SWITZERLAND

TEL: +41 (0) 43 931 61 68

Telegraphic address:
AFTN: LSSAYOYX
E-mail: aip@skyguide.ch

skyguide

AIP Services

CH-8602 WANGEN BEI DÜBENDORF

AIP

AMDT 012 2022

Effective Date 01 DEC 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	01 DEC 2022
GEN 0.4 - 1/2	01 DEC 2022
GEN 0.4 - 3/4	01 DEC 2022
GEN 0.4 - 5/6	01 DEC 2022
GEN 0.4 - 7/8	01 DEC 2022
ENR 0.6 - 1/2	01 DEC 2022
ENR 0.6 - 3/4	01 DEC 2022
LSZS AD 2 - 9/10	01 DEC 2022
LSZS AD 2 - 11/12	01 DEC 2022
LSZH AD 2 - 23/24	01 DEC 2022
LSZH AD 2 - 25/26	01 DEC 2022
LSZH AD 2 - 29/30	01 DEC 2022

Destroy the following pages:

GEN 0.2 - 9/10	03 NOV 2022
GEN 0.4 - 1/2	AIRAC 01 DEC 2022
GEN 0.4 - 3/4	AIRAC 01 DEC 2022
GEN 0.4 - 5/6	AIRAC 01 DEC 2022
GEN 0.4 - 7/8	AIRAC 01 DEC 2022
ENR 0.6 - 1/2	14 JUL 2022
ENR 0.6 - 3/4	14 JUL 2022
LSZS AD 2 - 9/10	AIRAC 24 MAR 2022
LSZS AD 2 - 11/12	AIRAC 03 NOV 2022
LSZH AD 2 - 23/24	14 JUL 2022
LSZH AD 2 - 25/26	14 JUL 2022
LSZH AD 2 - 29/30	11 AUG 2022

2. Record entry of amendment on page GEN 0.2

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

NOTAM: NIL

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: NIL

Checklist AIRAC SUP: NIL

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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	
013/2021	30-Dec-2021	30-Dec-2021	
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	
008/2022	11-Aug-2022	11-Aug-2022	
009/2022	08-Sep-2022	08-Sep-2022	
010/2022	06-Oct-2022	06-Oct-2022	
011/2022	03-Nov-2022	03-Nov-2022	
012/2022	01-Dec-2022	01-Dec-2022	

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GEN 0.4 CHECKLIST OF AIP PAGES

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LSZH AD 2.24.4 - 6	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 7	AIRAC 02 DEC 2021
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LSZH AD 2.24.4 - 9	AIRAC 02 DEC 2021
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LSZH AD 2.24.5 - 4	AIRAC 07 DEC 2017
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LSZH AD 2.24.6 - 2	AIRAC 24 MAR 2022
LSZH AD 2.24.6 - 3	06 OCT 2022
LSZH AD 2.24.6 - 4	06 OCT 2022
LSZH AD 2.24.7.1 - 1	07 OCT 2021
LSZH AD 2.24.7.1 - 2	07 OCT 2021
LSZH AD 2.24.7.1 - 3	AIRAC 24 MAR 2022
LSZH AD 2.24.7.1 - 4	AIRAC 24 MAR 2022
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LSZH AD 2.24.7.2 - 3	07 OCT 2021
LSZH AD 2.24.7.2 - 4	07 OCT 2021
LSZH AD 2.24.7.2 - 5	07 OCT 2021
LSZH AD 2.24.7.2 - 6	07 OCT 2021
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1.2 IFR Departures

Any departing ACFT must comply with the relevant procedures published on the SID charts. Due to high terrain, any non-adherence to the published PDG will result in an infringement of the minimum obstacle clearance.
Contingency procedures (e.g. for OEI operations) must be provided by the operator and must be available to the pilot.

(see chart LSZS AD 2.24.7 - 1)

DESIGNATOR	RWY 03 - HIGH PERFORMANCE RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
RONAG 1E PDG 16.6% to *10200ft*	Proceed via ZS500, ZS711, ZS710 to RONAG. Enter the RONAG holding pattern. MAX IAS 210 kt to RONAG.	Climb to 16000ft. Cross RONAG at 14000ft or above. Shuttle climb as required to MEA.	When instructed contact ALPS RADAR 119.225	NIL

Close-in obstacles right of track up to *5715 ft* shortly after end of RWY 03.

(see chart LSZS AD 2.24.7 - 1)

RNAV 1 SID RONAG 1E						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	DER03	Y	-	-	026° (029.2°T)	-
TF	ZS500	Y	-	-	030° (033.3°T)	5.9
DF	ZS711	N	-	-	-	-
TF	ZS710	N	-	-	041° (044.4°T)	5.4
TF	RONAG	N	+14000	210	053° (056.3°T)	5.3

(see chart LSZS AD 2.24.7 - 3)

DESIGNATOR	RWY 03 - HIGH PERFORMANCE RNAV 1 VISUAL			
	ROUTE			
	Lateral	Vertical	Contact	Remark
RONAG 1V Set your VISUAL climb rate as required to avoid obstacles, but not below 10% ~ 610 ft/NM. At *10000 ft* continue climb to *10500 ft* with MNM PDG of 10%.	Proceed via ZS501, ZS711, ZS710 to RONAG. Enter the RONAG holding pattern. MAX IAS 180 kt to ZS711, MAX IAS 210 kt to RONAG.	Climb to 16000ft. Cross RONAG at 14000ft or above. Shuttle climb as required to MEA.	When instructed contact ALPS RADAR 119.225	Maintain visual ground contact to 10000ft.

Close-in obstacles right of track up to *5715 ft* shortly after end of RWY 03.

(see chart LSZS AD 2.24.7 - 3)

RNAV 1 SID RONAG 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	DER03	Y	-	-	026° (029.2°T)	-
TF	ZS501	Y	-	-	030° (033.3°T)	2.4
TF	ZS711	N	-	180	043° (046.2°T)	7.9
TF	ZS710	N	-	-	041° (044.4°T)	5.4
TF	RONAG	N	+14000	210	053° (056.3°T)	5.3

(see chart LSZS AD 2.24.7 - 5)

DESIGNATOR	RWY 21 - HIGH PERFORMANCE RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
PELAD 1W PDG 15.0% to *10700ft*	Proceed via ZS510, ZS511 to PELAD. Enter the PELAD holding pattern. MAX IAS 210 kt to PELAD.	Climb to 16000ft. Cross PELAD at 16000ft or above.	When instructed contact ALPS RADAR 119.225	NIL

Close-in obstacles right of track up to *5630 ft* shortly after end of RWY 21.

(see chart LSZS AD 2.24.7 - 5)

RNAV 1 SID PELAD 1W						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	DER21	Y	-	-	206° (209.2°T)	-
TF	ZS510	Y	-	-	216° (219.1°T)	10.3
DF	ZS511	N	-	-	-	-
TF	PELAD	N	+16000	210	036° (039.0°T)	10.3

(see chart LSZS AD 2.24.7 - 7)

DESIGNATOR	RWY 21 - HIGH PERFORMANCE RNAV 1 VISUAL			
	ROUTE			
	Lateral	Vertical	Contact	Remark
PELAD 1V Set your VISUAL climb rate as required to avoid obstacles, but not below 10% ~ 610 ft/NM. At *10600 ft* continue climb to *11500ft* with MNM PDG of 10%.	Proceed via ZS510, ZS511 to PELAD. Enter the PELAD holding pattern. MAX IAS 210 kt to PELAD.	Climb to 16000ft. Cross PELAD at 16000ft or above.	When instructed contact ALPS RADAR 119.225	Maintain visual ground contact to 10600ft.

Close-in obstacles right of track up to *5630 ft* shortly after end of RWY 21.

(see chart LSZS AD 2.24.7 - 7)

RNAV 1 SID PELAD 1V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	DER21	Y	-	-	206° (209.2°T)	-
TF	ZS510	Y	-	-	216° (219.1°T)	10.3
DF	ZS511	N	-	-	-	-
TF	PELAD	N	+16000	210	036° (039.0°T)	10.3

1.3 IFR Approach Procedures

VISUAL APCH with RNP guidance RWY 03:

The final approach track is 9.1 degrees offset to the left of the RWY CL, and must be flown in visual conditions due to high terrain in the region of ZS702 (FAF).

RNP RWY 21:

Due to close proximity of high terrain in the final and missed approach phase, a strict adherence to the published procedures is required.

The final approach is based on a continuous descent (CDFA principle). When reaching the OCA(H) and no visual contact to the landing RWY is established and can be maintained, start the missed approach climb without delay, proceed to the MAPt and follow the missed approach procedure. Obstacle clearance is calculated with RNP 0.3 until MAPt.

Level flight to MAPt at OCA(H) prohibited.

VISUAL APCH with RNP guidance RWY 03 and RNP RWY 21:
The flight crew is required to perform a position report at the FAF.

Communication Failure Procedure
In case of COM failure prior to IAF without approach clearance received:
- Set transponder on 7600.
- Maintain last assigned and acknowledged flight level.
- Enter PELAD/RONAG holding.
- Hold for 20 minutes, then start the approach.

In case of COM failure after having passed the IAF:
- Set transponder on 7600.
- Continue approach
- In case of missed approach perform maximum two holding patterns. If radio contact is not re-established, proceed to alternate aerodrome.

(see chart LSZS AD 2.24.7.10 - 1)

VISUAL APCH with RNP guidance RWY 03						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	PELAD	N	+16000	240	-	-
TF	ZS700	N	+13000	-	268° (271.0°T)	11.3
TF	ZS716	N	-	160	160° (162.6°T)	12.3
TF	ZS701	N	+12400	160	160° (162.7°T)	5.0
TF	ZS702	N	+11800	-	065° (068.2°T)	5.0
TF	ZS705	Y	-	-	035° (038.3°T)	10.9
TF	ZS706	N	-	-	030° (033.5°T)	4.9
TF	RONAG	N	+14000	210	045° (048.0°T)	19.0

(see chart LSZS AD 2.24.7.10 - 3)

RNP RWY 21						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RONAG	N	+14000	210	-	-
TF	ZS710	N	+13000	160	233° (236.4°T)	5.3
TF	ZS712	Y	-	-	221° (224.4°T)	15.0
TF	ZS702	N	+12700	-	214° (216.9°T)	14.6
TF	ZS713	N	-	-	304° (306.7°T)	7.4
TF	PELAD	N	+16000	240	034° (036.6°T)	12.6

CTN: Step down fix at 9.9 NM to ZS712 not to be coded as WPT.

1.4 Aircraft, Airport and Pilot Qualification

To operate at Samedan under IFR, the following airport requirements must be fulfilled:

a. For piston engine aircraft and multiple IFR APCH (training) PPR required. ppr.smv@engadin-airport.ch
b. Operator's contingency procedures (if required by the type of FLT operation) must be calculated and available.
c. The pilot in command must hold a valid pilot qualification for the applicable type of operation and flight procedures.
d. LSZS briefing not older than 24 months.

1.5 Minima for IFR Departures (TKOF Minima)

RWY	SID	VIS (m) / Ceiling (ft AGL)	RMK
03	RONAG 1E	2000 / ---	Ceiling means BKN or OVC. VMC must be maintained up to the ALT stated in the table.
	RONAG 1V	5000 / 4400	
21	PELAD 1W	2000 / ---	
	PELAD 1V	5000 / 5100	

LSZS AD 2.23 ADDITIONAL INFORMATION

High Visibility Jackets and Crew ID badge:
All pilots walking on the AP movement area must wear a high-visibility jacket which complies with the EN 471 standard class 2 or 3.
Persons not wearing a high-visibility jacket have to use the AP shuttle or ask the ground staff or ground handling agents for assistance.
All crew members must ensure their ID badge is clearly visible, above the waist and shall produce the Crew ID badge upon request of the control agents of the AP.

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
DER03	N 46 32 29.4	E 009 53 23.4	SID LSZS
DER21	N 46 31 37.3	E 009 52 41.1	SID LSZS
ZS500	N 46 37 23.3	E 009 58 03.2	SID LSZS
ZS501	N 46 34 28.6	E 009 55 16.7	SID LSZS
ZS510	N 46 23 35.3	E 009 43 15.1	SID LSZS
ZS511	N 46 27 55.9	E 009 34 08.3	SID LSZS
ZS700	N 46 36 06.5	E 009 27 06.2	IAC LSZS
ZS701	N 46 19 35.4	E 009 34 33.4	IAC LSZS
ZS702	N 46 21 26.7	E 009 41 15.5	IAC LSZS
ZS705	N 46 30 00.0	E 009 51 02.4	IAC LSZS
ZS706	N 46 34 04.0	E 009 54 56.4	IAC LSZS
ZS710	N 46 43 49.1	E 010 09 06.0	IAC LSZS, SID LSZS
ZS711	N 46 39 57.6	E 010 03 36.4	SID LSZS
ZS712	N 46 33 05.8	E 009 53 53.0	IAC LSZS
ZS713	N 46 25 52.1	E 009 32 40.7	IAC LSZS
ZS716	N 46 24 21.8	E 009 32 24.7	IAC LSZS

LSZS AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSZS AD 2.24.1 - 1
Aerodrome Obstacle Chart - Type A - RWY 03	LSZS AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 21	LSZS AD 2.24.4 - 3
SID RWY 03 - RNAV 1 HIGH PERFORMANCE	LSZS AD 2.24.7 - 1
SID RWY 03 - RNAV 1 HIGH PERFORMANCE VISUAL	LSZS AD 2.24.7 - 3
SID RWY 21 - RNAV 1 HIGH PERFORMANCE	LSZS AD 2.24.7 - 5
SID RWY 21 - RNAV 1 HIGH PERFORMANCE VISUAL	LSZS AD 2.24.7 - 7
IAC VISUAL APCH with RNP Guidance RWY 03	LSZS AD 2.24.10 - 1
IAC RNP RWY 21	LSZS AD 2.24.10 - 3
Aerodrome VFR Area Chart for Y and Z ATC FPL	LSZS AD 2.24.11 - 1
Aerodrome Visual Approach Chart	LSZS AD 2.24.12 - 1

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 for arriving aircraft

Arriving aircraft shall taxi independently to the parking position according to taxi instructions issued 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 Taxi procedures for departing aircraft

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

3.3.2.8 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.

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, the engines must be shut down for the de-icing treatment.

vi. 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.

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

viii. 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. Restrictions on VEBIT SIDs RWY 16

8.1 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.

8.2 VEBIT 1T SID RWY 16 not available for Boeing 777 aircraft

SID VEBIT 1T RWY 16 is not available for Boeing 777 aircraft. In case of VEBIT 4S is also not available, Boeing 777 with DEP on RWY 16 shall refile the flight plan via exit fix DEGES.