

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LSZH

Terminal Charts For LSZH

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: ZURICH CHE
ICAO/IATA: LSZH / ZRH
Lat/Long: N47° 27.48', E008° 32.88'
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: 0712 Z
Sunset: 1555 Z

Runway Information

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

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: 493 ft

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

Communication Information

ATIS: 129.000 Departure Service
ATIS: 125.725 Arrival Service
Zurich Tower: 118.100
Zurich Tower: 120.225
Dubendorf Tower: 118.975
Zurich Tower: 119.700 Secondary
Zurich Ground: 118.100 Secondary
Zurich Ground: 119.700 Secondary
Zurich Ground: 121.900
Pad Coordinator/De-Icing Ramp/Taxi: 121.810
Zurich Apron Ramp/Taxi: 121.700 Secondary
Pad Coordinator/De-Icing Ramp/Taxi: 121.640
Zurich Apron Ramp/Taxi: 121.975 Secondary
Zurich Apron Ramp/Taxi: 121.850
Zurich Apron Ramp/Taxi: 121.750
Pad Coordinator/De-Icing Ramp/Taxi: 121.635
Zurich Clearance Pre-Taxi: 121.925
Zurich Final Approach: 125.325 VHF-DF
Zurich Final Approach: 120.750 Secondary VHF-DF
Zurich Terminal Terminal Control Area: 127.750
Zurich Arrival: 120.750 Secondary VHF-DF
Zurich Arrival: 118.000 VHF-DF
Zurich Arrival: 135.225 VHF-DF
Zurich Departure: 120.750 Secondary VHF-DF
Zurich Departure: 125.950 VHF-DF
Zurich Information: 124.700

LSZH/ZRH
ZURICH

JEPPESEN
18 JAN 13 10-1P

ZURICH, SWITZERLAND
AIRPORT BRIEFING

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 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.

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	Departure RWY
14/16	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.

LSZH/ZRH
ZURICH

JEPPESEN
18 JAN 13 (10-1P1)

ZURICH, SWITZERLAND
AIRPORT BRIEFING

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.

LSZH/ZRH
ZURICH

JEPPESEN

11 JUL 14

10-1P2

Eff 24 Jul

ZURICH, SWITZERLAND

AIRPORT BRIEFING

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

LSZH/ZRH
ZURICH

JEPPESEN

11 JUL 14

10-1P3

Eff 24 Jul

ZURICH, SWITZERLAND

AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT

2.1.1. GENERAL

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

2.3.2. 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.

LSZH/ZRH
ZURICH

JEPPESEN

6 FEB 15

10-1P4

ZURICH, SWITZERLAND

AIRPORT BRIEFING

2. ARRIVAL

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.

3. DEPARTURE

3.1. 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. 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:

- 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.

3.2.2. 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.

LSZH/ZRH
ZURICH

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6 FEB 15

10-1P5

ZURICH, SWITZERLAND
AIRPORT BRIEFING

3. DEPARTURE

3.2.3. 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.

3.3. START-UP & 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 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.

3.3.2. 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.

LSZH/ZRH
ZURICH

JEPPESEN

19 JUN 15

10-1P6

Eff 25 Jun

ZURICH, SWITZERLAND

AIRPORT BRIEFING

3. DEPARTURE

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.

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 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.

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LSZH/ZRH
ZURICH

 **JEPPESEN**
5 DEC 14

10-2

Eff 11 Dec

ZURICH, SWITZERLAND

STAR

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 Vectored 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
5 DEC 14 (10-2A)

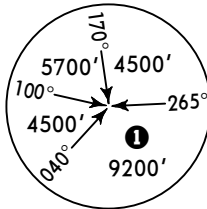
Eff 11 Dec

ZURICH, SWITZERLAND
RNAV TRANSITION

ATIS
125.725

Apt Elev
1417'

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



MSA KLO VOR

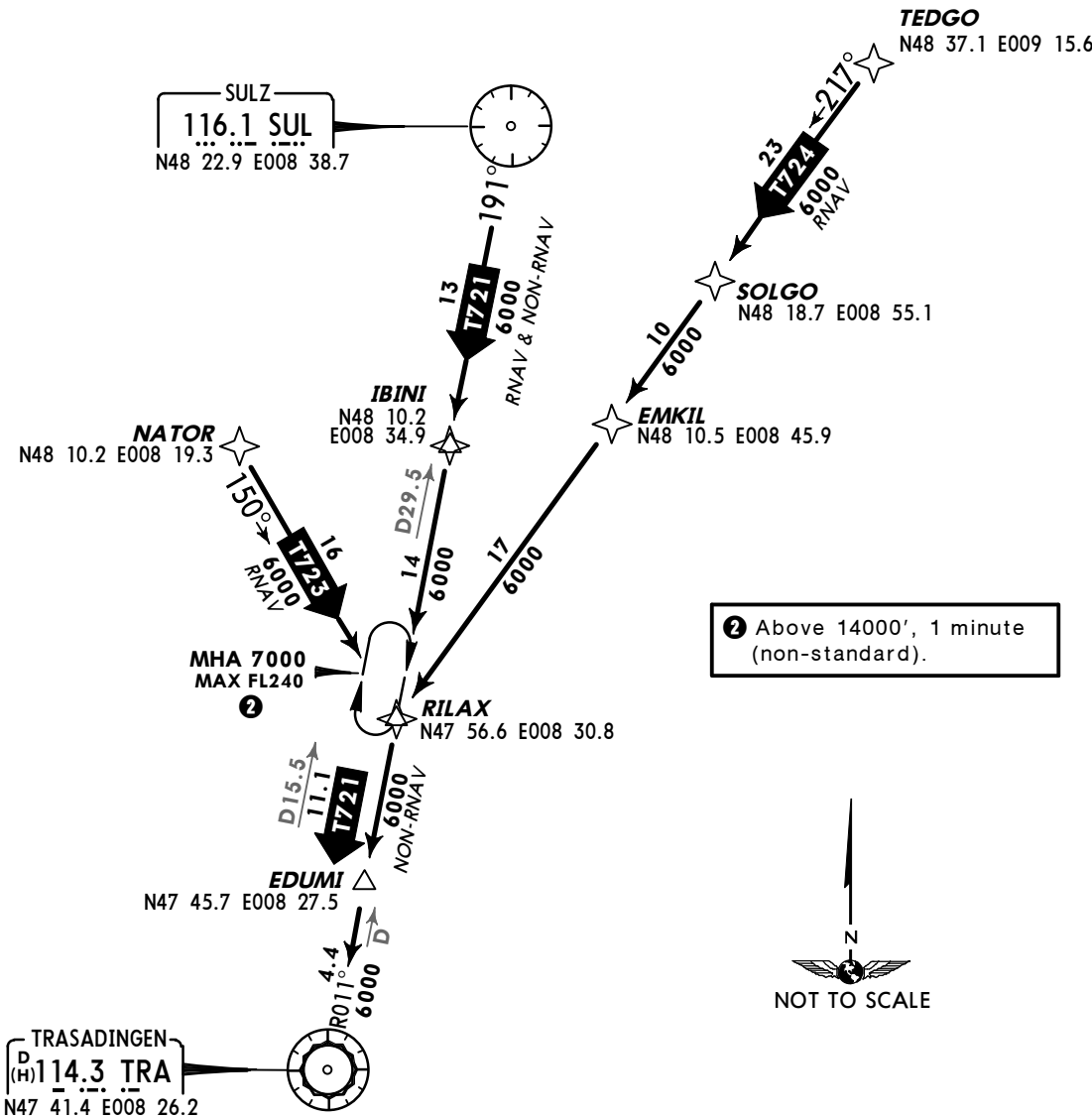
① 5900' within
17 DME

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



Direct distance to Zurich Apt from:
RILAX 29 NM
TRA 15 NM



KLOTEN
D 114.85 KLO
N47 27.4 E008 32.7

LSZH/ZRH
ZURICH

JEPPESEN
30 OCT 15 10-2B

Eff 12 Nov

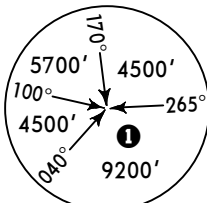
ZURICH, SWITZERLAND

RNAV TRANSITION

ATIS
125.725

Apt Elev
1417'

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



MSA KLO VOR

① 5900' within
17 DME

RNAV TRANSITIONS

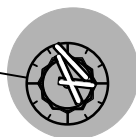
TO BERSU & DOPIL

FOR ROUTE CONTINUATION AFTER BERSU AND DOPIL
REFER TO CHART 10-2C

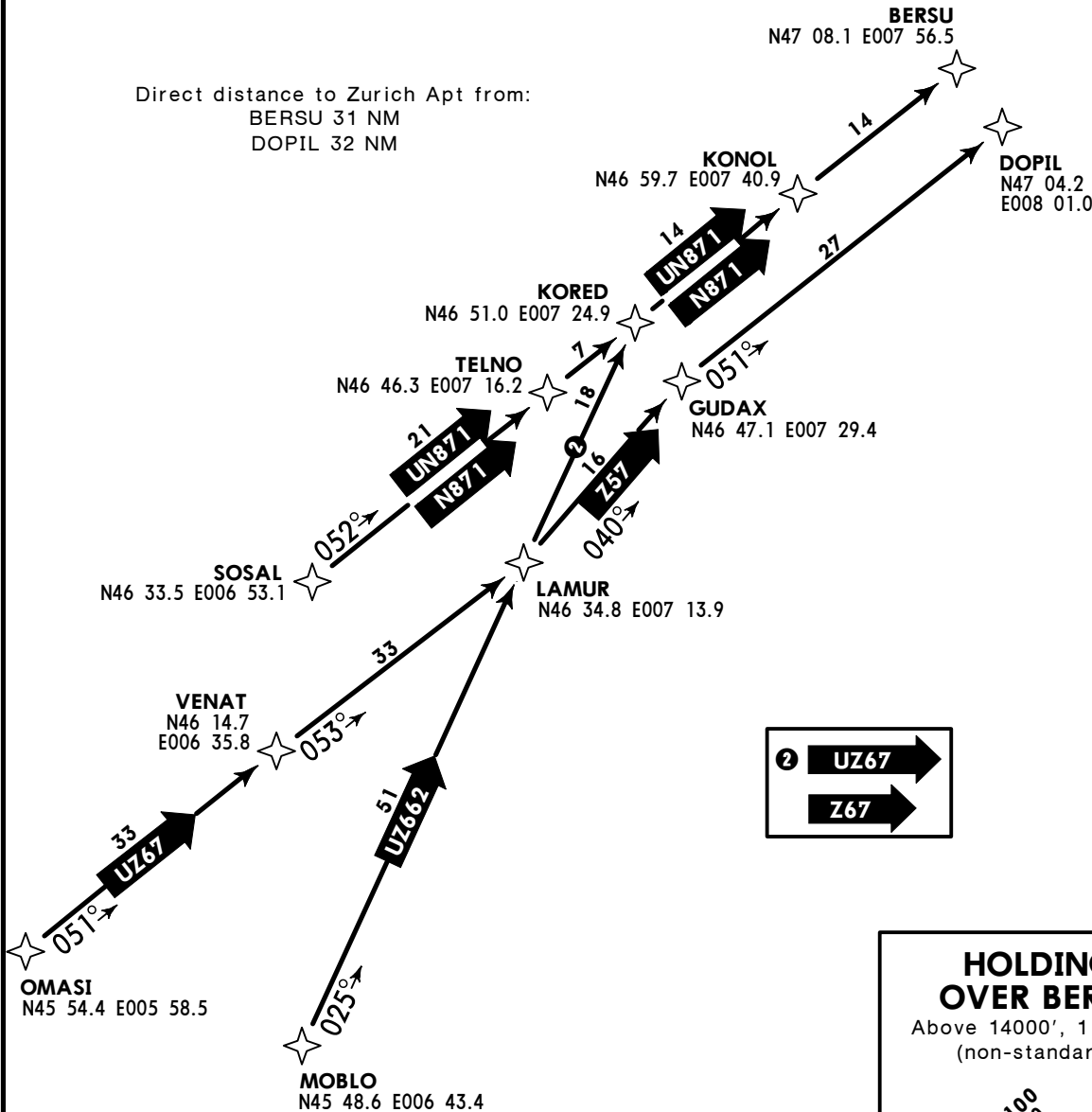
SPEED: MAX 250 KT BELOW FL100



KLOTEN
D 114.85 KLO
N47 27.4 E008 32.7



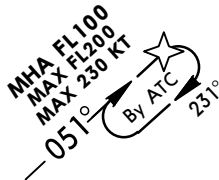
Direct distance to Zurich Apt from:
BERSU 31 NM
DOPIL 32 NM



② UZ67
Z67

HOLDING
OVER BERSU

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



EXPECT to cross D13 BLM above
FL190, BLM between FL200 & FL150,
ZH677 at or above FL120.

STAR	ROUTING
BERSU 1G	Via TADOB to ERMUS, then to GIPOL.
BLM 2G	Via ZH677 to GIPOL.
DOPIL 1G	Via NOLKA to ERMUS, then to GIPOL.

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

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LSZH/ZRH
ZURICH

JEPPESSEN
30 OCT 15 10-2D

Eff 12 Nov

ZURICH, SWITZERLAND

RNAV STAR

ATIS
125.725

Apt Elev
1417'

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

HOCHWALD 1G (HOC 1G)

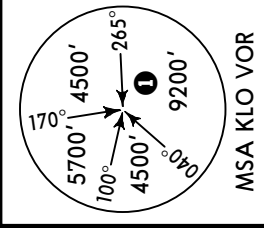
KELIP 1G [KELI1G]

RNAV ARRIVALS

RNAV (DME/DME OR GNSS)

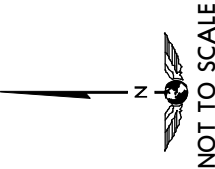
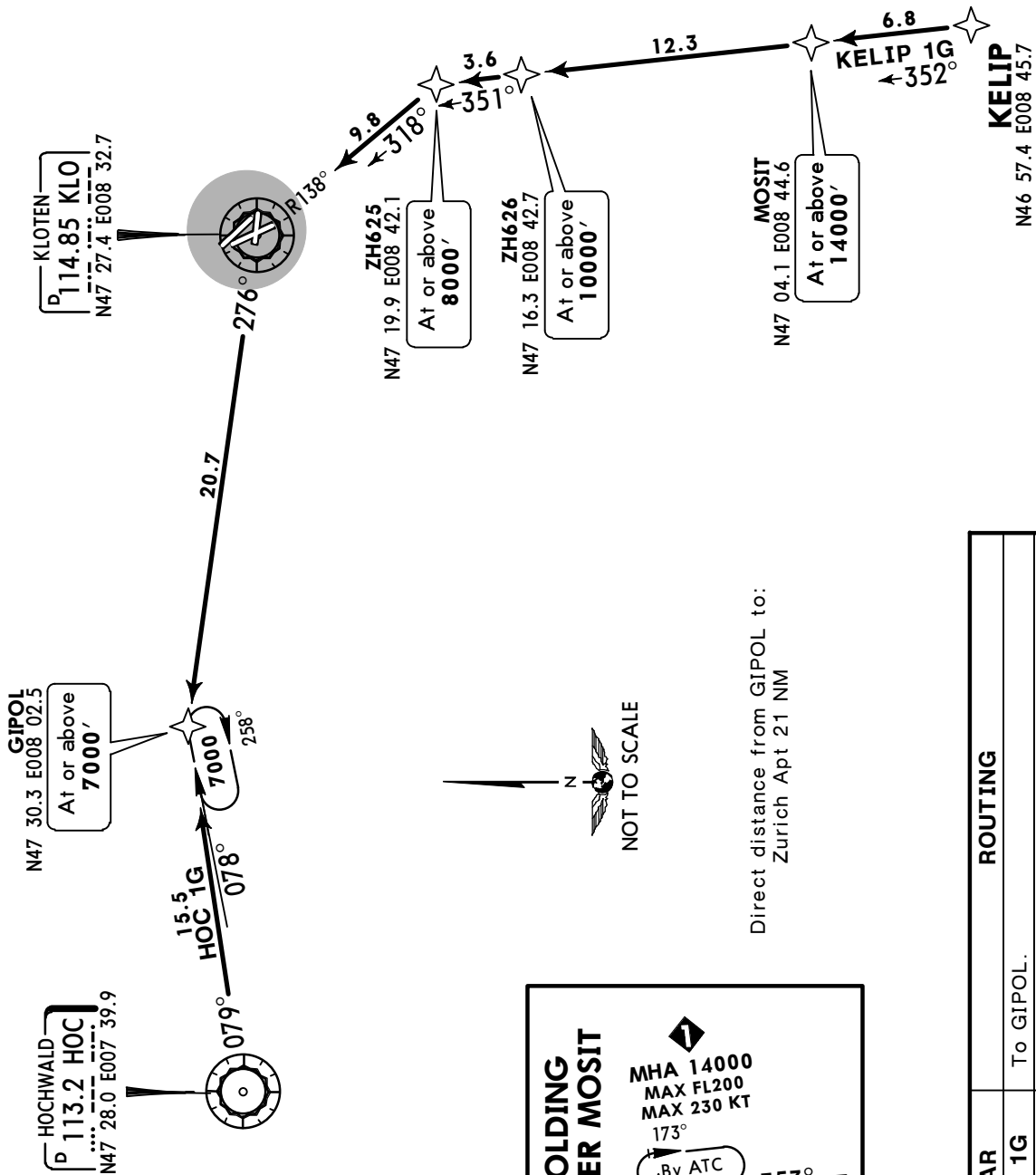
B-RNAV OR RNAV 5 REQUIRED
TO GIPOL

SPEED: MAX 250 KT BELOW FL100



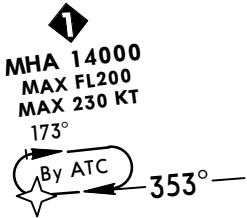
MSA KLO VOR

① 5900' within
17 DME



Direct distance from GIPOL to:
Zurich Apt 21 NM

**HOLDING
OVER MOSIT**



ROUTING

STAR

To GIPOL.

Via MOSIT to ZH626, then to KLO, then to GIPOL.

HOC 1G
KELIP 1G

LSZH/ZRH
ZURICH

JEPPESSEN
30 OCT 15 10-2E

Eff 12 Nov

ZURICH, SWITZERLAND

RNAV STAR

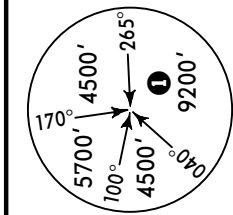
ATIS
125.725

Apt Elev
1417'

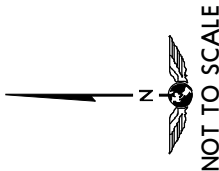
Alt Set: hPa
Trans level: By ATC Trans alt: 7000'

NEGRA 1A [NEGR1A]
RILAX 1A [RILA1A]
RNAV ARRIVALS
RNAV (DME/DME OR GNSS)
B-RNAV OR RNAV 5 REQUIRED
TO AMIKI

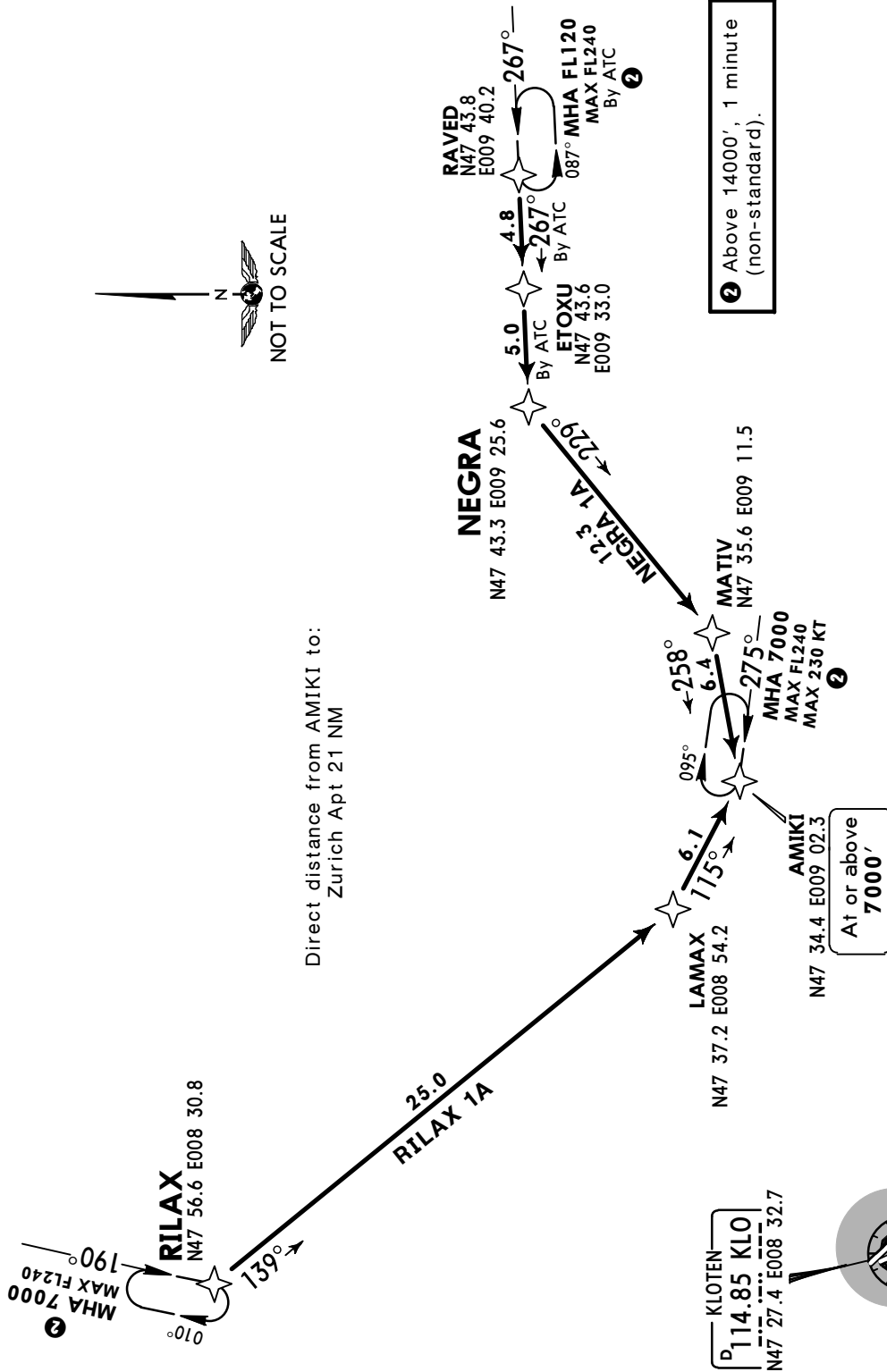
SPEED: MAX 250 KT BELOW FL100



1 5900' within
17 DME



Direct distance from AMIKI to:
Zurich Apt 21 NM



ROUTING

STAR

NEGRA 1A To MATIV, then to AMIKI.

RILAX 1A By ATC To LAMAX, then to AMIKI.

LSZH/ZRH
ZURICH

JEPPESSEN
30 OCT 15 10-2F

Eff 12 Nov

ZURICH, SWITZERLAND

STAR

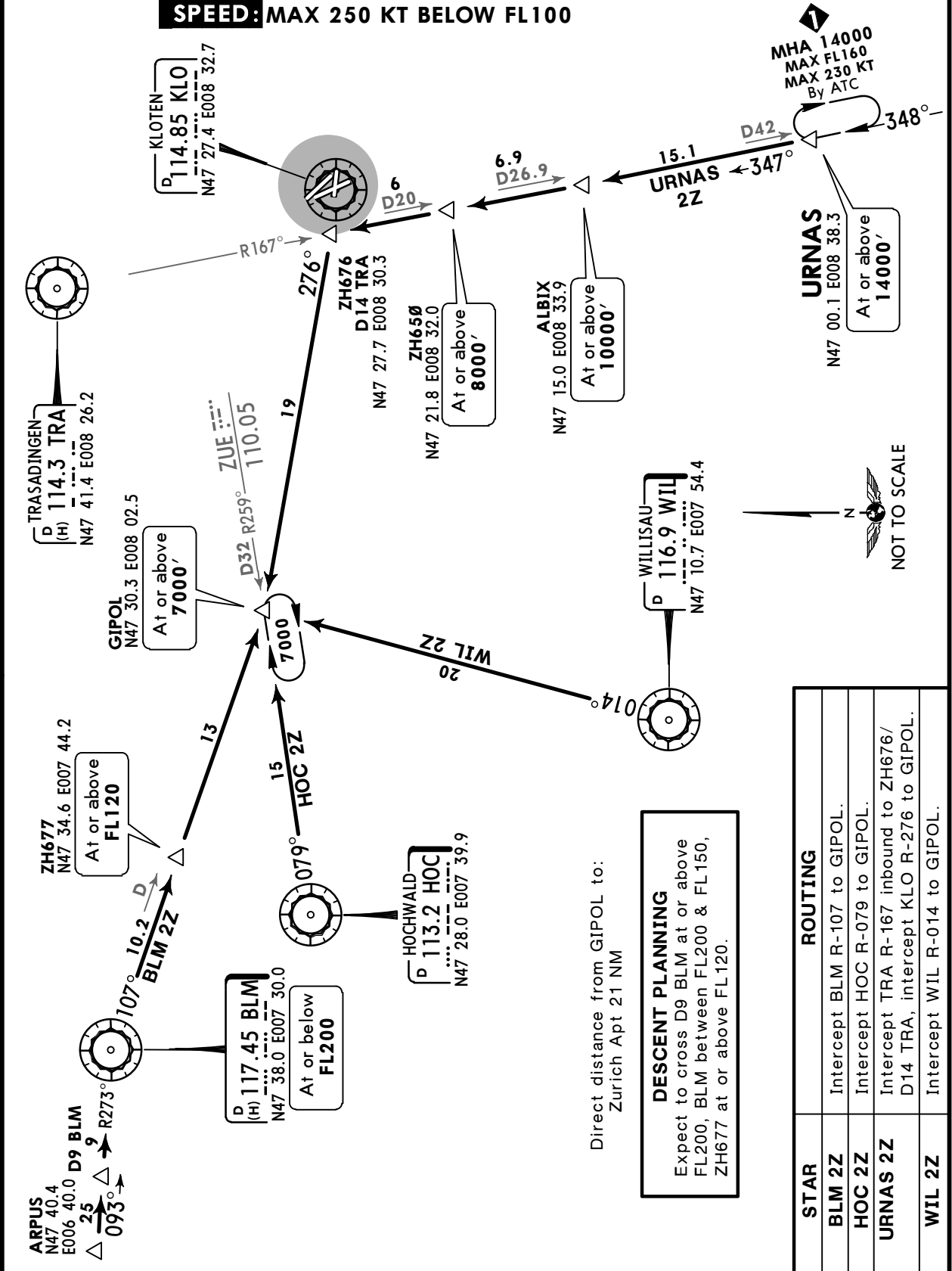
ATIS
125.725

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

SPEED: MAX 250 KT BELOW FL100



LSZH/ZRH
ZURICH

JEPPESSEN
30 OCT 15 10-2G

ZURICH, SWITZERLAND

Eff 12 Nov

STAR

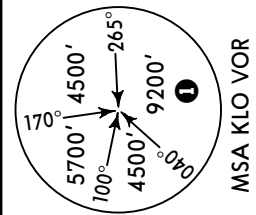
ATIS
125.725

Apt Elev
1417'

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

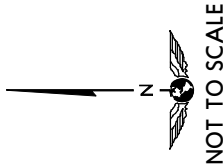
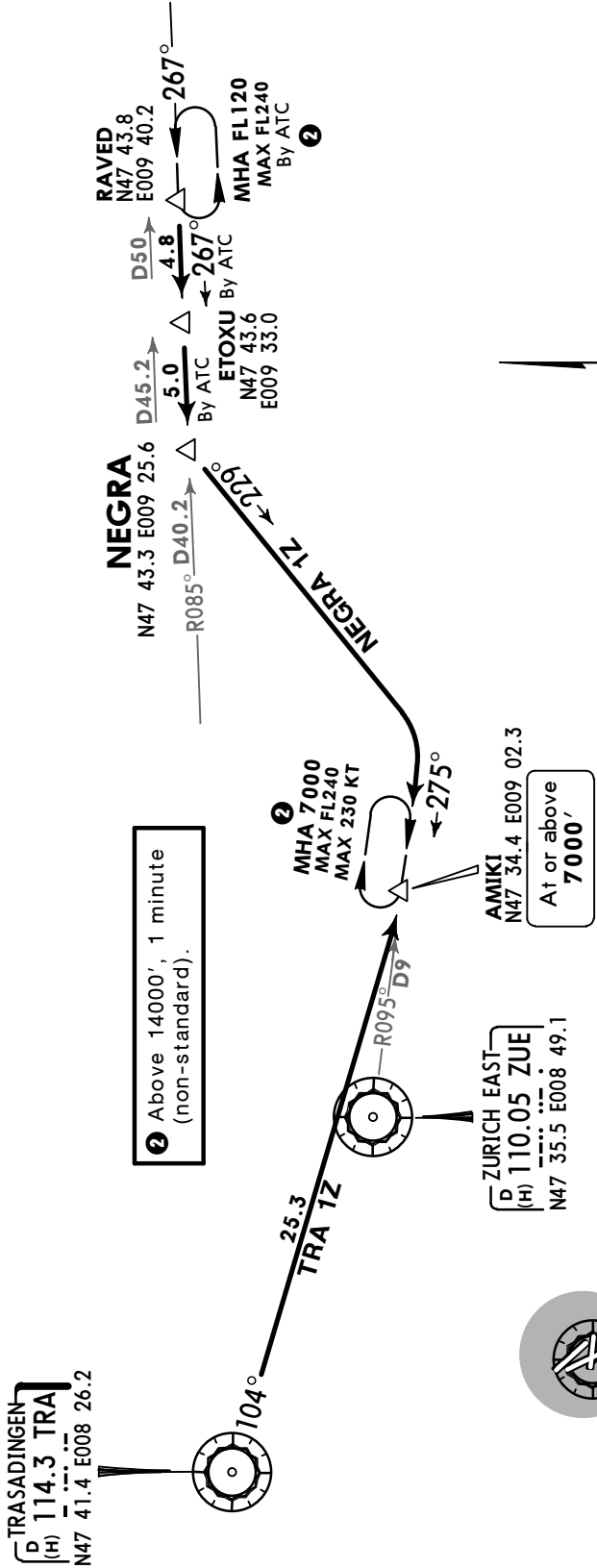
NEGRA 1Z [NEGR1Z]
TRASADINGEN 1Z (TRA 1Z)
ARRIVALS
TO AMIKI

SPEED: MAX 250 KT BELOW FL100



① 5900' within 17 DME

Direct distance from AMIKI to:
Zurich Apt 21 NM



ROUTING

STAR	ROUTING
NEGRA 1Z	On 229° track, intercept ZUE R-095 inbound to AMIKI.
TRA 1Z By ATC	Intercept TRA R-104 to AMIKI.

LSZH/ZRH
ZURICH

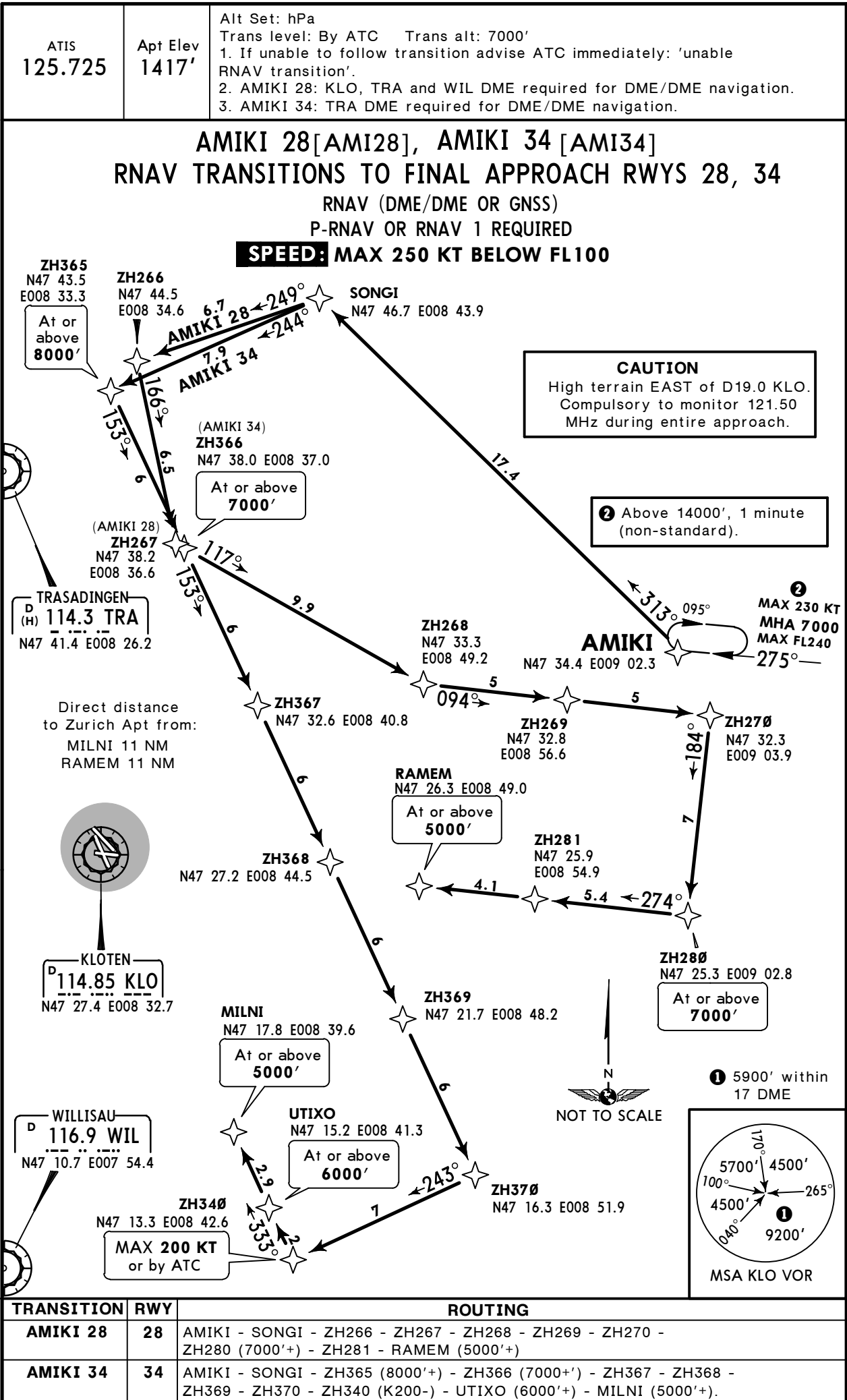
JEPPESSEN
19 JUN 15

10-2H

Eff 25 Jun

ZURICH, SWITZERLAND

RNAV TRANSITION



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LSZH/ZRH
ZURICH

JEPPESSEN

ZURICH, SWITZERLAND

19 JUN 15

10-2K

Eff 25 Jun

RNAV TRANSITION

ATIS
125.725

Apt Elev
1417'

Alt Set: hPa

Trans level: By ATC Trans alt: 7000'

1. If unable to follow transition advise ATC immediately: 'unable RNAV transition'.

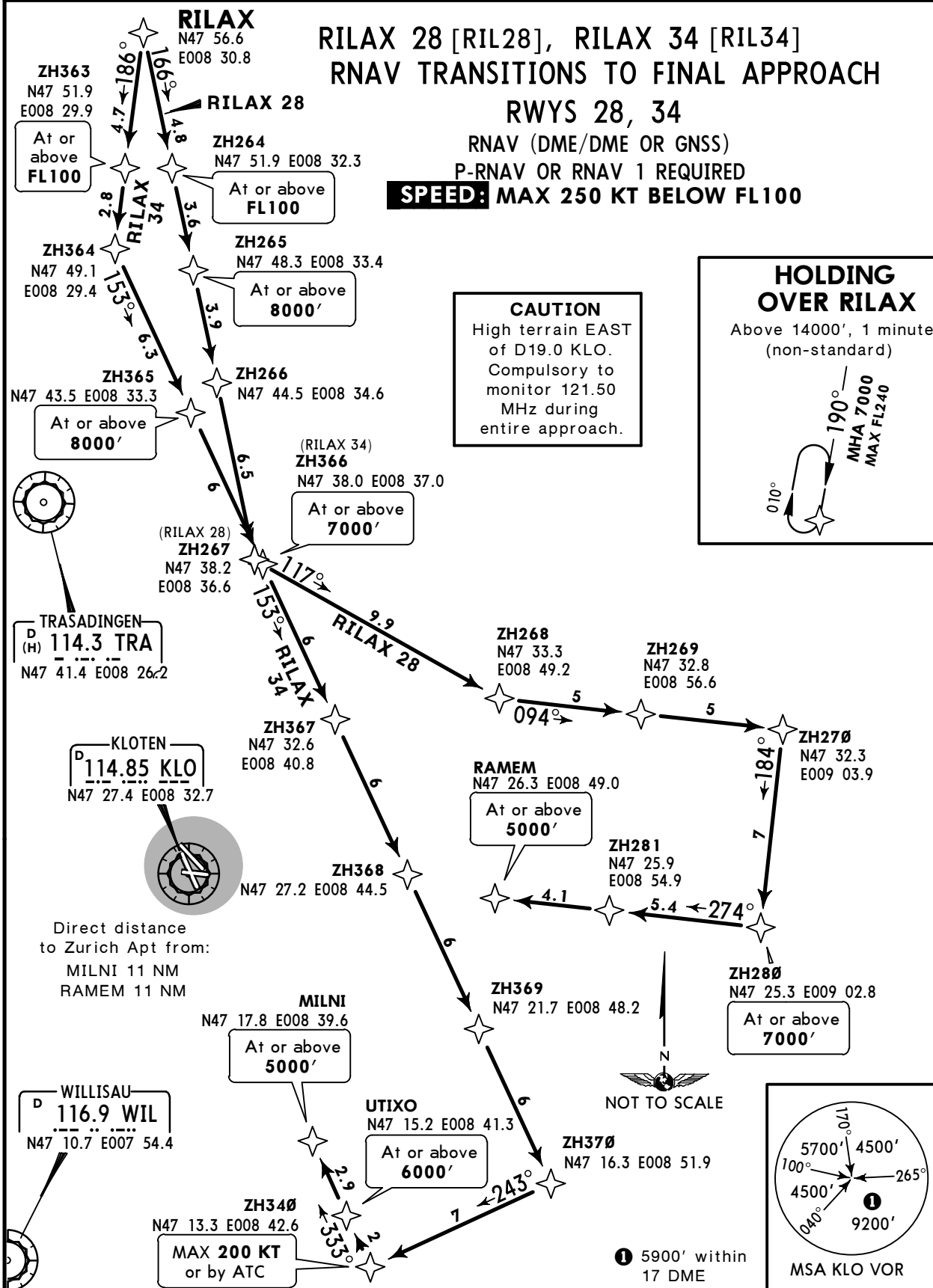
2. RILAX 28: KLO, TRA and WIL DME required for DME/DME navigation.

3. RILAX 34: TRA DME required for DME/DME navigation.

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

RNAV (DME/DME OR GNSS)
P-RNAV OR RNAV 1 REQUIRED

SPEED: MAX 250 KT BELOW FL100



TRANSITION	RWY	ROUTING
RILAX 28	28	RILAX - ZH264 (FL100+) - ZH265 (8000'+) - ZH266 - ZH267 - 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-) - UTIXO (6000'+) - MILNI (5000'+).

LSZH/ZRH
ZURICH



9 OCT 15

10-3

Eff 15 Oct

ZURICH, SWITZERLAND

RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
DEGES 1D, 2R	10-3B
DEGES 1E	10-3C
DEGES 3F, 2H	10-3D
DEGES 3L, 2N	10-3E
DEGES 2S	10-3F
DEGES 2W	10-3G
GERSA 1C	10-3H
VEBIT 2E, 3S	10-3J
VEBIT 2H, 2N	10-3J1
VEBIT 1K	10-3K
VEBIT 3W	10-3L
DEGES 2B	10-3L1
GERSA 2B	10-3L2
GERSA 1E	10-3L3
GERSA 1H, 1N	10-3L4
GERSA 2S	10-3L5
GERSA 2W	10-3L6
SONGI 3F, 1H, 3L, 1N	10-3L7
VEBIT 3B	10-3L8

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

LSZH/ZRH
ZURICH

 **JEPPESEN**
9 OCT 15 **10-3A**

ZURICH, SWITZERLAND

Eff 15 Oct

SID

SID DESIGNATION	REFER TO CHART
ALBIX 1C, 1D, 2R	10-3M
ALBIX 1G, 1M	10-3N
ALBIX 2V	10-3P
WILLISAU 2C, 2D	10-3Q
WILLISAU 2G, 2M	10-3Q1
WILLISAU 2Q, 3R	10-3Q2
WILLISAU 3V	10-3Q3
ZURICH EAST 1D, 2R	10-3Q4
ZURICH EAST 3F, 1G, 3L, 1M	10-3S
ZURICH EAST 2V	10-3T
ALBIX 2A	10-3U
WILLISAU 3A, ZUE 2A	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
ZURICH

JEPPESEN
7 AUG 15

10-3B

Eff 20 Aug

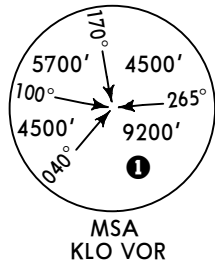
ZURICH, SWITZERLAND

RNAV SID

ZURICH
Departure
125.950

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.



① 5900' within
17 DME

DEGES 1D [DEGE1D]

DEGES 2R [DEGE2R]

RWYS 10, 16 RNAV DEPARTURES

RNAV (DME/DME OR GNSS)

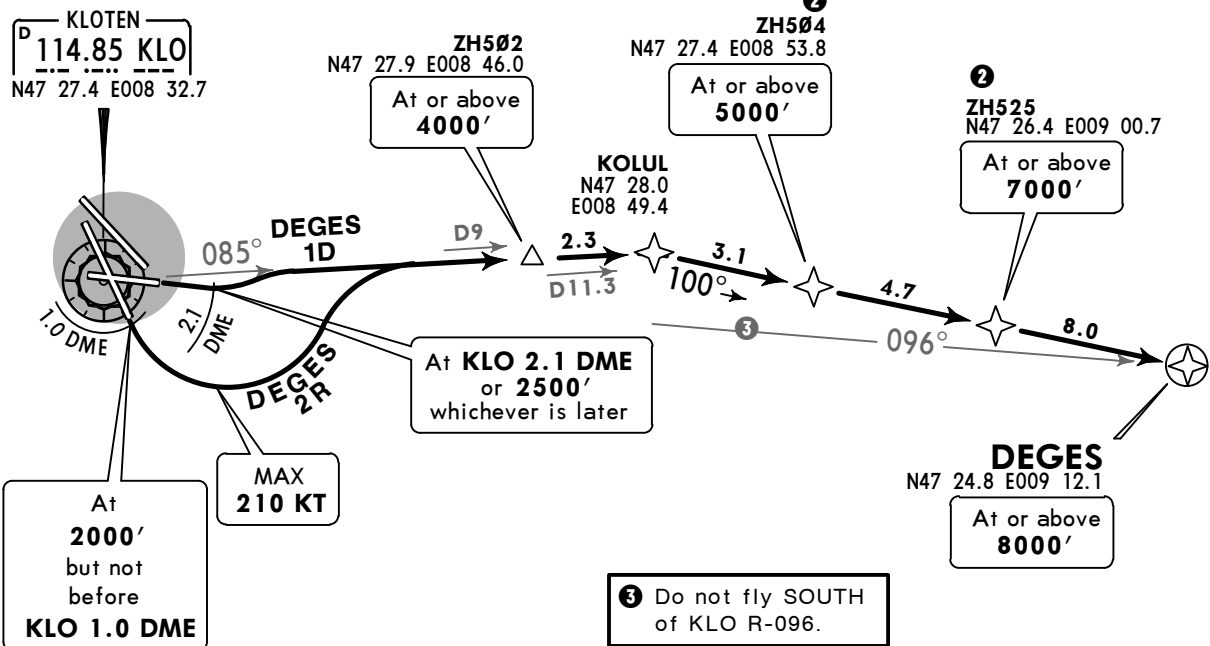
B-RNAV OR RNAV 5 REQUIRED

RNAV APPLICABLE WHEN PASSING 9200'

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

SPEED: MAX 250 KT BELOW FL100

② As long as below 9200',
monitoring of cross
references at ZH504
and ZH525 compulsory.



These SIDs require minimum climb gradients
of

DEGES 1D: 6.5% up to 2500'.

DEGES 2R: 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
6.5% V/V (fpm)	494	658	987	1316	1646	1975



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-085 to ZH502 (4000'+) - KOLUL - ZH504 (5000'+) - ZH525 (7000'+) - DEGES (8000'+).
DEGES 2R	16	Climb straight ahead, at 2000', but not before KLO 1.0 DME, turn LEFT, intercept KLO R-085 to ZH502 (4000'+) - KOLUL - ZH504 (5000'+) - ZH525 (7000'+) - DEGES (8000'+).

CHANGES: Tracks updated.

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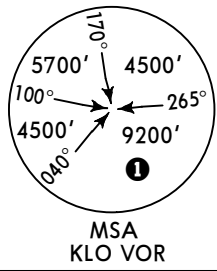
LSZH/ZRH
ZURICH

7 AUG 15 **10-3C** Eff 20 Aug **RNAV SID**

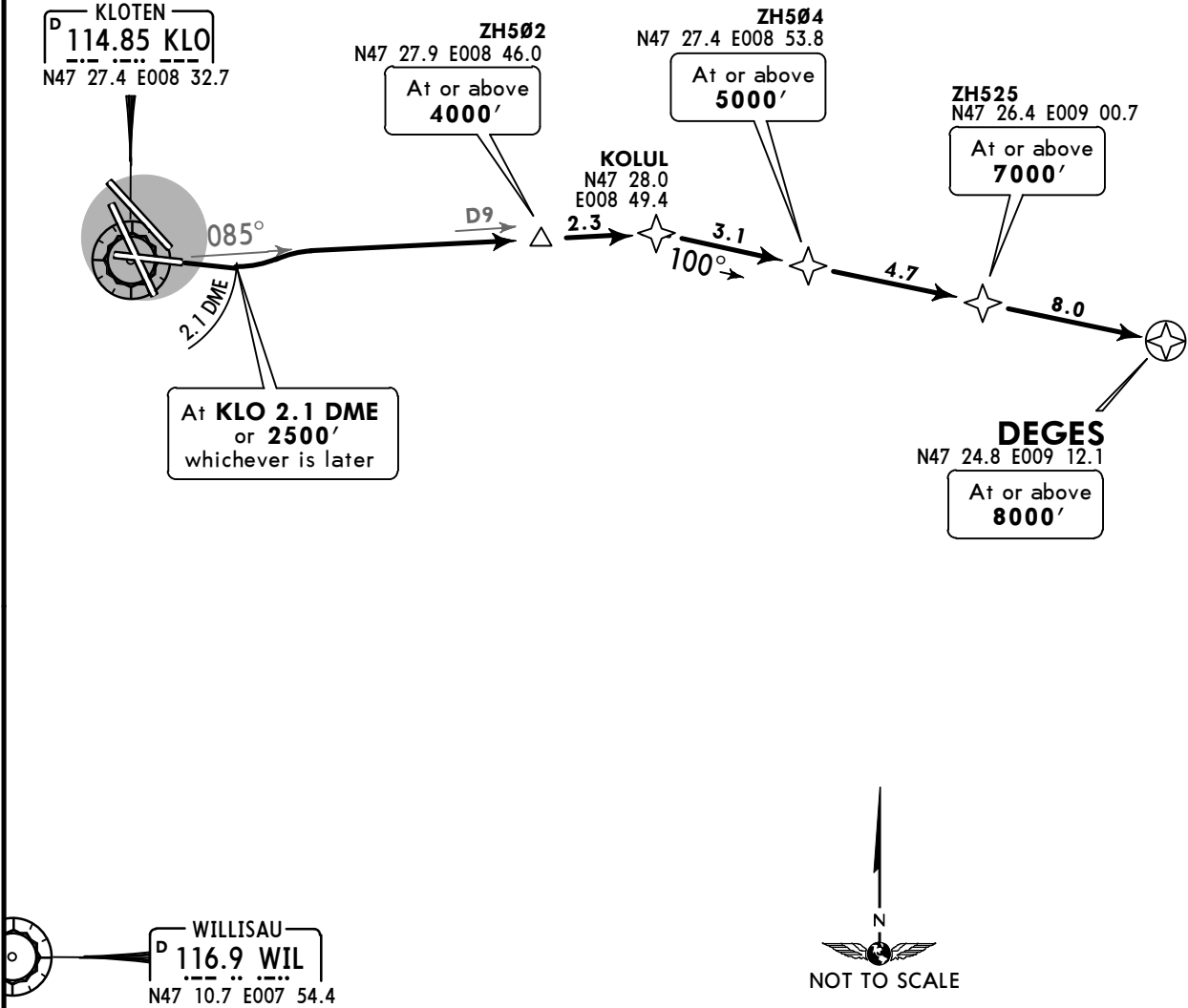
ZURICH
Departure
125.950

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.



DEGES 1E [DEGE1E]
RWY 10 RNAV DEPARTURE
RNAV (DME/DME OR GNSS)
P-RNAV OR RNAV 1 REQUIRED
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 6.5% up to 2500'.

Gnd 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 KLO 2.1 DME or 2500', whichever is later, intercept KLO R-085 via ZH502 to KOLUL - ZH504 (5000'+) - ZH525 (7000'+) - DEGES (8000'+).

AV applicab

RNAV applicable when passing	4	KLO/	5	ZH503.
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LSZH/ZRH
ZURICH

JEPPESSEN
7 AUG 15

10-3F

Eff 20 Aug

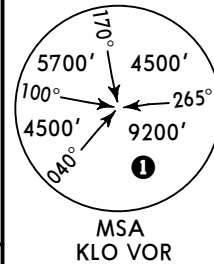
ZURICH, SWITZERLAND

RNAV SID

ZURICH
Departure
125.950

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



DEGES 2S [DEGE2S]
RWY 16 RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

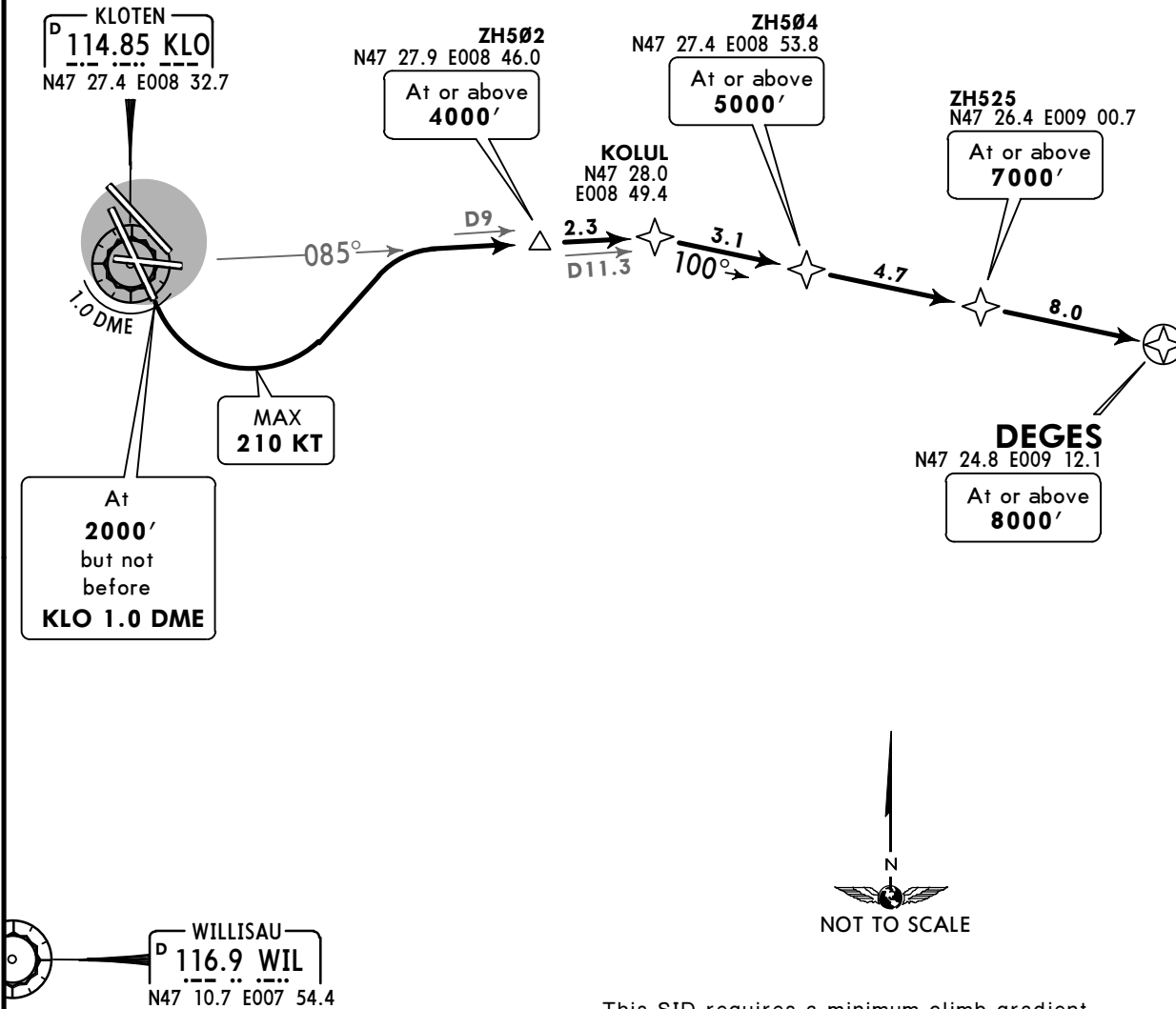
P-RNAV OR RNAV 1 REQUIRED

RNAV APPLICABLE WHEN PASSING KOLUL

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

SPEED: MAX 250 KT BELOW FL100

① 5900' within
17 DME



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 KLO 1.0 DME, turn LEFT, intercept KLO R-085
via ZH502 to KOLUL - ZH504 (5000'+) - ZH525 (7000'+) - DEGES (8000'+).

LSZH/ZRH
ZURICH

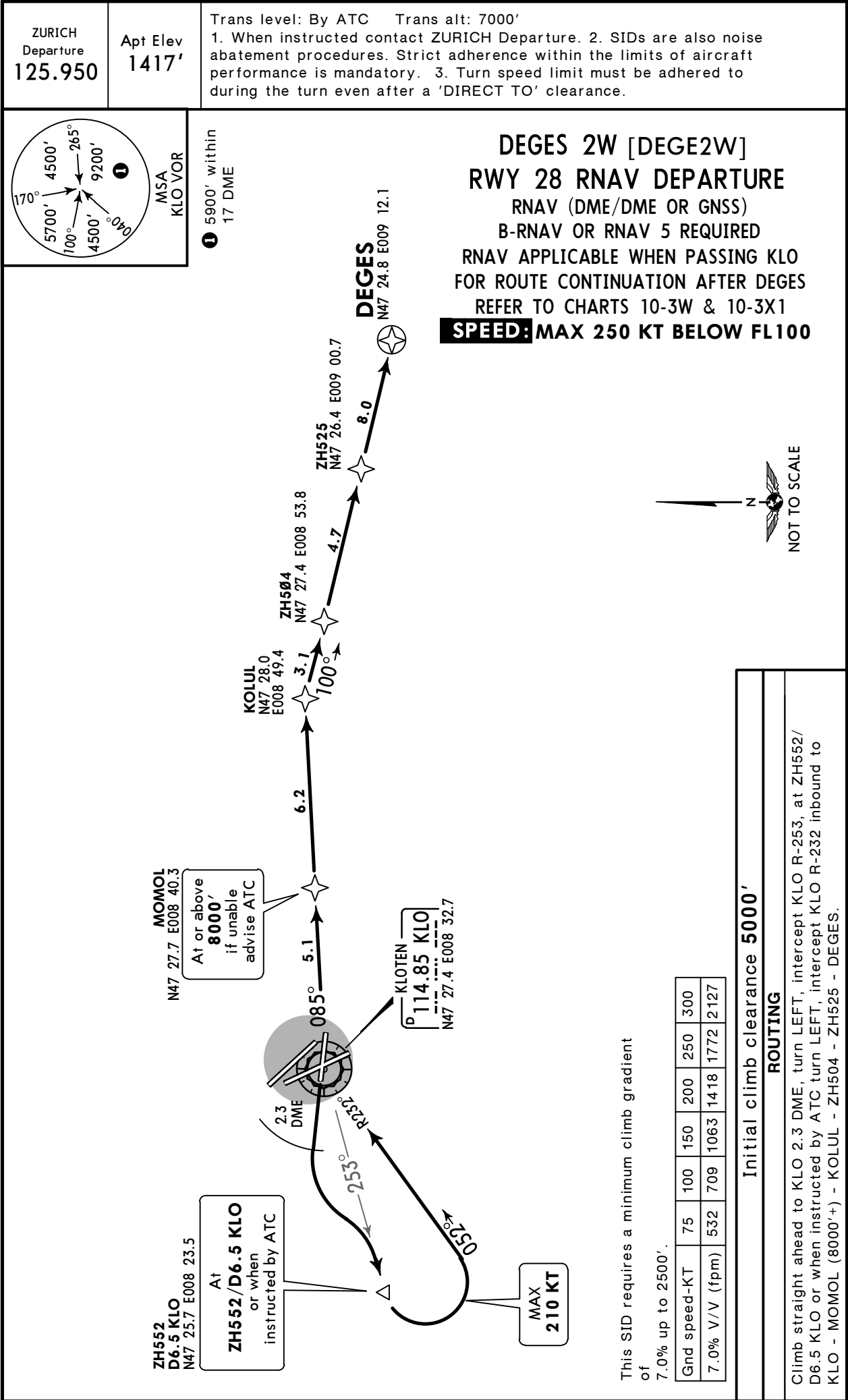
JEPPESSEN
7 AUG 15

10-3G

Eff 20 Aug

ZURICH, SWITZERLAND

RNAV SID



LSZH/ZRH
ZURICH

JEPPESSEN
7 AUG 15

10-3H

Eff 20 Aug

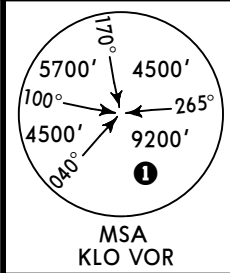
ZURICH, SWITZERLAND

RNAV SID

ZURICH
Departure
125.950

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.



① 5900' within
17 DME

GERSA 1C [GERS1C] RWY 10 RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 REQUIRED

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**

KLOTEN
D 114.85 KLO
N47 27.4 E008 32.7

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

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



ZH526
N47 15.6 E008 37.3

At or above
10000'

MAX **210 KT**

ARTAG
N47 09.9 E008 30.8

KELIP
N46 57.4 E008 45.7

At or above
16000'

GERSA
N47 02.4 E008 31.9

At or above
14000'

SOPER
N46 53.4 E008 56.7

PELAD
N46 35.9 E009 43.6

RESIA
N46 28.7
E010 02.6

Initial climb clearance **5000'**

ROUTING

Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, intercept KLO R-085 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.

LSZH/ZRH
ZURICH

JEPPESEN
7 AUG 15

ZURICH, SWITZERLAND

10-3J

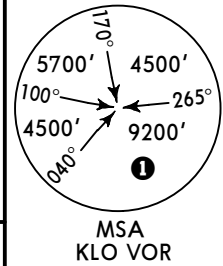
Eff 20 Aug

RNAV SID

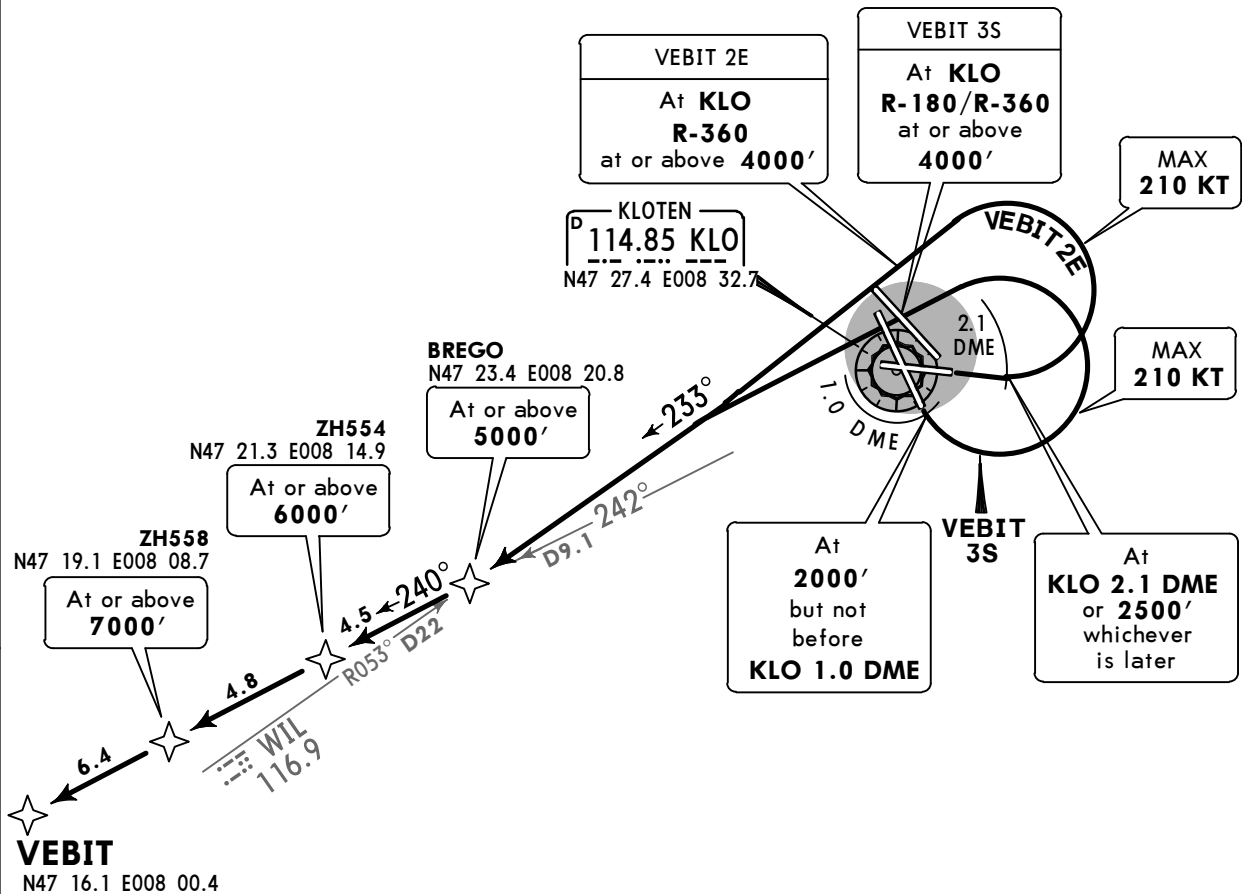
ZURICH
Departure
125.950

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 2E [VEBI2E]
VEBIT 3S [VEBI3S]
RWYS 10, 16 RNAV DEPARTURES
RNAV (DME/DME OR GNSS)
B-RNAV OR RNAV 5 REQUIRED
RNAV APPLICABLE WHEN PASSING BREGO
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2
SPEED: MAX 250 KT BELOW FL100



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	RWY	ROUTING
VEBIT 2E	10	Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, cross KLO R-360 at or above 4000', intercept WIL R-053 inbound to BREGO (5000'+) - ZH554 (6000'+) - ZH558 (7000'+) - VEBIT.
VEBIT 3S	16	Climb straight ahead, at 2000', but not before KLO 1.0 DME, turn LEFT, cross KLO R-180/R-360 at or above 4000', intercept WIL R-053 inbound to BREGO (5000'+) - ZH554 (6000'+) - ZH558 (7000'+) - VEBIT.

LSZH/ZRH
ZURICH

JEPPESEN

ZURICH, SWITZERLAND

7 AUG 15

10-3J1

Eff 20 Aug

RNAV SID

ZURICH
Departure
125.950

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.
4. EXPECT close-in obstacles.

VEBIT 2H [VEBI2H]
VEBIT 2N [VEBI2N]
RWYS 34, 32 RNAV DEPARTURES

RNAV (DME/DME OR GNSS)

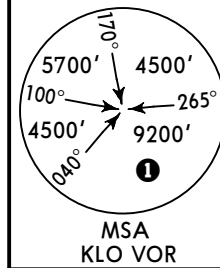
B-RNAV OR RNAV 5 REQUIRED

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

SPEED: MAX 250 KT BELOW FL100

- ② 330° track (Rwy 32) or 333° track (Rwy 34).
- ③ Four-engined ACFT: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.
- ④ A380 only: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.

TRASADINGEN
D (H) 114.3 TRA
N47 41.4 E008 26.2

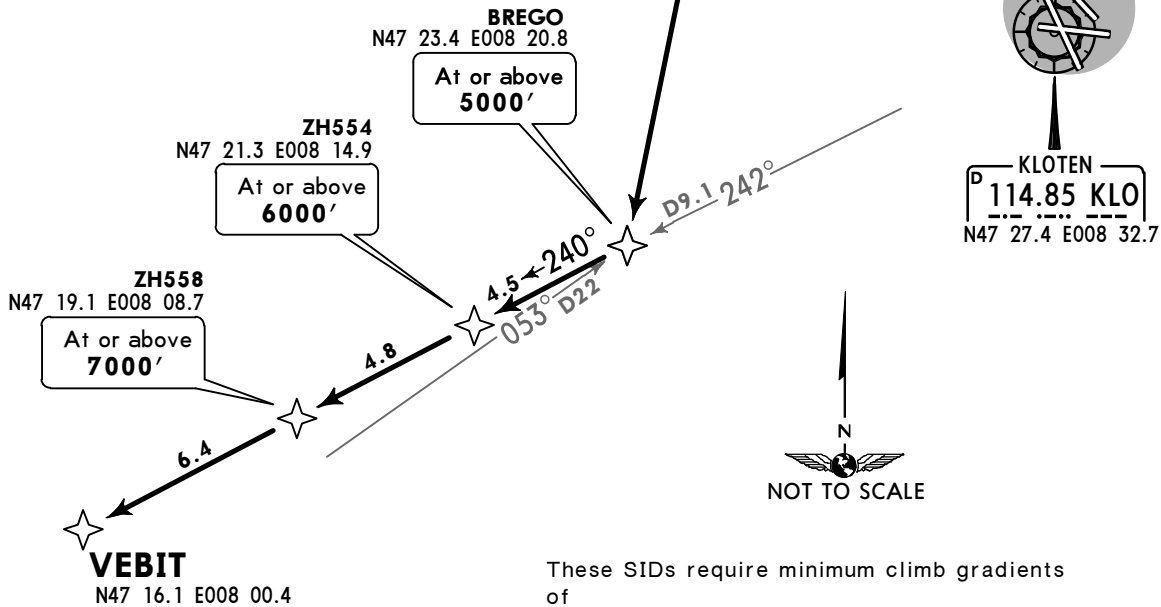


① 5900' within 17 DME

VEBIT 2H
At or above 3500' ③

VEBIT 2N
At or above 3500' ④

MAX 210 KT



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 333° track, at KLO 4 DME turn LEFT, 244° track, intercept TRA R-190 to BREGO (5000'+) - ZH554 (6000'+) - ZH558 (7000'+) - VEBIT.
VEBIT 2N	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 330° track, at KLO 4 DME turn LEFT, 244° track, intercept TRA R-190 to BREGO (5000'+) - ZH554 (6000'+) - ZH558 (7000'+) - VEBIT.

LSZH/ZRH
ZURICH

JEPPESEN
7 AUG 15 10-3K

ZURICH, SWITZERLAND

Eff 20 Aug

RNAV SID

ZURICH
Departure
125.950

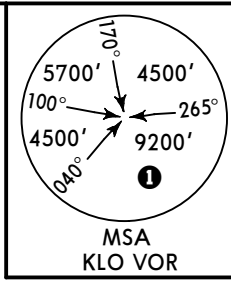
Apt Elev
1417'

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.

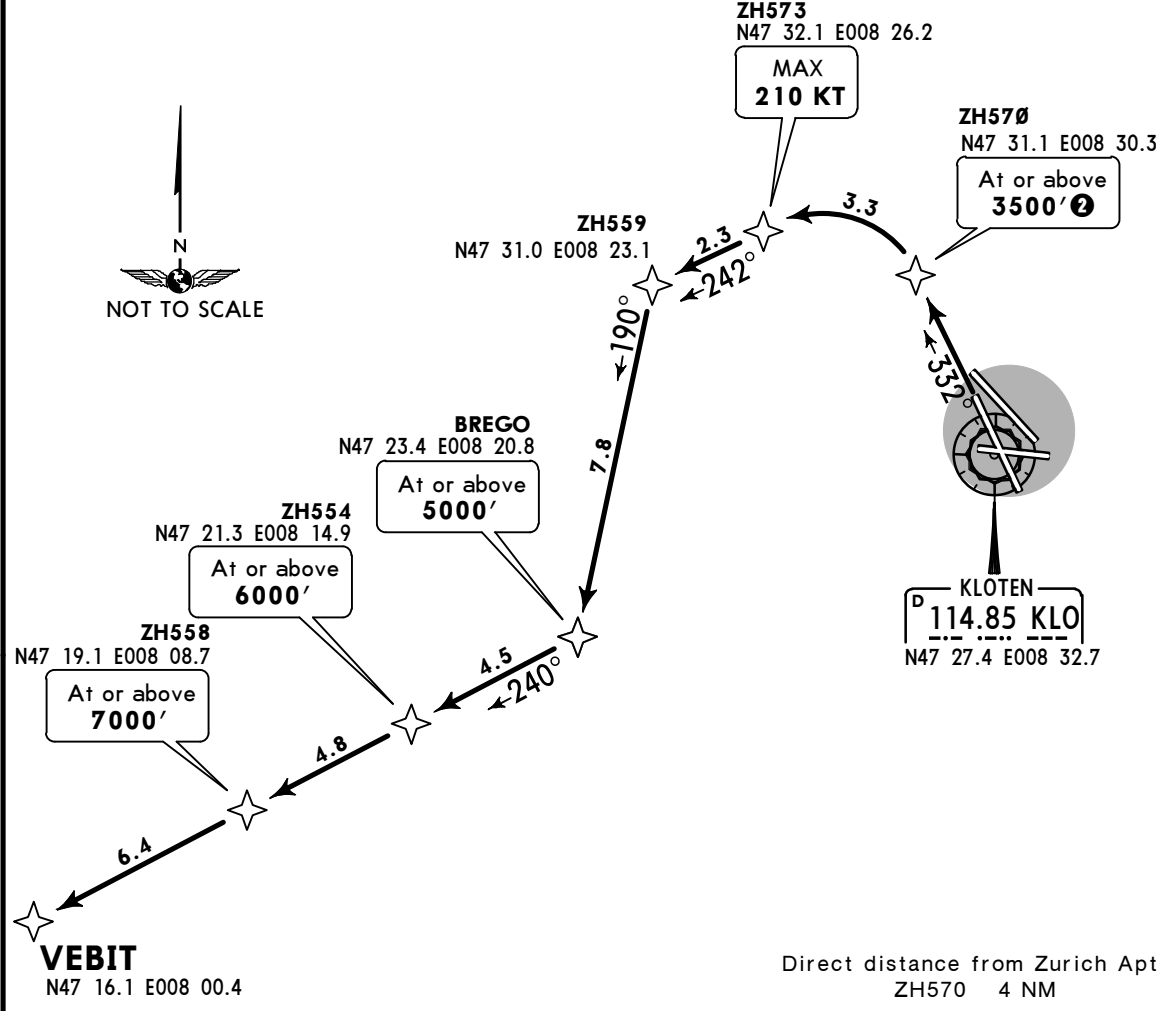
VEBIT 1K [VEBI1K]
RWY 34 RNAV DEPARTURE
RF REQUIRED
RNAV (DME/DME OR GNSS)
P-RNAV OR RNAV 1 REQUIRED

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

SPEED: MAX 250 KT BELOW FL100



① 5900' within 17 DME



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

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

Initial climb clearance 5000'

ROUTING

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

LSZH/ZRH
ZURICH

JEPPESEN
7 AUG 15 10-3L Eff 20 Aug

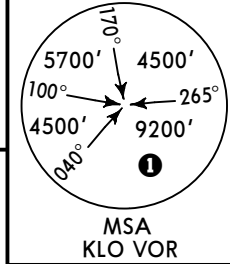
ZURICH, SWITZERLAND

RNAV SID

ZURICH
Departure
125.950

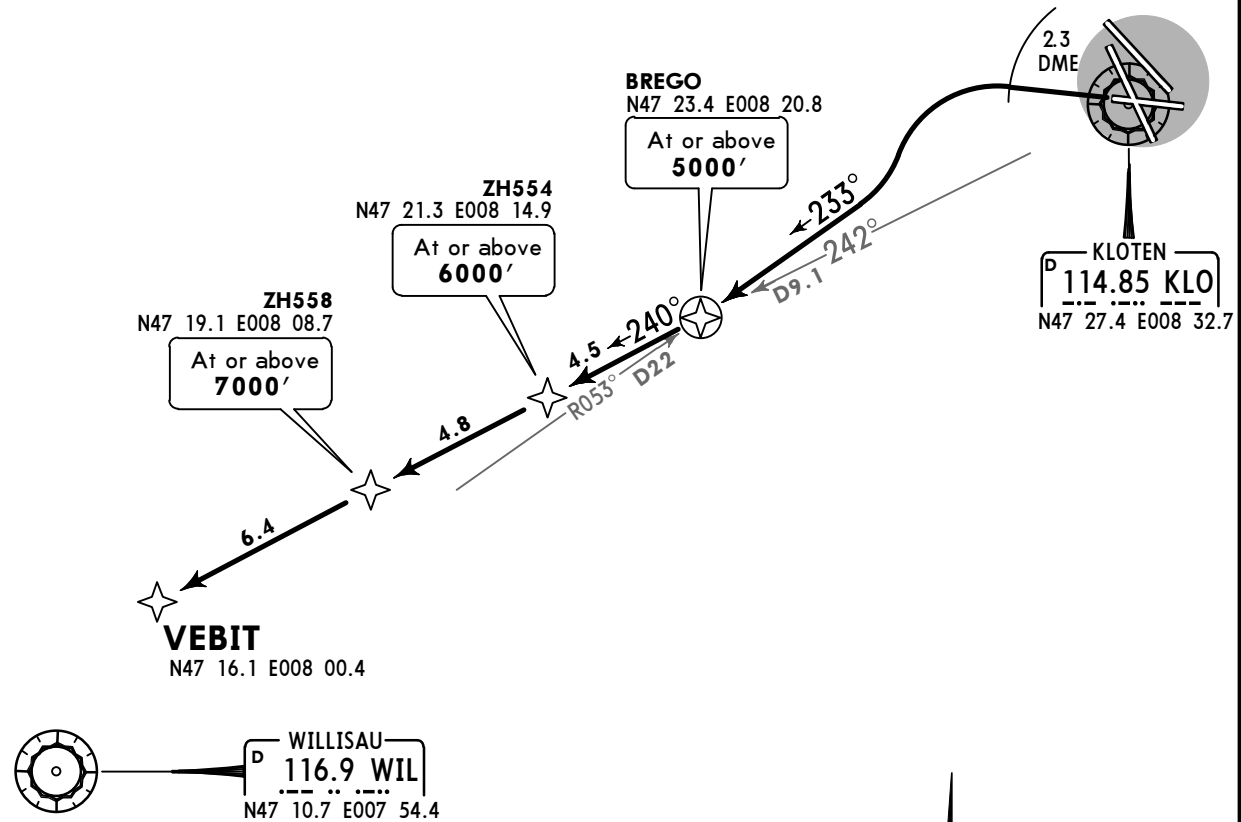
Apt Elev
1417'

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)
B-RNAV OR RNAV 5 REQUIRED
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-053 inbound to BREGO (5000'+) - ZH554 (6000'+) - ZH558 (7000'+) - VEBIT.

LSZH/ZRH
ZURICH

JEPPESSEN ZURICH, SWITZERLAND
7 AUG 15 **(10-3L1)** **Eff 20 Aug** **RNAV SID**

ZURICH
Departure
125.950

Apt Elev
1417'

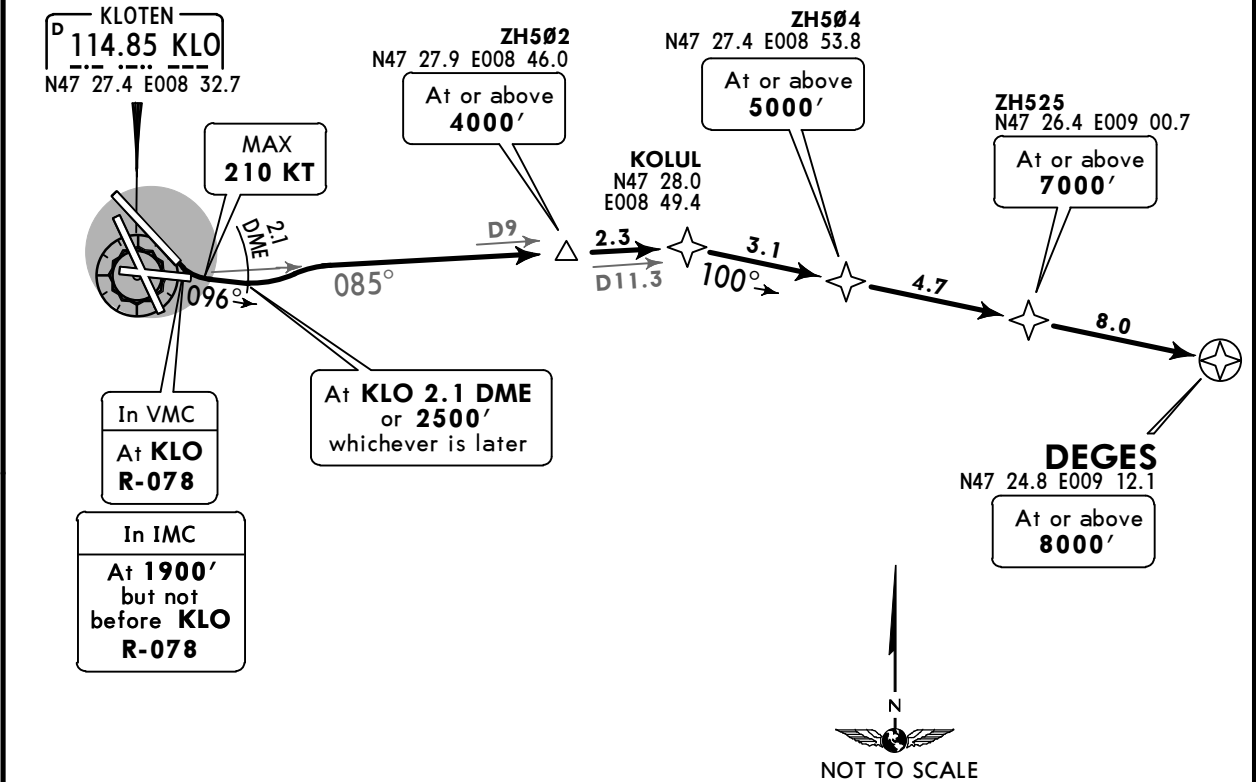
Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles. 5. WIL DME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

MSA
KLO VOR

1 5900' within 17 DME

DEGES 2B [DEGE2B]
RWY 14 RNAV DEPARTURE
RNAV (DME/DME OR GNSS)
P-RNAV OR RNAV 1 REQUIRED
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



WILLISAU
D 116.9 WIL
N47 10.7 E007 54.4

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

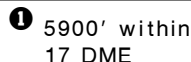
Gnd speed-KT	75	100	150	200	250	300
9.5% V/V (fpm)	722	962	1443	1924	2405	2886

Initial climb clearance 5000'

ROUTING

Climb straight ahead,
- if in VMC turn LEFT at KLO R-078, 096° track, maintain visual ground contact up to 2800', or
- if in IMC turn LEFT (MAX 210 KT) at 1900', but not before KLO R-078, 096° track, at KLO 2.1 DME or 2500', whichever is later, intercept KLO R-085 via ZH502 to KOLUL - ZH504 (5000'+) - ZH525 (7000'+) - DEGES (8000'+).

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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.

SPEED: MAX 250 KT BELOW FL100



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	1316	1646	1975

Initial climb clearance **5000'**

ROUTING

Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-053 inbound to BREGO (5000'+) - ZH556 (8000'+) - ZH557 (9000'+) - AFOLT (10000'+) - ARTAG - GERSA (14000'+).

CONTINUATION

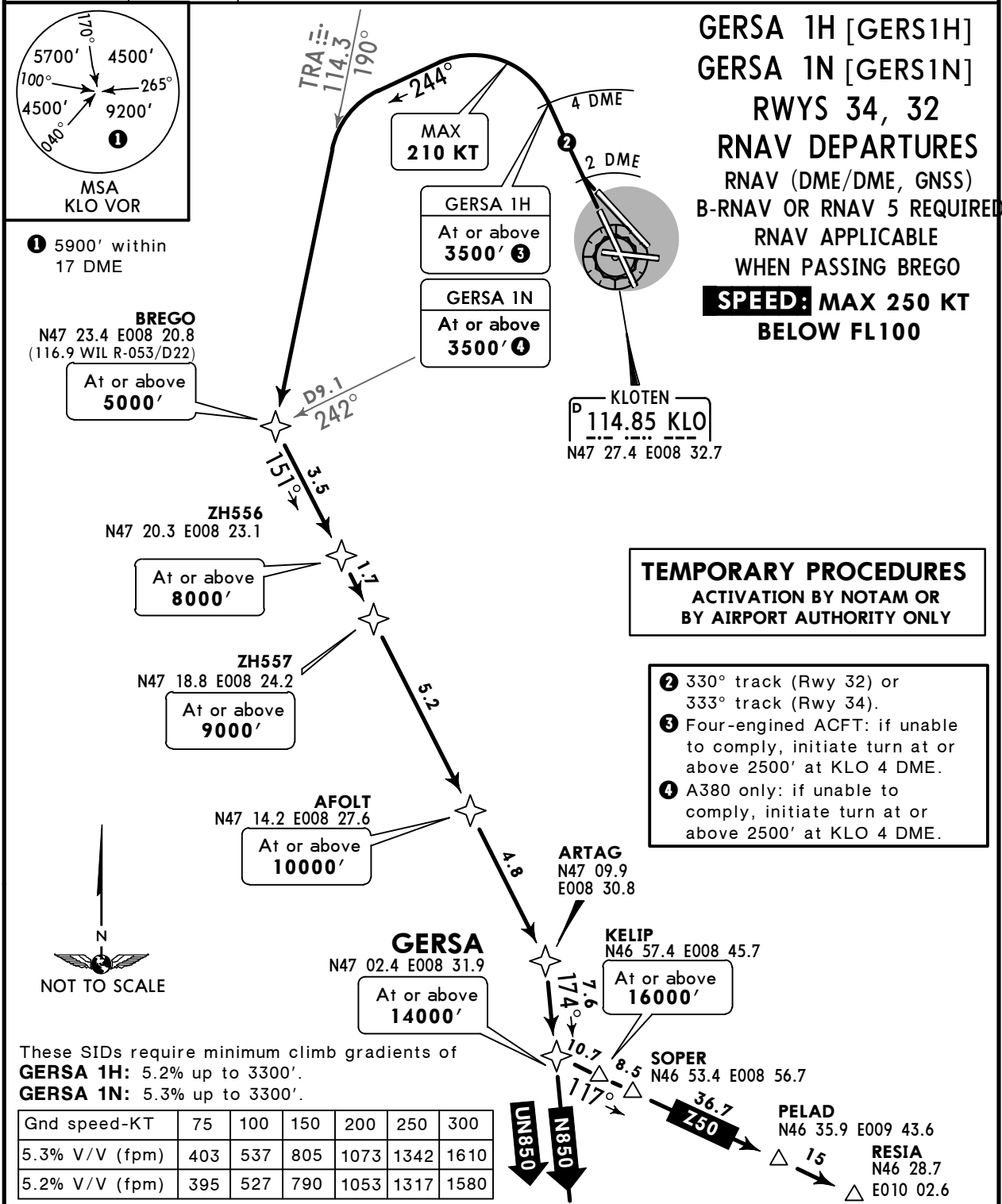
To RESIA: Proceed along airway Z-50.

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

LSZH/ZRH
ZURICH

JEPPESSEN ZURICH, SWITZERLAND
7 AUG 15 **10-3L4** **Eff 20 Aug** **RNAV SID**

ZURICH Departure 125.950	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. 4. EXPECT close-in obstacles.
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Initial climb clearance 5000'		
SID	RWY	ROUTING
GERSA 1H	34	Climb on 333° track, at KLO 4 DME turn LEFT, 244° track, intercept TRA R-190 to BREGO (5000'+) - ZH556 (8000'+) - ZH557 (9000'+) - AFOLT (10000'+) - ARTAG - GERSA (14000'+).
GERSA 1N	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 330° track, at KLO 4 DME turn LEFT, 244° track, intercept TRA R-190 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.		

RNAV SID

LSZH/ZRH
ZURICH

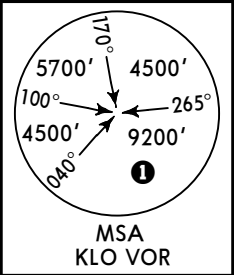
JEPPESSEN
7 AUG 15 10-3L6 Eff 20 Aug

ZURICH, SWITZERLAND

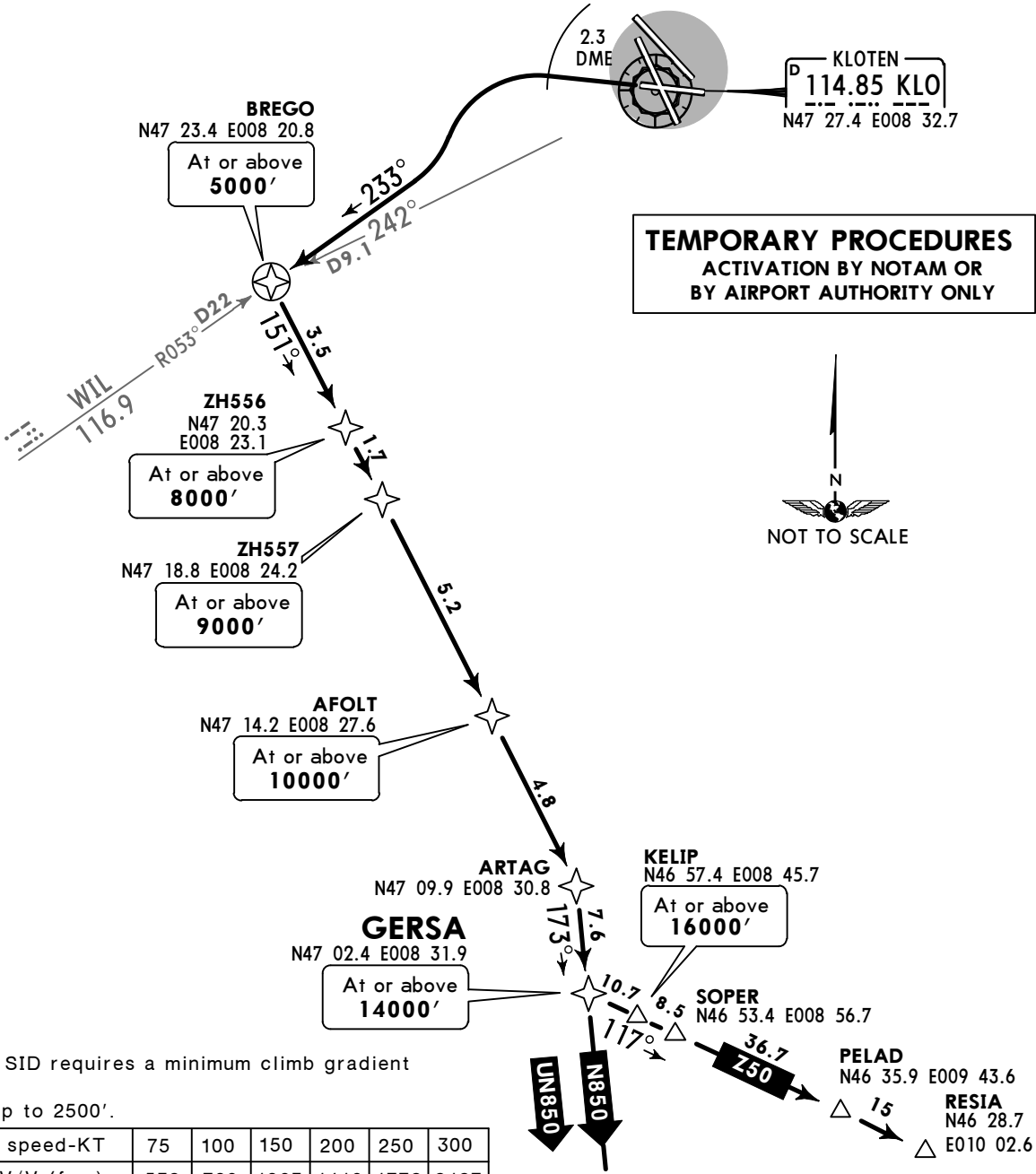
RNAV SID

ZURICH Departure 125.950	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.
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GERSA 2W [GERS2W]
RWY 28 RNAV DEPARTURE
RNAV (DME/DME, GNSS)
B-RNAV OR RNAV 5 REQUIRED
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-053 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.

RNAV SID

RNAV SID

LSZH/ZRH
ZURICH

JEPPESEN

ZURICH, SWITZERLAND

5 DEC 14

10-3M

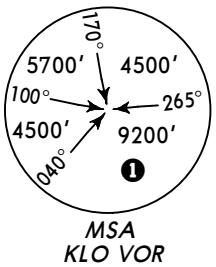
Eff 11 Dec

SID

ZURICH
Departure
125.950

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.



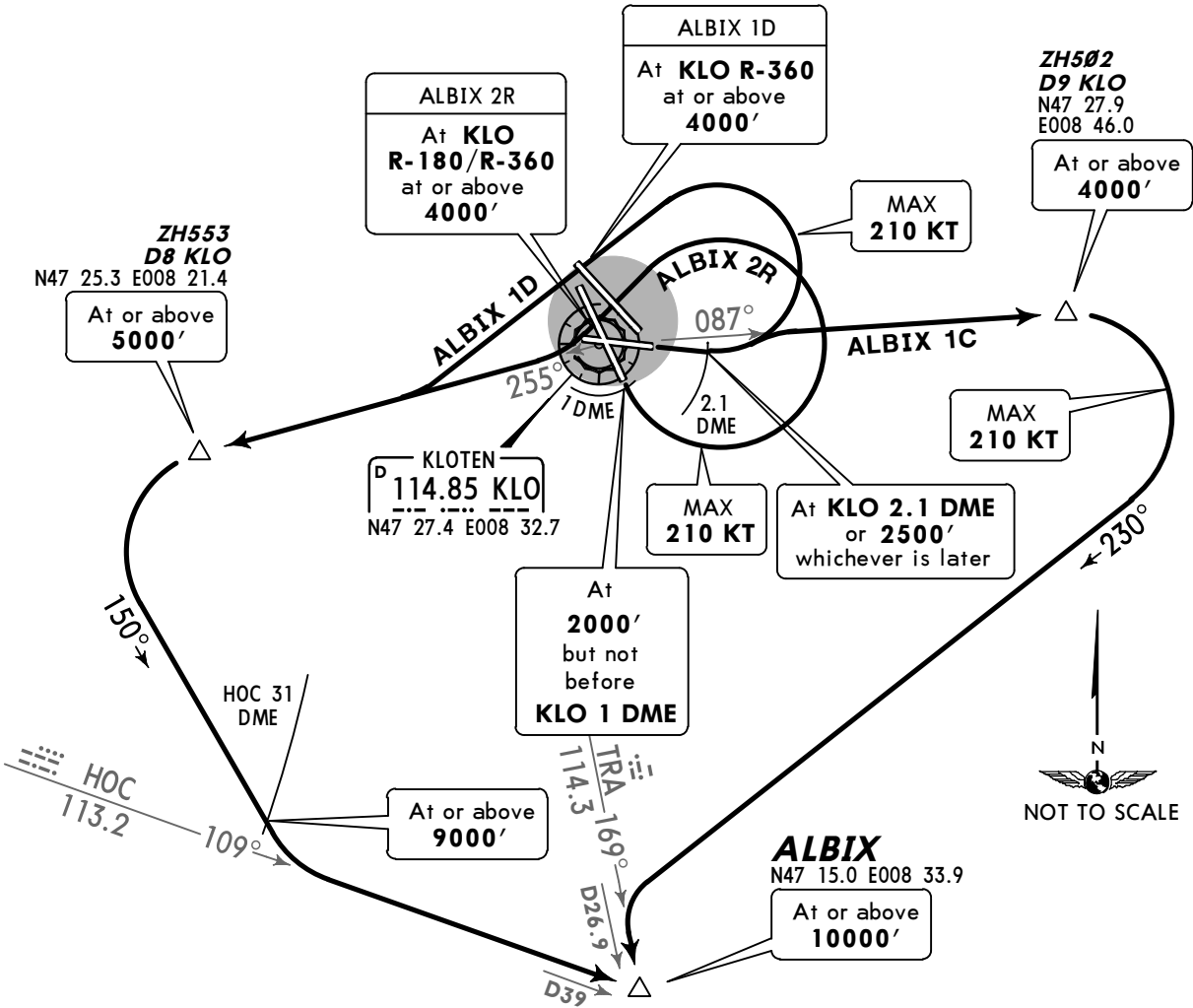
① 5900' within
17 DME

ALBIX 1C [ALBI1C], ALBIX 1D [ALBI1D]

ALBIX 2R [ALBI2R]

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 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 **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, cross KLO R-360 at or above 4000', intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.
ALBIX 2R	16	Climb straight ahead, at 2000', but not before KLO 1 DME, turn LEFT, cross KLO R-180/R-360 at or above 4000', intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

LSZH/ZRH
ZURICH

JEPPesen
5 DEC 14 10-3N Eff 11 Dec

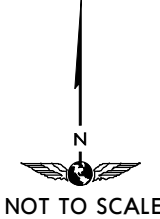
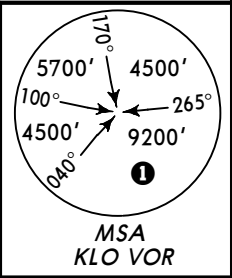
ZURICH, SWITZERLAND

SID

ZURICH Departure 125.950	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. 4. EXPECT close-in obstacles.
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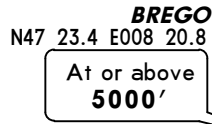
ALBIX 1G [ALBI1G]
ALBIX 1M [ALBI1M]
RWYS 34, 32 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

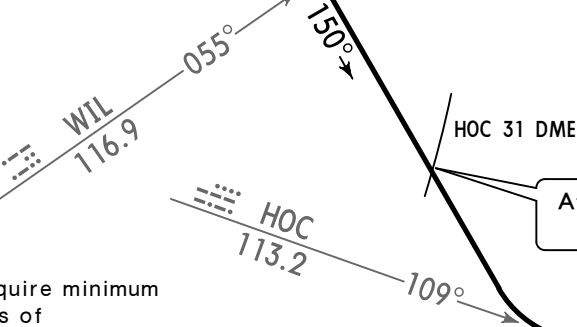
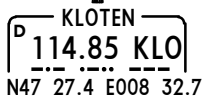


Direct distance from Zurich Apt to:
BREGO 9 NM

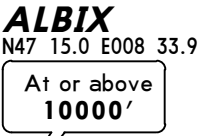
- 2 331° track (Rwy 32) or 334° track (Rwy 34).
- 3 Four-engined ACFT: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.
- 4 A380 only: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.



- ALBIX 1G
At or above 3500' 3
- ALBIX 1M
At or above 3500' 4



At or above 9000'



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.

LSZH/ZRH
ZURICH

JEPPESEN
5 DEC 14 (10-3P)

ZURICH, SWITZERLAND

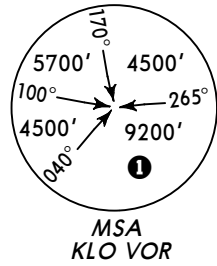
Eff 11 Dec

SID

ZURICH
Departure
125.950

Apt Elev
1417'

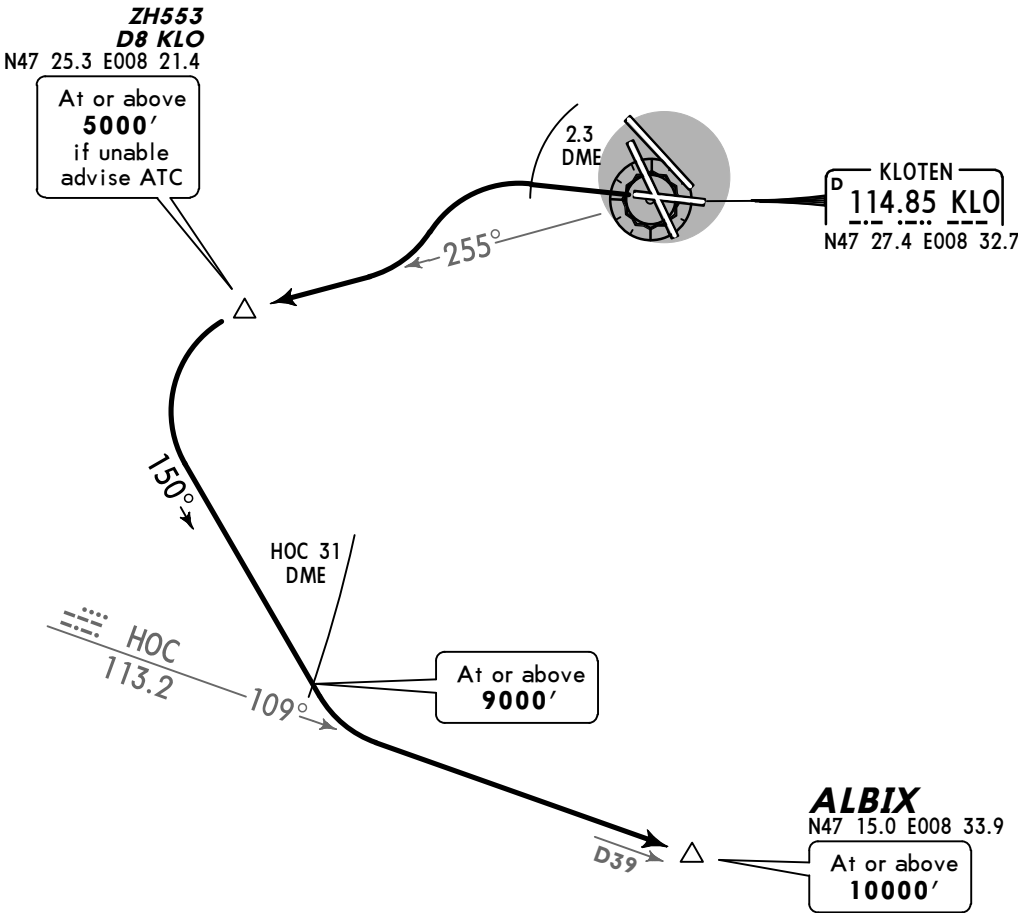
Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



① 5900' within
17 DME

ALBIX 2V [ALBI2V]
RWY 28 DEPARTURE

~~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 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

LSZH/ZRH
ZURICH

JEPPESSEN
5 DEC 14 10-3Q

ZURICH, SWITZERLAND
Eff 11 Dec

SID

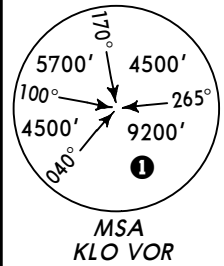
ZURICH
Departure
125.950

Apt Elev
1417'

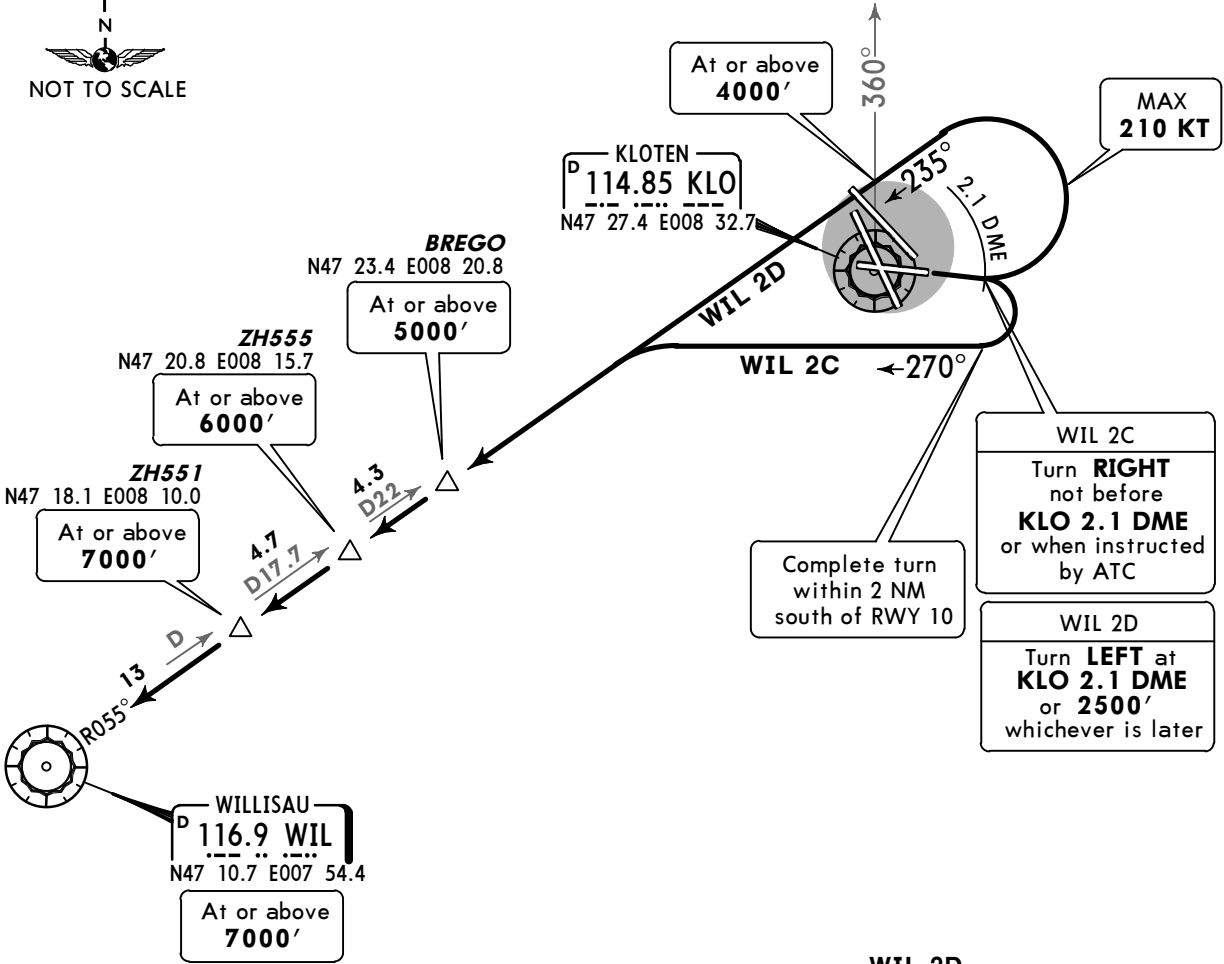
- Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 3. EXPECT close-in obstacles.
 4. Turn speed limit must be adhered to during the turn even after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

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'.

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

Direct distance from Zurich Apt to:
BREGO 9 NM

Initial climb clearance **5000'**

SID	ROUTING
WIL 2C FOR PROPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY ②	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.

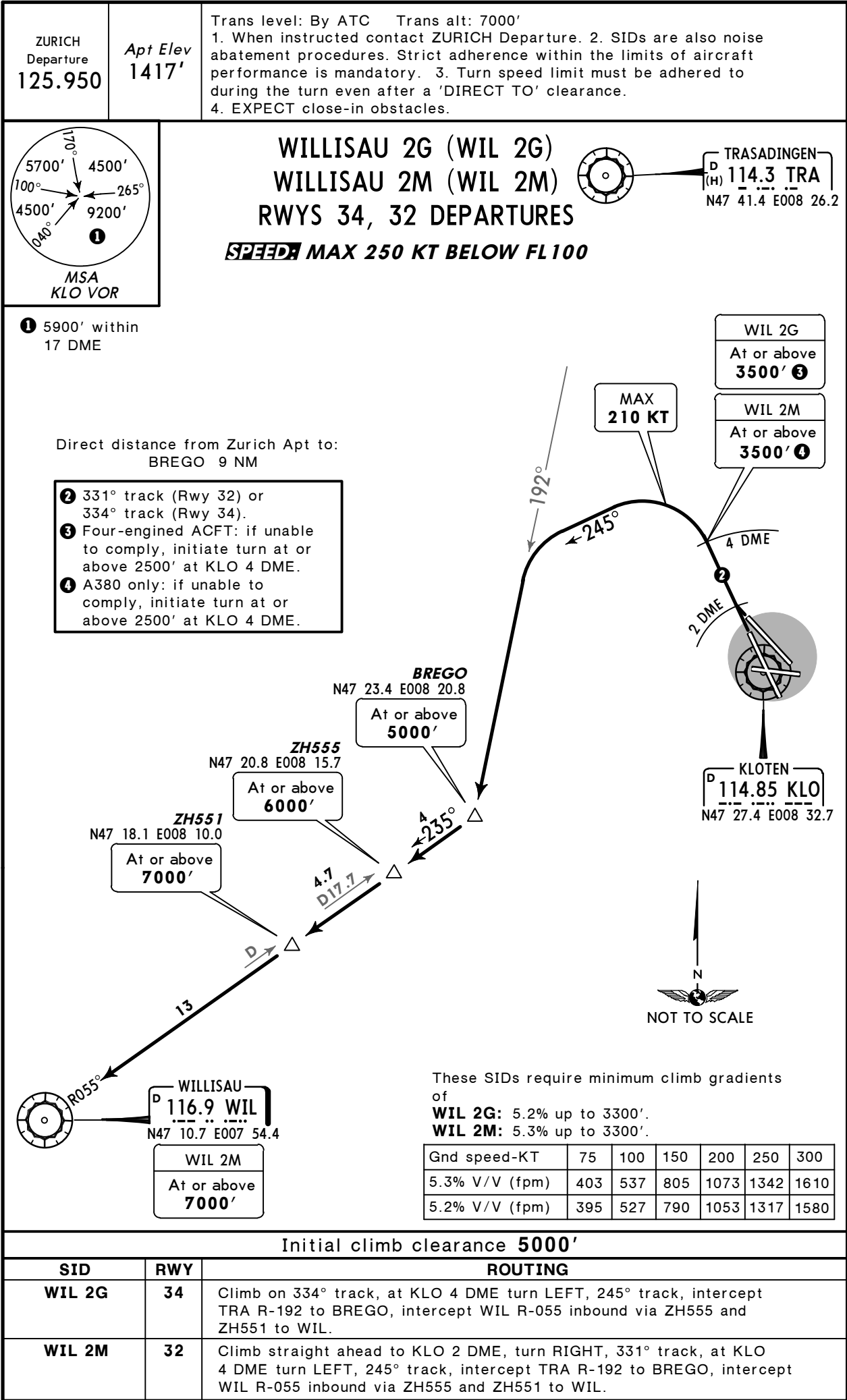
LSZH/ZRH
ZURICH

JEPPesen
5 DEC 14 (10-3Q1)

Eff 11 Dec

ZURICH, SWITZERLAND

SID



LSZH/ZRH
ZURICH

JEPPESSEN
5 DEC 14 (10-3Q2)

Eff 11 Dec

ZURICH, SWITZERLAND

SID

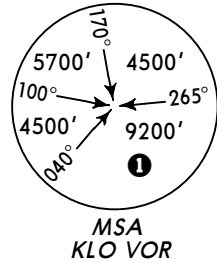
ZURICH
Departure
125.950

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.

WILLISAU 2Q (WIL 2Q)
WILLISAU 3R (WIL 3R)
RWY 16 DEPARTURES

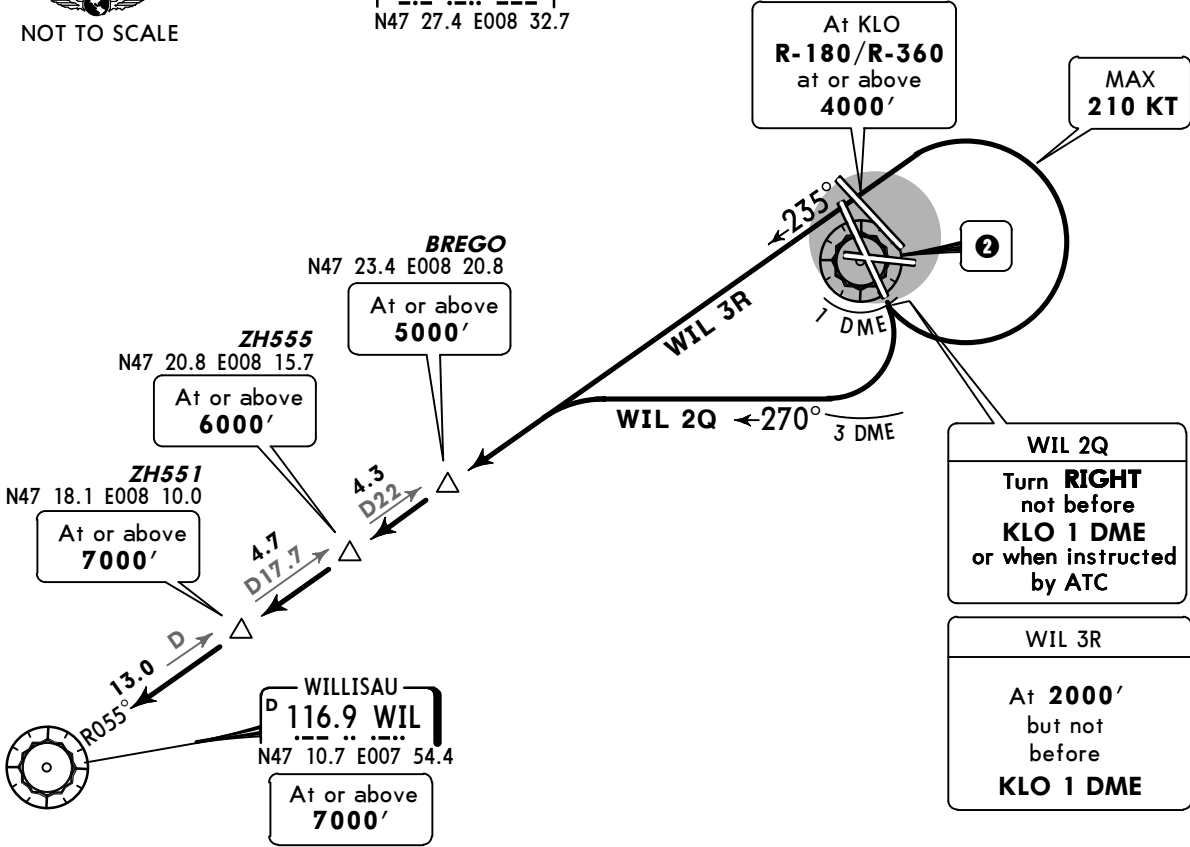
SPEED: MAX 250 KT BELOW FL100



① 5900' within 17 DME



② KLOTEN
114.85 KLO
N47 27.4 E008 32.7



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

Direct distance from Zurich Apt to:
BREGO 9 NM

Initial climb clearance **5000'**

SID	ROUTING
WIL 2Q FOR PROPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY ③	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 3R	Climb straight ahead, at 2000', but not before KLO 1 DME, turn LEFT, cross KLO R-180/R-360 at or above 4000', intercept WIL R-055 inbound via BREGO, ZH555 and ZH551 to WIL.

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

LSZH/ZRH
ZURICH

JEPPESEN
5 DEC 14 (10-3Q3)

ZURICH, SWITZERLAND

Eff 11 Dec

SID

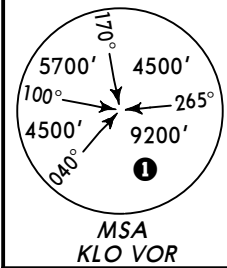
ZURICH
Departure
125.950

Apt Elev
1417'

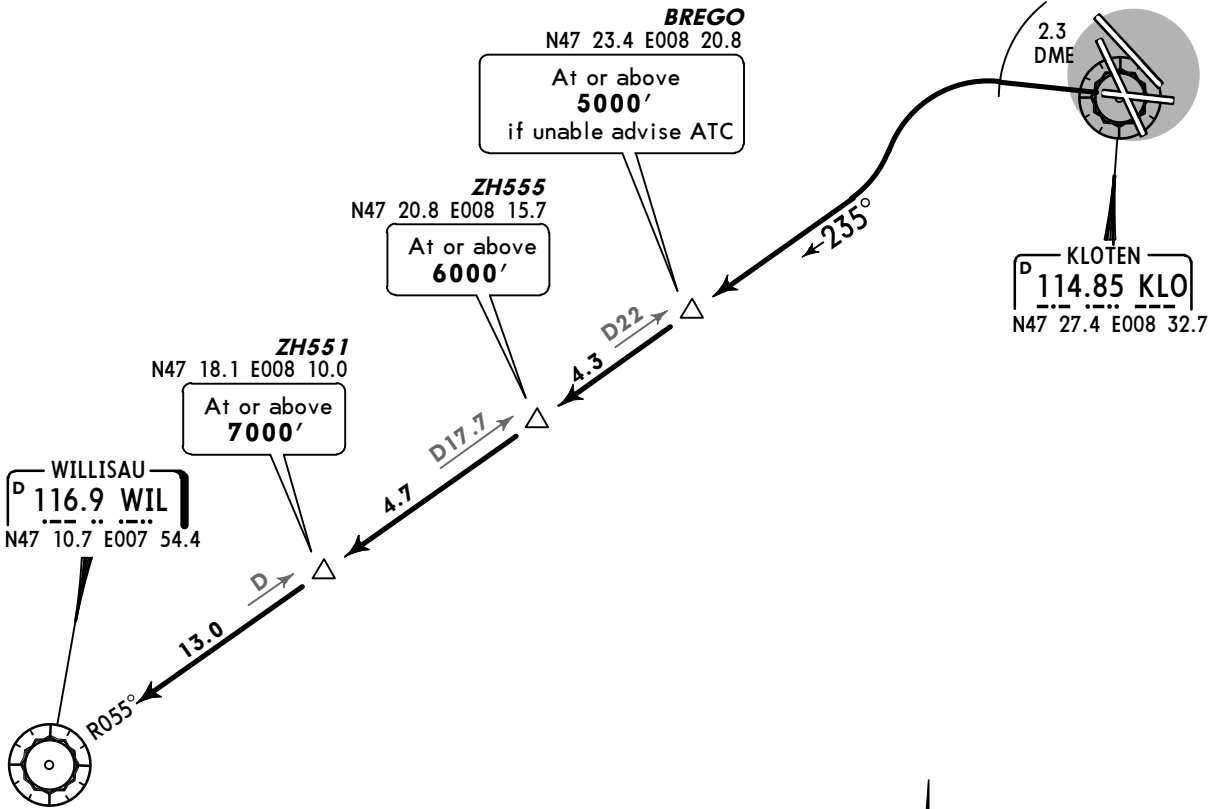
Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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.

LSZH/ZRH
ZURICH

JEPPESEN
5 DEC 14 10-3Q4

ZURICH, SWITZERLAND

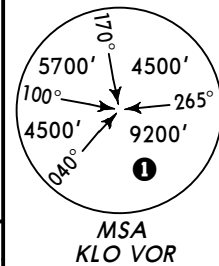
Eff 11 Dec

SID

ZURICH
Departure
125.950

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.



① 5900' within
17 DME

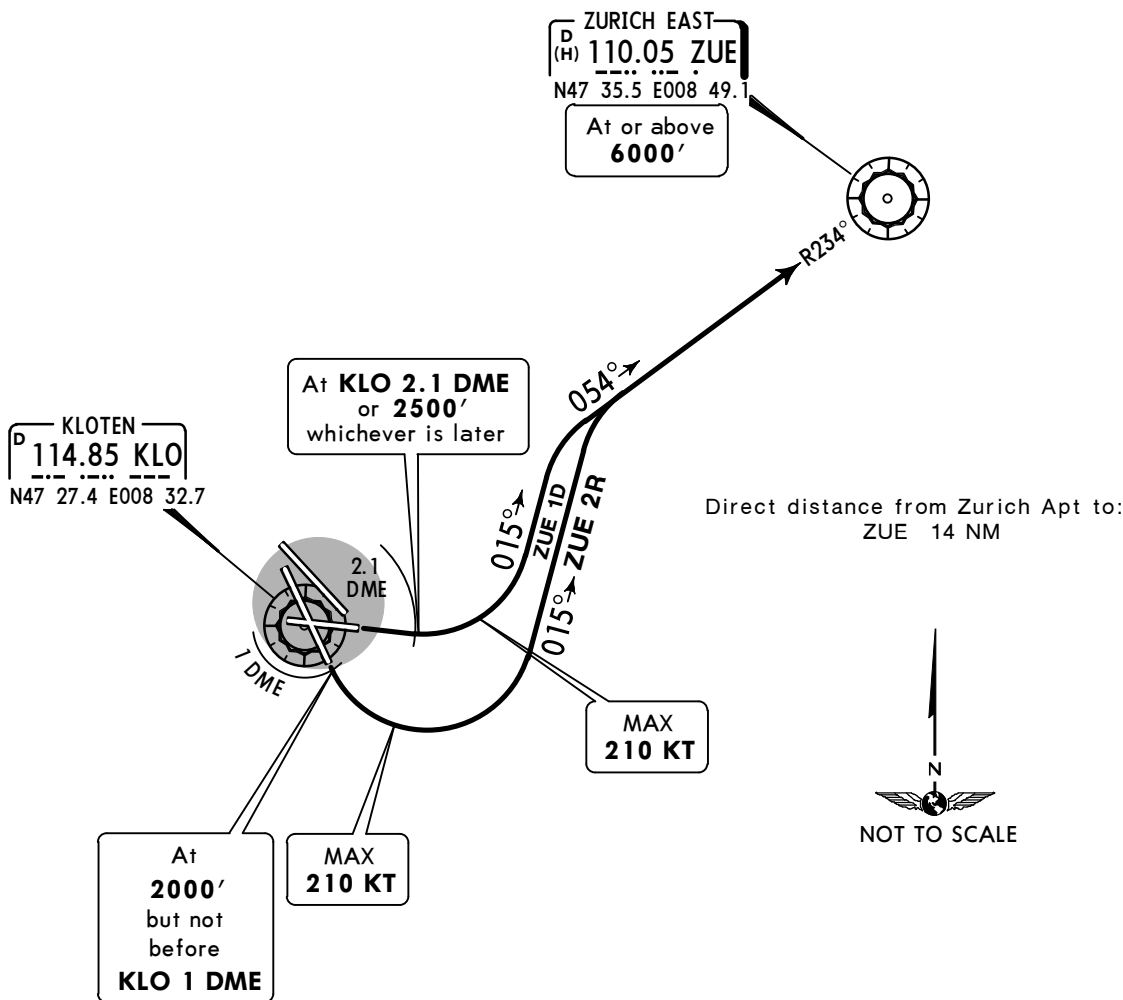
ZURICH EAST 1D (ZUE 1D)

ZURICH EAST 2R (ZUE 2R)

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 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 **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 2R	16	Climb straight ahead, at 2000', but not before KLO 1 DME, turn LEFT, 015° track, intercept ZUE R-234 inbound to ZUE.

LSZH/ZRH
ZURICH

JEPPESSEN

ZURICH, SWITZERLAND

9 OCT 15

10-3S

Eff 15 Oct

SID

ZURICH
Departure
125.950

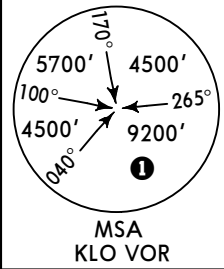
Apt Elev
1417'

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. 4. EXPECT close-in obstacles.

ZURICH EAST 3F (ZUE 3F)
ZURICH EAST 1G (ZUE 1G)
ZURICH EAST 3L (ZUE 3L)
ZURICH EAST 1M (ZUE 1M)
RWYS 34, 32 DEPARTURES

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

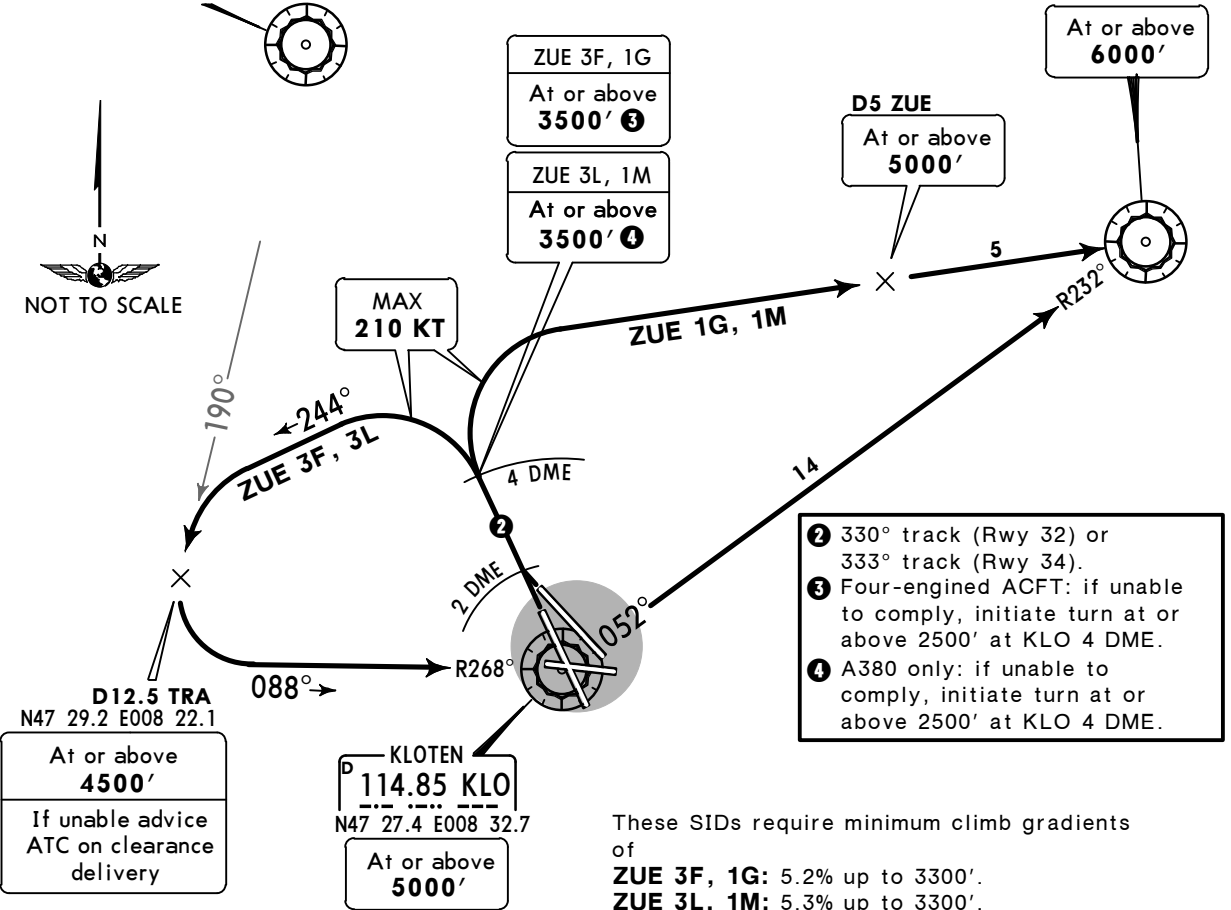
SPEED: MAX 250 KT BELOW FL100



① 5900' within 17 DME

TRASADINGEN
D 114.3 TRA
(H) N47 41.4 E008 26.2

ZURICH EAST
D 110.05 ZUE
(H) 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 3F, 1G: 5.2% up to 3300'.
ZUE 3L, 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
ZUE 3F	34	Climb on 333° track, at KLO 4 DME turn LEFT, 244° track, intercept TRA R-190, intercept KLO R-268 inbound to KLO, intercept ZUE R-232 inbound to ZUE.
ZUE 1G		Climb on 333° track, at KLO 4 DME turn RIGHT to ZUE.
ZUE 3L	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 330° track, at KLO 4 DME turn LEFT, 244° track, intercept TRA R-190, intercept KLO R-268 inbound to KLO, intercept ZUE R-232 inbound to ZUE.
ZUE 1M		Climb straight ahead to KLO 2 DME, turn RIGHT, 330° track, at KLO 4 DME turn RIGHT to ZUE.

LSZH/ZRH
ZURICH

JEPPESEN
9 OCT 15 (10-3T)

Eff 15 Oct

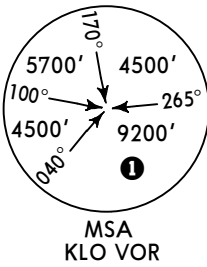
ZURICH, SWITZERLAND

SID

ZURICH
Departure
125.950

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

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



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

At or above
6000'

ZH552
D6.5 KLO
N47 25.7 E008 23.5

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

2.3
DME

KLOTEN
D 114.85 KLO
N47 27.4 E008 32.7

MAX
210 KT

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-253, at ZH552/D6.5 KLO or when instructed by ATC turn LEFT, intercept ZUE R-232 inbound to ZUE.

LSZH/ZRH
ZURICH

JEPPESEN
5 DEC 14 10-3U

ZURICH, SWITZERLAND

Eff 11 Dec

SID

ZURICH
Departure
125.950

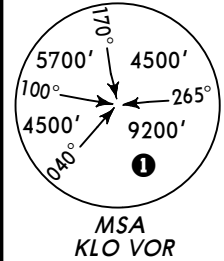
Apt Elev
1417'

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.

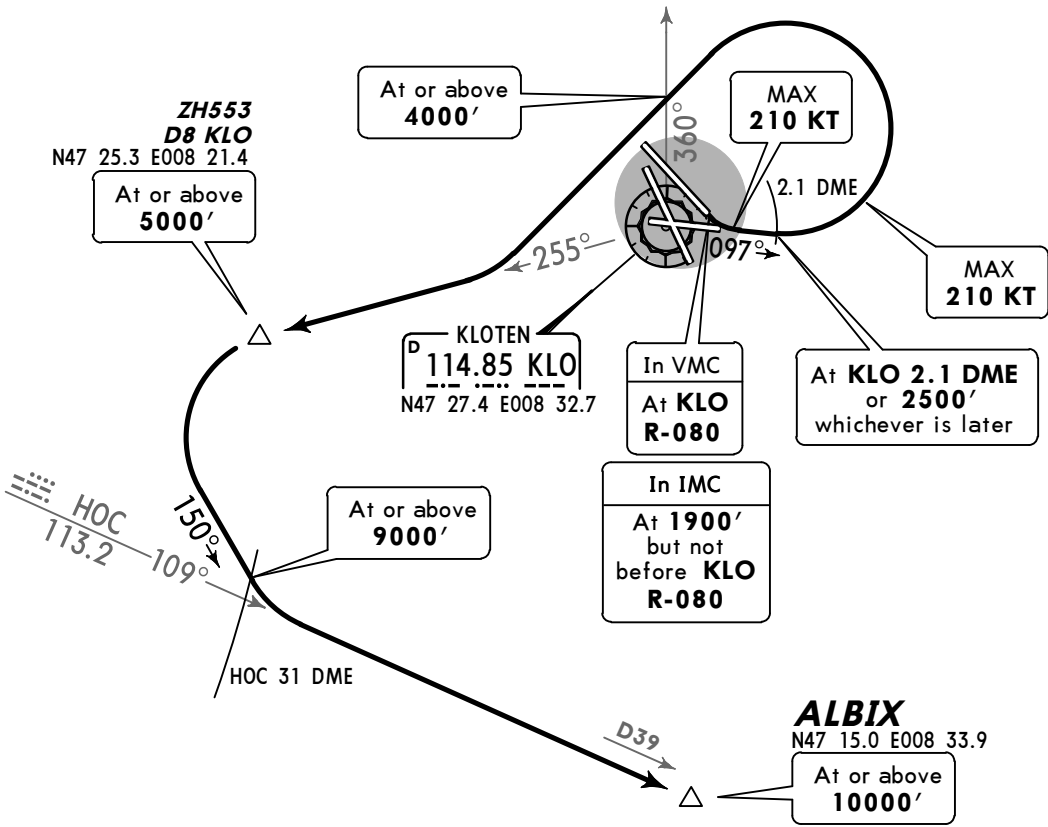
ALBIX 2A [ALBI2A]
RWY 14 DEPARTURE

~~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 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.

SID

LSZH/ZRH
ZURICH

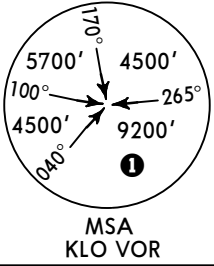
JEPPESEN
21 AUG 15 10-3W

ZURICH, SWITZERLAND

TRANSITION

Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'

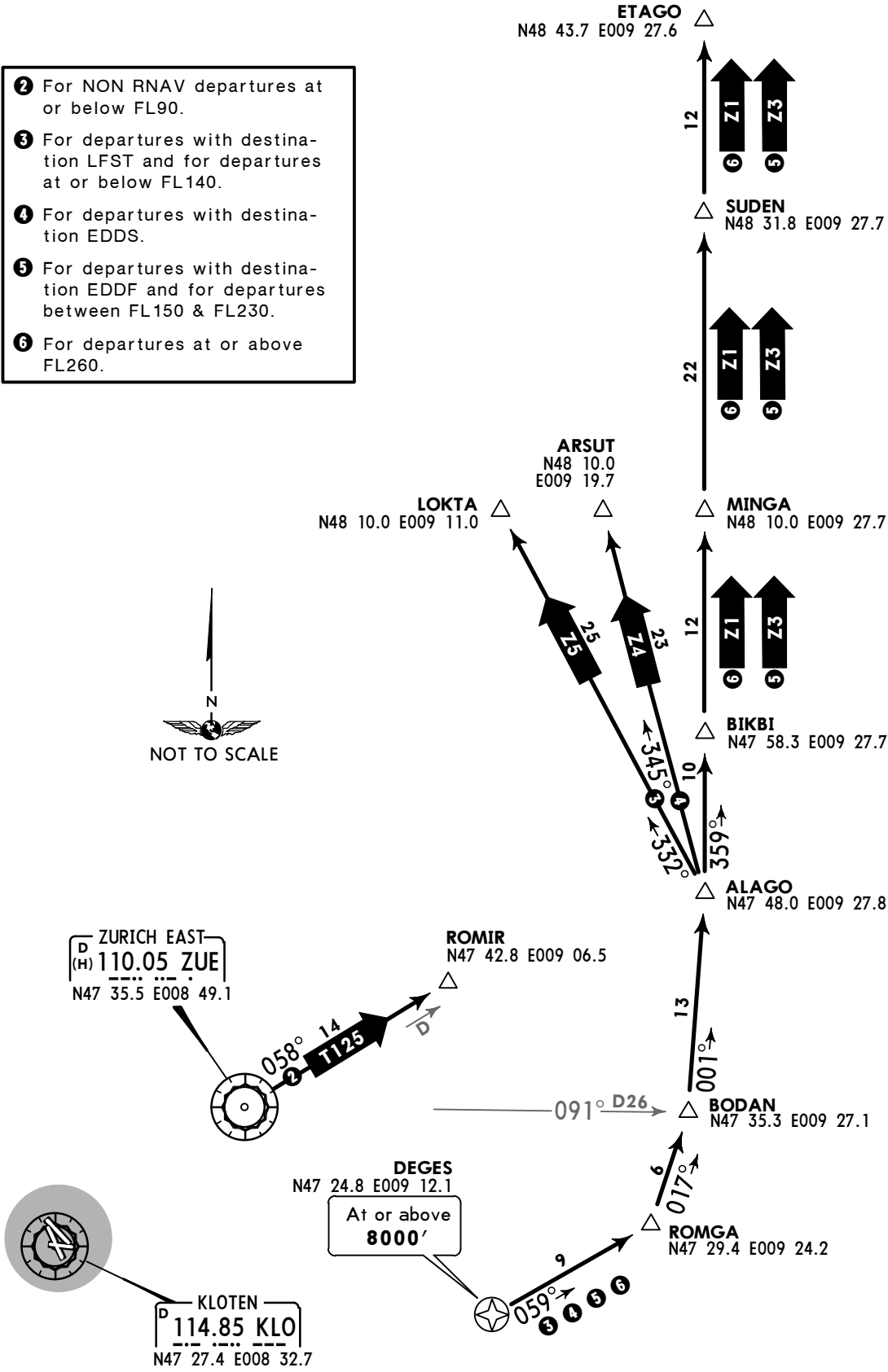


① 5900' within 17 DME

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.



LSZH/ZRH
ZURICH

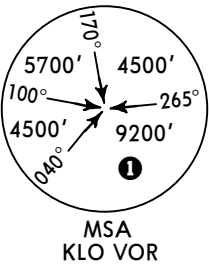
JEPPESEN
21 AUG 15 (10-3X)

ZURICH, SWITZERLAND

TRANSITION

Apt Elev
1417'

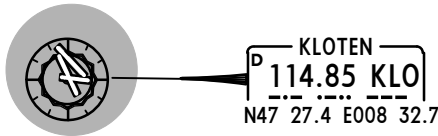
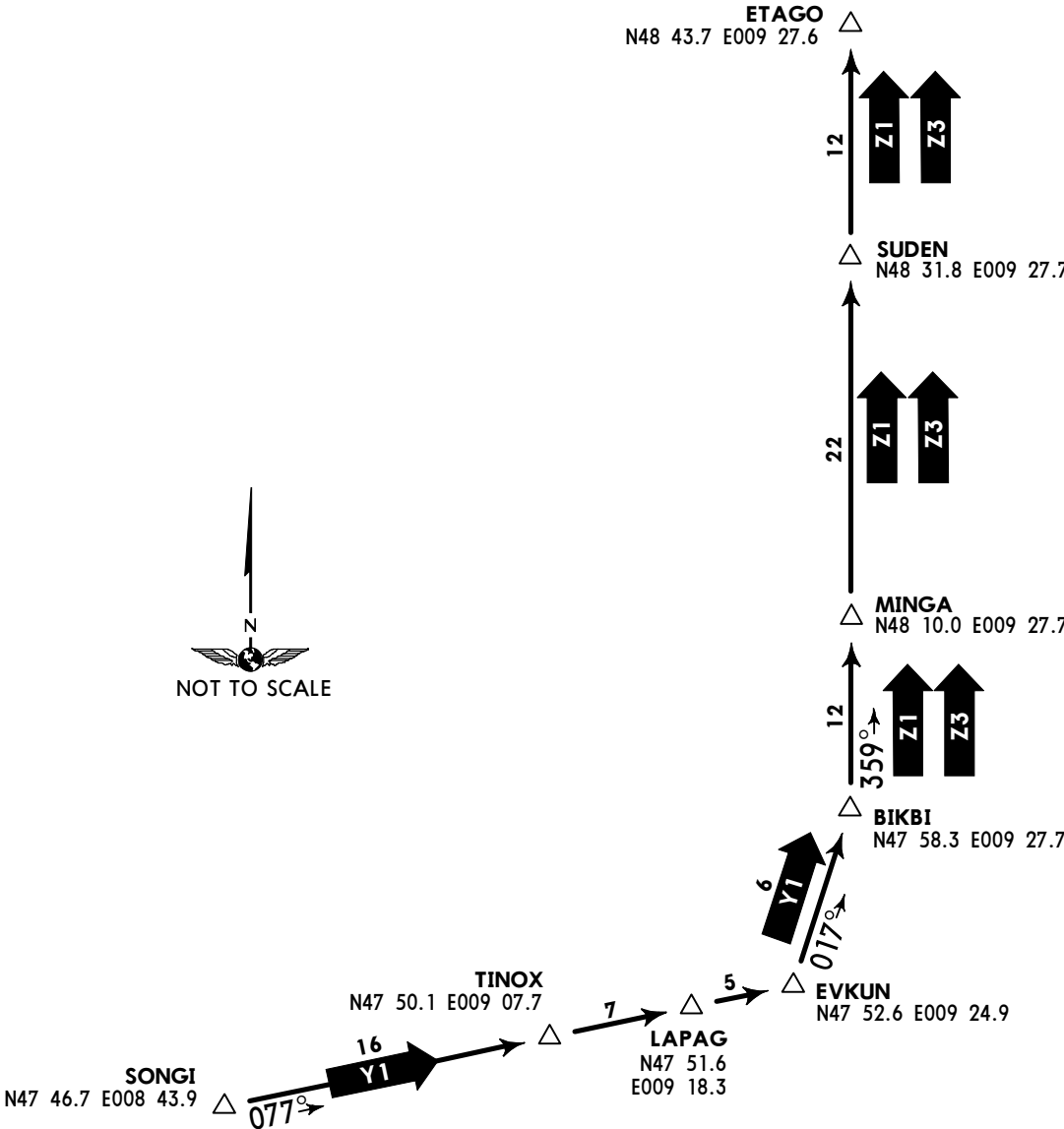
Trans level: By ATC Trans alt: 7000'



① 5900' within
17 DME

NORTHBOUND TRANSITION ROUTES
AFTER SONGI

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



LSZH/ZRH
ZURICH

JEPPESSEN
5 DEC 14 (10-3X1)

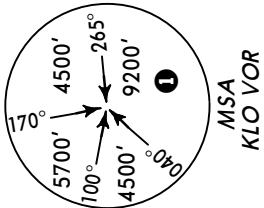
Eff 11 Dec

ZURICH, SWITZERLAND

TRANSITION

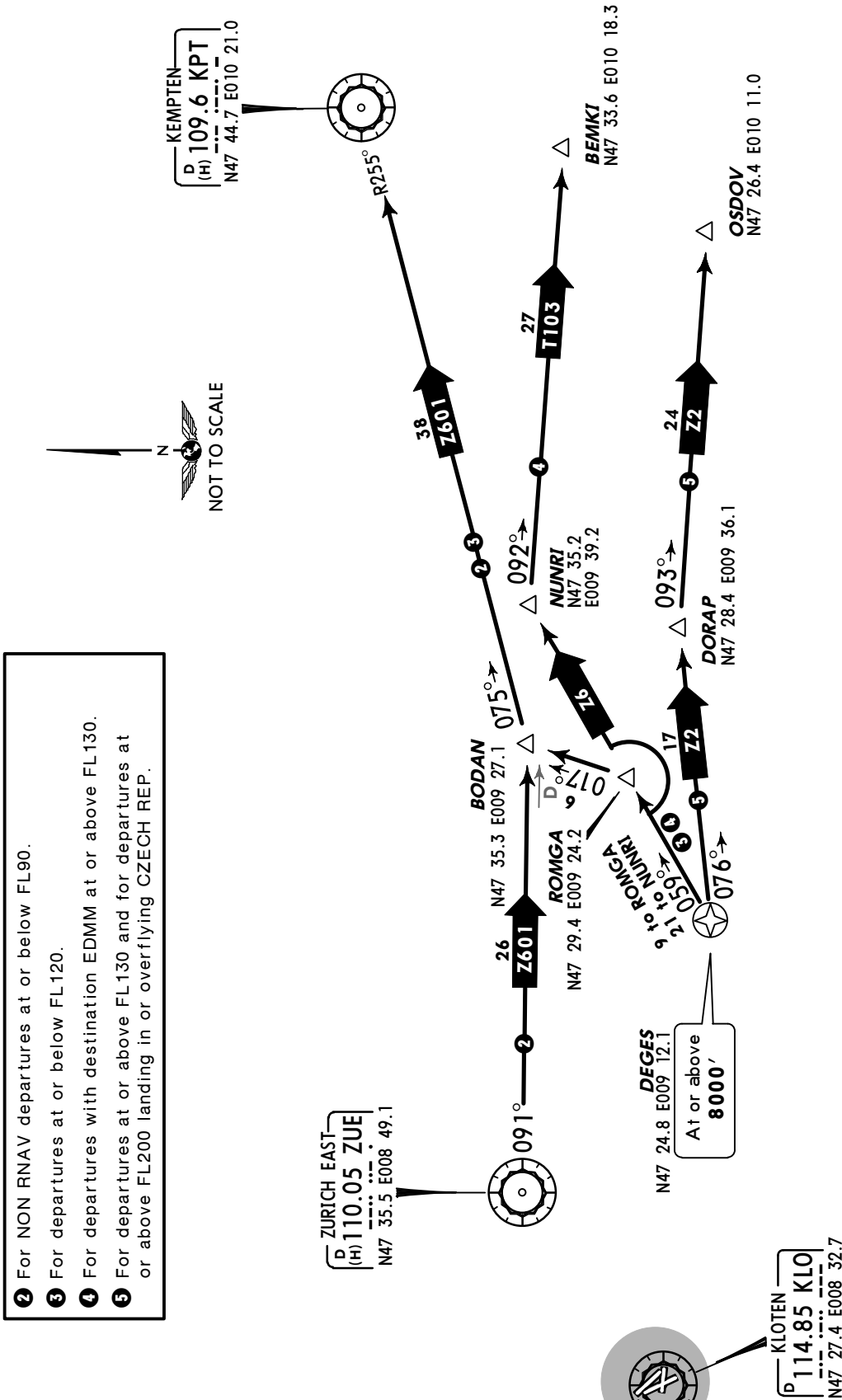
Apt Elev
1417'

Trans level: By ATC Trans alt: 7000'



1 5900' within
17 DME

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



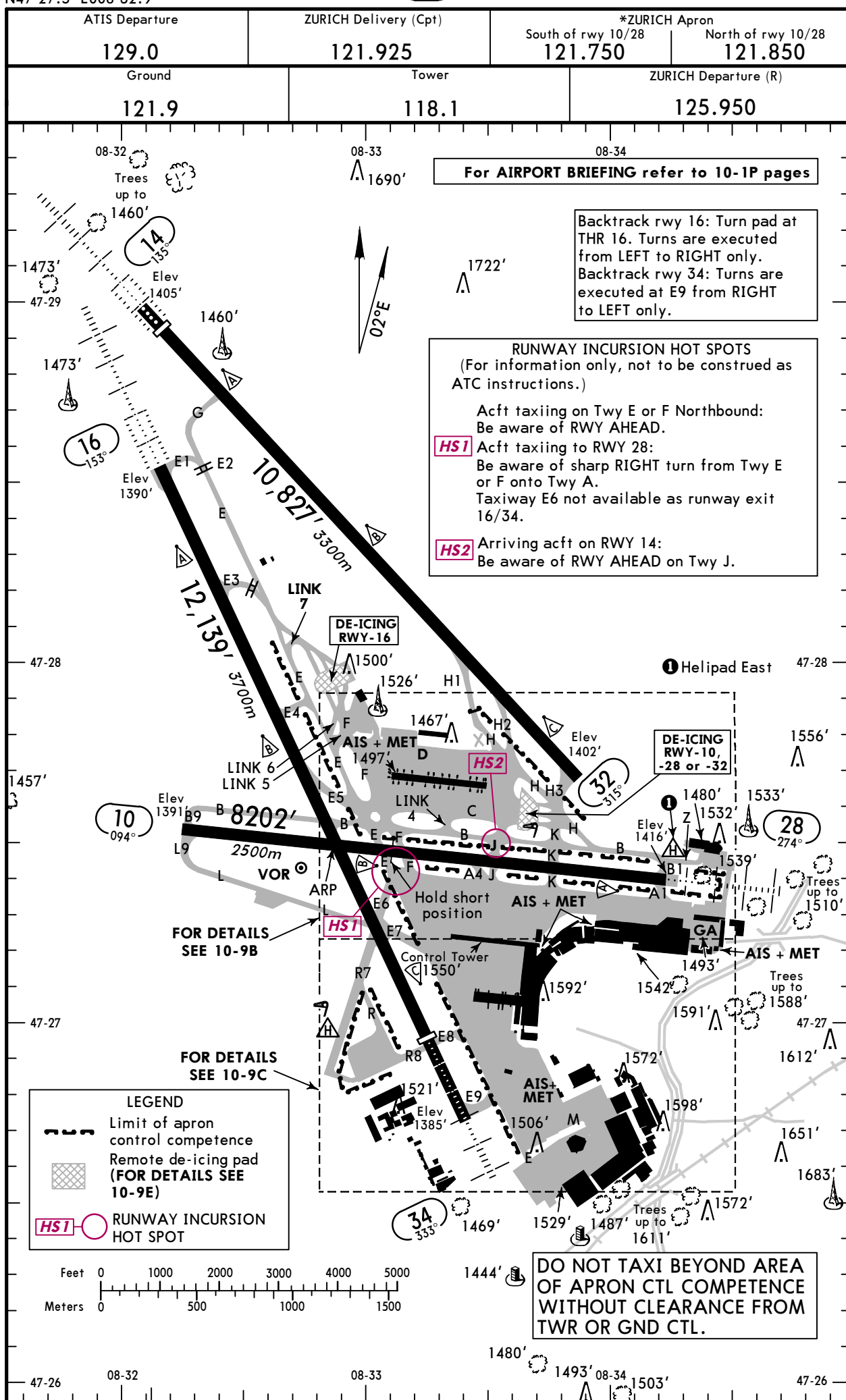
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LSZH/ZRH

Apt Elev **1417'**
N47 27.5 E008 32.9

JEPPesen

5 DEC 14

10-9
Eff 11 Dec
ZURICH, SWITZERLAND
ZURICH


LSZH/ZRH



JEPPESSEN

ZURICH, SWITZERLAND

5 DEC 14

10-9A

Eff 11 Dec

ZURICH

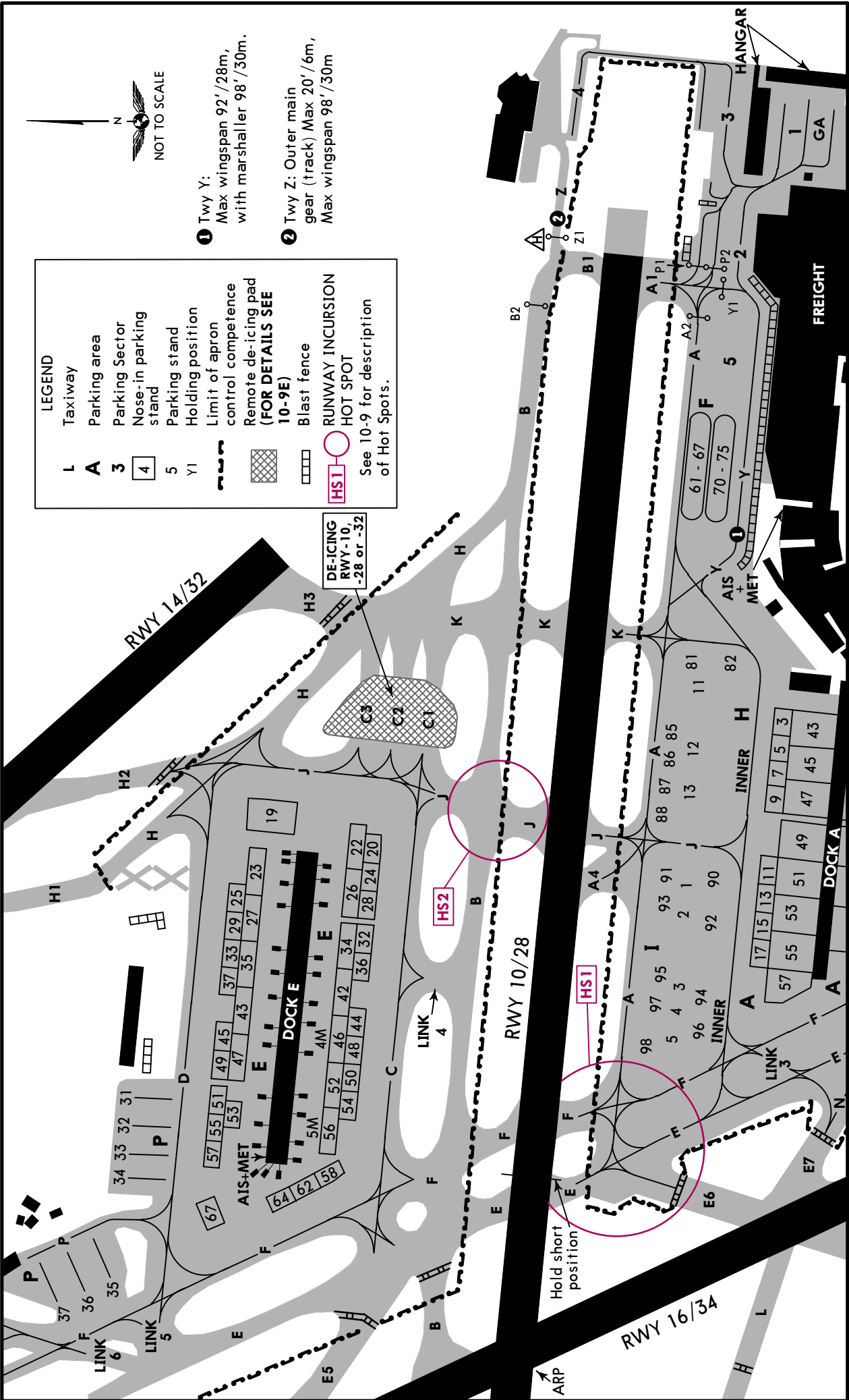
ADDITIONAL RUNWAY INFORMATION																								
RWY					USABLE LENGTHS			TAKE-OFF	WIDTH															
					LANDING BEYOND																			
					Threshold	Glide Slope																		
10	1	RL (45m) CL (15m)							197'															
28		HIRL (45m) CL (15m) HIALS 2 PAPI-L (3.3°) REIL RVR					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 6				RVR	10,334'	3150m	9196'	2803m	7	197'												
32		HIRL (30m) CL (15m) PAPI-L (3.5°) REIL				RVR							60m											
4 Rwy grooved.																								
5 PAPI-L (3.0°)																								
6 HSTIL HST-H1																								
7 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	8	HIRL (30m) CL (15m) HIALS-II 9 TDZ 10 REIL				RVR		10,879'	3316m	11	197'													
34		HIRL (30m) CL (15m) HIALS PAPI-L (3.3°) REIL				RVR	10,597'	3230m	9686'			2952m	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)																								
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	125m				150m				200m				250m				400m				500m			
B	125m				150m				200m				250m				400m				600m			
C	125m				150m				200m				250m				400m				800m			
D	125m				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.																								

LSZH/ZRH

JEPPESSEN
4 SEP 15 (10-9B)

Eff 17 Sep

ZURICH, SWITZERLAND
ZURICH



LSZH/ZRH

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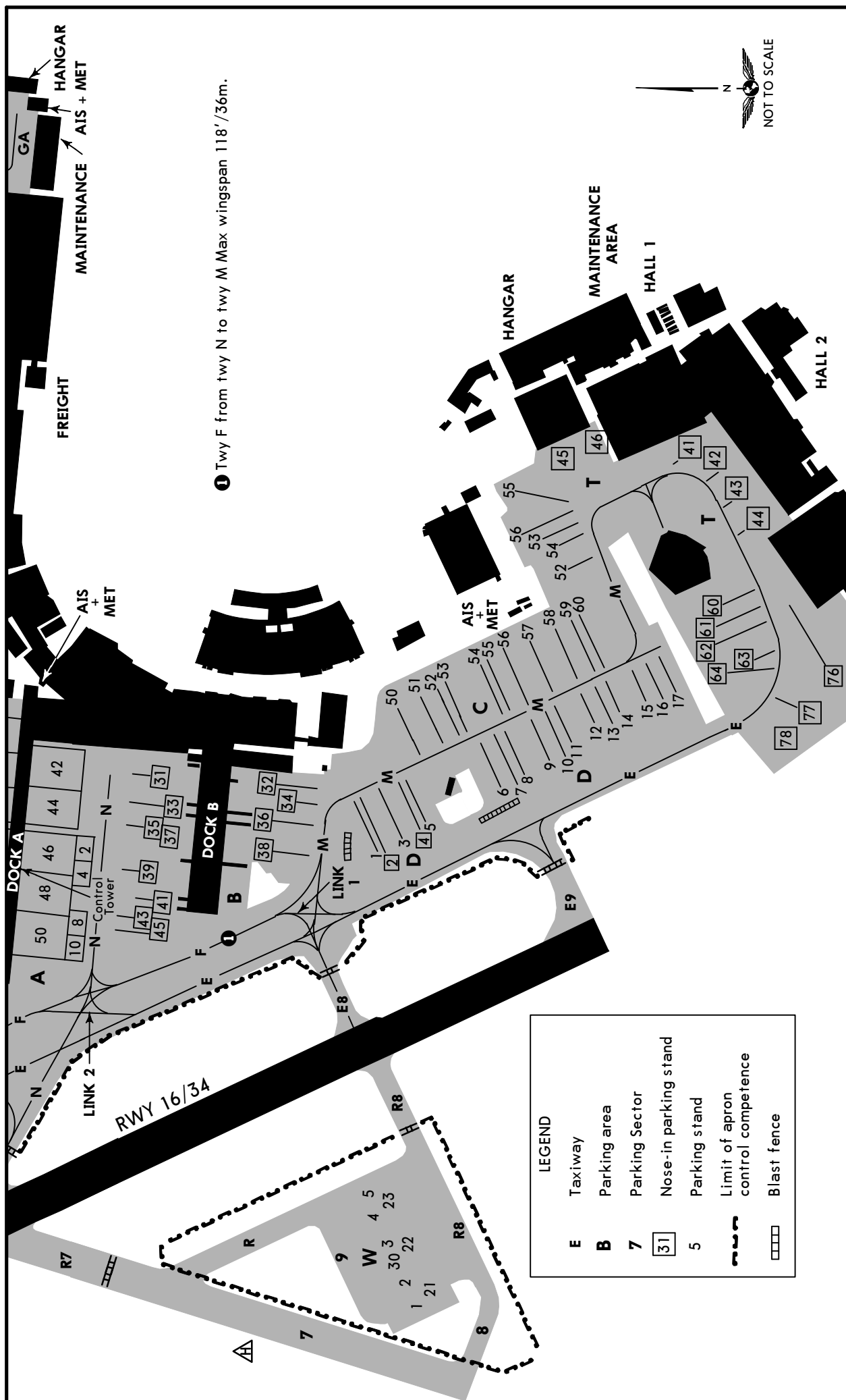
ZURICH, SWITZERLAND

4 SEP 15

10-9C

Eff 17 Sep

ZURICH



CHANGES: Stands.

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LSZH/ZRH


JEPPESSEN
4 SEP 15

10-9D

Eff 17 Sep

ZURICH, SWITZERLAND
ZURICH

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A02	N47 27.2 E008 33.5	E42	N47 27.6 E008 33.3
A03	N47 27.2 E008 33.7	E43	N47 27.7 E008 33.3
A04	N47 27.2 E008 33.5	E44	N47 27.6 E008 33.3
A05, A07	N47 27.2 E008 33.6	E45	N47 27.7 E008 33.3
A08	N47 27.2 E008 33.4	E46	N47 27.6 E008 33.3
A09	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	I01	N47 27.4 E008 33.5
B39	N47 27.1 E008 33.5	I02, I03	N47 27.4 E008 33.4
B41 thru B45	N47 27.1 E008 33.4	I04, I05	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
D01 thru D05	N47 26.9 E008 33.5	I94	N47 27.3 E008 33.3
D06 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	P31, P32	N47 27.8 E008 33.2
E4M	N47 27.6 E008 33.3	P33, P34	N47 27.8 E008 33.1
E5M	N47 27.6 E008 33.1	P35, P36	N47 27.8 E008 33.0
E19	N47 27.7 E008 33.5	P37	N47 27.9 E008 32.9
E20, E22	N47 27.6 E008 33.5	T41 thru T43	N47 26.6 E008 34.0
E23	N47 27.7 E008 33.5	T44	N47 26.6 E008 33.9
E24	N47 27.6 E008 33.5	T45, T46	N47 26.8 E008 34.0
E25	N47 27.7 E008 33.4	T52	N47 26.8 E008 33.8
E26	N47 27.6 E008 33.4	T53, T54	N47 26.8 E008 33.9
E27	N47 27.7 E008 33.4	T55	N47 26.8 E008 34.0
E28	N47 27.6 E008 33.4	T56	N47 26.8 E008 33.9
E29	N47 27.7 E008 33.4	T60 thru T62	N47 26.6 E008 33.8
E32	N47 27.6 E008 33.4	T63, T64	N47 26.6 E008 33.7
E33	N47 27.7 E008 33.4	T76	N47 26.5 E008 33.8
E34	N47 27.6 E008 33.4	T77	N47 26.5 E008 33.7
E35	N47 27.7 E008 33.4	W01	N47 26.9 E008 32.9
E36	N47 27.6 E008 33.4	W02, W03	N47 26.9 E008 33.0
E37	N47 27.7 E008 33.3	W04, W05	N47 26.9 E008 33.1

LSZH/ZRH



JEPPESEN

ZURICH, SWITZERLAND

4 SEP 15

10-9E

Eff 17 Sep

ZURICH

INS COORDINATES	
STAND No.	COORDINATES
W21, W22	N47 26.9 E008 33.0
W23	N47 26.9 E008 33.1
W30	N47 26.9 E008 33.0

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	

LSZH/ZRH

JEPPESEN
15 OCT 04 10-9F

ZURICH, SWITZERLAND
ZURICH

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

A. SYSTEM DESCRIPTION:

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

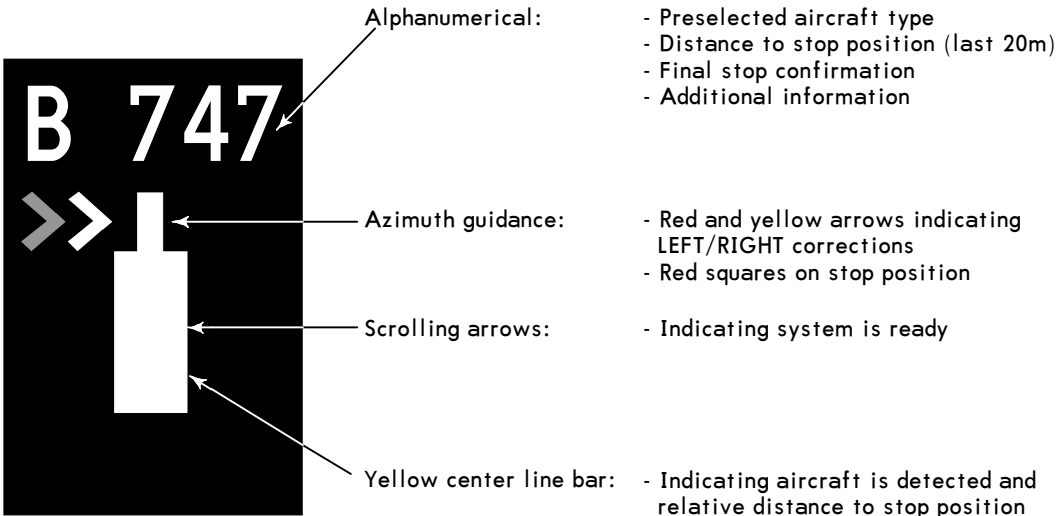
Azimuth guidance, continous closing rate information, aircraft type etc. are shown on a single display visible for pilot and co-pilot.

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:

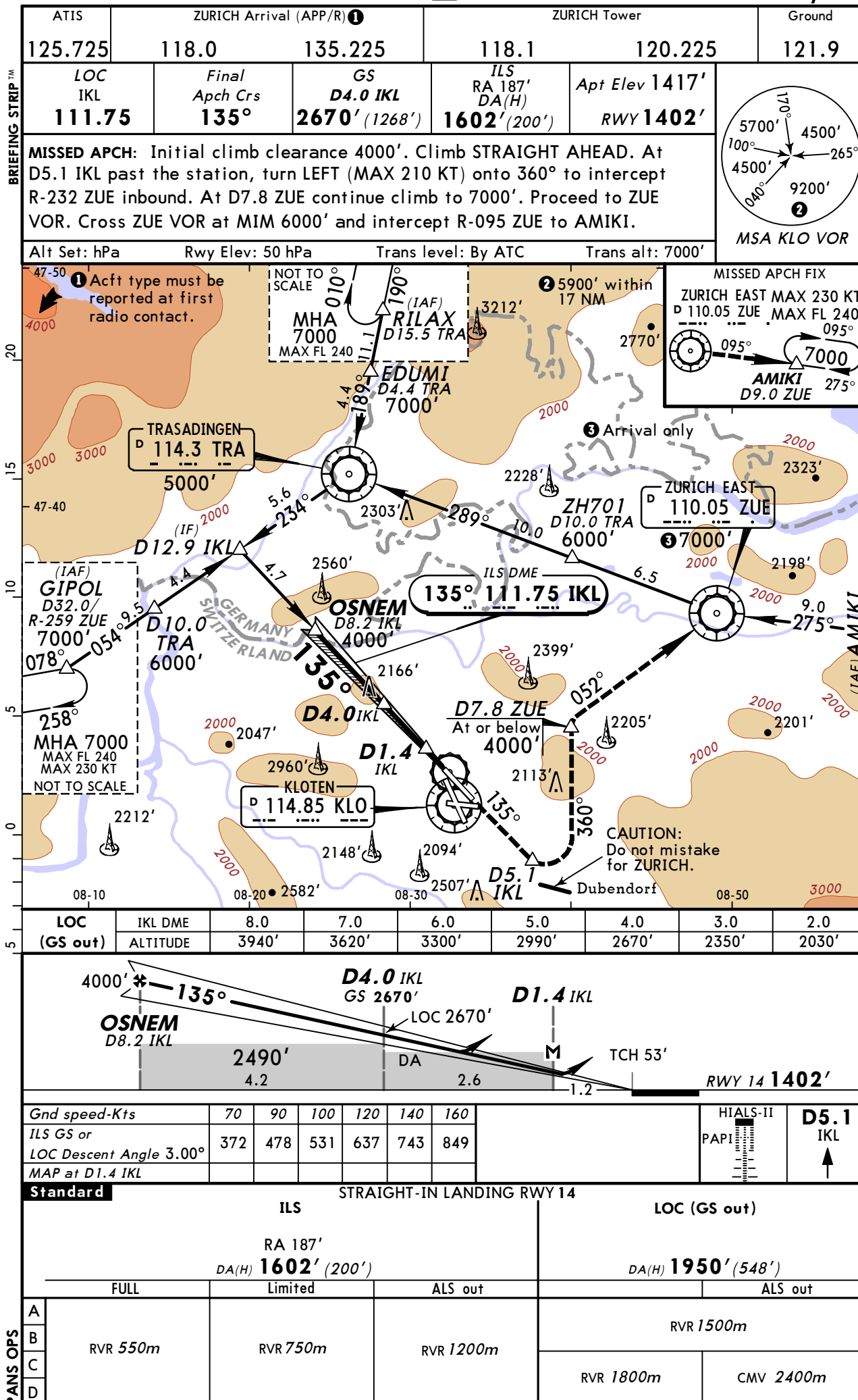
Stop bar markings are located to the LEFT with a 90 degree angle to the guide lines.

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

LSZH/ZRH
ZURICH

JEPPESSEN
6 FEB 15 (11-1)

ZURICH, SWITZERLAND
ILS or LOC Rwy 14



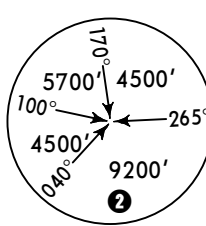
LSZH/ZRH
ZURICH

JEPPESSEN
6 FEB 15 (11-1A)

ZURICH, SWITZERLAND
CAT II/III ILS Rwy 14

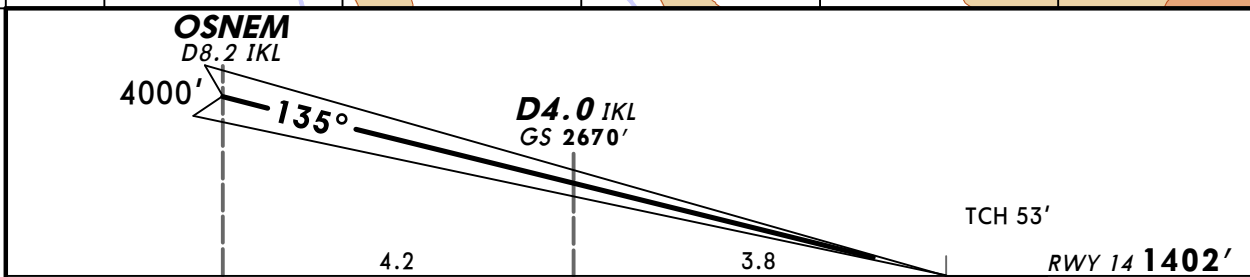
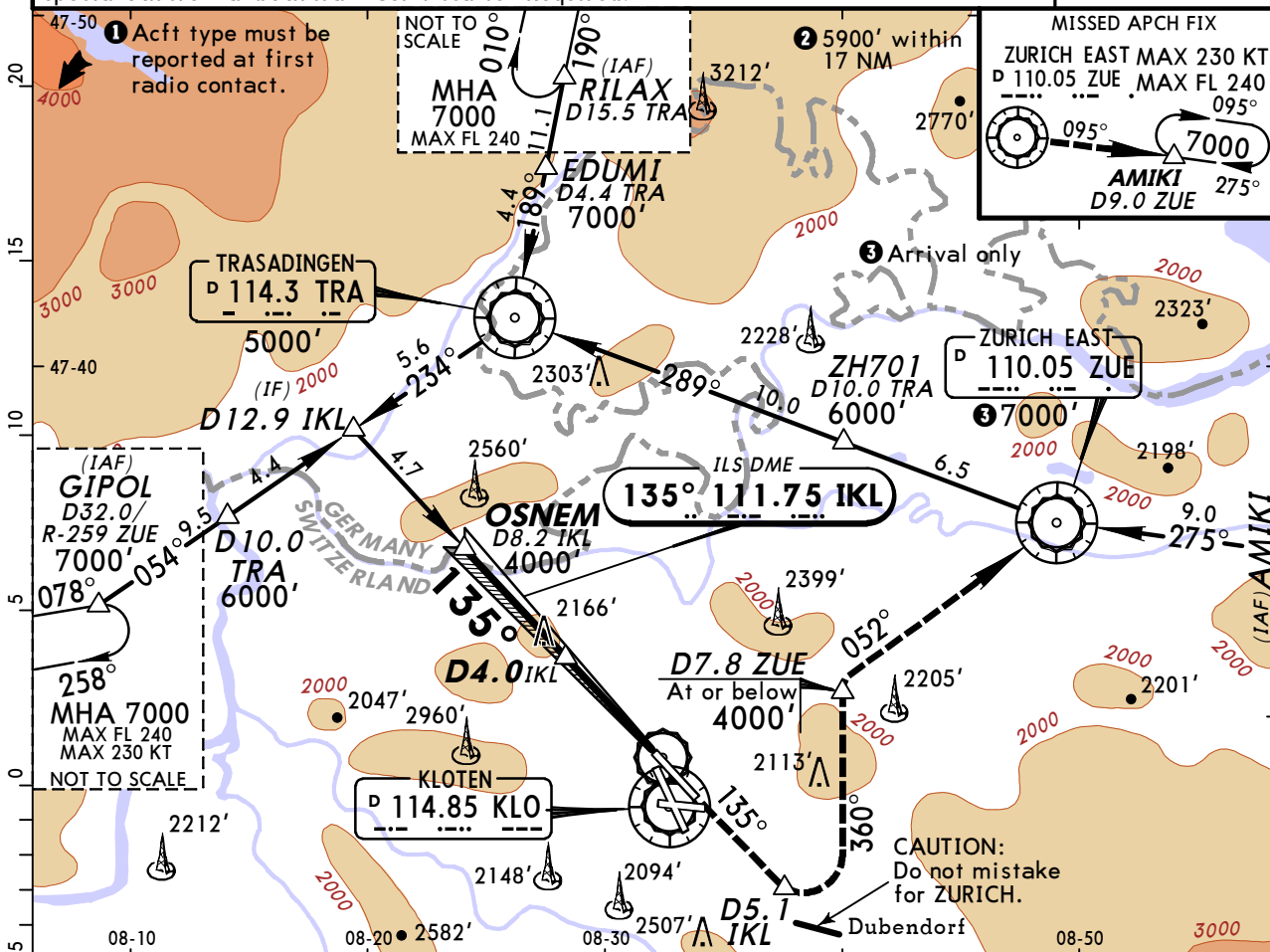
BRIEFING STRIP™

ATIS		ZURICH Arrival (APP/R) ❶		ZURICH Tower		Ground		
125.725		118.0		135.225		118.1	120.225	121.9
LOC IKL 111.75		Final Apch Crs 135°		GS D4.0 IKL 2670' (1268')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 1417' RWY 1402'
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' Special Aircrew and Aircraft Certification Required.								



170° 4500'
100° 5700' 4500'
265° 9200'
040° 4500'
❷

MSA KLO VOR



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'	
RVR 200m		DA(H) 1502' (100')	
RVR 200m		RVR 300m ①	

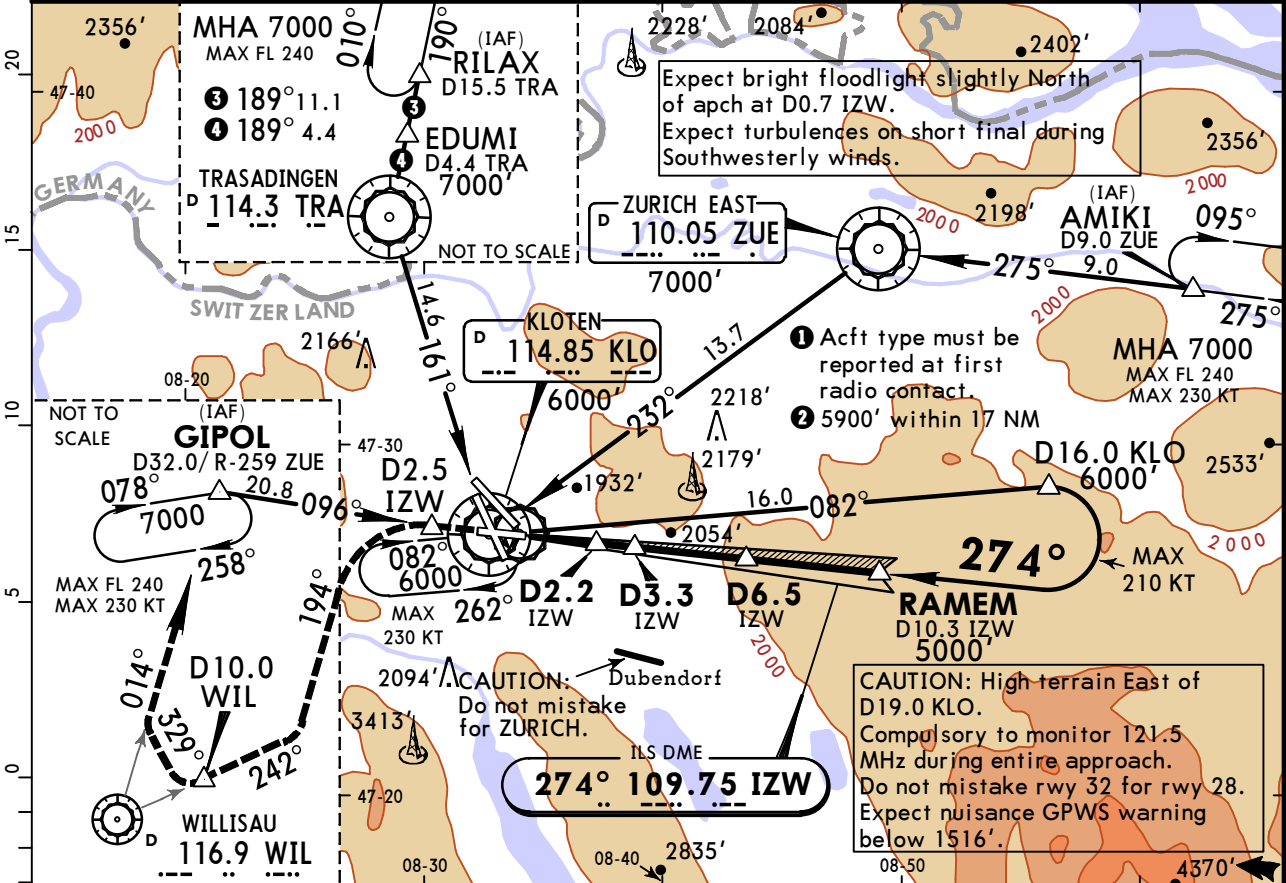
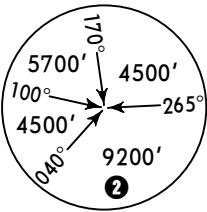
① Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

LSZH/ZRH
ZURICH

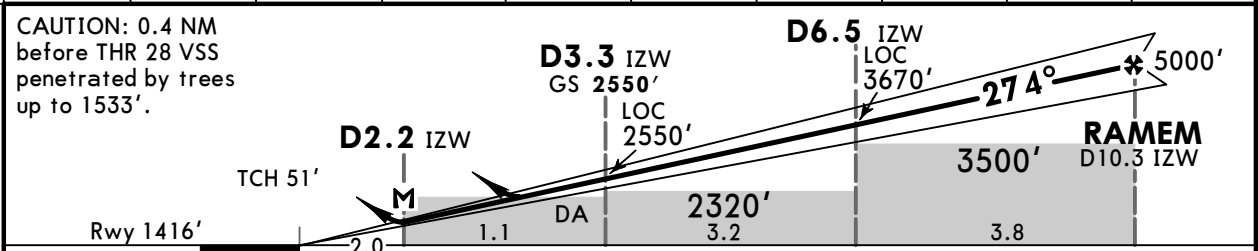
JEPPESSEN
4 SEP 15 (11-3)

ZURICH, SWITZERLAND
Eff 17 Sep ILS OR LOC Rwy 28

ATIS 125.725	ZURICH Arrival (APP/R) ① 118.0 135.225		ZURICH Tower 118.1	Ground 121.9
LOC IZW 109.75	Final Apch Crs 274°	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 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
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 LOC Descent Angle	414	532	591	710	828	946		
MAP at D2.2 IZW								

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

A	4300m		5000m	
B				
C				
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

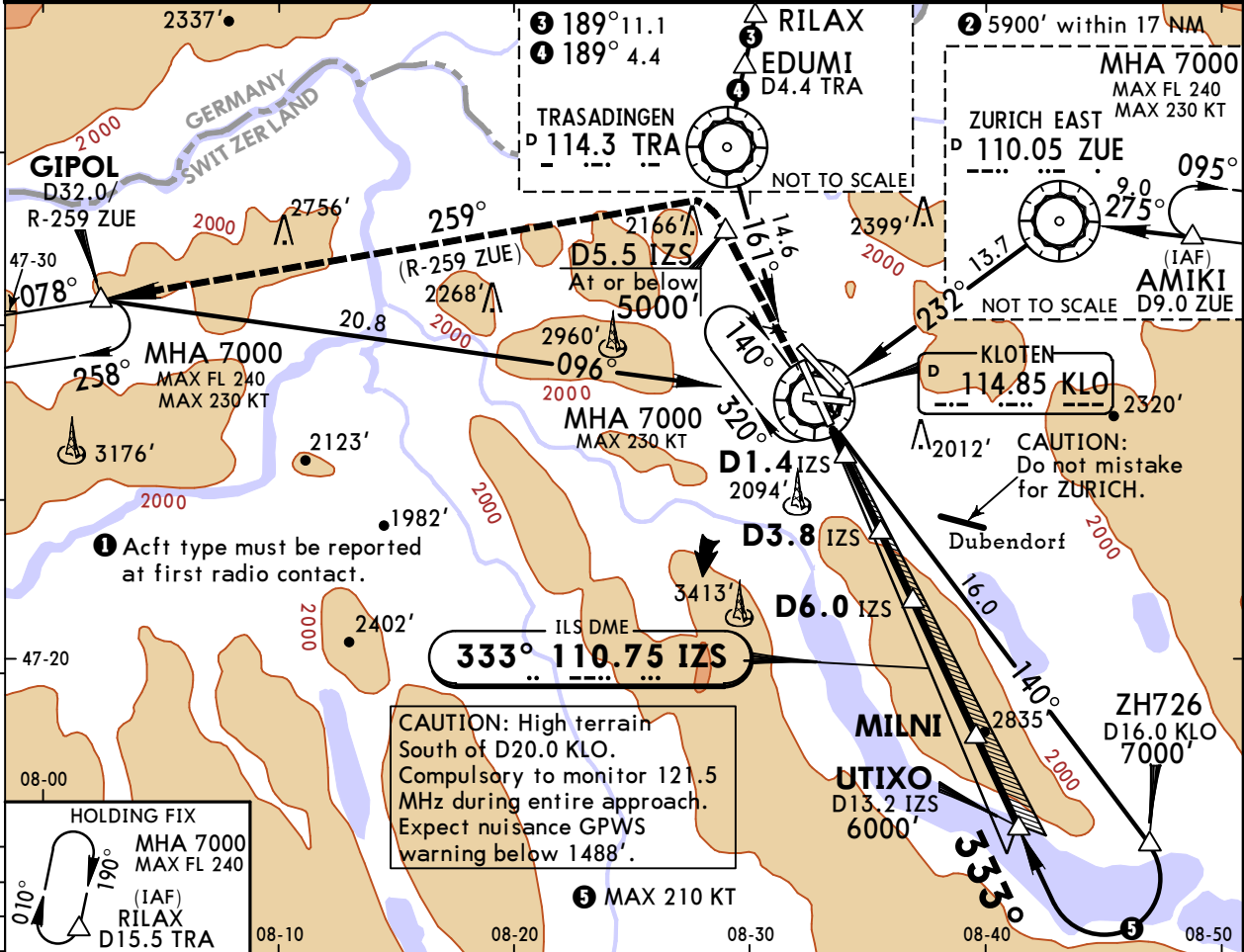
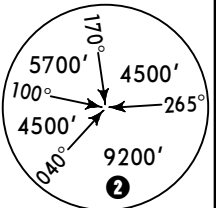
JEPPESSEN
4 SEP 15 (11-4)

ZURICH, SWITZERLAND
Eff 17 Sep ILS or LOC Rwy 34

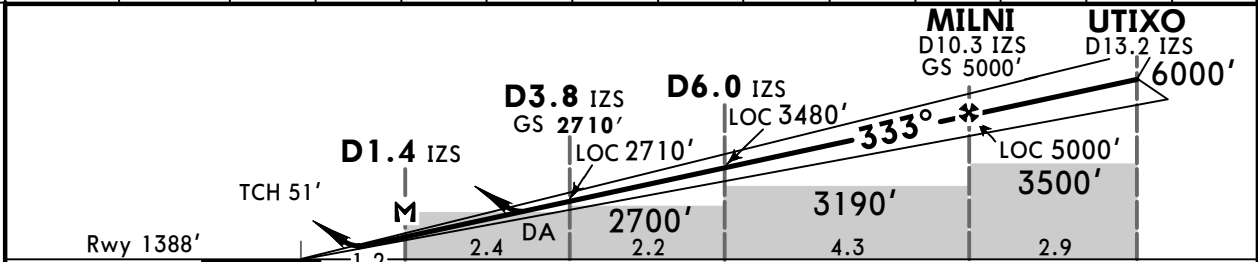
ATIS 125.725	ZURICH Arrival (APP/R) ① 118.0	135.225	ZURICH Tower 118.1	Ground 121.9
LOC IZS 110.75	Final Apch Crs 333°	GS D3.8 IZS 2710' (1322')	ILS DA(H) Refer to Minimums	Apt Elev 1417' Rwy 1388'

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 (GS out)	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
	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%			DA(H) 2070' (682')	
DA(H) 1588' (200')			DA(H) C: 1614' (226') D: 1624' (236')				
FULL Limited ALS out			FULL Limited ALS out			ALS out	
A						RVR 1500m	
B	RVR 550m	RVR 750m	RVR 1200m	RVR 550m	RVR 750m	RVR 1200m	
C							CMV 2400m
D							

CAT A: 1591' (203'), CAT B: 1601' (213').

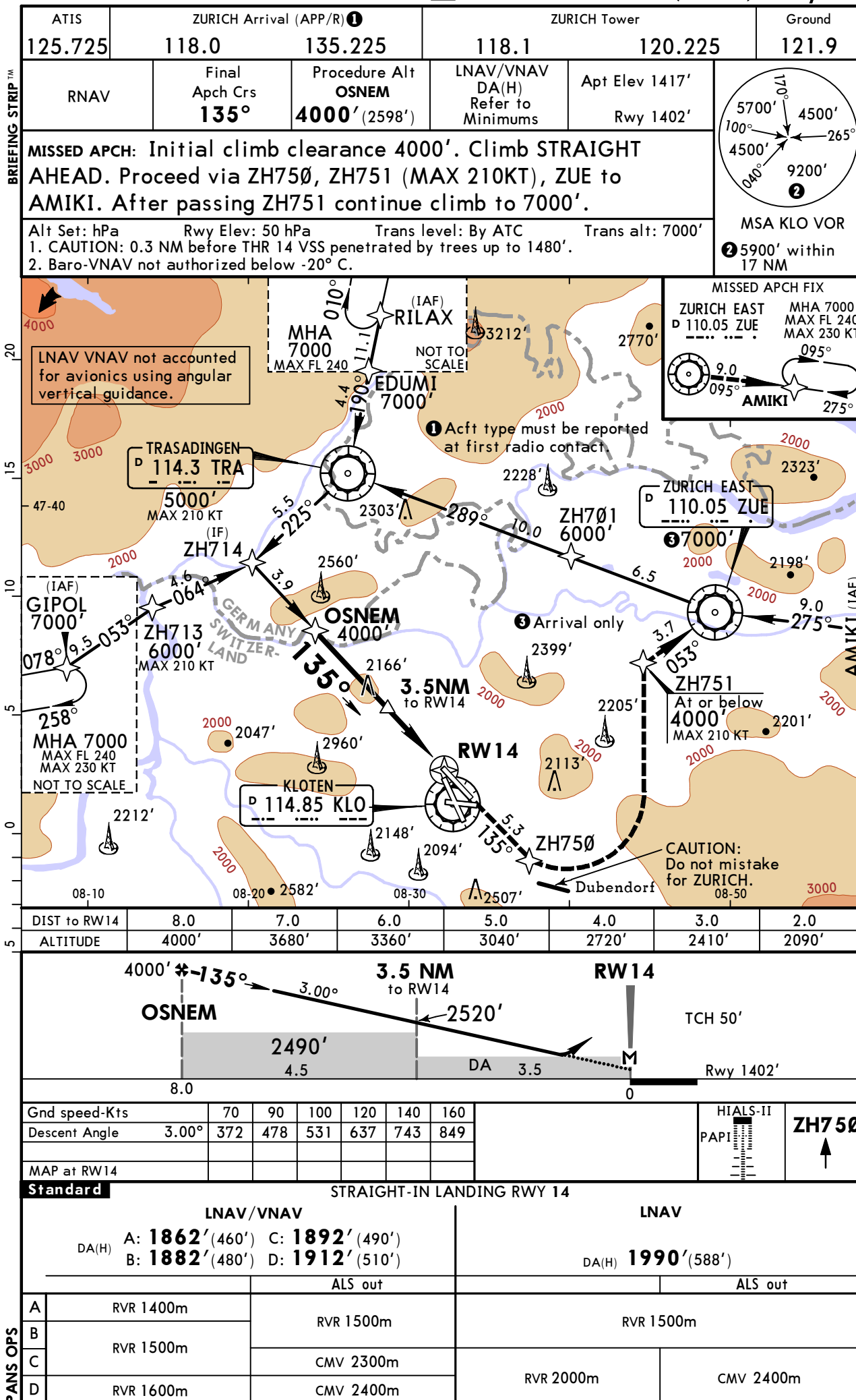
CHANGES: None.

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31 JUL 15 (12-1)

ZURICH, SWITZERLAND
RNAV (GNSS) Rwy 14



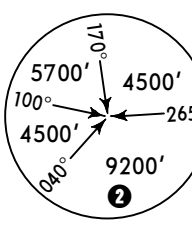
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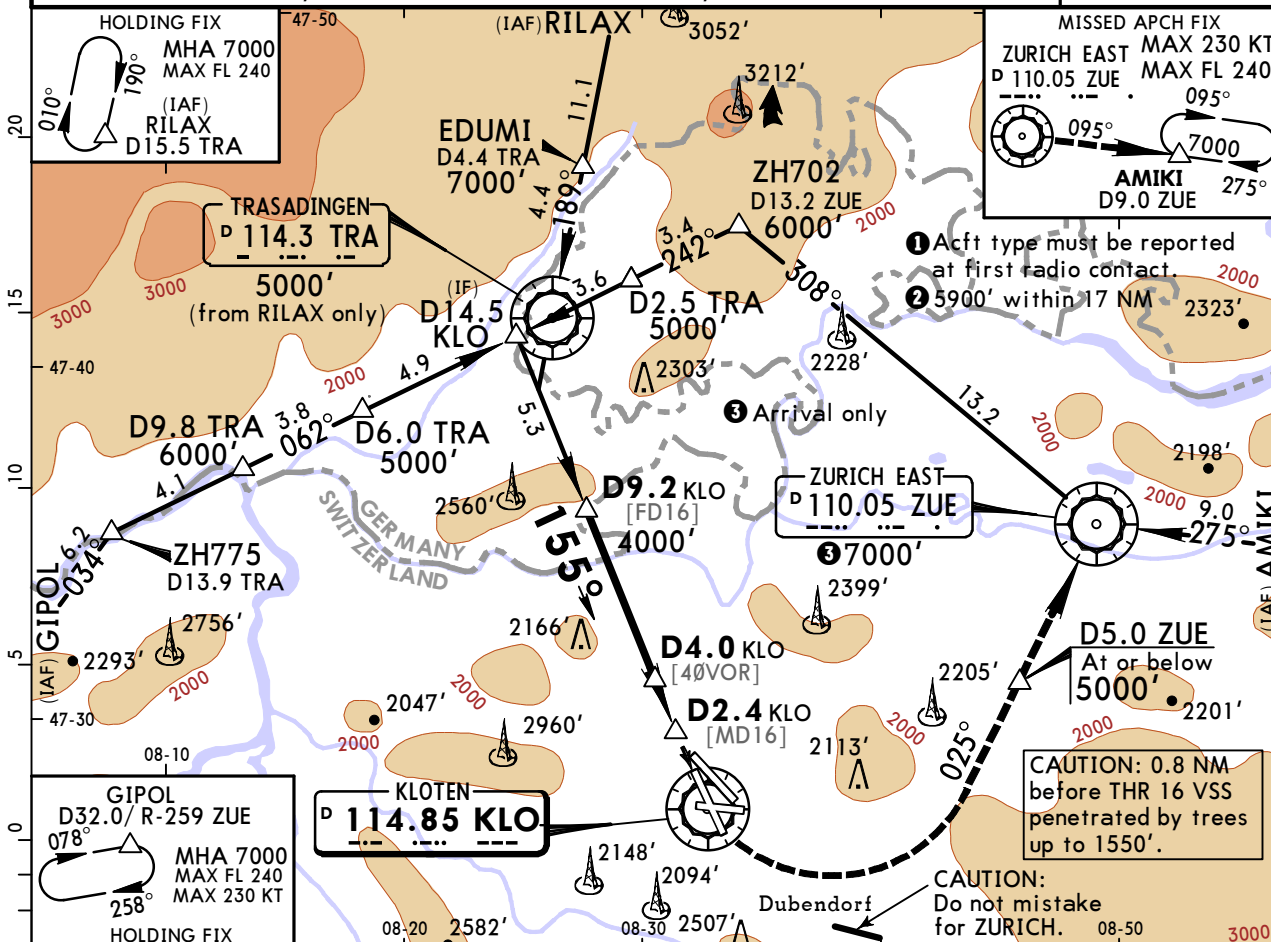
LSZH/ZRH
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JEPPESSEN
4 SEP 15 **(13-1)** **Eff 17 Sep**

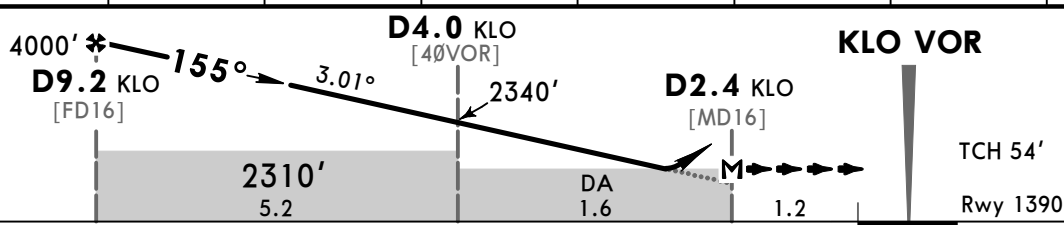
ZURICH, SWITZERLAND
VOR Rwy 16

BRIEFING STRIP

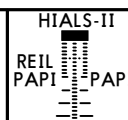
ATIS 125.725	ZURICH Arrival (APP/R) ① 118.0 135.225		ZURICH Tower 118.1		Ground 121.9
VOR KLO 114.85	Final Aptch Crs 155°	Procedure Alt D9.2 KLO 4000' (2610')	DA(H) 1950' (560')	Apt Elev 1417' Rwy 1390'	
MISSED APCH: Initial climb clearance 5000'. Climb on R-335 inbound KLO VOR. At KLO VOR turn LEFT 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.					 MSA KLO VOR
Alt Set: hPa	Rwy Elev: 50 hPa	Trans level: By ATC	Trans alt: 7000'		



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
Descent Angle 3.01°	373	479	532	639	745	852
MAP at D2.4 KLO						



KLO 114.85	KLO 114.85
on	R-335

Standard

STRAIGHT-IN LANDING RWY 16

DA(H) **1950'** (560')

ALS out

PANS OPS

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

CHANGES: None.

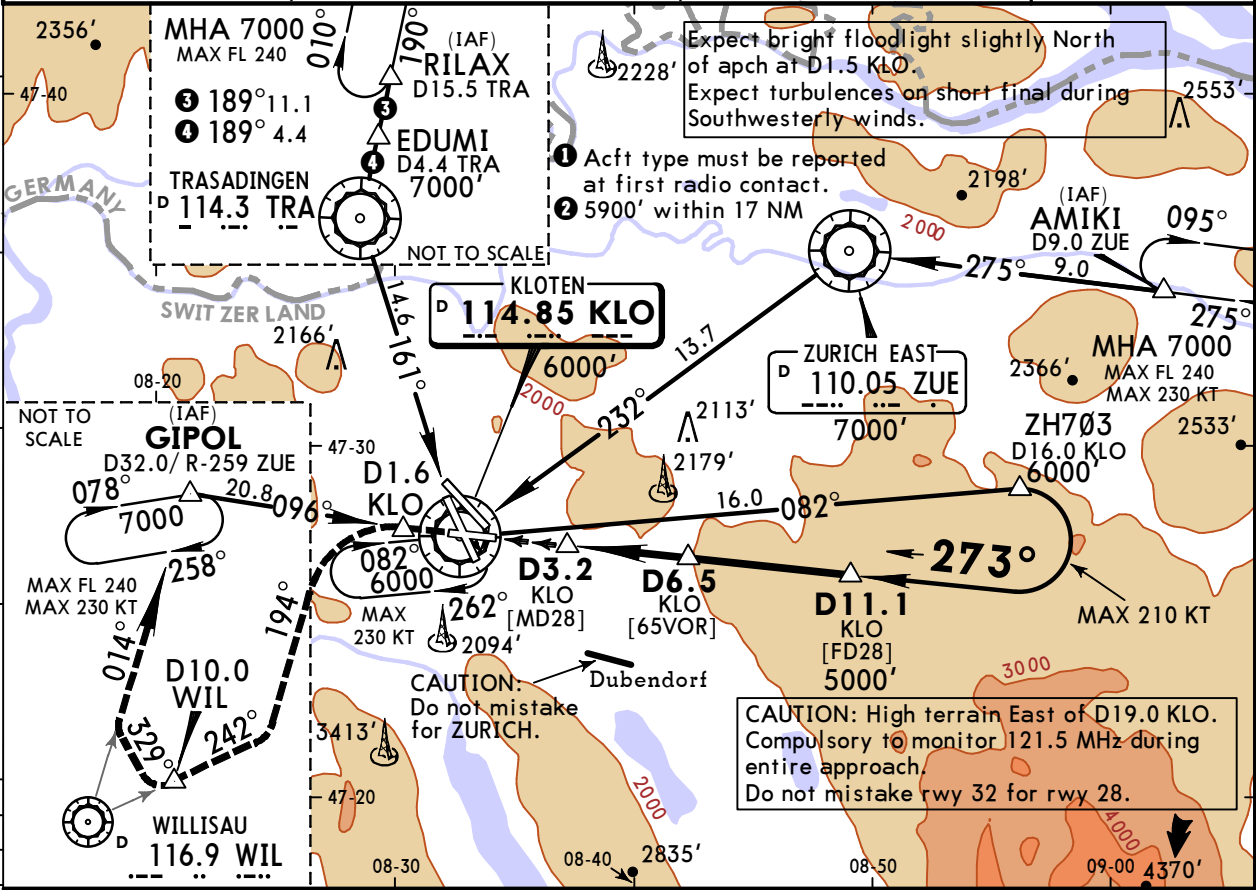
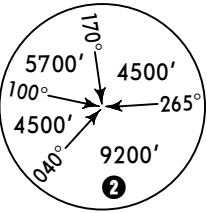
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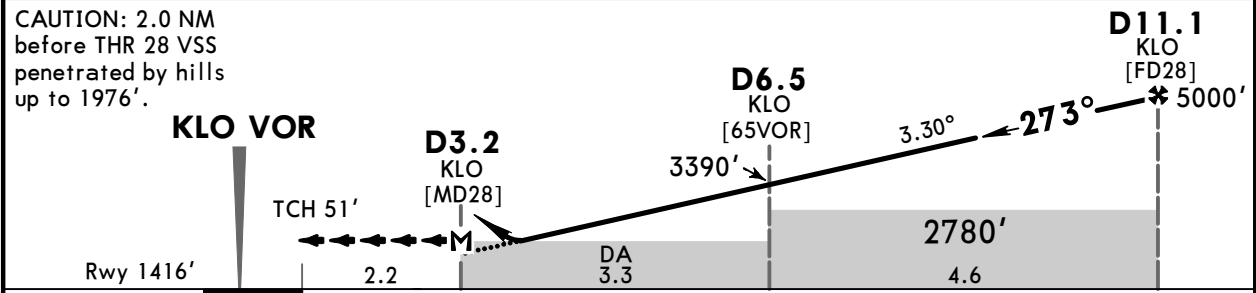
JEPPESSEN
4 SEP 15 13-2 Eff 17 Sep

ZURICH, SWITZERLAND
VOR Rwy 28

ATIS 125.725	ZURICH Arrival (APP/R) 1 118.0 135.225		ZURICH Tower 118.1	Ground 121.9
VOR KLO 114.85	Final Apch Crs 273°	Procedure Alt D11.1 KLO 5000' (3584')	DA(H) Refer to Minimums	Apt Elev 1417' Rwy 1416'
MISSED APCH: 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'



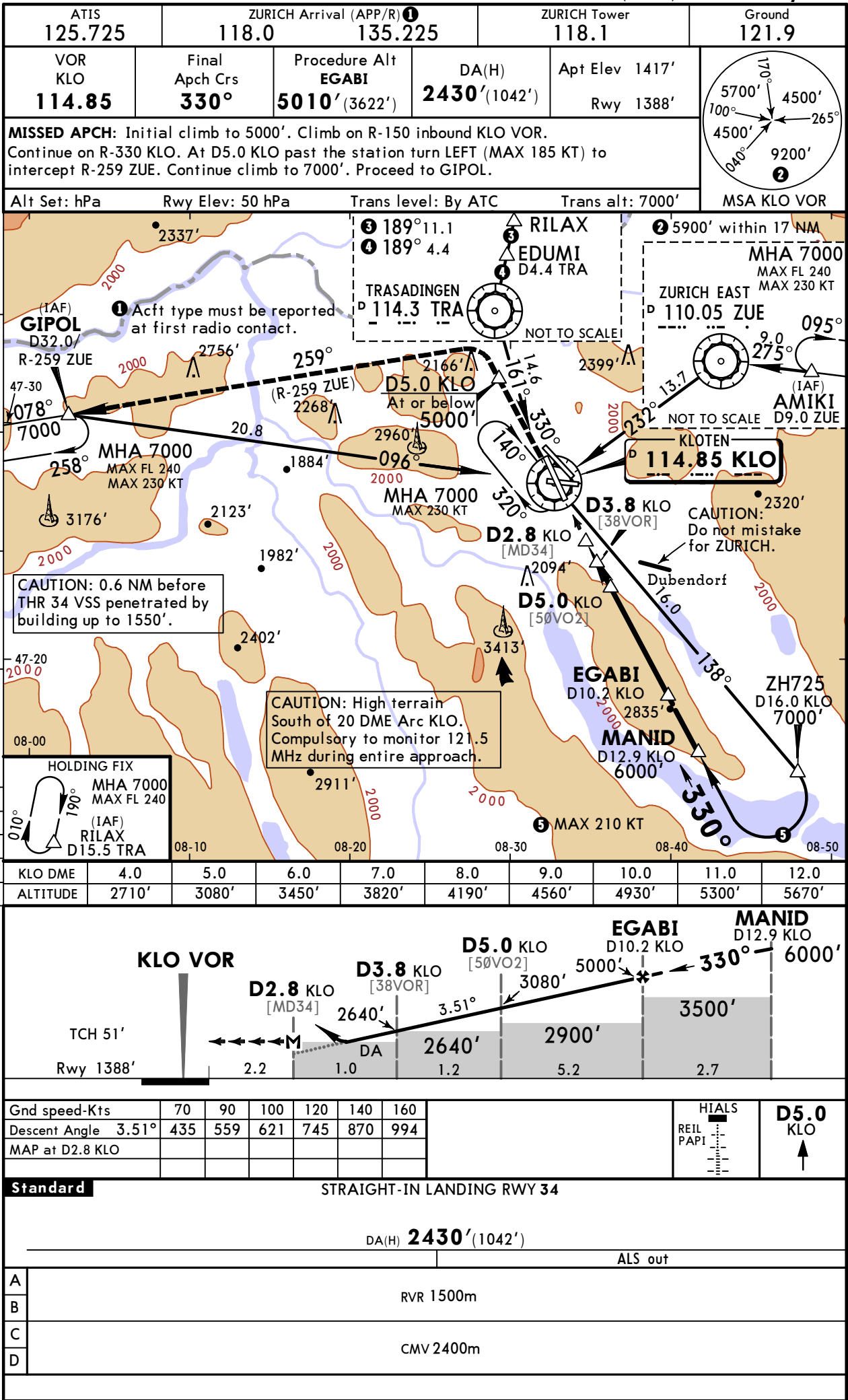
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	D1.6 after KLO
Descent Angle 3.30°	409	526	584	701	817	934		
MAP at D3.2 KLO								

Standard		STRAIGHT-IN LANDING RWY 28	
		Missed apch climb gradient mim	
4.0%		2.5%	
DA(H) 2370' (954')		DA(H) 3070' (1654')	
ALS out		ALS out	
A			
B			
C			
D			
PANS OPS			
Climb gradient up to 4600'.			

LSZH/ZRH
ZURICH

JEPPESSEN
19 JUN 15 (13-3) Eff 25 Jun

ZURICH, SWITZERLAND
(GPS) VOR Rwy 34



ZURICH, (ZURICH - LSZH)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LSZH

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(10-9A) PAPI-L rwy 32 withdrawn.