

ZURICH (ZRH/LSZH)

Elevation 1417ft

CATEGORY B

No AV brief required.

GENERAL

- Airfield is in a shallow valley with low hills on all sides. 3nm S is the city of Zurich with the lake beyond.
- 5nm SE is Dubendorf military aerodrome
- Lots of general aviation traffic in the Zurich area.
- All runways are 60m wide

Threat Based Briefing Topics

CFIT

- 4nm S the terrain reaches ~2,400ft asl
- 7nm SW there is terrain to ~2,600ft asl
- To the W, in line with the extended centreline of Rwy 28, is a range of hills reaching ~3,000ft asl within 5nm
- Alps are just over 30nm to the S
- Note max speed in turns during missed approach procedures.

Runway Excursion

- Frequent tailwind on approach/finals plus speed limits and descent restrictions inbound can lead to being fast and high for a straight-in approach to Rwy 14/16. The final deceleration point needs to take account of the airfield elevation. Be aware that on Rwy 14 there will be two 1000R points, the first when passing over a ridge at 5 mile finals
- Deep landings Rwy 14/16, GPWS sink rate warning Rwy 14/16 and high energy or high approach on all runways are a recurrent problem

Loss of Control

- SEVERE TURBULENCE should be expected with strong W winds when positioning for a landing Rwy 28

Special Considerations

- During Rwy 14 approach, due to ATC speed restrictions and frequent tailwinds, it is recommended to aim to achieve landing configuration by 3500ft QNH
- The approach to Rwy 14 passes over undulating terrain and at 5nm finals on the Rwy 14 ILS G/P the aircraft is only 800ft above ground level
- Rwy 28 approach terrain: at 1000ft radio, the height above the landing threshold is approximately 1400ft.

ARRIVAL
Diversion Airports

BASLE	BSL/LFSB	42 nm/281°T	CAT B
GENEVA	GVA/LSGG	124 nm/234°T	CAT B
STUTTGART	STR/EDDS	079 nm/020°T	CAT B
MUNICH	MUC/EDDM	141 nm/068°T	CAT A

Others that may be used include Frankfurt, Milan and Paris CDG.

Approach

- Note the changeover times for preferential runway in use, particularly if operating in the evening or early morning (details in Jepp 10-1)
- Expect ILS Rwy 14 during daytime and Rwy 28 for night-stopping aircraft (see Jepp 10-1 for times of runway use)
- Expect radar vectors normally to Rwy 14 (possible Rwy 16); speed and altitude requests by ATC may invite an undesirably steep, fast approach.
- Rws 14 and 16 can be confused: they may both be in use for alternate landings
- ATC use hold short operations Rwy 28 which allow smaller aircraft to land on the first part of Rwy 28 holding short of the intersecting Rwy. Participation in LAHSO, either actively or passively, is not authorised for BAVirtual.
- Rwy 28 has an ILS but it is 'Uncategorised' and has a high DA
- Both the VOR/DME and ILS Rwy 28 have a 3.3° approach
- ILS or VOR/DME approach to Rwy 28 is preferable to a visual approach for landings Rwy 28
- If a visual approach is required to Rwy 28 after instrument approach to Rwy 14 or 16 break left for a RH base leg to avoid possible GPWS problems
- Circling is prohibited to the SW of the airfield. If the airfield is overflown after the instrument approach Rwy 14 or 16, a left base turn can be made (inside the rising terrain and Dubendorf military AD) without straying to the prohibited SW

Note: Use of Rwy 32 for landing widebody aircraft will only be approved in exceptional circumstances in order to meet ATC requirements (for widebody aircraft – to avoid a backtrack on 60m wide Rwy with no turning area, plan to vacate Rwy at Twy G (LDA 2700m).

- Crews report false localiser capture and glide path signal disturbances on ILS 16

CAUTION: *False glideslope lobe capture has been experienced on intercept HDG to Rwy 34. To avoid upset it is suggested to only arm the approach once the glideslope*

indication on the PFD is correct, relative to the position of the aircraft on the vertical profile.

GROUND

- Surface Movement Radar and 'Follow Me' vans are available
- BAV use western end of the terminal at E to the North of Rwy 28 and terminal B to the South of Rwy 28
- Contact ground handling agent for expected stand to allow for pre-briefing of potentially complex taxi patterns.

DEPARTURE

- Take-off is normally from Rwy 28
- For start-up procedure see Jepp 10-1 which also contains lengthy notes on noise abatement
- Zurich is very noise sensitive
- See CARD for Emergency Turn Procedures
- Altitude 'gates' must be achieved on the SIDs. Some are ATC requirements.
- High ground on departure
- Transition altitude is 7000ft. Some procedures include '9000ft or above' as conditions at some waypoints.
- There has been a high incidence of fast rotation rates, especially on Rwy 28
- High thrust settings and unusual visual perspective contribute to this event rate
- Refer to FCOM and FCTM guidance on rotation technique.

WEATHER

- Winter – 2 to 3 ins or rain or snow per month
- During high pressure periods persistent fog is a problem
- Summer – 4 to 5 ins of rain per month. Thunderstorms fairly frequent and may continue well in to the night.

OPERATIONAL INFORMATION

Handling Agent	Dnata
Handling Agent VHF	130.45
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times

