General Info
Zurich, CHE
N 47° 27.5' E 08° 32.9' Mag Var: 0.0°W
Elevation: 1416'

Public, Control Tower, IFR, Landing Fee, Customs
Fuel: 100LL, Jet A-1
Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info
Runway 10-28  8202' x 197' concrete
Runway 14-32  10827' x 197' concrete
Runway 16-34  12139' x 197' concrete

Runway 10  (95.0°M) TDZE 1391'
  Lights: Edge, ALS, Centerline
Runway 14  (137.0°M) TDZE 1402'
  Lights: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold Distance 493'
Runway 16  (154.0°M) TDZE 1390'
  Lights: Edge, ALS, Centerline, REIL, TDZ
Runway 28  (275.0°M) TDZE 1416'
  Lights: Edge, ALS, Centerline, REIL
Runway 32  (317.0°M) TDZE 1402'
  Lights: Edge, ALS, Centerline, REIL
Runway 34  (334.0°M) TDZE 1388'
  Lights: Edge, ALS, Centerline, REIL
Displaced Threshold Distance 1542'

Communications Info
ATIS  128.525
Zurich Tower  120.225
Zurich Tower  119.7 Secondary
Zurich Tower  118.1
Zurich Ground Control  121.9
Zurich Ground Control  119.7 Secondary
Zurich Ground Control  118.1 Secondary
Zurich Apron Ramp/Taxi Control  121.75
Zurich Apron Ramp/Taxi Control  121.7
Zurich Apron Ramp/Taxi Control  121.975
Zurich Apron Ramp/Taxi Control  121.85
Pad Coordinator/De-Icing Ramp/Taxi Control  130.375
Pad Coordinator/De-Icing Ramp/Taxi Control  121.675
Pad Coordinator/De-Icing Ramp/Taxi Control  121.65
Zurich Pre-Taxi Clearance  121.8
Zurich Final Approach Control  125.325
Zurich Departure Approach Control  125.95
Zurich Arrival Approach Control  120.75
Zurich Arrival Approach Control  119.7
Zurich Arrival Approach Control  118.0
Zurich Terminal TMA  127.75

Notebook Info
1. GENERAL

1.1. ATIS

<table>
<thead>
<tr>
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<th>Code</th>
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<td>128.52</td>
<td>ATIS</td>
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</table>

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RUNWAY SYSTEM

**Landings**

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

- Weekdays between 0600-0707LT landings shall normally be made on RWY 34.
- Weekdays between 0708-2059LT landings shall normally be made on RWYs 14 and 16.
- Weekdays between 2100-0559LT landings shall normally be made on RWY 28.
- SAT, SUN and German Holidays between 0600-0907LT landings shall normally be made on RWY 34.
- SAT, SUN and German Holidays between 0908-1959LT landings shall normally be made on RWYs 14 and 16.
- SAT, SUN and German Holidays between 2000-0559LT landings shall normally be made on RWY 28.

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

**Take-offs**

Between 0700-2059LT normally all take-offs shall be made on RWY 28. When take-off on RWY 28 is not possible due to operational reasons, RWYs 10, 34, 32 or 16 shall be used.

Between 2100-0659LT all take-offs of jet ACFT shall be made on RWYs 32 or 34. Between 2100-0659LT take-offs on RWY 34 shall be executed from intersection with TWY R8 unless the whole RWY length is required for safety reasons.

Due to restrictions about the use of German airspace take-offs shall be made on RWYs 32 or 34.

ACFT exceeding noise index 96 are not admitted for departure between 2200-0030LT. For noise index refer to http://www.unique.ch/manuals.

1.2.2. RUN-UP TESTS

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

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

Exceptions (only between 0600-2200LT):

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

1.2.3. AUXILIARY POWER UNITS (APUs)

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

Airborne APUs shall only be started:

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

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

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

Arriving ACFT are vectored so as to ensure an intercept of the Localizer at least 9 NM from THR. Pilot of a landed ACFT shall report 'RUNWAY VACATED' only when the entire ACFT is beyond the relevant RWY holding position. If weather conditions indicate sustained improvement to RVR 550m or greater and ceiling to 200' or greater, LVP are terminated.

1.4. TAXI PROCEDURES

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

ACFT operating under VFR shall contact ZURICH Apron directly for taxi clearance.

1.5. OTHER INFORMATION

1.5.1. PERMISSION REQUEST PROCEDURES

1.5.1.1. GENERAL

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

1.5.1.2. SCHEDULED AIR TRAFFIC & CHARTER FLIGHTS

Scheduled air traffic and charter flights are subject to schedule co-ordination made by Slot Coordination Switzerland. Permission requests for slot shall be submitted to:

Slot Coordination Switzerland
SITA ZRHACXH or E-mail: info@slotcoord.ch

1.5.1.3. NON-SCHEDULED COMMERCIAL AIRTRAFFIC & NON-COMMERCIAL AIR TRAFFIC

Non scheduled commercial air traffic and non-commercial air traffic are subject to coordination requirement: PPR.

Additionally, two outbound and two inbound slots per hour are available for IFR non scheduled commercial air traffic (jets and turbo-prop) MAX 72 hours in advance. Due to limited slots, ACFT with a wing span larger than 79/24m are subject to permission from the APT operator for the parking time.

Permissions shall be requested between 0800-1700 LT from:

Unique (Flughafen Zurich AG). Slot Management
TEL: +41 (0) 43 816 4637
FAX: +41 (0) 43 816 7379
E-mail: slot.gasc@unique.ch
AFTN: GG LSZHGYX
SITA: ZRHAMP

After closing hours, short-notice requests should be made to:
TEL: +41 (0) 43 816 7316
1700-2000 LT for IFR-flights within the next 24h or cancellation of VFR-flights, 0630-0800 LT only IFR-flights for the actual day.

1.5.2. NOTIFICATION OF GROUND TIME

For non-scheduled commercial flights and for private flights with aeroplanes and helicopters, an indication of the ground elapse time in the flight plan under item 18 is required provided such flight plan is prescribed (e.g. RMK/ground time 2 hr).

Parking sectors 1 to 7 ground time more than 48 HR: On request by APT authority only on TEL: +41 (0) 43 816 2117.

Permission requests shall contain the following data:

- New request, modification or cancellation;
- Registration mark;
- Type of flight/IFR, test or instruction flight;
- ACFT type;
- Landing and/or Take-off;
- Date;
- Origin;
- ETA in UTC over the initial approach fix (GIPOL, AMIKI, RILAX);
- Estimated Off-Block Time (EOBT LSZH in UTC);
- Flight number/Call sign.

Slot Management co-ordinate ATC slots in co-operation with the Flow Management Position (FMP) of Zurich ACC.

This additional service, based on the airport slot, will apply exclusively to general aviation departures.

APT slots have to be requested before filling any flight plan, by calling:
TEL: +41 (0) 43 816 4637

Flight plans have to be filed at least 2 HR before EOBT. Filled FLT plans have to include EOBT based on the allocated AP slot.

Acknowledgement of flight plan by IFF to be ensured by calling AIS;
TEL: +41 (0) 43 816 39 72.

Prior to general aviation departures all pilots/operators have to contact Slot Management:
TEL: +41 (0) 43 816 7316 in order to reconfirm ATC slots issued and transmitted by Central Flow Management Unit (CFMU) Brussels. Prior to departure and after landing all pilots/operators shall report at the C-Office in the General Aviation Service Centre.

Application for ATC slots outside office hours will be automatically connected to FMP.

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

Start-up or taxi clearances to IFR and VFR general aviation traffic will be delivered by Apron Control only, if the delay does not exceed 15 min to the received APT slot.

If more delay is expected, a new slot has to be requested at the Slot Management.

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

- Air traffic which has to approach Zurich APT due to security, meteorological or technical reasons;
- Search and rescue, urgent medical and emergency flights;
- State ACFT flights with Diplomatic Clearance by FOCA;
- Technical check flight have to be co-ordinated with ATC TWR

(TEL: +41 (0) 43 816 3935) at least one hour prior EDT.

The following declarations should be stated:
- Requested flight program;
- Routing;
- Requested flight level;
- Special flight program parts;
- Duration of special flight program parts.

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

1.5.2. NOTIFICATION OF GROUND TIME

For non-scheduled commercial flights and for private flights with aeroplanes and helicopters, an indication of the ground elapse time in the flight plan under item 18 is required provided such flight plan is prescribed (e.g. RMK/ground time 2 hr).

Parking sectors 1 to 7 ground time more than 48 HR: On request by APT authority only on TEL: +41 (0) 43 816 2117.
2.1. SPEED RESTRICTIONS
RNAV STARs: MAX 250 KT below FL 100.
STARs: Above FL 100 as instructed by LANGEN Radar.
MAX 250 KT below FL 100.

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

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

2.2.3. Other approaches
Visual circuits shall be flown at 3000' or higher whenever visibility and cloud base permits. Overflying of densely populated areas is to be avoided as far as possible.

2.2.4. REVERSE THRUST
Idle reverse may be exceed only for operational or safety reasons.

2.3. GERMAN ORDINANCE
2.3.1. APPLICATION
Monday thru Friday from 2100 to 0700 LT.
Saturday, Sunday and German public holidays from 2000 to 0900 LT.
Landings before 0600 LT are not allowed.

2.3.2. OPERATION
Lowest FL to be used in German airspace is FL120.
As approaches to both RWYs 14 and 16 require the use of German airspace below FL120, these RWYs are not available during the designated time period. Therefore landing RWY will be either RWY 28 or RWY 34.
Normally RWY 34 is used in the morning period and RWY 28 in the evening period. ACFT not able to land on RWY 28 due to performance limitations will be vectored to ILS RWY 34. Flights to RWY 28 will have priority.

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

2.5. RWY OPERATIONS
2.5.1. HOLD SHORT OPERATION RWY 28
Hold short operation allows approaches with admitted ACFT types in compliance with defined conditions on RWY 28 with simultaneous approaches and departures on RWY 16/34.
The LDA on RWY 28 for this operation is 4629'/1411m. This distance is marked on RWY 28 with ‘Taxi Holding Position Marking’ (Hold Short line on the RWY) and alternating RWY guard lights on both sides of the RWY.
The procedure is applicable under the following conditions:
- Ceiling is 1500' or above;
- Visibility is 5 km or more;
- RWY 28 is dry and not subject to tailwind component;
- No low level wind shear is reported and/or detected on RWY 28;
- The braking action on RWY 28 is not affected adversely by any kind of contamination (e.g. snow, ice, etc.);
- The braking action on the declared reduced LDA of RWY 28 is reported or measured as ‘GOOD’.

ATC will give clearance to this procedure only to crews which have confirmed to be able for it and only if the ACFT is admitted for it. ATC will inform both crews participating on simultaneous operation and will ensure, that the hold short instructions are transmitted together with the landing clearance and are confirmed by readback.
The pilot will report, if he is able to comply with the Hold Short Procedure RWY 28, confirm the received traffic information and confirm the hold short instructions by readback.

2.6. TAXI PROCEDURES
ACFT shall taxi independently to the parking position as instructed by ZURICH Apron. If, while taxiing into a dock-parking position, the crew notices that the docking guidance system has not been put into operation or is otherwise unserviceable they shall stop the ACFT immediately.
The unserviceability has to be notified on the Apron Control frequency.
The ACFT shall not taxi any further, until a ‘follow-me’ car has taken over the guidance.
GA ACFT shall taxi to the published GA sectors. The final guidance will be provided by marshaller.

2.7. OTHER INFORMATION
2.7.1. LOCAL FLYING RESTRICTIONS
2.7.1.1. SCHEDULED AIR TRAFFIC
Flights can be planned between 0600-2400 LT.
Landings are not permitted between 0030-0600 LT. Exemptions can only be authorized by the APT Authority in unforeseen and exceptional cases.

2.7.1.2. NON-SCHEDULED COMMERCIAL AIR TRAFFIC
Flights can be planned between 0600-2300 LT.
Landings are not permitted between 2330-0600 LT. Exemptions can only be authorized by the APT Authority in unforeseen and exceptional cases.
2.7.1.3. PRIVATE TRAFFIC

**Flights are not permitted between 2200-0600 LT.**

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

### 2.7.1.4. EXEMPTIONS

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

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

An application for such requests shall be submitted to:

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

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### 3.1. DE-ICING

#### 3.1.1. GENERAL

- All acft departing from Zurich are planned for remote de-icing, except:
  - Pre-de-icing of ACFT parked over NIGHT.
  - by decision of De-icing coordinator.

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

**De-icing on request**

Crew call DE-ICING COORDINATION on 130.37 and request de-icing latest 15 minutes before estimated time of departure.

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

**General de-icing (as published by ATIS)**

All ACFT are planned for de-icing, no special request required.

Crew check with DE-ICING COORDINATION on 130.37 which de-icing procedure foreseen (ON-STAND or REMOTE DE-ICING).

#### 3.1.2. ON-STAND DE-ICING

Crew request start-up when ready and de-icing completed.

Avoid blocking of ready to go flights by early start-up request.

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

#### 3.1.3. REMOTE DE-ICING

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

Crew confirm ACFT is ready for remote de-icing including fully ready for push-back/tow and/or start-up.

- When ready for start-up and/or push back/tow, crew request ATC clearance with ZURICH Delivery, announcing 'for remote de-icing'.
- When planned for remote de-icing contact Zurich delivery latest 20 Min prior to CTOT.
  - Pilots receive ATC clearance upon request from ZURICH Delivery if ACFT is ready to push-back/Start-up latest 20 Min prior CTOT.
  - Stand-by on the respective frequency of ZURICH Apron for start-up and/or push back/tow.
  - Push back/tow manoeuvre.
  - Request taxi clearance on the respective frequency of ZURICH Apron.
  - Taxi to the assigned remote de-icing pad following instructions given by ZURICH Apron and ZURICH Ground.
  - Reaching the de-icing position within the pad, hold position and contact the remote de-icing pad coordinator on the respective frequency on second radio set.
  - Keep monitoring ZURICH Apron (or ZURICH Ground for pad holding bay 10, DE-ICING RWY-10 only).
  - When the remote de-icing process is completed, request ZURICH Apron (or ZURICH Ground for pad holding bay 10, DE-ICING RWY-10 only) to continue taxing.
3. DEPARTURE

3.2. START-UP & PUSH-BACK PROCEDURES

3.2.1. CLEARANCE DELIVERY & START-UP PROCEDURES

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

ACFT type must be reported with start-up clearance; indication of wake turbulence category is not necessary.

Pilots receive start-up/ATC clearance upon request from ZURICH Delivery if ACFT is ready to push-back/start-up at the latest 10 min prior CTOT.

During winter operation, special DEP regulation active in case of moderate to heavy snowfall. Info on ATIS. When ready request start-up clearance irrespective of ATC slot.

3.2.2. PUSH-BACK PROCEDURES

3.2.2.1. GENERAL

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

3.2.2.2. ACFT WITH AUXILIARY POWER UNIT

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

3.2.2.3. ACFT WITHOUT AUXILIARY POWER UNIT

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

3.3. SPEED RESTRICTIONS

MAX 250 KT below FL 100.

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 provable unable to comply shall submit alternative procedures for approval to the APT Authority.

Jet ACFT not licensed in accordance with ICAO Annex 16, Vol 1, chapter 3 are not permitted.

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

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

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

Fan jet engine ACFT

Take-off to 2900'

Take-off power
Take-off flaps

Climb at V2 + 10 KT (or as limited by body angle)

At 2900'

Reduce thrust to not less than climb power

2900'-4500'

Climb at V2 + 10 KT (or as limited by body angle)

At 4500'

Normal speed and en-route climb configuration.

3.5. OTHER INFORMATION

3.5.1. LOCAL FLYING RESTRICTIONS

3.5.1.1. SCHEDULED AIR TRAFFIC

Flights can be planned between 0600-2400 LT.

A Pilot in command can only expect to receive a departure clearance if he is ready to start the engines at 2345 LT at the latest. Departures are not permitted between 0030-0600 LT.

Exemptions can only be authorized by the APT Authority in unforeseen and exceptional cases.

3.5.1.2. NON-SCHEDULED COMMERCIAL AIR TRAFFIC

Flights can be planned between 0600-2300 LT.

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

Exemptions can only be authorized by the APT Authority in unforeseen and exceptional cases.

3.5.1.3. PRIVATE TRAFFIC

Flights are not permitted between 2200-0600 LT.

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

3.5.1.4. EXEMPTIONS

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

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

An application for such requests shall be submitted to:

Zurich APT Authority
TEL: + 41 (0) 43 816 2111
Altitudes are based on Zurich QNH.

1. Altitudes are based on Zurich QNH.
2. Minimum altitudes over Swiss territory are protected for low temperatures.
3. Altitudes in brackets apply for the period from 24 Nov until 15 Mar, unless published otherwise by NOTAM.
4. The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

ATIS
128.52

Apt Elev
1416'
RNAV TRANSITIONS

RNAV (DME/DME OR GNSS)
TO BERSU HOLDING & DOPIL
FOR ROUTE CONTINUATION AFTER BERSU AND DOPIL
REFER TO CHART 10-2A1

GIPOL
N47 34.6 E007 44.2

AMES
N45 48.6 E006 43.4

MOBLO
N45 34.4 E005 58.5

VENAT
N46 33.5 E006 53.1

LAMUR
N46 34.8 E007 13.9

KORED
N46 51.0 E007 24.9

TELNO
N46 46.3 E007 16.3

DOPIL
N47 04.1 E008 01.0

KLO
N47 27.4 E008 32.7

NOT TO SCALE

FOR THE PURPOSE OF DESCENT PLANNING
EXPECT TO CROSS 9 NM TO BLM AT OR ABOVE

RNAV ARRIVALS
RNAV (DME/DME OR GNSS)
TO GIPOL HOLDING

BLM 1G
DOPIL 1G
BERSU 1G

BLM at or above
ZH677 at or above
For the purpose of descent planning
expect to cross 9 NM to BLM at or above

RNAV TRANSITIONS ESTABLISHED; RNAV STARs TRANSFERRED.
Hochwald One Golf (HOC 1G)  
Kellip One Golf (KELIP 1G) [KELIP1G]  
RNAV Arrivals  
To Gipol Holding  

Speed: Max 250 KT Below FL100  

Negra One Alfa (NEGRA 1A) [NEGRA1A]  
Rilax One Alfa (Rilax 1A) [RILAX1A]  
RNAV Arrivals  
To Amiki Holding  

Speed: Max 250 KT Below FL100
## SID Designation

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**FOR RNAV SID DESIGNATION & TRANSITION**

REFER TO PAGE 10-3A

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## RNAV SID Designation

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<tr>
<td>VEBIT 2H, 2N</td>
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## Transition

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CHANGES: None.  © JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.
LSZH/ZRH
ZURICH, SWITZERLAND

16 DEC 05

ZURICH Departure
125.95

Apt Elev 1416

Trans level: By ATC
Trans alt: 7000'

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

When instructed contact ZURICH Departure.

ZURICH
Departure
RWY 28 DEPARTURE

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
ALBIX 1C, 1D: 295' per NM (6.5%) up to 2500'
ALBIX 1R: 389' per NM (6.4%) up to 2200'

Initial climb clearance
5000'

Gnd speed-KT 75 100 150 200 250 300
395' per NM 494 658 987 1617 1975
295' per NM 468 648 972 1296 1620

Initially cleared
10000'

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

Gnd speed-KT 75 100 150 200 250 300
413' per NM 516 889 1377 1722 2066

Initial climb clearance
5000'

RUTING

Straight ahead to KLO 2.3 DME or 2500', whichever is later, intercept KLO R-087 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

These SIDs require minimum climb gradients of
ALBIX 1C, 1D: 389' per NM (6.4%) up to 2200'

Initial climb clearance
5000'

Gnd speed-KT 75 100 150 200 250 300
395' per NM 494 658 987 1617 1975
295' per NM 468 648 972 1296 1620

Initially cleared
10000'

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

Gnd speed-KT 75 100 150 200 250 300
413' per NM 516 889 1377 1722 2066

Initial climb clearance
5000'
ALBIX ONE GOLF (ALBIX 1G) [ALBI1G]
ALBIX ONE MIKE (ALBIX 1M) [ALBI1M]

RWYS 34, 32 DEPARTURES

SPEED MAX 250 KT BELOW FL100

When instructed contact ZURICH Departure.

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

Initial climb clearance 5000'

These SIDs require minimum climb gradients of:

- ALBIX 1G: 316' per NM (5.2%) up to 3300'
- ALBIX 1M: 322' per NM (5.2%) up to 3300'

Initial climb clearance 5000'

WILLISAU TWO CHARLIE (WIL 2C)
WILLISAU TWO DELTA (WIL 2D)
WILLISAU TWO QUEBEC (WIL 2Q)
WILLISAU TWO ROMEO (WIL 2R)

RWYS 10, 16 DEPARTURES

SPEED MAX 250 KT BELOW FL100

Will or above 7000'

These SIDs require minimum climb gradients of:

- WIL 2C: 395' per NM (6.5%) up to 2500'
- WIL 2R: 395' per NM (6.4%) up to 2200'
- WIL 2Q: 395' per NM (6.4%) up to 2200'
- WIL 2R: 395' per NM (6.4%) up to 2200'

Initial climb clearance 5000'

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

3. EXPECT close-in obstacles.

For Propeller Aircraft in Visual Conditions only:

- Will or above 7000'

Initial climb clearance 5000'

1. Climb straight ahead, short VISUAL RIGHT turn not before KLO 2.1 DME or when instructed by ATC, keep visual ground contact up to 270° track, intercept WIL R-055 inbound to WIL.
2. Turn LEFT at KLO 2.1 DME or 2500', whichever is later.

RUTING

WIL 2C
WIL 2R
WIL 2Q
WIL 2R
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**WILLISAU TWO VICTOR (WIL 2V)**

**RWY 28 DEPARTURE**

**SPEED**: MAX 250 KT BELOW FL100

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

Initial climb clearance 5000’

**ROUTING**

Climb straight ahead to KLO 2.3 DME. Turn LEFT. Intersect WIL R-055 inbound to WIL.

**CHANGES**: Ballnote 3 revised.

**WILLISAU TWO GOLF (WIL 2G)**

**WILLISAU TWO MIKE (WIL 2M)**

**RWYS 34, 32 DEPARTURES**

**SPEED**: MAX 250 KT BELOW FL100

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

Initial climb clearance 5000’

**ROUTING**

Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, intercept WIL R-055 inbound to WIL.

**CHANGES**: None.
ZURICH EAST ONE DELTA (ZUE 1D)
ZURICH EAST ONE ROMEO (ZUE 1R)
RWYS 10, 16 DEPARTURES
FOR ROUTE CONTINUATION AFTER ZUE REFER TO CHARTS 10-3W & 10-3X1

**SPEED:** MAX 250 KT BELOW FL100

Initial climb clearance 5000’

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZUE 1D</td>
<td>10</td>
<td>Straight ahead to KLO 2.1 DME or 2500’, whichever is later, turn LEFT, 015° track, intercept ZUE R-234 inbound to ZUE.</td>
</tr>
<tr>
<td>ZUE 1R</td>
<td>16</td>
<td>Straight ahead, if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2600’, or if in IMC turn LEFT (MAX 210 KT) at 2400’ or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, 015° track, intercept ZUE R-234 inbound to ZUE.</td>
</tr>
</tbody>
</table>

These SIDs require minimum climb gradients of

- ZUE 1D: 395’ per NM (6.5%) up to 2500’,
- ZUE 1R: 389’ per NM (6.4%) up to 2200’,

Gnd speed-KT

**Initial climb clearance 5000’,**

- **SPEED:** MAX 500 KT BELOW FL100

**ROUTING**

- Straight ahead to KLO 2.3 DME, then turn LEFT, intercept KLO R-235, at ZH552/D6.5 KLO or when instructed by ATC, turn LEFT (MAX 210 KT) at ZH552/D6.5 KLO or when instructed by ATC turn LEFT, intercept ZUE R-234 inbound to ZUE.

**NOT TO SCALE**

**CHANGES:** ZUE 1R next text change. © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.
ZURICH EAST TWO FOXTROT (ZUE 2F)
ZURICH EAST ONE GOLF (ZUE 1G)
ZURICH EAST TWO LIMA (ZUE 2L)
ZURICH EAST ONE MIKE (ZUE 1M)

RWYS 34, 32 DEPARTURES
FOR ROUTE CONTINUATION AFTER ZUE REFER TO CHARTS 10-3W & 10-3X1

SPEED: MAX 250 KT BELOW FL100

ZURICH, SWITZERLAND

LZS90/2WRH
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CHANGES: SIDs ZUE 2F, 1G renumbered 2F, 2L & revised.
WILLISAU TWO ALFA (WIL 2A)
ZURICH EAST ONE ALFA (ZUE 1A)
RWY 14 DEPARTURES
FOR ROUTE CONTINUATION AFTER ZUE
REFER TO CHARTS 10-3W & 10-1X
SPEED MAX 250 KT BELOW FL100

DEGES ONE DELTA (DEGES 1D) [DEGE1D]
DEGES ONE ROMEO (DEGES 1R) [DEGE1R]
RWYS 10, 16 RNAV DEPARTURES
BRNAV ABOVE MSA
BRNAV APPLICABLE WHEN PASSING 8600'
SPEED:
MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients
of
DEGES 1D: 395' per NM (6.5%) up to 2500',
DEGES 1R: 389' per NM (6.4%) up to 2200'.

RIDGWAY SQUAIR (RIDG 1S)
N42 38.4 E096 22.0
At or above 1800', turn LEFT to join W1, then W114.

These SIDs require minimum climb gradients
of
DEGES 1S: 422' per NM (7.5%) up to 2500',
DEGES 1T: 395' per NM (6.5%) up to 2200'.

RIDGWAY SQUAIR (RIDG 1S)
N42 38.4 E096 22.0
At or above 1800', turn LEFT to join W1, then W114.

These SIDs require minimum climb gradients
of
DEGES 1S: 422' per NM (7.5%) up to 2500',
DEGES 1T: 395' per NM (6.5%) up to 2200'.

SPEED MAX 250 KT BELOW FL100
When instructed contact ZURICH Departure.

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

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LSZH/ZRH

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Trans alt: 7000'

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Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'

ZURICH, SWITZERLAND

125.95 1416'

Apt Elev

LSZH/ZRH

Trans level: By ATC

Trans alt: 7000'
ZURICH, SWITZERLAND

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ZURICH

LSZH/ZRH

10-3T1

16 NOV 07

10-3T2

EFP 22 Nov 2007

125.95

Apt Elev

1416'

Trans level: By ATC

Trans alt: 7000'

1. When instructed contact ZURICH Departure.

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

3. EXPECT close-in obstacles.

GERSA ONE CHARLIE (GERSA 1C) [GERS1C]

RWY 10 P-RNAV DEPARTURE

RNAV (DME/DME or GNSS)

RNAV APPLICABLE WHEN PASSING ZH502

SPEED: 250 KT BELOW FL100

ZURICH

Departure

125.95

Apt Elev

1416'

When instructed contact ZURICH Departure.

These SIDs require a minimum climb gradient of 395’ per NM (6.5%) up to 2500’.

Gnd speed-KT

75 100 150 200 250 300

395’ per NM

494 658 887 1317 1644 1975

ZH526

N47 27.4 E008 32.7

MAX 210 KT

At or above 14000'

SONGI 2F

SONGI 1H

SONGI 2L

SONGI 1N

SONGI ONE HOTEL (SONGI 1H) [SONG1H]

SONGI TWO LIMA (SONGI 2L) [SONG2L]

SONGI ONE NOVEMBER (SONGI 1N) [SONG1N]

RWYS 34, 32 RNAV DEPARTURES

RNAV (DME/DME or GNSS)

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

MAX 250 KT BELOW FL100

Climb straight ahead to KLO 2 DME or 2500’, whichever is later, intercept KLO R-087 to ZH502/D9 KLO (4000’+; ZH502/D9 KLO (4000’+; K210) - ZH502 (10000’+; K210) - ARTAG - GERSA (14000’+).

To RESIA: Proceed along airway Z 50.

CONTINUATION

Other directions: Proceed along airways N/UN 850.

CHANGES: New chart.

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VEBIT TWO ECHO (VEBIT 2E) [VEB2E]
VEBIT TWO SIERRA (VEBIT 2S) [VEB2S]

RWYS 10, 16 RNAV DEPARTURES
RNAV (DME/DME OR GNSS)
RNAV APPLICABLE WHEN PASSING BREGO
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2

ENERGY MAX 250 KT BELOW FL100

**VEBIT 2E:**
- 395' per NM (6.5%) up to 2500',
- 389' per NM (6.4%) up to 2200',

**VEBIT 2S:**
- 395' per NM (6.5%) up to 2500',
- 389' per NM (6.4%) up to 2200',

*Gnd speed-KT*
- 75 100 150 200 250 300
- 486 591 725 1033 1377 1722

**Initial climb clearance 5000'**

**VEBIT 2E**
- Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH554 and ZH558 to VEBIT.

**VEBIT 2S**
- Climb straight ahead,
  - If in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or
  - If in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept WIL R-055 inbound to BREGO, then via ZH554 and ZH558 to VEBIT.
**Vebit Two Hotel (Vebit 2H) [Vebit 2H]**

**Vebit Two November (Vebit 2N) [Vebit 2N]**

**Rwys 34, 32 RNAV departures**

RNAV (DME/DME or GNSS)

RNAV applicable when passing Brego for route continuation after Vebit. Refer to Chart 10-3X2.

**Speed:** max 250 KT below FL100

**Initial climb clearance:** 5000’

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<th>RWY</th>
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<tr>
<td>VEBIT 2H</td>
<td>34</td>
<td>Climb on 334° track, at KLO 4 DME turn left, 245° track, intercept TRA R-192 to BREGO, then via ZHS54 and ZHS58 to VEBIT.</td>
</tr>
<tr>
<td>VEBIT 2N</td>
<td>32</td>
<td>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, then via ZHS54 and ZHS58 to VEBIT.</td>
</tr>
</tbody>
</table>

**Temporaries: Activation by ATC only.**

- If in VMC turn left at K/KLO R-080, 097° track, maintain visual ground contact up to 2500’, or
- If in IMC turn left at K/KLO R-087 via ZH502 to KOLUL, then via ZH504 and ZH525 to DEGES.

**Deges One Alpha (Deges 1A) [Deges 1A]**

**Rwy 14 RNAV departure**

BRNAV above MSA

BRNAV applicable when passing 8600’.

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

**Initial climb clearance:** 5000’

**Routing:**

- Climb straight ahead.
  - If in VMC turn left at K/KLO R-080, 097° track, maintain visual ground contact up to 2500’, or
  - If in IMC turn left (MAX 210 KT) at 1900’, but not before K/KLO R-087, 097° track, at KLO 2 DME or 2500’, whichever is later, intercept KLO R-087 via ZH502 to KOLUL, then via ZH504 and ZH525 to Deges.
DEGES ONE BRAVO (DEGES 1B) [DEGE1B]
RWY 14 P-NAV DEPARTURE
RNAV (DME/DME OR GNSS)
RNAV APPLICABLE WHEN PASSING KOLUL
FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1
SPEED: MAX 250 KT BELOW FL100

TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR BY AIRPORT AUTHORITY ONLY

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

Ground speed-KT: 75 100 125 150 200 250 300 350

DEGES
N47 24.8 E008 32.1
At or above 8000'

ZHU02
N47 27.4 E008 34.2
At or above 4000'

KLO
N47 27.4 E008 34.2
KLO R-080

ZHU04
N47 27.4 E008 34.2
KLO R-087

ZHU52
N47 26.4 E009 00.7
KLO R-094/D10.2

 TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR BY AIRPORT AUTHORITY ONLY

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

Ground speed-KT: 75 100 150 200 250 300

This SID is establised; DEGES 1A transferred.

ZHU55
N47 26.4 E009 00.7
KLO R-094/D10.2

 N/UN 850.

ARTAG
N47 09.9 E008 30.8

KELIP
N47 31.4 E008 45.7

RESIA
N46 28.7 E010 02.6

Initial climb clearance 5000'

ROUTING
Climb straight ahead.
- If in VMC turn LEFT at K/KLO R-080, 097° track, maintain visual ground contact up to 2800', or
- If in IMC turn LEFT at 1900', but not before K/KLO R-080, 097° track, at KLO 2.1 DME or 2500', whichever is later, intercept KLO R-087 via ZHU02 to KOLUL = ZHU04 (8000' +), ZHU52 (7000'), DEGES (8000').

To RESIA: Proceed along airways Z 50.

Other directions: Proceed along airways N/UN 850.

CHANGES: P-NAV SID DEGES 1B added; DEGES 1A transferred.

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ZURICH, SWITZERLAND

LSZH/ZRH

RNAV (DME/DME, GNSS)

16 DEC 05 10-3V3

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ZURICH, SWITZERLAND

LSZH/ZRH

RNAV (DME/DME, GNSS)

16 DEC 05 10-3V3

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When instructed contact ZURICH Departure.

ZURICH

5300'

Apt Elev

100'

When instructed contact ZURICH Departure.

ZURICH

5300'

Apt Elev

265'

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

Gnd speed-KT
75 100 150 200 250 300
577' per NM
722 962 1442 1924 2406 2888

Initial climb clearance 5000'

GND SPEED MAX 250 KT BELOW FL100

CONTINUATION

To RESIA: Proceed along airway Z 50.

Other directions: Proceed along airways N/UN 850.

CHANGES: Text description.

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**VEBIT TWO BRAVO (VEBI2B) [VEBI2B]**

**RWY 14 RNAV DEPARTURE**

**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**

---

**VEBIT**

N47° 16.1'E09° 00.4'

(Shortest direct route from LSZH/ZRH)

This SID requires a minimum climb gradient of 577' per NM (9.9%) up to 2500',

- Grid speed-KT: 75, 100, 150, 200, 250, 300
- Grid speed-KT: 75, 100, 150, 200, 250, 300

Initial climb clearance 5000'

**ROUTING**

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

---

**TRANSITION**

After DEGES & ZUE

RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100

**NOT TO SCALE**

---

**CHANGES:**

RNAV SID renumbered; ZH554 established.

**NOT TO SCALE**

---

**NORTHBOUND TRANSITION ROUTES AFTER DEGES & ZUE**

**RN**

**AFTER DEGES & ZUE**

RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100

---

**CHANGES:**

RNAV SID renumbered; ZH554 established.
NORTHBOUND TRANSITION ROUTES  
AFTER SONGI
RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100

EASTBOUND TRANSITION ROUTES  
AFTER DEGES & ZUE
RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100
DE-ICING PADS

Remote Deicing Pad | Site Overview
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**RWY-10**<br>Holding bay 10<br>PAD Coordinator 130.37

**RWY-16**<br>Twy F / F1 / F2<br>PAD Coordinator 121.65

**RWY-28, -32 or -10**<br>Twy C / C1 / C2<br>PAD Coordinator 121.67

**RWY-34**<br>D13 / D14<br>PAD Coordinator 130.37

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.
- 10m before stop position the closing rate will be indicated by turning off one row of the yellow center line bar per 0.5m covered by the aircraft.
- At the stop position the display will show "STOP" with red light squares, followed by "OK".

In case of malfunction request assistance from APRON CONTROL.

C. STOP AT PARKING POSITIONS C, D, E (65, 66, 68 & 69), F thru I, T & W:
Stop bar markings are located to the LEFT with a 90 degree angle to the guide lines.
Aircraft has to be stopped with the pilot seat ABEAM the stop bar.

Alphanumerical: - Preselected aircraft type - Distance to stop position (last 20m) - Final stop confirmation - Additional information

Azimuth guidance: - Red and yellow arrows indicating LEFT/RIGHT corrections - Red squares on stop position

Scrolling arrows: - Indicating system is ready

Yellow center line bar: - Indicating aircraft is detected and relative distance to stop position

CHANGES: Frequency.

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Climb on R-152 inbound KLO VOR. Initial climb to 5000'.

Continue on R-332 KLO. At D5.0 KLO past the station turn LEFT.

Continue climb to 7000'. Intersect R-261 ZUE. Proceed to GIPOL.

Acft type must be reported at first radio contact.

CAUTION: Do not confuse Mil apt 5.5 NM SE with ZURICH.

Final approach angle of not less than 3° should be maintained.

CAUTION: High terrain South of 20 DME Arc KLO. Compulsory to monitor 121.5 MHz during entire approach.

MISSED APCH:

RWY 14: Climb on track 137°. Initial climb to 5000'. At D4.5 IKL past the station, turn LEFT (MAX 210 KT) onto track 360° to intercept R-054 KLO. At D9.0 KLO past the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.

RWY 16: Climb STRAIGHT AHEAD. Initial climb to 5000'. At D2.2 IZH past the station turn LEFT (MAX 210 KT/MIM BANK 20°) to intercept R-215 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.

MAP at D2.8 KLO

JAR-GPS

STRAIGHT-IN LANDING RWY 34

MDA/H: 2430' (1042')

ALT OUT

4500m

CHANGES: None.

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