

CTP 2014 EB - Pilot Briefing LSZH

Introduction

Welcome to Zurich (LSZH / ZRH), the largest and busiest airport in Switzerland. The purpose of this Pilot Briefing is to get you familiarized with the local procedures and to give you some hints on how to make your arrival in Zurich as comfortable as possible. If you have any questions, feel free to contact us: events@vacc.ch.

General information

Airport overview

Zurich airport is split into a northern and a southern part by runway 28. Terminal E "Midfield", located on the North Apron, is the primary terminal for Non-Schengen¹ flights. Since reopening the completely newly built Terminal B, measures and the associated infrastructure necessary for handling Non-Schengen flights, are provided on the South Apron as well. Terminal A is solely capable of handling Schengen flights, since no passport control is required to enter or leave.

If you cannot find a free gate, you may also use a stand. The **Charlie** and **Delta** stands at the southern end of the airport are primarily used for medium aircrafts; also, the **Hotel** stands north of terminal A can be assigned. The **India** stands are typically used by smaller aircraft like the Avro RJ100. All stands can provide both Schengen and Non-Schengen flights because they are served by buses. Business aircrafts operate from **GA Sector 1 & 3** and **Whiskey** stands, at times from **Delta** positions. Cargo aircrafts use **Foxtrot** and **Whiskey** stands.

A lot of general information about Zurich Airport can be obtained here: charts.vacc.ch/LSZH

Charts

Please download and study the relevant charts for your flight in advance. A complete set of charts can also be downloaded from our website: charts.vacc.ch/LSZH#charts

Frequencies

The following list shows the relevant frequencies you may need for your flight to/from Zurich.

Identification	Frequency	Callsign	Remarks
LSZH_ATIS	128.52	Zurich ATIS	Automatic Terminal Information Service
LSZH_DEL	121.92	Zurich Delivery	IFR Clearance
LSZH_N_GND	121.85	Zurich Apron	Movements north of runway 28
LSZH_S_GND	121.75	Zurich Apron	Movements south of runway 28
LSZH_GND	121.90	Zurich Ground	Assistance of Tower
LSZH_TWR	118.10	Zurich Tower	Report callsign only
LSZH_APP	131.15	Zurich Arrival	Arrivals via RILAX and NEGRA
LSZH_W_APP	118.00	Zurich Arrival	Arrivals via BLM and GIPOL
LSZH_F_APP	125.35	Zurich Final	Report callsign only
LSZH_DEP	125.95	Zurich Departure	Report passing altitude on initial call
LSAS_CTR	128.05	Swiss Radar	Main frequency of Swiss Radar
LSAS_X_CTR	Various	Swiss Radar	Other frequencies of Swiss Radar used during high traffic loads; X: alphanumeric key

¹ http://en.wikipedia.org/wiki/Schengen_Agreement

Sceneries

There are sceneries available for all common simulators. As not all ILS approaches (28 & 34) are part of some default sceneries, we highly recommend using one of the sceneries below. If you already use one of them, please make sure you have the latest version installed.

Simulator	License	Name	Website
FS9 / FSX	Payware	Aerosoft Mega Airport Zürich 2012	www.aerosoft.com
X-Plane	Payware	Aerosoft Airport Zürich	www.aerosoft.com
FSX	Payware	Zurich X Live	www.zurichx.ch
FS9 / FSX / P3D	Payware	FSDT Zurich Kloten	www.fsdreamteam.com
FS9 / X-Plane	Freeware	FreeZ (out of date!!)	lszh.aviation-art.ch

IMPORTANT: As there is no freeware scenery for FSX, we provide a fix for FSX default scenery on our website: charts.vacc.ch/LSZH#sceneries. If you have only the FSX default scenery, the use of this fix is mandatory! In case you use the FS9 default scenery, install minimum the freeware scenery FreeZ.

Must know

Please ensure before the event that you are totally aware of the following procedures and manipulations regarding your aircraft, FMS and flight planning.

- + FMS: your flight management system, which ensures you fly the correct routing. You know how to work it and fly directs.
- + Holding: you know what a holding is, how to program it into the FMS and activate it. Familiarize yourself where can you expect holdings. Should you be unable to fly a holding, you should know at least how to fly an orbit. In this case, advise ATC!
- + Orbit: also called three-sixty, a 360 degrees turn, used for sequencing purposes.
- + Descent management: you know which descent rate you need, depending on your current speed, in order to reach a certain level at a given time.
- + Speed definitions: you know the differences between IAS (indicated airspeed), TAS (true airspeed), GS (ground speed), MACH (mach speed), which scales are used at which instruments, which speed you have to consider for the flight planning and that ATC will always give you speed restrictions in IAS or MACH.

NO GOs, but have already happened

- + If not sure about an ATC instruction – ASK! Nothing worse than doing what you think the controller could have said, because it is usually not. Request a text transmission if you cannot understand an instruction.
- + Questions like “What is a holding?”, “What is an orbit?” or “What is a three-sixty?”

Inbound to Zurich

Arrival

Be aware that you usually have to start your descent before entering Swiss airspace. You should plan with a descent rate of minimum 1000 ft/min, meaning you will need approximately 3 nm to descend 1000 ft.

Study the arrival charts and have a close look at the holdings BERSU, GIPOL, RILAX, and AMIKI, as you may be instructed to enter a holding “as published”. Therefore, have the published holdings on your route preselected in your FMS, that you can activate them quickly when instructed. Also be aware that a holding can be given at any time and any place. In this case, at present heading, enter the hold with an in/outbound leg of 1 min, a speed of max 230 kts IAS and perform right turns.

Considering the following speeds during the Approach will help to a continuous flow of traffic.

Phase	Speed
Initial descent	~ 290 kts
Initial approach below FL100	250 – 210 kts
Intermediate approach until 12nm touchdown	210 – 180 kts
12nm to 8nm touchdown	180 – 160 kts
8nm to 5nm touchdown	160 kts decreasing
After 5nm touchdown	VApp (approach speed)

Independent of these suggestions, comply with any speed limitation by ATC until further notice.

Strictly adhere to your clearance limit! If you have no clearance to fly any further or no contact with the controller yet, enter the holding at your clearance limit as published.

All STARs end at one of the 3 IAF² GIPOL, RILAX and AMIKI. You can expect radar vectors to the active ILS. For time reasons, report your callsign only on initial contact with Zurich Final.

Pilot: “Final, Swiss 15.”

Approach & Landing

Zurich has three runways. Four approaches are equipped with ILS equipment. During the event, the preferential runway system will be landing on runway 14. This system will be used up to 10kts tailwind component.

It is important to understand the different meaning regarding the clearance of an ILS approach.

Phrase	Meaning
Cleared ILS	descend to the intermediate approach altitude (ILS14: 4000 ft), intercept LOC and, when established, descend with the glide*
Cleared LOC, descend with the glide	maintain current altitude, intercept LOC and descend with the glide* (even before being established on the LOC)
Cleared LOC, when established, descend glidepath / with the glide	maintain current altitude, intercept LOC and, when established, descend with the glide*
Cleared LOC or Intercept LOC	descend to the cleared altitude and intercept the LOC only

* descend with the glide or, if above the glide, start descent to intercept it

ILS = instrument landing system, LOC = localizer, GS = glide / glideslope

² IAF: Initial Approach Fix

Study the missed approach procedures carefully, as Zurich is surrounded by high terrain. If you have to go around, follow the **published standard missed approach procedure** and respect the **correct climb altitude**. Also do not forget that the standard missed approach procedures **ends at a holding fix** if no ATC takes control before.

Mind that Zurich applies reduced runway separation. Therefore expect a late landing clearance (1-2 nm final). You do not need the landing clearance at your minimum! But you need it before touch down.

If you are on an approach to runway 14, you may be asked by the controller whether you are able for a swing-over to runway 16 or not. That means that you will continue on ILS approach runway 14 and then visually intercept the centerline of runway 16 to land. It is your decision to accept it or not. In case of missed approach after the swing-over, fly the missed approach procedure published for ILS 16.

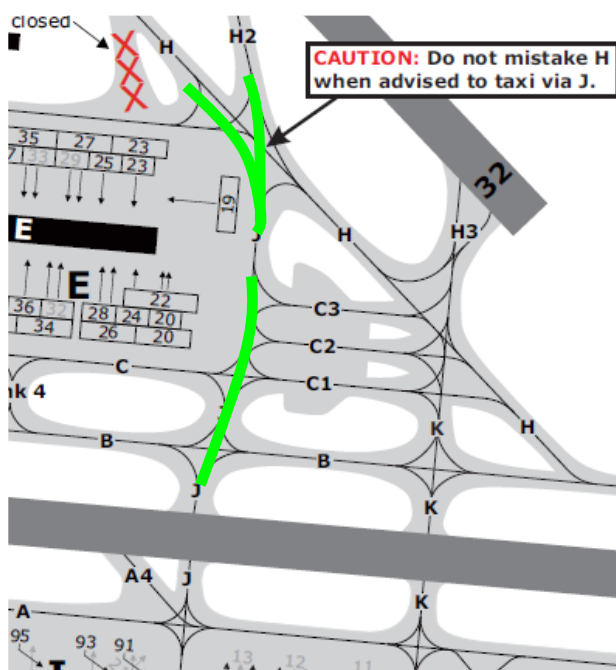
After landing on runway 14 **maintain high speed** (80 kts) to vacate via one of the two high-speed exits (H1 and H2). There is no need to slow down to 50 kts or less on the runway before vacating. The ATC may advise you to **expedite vacating** if you slow down too early and a succeeding aircraft is near the threshold. After landing on runway 16, also maintain high speed to vacate after the crossing of runway 10/28 via E7.

Taxi to Gate

Set your **squawk mode standby** as soon as you have vacated the runway.

Please refer to the latest charts on our website to prevent of confusion with taxiway designators. When vacated via **H1** or **H2**, you will normally be advised to taxi to the south of the airport via **J**. Initiate a slight right turn short after the high-speed exits and do not mistake H for J.

Since runway 28 splits the field in the middle, it often has to be crossed. Apron will advise you to contact Tower to get the crossing clearance. Unless instructed otherwise, hold short of runway 28 and report. You will get a crossing clearance.



Pilot: "Tower, Swiss 15, on J, holding short of runway 28."

ATC: "Swiss 15, on J cross runway 28, contact Apron 121.750."

North of terminal A, there is a taxiway called **INNER** (pronounced as one word). South of runway 28, between the taxiways **Echo** and **Foxtrot**, 3 **LINKS** were added when the new Terminal B was opened. At the same time, **INNER** and **Foxtrot** have been rerouted and a part of the old **INNER** is now named **November**.

Feedback

We appreciate your feedback on fb.vacc.ch or via email to events@vacc.ch.

Thank you for choosing Zurich as your arrival airport on Cross the Pond 2014 Eastbound. We wish you a pleasant flight, a happy landing and hope to see you again at one of our other events (e.g. the famous VA-Meeting or the monthly events Latitudinal Friday (changing airports), Capital Sunday (Bern) and One by One (Geneva) or simply our weekly online day on Tuesday).