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Revision Letter For Cycle 07-2023

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## General Information

Location: ZURICH CHE  
ICAO/IATA: LSZH / ZRH  
Lat/Long: N47° 27.48', E008° 32.88'  
Elevation: 1417 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -1:00 = UTC  
Magnetic Variation: 3.0° E

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Major Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0436 Z  
Sunset: 1815 Z

## Runway Information

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

Runway: 14  
Length x Width: 10827 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 1402 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ  
Displaced Threshold: 492 ft

Runway: 16  
Length x Width: 12139 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 1390 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 28  
Length x Width: 8202 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 1417 ft  
Lighting: Edge, ALS, Centerline, REIL

Runway: 32  
Length x Width: 10827 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 1402 ft  
Lighting: Edge, Centerline, REIL

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

## Communication Information

ATIS: 125.730 Arrival Service  
ATIS: 129.005 Departure Service  
Zurich Tower: 120.230 VHF-DF  
Zurich Tower: 118.100 VHF-DF  
Zurich Tower: 119.700 Secondary VHF-DF  
Dubendorf Tower: 118.975  
Zurich Ground: 118.100 Secondary VHF-DF  
Zurich Ground: 119.700 Secondary VHF-DF  
Zurich Ground: 121.905 VHF-DF  
Zurich Apron Ramp/Taxi: 121.705 Secondary  
Zurich Apron Ramp/Taxi: 121.755  
Zurich Apron Ramp/Taxi: 121.855  
Zurich Apron Ramp/Taxi: 121.980 Secondary  
Zurich Clearance Delivery: 121.930  
Zurich Final Approach: 125.330 VHF-DF  
Zurich Final Approach: 120.750 Secondary VHF-DF  
Zurich Terminal Control Area: 127.755 VHF-DF  
Zurich Arrival: 130.560 VHF-DF  
Zurich Arrival: 120.750 Secondary VHF-DF  
Zurich Arrival: 135.230 VHF-DF  
Zurich Departure: 120.750 Secondary VHF-DF  
Zurich Departure: 125.955 VHF-DF  
Florian 1 Emergency: 123.100  
Pad Coordinator F Operations: 121.635  
Pad Coordinator C Operations: 121.640  
De-Icing Coordination Operations: 121.810

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**ZURICH, SWITZERLAND**  
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## 1. GENERAL

### 1.1. ATIS

D-ATIS Arrival 125.730

D-ATIS Departure 129.005

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. GERMAN ORDINANCE

MON-FRI: 0100-0700LT and 2100-0059LT;

SAT, SUN and German public holidays: 0100-0900LT and 2000-0059LT.

Landings before 0600LT are not allowed.

#### Lowest FL over German Airspace

The lowest FL to be used in German airspace for arrivals at Zurich APT is FL 120 during the German ordinance period.

Therefore all inbound flights to LSZH at cruising FL 110 or below which enter German airspace after passing IAF AMIKI or GIPOL expect to climb to FL 120 according to ATC instruction.

Exemptions are only available for performance reason and/or due to weather condition.

#### RWY 14/16

As approaches to both RWY 14 and RWY 16 require the use of German airspace below FL 120, these RWYs are not available during the German ordinance period. Therefore landing RWY will be according to 1.2.1.1., weather permitting.

#### RWY 28

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

#### 1.2.1.1. LANDINGS

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

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

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# 1. GENERAL

## 1.2.1.2. DEPARTURES

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

0700-2100LT		2100-0700LT
Landing RWY	Departure RWY	Jet ACFT expect departure on RWY 32/34. - Exception between 2100-2200LT, when landing RWY 14 or RWY 16 is in use, expect departure on RWY 28 or RWY 16. - Other departure RWYs may be assigned due to meteorological conditions or operational reasons. - ACFT exceeding noise index 96 are not admitted for departure between 2200-2330LT. - ACFT with a non-stop flight distance of 2700NM/5000km and above and not exceeding noise index 98 are admitted for departure between 2200-2330LT.
14/16	28 <sup>1)</sup> /16 <sup>2)</sup> /10 <sup>3)</sup>	
28	32 <sup>4)</sup> /34 <sup>4)</sup> , <sup>5)</sup>	
34	28/32/34 <sup>5)</sup>	
1) RWY is used primarily. 2) RWY 16 will only be assigned if requested for performance reasons (minimization of delays). For propeller ACFT normally only SID WIL 3Q will be assigned. 3) RWY 10 only, if RWY 28 cannot be used due to MET reasons. 4) SID with left turn only; SID with right turn may be assigned by ATC. 5) RWY 34 will only be assigned if requested for performance reasons or if traffic allows.		

## 1.2.2. RUN-UP TESTS

### 1.2.2.1. IDLE POWER

For safety reasons and noise monitoring as well as to ensure proper operations, the running of engines (e.g. short and idle), not used for taxiing, is subject to prior permission.

Permission shall be requested from the APT authority, phone: +41 (0) 43 816 21 11

### 1.2.2.2. RUN-UPS

Run-ups shall only be performed when using silencers.

Exemptions may be granted by the APT authority:

- When the silencers cannot be used for unpredictable technical or meteorological reasons;
- If the silencers are not compatible with the type of ACFT in question.

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

### 1.2.3. AUXILIARY POWER UNITS (APUs)

At all stands, primarily the stationary APT pneumatic and electrical service units shall be used. Alternatively, mobile units shall be used.

APUs shall only be started:

- To start engine, but no earlier than 10 minutes before off-block time;
- If the stationary or mobile units are not available or unserviceable for specific ACFT types. In that case, the APU shall be started no earlier than:
  - 50 minutes before off-block time for ACFT codes B and C;
  - 70 minutes before off-block time for ACFT codes D, E and F;
  - 30 minutes before off-block time for GA sector 1;
 and kept in operation no more than 20 minutes after the on-block time;
- If maintenance work on the ACFT makes it unavoidable; in that case the service period shall be kept as short as possible.

Exceptions have to be permitted by the APT authority.

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## 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:

"LVP IN OPERATION."

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

Pilot of a landed ACFT shall report "RWY 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. ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (A-SMGCS)

#### 1.4.1. GENERAL

Pilots shall ensure that Mode S transponders are able to operate when ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addresses interrogations only.

#### 1.4.2. MODE A CODE

Pilots shall ensure that the transponder is set to and transmitting assigned Mode A code:

- after landing: Continuously until ACFT has reached final parking position;
- for departure: Latest when start-up and/or push-back clearance is received.

#### 1.4.3. MODE S ACFT IDENTIFICATION

ACFT with Mode S transponder being able to manually set an ACFT identification shall set their ACFT identification as in item 7 of filed flight plan. For departure, this should happen latest when start-up and/or push-back clearance is received.

### 1.5. TAXI PROCEDURES

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

TWY P: MAX wingspan 118' /36m.

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

### 1.6. OTHER INFORMATION

#### 1.6.1. LOCAL FLYING RESTRICTIONS

##### 1.6.1.1. GENERAL

Active departure RWY is published on ATIS. Departure on other RWYs, especially opposite to the landing RWY, are only granted in exceptional cases. Flight crews have to expect major delay.

Several missed approach procedures conflict with SIDs in the immediate climb-out area. The following RWY configurations are therefore operated as dependent RWYs, where departures are timed by ATC in respect of arriving traffic:

- DEP RWY 16 - LDG RWY 14
- DEP RWY 10 - LDG RWY 14
- DEP RWY 32 - LDG RWY 34

Flight crews have to expect delay at the holding position of the above mentioned RWYs.

Zurich APT may not be planned as an alternate between 2300-0600LT.

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## 1. GENERAL

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### Crossing RWY Operations

Pilots to be aware of movements on the crossing RWY. For situational awareness: listen out on the TWR-frequency also for calls affecting traffic on the other RWYs and visually scan the areas around the RWYs during take-off/landing and crossing.

#### 1.6.1.2. SCHEDULED AIR TRAFFIC

Departures and landings may be planned between 0600-2300LT.

Departures and landings of delayed ACFT are allowed until 2330LT without further permission.

#### 1.6.1.3. NON-SCHEDULED AIR TRAFFIC

All non-scheduled flights with origin or destination outside of Schengen-area shall send general declaration to border control prior to arrival or departure.

#### 1.6.1.4. CHARTER FLIGHTS

Departures may be planned between 0600-2200LT.

Departures of delayed ACFT are allowed until 2230LT without further permission.

Landings may be planned between 0600-2300LT.

Landings of delayed ACFT are allowed until 2330LT without further permission.

#### 1.6.1.5. NON-SCHEDULED COMMERCIAL AIR TRAFFIC

Departures and landings may be planned between 0600-2300LT.

Departures and landings of delayed ACFT are allowed until 2330LT without further permission.

#### 1.6.1.6. NON-COMMERCIAL AIR TRAFFIC

Departures and landings may be planned between 0600-2200LT.

A pilot-in-command may only expect a clearance for approach if he is over or ABM (if radar vectored) reporting points GIPOL or AMIKI at 2130LT at the latest.

#### 1.6.1.7. 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.

**Note:** For planned urgent flights prior notification to APT Authority is required. Please provide the following information in advance:

- Date and time of FLT (UTC);
- Flight number;
- Type of ACFT and registration;
- ARR from/DEP to;
- Number of passengers;
- Type or purpose of flight, specific reason for urgency as well as needed services (fuel, customs, others).

Email: [airportauthority@zurich-airport.com](mailto:airportauthority@zurich-airport.com) or phone +41 (0) 43 816 21 11

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## 1. GENERAL

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### 1.6.2. iSTREAM PROCEDURE

#### 1.6.2.1. GOAL

iStream is a process concerning all IFR inbound flights to LSZH between 0600-0700LT. It aims at an early pre-planning of an optimized approach sequence in order to:

- Prevent holding delay due to night curfew regulations;
- Reduce fuel consumption.

#### 1.6.2.2. PARTICIPATION

The participation to the process is mandatory for flights expected to arrive between 0600-0700LT and having a flying time of 5 hours or more, and is recommended for all other flights arriving during this period.

#### 1.6.2.3. PROCESS

##### **Strategic Phase:**

Skyguide will generate a strategic sequence for all flights with a Scheduled Time of Arrival (STA) between 0600-0700LT and will provide a strategic planning time frame for each flight, within which the landing time can be expected. The operational flight plan shall take into account this strategic landing time.

##### **Tactical Phase:**

ACFT operators of flights expected to arrive between 0600-0700LT shall provide the Estimated Time Over (ETO) of the last waypoint of the FPL before 0130LT. Skyguide will generate a provisional approach sequence and provide Target Times Over (TTO) for all flights to the ACFT operators before 0200LT. The ACFT operators shall forward the information to the flight crews for the purpose of adapting their flight speed.

#### 1.6.2.4. FURTHER INFORMATION

ACFT operators planning flights with an arrival time during the above mentioned time frame shall contact [istream.support@skyguide.ch](mailto:istream.support@skyguide.ch) for information and guidance on the process.

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## 2. ARRIVAL

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### 2.1. NOISE ABATEMENT

#### 2.1.1. GENERAL

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

#### 2.1.2. ILS/GLS APPROACH

The descent shall be arranged so as to maintain enroute configuration as long as possible considering safety and ATC requirements. Speed reduction and extension of landing gear and high lift devices are to be planned in such a way that landing configuration is established and correct approach speed is reached shortly prior to or at 4NM final.

#### 2.1.3. OTHER APPROACHES

Visual circuits shall be flown at 3000 ' or higher whenever visibility and cloud base permits.

Overflying of densely populated areas shall be avoided as far as possible.

#### 2.1.4. REVERSE THRUST

More than idle reverse shall not be used except for safety reasons (e.g. tailwind, wet or contaminated RWY and/or required landing distance close to RWY length).



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## 2. ARRIVAL

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### 2.2. CAT II/III OPERATIONS

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

### 2.3. RWY OPERATIONS

#### 2.3.1. LAND AND HOLD SHORT OPERATION RWY 28

Land and hold short operation allows VFR approaches with admitted ACFT types (single-engined ACFT up to 5700kgs MTOM) in compliance with defined conditions on RWY 28 with simultaneous IFR approaches and departures on RWY 16/34.

#### 2.3.2. DEPARTURE PRIORITY WINDOW (PRIDEP)

In order to enable a higher departure capacity, a specific time frame is reserved for only departures from RWY 28 and 32. The PRIDEP window is normally active on SAT, SUN and German Public Holidays between 0700-0735LT. During the PRIDEP window, the aerodrome is not available for arrivals, with the exception of emergencies.

#### 2.3.3. MINIMUM RWY OCCUPANCY TIME

ACFT vacating the RWY in use should not stop on the exit TWY until the entire ACFT has passed the RWY stop bar.

To ensure minimum RWY occupancy time, pilots are reminded to vacate the RWY14 via TWY H1 whenever possible (except wake turbulence category HEAVY) or as instructed by ATC.

Vacating RWY 16 via TWY E4 or E6 only with ATC clearance.

Vacating RWY 28 into RWY 16 or RWY 34 only with ATC clearance.

Vacating to the south via TWY F only with ATC clearance.

When landing on RWY 34 expedite to cross intersecting RWY 28 to enable departure. Preferred exit via TWY E4 or later.

Vacating via TWY E6 only with ATC clearance.

### 2.4. TAXI PROCEDURES

ACFT shall taxi independently to the parking position as instructed by ZURICH Apron.

The final guidance for ACFT taxiing to GA sectors will be provided by marshaller.

During taxiing in GA sectors use minimum thrust to avoid jet blast.

All traffic shall stop at intermediate holding position when stop bars are activated.

### 2.5. OTHER INFORMATION

#### 2.5.1. COMMUNICATIONS

Pilot shall report ACFT type and identification letter of received arrival ATIS information on initial call to ZURICH Arrival.

When changing frequency from ZURICH Arrival to ZURICH Final, initial contact shall be restricted to ZURICH Final and call sign.

When changing frequency from ZURICH Arrival or ZURICH Final to Tower, initial contact shall be restricted to ZURICH Tower, call sign, type of APCH and RWY.

#### 2.5.2. COMMUNICATION FAILURE

##### 2.5.2.1. ARRIVAL PROCEDURE

Proceed via inbound routes to GIPOL/AMIKI/RILAX. At last received and acknowledged EAT or (if no EAT has been received or acknowledged) at FPL ETA, descend in GIPOL/AMIKI holding pattern to initial approach altitude, or in RILAX holding pattern to initial approach altitude or 7000', whichever is higher, and carry out a standard instrument approach to a suitable RWY.

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## 3. DEPARTURE

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### 3.1. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

#### 3.1.1. GENERAL

A-CDM focusses on the turn-round process in order to ensure common situational awareness followed by best possible allocation of resources. A permanently and fully automatic data exchange with the European Air Traffic Flow and Capacity Management (ATFCM) is established.

#### 3.1.2. A-CDM DEFINITION AND PROCEDURE

##### Target Off Block Time (TOBT)

The TOBT reflects the time when all ground handling activities are completed, meaning:

- All doors are closed;
- Boarding bridge removed;
- Except on stand de-icing.

TOBT must have an accuracy of { 5 minutes and shall be maintained by ACFT Operator (AO) or Ground Handling (GH).

Flight crew shall ensure that the flight is ready at TOBT { 5 minutes. Otherwise, a TOBT update shall be initiated (see 3.3.1.6.).

##### Estimated Off Block Time (EOBT)

- Time when the ICAO FPL has estimated to leave the stand.
- The ACFT Operator (AO) is required to adjust FPL EOBT when the deviation to the latest TOBT is more than 15 minutes.

##### Target Start-up Approval Time (TSAT)

- Time provided by ATC that an ACFT can expect to receive start-up/push-back approval.
- TSAT has a tolerance of { 5 minutes.
- Latest at TSAT -5 minutes push-back vehicle shall be connected with the ACFT and ready for immediate push.

### 3.2. DE-ICING

#### 3.2.1. GENERAL

ATIS will inform if "General de-icing" or "General de-icing with extended slot tolerance window" is in use. ATC slot adherence assured by ATC with handover to ZURICH Apron.

Locations:

- Depending on demand, de-icing provider, type of ACFT or special requirements/operational needs, the ACFT will be de-iced either at the parking stand or on one of the remote de-icing pads.
- On parking area T and W stands (except T52 and W01 thru W30) as well as on GA parking sectors (except GA1 and GA5) de-icing activities are not allowed and the ACFT is required to reposition first, when not foreseen for remote de-icing.

If de-icing is required, flight crew shall call DE-ICING COORDINATION on 121.810 latest 15 minutes before TOBT, prior to departure clearance.

This call shall be made irrespective of de-icing status.

TOBT shall not be adjusted to reflect the de-icing process (spraying time).

ACFT de-icing on stand:

- Pilot shall contact ZURICH Delivery at TOBT { 5 minutes and report ready for on stand de-icing.
- The duration of the de-icing process is reflected in the TSAT.
- When de-icing activities are completed, standard start-up/push-back and taxi procedure shall be followed.

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### 3. DEPARTURE

ACFT repositioning for de-icing on stand:

- Upon requesting de-icing on the De-icing Coordination, the flight crew is informed if a prior repositioning of the ACFT is required.
- De-icing Coordination issues the repositioning procedure.
- Flight crew shall request start-up and taxi clearance for repositioning from ZURICH Apron.
- Departure clearance shall only be obtained, when the ACFT is on the parking stand where the de-icing takes place.
- On the de-icing parking position, the engines must be shut down for the de-icing treatment.
- On the de-icing parking position, prior de-icing process starts, flight crew shall report ready to ZURICH Delivery within TOBT { 5 minutes.
 

**Note:** The TOBT in this case shall reflect the time when the ACFT is at the de-icing parking position with all handling activities completed, prior de-icing activities start.
- The duration of the de-icing process is reflected in the TSAT.
- When de-icing activities are completed, standard start-up/push-back and taxi procedure shall be followed.

#### 3.2.2. REMOTE DE-ICING

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

Taxi onto the de-icing lane only when instructed by ZURICH Apron and stop at the marked and yellow-lighted de-icing stop position "STOP DE-ICING" located to the Left of the de-icing lane.

After reaching the de-icing stop position "STOP DE-ICING", contact pad coordinator on the respective frequency.

Pad coordinator may instruct to adjust ACFT position if required.

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

##### 3.2.2.1. USE OF REMOTE DE-ICING FACILITIES

ACFT stop position on the de-icing lanes C1/C2/C3/F1/F2/F3 marked and lighted. Stop position markings with yellow lights and the remark "STOP DE-ICING" are located to the Left with a 90 degrees angle to the de-icing lane. To commence de-icing, ACFT has to stop with the pilot seat abeam the stop position.

When entering the de-icing lane as instructed by ZURICH Apron, ACFT shall taxi independently with caution up to de-icing stop position.

Be aware of repositioning of de-icing trucks within the remote de-icing facilities.

### 3.3. START-UP AND PUSH-BACK PROCEDURES

#### 3.3.1. DEPARTURE CLEARANCE - GENERAL

Departure clearance may be obtained from ZURICH Delivery through Skyguide Datalink Departure Clearance (DCL) service or by voice.

Use of DCL should be preferred over voice whenever practicable. DCL service is operated by the same ATC controller as ZURICH Delivery.

ACFT operators intending to use datalink for obtaining ATC clearance shall ensure that their flight crews are adequately trained.

##### 3.3.1.1. CLEARANCE REQUEST (RCD)

Datalink RCD message is accepted from 30 minutes prior to TOBT (Ti) until TOBT +5 minutes (Tt).

An RCD reception will be acknowledged immediately by means of an automatic FSM.

Alternatively, the flight crew may contact ZURICH Delivery at the earliest 30 minutes prior to TOBT to request the departure clearance by voice.

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## 3. DEPARTURE

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When requesting departure clearance, the flight crew shall report/RCD message shall contain:

- Call sign as filed in the ATC flight plan;
- ACFT type;
- IDENT letter of the received departure ATIS information;
- parking stand;
- If unable for standard DEP RWY, refer to 3.3.1.2.

After RCD is sent, flight crew shall monitor ZURICH Delivery frequency. When ACFT is ready according conditions 3.3.1.6, flight crew shall call ZURICH Delivery to report ready.

### 3.3.1.2. UNABLE FOR STANDARD DEPARTURE RWY

Different departure RWY, other than the standard as broadcast on the Departure ATIS are only accepted for performance reasons or when initiated by ATC for operational reasons. Flight crews which are unable to accept the standard departure RWY in accordance with Departure ATIS shall send a corresponding RCD message or report this to ZURICH Delivery at the earliest 30 minutes prior TOBT, but not later than 15 minutes prior to TOBT.

RCD message shall contain the following information in the free text/remark field: "UNABLE[RWY]" or "UNA[RWY]" (RWY as number, without space).

### 3.3.1.3. DCL CLEARANCE UPLINK MESSAGE (CLD)

ZURICH Delivery may intentionally delay the issuance of the ATC clearance for operational reasons. In this case, CLD uplink message may not arrive immediately.

Airborne frequency received in datalink clearance shall only be contacted upon ATC instruction.

Current ATIS notification sent via CLD corresponds to the Departure ATIS valid at the time of the message. It is flight crew's responsibility to check for any subsequent updates of the current Departure ATIS.

For regulated flights only, current CTOT is communicated once with CLD uplink message. No subsequent electronic updates are provided through DCL.

A received CLD message shall be acknowledged within 5 minutes (T1), otherwise the DCL process is automatically aborted with a negative FSM message.

### 3.3.1.4. REVERT TO VOICE PROCEDURES

Upon receiving any message containing the line "REVERT TO VOICE PROCEDURES" or in the event of any inconsistency with the clearance received, the pilot shall contact ZURICH Delivery.

A clearance received by voice always supersedes any DCL datalink clearance.

Re-clearances and revisions by DCL are not permitted/possible under normal circumstances.

### 3.3.1.5. DATALINK DEPARTURE CLEARANCE (DCL) TECHNICAL INFORMATION

DCL is available to all ACARS equipped ACFT on the ground. The messages must be routed via either SITA or ARINC and shall comply with ARINC specification 623-2 and the EUROCAE specification ED-85A.

- Ti set to TOBT -30 minutes;
- Tt set to TOBT +5 minutes;
- Timers T0 and T2 set to 1 minute;
- Timer T1 set to 5 minutes.

Reporting of problems: email to atm@skyguide.ch

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## 3. DEPARTURE

### 3.3.1.6. ACFT READY

- Flight crew shall report ready to ZURICH Delivery at TOBT { 5 minutes tolerance irrespective of de-icing, push-back vehicle availability and TSAT.
- ACFT not ready within the specified time frame shall update their TOBT (via AO or GH) prior reporting ready to ZURICH Delivery.
- ACFT not ready at TOBT +5 minutes may lose their position in the departure sequence. TSAT will only be recalculated after TOBT has been updated.
- ACFT not ready at TOBT +5 minutes may not be accepted by ZURICH Delivery and flight crew will be advised to arrange a new TOBT.
- ZURICH Delivery transfers ACFT that are ready within the TOBT tolerance to ZURICH Apron for start-up clearance.

For flights with CTOT, the ACFT ready status will be transmitted automatically to NM. A Ready Message (REA) does not need to be requested.

During winter operation, special departure regulation may be activated if de-icing of ACFT is heavily delayed.

### 3.3.2. START-UP AND PUSH-BACK PROCEDURES

Start-up clearance will be issued by ZURICH Apron at TSAT { 5 minutes.

If pilot is not ready to push and/or start the engine at TSAT +5 minutes, TSAT will be cancelled and pilot might be advised to contact ZURICH Delivery to restart the departure process.

For the towing or push-back a general authorization will be given to the flight crew. Detailed instructions will be transmitted directly by ZURICH Apron on the tow vehicle's frequency to the driver.

For any cross bleed/cross generator start-up the flight crew shall inform ZURICH Apron first.

All parking positions West: Outbound with push-back only.

### 3.3.3. TAXI PROCEDURES FOR DEPARTING ACFT

Departing ACFT shall taxi independently from the parking position according to taxi instructions issued by Apron Control.

## 3.4. NOISE ABATEMENT

### 3.4.1. GENERAL

The following procedures are designed to avoid excessive ACFT noise over populated areas in the vicinity of ZURICH APT. Deviations from published routes and procedures are only permitted for safety reasons. ACFT operators provably unable to comply shall submit alternative procedures for approval to the APT Authority.

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

Deviation from SIDs as depicted on Zurich SID charts is only possible at altitudes at or above 5000'. Between 2200-0600LT deviation from SIDs is only permitted at or above FL 80 with permission of ATC.

If possible, a rolling take-off shall be executed. Engine power shall be increased only after entering the departure RWY.

Climb with maximum climb gradient to 4500':

- Use the high lift devices take-off configuration;
- Take-off power reduction to climb power at 2900'.

Automatic measuring equipment is used to monitor adherence.

LSZH/ZRH

+ JEPPESEN

ZURICH, SWITZERLAND

ZURICH

1 OCT 21

10-1P10

.Eff.7.Oct.

.AIRPORT.BRIEFING.

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### 3. DEPARTURE

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#### 3.5. RWY OPERATIONS

##### 3.5.1. OPTIMIZATION OF RWY OCCUPANCY TIME AND INTERSECTION/CONVERGING RWY OPS

ATC will consider every ACFT at the holding point as able to commence line-up and take-off immediately after clearance issued. Pilots not ready when reaching the holding point (no ACFT in front on the same TWY) shall advise ATC as early as possible.

During certain periods, landings and/or departures on intersecting and/or converging RWYs are in effect. The RWY designator shall be read-back with every take-off or landing clearance received.

Pilots in receipt of a conditional line-up clearance on a preceding departing ACFT should remain behind the subject ACFT but may cross RWY holding point (as long as there is no illuminated red stop bar) and enter RWY upon receipt of clearance. Pilot must be aware that there may be a blast hazard as ACFT on RWY applies power.

The ACFT has to be rolling within 10 seconds after reception of take-off clearance. Pilots unable to comply with this requirement shall notify ATC before entering the RWY.

Be aware of possible wake turbulence from departing/landing traffic on the intersecting RWY, especially in case of long landing or missed approach.

#### 3.6. OTHER INFORMATION

##### 3.6.1. COMMUNICATION FAILURE

- Depending on the assigned departure route cross ZUE VOR, WIL VOR climbing to/at the last assigned and acknowledged FL but not below the minimum crossing altitude, then continue climb to flight plan level.

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

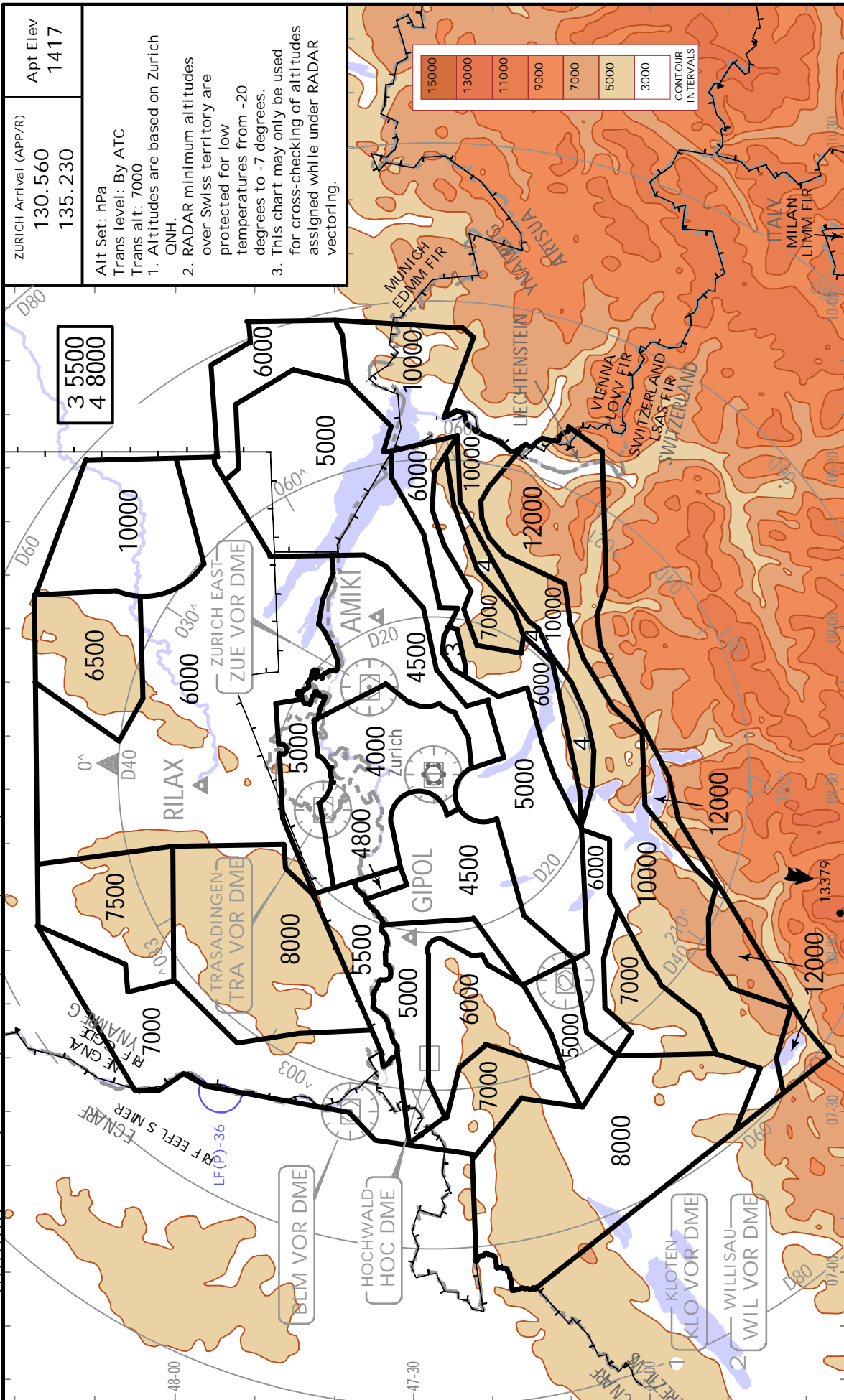
- ACFT on RNAV departure routes shall cross DEGES, GERSA, VEBIT, ZUEVOR climbing to/at last assigned and acknowledged FL but not below the minimum crossing altitude, then continue climb to flight plan level.

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

# LSZH/ZRH ZURICH

**JEPPESSEN**  
26 NOV 21 (10-1R) .Eff.2.Dec.

# ZURICH, SWITZERLAND .RADAR.MINIMUM.ALTITUDES.



CHANGES: Sectors revised, added.

LSZH/ZRH  
ZURICH

 **JEPPESSEN**  
1 OCT 21 **10-2** .Eff.7.Oct.

**ZURICH, SWITZERLAND**  
**.ARRIVAL.**

## ARRIVAL INSTRUCTIONS

### CLEARANCE PHRASEOLOGY FOR RNAV TRANSITIONS

"Cleared xxx Transition": Authorization to fly the lateral RNAV 1 Route.  
Level assignments will be issued by ATC.

"Cleared direct Waypoint xxx": Authorization to fly from the present position  
direct to a waypoint and join thereafter the appropriate RNAV 1 Route.  
Level assignments will be issued by ATC.

### COMMUNICATION FAILURE PROCEDURES FOR RNAV TRANSITIONS

Before reception of a "transition" Clearance: Switch transponder code and continue  
FLT in accordance with COM Failure PROC published on relevant Standard  
Instrument Approach Procedure.

After reception of a "transition" Clearance: Switch transponder code and continue  
FLT in accordance with lateral description and with respect to the MCA of the  
PROC with subsequent final APCH of a conventional Standard Instrument Approach  
Procedure.

After reception of a Clearance direct to a WPT on a transition: Switch  
transponder code and continue FLT direct to the cleared WPT, rejoin transition  
in accordance with lateral description and with respect to the MCA of the  
PROC with subsequent final APCH of a conventional Standard Instrument Approach  
Procedure.

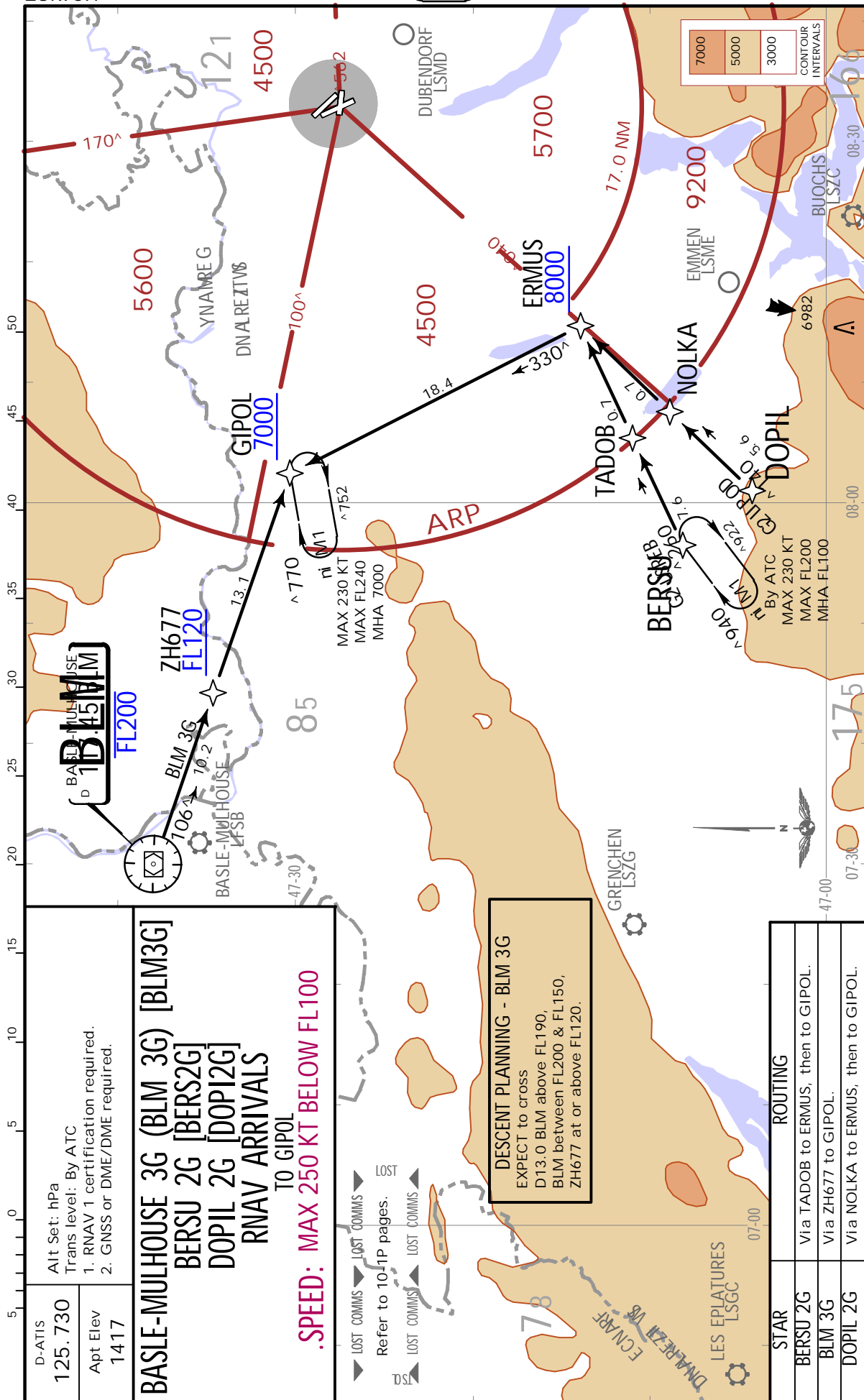
When being Radar Vektored to a WPT on a transition: Switch transponder code and  
resume own navigation to rejoin transition in the most direct way and proceed in  
accordance with lateral description and with respect to the MCA of the PROC  
with subsequent final APCH of a conventional Standard Instrument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



LSZH/ZRH  
ZURICH

JEPPESEN  
1 OCT 21 (10-2A) .Eff.7.Oct.

ZURICH, SWITZERLAND  
.RNAV.STAR.



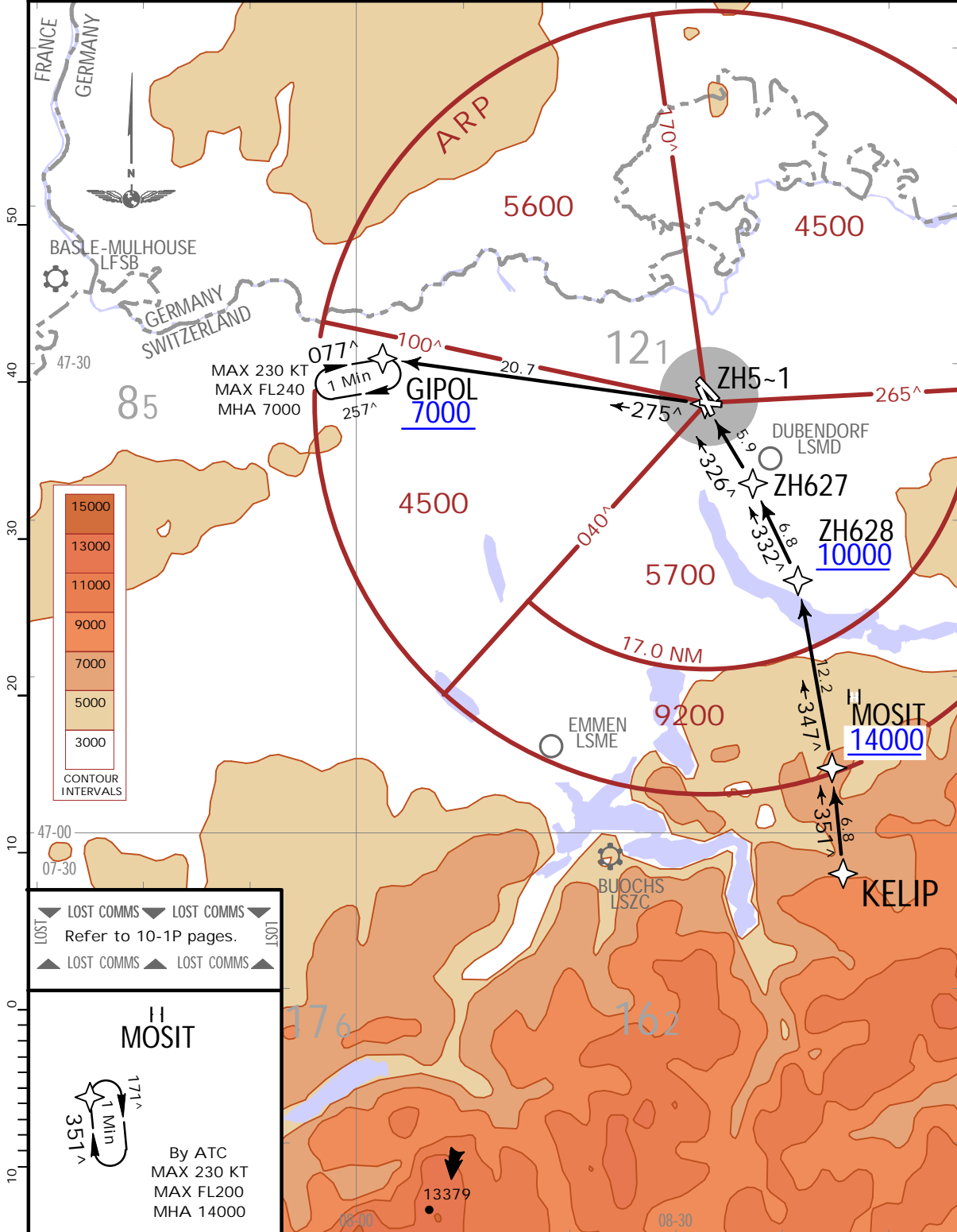
LSZH/ZRH  
ZURICH

JEPPESEN  
18 MAR 22 (10-2B) .Eff.24.Mar.

ZURICH, SWITZERLAND  
.RNAV.STAR.

D-ATIS 125.730	Apt Elev 1417	Alt Set: hPa Trans level: By ATC RNAV 1 certification required. GNSS or DME/DME required.
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**KELIP 3G [KELI3G]  
RNAV ARRIVAL  
TO GIPOL**  
**.SPEED: MAX 250 KT BELOW FL100**



LOST COMMS Refer to 10-1P pages.

**MOSIT**

171°  
1 Min  
351°

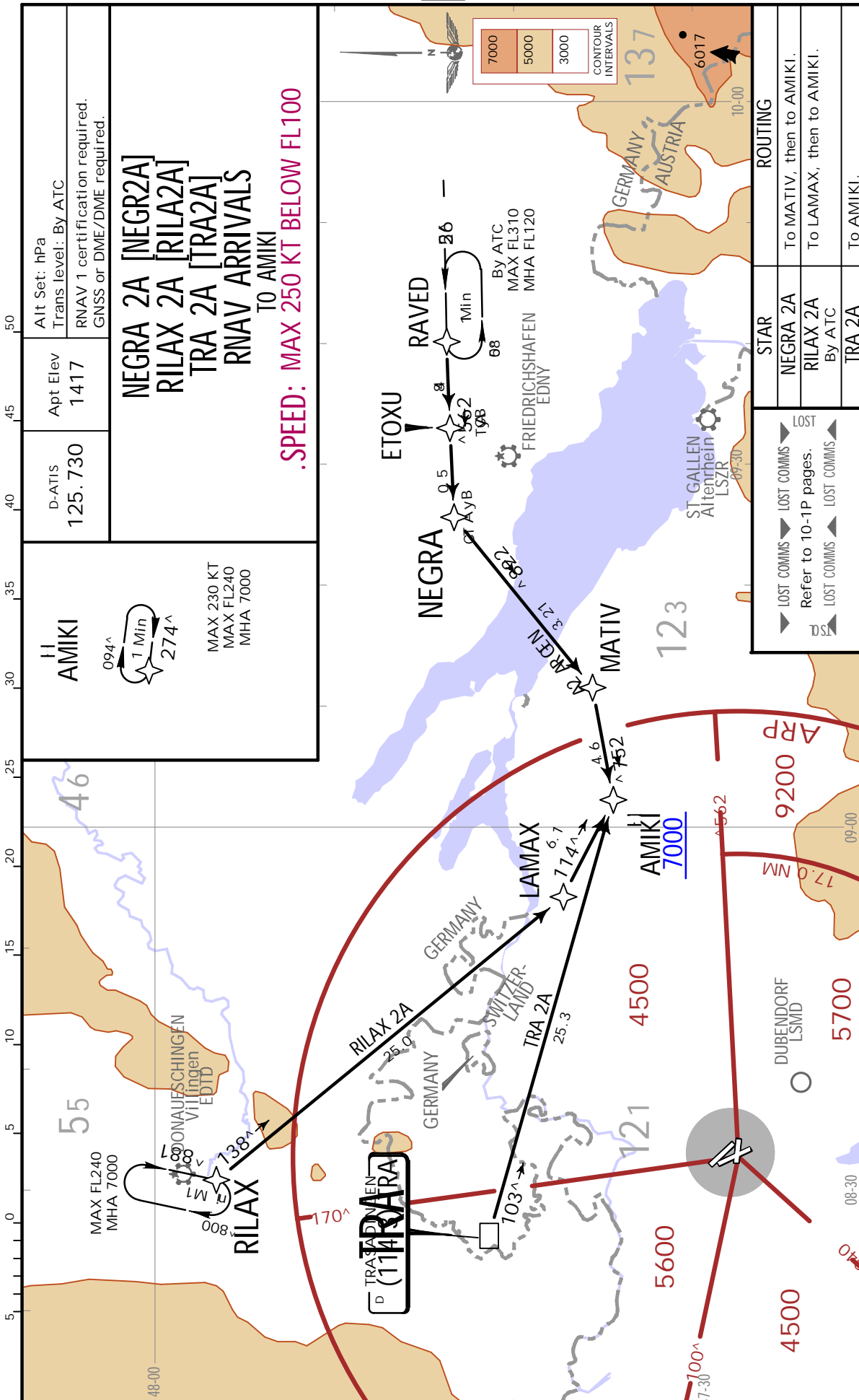
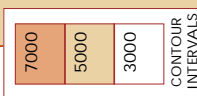
By ATC  
MAX 230 KT  
MAX FL200  
MHA 14000

**ROUTING**  
Via MOSIT to ZH628, then to ZH627, then to ZH5-1, then to GIPOL.

LSZH/ZRH  
ZURICH

JEPPESEN  
18 MAR 22 (10-2C)

ZURICH, SWITZERLAND  
.RNAV.STAR.



D-ATIS 125.730	Apt Elev 1417	Ait Set: hPa Trans level: By ATC
RNAV 1 certification required. GNSS or DME/DME required.		

NEGRA 2A [NEGR2A]  
RILAX 2A [RILA2A]  
TRA 2A [TRA2A]  
RNAV ARRIVALS  
TO AMIKI

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

AMIKI  
094^  
1 Min  
274^  
MAX 230 KT  
MAX FL240  
MHA 7000

STAR	ROUTING
NEGRA 2A	To MATIV, then to AMIKI.
RILAX 2A	To LAMAX, then to AMIKI.
TRA 2A	To AMIKI.

LOST COMMS  
Refer to 10-1P pages.

LOST COMMS  
LOST COMMS  
LOST COMMS

CHANGES: Holding over RAVED revised.

LSZH/ZRH  
ZURICH

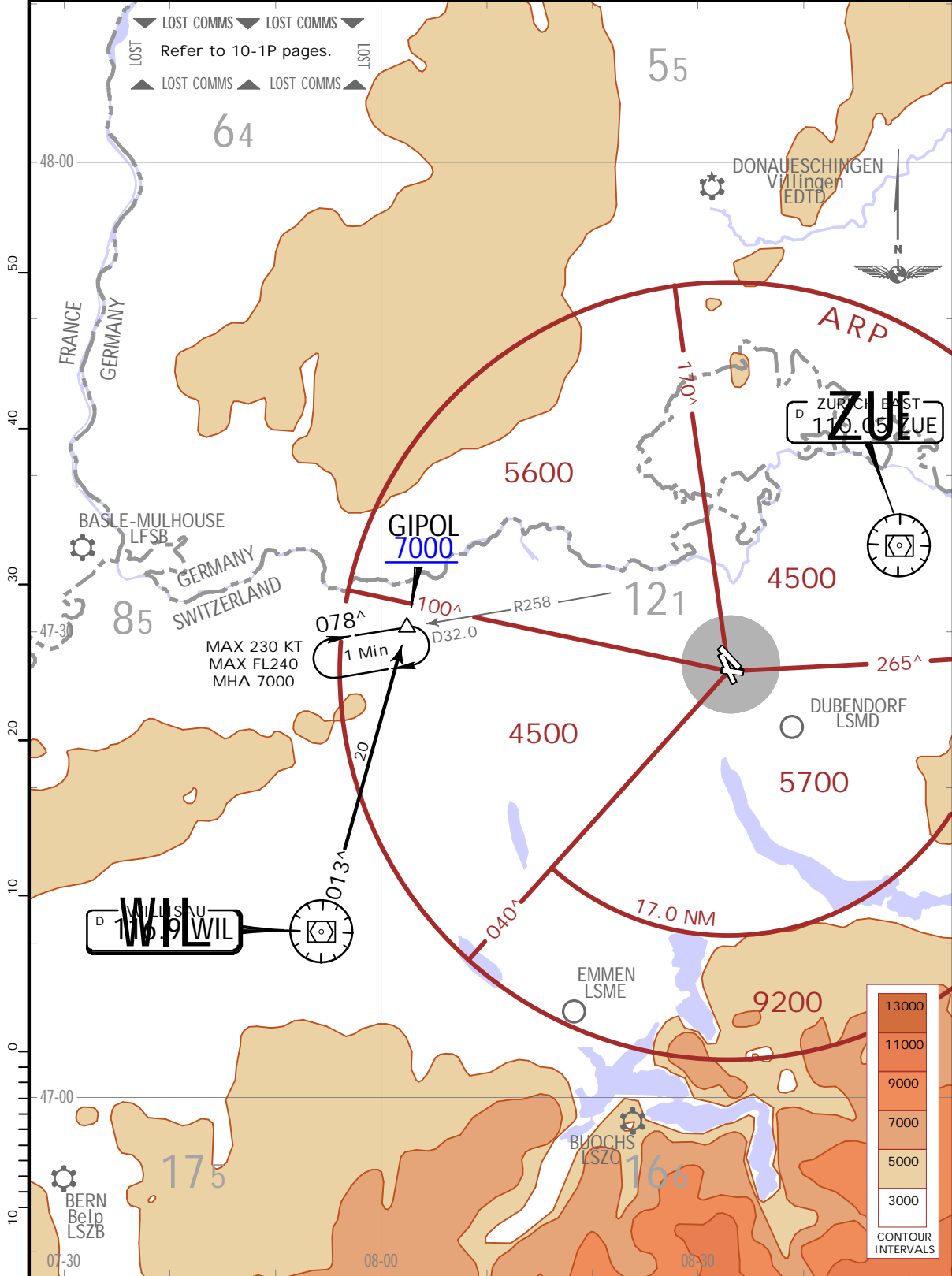
JEPPESEN  
1 OCT 21 (10-2D) .Eff.7.Oct.

ZURICH, SWITZERLAND  
.STAR.

D-ATIS 125.730	Apt Elev 1417	Alt Set: hPa Trans level: By ATC
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### WILLISAU 3Z (WIL 3Z) ARRIVAL TO GIPOL

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



ROUTING  
Intercept WIL R013 to GIPOL.

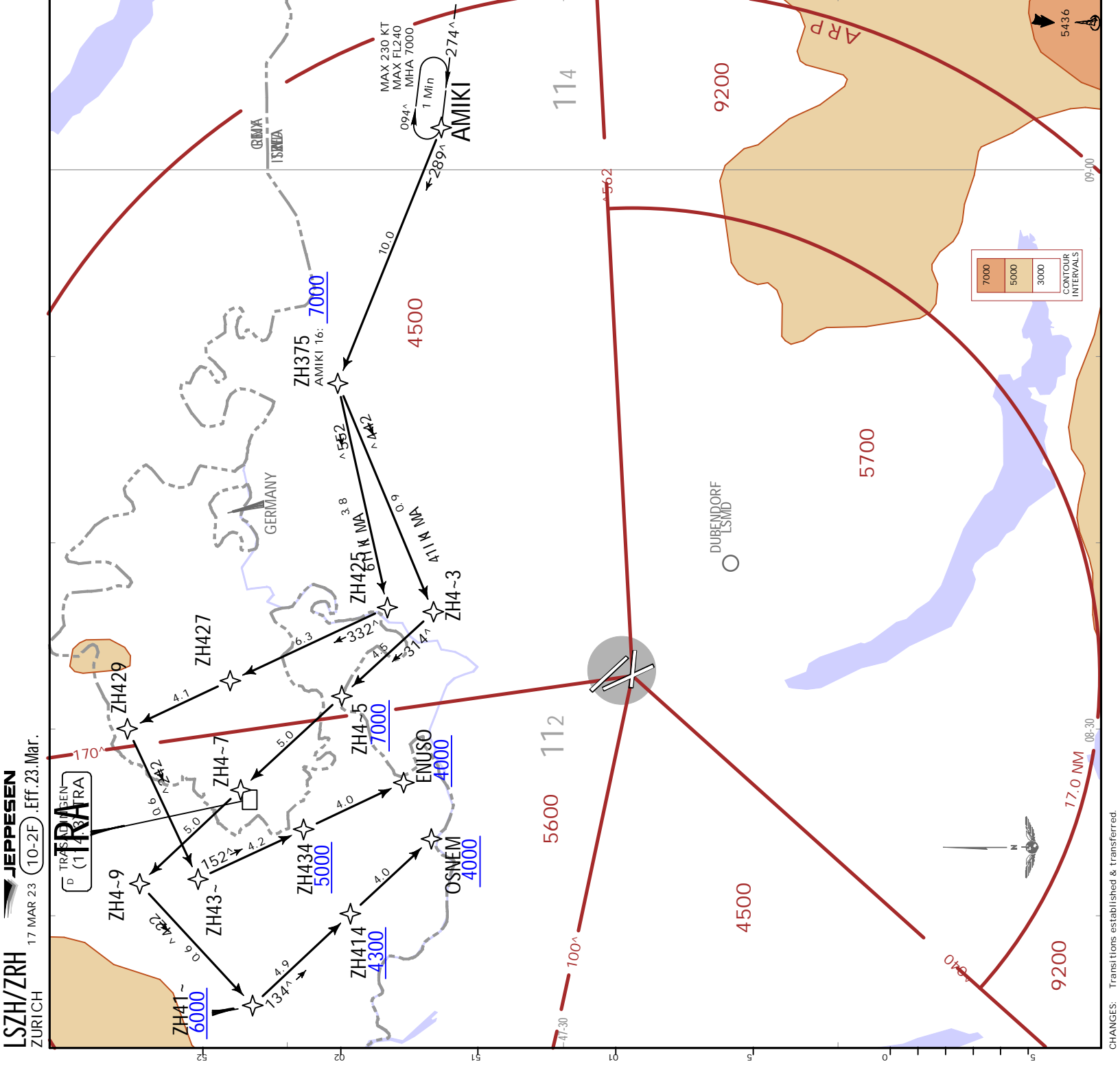
**ZÜRICH, SWITZERLAND**  
**.RNAV. TRANSITION.**

Alt Set: hPa  
 Trans level: By ATC  
 1. RNAV 1 certification required.  
 2. GNSS or DME/DME required.  
 3. If unable to follow transition advise ATC IMMEDIATELY: 'unable RNAV transition'.  
 4. TRA DME required for DME/DME navigation.

**AMIKI 14 [AMI14]**  
**AMIKI 16 [AMI16]**  
**RNAV TRANSITIONS**  
**TO FINAL APPROACH**  
**SPEED: MAX 250 KT BELOW FL100**

LOST COMMS ▼ LOST COMMS ▼ LOST  
 Refer to 10-2 page.  
 LOST COMMS ▲ LOST COMMS ▲

TRANSITION	RWY	ROUTING
AMIKI 14	14	AMIKI - ZH375 - ZH4-3 - ZH4-5 (7000+) - ZH4-7 - ZH4-9 - ZH41 - (6000+) - ZH414 (4300+) - OSNEM (4000+).
AMIKI 16	16	AMIKI - ZH375 (7000+) - ZH425 - ZH427 (6000+) - ZH429 - ZH43 - ZH434 (5000+) - ENUSO (4000+).



**LSZH/ZRH**  
**ZÜRICH**

JEPPesen  
 17 MAR 23 (10-2F) .Eff. 23. Mar.  
 TRA (14) TRA

7000  
 5000  
 3000  
 CONTOUR INTERVALS

ZÜRICH, SWITZERLAND  
 .RNAV .TRANSITION.

LSZH/ZRH  
 ZÜRICH

JEPPESEN  
 17 MAR 23 10-2G .Eff. 23. Mar.

D-ATIS  
 125.730

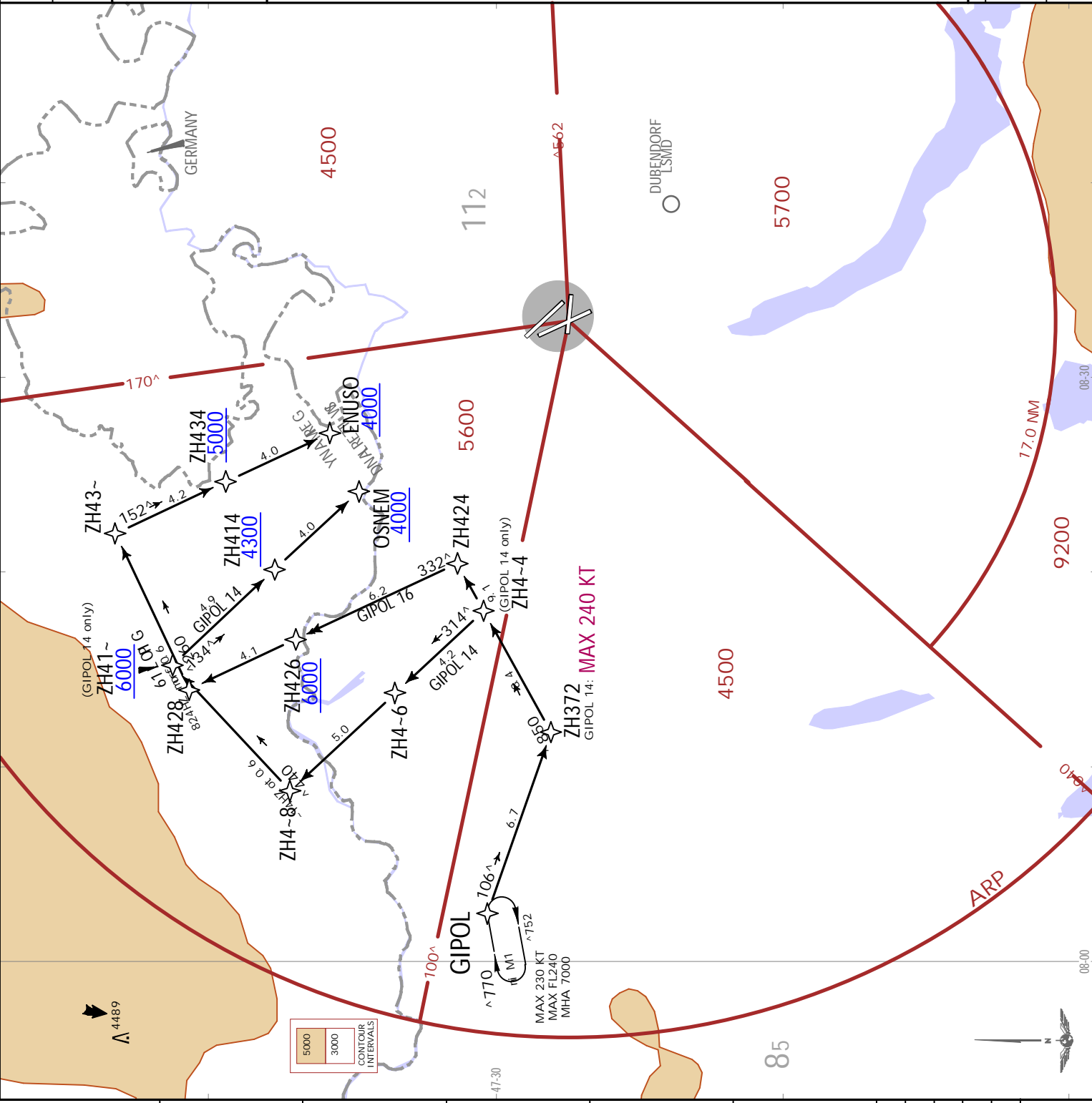
Apt Elev  
 1417

Alt Set: hPa  
 Trans level: By ATC  
 1. RNAV 1 certification required.  
 2. GNSS or DME/DME required.  
 3. If unable to follow transition advise  
 ATC IMMEDIATELY: 'unable RNAV  
 transition'.

GIPOL 14 [GIP14]  
 GIPOL 16 [GIP16]  
 RNAV TRANSITIONS  
 TO FINAL APPROACH  
 .SPEED: MAX 250 KT BELOW FL100

LOST COMMS  
 Refer to 10-2 page.  
 LOST COMMS

TRANSITION RWY	ROUTING
GIPOL 14	GIPOL - ZH372 (K240-) - ZH4-4 - ZH4-6 - ZH4-8 - ZH41- (6000+) - ZH414 (4300+) - OSNEM (4000+).
GIPOL 16	GIPOL - ZH372 - ZH424- ZH426 (6000+) - ZH428 - ZH43- - - ZH434 (5000+) - ENUSO (4000+).



# ZÜRICH, SWITZERLAND

.RNAV TRANSITION.

Alt Set: hPa  
 Trans level: By ATC  
 1. RNAV 1 certification required.  
 2. GNSS or DME/DME required.  
 3. If unable to follow transition advise transition.  
 ATC IMMEDIATELY: 'unable RNAV transition'.  
 4. TRA DME required for DME/DME navigation.

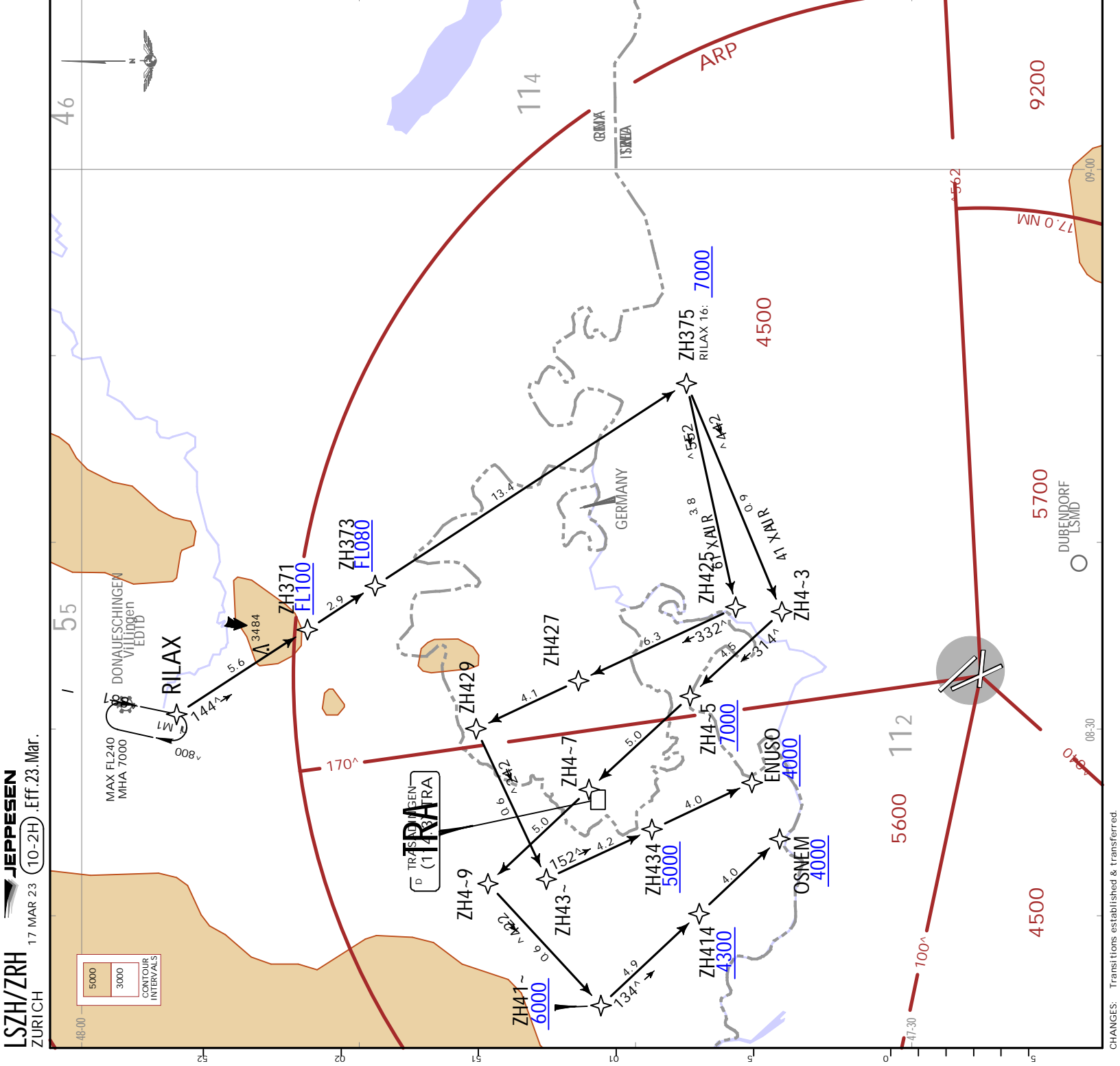
D-ATIS  
 125.730

Apt Elev  
 1417

**RILAX 14 [RIL14]  
 RILAX 16 [RIL16]  
 RNAV TRANSITIONS  
 TO FINAL APPROACH  
 .SPEED: MAX 250 KT BELOW FL100**

LOST COMMS ▼ LOST COMMS ▼ LOST  
 Refer to 10-2 page.  
 LOST COMMS ▼ LOST COMMS ▼ LOST

TRANSITION	RWY	ROUTING
RILAX 14	14	RILAX - ZH371 (FL100+) - ZH373 (FLO80+) - ZH375 - ZH4-3 - ZH4-5 (7000+) - ZH4-7 - ZH4-9 - ZH41 - (6000+) - ZH414 (4300+) - OSNEM (4000+).
RILAX 16	16	RILAX - ZH371 (FL100+) - ZH373 (FLO80+) - ZH375 (7000+) - ZH425 - ZH427 (6000+) - ZH429 - ZH43 - ZH434 (5000+) - ENUSO (4000+).

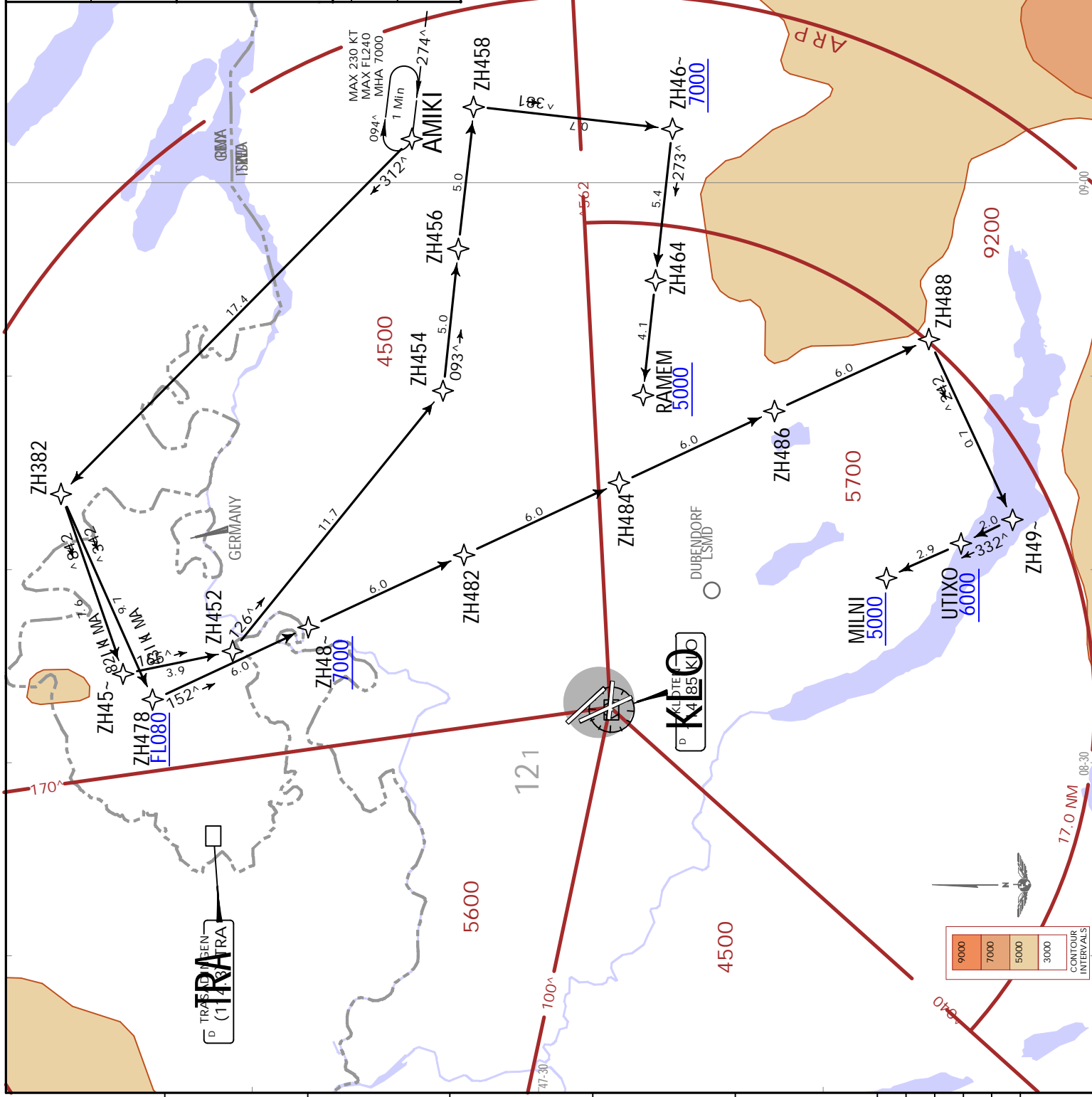


D-ATIS 125.730	Alt Set: hPa Trans level: By ATC 1. RNAV 1 certification required. 2. GNSS or DME/DME navigation. 3. If unable to follow transition advise ATC IMMEDIATELY: 'unable RNAV transition'. 4. AMIKI 28: KLO, TRA and 116.9 WIL DME required for DME/DME navigation. 5. AMIKI 34: TRA DME required for DME/DME navigation.
Apt Elev 1417	

**AMIKI 28 [AMI28]  
AMIKI 34 [AMI34]  
RNAV TRANSITIONS  
TO FINAL APPROACH  
.SPEED: MAX 250 KT BELOW FL100**

TRANSITION	RWY	ROUTING
AMIKI 28	28	AMIKI - ZH382 - ZH45 - - ZH452 - ZH454 - ZH456 - ZH458 - ZH46 - (7000+) - ZH464 - RAMIEM (5000+).
AMIKI 34	34	AMIKI - ZH382 - ZH478 (FLO80+) - ZH48 - (7000+) - ZH482 - ZH484 - ZH486 - ZH488 - ZH49 - - UTIXO (6000+) - MILNI (5000+).

**CAUTION**  
High terrain EAST of D19.0 KLO.  
Compulsory to monitor 121.50 MHz during entire approach.





# ZÜRICH, SWITZERLAND .RNAV. TRANSITION.

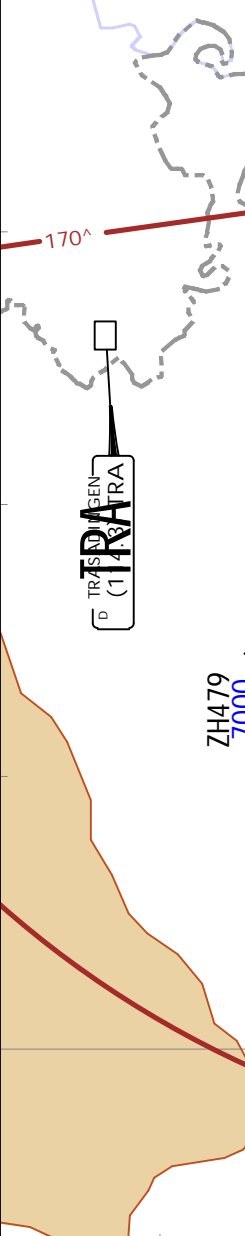
Alt Set: hPa  
 Trans level: By ATC  
 1. RNAV 1 certification required.  
 2. GNSS or DME/DME required.  
 3. If unable to follow transition advise ATC IMMEDIATELY: 'unable RNAV transition'.  
 4. GIPOL 28: KLO, TRA and WIL DME required for DME/DME navigation.  
 5. GIPOL 34: TRA DME required for DME/DME navigation.

**GIPOL 28 [GIP28]  
 GIPOL 34 [GIP34]  
 RNAV TRANSITIONS  
 TO FINAL APPROACH**  
**.SPEED: MAX 250 KT BELOW FL100**

**CAUTION**  
 High terrain EAST of D19.0 KLO.  
 Compulsory to monitor 121.50 MHz during entire approach.

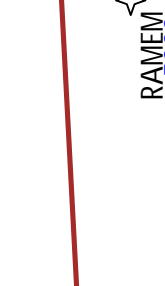
D-ATIS  
 125.730

Apt Elev  
 1417

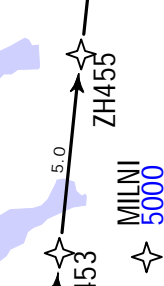


LOST COMMS  
 Refer to 10-2 page.

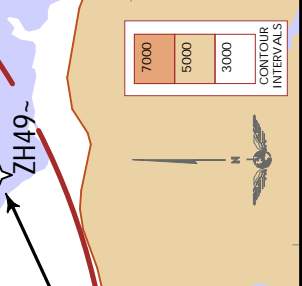
CAUTION  
 High terrain EAST of D19.0 KLO.  
 Compulsory to monitor 121.50 MHz during entire approach.



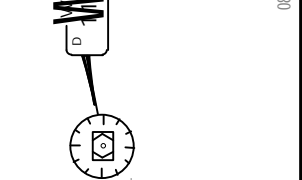
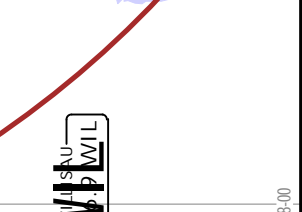
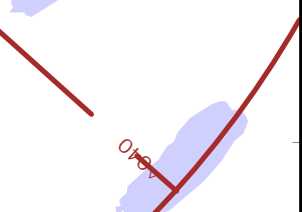
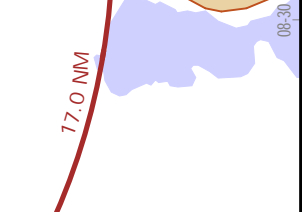
CAUTION  
 High terrain EAST of D19.0 KLO.  
 Compulsory to monitor 121.50 MHz during entire approach.



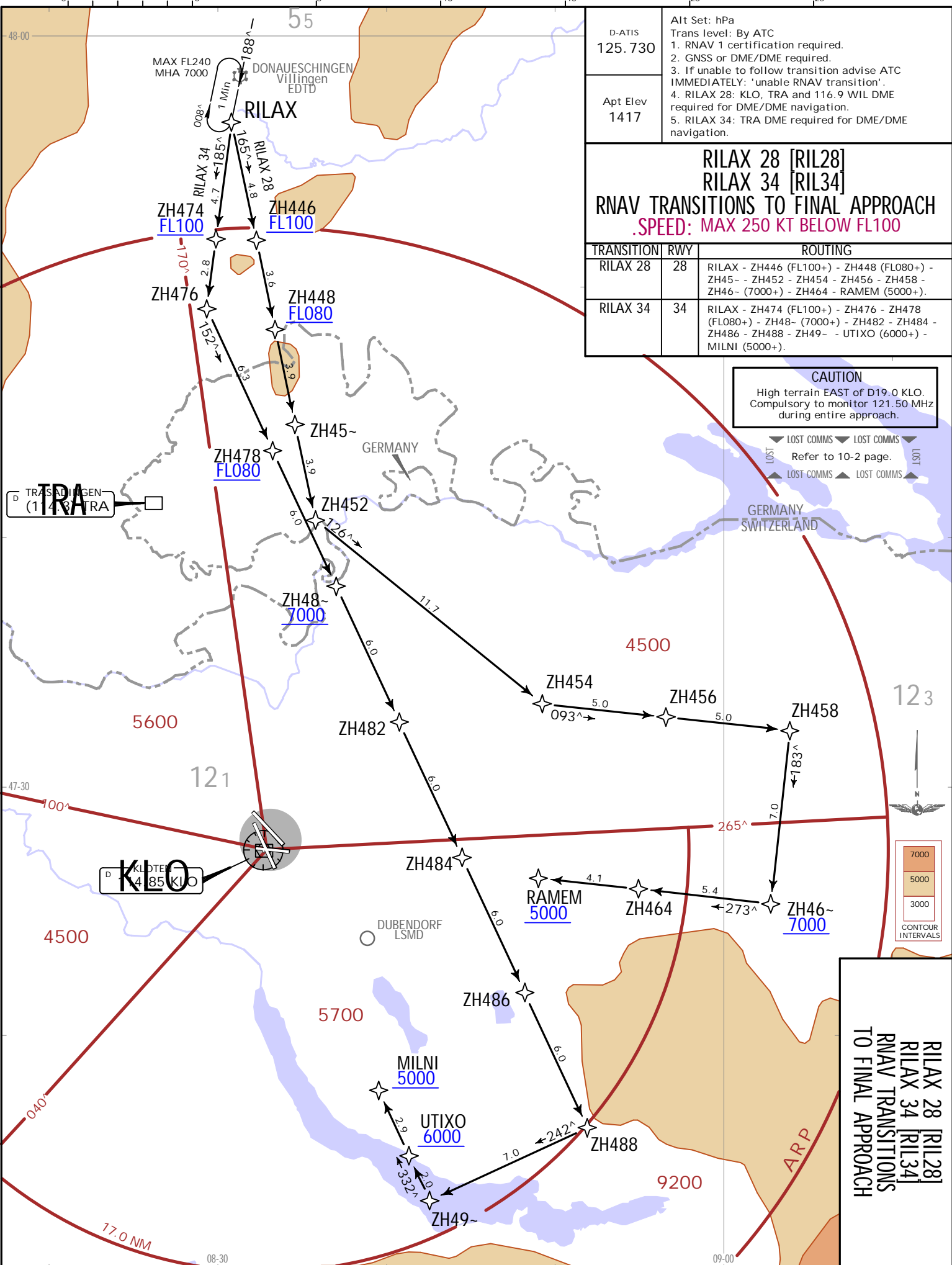
CAUTION  
 High terrain EAST of D19.0 KLO.  
 Compulsory to monitor 121.50 MHz during entire approach.



TRANSITION RWY	ROUTING
GIPOL 28	GIPOL - ZH445 - ZH447 - ZH449 - ZH451 - ZH453 - ZH455 - ZH457 - ZH459 - ZH46- (7000+) - ZH464 - RAMEM (5000+).
GIPOL 34	GIPOL - ZH479 (7000+) - ZH481 - ZH483 - ZH485 - ZH487 - ZH489 - ZH49- - UTIXO (6000+) - MILNI (5000+).



CHANGES: New chart (chart reindexed).



D-ATIS  
125.730

Apt Elev  
1417

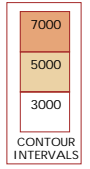
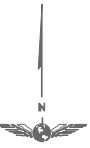
Alt Set: hPa  
Trans Level: By ATC  
1. RNAV 1 certification required.  
2. GNSS or DME/DME required.  
3. If unable to follow transition advise ATC IMMEDIATELY: 'unable RNAV transition'.  
4. RILAX 28: KLO, TRA and 116.9 WIL DME required for DME/DME navigation.  
5. RILAX 34: TRA DME required for DME/DME navigation.

**RILAX 28 [RIL28]**  
**RILAX 34 [RIL34]**  
**RNAV TRANSITIONS TO FINAL APPROACH**  
**.SPEED: MAX 250 KT BELOW FL100**

TRANSITION	RWY	ROUTING
RILAX 28	28	RILAX - ZH446 (FL100+) - ZH448 (FL080+) - ZH45- - ZH452 - ZH454 - ZH456 - ZH458 - ZH46- (7000+) - ZH464 - RAMEM (5000+).
RILAX 34	34	RILAX - ZH474 (FL100+) - ZH476 - ZH478 (FL080+) - ZH48- (7000+) - ZH482 - ZH484 - ZH486 - ZH488 - ZH49- - UTIXO (6000+) - MILNI (5000+).

**CAUTION**  
High terrain EAST of D19.0 KLO.  
Compulsory to monitor 121.50 MHz during entire approach.

LOST COMMS  
Refer to 10-2 page.



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

LSZH/ZRH  
ZURICH  
17 MAR 23  
JEPPESSEN  
10-21  
EFF: 23 Mar.

ZURICH, SWITZERLAND  
RNAV TRANSITION.

JEPPESSEN, 2023. ALL RIGHTS RESERVED.

LSZH/ZRH  
ZURICH

**JEPPESEN**  
 22 OCT 21 (10-3) .Eff.4.Nov.
ZURICH, SWITZERLAND  
.RNAV.SID.

RNAV SID DESIGNATION	REFER TO CHART
DEGES 1B	10-3B
DEGES 2E	10-3C
DEGES 5F	10-3D
DEGES 4H	10-3E
DEGES 1J	10-3E1
DEGES 5L	10-3E2
DEGES 4N	10-3E3
DEGES 1P	10-3E4
DEGES 2R	10-3E5
DEGES 3S	10-3E6
DEGES 1T	10-3E7
DEGES 3W	10-3E8
DEGES 1X	10-3F
DEGES 1Y	10-3G
GERSA 2C	10-3H
GERSA 1E	10-3J
GERSA 1H, 1N	10-3J1
GERSA 2S	10-3J2
GERSA 2W	10-3J3
VEBIT 1B	10-3J4
VEBIT 3E, 4S	10-3J5
VEBIT 4H	10-3J6
VEBIT 2K	10-3J7
VEBIT 4N	10-3J8
VEBIT 1T	10-3K
VEBIT 4W	10-3L
VEBIT 1X	10-3M
VEBIT 1Y	10-3N
ZUE 5F	10-3P
ZUE 5L	10-3Q

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

LSZH/ZRH  
ZURICH

 **JEPPESEN**  
22 OCT 21 (10-3A) .Eff.4.Nov.

ZURICH, SWITZERLAND  
.SID.

SID DESIGNATION	REFER TO CHART
WILLISAU 3C, 2D	10-3S
WILLISAU 3Q	10-3T
ZURICH EAST 2D, 2R	10-3U
ZURICH EAST 2G, 2M	10-3V
ZURICH EAST 3V	10-3W
SAT 2E, 2F, 2H, 2S, 2W	10-3X

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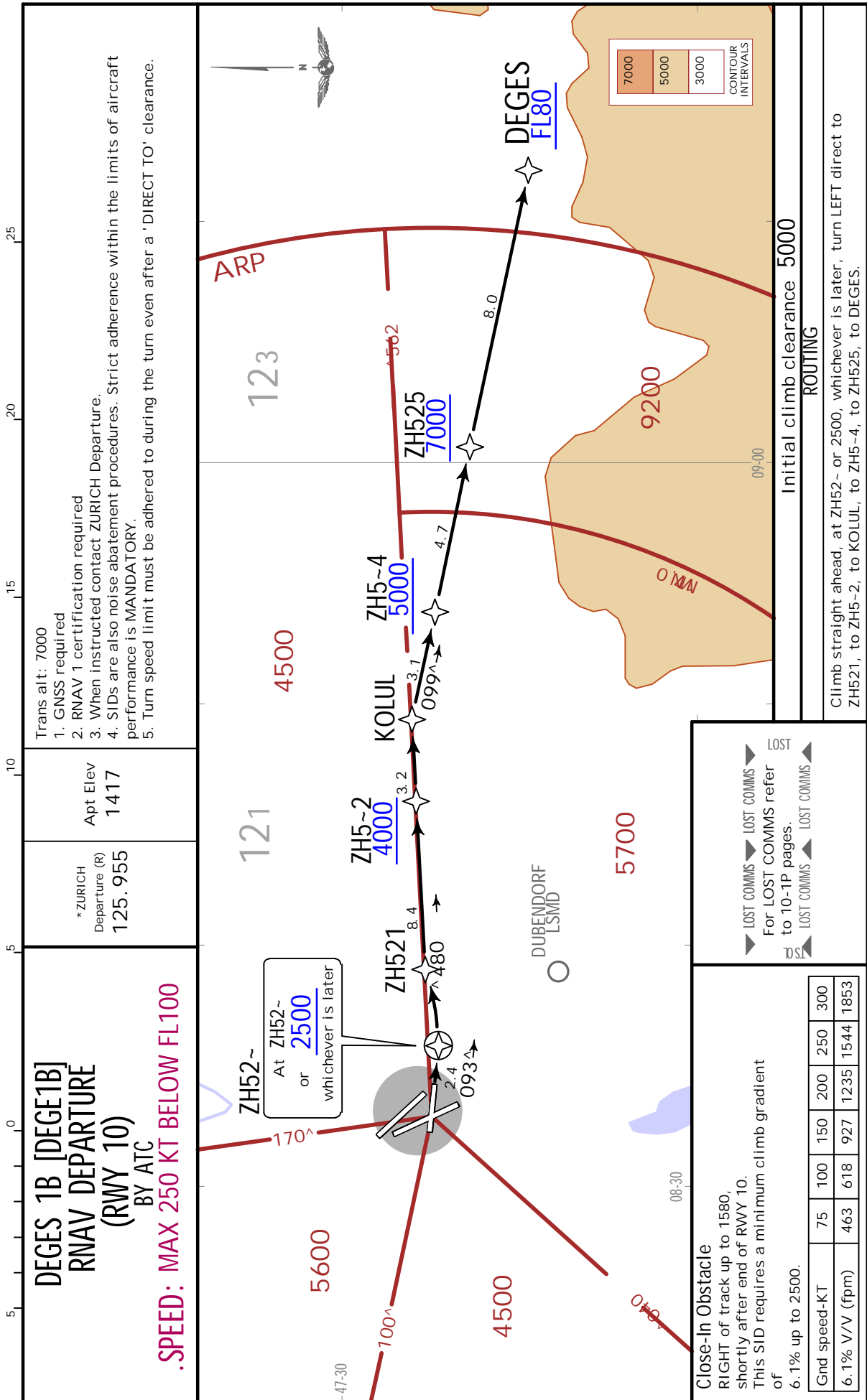
TRANSITION	REFER TO CHART
AFTER VEBIT	10-3X1

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LSZH/ZRH  
ZURICH

JEPPESSEN  
1 OCT 21 (10-3B) .Eff.7.Oct.

ZURICH, SWITZERLAND  
.RNAV.SID.



LSZH/ZRH  
ZURICH



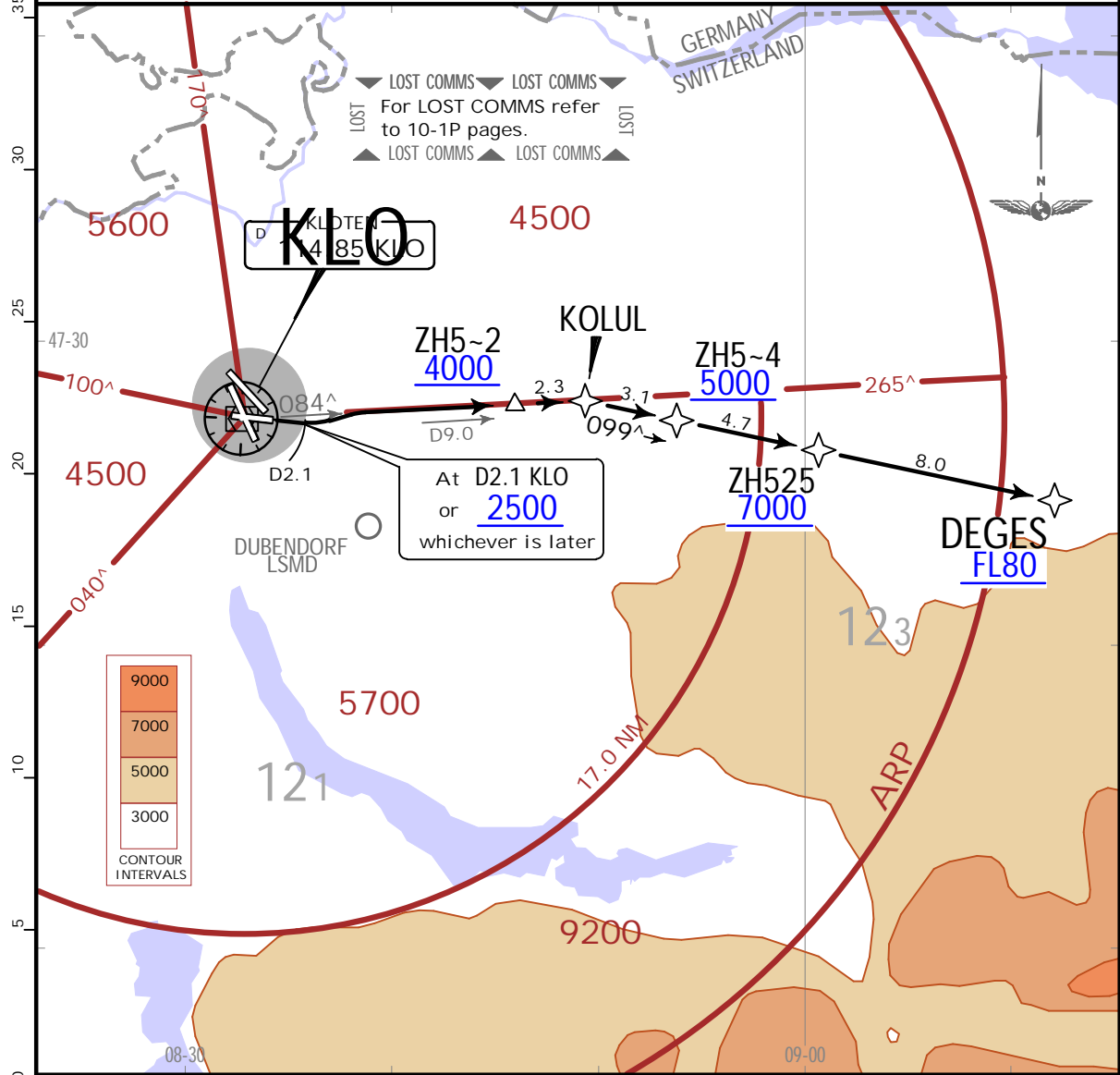
1 OCT 21 (10-3C) .Eff.7.Oct.

ZURICH, SWITZERLAND  
.RNAV.SID.

<p>* ZURICH Departure (R) 125.955</p>	<p>Apt Elev 1417</p>	<p>Trans alt: 7000</p> <ol style="list-style-type: none"> <li>1. RNAV 1 certification required.</li> <li>2. GNSS or DME/DME required</li> <li>3. When instructed contact ZURICH Departure.</li> <li>4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.</li> <li>5. 116.9 WIL DME required for DME/DME navigation.</li> <li>6. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.</li> </ol>
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**DEGES 2E [DEGE2E]  
RNAV DEPARTURE  
(RWY 10)**

RNAV APPLICABLE WHEN PASSING KOLUL  
**.SPEED: MAX 250 KT BELOW FL100**



**Close-In Obstacle**  
RIGHT of track up to 1580,  
shortly after end of RWY 10.  
This SID requires a minimum climb gradient  
of  
6.1% up to 2500.

Initial climb clearance **5000**

**ROUTING**

Climb straight ahead to D2.1 KLO or 2500, whichever is later, intercept KLO R084 via ZH5-2 to KOLUL, to ZH5-4, to ZH525, to DEGES.

# ZÜRICH, SWITZERLAND .RNAV.SID.

Trans alt: 7000

1. RNAV 1 certification required.
2. GNS or DME/DME/IRU required.
3. When instructed contact ZÜRICH Departure.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

\* ZÜRICH Departure (R)  
125.955

Apt Elev  
1417

**DEGES 5F [DEGESF]  
RNAV DEPARTURE  
(RWY 34)**

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

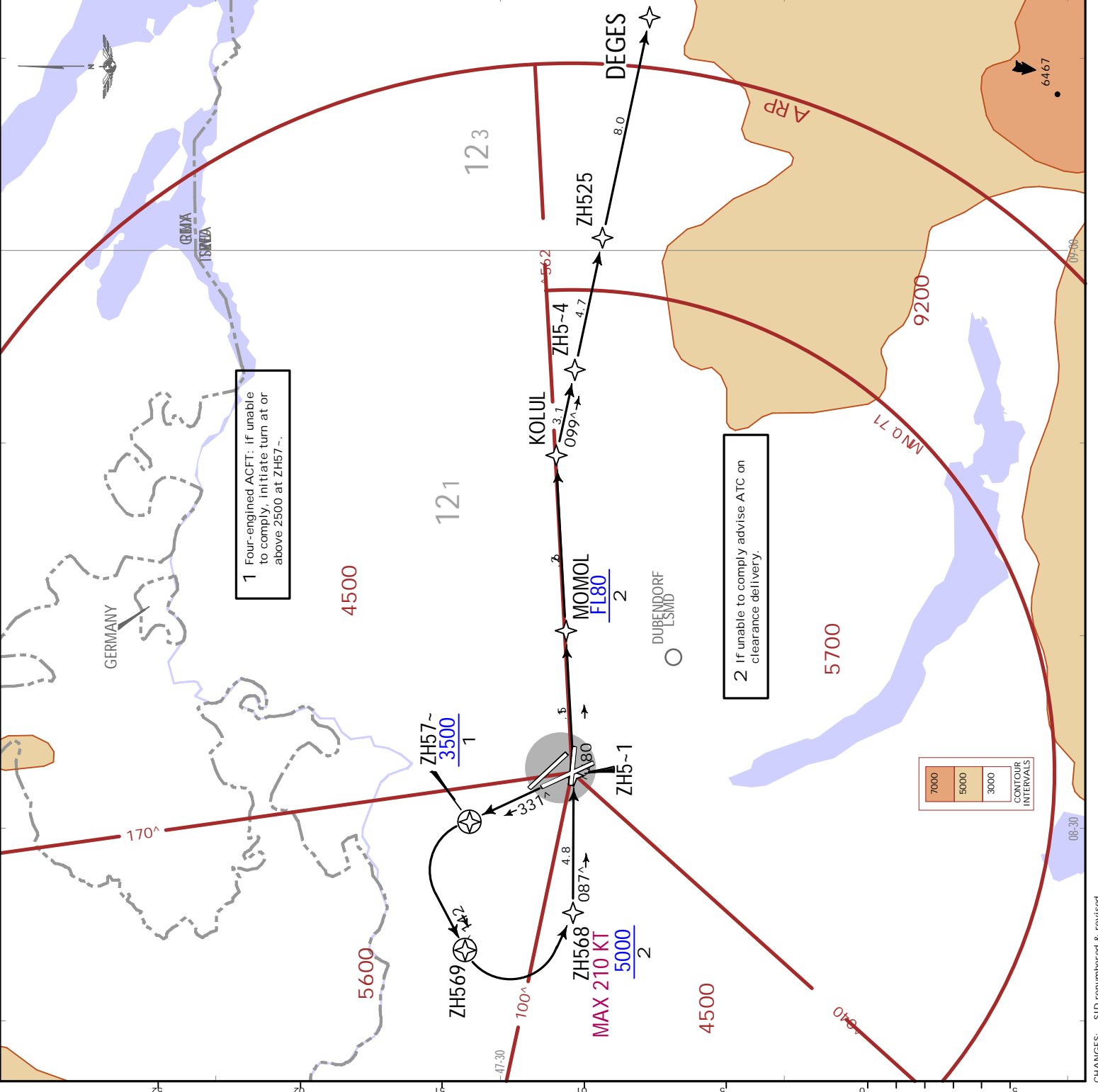
LOST COMMS ▼ LOST COMMS ▼ LOST  
For LOST COMMS refer to 10-1P pages.  
LOST COMMS ▼ LOST COMMS ▼ LOST

**Close-in obstacles**  
LEFT of track up to 1470 shortly after end of RWY 34. This SID requires a minimum climb gradient of 5.0% up to 3200. This SID requires average climb gradients of 12.5% to reach ZH57- at 3500, 6.6% to reach ZH57- at 2500.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
12.5% V/V (fpm)	949	1266	1899	2532	3165	3798

**Initial climb clearance 5000**

**ROUTING**  
Climb on 331° track to ZH57-, turn LEFT, 241° track to ZH569, turn LEFT direct to ZH568, to ZH5-1, to MOMOL, to KOLUL, to ZH5-4, to ZH525, to DEGES.



ZÜRICH, SWITZERLAND  
 .RNAV.SID.

JEPPesen  
 1 OCT 21 (10-3E).Eff.7.Oct.

LSZH/ZRH  
 ZÜRICH

\* ZÜRICH  
 Departure (R)  
**125.955**

Apt Elev  
 1417

Trans alt: 7000

1. RNAV 5 certification required.
2. GNSS or DME/DME required.
3. When instructed contact ZÜRICH Departure.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

**DEGES 4H [DEGE4H]  
 RNAV DEPARTURE  
 (RWY 34)  
 .SPEED: MAX 250 KT BELOW FL100**

LOST COMMS >>> LOST COMMS >>> LOST  
 For LOST COMMS refer to 10-1P pages.  
 LOST COMMS >>> LOST COMMS >>> LOST

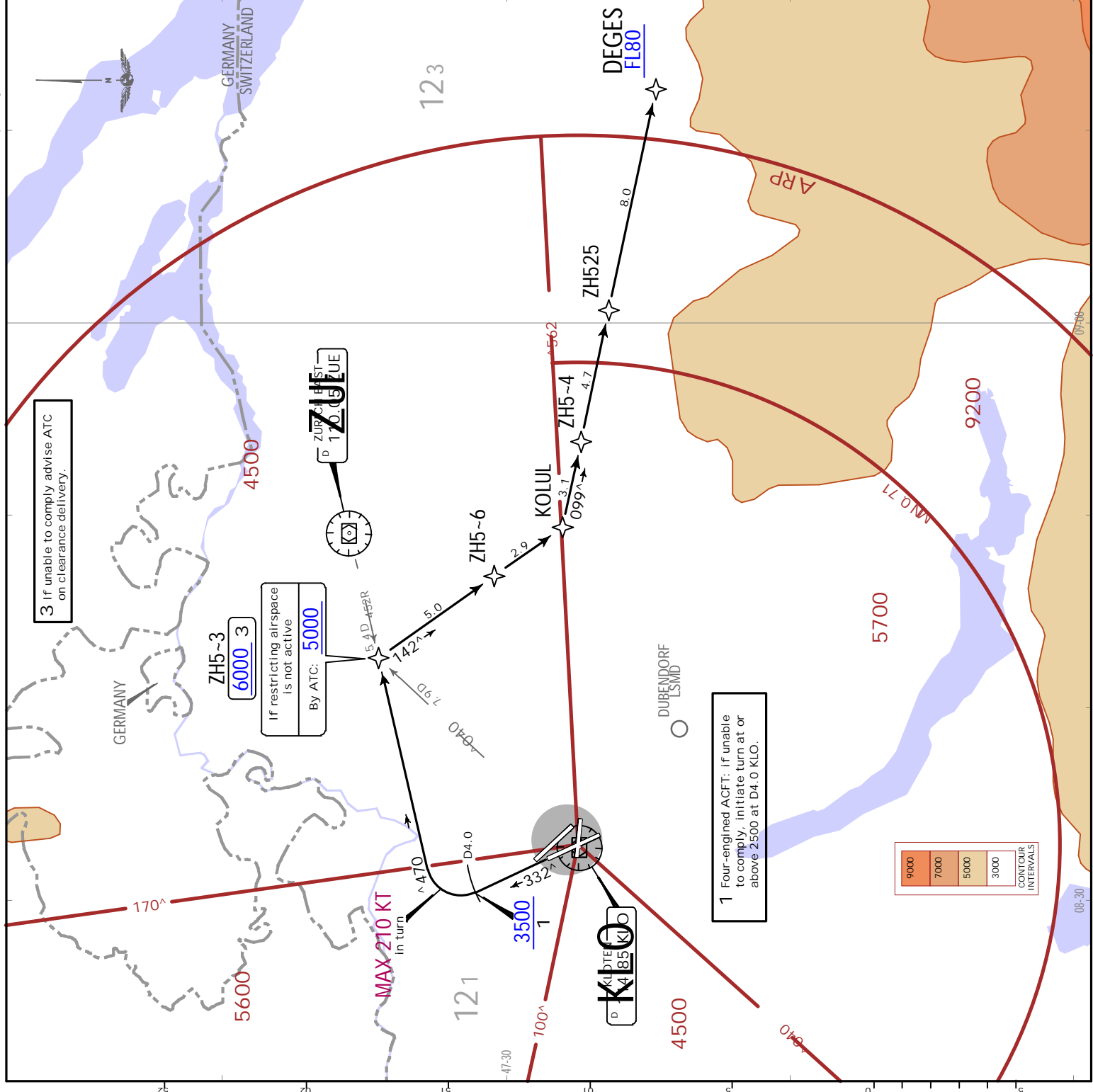
**Close-in obstacles**  
 LEFT of track up to 1480 shortly after end of RWY 34. This SID requires a minimum climb gradient of 4.6% up to 1900. This SID requires average climb gradients of

Grnd Speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
12.5% V/V (fpm)	949	1266	1899	2532	3165	3798

Initial climb clearance 5000

**ROUTING**  
 Climb on 332° track, at D4.0 KLO turn RIGHT, intercept ZUE R254 inbound to ZH5-3, to ZH5-6, to KOLUL, to ZH5-4, to ZH525, to DEGES.

**2** RNAV applicable when passing ZH5-3.





**ZÜRICH, SWITZERLAND**  
**.RNAV.SID.**

**LSZH/ZRH**  
**ZÜRICH**

18 MAR 22  
 (O-3E) Eff. 24. Mar.

**JEPPesen**  
 10-3E

\* ZÜRICH  
 Departure (R)  
**125.955**

Apt Elev  
 1417

Trans alt: 7000  
 RNAV 1 certification required.  
 GNS5 required.

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

**DEGES 1J [DEGE1J]**  
**RNAV DEPARTURE**  
**(RWY 34)**  
**BY ATC**

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

LOST COMMS  
 For LOST COMMS refer to 10-1P pages.

LOST COMMS  
 LOST COMMS  
 LOST COMMS

**Close-in obstacles**  
 RIGHT of track up to 1560 shortly after end of RWY 34. This SID requires a minimum climb gradient of 4.7% up to 2100. This SID requires average climb gradients of

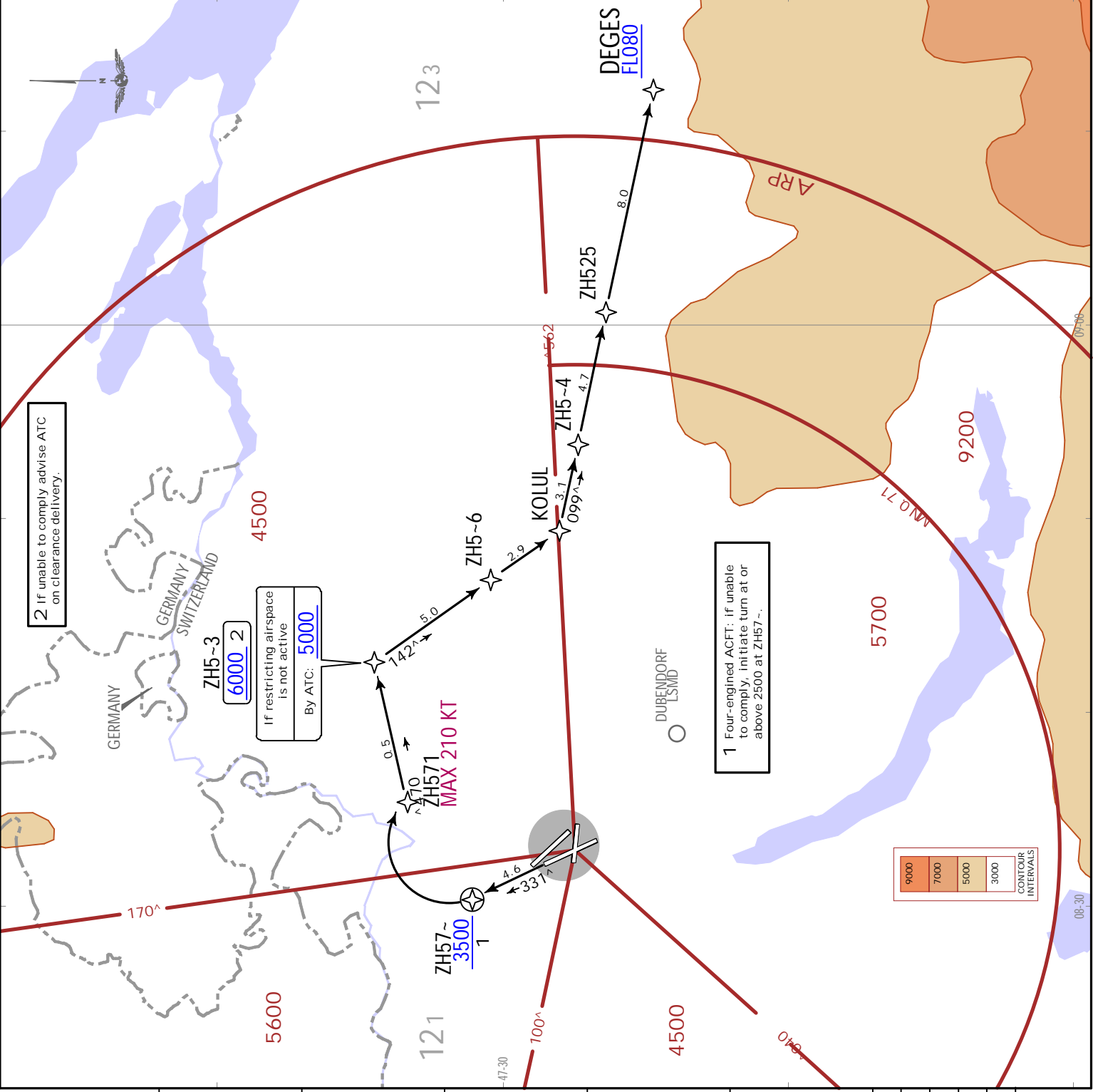
Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
12.5% V/V (fpm)	949	1266	1899	2532	3165	3798

12.5% to reach ZH57~ at 3500,  
 6.6% to reach ZH57~ at 2500.

**Initial climb clearance 5000**

**ROUTING**

Climb straight ahead to ZH57~, turn RIGHT direct to ZH571, to ZH5-3, to ZH5-6, to KOLUL, to ZH5-4, to ZH525, to DEGES.



2 If unable to comply advise ATC on clearance delivery.

If restricting airspace is not active  
 By ATC: **5000**

1 Four-engine ACFT: if unable to comply, initiate turn at or above 2500 at ZH57~.

9000
7000
5000
3000
CONTIGUOUS INTERVALS

* ZURICH Departure (R) <b>125.955</b>		Trans alt: 7000 RNAV 1 certification required. GNSS or DME/DME/IRU required.
Apt Elev 1417		1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

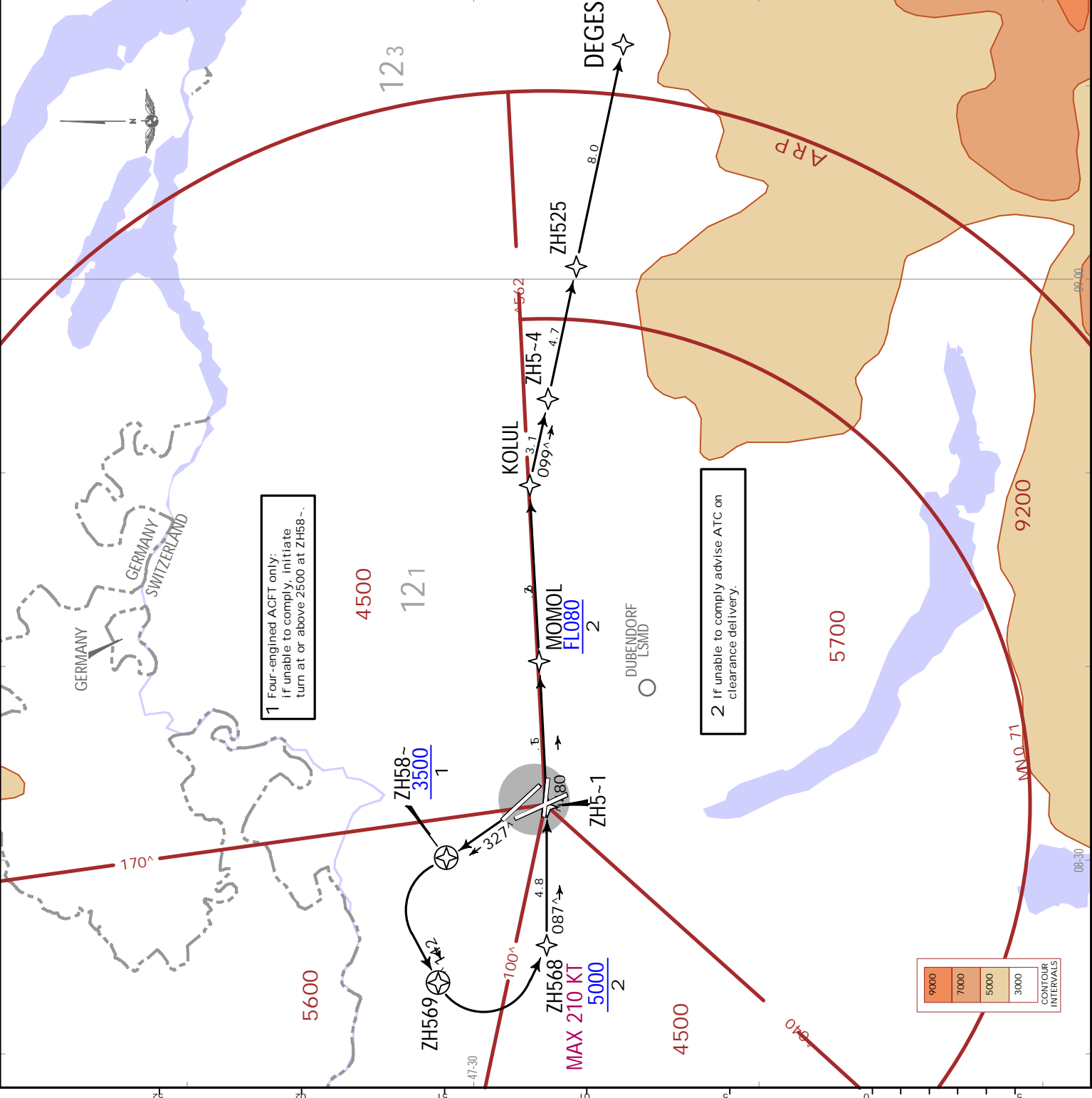
**DEGES 5L [DEGESL]  
 RNAV DEPARTURE  
 (RWY 32)  
 .SPEED: MAX 250 KT BELOW FL100**

LOST COMMS  
 For LOST COMMS refer  
 to 10-1P pages.  
 LOST COMMS

**Close-in obstacles**  
 RIGHT of track up to 1580  
 shortly after end of RWY 32.  
 This SID requires a minimum climb gradient of  
 5.6% up to 3100.  
 This SID requires average climb gradients of  
 14.6% to reach ZH58- at 3500,  
 7.6% to reach ZH58- at 2500.

Grnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
14.6% V/V (fpm)	1109	1479	2218	2957	3696	4436

**Initial climb clearance 5000**  
**ROUTING**  
 Climb straight ahead, 327° track to ZH58-, turn LEFT,  
 241° track to ZH569, turn LEFT direct to ZH568, to  
 ZH5-1, to MOMOL, to KOLUL, to ZH5-4, to ZH525,  
 to DEGES.



1 Four-engine ACFT only:  
 if unable to comply, initiate  
 turn at or above 2500 at ZH58-.

2 If unable to comply advise ATC on  
 clearance delivery.

9000	7000	5000	3000
CONTOUR INTERVALS			

ZÜRICH, SWITZERLAND  
 .RNAV.SID.

18 MAR 22  
 10-3E3 . Eff. 24. Mar.

LSZH/ZRH  
 ZÜRICH

\* ZÜRICH  
 Departure (R)  
 125.955

Apt Elev  
 1417

Trans alt.: 7000

RNAV 5 certification required.  
 GNSS or DME/DME required.

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

**DEGES 4N [DEGE4N]**  
 RNAV DEPARTURE  
 (RWY 32)  
**.SPEED: MAX 250 KT BELOW FL100**

LOST COMMS >> LOST COMMS >> LOST  
 For LOST COMMS refer to 10-1P pages.  
 LOST COMMS >> LOST COMMS >> LOST

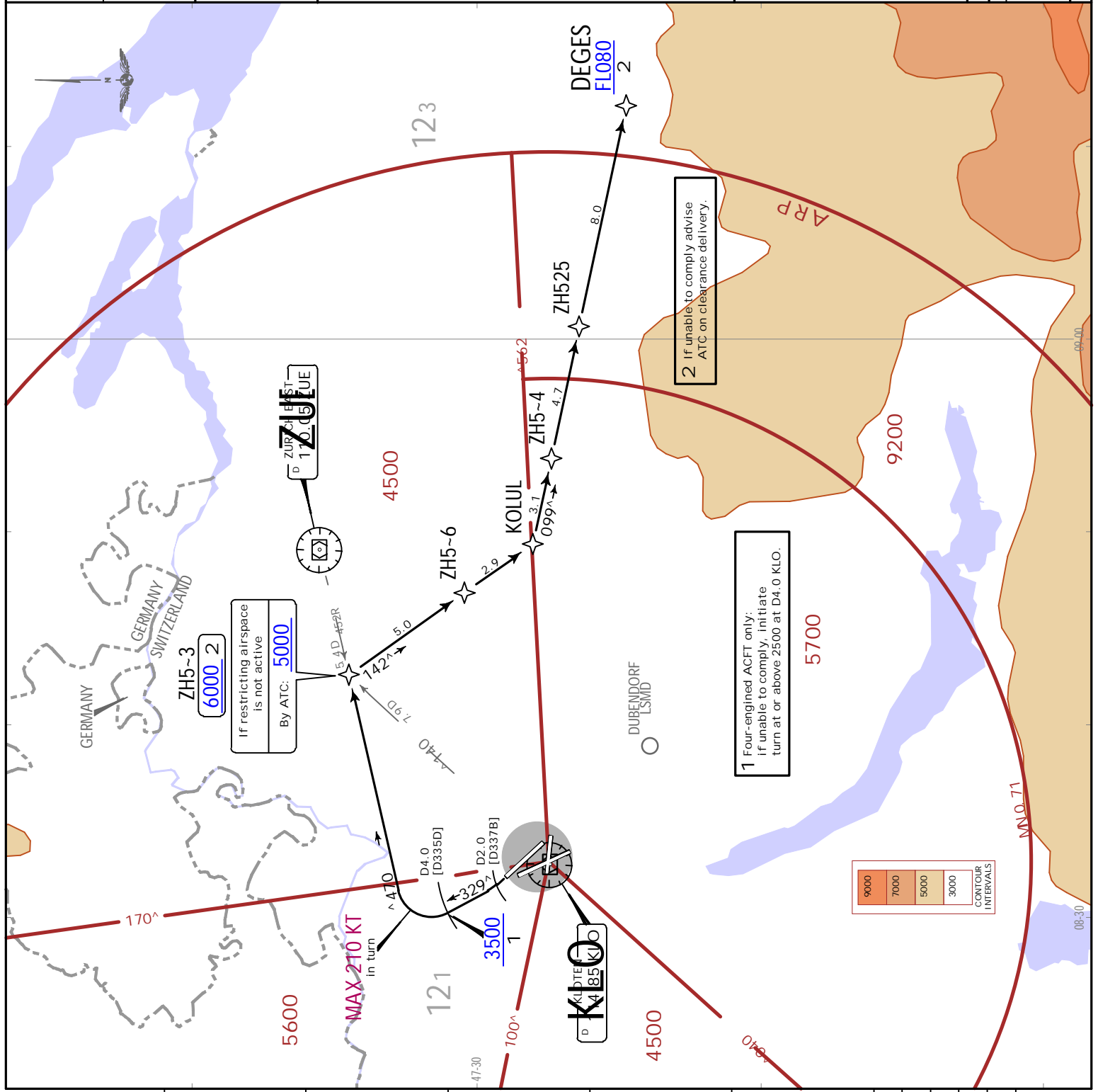
**Close-in obstacles**  
 RIGHT of track up to 1560, 0.2 NM after RWY 32.  
 This SID requires a minimum climb gradient of 6.3% up to 1800.  
 This SID requires average climb gradients of 14.6% to reach D4.0 KLO at 3500, 7.6% to reach D4.0 KLO at 2500.

Grnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
14.6% V/V (fpm)	1109	1479	2218	2957	3696	4436

**ROUTING**  
 Initial climb clearance 5000

Climb straight ahead to D2.0 KLO, turn RIGHT, 329° track, at D4.0 KLO turn RIGHT, intercept ZUE R254 inbound to ZH5-3, to ZH5-6, to KOLUL, ZH5-4, to ZH525, to DEGES.

**3** RNAV applicable when passing ZH5-3.



ZÜRICH, SWITZERLAND  
 .RNAV.SID.

JEPPESEN  
 18 MAR 22  
 (10-3E4) . Eff. 24. Mar.

LSZH/ZRH  
 ZÜRICH

Trans alt.: 7000	
RNAV 1 certification required. GNS5 required.	
1. When instructed contact ZÜRICH Departure.	
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.	
3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.	

* ZÜRICH Departure (R) 125.955	Apt Elev 1417
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**DEGES 1P [DEGE1P]  
 RNAV DEPARTURE  
 (RWY 32)  
 BY ATC**

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

LOST COMMS >> LOST COMMS >> LOST  
 For LOST COMMS refer to 10-1P pages.  
 LOST COMMS << LOST COMMS << LOST

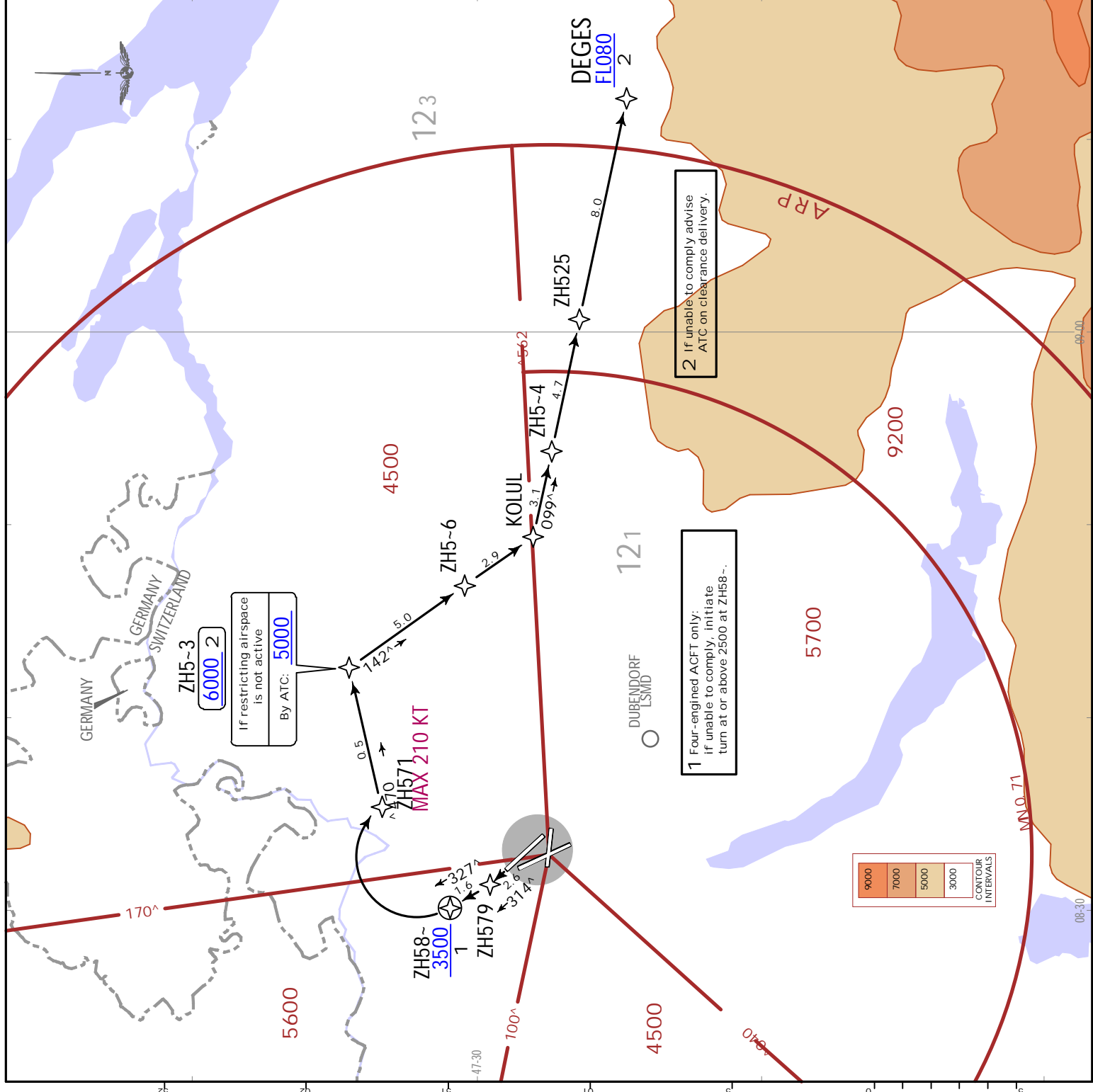
**Close-in obstacles**  
 RIGHT of track up to 1580 shortly after end of RWY 32. This SID requires a minimum climb gradient of 6.9% up to 2000. This SID requires average climb gradients of 14.6% to reach ZH58- at 3500, 7.6% to reach ZH58- at 2500.

Gnd speed-KT	75	100	150	200	250	300
6.9% V/V (fpm)	524	699	1048	1397	1747	2096
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
14.6% V/V (fpm)	1109	1479	2218	2957	3696	4436

**Initial climb clearance 5000**

**ROUTING**

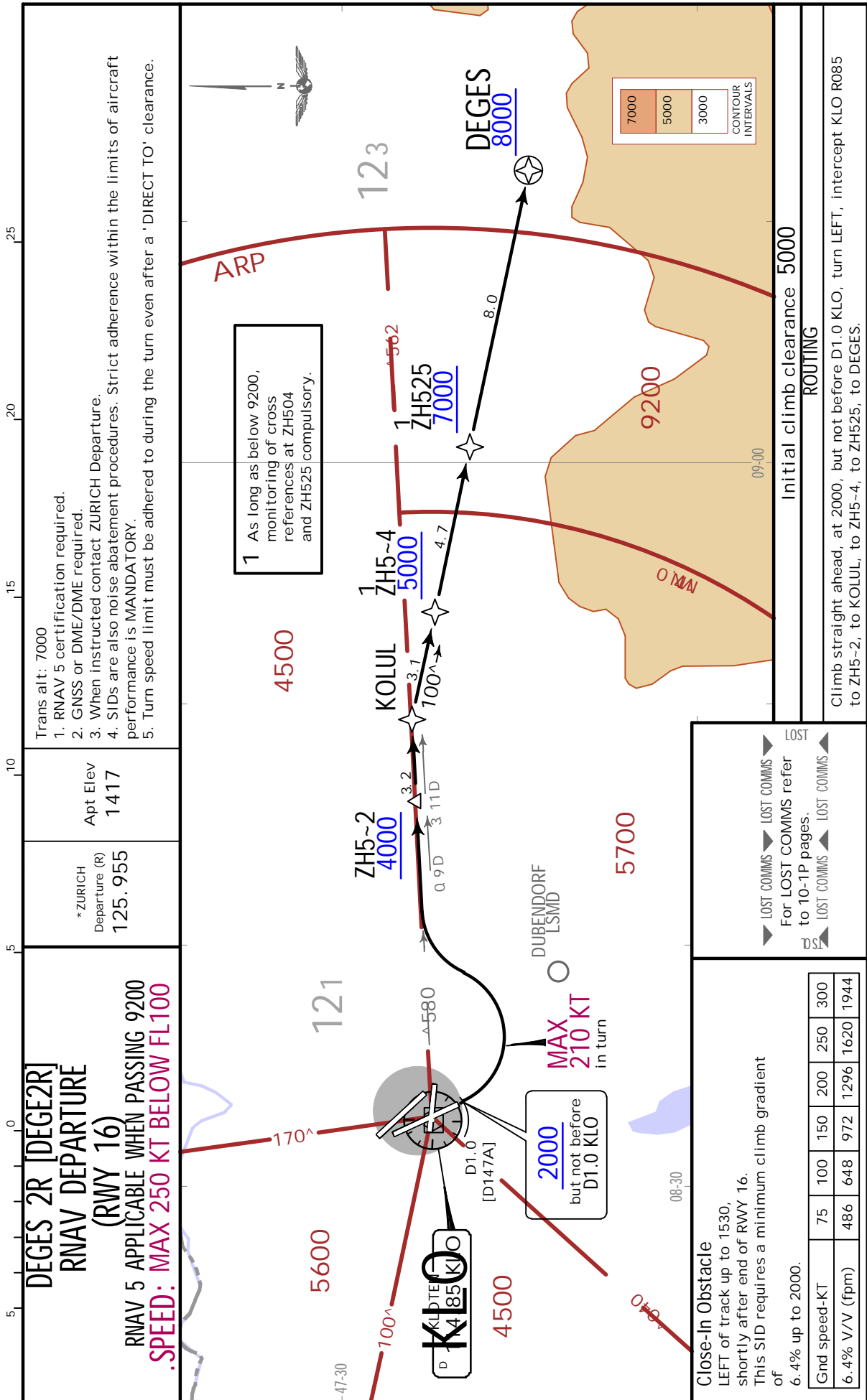
Climb straight ahead to ZH579, turn RIGHT to ZH58-, turn RIGHT direct to ZH571, to ZH5-3, to ZH5-6, to KOLUL, to ZH5-4, to ZH525, to DEGES.



LSZH/ZRH  
ZURICH

JEPPESSEN  
1 OCT 21 (10-3E5). Eff. 7. Oct.

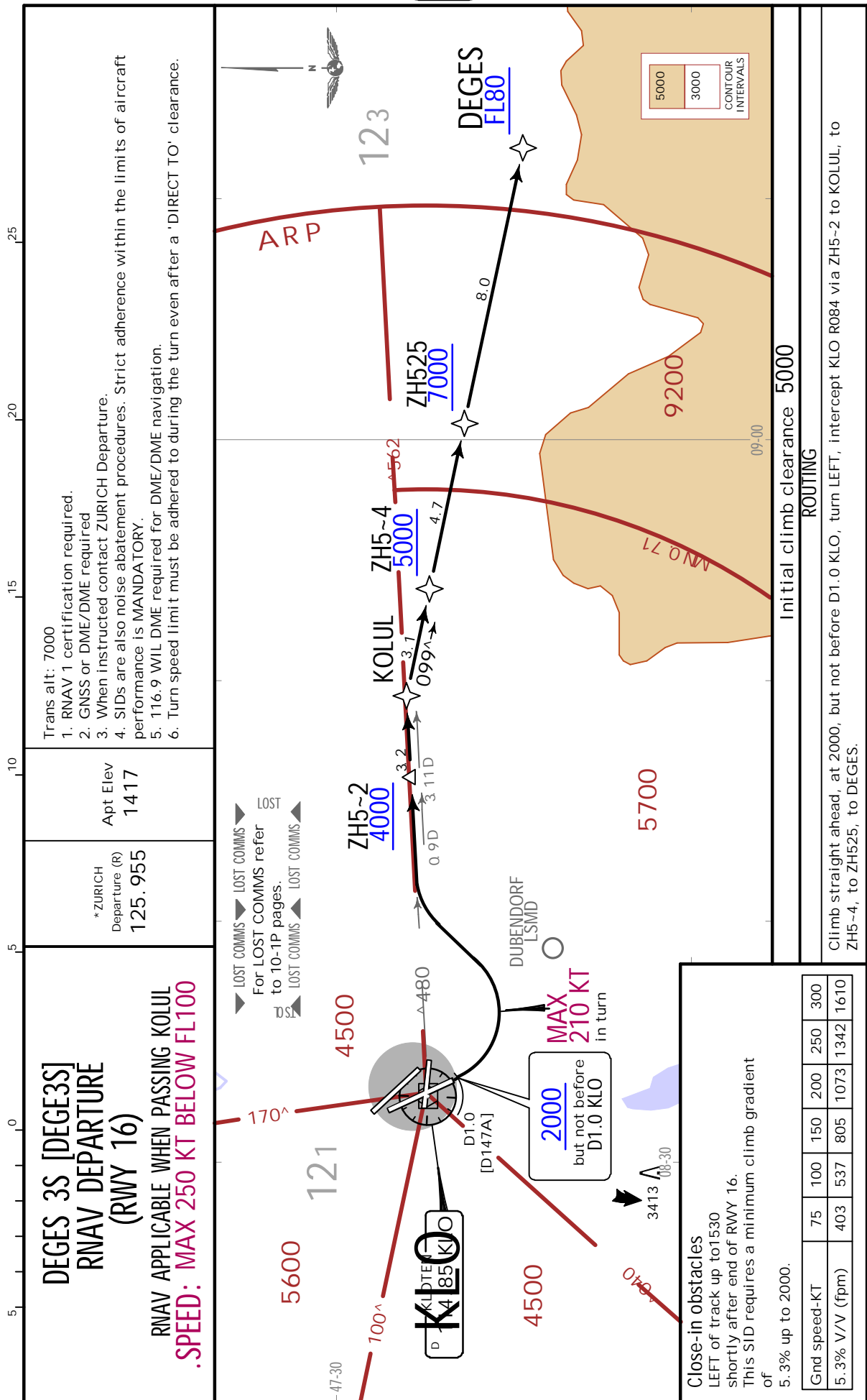
ZURICH, SWITZERLAND  
.RNAV.SID.



LSZH/ZRH  
ZURICH

JEPPESEN  
1 OCT 21 (10-3E6) .Eff.7.Oct.

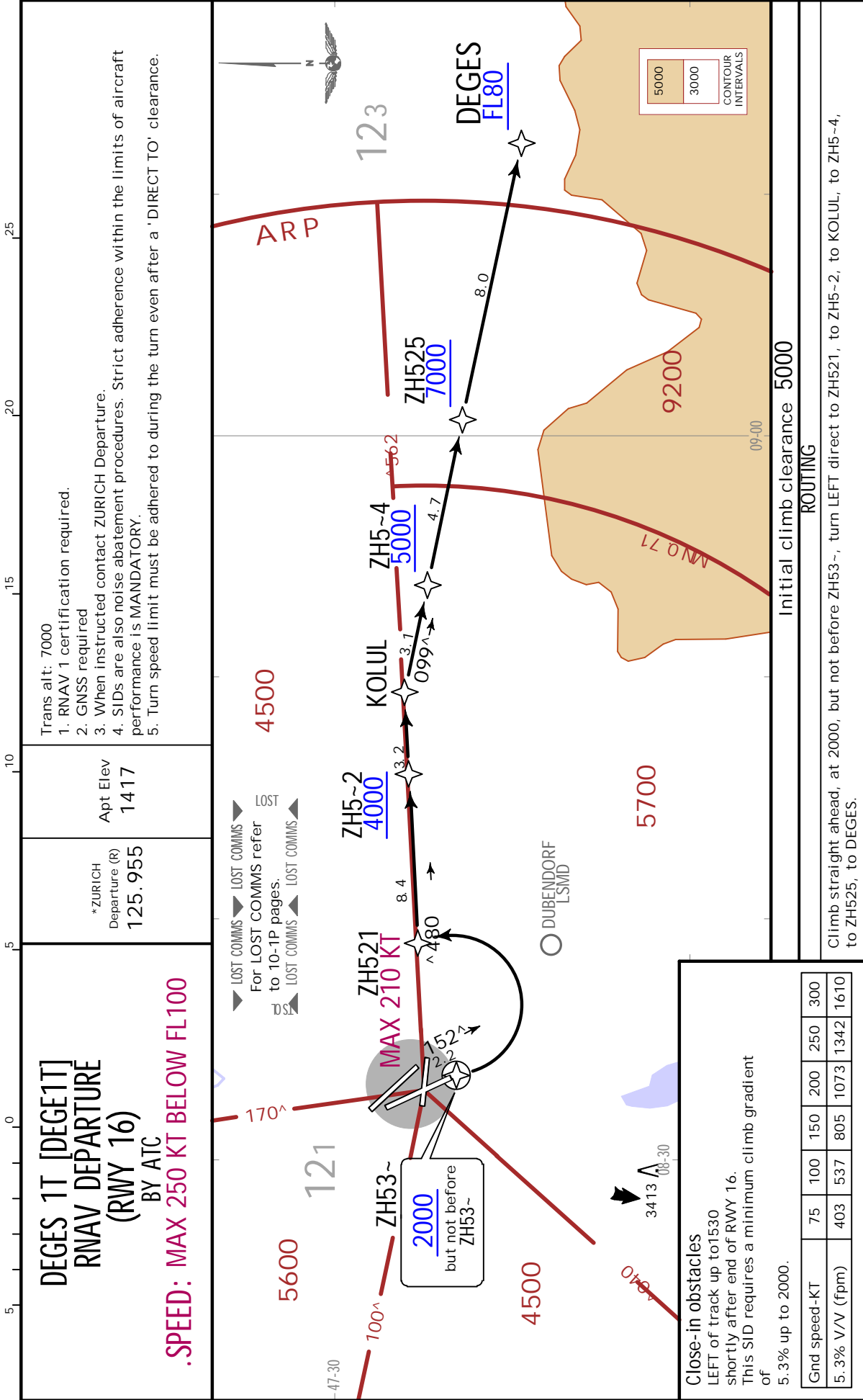
ZURICH, SWITZERLAND  
.RNAV.SID.



LSZH/ZRH  
ZURICH

JEPPESEN  
1 OCT 21 (10-3E7) .Eff.7.Oct.

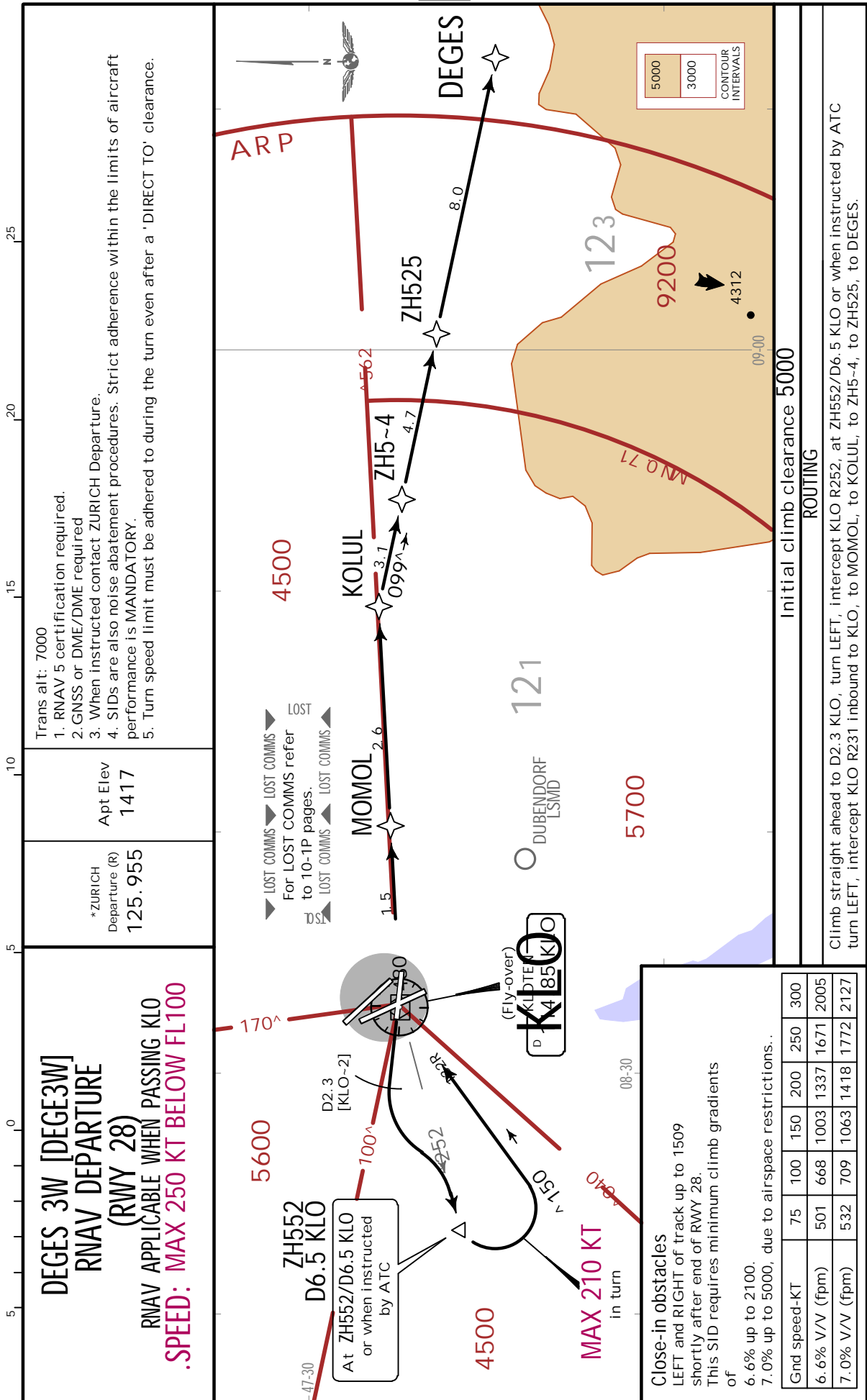
ZURICH, SWITZERLAND  
.RNAV.SID.



**LSZH/ZRH**  
ZURICH

**JEPPESEN**  
1 OCT 21 (10-3E8) .Eff.7.Oct.

**ZURICH, SWITZERLAND**  
.RNAV.SID.

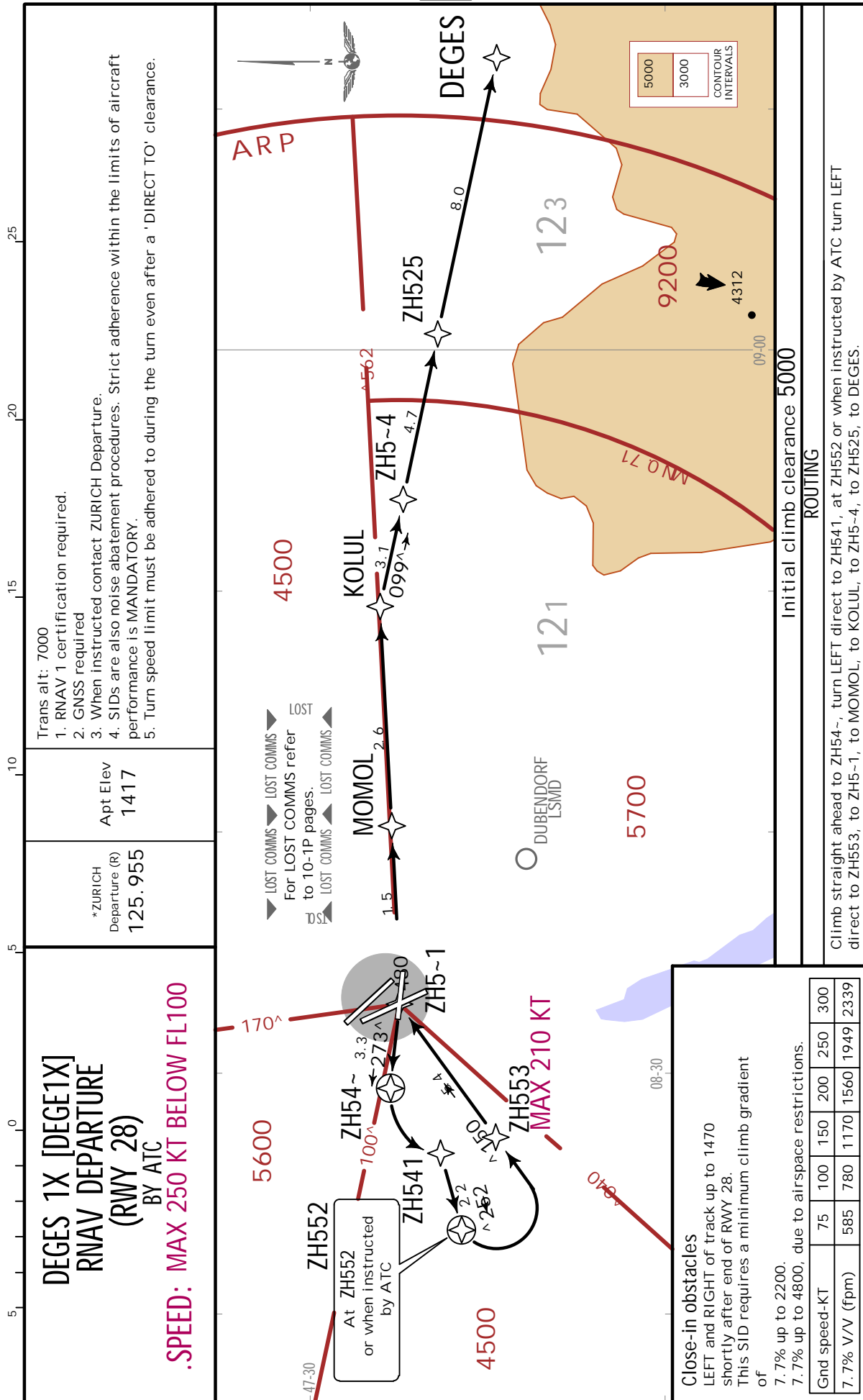




LSZH/ZRH  
ZURICH

JEPPESEN  
1 OCT 21 (10-3F) .Eff.7.Oct.

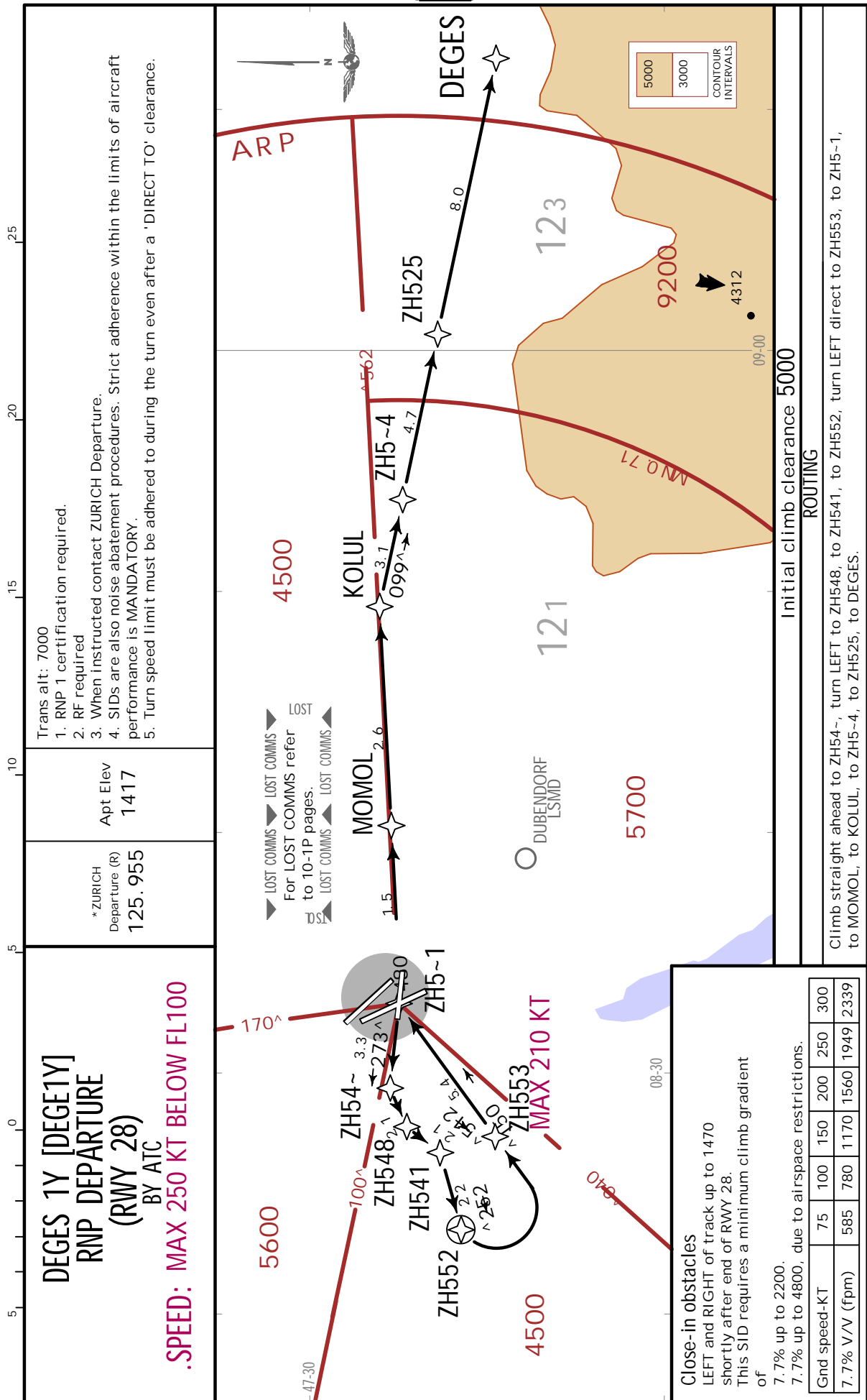
ZURICH, SWITZERLAND  
.RNAV.SID.



LSZH/ZRH  
ZURICH

JEPPESEN  
1 OCT 21 (10-3G) .Eff.7.Oct.

ZURICH, SWITZERLAND  
.RNAV.SID.



# ZÜRICH, SWITZERLAND .RNAV.SID.

LSZH/ZRH  
ZÜRICH  
21 JAN 22 (10-3H).Eff.27.Jan.



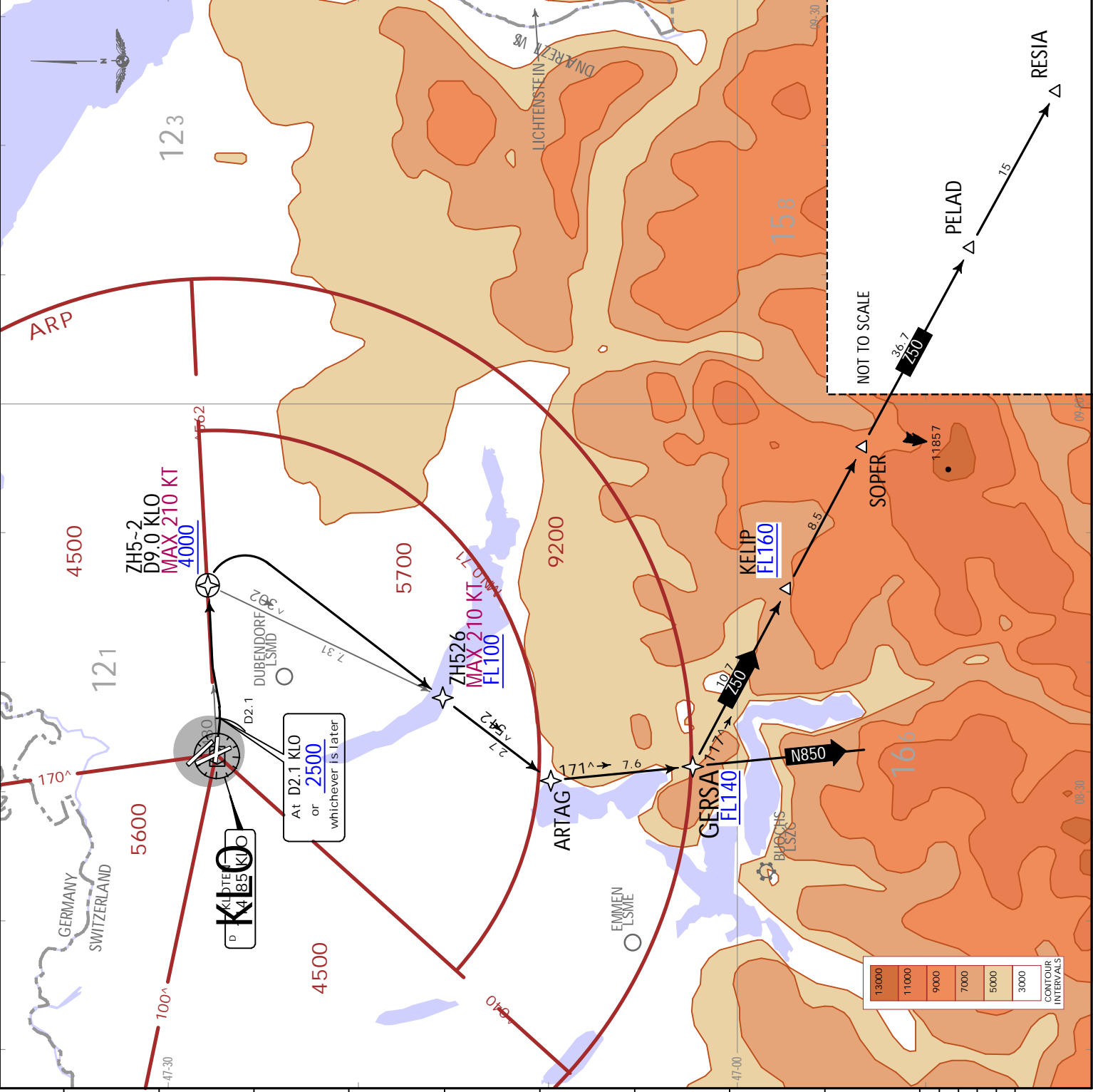
Trans alt: 7000  
 1. RNAV 1 certification required.  
 2. GNSS or DME/DME required.  
 3. When instructed contact ZÜRICH Departure.  
 4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.  
 5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

\* ZÜRICH  
Departure (R)  
**125.955**

Apt Elev  
**1417**

**GERSA 2C [GERS2C]  
RNAV DEPARTURE  
(RWY 10)**  
**RNAV APPLICABLE WHEN PASSING ZH5-2  
.SPEED: MAX 250 KT BELOW FL100**

LOST COMMS  
 For LOST COMMS refer to 10-1P pages.  
 LOST COMMS



**Close-In Obstacle**  
 RIGHT of track up to 1580, shortly after end of RWY 10. This SID requires minimum climb gradients of  
 6.1% up to 2500,  
 6.6% up to 7000, due to airspace restrictions.

Grnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

Initial climb clearance **5000**

**ROUTING**

Climb straight ahead to D2.1 KLO or 2500, whichever is later, intercept KLO R084 to ZH5-2/D9.0 KLO, to ZH526, to ARTAG, to GERSA.

**CONTINUATION**

To RESIA: Along airway Z-50.  
 Other directions: Along airway N-850.

ZÜRICH, SWITZERLAND  
 .RNAV.SID.

LSZH/ZRH  
 ZÜRICH  
 21 JAN 22 10-3J .Eff.27.Jan.

\* ZÜRICH  
 Departure (R)  
 125.955

Apt Elev  
 1417

Trans alt: 7000

1. RNAV 5 certification required.
2. GNSS or DME/DME required
3. When instructed contact ZÜRICH Departure.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

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

**RNAV APPLICABLE WHEN PASSING BREGO  
 .SPEED: MAX 250 KT BELOW FL100**

↳ LOST COMMS ↳ LOST COMMS ↳ LOST  
 For LOST COMMS refer to 10-1P pages.  
 ↳ LOST COMMS ↳ LOST COMMS ↳ LOST

**Close-In Obstacle**  
 RIGHT of track up to 1580 shortly after end of RWY 10. This SID requires a minimum climb gradient of 6.5% up to 2500.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

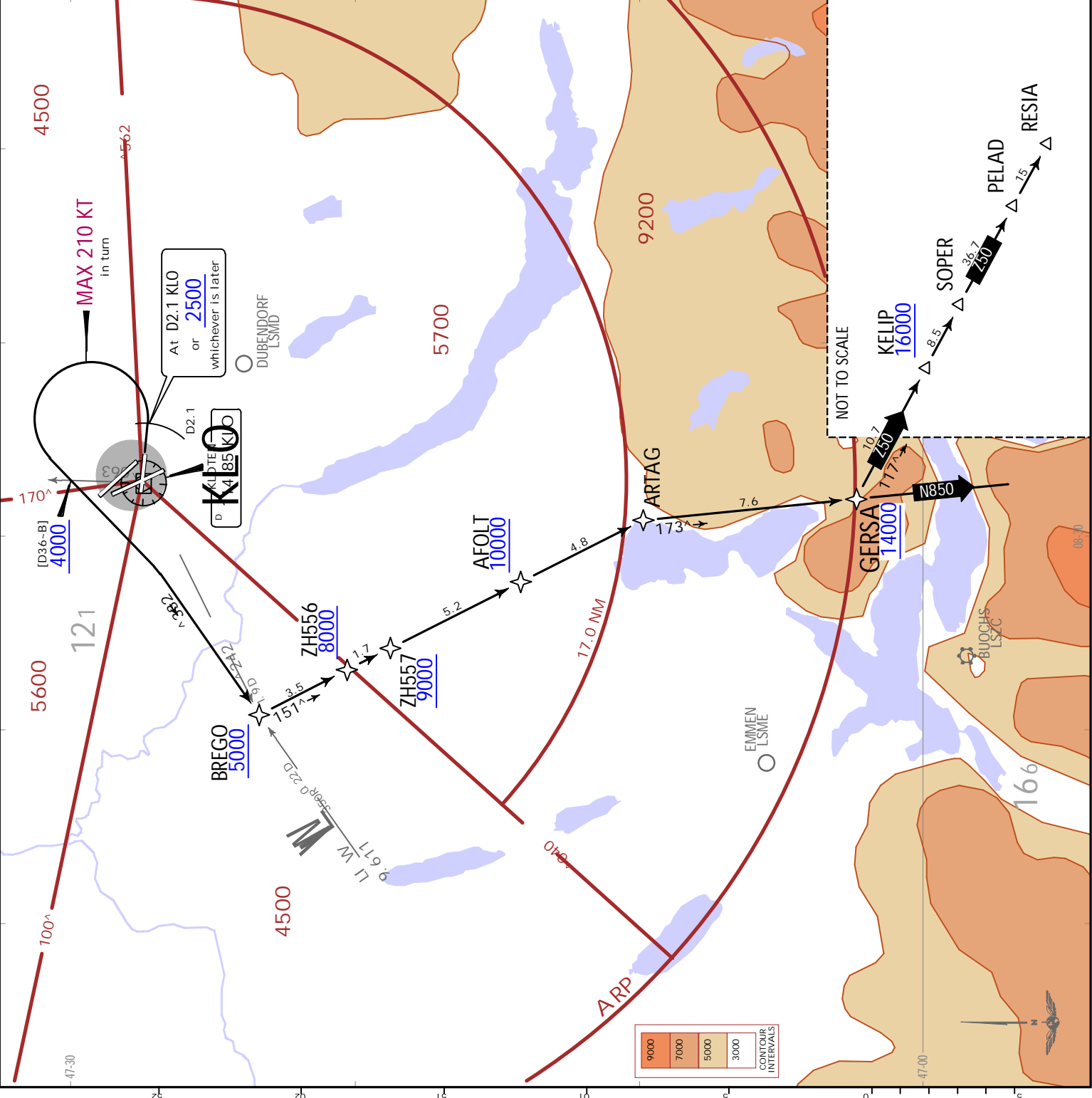
Initial climb clearance 5000

**ROUTING**

Climb straight ahead to D2.1 KLO or 2500, whichever is later; turn LEFT, intercept WIL R053 inbound to BREGO, to ZH556, to ZH557, to AFOLT, to ARTAG, to GERSA.

**CONTINUATION**

To RESIA: Proceed along airway Z-50.  
 Other directions: Proceed along airway N-850.



**ZÜRICH, SWITZERLAND**  
**.RNAV.SID.**

**LSZH/ZRH**  
**ZÜRICH**

18 MAR 22 (0-3J) Eff. 24. Mar.

**JEPPESSEN**  
 10-3J

Trans alt: 7000  
 RNAV 5 certification required.  
 GNSS or DME/DME required  
 1. When instructed contact ZÜRICH Departure.  
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.  
 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

\* ZÜRICH Departure (R)  
**125.955**

Apt Elev  
**1417**

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

LOST COMMS ▼ LOST COMMS ▼  
 For LOST COMMS refer to 10-1P pages.  
 LOST COMMS ▼ LOST COMMS ▼

**Close-In Obstacle**  
 RWY 32: RIGHT of track up to 1560, 0.2 NM after RWY 32.  
 RWY 34: LEFT of track up to 1480 shortly after end of RWY 34.  
 These SIDs require minimum climb gradients of  
**GERSA 1H: 5.2% up to 3300.**  
**GERSA 1N: 5.3% up to 3300.**  
 These SIDs require average climb gradients of  
**GERSA 1H: 12.5% to reach D4.0 KLO at 3500, 6.6% to reach D4.0 KLO at 2500.**  
**GERSA 1N: 14.6% to reach D4.0 KLO at 3500, 7.6% to reach D4.0 KLO at 2500.**

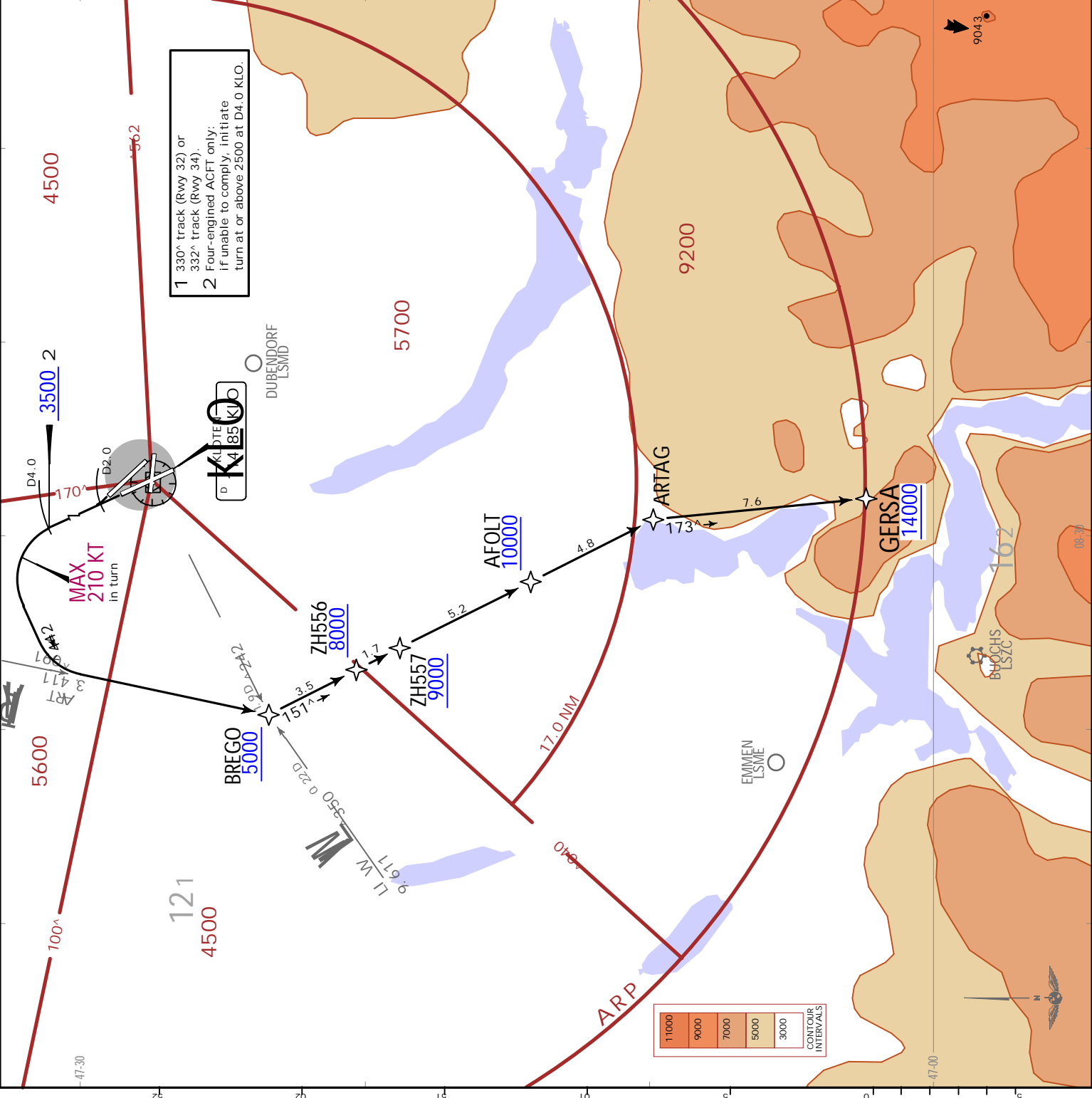
Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.3% V/V (fpm)	403	537	805	1073	1342	1610
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
12.5% V/V (fpm)	949	1266	1899	2532	3165	3798
14.6% V/V (fpm)	1109	1479	2218	2957	3696	4436

Initial climb clearance 5000	
SID	RWY
GERSA 1H	34
GERSA 1N	32

**ROUTING**

Climb on 332° track, at D4.0 KLO turn LEFT, 244° track, intercept TRA R190 to BREGO, to ZH556, to ZH557, to AFOLT, to ARTAG, to GERSA.

Climb straight ahead to D2.0 KLO, turn RIGHT, 330° track, at D4.0 KLO turn LEFT, 244° track, intercept TRA R190 to BREGO, to ZH556, to ZH557, to AFOLT, to ARTAG, to GERSA.



ZÜRICH, SWITZERLAND  
 .RNAV.SID.

JEYPESEN  
 18 MAR 22 (O-3J2) Eff. 24. Mar.

LSZH/ZRH  
 ZÜRICH

Trans alt: 7000  
 RNAV 5 certification required.  
 GNSS or DME/DME required.  
 1. When instructed contact ZÜRICH Departure.  
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.  
 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

\* ZÜRICH Departure (R)  
 125.955  
 Apt Elev  
 1417

**GERSA 2S [GERS2S]  
 RNAV DEPARTURE  
 (RWY 16)  
 RNAV APPLICABLE WHEN PASSING BREGO  
 .SPEED: MAX 250 KT BELOW FL100**

▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
 For LOST COMMS refer to 10-1P pages.  
 ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

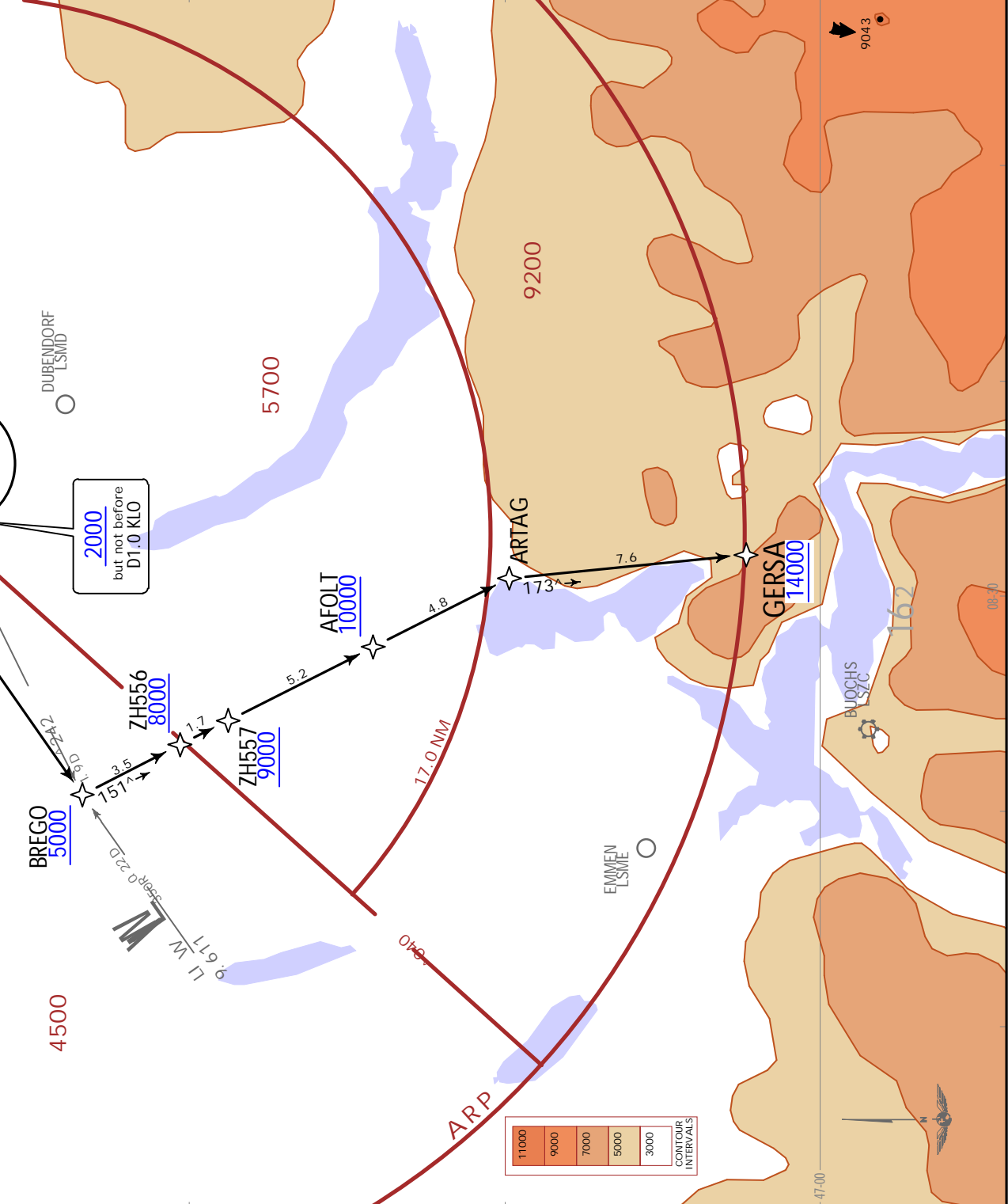
**Close-In Obstacle**  
 LEFT of track up to 1530, shortly after end of RWY 16. This SID requires a minimum climb gradient of 6.4% up to 2000.

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

Initial climb clearance **5000**

**ROUTING**

Climb straight ahead, at 2000, but not before D1.0 KLO, turn LEFT, cross KLO R180/R360 at or above 4000, intercept WIL R053 inbound to BREGO, to ZH556, to ZH557, to AFOLT, to ARTAG, to GERSA.

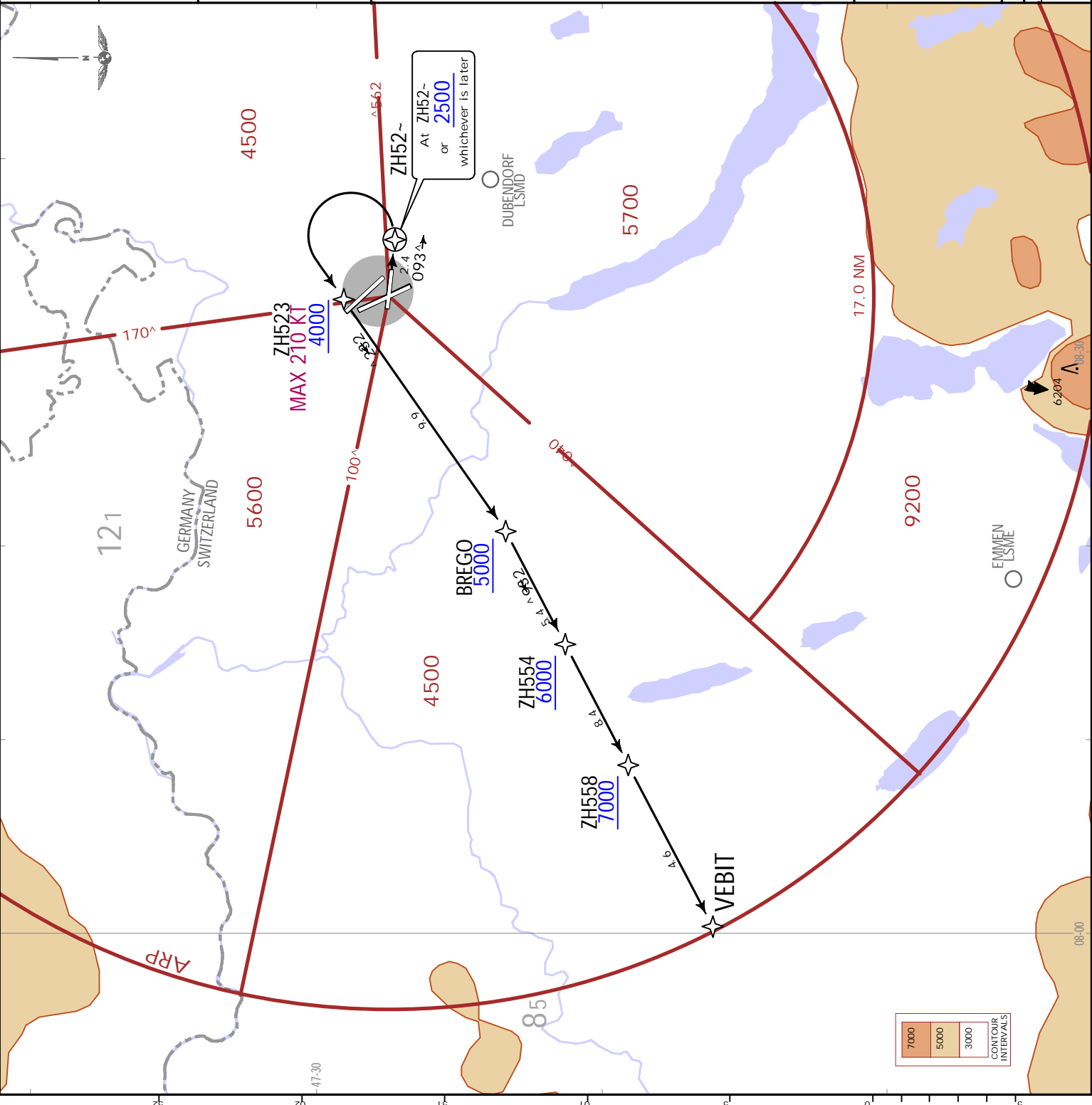




LSZH/ZRH  
ZURICH

JEPPESEN  
1 OCT 21 (10-3J4) .Eff.7.Oct.

ZURICH, SWITZERLAND  
.RNAV.SID.



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

\* ZURICH Departure (R)  
**125.955**

Apt Elev  
**1417**

**VEBIT 1B [VEB11B]  
RNAV DEPARTURE  
(RWY 10)  
BY ATC**

**FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3XT1  
.SPEED: MAX 250 KT BELOW FL100**

▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
For LOST COMMS refer to 10-1P pages.  
▼ LOST COMMS ▼ LOST COMMS ▼ LOST

**Close-In Obstacle**  
RIGHT of track up to 1580, shortly after end of RWY 10. This SID requires a minimum climb gradient of 6.1% up to 2500.

Grnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

**Initial climb clearance 5000**

**ROUTING**

Climb straight ahead, at ZH52- or 2500, whichever is later, turn LEFT direct to ZH523, to BREGO, to ZH554, to ZH558, to VEBIT.



# ZÜRICH, SWITZERLAND .RNAV.SID.

Trans alt: 7000

\* ZÜRICH  
Departure (R)  
**125.955**

Apt Elev  
**1417**

1. RNAV 5 certification required.  
2. GNSS or DME/DME required.  
3. When instructed contact ZÜRICH Departure.  
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.  
5. EXPECT close-in obstacles.  
6. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

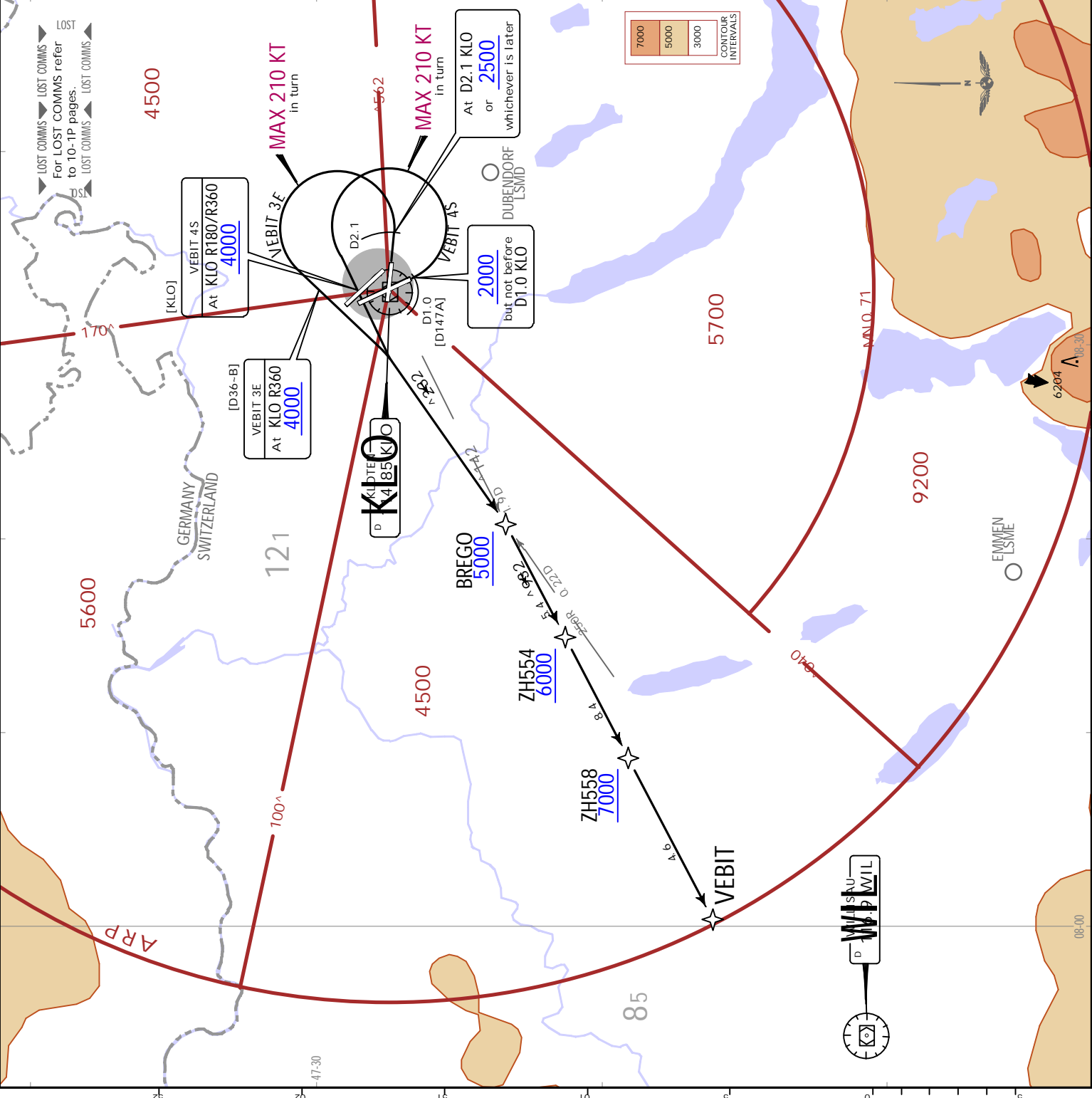
**VEBIT 3E [VEBI3E]  
VEBIT 4S [VEBI4S]  
RNAV DEPARTURES  
(RWYS 10, 16)  
RNAV APPLICABLE WHEN PASSING BREGO  
FOR ROUTE CONTINUATION AFTER VEBIT  
REFER TO CHART 10-3X1  
.SPEED: MAX 250 KT BELOW FL100**

**Close-in obstacles**  
RWY 10: RIGHT of track up to 1580 shortly after end of RWY 10.  
RWY 16: LEFT of track up to 1530 shortly after end of RWY 16.  
These SIDs require minimum climb gradients of:  
VEBIT 3E: 6.1% up to 2500.  
VEBIT 4S: 5.3% up to 2000.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial climb clearance **5000**

SID	Initial climb clearance	ROUTING
VEBIT 3E	5000	Climb straight ahead to D2.1 KLO or 2500, whichever is later, turn LEFT, cross KLO R360 at or above 4000, intercept WIL R052 inbound to BREGO, to ZH554, to ZH558, to VEBIT.
VEBIT 4S	5000	Climb straight ahead, at 2000, but not before D1.0 KLO, turn LEFT, cross KLO R180/R360 at or above 4000, intercept WIL R052 inbound to BREGO, to ZH554, to ZH558, to VEBIT.



LSZH/ZRH  
ZURICH

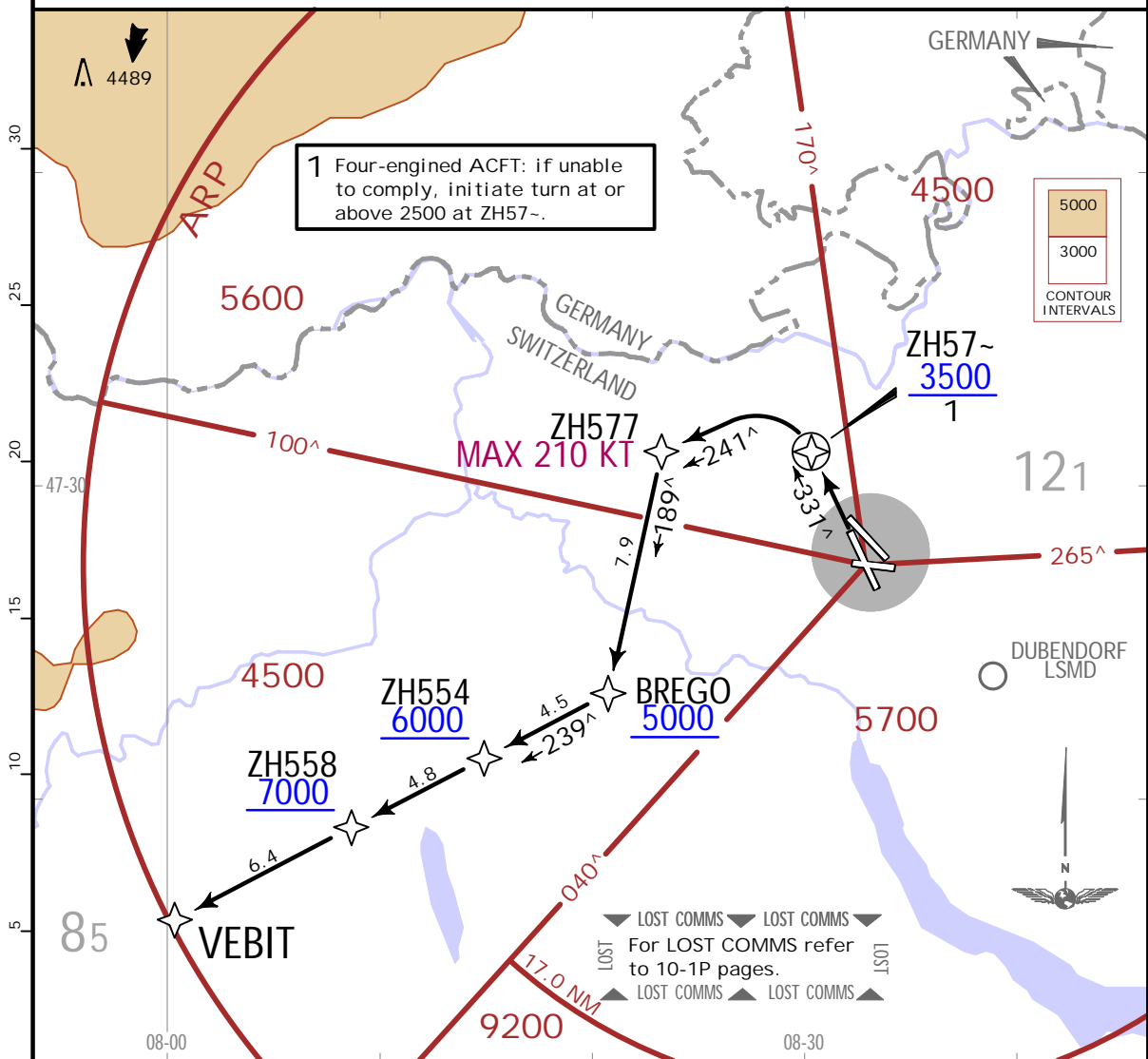


1 OCT 21 (10-3J6) .Eff.7.Oct.

ZURICH, SWITZERLAND  
.RNAV.SID.

*ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000 1. RNAV 1 certification required. 2. GNSS or DME/DME/IRU required. 3. When instructed contact ZURICH Departure. 4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.
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**VEBIT 4H [VEBI4H]  
RNAV DEPARTURE  
(RWY 34)**  
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X1  
**.SPEED: MAX 250 KT BELOW FL100**



**Close-in obstacles**  
LEFT of track up to 1470 shortly after end of RWY 34.  
This SID requires a minimum climb gradient of 5.0% up to 3200.  
This SID requires average climb gradients of 12.5% to reach ZH57~ at 3500, 6.6% to reach ZH57~ at 2500.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
12.5% V/V (fpm)	949	1266	1899	2532	3165	3798

Initial climb clearance **5000**

**ROUTING**

Climb on 331° track to ZH57~, turn LEFT, 241° track to ZH577, to BREGO, to ZH554, to ZH558, to VEBIT.

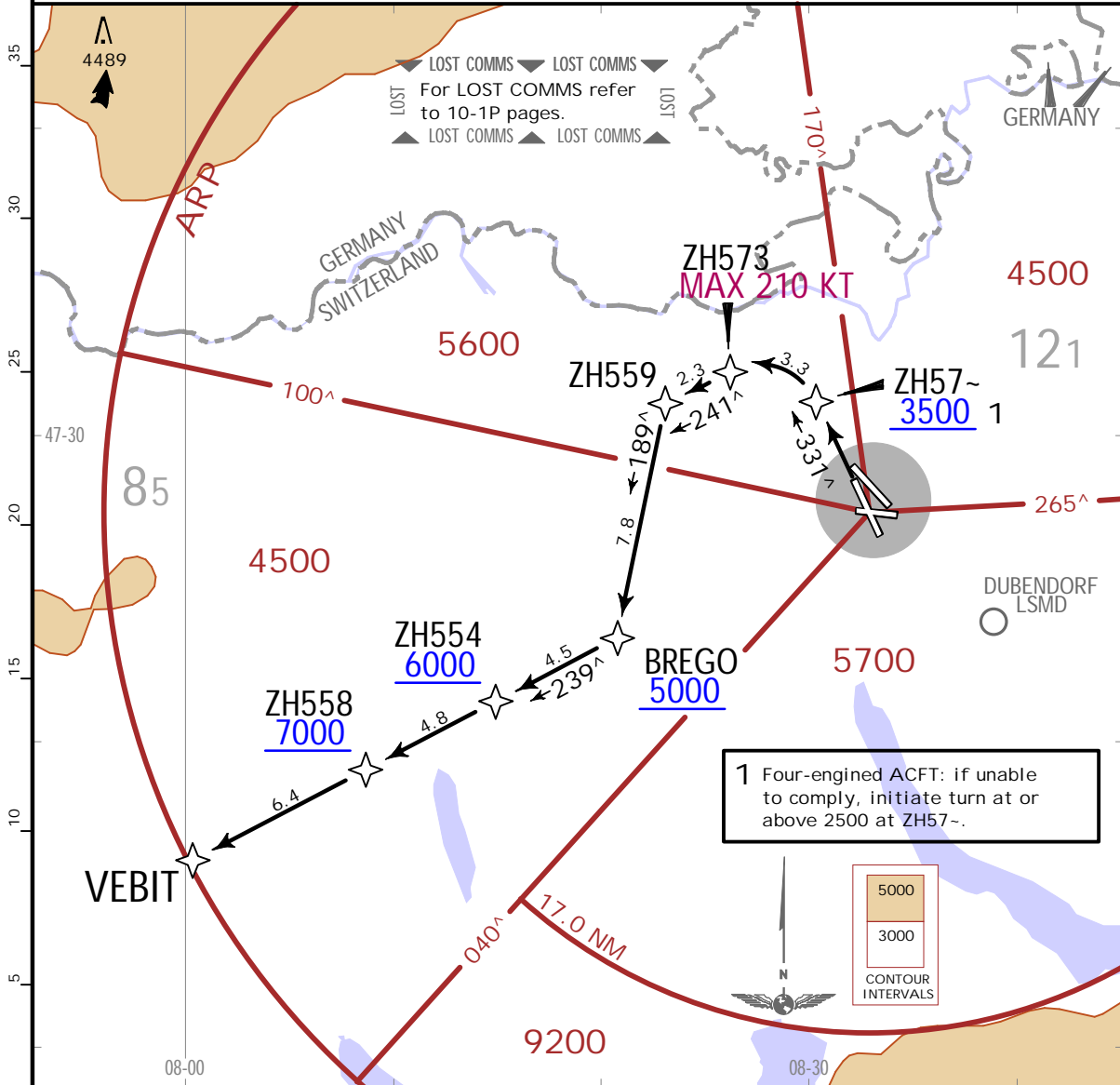
LSZH/ZRH  
ZURICH

JEPPESEN  
18 MAR 22 (10-3J7) .Eff.24.Mar.

ZURICH, SWITZERLAND  
.RNAV.SID.

*ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000
		RF required. RNP 1 certification required.
1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.		

**VEBIT 2K [VEBI2K]  
RNP DEPARTURE  
(RWY 34)**  
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X1  
**.SPEED: MAX 250 KT BELOW FL100**



**Close-In Obstacle**

LEFT of track up to 1460, shortly after end of RWY 34. This SID requires a minimum climb gradient of 4.7% up to 3400. This SID requires average climb gradients of 12.5% to reach ZH57- at 3500, 6.6% to reach ZH57- at 2500.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
12.5% V/V (fpm)	949	1266	1899	2532	3165	3798

Initial climb clearance 5000

**ROUTING**

(1900) - ZH57- (3500+) - ZH573 (K210-) - ZH559 - BREGO (5000+) - ZH554 (6000+) - ZH558 (7000+) - VEBIT.

LSZH/ZRH  
ZURICH

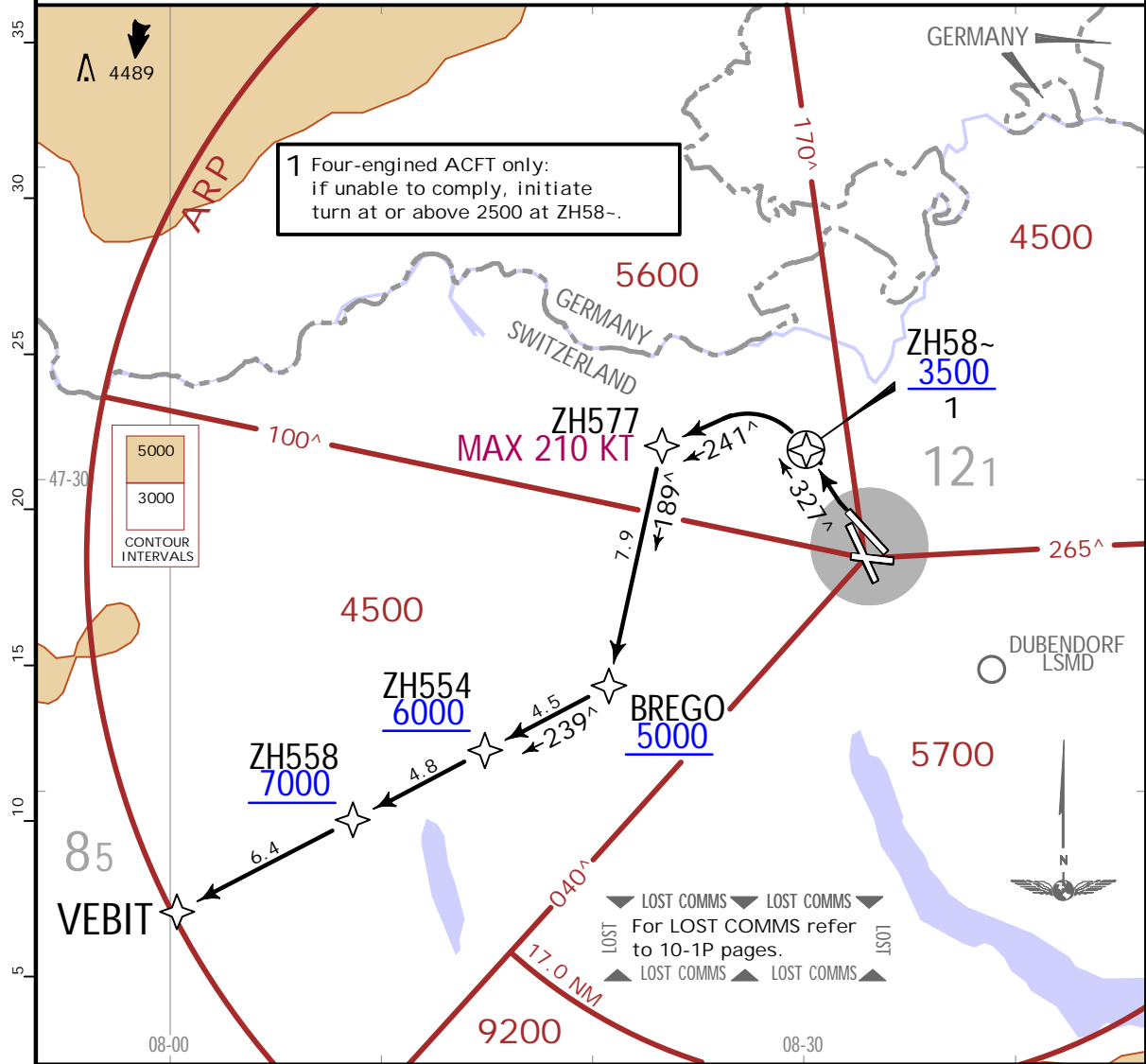
JEPPESEN  
18 MAR 22 (10-3J8) .Eff.24.Mar.

ZURICH, SWITZERLAND  
.RNAV.SID.

*ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000
		RNAV 1 certification required. GNSS or DME/DME/IRU required.
1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.		

**VEBIT 4N [VEB14N]  
RNAV DEPARTURE  
(RWY 32)**

FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X1  
**.SPEED: MAX 250 KT BELOW FL100**



**Close-in obstacles**  
RIGHT of track up to 1580 shortly after end of RWY 32. This SID requires a minimum climb gradient of 5.6% up to 2900. This SID requires average climb gradients of 14.6% to reach ZH58- at 3500, 7.6% to reach ZH58- at 2500.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
14.6% V/V (fpm)	1109	1479	2218	2957	3696	4436

Initial climb clearance **5000**

**ROUTING**

Climb straight ahead, 327<sup>^</sup> track to ZH58-, turn LEFT, 241<sup>^</sup> track to ZH577, to BREGO, to ZH554, to ZH558, to VEBIT.

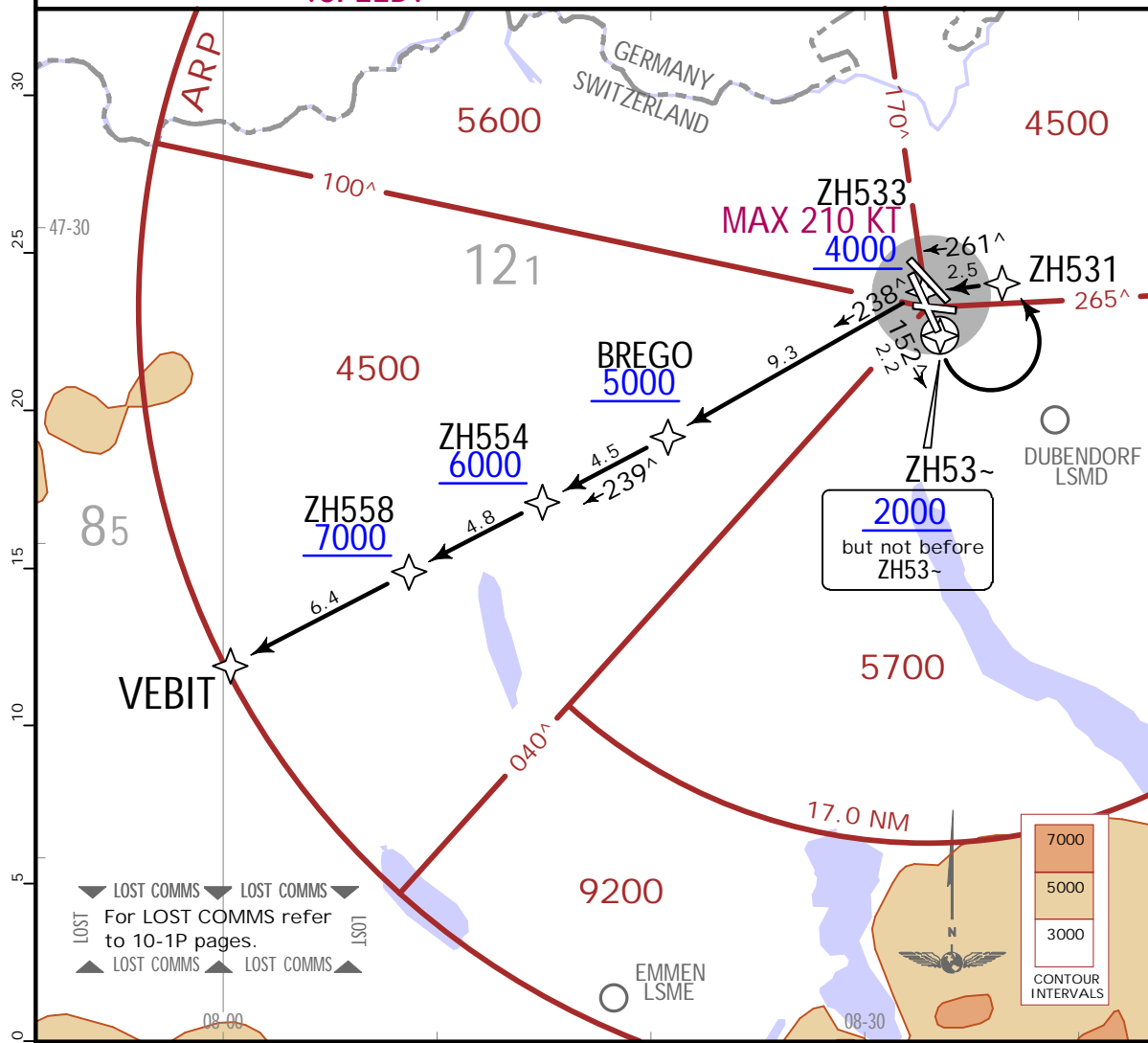
LSZH/ZRH  
ZURICH

JEPPESEN  
12 AUG 22 10-3K

ZURICH, SWITZERLAND  
.RNAV.SID.

*ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000
		RNAV 1 certification required GNSS required
		1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

**VEBIT 1T [VEBITT]  
RNAV DEPARTURE  
(RWY 16)**  
BY ATC  
NOT AVBL FOR BOEING 777 ACFT  
IN CASE SID VEBIT 4S ALSO NOT AVBL  
BOEING 777 DEP ON RWY 16 SHALL REFILE FPL VIA EXIT FIX DEGES  
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X1  
**.SPEED: MAX 250 KT BELOW FL100**



**Close-in obstacles**  
LEFT of track up to 1530  
shortly after end of RWY 16.  
This SID requires a minimum climb gradient of 5.3% up to 2000.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

**Initial climb clearance 5000**  
**ROUTING**  
Climb straight ahead, at 2000, but not before ZH53- turn LEFT, direct to ZH531, to ZH533, to BREGO, to ZH554, to ZH558, to VEBIT.

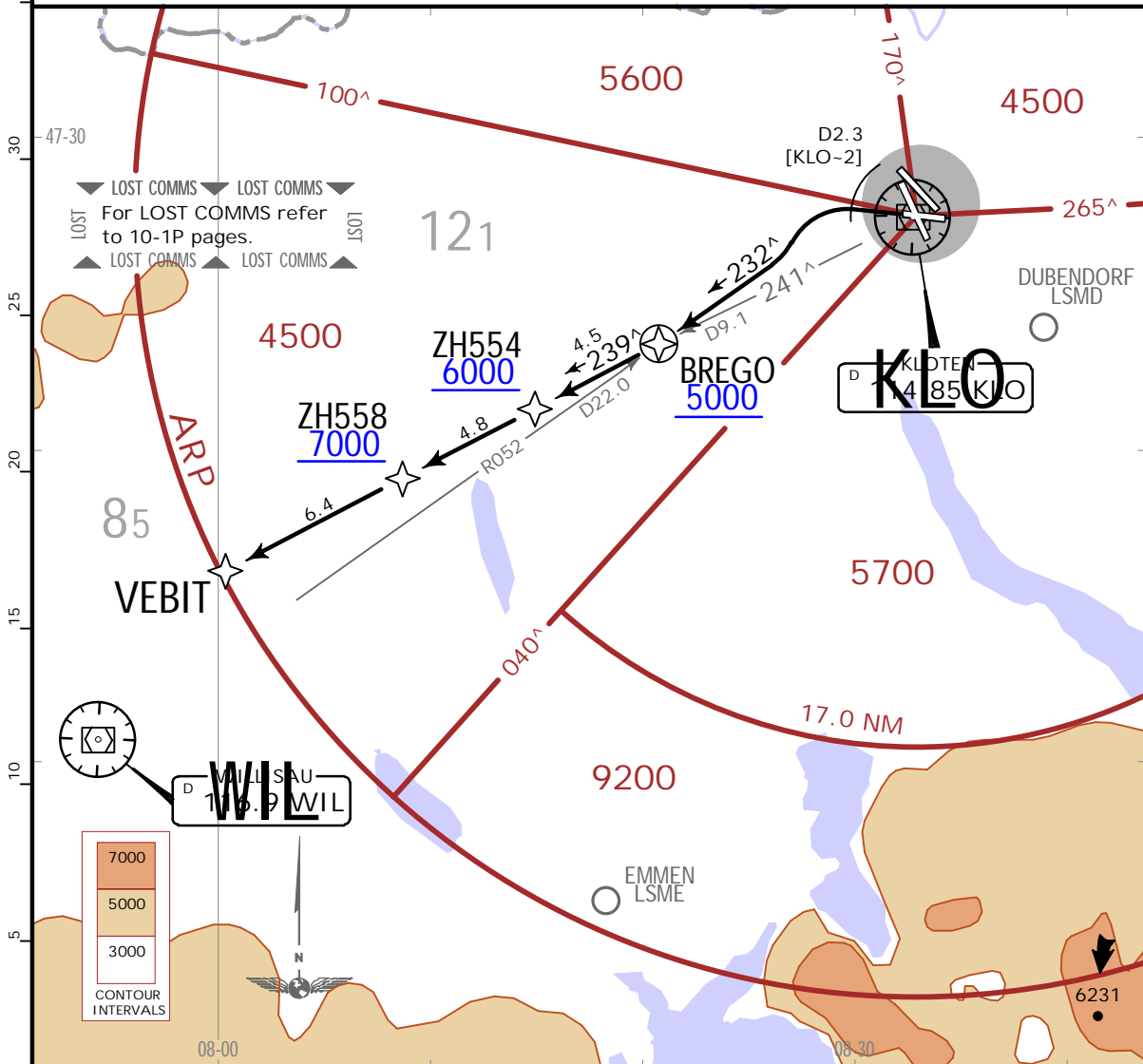
LSZH/ZRH  
ZURICH

JEPPESEN  
12 AUG 22 (10-3L)

ZURICH, SWITZERLAND  
.RNAV.SID.

*ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000
		RNAV 5 certification required GNSS or DME/DME required
1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.		

**VEBIT 4W [VEBI4W]  
RNAV DEPARTURE  
(RWY 28)**  
RNAV APPLICABLE WHEN PASSING BREGO  
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X1  
**.SPEED: MAX 250 KT BELOW FL100**



**Close-in obstacles**  
LEFT and RIGHT of track up to 1509  
shortly after end of RWY 28.  
This SID requires a minimum climb gradient  
of  
6.6% up to 2100.  
6.6% up to 5100, due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

Initial climb clearance **5000**

**ROUTING**

Climb straight ahead to D2.3 KLO, turn LEFT, intercept WIL R052 inbound to BREGO, to ZH554, to ZH558, to VEBIT.

LSZH/ZRH  
ZURICH



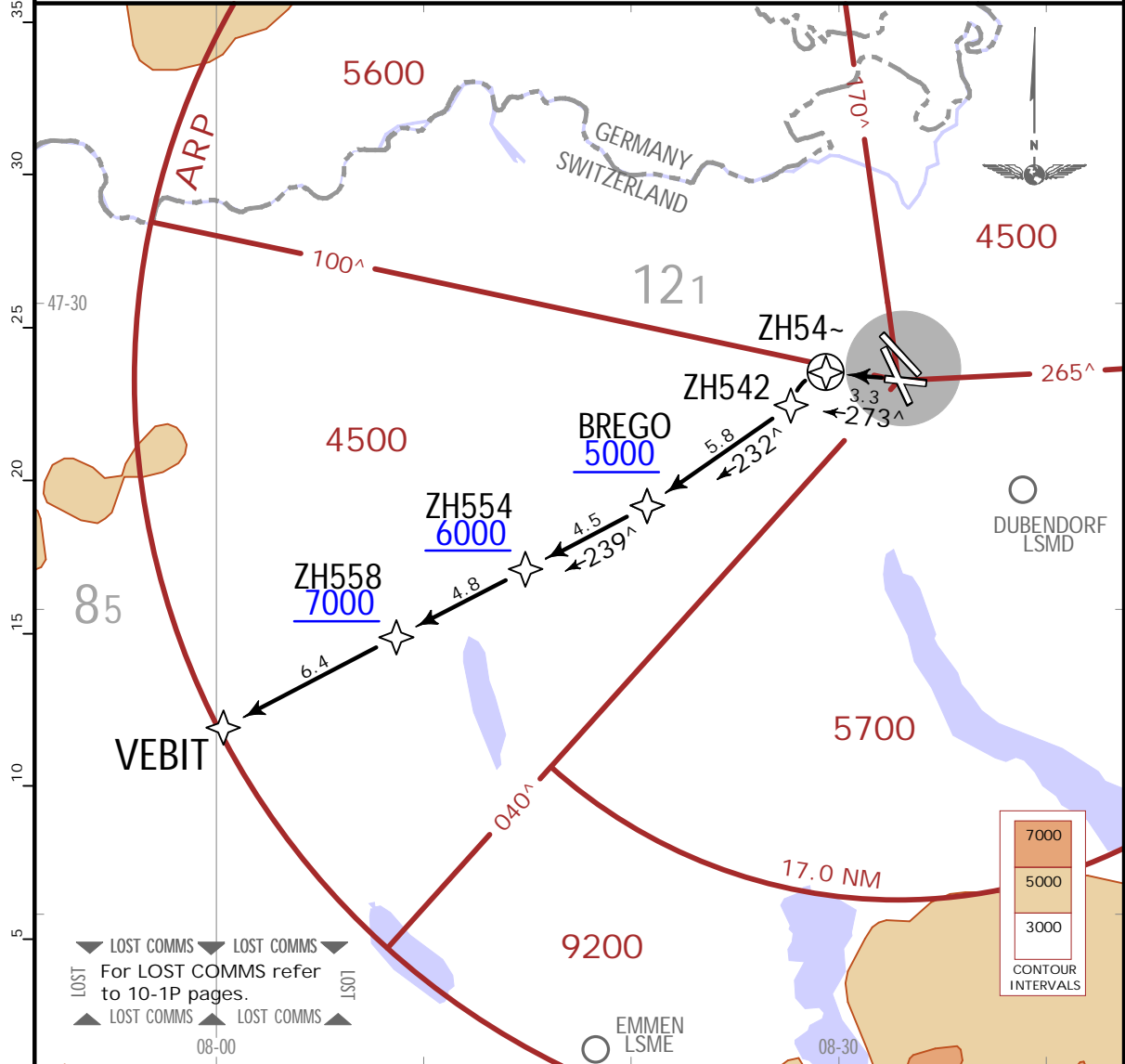
1 OCT 21 (10-3M) .Eff.7.Oct.

ZURICH, SWITZERLAND  
.RNAV.SID.

<p>*ZURICH Departure (R) 125.955</p>	<p>Apt Elev 1417</p>	<p>Trans alt: 7000                      1. RNAV 1 certification required.                      2. GNSS required                      3. When instructed contact ZURICH Departure.                      4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.                      5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.</p>
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**VEBIT 1X [VEB1X]  
RNAV DEPARTURE  
(RWY 28)  
BY ATC**

FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X1  
**.SPEED: MAX 250 KT BELOW FL100**



**Close-in obstacles**  
LEFT and RIGHT of track up to 1470 shortly after end of RWY 28.  
This SID requires a minimum climb gradient of  
7.7% up to 2400.  
7.7% up to 4700, due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

Initial climb clearance **5000**

**ROUTING**

Climb straight ahead direct to ZH54-, turn LEFT direct to ZH542, to BREGO, to ZH554, to ZH558, to VEBIT.

LSZH/ZRH  
ZURICH

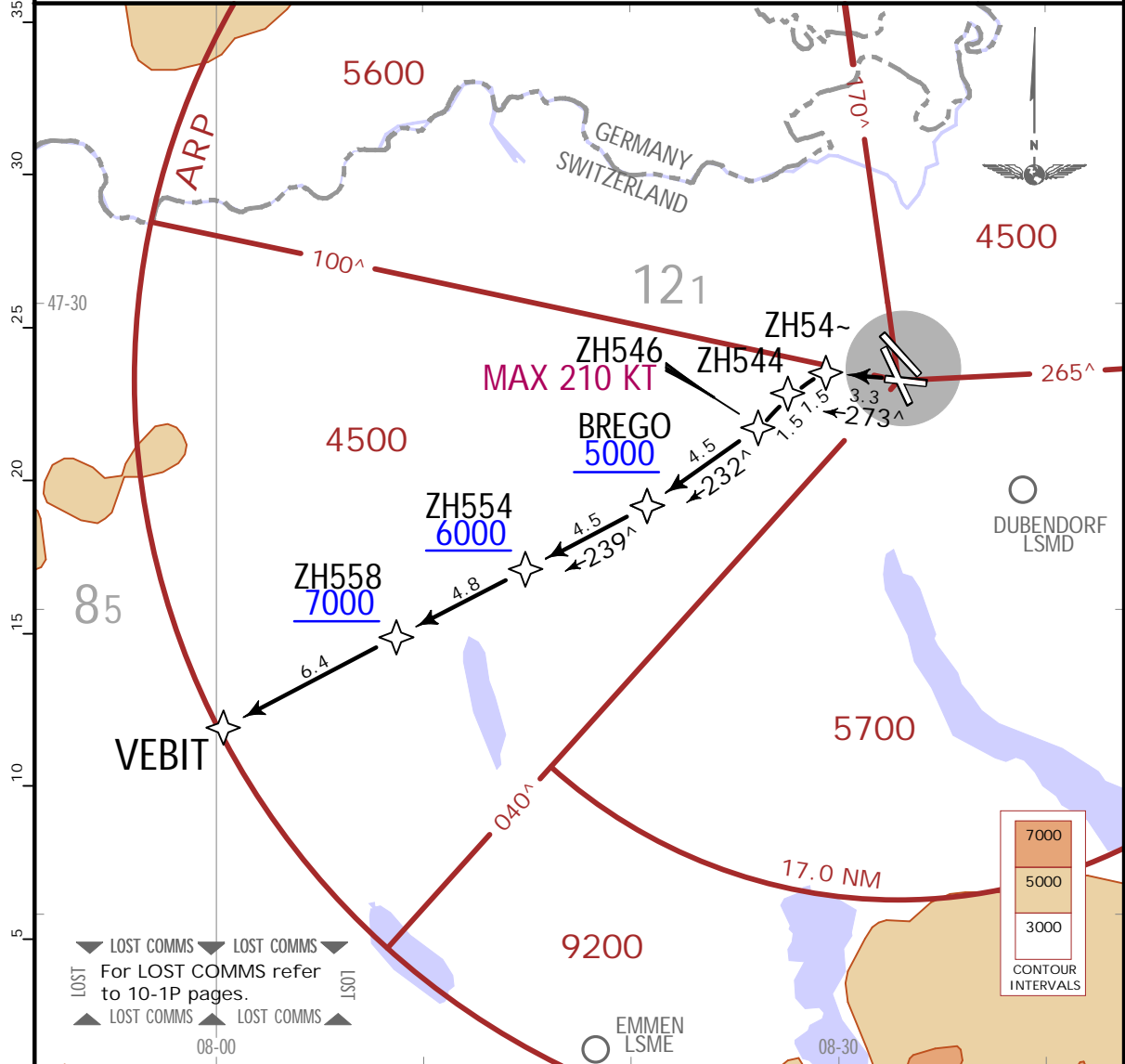


ZURICH, SWITZERLAND  
.RNAV.SID.

1 OCT 21 (10-3N) .Eff.7.Oct.

*ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000 1. RF required. 2. RNP 1 certification required. 3. When instructed contact ZURICH Departure. 4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 5. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.
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**VEBIT 1Y [VEBI1Y]**  
**RNP DEPARTURE**  
**(RWY 28)**  
**BY ATC**  
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X1  
**.SPEED: MAX 250 KT BELOW FL100**



Close-in obstacles  
LEFT and RIGHT of track up to 1470  
shortly after end of RWY 28.  
This SID requires a minimum climb gradient  
of  
7.7% up to 2400.  
7.7% up to 4800, due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

Initial climb clearance **5000**  
**ROUTING**  
Climb straight ahead to ZH54~, turn LEFT to ZH544, turn RIGHT to ZH546, to BREGO, to ZH554, to ZH558, to VEBIT.



**LSZH/ZRH**  
ZURICH



18 MAR 22 (10-3P) .Eff.24.Mar.

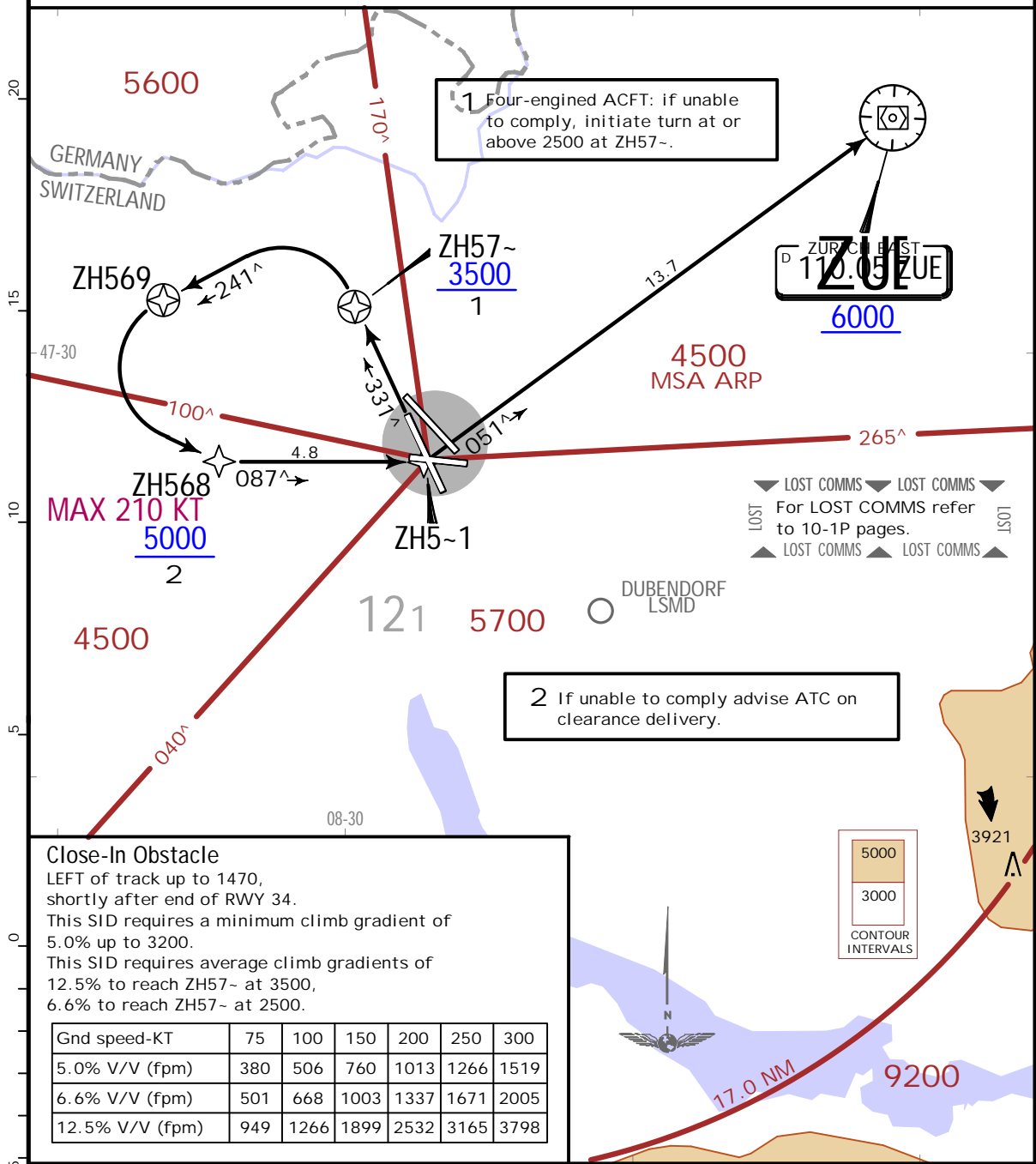
**ZURICH, SWITZERLAND**  
.RNAV.SID.

*ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000
		RNAV 1 certification required. GNSS or DME/DME/IRU required.

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

**ZUE 5F**  
**RNAV DEPARTURE**  
**(RWY 34)**

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



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

Climb on 331^ track to ZH57-, turn LEFT, 241^ track to ZH569, turn LEFT direct to ZH568, to ZH5~1, to ZUE VOR.

**LSZH/ZRH**  
ZURICH

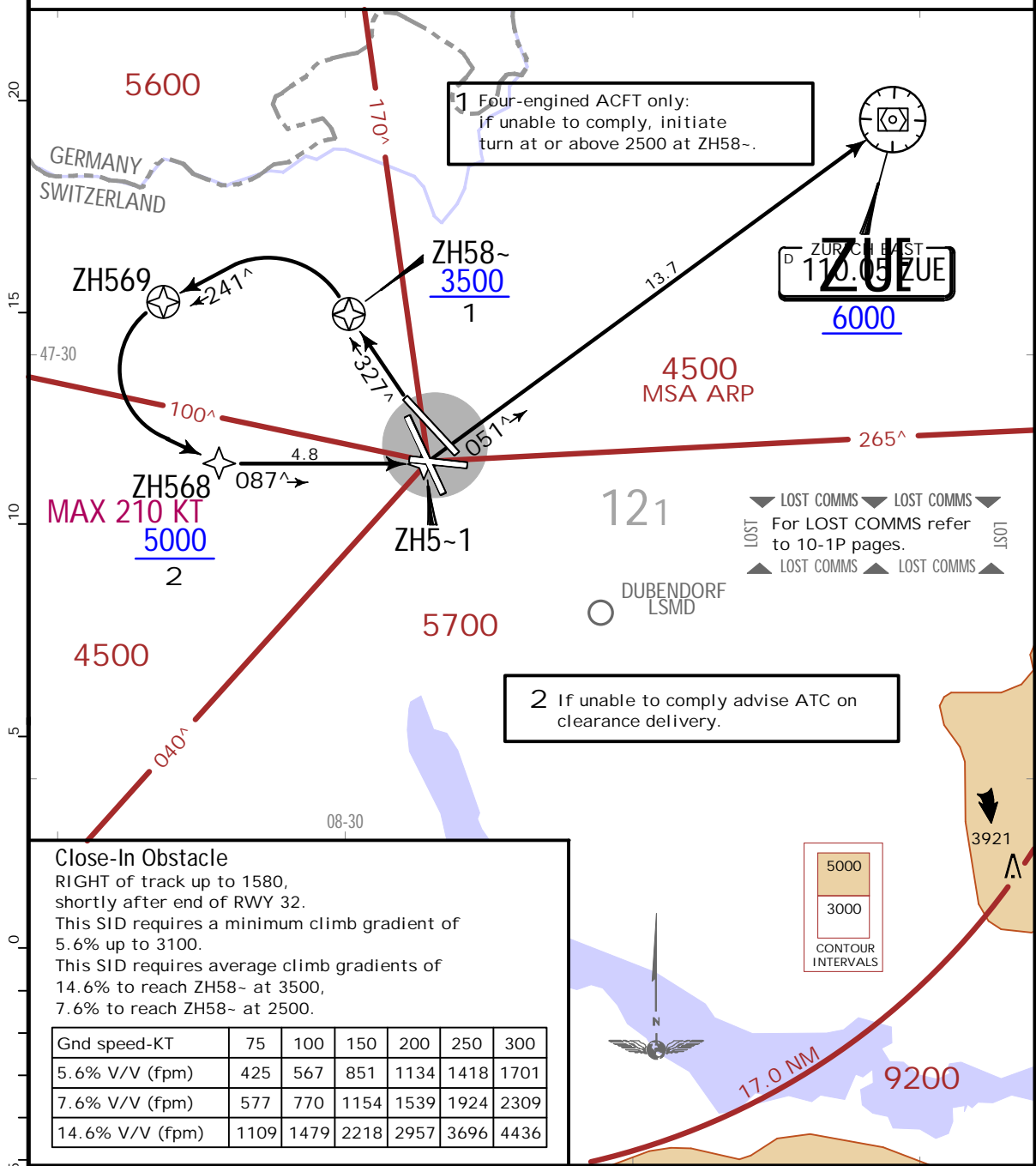
**JEPPESEN**  
18 MAR 22 (10-30).Eff.24.Mar.

**ZURICH, SWITZERLAND**  
.RNAV.SID.

*ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000
		RNAV 1 certification required. GNSS or DME/DME/IRU required. 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

**ZUE 5L  
RNAV DEPARTURE  
(RWY 32)**

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



1 Four-engined ACFT only:  
if unable to comply, initiate  
turn at or above 2500 at ZH58-.

2 If unable to comply advise ATC on  
clearance delivery.

**Close-In Obstacle**  
RIGHT of track up to 1580,  
shortly after end of RWY 32.  
This SID requires a minimum climb gradient of  
5.6% up to 3100.  
This SID requires average climb gradients of  
14.6% to reach ZH58- at 3500,  
7.6% to reach ZH58- at 2500.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
14.6% V/V (fpm)	1109	1479	2218	2957	3696	4436

Initial climb clearance 5000

**ROUTING**

Climb on 327^ track to ZH58-, turn LEFT, 241^ track to ZH569, turn LEFT direct to ZH568, to ZH5-1, to ZUE VOR.

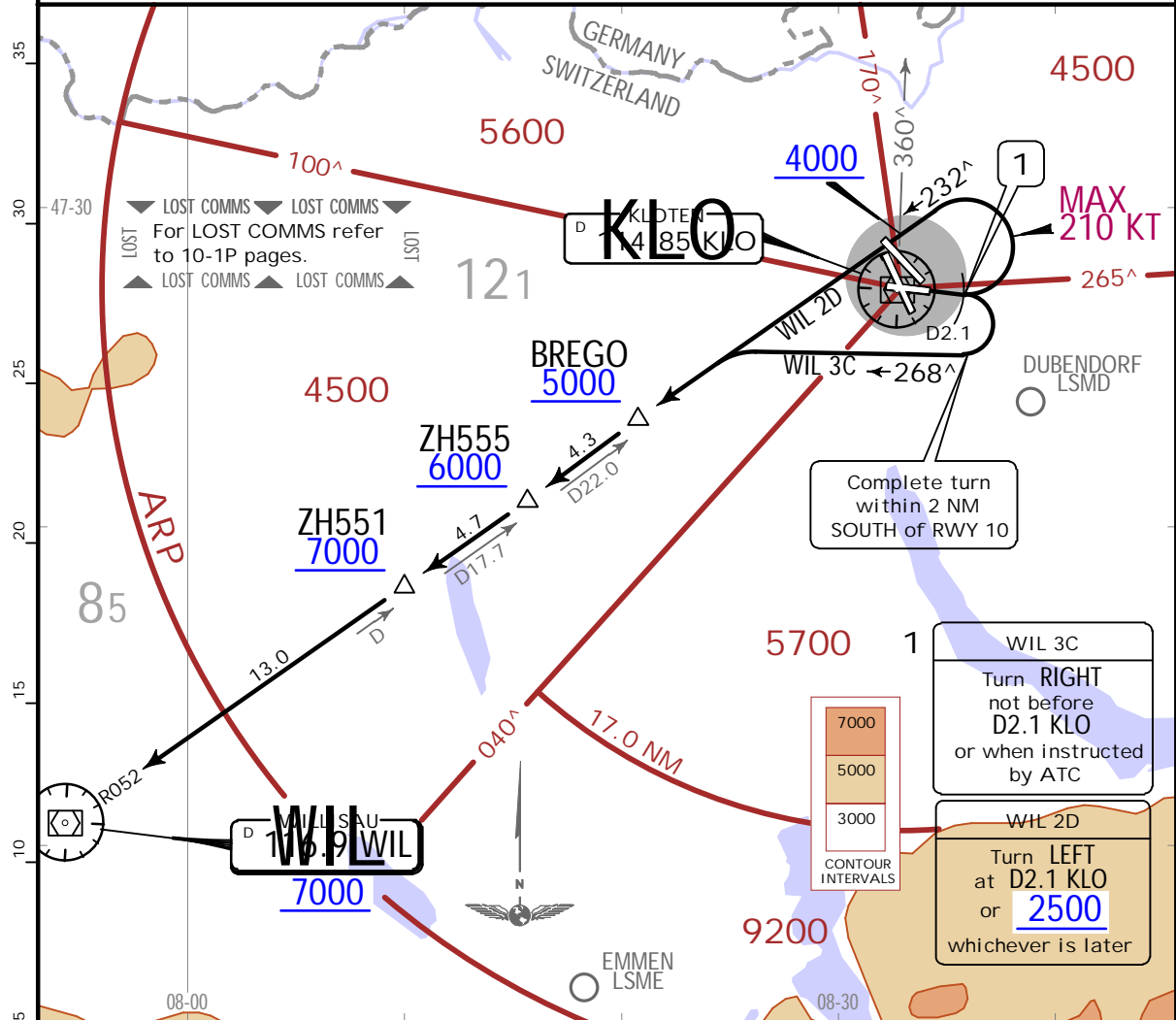
LSZH/ZRH  
ZURICH

JEPPESEN  
1 OCT 21 (10-3S) .Eff.7.Oct.

ZURICH, SWITZERLAND  
.SID.

*ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.
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WILLISAU 3C (WIL 3C)  
WILLISAU 2D (WIL 2D)  
DEPARTURES  
(RWY 10)  
.SPEED: MAX 250 KT BELOW FL100



Close-in obstacles  
RIGHT of track up to 1580  
shortly after end of RWY 10.  
WIL 2D

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

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

Initial climb clearance 5000	
SID	ROUTING
WIL 3C FOR PROPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY 2	Climb straight ahead, short VISUAL RIGHT turn not before D2.1 KLO or when instructed by ATC, complete turn within 2 NM SOUTH of runway 10 and MAINTAIN visual ground contact up to 4400, 268° track, intercept WIL R052 inbound via BREGO, ZH555 and ZH551 to WIL VOR.
WIL 2D	Climb straight ahead to D2.1 KLO or 2500, whichever is later, turn LEFT, intercept WIL R052 inbound via BREGO, ZH555 and ZH551 to WIL VOR.
2 Allocated only if the relevant hill tops for visual part are clearly visible by TWR.	

# ZÜRICH, SWITZERLAND SID.

Trans alt: 7000  
 1. When instructed contact ZÜRICH Departure.  
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.  
 3. Close-in obstacles: LEFT and RIGHT of track shortly after end of RWY 16.  
 4. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.

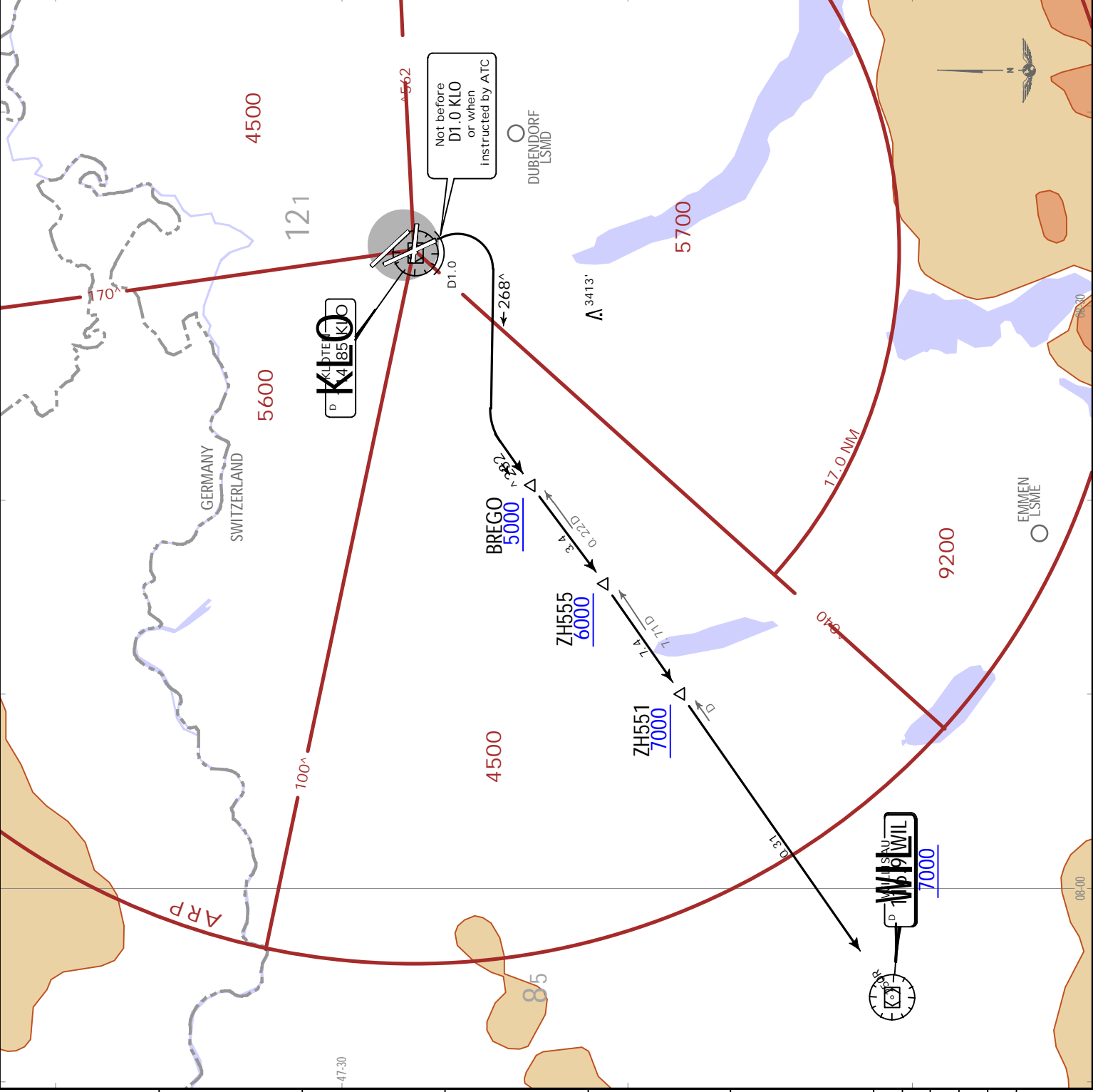
**WILLISAU 30 (WIL 30)  
 DEPARTURE  
 (RWY 16)**  
 FOR PROPELLER  
 AIRCRAFT IN VISUAL  
 CONDITIONS ONLY 1  
**.SPEED: MAX 250 KT BELOW FL100**

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

LOST COMMS >>> LOST COMMS LOST  
 For LOST COMMS refer to 10-1P pages.  
 LOST COMMS >>> LOST COMMS LOST

Initial climb clearance 5000  
**ROUTING**

Climb straight ahead, short VISUAL RIGHT turn not before D1.0 KLO or when instructed by ATC, complete turn within D3.0 KLO and MAINTAIN visual ground contact up to 4400, 268° track. Intercept WIL R052 inbound via BREGO, ZH555 and ZH551 to WIL VOR.



LSZH/ZRH  
ZURICH

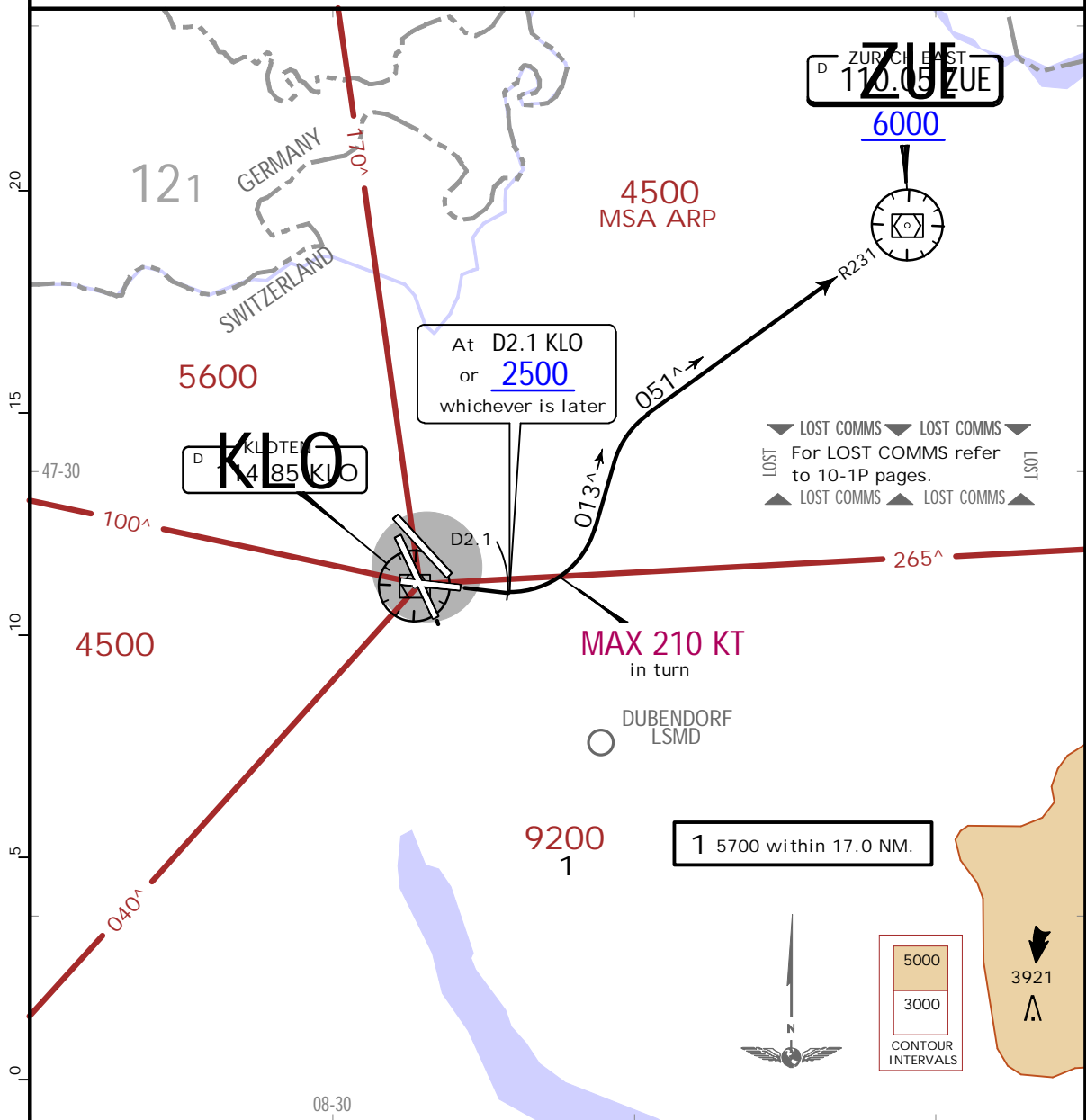
JEPPESEN  
18 MAR 22 (10-3U) .Eff.24.Mar.

ZURICH, SWITZERLAND  
.SID.

*ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.
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### ZURICH EAST 2D (ZUE 2D) DEPARTURE (RWY 10)

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



**Close-In Obstacle**

RIGHT of track up to 1580 shortly after end of RWY 10. This SID requires minimum climb gradients of  
6.1% up to 2500.  
7.5% up to 6000, due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

Initial climb clearance **5000**

**ROUTING**

Climb straight ahead to D2.1 KLO or 2500, whichever is later, turn LEFT, 013° track, intercept ZUE R231 inbound to ZUE VOR.

LSZH/ZRH  
ZURICH

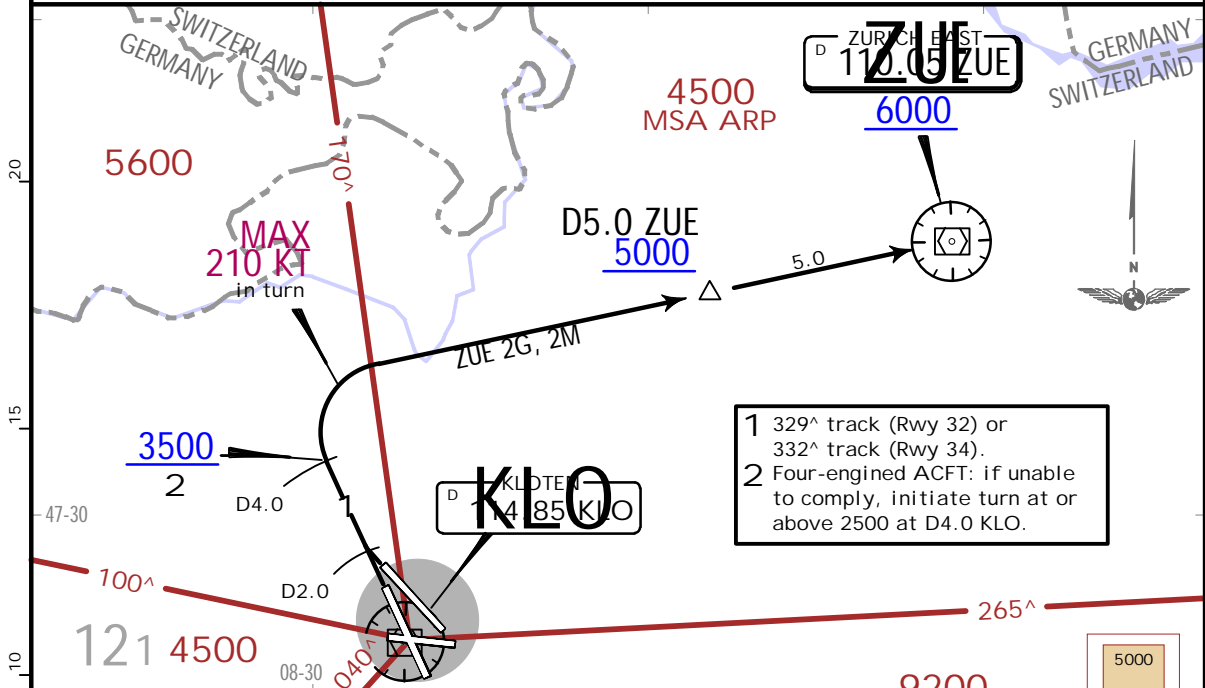
JEPPESEN  
18 MAR 22 (10-3V) .Eff.24.Mar.

ZURICH, SWITZERLAND  
.SID.

* ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.
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ZURICH EAST 2G (ZUE 2G)  
ZURICH EAST 2M (ZUE 2M)  
DEPARTURES  
(RWYS 32, 34)

.SPEED: MAX 250 KT BELOW FL100



- 329° track (Rwy 32) or 332° track (Rwy 34).
- Four-engined ACFT: if unable to comply, initiate turn at or above 2500 at D4.0 KLO.

Close-In Obstacle

RWY 32: RIGHT of track up to 1578, 0.2 NM after RWY 32.  
RWY 34: LEFT and RIGHT of track up to 1552 shortly after end of RWY 34.  
These SIDs require minimum climb gradients of

**ZUE 2G:** 4.7% up to 1900 and 4.3% between turn at 3500 and up to 5600, due to airspace restrictions. (Four-engined aircraft only; and 6.6% between turn at 2500 and up to 5600, due to airspace restrictions).

**ZUE 2M:** 6.9% up to 1800 and 4.3% between turn at 3500 and up to 5600, due to airspace restrictions. (Four-engined aircraft only; and 7.6% between turn at 2500 up to 5000, due to airspace restrictions).

These SIDs require average climb gradients of

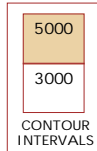
**ZUE 2G:** 12.5% to reach D4.0 KLO at 3500. Four-engined ACFT only:

**ZUE 2M:** 14.6% to reach D4.0 KLO at 2500. Four-engined aircraft only:

7.6% to reach D4.0 KLO at 2500.

DUBENDORF  
LSMD

3 5700 within 17.0 NM.



LOST COMMMS  
For LOST COMMMS refer to 10-1P pages.  
LOST COMMMS

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.7% V/V (fpm)	357	476	714	952	1190	1428
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
6.9% V/V (fpm)	524	699	1048	1397	1747	2096
7.6% V/V (fpm)	577	770	1154	1539	1924	2309
12.5% V/V (fpm)	949	1266	1899	2532	3165	3798
14.6% V/V (fpm)	1109	1479	2218	2957	3696	4436

Initial climb clearance 5000

SID	RWY	ROUTING
ZUE 2G	34	Climb on 332° track, at D4.0 KLO turn RIGHT to ZUE VOR.
ZUE 2M	32	Climb straight ahead to D2.0 KLO, turn RIGHT, 329° track, at D4.0 KLO turn RIGHT to ZUE VOR.

LSZH/ZRH  
ZURICH



ZURICH, SWITZERLAND

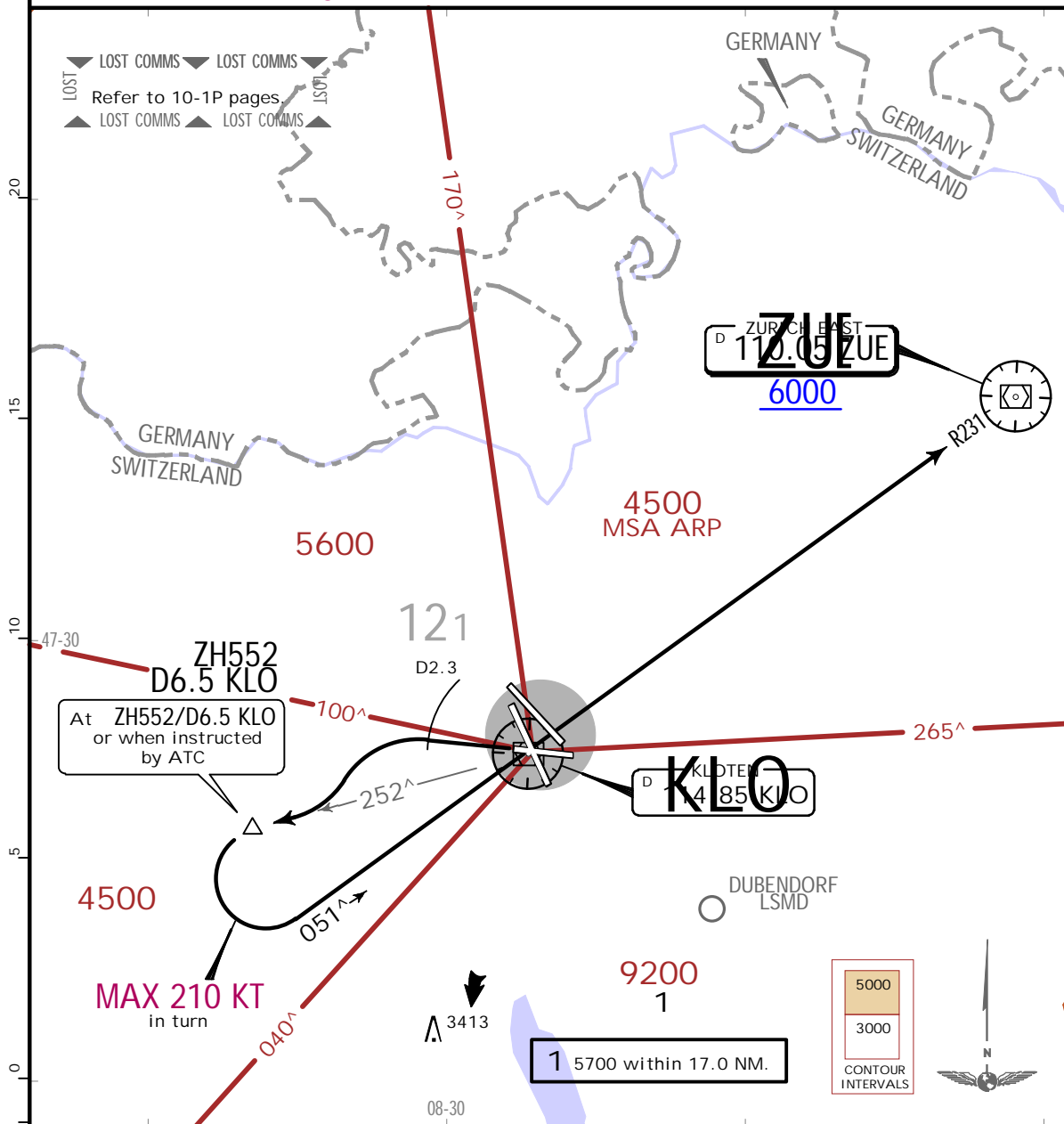
1 OCT 21 (10-3W) .Eff.7.Oct.

.SID.

*ZURICH Departure (R) 125.955	Apt Elev 1417	Trans alt: 7000 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Turn speed limit must be adhered to during the turn even after a 'DIRECT TO' clearance.
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ZURICH EAST 3V (ZUE 3V)  
DEPARTURE  
(RWY 28)

.SPEED: MAX 250 KT BELOW FL100



Close-in obstacles  
LEFT and RIGHT of track up to 1509 shortly after end of RWY 28.  
This SID requires minimum climb gradients of  
6.6% up to 2100.  
7.0% up to 5000, due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 5000

ROUTING

Climb straight ahead to D2.3 KLO, turn LEFT, intercept KLO R252, at ZH552/D6.5 KLO or when instructed by ATC turn LEFT, intercept ZUE R231 inbound to ZUE VOR.

LSZH/ZRH  
ZURICH



ZURICH, SWITZERLAND

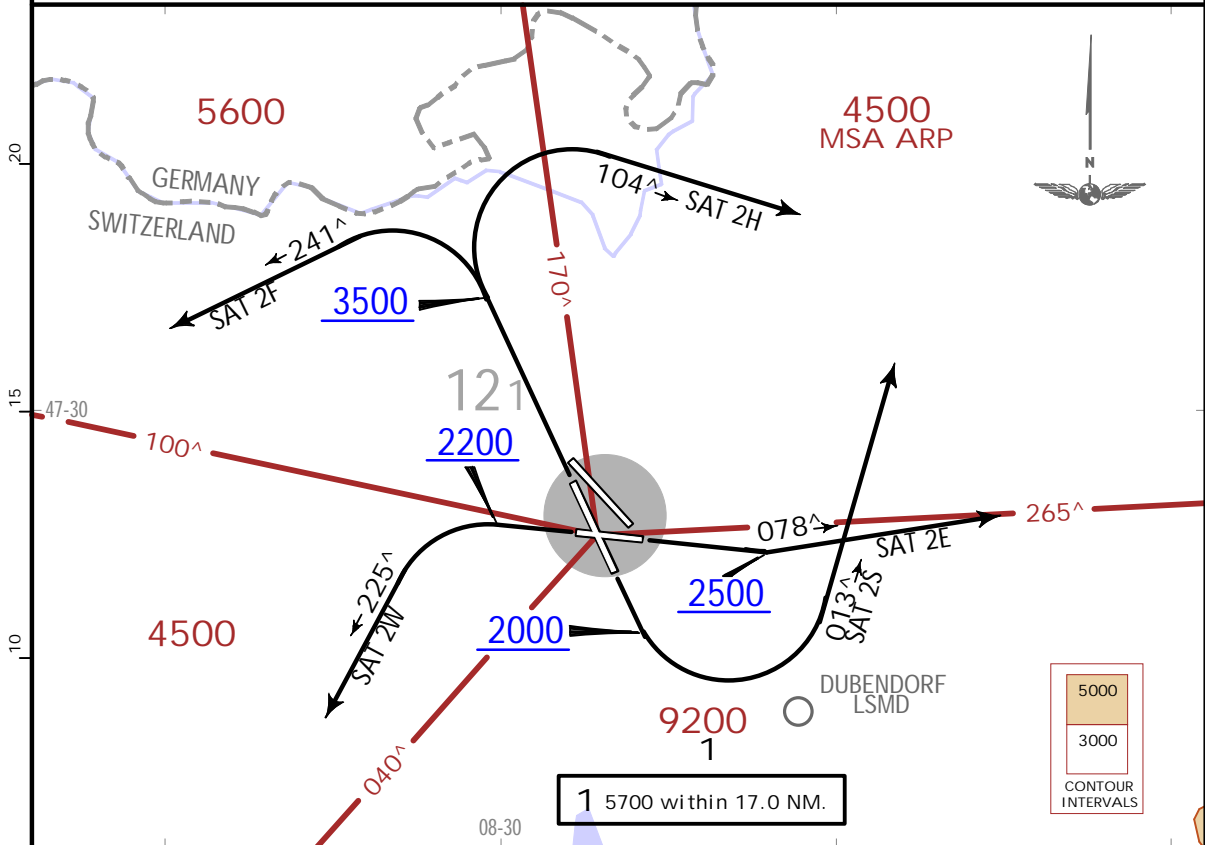
1 OCT 21 (10-3X) .Eff.7.Oct.

.SID.

*ZURICH Departure (R) 125.955	Apt Elev 1417	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. No turn before DER. 4. During first turn: MAX 210 KT, Minimum bank angle 20°.
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SAT 2E, SAT 2F, SAT 2H, SAT 2S, SAT 2W  
DEPARTURES

(RWYS 10, 16, 28, 34)  
BY ATC ONLY FOR ACFT UNABLE RNAV  
.SPEED: MAX 250 KT BELOW FL100



Close-in obstacles

RWY 10: LEFT and RIGHT of track up to 1570 shortly after end of RWY.

RWY 16: LEFT and RIGHT of track up to 1550 shortly after end of RWY.

RWYs 28, 34: LEFT and RIGHT of track up to 1560 shortly after end of RWY.

These SIDs require minimum climb gradients of

SAT 2E: 7.2% up to 5000.

SAT 2F, 2H: 5.8% up to 5000.

12.5% up to 5000 due to noise abatement.

SAT 2S: 6.5% up to 5000.

SAT 2W: 6.1% up to 5000.

6.6% up to 5000 due to airspace.

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
Climb to the last received and acknowledged FL or ALT, at or when passing 5000 proceed direct to the first waypoint of the filed route and climb to corresponding MEA, when joining the filed route, continue climbing to filed FL.  
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.5% V/V (fpm)	494	658	987	1316	1646	1975
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
7.2% V/V (fpm)	547	729	1094	1458	1823	2187
12.5% V/V (fpm)	949	1266	1899	2532	3165	3798

Initial climb clearance 5000 further clearance by ATC

SID	RWY	ROUTING
SAT 2E	10	Climb straight ahead to 2500, turn LEFT, 078° track.
SAT 2F	34	Climb straight ahead to 3500, turn LEFT, 241° track.
SAT 2H		Climb straight ahead to 3500, turn RIGHT, 104° track.
SAT 2S	16	Climb straight ahead to 2000, turn LEFT, 013° track.
SAT 2W	28	Climb straight ahead to 2200, turn LEFT, 225° track.



LSZH/ZRH  
ZURICH

JEPPESEN  
19 NOV 21 (10-3X1) .Eff.2.Dec.

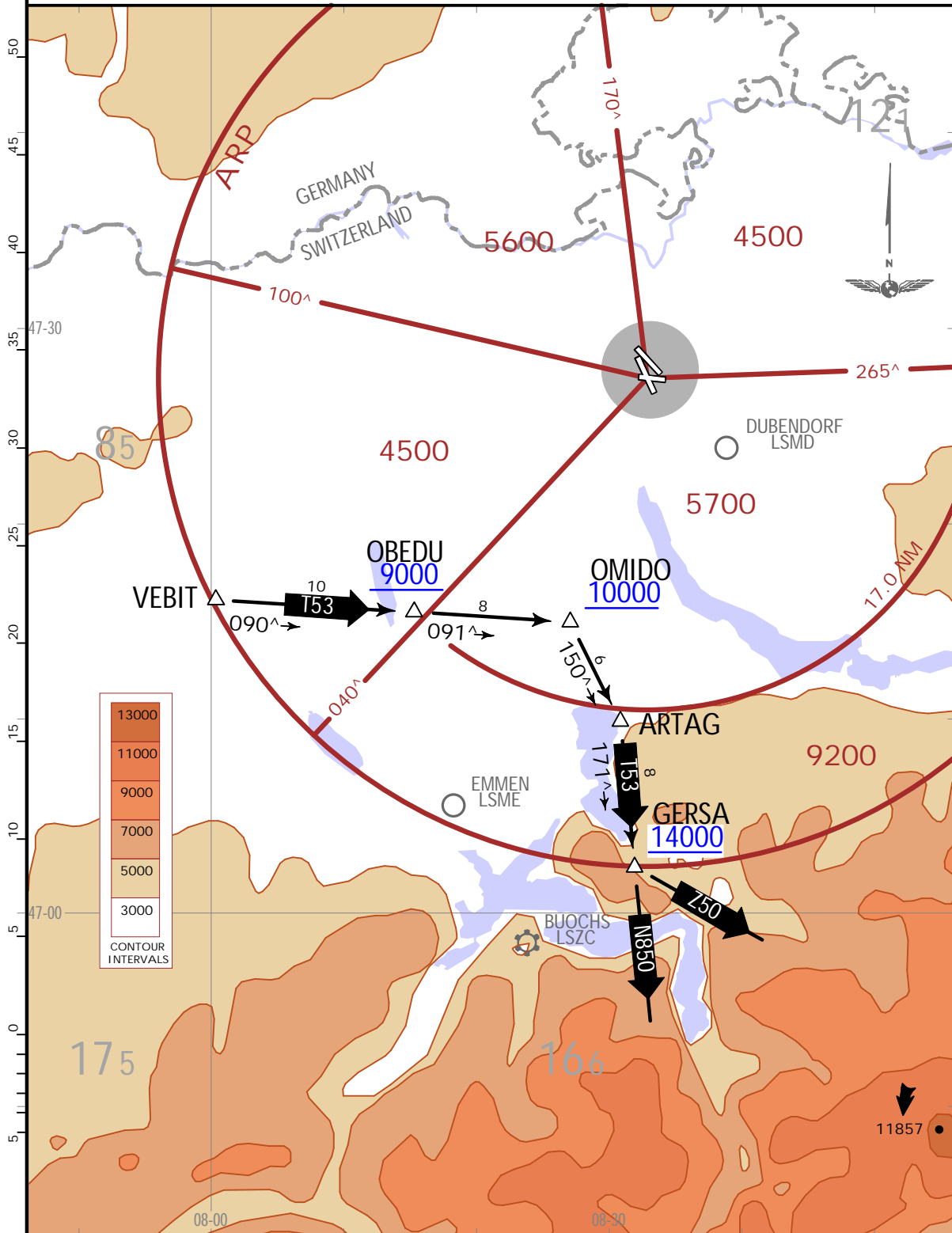
ZURICH, SWITZERLAND  
.TRANSITION.

Apt Elev 1417	Trans alt: 7000
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**TRANSITION  
AFTER  
VEBIT**

RNAV-EQUIPMENT COMPULSORY  
FOR FLIGHTS AT OR ABOVE FL100  
FOR DEPARTURES WITH DESTINATION SOUTH OF LSZH

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



CHANGES: Transition completely revised.

JEPPESEN, 2021. ALL RIGHTS RESERVED.

LSZH/ZRH

Apt Elev 1417'  
N47 27.5 E008 32.9

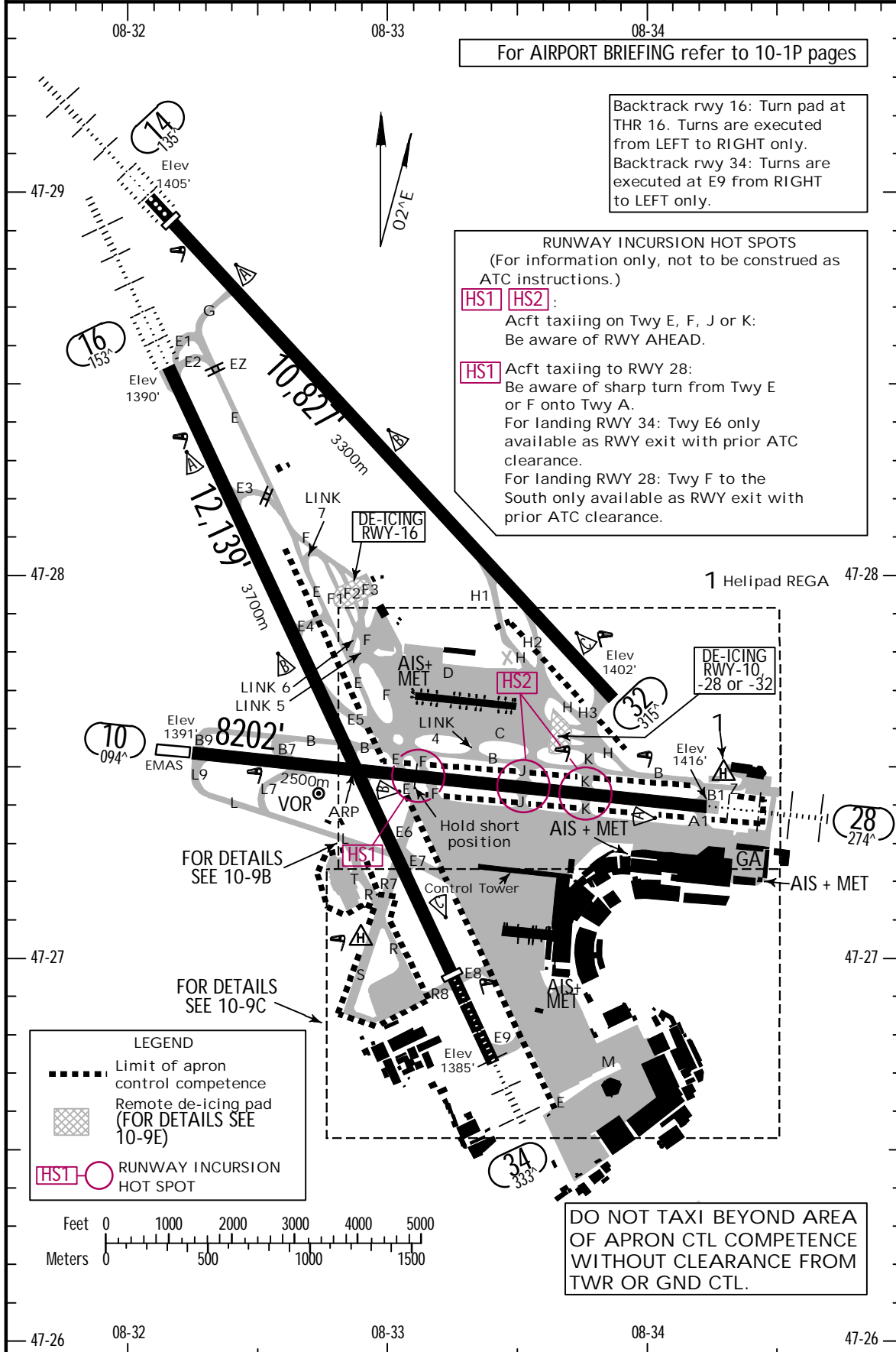
JEPPESEN

18 JUN 21 (10-9)

ZURICH, SWITZERLAND

ZURICH

ATIS Departure 129.005	Data Comm ACARS: D-ATIS DCL	ZURICH Delivery (Cpt) 121.930	*ZURICH Apron South of rwy 10/28 North of rwy 10/28 121.755 121.855	
Ground 121.905		Tower 118.1	ZURICH Departure (R) 125.955	



LSZH/ZRH



ZURICH, SWITZERLAND

18 JUN 21

10-9A

ZURICH

ADDITIONAL RUNWAY INFORMATION						
RWY	USABLE LENGTHS				TAKE-OFF	WIDTH
	LANDING BEYOND					
	Threshold	Glide Slope				
10 1	RL (45m) CL (15m)				3	197' 60m
28	HIRL (45m) CL (15m) HIALS 2 PAPI-L (3.3^)	REIL RVR	7205'	2196m		
1 Rwy grooved. 2 ALS also available. 3 TAKE-OFF RUN AVAILABLE <u>RWY 10:</u> From rwy head 8202' (2500m) twy B7 int 6562' (2000m) twy L7 int 6234' (1900m) twy E int 4856' (1480m) <u>RWY 28:</u> From rwy head 8202' (2500m) twy K int 6234' (1900m)						
14 4	HIRL (30m) CL (15m) HIALS-II TDZ 56	RVR	10,334'	3150m	9187'	2800m
32	HIRL (30m) CL (15m) REIL	RVR			NA	197' 60m
4 Rwy grooved. 5 PAPI-L (3.0^) 6 HSTIL HST-H1 7 TAKE-OFF RUN AVAILABLE <u>RWY 32:</u> From rwy head 10,827' (3300m) twy H2 int 8858' (2700m) twy H1 int 7546' (2300m)						
16 8	HIRL (30m) CL (15m) HIALS-II 9 TDZ 0 REIL	RVR			10,879'	3316m
34	HIRL (30m) CL (15m) HIALS PAPI-L (3.3^)	REIL RVR	10,597'	3230m	9686'	2952m
8 Rwy grooved. 9 ALS also available. 0 PAPI-L (3.0^) ! TAKE-OFF RUN AVAILABLE <u>RWY 16:</u> From rwy head 12,139' (3700m) twy E3 int 9843' (3000m) twy E6/E7/R7/L int 3510' (1070m) <u>RWY 34:</u> From rwy head 12,139' (3700m) twy E8/R8 int 10,728' (3270m) twy E7/R7 int 8432' (2570m)						
.Standard. TAKE-OFF						
Rwys 16, 28, 32, 34 Low Visibility Take-off				All Rwys 1		
	2 HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL or RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A	TDZ, MID, RO	TDZ, MID, RO	RVR 200m	RVR 300m	400m	500m
B	RVR 125m	RVR 150m				600m
C						800m
D	3 RVR 150m	3 RVR 200m	RVR 250m	RVR 400m		
1 Take-off rwy 14 is subject to activation by airport authority. 2 RWY 14, 16: RVR 75m with approved guidance system or HUD/HUDLS. 3 TDZ, MID, RO						

LSZH/ZRH

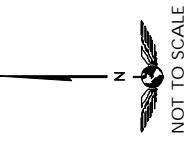
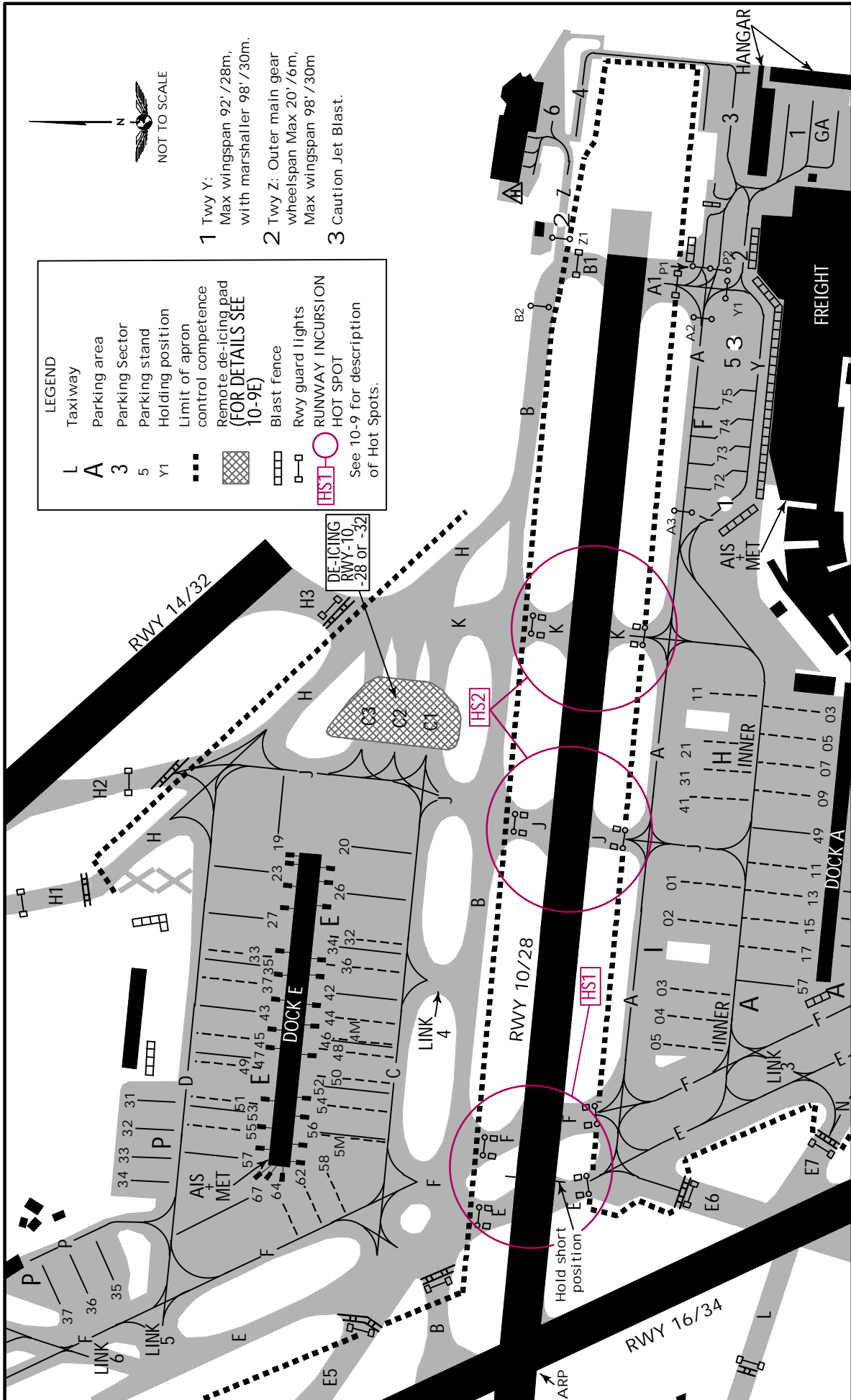
JEPPesen

ZURICH, SWITZERLAND

15 JUL 22

10-9B

ZURICH



**LEGEND**

- L Taxiway
- A Parking area
- 3 Parking Sector
- 5 Parking stand
- Y1 Holding position
- Limit of apron
- control competence
- Remote de-icing pad (FOR DETAILS SEE 10-9E)
- Blast fence
- Rwy guard lights
- RUNWAY INCURSION
- HOT SPOT
- See 10-9 for description of Hot Spots.

- 1 Twy Y:  
Max wingspan 92' /28m,  
with marshaller 98' /30m.
- 2 Twy Z: Outer main gear  
wheelspan Max 20' /6m,  
Max wingspan 98' /30m
- 3 Caution Jet Blast.

LSZH/ZRH

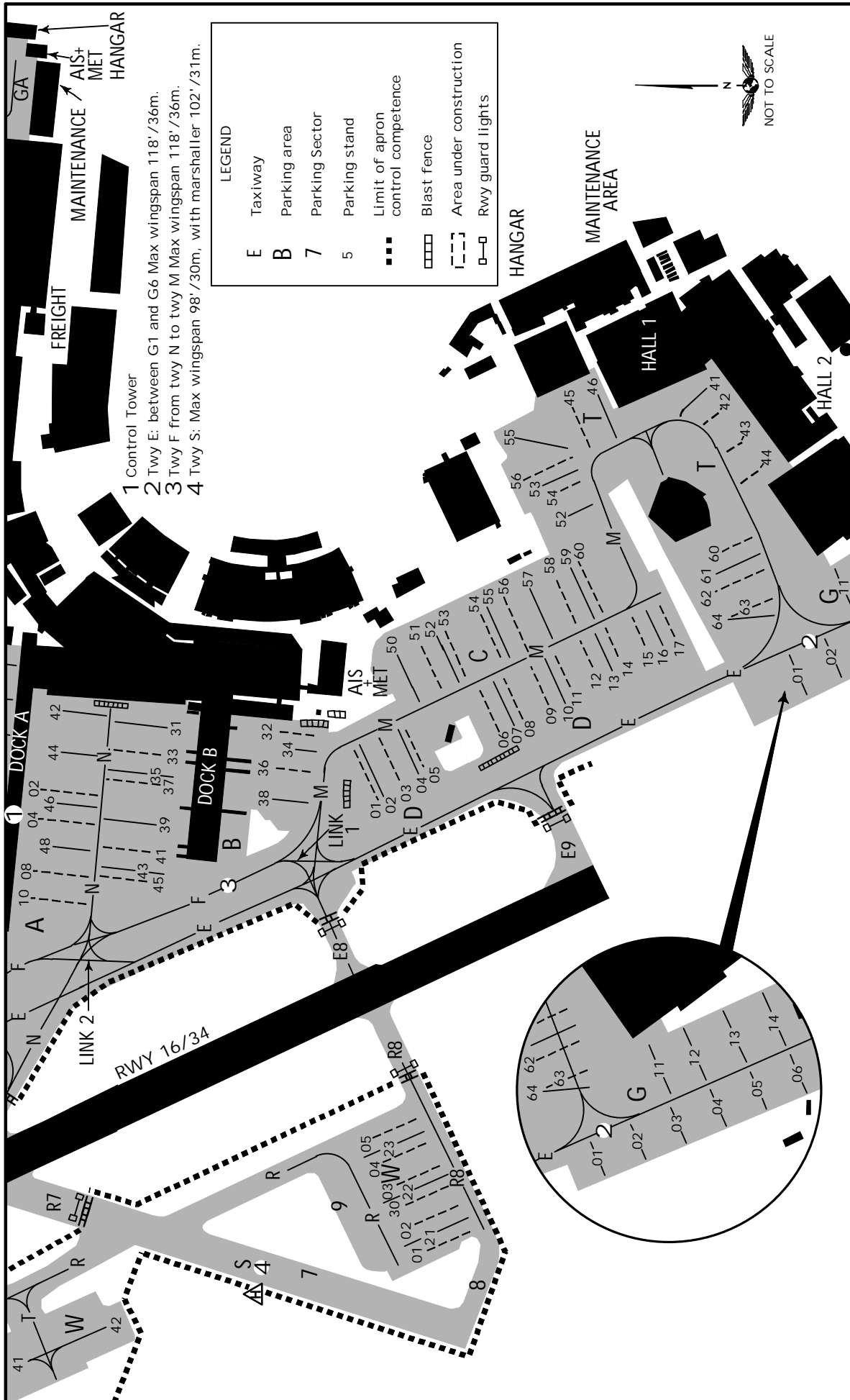
JEPPESSEN

ZURICH, SWITZERLAND

15 JUL 22

10-9C

ZURICH



LSZH/ZRH



ZURICH, SWITZERLAND

12 JUN 20

10-9D

.Eff.18.Jun.

ZURICH

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A02	N47 27.2 E008 33.5	E62 thru E67	N47 27.7 E008 33.1
A03	N47 27.2 E008 33.7	F72	N47 27.3 E008 33.9
A04	N47 27.2 E008 33.5	F73, F74	N47 27.3 E008 34.0
A05, A07	N47 27.2 E008 33.6	F75	N47 27.3 E008 34.1
A08	N47 27.2 E008 33.4	G01	N47 26.6 E008 33.6
A09	N47 27.2 E008 33.6	G02	N47 26.5 E008 33.6
A10	N47 27.2 E008 33.4	G03 thru G06	N47 26.5 E008 33.7
A11	N47 27.3 E008 33.5	G11 thru G14	N47 26.5 E008 33.8
A13 thru A17	N47 27.3 E008 33.4	H11	N47 27.3 E008 33.7
A42, A44	N47 27.2 E008 33.6	H12 thru H14	N47 27.3 E008 33.6
A46 thru A49	N47 27.2 E008 33.5	I01 thru I03	N47 27.4 E008 33.4
A57	N47 27.3 E008 33.3	I04, I05	N47 27.4 E008 33.3
B31	N47 27.1 E008 33.6	P31, P32	N47 27.8 E008 33.2
B32	N47 27.0 E008 33.6	P33, P34	N47 27.8 E008 33.1
B33	N47 27.1 E008 33.6	P35, P36	N47 27.8 E008 33.0
B34	N47 27.0 E008 33.6	P37	N47 27.9 E008 32.9
B35	N47 27.1 E008 33.5	T41 thru T43	N47 26.6 E008 34.0
B36	N47 27.0 E008 33.5	T44	N47 26.6 E008 33.9
B37	N47 27.1 E008 33.5	T45, T46	N47 26.8 E008 34.0
B38	N47 27.0 E008 33.5	T52	N47 26.8 E008 33.8
B39	N47 27.1 E008 33.5	T53, T54	N47 26.8 E008 33.9
B41 thru B45	N47 27.1 E008 33.4	T55	N47 26.8 E008 34.0
C50 thru C53	N47 26.9 E008 33.7	T56	N47 26.8 E008 33.9
C54	N47 26.8 E008 33.7	T60	N47 26.6 E008 33.8
C55 thru C60	N47 26.8 E008 33.8	T61	N47 26.7 E008 33.8
D01 thru D05	N47 26.9 E008 33.5	T62	N47 26.6 E008 33.8
D06 thru D11	N47 26.8 E008 33.6	T63, T64	N47 26.6 E008 33.7
D12, D13	N47 26.7 E008 33.6	W01	N47 26.9 E008 32.9
D14 thru D17	N47 26.7 E008 33.7	W02, W03	N47 26.9 E008 33.0
E4M	N47 27.6 E008 33.3	W04	N47 26.9 E008 33.1
E5M	N47 27.7 E008 33.1	W30	N47 26.9 E008 33.0
E19	N47 27.7 E008 33.5	W05	N47 26.9 E008 33.1
E20	N47 27.6 E008 33.5	W21	N47 26.9 E008 32.9
E23	N47 27.7 E008 33.5	W22	N47 26.9 E008 33.0
E26	N47 27.6 E008 33.4	W23	N47 26.9 E008 33.1
E27	N47 27.7 E008 33.4	W41	N47 27.3 E008 32.8
E32	N47 27.6 E008 33.4	W42	N47 27.1 E008 32.9
E33	N47 27.7 E008 33.4		
E34	N47 27.6 E008 33.4		
E35	N47 27.7 E008 33.4		
E36	N47 27.6 E008 33.4		
E37	N47 27.7 E008 33.3		
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		
E47	N47 27.7 E008 33.2		
E48	N47 27.6 E008 33.2		
E49	N47 27.7 E008 33.2		
E50	N47 27.6 E008 33.2		
E51 thru E53	N47 27.7 E008 33.2		
E54	N47 27.6 E008 33.2		
E55 thru E57	N47 27.7 E008 33.1		
E58	N47 27.6 E008 33.1		

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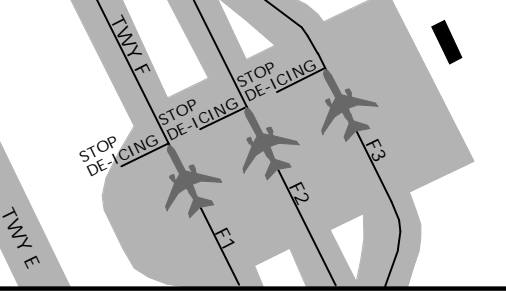
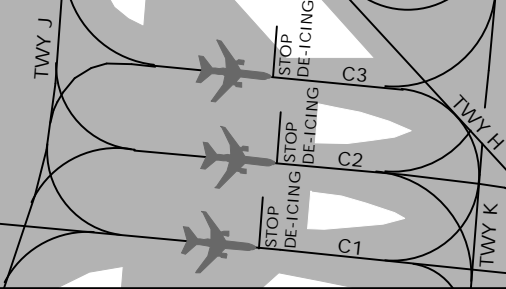
ZURICH, SWITZERLAND

12 JUN 20

10-9E .Eff.18.Jun.

ZURICH

## DE-ICING PADS

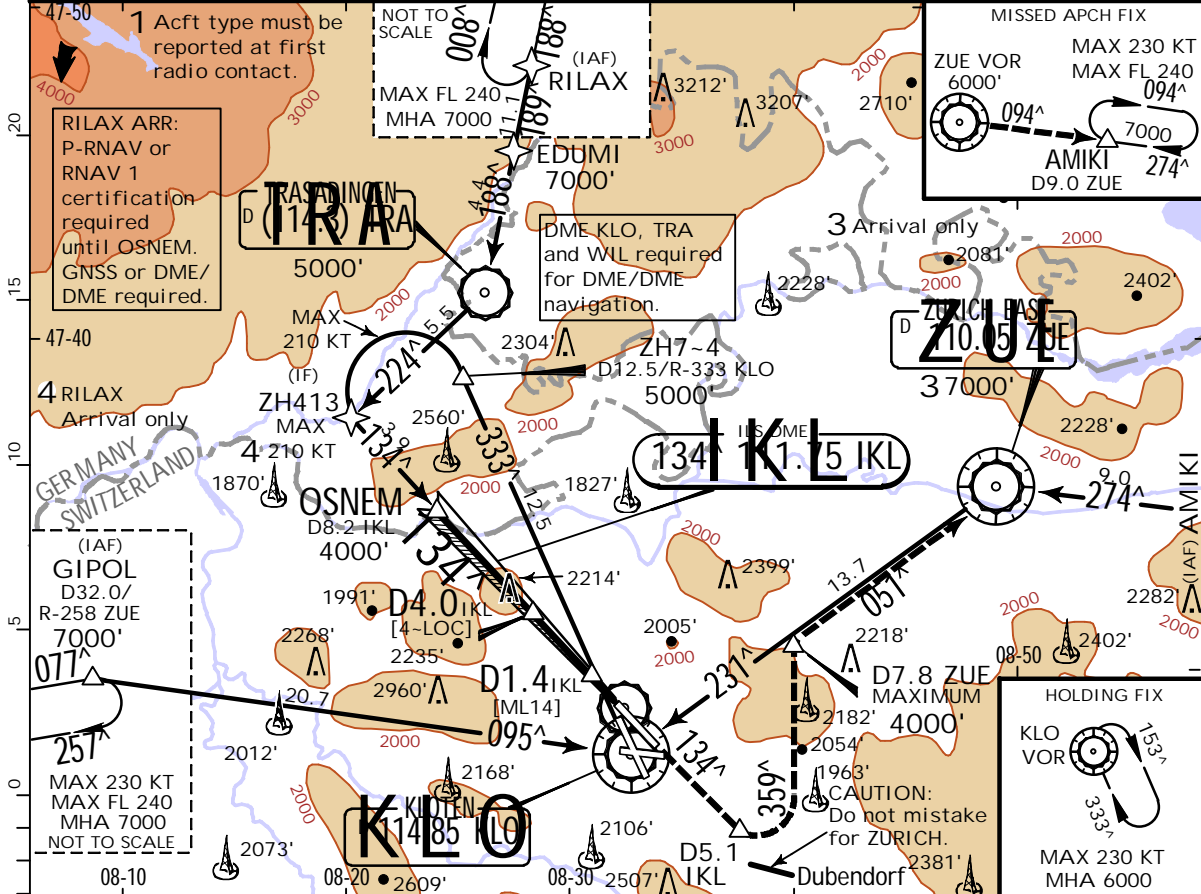
Remote Deicing Pad	Site Overview
<p>De-icing lanes F1 / F2 / F3</p> <p>PAD Coordinator 121.635</p> <p>To commence de-icing ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane.</p>	
<p>De-icing lanes C1 / C2 / C3</p> <p>PAD Coordinator 121.640</p> <p>To commence de-icing ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane.</p>	

**LSZH/ZRH**  
ZURICH

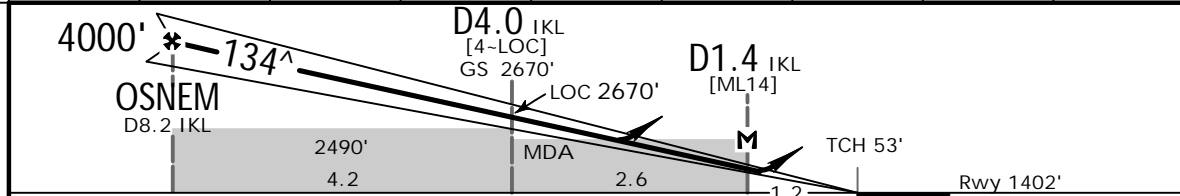
**JEPPESEN**  
28 JAN 22 **(11-1)**

**ZURICH, SWITZERLAND**  
ILS or LOC Rwy 14

D-ATIS Arrival	ZURICH Arrival (APP/R) <b>1</b>	ZURICH Final (APP/R) by ATC	ZURICH Tower	Ground
125.730	130.560 135.230	125.330	118.1 120.230	121.905
LOC IKL <b>111.75</b>	Final Apch Crs <b>134<sup>^</sup></b>	OSNEM <b>4000'</b> (2598')	ILS RA 187' DA(H) <b>1602'</b> (200')	Apt Elev 1417' Rwy 1402'
<p><b>MISSED APCH:</b> Initial climb clearance 4000'. Climb STRAIGHT AHEAD. At D5.1 IKL past the station, turn LEFT (MAX 210 KT, MIM BANK 20<sup>^</sup>) onto 359<sup>^</sup> to intercept R-231 ZUE inbound. At D7.8 ZUE continue climb to 7000'. Proceed to ZUE VOR. Cross ZUE VOR at MIM 6000' and intercept R-094 ZUE to AMIKI. After passing D7.8 ZUE MIM climb grad 4.8% to 7000' due to airspace restrictions.</p>				
Alt Set: hPa				Ground
Rwy Elev: 50 hPa		Trans level: By ATC	Trans alt: 7000'	
				25700 within 17 NM MSA ARP



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



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI 	<b>D5.1</b> IKL 
ILS GS or LOC Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849		
MAP at D1.4 IKL								

Standard.				STRAIGHT-IN LANDING RWY14			
FULL		IDZ or CL out		ALS out		LOC (GS out) CDFA	
		DA(H) <b>1602'</b> (200')				DA/MDA(H) <b>1950'</b> (548')	
A							RVR1500m
B	RVR 550m	RVR 550m <b>1</b>	RVR1200m				
C					RVR 1800m	RVR 2400m	
D							

**1** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: None. | JEPPESEN, 1999, 2021. ALL RIGHTS RESERVED.

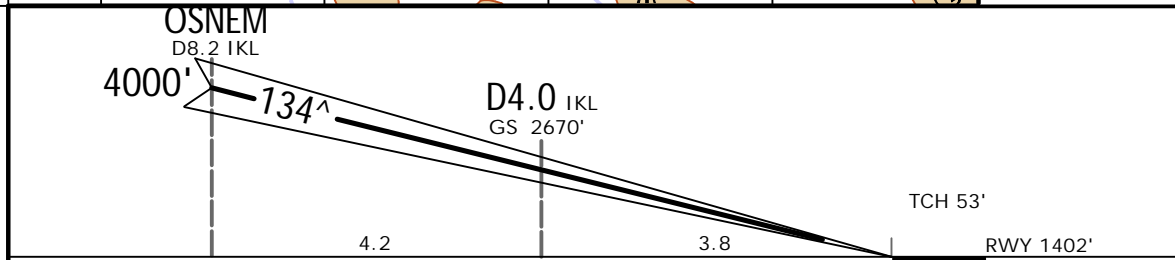
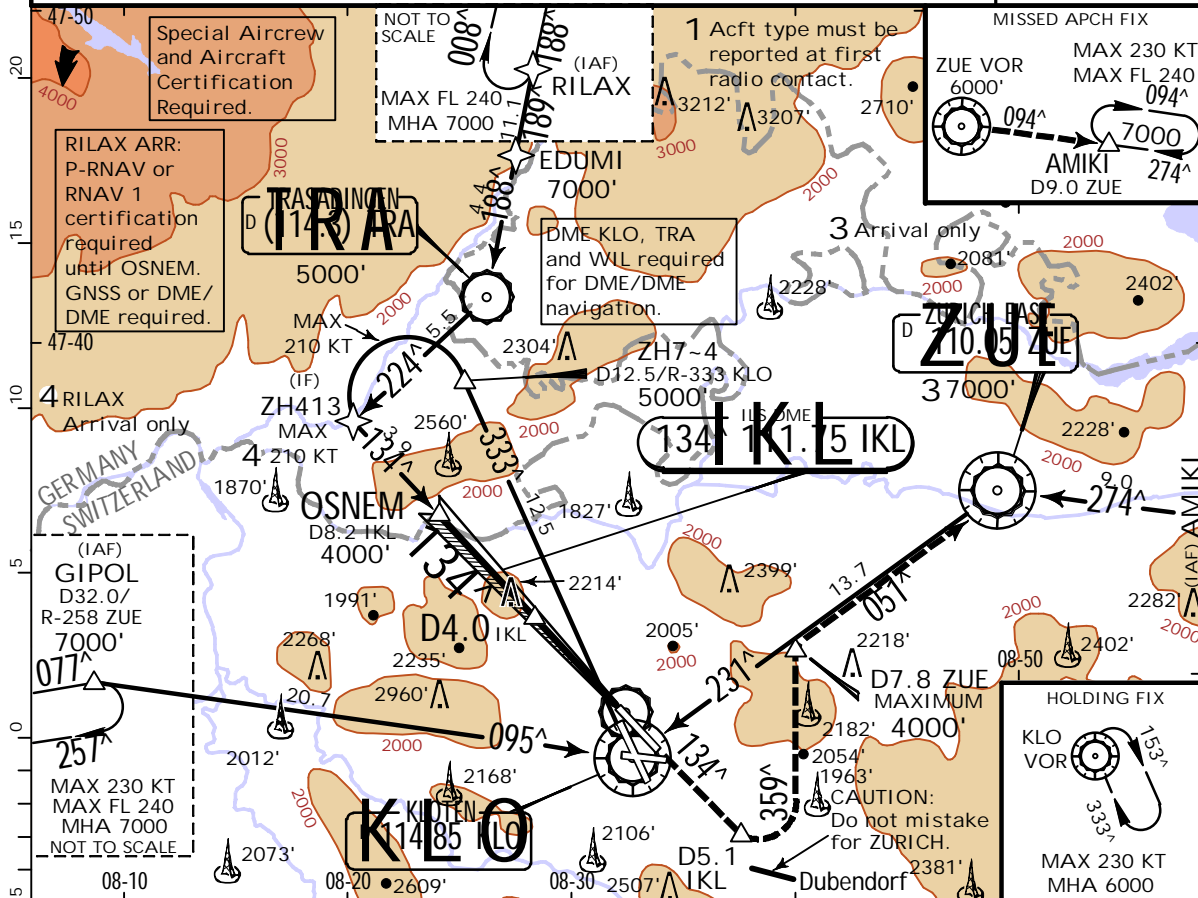


**LSZH/ZRH**  
ZURICH

**JEPPESEN**  
28 JAN 22 **(11-1A)**

**ZURICH, SWITZERLAND**  
CAT II/III ILS Rwy 14

D-ATIS Arrival	ZURICH Arrival (APP/R) 1	ZURICH Final (APP/R) by ATC	ZURICH Tower	Ground
125.730	130.560 135.230	125.330	118.1 120.230	121.905
LOC IKL <b>111.75</b>	Final Apch Crs <b>134<sup>^</sup></b>	OSNEM <b>4000'</b> (2598')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1417' Rwy 1402'
<p><b>MISSED APCH:</b> Initial climb clearance 4000'. Climb STRAIGHT AHEAD. At D5.1 IKL past the station, turn LEFT (MAX 210 KT, MIM BANK 20<sup>^</sup>) onto 359<sup>^</sup> to intercept R-231 ZUE inbound. At D7.8 ZUE continue climb to 7000'. Proceed to ZUE VOR. Cross ZUE VOR at MIM 6000' and intercept R-094 ZUE to AMIKI. After passing D7.8 ZUE MIM climb grad 4.8% to 7000' due to airspace restrictions.</p>				
Alt Set: hPa	Rwy Elev: 50 hPa	Trans level: By ATC	Trans alt: 7000'	2 5700 within 17 NM MSA ARP



Gnd speed-Kts	70	90	100	120	140	160		<b>D5.1</b> IKL
GS	3.00 <sup>^</sup>	372	478	531	637	743		

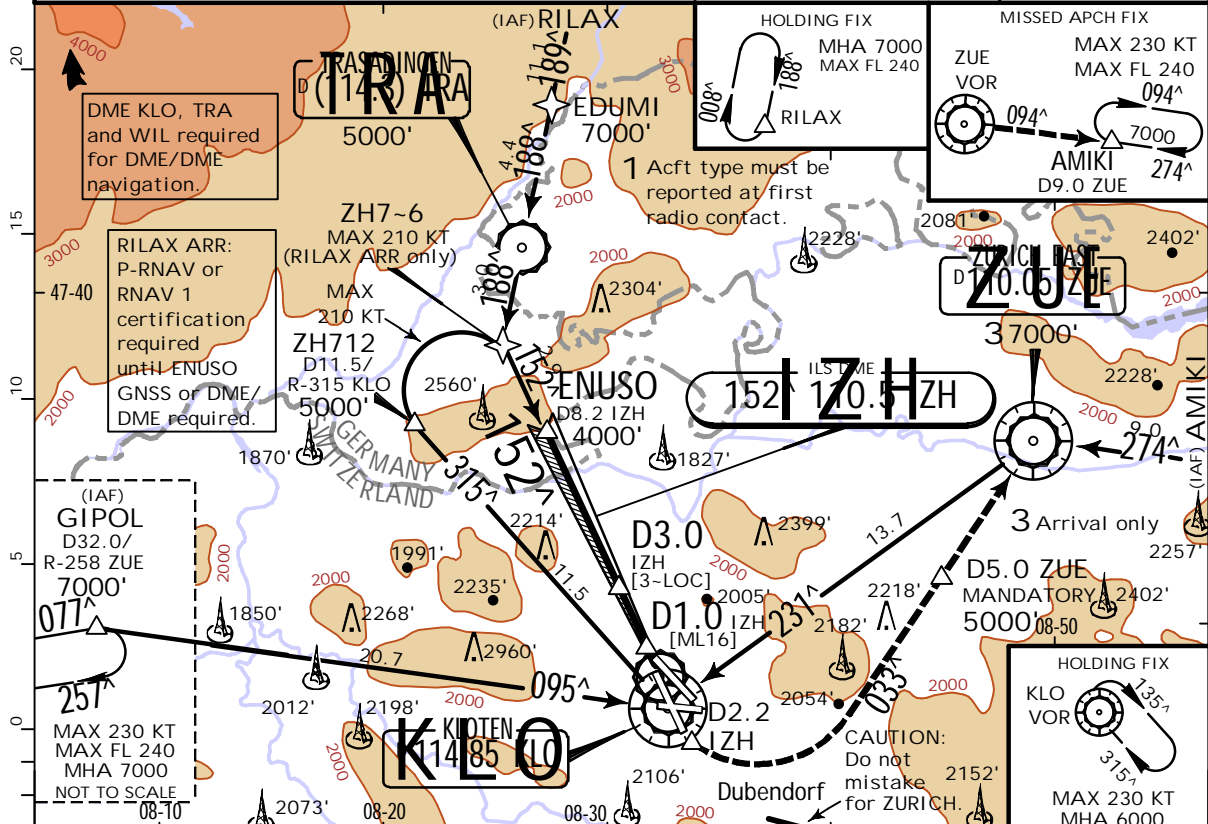
Standard.			STRAIGHT-IN LANDING RWY 14		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	RA 95'	DA(H) 1502' (100')	
	DH 50'				
RVR 75m	RVR 200m	RVR 300m			

# LSZH/ZRH ZURICH

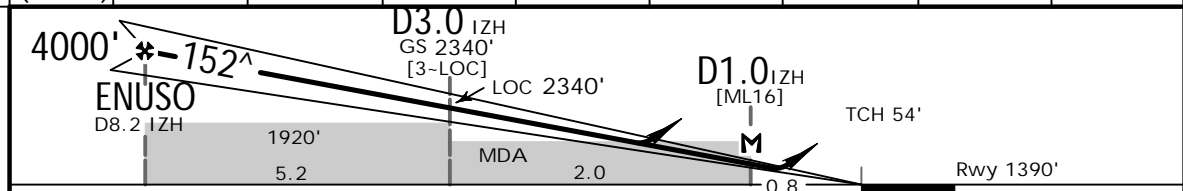
**JEPPESEN**  
28 JAN 22 (11-2)

# ZURICH, SWITZERLAND ILS or LOC Rwy 16

D-ATIS Arrival 125.730	ZURICH Arrival (APP/R) 1 130.560 135.230	ZURICH Final (APP/R) by ATC 125.330	ZURICH Tower 118.1	Ground 121.905
LOC IZH 110.5	Final Apch Crs 152 <sup>^</sup>	ENUSO 4000' (2610')	ILS DA(H) Refer to Minimums	Apt Elev 1417' Rwy 1390'
<b>MISSED APCH:</b> Initial climb clearance 5000'. Climb STRAIGHT AHEAD. At D2.2 IZH past the station turn LEFT (MAX 210 KT/MIM BANK 20 <sup>^</sup> ) to intercept R-213 inbound ZUE VOR. Cross D5.0 ZUE to the station at 5000'. At D5.0 ZUE to the station continue climb to 7000'. Proceed to ZUE VOR. Cross ZUE VOR at 6000' or above and intercept R-094 ZUE to AMIKI. MIM climb grad 4.8% 4 up to 5000', after passing D5.0 ZUE MIM climb grad 3.9% up to 7000' due to airspace restrictions. 4 LOC: 4.2%				
Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000'				2 5700 within 17 NM



LOC (GS out)	IZH DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3950'	3630'	3310'	2990'	2670'	2350'	2030'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 
ILS GS or	3.00 <sup>^</sup>	372	478	531	637	849	
LOC Descent Angle							
MAP at D1.0 IZH							

Standard. STRAIGHT-IN LANDING RWY 16						LOC (GS out)	
Missed apch climb gradient mim 4.0% 1 RA 187' DA(H) 1590' (200')			2.5% DA(H) A: 1803' (413') C: 1823' (433') B: 1813' (423') D: 1832' (442')			CDFA DA/MDA(H) 1860' (470')	
FULL		IDZ or CL out	FULL		IDZ or CL out	ALS out	
A			RVR 1200m			RVR 1500m	
B	RVR 550m	RVR 550m 2	RVR 1300m			RVR 1500m	
C		RVR 1200m	RVR 1400m			RVR 2200m	
D			RVR 2100m				

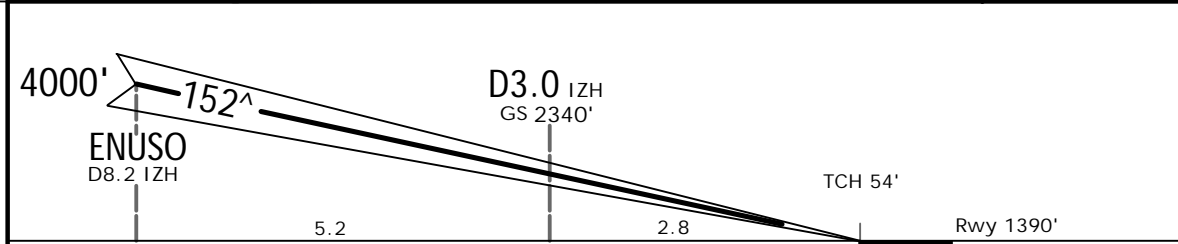
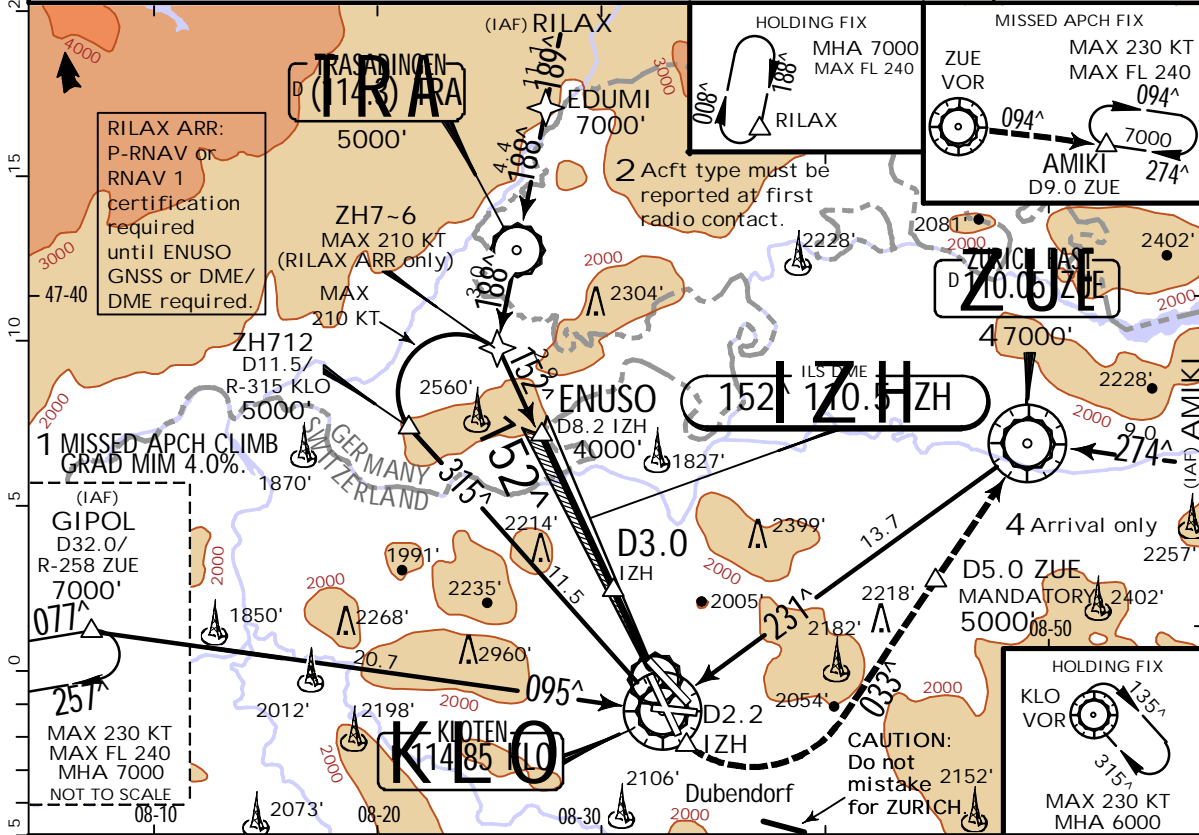
1 Climb gradient up to 2300'. 2 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

**LSZH/ZRH**  
ZURICH

**JEPPESEN**  
28 JAN 22 **(11-2A)**

**ZURICH, SWITZERLAND**  
**1 CAT II/III ILS Rwy 16**

D-ATIS Arrival 125.730	ZURICH Arrival (APP/R) <b>2</b> 130.560 135.230	ZURICH Final (APP/R) by ATC 125.330	ZURICH Tower 118.1	Ground 121.905
LOC IZH <b>110.5</b>	Final Apch Crs <b>152<sup>^</sup></b>	ENUSO <b>4000'</b> (2610')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1417' Rwy 1390'
<p><b>MISSED APCH:</b> Initial climb clearance 5000'. Climb STRAIGHT AHEAD. At D2.2 IZH past the station turn LEFT (MAX 210 KT/MIM BANK 20<sup>^</sup>) to intercept R-213 inbound ZUE VOR. Cross D5.0 ZUE to the station at 5000'. At D5.0 ZUE to the station continue climb to 7000'. Proceed to ZUE VOR. Cross ZUE VOR at 6000' or above and intercept R-094 ZUE to AMIKI. MIM climb grad 4.8% up to 5000', after passing D5.0 ZUE MIM climb grad 3.9% up to 7000' due to airspace restrictions.</p>				<p>MSA ARP</p>
Alt Set: hPa      Rwy Elev: 50 hPa      Trans level: By ATC      Trans alt: 7000'				3 5700 within 17 NM
1. Special Aircrew and Aircraft Certification Required. 2. DME KLO, TRA and WIL required for DME/DME navigation.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	<b>D2.2</b> IZH
GS	3.00 <sup>^</sup>	372	478	531	637	743		

.Standard.	CAT IIIB ILS	STRAIGHT-IN LANDING RWY 16 CAT IIIA ILS Missed apch climb gradient mim 4.0% <sup>1</sup>	CAT II ILS
	RVR 75m	DH 50'	RA 93' DA(H) 1490' (100')
RVR 75m		RVR 200m	RVR 300m

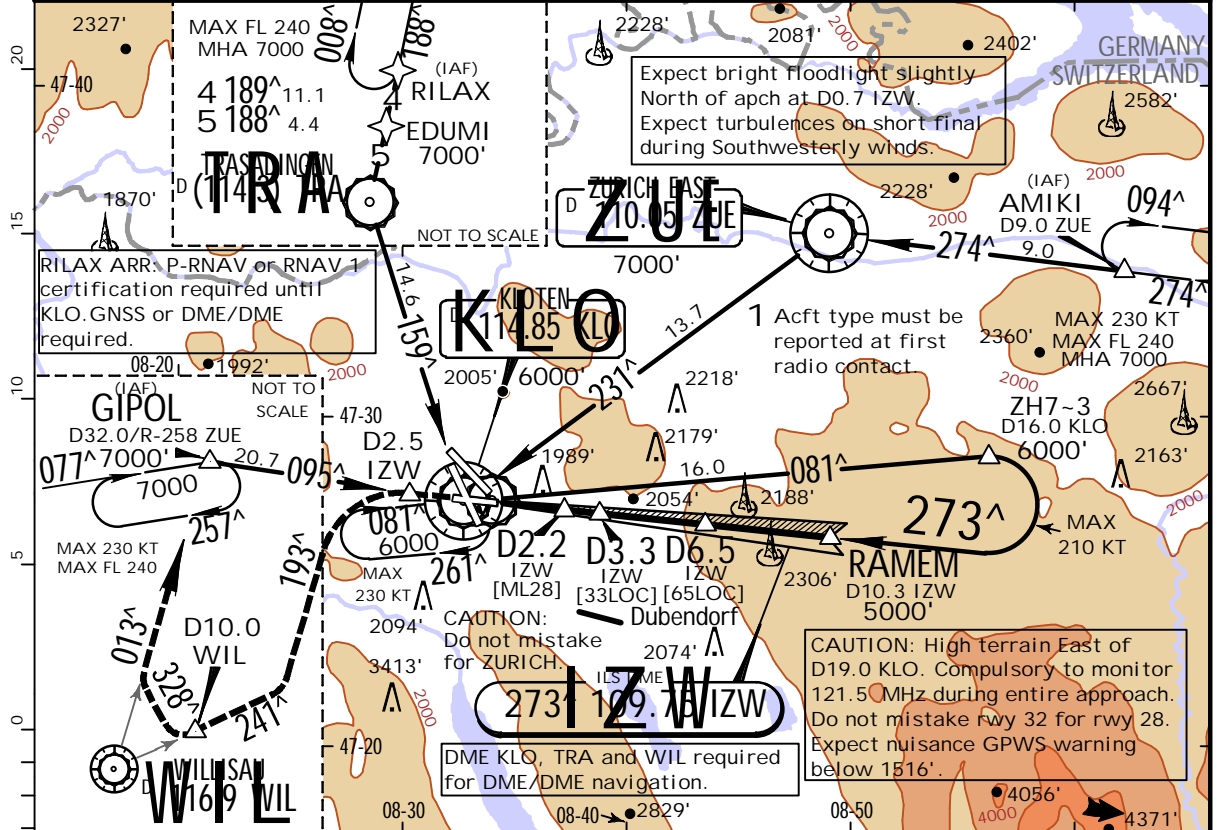
<sup>1</sup> Climb gradient up to 2300'.  
CHANGES: Minimums. | JEPPESEN, 1999, 2022. ALL RIGHTS RESERVED.

**LSZH/ZRH**  
ZURICH

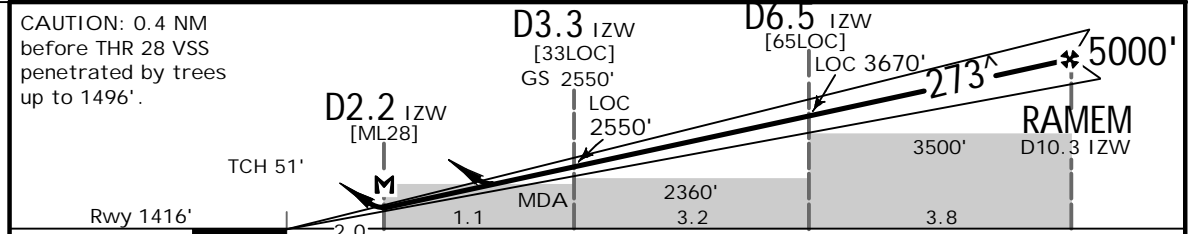
**JEPPESEN**  
26 NOV 21 (11-3). Eff. 2. Dec.

**ZURICH, SWITZERLAND**  
ILS or LOC Rwy 28

D-ATIS Arrival 125.730	ZURICH Arrival (APP/R) 1 130.560 135.230	ZURICH Final (APP/R) by ATC 125.330	ZURICH Tower 118.1	Ground 121.905
LOC IZW 109.75	Final Apch Crs 273 <sup>^</sup>	RAMEM 5000' (3584')	ILS DA(H) Refer to Minimums	Apt Elev 1417' Rwy 1416'
<b>MISSED APCH:</b> Initial climb to 4000'. Climb STRAIGHT AHEAD. At D2.5 IZW past the station turn LEFT (MAX 210 KT) onto 193 <sup>^</sup> , then continue climb to 7000'. Intercept R-061 WIL inbound. At D10.0 WIL turn RIGHT onto 328 <sup>^</sup> to intercept R-013 WIL. Proceed to GIPOL. MIM glimb grad 4.5% up to 6000' 3 due to airspace restrictions. 3 LOC: 5900'				
Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 7000'				3 5700 within 17 NM
Uncategorized ILS approach due to non-instrument runway.				



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



Gnd speed-Kts	70	90	100	120	140	160		D2.5 IZW ↑
ILS GS or LOC Descent Angle	409	526	584	701	817	934		
MAP at D2.2 IZW								

<b>.Standard.</b>		ILS STRAIGHT-IN LANDING RWY 28		LOC (GS out)		
Missed apch climb gradient mim				CDFA		
4.0% 1 DA(H) 2 C: 2092' (676') D: 2102' (686')				DA/MDA(H) 2300' (884')		
2.5% DA(H) 3 C: 2293' (877') D: 2303' (887')				ALS out		
FULL/TDZ or CL out		ALS out		ALS out		
A	4300m				4300m	
B						
C						
D						

1 Climb gradient up to 2700'. 2 CAT AB: 2091' (675').  
 3 CAT A: 2270' (854'), CAT B: 2280' (864').

# LSZH/ZRH

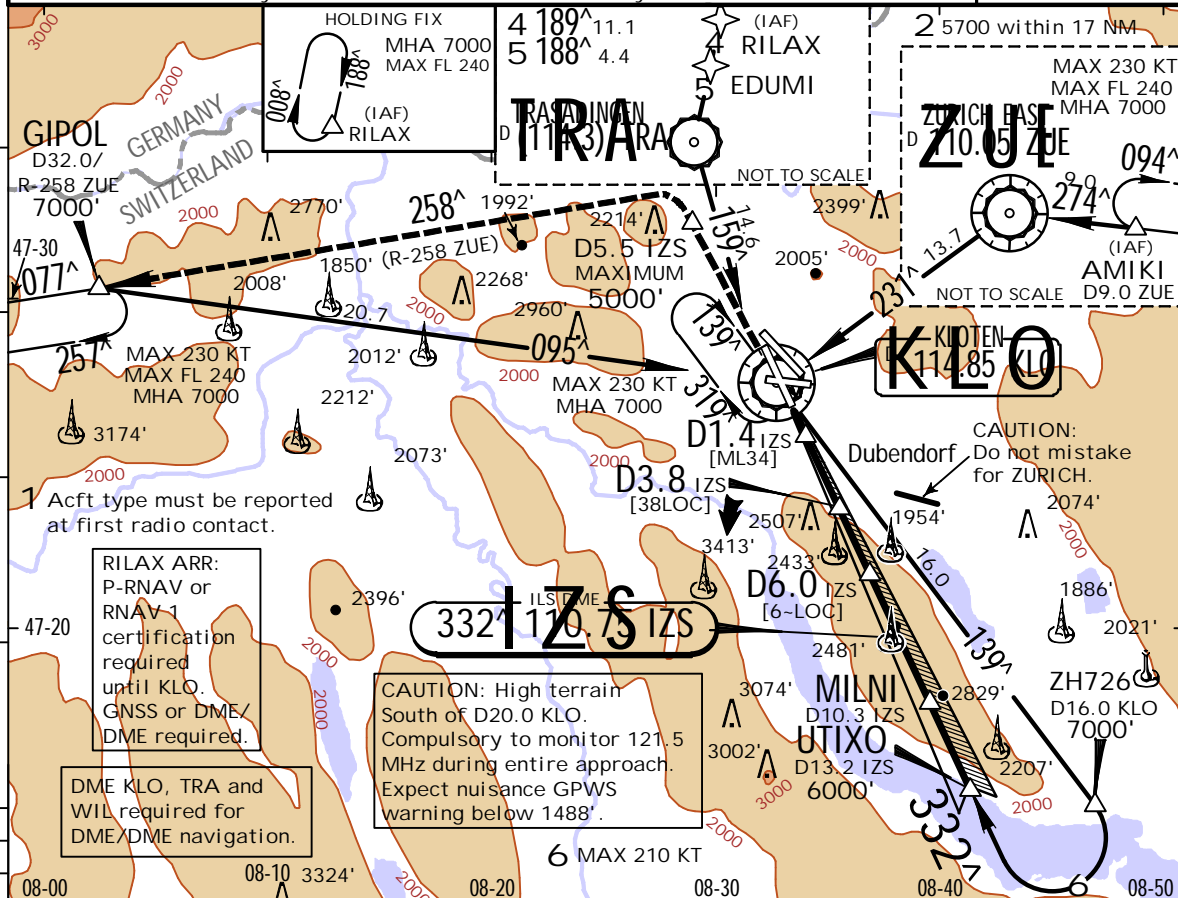
## ZURICH

JEPPESSEN  
26 NOV 21 (11-4). Eff. 2. Dec.

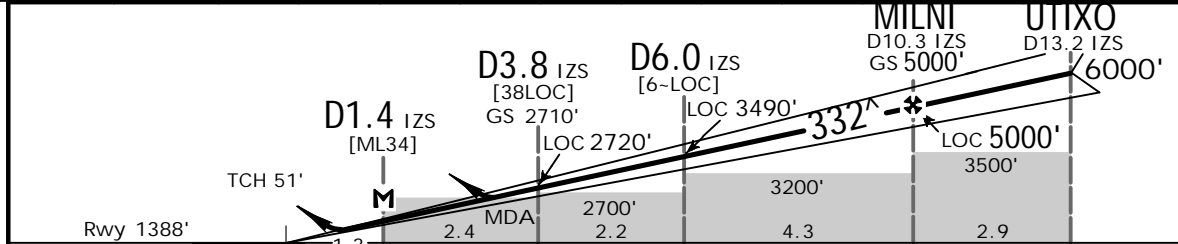
# ZURICH, SWITZERLAND

## ILS or LOC Rwy 34

D-ATIS Arrival 125.730	ZURICH Arrival (APP/R) 1 130.560 135.230	ZURICH Final (APP/R) by ATC 125.330	ZURICH Tower 118.1	Ground 121.905
LOC IZS 110.75	Final Apch Crs 332 <sup>^</sup>	MILNI 5000' (3612') <sup>^</sup>	ILS DA(H) 1588' (200') <sup>^</sup>	Apt Elev 1417' Rwy 1388'



LOC (GS out)	IZS DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0
	ALTITUDE	2090'	2440'	2790'	3140'	3490'	3840'	4190'	4540'	4890'	5240'	5590'	5940'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	D5.5 IZS	
ILS GS or LOC Descent Angle	3.30 <sup>^</sup>	409	526	584	701	817			934
MAP at D1.4 IZS									

PANS OPS	Standard.		STRAIGHT-IN LANDING RWY 34				LOC (GS out)	
	ILS		DA(H) 1588' (200') <sup>^</sup>		CDEFA		DA/MDA(H) 2110' (722') <sup>^</sup>	
	FULL		ALS out		ALS out		ALS out	
	A						RVR 1500m	
B	RVR 550m 1		RVR 1200m					
C						RVR 2400m		
D								

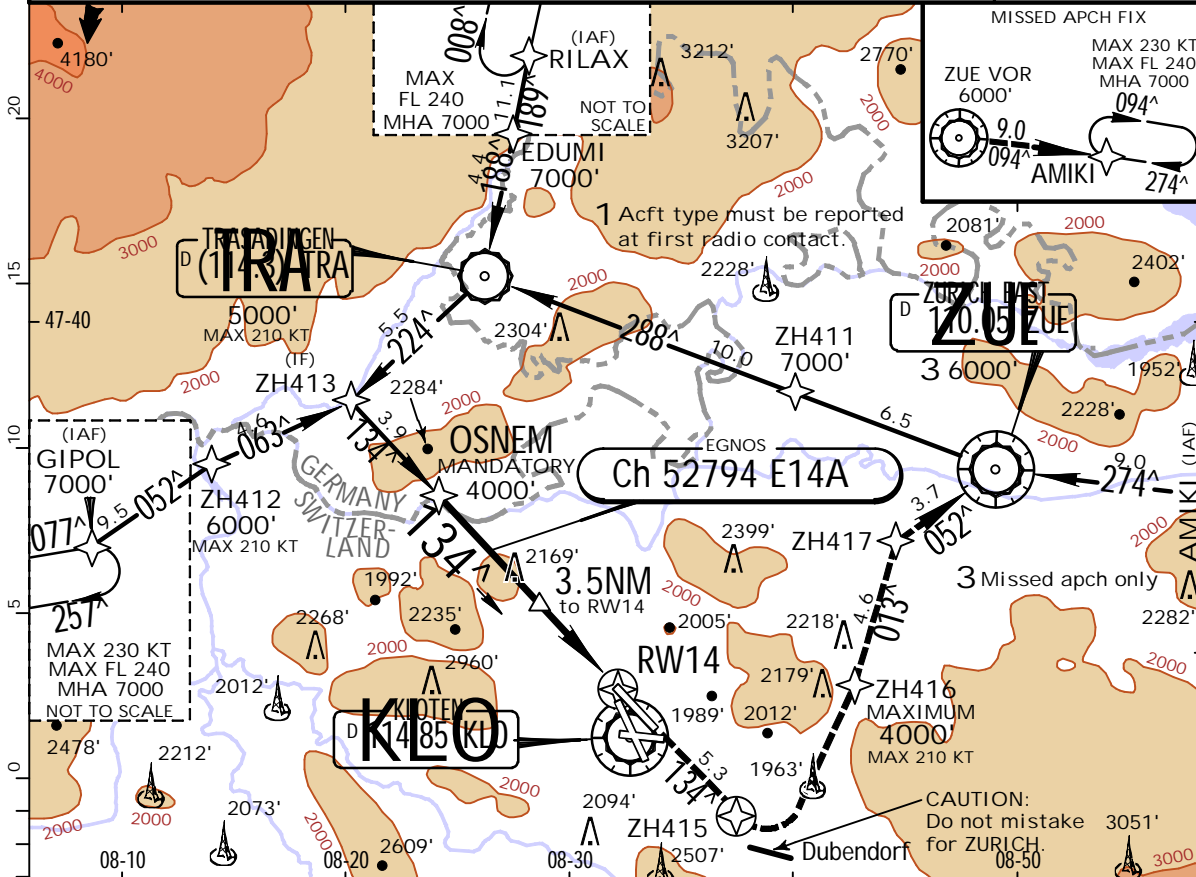
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: MSA. Missed approach. Bearings. Minimums. | JEPPESSEN, 2004, 2021. ALL RIGHTS RESERVED.

**LSZH/ZRH**  
ZURICH

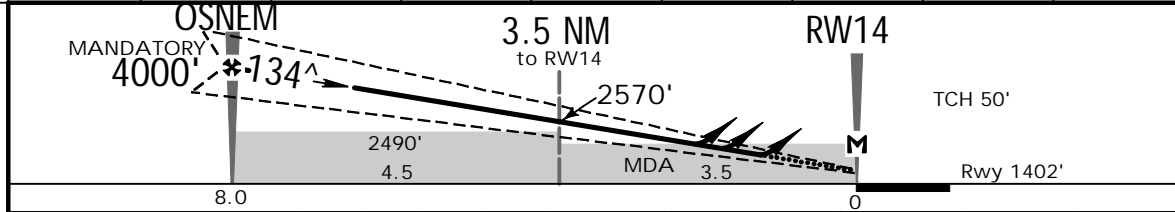
**JEPPESEN**  
26 NOV 21 (12-1).Eff.2.Dec.

**ZURICH, SWITZERLAND**  
RNP Rwy 14

D-ATIS Arrival 125.730	ZURICH Arrival (APP/R) 1 130.560 135.230	ZURICH Final (APP/R) by ATC 125.330	ZURICH Tower 118.1 120.230	Ground 121.905
EGNOS <b>Ch 52794</b> E14A	Final Apch Crs <b>134^</b>	OSNEM MANDATORY <b>4000'</b> (2598')	LPV CAT I DA(H) <b>1602'</b> (200')	Apt Elev 1417' Rwy 1402'
<b>MISSED APCH:</b> Initial climb clearance 4000'. Climb STRAIGHT AHEAD to ZH415. At ZH415 turn LEFT to ZH416 (MIM BANK 20^). Proceed via ZH417, ZUE VOR to AMIKI. Cross ZH416 at or below 4000'. After passing ZH416 continue climb to 7000' Cross ZUE VOR at or above 6000'. MAX 210 KT until ZH416. After passing ZH416 MIM climb grad 6.7% up to 6000' due to airspace restrictions.				
RNP Apch Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000'				25700 within 17 NM
1. CAUTION: 1.0 NM before THR 14 VSS penetrated by trees up to 1600' (LNAV and LNAV/VNAV only). 2. Baro-VNAV not authorized below -20^ C.				



DIST to RW14	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	4000'	3680'	3360'	3040'	2730'	2410'	2090'	1770'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 210 KT MAX ZH415 ↑
Glide Path Angle	3.00^	372	478	531	637	743	

MAP at RW14	Standard.		LPV CAT I		STRAIGHT-IN LANDING RWY 14		LNAV/VNAV		LNAV CDFA	
	DA(H)	1602'	DA(H)	A: 1882' (480') B: 1892' (490')	C: 1912' (510') D: 1942' (540')	DA/MDA(H)	2010' (608')			
	TDZ or CL out	ALS out			ALS out		ALS out			

A	RVR 550m		RVR 1200m		RVR 1500m		RVR 1500m	
B	RVR 550m	RVR 550m 1	RVR 1200m		RVR 1600m	RVR 2400m	RVR 2100m	RVR 2400m
C					RVR 1700m			
D								

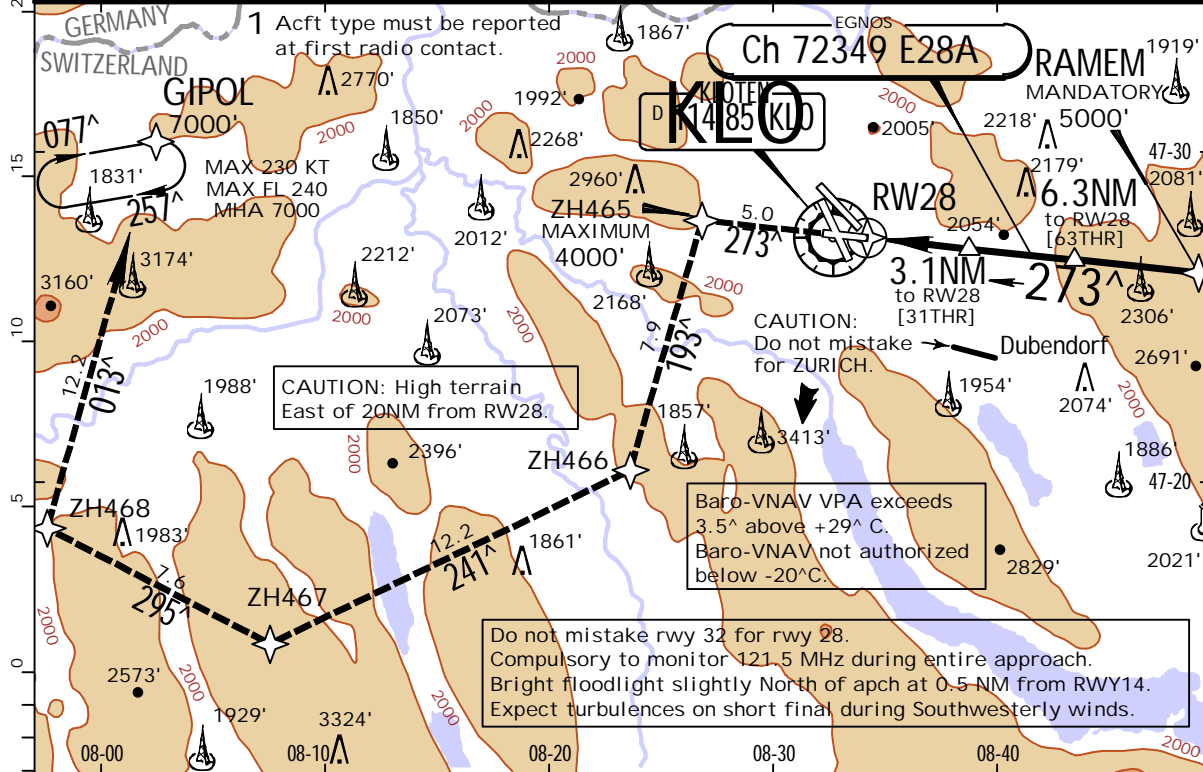
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: MSA. Missed approach. Bearings. Fix designations. Minimums. | JEPPESEN, 2011, 2021. ALL RIGHTS RESERVED.

**LSZH/ZRH**  
ZURICH

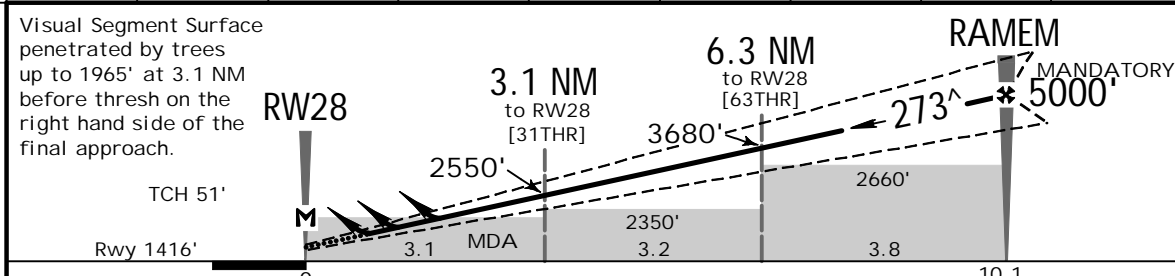
**JEPPESSEN**  
26 NOV 21 (12-2). Eff. 2. Dec.

**ZURICH, SWITZERLAND**  
RNP Rwy 28

D-ATIS Arrival	ZURICH Arrival (APP/R) 1	ZURICH Final (APP/R) by ATC	ZURICH Tower	Ground
125.730	130.560 135.230	125.330	118.1 120.230	121.905
EGNOS Ch 72349 E28A	Final Apch Crs 273 <sup>^</sup>	RAMEM MANDATORY 5000' (3584')	LPV CAT I DA(H) Refer to Minimums	Apt Elev 1417' Rwy 1416'
MISSED APCH: Initial climb clearance 4000'. Climb STRAIGHT AHEAD. At ZH465 turn LEFT to ZH466. Proceed via ZH466, ZH467, ZH468 to GIPOL. Cross ZH465 at or below 4000' continue climb to 7000'. Cross GIPOL at or above 7000'. MAX 210 KT until ZH466. LPV: MNM climb gradient 4.5% to 6000' due to airspace restrictions. LNAV/VNAV: MNM climb gradient 4.3% to 6100' due to airspace restrictions. LNAV: MNM climb gradient 4.8% to 6000' due to airspace restrictions.				
RNP Apch	Alt Set: hPa	Rwy Elev: 51 hPa	Trans level: By ATC	Trans alt: 7000'



DIST to RW28	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	2520'	2870'	3220'	3570'	3920'	4270'	4620'	4970'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI ZH465
Glide Path Angle	3.30 <sup>^</sup>	409	526	584	701	817	
MAP at RW28							

Standard.		STRAIGHT-IN LANDING RWY 28	
LPV CAT I		LNAV/VNAV	
DA(H)	C: 2092' (676')	DA(H)	A: 2176' (760') C: 2187' (771')
AB: 2091' (675')	D: 2102' (686')	B: 2181' (765')	D: 2192' (776')
	ALS out		ALS out
			DA/MDA(H) 2250' (834')
			ALS out
A			
B			
C	4300m	4300m	4300m
D			

**LSZH/ZRH**  
ZURICH

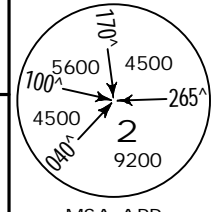
**JEPPESEN**  
26 NOV 21 **12-40** .Eff.2.Dec.

**ZURICH, SWITZERLAND**  
GLS Rwy 14

D-ATIS Arrival 125.730	ZURICH Arrival (APP/R) <b>1</b> 130.560 135.230	ZURICH Final (APP/R) by ATC 125.330	ZURICH Tower 118.1 120.230	Ground 121.905
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BRIEFING STRIP™

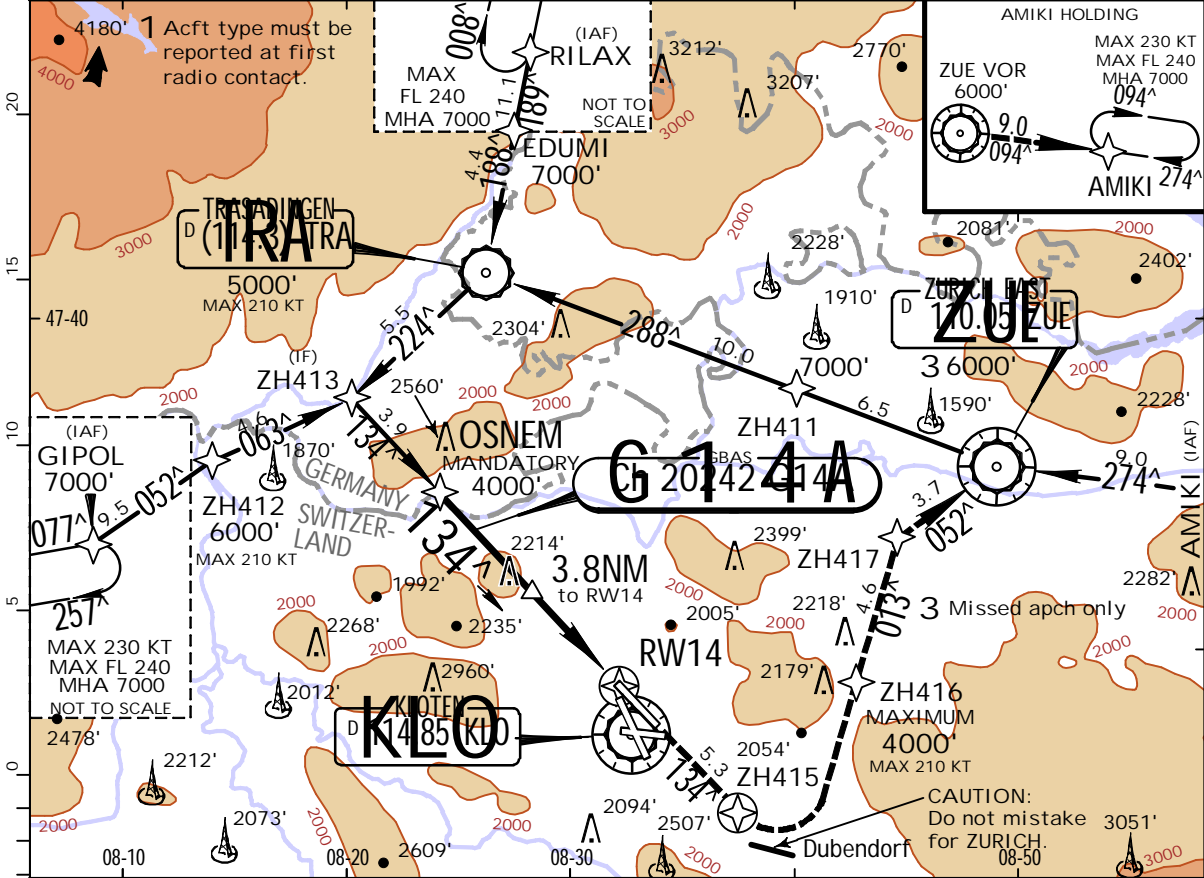
GBAS <b>Ch 20242</b> G14A	Final Apch Crs <b>134^</b>	OSNEM MANDATORY <b>4000'</b> (2598')	GLS DA(H) <b>1602'</b> (200')	Apt Elev 1417' Rwy 1402'
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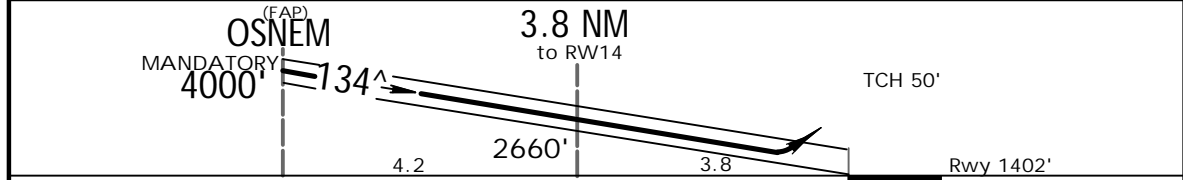
**MISSED APCH:** Initial climb clearance 4000'. Climb STRAIGHT AHEAD to ZH415. At ZH415 turn LEFT to ZH416 (MIM BANK 20^). Proceed via ZH417, ZUE VOR to AMIKI. Cross ZH416 at or below 4000'. After passing ZH416 continue climb to 7000'. Cross ZUE VOR at or above 6000'. MAX 210 KT until ZH416. After passing ZH416 MIM climb grad 6.7% up to 6000' due to airspace restrictions.

Alt Set: hPa	Rwy Elev: 50 hPa	Trans level: By ATC	Trans alt: 7000'
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1. GNSS required. 2. P-RNAV or RNAV1 certification required.



DIST to RW14	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	4000'	3680'	3360'	3040'	2730'	2410'	2090'	1770'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	210 KT MAX	ZH415 ↑
Glide Path Angle	3.00^	372	478	531	637	743			

**.Standard.** STRAIGHT-IN LANDING RWY 14  
GLS

DA(H) <b>1602'</b> (200')		
FULL	IDZ or CL out	ALS out
A		
B		
C	RVR 550m	RVR 550m <b>1</b>
D		RVR 1200m

**1** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

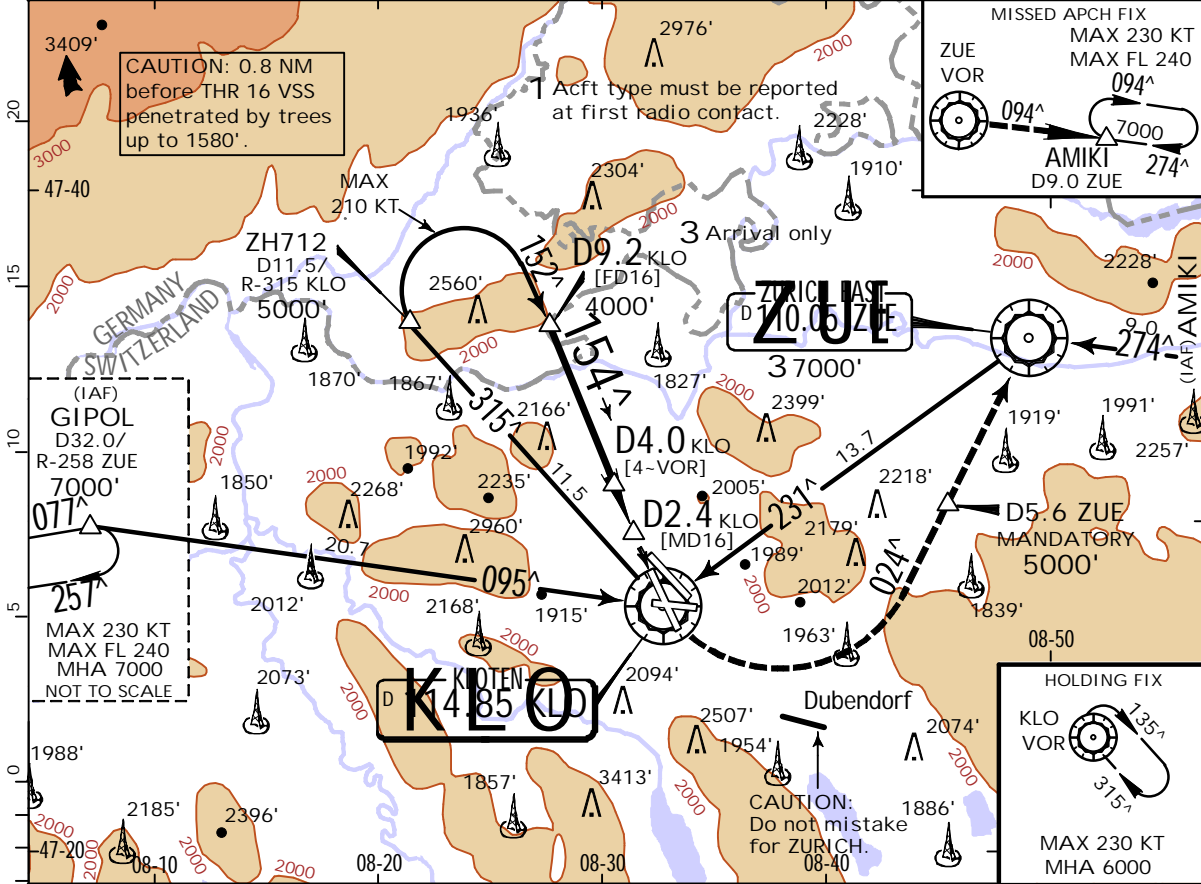


# LSZH/ZRH ZURICH

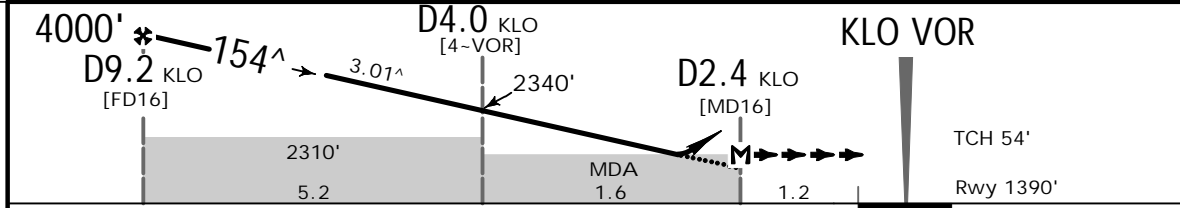
**JEPPesen**  
26 NOV 21 (13-1).Eff.2.Dec.

# ZURICH, SWITZERLAND VOR Rwy 16

D-ATIS Arrival 125.730	ZURICH Arrival (APP/R) 1 130.560 135.230	ZURICH Final (APP/R) by ATC 125.330	ZURICH Tower 118.1	Ground 121.905
VOR KLO 114.85	Final Apch Crs 154 <sup>^</sup>	D9.2 KLO 4000' (2610')	DA/MDA(H) 1950' (560')	Apt Elev 1417' Rwy 1390'
<b>MISSED APCH:</b> Initial climb clearance 5000'. Climb on R-334 inbound KLO VOR. At KLO VOR turn LEFT to intercept R-204 inbound ZUE VOR. Cross D5.6 ZUE at 5000'. At D5.6 ZUE to the station continue climb to 7000'. Proceed to ZUE VOR. At ZUE VOR intercept R-094 ZUE. Proceed to AMIKI. MIM climb grad 3.9% up to 5000', after passing D5.6 ZUE MIM climb grad 3.4% due to airspace restrictions.				
Alt Set: hPa	Rwy Elev: 50 hPa	Trans level: By ATC	Trans alt: 7000'	MSA ARP 25700 within 17 NM



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



Gnd speed-Kts	70	90	100	120	140	160		KLO 114.85 on KLO R-334
Descent Angle 3.01 <sup>^</sup>	373	479	532	639	745	852		

MAP at D2.4 KLO  
Standard.  
STRAIGHT-IN LANDING RWY 16  
CDFA  
DA/MDA(H) 1950' (560')  
ALS out

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

**LSZH/ZRH**  
ZURICH

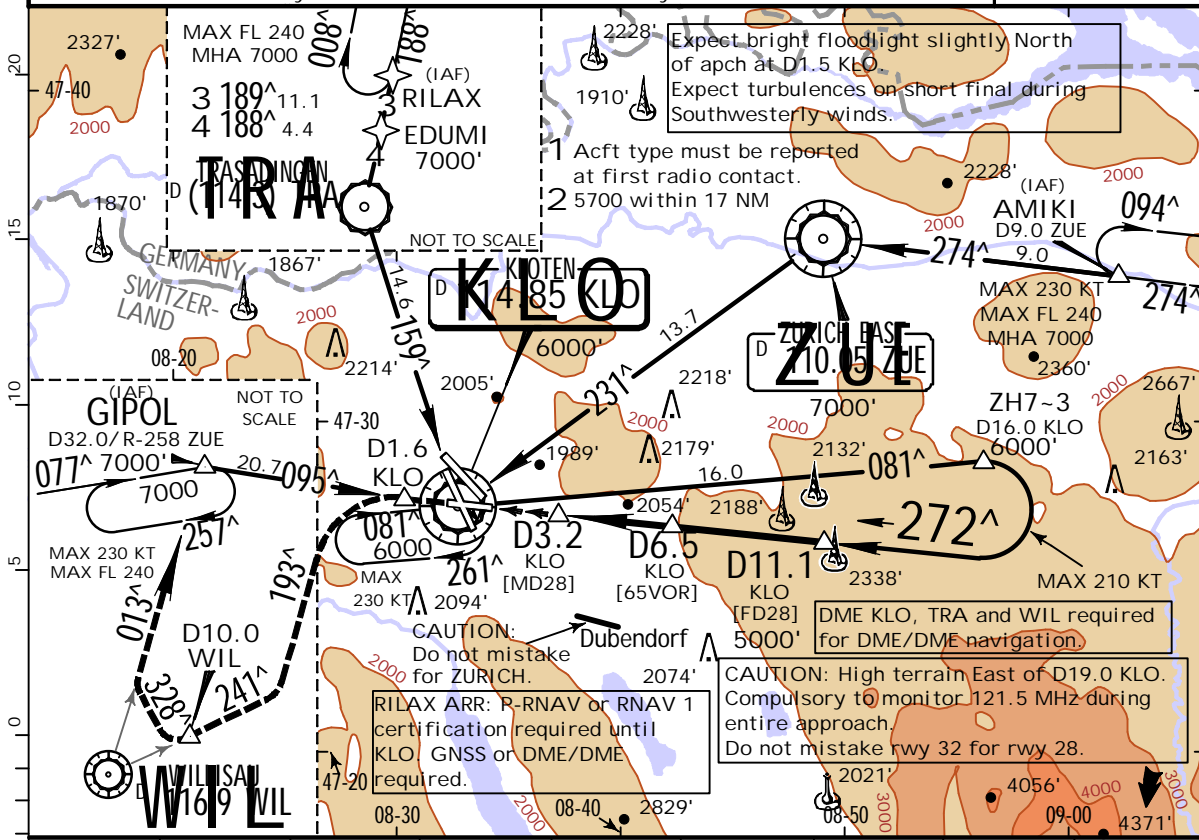
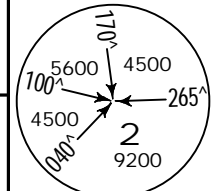
**JEPPESEN**  
26 NOV 21 (13-2). Eff. 2. Dec.

**ZURICH, SWITZERLAND**  
(GPS) **VOR Rwy 28**

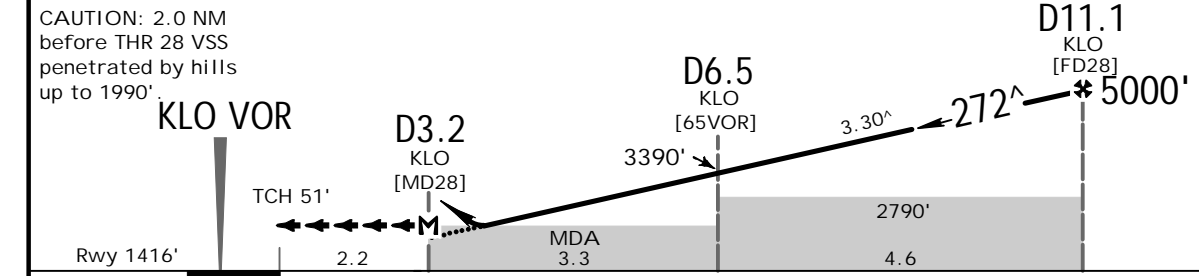
D-ATIS Arrival 125.730	ZURICH Arrival (APP/R) 1 130.560 135.230	ZURICH Final (APP/R) by ATC 125.330	ZURICH Tower 118.1	Ground 121.905
VOR KLO 114.85	Final Apch Crs 272 <sup>^</sup>	D11.1 KLO 5000' (3584')	DA/MDA(H) 2360' (944')	Apt Elev 1417' Rwy 1416'

**MISSED APCH:** Initial climb clearance 4000'. Climb on R-092 KLO. When passing KLO VOR continue on R-272. At D1.6 KLO past the station turn LEFT (MAX 210 KT) onto 193<sup>^</sup>, then continue climb to 7000'. Intercept R-061 WIL inbound. At D10.0 WIL turn RIGHT onto 328<sup>^</sup> to intercept R-013 WIL. Proceed to GIPOL. MIM climb grad 4.6% up to 5900' due to airspace restrictions.

Alt Set: hPa      Rwy Elev: 51 hPa      Trans level: By ATC      Trans alt: 7000'



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	REIL PAPI	D1.6 after KLO
Descent Angle 3.30 <sup>^</sup>	409	526	584	701	817	934		

MAP at D3.2 KLO  
Standard.  
STRAIGHT-IN LANDING RWY 28  
CDFA  
DA/MDA(H) 2360' (944')  
ALS out

A	4300m
B	
C	
D	

**LSZH/ZRH**  
ZURICH

**JEPPESEN**  
26 NOV 21 (13-3). Eff. 2. Dec.

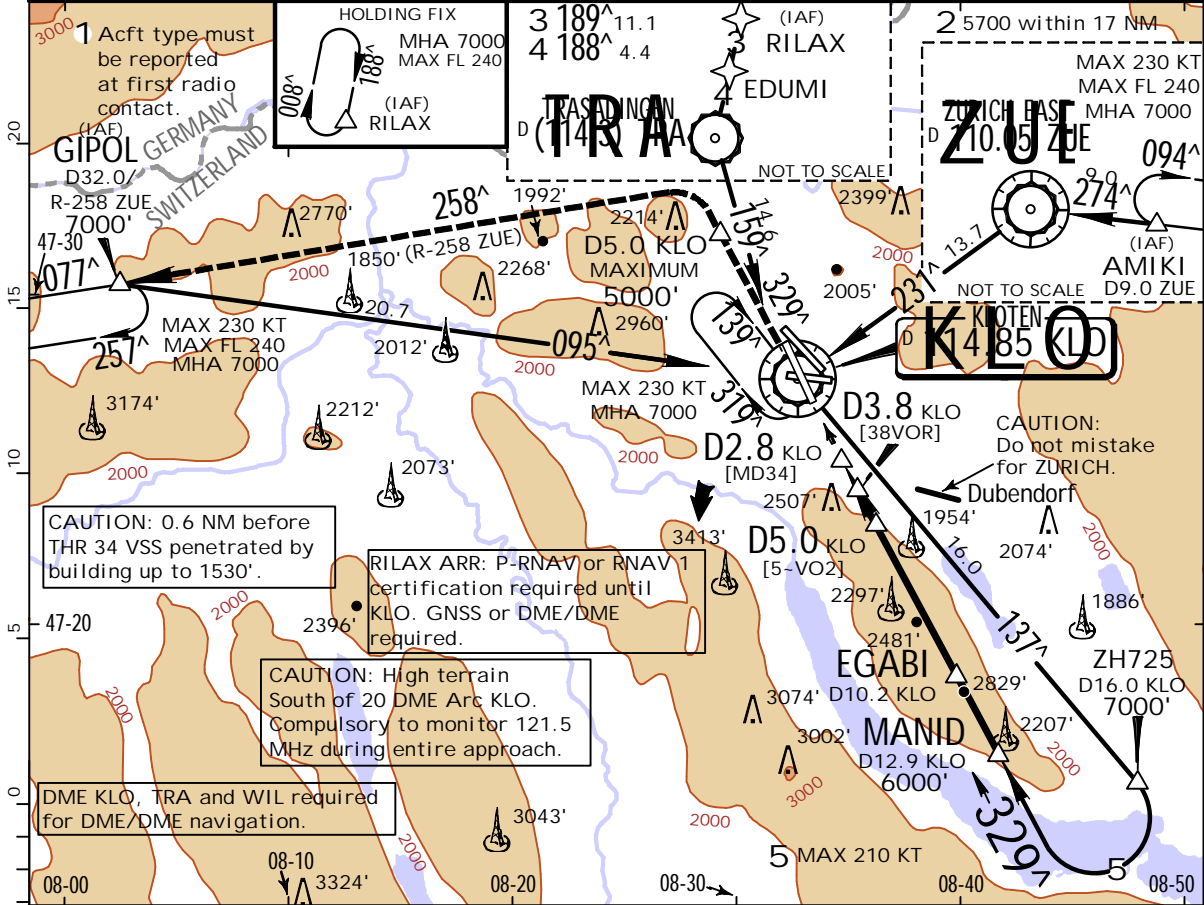
**ZURICH, SWITZERLAND**  
(GPS) **VOR Rwy 34**

D-ATIS Arrival 125.730	ZURICH Arrival (APP/R) 1 130.560 135.230	ZURICH Final (APP/R) by ATC 125.330	ZURICH Tower 118.1	Ground 121.905
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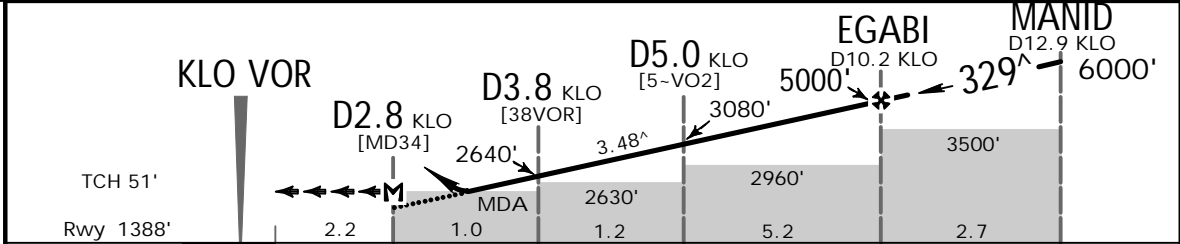
VOR KLO 114.85	Final Apch Crs 329 <sup>^</sup>	EGABI 5000' (3612')	DA/MDA(H) 2440' (1052')	Apt Elev 1417' Rwy 1388'	
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**MISSED APCH:** Initial climb to 5000'. Climb on R-149 inbound KLO VOR. Continue on R-329 KLO. At D5.0 KLO past the station turn LEFT (MAX 185 KT) to intercept R-258 ZUE. Continue climb to 7000'. Proceed to GIPOL.  
MIM climb grad 3.7% up to 6000' due to airspace restrictions.

Alt Set: hPa	Rwy Elev: 50 hPa	Trans level: By ATC	Trans alt: 7000'	MSA ARP
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KLO DME	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0
ALTITUDE	2710'	3080'	3450'	3820'	4190'	4560'	4930'	5300'	5670'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.48 <sup>^</sup>	431	554	616	739	985	
MAP at D2.8 KLO							

**.Standard.** STRAIGHT-IN LANDING RWY 34  
CDFA  
DA/MDA(H) **2440'** (1052')  
ALS out

A	RVR 1500m
B	
C	RVR 2400m
D	

### Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>ZURICH, (ZURICH - LSZH)</b>				
REV	AIRPORT BRIEFING (GEN CON...	10-1P4	24 Mar 2023	
REV	AIRPORT BRIEFING (ARR CON...	10-1P5	24 Mar 2023	

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport LSZH

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20211007

**End Date:** Until Further Notice

SID procedures suspended: (10-3E5) DEGES 2R, (10-3J) GERSA 1E, (10-3J1) GERSA 1H & 1N, (10-3J2) GERSA 2S, (10-3J3) GERSA 2W, (10-3S) WIL 2D.