

FRIEDRICHSHAFEN (FDH/EDNY)

Elevation 1367ft

CATEGORY B

AV brief- not required

GENERAL

- The aerodrome is located 2 miles north of the town of Friedrichshafen.
- Lake Constance is 2.5 nm to the SW of the airfield.

Threats

CFIT

- 2000ft contours start approximately 8 nm to the NW and NE of the airfield.
- The Alps rise to the S, SE and SW, with terrain reaching 5000ft at just 24 nm from the airfield.

Runway Excursion

- The ILS frequency for Rwy 06 and Rwy 24 are identical. Check the required ident carefully.
- Rwy 24: Expect early 1000RA due terrain. Callout occurs at 2800ft QNH.
- ILS Rwy 06 and Rwy 24, the DME for approach is not co-located with the THR. Review the IAC carefully to avoid late stabilisation.
- Tailwind Takeoff may be requested by ATC for noise abatement purposes. Only accept if the safety not compromised.

Loss of Control

- Bird Hazard.

Mid Air Collision

- Extensive glider activity can be expected at weekends.
- Uncontrolled VFR traffic can operate in Class E airspace up to FL100.

BAV Crew Reports

- *We experienced strong tailwind on arrival and departure (approx 50 kts at 4000' aal).*

ARRIVAL

Diversions Airports

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|----------|----------|--------------|-------|
| ZURICH | ZRH/LSZH | 41 nm/251°T | CAT B |
| BALE | BSL/LFSB | 80 nm/266°T | CAT B |
| MUNICH | MUC/EDDM | 100 nm/065°T | CAT A |
| NURNBERG | NUE/EDDN | 126 nm/029°T | CAT A |

- Expect to be offered procedural or RNAV initial approach followed by vectors to the final approach fix with considerable track shortening.
- FDH does not have radar and you will therefore be controlled by ZRH area control.

Approach

- Generally Rwy 24 is favoured.
- The terrain relief in the final approach should be considered carefully to ensure compliance with the stable approach criteria.

GROUND

- Parking is generally on a taxi in and out stand such as 202.
- Pilots may be asked to assist in configuring the fuel panel for refuelling, which must not take place with passengers on board.
- Stands 201, 202 and 203 are suitable for A318 to A321 and B737-300 to B737-900 aircraft types.
- FDH airport authorities have confirmed that wing tip clearance between stands 201, 202 and 203 is sufficient to complete the taxi out procedure when any combination of the above aircraft types are parked or taxiing.

DEPARTURE

- Emergency Turn Procedures are available from CARD and performance manual take-off pages.
- A319 is performance limited off Rwy 06.
- Final figures will be provided to FDH ground staff via TELEX/FAX.
- Very poor ACARS coverage has been reported requiring manual performance calculations.
- German ATC uses a distance-based system for Wake-Vortex separation on take-off, which does not conform to the requirements of ICAO PANS ATM. If cleared for take-off with less than the required time separation (LIDO Gen Part 1.5.2.12.4.2) behind a preceding aircraft, crews must refuse the clearance and report via ASR.

WEATHER

- Maximum temperature range is 2° in January and 23° in July.
- 50% of days in a month will feature precipitation.

OPERATIONAL INFORMATION

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| Handling Agent | AVICON GMBH STATION |
| Handling Agent VHF | 131.465 |
| Potable Water | Uplift Permitted |