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Airport Information For LSZH

Terminal Charts For LSZH

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

Location: Zurich Che
IATA Code: ZRH
Lat/Long: N47° 27.5' E008° 32.9'
Elevation: 1417 ft

Airport Use: Public
Magnetic Variation: 1.8°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: 0329 Z
Sunset: 1927 Z,

Runway Information

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

Runway: 14
Length x Width: 10827 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1402 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 493 ft

Runway: 16
Length x Width: 12139 ft x 197 ft
Surface Type: concrete
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: concrete
TDZ-Elev: 1402 ft
Lighting: Edge, Centerline, REIL

Runway: 34
Length x Width: 12139 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1389 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 1542 ft

Communication Information

ATIS 129.0 Departure Service
ATIS 125.725 Arrival Service
Zurich Tower 120.225
Zurich Tower 119.7 Secondary
Zurich Tower 118.1
Dubendorf Tower 118.975
Zurich Ground Control 121.9
Zurich Ground Control 119.7 Secondary
Zurich Ground Control 118.1 Secondary
Zurich Apron Ramp/Taxi Control 121.975 Secondary
Zurich Apron Ramp/Taxi Control 121.85
Zurich Apron Ramp/Taxi Control 121.75
Zurich Apron Ramp/Taxi Control 121.7 Secondary
Pad Coordinator/De-Icing Ramp/Taxi Control 121.64
Pad Coordinator/De-Icing Ramp/Taxi Control 121.635
Pad Coordinator/De-Icing Ramp/Taxi Control 121.81
Zurich Pre-Taxi Clearance 121.925
Zurich Final Approach Control 125.325 VHF-DF
Zurich Final Approach Control 120.75 Secondary VHF-DF
Zurich Terminal TMA 127.75
Zurich Arrival Control 120.75 Secondary VHF-DF
Zurich Arrival Control 131.15 VHF-DF
Zurich Arrival Control 118.0 VHF-DF
Zurich Departure Control 125.95 VHF-DF
Zurich Departure Control 120.75 Secondary VHF-DF
Zurich Information 124.7

1. GENERAL

1.1. ATIS

ATIS Arrival 125.72
ATIS Departure 129.00

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 airport 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 GIPOLE 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.

1.2.1.1. LANDINGS

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

Weekdays

0600-0700LT RWY 34

0700-2100LT RWY14

2100-0600LT RWY28 (RWY 34 may be requested if safety requires, flights to RWY 28 have priority)

SAT and SUN and German Holidays

0600-0900LT RWY 34

0900-2000LT RWY14

2000-0600LT RWY28 (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 normally not available due to airspace restrictions.

1.2.1.2. DEPARTURES

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

0700-2100LT

Landing RWY

14/16

Departure RWY

28*/16/10**

28

32*** / 34***

34

28/32/34

*RWY is used primarily

**RWY 10 only, if RWY 28 can not be used due to meteorological reasons.

***SID with LEFT turn only; SID with RIGHT turn may be assigned by ATC

2100-0700LT

Jet ACFT expect departure on RWY 32/34.

Exception between 2100-2200LT, when landing RWY 14 or RWY 16 is in use, expect departure on RWY 28 or RWY 16.

Other departure RWYs may be assigned due to meteorological conditions or operational reasons.

ACFT exceeding noise index 96 are not admitted for departure between 2200-2330LT.

ACFT with a non-stop flight distance of 2700 NM/5000 km and above and not exceeding noise index 98 are admitted for departure between 2200-2330LT.

1. GENERAL

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 can not 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 docking stands, primarily the stationary APT pneumatic and electrical service units shall be used. Alternatively and at other stands, mobile units shall be used. APUs shall only be started

- to start engine, but not earlier than 5 minutes before off-block time;
- if maintenance work on the ACFT makes it unavoidable; in that case the service period shall be kept as short as possible;
- if the stationary or mobile units are not available or unserviceable for specific ACFT types; in that case APUs shall be started not earlier than 60 minutes before off-block time (exemption: GA sector 1: not earlier than 30 minutes before off-block time) and be kept in operation not more than 20 minutes after the on-block time.

In particular cases the APT Authority may permit longer service periods.

1.3. LOW VISIBILITY PROCEDURES (LVP)

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

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

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

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

Pilots shall ensure that ACFT transponder is set to transmit Mode S signals (if equipped) and associated Mode A code, continuously after receiving ATC clearance and after landing until ACFT is parked at stand.

1.5. TAXI PROCEDURES

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

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

1. GENERAL

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.

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.

Exemptions may be authorized by ZURICH APT Authority,
phone: + 41 (0) 43 816 2111

2. ARRIVAL

2.1. NOISE ABATEMENT

2.1.1. GENERAL

The following procedures are designed to avoid excessive ACFT noise over populated areas in the vicinity of ZURICH APT. Deviations from published routes and procedures are only permitted for safety reasons. ACFT operators 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 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.

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.

2.4. 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.

When vacating RWY 14, arriving ACFT shall contact APRON autonomously on 121.85.

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.

3. DEPARTURE

3.1. DE-ICING**3.1.1. 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:

- pre-de-icing of ACFT parked over NIGHT;
- at discretion of De-icing coordinator;
- customer 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 min before 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 report "ACFT ready" when de-icing completed.

3.1.2. GENERAL DE-ICING WITH EXTENDED SLOT TOLERANCE WINDOW

Slots can be extended to MAX CTOT +/-30 min, based on approval from network manager operation center.

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

3.1.3. REMOTE DE-ICING

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

Taxi to the assigned remote de-icing pad following instructions given by ZURICH Apron.

Reaching the de-icing position within the pad, contact pad coordinator on the respective frequency.

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

3. DEPARTURE

3.2. START-UP & PUSH-BACK PROCEDURES**3.2.1. AIRPORT COLLABORATIVE DECISION MAKING**

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/Target Off-block time (TOBT) to clearance delivery.

3.2.2. 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 min 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 min prior to CTOT.

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

3.2.3. START-UP & 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.

Advise ZURICH Apron when ready for taxi.

3. DEPARTURE

3.3. NOISE ABATEMENT

3.3.1. GENERAL

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

Deviation from SIDs as depicted on Zurich SID charts is only possible at altitudes at or above 5000'. Between 2200-0600LT deviation from SIDs is only permitted at or above FL80 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.

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots should be ready for a rapid line-up in sequence to ATC instructions.

Pilots should ensure, that cockpit checks are completed prior to line-up and be able to initiate the take-off roll immediately after receiving take-off clearance.

Pilots not able to comply shall notify ATC as soon 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.

3.5. OTHER INFORMATION

3.5.1. 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 min after airborne.

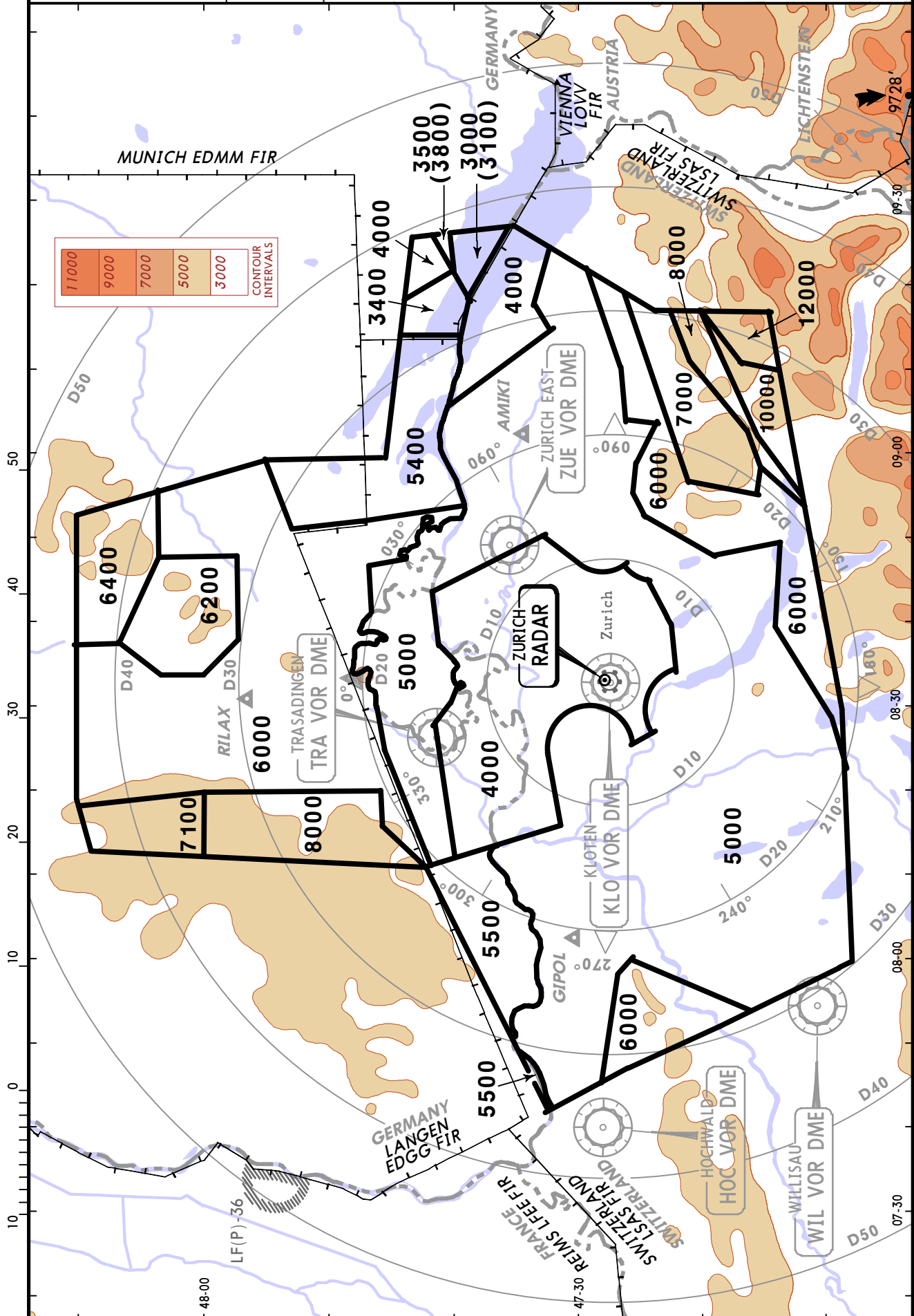
- ACFT on RNAV departure routes shall cross DEGES, GERSA, SONGI, VEBIT climbing to/at last assigned and acknowledged FL but not below the minimum crossing altitude, then continue climb to flight plan level.

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

ZURICH Arrival (APP/R)
118.0
131.15

Apt Elev
1417'

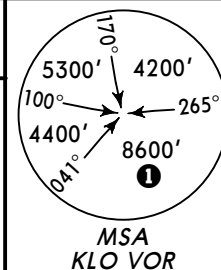
Alt Set: hPa Trans level: By ATC Trans alt: 7000'
1. Altitudes are based on Zurich QNH.
2. Minimum altitudes over Swiss territory are protected for low temperatures.
3. Altitudes in brackets apply for the period from AIRAC date in November until AIRAC date in March, unless published otherwise by NOTAM.



ATIS
125.72

Apt Elev
1417'

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



① 5900' within
17 DME

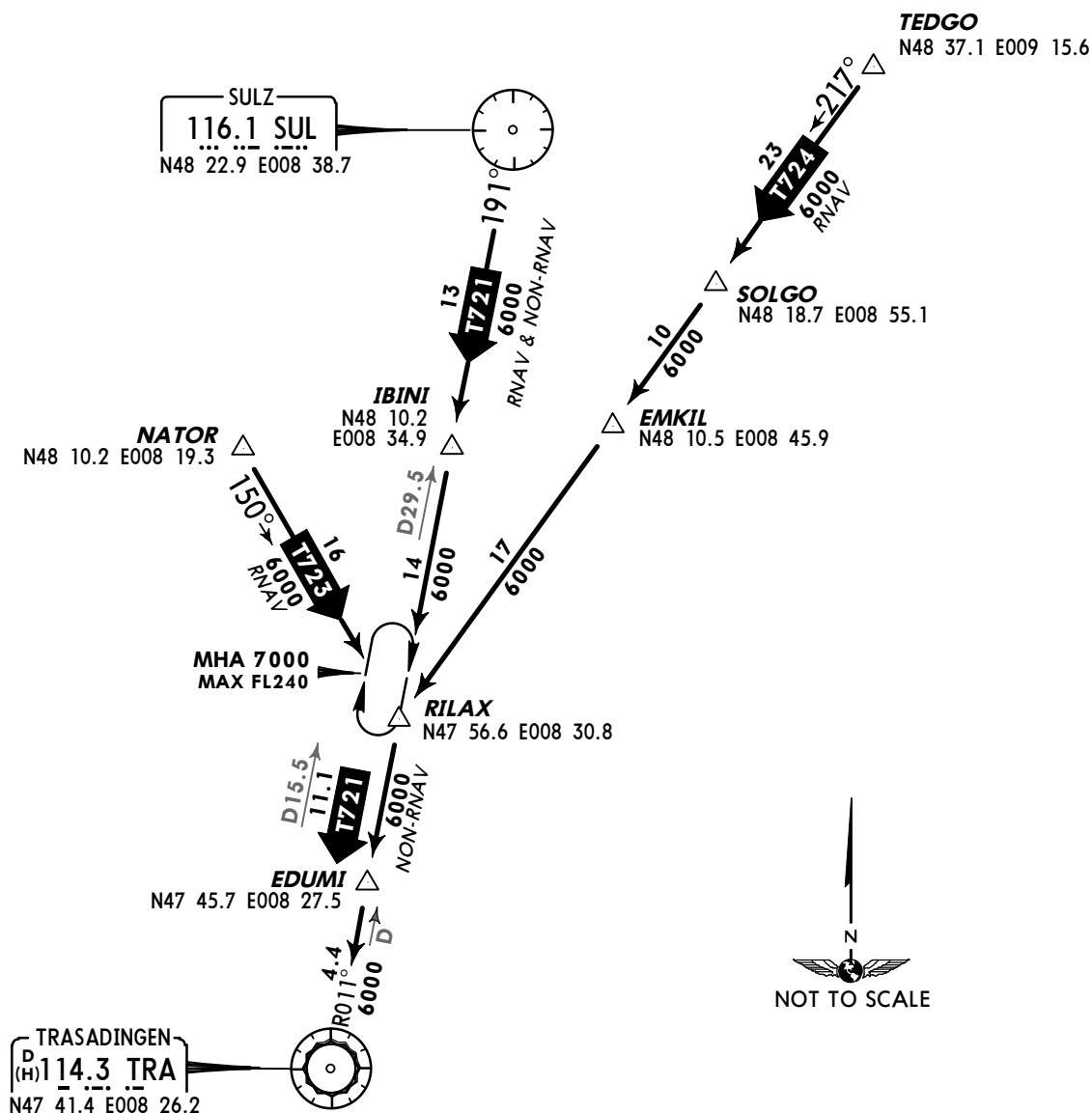
RNAV TRANSITIONS TRANSITION

TO RILAX HOLDING & TRA

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

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

SPEED: MAX 250 KT BELOW FL100



Direct distance to Zurich Apt from:

RILAX 29 NM

TRA 15 NM

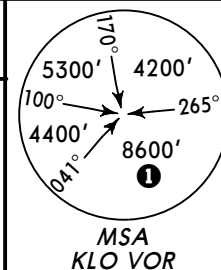


KLOTEN
D 114.85 KLO
N47 27.4 E008 32.7

ATIS
125.72

Apt Elev
1417'

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



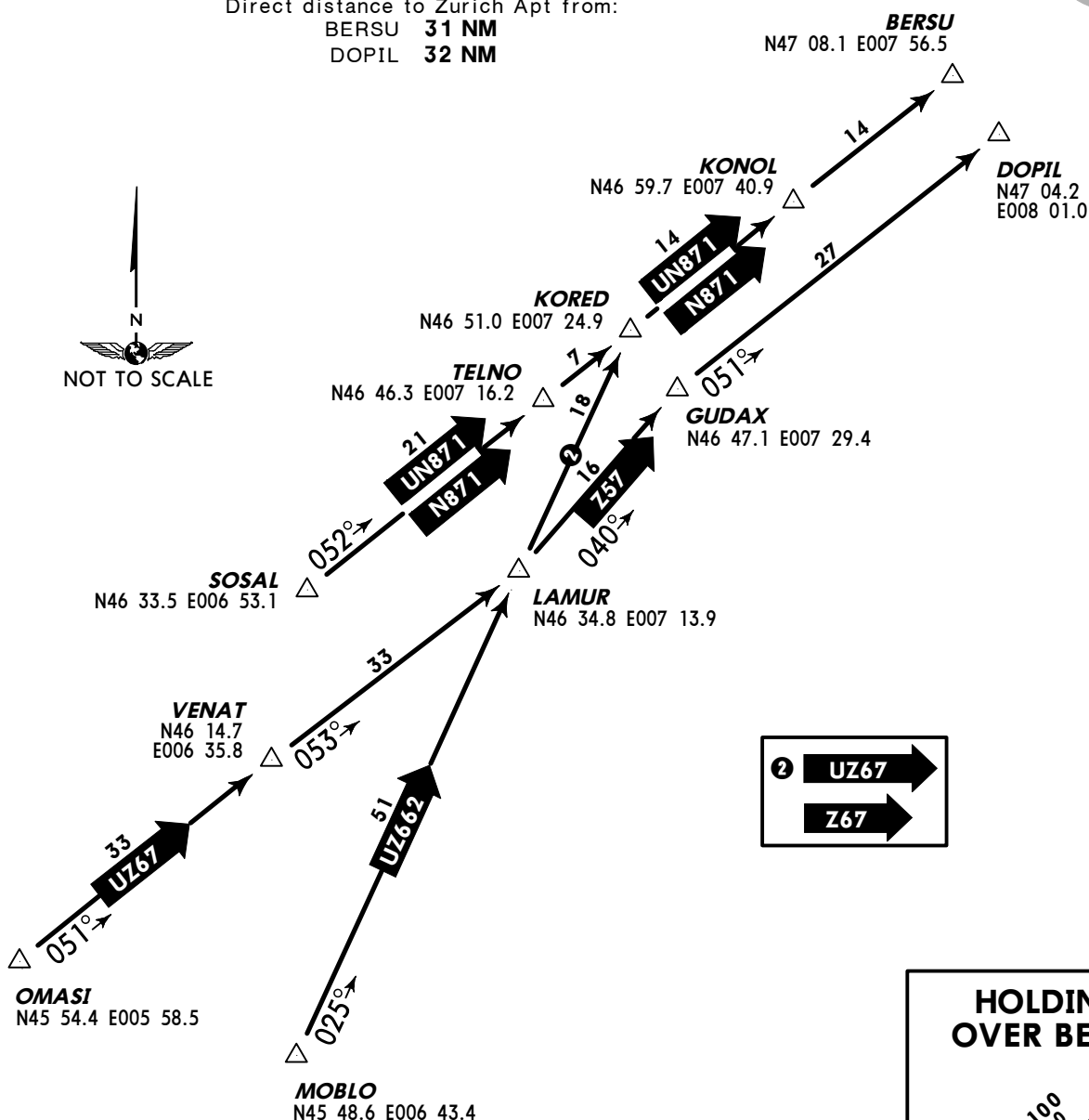
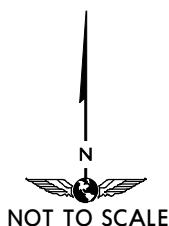
① 5900' within
17 DME

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

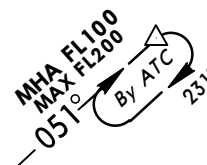
SPEED: MAX 250 KT BELOW FL100

KLOTEN
D 114.85 KLO
N47 27.4 E008 32.7

Direct distance to Zurich Apt from:
BERSU **31 NM**
DOPIL **32 NM**



**HOLDING
OVER BERSU**

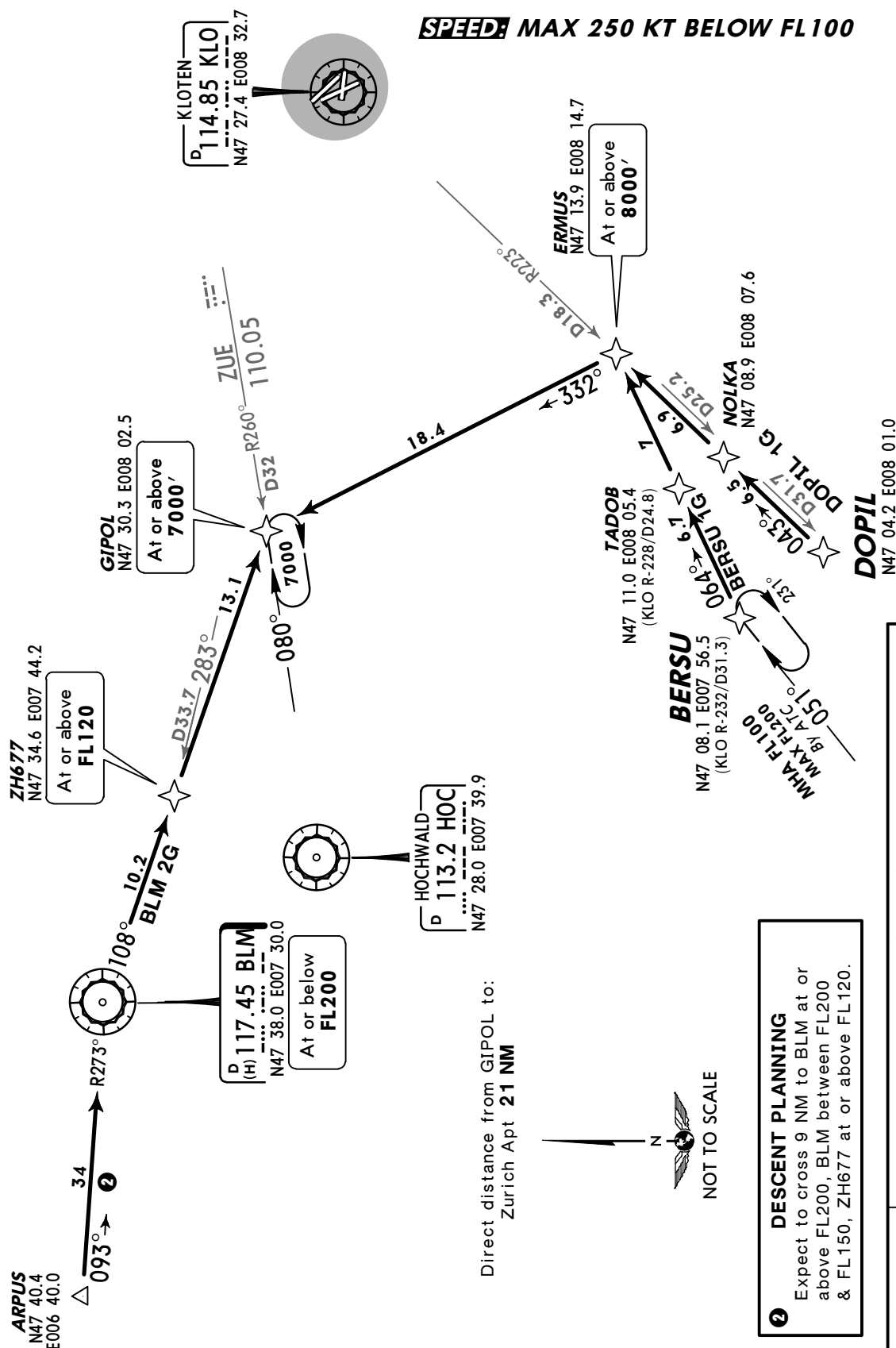


Alt Set: hPa
Trans level: By ATC Trans alt: 7000'



TO GIPOL HOLDING

SPEED: MAX 250 KT BELOW FL 100



STAR	ROUTING
BERSU 1G	BERSU - TADOB - ERMUS (8000'+) - GIPOL (7000'+) .
BLM 2G 2	BLM (FL200-) - ZH677 (FL120+) - GIPOL (7000'+) .
DOPIL 1G	DOPIL - NOLKA - ERMUS (8000'+) - GIPOL (7000'+) .

ATIS
125.72

Apt Elev
1417'

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

HOCHWALD 1G (HOC 1G)

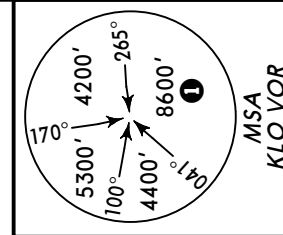
KELIP 1G [KELI1G]

RNAV ARRIVALS

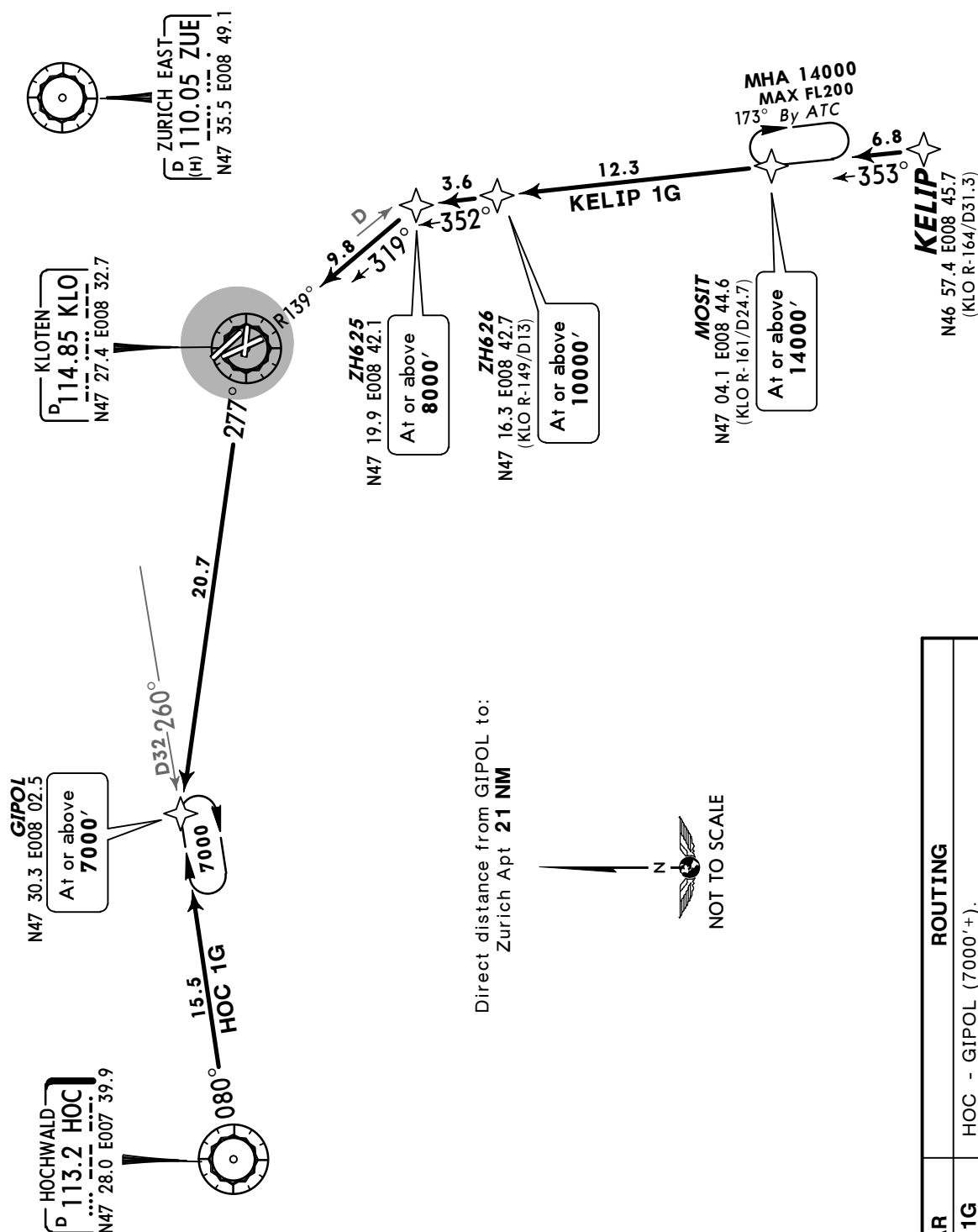
RNAV (DME/DME OR GNSS)

TO GIPOL HOLDING

SPEED MAX 250 KT BELOW FL100



① 5900' within
17 DME



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

ATIS
125.72

Apt Elev
1417'

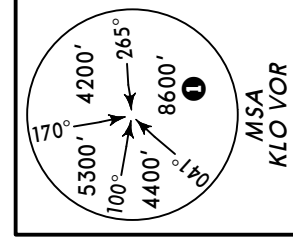
Alt Set: hPa
Trans level: By ATC Trans alt: 7000'

NEGRA ONE ALFA (NEGRA 1A) [NEGR1A]
RILAX ONE ALFA (RILAX 1A) [RILA1A]

RNAV ARRIVALS

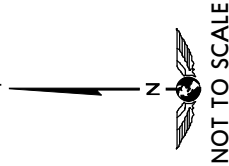
RNAV (DME/DME OR GNSS)
TO AMIKI HOLDING

SPEEDS MAX 250 KT BELOW FL100

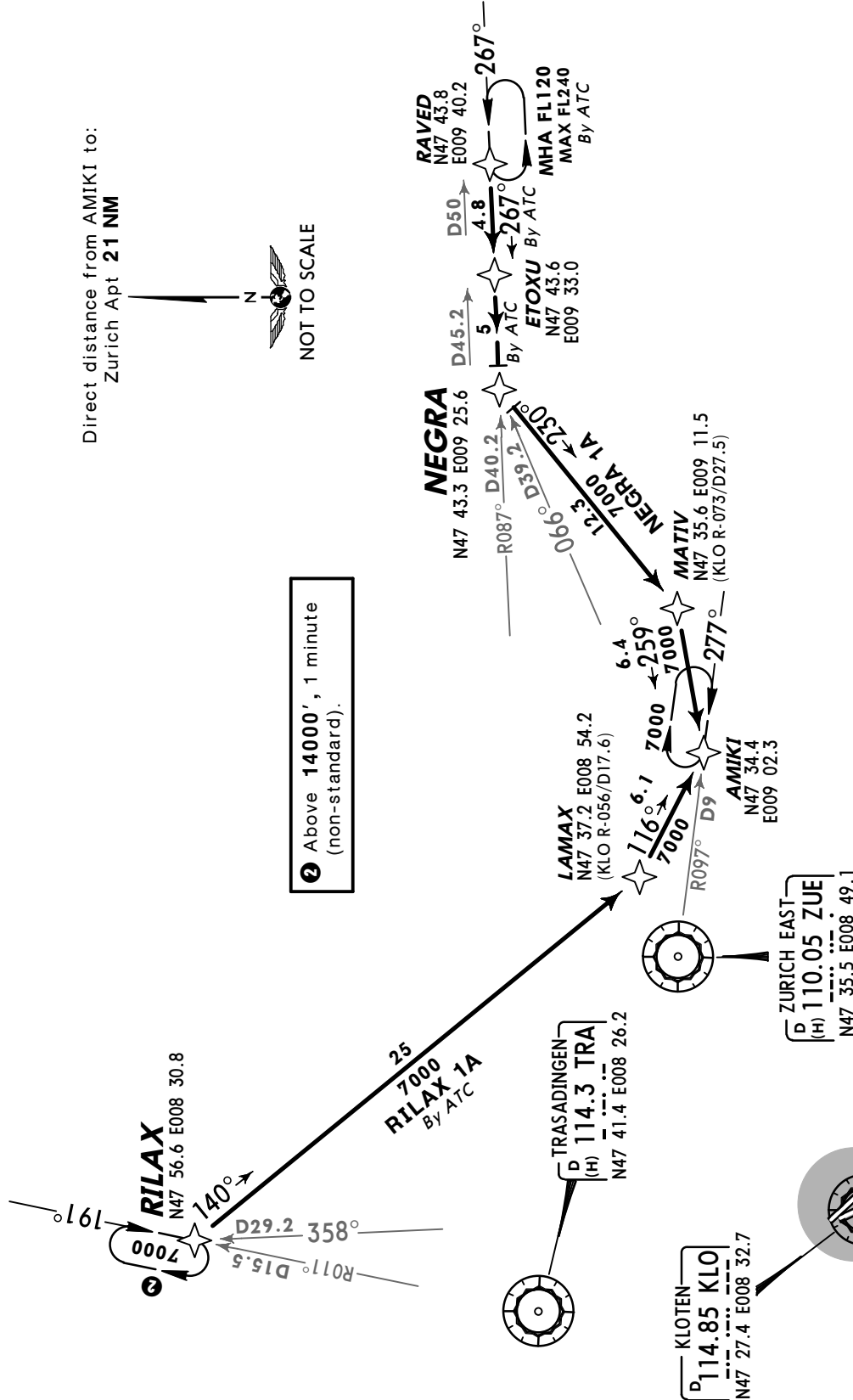


1 5900' within
17 DME

Direct distance from AMIKI to:
Zurich Apt 21 NM



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



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

ATIS
125.72

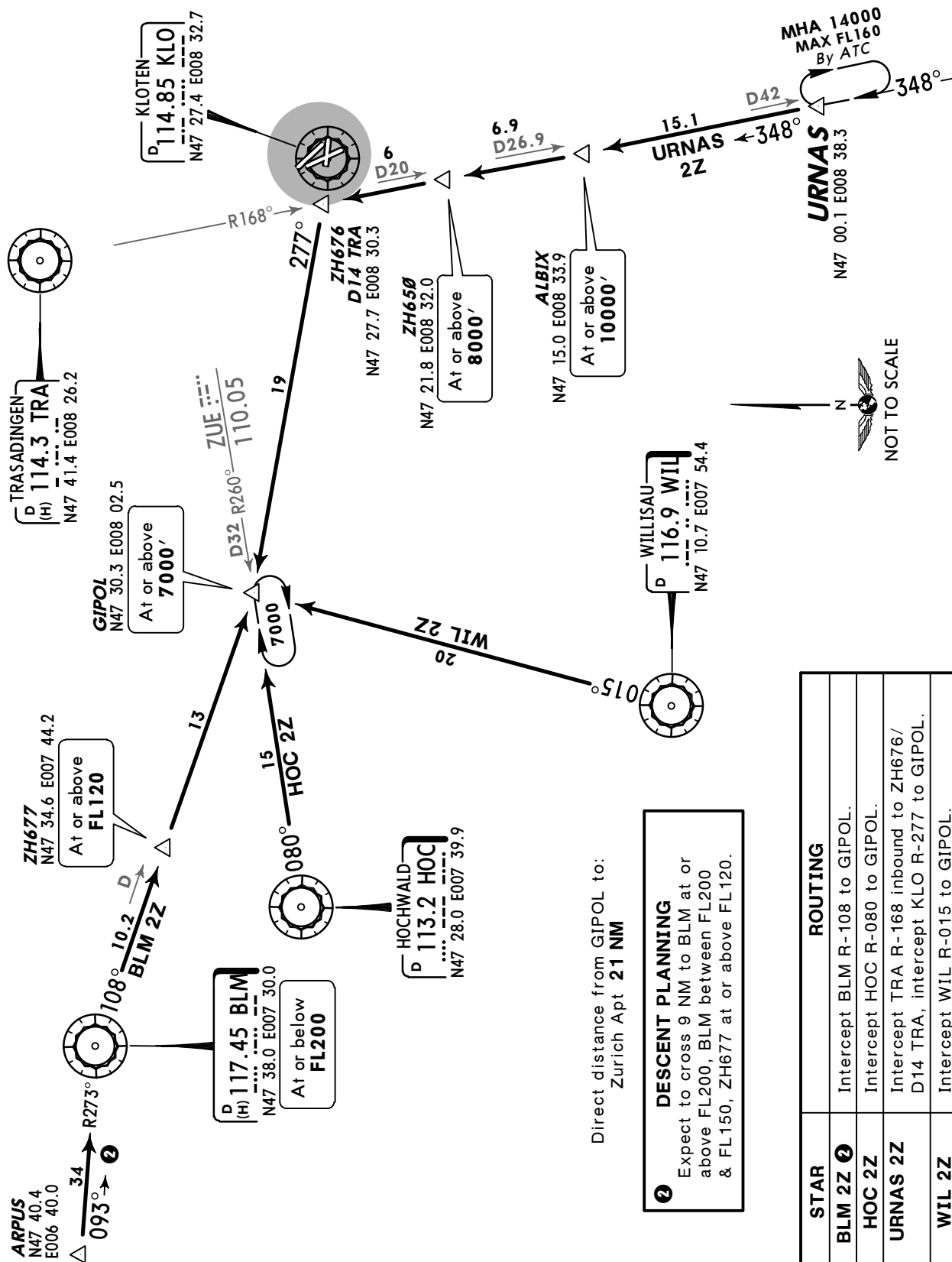
Apt Elev
1417'

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

BASLE-MULHOUSE 2Z (BLM 2Z)
HOCHWALD 2Z (HOC 2Z)
URNAS 2Z [URNA2Z]
WILLISAU 2Z (WIL 2Z)

ARRIVALS
TO GIPOL HOLDING

SPEED: MAX 250 KT BELOW FL100



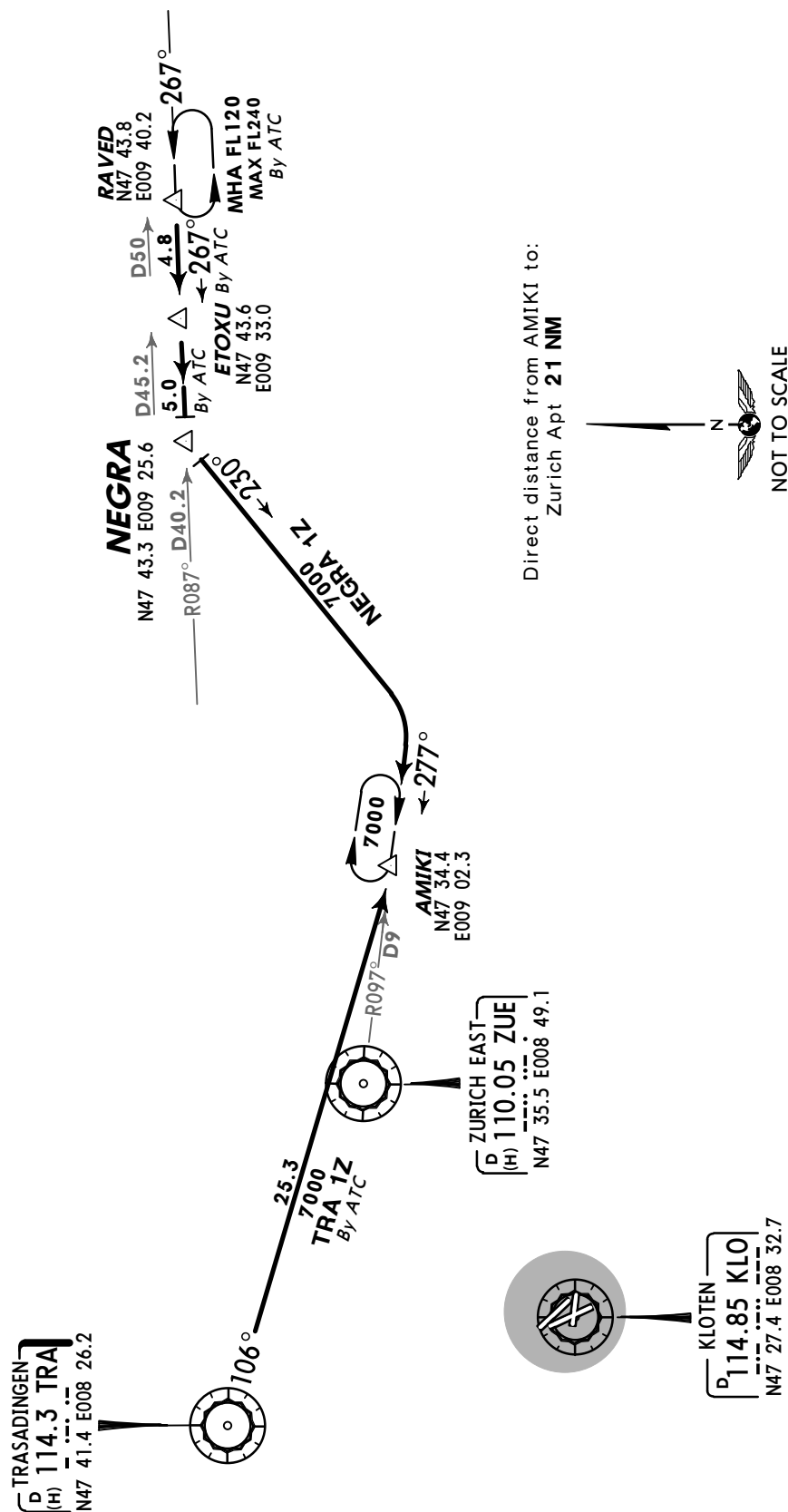
ATIS
125.72

Apt Elev
1417'

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

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

SPEED: MAX 250 KT BELOW FL100



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

SID DESIGNATION	REFER TO CHART
ALBIX 1C, 1D, 1R	10-3B
ALBIX 2V	10-3C
ALBIX 1G, 1M	10-3D
WILLISAU 2C, 2D	10-3E
WILLISAU 2Q, 2R	10-3E1
WILLISAU 3V	10-3F
WILLISAU 2G, 2M	10-3G
ZURICH EAST 1D, 1R	10-3H
ZURICH EAST 2V	10-3J
ZURICH EAST 2F, 1G, 2L, 1M	10-3K
ALBIX 2A	10-3L
WILLISAU 3A, ZUE 2A	10-3M

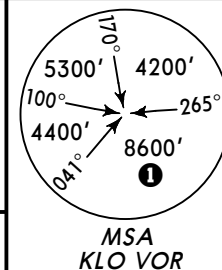
FOR RNAV SID DESIGNATION & TRANSITION
REFER TO PAGE 10-3A

RNAV SID DESIGNATION	REFER TO CHART
DEGES 1D, 1R	10-3N
DEGES 1E	10-3N1
DEGES 1S	10-3P
DEGES 2W	10-3S
DEGES 2F, 1H	10-3T
DEGES 2L, 1N	10-3T1
SONGI 2F, 1H, 2L, 1N	10-3T2
VEBIT 2E, 2S	10-3T3
VEBIT 3W	10-3T4
VEBIT 2H, 2N	10-3U
DEGES 2A	10-3V
DEGES 2B	10-3V1
GERSA 2B	10-3V2
GERSA 1C	10-3V2A
GERSA 1E	10-3V2A1
GERSA 1S	10-3V3
GERSA 2W	10-3V4
GERSA 1H, 1N	10-3V5
VEBIT 3B	10-3V6
VEBIT 1K	10-3V7
TRANSITION	REFER TO CHART
NORTHBOUND AFTER DEGES & ZUE	10-3W
NORTHBOUND AFTER SONGI	10-3X
EASTBOUND AFTER DEGES & ZUE	10-3X1
SOUTH- & WESTBOUND AFTER VEBIT	10-3X2

ZURICH
Departure
125.95

Apt Elev
1417'

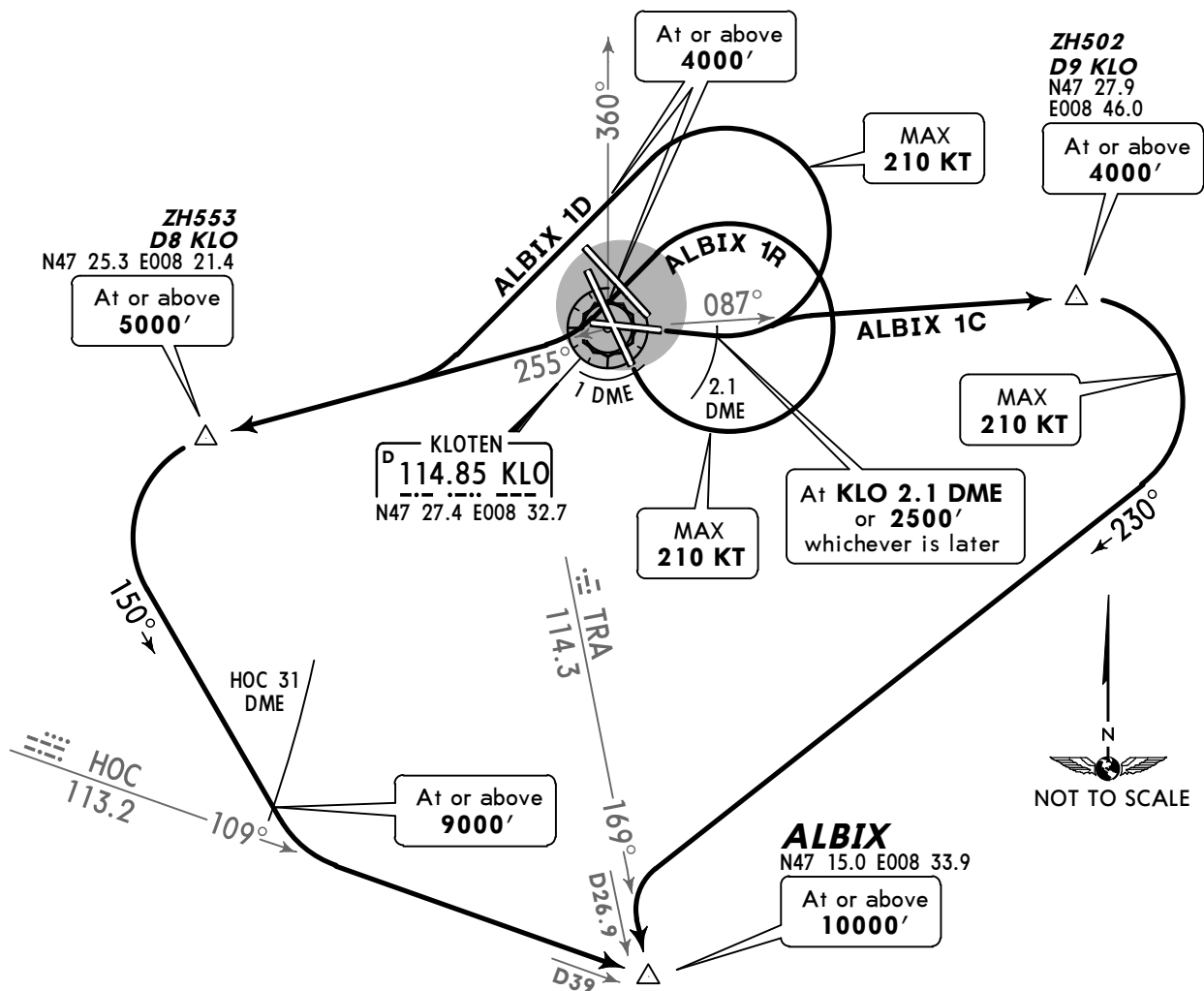
Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. RWY 16 - VISUAL CONDITIONS FOR TAKE-OFF:
Ceiling 1500' - VIS 5000m. 3. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is mandatory.
4. EXPECT close-in obstacles.



① 5900' within
17 DME

**ALBIX 1C [ALBI1C]
ALBIX 1D [ALBI1D]
ALBIX 1R [ALBI1R]
RWYS 10, 16 DEPARTURES**

~~SPEED:~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients
of

ALBIX 1C, 1D: 6.5% up to 2500'.

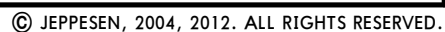
ALBIX 1R: 6.4% up to 2200'.

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	RWY	ROUTING
ALBIX 1C	10	Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, intercept KLO R-087 to ZH502/D9 KLO, turn RIGHT, 230° track, intercept TRA R-169 to ALBIX.
ALBIX 1D		Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.
ALBIX 1R	16	Climb straight ahead, - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or - if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

SPEED: MAX 250 KT BELOW FL100



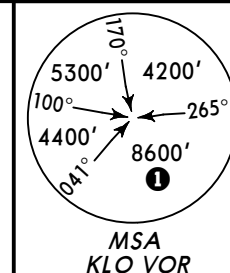
ZURICH
Departure
125.95

Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

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

SPEED: MAX 250 KT BELOW FL100



① 5900' within
17 DME

TRASADINGEN
D 114.3 TRA
N47 41.4 E008 26.2



Direct distance from Zurich Apt to:
BREGO 9 NM

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

BREGO
N47 23.4 E008 20.8
At or above
5000'

KLOTEN
D 114.85 KLO
N47 27.4 E008 32.7

WIL
116.9
055°

HOC
113.2
109°

HOC 31 DME

At or above
9000'

ALBIX
N47 15.0 E008 33.9
At or above
10000'

These SIDs require minimum
climb gradients of
ALBIX 1G: 5.2% up to 3300'.
ALBIX 1M: 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
ALBIX 1G	34	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.
ALBIX 1M	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

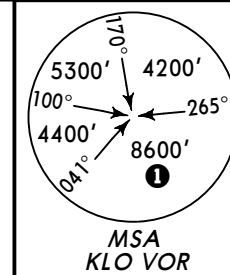
ZURICH
Departure
125.95

Apt Elev
1417'

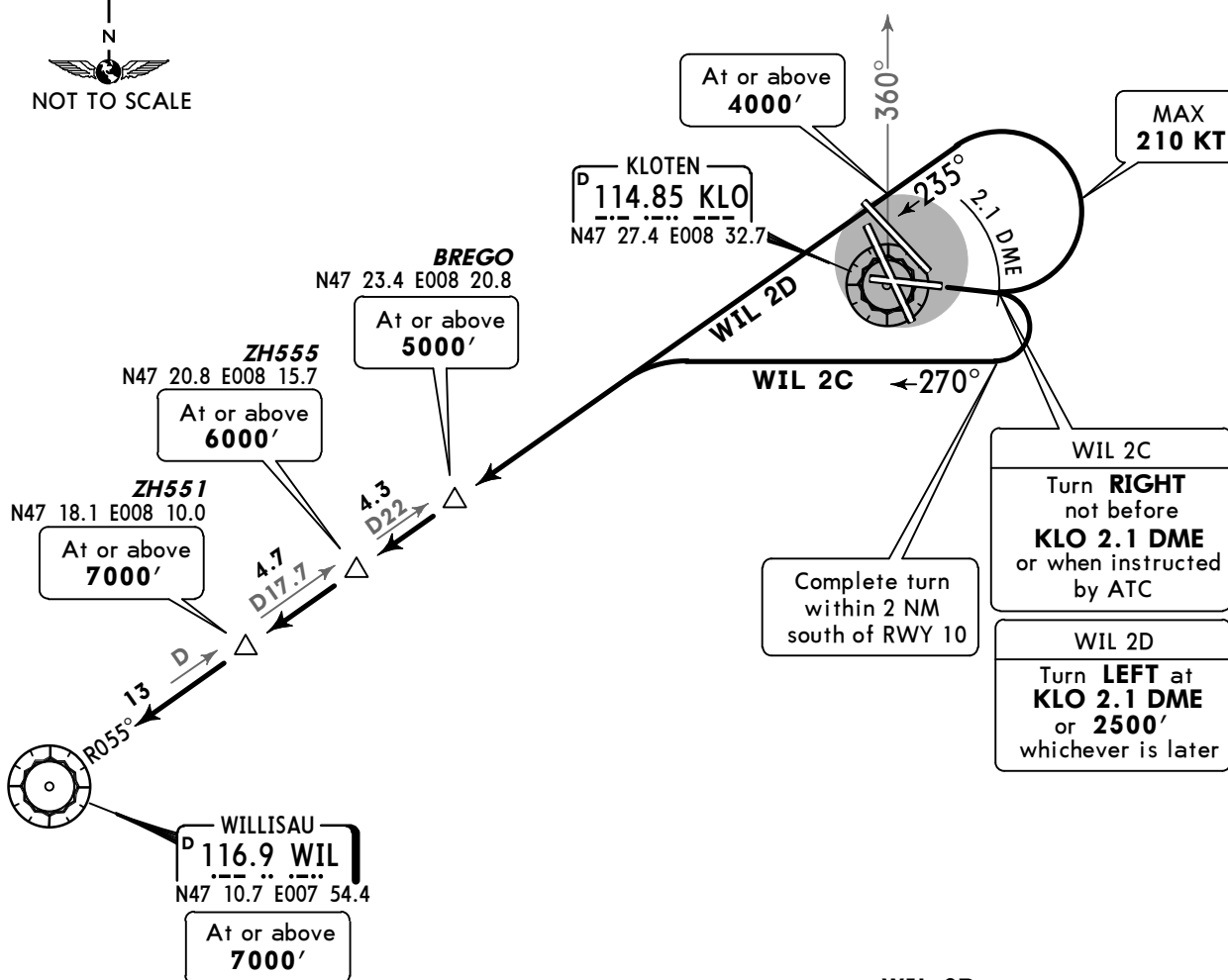
Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.
4. If the SID stipulates a speed limit for a turn, this speed must be adhered 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



① 5900' within
17 DME



WIL 2D

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

Direct distance from Zurich Apt to:
BREGO 9 NM

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

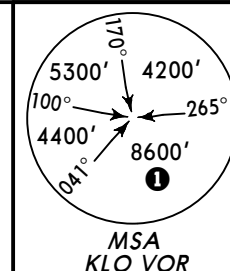
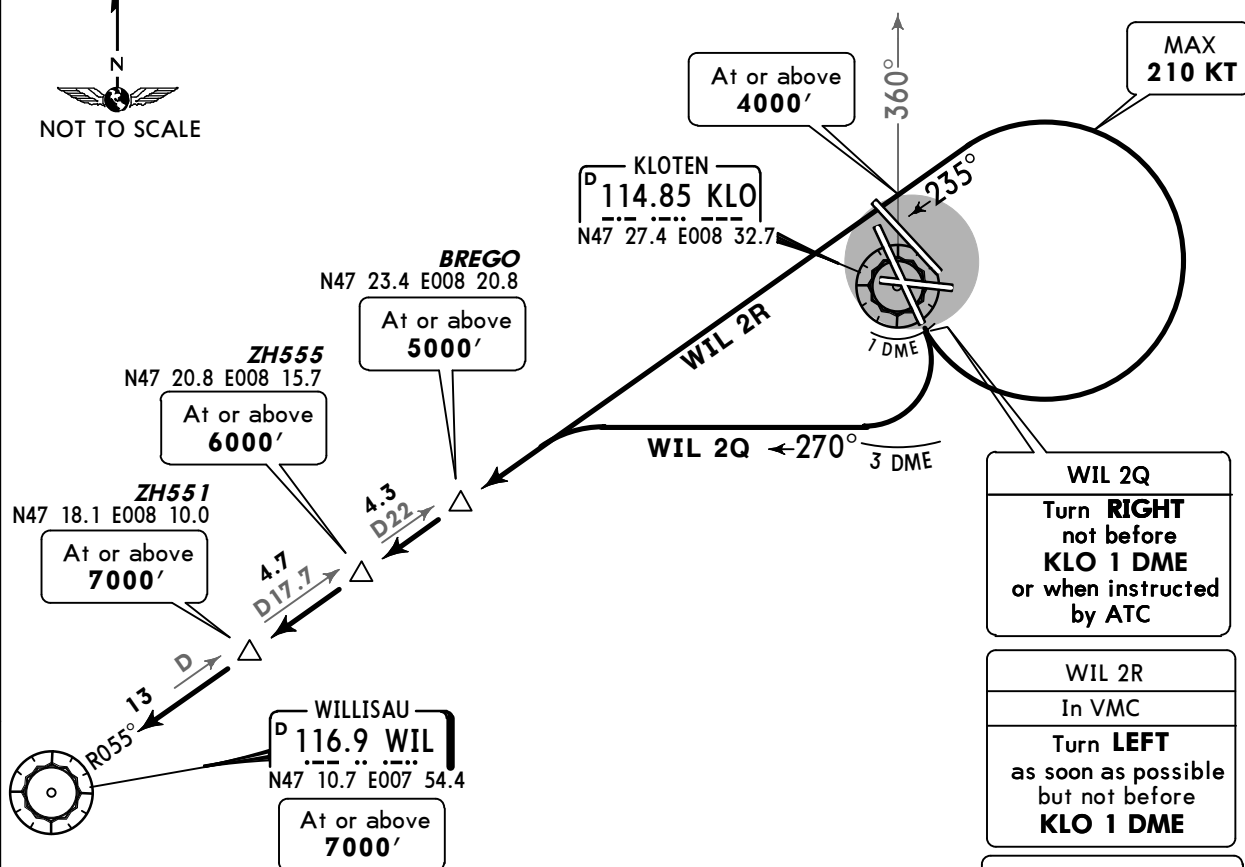
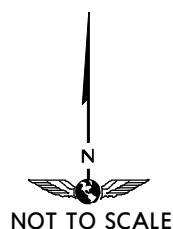
Initial climb clearance **5000'**

SID	ROUTING
WIL 2C FOR PROPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY②	Climb straight ahead, short VISUAL RIGHT turn not before KLO 2.1 DME or when instructed by ATC, complete turn within 2 NM south of runway 10 and maintain visual ground contact up to 4400', 270° track, intercept WIL R-055 inbound via BREGO, ZH555 and ZH551 to WIL.
WIL 2D	Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 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
Departure
125.95Apt Elev
1417'

- Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
 2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m.
 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 4. EXPECT close-in obstacles.
 5. If the SID stipulates a speed limit for a turn, this speed must be adhered to during the turn even after a 'DIRECT TO' clearance.

**WILLISAU 2Q (WIL 2Q)
WILLISAU 2R (WIL 2R)
RWY 16 DEPARTURES****SPEED MAX 250 KT BELOW FL100**① 5900' within
17 DME**WIL 2R**

This SID requires a minimum climb gradient
of
6.4% up to 2200'.

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

Direct distance from Zurich Apt to:
BREGO **9 NM**Initial climb clearance **5000'****ROUTING****WIL 2Q**
FOR PROPELLER
AIRCRAFT IN VISUAL
CONDITIONS ONLY ②

Climb straight ahead, short VISUAL RIGHT turn not before KLO 1 DME or when instructed by ATC, complete turn within KLO 3 DME and maintain visual ground contact up to 4400', 270° track, intercept WIL R-055 inbound via BREGO, ZH555 and ZH551 to WIL.

WIL 2R

- Climb straight ahead,
- if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or
 - if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept WIL R-055 inbound via BREGO, ZH555 and ZH551 to WIL.

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

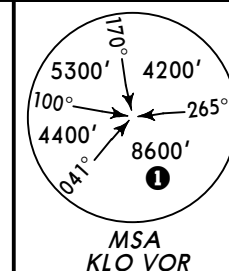
ZURICH
Departure
125.95

Apt Elev
1417'

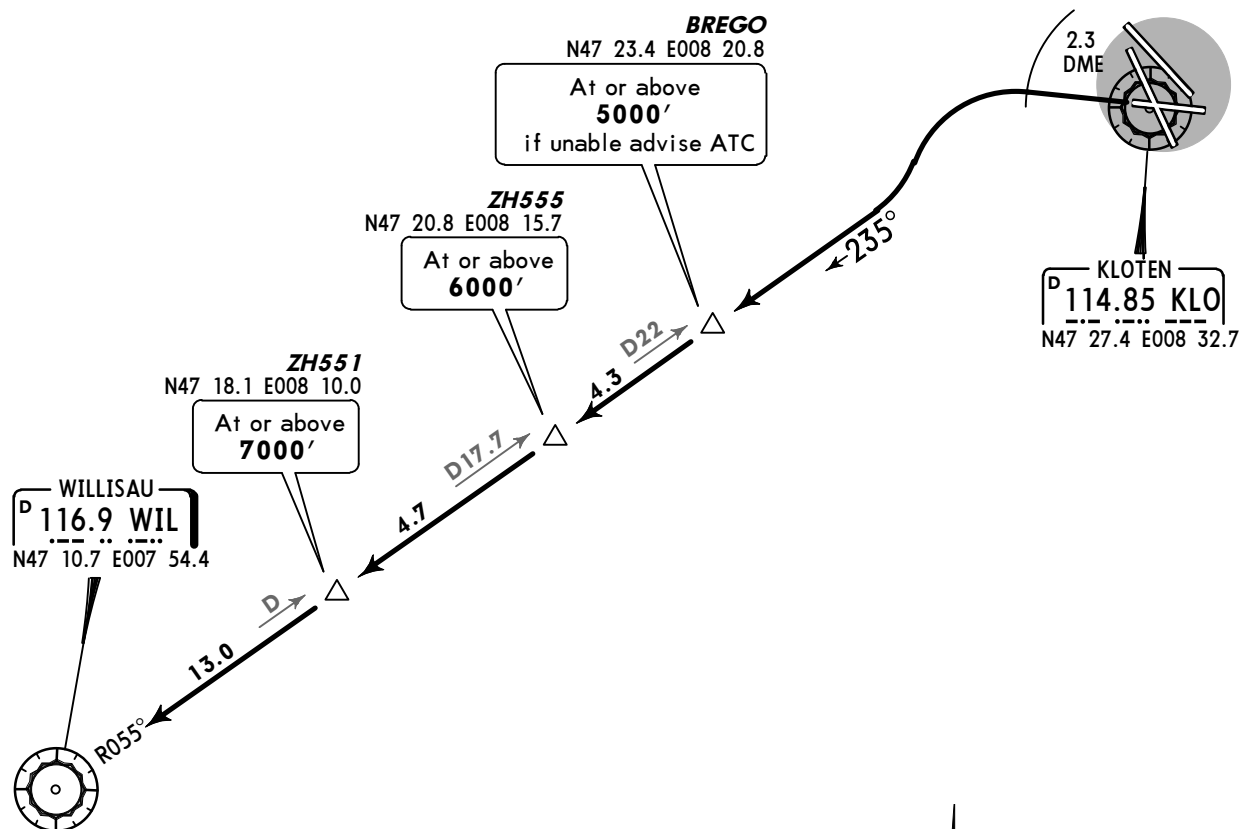
Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

WILLISAU 3V (WIL 3V) RWY 28 DEPARTURE

~~SPEED~~ MAX 250 KT BELOW FL100



① 5900' within
17 DME



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

Direct distance from Zurich Apt to:
BREGO 9 NM

Initial climb clearance **5000'**

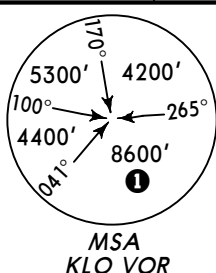
ROUTING

Climb straight ahead to KLO 2.3 DME, turn LEFT, intercept WIL R-055 inbound via BREGO, ZH555 and ZH551 to WIL.

ZURICH
Departure
125.95

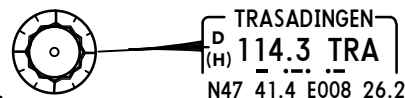
Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.



WILLISAU 2G (WIL 2G)
WILLISAU 2M (WIL 2M)
RWYS 34, 32 DEPARTURES

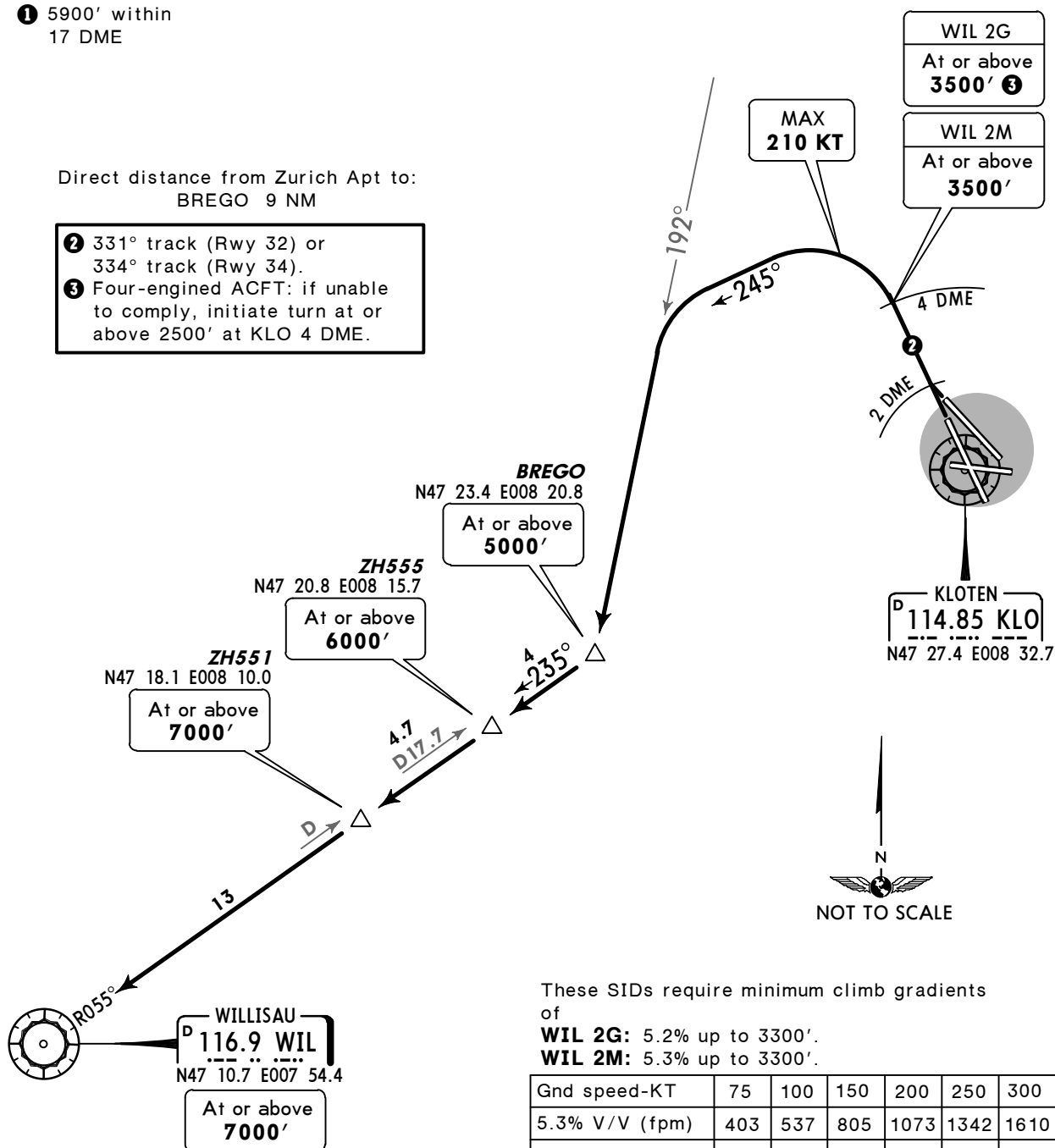
~~SPEED~~ MAX 250 KT BELOW FL100



① 5900' within
17 DME

Direct distance from Zurich Apt to:
BREGO 9 NM

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



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

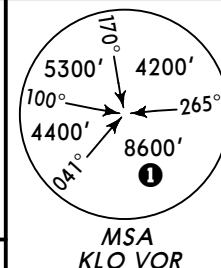
Initial climb clearance 5000'

SID	RWY	ROUTING
WIL 2G	34	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, intercept WIL R-055 inbound via ZH555 and ZH551 to WIL.
WIL 2M	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, intercept WIL R-055 inbound via ZH555 and ZH551 to WIL.

ZURICH
Departure
125.95Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'

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



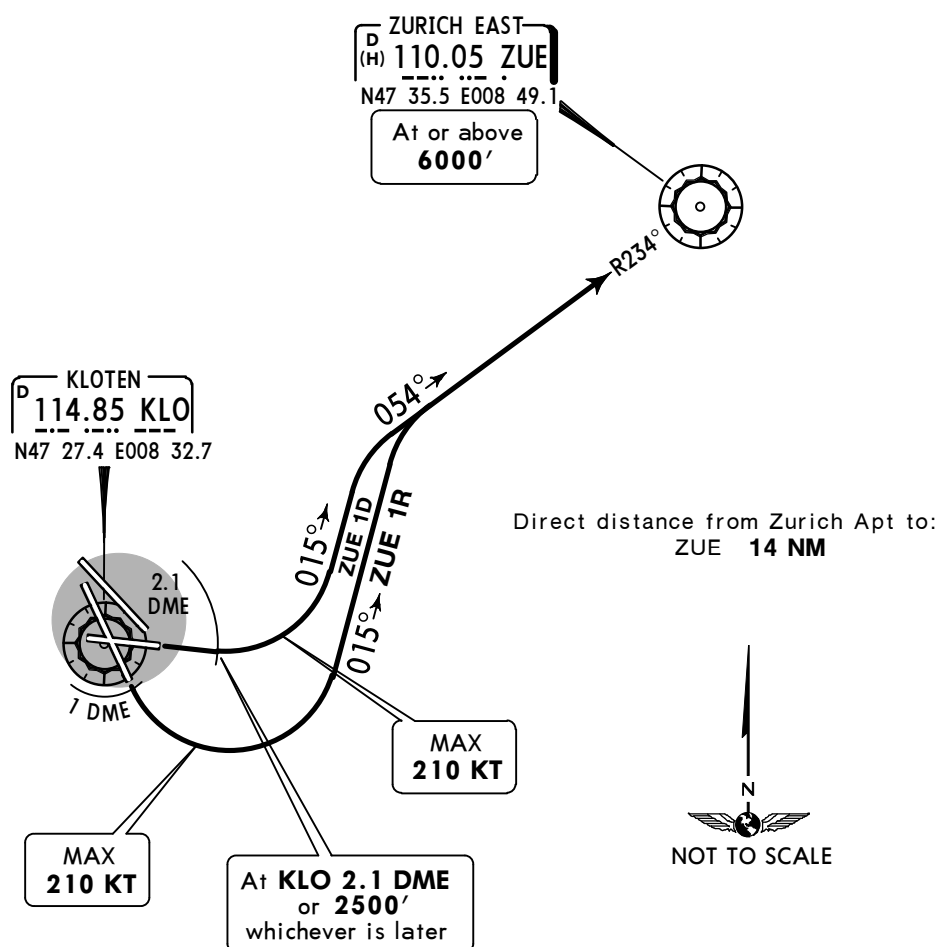
① 5900' within
17 DME

ZURICH EAST ONE DELTA (ZUE 1D)

ZURICH EAST ONE ROMEO (ZUE 1R)

RWYS 10, 16 DEPARTURES

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

~~SPEED~~ MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients
of

ZUE 1D: 6.5% up to 2500'.

ZUE 1R: 6.4% up to 2200'.

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

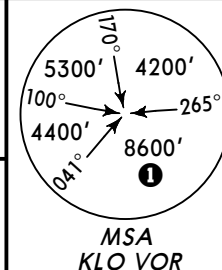
Initial climb clearance **5000'**

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

ZURICH
Departure
125.95

Apt Elev
1417'

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

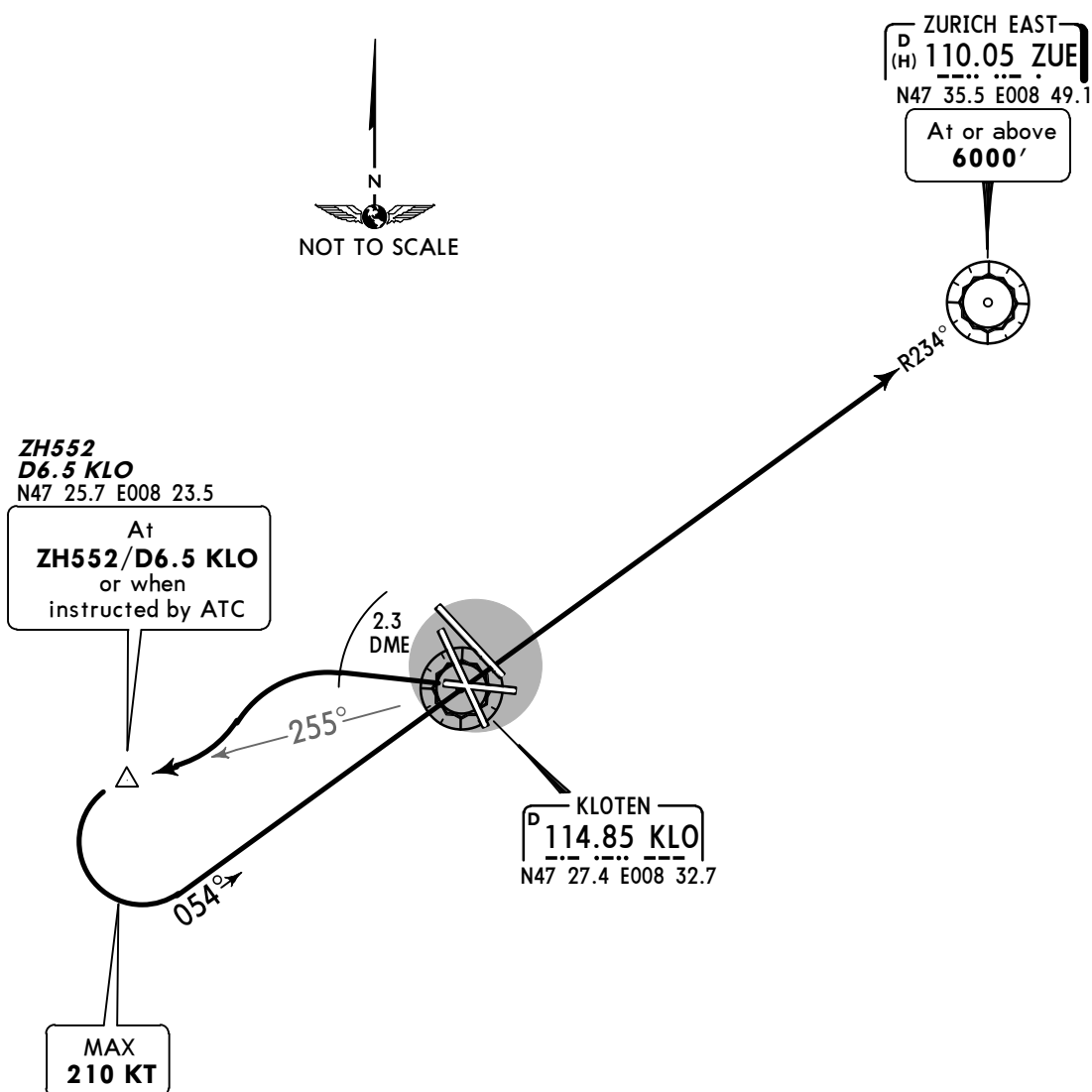


① 5900' within
17 DME

ZURICH EAST TWO VICTOR (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 KLO 2.3 DME, turn LEFT, intercept KLO R-255, at ZH552/D6.5 KLO or when instructed by ATC turn LEFT, intercept ZUE R-234 inbound to ZUE.

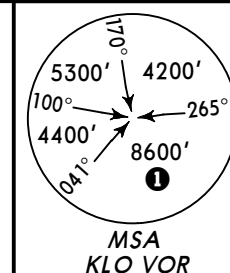
ZURICH
Departure
125.95Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

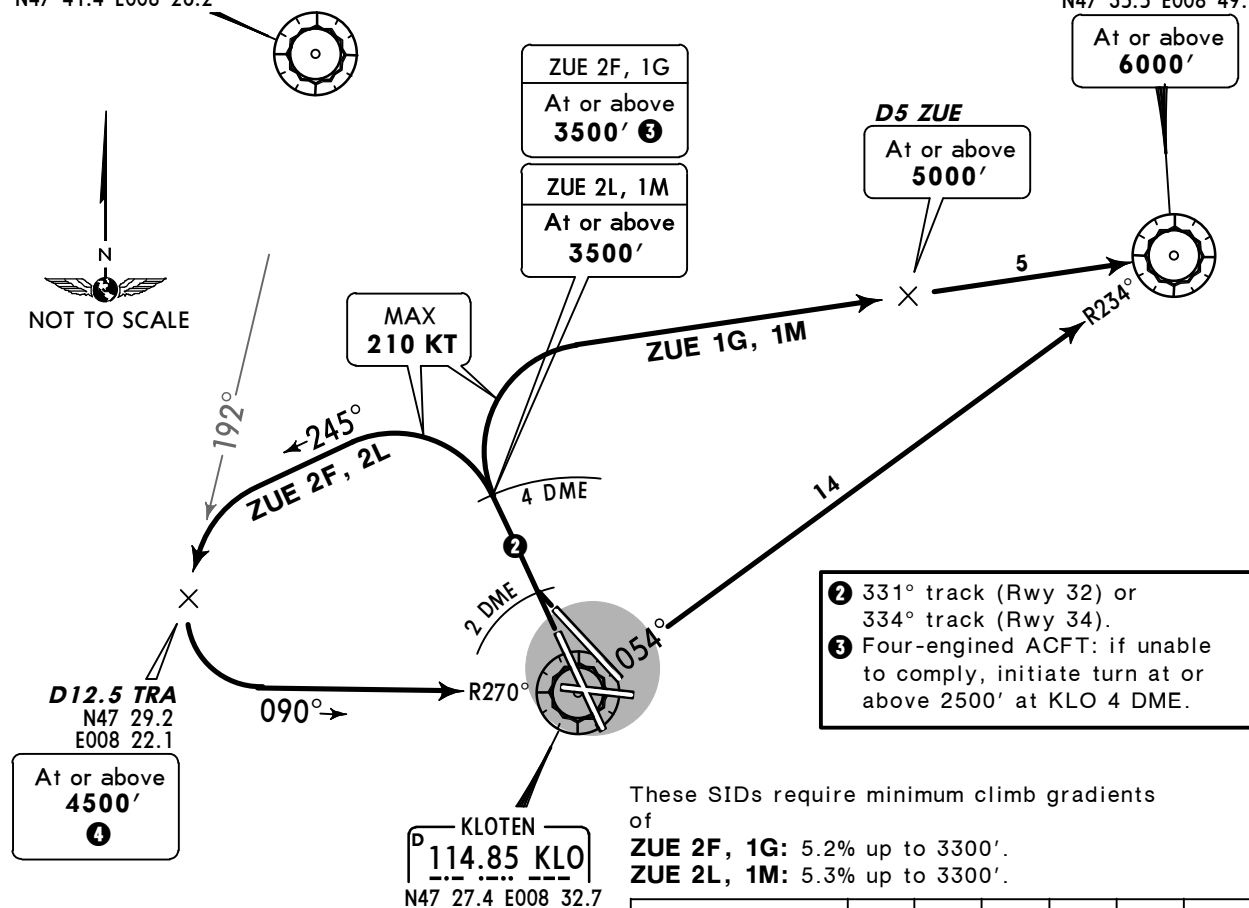
ZURICH EAST 2F (ZUE 2F)
ZURICH EAST 1G (ZUE 1G)
ZURICH EAST 2L (ZUE 2L)
ZURICH EAST 1M (ZUE 1M)
RWYS 34, 32 DEPARTURES

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

~~SPEED~~ MAX 250 KT BELOW FL100① 5900' within
17 DME

TRASADINGEN
D 114.3 TRA
(H) 114.3 TRA
N47 41.4 E008 26.2

ZURICH EAST
D 110.05 ZUE
(H) 110.05 ZUE
N47 35.5 E008 49.1



Direct distance from Zurich Apt to:
D12.5 TRA 7 NM
D5 ZUE 9 NM

These SIDs require minimum climb gradients of

ZUE 2F, 1G: 5.2% up to 3300'.
ZUE 2L, 1M: 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

④ ZUE 2F, 2L: If unable to comply advise ATC on clearance delivery.

Initial climb clearance 5000'

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

ZURICH
Departure
125.95Apt Elev
1417'

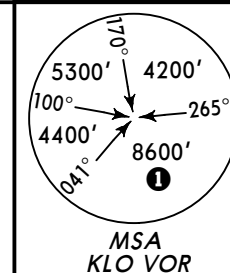
Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure.
2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
4. EXPECT close-in obstacles.
5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

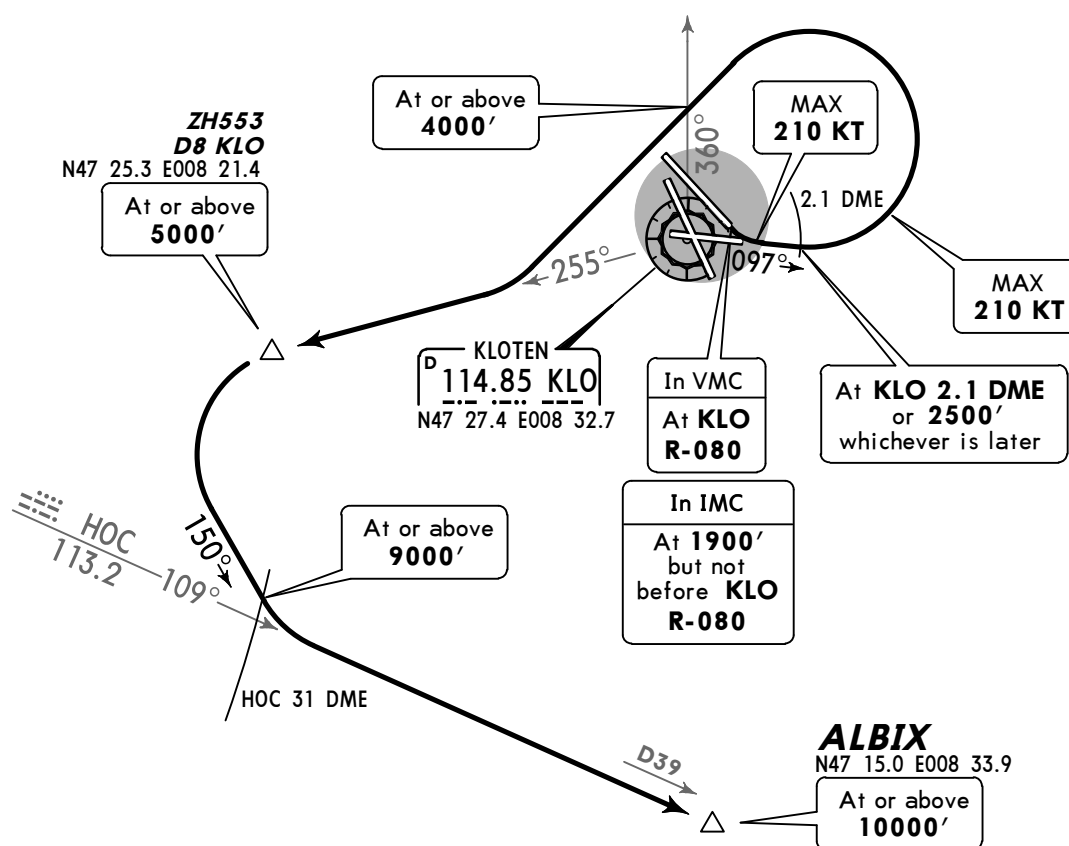
ALBIX 2A [ALBI2A] RWY 14 DEPARTURE

~~SPEED~~ MAX 250 KT BELOW FL100

TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY



① 5900' within
17 DME



This SID requires a minimum climb gradient
of
9.5% up to 2500'.

Gnd speed-KT	75	100	150	200	250	300
9.5% V/V (fpm)	722	962	1443	1924	2405	2886

Initial climb clearance **5000'****ROUTING**

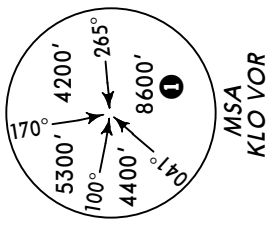
Climb straight ahead,

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

ZURICH
Departure
125.95

Apt Elev
1417'

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



5900' within
17 DME

WILLISAU THREE ALFA (WIL 3A) ZURICH EAST TWO ALFA (ZUE 2A)

RWY 14 DEPARTURES

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

SPEED MAX 250 KT BELOW FL100

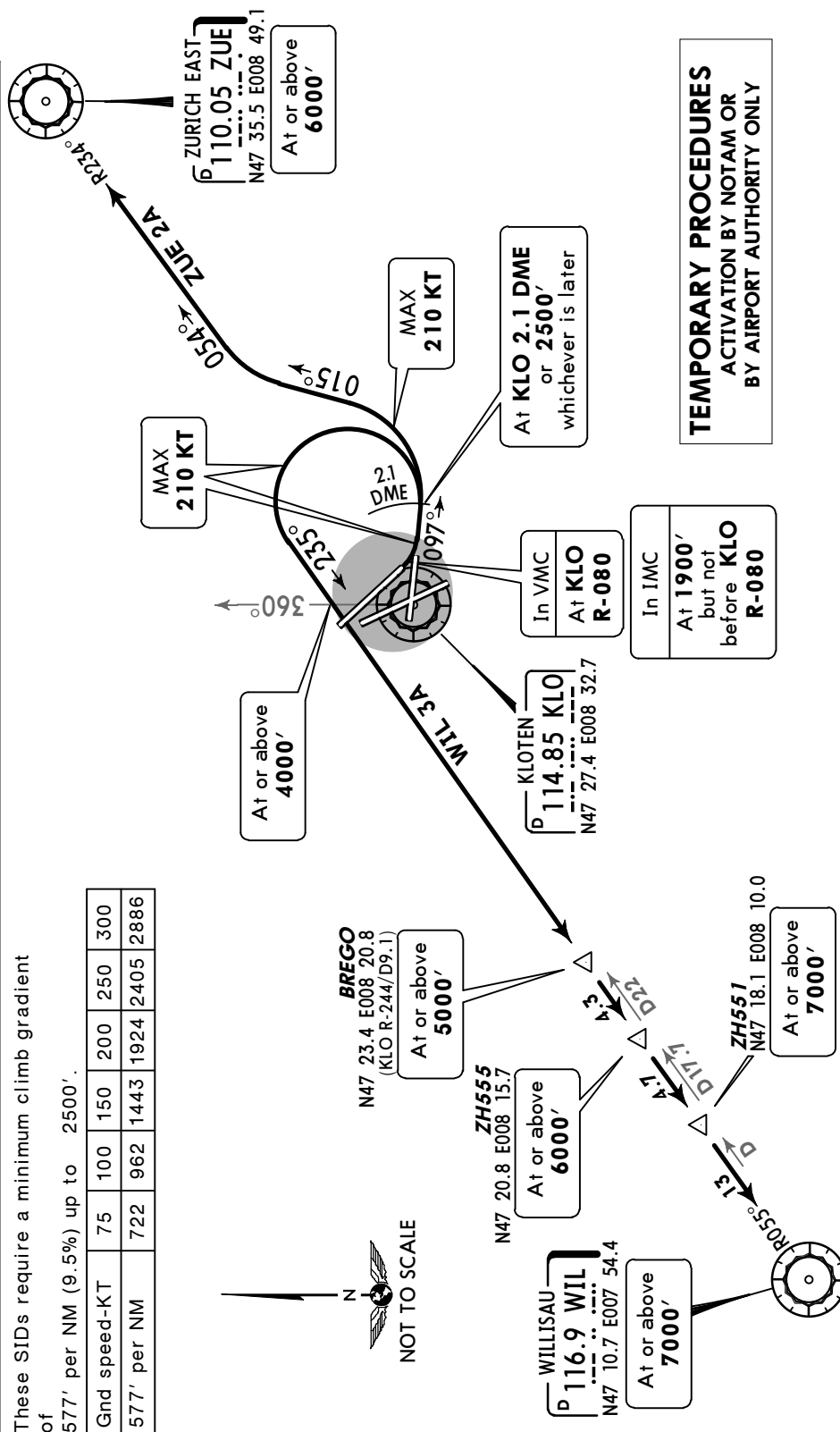
Initial climb clearance 5000'

ROUTING

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

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

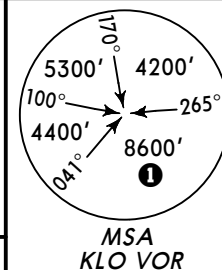
Gnd speed-KT	75	100	150	200	250	300
577' per NM	722	962	1443	1924	2405	2886



ZURICH
Departure
125.95

Apt Elev
1417'

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



① 5900' within
17 DME

DEGES ONE DELTA (DEGES 1D) [DEGE1D]
DEGES ONE ROMEO (DEGES 1R) [DEGE1R]

RWYS 10, 16 RNAV DEPARTURES

RNAV (DME/DME OR GNSS)

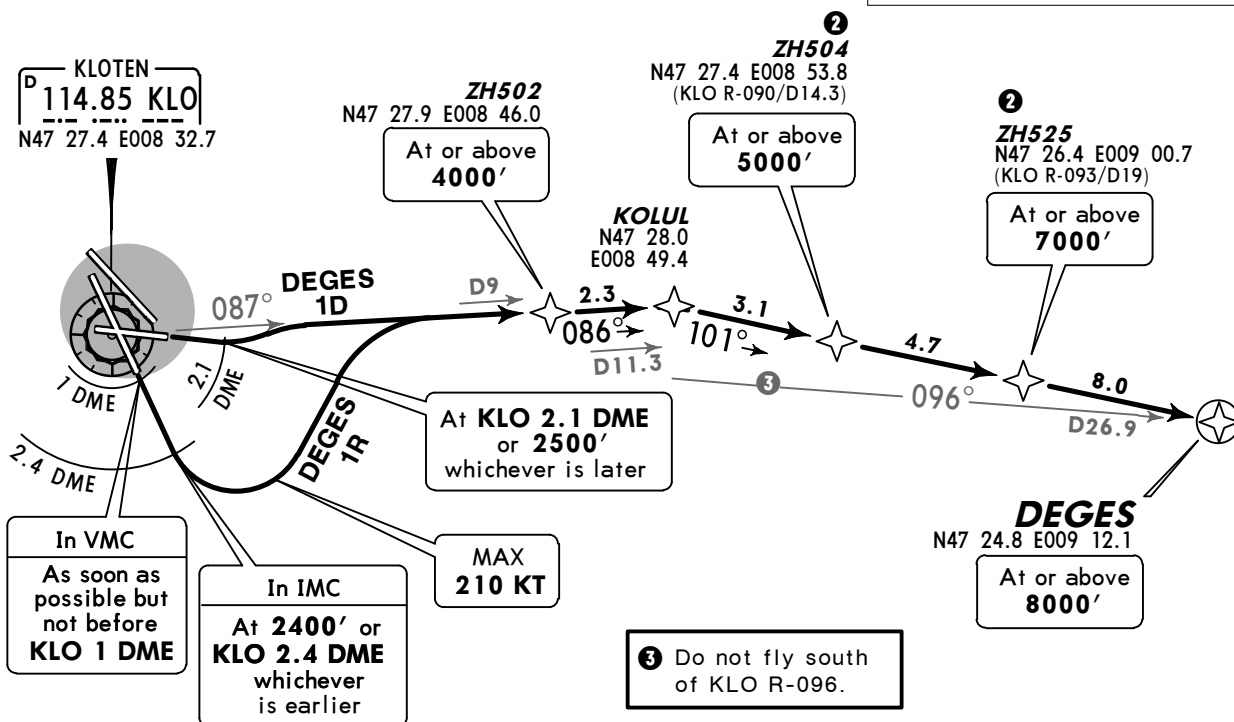
BRNAV ABOVE MSA

BRNAV APPLICABLE WHEN PASSING 8600'

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

SPEED MAX 250 KT BELOW FL100

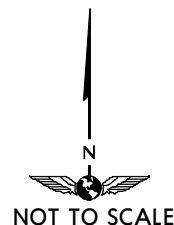
② As long as below 8600',
monitoring of cross
references at ZH504
and ZH525 compulsory.



These SIDs require minimum climb gradients
of

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

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



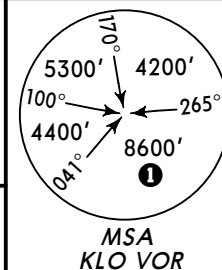
Initial climb clearance 5000'

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

ZURICH
Departure
125.95

Apt Elev
1417'

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



① 5900' within
17 DME

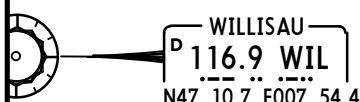
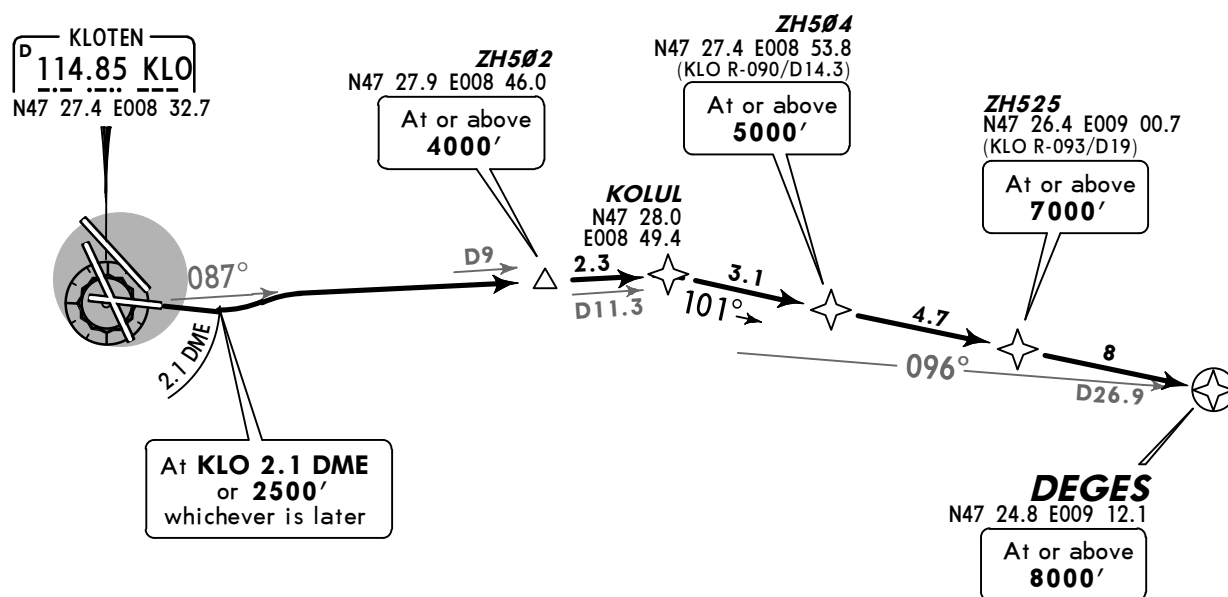
DEGES ONE ECHO (DEGES 1E) [DEGE1E] RWY 10 P-RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING KOLUL

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

~~SPEED~~ MAX 250 KT BELOW FL100



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

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

Initial climb clearance **5000'**

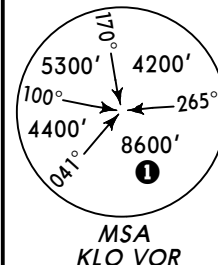
ROUTING

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

ZURICH
Departure
125.95

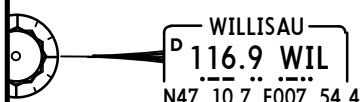
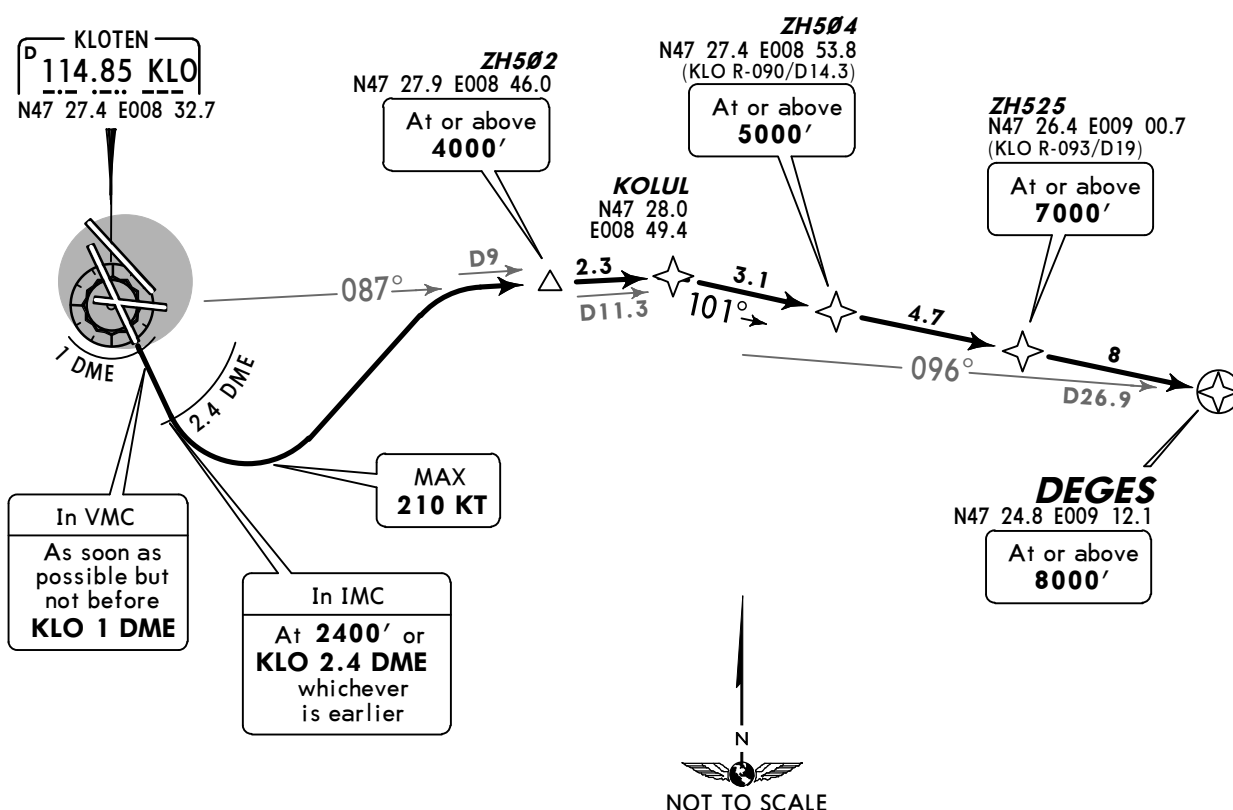
Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles. 5. WIL DME required for DME/DME navigation. 6. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.



① 5900' within
17 DME

DEGES ONE SIERRA (DEGES 1S) [DEGE1S]
RWY 16 P-RNAV DEPARTURE
RNAV (DME/DME OR GNSS)
RNAV APPLICABLE WHEN PASSING KOLUL
FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1
~~SPEED~~ MAX 250 KT BELOW FL100



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

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

Initial climb clearance **5000'**

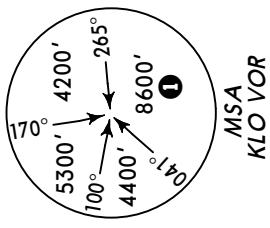
ROUTING

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

ZURICH
Departure
125.95

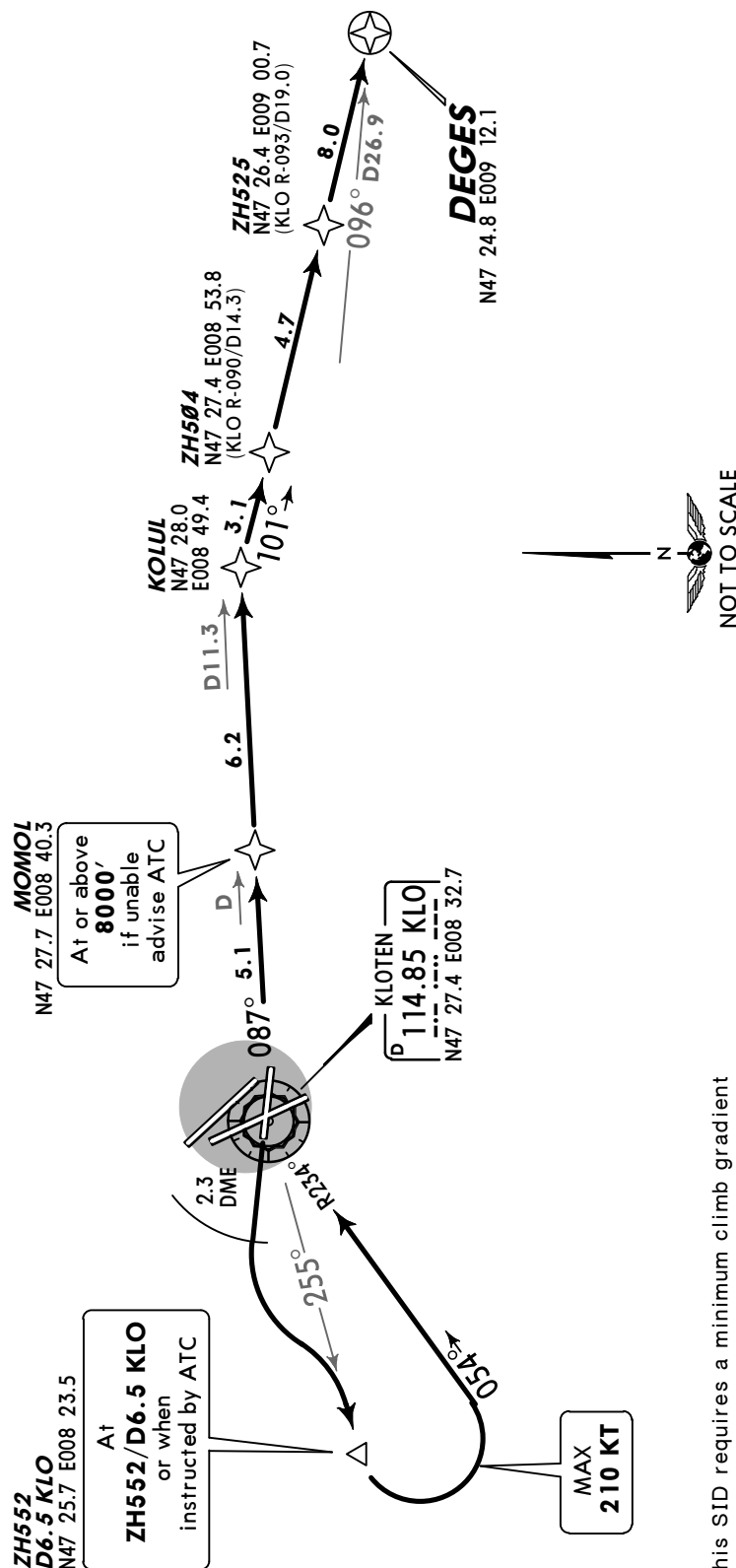
Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.



① 5900' within
17 DME

DEGES 2W [DEGE2W]
RWY 28 RNAV DEPARTURE
RNAV (DME/DME OR GNSS)
RNAV APPLICABLE WHEN PASSING KLO
FOR ROUTE CONTINUATION AFTER DEGES
REFER TO CHARTS 10-3W & 10-3X1
~~SPEED~~ MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient
of
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'**

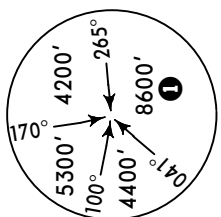
ROUTING

Climb straight ahead to KLO 2.3 DME, turn LEFT, intercept KLO R-255, at ZH552/
D6.5 KLO or when instructed by ATC turn LEFT, intercept KLO R-234 inbound to
KLO - MOMOL (8000'+) - KOLUL - ZH504 - ZH525 - DEGES.

ZURICH
Departure
125.95

Apt Elev
1417'

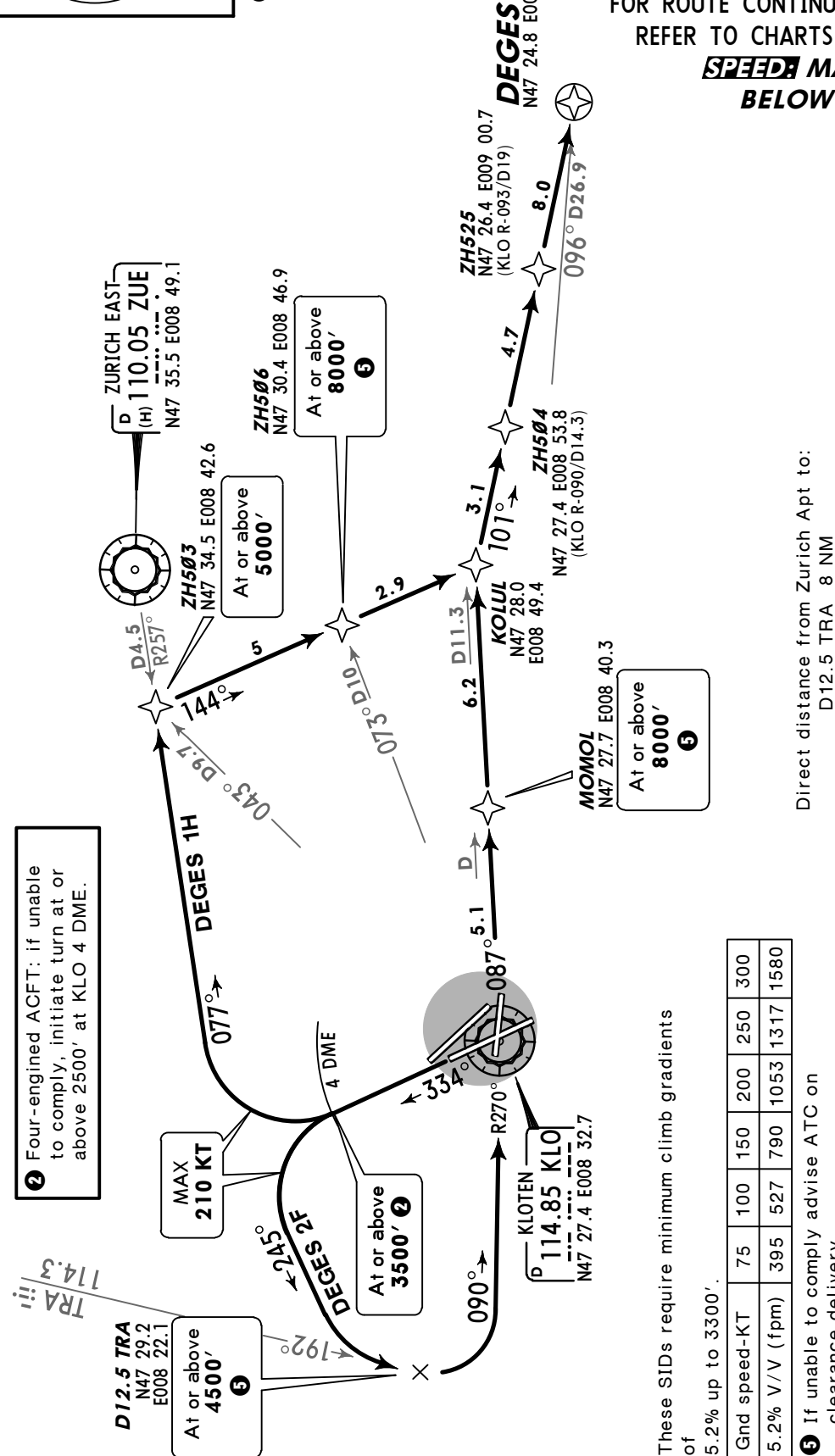
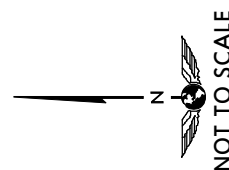
Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.



MSA
KLO VOR

① 5900' within
17 DME

**DEGES 2F [DEGE2F]
DEGES 1H [DEGE1H]
RWY 34 RNAV DEPARTURES**
RNAV (DME/DME OR GNSS)
FOR ROUTE CONTINUATION AFTER DEGES
REFER TO CHARTS 10-3W & 10-3X1
**~~SPEED~~ MAX 250 KT
BELOW FL100**



② Four-engined ACFT: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.

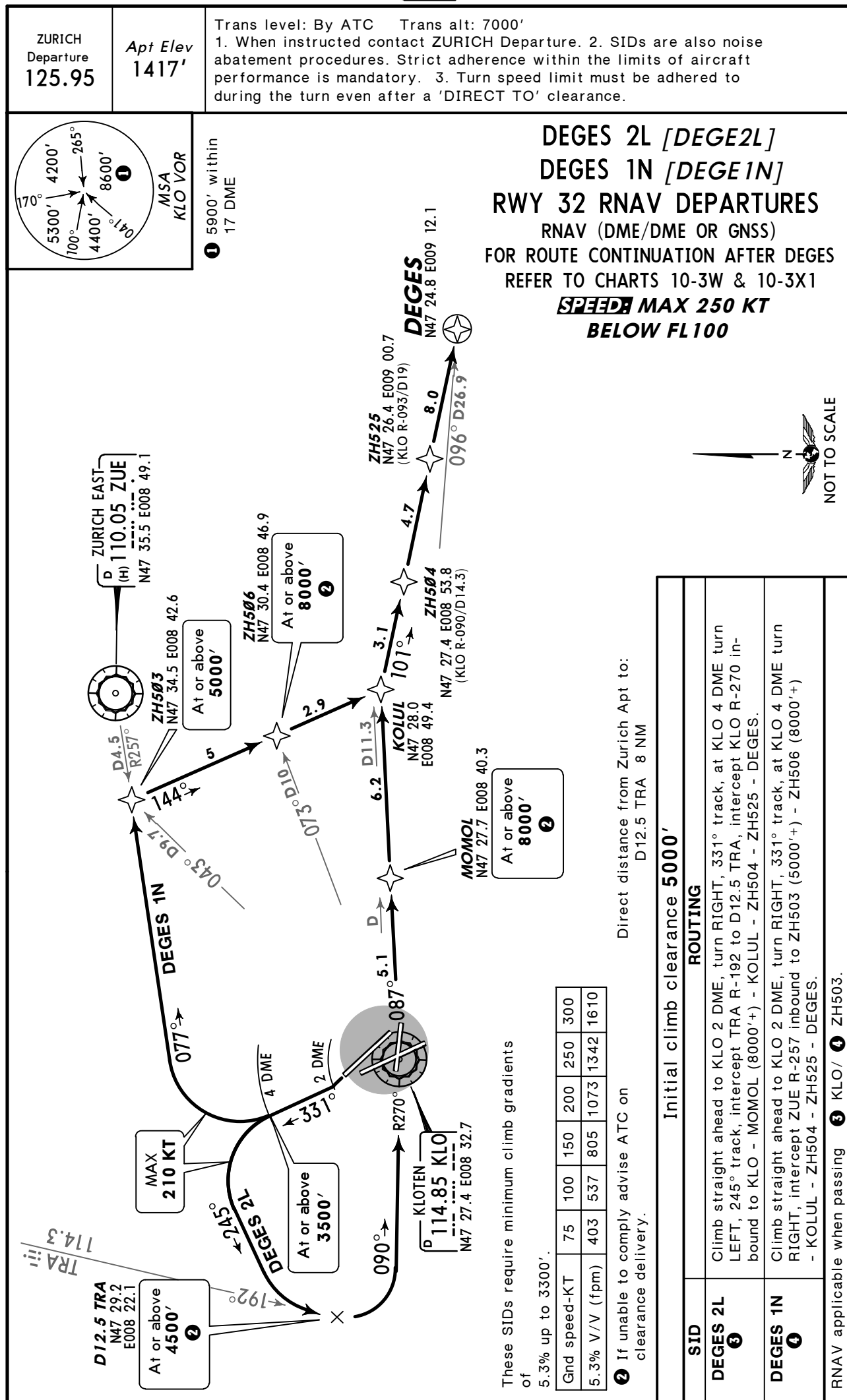
MAX
210 KT

These SIDs require minimum climb gradients of 5.2% up to 3300'.

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

⑤ If unable to comply advise ATC on clearance delivery.

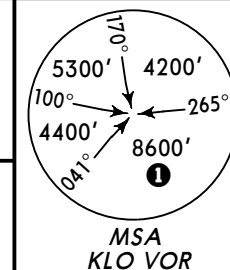
Initial climb clearance 5000'	
SID	ROUTING
DEGES 2F ③	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO - MOMOL (8000'+) - KOLUL - ZH504 - ZH525 - DEGES.
DEGES 1H ④	Climb on 334° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503 (5000'+) - ZH506 (8000'+) - KOLUL - ZH504 - ZH525 - DEGES.
RNAV applicable when passing ③ KLO/ ④ ZH503.	



ZURICH
Departure
125.95

Apt Elev
1417'

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



① 5900' within
17 DME

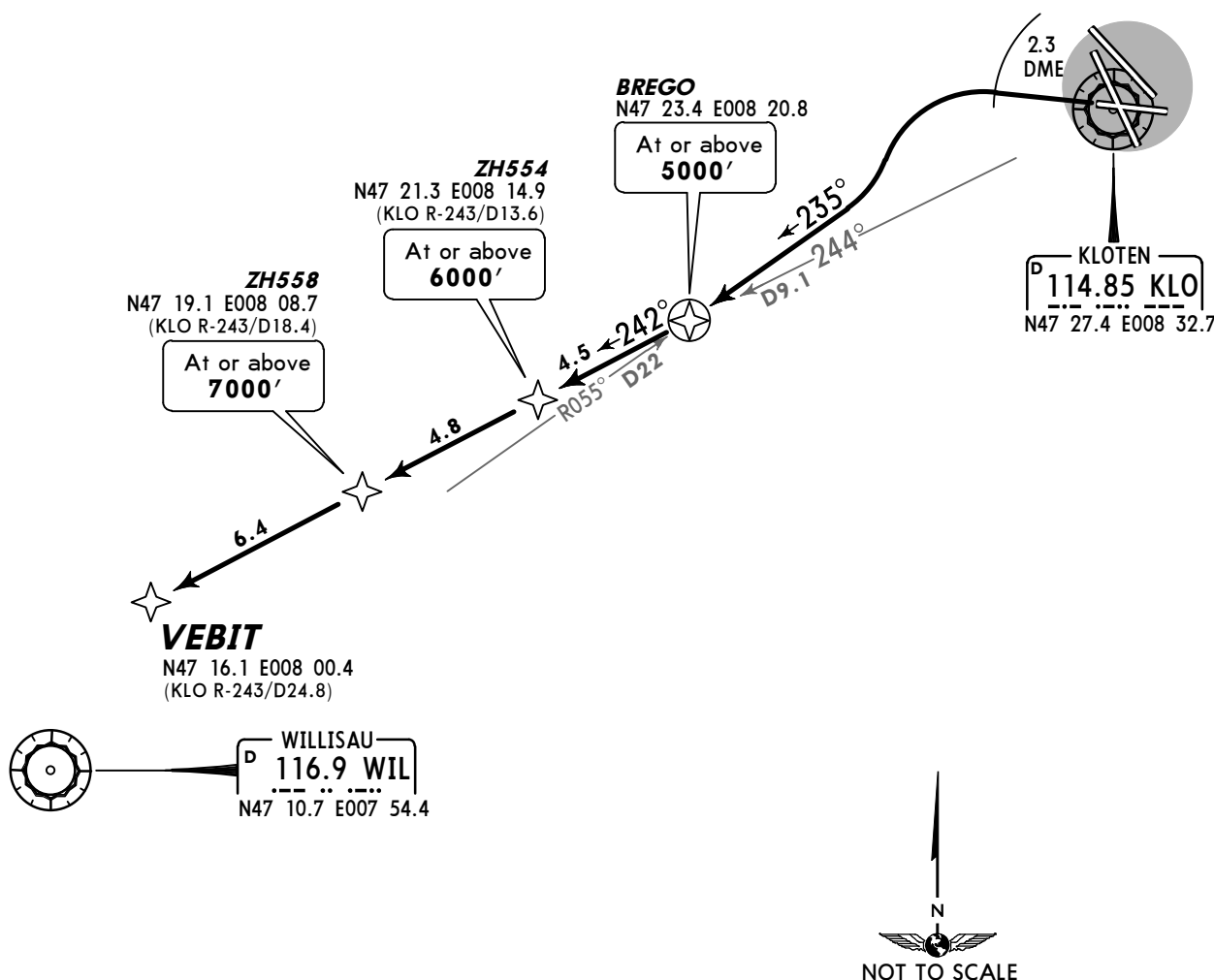
VEBIT 3W [VEBI3W] RWY 28 RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING BREGO

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

~~SPEED~~ MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient
of
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 KLO 2.3 DME, turn LEFT, intercept WIL R-055 inbound to BREGO (5000'+) - ZH554 (6000'+) - ZH558 (7000'+) - VEBIT.

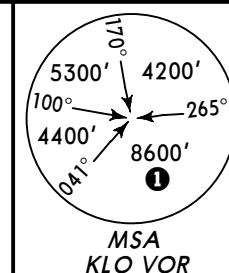
ZURICH
Departure
125.95Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

VEBIT 2H [VEBI2H]
VEBIT 2N [VEBI2N]
RWYS 34, 32 RNAV DEPARTURES
RNAV (DME/DME OR GNSS)
RNAV APPLICABLE WHEN PASSING BREGO
FOR ROUTE CONTINUATION AFTER VEBIT
REFER TO CHART 10-3X2
SPEED MAX 250 KT BELOW FL100

TRASADINGEN
D 114.3 TRA
(H) N47 41.4 E008 26.2

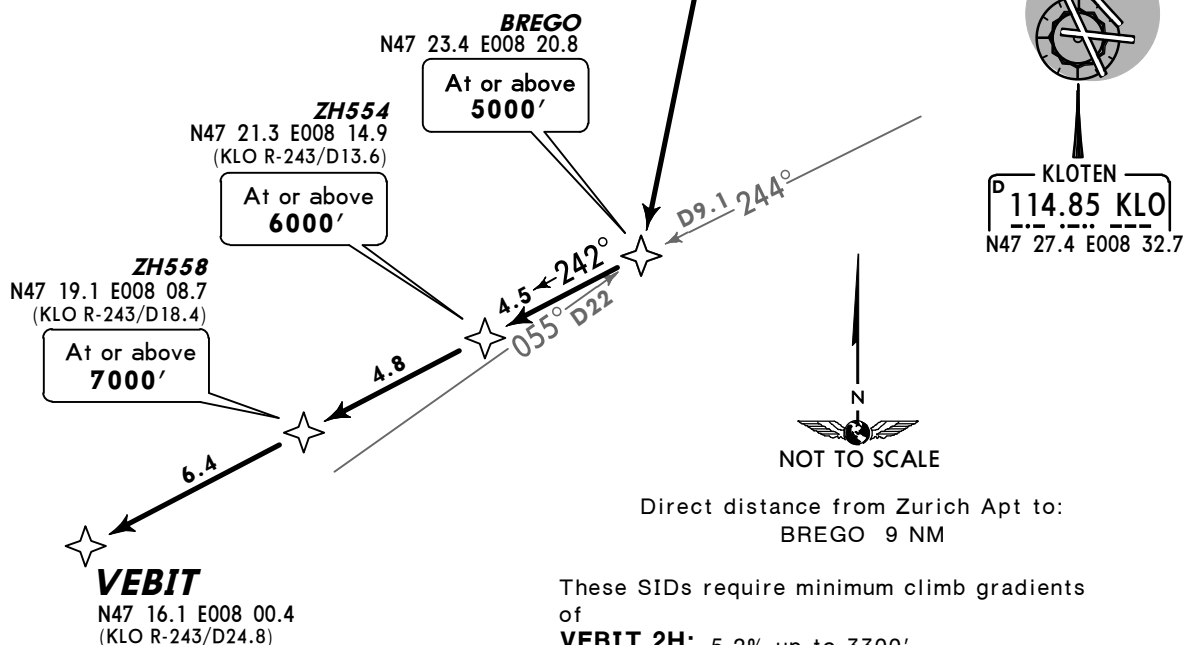


① 5900' within
17 DME

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

VEBIT 2H
At or above
3500' ③

VEBIT 2N
At or above
3500'



Direct distance from Zurich Apt to:
BREGO 9 NM

These SIDs require minimum climb gradients
of

VEBIT 2H: 5.2% up to 3300'.

VEBIT 2N: 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

WILLISAU
D 116.9 WIL
N47 10.7 E007 54.4

Initial climb clearance **5000'**

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

ZURICH
Departure
125.95

Apt Elev
1417'

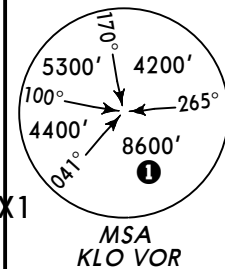
Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
4. EXPECT close-in obstacles.
5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

DEGES 2A [DEGE2A]
RWY 14 RNAV DEPARTURE
BRNAV ABOVE MSA

BRNAV APPLICABLE WHEN PASSING 8600'

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

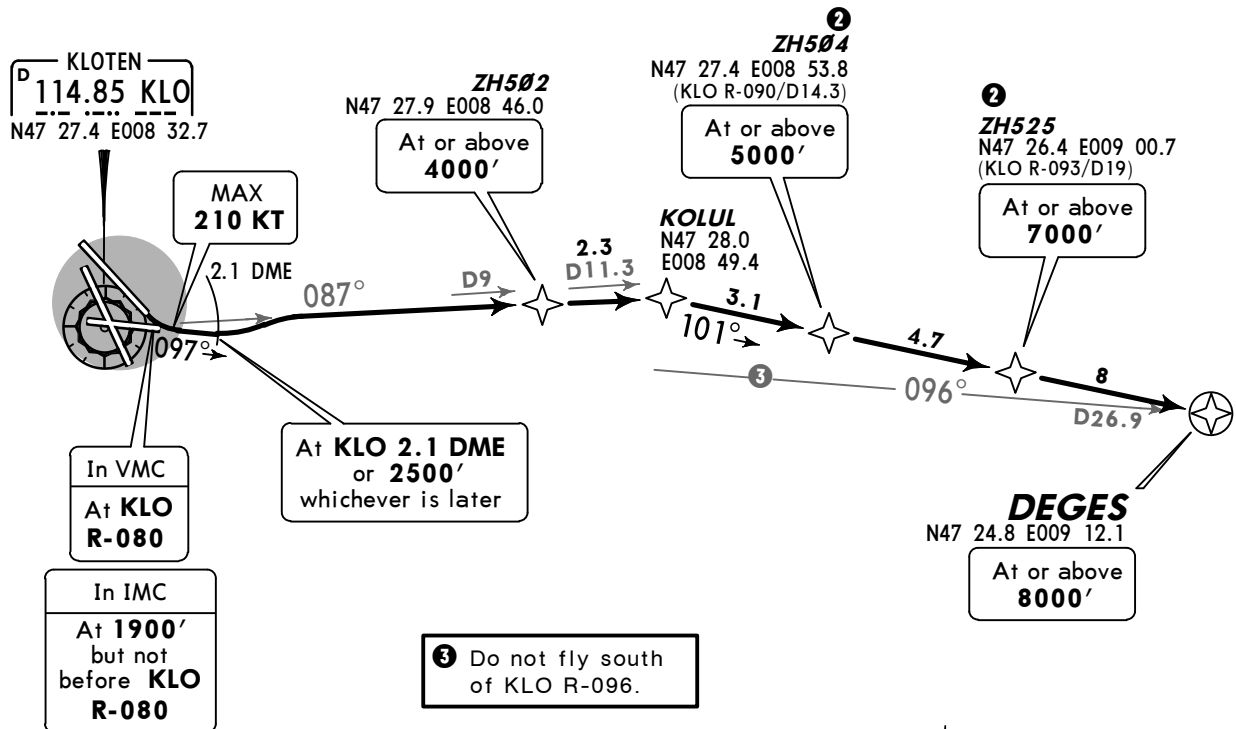
SPEED MAX 250 KT BELOW FL100



① 5900' within 17 DME

TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY

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



This SID requires a minimum climb gradient of 9.5% up to 2500'.

Gnd speed-KT	75	100	150	200	250	300
9.5% V/V (fpm)	722	962	1443	1924	2405	2886



Initial climb clearance **5000'**

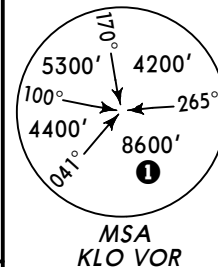
ROUTING

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

ZURICH
Departure
125.95

Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles. 5. WIL DME required for DME/DME navigation. 6. Turn speed limit must be adhered to during the turn even after a "DIRECT TO" clearance.



① 5900' within
17 DME

DEGES TWO BRAVO (DEGES 2B) [DEGE2B]

RWY 14 P-RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

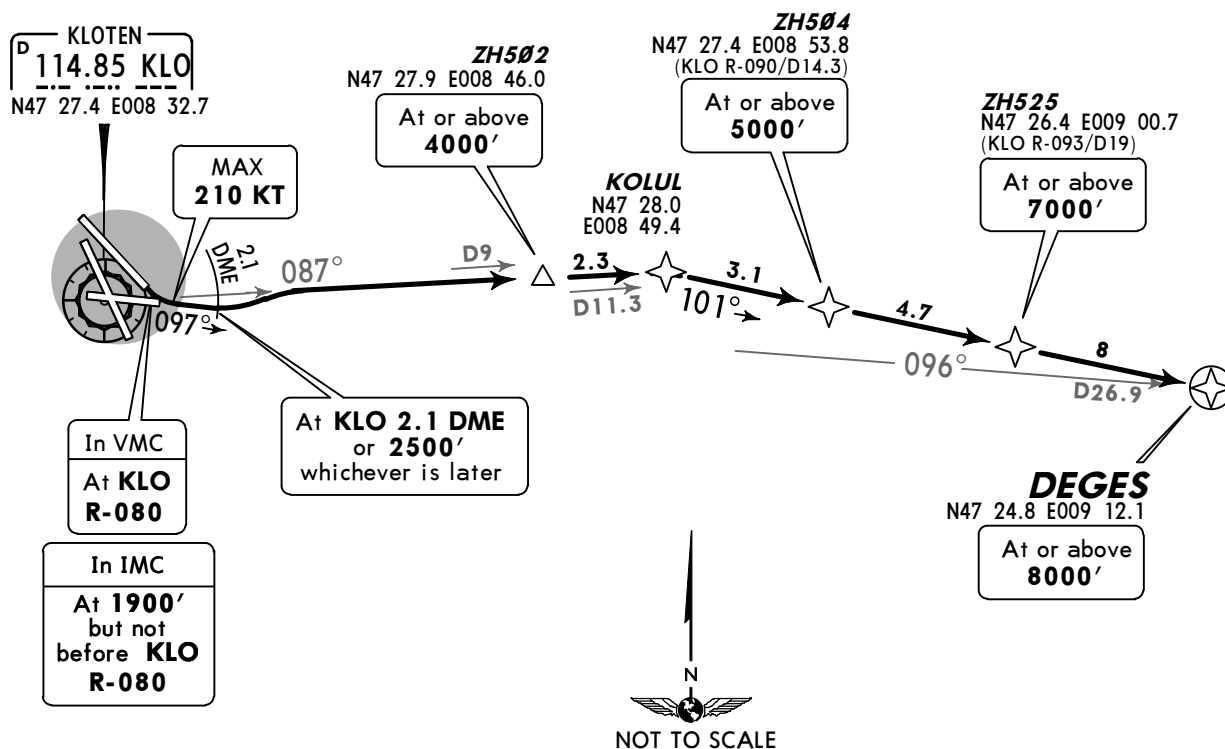
RNAV APPLICABLE WHEN PASSING KOLUL

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

~~SPEED~~ MAX 250 KT BELOW FL100

TEMPORARY PROCEDURES

ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY



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

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

Initial climb clearance **5000'**

ROUTING

Climb straight ahead,

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

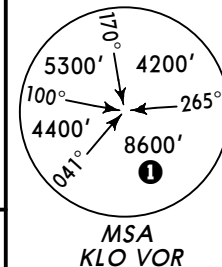
ZURICH
Departure
125.95Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure. 2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m.

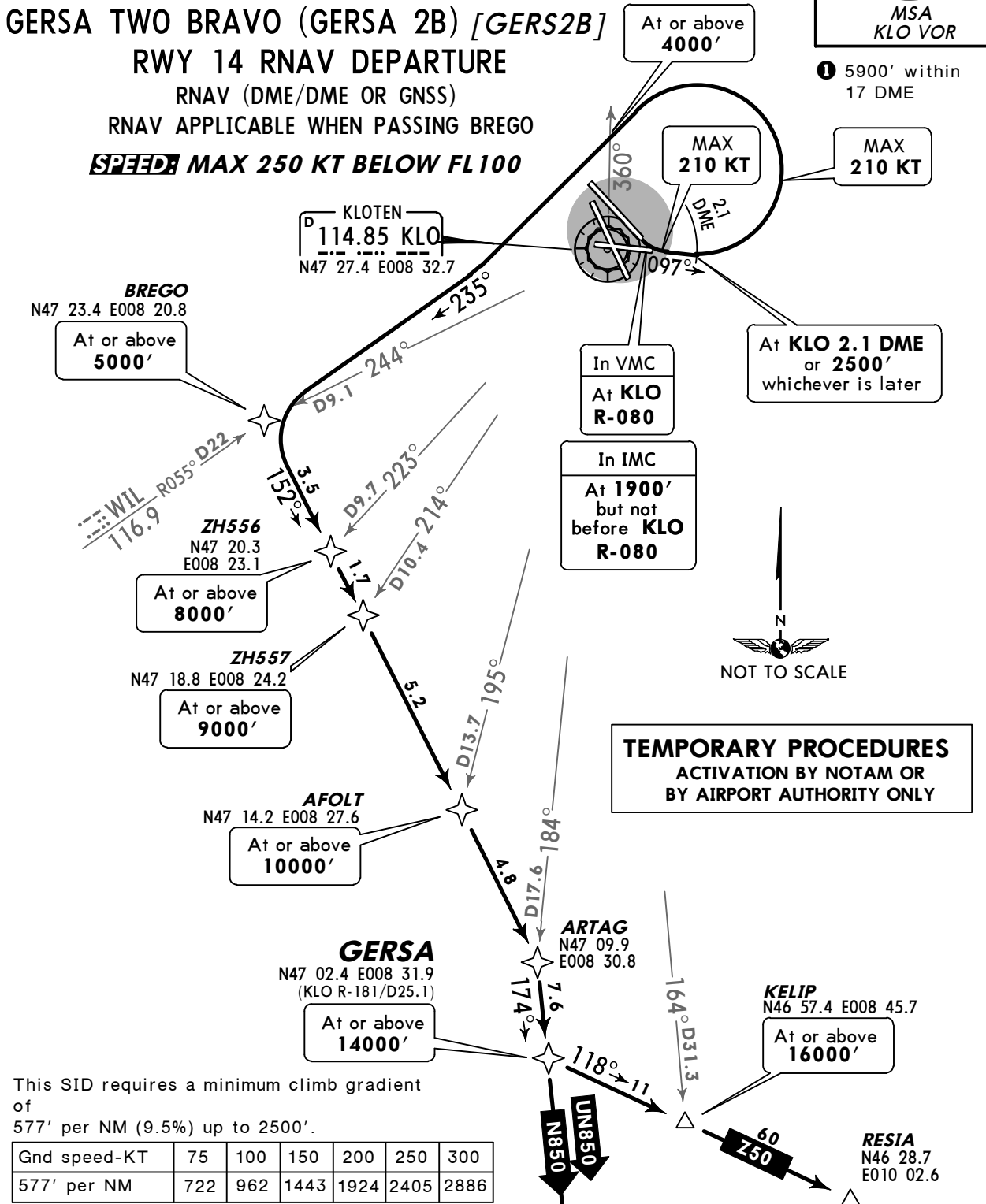
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

4. EXPECT close-in obstacles. 5. Turn speed limit must be adhered to during the turn even after a "DIRECT TO" clearance.

**GERSA TWO BRAVO (GERSA 2B) [GERS2B]****RWY 14 RNAV DEPARTURE**

RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING BREGO

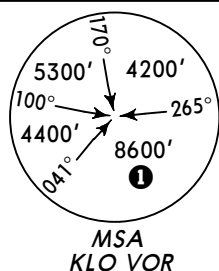
~~SPEED~~ MAX 250 KT BELOW FL100

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

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

ZURICH
Departure
125.95Apt Elev
1417'

- Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 3. EXPECT close-in obstacles.
 4. If the SID stipulates a speed limit for a turn, this speed must be adhered to during the turn even after a 'DIRECT TO' clearance.

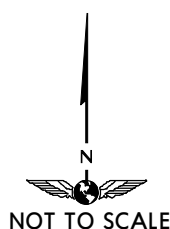


① 5900' within 17 DME

KLOTEN
D 114.85 KLO
N47 27.4 E008 32.7

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



ARTAG
N47 09.9 E008 30.8

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

At or above
14000'

KELIP
N46 57.4 E008 45.7
At or above
16000'

RESIA
N46 28.7 E010 02.6

GERSA 1C [GERS1C]

RWY 10 P-RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING ZH502

~~SPEED~~ MAX 250 KT BELOW FL100

ZH502
D9 KLO
N47 27.9 E008 46.0

At or above
4000'
MAX 210 KT

At KLO 2.1 DME
or 2500'
whichever is later

ZH526
N47 15.6 E008 37.3

At or above
10000'
MAX 210 KT

Initial climb clearance **5000'**

ROUTING

Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, intercept KLO R-087 to ZH502/D9 KLO (4000'+; K210-) - ZH526 (10000'+; K210-) - ARTAG - GERSA (14000'+).

CONTINUATION

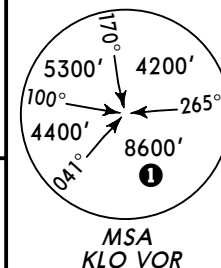
To RESIA: Along airway Z-50.

Other directions: Along airways N/UN-850.

ZURICH
Departure
125.95

Apt Elev
1417'

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



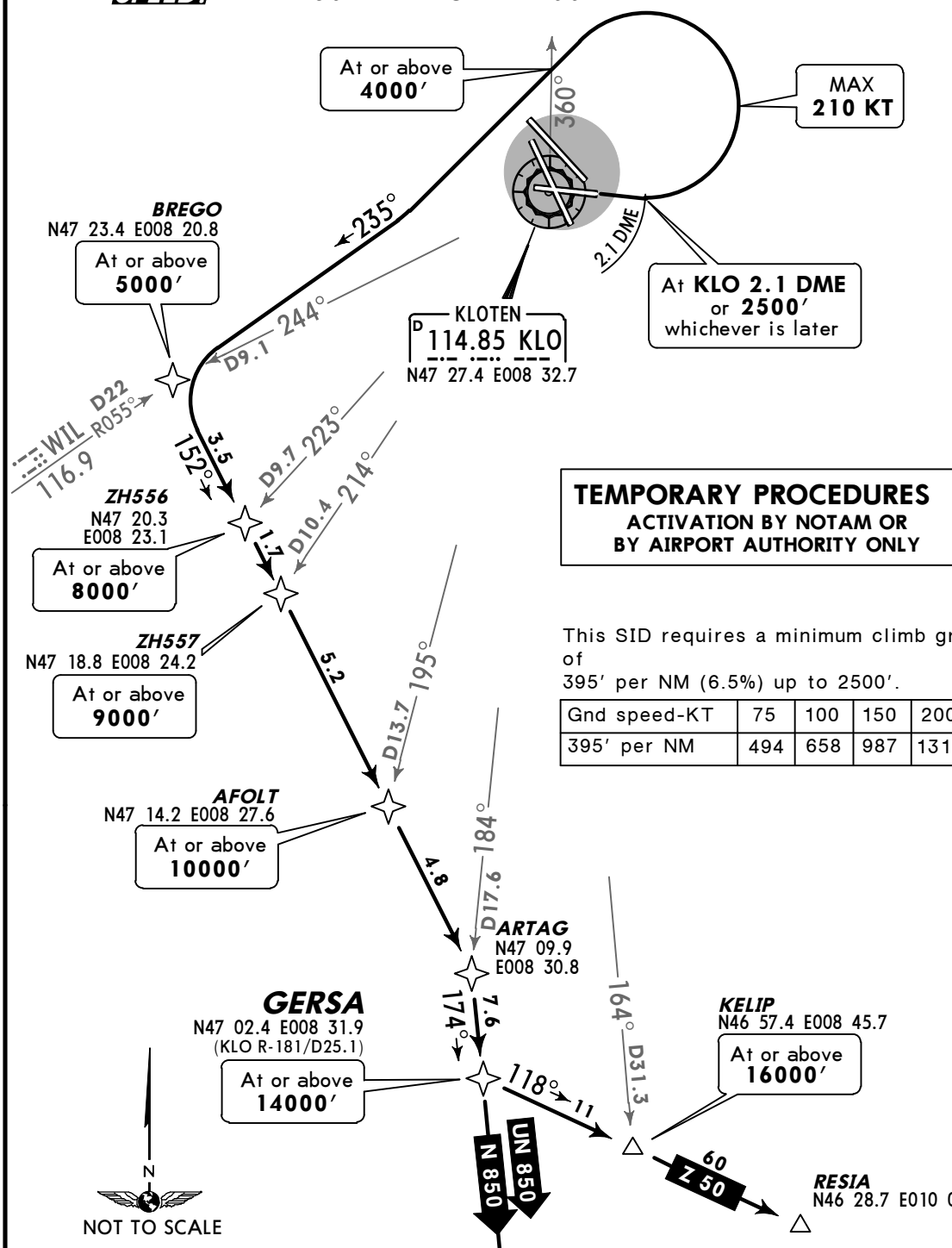
① 5900' within
17 DME

GERSA ONE ECHO (GERSA 1E) [GERS1E] RWY 10 RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING BREGO

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance 5000'

ROUTING

Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO (5000'+) - ZH556 (8000'+) - ZH557 (9000'+) - AFOLT (10000'+) - ARTAG - GERSA (14000'+).

CONTINUATION

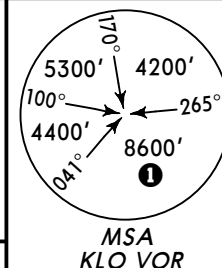
To RESIA: Proceed along airway Z 50.

Other directions: Proceed along airways N/UN 850.

ZURICH
Departure
125.95Apt Elev
1417'

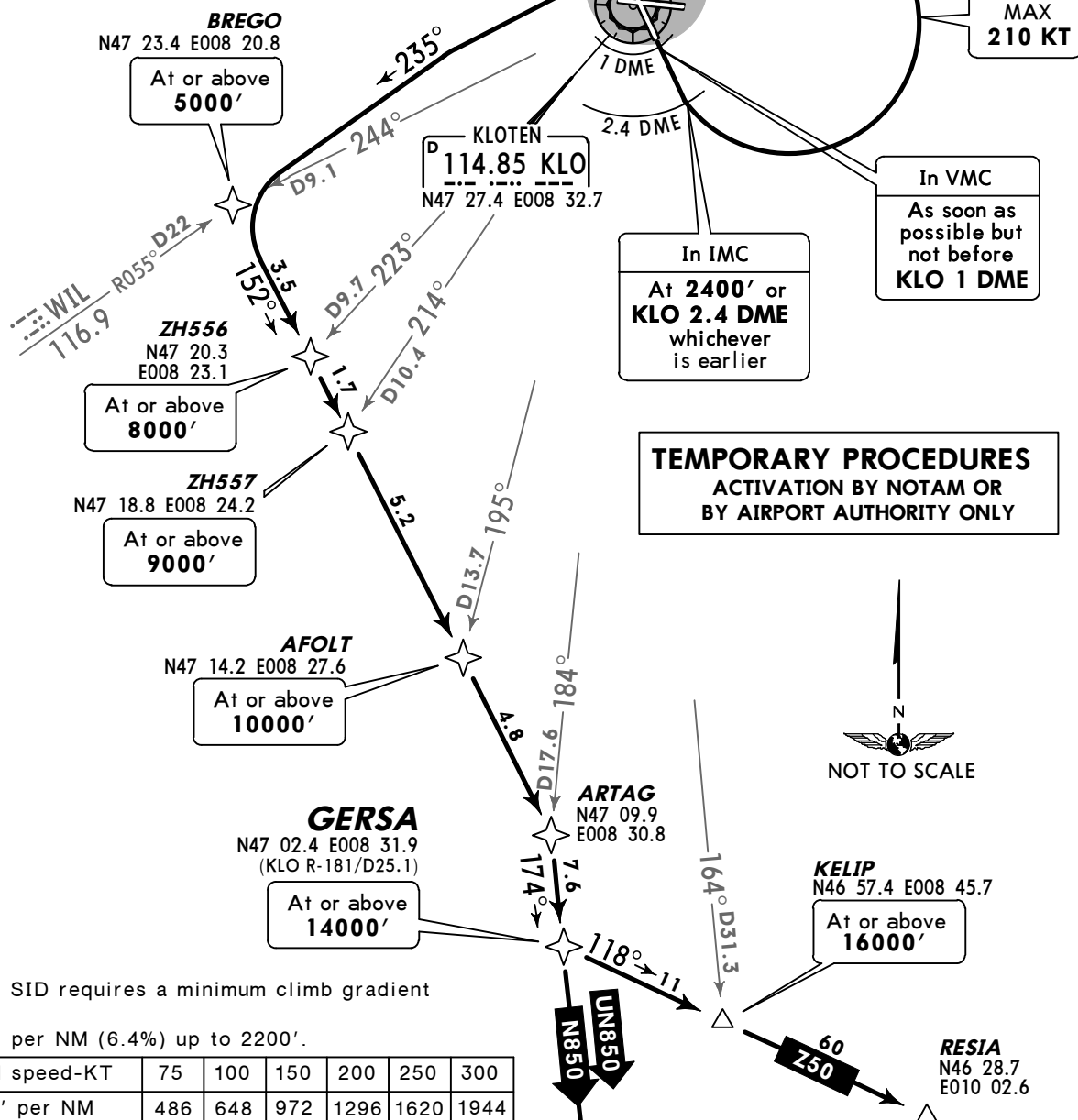
Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure.
2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles. 5. Turn speed limit must be adhered to during the turn even after a "DIRECT TO" clearance.

**GERSA ONE SIERRA (GERSA 1S) [GERS1S]****RWY 16 RNAV DEPARTURE**

RNAV (DME/DME OR GNSS)

RNAV APPLICABLE WHEN PASSING BREGO

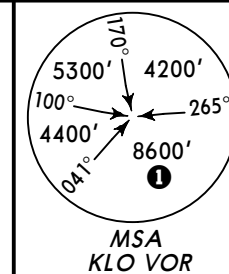
~~SPEED~~ MAX 250 KT BELOW FL100

ZURICH
Departure
125.95

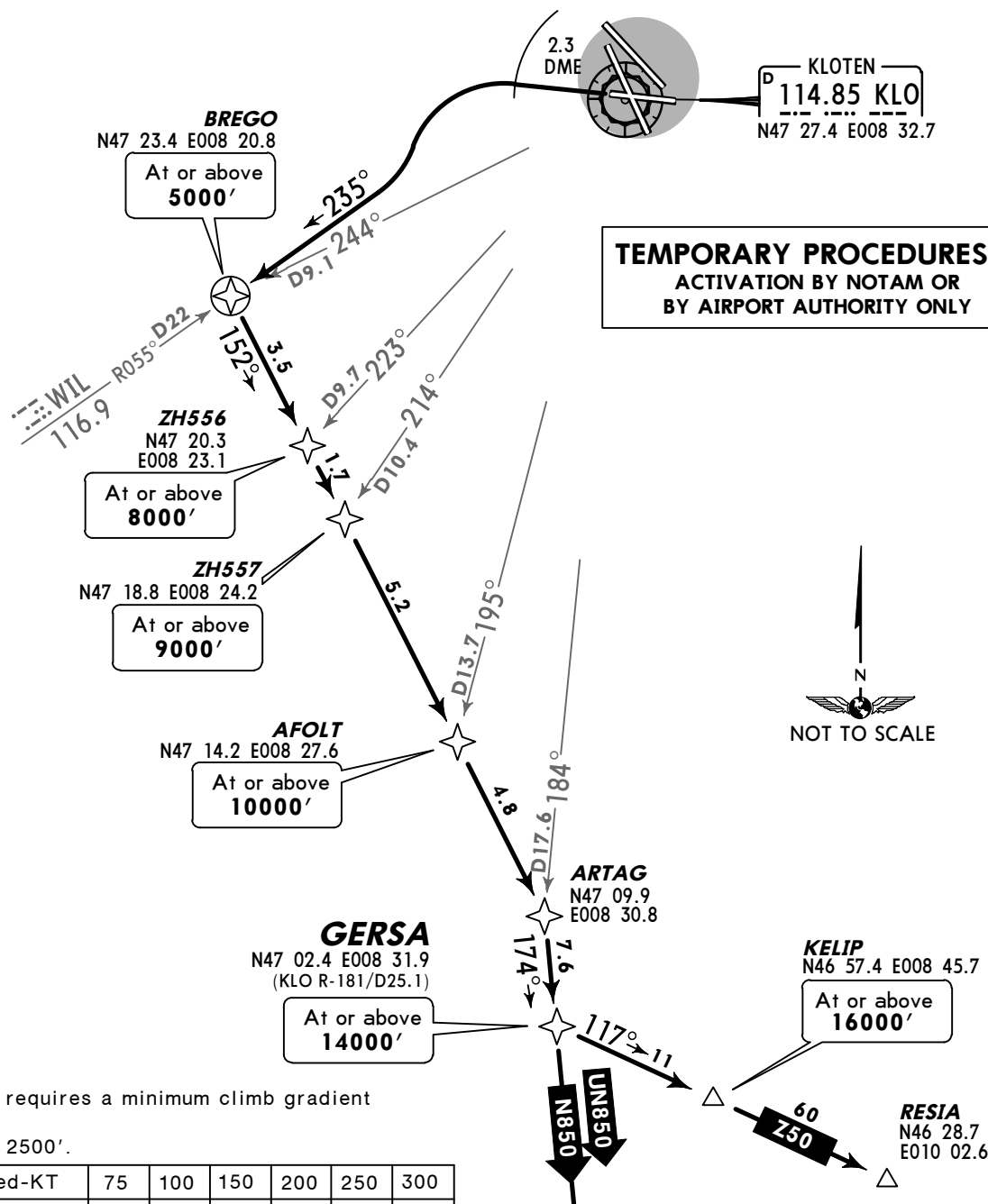
Apt Elev
1417'

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

GERSA 2W [GERS2W]
RWY 28 RNAV DEPARTURE
RNAV (DME/DME, GNSS)
RNAV APPLICABLE WHEN PASSING BREGO
~~SPEED~~ MAX 250 KT BELOW FL100



① 5900' within 17 DME



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 KLO 2.3 DME, turn LEFT, intercept WIL R-055 inbound to BREGO (5000'+) - ZH556 (8000'+) - ZH557 (9000'+) - AFOLT (10000'+) - ARTAG - GERSA (14000'+).

CONTINUATION

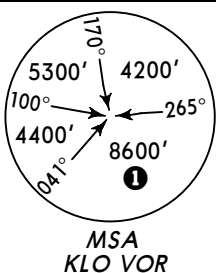
To RESIA: Along airway Z-50.

Other directions: Along airways N/UN-850.

ZURICH
Departure
125.95Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.



① 5900' within
17 DME

BREGO
N47 23.4 E008 20.8
(116.9 WIL R-055/D22)

At or above
5000'

ZH556
N47 20.3 E008 23.1
(KLO R-223/D9.7)

At or above
8000'

ZH557
N47 18.8 E008 24.2

At or above
9000'

AFOLT
N47 14.2 E008 27.6

At or above
10000'

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

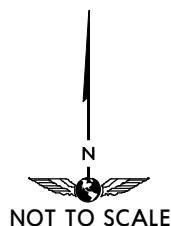
At or above
14000'

ARTAG
N47 09.9 E008 30.8

KELIP
N46 57.4 E008 45.7

At or above
16000'

RESIA
N46 28.7 E010 02.6



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 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO (5000'+) - ZH556 (8000'+) - ZH557 (9000'+) - AFOLT (10000'+) - ARTAG - GERSA (14000'+).
GERSA 1N	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO (5000'+) - ZH556 (8000'+) - ZH557 (9000'+) - AFOLT (10000'+) - ARTAG - GERSA (14000'+).

CONTINUATION

To RESIA: Along airway Z-50.

Other directions: Along airways N/UN-850.

GERSA 1H [GERS1H]
GERSA 1N [GERS1N]
RWYS 34, 32
RNAV DEPARTURES
RNAV (DME/DME, GNSS)
RNAV APPLICABLE
WHEN PASSING BREGO
***SPEED* MAX 250 KT**
BELOW FL100

TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY

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

ZURICH
Departure
125.95

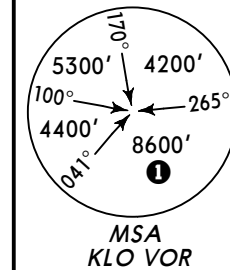
Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure. 2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles. 5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

VEBIT 3B [VEBI3B]
RWY 14 RNAV DEPARTURE
RNAV (DME/DME OR GNSS)

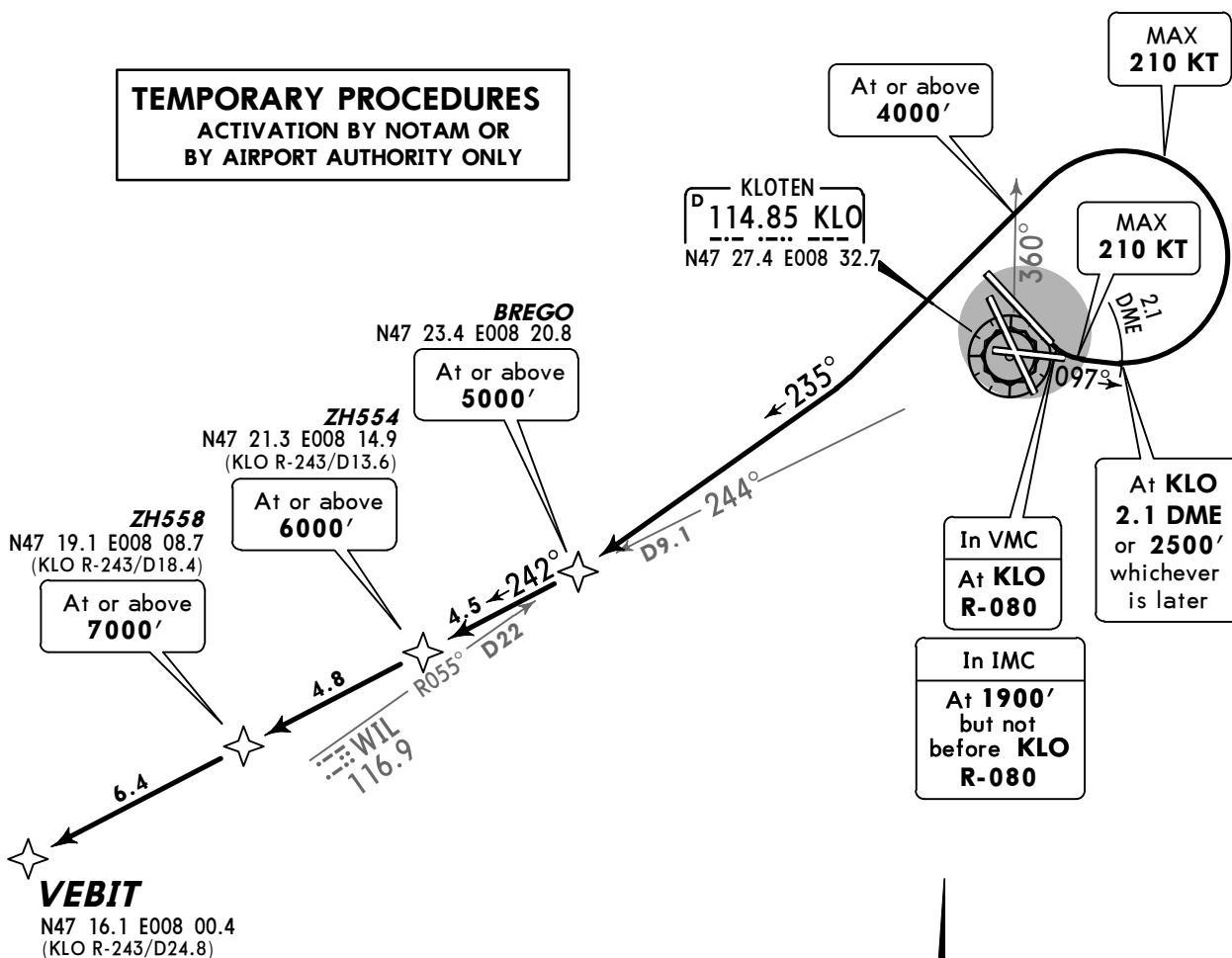
RNAV APPLICABLE WHEN PASSING BREGO
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2

~~SPEED~~ MAX 250 KT BELOW FL100



① 5900' within
17 DME

TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY



This SID requires a minimum climb gradient
of
9.5% up to 2500'.

Gnd speed-KT	75	100	150	200	250	300
9.5% V/V(fpm)	722	962	1443	1924	2405	2886

Initial climb clearance **5000'**

ROUTING

Climb straight ahead,
- if in VMC turn LEFT at KLO R-080, 097° track, maintain visual ground contact up to 2800', or
- if in IMC turn LEFT (MAX 210 KT) at 1900', but not before KLO R-080, 097° track, at KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO (5000'+) - ZH554 (6000'+) - ZH558 (7000'+) - VEBIT.

ZURICH
Departure
125.95

Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

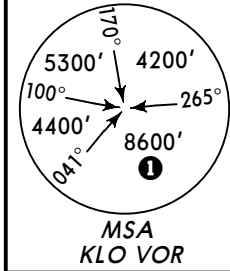
VEBIT 1K [VEB11K] RWY 34 RNAV DEPARTURE

P-RNAV OR RNAV 1 CERTIFICATION REQUIRED

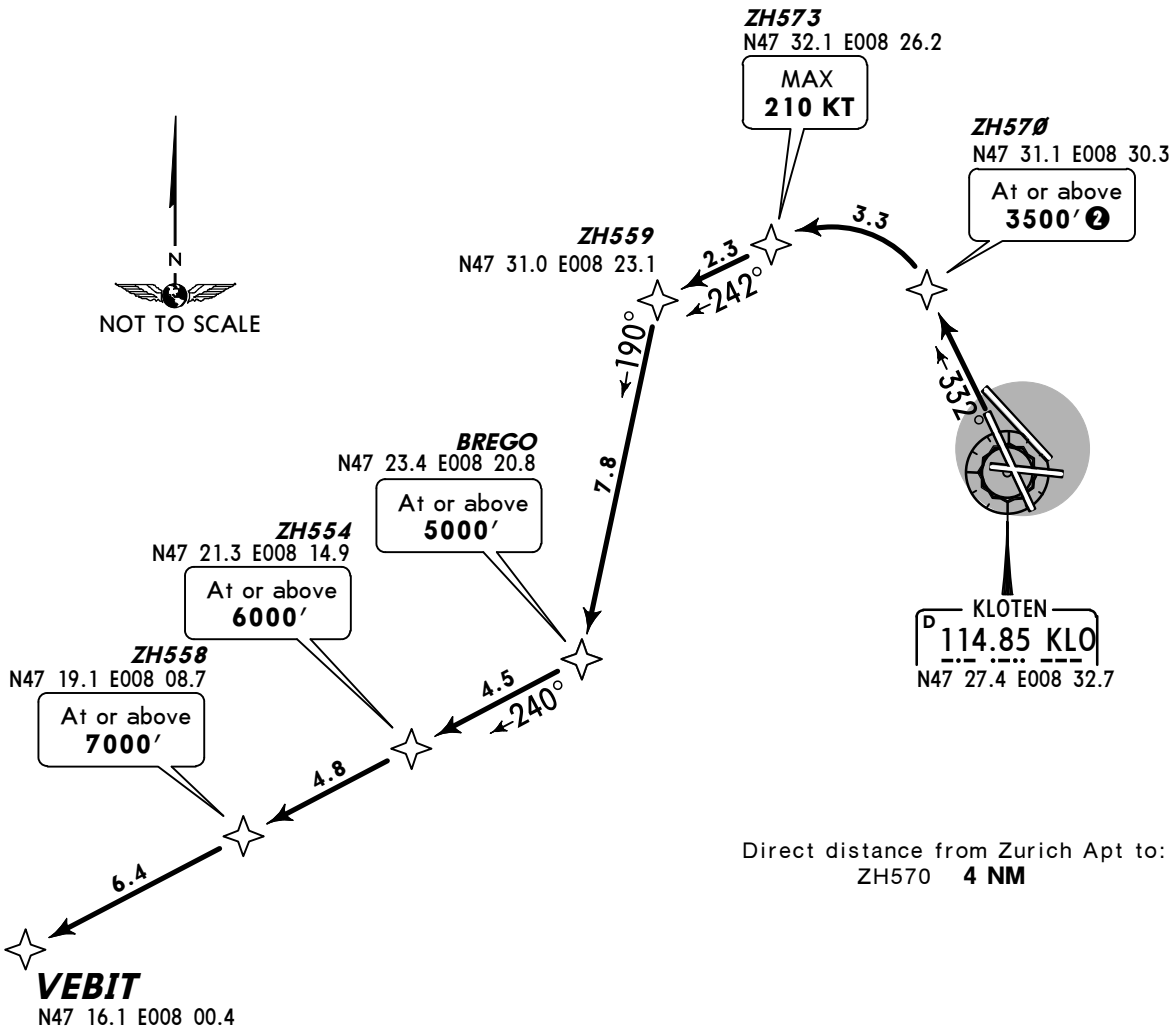
GNSS REQUIRED/RF REQUIRED

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

SPEED: MAX 250 KT BELOW FL100



① 5900' within
17 DME



Direct distance from Zurich Apt to:
ZH570 4 NM

② Four-engined ACFT: if unable to comply, initiate turn at or above 2500' at ZH570.

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

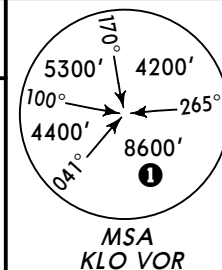
Initial climb clearance **5000'**

ROUTING

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

Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'



1 5900' within
17 DME

NORTHBOUND TRANSITION ROUTES

AFTER DEGES & ZUE

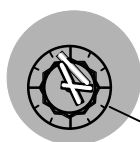
RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100

SPEED: MAX 250 KT BELOW FL100

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



ZURICH EAST
(H) 110.05 ZUE
N47 35.5 E008 49.1



KLOTEN
114.85 KLO
N47 27.4 E008 32.7

DEGES
N47 24.8 E009 12.1

At or above
8000'

ROMIR
N47 42.8 E009 06.5

LOKTA
N48 10.0 E009 11.0

ARSUT
N48 10.0 E009 19.7

ETAGO
N48 43.7 E009 27.6

SUDEN
N48 31.8 E009 27.7

MINGA
N48 10.0 E009 27.7

BIKBI
N47 58.3 E009 27.7

ALAGO
N47 48.0 E009 27.8

BODAN
N47 35.3 E009 27.1

ROMGA
N47 29.4 E009 24.2

LSZH/ZRH
ZURICH

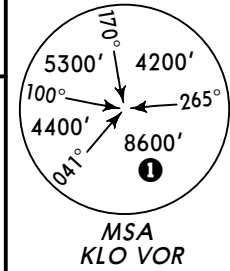
JEPPESEN
6 JUL 12 (10-3X)

ZURICH, SWITZERLAND

TRANSITION

Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'

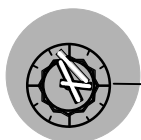
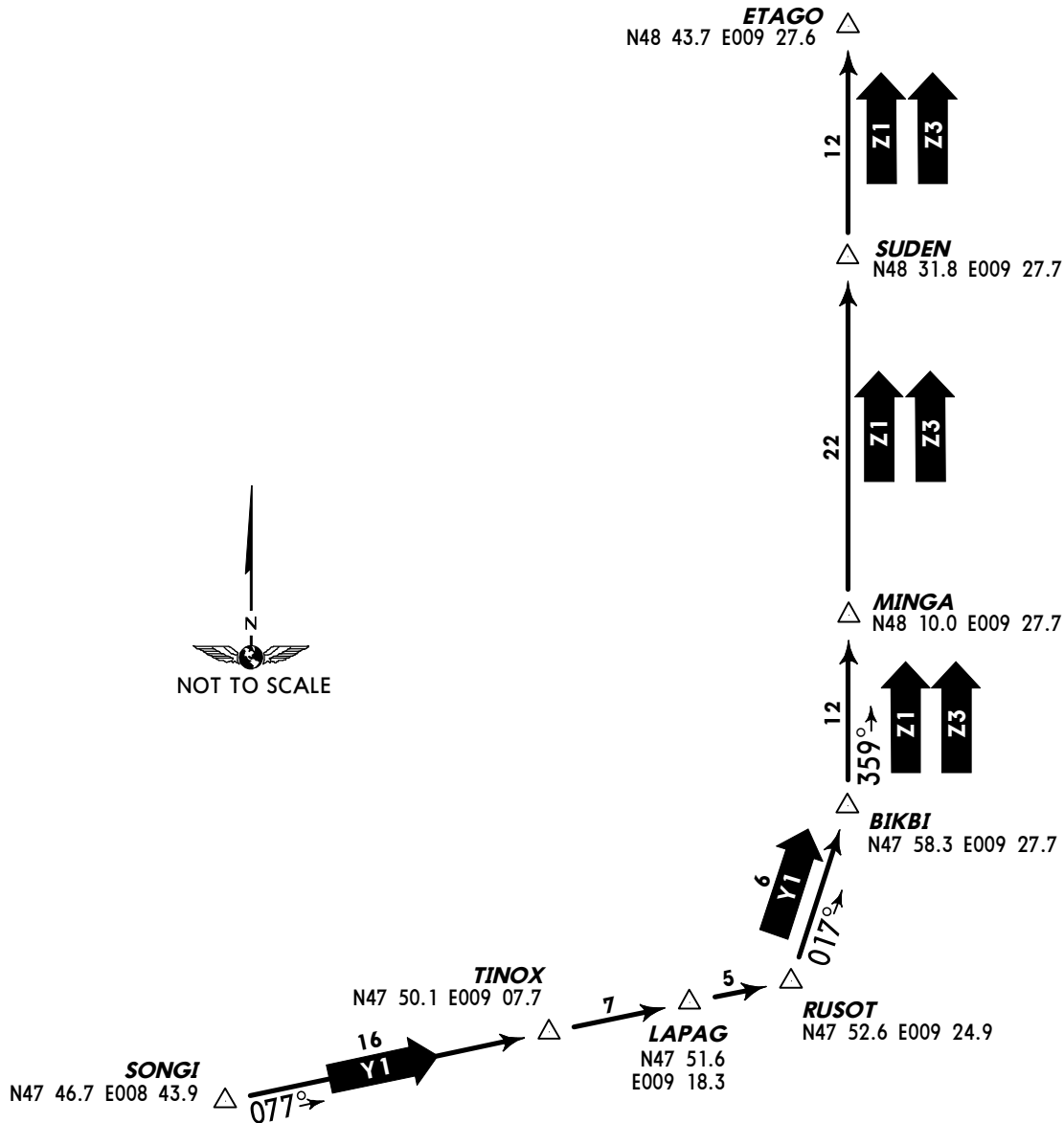


NORTHBOUND TRANSITION ROUTES AFTER SONGI

RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100

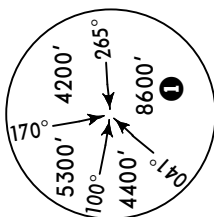
~~SPEED~~ MAX 250 KT BELOW FL100

1 5900' within
17 DME



Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'



MSA
KLO VOR

① 5900' within
17 DME

EASTBOUND TRANSITION ROUTES

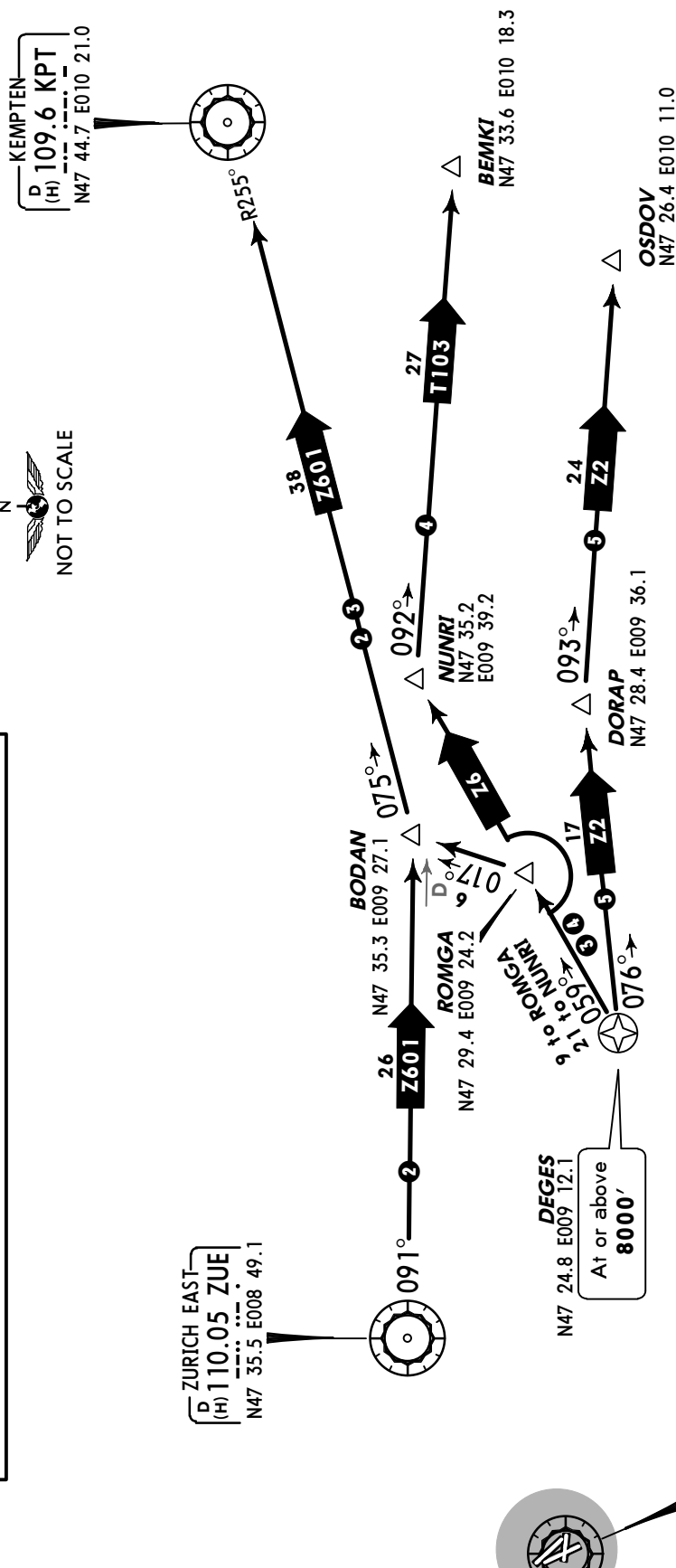
AFTER DEGES & ZUE

RNAV-EQUIPMENT COMPULSORY

FOR FLIGHTS AT OR ABOVE FL100

SPEED MAX 250 KT BELOW FL100

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



Trans level: By ATC Trans alt: 7000'



FOR FLIGHTS AT OR ABOVE FL100

SPEED: MAX 250 KT BELOW FL100

- 2** For departures with destination LSAG and beyond.
- 3** For departures with FL120 or below and destination LFEE or beyond.
- 4** For departures with FL140 - FL180 and destination LFEE or beyond.
- 5** For departures with FL200 or above and destination LFEE or beyond.
- 6** For departures with destination LFSB and within LFSB TMA.
- 7** For departures with destination SOUTH of LSZH.

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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND			
			Threshold	Glide Slope		
10	①	RL (45m) CL (15m) ALS PAPI-L(3.5°)				197'
28		HIRL (45m) CL (15m) HIALS ② PAPI-L(3.3°) REIL RVR		7205' 2196m	③	60m

① Rwy grooved.

② ALS also available.

③ TAKE-OFF RUN AVAILABLE

RWY 28:

From rwy head 8202' (2500m)

twy K int 6234' (1900m)

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

④ Rwy grooved.

⑤ PAPI-L (3.0°)

⑥ TAKE-OFF RUN AVAILABLE

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

twy G int 8858' (2700m)

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

twy H2 int 8858' (2700m)

16	⑦	HIRL (30m) CL (15m) HIALS-II ⑧ TDZ ⑨ REIL	RVR	10,879' 3316m		⑩	197'
34		HIRL (30m) CL (15m) HIALS PAPI-L(3.3°) REIL	RVR	10,597' 3230m	9686' 2952m		60m

⑦ Rwy grooved.

⑧ ALS also available.

⑨ PAPI-L (3.0°)

⑩ TAKE-OFF RUN AVAILABLE

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

twy E3 int 9843' (3000m)

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

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

twy E7/R7 int 8432' (2570m)

Standard

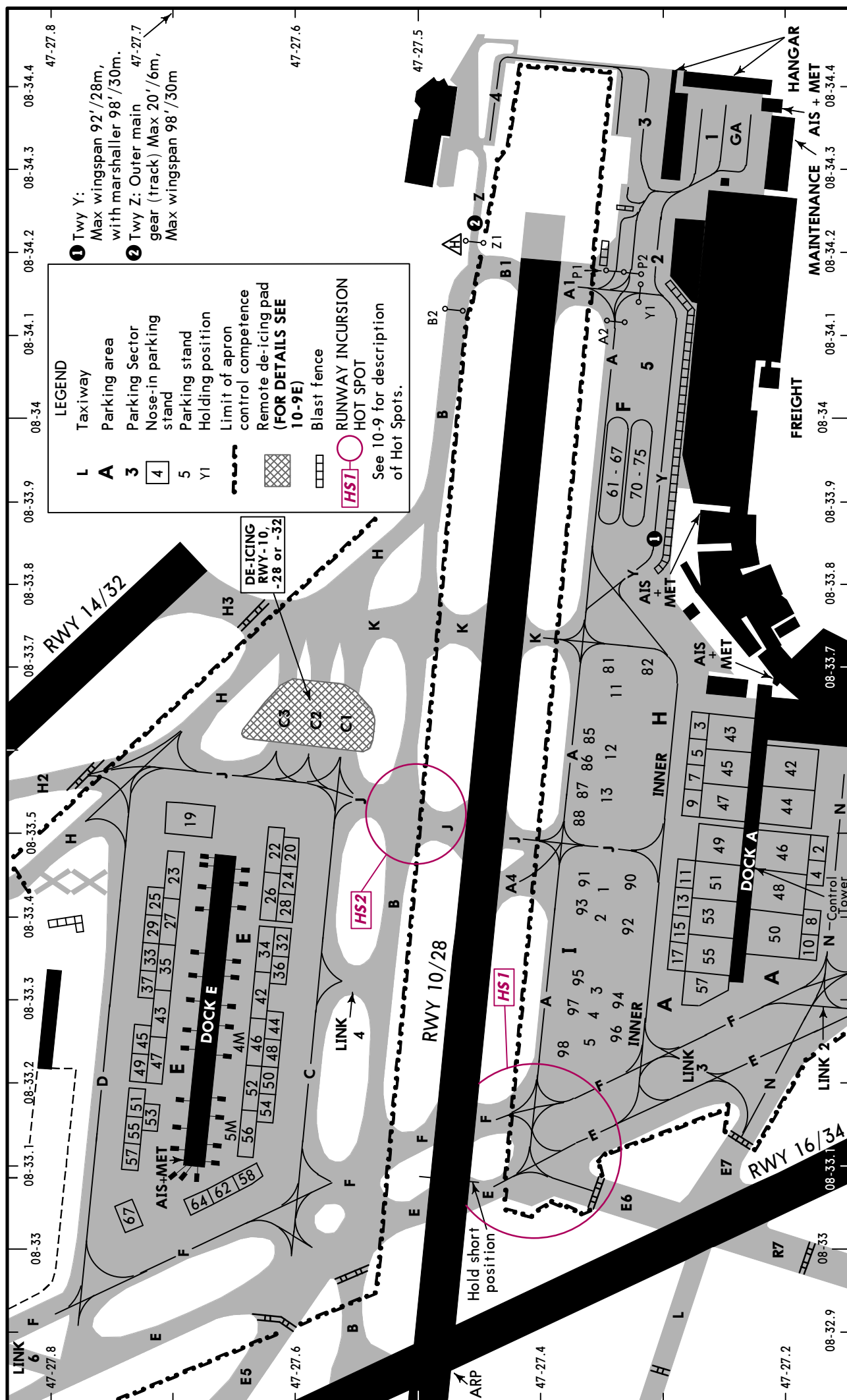
TAKE-OFF ①

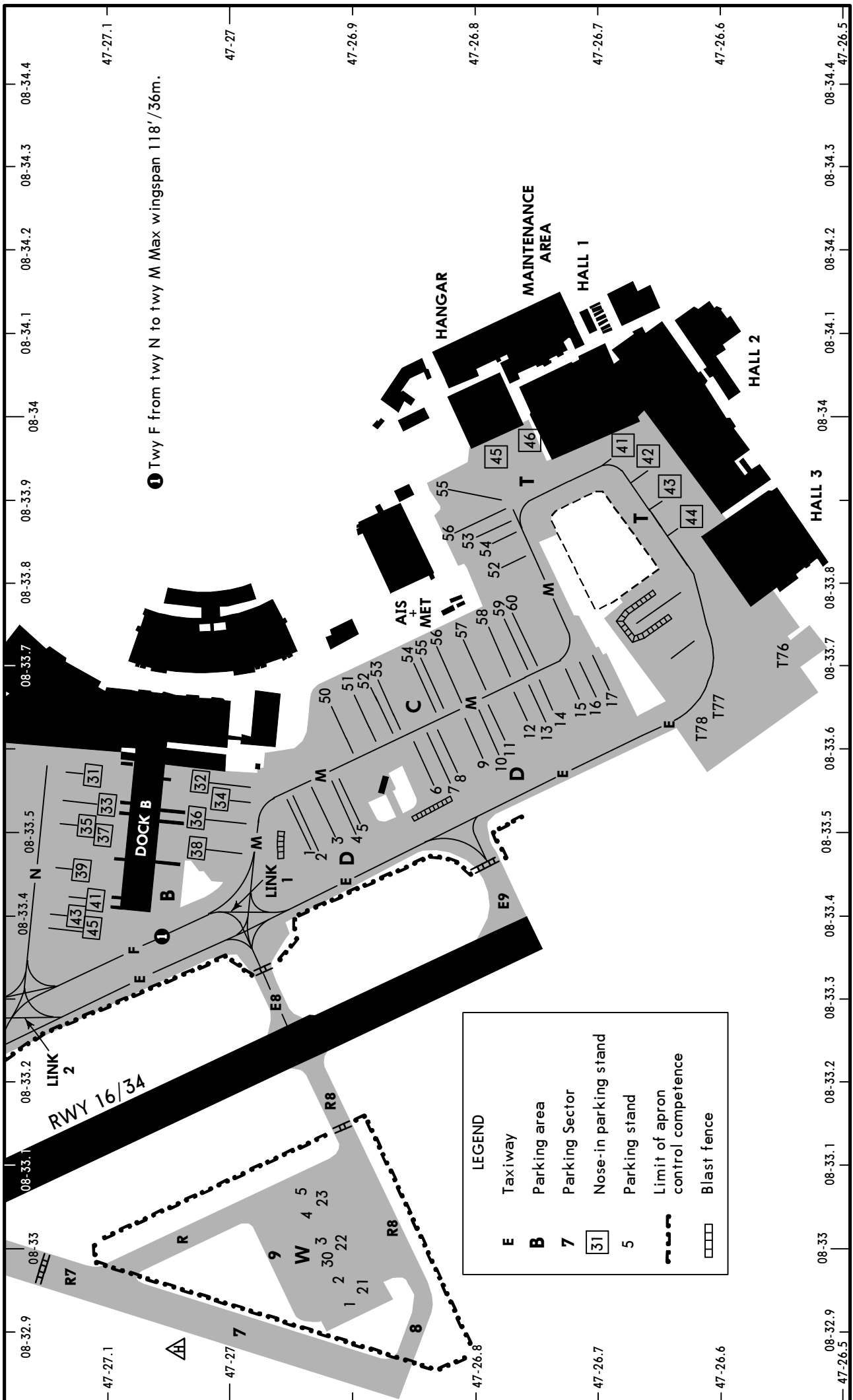
	Rwys 16, 28, 32, 34 LVP must be in Force				All Rwys ②	
	Approved Operators ③ HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RL or CL	RCLM (DAY only) or RL	NIL (DAY only)
A				250m		500m
B	125m	150m	200m	300m	400m	600m
C						
D	150m	200m	250m	400m		800m

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

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

③ With approved guidance system: ABCD 75m.





INS COORDINATES							
STAND No.	COORDINATES			STAND No.	COORDINATES		
A2	N47 27.2	E008 33.5		E37	N47 27.7	E008 33.3	
A3	N47 27.2	E008 33.7		E42	N47 27.6	E008 33.3	
A4	N47 27.2	E008 33.5		E43	N47 27.7	E008 33.3	
A5	N47 27.2	E008 33.6		E44	N47 27.6	E008 33.3	
A7	N47 27.2	E008 33.6		E45	N47 27.7	E008 33.3	
A8	N47 27.2	E008 33.4		E46	N47 27.6	E008 33.3	
A9	N47 27.2	E008 33.6		E47	N47 27.7	E008 33.2	
A10	N47 27.2	E008 33.4		E48	N47 27.6	E008 33.2	
A11	N47 27.2	E008 33.5		E49	N47 27.7	E008 33.2	
A13, A15	N47 27.2	E008 33.4		E50	N47 27.6	E008 33.2	
A17	N47 27.3	E008 33.4		E51	N47 27.7	E008 33.2	
A42	N47 27.2	E008 33.6		E52	N47 27.6	E008 33.2	
A43	N47 27.2	E008 33.7		E53	N47 27.7	E008 33.2	
A44, A45	N47 27.2	E008 33.6		E54	N47 27.6	E008 33.2	
A46	N47 27.2	E008 33.5		E55 thru E57	N47 27.7	E008 33.1	
A47	N47 27.2	E008 33.6		E58	N47 27.6	E008 33.1	
A48, A49	N47 27.2	E008 33.5		E62 thru E67	N47 27.7	E008 33.1	
A50	N47 27.2	E008 33.4		F61, F62	N47 27.3	E008 33.9	
A51	N47 27.2	E008 33.5		F63 thru F66	N47 27.3	E008 34.0	
A53, A55	N47 27.2	E008 33.4		F67	N47 27.3	E008 34.1	
A57	N47 27.3	E008 33.3		F70 thru F72	N47 27.3	E008 33.9	
B31	N47 27.1	E008 33.6		F73, F74	N47 27.3	E008 34.0	
B32	N47 27.0	E008 33.6		F75	N47 27.3	E008 34.1	
B33	N47 27.1	E008 33.6		H11	N47 27.3	E008 33.7	
B34	N47 27.0	E008 33.6		H12, H13	N47 27.4	E008 33.6	
B35	N47 27.1	E008 33.5		H81, H82	N47 27.3	E008 33.7	
B36	N47 27.0	E008 33.5		H85, H86	N47 27.3	E008 33.6	
B37	N47 27.1	E008 33.5		H87, H88	N47 27.4	E008 33.6	
B38	N47 27.0	E008 33.5		I1	N47 27.4	E008 33.5	
B39	N47 27.1	E008 33.5		I2, I3	N47 27.4	E008 33.4	
B41 thru B45	N47 27.1	E008 33.4		I4, I5	N47 27.4	E008 33.3	
C50 thru C53	N47 26.9	E008 33.7		I90	N47 27.3	E008 33.4	
C54, C55	N47 26.8	E008 33.7		I91	N47 27.4	E008 33.5	
C56 thru C59	N47 26.8	E008 33.8		I92	N47 27.3	E008 33.4	
C60	N47 26.7	E008 33.8		I93	N47 27.4	E008 33.4	
D1 thru D5	N47 26.9	E008 33.5		I94	N47 27.3	E008 33.3	
D6 thru D10	N47 26.8	E008 33.6		I95	N47 27.4	E008 33.4	
D11 thru D13	N47 26.7	E008 33.6		I96 thru I98	N47 27.4	E008 33.3	
D14 thru D17	N47 26.7	E008 33.7		T42, T43	N47 26.6	E008 34.0	
E4M	N47 27.6	E008 33.3		T44	N47 26.6	E008 33.9	
E5M	N47 27.6	E008 33.1		T45, T46	N47 26.8	E008 34.0	
E19	N47 27.7	E008 33.5		T52	N47 26.8	E008 33.8	
E20, E22	N47 27.6	E008 33.5		T53, T54	N47 26.8	E008 33.9	
E23	N47 27.7	E008 33.5		T55	N47 26.8	E008 34.0	
E24	N47 27.6	E008 33.5		T56	N47 26.8	E008 33.9	
E25	N47 27.7	E008 33.4		T76	N47 26.6	E008 33.7	
E26	N47 27.6	E008 33.4		T77, T78	N47 26.6	E008 33.6	
E27	N47 27.7	E008 33.4		W1	N47 26.9	E008 32.9	
E28	N47 27.6	E008 33.4		W2, W3	N47 26.9	E008 33.0	
E29	N47 27.7	E008 33.4		W4, W5	N47 26.9	E008 33.1	
E32	N47 27.6	E008 33.4		W21, W22	N47 26.9	E008 33.0	
E33	N47 27.7	E008 33.4		W23	N47 26.9	E008 33.1	
E34	N47 27.6	E008 33.4		W30	N47 26.9	E008 33.0	
E35	N47 27.7	E008 33.4					
E36	N47 27.6	E008 33.4					

DE-ICING PADS

Remote Deicing Pad	Site Overview
RWY-16 Twy F1 / F2 / F3 PAD Coordinator 121.635	
RWY-28, -32 or -10 Twy C1 / C2 / C3 PAD Coordinator 121.640	

DOCKING GUIDANCE SYSTEM (SAFEDOCK) AT DOCK A, B & E

A. SYSTEM DESCRIPTION:

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

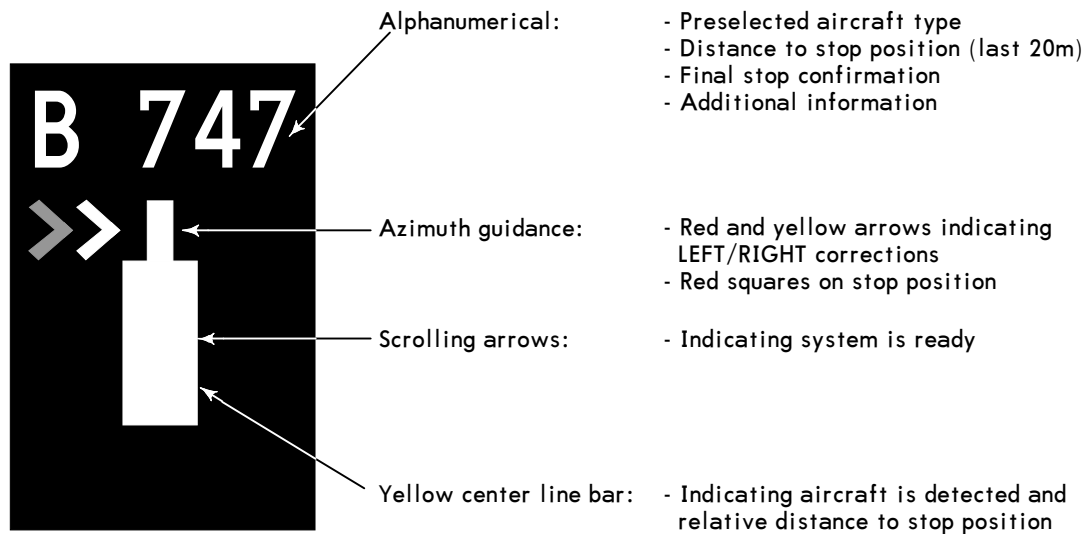
Azimuth guidance, continuous closing rate information, aircraft type etc. are shown on a single display visible for pilot and co-pilot.

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

B. ROUTINE DOCKING MANOEUVRE:

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

In case of malfunction request assistance from APRON CONTROL.



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

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

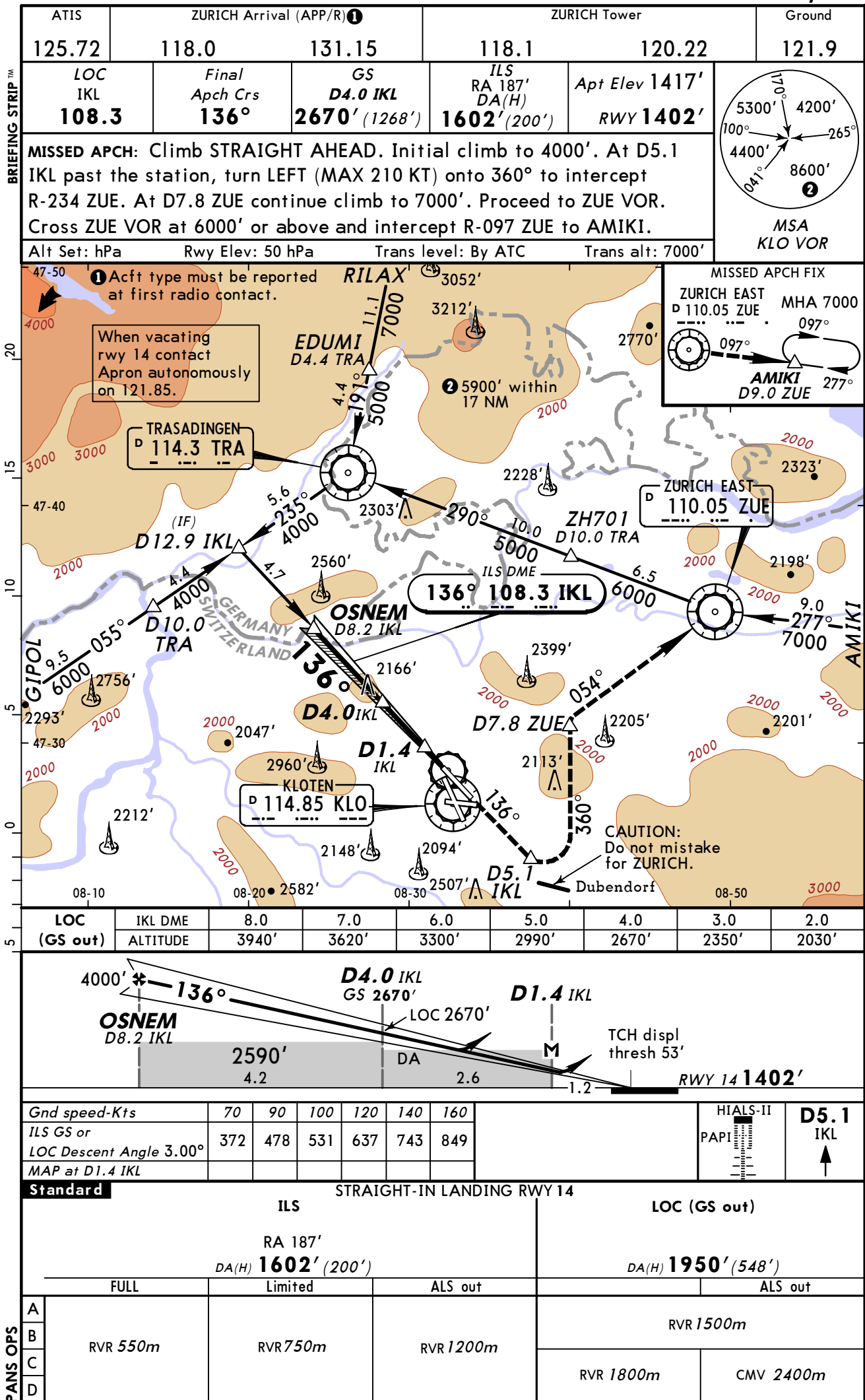
Aircraft has to be stopped with the pilot seat ABEAM the stop-bar.

LSZH/ZRH
ZURICH

7 MAR 14

(11-1)

ZURICH, SWITZERLAND
ILS Rwy 14



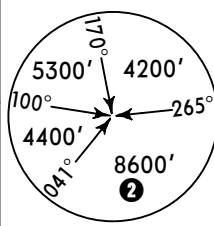
LSZH/ZRH
ZURICH

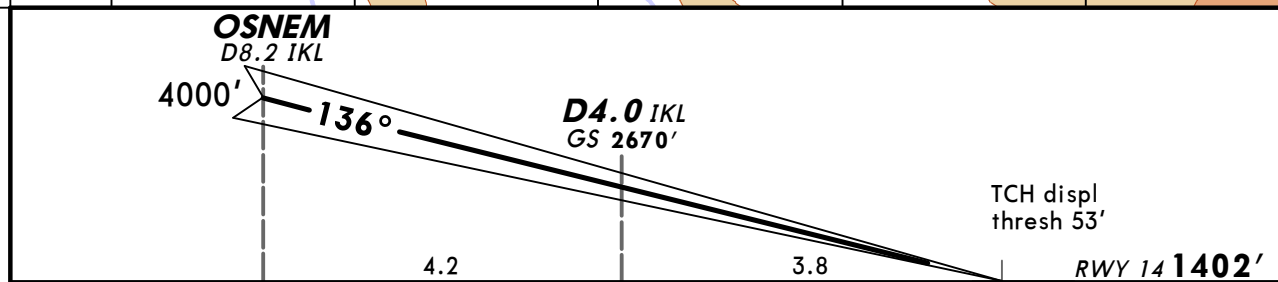
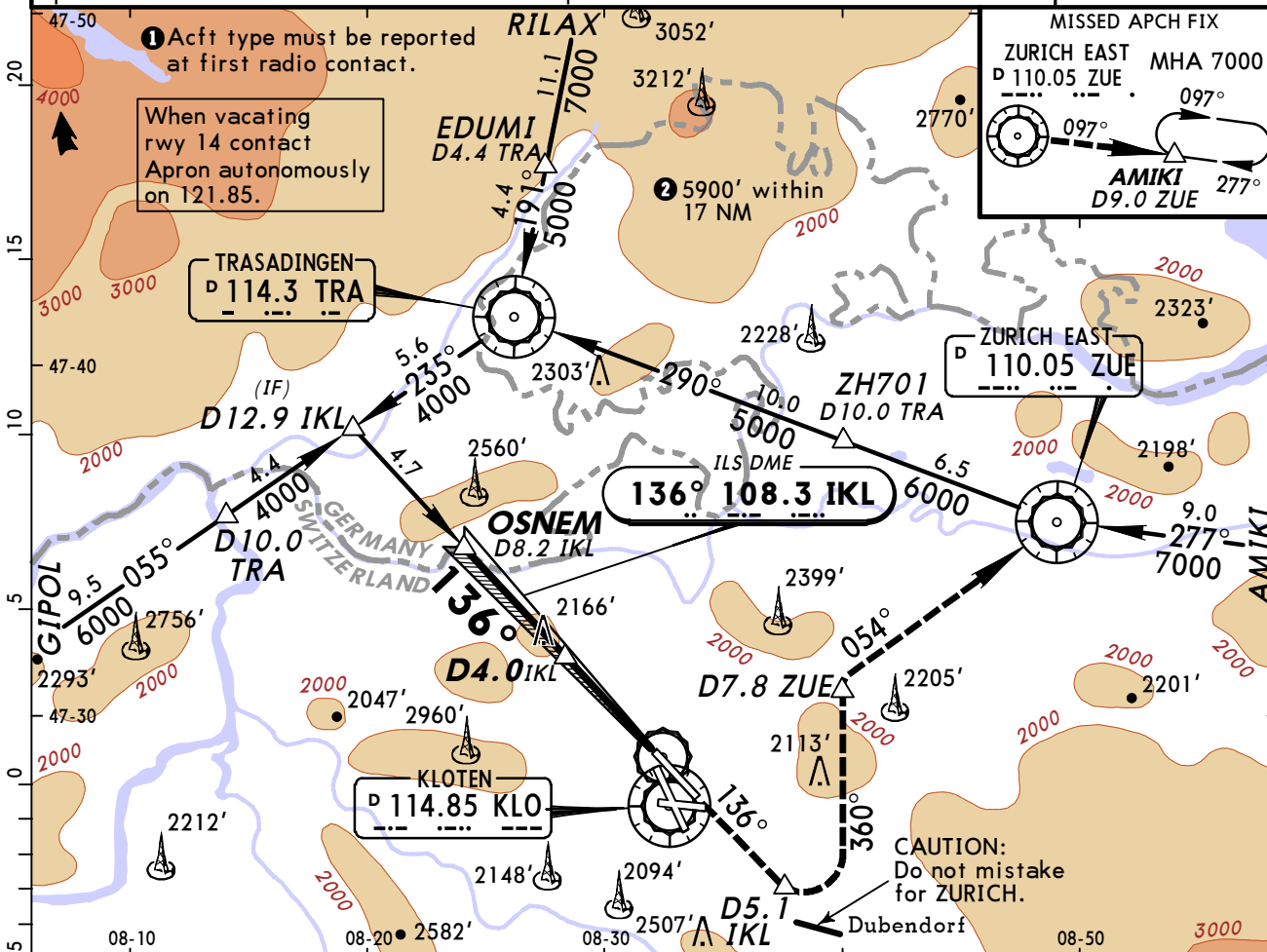
7 MAR 14

11-1A

ZURICH, SWITZERLAND
CAT II/III ILS Rwy 14

BRIEFING STRIP™

ATIS	ZURICH Arrival (APP/R) ❶		ZURICH Tower		Ground
125.72	118.0	131.15	118.1	120.22	121.9
LOC IKL 108.3	Final Apch Crs 136°	GS D4.0 IKL 2670' (1268')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1417' RWY 1402'	 MSA KLO VOR
MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 4000'. At D5.1 IKL past the station, turn LEFT (MAX 210 KT) onto track 360° to intercept R-234 ZUE. At D7.8 ZUE continue climb to 7000'. Proceed to ZUE VOR. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.					
Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000' Special Aircrew and Aircraft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D5.1 IKL ↑
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 14	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 95'	
		DA(H) 1502' (100')	
RVR 200m		RVR 300m ①	

① Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

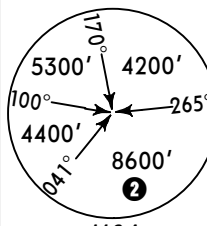
CHANGES: Note.

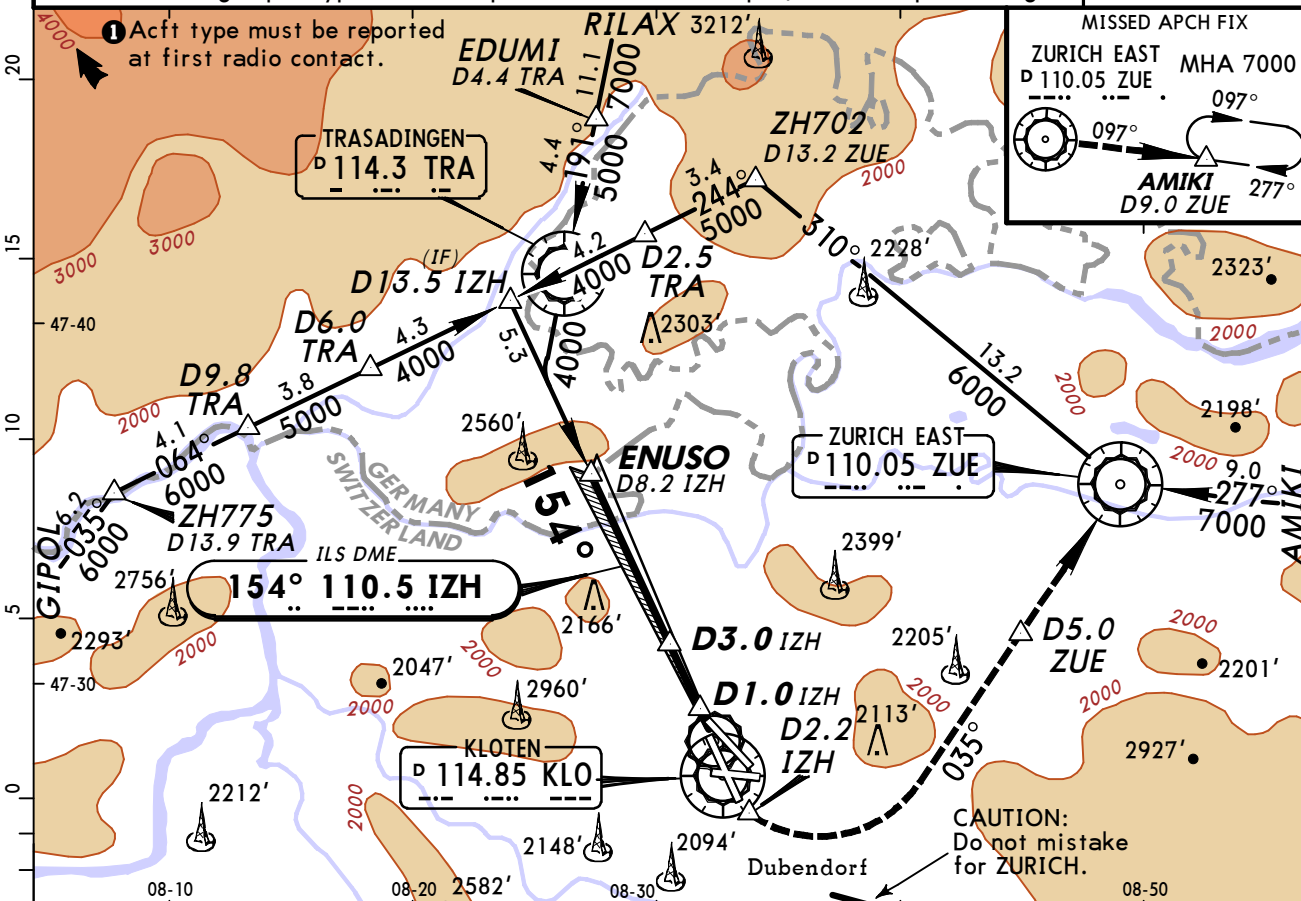
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LSZH/ZRH
ZURICH

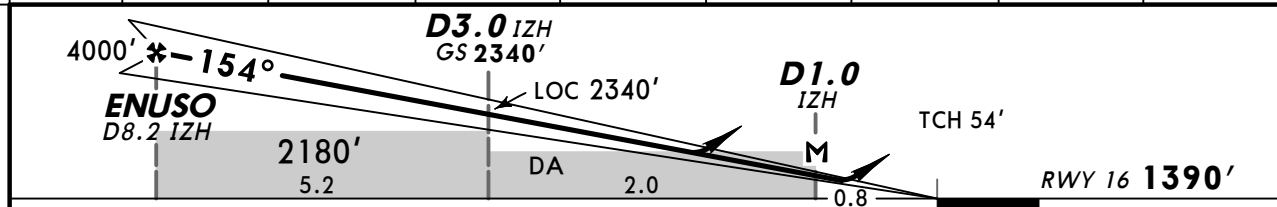
JEPPESEN
14 SEP 12 (11-2) Eff 20 Sep

ZURICH, SWITZERLAND
ILS Rwy 16

ATIS 125.72	ZURICH Arrival (APP/R) ① 118.0 131.15		ZURICH Tower 118.1		Ground 121.9
LOC IZH 110.5	Final Apch Crs 154°	GS D3.0 IZH 2340' (950')	ILS DA(H) Refer to Minimums	Apt Elev 1417' RWY 1390'	
MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 5000'. At D2.2 IZH past the station turn LEFT (MAX 210 KT/MIM BANK 20°) to intercept R-215 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.					 MSA KLO VOR ② 5900' within 17 NM
Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000' Due to disturbance of GS signal of rwy 16 pilots might be requested by ZURICH Arrival to change apch type from ILS apch to LOC or visual apch, met cond permitting.					



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



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

Standard				STRAIGHT-IN LANDING RWY 16				LOC (GS out)	
				ILS					
				Missed apch climb gradient mim					
5.0% I				2.5%					
RA 187'						A: 1805' (415') C: 1825' (435')			
DA(H) 1590' (200')				DA(H)		B: 1815' (425') D: 1835' (445')		DA(H) 1840' (450')	
FULL		Limited	ALS out	FULL/Limited		ALS out		ALS out	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m		RVR 1500m		RVR 1400m	RVR 1500m
B				RVR 1300m		RVR 2000m			CMV 2100m
C									
D				RVR 1400m		CMV 2100m			

① Climb gradient up to 2400'.

CHANGES: ATIS.

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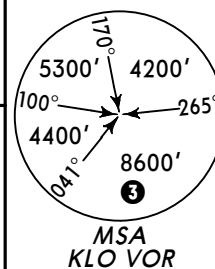
LSZH/ZRH
ZURICH

14 SEP 12
Eff 20 Sep

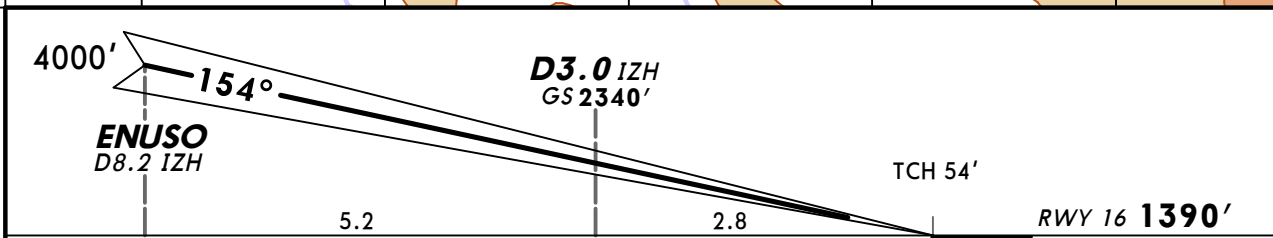
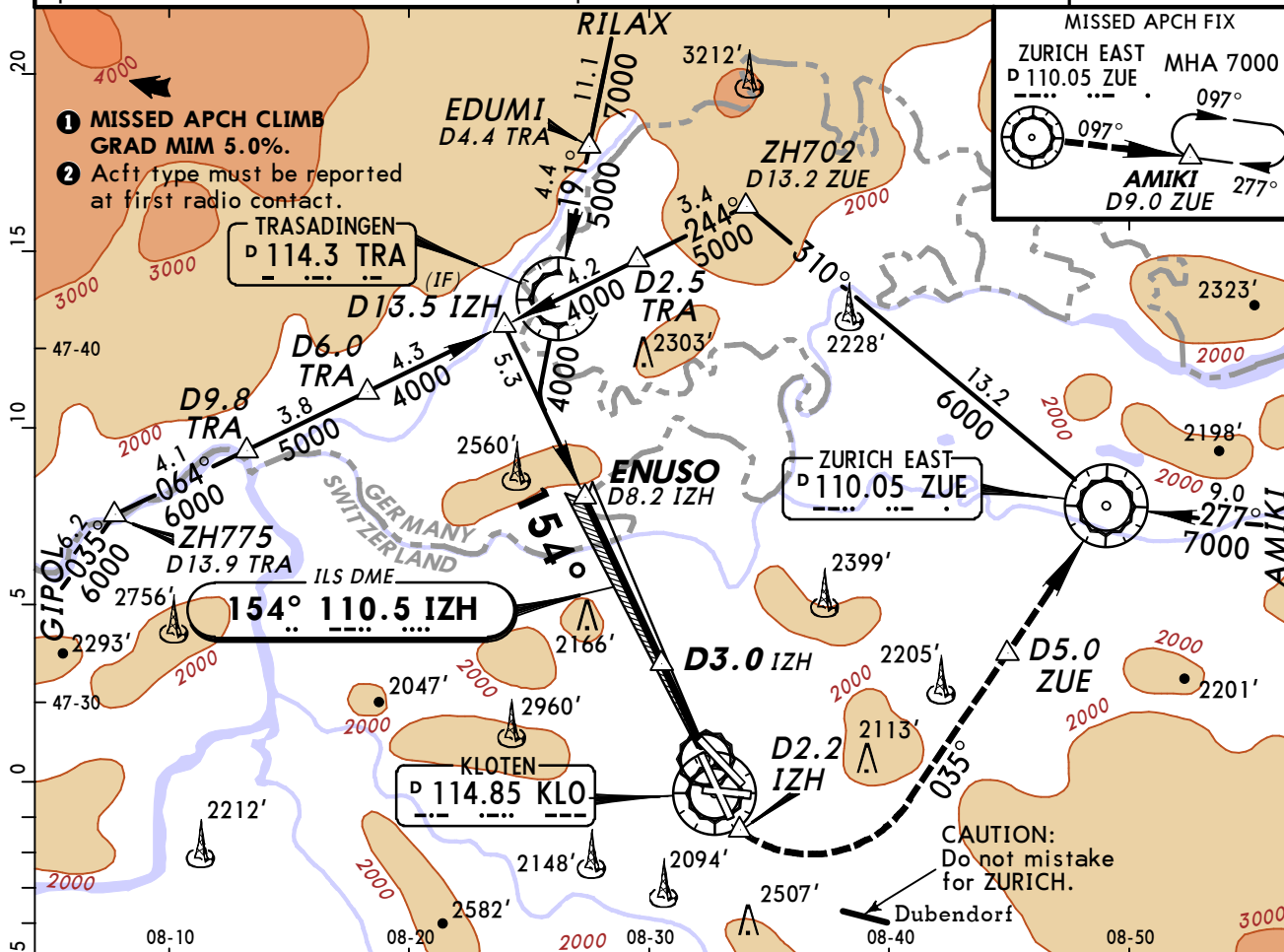
11-2A

ZURICH, SWITZERLAND
CAT II/III ILS Rwy 16

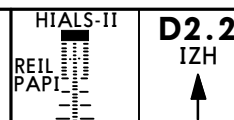
ATIS 125.72	ZURICH Arrival (APP/R) ② 118.0 131.15		ZURICH Tower 118.1	Ground 121.9
LOC IZH 110.5	Final Apch Crs 154°	GS D3.0 IZH 2340' (950')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1417' RWY 1390'
MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 5000'. At D2.2 IZH past the station turn LEFT (MAX 210 KT/MIM BANK 20°) to intercept R-215 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.				
Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000' Special Aircrew and Aircraft Certification Required.				



③ 5900'
within 17 NM



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



Standard		STRAIGHT-IN LANDING RWY 16	
CAT IIIA ILS		CAT II ILS	
DH 50'		Missed apch climb gradient mim 5.0% ①	
RVR 200m		RA 93'	
		DA(H) 1490' (100')	
		RVR 300m ②	

- ① Climb gradient up to 2400'.
 ② Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: ATIS. Minimums.

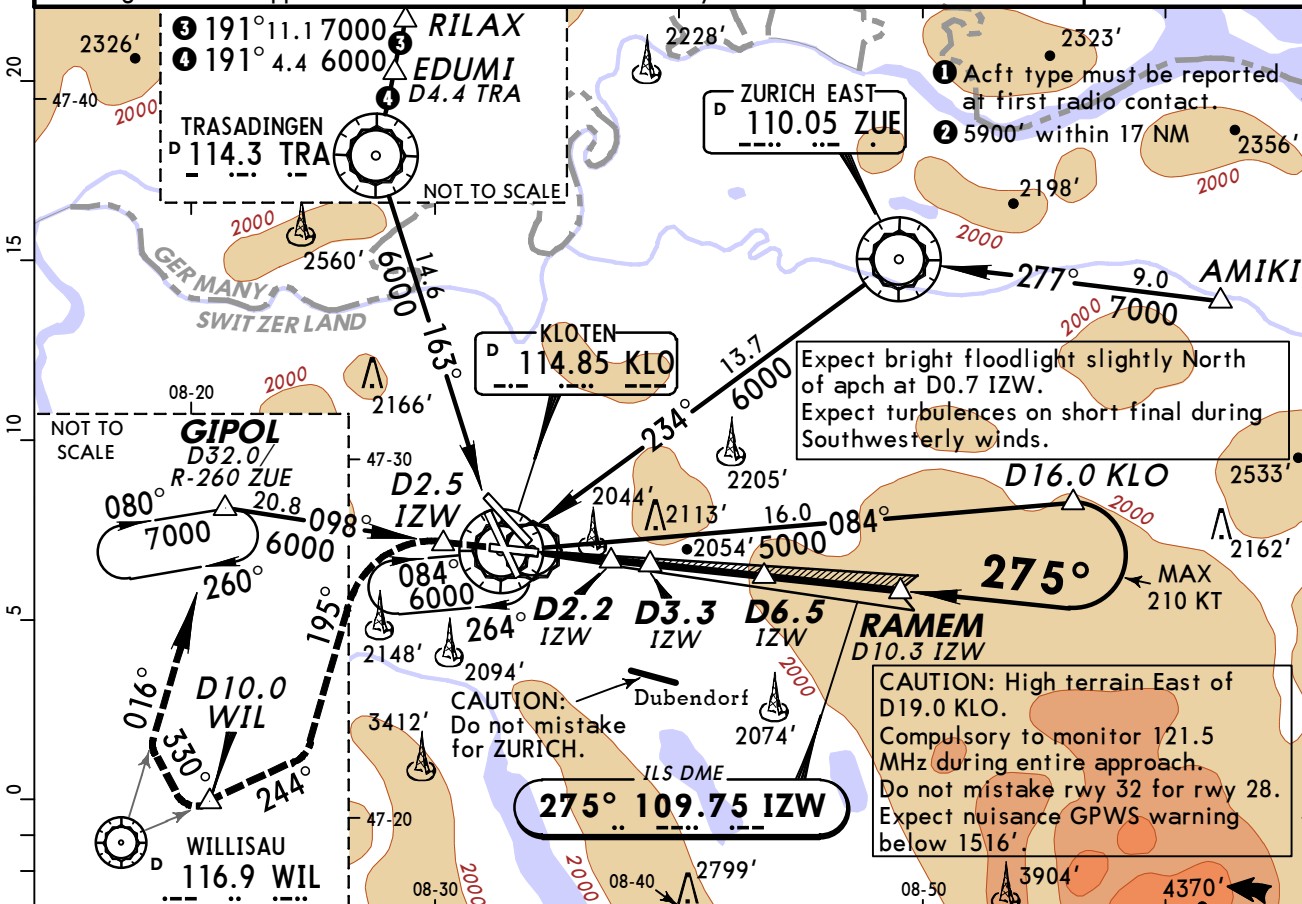
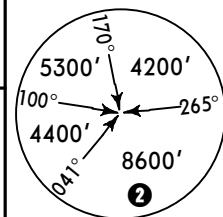
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LSZH/ZRH
ZURICH

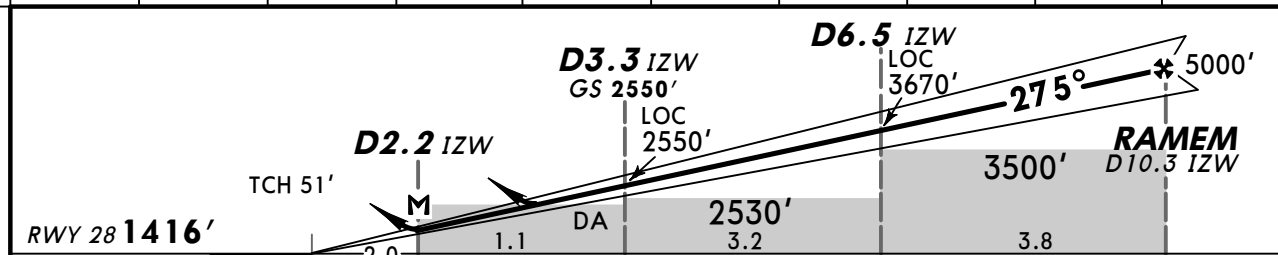
JEPPESEN
29 NOV 13 (11-3) Eff 12 Dec

ZURICH, SWITZERLAND
ILS Rwy 28

ATIS 125.72	ZURICH Arrival (APP/R) ① 118.0 131.15		ZURICH Tower 118.1	Ground 121.9
LOC IZW 109.75	Final Apch Crs 275°	GS D3.3 IZW 2550' (1134')	ILS DA(H) Refer to Minimums	Apt Elev 1417' RWY 1416'
MISSED APCH: Initial climb to 4000'. Climb STRAIGHT AHEAD. At D2.5 IZW past the station turn LEFT (MAX 210 KT) onto 195°, then continue climb to 7000'. Intercept R-064 WIL inbound. At D10.0 WIL turn RIGHT onto 330° to intercept R-016 WIL. Proceed to GIPOL.				
Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 7000'				MSA KLO VOR
Uncategorized ILS approach due to non-instrument runway.				



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



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

Standard				STRAIGHT-IN LANDING RWY 28			
ILS				LOC (GS out)			
Missed apch climb gradient mim				Missed apch climb gradient mim			
4.0% DA(H) C:2084' (668') D:2094' (678')				4.0% up to 4700' 2.5%			
2.5% DA(H) C:2853' (1437') D:2863' (1447')				DA(H) 2360' (944') DA(H) 3070' (1654')			
FULL/Limited				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').

CHANGES: Minimums.

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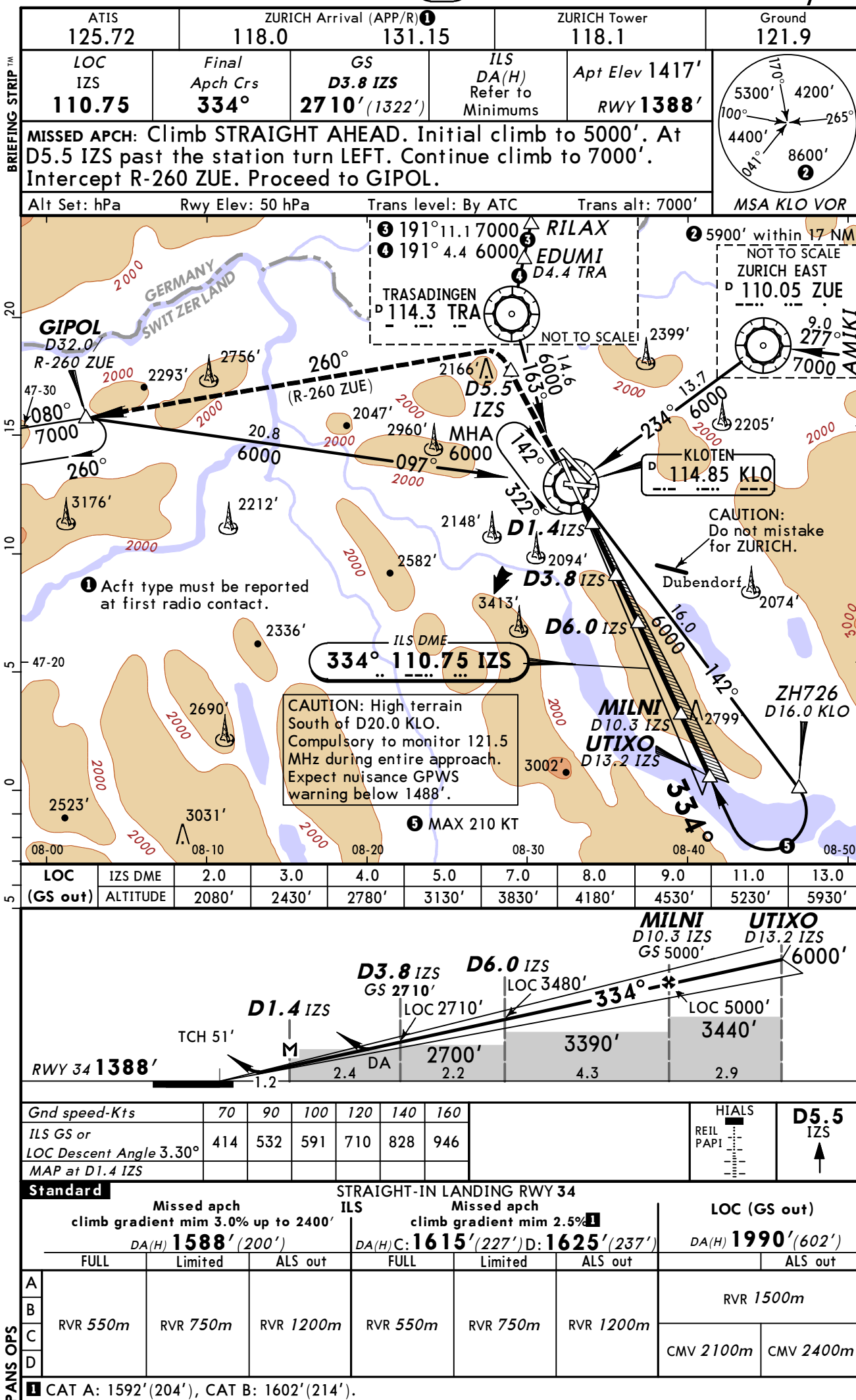
LSZH/ZRH
ZURICH

29 NOV 13

(11-4)

Eff 12 Dec

ZURICH, SWITZERLAND
ILS Rwy 34

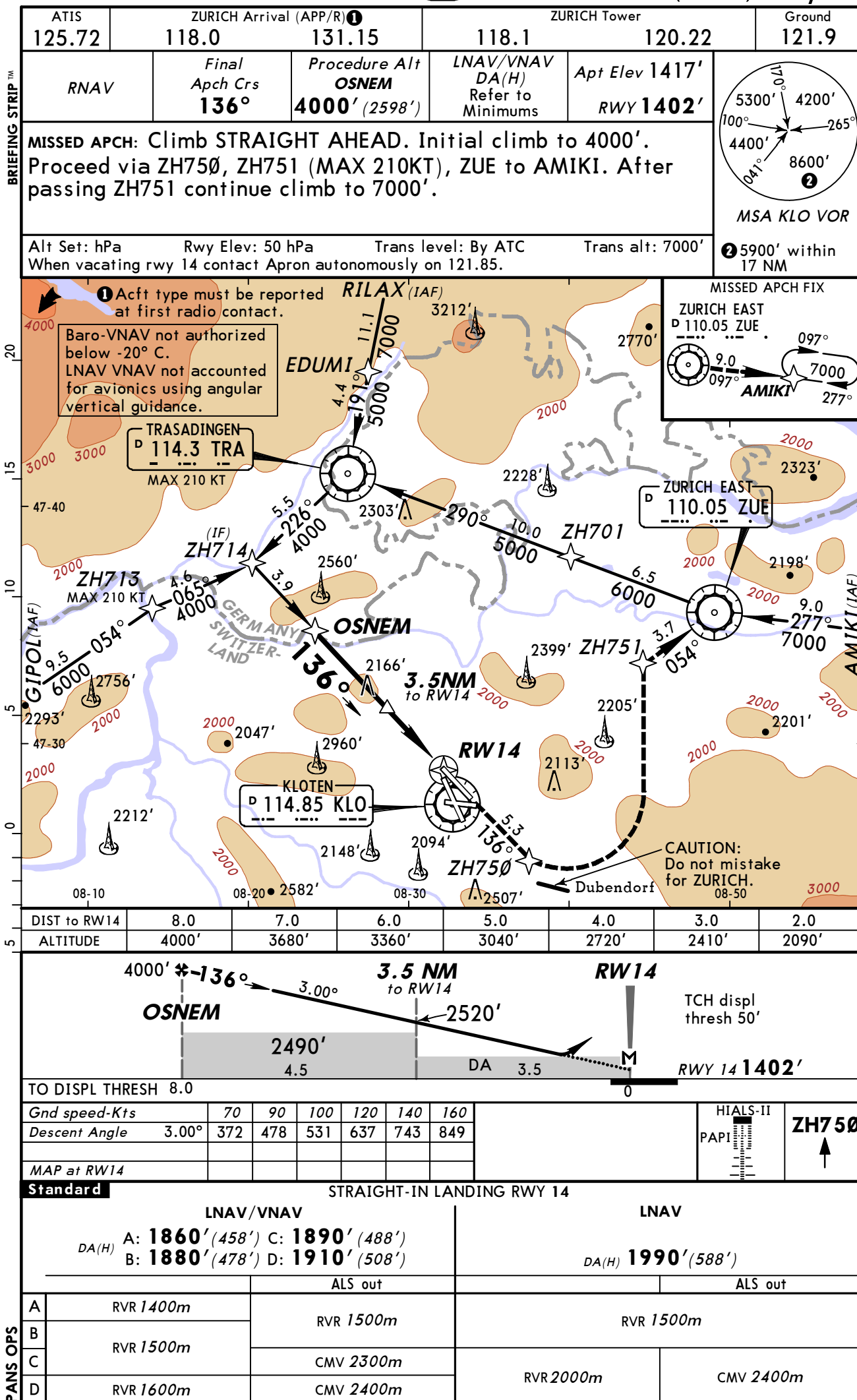


LSZH/ZRH
ZURICH

7 MAR 14

(12-1)

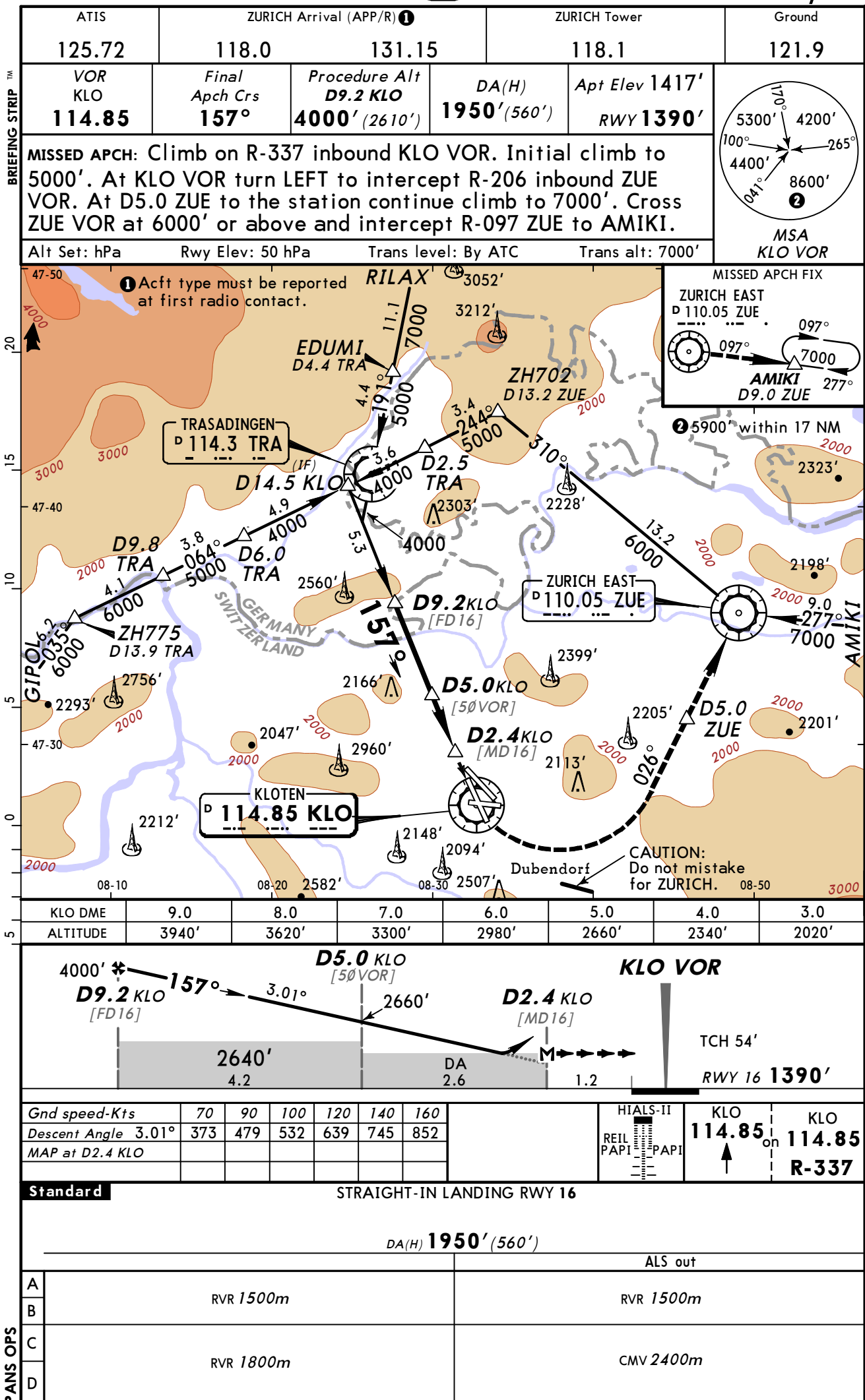
ZURICH, SWITZERLAND
RNAV (GNSS) Rwy 14



LSZH/ZRH
ZURICH

7 MAR 14 (13-1)

ZURICH, SWITZERLAND
VOR Rwy 16



ZURICH, SWITZERLAND
VOR Rwy 28

PANS OPS

LSZH/ZRH
ZURICH

18 JAN 13 (13-3)

ZURICH, SWITZERLAND
(GPS) VOR Rwy 34

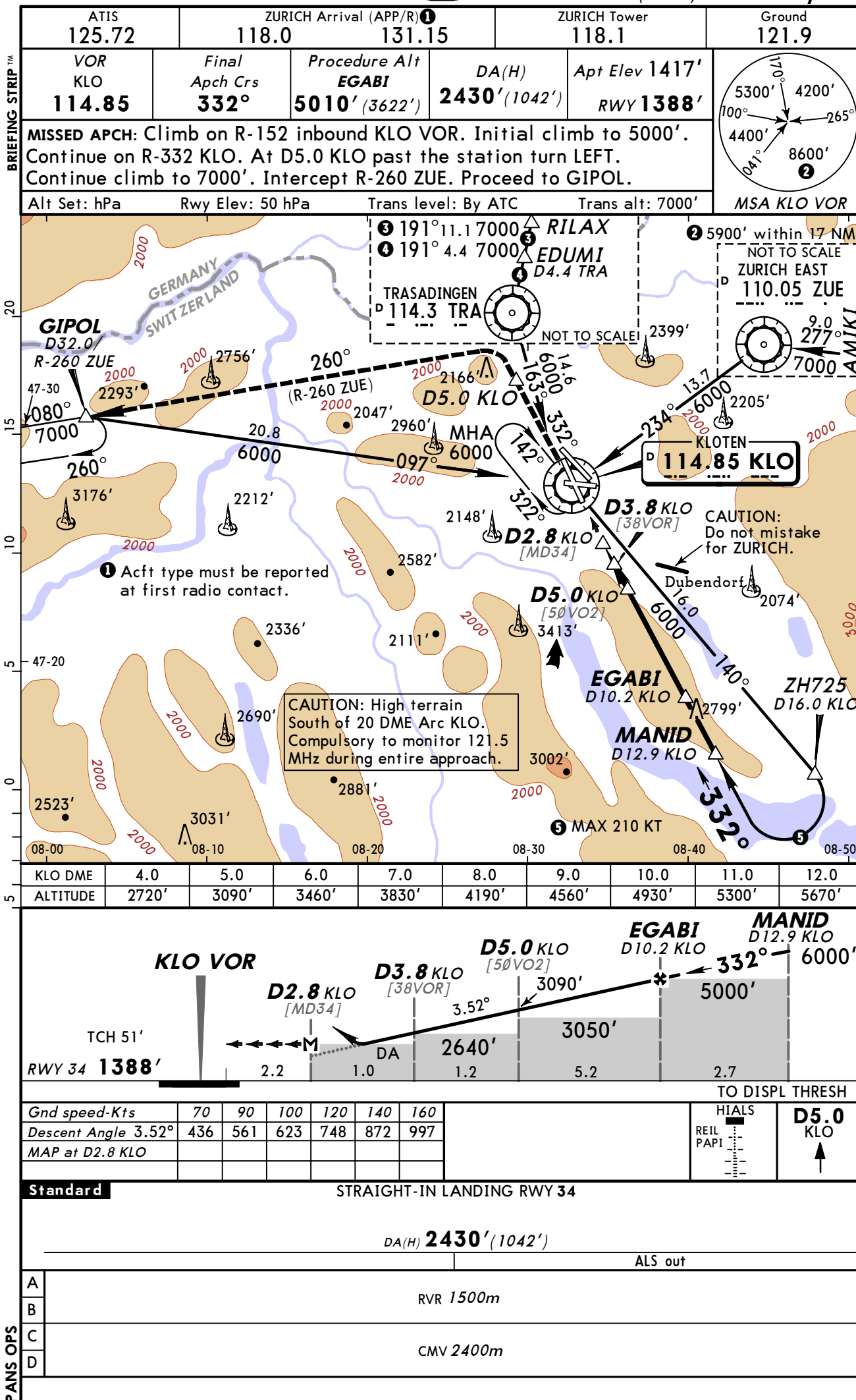


Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ZURICH, (ZURICH - LSZH)				
REV	SID DESIGNATION INDEX	10-3	13 Jun 2014	26 Jun 2014
REV	RNAV SID DESIGNATION & TR...	10-3A	13 Jun 2014	26 Jun 2014
DEL	ALBIX 1C, 1D & 1R DEPS	10-3B	13 Jun 2014	26 Jun 2014
ADD	ALBIX 1C, 1D & 2R DEPS	10-3B	13 Jun 2014	26 Jun 2014
REV	ALBIX 2V DEP	10-3C	13 Jun 2014	26 Jun 2014
DEL	WILLISAU 2Q & 2R DEPS	10-3E1	13 Jun 2014	26 Jun 2014
ADD	WILLISAU 2Q & 3R DEPS	10-3E1	13 Jun 2014	26 Jun 2014
DEL	ZURICH EAST 1D & 1R DEPS	10-3H	13 Jun 2014	26 Jun 2014
ADD	ZURICH EAST 1D & 2R DEPS	10-3H	13 Jun 2014	26 Jun 2014
REV	ZURICH EAST 2V DEP	10-3J	13 Jun 2014	26 Jun 2014
REV	WILLISAU 3A, ZURICH EAST ...	10-3M	13 Jun 2014	26 Jun 2014
DEL	DEGES 1D & 1R RNAV DEPS	10-3N	13 Jun 2014	26 Jun 2014
ADD	DEGES 1D & 2R RNAV DEPS	10-3N	13 Jun 2014	26 Jun 2014
DEL	DEGES 1S P-RNAV DEP	10-3P	13 Jun 2014	26 Jun 2014
ADD	DEGES 2S P-RNAV DEP	10-3P	13 Jun 2014	26 Jun 2014
DEL	VEBIT 2E & 2S RNAV DEP	10-3T3	13 Jun 2014	26 Jun 2014
ADD	VEBIT 2E & 3S RNAV DEP	10-3T3	13 Jun 2014	26 Jun 2014
REV	VEBIT 3W RNAV DEP	10-3T4	13 Jun 2014	26 Jun 2014
DEL	GERSA 1S RNAV DEP	10-3V3	13 Jun 2014	26 Jun 2014
ADD	GERSA 2S RNAV DEP	10-3V3	13 Jun 2014	26 Jun 2014
REV	GERSA 2W RNAV DEP	10-3V4	13 Jun 2014	26 Jun 2014

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LSZH

Type: Terminal
Effectivity: Temporary
Begin Date: 20140509
End Date: 20140625

(10-3B/3C, 10-3H/3J, 10-3M/N) If turn speed limit is published, it must be adhered to during turn even on direct clearance.

Type: Terminal
Effectivity: Temporary
Begin Date: 20130919
End Date: Until Further Notice

SIDs RWYs 16/32/34: EXPECT close-in obstacles