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Changed chart(s) since Disc 03-2011

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
Dubendorf, (Dubendorf - LSMD)				
REV	WIL & ZUE 4A ARRS	10-2	11 févr. 201	
REV	ALBIX, WIL & ZUE 2Y DEPS	10-3	11 févr. 201	

General Info

Dubendorf, CHE

N 47° 23.8' E 08° 38.8' Mag Var: 0.0°W

Elevation: 1450'

Military, IFR, Control Tower, No Customs

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 11-29 7726' x 131' asphalt

Runway 11 (107.0°M) TDZE 1427'

Lights: Edge, ALS

Runway 29 (287.0°M) TDZE 1470'

Lights: Edge, ALS

Displaced Threshold Distance 291'

Communications Info

Dubendorf Tower **118.975** Military

Dubendorf Tower **358.57** Military

Dubendorf Arrival Control **143.775** Military

Dubendorf Arrival Control **140.7** Military

Dubendorf Arrival Control **134.925** Military

Dubendorf Arrival Control **376.80** Military

Dubendorf Arrival Control **340.07** Military

Dubendorf Arrival Control **281.90** Military

Dubendorf Departure Control **138.825** Military

Dubendorf Departure Control **268.85** Military

Dubendorf Radar **138.825** Military

Dubendorf Radar **268.85** Military

Dubendorf Information **138.05** Military

Dubendorf Information **297.10** Military

Notebook Info

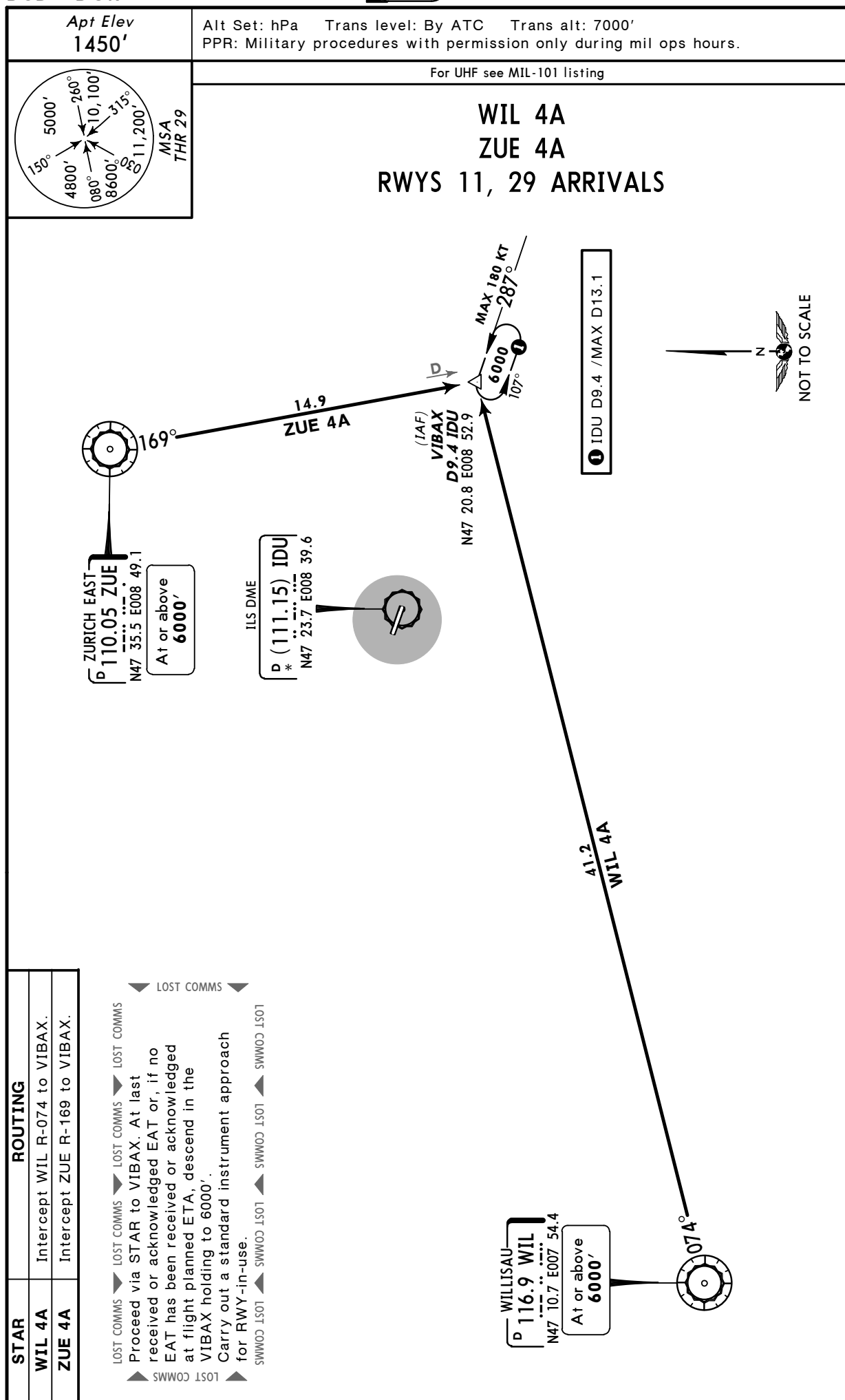
LSMD
 DUBENDORF

11 FEB 11

10-2

JEPPESEN DUBENDORF, SWITZERLAND

STAR



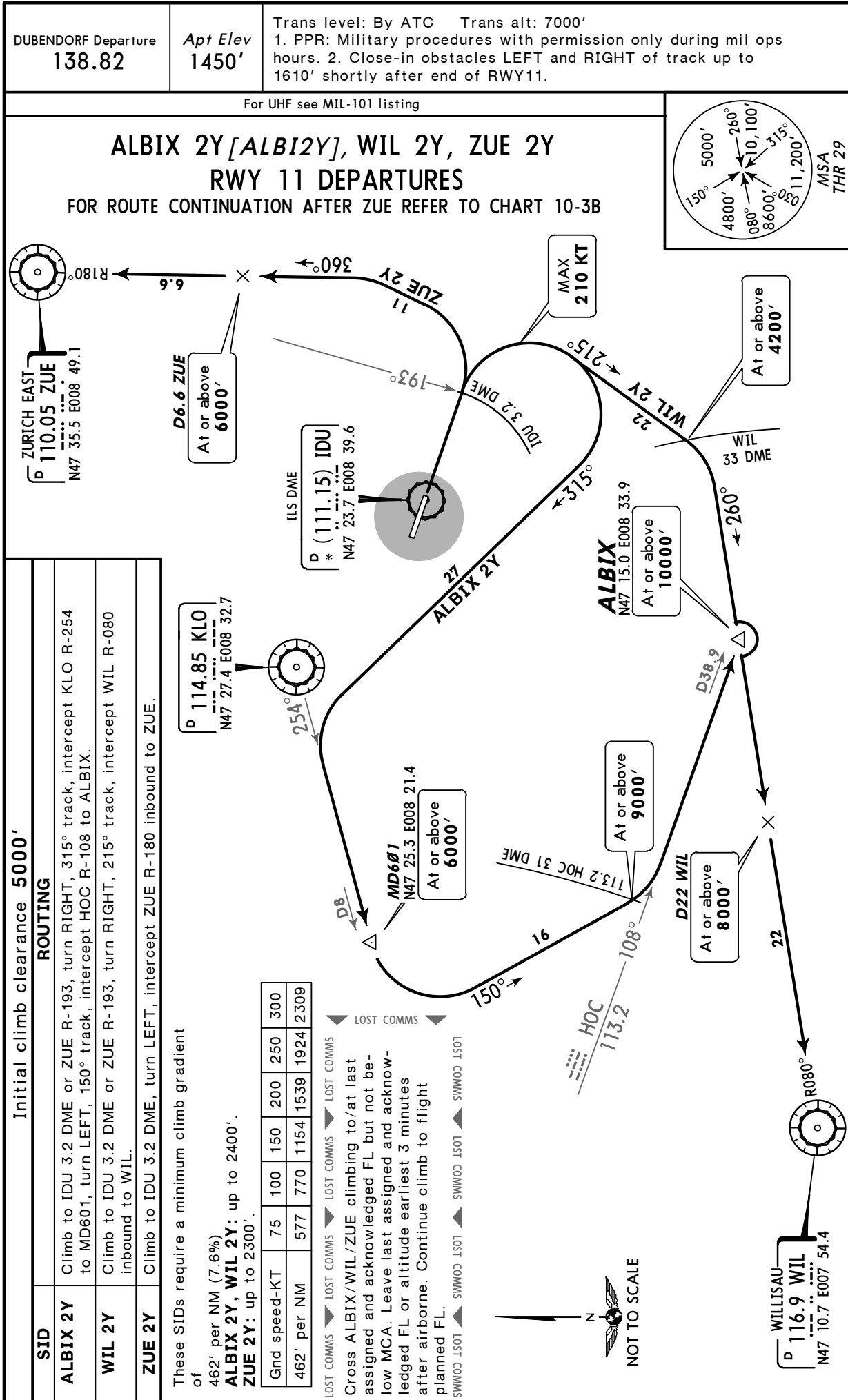
LSMD
DUBENDORF

11 FEB 11

10-3

DUBENDORF, SWITZERLAND

SID



These SIDs require a minimum climb gradient of 462' per NM (7.6%)

Gnd speed-KT	75	100	150	200	250	300
462' per NM	577	770	1154	1539	1924	2309

ALBIX 2Y, WIL 2Y: up to 2400'.
ZUE 2Y: up to 2300'.

LOST COMMS

Cross ALBIX/WIL/ZUE climbing to/at last assigned and acknowledged FL but not below MCA. Leave last assigned and acknowledged FL or altitude earliest 3 minutes after airborne. Continue climb to flight planned FL.

SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT

**LSMD
DUBENDORF**

8 OCT 10

10-3A

Eff 21 Oct**SID**

JEPPESSEN DUBENDORF, SWITZERLAND

DUBENDORF Departure
138.82

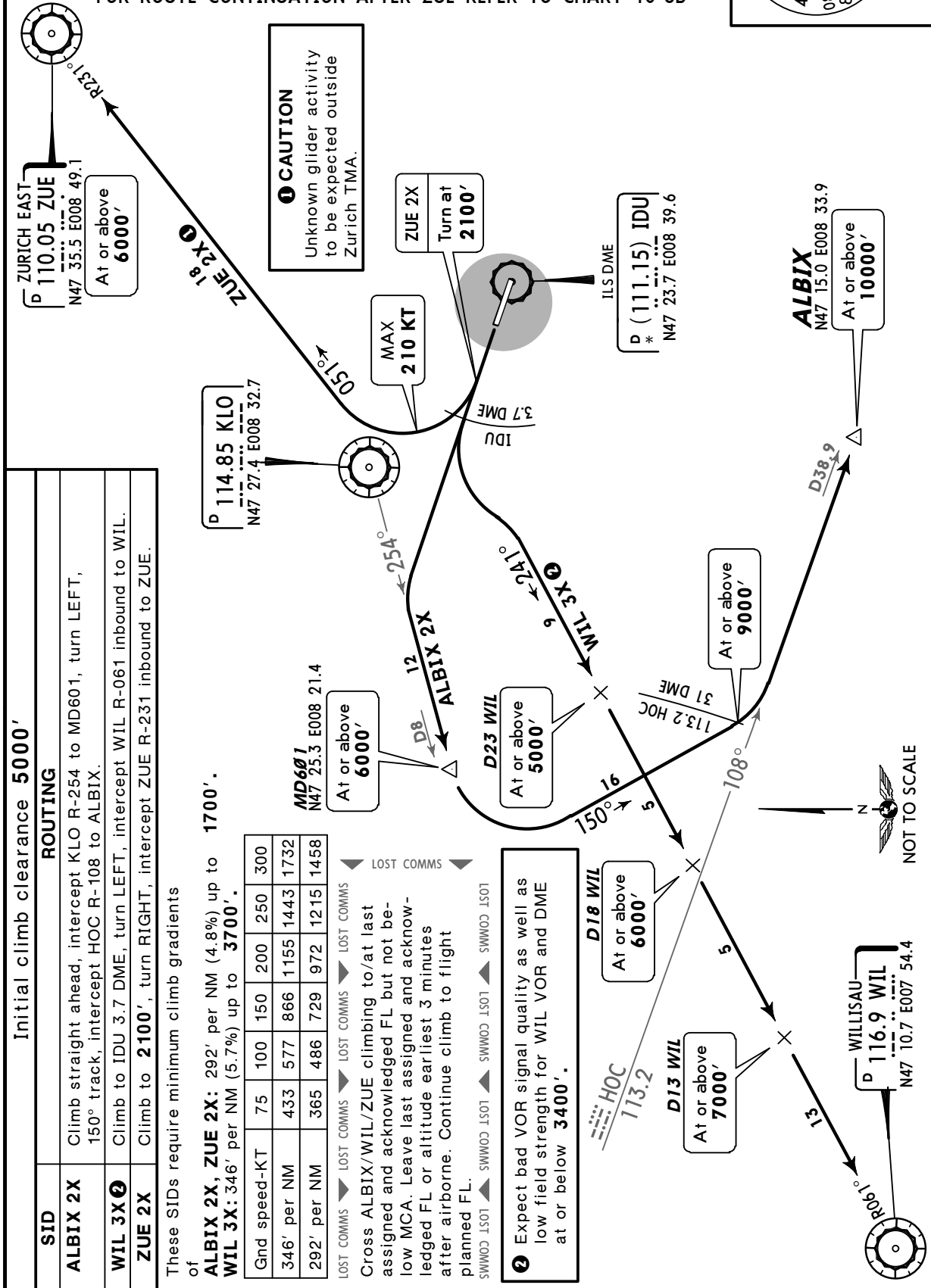
Apt Elev
1450'

Trans level: By ATC Trans alt: 7000'

1. PPR: Military procedures with permission only during mil ops hours. 2. Close-in obstacle LEFT and RIGHT of track up to 1560' shortly after end of RWY29.

**ALBIX 2X[ALBI2X]
WIL 3X, ZUE 2X
RWY 29 DEPARTURES**

FOR ROUTE CONTINUATION AFTER ZUE REFER TO CHART 10-3B



CHANGES: SIDs renumbered & revised.

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LSMD
 DUBENDORF

8 OCT 10

(10-3B)

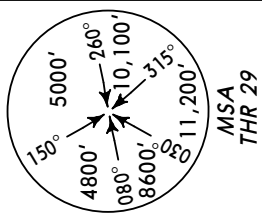
Eff 21 Oct

TRANSITION

DUBENDORF Departure
 138.82

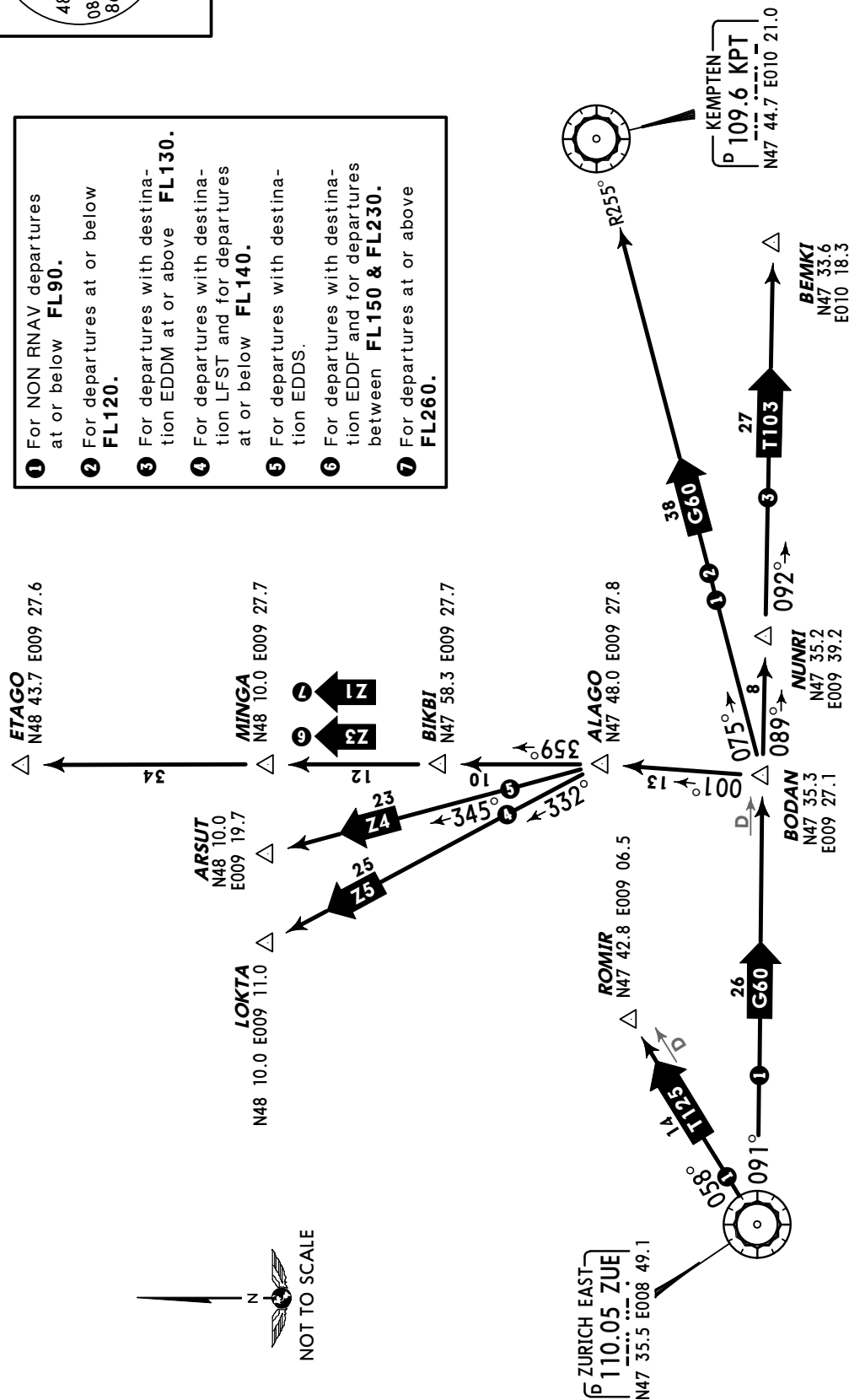
Apt Elev
 1450'

Trans level: By ATC Trans alt: 7000'



TRANSITION ROUTES AFTER ZUE RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS AT OR ABOVE FL100

- 1 For NON RNAV departures at or below **FL90**.
- 2 For departures at or below **FL120**.
- 3 For departures with destination EDDM at or above **FL130**.
- 4 For departures with destination LFST and for departures at or below **FL140**.
- 5 For departures with destination EDDS.
- 6 For departures with destination EDDF and for departures between **FL150 & FL230**.
- 7 For departures at or above **FL260**.



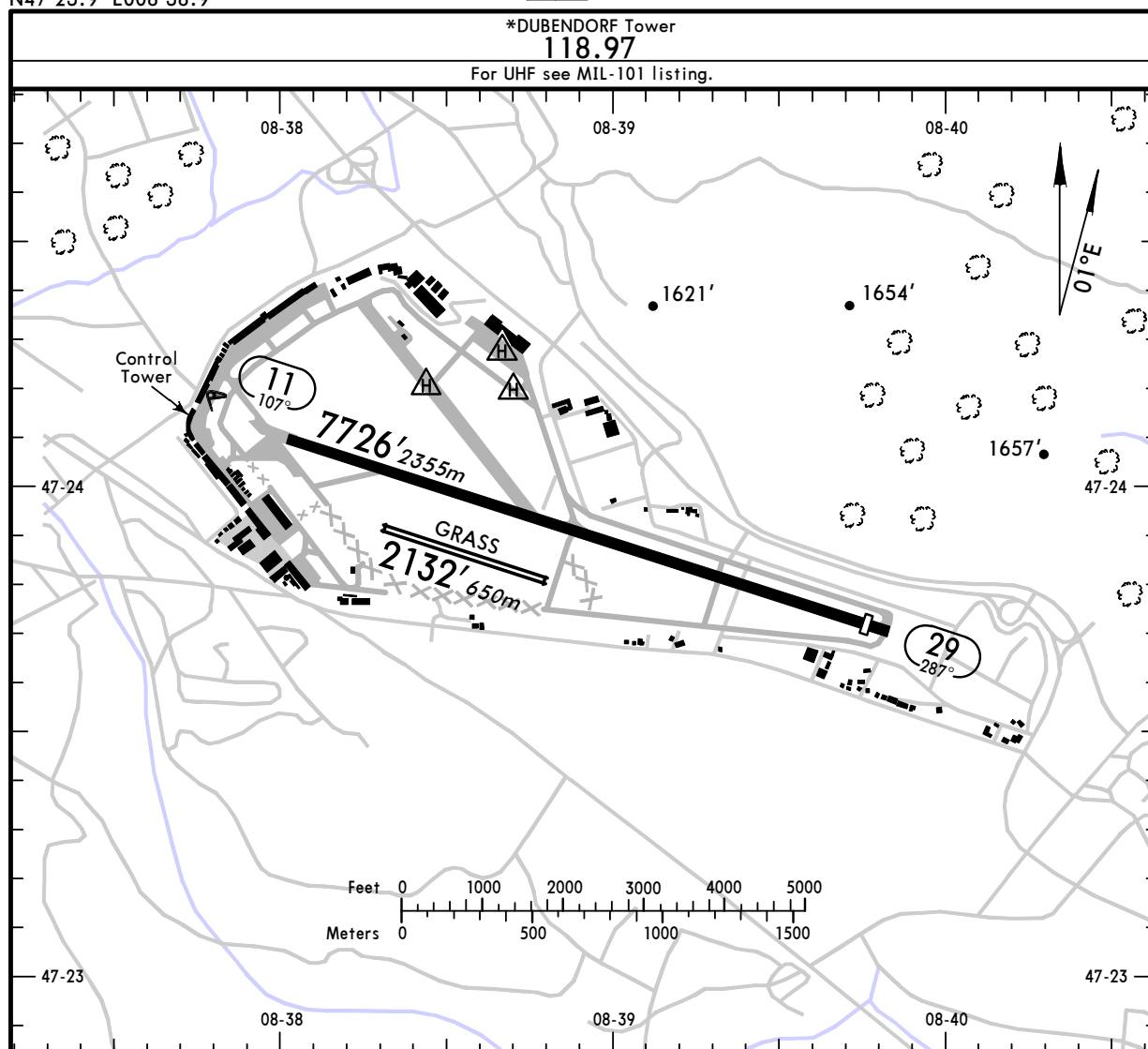
LSMD

Apt Elev **1450'**
N47 23.9 E008 38.9

JEPPESEN DUBENDORF, SWITZERLAND

1 OCT 10 **10-9**

DUBENDORF



ADDITIONAL RUNWAY INFORMATION

			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND			
RWY			Threshold	Glide Slope		
11 29	RL ①ALS PAPI-L (angle 4.5°)		7507' 2288m		7280' 2219m	131'
			7302' 2226m	6573' 2004m	7593' 2314m	40m
11 29	Grass runway					98' 30m

① Configuration unknown

Standard

TAKE-OFF ①

	LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

① Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Usable lengths.

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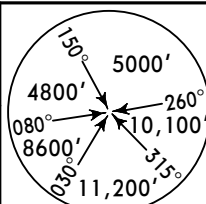
LSMD
DUBENDORF

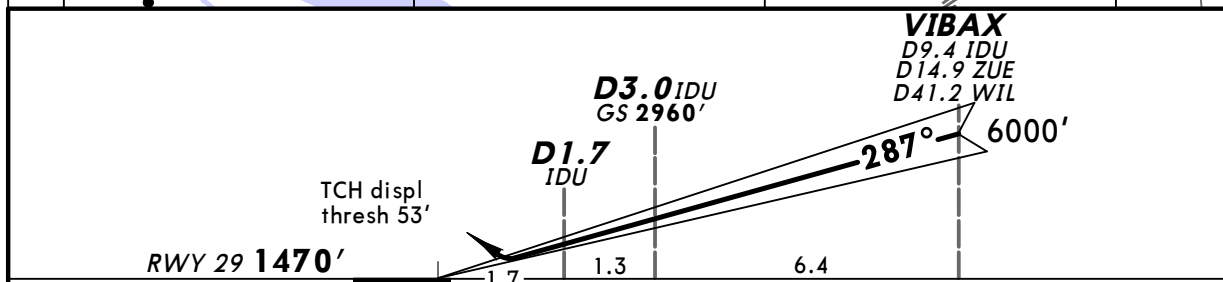
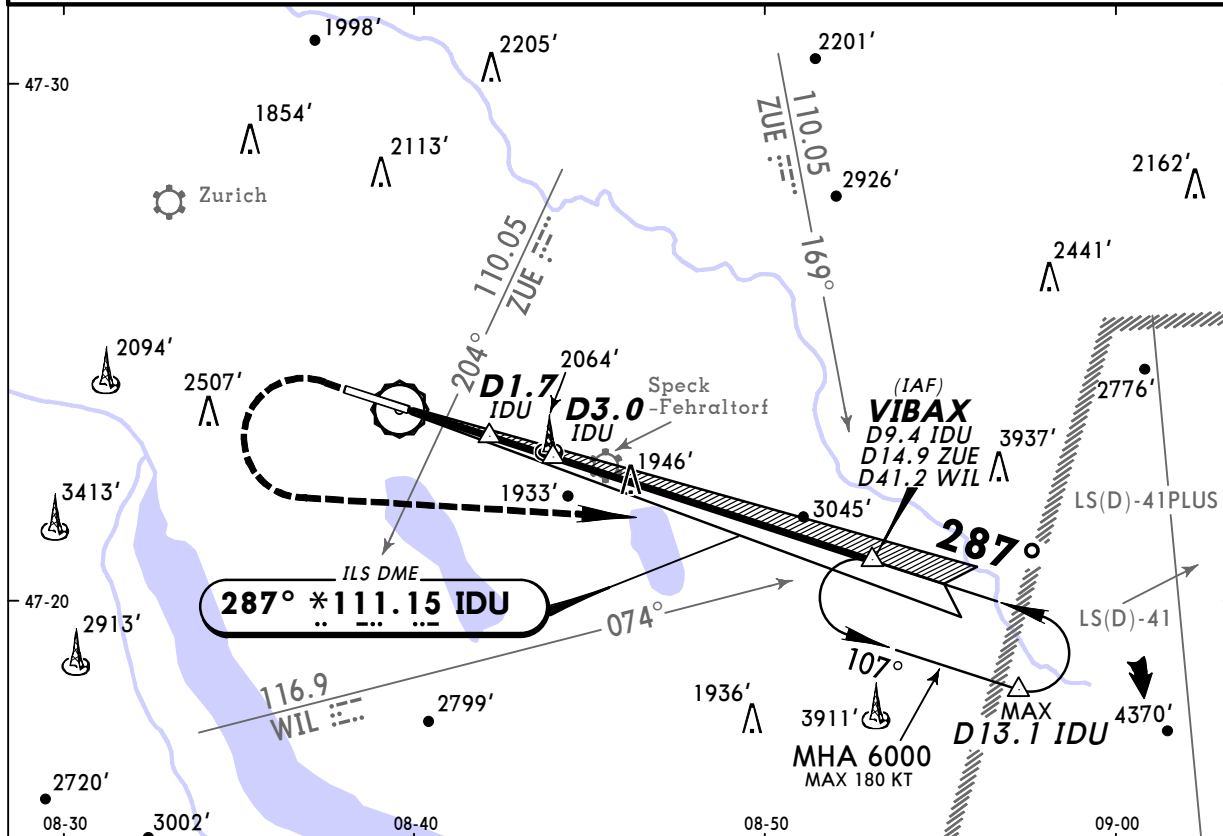
24 DEC 10

11-1

JEPPesen DUBENDORF, SWITZERLAND
MISSED APCH CLIMB
GRADIENT MIM 5.0% **ILS DME Rwy 29**

BRIEFING STRIP

*DUBENDORF Arrival 134.92			*DUBENDORF Tower 118.97		
For UHF see MIL-101 listing.					
LOC IDU *111.15	Final Apch Crs 287°	GS D3.0 IDU 2960' (1490')	ILS DA(H) Refer to Minimums	Apt Elev 1450' RWY 1470'	 MSA THR 29
MISSED APCH: Climb STRAIGHT AHEAD to 2300', then turn LEFT (MAX 210 KT, MIM BANK 25°) to intercept LOC outbound to VIBAX climbing to 5000'. After passing R-204 ZUE continue climb to 6000'. Do not turn before passing D1.7 IDU to the station.					
Alt Set: hPa Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 7000'					
1. PPR: Mil proc with permission only during mil ops hours. 2. ILS DME reads zero at rwy 29 displ thresh.					

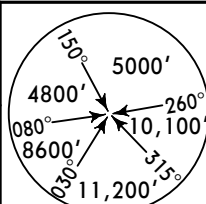


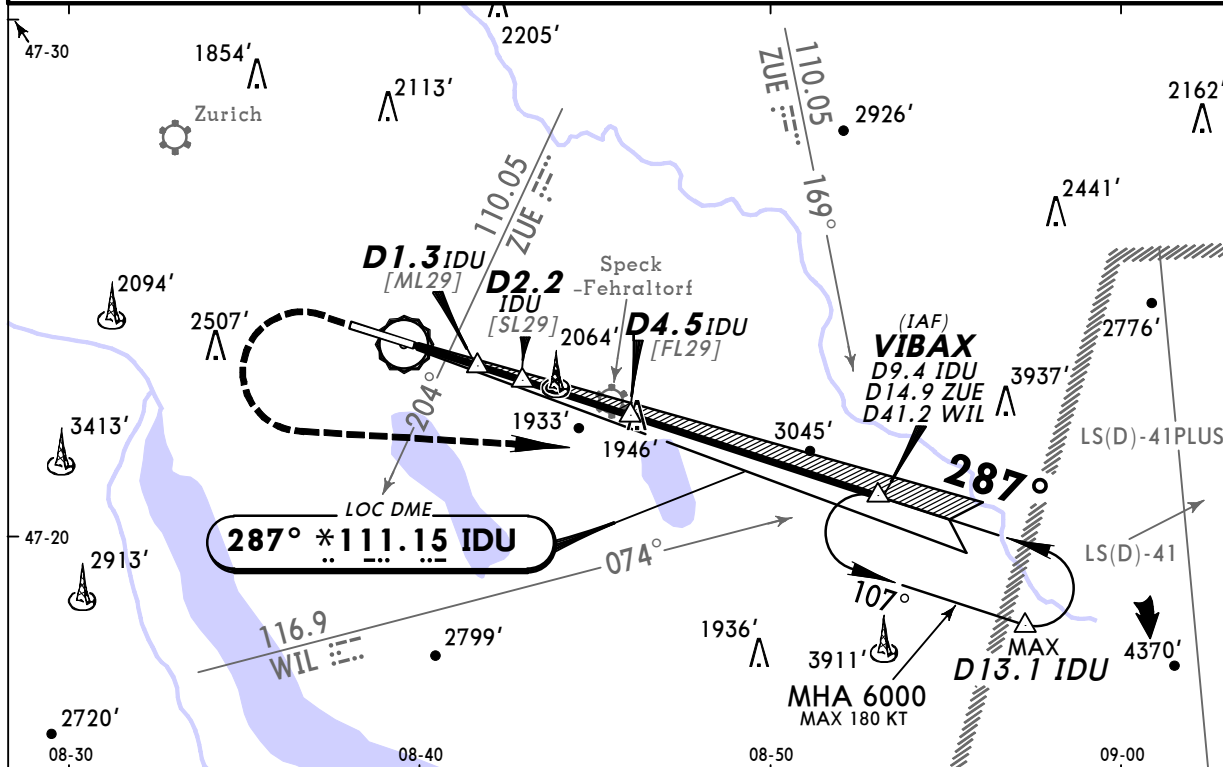
Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L		2300' ↑
GS	4.50°	563	724	804	965	1126			

Standard		STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND		
Missed apch climb gradient mim 5.0% up to 2800'						
DA(H) A:1880'(410') C:1919'(449') B:1900'(430') D:1936'(466')						
FULL/Limited		ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m			100	3100' (1650')	1500m
B				135	3100' (1650')	1600m
C	RVR 1900m	CMV 2100m		180	3100' (1650')	2400m
D	RVR 2000m	CMV 2200m		205	3200' (1750')	3600m

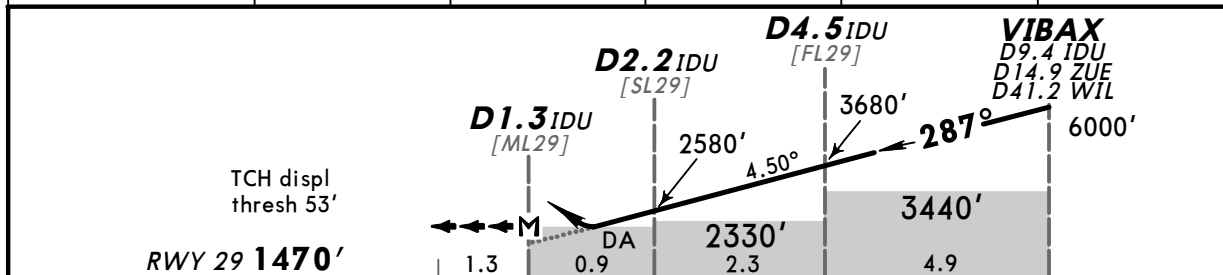
LSMD
DUBENDORFJEPPESEN DUBENDORF, SWITZERLAND
24 DEC 10 **11-2** MISSED APCH CLIMB GRADIENT MIM 5.0% LOC DME Rwy 29

BRIEFING STRIP

*DUBENDORF Arrival 134.92				*DUBENDORF Tower 118.97	
For UHF see MIL-101 listing.					
LOC IDU *111.15	Final Apch Crs 287°	Procedure Alt VIBAX 6000' (4530')	DA(H) 2160' (690')	Apt Elev 1450' RWY 1470'	
MISSED APCH: Climb STRAIGHT AHEAD to 2300', then turn LEFT (MAX 210 KT, MIM BANK 25°) to intercept LOC outbound to VIBAX climbing to 5000'. After passing R-204 ZUE continue climb to 6000'. Do not turn before passing MAP/D1.3 IDU.					
Alt Set: hPa		Rwy Elev: 53 hPa	Trans level: By ATC		Trans alt: 7000'
1. PPR: Military procedure with permission only during mil ops hours.					
2. LOC DME reads zero at rwy 29 displ thresh.					



IDU DME	2.0	3.0	4.0	6.0	8.0
ALTITUDE	2480'	2960'	3440'	4400'	5350'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L Refer to Missed Apch above	
Descent angle	4.50°	558	717	797	956	1116		
MAP at D1.3 IDU								

Standard STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
Missed apch climb gradient mim 5.0% up to 3700'							
DA(H) 2160' (690')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	3100' (1650')	1500m	
B				135	3100' (1650')	1600m	
C	CMV 3000m			180	3100' (1650')	3200m	
D				205	3200' (1750')	3600m	

LSMD
DUBENDORF

JEPPESEN
24 DEC 10 (12-1)

DUBENDORF, SWITZERLAND
MISSED APCH CLIMB GRADIENT MIM 3.1% RNAV (GNSS) Rwy 29

BRIEFING STRIP

*DUBENDORF Arrival

134.92

*DUBENDORF Tower

118.97

For UHF see MIL-101 listing.

RNAV

Final
Apch Crs

287°

Minimum Alt

VIBAX

6000' (4530')

DA(H)

2220' (750')

Apt Elev 1450'

RWY 1470'

MISSED APCH: Climb STRAIGHT AHEAD to MD506, then turn LEFT (MAX 210 KT, MIM BANK 25°) direct to VIBAX. Climb to 5000', after 8.5 NM to VIBAX continue climbing to 6000'.

Alt Set: hPa

Rwy Elev: 53 hPa

Trans level: By ATC

1. PPR: Military procedure with permission only during mil ops hours.

2. Non-standard apch angle.

150°

5000'

260°

10,100'

315°

11,200'

030°

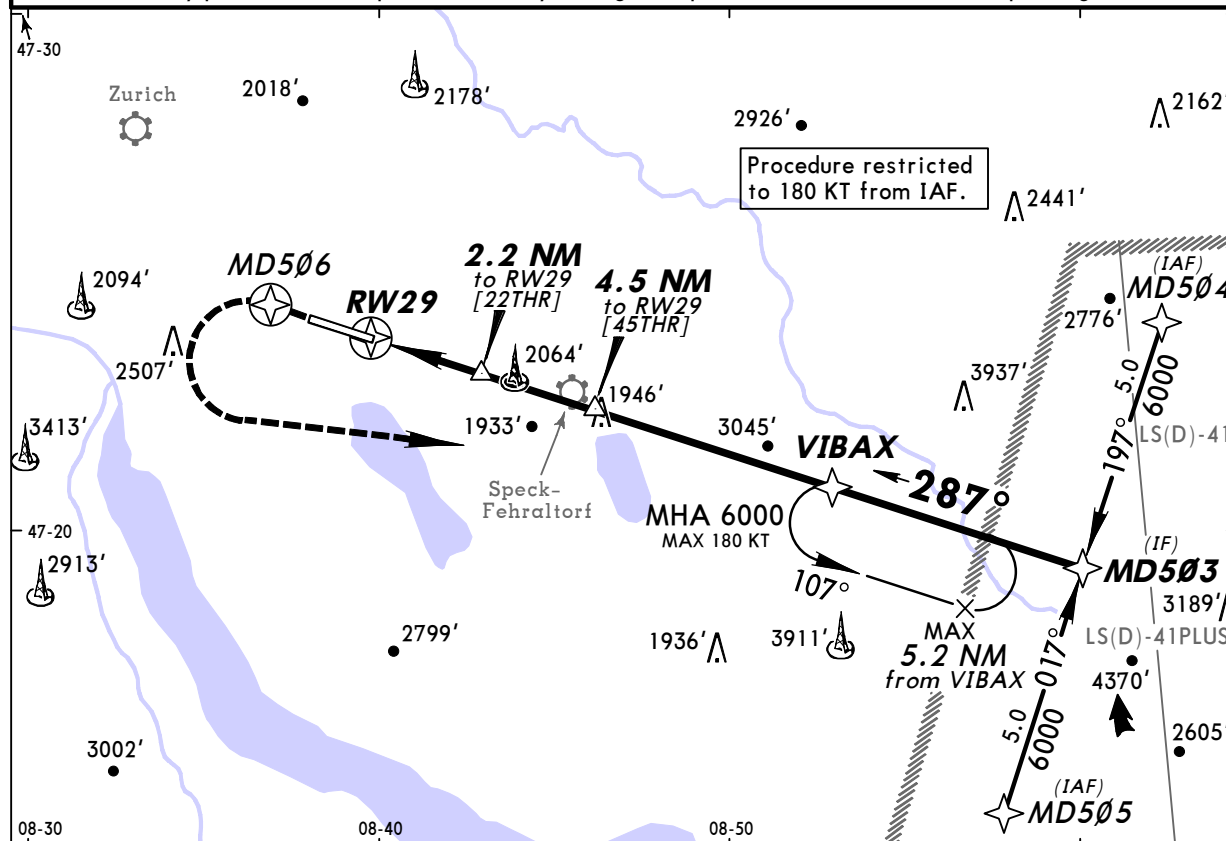
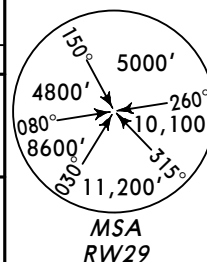
8600'

080°

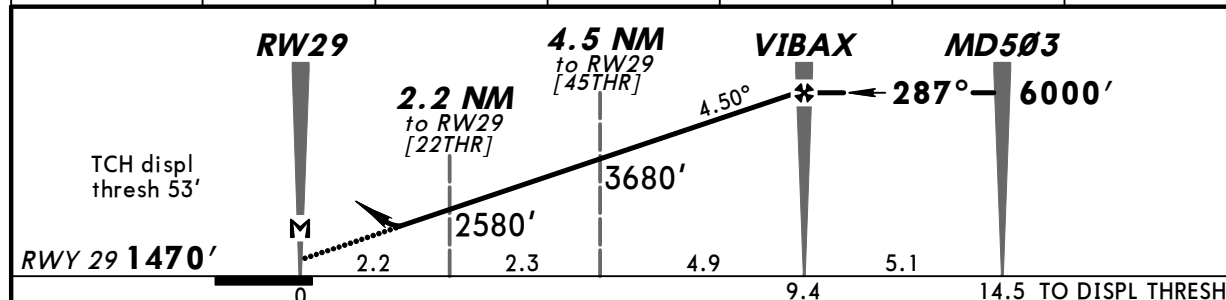
4800'

MSA

RW29



DIST to RW29	2.0	3.0	4.0	6.0	8.0	9.0
ALTITUDE	2480'	2960'	3440'	4400'	5350'	5830'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 4.50°	558	717	797	956	1116	1275
MAP at RW29						

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 29							
Missed apch climb gradient mim 3.1% up to 2700'							
DA(H) 2220' (750')							
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				100	3200' (1750')	1500m	
				135	3200' (1750')	1600m	
				180	3200' (1750')	3500m	
				180	3200' (1750')	3600m	