

Zurich Airport

IATA/ICAO CODE: ZRH/LSZH
CITY: Zurich
COUNTRY: Switzerland

AIRPORT CONTACT

Information updated by the airport 2/2011

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ELEVATION: 1416 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
16/34	12140	-	-	-
14/32	10827	-	-	-
10/28	8200	-	-	-

NOISE ABATEMENT PROCEDURES

Noise Abatement Prescriptions and Procedures

General

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

Jet aircraft not licensed in accordance with ICAO - Annex 16 Chapter 3 are not admitted.

Deviation from published route and procedures are only permitted if the safety of the aircraft is affected; subject to Article 27 of the OAI.

Aircraft operators unable to comply with these regulations and procedures have to submit alternative procedures to the Airport Authority.

Approaches - ILS

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

Other Approaches

An approach angle of not less than 3 degrees shall be maintained on final.

Provided that the approach is carried out with an angle of 6 deg. the landing after approach with turbo prop airplanes and jet aircraft which cause in this flight phase a comparatively satisfying noise level, can be made on runway 28; however the number of such landings are limited to 12 per day.

Landing Runway (See Preferential Runways)

Take-off Runways (See Preferential Runways)

Departures

Departure Routes

Deviation from Standard Instrument Departure Routes (SID) published in AIP Switzerland are only permitted above altitudes above 5000' AMSL between 2101* and 0500* UTC. Deviation from a SID leading into AWY A9 is only permitted at FL 80 or above with permission of Air Traffic Control.

Departure Procedure

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

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

For jet aircraft the climb shall be carried out as follows:

Jet Aircraft	
Take-off to 2900'	Take-off power Take-off flaps Climb at V2 + 10KT (or as limited by body angle)
At 2900'	Reduce thrust to not less than climb power
2900'- 4500'	Climb at V2 + 10KT (or as limited by body angle)
At 4500'	Normal speed and en route climb configuration

Automatic measuring equipment is used to monitor adherence to the procedure above.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

per AIP AIC publication
A 09/05
Apr 14
CNL AIC A18/03

In April 14, 2005 the third step of the German ordinance was implemented regarding the use of German airspace for arrivals and departures from/to Zurich airport by Swiss ATC/

Application:

Monday - Friday 0000-0700, 2100-2359 (local time)

Saturday-Sunday & German Holidays 0000-0900, 2200-2359 (local time)

Remarks - Landings before 0600 local time are not allowed.

German Public Holiday
New Year
6th January
Good Friday
Easter Monday
1st May
Ascension Day
Whit Monday
Corpus Christi Day
3 October (German Unification Day)
1 November (All Saints Day)
Christmas Day
Boxing Day

Operational Implications:

Lowest FL to be used in German airspace for arrivals is FL 120 during the German curfew period.

As approaches to both RWU 14 and RWU 16 require the use of German airspace below FL120 these runways are no longer available during the designated time period. Therefore landing runway will be either RWY 28 or RWY 34. Normally RWY 34 is used in the morning period and RWY 28 in the evening period.

Aircraft not able to land on RWY 28 due to performance limitations will be vectored to the ILS RWY 34. Traffic to RWY 28 will have priority.

Validity

This ACI remains valid until further notice.

For any further questions contact sky guide, customer service +41 48 816 62 62.

END

According to Article 39 (and revisions per AIP Switzerland AD2.18 Local Regulations and AD2.21 Noise Abatement Procedures) of the ordinance concerning the aviation infrastructure (OAI) utmost restraint will be exercised when granting authorization for take-off and landing at night between 2100 and 0500* UTC. Air carriers may not expect that authorizations for night flight movements will be granted systematically for the period 2100* until 0500* UTC. For complete details, see AIP Switzerland LSZH AD2.18 and AD 2.21 and information below.

http://www.admin.ch/ch/f/rs/748_131_1/a39a.html defines the limit for 2100-2330 departures is

less than 96 EPNL)

http://www.admin.ch/ch/f/rs/748_131_1/a39a.html defines how to compute the index noise value

The definition of the ZRH noise index that governs eligibility to operate in the shoulder period of 2100 - 2330 nightly.

The ZRH noise index is the EPNL value that is the arithmetic average of the Chapter 3 Flyover and Lateral cert levels.

To depart between 2100 - 2330, the value must be less than 96 EPNL. Airplanes flying non-stop distances greater than 5000 km are permitted to depart if their noise index is less than 98 EPNL.

The 96 and 98 EPNL limits apply specifically to GVA and ZRH.

Neither departures nor arrivals are permitted between 2330 - 0500.

Scheduled Air Traffic

(including supplementary flights and rerouted flights but excluding alternate landings)

Departure:

A Pilot in command can only expect to receive a departure clearance if he is ready to start the engines at 2245* UTC at the latest.

Departures are not permitted between 2330* and 0500* UTC. Exceptions can only be authorized by the Airport Authority in unforeseen and exceptional cases.

Approach:

Pilot in command can only expect to receive a clearance for approach, if he is over or when radar vectored abeam reporting points SAFFA, EKRI or RILAX at 2215* UTC at the latest.

Landings are not permitted between 2230* and 0500* UTC. Exemptions can only be authorized by the Airport Authority in unforeseen and exceptional cases.

Non-scheduled commercial air traffic

(including non scheduled flights of scheduled airlines)

Departures and landings can be planned between 0500* and 2200* UTC

Departures

A Pilot in command can only expect to receive a departure clearance if he is ready to start the turbojet or turboprop engine or, in the case of piston engine aircraft, if he is ready to taxi at 2045* UTC at the latest. Departures are not permitted between 2230* and 0500* UTC. Exemptions can only be authorized by the Airport Authority in unforeseen and exceptional cases.

Departures of Charter flights can be planned between 0500* and 2100* UTC. A pilot in command can only expect to receive a departure clearance if he is ready to start the engine at 2045* UTC at the latest. Departures are not permitted between 2130* and 0500* UTC. Exemptions can only be authorized by the Airport Authority in unforeseen and exceptional cases.

Approach:

Landings are not permitted between 2230* and 0600* UTC. Exemptions can only be authorized by the Airport Authority in unforeseen and exceptional cases.

Private traffic

Departure and landing are not permitted between 2100* and 0500* UTC.

Departure

A Pilot in command can only expect to receive a departure clearance if he is ready to start the turbo-jet or turbo-prop engine or, in the case of piston engine aircraft, if he is ready to taxi at 2045* UTC at the latest.

Approach

A Pilot in command can only expect to receive a clearance for approach if he is over or when radar vectored abeam reporting points GIPOL and AMIKI at 2030* UTC at the latest.

For NVFR flights the check points CITY, BREMGARTEN or ATTIKON will be applicable. A pilot in command can only expect to receive a clearance for approach if he is over the checkpoints at 2045* UTC at the latest.

Exemptions:

Urgent flights

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

Permission request procedures

General:

Air Carriers may not expect a systematically slot allocation for night flight movements for the period from 2045* and 0500* UTC. All slot requests will be finally authorized by Slot Coordination Switzerland in order to obtain the local noise restrictions.

Scheduled air traffic and charter flights

Scheduled air traffic and charter flights are subject to schedule coordination made by Slot Coordination Switzerland. Permission requests for slots shall be submitted to:

Slot Coordination Switzerland SITA ZRHACXH or email info@slotcoord.ch

Other nonscheduled commercial air traffic as well as noncommercial air traffic:

Non scheduled commercial air traffic and noncommercial air traffic are subject to coordination requirement:PPR

Additionally, two outbound and two inbound slots per hour are available for IFR non scheduled commercial air traffic (jets and turboprops) MAX 72 hours in advance.

Due to limited stands, aircraft with a wing span larger than 24 meters are subject to permission from the airport operator for the parking time.

Permissions for VFR movements can be requested at the earliest the day before the planned flight and must be obtained before filing the PLN. Filed flight plans must include the Estimated Off-Block Time (EOBT) based on the permission.

Permissions shall be requested between 0700* and 1600* UTC from

Unique
(Flughafen Zurich AG)
Slot Management
Tel +41 (0) 43 816 46 37
Fax +41 (0) 43 816 73 79
email slot.gasc@unique.ch

After closing hours, short notice requests should be made to Tel +41 (0) 43 816 73 16
1600* - 2100* UTC for IFR flights within the next 24h or cancellation of VFR flights
0530* - 0700* UTC only IFR flights for the actual day.

Permission requests shall contain the following data:

New request, modification or cancellation
Registration mark
Type of flight/IFR, test or instruction flight
Aircraft type
Landing or Take-off
Date
Origin
ETA in UTC over the initial approach fix (GIPOL, AMIKI, RILAX)
Estimated Off-Block Time (EOB LSZH in UTC)
FLT NR/Call sign

PREFERENTIAL RUNWAYS

Landings

Due to the restrictions regarding the use of German airspace, landing runways shall be used as follows: (note: times shown are UTC)

- Weekdays 0500-0607 normally on RWY 34
 - Weekdays 0608-1959 normally on RWYs 14 and 16
 - Weekdays 2000-0459 normally on RWY 28
 - Sat, Sun and German Holidays 0500-0807 normally on RWY 34
 - Sat, Sun and German Holidays 0808-1859 normally on RWYs 14 and 16
 - Sat, Sun and German Holidays 1900-0459 normally on RWY 28
- Other runways may only be used due to operational or meteorological reasons.
Exempted: STOL 28

Take-Offs

Between 0600-1959 normally all take offs shall be made on RWY 28.

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

Between 2000-0559 all take offs of jet aircraft shall be made on RWYs 32 or 34.

Between 2000-0559 take offs on RWY 34 shall be executed from intersection with taxiway R8 unless the whole runway length is required for safety reasons.

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

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OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

Run-ups are defined as tests of engines installed in the aircraft, at power settings above idle RPM.

On the Apron, TWY and RWY run-ups require permission from the Airport Authority. No run-ups are permitted between 2100*-0500* UTC. Outside these hours both duration and power setting for such run-ups shall be kept to a minimum.

On the aprons of the maintenance base, run-ups of jet engine may only be performed when using silencers. Run-ups of prop-engine are not permitted between 2100* and 0500* UTC.

Exceptions:

The Airport Authority may permit run-ups of jet engine without silencers on the maintenance base:

- when the silencers cannot be used for technical or meteorological reasons;
- if the silencers are not compatible with the type of aircraft in questions.

SR-Technics issues special regulations for the operation of silencers. They are subject to the approval of the Airport Authority.

APU OPERATING RESTRICTIONS

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

Other stands: For pneumatic and power supply of aircraft not parked at docking stands, mobile units shall be used.

APU shall only be started:

- To start engines, but no earlier than 5 minutes before off-block time.

- If maintenance work on the aircraft makes it unavoidable the service period shall be kept as short as possible.
- If stationary or mobile units are not available or are unserviceable for specific aircraft types, in that case APUs shall be started no earlier than 60 minutes before off block time and kept in operation up to 20 minutes after on block time.
- In specific cases, the Airport Manager of the Airport Authority may permit longer service after on block time.

NOISE BUDGET RESTRICTIONS - [NONE](#)

EMISSIONS Surcharge
[Ref AIP Switzerland Gen 4.1 for Current Emissions Surcharges](#)

NOISE SURCHARGE
[Ref AIP Switzerland Gen 4.1 for Current Noise Surcharges](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

9 fixed stations				
Locations of the permanent noise monitors are:				
Station	R/W	Dist. From B.R. - Ft.	Sideline Dist Ft.	Direction
1	28	10,663	1,476	Left
2	28	14,765	2,297	Right
3	34	14,599	1,738	Left
4 (new)	34	27,450	2,745	Right
5	34	25,919	4,101	Left
6	16	17,390	328	Left
7	16	24,508	2,953	Left
8 (new)	28	22,875	5,032	Left
9	10	11,484	1,805	Left
The monitoring system records takeoff and landings noise levels. Aircraft type, airplane number, airline and time of day are obtained by time of day correlation with the tower tape. Statistics are published monthly, including excess noise violations, by the airport authority				

for airlines only. From the data received, noise limit violations at all monitors are few and have been reducing in number each year.

There are noise level limits for each monitor, see noise level limits for more information.

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under noise monitoring system

NOISE LEVEL LIMITS - **NONE**

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes are banned from operating at airports in Switzerland as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes operating at airports in Switzerland must comply with Chapter 3 standards. See information below:

The Swiss Federal Rule for Chapter 2 Phase out

The Swiss Federal Council has decreed on 23rd February 1994 an Ordinance on noise related operating restrictions for jet aircraft (SR 748,121,12)

For information and convenience of english speaking readers, the contents of this Ordinance is translated as follows:

Article 1 Principle

Subsonic jet aircraft which are not certificated according to the standards of Chapter 3 (of ICAO Annex 16) may not operate at Swiss airports after 1 April 1995, except for those defined in Article 2 and 3 hereafter.

Article 2 General Exemptions

Subsonic jet aircraft with a noise certification corresponding at least to Chapter 2 (of ICAO Annex 16) may operate at Swiss airports for a period of 25 years after their year of manufacture, but no longer than 31 March 2002.

Article 3 Authorized Exemptions

The Federal Office for Civil Aviation may grant exemptions to Article 1 for important reasons, namely:

- a) for aircraft registered in developing countries
- b) for aircraft of historical interest
- c) for flights for the purpose of alteration, repair or maintenance

Article 4 Airport Operating Conditions

Airport operators may impose conditions for airport use by aircraft subject to Article 2 and 3, provided these conditions are approved by the Federal Office for Civil Aviation

Article 5 Fees

The fee due for any exemption granted under Article will be SF140

Article 6

This Ordinance will come into force on 15 March 1994

CHAPTER 3 RESTRICTIONS - **NONE**