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AIRAC

AIP

AIRAC AMDT 011 2021

Effective Date 02 DEC 2021
Publication Date 21 OCT 2021

RMK

Filing instruction: Insert this AIRAC AMDT into AIP before inserting AMDT of same effective date, if issued.

1. Insert the following pages:

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LSZC AD 2 - 7/8	AIRAC 02 DEC 2021	LSZC AD 2 - 7/8	20 MAY 2021

2. Record entry of amendment on page GEN 0.2

3. This AIP AMDT incorporates information contained in the following publications:

NOTAM: B1001/21

AIP SUP: NIL

AIC: NIL

4. Following SUP and AIRAC SUP are still in force on effective date:

Checklist SUP: 007 2018, 009 2018, 002 2021

Checklist AIRAC SUP: NIL

LSZC AD 2.24.7.1 - 1/2	AIRAC 02 DEC 2021	LSZC AD 2.24.7.1 - 1/2	20 MAY 2021
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006/2016	12-May-2016	23-Jun-2016	
007/2016	09-Jun-2016	21-Jul-2016	
008/2016	07-Jul-2016	18-Aug-2016	
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012/2016	27-Oct-2016	08-Dec-2016	
001/2017	22-Dec-2016	02-Feb-2017	
002/2017	19-Jan-2017	02-Mar-2017	
003/2017	16-Feb-2017	30-Mar-2017	
004/2017	13-Apr-2017	25-May-2017	
005/2017	08-Jun-2017	20-Jul-2017	
006/2017	06-Jul-2017	17-Aug-2017	
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008/2017	31-Aug-2017	12-Oct-2017	
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010/2019	29-Aug-2019	10-Oct-2019	
011/2019	26-Sep-2019	07-Nov-2019	
012/2019	24-Oct-2019	05-Dec-2019	

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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

AIP page(s) affected	Amendment text	Introduced by AIP Amendment NR
Genève AP:		
LSGG AD 2.24.4 - 3	- New OBST Number 1a pole (435.5 m), 46 13 29 N 006 05 22 E	AIRAC AMDT 008 2018
LSGG AD 2.24.4 - 3	- Delete OBST Number 1 Localizer (435 m), 46 13 29 N 006 05 22 E	AMDT 006 2021

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

REF ICAO Doc 8400/4, PANS-ABC.
[ ] Within brackets: symbol of a unit of the international System of Units SI of a non-SI unit used in conjunction with the system
**** not in PANS-ABC***
† transmitted in RTF as a spoken word

A

A	Amber
A1A*	A2A, A3E, etc. Designation of typical radio-communication emissions
A/A	Air-to-air
AAA	*or* AAB, AAC etc. *in sequence*, Amended meteorological message
AAL	Above aerodrome level
AAU*	Airspace Allocation Unit
ABM	Abeam
ABN	Aerodrome beacon
ABV	Above
AC	Altocumulus
ACAS†	Airborne collision avoidance system
ACC	Area control centre *or* area control
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft classification number
ACT	Active *or* activated *or* activity
AD	Aerodrome
ADA	Advisory area
ADF	Automatic direction finding equipment
ADIZ†	Air defence identification zone
ADJ	Adjacent
ADR	Advisory route
ADS-B*	Automatic dependent surveillance-broadcast
ADS-C*	Automatic dependent surveillance - contract
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFS	Aeronautical fixed service
AFTN	Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP†	Air-report
AIS	Aeronautical information services
ALA	Alighting area
ALERFA†	Alert phase
ALR	Alerting (message type designator)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate *or* alternating *(light alternates in colour)*
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
AMC*	Airspace management cell
AMD	Amend *or* amended
AMDT	Amendment *(AIP amendment)*
AMS	Aeronautical mobile service
AMSL	Above mean sea level
ANS	Answer
AOC	Aerodrome obstacle chart
AP	Airport
APAPI†	Abbreviated precision approach path indicator
APCH	Approach
APP	Approach control office *or* approach control *or* approach control service
APP*	Appendix
APR	April
APRX	Approximate *or* approximately
APSG	After passing
APV	Approve *or* approved *or* approval
APV*	Approach with vertical guidance
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARR	Arrive *or* arrival
ARR	Arrival *(message type designator)*
AS	Altostratus
ASDA	Accelerate-stop distance available
A-SMGCS*	Advanced surface movement guidance and control system
ASP*	Airspace
ASPH	Asphalt
ASTA*	Climatological station
ATA	Actual time of arrival
ATC	Air traffic control *(in general)*
ATD	Actual time of departure
ATFM	Air traffic flow management
ATIS†	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATS	Air traffic services

ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorize *or* authorization
AUW	All up weight
AVBL	Available
AVGAS†	Aviation gasoline
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BASE†	Cloud base
BARO-VNAV*†	Barometric vertical navigation (to be pronounced "BAA-RO-VEE-NAV")
BAZL*	Federal Office of Civil Aviation (FOCA, OFAC, UFAC)
BCFG	Fog patches
BCN	Beacon *(aeronautical ground light)*
BCST	Broadcast
BDRY	Boundary
BFR	Before
BKN	Broken
BL ...	Blowing *(follow by DU = dust, SA = sand or SN = snow)*
BLDG	Building
BLO	Below clouds
BLW	Below...
BOMB	Bombing
BR	Mist
BRG	Bearing
BRKG	Braking
B-RNAV*†	Basic RNAV*†
BS	Commercial broadcasting station
BTN	Between
BUFR*	Binary universal form for the representation of meteorological data

C

C [°C]	Degrees Celsius
C	Centre *(runway identification)*
CAG*	General Aviation Centre (GAC)
CAT	Clear air turbulence
CAT	Category *(in CAT I, II, III operations)*
CAVOK†	Visibility, cloud and present weather better than prescribed values *or* conditions (KAV-OH-KAY)
CB	(to be pronounced „CEE BEE") Cumulonimbus
CBA*	Cross border area
CC	Cirrocumulus
CCA	*or* CCB, CCC, *etc. in sequence*, Corrected meteorological message
CD	Candela
CDR*	Conditional route
CF	Change frequency to
CGL	Circling guidance light(s)
CH	Channel
CHEM*	Chemical
CHG	Modification *(message type designator)*
CI	Cirrus
CIDIN†	Common ICAO data interchange network
CIV	Civil
CK	Check
CL	Centre line
CLD	Cloud
CLG	Calling
CLR	Clear *or* cleared to *or* clearance
CLSD	Close *or* closed *or* closing
CM [cm]	Centimetre
CMB	Climb to *or* climbing to
CMPL	Completion *or* completed *or* complete
CNL	Cancel *or* cancelled
CNL	Flight plan cancellation *(message type designator)*
CNS	Communications, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction *or* constructed
CONT	Continue(s) *or* continued
COORD	Coordinates
COP	Change-over point
COR	Correct *or* corrected *or* correction
COTSENA*	(= KOSIF)
COTSINA*	(= KOSIF)
COV	Cover *or* covered *or* covering
CPDLC	Controller-pilot data link communications
CPL	Current flight plan *(message type designator)*
CRS*	Course
CRZ	Cruise
CS	Call sign
CS	Cirrostratus
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control zone
CU	Cumulus
CUST	Customs
CWY	Clearway

Route Designator {RNP Type}	[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates							Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels ↓	Direction of cruising levels ↑	Controlling unit {Airspace class} Remarks
T52								
△ VEBIT	47 16 07 N 008 00 21 E							
	274°	29.7	FL095 / *6500 ft*	*7000 ft*		Even		ACC Zurich {C, E}
△ BALIR	47 18 30 N 007 16 53 E							
	319°	7.9	FL095 / *6500 ft*	*7000 ft*		Even		ACC Zurich {C, E}
△ LUMEL	47 24 26 N 007 09 14 E							

Route Designator {RNP Type}	[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates							Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels ↓	Direction of cruising levels ↑	Controlling unit {Airspace class} Remarks
T53								
△ VEBIT	47 16 07 N 008 00 21 E							
	090°	10.2	FL660 / *6500 ft*	*7000 ft*		Even		ACC Zurich {C, E}
△ OBEDU	47 15 29 N 008 15 18 E							
	091°	8.0	FL660 / *8500 ft*	*9000 ft*		Even		ACC Zurich {C, E}
△ OMIDO	47 14 58 N 008 27 03 E							
	150°	5.7	FL660 / *8500 ft*	*9000 ft*		Even		ACC Zurich {C, E}
△ ARTAG	47 09 52 N 008 30 50 E							
	171°	7.6	FL660 / *8500 ft*	*9000 ft*		Even		ACC Zurich {C, E}
△ GERSA	47 02 22 N 008 31 56 E							

Route Designator {RNP Type}	[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates							Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels ↓	Direction of cruising levels ↑	Controlling unit {Airspace class} Remarks
T103								
△ DITON	47 18 08 N 008 20 00 E							
	071°	27.1	FL660 / FL135	FL140		Odd		ACC Zurich {C}
△ KUDIS	47 26 28 N 008 58 01 E							
	071°	29.2	FL660 / *8500 ft*	*9000 ft*		Odd		ACC Zurich {C, E}
△ NUNRI	47 35 12 N 009 39 09 E							

Route Designator {RNP Type}	[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates							Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels ↓	Direction of cruising levels ↑	Controlling unit {Airspace class} Remarks
T125								
△ RAMOK	47 01 20 N 007 41 03 E							
	042°	13.1	FL195 / *5500 ft*	*6000 ft*		Even		APP Bern {C, E}
△ WILLISAU VOR/DME (WIL)	47 10 42 N 007 54 21 E							
	020° / 200°	12.4	FL095 / FL075	FL080		Even	Odd	APP Zurich {C, E}
△ EKTUM	47 22 08 N 008 01 28 E							
	053° / 234°	24.9	FL095 / FL075	FL080		Even	Odd	APP Zurich {C, E}
△ ENONO	47 35 53 N 008 32 03 E							
	089° / 269°	11.5	FL095 / FL075	FL080		Even	Odd	APP Zurich {C}
△ Zurich East VOR/DME (ZUE)	47 35 32 N 008 49 04 E							
	055° / 235°	13.8	FL660 / *5500 ft*	*6000 ft*		Even	Odd	ACC/APP Zurich {C, E}
△ ROMIR	47 42 47 N 009 06 28 E							
WIL - ZUE: CDR 1 H24 By ATC: Alternative route via T625								

Route Designator {RNP Type}	[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates							Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels ↓	Direction of cruising levels ↑	Controlling unit {Airspace class} Remarks
T544								
△ VEBIT	47 16 07 N 008 00 21 E							
	214°	6.8	FL095 / *6500 ft*	*7000 ft*		Odd		APP Zurich APP Bern {C, E}
△ WILLISAU VOR/ DME (WIL)	47 10 42 N 007 54 21 E							

Route Designator {RNP Type}	[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates							Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels ↓	Direction of cruising levels ↑	Controlling unit {Airspace class} Remarks
T625								
△ ROMIR	47 42 47 N 009 06 28 E							
	196° / 016°	24.0	FL095 / FL075	FL080		Odd	Even	APP Zurich {C,D}
△ SUBEX	47 20 07 N 008 54 45 E							
	254° / 074°	42.2	FL095 / FL075	FL080		Odd	Even	APP Zurich {C, D, E}
△ WILLISAU VOR/ DME (WIL)	47 10 42 N 007 54 21 E							
	266° / 086°	12.2	FL195 / *7500 ft*	*8000 ft*		Even	Odd	ACC Zurich APP Bern {C, E}
△ OSKUP	48 10 07 N 007 36 33 E							
	281° / 101°	20.8	FL105 / *7500 ft*	*8000 ft*		Even	Odd	APP Bern {E}
△ DEKAM	47 14 24 N 007 06 46 E							
ROMIR - WIL: Only by ATC Alternative route for T125								

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

PERM or TEMPO prohibited or restricted areas established in pursuance of the legal bases of air navigation are published in the AIP or notified by NOTAM and DABS.

Prohibited areas LS-P: NIL

1. Restricted areas LS-R

A restricted area is an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the FLT of ACFT is restricted in accordance with certain specified conditions.

The restricted areas are tabulated below and depicted on the aeronautical charts. The restrictions which apply to each individual area are specified in the column “Remarks” of the corresponding area.
Restricted areas marked with “Manageable by AMC” in column Nr. 4, will be considered by the AMC when assigning LS-R, CDR and TRA.
The activation is promulgated by means of DABS and NOTAM, as a rule on the preceding day, (DABS REF: GEN 3.1 5.3).
Restricted areas for gliders REF(ENR 5.5).

Activation of LS-R

See DABS and NOTAM
URL: http://www.skybriefing.com
or Phone: +41 (0) 44 813 31 10

Not assigned LS-R

Follwing LS-R are not assigned: LS-R1, LS-R5, LS-R7, LS-R10

Flight Plan Buffer Zone (FBZ)

FBZ has been established for IFR flight planning purposes only.
Flight plans can be filed up to the boundary of the FBZ when allocated in AUP / UUP and corresponding restrictions in RAD Appendix 7 shall be observed.

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LS-R2 **HOHGANT** 46 47 16 N / 008 02 28 E - 46 47 16 N / 008 00 53 E - 46 45 23 N / 007 57 30 E - 46 44 21 N / 007 40 04 E - 46 49 16 N / 007 35 46 E - 47 02 29 N / 008 00 10 E - 47 02 55 N / 008 01 28 E - 47 03 04 N / 008 09 38 E - 46 57 53 N / 008 19 38 E - 46 55 47 N / 008 20 27 E - 46 56 28 N / 008 23 58 E - 46 43 16 N / 008 25 54 E - 46 47 16 N / 008 02 28 E	FL 130 / FL 100	MIL ACFT ACT	**Entry not permitted for VFR FLT** Status of the area (ACT/not ACT) may be requested from ZURICH INFORMATION 124.700 MHz or GENEVA INFORMATION 126.350 MHz Phone: +41 (0) 44 813 31 10 Manageable by AMC

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR2Z 46 51 16 N / 007 27 51 E - 46 53 05 N / 007 29 23 E - 46 54 30 N / 007 31 58 E - 46 57 51 N / 007 38 05 E - 47 07 32 N / 007 56 15 E - 47 08 34 N / 007 59 26 E - 47 08 36 N / 008 01 07 E - 47 08 48 N / 008 12 20 E - 47 00 50 N / 008 29 24 E - 46 59 44 N / 008 30 49 E - 46 58 34 N / 008 31 46 E - 46 57 02 N / 008 32 16 E - 46 53 02 N / 008 32 51 E - 46 45 14 N / 008 33 57 E - 46 42 57 N / 008 34 17 E - 46 41 13 N / 008 33 44 E - 46 39 56 N / 008 32 42 E - 46 38 54 N / 008 31 20 E - 46 38 15 N / 008 29 50 E - 46 37 43 N / 008 28 00 E - 46 37 33 N / 008 25 55 E - 46 37 45 N / 008 23 53 E - 46 41 16 N / 008 03 15 E - 46 39 52 N / 008 00 43 E - 46 38 40 N / 007 40 48 E - 46 38 41 N / 007 38 30 E - 46 39 16 N / 007 36 18 E - 46 40 00 N / 007 34 40 E - 46 41 07 N / 007 33 16 E - 46 47 19 N / 007 27 54 E - 46 49 12 N / 007 27 20 E - 46 51 16 N / 007 27 51 E	FL 135 / FL 95		For IFR flight planning purposes only
LS-R3 **SPEER** 47 02 57 N / 009 29 06 E - 47 02 53 N / 009 04 10 E - 47 11 23 N / 009 03 01 E - 47 16 25 N / 009 09 34 E - 47 18 45 N / 009 18 15 E - 47 18 39 N / 009 34 59 E - Following the border line southbound - 47 02 57 N / 009 29 06 E	FL 130 / FL 100	MIL ACFT ACT	**Entry not permitted for VFR FLT** Status of the area (ACT/not ACT) may be requested from ZURICH INFORMATION 124.700 MHz or GENEVA INFORMATION 126.350 MHz Phone: +41 (0) 44 813 31 10 Manageable by AMC

1.1 Procedure for Helicopter Emergency Medical Service (HEMS) Flights in active Restricted Areas

Only FLTs by a HEL operating under a HEMS APV issued by FOCA, the purpose of which is to facilitate EMERG medical assistance where immediate transportation is essential, shall qualify as HEMS FLTs.
Access to, or TKOF inside, ACT Restricted Areas, as listed below, is granted for HEMS FLTs according to the following procedure:
HEMS FLTs shall contact the designated unit in accordance with the table below 5 MIN or as soon as possible before entering a Restricted Area via radio using the following phraseology:

Example:
"(CS): REQUEST PRIORITY FOR HEMS-MISSION IN RESTRICTED AREA AXALP"
In case of no radio contact, the corresponding Range Control Officer (RCO) must be contacted via TEL before entering. Subsequently, activities in the Restricted Area causing a threat to the HEMS mission will be suspended until termination of the HEMS mission inside the Restricted Area concerned.
Termination of the HEMS FLT inside the ACT Restricted Area is reported using the following phraseology:

Example:
"(CS): HEMS OPERATION COMPLETED, LEAVING RESTRICTED AREA AXALP"

Area	Coordinating Unit	Frequency	Telephone NR*
LS-R4 (LS-R4A) **LAC DE NEUCHÂTEL**	PAYERNE TWR Range Control Officer (RCO)	128.675 MHz N/A	+41 (0) 26 662 20 88 +41 (0) 26 662 21 64/65
LS-R6 **AXALP**	MEIRINGEN TWR Range Control Officer (RCO) Callsign: ROMEO 6	130.150 MHz 135.475 MHz	N/A +41 (0) 33 951 31 41
LS-R8 (LS-R8A) **DAMMASTOCK**	Range Control Officer (RCO) Callsign: ROMEO 8	128.375 MHz	+41 (0) 41 888 63 00
LS-R11 **ZUOZ / S-CHANF**	Range Control Officer (RCO) Callsign: ROMEO 11	135.475 MHz	+41 (0) 81 854 05 53
TEMPO R-AREA FOR **PATROUILLE SUISSE DISPLAYS**	Display Director Callsign: TIGER	130.800 MHz	N/A
TEMPO R-AREA FOR **PC-7 TEAM DISPLAYS**	Display Director Callsign: TURBO	130.800 MHz	N/A
* No advices. Information on activations notified by NOTAM and DABS.			

2. Danger areas LS-D

A danger area is an airspace of defined dimensions within which activities dangerous to the FLT of ACFT may take place at specified times.

The danger areas are tabulated below and depicted on the aeronautical charts.

Danger areas, marked with ”Manageable by AMC” in column Nr. 4, will be considered by the AMC when assigning CDR and TRA.
Additionally numerous **TEMPO** danger areas exist, limited to days and HR. They are put in the place particularly in the months of APR, MAY, SEP, OCT and NOV, due to MIL FRNG EXER outside PERM danger areas (LS-D).
The activation is promulgated by means of DABS and NOTAM as a rule on the preceding day, (DABS REF: GEN 3.1 5.3).

Activation of LS-D

See DABS and NOTAM
URL: http://www.skybriefing.com
or Phone: +41 (0) 44 813 31 10

Not assigned LS-D

Follwing LS-D are not assigned:
LS-D1, LS-D2, LS-D3, LS-D4, LS-D6, LS-D8, LS-D8A, LS-D9, LS-D11, LS-D13, LS-D16, LS-D17

DANGER AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit Lower limit**	**Type of danger**	**Restrictions Remarks**
1	**2**	**3**	**4**
LS-D5 **ERISWIL** 47 05 27 N / 008 04 47 E - 47 08 08 N / 007 53 47 E - 47 06 59 N / 007 41 17 E - 47 03 35 N / 007 38 25 E - 46 56 17 N / 007 46 56 E - 46 57 07 N / 008 01 18 E - 47 05 27 N / 008 04 47 E	*5000 ft AMSL* *(1500 m) /* *3000 ft AMSL* *(900 m)*	Simulated Ground Attacks with MIL Jet and Prop ACFT	Status of the area (ACT/not ACT) may be requested via Zürich Information 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LS-D7 **GRANDVILLARD** 46 36 32 N / 007 10 39 E - 46 31 08 N / 007 10 41 E - 46 28 26 N / 007 06 00 E - 46 28 24 N / 006 58 59 E - 46 35 25 N / 006 58 55 E - 46 34 22 N / 007 05 11 E - 46 36 32 N / 007 10 39 E	*9000 ft AMSL* *(2750 m) /* GND	MIL ACFT ACT	Status of the area (ACT/not ACT) may be requested via 135.475 MHz or: Phone: +41 (0) 44 813 31 10
LS-D10 **BREIL/BRIGELS** Circle of 10 km (5.4 NM) radius: Centre 46 45 33 N / 009 05 17 E	*13’000 ft AMSL* *(3950 m) /* *4000 ft AMSL* *(1200m)*	MIL ACFT ACT	Status of the area (ACT/not ACT) may be requested via 135.475 MHz or: Phone: +41 (0) 44 813 31 10
LS-D12 **SIHLTAL** 47 02 55 N / 008 53 16 E - 46 59 55 N / 008 51 26 E - 46 59 55 N / 008 50 16 E - 47 03 15 N / 008 50 16 E - 47 03 25 N / 008 51 06 E - 47 03 25 N / 008 52 36 E - 47 02 55 N / 008 53 16 E	*9850 ft AMSL* *(3000 m) /* GND	Test FRNG	Phone: +41 (0) 44 813 31 10

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
46 07 15 N / 009 04 40 E - 46 08 44 N / 009 03 04 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 33 43 N / 009 01 22 E - 46 35 20 N / 009 03 31 E - 46 36 19 N / 009 06 39 E			
LS-T 62+ **MISOX - PLUS** 46 30 38 N / 009 08 28 E - 46 10 48 N / 009 11 04 E - 46 10 00 N / 009 05 24 E - 46 30 38 N / 009 00 55 E - 46 30 38 N / 009 08 28 E	FL 280 / FL 130	Air combat training	REF: Figure 1. TRA Low HR: see Note 1 and Note 2
LS-T 62+Z 46 36 20 N / 008 58 40 E - 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 35 36 N / 009 12 50 E - 46 34 12 N / 009 15 02 E - 46 32 21 N / 009 16 28 E - 46 30 37 N / 009 16 42 E - 46 29 39 N/ 009 16 53 E - Swiss border - 46 04 19 N / 009 04 42 E - 46 04 23 N / 009 03 59 E - 46 04 36 N / 009 02 08 E - 46 05 27 N / 009 00 27 E - 46 06 07 N / 008 59 10 E - 46 08 04 N / 008 57 30 E - 46 28 53 N / 008 52 54 E - 46 30 40 N / 008 52 30 E - 46 32 59 N / 008 53 10 E - 46 34 59 N / 008 55 21 E - 46 36 20 N / 008 58 40 E	FL 295 / FL 115		For IFR flight planning purposes only
Combined TRAs			
LST900 WEST	LS-T 21 + LS-T 22 + LS-T 23 + LS-T 24 + LS-T 201 + LS-T 202 + LS-T 203 + LS-T 204		
Combined FBZs			
LST900Z	LS-T 21Z + LS-T 22Z + LS-T 23Z + LS-T 24Z + LS-T 201Z + LS-T 202Z + LS-T 203Z + LS-T 204Z		

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
EUC25			
EUC25SL 47 17 32 N / 006 57 53 E - 47 10 20 N / 007 08 55 E - 46 50 49 N / 006 33 24 E - 46 54 10 N / 006 31 01 E - 46 58 19 N / 006 31 26 E - French-Swiss Border - 47 17 32 N / 006 57 53 E	FL 230 / FL 100	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Geneva, Zurich and Reims REF: Figure 3. TRA Low (Cross Border Area)
46 58 19 N / 006 31 26 E - 46 54 10 N / 006 31 01 E - 46 57 37 N / 006 28 33 E - French-Swiss Border - 46 58 19 N / 006 31 26 E	FL 180 / FL 100		HR: see Note 1
EUC25SLZ 47 23 17 N / 006 56 59 E - 47 23 08 N / 007 00 02 E - 47 22 19 N / 007 02 37 E - 47 21 38 N / 007 03 42 E - 47 13 10 N / 007 16 39 E - 47 10 28 N / 007 17 23 E - 47 08 15 N / 007 16 54 E - 47 06 26 N / 007 15 09 E - 46 45 24 N / 006 36 50 E - 46 45 01 N / 006 33 04 E - 46 45 31 N / 006 29 48 E - 46 46 53 N / 006 27 13 E - Swiss border - 47 22 33 N / 006 53 15 E - 47 23 17 N / 006 56 59 E	FL 245 / FL 85		For IFR flight planning purposes only
EUC25SM 47 17 32 N / 006 57 53 E - 47 10 20 N / 007 08 55 E - 46 50 49 N / 006 33 24 E - 46 54 10 N / 006 31 01 E - 46 58 19 N / 006 31 26 E - French-Swiss Border - 47 17 32 N / 006 57 53 E	FL 280 / FL 250	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Geneva, Zurich and Reims REF: Figure 3. TRA Low (Cross Border Area) HR: see Note 1

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
EUC25SMZ 47 23 17 N / 006 56 59 E - 47 23 08 N / 007 00 02 E - 47 22 19 N / 007 02 37 E - 47 21 38 N / 007 03 42 E - 47 13 10 N / 007 16 39 E - 47 10 28 N / 007 17 23 E - 47 08 15 N / 007 16 54 E - 47 06 26 N / 007 15 09 E - 46 45 24 N / 006 36 50 E - 46 45 01 N / 006 33 04 E - 46 45 31 N / 006 29 48 E - 46 46 53 N / 006 27 13 E - Swiss border - 47 22 33 N / 006 53 15 E - 47 23 17 N / 006 56 59 E	FL 295 / FL 235		For IFR flight planning purposes only
EUC25SLP 46 50 49 N / 006 33 24 E - 46 49 12 N / 006 34 32 E - 46 46 24 N / 006 43 53 E - 47 04 50 N / 007 17 17 E - 47 10 20 N / 007 08 55 E - 46 50 49 N / 006 33 24 E	FL 230 / FL 100	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Geneva, Zurich and Reims REF: Figure 3. TRA Low (Cross Border Area) HR: see Note 1
EUC25SLPZ 47 03 15 N / 006 42 41 E - 47 14 48 N / 007 03 43 E - 47 15 36 N / 007 05 21 E - 47 16 03 N / 007 07 53 E - 47 16 01 N / 007 10 34 E - 47 15 29 N / 007 12 51 E - 47 14 26 N / 007 14 44 E - 47 08 55 N / 007 23 06 E - 47 07 41 N / 007 24 44 E - 47 05 45 N / 007 25 38 E - 47 03 32 N / 007 25 35 E - 47 01 26 N / 007 24 19 E - 47 00 25 N / 007 22 33 E - 46 42 00 N / 006 49 09 E - 46 41 22 N / 006 47 59 E - 46 40 51 N / 006 46 02 E - 46 40 40 N / 006 43 59 E -	FL 245 / FL 85		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
46 40 48 N / 006 41 57 E - 46 41 11 N / 006 40 33 E - 46 43 59 N / 006 31 13 E - 46 44 31 N / 006 29 38 E - 46 45 38 N / 006 27 54 E - 46 46 44 N / 006 27 03 E - 46 46 53 N / 006 27 13 E - Swiss border - 46 54 34 N / 006 26 59 E - 46 55 15 N / 006 28 11 E - 46 59 33 N / 006 36 00 E - Swiss border - 47 03 15 N / 006 42 41 E			
EUC25SMP 46 50 49 N / 006 33 24 E - 46 49 12 N / 006 34 32 E - 46 46 24 N / 006 43 53 E - 47 04 50 N / 007 17 17 E - 47 10 20 N / 007 08 55 E - 46 50 49 N / 006 33 24 E	FL 260 / FL 250	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Geneva, Zurich and Reims REF: Figure 3. TRA Low (Cross Border Area) HR: see Note 1
EUC25SMPZ 47 03 15 N / 006 42 41 E - 47 14 48 N / 007 03 43 E - 47 15 36 N / 007 05 21 E - 47 16 03 N / 007 07 53 E - 47 16 01 N / 007 10 34 E - 47 15 29 N / 007 12 51 E - 47 14 26 N / 007 14 44 E - 47 08 55 N / 007 23 06 E - 47 07 41 N / 007 24 44 E - 47 05 45 N / 007 25 38 E - 47 03 32 N / 007 25 35 E - 47 01 26 N / 007 24 19 E - 47 00 25 N / 007 22 33 E - 46 42 00 N / 006 49 09 E - 46 41 22 N / 006 47 59 E - 46 40 51 N / 006 46 02 E - 46 40 40 N / 006 43 59 E - 46 40 48 N / 006 41 57 E - 46 41 11 N / 006 40 33 E - 46 43 59 N / 006 31 13 E -	FL 275 / FL 235		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
46 44 31 N / 006 29 38 E - 46 45 38 N / 006 27 54 E - 46 46 44 N / 006 27 03 E - 46 46 53 N / 006 27 13 E - Swiss border - 46 54 34 N / 006 26 59 E - 46 55 15 N / 006 28 11 E - 46 59 33 N / 006 36 00 E - Swiss border - 47 03 15 N / 006 42 41 E			
EUC25SH 47 17 32 N / 006 57 53 E - 47 10 20 N / 007 08 55 E - 46 50 49 N / 006 33 24 E - 46 54 10 N / 006 31 01 E - 46 58 19 N / 006 31 26 E - French-Swiss Border - 47 17 32 N / 006 57 53 E	FL 660 / FL 300	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Geneva, Zurich and Reims REF: Figure 4. TRA EUC25SH/EUC660 (Cross Border Area) HR: see Note 1
EUC25SHZ 47 23 17 N / 006 56 59 E 47 23 08 N / 007 00 02 E 47 22 19 N / 007 02 37 E 47 21 38 N / 007 03 42 E 47 13 10 N / 007 16 39 E 47 10 28 N / 007 17 23 E 47 08 15 N / 007 16 54 E 47 06 26 N / 007 15 09 E 46 45 24 N / 006 36 50 E 46 45 01 N / 006 33 04 E 46 45 31 N / 006 29 48 E 46 46 53 N / 006 27 13 E Swiss border 47 22 33 N / 006 53 15 E 47 23 17 N / 006 56 59 E	FL 660 / FL 285		For IFR flight planning purposes only

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
EUC25FW (REF: AIP FRANCE) 47 19 23 N / 005 11 46 E - 47 05 00 N / 005 36 30 E - 47 28 10 N / 005 36 30 E - 47 39 36 N / 006 00 13 E - 47 44 30 N / 005 36 30 E - 47 42 56 N / 005 14 59 E - 47 19 23 N / 005 11 46 E	FL 195/ FL 065	Air combat training	Manageable by AMC FRANCE activities known by: ATC Geneva, Zurich and Reims HR: REF AIP FRANCE
EUC25FC (REF: AIP FRANCE) 47 05 00 N / 005 36 30 E - 46 58 24 N / 005 47 29 E - 46 58 02 N / 006 10 52 E - 47 20 00 N / 006 36 12 E - 47 32 00 N / 006 20 00 E - 47 35 00 N / 006 20 41 E - 47 36 40 N / 006 14 49 E - 47 39 36 N / 006 00 13 E - 47 28 10 N / 005 36 30 E - 47 05 00 N / 005 36 30 E	FL 195/ FL 115	Air combat training	Manageable by AMC FRANCE activities known by: ATC Geneva, Zurich and Reims HR: REF AIP FRANCE
EUC25FE (REF: AIP FRANCE) 46 58 02 N / 006 10 52 E - 46 57 37 N / 006 28 33 E - French-Swiss Border - 47 17 32 N / 006 57 53 E - 47 20 00 N / 006 36 12 E - 46 58 02 N / 006 10 52 E	FL 195/ FL 115	Air combat training	Manageable by AMC FRANCE activities known by: ATC Geneva, Zurich and Reims HR: REF AIP FRANCE
EUC60 46 30 38 N / 009 08 28 E - 46 30 19 N / 010 02 37 E - Swiss - Italian border - 46 37 38 N / 010 13 19 E - 46 33 02 N / 010 17 44 E - 46 26 52 N / 010 18 02 E - 46 16 20 N / 010 13 33 E - 46 08 00 N / 009 58 00 E - 46 02 33 N / 009 47 45 E - 45 56 30 N / 009 26 35 E - 46 03 00 N / 009 16 00 E - 46 10 48 N / 009 11 04 E - 46 30 38 N / 009 08 28 E	FL 280 / FL 200	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Zurich, Padova and Milano REF: Figure 3. TRA Low (Cross Border Area) HR: see Note 3 and AIP ITALY

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
EUC60Z 46 07 15 N / 009 04 40 E - 46 08 44 N / 009 03 04 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 33 43 N / 009 01 22 E - 46 35 20 N / 009 03 31 E - 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 36 18 N / 009 15 58 E - 46 36 17 N / 009 18 16 E - 46 36 15 N / 009 24 27 E - 46 35 59 N / 010 04 17 E - 46 35 34 N / 010 05 49 E - Swiss - Italian border - 46 37 38 N / 010 13 19 E - 46 33 02 N / 010 17 44 E - 46 26 52 N / 010 18 02 E - 46 16 20 N / 010 13 33 E - 46 08 00 N / 009 58 00 E - 46 02 33 N / 009 47 45 E - 45 56 30 N / 009 26 35 E - 46 03 00 N / 009 16 00 E - 46 10 30 N / 009 11 15 E - Swiss - Italian border - 46 07 15 N / 009 04 40 E	FL 295 / FL 185		For IFR flight planning purposes only
EUC660 46 30 38 N / 009 08 28 E - 46 30 19 N / 010 02 37 E - Swiss - Italian border - 46 37 38 N / 010 13 19 E - 46 33 02 N / 010 17 44 E - 46 26 52 N / 010 18 02 E - 46 16 20 N / 010 13 33 E - 46 08 00 N / 009 58 00 E - 46 02 33 N / 009 47 45 E - 45 56 30 N / 009 26 35 E - 46 03 00 N / 009 16 00 E - 46 10 48 N / 009 11 04 E - 46 30 38 N / 009 08 28 E	FL 660 / FL 200	Air combat training	Manageable by AMC SWITZERLAND activities known by: ATC Zurich, Padova and Milano REF: Figure 4. TRA EUC25SH/EUC660 (Cross Border Area) HR: see Note 3 and AIP ITALY

TEMPORARY RESERVED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of danger**	**Remarks**
1	**2**	**3**	**4**
Cross Border Areas (CBA)			
EUC 660Z 46 07 15 N / 009 04 40 E - 46 08 44 N / 009 03 04 E - 46 28 44 N / 009 00 32 E - 46 29 34 N / 009 00 22 E - 46 31 31 N / 009 00 05 E - 46 33 43 N / 009 01 22 E - 46 35 20 N / 009 03 31 E - 46 36 19 N / 009 06 39 E - 46 36 19 N / 009 09 58 E - 46 36 18 N / 009 15 58 E - 46 36 17 N / 009 18 16 E - 46 36 15 N / 009 24 27 E - 46 35 59 N / 010 04 17 E - 46 35 34 N / 010 05 49 E - Swiss - Italian border - 46 37 38 N / 010 13 19 E - 46 33 02 N / 010 17 44 E - 46 26 52 N / 010 18 02 E - 46 16 20 N / 010 13 33 E - 46 08 00 N / 009 58 00 E - 46 02 33 N / 009 47 45 E - 45 56 30 N / 009 26 35 E - 46 03 00 N / 009 16 00 E - 46 10 30 N / 009 11 15 E - Swiss - Italian border - 46 07 15 N / 009 04 40 E	FL 660 / FL 185		For IFR flight planning purposes only

Note 1 - AMC manageable HR: H24

Note 2 - MNM FL during lunchtime

(changes by NOTAM)	**During** period of summer time (REF GEN 2.1 2.)	**Outside** period of summer time (REF GEN 2.1 2.)
	1005 - 1115	1105 - 1215
	MNM FL 150	MNM FL 150

Note 3 - AMC manageable HR - EUC60/EUC660 (CBA SWIT Switzerland-Italy)

(changes by NOTAM)		**During** period of summer time (REF GEN 2.1 2.)	**Outside** period of summer time (REF GEN 2.1 2.)
	MON	0800 - 1000	0900 - 1100
	TUE - FRI	0630 - 1000	0730 - 1100
	MON - FRI	1130 - 1500	1230 - 1600

Figure 1. TRA Low

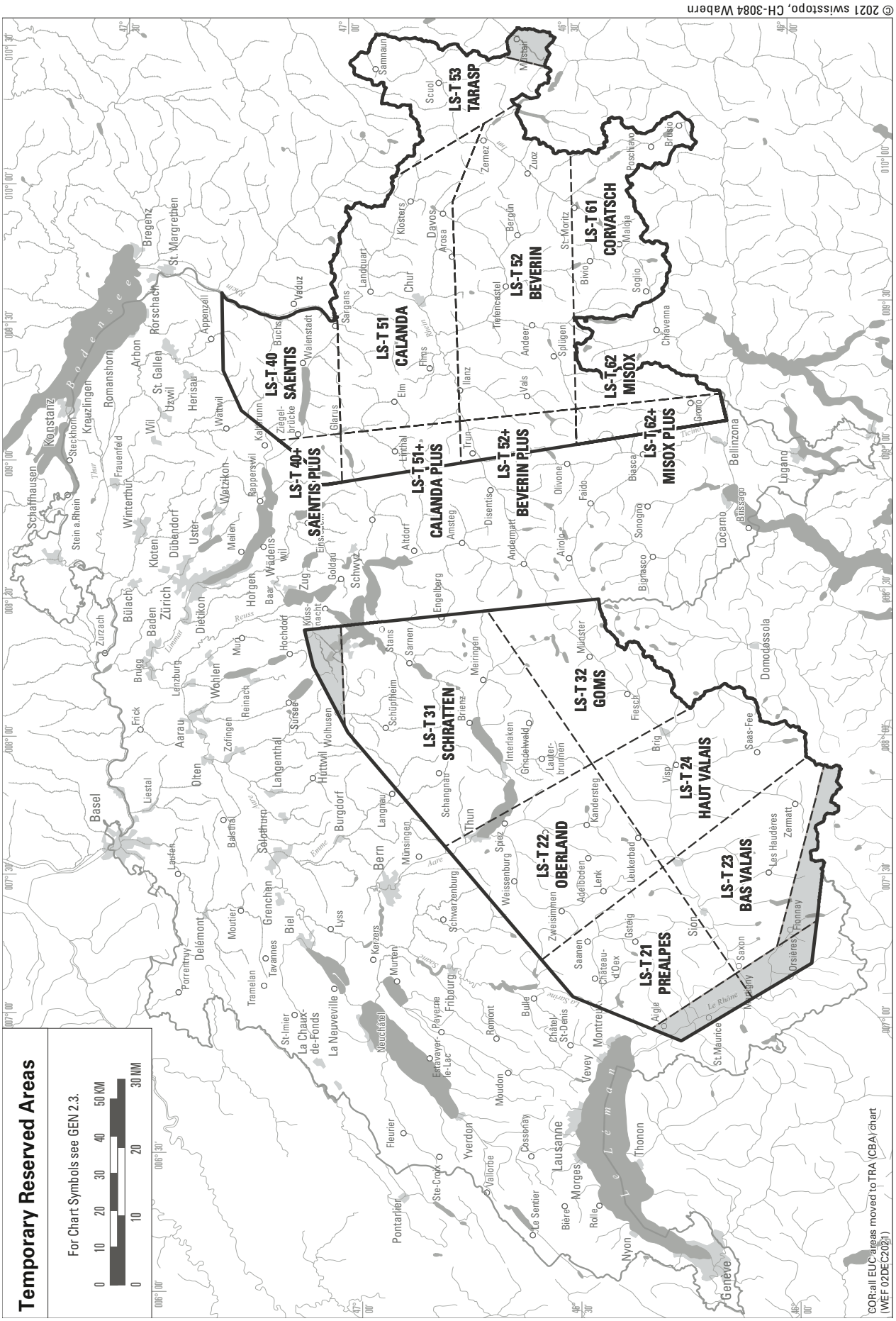


Figure 2. TRA High

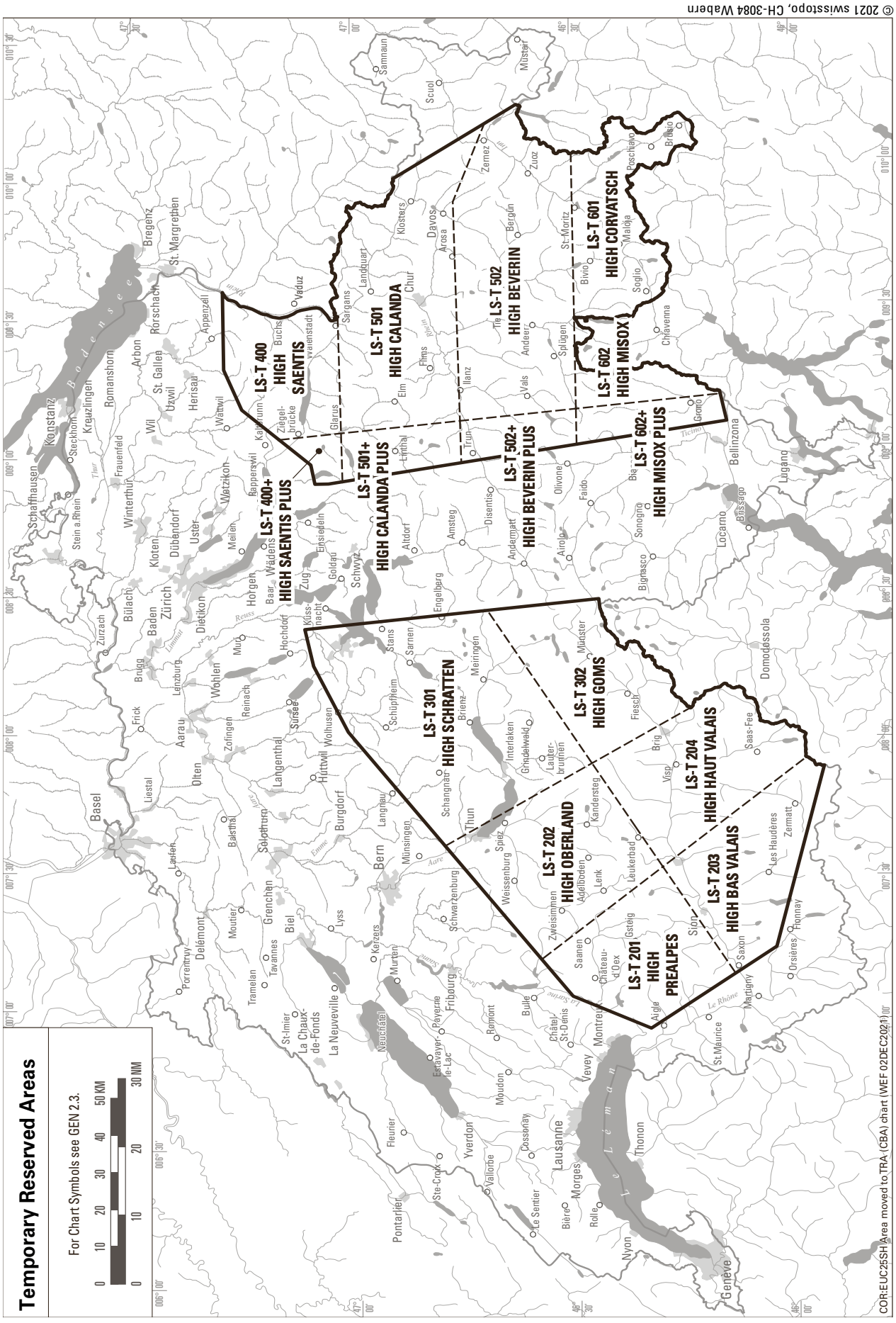


Figure 3. TRA Low (Cross Border Area)

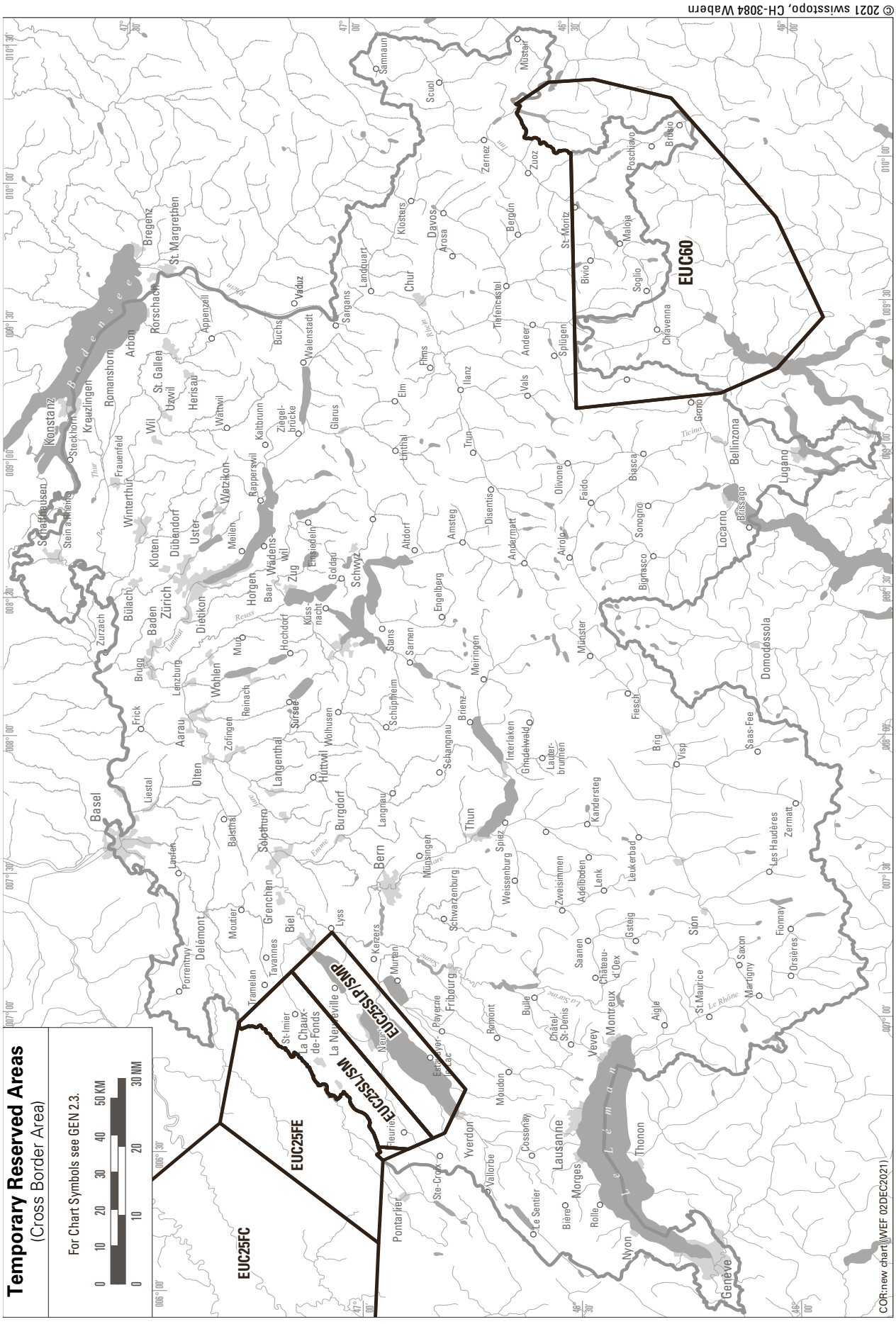
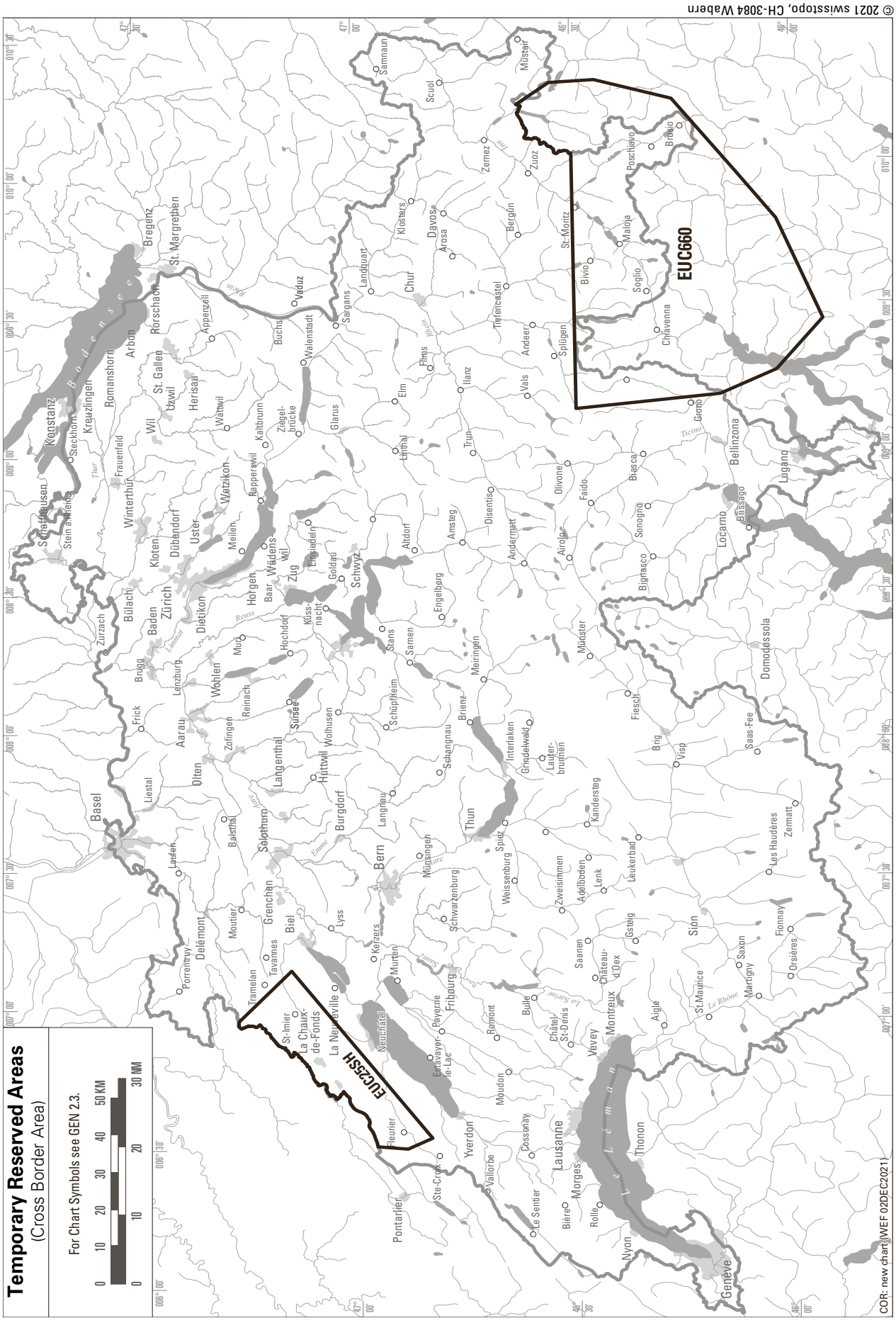


Figure 4. TRA EUC25SH/EUC660 (Cross Border Area)



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3. ACFT guidance on apron

ACFT movement (TAX) during TWR OPR HR and with marshaller only.

4. Departure

At start-up, ACFT PSN must be reported.

5. RWY Arresting gear and Net barrier

RWY arresting gear (RAG) and Net barrier removed.

6. High-visibility jacket

It is mandatory for all personnel remaining in the movement areas (ACFT, PRKG, TWY, RWY) to wear safety jackets. A yellow high-visibility safety jacket which complies with the EN471 standard must be worn.

7. Pilatus Aircraft Ltd. operations

ONLY FOR PILOTS OPERATING FOR PILATUS AIRCRAFT LTD

7.1 Traffic light to Pilatus Aircraft Ltd:

A traffic light regulates traffic between the public road and TWY D to Pilatus Aircraft Ltd. The system shall be ACT by the pilot himself. TWR FREQ may therefore be left for short moments. Aeroplanes on then Pilatus area shall request TAX clearance from the TWR before entering TWY D.

User instruction:
- Activation with three short radio SGL on 121.905 MHz, before crossing the inductive loop on TWY D. A sharp whistle follows as confirmation. Only then CONT slowly towards the crossing and cross over when the light turns green.
- The traffic light remains green for 2 MIN.
- If the traffic light cannot be ACT, contact TWR (OPR HR see AD 2.18). Otherwise give way to road traffic and cross the road at own risk.
- TWR cannot activate the traffic light once the aeroplane has crossed the inductive loop.

7.2 Traffic light to H10:

A traffic light regulates traffic between the public roads and TWY C to H10. The system shall be ACT by the pilot himself. TWR FREQ may therefore be left for short moments.
Aeroplanes on area in front of H10 shall request TAX clearance from the TWR before entering TWY C.

User instruction:
- Activation with three short radio SGL on 121.705 MHz in an interval of half a second. A sharp whistle follows as confirmation. Only then, CONT slowly towards the crossing and cross over when the light turns green.
- The traffic light remains green for 2 MIN.
- If the traffic light cannot be ACT, give way to road traffic and cross the road at own risk or request a “follow-me” car from TWR.

7.3 Barrier remote control RWY 06/24 (middle of the RWY) outside TWR OPR HR:

- Instruction mandatory
- To activate the system, TRANS four short radio SGL on FREQ 119.625 MHz (at intervals of half a second).
- The barriers will be lowered within 30 sec and will remain CLSD for 4 MIN.
- After TKOF or LDG, the system shall be deactivated by transmitting six short radio SGL.
- The system will confirm by an automatic voice message the closure of the barriers as soon as they are lowered and the RWY lighting is on.
- No TKOF and LDG with OPN barrier. Without acoustic confirmation no TKOF or LDG permitted.
- Barriers must also be CLSD for backtracking.

LSZC AD 2.21 NOISE ABATEMENT PROCEDURES

1. Auxiliary Power Unit (APU)

APU shall be started no earlier than 30 MIN before off-block time and kept in operation no longer than 30 MIN after the on-block time.

LSZC AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR procedure

1.1.1 SID Descriptions

Procedure limited to pilots operating for Pilatus Aircraft Ltd.

1.1.1.1 SID RWY 24 (see chart LSZC AD 2.24.7 - 1)

DESIGNATOR	RWY 24 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
WILLISAU 3A (WIL 3A) PDG 13.3% to *7100ft* MNM Climb gradient 13.3% to *7600ft* to remain inside controlled Airspace.	Climb on CRS244. When crossing R158 (ZC601) turn right (MAX IAS 230kt during turn) and intercept R158 WIL inbound WIL. Proceed to WIL VOR/DME.	Cross R158 WIL (ZC601) at FL100 or above. INITIAL CLIMB CLEARANCE FL100	NIL	Day only

1.1.2 STAR Descriptions (see chart LSZC AD 2.24.9 - 1)

SPEED LIMITATION:
General: Below FL 100 MAX IAS 250kt.

DESIGNATOR	STAR TO RONIX - RNAV 1		
	ROUTE		
	Lateral	Vertical	Remark
ASGED 1F	From ASGED proceed to RONIX.	Refer to chart	MAX IAS 200 kt at ASGED MAX IAS 180 kt at RONIX
WILLISAU 2F (WIL 2F)	From WIL proceed to RONIX	Refer to chart	MAX IAS 180 kt at RONIX

RNAV STAR ASGED 1F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
						-
-	ASGED	N	-	200	-	-
TF	RONIX	N	+6000	180	261° (263.0°T)	4.7

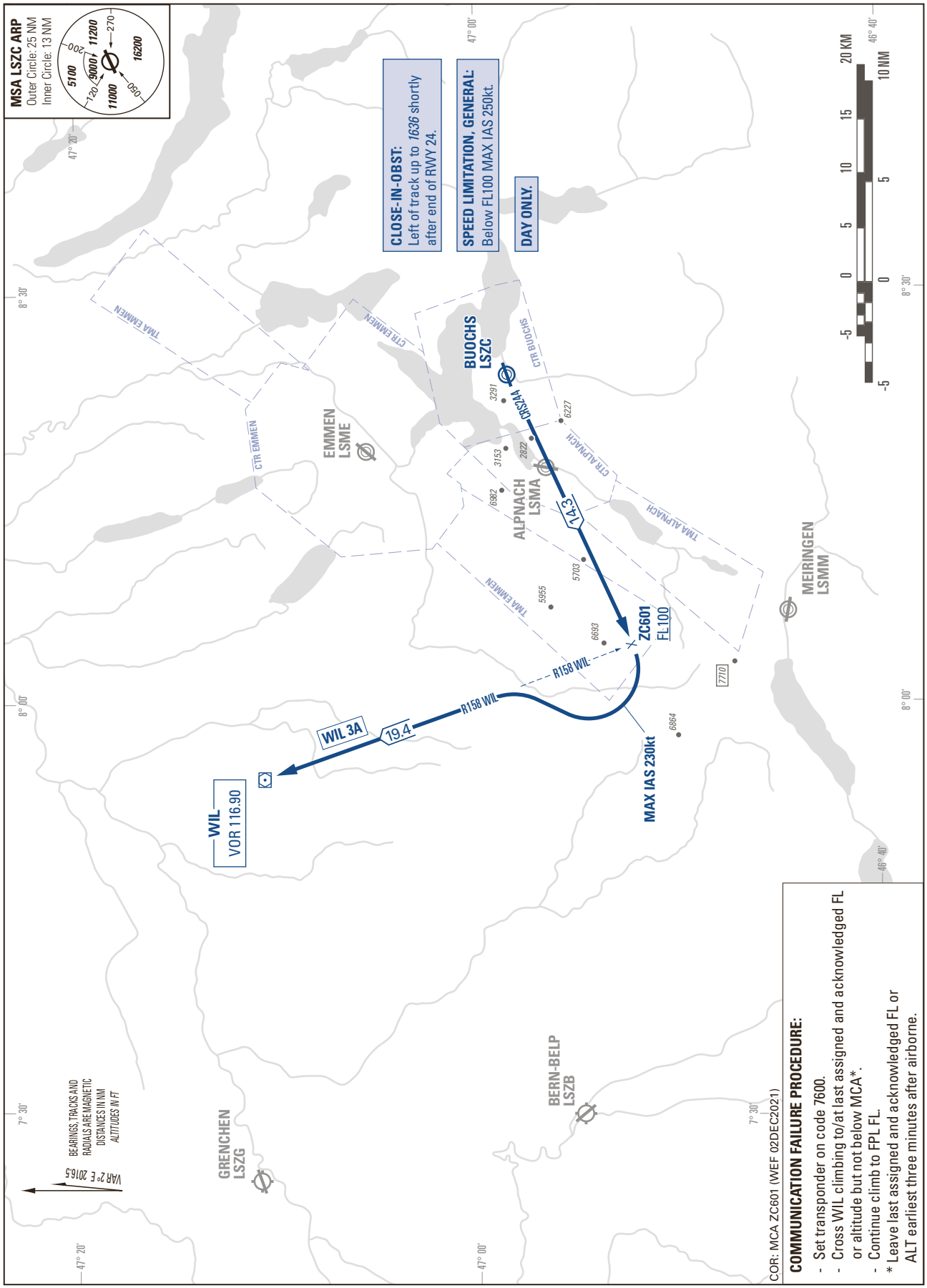
RNAV STAR WIL 2F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	WIL	N	-	-	-	-
TF	RONIX	N	+6000	180	081° (082.5°T)	22.7

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *7000*

BUOCHS - LSZC
SID RWY 24 - NON RNAV

PROCEDURE LIMITED TO PILOTS OPERATING FOR PILATUS AIRCRAFT LTD



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1.2 STAR Descriptions

1.2.1 STAR TO SITOR - RNAV 5 (see chart LSZR AD 2.24.9 - 1)

DESIGNATOR	STAR TO SITOR - RNAV 5		
	ROUTE		
	Lateral	Vertical	Remark
GARMO 1H	From GARMO proceed via ENIBI, LAGOS, AMRIS to SITOR.	Refer to chart	NIL
ROLSA 3H	From ROLSA (MAX IAS 240kt) proceed via ZR675 to SITOR.	Refer to chart	Note: For descent planning expect to cross ROLSA at or below FL130.

RNAV 5 STAR GARMO 1H						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	GARMO	N	-	-	-	-
TF	ENIBI	N	-	-	123° (124.8°T)	11.7
TF	LAGOS	N	+6000	-	180° (181.7°T)	8.4
TF	AMRIS	N	-	-	248° (250.0°T)	6.4
TF	SITOR	N	+5000	-	277° (279.4°T)	2.0

RNAV 5 STAR ROLSA 3H						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	ROLSA	N	-FL130	240	-	-
TF	ZR675	N	+8000	-	052° (053.9°T)	14.7
TF	SITOR	N	+6000	-	052° (054.0°T)	7.8

1.2.2 STAR TO SITOR - non RNAV (see chart LSZR AD 2.24.9 - 3)

DESIGNATOR	STAR TO SITOR - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
KEMPTEN 3H (KPT 3H)	At KPT intercept R248 KPT. Proceed to AMRIS. At AMRIS intercept LOC IAL outbound. Proceed to SITOR.	Refer to chart	NIL	NIL
ZURICH EAST 3H (ZUE 3H)	At ZUE intercept R103 ZUE. Proceed to ZR685. At ZR685 intercept LOC IAL. Proceed to SITOR.	Refer to chart	NIL	NIL

1.3 Approach procedures:

1.3.1 Procedure description of RNP RWY 10 (see chart LSZR AD 2.24.10 - 5)

From SITOR						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	SITOR	N	+5000	-	-	-
TF	ZR700	N	+5000	-	097° (099.4°T)	0.3
TF	ZR701	Y	-	-	097° (099.4°T)	8.3
DF	ZR702	Y	-	160	098° (099.5°T)	1.9
DF	LAGOS	N	+4000	160	-	-
TF	ZR703	N	-	-	255° (256.9°T)	5.8
TF	SITOR	N	+5000	-	255° (256.8°T)	2.4

1.4 VFR procedure

Refer to VFR Manual, AD INFO.

1.5 Supplementary provisions regarding VFR-flights

Refer to VFR Manual, AD INFO.

2. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	VIS (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	800/---	400/---	---	NIL
	B	800/---	400/---	---	NIL
	C	800/---	400/---	---	NIL

LSZR AD 2.23 ADDITIONAL INFORMATION

1. List of significant points

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AMRIS	N 47 30 17.2	E 009 23 05.2	STAR LSZR
BEMKI	N 47 33 33.8	E 010 18 20.1	SID LSZR
ENIBI	N 47 40 52.4	E 009 32 16.0	SID/STAR LSZR
EVTAT	N 47 34 28.9	E 010 15 19.9	SID LSZR
GARMO	N 47 47 35.0	E 009 18 01.0	STAR LSZR
LAGOS	N 47 32 28.1	E 009 31 53.4	STAR LSZR
OKPUS	N 47 40 03.4	E 009 56 58.6	SID LSZR
TUSRO	N 47 38 55.6	E 010 00 43.1	SID LSZR
XASIS	N 47 35 49.6	E 010 10 55.7	SID LSZR
ZR500	N 47 34 56.0	E 009 25 20.8	SID LSZR
ZR501	N 47 36 15.1	E 009 32 03.4	SID LSZR
ZR502	N 47 36 12.1	E 009 37 36.2	SID LSZR
ZR612	N 47 38 54.0	E 009 57 22.0	STAR LSZR
ZR675	N 47 26 02.0	E 009 10 51.0	STAR LSZR
ZR685	N 47 31 56.2	E 009 08 14.2	STAR LSZR
ZR695	N 47 31 05.9	E 009 15 48.5	IAC LSZR
ZR700	N 47 30 33.8	E 009 20 36.7	IAC LSZR
ZR701	N 47 29 12.4	E 009 32 38.2	IAC LSZR
ZR702	N 47 28 53.3	E 009 35 26.4	IAC LSZR
ZR703	N 47 31 09.4	E 009 23 35.7	IAC LSZR

2. Classification of the Instrument Landing System (ILS)

The ILS on RWY 10 is classified as an ILS Category I with “NIL facilities”, in accordance with JAR-OPS 1 Subpart E.
Due to the following facts, a classification as ILS Category I with ”full facilities” in accordance with JAR-OPS 1 Subpart E, is not possible:

a. No ALS is AVBL;
b. The APCH angle is steeper (4°) than the ICAO standard (MAX 3.5°);
c. The RWY THR crossing HGT is less than 50 ft.

LSZH - ZURICH

LSZH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZH - ZURICH

LSZH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	47 27 29N 008 32 53E INT RWY 16/34, 10/28
2	**Direction and distance from the CITY**	9 km N Zurich
3	**Elevation/Reference temperature**	*1417 ft* - 24.0°
4	**MAG VAR/Annual change**	3° E (2020.5) / 0°10' eastwards
5	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Flughafen Zürich AG P.O. Box CH-8058 Zurich-Airport AFS: LSZHYDYX URL: http://www.zurich-airport.com/ **Airport Authority:** Phone: +41 (0) 43 816 21 11 Fax: +41 (0) 43 816 47 57 Email: airportauthority@zurich-airport.com
6	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
7	**Remarks**	GUND for ARP: 47.3 m / *155.1 ft*

LSZH AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	H24 refer to LSZH AD 2.20 for Local flying restrictions
2	**Customs and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24[1)]
9	**Handling**	H24[1)]
10	**Security**	H24
11	**De-icing**	H24[1)]
12	**Remarks**	NIL

1. reduced capacity during night ban

LSZH AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities**	All modern facilities AVBL
2	**Fuel/oil types**	JET A1, AVGAS 100LL Turbo oil, Aviation oil
3	**Fuelling facilities/capacity**	No limitations

4	**De-icing facilities**	OCT 01 - APR 30: De-icing assured MAY 01 - SEP 30: De-icing on request, 60 min reaction time De-icing fluids available: Type I: Kilfrost DF Plus Type IV: Kilfrost ABC S Plus • Remote de-icing: SWISSPORT • On-stand de-icing: SWISSPORT, AAS-NORDIC Aero, DNATA, Jet Aviation • LSZH AD 2.5
5	**Hangar space available for visiting aircraft**	Restricted (only at short notice and O/R)
6	**Repair facilities for visiting aircraft**	Major and minor aircraft and engine repairs: • ABLK Luftfahrttechnik: Phone +41 (0) 43 816 71 21 (Line Maint till A-check for Airbus & Boeing) • Citation Service Center: Phone +41 (0) 58 158 81 11 (www.cessna.com/citation-service) • SR-Technics: Phone +41 (0) 43 812 74 00 (www.srtechnics.com) • Swiss Int. Airlines: Phone +41 (0) 44 564 45 70 (Line Maint) • MFGZ: Phone +41 (0) 43 816 24 83 (Piston Engine up to 5.7t)
7	**Remarks**	Oxygen and related servicing AVBL.

LSZH AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Directly at the airport: Radisson Blu Hotel, Phone +41 (0) 44 800 40 40. Other hotels in vicinity and in town. 13 dayrooms at the airport; Crew restrooms at the OPS centre.
2	**Restaurants**	Various restaurants for crews and passengers
3	**Transportation**	Public buses, trains, trams, taxis, car rental agencies
4	**Medical facilities**	Designated airport according to International Health Regulations (2005). Airport Medical Centre: Open from 0700-1930 (0600-1830) Phone: +41 (0) 43 816 60 00 Airport Dental Services: Open from 0600-1800 (0500-1700) Phone: +41 (0) 43 816 61 61 Airport Eye Clinic: Open from 0700-1600 (0600-1500) Phone: +41 (0) 43 816 70 00 Quarantine station (100 persons sitting); Doctor O/R; 3 ambulances; Hospitals in city. Special vehicle with lifting device available at Goldair AAS Assistance AG. Phone: +41 (0) 43 816 54 41
5	**Bank and Post Office**	At AP and in city
6	**Tourist Office**	At AP and in city
7	**Remarks**	NIL

LSZH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 10
2	**Rescue equipment**	Available
3	**Capability for removal of disabled aircraft**	B-747
4	**Remarks**	Fire Brigade available when ACFT on ground on 123.100 MHz in German and English. Ask ATC for frequency change on second set.

LSZH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	8 snow blowers, 17 snow ploughs, 18 ACFT de-icers, 9 RWY and apron de-icers, 23 jet sweepers
2	**Clearance priorities**	Varies according to conditions at AD
3	**Remarks**	All Rwys / Twys / Aprons de-iced / anti-iced with KFOR (potassium formate fluids)

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 34 (1)	Antenna	*1418*	47 28 44 N 008 31 56 E				
AOC 34 (2)	Tree/Trees	*1459*	47 29 04 N 008 31 41 E				
AOC 34 (3)	Tree/Trees	*1494*	47 29 34 N 008 31 44 E				
AOC 34 (4)	Tree/Trees	*1540*	47 29 36 N 008 31 43 E				
AOC 34 (5)	Tree/Trees	*1562*	47 29 47 N 008 31 23 E				
AOC 34 (6)	Tree/Trees	*1564*	47 29 48 N 008 31 22 E				
Refer also to AOC 10, LSZH AD 2.24.4 - 1; AOC 28, LSZH AD 2.24.4 - 3, AOC 14, LSZH AD 2.24.4 - 5; AOC 32, LSZH AD 2.24.4 - 7; AOC 16, LSZH AD 2.24.4 - 9; AOC 34, LSZH AD 2.24.4 -11							

LSZH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 30 hours
4	**Type of landing forecast**	Trend; issuance: HH+20, HH+50
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com), (TAMSI[1]), Briefing officer
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area forecast charts available worldwide
8	**Supplementary equipment available for providing information**	Weather Radar, Satellite Pictures
9	**ATS units provided with information**	Zurich TWR / APP
10	**Additional information (limitation of service, etc.)**	Manned briefing between 0400 and 2100 (0300 and 2000). Weather briefing: Phone: 0900 162 737 (Ge); accessible within Switzerland

1. TAMSI = TAF METAR SIGMET

LSZH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest TDZ ELEV	Slope of RWY-SWY
1	2	3	4	5	6	7
10*	096° GEO 093° MAG	2500 x 60	CONC PCN 86 R/B/W/T	47 27 32.18N 008 32 14.93E GUND 47.3 m / *155.2 ft*	*1391 ft* *1392 ft*	Refer to LSZH AOC 16/34/32, 10/28
28*	276° GEO 273° MAG			47 27 23.76N 008 34 13.63E GUND 47.2 m / *155.0 ft*	*1416 ft* *1417 ft*	
14	137° GEO 134° MAG	3300 x 60	ASPH** PCN 87 F/A/W/T	47 28 55.53N 008 32 09.87E GUND 47.3 m / *155.3 ft*	*1402 ft* *1402 ft*	
32	317° GEO 314° MAG			47 27 40.65N 008 33 52.06E GUND 47.3 m / *155.0 ft*	*1402 ft* *1402 ft*	
16*	155° GEO 152° MAG	3700 x 60	ASPH** PCN 87 F/B/W/T	47 28 32.57N 008 32 09.37E GUND 47.3 m / *155.2 ft*	*1390 ft* *1390 ft*	
34*	335° GEO 332° MAG			47 26 57.39N 008 33 14.91E GUND 47.3 m / *155.0 ft*	*1388 ft* *1389 ft*	

* MAG VAR tolerance for RWY designators exceeded.
** Central strip 23 m wide; remaining side strips CONC PCN 60 R/B/W/T.

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
10	NIL	60	2620 x 150	NIL	Non-instrument runway FCT: 0.85/*0.89* grooved
28	NIL	60	2620 x 150	NIL	RWY strip dimensions according to non-instrument RWY criteria. FCT: 0.84/*0.89* grooved Engineered Materials Arresting System (EMAS) with a length of 160 m and a width of 60 m at the end of RWY 28.
14	NIL	60	3420 x 300	NIL	Precision approach runway CAT III b FCT: 0.93/*0.84* grooved Fully frangible LOC (75 m x 3 m) positioned within RESA at 216 m after RWY end. GP14 shelter located at 120 m from RCL within runway strip (marked and lighted).
32	NIL	60	3420 x 300	NIL	Non-instrument runway FCT: 0.92/*0.92* grooved
16	NIL	60	3820 x 300	NIL	Precision approach runway CAT III b FCT: 0.91/*0.89* grooved GP16 shelter located at 120 m from RCL within runway strip (marked and lighted).
34	NIL	60	3820 x 300	NIL	Precision approach runway CAT I FCT: 0.88/*0.82* grooved

LSZH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	2500	2560	2500	2500	Full length
	2000	2060	2000	Not usable	Intersection B7
	1900	1960	1900	Not usable	Intersection L7
	1480	1540	1480	Not usable	Intersection E

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
28	2500	2560	2500	2500	Full length
	1900	1960	1900	Not usable	Intersection K
14	Not usable	Not usable	Not usable	3150	--
32	3300	3360	3300	3300	Full length
	2700	2760	2700	Not usable	Intersection H2
	2300	2360	2300	Not usable	Intersection H1
16	3700	3760	3700	3700	Full length
	3000	3060	3000	Not usable	Intersection E3
	1070	1130	1070	Not usable	Intersection E6 / E7 / R7 / LIMA
34	3700	3760	3700	3230	Full length
	3270	3330	3270	Not usable	Intersection E8 / R8
	2570	2630	2570	Not usable	Intersection E7 / R7

LSZH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type, LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type, PSN, MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
10	NIL	RTHL G, LIL, -	NIL	NIL	1600 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH.	1900 m, 45 m, W, LIL; 600 m, 45 m, Y, LIL	R, LIH	NIL	NIL
28	Calvert, 630 m, LIH; SALS, 420 m, LIL	RTHL G, LIH, -; RTIL FLG W	PAPI 3.3°, L, 18.83 m	NIL		1900 m, 45 m, W, LIH; 600 m, 45 m, Y, LIH	R, LIH	NIL	Calvert 28 shorter than standard (900m).
14	Calvert Cat II/III, 900 m, LIH	RTHL G, LIH, WBAR; RTIL FLG W	PAPI 3.0°, L, 17.40 m	LIH 900 m	2400 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH	150 m, 30 m, R, LIH; 2550 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH	R, LIH	NIL	NIL
32	NIL	RTHL G, LIH, -; RTIL FLG W	NIL	NIL		2700 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH	R, LIH	NIL	NIL

RWY Designator	ALS Type, LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type, PSN, MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
16	Calvert Cat II/III, 900 m, LIH; SALS, 420 m, LIL	RTHL G, LIH, WBAR; RTIL FLG W	PAPI 3.0°, L, 20.57 m	LIH 900 m	2800 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH	3100 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH	R, LIH	NIL	NIL
34	Calvert Cat I, 795 m, LIH	RTHL G, LIH, WBAR; RTIL FLG W	PAPI 3.3°, L, 17.60 m	NIL		450 m, 30 m, R, LIH; 2650 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH	R, LIH	NIL	Calvert 34 shorter than standard (900m).

LSZH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	WDI LGTD
3	**TWY edge and centre line lighting**	EDGE: LIL, B7; Apron area, L, L7, G, R, S, T, RWY exits, TWY curves. CL: LIH, G; coded Y/G on ILS critical/sensitive areas; TWY A, A1, B, B1, B9, C, C1, C2, C3, D, E, E1, E2, E3, E5, E7, E8, E9, F, F1, F2, F3, H, H1, H2, H3, INNER, J, K, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P and Z. RETIL: H1 RGL: A1, B, B1, B7, B9, E, E1, E2, E3, E5, E6, E7, E8, E9, F, G, H1, H2, H3, J, K, L, L7, L9, R7 and R8. Apron + Stop bars: Refer to LSZH AD 2.24.3 - 1 and LSZH AD 2.24.3 - 3.
4	**Secondary power supply/switch-over time**	Yes / Cat.I: max. 15 s; Cat. II/III: max. 1 s
5	**Remarks**	Obstacles marked and LGTD

LSZH AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	THR 01: 47 26 57.90 N 008 32 51.89 E GUND 47.3m / *155.1 ft* THR 19: 47 27 06.77 N 008 32 56.13 E GUND 47.3 m / *155.1 ft*
2	**TLOF and/or FATO elevation M/FT**	FATO: *421 m / 1382 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	TLOF: 10 stands, diameter 9.5 m Distance between centre of stands: 28 m Surface: ASPH FATO: 25 x 290 m, grass
4	**True and MAG BRG of FATO**	FATO THR H01: GEO: 018° MAG: 015° FATO THR H19: GEO: 198° MAG: 195°
5	**Declared distance available**	Ref: VFRM Zürich HEL, LSZH AD INFO 3
6	**APP and FATO lighting**	FATO lighted

7	**Remarks**	FATO designation marking H01/H19 instead of H02/H20 to avoid misinterpretation during radio communication with ATC. The geographical coordinates of helicopter stands are not published in AIP. The stand protection area is 28 m in diameter instead of 34 m required. Simultaneous operations on Heliport West are not allowed due to overlapping of safety areas. It is the Pilot's responsibility to avoid simultaneous operation between: • Adjacent helicopter stand • Helicopter stands and FATO • FATO and the taxilane SIERRA HEL TKOF or LDG shall take place on FATO, RWY or designated helicopter landing area. Air taxi shall only take place on RWYs, TWYs and at Heliport West. HEL OPS at GA sectors 1-4 is prohibited, except HEMS. Detailed charts: VFR Manual

LSZH AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Zurich CTR 1** 47 24 38 N 008 45 30 E - 47 22 31 N 008 39 41 E - 47 21 06 N 008 20 25 E - 47 27 41 N 008 19 48 E - arc of circle with radius 9 NM centred on 47 27 36 N 008 33 02 E - 47 24 38 N 008 45 30 E **Zurich CTR 2** 47 23 04 N 008 41 11 E - 47 14 54 N 008 47 34 E - 47 13 28 N 008 39 59 E - 47 14 12 N 008 37 08 E - 47 21 57 N 008 31 49 E - 47 22 31 N 008 39 41 E - 47 23 04 N 008 41 11 E
2	**Vertical limits**	CTR 1: *4500 ft AMSL (1350 m)* CTR 2: *5500 ft AMSL (1700 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	CTR 1: Zurich TWR, En CTR 2: Dubendorf TWR, En
5	**Transition altitude**	*7000 ft*
6	**Remarks**	NIL

LSZH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ZURICH AREA		121.500 MHz	H24	**Language: En** Emergency channel
ATIS ARR		125.730 MHz	H24	Phone: Service +41 (0) 43 931 60 72
ATIS DEP		129.005 MHz	H24	Phone: Service +41 (0) 43 931 60 73
APP/SR VDF[1)]	Zurich Arrival do.	130.560 MHz 135.230 MHz	H24 H24	ARR ACFT via GIPOL ARR ACFT via AMIKI and RILAX
	Zurich Departure	125.955 MHz	HX*	DEP ACFT
	Zurich Final	125.330 MHz	HX*	*only on ATC instruction
		120.750 MHz	HX*	ALTN FREQ for all APP services (Zurich Arrival, Departure and Final)
TWR VDF[1)]	Zurich Tower do. do.	118.100 MHz 120.230 MHz 119.700 MHz	H24 H24 H24	Primary APCH RWY 14 and TKOF RWY 32
Dubendorf TWR	Dubendorf Tower	118.975 MHz	HX	See: ENR 2.1 TMA Zurich 5: up to FL095 - if Dubendorf TWR inactive, contact Zurich Information 124.700 MHz
Terminal VDF[1)]	Zurich Terminal	127.755 MHz	H24	VFR FLT within LSZH TMA
CLR DEL	Zurich Delivery	121.930 MHz	H24	ATC clearance for IFR
GND VDF[1)]	Zurich Ground	121.905 MHz 118.100 MHz 119.700 MHz	H24 H24 H24	Primary

Service designation	Call sign	Frequency	Hours of Operation	Remarks
De-Icing	Pad Coordinator F	121.635 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	Pad Coordinator C	121.640 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	De-icing Coordination	121.810 MHz	H24	
APRON	Zurich Apron	121.755 MHz	0445-2230 (0345-2130)	South of RWY 28
	do.	121.705 MHz	0445-2230 (0345-2130)	ALTN FREQ
	do.	121.855 MHz	0445-2230 (0345-2130)	North of RWY 28
	do.	121.980 MHz	0445-2230 (0345-2130)	ALTN FREQ
FIC	Zurich Information	124.700 MHZ	H24	For VFR FLT within TMA
Fire Brigade	Florian 1	123.100 MHz	H24*	*Only when fire brigade present on site. REF: LSZH AD 2.6 §4

1. VDF REC antenna PSN: 47 27 01 N 008 34 37 E

LSZH AD 2.19 RADIO NAVIGATI ON AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
TRASA-DINGEN DME	TRA	CH 90X	H24	47 41 22.2N 008 26 13.1E	*1850 ft*	PSN: 343° MAG, 13.5 NM FM THR 16. DOC 100 NM / *50'000 ft* Paired VOR FREQ 114.30 MHz
KLOTEN DVOR/DME (VAR 3° E)	KLO	114.85 MHz 95Y	H24	47 27 25.7N 008 32 44.1E	*1410 ft*	PSN: 237° MAG, 0.12 NM FM ARP. DOC 50 NM / *25'000 ft* VOR partially UNREL BTN R235 and R245 BLW *7400 ft AMSL* and BTN R040 and R080 BLW *5200 ft AMSL*.
ZURICH EAST DVOR/DME (VAR 3° E)	ZUE	110.05 MHz 37Y	H24	47 35 31.8N 008 49 03.6E	*1730 ft*	PSN: 054° MAG, 13.6 NM FM ARP. DOC 80 NM / *50'000 ft*
HOCHWALD DME	HOC	CH 79X	H24	47 27 59.6N 007 39 55.6E	*2425 ft*	DOC 60 NM / *50'000 ft*, DME range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz
WILLISAU VOR/DME (VAR 3° E)	WIL	116.90 MHz CH 116X	H24	47 10 41.9N 007 54 21.3E	*2417 ft*	DOC 50 NM / *25'000 ft*, range 80 NM in sector 0° - 105°.
GBAS	G14A (RWY 14)	114.05 MHz CH 20242	H24	47 28 46.9N 008 31 49.2E	ELEV of GBAS *1416 ft*	Restricted coverage (published procedures covered): at 15 NM -35°E to 20°S from CL above *3700 ft AMSL*. at 15 NM +/- 35° from CL above *4000 ft AMSL*. at 20 NM +/- 10° from CL above *4700 ft AMSL*. Ellipsoid height: 478.81 m
ILS 14-LOC CAT III	IKL	111.75 MHz	H24	47 27 35.5N 008 33 59.1E		LOC PSN: 216 m FM THR 32. **RWY 14:** LOC course 134° MAG. Front course sector width 3.57°. Restricted coverage: (published procedures covered): at 10 NM - +/- 35° from CL above *3800 ft AMSL*. at 17 NM - 24° E to 33° W from CL above *3800 ft AMSL*. at 25 NM - +/- 10° from CL above *4500 ft AMSL*.
GP 14		333.35 MHz	H24	47 28 50.0N 008 32 25.8E		GP Angle 3°. PSN: 350 m FM THR 14. GP HGT THR 14: 53 ft / 16.2 m.

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME 14		54Y	H24	47 28 50.0N 008 32 25.6E	*1415 ft*	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 10 NM - +/- 35° from CL above *3800 ft AMSL*. at 17 NM - +/- 35° from CL above *3800 ft AMSL*. at 25 NM - 10° E to 0° W from CL above *4500 ft AMSL*.
ILS 16-LOC CAT III	IZH	110.50 MHz	H24	47 26 35.2N 008 33 30.2E		LOC PSN: 758 m FM THR 34. **RWY 16:** LOC course 152° MAG Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° from CL above *3800 ft AMSL*. at 25 NM; +/- 10° from CL above *4600 ft AMSL*. No low clearance and no receiver flag within the area 17 NM *3800 ft* 25° E to 30° W from CL.
GP 16		329.60 MHz	H24	47 28 23.1N 008 32 22.6E		GP Angle 3°. PSN: 384 m FM THR 16. GP HGT THR 16: 54 ft / 16.5 m.
DME 16		42X	H24	47 28 23.0N 008 32 22.9E	*1400 ft*	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° from CL above *3800 ft AMSL*. at 25 NM; +/- 10° from CL above *4600 ft AMSL*.
ILS 28-LOC UNCAT	IZW	109.75 MHz	H24	47 27 33.6N 008 31 55.3E		LOC PSN: 413 m FM THR 10. **RWY 28:** LOC course 273° MAG. Front course sector width 4.13°. Uncategorised ILS APCH RWY 28 due to obstacle limitation and restriction according to non-instrument RWY criteria. Restricted coverage: at 17 NM; +/- 35° from CL above *4900 ft AMSL*. at 25 NM; +/- 10° from CL above *4900 ft AMSL*.
GP 28		333.050 MHz	H24	47 27 26.5N 008 33 59.4E		GP Angle 3.3°. PSN: 304 m FM THR 28. GP HGT THR 28: 51 ft / 15.5 m. Restricted coverage (published procedures covered): above *4900 ft AMSL* at 12 NM; - 8° S to - 4° S from CL at 15 NM; - 4° S to 0° from CL at 13 NM; 0° to 3° N from CL at 12 NM; 3° N to 4° N from CL above *5900 ft AMSL* at 13 NM; - 8° S to - 4° S from CL at 17 NM; - 4° S to 2° N from CL at 14 NM; 2° N to 4° N from CL

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME 28		34Y	H24	47 27 27.1N 008 33 59.8E	*1423 ft*	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 16 NM - 8° S to 4° N from CL above *4700 ft AMSL*. at 17 NM - +/- 15° from CL above *5700 ft AMSL*. at 20 NM - 8° S to 4° N from CL above *5700 ft AMSL*.
ILS 34-LOC CAT I	IZS	110.75 MHz	H24	47 28 44.6N 008 32 01.1E		LOC PSN: 409 m FM THR 16. **RWY 34:** LOC course 332° MAG. Front course sector width 3.32°. Restricted coverage: at 17 NM; +/- 35° from CL above *4200 ft AMSL*. at 21 NM; +/- 10° from CL above *5000 ft AMSL*. at 25 NM; +/- 10° from CL above *6000 ft AMSL*.
GP 34		330.05 MHz	H24	Radiating point: 47 27 04.6N 008 33 07.1E		GP Angle 3.3°. PSN: 272 m FM THR 34. GP HGT THR 34: 51 ft / 15.5 m. Restricted coverage (published procedures covered): at 10 NM; - 2° W to + 6° E from CL above *3200 ft AMSL*. at 10 NM; - 4° W to + 8° E from CL above *3600 ft AMSL*. at 13 NM; - 4° W to +8° E from CL above *4900 ft AMSL*. at 17 NM; - 2° W to +6° E from CL above *5900 ft AMSL*.
DME 34		44Y	H24	47 27 04.5N 008 33 06.6E	*1410 ft*	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 17 NM; - +/- 35° from CL above *5000 ft AMSL*. at 25 NM; - +/- 10° from CL above *6000 ft AMSL*.

LSZH AD 2.22 FLIGHT PROCEDURES

1. SID Description

Speed limitation:
If the SID stipulates a speed limit for a turn, this speed must be adhered to during the turn even after a “DIRECT TO” clearance.

1.1 SID RNAV

1.1.1 SID RWY 10 - RNAV 1

(see chart LSZH AD 2.24.7.1 - 1)

DESIGNATOR	RWY 10 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 2E PDG 6.1% to *2500ft*	Climb straight ahead. At D2.1 KLO or *2500ft*, whichever is later, intercept R084 KLO. Proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH504 at *5000ft* or above, ZH525 at *7000ft* or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	WIL DME required for DME/DME navigation. RNAV applicable when passing KOLUL.
GERSA 2C PDG 6.1% to *2500ft* MNM climb gradient 6.6% to *7000ft* due to airspace restrictions	Climb straight ahead. At D2.1 KLO or *2500ft*, whichever is later, intercept R084 KLO. At ZH502/D9 KLO turn right (MAX IAS 210kt during turn). Proceed via ZH526, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH526 at FL100 or above, GERSA at FL140 or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH502. At GERSA: -FLT to RESIA proceed on Z50. Cross KELIP at FL160 or above. -Other FLT proceed on N/UN850

Procedure Description of RNAV 1 SID DEGES 2E						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	KOLUL	N	-	-	-	-
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 1 SID GERSA 2C						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ZH502	Y	+4000	-	-	-
DF	ZH526	N	+FL100	-210	-	-
TF	ARTAG	N	-	-	215° (217.6°T)	7.2
TF	GERSA	N	+FL140	-	171° (174.3°T)	7.6

SID RWY 10 - RNAV 5
(see chart LSZH AD 2.24.7.1 - 3)

DESIGNATOR	RWY 10 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
GERSA 1E (SUSPENDED) PDG 6.5% to *2500ft*	Climb straight ahead. At D2.1 KLO or *2500ft*, whichever is later, turn left (MAX IAS 210kt during turn). Intercept R053 WIL. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross R360 KLO at *4000ft* or above, BREGO at *5000ft* or above, ZH556 at *8000ft* or above, ZH557 at *9000ft* or above, AFOLT at *10000ft* or above, GERSA at *14000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. At GERSA: -FLT to RESIA proceed on Z50. Cross KELIP at 16000ft or above. -Other FLT proceed on N/UN850
VEBIT 3E PDG 6.1% to *2500ft*	Climb straight ahead. At D2.1 KLO or *2500ft*, whichever is later, turn left (MAX IAS 210kt during turn). Intercept R052 WIL. Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross R360 KLO at *4000ft* or above, BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO.For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNAV 5 SID GERSA 1E						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

Procedure Description of RNAV 5 SID VEBIT 3E						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BREGO	N	+5000	-	-	-
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

Procedure Description of RNAV 1 STAR KELIP 3G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
TF	ZH627	N	-	-	332° (335.1°T)	6.8
TF	ZH501	N	-	-	326° (329.1°T)	5.9
TF	GIPOL	N	+7000	-	275° (278.2°T)	20.7

2.2 STAR TO GIPOL - NON RNAV

(see chart LSZH AD 2.24.9.2 - 1)

	STAR TO GIPOL - NON RNAV		
	ROUTE		
DESIGNATOR	Lateral	Vertical	Remark
WILLISAU 3Z (WIL 3Z)	At WIL intercept R013 WIL. Proceed to GIPOL.	Refer to chart	

2.3 STAR TO AMIKI - RNAV 1

(see chart LSZH AD 2.24.9.3 - 1)

	STAR TO AMIKI - RNAV 1		
	ROUTE		
DESIGNATOR	Lateral	Vertical	Remark
TRA 2A	From TRA proceed to AMIKI.	Refer to chart	
NEGRA 2A	From NEGRA proceed via MATIV to AMIKI	Refer to chart	
RILAX 2A	From RILAX proceed via LAMAX to AMIKI	Refer to chart	

Procedure Description of RNAV 1 STAR TRA 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	TRA	N	-	-	-	-
TF	AMIKI	N	+7000	-	103° (105.7°T)	25.3

Procedure Description of RNAV 1 STAR NEGRA 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	NEGRA	N	-	-	-	-
TF	MATIV	N	-	-	228° (231.0°T)	12.3
TF	AMIKI	N	+7000	-	257° (259.7°T)	6.4

Procedure Description of RNAV 1 STAR RILAX 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	LAMAX	N	-	-	138° (140.6°T)	25.0
TF	AMIKI	N	+7000	-	114° (117.7°T)	6.1

2.4 Approach procedures:

REF: ENR 1.5

2.4.1 Initial call

On initial call to “Zurich Arrival” the pilot shall report:

- Call sign and the word “HEAVY” or “SUPER”, if applicable;
- Level, including passing and cleared level, if in climb/descent;
- Speed, if assigned by ATC;
- Aircraft type; and
- IDENT letter of the received ARR ATIS information.

2.4.2 RNAV 1 Transitions to Final Approach

The 'RNAV 1 ARRIVAL TRANSITIONS TO FINAL APPROACH' start at the end of the STARs and guide the aircraft to the relevant final approach track of the published instrument approach procedures for the runways 28 or 34.
By utilizing these procedures, reduction in radio telephony communication is possible. The turn to final approach is usually performed by radar vectors to expedite traffic and for separation reasons.
The utilization of the procedure requires a clearance by ATC.
The procedures are at or above ATC surveillance minimum altitude and will be radar monitored.
The flight crew unable to fly RNAV 1 TRANSITIONS shall advise ATC on initial contact with APP by using the phraseology: **‘UNABLE RNAV TRANSITION‘**. ATC will then issue radar vectors to the final approach track of the relevant instrument approach.

2.4.3 Procedure description of RNAV 1 Transition to Final Approach RWY 28 (ILS-LOC, RNP)

(see chart LSZH 2.24.10.3 - 1)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	-	-	-	-
TF	ZH445	N	-	-	046° (049.4°T)	6.1
TF	ZH447	N	-	-	143° (146.0°T)	8.8
TF	ZH449	N	-	-	143° (146.1°T)	6.9
TF	ZH451	N	-	-	093° (095.8°T)	7.0
TF	ZH453	N	-	-	093° (096.0°T)	5.0
TF	ZH455	N	-	-	093° (096.1°T)	5.0
TF	ZH457	N	-	-	093° (096.1°T)	5.0
TF	ZH459	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	003° (006.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	ZH446	N	+FL100	-	165° (168.1°T)	4.8
TF	ZH448	N	+FL080	-	165° (168.1°T)	3.6
TF	ZH450	N	-	-	165° (168.1°T)	3.9
TF	ZH452	N	-	-	165° (168.1°T)	3.9
TF	ZH454	N	-	-	126° (128.9°T)	11.7
TF	ZH456	N	-	-	093° (096.1°T)	5.0
TF	ZH458	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	183° (186.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZH382	N	-	-	312° (314.8°T)	17.4
TF	ZH450	N	-	-	248° (251.1°T)	6.7
TF	ZH452	N	-	-	165° (168.1°T)	3.9
TF	ZH454	N	-	-	126° (128.9°T)	11.7
TF	ZH456	N	-	-	093° (096.1°T)	5.0
TF	ZH458	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	183° (186.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

2.4.4 Procedure description of RNP RWY 28

(see chart LSZH AD 2.24.10.3 - 7)

From RAMEM						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RAMEM	N	5000	-	-	-
TF	RW28	Y	-	-	273° (276.2°T)	10.1
TF(1)	ZH465	N	-4000	-	273° (276.0°T)	5.0
TF	ZH466	N	-	-210	193° (196.0°T)	7.9
TF	ZH467	N	-	-	241° (244.4°T)	12.2
TF	ZH468	N	-	-	295° (297.5°T)	7.6
TF	GIPOL	N	+7000	-230	013° (015.7°T)	12.2

(1) The first segment of the missed approach to ZH465 can be replaced by DF instead of TF in order to accommodate for coding issues with some FMS manufacturers.

2.4.5 Procedure description of RNAV 1 Transition to Final Approach RWY 34 (ILS-LOC)

(see chart LSZH AD 2.24.10.4 - 1)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	-	-	-	-
TF	ZH479	N	+7000	-	046° (048.5°T)	10.9
TF	ZH481	N	-	-	152° (154.7°T)	6.0
TF	ZH483	N	-	-	152° (154.8°T)	6.0
TF	ZH485	N	-	-	152° (154.8°T)	6.0
TF	ZH487	N	-	-	152° (154.9°T)	6.0
TF	ZH489	N	-	-	152° (154.9°T)	6.0
TF	ZH490	N	-	-	062° (065.0°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	ZH474	N	+FL100	-	185° (187.5°T)	4.7
TF	ZH476	N	-	-	185° (187.5°T)	2.8
TF	ZH478	N	+FL080	-	152° (155.1°T)	6.3
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	-	-	242° (245.2°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZH382	N	-	-	312° (314.8°T)	17.4
TF	ZH478	N	+FL080	-	243° (246.1°T)	7.9
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	-	-	242° (245.2°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

2.4.6 FREQ change

- When changing FREQ from Zurich Arrival to Zurich Final, initial contact shall be restricted to **Zurich Final & call sign.**
- When changing FREQ from Zurich Arrival or Zurich Final to Zurich TWR, initial contact shall be restricted to **Zurich TWR, call sign, type of APCH & RWY.**

2.4.7 Speed restrictions

Speed restrictions are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS/GLS), pilots shall CONT to maintain a previously allocated speed.
All speed restrictions are to be flown as accurately as possible. Pilots unable to comply with the given speeds shall inform ATC and state what speeds may be used.

2.4.8 Procedure description of RNAV Standard Initial APCH Segment to Final Approach RWY 14 (ILS-LOC) (see chart LSZH AD 2.24.10.1 - 1 and LSZH AD 2.24.10.1 - 3)

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-	188° (191.5°T)	4.4
TF	ZH413	N	-	-210	224° (227.1°T)	5.5
TF	OSNEM	N	+4000	-	134° (137.2°T)	3.9

2.4.9 Procedure description of GLS RWY 14 (see chart LSZH AD 2.24.10.1 - 5)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	+7000	-	-	-
TF	ZH412	N	+6000	-210	052° (055.3°T)	9.5
TF	ZH413	N	-	-	063° (065.6°T)	4.6
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZUE	N	-	-	274° (277.1°T)	9.0
TF	ZH411	N	+7000	-	288° (290.9°T)	6.5
TF	TRA	N	+5000	-210	288° (290.7°T)	10.0
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-210	188° (191.5°T)	4.4
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9

Missed approach after precision segment						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ZH415	Y	-	-	-	-
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

2.4.10 Procedure description of RNP RWY 14 (see chart LSZH AD 2.24.10.1 - 7)

From GIPOL						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	GIPOL	N	+7000	-	-	-
TF	ZH412	N	+6000	-210	052° (055.3°T)	9.5
TF	ZH413	N	-	-	063° (065.6°T)	4.6
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

From AMIKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	AMIKI	N	-	-	-	-
TF	ZUE	N	-	-	274° (277.1°T)	9.0
TF	ZH411	N	+7000	-	288° (290.9°T)	6.5
TF	TRA	N	+5000	-210	288° (290.7°T)	10.0
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-210	188° (191.5°T)	4.4
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

CTN: Step down fix at 3.5 NM to RW14 not to be coded as WPT.

2.4.11 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 16 (ILS-LOC) (see chart LSZH AD 2.24.10.2 - 1 and LSZH AD 2.24.10.2 - 3)

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-	188° (191.5°T)	4.4
TF	ZH706	N	-	-210	188° (191.5°T)	3.0
TF	ENUSO	N	+4000	-	152° (154.9°T)	2.9

2.4.12 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 28 (ILS-LOC, VOR) (see chart LSZH AD 2.24.10.3 - 3, LSZH AD 2.24.10.3 - 5 and LSZH AD 2.24.10.3 - 9)

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	-	-	188° (191.5°T)	4.4
TF	KLO	N	+6000	-	159° (162.4°T)	14.6

2.4.13 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 34 (ILS-LOC, VOR) (see chart LSZH AD 2.24.10.4 - 3, LSZH AD 2.24.10.4 - 5 and LSZH AD 2.24.10.4 - 7)

From RILAX						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	-	-	189° (191.5°T)	11.1
TF	TRA	N	-	-	188° (191.5°T)	4.4
TF	KLO	N	+7000	-	159° (162.4°T)	14.6

2.4.14 ILS category III

The CAT III ILS (RWY 14 and 16) and the associated equipment are in compliance with ICAO SARPS. Details are given in LSZH AD 2.19 and IAC.

2.4.15 Visual approach

Visual APCHs are AVBL at LSZH on the grounds of safety only (for example, to avoid adverse weather, such as TS/CB).

2.5 Land and Hold Short Operation RWY 28 (secondary intersecting RWY)

2.5.1 Introduction

The land and hold short operation allows VFR APCHs with admitted ACFT types and in compliance with defined conditions on RWY 28 (SRY intersecting RWY) with simultaneous IFR APCHs and DEPs on RWY 16/34 (PRI intersecting RWY).

2.5.2 Admitted ACFT

- All single-engine ACFT up to 5700 kg MTOM

2.6 ICAO Code Letter F Flight Operations

For ICAO Code letter F ground operations, refer to LSZH AD 2.20 § 3.4 and chart LSZH AD 2.24.3 - 5.

2.6.1 Arrival

APCH via ILS RWY 14 CAT I, II & III, GLS RWY 14, ILS RWY 16 CAT I, II & III, ILS RWY 34 CAT I or ILS RWY 28 UNCAT. Other RWYs are not AVBL for LDG.

2.6.2 Departure

DEP from RWY 16, RWY 32 or RWY 34. Other RWYs are not AVBL for DEP.

All published SID on the mentioned RWYs are applicable, refer to LSZH AD 2.22 § 1.

3. JAA minima for Zurich AP

TKOF **RWY 16, 28, 32, 34** [1)]

Low Visibility Procedures must be in force

	REDL, CL LGT and multiple RVR required	REDL and CL LGT	RCL markings (day only) or REDL	RCL markings (day only) or REDL	NIL (day only)
A	150 m [2) 4)]	200 m	250 m	400 m	500 m
B			300 m		600 m
C					
D	200 m [3) 4)]	250 m	400 m		800 m

1.Take-off RWY 14 is subject to activation by Airport Authority
2.125 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met
3.150 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met
4.75 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met and the ACFT has an APV lateral guidance system for TKOF

Take-off **RWY 10**

	RCL markings (day only) or REDL	NIL (day only)
A	400 m	500 m
B		600 m
C		
D		800 m

4. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	Vis (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
10	A	500/---	400/---	400/---	Due to LIL
	B	600/---	400/---	400/---	
	C	600/---	400/---	400/---	
	D	800/---	400/---	400/---	
All EXC 10	A	500/---	250/---	150/---	
	B	600/---	300/---	150/---	
	C	600/---	300/---	150/---	
	D	800/---	400/---	200/---	

LSZH AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AFOLT	N 47 14 11.2	E 008 27 38.2	SID LSZH
BREGO	N 47 23 22.8	E 008 20 46.5	SID LSZH
EGABI	N 47 18 26	E 008 39 49	IAC LSZH
ENUSO	N 47 35 47.1	E 008 27 09.2	IAC / RNAV Transition LSZH
ERMUS	N 47 13 56	E 008 14 41	STAR LSZH
KOLUL	N 47 28 02	E 008 49 22	SID LSZH
LAMAX	N 47 37 14	E 008 54 14	STAR LSZH
MANID	N 47 16 03	E 008 41 41	IAC LSZH
MILNI	N 47 17 47.0	E 008 39 33.0	IAC / RNAV Transition LSZH
MOMOL	N 47 27 42	E 008 40 16	SID LSZH
NOLKA	N 47 08 53	E 008 07 34	STAR LSZH
OSNEM	N 47 34 46.9	E 008 24 08.7	IAC / RNAV Transition LSZH
RAMEM	N 47 26 19.7	E 008 49 00.5	IAC / RNAV Transition LSZH
TADOB	N 47 10 59	E 008 05 23	STAR LSZH
UTIXO	N 47 15 09.0	E 008 41 20.0	IAC / RNAV Transition LSZH
ZH382	N 47 46 40.0	E 008 43 55.0	RNAV Transition
ZH411	N 47 37 51.0	E 008 40 04.0	IAC LSZH
ZH412	N 47 35 43.1	E 008 14 01.3	IAC LSZH
ZH413	N 47 37 37.5	E 008 20 15.1	IAC LSZH
ZH415	N 47 25 02.9	E 008 37 28.1	IAC LSZH
ZH416	N 47 29 00.6	E 008 42 45.0	IAC LSZH
ZH417	N 47 33 23.7	E 008 44 34.4	IAC LSZH
ZH445	N 47 34 14.9	E 008 09 14.6	RNAV Transition
ZH446	N 47 51 52.0	E 008 32 17.6	RNAV Transition
ZH447	N 47 26 56.8	E 008 16 29.7	RNAV Transition
ZH448	N 47 48 18.2	E 008 33 24.5	RNAV Transition
ZH449	N 47 21 12.4	E 008 22 10.1	RNAV Transition
ZH450	N 47 44 30.5	E 008 34 35.6	RNAV Transition
ZH451	N 47 20 29.2	E 008 32 24.4	RNAV Transition
ZH453	N 47 19 57.8	E 008 39 43.1	RNAV Transition
ZH454	N 47 33 20.3	E 008 49 14.2	RNAV Transition
ZH455	N 47 19 26.0	E 008 47 01.6	RNAV Transition
ZH456	N 47 32 48.0	E 008 56 34.5	RNAV Transition
ZH457	N 47 18 53.6	E 008 54 20.0	RNAV Transition
ZH458	N 47 32 15.3	E 009 03 54.7	RNAV Transition

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH459	N 47 18 20.9	E 009 01 38.2	RNAV Transition
ZH460	N 47 25 18.2	E 009 02 46.3	RNAV Transition
ZH464	N 47 25 53.5	E 008 54 56.3	RNAV Transition
ZH465	N 47 27 55.1	E 008 26 50.2	IAC LSZH
ZH466	N 47 20 20.6	E 008 23 38.0	IAC LSZH
ZH467	N 47 15 04.1	E 008 07 33.2	IAC LSZH
ZH468	N 47 18 35.5	E 007 57 36.0	IAC LSZH
ZH474	N 47 51 55.2	E 008 29 54.1	RNAV Transition
ZH476	N 47 49 08.3	E 008 29 21.4	RNAV Transition
ZH478	N 47 43 28.5	E 008 33 15.6	RNAV Transition
ZH479	N 47 37 31.8	E 008 14 30.5	RNAV Transition
ZH480	N 47 38 02.4	E 008 37 00.8	RNAV Transition
ZH481	N 47 32 06.5	E 008 18 17.1	RNAV Transition
ZH482	N 47 32 36.2	E 008 40 45.2	RNAV Transition
ZH483	N 47 26 40.9	E 008 22 03.0	RNAV Transition
ZH484	N 47 27 09.9	E 008 44 28.8	RNAV Transition
ZH485	N 47 21 15.2	E 008 25 48.1	RNAV Transition
ZH486	N 47 21 43.5	E 008 48 11.7	RNAV Transition
ZH487	N 47 15 49.4	E 008 29 32.4	RNAV Transition
ZH488	N 47 16 17.1	E 008 51 53.7	RNAV Transition
ZH489	N 47 10 23.4	E 008 33 16.1	RNAV Transition
ZH490	N 47 13 20.6	E 008 42 34.4	RNAV Transition
ZH501	N 47 27 25.7	E 008 32 44.1	RNAV SID / RNAV STAR LSZH
ZH502	N 47 27 54.8	E 008 45 58.8	RNAV SID / NON RNAV SID LSZH
ZH503	N 47 34 30.0	E 008 42 35.0	RNAV SID LSZH
ZH504	N 47 27 23.0	E 008 53 49.0	RNAV SID LSZH
ZH506	N 47 30 26.0	E 008 46 51.0	RNAV SID LSZH
ZH520	N 47 27 16.9	E 008 35 49.4	SID LSZH
ZH521	N 47 27 39.6	E 008 38 58.9	SID LSZH
ZH523	N 47 29 03.3	E 008 32 44.1	SID LSZH
ZH525	N 47 26 24.4	E 009 00 39.9	RNAV SID LSZH
ZH526	N 47 15 33.4	E 008 37 15.5	RNAV SID LSZH
ZH530	N 47 26 34.7	E 008 33 30.6	SID / RNAV SID LSZH
ZH531	N 47 28 14.2	E 008 36 24.8	SID / RNAV SID LSZH
ZH533	N 47 27 58.8	E 008 32 43.8	SID / RNAV SID LSZH
ZH540	N 47 27 44.4	E 008 29 22.5	SID / RNAV SID LSZH
ZH541	N 47 26 19.3	E 008 26 41.6	SID / RNAV SID LSZH
ZH542	N 47 26 40.5	E 008 27 42.7	SID / RNAV SID LSZH

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH544	N 47 27 03.8	E 008 27 34.9	SID / RNAV SID LSZH
ZH545	N 47 26 31.9	E 008 29 11.4	SID LSZH
ZH546	N 47 25 56.7	E 008 26 10.3	SID / RNAV SID LSZH
ZH547	N 47 28 21.0	E 008 23 41.5	SID LSZH
ZH548	N 47 27 16.3	E 008 27 46.3	SID / RNAV SID LSZH
ZH551	N 47 18 08.0	E 008 10 00.0	NON RNAV SID LSZH
ZH552	N 47 25 44.0	E 008 23 30.0	SID / RNAV SID LSZH
ZH553	N 47 24 46.4	E 008 27 21.4	SID LSZH
ZH554	N 47 21 18.3	E 008 14 55.5	RNAV SID LSZH
ZH555	N 47 20 48.8	E 008 15 40.6	NON RNAV SID LSZH
ZH556	N 47 20 18.0	E 008 23 05.0	RNAV SID LSZH
ZH557	N 47 18 47.0	E 008 24 13.0	RNAV SID LSZH
ZH558	N 47 19 05.0	E 008 08 41.0	RNAV SID LSZH
ZH559	N 47 31 01.5	E 008 23 04.8	RNAV SID LSZH
ZH568	N 47 27 26.6	E 008 25 37.6	RNAV SID LSZH
ZH569	N 47 31 14.0	E 008 23 40.2	RNAV SID LSZH
ZH570	N 47 31 04.8	E 008 30 20.1	RNAV SID LSZH
ZH571	N 47 33 20.6	E 008 35 21.8	SID / RNAV SID LSZH
ZH573	N 47 32 03.0	E 008 26 12.0	RNAV SID LSZH
ZH577	N 47 31 05.5	E 008 23 17.0	RNAV SID LSZH
ZH578	N 47 30 09.7	E 008 27 33.0	RNAV SID LSZH (RF arc centre)
ZH579	N 47 29 32.9	E 008 31 18.9	SID LSZH
ZH580	N 47 30 57.2	E 008 30 07.4	SID LSZH
ZH627	N 47 22 20.7	E 008 37 13.7	RNAV STAR LSZH
ZH628	N 47 16 09.1	E 008 41 28.0	RNAV STAR LSZH
ZH677	N 47 34 38.0	E 007 44 13.0	STAR / RNAV STAR LSZH
ZH703	N 47 29 06.4	E 008 56 11.4	IAC LSZH
ZH704	N 47 38 48.7	E 008 25 13.9	IAC LSZH
ZH706	N 47 38 24.8	E 008 25 19.8	IAC LSZH
ZH712	N 47 36 01.4	E 008 21 24.5	IAC LSZH
ZH725	N 47 15 11.5	E 008 47 53.1	VOR/DME APCH 34 LSZH

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH726	N 47 14 50.4	E 008 47 14.9	ILS/DME APCH 34 LSZH

LSZH AD 2.24 CHARTS RELATED TO AN AERODROME

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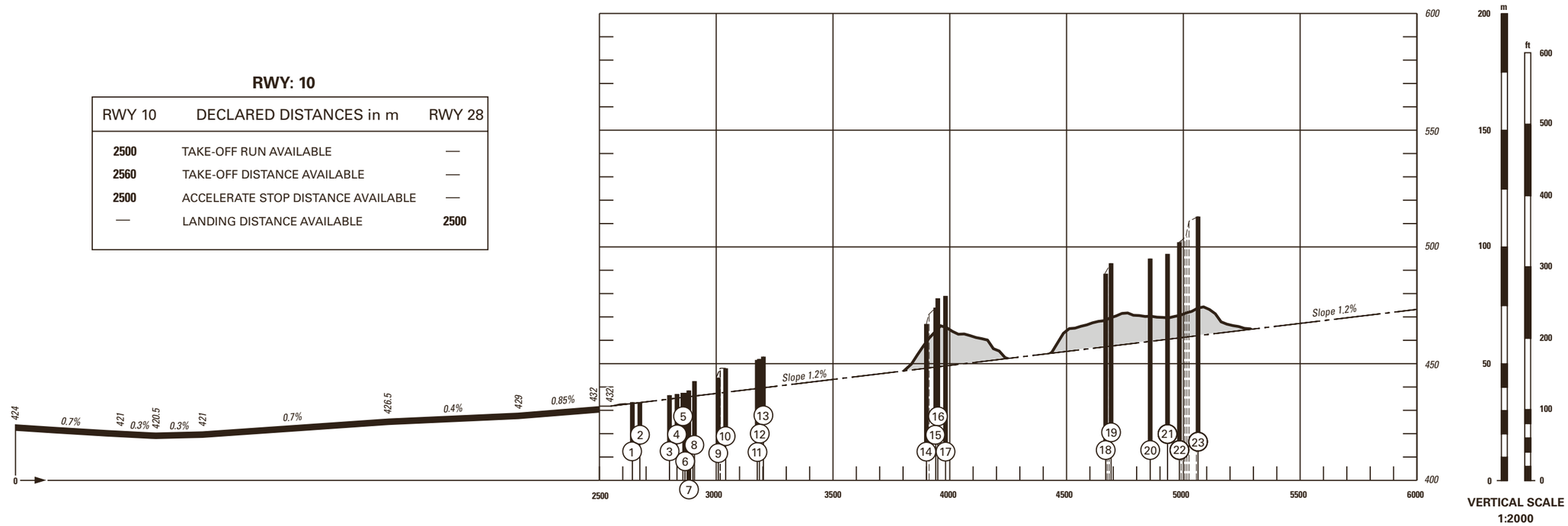
VAR 3°E (2020.5)

RWY: 10

RWY 10	DECLARED DISTANCES in m	RWY 28
2500	TAKE-OFF RUN AVAILABLE	—
2560	TAKE-OFF DISTANCE AVAILABLE	—
2500	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**2500**



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Tree
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Enclosure
- Railroad
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: MAG VAR

10th Edition

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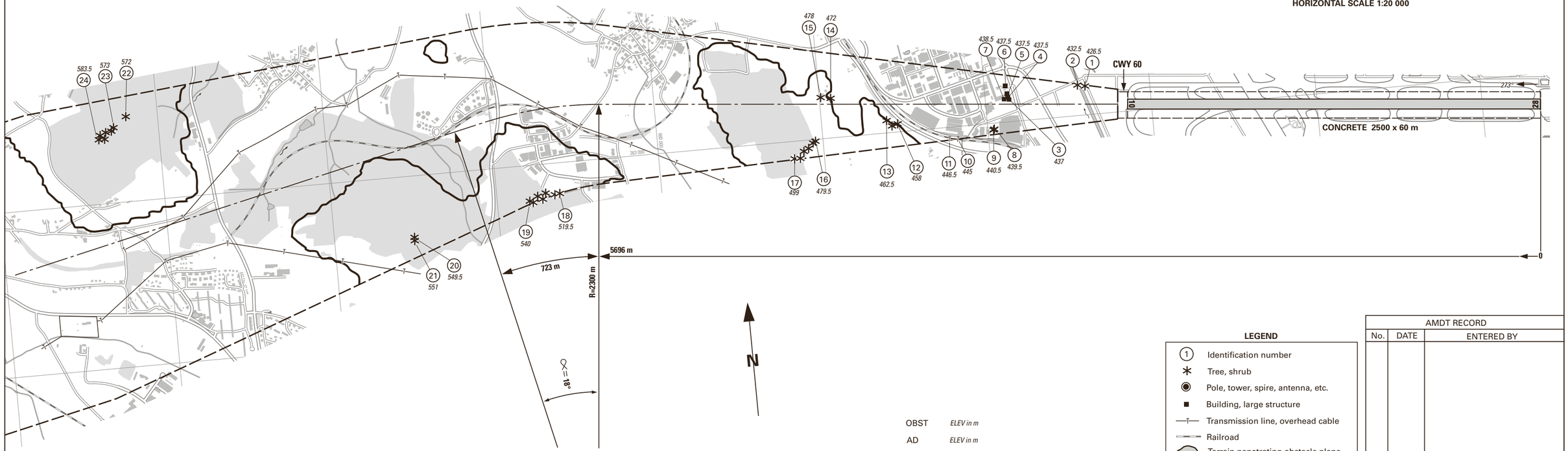
VAR 3°E (2020.5)

PROFILE see LSZH AD 2.24.4-4

RWY: 28

RWY 10	DECLARED DISTANCES in m	RWY 28
—	TAKE-OFF RUN AVAILABLE	**2500**
—	TAKE-OFF DISTANCE AVAILABLE	**2560**
—	ACCELERATE STOP DISTANCE AVAILABLE	**2500**
2500	LANDING DISTANCE AVAILABLE	—

500 m 0 1000 2000 m
1000 ft 0 3000 6000 ft
HORIZONTAL SCALE 1:20 000



LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Transmission line, overhead cable
- Railroad
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

AMDT RECORD		
No.	DATE	ENTERED BY

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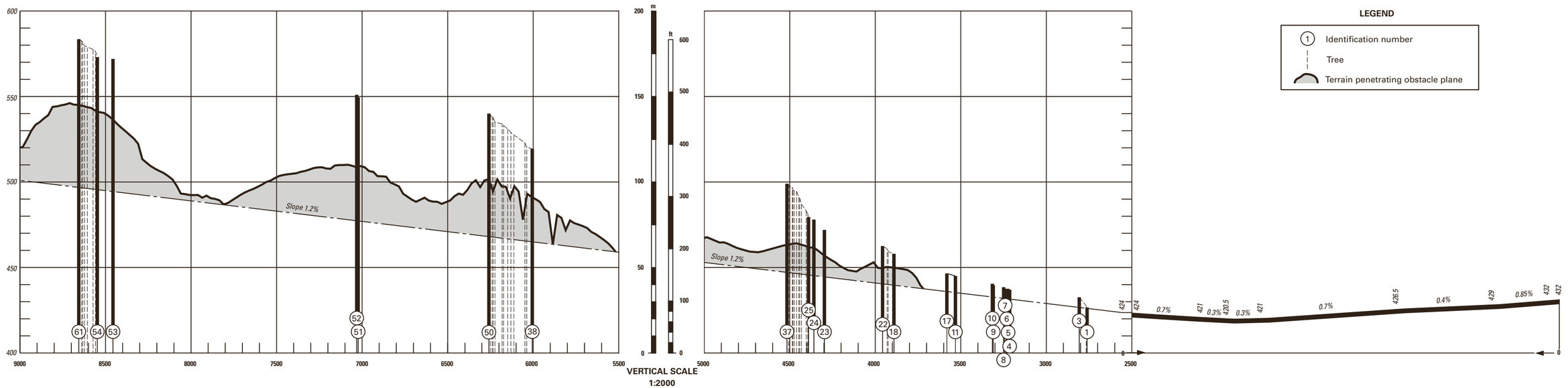
COR: MAG VAR

10th Edition

VAR 3°E (2020.5)

Plan view see LSZH AD 2.24.4-3



VERTICAL SCALE
1:2000

PROFILE RWY: 28

LEGEND

- (1) Identification number
- Tree
- Terrain penetrating obstacle plane

COR: MAG VAR

10th Edition

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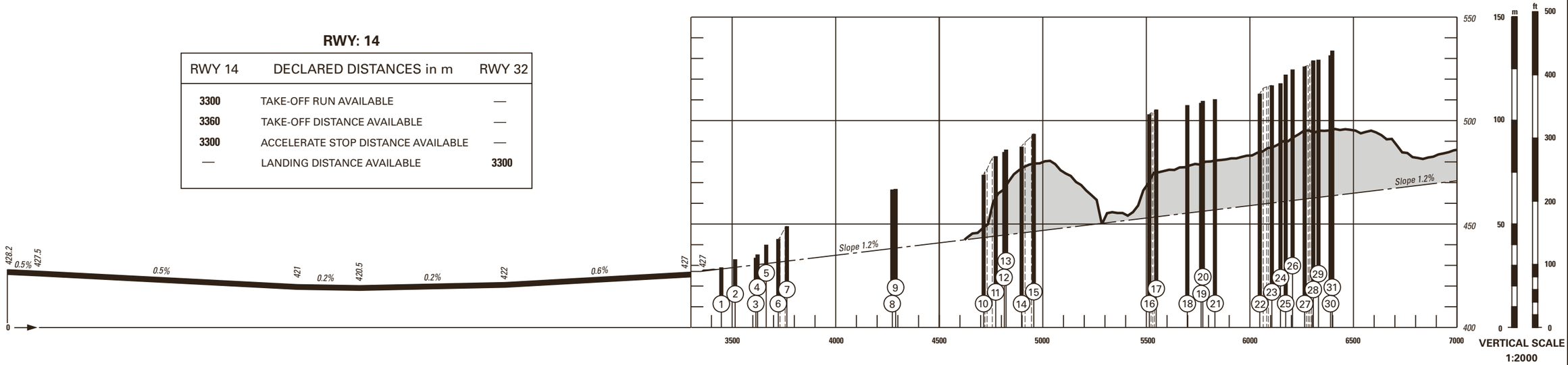
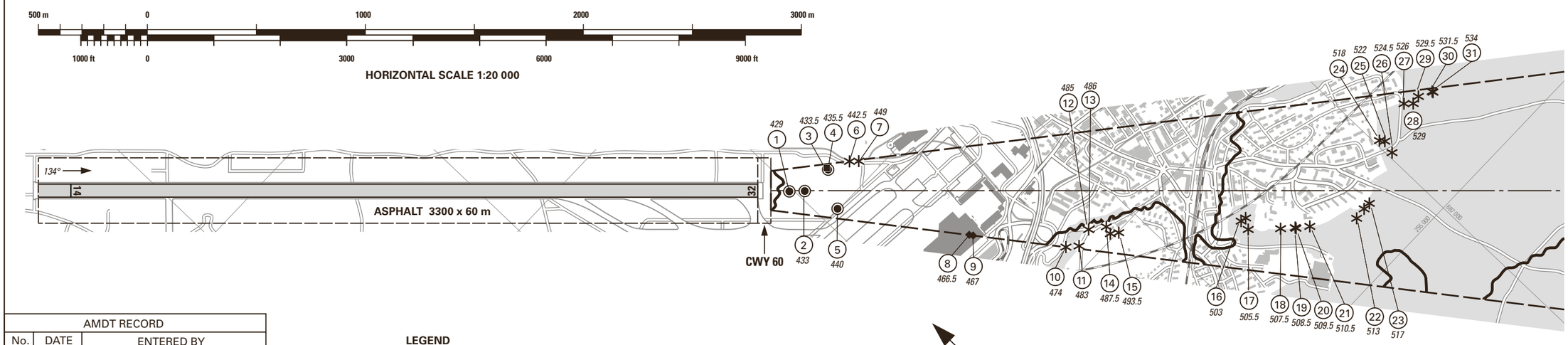
VAR 3°E (2020.5)

RWY: 14

RWY 14	DECLARED DISTANCES in m	RWY 32
3300	TAKE-OFF RUN AVAILABLE	—
3360	TAKE-OFF DISTANCE AVAILABLE	—
3300	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**3300**





AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building
- Transmission line, overhead cable
- Railroad
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: MAG VAR

5th Edition

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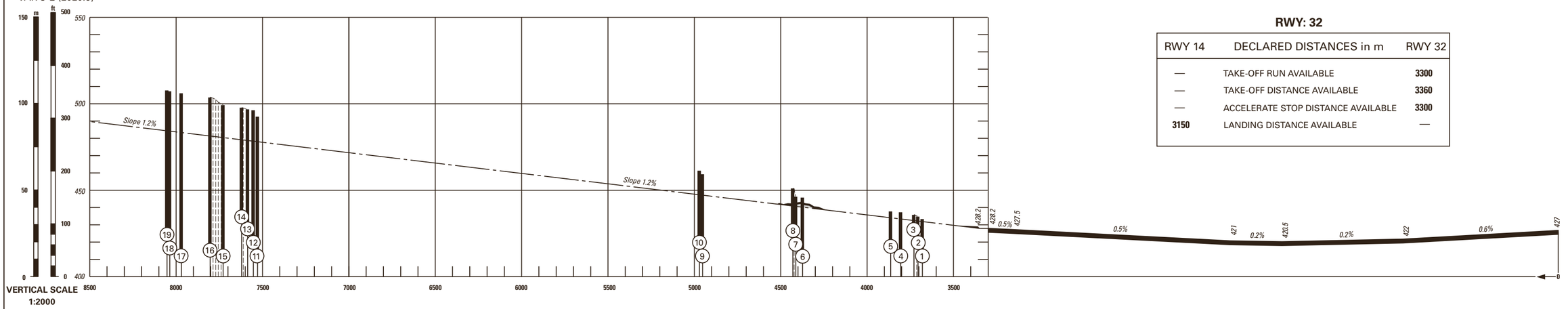
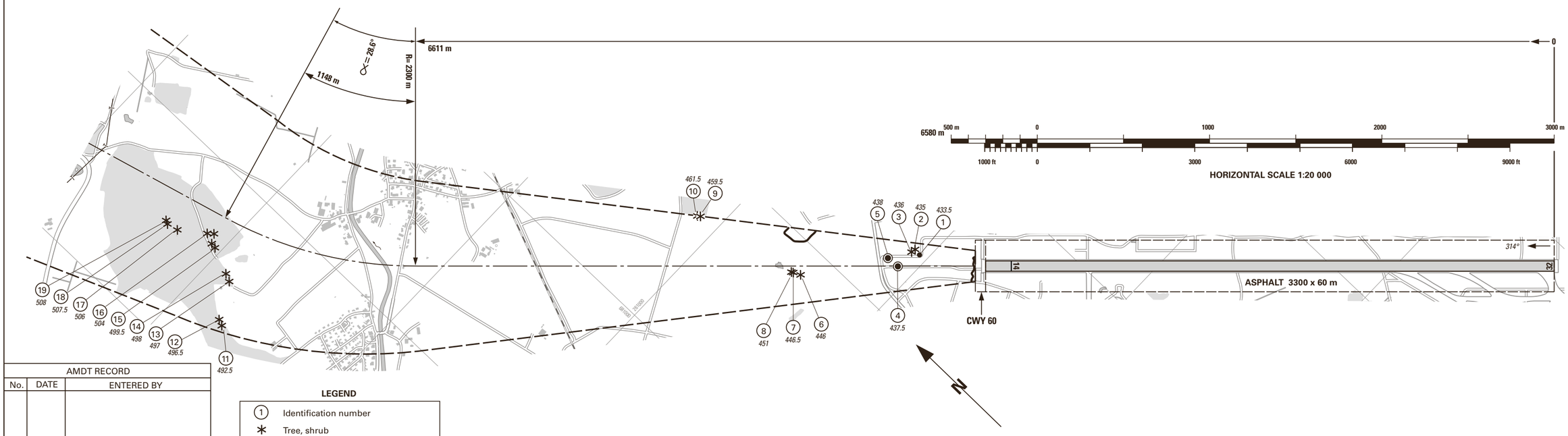
VAR 3°E (2020.5)



RWY: 32

RWY 14	DECLARED DISTANCES in m	RWY 32
—	TAKE-OFF RUN AVAILABLE	**3300**
—	TAKE-OFF DISTANCE AVAILABLE	**3360**
—	ACCELERATE STOP DISTANCE AVAILABLE	**3300**
3150	LANDING DISTANCE AVAILABLE	—



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Tree
- Pole, tower, spire, antenna, etc.
- Railroad
- Enclosure
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: MAG VAR

10th Edition

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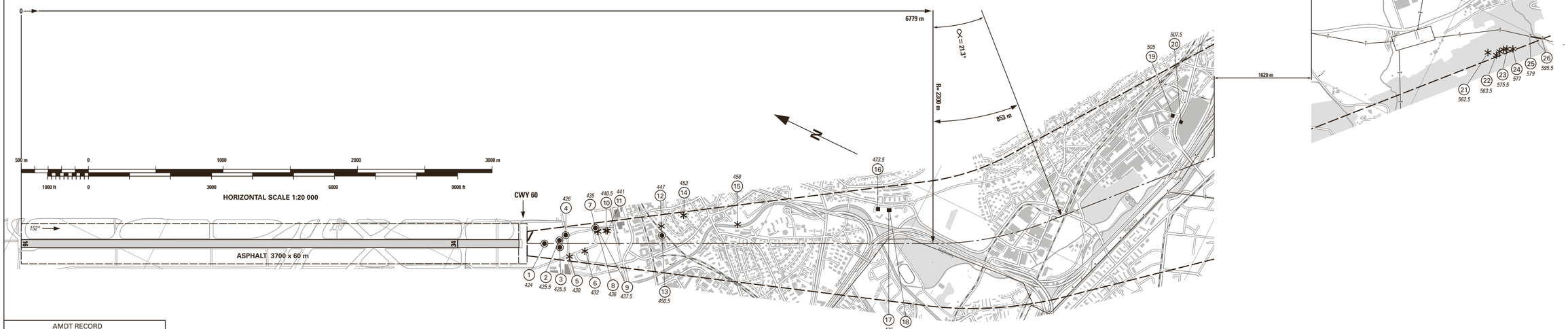
VAR 3°E (2020.5)

PROFILE see LSZH AD 2.24.4-10

RWY: 16

RWY 16	DECLARED DISTANCES in m	RWY 34
3700	TAKE-OFF RUN AVAILABLE	—
3760	TAKE-OFF DISTANCE AVAILABLE	—
3700	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**3230**



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building
- Transmission line, overhead cable
- Railroad
- Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: MAG VAR

12th Edition

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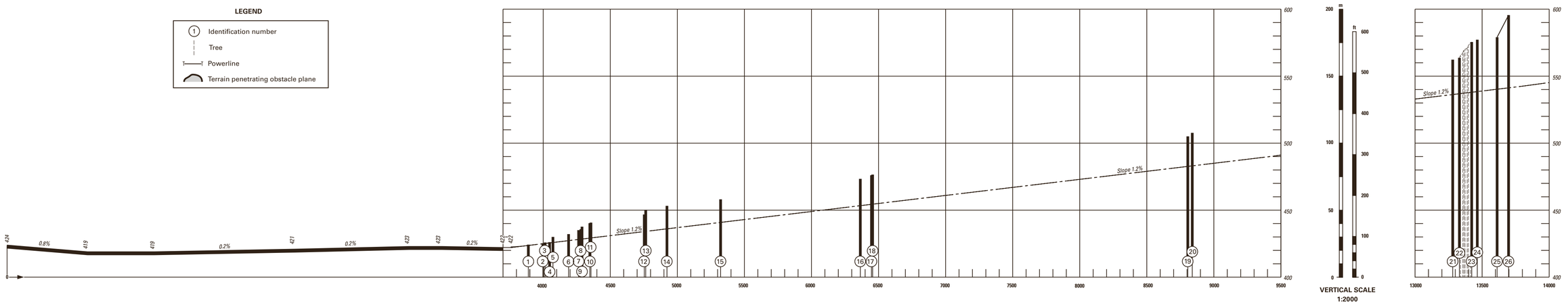
VAR 3°E (2020.5)

Plan view see LSZH AD 2.24.4-9

PROFILE RWY: 16

LEGEND

- (1) Identification number
- Tree
- Powerline
- Terrain penetrating obstacle plane



COR: MAG VAR

12th Edition

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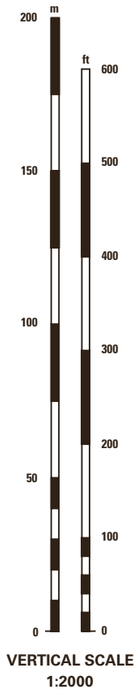
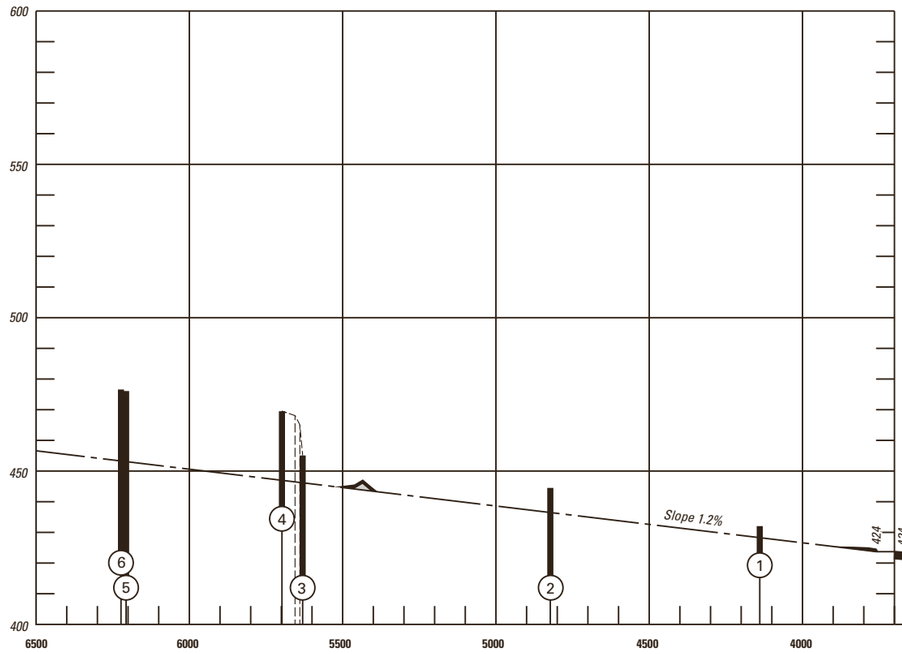
VAR 3°E (2020.5)

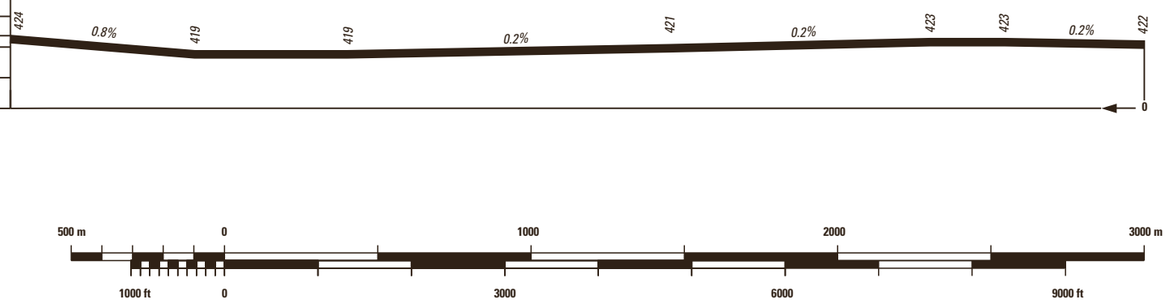


VERTICAL SCALE 1:2000

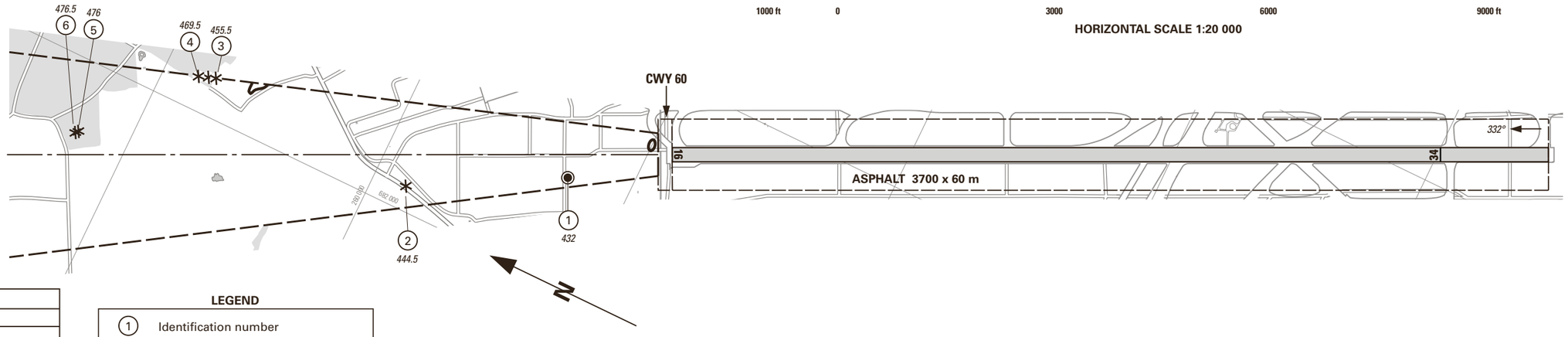


RWY: 34

RWY 16	DECLARED DISTANCES in m	RWY 34
—	TAKE-OFF RUN AVAILABLE	**3700**
—	TAKE-OFF DISTANCE AVAILABLE	**3760**
—	ACCELERATE STOP DISTANCE AVAILABLE	**3700**
3700	LANDING DISTANCE AVAILABLE	—



HORIZONTAL SCALE 1:20 000



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

(1)	Identification number
*	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
	Railroad
	Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: OBST number 1 deleted, OBST renumeration, MAG VAR

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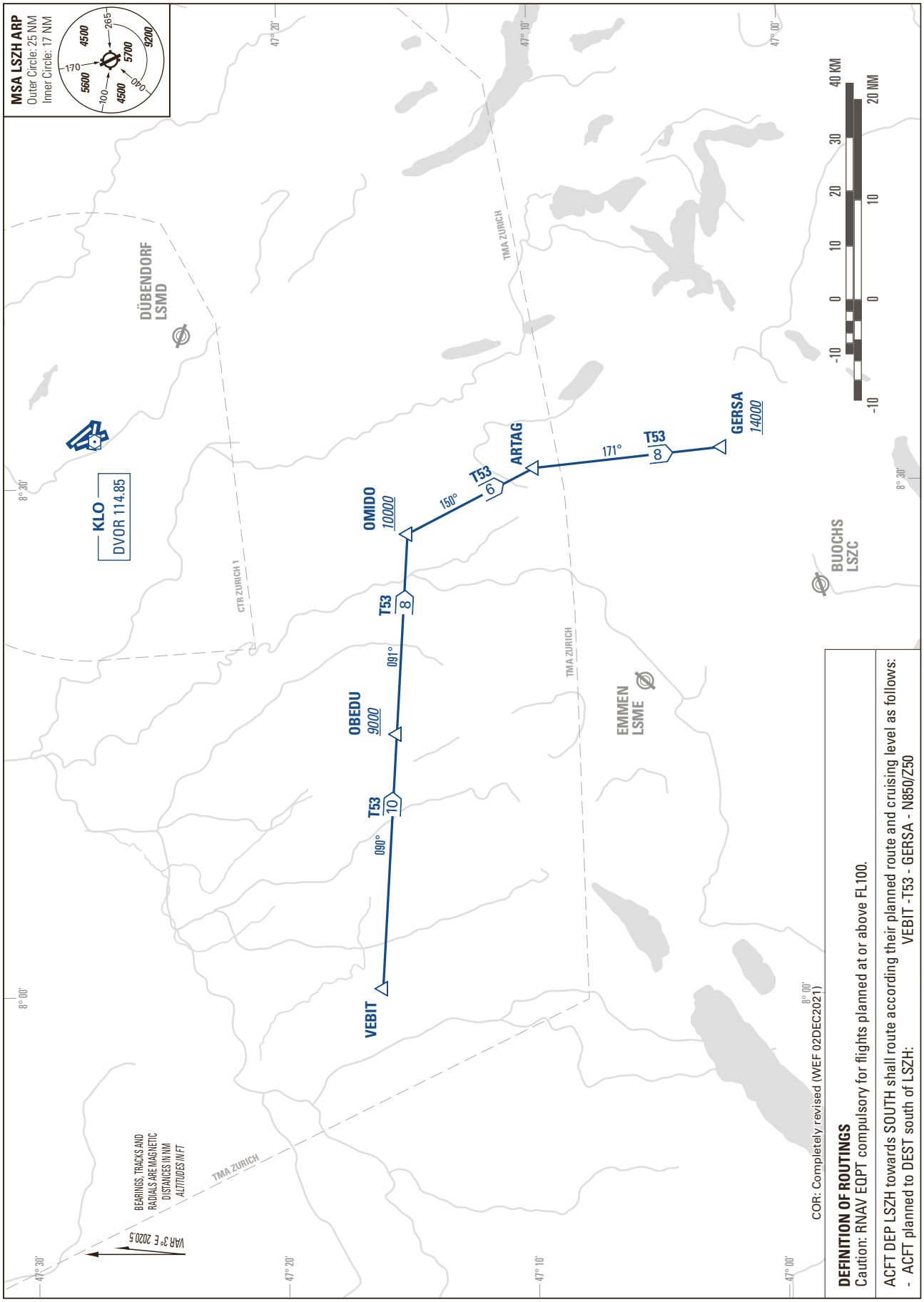
MSA LSZH ARP
Outer Circle: 25 NM
Inner Circle: 17 NM
4500
5700
9200
5600
4500
DÜBENDORF
LSMD
KLO
DVOR 114.85
CTR ZURICH 1
TMA ZURICH
BUOCHS
LSZC
EMMEN
LSME
VEBIT
OBEDU
9000
OMIDO
10000
ARTAG
GERSA
14000
T53
10
8
6
8
090°
091°
150°
171°
40 KM
20 NM
BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT
VAR 3° E 2020.5
COR: Completely revised (WEF 02DEC2021)
DEFINITION OF ROUTINGS
Caution: RNAV EQPT compulsory for flights planned at or above FL100.
ACFT DEP LSZH towards SOUTH shall route according their planned route and cruising level as follows:
- ACFT planned to DEST south of LSZH: VEBIT -T53 - GERSA - N850/Z50

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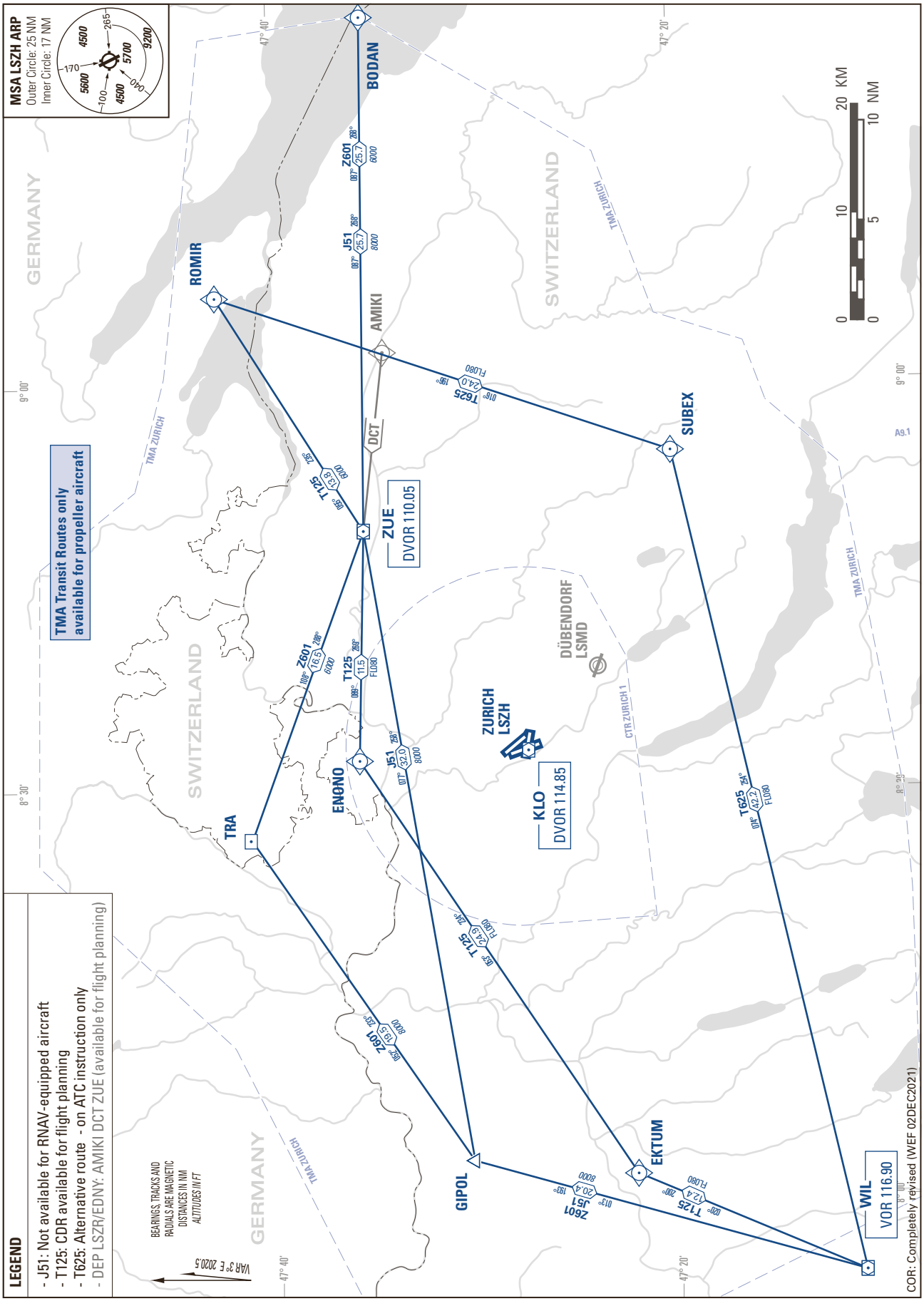
MSA LSZH ARP
Outer Circle: 25 NM
Inner Circle: 17 NM
4500
5700
9200
5600
4500
TMA Transit Routes only available for propeller aircraft
BODAN
ROMIR
AMIKI
SUBEX
DCT
ZUE
DVOR 110.05
ENGNO
TRA
ZURICH LSZH
KLO
DVOR 114.85
DÜBENDORF LSMD
GIPOL
EKTUM
WIL
VOR 116.90
SWITZERLAND
GERMANY
TMA ZURICH
CTR ZURICH 1
A9.1
20 KM
10
5
0
10 NM
LEGEND
- J51: Not available for RNAV-equipped aircraft
- T125: CDR available for flight planning
- T625: Alternative route - on ATC instruction only
- DEP LSZR/EDNY: AMIKI DCT ZUE (available for flight planning)
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT
VAR 3° E 2020.5
COR: Completely revised (WEF 02DEC2021)

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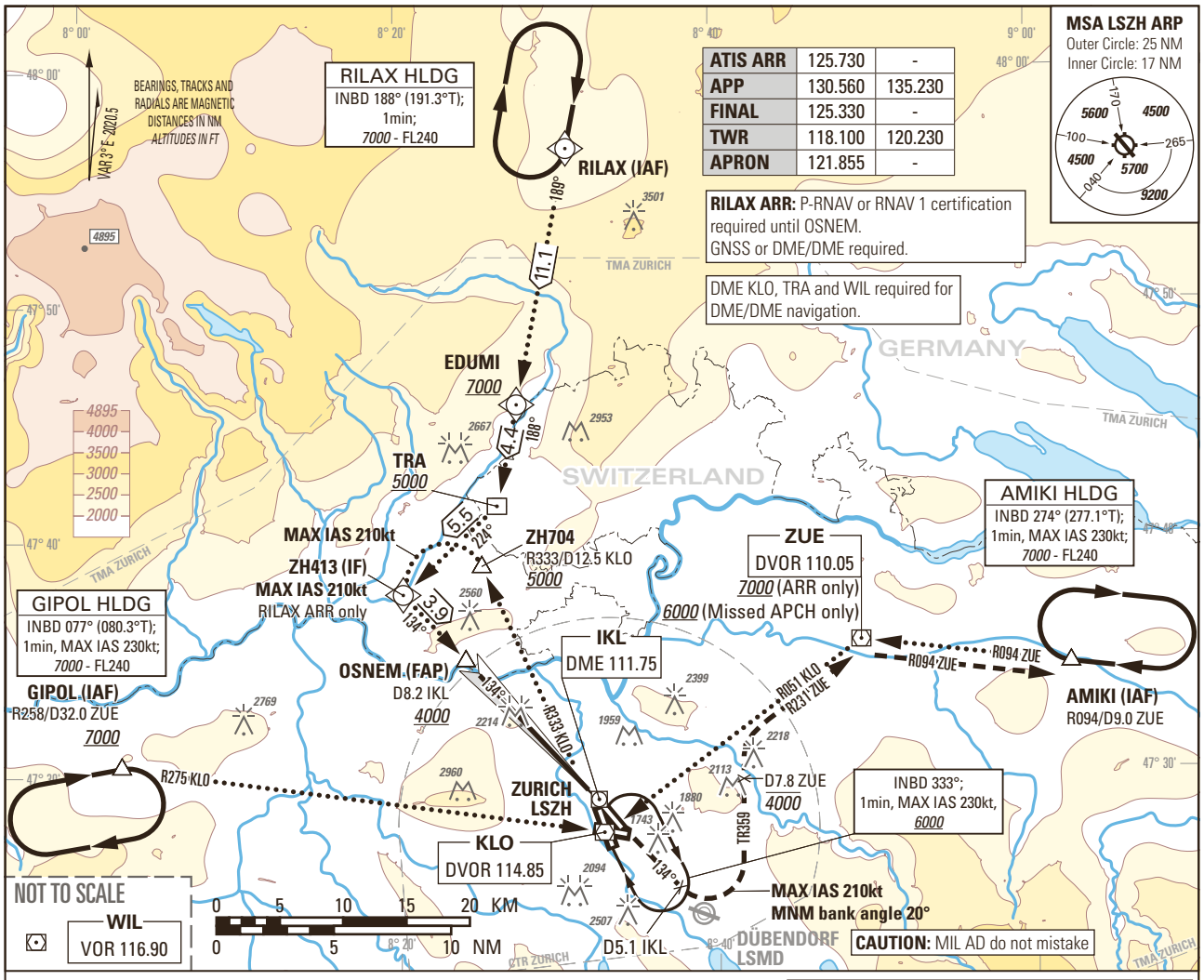
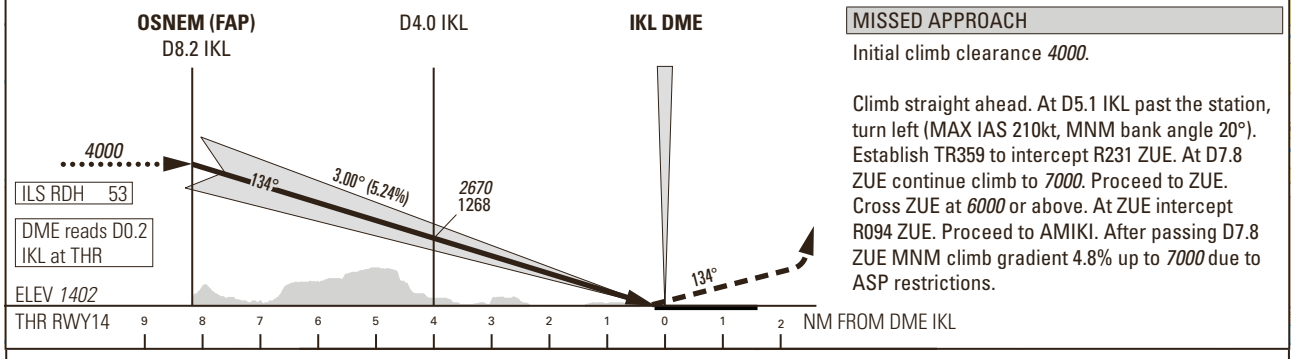
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH LSZH
ILS RWY 14
CAT II & III





MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead. At D5.1 IKL past the station, turn left (MAX IAS 210kt, MNM bank angle 20°). Establish TR359 to intercept R231 ZUE. At D7.8 ZUE continue climb to *7000*. Proceed to ZUE. Cross ZUE at *6000* or above. At ZUE intercept R094 ZUE. Proceed to AMIKI. After passing D7.8 ZUE MNM climb gradient 4.8% up to *7000* due to ASP restrictions.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)						
STRAIGHT-IN APPROACH		A	B	C	D	D_L
CAT I	pressure altimeter	*1553* (151)	*1562* (160)	*1573* (171)	*1586* (184)	*1593* (191)
CAT II	radio altimeter	*1454* (52)	*1465* (63)	*1477* (75)	*1492* (90)	*1502* (100)
	radio altimeter and autopilot	*1452* (50)	*1463* (61)	*1477* (75)	*1491* (89)	*1499* (97)
DECISION ALTITUDE (HEIGHT)[1]		A	B	C	D	D_L
CAT I	pressure altimeter	*1602* (200)				
CAT II	radio altimeter and autopilot	*1502* (100)				

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

NOTE

[1] Radio altimeter reading at CAT I DH 187ft, at CAT II DH 95ft, for lower minima PPR FOCA.

COR: Completely revised (WEF 02DEC2021)

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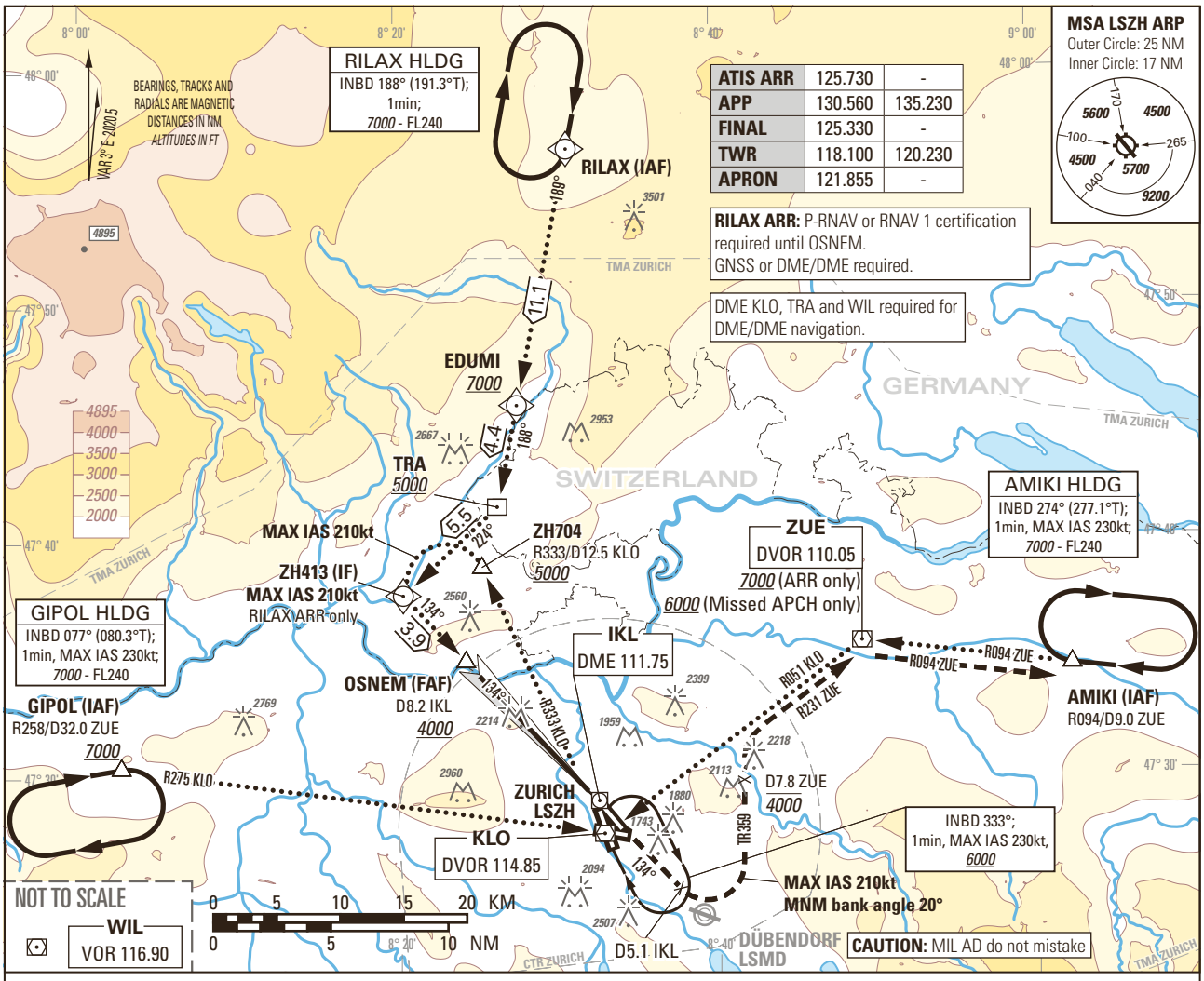
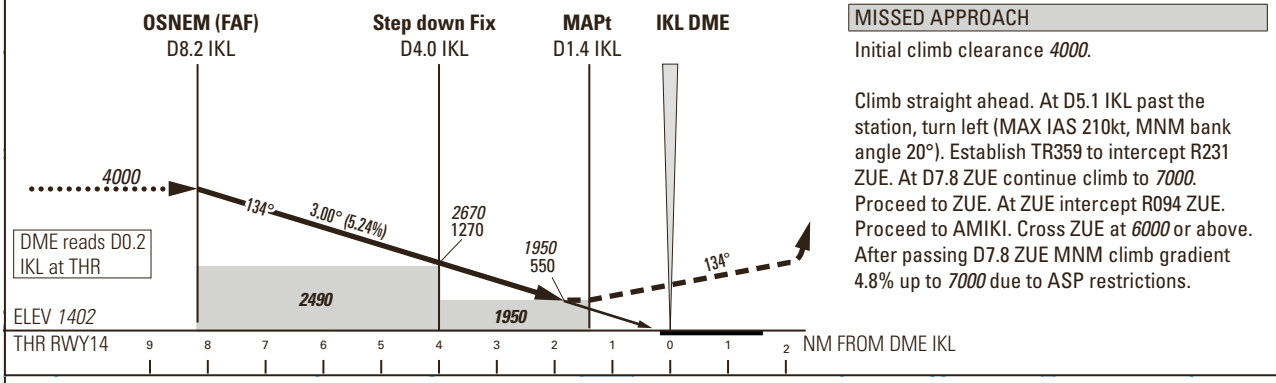
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH LSZH
LOC RWY 14





MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead. At D5.1 IKL past the station, turn left (MAX IAS 210kt, MNM bank angle 20°). Establish TR359 to intercept R231 ZUE. At D7.8 ZUE continue climb to *7000*. Proceed to ZUE. At ZUE intercept R094 ZUE. Proceed to AMIKI. Cross ZUE at *6000* or above. After passing D7.8 ZUE MNM climb gradient 4.8% up to *7000* due to ASP restrictions.

DIST THR	8	7	6	5	4	3	2
recommended CROSSING ALT	*3940*	*3620*	*3300*	*2990*	*2670*	*2350*	*2030*
recommended CROSSING HGT	2540	2220	1900	1580	1270	950	630

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D	D_L
STRAIGHT-IN APPROACH	*1950* (550)				

COR: Completely revised (WEF 02DEC2021)

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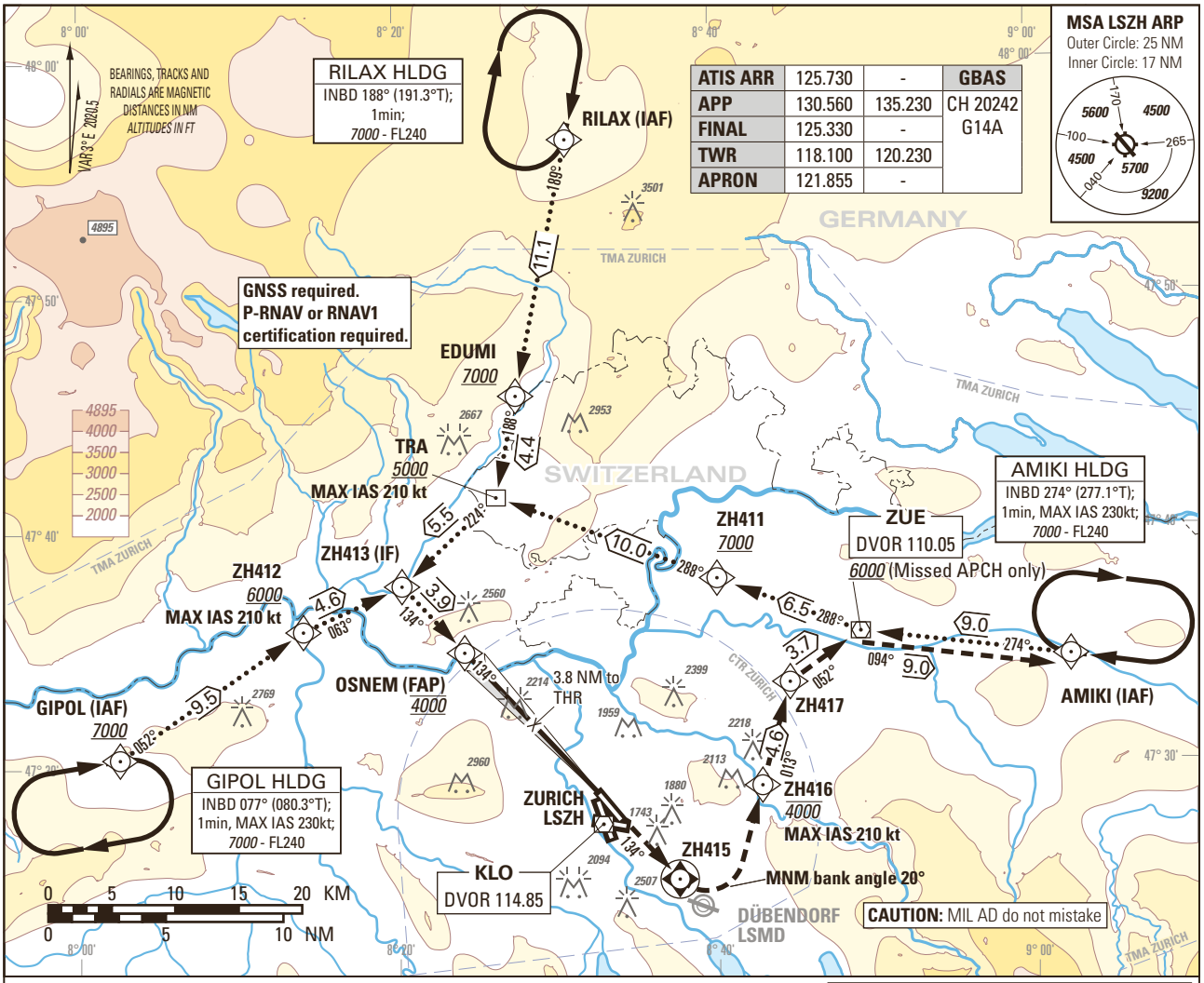
Instrument Approach Chart
(IAC) - ICAO

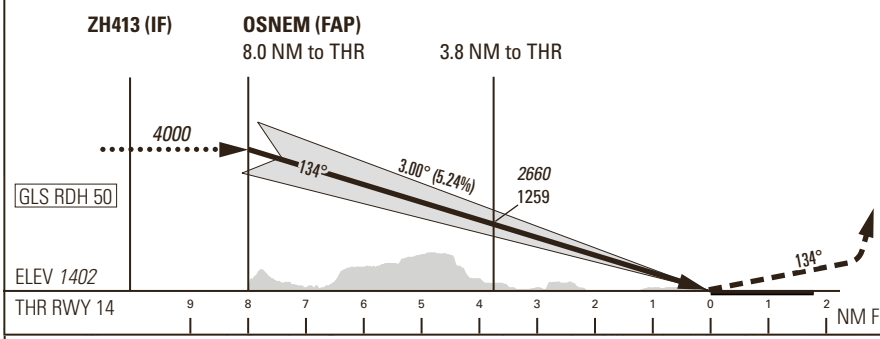
AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH LSZH
GLS RWY 14



ATIS ARR	125.730	-	GBAS
APP	130.560	135.230	CH 20242
FINAL	125.330	-	G14A
TWR	118.100	120.230	
APRON	121.855	-	



MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead to ZH415. At ZH415 turn left to ZH416 (MNM bank angle 20°). At ZH416 proceed via ZH417, ZUE to AMIKI. Cross ZH416 at or below *4000*. After passing ZH416 continue climb to *7000*. Cross ZUE at or above *6000*. MAX IAS 210kt until ZH416. After passing ZH416 MNM climb gradient 6.7% up to *6000* due to ASP restrictions.

DIST THR	8	7	6	5	4	3	2	1
recommended CROSSING ALT	*4000*	*3680*	*3360*	*3040*	*2730*	*2410*	*2090*	*1770*
recommended CROSSING HGT	2600	2280	1960	1640	1320	1000	690	370

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH				
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
	To Altitude	A	B	C	D	D_L
2.5%	N/A	*1553* (151)	*1562* (160)	*1573* (171)	*1586* (184)	*1593* (191)
		DECISION ALTITUDE (HEIGHT)				
2.5%	N/A	*1602* (200)				

COR: Completely revised (WEF 02DEC2021)

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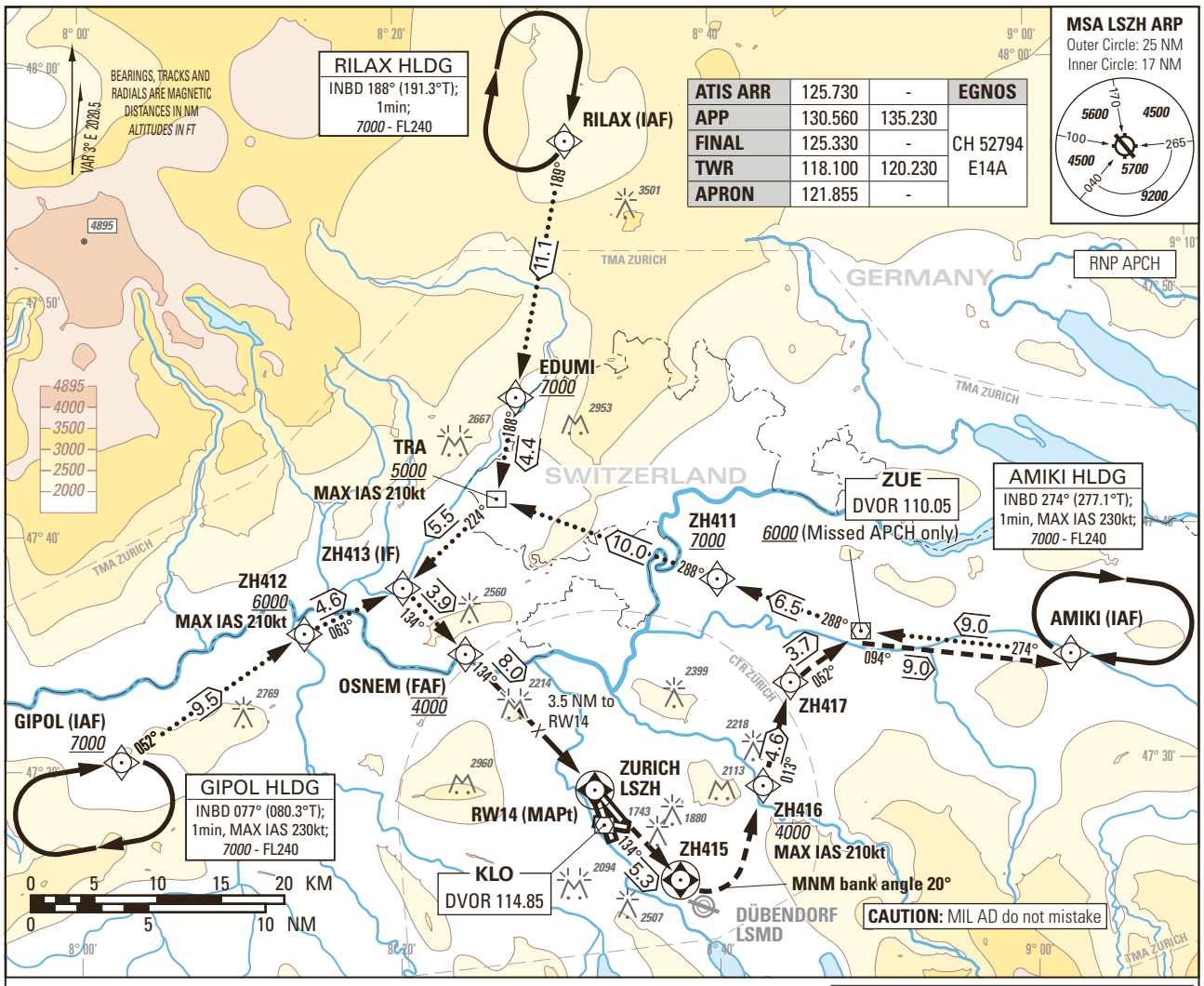
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

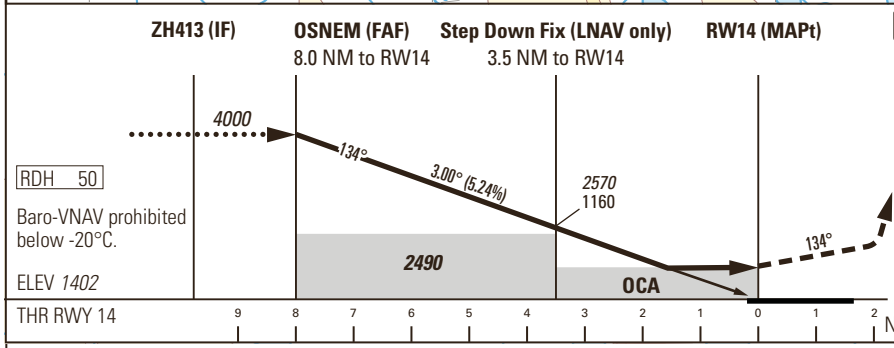
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH LSZH
RNP RWY 14



ATIS ARR	125.730	-	EGNOS
APP	130.560	135.230	
FINAL	125.330	-	CH 52794
TWR	118.100	120.230	E14A
APRON	121.855	-	

MSA LSZH ARP
Outer Circle: 25 NM
Inner Circle: 17 NM



MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead to ZH415. At ZH415 turn left to ZH416 (MNM bank angle 20°). At ZH416 proceed via ZH417, ZUE to AMIKI. Cross ZH416 at or below *4000*. After passing ZH416 continue climb to *7000*. Cross ZUE at or above 6000. MAX IAS 210kt until ZH416. After passing ZH416 MNM climb gradient 6.7% up to *6000* due to ASP restrictions.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)		A	B	C	D
STRAIGHT-IN	LNAV	*2010* (610)			
	LNAV/VNAV	*1880* (480)	*1890* (490)	*1910* (510)	*1940* (540)
	LPV CAT I	*1553* (151)	*1562* (160)	*1573* (171)	*1586* (184)
DECISION ALTITUDE (HEIGHT)		A	B	C	D
STRAIGHT-IN	LPV CAT I	*1602* (200)			

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

CAUTION

From 1.0 NM before THR 14 Visual Segment Surface (VSS) penetrated by trees up to *1600ft* AMSL (LNAV & LNAV/VNAV only).

DIST THR	8	7	6	5	4	3	2	1
recommended CROSSING ALT	*4000*	*3680*	*3360*	*3040*	*2730*	*2410*	*2090*	*1770*
recommended CROSSING HGT	2600	2280	1960	1640	1320	1000	690	370

COR: Completely revised (WEF 02DEC2021)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZH
Runway	14
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E14A
LTP/FTP Latitude	472855.5305N
LTP/FTP Longitude	0083209.8680E
LTP/FTP Ellipsoidal Height (metres)	474.7
FPAP Latitude	472740.6480N
Delta FPAP Latitude (seconds)	-74.8825
FPAP Longitude	0083352.0595E
Delta FPAP Longitude (seconds)	102.1915
Threshold Crossing Height	15.0
TCH Units Selector	1 (meters)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

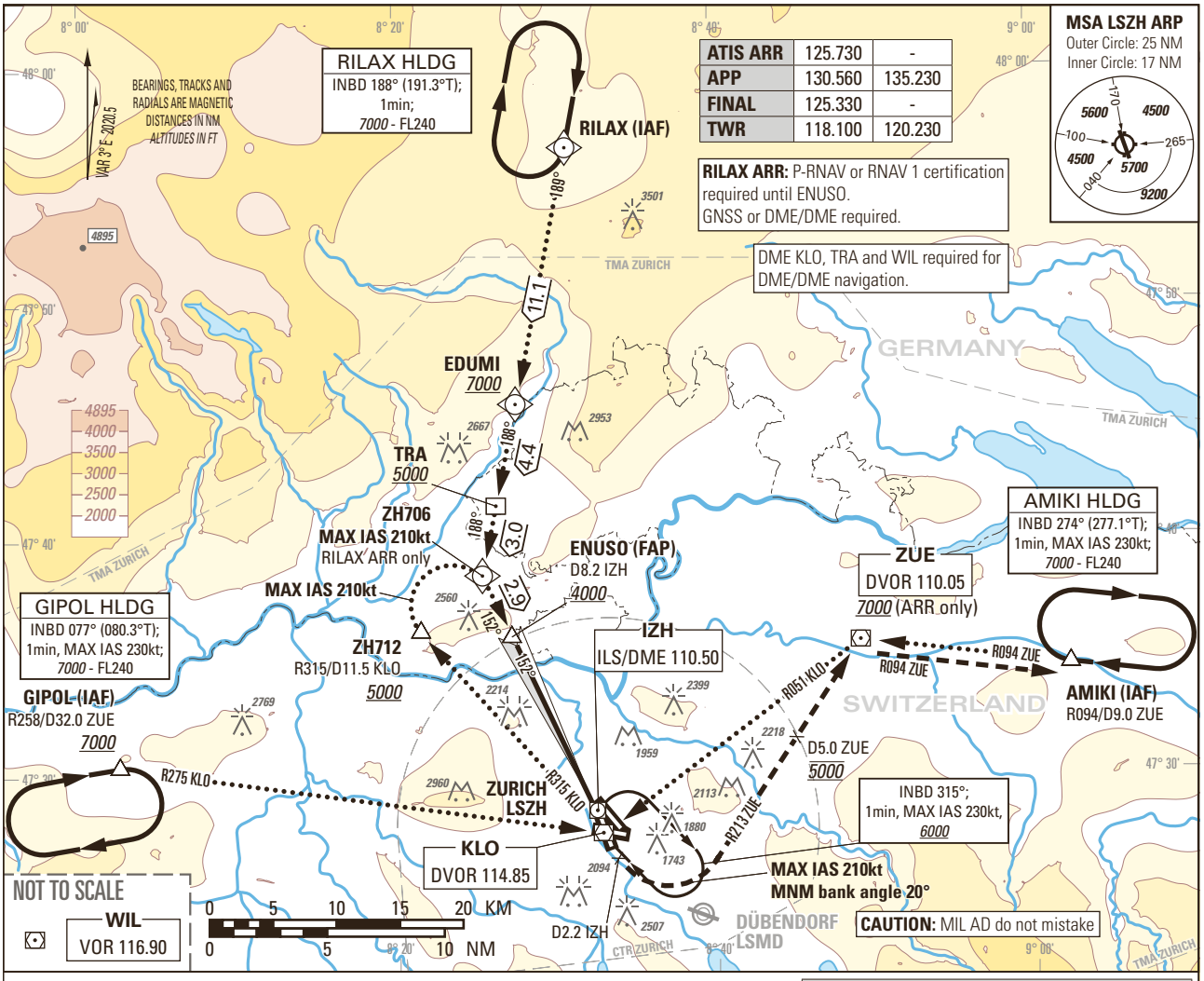
Data Block	10 08 1A 13 0C 0E 00 00 01 34 31 05 D5 89 60 14 18 CD A9 03 8B 26 FB B6 FD 5F 1E 03 2C 81 2C 01 64 00 C8 AF 60 6A BC CE
Calculated CRC Value	606ABCCE
Supplied CRC Value	606ABCCE
Comparison Result	OK

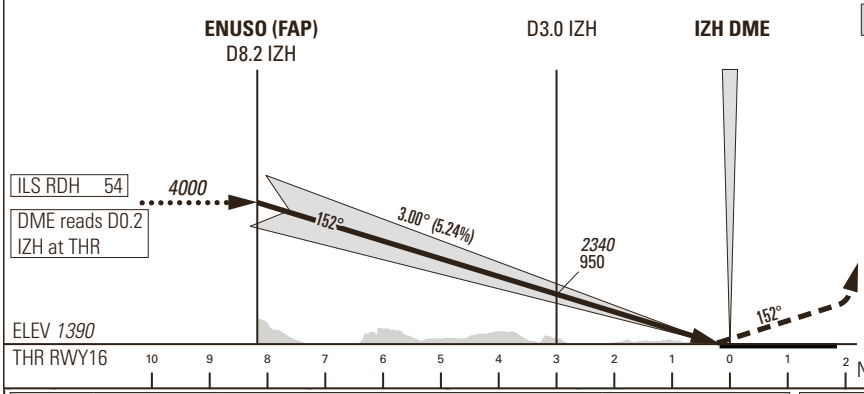
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH LSZH
ILS RWY 16
CAT II & III





MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D2.2 IZH past the station, turn left (MAX IAS 210kt, MNM bank angle 20°). Intercept R213 ZUE. Cross D5.0 ZUE to the station at *5000*. At D5.0 ZUE to the station continue climb to *7000*. Proceed to ZUE. Cross ZUE at *6000* or above. At ZUE intercept R094 ZUE. Proceed to AMIKI. MNM climb gradient 4.8% up to *5000*, after passing D5.0 ZUE MNM climb gradient 3.9% up to *7000* due to ASP restrictions.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)							
		M/A climb gradient	A	B	C	D	D_L
CAT I	pressure altimeter	2.5%	*1803* (413)	*1813* (423)	*1823* (433)	*1832* (442)	
CAT I	pressure altimeter	4.0% to *2300*	*1546* (156)	*1556* (166)	*1566* (176)	*1579* (189)	
CAT II	radio altimeter		*1446* (56)	*1457* (67)	*1470* (80)	*1488* (98)	
	radio altimeter and autopilot					*1487* (97)	
DECISION ALTITUDE (HEIGHT) [1]							
CAT I	pressure altimeter	2.5%	*1803* (413)	*1813* (423)	*1823* (433)	*1832* (442)	
CAT I	pressure altimeter	4.0% to *2300*	*1590* (200)				
CAT II	radio altimeter and autopilot		*1490* (100)				

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

NOTE

[1] Radio altimeter reading at CAT I DH 187ft, at CAT II DH 93ft, for lower minima PPR FOCA.

- Due to GP signal disturbance RWY16, PIC might be REQ by ATC to change APCH Type to LOC or VIS APCH, MET permitting.

COR: Completely revised (WEF 02DEC2021)

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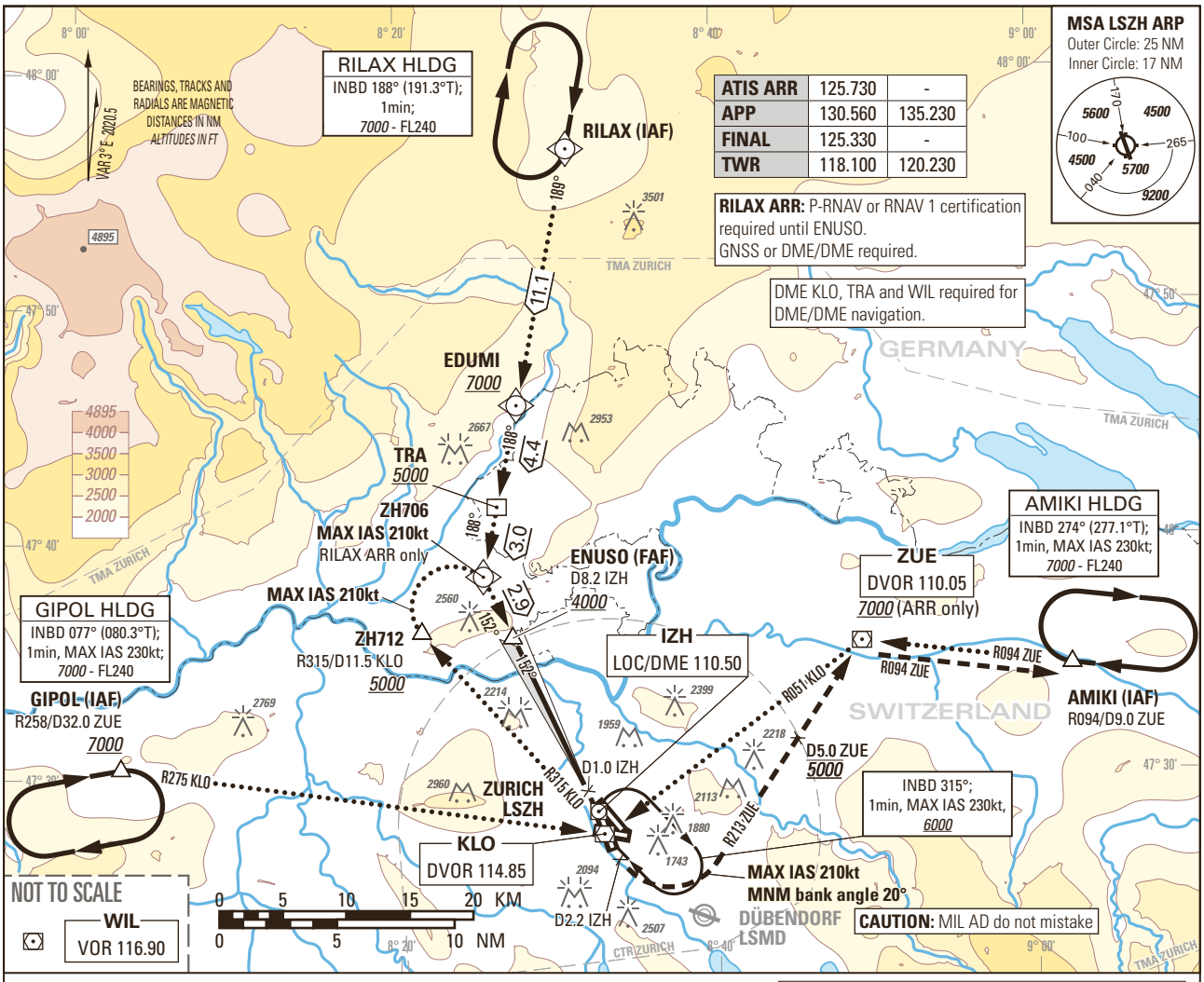
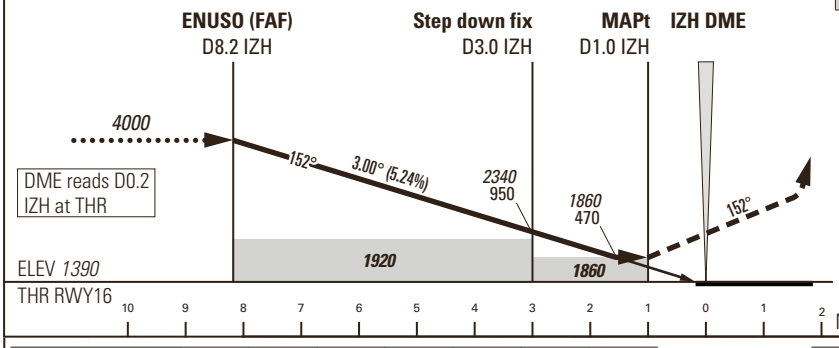
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH LSZH
LOC RWY 16





MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D2.2 IZH past the station, turn left (MAX IAS 210kt, MNM bank angle 20°). Intercept R213 ZUE. Cross D5.0 ZUE to the station at *5000*. At D5.0 ZUE to the station continue climb to *7000*. Proceed to ZUE. Cross ZUE at *6000* or above. At ZUE intercept R094 ZUE. Proceed to AMIKI. MNM climb gradient 4.2% up to *5000*, after passing D5.0 ZUE MNM climb gradient 3.9% up to *7000* due to ASP restrictions.

DIST DME IZH	8	7	6	5	4	3	2
recommended CROSSING ALT	*3950*	*3630*	*3310*	*2990*	*2670*	*2350*	*2030*
recommended CROSSING HGT	2560	2240	1920	1600	1280	960	640

ROD	GS kt	90	110	130	150
	FT/MIN	478	584	690	796

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D
STRAIGHT-IN APPROACH	*1860* (470)			

COR: Completely revised (WEF 02DEC2021)

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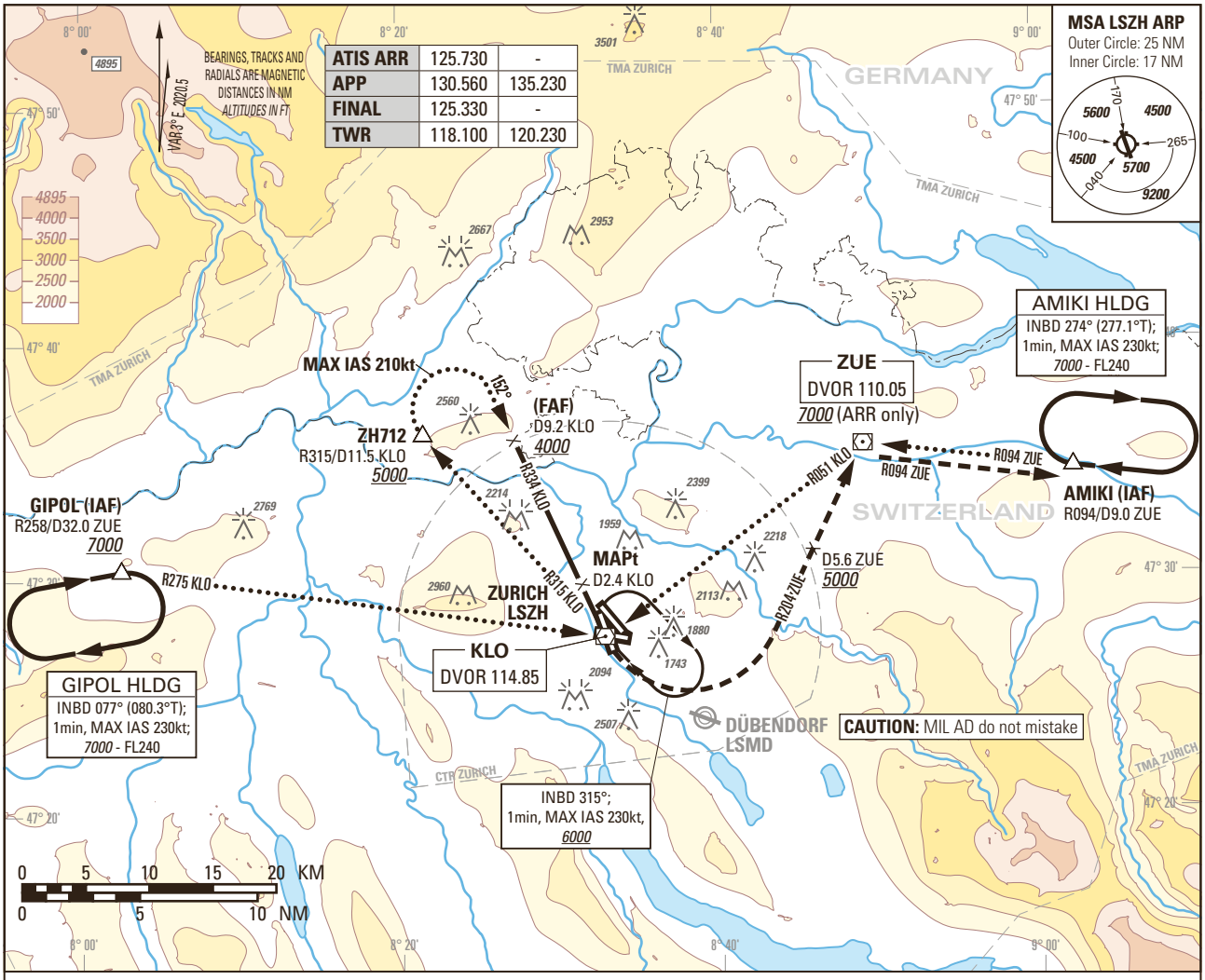
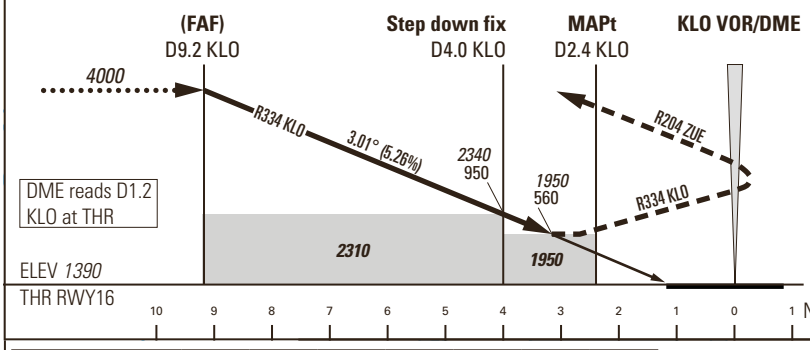
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH LSZH
VOR RWY 16





MISSED APPROACH

Initial climb clearance *5000*.

Climb on R334 KLO. At KLO turn left, intercept R204 ZUE. Cross D5.6 ZUE at *5000*. At D5.6 ZUE to the station continue climb to *7000*. Proceed to ZUE. At ZUE intercept R094. Proceed to AMIKI. MNM climb gradient 3.9% up to *5000*, after passing D5.6 ZUE MNM climb gradient 3.4% due to ASP restrictions.

DIST DME KLO	9	8	7	6	5	4	3
recommended CROSSING ALT	*3940*	*3620*	*3300*	*2980*	*2660*	*2340*	*2020*
recommended CROSSING HGT	2550	2230	1910	1590	1270	950	630

ROD	GS kt	90	110	130	150
	FT/MIN	479	586	692	799

CAUTION

0.8 NM BFR THR16 Visual Segment Surface (VSS) penetrated by trees up to *1580ft* AMSL.

OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D
STRAIGHT-IN APPROACH	*1950* (560)			

COR: Completely revised (WEF 02DEC2021)

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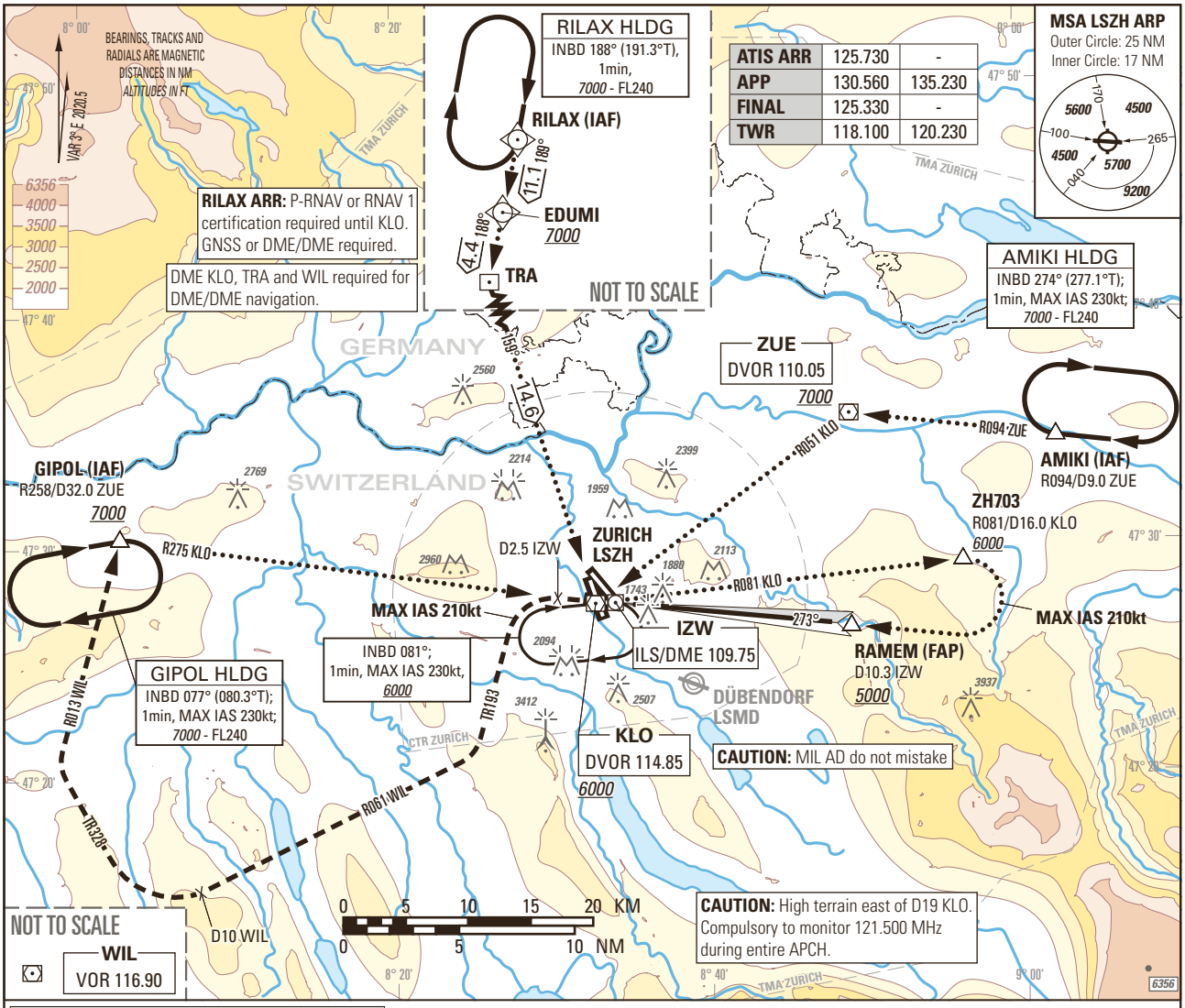
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

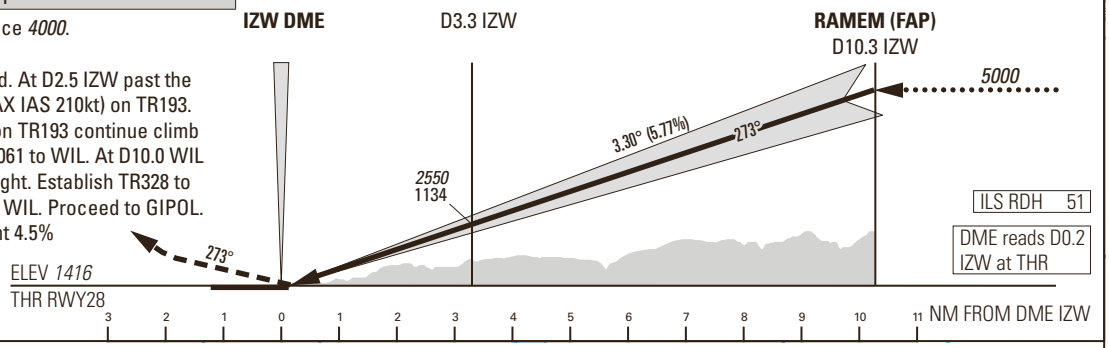
ZURICH LSZH
ILS RWY 28



MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead. At D2.5 IZW past the station turn left (MAX IAS 210kt) on TR193. When established on TR193 continue climb to *7000*. Intercept R061 to WIL. At D10.0 WIL to the station turn right. Establish TR328 to intercept R013 from WIL. Proceed to GIPOL. MNM climb gradient 4.5% up to *6000* due to ASP restrictions.



Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH				
		A	B	C	D	D_L
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
2.5%	pressure altimeter	*2270 (854)*	*2280 (864)*	*2293 (877)*	*2303 (887)*	
4.0% to *2700*		*2069 (653)*	*2079 (663)*	*2092 (676)*	*2102 (686)*	
		DECISION ALTITUDE (HEIGHT)				
2.5%	pressure altimeter	*2270 (854)*	*2280 (864)*	*2293 (877)*	*2303 (887)*	
4.0% to *2700*		*2091 (675)*	*2091 (675)*	*2092 (676)*	*2102 (686)*	

COR: completely revised (WEF 02DEC2021)

CAUTION

- Do not confuse RWY 32 with RWY 28.
- Bright floodlight slightly N of APCH at D0.7 IZW.
- Expect turbulences on short final during south-westerly winds.
- Nuisance GPWS glideslope warning may be expected below 100ft THR.
- 0.4NM BFR THR28 visual segment surface (VSS) penetrated by trees up to *1496ft* AMSL.

REMARK

- Uncategorised ILS APCH RWY 28 due to obstacle limitation and restriction according to non-instrument RWY criteria.
- ILS 28 signal fulfils ICAO Annex 10, CAT I specifications.

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

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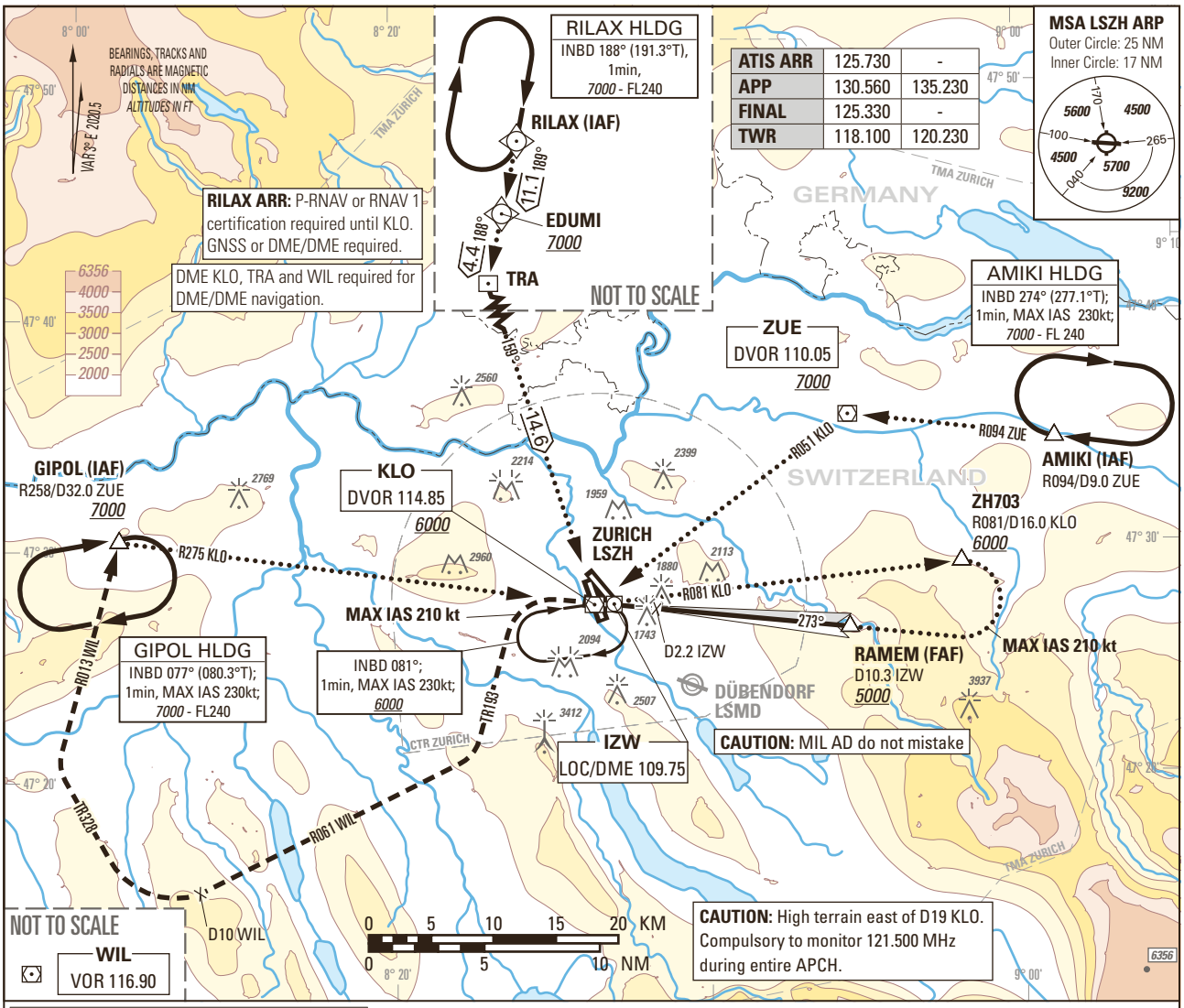
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

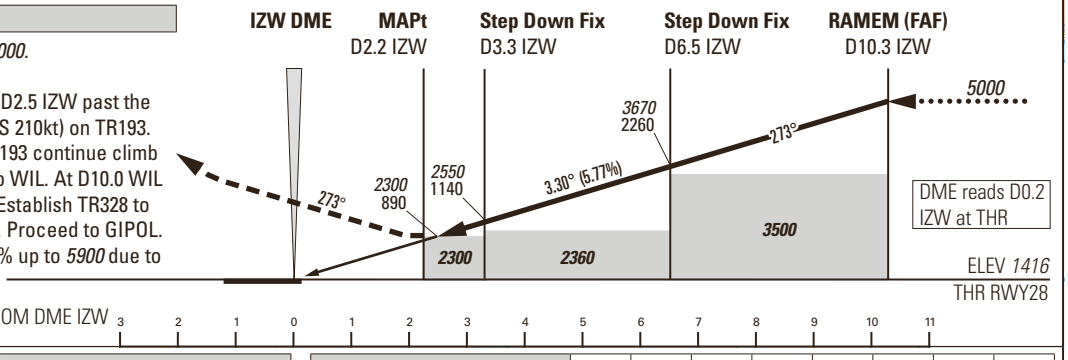
ZURICH LSZH
LOC RWY 28



MISSED APPROACH

Initial climb clearance *4000*.

Climb straight ahead. At D2.5 IZW past the station turn left (MAX IAS 210kt) on TR193. When established on TR193 continue climb to *7000*. Intercept R061 to WIL. At D10.0 WIL to the station turn right. Establish TR328 to intercept R013 from WIL. Proceed to GIPOL. MNM climb gradient 4.5% up to *5900* due to ASP restrictions.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	*2300* (890)			

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

DME IZW	3	4	5	6	7	8	9	10
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*2450* (1040)	*2800* (1390)	*3150* (1740)	*3500* (2090)	*3850* (2440)	*4200* (2790)	*4550* (3140)	*4900* (3490)

CAUTION

- Do not confuse RWY32 with RWY28. Bright floodlight slightly N of APCH at D0.7 IZW.
- Expect turbulences on short final during south-westerly winds.
- 0.4NM BFR THR28 visual segment surface (VSS) penetrated by trees up to *1496ft* AMSL.

REMARK

- Obstacle limitation and restriction according to non-instrument RWY criteria.
- LOC28 signal fulfils ICAO Annex 10.

COR: completely revised (WEF 02DEC2021)

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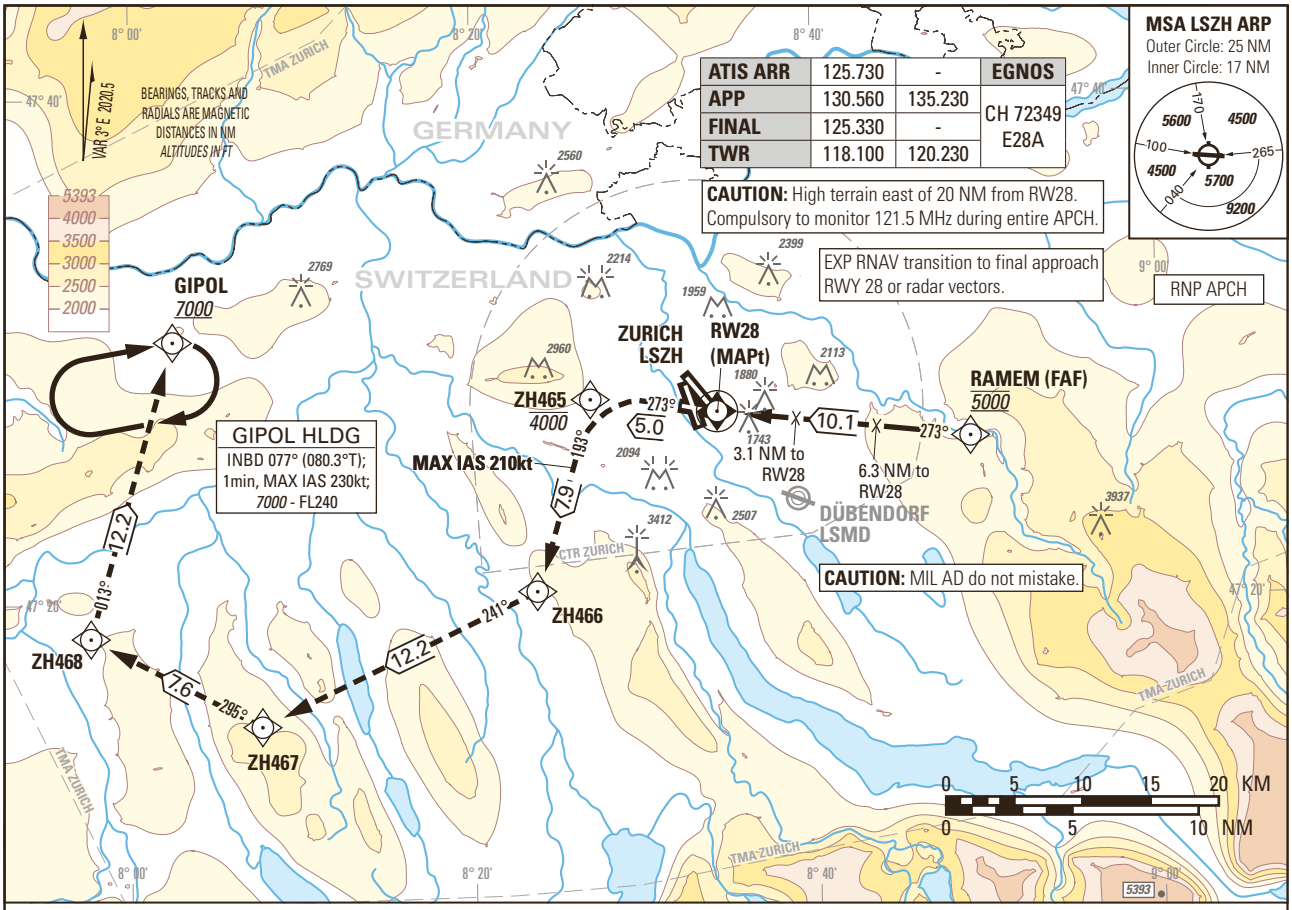
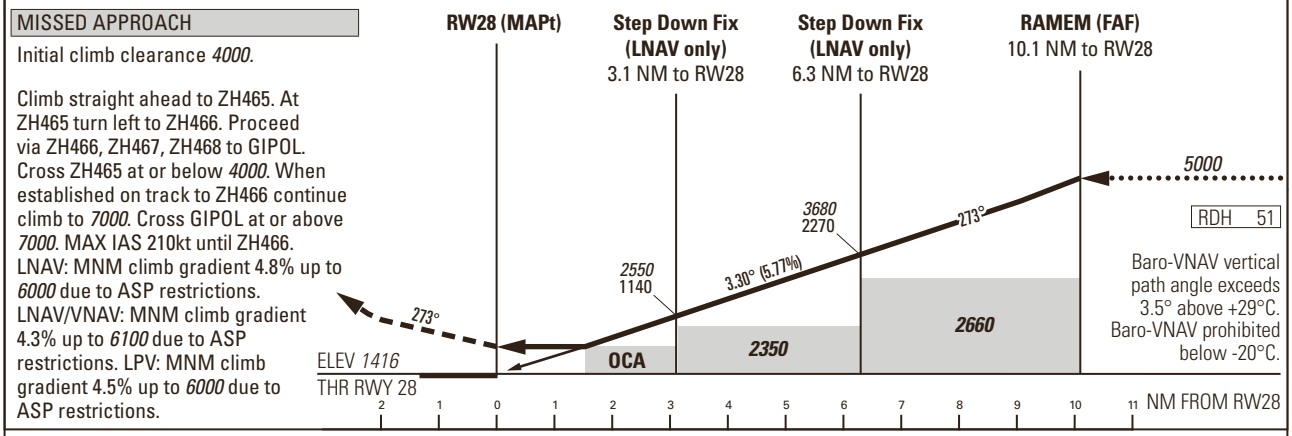
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

ZURICH LSZH
RNP RWY 28





Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OCA (H) LNAV			
2.5%	*2250* (840)			
	OCA (H) LNAV/VNAV			
2.5%	*2176* (760)	*2181* (765)	*2187* (771)	*2192* (776)
	OCA (H) LPV			
2.5%	*2069* (653)	*2079* (663)	*2092* (676)	*2102* (686)
	DA (H) LPV			
2.5%	*2091* (675)		*2092* (676)	*2102* (686)

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

DIST RW28	1	2	3	4	5	6	7	8	9	10
recommended CROSSING ALT	*1820*	*2170*	*2520*	*2870*	*3220*	*3570*	*3920*	*4270*	*4620*	*4970*
recommended CROSSING HGT	405	755	1105	1455	1805	2155	2505	2855	3205	3555

NOTE
- Do not confuse RWY 32 with RWY 28
- Bright floodlight slightly N of APCH at 0.5 NM from RWY 14
- Expect turbulences on short final during south-westerly winds.
- 3.1 NM before THR 28 Visual Segment Surface (VSS) penetrated by trees up to *1965ft* AMSL on the right hand side of the final approach.

COR: completely revised (WEF 02DEC2021)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZH
Runway	28
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E28A
LTP/FTP Latitude	472723.7555N
LTP/FTP Longitude	0083413.6295E
LTP/FTP Ellipsoidal Height (metres)	478.8
FPAP Latitude	472732.5515N
Delta FPAP Latitude (seconds)	8.7960
FPAP Longitude	0083209.7575E
Delta FPAP Longitude (seconds)	-123.8720
Threshold Crossing Height	51.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.30
Course Width (metres)	105.00
Length Offset (metres)	112
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 1A 13 0C 1C 00 00 01 38 32 05 D7 BC 5D 14 FB 93 AD 03 B4 26 B8 44 00 40 38 FC FE 01 4A 01 64 0E C8 AF 39 56 F1 D6
Calculated CRC Value	3956F1D6

Required Additional Data

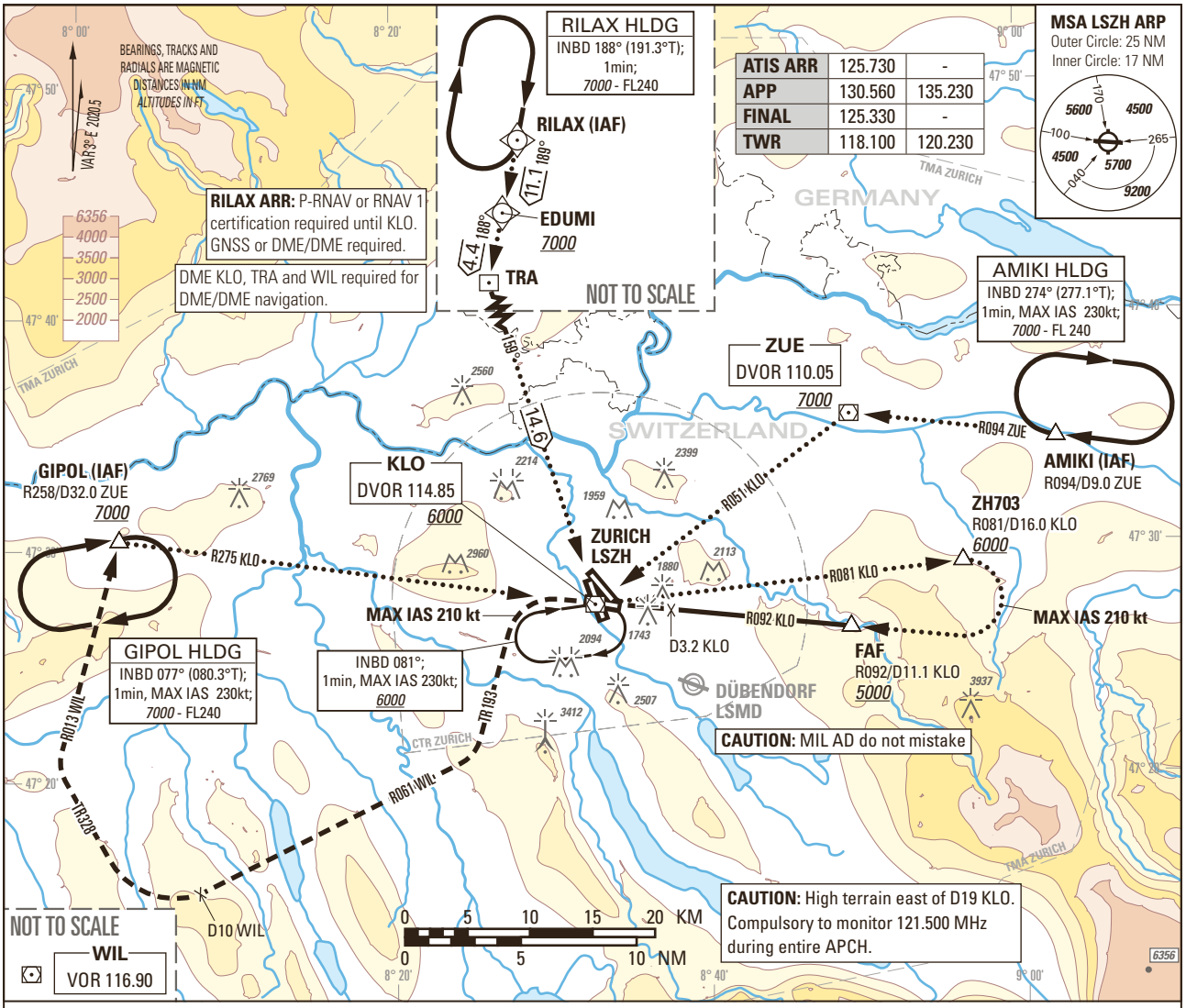
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	431.6

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

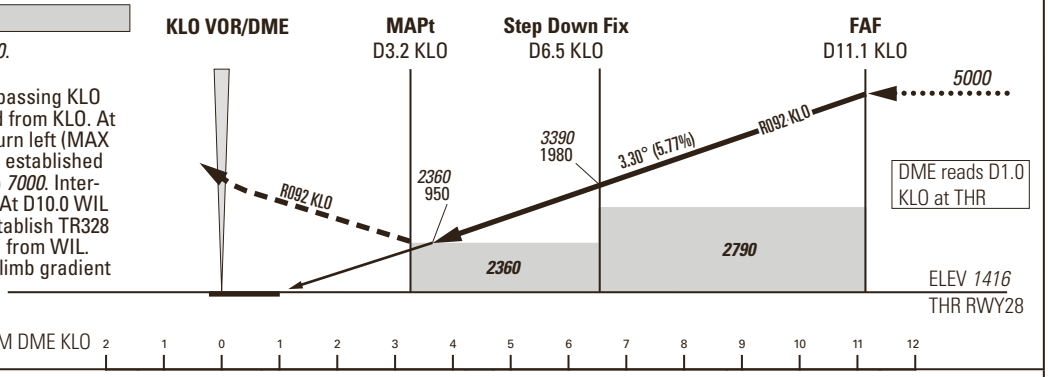
ZURICH LSZH
VOR RWY 28



MISSED APPROACH

Initial climb clearance *4000*.

Climb on R092 KLO. When passing KLO continue on R272 outbound from KLO. At D1.6 KLO past the station turn left (MAX IAS 210kt) on TR193. When established on TR193 continue climb to *7000*. Intercept R061 inbound to WIL. At D10.0 WIL to the station turn right. Establish TR328 to intercept R013 outbound from WIL. Proceed to GIPOL. MNM climb gradient 4.6% up to *5900* due to ASP restrictions.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	*2360* (950)			

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

DME KLO	4	5	6	7	8	9	10	11
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*2520* (1110)	*2870* (1460)	*3220* (1810)	*3570* (2160)	*3920* (2510)	*4270* (2860)	*4620* (3210)	*4970* (3560)

CAUTION

- Do not confuse RWY 32 with RWY 28. Bright floodlight slightly N of APCH at D1.5 KLO.
- Expect turbulences on short final during south-westerly winds.
- 2.0NM BFR THR28 visual segment surface (VSS) penetrated by hills up to *1990ft* AMSL.

REMARK

- Obstacle limitation and restriction according to non-instrument RWY criteria.

COR: completely revised (WEF 02DEC2021)

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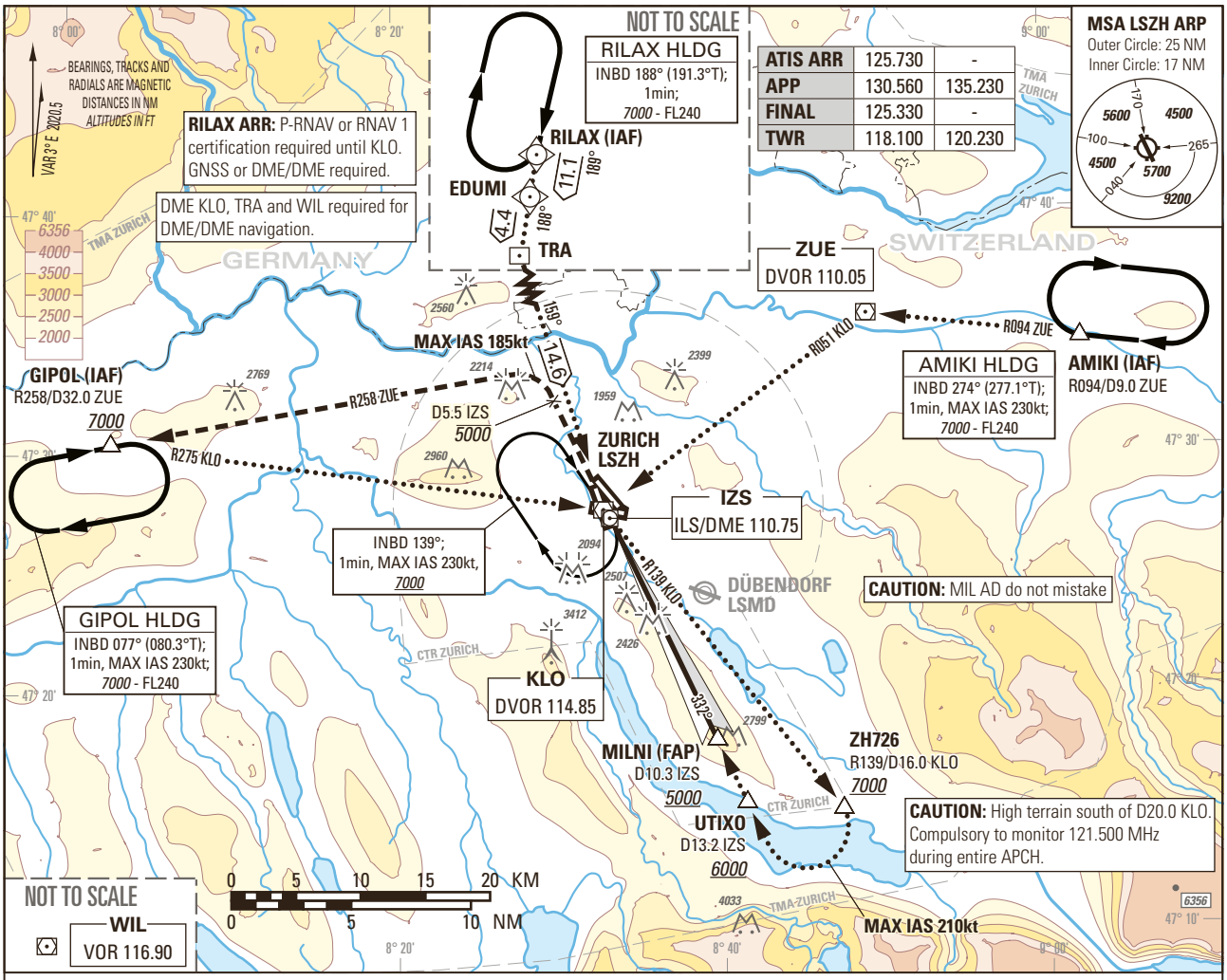
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

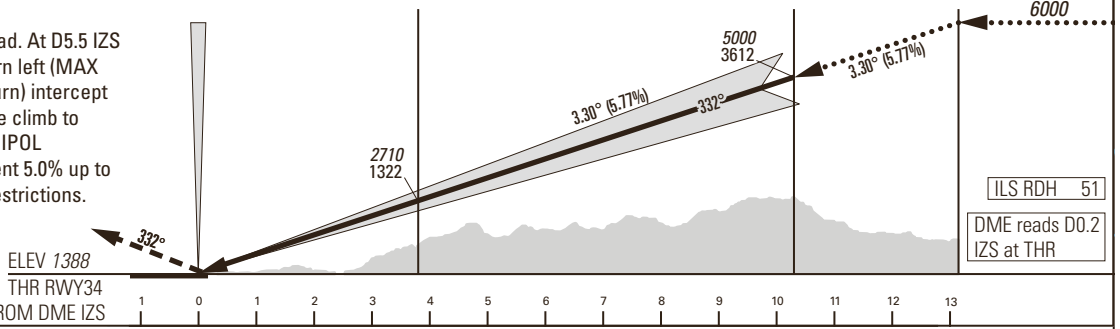
ZURICH LSZH
ILS RWY 34



MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D5.5 IZS past the station turn left (MAX IAS 185kt during turn) intercept R258 ZUE. Continue climb to *7000*. Proceed to GIPOL MNM climb gradient 5.0% up to *6000* due to ASP restrictions.



Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH				
		A	B	C	D	D_L
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
2.5%	pressure altimeter	*1555* (167)	*1564* (176)	*1574* (186)	*1585* (197)	
		DECISION ALTITUDE (HEIGHT)				
2.5%	pressure altimeter	*1588* (200)				

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

CAUTION

Nuisance GPWS glideslope warning may be expected below *100ft* THR.

IZS DME	2	3	4	5	6	7	8	9	10	11	12	13
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*2090* (710)	*2440* (1060)	*2790* (1410)	*3140* (1760)	*3490* (2110)	*3840* (2460)	*4190* (2810)	*4540* (3160)	*4890* (3510)	*5240* (3860)	*5590* (4210)	*5940* (4560)

COR: Completely revised (WEF02DEC2021)

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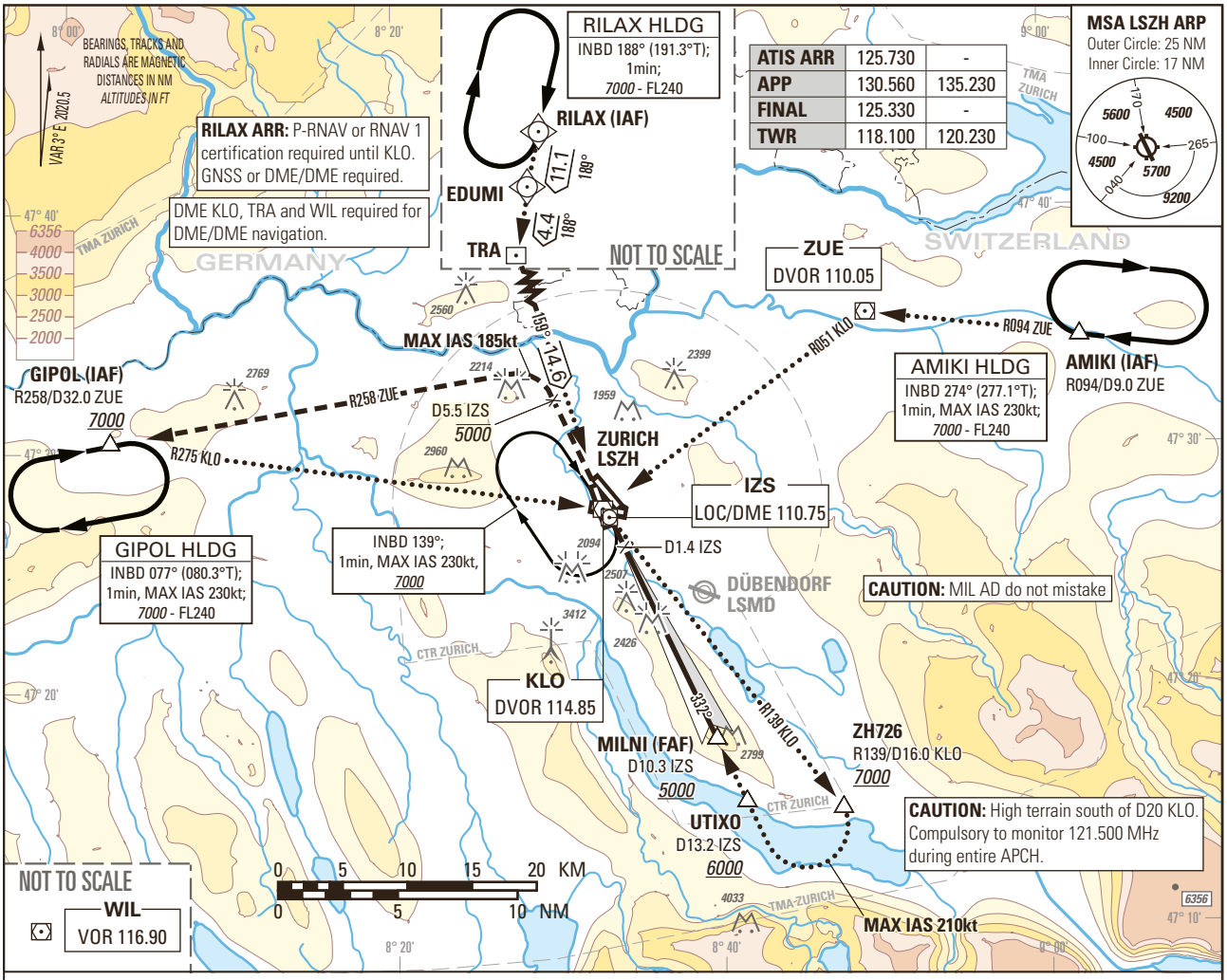
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

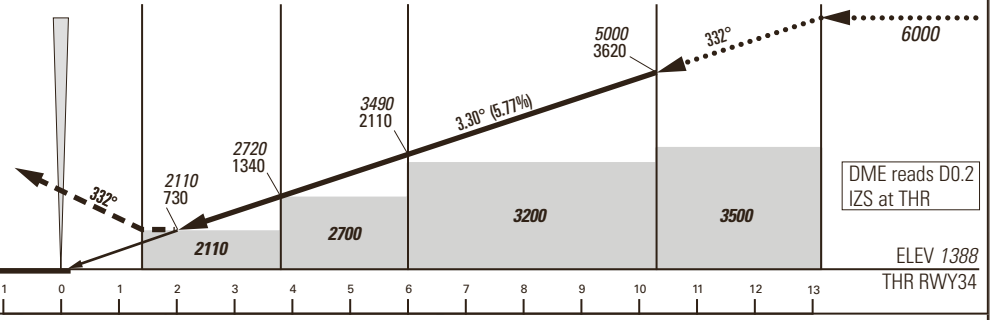
ZURICH LSZH
LOC RWY 34



MISSED APPROACH

Initial climb clearance *5000*.

Climb straight ahead. At D5.5 IZS past the station turn left (MAX IAS 185kt during turn). Intercept R258 ZUE. Continue climb to *7000*. Proceed to GIPOL. MNM climb gradient 4.1% up to *6000* due to ASP restrictions.



OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D
STRAIGHT-IN APPROACH	*2110* (730)			

ROD	GS kt	90	110	130	150
	FT/MIN	526	642	759	876

IZS DME	2	3	4	5	6	7	8	9	10	11	12	13
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*2090* (710)	*2440* (1060)	*2790* (1410)	*3140* (1760)	*3490* (2110)	*3840* (2460)	*4190* (2810)	*4540* (3160)	*4890* (3510)	*5240* (3860)	*5590* (4210)	*5940* (4560)

COR: Completely revised (WEF 02DEC2021)

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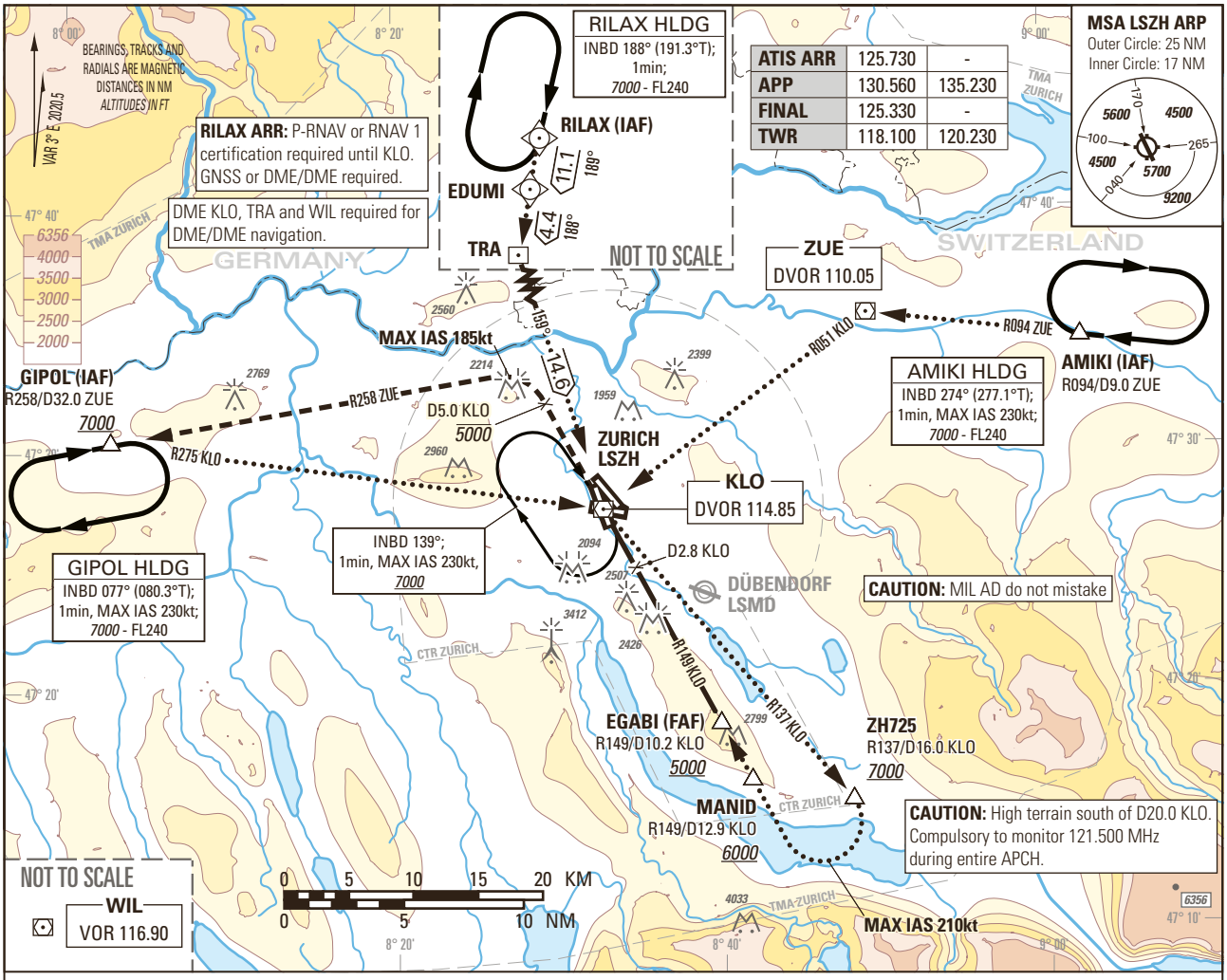
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1417ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*7000*

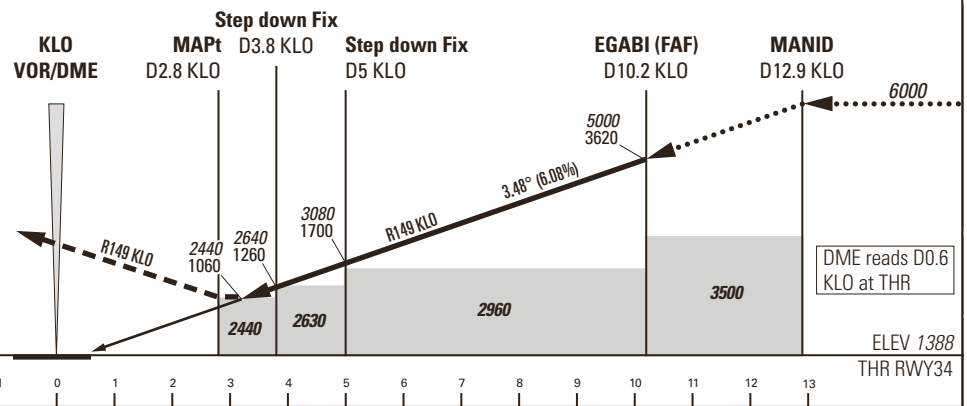
ZURICH LSZH
VOR RWY 34



MISSED APPROACH

Initial climb clearance *5000*.

Climb on R149 KLO. When passing KLO continue on R329 KLO. At D5.0 KLO past the station turn left (MAX IAS 185kt during turn) intercept R258 ZUE. Continue climb to *7000*. Proceed to GIPOL. MNM climb gradient 3.7% up to *6000* due to ASP restrictions.



OBSTACLE CLEARANCE ALTITUDE (HEIGHT)	A	B	C	D
STRAIGHT-IN APPROACH	*2440* (1060)			

ROD	GS kt	90	110	130	150
	FT/MIN	554	677	801	924

DME KLO	4	5	6	7	8	9	10	11	12
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*2710* (1330)	*3080* (1700)	*3450* (2070)	*3820* (2440)	*4190* (2810)	*4560* (3180)	*4930* (3550)	*5300* (3920)	*5670* (4290)

CAUTION

- 0.6NM BFR THR34 visual segment surface (VSS) penetrated by building up to *1530ft* AMSL.

COR: Completely revised (WEF 02DEC2021)

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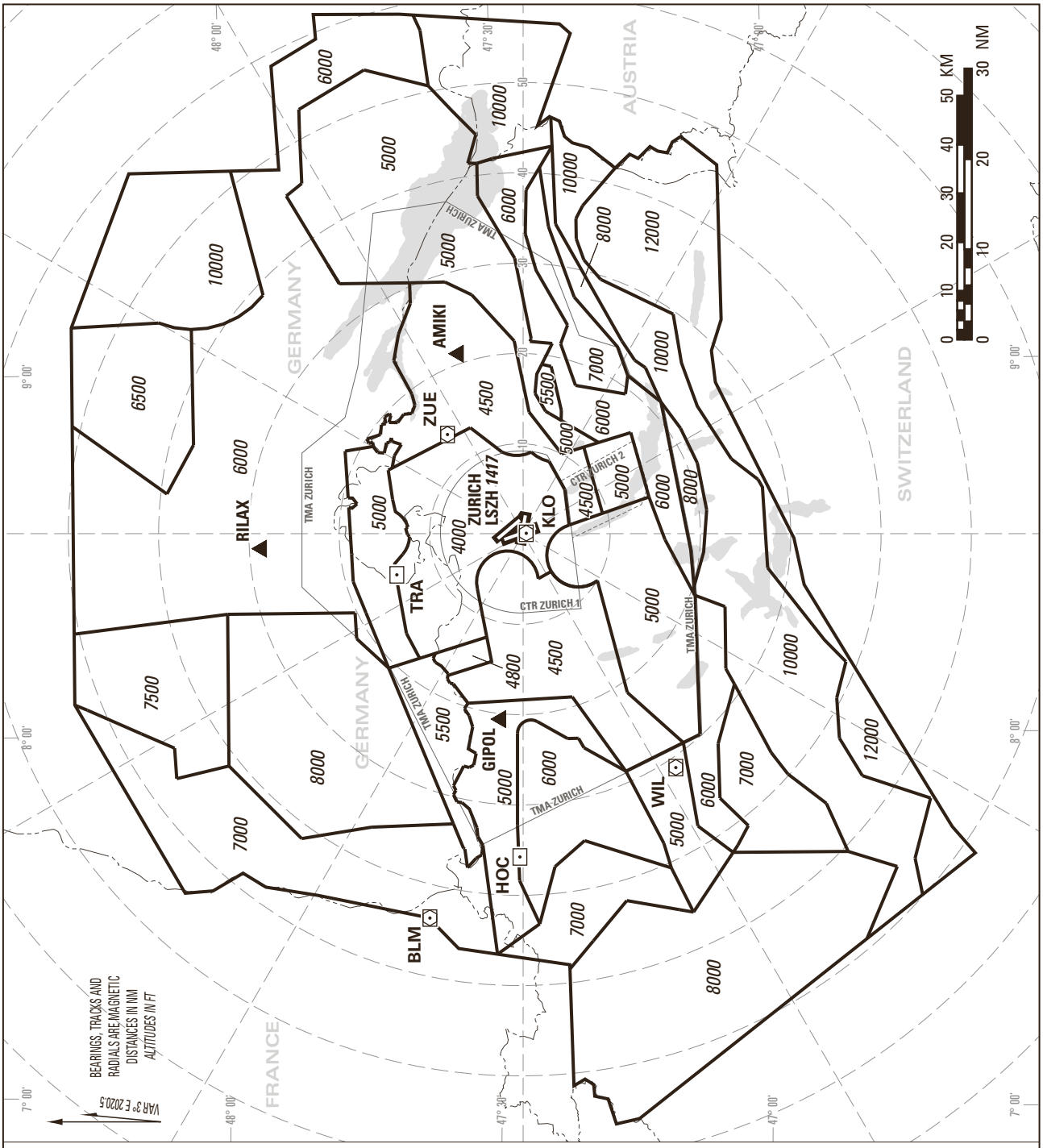
ATC SURVEILLANCE MINIMUM ALTITUDE CHART



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSZH which may be assigned to an IFR flight under radar vectoring.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSZH QNH.

Transition ALT: *7000*

Minimum altitudes over Swiss territory are calculated in accordance with ICAO SARPS (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes over Swiss territory are protected for low temperatures from minus 20 degrees to minus 7 degrees celcsius (LSZH temperature).

Sectors indicated all 30°, distances indicated all 10 NM, based on KLO DVOR/DME.

COR: Completely revised (WEF02DEC2021)

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