ZURICH LSZH/ZRH 24 MAR 06 JEPPESEN . GENERAL (10-1P1)

ZURICH, SWITZERLAND AIRPORT BRIEFING

LOW VISIBILITY PROCEDURES (LVP)

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

Arriving ACFT are vectored so as to ensure an intercept of the Localizer at least

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

TAXI PROCEDURES

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

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

1.5. OTHER INFORMATION

1.5.1. PERMISSION REQUEST PROCEDURES

1.5.1.1. GENERAL

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

1.5.1.2. SCHEDULED AIR TRAFFIC & CHARTER FLIGHTS

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

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

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

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

Due to limited stands, ACFT with a wing span larger than 79'/24m are subject to scheduled commercial air traffic (jets and turbo-prop) MAX 72 hours in advance. Additionally, two outbound and two inbound slots per hour are available for IFR nor permission from the APT operator for the parking time.

Permissions shall be requested between 0800-1700 LT from:

Unique (Flughafen Zurich AG).

FAX: +41 (0) 43 816 7379 TEL: +41 (0) 43 816 4637 Slot Management

E-mail: slot.gasc@unique.ch

AFTN: GG LSZHYGYX

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

TEL: +41 (0) 43 816 7316

0630-0800 LT only IFR-flights for the actual day. 1700-2200 LT for IFR-flights within the next $24\mathsf{h}$ or cancellation of VFR-flights.

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LSZH/ZRH ZURICH

ZURICH, SWITZERLAND AIRPORT BRIEFING

7 APR 06 (10-1P2)

. GENERAL

Permission requests shall contain the following data:

- Registration mark; New request, modification or cancellation;
- Type of flight/IFR, test or instruction flight;
- Landing and/or Take-off;

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

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

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

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

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

include EOBT based on the allocated AP slot.

Acknowledgement of flight plan by IFPS has to be ensured by calling AIS: TEL: $+41\ (0)\ 43\ 816\ 39\ 72$.

Prior to general aviation departures all pilots/operators have to contact Slot

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

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

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

Start-up or taxi clearances to IFR and VFR general aviation traffic will be delivered Not subject to flight plan co-ordination and permission requirements are: by Apron Control only, if the delay does not exceed 15 min to the received APT slot. t more delay is expected, a new slot has to be requested at the Slot Management.

- Air traffic which has to approach Zurich APT due to security, meteorological or technical reasons;
- Search and rescue, urgent medical and emergency flights;
- State ACFT flights with Diplomatic Clearance by FOCA;
- Technical check flight have to be co-ordinated with ATC TWR
- TEL: $\pm 41~(0)~43~816~3903)$ at least one hour prior ETD.
- The following declarations should be stated: Requested flight program;
- Requested flight level
- Special flight program parts;
 Duration of special flight program parts.

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

Subsequently a corresponding tlight plan has to be tiled

1.5.2. NOTIFICATION OF GROUND TIME

Parking sectors 1 to 7 ground time more than 48 HR: On request by APT authority is required provided such flight plan is prescribed (e.g. RMK/ground time 2 hr). helicopters, an indication of the ground elapse time in the flight plan under item 18 For non-scheduled commercial flights and for private flights with aeroplanes and

CHANGES: None

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ZURICH LSZH/ZRH 7 APR 06 BJEPPESEN ARRIVAL (10-1P3) ZURICH, SWITZERLAND AIRPORT BRIEFING

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

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 Jet ACFT not licensed in accordance with ICAO Annex 16, Vol I, chapter 3 are not comply shall submit alternative procedures for approval to the APT Authority.

2.2.2. ILS approach

at D5 IKL respective IZH. 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 possible considering safety and ATC requirements. Speed reduction and extension of The descent shall be arranged so as to maintain enroute configuration as long as

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

Idle reverse may be exceeded only for operational or safety reasons

2.2.4. REVERSE THRUST

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.

landing RWY will be either RWY 28 or RWY 34. FL120, these RWYs are not available during the designated time period. Therefore As approaches to both RWYs 14 and 16 require the use of German airspace below

ILS RWY 34. Flights to RWY 28 will have priority. ACFT not able to land on RWY 28 due to performance limitations will be vectored to Normally RWY 34 is used in the morning period and RWY 28 in the evening period.

CHANGES: German ordinance

CHANGES: Exceptions withdrawn.

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LEPPESEN

LSZH/ZRH

RICH

7 APR 06 (10-1P4)

> ZURICH, SWITZERLAND AIRPORT BRIEFING

ARRIVAL

2.4. CAT II/III OPERATIONS

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

2.5. RWY OPERATIONS

2.5.1. HOLD SHORT OPERATION RWY 28

with defined conditions on RWY 28 with simultaneous approaches and departures on Hold short operation allows approaches with admitted ACFT types in compliance RWY 16/34.

alternating RWY guard lights on both sides of the RWY. RWY 28 with 'Taxi Holding Position Marking' (Hold Short line on the RWY) and The LDA on RWY 28 for this operation is $4629^{\prime}/1411$ m. This distance is marked on

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;
- The braking action on RWY 28 is not affected adversely by any kind of No low level wind shear is reported and/or detected on RWY 28;

contamination (e.g. snow, ice, etc.);

The braking action on the declared reduced LDA of RWY 28 is reported or measured

participating on simultaneous operation and will ensure, that the hold short able for it and only if the ACFT is admitted for it. ATC will inform both crews ATC will give clearance to this procedure only to crews which have confirmed to be instructions are transmitted together with the landing clearance and are confirmed

confirm the received traffic information and confirm the hold short instructions by The pilot will report, if he is able to comply with the Hold Short Procedure RWY 28,

2.6. TAXI PROCEDURES

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

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

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

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

2.7.1.2 NON-SCHEDULED COMMERCIAL AIR TRAFFIC

by the APT Authority in unforeseen and exceptional cases.

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

ZURICH LSZH/ZRH 7 APR 06 JEPPESEN (10-1P5) ARRIVAL ZURICH, SWITZERLAND AIRPORT BRIEFING

2.7.1.3. PRIVATE TRAFFIC

or when radar vectored abeam reporting points GIPOL and AMIKI at 2130 LT at the Flights are not permitted between 2200-0600 LT.
A Pilot in command can only expect to receive a clearance for approach if he is over

2.7.1.4. EXEMPTIONS

Urgent flights with special authorization by Federal Office for Civil Aviation (FOCA), namely State ACFT with Diplomatic Clearance;

Search and rescue flights;

Police and supervision flights;

Relief flights in disaster cases; Flights carrying sick or injured persons;

Forced landing due to technical or other safety reasons;

Alternate landing due to meteorological conditions.

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

An application for such requests shall be submitted to:

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

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CHANGES: Remote de-icing.

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17 NOV 06 JEPPESEN (10-1P6)

DEPARTURE

ZURICH, SWITZERLAND AIRPORT BRIEFING

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3.1.1. GENERAL

3.1. DE-ICING

ZURICH _SZH/ZRH

All acft departing from Zurich are planned for remote de-icing, except:

Pre-de-icing of ACFT parked over NIGHT.

by decision of De-icing coordinator.

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

De-icing on requestCrew 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

General de-icing (as published by ATIS)

All ACFT are planned for de-icing, no special request required. Crew check with DE-ICING COORDINATION on 130.37 which de-icing procedure

foreseen (ON-STAND or REMOTE DE-ICING).

3.1.2. ON-STAND DE-ICING

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

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

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

3.1.3. REMOTE DE-ICING

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

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

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

ZURICH LSZH/ZRH

17 NOV 06

JEPPESEN (10-1P7)

ZURICH, SWITZERLAND AIRPORT BRIEFING

3. DEPARTURE

.2. START-UP & PUSH-BACK PROCEDURES

3.2.1. CLEARANCE DELIVERY & START-UP PROCEDURES

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

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

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

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

When ready request start-up clearance irrespective of ATC slot

3.2.2. PUSH-BACK PROCEDURES

3.2.2.1. GENERAL

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

3.2.2.2. ACFT WITH AUXILIARY POWER UNIT

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

3.2.2.3 ACFT WITHOUT AUXILIARY POWER UNIT

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

ა ა SPEED RESTRICTIONS

MAX 250 KT below FL 100.

3.4. NOISE ABATEMENT

3.4.1. GENERAL

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

only possible at or above FL80 with permission of ATC. or above 5000'. Between 2201-0600LT deviation from SIDs leading into airway A9 is Deviation from SIDs as depicted on Zurich SID charts is only possible at altitudes at As far as possible a rolling take-off is to be executed. Engine power shall be

After lift-off climb with maximum climb gradient considering flight safety. increased only after entering take-off RWY.

Fan jet engined ACFT Take-off to 2900'

Take-off-power

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

2900'-4500' At 2900'

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24 MAR 06

LSZH/ZRH

RICH

Nacaddar 1 (10-1P8)

ZURICH, SWITZERLAND AIRPORT BRIEFING

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.

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

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.

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

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

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

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

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

3.5.1.3. PRIVATE TRAFFIC

Flights are not permitted between 2200-0600 LT.

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

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.

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

An application for such requests shall be submitted to: Zurich APT Authority

TEL: + 41 (0) 43 816 2111

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LSZH/ZRH RICE 24 MAR 06 JEPPESEN 10-1P ZURICH, SWITZERLAND IRPORT BRIEFING

GENERAL

1.1. ATIS

ATIS 128.52

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RUNWAY SYSTEM

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

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

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

Take-offs

Between 0700-2059LT normally all take-offs shall be made on RWY 28.

32 or 16 shall be used. When take-off on RWY 28 is not possible due to operational reasons, RWYs 10, 34,

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

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

ACFT with a non-stop flight distance of 2700 NM/5000 KM and above and not exceeding noise index 98 are admitted for departure between 2200-0030LT. For noise index reter to http://www.unique.ch/manuals. ACFT exceeding noise index 96 are not admitted for departure between 2200-0030LT.

1.2.2. **RUN-UP TESTS**

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

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

are not compatible with the type of ACFT in question. silencers cannot be used for technical or meteorological reasons, or it the silencers Exceptions (only between 0600-2200LT):
The APT Authority may permit run-ups of jet engine without silencers when the

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

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

Airborne APUs shall only be started

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

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

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CHANGES: New page

CHANGES: Transition to TRA established; chart reindexed. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

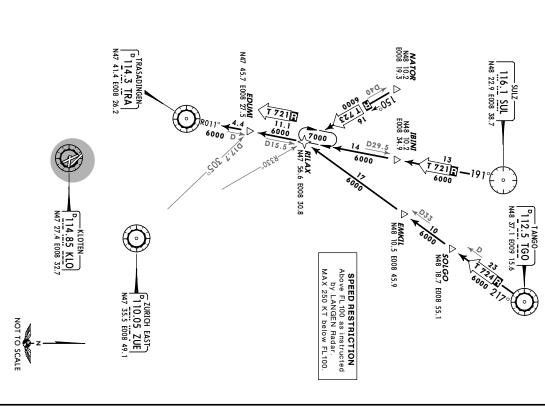
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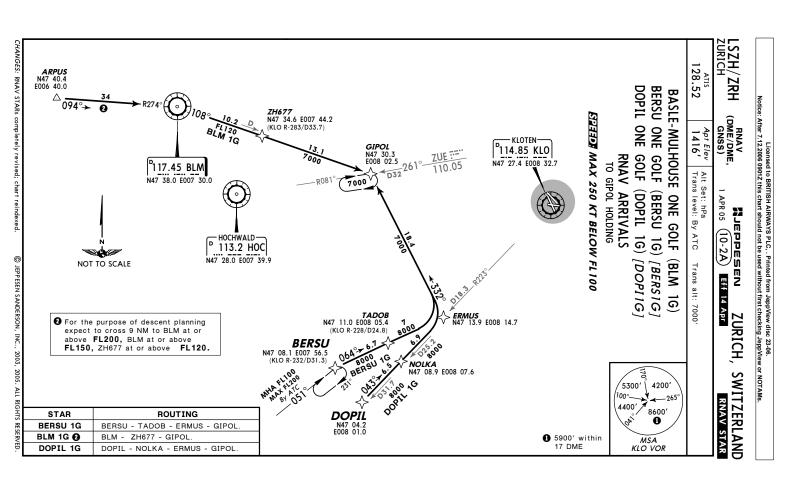
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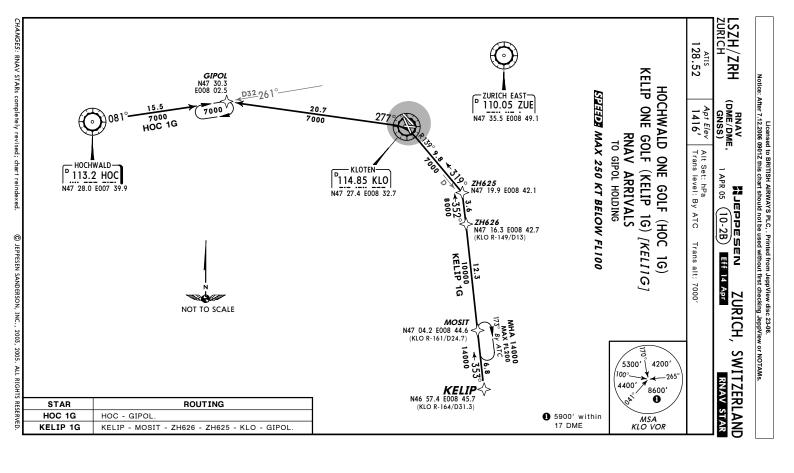
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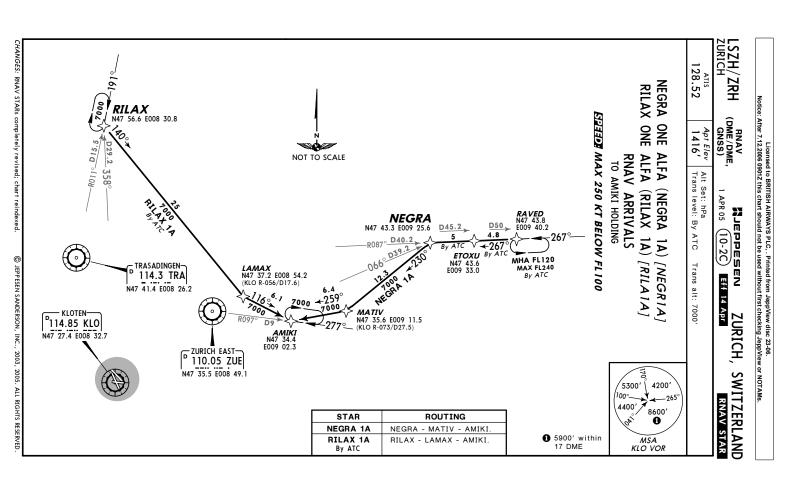
ZURICH, SWITZERLAND

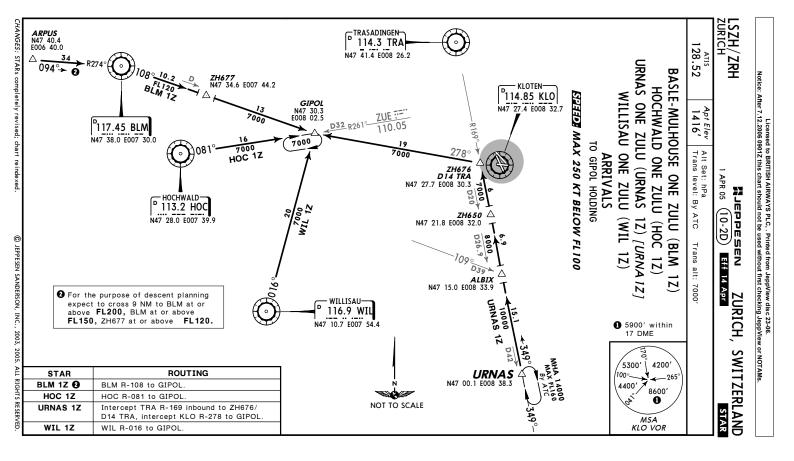
128.52 FOR ROUTE CONTINUATION AFTER RILAX REFER TO CHART 10-2C FOR ROUTE CONTINUATION AFTER TRA REFER TO CHART 10-2E 1416′ TO RILAX HOLDING & TRA TRANSITION ROUTES Alt Set: hPa Trans level: By ATC 1 APR 05 10-2) Trans alt: 7000' Eff 14 Apr 5900' within 4400' /100° 5300' 17 DME MSA KLO VOR ★ 265° **6**% 4200 STAR











LSZH/ZRH ZURICH ATIS 128.52 NEGRA ONE ZULU (NEGRA 1Z) [NEGRIZ] Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. TRASADINGEN ONE ZULU (TRA 1Z) TRASADINGEN 114.3 TRA N47 41.4 E008 26.2 STATE MAX 250 KT BELOW FL 100 1416′ **RAVED** N47 43.8 E009 40.2 **NEGRA** N47 43.3 E009 25.6 D45.2 ay ATC ETOXU By ATC N47 43.6 E009 33.0 D50 TO AMIKI HOLDING R087° D40.2 Alt Set: hPa Trans level: By ATC ARRIVALS MHA FL120 MAX FL240 By ATC APR 05 *Jeppesen (10-2E) 7000 **AMIKI** N47 34.4 E009 02.3 Trans alt: 7000' EN ZURICH, SWITZERLAND ZURICH EAST 110.05 ZUE N47 35.5 E008 49.1 KLOTEN 114.85 KLO NOT TO SCALE N47 27.4 E008 32.7 4200 5300 100°-4400 8600′ STAR ROUTING NEGRA 1Z 5900' within 17 DME 230° track, intercept ZUE R-097 inbound to AMIKI MSA KLO VOR TRA 1Z TRA R-106 to AMIKI

CHANGES: STARs completely revised; chart reindexed.

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CHANGES: WIL SIDs renumbered

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ZUE ALBIX 1C, 1D, ALBIX 1G, DESIGNATION WIL 2G, Ŧ ZUE 1D, 2C, 2D, ALBIX 1V FOR RNAV SID DESIGNATION & TRANSITION REFER TO PAGE 10-3A ALBIX 1A WIL 2V 2A, ZUE 1V <u></u>6 ZUE 2M 2Q, 굶 ₹ ∀ ᆽ 2 ⋜ REFER TO CHART 10-3F 10-3C 10-3L 10-3K 10-3J 10-3H 10-3G 10-3E 10-3D 10-3B

LSZH/ZRH ZURICH

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3 MAR 06 (10-3) Eff 16 Mar SWITZERLAND

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

	5 3 10 10 10 10 10 10 10 10 10 10 10 10 10
10-3X2	SOUTH- & WESTROUND AFTER VERIT
10-3X1	EASTBOUND AFTER DEGES & ZUE
10-3X	NORTHBOUND AFTER SONGI
10-3W	NORTHBOUND AFTER DEGES & ZUE
REFER TO CHART	TRANSITION
10-3V7	VEBIT 2B
10-3V6	GERSA 1H, 1N
10-3V5	GERSA 1W
10-3V4	GERSA 1S
10-3V3	GERSA 1B
10-3V2	GERSA 1E
10-3V1	DEGES 1A
10-3V	VEBIT 2H, 2N
10-3U	VEBIT 2W
10-3T	VEBIT 2E, 2S
10-35	SONGI 1F, 1H, 1L, 1N
10-3Q	DEGES 1F, 1H, 1L, 1N
10-3P	DEGES 1W
10-3N	DEGES 1D, 1R
REFER TO CHART	RNAV SID DESIGNATION

TRANSITION	REFER TO CHART
NORTHBOUND AFTER DEGES & ZUE	WS-01
NORTHBOUND AFTER SONGI	10-3X
EASTBOUND AFTER DEGES & ZUE	10-3X1
SOUTH- & WESTBOUND AFTER VEBIT	10-3X2

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THANGES: SID ALBIX IR text description.

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CHANGES: VEBIT RNAV SIDs renumbered

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LSZH/ZRH ZURICH ALBIX 1C, 1D: 395' per NM (6.5%) up to 2500'.
ALBIX 1R: 389' per NM (6.4%) up to 2200'. These SIDs require minimum climb gradients Departure 125.95 ZH553 D8 KLO N47 25.3 E008 21.4 ZURICH ALBIX 1R ALBIX 1C ALBIX 1D SID At or above **5000**′ ALBIX ONE CHARLIE (ALBIX 1C) [ALBI1C] ALBIX ONE ROMEO (ALBIX 1R) [ALBI1R] ALBIX ONE DELTA (ALBIX 1D) [ALBIID] Apt Elev 1416' R₩Y 900 6 5 SIZIII MAX 250 KT BELOW FL 100 HOC 31 DME RWYS 10, 16 DEPARTURES Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZHRICH 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. 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. Straight ahead to KLO 2.1 DME or **2500'**, whichever is later, intercept KLO R-087 to ZH502/D9 KLO, turn RIGHT, 230° track, intercept TRA R-169 to ALBIX. ever is earlier. Earliest turning point KLO 1 DME intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, Straight ahead, HOC R-109 to ALBIX 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, whi D KLOTEN 114.85 KLO Initial climb clearance 5000' At or above **9000**′ 16 DEC 05 (10-3B) TRA 114.3 ::: / DME D50. 389' per NM 395' per NM Gnd speed-KT At or above 4000' MAX 210 KT VBIX W OME. ROUTING 087 At KLO 2.1 DME or 2500' whichever is later **ALBIX** N47 15.0 E008 33.9 At or above 10000' 2400' or KLO 2.4 DME, which-75 100 150 200 250 300 486 648 972 1296 1620 1944 494 ALBIX 1C 210 KT 658 150° track, intercept 987 MAX 210 KT 5900' within 17 DME /5300' 4200' /100°——265° 4400' 1317 1646 1975 NOT TO SCALE At or above **4000**′ MSA KLO VOR **6**600′ SID

LSZH/ZRH ZURICH

ZURICH
Departure
125.95 Apt Elev 1416' mandatory.

Trans level: By ATC

16 DEC 05 (10-3C) Nasadar #

ZURICH, SWITZERLAND

SID

 When instructed contact ZURICH Departure.
 SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is Trans alt: 7000



ALBIX ONE VICTOR (ALBIX 1V) [ALBIIV]

RWY 28 DEPARTURE

STATEM MAX 250 KT BELOW FL 100

17 DME

5900' within

D KLOTEN
114.85 KLO
N47 27.4 E008 32.7

ZH553 D8 KLO N47 25.3 E008 21.4

NOT TO SCALE

6 TRASADINGEN 114.3 TRA N47 41.4 E008 26.2

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

At or above **9000**' 691 6.920 D **ALBIX** N47 15.0 E008 33.9 At or above **10000**′

109

HOC 31 DME

This SID requires a minimum climb gradient of

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

Initial climb clearance ROUTING

5000'

CHANGES: None Straight ahead to KLO 2.3 DME, turn LEFT, intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

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LSZH/ZRH ZURICH

ZURICH Departure 125.95

Apt Elev 1416'

mandatory.

ALBIX ONE

Nasadar #

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28 JUL 06 (10-3D)

ZURICH, SWITZERLAND

SID

ALBIX ONE MIKE (ALBIX 1M) [ALBI1M] Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH

2. SIDs are also noise abatement procedures. Strict
adherence within the limits of aircraft performance is GOLF (ALBIX 1G) [ALBIIG] ❶ 5900' within 700° | 4400' 5300' MSA KLO VOR **⊕**%(265° 4200

 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. \bigcirc TRASADINGEN 114.3 TRA N47 41.4 E008 26.2

SIZIII MAX 250 KT BELOW FL 100

RWYS 34,

32 DEPARTURES

17 DME

210 KT × × At or above **3500′ 3** ALBIX 1G ALBIX 1M

These SIDs require minimum climb gradients of ALBIX 1G: 316' per NM (5.2%) up to ALBIX 1N: 322' per NM (5.3%) up to 316' per NM Gnd speed-KT 322' per NM If unable to comply, request departure Rwy 34 on ZURICH Delivery. NOT TO SCALE BREGO N47 23.4 E008 20.8 403 537 805 1073 1342 1610 395 75 At or above 5000' 527 100 790 150
 200
 250
 300

 1053
 1317
 1580
 3300′. 3300′. D9.1.2AA. 00/ HOC 31 DME At or above **9000**' N47 27.4 E008 32.7 114.85 KLO A DME 6.920 At or above **3500' 4 ALBIX** N47 15.0 E008 33.9 At or above **10000**′

ALBIX 1M ALBIX 1G SID 34 Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, turn LEFT Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX. 150° track, intercept HOC R-109 to ALBIX. nitial climb clearance 5000' ROUTING

CHANGES: Ballnote 3 revised

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LSZH/ZRH ZURICH Departure 125.95 **ZURICH** Apt Elev 1416' When instructed contact ZURICH Departure.
 RWY 16 - VISUAL CONDITIONS FOR TAKE-OFF:
 Ceiling 1500' - VIS 5000m.
 SIDs are also noise limits of aircraft performance is mandatory. **4.** EXPECT close-in obstacles. abatement procedures. Strict adherence within the Trans level: By ATC 28 JUL 06 # JEDDESEN (10-3E) Trans alt: 7000' ZURICH, SWITZERLAND 4400 /100°-

5300' **6**600, 265° 4200

SID

MSA KLO VOR

5900' within 17 DME

WILLISAU TWO CHARLIE (WIL 2C)

WILLISAU TWO QUEBEC (WIL 2Q) WILLISAU TWO ROMEO (WIL 2R)

RWYS 10, 16 DEPARTURES

MAX 210 KT

WILLISAU TWO DELTA (WIL 2D)

SIZIJIJI MAX 250 KT BELOW FL 100 N47 27.4 E008 32.7 WIL 2Q -270° 3 DME At or above 4000' WIL 2C -←270 Turn **RIGHT**not before **KLO 2.1 DME**or when instructed
by ATC WIL 2D WIL 2C

BREGO N47 23.4 E008 20.8 (KLO R-244/D9.1)

At or above **5000**′

ZH55 N47 18.1 E008 10.0

At or above **7000**'

 \triangleright

Complete turn within 2 NM south of RWY 10

WIL 2D: 395' per NM (6.5%) up to WIL 2R: 389' per NM (6.4%) up to 389' per NM 395' per NM Gnd speed-KT 486 75 | 100 | 150 | 200 | 250 | 300 494 658 987 1317 1646 1975 648 1296 1620 1944 2500'. 2200'.

 \bigcirc

These SIDs require minimum climb gradients

Ō

At or above 6000' **147** 20.8 E008 15.7

Turn LEFT at KLO 2.1 DME or 2500' whichever is later

WIL 2D

ZH551 N47 18.1 E008 10.0

At or above **7000**'

T116.9 WILLISAU WILL N47 10.7 E007 54.

At or above **7000**′

NOT TO SCALE

R₩ 6 Initial climb clearance 5000' SI

WIL 2C
FOR PROPELLER
AIRCRAFT IN VISUAL
CONDITIONS ONLY WIL 2Q
FOR PROPELLER
AIRCRAFT IN VISUAL WIL 2D 6 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. 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. Climb straight ahead to KLO 2.1 DME or 25/turn LEFT, intercept WIL R-055 inbound to WIL 2500', whichever is later

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.

Climb straight ahead,

CONDITIONS ONLY

WIL 2R

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

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28 JUL 06 PEPPESEN (10-3F ZURICH, SWITZERLAND

SID

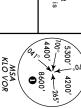
LSZH/ZRH ZURICH

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

Departure 125.95

Apt Elev 1416'

ZURICH



WILLISAU TWO VICTOR (WIL 2V) STEEDE MAX 250 KT BELOW FL 100 **RWY 28 DEPARTURE**

❶ 5900' within

17 DME

116.9 WIL N47 10.7 E007 At or above **7000**′ WILLISAUif unable advise ATC At or above 5000' **BREGO** N47 23.4 E008 20.8 At or above 6000' ZH555 N47 20.8 E008 15.7 \triangleright NOT TO SCALE E 114.85 KLO N47 27.4 E008 32.7

This SID requires a minimum climb gradient

413' per NM (6.8%) up to 413' per NM Gnd speed-KT 516 689 1033 1377 1722 2066 2500′

climb clearance 5000

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

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CHANGES: None

LSZH/ZRH ZURICH ZURICH
Departure
125.95 Apt Elev 1416' When instructed contact ZURICH Departure.
 SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is Trans level: By ATC 28 JUL 06 (10-3G) PEPPESEN Trans alt: 7000 ZURICH, SWITZERLAND

SID

mandatory.

700° | 4400 5300' **6**600, 4200

0

MSA KLO VOR

265°

5900' within 17 DME

SIZIII MAX 250 KT BELOW FL 100

WILLISAU TWO MIKE (WIL 2M)

RWYS 34, 32 DEPARTURES

WILLISAU TWO GOLF (WIL 2G)

TRASADINGEN 114.3 TRA N47 41.4 E008 26.2 WIL 2G

MAX 210 KT At or above **3500′ O** At or above **3500' (3** WIL 2M

3 331° track (Rwy 32) or 334° track (Rwy 34). **3** A340° 8 B747: if unable to comply, initiate turn at or above **2500**° at KLO 4 DME.

If unable to comply, re-

quest departure Rwy 34 on ZURICH Delivery.

BREGO N47 23.4 E008 20.8 At or above **5000**′ A DME

At or above **6000**' **ZH555** N47 20.8 E008 15.7 D 09.1.200 F114.85 KLO N47 27.4 E008 32.7

NOT TO SCALE

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

Gnd speed-KT 389' per NM 395' per NM

75 | 100 | 150 | 200 | 250 | 300

494

658

987

1317 1646 1975

ZH551 N47 18.1 E008 10.0

At or above **7000**'

These SIDs require minimum climb gradients 395 527 790

N47 10.7 E007 54.4

- WILLISAU-

At or above **7000**′

316' per NM 322' per NM WIL 2G: 316' per NM (5.2%) up to 3300'. WIL 2M: 322' per NM (5.3%) up to 3300'. Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 403 537 805
 1053
 1317
 1580

 1073
 1342
 1610

Initial climb clearance 5000'

WIL 2M WIL 2G SID R₩ 32 34 Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, intercept Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, intercept WIL R-055 inbound to WIL. WIL R-055 inbound to WIL. OUTING

CHANGES: Ballnote 3 revised

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16 DEC 05 (10-3H) NaSaddar 12 ZURICH, SWITZERLAND

SID

LSZH/ZRH ZURICH

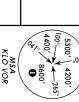
Departure 125.95 ZURICH Apt Elev 1416'

Trans level: By ATC Trans alt: 7000°

1. When instructed contact ZHRICH 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.



ZURICH EAST ONE ROMEO (ZUE ZURICH EAST ONE DELTA (ZUE <u>D</u> Ħ

FOR ROUTE CONTINUATION AFTER ZUE REFER TO CHARTS 10-3W & 10-3X1 RWYS 10, 16 DEPARTURES

■ 5900' within

Sidada MAX 250 KT BELOW FL 100

114.85 KLO N47 27.4 E008 32.7 MAX 210 KT At KLO 2.1 DME or 2500' whichever is later N47 35.5 E008 6 ZURICH EAST At or above 210 KT ,0009 NOT TO SCALE

ZUE 1R ZUE 1D 16 5 Straight ahead,

If in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or

If in IMC turn LEFT (MAX 210 KT) at 2400' or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, 015° track, intercept ZUE R-234 inbound to ZUE Straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, 015° track, intercept ZUE R-234 inbound to ZUE. Initial climb clearance 5000' ROUTING

CHANGES: SID ZUE IR text description © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED

LSZH/ZRH ZURICH Trans level: By ATC 16 DEC 05 (10-3J) # JEDDESEN ZURICH, SWITZERLAND

ZURICH
Departure
125.95 Apt Elev 1416' mandatory.

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

Trans alt: 7000'

SID

LSZH/ZRH ZURICH

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Departure 125.95 ZURICH

Apt Elev 1416'

Trans level: By ATC

Trans alt: 7000

28 JUL 06 (10-3K)

NaSaddar 12

ZURICH, SWITZERLAND

SID

mandatory.

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

|100°| 4400′

600,

5300′

4200

ZURICH EAST ONE FOXTROT (ZUE 1F)

ZURICH EAST ONE GOLF (ZUE 1G)

700° | 5300'

4400 **6**600, 265° 4200

MSA KLO VOR

ZURICH EAST ONE VICTOR (ZUE 1V)

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

RWY 28 DEPARTURE

<u> ЫЗЭЭЭ</u>Я МАХ 250 KT BELOW FL 100

9 5900' within 17 DME

G TRASADINGEN N47 41.4 E008 26.2 114.3 TRA SIJAAN MAX 250 KT BELOW FL 100 210 KT At or above **3500' 0** At or above **3500' (3** ZUE 1L, 1M ZUE 1F, 1G

At or above **5000**' D5 ZUE

> N47 35.5 E008 At or above 6000'

TURICH EAST

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

RWYS 34, 32 DEPARTURES

ZURICH EAST ONE MIKE (ZUE ZURICH EAST ONE LIMA (ZUE 1L)

5900' within 17 DME

MSA KLO VOR

ZH552 D6.5 KLO N47 25.7 E008 23.5

NOT TO SCALE

ZURICH EAST 110.05 ZUE At or above ,0009

ZH552/D6.5 KLO or when instructed by ATC

255

N47 27.4 E008 32.7 114.85 KLO

(LOTEN —

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.

N47 27.5 090°+ E008 22.0

R270

A DME

ZUE 1G, 1M

These SIDs require minimum climb gradients

ZUE 1F, 1G: 316' per NM (5.2%) up to **ZUE 1L, 1M:** 322' per NM (5.3%) up to 395 | 527 | 790 | 1053 | 1317 | 1580 100 150 200 250 3300′. 3300′. 300

316' per NM Gnd speed-KT 322' per NM 403 537 805 |1073 |1342 |1610

NOT TO SCALI

Straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn RIGHT to ZUE. to KLO, intercept ZUE R-234 inbound to ZUE 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 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 334° track, at KLO 4 DME turn RIGHT to ZUE E KLOTEN KLO]
114.85 KLO
N47 27.4 E008 32.7 Initial climb clearance 5000 ROUTING

CHANGES: Ballnote 3 revised

ZUE 1M

ZUE 1L ZUE 1G

32

ZUE 1F SID

34

RWY

CHANGES: None

413' per NM (6.8%) up to

Gnd speed-KT 413' per NM

516 689

Initial climb clearance

5000′

ROUTING

This SID requires a minimum climb gradient

MAX 210 KT

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.

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of 577' per NM (9.5%) up to Gnd speed-KT This SID requires a minimum climb gradient ZURICH
Departure
125.95 577' per NM TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY N47 ALBIX ONE ALFA (ALBIX 1A) [ALBI1A] Apt Elev 1416' ZH553 D8 KLO 25.3 E008 21.4 At or above 722 SIJAADA MAX 250 KT BELOW FL100 962 HOC 31 DME 100 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 2500' **RWY 14 DEPARTURE** 1443 150 1924 2405 2886 200 At or above **9000**' ial At or above 1 250 114.85 KLO climb clearance N47 27.4 E008 32.7 300 ROUTING before **K** At 1900 In IMC In VMC **≯** TRASADINGEN 114.3 TRA N47 41.4 E008 26.2 О 4. EXPECT close-in 5000′ D MAX 210 KT At KLO 2.1 DME or 2500' whichever is later DWE **ALBIX** N47 15.0 E008 33.9 At or above **10000**' Š TO SCALE 210 KT 4400′ /100° 5900' within 17 DME 5300' MSA KLO VOR **6**000' 265° 4200' SID

Straight ahead. - if in VMC turn LEFT at K/KLO R-080, 097° track, maintain visiual ground contact up

2800',

٥

if in IMC turn LEFT (MAX 210 KT) at KLO 2.1 DME or 2500', whichever

150° track

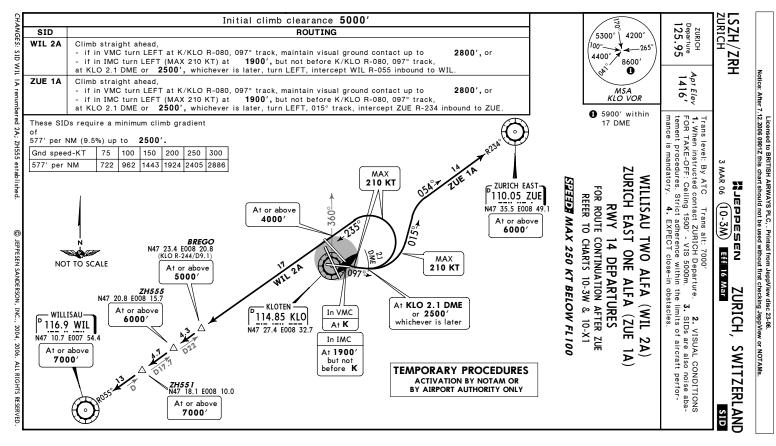
intercept HOC R-109 to whichever is later

1900', but not before K/KLO R-080, (later, turn LEFT, intercept KLO R-255

, 097° track, 55 to ZH553/D8

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LSZH/ZRH ZURICH N47 27.4 E008 32.7 **DEGES 1D:** 395' per NM (6.5%) up to **DEGES 1R:** 389' per NM (6.4%) up to 389' per NM 395′ Gnd speed-KT These SIDs require minimum climb gradients DEGES 1R DEGES FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1 SID 210 KT ŧ Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs DEGES ONE ROMEO (DEGES 1R) [DEGE1R] DEGES ONE DELTA (DEGES 1D) [DEGE1D] Apt Elev 1416' RWY 6 6 RNAV (DME/DME, GNSS) STATEM MAX 250 KT BELOW FL 100 648 100 At KLO 2.1 DME or 2500' whichever is later BRNAV APPLICABLE WHEN PASSING 8600' 658 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 MLO 2.4 DME, which-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 limits of aircraft performance is mandatory

4. EXPECT close-in obstacles. abatement procedures. Strict adherence within the maintain visual ground contact up to 2800', o if in IMC turn LEFT (MAX 210 KT) at 2400' or ever is earlier. Earliest turning point KLO 1 DME, intercept KLO R-087 to ZH502, then to KOLUL, then ZH525 to DEGES. Climb straight ahead to KLO 2.1 DME or **2500'**, whichever is later, intercept KLO R-087 via ZH502 to KOLUL, then via ZH504 and ZH525 t N47 972 150 200 987 10, 16 RNAV DEPARTURES ZH502 27.9 E008 46.0 At or above **4000**' DEGES 1R 1317 1646 1975 1296 1620 1944 BRNAV ABOVE MSA Initial climb clearance 5000' 3 MAR 06 (10-3N) Eff 16 Mar D9 2500'. 250 300 Nasaddar 1 D11.3 N47 28.0 E008 49.4 **Q ZH504 N47** 27.4 E008 53.8 (KLO R-090/D14.3) As long as below 8600', monitoring of cross references at ZH504 and ZH525 compulsory. 101°<u>+</u> At or above 5000' Do not fly south of KLO R-096. ROUTING ZURICH, SWITZERLAND then via ZH504 and 960 **DEGES** N47 24.8 E009 12.1 **Q ZH525** N47 26.4 E009 00.7 (KLO R-093/D19) At or above **8000**′ At or above 7000' TO SCALE 4400' 100°-5900' within 17 DME 5300' RNAV SID

6600′

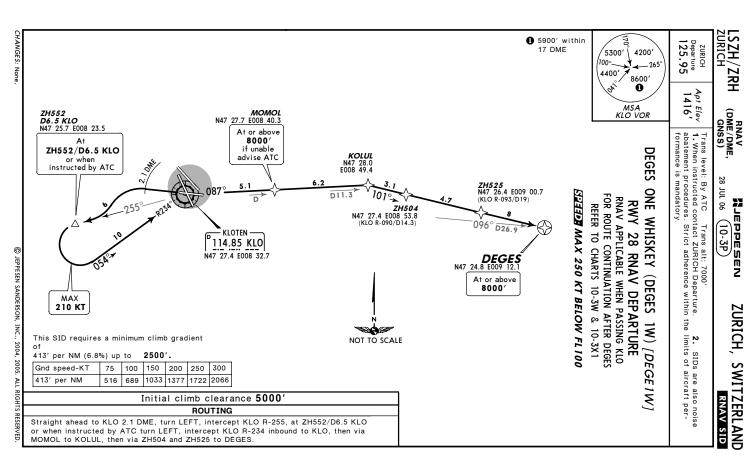
4200' 265°

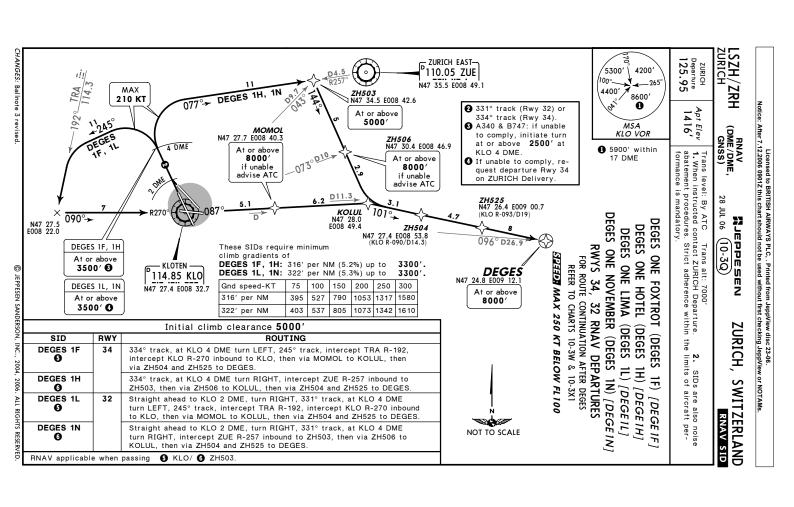
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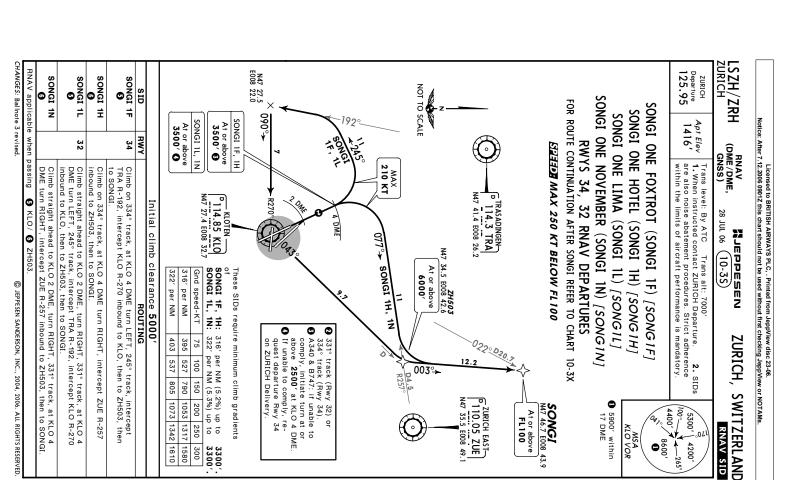
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CHANGES: None

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NaSaddar 12

ZURICH, SWITZERLAND

RNAV SID

ZURICH

LSZH/ZRH ZURICH ZURICH

Departure 125.95

Apt Elev 1416'

RNAV (DME/DME, GNSS) 28 JUL 06 (10-3T)

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.

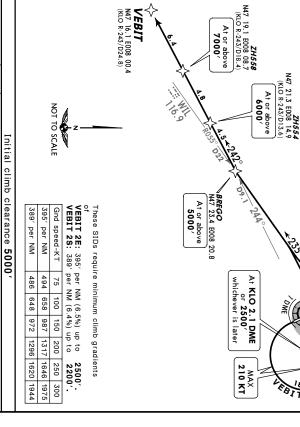
3. SIDs are also noise limits of aircraft performance is mandatory.
 EXPECT close-in obstacles. abatement procedures. Strict adherence within the

4400 /100°-5300' **6**00, 265° 4200

MSA KLO VOR

FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2 VEBIT TWO SIERRA (VEBIT 2S) [VEBI2S] VEBIT TWO ECHO (VEBIT 2E) [VEBI2E] RWYS 10, 16 RNAV DEPARTURES RNAV APPLICABLE WHEN PASSING BREGO F 114.85 KLO N47 27.4 E008 32 At or above **4000**′ 5900' within 17 DME

SIJAAN MAX 250 KT BELOW FL100



VEBIT 2S VEBIT 2E SID R₩Y 6 6 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. 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. ROUTING

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CHANGES: None

CHANGES: None

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PLEDDESEN ZURICH, SWITZERLAND

SZH/ZRH Departure 125.95 FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2 VEBIT TWO WHISKEY (VEBIT 2W) [VEBI2W] Apt Elev 1416' RNAV (DME/DME, GNSS) SIJAAN MAX 250 KT BELOW FL100 RNAV APPLICABLE WHEN PASSING BREGO **RWY 28 RNAV DEPARTURE** 1. When instructed contact ZURICH Departure. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. Trans level: By ATC Trans alt: 7000'

1. When instructed contact ZURICH Departure. 28 JUL 06 (10-3U) 5900' within 17 DME /100° 4400' / 5300′ MSA KLO VOR RNAV SID 8600′ 4200 265 •

ZH558 N47 19.1 E008 08.7 (KLO R-243/D18.4) At or above **7000**' N47 16.1 E008 00.4 (KLO R-243/D24.8) /EBIT ZH554 N47 21.3 E008 14.9 (KLOR-243/D13.6) At or above 6000' **BREGO** N47 23.4 E008 20.8 At or above 5000' NOT TO SCALE N47 27.4 E008 32.7 114.85 KLO KLOIEN —

This SID requires a minimum climb gradient

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

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

Initial climb clearance 5000

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LSZH/ZRH ZURICH ZURICH
Departure
125.95 Apt Elev 1416' RNAV (DME/DME, GNSS) 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. Trans level: By ATC 16 DEC 05 (10-3V1) Na Saddar K Trans alt: 7000' 4. EXPECT close-in ZURICH, SWITZERLAND

4400' 100°-5300' **6**600, 4200 265°

RNAV SID

DEGES

❶ 5900' within

17 DME

FOR ROUTE CONTINUATION AFTER DEGES REFER TO CHARTS 10-3W & 10-3X1 STATEM MAX 250 KT BELOW FL 100 ONE ALFA (DEGES 1A) [DEGEIA] RWY 14 RNAV DEPARTURE BRNAV ABOVE MSA

٥ 2 As long as below 8600', monitoring of cross references at ZH504 and ZH525 compulsory.

TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY

E 114.85 KLO N47 27.4 E008 32.7 ма× 210 КТ DWE 21 ZH502 N47 27.9 E008 46.0 At or above **4000**′ D11.3 **KOLUL** N47 28.0 E008 49.4 2H504 N47 27.4 E008 53.8 (KLO R-090/D14.3) 1010 At or above **5000**′ 960 ZH525 N47 26.4 E009 00.7 (KLO R-093/D19) At or above **7000**′ D26.

of 577' per NM (9.5%) up to **2500'.** This SID requires a minimum climb gradient 577' per NM Gnd speed-KT At 1900' but not before K At K In IMC 722 962 100 At KLO 2.1 DME or 2500' whichever is later 1443 1924 2405 2886 150 200 | 250 | 300 Do not fly south of KLO R-096. NOT TO SCALE **DEGES** N47 24.8 E009 12.1 At or above **8000**′

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
- 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 ZH504 and ZH525 to DEGES

THANGES: Text description

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Other directions: Proceed along airways N/UN 850.

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o RESIA: Proceed along airway Z 50.

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RNAV (DME/DME, GNSS) 16 DEC 05 (10-3V2) MIEDDESEN ZURICH, SWITZERLAND

RNAV SID

_SZH/ZRH

URICH

i.illic ZH557 N47 18.8 E008 24.2 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. **BREGO** N47 23.4 E008 20.8 Departure 125.95 At or above **8000**' GERSA ONE ECHO (GERSA 1E) [GERS1E] ZURICH At or above **9000**' ZH556 N47 20.3 E008 23.1 At or above 5000' NOT TO SCALE N47 <u> MAX 250 KT BELOW FL 100</u> AFOLT 14.2 E008 27.6 RNAV APPLICABLE WHEN PASSING BREGO At or above Apt Elev 1416' **RWY 10 RNAV DEPARTURE** 10000 N47 02.4 E008 3 , O. 1. 2035. At or above **14000**′ 1010.4 2140 **GERSA** 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 mandatory.

3. EXPECT close-in obstacles. At or above 4000' D13.7 Initial climb clearance 5000' 114.85 KLO N47 27.4 E008 32.7 - KLOTEN 098 NN 184 ARTAG N47 09.9 E008 30.8 /8° ROUTING Gnd speed-KT 395' per NM (6.5%) up to **2500** This SID requires a minimum climb gradient 395' per NM TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY 5.150 At KLO 2.1 DME or 2500' whichever is later At or above **16000**′ **KELIP** N46 57.4 E008 45.7 494 | 658 | 987 | 1317 | 1646 | 1975 75 100 210 KT \triangleright <u>s</u> **RESIA** N46 28.7 E010 02.6 150 200 ❶ 5900' within 700°L 4400 5300' 17 DME 250 MSA KLO VOR **6**600′ 265° 4200 300

LSZH/ZRH ZURICH

RNAV (DME/DME, GNSS)

16 DEC 05 (10-3V4)

PEDDESEN

ZURICH, SWITZERLAND

RNAV SID

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Departure 125.95

1416′ Apt Elev

When instructed contact ZURICH Departure.
 VISUAL CONDITIONS FOR TAKE-OFF: Ceiling
 Sign also noise abatement

Trans level: By ATC

Trans alt: 7000

craft performance is mandatory.

4. EXPECT close-in

4400 700° 5300′

4200

6600′

At or above **4000**'

MSA KLO VOR

5900' within

17 DME

procedures. Strict adherence within the limits of air-

ZURICH

LSZH/ZRH ZURICH **GERSA** of 577' per NM (9.5%) up to **2500'** - if in IMC turn LEFT (MAX 210 KT) at 1900', but not before K/KLO R-080, 097° track, at KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA. - if in VMC turn LEFT at K/KLO R-080, 097° track, maintain visual ground contact up to Straight ahead ZURICH
Departure
125.95 577' per NM Gnd speed-KT This SID requires a minimum climb gradient **BREGO** N47 23.4 E008 20.8 At or above 5000' SIZIII MAX 250 KT BELOW FL 100 ONE BRAVO (GERSA 1B) [GERS1B] RNAV APPLICABLE WHEN PASSING BREGO 익 ZH557 N47 18.8 E008 24.2 **RWY 14 RNAV DEPARTURE** Apt Elev 1416' At or above **8000**' At or above 9000' ZH556 N47 20.3 E008 23.1 RNAV (DME/DME, GNSS) 722 962 1443 1924 2405 2886 AFOLT N47 14.2 E008 27.6 100 When instructed contact ZURICH Departure.
 VISUAL CONDITIONS FOR TAKE-OFF: Ceiling
 1500' - VIS 5000m. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of air-oraft performance is mandatory. At or above **10000**' obstacles. Trans level: By ATC GERSA N47 02.4 E008 31.9 (KLO R-181/D25.1) 150 N47 27.4 E008 32.7 4 09.3 223% At or above 114.85 KLO 200 Initial climb clearance 5000 14000 16 DEC 05 (10-3V3) 250 Na Saddar K 300 ROUTING Trans alt: 7000' 08 NU ARTAG N47 09.9 E008 30.8 4. EXPECT close-in At 1900 before I In VMC but no In IMC **}** TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY At or above **4000**′ ZURICH, SWITZERLAND 164° D31.3 Þ MAX 210 KT NOT TO SCALE At KLO 2.1 DME or 2500' whichever is later At or above **16000**′ KELIP N46 57.4 E008 45.7 ❶ 5900' within 210 KT 4400' 100°-5300' 17 DME **RESIA** N46 28.7 E010 02.6 RNAV SID **6**600, 4200 265°

Straight ahead.

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 contact up to 2800', or contact up to 1000', or contact up to 2800', or KLO 2.4 DME, whichever is earlier. Earlies turning point KLO 1 DME.

Intercept WIL R-055 inbound to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA ONE SIERRA (GERSA 1S) [GERS1S] 389' per NM (6.4%) up to 2200'. This SID requires a minimum climb gradient 389' per NM To RESIA: Proceed along airway RNAV APPLICABLE WHEN PASSING BREGO ZH557 N47 18.8 E008 24.2 At or above **8000**′ **RWY 16 RNAV DEPARTURE** BREGC N47 23.4 E008 20.8 At or above **9000**′ At or above **5000**' 75 | 100 | 150 | 486 648 AFOL 1 N47 14.2 E008 27.6 At or above **10000**' GERSA N47 02.4 E008 31.9 (KLO R-181/D25.1 972 At or above **14000**' Initial climb clearance 5000 1296 1620 1944 200 250 300 Z 50. 2400' or KLO 2.4 DME, whichever is earlier. Earliest D13.7 ROUTING 098 NO ARTAG N47 09.9 E008 30.8 N47 27.4 E008 32.7

NOT TO SCALE

₹.15Q

At or above 16000' KELIP N46 57.4 E008 45.7 TEMPORARY PROCEDURES

ACTIVATION BY NOTAM OR
BY AIRPORT AUTHORITY ONLY

CLOTEN —

210 KT

HANGES: Text description Other directions: Proceed along airways N/UN 850.

HANGES: Text description

Other directions: Proceed along airways N/UN 850.

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To RESIA: Proceed along airway

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SZH/ZRH

RNAV (DME/DME, GNSS)

28 JUL 06 (10-3V6)

PLEDDESEN

ZURICH, SWITZERLAND

RNAV SID 2. SIDs

ZURICH

Apt Elev

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

LSZH/ZRH ZURICH Departure 125.95 ZURICH GERSA ONE WHISKEY (GERSA 1W) [GERS1W] Apt Elev 1416′ RNAV (DME/DME, GNSS) **RWY 28 RNAV DEPARTURE** When instructed contact ZURICH Departure.
 are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. Trans level: By ATC 28 JUL 06 (10-3V5) #JEPPESEN Trans alt: 7000' ZURICH, SWITZERLAND SIDs 4400' 5300' RNAV SID

MSA KLO VOR **6**600′ 4200 265°

SI THE MAX 250 KT BELOW FL 100 RNAV APPLICABLE WHEN PASSING BREGO

TEMPORARY PROCEDURES ACTIVATION BY NOTAM OR BY AIRPORT AUTHORITY ONLY E 114.85 KLO N47 27.4 E008 32.7 5900' within 17 DME

BREGO N47 23.4 E008 20.8

At or above 5000'

TO OF

ZH556 N47 20.3 E008 23.1

ZH557 N47 18.8 E008 24.2

At or above **9000**'

AFOLI N47 14.2 E008 27.6

At or above **10000**′

At or above **8000**'

This SID requires a minimum climb gradient **GERSA** N47 02.4 E008 31.9 (KLO R-181/D25.1) At or above 058 NU D17.6 ARTAG N47 09.9 E008 30.8 D NOT TO SCALE N46 57.4 E008 45.7 At or above **16000**'

516 | 689 | 1033 | 1377 | 1722 | 2066 Initial climb clearance **5000'** ROUTING

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

100

150

200

250

300

413' per NM Gnd speed-KT

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

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

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HANGES: Ballnote 3 revised

Other directions: Proceed along airways N/UN 850.

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To RESIA: Proceed along airway Z 50.

5900' within 17 DME **GERSA 1H:** 316' per NM (5.2%) up to **GERSA 1N:** 322' per NM (5.3%) up to These SIDs require minimum climb gradients 4400' 322' per NM 316' per NM Gnd speed-KT 5300' GERSA 1N BREGO N47 23.4 E008 20.8 (116.9 WIL R-055/D22) GERSA 1H NOT TO SCALE MSA KLO VOR SID ZH55 N47 20.3 E008 23. At or above **5000**' **●**600′ 265° 4200 ZH557 N47 18.8 E008 24.2 At or above **8000**' At or above **9000**' R₩Y 32 34 403 75 395 | 527 | 790 | 1053 | 1317 | 1580 AFOL N47 14.2 E008 27.0 Departure 125.95 At or above **10000**' 100 150 200 250 300 537 Straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA. 209. 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA. N47 02.4 E008 31 (KLO R-181/D25. TRA: 114.3 192 805 1073 1342 1610 At or above **14000**' 1416′ 010.4 Initial climb clearance 5000 3300′. 3300′. 210 KT At or above **3500' (3** At or above **3500' O** GERSA IN GERSA 1H Trans level: By ATC Trans alt: 7000' 1. When instructed contact ZURICH Departure. 2. S are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. D13.7 D17.6 184 098 NU 098 N ARTAG N47 09.9 E008 30.8 A DME N47 27.4 E008 32.7 114.85 KLO ROUTING DME TEMPORARY PROCEDURES ACTIVATION BY NOTAM OR BY AIRPORT AUTHORITY ONLY 334° track (Rwy 34). 34° track (Rwy 34). A340 & B747: If unable to comply, initiate turn at or above 2500° at KI,O 4 DME. If unable to comply, re-D on ZURICH Delivery quest departure Rwy 34 (GERSA 1N) [GERSIN] (GERSA 1H) [GERS1H] GERSA ONE NOVEMBER RNAV DEPARTURES GERSA ONE HOTEL WHEN PASSING BREGO RWYS 34, 32 RNAV APPLICABLE BELOW FL 100 At or above **16000**' **KELIP** N46 57.4 E008 45.7

LSZH/ZRH ZURICH of 577' per NM (9.5%) up to **2500'**. ZH558 N47 19.1 E008 08.7 (KLO R-243/D18.4) 577' per NM Gnd speed-KT This SID requires a minimum climb gradient ZURICH
Departure
125.95 N47 16.1 E008 00.4 (KLO R-243/D24.8) VEBIT At or above 7000' FOR ROUTE CONTINUATION AFTER VEBIT REFER TO CHART 10-3X2 TEMPORARY PROCEDURES
ACTIVATION BY NOTAM OR VEBIT TWO BRAVO (VEBIT 2B) [VEBI2B] Apt Elev 1416' BY AIRPORT AUTHORITY ONLY RNAV (DME/DME, GNSS) 722 962 1443 1924 2405 2886 ZH554 N47 21.3 E008 14.9 (KLO R-243/D13.6) SIZI MAX 250 KT BELOW FL100 RNAV APPLICABLE WHEN PASSING BREGO At or above 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-RWY 14 RNAV DEPARTURE 6000 craft performance is mandatory. 150 200 Initial climb clearance **5000'** 3 MAR 06 (10-3V7) Eff 16 Mar 250 300 Na Seddar 1 ROUTING At or above 5000' **BREGO** N47 23.4 E008 20.8 N47 27.4 E008 32 P114.85 KLO 4. EXPECT close-in ZURICH, SWITZERLAND At or above **4000**' NOT TO SCALE In IMC In VMC **}** 5900' within 4400' 100° 5300' 17 DME 210 KT 2.1 DME or 2500' RNAV SID whichever × × 210 KT is later **6**600, A+ KIO 4200 265°

- Climb straight ahead, if in VMC turn LEFT at K/KLO R-080, 097° track, maintain visual ground contact up to
- 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.

"HANGES: RNAV SID renumbered; ZH554 established

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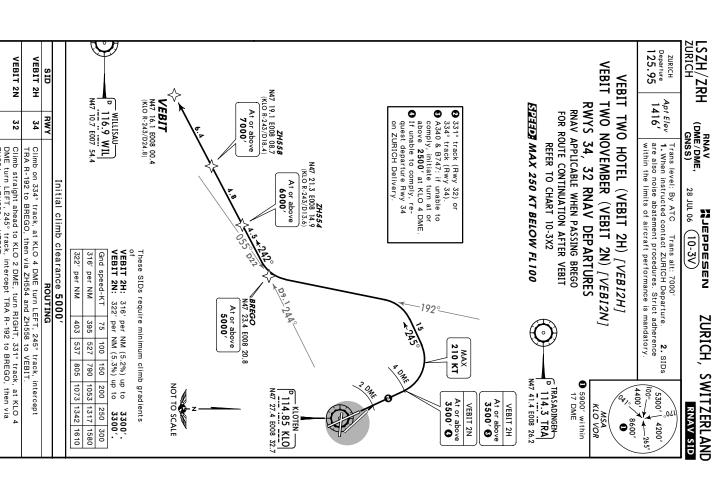
THANGES: Ballnote 3 revised

ZH554 and ZH558 to VEBIT

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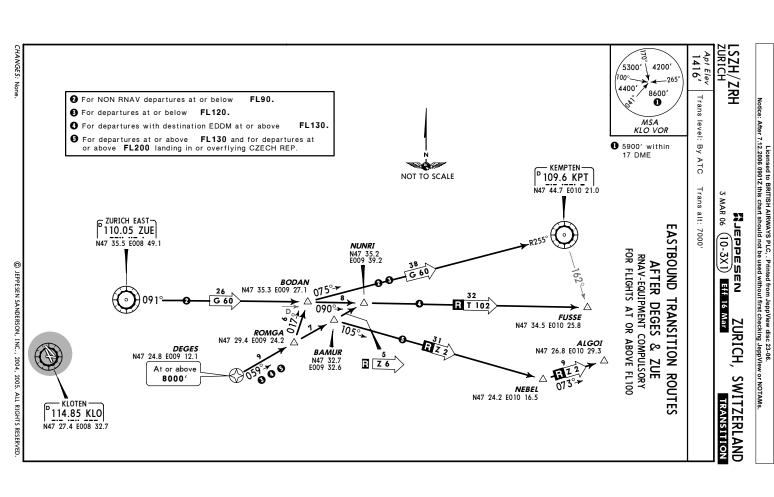


LSZH/ZRH ZURICH Apt Elev 1416' 0 For departures with destina-2 For NON RNAV departures at or below FL90. RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100 FL260. For departures with destination EDDF and for departures between **FL150 & FL230**. For departures with destination LFST and for departures at or below **FL140**. tion EDDS TURICH EAST | 110.05 ZUE | 147 35.5 E008 49.1 Trans level: By ATC Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. NORTHBOUND TRANSITION ROUTES E KLOTEN | 114.85 KLO | N47 27.4 E008 32.7 NOT TO SCALE AFTER DEGES & ZUE N47 24.8 E009 12.1
At or above 8000' Trans alt: 7000 N48 10.0 E009 11.0 △ OCT 05 (10-3W) Nasaddar 1 **ROMIR** N47 42.8 E009 06.5 Ø359 **ETAGO** N48 43.7 E009 27.6 ARSUT N48 10.0 E009 19.7 , , , o o o .091° D26 ZURICH, SWITZERLAND 0170 **ROMGA** N47 29.4 E009 24.2 \triangleright 001°→ RZ3 R D **BODAN** N47 35.3 E009 6 R Z 1 ALAGO N47 48.0 E009 27.8 **BIKBI** N47 58.3 E009 27.7 **MINGA** N48 10.0 E009 27.7 ORZ3 700° 17 DME 4400 5300' TRANSITION 27.1 **6**600′ 4200' 265°

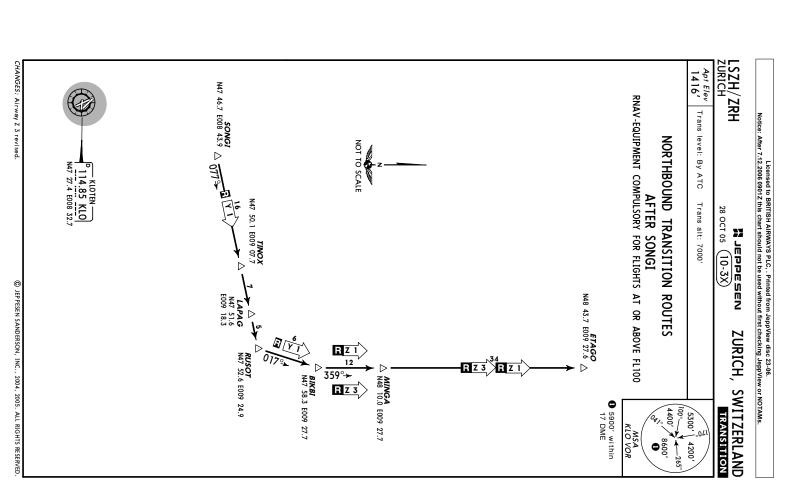
CHANGES: Airway Z 3 revised.

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LSZH/ZRH ZURICH CHANGES: Airway UT 10 realigned 17 DME Apt Elev 1416' 5300' 4200 4400' HERICOURT 289 HR 8600' Trans level: By 0 Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. 33.7 E006 43.9 KLOTEN 14 NM WEST of LASUN D55 KLO 114.85 KLO ATC SOUTHBOUND & LASUN N47 24.9 E007 32.3 N47 27.4 E008 32.7 At or above NOT TO SCALE **TORPA** N47 28.8 E006 39.5 FL200 At or above Trans alt: 7000 3 MAR 06 (10-3X2) Nacabe Sen UN 176 R O Δ PINOE N47 15.0 E008 27.1 UN 176 G G 434 R FOR FLIGHTS AT OR ABOVE FL100 RNAV-EQUIPMENT COMPULSORY **MOROK** N47 23.8 E006 39.3 At or above 10000' WESTBOUND TRANSITION ROUTES **VEBIT** N47 16.1 E008 00. AFTER VEBIT Δ JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED **BALIR** N47 18.5 E007 16.9 -€ T 53 Eff 16 Mar Δ 093 **ROTOS** N47_11.4_E007_43.5 At or abov OBEDU N47_15.5_E008_15.3 ZURICH, SWITZERLAND ARTAG N47 09.9 E008 30.8 At or above 2 For departures with destination LSAG and beyond WILLISAU 116.9 WIL 3 For departures with FL120 or below and destination LFEE or beyond. **GERSA** N47 02.4 E008 31.9 N47 10.7 E007 54.4 • For departures with FL140 - FL180 and destination LFEE or beyond. UN 850 At or above 14000' For departures with FL200 or above and destination LFEE or beyond, cross 14 NM WEST of LASUN on UN 176/UT 10 at or above FL200. TRANSITION 6 For departures with destination LFSB and within LFSB TMA. 7 For departures with destination south of LSZH.



LSZH/ZRH Apt Elev 1416' N47 27.5 E008 32.9 ATIS HANGES: Note. 47-26 4 (°) Limit of apron control competence Remote de-icing pad (FOR DETAILS SEE 10-9E) Feet 08-32 Trees E(3) Up to U 128.52 7095 08-32 FOR PARKING POSITIONS SEE 10-90 121.9 FOR PARKING POSITIONS SEE 10-98 1391' **B 8202** 68 84 500 DE-ICING RWY-10 Rwy 16: Turn pad at THR 16. Turns are executed from LEFT to RIGHT only. 2500m VOR © 1460 <u>0</u> EZ. **№** JEPPESEN
24 MAR 06 (10-9) Touchdown point rwy, 14 for CAT A, & B acti 3445',1050m from displaced threshold. Conditions of availability:
- VIS 3000m ZURICH Delivery (Cpt) DE-ICING RWY-16 1499 1500 08-33 A₁₆₉₀ 121.8 1469 118. © JEPPESEN SANDERSON, INC., 1999, 2006. ALL RIGHTS RESERVED. À1722° 1444' (4) (2) Trees up to 1483' (2) (2) 1480' D 1493' 08-34 1503' For AIRPORT BRIEFING refer to 10-1P pages DO NOT TAXI BEYOND AREA OF APRON CTL COMPETENCE WITHOUT CLEARANCE FROM TWR OR GND CTL. (3) w (3) w (4) E 3 *ZURICH Apron

*ZURICH Apron

North of rwy 10/28

121.75

121.85 (E)3 الهقالات. √ اروع، قروبی آب وآیاتی 08-34 00 51 N1581' ZURICH Departure (R) 1480′ ć. 125.95 1.0 1512- $\begin{pmatrix} 28 \\ 275 \end{pmatrix}$ AIS + MET 1532 (5) a (6) (6) -ం స్ట్రు <u>స్త</u>్రుల ZURICH 47-26 -47-27 1683 47-28 -(3) P

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ZURICH, SWITZERLAND

LSZH/ZRH 24 MAR 06 NaSaddar 1 (10-9A) ZURICH, SWITZERLAND

ZURICH

Approved 3. Operators HIRL, CL 8 mult BVP red	JAK-OF3	Total rwy e TAKE-OFF F RWY 16:	16 © 34 HIRL	Rwy grooved. TAKE-OFF RUN RWY 14: Fro	14 O 32 HIRL	TAKE-OFF FROM Y 28: From rwy twy	ē 🗢	\perp
	Rwys 16,	Total rwy except first 1969'/600m rwy 34 grooved. TAKE-DFF RINA AVALIABLE RWY 16: From rwy head 12,139' (3700m) twy E3 int 9843' (3000m)	HIRL(30m)CL(15m)HIALS-II TDZ PAPI(3.0°) REIL RVR HIRL(30m)CL(15m)HIALS PAPI-L(3.5°) REIL RVR	Rwy grooved.	HIRL (30m) CL (15m) HIALS-II TDZ 3 HIRL (30m) CL (15m) HIALS PAPI-L (3.5°)	n d a	28 HIRL(44m) CL(15m) HIALS @ PAPI-L(3	m CI (15m AIS PAPI.I
LVP must be in Force	TAKE- 28, 32, 342	(3700m) (3000m)		(3300m) (2700m)	REIL	đ.	.3°) REIL	LANDING BEYOND —— Threshold Glide Slope
	TAKE-OFF 1	RWY 34: From 1 twy E twy E	10,597' <i>3230m</i>	<u>RWY 32:</u> From r	RVR 10,334'3150m RVR		RVR	Threshold
RCLM (DAY only)	AI	From rwy head 12,139' twy E8/R8 int 10,728' twy E7/R7 int 8432'	10,879' 3316m 9686' 2952m	From rwy head 10,827' twy H2 int 8858'	9196' 2803m			
(DAY only)	All Rwys 2	(3700m) (3270m) (2570m)	8 197'	(3300m) (2700m)	6 197'		© 60m	TAKE-OFF WIDTH

Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

125m

150m

200m

300m 250m

400m

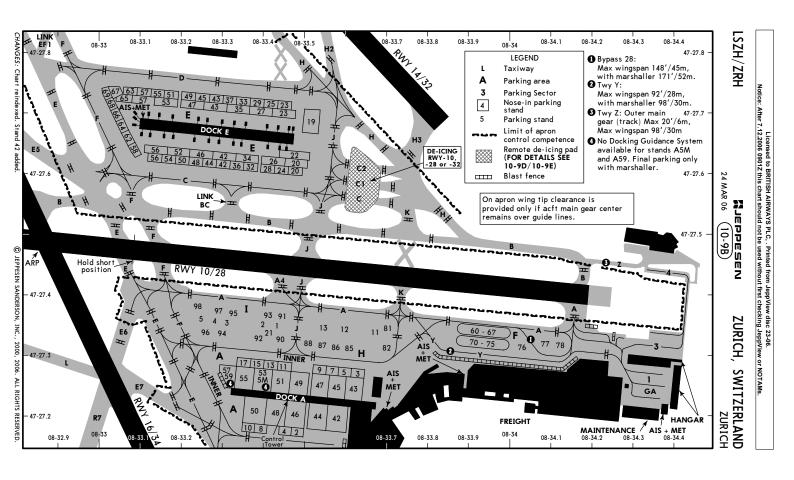
600m 500m

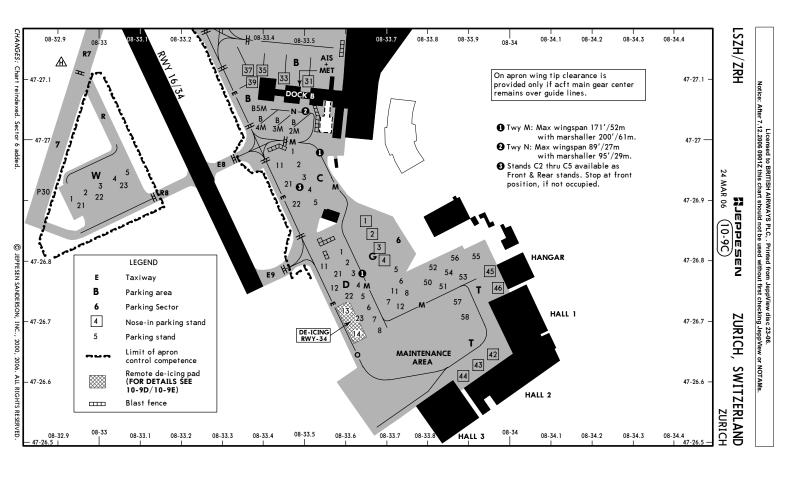
800m

Take-off rwy 14 is subject to activation by airport authority.
 With approved guidance system: ABCD 75m.

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CHANGES: Note.





LSZH/ZRH

ZURICH, SWITZERLAND
20 OCT 06 (10-9D)
ZURICH

	E443 E444 E45	E33 E35 E36	EE27 E329 E329	E19 E20, E22 E23 E24 E25	D12, D13 D14 D21 D21 D22 D23	C11, C21, C22 D1 thru D3 D4 thru D6 D7, D8 D11	B35, B37, B39 C1 C2 thru C4 C5F C5R	A53, A55 A57, A59 B1M thru B3M B4M, B5M B31, B33	A46 A47 A48, A49 A50 A51	A13, A15 A17 A42 A43 A44, A45	AAAAA A10	A2 A3 A5 M	STAND No.
	N47 27.6 E008 33.3 N47 27.7 E008 33.3 N47 27.6 E008 33.3 N47 27.6 E008 33.3 N47 27.7 E008 33.3 N47 27.6 E008 33.3	N47 27.7 E008 33.4 N47 27.6 E008 33.4 N47 27.7 E008 33.4 N47 27.7 E008 33.4 N47 27.6 E008 33.3 N47 27.7 E008 33.3	N47 27.6 E008 33.4 N47 27.7 E008 33.4 N47 27.6 E008 33.4 N47 27.7 E008 33.4 N47 27.6 E008 33.4	N47 27.7 E008 33.5 N47 27.6 E008 33.5 N47 27.7 E008 33.5 N47 27.6 E008 33.5 N47 27.7 E008 33.4	N47 26.7 E008 33.6 N47 26.7 E008 33.7 N47 26.8 E008 33.6 N47 26.7 E008 33.6 N47 26.7 E008 33.7	N47 26.9 E008 33.5 N47 26.8 E008 33.6 N47 26.7 E008 33.6 N47 26.7 E008 33.7 N47 26.8 E008 33.7	N47 27.1 E008 33.4 N47 27.0 E008 33.5 N47 26.9 E008 33.5 N47 26.9 E008 33.5 N47 26.9 E008 33.6	N47 27.2 E008 33.4 N47 27.3 E008 33.3 N47 27.0 E008 33.5 N47 27.0 E008 33.5 N47 27.1 E008 33.4	N47 27.2 E008 33.5 N47 27.2 E008 33.6 N47 27.2 E008 33.5 N47 27.2 E008 33.4 N47 27.2 E008 33.4	N47 27.2 E008 33.4 N47 27.3 E008 33.4 N47 27.2 E008 33.6 N47 27.2 E008 33.7 N47 27.2 E008 33.7	N47 27.2 E008 33.4 N47 27.2 E008 33.4 N47 27.2 E008 33.4 N47 27.2 E008 33.4 N47 27.2 E008 33.4	N47 27.2 E008 33.5 N47 27.2 E008 33.7 N47 27.2 E008 33.5 N47 27.2 E008 33.6 N47 27.2 E008 33.4	OORDI
-		W1, W3 W4, W5 W21, W22 W23	T50 thru T52 T53, T54 T55 T56 T57, T58	196 thru 198 P30 T42, T43 T44 T45, T46	191 192 193 194 195	11 12, 13 14, 15 121 190	H12, H13 H81, H82 H85, H86 H87, H88	G2 thru G5 G6 G7, G8 G11 G12	F70 thru F72 F73, F74 F75 thru F77 F78 G1	E62 thru E67 E68, E69 F60 thru F62 F63 thru F66 F67	E52 E53 E54 E55 thru E57 E58	E47 E48 E50 E51	STAND No.
		N47 26.9 E008 33.9 N47 26.9 E008 33.0 N47 26.9 E008 33.1 N47 26.9 E008 33.0 N47 26.9 E008 33.0	N47 26.8 E008 33.8 N47 26.8 E008 33.9 N47 26.8 E008 34.0 N47 26.8 E008 33.9 N47 26.7 E008 33.9	N47 27.4 E008 33.3 N47 26.9 E008 32.9 N47 26.6 E008 34.0 N47 26.6 E008 33.9 N47 26.8 E008 34.0	N47 27.4 E008 33.5 N47 27.3 E008 33.4 N47 27.4 E008 33.4 N47 27.3 E008 33.3 N47 27.4 E008 33.3	N47 27.4 E008 33.5 N47 27.4 E008 33.4 N47 27.4 E008 33.3 N47 27.4 E008 33.5 N47 27.3 E008 33.5	N47 27.3 E008 33.7 N47 27.4 E008 33.6 N47 27.3 E008 33.7 N47 27.3 E008 33.6 N47 27.4 E008 33.6	N47 26.8 E008 33.7 N47 26.8 E008 33.8 N47 26.7 E008 33.8 N47 26.8 E008 33.8 N47 26.8 E008 33.7	N47 27.3 E008 33.9 N47 27.3 E008 34.0 N47 27.3 E008 34.1 N47 27.3 E008 34.2 N47 26.9 E008 33.7	N47 27.7 E008 33.1 N47 27.7 E008 33.0 N47 27.3 E008 33.9 N47 27.3 E008 34.0 N47 27.3 E008 34.1	N47 27.6 E008 33.2 N47 27.7 E008 33.2 N47 27.6 E008 33.2 N47 27.7 E008 33.1 N47 27.6 E008 33.1	N47 27.7 E008 33.2 N47 27.6 E008 33.2 N47 27.6 E008 33.2 N47 27.6 E008 33.2 N47 27.7 E008 33.2	COORDINATE

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LSZH/ZRH

ZURICH, SWITZERLAND
20 OCT 06 (10-9E)
ZURICH

DE-ICING PADS

RWY-34 D13 / D14 PAD Coordinator 130.37	RWY-28, -32 or -10 Twy C / C1 / C2 PAD Coordinator 121.67	RWY-16 Twy F / F1 / F2 PAD Coordinator 121.65	RWY-10 Holding bay 10 PAD Coordinator 130.37	Remote Deicing Pad
POTE NOTE WINT	TWY J STOP DE-ICING	THE STATE OF THE S	HOLDING BAY 10	Site Overview

LSZH/ZRH

15 OCT 04 Masadaar (10-9F)

ZURICH, SWITZERLAND ZURICH

_SZH/ZRH

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 tails, the aircraft must be positioned by a marshaller.

Azimuth guidance, continous 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:

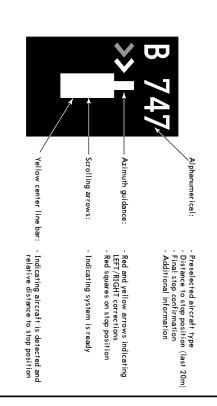
- Check for correct aircraft type displayed (ICAO designator). Do not proceed beyond the bridge unless the floating arrows have been superseded by the yellow center line bar.

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.

THANGES: Docking system JEPPESEN SANDERSON, INC., 2002, 2004. ALL RIGHTS RESERVED.

CHANGES: Procedure title. Note. Profile. Minimums

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22 TEDDESEN

ZURICH, SWITZERLAND

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'. 2293 - 47-40 ILS GS 3.00° or (GS out Alt Set: hPa Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI 47-30 JAR-OPS OC Descent Gradient 5. 128.52 nd speed-Kts Š ATIS LS tront course width 108.3 08-10 둗 RVR 550m 4000' # 1370 201 • Acft type must be reported RILAX DA(H) at first radio contact. TRASADINGEN-ALTITUDE IKL DME 118.0 1602′ (200′) RA 187' D10.0 Apch Crs RVR 1000m ZURICH Arrival (APP/R) 0% 2730 377 70 120.75 4.0 3690' 114.85 KLO 2960'A D1.01K 90 485 EDUMI D4.4 TRA ANDING **2730**′ (1328′) D4.01K 2123′6 RVR 1200m RVR 1600m RVR 1000m 100 539 D8.0 D4.0 IKL 20 OCT 06 (11-1) Eff 26 Oct MDA(H) 1900' (498', **D4.0** IKI GS 2730' 119.7 RWY14 LOC (GS out) with IKL DME 647 120 Trans level: By ATC MDA 3052 755 140 160 LOC 2730 137° 2507 3212 1602'(200') 25900' within RVR 2000m RVR 1500m 862 RA 187' DA(H) 3050 108.3 IKL 120.22 4 displaced threshol D1.01KL 2400′ **(** URICH Tower Dubendorf 118.1 2730′ ZH70 Apt Elev 1416' A2205' Trans alt: 7000' RWY 1402' for ZURICH thresh 53' CAUTION D9.0 KLO D4.7 ZUE 119.7 D 110.05 ZUE (0) 097° (27000 110.05 RWY 14 1402' 2410' MISSED APCH FIX 4400′ 5300' AMIKI D9.0 ZUE 2323' MSA KLO VOR Rwy •86 516 516 **©** 8600′ 121.9 4200' 000 2.0 2090' 097 137° 277

PANS OPS 3 BRIEFING STRIP ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
CHANGES: Procedure title.
© JEPPESEN SANDERSON, INC. 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′. 2293" Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI. Alt Set: hPa LSZH/ZRH Gnd speed-Kts JAR-OPS 128.52 ATIS set: nPa Rwy Elev: 50 hPa LS front course width 3.5°. 2. Spec 108.3 ILS DME reads zero at rwy 14 displaced threshold. 08-10 ■ Acft type must be reported RILAX' \$3052' at first radio contact. 4000' □ 114.3 TRA D10.0 3.00° D8.0 1KL 18.0 Apch Crs 70 377) K K ZURICH Arrival (APP/R) 120.75 119.7 90 100 120 485 539 647 2960'A 50 hPa Trans level: By ATC Trans alt: 7000'
2. Special Aircrew and Aircraft Certification Required. EDUMI D4.4 TRA D4.0 IKI 2730' (1328') 4000 2560' #JEPPESEN 20 OCT 06 Eff 26 Oct (11-1A) 4.0 D4. 0 IKL 2123′ D8. O.KL STRAIGHT-IN LANDING RWY 14
CAT II ILS GS 2303' 755 862 RA 95' DA(H) 1502' (100') **D4.0** IKL GS 2730' 137° 108.3 IKL RVR 300m 3-30 2507'A 3212' ABCD 25900' within CAT II IIS **RA 95'** DA(H) 1502'(100') 120.22 10.0 TRA 2400′ L Dubendorf ZH701 ZURICH Towe Apt Elev 1416' 118.1 119.7 ZURICH, SWITZERLAND (A RWY1402' Do not mistake for ZURICH. 2205 AUTION D9.0 KLO D4.7 ZUE 097° (7000 AMIKI 277° D9.0 ZUE 277° TCH displ thresh 53' ZURICH EAST ZURICH EAST P 110.05 ZUE ILS Rwy 14 MISSED APCH FIX 700° RWY 14 1402' 4400' 5300' 2323 MSA KLO VOR 2198′ 121.9 **©**%0 4200' 137° 000 100

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CHANGES: Procedure. Note. Minimums

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ILOC Final Cor ILOC	1121-
	LSZH/ZRH ZURICH ATIS
3370' (1980') 3370' (1980') 4°. Initial climb to 50, Arun LET (MAN 210) At the LET (MAN 210) At the Let the series of the se	ZURICI
700 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
ILS Apt Ele	PESEN 1-2 EHH 26
	ZURICH,
117.7 121.	SWITZERLAND ILS Rwy 16

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

PANS OPS 3 BRIEFING GIPO 5000 D MISSED APCH: Climb on track 154°. Initial climb to 5000′. At D2.0 IZH past the station, but not below 1900′, turn LEFT (MAX 210 KT/MIM BANK 20°) to intercept R-214 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000′. Cross ZUE VOR at 6000′ or above and intercept R-097 ZUE to AMIKI. DHs above (200') are not considered.Operators applying U.S. Ops Spec LSZH/ZRH Gnd speed-Kts Acft type must be reported at first radio contact. JAR-OPS O MISSED APCH CLIMB 4000′ ILS DME reads zero at rwy 16 threshold. 4. Special aircrew and acft certification Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 7000 LS front course width 3.1°. 2. LOC coverage area reduced to 5° L/R of centerline. GRAD MIM 4.6%. 10.5 D8.0 IZH HZI 2007 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. 08-10 154°-154° □ 114.3 TRA Apch Crs **154**° **D6.0** IZH GS **3.370**′ 110.5 IZH 18.0 D /3.3
 90
 100
 120
 140
 160

 485
 539
 647
 755
 862
 JAAZI, STRAIGHT-IN LANDING RWY 16
CAT II ILS
Missed apch climb gradient mim 4.6% up to 2700
ABCD 4000 114.85 KLO EDUMI D4.4 TRA 2560 3370′ (1980′) Eff 26 Oct D6.0 IZH , y g 2123′d 2960 GS PEPPESEN **D3.0** IZH GS 2410' 2166 2000 08-30 RVR **300m 🛮** 1⋛ 19.7 D6.0 IZH 7000 (11-2A D8.0 IZH RA 93' 1490'(10 2507'A 2094 3212 D3.0 IZH (100') TURICH EAST 110.05 ZUE 2400' Apt Elev 1416' ZURICH, Dubendorf 08-40 **O**CAT RWY 1390' TCH 55' **(** Do not mistake for ZURICH. 119.7 CAUTION D 110.05 ZUE ZUE **SWITZERLAND**) 097° RWY 16 1390' MISSED APCH FIX **©** 5900' within 17 NM /100° 4400 5300' 08-50 AMIKI 9.0 ZUE MSA KLO VOR Rwy | 2323 7000 4200' 000 097° 277

CHANGES: Procedure.

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CHANGES: New procedure

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PANS OPS 3 MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 4000'. At D2.5 IZW past the station turn LEFT (MAX 210 KT) onto 195°, then continue climb to 7000'. Intercept R-064 WIL inbound. At D10.0 WIL turn ■ Climb gradient up to 4700′. ■ CAT A: 2147′ ■ CAT A: 2831′ (1415′), CAT B: 2842′ (1426′). NOT TO SZH/ZRH Alt Set: hPa RIGHT onto 330° to intercept R-016 WIL. Proceed to GIPOL. JAR-OPS OC Descent Gradient RICH RWY 28 **1416**′ s GS 3.30° or 5 ncategorized ILS approach due to non-instrument runway 4.0% B DA(H) BC:2168' (752')D:2178' (762')
2.5% DA(H) BC:2853'(1437')D:2863'(1447') 109.75 128.52 MZI 700 080° - 26 I ZŲE **©** 191°11.1 7000 RILAX **©** 191° 4.4 6000 EDUMI 700 ALTITUDE TRASADINGEN WILLISAU 16.9 WIL D10.0WI STRAIGHT-IN LANDING RWY

ILS

Missed apch climb gradient mim SWIT ZER LAND TCH 51' Rwy Elev: 51 hPa 0009 Apch Crs **275**° 18.0 2450′ VIS 4000m 2166 414 D2.2 IZW EDUMI D4.4 TRA 532 NOI TO SCALE CAUTION:
Do not mista
for ZURICH. 120.75 264° D. 2550' (1134') 2800′ Eff 26 Oct (11-3) 591 D3.3 IZW S 14.85 KLO KLOTEN JEPPESEN 710 **D3.3** IZW GS 2,550′ 3150′ 275° 109.75 IZW .2 D3.3 Trans level: By ATC MDA 2228 (731'), CAT B: 2157' 828 Dubendorf 19.7 A2799' 946 160 LOC (GS out)
Missed apch climb gradient min
4.0% • MAA(H) 2360′ (944′
2.5% MDA(H) 3070′ (1654′ 3500' LS DME DA(H) Refer to Minimums D ZURICH EAST 2205′ VIS 4300m 2530 **D6.5** IZ₩ of apch at D0.7 IZW. Expect turbulences on short final during southwesterly winds **D6.5** *IZW* 3850′ ZURICH Tower (741′). UNCATEGORIZED ZURICH, SWITZERLAND Apt Elev 1416 Trans alt: 7000' RWY 1416' VIS 5000m MHz during entire approach.
Do not mistake rwy 32
for rwy 28. CAUTION: High terrain East of D 19.0 KLO. 10.3 at first radio contact.

25900" within 17 NM 2356" Compulsory to monitor 121.5 3904' O Acft type 4200′ 119.7 275° 277 first radio contact D16.0 KLO 3500' -275° 3.8 2323 PAPI I must be reported 4550′ 100° 7000 4400′ 5300' D10.31ZW MSA KLO VOR 9.0 AMIKI **MAX 210 KT ** # 5000' Rwy 28 2162 4200' 0 8600' 4900′ 2533

PANS OPS 3 BRIEFING STRIP MISSED APCH: Climb STRAIGHT AHEAD. Initial climb to 5000'. At D5.5 IZS past the station turn LEFT. Continue climb to 7000'. Intercept R-261 ZUE. Proceed to GIPOL. - 47-20 47-30 08-00 ZURICH (GS out) ALTITUDE LSZH/ZRH ILS GS 3.30° or JAR-OPS

Missed apch climb
gradient mim 3.0% to 2400′ OC Descent Gradient
MAP at D1.4 IZS RWY 34 1388' and speed-Kts Š CAT A: 1592' (204'), CAT B: 1602' (214') 3176 110.75 RVR 550m IZS 70C 128.52 Acft type must be reported at first radio contact. DA(H) 1588 (200') at rwy 34 displ threshold ILS DME reads 0.2 NM RVR 1000m TCH 51' Rwy Elev: 50 hPa Apch Crs **334°** 2080′ 414 6000 118.0 **D1.4** IZS STRAIGHT-IN LANDING RWY 34

ILS

Missed apch climb

/ DA/H) | gradient minz 1.8%

C.1 6 1 5 / (227 / I). 1 6 2 5 / (237 / I).

FULL

ALS out 2430′ 532 URICH Arrival (APP/R)
0 120.75 119.7 CAUTION: High terrain South of D20.0 KLO. Compulsory to monitor 121.5 MHz during entire approach RVR 600m 2710'(1322') 591 100 334° 1 10.75 IZS D3.8 IZS 20 OCT 06 (11-4) 2780′ D3.8_{IZS} D6
65 27 10'
|Loc 27 10' PEPPESEN 710 MDA **©** 191°11.1 7000∯ *RILAX* **©** 191° 4.4 6000∯ *EDUMI* TRASADINGEN 828 MAX 210 KT 140 160 3130′ RVR 1000m NAHA! 2700' 2123' DI, 41Z 946 D6.0 128 DA(H) Refer to Eff 26 Oct 3830′ D3.8 (ZS LOC 3480' MDA(H) 1990'(602' ZURICH Tower 119.7 LOC (GS out) 3390' ZURICH, SWITZERLAND 4180′ Apt Elev 1416 -334°-1 2500m RWY 1388' ALS out WILNI 4530 114.85 KLO 600\\2205' 2 5900' within 17 NM REIL PAPI LOC 5000' Tor ZURICH. CAUTION: 2.9 700°-4400' 5300' ZURICH EAST MSA KLO VOR 110.05 ZUE ZH726 D16.0 KLO Rwy 34 265 4200 D5.5 6000′ 5930

CHANGES: Chart reindexed. Procedure title.

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

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

PANS OPS 3 ZURICH C 2293' (5) MISSED APCH: Climb on R-337 inbound KLO VOR. Initial climb to 5000'. Then turn LEFT to intercept R-206 inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000'. Cross ZUE VOR at 6000' or above and intercept R-097 ZUE to AMIKI. LSZH/ZRH Descent Gradient 5.26% or Descent angle [3.01°] Gnd speed-Kts Alt Set: hPa Rwy Elev: 50 hPa T CAUTION: Do not mistake rwy 14 for rwy 16. AR-OPS escent angle ALTITUDE D9.2 KLO 157° 14.85 128.52 0 γ ATIS • Acft type must be reported at first radio contact. ZH775 D13.9 TRA RVR 1700m RVR 1400m RVR 1600m RVR 1500m STRAIGHT-IN LANDING RWY 16 9.0 3940' TRASADINGEN-Apch Crs мра(н) 1950′ (560′ 118.0 114.85 KLO 2640 376 D6.0 4000 70 D14.5 ZURICH Arrival (APP/R) 08 20 3620′ 483 90 100 120 EDUMI D4.4 TRA 4000′ (2610′) 120.75 Procedure Alt **D5.0** KLO [50 VOR] A. 2960' 537 D9.2 KLO 20 OCT 06 (13-1) RVR 2100m RVR 2000m RVR 2300m RVR 2200m PEDDESEN 644 RILAX 5052 ALS out 3300′ Trans level: By ATC 119.7 2660′ 2123′ 140 160 7000 751 08,30 2507 1950′(560′) 2094 MD/A 2.6 D5.0Kto 859 **D2.4**KLO △ [MD16] 21 [50 VOR] MDA(H)2980′ Eff 26 Oct Dubendorf D2.4 KLO ZURICH EAST 118.1 2400′ ZURICH, SWITZERLAND Apt Elev 1416 Trans alt: 7000 2660′ REIL PAPI RWY 1390' **(** 119.7 KLO VOR Do not mistake for ZURICH. 2205′ CAUTION (GPS) VOR Rwy 1 ZURICH EAST D 110.05 ZUE (O) 097° (A7000 25900' within 17 NM 2340′ 114.85 ZUE [TCH 55'] RWY 16 1390' MISSED APCH FIX 4400' AMIKI D9.0 ZUE 5300′ MSA KLO VOR 2323' in 114.85 121.9 **8**600′ R-337 4200 7000 097 5 277

PANS OPS 3 - 47-40 MISSED APCH: Climb on R-095 KLO. Initial climb to 5000'. At KLO VOR intercept R-255 KLO. At D7.0 KLO past the station continue climb to 7000'. On R-255 KLO intercept R-016 WIL. Proceed to GIPOL. ZURICH LSZH/ZRH Descent Gradient 5.71% or Alt Set: hPa Rwy Elev: 51 hPa CAUTION: Do not mistake rwy 32 for rwy 28. JAR-OPS Descent angle 114.85 RWY 28 1416' 128.52 Expect bright floodlight slightly North of apch at D1.5 KLO during ALTITUDE 5 VOR Acft type must be reported NOT VIS 4300m KLO VOR STRAIGHT-IN LANDING RWY 28 Apch Crs **275**° 118.0 Final MDA(H) 2360'(944', [TCH 50'] 405 521 D7.0 2960' /.1 4000' (2584') Arrival (APP/R) **1** 20.75 119.7 Procedure Alt **D8.3 KLO** 2560' 20 OCT 06 (13-2) 579 **ДЗ.2** КLO [мр28] NaSaddar 1 P 114.85 KLO 0 2166 RILAX' 3052' 694 Trans level: By ATC 2303′ VIS 5000m 810 140 2360'(944') 2.8 2.8 Eff 26 Oct 926 160 MDA(H)3210' ZURICH Towe. D 110.05 ZUE KLO 60 VOR 2400′ 2228 Apt Elev 1416' ZURICH, SWITZERLAND Trans alt: 7000 RWY 1416' PAPI PAPI CAUTION 2720 ┾┿╌┈∎┋ 2 5900' 119.7 (GPS)VOR Rwy 28 275°-# 4000' within 17 NM D8.3 KLO 14.85 음 0009 4400 MSA KLO VOR 5300' 2323 114.85 8600′ 0 4200′ R-095 5

CHANGES: Printing sequence. Procedure title. Minimums

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CHANGES: Printing sequence. Procedure title.

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PANS OPS 3 Continue on R-332 KLO. At D5.0 KLO past the station turn LEFT. Continue climb to 7000'. Intercept R-261 ZUE. Proceed to GIPOL. 08-00 - 47-20 ZURICH _SZH/ZRH RWY 34 1388' 47-30 MISSED APCH: Climb on R-152 inbound KLO VOR. Initial climb to 5000'. Descent Gradient 6.15% or ALTITUDE Descent angle NAP at D2.8 KLC AR-OPS nd speed-Kts 114.85 6 128.52 VQR [TCH 51'] Acft type must be reported at first radio contact. 2720′ KLO VOR Apch Crs 332° STRAIGHT-IN LANDING RWY 34 3090′ 2690' 436 70 ида(н) **2430′** (1042′) 8 D2.8 KLO 561 90 CAUTION: High terrain South of 20 DME Arc KLO. Compulsory to monitor 121.5 MHz during entire approach. (R-261 ZUE) 4500m 3460′ 5010' (3622') Procedure Alt Arrival (APP/R) (APP/R 623 100 20 OCT 06 (13-3) EGABI PLEDDESEN 120 748 **D3.8** KLO [38VOR] MDA TRASADINGEN 3830' 2960' MHA 750 872 140 160 D5.9 KLO 2123' **D2.8** KLO'L 2430'(1042') 2640' 997 4190′ MDA(H)**D5.0** KLO [50 VO2] Eff 26 Oct 2000 -8 3090′ 9.0 4560' **6** MAX 210 KT 3050' ZURICH Towe ZURICH, SWITZERLAND 5.2 Apt Elev 1416 5010 332 RWY 1388' D3. MANID D12.9 KLO EGABI D10.2 KLO 4930′ 119.7 VOR CAUTION 114,85 KLO (GPS) VOR Rwy 34 2 5900' within 17 NA PAR PAPI KLOTEN: √\\\^2205′ Do not mistake for ZURICH. 700°L 4400' 5300' DINO MSA KLO VOR ZURICH EAST 10.05 D16.0 **6**86 ZH725 4200 6000 KLO

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PANS OPS 3		5 5	10 15 20	BRIEFING STRIP TM
MDA(H) 204 MDA(H) 204 A RVR 1000m B RVR 1200m C RVR 1600m	RWY 14: Climb on trace with the station continue	47 20 (B. 10 APCH.	2756	ATIS TABLE ATIS TURICH ATIS TURICH ACTIVAL (APP/R) 128.52 118.0 120.75 119.7 118.0 120.75 119.7 Final Apch Crs By ATC MISSED APPROACH Alt Set: hPa Apt Elev: 51 hPa 1. CAUTION: Do not confuse Mil apt 5.5 Ms Se with 2. Final approach angle of not less than 3° should be 3. Final approach angle of not less than 3° should be 4. Final approach angle of not less than 3° should be 4. Final approach angle of not less than 3° should be 4. Final approach angle of not less than 3° should be 4. Final approach angle of not less than 3° should be 4. Final approach angle of not less than 3° should be 4. Final approach angle of not less than 3° should be 4. Final approach angle of not less than 3° should be 4. Final approach angle of not less than 3° should be 4. Final approach angle of not less than 3° should be 4. Final approach angle of not less
SRA 14 SRA 14 SRA 14 MDA(H) 2040' (638')	on track 137°. (210 KT) onto to the time climb to 7 MIKI. MIKI. on track 154°. (900 trun LEFT) from LEFT RR. At D5.0 ZUE RR.	2000 1000 2582'	15 DAME RWY 14. 7° 108.3 IKI	ZURICH Arrival (APP/R) 8.0 120.75 119 Final Minim Apph Crs No By ATC MISSED APPR Apt Elev: 51 hPa of confuse Mil apt 5.5 NM angle of not less than 3° s be reported at first radio
SRA 10 2040 0m	RWY 16: Climb on track 137°. Initial climb to 5000′. At D4.5 IKL past the station, turn LEFT (MAX 210 KT) onto track 360° to intercept R-054 KLO. At D9.0 KLO past the station continue climb to 7000′. Cross ZUE VOR at 6000′ or above and intercept R-097 ZUE to AMIKI. RWY 16: Climb on track 154°. Initial climb to 5000′. At D2.0 IZH past the station, inbound ZUE VOR. At D5.0 ZUE to the station continue climb to 7000′. Cross ZUE VOR at 6000′ or above and intercept R-214 (Limb to 7000′). The station continue climb to 7000′. Cross ZUE VOR at 6000′ or above and intercept R-097 ZUE to AMIKI. Refer to AMIKI. Refer to AMI	21237 2294' 2133 2094' 2094' 342' 110.75 173	7300	ATIS ZURICH Arrival (APP/R) ATIS ZURICH Arrival (APP/R) ATIS ZURICH Arrival (APP/R) ATIS ZURICH Arrival (APP/R) APP/R)
ALS out RVR 1500m RVR 2000m	5000'. At D4.5 fercept R-054 KL VOR at 6000' (10 Minus Bank 20°) (ZZ S Dubendo	13 RA 13 RA 14 MO.5 J	
	D4.5 IKL past the static 54 KLO. At D9.0 KLO pa 0000' or above and interc 0000 lZH past the static 20°) to intercept R-214 limb to 7000'. Cross ZUE Lighting- Refer to Airport Chart	Dubendorf 2074	n 17 nm	ZURICH, SW TMN 2.0 NM SRA R ZURICH Tower 118.1 119.7 Apt Elev 1416' RWY 141402' RWY 161390' W Trans alt: 7000' MISS
	station, ILO past intercept station, R-214 ss ZUE VOR ss ZUE VOR Missed Apch Chart Missed Apch Chart Babove	3900	AMIKI 277° D9.0/ 277° R-097 ZUE D10.05 ZURICH EAST D110.05 ZUE D110.05 ZUE	3 RWY 14, 16 Ground 9.7 121.9 5 6 100° 20' 400' 400' 800' 00' MSA KLO VOR MISSED APCH HOLDING 297°