

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 InfoATIS **128.525**Zurich Tower **120.225**Zurich Tower **119.7** SecondaryZurich Tower **118.1**Zurich Ground Control **121.9**Zurich Ground Control **119.7** SecondaryZurich Ground Control **118.1** SecondaryZurich 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**

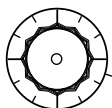
LSZH/ZRH
ZURICH

JEPPESEN
14 DEC 07 (10-0)

ZURICH, SWITZERLAND

ZURICH EAST VOR DME REPLACED BY A TEMPORARY VOR DME OPERATING ON FREQ 114.55, IDENT ZET

FOR EFFECTIVE PERIOD
REFER TO LATEST NOTAMS



114.55 ZET
---- . --
N47 35.5 E008 49.0

DURING THIS PERIOD ZUE VOR DME 110.05
WILL BE OUT OF SERVICE

LSZH/ZRH
ZURICH

JEPPESEN
24 MAR 06 (10-1P)

ZURICH, SWITZERLAND
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 128.52

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.

Deviations from the regulations stated above are permitted for safety reasons, meteorological and RWY conditions.

ACFT exceeding noise index 96 are not admitted for departure between 2200-0030LT. ACFT with a non-stop flight distance of 2700 NM/5000 KM and above and not exceeding noise index 98 are admitted for departure between 2200-0030LT. 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 for 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.

LSZH/ZRH ZURICH 24 MAR 06 10-1P1 ZURICH, SWITZERLAND AIRPORT BRIEFING

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

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

Arriving ACFT are vectored so as to ensure an intercept of the Localizer at least 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 Co-ordination Switzerland. Permission requests for slot shall be submitted to:

Slot Co-ordination 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 stands, 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 LSZHYGYX
SITA: ZRHAMPP

After closing hours, short-notice requests should be made to:

TEL: +41 (0) 43 816 7316

1700-2200 LT for IFR-flights within the next 24h or cancellation of VFR-flights.

0630-0800 LT only IFR-flights for the actual day.

LSZH/ZRH ZURICH 7 APR 06 10-1P2 ZURICH, SWITZERLAND AIRPORT BRIEFING

1. GENERAL

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 IFPS has 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 3903) at least one hour prior ETD.
- 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.

LSZH/ZRH ZÜRICH, SWITZERLAND
ZÜRICH 7 APR 06 10-1P3 AIRPORT BRIEFING

2. ARRIVAL

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 ZÜRICH 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 exceeded 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.

LSZH/ZRH ZÜRICH, SWITZERLAND
ZÜRICH 7 APR 06 10-1P4 AIRPORT BRIEFING

2. ARRIVAL

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 ZÜRICH 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.

LSZH/ZRH
ZURICH

JEPPESSEN
7 APR 06 (10-1P5)

ZURICH, SWITZERLAND
AIRPORT BRIEFING

2. ARRIVAL

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 GIPOLE 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

LSZH/ZRH
ZURICH

JEPPESSEN
17 NOV 06 (10-1P6)

ZURICH, SWITZERLAND
AIRPORT BRIEFING

3. DEPARTURE

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 taxiing.

LSZH/ZRH
ZURICH

JEPPESEN
17 NOV 06 (10-1P7)

ZURICH, SWITZERLAND
AIRPORT BRIEFING

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 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 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 $V_2 + 10$ KT (or as limited by body angle)
- Reduce thrust to not less than climb power
- Climb at $V_2 + 10$ KT (or as limited by body angle)
- Normal speed and en-route climb configuration.

- At 2900'
- 2900'-4500'
- At 4500'

LSZH/ZRH
ZURICH

JEPPESEN
24 MAR 06 (10-1P8)

ZURICH, SWITZERLAND
AIRPORT BRIEFING

3. DEPARTURE

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.

Departure of charter flights can be planned between 0600-2200 LT.

A Pilot in command can only expect to receive a departure clearance if he is ready to start the engine at 2145 LT at the latest. Departures are not permitted between 2230-0600 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:

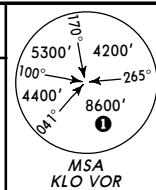
Zurich APT Authority
TEL: + 41 (0) 43 816 2111

LSZH/ZRH
 ZURICH

JEPPESEN
 16 MAR 07 (10-2A)

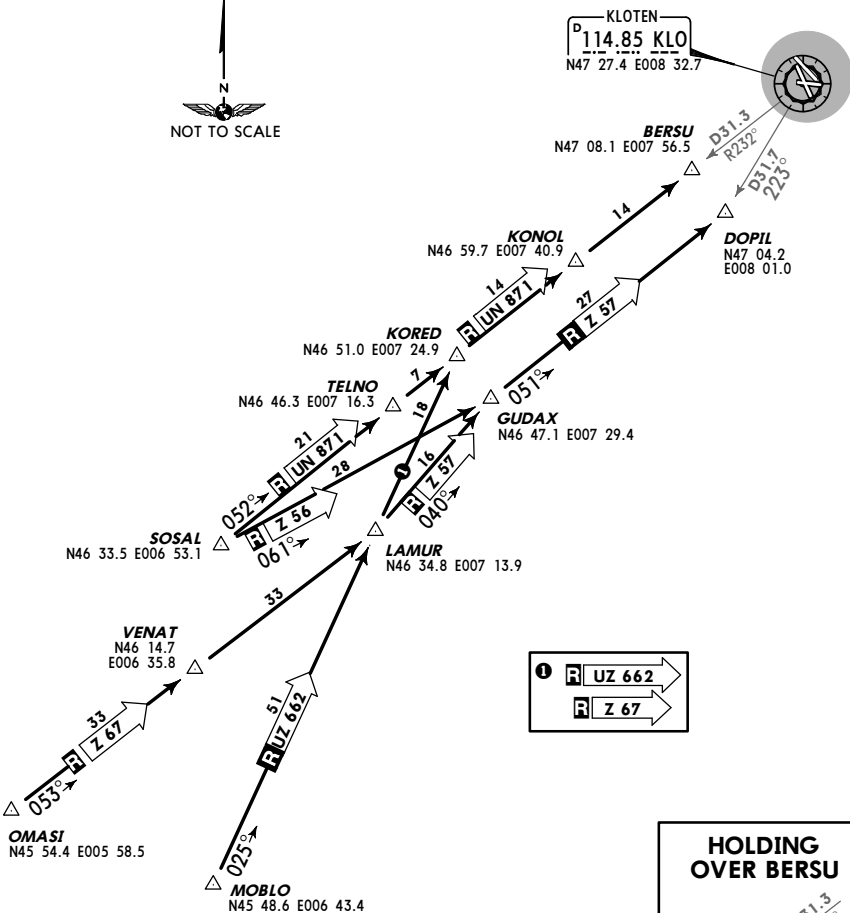
ZURICH, SWITZERLAND
 RNAV TRANSITION

ATIS 128.52	Apt Elev 1416'	Alt Set: hPa Trans level: By ATC Trans alt: 7000'
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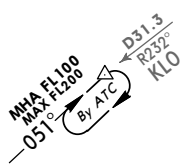


RNAV TRANSITIONS
 RNAV (DME/DME OR GNSS)
 TO BERSU HOLDING & DOPIL
 FOR ROUTE CONTINUATION AFTER BERSU AND DOPIL
 REFER TO CHART 10-2A1

① 5900' within 17 DME



HOLDING OVER BERSU

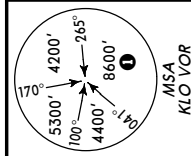


LSZH/ZRH
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JEPPESEN
 16 MAR 07 (10-2A1)

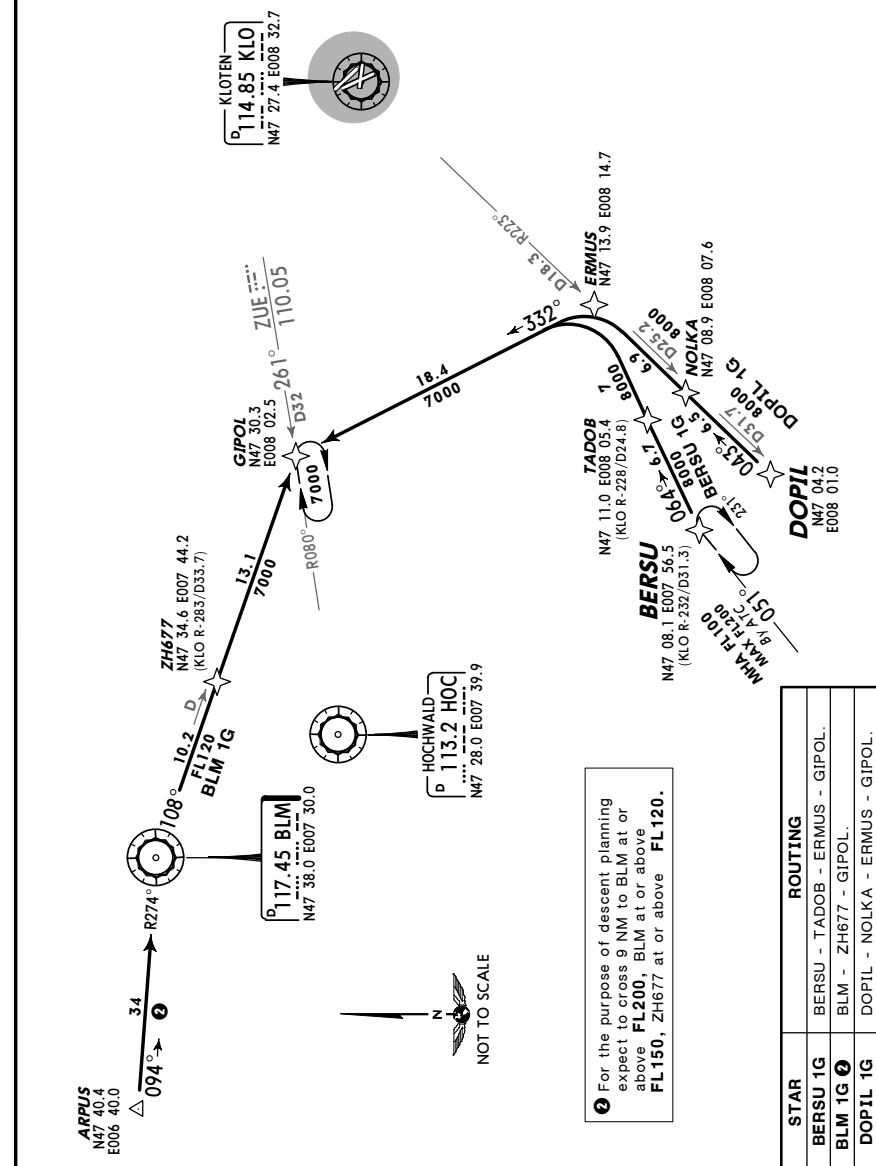
ZURICH, SWITZERLAND
 RNAV STAR

ATIS 128.52	Apt Elev 1416'	Alt Set: hPa Trans level: By ATC Trans alt: 7000'
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① 5900' within 17 DME

BASLE-MULHOUSE ONE GOLF (BLM 1G)
BERSU ONE GOLF (BERSU 1G) [BERS1G]
DOPIL ONE GOLF (DOPIL 1G) [DOP11G]
RNAV ARRIVALS
 RNAV (DME/DME OR GNSS)
 TO GIPOL HOLDING



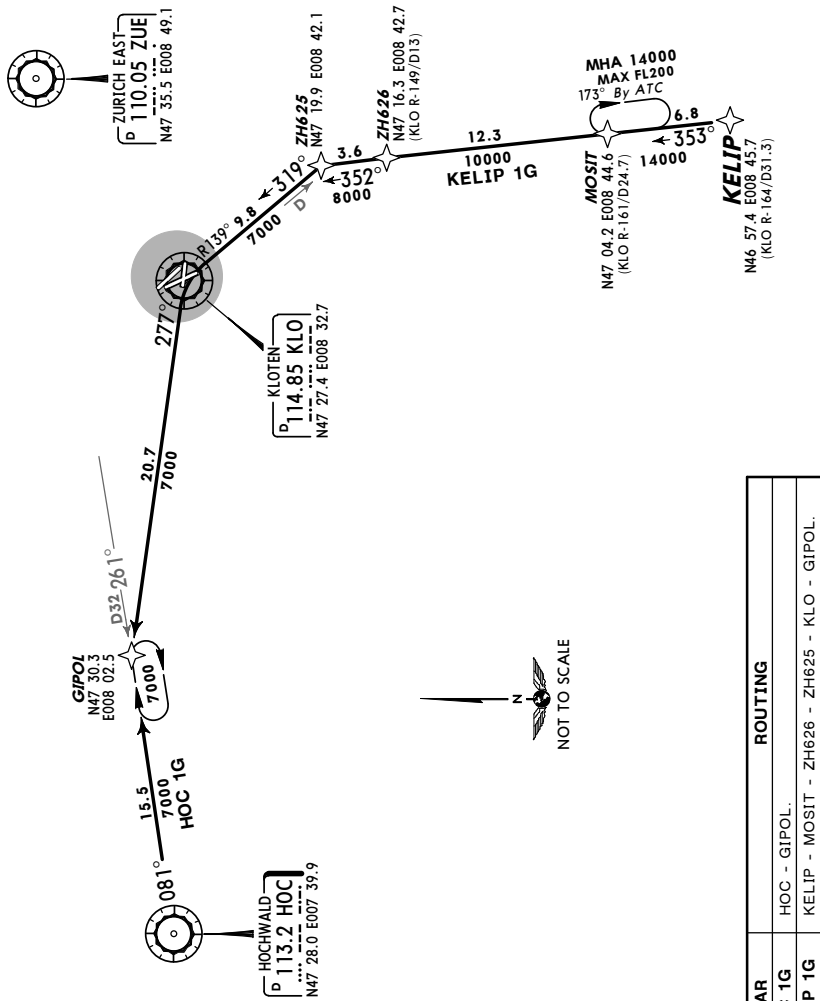
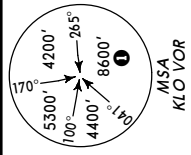
② For the purpose of descent planning expect to cross 9 NM to BLM at or above FL200, BLM at or above FL150, ZH677 at or above FL120.

STAR	ROUTING
BERSU 1G	BERSU - TADOB - ERMUS - GIPOL.
BLM 1G	BLM - ZH677 - GIPOL.
DOPIL 1G	DOPIL - NOLKA - ERMUS - GIPOL.

LSZH/ZRH ZURICH, SWITZERLAND
 RNAV (DME/DME, GNSS) 1 APR 05 (10-2B) Eff 14 Apr RNAV STAR

ATIS 128.52 Apt Elev 1416' Alt Set: hPa Trans level: By ATC Trans alt: 7000'

HOCHWALD ONE GOLF (HOC 1G)
 KELIP ONE GOLF (KELIP 1G) [KELI1G]
 RNAV ARRIVALS
 TO GIPOL HOLDING
SPEEDS MAX 250 KT BELOW FL100



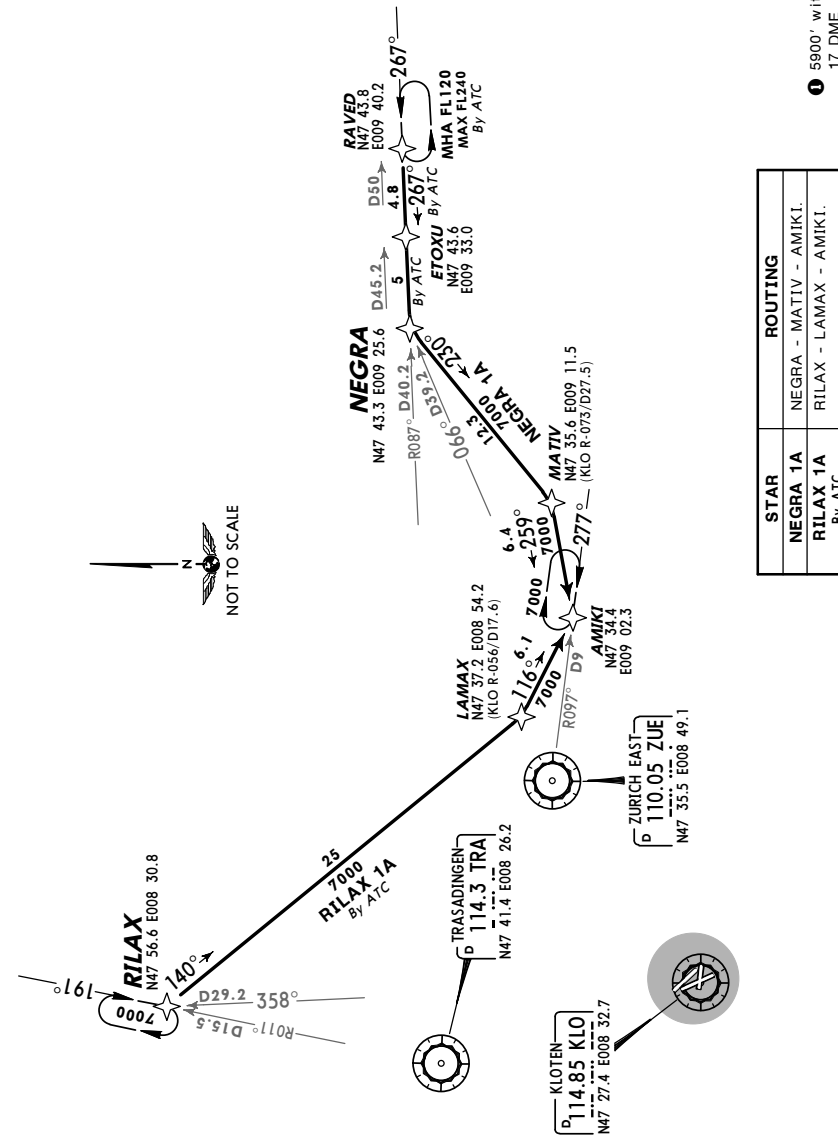
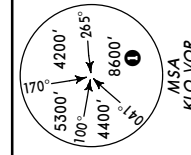
5900' within 17 DME

STAR	ROUTING
HOC 1G	HOC - GIPOL.
KELIP 1G	KELIP - MOSIT - ZH626 - ZH625 - KLO - GIPOL.

LSZH/ZRH ZURICH, SWITZERLAND
 RNAV (DME/DME, GNSS) 1 APR 05 (10-2C) Eff 14 Apr RNAV STAR

ATIS 128.52 Apt Elev 1416' Alt Set: hPa Trans level: By ATC Trans alt: 7000'

NEGRA ONE ALFA (NEGRA 1A) [NEGR1A]
 RILAX ONE ALFA (RILAX 1A) [RILA1A]
 RNAV ARRIVALS
 TO AMIKI HOLDING
SPEEDS MAX 250 KT BELOW FL100



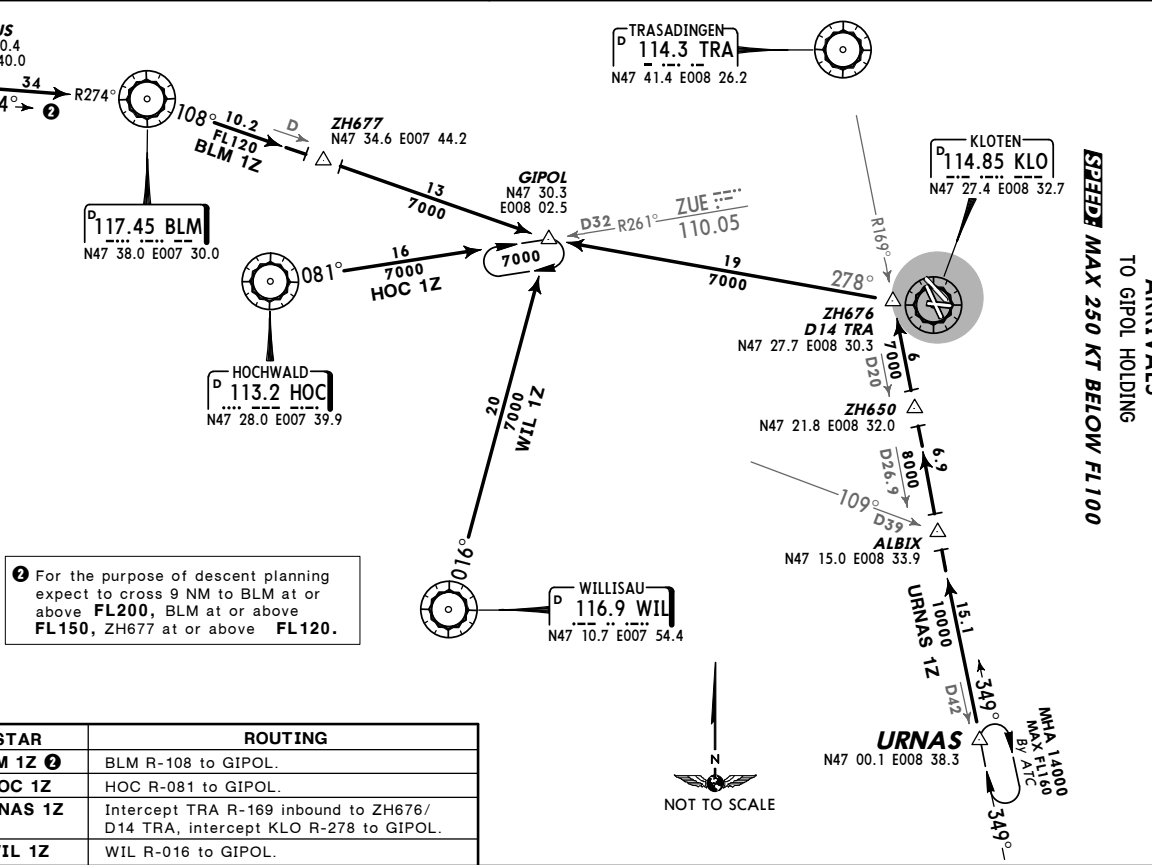
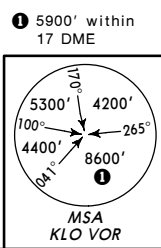
5900' within 17 DME

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

LSZH/ZRH
ZURICH
 1 APR 05 (10-2D) EFF 14 APR
JEPPesen
ZURICH, SWITZERLAND
STAR

ATIS 128.52
 Apr Elev 1416'
 Alt Set: hPa
 Trans level: By ATC
 Trans alt: 7000'

BASLE-MULHOUSE ONE ZULU (BLM 1Z)
HOCHWALD ONE ZULU (HOC 1Z)
URNAS ONE ZULU (URNAS 1Z) [URNAS1Z]
WILLISAU ONE ZULU (WIL 1Z)
ARRIVALS
 TO GIPOL HOLDING
SPEED MAX 250 KT BELOW FL100

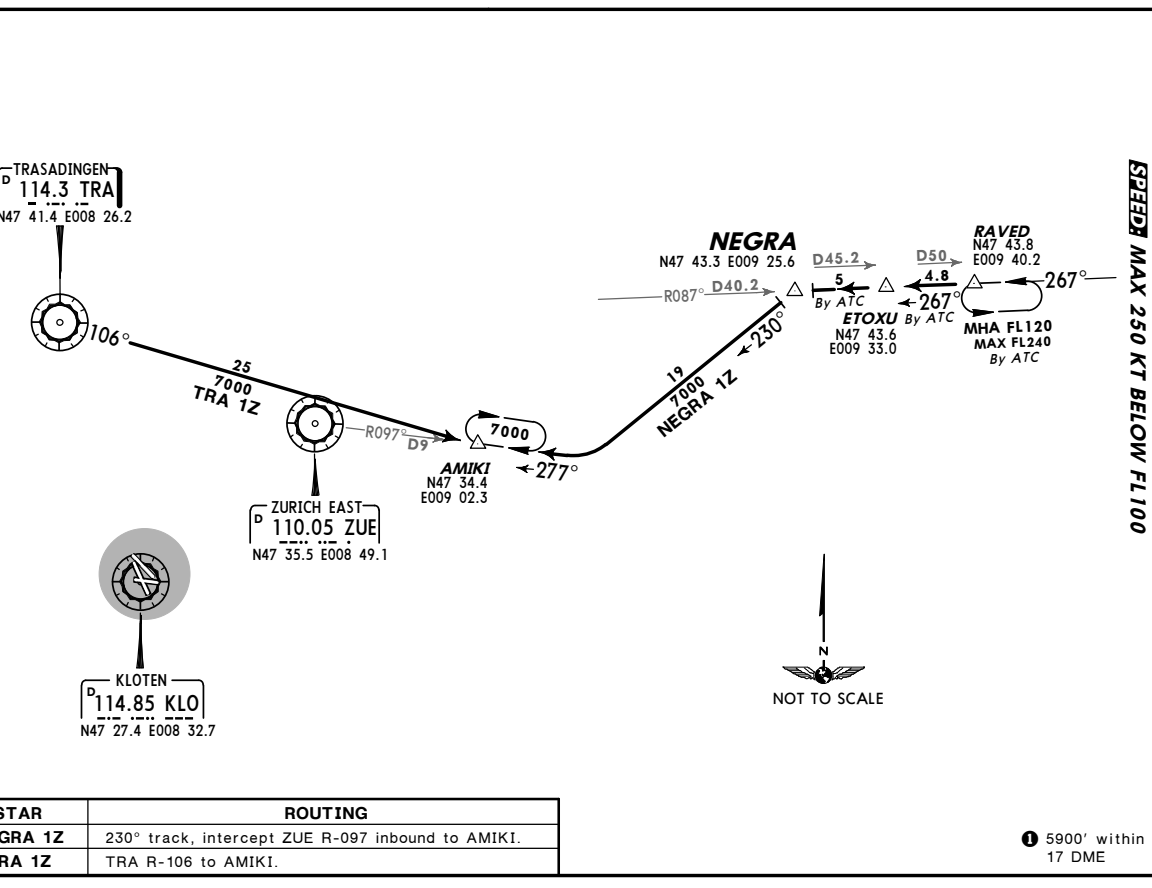
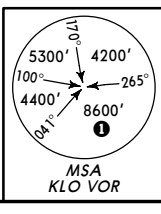


STAR	ROUTING
BLM 1Z	BLM R-108 to GIPOL.
HOC 1Z	HOC R-081 to GIPOL.
URNAS 1Z	Intercept TRA R-169 inbound to ZH676/D14 TRA, intercept KLO R-278 to GIPOL.
WIL 1Z	WIL R-016 to GIPOL.

LSZH/ZRH
ZURICH
 1 APR 05 (10-2E) EFF 14 APR
JEPPesen
ZURICH, SWITZERLAND
STAR

ATIS 128.52
 Apr Elev 1416'
 Alt Set: hPa
 Trans level: By ATC
 Trans alt: 7000'

NEGRA ONE ZULU (NEGRA 1Z) [NEGR1Z]
TRASADINGEN ONE ZULU (TRA 1Z)
ARRIVALS
 TO AMIKI HOLDING
SPEED MAX 250 KT BELOW FL100



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

CHANGES: STARS completely revised; chart reindexed.
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CHANGES: STARS completely revised; chart reindexed.
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LSZH/ZRH
 ZURICH

JEPPESEN ZURICH, SWITZERLAND
 16 NOV 07 (10-3) Eff 22 Nov **SID**

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

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

LSZH/ZRH
 ZURICH

JEPPESEN ZURICH, SWITZERLAND
 16 NOV 07 (10-3A) Eff 22 Nov **RNAV SID**

RNAV SID DESIGNATION	REFER TO CHART
DEGES 1D, 1R	10-3N
DEGES 1S	10-3P
DEGES 1E	10-3Q
DEGES 1W	10-3S
DEGES 2F, 1H, 2L, 1N	10-3T
GERSA 1C	10-3T1
SONGI 2F, 1H, 2L, 1N	10-3T2
VEBIT 2E, 2S	10-3T3
VEBIT 2W	10-3T4
VEBIT 2H, 2N	10-3U
DEGES 1A	10-3V
DEGES 1B	10-3V1
GERSA 1E	10-3V2
GERSA 1B	10-3V3
GERSA 1S	10-3V4
GERSA 1W	10-3V5
GERSA 1H, 1N	10-3V6
VEBIT 2B	10-3V7

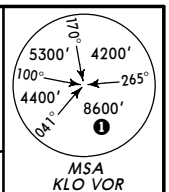
TRANSITION	REFER TO CHART
NORTHBOUND AFTER DEGES & ZUE	10-3W
NORTHBOUND AFTER SONGI	10-3X
EASTBOUND AFTER DEGES & ZUE	10-3X1
SOUTH- & WESTBOUND AFTER VEBIT	10-3X2

LSZH/ZRH ZURICH, SWITZERLAND
 ZURICH
 16 DEC 05 (10-3B) SID

ZURICH Departure 125.95
 Apt Elev 1416'

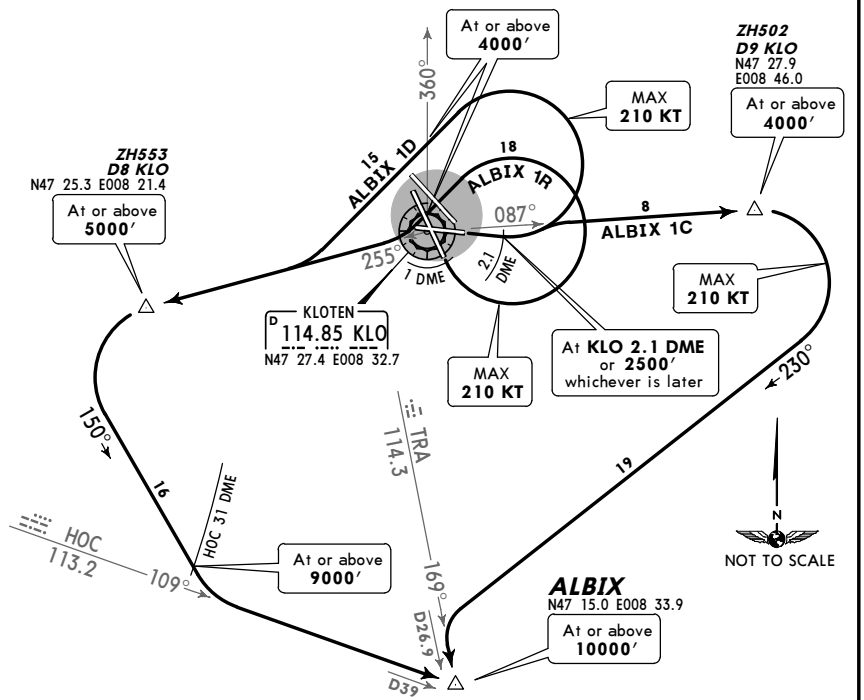
Trans level: By ATC Trans alt: 7000'

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



5900' within 17 DME

ALBIX ONE CHARLIE (ALBIX 1C) [ALBI1C]
 ALBIX ONE DELTA (ALBIX 1D) [ALBI1D]
 ALBIX ONE ROMEO (ALBIX 1R) [ALBI1R]
 RWYS 10, 16 DEPARTURES
SPEED MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

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

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

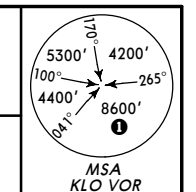
Initial climb clearance 5000'		ROUTING
ALBIX 1C	10	Straight ahead to KLO 2.1 DME or 2500', whichever is later, intercept KLO R-087 to ZH502/D9 KLO, turn RIGHT, 230° track, intercept TRA R-169 to ALBIX.
ALBIX 1D		Straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.
ALBIX 1R	16	Straight ahead, - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or - if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

LSZH/ZRH ZURICH, SWITZERLAND
 ZURICH
 16 DEC 05 (10-3C) SID

ZURICH Departure 125.95
 Apt Elev 1416'

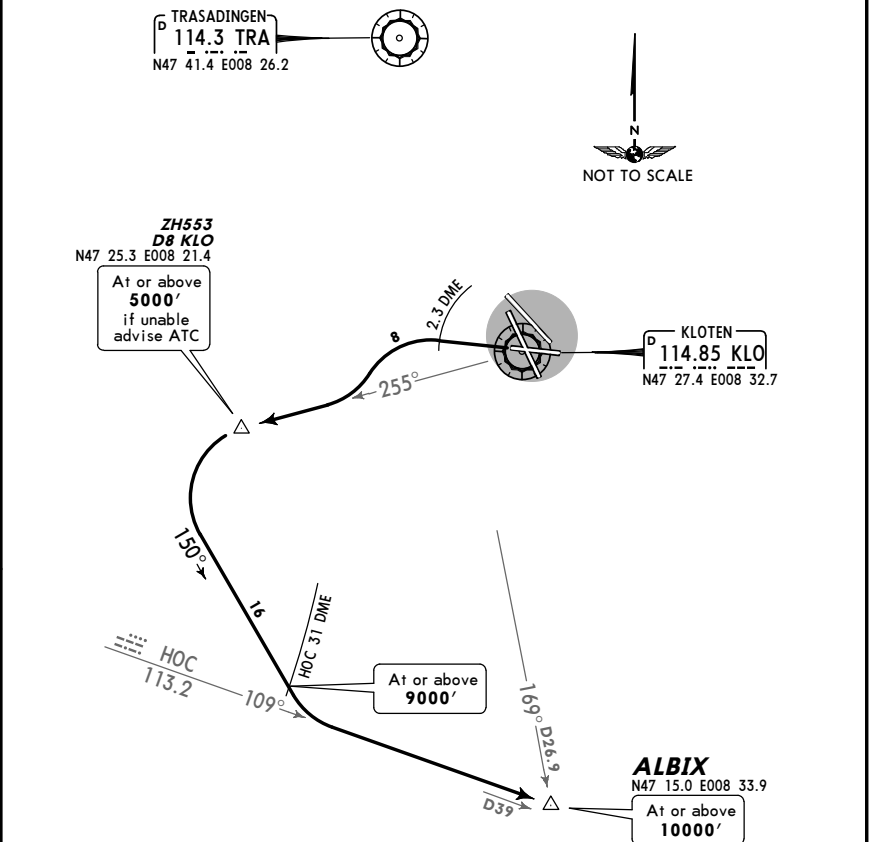
Trans level: By ATC Trans alt: 7000'

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



5900' within 17 DME

ALBIX ONE VICTOR (ALBIX 1V) [ALBI1V]
 RWY 28 DEPARTURE
SPEED MAX 250 KT BELOW FL100



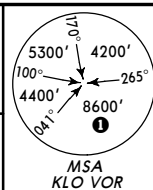
This SID requires a minimum climb gradient of 413' per NM (6.8%) up to 2500'.

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066

Initial climb clearance 5000'		ROUTING
		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.

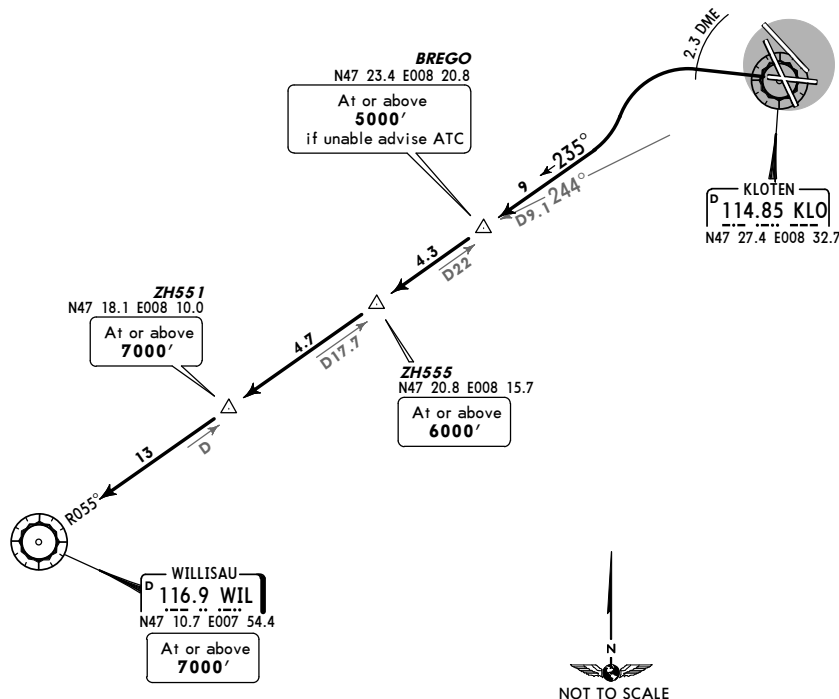
LSZH/ZRH **JEPPESEN** **ZURICH, SWITZERLAND**
 ZURICH 28 JUL 06 **(10-3F)** **SID**

ZURICH Departure 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.



① 5900' within 17 DME

WILLISAU TWO VICTOR (WIL 2V)
RWY 28 DEPARTURE
~~SPEEDS~~ MAX 250 KT BELOW FL100



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	689	1033	1377	1722	2066

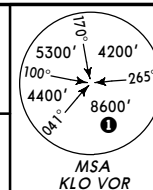
Initial climb clearance 5000'

ROUTING

Climb straight ahead to KLO 2.3 DME, turn LEFT, intercept WIL R-055 inbound to WIL.

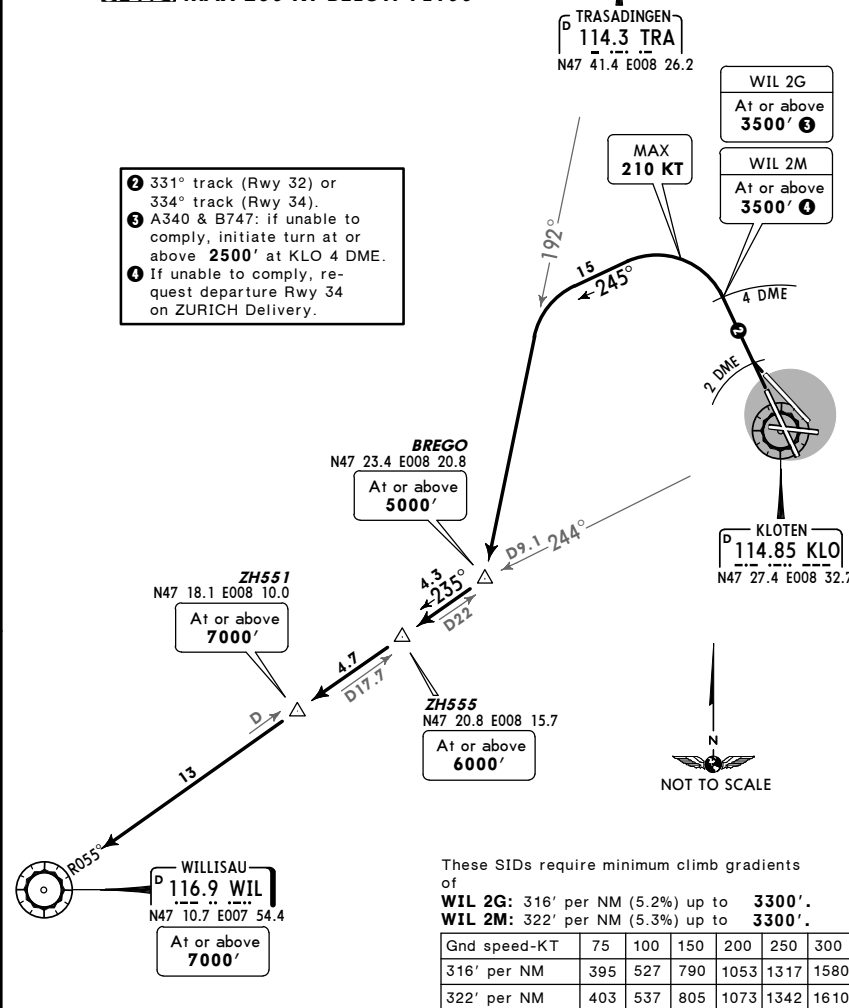
LSZH/ZRH **JEPPESEN** **ZURICH, SWITZERLAND**
 ZURICH 28 JUL 06 **(10-3G)** **SID**

ZURICH Departure 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.



① 5900' within 17 DME

WILLISAU TWO GOLF (WIL 2G)
WILLISAU TWO MIKE (WIL 2M)
RWYS 34, 32 DEPARTURES
~~SPEEDS~~ MAX 250 KT BELOW FL100



- ② 331° track (Rwy 32) or 334° track (Rwy 34).
- ③ A340 & B747: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.
- ④ If unable to comply, request departure Rwy 34 on ZURICH Delivery.

These SIDs require minimum climb gradients of
WIL 2G: 316' per NM (5.2%) up to 3300'.
WIL 2M: 322' per NM (5.3%) up to 3300'.

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
322' per NM	403	537	805	1073	1342	1610

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 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 to WIL.

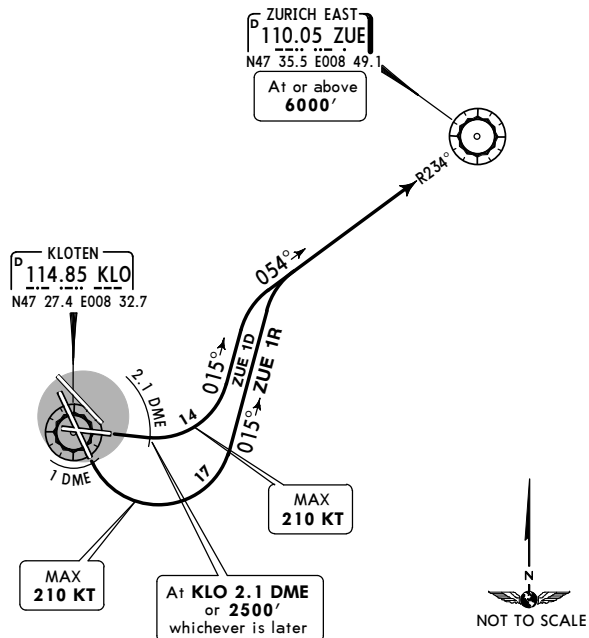
LSZH/ZRH ZURICH, SWITZERLAND
16 DEC 05 (10-3H) SID

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. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.	
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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

SPEEDS MAX 250 KT BELOW FL100



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

Initial climb clearance 5000'

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

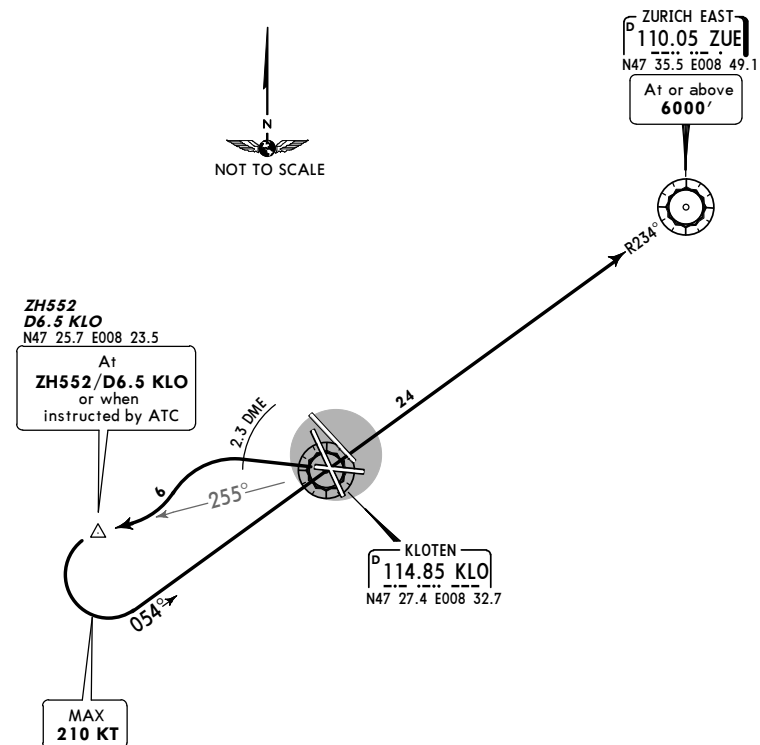
LSZH/ZRH ZURICH, SWITZERLAND
16 DEC 05 (10-3J) SID

ZURICH Departure 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.	
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ZURICH EAST ONE VICTOR (ZUE 1V)
RWY 28 DEPARTURE

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

SPEEDS MAX 250 KT BELOW FL100



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	689	1033	1377	1722	2066

Initial climb clearance 5000'

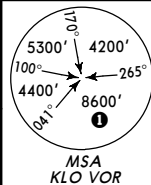
SID	RWY	ROUTING
ZUE 1V	28	Straight ahead to KLO 2.3 DME, turn LEFT, intercept KLO R-255, at ZH552/D6.5 KLO or when instructed by ATC turn LEFT, intercept ZUE R-234 inbound to ZUE.

LSZH/ZRH ZURICH, SWITZERLAND
 27 JUL 07 (10-3K) Eff 2 Aug SID

ZURICH Departure 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.

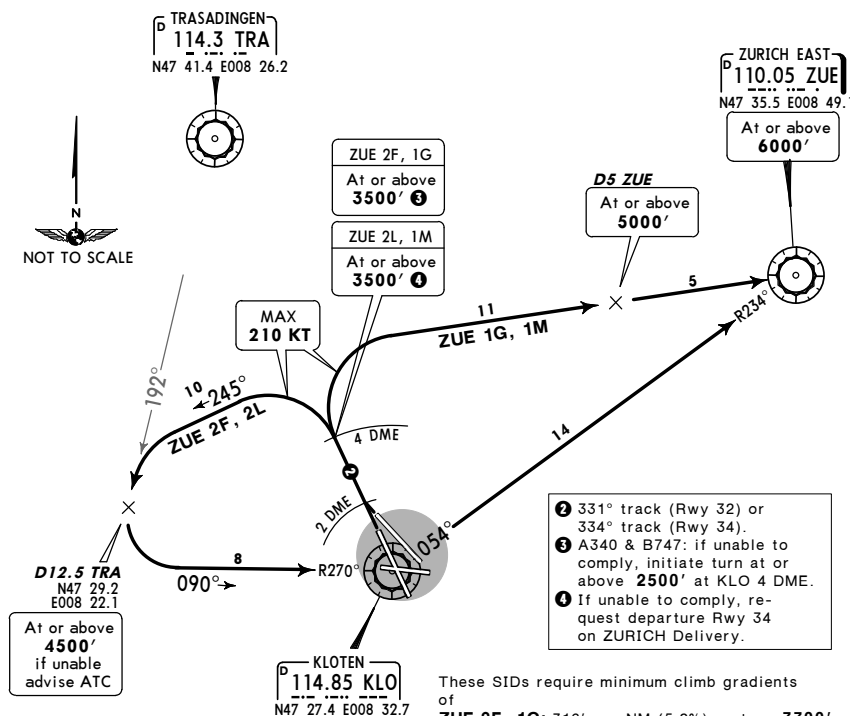


ZURICH EAST TWO FOXTROT (ZUE 2F)
 ZURICH EAST ONE GOLF (ZUE 1G)
 ZURICH EAST TWO LIMA (ZUE 2L)
 ZURICH EAST ONE MIKE (ZUE 1M)

RWYS 34, 32 DEPARTURES

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

SPEEDS MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
 ZUE 2F, 1G: 316' per NM (5.2%) up to 3300'.
 ZUE 2L, 1M: 322' per NM (5.3%) up to 3300'.

Initial climb clearance 5000'

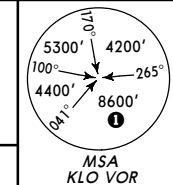
SID	RWY	ROUTING
ZUE 2F	34	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO, intercept ZUE R-234 inbound to ZUE.
ZUE 1G		Climb on 334° track, at KLO 4 DME turn RIGHT to ZUE.
ZUE 2L	32	Climb straight ahead to KLO 2 DME, turn RIGHT,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

LSZH/ZRH ZURICH, SWITZERLAND
 27 JUL 07 (10-3L) Eff 2 Aug SID

ZURICH Departure 125.95 Apt Elev 1416'

Trans level: By ATC Trans alt: 7000'

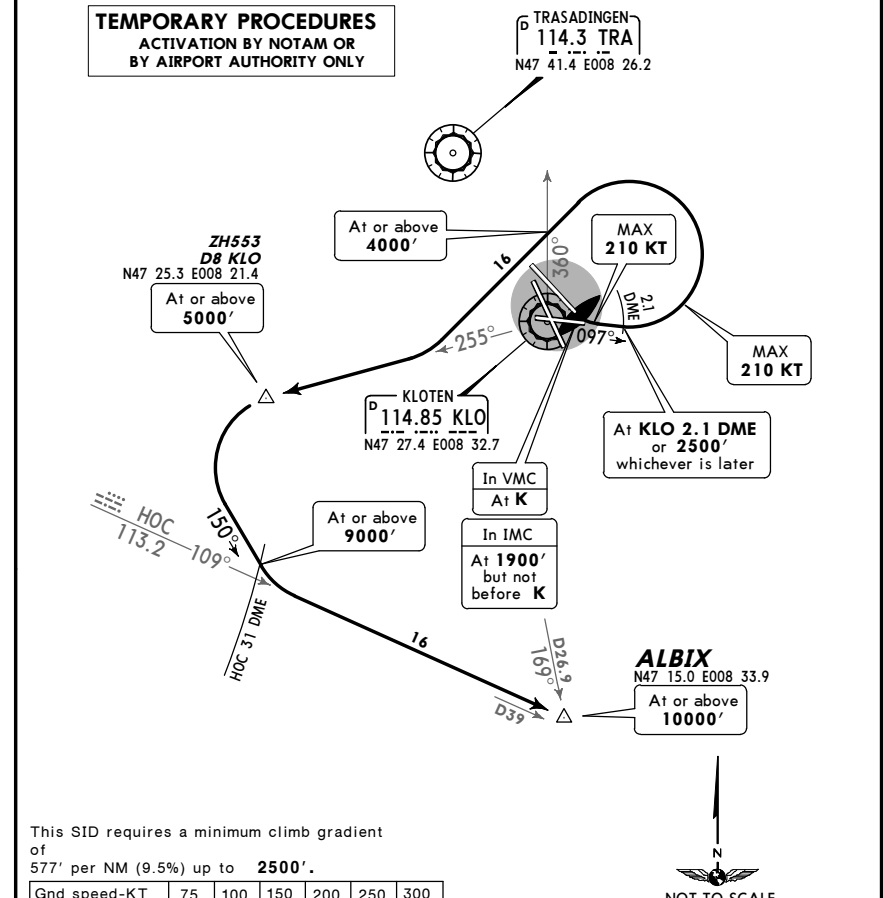
1. When instructed contact ZURICH Departure.
 2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.



ALBIX ONE ALFA (ALBIX 1A) [ALB11A]
 RWY 14 DEPARTURE

SPEEDS 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'.

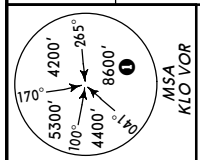
Initial climb clearance 5000'

ROUTING
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, turn LEFT, intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

LSZH/ZRH ZURICH, SWITZERLAND
 ZURICH
 3 MAR 06 (10-3M) Eff 16 Mar SID

ZURICH Departure 125.95
 Apt Elev 1416'

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.



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-X1
SPEEDS MAX 250 KT BELOW FL100

Initial climb clearance 5000'

ROUTING

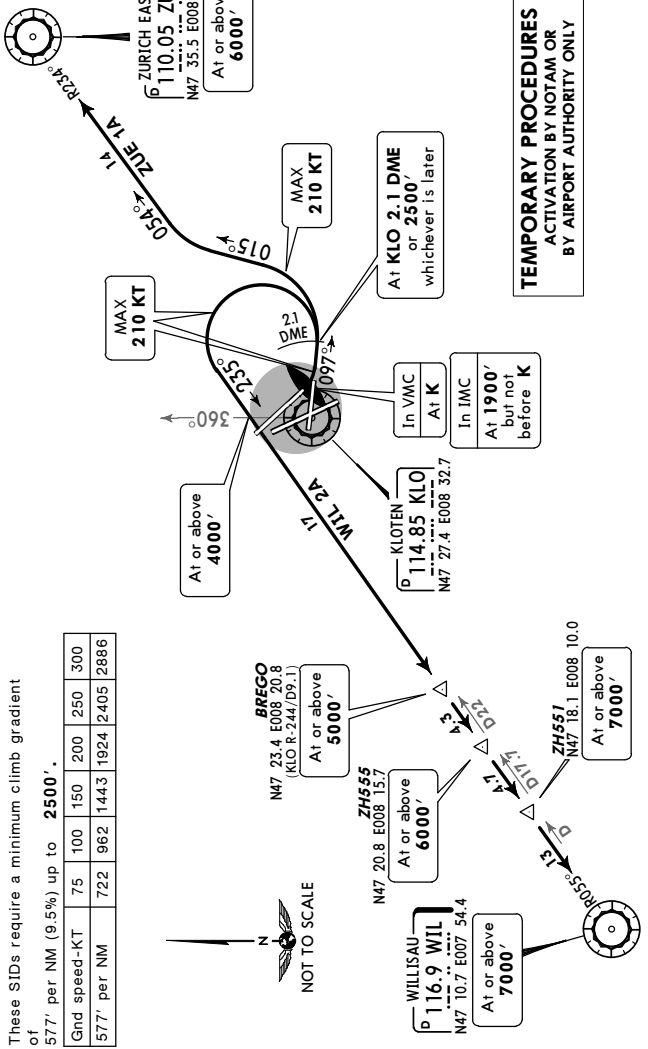
SID

WIL 2A
 Climb straight ahead.
 - if in IMC 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, turn LEFT, intercept WIL R-055 inbound to WIL.

ZUE 1A
 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, turn LEFT, 015° track, intercept ZUE R-234 inbound to ZUE.

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

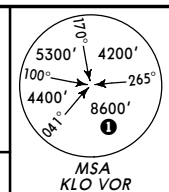
Gnd speed-KT	75	100	150	200	250	300
577' per NM	722	962	1443	1924	2405	2886



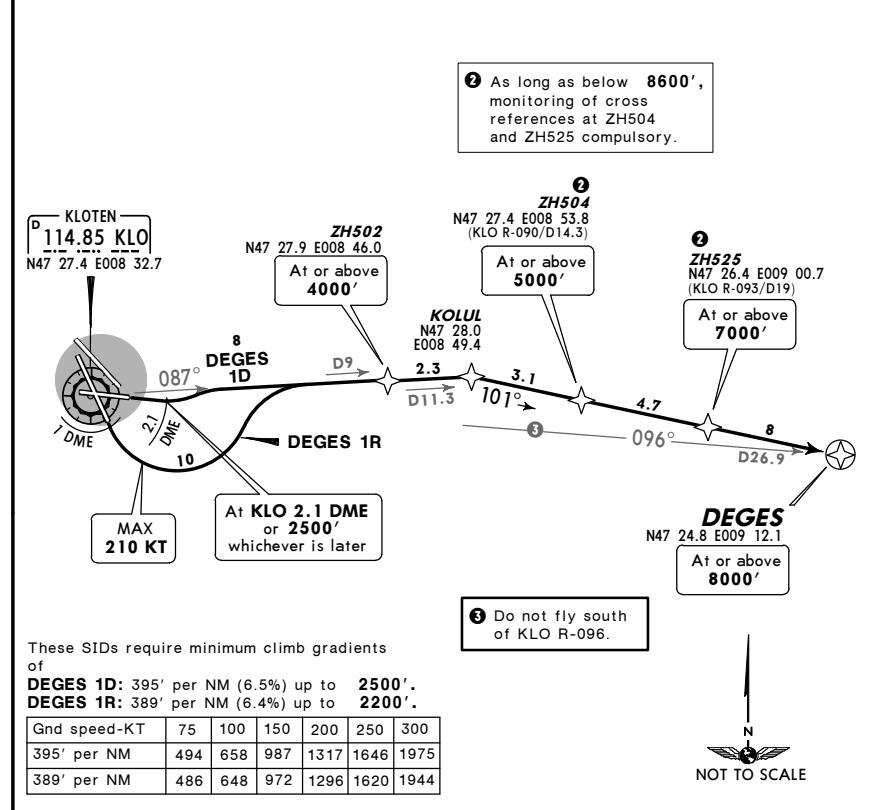
LSZH/ZRH ZURICH, SWITZERLAND
 ZURICH
 3 MAR 06 (10-3N) Eff 16 Mar RNAV SID

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. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.



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'
 FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1
SPEEDS MAX 250 KT BELOW FL100



Initial climb clearance 5000'

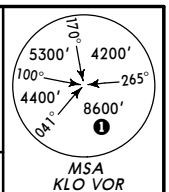
SID	RWY	ROUTING
DEGES 1D	10	Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, intercept KLO R-087 via ZH502 to KOLLUL, then via ZH504 and ZH525 to DEGES.
DEGES 1R	16	Climb straight ahead, - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact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

LSZH/ZRH
 ZURICH

JEPPESSEN ZURICH, SWITZERLAND
 16 NOV 07 **(10-3P)** Eff 22 Nov **RNAV SID**

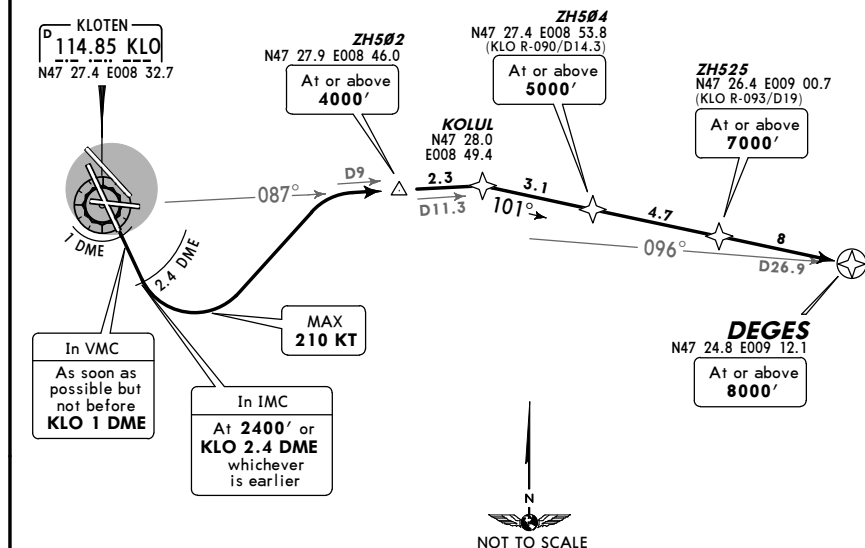
ZURICH Departure **125.95**
 Apt Elev **1416'**

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.



① 5900' within 17 DME

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



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

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

Initial climb clearance **5000'**

ROUTING

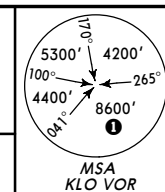
Climb straight ahead,
 - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or
 - if in IMC turn LEFT at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME,
 intercept KLO R-087 via ZH502 to KOLUL - ZH504 (5000'+) -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

LSZH/ZRH
 ZURICH

JEPPESSEN ZURICH, SWITZERLAND
 16 NOV 07 **(10-3Q)** Eff 22 Nov **RNAV SID**

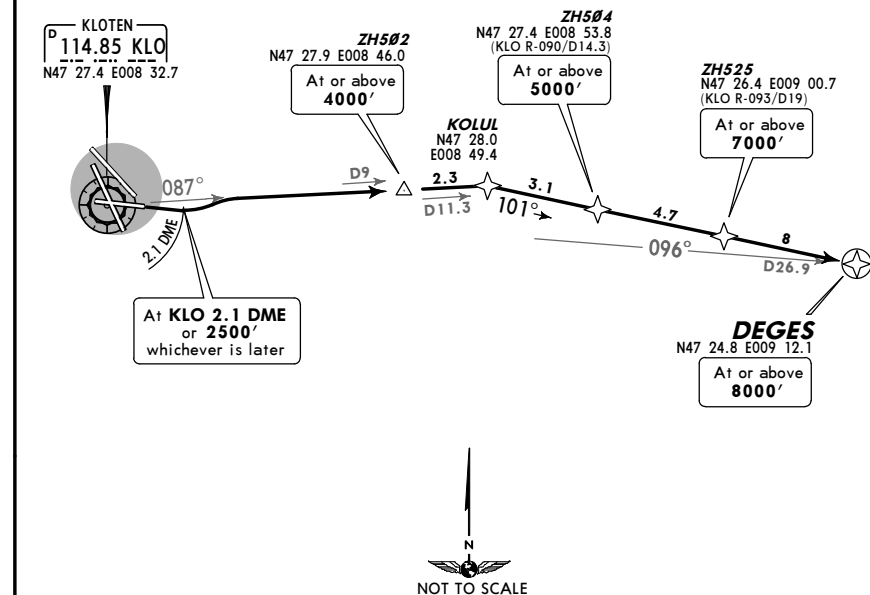
ZURICH Departure **125.95**
 Apt Elev **1416'**

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. 4. WIL DME required.



① 5900' within 17 DME

DEGES ONE ECHO (DEGES 1E) [DEGE1E]
RWY 10 P-RNAV DEPARTURE
 RNAV (DME/DME OR GNSS)
 RNAV APPLICABLE WHEN PASSING KOLUL
 FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1
~~SPEED~~ MAX 250 KT BELOW FL100



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

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

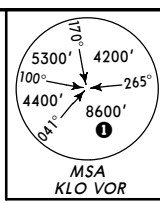
Initial climb clearance **5000'**

ROUTING

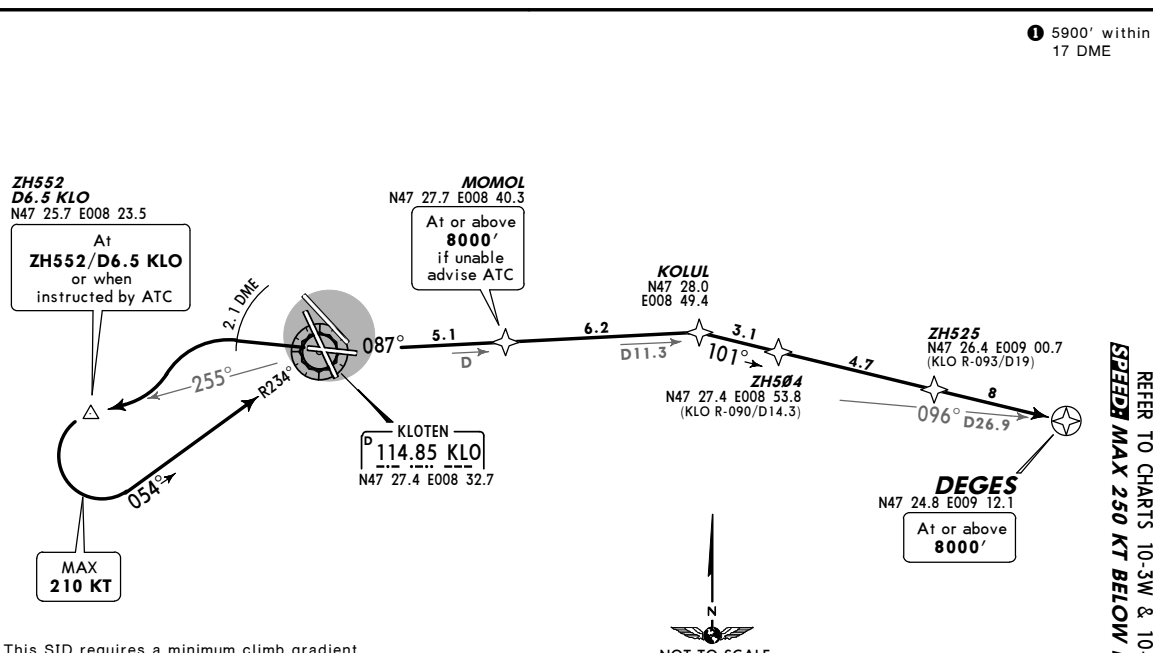
Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept KLO R-087 via ZH502 to KOLUL - ZH504 (5000'+) - ZH525 (7000'+) - DEGES (8000'+).

LSZH/ZRH
ZURICH
 16 NOV 07 (10-33) Eff 22 Nov
JEPPesen
ZURICH, SWITZERLAND
RNAV SID

ZURICH
 Departure
 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.



DEGES ONE WHISKEY (DEGES 1W) [DEGE1W]
RWY 28 RNAV DEPARTURE
 RNAV (DME/DME OR GNSS)
 RNAV APPLICABLE WHEN PASSING KLO
 FOR ROUTE CONTINUATION AFTER DEGES
 REFER TO CHARTS 10-3W & 10-3X1
SPEED MAX 250 KT BELOW FL100



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

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066

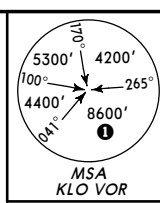
Initial climb clearance 5000'

ROUTING

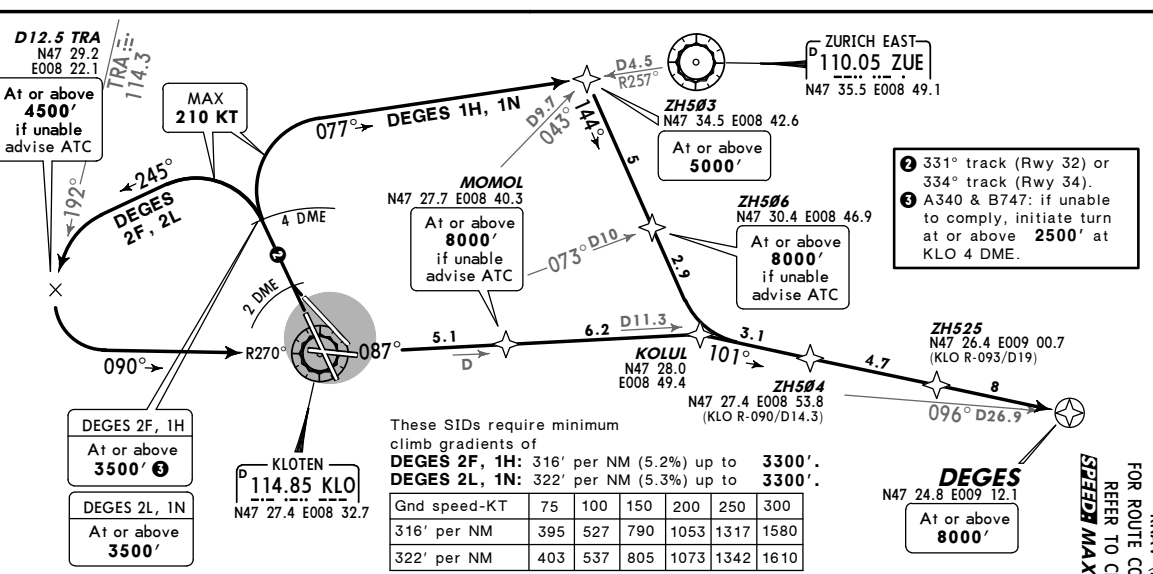
Climb straight ahead to KLO 2.1 DME, turn LEFT, intercept KLO R-255, at ZH552/D6.5 KLO or when instructed by ATC turn LEFT, intercept KLO R-234 inbound to KLO, then via MOMOL to KOLUL, then via ZH504 and ZH525 to DEGES.

LSZH/ZRH
ZURICH
 16 NOV 07 (10-37) Eff 22 Nov
JEPPesen
ZURICH, SWITZERLAND
RNAV SID

ZURICH
 Departure
 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.



DEGES TWO FOXTROT (DEGES 2F) [DEGE2F]
DEGES ONE HOTEL (DEGES 1H) [DEGE1H]
DEGES TWO LIMA (DEGES 2L) [DEGE2L]
DEGES ONE NOVEMBER (DEGES 1N) [DEGE1N]
RWYS 34, 32 RNAV DEPARTURES
 RNAV (DME/DME OR GNSS)
 FOR ROUTE CONTINUATION AFTER DEGES
 REFER TO CHARTS 10-3W & 10-3X1
SPEED MAX 250 KT BELOW FL100



Initial climb clearance 5000'

ROUTING

These SIDs require minimum climb gradients of

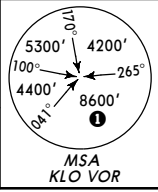
Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
322' per NM	403	537	805	1073	1342	1610

SID	RWY	DESCRIPTION
DEGES 2F ④	34	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO, then via MOMOL to KOLUL, then via ZH504 and ZH525 to DEGES.
DEGES 1H ⑤		Climb on 334° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503, then via ZH506 to KOLUL, then via ZH504 and ZH525 to DEGES.
DEGES 2L ④	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO, then via MOMOL to KOLUL, then via ZH504 and ZH525 to DEGES.
DEGES 1N ⑤		Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503, then via ZH506 to KOLUL, then via ZH504 and ZH525 to DEGES.

RNAV applicable when passing ④ KLO/ ⑤ ZH503.

LSZH/ZRH ZURICH, SWITZERLAND
ZURICH
16 NOV 07 (10-3T) Eff 22 Nov RNAV SID

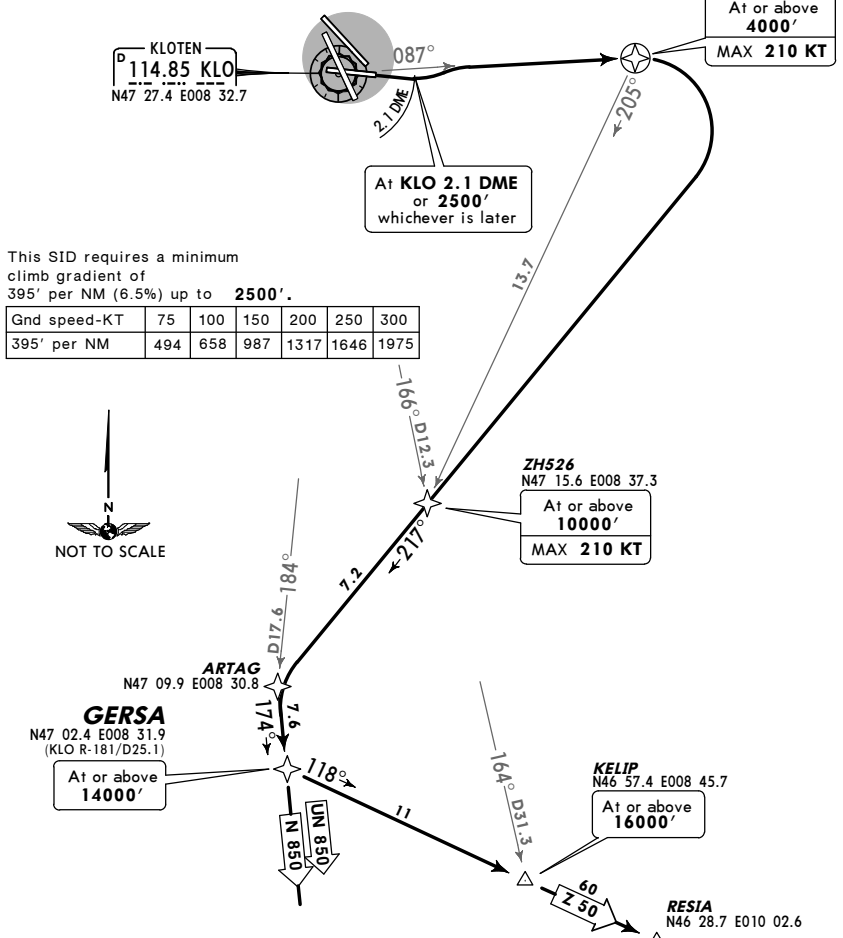
ZURICH Departure 125.95 Apt Elev 1416'
Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.



GERSA ONE CHARLIE (GERSA 1C) [GERS1C]
RWY 10 P-RNAV DEPARTURE
RNAV (DME/DME OR GNSS)
RNAV APPLICABLE WHEN PASSING ZH502
SPEEDS MAX 250 KT BELOW FL100

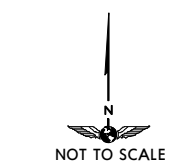
5900' within 17 DME

ZH502
D9 KLO
N47 27.9 E008 46.0
At or above 4000'
MAX 210 KT



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

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



Initial climb clearance 5000'

ROUTING

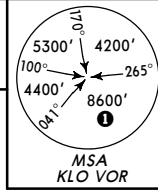
Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, intercept KLO R-087 to ZH502/D9 KLO (4000'+; K210-) - ZH526 (10000'+; K210-) - ARTAG - GERSA (14000'+).

CONTINUATION

To RESIA: Proceed along airway Z 50.
Other directions: Proceed along airways N/UN 850.

LSZH/ZRH ZURICH, SWITZERLAND
ZURICH
16 NOV 07 (10-3T) Eff 22 Nov RNAV SID

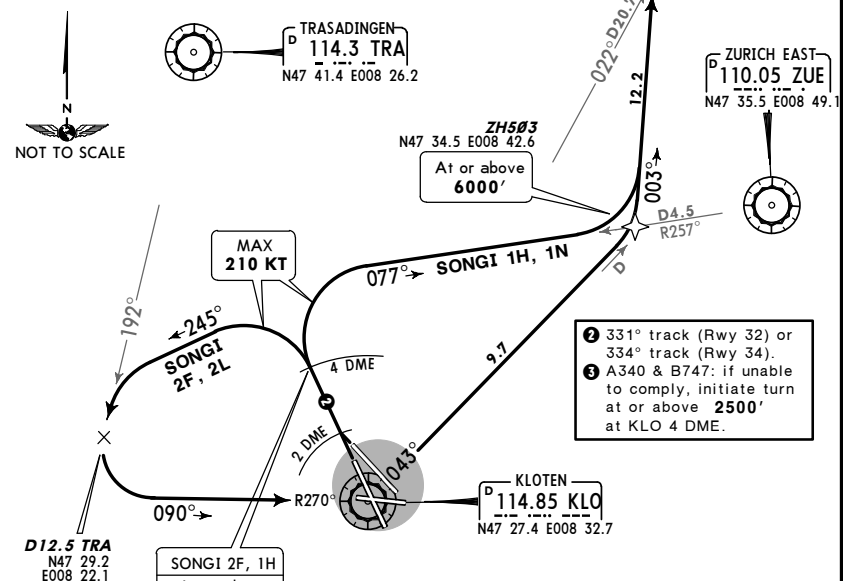
ZURICH Departure 125.95 Apt Elev 1416'
Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZURICH Departure.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



5900' within 17 DME

SONGI TWO FOXTROT (SONGI 2F) [SONG2F]
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
SPEEDS MAX 250 KT BELOW FL100

SONGI
N47 46.7
E008 43.9
At or above FL100



NOT TO SCALE

These SIDs require minimum climb gradients of

SONGI 2F, 1H:	316' per NM (5.2%) up to 3300'.
SONGI 2L, 1N:	322' per NM (5.3%) up to 3300'.

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
322' per NM	403	537	805	1073	1342	1610

- 331° track (Rwy 32) or 334° track (Rwy 34).
- A340 & B747: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.

Initial climb clearance 5000'

SID	RWY	ROUTING
SONGI 2F	34	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO, then to ZH503, then to SONGI.
SONGI 1H		Climb on 334° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503, then to SONGI.
SONGI 2L	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO, then to ZH503, then to SONGI.
SONGI 1N		Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503, then to SONGI.

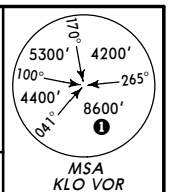
LSZH/ZRH
ZURICH

JEPPESEN ZURICH, SWITZERLAND
16 NOV 07 (10-3T3) Eff 22 Nov RNAV SID

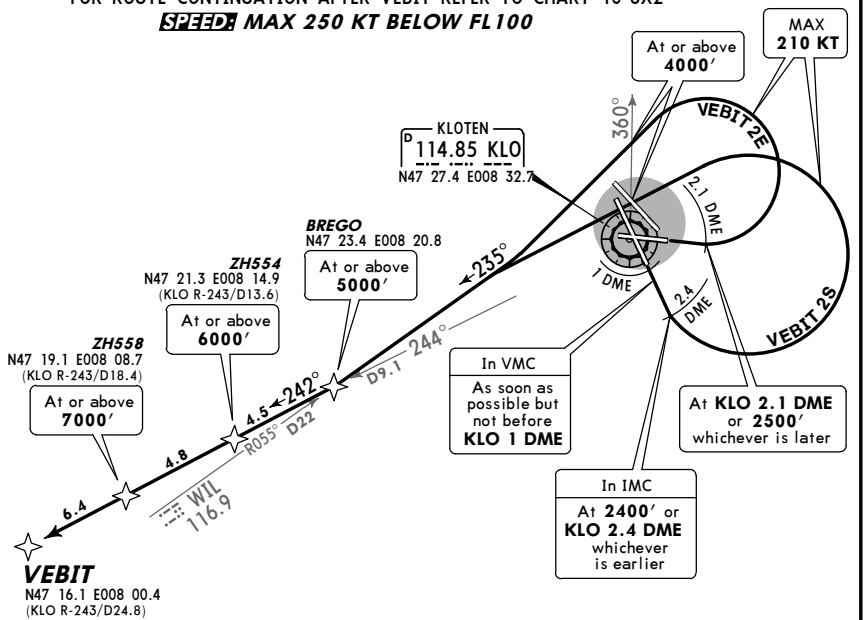
ZURICH
Departure
125.95

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. 3. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is mandatory.
4. EXPECT close-in obstacles.



VEBIT TWO ECHO (VEBIT 2E) [VEBI2E]
VEBIT TWO SIERRA (VEBIT 2S) [VEBI2S]
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
~~SPEEDS~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

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

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



Initial climb clearance **5000'**

SID	RWY	ROUTING
VEBIT 2E	10	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	16	Climb straight ahead, - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800' , or - if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept WIL R-055 inbound to BREGO, then via ZH554 and ZH558 to VEBIT.

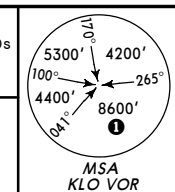
LSZH/ZRH
ZURICH

JEPPESEN ZURICH, SWITZERLAND
16 NOV 07 (10-3T4) Eff 22 Nov RNAV SID

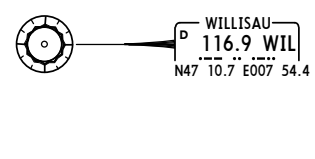
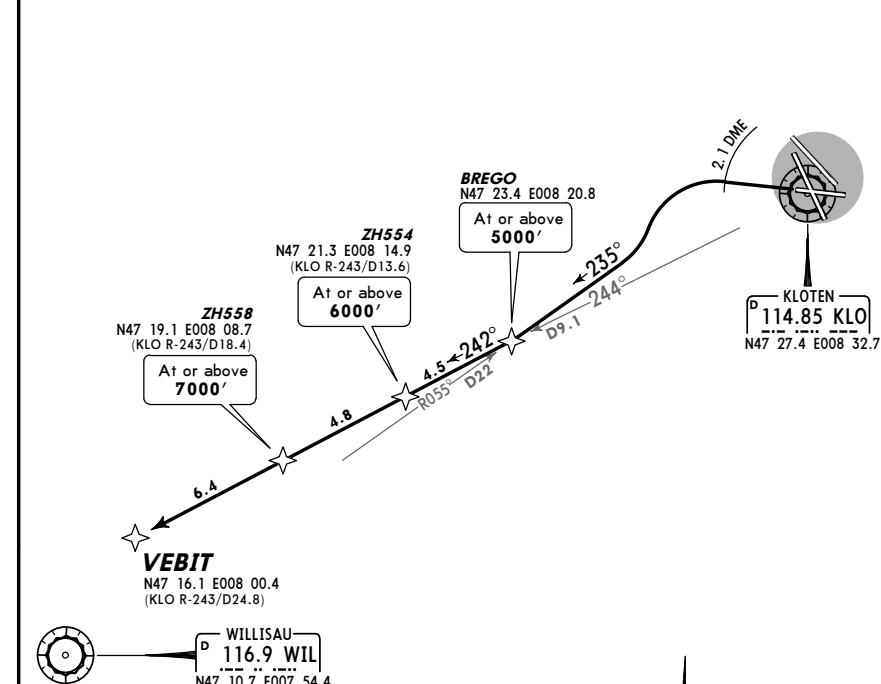
ZURICH
Departure
125.95

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.



VEBIT TWO WHISKEY (VEBIT 2W) [VEBI2W]
RWY 28 RNAV DEPARTURE
RNAV (DME/DME OR GNSS)
RNAV APPLICABLE WHEN PASSING BREGO
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2
~~SPEEDS~~ MAX 250 KT BELOW FL100



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	689	1033	1377	1722	2066

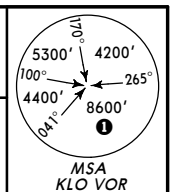
Initial climb clearance **5000'**

ROUTING

Climb straight ahead to KLO 2.1 DME, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH554 and ZH558 to VEBIT.

LSZH/ZRH ZURICH, SWITZERLAND
ZURICH
16 NOV 07 10-3U Eff 22 Nov RNAV SID

ZURICH Departure 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.



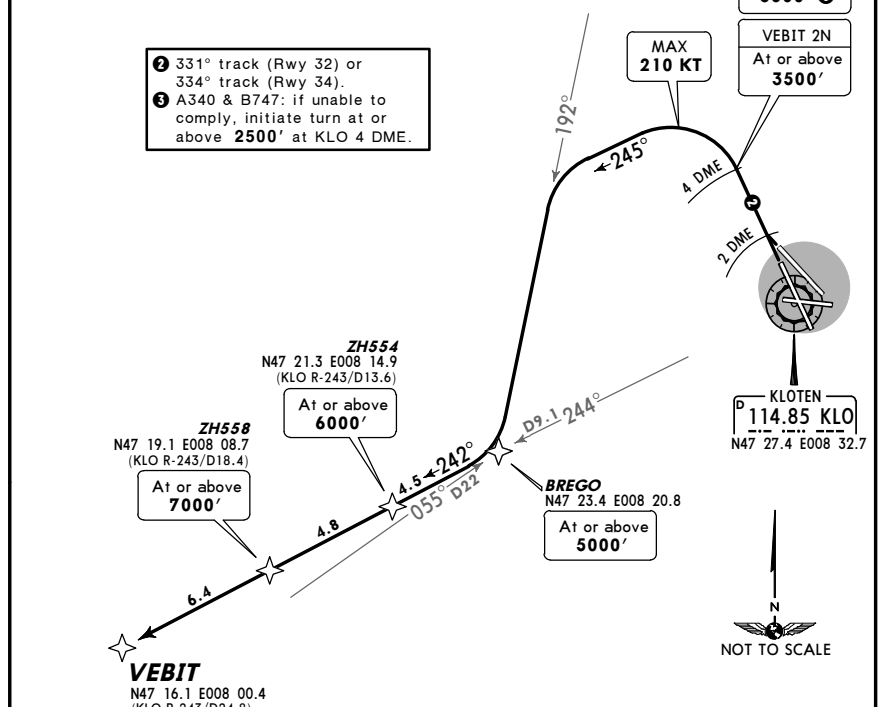
VEBIT TWO HOTEL (VEBIT 2H) [VEBI2H]
VEBIT TWO NOVEMBER (VEBIT 2N) [VEBI2N]
RWYS 34, 32 RNAV DEPARTURES
RNAV (DME/DME OR GNSS)
RNAV APPLICABLE WHEN PASSING BREGO
FOR ROUTE CONTINUATION AFTER VEBIT
REFER TO CHART 10-3X2
SPEED MAX 250 KT BELOW FL100

1 5900' within 17 DME



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

2 331° track (Rwy 32) or 334° track (Rwy 34).
3 A340 & B747: if unable to comply, initiate turn at or above 2500' at KLO 4 DME.



These SIDs require minimum climb gradients of
VEBIT 2H: 316' per NM (5.2%) up to 3300'.
VEBIT 2N: 322' per NM (5.3%) up to 3300'.

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
322' per NM	403	537	805	1073	1342	1610

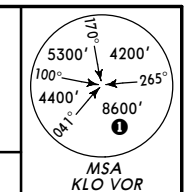
Initial climb clearance 5000'		
SID	RWY	ROUTING
VEBIT 2H	34	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, then via ZH554 and ZH558 to VEBIT.
VEBIT 2N	32	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, then via ZH554 and ZH558 to VEBIT.

CHANGES: Chart reindexed; ballnote 4 withdrawn.

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LSZH/ZRH ZURICH, SWITZERLAND
ZURICH
16 NOV 07 10-3V Eff 22 Nov RNAV SID

ZURICH Departure 125.95 Apt Elev 1416'
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.

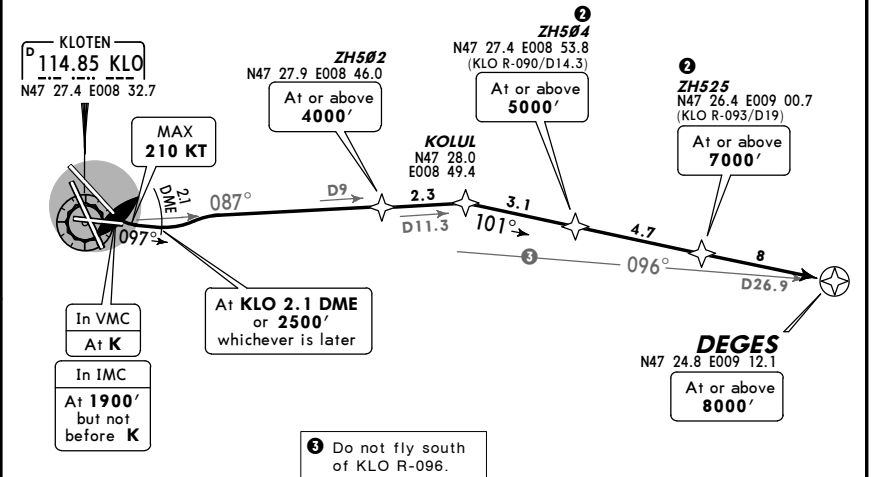


DEGES ONE ALFA (DEGES 1A) [DEGE1A]
RWY 14 RNAV DEPARTURE
BRNAV ABOVE MSA
BRNAV APPLICABLE WHEN PASSING 8600'
FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1
SPEED MAX 250 KT BELOW FL100

1 5900' within 17 DME

TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY

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



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

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

Initial climb clearance 5000'		
ROUTING		
Climb straight ahead, - if in VMC turn LEFT at 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, intercept KLO R-087 via ZH504 and ZH525 to DEGES.		

CHANGES: Chart reindexed.

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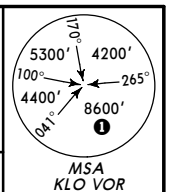
LSZH/ZRH
 ZURICH

JEPPesen ZURICH, SWITZERLAND
 16 NOV 07 (10-3V1) Eff 22 Nov RNAV SID

ZURICH
 Departure
 125.95

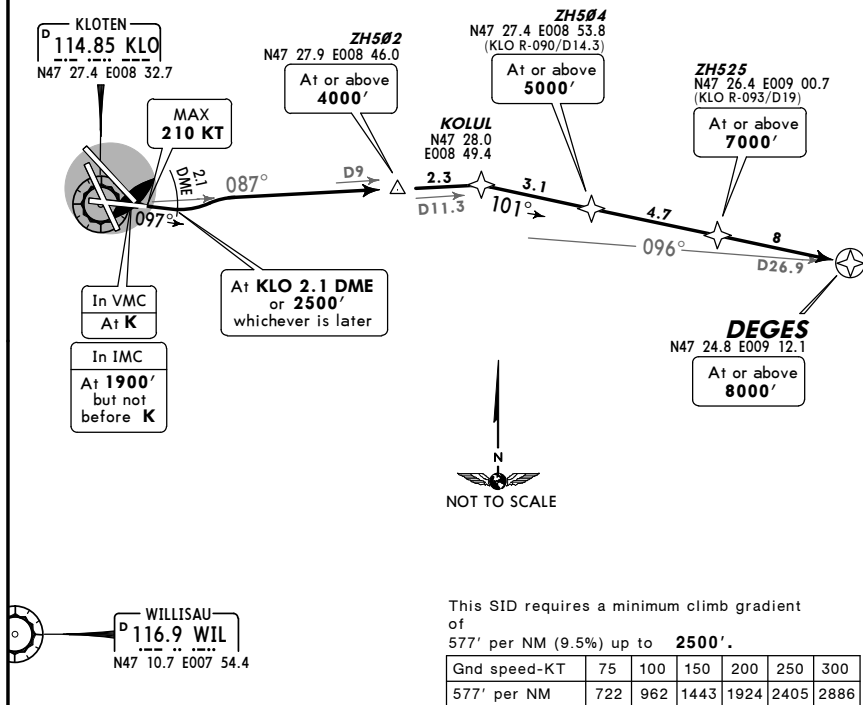
Apt Elev
 1416'

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.



DEGES ONE BRAVO (DEGES 1B) [DEGE1B]
RWY 14 P-RNAV DEPARTURE
 RNAV (DME/DME OR GNSS)
 RNAV APPLICABLE WHEN PASSING KOLUL
 FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1
SPEEDS MAX 250 KT BELOW FL100

TEMPORARY PROCEDURES
 ACTIVATION BY NOTAM OR
 BY AIRPORT AUTHORITY ONLY



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 ZH502 to KOLUL - ZH504 (5000'+) - ZH525 (7000'+) - DEGES (8000'+).

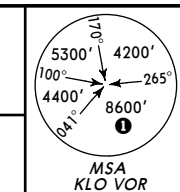
LSZH/ZRH
 ZURICH

JEPPesen ZURICH, SWITZERLAND
 16 NOV 07 (10-3V2) Eff 22 Nov RNAV SID

ZURICH
 Departure
 125.95

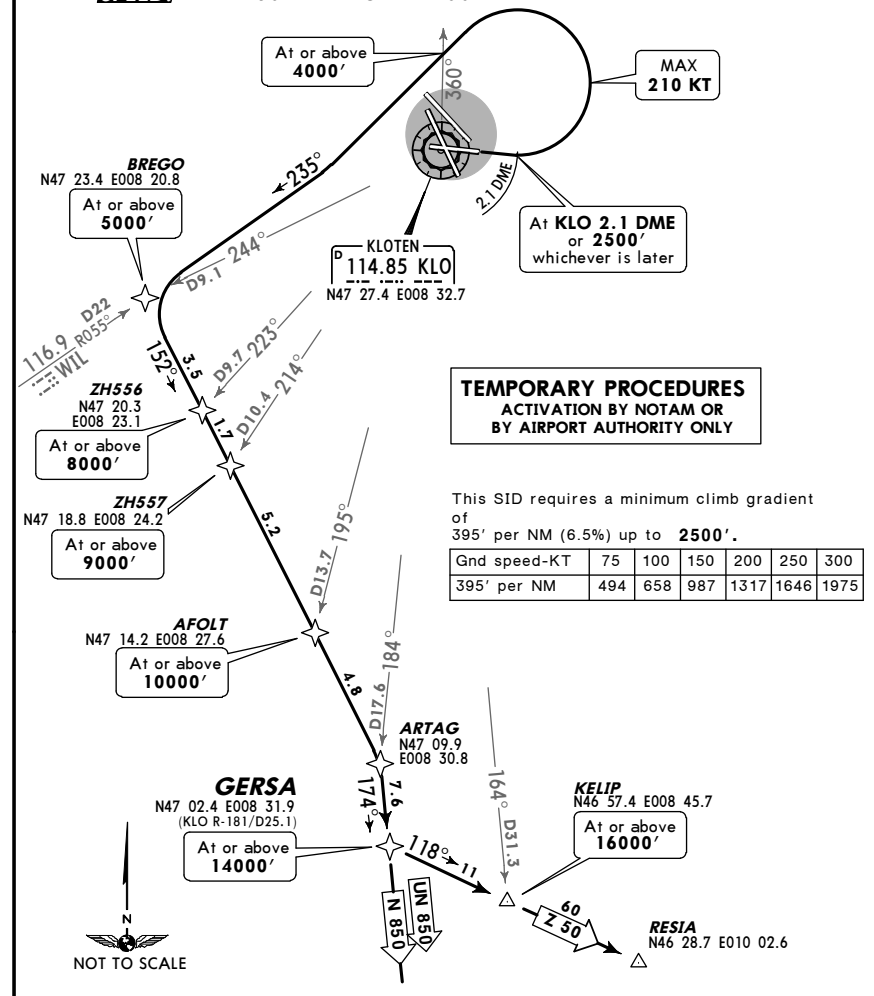
Apt Elev
 1416'

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 ECHO (GERSA 1E) [GERS1E]
RWY 10 RNAV DEPARTURE
 RNAV (DME/DME OR GNSS)
 RNAV APPLICABLE WHEN PASSING BREGO
SPEEDS MAX 250 KT BELOW FL100

TEMPORARY PROCEDURES
 ACTIVATION BY NOTAM OR
 BY AIRPORT AUTHORITY ONLY



Initial climb clearance 5000'

ROUTING

Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.

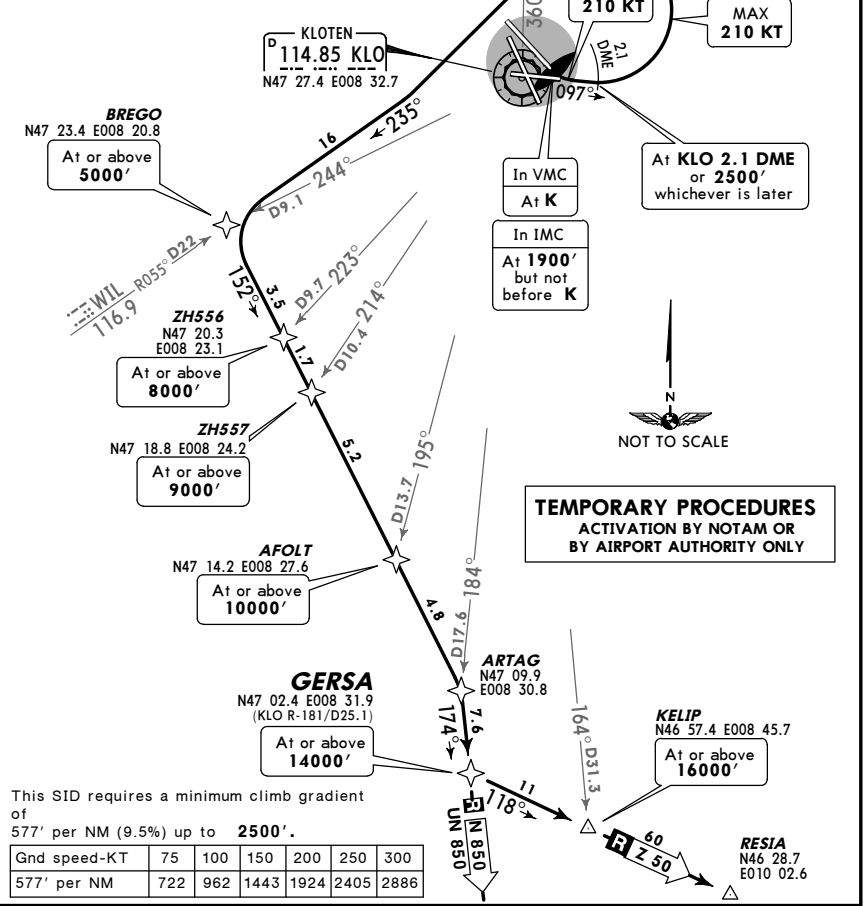
CONTINUATION

To RESIA: Proceed along airway Z 50.
 Other directions: Proceed along airways N/UN 850.

LSZH/ZRH ZURICH, SWITZERLAND
 RNAV (DME/DME, GNSS) 16 DEC 05 (10-3V3) RNAV SID

ZURICH Departure 125.95	Apt Elev 1416'	Trans level: By ATC 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.	<p>MSA KLO VOR</p>
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GERSA ONE BRAVO (GERSA 1B) [GERS1B]
 RWY 14 RNAV DEPARTURE
 RNAV APPLICABLE WHEN PASSING BREGO
SPEED MAX 250 KT BELOW FL100



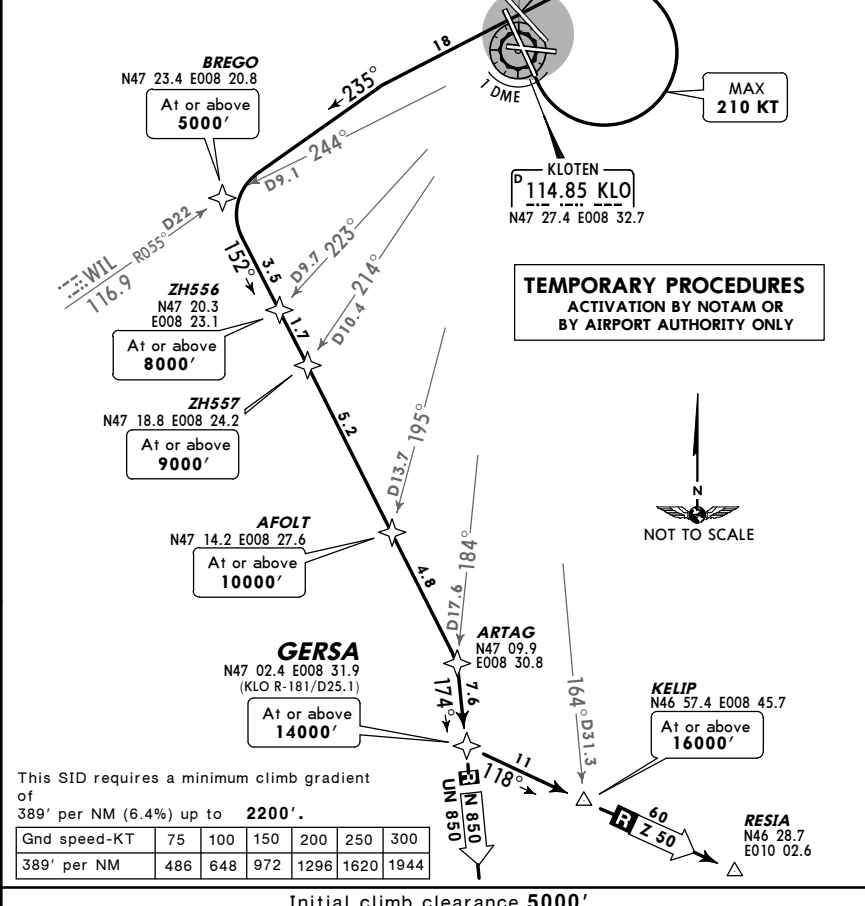
ROUTING
 Straight ahead,
 - if in VMC turn LEFT at K/KLO R-080, 097° track, maintain visual ground contact up to 2800', or
 - if in IMC turn LEFT (MAX 210 KT) at 1900', but not before K/KLO R-080, 097° track, at KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.

CONTINUATION
To RESIA: Proceed along airway Z 50.
Other directions: Proceed along airways N/UN 850.

LSZH/ZRH ZURICH, SWITZERLAND
 RNAV (DME/DME, GNSS) 16 DEC 05 (10-3V4) RNAV SID

ZURICH Departure 125.95	Apt Elev 1416'	Trans level: By ATC 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.	<p>MSA KLO VOR</p>
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GERSA ONE SIERRA (GERSA 1S) [GERS1S]
 RWY 16 RNAV DEPARTURE
 RNAV APPLICABLE WHEN PASSING BREGO
SPEED MAX 250 KT BELOW FL100

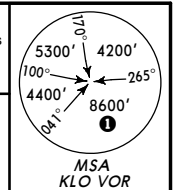


ROUTING
 Straight ahead,
 - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or
 - if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept WIL R-055 inbound to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.

CONTINUATION
To RESIA: Proceed along airway Z 50.
Other directions: Proceed along airways N/UN 850.

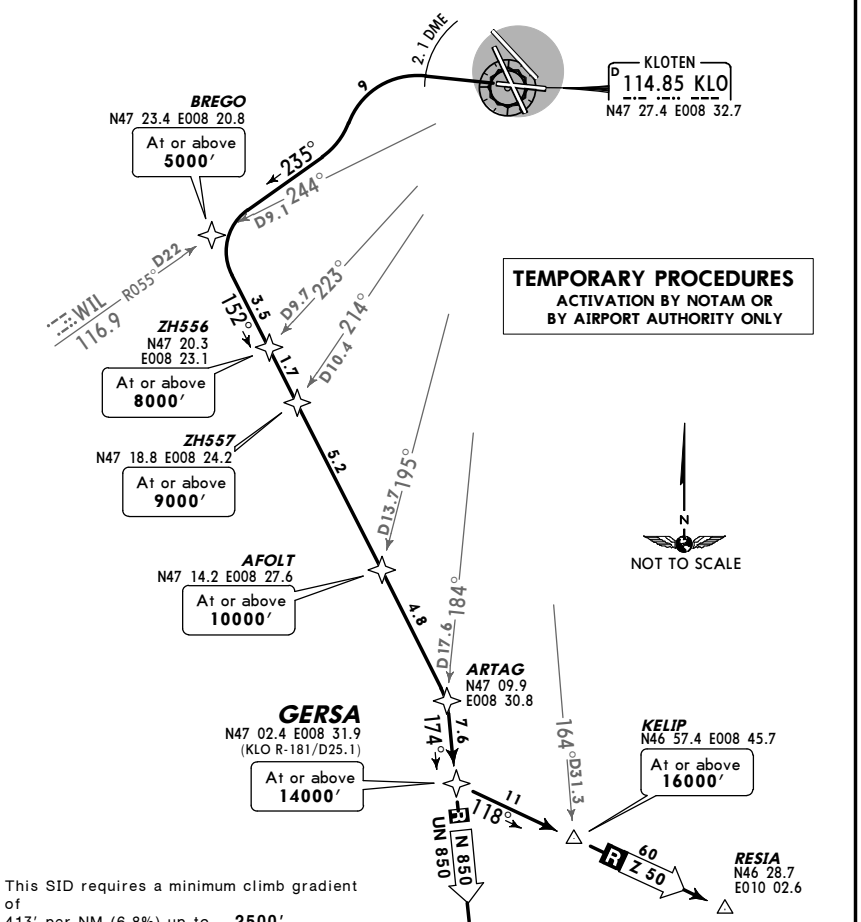
LSZH/ZRH ZURICH, SWITZERLAND
 RNAV (DME/DME, GNSS) 28 JUL 06 (10-3V5) RNAV SID

ZURICH Departure 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.



GERSA ONE WHISKEY (GERSA 1W) [GERS1W]
 RWY 28 RNAV DEPARTURE
 RNAV APPLICABLE WHEN PASSING BREGO
SPEEDS MAX 250 KT BELOW FL100

① 5900' within 17 DME



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	689	1033	1377	1722	2066

Initial climb clearance 5000'

ROUTING

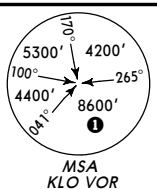
Straight ahead to KLO 2.1 DME, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.

CONTINUATION

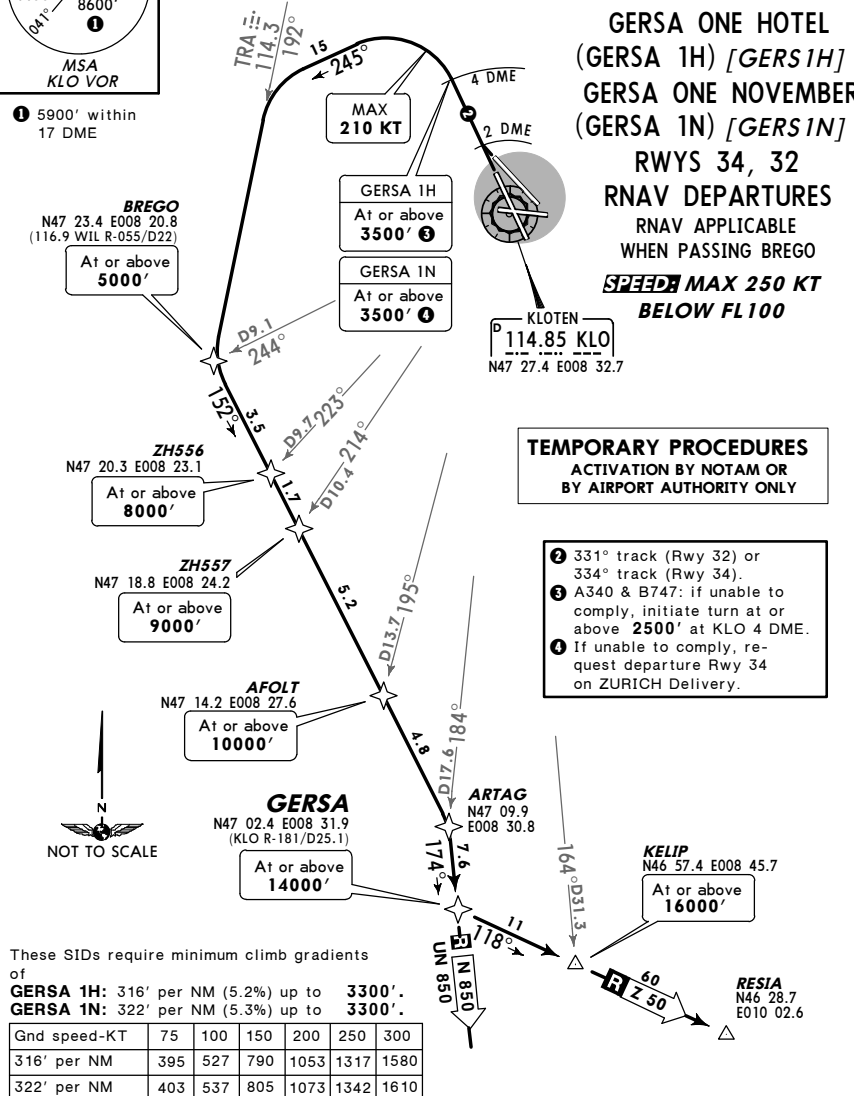
To RESIA: Proceed along airway Z 50.
Other directions: Proceed along airways N/UN 850.

LSZH/ZRH ZURICH, SWITZERLAND
 RNAV (DME/DME, GNSS) 28 JUL 06 (10-3V6) RNAV SID

ZURICH Departure 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.



① 5900' within 17 DME



These SIDs require minimum climb gradients of
GERSA 1H: 316' per NM (5.2%) up to 3300'.
GERSA 1N: 322' per NM (5.3%) up to 3300'.

Initial climb clearance 5000'

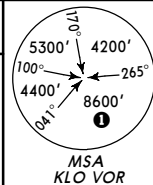
SID	RWY	ROUTING
GERSA 1H	34	334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.
GERSA 1N	32	Straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.

CONTINUATION

To RESIA: Proceed along airway Z 50.
Other directions: Proceed along airways N/UN 850.

LSZH/ZRH ZURICH, SWITZERLAND
 ZURICH
 28 OCT 05 (10-3X)
 TRANSITION

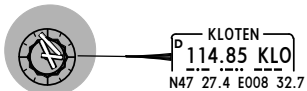
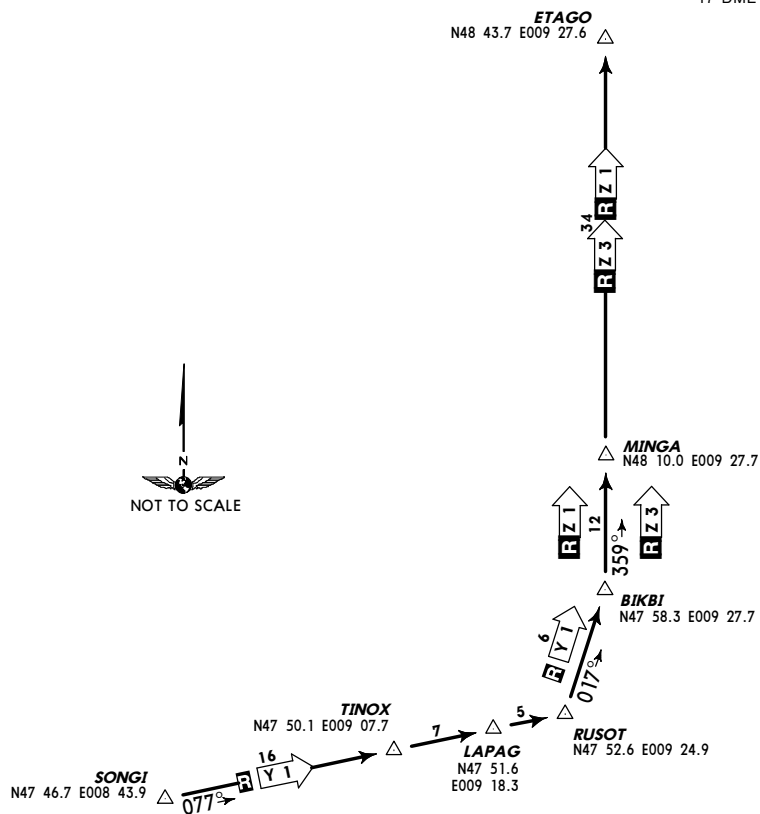
Apt Elev 1416' Trans level: By ATC Trans alt: 7000'



1 5900' within 17 DME

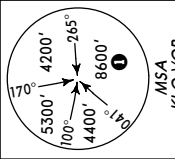
NORTHBOUND TRANSITION ROUTES
 AFTER SONGI

RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100



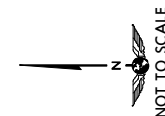
LSZH/ZRH ZURICH, SWITZERLAND
 ZURICH
 6 APR 07 (10-3X1)
 TRANSITION

Apt Elev 1416' Trans level: By ATC Trans alt: 7000'

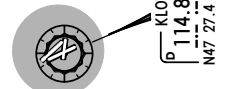
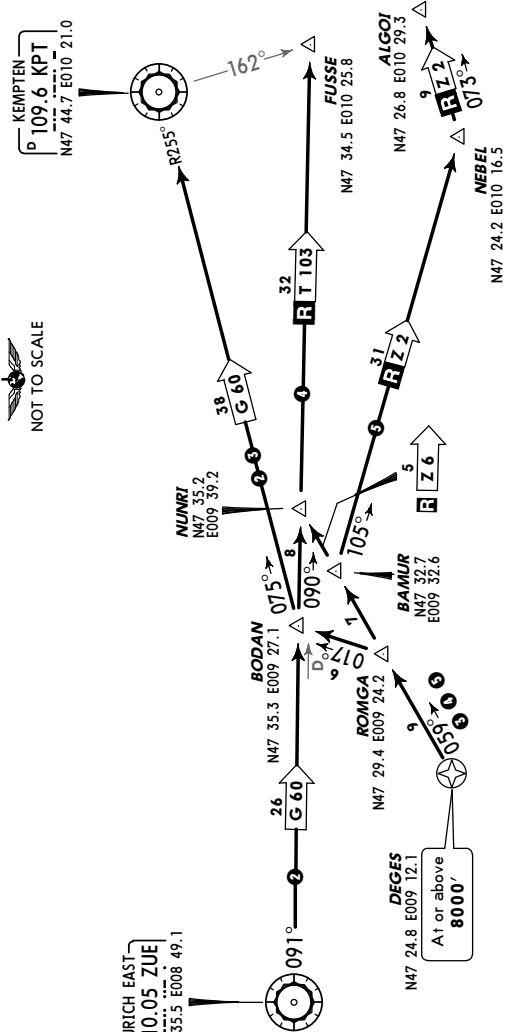


1 5900' within 17 DME

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



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



LSZH/ZRH

JEPPesen ZURICH, SWITZERLAND

27 JUL 07 (10-9A)

ZURICH

RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
	Threshold	Landing Beyond	Glide Slope		Landing Beyond			
10 ① 28	RL (45m) CL (15m) ALS PAPI-L (3.5°)						③	197' 60m
① Rwy grooved. ② ALS also available. ③ TAKE-OFF RUN AVAILABLE RWY 28: From rwy head 8202' (2500m) twy K int 6234' (1900m)								
14 ④ 32	HIRL (30m) CL (15m) HIALS-II TDZ ⑤	RVR	10,334' 3150m	9196' 2803m			⑥	197' 60m
④ Rwy grooved. ⑤ PAPI-L (3.0°) ⑥ TAKE-OFF RUN AVAILABLE RWY 14: From rwy head 10,827' (3300m) twy G int 8858' (2700m) RWY 32: From rwy head 10,827' (3300m) twy H2 int 8858' (2700m)								
16 ⑦ 34	HIRL (30m) CL (15m) HIALS-II ⑧ TDZ ⑨ REIL	RVR	10,879' 3316m				⑩	197' 60m
⑦ Total rwy except first 1969'/600m rwy 34 grooved. ⑧ ALS also available. ⑨ PAPI-L (3.0°) ⑩ TAKE-OFF RUN AVAILABLE RWY 16: From rwy head 12,139' (3700m) twy E3 int 9843' (3000m) RWY 34: From rwy head 12,139' (3700m) twy E8/R8 int 10,728' (3270m) twy E7/R7 int 8432' (2570m)								

JAR-OPS TAKE-OFF ①				All Rws ②	
Rws 16, 28, 32, 34 LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RL or CL	RCLM (DAY only) or RL	NIL (DAY only)
A			250m		500m
B	125m	150m	200m	400m	600m
C			300m		
D	150m	200m	250m	400m	800m

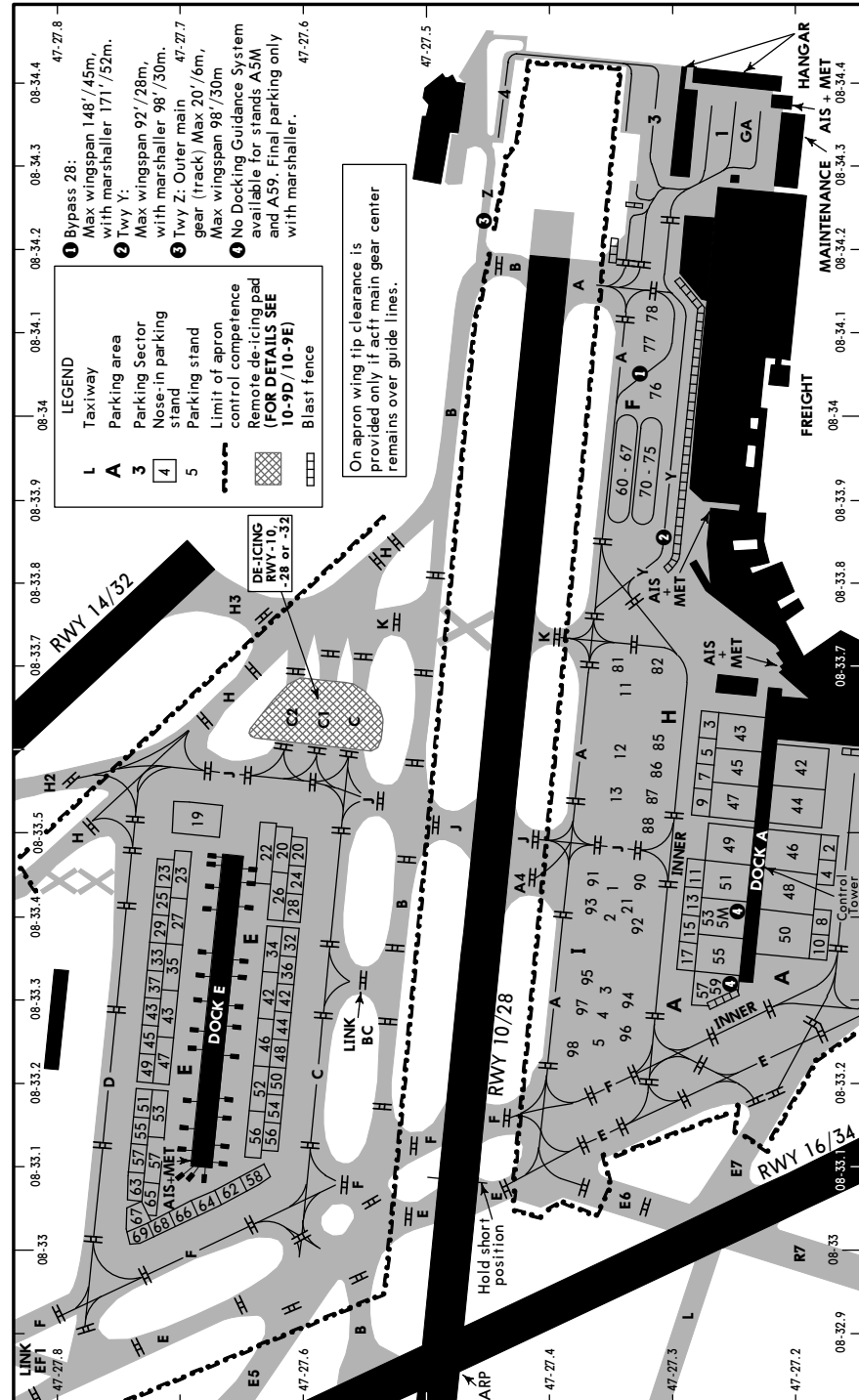
① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
 ② Take-off rwy 14 is subject to activation by airport authority.
 ③ With approved guidance system: ABCD 75m.

LSZH/ZRH

JEPPesen ZURICH, SWITZERLAND

9 FEB 07 (10-9B)

ZURICH



LSZH/ZRH

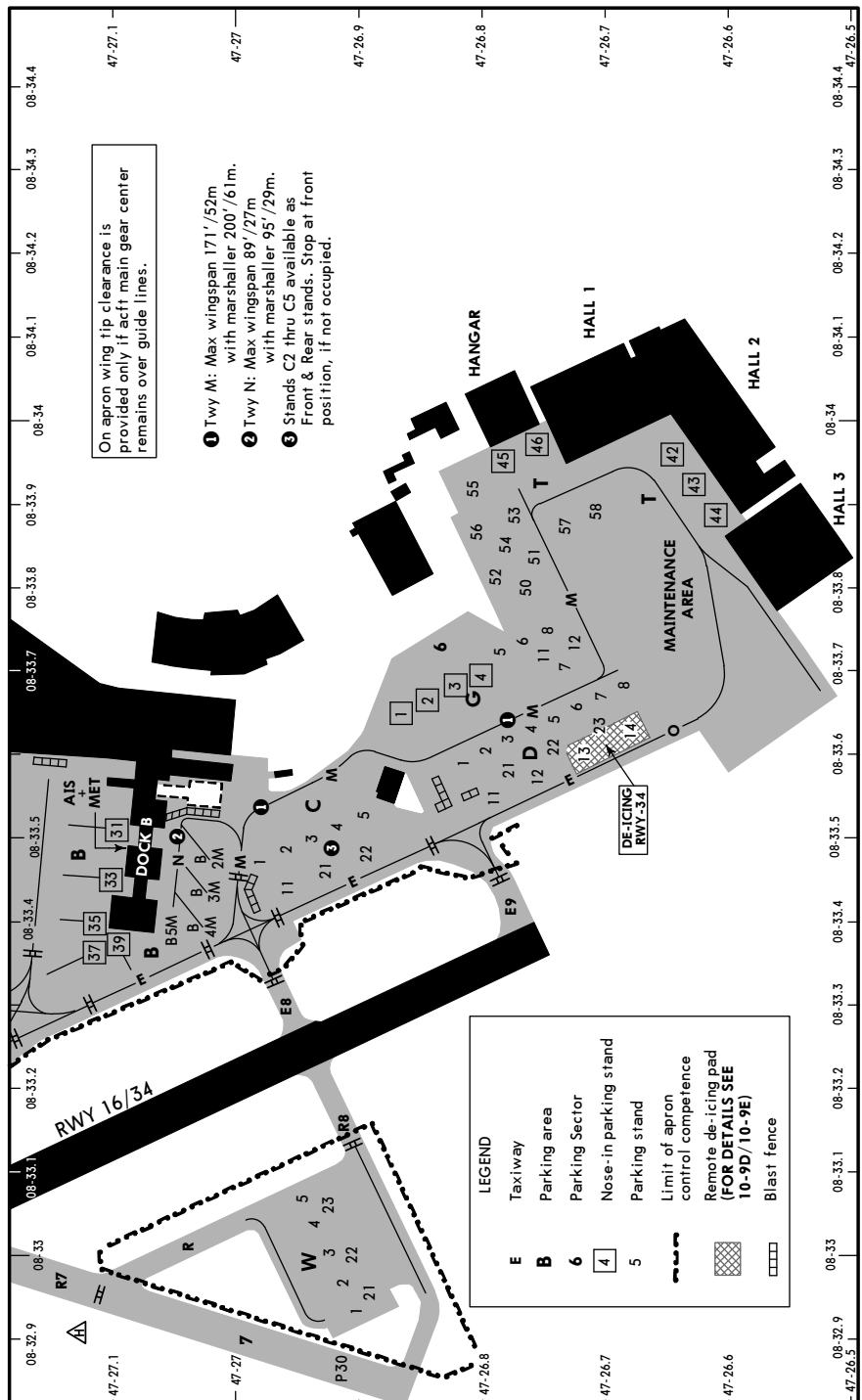
JEPPESEN

ZURICH, SWITZERLAND

9 FEB 07

10-9C

ZURICH



LSZH/ZRH

JEPPESEN

ZURICH, SWITZERLAND

20 OCT 06

10-9D

ZURICH

INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
A2	N47 27.2	E008 33.5	E47	N47 27.7	E008 33.2
A3	N47 27.2	E008 33.7	E48	N47 27.6	E008 33.2
A4	N47 27.2	E008 33.5	E49	N47 27.7	E008 33.2
A5	N47 27.2	E008 33.6	E50	N47 27.6	E008 33.2
A5M	N47 27.2	E008 33.4	E51	N47 27.7	E008 33.2
A7	N47 27.2	E008 33.6	E52	N47 27.6	E008 33.2
A8	N47 27.2	E008 33.4	E53	N47 27.7	E008 33.2
A9	N47 27.2	E008 33.6	E54	N47 27.6	E008 33.2
A10	N47 27.2	E008 33.4	E55 thru E57	N47 27.7	E008 33.1
A11	N47 27.2	E008 33.5	E58	N47 27.6	E008 33.1
A13, A15	N47 27.2	E008 33.4	E62 thru E67	N47 27.7	E008 33.1
A17	N47 27.3	E008 33.4	E68, E69	N47 27.7	E008 33.0
A42	N47 27.2	E008 33.6	F60 thru F62	N47 27.3	E008 33.9
A43	N47 27.2	E008 33.7	F63 thru F66	N47 27.3	E008 34.0
A44, A45	N47 27.2	E008 33.6	F67	N47 27.3	E008 34.1
A46	N47 27.2	E008 33.5	F70 thru F72	N47 27.3	E008 33.9
A47	N47 27.2	E008 33.6	F73, F74	N47 27.3	E008 34.0
A48, A49	N47 27.2	E008 33.5	F75 thru F77	N47 27.3	E008 34.1
A50	N47 27.2	E008 33.4	F78	N47 27.3	E008 34.2
A51	N47 27.2	E008 33.5	G1	N47 26.9	E008 33.7
A53, A55	N47 27.2	E008 33.4	G2 thru G5	N47 26.8	E008 33.7
A57, A59	N47 27.3	E008 33.3	G6	N47 26.8	E008 33.8
B1M thru B3M	N47 27.0	E008 33.5	G7, G8	N47 26.7	E008 33.8
B4M, B5M	N47 27.0	E008 33.4	G9, G11	N47 26.8	E008 33.8
B31, B33	N47 27.1	E008 33.5	G12	N47 26.8	E008 33.7
B35, B37, B39	N47 27.1	E008 33.4	H11	N47 27.3	E008 33.7
C1	N47 27.0	E008 33.5	H12, H13	N47 27.4	E008 33.6
C2 thru C4	N47 26.9	E008 33.5	H81, H82	N47 27.3	E008 33.7
C5F	N47 26.9	E008 33.5	H85, H86	N47 27.3	E008 33.6
C5R	N47 26.9	E008 33.6	H87, H88	N47 27.4	E008 33.6
C11, C21, C22	N47 26.9	E008 33.5	I1	N47 27.4	E008 33.5
D1 thru D3	N47 26.8	E008 33.6	I2, I3	N47 27.4	E008 33.4
D4 thru D6	N47 26.7	E008 33.6	I4, I5	N47 27.4	E008 33.3
D7, D8	N47 26.7	E008 33.7	I21	N47 27.4	E008 33.5
D11	N47 26.8	E008 33.6	I90	N47 27.3	E008 33.4
D12, D13	N47 26.7	E008 33.6	I91	N47 27.4	E008 33.5
D14	N47 26.7	E008 33.7	I92	N47 27.3	E008 33.4
D21	N47 26.8	E008 33.6	I93	N47 27.4	E008 33.4
D22	N47 26.7	E008 33.6	I94	N47 27.3	E008 33.3
D23	N47 26.7	E008 33.7	I95	N47 27.4	E008 33.4
E19	N47 27.7	E008 33.5	I96 thru I98	N47 27.4	E008 33.3
E20, E22	N47 27.6	E008 33.5	P30	N47 26.9	E008 32.9
E23	N47 27.7	E008 33.5	T42, T43	N47 26.6	E008 34.0
E24	N47 27.6	E008 33.5	T44	N47 26.6	E008 33.9
E25	N47 27.7	E008 33.4	T45, T46	N47 26.8	E008 34.0
E26	N47 27.6	E008 33.4	T50 thru T52	N47 26.8	E008 33.8
E27	N47 27.7	E008 33.4	T53, T54	N47 26.8	E008 33.9
E28	N47 27.6	E008 33.4	T55	N47 26.8	E008 34.0
E29	N47 27.7	E008 33.4	T56	N47 26.8	E008 33.9
E32	N47 27.6	E008 33.4	T57, T58	N47 26.7	E008 33.9
E33	N47 27.7	E008 33.4	W1	N47 26.9	E008 32.9
E34	N47 27.6	E008 33.4	W2, W3	N47 26.9	E008 33.0
E35	N47 27.7	E008 33.4	W4, W5	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			
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			

LSZH/ZRH

JEPPESSEN
 20 OCT 06 (10-9E)

ZURICH, SWITZERLAND

ZURICH

DE-ICING PADS

Remote Deicing Pad	Site Overview
<p>RWY-10</p> <p>Holding bay 10</p> <p>PAD Coordinator 130.37</p>	
<p>RWY-16</p> <p>Twy F / F1 / F2</p> <p>PAD Coordinator 121.65</p>	
<p>RWY-28, -32 or -10</p> <p>Twy C / C1 / C2</p> <p>PAD Coordinator 121.67</p>	
<p>RWY-34</p> <p>D13 / D14</p> <p>PAD Coordinator 130.37</p>	

LSZH/ZRH

JEPPESSEN
 15 OCT 04 (10-9F)

ZURICH, SWITZERLAND

ZURICH

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

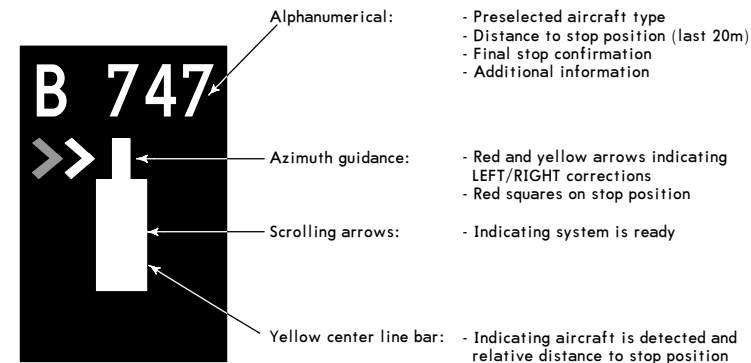
A. SYSTEM DESCRIPTION:

The system is based on a laser scanning technique which tracks the lateral and longitudinal position of the aircraft. The system will recognise the incoming aircraft and check it against the one selected by the operator. The system is operated on an automatic mode. If the system fails, the aircraft must be positioned by a marshaller.
 Azimuth guidance, continuous closing rate information, aircraft type etc. are shown on a single display visible for pilot and co-pilot.
 Display and Laser Scanning Unit are mounted on the terminal in front of the aircraft stand.

B. ROUTINE DOCKING MANOEUVRE:

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

In case of malfunction request assistance from APRON CONTROL.



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

Stop bar markings are located to the LEFT with a 90 degree angle to the guide lines.
 Aircraft has to be stopped with the pilot seat ABEAM the stop-bar.

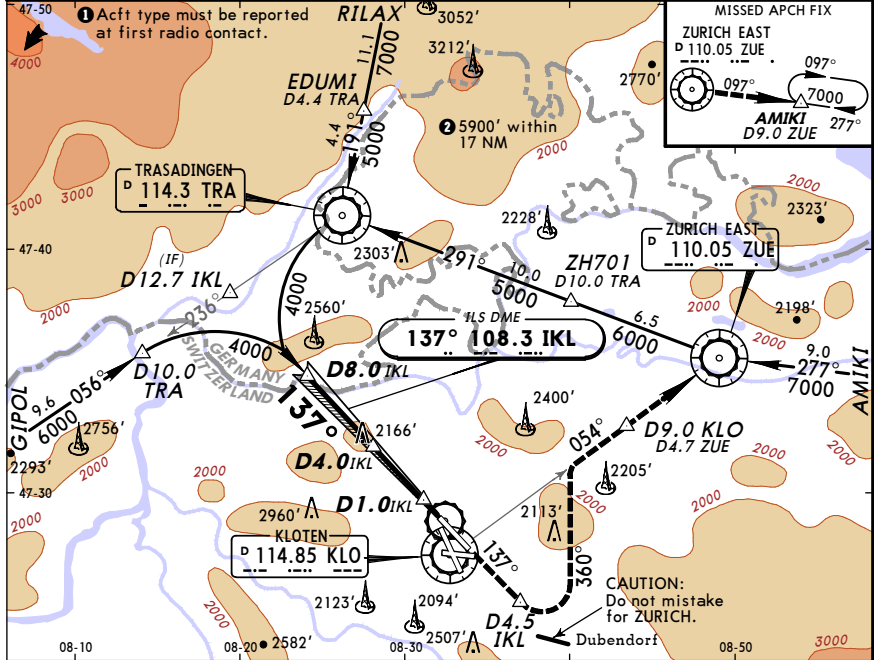
LSZH/ZRH
ZURICH
 ZURICH, SWITZERLAND
 ILS Rwy 14

JEPPesen
 20 OCT 06 (11-1) Eff 26 Oct

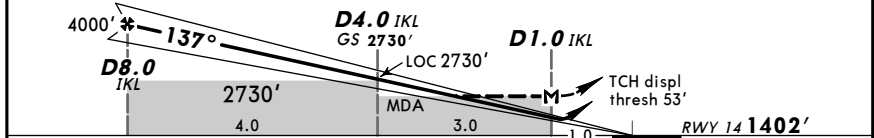
ATIS	ZURICH Arrival (APP/R)			ZURICH Tower			Ground
128.52	118.0	120.75	119.7	120.22	118.1	119.7	121.9
LOC IKL	Final Apch Crs	GS	ILS RA 187' DA(H)	Apt Elev 1416'	MSA KLO VOR		
108.3	137°	2730' (1328')	1602' (200')	RWY 1402'			

MISSED APCH: 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.

Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000'
 1. ILS front course width 3.5°. 2. ILS DME reads zero at rwy 14 displaced threshold.



LOC (GS out)	IKL DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3690'	3370'	3050'	2730'	2410'	2090'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 137°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at D1.0 IKL							

JAR-OPS STRAIGHT-IN LANDING RWY 14 ILS		LOC (GS out)	
RA 187'	with IKL DME	DA(H) 1602' (200')	MDA(H) 1900' (498')
FULL	ALS out	ALS out	ALS out

A		RVR 1000m	RVR 1500m
B	RVR 550m	RVR 1000m	RVR 1200m
C		RVR 1600m	RVR 2000m
D			

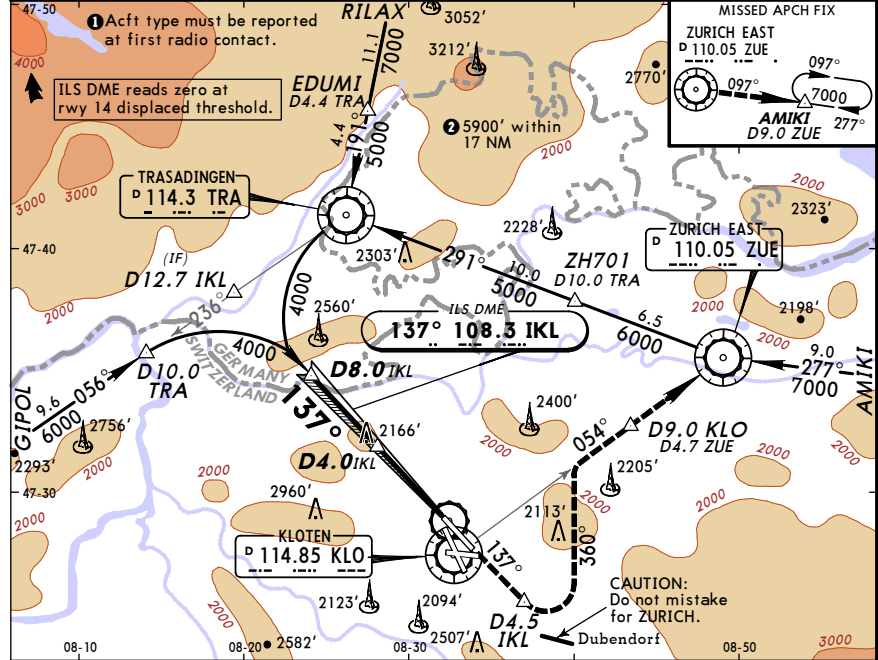
LSZH/ZRH
ZURICH
 ZURICH, SWITZERLAND
 CAT II ILS Rwy 14

JEPPesen
 20 OCT 06 (11-1A) Eff 26 Oct

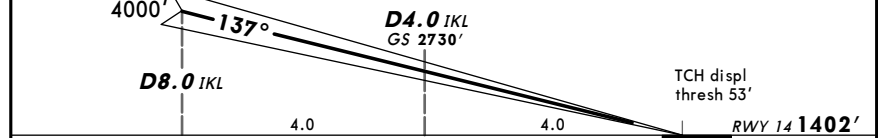
ATIS	ZURICH Arrival (APP/R)			ZURICH Tower			Ground
128.52	118.0	120.75	119.7	120.22	118.1	119.7	121.9
LOC IKL	Final Apch Crs	GS	CAT II ILS RA 95' DA(H)	Apt Elev 1416'	MSA KLO VOR		
108.3	137°	2730' (1328')	1502' (100')	RWY 1402'			

MISSED APCH: 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.

Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000'
 1. ILS front course width 3.5°. 2. Special Aircrew and Aircraft Certification Required.



LOC (GS out)	IKL DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3690'	3370'	3050'	2730'	2410'	2090'



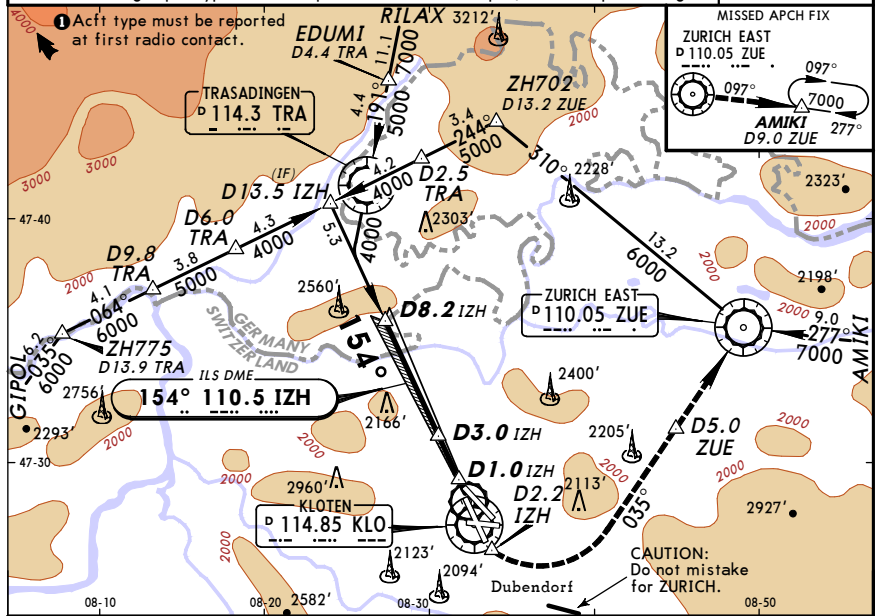
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 137°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at D1.0 IKL							

JAR-OPS STRAIGHT-IN LANDING RWY 14 CAT II ILS		LOC (GS out)	
RA 95'	with IKL DME	DA(H) 1502' (100')	MDA(H) 1900' (498')
ABCD	ALS out	ALS out	ALS out

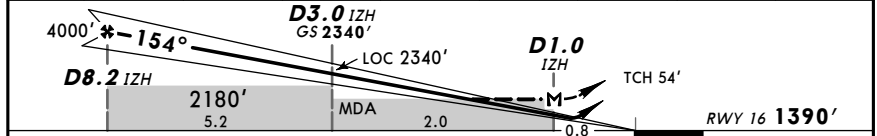
A		RVR 300m	
B			
C			
D			

LSZH/ZRH
ZURICH
ZURICH, SWITZERLAND
 27 JUL 07 (11-2) Eff 2 Aug
ILS Rwy 16

ATIS 128.52	ZURICH Arrival (APP/R) ① 118.0 120.75 119.7			ZURICH Tower 118.1 119.7	Ground 121.9
LOC IZH 110.5	Final Apch Crs 154°	GS D3.0 IZH 2340' (950')	ILS DA(H) Refer to Minimums	Apt Elev 1416' RWY1390'	<p>5300' 4200' 100° 265° 4400' 8600' ② 5900' MSA KLO VOR within 17 NM</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 5000'. At D2.2 IZH past the station turn LEFT (MAX 210 KT/MIM BANK 20°) to intercept R-215 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.</p> <p>Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000'</p> <p>1. ILS front course width 3.1°. 2. LOC coverage area reduced to 5° L/R of centerline. 3. Due to disturbance of GS signal of rwy 16 pilots might be requested by ZURICH Arrival to change apch type from ILS apch to LOC or visual apch, met cond permitting.</p>					



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



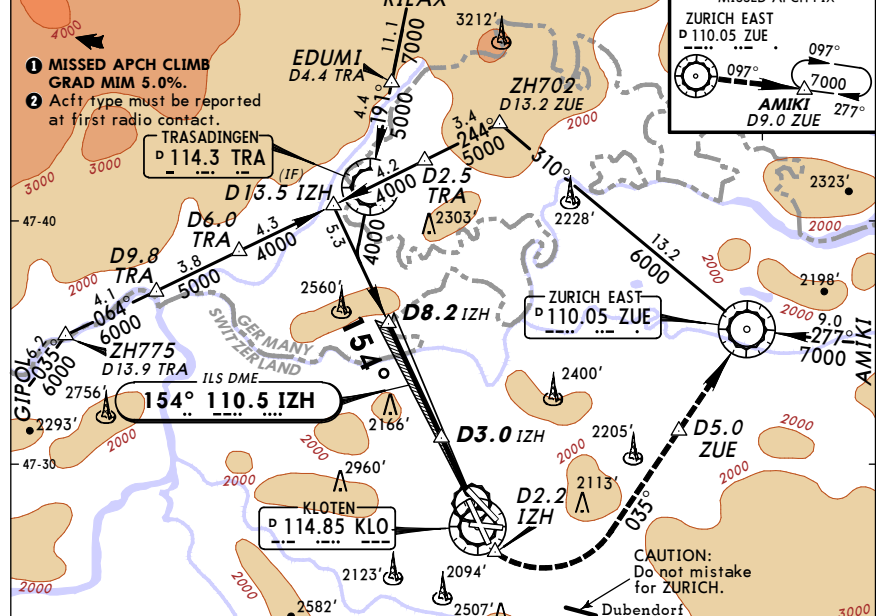
Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	485	539	647	755	862
LOC Descent Gradient 5.3%						
MAP at D1.0 IZH						

JAR-OPS		STRAIGHT-IN LANDING RWY 16		LOC (GS out)	
Missed apch climb gradient mim 5.0% RA 187' DA(H) 1590' (200')		Missed apch climb gradient mim 2.5% C: 1825' (435') D: 1835' (445')		MDA(H) 1840' (450')	
A	FULL	ALS out	RVR 1500m	ALS out	
B	RVR 550m	RVR 1000m	RVR 1600m	RVR 1700m	2600m
C			RVR 1700m		2600m
D					

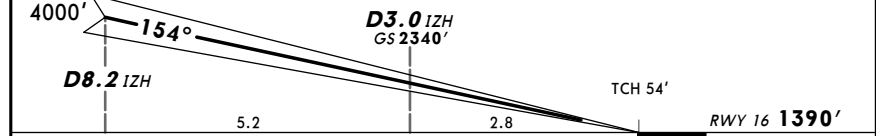
① Climb gradient up to 2400'. ② CAT A: DA(H) 1805' (415'), CAT B: DA(H) 1815' (425').
 CHANGES: Procedure. Minimums. © JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

LSZH/ZRH
ZURICH
ZURICH, SWITZERLAND
 27 JUL 07 (11-2A) Eff 2 Aug
CAT II ILS Rwy 16

ATIS 128.52	ZURICH Arrival (APP/R) ② 118.0 120.75 119.7			ZURICH Tower 118.1 119.7	Ground 121.9
LOC IZH 110.5	Final Apch Crs 154°	GS D3.0 IZH 2340' (950')	CAT II ILS RA 93' DA(H) 1490' (100')	Apt Elev 1416' RWY1390'	<p>5300' 4200' 100° 265° 4400' 8600' ② 5900' MSA KLO VOR within 17 NM</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 5000'. At D2.2 IZH past the station turn LEFT (MAX 210 KT/MIM BANK 20°) to intercept R-215 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.</p> <p>Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000'</p> <p>1. ILS front course width 3.1°. 2. LOC coverage area reduced to 5° L/R of centerline. 3. Special Aircrew and Aircraft Certification Required.</p>					



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



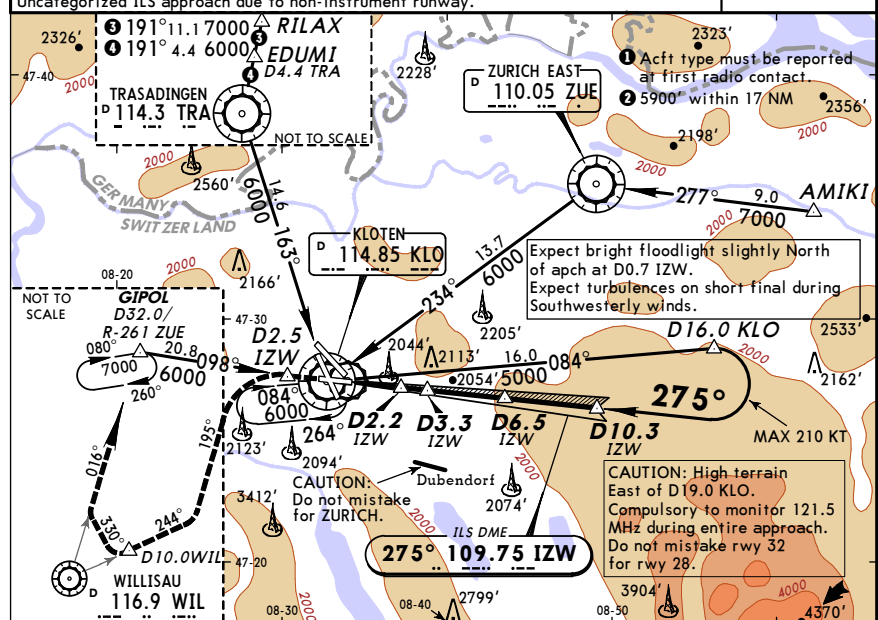
Gnd speed-Kts	70	90	100	120	140	160
GS	377	485	539	647	755	862

JAR-OPS		STRAIGHT-IN LANDING RWY 16		CAT II ILS	
Missed apch climb gradient mim 5.0% RA 93' DA(H) 1490' (100')		Missed apch climb gradient mim 5.0% ABCD		RA 93' DA(H) 1490' (100')	
				RVR 300m	

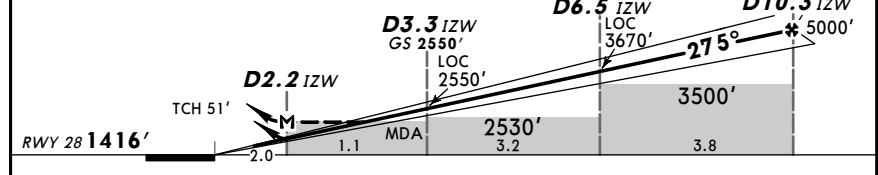
① Climb gradient up to 2400'.
 ② Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 CHANGES: Procedure. Minimums. © JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

LSZH/ZRH
ZURICH
 20 OCT 06
 Eff 26 Oct (11-3)
 UNCATORIZED ILS Rwy 28

ATIS 128.52	ZURICH Arrival (APP/R) 118.0 120.75 119.7	ZURICH Tower 118.1 119.7	Ground 121.9
LOC IZW 109.75	Final ApcH Crs 275°	GS D3.3 IZW 2550' (1134')	ILS DA(H) Refer to Minimums Apt Elev 1416' RWY 1416'
MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 4000'. At D2.5 IZW past the station turn LEFT (MAX 210 KT) onto 195°, then continue climb to 7000'. Intercept R-064 WIL inbound . At D10.0 WIL turn RIGHT onto 330° to intercept R-016 WIL. Proceed to GIPOL.			
Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 7000'			MSA KLO VOR



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'



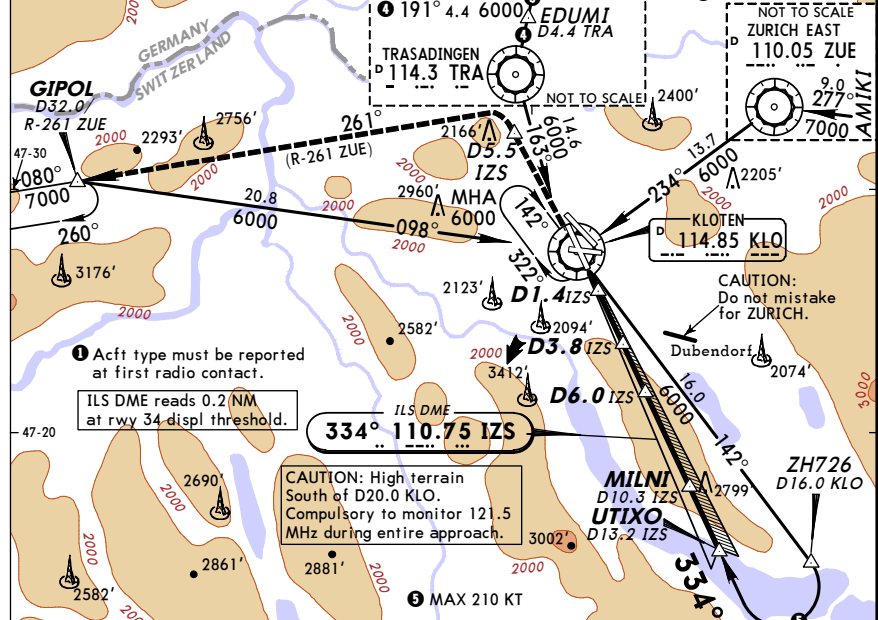
Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.30° or LOC Descent Gradient 5.8%	414	532	591	710	828	946
MAP at D2.2 IZW	HIALS REIL PAPI: D2.5 IZW					

JAR-OPS		STRAIGHT-IN LANDING RWY 28		LOC (GS out)	
Missed apch climb gradient mim		Missed apch climb gradient mim		Missed apch climb gradient mim	
4.0% DA(H) C: 2168' (752') D: 2178' (762')	2.5% DA(H) C: 2853' (1437') D: 2863' (1447')	4.0% MDA(H) 2360' (944')	2.5% MDA(H) 3070' (1654')		
FULL	ALS out	FULL	ALS out		
A					
B					
C	VIS 4000m	VIS 4300m	VIS 5000m		
D					

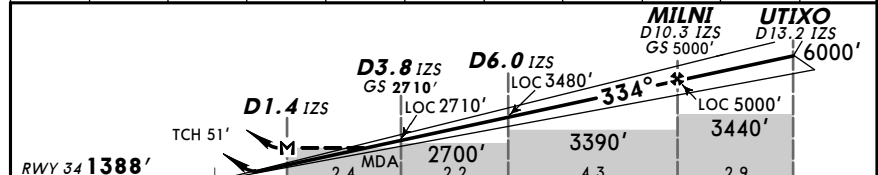
1 Climb gradient up to 4700'. 2 CAT A: 2147' (731'), CAT B: 2157' (741').
 3 CAT A: 2831' (1415'), CAT B: 2842' (1426').

LSZH/ZRH
ZURICH
 20 OCT 06
 Eff 26 Oct (11-4)
 UNCATORIZED ILS Rwy 34

ATIS 128.52	ZURICH Arrival (APP/R) 118.0 120.75 119.7	ZURICH Tower 118.1 119.7	Ground 121.9
LOC IZS 110.75	Final ApcH Crs 334°	GS D3.8 IZS 2710' (1322')	ILS DA(H) Refer to Minimums Apt Elev 1416' RWY 1388'
MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 5000'. At D5.5 IZS past the station turn LEFT. Continue climb to 7000'. Intercept R-261 ZUE. Proceed to GIPOL.			
Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000'			MSA KLO VOR



LOC (GS out)	IZS DME	2.0	3.0	4.0	5.0	7.0	8.0	9.0	11.0	13.0
ALTITUDE		2080'	2430'	2780'	3130'	3830'	4180'	4530'	5230'	5930'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.30° or LOC Descent Gradient 5.7%	414	532	591	710	828	946
MAP at D1.4 IZS	HIALS REIL PAPI: D5.5 IZS					

JAR-OPS		STRAIGHT-IN LANDING RWY 34		LOC (GS out)	
Missed apch climb gradient mim 3.0% to 2400'		Missed apch climb gradient mim 2.5%		Missed apch climb gradient mim	
4.0% DA(H) C: 1588' (200')	2.5% DA(H) C: 1615' (227') D: 1625' (237')	4.0% MDA(H) 1990' (602')	2.5% MDA(H) 1990' (602')		
FULL	ALS out	FULL	ALS out		
A					
B	RVR 550m	RVR 1000m	RVR 600m	RVR 1000m	2500m
C					
D					

1 CAT A: 1592' (204'), CAT B: 1602' (214').

PANS OPS 3

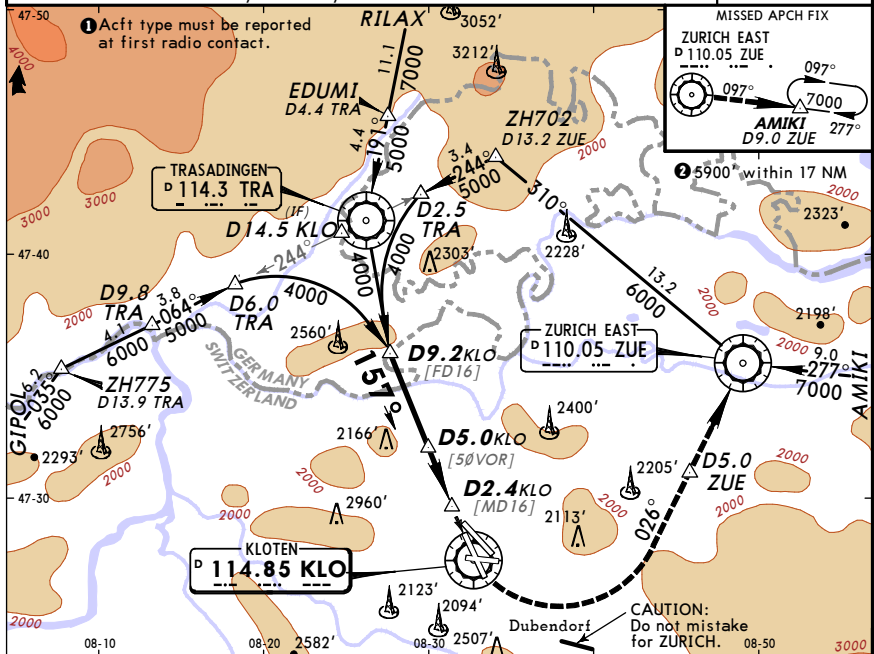
PANS OPS 3

LSZH/ZRH
ZURICH
JEPPESEN ZURICH, SWITZERLAND
 2 FEB 07 (13-1) Eff 15 Feb
VOR Rwy 16

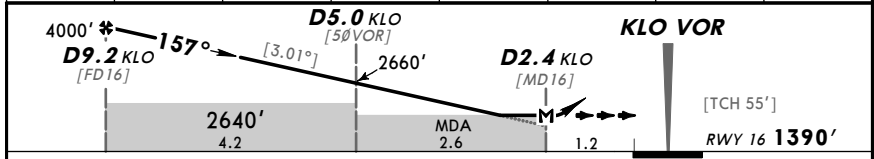
ATIS	ZURICH Arrival (APP/R) ①				ZURICH Tower		Ground
128.52	118.0	120.75	119.7	118.1	119.7	121.9	
VOR KLO	Final Apch Crs	Procedure Alt D9.2 KLO	MDA(H)	Apt Elev 1416'			
114.85	157°	4000' (2610')	1950' (560')	RWY 1390'			

MISSED APCH: Climb on R-337 inbound KLO VOR. Initial climb to 5000'. Then turn LEFT to intercept R-206 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.

Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000'
 CAUTION: Do not mistake rwy 14 for rwy 16.



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	KLO	KLO
Descent Gradient 5.26% or	376	483	537	644	751	859	REIL PAPI	114.85	114.85
Descent angle [3.01°]									
MAP at D2.4 KLO									

JAR-OPS STRAIGHT-IN LANDING RWY 16

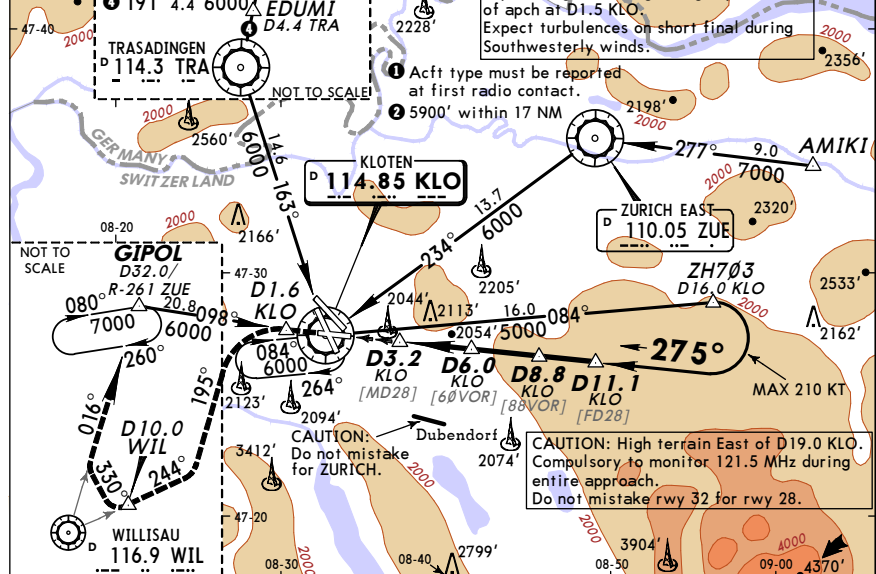
MDA(H) 1950' (560')		
ALS out		
A	RVR 1400m	RVR 2000m
B	RVR 1500m	RVR 2100m
C	RVR 1600m	RVR 2200m
D	RVR 1700m	RVR 2300m

LSZH/ZRH
ZURICH
JEPPESEN ZURICH, SWITZERLAND
 2 FEB 07 (13-2) Eff 15 Feb
VOR Rwy 28

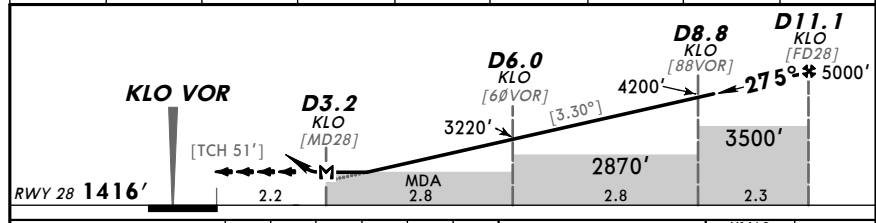
ATIS	ZURICH Arrival (APP/R) ①				ZURICH Tower		Ground
128.52	118.0	120.75	119.7	118.1	119.7	121.9	
VOR KLO	Final Apch Crs	Procedure Alt D11.1 KLO	MDA(H) Refer to Minimums	Apt Elev 1416'			
114.85	275°	5000' (3584')		RWY 1416'			

MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 4000'. At D1.6 KLO past the station turn LEFT (MAX 210 KT) onto 195°, then continue climb to 7000'. Intercept R-064 WIL inbound. At D10.0 WIL turn RIGHT onto 330° to intercept R-016 WIL. Proceed to GIPOL.

Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 7000'
 CAUTION: Do not mistake rwy 14 for rwy 16.



KLO DME	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	2520'	2870'	3220'	3570'	3920'	4270'	4620'	4970'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	D1.6
Descent Gradient 5.77% or	409	526	584	701	817	934	REIL PAPI	after KLO
Descent angle [3.30°]								
MAP at D3.2 KLO								

JAR-OPS STRAIGHT-IN LANDING RWY 28

Missed apch climb gradient min

2.5% MDA(H) 3070' (1654')

4.0% MDA(H) 2360' (944') □

ALS out

A		
B		
C	VIS 4300m	VIS 5000m
D		

□ Climb gradient up to 4700'.

