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AIP Services

CH-8602 WANGEN BEI DÜBENDORF

AIP

AMDT 007 2022

Effective Date 14 JUL 2022

RMK

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

1. Insert the following pages:

GEN 0.2 - 9/10	14 JUL 2022
GEN 0.4 - 1/2	14 JUL 2022
GEN 0.4 - 3/4	14 JUL 2022
GEN 0.4 - 5/6	14 JUL 2022
GEN 0.4 - 7/8	14 JUL 2022
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GEN 0.6 - 3/4	14 JUL 2022
GEN 1.2 - 9/10	14 JUL 2022
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ENR 0.6 - 1/2	14 JUL 2022
ENR 0.6 - 3/4	14 JUL 2022
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AD 0.6 - 7/8	14 JUL 2022
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AD 0.6 - 11/12	14 JUL 2022
AD 0.6 - 13/14	14 JUL 2022
LSZB AD 2 - 5/6	14 JUL 2022

Destroy the following pages:

GEN 0.2 - 9/10	16 JUN 2022
GEN 0.4 - 1/2	AIRAC 14 JUL 2022
GEN 0.4 - 3/4	AIRAC 14 JUL 2022
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GEN 0.4 - 7/8	AIRAC 14 JUL 2022
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GEN 0.6 - 3/4	16 JUL 2020
GEN 1.2 - 9/10	11 DEC 2014
GEN 3.5 - 1/2	12 AUG 2021
ENR 0.6 - 1/2	02 DEC 2021
ENR 0.6 - 3/4	02 DEC 2021
ENR 5.3 - 1/2	24 MAR 2022
AD 0.6 - 1/2	02 DEC 2021
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AD 0.6 - 5/6	02 DEC 2021
AD 0.6 - 7/8	02 DEC 2021
AD 0.6 - 9/10	02 DEC 2021
AD 0.6 - 11/12	02 DEC 2021
AD 0.6 - 13/14	02 DEC 2021
LSZB AD 2 - 5/6	16 JUN 2022

Pages to be inserted and deleted continued on next page(s)

2. Record entry of amendment on page GEN 0.2

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

NOTAM: A0251/22, B0497/22, B0541/22, B0609/22

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

4. Following SUP and AIRAC SUP are still in force:

Checklist SUP: 002 2022

Checklist AIRAC SUP: NIL

Insert the following pages:		Destroy the following pages:	
LSZB AD 2 - 7/8	14 JUL 2022	LSZB AD 2 - 7/8	24 FEB 2022
LSZB AD 2.24.4 - 1/2	14 JUL 2022	LSZB AD 2.24.4 - 1/2	AIRAC 18 JUN 2020
LSZB AD 2.24.4 - 3/4	14 JUL 2022	LSZB AD 2.24.4 - 3/4	AIRAC 18 JUN 2020
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LSGC AD 2 - 3/4	14 JUL 2022	LSGC AD 2 - 3/4	21 APR 2022
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LSZA AD 2 - 5/6	14 JUL 2022	LSZA AD 2 - 5/6	02 DEC 2021
LSMP AD 2 - 5/6	14 JUL 2022	LSMP AD 2 - 5/6	16 JUN 2022
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LSZS AD 2 - 3/4	14 JUL 2022	LSZS AD 2 - 3/4	AIRAC 05 DEC 2019
LSGS AD 2 - 3/4	14 JUL 2022	LSGS AD 2 - 3/4	16 JUN 2022
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LSZH AD 2 - 7/8	14 JUL 2022	LSZH AD 2 - 7/8	24 MAR 2022
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LSZH AD 2 - 19/20	14 JUL 2022	LSZH AD 2 - 19/20	24 MAR 2022
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AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
009/2021	09-Sep-2021	09-Sep-2021	
010/2021	07-Oct-2021	07-Oct-2021	
011/2021	04-Nov-2021	04-Nov-2021	
012/2021	02-Dec-2021	02-Dec-2021	
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001/2022	27-Jan-2022	27-Jan-2022	
002/2022	24-Feb-2022	24-Feb-2022	
003/2022	24-Mar-2022	24-Mar-2022	
004/2022	21-Apr-2022	21-Apr-2022	
005/2022	19-May-2022	19-May-2022	
006/2022	16-Jun-2022	16-Jun-2022	
007/2022	14-Jul-2022	14-Jul-2022	

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GEN 0.4 CHECKLIST OF AIP PAGES

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6. ENTRY, TRANSIT AND DEPARTURE OF CIVIL AIRCRAFT ON INTERNATIONAL FLIGHTS

ON-BOARD DOCUMENTS Every aircraft shall carry:	COMMERCIAL FLIGHTS	PRIVATE FLIGHTS
a. Certificate of registration	X	X
b. Certificate of airworthiness	X	X
c. Airworthiness review certificate or the inspection confirmation	X	X
d. Third party liability insurance certificate for aircraft (in SDR)	X	X
e. Insurance certificate in respect of liability for passengers, if applicable (in SDR)	X	X
f. The scope of utilisation of the ACFT	X	X
g. Extract of the AOC, if applicable	X	--
h. The scope of utilisation of the ACFT in commercial operations, if applicable	X	--
i. Noise certificate, if applicable	X	X
k. Certificate for aerotowing of gliders, if applicable.	X	X
l. Aircraft radio station operating licence issued by the OFCOM, if applicable	X	X

The Aircraft Flight Manual (AFM)
The ACFT documents, as well as the contents of the AFM may only be altered by or on behalf of the issuing authority. The loss of this file or parts thereof must be reported immediately to FOCA. Any person finding this file is kindly requested to forward it to FOCA, CH-3003 Berne.

Documents for Swiss registered ACFT: The originals of above mentioned documents must be carried on board of the ACFT.
Note:
According to article 5, first paragraph, of the “ordonnance sur les droits et devoirs de commandant d’aéronef” of 22 JAN1960, the pilot-in-command shall ensure that the prescribed documents are carried in the ACFT. However, according to the second paragraph, the ACFT operator can relieve the pilot-in command of these duties, by issuing a service regulation, and delegate these to other persons. If the delegation of these duties is contained in the operations regulation, only the designated person will, if the occasion arises, be considered responsible.

CLEARANCE DOCUMENTS The following documents must be presented O/R for each FLT to the authorities indicated.	COMMERCIAL FLIGHTS						PRIVATE FLIGHTS	
	Scheduled flights			Non-scheduled flights				
	Number of copies to be presented							
	to:	ARR	DEP	to:	ARR	DEP	ARR	DEP
1	2	3	4	5	6	7	8	9
Traffic report [1]	AD	1	1	AD	1	1	---	---
AUTH of FOCA	---	---	---	AD	1 [2]	1 [2]	---	---
Journey log book	---	---	---	---	---	---	CUST	CUST

Remarks:

1. To be handed in within 12 HR after ARR or DEP.
2. Letter or cable, except where special agreements have been established.

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GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible service

The “Federal Office for Meteorology and Climatology”, MeteoSwiss, is designated as the meteorological authority for the provision of the aeronautical meteorological service for civil aviation in Switzerland under the supervision of the “Federal Office for Civil Aviation”.

Post: Federal Office for Meteorology and Climatology, MeteoSwiss
Operation Center 1
P.O. Box
CH-8058 Zürich-Flughafen
Phone: +41 (0) 58 460 91 11
Fax: +41 (0) 58 460 90 91
Email: fwinfo@meteoswiss.ch
AFS: LSSWYMYX
URL: http://www.meteoswiss.ch

For administrative matters, the service can be reached during office hours.

Applicable ICAO documents for the service.

ICAO Annex 3, Meteorological Service for International Air Navigation. The differences are listed in the supplements of ICAO Annex 3.
ICAO DOC 7030, Regional Supplementary Procedures
ICAO Air Navigation Plan, European Region, Part VI, Meteorology

2. Area of responsibility

The MeteoSwiss Centre for Forecasting and Aviation Meteorology at Zurich Airport is the designated meteorological watch office (MWO) for Switzerland FIR/UIR (LSAS).

3. Meteorological observations and reports

Name of station/ Location indicator	Type and frequency of observation/ automatic observing equipment	Types of MET reports & Supplementary information included	Observation System and Site(s) [1]	Hours of operation	Climatological information
1	2	3	4	5	6
Bern-Belp LSZB [2]	h	PL, METAR	SMART [4]	HX	AVBL [5]
Buochs LSZC [2]	h	METAR	SMART [4]	HX	
Genève [3] LSGG	h, S	PL, METAR, TREND	SMART [4]	H24	AVBL [5]
Zurich [3] LSZH	h, S	PL, METAR, TREND, VWS	System for detection of sustained low level vertical wind shear in the surroundings of the aerodrome, SMART [4]	H24	AVBL [5]
Les Eplatures LSGC [2]	h	PL, METAR	SMART [4]	HO	

H = hourly
h = half-hourly
S = special observation
PL = report in plain language broadcasted
VWS = warning of sustained vertical wind shear

1. **see § 3.1 for details**
2. **Observations delegated to third-party (ATC, aerodrome operator)**
3. **Observations made by automatic observing system during non-operational hours of the aerodrome. Visibility reported in AUTO reports is based on MOR (Meteorological Optical Range) measurement. TREND is appended from remote to AUTO reports.**
4. **SMART, an integrated system used by the MET observer**
5. **Aeronautical Climatological Information: published as "Technical Report" and available as free download on www.meteoswiss.ch; search for "aeronautical climatological information".**

Name of station/ Location indicator	Type and frequency of observation/ automatic observing equipment	Types of MET reports & Supplementary information included	Observation System and Site(s) [1]	Hours of operation	Climatological information
1	2	3	4	5	6
Grenchen LSZG [2]	h	PL, METAR	SMART [4]	HX	AVBL [5]
Lugano LSZA [2]	h	PL, METAR	SMART [4]	HO	AVBL [5]
St. Gallen-Altenrhein LSZR [2]	h	PL, METAR	SMART [4]	HX	AVBL [5]
Sion LSGS [2]	h	PL, METAR	SMART [4]	HO	AVBL [5]
Samedan LSZS [2]	h	PL, METAR	SMART [4]	HO	

H = hourly
h = half-hourly
S = special observation
PL = report in plain language broadcasted
VWS = warning of sustained vertical wind shear

1. **see § 3.1 for details**
2. **Observations delegated to third-party (ATC, aerodrome operator)**
3. **Observations made by automatic observing system during non-operational hours of the aerodrome. Visibility reported in AUTO reports is based on MOR (Meteorological Optical Range) measurement. TREND is appended from remote to AUTO reports.**
4. **SMART, an integrated system used by the MET observer**
5. **Aeronautical Climatological Information: published as "Technical Report" and available as free download on www.meteoswiss.ch; search for "aeronautical climatological information".**

3.1 Surface wind

3.1.1 Genève airport

Surface wind is measured in the proximity (N) of TDZ 22, in the middle of the RWY (N) near the HEL PRKG and in the proximity (N) of TDZ 04, each at a height of 10 m AGL. Displays of wind direction and wind speed are located at the aeronautical meteorological station-, the aerodrome meteorological office as well as in the relevant ATC unit. Recording of the measurements is provided.

3.1.2 Zurich airport

For landings on RWY 14 and RWY 16, the wind is measured between RWY 14 and RWY 16 at a height of 10 m AGL. This wind is also broadcasted in the METAR and by DEP ATIS. This wind is also broadcasted on ARR ATIS depending on the RWY in use.
For landings on RWY 34, the wind is measured in the proximity (W) of TDZ 34 at a height of 10 m AGL. This wind is broadcasted on ARR ATIS depending on the RWY in use.
For landings on RWY 28, the wind is measured in the proximity (N) of TDZ 28 at a height of 10 m AGL. This wind is broadcasted on ARR ATIS depending on the RWY in use.
Displays for wind direction and speed are located at the aeronautical meteorological station and the aerodrome meteorological office, in the briefing room of the aerodrome meteorological office as well as in the relevant ATC units. Recording of the measurements is provided.

3.1.3 Lugano airport

Surface wind is measured at the GP/DME station RWY 01 at a height of 10 m AGL.

3.1.4 Bern-Belp airport

The wind is measured in the vicinity of both ends of the RWY at a height of 10 m AGL.

3.1.5 St. Gallen-Altenrhein airport

The wind is measured in the vicinity of both ends of the RWY at a height of 10 m AGL.

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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

1. Other activities of a dangerous nature

1.1 Firings

When a TEMPO danger area affects the traffic in classes C and D airspace, or the APCH area of Les Eplatures, ACFT not able to overfly the area at a safe level will be radar-vectored around the area. In class C airspace the ATC authority can interrupt the FRNG EXER to permit the passage of these ACFT.

IFR FLTs within class C airspace may therefore be planned without regard to TEMPO danger areas.

IFR FLTs within class D airspace must expect diversions.

VFR FLTs are not co-ordinated with FRNG EXER.

IFR and VFR FLTs within other Swiss airspace classes are not co-ordinated with FRNG EXER.

Exception: REF: ENR 3.5 2.4.3
Enquiries can be made at the FIC Geneva and Zurich, at the co-ordination office for FRNG and safety of air navigation (KOSIF), as well as at the AIS.
Co-ordination office for FRNG and safety of air navigation:
Postal address:

Post: KOSIF
P.O. Box
8602 Wangen bei Dübendorf
Phone: +41 (0) 44 813 31 10

1.2 Cloud flying procedure

REF: ENR 5.5.

1.3 LS-R for Gliders

Two types of restricted areas for gliders are defined:
- Restricted areas established on a TEMPO basis for glider flying (Art. 26 of the rules of the air).
- Restricted areas established within TMA with activation and deactivation procedures subject to local agreements between the ATS authority and airspace users.

1.4 Glider sectors

Areas of defined dimensions in CTRs, which are reserved exclusively for gliders (incl. hang-gliders), self- sustaining gliders, self-launching gliders and their tow aircraft.
REF: ENR 5.5.

1.5 Glider areas (over French delegated territory)

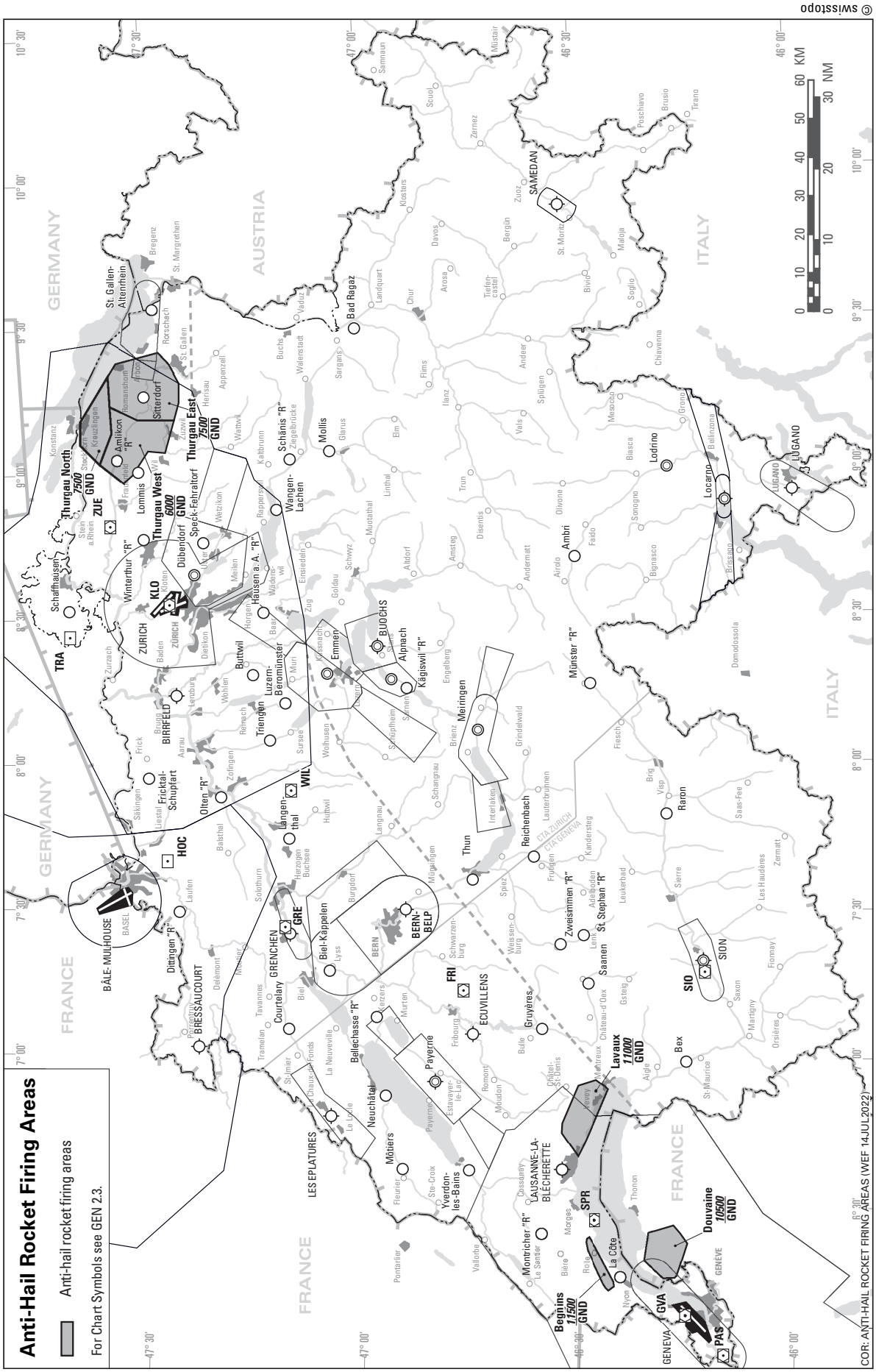
REF: ENR 5.5 § 9

2. Other potential hazards

2.1 Anti-hail rocket firings

Anti-GR rocket FRNG may constitute a hazard to air navigation. Air traffic in controlled airspace will be informed about ACT anti-GR rocket FRNG areas.
See also Figure 1.
- Anti-GR rocket FRNG can be ACT at short notice.
- No information about anti-GR rocket FRNG is published by DABS.
- Information about ACT anti-GR rocket FRNG areas can be obtained from
FIC GENEVA on 126.350 MHz (for shootings within CTA GENEVA) or
FIC ZURICH on 124.700 MHz (for shootings within CTA ZURICH).

Figure 1. Anti-hail rocket firing areas



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AD 0 PART 3 Aerodromes (AD)

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 2 AERODROMES

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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 14 (13)	Tree/Trees	*1971*	46 52 56 N 007 31 40 E	Wind cone LGTD	*1726*	46 54 48 N 007 30 01 E	B0538/03
AOC 14 (14)	Tree/Trees	*1989*	46 52 55 N 007 31 41 E	Building	*1994*	46 56 39 N 007 28 25 E	B0493/10
AOC 14 (15)	Tree/Trees	*2125*	46 52 08 N 007 32 25 E	Antenna marked/LGTD	*1703*	46 55 02 N 007 29 39 E	B0232/11
AOC 14 (16)	Tree/Trees	*2151*	46 52 07 N 007 32 26 E	Antenna marked/LGTD	*1772*	46 54 45 N 007 30 07 E	B0820/05
AOC 14 (17)	Tree/Trees	*2163*	46 52 02 N 007 32 31 E	Antenna marked/LGTD	*2710*	46 52 56 N 007 31 14 E	B0468/06
AOC 14 (18)	Tree/Trees	*2357*	46 50 47 N 007 35 42 E	Antenna marked/LGTD	*2937*	46 55 09 N 007 26 13 E	B0506/06
AOC 14 (19)	Tree/Trees	*2379*	46 50 49 N 007 35 48 E	Antenna marked/LGTD	*1741*	46 54 54 N 007 29 57 E	B0454/22
AOC 14 (20)	Tree/Trees	*2402*	46 50 47 N 007 35 47 E	Anemometer marked/LGTD	*1709*	46 54 30 N 007 30 21 E	B0616/07
				Crane/Cranes marked/LGTD	*1969*	46 54 48 N 007 28 20 E	B0466/22
AOC 32 (1)	Fence	*1673*	46 55 11 N 007 29 29 E	Anemometer marked/LGTD	*1702*	46 55 00 N 007 29 43 E	B0615/07
AOC 32 (2)	Pole	*1674*	46 55 13 N 007 29 22 E				
AOC 32 (3)	Pole	*1677*	46 55 14 N 007 29 21 E	Antenna marked/LGTD	*1685*	46 54 22 N 007 30 21 E	
AOC 32 (4)	Pole	*1679*	46 55 15 N 007 29 20 E	Antenna marked/LGTD	*1706*	46 55 01 N 007 29 40 E	B0231/11
AOC 32 (5)	Pole	*1682*	46 55 16 N 007 29 19 E	Chimney LGTD	*2042*	46 57 06 N 007 24 51 E	B0542/12
AOC 32 (6)	Pole	*1683*	46 55 17 N 007 29 17 E				
AOC 32 (7)	Building	*1686*	46 55 19 N 007 29 17 E				
AOC 32 (8)	Pole	*1719*	46 55 26 N 007 29 07 E				
AOC 32 (9)	Tree/Trees	*1749*	46 55 24 N 007 29 00 E	Crane/Cranes marked/LGTD	*1928*	46 56 42 N 007 27 48 E	B1163/21
AOC 32 (10)	Tree/Trees	*1765*	46 55 31 N 007 29 12 E	Antenna marked/LGTD	*2088*	46 57 06 N 007 24 51 E	B0830/17
AOC 32 (11)	Tree/Trees	*1780*	46 55 26 N 007 28 59 E	Antenna marked/LGTD	*2913*	46 53 11 N 007 28 41 E	
AOC 32 (12)	Tree/Trees	*1784*	46 55 25 N 007 28 58 E	Antenna marked/LGTD	*3703*	46 58 40 N 007 31 43 E	
AOC 32 (13)	Tree/Trees	*1844*	46 55 40 N 007 29 02 E	Crane/Cranes marked/LGTD	*1876*	46 55 38 N 007 27 27 E	B1436/21
AOC 32 (14)	Tree/Trees	*1855*	46 55 39 N 007 28 55 E	Building LGTD	*2174*	46 57 22 N 007 28 51 E	B1374/21
AOC 32 (15)	Tree/Trees	*1858*	46 55 41 N 007 28 56 E	Crane/Cranes marked/LGTD	*1845*	46 53 13 N 007 30 01 E	B0541/22
AOC 32 (16)	Tree/Trees	*1881*	46 55 42 N 007 28 55 E	Crane/Cranes marked/LGTD	*1944*	46 56 01 N 007 28 26 E	B0326/22
AOC 32 (17)	Tree/Trees	*1920*	46 56 03 N 007 28 39 E				

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 32 (18)	Tree/Trees	*1923*	46 56 03 N 007 28 35 E				
AOC 32 (19)	Tree/Trees	*1925*	46 56 04 N 007 28 37 E				
AOC 32 (20)	Tree/Trees	*1936*	46 56 04 N 007 28 36 E	Crane/Cranes marked/LGTD	*1911*	46 55 47 N 007 28 29 E	B1492/20
AOC 32 (21)	Building	*2084*	46 56 50 N 007 27 04 E	Crane/Cranes marked/LGTD	*1918*	46 56 00 N 007 28 23 E	B0206/22
				Crane/Cranes marked/LGTD	*1796*	46 54 44 N 007 30 10 E	B0142/22
Refer also to LSZB AOC charts LSZB AD 2.24.4 Number in brackets is equivalent to identification number on AOC							

LSZB 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 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
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 FCST charts AVBL worldwide
8	**Supplementary equipment available for providing information**	Weather radar, InfoNet-Terminal
9	**ATS units provided with information**	Bern TWR / APP
10	**Additional information (limitation of service, etc.)**	TEL: Weather briefing: 0900 162 737 (Ge); accessible within Switzerland

LSZB 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 elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
14	140° GEO 138° MAG	1730 x 30	PCN 46/F/C/X/T ASPH	46 55 04.58N 007 29 32.98E	*1668 ft*	+0.15%
32	320° GEO 318° MAG			46 54 26.60N 007 30 19.30E	*1675 ft*	-0.15%
14R	140° GEO 138° MAG	650 x 30	0.25 MPa GRASS	NIL	NIL	NIL
32L	320° GEO 318° MAG					
16 GLD	161° GEO 159° MAG	520 x 30	0.25 MPa GRASS	NIL	NIL	NIL
34 GLD	341° GEO 339° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
14	NIL	60 x 150	1850 x 150	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
32		NIL			RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
14R	NIL	NIL	710 x 60	Not applicable	GRASS RWY closed No RESA provided (both sides)
32L					
16 GLD	NIL	NIL	580 x 60	Not applicable	Glider Runway: PPR; for the opening, contact Airport Authority No RESA provided (both sides) Use only after prior instruction by the responsibles of the “Segelfluggruppe Bern”
34 GLD					

LSZB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	1730	1790	1730	1530	Full length
	1090	1150	1090	Not applicable	Intersection ALPHA
	910	970	910		Intersection BRAVO
32	1730	1730	1730	1730	Full length
	1270	1270	1270	Not applicable	Intersection DELTA
	1490	1490	1490		Intersection ECHO (ACFT MTOM 5.7 t)
	1510	1510	1510		Intersection FOXTROTT
14R	650	650	650	650	GRASS RWY closed
32L	650	650	650	650	
16 GLD	Not applicable	Not applicable	Not applicable	Not applicable	Glider Runway
34 GLD					

LSZB AD 2.14 APPROACH AND RUNWAY LIGHTING

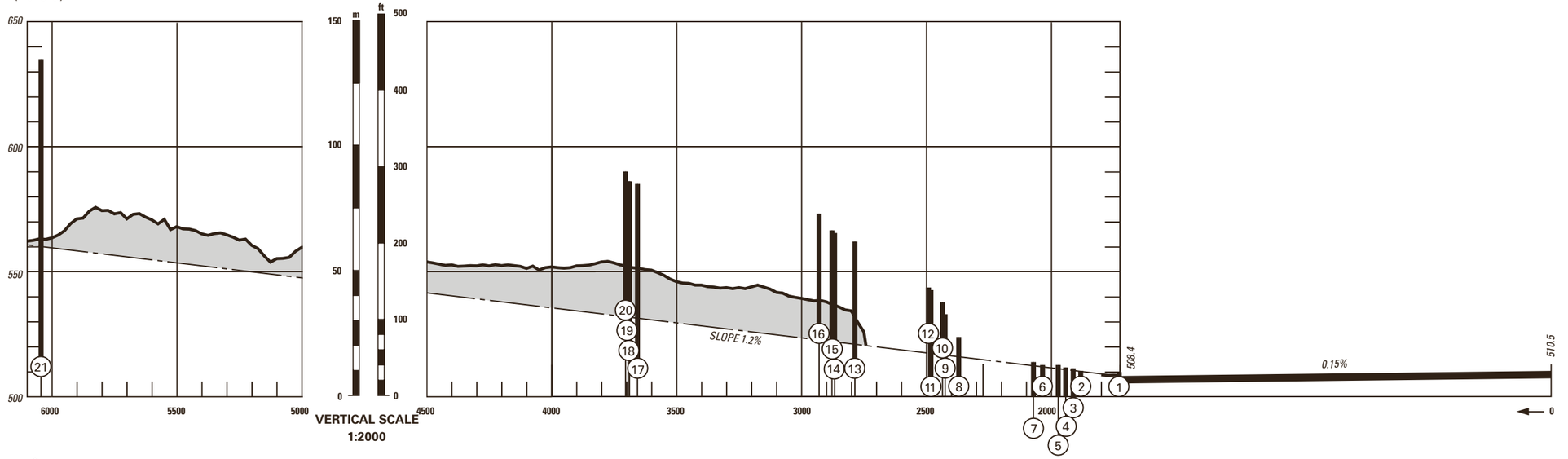
RWY Designator	ALS Type, LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type PSN, MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
14	Calvert 660 m, LIH	RTHL G LIH RTIL FLG W	PAPI 4.0° L (13.07 m)	Simple TZL 621 m FM THR 14, W, LIH	NIL	200 m, 60 m R, LIH/LIL; 954 m, 60 m, W, LIH/LIL; 576 m, 60 m, Y, LIH/LIL	R	NIL	Turn pad LGT, B, LIL
32	NIL	RTHL G LIH WBAR RTIL FLG W	PAPI 3.4° L (12.78 m)	Simple TZL 622 m FM THR 32, W, LIH		1154 m, 60 m, W, LIH/LIL; 576 m, 60 m, Y, LIH/LIL	R	NIL	Turn pad, LGT, B, LIL

TZL: The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

LSZB 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**	NIL
3	**TWY edge and centre line lighting**	TWY C + F edge LGT
4	**Secondary power supply/switch-over time**	AVBL / 12 sec
5	**Remarks**	Obstruction marking and lighting: partly

VAR 2° E (2019.5)



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

(1)	Identification number
✳	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
■	Building, large structure
●	Enclosure
	Terrain penetrating obstruction plane

OBST *ELEV in m*

AD *ELEV in m*

RWY: 32

RWY 14	DECLARED DISTANCES in m	RWY 32
—	TAKE-OFF RUN AVAILABLE	**1730**
—	TAKE-OFF DISTANCE AVAILABLE	**1730**
—	ACCELERATE-STOP DISTANCE AVAILABLE	**1730**
1530	LANDING DISTANCE AVAILABLE	—

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

9th Edition

COR: Grass RWY CLSD, editorial

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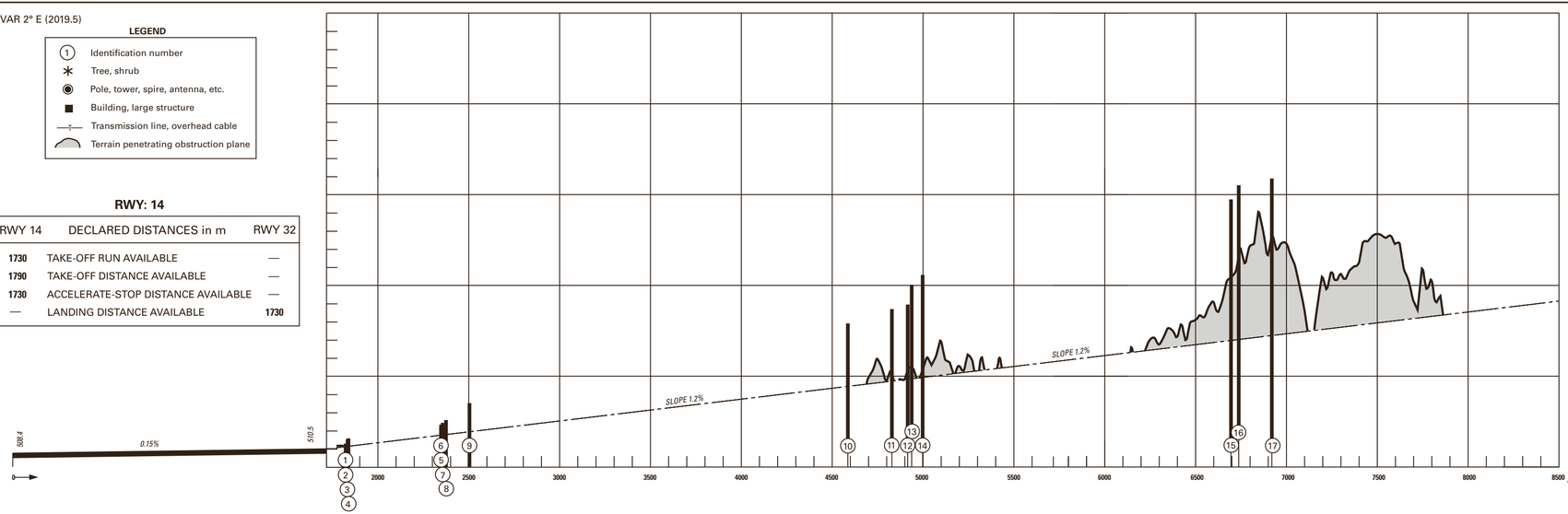
VAR 2° E (2019.5)

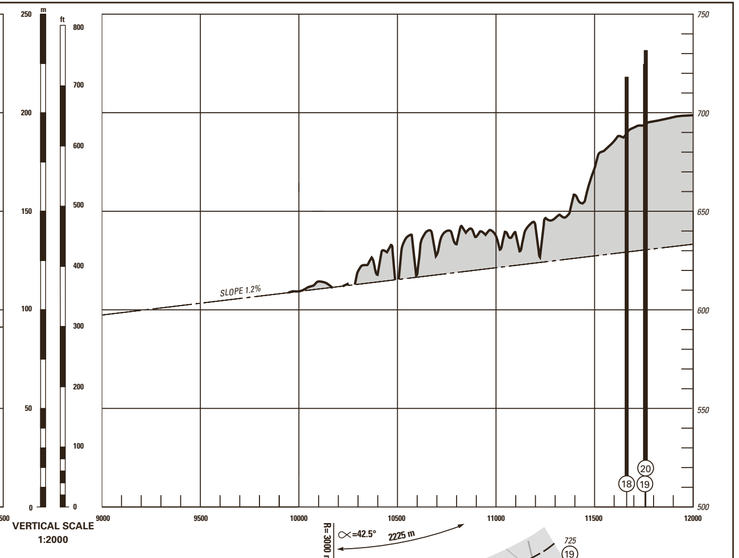
LEGEND

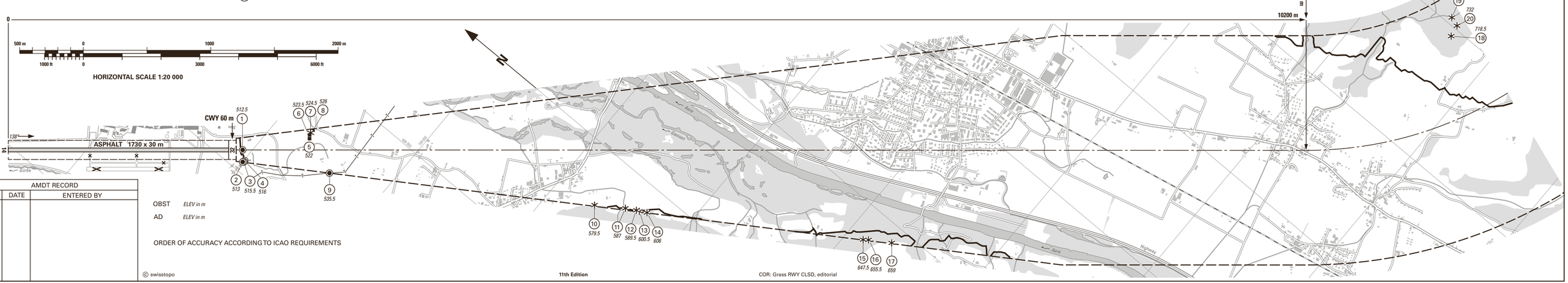
- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Transmission line, overhead cable
- Terrain penetrating obstruction plane

RWY: 14

RWY 14	DECLARED DISTANCES in m	RWY 32
1730	TAKE-OFF RUN AVAILABLE	—
1790	TAKE-OFF DISTANCE AVAILABLE	—
1730	ACCELERATE-STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	1730







AMDT RECORD		
No.	DATE	ENTERED BY

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

11th Edition

COR: Grass RWY CLSD, editorial

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LSZC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Guidance sign boards, TWY CL
2	**RWY/TWY markings and LGT**	RWY, TWY and holding position markings
3	**Stop bars**	NIL
4	**Remarks**	NIL

LSZC AD 2.10 AERODROME OBSTACLES

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 24 (1)	Tree/Trees	*1512*	46 58 14 N 008 22 57 E	Crane/Cranes marked/LGTD	*1523*	46 58 43 N 008 24 52 E	B0365/14
AOC 24 (2)	Tree/Trees	*1521*	46 58 07 N 008 22 55 E	Silo LGTD	*1468*	46 58 44 N 008 24 50 E	B1468/19
AOC 24 (3)	Tree/Trees	*1524*	46 58 05 N 008 22 52 E	Crane/Cranes marked/LGTD	*1681*	46 59 10 N 008 24 39 E	B0670/21
AOC 24 (4)	Building	*1649*	46 57 25 N 008 21 23 E	Crane/Cranes marked/LGTD	*1616*	46 57 34 N 008 21 55 E	B0976/21
AOC 24 (5)	Power line	*1701*	46 57 23 N 008 21 20 E	Crane/Cranes marked/LGTD	*1605*	46 58 16 N 008 24 22 E	B0047/22
AOC 24 (6)	Tree/Trees	*1717*	46 57 20 N 008 21 11 E	Crane/Cranes marked/LGTD	*1785*	46 59 10 N 008 24 30 E	B0141/22
AOC 24 (7)	Tree/Trees	*2163*	46 57 11 N 008 20 50 E				
AOC 24 (8)	Tree/Trees	*2184*	46 57 03 N 008 20 34 E				
AOC 24 (9)	Tree/Trees	*2278*	46 56 56 N 008 20 16 E				
AOC 24 (10)	Tree/Trees	*2323*	46 57 19 N 008 19 18 E				
AOC 24 (11)	Pole	*2838*	46 57 17 N 008 19 10 E				
AOC 24 (12)	Tree/Trees	*2852*	46 57 17 N 008 19 10 E				
AOC 24 (13)	Pole	*2868*	46 57 17 N 008 19 09 E				
AOC 24 (14)	Antenna	*2934*	46 57 17 N 008 19 09 E				

LSZC 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 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	-- En
7	**Charts and other information available for briefing or consultation**	NIL
8	**Supplementary equipment available for providing information**	NIL
9	**ATS units provided with information**	ATS Buochs
10	**Additional information (limitation of service, etc.)**	Tel weather briefing: 0900 162 737 (GE), accessible within Switzerland

LSZC 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 elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
06	064/062	2000 X 40	PCN 45/F/B/X/U ASPH	46 58 14.63 N 008 23 08.89 E	*1475 ft*	-0.6%
24	244/242			46 58 40.91 N 008 24 28.97 E	*1435 ft*	+0.6%

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
06	NIL	NIL	2120 X 150	NIL	Non-instrument RWY
24					

LSZC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	2000 m	2000 m	2000 m	1940 m	NIL
24	2000 m	2000 m	2000 m	1940 m	NIL

LSGC AD 2.10 AERODROME OBSTACLES

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 06 (1)	Building	*3349*	47 05 14 N 006 48 00 E	Crane/Cranes marked/LGTD	*3461*	47 04 58 N 006 47 12 E	B0517/00
AOC 06 (2)	Antenna	*3350*	47 05 14 N 006 48 01 E	Tower/Mast	*4738*	47 04 42 N 006 53 14 E	B0694/00
AOC 06 (3)	Pole	*3352*	47 05 15 N 006 48 00 E	Tower/Mast	*4551*	47 03 50 N 006 51 21 E	B0707/00
AOC 06 (4)	Antenna	*3354*	47 05 16 N 006 48 02 E	Antenna marked/LGTD	*3402*	47 05 09 N 006 47 44 E	B0144/01
AOC 06 (5)	Pole	*3359*	47 05 18 N 006 48 04 E	Cable	--------	47 08 51 N 006 52 51 E- 47 08 40 N 006 52 47 E	B0546/03
AOC 06 (6)	Building	*3366*	47 05 14 N 006 48 08 E	Antenna	*3970*	47 00 38 N 006 47 12 E	B0383/04
AOC 06 (7)	Tree/Trees	*3369*	47 05 18 N 006 48 05 E	Crane/Cranes marked/LGTD	*3419*	47 05 02 N 006 47 45 E	B0124/22
AOC 06 (8)	Antenna	*3377*	47 05 18 N 006 48 12 E				
AOC 06 (9)	Tree/Trees	*3396*	47 05 17 N 006 48 17 E				
AOC 06 (10)	Tree/Trees	*3404*	47 05 19 N 006 48 16 E				
AOC 06 (11)	Building	*3412*	47 05 23 N 006 48 13 E				
AOC 06 (12)	Antenna	*3415*	47 05 23 N 006 48 13 E				
AOC 06 (13)	Antenna	*3430*	47 05 24 N 006 48 14 E				
AOC 06 (14)	Antenna	*3449*	47 05 26 N 006 48 20 E				
AOC 06 (15)	Power line	*3483*	47 05 18 N 006 48 56 E				
AOC 06 (16)	Building	*3524*	47 05 19 N 006 49 10 E				
AOC 06 (17)	Building	*3533*	47 05 20 N 006 49 13 E				
AOC 06 (18)	Tree/Trees	*3671*	47 05 23 N 006 49 43 E				
AOC 06 (19)	Tree/Trees	*3678*	47 05 24 N 006 49 43 E				
AOC 06 (20)	Tree/Trees	*3691*	47 05 25 N 006 49 45 E				
AOC 06 (21)	Tree/Trees	*3715*	47 05 22 N 006 49 49 E				

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 24 (1)	Pole	*3369*	47 04 50 N 006 47 14 E				
AOC 24 (2)	Tree/Trees	*3416*	47 04 49 N 006 47 14 E				
AOC 24 (3)	Tree/Trees	*3417*	47 04 41 N 006 46 57 E				
AOC 24 (4)	Tree/Trees	*3431*	47 04 38 N 006 46 48 E				
AOC 24 (5)	Tree/Trees	*3460*	47 04 36 N 006 46 40 E				
AOC 24 (6)	Tree/Trees	*3495*	47 04 34 N 006 46 37 E				
AOC 24 (7)	Tree/Trees	*3537*	47 04 30 N 006 46 26 E				
Refer also to LSGC AOC 06/24, LSGC AD 2.24.4-1							

LSGC 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, Geneva 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
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**	Internet connection in the briefing room
9	**ATS units provided with information**	Les Eplatures TWR
10	**Additional information (limitation of service, etc.)**	TEL: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland

LSZG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Guidance sign boards, TWY CL Restrictions see: ACFT PRKG Chart LSZG AD 2.24.2 - 1
2	**RWY/TWY markings and LGT**	RWY, TWY and holding PSN markings. RGL: TWY A and D TWY edge lights: TWY A and D
3	**Stop bars**	NIL
4	**Remarks**	NIL

LSZG AD 2.10 AERODROME OBSTACLES

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 06 (1)	Pole	*1409*	47 11 00 N 007 25 24 E	Chimney marked/LGTD	*1700*	47 08 46 N 007 32 49 E	B0471/02
AOC 06 (2)	Pole	*1410*	47 11 01 N 007 25 23 E	Pole marked	*1437*	47 10 45 N 007 24 54 E	B0362/07
AOC 06 (3)	Tree/Trees	*1437*	47 11 02 N 007 25 24 E	Crane/Cranes marked/LGTD	*1679*	47 11 49 N 007 23 41 E	B0455/22
AOC 06 (4)	Tree/Trees	*1453*	47 11 03 N 007 25 51 E	Crane/Cranes marked/LGTD	*1634*	47 11 46 N 007 25 01 E	B0497/22
AOC 06 (5)	Tree/Trees	*1468*	47 11 04 N 007 25 51 E				
AOC 06 (6)	Tree/Trees	*1485*	47 11 14 N 007 25 52 E				
AOC 24 (1)	Pole	*1418*	47 10 44 N 007 24 40 E				
AOC 24 (2)	Pole	*1418*	47 10 44 N 007 24 39 E				
AOC 24 (3)	Pole	*1419*	47 10 46 N 007 24 36 E				
AOC 24 (4)	Pole	*1422*	47 10 48 N 007 24 34 E				
AOC 24 (5)	Tree/Trees	*1453*	47 10 44 N 007 24 11 E				
AOC 24 (6)	Pole	*1462*	47 10 32 N 007 24 10 E				
AOC 24 (7)	Tree/Trees	*1471*	47 10 36 N 007 23 57 E				
AOC 24 (8)	Tree/Trees	*1493*	47 10 36 N 007 23 56 E				
Refer also to LSZG AOC 06/24, LSZG AD 2.24.4 - 1 Number in brackets is equivalent to identification number on AOC							

LSZG 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 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
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**	NIL
9	**ATS units provided with information**	CTR: Grenchen TWR / RMZ: ATIS
10	**Additional information (limitation of service, etc.)**	Weather briefing: Phone: 0900 162 737 (Ge); accessible within Switzerland RMZ: MET INFO on ATIS

LSZG 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 elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
06	066° GEO 064° MAG	1000 x 23	PCN 44/F/C/X/T ASPH	47 10 48.99N 007 24 45.88E	*1407 ft*	Refer to: LSZG AOC RWY 06/24
24	246° GEO 244° MAG			47 11 00.54N 007 25 23.51E	*1405 ft*	
06 L	066° GEO 064° MAG	390 x 18	0.25 MPa GRASS	NIL	NIL	NIL
24 R	246° GEO 244° MAG					
06 R	066° GEO 064° MAG	700 x 30	0.25 MPa GRASS	NIL	NIL	NIL
24 L	246° GEO 244° MAG					
06 GLD	066° GEO 064° MAG	700 x 30	0.25 MPa GRASS	NIL	NIL	NIL
24 GLD	246° GEO 244° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
06	NIL	NIL	1060 x 60	not applicable	Non-instrument runway Grooved 1000 m
24					Non-instrument runway Grooved 1000 m
06 L	NIL	NIL	450 x 60	not applicable	Powered-aircraft runway
24 R					
06 R	NIL	NIL	760 x 60	not applicable	Powered-aircraft runway
24 L					
06 GLD	NIL	NIL	760 x 60	not applicable	Glider runway
24 GLD					

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 19 (1)	Pole	*914*	45 59 54 N 008 54 23 E	Pole LGTD	*1931*	46 01 52 N 008 54 48 E	B1143/09
AOC 19 (2)	Pole	*924*	45 59 51 N 008 54 30 E	Pole LGTD	1518	46 01 13 N 008 57 03 E	B1331/11
AOC 19 (3)	Pole	*924*	45 59 52 N 008 54 22 E				
AOC 19 (4)	Tree/Trees	*938*	45 59 48 N 008 54 29 E				
AOC 19 (5)	Tree/Trees	*947*	45 59 45 N 008 54 27 E				
AOC 19 (6)	Tree/Trees	*990*	45 58 51 N 008 53 39 E				
AOC 19 (7)	Tree/Trees	*1009*	45 58 50 N 008 53 39 E				
AOC 19 (8)	Tree/Trees	*1041*	45 58 24 N 008 54 04 E				
AOC 19 (9)	Tree/Trees	*1130*	45 58 21 N 008 54 04 E				
AOC 19 (10)	Tree/Trees	*1142*	45 58 15 N 008 54 02 E				
AOC 19 (11)	Tree/Trees	*1162*	45 58 15 N 008 54 02 E				
AOC 19 (12)	Tree/Trees	*1234*	45 57 47 N 008 53 12 E				
AOC 19 (13	Tree/Trees	*1289*	45 57 47 N 008 53 11 E				
AOC 19 (14)	Tree/Trees	*1353*	45 57 12 N 008 53 06 E				
AOC 19 (15)	Tree/Trees	*1578*	45 57 10 N 008 53 05 E				
AOC 19 (16)	Tree/Trees	*1641*	45 56 32 N 008 54 22 E				
AOC 19 (17)	Tree/Trees	*2121*	45 56 21 N 008 54 23 E				
AOC 19 (18)	Tree/Trees	*2130*	45 56 17 N 008 54 23 E				
AOC 19 (19)	Tree/Trees	*2161*	45 56 17 N 008 54 23 E				
Refer also to LSZA AOC 01/19, LSZA AD 2.24.4							

LSZA 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 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr, It
7	**Charts and other information available for briefing or consultation**	All area forecast charts available worldwide
8	**Supplementary equipment available for providing information**	Internet connection in the briefing room
9	**ATS units provided with information**	Lugano TWR
10	**Additional information (limitation of service, etc.)**	TEL: Weather briefing: 0900 162 737 (Ge), 0900 162 767 (Fr); accessible within Switzerland

LSZA 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 elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
01 [1]	019° 017°	1415 x 30	PCN 40/F/B/W/T ASPH	45 59 58.17N 008 54 29.68E	*900 ft*	Refer to: LSZA AOC 01/19
19 [1]	199° 197°			46 00 29.60N 008 54 45.07E	*915 ft*	

[1] Designation changed to avoid mix-up.

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
01 [1]	NIL	NIL	1535 x 80	NIL	Runway strip and RESA dimensions according to non-instrument runway criteria Grooved 1415 m RESA: 30 m
19 [1]		60			Runway strip and RESA dimensions according to non-instrument runway criteria Grooved 1415 m RESA: 30 m

[1] Designation changed to avoid mix-up.

LSZA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	1345	1345	1415	1305	No turn pad at the beginning of RWY
	1025	1025	1095	Not applicable	Intersection MIKE
19	1415	1475	1415	1135	Turn pad at the beginning of RWY
	940	1000	940	Not applicable	Intersection ZULU
	695	755	695	Not applicable	Intersection NOVEMBER

DER RWY 01 is located 70 m before runway end respective RENL 01 due to obstacles in the immediate departure area.

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 23 (20)	Power line	*1579*	46 49 37 N 006 53 08 E				
AOC 23 (21)	Tree/Trees	*1604*	46 49 15 N 006 53 01 E				
AOC 23 (22)	Tree/Trees	*1636*	46 49 14 N 006 53 00 E				
AOC 23 (23)	Church	*1686*	46 48 58 N 006 52 07 E				
AOC 23 (24)	Tree/Trees	*1706*	46 48 56 N 006 51 54 E				
AOC 23 (25)	Tree/Trees	*1737*	46 48 38 N 006 52 15 E				
AOC 23 (26)	Tree/Trees	*1760*	46 48 35 N 006 52 12 E				
AOC 23 (27)	Tree/Trees	*1804*	46 48 45 N 006 51 54 E				
AOC 23 (28)	Tree/Trees	1863	46 48 40 N 006 51 56 E				
AOC 23 (29)	Tree/Trees	*1882*	46 48 42 N 006 51 52 E				
AOC 23 (30)	Tree/Trees	*1927*	46 48 39 N 006 51 52 E				
AOC 23 (31)	Tree/Trees	*1955*	46 48 37 N 006 51 50 E				
AOC 23 (32)	Tree/Trees	*1971*	46 48 37 N 006 51 43 E				
AOC 23 (33)	Tree/Trees	*2003*	46 48 33 N 006 51 39 E				
AOC 23 (34)	Tree/Trees	*2020*	46 48 21 N 006 51 47 E				
AOC 23 (35)	Antenna	*2078*	46 48 02 N 006 51 15 E				
AOC 23 (36)	Church	*2097*	46 48 04 N 006 50 55 E				
AOC 23 (37)	Tree/Trees	*2120*	46 47 44 N 006 50 59 E				
AOC 23 (38)	Tree/Trees	*2131*	46 47 41 N 006 51 00 E				
AOC 23 (39)	Tree/Trees	*2153*	46 47 39 N 006 50 59 E				
AOC 23 (40)	Tree/Trees	*2186*	46 47 37 N 006 50 56 E				
AOC 23 (41)	Tree/Trees	*2227*	46 47 34 N 006 50 54 E				
AOC 23 (42)	Tree/Trees	*2267*	46 47 27 N 006 50 43 E				
AOC 23 (43)	Tree/Trees	*2401*	46 46 59 N 006 50 42 E				
AOC 23 (44)	Tree/Trees	*2473*	46 46 56 N 006 50 44 E				
AOC 23 (45)	Tree/Trees	*2493*	46 46 53 N 006 50 43 E				

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 23 (46)	Tree/Trees	*2515*	46 46 52 N 006 50 42 E				
AOC 23 (47)	Tree/Trees	*2550*	46 46 50 N 006 50 41 E				
AOC 23 (48)	Tree/Trees	*2582*	46 46 42 N 006 50 41 E				
AOC 23 (49)	Tree/Trees	*2588*	46 46 40 N 006 50 40 E				
AOC 23 (50)	Tower/Pole	*2634*	46 46 34 N 006 50 34 E				

LSMP 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, Geneva 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
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**	Internet connection in the briefing room (C office)
9	**ATS units provided with information**	Payerne TWR
10	**Additional information (limitation of service, etc.)**	Phone: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland

LSZR AD 2.10 AERODROME OBSTACLES

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 10 (1)	Pole	*1307*	47 29 05 N 009 34 14 E	Pole LGTD	*1323*	47 29 11 N 009 32 54 E	B0719/06
AOC 10 (2)	Building	*1314*	47 29 00 N 009 34 14 E	Antenna LGTD	*1342*	47 29 06 N 009 33 16 E	B0167/04
AOC 10 (3)	Antenna	*1322*	47 29 00 N 009 34 14 E	Pole marked/LGTD	*1339*	47 29 01 N 009 34 00 E	B1310/13
AOC 10 (4)	Tree/Trees	*1328*	47 29 05 N 009 34 25 E	Control tower LGTD	*1360*	47 29 16 N 009 33 10 E	B0718/06
AOC 10 (5)	Tree/Trees	*1331*	47 28 56 N 009 34 30 E	Crane/Cranes marked/LGTD	*1409*	47 29 07 N 009 32 42 E	B0160/22
AOC 10 (6)	Tree/Trees	*1337*	47 28 57 N 009 34 30 E	Crane/Cranes marked/LGTD	*1384*	47 29 11 N 009 34 02 E	B0377/22
AOC 10 (7)	Tree/Trees	*1402*	47 29 05 N 009 34 37 E	Pole LGTD	*1315*	47 29 06 N 009 33 20 E	B0097/09
AOC 10 (8)	Tree/Trees	*1413*	47 29 04 N 009 34 47 E				
AOC 10 (9)	Tree/Trees	*1414*	47 29 02 N 009 34 47 E				
AOC 10 (10)	Tree/Trees	*1425*	47 28 53 N 009 34 55 E				
AOC 28 (1)	Pole	*1308*	47 29 12 N 009 32 59 E				
AOC 28 (2)	Tree/Trees	*1326*	47 29 07 N 009 32 58 E				
AOC 28 (3)	Tree/Trees	*1327*	47 29 08 N 009 32 57 E				
AOC 28 (4)	Pole	*1336*	47 29 07 N 009 32 55 E				
AOC 28 (5)	Pole	*1339*	47 29 08 N 009 32 55 E				
AOC 28 (6)	Antenna	*1347*	47 29 08 N 009 32 49 E				
AOC 28 (7)	Antenna	*1349*	47 29 08 N 009 32 48 E				
AOC 28 (8)	Building	*1350*	47 29 16 N 009 32 43 E				
AOC 28 (9)	Tree/Trees	*1367*	47 29 08 N 009 32 40 E				
Refer also to LSZR AOC 10/28, LSZR AD 2.24.4 - 1 Number in brackets is equivalent to identification number on AOC							

LSZR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	HX
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com), WLAN Internet
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	Self Briefing Service (www.skybriefing.com), WLAN Internet
8	**Supplementary equipment available for providing information**	WLAN Internet
9	**ATS units provided with information**	St. Gallen TWR
10	**Additional information (limitation of service, etc.)**	WLAN Internet

LSZR 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 elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
10	099° GEO 097° MAG	1455 x 30	PCN 30/F/C/Y/T ASPH	47 29 09.57N 009 33 05.74E	*1306 ft*	Refer to: LSZR AOC RWY 10/28
28	279° GEO 277° MAG			47 29 03.04N 009 34 08.31E	*1306 ft*	
10 GRASS	099° GEO 097° MAG	810 x 20	0.25 MPa GRASS	NIL	NIL	NIL
28 GRASS	279° GEO 277° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
10	NIL	60 x 150	1575 x 80	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 30 m Grooved between DTHR (1325 m)
28		60 x 150			Non-instrument RWY RESA: 30 m Grooved between DTHR (1325 m)
10 GRASS	NIL	NIL	870 x 60	N/A	NIL
28 GRASS					

LSZS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron surface and strength**	CONC and ASPH / PCN 30 F/C/X/U
2	**Taxiway width, surface and strength**	10 m / CONC and ASPH / PCN 30 F/C/X/U
3	**ACL location and elevation**	NIL
4	**VOR/INS checkpoints**	NIL
5	**Remarks**	NIL

LSZS AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	NIL
2	**RWY/TWY markings and LGT**	RCL and THR marked, not lighted. Holding positions RWY 03/21, intermediate holding positions and TWY centre lines marked, not lighted.
3	**Stop bars**	NIL
4	**Remarks**	NIL

LSZS AD 2.10 AERODROME OBSTACLES

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 03 (1)	Bridge	*5584*	46 32 32 N 009 53 21 E	Anemometer LGTD	*5627*	46 31 35 N 009 52 46 E	B0743/06
AOC 03 (2)	Pole	*5588*	46 32 33 N 009 53 25 E	Anemometer marked/LGTD	*5611*	46 32 29 N 009 53 17 E	B0914/07
AOC 03 (3)	Pole	*5589*	46 32 33 N 009 53 28 E	Aerial railway	306 AGL	46 30 29 N 009 49 06 E 46 30 20 N 009 47 16 E	B0339/02
AOC 03 (4)	Pole	*5597*	46 32 32 N 009 53 30 E	Power line	70 m AGL	46 31 11 N 009 50 54 E 46 31 08 N 009 50 54 E	B0100/06
AOC 03 (5)	Tree/Trees	*5598*	46 32 39 N 009 53 35 E	Antenna	*5655*	46 31 48 N 009 52 43 E	B1213/17
AOC 03 (6)	Tree/Trees	*5607*	46 32 39 N 009 53 36 E				
AOC 03 (7)	Tree/Trees	*5726*	46 33 54 N 009 54 10 E				
AOC 03 (8)	Tree/Trees	*6026*	46 34 07 N 009 54 21 E				
AOC 03 (9)	Power line	*6128*	46 34 19 N 009 54 36 E				
AOC 03 (10)	Tree/Trees	*6252*	46 35 09 N 009 55 37 E				
AOC 03 (11)	Tree/Trees	*6377*	46 35 10 N 009 55 39 E				

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
AOC 21 (1)	Torch	*5616*	46 31 33 N 009 52 36 E				
AOC 21 (2)	Pole	*5638*	46 31 28 N 009 52 27 E				
AOC 21 (3)	Pole	*5641*	46 31 27 N 009 52 28 E				
AOC 21 (4)	Pole	*5648*	46 31 26 N 009 52 28 E				
AOC 21 (5)	Tree/Trees	*5667*	46 31 12 N 009 52 20 E				
AOC 21 (6)	Tree/Trees	*5707*	46 31 11 N 009 52 21 E				
AOC 21 (7)	Tree/Trees	*5712*	46 31 10 N 009 52 19 E				
AOC 21 (8)	Tree/Trees	*5734*	46 31 11 N 009 52 17 E				
AOC 21 (9)	Tree/Trees	*5746*	46 31 01 N 009 52 19 E				
AOC 21 (10)	Tree/Trees	*5862*	46 30 58 N 009 52 18 E				
AOC 21 (11)	Tree/Trees	*5906*	46 30 29 N 009 51 53 E				
AOC 21 (12)	Tree/Trees	*6374*	46 30 00 N 009 51 33 E				
AOC 21 (13)	Tree/Trees	*6461*	46 29 45 N 009 49 59 E				
AOC 21 (14)	Tree/Trees	*6628*	46 29 41 N 009 49 52 E				
AOC 21 (15)	Cable railway	*6846*	46 29 30 N 009 49 30 E				
Refer also to AOC 03, LSZS AD 2.24.4 - 1 AOC 21, LSZS AD 2.24.4 - 3							

LSZS 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 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
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 FCST charts AVBL worldwide
8	**Supplementary equipment available for providing information**	do.
9	**ATS units provided with information**	Samedan TWR
10	**Additional information (limitation of service, etc.)**	Phone: Weather briefing: 0900 162 737 (Ge); accessible within Switzerland

LSGS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	4 snow blowers, 4 snow ploughs, 4 jet sweepers, 3 RWY de-icer, 1 aircraft de-icer
2	**Clearance priorities**	1. RWY and associated TWY to apron 2. Other TWY and ACFT stands
3	**Remarks**	Information on snow clearance published from NOV 01 - APR 30 in NOTAM (SNOWTAM) RWY 07/25 de-iced / anti-iced with betaine: BETAFROST (liquid) / NUTRISTIM (solid).

LSGS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron surface and strength**	CONC / ASPH PCN 40 F/B/X/T
2	**Taxiway width, surface and strength**	15/20 m CONC / ASPH PCN 40 F/B/X/T Details: Ref to LSGS AD 2.24.1/2
3	**ACL location and elevation**	No ACL markings
4	**VOR/INS checkpoints**	NIL
5	**Remarks**	NIL

LSGS AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	ACFT stand identification markings. Lead-in, stop and lead-out lines. Apron safety lines. Marshalling available on sectors North, Grély and South-East.
2	**RWY/TWY markings and LGT**	RWY markings: D-THR, designation, centre line and pre-THR area, side stripe. RWY LGT: see LSGS AD 2.14 TWY markings: Centre line, intermediate holding positions, runway holding position and mandatory instruction at all intersections with RWY. TWY LGT: Edge lights on TWY A*, B, C, D, F, G and S* (*: near runway only). Runway guard lights on TWY A and B. Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.
3	**Stop bars**	NIL
4	**Remarks**	The portion of TWY A east of TWY B is located within the runway strip. No use without ATC instructions.

LSGS AD 2.10 AERODROME OBSTACLES

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 07 (1)	Enclosure	*1591*	46 13 22 N 007 20 23 E	Power line	85m AGL	46 15 47 N 007 14 30 E 46 15 27 N 007 14 14 E	B0060/02
AOC 07 (2)	Pole	*1592*	46 13 23 N 007 20 24 E	Building	*1677*	46 13 31 N 007 21 26 E	
AOC 07 (3)	Tree/Trees	*1611*	46 13 24 N 007 20 31E	Antenna marked	*4216*	46 11 30 N 007 20 04 E	
AOC 07 (3a)	Tree/Trees	*1628*	46 13 22 N 007 20 43 E	Building LGTD	*1624*	46 13 29 N 007 20 53 E	
AOC 07 (3b)	Tree/Trees	*1645*	46 13 32 N 007 20 56 E	Tree/trees	*1804*	46 13 04 N 007 18 26 E	
AOC 07 (4)	Tree/Trees	*1681*	46 13 33 N 007 20 59 E	Tree/trees	*1844*	46 13 11 N 007 18 44 E	
AOC 07 (5)	Tree/Trees	*1689*	46 13 33 N 007 20 59 E	Crane/cranes	1686	46 12 55 N 007 17 53 E	B0032/04
AOC 07 (6)	Tree/Trees	*1711*	46 13 37 N 007 21 14 E	Tower/Mast marked	*1693*	46 12 51 N 007 18 41 E	
AOC 07 (7)	Tempo crane	*1754*	46 13 42 N 007 21 39 E	Building	*1614*	46 13 20 N 007 20 08 E	
AOC 07 (8)	Power line	*1920*	46 14 03 N 007 24 46 E	Building	*1670*	46 13 29 N 007 20 36 E	
AOC 07 (9)	Tree/Trees	*1940*	46 14 05 N 007 24 52 E	Building	*1690*	46 13 21 N 007 19 54 E	
AOC 07 (10)	Tree/Trees	*2081*	46 14 05 N 007 24 57 E	Tree/trees	*1634*	46 13 15 N 007 19 43 E	
AOC 07 (11)	Tree/Trees	*2200*	46 14 07 N 007 25 04 E	Power line	90 m AGL	46 13 13 N 007 14 50 E 46 13 20 N 007 14 43 E 46 13 28 N 007 14 43 E	B0059/02
AOC 07 (12)	Tree/Trees	*2337*	46 14 09 N 007 25 09 E	Building LGTD	*1611*	46 13 19 N 007 20 01 E	B0391/14
AOC 07 (13)	Tree/Trees	*2501*	46 14 10 N 007 25 15 E	Crane/cranes marked/LGTD	*1670*	46 13 12 N 007 20 19 E	B0411/05
AOC 07 (14)	Tree/Trees	*2590*	46 14 12 N 007 25 24 E	Crane/cranes marked	*1690*	46 13 28 N 007 20 19 E	B0322/22
AOC 07 (15)	Tree/Trees	*2735*	46 14 14 N 007 25 30 E	Aerial railway marked	3649	46 10 16 N 007 13 17 E 46 09 52 N 007 14 39 E	B0360/09
AOC 07 (16)	Tree/Trees	*2865*	46 14 21 N 007 25 50 E				
AOC 25 (1)	Enclosure	*1585*	46 13 01 N 007 18 49 E	Antenna	*1697*	46 13 40 N 007 21 32 E	B0512/06
AOC 25 (2)	Tree/Trees	*1590*	46 13 01 N 007 18 49 E	Crane marked/LGTD	*1664*	46 12 52 N 007 17 43 E	B1102/07
AOC 25 (3)	Tree/Trees	*1591*	46 13 01 N 007 18 44 E	Antenna LGTD	*1631*	46 13 11 N 007 19 12 E	B0488/08

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 25 (4)	Pole	*1592*	46 12 56 N 007 18 45 E	Chimney LGTD	*1629*	46 13 30 N 007 20 55 E	B1240/13
AOC 25 (5)	Pole	*1596*	46 12 56 N 007 18 41 E	Tower/Mast LGTD	*1613*	46 13 07 N 007 19 49 E	B0629/05
AOC 25 (6)	Building	*1600*	46 12 59 N 007 18 39 E	Crane/Cranes marked/LGTD	*1761*	46 13 43 N 007 21 46 E	B0064/22
AOC 25 (7)	Building	*1602*	46 13 00 N 007 18 36 E	Crane/Cranes marked/LGTD	*1663*	46 13 22 N 007 20 01 E	B0882/14
AOC 25 (8)	Building	*1608*	46 13 00 N 007 18 35 E	Crane/Cranes marked/LGTD	*1657*	46 12 51 N 007 17 55 E	B0105/15
AOC 25 (9)	Pole	*1628*	46 13 00 N 007 18 30 E	Crane/Cranes marked/LGTD	*1739*	46 13 21 N 007 21 57 E	B0653/19
AOC 25 (10)	Pole	*1631*	46 12 59 N 007 18 27 E	Crane/Cranes marked/LGTD	*1729*	46 13 41 N 007 21 35 E	B0609/22
AOC 25 (11)	Tree/Trees	*1641*	46 12 59 N 007 18 24 E	Crane/Cranes marked/LGTD	*1704*	46 13 40 N 007 21 36 E	B1593/21
AOC 25 (12)	Tree/Trees	*1669*	46 12 52 N 007 18 27 E				
AOC 25 (13)	Power line	*1696*	46 12 46 N 007 18 10 E	Crane/Cranes marked/LGTD	*1754*	46 13 42 N 007 21 39 E	B0185/22
Refer also to LSGS AOC 07/25, LSGS AD 2.24.4 - 1 Number in brackets is equivalent to identification number on AOC.							

LSGS 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, Geneva 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
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**	Internet connection in the briefing room
9	**ATS units provided with information**	Sion TWR
10	**Additional information (limitation of service, etc.)**	Phone: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland

LSGS 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 elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
07	073° GEO 072° MAG	2000 x 40	PCN 40 F/ B/ X/ T ASPH	46 13 00.73N 007 18 55.42E	*1575 ft*	Refer to: AOC 07/25
25	253° GEO 252° MAG			46 13 18.56N 007 20 19.05E	*1582 ft*	
07 GRASS	073° GEO 072° MAG	660 x 30	0.25 MPa 5700 kg MPW[1] GRASS	NIL	NIL	NIL
25 GRASS	253° GEO 252° MAG		0.25 MPa 5700 kg MPW[1] GRASS			

[1] Maximum permissible weight

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
07	NIL	60	2120 x 150	NIL	Non-instrument runway not grooved RESA: 90 m
25		60			Non-instrument runway not grooved RESA: 90 m
07 GRASS	NIL	NIL	720 x 60	NIL	Only VFR operations (see LSGS AD INFO)
25 GRASS					

LSGS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	2000	2060	2000	1935	MAX length
	1500	1560	1500	Not applicable	Intersection H
	1150	1210	1150	Not applicable	Intersection G
25	2000	2060	2000	1940	MAX length
	1800	1860	1800	Not applicable	Intersection E
	1625	1685	1625	Not applicable	Intersection B
	1355	1415	1355	Not applicable	Intersection C
	1330	1390	1330	Not applicable	Intersection F
07 GRASS	560	560	560	660	Only VFR operations (see LSGS AD INFO)
25 GRASS	660	660	660	560	

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: • 5-Star Aviation: Phone +41 (0) 79 465 68 99 Email: 5star@5staraviation.ch • Textron Aviation - Cessna Zürich Citation Service Center: Phone +41 (0) 79 597 43 45 Email: ipilipovic@txtav.com • Helvetic Maintenance: Phone +41 (0) 79 939 09 21 Email: mcc@helvetic.com • Jet Aviation AG: Phone +41 (0) 58 158 84 62 Email: zrhfbo@jetaviation.com • Motorfluggruppe Zürich: Phone +41 (0) 44 881 22 22 Email: flightmaintenance@mfgz.ch • Northern Aerotech ApS: Phone: +41 (0) 76 470 29 55 Email: zurich@northern-aerotech.com • SR-Technics Switzerland AG: Phone +41 (0) 79 320 26 25 Email: zrhline@srtechnics.ch • Swiss Line Maintenance: Phone +41 (0) 44 564 40 44 Email: mcc@swiss.com
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)

LSZH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron surface and strength**	CONC - PCN 60 R/B/W/T
2	**Taxiway width, surface and strength**	WID: 27 m and 23 m CONC - PCN 60 R/B/W/T
3	**ACL location and elevation**	Beginning RWY 10: *1391 ft* Beginning RWY 28: *1416 ft* Beginning RWY 14: *1402 ft* Beginning RWY 32: *1402 ft* Beginning RWY 16: *1390 ft* Beginning RWY 34: *1385 ft* Parking sector A: *1400 ft* Parking sector C, D: *1390 ft* Parking sector B, I: *1397 ft* Parking sector E: *1395 ft* Parking sector F: *1407 ft* Parking sector H: *1404 ft* Parking sector P: *1385 ft* Parking sector T: *1394 ft* Parking sector W: *1382 ft*
4	**VOR checkpoints**	NIL

5 INS checkpoints

NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84
A02	47 27 12.59N 008 33 31.05E	E4M	47 27 38.86N 008 33 15.85E	P31	47 27 48.26N 008 33 11.51E
A03	47 27 14.35N 008 33 40.18E	E5M	47 27 39.25N 008 33 08.66E	P32	47 27 48.41N 008 33 09.45E
A04	47 27 12.40N 008 33 29.08E	E19	47 27 41.16N 008 33 30.08E	P33	47 27 48.55N 008 33 07.38E
A05	47 27 14.42N 008 33 38.15E	E20	47 27 38.04N 008 33 30.07E	P34	47 27 48.70N 008 33 05.31E
A07	47 27 14.56N 008 33 36.01E	E23	47 27 40.85N 008 33 27.92E	P35	47 27 49.10N 008 32 58.19E
A08	47 27 13.03N 008 33 25.29E			P36	47 27 50.38N 008 32 57.32E
A09	47 27 14.50N 008 33 33.99E	E26	47 27 38.05N 008 33 26.60E	P37	47 27 51.66N 008 32 56.44E
A10	47 27 12.97N 008 33 23.34E	E27	47 27 41.13N 008 33 24.48E		
A11	47 27 15.08N 008 33 28.87E			T41	47 26 38.04N 008 34 01.46E
A13	47 27 15.28N 008 33 26.86E	E32	47 27 38.18N 008 33 23.26E	T42	47 26 37.23N 008 34 00.20E
A15	47 27 15.29N 008 33 24.82E	E33	47 27 41.85N 008 33 21.81E	T43	47 26 36.40N 008 33 58.33E
A17	47 27 15.27N 008 33 22.78E	E34	47 27 38.33N 008 33 22.58E	T44	47 26 35.54N 008 33 56.25E
		E35	47 27 41.32N 008 33 21.03E	T45	47 26 46.45N 008 33 59.87E
A42	47 27 11.77N 008 33 36.63E	E36	47 27 38.07N 008 33 21.15E	T46	47 26 45.07N 008 34 00.23E
A44	47 27 12.13N 008 33 33.96E	E37	47 27 41.87N 008 33 19.72E	T52	47 26 46.63N 008 33 50.17E
A46	47 27 12.38N 008 33 30.37E	E42	47 27 38.61N 008 33 19.14E	T53	47 26 47.88N 008 33 52.73E
A48	47 27 12.64N 008 33 27.17E	E43	47 27 41.57N 008 33 17.59E	T54	47 26 47.04N 008 33 52.31E
A49	47 27 14.80N 008 33 31.35E	E44	47 27 38.20N 008 33 17.00E	T55	47 26 48.67N 008 33 57.09E
A57	47 27 15.58N 008 33 20.44E	E45	47 27 42.10N 008 33 15.58E	T56	47 26 48.34N 008 33 53.55E
		E46	47 27 38.87N 008 33 15.71E		
B31	47 27 05.67N 008 33 35.65E	E47	47 27 41.86N 008 33 14.15E	T60	47 26 38.88N 008 33 47.47E
B32	47 27 01.56N 008 33 35.01E	E48	47 27 38.33N 008 33 14.93E	T61	47 26 39.30N 008 33 46.41E
B33	47 27 05.87N 008 33 33.66E	E49	47 27 42.05N 008 33 13.48E	T62	47 26 38.43N 008 33 45.41E
B34	47 27 01.30N 008 33 34.32E	E50	47 27 38.92N 008 33 12.93E	T63	47 26 37.98N 008 33 43.35E
B35	47 27 05.81N 008 33 32.29E	E51	47 27 42.77N 008 33 10.93E	T64	47 26 36.91N 008 33 43.62E

5 INS checkpoints

NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84
B36	47 27 01.24N 008 33 32.90E	E52	47 27 39.06N 008 33 12.26E	W01	47 26 53.81N 008 32 56.31E
B37	47 27 05.55N 008 33 31.60E	E53	47 27 42.10N 008 33 10.13E	W02	47 26 54.43N 008 32 58.28E
B38	47 27 01.55N 008 33 30.88E	E54	47 27 38.82N 008 33 10.83E	W03	47 26 55.11N 008 33 00.42E
B39	47 27 06.05N 008 33 28.94E	E55	47 27 42.81N 008 33 08.85E	W04	47 26 55.58N 008 33 03.02E
B41	47 27 06.35N 008 33 26.97E	E56	47 27 39.34N 008 33 08.82E	W05	47 26 56.14N 008 33 04.79E
B43	47 27 06.48N 008 33 25.62E	E57	47 27 42.34N 008 33 06.69E	W21	47 26 54.19N 008 32 56.76E
B45	47 27 06.51N 008 33 24.98E	E58	47 27 38.72N 008 33 06.88E	W22	47 26 55.18N 008 32 59.90E
		E62	47 27 39.91N 008 33 05.72E	W23	47 26 56.29N 008 33 03.40E
C50	47 26 54.70N 008 33 41.76E	E64	47 27 41.12N 008 33 04.63E	W30	47 26 55.15N 008 32 59.23E
C51	47 26 53.41N 008 33 42.57E	E67	47 27 42.19N 008 33 04.18E	W41	47 27 15.49N 008 32 47.13E
C52	47 26 52.57N 008 33 43.22E			W42	47 27 08.31N 008 32 52.07E
C53	47 26 52.13N 008 33 43.45E	F72	47 27 19.68N 008 33 56.62E		
C54	47 26 50.34N 008 33 44.68E	F73	47 27 19.52N 008 33 58.80E		
C55	47 26 49.94N 008 33 45.04E	F74	47 27 19.37N 008 34 00.99E		
C56	47 26 49.06N 008 33 45.56E	F75	47 27 19.21N 008 34 03.17E		
C57	47 26 47.81N 008 33 46.50E				
C58	47 26 46.51N 008 33 47.32E	G01	47 26 33.89N 008 33 38.03E		
C59	47 26 45.72N 008 33 48.10E	G02	47 26 32.51N 008 33 38.97E		
C60	47 26 45.24N 008 33 48.20E	G03	47 26 31.13N 008 33 39.92E		
D01	47 26 55.25N 008 33 29.93E	G04	47 26 29.75N 008 33 40.87E		
D02	47 26 54.92N 008 33 30.01E	G05	47 26 28.37N 008 33 41.82E		
D03	47 26 53.90N 008 33 30.86E	G06	47 26 27.08N 008 33 43.05E		
D04	47 26 52.95N 008 33 31.26E				
D05	47 26 52.58N 008 33 32.00E	G11	47 26 32.90N 008 33 46.37E		
D06	47 26 49.00N 008 33 34.74E	G12	47 26 31.55N 008 33 47.13E		
D07	47 26 48.09N 008 33 34.47E	G13	47 26 30.28N 008 33 48.12E		
D08	47 26 47.70N 008 33 35.45E	G14	47 26 28.97N 008 33 49.02E		
D09	47 26 46.35N 008 33 36.38E				
D10	47 26 45.49N 008 33 36.25E	H11	47 27 20.38N 008 33 41.52E		
D11	47 26 45.11N 008 33 37.24E	H12	47 27 20.56N 008 33 38.07E		
D12	47 26 43.76N 008 33 38.17E	H13	47 27 20.70N 008 33 36.04E		
D13	47 26 42.90N 008 33 38.04E	H14	47 27 20.91N 008 33 34.04E		
D14	47 26 42.51N 008 33 39.03E				
D15	47 26 41.16N 008 33 39.96E	I01	47 27 21.39N 008 33 26.87E		
D16	47 26 40.30N 008 33 39.83E	I02	47 27 21.51N 008 33 24.72E		
D17	47 26 39.91N 008 33 40.81E	I03	47 27 21.74N 008 33 21.50E		
		I04	47 27 21.89N 008 33 19.36E		
		I05	47 27 22.04N 008 33 17.22E		

6	Remarks	Transverse slopes of following taxiway strips partially exceeding downward slope of 5 % beyond graded portion: - TWY BRAVO (western part) - TWY ECHO (between E3 and E1, between TWY DELTA and CHARLIE) - TWY FOXTROTT (between TWY DELTA and CHARLIE) - TWY GOLF (eastern part)

LSZH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	**Dock A, B and E** Safegate Aircraft Docking Guidance System “Safedock” **Routine docking manoeuvre:** • Check for correct ACFT type displayed (ICAO type designator according ICAO Doc 8643). Note that the Airbus Neo and Boeing 737 MAX series aircraft (A19N/A20N/A21N/A338/A339 and B37M/B38M/B39M) are displayed as standard ICAO codes (A319/A320/A321/A332/ A333 and B737/B738/B739). Same applies for Embraer 175 and Embraer 170-200 Aircraft, where short or longwing versions (E75S/E75L) are displayed as E175. • Do not proceed beyond the bridge unless a positive tracking of the aircraft has been established. This is indicated by changed displayed information, where a yellow guidance center line bar becomes visible. The position in relation to CL is indicated by yellow arrows. Additionally, arrows show direction of turn if aircraft is not aligned with CL. • Display of digital countdown in meters starts at 20m before stop PSN. • At the stop PSN the display will show "STOP followed by "OK" if parked correctly. • In case of overshooting the stop PSN, a "too far" indication is displayed. In any case where a safe docking process is not possible e.g. no guidance information displayed, error on display, obstacles in the path, wrong aircraft type, etc. stop the aircraft and request assistance from Apron Control. • The color scheme of an ACFT may have a negative impact on the identification process. Detailed system description of docking procedure, fault messages and safety procedures with corresponding graphics are AVBL under: URL: https://www.flughafen-zuerich.ch/en/business/airlines-and-handling/flight-operations/aircraft-docking-guidance-system **Stop at parking PSNs C, D, F, G, H, I, P, T, W**: Stop bar markings are located to the left with a 90 degree angle to the guide lines. ACFT has to be stopped with the pilot seat ABM the stop bar. (REF: LSZH AD 2.24.3 - 1, inset)
2	**RWY/TWY markings and LGT**	RWY Centre lines, thresholds, touchdown zone; Taxiway centre line, holding positions, taxi-out lines; apron heliport ICAO markings (REF: LSZH AD 2.24.1 - 1) Where no taxiway centre line markings are applied at runway exits, taxiing clearance distances using "cockpit over TWY CL" not ensured.
3	**Stop bars**	LIH (REF: LSZH AD 2.24.3 - 1 and LSZH AD 2.24.3 - 3) On apron, taxiway centre line light section after stop bars not switchable.
4	**Remarks**	1. -Backtrack RWY 16: Turn Pad AVBL at THR 16. Turns are executed from left to right only. -Backtrack RWY 34: Turns are executed at E9 from right to left only. -RWY 28: RWY HLDG PSNs are located at 75 m from RCL. (REF: LSZH LSZH AD 2.24.1 - 1) 2. Use of remote de-icing facilities: Aircraft stop PSN on de-icing lanes C1 / C2 / C3 / F1 / F2 / F3 marked and lighted. Stop PSN markings with yellow lights and the RMK “STOP DE-ICING” are located to the left with a 90 degree angle to the de-icing lane. To commence de-icing, aircraft (all types) has to stop with the pilot seat abeam the stop PSN. When entering the de-icing lane as instructed by “Zurich Apron”, ACFT shall taxi independently with caution up to de-icing stop PSN. (REF: LSZH LSZH AD 2. 24.1 - 1) Be aware of repositioning of de-icing trucks within the remote de-icing facilities.

LSZH AD 2.10 AERODROME OBSTACLES

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 10 (1)	Pole	*1427*	47 27 21 N 008 34 20 E	Church	*1588*	47 25 56 N 008 34 38 E	A0087/08
AOC 10 (2)	Large structure	*1428*	47 27 20 N 008 34 21 E	Building LGTD	*1483*	47 27 27 N 008 34 25 E	A0096/01
AOC 10 (3)	Antenna	*1432*	47 27 23 N 008 34 28 E	Antenna marked/LGTD	*1705*	47 24 52 N 008 33 56 E	A0164/12
AOC 10 (4)	Antenna	*1434*	47 27 23 N 008 34 29 E	Building LGTD	*1690*	47 24 49 N 008 33 10 E	A0390/02
AOC 10 (5)	Enclosure	*1436*	47 27 27 N 008 34 31 E	Antenna marked/LGTD	*1435*	47 28 23 N 008 32 23 E	A0198/07
AOC 10 (6)	Antenna	*1437*	47 27 23 N 008 34 31 E	Radar marked/LGTD	*1526*	47 27 52 N 008 33 03 E	A0393/02
AOC 10 (7)	Antenna	*1440*	47 27 20 N 008 34 31 E	Crane/Cranes marked/LGTD	*1754*	47 24 39 N 008 32 35 E	A0285/20
AOC 10 (8)	Tree/Trees	*1452*	47 27 26 N 008 34 33 E	RVR Camera	*1400*	47 28 49 N 008 32 12 E	A0281/08
AOC 10 (9)	Tree/Trees	*1458*	47 27 24 N 008 34 38 E	Antenna marked/LGTD	*1766*	47 24 39 N 008 32 38 E	A0635/08
AOC 10 (10)	Tree/Trees	*1471*	47 27 25 N 008 34 40 E	Antenna LGTD	*1591*	47 26 56 N 008 34 33 E	A0285/00
AOC 10 (11)	Building	*1482*	47 27 25 N 008 34 46 E	Antenna marked/LGTD	*2148*	47 25 17 N 008 27 48 E	A0262/07
AOC 10 (12)	Building	*1484*	47 27 24 N 008 34 46 E	Antenna marked/LGTD	*1591*	47 26 59 N 008 34 26 E	
AOC 10 (13)	Building	*1486*	47 27 25 N 008 34 47 E	Tower/Mast LGTD	*1683*	47 26 30 N 008 34 55 E	
AOC 10 (14)	Tree/Trees	*1533*	47 27 26 N 008 35 21 E	Crane/Cranes marked/LGTD	*1516*	47 23 35 N 008 30 29 E	
AOC 10 (15)	Tree/Trees	*1555*	47 27 25 N 008 35 23 E	Tower LGTD	*1550*	47 27 14 N 008 33 28 E	
AOC 10 (16)	Pole	*1569*	47 27 25 N 008 35 24 E	Antenna LGTD	*1473*	47 28 43 N 008 31 47 E	
AOC 10 (17)	Tree/Trees	*1571*	47 27 25 N 008 35 25 E	Tower/Mast	*2168*	47 26 11 N 008 24 28 E	A0154/10
AOC 10 (18)	Tree/Trees	*1603*	47 27 09 N 008 35 53 E	Antenna marked/LGTD	1699	47 25 22 N 008 32 14 E	
AOC 10 (19)	Tree/Trees	*1618*	47 27 08 N 008 35 54 E	Building LGTD	*1476*	47 27 29 N 008 34 24 E	
AOC 10 (20)	Tree/Trees	*1625*	47 27 04 N 008 35 58 E	Antenna LGTD	*1532*	47 26 43 N 008 32 57 E	
AOC 10 (21)	Tree/Trees	*1631*	47 27 02 N 008 36 01 E	Tree/Trees	*1611*	47 26 31 N 008 34 20 E	
AOC 10 (22)	Tree/Trees	*1646*	47 27 14 N 008 36 15 E	Building	*1532*	47 27 13 N 008 34 13 E	
AOC 10 (23)	Tree/Trees	*1685*	47 27 10 N 008 36 16 E	Antenna LGTD	*1545*	47 27 14 N 008 33 52 E	
				Antenna LGTD	*1421*	47 27 26 N 008 32 44 E	

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 28 (1)	Others	*1415*	47 27 30 N 008 31 44 E	Antenna LGTD	*2881*	47 28 54 N 008 24 10 E	A0492/06
AOC 28 (2)	Building	*1425*	47 27 30 N 008 31 43 E	RVR Camera	*1402*	47 28 50 N 008 32 14 E	A0279/08
AOC 28 (3)	Building	*1431*	47 27 30 N 008 31 43 E	Pole	*1956*	47 27 01 N 008 40 02 E	A0413/06
AOC 28 (4)	Building	*1431*	47 27 29 N 008 31 42 E	Pole	*2002*	47 27 15 N 008 39 44 E	A0412/06
AOC 28 (5)	Building	*1433*	47 27 35 N 008 31 41 E	Pole	*1998*	47 27 23 N 008 39 36 E	A0411/06
AOC 28 (6)	Building	*1438*	47 27 36 N 008 31 40 E	Crane/Cranes marked/LGTD	*1582*	47 27 08 N 008 33 39 E	A0107/02
AOC 28 (7)	Tree/Trees	*1443*	47 27 30 N 008 31 36 E	Pole LGTD	*1451*	47 27 38 N 008 33 38 E	A0289/02
AOC 28 (8)	Tree/Trees	*1446*	47 27 30 N 008 31 36 E	Tower marked/LGTD	*1684*	47 26 30 N 008 34 55 E	A0045/22
AOC 28 (9)	Transmission line	*1460*	47 27 29 N 008 31 25 E	Antenna marked/LGTD	*1542*	47 27 12 N 008 34 05 E	A0316/02
AOC 28 (10)	Transmission line	*1465*	47 27 29 N 008 31 23 E	Antenna LGTD	*1533*	47 26 12 N 008 34 17 E	A0041/03
AOC 28 (11)	Tree/Trees	*1502*	47 27 33 N 008 31 08 E	Antenna marked	*1533*	47 27 32 N 008 34 34 E	A0391/02
AOC 28 (12)	Tree/Trees	*1519*	47 27 34 N 008 31 05 E	Antenna marked	*1441*	47 29 03 N 008 32 12 E	A0385/02
AOC 28 (13)	Tree/Trees	*1551*	47 27 39 N 008 30 50 E	Pole	*2044*	47 27 32 N 008 39 27 E	A0410/06
AOC 28 (14)	Tree/Trees	*1586*	47 27 31 N 008 30 43 E	Building	*1605*	47 23 08 N 008 31 52 E	A0264/04
AOC 28 (15)	Tree/Trees	*1589*	47 27 34 N 008 30 42 E	Pole LGTD	*1444*	47 27 32 N 008 33 39 E	A0359/02
AOC 28 (16)	Tree/Trees	*1590*	47 27 34 N 008 30 42 E	Crane/Cranes marked/LGTD	*1598*	47 26 25 N 008 34 16 E	A0308/19
AOC 28 (17)	Tree/Trees	*1597*	47 27 28 N 008 30 40 E	Pole LGTD	*1500*	47 27 58 N 008 32 56 E	A0361/02
AOC 28 (18)	Tree/Trees	*1603*	47 27 31 N 008 30 38 E	Tree/Trees	*2054*	47 27 29 N 008 40 19 E	A0416/06
AOC 28 (19)	Tree/Trees	*1605*	47 27 32 N 008 30 36 E	Tree/Trees	*2012*	47 27 33 N 008 38 51 E	A0415/06
AOC 28 (20)	Tree/Trees	*1606*	47 27 32 N 008 30 36 E	Tree/Trees	*1943*	47 27 34 N 008 37 13 E	A0414/06
AOC 28 (21)	Tree/Trees	*1611*	47 27 34 N 008 30 34 E	Tower marked/LGTD	*1851*	47 27 29 N 008 36 38 E	A0043/22
AOC 28 (22)	Tree/Trees	*1615*	47 27 28 N 008 30 32 E	Tower marked/LGTD	*1669*	47 26 05 N 008 32 26 E	A0044/22
AOC 28 (23)	Tree/Trees	*1623*	47 27 37 N 008 30 27 E	RVR Camera	*1383*	47 28 15 N 008 32 13 E	A0277/08
AOC 28 (24)	Tree/Trees	*1629*	47 27 43 N 008 30 25 E	Pole marked/LGTD	*1772*	47 27 47 N 008 35 51 E	A0348/01
AOC 28 (25)	Tree/Trees	*1632*	47 27 49 N 008 30 23 E	Pole marked/LGTD	*1800*	47 27 47 N 008 35 51 E	A0042/22
AOC 28 (26)	Tree/Trees	*1641*	47 27 49 N 008 30 23 E	Antenna marked/LGTD	*1542*	47 27 12 N 008 34 05 E	A0316/02

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 28 (27)	Tree/Trees	*1646*	47 27 49 N 008 30 21 E	Antenna marked/LGTD	*1459*	47 28 46 N 008 31 46 E	A0286/10
AOC 28 (28)	Tree/Trees	*1704*	47 27 26 N 008 29 29 E	Pole marked/LGTD	*1646*	47 27 26 N 008 30 39 E	A0246/09
AOC 28 (29)	Tree/Trees	*1772*	47 27 25 N 008 29 20 E	Pole marked/LGTD	*1748*	47 26 51 N 008 31 10 E	A0245/09
AOC 28 (30)	Tree/Trees	*1803*	47 27 21 N 008 28 46 E	Antenna	*2428*	47 22 12 N 008 35 18 E	A0104/03
AOC 28 (31)	Tree/Trees	*1808*	47 27 20 N 008 28 46 E	Building LGTD	*1974*	47 24 28 N 008 30 39 E	A0560/10
AOC 28 (32)	Tree/Trees	*1877*	47 27 50 N 008 27 27 E	Antenna	*1605*	47 22 19 N 008 31 38 E	A0325/03
AOC 28 (33)	Tree/Trees	*1881*	47 27 48 N 008 27 23 E	Crane/Cranes marked/LGTD	*1549*	47 28 37 N 008 30 04 E	A0326/03
AOC 28 (34)	Tree/Trees	*1915*	47 27 46 N 008 27 18 E	Tower LGTD	*2382*	47 22 12 N 008 35 57 E	A0428/03
AOC 14 (1)	Antenna	*1408*	47 27 37 N 008 33 57 E	Pole LGTD	*1506*	47 26 38 N 008 33 41 E	A0467/03
AOC 14 (2)	Antenna	*1421*	47 27 35 N 008 33 59 E	Building LGTD	*1529*	47 26 34 N 008 33 51 E	B0615/03
AOC 14 (3)	Building	*1423*	47 27 35 N 008 34 06 E	Radar LGTD	*1609*	47 26 54 N 008 34 38 E	A0491/17
AOC 14 (4)	Antenna	*1429*	47 27 35 N 008 34 06 E	Pole LGTD	*2340*	47 21 59 N 008 35 36 E	A0391/03
AOC 14 (5)	Pole	*1444*	47 27 30 N 008 34 01 E	Pole LGTD	*2264*	47 22 13 N 008 36 20 E	A0390/03
AOC 14 (6)	Tree/Trees	*1453*	47 27 34 N 008 34 10 E	Pole LGTD	*1474*	47 26 36 N 008 33 38 E	A0468/03
AOC 14 (7)	Tree/Trees	*1473*	47 27 33 N 008 34 12 E	Antenna marked/LGTD	*1709*	47 28 16 N 008 30 11 E	B0506/05
AOC 14 (8)	Building	*1532*	47 27 13 N 008 34 16 E	Building LGTD	*1739*	47 23 10 N 008 31 02 E	A0070/09
AOC 14 (9)	Building	*1533*	47 27 13 N 008 34 17 E	Antenna marked/LGTD	*1477*	47 25 59 N 008 33 42 E	A0068/09
AOC 14 (10)	Tree/Trees	*1555*	47 27 01 N 008 34 29 E	Tower/Mast marked/LGTD	*1687*	47 28 14 N 008 34 00 E	A0229/06
AOC 14 (11)	Tree/Trees	*1584*	47 27 00 N 008 34 31 E	Tower/Mast marked/LGTD	*1841*	47 27 12 N 008 37 19 E	A0228/06
AOC 14 (12)	Tree/Trees	*1591*	47 27 01 N 008 34 35 E	Tower/Mast marked/LGTD	*2081*	47 20 53 N 008 28 01 E	A0269/06
AOC 14 (13)	Tree/Trees	*1595*	47 27 01 N 008 34 35 E	Tower/Mast marked/LGTD	*1897*	47 20 28 N 008 27 43 E	A0268/06
AOC 14 (14)	Tree/Trees	*1599*	47 26 59 N 008 34 38 E	Antenna	*1398*	47 27 05 N 008 33 07 E	A0356/06
AOC 14 (15)	Tree/Trees	*1620*	47 26 57 N 008 34 39 E	Antenna marked/LGTD	*1779*	47 31 15 N 008 42 57 E	A0405/09
AOC 14 (16)	Tree/Trees	*1651*	47 26 45 N 008 34 59 E	Antenna marked/LGTD	*1459*	47 28 46 N 008 31 46 E	A0285/10
AOC 14 (17)	Tree/Trees	*1658*	47 26 43 N 008 34 59 E	Antenna	*1917*	47 31 13 N 008 34 18 E	A0162/11
AOC 14 (18)	Tree/Trees	*1665*	47 26 40 N 008 35 04 E	Antenna marked/LGTD	*1762*	47 23 10 N 008 31 02 E	A0076/11

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 14 (19)	Tree/Trees	*1669*	47 26 38 N 008 35 06 E	Building LGTD	*1710*	47 23 23 N 008 31 38 E	A0161/16
AOC 14 (20)	Tree/Trees	*1672*	47 26 38 N 008 35 06 E	Antenna LGTD	*1521*	47 26 45 N 008 33 08 E	A0647/12
AOC 14 (21)	Tree/Trees	*1675*	47 26 37 N 008 35 08 E	Antenna LGTD	*1429*	47 27 51 N 008 32 29 E	A0411/13
AOC 14 (22)	Tree/Trees	*1683*	47 26 33 N 008 35 17 E	Antenna LGTD	*1454*	47 27 43 N 008 33 59 E	A0406/13
AOC 14 (23)	Tree/Trees	*1697*	47 26 33 N 008 35 21 E	Antenna marked/LGTD	*1419*	47 27 36 N 008 33 59 E	A0171/14
AOC 14 (24)	Tree/Trees	*1700*	47 26 38 N 008 35 32 E	Antenna marked/LGTD	*1442*	47 28 50 N 008 32 26 E	A0170/14
AOC 14 (25)	Tree/Trees	*1714*	47 26 37 N 008 35 33 E	Antenna marked/LGTD	*1415*	47 28 50 N 008 32 26 E	A0169/14
AOC 14 (26)	Tree/Trees	*1722*	47 26 35 N 008 35 32 E	Crane/Cranes marked/LGTD	*1542*	47 28 38 N 008 30 03 E	A0183/19
AOC 14 (27)	Tree/Trees	*1726*	47 26 39 N 008 35 42 E	Building LGTD	*1640*	47 24 31 N 008 35 29 E	A0060/20
AOC 14 (28)	Tree/Trees	*1736*	47 26 38 N 008 35 43 E	Power line	158 ft AGL	47 27 41 N 008 39 23 E 47 27 32 N 008 39 27 E 47 27 23 N 008 39 36 E 47 27 15 N 008 39 44 E 47 27 01 N 008 40 02 E	A0409/06
AOC 14 (29)	Tree/Trees	*1737*	47 26 38 N 008 35 45 E				
AOC 14 (30)	Tree/Trees	*1744*	47 26 37 N 008 35 48 E				
AOC 14 (31)	Tree/Trees	*1752*	47 26 37 N 008 35 48 E				
AOC 32 (1)	Enclosure	*1422*	47 29 10 N 008 31 55 E	Building marked	*1404*	47 28 50 N 008 32 26 E	
AOC 32 (2)	Tree/Trees	*1428*	47 29 11 N 008 31 55 E	Building marked	*1390*	47 28 23 N 008 32 23 E	
AOC 32 (3)	Tree/Trees	*1431*	47 29 11 N 008 31 54 E	Pole LGTD	*1465*	47 27 29 N 008 31 23 E	A0304/16
AOC 32 (4)	Pole	*1435*	47 29 11 N 008 31 48 E	Chimney LGTD	*1538*	47 26 57 N 008 33 59 E	A0059/20
AOC 32 (5)	Pole	*1438*	47 29 14 N 008 31 48 E	Crane/Cranes marked/LGTD	*1586*	47 27 03 N 008 35 07 E	A0675/21
AOC 32 (6)	Tree/Trees	*1464*	47 29 23 N 008 31 28 E	Pole marked/LGTD	*1526*	47 27 59 N 008 32 57 E	A0269/18
AOC 32 (7)	Tree/Trees	*1466*	47 29 25 N 008 31 27 E	Antenna	*1541*	47 27 05 N 008 31 49 E	A0450/17
AOC 32 (8)	Tree/Trees	*1481*	47 29 25 N 008 31 27 E	Building LGTD	*1486*	47 26 23 N 008 33 53 E	A0469/16
AOC 32 (9)	Tree/Trees	*1508*	47 29 45 N 008 31 21 E	Building LGTD	*1475*	47 26 23 N 008 33 52 E	A0468/16
AOC 32 (10)	Tree/Trees	*1515*	47 29 45 N 008 31 21 E	Tree/Trees	*1584*	47 26 56 N 008 34 41 E	A0490/16
AOC 32 (11)	Tree/Trees	*1617*	47 30 37 N 008 29 29 E	Crane/Cranes marked/LGTD	*1709*	47 22 40 N 008 32 49 E	A0518/16
AOC 32 (12)	Tree/Trees	*1629*	47 30 38 N 008 29 30 E	Antenna marked/LGTD	*1524*	47 27 15 N 008 33 52 E	A0658/21
AOC 32 (13)	Tree/Trees	*1631*	47 30 41 N 008 29 39 E	Antenna marked/LGTD	*1488*	47 27 17 N 008 34 11 E	A0657/21

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 32 (14)	Tree/Trees	*1634*	47 30 43 N 008 29 40 E	Antenna marked/LGTD	*1541*	47 26 55 N 008 33 44 E	A0180/17
AOC 32 (15)	Tree/Trees	*1640*	47 30 48 N 008 29 44 E	Antenna marked/LGTD	*1427*	47 28 17 N 008 32 11 E	A0656/21
AOC 32 (16)	Tree/Trees	*1655*	47 30 51 N 008 29 45 E	Antenna marked/LGTD	*1436*	47 28 26 N 008 33 01 E	A0655/21
AOC 32 (17)	Tree/Trees	*1661*	47 30 55 N 008 29 40 E	Crane/Cranes marked/LGTD	*1800*	47 24 40 N 008 32 39 E	A0251/22
AOC 32 (18)	Tree/Trees	*1665*	47 30 57 N 008 29 39 E				
AOC 32 (19)	Tree/Trees	*1667*	47 30 58 N 008 29 40 E				
AOC 16 (1)	Antenna	*1392*	47 26 38 N 008 33 28 E				
AOC 16 (2)	Antenna	*1396*	47 26 35 N 008 33 30 E				
AOC 16 (3)	Antenna	*1397*	47 26 35 N 008 33 30 E				
AOC 16 (4)	Pole	*1398*	47 26 35 N 008 33 34 E				
AOC 16 (5)	Tree/Trees	*1411*	47 26 32 N 008 33 28 E				
AOC 16 (6)	Tree/Trees	*1418*	47 26 29 N 008 33 32 E				
AOC 16 (7)	Pole	*1428*	47 26 29 N 008 33 41 E				
AOC 16 (8)	Tree/Trees	*1430*	47 26 28 N 008 33 40 E				
AOC 16 (9)	Tree/Trees	*1437*	47 26 28 N 008 33 40 E				
AOC 16 (10)	Tree/Trees	*1445*	47 26 26 N 008 33 41 E				
AOC 16 (11)	Tree/Trees	*1447*	47 26 26 N 008 33 42 E				
AOC 16 (12)	Tree/Trees	*1466*	47 26 15 N 008 33 51 E				
AOC 16 (13)	Tree/Trees	*1478*	47 26 14 N 008 33 48 E				
AOC 16 (14)	Tree/Trees	*1487*	47 26 11 N 008 33 58 E				
AOC 16 (15)	Tree/Trees	*1503*	47 25 58 N 008 34 03 E				
AOC 16 (16)	Building	*1554*	47 25 29 N 008 34 29 E				
AOC 16 (17)	Building	*1562*	47 25 27 N 008 34 30 E				
AOC 16 (18)	Building	*1564*	47 25 27 N 008 34 30 E				
AOC 16 (11)	Tree/Trees	*1447*	47 26 26 N 008 33 42 E				
AOC 16 (19)	Building	*1658*	47 24 34 N 008 35 43 E				

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 16 (20)	Building	*1666*	47 24 32 N 008 35 42 E				
AOC 16 (21)	Tree/Trees	*1845*	47 22 25 N 008 37 36 E				
AOC 16 (22)	Tree/Trees	*1850*	47 22 23 N 008 37 37 E				
AOC 16 (23)	Tree/Trees	*1889*	47 22 21 N 008 37 40 E				
AOC 16 (24)	Tree/Trees	*1894*	47 22 20 N 008 37 41 E				
AOC 16 (25)	Transmission line	*1900*	47 22 17 N 008 37 48 E				
AOC 16 (26)	Transmission line	*1954*	47 22 15 N 008 37 49 E				
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, 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 Weather alert: orange FLG lights are ACT on apron areas if a lightning warning is active, red FLG lights are ACT on apron areas if a handling & fueling stop is required due to immediate adverse meteorological conditions. The warning lights are operated by the Airport Authority.

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	ASPH*** PCN 86 F/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.
*** Central strip 23 m wide; remaining side strips CONC PCN 86 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 Grooved
28	NIL	60	2620 x 150	NIL	RWY strip dimensions according to non-instrument RWY criteria. 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 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 Grooved
16	NIL	60	3820 x 300	NIL	Precision approach runway CAT III b 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 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
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
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**	CAT I, CAT II & CAT 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**	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
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*	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: 234° 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: 051° 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.
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*.

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
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
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.*

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
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 2.20 LOCAL TRAFFIC REGULATIONS

1. Local flying restrictions

1.1 General

Active DEP RWY is published on ATIS. DEP on other RWYs, especially opposite to the landing RWY, are only granted in exceptional cases. FLT crews have to expect major delay.
Several missed APCH procedures conflict with SIDs in the immediate climb-out area. The following RWY configurations are therefore operated as dependent RWYs, where DEPs are timed by ATC in respect of arriving traffic:
DEP RWY 16 - LDG RWY 14
DEP RWY 10 - LDG RWY 14
DEP RWY 32 - LDG RWY 34
FLT crews have to expect delay at the HLDG PSN of the above mentioned RWYs.
LSZH may not be planned as ALTN between 2200-0500 (2100-0400).
Crossing Runway Operations:
Pilots to be aware of movements on the crossing runway. For situational awareness: listen out on the TWR-frequency also for calls affecting traffic on the other runways and visually scan the areas around the runways during take-off / landing and crossing.

1.2 Scheduled Air Traffic

DEPs and LDGs may be planned between 0500 and 2200 (0400 and 2100). DEPs and LDGs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.3 Non-scheduled flights

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

1.4 Charter Flights

DEPs may be planned between 0500 and 2100 (0400 and 2000). DEPs of delayed ACFT are allowed until 2130 (2030) without further permission.

LDGs may be planned between 0500 and 2200 (0400 and 2100). LDGs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.5 Non-scheduled commercial air traffic

DEPs and LDGs may be planned between 0500 and 2200 (0400 until 2100).

LDGs and DEPs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.6 Non-commercial air traffic

DEPs and LDGs may be planned between 0500 and 2100 (0400 until 2000).
A pilot-in-command may only expect a clearance for APCH if he is over or ABM (if radar vectored) reporting points GIPOL or AMIKI at 2030 (1930) at the latest.

1.7 Exemptions

1.7.1 Urgent flights

- FLTs with special AUTH from FOCA, namely State ACFT with diplomatic clearance;
- SAR FLTs;
- Police and supervision FLTs;
- FLTs carrying sick or injured persons;
- Disaster relief FLTs;
- Forced LDG due to technical or other safety reasons.

Note: For planned urgent flights prior notification to Airport Authority is required.
Please provide the following information in advance: Date and time of FLT (UTC); FLT number; Type of ACFT and registration; ARR from/DEP to; Number of passengers; Type or purpose of FLT, specific reason for urgency as well as needed services (fuel, customs, others).
Email: airportauthority@zurich-airport.com or phone +41 (0) 43 816 21 11

1.7.2 Permission requests

Other exemptions not stipulated in §1.7.1 may be authorised by Zurich Airport Authority only in unforeseen and exceptional cases, notably in severe weather conditions.
Zurich Airport Authority:
Phone: +41 (0) 43 816 21 11

1.8 Training missed approaches for IFR flights

Due to dependent RWY operations and difference in performance of arriving aircraft, planned missed approaches for training purpose are generally not allowed.

2. Airport slot permission request procedures

2.1 General

Air carriers may not expect an AP slot allocation systematically for night FLT movements for the period between 2045 - 0500 (1945 - 0400). All AP slot requests will be authorised by Slot Coordination Switzerland in order to meet the local noise restrictions.
Traffic flow restrictions for ICAO APCH category “A” ACFT apply in accordance with § 2.3.1.

2.2 Scheduled air traffic and charter flights

All scheduled and charter FLTs are subject to schedule coordination by Slot Coordination Switzerland. Permission requests for AP slots shall be submitted in the SCR-format specified in Chapter 6 of the IATA Standard Schedules Information Manual:
Slot Coordination Switzerland:
Email: slot@slotcoordination.ch

2.3 Non-commercial and non-scheduled commercial air traffic

All non-scheduled commercial and non-commercial IFR air traffic is subject to coordination by Slot Coordination Switzerland (SCS). Flights to and from LSZH are only permitted with a previously allocated airport slot and the corresponding airport Slot-ID. The airport Slot-ID shall be communicated to the operator by the respective and mandatory handling agent. Slot requests must contain accurate flight information and changes must be communicated to the handling agent. The airport slot-ID shall be entered in field “18 – Other Information” of the ATC flight plan. ATC flight plans not containing a valid airport Slot-ID may be rejected.
The filing format is as follows:
RMK/ASL<Slot-ID>
The Slot-ID is composed of 14 alphanumeric characters assigned by SCS when allocating the airport slot.
Example: RMK/ASLLSZHDNJE0137L0

Due to limited stands, the ACFT operator shall declare the ground elapse time in item 18 of flight plan (e.g. RMK/ground time 2 HR). If the parking sector is 1 to 9 and the planned ground time is more than 48 HR, the ground handling agent shall check stand availability with Apron Service on phone: +41 (0) 43 816 21 19 prior to departure at origin.
For all other stands with a ground time request of more than 48 HR the ground handling agent shall contact: dispo@zurich-airport.com or phone +41 (0) 43 816 77 55 for permission prior to DEP at origin.

AP slots will be organised by the respective handling agent.

IFR AP slots shall be requested by operators providing the following data:
- New request, modification or cancellation of AP slot;
- ACFT REG;
- Airline/Operator code (if applicable);
- FLT number (if applicable);
- Date;
- ACFT type (ICAO Code);
- Number of cabin seats;
- Commercial, non-commercial or training FLT;
- Origin and/or DEST of FLT (ICAO Code);
- Intended scheduled OFF-BLOCK time LSZH in UTC or
- Intended scheduled ON-BLOCK time LSZH in UTC.

AP slots shall be requested before filing any flight plan.
Filed flight plans shall include EOBT based on the allocated AP slot. The field flight plan has to match the airport slot +/- 0 minutes. No deviation is permitted.

Non-commercial and non-scheduled commercial traffic have to comply with the regulations stated in chapter 3 § 3.3.2.1 up to 3.3.2.5

Modifications and cancellations of the already permitted FLTs as well as all modifications of the flight plan times which necessitate a new AP slot, shall be notified immediately to the handling agent.

Not subject to flight plan coordination and AP slot requirements are:
- Air traffic which conducts an APCH to Zurich AP due to MET or technical reasons;
- SAR, urgent medical and EMERG FLTs;
- State ACFT FLTs with diplomatic clearance issued by FOCA.

Technical check FLTs shall be coordinated with the TWR supervisor:
Phone: +41 (0) 43 931 69 61
at least one HR prior ETD. The following declarations should be stated:
- Requested FLT program;
- Routing;
- Requested FL;
- Special FLT program parts;
- DUR of special FLT program parts.

ATC may instruct other times and/or routings and may impose other restrictions. Subsequently a corresponding flight plan shall be filed.

2.3.1 Traffic flow restrictions for ICAO approach category “A” ACFT

Due to capacity and traffic flow reasons, the following restrictions apply for ICAO APCH category “A” ACFT:

- AP Slots may be requested at the earliest the day before the planned FLT*.
- AP Slots may only be requested for off-peak HR in accordance with the table below.
- FLT will only be permitted by ATC during off-peak HR in accordance with the table below.
- All helicopter IFR-operations are equated with ICAO approach category “A” fixed-wing aircraft.
- Further restrictions may apply at short notice due to meteorological or operational reasons.

*Except Federal Office for Civil Aviation (FOCA) check FLT.

MON-FRI		SAT, SUN and German public holidays[1]	
Outbound	Inbound	Outbound	Inbound
0715 - 0725 (0615 - 0625)	0750 - 0915 (0650 - 0815)	-	0815 - 0915 (0715 - 0815)
0930 - 1030 (0830 - 0930)	1130 - 1415 (1030 - 1315)	0930 - 1030 (0830 - 0930)	1130 - 1415 (1030 - 1315)
1315 - 1530 (1215 - 1430)	1600 - 1730 (1500 - 1630)	1315 - 1530 (1215 - 1430)	1600 - 1730 (1500 - 1630)
1740 - 1825 (1640 - 1725)	1915 - 1945 (1815 - 1845)	1740 - 1825 (1640 - 1725)	1915 - 1945 (1815 - 1845)
2015 - 2045 (1915 - 1945)	-	2015 - 2045 (1915 - 1945)	-

1. REF to LSZH AD 2.21 §2.3

Off-peak HR at LSZH:
The AP slot for ICAO APCH category “A” ACFT refers:
- for a DEP to the OFF-BLOCK time
- for an ARR to the ON-BLOCK time

3. Aircraft guidance and procedures on Apron and TWYs

3.1 General

3.1.1 Advanced Surface Movement Guidance and Control System (A-SMGCS)

Zurich AP is equipped with A-SMGCS, supported by SMR and Mode S MLAT, which provides ACFT PSN information and IDENT to Tower, Ground and Apron Control.

3.1.1.1 General

Aircraft Operators intending to use Zurich Airport shall ensure that Mode S transponders are able to operate when the ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.

3.1.1.2 Mode A code

Flight crews shall ensure that the transponder is set to and transmitting the assigned Mode A code;

- for departure: latest when start-up and/or push-back clearance is received by Apron Control; and
- after landing: continuously until the ACFT has reached its final parking position

3.1.1.3 Mode S Aircraft Identification

Flight crews of ACFT with Mode S transponder being able to manually set an aircraft identification shall set their aircraft identification as specified in item 7 of the filed ATC flight plan.

- For departure: latest when start-up and/or push-back clearance is received by Apron Control, the ACFT identification shall be set.

3.2 Apron Control

The AP operates a ground control radio station with the call sign “Zurich Apron”. **Language: En**

3.2.1 Area of responsibility

The exact area of responsibility is shown on the chart LSZH AD 2.24.1-1, LSZH AD 2.24.3 - 1 and LSZH AD 2.24.3 - 3.

3.2.2 Clearance and Transmission of messages

Clearances will only be issued in for the area within their scope of responsibility. In particular, a clearance to TAX does not include a clearance to cross a RWY or to TAX onto a RWY. Handling requests will not be transmitted.

3.2.3 Operational hours and Marshaller service

Operational HR are from 0445 until 2230 (0345 until 2130). In exceptional cases, radio contact will be AVBL after 2230 (2130).
Outside the operating HR, ACFT on the apron and TWYs are guided by a marshaller.
In exceptional operational conditions, marshallers are AVBL for ACFT guidance.

3.3 Procedures

3.3.1 Arriving aircraft

3.3.1.1 Departure Priority Window (PRIDEP)

In order to enable a higher departure capacity, a specific time frame is reserved for only departures from RWY 28 and 32.
The PRIDEP window is normally active on SAT, SUN and German Public Holidays between 0600 and 0635 (0500 and 0535).
During the PRIDEP window, the aerodrome is not available for arrivals, with the exception of emergencies.

3.3.1.2 Minimum RWY occupancy time

Rapid exit from the LDG RWY minimises the occurrence of go-arounds and allows ATC to apply MNM spacing.
ACFT vacating the RWY in use should not stop on the exit TWY until the entire ACFT has passed the RWY stop bar.

3.3.1.2.1 Landing RWY 14

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

3.3.1.2.2 Landing RWY 16

Vacating via TWY E4 or E6 only with ATC clearance.

3.3.1.2.3 Landing RWY 28

Vacating into RWY 16 or RWY 34 only with ATC clearance. Vacating to the south via TWY F only with ATC clearance.

3.3.1.2.4 Landing RWY 34

When landing on RWY 34 expedite to cross intersecting RWY 28 to enable departure. Preferred exit via TWY E4 or later.
Vacating via TWY E6 only with ATC clearance.

3.3.1.3 Taxi procedures

Arriving ACFT shall TAX independently to the parking PSN as instructed by Apron Control.
All traffic shall stop at Intermediate HLDG PSN when Stop bars are activated.
If the docking guidance system, fails the FLT crew shall stop the ACFT immediately and notify Apron Control. The ACFT shall not TAX any further until a marshaller has taken over the guidance.
The final guidance for ACFT taxiing to the GA sectors will be provided by a marshaller.

Placement of ground service equipment (baggage/post cars, dollies, trailer) between two aircraft stands is accepted in accordance with the ground handling regulation.

3.3.2 Departing aircraft

3.3.2.1 Optimization of RWY occupancy time and intersection/converging RWY operations

ATC will consider every ACFT at the HLDG point as able to commence line up and take off immediately after clearance issued. Pilots not ready when reaching the HLDG point (no ACFT in front on the same TWY) shall advise ATC as early as possible.
During certain periods, landings and/or departures on intersecting and/or converging RWYs are in effect. The RWY designator shall be read-back with every take-off or landing clearance received.
Pilots in receipt of a conditional line-up clearance on a preceding departing ACFT should remain behind the subject ACFT but may cross the RWY HLDG point (as long as there is no illuminated red stop bar) and enter the RWY upon receipt of the clearance. Pilots must be aware that there may be a blast hazard as the ACFT on the RWY applies PWR.
The ACFT has to be rolling within 10 seconds after reception of take-off clearance. Pilots unable to comply with this requirement shall notify ATC, preferably before entering the RWY.
Be aware of possible wake turbulence from departing/landing traffic on the intersecting RWY, especially in case of long landing or missed approach.

3.3.2.2 Airport Collaborative Decision Making (A-CDM)

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

3.3.2.3 A-CDM Definition and Procedure

Target Off Block Time (TOBT)

i. The TOBT reflects the time when all ground handling activities are completed, meaning
   - all doors are closed
   - boarding bridge removed
   - except on stand de-icing

ii. TOBT must have an accuracy of +/- 5 minutes and shall be maintained by Aircraft Operator (AO) or Ground Handling (GH).

iii. FLT crew shall ensure that the flight is ready at TOBT +/- 5 minutes. Otherwise, a TOBT update shall be initiated (see also §3.3.2.5).

EOBT

i. Time when the ICAO FPL has estimated to leave the stand.

ii. The Aircraft Operator (AO) is required to adjust FPL EOBT when the deviation to the latest TOBT is more than 15 minutes.

Target Start-up Approval Time (TSAT)

i. Time provided by ATC that an ACFT can expect to receive start-up / pushback approval.

ii. TSAT has a tolerance of +/- 5 minutes

iii. Latest at TSAT -5 minutes pushback vehicle shall be connected with the ACFT and ready for immediate push.

3.3.2.4 Departure Clearance - General

Departure clearance may be obtained from "Zurich Delivery" through Skyguide Datalink Departure Clearance (DCL) service or by voice. Use of DCL should be preferred over voice whenever practicable. DCL service is operated by the same ATC controller as "Zurich Delivery".

Aircraft operators intending to use data link for obtaining ATC clearance shall ensure that their flight crews are adequately trained.

3.3.2.4.1 Clearance Request (RCD)

Datalink RCD message is accepted from 30 minutes prior to TOBT (Ti) until TOBT +5 minutes (Tt).
An RCD reception will be acknowledged immediately by means of an automatic FSM.
Alternatively, the FLT crew may contact "Zurich Delivery" at the earliest 30 minutes prior to TOBT to request the departure clearance by voice.

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

- call sign as filed in the ATC FPL
- ACFT type
- IDENT letter of the received DEP ATIS information
- parking stand
- if unable for standard DEP RWY, refer to 3.3.2.4.3

Note: Free text remarks are indicated to the ATC controller.

After RCD is sent, FLT crew shall monitor "Zurich Delivery" frequency. When ACFT is ready according conditions §3.3.2.5, FLT Crew shall call "Zurich Delivery" to report ready.

3.3.2.4.2 Unable for standard DEP RWY

Different DEP RWY, other than the standard as broadcast on the DEP ATIS are only accepted for performance reasons or when initiated by ATC for operational reasons. FLT crews which are UNA to accept the standard DEP RWY in accordance with DEP ATIS shall send a corresponding RCD message or report this to "Zurich Delivery" at the earliest 30 minutes prior TOBT, but not later than 15 minutes prior to TOBT.
RCD message shall contain the following information in the free text / remark field: "UNABLE[RWY]" or "UNA[RWY]" (RWY as number, without space).

3.3.2.4.3 DCL Clearance Uplink Message (CLD)

"Zurich Delivery" may intentionally delay the issuance of the ATC clearance for operational reasons. In this case, CLD uplink message may not arrive immediately.
Airborne frequency received in datalink clearance shall only be contacted upon ATC instruction.
Current ATIS notification sent via CLD corresponds to the DEP ATIS valid at the time of the message. It is FLT crew's responsibility to check for any subsequent updates of the current DEP ATIS.
For regulated flights only, current CTOT is communicated once with CLD uplink message. No subsequent electronic updates are provided through DCL.
A received CLD message shall be acknowledged within 5 minutes (T1), otherwise the DCL process is automatically aborted with a negative FSM message.

3.3.2.4.4 Revert to voice procedures

Upon receiving any message containing the line "REVERT TO VOICE PROCEDURES" or in the event of any inconsistency with the clearance received, the pilot shall contact "Zurich Delivery".
A clearance received by voice always supersedes any DCL datalink clearance.
Re-clearances and revisions by DCL are not permitted/possible under normal circumstances.

3.3.2.4.5 Datalink Departure Clearance (DCL) Technical Information

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

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

Reporting of problems: email to atm@skyguide.ch

3.3.2.5 Aircraft Ready

i. FLT crew shall report ready to "Zurich Delivery" at TOBT +/- 5 minutes tolerance irrespective of de-icing, pushback vehicle availability and TSAT.
   ACFT not ready within the specified time frame shall update their TOBT (via AO or GH) prior reporting ready to "Zurich Delivery".
ii. ACFT not ready at TOBT +5 minutes may lose their position in the departure sequence. TSAT will only be recalculated after TOBT has been updated.
iii. ACFT not ready at TOBT +5 minutes may not be accepted by "Zurich Delivery" and FLT crew will be advised to arrange a new TOBT.
iv. "Zurich Delivery" will transfer ACFT that are ready within the TOBT tolerance to "Zurich Apron" for start-up clearance.
v. For flights with CTOT, the ACFT ready status will be transmitted automatically to NM. A Ready Message (REA) does not need to be requested.

3.3.2.6 Start-up and pushback procedure

i. Start-up clearance will be issued by "Zurich Apron" at TSAT +/- 5 minutes.
ii. If pilot is not ready to push and/or start the engine at TSAT +5 minutes TSAT will be cancelled and pilot might be advised to contact "Zurich Delivery" to restart the departure process according § 3.3.2.4
iii. For the towing or push-back of an ACFT a general AUTH will be given to the FLT crew. All detailed instructions for the tow or push-back of ACFT will be transmitted directly by Apron Control on the tow vehicle's FREQ to the driver.
iv. For any cross bleed / cross generator start-up the FLT crew shall inform Apron Control first.
If necessary other procedures may be requested or authorized by Apron Control.

3.3.2.7 Winter Operation

Winter operation is ACT from 15 OCT to 30 APR. If de-icing of ACFT is heavily delayed due to high demand and prolonged processing time, due impact on operations with RWY closures for SN cleaning, resulting in increasing number of FLTs missing their slots, "General De-icing with Extended Slot Tolerance Window" might be applicable. This information will be BCST on DEP ATIS during activation. With handover to "Zurich Apron", ATC slot adherence will be assured by ATC.

3.4 ICAO Code Letter F Ground Operation

According to ICAO Annex 14 §1.7 table 1.1, Code letter F refers to a wingspan between 65 m and 80 m.

3.4.1 Ground movement area

For Code letter F FLT operations, refer to LSZH AD 2.22 § 2.8.
The Code letter F ground movement area is shown on the chart LSZH AD 2.24.3 - 5. The movement area for this ACFT is divided into three zones: areas where a Code letter F ground movement is allowed (marked black), allowed with a marshaller only (marked dark-grey) and not allowed (marked light-grey).

3.4.2 Parking positions

For the different Code letter F ACFT following table shows the possible parking PSNs:

parking position	A380-800	AN-124	B747-8
E19	Yes	No	Yes
E42	No	No	Yes
E46	No	No	Yes
E52	Yes	No	Yes
E67	Yes	No	Yes
B38	Yes	No	Yes

The following remote stands are AVBL for Code letter F ACFT at the parking sector whiskey:

parking position	A380-800	AN-124	B747-8
W21	No	No	Yes
W22	No	No	Yes
W30	Yes	Yes	Yes

3.5 High-Visibility Jackets and FLT crew ID badge

All persons walking on the AP movement area (incl. FLT crew during outside check) shall wear a high-visibility jacket which complies with the EN 471 standard class 2 or 3.
FLT crew members wearing uniform shall display their FLT crew ID badge clearly visible above the waist and shall show their IDENT upon demand by the control agents of the AP (Flight Crew Member Certificate (or equivalent), licence and passport (or equivalent)).
FLT crew members without uniform shall be in possession of a Flight Crew Member Certificate, Cockpit Permit (or equivalent) and passport (or equivalent). Private pilots shall carry a licence, passport or equivalent, and their flight plan.

4. Ground handling

All ACFT must be able to pushback. It is compulsory to check with the ground handling if an adequate tow-bar is AVBL.
Operators of scheduled air traffic and charter FLTs (including ferry-, technical-, trainings- and positioning FLTs) are obliged to choose one of the following ground handling agents mentioned in § 4.1.
Operators of scheduled- and charter FLTs are requested to announce ground handling agents for planning purpose 30 days prior to

- start of operation at Zurich or change of ground handling agents to:

Post: Flughafen Zürich AG:
Email: handling.admin@zurich-airport.com

4.1 Ground handling agents:

Post: **Airline Assistance Switzerland**
Operations
P.O. Box 2119
CH-8058 Zurich-Airport
Phone: +41 (0) 43 816 54 23
Fax: +41 (0) 43 816 54 29
Email: ops@aas-switzerland.ch
SITA: ZRHKPCR
URL: http://www.aas-switzerland.ch/
FREQ: 131.485 MHz

Post: **Dnata Switzerland AG**
P.O. Box
CH-8302 Kloten
Phone: +41 (0) 43 815 83 83
Fax: +41 (0) 43 815 83 85
Email: zrh.opsplanning@dnata.ch
SITA: ZRHSC7X
URL: http://www.dnata.ch/
FREQ: 130.455 MHz

Post: **Swissport International AG**
Station Zurich
Business Development & Sales Zürich
P.O. Box
CH-8058 Zurich-Airport
Phone: +41 (0) 43 812 28 73
Fax: +41 (0) 43 812 91 95
Email: zrh.sales@swissport.com
SITA: ZRHKWXH
URL: http://www.swissport.com/
FREQ: 131.655 MHz

4.1.1 Non-commercial and non-scheduled commercial air traffic

A MAX of 24 passengers and / or 200 kg of cargo may be handled at the general and business aviation facilities GAC and Business Aviation Center (BAC).
Operators of such FLTs are obliged to choose one of the ground handling agents listed below unless they hold a Self Handling AUTH issued by Flughafen Zürich AG.
For such FLTs on ARR and DEP, the name of the handling agent (AUTH of either the handling agent with third party handling or an organisation with self handling) as well as the parking period of the arriving ACFT shall appear in item 18 of the ICAO flight plan.

4.1.1.1 Ground Handling Agents:

Post: **Cat Air Service AG**
P.O. Box 2221
CH-8060 Zurich-Airport
Phone: +41 (0) 43 816 08 08
Fax: +41 (0) 43 816 08 09
Email: info@cat-airservice.com
URL: http://www.cat-airservice.com
FREQ: 131.905 MHz

Post: **BHS Aviation AG**
Flughofstrasse 39a
CH-8152 Glattbrugg
Phone: +41 (0) 44 555 44 20
Fax: +41 (0) 44 555 44 99
Email: sales@bhs-aviation.com
URL: https://bhs-aviation.com
FREQ: 131.555 MHz

Post: **Execujet Europe AG**
FBO
Business Aviation Center
P.O. Box 1
CH-8058 Zurich-Airport
Phone: +41 (0) 44 876 56 56
Fax: +41 (0) 44 876 56 57
Email: fbo.lszh@execujet.eu
URL: http://www.execujet.ch/
FREQ: 130.255 MHz

Post: **Jet Aviation AG**
Private Aircraft Handling
P.O. Box 1513
CH-8058 Zurich-Airport
Phone: +41 (0) 58 158 84 66
Fax: +41 (0) 58 158 84 75
Email: vip.zrh@jetaviation.ch
SITA: ZRHPHPP
URL: http://www.jetaviation.com/
FREQ: 130.455 MHz

Post: **Lions Air AG**
P.O. Box 233
CH-8058 Zurich-Airport
Phone: +41 (0) 44 828 88 88
Fax: +41 (0) 44 828 88 99
Email: handling@lionsair.ch
URL: http://www.lionsair.ch
FREQ: 120.005 MHz

Post: **Motorfluggruppe Zürich**
General Aviation Center
P.O. Box
CH-8058 Zurich-Airport
Phone: +41 (0) 79 899 22 11 (Mobile)

Email: handling@mfgz.ch
URL: http://www.mfgz.ch/handling

Post: **Swiss Privilege Aviation Services**
General Aviation Center
P.O. Box
CH-8058 Zurich-Airport
Phone: +41 (0) 41 815 09 21
Email: ops@privilegeaviation.com
FREQ: 131.575 MHz

4.2 Fuelling

4.2.1 Aircraft fuelling or defuelling when passengers are on board is permitted.

At any time, the fire fighting service is ready for operation in the VCY of the dock and OPN stands.
The aviation company concerned is obliged to ensure that the provisions stated in Appendix 1 of JAR-OPS 1.305 are fully complied with.

5. ACFT De-icing

5.1 Locations

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

5.2 De-icing - Status

De-icing at Zurich AP has one of the following three status:

- De-icing O/R
- General De-icing
- General De-icing with extended Slot Tolerance Window

DEP ATIS BCST the de-icing status if “General de-icing” or "General De-icing with extended Slot Tolerance Window" is in use.

5.3 De-icing - Procedures

i. If de-icing is required (irrespective of the de-icing status), the FLT crew shall contact "De-icing Coordination" on FREQ **121.810** MHz prior to obtaining departure clearance and 15 MIN before TOBT at the latest. The FLT crew will be informed about its de-icing location foreseen (on-stand or remote de-icing).

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

5.3.1 ACFT de-icing on stand

i. When all handling activities are completed, except de-icing, FLT Crew shall report ready to "Zurich Delivery" within TOBT +/- 5 minutes.

ii. The duration of the de-icing process is reflected in the TSAT.

iii. When de-icing activities are completed, standard start-up/push-back and TAX procedure shall be followed.

5.3.2 ACFT repositioning for de-icing on stand

i. Upon requesting de-icing on the "De-icing Coordination" FREQ, the FLT crew is informed if a prior repositioning of the ACFT is required.

ii. "De-icing Coordination" issues instructions about the repositioning procedure.

iii. FLT crew shall request start-up and TAX clearance for repositioning from "Zurich APRON".

iv. Departure clearance shall only be obtained, when the ACFT is on the parking stand where the de-icing takes place.

v. On the de-icing parking position, prior de-icing process starts, FLT crew shall report ready to "Zurich Delivery" within TOBT +/- 5 minutes.
Note: The TOBT in this case shall reflect the time when the ACFT is at the de-icing parking position with all handling activities completed, prior de-icing activities start.

vi. The duration of the de-icing process is reflected in the TSAT.

vii. When de-icing activities are completed, standard start-up/push-back and TAX procedure shall be followed.

5.3.3 ACFT, foreseen for remote de-icing: Map LSZH AD 2.24.1 - 1

- Standard start-up/push-back procedure shall be followed
- TAX on to the de-icing lane only when instructed by "Zurich Apron" and stop at the marked and yellow lighted de-icing stop PSN ("STOP DE-ICING") located to the left of the de-icing lane.
- After reaching the de-icing stop PSN ("STOP DE-ICING") and when instructed by "Zurich Apron" contact the "Pad Coordinator".
  - Pad Charlie FREQ **121.640** MHz
  - Pad Foxtrott FREQ **121.635** MHz
- Pad coordinator may instruct to adjust aircraft position if required.
- After de-icing and only when released by the "Pad Coordinator", request further TAX clearance from "Zurich Apron".

5.3.4 Between 1 NOV and 31 MAR it is prohibited to drain water onto the tarmac.

5.4 Clean Aircraft Concept (CAC)

Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.

6. IFR/VFR mixed operations

FLT crews have to expect VFR DEPs and ARRs on any RWY irrespective of the current RWY configuration BCST on ATIS. The following situations require special attention:

1. IFR traffic waiting for DEP from RWY 28 on TWY B or intermediate HLDG PSN A2, P1, P2 or Y1 and VFR ACFT LDG on RWY 28.
2. IFR traffic waiting for DEP from RWY 10 on TWY B or L and VFR ACFT LDG on RWY 10.
3. IFR traffic departing or LDG on RWY 28 or 10 and VFR ACFT departing from RWY 16 INT E6 south of RWY 28/10.

7. iStream Procedure

7.1 Goal

iStream is a process concerning all IFR inbound flights to LSZH between 0500 and 0600 (0400 and 0500). It aims at an early pre-planning of an optimized approach sequence in order to:
- Prevent holding delay due to night curfew regulations
- Reduce fuel consumption

7.2 Participation

The participation to the process is mandatory for flights expected to arrive between 0500 and 0600 (0400 and 0500) and having a flying time of 5 hours or more, and is recommended for all other flights arriving during this period.

7.3 Process

7.3.1 Strategic Phase

Skyguide will generate a strategic sequence for all flights with a scheduled time of arrival (STA) between 0500 and 0600 (0400 and 0500) and will provide a strategic planning time frame for each flight, within which the landing time can be expected. The Operational Flight Plan shall take into account this Strategic Landing Time.

7.3.2 Tactical Phase

Aircraft operators of flights expected to arrive between 0500 and 0600 (0400 and 0500) shall provide the estimated time over (ETO) of the last waypoint of the FPL before 0030 (2330). Skyguide will generate a provisional approach sequence and provide target times over (TTO) for all flights to the aircraft operators before 0100 (0000). The aircraft operators shall forward the information to the flight crews for the purpose of adapting their flight speed.

7.4 Further information

Aircraft operators planning flights with an arrival time during the above mentioned time frame shall contact istream.support@skyguide.ch for information and guidance on the process.

8. Suspension of VEBIT SIDs RWY 16 during main arrival peak hours

Due to capacity constraints, the following restrictions apply daily between 0930 and 1045 (0830 and 0945):
VEBIT SIDs RWY 16 are suspended. Aircraft requiring a VEBIT SID shall be ready and report to CLR DEL on 121.930 MHz before 0930 (0830) to depart from RWY 16 during the restricted time frame.
If ready later, earliest start-up will be issued at 1045 (0945). Tactical re-routings after departure will not be granted and non-standard flight plans are not accepted.

LSZH AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

1.1 The following regulations are in force to avoid excessive aircraft noise in the populated areas in the vicinity of Zurich AP

Jet ACFT not licensed in accordance with ICAO Annex 16, Volume 1, Chapter 3 are not permitted.

DEV from published routes and procedures are only permitted if the safety of the ACFT is affected; subject to Art. 27 of the ordinance concerning the aviation infrastructure (OAI).

ACFT operators that are unable to comply with these regulations and procedures shall submit alternative procedures to Zurich Airport Authority.

1.2 Auxiliary Power Units (APU)

1.2.1 All stands

Primarily, the stationary airport pneumatic and electrical service units shall be used. Alternatively, mobile units shall be used.

1.2.2 The APU shall only be started:

- to start engine, but no earlier than 10 MIN before the target off-block time (TOBT).
- if the stationary or mobile units are not available or unserviceable for specific aircraft types. In that case, the APU shall be started no earlier than:
  - 50 minutes before off-block time for aircraft Codes B and C
  - 70 minutes before off-block time for aircraft Codes D, E and F
  - 30 minutes before off-block time for GA sector 1

  and kept in operation no more than 20 minutes after the on-block time.
- if maintenance work on the ACFT makes it unavoidable; in that case the service period shall be kept as short as possible.
  Exceptions have to be permitted by the Airport Authority.

2. Approaches

2.1 ILS/GLS approach:

The descent shall be arranged so as to maintain ENR configuration for as long as possible taking safety and ATC requirements into consideration. Speed reduction and extension of LDG gear and high lift devices are to be planned in such a way that the LDG configuration is established and the correct APP speed is reached shortly prior to or at 4 miles final.

2.2 Other approaches:

Visual circuits shall be flown at *3000 ft AMSL* or HYR whenever visibility and BASE permits. Overflying of densely populated areas shall be avoided as far as possible.

2.3 German ordinance

2.3.1 Application:

MON - FRI:	0000 - 0600 and 2000 - 2359 (2300 - 0500 and 1900 - 2259)
SAT, SUN and German public HOL:	0000 - 0800 and 1900 - 2359 (2300 - 0700 and 1800 - 2259)

Remark: LDGs before 0500 (0400) are not allowed.

German Public Holidays	2021	2022	2023	2024	2025
New Year	JAN 01	JAN 01	JAN 01	JAN 01	JAN 01
6th January	JAN 06	JAN 06	JAN 06	JAN 06	JAN 06
Good Friday	APR 02	APR 15	APR 07	MAR 29	APR 18
Easter Monday	APR 05	APR 18	APR 10	APR 01	APR 21
1st May	MAY 01	MAY 01	MAY 01	MAY 01	MAY 01
Ascension Day	MAY 13	MAY 26	MAY 18	MAY 09	MAY 29
Whit Monday	MAY 24	JUN 06	MAY 29	MAY 20	JUN 09
Corpus Christi Day	JUN 03	JUN 16	JUN 08	MAY 30	JUN 19
Day of German Unity	OCT 03	OCT 03	OCT 03	OCT 03	OCT 03
All Saints' Day	NOV 01	NOV 01	NOV 01	NOV 01	NOV 01
Christmas Day	DEC 25	DEC 25	DEC 25	DEC 25	DEC 25
Boxing Day	DEC 26	DEC 26	DEC 26	DEC 26	DEC 26

2.3.2 Lowest FL over German airspace

The lowest FL to be used in German airspace for arrivals at Zurich AP is FL 120 during the German ordinance period. Therefore all INBD FLTs to LSZH at cruising FL 110 or below which enter German airspace APSG IAF AMIKI or GIPOL, shall expect to CMB FL 120 in accordance with ATC instruction.
Exemptions are only AVBL for PER reasons and/or due to weather conditions.

2.3.3 RWY 14/16

As APCHs to both RWY 14 and RWY 16 require the use of German airspace below FL 120, these RWYs are not AVBL during the German ordinance period. Therefore, the LDG RWY will be in accordance with § 2.4, weather permitting.

2.3.4 RWY 28

For ATC operational reasons, LDGs on RWY 28 shall be conducted with MNM VIS 4300m.

2.4 Landing RWY

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

2.4.1 Weekdays

0500 - 0600 (0400-0500)	RWY 34
0600 - 2000 (0500 - 1900)	RWY 14
2000 - 0500 (1900 - 0400)	RWY 28*

* RWY 34 may be requested for safety reasons, however, FLTs to RWY 28 have priority.

2.4.2 SAT and SUN and German Holidays

0500 - 0800 (0400-0700)	RWY 34
0800 - 1900 (0700 - 1800)	RWY 14
1900 - 0500 (1800 - 0400)	RWY 28*

* RWY 34 may be requested for safety reasons , however, FLTs to RWY 28 have priority.

Other LDG RWYs may be assigned due to MET conditions or operational reasons. Outside the German ordinance period, RWY 34 is only AVBL in cases of EMERG LDG due to the FLT path leading into uncontrolled airspace.

2.5 Reverse thrust

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

3. Departures

3.1 Departure routes

DEV from the SID routes published in the AIP are only permitted at and above *5000 ft AMSL*. Between 2100 - 0500 (2000 - 0400), DEV from a SID is only permitted at and above FL080 with the permission of ATC.

3.2 Departure procedures

If possible, a rolling TKOF shall be executed. The engine PWR shall be increased only after entering the DEP RWY.
Climb with MAX climb gradient to *4500 ft AMSL:*
- use the high lift devices TKOF configuration
- TKOF PWR reduction to climb PWR at *2900 ft AMSL*

Automatic measuring equipment is used to MNT adherence.

3.3 Departure runways

Depending on the LDG RWY in use, expect DEP RWY to be assigned as follows:

0600-2000 (0500-1900)

LDG RWY	DEP RWY
RWY 14 / RWY 16	28 [1] / 16 [2] / 10 [3]
RWY 28	32 [4] / 34 [4] [5]
RWY 34	28 / 32 / 34 [5]

1) RWY 28 is used primarily
2) RWY 16 will only be assigned if requested for performance reasons (minimization of delays)
For propeller aircraft normally only SID WIL 2Q will be assigned" (Ref. LSZH AD 2.22, 1.2.3)
3) RWY 10 only, if RWY 28 cannot be used due to MET reasons
4) SID with left turn only; SID with right turn may be assigned by ATC
5) RWY 34 will only be assigned if requested for performance reasons or if traffic allows

2000-0600 (1900-0500)

Jet ACFT expect DEP on RWY 32 / 34*.

* Exception between 2000 and 2100 (1900-2000) when LDG RWY 14 or RWY 16 is in use, in which case, expect DEP on RWY 28 or RWY 16.

Other DEP RWYs may be assigned due to MET conditions or operational reasons.
ACFT exceeding noise index 96*:
are not admitted for DEP between 2100 and 2230 (2000 and 2130).

ACFT with a non-stop flight DIST of 5000 km and above and not exceeding noise index 98*:
are admitted for DEP between 2100 and 2230 (2000 and 2130).

* Authoritative noise index according to Swiss Law article 39c of the ordinance concerning the aviation infrastructure (OAI): The authoritative noise index is the arithmetic average of the two AUTH levels, lateral and flyover of an ACFT model, determined using the standard in ICAO Annex 16, Volume 1, Chapter 3.

4. Engine Tests

4.1 Idle Power

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

Permission shall be requested from the Zurich Airport Authority,
Phone: +41 (0) 43 816 21 11

4.2 Run-ups

Run-ups shall only be performed when using silencers.
Exemptions may be granted by the Zurich Airport Authority:
- when the silencers cannot be used for unpredictable technical or MET reasons;
- if the silencers are not compatible with the TYP in question.

Both DUR and PWR setting for such run-ups shall be kept to a MNM.

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)

	RWY 10 - RNAV 1			
	ROUTE			
DESIGNATOR	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 N850

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 N850
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

SID RWY 10 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.1 - 5)

DESIGNATOR	RWY 10 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1B PDG 6.1% to *2500ft*	Climb straight ahead to ZH520. At ZH520 or *2500ft*, whichever is later, turn left direct to ZH521. At ZH521 proceed via ZH502, KOLUL, ZH504 and 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.	
VEBIT 1B PDG 6.1% to *2500ft*	Climb straight ahead to ZH520. At ZH520 or *2500ft*, whichever is later, turn left direct to ZH523 (MAX IAS 210kt during turn). At ZH523 proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH523 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.	For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1B						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY10	-	-	-	-	-
TF	ZH520	Y	-	-	093° (096.0°T)	2.4
CA	-	-	+2500	-	093° (096.0°T)	-
DF	ZH521	N	-	-	-	-
TF	ZH502	N	+4000	-	084° (086.9°T)	4.8
TF	KOLUL	N	-	-	084° (087.0°T)	2.3
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 (by ATC only) SID VEBIT 1B						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY10	-	-	-	-	-
TF	ZH520	Y	-	-	093° (096.0°T)	2.4
CA	-	-	+2500	-	093° (096.0°T)	-
DF	ZH523	N	+4000	-210	-	-
TF	BREGO	N	+5000	-	232° (235.1°T)	9.9
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

1.1.2 SID RWY 16 - RNAV 1

(see chart LSZH AD 2.24.7.2 - 1)

DESIGNATOR	RWY 16 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 3S PDG 5.3% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). 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.

Procedure Description of RNAV 1 SID DEGES 3S						
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

SID RWY 16 - RNAV 5
(see chart LSZH AD 2.24.7.2 - 3)

DESIGNATOR	RWY 16 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 2R (SUSPENDED) PDG 6.4% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). Intercept R085 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 *8000ft* or above.	When instructed contact Zurich DEP 125.955.	As long as below *9200ft*, monitoring of cross references at ZH504 and ZH525 compulsory. RNAV 5 applicable when passing *9200ft*.
GERSA 2S (SUSPENDED) PDG 6.4% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). Intercept R053 WIL. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft.* Cross R180/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.
VEBIT 4S PDG 5.3% to *2000ft*	Climb straight ahead. - Turn left at *2000ft* but not before D1 KLO (MAX IAS 210kt during turn). Intercept R052 WIL. Proceed via BREGO, ZH 554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft.* Cross R180/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 DEGES 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
-	ZH502	N	+4000	-	-	-
TF	KOLUL	N	-	-	085° (087.0°T)	2.3
TF	ZH504	N	+5000	-	100° (102.0°T)	3.1
TF	ZH525	N	+7000	-	100° (101.9°T)	4.7
TF	DEGES	Y	+8000	-	100° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 2S						
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 4S						
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

SID RWY 16 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.2 - 5)

DESIGNATOR	RWY 16 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1T PDG 5.3% to *2000ft*	Climb straight ahead to ZH530. Turn left at *2000ft* but not before ZH530 direct to ZH521 (MAX IAS 210kt during turn). At ZH521 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.	
VEBIT 1T PDG 5.3% to *2000ft*	Climb straight ahead to ZH530. Turn left at *2000 ft* but not before ZH530 direct to ZH531 (MAX IAS 210kt during turn). At ZH531 proceed via ZH533 (MAX IAS 210kt until ZH533), BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH533 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.	For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY16	-	-	-	-	-
TF	ZH530	Y	-	-	152° (155.0°T)	2.2
CA	-	-	+2000	-	152° (155.0°T)	-
DF	ZH521	N	-	-210	-	-
TF	ZH502	N	+4000	-	084° (086.9°T)	4.8
TF	KOLUL	N	-	-	084° (087.0°T)	2.3
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 (by ATC only) SID VEBIT 1T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY16	-	-	-	-	-
TF	ZH530	Y	-	-	152° (155.0°T)	2.2
CA	-	-	+2000	-	152° (155.0°T)	-
DF	ZH531	N	-	-	-	-
TF	ZH533	N	+4000	-210	261° (264.1°T)	2.5
TF	BREGO	N	+5000	-	238° (240.5°T)	9.3
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

1.1.3 SID RWY 28 - RNAV 5

(see chart LSZH AD 2.24.7.3 - 1)

DESIGNATOR	RWY 28 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 3W PDG 6.6% to *2100ft* MNM climb gradient 7.0% to *5000ft* due to airspace restrictions.	Climb straight ahead. At D2.3 KLO turn left. Intercept R252 KLO. At ZH552/D6.5 KLO or when instructed by ATC, turn left (MAX IAS 210kt during turn). Intercept R231 KLO. Proceed via KLO, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing KLO.
GERSA 2W (SUSPENDED) PDG 7.0% to *2500ft*	Climb straight ahead. At D2.3 KLO turn left. Intercept R053 WIL. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross 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.
VEBIT 4W PDG 6.6% to *2100ft* MNM climb gradient 6.6% to *5100ft* due to airspace restrictions.	Climb straight ahead. At D2.3 KLO turn left. Intercept R052 WIL. Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross 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 DEGES 3W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	KLO	Y	-	-	-	-
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 2W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
	BREGO	Y	+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 4W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BREGO	Y	+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

SID RWY 28 - RNP 1 (RF required) (by ATC only)
(see chart LSZH AD 2.24.7.3 - 3 / 5)

DESIGNATOR	RWY 28 - RNP 1 (RF required) (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1Y PDG 7.7% to *2200ft* MNM climb gradient 7.7% to *4800ft* due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left to ZH548. At ZH548 proceed via ZH541 to ZH552. At ZH552, turn left direct to ZH553 (MAX IAS 210kt during turn). At ZH553 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955.	RF required

Procedure Description of RNP 1 (RF required) (by ATC only) SID DEGES 1Y						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	N	-	-	273° (276.0°T)	3.3
RF (Centre ZH545 r = 1.215 NM)	ZH548	N	-	-	-	1.2
TF	ZH541	N	-	-	215° (217.6°T)	1.2
TF	ZH552	Y	-	-	252° (254.8°T)	2,2
DF	ZH553	N	-	-210	-	-
TF	ZH501	N	-	-	051° (053.9°T)	4.5
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

DESIGNATOR	RWY 28 - RNP 1 (RF required) (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
VEBIT 1Y PDG 7.7% to *2400ft* MNM climb gradient 7.7% to *4800ft* due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left to ZH544. At ZH544 turn right to ZH546 (MAX IAS 210kt during turn). At ZH546 proceed via BREGO, ZH554 and ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RF required For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNP 1 (RF required) (by ATC only) SID VEBIT 1Y						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	N	-	-	273° (276.0°T)	3.3
RF (Centre ZH545 r = 1.215 NM)	ZH544	N	-	-	-	1.5
RF (Centre ZH547 r = 2.936NM)	ZH546	N	-	-210	-	1.5
TF	BREGO	N	+5000	-	232° (235.0°T)	4.5
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

SID RWY 28 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.3 - 7)

DESIGNATOR	RWY 28 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1X PDG 7.7% to *2200ft* MNM climb gradient 7.7% to *4800ft* due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left direct to ZH541 (MAX IAS 210kt during turn). At ZH541 proceed to ZH552. At ZH552 or when instructed by ATC, turn left direct to ZH553 (MAX IAS 210kt during turn). At ZH553 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955.	
VEBIT 1X PDG 7.7% to *2400ft* MNM climb gradient 7.7% to *4700ft* due to airspace restrictions.	Climb straight ahead direct to ZH540. At ZH540 turn left direct to ZH542. At ZH542 proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1X						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	Y	-	-	273° (276.0°T)	3.3
DF	ZH541	N	-	-	-	-
TF	ZH552	Y	-	-	252° (254.8°T)	2.2
DF	ZH553	N	-	-210	-	-
TF	ZH501	N	-	-	051° (053.9°T)	4.5
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

Procedure Description of RNAV 1 (by ATC only) SID VEBIT 1X						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY28	-	-	-	-	-
TF	ZH540	Y	-	-	273° (276.0°T)	3.3
DF	ZH542	N	-	-	-	-
TF	BREGO	N	+5000	-	232° (235.0°T)	5.8
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

1.1.4 SID RWY 32 - RNAV 1

(see chart LSZH AD 2.24.7.4 - 1)

DESIGNATOR	RWY 32 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 5L PDG 5.6% to *3100ft*	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. (2) Cross ZH568 at *5000ft* or above. (1) Cross MOMOL at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	
VEBIT 4N PDG 5.6% to *2900ft*	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH577 (MAX IAS 210kt during turn). Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. (2) Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1
ZUE 5L PDG 5.6% to *3100ft*	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501 to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. (2) Cross ZH568 at *5000ft* or above. (1) Cross ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	

(1) If unable to comply, advise ATC on CLR DEL.

(2) Average climb gradient to reach ZH580 at *3500ft* is 14.6%. Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at ZH580. Average climb gradient to reach ZH580 at *2500ft* is 7.6%.

Procedure Description of RNAV 1 SID DEGES 5L						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	MOMOL	N	+FL080	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

(1) Four-engined aircraft only: If unable to comply with *3500ft,* turn may be initiated at MNM *2500ft* at ZH580.

Procedure Description of RNAV 1 SID VEBIT 4N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH577	N	-	-210	241° (244.2°T)	-
TF	BREGO	N	+5000	-	189° (192.5°T)	7.9
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

(1) Four-engined aircraft only: If unable to comply with *3500ft,* turn may be initiated at MNM *2500ft* at ZH580.

Procedure Description of RNAV 1 SID ZUE 5L						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	ZUE	N	+6000	-	051° (053.7°T)	13.7

(1) Four-engined aircraft only: If unable to comply with *3500ft,* turn may be initiated at MNM *2500ft* at ZH580.

SID RWY 32 - RNAV 5
(see chart LSZH AD 2.24.7.4 - 3)

DESIGNATOR	RWY 32 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 4N PDG 6.3% to *1800ft*	Climb straight ahead. At D2 KLO turn right. Establish TR329. At D4 KLO turn right (MAX IAS 210kt during turn). Intercept R254 ZUE. Proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (2) Cross ZH503 at *6000ft* or above. (1) Cross DEGES at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH503.
GERSA 1N (SUSPENDED) PDG 5.3% to *3300ft*	Climb straight ahead. At D2 KLO turn right. Establish TR330. At D4 KLO turn left (MAX IAS 210kt during turn). Establish TR244 to intercept R190 TRA. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (2) Cross 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.

(1) If unable to comply, advise ATC on CLR DEL.
DEGES 4N: ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.
(2) Average climb gradient to reach D4 KLO at *3500ft* is 14.6%. Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at D4 KLO. Average climb gradient to reach D4 KLO at *2500ft* is 7.6%.

Procedure Description of RNAV 5 SID DEGES 4N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ZH503	N	+6000	-	-	-
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 1N						
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

SID RWY 32 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.4 - 5)

DESIGNATOR	RWY 32 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1P PDG 6.9% to *2000ft*	Climb straight ahead to ZH579. At ZH579 turn right to ZH580. At ZH580 turn right direct to ZH571 (MAX IAS 210kt during turn). At ZH571 proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH580 at *3500ft* or above. (2) Cross ZH503 at *6000ft* or above. (1) Cross DEGES at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	

(1) If unable to comply, advise ATC on CLR DEL.
ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.
(2) Average climb gradient to reach ZH580 at *3500ft* is 14.6%. Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at ZH580. Average climb gradient to reach ZH580 at *2500ft* is 7.6%.

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY32	-	-	-	-	-
TF	ZH579	N	-	-	314° (317.2°T)	2.6
TF	ZH580	Y	+3500	-	327° (330.1°T)	1.6
DF	ZH571	N	-	-210	-	-
TF	ZH503	N	+6000	-	074° (076.6°T)	5.0
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

1.1.5 SID RWY 34 - RNP 1 (RF required)

(see chart LSZH AD 2.24.7.5 - 1)

DESIGNATOR	RWY 34 - RNP 1 (RF required)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
VEBIT 2K PDG 4.7% to *3400ft*	Climb on course 331. Proceed via ZH570, ZH573, ZH559, BREGO, ZH554, ZH558 to VEBIT. (MAX IAS 210kt until ZH573).	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above, (1) BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RF required. For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1.

(1) Average climb gradient to reach ZH570 at *3500ft* is 12.5%. Four-engined aircraft only: if unable to comply with *3500ft* turn may be initiated at MNM *2500ft* at ZH570. Average climb gradient to reach ZH570 at *2500ft* is 6.6%.

Procedure Description of RNP 1 (RF required) SID VEBIT 2K						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	1900	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	N	+3500 (1)	-	331° (334.1°T)	-
RF (Centre ZH578, r = 2.100NM)	ZH573	N	-	-210	-	3.3
TF	ZH559	N	-	-	241° (244.1°T)	2.3
TF	BREGO	N	+5000	-	189° (191.6°T)	7.8
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

(1) Four-engined aircraft only: if unable to comply with *3500ft* turn may be initiated at MNM *2500ft* at ZH570.

SID RWY 34 - RNAV 1
(see chart LSZH AD 2.24.7.5 - 3)

DESIGNATOR	RWY 34 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 5F PDG 5.0% to *3200ft*	Climb straight ahead. Establish TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (1) Cross ZH568 at *5000ft* or above. (2) Cross MOMOL at FL080 or above. (2)	When instructed contact Zurich DEP 125.955.	
VEBIT 4H PDG 5.0% to *3200ft*	Climb on TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH577 (MAX 210kt during turn). Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (1) BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after VEBIT to GESA, see LSZH AD 2.24.6 - 1
ZUE 5F PDG 5.0% to *3200ft*	Climb straight ahead. Establish TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501 to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (1) Cross ZH568 at *5000ft* or above. (2) Cross ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	

(1) Average climb gradient to reach ZH570 at *3500ft* is 12.5%. Four-engined aircraft only: if unable to comply with *3500ft* turn may be initiated at MNM *2500ft* at ZH570. Average climb gradient to reach ZH570 at *2500ft* is 6.6%.
(2) If unable to comply, advise ATC on CLR DEL.

Procedure Description of RNAV 1 SID DEGES 5F						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	MOMOL	N	+FL080	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

(1) Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at ZH570.

Procedure Description of RNAV 1 SID VEBIT 4H						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH577	N	-	-210	241° (244.2°T)	-
TF	BREGO	N	+5000	-	189° (192.5°T)	7.9
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

(1) Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at ZH570.

Procedure Description of RNAV 1 SID ZUE 5F						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	ZUE	N	+6000	-	051° (053.7°T)	13.7

(1) Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at ZH570.

SID RWY 34 - RNAV 5
(see chart LSZH AD 2.24.7.5 - 5**)**

DESIGNATOR	RWY 34 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 4H PDG 4.6% to *1900ft*	Climb on TR332. At D4 KLO turn right (MAX IAS 210kt during turn). Intercept R254 ZUE. Proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross ZH503 at *6000ft* or above. (2) Cross DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH503.
GERSA 1H (SUSPENDED) PDG 5.2% to *3300ft*	Climb on TR332. At D4 KLO turn left (MAX IAS 210kt during turn). Establish TR244 to intercept R190 TRA. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross 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.

(1) Average climb gradient to reach D4 KLO at *3500ft* is 12.5%. Four-engined aircraft only: if unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at D4 KLO. Average climb gradient to reach D4 KLO at *2500ft* is 6.6%.
(2) If unable to comply, advise ATC on CLR DEL. ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.

Procedure Description of RNAV 5 SID DEGES 4H						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ZH503	N	+6000	-	-	-
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 1H						
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

SID RWY 34 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.5 - 7)

DESIGNATOR	RWY 34 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1J PDG 4.7% to *2100ft*	Climb straight ahead to ZH570. At ZH570 turn right direct to ZH571 (MAX IAS 210kt). Proceed via ZH571, ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH570 at *3500ft* or above. (2) Cross ZH503 at *6000ft* or above. (1) Cross DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	

(1) If unable to comply, advise ATC on CLR DEL.
ATC may approve MNM *5000ft* at ZH503, if restricting airspace is not active.
(2) Average climb gradient to reach ZH570 at *3500ft* is 12.5%.
Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at ZH570.
Average climb gradient to reach ZH570 at *2500ft* is 6.6%.

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY34	-	-	-	-	-
TF	ZH570	Y	+3500	-	331° (334.1°T)	4.6
DF	ZH571	N	-	-210	-	-
TF	ZH503	N	+6000	-	074° (076.6°T)	5.0
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

1.2 SID NON RNAV

1.2.1 SID RWY 10 - NON RNAV

(see chart LSZH AD 2.24.7.1 - 7)

	RWY 10 - NON RNAV			
	ROUTE			
DESIGNATOR	Lateral	Vertical	Contact	Remark
WILLISAU 2D (WIL 2D) (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, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Cross R360 KLO at 4000ft or above, BREGO at 5000ft or above, ZH555 at 6000ft or above, ZH551 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	
ZURICH EAST 2D (ZUE 2D) PDG 6.1% to *2500ft* MNM climb gradient 7.5% to *6000ft* due to airspace restrictions.	Climb straight ahead. At D2.1 KLO or *2500ft*, whichever is later, turn left (MAX IAS 210kt during turn). Establish TR013 to intercept R231 ZUE. Proceed to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	

The following departure is allocated to propeller aircraft only and requires visual conditions as specified.

Visual Conditions for departure:
SID is allocated only if the relevant hill tops for the visual part are clearly visible by TWR.

	RWY 10 - NON RNAV			
	ROUTE			
DESIGNATOR	Lateral	Vertical	Contact	Remark
WILLISAU 3C (WIL 3C)	Climb straight ahead. Short visual right turn, but not before D2.1 KLO or when instructed by ATC. Turn within 2NM south of RWY 10. Establish TR268 to intercept R052 WIL. Proceed via BREGO, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Maintain visual ground contact to 4400ft. Cross BREGO at 5000ft or above, ZH555 at 6000ft or above, ZH551 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	

1.2.2 SID RWY 16 - NON RNAV

(see chart LSZH AD 2.24.7.2 - 7)

The following departure is allocated to propeller aircraft only and requires visual conditions as specified.

Visual Conditions for departure:
SID is allocated only if the relevant hill tops for the visual part are clearly visible by TWR.

	RWY 16 - NON RNAV			
	ROUTE			
DESIGNATOR	Lateral	Vertical	Contact	Remark
WILLISAU 3Q (WIL 3Q)	Climb straight ahead. Short visual right turn, but not before D1 KLO or when instructed by ATC. Turn within 3NM south of KLO. Establish TR268 to intercept R052 WIL. Proceed via BREGO, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE *5000ft*. Maintain visual ground contact to *4400ft*. Cross BREGO at *5000ft* or above, ZH555 at *6000ft* or above, ZH551 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	

1.2.3 SID RWY 28 - NON RNAV

(see chart LSZH AD 2.24.7.3 - 9)

DESIGNATOR	RWY 28 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ZURICH EAST 3V (ZUE 3V) PDG 6.6% to *2100ft* MNM climb gradient 7.0% up to *5000ft* due to airspace restrictions	Climb straight ahead. At D2.3 KLO turn left. Intercept R252 KLO. At ZH552/D6.5 KLO or when instructed by ATC, turn left (MAX IAS 210kt during turn). Intercept R231 ZUE. Proceed to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	

1.2.4 SID RWY 32 - NON RNAV

(see chart LSZH AD 2.24.7.4 - 7)

DESIGNATOR	RWY 32 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ZURICH EAST 2M (ZUE 2M) PDG 6.9% to *1800ft*	Climb straight ahead. At D2 KLO turn right. Establish TR329. At D4 KLO turn right (MAX IAS 210kt during turn). Proceed to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross D5 ZUE before the station at *5000ft* or above, ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after ZUE, see LSZH AD 2.24.6 - 1

(1) Average climb gradient to reach D4 KLO at *3500ft* is 14.6%. At turn at *3500ft* continue to climb at MNM climb gradient 4.3% up to *5600ft* due to airspace restrictions. Four-engined aircraft only: If unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at D4 KLO. Average climb gradient to reach D4 KLO at *2500ft* is 7.6%. At turn at 2500ft continue to climb at MNM climb gradient 7.6% to 5000ft due to airspace restrictions.

1.2.5 SID RWY 34 - NON RNAV

(see chart LSZH AD 2.24.7.5 - 9)

DESIGNATOR	RWY 34 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
ZURICH EAST 2G (ZUE 2G) PDG 4.7% to *1900ft*	Climb on TR332. At D4 KLO turn right (MAX IAS 210kt during turn). Proceed to ZUE.	INITIAL CLIMB CLEARANCE *5000ft*. Cross D4 KLO at *3500ft* or above. (1) Cross D5 ZUE before the station at *5000ft* or above, ZUE at *6000ft* or above.	When instructed contact Zurich DEP 125.955.	

(1) Average climb gradient to reach D4 KLO at *3500ft* is 12.5%. At turn at 3500ft continue to climb at MNM climb gradient 4.3% up to 5600ft due to airspace restrictions.
Four-engined aircraft only: if unable to comply with *3500ft*, turn may be initiated at MNM *2500ft* at D4 KLO. Average climb gradient to reach D4 KLO at *2500ft* is 6.6%. At turn at 2500ft continue to climb at MNM climb gradient 6.6% up to 5600ft due to airspace restrictions.

1.2.6 SID Straight Ahead and Turn RWY 10, 16, 28, 34

(see chart LSZH AD 2.24.7.6 - 1)

DESIGNATOR	Straight Ahead and Turn RWY 10, 16, 28, 34			
	ROUTE			
	Lateral	Vertical	Contact	Remark
SAT 2E (RWY 10) PDG 7.2% to *5000ft*	Climb straight ahead. At *2500ft* turn left on TR078. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2S (RWY 16) PDG 6.5% to *5000ft*	Climb straight ahead. At *2000ft* turn left on TR013. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2W (RWY 28) PDG 6.1% to *5000ft* MNM climb gradient 6.6% to 5000ft due to airspace.	Climb straight ahead. At *2200ft* turn left on TR225. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2F (RWY 34) PDG 5.8% to *5000ft* MNM climb gradient 12.5% to 5000ft due to noise abatement.	Climb straight ahead. At *3500ft* turn left on TR241. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER
SAT 2H (RWY 34) PDG 5.8% to *5000ft* MNM climb gradient 12.5% to 5000ft due to noise abatement.	Climb straight ahead. At *3500ft* turn right on TR104. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact Zurich DEP 125.955.	No turn before DER

1.3 Visual departures

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

2. STAR Description

IFR PROCEDURE

Procedures to be followed by arriving aircraft are contained on the charts STANDARD INSTRUMENT ARRIVAL ROUTES (NON RNAV STAR / RNAV 5 STAR / RNAV 1 STAR).

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

2.1 STAR TO GIPOL - RNAV 1

(see chart LSZH AD 2.24.9.1 - 1)

DESIGNATOR	STAR TO GIPOL - RNAV 1		
	ROUTE		
	Lateral	Vertical	Remark
BERSU 2G	From BERSU proceed via TADOB, ERMUS to GIPOL.	Refer to chart	
BÂLE-MULHOUSE 3G (BLM 3G)	From BLM proceed via ZH677 to GIPOL.	Refer to chart	NOTE: For descent planning, expect to cross 13NM to BLM above FL190, BLM between FL200 and FL150, ZH677 not below FL120.
DOPIL 2G	From DOPIL proceed via NOLKA, ERMUS to GIPOL.	Refer to chart	
KELIP 3G	From KELIP proceed via MOSIT, ZH628, ZH627, ZH501 to GIPOL.	Refer to chart	

Procedure Description of RNAV 1 STAR BERSU 2G						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BERSU	N	-	-	-	-
TF	TADOB	N	-	-	062° (064.8°T)	6.7
TF	ERMUS	N	+8000	-	062° (065.0°T)	7
TF	GIPOL	N	+7000	-	330° (333.2°T)	18.4

Procedure Description of RNAV 1 STAR BLM 3G						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BLM	N	-FL 200	-	-	-
TF	ZH677	N	+FL 120	-	106° (109.0°T)	10.2
TF	GIPOL	N	+7000	-	106° (109.2°T)	13.1

Procedure Description of RNAV 1 STAR DOPIL 2G						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	DOPIL	N	-	-	-	-
TF	NOLKA	N	-	-	041° (043.7°T)	6.5
TF	ERMUS	N	+8000	-	041° (043.8°T)	7
TF	GIPOL	N	+7000	-	330° (333.2°T)	18.4

Procedure Description of RNAV 1 STAR KELIP 3G						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	KELIP	N	-	-	-	-
TF	MOSIT	N	+14000	-	351° (353.8°T)	6.8
TF	ZH628	N	+10000	-	347° (349.8°T)	12.2

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
ZH452	N 47 40 41.7	E 008 35 46.9	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
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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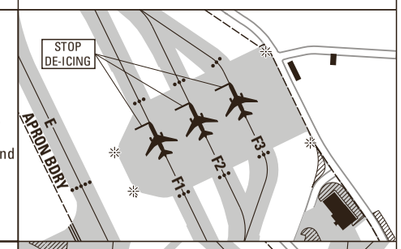
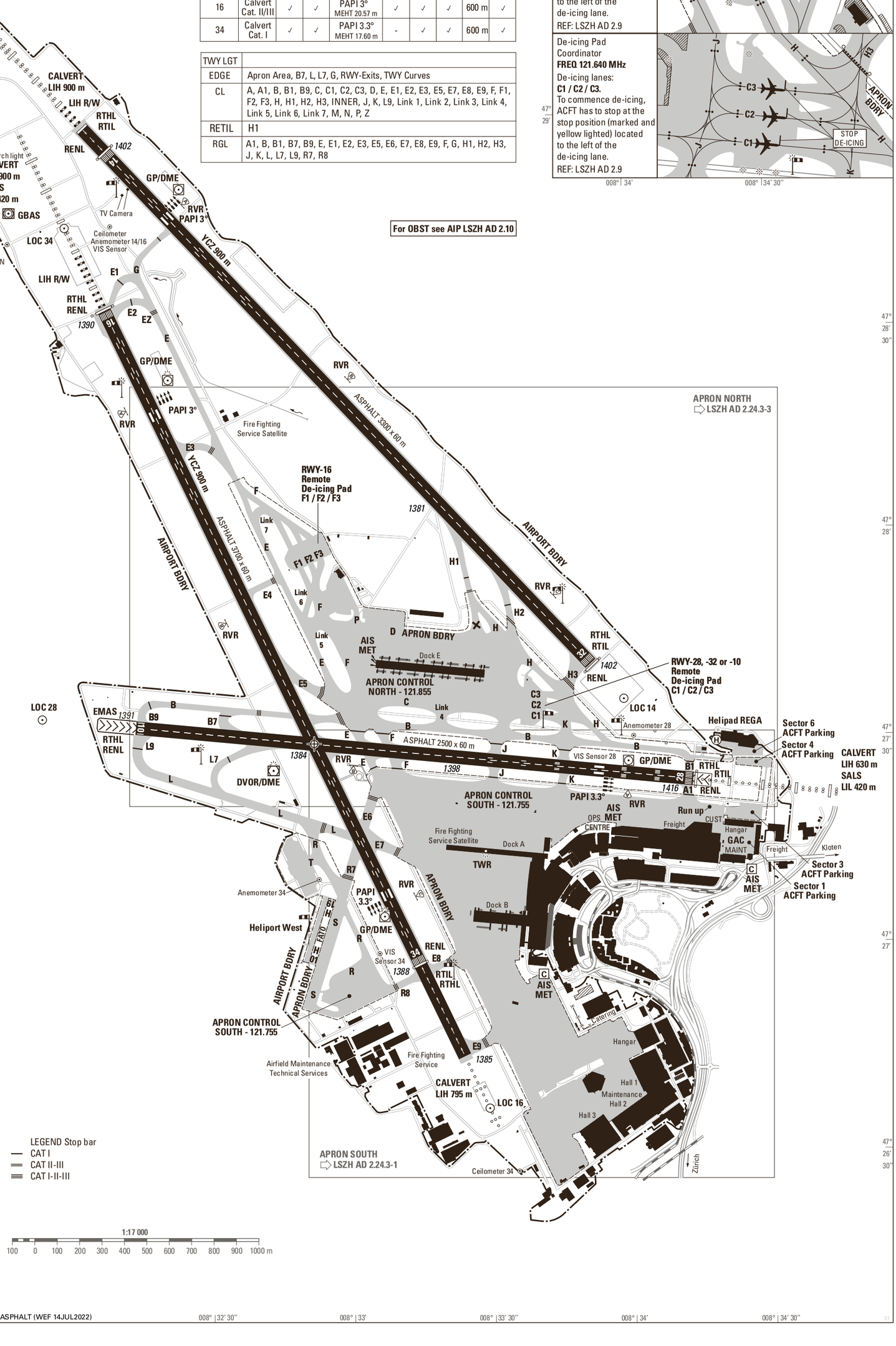
ARP WGS-84	AD ELEV ft
47° 27′ 29″ N / 008° 32′ 53″ E	1417

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
10	-	✓	-	-	-	✓	✓	600 m	✓
28	Calvert	✓	✓	PAPI 3.3° MEHT 18.83 m	-	✓	✓	600 m	✓
14	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 17.40 m	✓	✓	✓	600 m	✓
32	-	✓	✓	-	-	✓	✓	600 m	✓
16	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 20.57 m	✓	✓	✓	600 m	✓
34	Calvert Cat. I	✓	✓	PAPI 3.3° MEHT 17.60 m	-	✓	✓	600 m	✓

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	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, 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, R8

For OBST see AIP LSZH AD 2.10

Remote De-icing Pad	Site Overview
De-icing Pad Coordinator **FREQ 121.635 MHz** De-icing lanes: **F1 / F2 / F3.** To commence de-icing, ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane. REF: LSZH AD 2.9	
De-icing Pad Coordinator **FREQ 121.640 MHz** De-icing lanes: **C1 / C2 / C3.** To commence de-icing, ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane. REF: LSZH AD 2.9	



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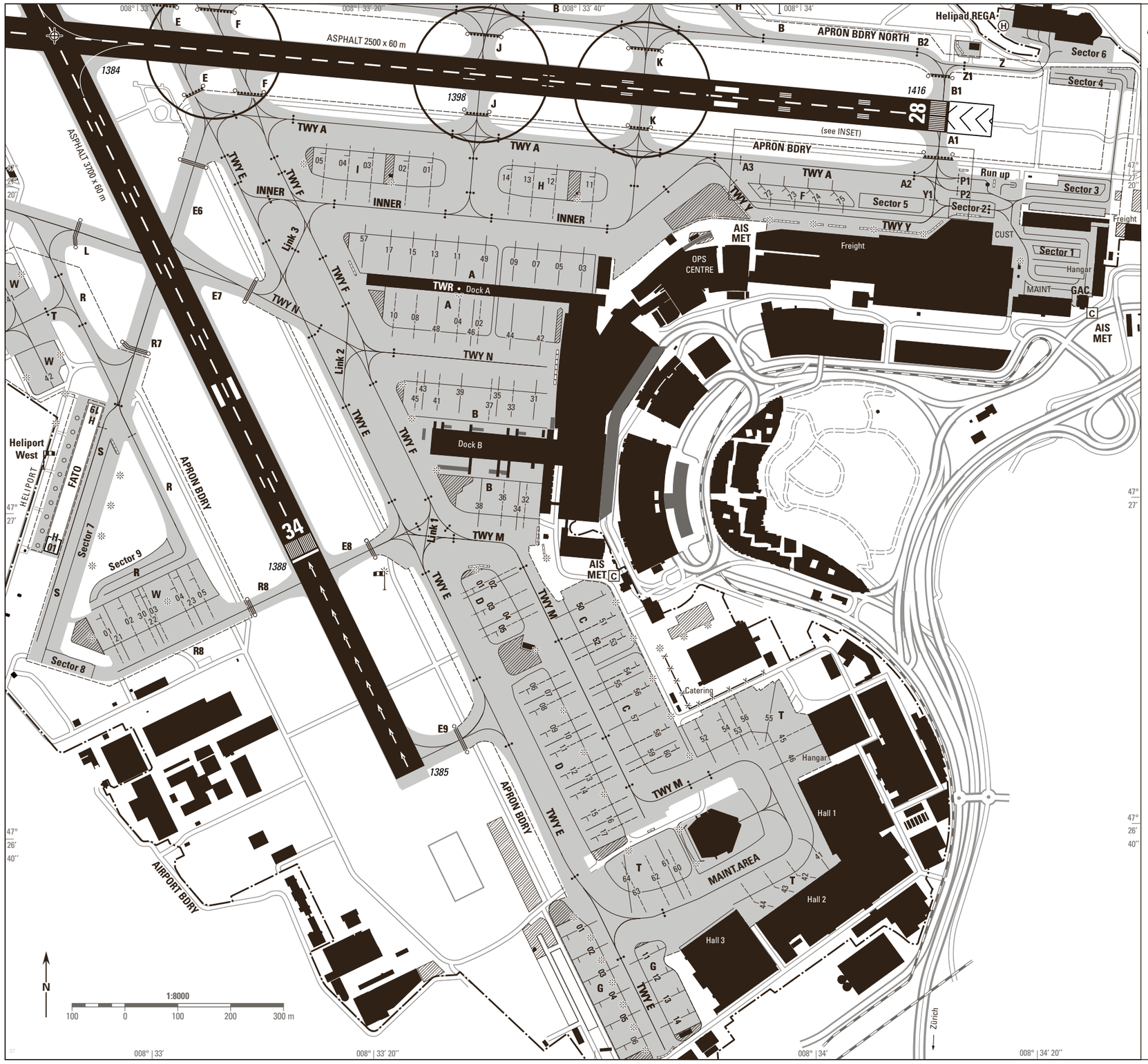
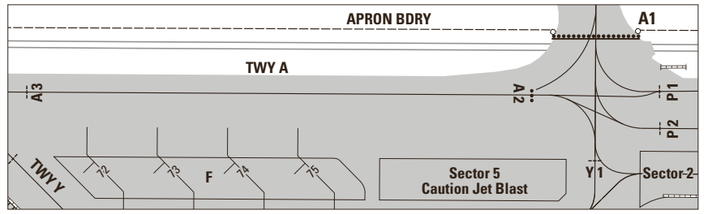


APRON SOUTH

INSET



ACFT out of the GAC region taxiing westbound on TWY-A may initially be cleared to intermediate HLDG PSN A3

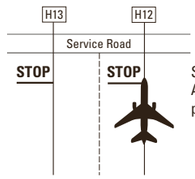
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

LEGEND

- Guideline for taxiing
- Intermediate HLDG PSN
- Intermediate HLDG PSN with Stop bar
- RWY GUARD LGT
- Stop bar CAT I
- Stop bar LGT CAT I H24
- Stop bar LGT CAT II-III
- Stop bar LGT CAT I-II-III H24
- Blast fences
- Light pole

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	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, 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, R8

ACFT PRKG:



STOP Marking:
ACFT has to be stopped with the pilot seat ABM the stop bar.

GENERAL REMARKS

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

TWY A and TWY B:
DRG ILS APCH RWY 28, TWY A and TWY B BTN TWY K and THR 28 CLSD to ACFT with wingspan equal or greater than 36 m.

TWY E BTN G01 and G06 : ICAO Code C ACFT only up to 36 m wingspan
TWY F from TWY-N to TWY-M: ICAO Code C ACFT only up to 36 m wingspan
TWY P: ICAO Code C ACFT only up to 36 m wingspan
TWY S: MAX 30 m wingspan, with marshaller MAX 31 m
TWY Y: MAX 28 m wingspan, with marshaller MAX 30 m
TWY Z: Outer main gear wheel span MAX 6 m. MAX 30 m wingspan

RWY Incursion HOTSPOT

ACFT taxiing on TWY E, F, J or K:
Be aware of RWY AHEAD

ACFT taxiing to RWY28:
Be aware of sharp turn from TWY E or F onto TWY A

For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance
For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance

All Parking PSN W: Outbound with push-back only

COR: TWY A BTN A2 and P1, TWY line SECT 2, SECT 7 and 8 modified, Clearance line PRKG Charlie modified, RWY 10/28 ASPHALT (WEF 14JUL2022)

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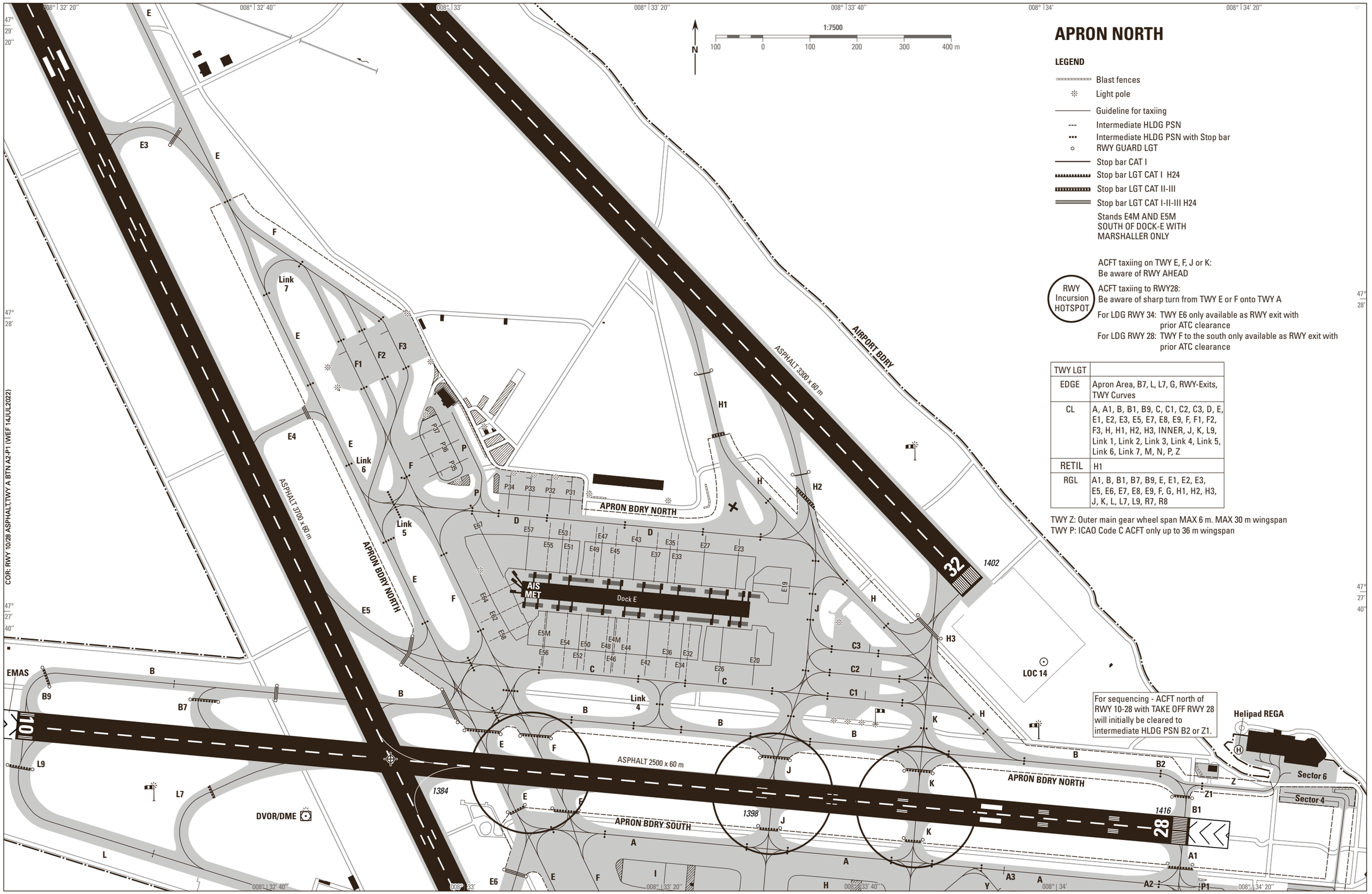

APRON NORTH

LEGEND

- Blast fences
- Light pole
- Guideline for taxiing
- Intermediate HLDG PSN
- Intermediate HLDG PSN with Stop bar
- RWY GUARD LGT
- Stop bar CAT I
- Stop bar LGT CAT I H24
- Stop bar LGT CAT II-III
- Stop bar LGT CAT I-II-III H24
- Stands E4M AND E5M SOUTH OF DOCK-E WITH MARSHALLER ONLY

RWY Incursion HOTSPOT

ACFT taxiing on TWY E, F, J or K:
Be aware of RWY AHEAD

ACFT taxiing to RWY28:
Be aware of sharp turn from TWY E or F onto TWY A

For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance

For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	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, 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, R8

TWY Z: Outer main gear wheel span MAX 6 m. MAX 30 m wingspan
TWY P: ICAO Code C ACFT only up to 36 m wingspan

For sequencing - ACFT north of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to intermediate HLDG PSN B2 or Z1.

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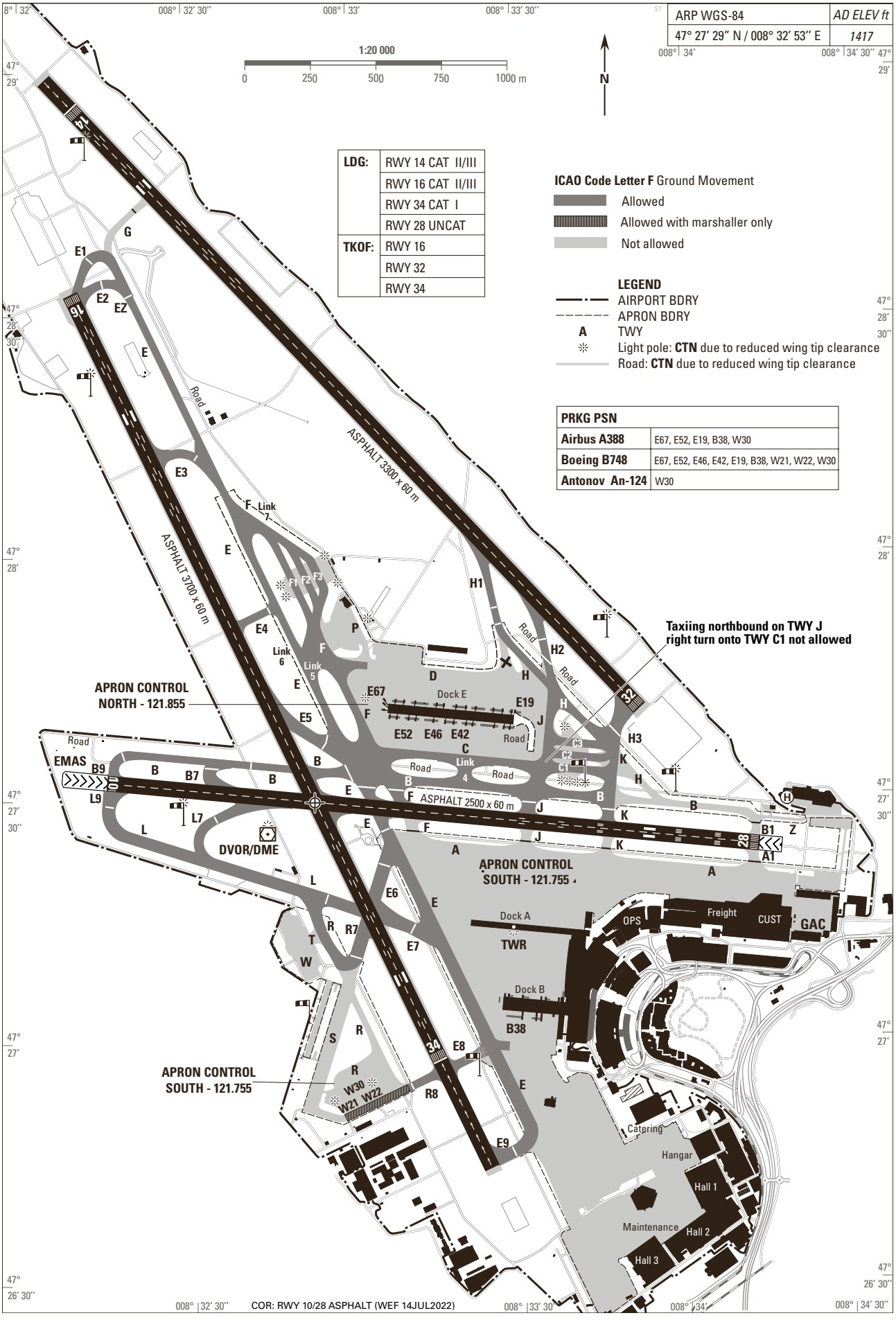
ARP WGS-84
47° 27′ 29″ N / 008° 32′ 53″ E
AD ELEV ft
1417
1:20 000
0 250 500 750 1000 m
N
LDG: RWY 14 CAT II/III
RWY 16 CAT II/III
RWY 34 CAT I
RWY 28 UNCAT
TKOF: RWY 16
RWY 32
RWY 34
ICAO Code Letter F Ground Movement
Allowed
Allowed with marshaller only
Not allowed
LEGEND
AIRPORT BDRY
APRON BDRY
TWY
Light pole: CTN due to reduced wing tip clearance
Road: CTN due to reduced wing tip clearance
PRKG PSN
Airbus A388 E67, E52, E19, B38, W30
Boeing B748 E67, E52, E46, E42, E19, B38, W21, W22, W30
Antonov An-124 W30
ASPHALT 3300 x 60 m
ASPHALT 3700 x 60 m
ASPHALT 2500 x 60 m
Taxiing northbound on TWY J
right turn onto TWY C1 not allowed
APRON CONTROL
NORTH - 121.855
APRON CONTROL
SOUTH - 121.755
APRON CONTROL
SOUTH - 121.755
DVOR/DME
EMAS
TWR
Dock A
Dock B
Dock E
OPS
Freight
CUST
GAC
Catering
Hangar
Hall 1
Hall 2
Hall 3
Maintenance
Road
Link 4
Link 5
Link 6
Link 7
COR: RWY 10/28 ASPHALT (WEF 14JUL2022)

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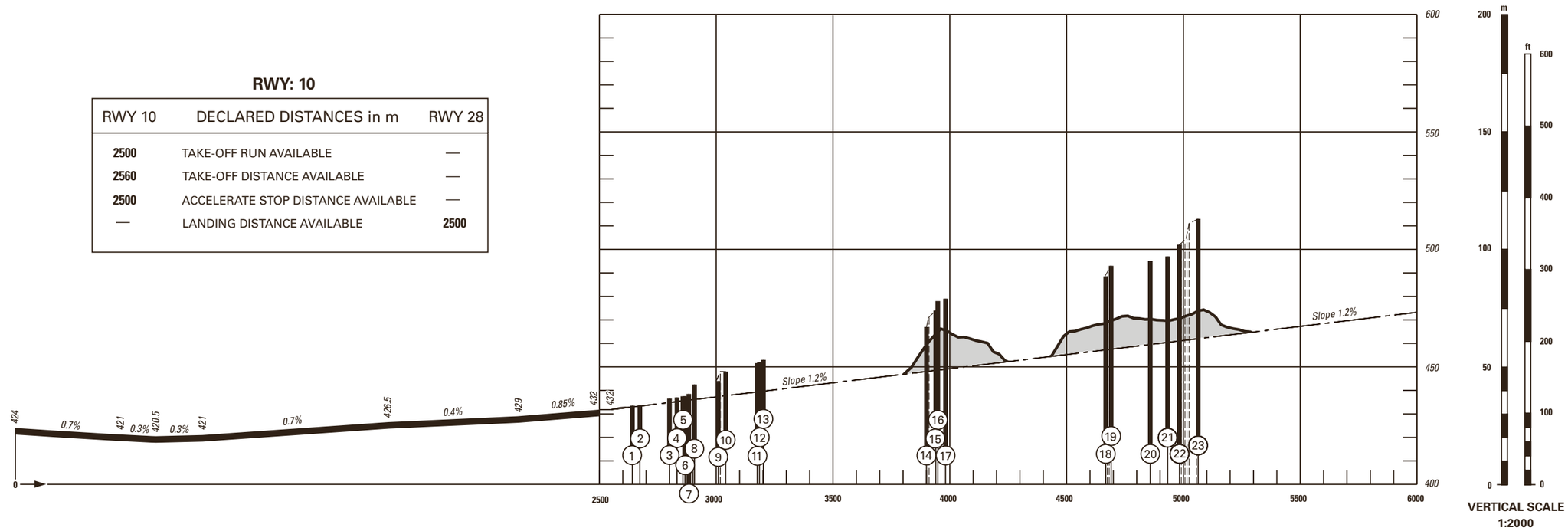
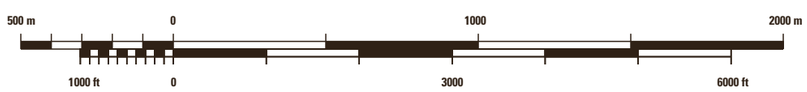
VAR 3°E (2020.5)

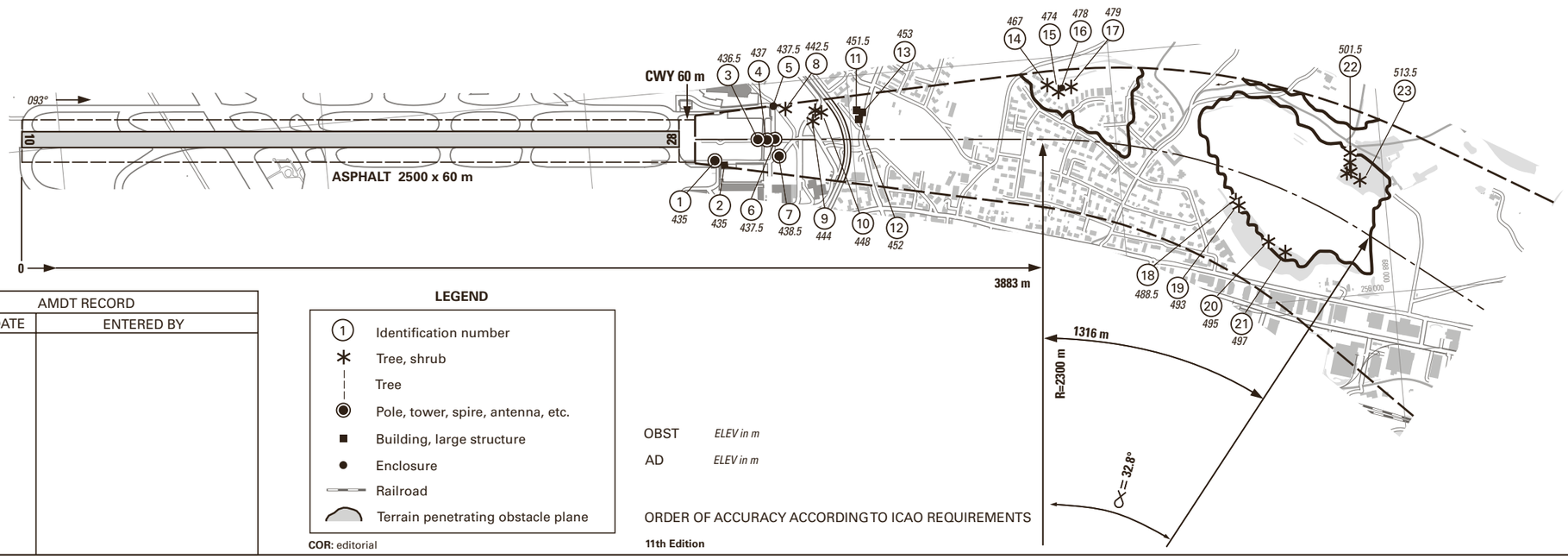
RWY: 10

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**





HORIZONTAL SCALE 1:20 000



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: editorial

11th 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	—

LEGEND

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

COR: OBST, RWY ASPHALT, editorial

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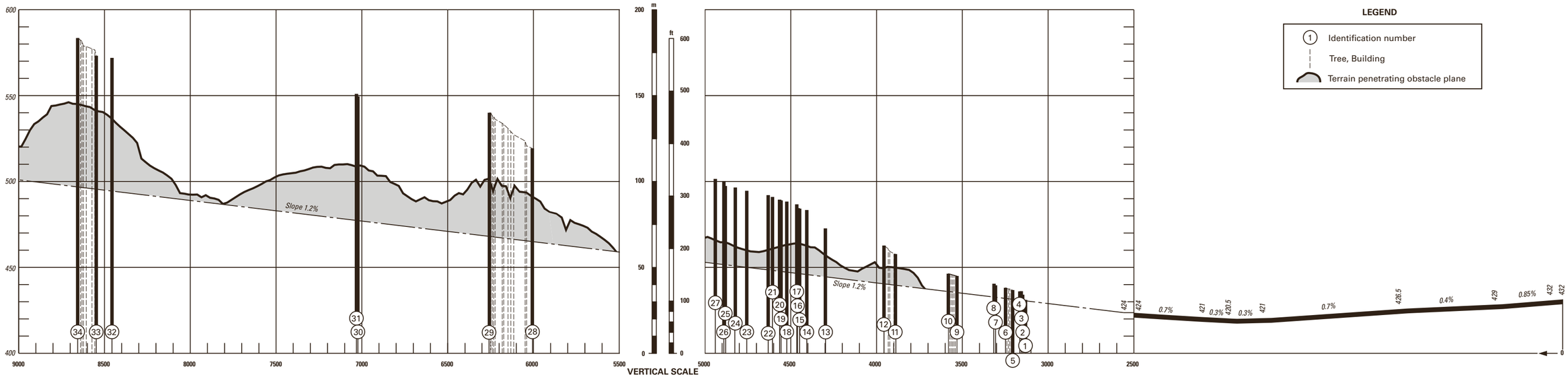
VAR 3°E (2020.5)

Plan view see LSZH AD 2.24.4-3

PROFILE RWY: 28

LEGEND

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



VERTICAL SCALE
1:2000

COR: OBST

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