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Terminal Charts For LSZH

Revision Letter For Cycle 13-2016

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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: 0328 Z  
Sunset: 1926 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: 125.725 Arrival Service  
ATIS: 129.000 Departure Service  
Zurich Tower: 120.225  
Zurich Tower: 119.700 Secondary  
Dubendorf Tower: 118.975  
Zurich Tower: 118.100  
Zurich Ground: 118.100 Secondary  
Zurich Ground: 119.700 Secondary  
Zurich Ground: 121.900  
Zurich Apron Ramp/Taxi: 121.850  
Pad Coordinator/De-Icing Ramp/Taxi: 121.635  
Zurich Apron Ramp/Taxi: 121.975 Secondary  
Pad Coordinator/De-Icing Ramp/Taxi: 121.810  
Zurich Apron Ramp/Taxi: 121.750  
Zurich Apron Ramp/Taxi: 121.700 Secondary  
Pad Coordinator/De-Icing Ramp/Taxi: 121.640  
Zurich Clearance Pre-Taxi: 121.925  
Zurich Final Approach: 120.750 Secondary VHF-DF  
Zurich Final Approach: 125.325 VHF-DF  
Zurich Terminal Terminal Control Area: 127.750  
Zurich Arrival: 118.000 VHF-DF  
Zurich Arrival: 120.750 Secondary 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  
27 MAY 16 10-1P

ZURICH, SWITZERLAND  
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS Arrival 125.725  
ATIS Departure 129.0

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.

RWY 28

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

1.2.1.1. LANDINGS

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

| Weekdays                                                                                                                                                                                                                                         | SAT and SUN and German Holidays                                                                      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| 0600-0700LT RWY 34                                                                                                                                                                                                                               | 0600-0900LT RWY 34                                                                                   |
| 0700-2100LT RWY 14                                                                                                                                                                                                                               | 0900-2000LT RWY 14                                                                                   |
| 2100-0600LT RWY 28<br>(RWY 34 may be requested if safety requires, flights to RWY 28 have priority).                                                                                                                                             | 2000-0600LT RWY 28<br>(RWY 34 may be requested if safety requires, flights to RWY 28 have priority). |
| Other landing RWYs may be assigned due to meteorological conditions or operational reasons. Outside the German ordinance period RWY 34 is available in case of emergency landing only due to the flight path leading into uncontrolled airspace. |                                                                                                      |

1.2.1.2. DEPARTURES

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

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

**LSZH/ZRH**  
**ZURICH**

**JEPPesen**  
27 MAY 16 (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 cannot be used for unpredictable technical or meteorological reasons;
- If the silencers are not compatible with the type of ACFT in question.

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

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

At 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 min before off-block time (exemption: GA sector 1: not earlier than 30 min before off-block time) and be kept in operation not more than 20 min 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 9NM from THR.

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

### 1.4. 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 guidelines.

TWY P: MAX wingspan 118'/36m.

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

**LSZH/ZRH**  
**ZURICH**

11 JUL 14

**JEPPesen**

**(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**

11 JUL 14

**JEPPesen**

**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**

6 FEB 15

**JEPPesen**

(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**

6 FEB 15

**JEPPesen**

(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

19 JUN 15

JEPPesen

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.

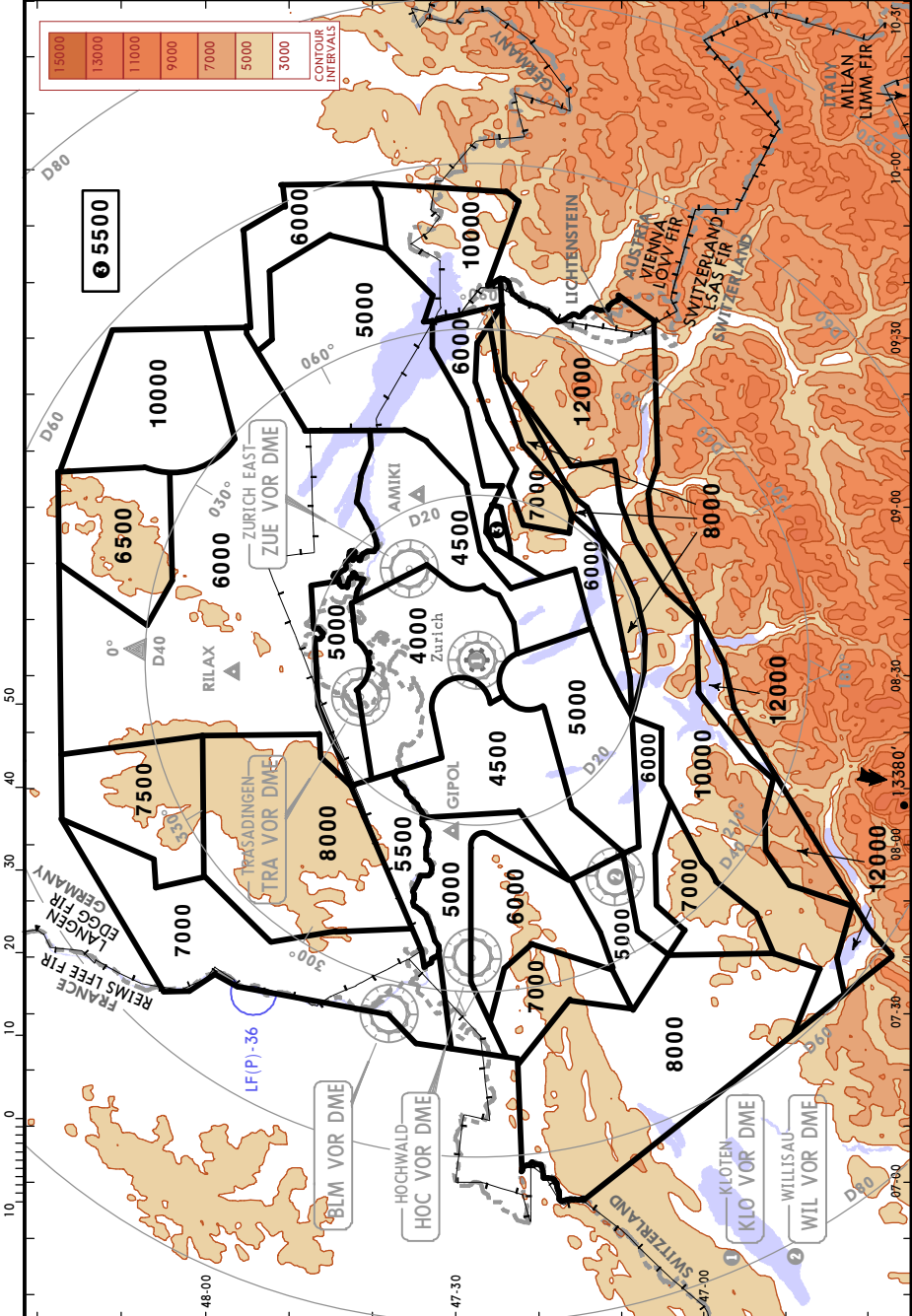
**Note:** Leave last assigned and acknowledged FL or altitude not earlier than 3 MIN after airborne.

LSZH/ZRH  
ZURICH

JEPPesen  
26 JUN 15 (10-1R)

ZURICH, SWITZERLAND  
RADAR MINIMUM ALTITUDES

|                                            |                   |                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ZURICH Arrival (APP/R)<br>118.0<br>135.225 | Apt Elev<br>1417' | Alt Set: hPa<br>Trans level: By ATC    Trans alt: 7000'<br>1. Altitudes are based on Zurich QNH.<br>2. RADAR minimum altitudes over Swiss territory are protected for low temperatures at or above -20 degrees.<br>3. This chart may only be used for cross-checking of altitudes assigned while under RADAR vectoring. |
|--------------------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



LSZH/ZRH  
ZURICH

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

LSZH/ZRH  
ZURICH

JEPPESSEN

ZURICH, SWITZERLAND

5 DEC 14

10-2A

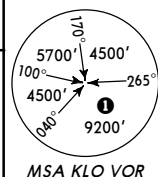
Eff 11 Dec

RNAV TRANSITION

ATIS  
125.725

Apt Elev  
1417'

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



① 5900' within  
17 DME

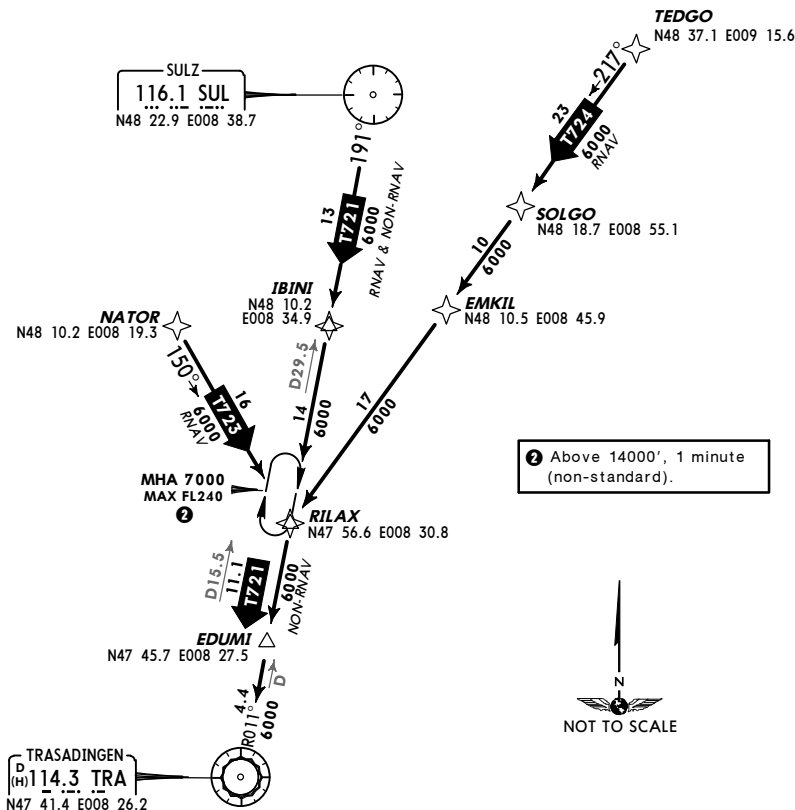
## RNAV TRANSITIONS TRANSITION

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

JEPPESSEN  
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'

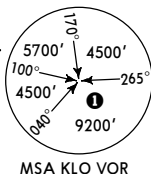
## RNAV TRANSITIONS

TO BERSU & DOPIL

FOR ROUTE CONTINUATION AFTER BERSU AND DOPIL

REFER TO CHART 10-2C

**SPEED: MAX 250 KT BELOW FL100**



① 5900' within  
17 DME



KLOTEN  
P 114.85 KLO  
N47 27.4 E008 32.7



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

BERSU  
N47 08.1 E007 56.5

KONOL  
N46 59.7 E007 40.9

DOPIL  
N47 04.2  
E008 01.0

KORED  
N46 51.0 E007 24.9

TELNO  
N46 46.3 E007 16.2

GUDAX  
N46 47.1 E007 29.4

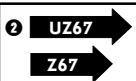
SOSAL  
N46 33.5 E006 53.1

LAMUR  
N46 34.8 E007 13.9

VENAT  
N46 14.7  
E006 35.8

OMASI  
N45 54.4 E005 58.5

MOBLO  
N45 48.6 E006 43.4



## HOLDING OVER BERSU

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





LSZH/ZRH  
ZURICH

JEPPESSEN

ZURICH, SWITZERLAND

18 MAR 16

(10-2D)

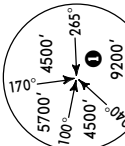
Eff 31 Mar

RNAV STAR

ATIS  
125.725

Apt Elev  
1417'

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



MSA KLO VOR

HOCHWALD 1G (HOC 1G)

KELIP 2G [KELI2G]

RNAV ARRIVALS

RNAV (DME/DME OR GNSS)

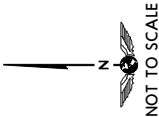
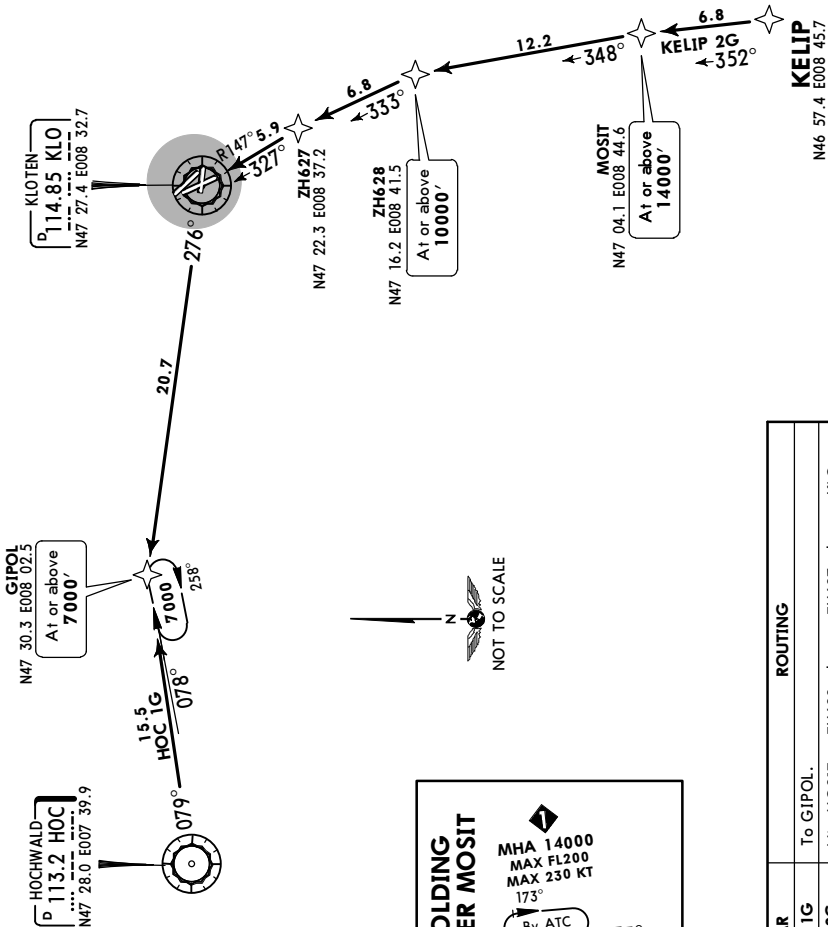
B-RNAV OR RNAV 5 REQUIRED

TO GIPOL

**SPEED: MAX 250 KT BELOW FL100**

5900' within  
17 DME

1



HOLDING  
OVER MOSIT

MHA 14000  
MAX FL200  
MAX 250 KT  
173°  
By ATC  
353°

ROUTING

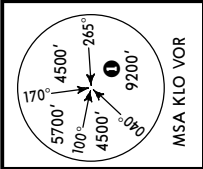
STAR  
HOC 1G  
KELIP 2G

To GIPOL.  
Via MOSIT to ZH628, then to ZH627, then to KLO,  
then to GIPOL.

LSZH/ZRH  
ZURICH

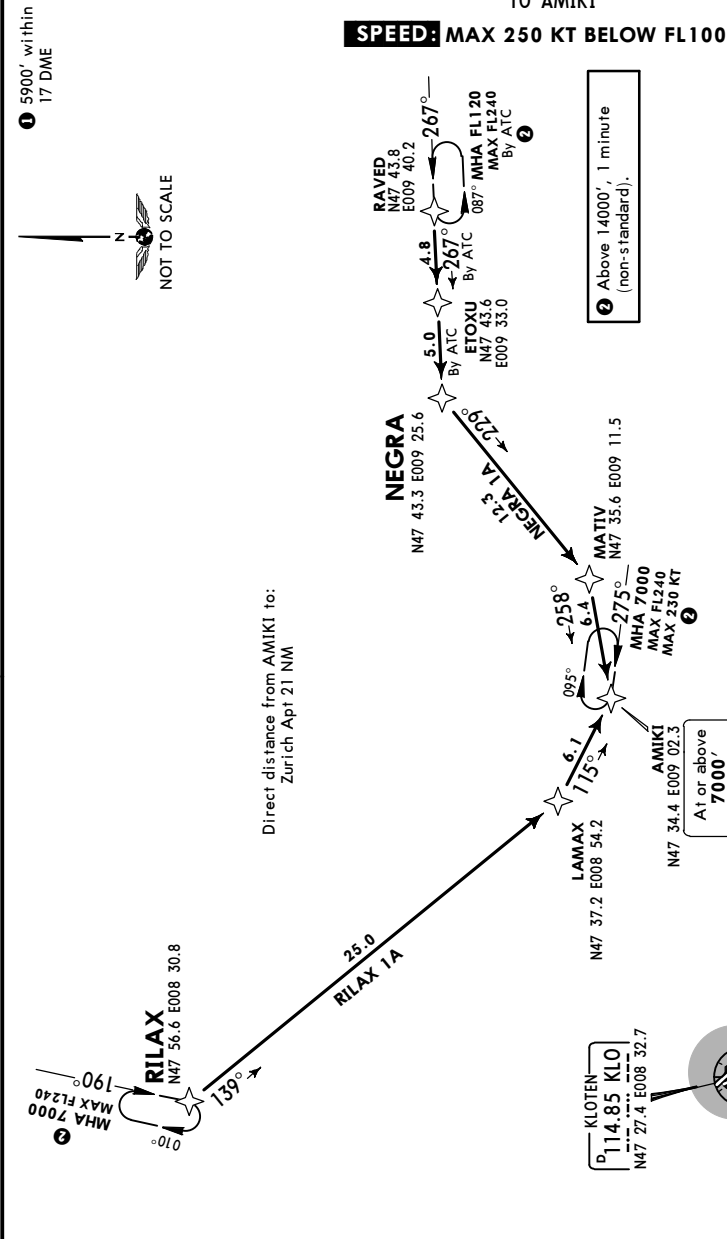
JEPPesen ZURICH, SWITZERLAND  
18 MAR 16 10-2E Eff 31 Mar RNAV STAR

|                 |                   |                                                      |
|-----------------|-------------------|------------------------------------------------------|
| ATIS<br>125.725 | Apt Elev<br>1417' | Alt Set: hPa<br>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



| STAR     | ROUTING                  |
|----------|--------------------------|
| NEGRA 1A | To MATIV, then to AMIKI. |
| RILAX 1A | To LAMAX, then to AMIKI. |

LSZH/ZRH  
ZURICH

JEPPESSEN  
30 OCT 15 (10-2F) Eff 12 Nov

ZURICH, SWITZERLAND

STAR

ATIS  
125.725

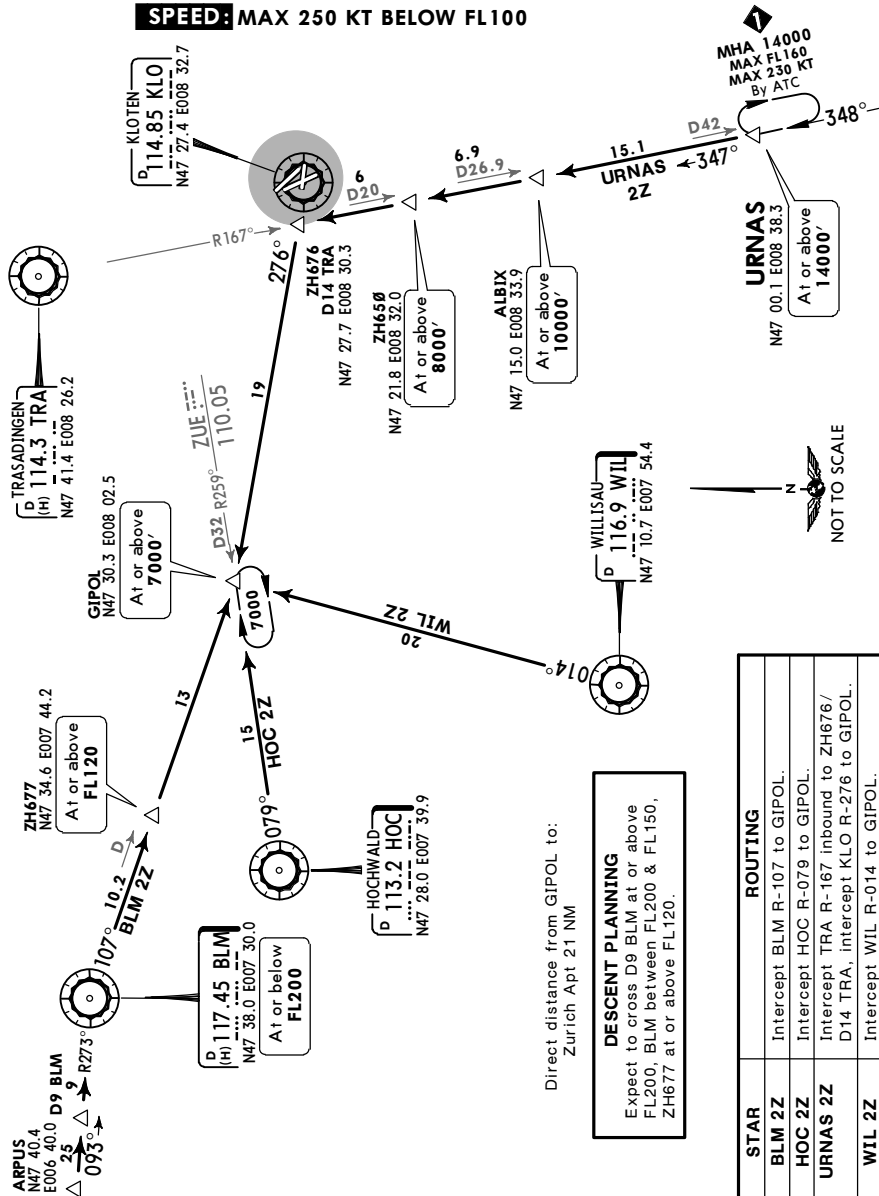
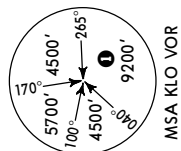
Apt Elev  
1417'

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**

5900' within  
17 DME



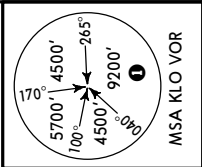
LSZH/ZRH  
ZURICH

JEPPESEN ZURICH, SWITZERLAND  
30 OCT 15 (10-2G) Eff 12 Nov STAR

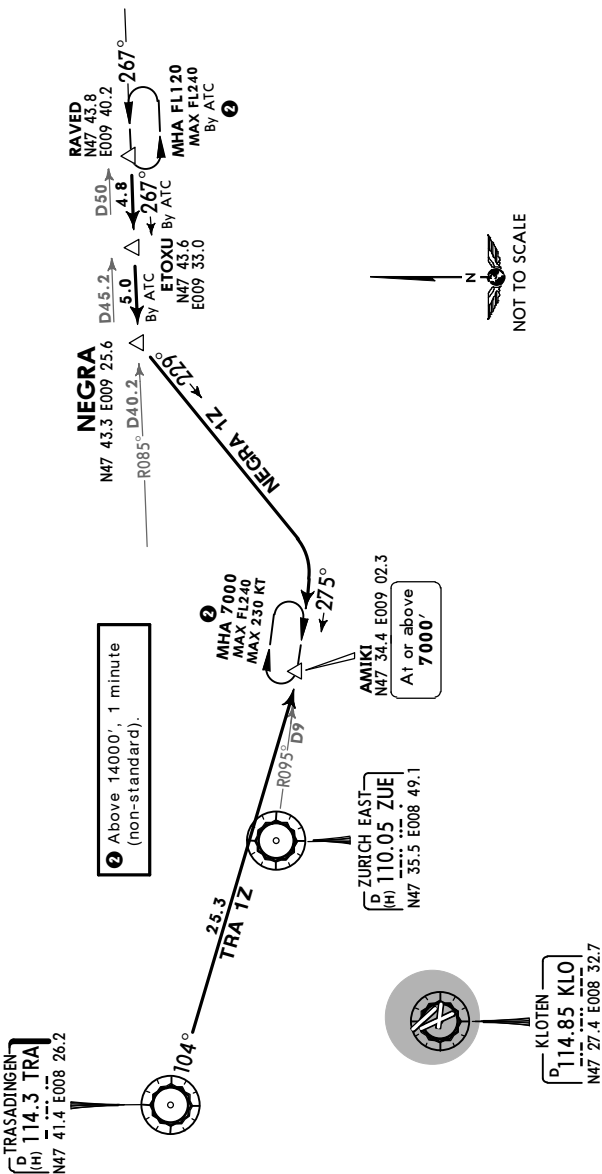
|                 |                   |                                     |                  |
|-----------------|-------------------|-------------------------------------|------------------|
| ATIS<br>125.725 | Apt Elev<br>1417' | Alt Set: hPa<br>Trans level: By ATC | Trans alt: 7000' |
|-----------------|-------------------|-------------------------------------|------------------|

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

**SPEED: MAX 250 KT BELOW FL100**



Direct distance from AMIKI to:  
Zurich Apt 21 NM



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





LSZH/ZRH  
ZURICH

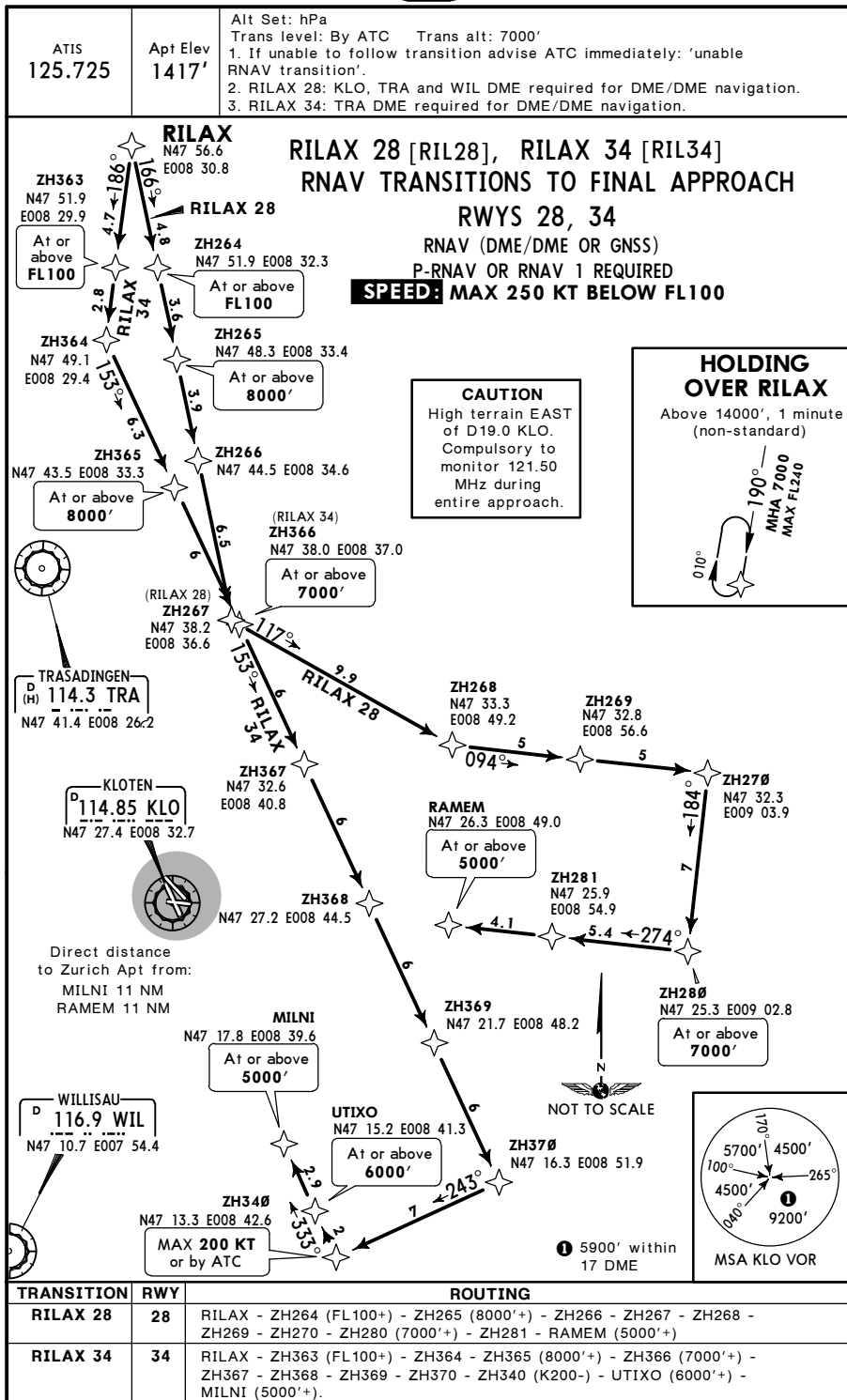
JEPPESSEN  
19 JUN 15

10-2K

Eff 25 Jun

ZURICH, SWITZERLAND

RNAV TRANSITION



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

9 OCT 15

(10-3A)

Eff 15 Oct

ZURICH, SWITZERLAND

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

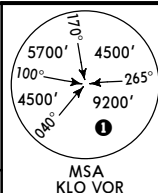
ZURICH, SWITZERLAND

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)

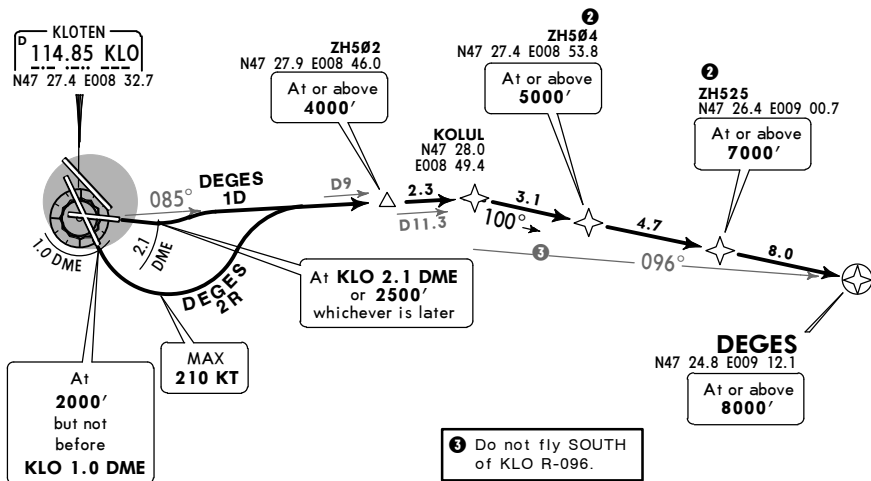
B-RNAV OR RNAV 5 REQUIRED

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.



③ Do not fly SOUTH  
of KLO R-096.

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'+). |

LSZH/ZRH  
ZURICH



JEPPESSEN

ZURICH, SWITZERLAND

7 AUG 15

10-3C

Eff 20 Aug

RNAV SID

ZURICH  
Departure  
125.950

Apt Elev  
1417'

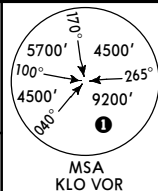
Trans level: By ATC Trans alt: 7000'

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.



① 5900' within  
17 DME

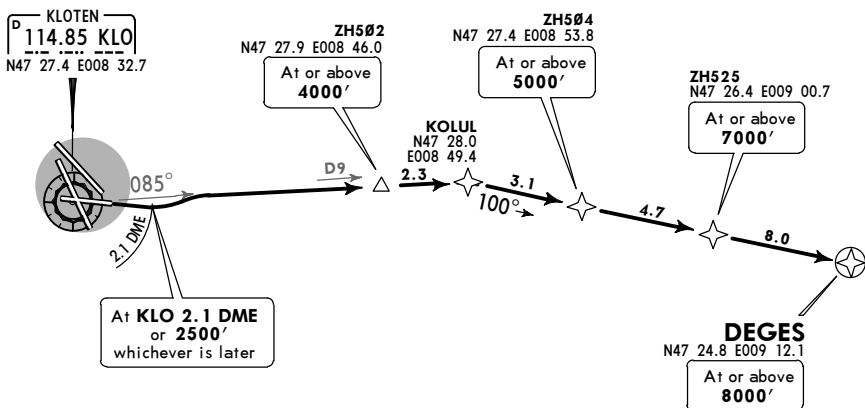
DEGES 1E [DEGE1E]  
RWY 10 RNAV DEPARTURE  
RNAV (DME/DME OR GNSS)

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**



WILLISAU  
D 116.9 WIL  
N47 10.7 E007 54.4



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'+).

LSZH / ZRH  
ZURICH

**JEPPESEN** **ZU**  
9 OCT 15 **(10-3D)** **Eff 15 Oct**

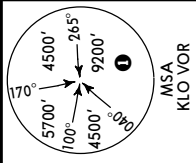
**ZURICH, SWITZERLAND**

**RNAV SID**

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.

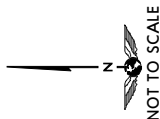
4. EXPECT close-in obstacles.



**1** 5900' within  
17 DME

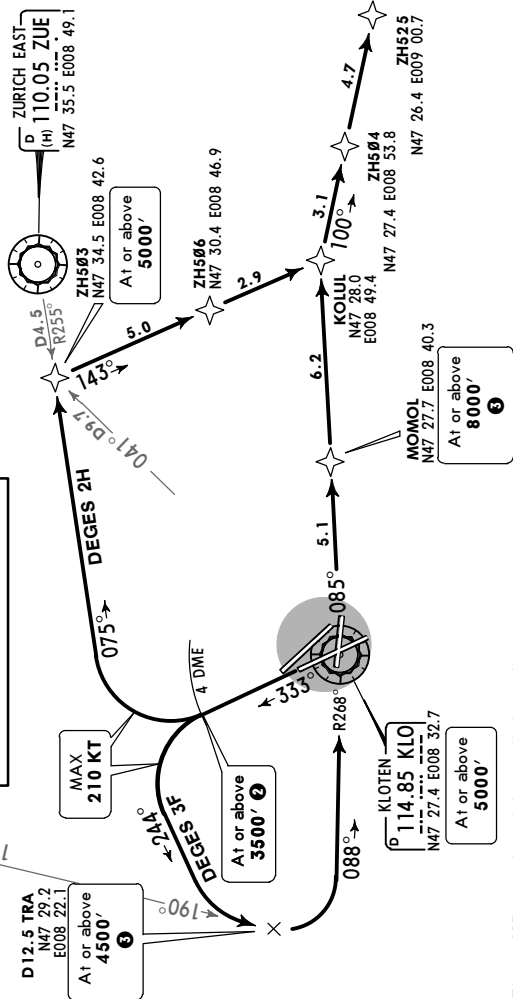
**DEGES 3F [DEGE3F]  
DEGES 2H [DEGE2H]  
RWY 34 RNAV DEPARTURES  
RNAV (DME/DME OR GNSS)  
B-RNAV OR RNAV 5 REQUIRED  
FOR ROUTE CONTINUATION AFTER DEGES  
REFER TO CHARTS 10-3W & 10-3X1**

**SPEED: MAX 250 KT**  
**BELOW FL100**



Direct distance from Zurich Apt to:  
D12.5 TRA 8 NM

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



**3** If unable to comply advise ATC on clearance delivery.

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 |

Initial climb clearance **5000'**

| SID                         | ROUTING                                                                                                                                                                       |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DEGES 3F</b><br><b>4</b> | Climb on 333° track, at KLO 4 DME turn LEFT, 244° track, intercept TRA R-190, intercept KLO R-268 inbound to KLO (5000' +) - MOMOL (8000' +) - KOLUL - ZH504 - ZH525 - DEGES. |
| <b>DEGES 2H</b><br><b>5</b> | Climb on 333° track, at KLO 4 DME turn RIGHT, intercept ZUE R-255 inbound to ZH503 (5000' +) - ZH506 - KOLUL - ZH504 - ZH525 - DEGES (8000' +).                               |

RNAV applicable when passing **4** KLO / **5** ZH503.

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LSZH/ZRH  
ZURICH

JEPPESSEN

ZURICH, SWITZERLAND

7 AUG 15

10-3F

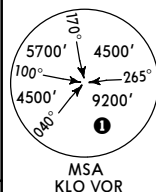
Eff 20 Aug

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



① 5900' within  
17 DME

DEGES 2S [DEGE2S]  
RWY 16 RNAV DEPARTURE

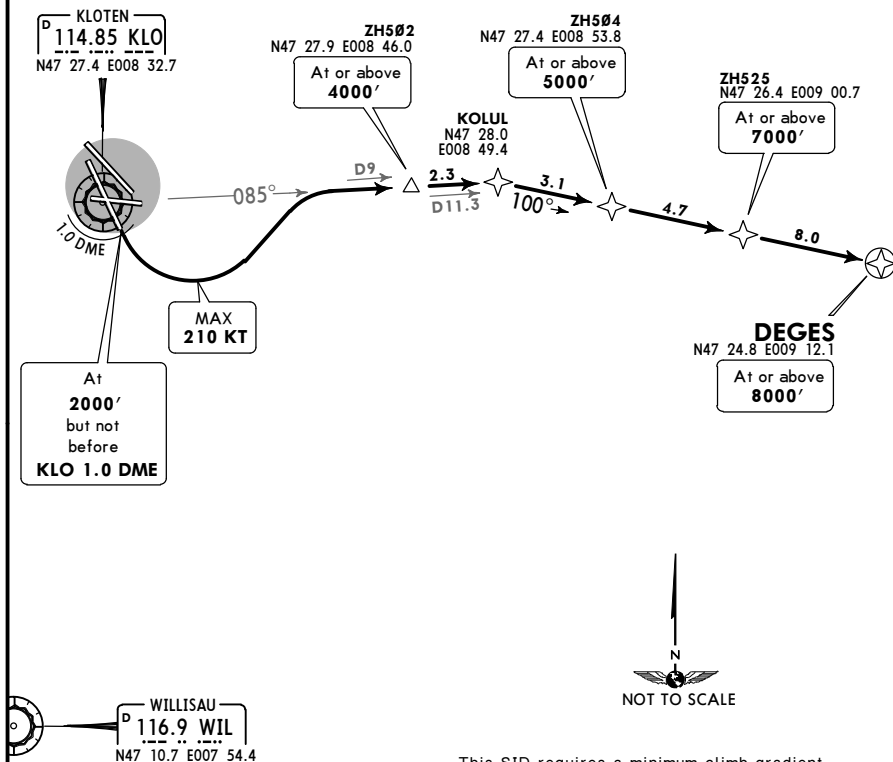
RNAV (DME/DME OR GNSS)

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**



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'+).

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LSZH/ZRH  
ZURICH

JEPPESSEN  
7 AUG 15 (10-3H)

Eff 20 Aug

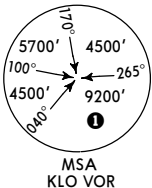
ZURICH, SWITZERLAND

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.



MSA  
KLO VOR

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

At or above  
**15000'**

At or above  
**15000'**

At or above  
**15000'**

At or above  
**15000'**

At or above  
**15000'**

At or above  
**15000'**

At or above  
**15000'**

At or above  
**15000'**

At or above  
**15000'**

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

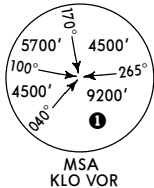
JEPPESSEN  
7 AUG 15 **10-3J** Eff 20 Aug

ZURICH, SWITZERLAND  
**RNAV SID**

ZURICH  
Departure  
**125.950**

Apt Elev  
**1417'**

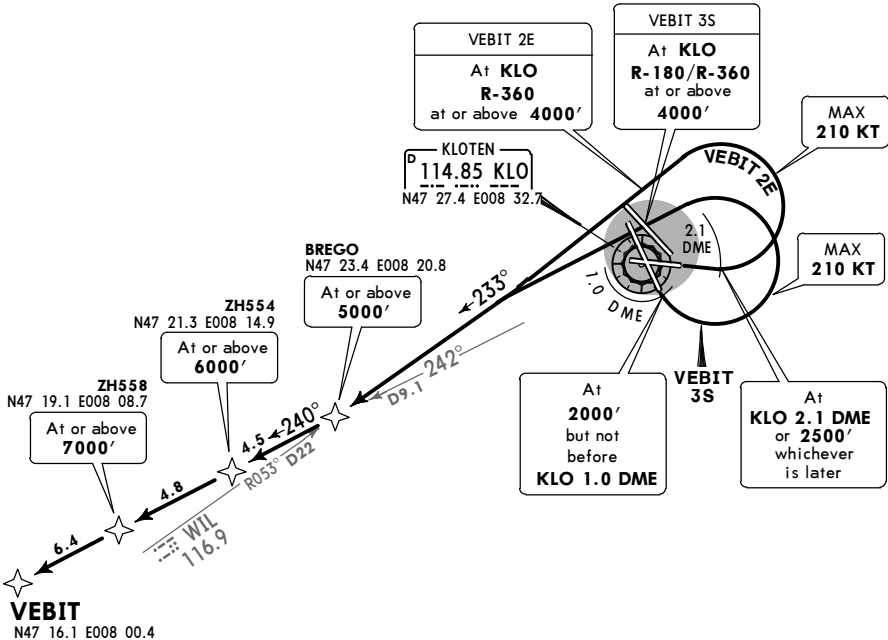
- Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
  2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
  3. EXPECT close-in obstacles.
  4. Turn speed limit must be adhered to during the turn even after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



**1** 5900' within  
17 DME

**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**



|                                |                   |                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ZURICH<br>Departure<br>125.950 | Apt Elev<br>1417' | Trans level: By ATC    Trans alt: 7000'<br>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.<br>4. EXPECT close-in obstacles. |
|--------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

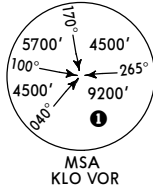
**VEBIT 2H [VEBI2H]**  
**VEBIT 2N [VEBI2N]**  
**RWYS 34, 32 RNAV DEPARTURES**

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**

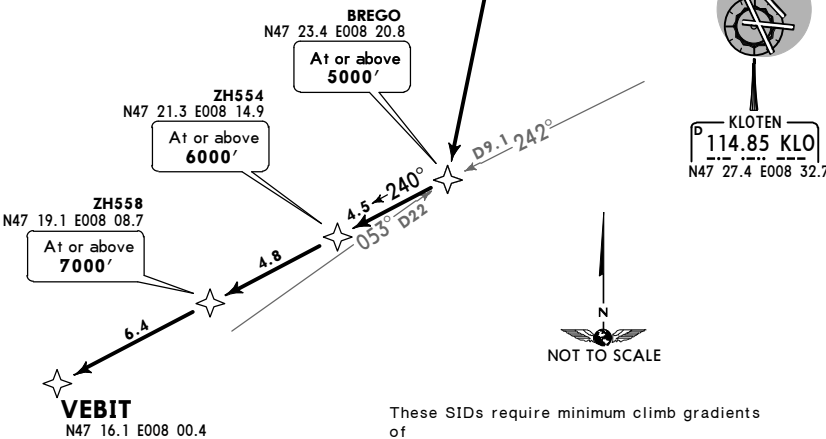
- 2 330° track (Rwy 32) or 333° track (Rwy 34).
- 3 Four-engined ACFT: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.
- 4 A380 only: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.

TRASADINGEN  
D 114.3 TRA  
(H) N47 41.4 E008 26.2



5900' within 17 DME

- VEBIT 2H  
At or above 3500' 3
- VEBIT 2N  
At or above 3500' 4



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 |

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

JEPPESSEN  
27 MAY 16 10-3K

ZURICH, SWITZERLAND  
RNAV SID

ZURICH  
Departure  
125.950

Apt Elev  
1417'

Trans level: By ATC Trans alt: 7000'

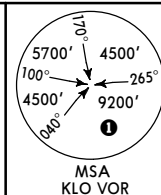
1. When instructed contact ZURICH Departure.  
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

VEBIT 1K [VEB11K]  
RWY 34 RNAV DEPARTURE  
RF REQUIRED  
RNAV (GNSS)

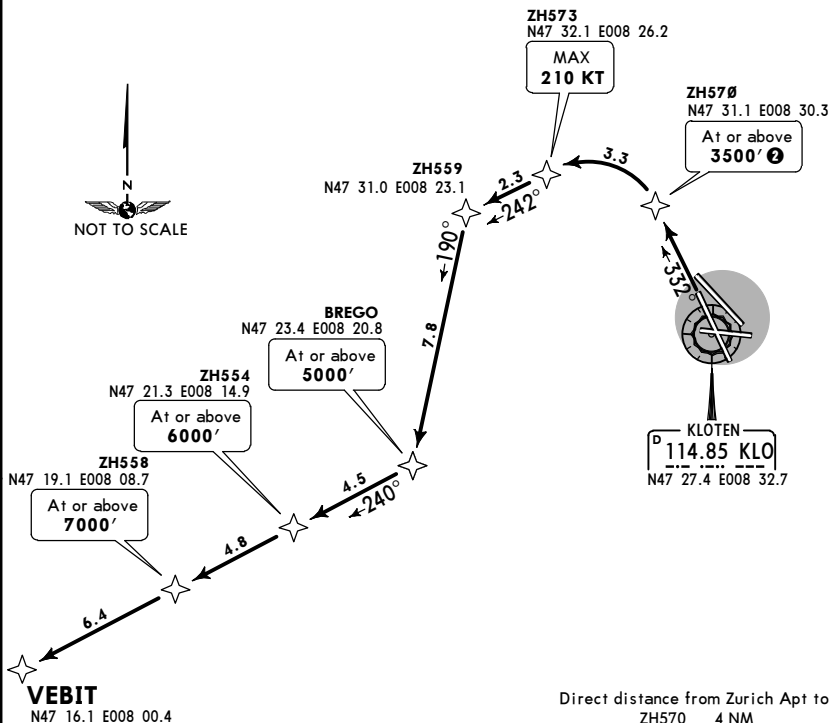
P-RNAV OR RNAV 1 REQUIRED

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

**SPEED: MAX 250 KT BELOW FL100**



① 5900' within  
17 DME



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.

LSZH/ZRH  
ZURICH

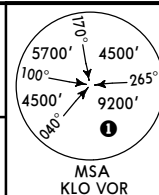
JEPPESSEN  
27 MAY 16 10-3L

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

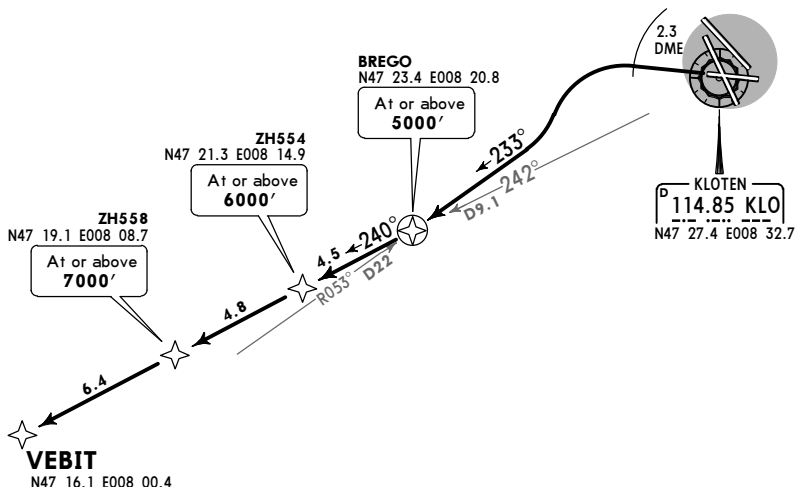
RNAV (DME/DME OR GNSS)

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)

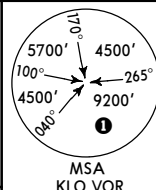
Eff 20 Aug

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.



**DEGES 2B [DEGE2B]  
RWY 14 RNAV DEPARTURE**

① 5900' within 17 DME

RNAV (DME/DME OR GNSS)

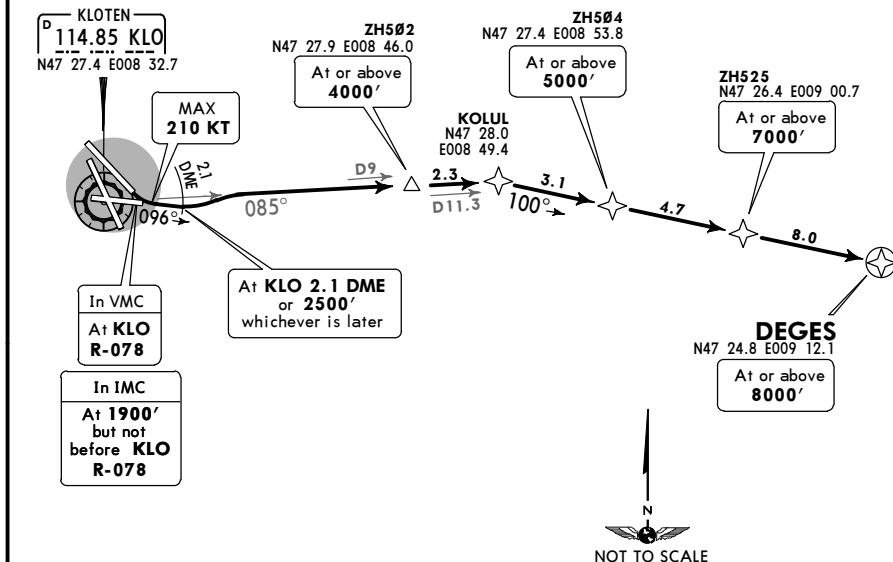
P-RNAV OR RNAV 1 REQUIRED

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



NOT TO SCALE

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.

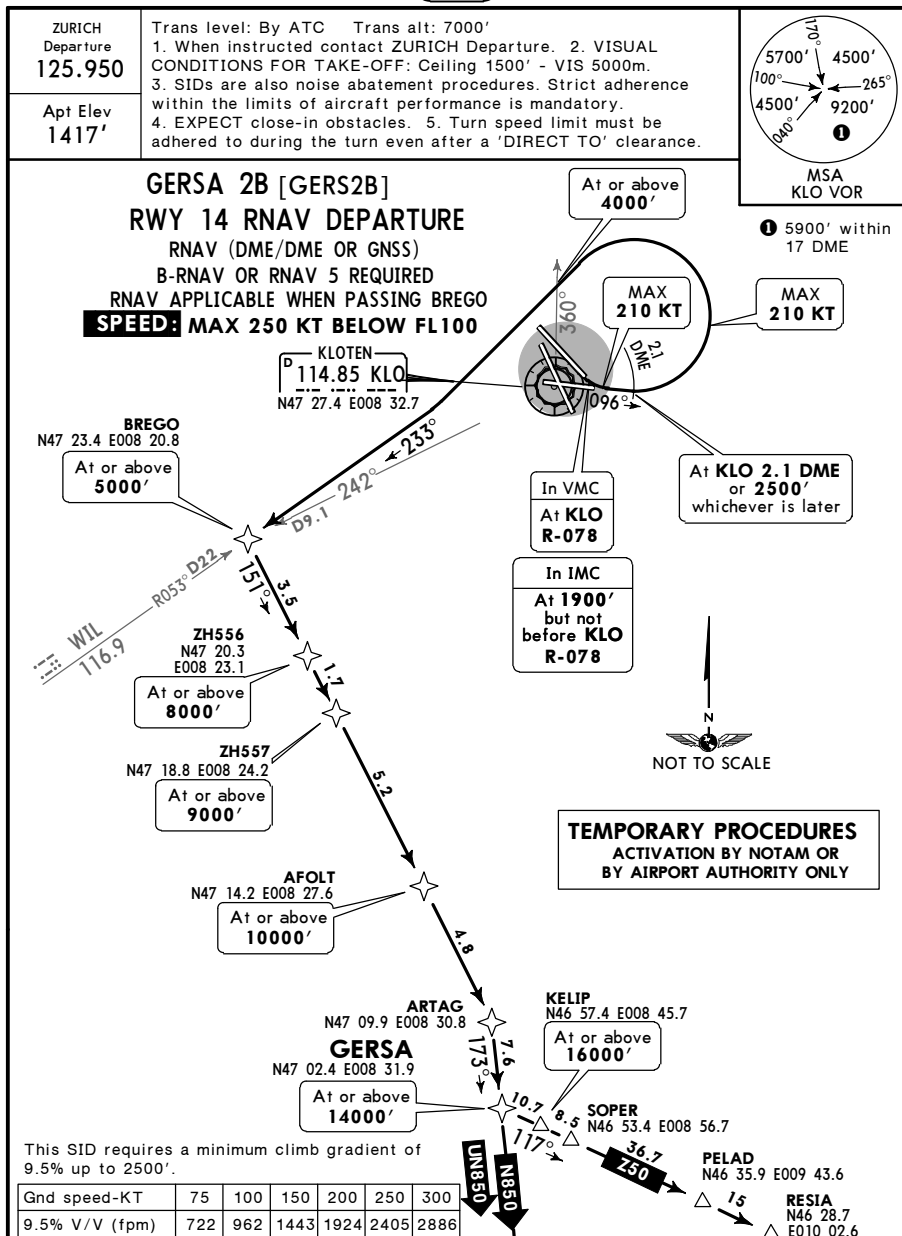
- if in VMC turn LEFT at KLO R-078, 096° track, maintain visual ground contact up to 2800', or
- if in IMC turn LEFT (MAX 210 KT) at 1900', but not before KLO R-078, 096° track, at KLO 2.1 DME or 2500', whichever is later, intercept KLO R-085 via ZH502 to KOLUL - ZH504 (5000'+) - ZH525 (7000'+) - DEGES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

LSZH/ZRH  
ZURICH

JEPPESSEN  
7 AUG 15 (10-3L2) Eff 20 Aug

ZURICH, SWITZERLAND

RNAV SID



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, 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

7 AUG 15

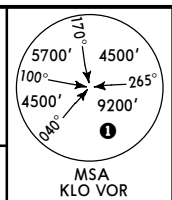
10-3L3

Eff 20 Aug

ZURICH, SWITZERLAND

RNAV SID

|                                |                   |                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ZURICH<br>Departure<br>125.950 | Apt Elev<br>1417' | Trans level: By ATC    Trans alt: 7000'<br>1. When instructed contact ZURICH Departure.<br>2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.<br>3. EXPECT close-in obstacles.<br>4. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance. |
|--------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



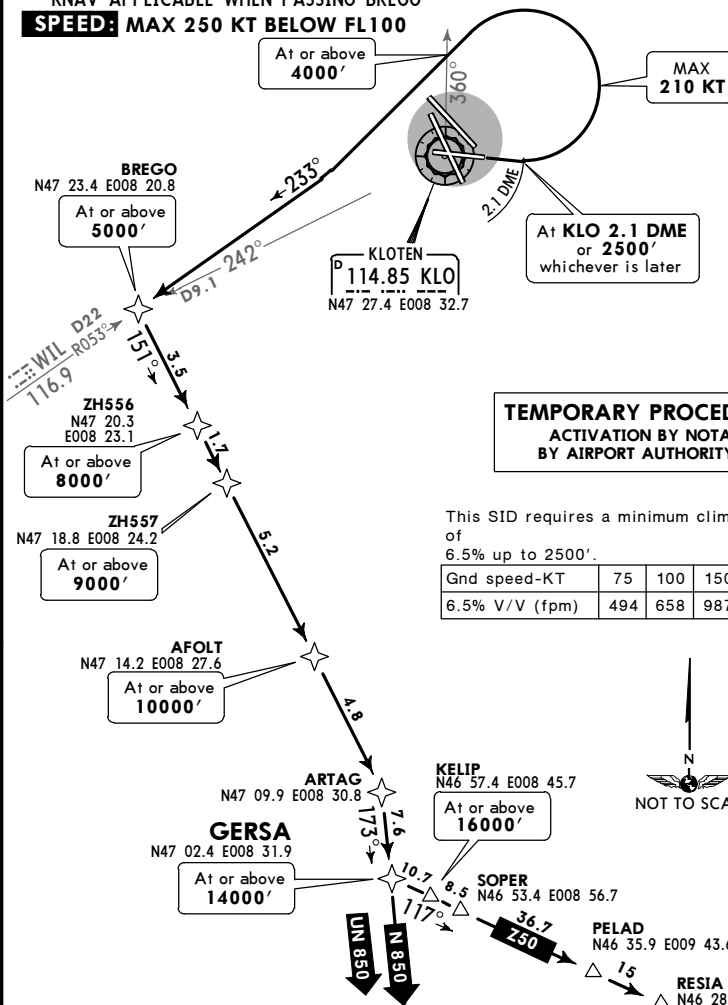
GERSA 1E [GERS1E]  
RWY 10 RNAV DEPARTURE

RNAV (DME/DME OR GNSS)

B-RNAV OR RNAV 5 REQUIRED

RNAV APPLICABLE WHEN PASSING BREGO

**SPEED: MAX 250 KT BELOW FL100**



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

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.

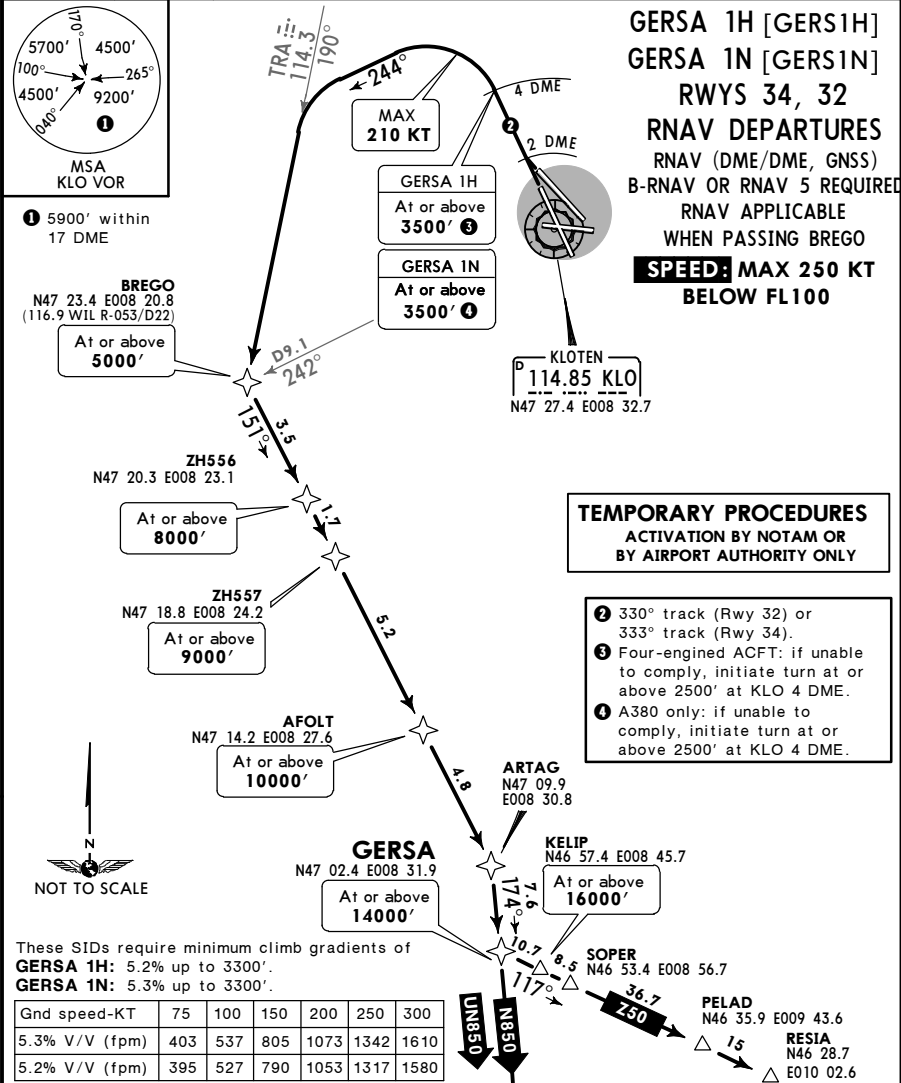
LSZH/ZRH  
ZURICH

**JEPPesen** 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.



| 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. |     |                                                                                                                                                                                                                     |

LSZH/ZRH  
ZURICH

JEPPesen  
7 AUG 15 (10-3L5) Eff 20 Aug

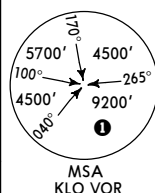
ZURICH, SWITZERLAND

RNAV SID

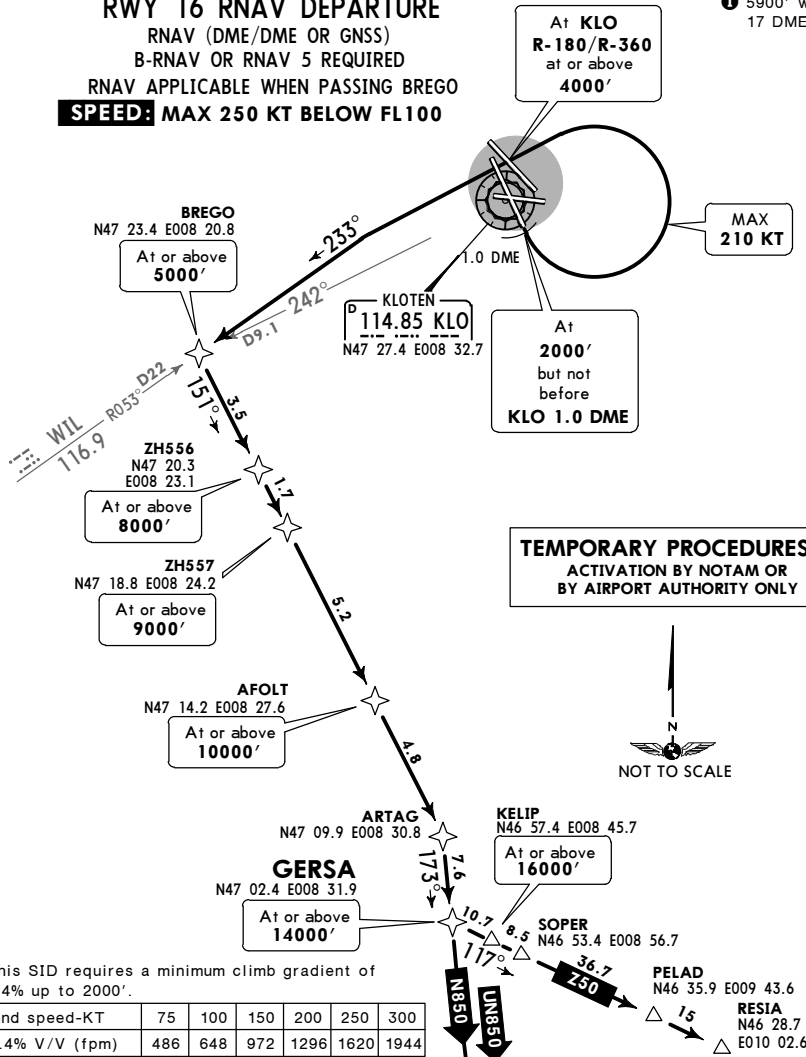
ZURICH  
Departure  
125.950

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.



**GERSA 2S [GERS2S]**  
**RWY 16 RNAV DEPARTURE**  
RNAV (DME/DME OR GNSS)  
B-RNAV OR RNAV 5 REQUIRED  
RNAV APPLICABLE WHEN PASSING BREGO  
**SPEED: MAX 250 KT BELOW FL100**



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, cross KLO R-180/R-360 at or above 4000', intercept WIL R-053 inbound to BREGO (5000'+) - ZH556 (8000'+) - ZH557 (9000'+) - AFOLT (10000'+) - ARTAG - GERSA (14000'+).

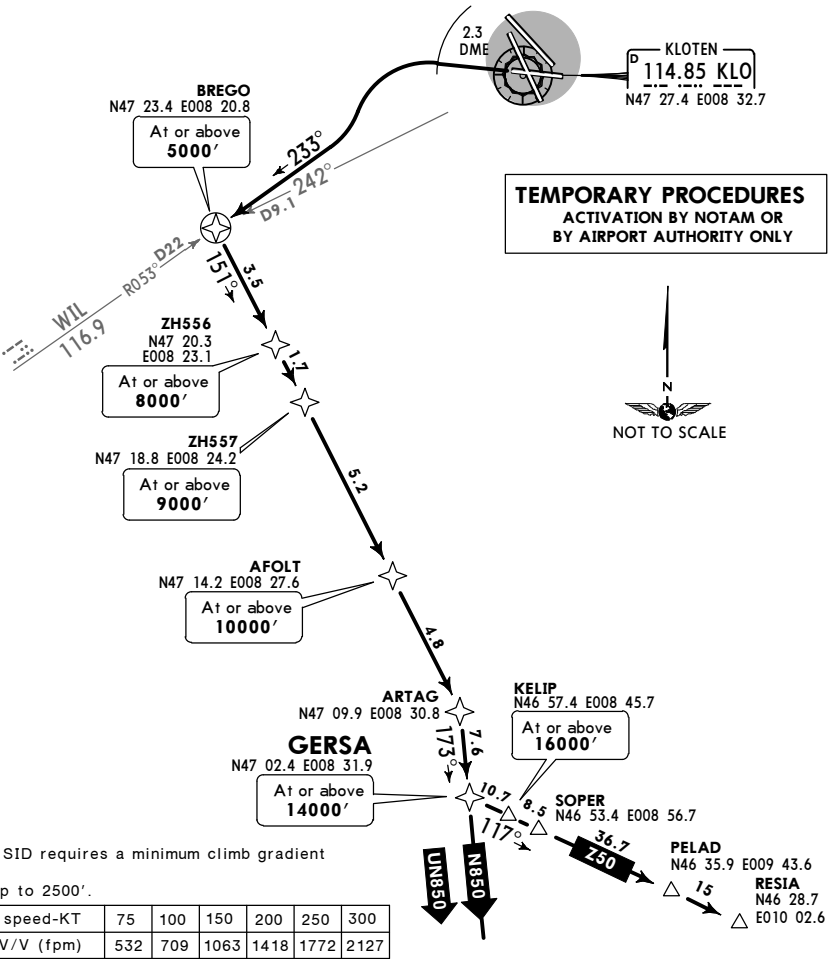
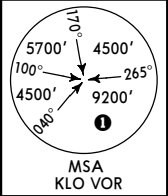
#### CONTINUATION

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

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

|                                |                   |                                                                                                                                                                                                               |
|--------------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ZURICH<br>Departure<br>125.950 | Apt Elev<br>1417' | Trans level: By ATC    Trans alt: 7000'<br>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)  
B-RNAV OR RNAV 5 REQUIRED  
RNAV APPLICABLE WHEN PASSING BREGO  
**SPEED: MAX 250 KT BELOW FL100**



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

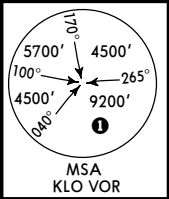
To RESIA: Along airway Z-50.

Other directions: Along airways N/UN-850.

LSZH/ZRH  
ZURICH

**JEPPesen** ZURICH, SWITZERLAND  
9 OCT 15 (10-3L7) Eff 15 Oct  
**RNAV SID**

|                                |                   |                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ZURICH<br>Departure<br>125.950 | Apt Elev<br>1417' | Trans level: By ATC    Trans alt: 7000'<br>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.<br>4. EXPECT close-in obstacles. |
|--------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



**SONGI 3F [SONG3F], SONGI 1H [SONG1H]  
SONGI 3L [SONG3L], SONGI 1N [SONG1N]  
RWYS 34, 32 RNAV DEPARTURES**  
RNAV (DME/DME OR GNSS)  
B-RNAV OR RNAV 5 REQUIRED  
FOR ROUTE CONTINUATION AFTER SONGI REFER TO CHART 10-3X  
**SPEED: MAX 250 KT BELOW FL100**

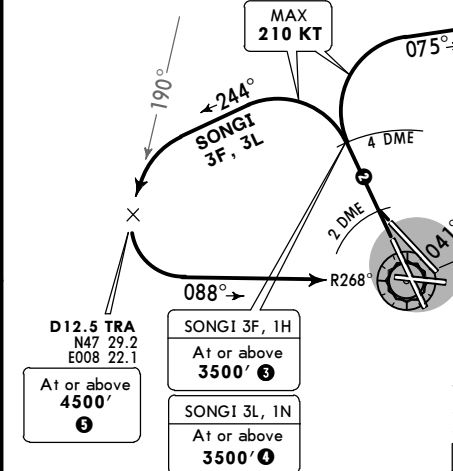
① 5900' within  
17 DME

TRASADINGEN  
(H) 114.3 TRA  
N47 41.4 E008 26.2



- 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.

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



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

These SIDs require minimum climb gradients of  
**SONGI 3F, 1H:** 5.2% up to 3300'.  
**SONGI 3L, 1N:** 5.3% up to 3300'.

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

⑤ If unable to comply advise  
ATC on clearance delivery.

**Initial climb clearance 5000'**

| SID                  | RWY | ROUTING                                                                                                                                                                                            |
|----------------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SONGI 3F</b><br>⑥ | 34  | Climb on 333° track, at KLO 4 DME turn LEFT, 244° track, intercept TRA R-190, intercept KLO R-268 inbound to KLO (5000'+) - ZH503 (6000'+) - SONGI (FL100+).                                       |
| <b>SONGI 1H</b><br>⑦ |     | Climb on 333° track, at KLO 4 DME turn RIGHT, intercept ZUE R-255 inbound to ZH503 (6000'+) - SONGI (FL100+).                                                                                      |
| <b>SONGI 3L</b><br>⑥ | 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 (5000'+) - ZH503 (6000'+) - SONGI (FL100+). |
| <b>SONGI 1N</b><br>⑦ |     | Climb straight ahead to KLO 2 DME, turn RIGHT, 330° track, at KLO 4 DME turn RIGHT, intercept ZUE R-255 inbound to ZH503 (6000'+) - SONGI (FL100+).                                                |

RNAV applicable when passing ⑥ KLO/ ⑦ ZH503.

LSZH/ZRH  
ZURICH

JEPPESSEN  
9 OCT 15 (10-3L8) Eff 15 Oct

ZURICH, SWITZERLAND  
RNAV SID

ZURICH  
Departure  
125.950

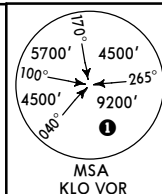
Apt Elev  
1417'

Trans level: By ATC Trans alt: 7000'  
1. When instructed contact ZURICH Departure. 2. 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.

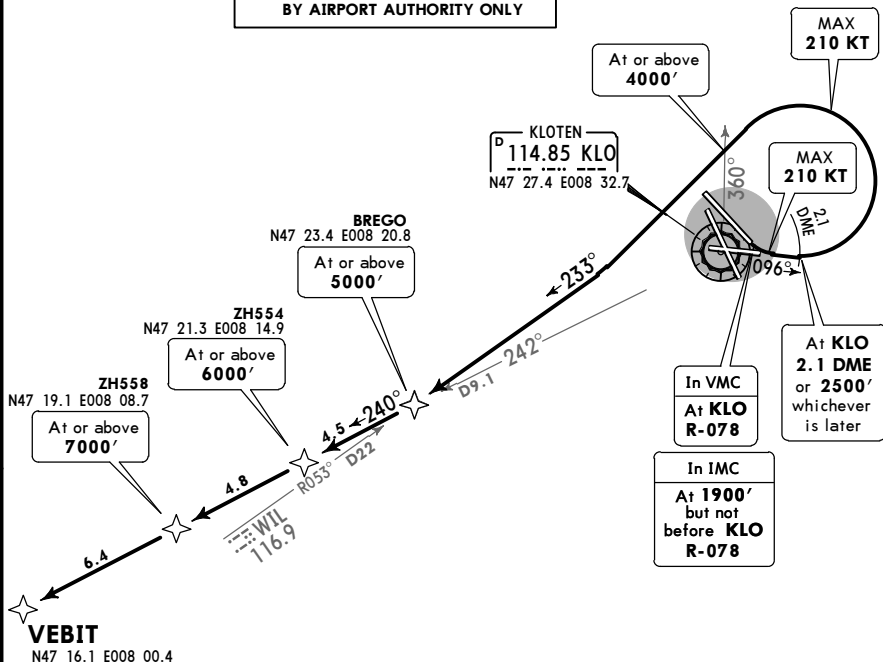
VEBIT 3B [VEB13B]  
RWY 14 RNAV DEPARTURE  
RNAV (DME/DME OR GNSS)  
B-RNAV OR RNAV 5 REQUIRED

RNAV APPLICABLE WHEN PASSING BREGO  
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2  
**SPEED: MAX 250 KT BELOW FL100**

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-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, turn LEFT, intercept WIL R-053 inbound to BREGO (5000'+) - ZH554 (6000'+) - ZH558 (7000'+) - VEBIT.

LSZH/ZRH  
ZURICH

JEPPESSEN

5 DEC 14

(10-3M)

Eff 11 Dec

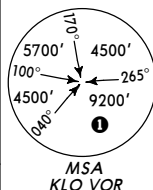
ZURICH, SWITZERLAND

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.



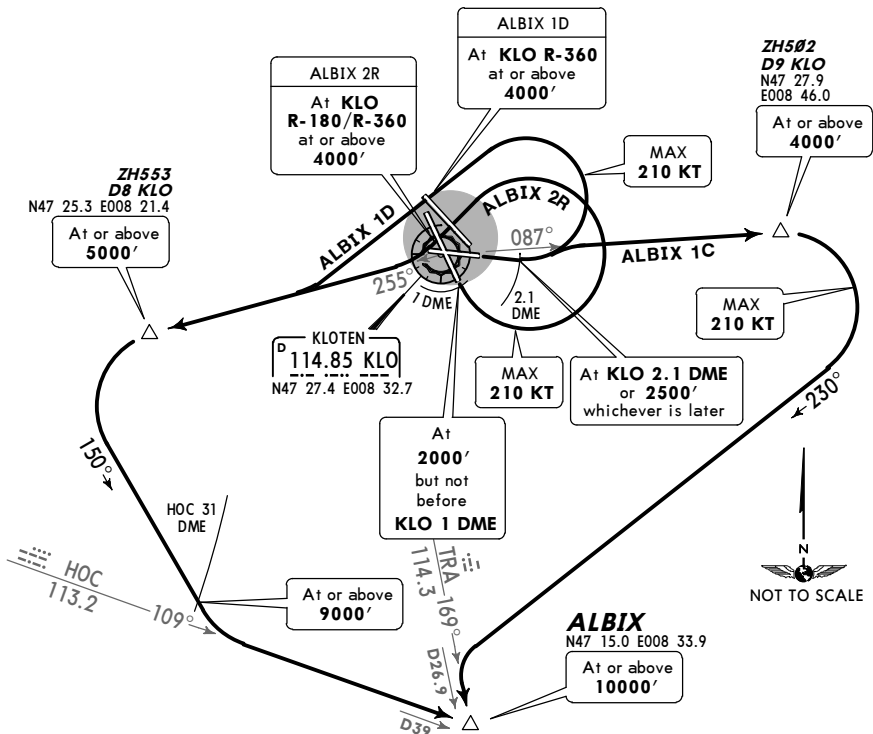
① 5900' within  
17 DME

ALBIX 1C [ALB11C], ALBIX 1D [ALB11D]

ALBIX 2R [ALB12R]

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

JEPPESSEN  
5 DEC 14 (10-3N) Eff 11 Dec

ZURICH, SWITZERLAND

SID

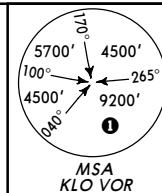
ZURICH  
Departure  
125.950

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.

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

**SPEED MAX 250 KT BELOW FL100**



① 5900' within  
17 DME

TRASADINGEN  
(H) 114.3 TRA  
N47 41.4 E008 26.2



NOT TO SCALE

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.

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

HOC 31 DME

HOC  
113.2

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. |

LSZH/ZRH  
ZURICH

JEPPesen

5 DEC 14

10-3P

Eff 11 Dec

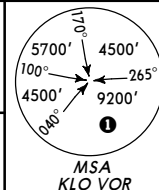
ZURICH, SWITZERLAND

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.



① 5900' within  
17 DME

ALBIX 2V [ALBI2V]  
RWY 28 DEPARTURE

**~~SPEED~~ MAX 250 KT BELOW FL100**



ZH553  
D8 KLO  
N47 25.3 E008 21.4

At or above  
**5000'**  
if unable  
advise ATC

2.3  
DME

255°

KLOTEN  
D 114.85 KLO  
N47 27.4 E008 32.7

150°

HOC 31  
DME

HOC  
113.2

109°

At or above  
**9000'**

D39

ALBIX  
N47 15.0 E008 33.9  
At or above  
**10000'**

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

JEPPesen

5 DEC 14

(10-3Q)

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.

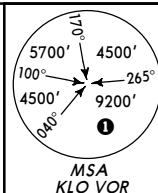
4. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

WILLISAU 2C (WIL 2C)

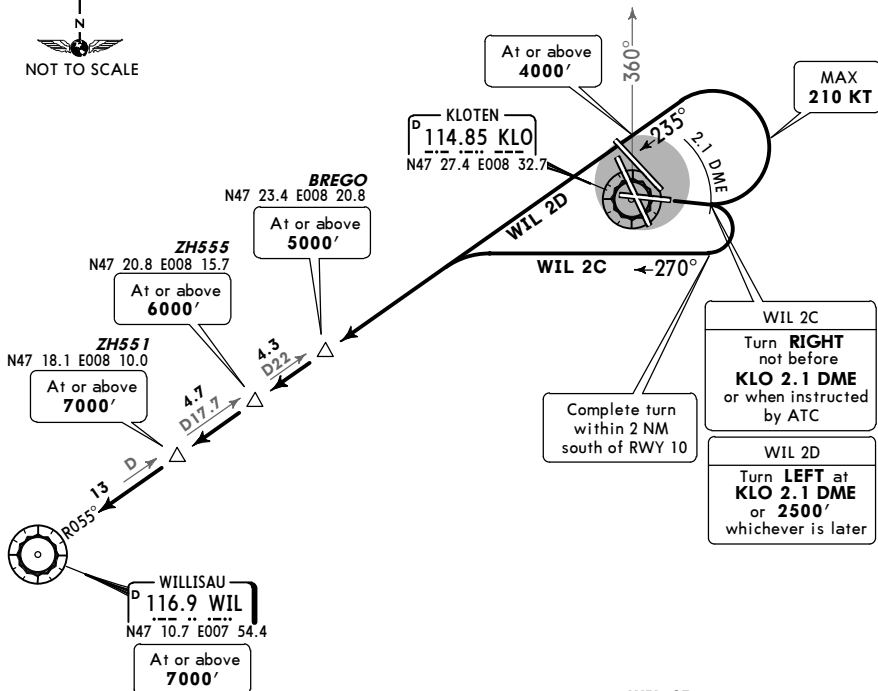
WILLISAU 2D (WIL 2D)

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'**

**ROUTING**

| SID                                                                       | ROUTING                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>WIL 2C</b><br>FOR PROPELLER<br>AIRCRAFT IN VISUAL<br>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. |
| <b>WIL 2D</b>                                                             | 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.

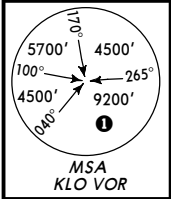
LSZH/ZRH  
ZURICH

JEPPESSEN  
5 DEC 14 (10-3Q1)

Eff 11 Dec

ZURICH, SWITZERLAND  
SID

|                                |                   |                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ZURICH<br>Departure<br>125.950 | Apt Elev<br>1417' | Trans level: By ATC Trans alt: 7000'<br>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.<br>4. EXPECT close-in obstacles. |
|--------------------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



WILLISAU 2G (WIL 2G)  
WILLISAU 2M (WIL 2M)  
RWYS 34, 32 DEPARTURES  
**SPEED MAX 250 KT BELOW FL100**



TRASADINGEN  
D (H) 114.3 TRA  
N47 41.4 E008 26.2

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.
- 4 A380 only: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.

MAX  
210 KT

WIL 2G  
At or above  
3500' 1  
WIL 2M  
At or above  
3500' 1

BREGO  
N47 23.4 E008 20.8  
At or above  
5000'

ZH555  
N47 20.8 E008 15.7  
At or above  
6000'

ZH551  
N47 18.1 E008 10.0  
At or above  
7000'

KLOTEN  
D 114.85 KLO  
N47 27.4 E008 32.7



WILLISAU  
D 116.9 WIL  
N47 10.7 E007 54.4  
WIL 2M  
At or above  
7000'

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. |

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'

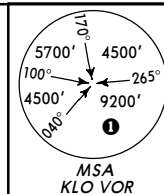
1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.
4. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

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

BREGO  
N47 23.4 E008 20.8

At or above  
5000'

ZH555  
N47 20.8 E008 15.7

At or above  
6000'

ZH551  
N47 18.1 E008 10.0

At or above  
7000'



WILLISAU  
116.9 WIL  
N47 10.7 E007 54.4

At or above  
7000'

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

At KLO  
R-180/R-360  
at or above  
4000'

MAX  
210 KT

WIL 2Q ← 270°  
3 DME

WIL 2Q

Turn **RIGHT**  
not before  
KLO 1 DME  
or when instructed  
by ATC

WIL 3R

At 2000'  
but not  
before  
KLO 1 DME

Initial climb clearance **5000'**

SID

ROUTING

WIL 2Q  
FOR PROPELLER  
AIRCRAFT IN VISUAL  
CONDITIONS ONLY ①

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.

① 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

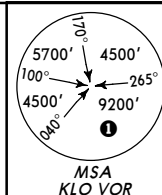
Apt Elev  
1417'

Trans level: By ATC Trans alt: 7000'

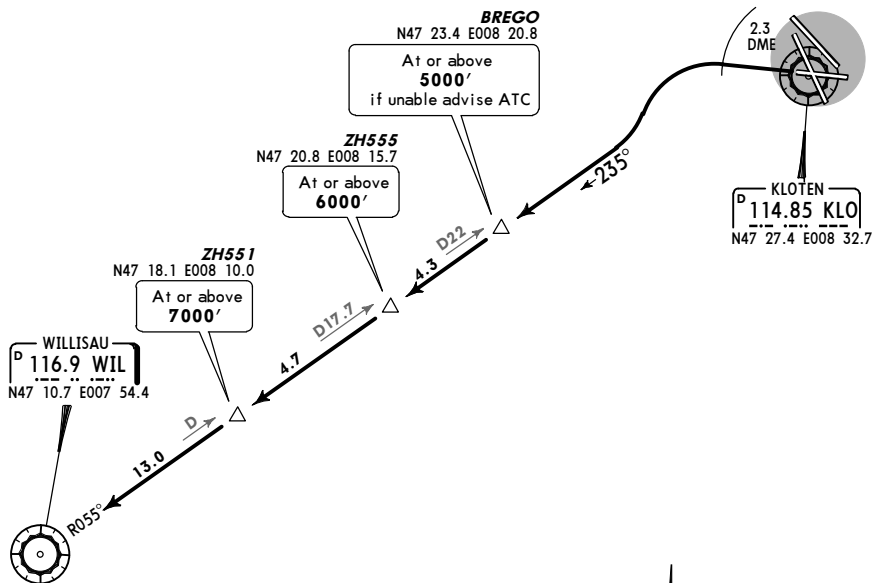
1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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

JEPPESSEN

ZURICH, SWITZERLAND

5 DEC 14

(10-3Q4)

Eff 11 Dec

SID

ZURICH

Departure  
125.950

Apt Elev  
1417'

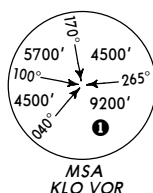
Trans level: By ATC Trans alt: 7000'

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

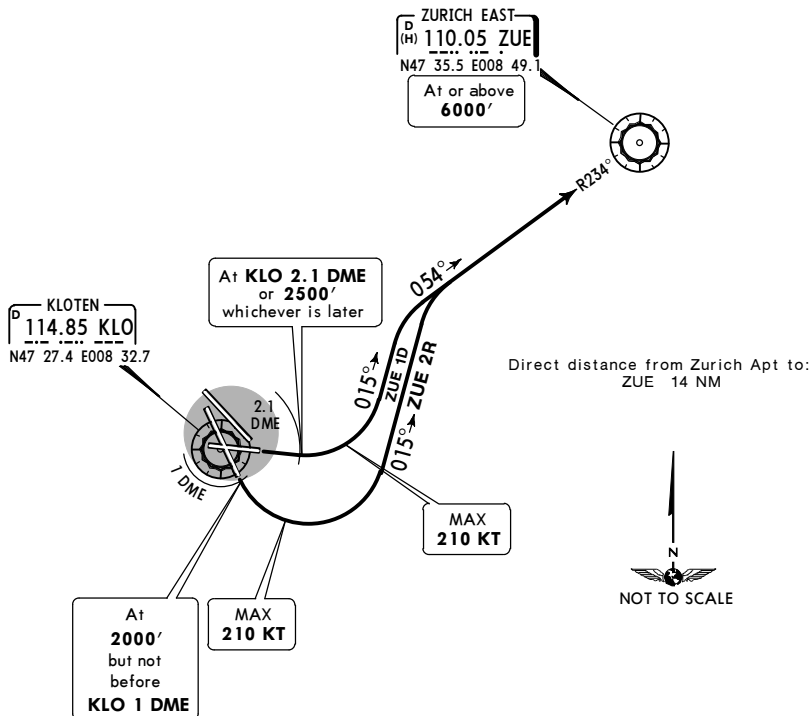
ZURICH EAST 1D (ZUE 1D)

ZURICH EAST 2R (ZUE 2R)

RWYS 10, 16 DEPARTURES

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

**SPEEDS 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

JEPPesen

ZURICH, SWITZERLAND

9 OCT 15

(10-3S)

Eff 15 Oct

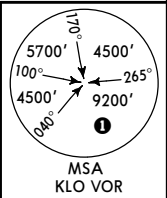
SID

|                                |                   |                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ZURICH<br>Departure<br>125.950 | Apt Elev<br>1417' | Trans level: By ATC    Trans alt: 7000'<br>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.<br>4. EXPECT close-in obstacles. |
|--------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

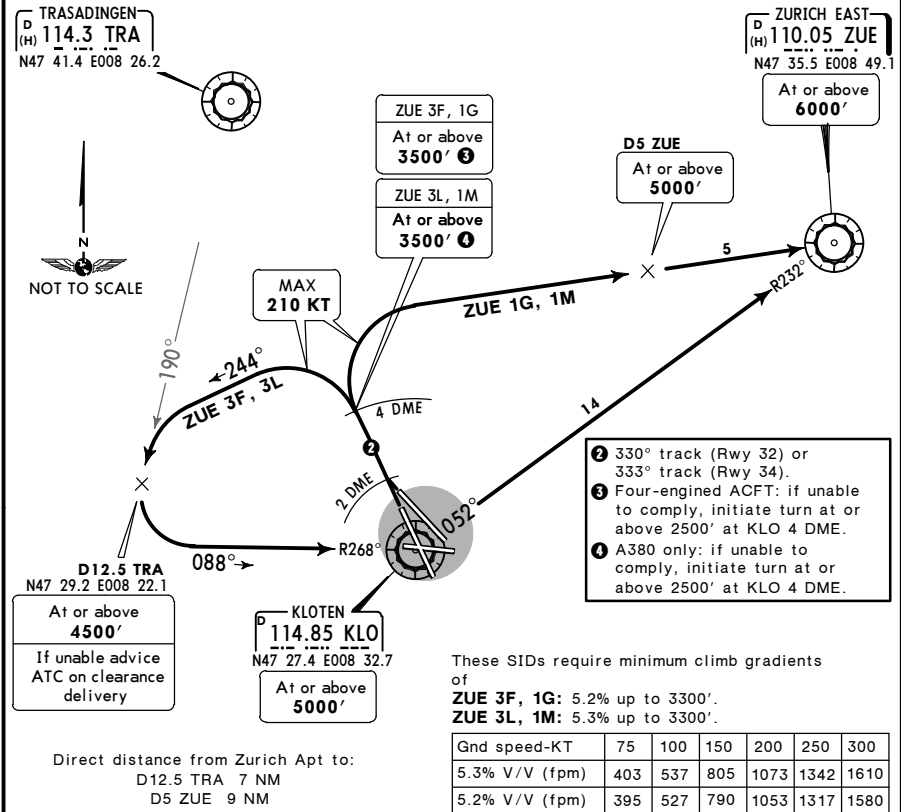
ZURICH EAST 3F (ZUE 3F)  
ZURICH EAST 1G (ZUE 1G)  
ZURICH EAST 3L (ZUE 3L)  
ZURICH EAST 1M (ZUE 1M)  
RWYS 34, 32 DEPARTURES

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

**SPEED: MAX 250 KT BELOW FL100**



① 5900' within 17 DME



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

JEPPESSEN

ZURICH, SWITZERLAND

9 OCT 15

10-3T

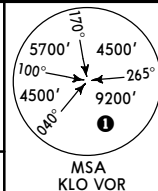
Eff 15 Oct

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.



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 110.05 ZUE  
(H) 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

253°

KLOTEN  
D 114.85 KLO  
N47 27.4 E008 32.7

052°

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

JEPPESSEN  
5 DEC 14 (10-3U)

Eff 11 Dec

ZURICH, SWITZERLAND

SID

ZURICH  
Departure  
125.950

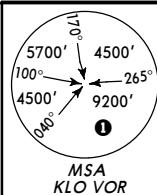
Apt Elev  
1417'

Trans level: By ATC Trans alt: 7000'  
1. When instructed contact ZURICH Departure.  
2. 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.

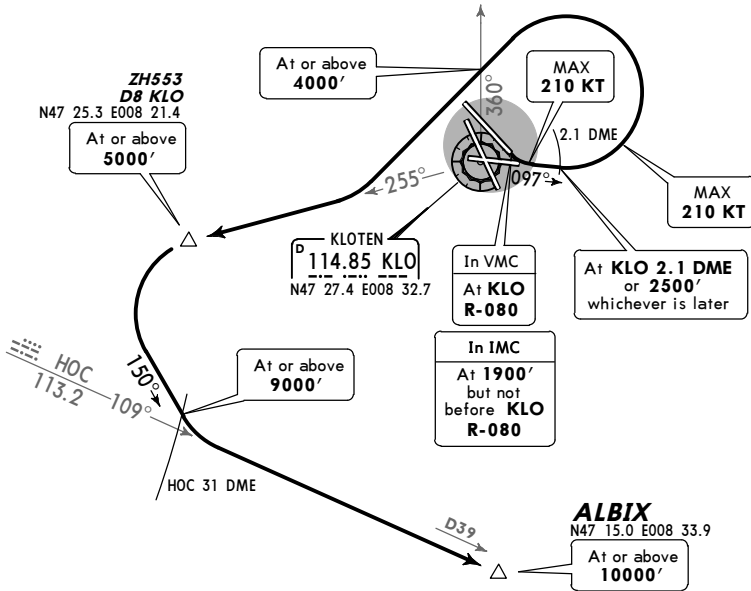
ALBIX 2A [ALB12A]  
RWY 14 DEPARTURE

**~~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.

LSZH/ZRH  
ZURICH

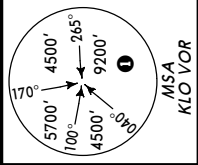
JEPPesen  
5 DEC 14 (10-3V) Eff 11 Dec

ZURICH, SWITZERLAND  
SID

|                                |                   |
|--------------------------------|-------------------|
| ZURICH<br>Departure<br>125.950 | Apt Elev<br>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.



5900' within  
17 DME

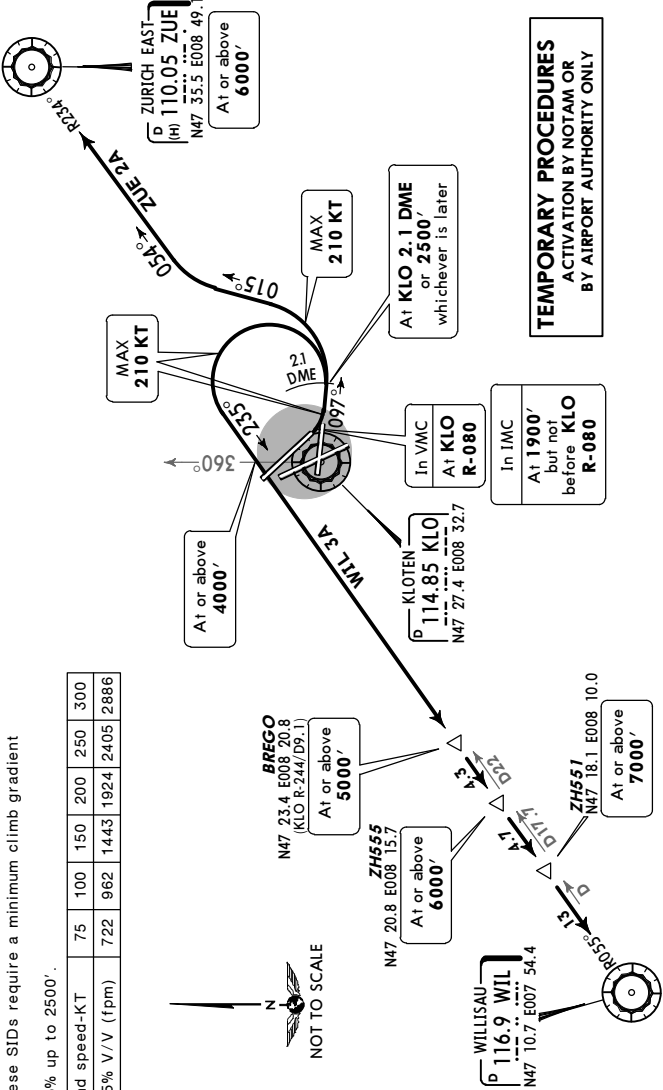
WILLISAU 3A (WIL 3A)  
ZURICH EAST 2A (ZUE 2A)  
RWY 14 DEPARTURES  
FOR ROUTE CONTINUATION AFTER ZUE  
REFER TO CHARTS 10-3W & 10-X1

**SPEED MAX 250 KT BELOW FL100**

|                                                                                                |                                                 |
|------------------------------------------------------------------------------------------------|-------------------------------------------------|
| Initial climb clearance 5000'                                                                  |                                                 |
| INITIAL CLIMB                                                                                  |                                                 |
| 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.                                         |                                                 |
| ROUTING                                                                                        |                                                 |
| SID                                                                                            |                                                 |
| WIL 3A                                                                                         | Intercept WIL R-055 inbound to WIL.             |
| ZUE 2A                                                                                         | 015° track, intercept ZUE R-234 inbound to ZUE. |

These SIDs require 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 |



TEMPORARY PROCEDURES  
ACTIVATION BY NOTAM OR  
BY AIRPORT AUTHORITY ONLY

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

At KLO 2.1 DME  
or 2500'  
whichever is later

In VMC  
At KLO  
R-080

BREGO  
N47 23.4 E008 20.8  
(KLO R-244/D9.1)  
At or above  
5000'

ZH555  
N47 20.8 E008 15.7  
At or above  
6000'

ZH551  
N47 18.1 E008 10.0  
At or above  
7000'

WILLISAU  
116.9 WIL  
N47 10.7 E007 54.4

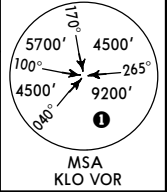
LSZH/ZRH  
ZURICH

JEPPESSEN  
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.



ZURICH EAST  
(H) 110.05 ZUE  
N47 35.5 E008 49.1



KLOTEN  
114.85 KLO  
N47 27.4 E008 32.7

ROMIR  
N47 42.8 E009 06.5

DEGES  
N47 24.8 E009 12.1  
At or above  
8000'

ALAGO  
N47 48.0 E009 27.8

BIKBI  
N47 58.3 E009 27.7

MINGA  
N48 10.0 E009 27.7

ARSUT  
N48 10.0 E009 19.7

LOKTA  
N48 10.0 E009 11.0

ETAGO  
N48 43.7 E009 27.6

SUDEN  
N48 31.8 E009 27.7

BODAN  
N47 35.3 E009 27.1

ROMGA  
N47 29.4 E009 24.2

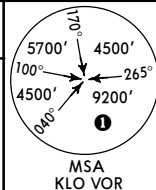
LSZH/ZRH  
ZURICH

JEPPESSEN  
21 AUG 15 (10-3X)

ZURICH, SWITZERLAND  
TRANSITION

Apt Elev  
1417'

Trans level: By ATC Trans alt: 7000'

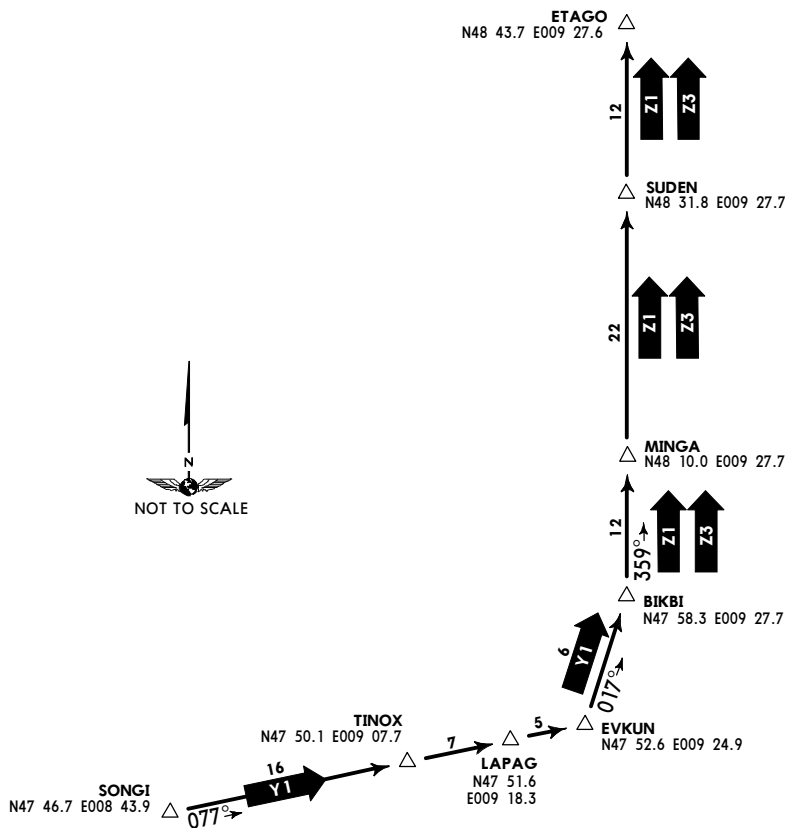


1 5900' within  
17 DME

## NORTHBOUND TRANSITION ROUTES AFTER SONGI

RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100

**SPEED: MAX 250 KT BELOW FL100**



KLOTEN  
P 114.85 KLO  
N47 27.4 E008 32.7





LSZH/ZRH

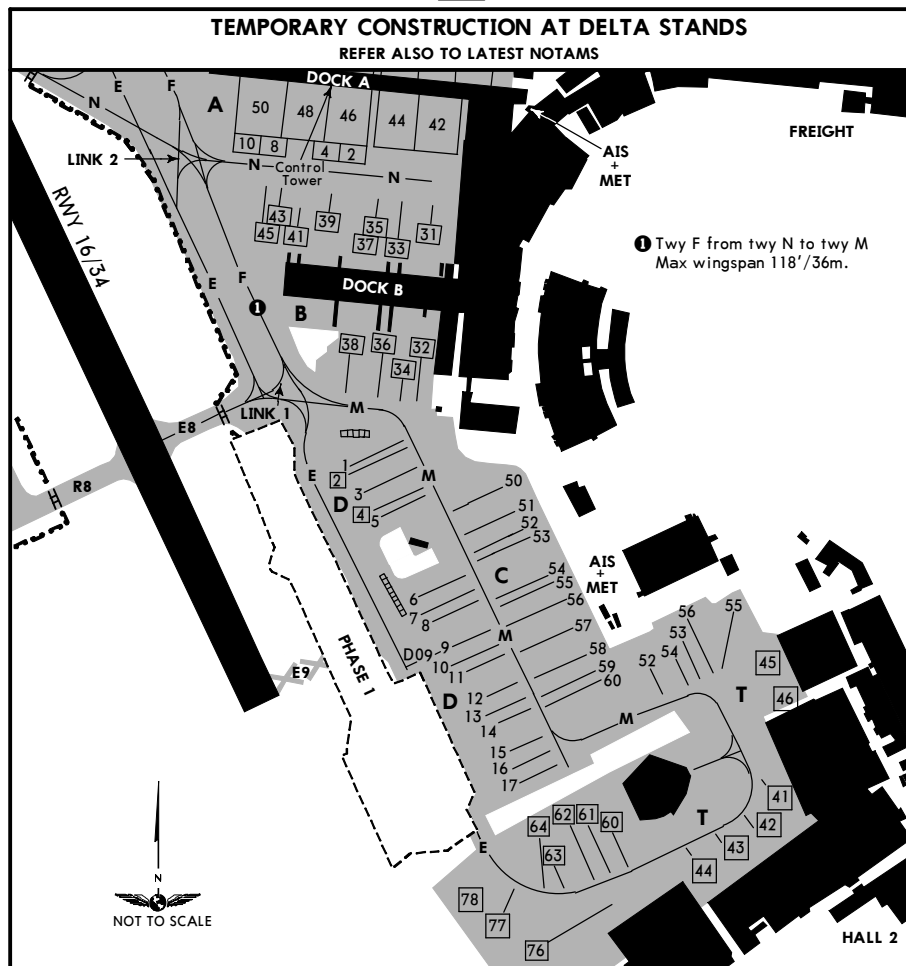
JEPPesen

ZURICH, SWITZERLAND

4 MAR 16

10-8

ZURICH



#### PHASE 1:

Rwy 16: Exit twy E9 closed.

Take off rwy 34 via intersection twy E8 with TORA 10,728'/3270m.

For full length backtrack rwy 34 with LEFT turn at rwy end.

Advice ZURICH Delivery on 121.925 if full length rwy 34 is required.

Twy E South of Twy E8 used up to code C aircraft only (Max wingspan 118'/36m).

No centre line light provided.

Taxi with CAUTION.

Stand D09 TEMPO used as bypass between twy M and twy E up to code C aircraft only (Max wingspan 118'/36m).

Work in progress twy E South of twy E9. Stands D10 to D17 push-back only.

LSZH/ZRH

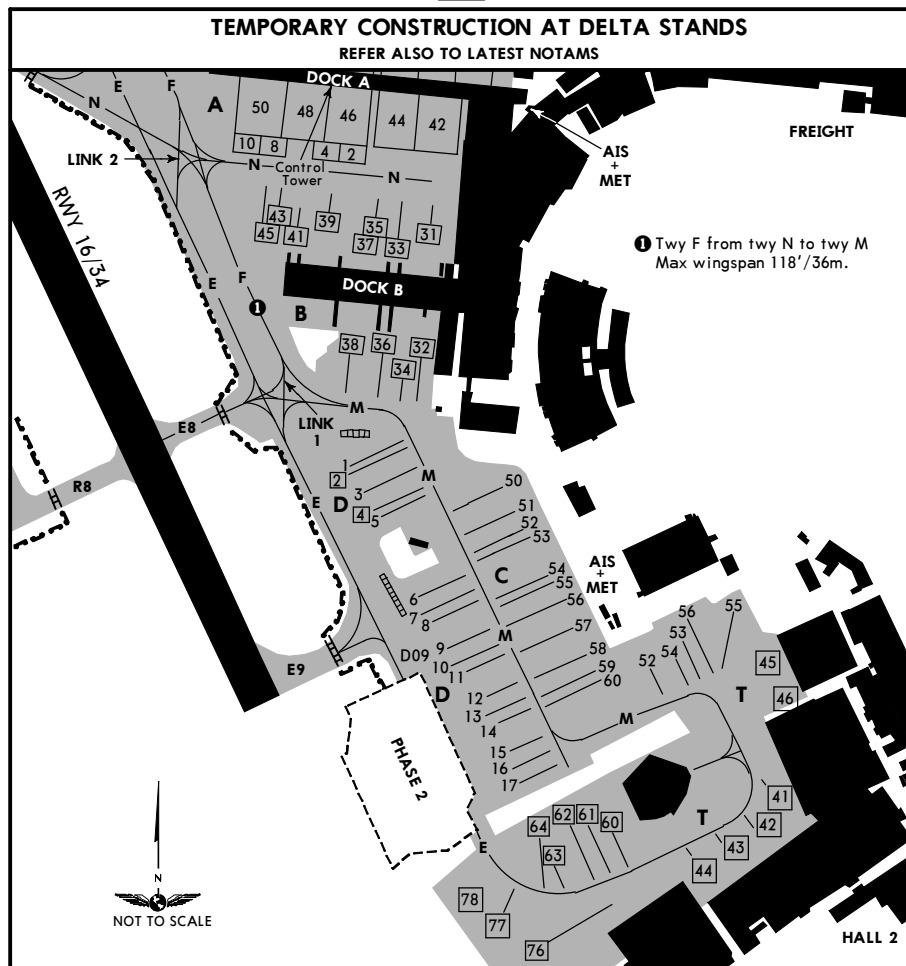
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ZURICH, SWITZERLAND

4 MAR 16

10-8A

ZURICH



## PHASE 2:

Twy E9 reopened.

Twy E closed between twy E9 and maintenance area.

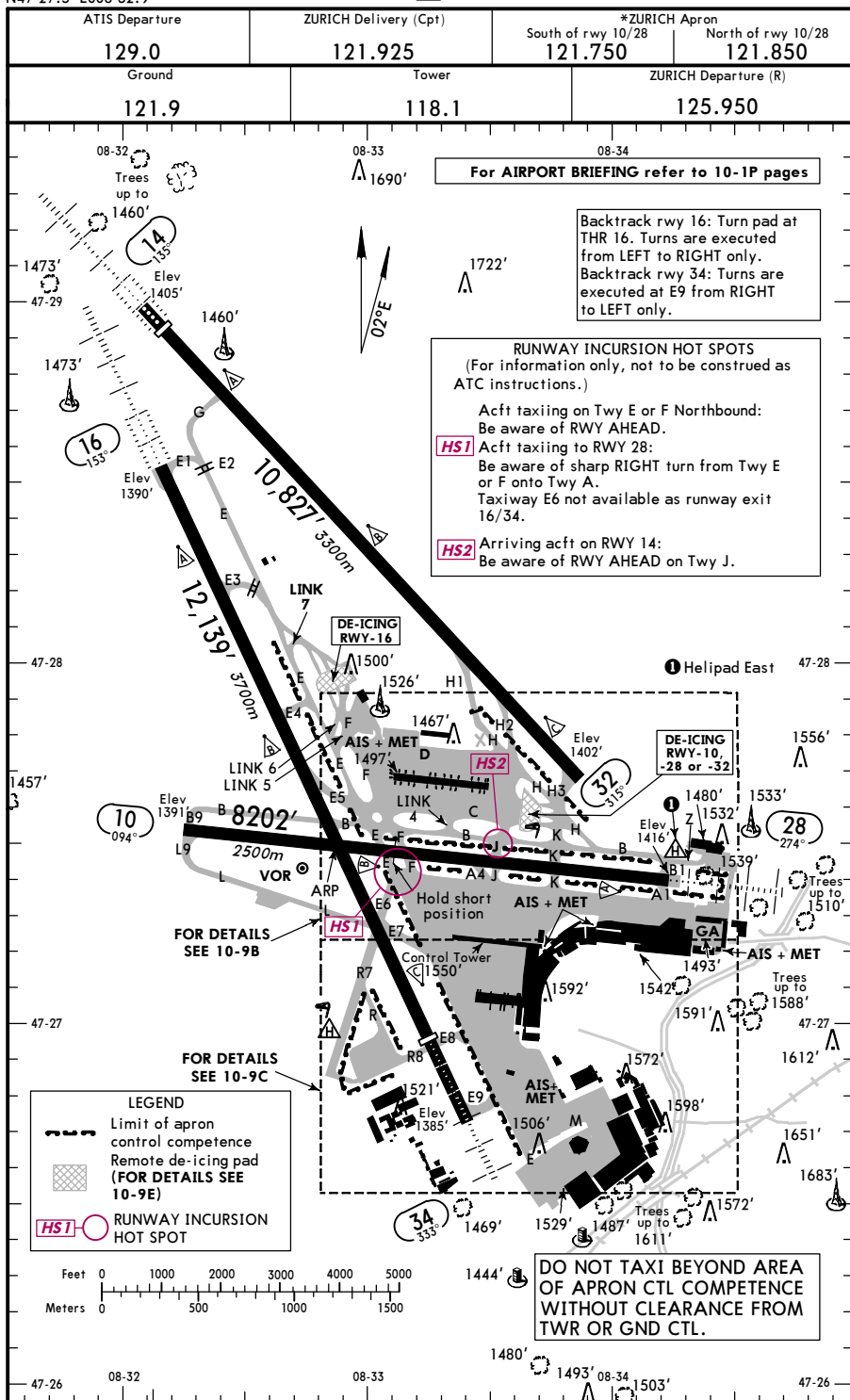
Stand D09 TEMPO used as bypass between twy M and twy E up to code C aircraft only (Max wingspan 118'/36m).

Work in progress twy E South of twy E9. Stands D10 to D17 pushback only.

LSZH/ZRH  
Apt Elev 1417'  
N47 27.5 E008 32.9

JEPPSEN  
5 DEC 14 (10-9) Eff 11 Dec

ZURICH, SWITZERLAND  
ZURICH



LSZH/ZRH

| ADDITIONAL RUNWAY INFORMATION         |    |                                                    |               | USABLE LENGTHS |  | TAKE-OFF | WIDTH    |
|---------------------------------------|----|----------------------------------------------------|---------------|----------------|--|----------|----------|
| RWY                                   |    | LANDING BEYOND                                     |               |                |  |          |          |
|                                       |    | Threshold                                          | Glide Slope   |                |  |          |          |
| 10                                    | 1  | RL (45m) CL (15m)                                  |               |                |  |          | 197' 60m |
|                                       | 28 | HIRL (45m) CL (15m) HIALS 2 PAPI-L (3.3°) REIL RVR |               | 7205' 2196m    |  | 3        |          |
| 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' 60m |
|                                       | 32 | HIRL (30m) CL (15m) PAPI-L (3.5°) REIL RVR         |               |                |  |          |          |
| 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' 60m |
|                                       | 34 | HIRL (30m) CL (15m) HIALS PAPI-L (3.3°) REIL RVR   | 10,597' 3230m | 9686' 2952m    |  |          |          |
| 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<br>LVP must be in Force                                                                                                                                                                                           |                        |         |          | All Rwys 2            |                |
| Approved Operators 3<br>HIRL, CL & mult. RVR req                                                                                                                                                                                      | RL, CL & mult. RVR req | RL & CL | RL or CL | RCLM (DAY only) or RL | NIL (DAY only) |
| A                                                                                                                                                                                                                                     |                        |         | 250m     | 400m                  | 500m           |
| B                                                                                                                                                                                                                                     | 125m                   | 150m    | 300m     |                       | 600m           |
| C                                                                                                                                                                                                                                     |                        |         | 400m     |                       |                |
| D                                                                                                                                                                                                                                     | 150m                   | 200m    | 250m     | 400m                  | 800m           |
| <b>1</b> Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.<br><b>2</b> Take-off rwy 14 is subject to activation by airport authority.<br><b>3</b> With approved guidance system: ABCD 75m. |                        |         |          |                       |                |

LSZH/ZRH

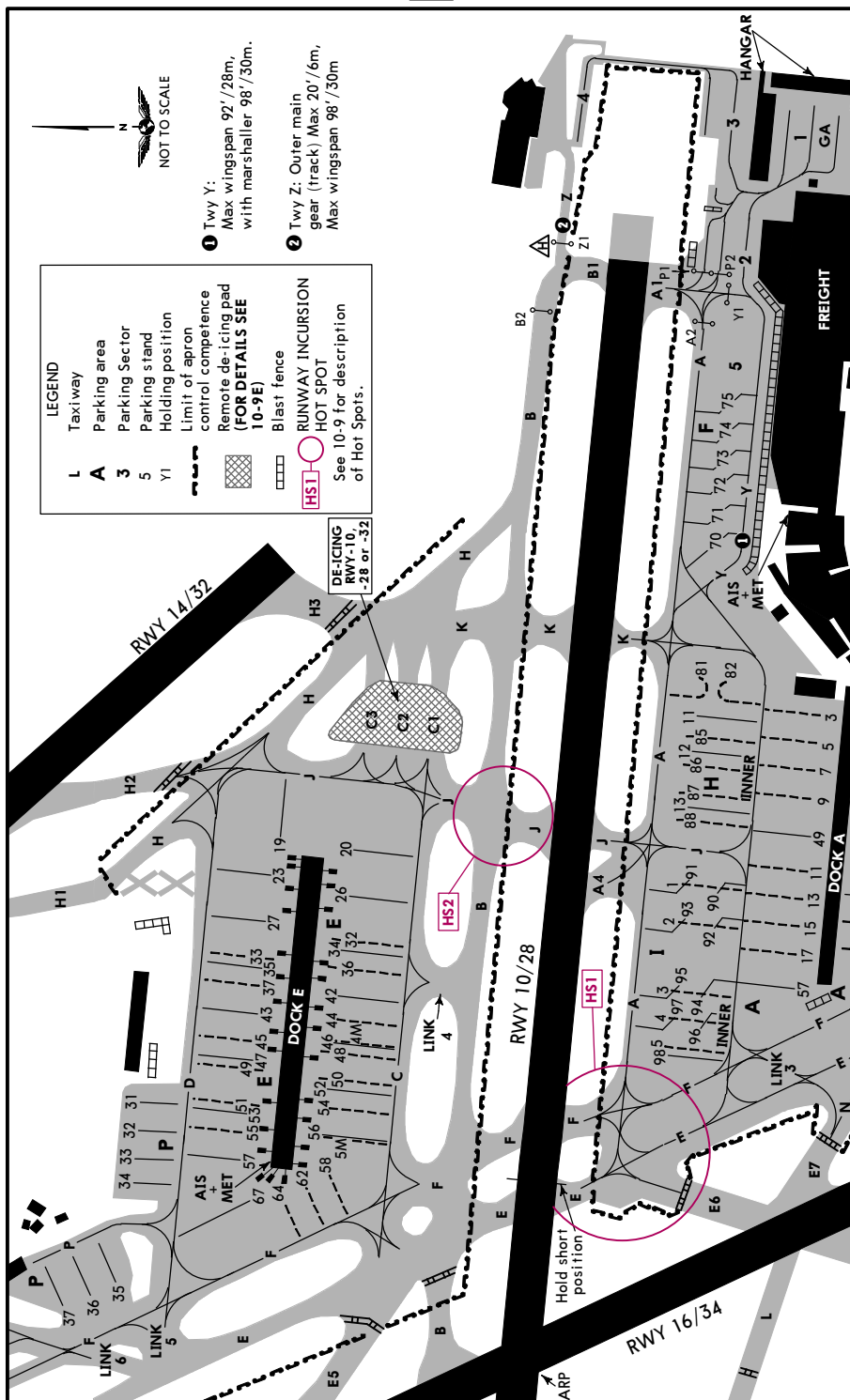
13 MAY 16

10-9B

**Eff 26 May**

**ZURICH, SWITZERLAND**

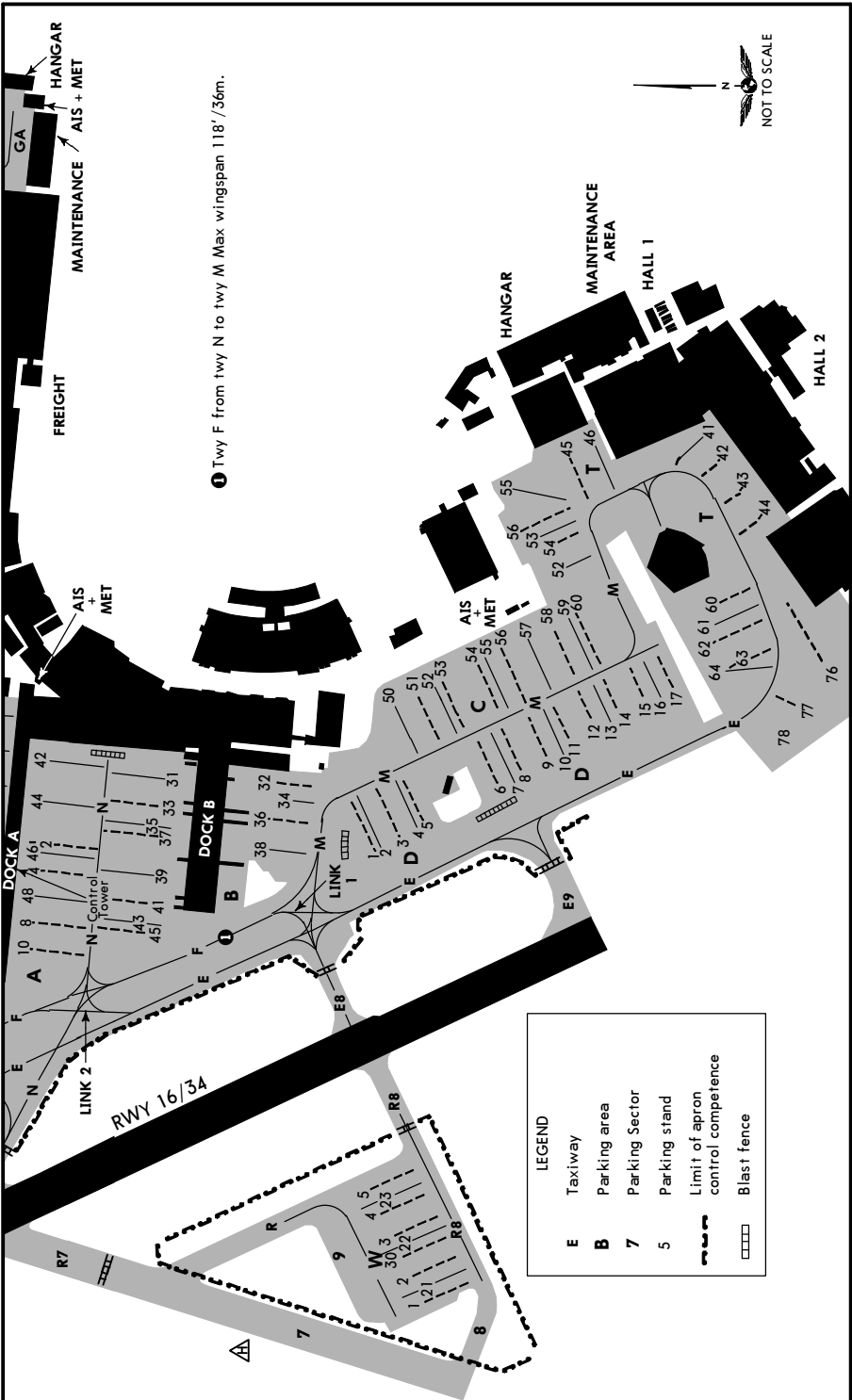
ZURICH



CHANGES: Stands withdrawn.

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LSZH/ZRH

13 MAY 16



JEPPESSEN

10-9D

Eff 26 May

ZURICH, SWITZERLAND

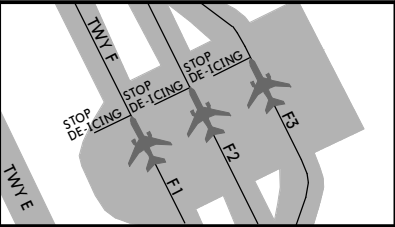
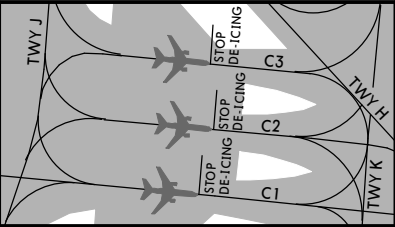
ZURICH

| INS COORDINATES |                    |              |                    |
|-----------------|--------------------|--------------|--------------------|
| STAND No.       | COORDINATES        | STAND No.    | COORDINATES        |
| A02             | N47 27.2 E008 33.5 | E51          | N47 27.7 E008 33.2 |
| A03             | N47 27.2 E008 33.7 | E52          | N47 27.6 E008 33.2 |
| A04             | N47 27.2 E008 33.5 | E53          | N47 27.7 E008 33.2 |
| A05, A07        | N47 27.2 E008 33.6 | E54          | N47 27.6 E008 33.2 |
| A08             | N47 27.2 E008 33.4 | E55 thru E57 | N47 27.7 E008 33.1 |
| A09             | N47 27.2 E008 33.6 | E58          | N47 27.6 E008 33.1 |
| A10             | N47 27.2 E008 33.4 | E62 thru E67 | N47 27.7 E008 33.1 |
| A11             | N47 27.2 E008 33.5 | F70 thru F72 | N47 27.3 E008 33.9 |
| A13, A15        | N47 27.2 E008 33.4 | F73, F74     | N47 27.3 E008 34.0 |
| A17             | N47 27.3 E008 33.4 | F75          | N47 27.3 E008 34.1 |
| A42             | N47 27.2 E008 33.6 | H11          | N47 27.3 E008 33.7 |
| A44             | N47 27.2 E008 33.6 | H12, H13     | N47 27.4 E008 33.6 |
| A46             | N47 27.2 E008 33.5 | H81, H82     | N47 27.3 E008 33.7 |
| A48, A49        | N47 27.2 E008 33.5 | H85, H86     | N47 27.3 E008 33.6 |
| A57             | N47 27.3 E008 33.3 | H87, H88     | N47 27.4 E008 33.6 |
| B31             | N47 27.1 E008 33.6 | I01          | N47 27.4 E008 33.5 |
| B32             | N47 27.0 E008 33.6 | I02, I03     | N47 27.4 E008 33.4 |
| B33             | N47 27.1 E008 33.6 | I04, I05     | N47 27.4 E008 33.3 |
| B34             | N47 27.0 E008 33.6 | I90          | N47 27.3 E008 33.4 |
| B35             | N47 27.1 E008 33.5 | I91          | N47 27.4 E008 33.5 |
| B36             | N47 27.0 E008 33.5 | I92          | N47 27.3 E008 33.4 |
| B37             | N47 27.1 E008 33.5 | I93          | N47 27.4 E008 33.4 |
| B38             | N47 27.0 E008 33.5 | I94          | N47 27.3 E008 33.3 |
| B39             | N47 27.1 E008 33.5 | I95          | N47 27.4 E008 33.4 |
| B41 thru B45    | N47 27.1 E008 33.4 | I96 thru I98 | N47 27.4 E008 33.3 |
| C50 thru C53    | N47 26.9 E008 33.7 | P31, P32     | N47 27.8 E008 33.2 |
| C54, C55        | N47 26.8 E008 33.7 | P33, P34     | N47 27.8 E008 33.1 |
| C56 thru C59    | N47 26.8 E008 33.8 | P35, P36     | N47 27.8 E008 33.0 |
| C60             | N47 26.7 E008 33.8 | P37          | N47 27.9 E008 32.9 |
| D01 thru D05    | N47 26.9 E008 33.5 | T41 thru T43 | N47 26.6 E008 34.0 |
| D06 thru D10    | N47 26.8 E008 33.6 | T44          | N47 26.6 E008 33.9 |
| D11 thru D13    | N47 26.7 E008 33.6 | T45, T46     | N47 26.8 E008 34.0 |
| D14 thru D17    | N47 26.7 E008 33.7 | T52          | N47 26.8 E008 33.8 |
| E4M             | N47 27.6 E008 33.3 | T53, T54     | N47 26.8 E008 33.9 |
| E5M             | N47 27.6 E008 33.1 | T55          | N47 26.8 E008 34.0 |
| E19             | N47 27.7 E008 33.5 | T56          | N47 26.8 E008 33.9 |
| E20             | N47 27.6 E008 33.5 | T60 thru T62 | N47 26.6 E008 33.8 |
| E23             | N47 27.7 E008 33.5 | T63, T64     | N47 26.6 E008 33.7 |
| E26             | N47 27.6 E008 33.4 | T76          | N47 26.5 E008 33.8 |
| E27             | N47 27.7 E008 33.4 | T77          | N47 26.5 E008 33.7 |
| E32             | N47 27.6 E008 33.4 | T78          | N47 26.6 E008 33.6 |
| E33             | N47 27.7 E008 33.4 | W01          | N47 26.9 E008 32.9 |
| E34             | N47 27.6 E008 33.4 | W02, W03     | N47 26.9 E008 33.0 |
| E35             | N47 27.7 E008 33.4 | W04, W05     | N47 26.9 E008 33.1 |
| E36             | N47 27.6 E008 33.4 | W21, W22     | N47 26.9 E008 33.0 |
| E37             | N47 27.7 E008 33.3 | W23          | N47 26.9 E008 33.1 |
| E42             | N47 27.6 E008 33.3 | W30          | N47 26.9 E008 33.0 |
| E43             | N47 27.7 E008 33.3 |              |                    |
| E44             | N47 27.6 E008 33.3 |              |                    |
| E45             | N47 27.7 E008 33.3 |              |                    |
| E46             | N47 27.6 E008 33.3 |              |                    |
| E47             | N47 27.7 E008 33.2 |              |                    |
| E48             | N47 27.6 E008 33.2 |              |                    |
| E49             | N47 27.7 E008 33.2 |              |                    |
| E50             | N47 27.6 E008 33.2 |              |                    |

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**ZURICH, SWITZERLAND**  
**ZURICH**

**DE-ICING PADS**

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

LSZH/ZRH


**JEPPESSEN**  
 13 MAY 16 **(10-9F)** **Eff 26 May**

ZURICH, SWITZERLAND

ZURICH

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

### A. SYSTEM DESCRIPTION:

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

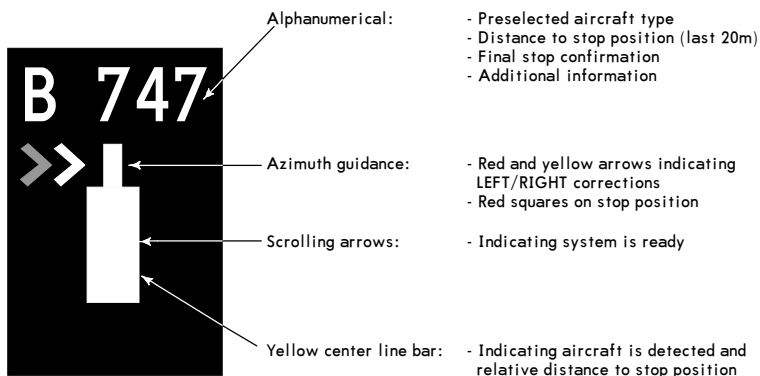
Azimuth guidance, continuous closing rate information, aircraft type etc. are shown on a single display visible for pilot and co-pilot.

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

### B. ROUTINE DOCKING MANOEUVRE:

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

In case of malfunction request assistance from APRON CONTROL.



### C. STOP AT PARKING POSITIONS C, D, F, H, I, P, T & W:

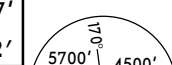
Stop bar markings are located to the LEFT with a 90 degree angle to the guide lines.

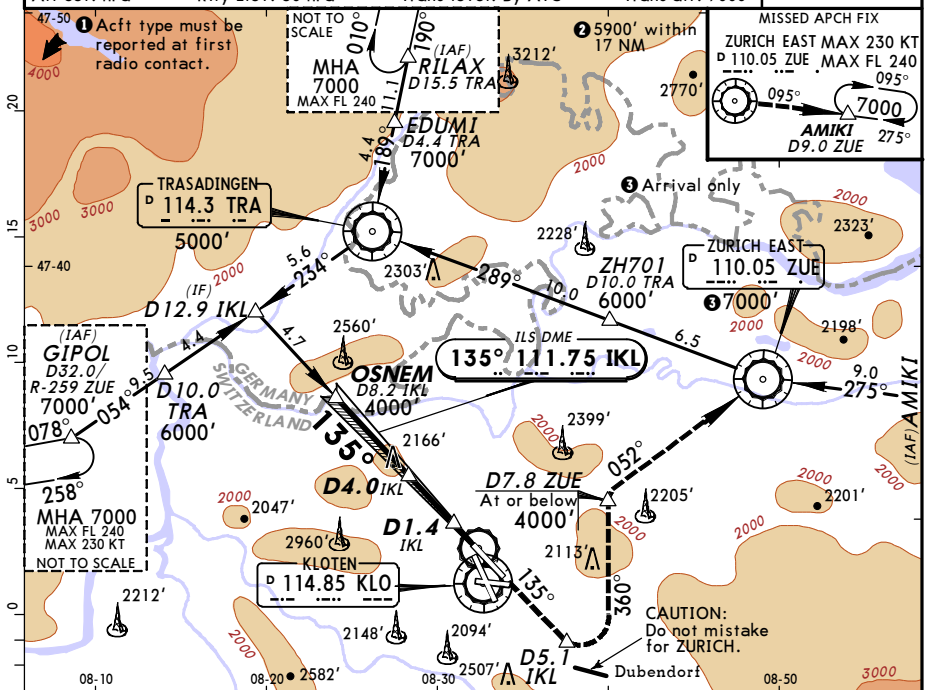
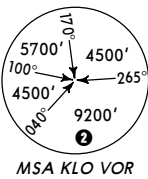
Aircraft has to be stopped with the pilot seat ABEAM the stop-bar.

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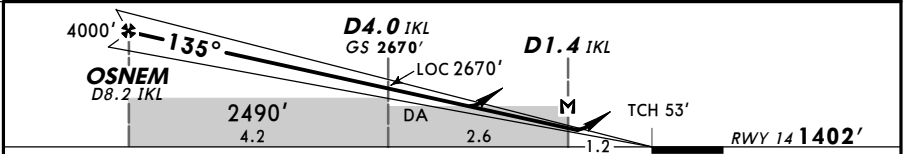
JEPPESEN  
6 FEB 15 11-1

ZURICH, SWITZERLAND  
ILS or LOC Rwy 14

| ATIS                                                                                                                                                                                                                                                                                          |  | ZURICH Arrival (APP/R) ❶         |  | ZURICH Tower                                  |  | Ground                                                                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------|--|-----------------------------------------------|--|-----------------------------------------------------------------------------------|
| 125.725                                                                                                                                                                                                                                                                                       |  | 118.0                            |  | 135.225                                       |  | 118.1                                                                             |
| 120.225                                                                                                                                                                                                                                                                                       |  | 121.9                            |  |                                               |  |                                                                                   |
| LOC<br>IKL<br><b>111.75</b>                                                                                                                                                                                                                                                                   |  | Final<br>Apch Crs<br><b>135°</b> |  | GS<br><b>D4.0 IKL</b><br><b>2670' (1268')</b> |  | ILS<br>RA 187'<br>DA(H)<br><b>1602' (200')</b>                                    |
|                                                                                                                                                                                                                                                                                               |  |                                  |  | Apt Elev 1417'<br><b>RWY 1402'</b>            |  |  |
| <b>MISSED APCH:</b> Initial climb clearance 4000'. Climb STRAIGHT AHEAD. At D5.1 IKL past the station, turn LEFT (MAX 210 KT) onto 360° to intercept R-232 ZUE inbound. At D7.8 ZUE continue climb to 7000'. Proceed to ZUE VOR. Cross ZUE VOR at MIM 6000' and intercept R-095 ZUE to AMIKI. |  |                                  |  |                                               |  |                                                                                   |
| Alt Set: hPa      Rwy Elev: 50 hPa      Trans level: By ATC      Trans alt: 7000'                                                                                                                                                                                                             |  |                                  |  |                                               |  |                                                                                   |



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



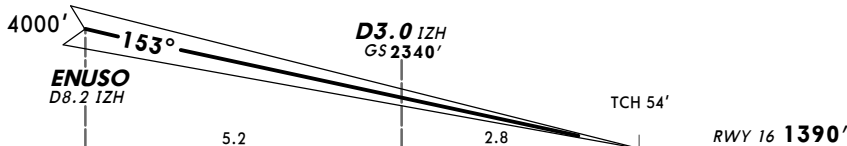
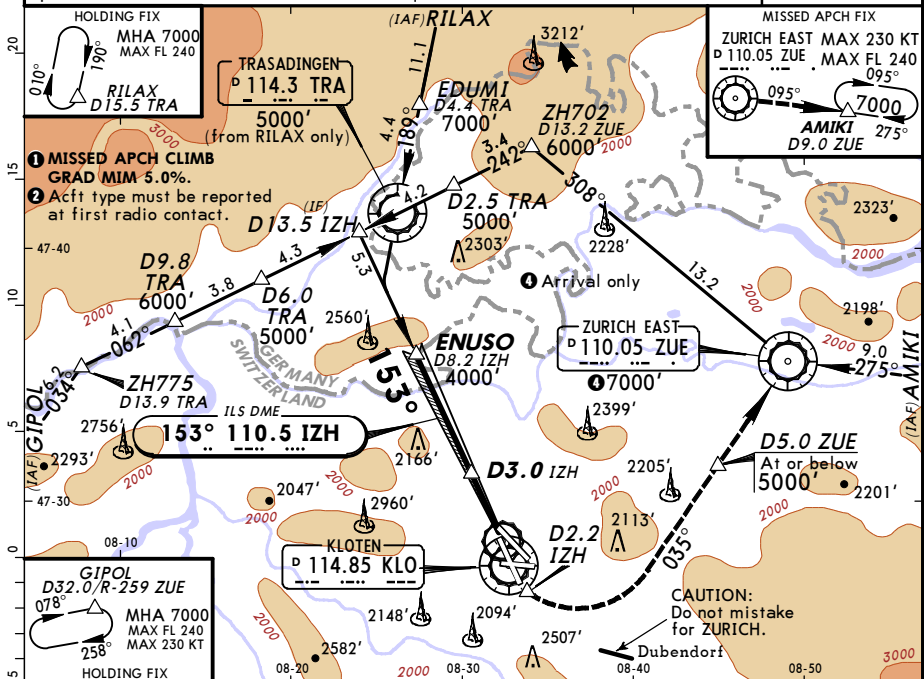
|                                   |     |     |     |     |     |     |                  |               |
|-----------------------------------|-----|-----|-----|-----|-----|-----|------------------|---------------|
| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 | HIALS-II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

| STRAIGHT-IN LANDING RWY 14           |           |  | LOC (GS out)              |  |
|--------------------------------------|-----------|--|---------------------------|--|
| RA 187'<br>DA(H) <b>1602' (200')</b> |           |  | DA(H) <b>1950' (548')</b> |  |
| FULL Limited ALS out                 |           |  | ALS out                   |  |
| PANS OPS<br>A<br>B<br>C<br>D         | RVR 550m  |  | RVR 1500m                 |  |
|                                      | RVR 750m  |  | RVR 1800m                 |  |
|                                      | RVR 1200m |  | CMV 2400m                 |  |

**PANS OPS**

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Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000' **③** 5900' within 17 NM  
Special Aircrew and Aircraft Certification Required.



| Gnd speed-Kts | 70  | 90  | 100 | 120 | 140 | 160 |
|---------------|-----|-----|-----|-----|-----|-----|
| Gs 3.00°      | 377 | 485 | 539 | 647 | 755 | 862 |
|               |     |     |     |     |     |     |

HIALS-II  
REIL PAPI  
D2.2  
12H  
↑

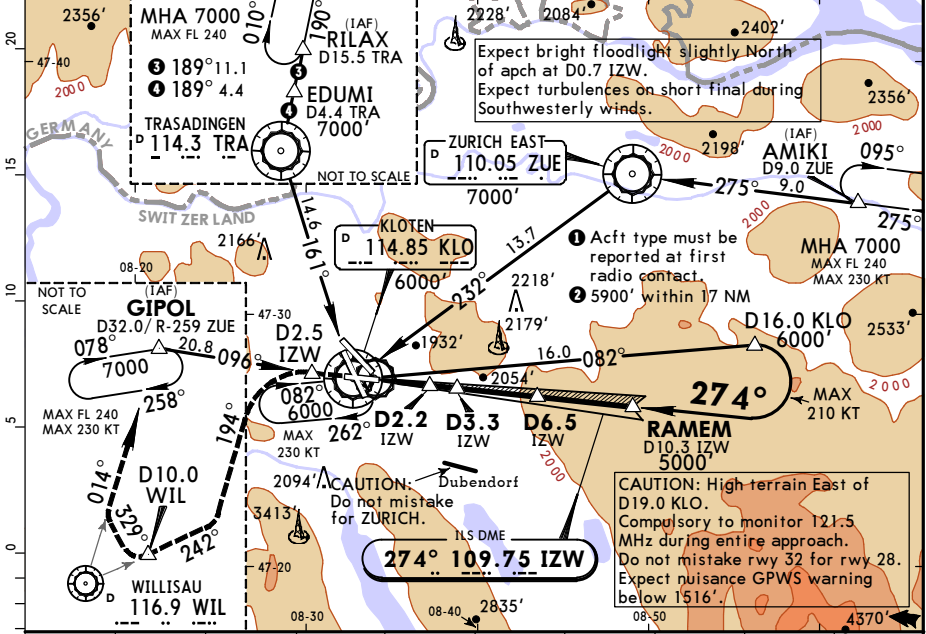
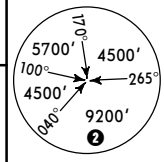
|                 |                                                            |                           |
|-----------------|------------------------------------------------------------|---------------------------|
| Standard        | STRAIGHT-IN LANDING RWY 16                                 |  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

|   |                                                                             |
|---|-----------------------------------------------------------------------------|
| 1 | Climb gradient up to 2300'.                                                 |
| 2 | Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m. |

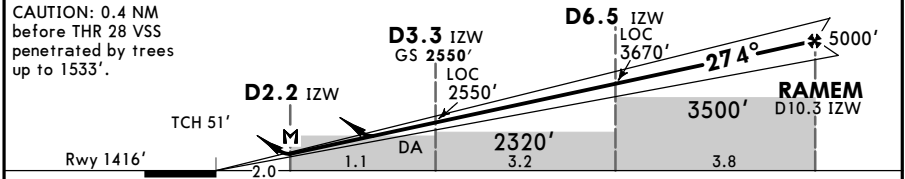
LSZH/ZRH  
ZURICH

**JEPPESN** **ZURICH, SWITZERLAND**  
4 SEP 15 **(11-3)** **Eff 17 Sep** **ILS OR LOC Rwy 28**

|                                                                                                                                                                                                                                                                         |                                           |                                 |                                      |                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|---------------------------------|--------------------------------------|-----------------------------|
| ATIS<br>125.725                                                                                                                                                                                                                                                         | ZURICH Arrival (APP/R) ①<br>118.0 135.225 |                                 | ZURICH Tower<br>118.1                | Ground<br>121.9             |
| LOC<br>IZW<br>109.75                                                                                                                                                                                                                                                    | Final<br>Apc Crs<br>274°                  | GS<br>D3.3 IZW<br>2550' (1134') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 1417'<br>Rwy 1416' |
| <b>MISSED APCH:</b> Initial climb to 4000'. Climb STRAIGHT AHEAD. At D2.5 IZW past the station turn LEFT (MAX 210 KT) onto 194°, then continue climb to 7000'. Intercept R-062 WIL inbound. At D10.0 WIL turn RIGHT onto 329° to intercept R-014 WIL. Proceed to GIPOL. |                                           |                                 |                                      |                             |
| Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 7000'<br>Uncategorized ILS approach due to non-instrument runway.                                                                                                                                          |                                           |                                 |                                      | MSA KLO VOR                 |



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



|                   |       |     |     |     |     |     |                    |  |          |
|-------------------|-------|-----|-----|-----|-----|-----|--------------------|--|----------|
| Gnd speed-Kts     | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>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     |  |  |  | LOC (GS out)                   |  |  |  |
|--------------------------------------------|--|--|--|--------------------------------|--|--|--|--------------------------------|--|--|--|
| Missed apch climb gradient min             |  |  |  | Missed apch climb gradient min |  |  |  | Missed apch climb gradient min |  |  |  |
| 4.0% DA(H) C:2084' (668') D:2094' (678')   |  |  |  | 3.9% up to 4900' 2.5%          |  |  |  | 3.9% up to 4900' 2.5%          |  |  |  |
| 2.5% DA(H) C:2853' (1437') D:2863' (1447') |  |  |  | DA(H) 2290' (874')             |  |  |  | DA(H) 3070' (1654')            |  |  |  |
| FULL/Limited                               |  |  |  | ALS out                        |  |  |  | ALS out                        |  |  |  |

|   |  |  |  |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|--|--|--|
| A |  |  |  |  |  |  |  |  |  |  |  |  |
| B |  |  |  |  |  |  |  |  |  |  |  |  |
| C |  |  |  |  |  |  |  |  |  |  |  |  |
| D |  |  |  |  |  |  |  |  |  |  |  |  |

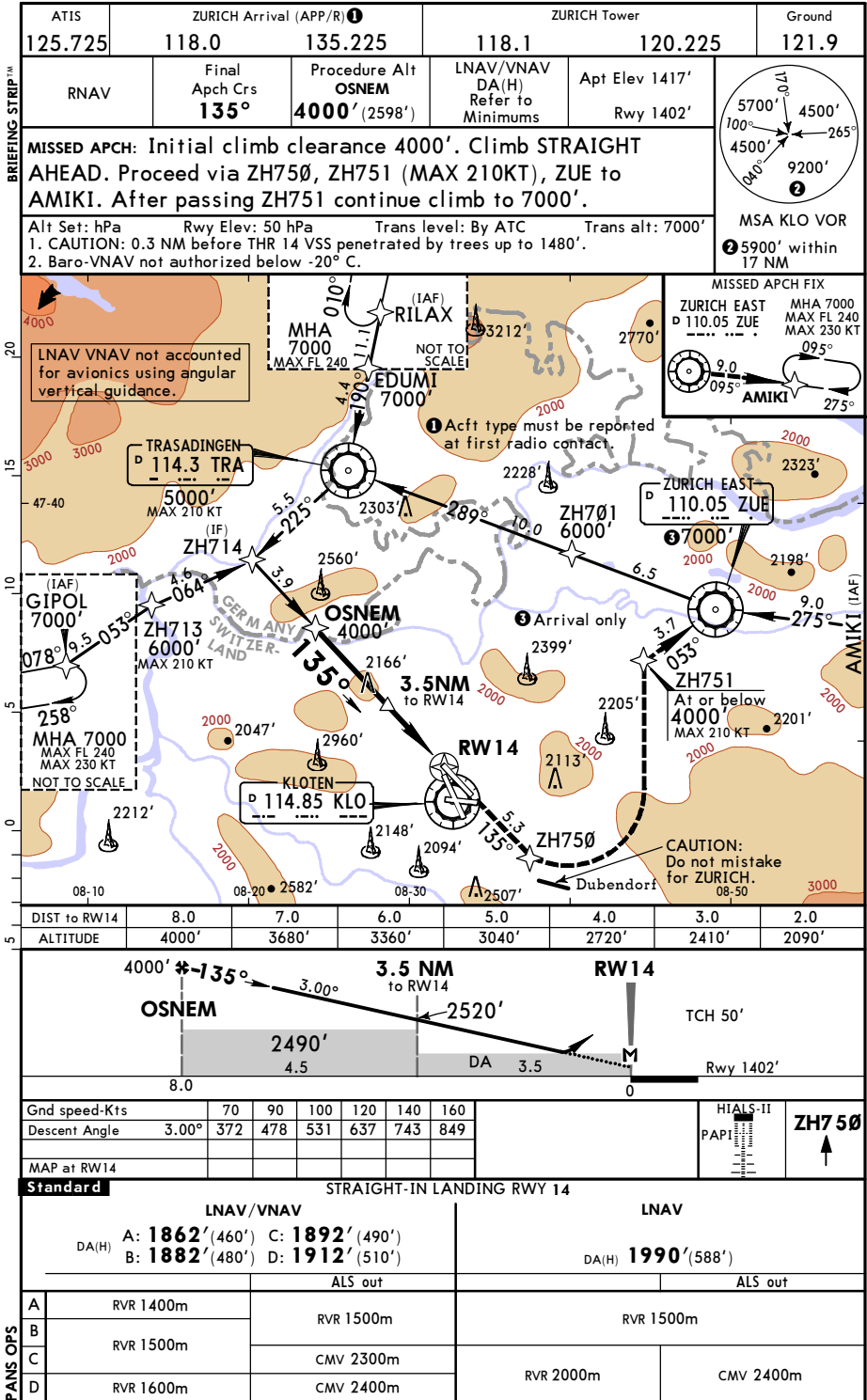
① Climb gradient up to 5200'. ② CAT A: 2061' (645'), CAT B: 2071' (655').  
③ CAT A: 2831' (1415'), CAT B: 2842' (1426').  
CHANGES: SMA. Minimums. © JEPPESN, 2006, 2015. ALL RIGHTS RESERVED.



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31 JUL 15 (12-1)

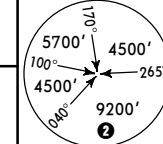
ZURICH, SWITZERLAND  
RNAV (GNSS) Rwy 14

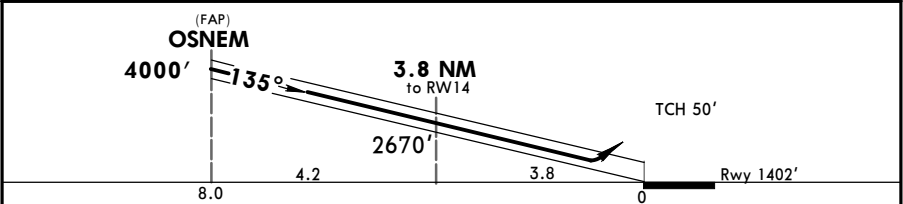
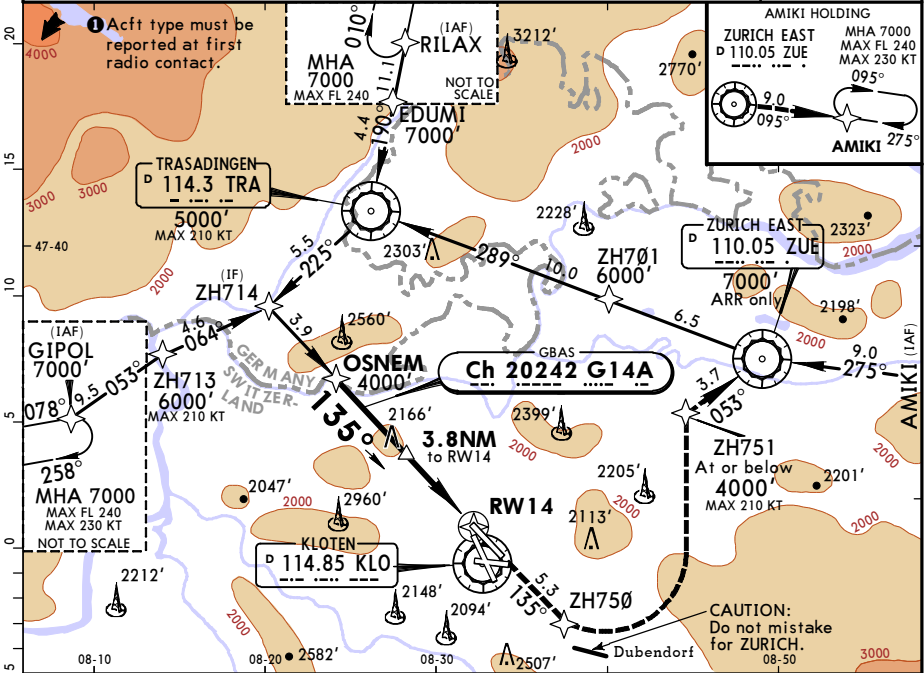


LSZH/ZRH  
ZURICH

20 NOV 15  
**JEPPesen**  
12-40

ZURICH, SWITZERLAND  
GLS Rwy 14

| ATIS                                                                                                                                                                        |  | ZURICH Arrival (APP/R) ❶  |  | ZURICH Tower                          |  | Ground                               |         |                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------|--|---------------------------------------|--|--------------------------------------|---------|-----------------------------------------------------------------------------------|
| 125.725                                                                                                                                                                     |  | 118.0                     |  | 135.225                               |  | 118.1                                | 120.225 | 121.9                                                                             |
| GBAS<br>Ch 20242<br>G14A                                                                                                                                                    |  | Final<br>Apch Crs<br>135° |  | Minimum Alt<br>OSNEM<br>4000' (2598') |  | GLS<br>DA(H)<br>Refer to<br>Minimums |         | Apt Elev 1417'<br><br>Rwy 1402'                                                   |
| <b>MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 4000'.<br/>Proceed via ZH750, ZH751 (MAX 210 KT), ZUE to AMIKI. After<br/>passing ZH751 continue climb to 7000'.</b> |  |                           |  |                                       |  |                                      |         |  |
| Alt Set: hPa                                                                                                                                                                |  | Rwy Elev: 50 hPa          |  | Trans level: By ATC                   |  | Trans alt: 7000'                     |         | ❷ 5900' within<br>17 NM                                                           |
| 1. GNSS required. 2. P-RNAV or RNAV1 certification required.                                                                                                                |  |                           |  |                                       |  |                                      |         |                                                                                   |



|                     |     |     |     |     |     |     |                                                                                     |  |                   |
|---------------------|-----|-----|-----|-----|-----|-----|-------------------------------------------------------------------------------------|--|-------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |  |  | <b>ZH750</b><br>↑ |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                                                                     |  |                   |
| MAP at DA           |     |     |     |     |     |     |                                                                                     |  |                   |

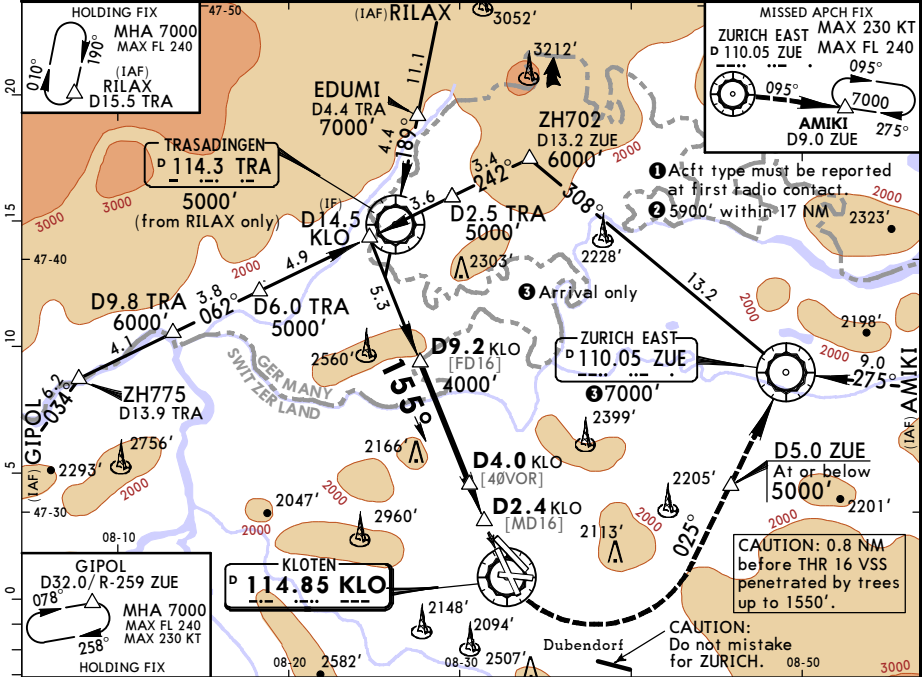
| Standard |          | STRAIGHT-IN LANDING RWY 14                            |           |                                        |           |
|----------|----------|-------------------------------------------------------|-----------|----------------------------------------|-----------|
|          |          | GLS                                                   |           |                                        |           |
|          |          | Missed apch<br>climb gradient min 3.0%<br>up to 2400' |           | Missed apch<br>climb gradient min 2.5% |           |
|          |          | A: <b>1614'</b> (212') C: <b>1634'</b> (232')         |           |                                        |           |
|          |          | DA(H) B: <b>1624'</b> (222') D: <b>1644'</b> (242')   |           |                                        |           |
|          |          | DA(H) <b>1602'</b> (200')                             |           |                                        |           |
|          |          | FULL                                                  |           | Limited                                |           |
|          |          | ALS out                                               |           | FULL/Limited                           |           |
|          |          | ALS out                                               |           | ALS out                                |           |
| A        | RVR 550m | RVR 750m                                              | RVR 1200m | RVR 750m                               | RVR 1200m |
| B        |          |                                                       |           |                                        |           |
| C        |          |                                                       |           |                                        |           |
| D        |          |                                                       |           |                                        | RVR 1300m |

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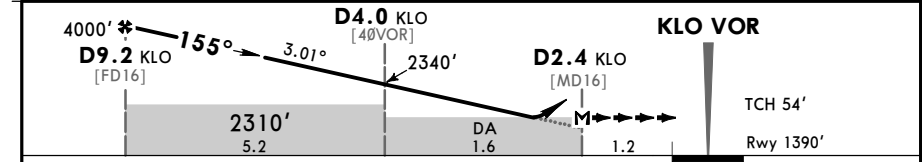
JEPPesen  
4 SEP 15 13-1 Eff 17 Sep

ZURICH, SWITZERLAND  
VOR Rwy 16

|                     |                                                                                                                                                                                                                                                            |                          |                           |                  |                |        |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------|------------------|----------------|--------|
| BRIEFING STRIP<br>™ | ATIS                                                                                                                                                                                                                                                       | ZURICH Arrival (APP/R) ❶ |                           | ZURICH Tower     |                | Ground |
|                     | 125.725                                                                                                                                                                                                                                                    | 118.0                    | 135.225                   | 118.1            |                | 121.9  |
|                     | VOR<br>KLO                                                                                                                                                                                                                                                 | Final<br>Apch Crs        | Procedure Alt<br>D9.2 KLO | DA(H)            | Apt Elev 1417' |        |
|                     | 114.85                                                                                                                                                                                                                                                     | 155°                     | 4000' (2610')             | 1950' (560')     | 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. |                          |                           |                  |                |        |
| Alt Set: hPa        | Rwy Elev: 50 hPa                                                                                                                                                                                                                                           | Trans level: By ATC      |                           | Trans alt: 7000' | MSA<br>KLO VOR |        |



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



|                     |     |     |     |     |     |     |                                                                                     |                     |            |
|---------------------|-----|-----|-----|-----|-----|-----|-------------------------------------------------------------------------------------|---------------------|------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |  | KLO 114.85 on R-335 | KLO 114.85 |
| Descent Angle 3.01° | 373 | 479 | 532 | 639 | 745 | 852 |                                                                                     |                     |            |
| MAP at D2.4 KLO     |     |     |     |     |     |     |                                                                                     |                     |            |

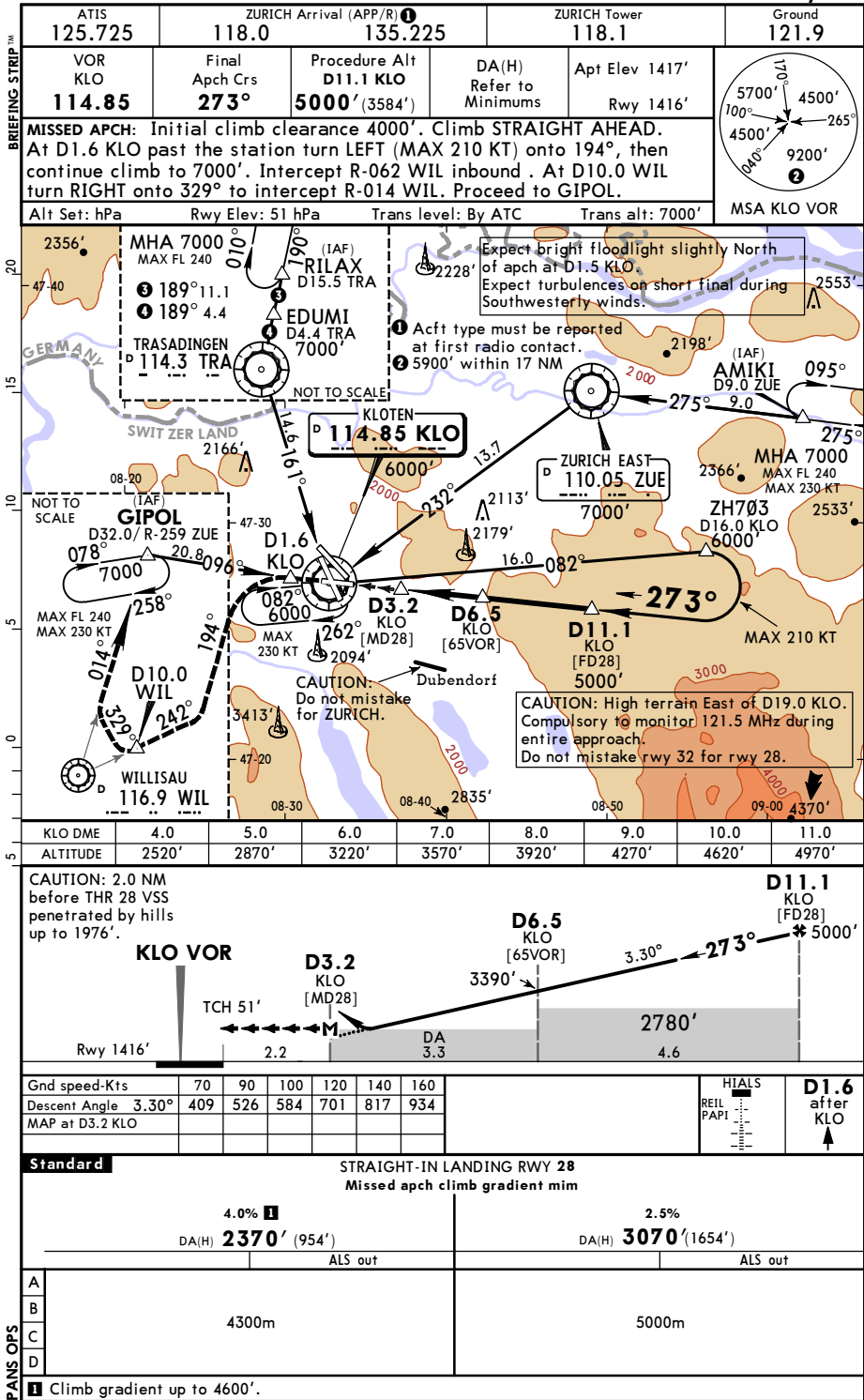
Standard STRAIGHT-IN LANDING RWY 16

|                    |           |           |  |
|--------------------|-----------|-----------|--|
| DA(H) 1950' (560') |           | ALS out   |  |
| A                  | RVR 1500m | RVR 1500m |  |
| B                  |           |           |  |
| C                  | RVR 1800m | CMV 2400m |  |
| D                  |           |           |  |

LSZH/ZRH  
ZURICH

JEPPESSEN  
4 SEP 15 (13-2) Eff 17 Sep

ZURICH, SWITZERLAND  
VOR Rwy 28



**PANS OPS**

**ZURICH, (ZURICH - LSZH)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport LSZH

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20160303

**End Date:** Until Further Notice

Construction works at Delta stands. Refer to temp chart 10-8 and latest NOTAMs.

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

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