

LSZH/ZRH
ZURICH

7 APR 06

JEPPESEN

10-1P2

ZURICH, SWITZERLAND

AIRPORT BRIEFING

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

- Permission requests shall contain the following data:
- New request, modification or cancellation;
- Registration mark;
- Type of flight/IFR, test or instruction flight;

- Landing and/or Take-off;
Date:

- Origin;
- ETA in UTC over the initial approach fix (GIPOL, AMIKI, RILAX);
- Estimated Off-Block Time (EOBT LSZH in UTC);
- Flight number/call sign

1.4. TAXI PROCEDURES

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

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

APT slots have to be requested before filling any flight plan, by calling:

TEL: +41 (0) 43 816 4637
Flight plans have to be filed at least 2 HR before EOBT. Filled FLT plans have to

1.5. OTHER INFORMATION

1.5.5.1. PERMISSION REQUEST PROCEDURES

1.5.1.1. GENERAL

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

1.5.1.2. SCHEDULED AIR TRAFFIC & CHARTER FLIGHTS

Prior to general aviation departures all pilots/operators have to contact Slot Management:
TEL: +41 (0) 43 816 7316 in order to reconfirm ATC slots issued and transmitted by Central Flow Management Unit (CFMU) Brussels. Prior to departure and after landing all pilots/operators shall report at the C-Office in the General Aviation Service Centre.
Application for ATC slots outside office hours will be automatically connected to FMP.
Modifications and cancellations of the already permitted flight as well as all modifications of the PIN times which need a new permission, shall be notified

immediately to Slot Management.

Start-up or taxi clearances to IFR and VFR general aviation traffic will be delivered

by Arron Control only if the delay does not exceed 15 min to the received APT's

1.5.1.3. NON-SCHEDULED COMMERCIAL AIRTRAFFIC & NON-COMMERCIAL

AIR TRAFFIC

- Air traffic which has to approach Zurich AP1 due to security, meteorological or technical reasons;

- Search and rescue, urgent medical and emergency flights,
- State ACFT flights with Diplomatic Clearance by FOCA;

Technical check flight have to be co-ordinated with ALC IWK
(TEL: +41 (0) 43 816 3903) at least one hour prior ETD.

The following declarations should be stated:

- Requested flight program;

- Routing;

- Requested flight level;

- special flight program parts;

- Duration of special flight program parts:

AIC may instruct other times and/or routings respective impose other restrictions.

Subsequently a corresponding flight plan has to be filed.

NOTIFICATION OF GROUND TIME

For non-scheduled commercial flights and for private flights with aeroplanes and

helicopters, an indication of the ground elapse time in the flight plan under item 18

is required provided such flight plan is prescribed (e.g. RMK/ground time 2 hr).

1.5.2.2. NOTIFICATION OF GROUND TIME

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

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

LSZH/ZRH
ZURICH

7 APR 06

JEPPESSEN
(10-1P3)

ZURICH, SWITZERLAND
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

RNAV STARs: MAX 250 KT below FL 100.
STARs: Above FL 100 as instructed by LANGEN Radar.
MAX 250 KT below FL 100.

2.2. NOISE ABATEMENT

2.2.1. GENERAL

The following procedures are designed to avoid excessive ACFT noise over populated areas in the vicinity of ZURICH APT. Deviations from published routes and procedures are only permitted for safety reasons. ACFT operators provable unable to comply shall submit alternative procedures for approval to the APT Authority. Jet ACFT not licensed in accordance with ICAO Annex 16, Vol 1, chapter 3 are not permitted.

2.2.2. ILS approach

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

2.2.3. Other approaches

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

Overflying of densely populated areas is to be avoided as far as possible.

2.2.4. REVERSE THRUST

Idle reverse may be exceeded only for operational or safety reasons.

2.3. GERMAN ORDINANCE

2.3.1. APPLICATION

Monday thru Friday from 2100 to 0700 LT.
Saturday, Sunday and German public holidays from 2000 to 0900 LT.

Landings before 0600 LT are not allowed.

2.3.2. OPERATION

Lowest FL to be used in German airspace is FL120.

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

LSZH/ZRH
ZURICH

7 APR 06

JEPPESSEN
(10-1P4)

ZURICH, SWITZERLAND
AIRPORT BRIEFING

2. ARRIVAL

2.4. CAT II/III OPERATIONS

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

2.5. RWY OPERATIONS

2.5.1. HOLD SHORT OPERATION RWY 28

Hold short operation allows approaches with admitted ACFT types in compliance with defined conditions on RWY 28 with simultaneous approaches and departures on RWY 16/34.
The LDA on RWY 28 for this operation is 4629'/1411m. This distance is marked on RWY 28 with 'Taxi Holding Position Marking' (Hold Short line on the RWY) and alternating RWY guard lights on both sides of the RWY.

The procedure is applicable under the following conditions:

- Ceiling is 1500' or above;
- Visibility is 5 km or more;
- RWY 28 is dry and not subject to tailwind component;
- No low level wind shear is reported and/or detected on RWY 28;
- The braking action on RWY 28 is not affected adversely by any kind of contamination (e.g. snow, ice, etc.);
- The braking action on the declared reduced LDA of RWY 28 is reported or measured as 'GOOD'.

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

2.6. TAXI PROCEDURES

ACFT shall taxi independently to the parking position as instructed by ZURICH Apron. If, while taxiing into a dock-parking position, the crew notices that the docking guidance system has not been put into operation or is otherwise unserviceable they shall stop the ACFT immediately.

The unserviceability has to be notified on the Apron Control frequency.

The ACFT shall not taxi any further, until a 'follow-me' car has taken over the guidance.

GA ACFT shall taxi to the published GA sectors. The final guidance will be provided by marshaller.

2.7. OTHER INFORMATION

2.7.1. LOCAL FLYING RESTRICTIONS

2.7.1.1. SCHEDULED AIR TRAFFIC

Flights can be planned between 0600-2400 LT.
Landings are not permitted between 0030-0600 LT. Exemptions can only be authorized by the APT Authority in unforeseen and exceptional cases.

2.7.1.2. NON-SCHEDULED COMMERCIAL AIR TRAFFIC

Flights can be planned between 0600-2300 LT.
Landings are not permitted between 2330-0600 LT. Exemptions can only be authorized by the APT Authority in unforeseen and exceptional cases.

LSZH/ZRH
ZURICH

17 NOV 06

JEPPesen

10-11P6

ZURICH, SWITZERLAND

AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

3.1.1 GENERAL

All act departing from Zurich are planned for remote de-icing, except:
- Pre-de-icing of ACFT parked over NIGHT.
- De-icing of Domestic aircraft.

- The de-icing status can be one of the following:
- De-icing on request**
Crew call DE-ICING COORDINATION on 130.37 and request de-icing latest 15 minutes before estimated time of departure.
Crew will be informed about the de-icing procedures foreseen (ON-STAND or REMOTE DE-ICING).
- General de-icing (as published by ATIS)**

General de-icing (as published by ATIS)
All ACFT are planned for de-icing, no special request required.
Crew check with DE-ICING COORDINATION on 130.37 which de-icing procedure is foreseen (ON-STAND or REMOTE DE-ICING).

[illegible]

3.1.2. ON-STAND DE-ICING

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

- Request taxi clearance on the respective frequency of ZÜRICH Apron

3. REMOTE DE-ICING

tow and/or start-up.

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

LSZH/ZRH
 ZÜRICH
 17 NOV 06
 JEPPESEN
 (10-1P7)
 ZÜRICH, SWITZERLAND
 AIRPORT BRIEFING

3. DEPARTURE

3.2. START-UP & PUSH-BACK PROCEDURES

3.2.1. CLEARANCE DELIVERY & START-UP PROCEDURES

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

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

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

During winter operation, special DEP regulation active in case of moderate to heavy snow/fall. Info on ATIS.

When ready request start-up clearance irrespective of ATC slot.

3.2.2. PUSH-BACK PROCEDURES

3.2.2.1. GENERAL

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

3.2.2.2. ACFT WITH AUXILIARY POWER UNIT

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

3.2.2.3 ACFT WITHOUT AUXILIARY POWER UNIT

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

3.3. SPEED RESTRICTIONS

MAX 250 KT below FL 100.

3.4. NOISE ABATEMENT

3.4.1. GENERAL

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

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

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

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

Fan jet engined ACFT

Take-off to 2900'

Take-off-power
 Take-off flaps

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

Reduce thrust to not less than climb power

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

Normal speed and en-route climb configuration.

At 4500'

LSZH/ZRH
 ZÜRICH
 24 MAR 06
 JEPPESEN
 (10-1P8)
 ZÜRICH, SWITZERLAND
 AIRPORT BRIEFING

3. DEPARTURE

3.5. OTHER INFORMATION

3.5.1. LOCAL FLYING RESTRICTIONS

3.5.1.1. SCHEDULED AIR TRAFFIC

Flights can be planned between 0600-2400 LT.

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

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

3.5.1.2. NON-SCHEDULED COMMERCIAL AIR TRAFFIC

Flights can be planned between 0600-2300 LT.

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

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

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

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

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

3.5.1.3. PRIVATE TRAFFIC

Flights are not permitted between 2200-0600 LT.

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

3.5.1.4. EXEMPTIONS

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

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

An application for such requests shall be submitted to:

Zürich APT Authority

TEL: + 41 (0) 43 816 2111

1. GENERAL

ATIS 128.52

1.2. NOISE ABATEMENT PROCEDURES

1.2.1.1. PREFERENTIAL RUNWAY SYSTEM

LSZH/ZRH (DME/DME, GNSS) 1 APR 05 (10-2A) EFF 14 APR
 ZURICH, SWITZERLAND
 RNAV STAR

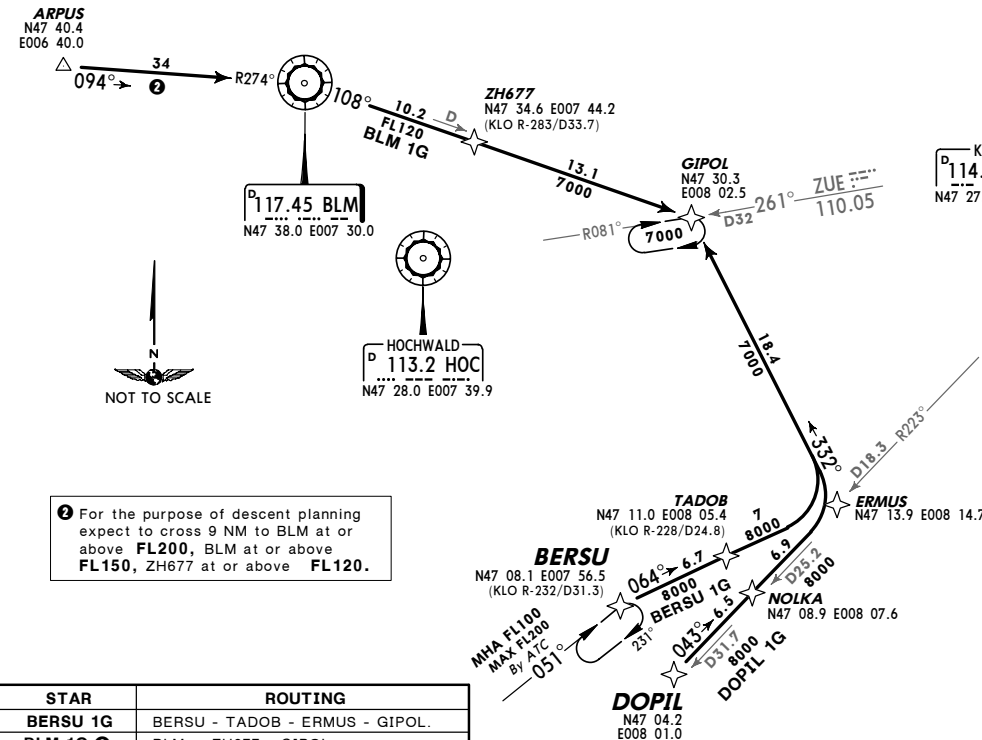
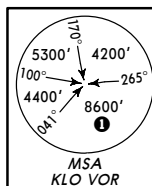
ATIS 128.52
 Apt Elev 1416'
 Alt Set: MPA
 Trans level: By ATC
 Trans alt: 7000'

BASEL-MULHOUSE ONE GOLF (BLM 1G)
 BERSU ONE GOLF (BERSU 1G) [BERSIG]
 DOPIL ONE GOLF (DOPIL 1G) [DOP1IG]
 RNAV ARRIVALS
 TO GIPOL HOLDING

SPEED MAX 250 KT BELOW FL100

KLOTEN
 D 114.85 KLO
 N47 27.4 E008 32.7

5900' within 17 DME



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

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

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

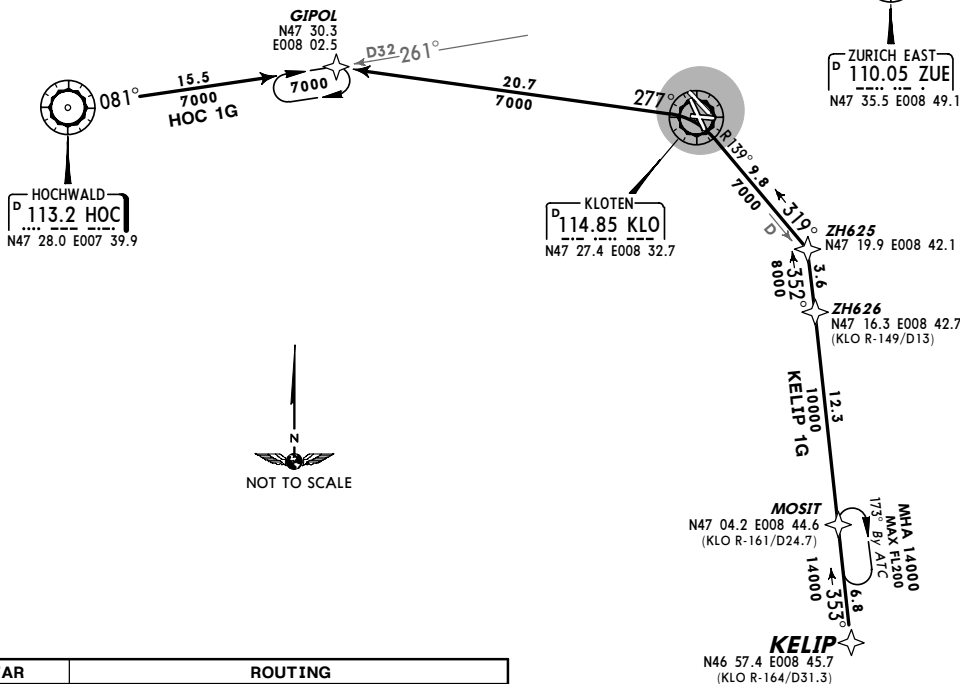
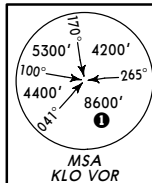
ATIS 128.52
 Apt Elev 1416'
 Alt Set: MPA
 Trans level: By ATC
 Trans alt: 7000'

HOCHWALD ONE GOLF (HOC 1G)
 KELIP ONE GOLF (KELIP 1G) [KEL1IG]
 RNAV ARRIVALS
 TO GIPOL HOLDING

SPEED MAX 250 KT BELOW FL100

ZURICH EAST
 D 110.05 ZUE
 N47 35.5 E008 49.1

5900' within 17 DME



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

LSZH/ZRH
ZÜRICH

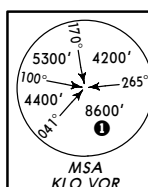
NEPPESSEN **ZÜRICH, SWITZERLAND**

1 APR 05 **10-2D** **EFF 14 Apr** **STAR**

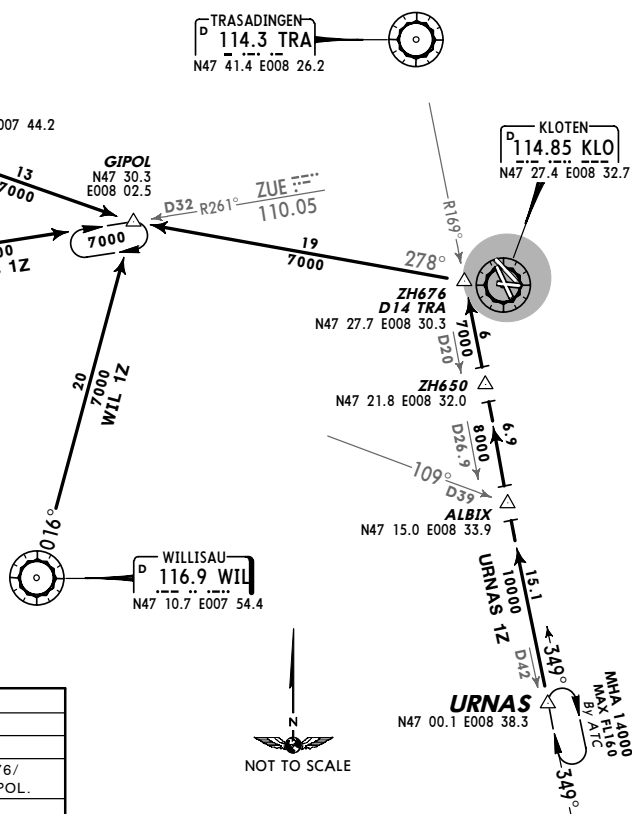
ATTIS 128.52	Apt Elev 1416'	Alt Set: hPa Trans level: By ATC	Trans alt: 7000'
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BASLE-MULHOUSE ONE ZULU (BLM 1Z)
 HOCHWALD ONE ZULU (HOC 1Z)
 URNAS ONE ZULU (URNAS 1Z) [*URNAS 1Z*]
 WILLISAU ONE ZULU (WIL 1Z)
 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



① 5900' within
17 DME



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

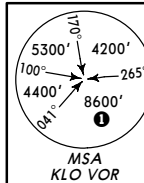
NOT TO SCALE

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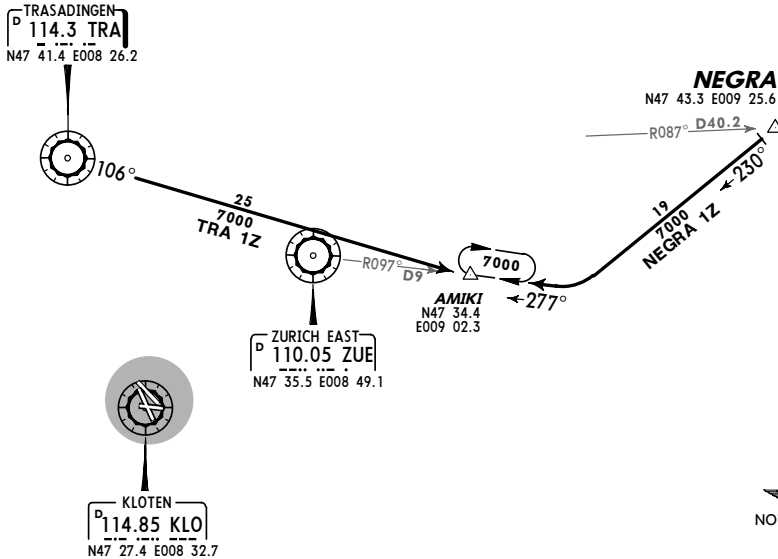
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LSZH/ZRH ZURICH			
JEPPESSEN ZURICH, SWITZERLAND			
1 APR 05 (10-2E) EFF 14 APR STAR			
ATIS 128.52	Apr Elev 1416'	Alt Set: nPA Trans level: By ATC	Trans alt: 7000'

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



5900' within
 17 DME



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

LSZH/ZRH ZURICH			
JEPPESSEN ZURICH, SWITZERLAND			
3 MAR 06 (10-3) EFF 16 MAR SID			
SID DESIGNATION		REFER TO CHART	

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

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

LSZH/ZRH
ZÜRICH

16 DEC 05

JEP **10-3B**

ZÜRICH, SWITZERLAND

SID

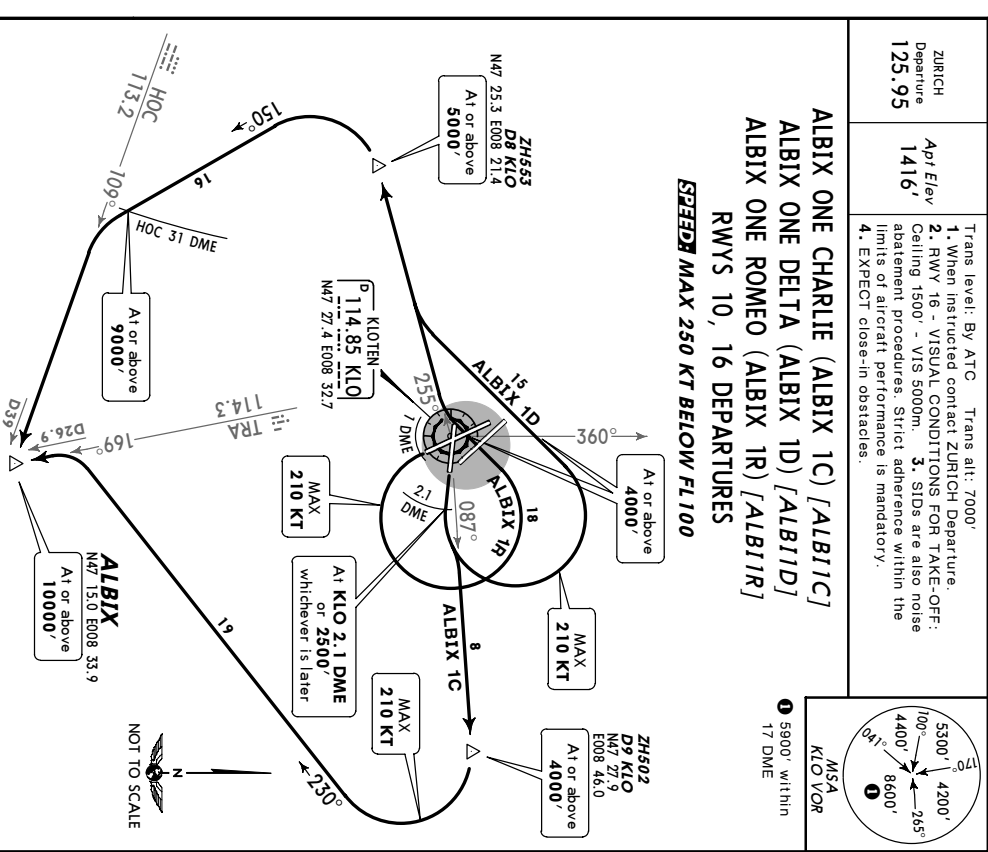
ZÜRICH Departure 125.95	Ap ^r Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZÜRICH Departure. 2. RWY 16 - VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.
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ALBIX ONE CHARLIE (ALBIX 1C) [ALBI1C]
ALBIX ONE DELTA (ALBIX 1D) [ALBI1D]
ALBIX ONE ROMEO (ALBIX 1R) [ALBI1R]
 RWYS 10, 16 DEPARTURES

SPEED MAX 250 KT BELOW FL100

MSA
KLO TOR

① 5900' within 17 DME



These SIDs require minimum climb gradients of

	75	100	150	200	250	300
ALBIX 1C, 1D: 395' per NM (6.5%) up to 2500'.	494	658	987	1317	1646	1975
ALBIX 1R: 389' per NM (6.4%) up to 2200'.	486	648	972	1296	1620	1944

Initial climb clearance 5000'		
SID	RWY	ROUTING

ALBIX 1C	10	Straight ahead to KLO 2, 1 DME or 2500' , whichever is later, intercept KLO R-087 to ZH502/D8 KLO, turn RIGHT, 230° track, intercept TRA R-169 to ALBIX.
ALBIX 1D		Straight ahead to KLO 2, 1 DME or 2500' , whichever is later, turn LEFT, intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.
ALBIX 1R	16	<p>Straight ahead,</p> <ul style="list-style-type: none"> - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or - if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2, 4 DME, whichever is earlier. Earliest turning point KLO 1 DME. <p>Intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.</p>

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ZÜRICH

28 JUL 06

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10-3D

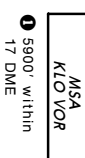
ZÜRICH, SWITZERLAND

SID

<p>ZÜRICH Departure 125.95</p>	<p>Apr/Elev 1416'</p>	<p>Trans level: By ATC Trans alt: 7000'</p> <p>1. When instructed contact ZÜRICH Departure 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.</p>	
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ALBIX ONE GOLF (ALBIX 1G) [ALB11G]
ALBIX ONE MIKE (ALBIX 1M) [ALB11M]

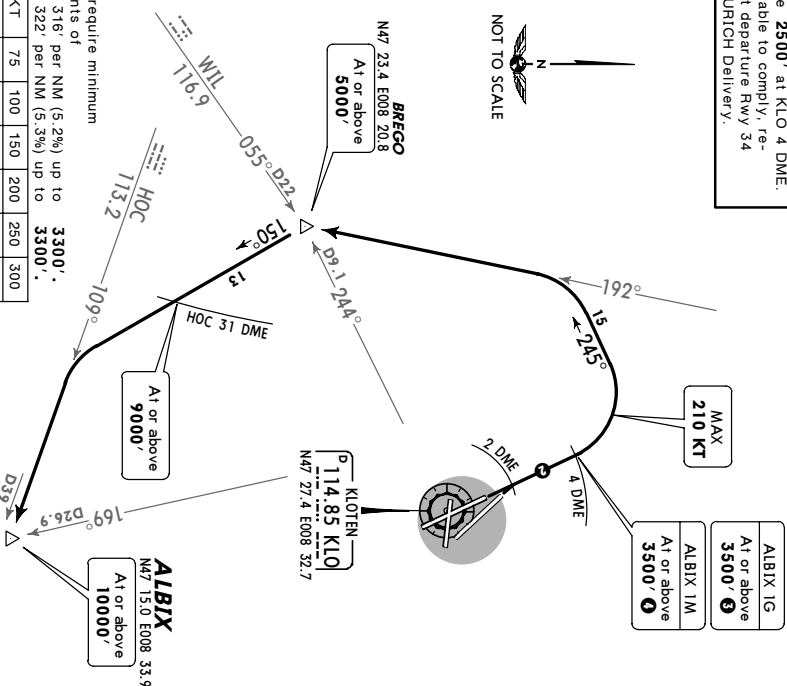
RWYS 34, 32 DEPARTURES



TRASADINGEN
114.3 TRA
N47 41.4 E08 26.2



NOT TO SCALE



These SIDs require minimum climb gradients of

ALIBX 1G: 316' per NM (5.2%) up to 3300'
ALIBX 1M: 322' per NM (5.3%) up to 3300'

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	15
322' per NM	403	537	805	1073	1342	16

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

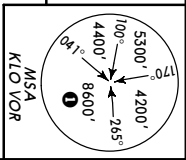
Initial climb clearance **5000**

SID	ROUTING	RWY
ALBIX 1G	Climb on 334° track, at KLO 4 DME, turn LEFT, 245° track, intercept TBA R-192 to BREGO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.	34
ALBIX 1M	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track at KLO	32

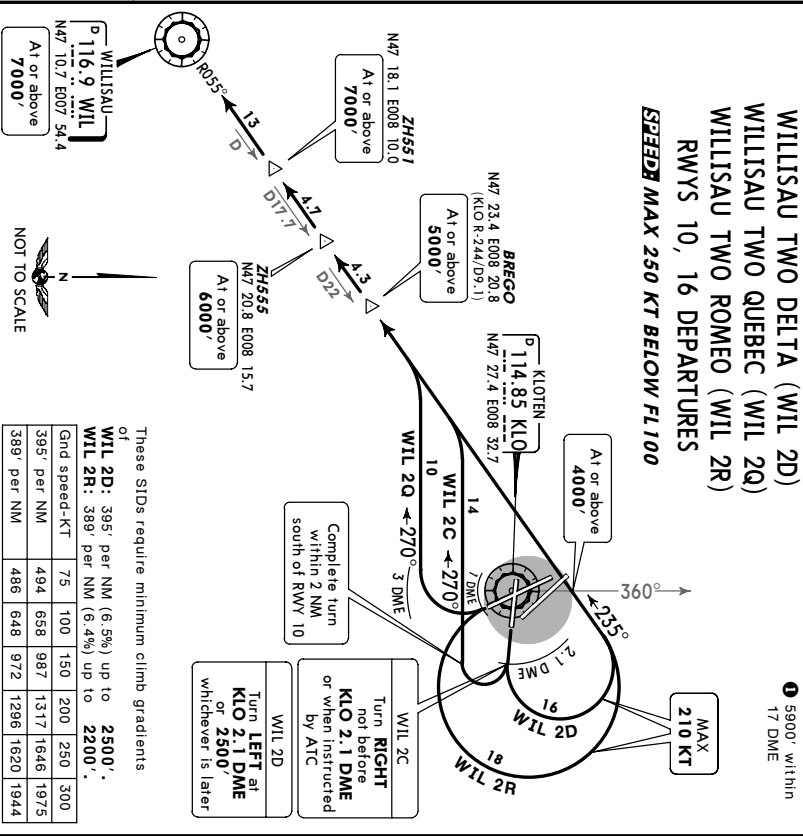
4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, turn LEFT 150° track, intercept HOC R-109 to ALBIX.

LSZH/ZRH
ZURICH
JEPPesen
28 JUL 06
(10-3E)
ZURICH, SWITZERLAND
SID

ZURICH Departure 125.95	Apt Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. Rwy 16 - VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.
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WILLISAU TWO CHARLIE (WIL 2C)
WILLISAU TWO DELTA (WIL 2D)
WILLISAU TWO QUEBEC (WIL 2Q)
WILLISAU TWO ROMEO (WIL 2R)
RWYS 10, 16 DEPARTURES
SPEED MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

WIL 2D:	395' per NM (6.5%)	up to	2500'.
WIL 2R:	389' per NM (6.4%)	up to	2200'.

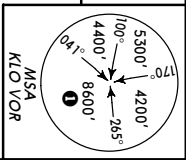
Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
389' per NM	486	648	972	1296	1620	1944

SID	RWY	ROUTING
WIL 2C FOR PROPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY	10	Climb straight ahead, short VISUAL RIGHT turn not before KLO 2.1 DME or when instructed by ATC, complete turn within 2 NM south of runway 10 and maintain visual ground contact up to 4400', 270° track, intercept WIL R-055 inbound to WIL.
WIL 2D		Climb straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to WIL.
WIL 2Q FOR PROPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY	16	Climb straight ahead, short VISUAL RIGHT turn not before KLO 1 DME or when instructed by ATC, complete turn within KLO 3 DME and maintain visual ground contact up to 4400', 270° track, intercept WIL R-055 inbound to WIL.
WIL 2R		Climb straight ahead, - If in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or - If in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept WIL R-055 inbound to WIL.

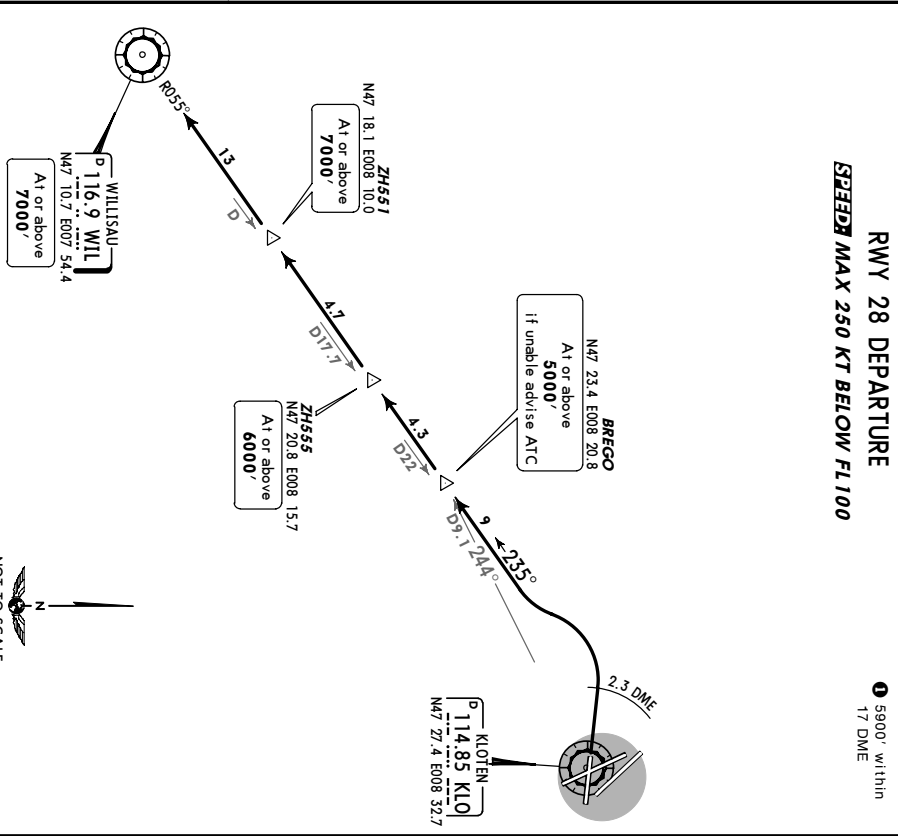
Allocated only if the relevant hill tops for visual part are clearly visible by TWR.
CHANGES: None.
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LSZH/ZRH
ZURICH
JEPPesen
28 JUL 06
(10-3F)
ZURICH, SWITZERLAND
SID

ZURICH Departure 125.95	Apt Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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WILLISAU TWO VICTOR (WIL 2V)
RWY 28 DEPARTURE
SPEED MAX 250 KT BELOW FL100



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

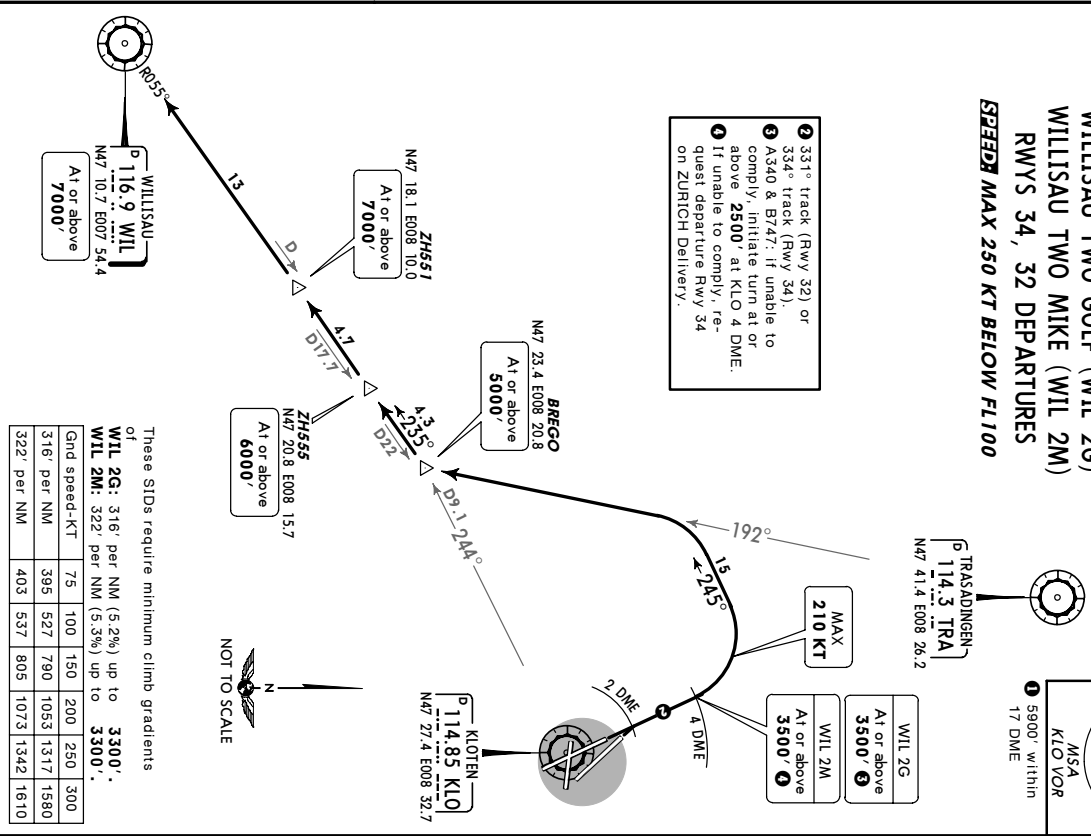
Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066

Climb straight ahead to KLO 2.3 DME, turn LEFT, intercept WIL R-055 inbound to WIL.
CHANGES: None.
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LSZH/ZRH
ZURICH
JEPPesen ZURICH, SWITZERLAND
SID
28 JUL 06 (10-3G)

ZURICH Departure 125.95	Apf Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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WILLISAU TWO GOLF (WIL 2G)
WILLISAU TWO MIKE (WIL 2M)
RWYS 34, 32 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



Initial climb clearance 5000'

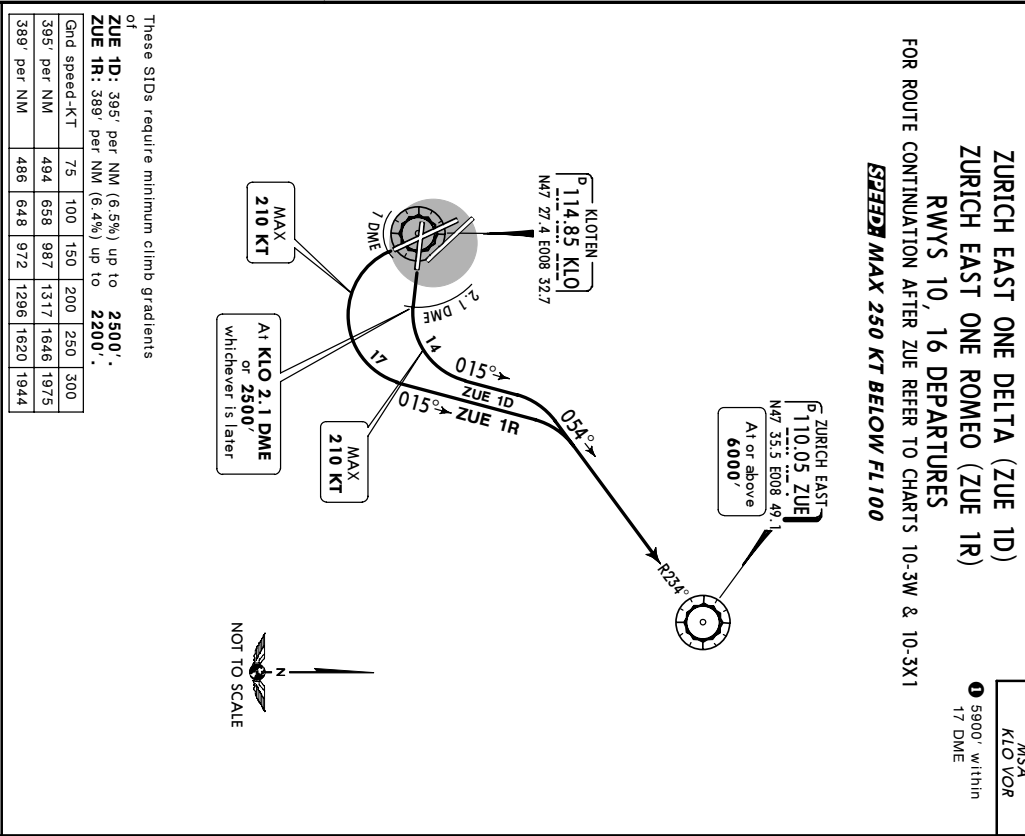
ROUTING

SID	RWY
WIL 2G	34
WIL 2M	32

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

ZURICH Departure 125.95	Apf Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. RWY 16 - VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.
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ZURICH EAST ONE DELTA (ZUE 1D)
ZURICH EAST ONE ROMEO (ZUE 1R)
RWYS 10, 16 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



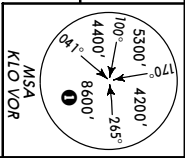
Initial climb clearance 5000'

ROUTING

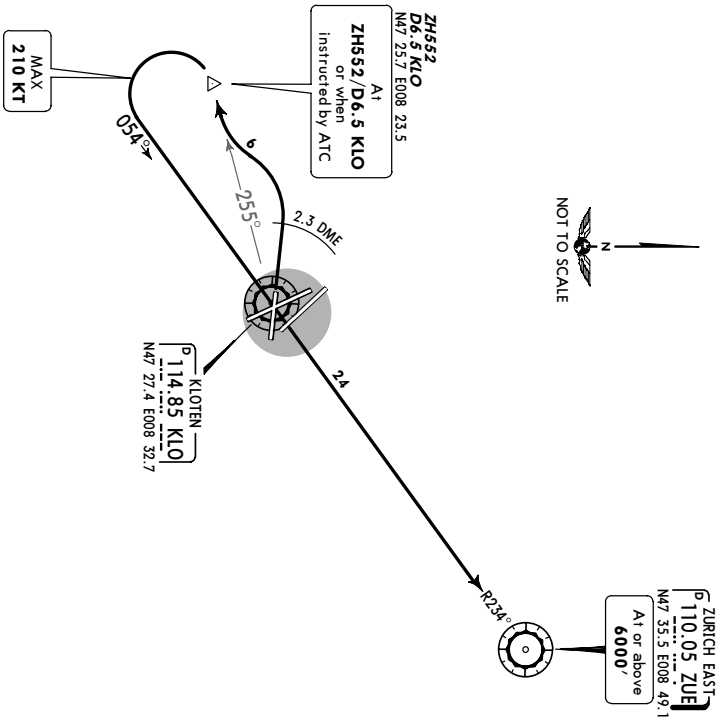
SID	RWY
ZUE 1D	10
ZUE 1R	16

LSZH/ZRH
ZURICH
16 DEC 05 (10-31)
JEPPesen ZURICH, SWITZERLAND
SID

ZURICH Departure 125.95	Ap ^t Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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ZURICH EAST ONE VICTOR (ZUE 1V)
RWY 28 DEPARTURE
FOR ROUTE CONTINUATION AFTER ZUE
REFER TO CHARTS 10-3W & 10-3X1
SPEED MAX 250 KT BELOW FL100



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

Grd speed-KT	75	100	150	200	250	300
413' per NM	516	688	1033	1377	1722	2066

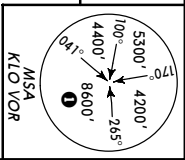
Initial climb clearance 5000'

ROUTING

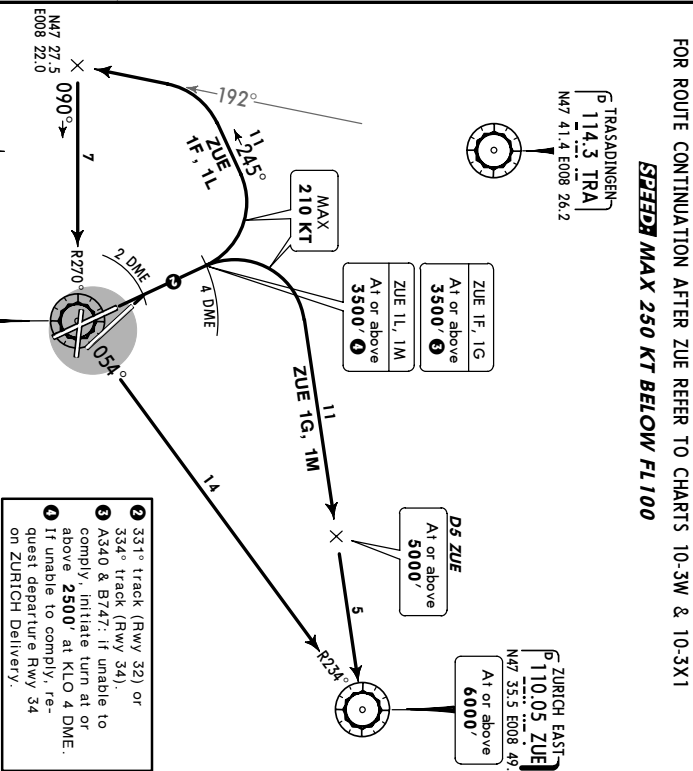
Straight ahead to KLO 2.3 DME, turn LEFT, intercept KLO R-255, at ZH552/D6.5 KLO or when instructed by ATC turn LEFT, intercept ZUE R-234 inbound to ZUE.

LSZH/ZRH
ZURICH
28 JUL 06 (10-3X)
JEPPesen ZURICH, SWITZERLAND
SID

ZURICH Departure 125.95	Ap ^t Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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ZURICH EAST ONE FOXTROT (ZUE 1F)
ZURICH EAST ONE GOLF (ZUE 1G)
ZURICH EAST ONE LIMA (ZUE 1L)
ZURICH EAST ONE MIKE (ZUE 1M)
RWYS 34, 32 DEPARTURES
FOR ROUTE CONTINUATION AFTER ZUE REFER TO CHARTS 10-3W & 10-3X1
SPEED MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

ZUE 1F, 1G: 316' per NM (5.2%) up to 3300',						
ZUE 1L, 1M: 322' per NM (5.3%) up to 3300'.						
Grd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
322' per NM	403	537	805	1073	1342	1610

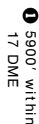
Initial climb clearance 5000'

ROUTING

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

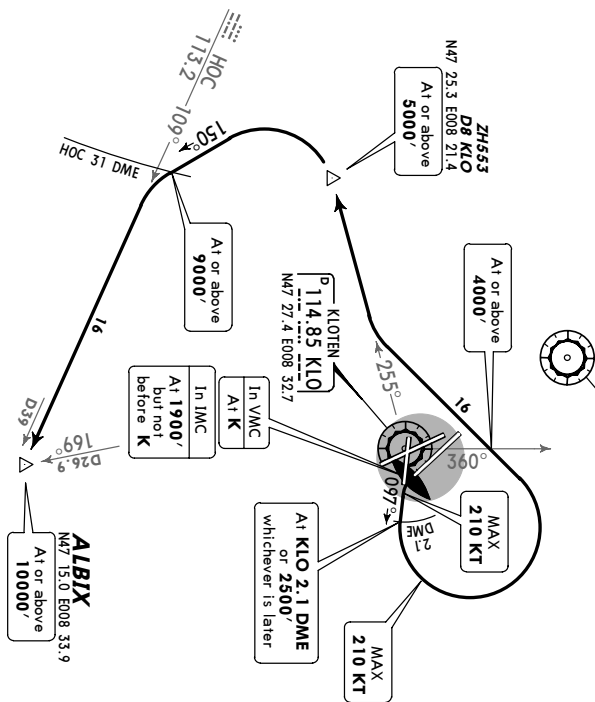
ZÜRICH, SWITZERLAND
SID

Trans level: By ATC Trans alt: 7000.
1. When instructed contact ZURICH Departure.
2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling
1500 - VIS 5000m. 3. SIDs are also noise abatement
procedures. Strict adherence within the limits of air-
craft performance is mandatory. 4. EXPECT close-in
obstacles.



SPEED: MAX 250 KT BELOW FL100

ACTIVATION BY INOAM OR
BY AIRPORT AUTHORITY ONLY



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

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

NOT TO SCALE

Initial climb clearance **5000'**

ROUTING

Straight ahead

- if in VMC turn LEFT at K/KLO R-080, 097° track, maintain visual ground contact up to **2500'**, or
- if in IMC turn LEFT (MAX 210 KT) at **1900'**, but not before K/KLO R-080, 097° track, at KLO 2.1 DME or **2500'**, whichever is later, turn LEFT, intercept KLO R-255 to ZH553/DBX.
- KLO turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

CHANGES: None.

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ZÜRICH, SWITZERLAND

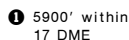
Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure.

2. VISUAL CONDITIONS.

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

4. EXPECT close-in obstacles.



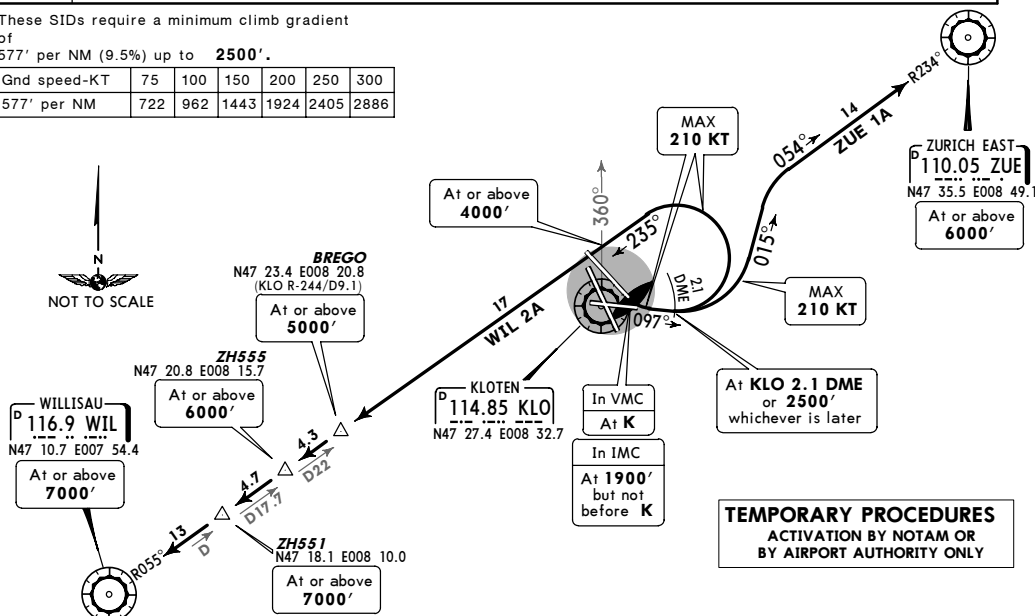
SPEED: MAX 250 KT BELOW FL100

Clearance **5000'**
ROUTING

Initial climb c	
SID	
WIL 2A	Climb straight ahead, - if in VMC turn LEFT at K/KLO R-080, 097° track, ma - if in IMC turn LEFT (MAX 210 KT) at 1900' , but r at KLO 2.1 DME or 2500' , whichever is later, turn LE
ZUE 1A	Climb straight ahead, - if in VMC turn LEFT at K/KLO R-080, 097° track, ma - if in IMC turn LEFT (MAX 210 KT) at 1900' , but r at KLO 2.1 DME or 2500' , whichever is later, turn LE

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

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



TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY

CHANGES: SID WIL 1A renumbered 2A; ZH555 established

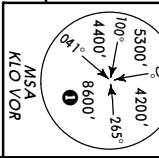
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LSZH/ZRH (DME/DME, GNSS) 3 MAR 06 (10-3N) EFF 16 Mar 10-3N ZÜRICH, SWITZERLAND RNAV SID

ZÜRICH
Departure
125.95

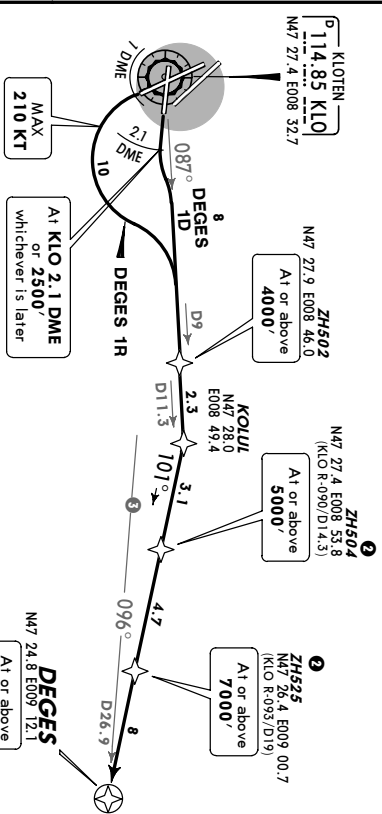
Ap'l Elev
1416'

Trans level: By ATC Trans alt: 7000'
1. When instructed contact ZÜRICH Departure.
2. Rwy 16 - VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
4. EXPECT close-in obstacles.



DEGES ONE DELTA (DEGES 1D) [DEGE1D]
DEGES ONE ROMEO (DEGES 1R) [DEGE1R]
RWYS 10, 16 RNAV DEPARTURES
BRNAV ABOVE MSA
BRNAV APPLICABLE WHEN PASSING 8600'
FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1
SPEED MAX 250 KT BELOW FL100

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



These SIDs require minimum climb gradients of

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

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

SID	RWY
DEGES 1D	10
DEGES 1R	16

Initial climb clearance 5000'

ROUTING

Climb straight ahead to KLO 2.1 DME or intercept KLO R-087 via ZH502 to KOLUL, then via ZH504 and ZH525 to DEGES.

Climb straight ahead.

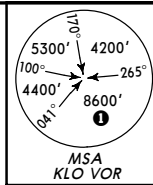
- if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or
- if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept KLO R-087 to ZH502, then to KOLUL, then via ZH504 and ZH525 to DEGES.

LSZH/ZRH (DME/DME, GNSS) 26 JUL 06 (10-3P) ZÜRICH, SWITZERLAND RNAV SID

ZÜRICH
Departure
125.95

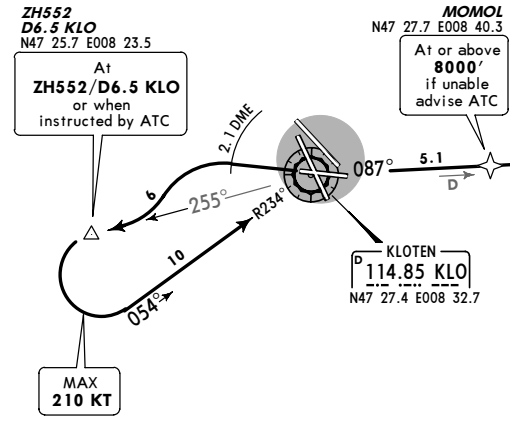
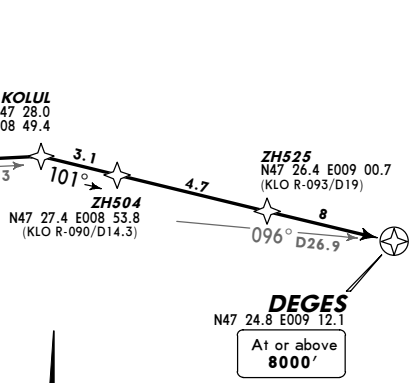
Ap'l Elev
1416'

Trans level: By ATC 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.



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

1 5900' within 17 DME



This SID requires a minimum climb gradient of

413' per NM (6.8%) up to 2500'.

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

Initial climb clearance 5000'

ROUTING

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

LSZH/ZRH

ZURICH

RNAV

(DME/DME, GNSS)

28 JUL 06

(10-30)

JEPPesen

ZURICH, SWITZERLAND

RNAV SID

ZURICH

Departure

125.95

1416'

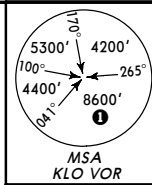
Apl Elev

Trans level: By ATC

Trans alt: 7000'

1. When instructed contact ZURICH Departure.

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



1 5900' within 17 DME

DEGES ONE FOXTROT (DEGES 1F) [DEGE1F]
 DEGES ONE HOTEL (DEGES 1H) [DEGE1H]
 DEGES ONE LIMA (DEGES 1L) [DEGE1L]
 DEGES ONE NOVEMBER (DEGES 1N) [DEGE1N]
 RWYS 34, 32 RNAV DEPARTURES
 FOR ROUTE CONTINUATION AFTER DEGES
 REFER TO CHARTS 10-3W & 10-3X1

SPEED MAX 250 KT BELOW FL100

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

DEGES
 At or above 8000'

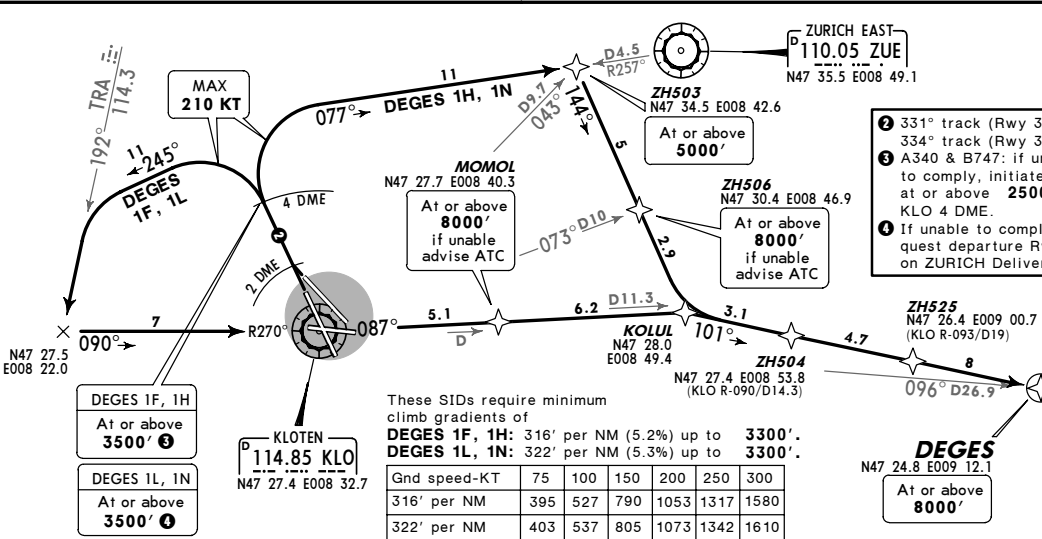


These SIDs require minimum climb gradients of

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

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

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



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

RNAV applicable when passing 5 KLO/ 6 ZH503.

LSZH/ZRH

ZURICH

RNAV

(DME/DME, GNSS)

28 JUL 06

(10-30)

JEPPesen

ZURICH, SWITZERLAND

RNAV SID

ZURICH

Departure

125.95

1416'

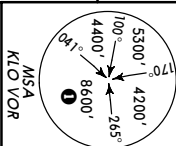
Apl Elev

Trans level: By ATC

Trans alt: 7000'

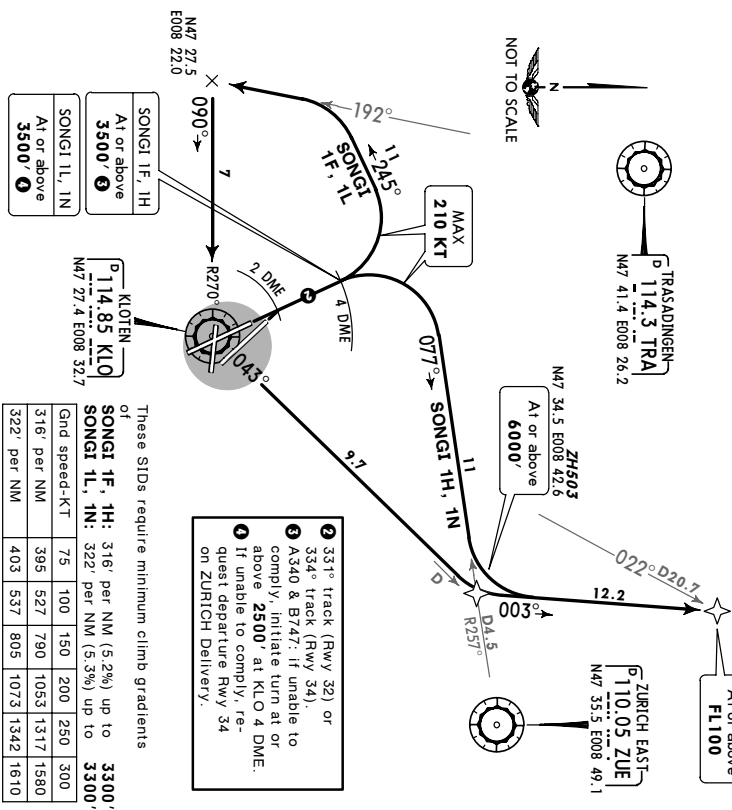
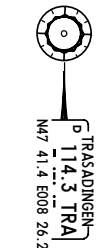
1. When instructed contact ZURICH Departure.

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



1 5900' within 17 DME

SONGI ONE FOXTROT (SONGI 1F) [SONGI1F]
 SONGI ONE HOTEL (SONGI 1H) [SONGI1H]
 SONGI ONE LIMA (SONGI 1L) [SONGI1L]
 SONGI ONE NOVEMBER (SONGI 1N) [SONGI1N]
 RWYS 34, 32 RNAV DEPARTURES
 FOR ROUTE CONTINUATION AFTER SONGI REFER TO CHART 10-3X
 SPEED MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

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

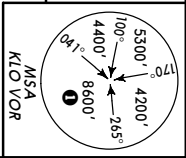
Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
322' per NM	403	537	805	1073	1342	1610

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

RNAV applicable when passing 5 KLO/ 6 ZH503.

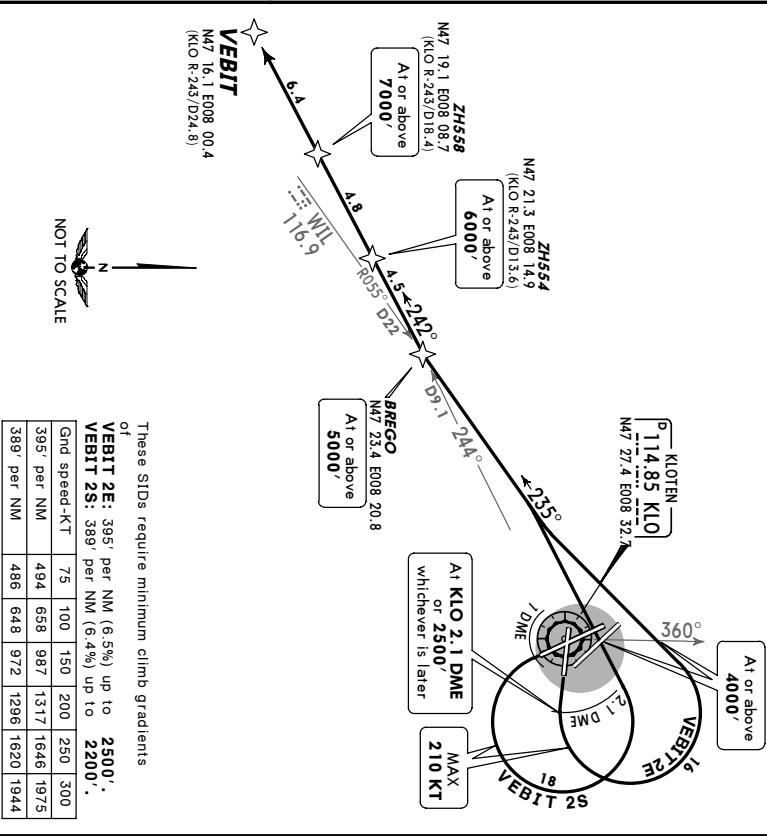
LSZH/ZRH (DME/DME, GNSS) RNAV ZURICH, SWITZERLAND
28 JUL 06 (10-3T) RNAV SID

ZURICH Departure 125.95	<i>Ap'l Elev</i> 1416'	Trans level: By ATC. Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. RWY 16 - VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.
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MSA
KLO YOR
1 5900' within
17 DME

VEBIT TWO ECHO (VEBIT 2E) [VEB12E]
VEBIT TWO SIERRA (VEBIT 2S) [VEB12S]
RWYS 10, 16 RNAV DEPARTURES
RNAV APPLICABLE WHEN PASSING BREGO
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2
***SPEEDS* MAX 250 KT BELOW FL100**



These SIDs require minimum climb gradients of

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

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

Initial climb clearance 5000'

ROUTING

SID	RWY
VEBIT 2E	10

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

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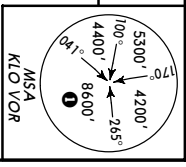
Climb straight ahead,
- if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or
- if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept WIL R-055 inbound to BREGO, then via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

CHANGES: None.

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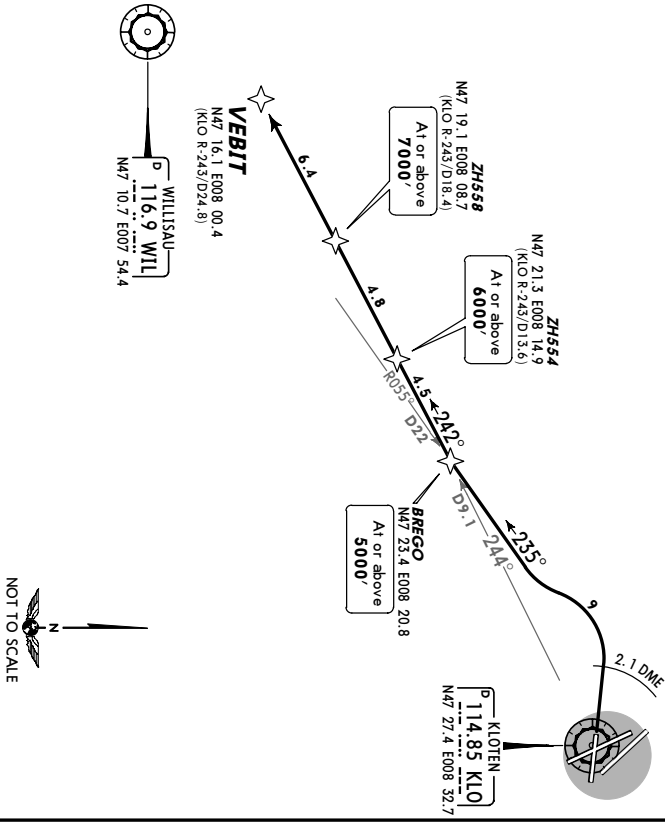
LSZH/ZRH (DME/DME, GNSS) RNAV ZURICH, SWITZERLAND
28 JUL 06 (10-3U) RNAV SID

ZURICH Departure 125.95	<i>Ap'l Elev</i> 1416'	Trans level: By ATC. Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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MSA
KLO YOR
1 5900' within
17 DME

VEBIT TWO WHISKEY (VEBIT 2W) [VEB12W]
RWY 28 RNAV DEPARTURE
RNAV APPLICABLE WHEN PASSING BREGO
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2
***SPEEDS* MAX 250 KT BELOW FL100**



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

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

Initial climb clearance 5000'

ROUTING

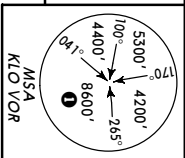
Straight ahead to KLO 2.1 DME, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH558 to VEBIT.

CHANGES: None.

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LSZH/ZRH **RNAV** **JEPPesen** **ZURICH, SWITZERLAND**
(DME/DME, GNSS) 16 DEC 05 (10-3V2) **RNAV SID**

ZURICH Departure 125.95	<i>Ap'l Elev</i> 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.
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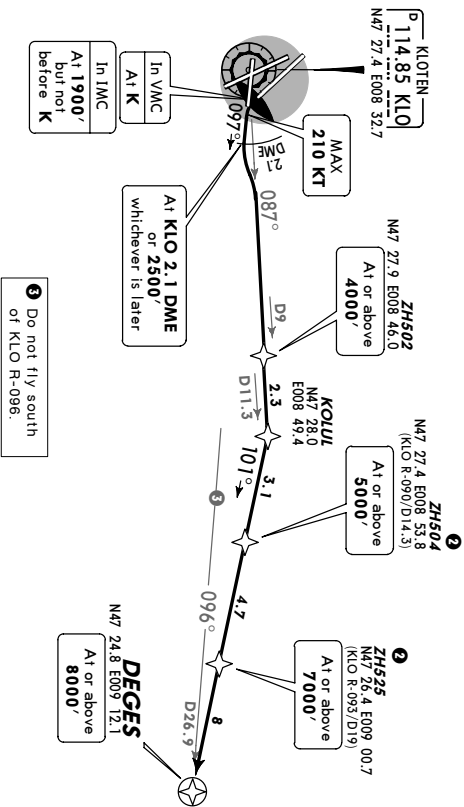


DEGES ONE ALFA (DEGES 1A) [DEGE1A]
RWY 14 RNAV DEPARTURE
RNAV ABOVE MSA
1 5900' within 17 DME

BRNAV APPLICABLE WHEN PASSING 8600'
FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1
***SPEED* MAX 250 KT BELOW FL100**

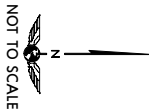
TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY

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



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

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

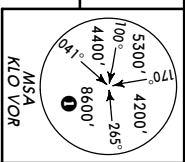


Initial climb clearance 5000'
ROUTING

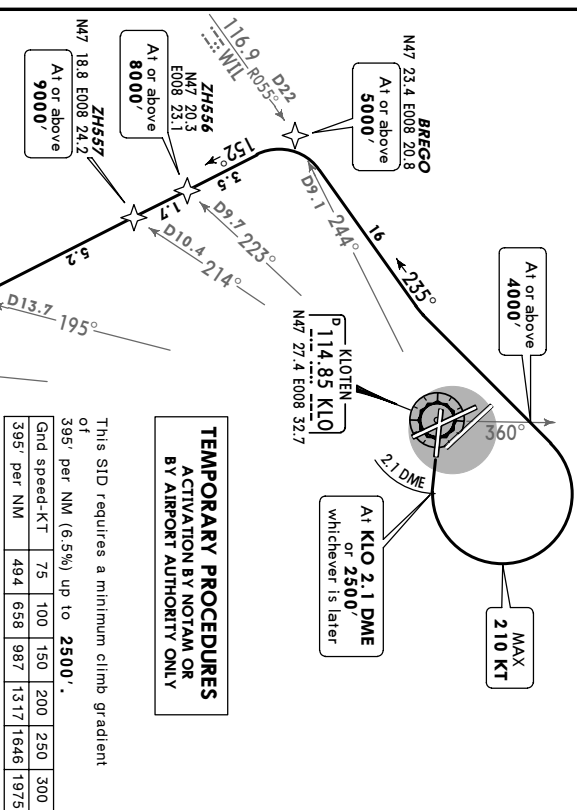
Straight ahead,
- if in VMC turn LEFT at K/KLO R-080, 087° track, maintain visual ground contact up to 2800', or
- if in IMC turn LEFT (MAX 210 KT) at 1900', but not before K/KLO R-080, 097° track, at KLO 2.1 DME or 2500', whichever is later, intercept KLO R-087 via ZH502 to KOLUL, then via ZH504 and ZH525 to DEGES.

LSZH/ZRH **RNAV** **JEPPesen** **ZURICH, SWITZERLAND**
(DME/DME, GNSS) 16 DEC 05 (10-3V2) **RNAV SID**

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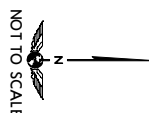


GERSA ONE ECHO (GERSA 1E) [GERSE1E]
RWY 10 RNAV DEPARTURE
RNAV APPLICABLE WHEN PASSING BREGO
***SPEED* MAX 250 KT BELOW FL100**



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

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

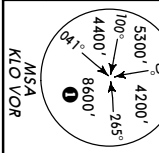


Initial climb clearance 5000'
ROUTING

Straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.
CONTINUATION
To RESIA: Proceed along airway Z 50.
Other directions: Proceed along airways N/UN 850.

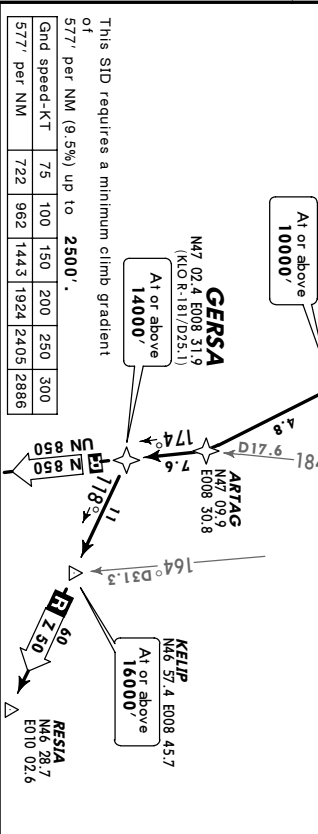
LSZH/ZRH (DME/DME, GNSS) **JEPPesen** **ZURICH, SWITZERLAND** **RNAV SID**
16 DEC 05 (10-3V3)

ZURICH Departure 125.95	Ap ^r Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH-Departure. 2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of air-craft performance is mandatory. 4. EXPECT close-in obstacles.
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GERSA ONE BRAVO (GERSA 1B) [GERS1B]
RWY 14 RNAV DEPARTURE
RNAV APPLICABLE WHEN PASSING BREGO
SPEEDS MAX 250 KT BELOW FL100
At or above 4000'
MSA KLO VOR 114.85 KHz, 27.4 E008 32.7
1 5900' within 17 DME
MAX 210 KT
MAX 210 KT
DME-2
At KLO 2.1 DME or 2500' whichever is later
In VMC
At 1900' but not before K
In IMC
At or above 3000'
BREGO N47 23.4 E008 20.8
At or above 5000'
WIL R-055-D22 116.9
ZHS56 N47 20.3 E008 23.1
At or above 8000'
ZHS57 N47 18.8 E008 24.2
At or above 9000'
AFOLT N47 14.2 E008 27.6
At or above 10000'
GERSA N47 02.4 E008 31.9 (KLO R-181/D25.1)
At or above 14000'
ARTAG N47 09.9 E008 30.8
KEILP N46 57.4 E008 45.7
At or above 16000'
RESIA N46 28.7 E010 02.6

TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY



Initial climb clearance 5000'

ROUTING

Straight ahead,
- if in VMC turn LEFT at K/KLO R-080, 097° track, maintain visual ground contact up to 2800', or
- if in IMC turn LEFT (MAX 210 KT) at 1900', but not before K/KLO R-080, 097° track, at KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZHS56, ZHS57 and AFOLT to ARTAG, then to GERSA.

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

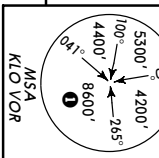
Other directions: Proceed along airways

CHANGES: Text description.

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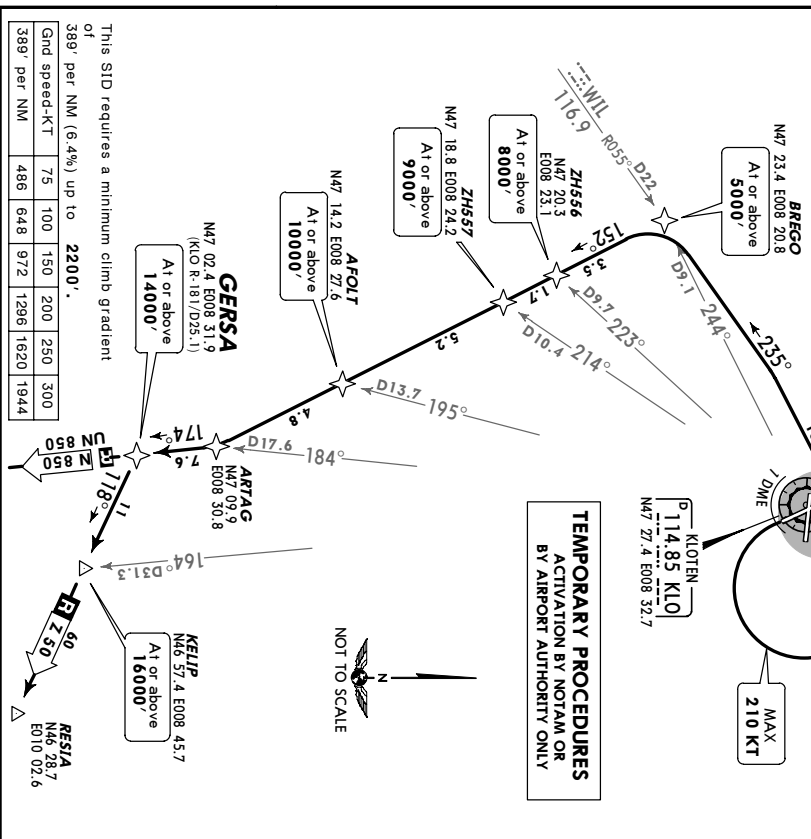
LSZH/ZRH (DME/DME, GNSS) **JEPPesen** **ZURICH, SWITZERLAND** **RNAV SID**
16 DEC 05 (10-3V4)

ZURICH Departure 125.95	Ap ^r Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH-Departure. 2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of air-craft performance is mandatory. 4. EXPECT close-in obstacles.
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GERSA ONE SIERRA (GERSA 1S) [GERS1S]
RWY 16 RNAV DEPARTURE
RNAV APPLICABLE WHEN PASSING BREGO
SPEEDS MAX 250 KT BELOW FL100
At or above 4000'
MSA KLO VOR 114.85 KHz, 27.4 E008 32.7
1 5900' within 17 DME
MAX 210 KT
MAX 210 KT
DME-1
At KLO 2.1 DME or 2500' whichever is later
In VMC
At 1900' but not before K
In IMC
At or above 3000'
BREGO N47 23.4 E008 20.8
At or above 5000'
WIL R-055-D22 116.9
ZHS56 N47 20.3 E008 23.1
At or above 8000'
ZHS57 N47 18.8 E008 24.2
At or above 9000'
AFOLT N47 14.2 E008 27.6
At or above 10000'
GERSA N47 02.4 E008 31.9 (KLO R-181/D25.1)
At or above 14000'
ARTAG N47 09.9 E008 30.8
KEILP N46 57.4 E008 45.7
At or above 16000'
RESIA N46 28.7 E010 02.6

TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY



Initial climb clearance 5000'

ROUTING

Straight ahead,
- if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or
- if in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME.
Intercept WIL R-055 inbound to BREGO, then via ZHS56, ZHS57 and AFOLT to ARTAG, then to GERSA.


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

Other directions: Proceed along airways

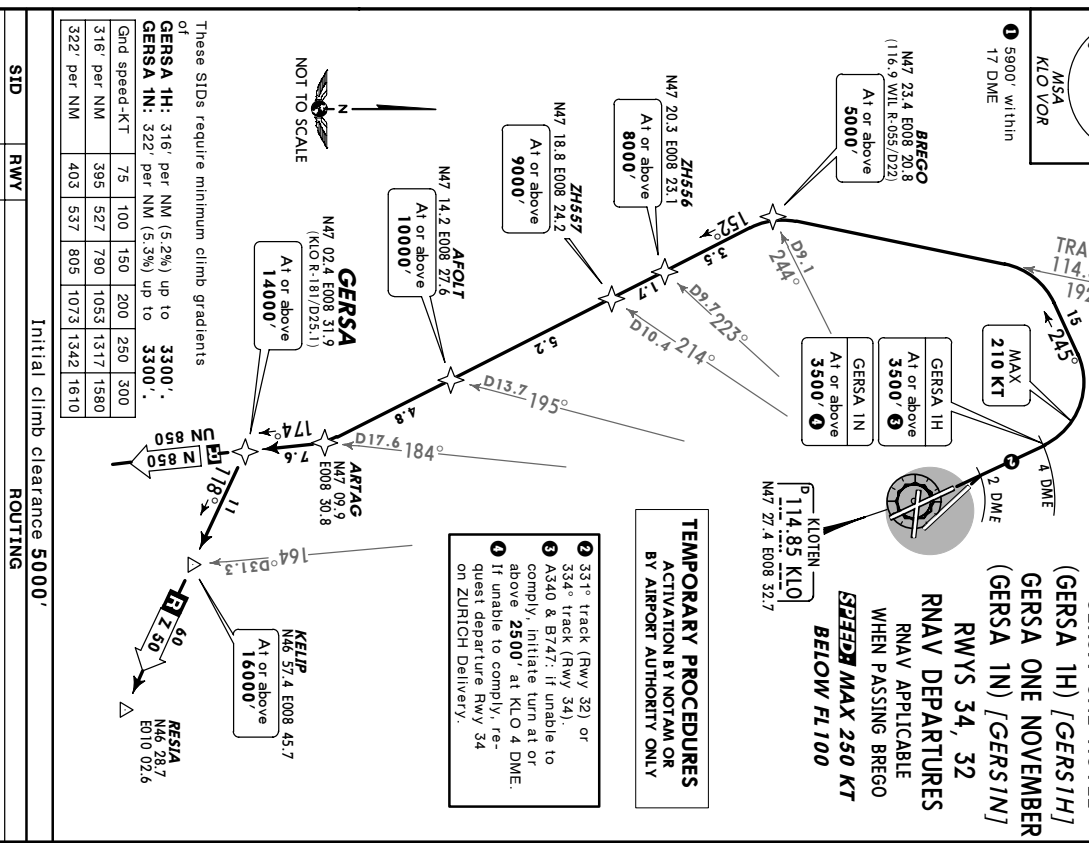
CHANGES: Text description.

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

	ZURICH Departure 125.95	Apt/Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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GERSA ONE HOTEL
 (GERSA 1H) [GERS1H]
 GERSA ONE NOVEMBER
 (GERSA 1N) [GERS1N]



These SIDs require minimum climb gradients of

GERSA 1H:	316' per NM (5.2%) up to	3300'.				
GERSA 1N:	322' per NM (5.3%) up to	3300'.				
Grnd speed-KT	75	100	150	200	250	300
316' per NM	385	527	790	1053	1317	1580
322' per NM	403	537	805	1073	1342	1610

Initial climb	
SID	RWY

at KLO 4 DME turn LEFT, 245 track,

RIGHT 331

turn LEFT, 245° track, intercept TRA R-192 to BREGO, then via ZH556 ZH557 and AFOLT to ARTAG, then to GERSA.

ON

long airway **Z 50.**

proceed along airways **N/UN 850**.

CHANGES: None.

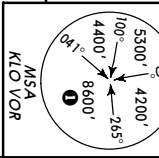
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CHANGES: Ballnote 3 revised

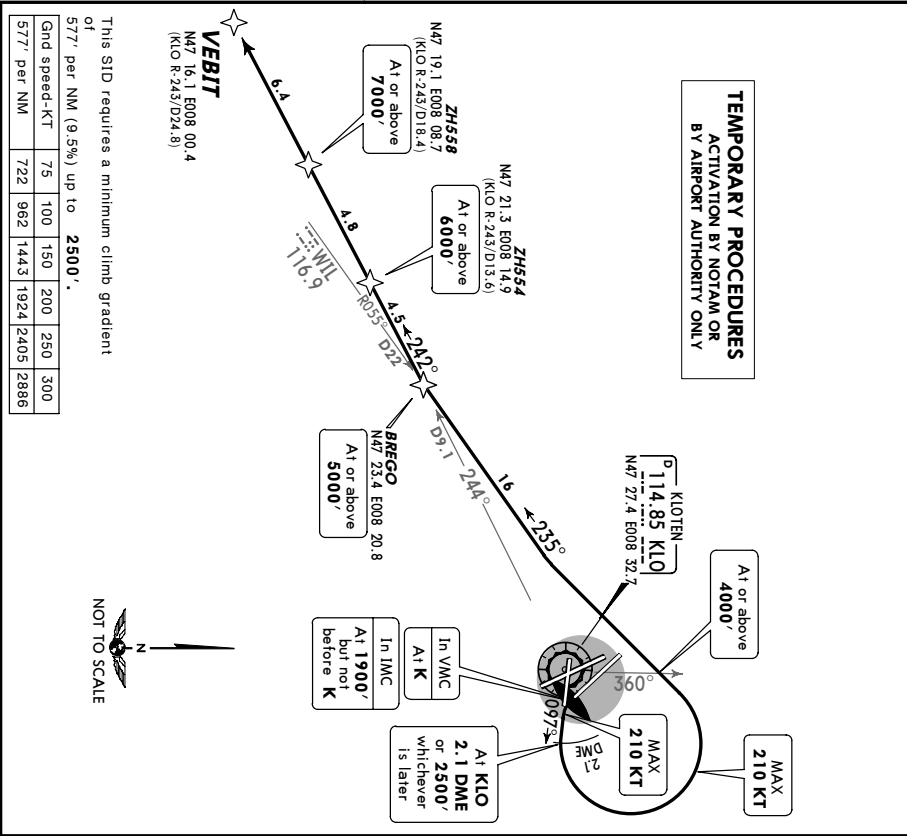
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LSZH/ZRH (DME/DME, 3 MAR 06 **(10-3V)** **EFF 16 Mar** **RNAV SID** **JEPPesen** **ZURICH, SWITZERLAND**

ZURICH Departure 125.95	Ap/ Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. VISUAL CONDITIONS FOR TAKE-OFF: Ceiling 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 4. EXPECT close-in obstacles.
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VEBIT TWO BRAVO (VEBIT 2B) [VEB12B]
RWY 14 RNAV DEPARTURE
RNAV APPLICABLE WHEN PASSING BREGO
FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2
***SPEED* MAX 250 KT BELOW FL100**

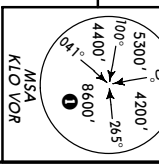


Initial climb clearance **5000'**
ROUTING

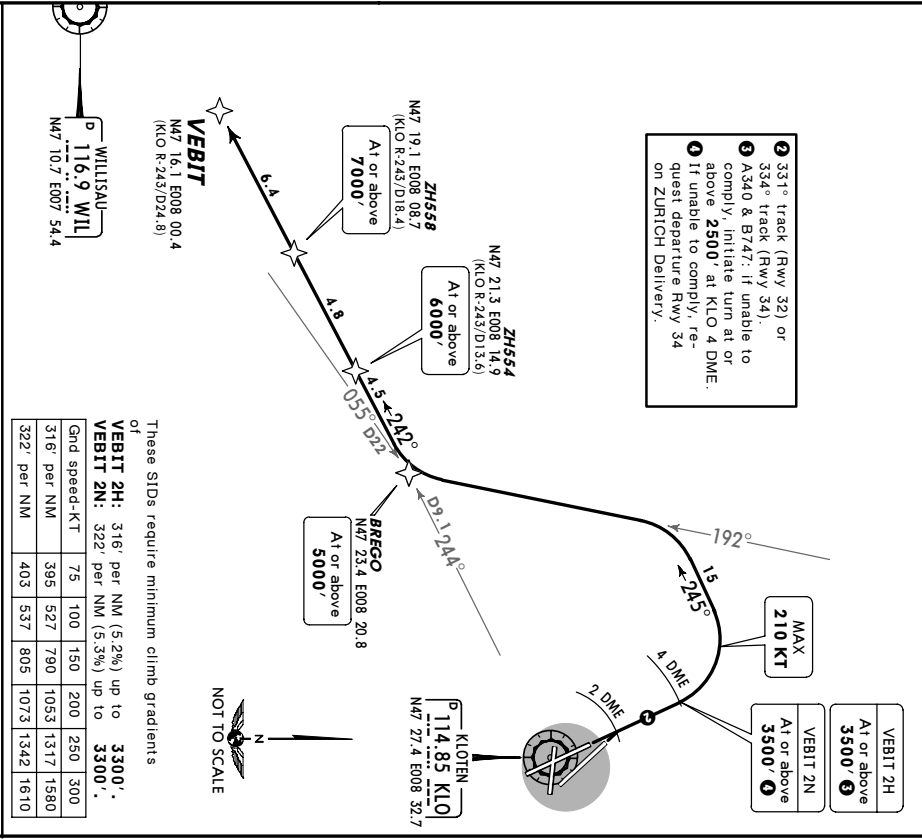
Climb straight ahead,
- if in VMC turn LEFT at K/KLO R-080, 097° track, maintain visual ground contact up to **2800'**, or
- if in IMC turn LEFT (MAX 210 KT) at **1900'**, but not before K/KLO R-080, 097° track, at KLO 2: 1 DME or **2500'**, whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH554 and ZH558 to VEBIT.
CHANGES: RNAV SID renumbered; ZH554 established.
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LSZH/ZRH (DME/DME, 28 JUL 06 **(10-3V)** **RNAV SID** **JEPPesen** **ZURICH, SWITZERLAND**

ZURICH Departure 125.95	Ap/ Elev 1416'	Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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VEBIT TWO HOTEL (VEBIT 2H) [VEB12H]
VEBIT TWO NOVEMBER (VEBIT 2N) [VEB12N]
RWYS 34, 32 RNAV DEPARTURES
RNAV APPLICABLE WHEN PASSING BREGO
FOR ROUTE CONTINUATION AFTER VEBIT
REFER TO CHART 10-3X2
***SPEED* MAX 250 KT BELOW FL100**



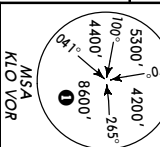
Initial climb clearance **5000'**
ROUTING

Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, then via ZH554 and ZH558 to VEBIT.
Climb straight ahead to KLO 2 DME, turn RIGHT, 337° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, then via ZH554 and ZH558 to VEBIT.
CHANGES: Balhove 3 revised.
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LSZH/ZRH
ZURICH
28 OCT 05 (10-3V)
JEPPesen ZURICH, SWITZERLAND
TRANSITION

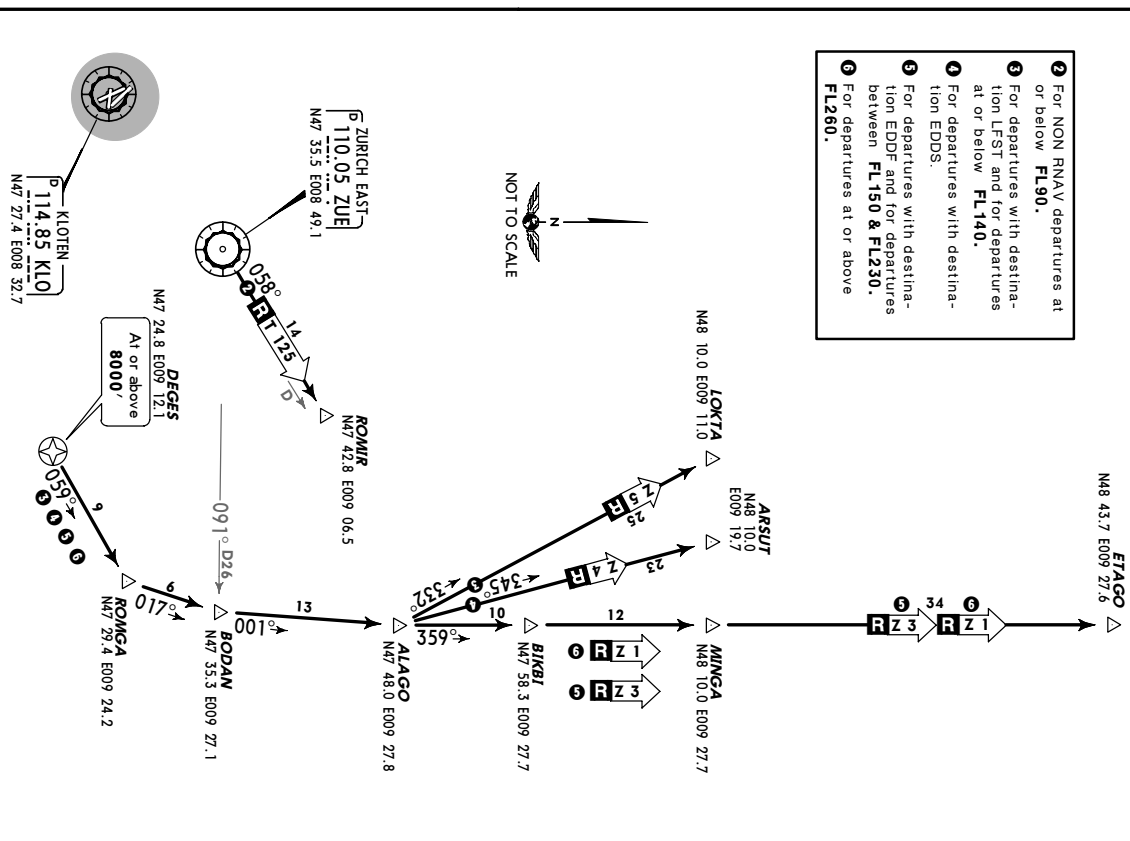
Apt Elev 1416'
Trans level: By ATC Trans alt: 7000'

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



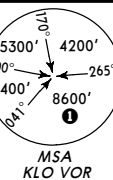
1 5900' within 17 DME

- 2 For NON RNAV departures at or below FL90.
- 3 For departures with destination LFST and for departures at or below FL140.
- 4 For departures with destination EDDS.
- 5 For departures with destination EDDF and for departures between FL150 & FL230.
- 6 For departures at or above FL260.



LSZH/ZRH
ZURICH
3 MAR 06 (10-3X1) EFF 16 MAR
JEPPesen ZURICH, SWITZERLAND
TRANSITION

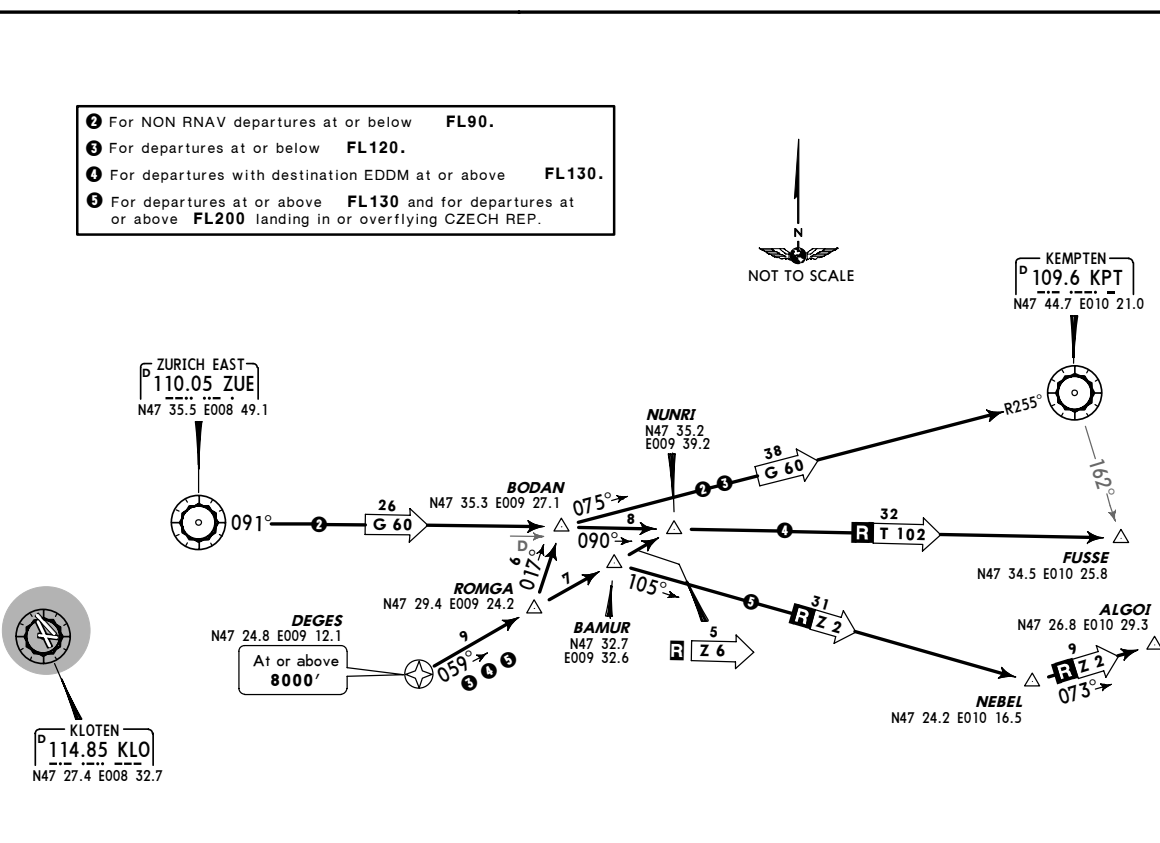
Apt Elev 1416'
Trans level: By ATC Trans alt: 7000'



1 5900' within 17 DME

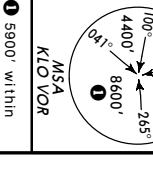
EASTBOUND TRANSITION ROUTES
AFTER DEGES & ZUE
RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100

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

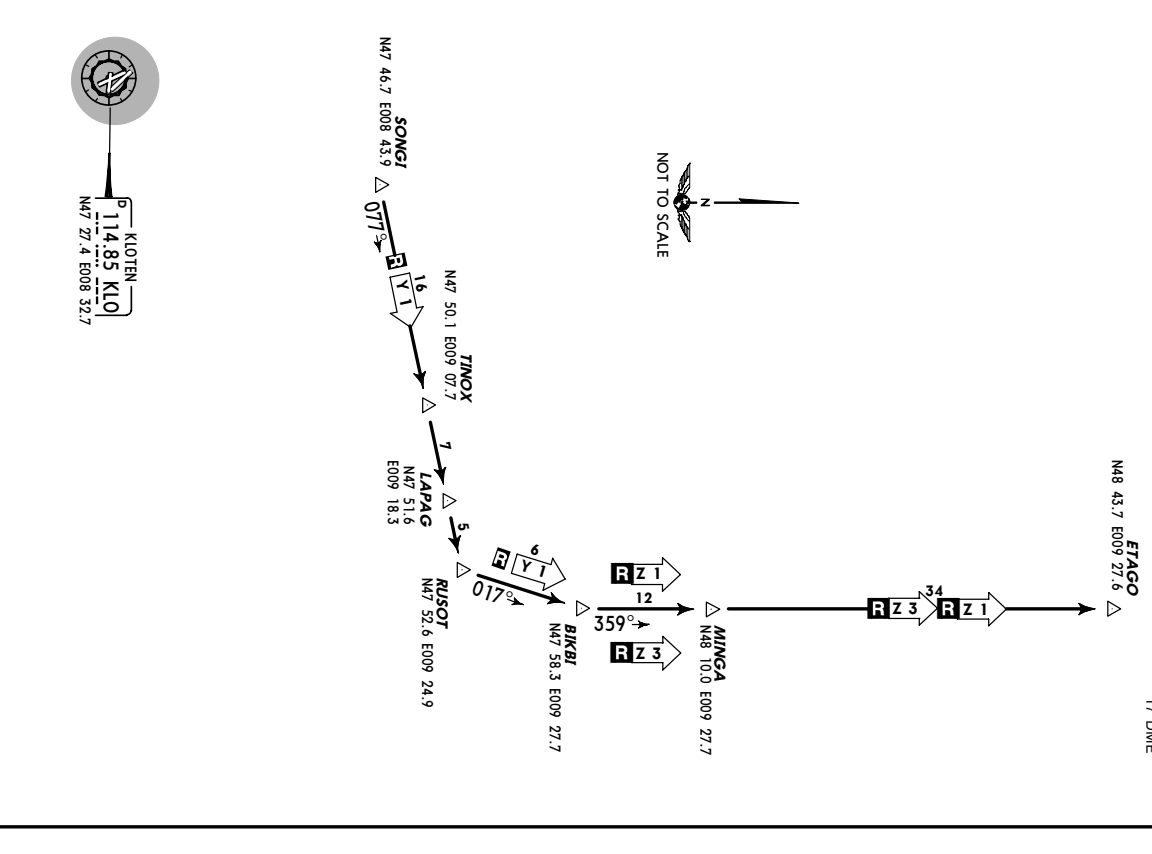


JEPPESSEN **ZÜRICH, SWITZERLAND**
R 06 **(10-3X2)** **Eff 16 Mar** **TRANSITION**

Apt Elev 1416'	Trans level: By ATC	Trans alt: 7000'
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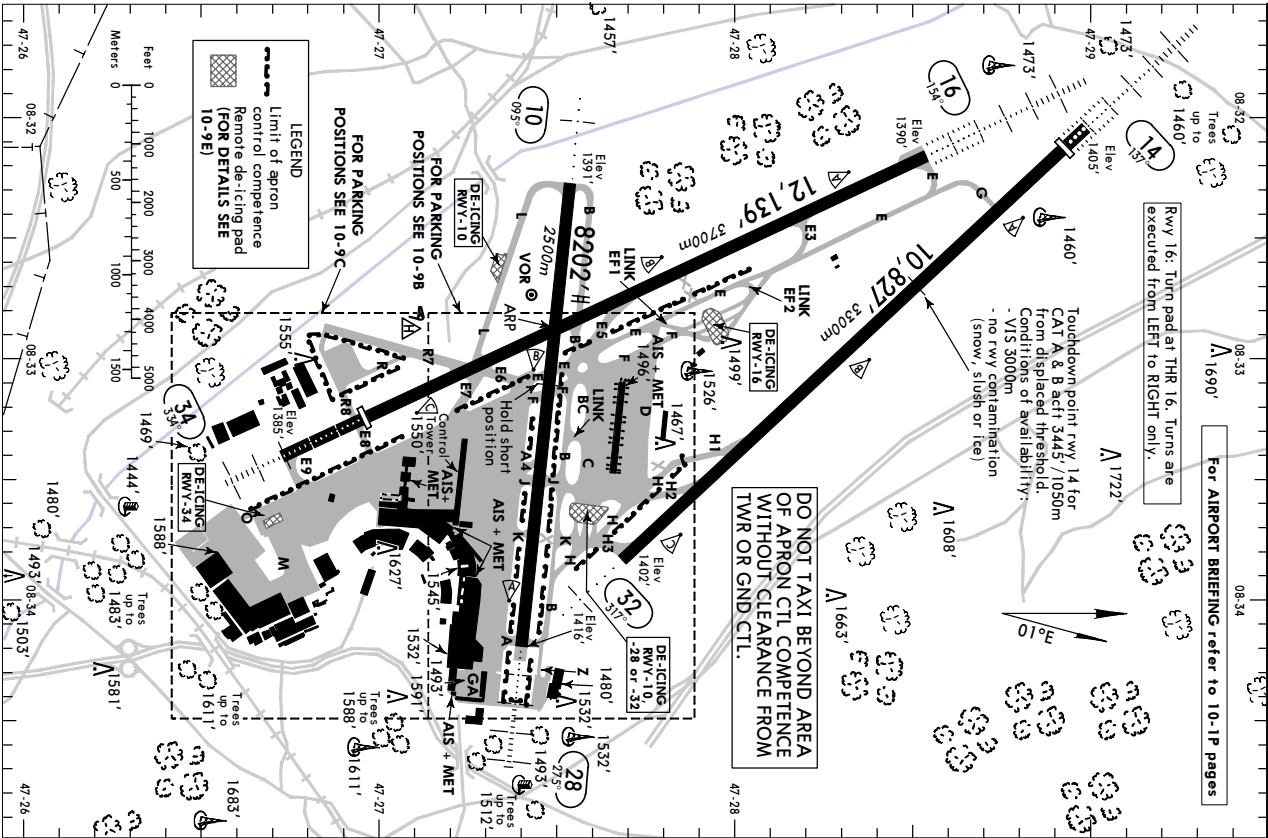
**NORTHBOUND TRANSITION ROUTES
AFTER SONGI**



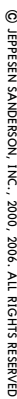
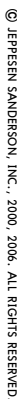
CHANGES: Airway Z 3 revised.

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128.52	ZÜRICH Delivery (Cpl)	121.8	*ZÜRICH Apron	121.75	South of rwy 10/28	North of rwy 10/28	121.85
121.9	Ground	118.1	Tower	ZÜRICH Departure (R)			125.95



ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		
RWY				LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	28	HIRL (44m) CL (15m) ALS PAPI-L (3.5°)					197' 60m
1 Rwy grooved. 2 ALS also available.							
3 TAKE-OFF RUN AVAILABLE							
RWY 28: From rwy head 8202' (2500m) twy K int 6234' (1900m)							
14	32	HIRL (30m) CL (15m) HIALS-II TDZ 5	RVR 10,334' 3150m	9196'	2803m	6	197' 60m
1 Rwy grooved. 5 PAPI-L (3.0°)							
7 TAKE-OFF RUN AVAILABLE							
RWY 14: From rwy head 10,827' (3300m) twy G int 8858' (2700m)							
RWY 32: From rwy head 10,827' (3300m) twy H2 int 8858' (2700m)							
16	34	HIRL (30m) CL (15m) HIALS-II TDZ PAPI (3.0°)	REIL RVR	10,879' 3316m		8	197' 60m
34 HIRL (30m) CL (15m) HIALS PAPI-L (3.5°) REIL RVR 10,597' 3230m 9686' 2952m							
7 Total rwy except first 1969' / 600m rwy 34 grooved.							
9 TAKE-OFF RUN AVAILABLE							
RWY 16: From rwy head 12,139' (3700m) twy E3 int 9843' (3000m)							
RWY 34: From rwy head 12,139' (3700m) twy E8/R8 int 10,728' (3270m) twy E7/R7 int 8432' (2570m)							
JAR-OPS							
RWys 16, 28, 32, 34			TAKE-OFF 1				
LVP must be in Force			All Rws 2				
Approved 3 Operators HIRL, CL & mult. RVR req		RL, CL & mult. RVR req	RL & CL	RL or CL		RCIM (DAY only) or RL	
						NIL (DAY only)	
A	125m	150m	200m	250m		500m	
B	125m	150m	200m	300m		600m	
C	150m	200m	250m	400m		800m	
D	150m	200m	250m	400m		800m	
1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.							
2 Take-off rwy 14 is subject to activation by airport authority.							
3 With approved guidance system: ABCD 75m.							



(10-9D)

(10-9E)

DE-ICING PADS	
Remote Deicing Pad	Site Overview
<p>RWY-10</p> <p>Holding bay 10</p> <p>PAD Coordinator 130.37</p>	

LSZH/ZRH
JEPPESSEN
15 OCT 04 (10-9F)
ZURICH, SWITZERLAND
ZURICH

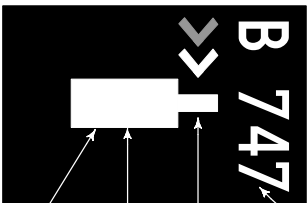
DOCKING GUIDANCE SYSTEM (SAFEDOCK)
AT DOCK A, B & E

A. SYSTEM DESCRIPTION:

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

B. ROUTINE DOCKING MANOEUVRE:

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

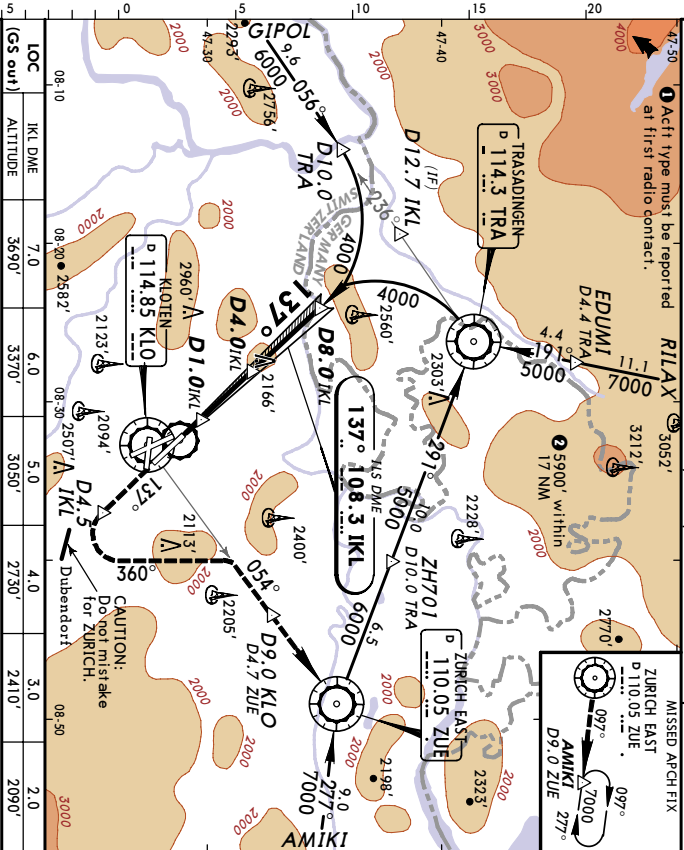


C. STOP AT PARKING POSITIONS C, D, E (65, 66, 68 & 69) , F thru I, T & W:
Stop bar markings are located to the LEFT with a 90 degree angle to the guide lines.
Aircraft has to be stopped with the pilot seat ABEAM the stop-bar.

LSZH/ZRH
JEPPESSEN
20 OCT 06 (11-1) EF26 OCT
ZURICH, SWITZERLAND
ILS Rwy 14

BRIEFING STRIP™

ATIS		ZURICH Arrival (APR/R-0)			ZURICH Tower		Ground
128.52	118.0	120.75	119.7	120.22	118.1	119.7	121.9
LOC IKL	Final	GS	ILS				
108.3	137°	2730' (1328')	RA 187' DA(H) 1602' (200')	Apri Elev 1416'			
Apch Crs		D4.0 IKL					
<div><div><div><div><div><div></div><div>170°</div></div><div><div>100°</div><div>4200'</div></div><div><div>4400'</div><div>8600'</div></div><div><div>265°</div><div>5300'</div></div></div></div><div><div>120°</div><div>2</div></div></div></div>							
MISSED APCH: Climb on track 137°. Initial climb to 5000'. At D4.5 IKL past the station, turn LEFT (MAX 210 KT) onto track 360° to intercept R-054 KLO. At D9.0 KLO past the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI.							
Alt Set: hPa		Rwy Elev: 50 hPa		Trans level: By ATC		Trans alt: 7000'	
1. ILS front course width 3.5°. 2. ILS DME reads zero at rwy 14 displaced threshold.							
MSA KLO VOR							



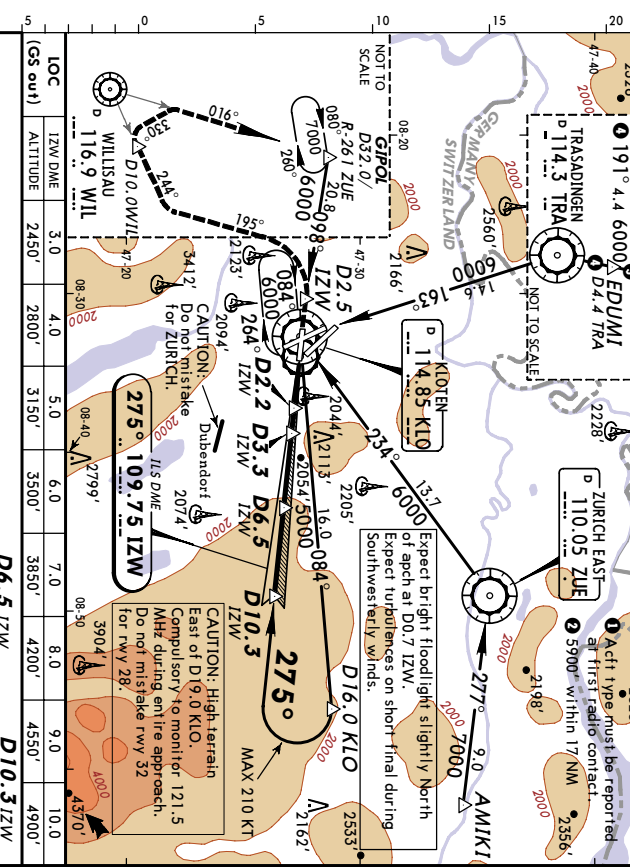
PANS OPS 3

Grnd speed-Kts	70	90	100	120	140	160	HAIS-11
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	137°
MAP at D1.0 IKL							↑
JAR-OPS							
ILS							
STRAIGHT-IN LANDING RWY 14							
LOC (GS out)							
RA 187'							
DA(H) 1602' (200')							
MDA(H) 1900' (498')							
FULL							
ALS out							
RVR 550m							
RVR 1000m							
RVR 1500m							
RVR 2000m							

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMS

ZÜRICH, SWITZERLAND
 10 CAT II ILS Rwy 16

BRIEFING STRIP™						
ATIS		ZÜRICH Arrival / AP / R / I			ZÜRICH Tower	
128.52	118.0	120.75	119.7	118.1	119.7	Ground 121.9
LOC IZW	Final Apch Crs	GS D3.3 IZW	ILS DA(H) Refer to Minimums	Apt Elev 1416'		
109.75	275°	2550' (1134')		RWY 1416'		
<p>MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 4000'. At D2.5 IZW past the station turn LEFT (MAX 210 KT) onto 195°, then continue climb to 7000'. Intercept R-054 WIL inbound. At D10.0 WIL turn RIGHT onto 330° to intercept R-016 WIL. Proceed to GIPOL.</p>						
Alt Set: hPa		Rwy Elev: 51 hPa		Trans level: By ATC		Trans alt: 7000'
Uncategorized ILS approach due to non-instrument runway.						
2306' 3 191° 11.1 7000' 3 RILAX						

[illegible]

Grand speed-Kts		70	90	100	120	140	160	
ILS GS 3.30° or								
LOC Descant Gradient		5.8%						
		414	532	591	710	828	946	
MAP at D2.12W								
JAR OPS								
STRAIGHT-IN LANDING RWY 28								
<div> <div> Missed apch climb gradient min 4.0% D 414/ E 2168' D 2168' D 2178' (762') 2.5% D 414/ E 2853' D 1437' D 2863' (1447') </div> <div> Missed apch climb gradient min 4.0% D 414/ E 2360' (944') 2.5% D 414/ E 3070' (1654') </div> </div>								
FULL		ALS out				ALS out		

PANS OPS 3		OPS 1	
C	D	1	2
vis 4000m	vis 4300m	vis 5000m	
<p>1 Climb gradient up to 4700'. 2 CAT A: 2147' (731'), CAT B: 2157' (741'). CAT A: 2831' (1415'), CAT B: 2842' (1426').</p>			

CHANGES: New procedure.

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JEPPesen ZURICH, SWITZERLAND
20 OCT 06 **13-1** **Eff 26 Oct**
(GPS) VOR Rwy 16

CH, SWITZERLAND
(GPS) VOR Rwy 16

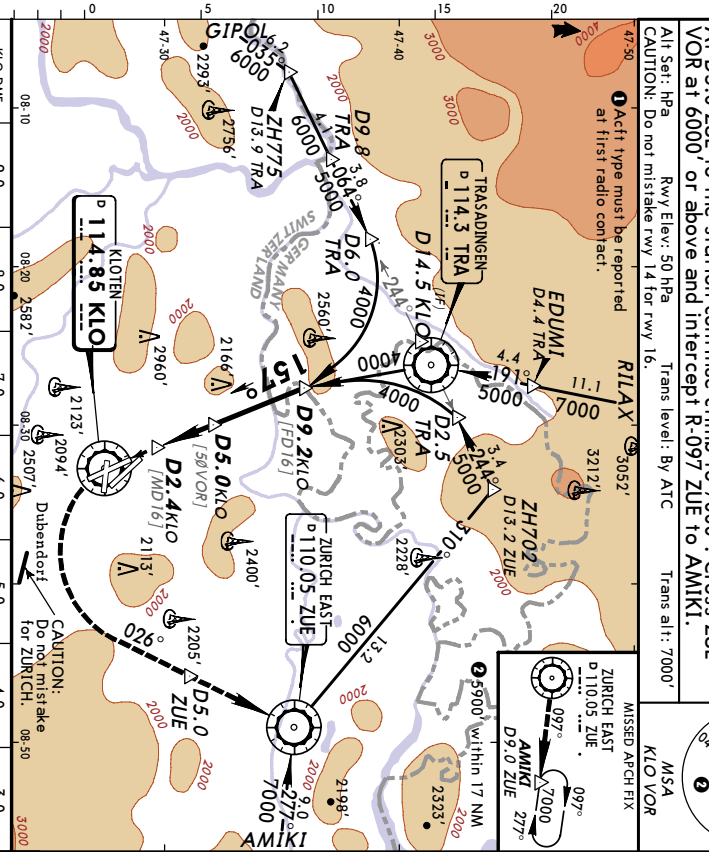
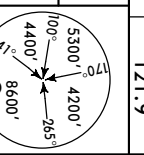


Figure 1: A diagram showing the geometry of a flight path over a terrain profile. The terrain is represented by a series of gray blocks with heights of 2640', 2640', and 2640'. The flight path is a series of connected line segments. The first segment is labeled '4000' * 157°' and has a vertical clearance of 'D9.2 KLO' and a horizontal distance of '[F/D16]'. The second segment is labeled 'D5.0 KLO' and has a vertical clearance of '[50'OR]' and a horizontal distance of '[3.017]'. The third segment is labeled '2660'' and has a vertical clearance of 'D2.4 KLO' and a horizontal distance of '[MD16]'. The fourth segment is labeled 'KLO VOR' and has a vertical clearance of '[TCH 55']'. The final segment is labeled 'RWY 16 1390'' and has a vertical clearance of '2.6'.

										HALS-11		KLO		KLO						
												114.85		114.85						
										REL PAPI		↑		R-337						
JAR-05																				
STRAIGHT-IN LANDING RWY 16																				
MDA(H) 1950' (560')																				
ALS out																				
Grnd speed Kts										70	90	100	120	140	160					
Descent Gradient										5.26% or (3.01°)					376	483	537	644	751	859
Descent angle																				
MAP at D2.4 KLO																				

PANS OPS 3	
B	RVR 300m
C	RVR 1600m
D	RVR 1700m

CHANGES: Printing sequence, Procedure title, Note, Minimums.

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LSZH/ZRH
ZURICH

JEPPRESEN
20 OCT 06
EFB 26 OCT
(8-1)

ZURICH, SWITZERLAND
TMM 2.0 NM SRA Rwy 14, 16

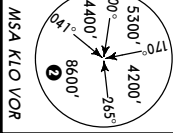
ATIS	128.52	118.0	120.75	119.7	120.22	118.1	119.7	121.9
ZURICH Arrival (APP/R-1)		ZURICH Tower (Rwy 14)		ZURICH Tower		Ground		
RADAR	Apch Crs	By ATC	Final	Minimum	MDA(H)	Refer to Minimums	Apch Elev	Rwy Elev

MISSED APPROACH - SEE BELOW

Alt Set: hPa Apt Elev: 51 hPa Trans Level: By ATC Trans alt: 7000'

1. CAUTION: Do not confuse Mll apt 5.5 NM SE with ZURICH.
2. Final approach angle of not less than 3° should be maintained.

1. Acft type must be reported at first radio contact.



MSA KLO VOR

MISSED APCH HOLDING

097°

AMIKI

D9.0/

R-097 ZUE

277°

2198'

2228'

228'

228'

228'

228'

228'

228'

228'

228'

228'

228'

228'

228'

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