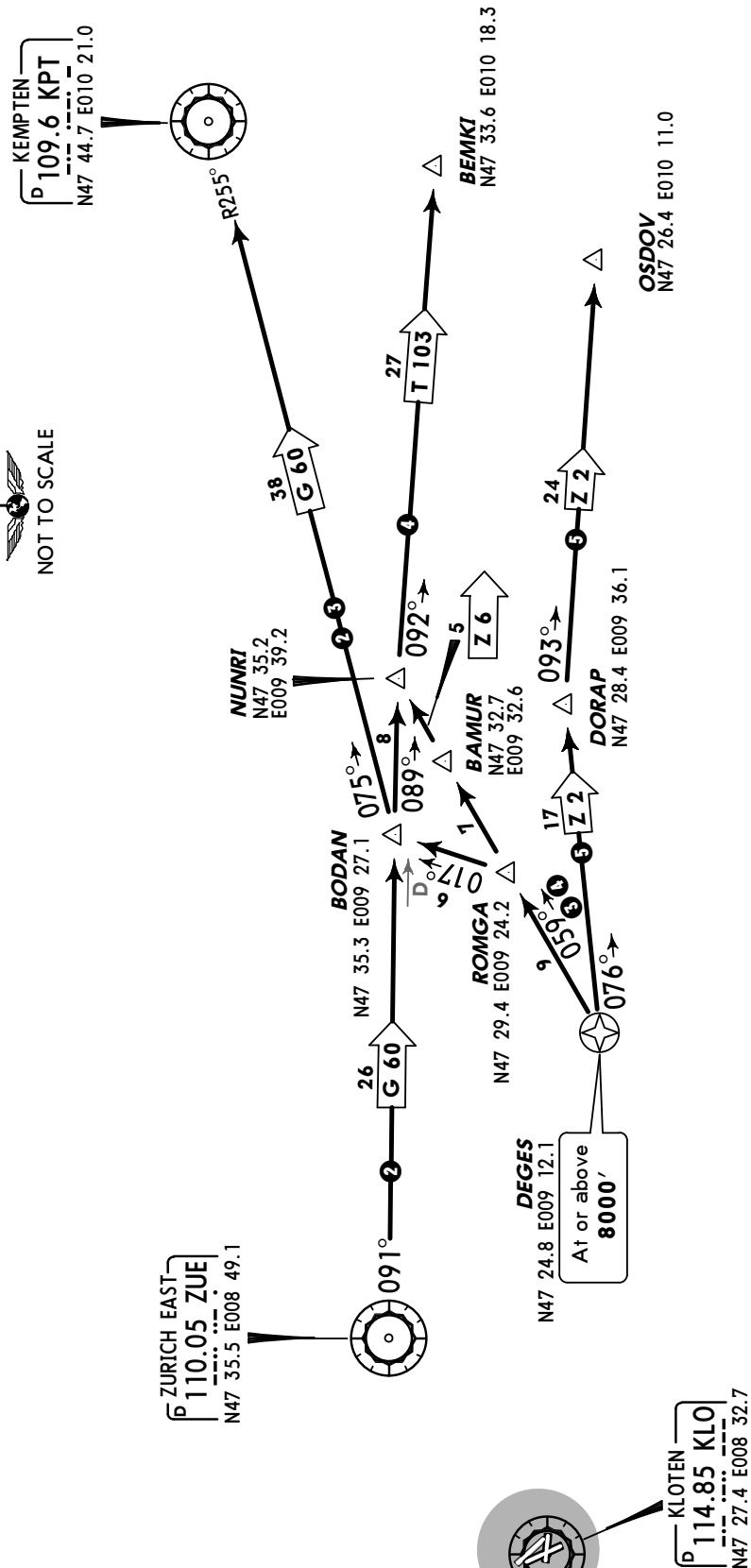


① 5900' within
17 DME

EASTBOUND TRANSITION ROUTES AFTER DEGES & ZUE RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100 **SPEEDS MAX 250 KT BELOW FL100**



- ② For NON RNAV departures at or below **FL90.**
- ③ For departures at or below **FL120.**
- ④ For departures with destination EDDM at or above **FL130.**
- ⑤ For departures at or above **FL130** and for departures at or above **FL200** landing in or overflying CZECH REP.



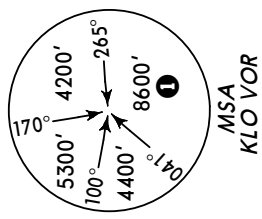
LSZH/ZRH
 ZURICH

JEPPesen
 22 MAY 09 10-3X2 Eff 4 Jun

ZURICH, SWITZERLAND
 TRANSITION

Apt Elev
 1416'

Trans level: By ATC Trans alt: 7000'



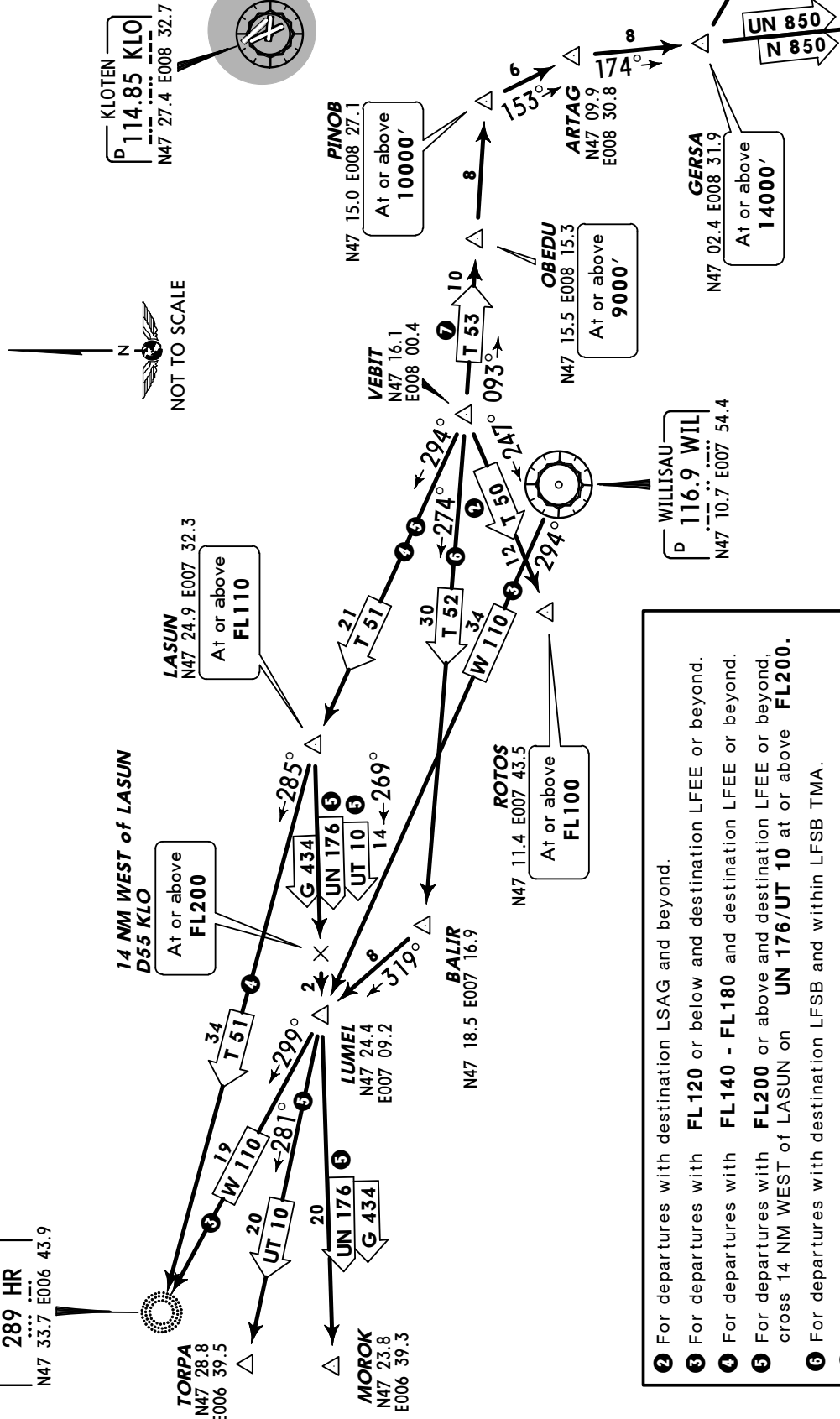
SOUTHBOUND & WESTBOUND TRANSITION ROUTES

AFTER VEBIT

RNAV-EQUIPMENT COMPULSORY
 FOR FLIGHTS AT OR ABOVE FL100

SPEED MAX 250 KT BELOW FL100

① 5900' within
 17 DME



- ② For departures with destination LSAG and beyond.
- ③ For departures with FL120 or below and destination LFEE or beyond.
- ④ For departures with FL140 - FL180 and destination LFEE or beyond.
- ⑤ For departures with FL200 or above and destination LFEE or beyond, cross 14 NM WEST of LASUN on UN176/UT10 at or above FL200.
- ⑥ For departures with destination LFSB and within LFSB TMA.
- ⑦ For departures with destination south of LSZH.

LSZH/ZRH
Apt Elev **1416'**
N47 27.5 E008 32.9

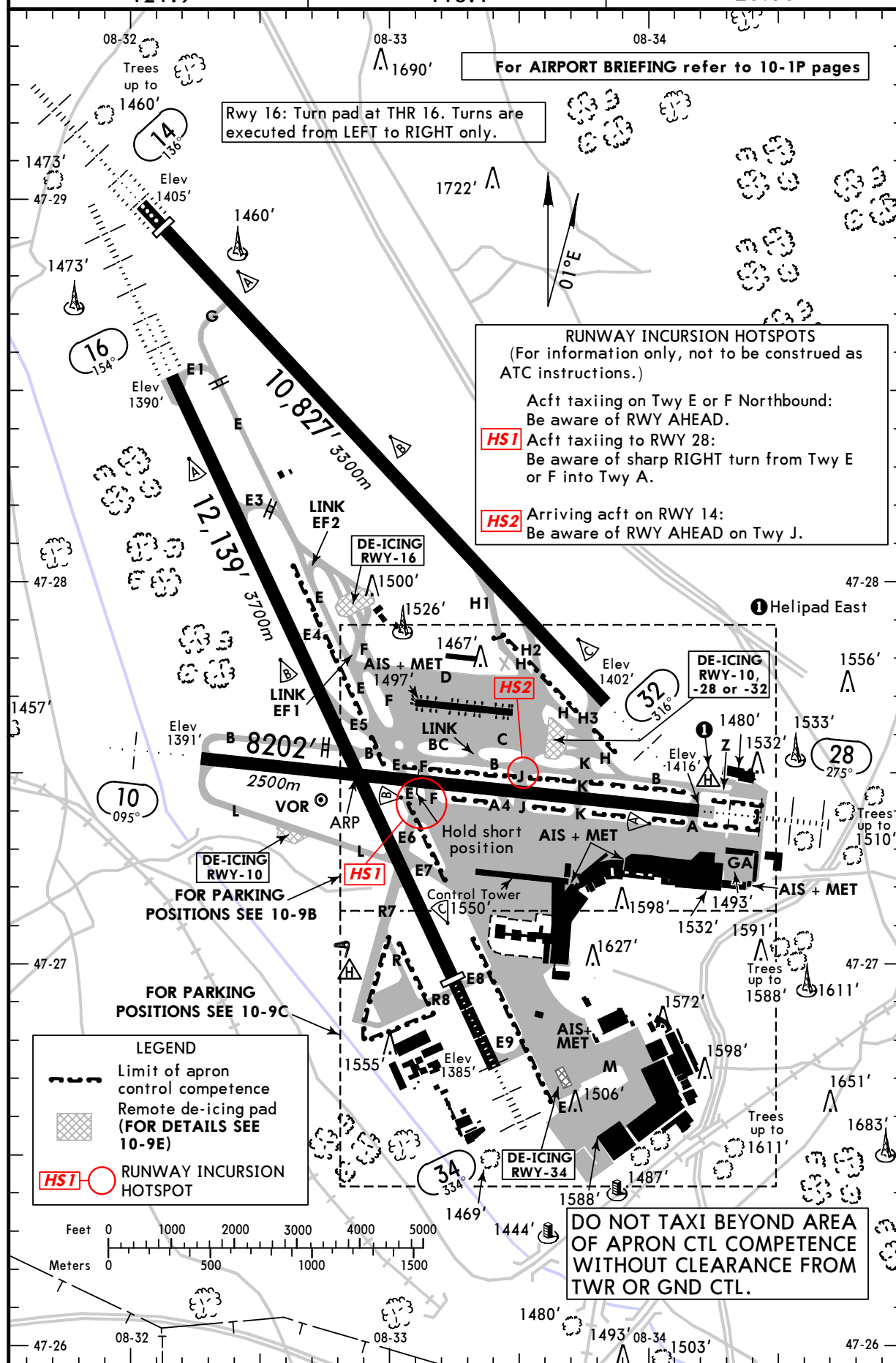
20 AUG 10 (10-9)

JEPPESEN

ZURICH, SWITZERLAND

ZURICH

ATIS Departure		ZURICH Delivery (Cpt)		*ZURICH Apron	
129.0		121.92		South of rwy 10/28 121.75	North of rwy 10/28 121.85
Ground		Tower		ZURICH Departure (R)	
121.9		118.1		125.95	



LSZH/ZRH

20 AUG 10



JEPPESEN

(10-9A)

Eff 26 Aug

ZURICH, SWITZERLAND

ZURICH

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
10 ① 28	RL (45m) CL (15m) ALS PAPI-L (3.5°) HIRL (45m) CL (15m) HIALS ② PAPI-L (3.3°) REIL RVR			③	197' 60m

① Rwy grooved.

② ALS also available.

③ TAKE-OFF RUN AVAILABLE

RWY 28:

From rwy head 8202' (2500m)

twy K int 6234' (1900m)

14 ④ 32	HIRL (30m) CL (15m) HIALS-II ⑤ TDZ ⑤ RVR HIRL (30m) CL (15m) HIALS PAPI-L (3.5°) REIL RVR	10,334' 3150m	9196' 2803m	⑥	197' 60m
---------------	--	---------------	-------------	---	-------------

④ Rwy grooved.

⑤ PAPI-L (3.0°)

⑥ TAKE-OFF RUN AVAILABLE

RWY 14: From rwy head 10,827' (3300m)

twy G int 8858' (2700m)

RWY 32: From rwy head 10,827' (3300m)

twy H2 int 8858' (2700m)

16 ⑦ 34	HIRL (30m) CL (15m) HIALS-II ⑧ TDZ ⑧ REIL RVR HIRL (30m) CL (15m) HIALS PAPI-L (3.3°) REIL RVR	10,879' 3316m 10,597' 3230m	9686' 2952m	⑩	197' 60m
---------------	---	--------------------------------	-------------	---	-------------

⑦ Rwy grooved.

⑧ ALS also available.

⑧ PAPI-L (3.0°)

⑩ TAKE-OFF RUN AVAILABLE

RWY 16: From rwy head 12,139' (3700m)

twy E3 int 9843' (3000m)

RWY 34: From rwy head 12,139' (3700m)

twy E8/R8 int 10,728' (3270m)

twy E7/R7 int 8432' (2570m)

Standard

TAKE-OFF ①

	Rwys 16, 28, 32, 34 LVP must be in Force				All Rwys ②	
	Approved Operators ③ HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RL or CL	RCLM (DAY only) or RL	NIL (DAY only)
A				250m	400m	500m
B	125m	150m	200m	300m		600m
C						
D	150m	200m	250m	400m		800m

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

② Take-off rwy 14 is subject to activation by airport authority.

③ With approved guidance system: ABCD 75m.

LSZH / ZRH

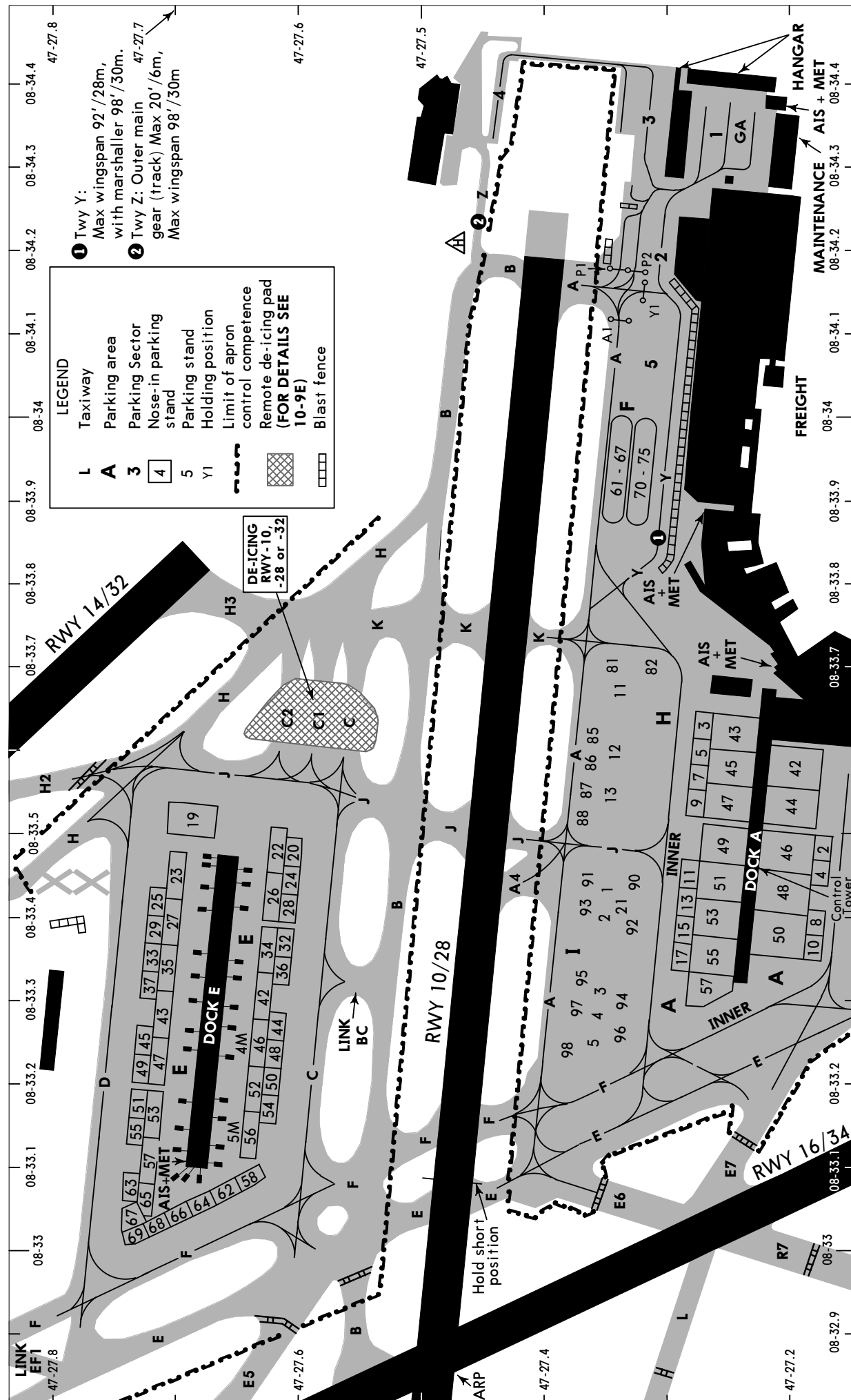
10 SEP 10

(10-9B)

Eff 23 Sep

ZURICH, SWITZERLAND

ZURICH



CHANGES: None.

© JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

LSZH/ZRH

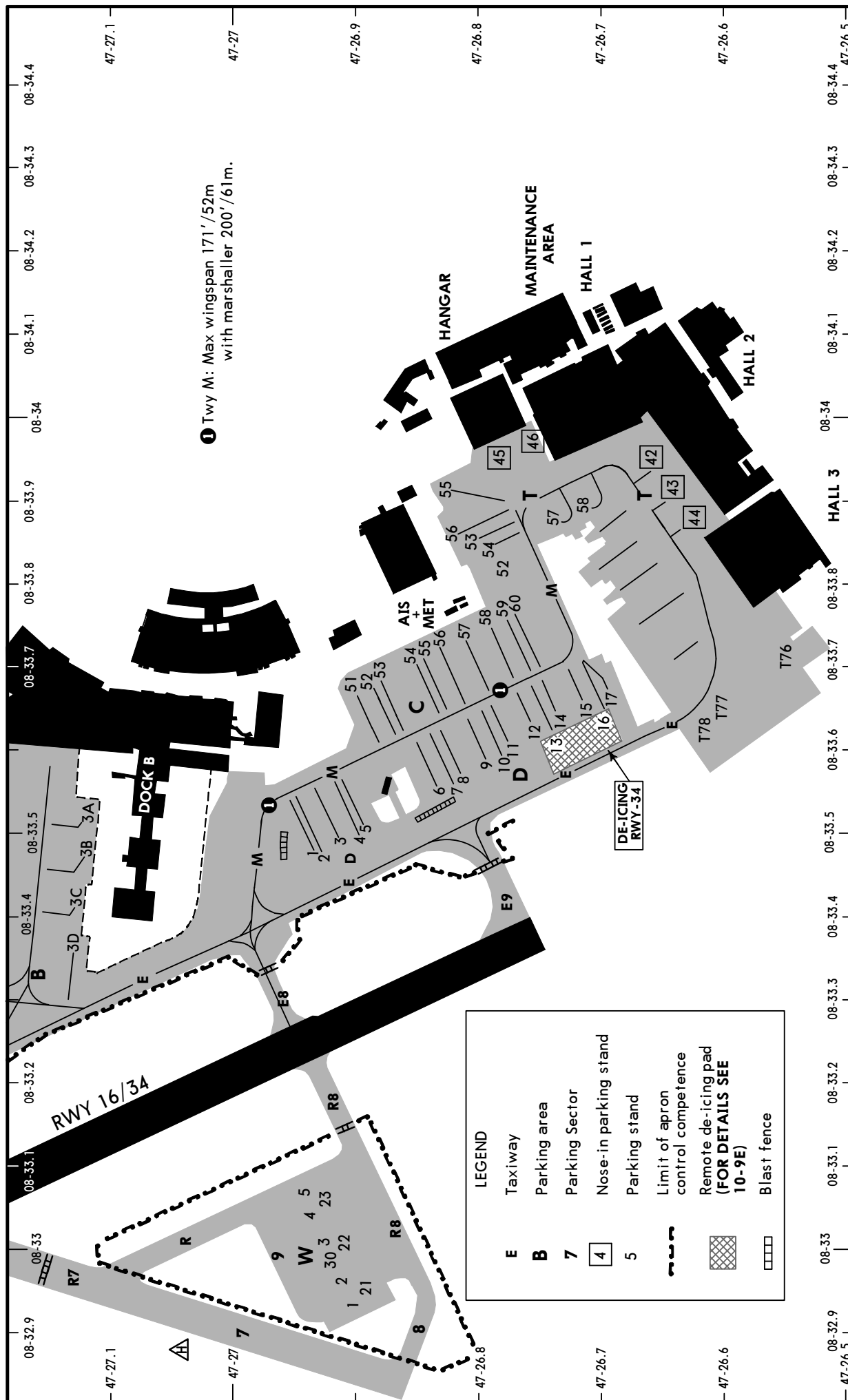
10 SEP 10

10-9C

Eff 23 Sep

ZURICH, SWITZERLAND

ZURICH



CHANGES: Ramp. Parking stands.

© JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

LSZH/ZRH



JEPPESEN

ZURICH, SWITZERLAND

10 SEP 10

10-9D

Eff 23 Sep

ZURICH

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A2	N47 27.2 E008 33.5	E48	N47 27.6 E008 33.2
A3	N47 27.2 E008 33.7	E49	N47 27.7 E008 33.2
A4	N47 27.2 E008 33.5	E50	N47 27.6 E008 33.2
A5	N47 27.2 E008 33.6	E51	N47 27.7 E008 33.2
A7	N47 27.2 E008 33.6	E52	N47 27.6 E008 33.2
A8	N47 27.2 E008 33.4	E53	N47 27.7 E008 33.2
A9	N47 27.2 E008 33.6	E54	N47 27.6 E008 33.2
A10	N47 27.2 E008 33.4	E55 thru E57	N47 27.7 E008 33.1
A11	N47 27.2 E008 33.5	E58	N47 27.6 E008 33.1
A13, A15	N47 27.2 E008 33.4	E62 thru E67	N47 27.7 E008 33.1
A17	N47 27.3 E008 33.4	E68, E69	N47 27.7 E008 33.0
A42	N47 27.2 E008 33.6	F61, F62	N47 27.3 E008 33.9
A43	N47 27.2 E008 33.7	F63 thru F66	N47 27.3 E008 34.0
A44, A45	N47 27.2 E008 33.6	F67	N47 27.3 E008 34.1
A46	N47 27.2 E008 33.5	F70 thru F72	N47 27.3 E008 33.9
A47	N47 27.2 E008 33.6	F73, F74	N47 27.3 E008 34.0
A48, A49	N47 27.2 E008 33.5	F75	N47 27.3 E008 34.1
A50	N47 27.2 E008 33.4	H11	N47 27.3 E008 33.7
A51	N47 27.2 E008 33.5	H12, H13	N47 27.4 E008 33.6
A53, A55	N47 27.2 E008 33.4	H81, H82	N47 27.3 E008 33.7
A57	N47 27.3 E008 33.3	H85, H86	N47 27.3 E008 33.6
B3A	N47 27.1 E008 33.6	H87, H88	N47 27.4 E008 33.6
B3B	N47 27.1 E008 33.5	I1	N47 27.4 E008 33.5
B3, B3D	N47 27.1 E008 33.4	I2, I3	N47 27.4 E008 33.4
C51 thru C53	N47 26.9 E008 33.7	I4, I5	N47 27.4 E008 33.3
C54, C55	N47 26.8 E008 33.7	I21	N47 27.4 E008 33.5
C56 thru C59	N47 26.8 E008 33.8	I90	N47 27.3 E008 33.4
C60	N47 26.7 E008 33.8	I91	N47 27.4 E008 33.5
D1 thru D5	N47 26.9 E008 33.5	I92	N47 27.3 E008 33.4
D6 thru D10	N47 26.8 E008 33.6	I93	N47 27.4 E008 33.4
D11 thru D13	N47 26.7 E008 33.6	I94	N47 27.3 E008 33.3
D14 thru D17	N47 26.7 E008 33.7	I95	N47 27.4 E008 33.4
E4M	N47 27.6 E008 33.3	I96 thru I98	N47 27.4 E008 33.3
E5M	N47 27.6 E008 33.1	T42, T43	N47 26.6 E008 34.0
E19	N47 27.7 E008 33.5	T44	N47 26.6 E008 33.9
E20, E22	N47 27.6 E008 33.5	T45, T46	N47 26.8 E008 34.0
E23	N47 27.7 E008 33.5	T52	N47 26.8 E008 33.8
E24	N47 27.6 E008 33.5	T53, T54	N47 26.8 E008 33.9
E25	N47 27.7 E008 33.4	T55	N47 26.8 E008 34.0
E26	N47 27.6 E008 33.4	T56	N47 26.8 E008 33.9
E27	N47 27.7 E008 33.4	T57, T58	N47 26.7 E008 33.9
E28	N47 27.6 E008 33.4	T76	N47 26.6 E008 33.7
E29	N47 27.7 E008 33.4	T77, T78	N47 26.6 E008 33.6
E32	N47 27.6 E008 33.4	W1	N47 26.9 E008 32.9
E33	N47 27.7 E008 33.4	W2, W3	N47 26.9 E008 33.0
E34	N47 27.6 E008 33.4	W4, W5	N47 26.9 E008 33.1
E35	N47 27.7 E008 33.4	W21, W22	N47 26.9 E008 33.0
E36	N47 27.6 E008 33.4	W23	N47 26.9 E008 33.1
E37	N47 27.7 E008 33.3	W30	N47 26.9 E008 33.0
E42	N47 27.6 E008 33.3		
E43	N47 27.7 E008 33.3		
E44	N47 27.6 E008 33.3		
E45	N47 27.7 E008 33.3		
E46	N47 27.6 E008 33.3		
E47	N47 27.7 E008 33.2		

LSZH/ZRH

JEPPESEN
 10 SEP 10 **10-9E** **Eff 23 Sep**

ZURICH, SWITZERLAND
 ZURICH

DE-ICING PADS

Remote Deicing Pad	Site Overview
RWY-10 Holding bay 10 PAD Coordinator 121.6	
RWY-16 Twy F / F1 / F2 PAD Coordinator 121.65	
RWY-28, -32 or -10 Twy C / C1 / C2 PAD Coordinator 121.67	
RWY-34 D13 / D16 PAD Coordinator 121.6	

LSZH/ZRH

15 OCT 04 **JEPPESEN**
10-9F

ZURICH, SWITZERLAND

ZURICH

**DOCKING GUIDANCE SYSTEM (SAFEDOCK)
AT DOCK A, B & E****A. SYSTEM DESCRIPTION:**

The system is based on a laser scanning technique which tracks the lateral and longitudinal position of the aircraft. The system will recognise the incoming aircraft and check it against the one selected by the operator. The system is operated on an automatic mode. If the system fails, the aircraft must be positioned by a marshaller.

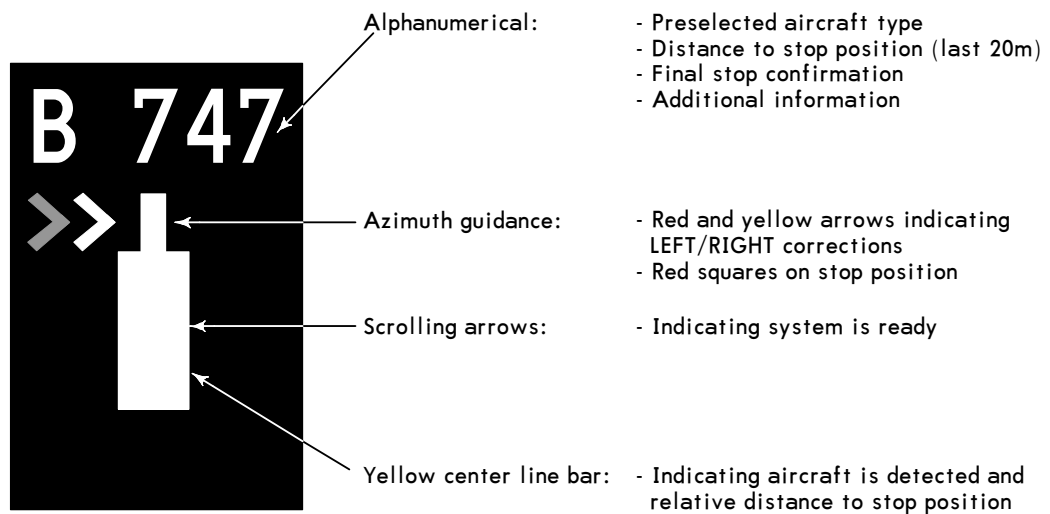
Azimuth guidance, continuous closing rate information, aircraft type etc. are shown on a single display visible for pilot and co-pilot.

Display and Laser Scanning Unit are mounted on the terminal in front of the aircraft stand.

B. ROUTINE DOCKING MANOEUVRE:

- Check for correct aircraft type displayed (ICAO designator).
- Do not proceed beyond the bridge unless the floating arrows have been superseded by the yellow center line bar.
- Red arrow shows direction to turn.
- Yellow arrow shows position in relation to center line.
- The absence of any direction arrow indicates the aircraft on center line.
- Display of digital countdown in meters starts 20m before stop position.
- 12m before stop position the closing rate will be indicated by turning off one row of the yellow center line bar per 0.5m covered by the aircraft.
- At the stop position the display will show "STOP" with red light squares, followed by "OK".

In case of malfunction request assistance from APRON CONTROL.

**C. STOP AT PARKING POSITIONS C , D, E (65, 66, 68 & 69) , F thru I, T & W:**

Stop bar markings are located to the LEFT with a 90 degree angle to the guide lines.

Aircraft has to be stopped with the pilot seat ABEAM the stop-bar.

LSZH/ZRH

JEPPESEN

29 JAN 10

10-9X

Eff 11 Feb

ZURICH, SWITZERLAND

ZURICH

JAA MINIMUMS

STRAIGHT-IN RWY		A	B	C	D
14	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	1502' (100')	1502' (100')	1502' (100')	1502' (100')
		RA95' R300m	RA95' R300m	RA95' R300m	RA95' R300m
	ILS	1602' (200')	1602' (200')	1602' (200')	1602' (200')
		RA187' R550m	RA187' R550m	RA187' R550m	RA187' R550m
	ALS out	RA187' R1000m	RA187' R1000m	RA187' R1000m	RA187' R1000m
	LOC	1950' (548')	1950' (548')	1950' (548')	1950' (548')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
16	CAT 3B ILS ❶	approved	approved	approved	approved
	CAT 3A ILS ❶	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS ❶	1490' (100')	1490' (100')	1490' (100')	1490' (100')
		RA93' R300m	RA93' R300m	RA93' R300m	RA93' R300m
	ILS ❶	1590' (200')	1590' (200')	1590' (200')	1590' (200')
		RA187' R550m	RA187' R550m	RA187' R550m	RA187' R550m
	ALS out	RA187' R1000m	RA187' R1000m	RA187' R1000m	RA187' R1000m
	ILS ❷	1805' (415')	1815' (425')	1825' (435')	1835' (445')
		R800m	R800m	R800m	R800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	1840' (450')	1840' (450')	1840' (450')	1840' (450')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
28	VOR	1950' (560')	1950' (560')	1950' (560')	1950' (560')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	ILS ❸	2147' (731')	2157' (741')	2168' (752')	2178' (762')
		R900m	R900m	R900m	R900m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❹	2831' (1415')	2842' (1426')	2853' (1437')	2863' (1447')
		R900m	R900m	R900m	R900m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❸	2360' (944')	2360' (944')	2360' (944')	2360' (944')
		R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m
	LOC ❹	3070' (1654')	3070' (1654')	3070' (1654')	3070' (1654')
		R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR ❸	2360' (944')	2360' (944')	2360' (944')	2360' (944')
		R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR ❹	3070' (1654')	3070' (1654')	3070' (1654')	3070' (1654')
		R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m

❶ Missed apch climb grad MIM 5.0% up to 2400'.

❷ Missed apch climb grad MIM 2.5%.

❸ Missed apch climb grad MIM 4.0% up to 4700'.

LSZH/ZRH

29 JAN 10 **JEPPESEN**
10-9X1

Eff 11 Feb

JAA MINIMUMS
ZURICH, SWITZERLAND
ZURICH

STRAIGHT-IN RWY		A	B	C	D
34	ILS ①	1588' (200')	1588' (200')	1588' (200')	1588' (200')
	ALS out	R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	ILS ②	1592' (204')	1602' (214')	1615' (227')	1625' (237')
	ALS out	R600m R1000m	R600m R1000m	R600m R1000m	R600m R1000m
	LOC	1990' (602')	1990' (602')	1990' (602')	1990' (602')
	ALS out	R1000m R1500m	R1200m R1500m	R1200m R2000m	R1600m R2000m
	VOR	2430' (1042')	2430' (1042')	2430' (1042')	2430' (1042')
	ALS out	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m

① Missed apch climb grad MIM 3.0% up to 2400'.

② Missed apch climb grad MIM 2.5%.

TAKE-OFF

Rwys 16, 28, 32, 34 LVP must be in Force					All Rwys ①	
	Approved Operators HIRL, CL & mult. RVR req ②	RL, CL & mult. RVR req	RL & CL	RL or CL	RCLM (DAY only) or RL	NIL (DAY only)
A				250m	400m	500m
B	125m	150m	200m	300m		600m
C						
D	150m	200m	250m	400m		800m

① Take-off rwy 14 is subject to activation by airport authority.

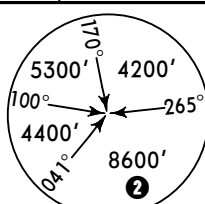
② With approved guidance system: ABCD 75m.

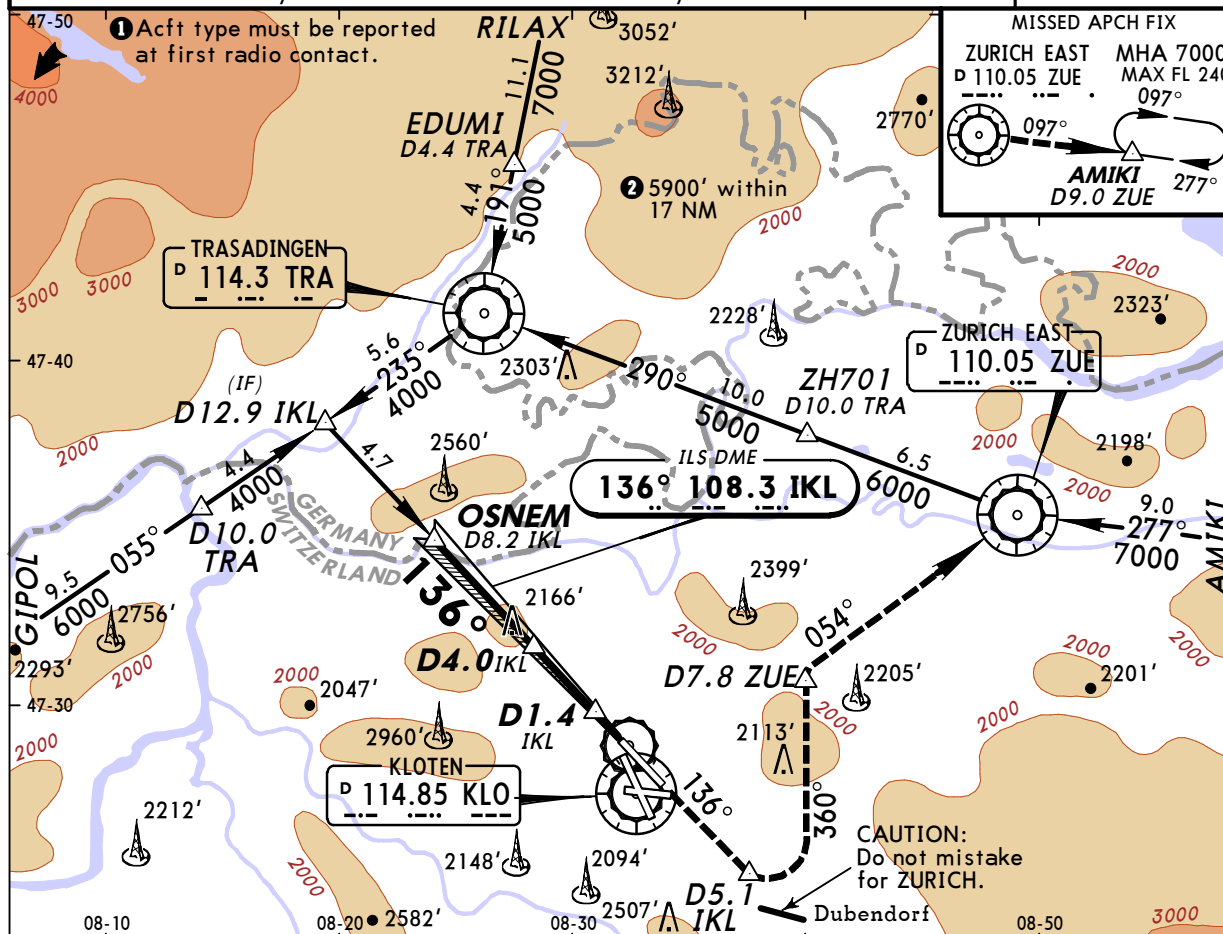
LSZH/ZRH
ZURICH

JEPPESEN
2 APR 10 11-1 Eff 8 Apr

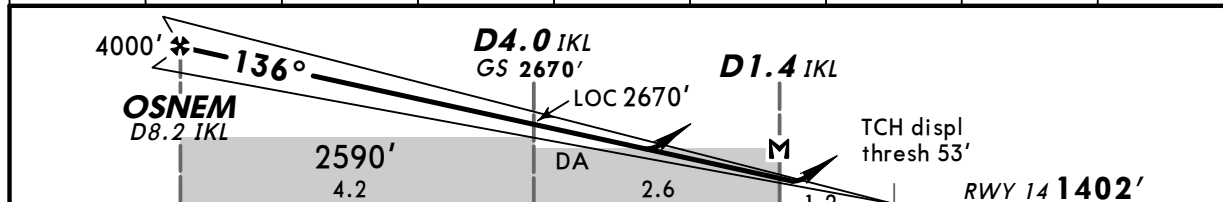
ZURICH, SWITZERLAND
ILS Rwy 14

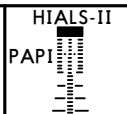
BRIEFING STRIP

ATIS	ZURICH Arrival (APP/R) ①				ZURICH Tower			Ground
128.52	118.0	120.75	119.7		120.22	118.1	119.7	121.9
LOC IKL 108.3	Final Aptch Crs 136°	GS D4.0 IKL 2670' (1268')	ILS RA 187' DA(H) 1602' (200')	Apt Elev 1416'		RWY 1402'		
MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 4000'. At D5.1 IKL past the station, turn LEFT (MAX 210 KT) onto 360° to intercept R-234 ZUE. At D7.8 ZUE continue climb to 7000'. Proceed to ZUE VOR. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.								
Alt Set: hPa	Rwy Elev: 50 hPa	Trans level: By ATC		Trans alt: 7000'				



LOC	IKL DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	3940'	3620'	3300'	2990'	2670'	2350'	2030'



Gnd speed-Kts	70	90	100	120	140	160		D5.1 IKL ↑
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862		
MAP at D1.4 IKL								

Standard		STRAIGHT-IN LANDING RWY 14			
ILS			LOC (GS out)		
RA 187'					
DA(H) 1602' (200')			DA(H) 1950' (548')		
FULL		Limited	ALS out	ALS out	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C					
D				RVR 1800m	CMV 2400m

PANS OPS 3

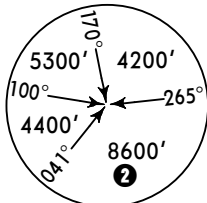
LSZH/ZRH
ZURICH

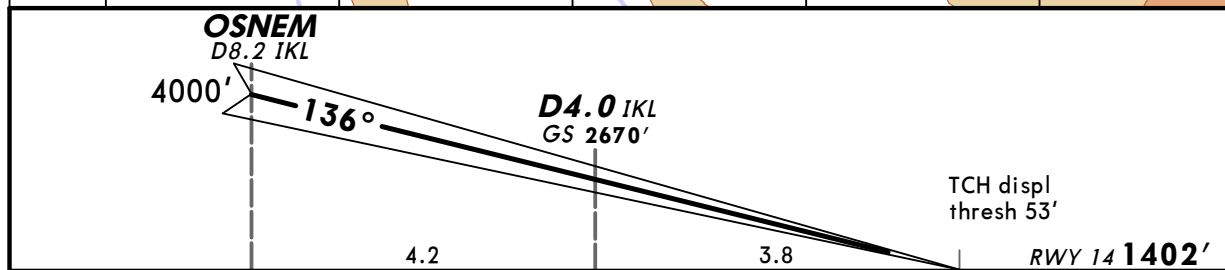
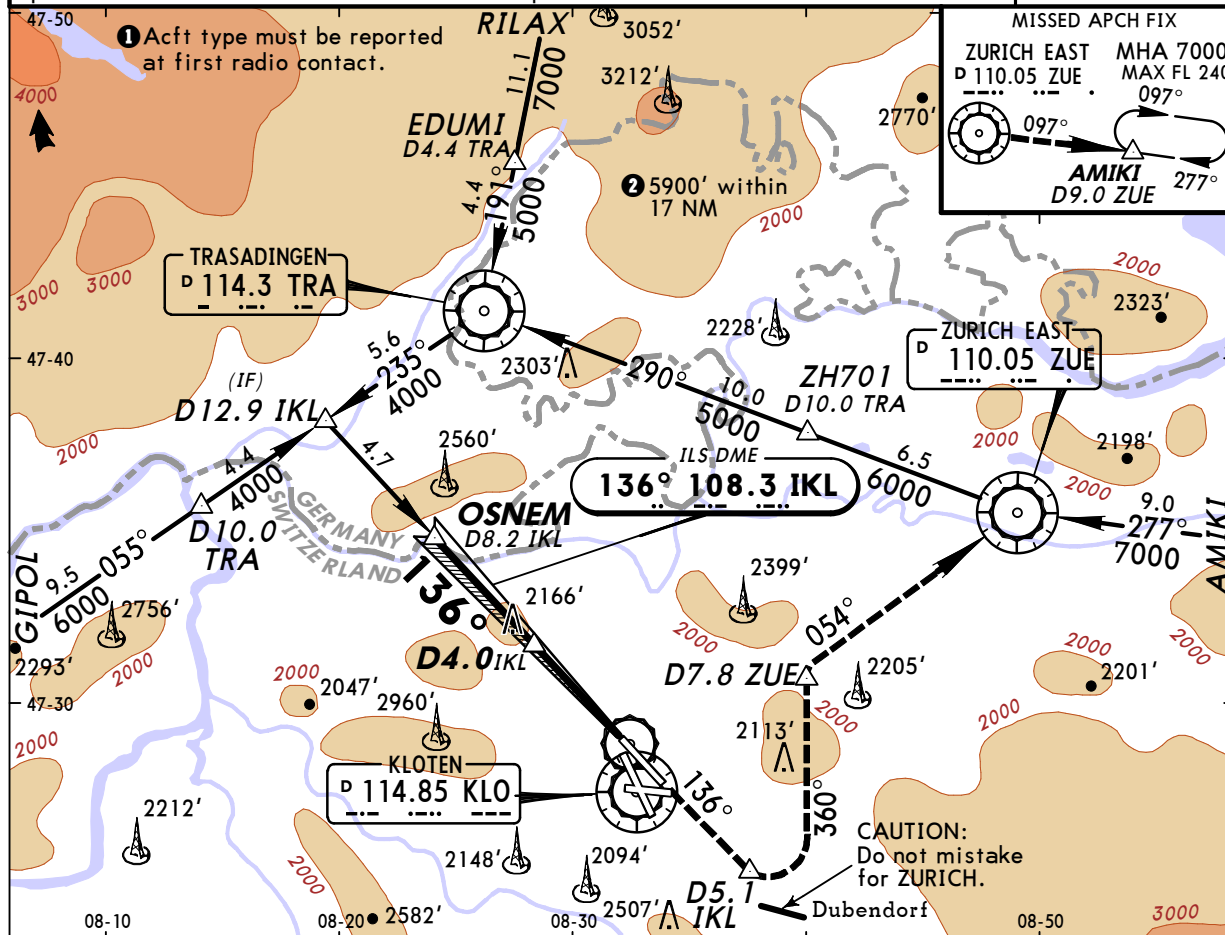
2 APR 10
Eff 8 Apr

JEPPESEN
11-1A

ZURICH, SWITZERLAND
CAT II ILS Rwy 14

BRIEFING STRIP

ATIS	ZURICH Arrival (APP/R) 1			ZURICH Tower			Ground
128.52	118.0	120.75	119.7	120.22	118.1	119.7	121.9
LOC IKL 108.3	Final Apch Crs 136°	GS D4.0 IKL 2670' (1268')	CAT II ILS RA 95' DA(H) 1502' (100')	Apt Elev 1416'	RWY 1402'		
MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 4000'. At D5.1 IKL past the station, turn LEFT (MAX 210 KT) onto track 360° to intercept R-234 ZUE. At D7.8 ZUE continue climb to 7000'. Proceed to ZUE VOR. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.							
Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000' Special Aircrew and Aircraft Certification Required.							MSA KLO VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D5.1 IKL ↑
GS	3.00°	377	485	539	647	755		

Standard STRAIGHT-IN LANDING RWY 14
CAT II ILS
ABCD
RA 95'
DA(H) 1502' (100')

RVR 300m

PANS OPS 3

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Holding. Fix designation.

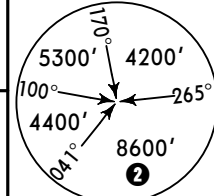
© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

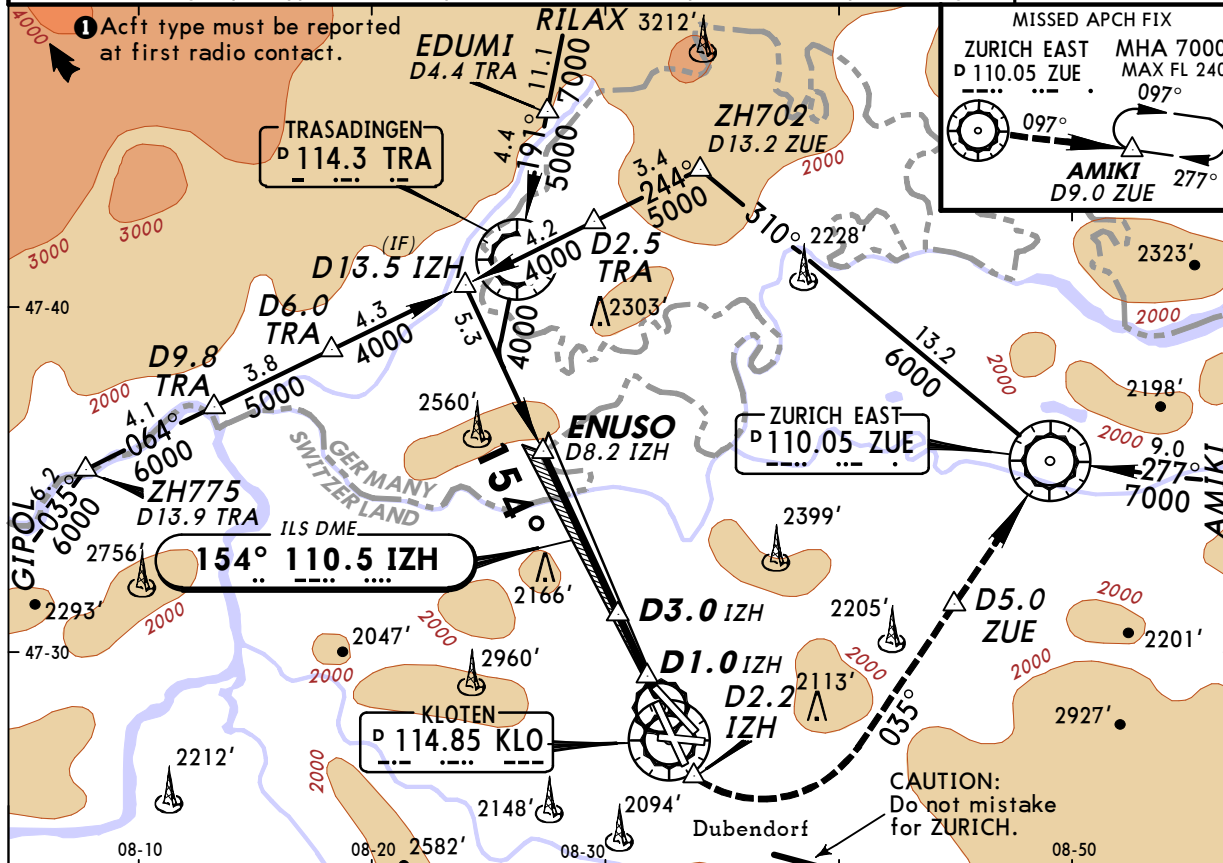
LSZH/ZRH
ZURICH

JEPPESEN
2 APR 10 (11-2) Eff 8 Apr

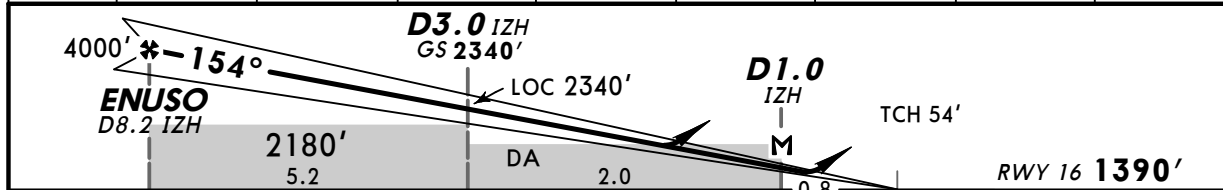
ZURICH, SWITZERLAND
ILS Rwy 16

BRIEFING STRIP

ATIS	ZURICH Arrival (APP/R) ❶			ZURICH Tower		Ground
128.52	118.0	120.75	119.7	118.1	119.7	121.9
LOC IZH 110.5	Final Apch Crs 154°	GS D3.0 IZH 2340' (950')	ILS DA(H) Refer to Minimums	Apt Elev 1416' RWY 1390'		 MSA KLO VOR ❷ 5900' within 17 NM
MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 5000'. At D2.2 IZH past the station turn LEFT (MAX 210 KT/MIM BANK 20°) to intercept R-215 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.						
Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000' Due to disturbance of GS signal of rwy 16 pilots might be requested by ZURICH Arrival to change apch type from ILS apch to LOC or visual apch, met cond permitting.						



LOC	IZH DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	3940'	3620'	3300'	2980'	2660'	2340'	2020'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI D2.2 IZH
ILS GS or	377	485	539	647	755	862	
LOC Descent Angle 3.00°							
MAP at D1.0 IZH							

Standard				STRAIGHT-IN LANDING RWY 16				LOC (GS out)	
Missed apch climb gradient mim				ILS					
5.0% ①		2.5%		A: 1805' (415')		C: 1825' (435')		DA(H) 1840' (450')	
DA(H) 1590' (200')		DA(H) 1815' (425')		B: 1815' (425')		D: 1835' (445')			
FULL	Limited	ALS out		FULL/Limited	ALS out				
A				RVR 1200m		RVR 1500m			RVR 1500m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m		RVR 2000m		RVR 1400m	RVR 1500m
C									CMV 2100m
D				RVR 1400m		CMV 2100m			

① Climb gradient up to 2400'.

CHANGES: Holding. Fix designation.

© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

LSZH/ZRH
ZURICH

2 APR 10
Eff 8 Apr

11-2A

ZURICH, SWITZERLAND

① CAT II ILS Rwy 16

ATIS 128.52	ZURICH Arrival (APP/R) ② 118.0 120.75 119.7			ZURICH Tower 118.1 119.7		Ground 121.9
LOC IZH 110.5	Final Apch Crs 154°	GS D3.0 IZH 2340' (950')	CAT II ILS RA 93' DA(H) 1490' (100')	Apt Elev 1416' RWY 1390'		

MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 5000'. At D2.2 IZH past the station turn LEFT (MAX 210 KT/MIM BANK 20°) to intercept R-215 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.

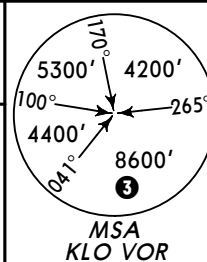
Alt Set: hPa

Rwy Elev:

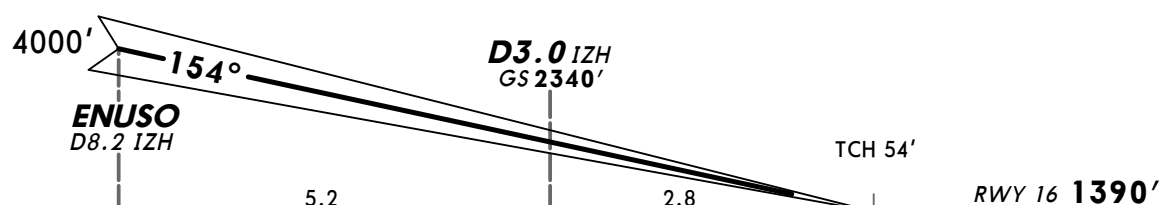
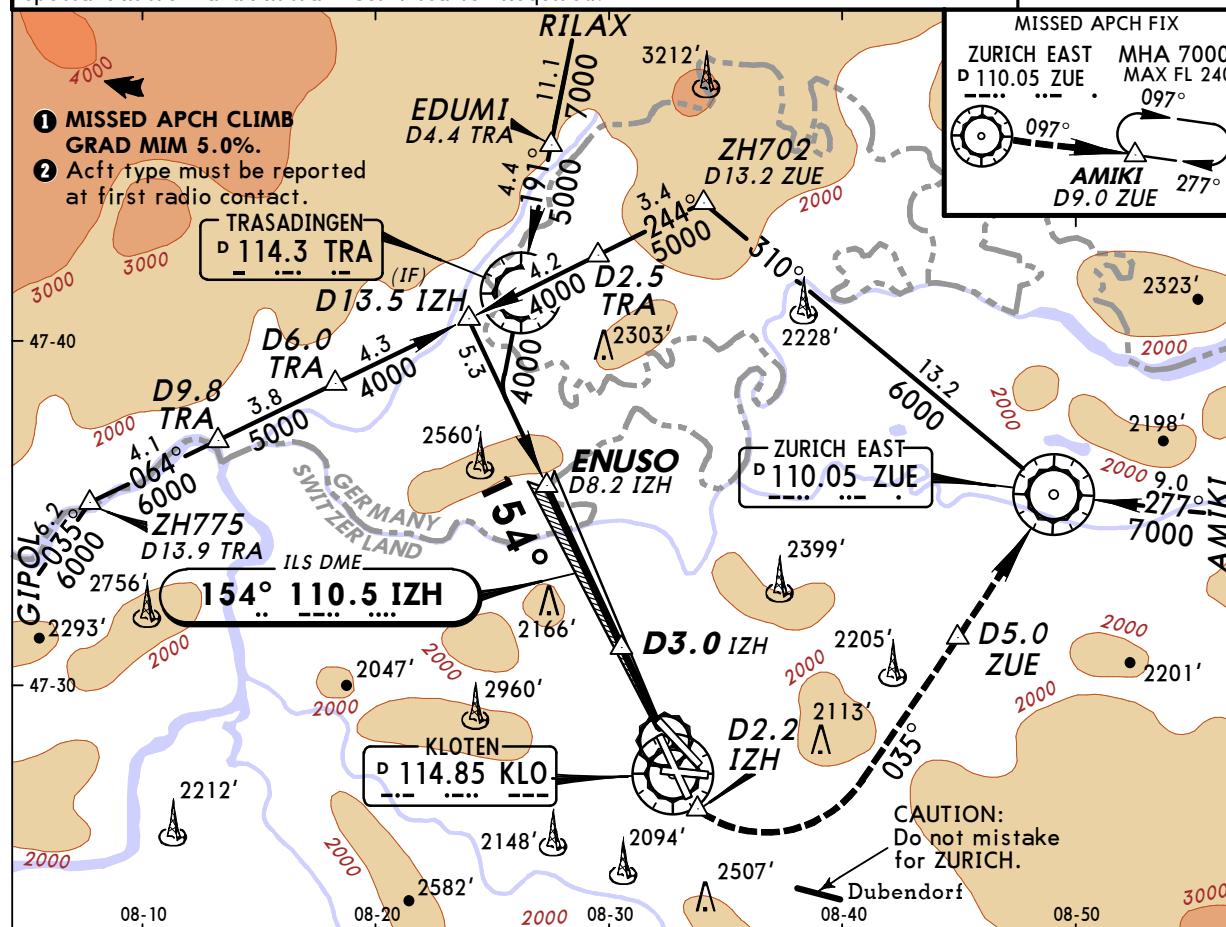
Trans level: By ATC

Trans alt: 7000'

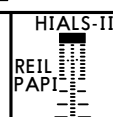
Special Aircrew and Aircraft Certification Required.



③ 5900' within 17 NM



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Gs</i> 3.00°	377	485	539	647	755	862



D2.2
IZH
↑

Standard

STRAIGHT-IN LANDING RWY 16

CAT II ILS

Missed apch climb gradient min 5.0%¹

ABCD

RA 93'
DA(H) **1490' (100')**

RVR **300m** **2**

1 Climb gradient up to 2400'.

2 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Holding. Fix designation.

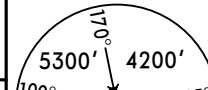
© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

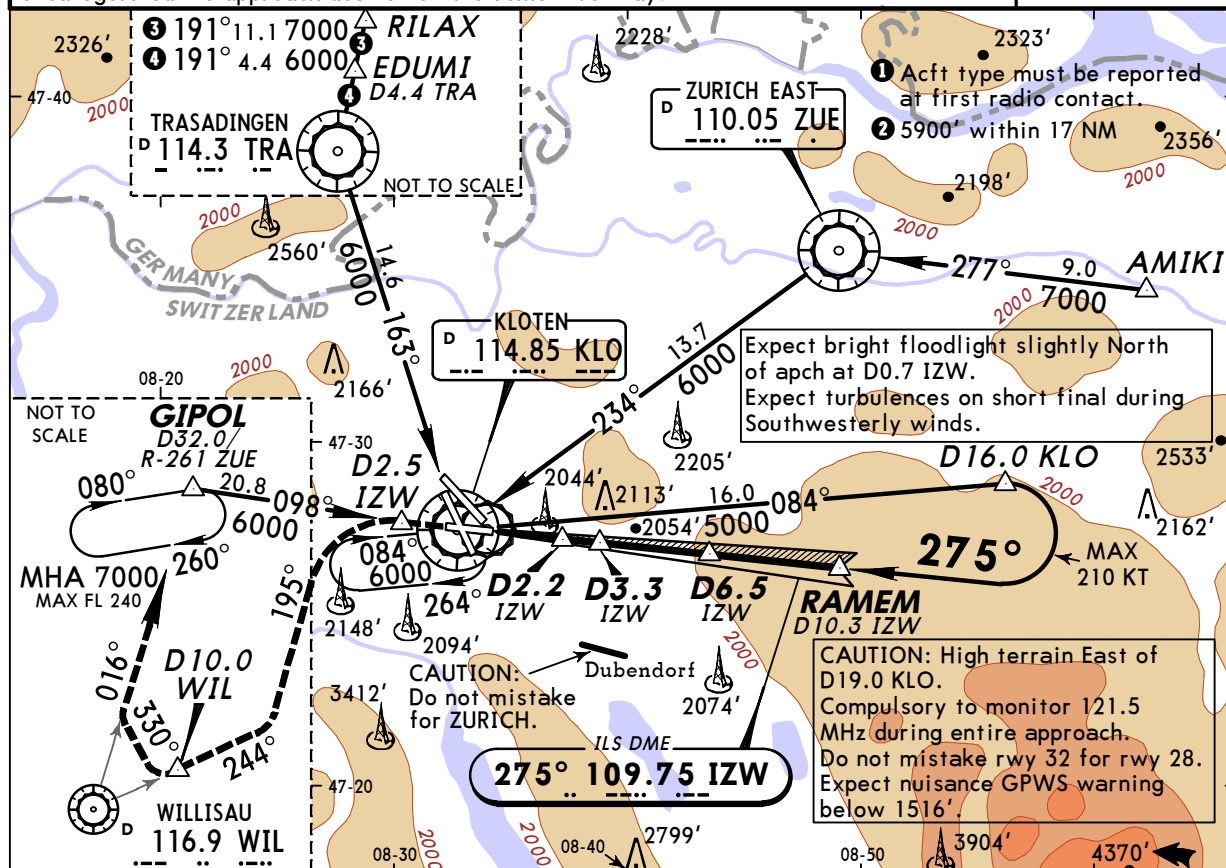
LSZH/ZRH
ZURICH

2 JUL 10 (11-3)

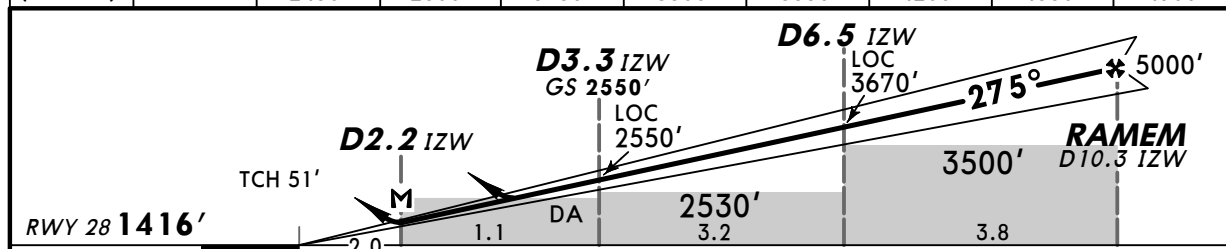
ZURICH, SWITZERLAND
ILS Rwy 28

BRIEFING STRIP

ATIS 128.52		ZURICH Arrival (APP/R) ① 118.0 120.75 119.7		ZURICH Tower 118.1 119.7		Ground 121.9
LOC IZW 109.75	Final Apch Crs 275°	GS D3.3 IZW 2550' (1134')	ILS DA(H) Refer to Minimums	Apt Elev 1416' RWY 1416'		
MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 4000'. At D2.5 IZW past the station turn LEFT (MAX 210 KT) onto 195°, then continue climb to 7000'. Intercept R-064 WIL inbound. At D10.0 WIL turn RIGHT onto 330° to intercept R-016 WIL. Proceed to GIPOL.						
Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 7000' Uncategorized ILS approach due to non-instrument runway.						



LOC (GS out)	IZW DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	2450'	2800'	3150'	3500'	3850'	4200'	4550'	4900'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS or							REIL PAPI	
LOC Descent Angle 3.30°	414	532	591	710	828	946	D2.5 IZW	
MAP at D2.2 IZW								

Standard				STRAIGHT-IN LANDING RWY 28			
ILS				LOC (GS out)			
Missed apch climb gradient mim				Missed apch climb gradient mim			
4.0% DA(H) ① C: 2168' (752') D: 2178' (762') ②				4.0% DA(H) ① 2360' (944')			
2.5% DA(H) ③ C: 2853' (1437') D: 2863' (1447')				2.5% DA(H) ③ 3070' (1654')			
FULL/Limited		ALS out		ALS out		ALS out	

A	RVR 1500m	CMV 5000m
B		
C		
D		

① Climb gradient up to 4700'. ② CAT A: 2147'(731'), CAT B: 2157'(741'). ③ LACFT: 2366'(950').
 ④ CAT A: 2831'(1415'), CAT B: 2842'(1426').

PANS OPS 3

LSZH/ZRH
ZURICH

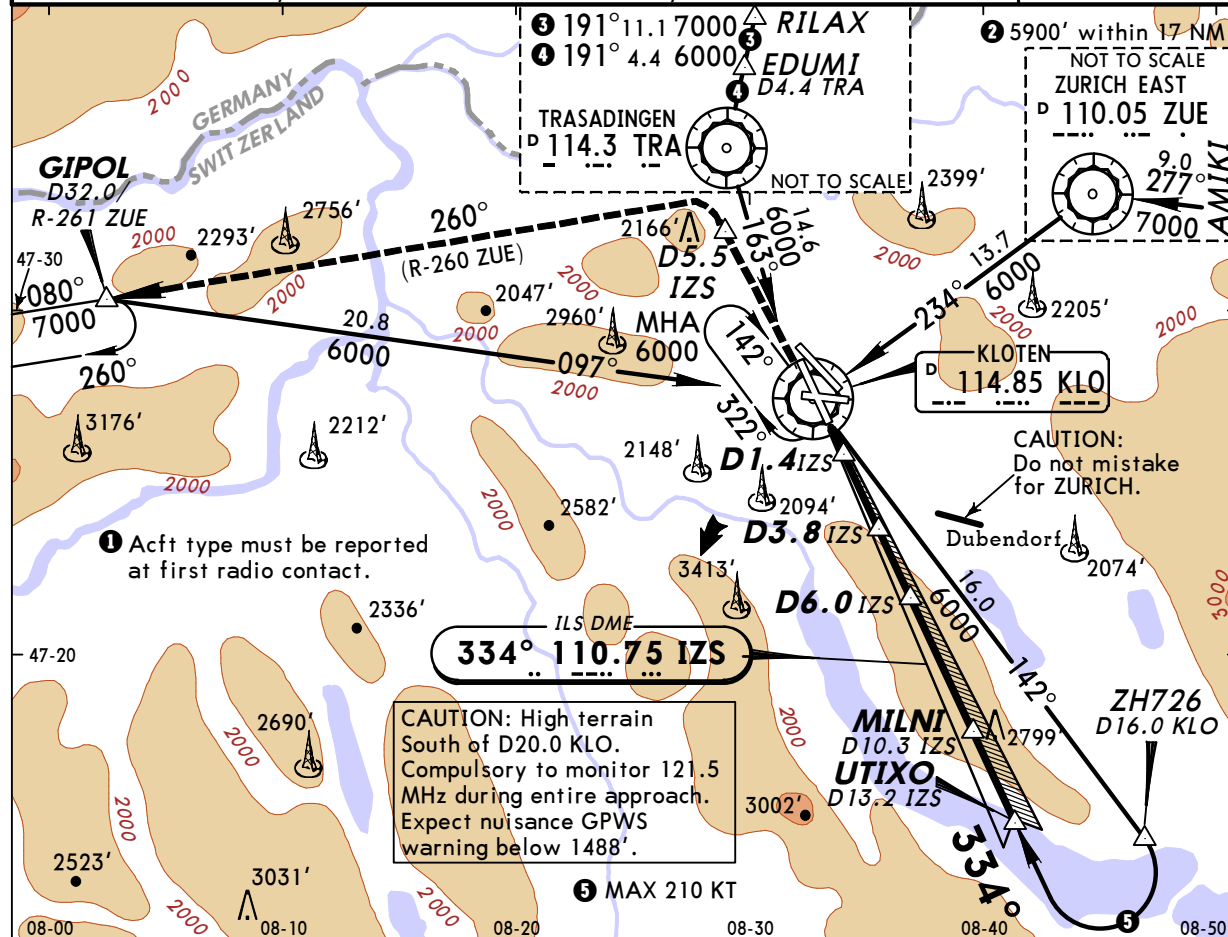
2 JUL 10

(11-4)

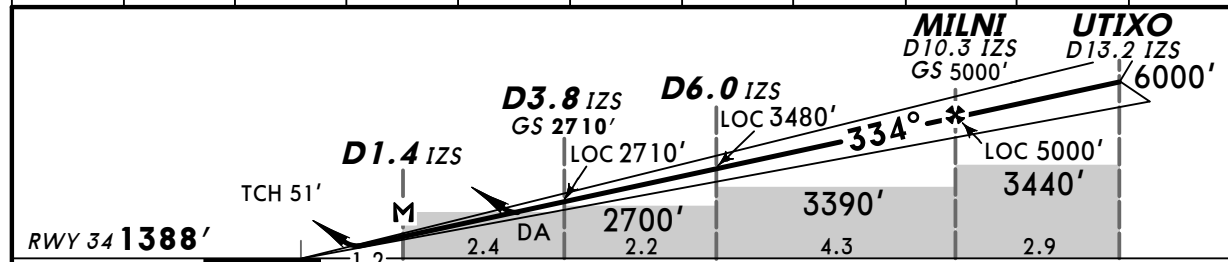
ZURICH, SWITZERLAND
ILS Rwy 34

BRIEFING STRIP™

ATIS 128.52		ZURICH Arrival (APP/R) ❶ 118.0 120.75 119.7			ZURICH Tower 118.1 119.7		Ground 121.9
LOC IZS 110.75	Final Apch Crs 334°	GS D3.8 IZS 2710' (1322')	ILS DA(H) Refer to Minimums	Apt Elev 1416' RWY 1388'			
MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 5000'. At D5.5 IZS past the station turn LEFT. Continue climb to 7000'. Intercept R-260 ZUE. Proceed to GIPOL.							 ❷
Alt Set: hPa		Rwy Elev: 50 hPa		Trans level: By ATC		Trans alt: 7000'	
							MSA KLO VOR



LOC	IZS DME	2.0	3.0	4.0	5.0	7.0	8.0	9.0	11.0	13.0
(GS out)	ALTITUDE	2080'	2430'	2780'	3130'	3830'	4180'	4530'	5230'	5930'



Gnd speed-Kts	70	90	100	120	140	160		D5.5 IZS
ILS GS or LOC Descent Angle 3.30°	414	532	591	710	828	946		
MAP at D1.4 IZS								

Standard			STRAIGHT-IN LANDING RWY 34					
Missed apch climb gradient mim 3.0% to 2400'			ILS	Missed apch climb gradient mim 2.5% ¹			LOC (GS out)	
DA(H) 1588' (200')			DA(H) C: 1615' (227') D: 1625' (237')			DA(H) 1990' (602')		
FULL		Limited	ALS out		FULL		Limited	ALS out
A							RVR 1500m	
B	RVR 550m	RVR 750m	RVR 1200m	RVR 550m	RVR 750m	RVR 1200m		
C							CMV 2100m	CMV 2400m
D								

① CAT A: 1592' (204'), CAT B: 1602' (214').

CHANGES: None.

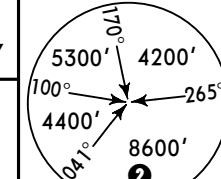
© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

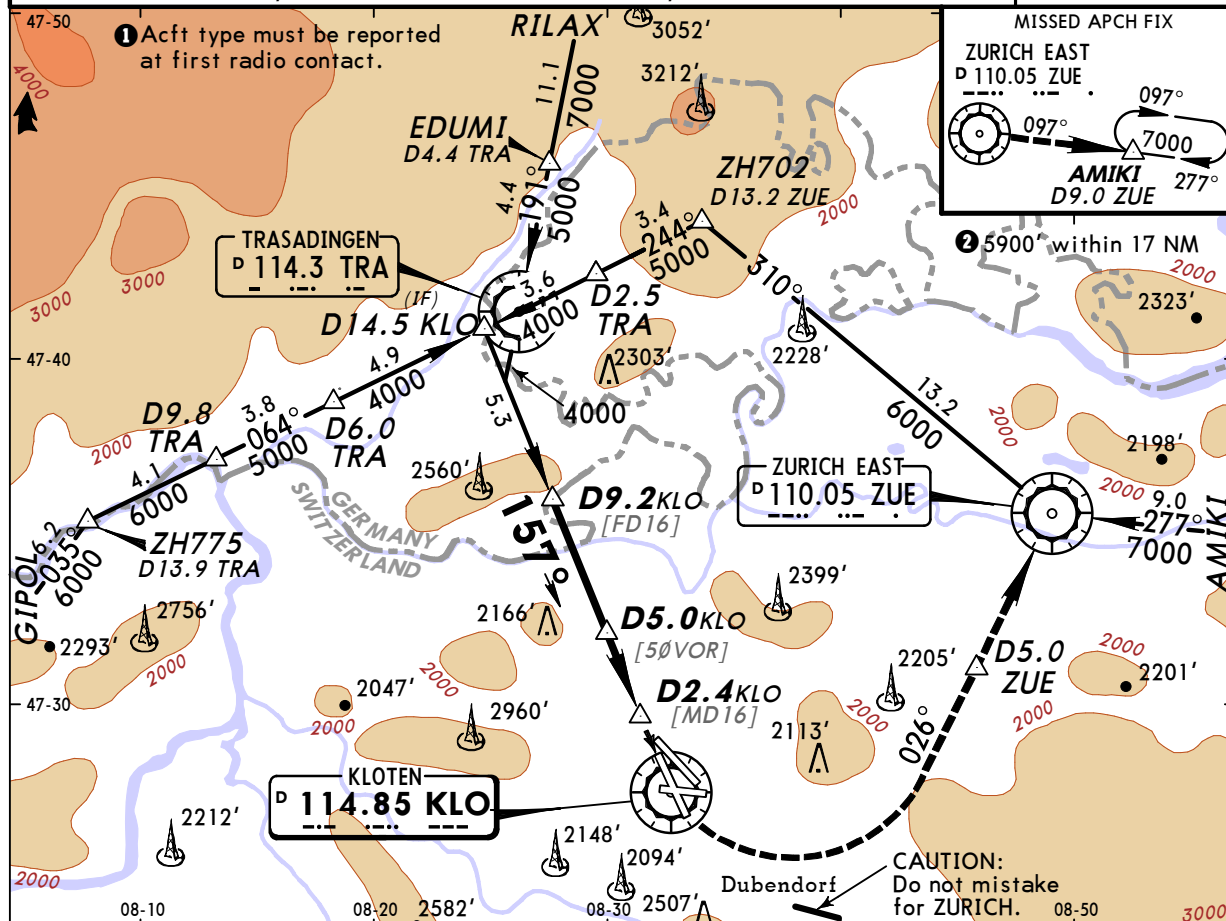
LSZH/ZRH
ZURICH

JEPPESEN
29 JAN 10 (13-1) Eff 11 Feb

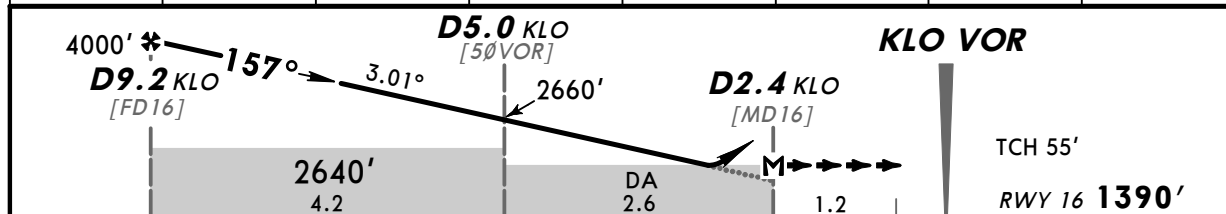
ZURICH, SWITZERLAND
VOR Rwy 16

BRIEFING STRIP

ATIS		ZURICH Arrival (APP/R) ❶			ZURICH Tower		Ground
128.52		118.0	120.75	119.7	118.1	119.7	121.9
VOR KLO 114.85	Final Aptch Crs 157°	Procedure Alt D9.2 KLO 4000' (2610')	DA(H) 1950' (560')	Apt Elev 1416' RWY 1390'		 MSA KLO VOR	
MISSED APCH: Climb on R-337 inbound KLO VOR. Initial climb to 5000'. Then turn LEFT to intercept R-206 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.							
Alt Set: hPa		Rwy Elev: 50 hPa		Trans level: By ATC			



KLO DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3940'	3620'	3300'	2980'	2660'	2340'	2020'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		KLO 114.85		KLO 114.85	
Descent Angle 3.01°	376	483	537	644	751	859	REIL PAPI		↑		R-337	
MAP at D2.4 KLO												

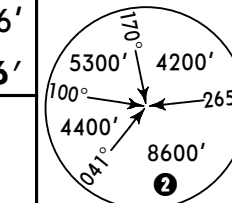
Standard		STRAIGHT-IN LANDING RWY 16	
		DA(H) 1950' (560')	
		ALS out	
A	RVR 1500m	RVR 1500m	
B			
C	RVR 1800m	CMV 2400m	
D			

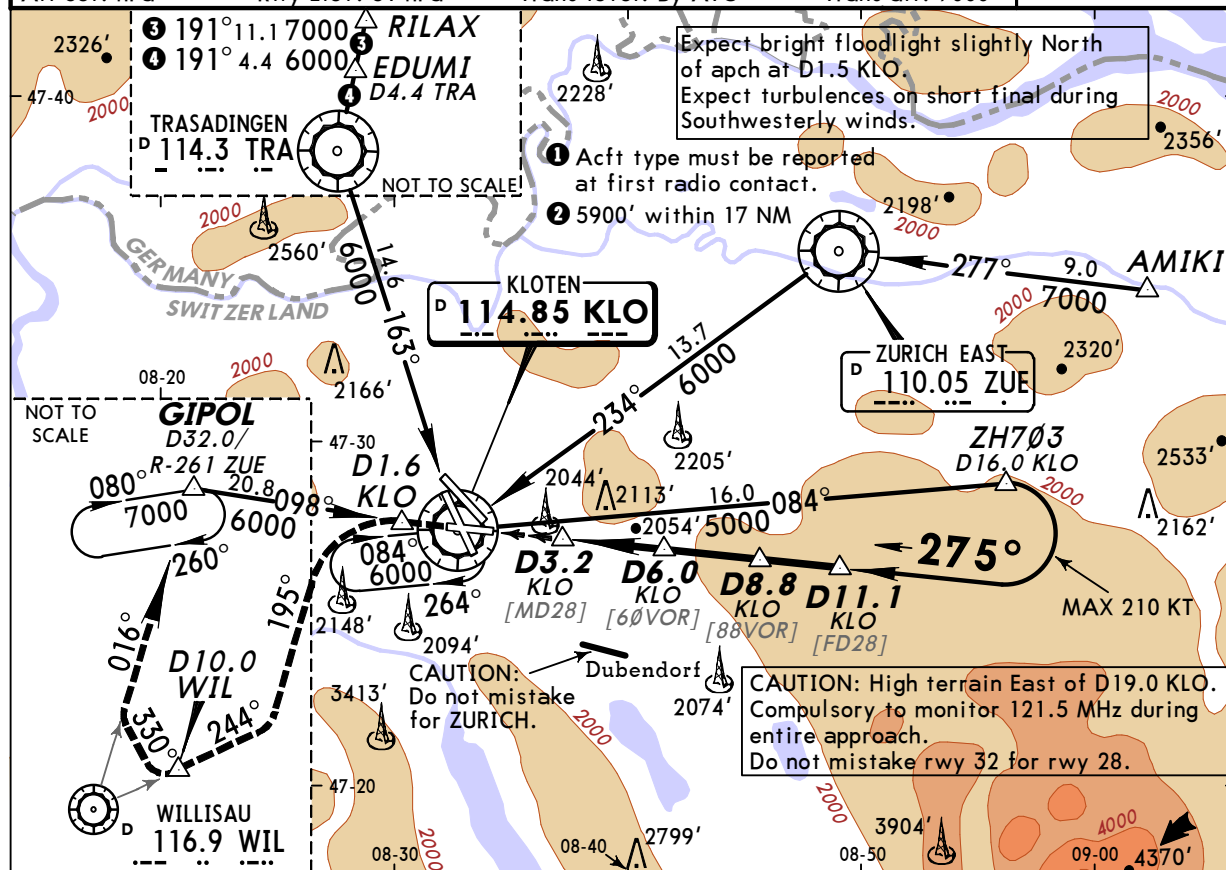
LSZH/ZRH
ZURICH

JEPPESEN
29 JAN 10 (13-2) Eff 11 Feb

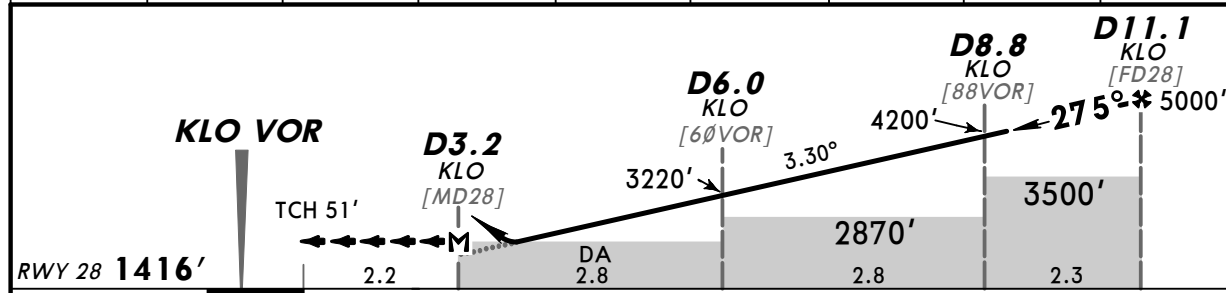
ZURICH, SWITZERLAND
VOR Rwy 28

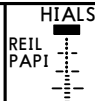
BRIEFING STRIP

ATIS 128.52		ZURICH Arrival (APP/R) ① 118.0 120.75 119.7			ZURICH Tower 118.1 119.7		Ground 121.9
VOR KLO 114.85	Final Apch Crs 275°	Procedure Alt D11.1 KLO 5000' (3584')	DA(H) Refer to Minimums		Apt Elev 1416' RWY 1416'		
MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 4000'. At D1.6 KLO past the station turn LEFT (MAX 210 KT) onto 195°, then continue climb to 7000'. Intercept R-064 WIL inbound . At D10.0 WIL turn RIGHT onto 330° to intercept R-016 WIL. Proceed to GIPOL.							
Alt Set: hPa		Rwv Elev: 51 hPa		Trans level: By ATC		Trans alt: 7000'	
MSA KLO VOR							



KLO DME	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	2520'	2870'	3220'	3570'	3920'	4270'	4620'	4970'



Gnd speed-Kts	70	90	100	120	140	160		D1.6 after KLO
Descent Angle 3.30°	409	526	584	701	817	934		
MAP at D3.2 KLO								

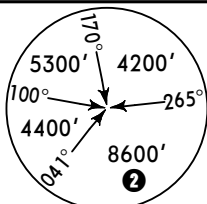
Standard		STRAIGHT-IN LANDING RWY 28	
		Missed apch climb gradient mim	
4.0% DA(H) 2360' (944') 1		2.5% DA(H) 3070' (1654')	
ALS out		ALS out	
A	CMV 5000m		
B			
C			
D			
RVR 1500m			
CMV 2400m			
1 Climb gradient up to 4700'.			

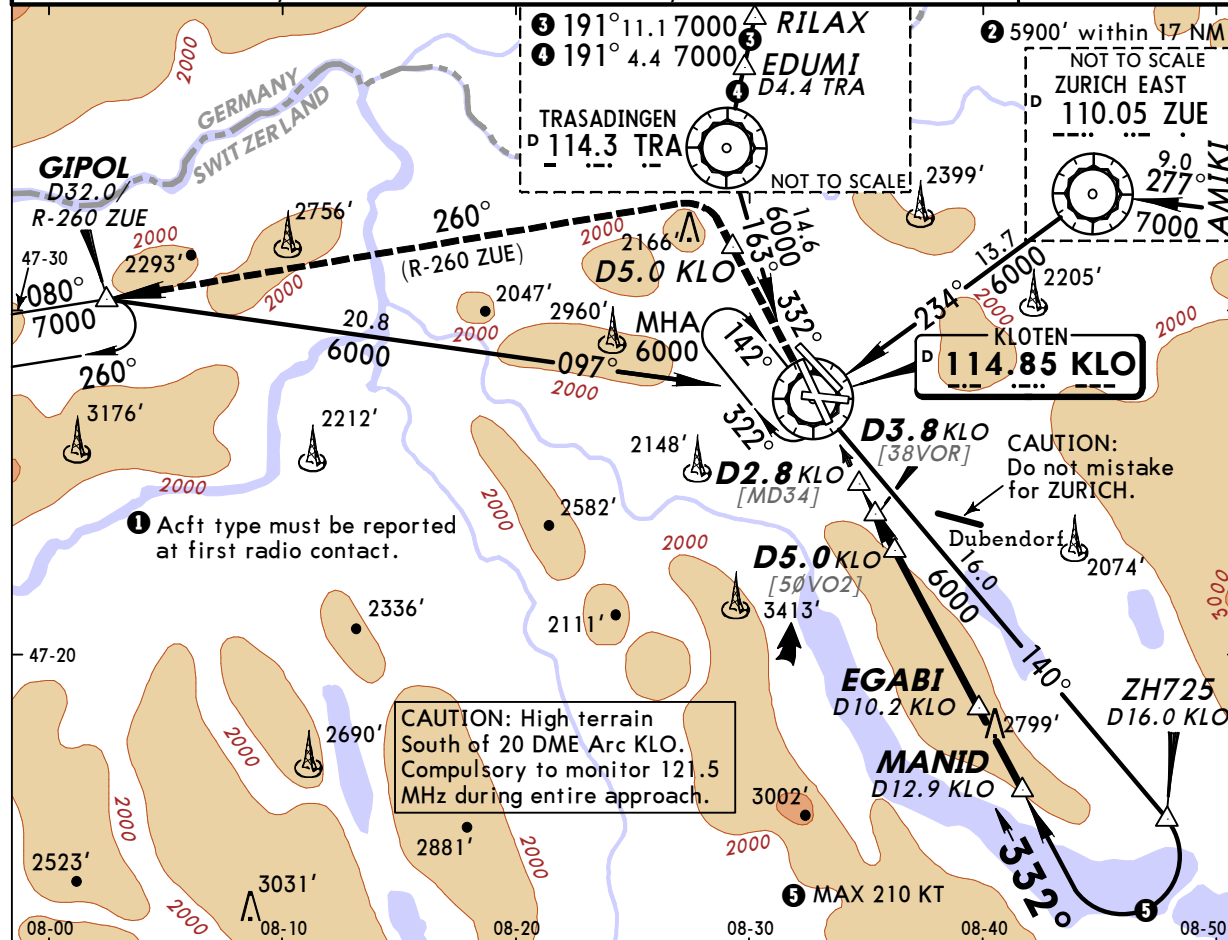
LSZH/ZRH
ZURICH

JEPPESEN
29 JAN 10 (13-3) Eff 11 Feb

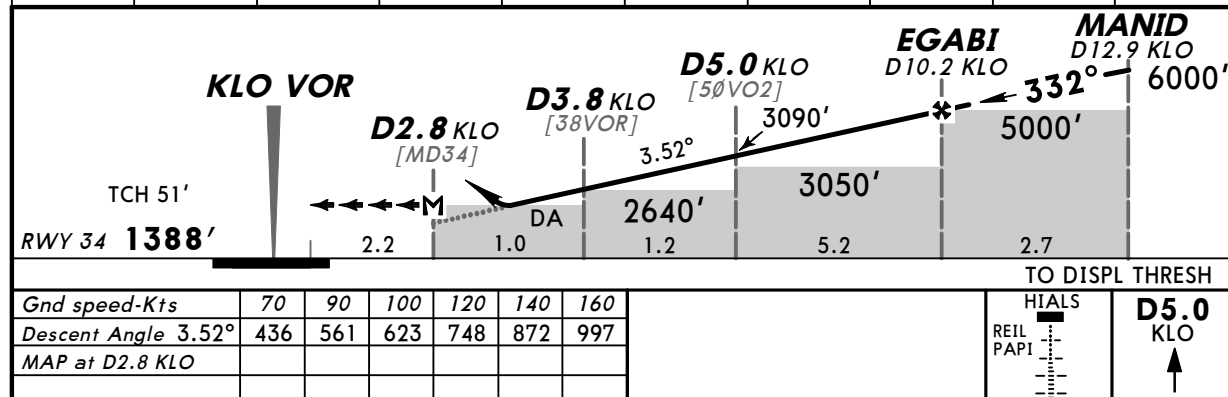
ZURICH, SWITZERLAND
(GPS) VOR Rwy 34

BRIEFING STRIP™

ATIS 128.52	ZURICH Arrival (APP/R) ① 118.0 120.75 119.7			ZURICH Tower 118.1 119.7		Ground 121.9
VOR KLO 114.85	Final Apch Crs 332°	Procedure Alt EGABI 5010' (3622')	DA(H) 2430' (1042')	Apt Elev 1416' RWY 1388'		
MISSED APCH: Climb on R-152 inbound KLO VOR. Initial climb to 5000'. Continue on R-332 KLO. At D5.0 KLO past the station turn LEFT. Continue climb to 7000'. Intercept R-260 ZUE. Proceed to GIPOL.						MSA KLO VOR
Alt Set: hPa		Rwy Elev: 50 hPa		Trans level: By ATC		Trans alt: 7000'



KLO DME	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0
ALTITUDE	2720'	3090'	3460'	3830'	4190'	4560'	4930'	5300'	5670'



Standard		STRAIGHT-IN LANDING RWY 34	
		DA(H) 2430' (1042')	
		ALS out	
A	RVR 1500m		
B			
C	CMV 2400m		
D			

PANS OPS 3



LSZH
Elev **1416'** / 432 m
N47 27.5
E008 32.9

see/siehe/voir ZÜRICH 19-1

ZÜRICH TOWER **118.10** ^(en)

GROUND **121.90**

ATIS	129.00 (VFR)
------	---------------------

RWY	ILS	RWY	
	see/siehe/voir ZÜRICH 19-1		

➔ Normal procedures
Normal-Verfahren

➔ Alternate procedures
Alternativ-Verfahren

---➔ HEL DEP

– CTR(D)
Zürich 1
4500'
SFC

MCTR(D)
Dübendorf
FL 95
SFC
(HX)

W2
227°/2.2 KLO
N47 25.9
E008 30.4
MAX 3000'

227°/4.7 KLO
N47 24.1
E008 27.8
MAX 3500'

**ROUTE
WHISKEY**

ROUTE 3.9
SIERRA

182°/5.4 KLO
N47 22.0
E008 32.6
MAX 4000'

382' • TMA (C) Zürich 4C
 2264' 5500' / FL 195

$$\frac{TMA(C)5}{TMA(C)4}$$

MCTR (D)
Dübendorf
FL 95
SFC
(LX)

ROUTE ECHO
084°
E1
059°/7.5 KLO
N47 31.5

054°/4.7 K
N47 30.3
E008 38.2
MAX 3000

VOR/DME
114.85 KLO
--- :-- :--

On request:
performance
requires

Digital Geography
© 2007 AND Data Solutions B.V.
© 2007 AND Data Solutions Limited
Forest: © WorldSat International Inc., 2002
All Rights Reserved

CHANGES: REP's & Routes - OBST.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED

ZÜRICH

ZÜRICH

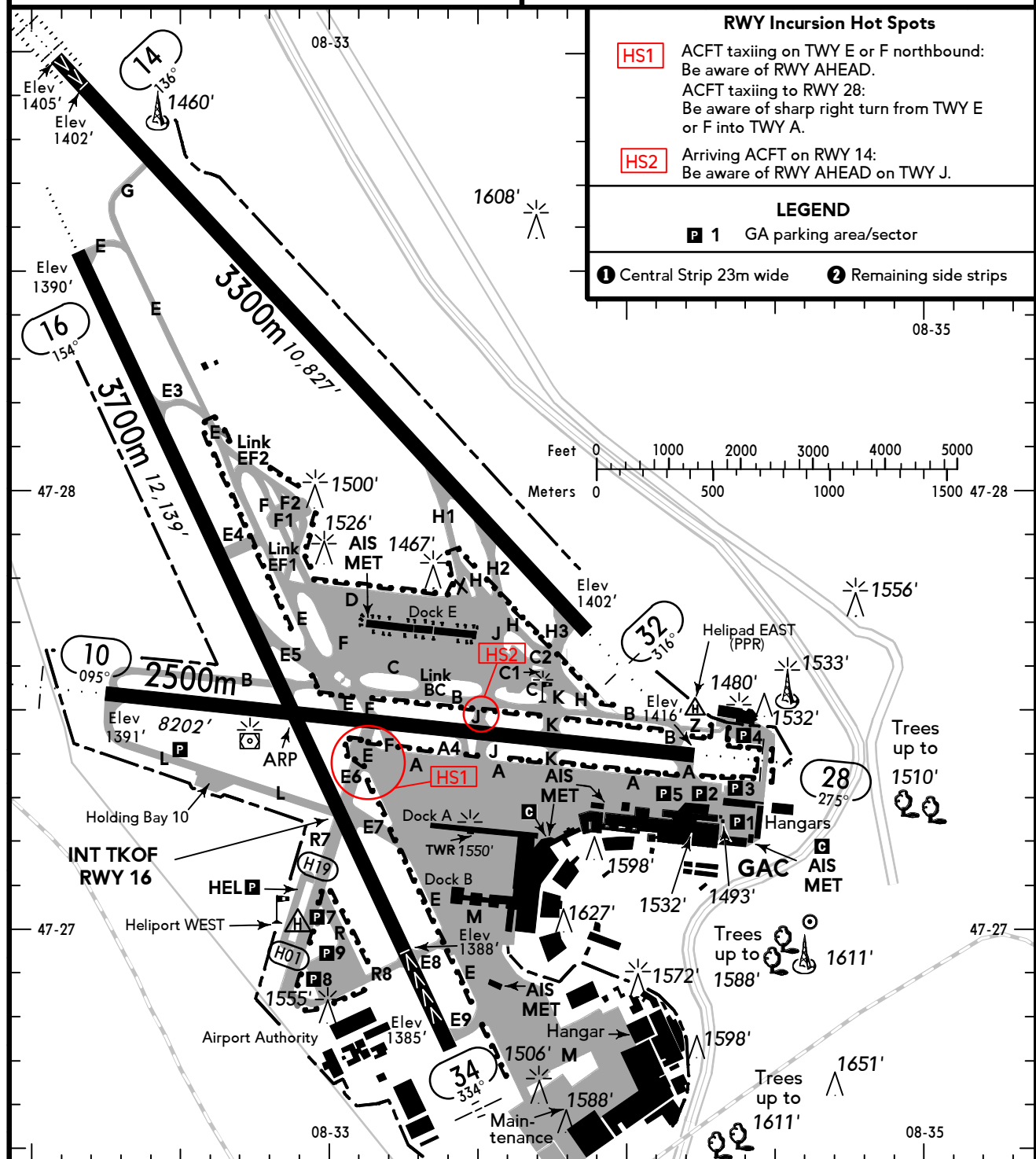
SWITZERLAND

19-2 11 JUN 10

JEPPESEN

ATIS **129.00** (VFR) APRON **121.75** (en, S of RWY 10/28)
ZÜRICH GROUND **121.90** **121.85** (en, N of RWY 10/28)

(FIS)
ZÜRICH INFORMATION **124.70**



ALS - PAPI 10 & 32 (3.5°), 14 & 16 (3°), 28 & 34 (3.3°) - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
10 28	2500 x 60 Concrete	2500	1000	PCN 60/R/B/W/T	
14 32	3300 x 60 Concrete	NA NA	1000* 1000	PCN 60/R/B/W/T	
16 34	3700 x 60 1 Asphalt 2 Concrete	NA NA	NA 1000	1 PCN 87/F/B/W/T 2 PCN 60/R/B/W/T	

CHANGES: TWYs.

© JEPPESEN, 1998, 2010. ALL RIGHTS RESERVED.

JEPPesen

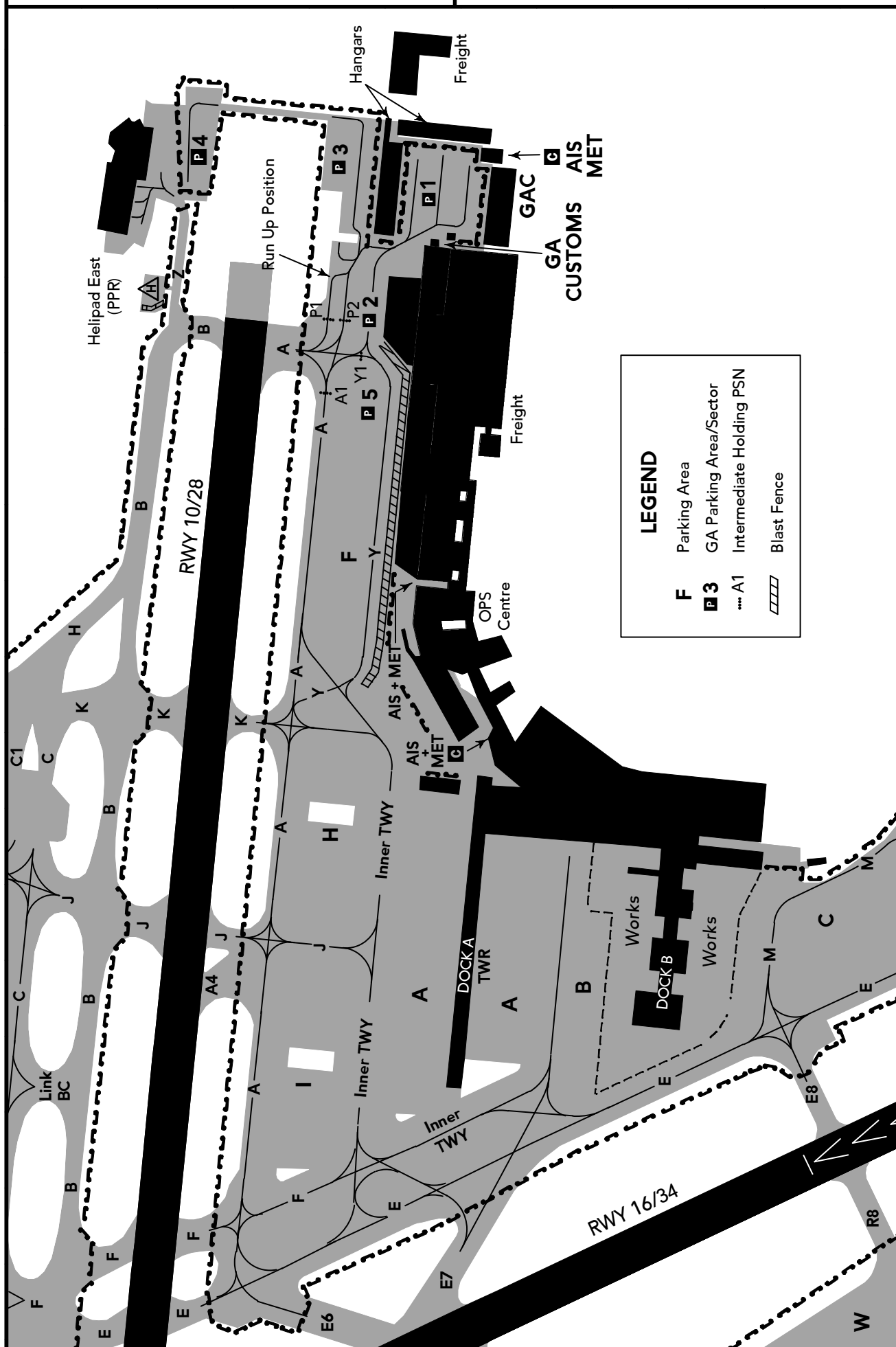
11 JUN 10

19-2A

ZÜRICH

ZÜRICH

SWITZERLAND



LEGEND

- F** Parking Area
- P 3** GA Parking Area/Sector
- ...** A1 Intermediate Holding PSN
- Blast Fence

ZÜRICH

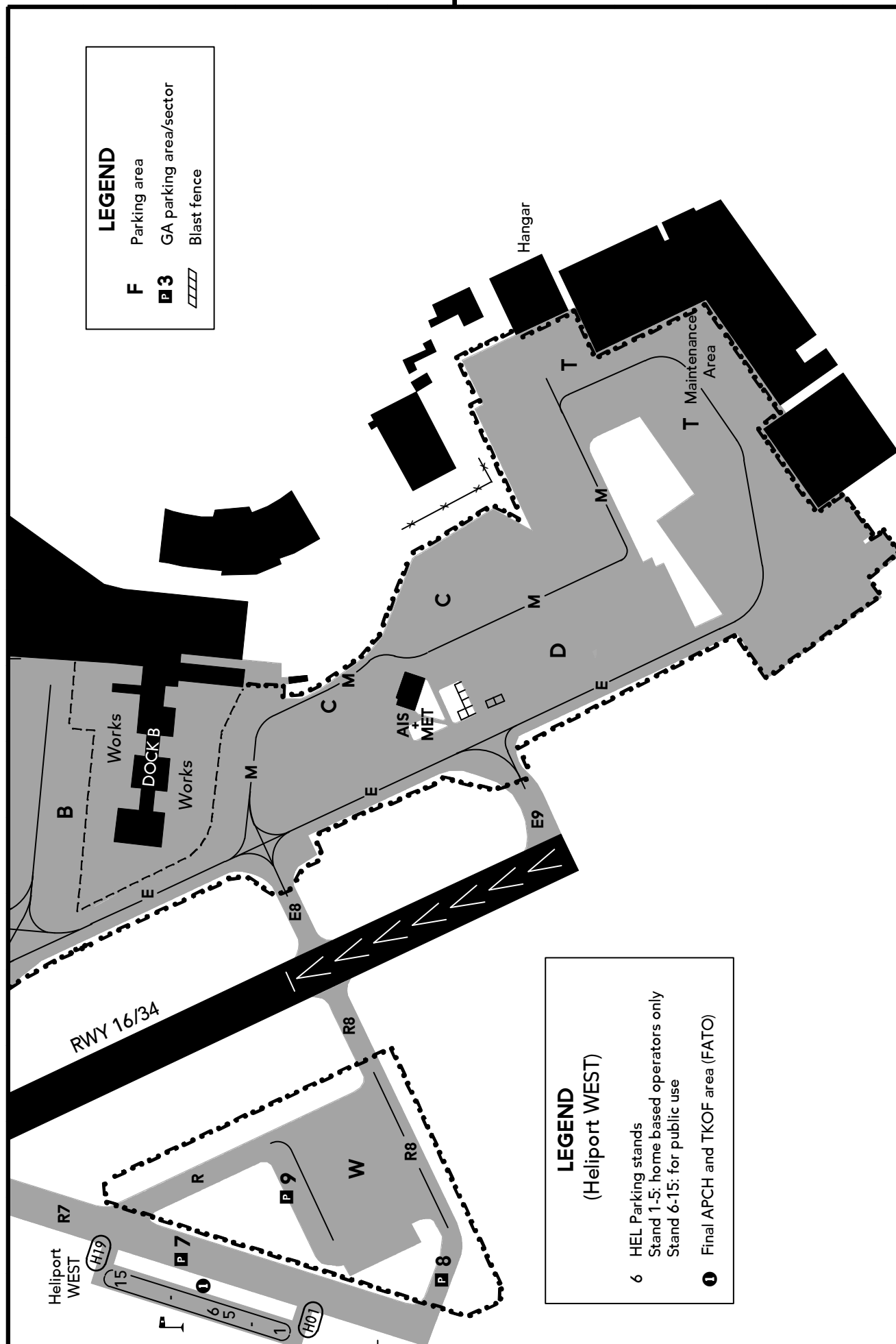
ZÜRICH

SWITZERLAND

19-2B

11 JUN 10

JEPPESEN



JEPPESEN

11 JUN 10 19-3

ZÜRICH

ZÜRICH

SWITZERLAND

See also ZÜRICH 10-1V.

All persons walking in the airport movement area must wear high-visibility jackets.

CTR Procedures

For flights within the CTR the transponder shall always be operated on code 7000, if the ACFT is equipped accordingly.

Entry clearance for the CTR (D) Zürich shall be requested on ZÜRICH TOWER. If no communication is established on this frequency, the authorisation may be requested on ZÜRICH INFORMATION.

The entry shall be conducted via the established routes and reporting points.

Radio contact is compulsory prior reaching REPs W, E or S.

Pilots of fixed-wing ACFT and HEL entering the CTR (D) for landing at Zürich airport or leaving the CTR (D) shall conduct their flights via the established routes and reporting points as depicted on charts ZÜRICH 19-1/19-1A & 19-1B.

The maximum altitudes at the reporting points are to be maintained on the VFR routes, if distance from clouds permits.

Special Procedures

During IFR APCHs from the east to RWY 28, special DEP and landing procedures apply.

During IFR APCHs from the south to RWY 34, routes W and S are closed for fixed-wing ACFT.

Between 1000-1300LT longer delays and holdings must be expected when approaching on Routes SIERRA and WHISKEY. Use of route ECHO is recommended.

Bisenlage

During DEP concept RWY 10 ATC may allocate RWY 16, intersection E6 for DEP. Take-off length AVBL: 1000m.

Alternative Procedure H1 APCH to RWY 32

CAUTION: Obstacles (Trees) during base H1 APCH and APCH to RWY 32.

Approach via ECHO

APCH must be conducted via Route ECHO. Crossing the APCH axis of RWY 28 and area south of RWY 32 must be strictly avoided.

Touchdown point in middle of RWY; exit and taxi via TWY 'G'.

Approach via WHISKEY 2

APCH must be conducted over WHISKEY 2 via TWR at 3000' to holding area ECHO 2. Then H1 APCH must be followed as specified above in APCH via ECHO.

Military Flight Operation Hours

During military flight operations within the CTR (D) Dübendorf ACFT shall in no case enter the CTR (D) Dübendorf which is situated 2 NM southeast of Zürich AD. The boundary runs along the main road between the villages Wallisellen and Bassersdorf.

Siehe auch ZÜRICH 10-1V.

Alle Personen im Flughafenmanövrierbereich müssen eine Signalweste tragen.

CTR-Verfahren

Bei Flügen innerhalb der CTR ist der Transponder immer auf Code 7000 einzuschalten, sofern das Flugzeug entsprechend ausgerüstet ist.

Die Freigabe für den Einflug in die CTR (D) Zürich ist auf ZÜRICH TOWER einzuholen. Ist auf dieser Frequenz keine Funkverbindung zustande gekommen, kann die Genehmigung auf ZÜRICH INFORMATION eingeholt werden.

Der Einflug hat über die Routen und Pflichtmeldepunkte zu erfolgen.

Funkverbindung ist obligatorisch vor Erreichen der REPs W, E oder S.

Piloten von Flugzeugen und HEL, die in die CTR (D) zur Landung auf dem Flughafen Zürich einfliegen oder die CTR (D) verlassen, haben ihre Flüge über die festgelegten Routen und Meldepunkte zu führen wie auf ZÜRICH 19-1/19-1A & 19-1B dargestellt.

Die für die Meldepunkte maßgeblichen maximalen Flughöhen sind auf den VFR-Routen einzuhalten, sofern der Wolkenabstand dies zulässt.

Besondere Bestimmungen

Bei IFR-Ostanflügen auf RWY 28 herrschen spezielle Start- und Landeverfahren.

Bei IFR-Südanflügen auf RWY 34 sind die VFR-Routen W und S für Flächenflieger gesperrt.

Zwischen 1000-1300LT muss bei Anflügen auf den Routen SIERRA und WHISKEY mit größeren Verspätungen und Warteschleifen gerechnet werden.

Empfehlenswert ist es, die Route ECHO zu benutzen.

Bisenlage

Bei Bisenlage mit Startpiste 10 kann seitens ATC alternativ Piste 16, Intersection E6 für den Start zugewiesen werden. Verfügbare Pistenlänge: 1000m.

Alternativ-Verfahren H1 Anflug Piste 32

ACHTUNG: Hindernisse (Bäume) im Queranflug H1 und Anflug Piste 32.

Anflug über ECHO

Anflug erfolgt über Route ECHO. Kreuzen der Anflugachse Piste 28 und Area südlich Piste 32 unbedingt vermeiden.

Aufsetzpunkt in Pistenmitte, Abrollen über TWY 'G'.

Anflug über WHISKEY 2

Anflug erfolgt über WHISKEY 2 via Kontrollturm auf 3000' zur Holding Area ECHO 2. Anschließend Anflug H1 gemäß Anflug über ECHO.

Militärflugdienstzeiten

Während Militärflugoperationen innerhalb der CTR (D) Dübendorf darf unter keinen Umständen in die CTR (D) Dübendorf 2 NM südöstlich vom Flughafen Zürich eingeflogen werden. Die Grenze verläuft entlang der Hauptstraße Wallisellen-Bassersdorf.

ZÜRICH

19-3A

11 JUN 10

JEPPESEN

ZÜRICH

SWITZERLAND

Radio Failure**Approach**

Arriving ACFT are not authorised to enter the CTR, if radio contact cannot be maintained before reaching the CTR boundary.

Within CTR the following applies:

Before entering the traffic circuit:

- leave the CTR on the shortest way.

After entering the traffic circuit:

- continue APCH;
- look out for light signals from TWR.

Departure

Departing ACFT continue their flight according to the last received clearance.

ZÜRICH TWR (TEL 043 931 69 61) must be informed afterwards as soon as possible.

NORDO ACFT

Exceptional permissions for NORDO ACFT only after TWR approval via TEL prior to take-off.

Hold Short Operation RWY 28

The hold short operation allows APCH with admitted ACFT types in compliance with defined conditions on RWY 28 with simultaneous APCH and DEP on RWY 16/34.

The LDA on RWY 28 for this operation is 1411m. This distance is marked on RWY 28 with 'RWY Holding Position marking' and alternating RWY guard lights on both sides of RWY.

NOTE: Hold short operation not allowed under certain circumstances.

Guidance of ACFT on Apron

Departing VFR ACFT must use Run-up area at intermediate holding positions in front of RWY 28.

Arriving GA ACFT taxi on their own power to GA parking sectors 1, 2, 3 & 4 as cleared by ZÜRICH APRON. The final guidance will be provided by a marshaller.

Departure

VFR: Pilots contact APRON directly for taxi clearance. After receiving taxi clearance, contact TOWER or GROUND on instruction by APRON.

ACFT parked at sector 7 and north of TWY 'L' shall contact ZÜRICH GROUND directly.

Wake Turbulences

VFR DEP of the wake turbulence category L will be separated after DEP of the wake turbulence categories M and H on crossing RWY at intervals of 2 MIN.

Funkausfall**Anflug**

Anfliegenden Luftfahrzeugen ist der Einflug nicht erlaubt, wenn die Funkverbindung vor Erreichen der CTR nicht aufrechterhalten werden kann.

Innerhalb der CTR gilt:

Vor Einflug in die Platzrunde:

- Verlassen der CTR auf dem kürzesten Weg.

Nach Einflug in die Platzrunde:

- Anflug weiterführen;
- auf Lichtsignale des TWR achten.

Abflug

Abfliegende Luftfahrzeuge setzen ihren Flug entsprechend der zuletzt erhaltenen Freigabe fort. ZÜRICH TWR (TEL 043 931 69 61) ist anschließend so rasch wie möglich zu informieren.

NORDO LFZ

Ausnahmegenehmigungen für NORDO LFZ nur nach TWR Freigabe per TEL vor dem Start.

Hold Short Operation RWY 28

Die 'hold short operation' erlaubt Anflüge zur Piste 28 mit dafür zugelassenen LFZ unter fest definierten Bedingungen bei gleichzeitigen An- und Abflügen zur Piste 16/34.

Die bei dieser Operation zur Verfügung stehende Pistenlänge (LDA) auf RWY 28 beträgt 1411m. Diese Distanz ist auf RWY 28 gekennzeichnet mit 'RWY Holding Position' und Wechselblinkern beidseits der RWY.

HINWEIS: Die 'hold short operation' darf unter bestimmten Bedingungen nicht angewendet werden.

Flugzeugführung auf dem Vorfeld

Alle abfliegenden VFR-Flugzeuge müssen die Run-up Area bei den Intermediate Holding Positions vor der Piste 28 benutzen.

Ankommende Leichtflugzeuge rollen gemäß Freigabe von ZÜRICH APRON selbstständig zu den GA-Sektoren 1, 2, 3 & 4. Die Endeinweisung erfolgt durch den Einwinker.

Abflug

VFR: Piloten rufen APRON direkt für Rollfreigabe. Nach Erhalt der Rollfreigabe und nach Anweisung von APRON wird TOWER oder GROUND gerufen.

LFZ, die im Sektor 7 oder nördlich TWY 'L' geparkt sind, rufen ZÜRICH GROUND direkt.

Nachlaufturbulenzen

VFR-Abflüge der Nachlaufturbulenz-Kategorie L werden nach Abflügen der Nachlaufturbulenz M und H auf kreuzenden Pisten mit 2 MIN gestaffelt.

JEPPESEN

11 JUN 10 (19-3B)

ZÜRICH

ZÜRICH

SWITZERLAND

HEL Procedures

DEP: HEL lie totally within ATC competency area and contact TOWER directly.

Hovering/hover taxis prohibited.

Authorisation must be obtained from airport authority before any ARR or DEP.

Special VFR Flights of HEL

Transponder Mode A, 4096 codes, is compulsory.

General authorisation from chief operator Tower (TEL 043 931 69 61) is required.

For ATC and start-up clearance HEL shall contact directly ZÜRICH TWR.

SVFR flights of HEL will be radar monitored.

Minimum ground visibility for SVFR flights: 2 KM.

However, the pilot himself is responsible at all times for terrain clearance.

The pilot shall also comply with the cleared routes and altitudes. ATC has to be advised immediately, if the pilot is forced to deviate from the cleared route or altitude.

MAX altitude at WHISKEY 1 for SVFR flights 3500'.

Requirements

Clearances for ARR and DEP must be requested from ZÜRICH TWR, TEL 043 931 69 61.

For HEL SVFR flights from abroad with an estimated elapsed time (EET) of more than 1 hour, the flight plan will be considered as notice.

Radio failure

Set transponder to 7600.

APCH: If radio contact cannot be maintained **before** reaching the CTR boundary, entry of arriving ACFT is not permitted.

Within CTR the following also applies:

Before entering the traffic circuit:

- leave the CTR on the shortest way.

After entering the traffic circuit:

- continue APCH;
- look out for light signals from TWR.

DEP: Continue as cleared.

HEL Verfahren

DEP: HEL liegen komplett innerhalb des Zuständigkeitsgebietes der Flugsicherung und rufen TOWER direkt.

Hovering/Hover taxi nicht erlaubt.

Vor An-/ Abflug muss eine Bewilligung von Airport Authority vorliegen.

Sonder-VFR-Flüge von HEL

Transponder Modus A 4096 Codes ist vorgeschrieben.

Eine allgemeine Bewilligung ist vom Dienstleiter Tower (TEL 043 931 69 61) erforderlich.

Für die ATC- und Anlassfreigabe nehmen HEL direkt mit ZÜRICH TWR Verbindung auf.

SVFR-Flüge von HEL werden am Radar überwacht.

Mindestbodensicht für SFVR-Flüge: 2 KM.

Jedoch ist der Pilot zu jeder Zeit für die Bodenfreiheit (terrain clearance) verantwortlich.

Er hat auch die ihm zugewiesenen Flugrouten und Flughöhen einzuhalten. ATC ist vom Piloten umgehend darüber zu informieren, falls er gezwungen ist, von der freigegebenen Flugroute oder -höhe abzuweichen.

MAX-Höhe für SVFR-Flüge bei WHISKEY 1 3500'.

Anforderungen

Bewilligungen für An- und Abflüge sind über ZÜRICH TWR unter TEL 043 931 69 61 einzuholen.

Für HEL SVFR Flüge aus dem Ausland mit einer voraussichtlichen Flugdauer von mehr als einer Stunde wird der Flugplan als Anmeldung akzeptiert.

Funkausfall

Transponder auf 7600 schalten.

Anflug: Wenn die Funkverbindung **vor** Erreichen der CTR nicht aufrechterhalten werden kann, ist der Einflug anfliegender Luftfahrzeuge nicht erlaubt.

Innerhalb der CTR gilt zusätzlich:

Vor Einflug in die Platzrunde:

- Verlassen der CTR auf dem kürzesten Weg.

Nach Einflug in die Platzrunde:

- Anflug weiterführen;
- auf Lichtsignale des TWR achten.

DEP: Flug entsprechend der zuletzt erhaltenen Freigabe fortsetzen.

ZÜRICH

19-3C

11 JUN 10

JEPPESEN

ZÜRICH

SWITZERLAND

Voir aussi ZÜRICH 10-1V.

Pour toutes les personnes marchant dans l'aire de mouvement il est obligatoire de porter une veste de signal.

Procédures CTR

Pour les vols dans le CTR il faut activer le transpondeur au code 7000 à condition que l'avion soit équipé conformément.

La clearance pour les vols dans la CTR (D) ZÜRICH est à demander à ZÜRICH TOWER. Si aucune communication radio n'a été faite, l'autorisation peut être demandée au ZÜRICH INFORMATION.

L'incursion est à effectuer par les routes et les points de signalisation.

La connexion radio est obligatoire avant d'arriver aux REPs W, E ou S.

Les pilotes des avions et hélicoptères entrant dans la CTR (D) pour atterrir à l'aéroport ou quittant la CTR (D) doivent exécuter leurs vols selon les itinéraires et les points de compte rendu fixés comme indiqué sur ZÜRICH 19-1/19-1A et 19-1B.

Les altitudes maximales relatives aux points de compte rendu sont à maintenir sur les itinéraires VFR si la distance des nuages le permet.

Procédures Spécial

Pendant les approches IFR de l'est sur la piste 28 il existe des procédures d'approches et de départs spéciaux.

Pendant les approches IFR du sud sur la piste 34 les itinéraires VFR W et S sont bloqués pour les aéronefs à voilure fixe.

Entre 1000 et 1300LT il faut s'attendre à des retards et circuits d'attente significatifs sur les itinéraires SIERRA et WHISKEY. Il est recommandable de prendre l'itinéraire ECHO.

Bisenlage

En cas de bise sur la piste 10 ATC peut assigner la piste 16 intersection E6 pour les départs. Longueur disponible de la piste: 1000m.

Procédure Alternative H1 Approche Piste 32

ATTENTION: Obstacles (arbres) dans l'approche transversale H1 et approche piste 32.

Approche par ECHO

Approche par itinéraire ECHO. Eviter de croiser l'axe d'approche piste 28 et zone au sud de la piste 32.

Point d'atterrissage au milieu de la piste, quitter par TWY 'G'.

Approche par WHISKEY 2

L'approche doit être exécutée par WHISKEY 2 par la tour de contrôle à 3000' QNH à la zone d'attente ECHO 2.

Après H1 l'approche doit être exécutée selon la spécification ci-dessus par ECHO.

Les Horaires des Opérations Militaires

Pendant les vols d'opération militaires dans la CTR (D) Dübendorf les avions ne doivent pas entrer en aucun cas dans la CTR (D) Dübendorf qui est située à 2 NM au sud de ZÜRICH AD. La frontière passe le long de la rue principale Wallisellen Bassersdorf.

Panne radio

Approche

Les aéronefs s'approchant ne sont pas autorisés à entrer dans la CTR, si la connexion de radio ne peut pas être maintenue.

Dans la CTR:

Avant l'entrée dans le circuit en vol: quitter la CTR par le chemin le plus court.

Après avoir entré dans la CTR: continuer l'approche et veiller aux signaux lumineux de la TWR.

Départ

Les avions partant continuent le vol selon la dernière autorisation.

Il faut informer ZÜRICH TWR aussitôt que possible (TEL 043 931 69 61).

NORDO ACFT

Des autorisations exceptionnelles pour les avions NORDO accordées seulement après autorisation de TWR par téléphone avant le départ.

JEPPESEN

11 JUN 10 (19-3D)

ZÜRICH

ZÜRICH

SWITZERLAND

Hold Short Operation RWY 28

La "hold short operation" permet les approches sur la piste 28 pour des avions autorisés seulement sous des conditions définies en simultané avec des approches et départs sur la piste 16/34.

La longueur de la piste d'atterrissage (LDA) pour cette opération est de 1411m. Cette distance est marquée avec "RWY Holding Position" sur la piste 28 et avec des clignotants sur les deux côtés de la piste.

NOTE: La "hold short operation" est interdite sous certaines conditions.

Guidage d'avions sur les aires de manœuvre

Tous les avions VFR décollant doivent utiliser la zone de Run-up auprès des points d'attente devant la piste 28.

Les avions de l'aviation générale roulent selon l'autorisation de ZÜRICH APRON aux secteurs GA 1, 2, 3 et 4. Le guidage final se fait par un jalonneur.

Départs

VFR: Les pilotes appellent APRON pour obtenir l'autorisation de rouler. Après avoir reçu l'autorisation et les instructions de APRON il faut appeler TOWER ou GROUND.

Les avions stationnés dans le secteur 7 ou au nord de TWY 'L' doivent contacter directement ZÜRICH GROUND.

Turbulences

Les départs VFR de la catégorie L seront séparés après décollage de la catégorie M et H sur des pistes se croisant avec des intervalles de 2 MIN.

Procédures Hélicoptères

DEP: Les HEL sont complètement sous la compétence de la sécurité de navigation aérienne et doivent contacter TOWER directement.

Hovering/Hover taxi est interdit.

Il faut avoir l'autorisation de l'aéroport avant tout ARR/DEP.

Vols SVFR d'Hélicoptères

Le mode Transponder A 4096 est imposé.

Une autorisation générale du responsable de service TWR (TEL 043 931 69 61) est requise.

Pour l'autorisation ATC et du start-up il faut contacter directement ZÜRICH TWR.

Les vols SVFR sont surveillés par radar.

La visibilité de sol pour les vols SVFR est de 2 KM.

En tout cas, le pilote est responsable pour la garde au sol (terrain clearance) à tout moment.

Le pilote doit respecter l'itinéraire et l'altitude assigné. Le pilote doit informer ATC immédiatement s'il doit dévier de l'itinéraire ou de son altitude.

L'altitude maximale pour les vols SVFR est de 3500' à WHISKEY 1.

Conditions

Les autorisations pour les APCH/DEP sont à demander à ZÜRICH TWR au numéro TEL 043 931 69 61.

Pour des vols SVFR en provenance de l'étranger avec une durée de vol prévisionnelle de plus d'une heure, le plan de vol sera accepté comme annonce.

Panne radio

Coupler le transpondeur à 7600.

APCH: Si la connexion radio avant l'entrée dans la CTR ne peut être maintenue, l'arrivée d'aéronefs s'approchant de l'aéroport n'est pas permise.

Dans la CTR s'applique:

Avant d'entrer dans le circuit en vol: quitter la CTR le plus tôt possible.

Après être entré dans la CTR: continuer l'approche et veiller aux signaux lumineux du TWR.

DEP: Continuer le vol selon la dernière autorisation.