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IVAO ATC Operations

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Zurich Apron

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Revision list

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1. Objective

The aim of this document is to illustrate the operations of Zurich Apron in order to improve the service provided by the ATC responsible for all ground movements.

This document is part of IVAO Switzerland Rules and approved by CH-HQ. The configuration must be respected in terms of agreements, callsigns and frequencies used. Any change and amendments will be approved by CH-HQ, FIR Chiefs and Swiss ATC Department. Amendments will be communicated via virtual NOTAM or newer version of this document.



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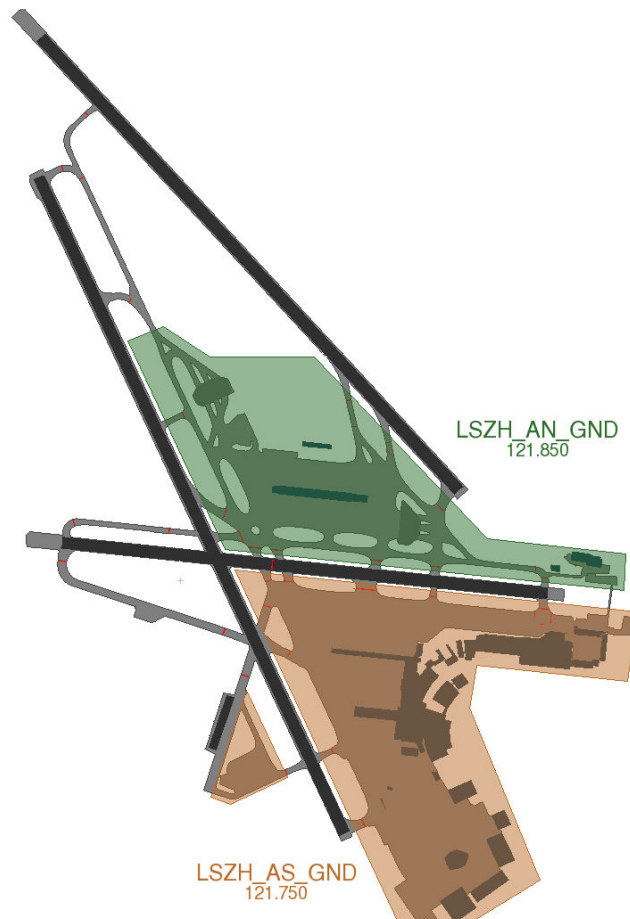
2. Zurich Apron - Positions

Callsign	Frequency	Station Name
LSZH_AS_GND	121.750	Zurich Apron
LSZH_AN_GND	121.850	Zurich Apron
LSZH_GND	121.900	Zurich Ground

LSZH_AN_GND may be opened, if AS_GND is already online. LSZH_GND requires AS_GND, AN_GND and TWR to be online.

Zurich Apron is responsible for all ground movement operations and gate assignments with the following areas of responsibility:

- * LSZH_AS_GND: Apron south of RWY28, W stands
- * LSZH_AN_GND: Apron north of RWY28
- * LSZH_GND: Runway crossings





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3. Ground movements

Pushback facings

Generally, pushback facings in LSZH are given in cardinal directions depending on where the Runway in use is located. For the Docks A, B and E mostly the following directions are given:

RWYs 10, 16 and 34: facing west

RWYs 28 and 34: facing east

Not that between docks A and B no facings are needed, since there is only one direction to push.

The Stands located at D, I and H parking do not require any pushback; aircraft can taxi straight out on the taxiway.

Preferred taxiways

The Apron controller is free to establish his own taxi-routings to manage the traffic flow. However, there are some recommended routings:

Departure RWY 28:

Aircrafts originating from the South Apron (Docks A, B and Parkings C, D, T and W) shall be routed via INNER and A to the holding point. If an aircraft is pushing back on INNER, A can be used completely.

Crossing of RWY 28:

Aircrafts crossing RWY 28 from South to North shall use taxiway E, crossings from North to South should happen on taxiway F.

If Runway 14 is used for Arrivals, taxiways J and K are used from North to South. If Runway 32 is used for Departures, the taxiways are used from South to North.

Southbound taxi after vacating RWY 14:

If a gate/stand on the South Apron is assigned, aircrafts are normally routed via J. If a pilot missed the right turn, he shall continue on H and take the next right on K.

Taxiway restrictions

Taxiways A and B between K and THR 28: MAX wingspan 36m/118ft during ARR ILS 28

Taxiway F between N and M: MAX wingspan 36m/118ft

Taxiway P: MAX wingspan 36m/118ft

Taxiway Y: MAX wingspan 28m/92ft

Taxiway Z: outer main gear MAX 6m/20ft, MAX wingspan 30m/98ft



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4. Gate assignment

General Rules	Aircraft	Preferred Gate
Schengen Flights		A / B / D
Non-Schengen Flights		B / D / C
Non-Schengen Flights (long haul)		E
Business Jets		W
	Medium Size	F
General Aviation		GA Sectors
Cargo airplanes		W / C

Airline	ICAO Code	Aircraft	Preferred Gate	Alternative Gate
Adria Airways	ADR		A	D
		CRJ2/CRJ7	H86/H87/H88	
Aegean Airlines	AEE	A3xx	A	
Aer Lingus	EIN		B	D
Aeroflot	AFL		B	
Air Baltic	BTI		A	
Air Canada	ACA		E	
Air Europa	AEA		A	
Air France	AFR		A / B	C / D
Air Malta	AMC		A	D
Air Berlin	BER		A / B	C / D
Air Serbia	ASL		B	



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Airline	ICAO Code	Aircraft	Preferred Gate	Alternative Gate
Alitalia	AZA		A / B	D
American Airlines	AAL		E20	E
Austrian Airlines	AUA		A	
British Airways	BAW		B	D
Bulgaria Air	LZB		E62 / E64	E
Cathay Pacific	CPA		E	
Croatia Airlines	CTN	DH4	H86/H87/H88	
		A319/A320	A	
Delta Airlines	DAL		E	
Easyjet	EZY		P	D / E
Edelweiss	EDW	A320	A / B	D
		A330/A340	E	B39 / B43
El Al	ELY		E58	E62 / E64 / E
Emirates	UAE	A388	E67	E52 / E
Etihad	ETD		E	
Eurowings	EWG		A	
		CRJ7	H86/H87/H88	
Finnair	FIN		A	D
Germanwings	GWI		A	
Germania	GMI		D / B	C
Helvetic Airways	OAW	A319	D	C
		F100/E90	H / I	D
Iberia	IBE		B	D
Icelandair	ICE		A42 / A44	C



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Airline	ICAO Code	Aircraft	Preferred Gate	Alternative Gate
KLM	KLM		A / B	D
Korean Air	KAL		E	
LOT Polish Airlines	LOT		A	
Oman Air	OMA		E	
Pegasus	PGT		B	D/E
Qatar Airways	QTR		E	
Royal Air Maroc	RAM		E62 / E64	E
Royal Jordanian	RJA		B	
Singapore Airlines	SIA	A388	E67	E52 / E
Scandinavian Airlines	SAS		A	
SWISS	SWR	A319/A320/A321	A / B	C / D
		RJ1H	I / F / H	
		F100/E90	I / H / A	B / D
		CS1/CS3	A / B / I	C / D
		A330/A340	E	B39 / B43
		B77W	E	B39 / B43
SunExpress			E58/E62/E64	E
TAP Portugal			A	
Thai Airways			E	
Turkish Airlines		A319/A320/A321	E58/E62/E64	E19 / E
		A330	E	
Ukraine International			E62 / E64	E
United			E52 / E56	E
Vueling			A / B	D



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5. Handoff

Unless instructed otherwise, all traffic crossing the Runways have to be transferred to the Tower.

Departing traffic should be transferred while taxiing before arriving at the holding point:

RWY 10: *As the TWR is responsible for Taxiways L and the part of B west of RWY 16/34, he will keep Aircrafts after crossing*

RWY 16: when passing De-Icing Pad F

RWY 28: shortly after crossing taxiway J

RWY 32: when passing De-Icing Pad C

RWY 34: after passing E7 (when E9 is used: after passing E8)

Departing traffics have to be transferred on **Standby**, unless instructed differentially!

Example: "SWR1010, standby on Tower: 118.100"

Standby means: After switching the frequency, the pilot prevents from communicating with the ATC. The controller is the one to contact the pilot for further actions.