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Revision Letter For Cycle 07-2019

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Notebook

## General Information

Location: ZURICH CHE  
ICAO/IATA: LSZH / ZRH  
Lat/Long: N47° 27.5', E008° 32.9'  
Elevation: 1417 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -1:00 = UTC  
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Major Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0434 Z  
Sunset: 1817 Z

## Runway Information

Runway: 10  
Length x Width: 8202 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 1392 ft  
Lighting: Edge, Centerline

Runway: 16  
Length x Width: 12139 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 1390 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 28  
Length x Width: 8202 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 1417 ft  
Lighting: Edge, ALS, Centerline, REIL

Runway: 32  
Length x Width: 10827 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 1402 ft  
Lighting: Edge, Centerline, REIL

Runway: 34

Length x Width: 12139 ft x 197 ft

Surface Type: asphalt

TDZ-Elev: 1389 ft

Lighting: Edge, ALS, Centerline, REIL

Displaced Threshold: 1542 ft

Runway: 14

Length x Width: 10827 ft x 197 ft

Surface Type: asphalt

TDZ-Elev: 1402 ft

Lighting: Edge, ALS, Centerline, REIL, TDZ

Displaced Threshold: 492 ft

## Communication Information

ATIS: 125.730 Arrival Service

ATIS: 129.005 Departure Service

Zurich Tower: 120.230 VHF-DF

Zurich Tower: 119.700 Secondary VHF-DF

Zurich Tower: 118.100 VHF-DF

Dubendorf Tower: 118.975 At or below 33563932 ft

Zurich Ground: 118.100 Secondary VHF-DF

Zurich Ground: 119.700 Secondary VHF-DF

Zurich Ground: 121.905 VHF-DF

Zurich Apron Ramp/Taxi: 121.980 Secondary

Zurich Apron Ramp/Taxi: 121.705 Secondary

Zurich Apron Ramp/Taxi: 121.755

Zurich Apron Ramp/Taxi: 121.855

Zurich Clearance Delivery: 121.930

Zurich Final Approach: 120.750 Secondary VHF-DF

Zurich Final Approach: 125.330 VHF-DF

Zurich Terminal Control Area: 127.755 VHF-DF

Zurich Arrival: 118.005 VHF-DF

Zurich Arrival: 120.750 Secondary VHF-DF

Zurich Arrival: 135.230 VHF-DF

Zurich Departure: 120.750 Secondary VHF-DF

Zurich Departure: 125.955 VHF-DF

Florian 1 Emergency: 123.100 Non-English

Pad Coordinator F Operations: 121.635

Pad Coordinator C Operations: 121.640

De-icing Coordination Operations: 121.810

**LSZH/ZRH**  
ZURICH

**JEPPESEN**

9 NOV 18

10-1P

**ZURICH, SWITZERLAND**

**AIRPORT BRIEFING**

**1. GENERAL**

**1.1. ATIS**

D-ATIS Arrival 125.730

D-ATIS Departure 129.005

**1.2. NOISE ABATEMENT PROCEDURES**

**1.2.1. GERMAN ORDINANCE**

MON - FRI: 0100-0700LT and 2100-0059LT;

SAT, SUN and German public holidays: 0100-0900LT and 2000-0059LT.

Landings before 0600LT are not allowed.

**Lowest FL over German Airspace**

The lowest FL to be used in German airspace for arrivals at Zurich APT is FL 120 during the German ordinance period.

Therefore all inbound flights to LSZH at cruising FL 110 or below which enter German airspace after passing IAF AMIKI or GIPOL expect to climb to FL 120 according to ATC instruction.

Exemptions are only available for performance reason and/or due to weather condition.

**RWY 14/16**

As approaches to both RWY 14 and RWY 16 require the use of German airspace below FL 120, these RWYs are not available during the German ordinance period. Therefore landing RWY will be according to 1.2.1.1., weather permitting.

**RWY 28**

For operational reasons, ATC WX minima for LDG RWY 28 is VIS 4300m.

**1.2.1.1. LANDINGS**

Expect the landing RWY to be assigned as follows, weather permitting.

Weekdays	SAT and SUN and German Holidays
0600-0700LT RWY 34	0600-0900LT RWY 34
0700-2100LT RWY 14	0900-2000LT RWY 14
2100-0600LT RWY 28 (RWY 34 may be requested if safety requires, flights to RWY 28 have priority).	2000-0600LT RWY 28 (RWY 34 may be requested if safety requires, flights to RWY 28 have priority).

Other landing RWYs may be assigned due to meteorological conditions or operational reasons. Outside the German ordinance period RWY 34 is available in case of emergency landing only due to the flight path leading into uncontrolled airspace.

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ZURICH, SWITZERLAND

AIRPORT BRIEFING

## 1. GENERAL

### 1.2.1.2. DEPARTURES

Depending on the landing RWY in use expect the departure RWY to be assigned as follows:

0700-2100LT		2100-0700LT
<b>Landing RWY</b>	<b>Departure RWY</b>	Jet ACFT expect departure on RWY 32/34.
14/16	28 <sup>1)</sup> /16 <sup>2)</sup> /10 <sup>3)</sup>	- Exception between 2100-2200LT, when landing RWY 14 or RWY 16 is in use, expect departure on RWY 28 or RWY 16.
28	32 <sup>4)</sup> /34 <sup>4)</sup>	- Other departure RWYs may be assigned due to meteorological conditions or operational reasons.
34	32/34	- ACFT exceeding noise index 96 are not admitted for departure between 2200-2330LT.
1) RWY is used primarily. 2) RWY 16 will only be assigned if requested for performance reasons (minimization of delays). For propeller ACFT normally only SID WIL 2Q will be assigned. 3) RWY 10 only, if RWY 28 cannot be used due to MET reasons. 4) SID with left turn only; SID with right turn may be assigned by ATC.		- ACFT with a non-stop flight distance of 2700NM/5000km and above and not exceeding noise index 98 are admitted for departure between 2200-2330LT.

### 1.2.2. RUN-UP TESTS

#### 1.2.2.1. IDLE POWER

For safety reasons and noise monitoring as well as to ensure proper operations, the running of engines (e.g. short and idle), not used for taxiing, is subject to prior permission.

Permission shall be requested from the APT authority, phone: +41 (0) 43 816 21 11

#### 1.2.2.2. RUN-UPS

Run-ups shall only be performed when using silencers.

Exemptions may be granted by the APT authority:

- When the silencers cannot be used for unpredictable technical or meteorological reasons;
- If the silencers are not compatible with the type of ACFT in question.

Both duration and power setting for such run-ups shall be kept at a minimum.

#### 1.2.3. AUXILIARY POWER UNITS (APUs)

At all stands, primarily the stationary APT pneumatic and electrical service units shall be used. Alternatively, mobile units shall be used.

APUs shall only be started:

- To start engine, but no earlier than 10 minutes before off-block time;
- If the stationary or mobile units are not available or unserviceable for specific ACFT types. In that case, the APU shall be started no earlier than:
  - 50 minutes before off-block time for ACFT codes B and C;
  - 70 minutes before off-block time for ACFT codes D, E and F;
  - 30 minutes before off-block time for GA sector 1;
 and kept in operation no more than 20 minutes after the on-block time;
- If maintenance work on the ACFT makes it unavoidable; in that case the service period shall be kept as short as possible.

Exceptions have to be permitted by the APT Authority.

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ZURICH, 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 9NM 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. ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (A-SMGCS)****1.4.1. GENERAL**

Pilots shall ensure that Mode S transponders are able to operate when ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addresses interrogations only.

**1.4.2. MODE A CODE**

Pilots shall ensure that the transponder is set to and transmitting assigned Mode A code:

- after landing: Continuously until ACFT has reached final parking position;
- for departure: Latest when start-up and/or push-back clearance is received.

**1.4.3. MODE S ACFT IDENTIFICATION**

ACFT with Mode S transponder being able to manually set an ACFT identification shall set their ACFT identification as in item 7 of filed flight plan. For departure, this should happen latest when start-up and/or push-back clearance is received.

**1.5. TAXI PROCEDURES**

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

TWY P: MAX wingspan 118'/36m.

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

**1.6. OTHER INFORMATION****1.6.1. LOCAL FLYING RESTRICTIONS****1.6.1.1. GENERAL**

Several missed approach procedures conflict with SIDs in the immediate climb-out area. The following RWY configurations are therefore operated as dependent RWYs, where departures are timed by ATC in respect of arriving traffic:

- DEP RWY 16 - LDG RWY 14
- DEP RWY 10 - LDG RWY 14
- DEP RWY 32 - LDG RWY 34

Flight crews have to expect delay at the holding position of the above mentioned RWYs.

**1.6.1.2. SCHEDULED AIR TRAFFIC**

Departures and landings may be planned between 0600-2300LT.

**1.6.1.3. CHARTER FLIGHTS**

Departures may be planned between 0600-2200LT.

Landings may be planned between 0600-2300LT.

**1.6.1.4. NON-SCHEDULED COMMERCIAL AIR TRAFFIC**

Departures and landings may be planned between 0600-2300LT.

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ZURICH, SWITZERLAND

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.6.1.5. NON-COMMERCIAL AIR TRAFFIC

Departures and landings may be planned between 0600-2200LT.

### 1.6.1.6. 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.

**Note:** For planned urgent flights prior notification to APT Authority is required. Please provide the following information in advance:

- Date and time of FLT (UTC);
- FLT number;
- Type of ACFT and registration;
- ARR from/DEP to;
- Number of passengers;
- Type or purpose of FLT, specific reason for urgency as well as needed services (fuel, customs, others).

Email: [airportauthority@zurich-airport.com](mailto:airportauthority@zurich-airport.com) or phone +41 (0) 43 816 21 11

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## 2. ARRIVAL

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### 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 provably 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/GLS 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 4NM final.

#### 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 shall be avoided as far as possible.

#### 2.1.4. REVERSE THRUST

More than idle reverse shall not be used except for safety reasons.

### 2.2. CAT II/III OPERATIONS

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

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ZURICH, SWITZERLAND

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.3. RWY OPERATIONS

#### 2.3.1. LAND AND HOLD SHORT OPERATION RWY 28

Land and hold short operation allows VFR approaches with admitted ACFT types (single-engined ACFT up to 5700kgs MTOM) in compliance with defined conditions on RWY 28 with simultaneous IFR approaches and departures on RWY 16/34.

#### 2.3.2. MINIMUM RWY OCCUPANCY TIME

ACFT vacating the RWY in use should not stop on the exit taxiway until the entire ACFT has passed the RWY stop bar.

To ensure minimum RWY occupancy time, pilots are reminded to vacate the RWY via TWY H1 whenever possible (except wake turbulence category HEAVY) or as instructed by ATC.

### 2.4. TAXI PROCEDURES

ACFT shall taxi independently to the parking position as instructed by ZURICH Apron.

The final guidance for ACFT taxiing to GA sectors will be provided by marshaller.

### 2.5. OTHER INFORMATION

#### 2.5.1. COMMUNICATIONS

Pilot shall report ACFT type and identification letter of received Arrival ATIS information on initial call to ZURICH Arrival.

When changing frequency from ZURICH Arrival to ZURICH Final, initial contact shall be restricted to "ZURICH Final" and call sign.

When changing frequency from ZURICH Arrival or ZURICH Final to Tower, initial contact shall be restricted to "ZURICH Tower", call sign, type of APCH and RWY.

#### 2.5.2. COMMUNICATION FAILURE

##### 2.5.2.1. 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 GIPOL/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.

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## 3. DEPARTURE

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### 3.1. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

#### 3.1.1. GENERAL

A-CDM is part of the European programme "Single European Sky" to optimize air-space and APT operations. A-CDM is a harmonized concept supported by EUROCONTROL where procedures and processes are aligned throughout Europe. The aim of the concept is to optimize the turn-around process in order to ensure the best possible coordination of resources. Providing all partners with accurate and timely information will allow decisions to be made to ensure that the turn-around of a flight is efficient and everyone has a common awareness of the situation.

A-CDM is based on partnership at APT Operations, ATC, ACFT Operators (AO), Ground Handlers (GH) and the Network Managers Operation Center (NMOC).

Emphasis is put on:

- Linking the inbound, turn-around and outbound processes of flights.
- Sharing of the right information at the right time to the right people best placed to act upon it.
- Improved flight data exchange between APTs and the ATFM network (NMOC).

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ZURICH, SWITZERLAND

AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.1.2. A-CDM PROCEDURE

##### Flight Plan Check

The ATC FPL originator needs to check if the ATC flight plan is consistent with the APT slot. If they do not correspond, the FPL originator will be informed and requested to coordinate the times. In the meantime, it may not be possible to apply the CDM process if the carrier intends to take off outside of the APT slot. Filing and updating the flight plan is and remains the responsibility of the ACFT Operator (AO). He may delegate these tasks to his accredited Handling Agent.

##### TOBT

The TOBT (Target Off-Block Time) represents the time that an AO or Handling Agent estimates to be ready to leave the stand. The TOBT shall be updated through the usual channels e.g. standard IATA Estimated Departure (ED) message. TOBT only needs to be updated if the time that the ACFT will be ready to leave the stand changes. For delays of 15 minutes or more, the ATC FPL also has to be updated by the ATC FPL originator. Accurate TOBT management is therefore a prerequisite for a punctual departure.

##### TSAT

The TSAT (Target Start-up Approval Time) is the time provided by the departure traffic management system "DARTS". The system calculates for every departure the best possible start-up and/or off-block time to reduce queuing times at the RWY, while maintaining a high RWY utilization. The TSAT is calculated by taking into account TOBT, Calculated Take-Off Time (CTOT), SID, departure fix, wake turbulence category, ACFT type, variable taxi times from the parking position to the departure RWY and the operational RWY concept. Apron Control and ATC will continue to optimize the departure order by ensuring the right mix of traffic. The calculated TSAT will be displayed at the APT Operational Database (AODB) to inform AO/Ground Handling (GH). The TSAT and the Target Take-off Time (TTOT) are displayed by the docking guidance system after ATC clearance has been issued.

#### 3.1.3. A-CDM ALERTS

An alert mechanism monitors expected upcoming events to trigger data updates and consistency. These alert messages will be either displayed at the AODB and/or sent to the responsible partner to react to the alerts as required.

#### 3.1.4. COORDINATION WITH THE NMOC/CTOT PROCESSING

A permanent and fully automatic data exchange with the NMOC (Network Manager Operations Center) is established. This data transfer enables accurate and early prediction of departure times. Furthermore this allows a more accurate and efficient calculation of the CTOT due to the use of local TTOT. The following messages are used for each individual flight:

- Early Departure Planning Information Message (E-DPI) based on current Flight Plan data;
- Target Departure Planning Information Message (T-DPI) based on TOBT and later on TSAT;
- ATC Departure Planning Information Message (A-DPI) based on actual off-block time;
- Cancel Departure Planning Information Message (C-DPI) when local CDM process is interrupted.

The basic NMOC procedures continue to apply and NMOC takes the local target take-off times into consideration wherever possible.

#### 3.1.5. UNABLE ACCEPTING THE DEFAULT DEPARTURE RWY

Departing ACFT unable to accept default departure RWY according to ATIS, shall report this earliest 30 minutes but not later than 10 minutes prior to EOBT/TOBT to clearance delivery.

Excluded are ACFT with wake turbulence class H and J.

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ZURICH, SWITZERLAND

AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.2. DE-ICING

##### 3.2.1. GENERAL

ATIS will inform if "General de-icing" or "General de-icing with extended slot tolerance window" is in use.

Most ACFT are planned for remote de-icing, except:

- At discretion of De-icing coordinator;
- Customers of de-icing provider SWP operating propeller ACFT, ACFT requiring underwing de-icing/clear-ice check after de-icing/ACFT manufacturers special requirements apply;
- Customers of de-icing provider AAS;
- Most customers of de-icing provider Dnata.

If de-icing is required, flight crew shall call DE-ICING COORDINATION on 121.810 latest 15 minutes before TOBT (STD/ETD), prior to requesting clearance. This call shall be made irrespective of de-icing status.

Crew will be informed about the de-icing procedures foreseen (ON-STAND or REMOTE DE-ICING).

Flight crew shall not report "ACFT ready" before de-icing is complete and ACFT is released by the de-icing company.

##### 3.2.2. GENERAL DE-ICING WITH EXTENDED SLOT TOLERANCE WINDOW

Slots can be extended to MAX CTOT  $\pm 30$  minutes, based on approval from network manager operation center.

ATC slot adherence assured by ATC with handover to ZURICH apron.

##### 3.2.3. REMOTE DE-ICING

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

Taxi onto the de-icing lane as instructed by ZURICH apron and stop at the marked and yellow-lighted stop position "STOP DE-ICING" located to the Left of the de-icing lane for commencement of de-icing.

After reaching the de-icing stop position "STOP DE-ICING" on the de-icing lane, contact pad coordinator on the respective frequency.

Pad coordinator may instruct to adjust ACFT position if required.

After de-icing, when released by pad coordinator, request taxi clearance from ZURICH apron.

##### 3.2.3.1. USE OF REMOTE DE-ICING FACILITIES

ACFT stop position on the de-icing lanes C1/C2/C3/F1/F2/F3 marked and lighted. Stop position markings with yellow lights and the remark "STOP DE-ICING" are located to the Left with a 90 degrees angle to the de-icing lane. To commence de-icing, ACFT has to stop with the pilot seat abeam the stop position.

When entering the de-icing lane as instructed by ZURICH apron, ACFT shall taxi independently with caution up to de-icing stop position.

Be aware of repositioning of de-icing trucks within the remote de-icing facilities.

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ZURICH, SWITZERLAND

AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.3. START-UP AND PUSH-BACK PROCEDURES

##### 3.3.1. CLEARANCE DELIVERY

Pilots shall receive start-up/ATC clearance upon request from ZURICH delivery, earliest 15 minutes before estimated time of departure.

When requesting ATC clearance, flight crew shall report ACFT type, stand number and identification letter of received DEP ATIS information.

ACFT with ATC slot planned for remote de-icing must be ready for start-up latest 25 minutes prior to CTOT.

ACFT with ATC slot planned for RWY 10 (according to DEP ATIS) or flight crews requiring RWY 16 must be ready for start-up no later than 20 minutes prior to CTOT.

ACFT with ATC slot planned for RWY 28, 32 or 34 must be ready for start-up no later than 10 minutes prior to CTOT.

During winter operation, special DEP regulation may be activated if de-icing of ACFT is heavily delayed.

If ATC clearance for RNAV SID VEBIT 1K is received, but ACFT is not capable of processing RF leg, pilot shall report unable and request different SID on clearance delivery.

##### 3.3.2. START-UP AND PUSH-BACK PROCEDURES

For the towing or push-back a general authorization only will be given to the flight 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 flight crew.

When cross bleed/cross generator start-up is necessary, flight crew shall inform ZURICH apron first.

After having adequate safety measures put in place, ZURICH apron will issue start-up clearance.

All parking positions West: Outbound with push-back only.

Advise ZURICH apron when ready for taxi.

#### 3.4. NOISE ABATEMENT

##### 3.4.1. 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 provably 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 2200-0600LT deviation from SIDs is only permitted at or above FL 80 with permission of ATC.

If possible, a rolling take-off shall be executed. Engine power shall be increased only after entering the departure RWY.

Climb with maximum climb gradient to 4500':

- Use the high lift devices take-off configuration;
- Take-off power reduction to climb power at 2900'.

Automatic measuring equipment is used to monitor adherence.

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ZURICH, SWITZERLAND

AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.5. RWY OPERATIONS

##### 3.5.1. OPTIMIZATION OF RWY OCCUPANCY TIME

ATC will consider every ACFT at the holding point as able to commence line-up and take-off immediately after clearance issued. Pilots not ready when reaching the holding point (no ACFT in front on the same TWY) shall advise ATC as early as possible.

Pilots in receipt of a conditional line-up clearance on a preceding departing ACFT should remain behind the subject ACFT but may cross RWY holding point (as long as there is no illuminated red stop bar) and enter RWY upon receipt of clearance. Pilot must be aware that there may be a blast hazard as ACFT on RWY applies power.

When cleared for take-off, ATC will expect and has planned on the ACFT being rolling within 10 seconds (of take-off clearance being issued). Pilots unable to comply with this requirement shall notify ATC before entering the RWY.

#### 3.6. OTHER INFORMATION

##### 3.6.1. 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 minutes 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.

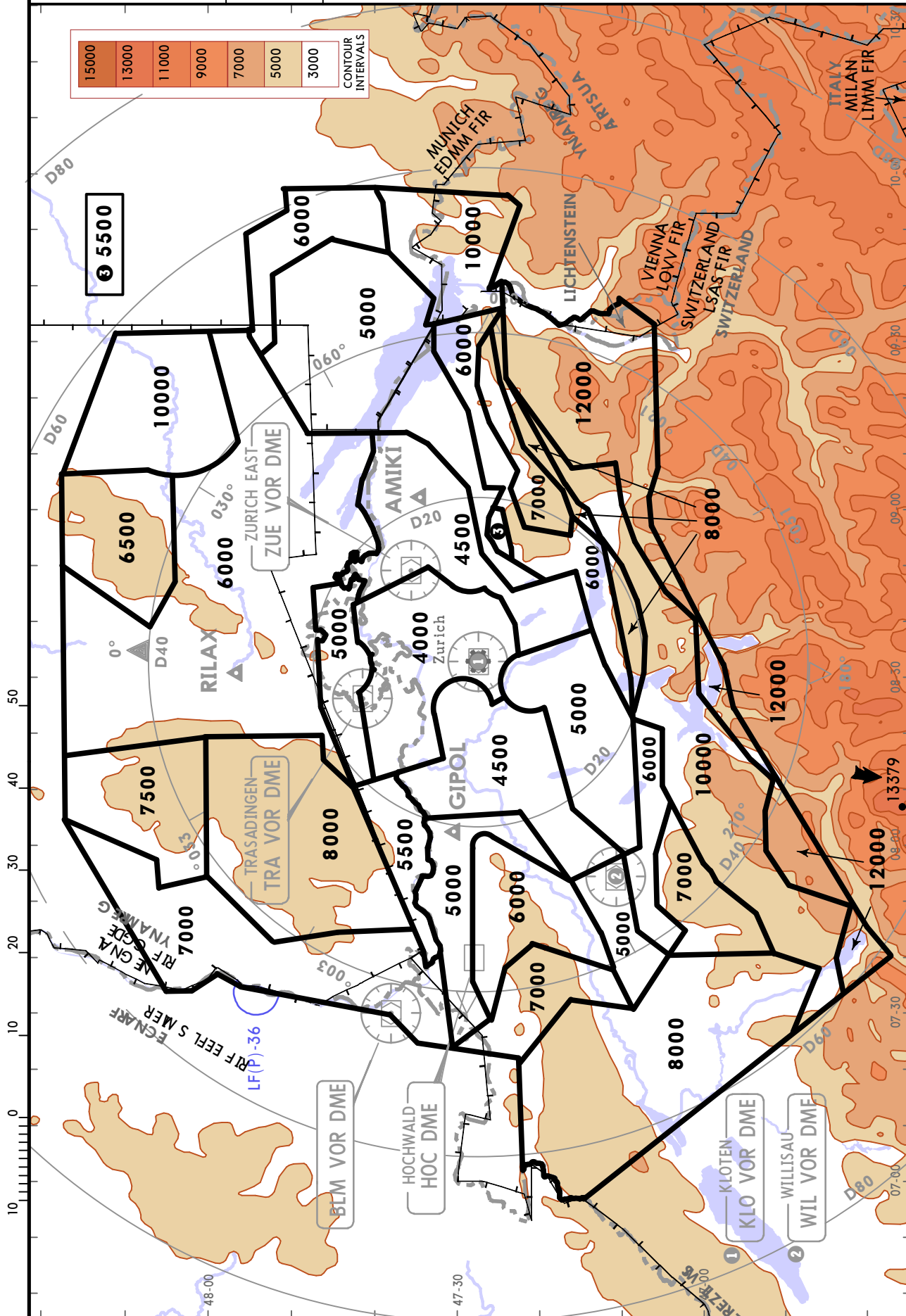
**Note:** Leave last assigned and acknowledged FL or altitude not earlier than 3 minutes after airborne.

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ZURICH

**JEPPESSEN**  
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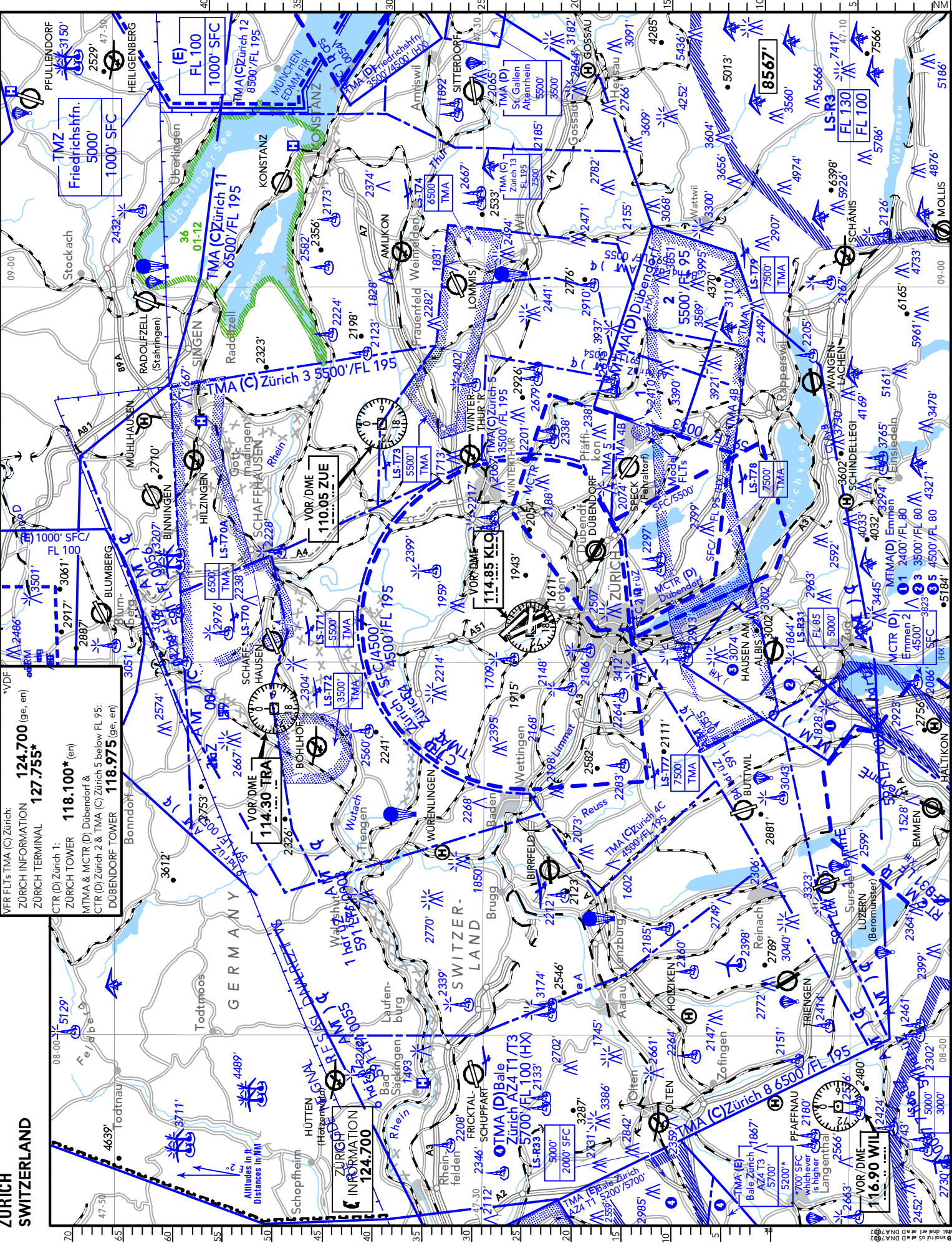
**ZURICH, SWITZERLAND**  
**RADAR MINIMUM ALTITUDES**

ZURICH Arrival (APP/R) <b>118.005</b> <b>135.230</b>	Apt Elev <b>1417</b>	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. Altitudes are based on Zurich QNH. 2. RADAR minimum altitudes over Swiss territory are protected for low temperatures at or above -20 degrees. 3. This chart may only be used for cross-checking of altitudes assigned while under RADAR vectoring.
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(10-1V) 11 JAN 19

AREA  
ZÜRICH  
SWITZERLAND



TMA (C) Zürich except CTR Dübendorf when active.

Times of activity of TMA sectors 14, 15 & CTR (D) Zürich 2 announced by ATIS.

For REPs and Routes see approach charts.

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TMA (C) Zürich außer CTR Dübendorf wenn aktiviert.

Aktivierungszeiten der TMA-Sektoren 14, 15 & CTR (D) Zürich 2 werden durch ATIS bekanntgegeben.

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

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TMA (C) Zurich EXC CTR Dubendorf lorsque elle est active.

Op hr des secteurs 14, 15 de la TMA & CTR (D) Zürich 2 annoncés par l'ATIS.

REPs et routes: voir cartes d'approche.

## ARRIVAL INSTRUCTIONS

### CLEARANCE PHRASEOLOGY FOR RNAV TRANSITIONS

**"Cleared xxx Transition":** Authorization to fly the lateral RNAV 1 Route.  
Level assignments will be issued by ATC.

**"Cleared direct Waypoint xxx":** Authorization to fly from the present position  
direct to a waypoint and join thereafter the appropriate RNAV 1 Route.  
Level assignments will be issued by ATC.

### COMMUNICATION FAILURE PROCEDURES FOR RNAV TRANSITIONS

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

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

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

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

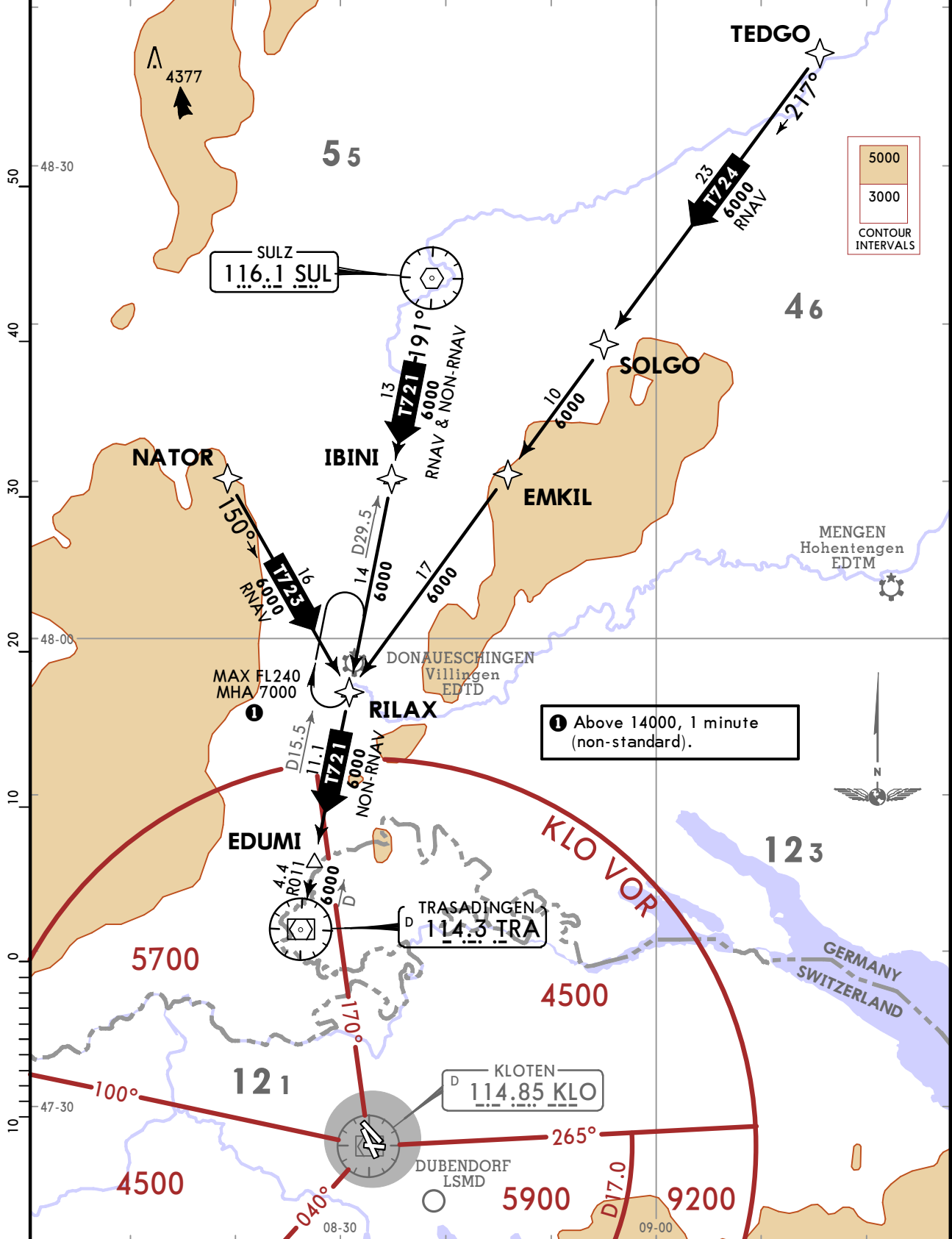
LSZH/ZRH  
ZURICH

JEPPESEN  
9 NOV 18 (10-2A)

ZURICH, SWITZERLAND  
RNAV TRANSITION

D-ATIS 125.730	Apt Elev 1417	Alt Set: hPa Trans level: By ATC
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**RNAV TRANSITIONS**  
**TRANSITION**  
**TO RILAX & TRA**  
 FOR ROUTE CONTINUATION AFTER RILAX REFER TO CHART 10-2E  
 FOR ROUTE CONTINUATION AFTER TRA REFER TO CHART 10-2G  
**SPEED: AS INSTRUCTED BY LANGEN RADAR**  
**MAX 250 KT BELOW FL100**



CHANGES: Communications.

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# ZURICH, SWITZERLAND

**LSZH/ZRH**  
ZURICH  
9 NOV 18 10-2B

**RNAV TRANSITION**

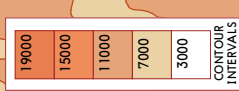
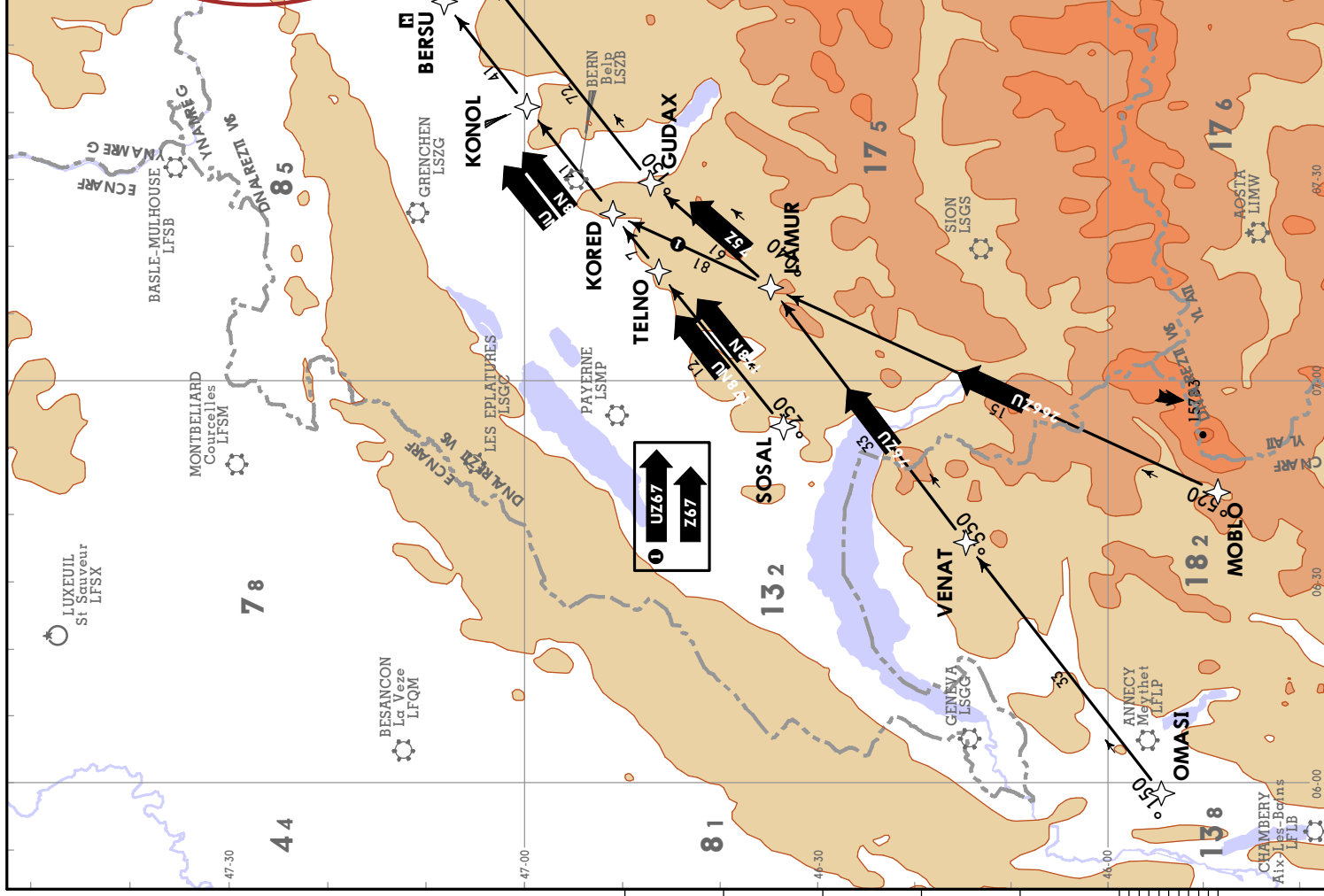
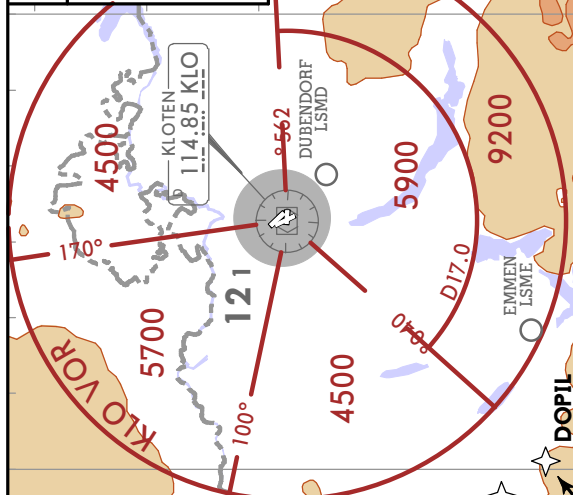
D-ATIS: 125.730  
Alt Set: hPa  
Trans level: By ATC

**RNAV TRANSITIONS TO BERSU & DOPIL FOR ROUTE CONTINUATION AFTER BERSU AND DOPIL REFER TO CHART 10-2C**

**SPEED: MAX 250 KT BELOW FL100**

**HOLDING OVER BERSU**  
Above 14000, 1 minute (non-standard).

By ATC  
MAX 230 KT  
MAX FL200  
MHA FL100

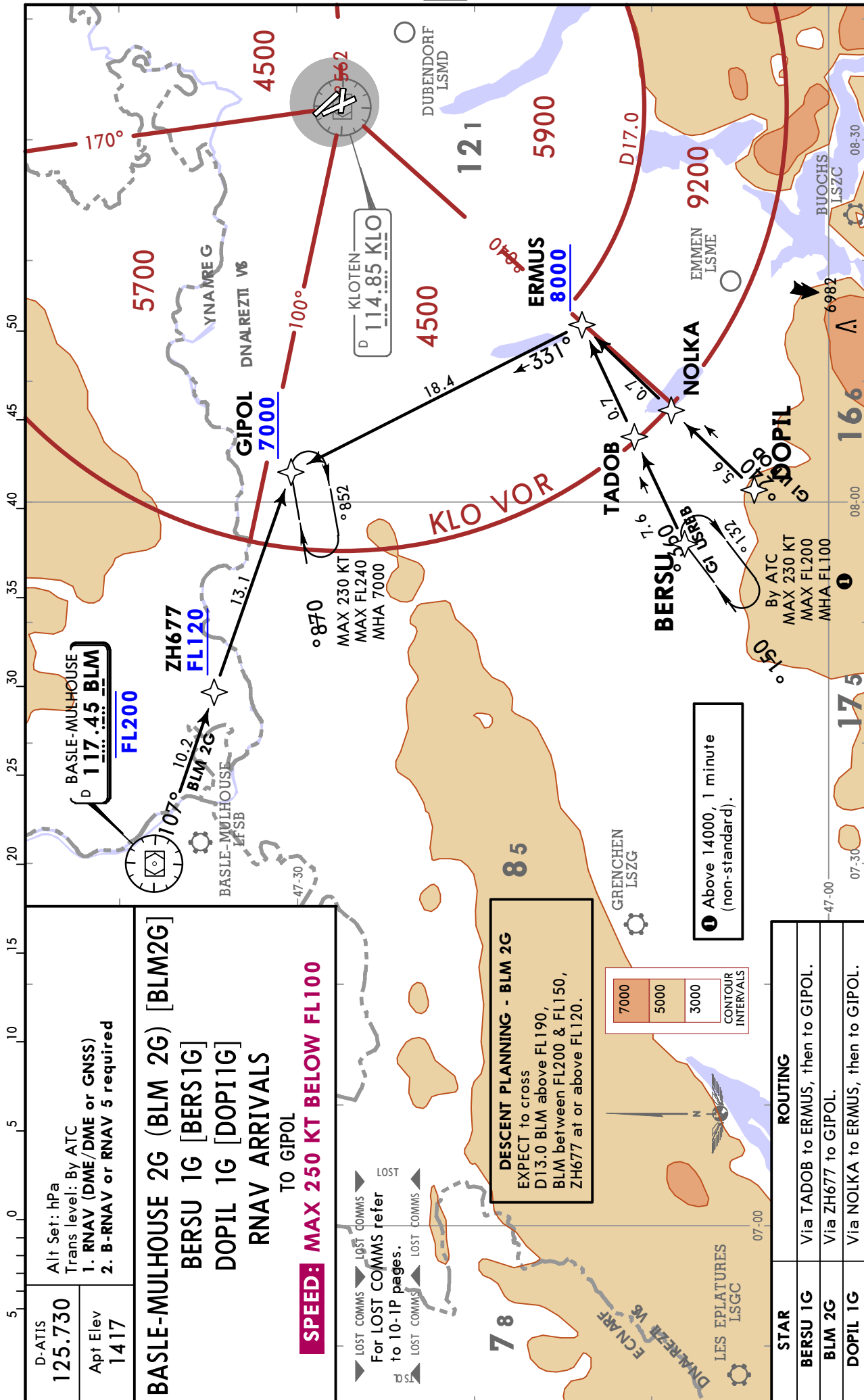


LSZH/ZRH  
ZURICH

JEPPESSEN  
9 NOV 18 10-2C

ZURICH, SWITZERLAND

RNAV STAR



**LSZH/ZRH**  
ZURICH

**JEPPESSEN**  
9 NOV 18 **(10-2D)**

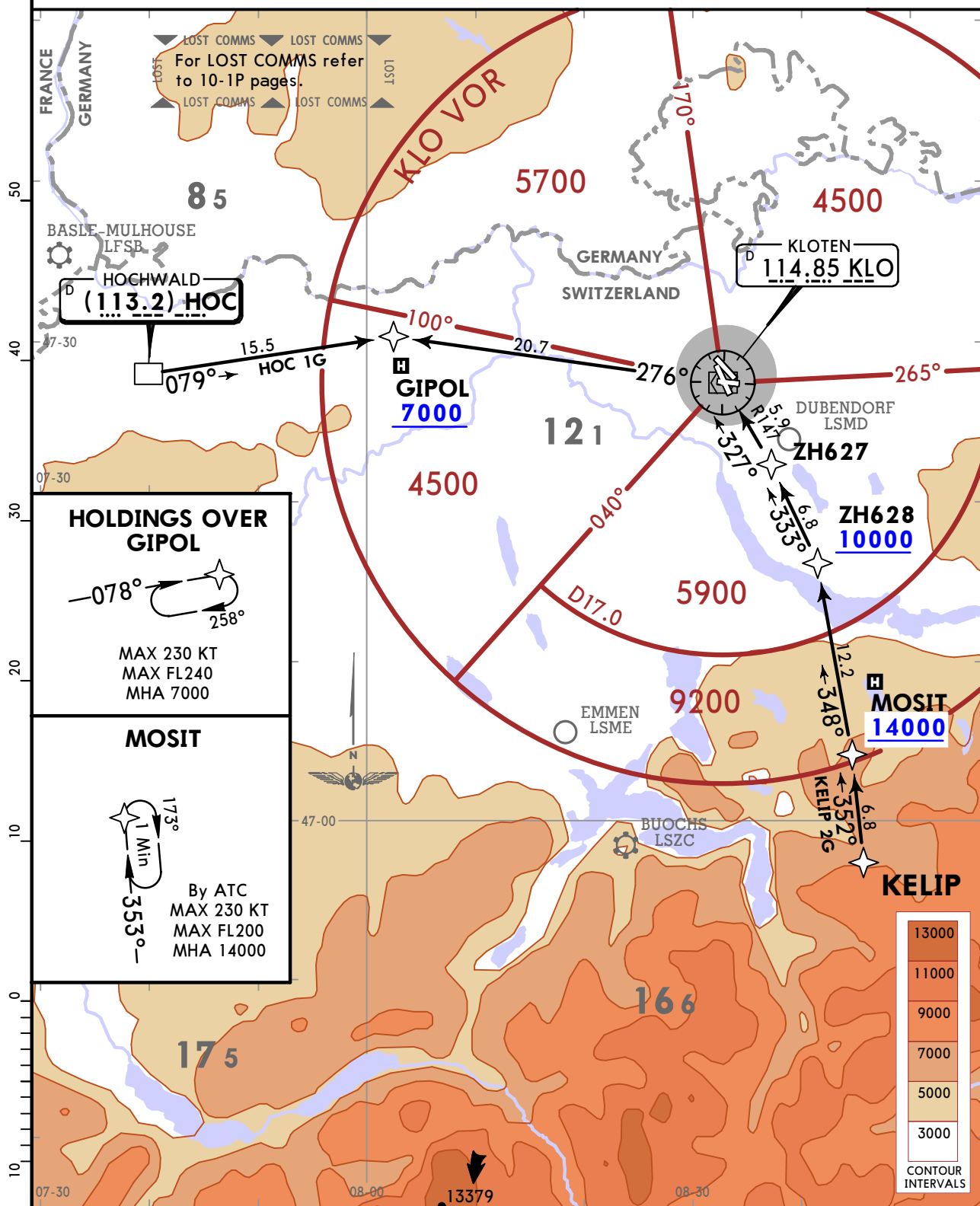
**ZURICH, SWITZERLAND**

**RNAV STAR**

D-ATIS <b>125.730</b>	Apt Elev <b>1417</b>	Alt Set: hPa Trans level: By ATC 1. RNAV (DME/DME or GNSS) 2. B-RNAV or RNAV 5 required
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**HOCHWALD 1G (HOC 1G) [HOC1G]  
KELIP 2G [KELI2G]  
RNAV ARRIVALS  
TO GIPOL**

**SPEED: MAX 250 KT BELOW FL100**



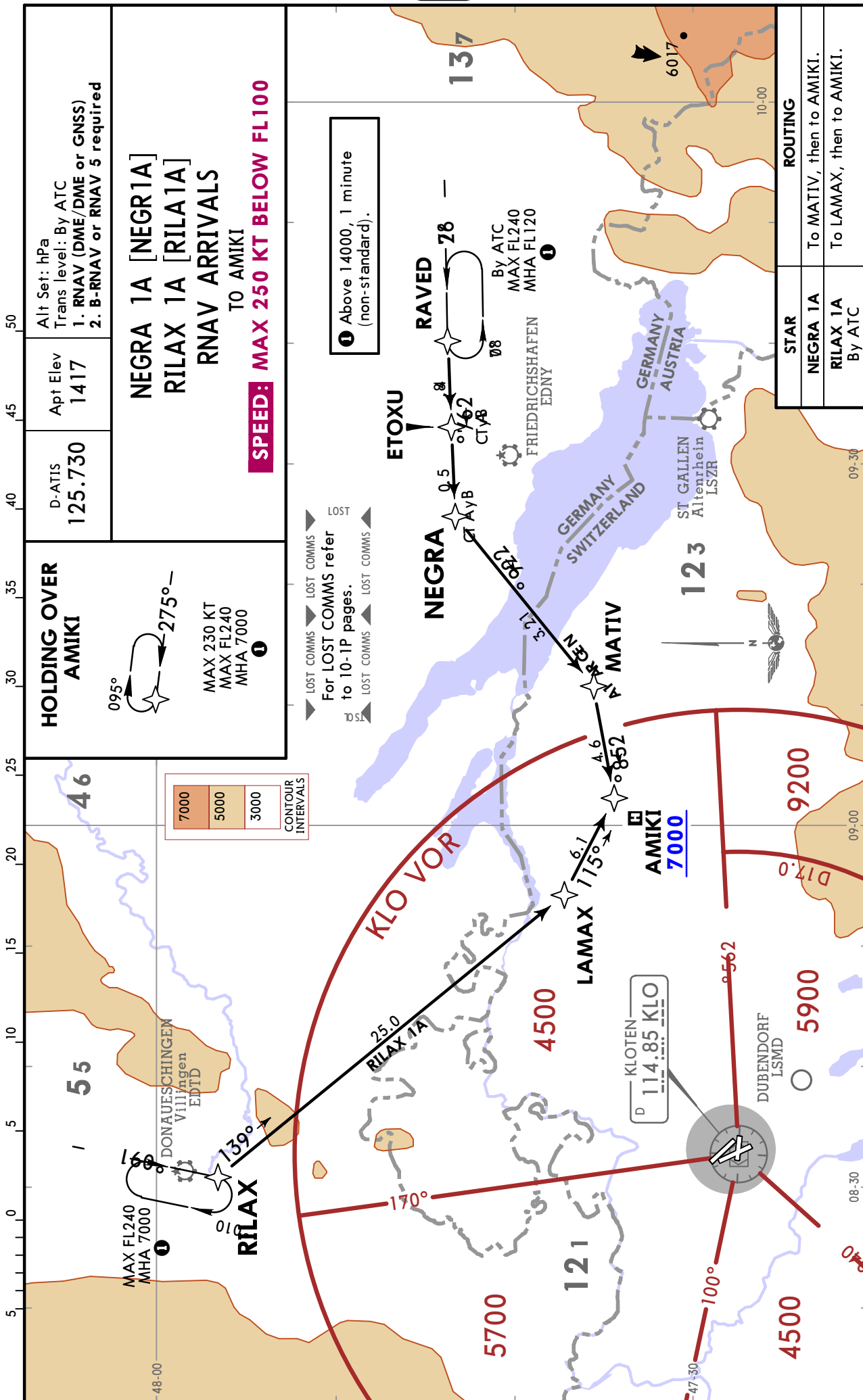
STAR	ROUTING
<b>HOCHWALD 1G</b>	To GIPOL.
<b>KELIP 2G</b>	Via MOSIT to ZH628, then to ZH627, then to KLO, then to GIPOL.

LSZH/ZRH  
ZURICH

JEPPesen  
9 NOV 18 (10-2E)

ZURICH, SWITZERLAND

RNAV STAR

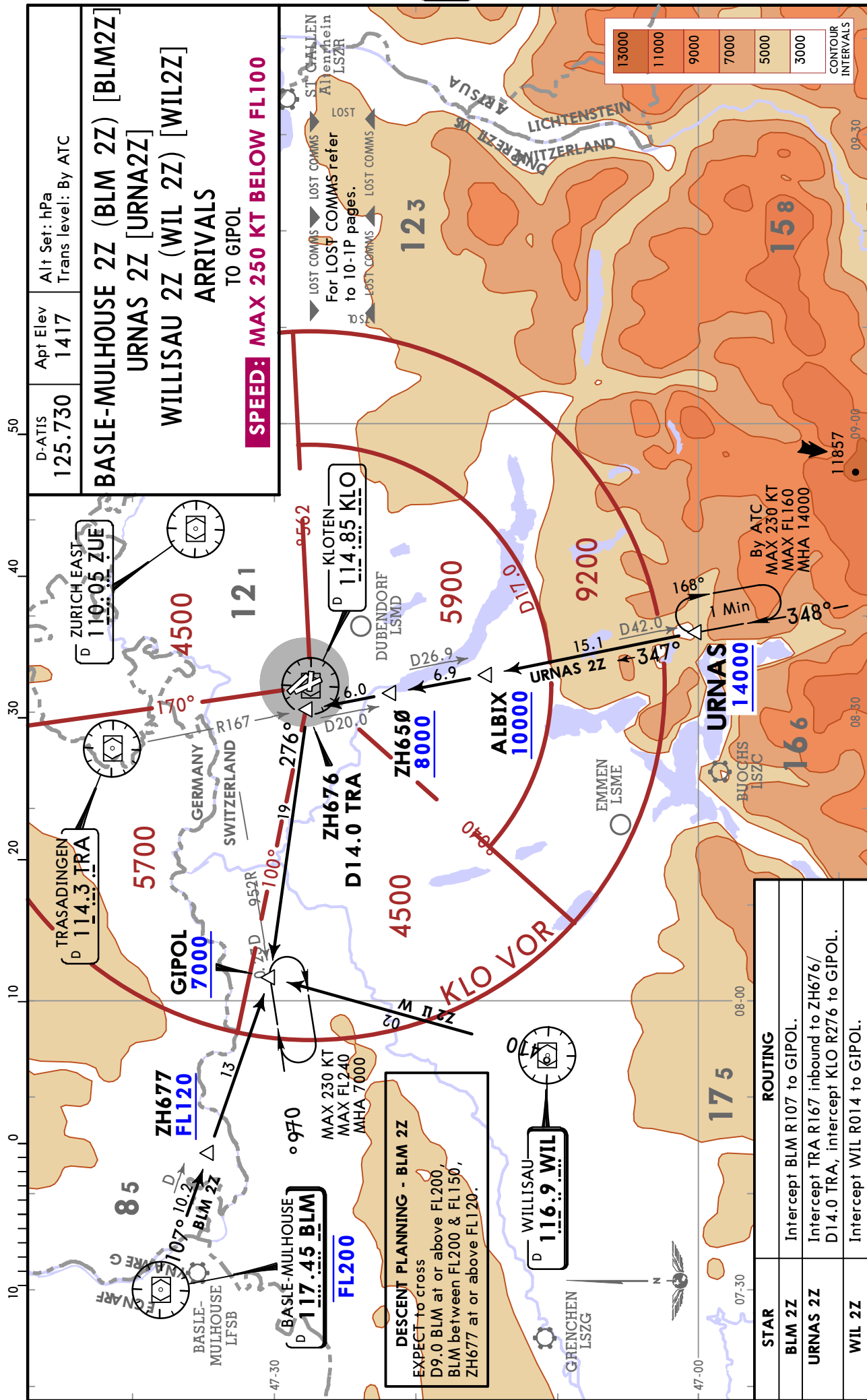


LSZH/ZRH  
ZURICH

JEPPESSEN  
9 NOV 18 10-2F

ZURICH, SWITZERLAND

STAR



CHANGES: Communications.

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D-ATIS 125.730  
Apt Elev 1417  
Alt Set: hPa  
Trans level: By ATC

**BASLE-MULHOUSE 2Z (BLM 2Z) [BLM2Z]**  
**URNAS 2Z [URNA2Z]**  
**WILLISAU 2Z (WIL 2Z) [WIL2Z]**  
**ARRIVALS**  
TO GIPOL

**SPEED: MAX 250 KT BELOW FL100**

**DESCENT PLANNING - BLM 2Z**  
EXPECT to cross  
D9.0 BLM at or above FL200,  
BLM between FL200 & FL150,  
ZH677 at or above FL120.

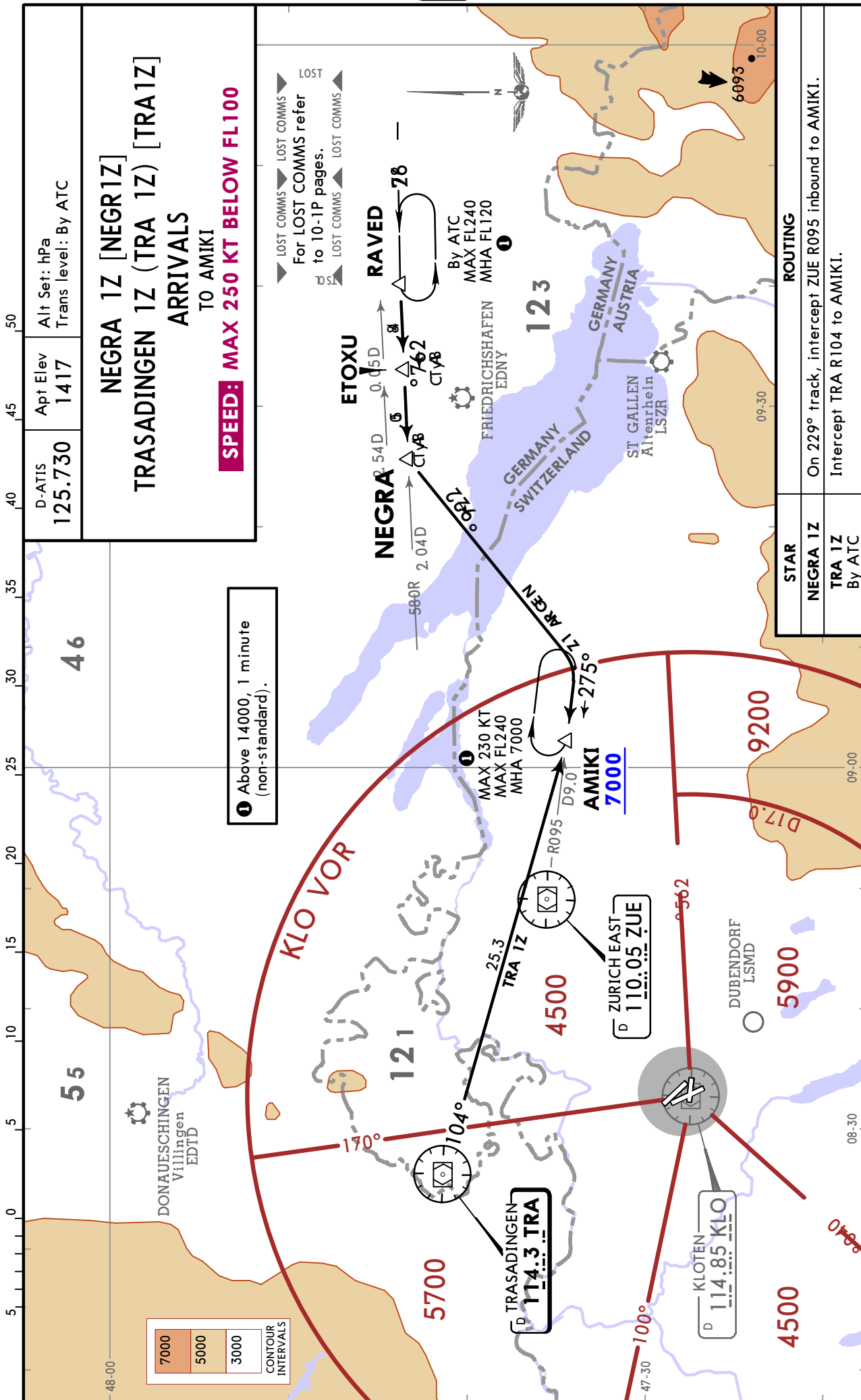
STAR	ROUTING
BLM 2Z	Intercept BLM R107 to GIPOL.
URNAS 2Z	Intercept TRA R167 inbound to ZH676/ D14.0 TRA, intercept KLO R276 to GIPOL.
WIL 2Z	Intercept WIL R014 to GIPOL.

LSZH/ZRH  
ZURICH

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9 NOV 18 (10-2G)

ZURICH, SWITZERLAND

STAR



**ZÜRICH, SWITZERLAND**  
**RNAV TRANSITION**

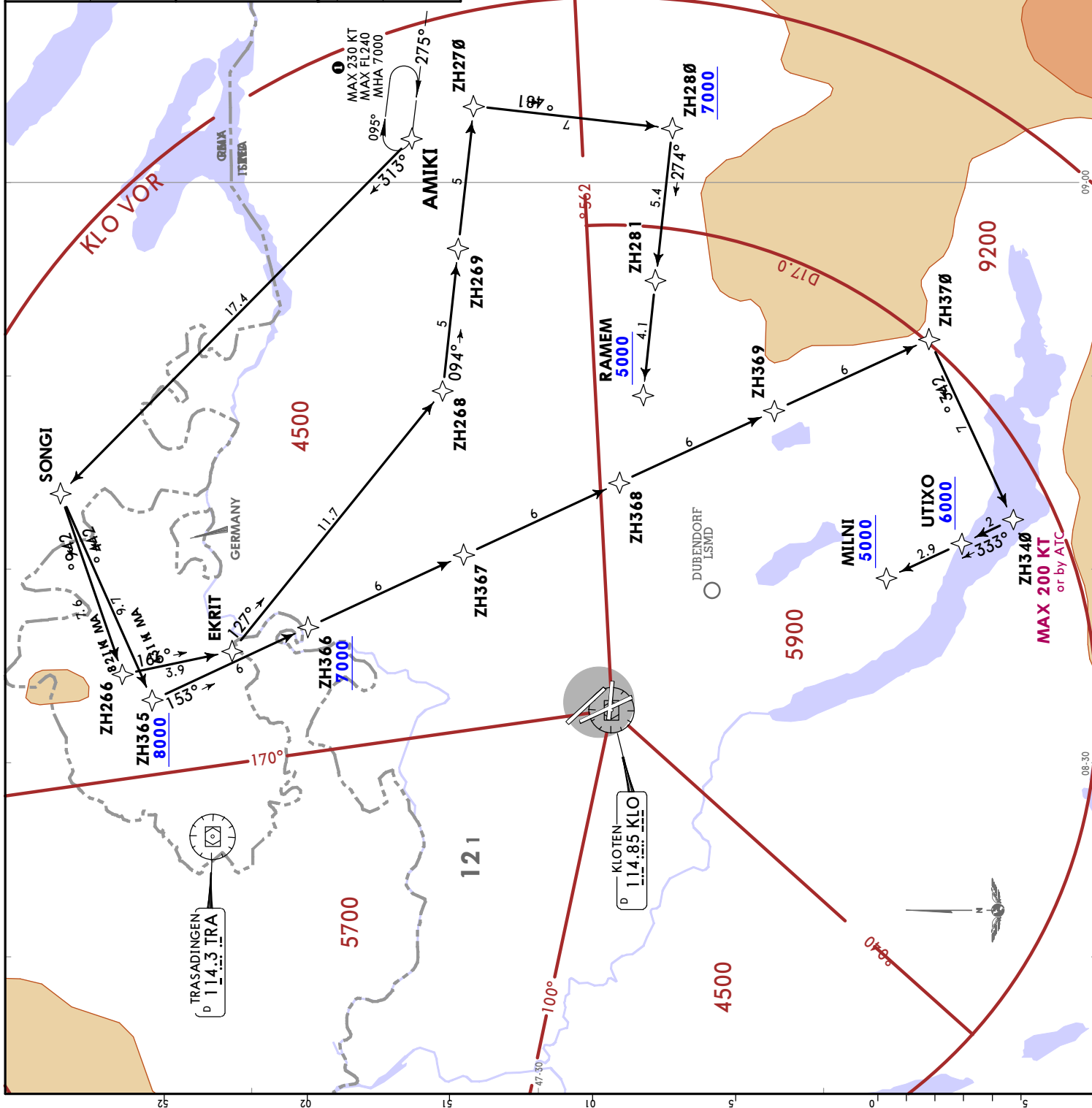
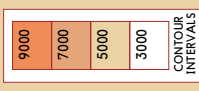
Alt Set: hPa  
Trans level: By ATC  
1. RNAV (DME/DME or GNSS)  
2. P-RNAV or RNAV 1 required  
3. If unable to follow transition advise ATC IMMEDIATELY: 'unable RNAV transition.'  
4. AMIKI 28: KLO, TRA and 116.9 WIL DME required for DME/DME navigation.  
5. AMIKI 34: TRA DME required for DME/DME navigation.

**AMIKI 28 [AMI28]**  
**AMIKI 34 [AMI34]**  
**RNAV TRANSITIONS TO FINAL APPROACH**  
**SPEED: MAX 250 KT BELOW FL100**

TRANSITION	RWY	ROUTING
AMIKI 28	28	AMIKI - SONGI - ZH266 - EKRI - ZH268 - ZH269 - ZH270 - ZH280 (7000+) - ZH281 - RAMEM (5000+)
AMIKI 34	34	AMIKI - SONGI - ZH365 (8000+) - ZH366 (7000+) - ZH367 - ZH368 - ZH369 - ZH370 - ZH340 (K200- or by ATC) - UTIXO (6000+) - MILNI (5000+).

**CAUTION**  
High terrain EAST of D19.0 KLO.  
Compulsory to monitor 121.50 MHz during entire approach.

① Above 14000, 1 minute (non-standard).



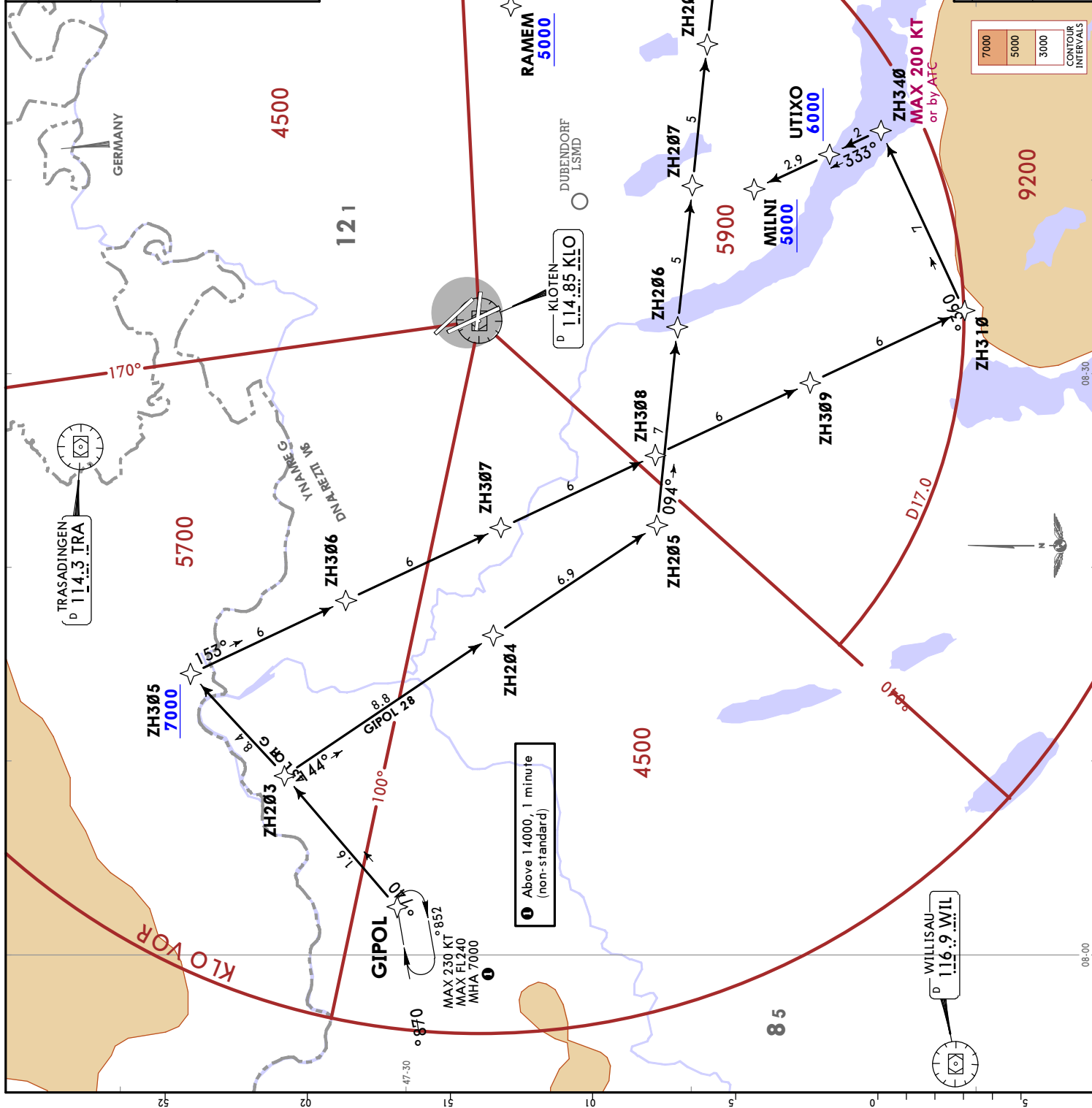
Alt Set: hPa  
Trans level: By ATC  
1. RNAV (DME/DME or GNSS)  
2. P-RNAV or RNAV 1 required  
3. If unable to follow transition advise ATC IMMEDIATELY: 'unable RNAV transition.'  
4. GIPOL 28: KLO, TRA and WIL DME required for DME/DME navigation.  
5. GIPOL 34: TRA DME required for DME/DME navigation.

D-ATIS  
125.730

Apt Elev  
1417

GIPOL 28 [GIP28]  
GIPOL 34 [GIP34]  
RNAV TRANSITIONS  
TO FINAL APPROACH  
**SPEED: MAX 250 KT BELOW FL100**

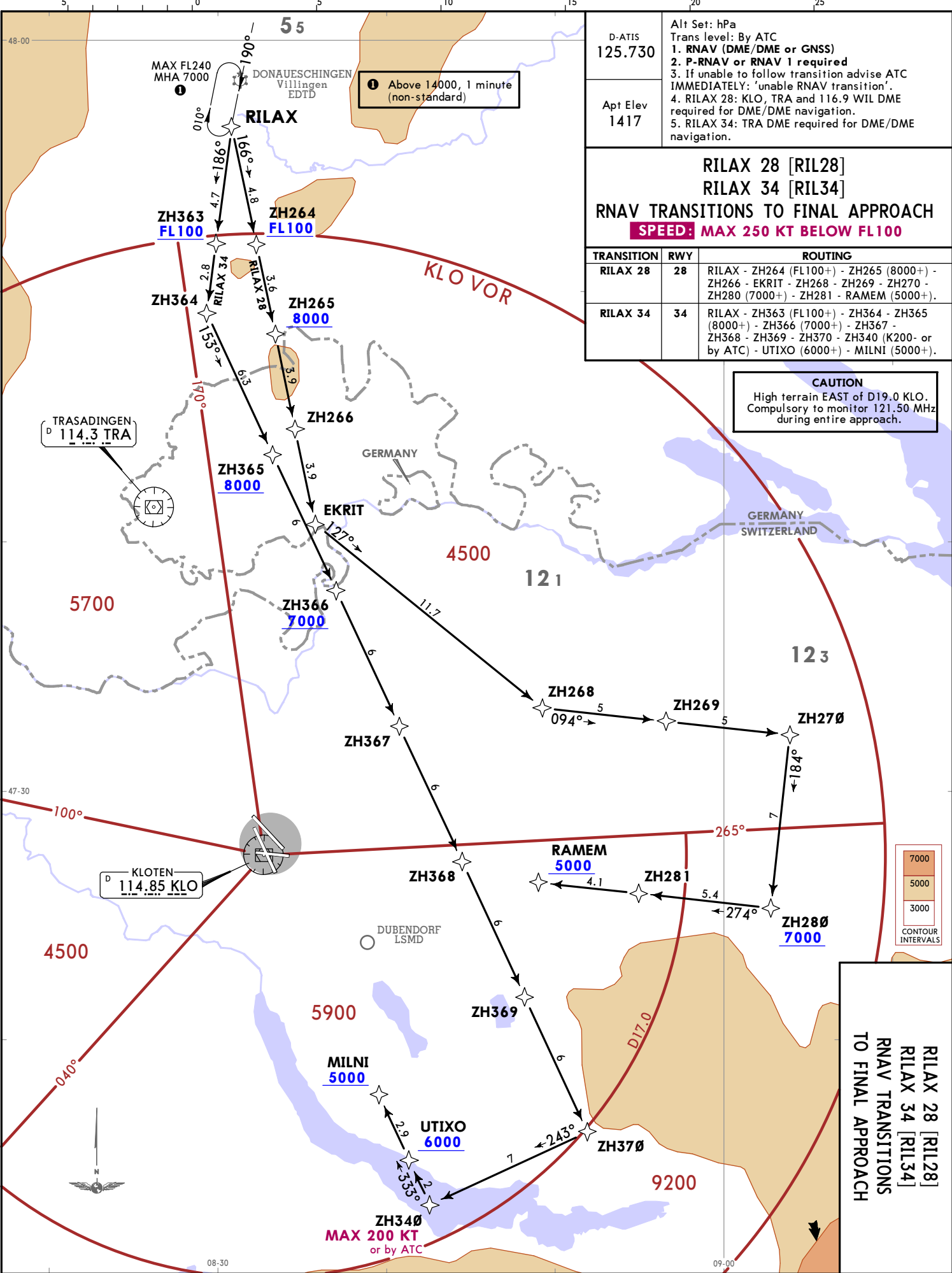
**CAUTION**  
High terrain EAST of D19.0 KLO.  
Compulsory to monitor 121.50 MHz during entire approach.



TRANSITION	RWY	ROUTING
GIPOL 28	28	GIPOL - ZH203 - ZH204 - ZH205 - ZH206 - ZH207 - ZH208 - ZH209 - ZH210 - ZH280 (7000+) - ZH281 - RAMEM (5000+).
GIPOL 34	34	GIPOL - ZH305 (7000+) - ZH306 - ZH307 - ZH308 - ZH309 - ZH310 - ZH340 (K200+ or by ATC) - UTIXO (6000+) - MILNI (5000+).

CHANGES: Communications.

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ZURICH  
9 NOV 18  
JEPPESSEN  
10-2K



D-ATIS  
**125.730**

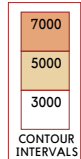
Alt Set: hPa  
Trans level: By ATC  
1. RNAV (DME/DME or GNSS)  
2. P-RNAV or RNAV 1 required  
3. If unable to follow transition advise ATC IMMEDIATELY: 'unable RNAV transition'.  
4. RILAX 28: KLO, TRA and 116.9 WIL DME required for DME/DME navigation.  
5. RILAX 34: TRA DME required for DME/DME navigation.

Apt Elev  
**1417**

**RILAX 28 [RIL28]**  
**RILAX 34 [RIL34]**  
**RNAV TRANSITIONS TO FINAL APPROACH**  
**SPEED: MAX 250 KT BELOW FL100**

TRANSITION	RWY	ROUTING
RILAX 28	28	RILAX - ZH264 (FL100+) - ZH265 (8000+) - ZH266 - EKTRIT - ZH268 - ZH269 - ZH270 - ZH280 (7000+) - ZH281 - RAMEM (5000+).
RILAX 34	34	RILAX - ZH363 (FL100+) - ZH364 - ZH365 (8000+) - ZH366 (7000+) - ZH367 - ZH368 - ZH369 - ZH370 - ZH340 (K200- or by ATC) - UTIXO (6000+) - MILNI (5000+).

**CAUTION**  
High terrain EAST of D19.0 KLO.  
Compulsory to monitor 121.50 MHz during entire approach.



**RILAX 28 [RIL28]**  
**RILAX 34 [RIL34]**  
**RNAV TRANSITIONS TO FINAL APPROACH**

ZURICH, SWITZERLAND  
RNAV TRANSITION

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LSZH/ZRH  
ZURICH

**JEPPESEN**  
 15 MAR 19 **10-3** **Eff 28 Mar**
**ZURICH, SWITZERLAND****RNAV SID**

<b>RNAV SID DESIGNATION</b>	<b>REFER TO CHART</b>
DEGES 1D, 2R	10-3B
DEGES 1E	10-3C
DEGES 4F	10-3D
DEGES 2H	10-3E
DEGES 4L	10-3E1
DEGES 2N	10-3E2
DEGES 2S	10-3F
DEGES 2W	10-3G
GERSA 1C	10-3H
VEBIT 2E, 3S	10-3J
VEBIT 3H	10-3J1
VEBIT 3N	10-3J2
VEBIT 1K	10-3K
VEBIT 3W	10-3L
GERSA 1E	10-3L1
GERSA 1H, 1N	10-3L2
GERSA 2S	10-3L3
GERSA 2W	10-3L4
SONGI 3F, 1H, 3L, 1N	10-3L5

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

**LSZH/ZRH**  
ZURICH

**JEPPESEN**  
15 MAR 19 **(10-3A)** Eff 28 Mar

**ZURICH, SWITZERLAND**

**SID**

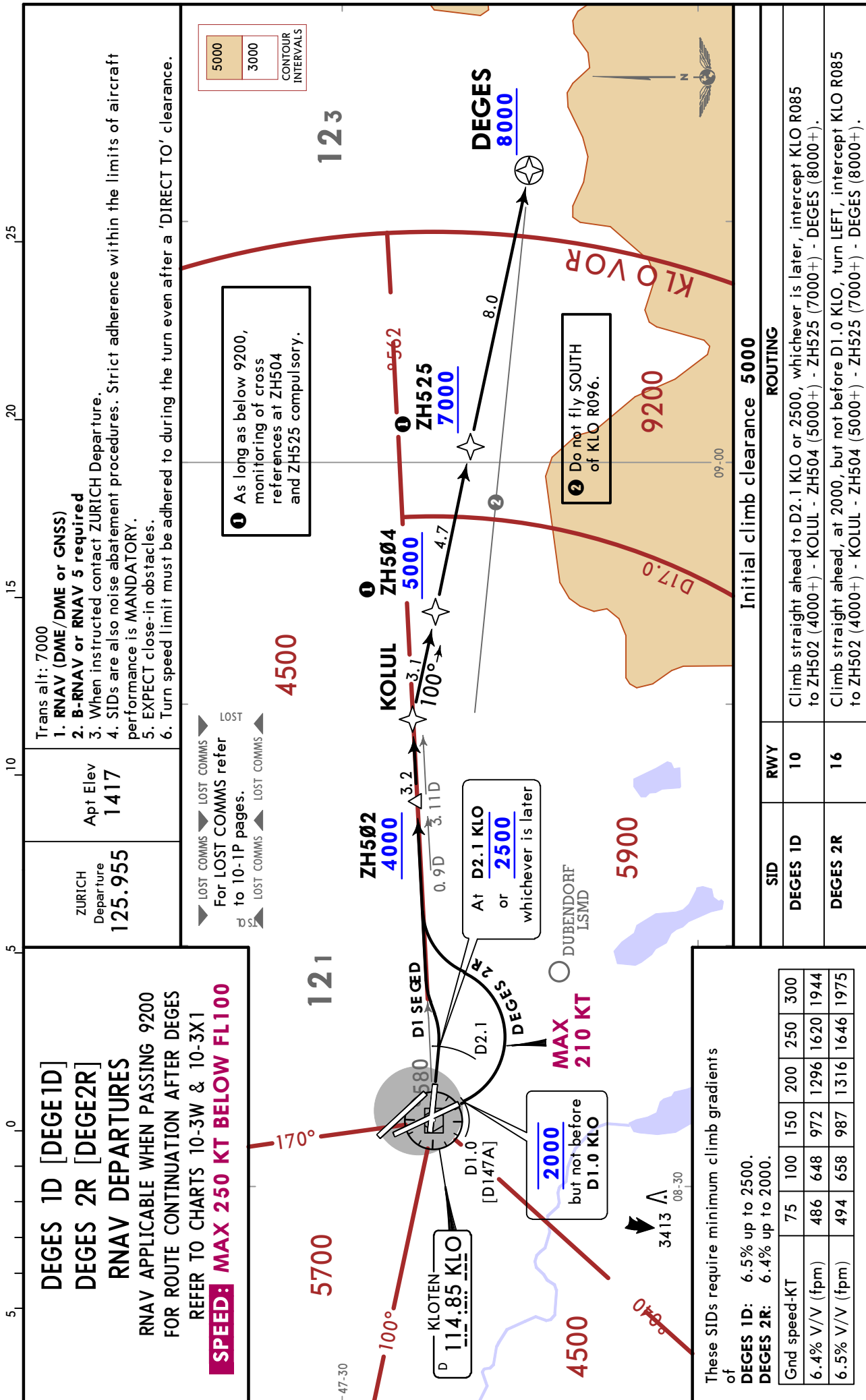
SID DESIGNATION	REFER TO CHART
ALBIX 1C	10-3M
WILLISAU 2C, 2D	10-3N
WILLISAU 2G, 2M	10-3P
WILLISAU 2Q, 3R	10-3Q
WILLISAU 3V	10-3S
ZURICH EAST 1D, 2R	10-3T
ZURICH EAST 3F, 1G, 3L, 1M	10-3U
ZURICH EAST 2V	10-3V
TRANSITION	REFER TO CHART
NORTHBOUND AFTER DEGES & ZUE	10-3W
NORTHBOUND AFTER SONGI	10-3X
EASTBOUND AFTER DEGES & ZUE	10-3X1
SOUTH- & WESTBOUND AFTER VEBIT	10-3X2

LSZH/ZRH  
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9 NOV 18 (10-3B)

ZURICH, SWITZERLAND

RNAV SID



LSZH/ZRH  
ZURICH

JEPPESEN  
9 NOV 18 10-3C

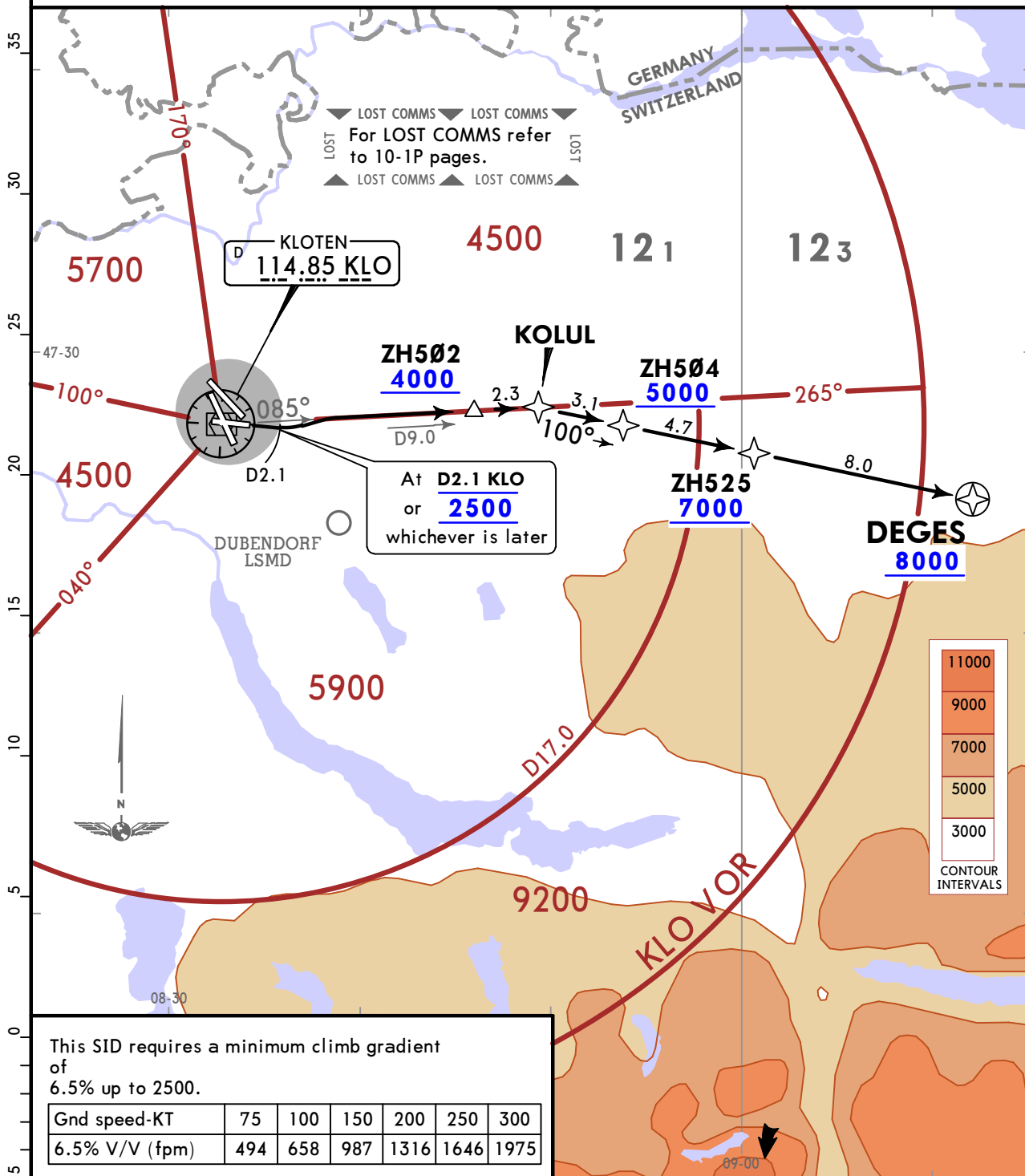
ZURICH, SWITZERLAND

RNAV SID

ZURICH  
Departure  
125.955  
Apt Elev  
1417

- Trans alt: 7000
1. RNAV (DME/DME or GNSS)
  2. P-RNAV or RNAV 1 required
  3. When instructed contact ZURICH Departure.
  4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
  5. EXPECT close-in obstacles.
  6. 116.9 WIL DME required for DME/DME navigation.

**DEGES 1E [DEGE1E]**  
**RWY 10 RNAV DEPARTURE**  
RNAV APPLICABLE WHEN PASSING KOLUL  
FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1  
**SPEED: MAX 250 KT BELOW FL100**



Initial climb clearance **5000**

**ROUTING**

Climb straight ahead to D2.1 KLO or 2500, whichever is later, intercept KLO R085 via ZH502 to KOLUL - ZH504 (5000+) - ZH525 (7000+) - DEGES (8000+).

LSZH/ZRH  
ZURICH

15 MAR 19  
10-3D  
EFF 28 MAR

JEPPESEN ZÜRICH, SWITZERLAND  
RNAV SID

ZÜRICH  
Departure  
125.955

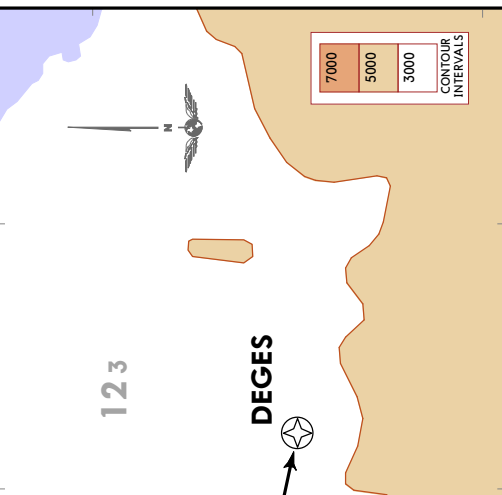
Apt Elev  
1417

Trans alt: 7000

- GNSS or DME/DME required.
- RNAV 1 certification required.
- When instructed contact ZÜRICH Departure.
- SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
- Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.
- EXPECT close-in obstacles LEFT of track up to 1470 shortly after end of RWY 34.

**DEGES 4F [DEGE4F]**  
**RWY 34 RNAV DEPARTURE**  
FOR ROUTE CONTINUATION AFTER DEGES  
REFER TO CHARTS 10-3W & 10-3X1  
**SPEED: MAX 250 KT BELOW FL 100**

LOST COMMS  
For LOST COMMS refer to 10-IP pages.



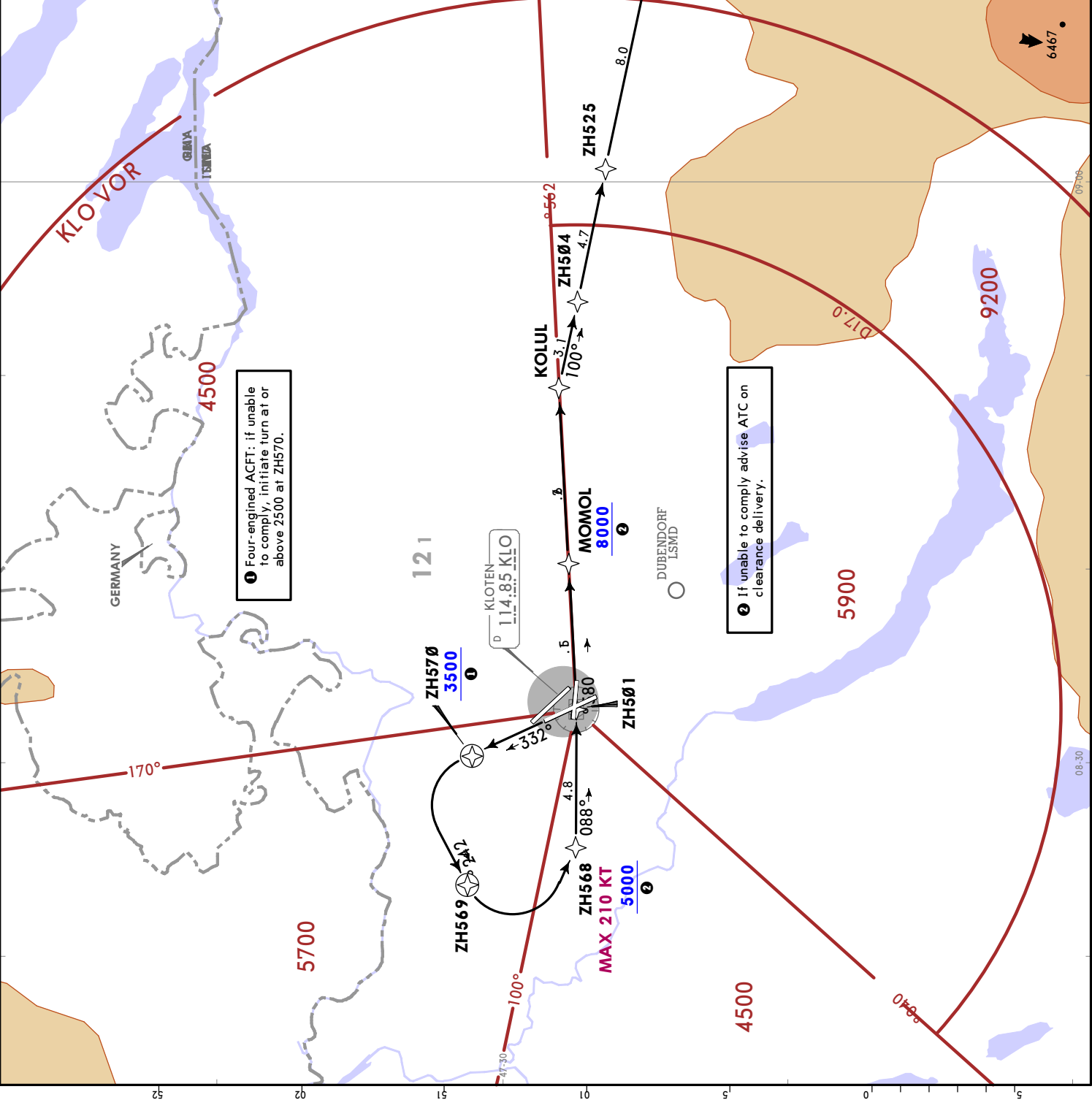
This SID requires a minimum climb gradient of 5.0% up to 3200.

Grnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

**ROUTING**

Climb on 332° track to ZH570, turn LEFT, 242° track to ZH569, turn LEFT direct to ZH568, to ZH501, to MOMOL, to KOLUL, to ZH504, to ZH525, to DEGES.



**JEPPESEN ZÜRICH, SWITZERLAND**  
**RNAV SID**  
 15 MAR 19 10-3E Eff 28 Mar

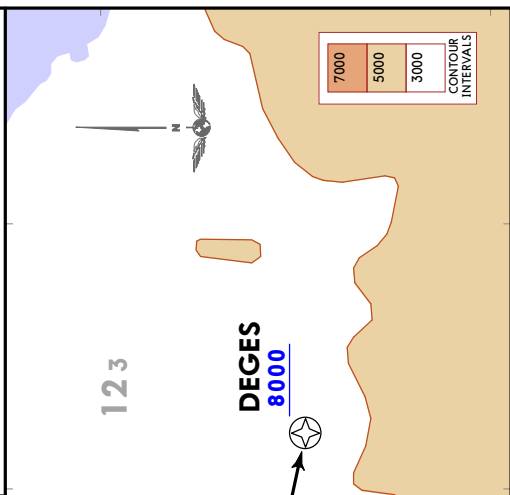
ZÜRICH  
 Departure  
**125.955**

Apt Elev  
 1417

Trans alt: 7000  
 1. GNSS or DME/DME required.  
 2. B-RNAV or RNAV 5 certification required.  
 3. When instructed contact ZÜRICH Departure.  
 4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.  
 5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.  
 6. EXPECT close-in obstacles LEFT of track up to 1490 shortly after end of RWY 34.

**DEGES 2H [DEGE2H]**  
**RWY 34 RNAV DEPARTURE**  
 FOR ROUTE CONTINUATION AFTER DEGES  
 REFER TO CHARTS 10-3W & 10-3X1  
**SPEED: MAX 250 KT BELOW FL100**

LOST COMMS  
 For LOST COMMS refer to 10-1P pages.



This SID requires a minimum climb gradient of 5.2% up to 3300.

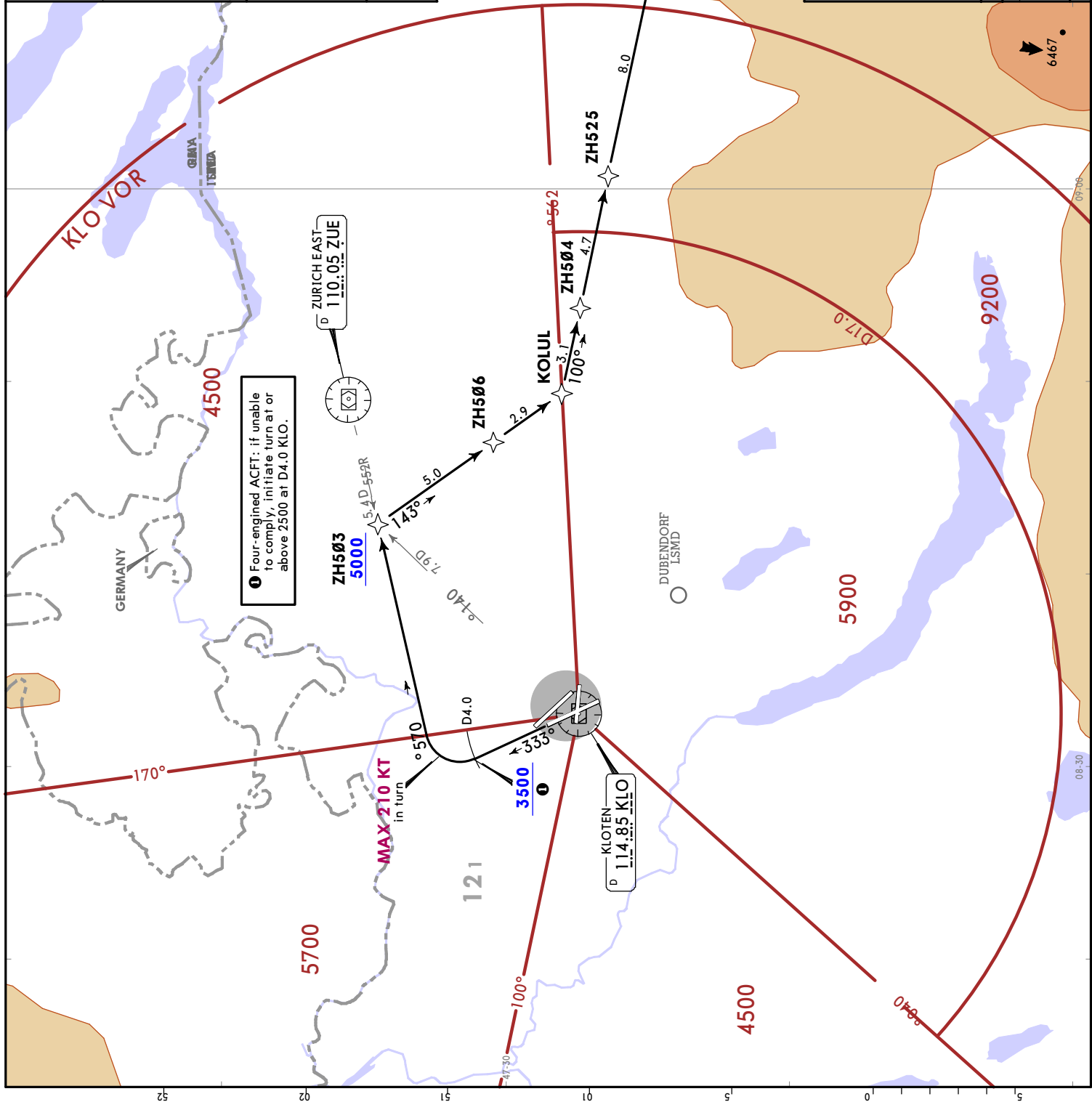
Grnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1317	1580

Initial climb clearance **5000**

**ROUTING**

Climb on 333° track, at D4.0 KLO turn RIGHT, intercept ZUE R255 inbound to ZH503, to ZH506, to KOLUL, to ZH504, to ZH525, to DEGES.

RNAV applicable when passing ZH503.



Four-engined ACFT: if unable to comply, initiate turn at or above 2500 at D4.0 KLO.

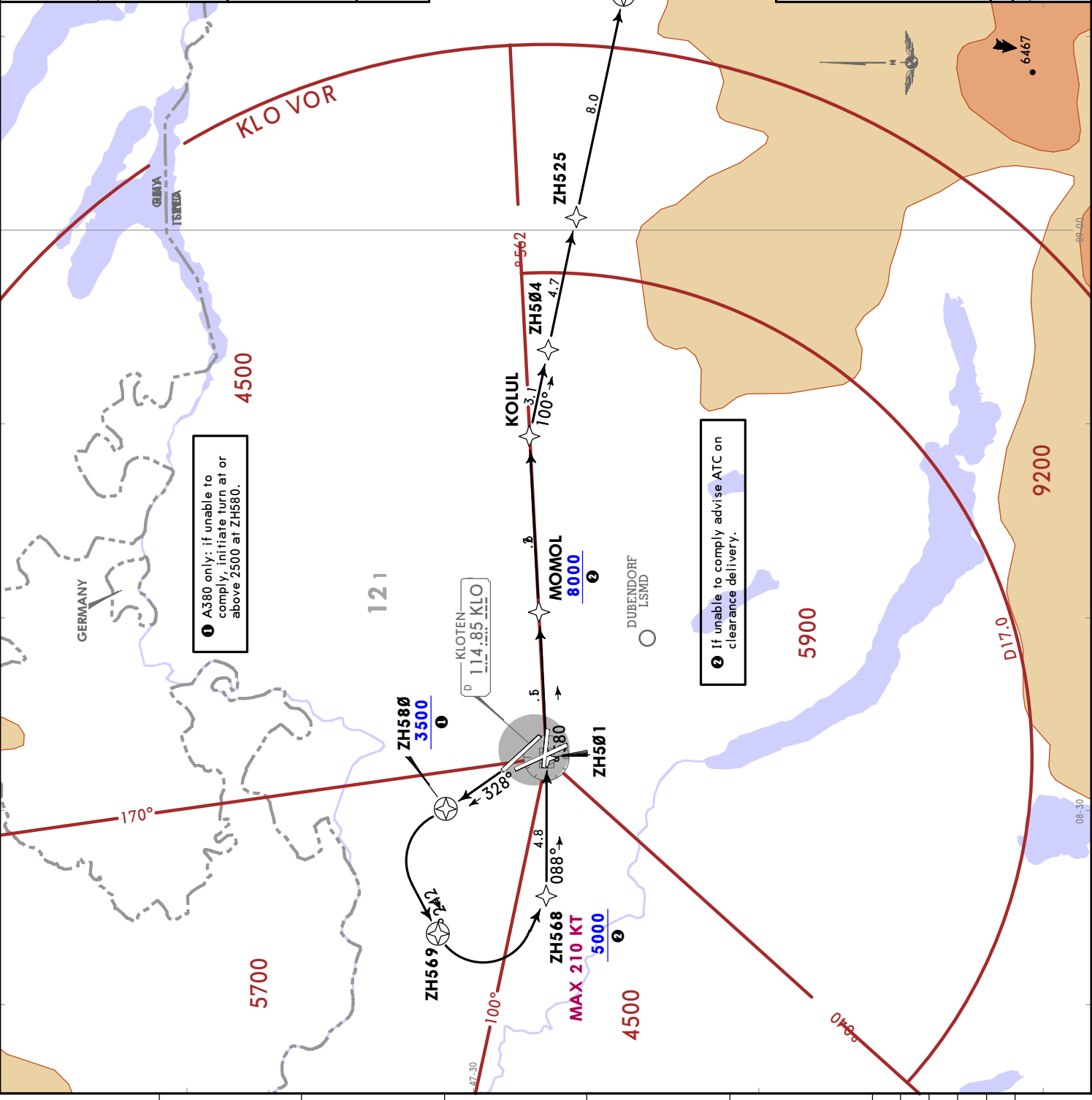
Trans alt: 7000  
 1. GNSS or DME/DME required.  
 2. RNAV 1 certification required.  
 3. When instructed contact ZÜRICH Departure.  
 4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.  
 5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.  
 6. EXPECT close-in obstacles RIGHT of track up to 1580 shortly after end of RWY 32.

ZÜRICH Departure  
 125.955

Apt Elev  
 1417

**DEGES 4L [DEGE4L]**  
**RWY 32 RNAV DEPARTURE**  
 FOR ROUTE CONTINUATION AFTER DEGES  
 REFER TO CHARTS 10-3W & 10-3X1  
**SPEED: MAX 250 KT BELOW FL100**

LOST COMMS  
 For LOST COMMS refer to 10-1P pages.



1 A380 only: if unable to comply, initiate turn at or above 2500 at ZH580.

2 If unable to comply advise ATC on clearance delivery.

This SID requires a minimum climb gradient of 5.6% up to 3100.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

**Initial climb clearance 5000**  
**ROUTING**  
 Climb straight ahead, 328° track to ZH580, turn LEFT, 242° track to ZH569, turn LEFT direct to ZH568, to ZH501, to MOMOL, to KOLUL, to ZH504, to ZH525, to DEGES.

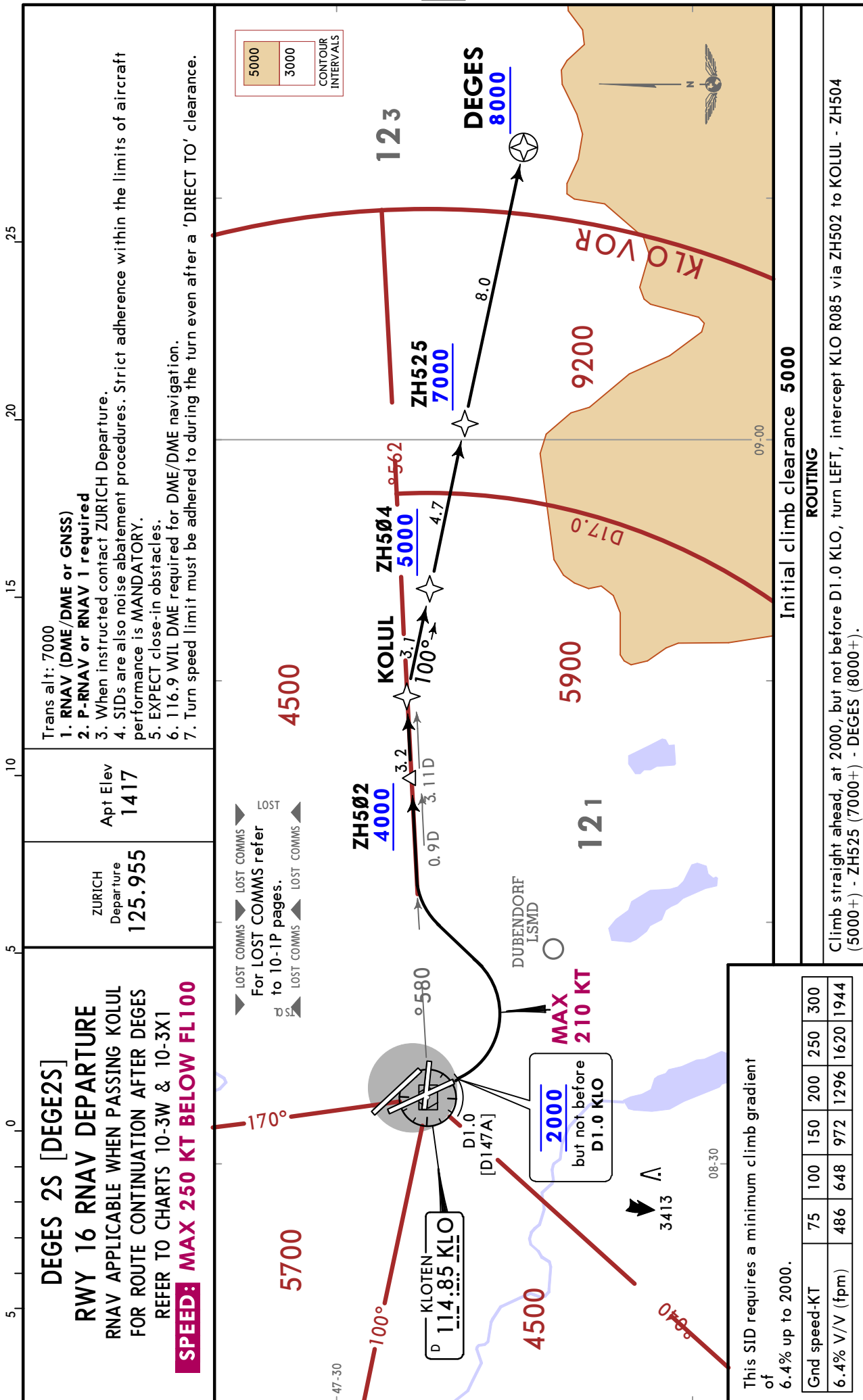


LSZH/ZRH  
ZURICH

JEPPesen  
9 NOV 18 10-3F

ZURICH, SWITZERLAND

RNAV SID

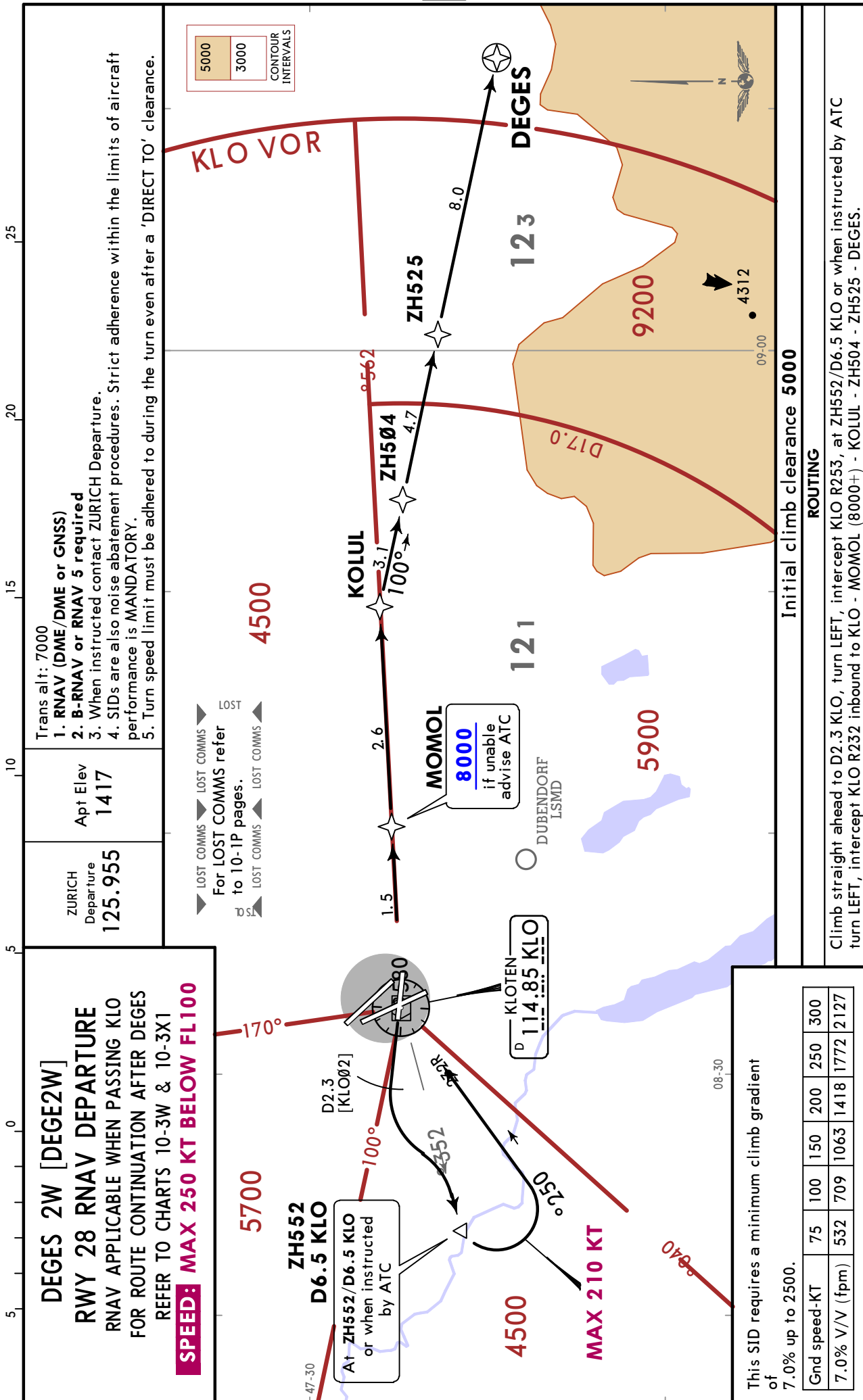


LSZH/ZRH  
ZURICH

JEPPESEN  
9 NOV 18 (10-3G)

ZURICH, SWITZERLAND

RNAV SID





Trans alt: 7000  
 1. RNAV (DME/DME or GNSS)  
 2. B-RNAV or RNAV 5 required  
 3. When instructed contact ZURICH Departure.  
 4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.  
 5. EXPECT close-in obstacles.  
 6. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

ZURICH Departure  
 125.955

Apt Elev  
 1417

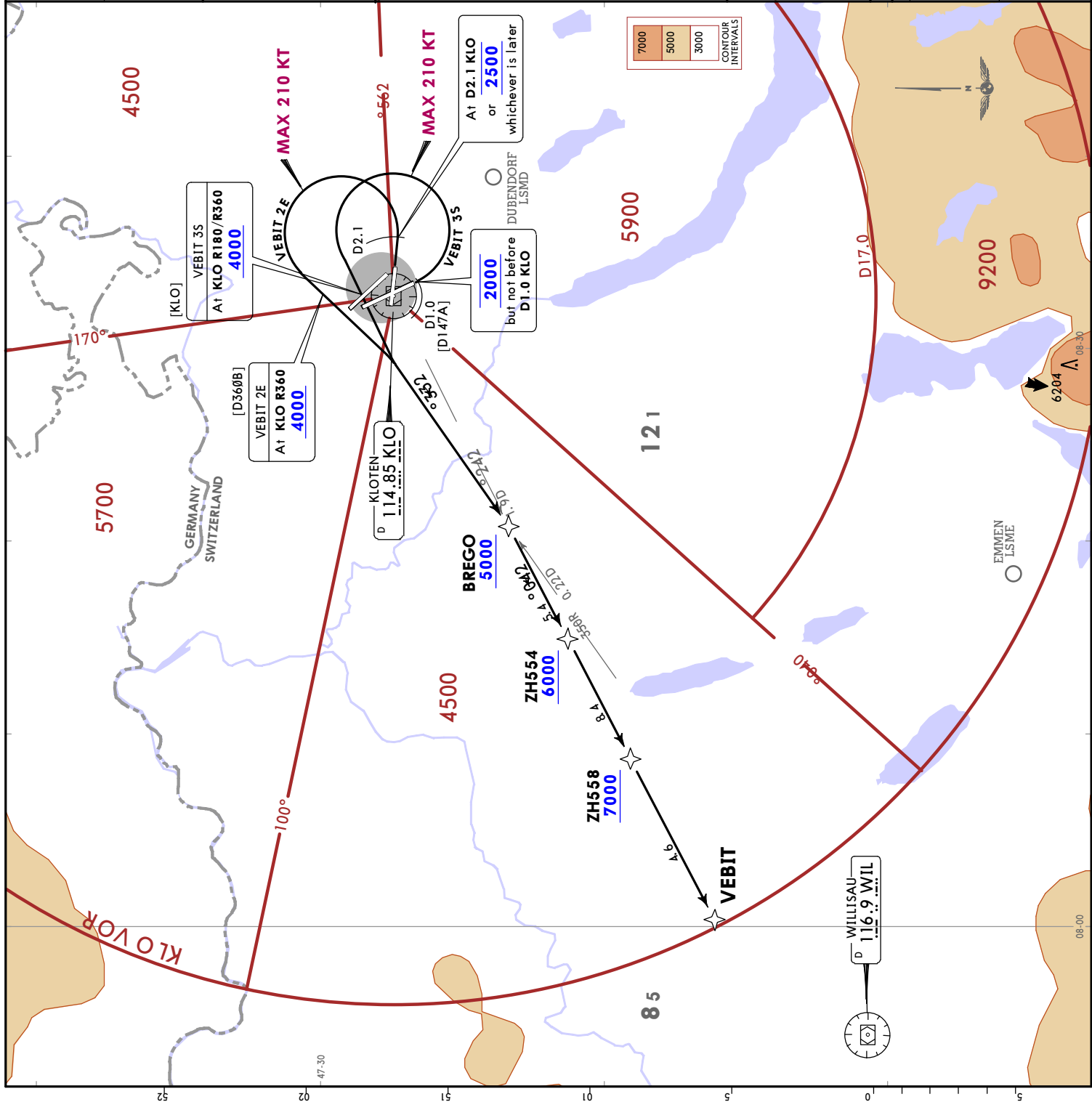
**VEBIT 2E [VEBI2E]**  
**VEBIT 3S [VEBI3S]**  
**RNAV DEPARTURES**  
 RNAV APPLICABLE WHEN PASSING BREGO FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2  
**SPEED: MAX 250 KT BELOW FL100**

LOST COMMS  
 For LOST COMMS refer to 10-1P pages.  
 LOST COMMS

These SIDs require minimum climb gradients of  
**VEBIT 2E:** 6.5% up to 2500.  
**VEBIT 3S:** 6.4% up to 2000.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975
6.4% V/V (fpm)	486	648	972	1296	1620	1944

Initial climb clearance 5000	
SID	ROUTING
VEBIT 2E	T0 Climb straight ahead to D2.1 KLO or 2500, whichever is later, turn LEFT, cross KLO R360 at or above 4000, intercept WIL R053 inbound to BREGO (5000+) - ZH554 (6000+) - ZH558 (7000+) - VEBIT.
VEBIT 3S	T6 Climb straight ahead, at 2000, but not before D1.0 KLO, turn LEFT, cross KLO R180/R360 at or above 4000, intercept WIL R053 inbound to BREGO (5000+) - ZH554 (6000+) - ZH558 (7000+) - VEBIT.



LSZH/ZRH  
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JEPPESEN  
15 MAR 19 (10-3J1) Eff 28 Mar

ZURICH, SWITZERLAND

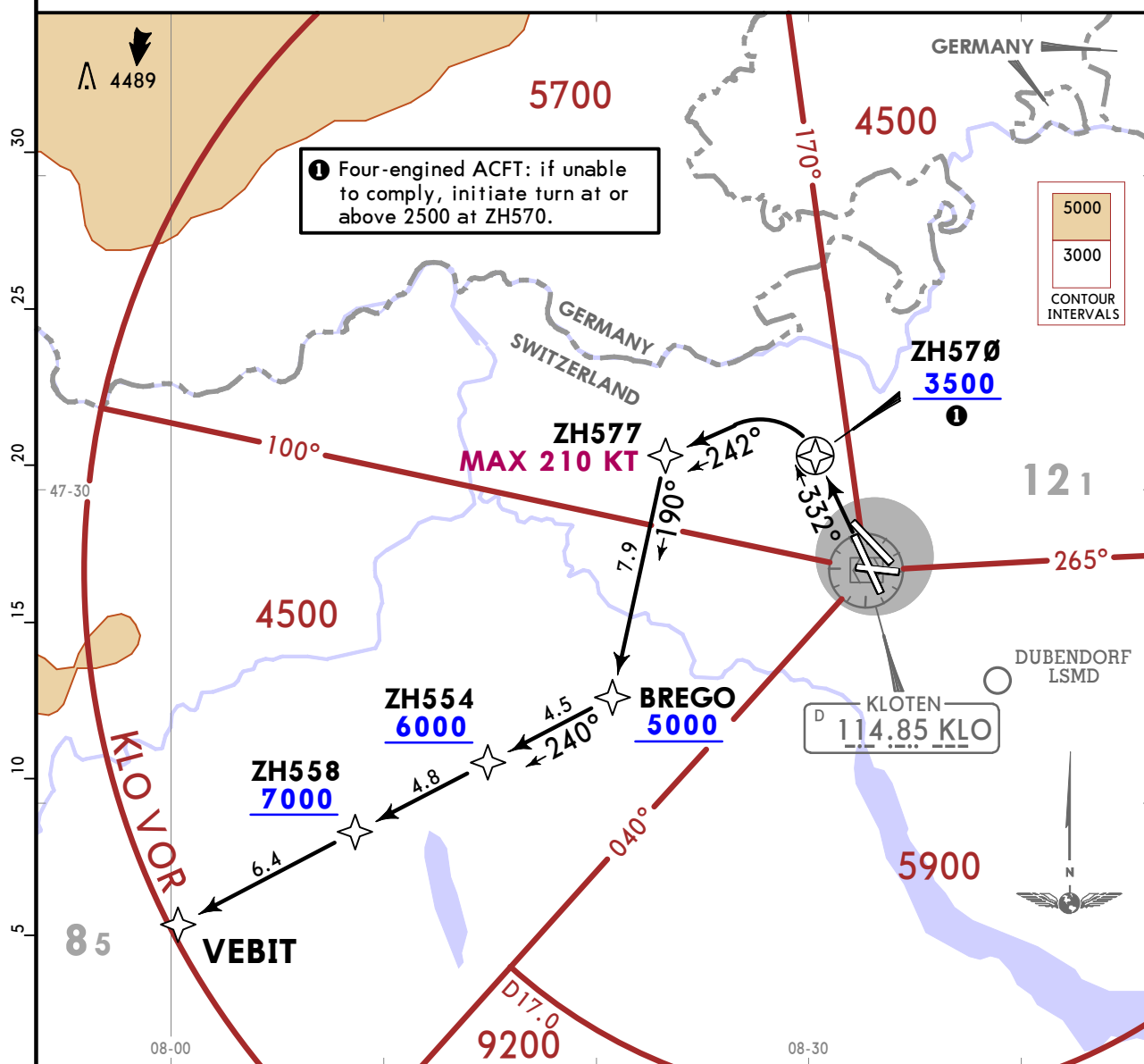
RNAV SID

ZURICH  
Departure  
125.955

Apt Elev  
1417

- Trans alt: 7000
1. GNSS or DME/DME required.
  2. RNAV 1 certification required.
  3. When instructed contact ZURICH Departure.
  4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
  5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.
  6. EXPECT close-in obstacles up to 1470 shortly after end of RWY 34.

**VEBIT 3H [VEBI3H]**  
**RWY 34 RNAV DEPARTURE**  
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2  
**SPEED: MAX 250 KT BELOW FL100**



▼ LOST COMMS ▼ LOST COMMS ▼  
For LOST COMMS refer to 10-1P pages.  
▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires a minimum climb gradient of 5.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

**ROUTING**

Climb on 332° track to ZH570, turn LEFT, 242° track to ZH577, to BREGO, to ZH554, to ZH558, to VEBIT.

**LSZH/ZRH**  
ZURICH

**JEPPESEN**  
15 MAR 19 **10-3J2** Eff 28 Mar

**ZURICH, SWITZERLAND**

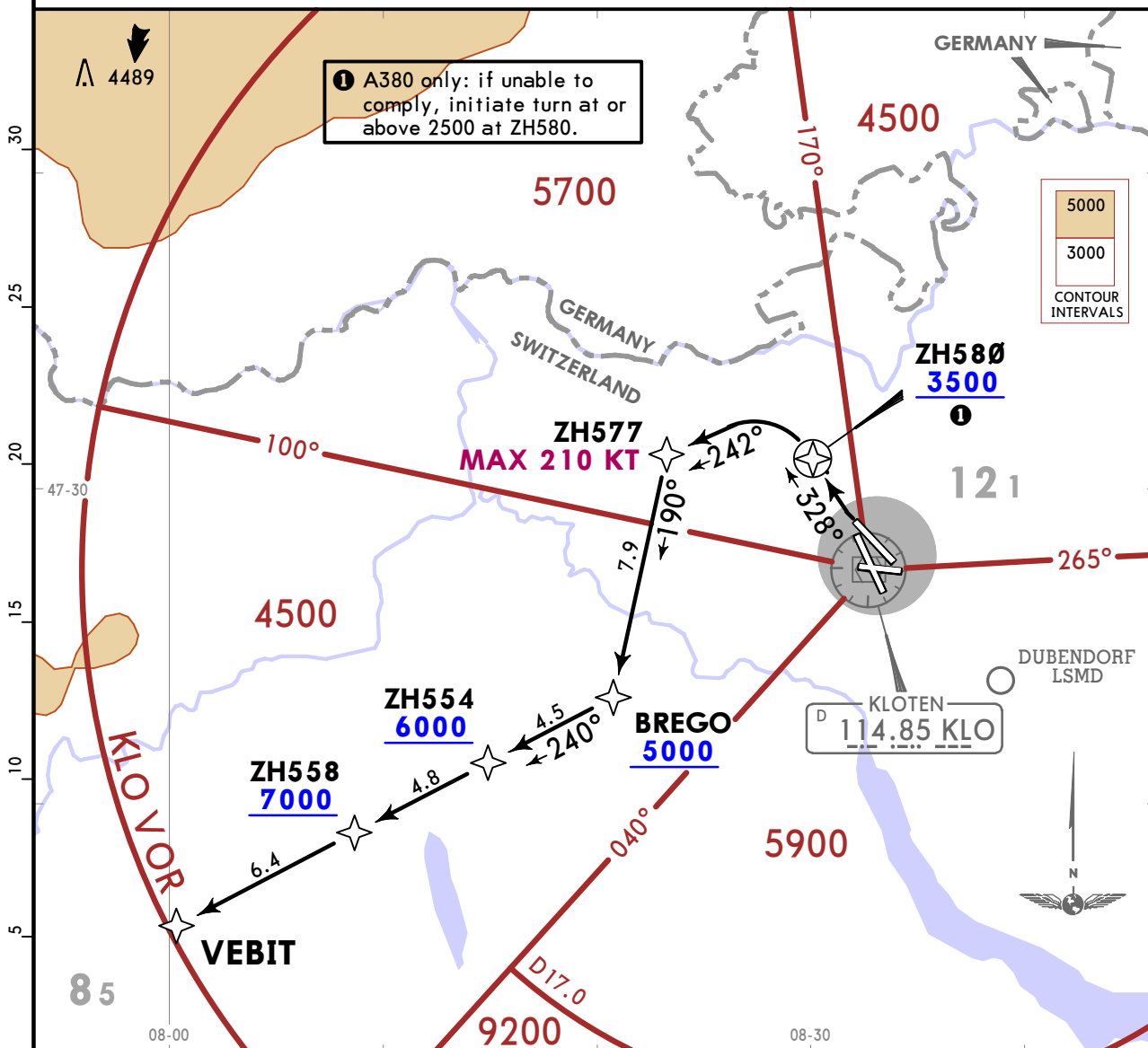
**RNAV SID**

ZURICH  
Departure  
**125.955**

Apt Elev  
**1417**

- Trans alt: 7000
1. **GNSS or DME/DME required.**
  2. **RNAV 1 certification required.**
  3. When instructed contact ZURICH Departure.
  4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is **MANDATORY**.
  5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.
  6. EXPECT close-in obstacles **RIGHT** of track up to 1580 shortly after end of RWY 32.

**VEBIT 3N [VEBI3N]**  
**RWY 32 RNAV DEPARTURE**  
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2  
**SPEED: MAX 250 KT BELOW FL100**



**1** A380 only: if unable to comply, initiate turn at or above 2500 at ZH580.

LOST COMMS LOST COMMS LOST COMMS  
For LOST COMMS refer to 10-1P pages.  
LOST COMMS LOST COMMS LOST COMMS

This SID requires a minimum climb gradient of 5.6% up to 2900.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial climb clearance **5000**

**ROUTING**

Climb straight ahead, 328° track to ZH580, turn LEFT, 242° track to ZH577, to BREGO, to ZH554, to ZH558, to VEBIT.

**LSZH/ZRH**  
ZURICH

**JEPPESEN**  
9 NOV 18 **(10-3K)**

**ZURICH, SWITZERLAND**

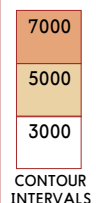
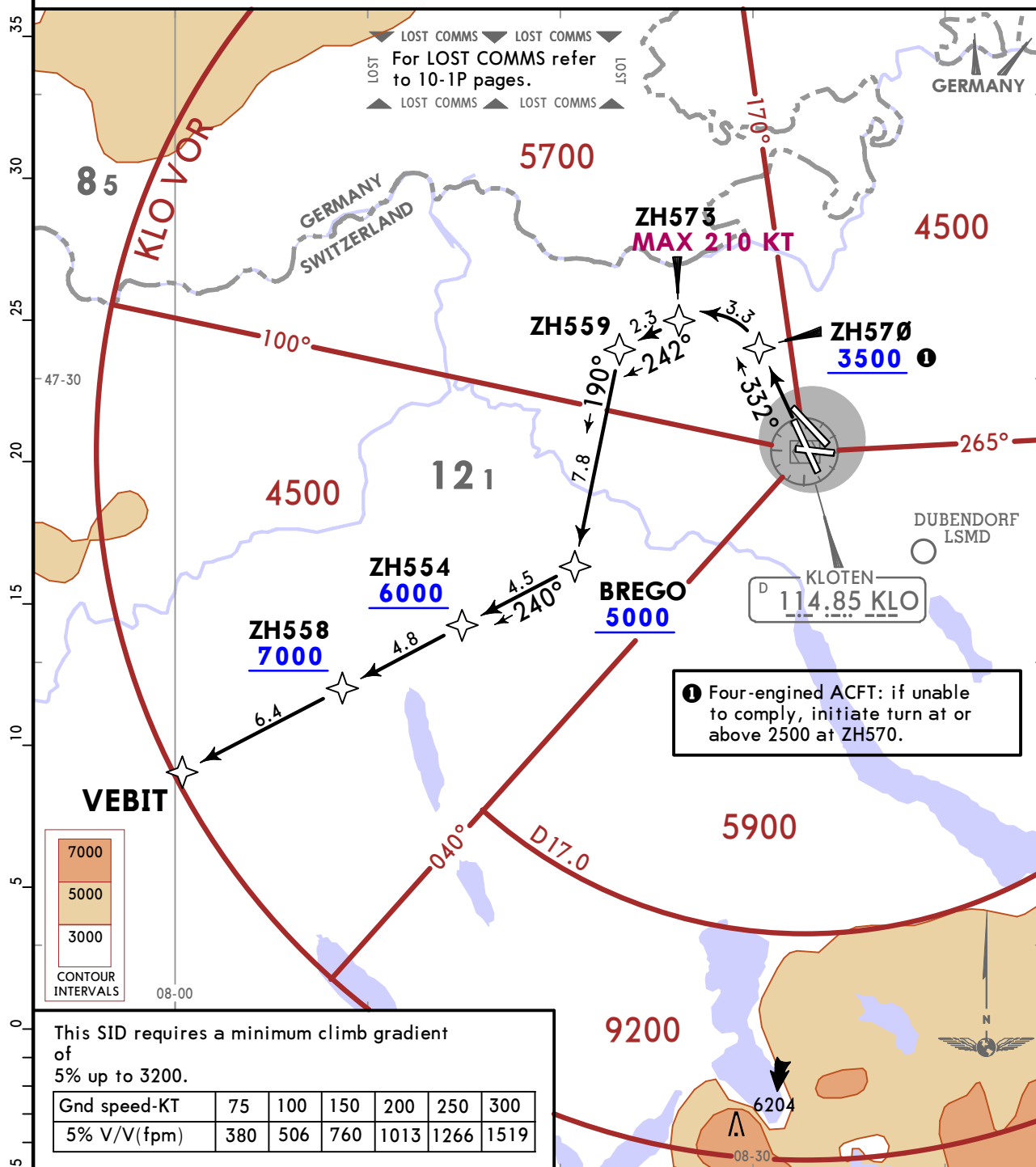
**RNAV SID**

ZURICH  
Departure  
**125.955**

Apt Elev  
**1417**

- Trans alt: 7000
1. RF required
  2. RNAV (GNSS)
  3. P-RNAV or RNAV 1 required
  4. When instructed contact ZURICH Departure.
  5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
  6. EXPECT close-in obstacles.
  7. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

**VEBIT 1K [VEBI1K]**  
**RWY 34 RNAV DEPARTURE**  
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2  
**SPEED: MAX 250 KT BELOW FL100**



This SID requires a minimum climb gradient of 5% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

**ROUTING**

(1900) - ZH570 (3500+) - ZH573 (K210-) - ZH559 - BREGO (5000+) - ZH554 (6000+) - ZH558 (7000+) - VEBIT.

**LSZH/ZRH**  
ZURICH

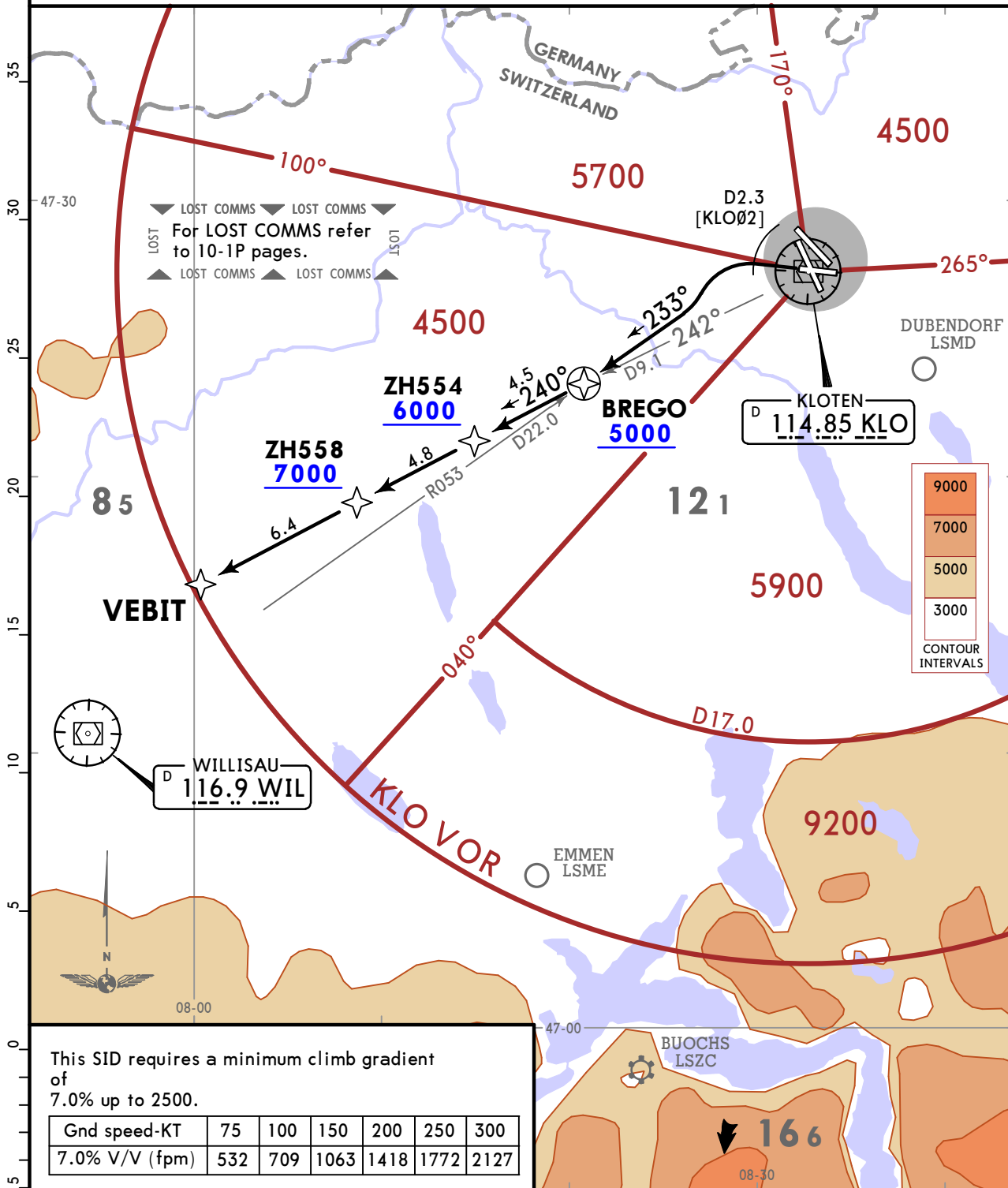
**JEPPESEN**  
9 NOV 18 **10-3L**

**ZURICH, SWITZERLAND**  
**RNAV SID**

ZURICH  
Departure  
**125.955**  
Apt Elev  
**1417**

- Trans alt: 7000
1. RNAV (DME/DME or GNSS)
  2. B-RNAV or RNAV 5 required
  3. When instructed contact ZURICH Departure.
  4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

**VEBIT 3W [VEBI3W]**  
**RWY 28 RNAV DEPARTURE**  
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 7.0% up to 2500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

**Initial climb clearance 5000**

**ROUTING**

Climb straight ahead to D2.3 KLO, turn LEFT, intercept WIL R053 inbound to BREGO (5000+) - ZH554 (6000+) - ZH558 (7000+) - VEBIT.

ZURICH  
 Departure  
**125.955**

Apt Elev  
**1417**

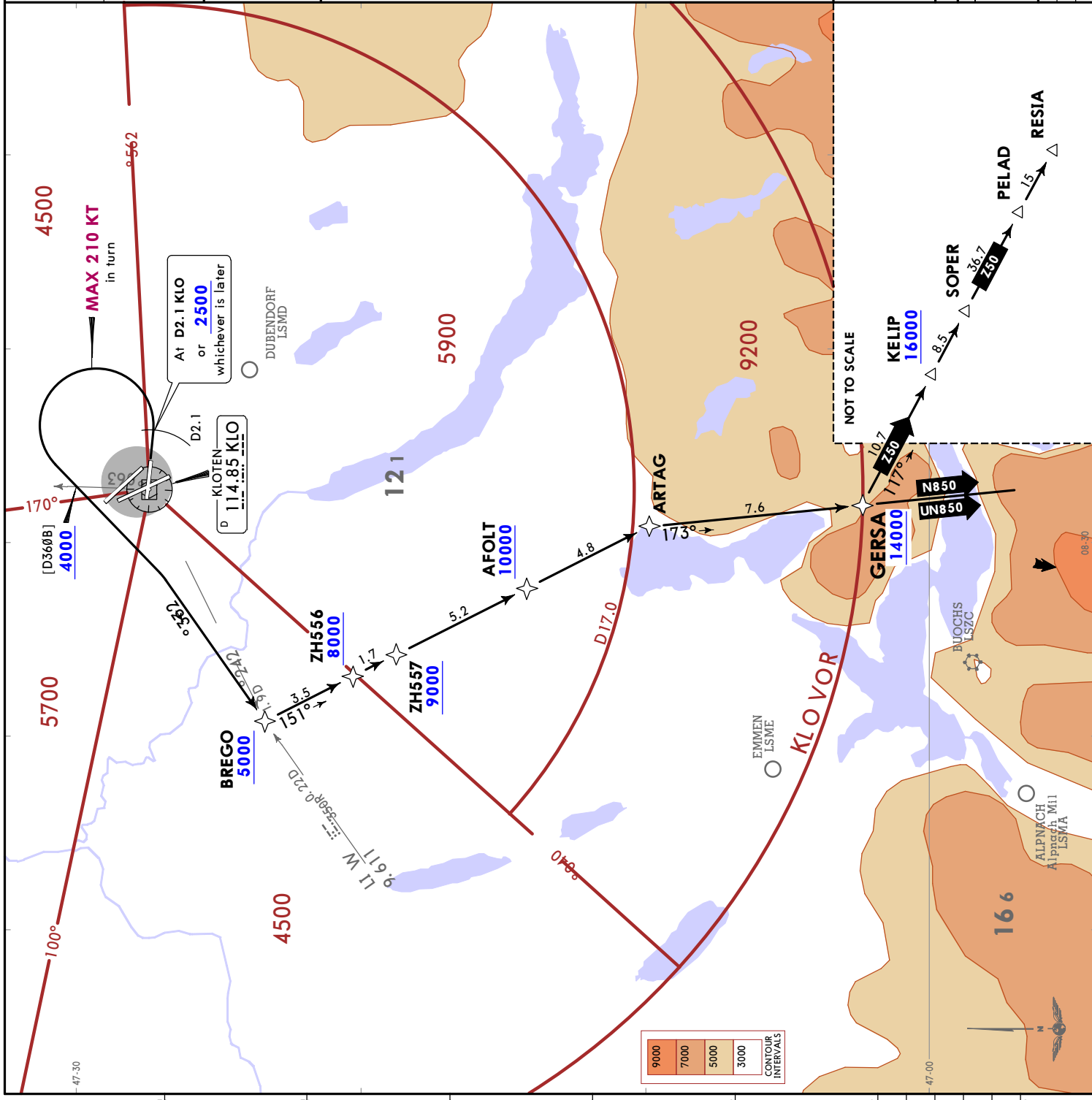
Trans alt: 7000

1. RNAV (DME/DME or GNSS)
2. B-RNAV or RNAV 5 required
3. When instructed contact ZURICH Departure.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
5. EXPECT close-in obstacles.
6. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

**GERSA 1E [GERS1E]**  
**RWY 10 RNAV DEPARTURE**  
 RNAV APPLICABLE WHEN PASSING BREGO  
**SPEED: MAX 250 KT BELOW FL100**

**TEMPORARY PROCEDURES**  
 ACTIVATION BY NOTAM OR  
 BY AIRPORT AUTHORITY ONLY

LOST COMMS ▼ LOST COMMS ▼ LOST  
 For LOST COMMS refer  
 to 10-1P pages.  
 LOST COMMS ▼ LOST COMMS ▼



ZURICH  
 Departure  
**125.955**

Apt Elev  
**1417**

**GERSA 1E [GERS1E]**  
**RWY 10 RNAV DEPARTURE**  
 RNAV APPLICABLE WHEN PASSING BREGO  
**SPEED: MAX 250 KT BELOW FL100**

**TEMPORARY PROCEDURES**  
 ACTIVATION BY NOTAM OR  
 BY AIRPORT AUTHORITY ONLY

LOST COMMS ▼ LOST COMMS ▼ LOST  
 For LOST COMMS refer  
 to 10-1P pages.  
 LOST COMMS ▼ LOST COMMS ▼

This SID requires a minimum climb gradient of 6.5% up to 2500.

Grnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

Initial climb clearance **5000**

**ROUTING**

Climb straight ahead to D2, J KLO or 2500, whichever is later, turn LEFT, intercept WIL R053 inbound to BREGO (5000+) - 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.

Trans alt: 7000  
 1. RNAV (DME/DME or GNSS)  
 2. B-RNAV or RNAV 5 required  
 3. When instructed contact ZURICH Departure.  
 4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.  
 5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.  
 6. EXPECT close-in obstacles.

ZURICH Departure  
 125.955

Apt Elev  
 1417

**GERSA 1H [GERS1H]**  
**GERSA 1N [GERS1N]**  
**RNAV DEPARTURES**  
**RNAV APPLICABLE WHEN PASSING BREGO**  
**SPEED: MAX 250 KT BELOW FL100**

**TEMPORARY PROCEDURES**  
**ACTIVATION BY NOTAM OR**  
**BY AIRPORT AUTHORITY ONLY**

LOST COMMS  
 For LOST COMMS refer to 10-IP pages.  
 LOST COMMS

These SIDs require minimum climb gradients of

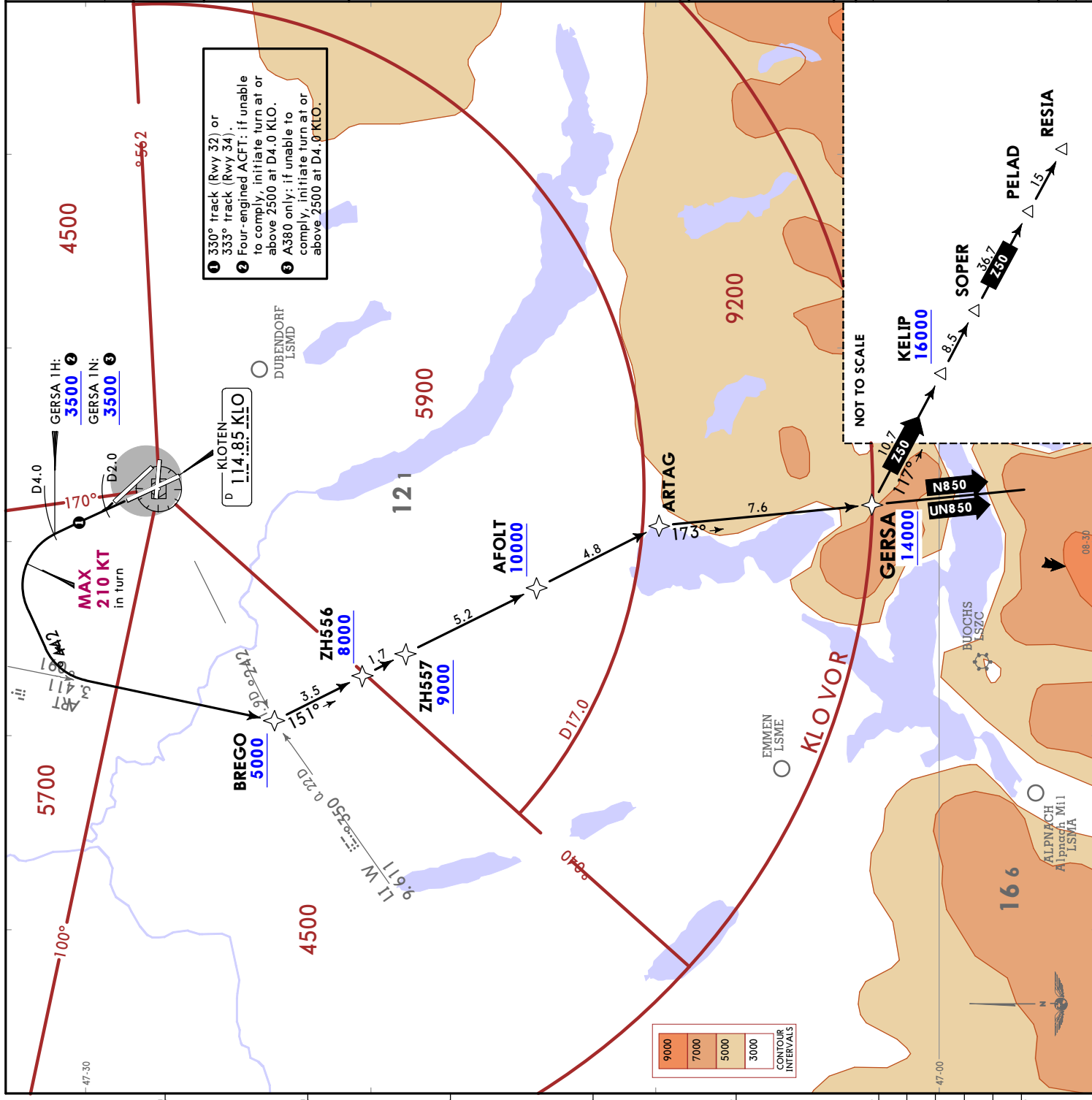
**GERSA 1H:** 5.2% up to 3300.  
**GERSA 1N:** 5.3% up to 3300.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610
5.2% V/V (fpm)	395	527	790	1053	1317	1580

**Initial climb clearance 5000**

SID	RWY	ROUTING
GERSA 1H	34	Climb on 333° track, at D4.0 KLO turn LEFT, 244° track, intercept TRA R190 to BREGO (5000+) - ZH556 (8000+) - ZH557 (9000+) - AFOLT (10000+) - ARTAG - GERSA (14000+).
GERSA 1N	32	Climb straight ahead to D2.0 KLO, turn RIGHT, 330° track, at D4.0 KLO turn LEFT, 244° track, intercept TRA R190 to BREGO (5000+) - ZH556 (8000+) - ZH557 (9000+) - AFOLT (10000+) - ARTAG - GERSA (14000+).

**CONTINUATION**  
 To RESIA: Along airway Z-50.  
 Other directions: Along airways N/UN-850.



28 DEC 18 (10-3L3) Eff 3 Jan

LSZH/ZRH ZÜRICH

JEPPESEN ZÜRICH, SWITZERLAND  
RNAV SID

Trans alt: 7000  
 1. RNAV (DME/DME or GNSS)  
 2. B-RNAV or RNAV 5 required  
 3. When instructed contact ZÜRICH Departure.  
 4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.  
 5. EXPECT close-in obstacles.  
 6. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

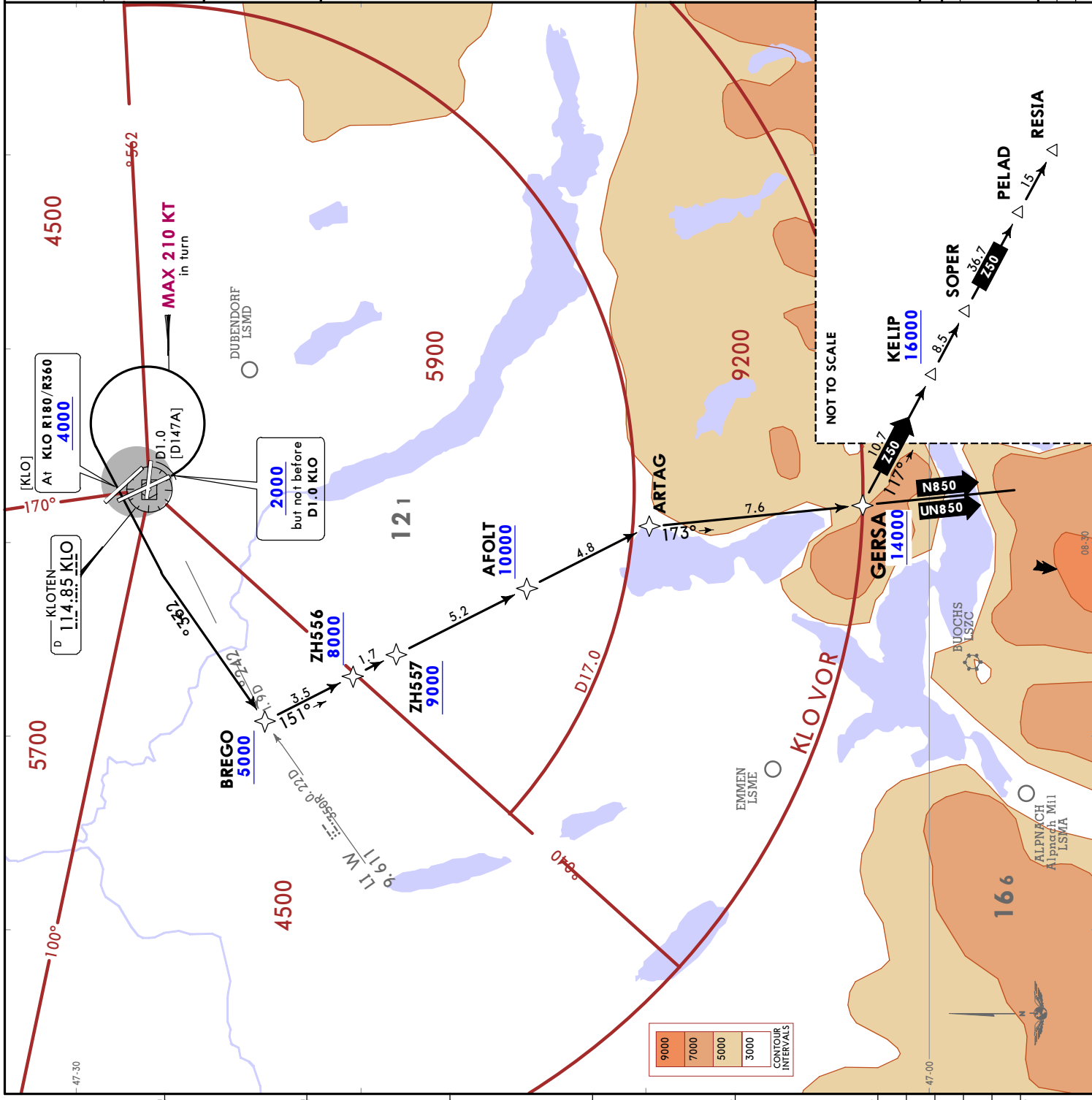
ZÜRICH Departure  
125.955

Apt Elev  
1417

**GERSA 2S [GERS2S]**  
**RWY 16 RNAV DEPARTURE**  
 RNAV APPLICABLE WHEN PASSING BREGO  
**SPEED: MAX 250 KT BELOW FL100**

**TEMPORARY PROCEDURES**  
 ACTIVATION BY NOTAM OR BY AIRPORT AUTHORITY ONLY

LOST COMMS  
 For LOST COMMS refer to 10-1P pages.  
 LOST COMMS  
 LOST COMMS



This SID requires a minimum climb gradient of 6.4% up to 2000.

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944

Initial climb clearance **5000**

**ROUTING**

Climb straight ahead, at 2000, but not before D1.0 KLO, turn LEFT, cross KLO R180/R360 at or above 4000, intercept WIL R053 inbound to BREGO (5000+) - 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.

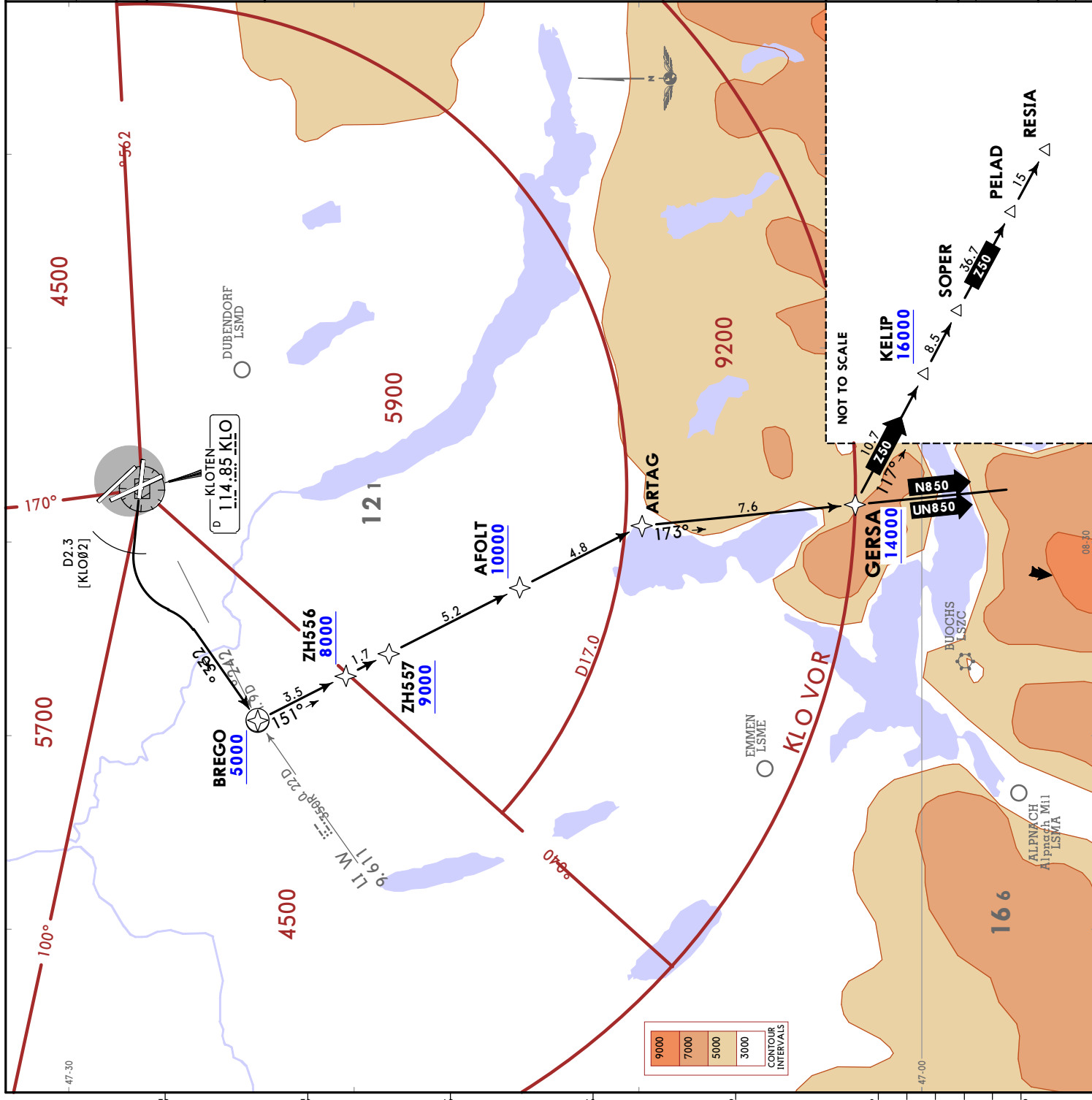
Trans alt: 7000  
 ZÜRICH  
 Departure  
**125.955**  
 Apt Elev  
**1417**

1. RNAV (DME/DME or GNSS)  
 2. B-RNAV or RNAV 5 required  
 3. When instructed contact ZÜRICH Departure.  
 4. STDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

**GERSA 2W [GERS2W]**  
**RWY 28 RNAV DEPARTURE**  
 RNAV APPLICABLE WHEN PASSING BREGO  
**SPEED: MAX 250 KT BELOW FL100**

**TEMPORARY PROCEDURES**  
 ACTIVATION BY NOTAM OR  
 BY AIRPORT AUTHORITY ONLY

LOST COMMS >>> LOST COMMS >>> LOST  
 For LOST COMMS refer  
 to 10-1P pages.  
 LOST COMMS >>> LOST COMMS >>> LOST



This SID requires a minimum climb gradient of 7% up to 2500.

Grnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

**Initial climb clearance 5000**

**ROUTING**

Climb straight ahead to D2.3 KLO, turn LEFT, intercept WIL R055 inbound to BREGO (5000+), ZH556 (8000+), ZH557 (9000+), AFOLT (10000+), ARTAG - GERSA (14000+).

**CONTINUATION**

To RESIA: Along airway Z-50.  
 Other directions: Along airways N/UN-850.

Trans alt: 7000  
 ZURICH  
 Departure  
 125.955

1. RNAV (DME/DME or GNSS)  
 2. B-RNAV or RNAV 5 required  
 3. When instructed contact ZURICH Departure.  
 4. STDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.  
 5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.  
 6. EXPECT close-in obstacles.

Apt Elev  
 1417

SONGI 3F [SONG3F]  
 SONGI 1H [SONG1H]  
 SONGI 3L [SONG3L]  
 SONGI 1N [SONG1N]  
 RNAV DEPARTURES  
 FOR ROUTE CONTINUATION AFTER SONGI  
 REFER TO CHART 10-3X  
**SPEED: MAX 250 KT BELOW FL100**

**TEMPORARY PROCEDURES  
 ACTIVATION BY NOTAM OR  
 BY AIRPORT AUTHORITY ONLY**

LOST COMMS  
 For LOST COMMS refer to 10-1P pages.  
 LOST COMMS  
 LOST COMMS

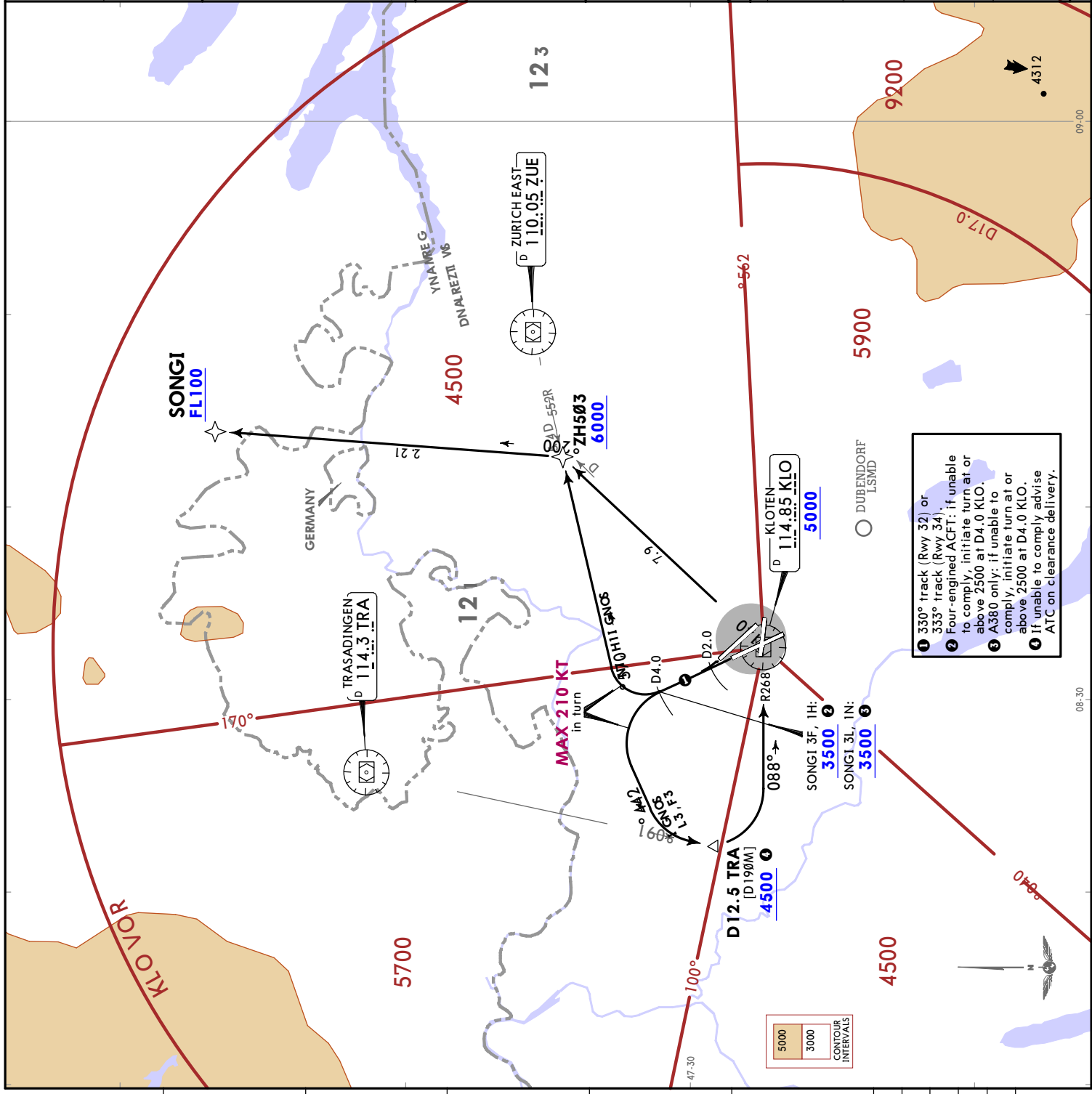
These SIDs require minimum climb gradients of

SONGI 3F, 1H: 5.2% up to 3300.  
 SONGI 3L, 1N: 5.3% up to 3300.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610
5.2% V/V (fpm)	395	527	790	1053	1317	1580

SID	RWY	Initial climb clearance	ROUTING
SONGI 3F ⑤	34	5000	Climb on 333° track, at D4.0 KLO turn LEFT, 244° track, intercept TRA R190, intercept KLO R268 inbound to KLO (5000+) - ZH503 (6000+) - SONGI (FL100+).
SONGI 1H ⑥		5000	Climb on 333° track, at D4.0 KLO turn RIGHT, intercept ZUE R255 inbound to ZH503 (6000+) - SONGI (FL100+).
SONGI 3L ⑤	32	5000	Climb straight ahead to D2.0 KLO, turn RIGHT, 330° track, at D4.0 KLO turn LEFT, 244° track, intercept TRA R190, intercept KLO R268 inbound to KLO (5000+) - ZH503 (6000+) - SONGI (FL100+).
SONGI 1N ⑥		5000	Climb straight ahead to D2.0 KLO, turn RIGHT, 330° track, at D4.0 KLO turn RIGHT, intercept ZUE R255 inbound to ZH503 (6000+) - SONGI (FL100+).

RNAV applicable when passing ⑤ KLO / ⑥ ZH503.



① 330° track (Rwy 32) or 333° track (Rwy 34).  
 ② Four-engine ACFT: if unable to comply, initiate turn at or above 2500 at D4.0 KLO.  
 ③ A380 only: if unable to comply, initiate turn at or above 2500 at D4.0 KLO.  
 ④ If unable to comply advise ATC on clearance delivery.

**LSZH/ZRH**  
ZURICH

**JEPPESEN**  
9 NOV 18 **10-3M**

**ZURICH, SWITZERLAND**

**SID**

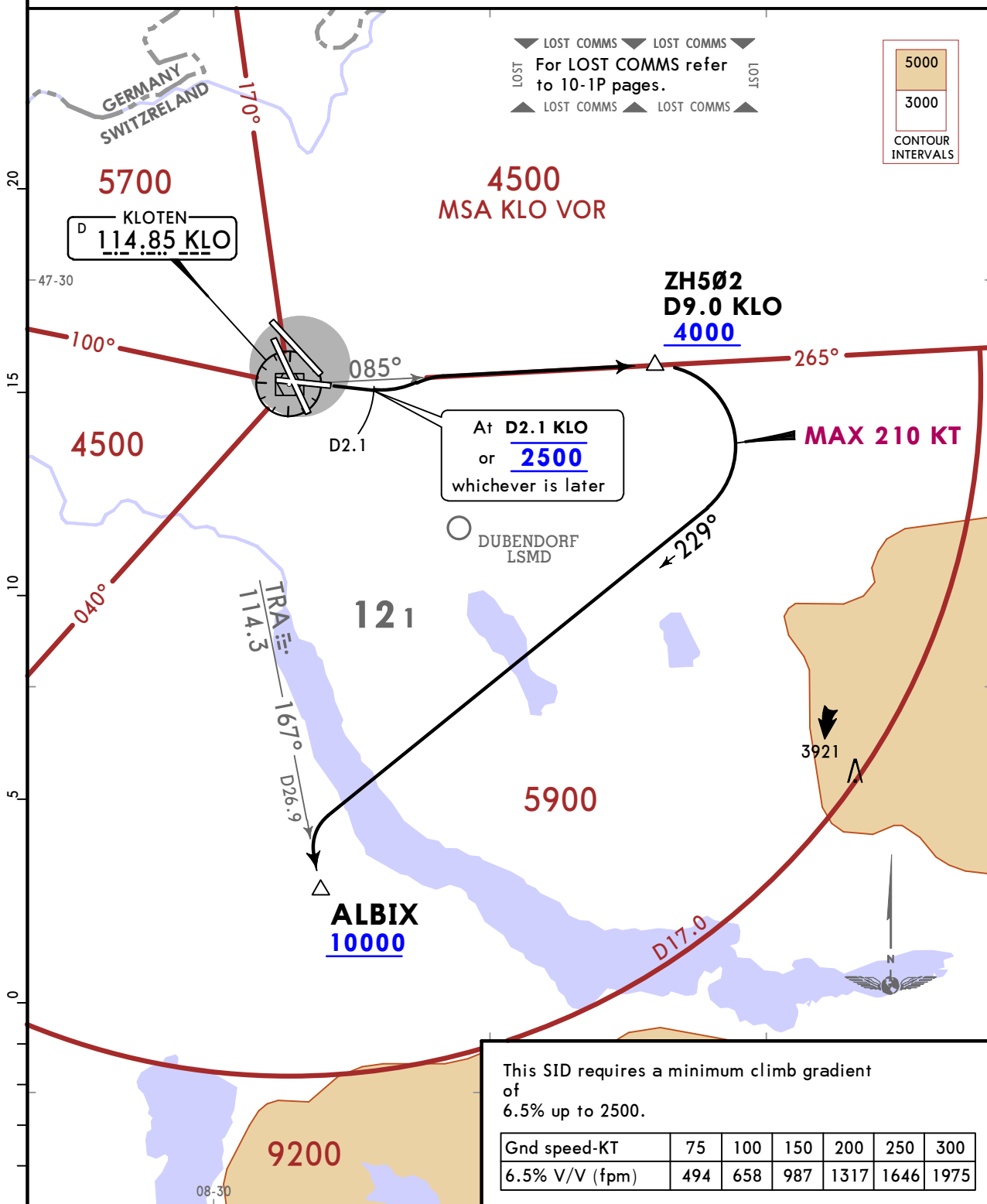
ZURICH Departure **125.955**      Apt Elev **1417**

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. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

**ALBIX 1C [ALBI1C]**  
**RWY 10 DEPARTURE**

**SPEED: MAX 250 KT BELOW FL100**



Initial climb clearance **5000**

**ROUTING**

Climb straight ahead to D2.1 KLO or 2500, whichever is later, intercept KLO R085 to ZH502/D9.0 KLO, turn RIGHT, 229° track, intercept TRA R167 to ALBIX.

**LSZH/ZRH**  
ZURICH

**JEPPESEN**  
9 NOV 18 **(10-3N)**

**ZURICH, SWITZERLAND**

**SID**

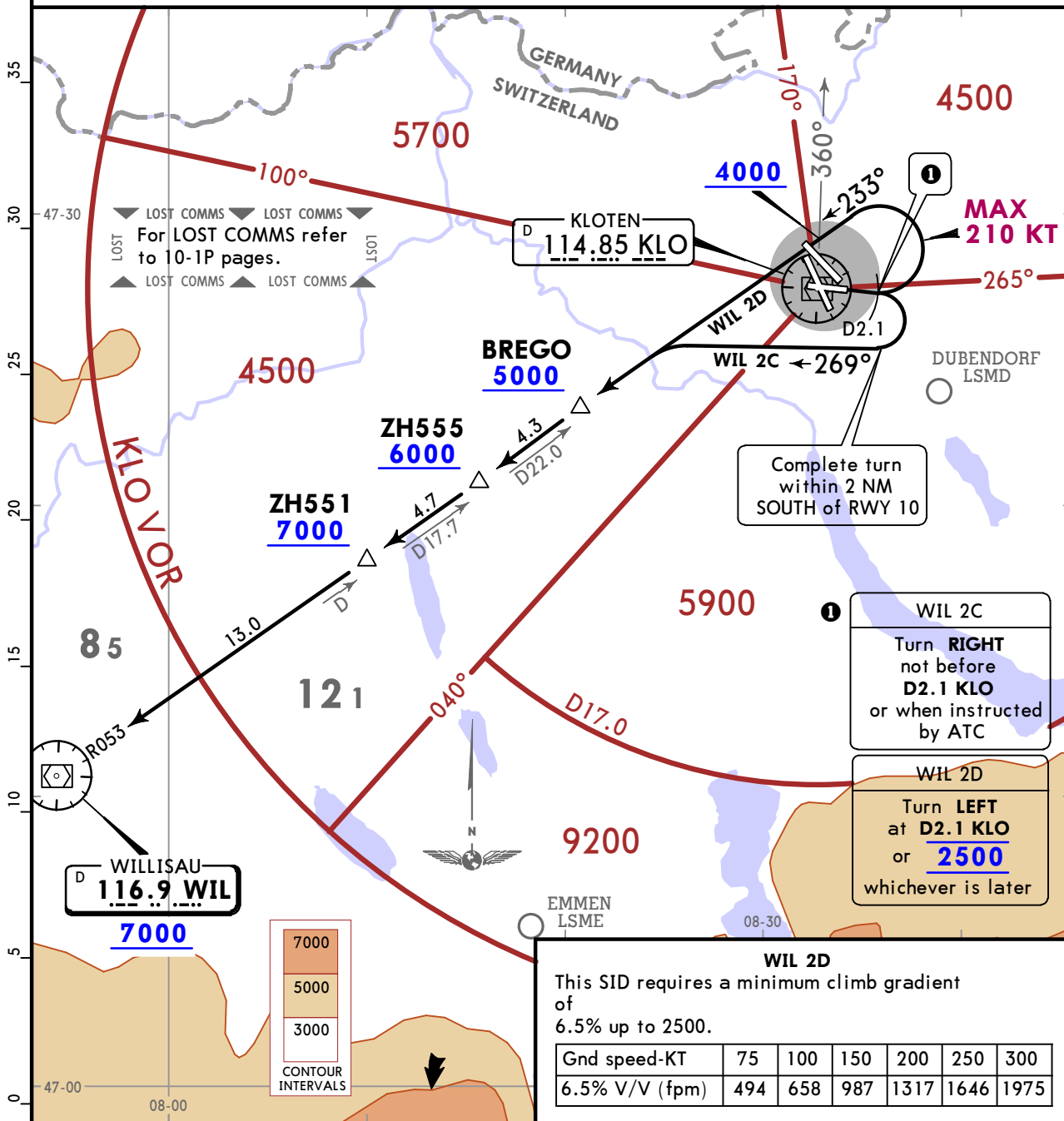
ZURICH  
Departure  
**125.955**

Apt Elev  
**1417**

- 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. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

**WILLISAU 2C (WIL 2C)**  
**WILLISAU 2D (WIL 2D)**  
**RWY 10 DEPARTURES**

**SPEED: MAX 250 KT BELOW FL100**



**WIL 2D**  
This SID requires a minimum climb gradient of 6.5% up to 2500.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

**Initial climb clearance 5000**

SID	ROUTING
<b>WIL 2C</b> FOR PROPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY ②	Climb straight ahead, short VISUAL RIGHT turn not before D2.1 KLO or when instructed by ATC, complete turn within 2 NM SOUTH of runway 10 and MAINTAIN visual ground contact up to 4400, 269° track, intercept WIL R053 inbound via BREGO, ZH555 and ZH551 to WIL.
<b>WIL 2D</b>	Climb straight ahead to D2.1 KLO or 2500, whichever is later, turn LEFT, intercept WIL R053 inbound via BREGO, ZH555 and ZH551 to WIL.

② Allocated only if the relevant hill tops for visual part are clearly visible by TWR.

# ZURICH, SWITZERLAND

**SID**

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. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.  
 4. EXPECT close-in obstacles.

ZURICH Departure  
**125.955**  
 Apt Elev  
**1417**

**WILLISAU 2G (WIL 2G)**  
**WILLISAU 2M (WIL 2M)**  
**DEPARTURES**  
**SPEED: MAX 250 KT BELOW FL100**

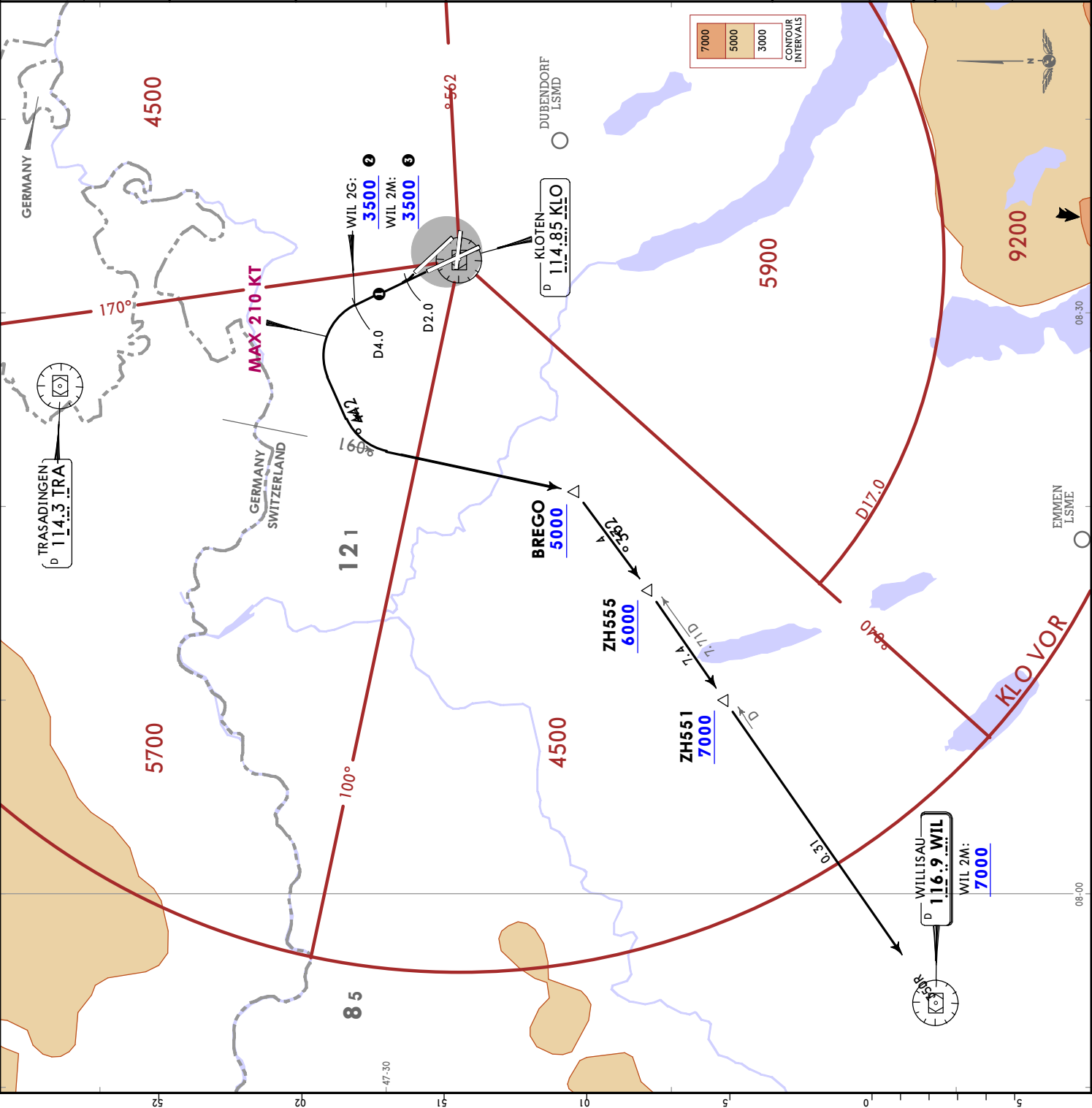
- 1 330° track (Rwy 32) or 333° track (Rwy 34).
- 2 Four-engine ACFT: if unable to comply, initiate turn at or above 2500 at D4.0 KLO.
- 3 A380 only: if unable to comply, initiate turn at or above 2500 at D4.0 KLO.

LOST COMMS  
 For LOST COMMS refer to 10-1P pages.  
 LOST COMMS

These SIDs require minimum climb gradients of

WIL 2G:	5.2% up to 3300.
WIL 2M:	5.3% up to 3300.
Gnd speed-KT	75   100   150   200   250   300
5.3% V/V (fpm)	403   537   805   1073   1342   1610
5.2% V/V (fpm)	395   527   790   1053   1317   1580

SID	RWY	ROUTING
WIL 2G	34	Climb on 333° track, at D4.0 KLO turn LEFT, 244° track, intercept TRA R190 to BREGO, intercept WIL R053 inbound via ZH555 and ZH551 to WIL.
WIL 2M	32	Climb straight ahead to D2.0 KLO, turn RIGHT, 330° track, at D4.0 KLO turn LEFT, 244° track, intercept TRA R190 to BREGO, intercept WIL R053 inbound via ZH555 and ZH551 to WIL.



**ZÜRICH**  
 Departure  
**125.955**

Apt Elev  
**1417**

Trans alt: 7000

- When instructed contact ZÜRICH Departure.
- SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
- EXPECT close-in obstacles.
- Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

**WILLISAU 2Q (WIL 2Q)**  
**WILLISAU 3R (WIL 3R)**  
**RWY 16 DEPARTURES**  
**SPEED: MAX 250 KT BELOW FL100**

LOST COMMS ▼ LOST COMMS ▼  
 For LOST COMMS refer to 10-IP pages.  
 ▼ LOST COMMS ▲ LOST COMMS ▲

**WIL 3R**

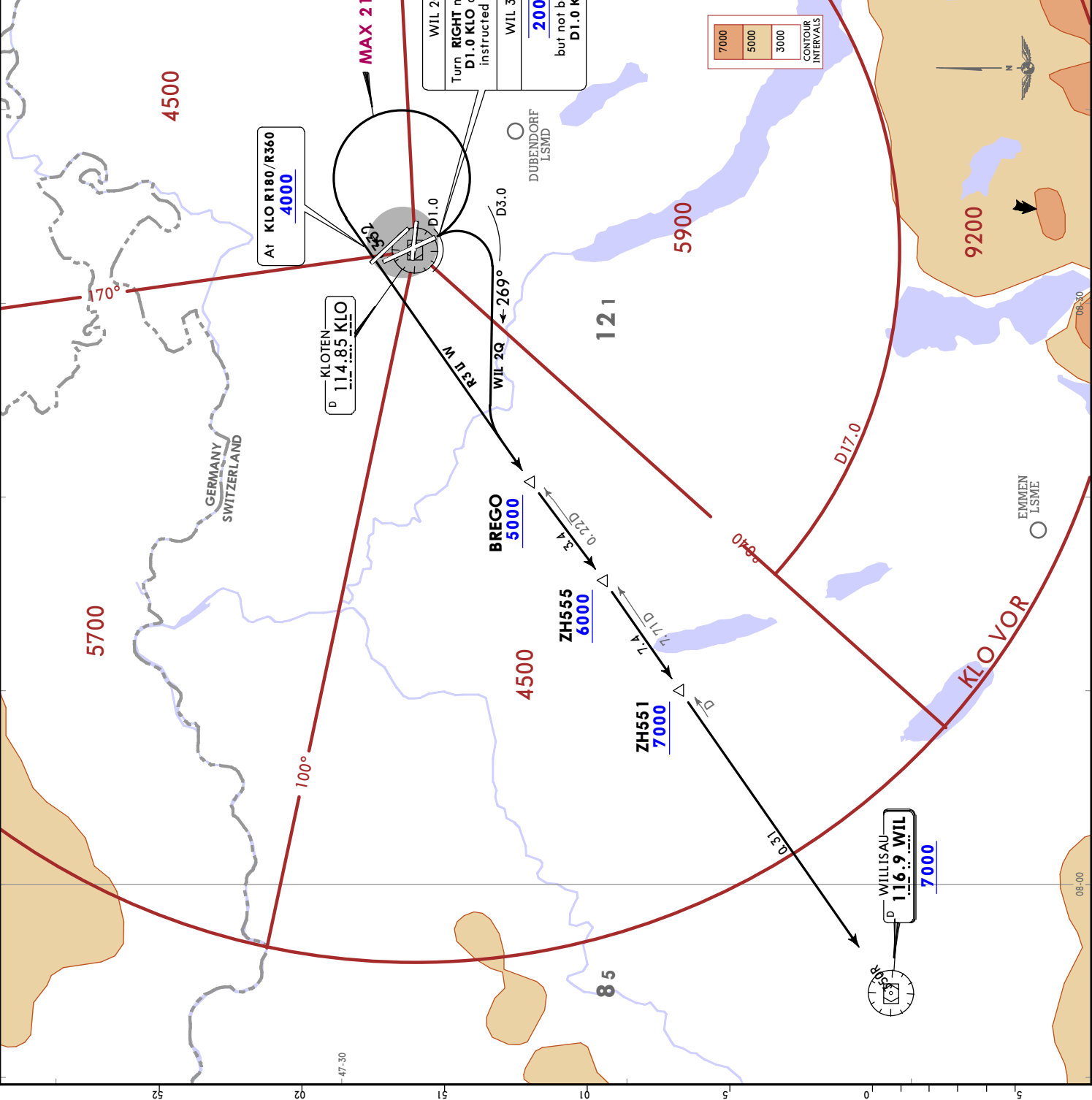
This SID requires a minimum climb gradient of 6.4% up to 2000.

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944

**Initial climb clearance 5000**

SID	ROUTING
<b>WIL 2Q</b> FOR PROPPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY	Climb straight ahead, short VISUAL RIGHT turn not before D1.0 KLO or when instructed by ATC, complete turn within D3.0 KLO and MAINTAIN visual ground contact up to 4400, 269° track, intercept WIL R053 inbound via BREGO, ZH555 and ZH551 to WIL.
<b>WIL 3R</b>	Climb straight ahead, at 2000, but not before D1.0 KLO, turn LEFT cross KLO R180/R360 at or above 4000, intercept WIL R053 inbound via BREGO, ZH555 and ZH551 to WIL.

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



LSZH/ZRH  
ZURICH

JEPPESEN  
9 NOV 18 (10-3S)

ZURICH, SWITZERLAND

SID

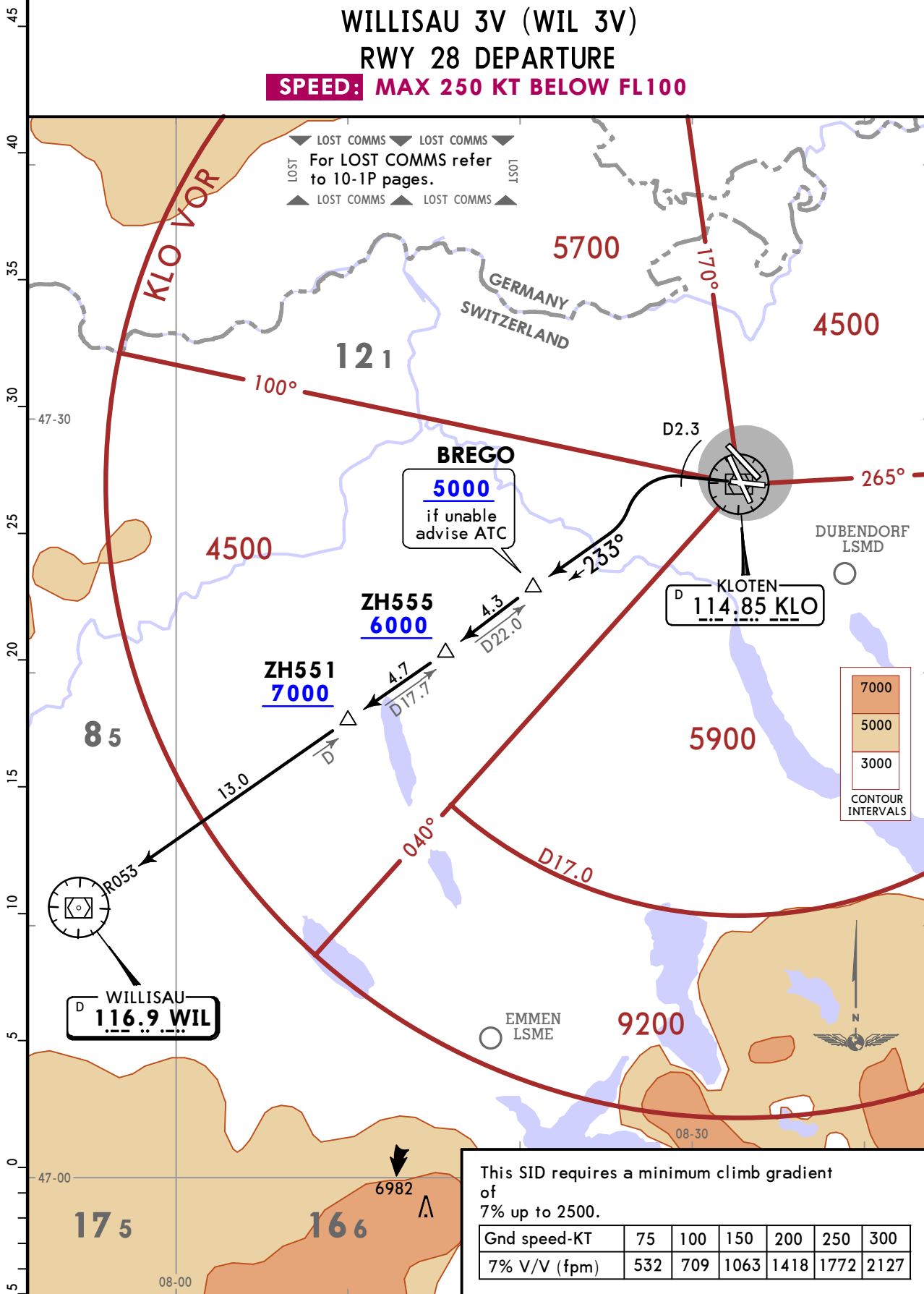
ZURICH  
Departure  
**125.955**  
Apt Elev  
**1417**

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.

**WILLISAU 3V (WIL 3V)**

**RWY 28 DEPARTURE**

**SPEED: MAX 250 KT BELOW FL100**



**BREGO**  
**5000**  
if unable  
advise ATC

**KLOTEN**  
**D 114.85 KLO**

**WILLISAU**  
**D 116.9 WIL**

7000
5000
3000
CONTOUR INTERVALS

This SID requires a minimum climb gradient of 7% up to 2500.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

**Initial climb clearance 5000**

**ROUTING**

Climb straight ahead to D2.3 KLO, turn LEFT, intercept WIL R053 inbound via BREGO, ZH555 and ZH551 to WIL.

LSZH/ZRH  
ZURICH

**JEPPESSEN**  
9 NOV 18 **10-3T**

ZURICH, SWITZERLAND

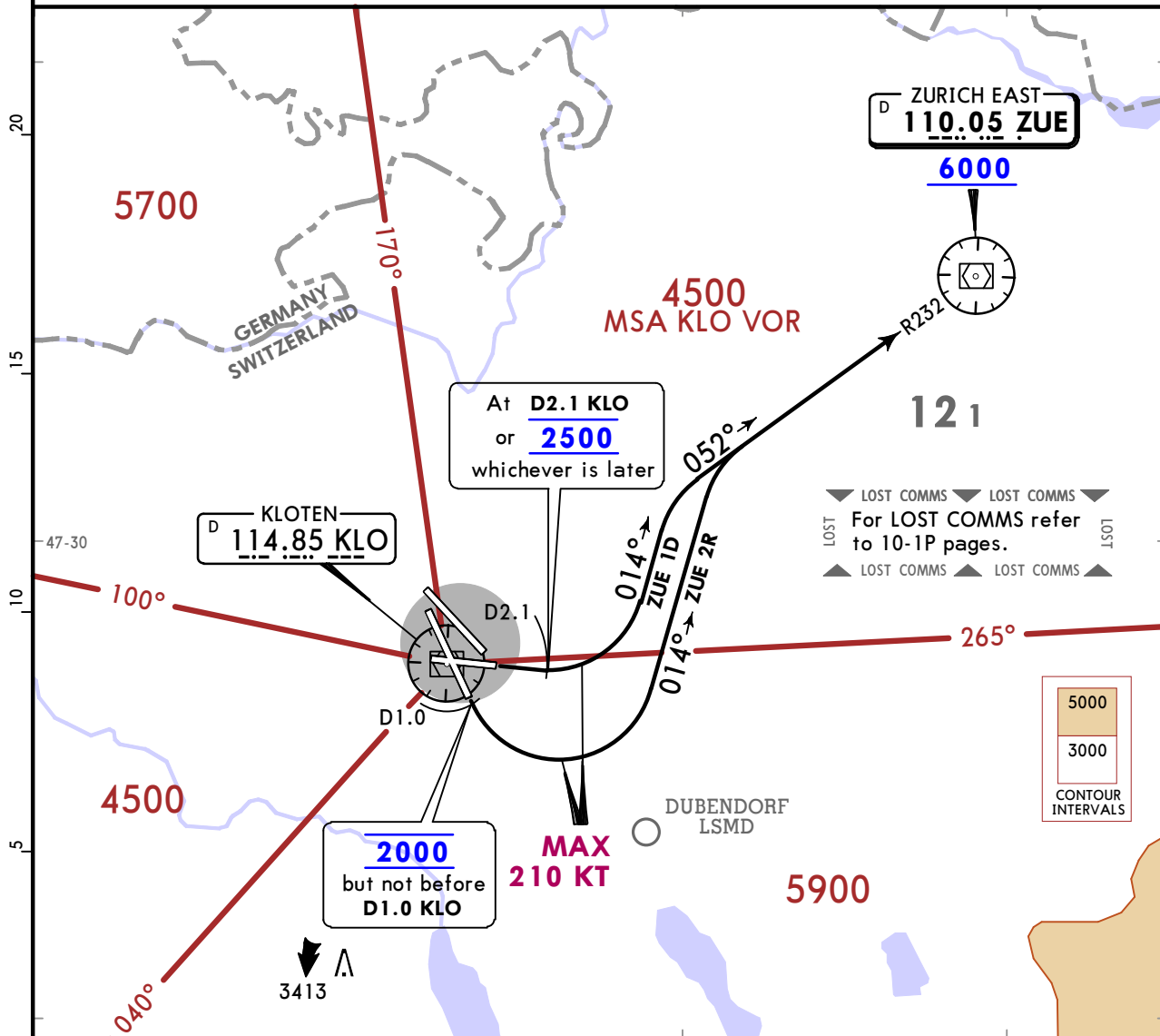
**SID**

ZURICH Departure <b>125.955</b>	Apt Elev <b>1417</b>	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. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.
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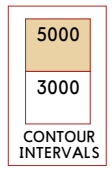
**ZURICH EAST 1D (ZUE 1D)  
ZURICH EAST 2R (ZUE 2R)  
DEPARTURES**

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

**SPEED: MAX 250 KT BELOW FL100**



▼ LOST COMMS ▼ LOST COMMS ▼  
For LOST COMMS refer to 10-1P pages.  
▲ LOST COMMS ▲ LOST COMMS ▲



These SIDs require minimum climb gradients of

**ZUE 1D:** 6.5% up to 2500.  
**ZUE 2R:** 6.4% up to 2000.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975
6.4% V/V (fpm)	486	648	972	1296	1620	1944

Initial climb clearance <b>5000</b>		
<b>SID</b>	<b>RWY</b>	<b>ROUTING</b>
<b>ZUE 1D</b>	<b>10</b>	Climb straight ahead to D2.1 KLO or 2500, whichever is later, turn LEFT, 014° track, intercept ZUE R232 inbound to ZUE.
<b>ZUE 2R</b>	<b>16</b>	Climb straight ahead, at 2000, but not before D1.0 KLO, turn LEFT, 014° track, intercept ZUE R232 inbound to ZUE.



**LSZH/ZRH**  
ZURICH

**JEPPESSEN**  
9 NOV 18 **10-3V**

**ZURICH, SWITZERLAND**

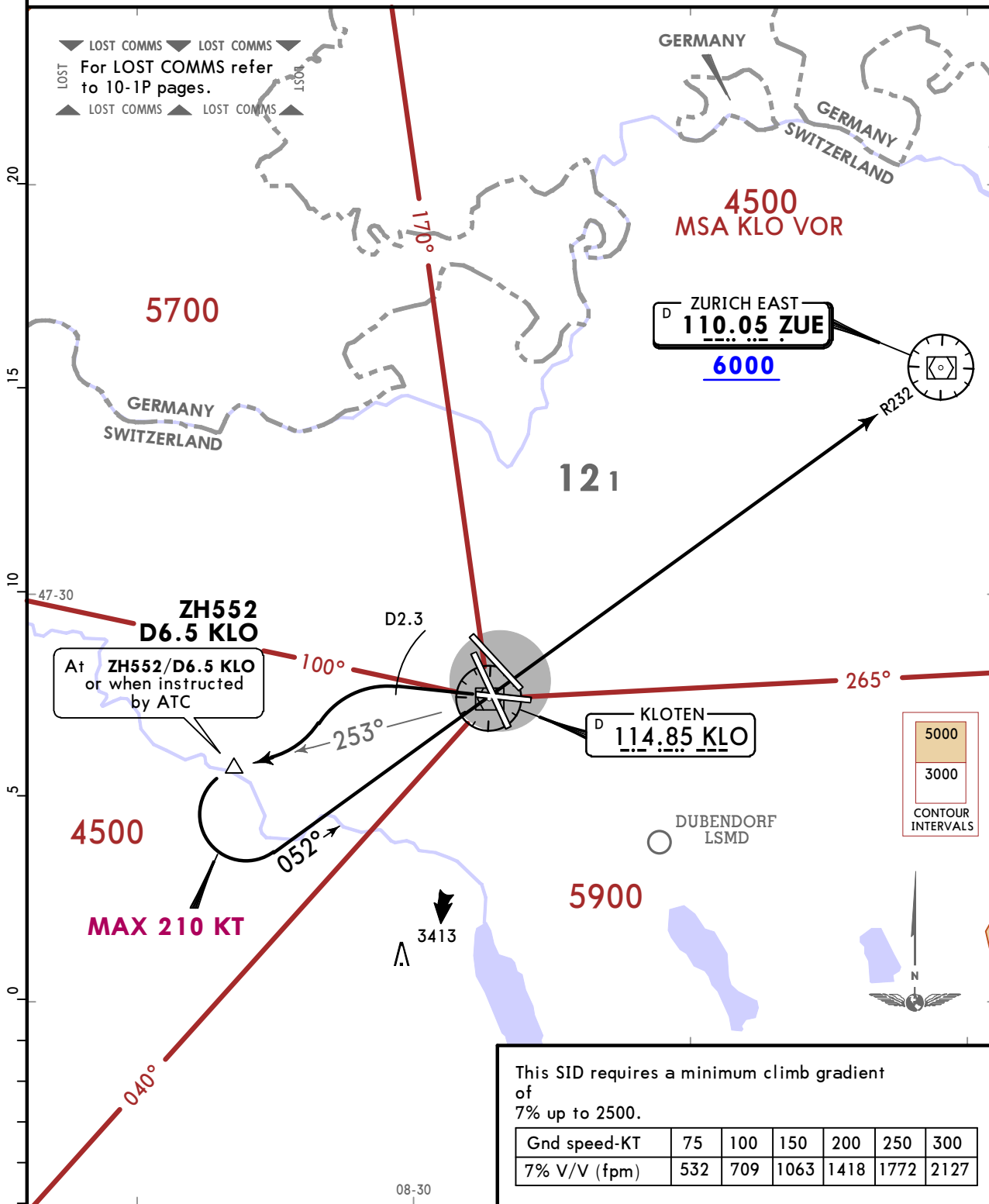
**SID**

ZURICH Departure <b>125.955</b>	Apt Elev <b>1417</b>	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. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.
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**ZURICH EAST 2V (ZUE 2V)**  
**RWY 28 DEPARTURE**

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

**SPEED: MAX 250 KT BELOW FL100**



This SID requires a minimum climb gradient of 7% up to 2500.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance **5000**

**ROUTING**

Climb straight ahead to D2.3 KLO, turn LEFT, intercept KLO R253, at ZH552/D6.5 KLO or when instructed by ATC turn LEFT, intercept ZUE R232 inbound to ZUE.

LSZH/ZRH  
ZURICH

JEPPESEN  
8 FEB 19 10-3W

ZURICH, SWITZERLAND  
TRANSITION

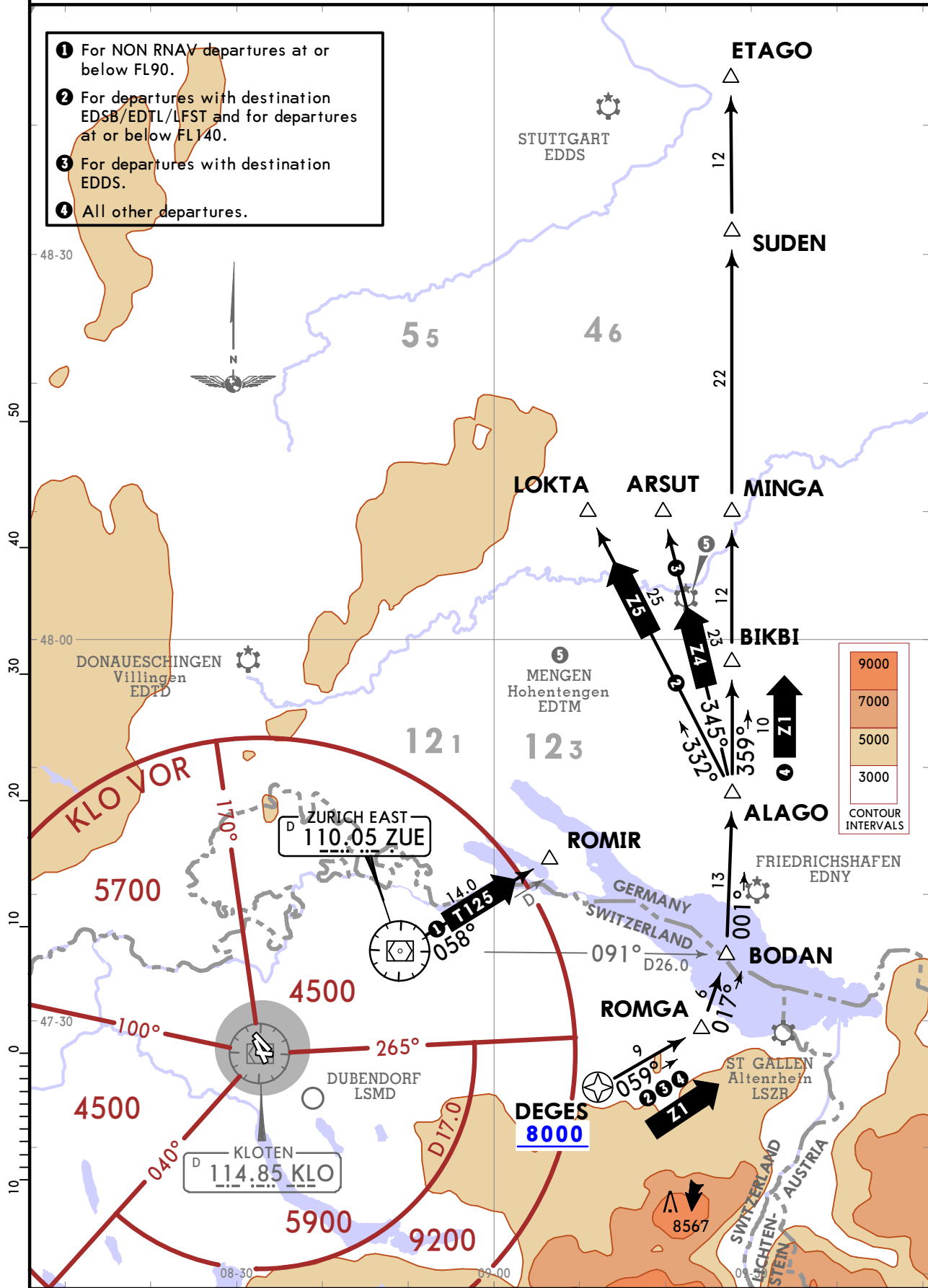
Apt Elev  
1417  
Trans alt: 7000

### NORTHBOUND TRANSITION ROUTES AFTER DEGES & ZUE

RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100

**SPEED: MAX 250 KT BELOW FL100**

- ❶ For NON RNAV departures at or below FL90.
- ❷ For departures with destination EDSB/EDTL/LFST and for departures at or below FL140.
- ❸ For departures with destination EDDS.
- ❹ All other departures.



CHANGES: Transitions revised.

LSZH/ZRH  
ZURICH

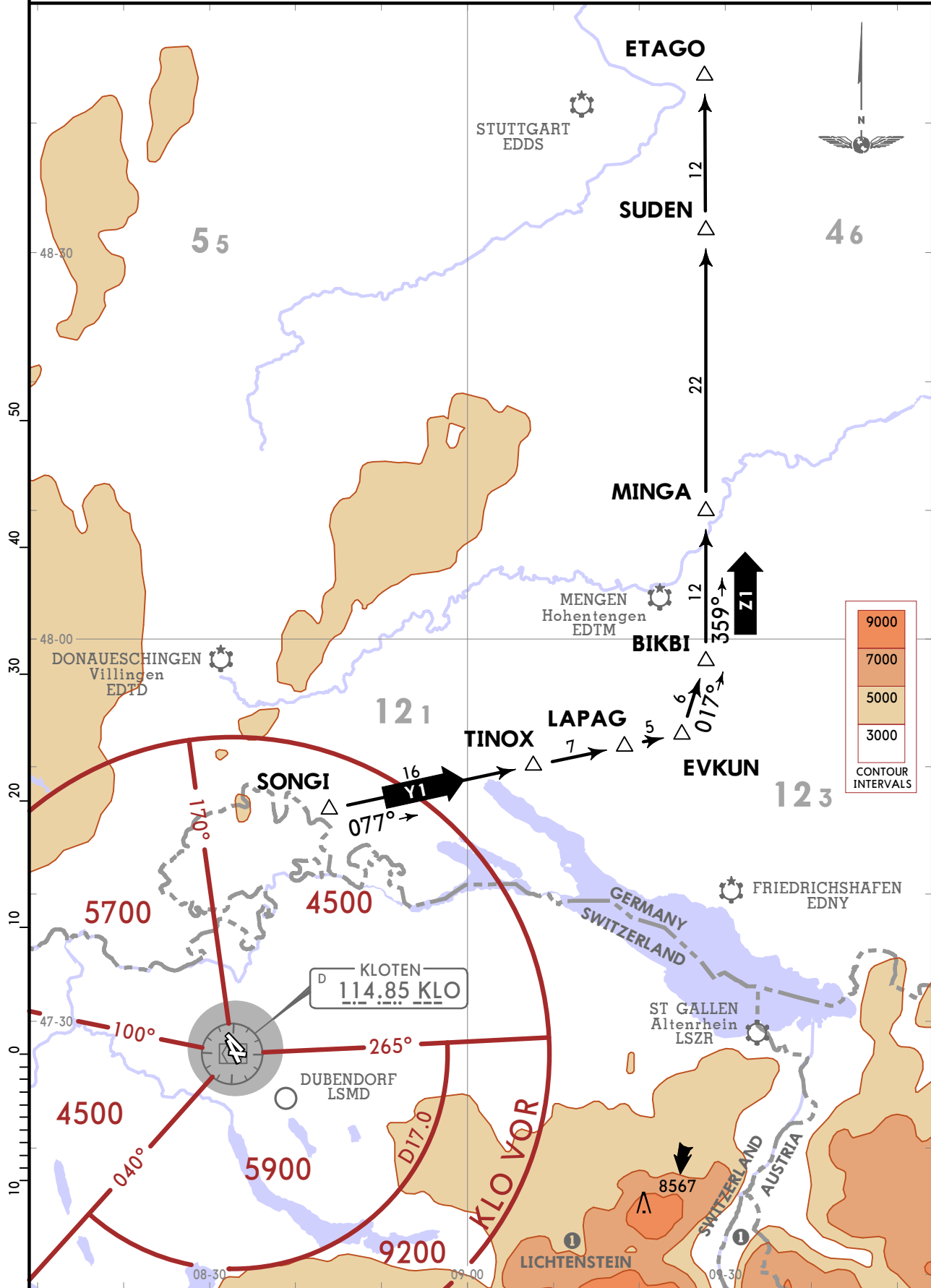
JEPPESEN  
8 FEB 19 (10-3X)

ZURICH, SWITZERLAND  
TRANSITION

Apt Elev  
1417  
Trans alt: 7000

### NORTHBOUND TRANSITION ROUTES AFTER SONGI

RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100  
**SPEED: MAX 250 KT BELOW FL100**



CHANGES: Airway continuation via Z-3 withdrawn.



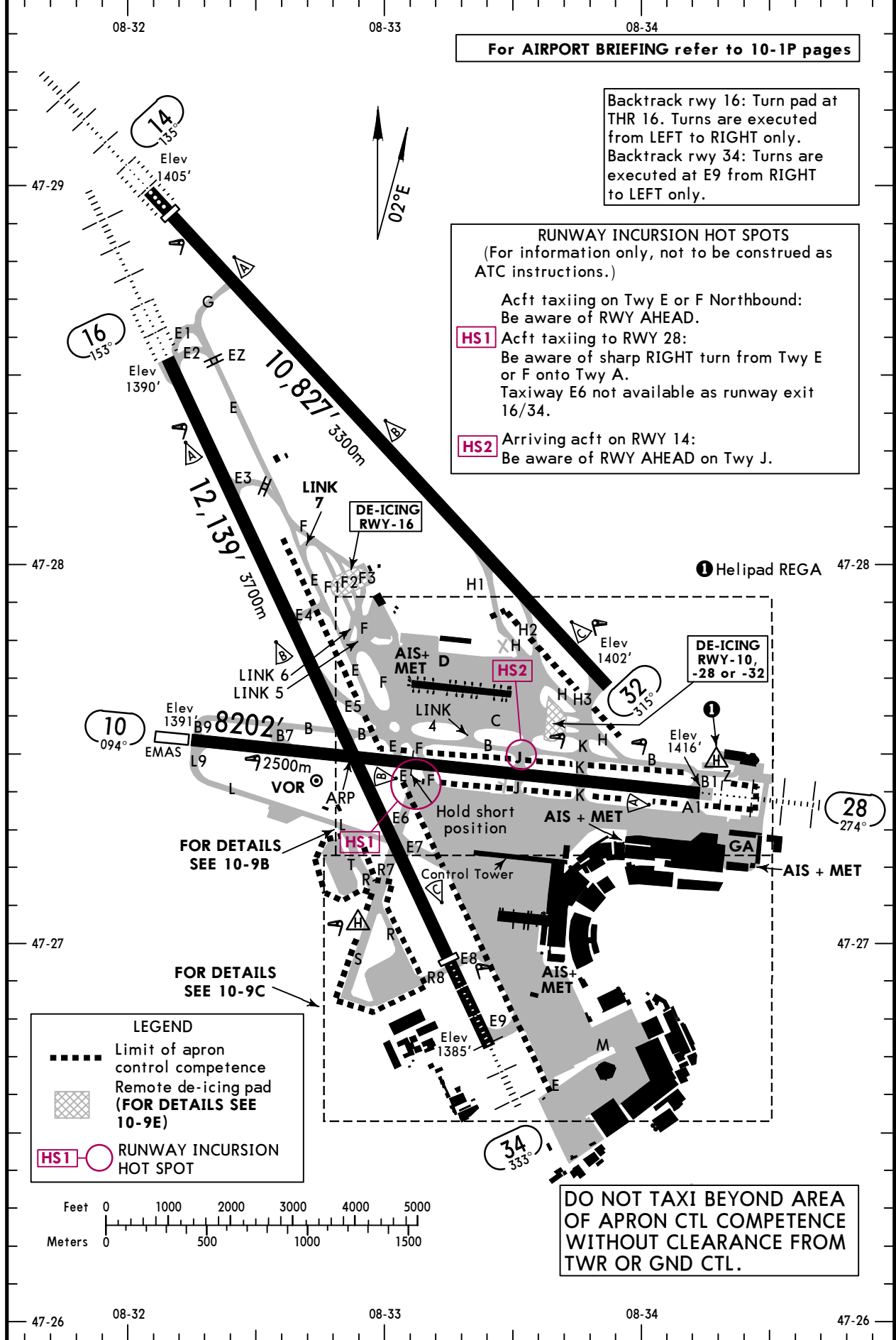


**LSZH/ZRH**  
 Apt Elev **1417'**  
 N47 27.5 E008 32.9

**JEPPESSEN**  
 5 APR 19 **(10-9)**

**ZURICH, SWITZERLAND**  
 ZURICH

ATIS Departure <b>129.005</b>	Data Comm ACARS: D-ATIS	ZURICH Delivery (Cpt) <b>121.930</b>	*ZURICH Apron South of rwy 10/28 <b>121.755</b>		North of rwy 10/28 <b>121.855</b>
Ground <b>121.905</b>		Tower <b>118.1</b>		ZURICH Departure (R) <b>125.955</b>	



**For AIRPORT BRIEFING refer to 10-1P pages**

Backtrack rwy 16: Turn pad at THR 16. Turns are executed from LEFT to RIGHT only.  
 Backtrack rwy 34: Turns are executed at E9 from RIGHT to LEFT only.

**RUNWAY INCURSION HOT SPOTS**  
 (For information only, not to be construed as ATC instructions.)

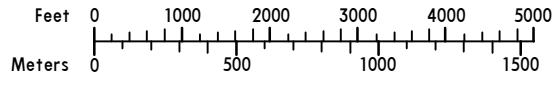
Acft taxiing on Twy E or F Northbound:  
 Be aware of RWY AHEAD.

**HS1** Acft taxiing to RWY 28:  
 Be aware of sharp RIGHT turn from Twy E or F onto Twy A.  
 Taxiway E6 not available as runway exit 16/34.

**HS2** Arriving acft on RWY 14:  
 Be aware of RWY AHEAD on Twy J.

**LEGEND**

- Limit of apron control competence
- Remote de-icing pad (FOR DETAILS SEE 10-9E)
- HS1** RUNWAY INCURSION HOT SPOT



**DO NOT TAXI BEYOND AREA OF APRON CTL COMPETENCE WITHOUT CLEARANCE FROM TWR OR GND CTL.**

LSZH/ZRH

5 APR 19 **JEPPESEN** 10-9A

ZURICH, SWITZERLAND

ZURICH

ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		Threshold	LANDING BEYOND Glide Slope			
10 ① 28	RL (45m) CL (15m) HIRL (45m) CL (15m) HIALS ② PAPI-L (3.3°) REIL RVR		7205' 2196m	③	197' 60m	
① Rwy grooved. ② ALS also available. ③ TAKE-OFF RUN AVAILABLE RWY 10: From rwy head 8202' (2500m) twy B7 int 6562' (2000m) twy E int 4856' (1480m) RWY 28: From rwy head 8202' (2500m) twy K int 6234' (1900m)						
14 ④ 32	HIRL (30m) CL (15m) HIALS-II TDZ ⑤ ⑥ RVR HIRL (30m) CL (15m) REIL RVR	10,334' 3150m	9187' 2800m	NA ⑦	197' 60m	
④ Rwy grooved. ⑤ PAPI-L (3.0°) ⑥ HSTIL HST-H1 ⑦ TAKE-OFF RUN AVAILABLE RWY 32: From rwy head 10,827' (3300m) twy H2 int 8858' (2700m) twy H1 int 7546' (2300m)						
16 ⑧ 34	HIRL (30m) CL (15m) HIALS-II ⑨ TDZ ⑩ REIL RVR HIRL (30m) CL (15m) HIALS PAPI-L (3.3°) REIL RVR	10,597' 3230m	10,879' 3316m 9686' 2952m	⑪	197' 60m	
⑧ Rwy grooved. ⑨ ALS also available. ⑩ PAPI-L (3.0°) ⑪ TAKE-OFF RUN AVAILABLE RWY 16: From rwy head 12,139' (3700m) twy E3 int 9843' (3000m) twy E6/E7/R7/L int 3510' (1070m) RWY 34: From rwy head 12,139' (3700m) twy E8/R8 int 10,728' (3270m) twy E7/R7 int 8432' (2570m)						

Standard	TAKE-OFF				
	Rwys 16, 28, 32, 34 Low Visibility Take-off			All Rwys ①	
	② HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A	TDZ, MID, RO	TDZ, MID, RO	RVR 200m	RVR 300m	500m
B	RVR 125m	RVR 150m			600m
C					
D	③ RVR 150m	③ RVR 200m	RVR 250m	RVR 400m	800m

① Take-off rwy 14 is subject to activation by airport authority.  
 ② RWY 14,16: RVR 75m with approved guidance system or HUD/HUDLS.  
 ③ TDZ, MID, RO



LSZH/ZRH

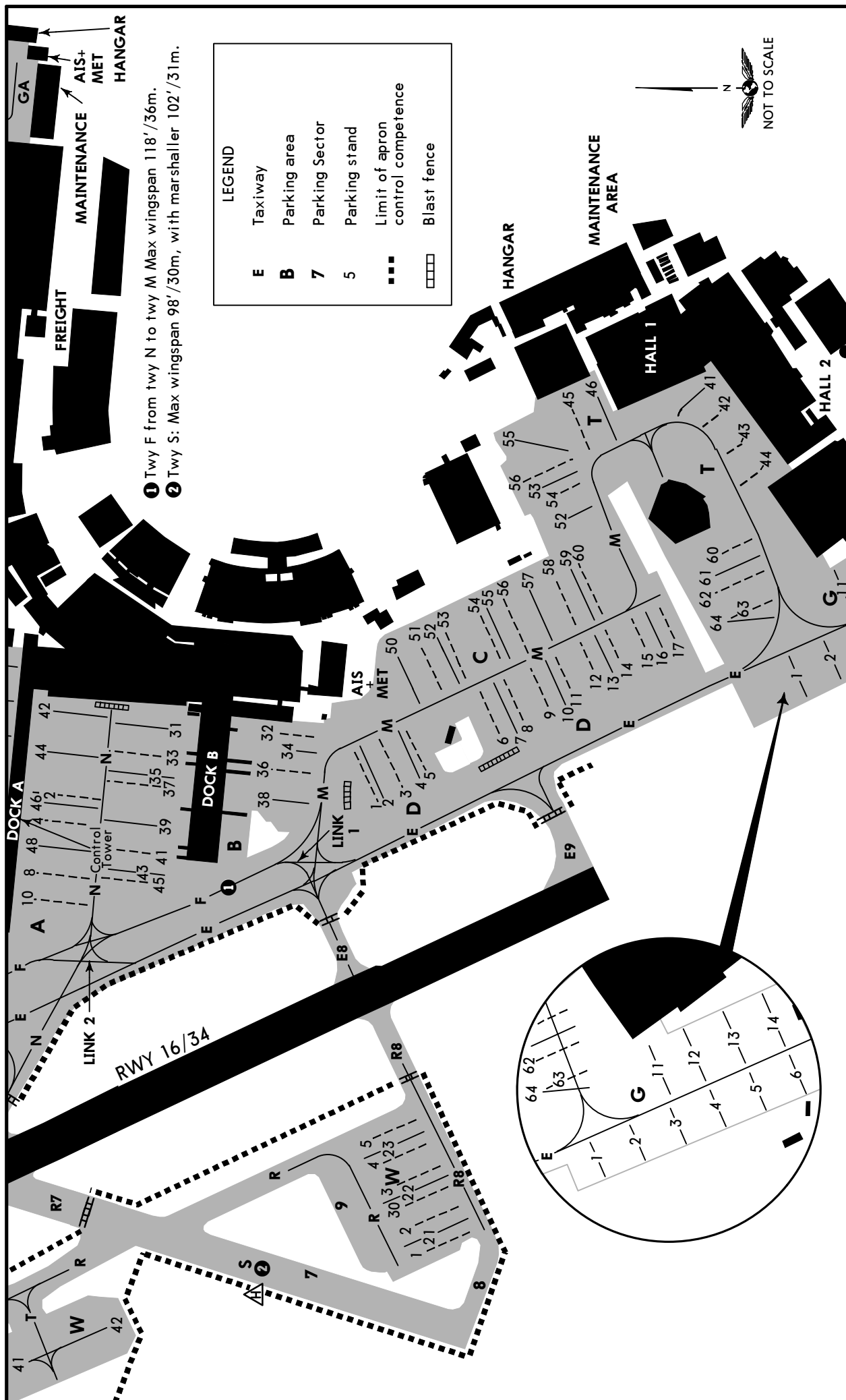
JEPPesen

ZURICH, SWITZERLAND

5 APR 19

10-9C

ZURICH



LSZH/ZRH



JEPPESEN

ZURICH, SWITZERLAND

31 AUG 18

10-9D

Eff 13 Sep

ZURICH

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A02	N47 27.2 E008 33.5	E51	N47 27.7 E008 33.2
A03	N47 27.2 E008 33.7	E52	N47 27.6 E008 33.2
A04	N47 27.2 E008 33.5	E53	N47 27.7 E008 33.2
A05, A07	N47 27.2 E008 33.6	E54	N47 27.6 E008 33.2
A08	N47 27.2 E008 33.4	E55 thru E57	N47 27.7 E008 33.1
A09	N47 27.2 E008 33.6	E58	N47 27.6 E008 33.1
A10	N47 27.2 E008 33.4	E62 thru E67	N47 27.7 E008 33.1
A11	N47 27.2 E008 33.5	F72	N47 27.3 E008 33.9
A13, A15	N47 27.2 E008 33.4	F73, F74	N47 27.3 E008 34.0
A17	N47 27.3 E008 33.4	F75	N47 27.3 E008 34.1
A42	N47 27.2 E008 33.6	G01	N47 26.6 E008 33.6
A44	N47 27.2 E008 33.6	G02	N47 26.5 E008 33.6
A46	N47 27.2 E008 33.5	G03 thru G05	N47 26.5 E008 33.7
A48, A49	N47 27.2 E008 33.5	G06	N47 26.4 E008 33.7
A57	N47 27.3 E008 33.3	G11 thru G14	N47 26.5 E008 33.8
B31	N47 27.1 E008 33.6	H11	N47 27.3 E008 33.7
B32	N47 27.0 E008 33.6	H12, H13	N47 27.4 E008 33.6
B33	N47 27.1 E008 33.6	H81, H82	N47 27.3 E008 33.7
B34	N47 27.0 E008 33.6	H85 thru H87	N47 27.3 E008 33.6
B35	N47 27.1 E008 33.5	H88	N47 27.4 E008 33.6
B36	N47 27.0 E008 33.5	I01	N47 27.4 E008 33.5
B37	N47 27.1 E008 33.5	I02, I03	N47 27.4 E008 33.4
B38	N47 27.0 E008 33.5	I04, I05	N47 27.4 E008 33.3
B39	N47 27.1 E008 33.5	P31, P32	N47 27.8 E008 33.2
B41 thru B45	N47 27.1 E008 33.4	P33, P34	N47 27.8 E008 33.1
C50 thru C53	N47 26.9 E008 33.7	P35, P36	N47 27.8 E008 33.0
C54, C55	N47 26.8 E008 33.7	P37	N47 27.9 E008 32.9
C56 thru C59	N47 26.8 E008 33.8	T41 thru T43	N47 26.6 E008 34.0
C60	N47 26.7 E008 33.8	T44	N47 26.6 E008 33.9
D01 thru D05	N47 26.9 E008 33.5	T45, T46	N47 26.8 E008 34.0
D06 thru D10	N47 26.8 E008 33.6	T52	N47 26.8 E008 33.8
D11 thru D13	N47 26.7 E008 33.6	T53, T54	N47 26.8 E008 33.9
D14 thru D17	N47 26.7 E008 33.7	T55	N47 26.8 E008 34.0
E4M	N47 27.6 E008 33.3	T56	N47 26.8 E008 33.9
E5M	N47 27.6 E008 33.1	T60 thru T62	N47 26.6 E008 33.8
E19	N47 27.7 E008 33.5	T63, T64	N47 26.6 E008 33.7
E20	N47 27.6 E008 33.5	W01	N47 26.9 E008 32.9
E23	N47 27.7 E008 33.5	W02, W03	N47 26.9 E008 33.0
E26	N47 27.6 E008 33.4	W04, W05	N47 26.9 E008 33.1
E27	N47 27.7 E008 33.4	W21, W22	N47 26.9 E008 33.0
E32	N47 27.6 E008 33.4	W23	N47 26.9 E008 33.1
E33	N47 27.7 E008 33.4	W30	N47 26.9 E008 33.0
E34	N47 27.6 E008 33.4	W41	N47 27.3 E008 32.8
E35	N47 27.7 E008 33.4	W42	N47 27.1 E008 32.9
E36	N47 27.6 E008 33.4		
E37	N47 27.7 E008 33.3		
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		
E48	N47 27.6 E008 33.2		
E49	N47 27.7 E008 33.2		
E50	N47 27.6 E008 33.2		

LSZH/ZRH



JEPPESEN

ZURICH, SWITZERLAND

31 AUG 18

10-9E

Eff 13 Sep

ZURICH

### DE-ICING PADS

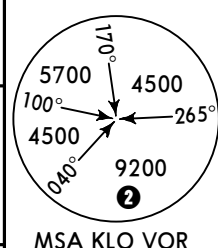
Remote Deicing Pad	Site Overview
<p>De-icing lanes F1 / F2 / F3</p> <p>PAD Coordinator 121.635</p> <p>To commence de-icing ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane.</p>	
<p>De-icing lanes C1 / C2 / C3</p> <p>PAD Coordinator 121.640</p> <p>To commence de-icing ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane.</p>	

# LSZH/ZRH ZURICH

**JEPPESSEN**  
9 NOV 18 (11-1)

# ZURICH, SWITZERLAND ILS or LOC Rwy 14

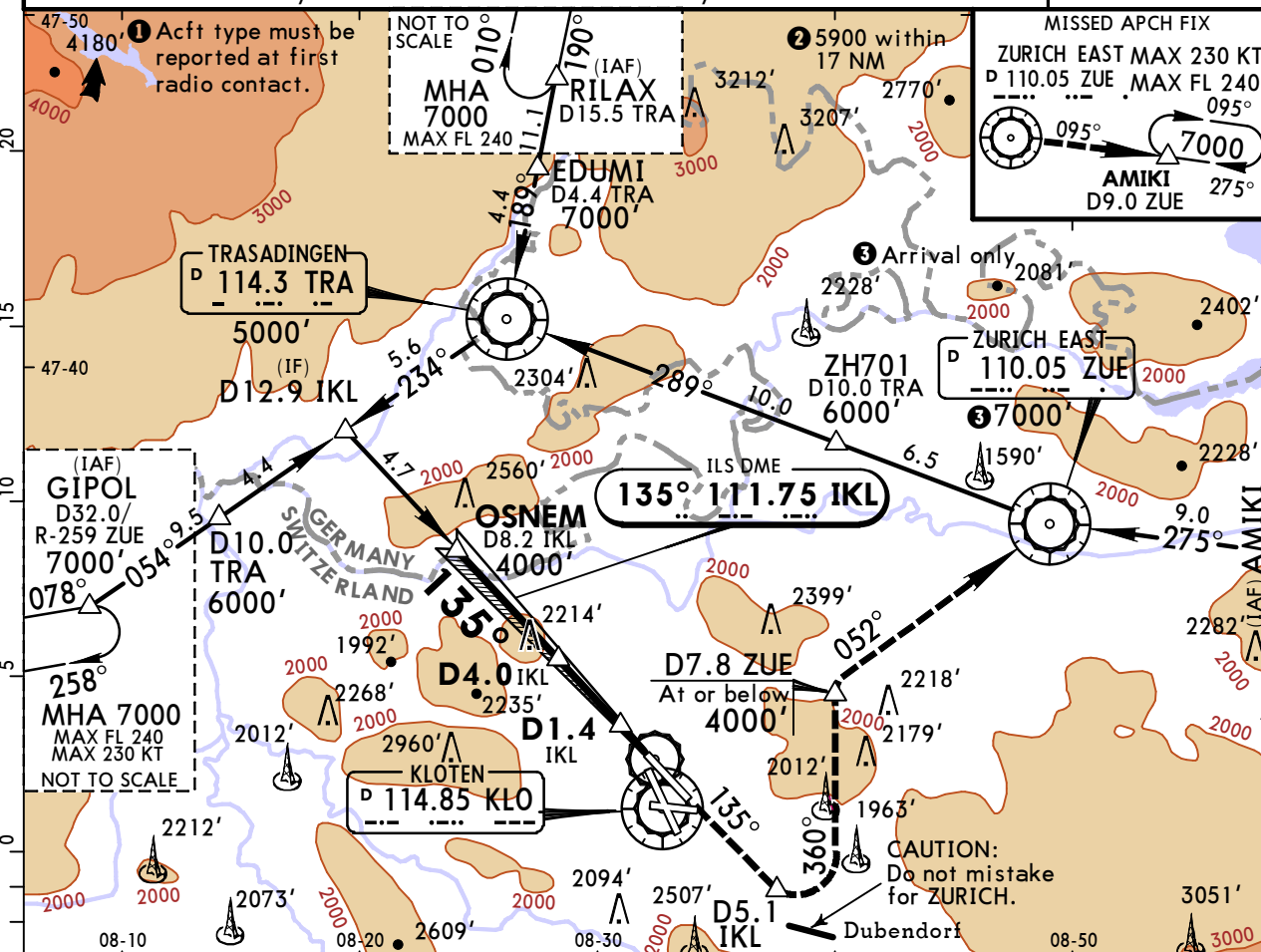
D-ATIS Arrival <b>125.730</b>	ZURICH Arrival (APP/R) ① <b>118.005 135.230</b>	ZURICH Final (APP/R) by ATC <b>125.330</b>	ZURICH Tower <b>118.1 120.230</b>	Ground <b>121.905</b>
LOC IKL <b>111.75</b>	Final Apch Crs <b>135°</b>	GS <b>D4.0 IKL</b> 2670' (1268')	ILS RA 187' DA(H) <b>1602' (200')</b>	Apt Elev 1417' Rwy 1402'



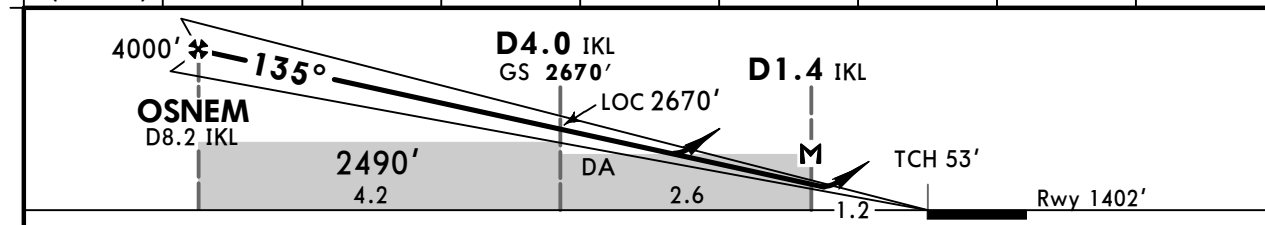
BRIEFING STRIP™

**MISSED APCH:** Initial climb clearance 4000'. Climb STRAIGHT AHEAD. At D5.1 IKL past the station, turn LEFT (MAX 210 KT) onto 360° to intercept R-232 ZUE inbound. At D7.8 ZUE continue climb to 7000'. Proceed to ZUE VOR. Cross ZUE VOR at MIM 6000' and intercept R-095 ZUE to AMIKI.

Alt Set: hPa      Rwy Elev: 50 hPa      Trans level: By ATC      Trans alt: 7000'



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	<b>D5.1</b> IKL 
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.4 IKL								

<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 14</b>			
ILS RA 187' DA(H) <b>1602' (200')</b>				LOC (GS out) CDFA DA/MDA(H) <b>1950' (548')</b>			
FULL		TDZ or CL out		ALS out		ALS out	
A						RVR 1500m	
B	RVR 550m	RVR 550m		RVR 1200m			
C						RVR 1800m	RVR 2400m
D							

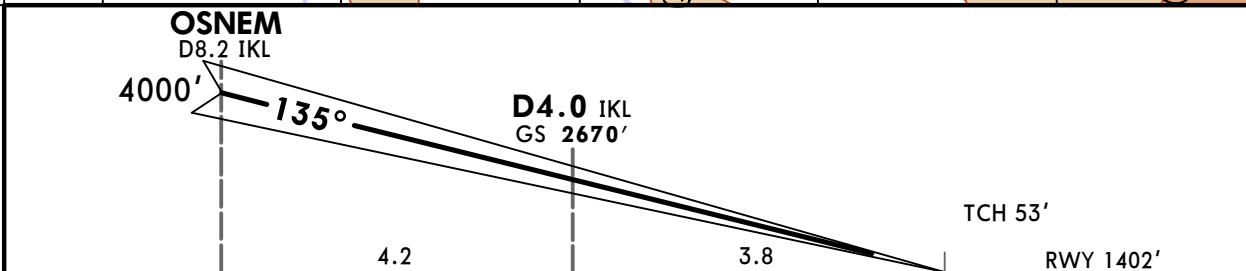
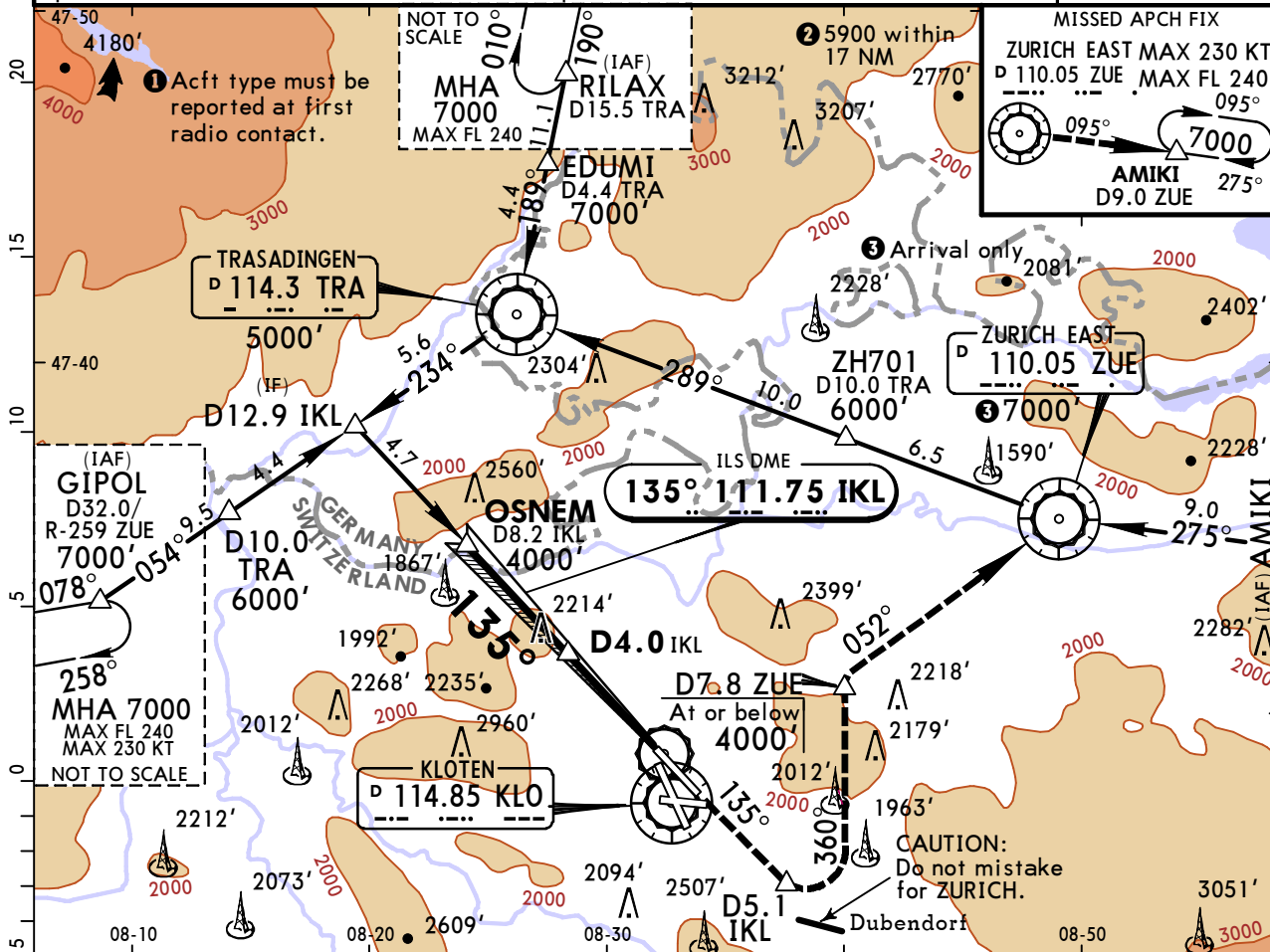
W/o HUD/AP/FD: RVR 750m

# LSZH/ZRH ZURICH

**JEPPESSEN**  
9 NOV 18 **(11-1A)**

# ZURICH, SWITZERLAND CAT II/III ILS Rwy 14

D-ATIS Arrival <b>125.730</b>	ZURICH Arrival (APP/R) ① <b>118.005 135.230</b>	ZURICH Final (APP/R) by ATC <b>125.330</b>	ZURICH Tower <b>118.1 120.230</b>	Ground <b>121.905</b>
LOC IKL <b>111.75</b>	Final Apch Crs <b>135°</b>	GS <b>D4.0 IKL</b> 2670' (1268')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1417' Rwy 1402'
<b>MISSED APCH:</b> Initial climb clearance 4000'. Climb STRAIGHT AHEAD. At D5.1 IKL past the station, turn LEFT (MAX 210 KT) onto 360° to intercept R-232 ZUE inbound. At D7.8 ZUE continue climb to 7000'. Proceed to ZUE VOR. Cross ZUE VOR at MIM 6000' and intercept R-095 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
GS	3.00°	372	478	531	637	849

HIALS-II  
PAPI

**D5.1 IKL**

<b>Standard</b>		STRAIGHT-IN LANDING RWY 14	
CAT IIIA ILS DH <b>50'</b>	CAT II ILS RA <b>95'</b> DA(H) <b>1502'</b> (100')	RVR <b>200m</b>	RVR <b>300m</b>
<b>① CAT IIIB:</b> Mim RVR 75m			

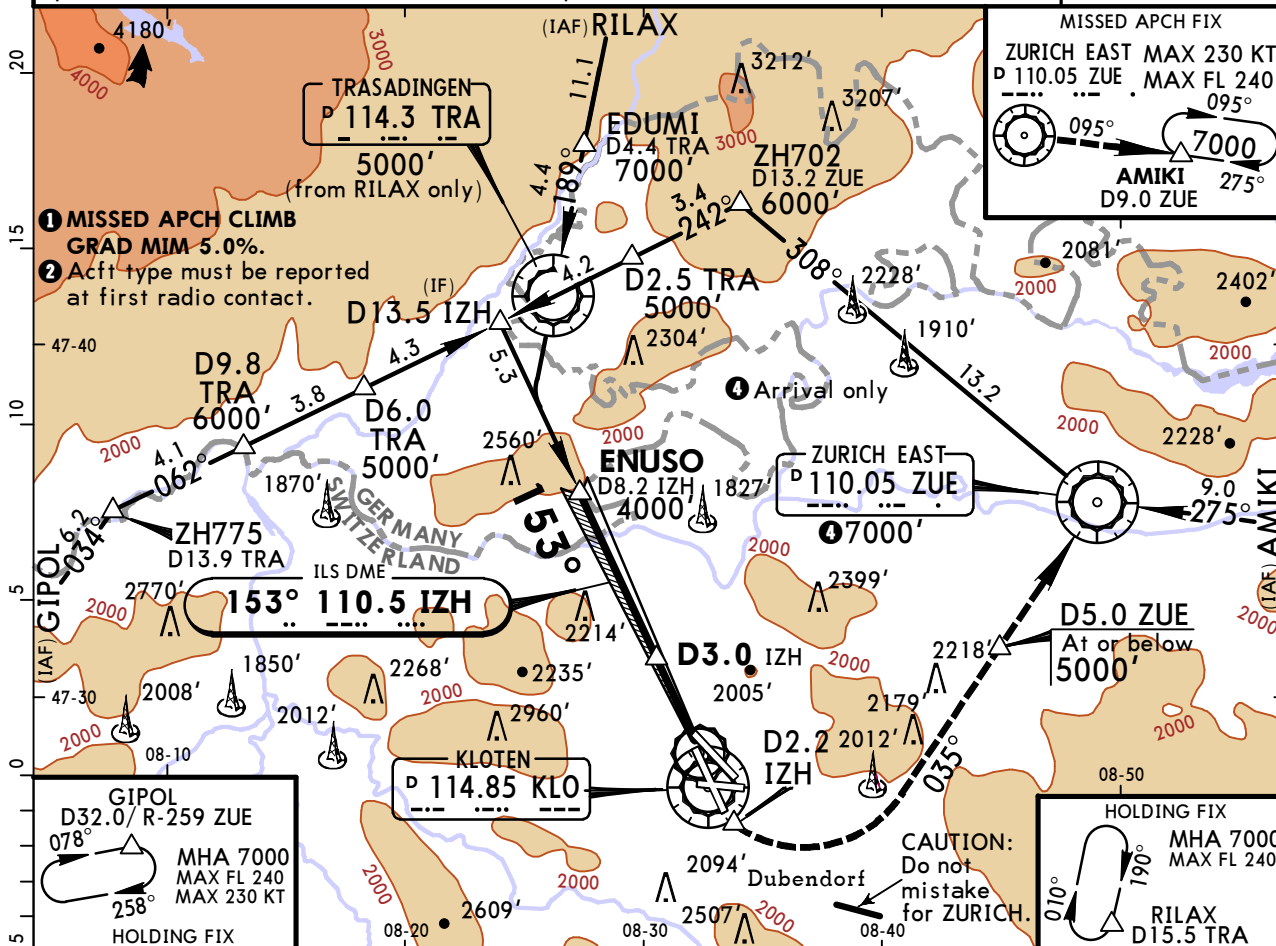


# LSZH/ZRH ZURICH

**JEPPESSEN**  
9 NOV 18 **(11-2A)**

# ZURICH, SWITZERLAND CAT II/III ILS Rwy 16

D-ATIS Arrival <b>125.730</b>	ZURICH Arrival (APP/R) <b>2</b> <b>118.005 135.230</b>	ZURICH Final (APP/R) by ATC <b>125.330</b>	ZURICH Tower <b>118.1</b>	Ground <b>121.905</b>
LOC IZH <b>110.5</b>	Final ApcH Crs <b>153°</b>	GS <b>D3.0 IZH</b> <b>2340'</b> (950')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1417' Rwy 1390'
<b>MISSED APCH:</b> Initial climb clearance 5000'. Climb STRAIGHT AHEAD. At D2.2 IZH past the station turn LEFT (MAX 210 KT/MIM BANK 20°) to intercept R-214 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-095 ZUE to AMIKI.				
Alt Set: hPa		Rwy Elev: 50 hPa	Trans level: By ATC	Trans alt: 7000'
Special Aircrew and Aircraft Certification Required.				<b>3</b> 5900 within 17 NM

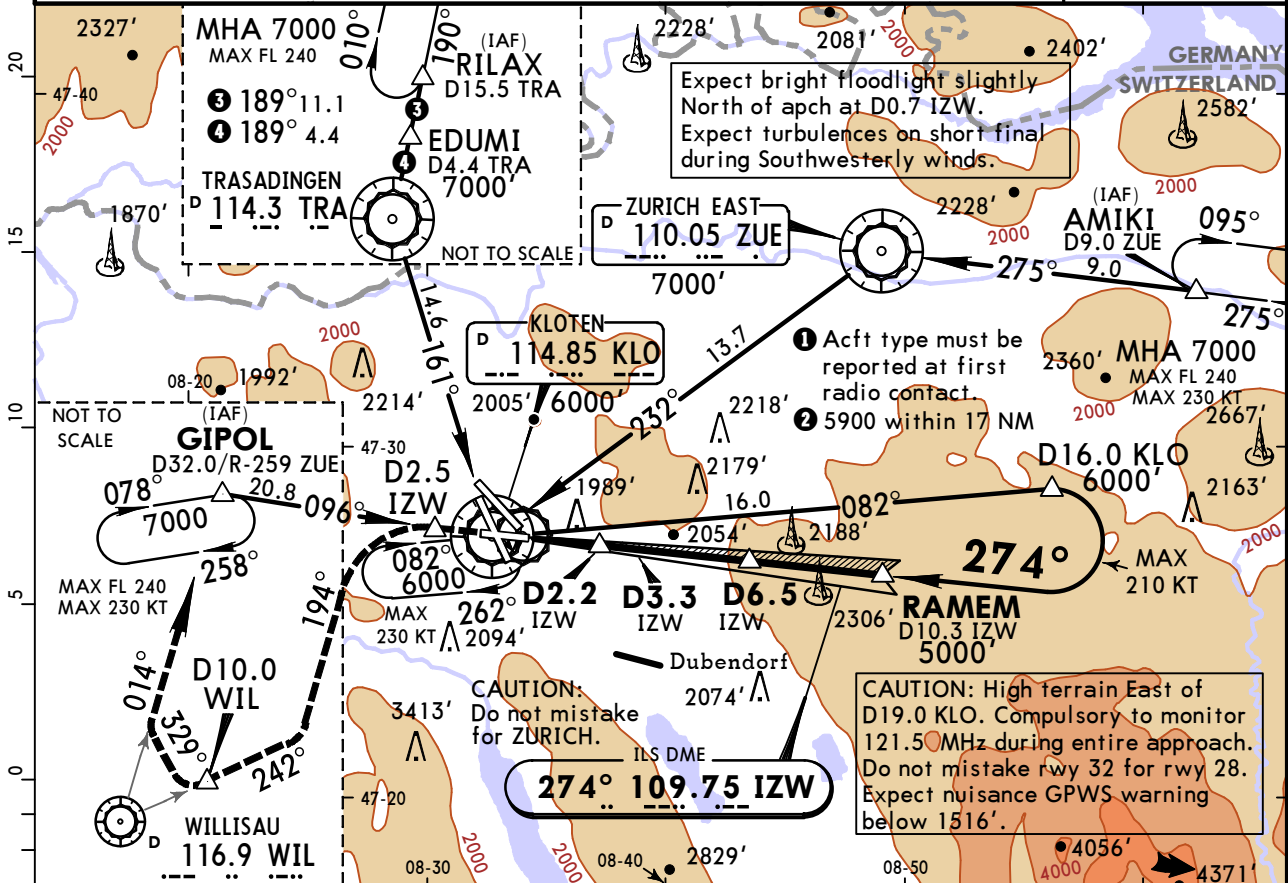


# LSZH/ZRH ZURICH

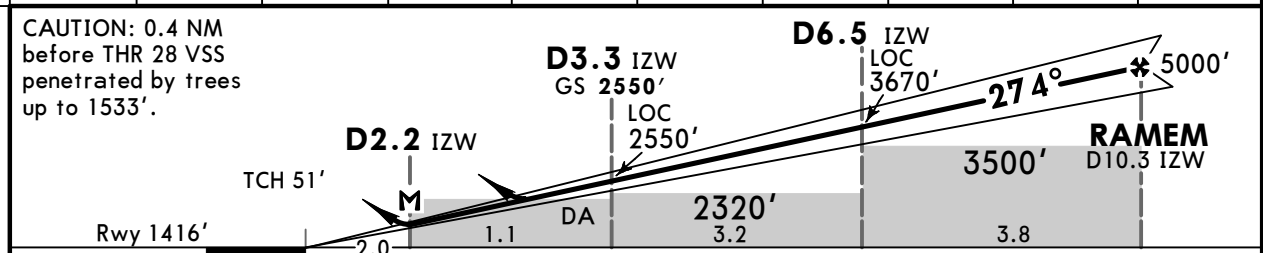
JEPPESSEN  
9 NOV 18 (11-3)

# ZURICH, SWITZERLAND ILS OR LOC Rwy 28

D-ATIS Arrival <b>125.730</b>	ZURICH Arrival (APP/R) ① <b>118.005 135.230</b>	ZURICH Final (APP/R) by ATC <b>125.330</b>	ZURICH Tower <b>118.1</b>	Ground <b>121.905</b>
LOC IZW <b>109.75</b>	Final Apch Crs <b>274°</b>	GS <b>D3.3 IZW</b> <b>2550'</b> (1134')	ILS DA(H) Refer to Minimums	Apt Elev 1417' Rwy 1416'
<b>MISSED APCH:</b> Initial climb to 4000'. Climb STRAIGHT AHEAD. At D2.5 IZW past the station turn LEFT (MAX 210 KT) onto 194°, then continue climb to 7000'. Intercept R-062 WIL inbound. At D10.0 WIL turn RIGHT onto 329° to intercept R-014 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.				MSA KLO VOR



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 REIL PAPI	D2.5 IZW	
ILS GS or LOC Descent Angle	3.30°	414	532	591	710	828			946
MAP at D2.2 IZW									

Standard		STRAIGHT-IN LANDING RWY 28		LOC (GS out) CDFA	
ILS Missed apch climb gradient mim 4.0% ① DA(H) ② C:2084' (668') D:2094' (678') 2.5% DA(H) ③ C:2853' (1437') D:2863' (1447')		FULL/TDZ or CL out      ALS out		MACG 3.9% up to 4900' DA/MDA(H) 2290' (874')	
				MACG 2.5% DA/MDA(H) 3070' (1654')	
				ALS out      ALS out	

A		
B		
C	4300m	5000m
D		

① Climb gradient up to 5200'. ② CAT A: 2061'(645'), CAT B: 2071'(655').  
 ③ CAT A: 2831'(1415'), CAT B: 2842'(1426').

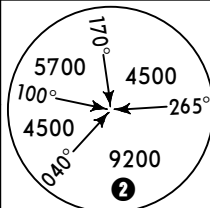
# LSZH/ZRH ZURICH



# ZURICH, SWITZERLAND ILS or LOC Rwy 34

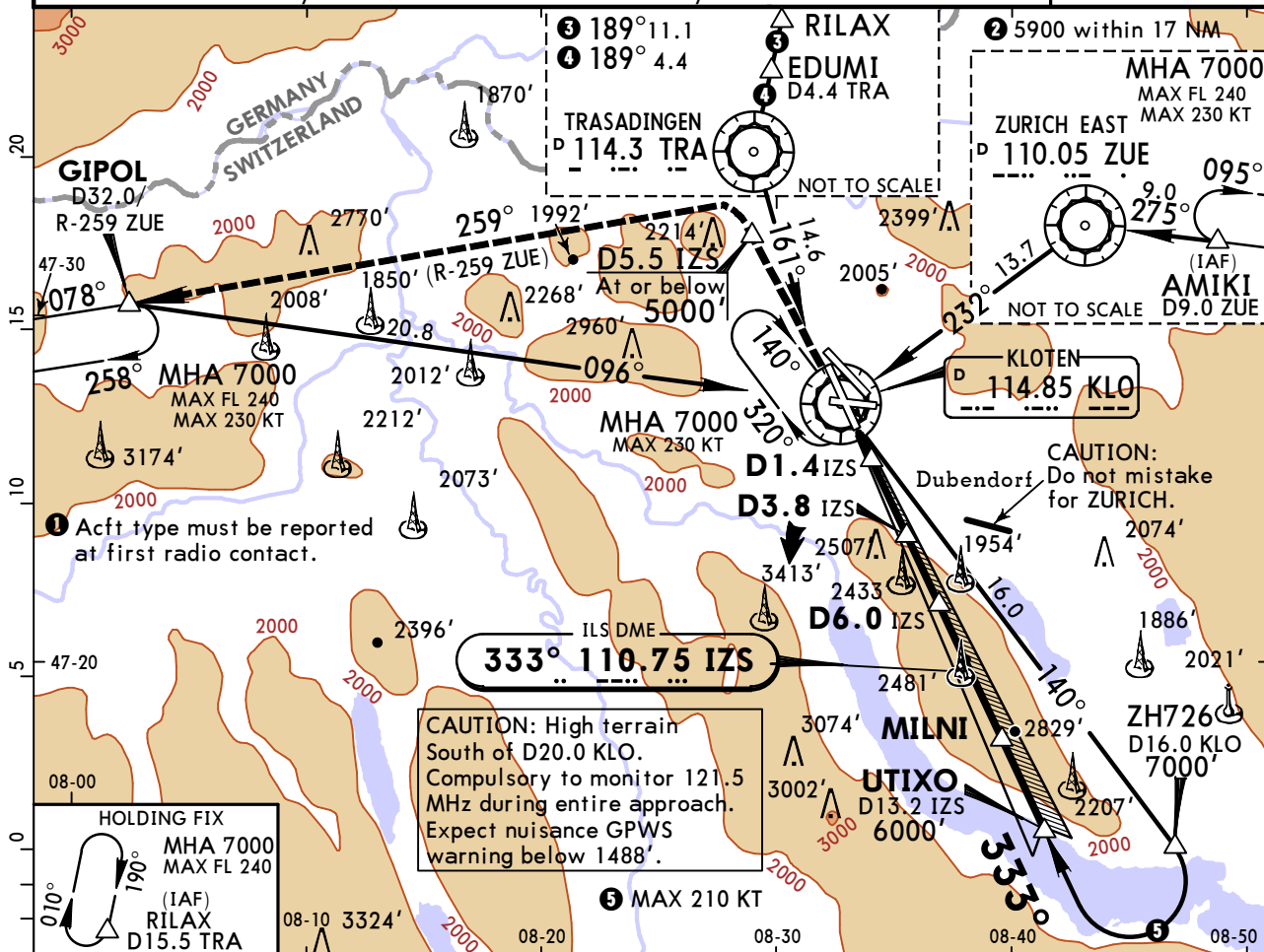
9 NOV 18 (11-4)

D-ATIS Arrival <b>125.730</b>	ZURICH Arrival (APP/R) ① <b>118.005 135.230</b>	ZURICH Final (APP/R) by ATC <b>125.330</b>	ZURICH Tower <b>118.1</b>	Ground <b>121.905</b>
LOC IZS <b>110.75</b>	Final Apch Crs <b>333°</b>	GS <b>D3.8 IZS</b> <b>2710'</b> (1322')	ILS DA(H) Refer to Minimums	Apt Elev 1417' Rwy 1388'

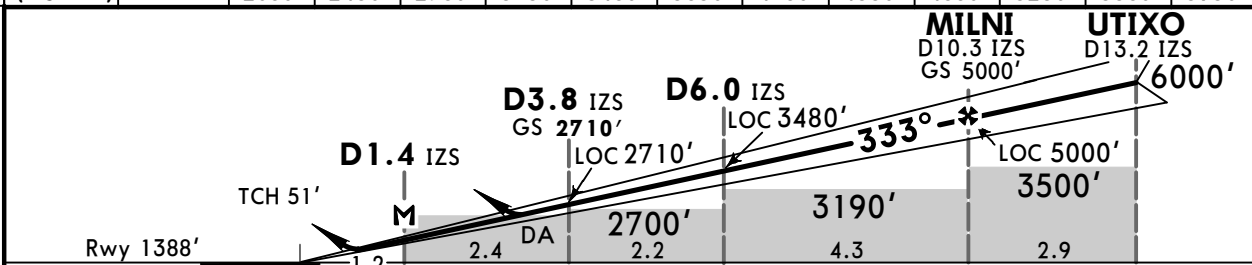


**MISSED APCH:** Initial climb clearance 5000'. Climb STRAIGHT AHEAD.  
At D5.5 IZS past the station turn LEFT (MAX 185 KT) to intercept  
R-259 ZUE. Continue climb to 7000'. Proceed to GIPOL.

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	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0
(GS out)	ALTITUDE	2080'	2430'	2780'	3130'	3480'	3830'	4180'	4530'	4880'	5230'	5580'	5930'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 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		LOC (GS out)	
Missed apch climb gradient mim 3.0% up to 2400'		Missed apch climb gradient mim 2.5%		CDFA	
DA(H) <b>1588'</b> (200')		DA(H) C: <b>1614'</b> (226') D: <b>1624'</b> (236')		DA/MDA(H) <b>2070'</b> (682')	
FULL	ALS out	FULL	ALS out	FULL	ALS out

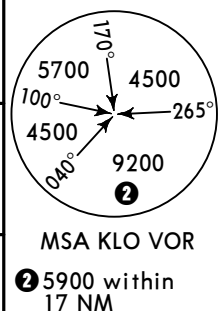
PANS OPS	A					
	B					RVR 1500m
	C	RVR 550m ②	RVR 1200m	RVR 550m ②	RVR 1200m	
	D					RVR 2400m

① CAT A: 1591'(203'), CAT B: 1601'(213'). ② W/o HUD/AP/FD: RVR 750m.

# LSZH/ZRH ZURICH

# JEPPESEN ZURICH, SWITZERLAND 2 NOV 18 (12-1) Eff 8 Nov RNAV (GNSS) Rwy 14

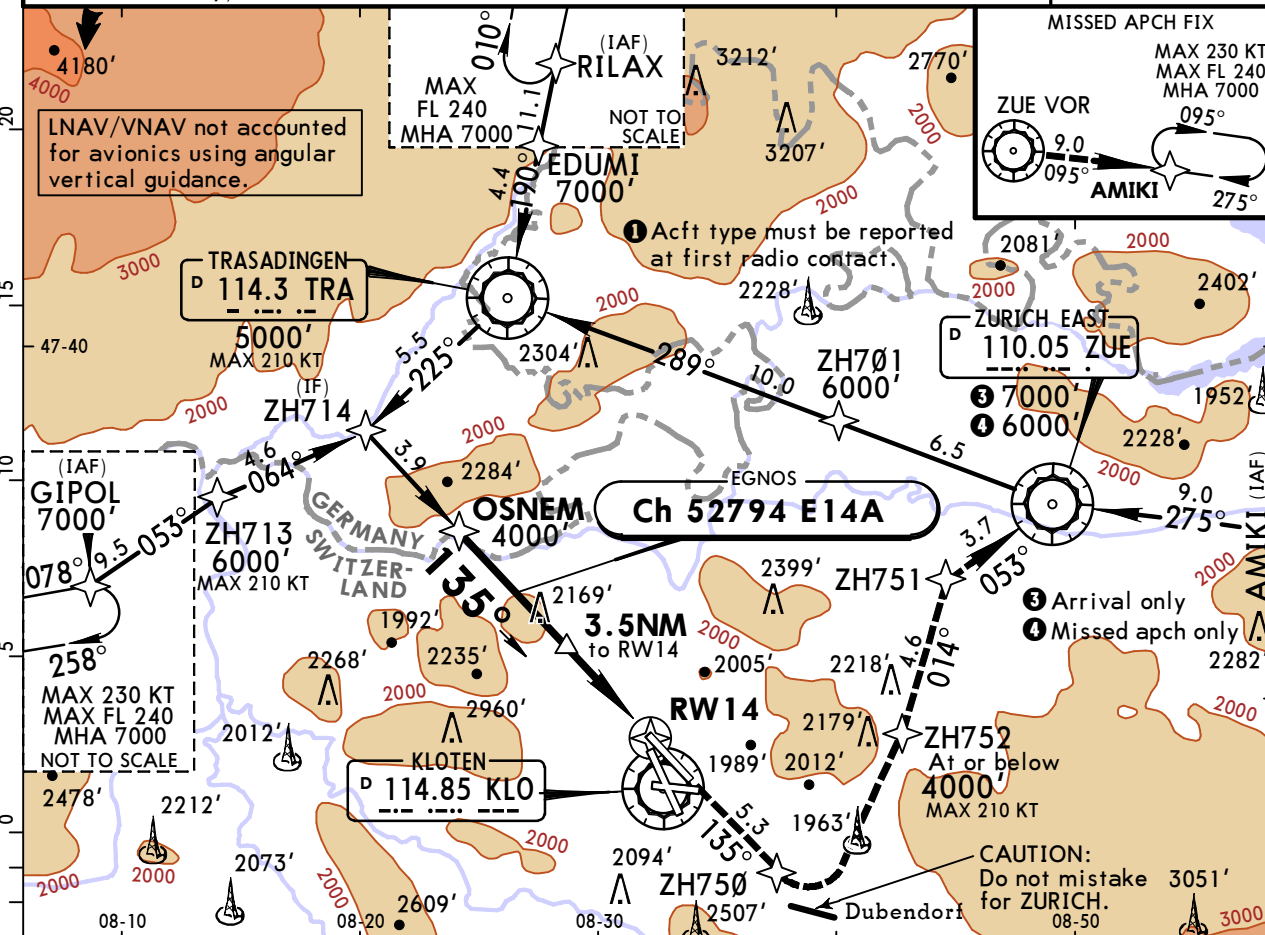
D-ATIS Arrival <b>125.730</b>	ZURICH Arrival (APP/R) ① <b>118.005 135.230</b>	ZURICH Final (APP/R) by ATC <b>125.330</b>	ZURICH Tower <b>118.1 120.230</b>	Ground <b>121.905</b>
EGNOS <b>Ch 52794 E14A</b>	Final Apch Crs <b>135°</b>	Procedure Alt <b>OSNEM</b> 4000' (2598')	LPV DA(H) <b>1602' (200')</b>	Apt Elev 1417' Rwy 1402'



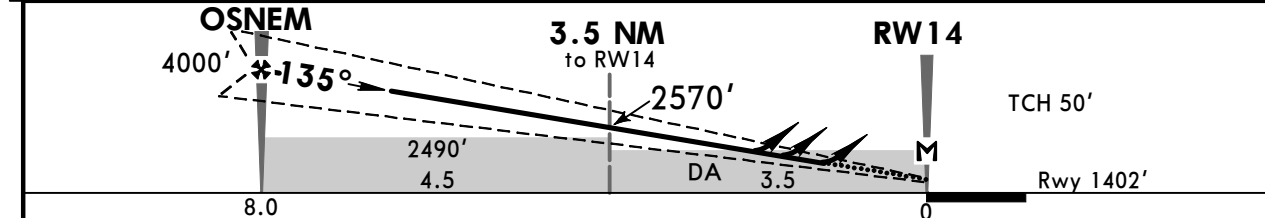
BRIEFING STRIP™

**MISSED APCH:** Initial climb clearance 4000'. Climb STRAIGHT AHEAD. Proceed via ZH750, ZH752 (MAX 210KT), ZH751, ZUE to AMIKI. After passing ZH752 continue climb to 7000'. Cross ZUE at or above 6000'.

Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000'  
1. CAUTION: 0.3 NM before THR 14 VSS penetrated by trees up to 1480' (LNAV and LNAV/VNAV only). 2. Baro-VNAV not authorized below -20° C.



DIST to RW14	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	4000'	3680'	3360'	3040'	2720'	2410'	2090'	1770'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI ZH750
Glide Path Angle	3.00°	372	478	531	637	743	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW14							

PANS OPS	LPV CAT I			STRAIGHT-IN LANDING RWY 14 LNAV/VNAV		LNAV CDFA	
	DA(H) 1602' (200')			DA(H) A: 1862' (460') C: 1892' (490') B: 1882' (480') D: 1912' (510')		DA/MDA(H) 1990' (588')	
	FULL	TDZ or CL out	ALS out	ALS out		ALS out	
	A			RVR 1400m	RVR 1500m	RVR 1500m	
B	RVR 550m	RVR 550m ①	RVR 1200m	RVR 1500m			
C				RVR 2300m	RVR 2000m	RVR 2400m	
D				RVR 1600m	RVR 2400m		

① W/o HUD/AP/FD: RVR 750m.

CHANGES: Communications.

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# LSZH/ZRH ZURICH

**JEPPESEN**

**ZURICH, SWITZERLAND**

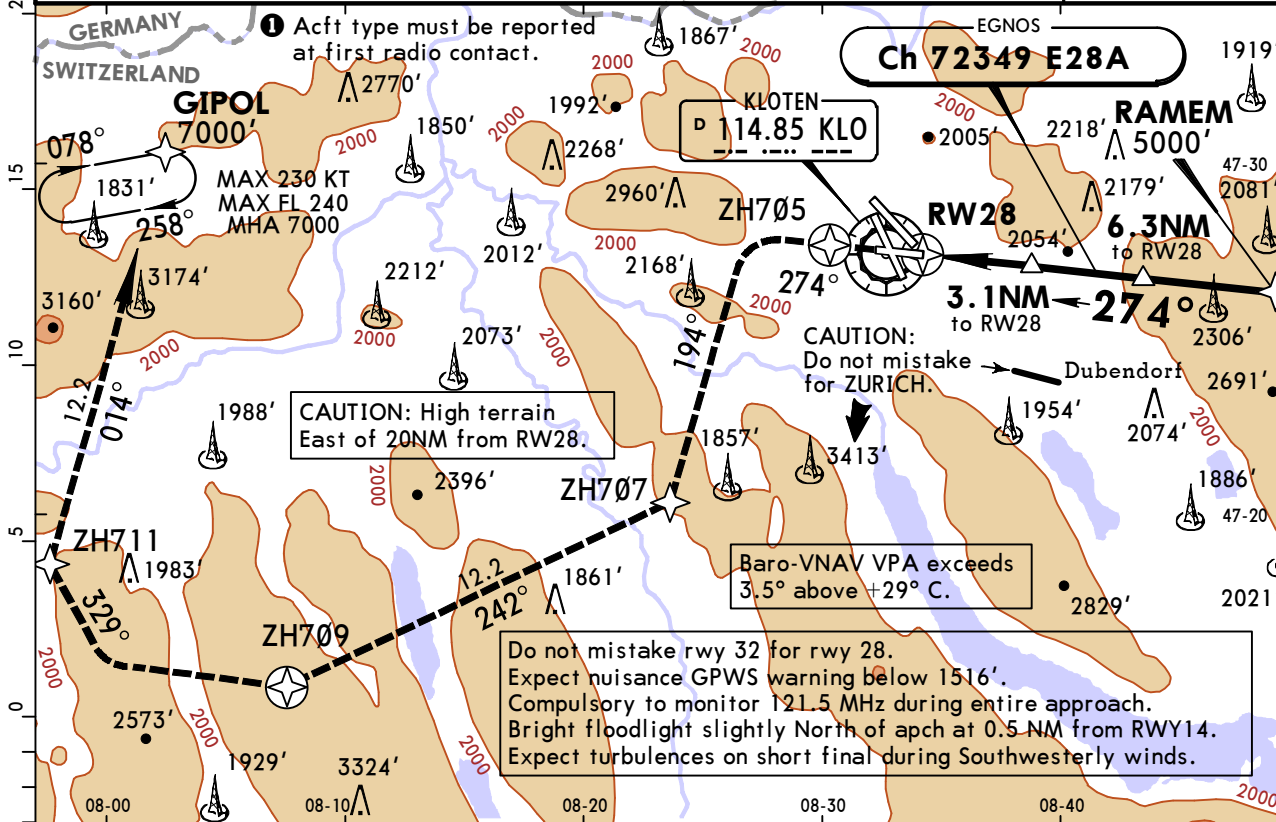
2 NOV 18

**12-2**

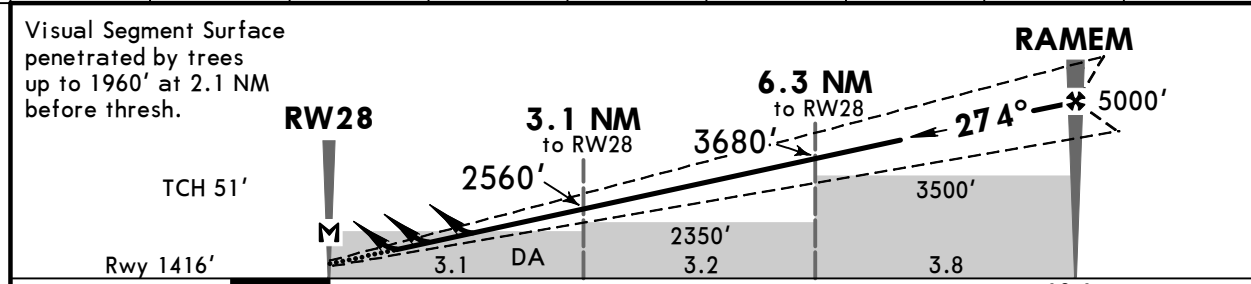
**Eff 8 Nov**

**RNAV (GNSS) Rwy 28**

D-ATIS Arrival <b>125.730</b>	ZURICH Arrival (APP/R) ① <b>118.005 135.230</b>	ZURICH Final (APP/R) by ATC <b>125.330</b>	ZURICH Tower <b>118.1 120.230</b>	Ground <b>121.905</b>
EGNOS <b>Ch 72349 E28A</b>	Final ApcH Crs <b>274°</b>	Procedure Alt <b>RAMEM 5000'</b> (3584')	LPV DA(H) Refer to Minimums	Apt Elev 1417' Rwy 1416'
<b>MISSED APCH:</b> Initial climb clearance 4000'. Climb STRAIGHT AHEAD. At ZH705 turn LEFT (MAX 210 KT) onto 194° to ZH707, then continue climb to 7000'. Proceed to ZH709. At ZH709 turn RIGHT onto 329° to ZH711. Proceed to GIPOL. Cross GIPOL at or above 7000'. MNM climb gradient 4.0% to 5600' to remain inside controlled airspace.				
Alt Set: hPa	Rwy Elev: 51 hPa	Trans level: By ATC	Trans alt: 7000'	



DIST to RW28	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	2520'	2870'	3220'	3570'	3920'	4270'	4620'	4980'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI <b>ZH705</b>
Glide Path Angle	3.30°	409	526	584	701	817	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW28							

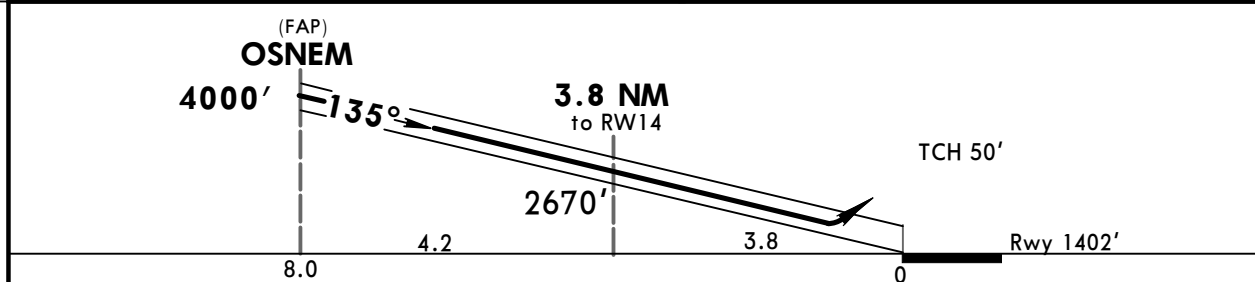
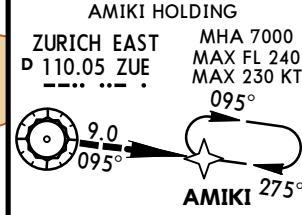
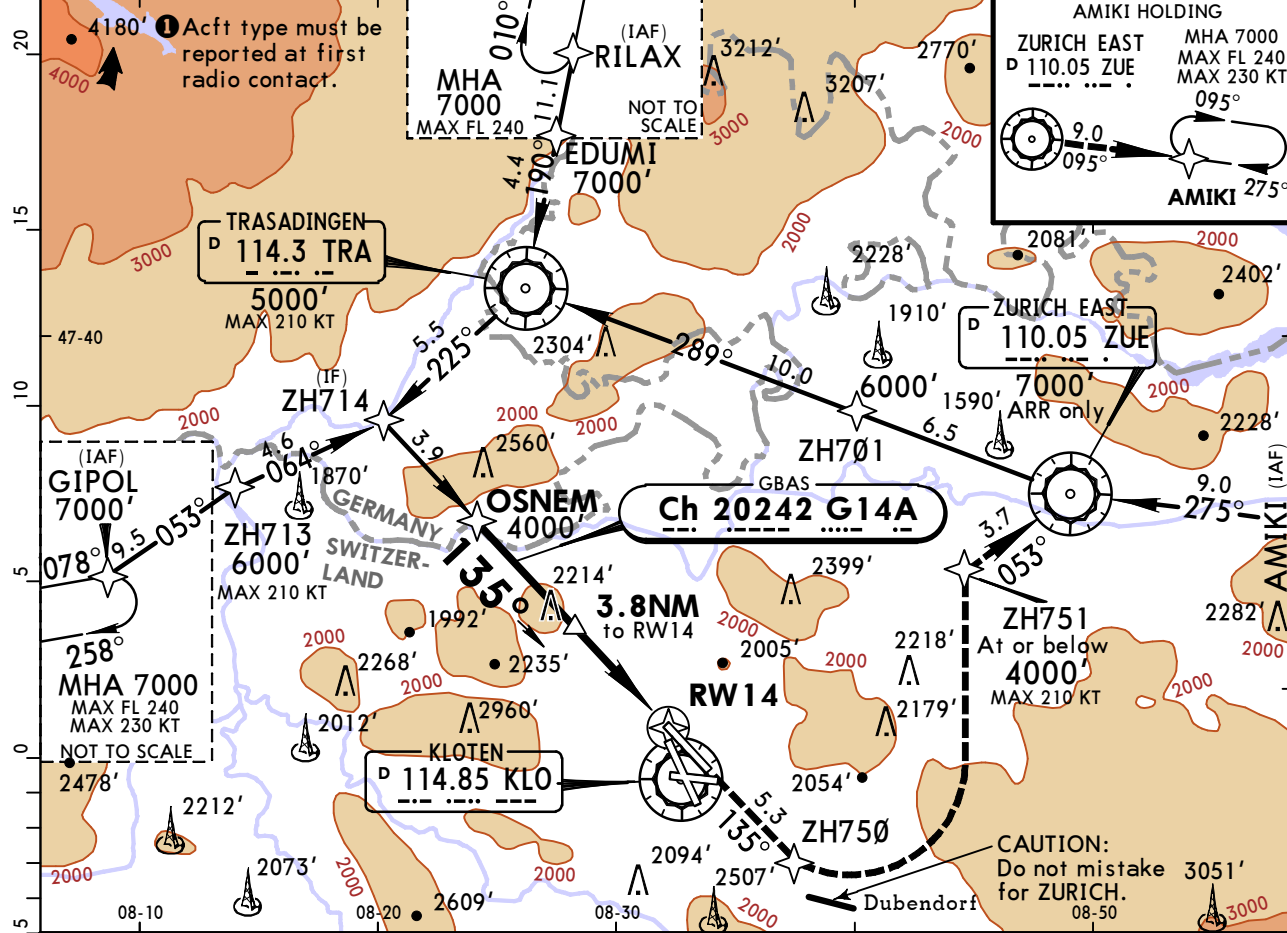
<b>Standard</b>			<b>STRAIGHT-IN LANDING RWY 28</b>			
<b>LPV</b>		<b>LNAV/VNAV</b>		<b>LNAV CDFA</b>		
DA(H) A: <b>2061'</b> (645') C: <b>2082'</b> (666') B: <b>2071'</b> (655') D: <b>2092'</b> (676')		DA(H) A: <b>2170'</b> (754') C: <b>2181'</b> (765') B: <b>2175'</b> (759') D: <b>2186'</b> (770')		DA/MDA(H) <b>2300'</b> (884')		
FULL		ALS out		ALS out		
A						
B						
C	4300m		4300m		4300m	
D						

# LSZH/ZRH ZURICH

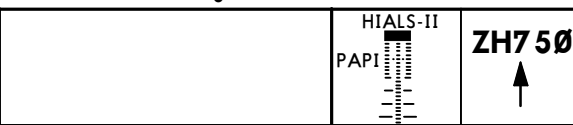
**JEPPESEN**  
9 NOV 18 **12-40**

# ZURICH, SWITZERLAND GLS Rwy 14

D-ATIS Arrival <b>125.730</b>	ZURICH Arrival (APP/R) ① <b>118.005 135.230</b>	ZURICH Final (APP/R) by ATC <b>125.330</b>	ZURICH Tower <b>118.1 120.230</b>	Ground <b>121.905</b>
GBAS <b>Ch 20242 G14A</b>	Final ApcH Crs <b>135°</b>	Minimum Alt <b>OSNEM 4000' (2598')</b>	GLS DA(H) Refer to Minimums	Apt Elev 1417' Rwy 1402'
<b>MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 4000'. Proceed via ZH750, ZH751 (MAX 210 KT), ZUE to AMIKI. After passing ZH751 continue climb to 7000'.</b>				
Alt Set: hPa 1. GNSS required. 2. P-RNAV or RNAV1 certification required.			Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000'	② 5900 within 17 NM



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						



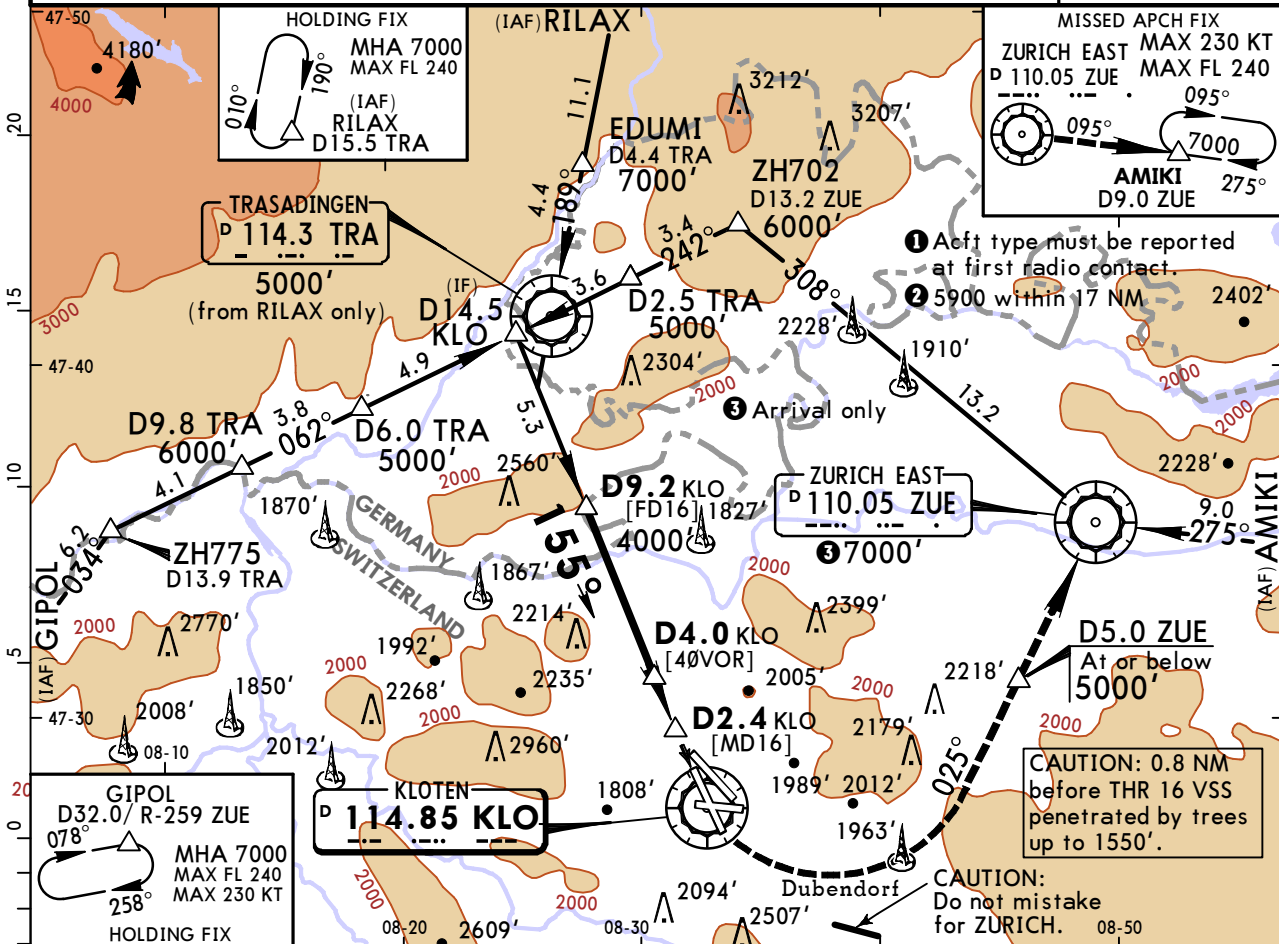
<b>STRAIGHT-IN LANDING RWY 14</b>					
Missed apch climb grad mim 3.0% up to 2400' DA(H) <b>1602' (200')</b>			Missed apch climb grad mim 2.5% DA(H) A: <b>1614' (212')</b> C: <b>1634' (232')</b> B: <b>1624' (222')</b> D: <b>1644' (242')</b>		
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out
A					
B	RVR 550m	RVR 550m ①	RVR 1200m	RVR 550m ①	RVR 1200m
C					
D					RVR 1300m
① W/o HUD/AP/FD: RVR 750m.					

# LSZH/ZRH ZURICH

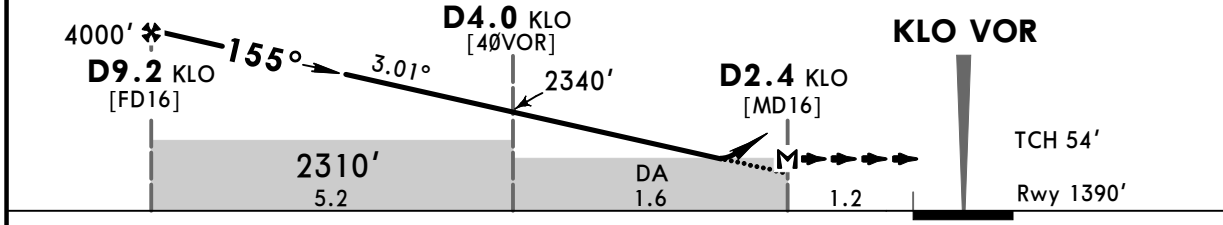
**JEPPESSEN**  
9 NOV 18 **(13-1)**

**ZURICH, SWITZERLAND**  
(GPS) **VOR Rwy 16**

D-ATIS Arrival <b>125.730</b>	ZURICH Arrival (APP/R) ① <b>118.005 135.230</b>	ZURICH Final (APP/R) by ATC <b>125.330</b>	ZURICH Tower <b>118.1</b>	Ground <b>121.905</b>
VOR KLO <b>114.85</b>	Final Apch Crs <b>155°</b>	Procedure Alt <b>D9.2 KLO 4000'</b> (2610')	DA/MDA(H) <b>1950'</b> (560')	Apt Elev 1417' Rwy 1390'
<b>MISSED APCH:</b> Initial climb clearance 5000'. Climb on R-335 inbound KLO VOR. At KLO VOR turn LEFT to intercept R-205 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-095 ZUE to AMIKI.				
Alt Set: hPa	Rwy Elev: 50 hPa	Trans level: By ATC	Trans alt: 7000'	
				MSA KLO VOR



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 REIL PAPI PAPI KLO <b>114.85</b> on <b>R-335</b>
Descent Angle 3.01°	373	479	532	639	745	852	
MAP at D2.4 KLO	Standard						

**STRAIGHT-IN LANDING RWY 16**  
 CDFA  
 DA/MDA(H) **1950'** (560')  
 ALS out

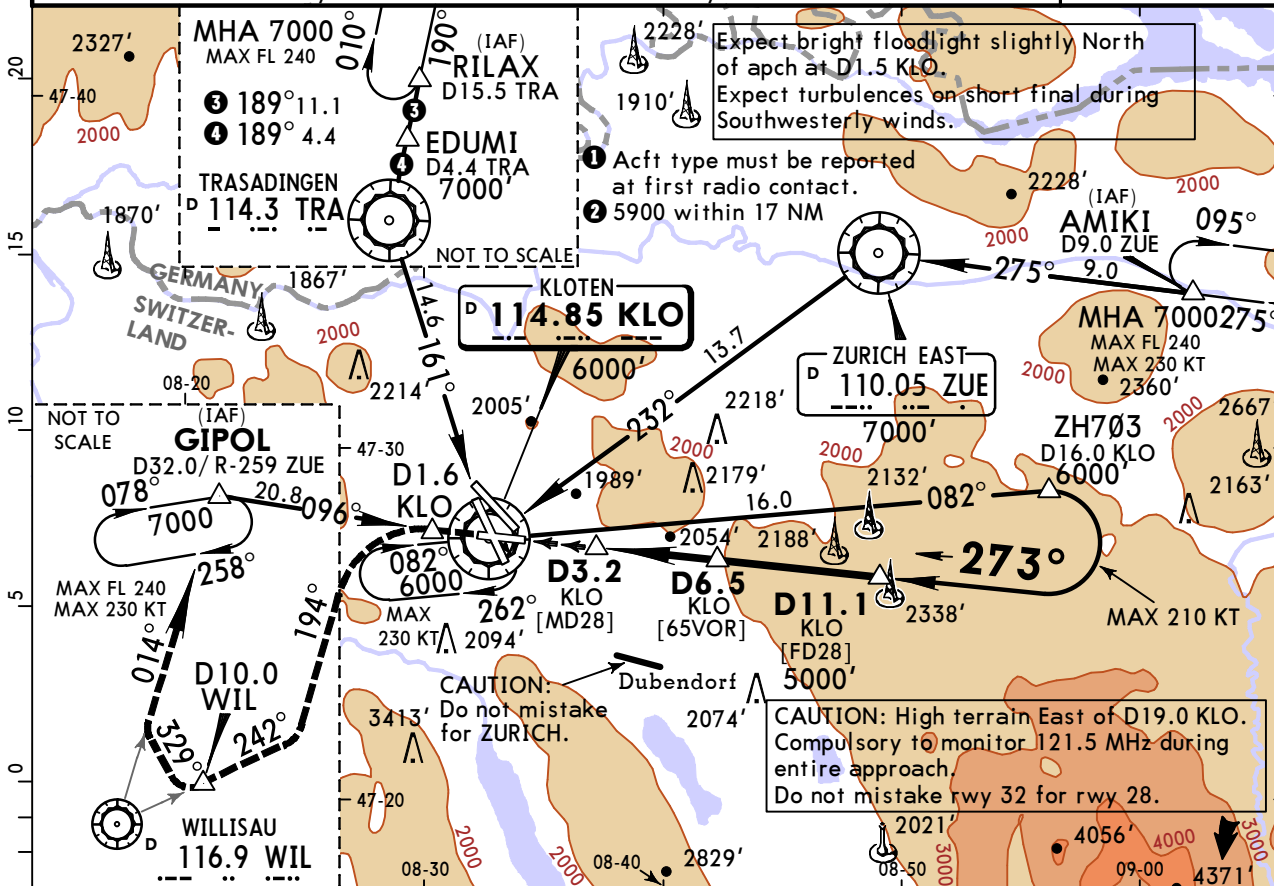
A	RVR 1500m	
B	RVR 1500m	
C	RVR 1800m	RVR 2400m
D	RVR 1800m	RVR 2400m

# LSZH/ZRH ZURICH

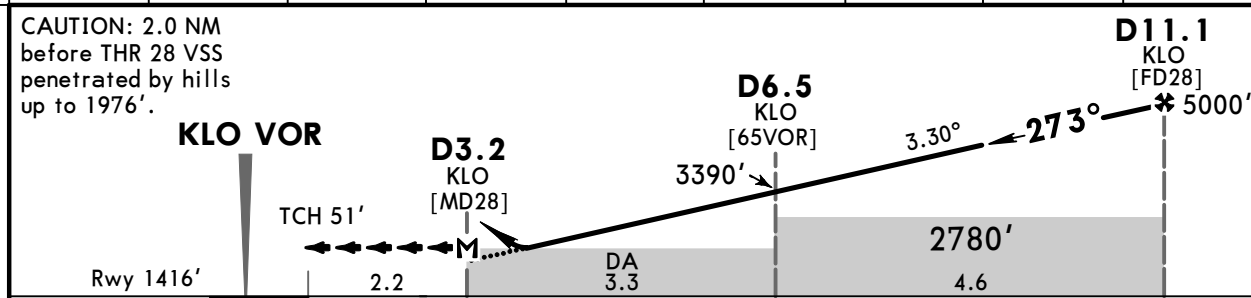
**JEPPESSEN**  
9 NOV 18 **(13-2)**

# ZURICH, SWITZERLAND (GPS) VOR Rwy 28

D-ATIS Arrival <b>125.730</b>	ZURICH Arrival (APP/R) ① <b>118.005 135.230</b>	ZURICH Final (APP/R) by ATC <b>125.330</b>	ZURICH Tower <b>118.1</b>	Ground <b>121.905</b>
VOR KLO <b>114.85</b>	Final Apch Crs <b>273°</b>	Procedure Alt <b>D11.1 KLO</b> <b>5000'</b> (3584')	DA/MDA(H) Refer to Minimums	Apt Elev 1417' Rwy 1416'
<b>MISSED APCH:</b> Initial climb clearance 4000'. Climb STRAIGHT AHEAD. At D1.6 KLO past the station turn LEFT (MAX 210 KT) onto 194°, then continue climb to 7000'. Intercept R-062 WIL inbound. At D10.0 WIL turn RIGHT onto 329° to intercept R-014 WIL. Proceed to GIPOL.				
Alt Set: hPa      Rwy 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		<b>D1.6</b> after KLO ↑
Descent Angle	3.30°	409	526	584	701	817		

<b>Standard</b> STRAIGHT-IN LANDING RWY 28 CDFA Missed apch climb gradient mim	
4.0% <b>■</b> DA/MDA(H) <b>2370'</b> (954')	2.5% DA/MDA(H) <b>3070'</b> (1654')
ALS out	ALS out

<b>PANS OPS</b>	A		
	B		
	C	4300m	5000m
	D		

**■** Climb gradient up to 4600'.

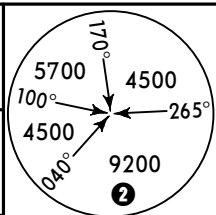
# LSZH/ZRH ZURICH

**JEPPESSEN**  
9 NOV 18 (13-3)

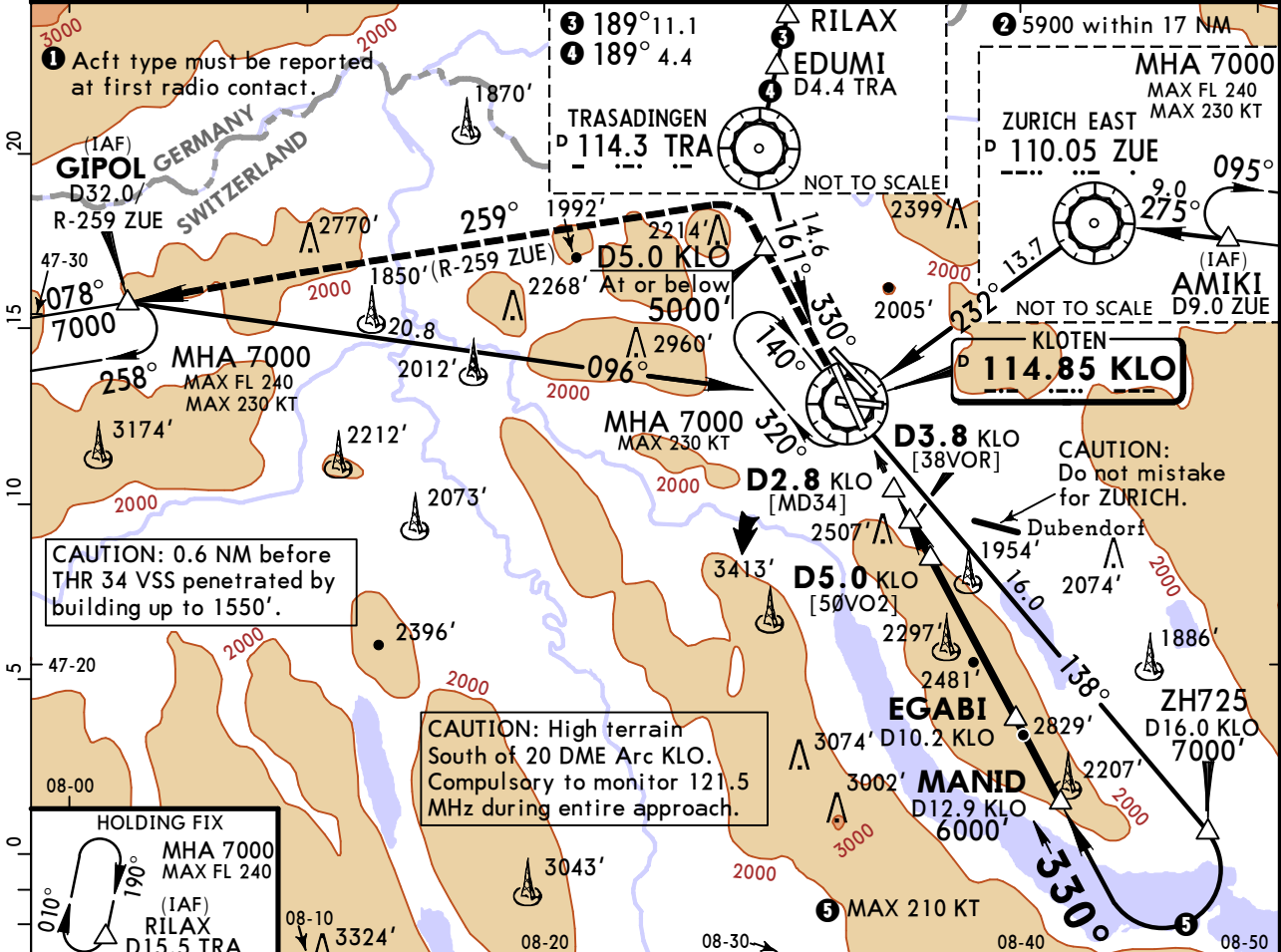
# ZURICH, SWITZERLAND (GPS) VOR Rwy 34

D-ATIS Arrival <b>125.730</b>	ZURICH Arrival (APP/R) ① <b>118.005 135.230</b>	ZURICH Final (APP/R) by ATC <b>125.330</b>	ZURICH Tower <b>118.1</b>	Ground <b>121.905</b>
VOR KLO <b>114.85</b>	Final ApcH Crs <b>330°</b>	Procedure Alt EGABI <b>5010'</b> (3622')	DA/MDA(H) <b>2430'</b> (1042')	Apt Elev 1417' Rwy 1388'

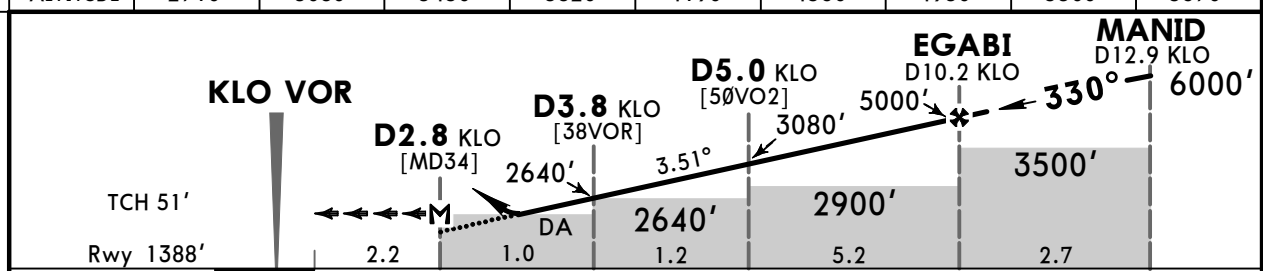
**MISSED APCH:** Initial climb to 5000'. Climb on R-150 inbound KLO VOR.  
Continue on R-330 KLO. At D5.0 KLO past the station turn LEFT (MAX 185 KT) to intercept R-259 ZUE. Continue climb to 7000'. Proceed to GIPOL.



Alt Set: hPa      Rwy Elev: 50 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	12.0
ALTITUDE	2710'	3080'	3450'	3820'	4190'	4560'	4930'	5300'	5670'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	D5.0 KLO ↑	
Descent Angle	3.51°	435	559	621	745	870			994
MAP at D2.8 KLO									

**Standard**      STRAIGHT-IN LANDING RWY 34  
CDFA  
DA/MDA(H) **2430'** (1042')  
ALS out

A	
B	RVR 1500m
C	
D	RVR 2400m

**ZÜRICH**  
ZÜRICH  
SWITZERLAND  
Elev **1417 / 432m**  
N47 27.5  
E008 32.9

**LSZH**  
Elev **1417 / 432m**  
N47 27.5  
E008 32.9

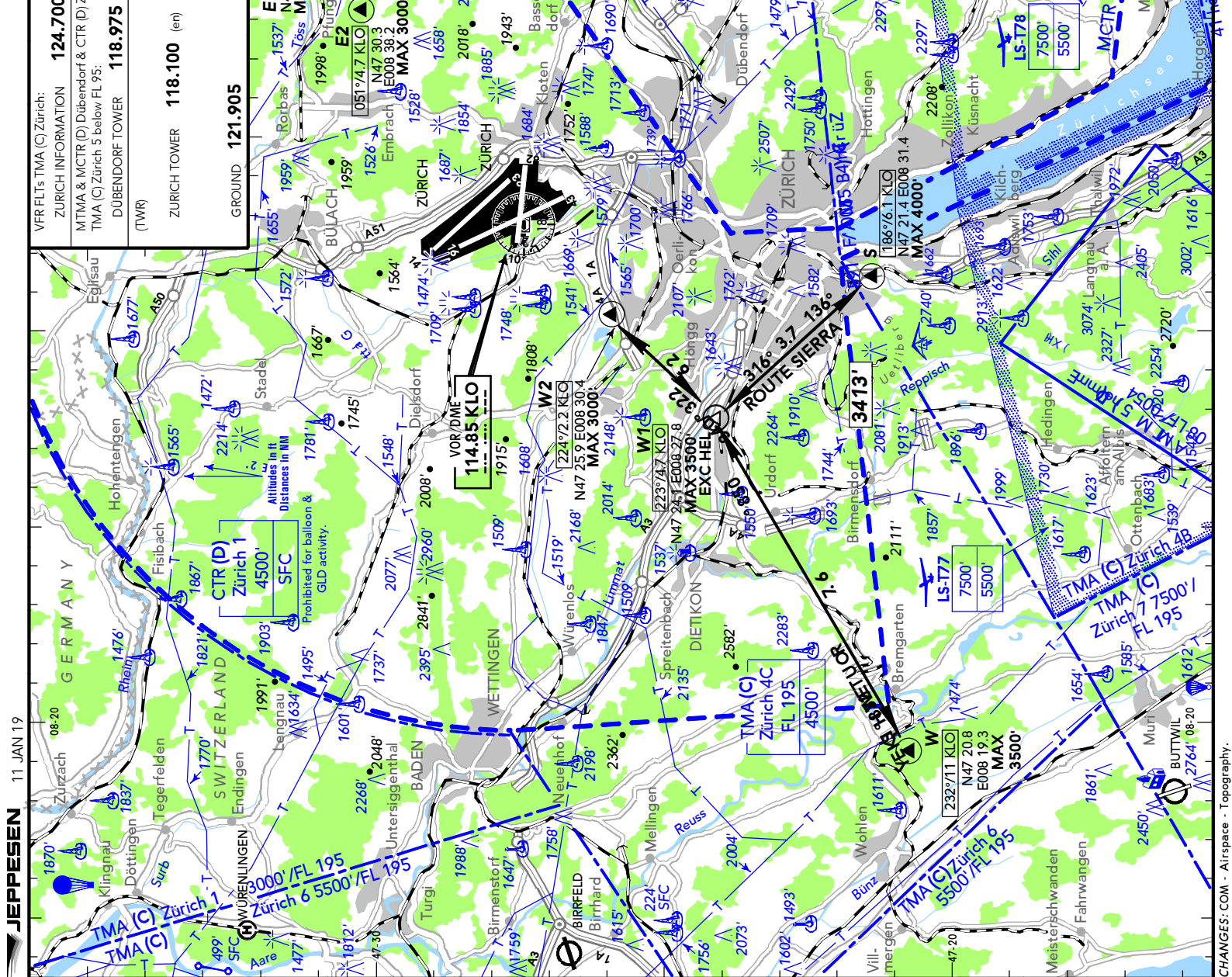
**(19-1)**

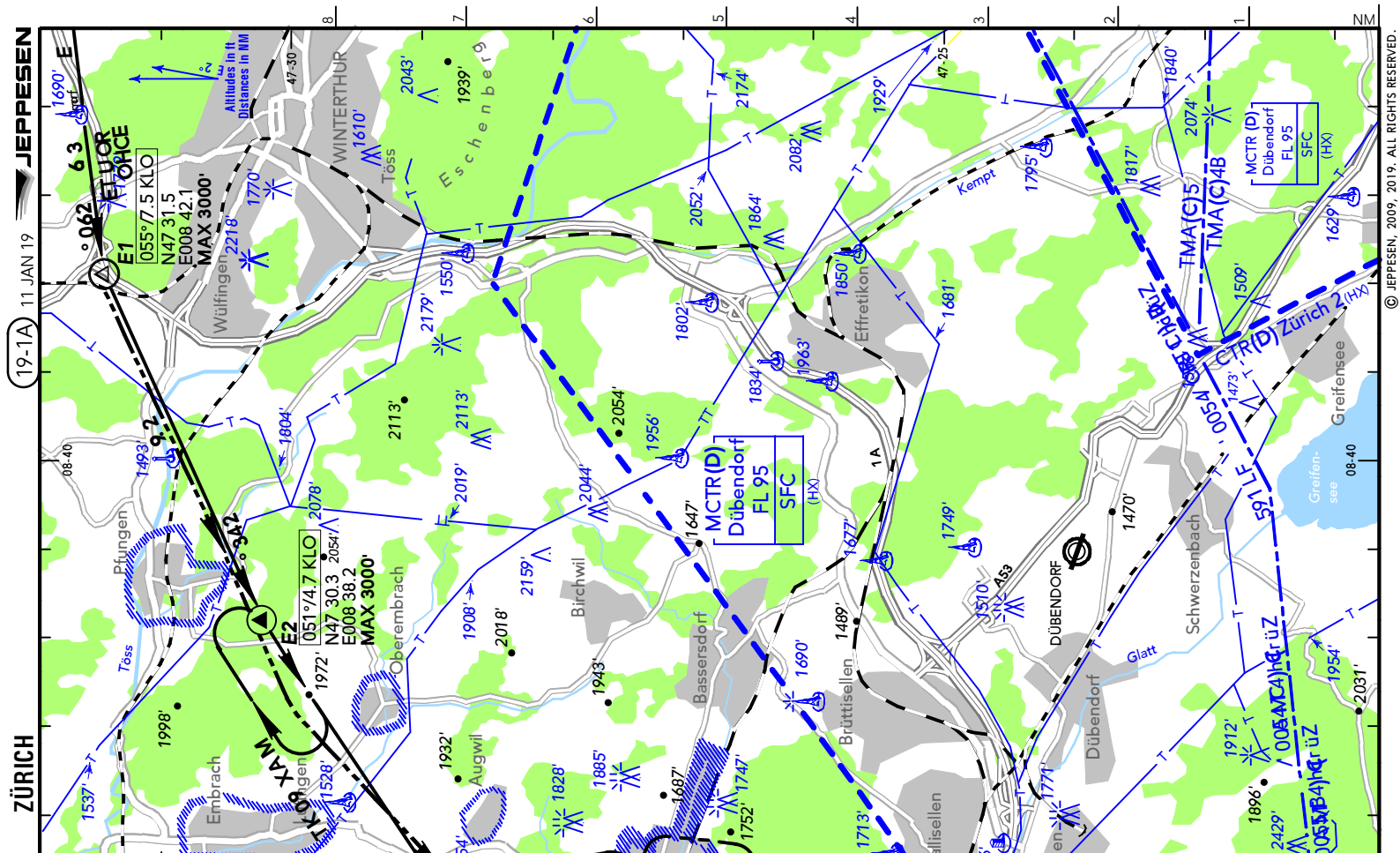
VFR ELTs TMA (C) Zürich:  
ZÜRICH INFORMATION **124.700** (ge, en)  
MTMA & MCTR (D) Dübendorf & CTR (D) Zürich 2 &  
TMA (C) Zürich 5 below FL 95:  
DÜBENDORF TOWER **118.975** (ge, en)

(TWR)  
ZÜRICH TOWER **118.100** (en)  
GROUND **121.905**

ATIS **129.005** (MFR)  
\*ILS/DME freq paired.

RWY ILS RWY ILS  
14° 111.75 ICL 135° 28\* 109.75 IZW 274°  
16° 110.50 IZH 153° 34\* 110.75 IZS 333°

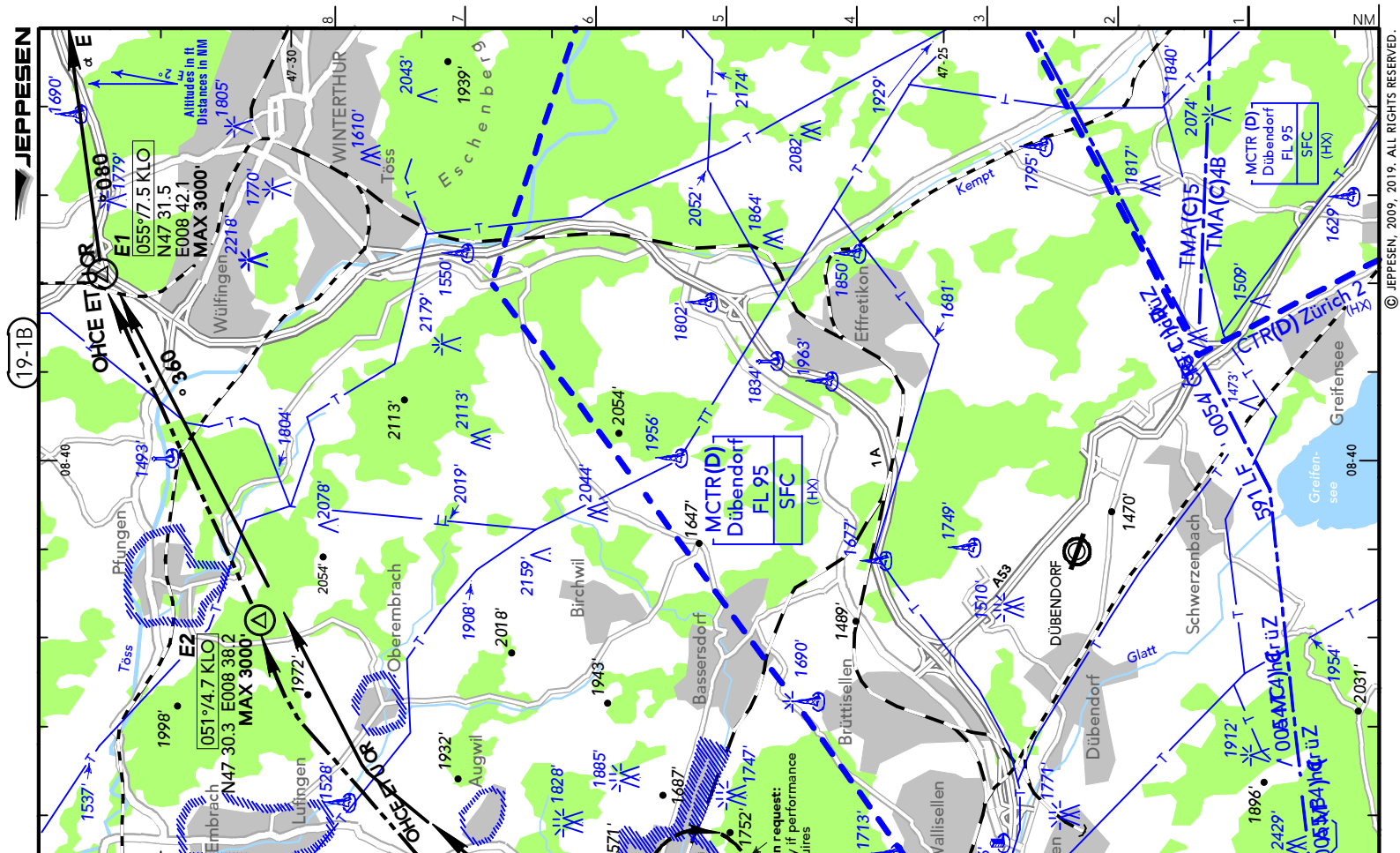




<b>LSZH</b> Elev <b>1417' / 432 m</b> N47 27.5 E008 32.9		<b>ZÜRICH</b> ZÜRICH SWITZERLAND 4.9 NM N Zürich	
(TWR)	ZÜRICH TOWER <b>118.100</b> (en)	ATIS <b>129.005</b> (VFR)	ILS
			see/siehe/voir ZÜRICH 19-1
			RWY
			ILS
			RWY
			ILS

(VDF) ZÜRICH TOWER <b>118.100</b> (en)	(TWR) ZÜRICH TOWER <b>118.100</b> (en)
GROUND <b>121.905</b>	GROUND <b>121.905</b>
Normal procedures Normal-Verfahren	Normal procedures Normal-Verfahren
Alternate procedures Alternativ-Verfahren	Alternate procedures Alternativ-Verfahren
HEL ARR	HEL ARR
Traffic Cir-cuts / Platzrunden: <b>2500'</b>	Traffic Cir-cuts / Platzrunden: <b>2500'</b>
Touchdown points Aufsetzpunkte	Touchdown points Aufsetzpunkte
Alternate procedure, see 19-3 Alternativ-Verfahren, siehe 19-3	Alternate procedure, see 19-3 Alternativ-Verfahren, siehe 19-3



<p>11 JAN 19</p> <p>see/siehe/voir ZÜRICH 19-1</p>		<p>(TWIR)</p> <p>ZÜRICH TOWER <b>118.100</b> (en)</p>		<p>VDF</p> <p>GROUND <b>121.905</b></p>	
<p>LSZH</p> <p>ZÜRICH</p> <p>Elev <b>1417'</b> / 432 m</p> <p>N47 27.5</p> <p>E008 32.9</p>		<p>(TWR)</p> <p>ZÜRICH TOWER <b>118.100</b> (en)</p>		<p>VDF</p> <p>GROUND <b>121.905</b></p>	
<p>SWITZERLAND</p> <p>4.9 NM N Zürich</p>		<p>(TWR)</p> <p>ZÜRICH TOWER <b>118.100</b> (en)</p>		<p>VDF</p> <p>GROUND <b>121.905</b></p>	
<p>ATIS <b>129.005</b> (VFR)</p>		<p>(TWR)</p> <p>ZÜRICH TOWER <b>118.100</b> (en)</p>		<p>VDF</p> <p>GROUND <b>121.905</b></p>	
<p>RWY</p> <p>ILS</p> <p>see/siehe/voir ZÜRICH 19-1</p>		<p>(TWR)</p> <p>ZÜRICH TOWER <b>118.100</b> (en)</p>		<p>VDF</p> <p>GROUND <b>121.905</b></p>	
<p>Normal procedures Normal-Verfahren</p>		<p>(TWR)</p> <p>ZÜRICH TOWER <b>118.100</b> (en)</p>		<p>VDF</p> <p>GROUND <b>121.905</b></p>	
<p>Alternate procedures Alternativ-Verfahren</p>		<p>(TWR)</p> <p>ZÜRICH TOWER <b>118.100</b> (en)</p>		<p>VDF</p> <p>GROUND <b>121.905</b></p>	
<p>HEL DEP</p>		<p>(TWR)</p> <p>ZÜRICH TOWER <b>118.100</b> (en)</p>		<p>VDF</p> <p>GROUND <b>121.905</b></p>	
<p>HEL DEP FATO 01: keep S of TWY 'L'</p>		<p>(TWR)</p> <p>ZÜRICH TOWER <b>118.100</b> (en)</p>		<p>VDF</p> <p>GROUND <b>121.905</b></p>	

# ZÜRICH

19-2 11 JAN 19



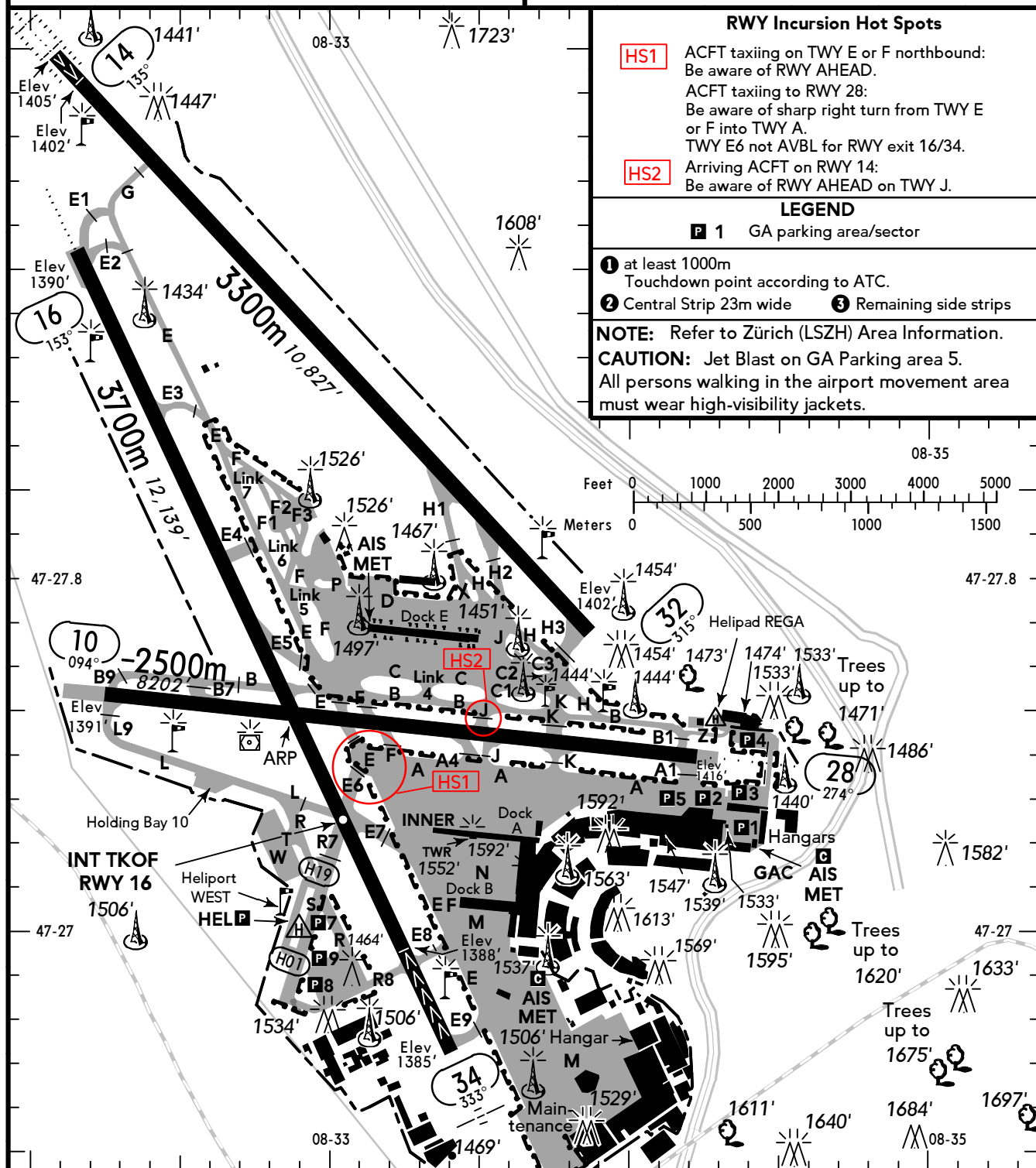
ZÜRICH

SWITZERLAND



ATIS **129.005** (VFR) APRON **121.755** (en, S of RWY 10/28)  
 ZURICH GROUND **121.905** **121.855** (en, N of RWY 10/28)

(FIS)  
 ZURICH INFORMATION **124.700**



**RWY Incursion Hot Spots**

**HS1** ACFT taxiing on TWY E or F northbound:  
 Be aware of RWY AHEAD.  
 ACFT taxiing to RWY 28:  
 Be aware of sharp right turn from TWY E or F into TWY A.  
 TWY E6 not AVBL for RWY exit 16/34.

**HS2** Arriving ACFT on RWY 14:  
 Be aware of RWY AHEAD on TWY J.

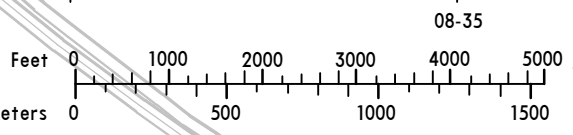
**LEGEND**

**P 1** GA parking area/sector

**1** at least 1000m  
 Touchdown point according to ATC.

**2** Central Strip 23m wide      **3** Remaining side strips

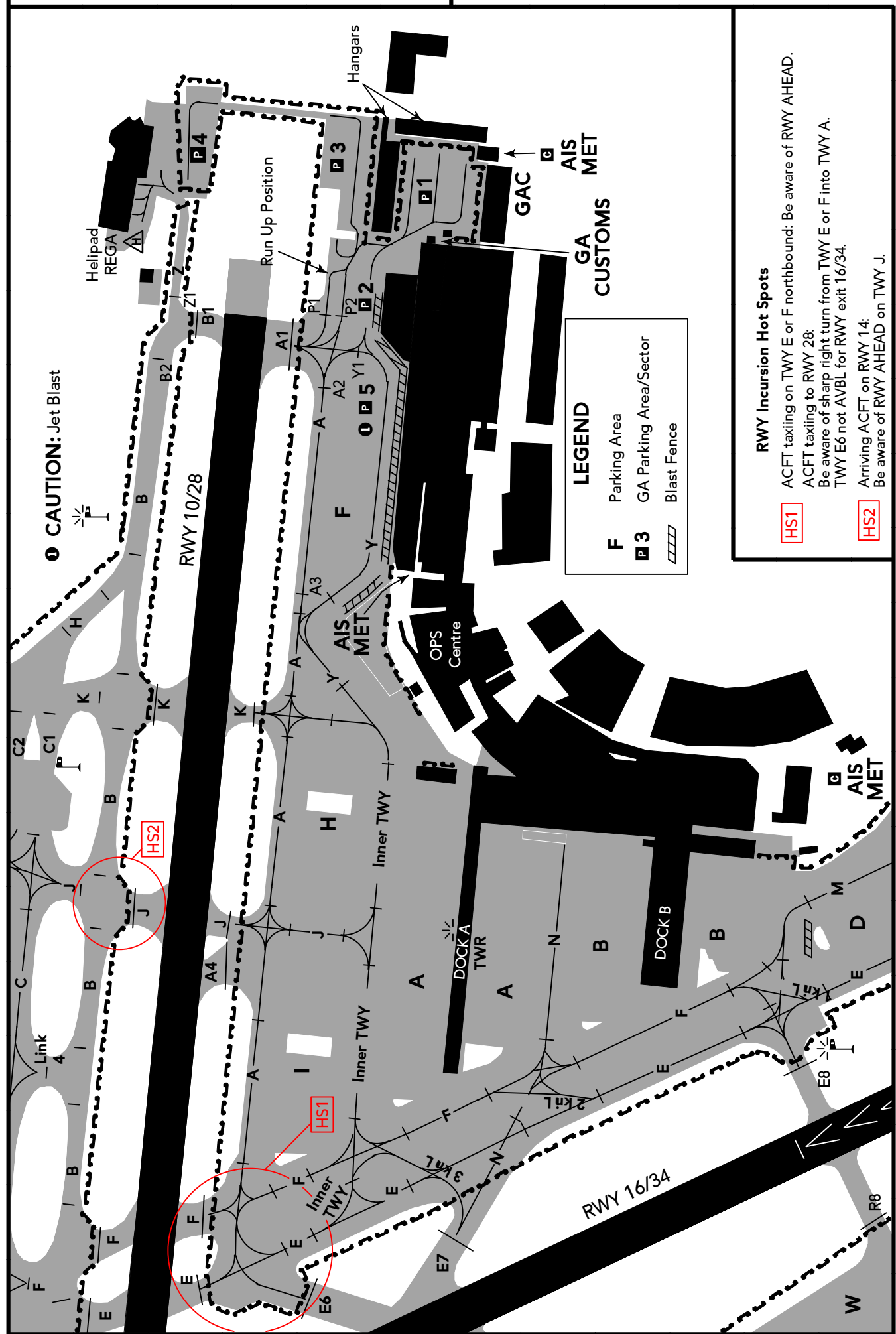
**NOTE:** Refer to Zürich (LSZH) Area Information.  
**CAUTION:** Jet Blast on GA Parking area 5.  
 All persons walking in the airport movement area must wear high-visibility jackets.



(O/R, limited)

ALS (EXC 10 & 32) - PAPI 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 86/R/B/W/T	
14 32	3300 x 60 <b>2</b> Asphalt <b>3</b> Concrete	NA 3300	1000 1000	<b>2</b> PCN 87/F/A/W/T <b>3</b> PCN 60/R/B/W/T	
16 34	3700 x 60 <b>2</b> Asphalt <b>3</b> Concrete	1000 3700	<b>1</b> 600	<b>2</b> PCN 87/F/B/W/T <b>3</b> PCN 60/R/B/W/T	



ZÜRICH

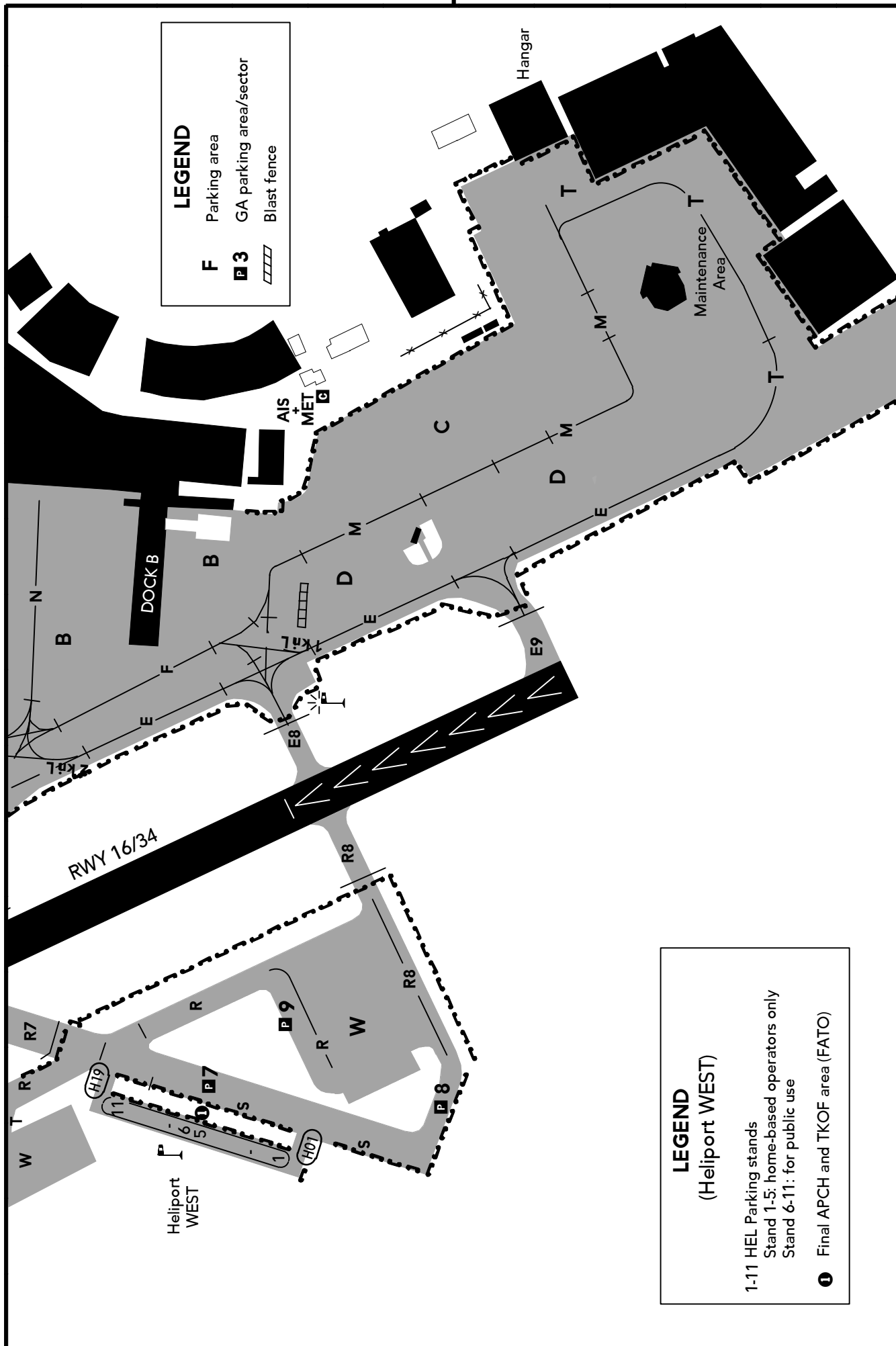
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**19-3**

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## CTR Procedures

For flights within CTR transponder shall always be operated on code 7000, if ACFT is equipped accordingly. ATIS frequency must be monitored before DEP and ARR.

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

Entry shall be conducted via established routes and REPs.

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

Pilots of fixed-wing ACFT and HEL entering CTR (D) for landing at Zürich airport or leaving CTR (D) shall conduct their flights via established routes and REPs as depicted.

MAX ALTs at REPs are to be maintained on VFR routes, if distance from clouds permits.

A general ban on circuits for fixed-wing ACFT is in place. Local flights of less than 20 MIN duration as well as touch-and-go landings are generally prohibited.

## Special Procedures

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

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

## Radio Failure

Set transponder code 7600.

ZURICH TOWER shall be informed as soon as possible (TEL 043 931 69 61).

## Approach

Arriving ACFT are not authorised to enter CTR, if radio

contact cannot be maintained before reaching CTR boundary.

Within CTR the following applies:

- a. Before entering traffic circuit:
  - leave CTR the same route as entered.
- b. After entering traffic circuit:
  - continue APCH;
  - look out for light signals from TWR.

## Departure

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

## NORDO ACFT

Exceptional permissions for NORDO ACFT only after SPVR TWR approval via TEL prior to TKOF.

## LAHSO - Land and Hold Short Operation RWY 28

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

Runway guard lights are positioned on both sides of RWY, to inform about crossing RWY ahead.

LAHSO on RWY 28 is applicable for all APCHs with single-engine ACFT up to 5700 KG MTOM.

*NOTE: The land and hold short operation (LAHSO) is 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 ZURICH APRON.

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 shall contact ZURICH 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.

## Special VFR

SVFR clearance will be denied by ATC if the reported ceiling is below 600' AGL and/or the ground visibility is below 1500m.

Fixed-wing ACFT will generally not receive a SVFR clearance for LDG and TKOF.

## HEL Procedures

Simultaneous OPS on Heliport West are not allowed due to overlapping of safety areas.

It is the Pilot's responsibility to avoid simultaneous

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operation between:

- HEL stands and adjacent HEL stand;
- HEL stands and FATO;
- FATO and TWY S.

Due to overlapping of safety areas simultaneous hover and taxi OPS on FATO and TWY S are not allowed.

Hover taxis (air taxi) is only allowed along RWYs, TWYs and Heliport West.

Hover taxi (air taxi) is forbidden at the GA parking sectors 1, 2, 3 and 4 as well as over all ACFT stands.

HEL shall contact ZURICH TOWER directly.

### **ARR & DEP Procedures**

If no explicit ARR and DEP direction (FATO 01 or 19) is specified by TWR, the PIC shall decide which FATO direction to fly. Whenever possible, ARR from south (FATO 01) and DEP to the south (FATO 19) should be selected.

The PIC shall report when the FATO has been vacated.

If wind situation requires northbound DEP from Heliport West, TKOF run shall be initiated on THR H01 ABM Stand 1 in order to achieve MAX HGT in the area of TWY R and L. Accordingly, APCH from N shall be conducted at higher ALT by aiming at THR H01 abeam Stand 1. The overflying of ACFT, vehicles or persons shall be avoided.

An emergency landing without endangering third parties must be possible at any time.

### **HEL SVFR Flights**

SVFR clearance will be denied by ATC if the reported ceiling is below 600' AGL and/or the ground visibility is below 1500m.

For DEP a start-up clearance is required that has to be obtained directly from ZURICH TOWER.

### **HEL Radio Failure**

Set transponder code 7600.

ZURICH TOWER shall be informed as soon as possible (TEL 043 931 69 61).

### **Approach**

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

Within CTR the following applies:

- a. Before entering traffic circuit:
  - leave CTR the same route as entered.
- b. After entering traffic circuit:
  - continue APCH;
  - look out for light signals from TWR.

### **Departure**

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

## Chart changes since cycle 06-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>ZURICH, (ZURICH - LSZH)</b>				
REV	AIRPORT, AIRPORT INFO	10-9	05 Apr 2019	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	05 Apr 2019	
REV	PARKING STANDS AREAS A, E...	10-9B	05 Apr 2019	
REV	PARKING STANDS AREAS A, B...	10-9C	05 Apr 2019	

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport LSZH

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20181108

**End Date:** Until Further Notice

Construction area south of RWY 10/28 (based on SUP 017-18). Due to construction work in progress TWY E between TWY B and TWY E6 limited to ACFT Code E with MAX wingspan 213' (65m) and TWY E6 limited to ACFT Code C with MAX wingspan 118' (36m). Code F ACFT with crossing RWY 10/28 will be guided by marshaller via TWY F. Start of construction work will be published by NOTAM. For further information refer also to latest NOTAMs.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20181206

**End Date:** Until Further Notice

Construction area between RWY 10/28 and TWY L (based on SUP 018/2018). Work in progress north of TWY L. TWY L limited to ACFT Code E with MAX wingspan 213' (65m) between TWY L9 and TWY R. RWY 28 exit TWY L9 limited to code E ACFT with MAX wingspan 213' (65m). Holding bay 10 closed. Start of construction work will be published by NOTAM. For further information refer also to latest NOTAMs.

**Type:** Terminal (VFR)

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

EFF 28 MAR 19 Temporary Reserved Areas for gliders within TMA chgd to Restricted Areas as follows: LS-T73 chgd to LS-R73 T, LS-T77 chgd to LS-R77 T, LS-T78 chgd to LS-R78 T, LS-T79 chgd to LS-R79 T, limits unchgd.

**Type:** Terminal (VFR)

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

TWY A4 clsd.

**Type:** Terminal (VFR)

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

Area chart: EFF 28 MAR 19 Temporary Reserved Areas for gliders within TMA chgd to Restricted Areas as follows: LS-T70 chgd to LS-R70 T, LS-T70A chgd to LS-R69 T, LS-T71 chgd to LS-R71 T, LS-T72 chgd to LS-R72 T, LS-T73 chgd to LS-R73 T, LS-T74 chgd to LS-R74 T, LS-T77 chgd to LS-R77 T, LS-T78 chgd to LS-R78 T, LS-T79 chgd to LS-R79 T.

**Type:** Terminal (VFR)

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

Construction work will take place between TWY B and TWY L. Holding bay 10 will be closed. Start and end date will be published by NOTAM.

### Chart Change Notices for Country CHE

**Type:** Gen Tmnl (VFR)

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

Lower limit of LS-T areas for GLD same as lower limit of TMA.