# LSGC - LES ÉPLATURES

## LSGC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGC - LES ÉPLATURES

## LSGC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | **ARP coordinates and site at Aerodrome** | 47 05 03 N 006 47 36 E - 234°/441 m from THR 24 |
| 2 | **Direction and distance from the CITY** | 2 km SW La Chaux-de-Fonds |
| 3 | **Elevation/Reference temperature** | *3368 ft* - 20.0°C |
| 4 | **MAG VAR/Annual change** | 2°.17' E (2019.5) / 0°09' eastwards |
| 5 | **AD Administration, address, telephone, telefax, telex, AFS** | Post: ARESA<br>Aéroport Régional Les Eplatures SA<br>Boulevard des Eplatures 56<br>CH-2300 La Chaux-de-Fonds<br>Phone: +41 (0) 32 925 97 97<br>Fax: +41 (0) 32 925 97 96<br>AFS: LSGCYDYX<br>Email: info@leseplaturesairport.ch |
| 6 | **Types of traffic permitted (IFR/VFR)** | IFR/VFR |
| 7 | **Remarks** | Geodetic undulation reference for ARP: 163.6 ft |

## LSGC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | **AD Administration** | 0700 (0600) - SS / MAX 1900 (1800) |
| 2 | **Customs and immigration** | As AD Administration; Customs procedure and documents see:<br>URL: http://www.leseplaturesairport.ch |
| 3 | **Health and sanitation** | NIL |
| 4 | **AIS Briefing Office** | As AD Administration |
| 5 | **ATS Reporting Office (ARO)** | As AD Administration |
| 6 | **MET Briefing Office** | NIL |
| 7 | **ATS** | As AD Administration |
| 8 | **Fuelling** | As AD Administration |
| 9 | **Handling** | As AD Administration / Limited services |
| 10 | **Security** | NIL |
| 11 | **De-icing** | NIL |
| 12 | **Remarks** | Other hours O/R by phone to AD Administration |

## LSGC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | **Cargo handling facilities** | NIL |
| 2 | **Fuel/oil types** | JET A1, AVGAS 100LL<br>80, 100, W80, W100, W15W50, EXXON 23-80 |
| 3 | **Fuelling facilities/capacity** | JET A1: dock with 30 m pipe / 180 L/MIN<br>AVGAS 100LL: dock with 15 m pipe / 25 L/MIN |
| 4 | **De-icing facilities** | NIL |
| 5 | **Hangar space available for visiting aircraft** | Limited - by prior arrangement:<br>Light ACFT:<br>1 Hangar workshop 15 x 12 x 4m<br>1 Hangar 25 x 20 x 3.2 m<br>1 Hangar 25 x 12 x 2.5 m<br>1 Hangar 30 x 12 x 4.5 m |
| 6 | **Repair facilities for visiting aircraft** | Hangarage, major aircraft repairs and minor engine repairs for ACFT up to 5700kg |
| 7 | **Remarks** | Oxygen available in limited quantities |

## LSGC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | **Hotels** | Near AD and in city |
| 2 | **Restaurants** | 2 restaurants at AD |
| 3 | **Transportation** | Buses, Taxis |
| 4 | **Medical facilities** | Hospital in city |
| 5 | **Bank and Post Office** | Near AD and in city |
| 6 | **Tourist Office** | In city<br>Phone: +41 (0)32 919 68 95 |
| 7 | **Remarks** | NIL |

## LSGC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | **AD category for fire fighting** | Category 1<br>Category 2 - 4: O/R 24 HR before ETA/ETD |
| 2 | **Rescue equipment** | O/R |
| 3 | **Capability for removal of disabled aircraft** | NIL |
| 4 | **Remarks** | NIL |

## LSGC AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | **Type(s) of clearing equipment** | 1 Snow blower, 2 Snow ploughs, 2 Sweepers |
| 2 | **Clearance priorities** | 1. RWY<br>2. TWY<br>3. Apron<br>4. Other areas |
| 3 | **Remarks** | NOV 01 - MAR 31<br>It is essential to check RWY conditions by TEL |

## LSGC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | **Apron surface and strength** | ASPH: - PCN 20 F/C/Y/T |
| 2 | **Taxiway width, surface and strength** | TWY West and East: 9 m;<br>intersection A: 20 m; intersection B: 16.5 m;<br>intersection C: 12.5 m;<br>All TWY ASPH: PCN 20 F/C/Y/T |
| 3 | **ACL location and elevation** | Holding point 06: *3363 ft* - Holding point 24: *3343 ft* |
| 4 | **VOR/INS checkpoints** | NIL |
| 5 | **Remarks** | NIL |

## LSGC AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | **Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands** | Parking sectors Green and Orange:<br>Marshalling and towing only, coloured perimeter markings.<br>Parking sector Blue and Purple:<br>Self-taxiing, max span 11 m (Blue) and 13 m (Purple), coloured centre lines. |
| 2 | **RWY/TWY markings and LGT** | Markings:<br>RWY (designation, THR, TDZ, CL, begin and end),<br>TWY (CL and holding positions).<br>LGT:<br>SALS 24, THR, REDL, RENL, no TWY LGT. |
| 3 | **Stop bars** | NIL |
| 4 | **Remarks** | TWY between intersections A and B is located within the runway strip. No use without ATC instructions. |

## LSGC AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | | In circling area and at aerodrome | | | |
|---|---|---|---|---|---|---|---|
| 1 | | | | 2 | | | 3 |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | | Co-ordinates | Obstacle type Elevation Markings/LGT | | Co-ordinates | RMK |
| a | b | | c | a | | b | c |
| | | *ft* | | | *ft* | | |
| AOC 06 (1) | Building | *3349* | 47 05 14 N 006 48 00 E | Crane/Cranes marked/LGTD | *3461* | 47 04 58 N 006 47 12 E | B0517/00 |
| AOC 06 (2) | Antenna | *3350* | 47 05 14 N 006 48 01 E | Tower/Mast | *4738* | 47 04 42 N 006 53 14 E | B0694/00 |
| AOC 06 (3) | Pole | *3352* | 47 05 15 N 006 48 00 E | Tower/Mast | *4551* | 47 03 50 N 006 51 21 E | B0707/00 |
| AOC 06 (4) | Antenna | *3354* | 47 05 16 N 006 48 02 E | Antenna marked/LGTD | *3402* | 47 05 09 N 006 47 44 E | B0144/01 |
| AOC 06 (5) | Pole | *3359* | 47 05 18 N 006 48 04 E | Cable | -------- | 47 08 51 N 006 52 51 E- 47 08 40 N 006 52 47 E | B0546/03 |
| AOC 06 (6) | Building | *3366* | 47 05 14 N 006 48 08 E | Antenna | *3970* | 47 00 38 N 006 47 12 E | B0383/04 |
| AOC 06 (7) | Tree/Trees | *3369* | 47 05 18 N 006 48 05 E | | | | |
| AOC 06 (8) | Antenna | *3377* | 47 05 18 N 006 48 12 E | | | | |
| AOC 06 (9) | Tree/Trees | *3396* | 47 05 17 N 006 48 17 E | | | | |
| AOC 06 (10) | Tree/Trees | *3404* | 47 05 19 N 006 48 16 E | | | | |
| AOC 06 (11) | Building | *3412* | 47 05 23 N 006 48 13 E | | | | |
| AOC 06 (12) | Antenna | *3415* | 47 05 23 N 006 48 13 E | | | | |
| AOC 06 (13) | Antenna | *3430* | 47 05 24 N 006 48 14 E | | | | |
| AOC 06 (14) | Antenna | *3449* | 47 05 26 N 006 48 20 E | | | | |
| AOC 06 (15) | Power line | *3483* | 47 05 18 N 006 48 56 E | | | | |
| AOC 06 (16) | Building | *3524* | 47 05 19 N 006 49 10 E | | | | |
| AOC 06 (17) | Building | *3533* | 47 05 20 N 006 49 13 E | | | | |
| AOC 06 (18) | Tree/Trees | *3671* | 47 05 23 N 006 49 43 E | | | | |
| AOC 06 (19) | Tree/Trees | *3678* | 47 05 24 N 006 49 43 E | | | | |
| AOC 06 (20) | Tree/Trees | *3691* | 47 05 25 N 006 49 45 E | | | | |
| AOC 06 (21) | Tree/Trees | *3715* | 47 05 22 N 006 49 49 E | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

| In approach/TKOF areas | | | | In circling area and at aerodrome | | | |
|---|---|---|---|---|---|---|---|
| 1 | | | | 2 | | | 3 |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | | Co-ordinates | Obstacle type Elevation Markings/LGT | | Co-ordinates | RMK |
| a | b | | c | a | | b | c |
| | | *ft* | | | *ft* | | |
| AOC 24 (1) | Pole | *3369* | 47 04 50 N<br>006 47 14 E | | | | |
| AOC 24 (2) | Tree/Trees | *3416* | 47 04 49 N<br>006 47 14 E | | | | |
| AOC 24 (3) | Tree/Trees | *3417* | 47 04 41 N<br>006 46 57 E | | | | |
| AOC 24 (4) | Tree/Trees | *3431* | 47 04 38 N<br>006 46 48 E | | | | |
| AOC 24 (5) | Tree/Trees | *3460* | 47 04 36 N<br>006 46 40 E | | | | |
| AOC 24 (6) | Tree/Trees | *3495* | 47 04 34 N<br>006 46 37 E | | | | |
| AOC 24 (7) | Tree/Trees | *3537* | 47 04 30 N<br>006 46 26 E | | | | |
| Refer also to LSGC AOC 06/24, LSGC AD 2.24.4-1 | | | | | | | |

## LSGC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | **Associated MET Office** | MeteoSwiss |
| 2 | **Hours of service** | H24 |
| 3 | **Office responsible for TAF preparation**<br>**Periods of validity** | MeteoSwiss, Geneva<br>9 hours |
| 4 | **Type of landing forecast** | Trend; issuance: HH+20, HH+50 |
| 5 | **Briefing/consultation provided** | Self Briefing Service (www.skybriefing.com) |
| 6 | **Flight documentation**<br>**Language(s) used** | Digital and hard copy<br>En, Ge, Fr |
| 7 | **Charts and other information available for briefing or consultation** | All area forecast charts available worldwide |
| 8 | **Supplementary equipment available for providing information** | Internet connection in the briefing room |
| 9 | **ATS units provided with information** | Les Eplatures TWR |
| 10 | **Additional information (limitation of service, etc.)** | TEL: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland |

## LSGC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE & MAG BRG | Dimensions of RWY (m) | Strength (PCN) and surface of RWY and SWY | THR COORD | THR elevation and highest elevation of TDZ of precision APP RWY | Slope of RWY-SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 06 | 054° GEO<br>052° MAG | 1090 x 27 | PCN 20 F/C/Y/T<br>ASPH | 47 04 52.89N<br>006 47 15.95E | *3368 ft* | AVG<br>-0.746% |
| 24 | 234° GEO<br>232° MAG | | | 47 05 12.22N<br>006 47 55.32E | *3346 ft* | AVG<br>+0.746% |

MAG VAR at LSGC leads to a RWY designator, which is outside the rounding tolerance of the MAG BRG.
(Slopes: longitudinal profile of the runway) REF: LSGC AD 2.24.1 - 1

| Designations RWY NR | SWY dimensions (m) | CWY dimensions (m) | Strip dimensions (m) | OFZ | Remarks |
|---|---|---|---|---|---|
| 1 | 8 | 9 | 10 | 11 | 12 |
| 06 | NIL | 60 | 1150 x 60 | NIL | Non-instrument RWY<br>Pavement surface width 30m<br>RESA: 30 m<br>FCT: 0.98/*0.97* grooved |
| 24 | NIL | 30 | | NIL | Non-instrument RWY<br>Pavement surface width 30m<br>RESA: 30 m<br>FCT: 0.99/*0.98* grooved |

## LSGC AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 1090 | 1150 | 1090 | 1054 | Additional 40 m starter extension available, subject to Airport Authority approval |
| 24 | 1090 | 1120 | 1090 | 1059 | Additional 54 m starter extension available, subject to Airport Authority approval |

## LSGC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | ALS Type, LEN, INTST | THR LGT Colour, INTST, WBAR | VASIS Type, PSN, MEHT | RTZL LEN, INTST | RCLL LEN, spacing, colour, INTST | REDL LEN, spacing, colour, INTST | RENL Colour, INTST | SWY LGT LEN, colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 06 | NIL | RTHL<br>G, LIH | APAPI<br>4.3°<br>L<br>9.5 m | NIL | NIL | 37 m, 80 m, R, LIH;<br>688 m, 80 m, W, LIH;<br>365 m, 80 m, Y, LIH | R, LIH | NIL | NIL |
| 24 | SALS<br>420 m<br>LIH | RTHL<br>G, LIH | APAPI<br>3.83°<br>L<br>8.4 m | NIL | NIL | 30 m, 80 m, R, LIH;<br>695 m, 80 m, W, LIH;<br>365 m, 80 m, Y, LIH | R, LIH | NIL | NIL |

## LSGC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | **ABN/IBN location, characteristics and hours of operation** | NIL |
| 2 | **LDI location and LGT**<br>**Anemometer location and LGT** | NIL |
| 3 | **TWY edge and centre line lighting** | NIL |
| 4 | **Secondary power supply/switch-over time** | NIL |
| 5 | **Remarks** | Obstruction marking and lighting |

## LSGC AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | **Coordinates TLOF or THR of FATO** | NIL |
| 2 | **TLOF and/or FATO elevation M/FT** | 1026 m / *3366 ft* |
| 3 | **TLOF and FATO area dimensions, surface, strength, marking** | FATO on RWY 06/24, ASPH, PCN 20 F/C/Y/T.<br>No specific marking |
| 4 | **True and MAG BRG of FATO** | RWY 06: 054° GEO / 052° MAG<br>RWY 24: 234° GEO / 232° MAG |
| 5 | **Declared distance available** | See: LSGC AD 2.13 for RWY 06/24 |
| 6 | **APP and FATO lighting** | RWY LGT |
| 7 | **Remarks** | APCH via RWY and air taxi to apron. Follow ATC instruction. |

## LSGC AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | **Designation and lateral limits** | **Les Eplatures CTR**<br>47 00 51N 006 38 53E - along Swiss BDRY -<br>47 03 27N 006 42 31E - 47 03 47N 006 42 43E -<br>47 07 31N 006 49 40E - 47 10 44N 006 56 02E -<br>47 08 08N 006 58 27E - 47 06 00N 006 52 15E -<br>47 01 47N 006 47 30E - 46 58 51N 006 43 11E -<br>47 00 51N 006 38 53E |
| 2 | **Vertical limits** | *6500 ft* |
| 3 | **Airspace classification** | D |
| 4 | **ATS unit call sign Language(s)** | Les Eplatures TWR: En, Fr |
| 5 | **Transition altitude** | *7000 ft* |
| 6 | **Remarks** | ACT: HX |

## LSGC AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of Operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| TWR | Les Eplatures Tower | 118.125 MHz | HX | NIL |

## LSGC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type Category (Variation) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | LPS | 403 kHz | H24 | 47 05 00.4N<br>006 47 35.7E | | EM: N0N / A2A<br>Service range 15 NM |
| **ILS 24**-LOC | ICF | 108.15 MHz | H24 | 47 04 51.0N<br>006 47 12.1E | | LOC PSN: 100 m FM THR 06.<br>RWY 24: LOC course 232° MAG.<br>Front course sector width 5°.<br>Restricted coverage (published procedures covered):<br>at 14 NM - 30° S to 15° N from CL above 6700 ft AMSL.<br>at 17 NM - 25° S to 15° N from CL above 6700 ft AMSL.<br>at 25 NM - 8° S to 10° N from CL above 6700 ft AMSL. |
| GP 24 | | 334.55 MHz | H24 | 47 05 08.7N<br>006 47 43.7E | | GP Angle 3.5°.<br>PSN: 268 m FM THR 24.<br>GP HGT THR 24: 56 ft / 17 m.<br>Restricted coverage (published procedures covered):<br>at 10 NM - 4° S to 8° N from CL above 5000 ft AMSL. |
| DME 24 | ICF | 18Y | H24 | 47 05 08.7N<br>006 47 43.7E | *3371 ft* | DME co-located with GP.<br>Zero range at DME Station.<br>Restricted coverage (published procedures covered):<br>at 17 NM - 25° S to 11° N from CL above *6700 ft AMSL*. |

## LSGC AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1. Airport regulations

No RDO ACFT, strictly PPR by phone to AD administration.

### 2. ACFT taxi and parking

Taxi on paved RWY and TWY only. Parking sectors Blue and Purple available for small aircraft, parking sectors Green and Orange for ICAO code letter A and B aircraft. Coloured lines (green, blue, purple and orange) delimit all parking areas. Panels indicate the positions and names of parking lines and sectors.

### 3. Summer times

High-density altitudes up to 6000 ft possible. Publication on METAR when temperatures are above 25°C.

### 4. Winter times

Operations only performed on non-contaminated RWY. Request information by TEL prior to flight in the period from OCT to APR. Runway condition broadcasted on METAR during ATS OPR HR.

### 5. School and training flights - technical test flights - use of runways

IFR and VFR school flights PPR.
No circuits permitted between 1100 and 1230 (1000 and 1130), after 1800 (1700), SUN and HOL.

## LSGC AD 2.21 NOISE ABATEMENT PROCEDURES

### 1. General provisions

No go-around over city permitted for IFR school and training FLT (APCH ILS/DME RWY 24).

### 2. Use of the runway system during the day period

TKOF RWY 24 preferred for single engine ACFT.

## LSGC AD 2.22 FLIGHT PROCEDURES

### 1. Minima for IFR departures (TKOF minima)

| RWY | ACFT CAT | Vis (m) / Ceiling (ft AGL) | | | RMK |
|---|---|---|---|---|---|
| | | No LGT AVBL | REDL or RCLL AVBL | REDL and RCLL AVBL | |
| 06 | A | 1500/1000 | 1500/1000 | --- | NIL |
| | B | 1500/1000 | 1500/1000 | --- | |
| 24 | A | 1500/700 | 1500/700 | --- | |
| | B | 1500/700 | 1500/700 | --- | |

#### 1.1 SID Descriptions

##### 1.1.0.1 SID RWY 06 - NON RNAV (see chart LSGC AD 2.24.7 -1)

| DESIGNATOR | RWY 06 | | | |
|---|---|---|---|---|
| | ROUTE | | | |
| | Lateral | Vertical | Contact | Remark |
| **FRIBOURG 5N** (FRI 5N) PDG 5.6% to *4300ft* | Climb on RWY heading. Maintain visual GND contact until D2 ICF (train station La Chaux-de-Fonds-est, don't confuse with main train station La Chaux-de-Fonds). Intercept QDR052 LPS. Proceed to BOMEC. At BOMEC turn left (MAX IAS 150kt during turn). Proceed to LPS. Climb in the LPS HLDG to FL110. Intercept R314 FRI. Proceed to FRI. | INITIAL CLIMB CLEARANCE FL110 Cross D9.1 ICF at *7000ft* or above. | NIL | During MIL ACT AVBL O/R |
| **DEKAM 2M** PDG 5.6% to *4300ft* | Climb on RWY heading. Maintain visual GND contact until D2 ICF (train station La Chaux-de-Fonds-est, don't confuse with main train station La Chaux-de-Fonds). Intercept QDR052 LPS. Proceed via BOMEC to DEKAM. | INITIAL CLIMB CLEARANCE FL080 Cross D9.1 ICF at *7000ft* or above. | NIL | NIL |
| **SAINT-PREX 5M** (SPR 5M) PDG 5.6% to *4300ft* | Climb on RWY heading. Maintain visual GND contact until D2 ICF (train station La Chaux-de-Fonds-est, don't confuse with main train station La Chaux-de-Fonds). Intercept QDR052 LPS. Proceed to BOMEC. At BOMEC turn left (MAX IAS 150kt during turn). Proceed to LPS. Intercept QDR217 LPS. Proceed to FLORY. At FLORY intercept R010 SPR. Proceed to SPR. | INITIAL CLIMB CLEARANCE FL080 Cross D9.1 ICF at *7000ft* or above. | NIL | Only AVBL during MIL ACT and between 01 NOV and 31 MAR and during night |
| **SAINT-PREX 5N** (SPR 5N) PDG 5.6% to *4300ft* | Climb on RWY heading. Maintain visual GND contact until D2 ICF (train station La Chaux-de-Fonds-est, don't confuse with main train station La Chaux-de-Fonds). Intercept QDR052 LPS. Proceed to BOMEC. At BOMEC turn left (MAX IAS 150kt during turn). Proceed to LPS. Climb in LPS HLDG to FL110. Intercept QDR217 LPS. Proceed to FLORY. At FLORY intercept R010 SPR. Proceed to SPR. | INITIAL CLIMB CLEARANCE FL080 Cross D9.1 ICF at *7000ft* or above. | NIL | NIL |

**HLDG BOMEC:**
INBD TR052, turns left, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

**HLDG LPS:**
INBD TR052, turns right, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

### 1.1.0.2 SID RWY 24 - NON RNAV (see chart LSGC AD 2.24.7 - 3)

| DESIGNATOR | RWY 24 | | | |
|---|---|---|---|---|
| | ROUTE | | | |
| | Lateral | Vertical | Contact | Remark |
| **FRIBOURG 4B**<br>(FRI 4B)<br>PDG 4.3% to *4800ft*<br>MNM climb gradient 7.5% to *6000ft* to remain inside controlled airspace | Follow QDR225 LPS. Maintain visual GND contact up to *4000ft*. At *4800ft* turn left (MAX IAS 150kt during turn, MNM bank angle 25° to remain inside controlled airspace). Proceed to LPS. Climb in the LPS holding pattern to FL110. Intercept R314 FRI. Proceed to FRI. | INITIAL CLIMB CLEARANCE FL100<br>Cross LPS at *7000ft* or above. | NIL | During MIL ACT AVBL O/R |
| **DEKAM 2A**<br>PDG 4.3% to *4800ft*<br>MNM climb gradient 7.5% to *6000ft* to remain inside controlled airspace | Follow QDR225 LPS. Maintain visual GND contact up to *4000ft*. At *4800ft* turn left (MAX IAS 150kt during turn, MNM bank angle 25° to remain inside controlled airspace). Proceed to LPS. Intercept QDR052 LPS. Proceed via BOMEC to DEKAM. | INITIAL CLIMB CLEARANCE FL080<br>Cross BOMEC at *7000ft* or above. | NIL | NIL |
| **SAINT-PREX 4A**<br>(SPR 4A)<br>PDG 6.4% to *4700ft*<br>MNM climb gradient 8.5% to *6500ft* to remain inside controlled airspace | Follow QDR217 LPS. Maintain visual GND contact up to *4000ft*. Proceed to FLORY. At FLORY intercept R010 SPR. Proceed to SPR. | INITIAL CLIMB CLEARANCE FL080<br>Cross D6.4 ICF at *6500ft* or above. | NIL | Only AVBL during MIL ACT and between 01 NOV and 31 MAR and during night |
| **SAINT-PREX 4B**<br>(SPR 4B)<br>PDG 4.3% to *4800ft*<br>MNM climb gradient 7.5% to *6000ft* to remain inside controlled airspace | Follow QDR225 LPS. Maintain visual GND contact up to *4000ft*. At *4800ft* turn left (MAX IAS 150kt during turn, MNM bank angle 25° to remain inside controlled airspace). Proceed to LPS. Climb in the LPS holding pattern to FL110. Intercept QDR217 LPS. Proceed to FLORY. At FLORY intercept R010 SPR. Proceed to SPR. | INITIAL CLIMB CLEARANCE FL110<br>Cross LPS at *7000ft* or above. | NIL | NIL |

**HLDG BOMEC:**
INBD TR052, turns left, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

**HLDG LPS:**
INBD TR052, turns right, OUBD leg 1 min, MNM HLDG ALT 7000ft, MAX HLDG FL110. MAX IAS 150kt.

## 2. STAR Descriptions

### 2.1 STAR TO LPS - RNAV 1 (see chart LSGC AD 2.24.9.1 - 1)

| DESIGNATOR | TO LPS - RNAV 1 | | |
|---|---|---|---|
| | ROUTE | | |
| | Lateral | Vertical | Remark |
| **ARPUS 2E** | From ARPUS proceed via HR, ARNOT, DEKAM (MAX IAS 150kt), BOMEC to LPS | HR MIN FL090, ARNOT MAX FL090, LPS MNM *7000ft*. | HLDG ARPUS: Ref: AIP France |

| RNAV 1 STAR ARPUS 2E | | | | | | | |
|---|---|---|---|---|---|---|---|
| Path terminator | Waypoint | Flyover | Turn direction | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| IF | ARPUS | Y | - | - | - | - | - |
| TF | HR | N | L | +FL090 | - | 156° (157.9°T) | 7.2 |
| TF | ARNOT | N | - | -FL090 | - | 139° (141.3°T) | 12.2 |
| TF | DEKAM | N | R | +7000 | -150 | 139° (141.0°T) | 12.5 |
| TF | BOMEC | N | - | +7000 | - | 232° (234.4°T) | 6.1 |
| TF | LPS | Y | - | +7000 | - | 232° (234.3°T) | 10.0 |

### 2.2 STAR TO LPS - NON RNAV (see chart LSGC AD 2.24.9.2 - 1)

| DESIGNATOR | TO LPS | | |
|---|---|---|---|
| | ROUTE | | |
| | Lateral | Vertical | Remark |
| **FRIBOURG 1R** (FRI 1R) | Proceed on R314 FRI to LPS. | Maintain MNM FL110 to LPS. | During MIL ACT AVBL O/R |
| **SAINT-PREX 2R** (SPR 2R) | Proceed on R010 SPR to FLORY. At FLORY intercept QDM037 LPS. Proceed to LPS. | Maintain MNM FL110 to LPS | |
| **DEKAM 2R** | From DEKAM intercept QDM232 LPS. Proceed via BOMEC to LPS. | Cross LPS at *7000ft* or above. | |

**HLDG LPS:**
INBD TR052, turns right, OUBD leg 1 min, MNM HLDG ALT *7000ft*, MAX HLDG FL110. MAX IAS 150kt.

### 2.3 Approach procedures:

APAPI has to be strictly followed in visual segment of all IFR-approaches due to obstacles in short final.

#### 2.3.1 Procedure description of RNP RWY 06 (see chart LSGC AD 2.24.10 - 5)

| From LPS | | | | | | |
|---|---|---|---|---|---|---|
| **Path terminator** | **Waypoint** | **Flyover** | **Altitude (ft)** | **Speed limit (kt)** | **Track** | **Distance (NM)** |
| IF | LPS | N | -FL110<br>+7000 | -150 | - | - |
| TF | FLORY | N | +7000 | -150 | 217° (219.3°T) | 13.6 |
| TF | GC750 | N | +7000 | -150 | 336° (338.3°T) | 2.8 |
| TF | GC751 | N | +7000 | - | 048° (050.1°T) | 3.3 |
| TF | GC752 | Y | - | - | 048° (050.2°T) | 8.6 |
| TF | GC753 | Y | +7000 | - | 048° (050.3°T) | 10.3 |
| DF | LPS | Y | -FL110<br>+7000 | -130 | - | - |
| HM | LPS | Y | -FL110<br>+7000 | -150 | 052° (054.1°) | - |

| From FLORY | | | | | | |
|---|---|---|---|---|---|---|
| **Path terminator** | **Waypoint** | **Flyover** | **Altitude (ft)** | **Speed limit (kt)** | **Track** | **Distance (NM)** |
| IF | FLORY | N | +7000 | -150 | - | - |
| TF | GC750 | N | +7000 | -150 | 336° (338.3°T) | 2.8 |
| TF | GC751 | N | +7000 | - | 048° (050.1°T) | 3.3 |
| TF | GC752 | Y | - | - | 048° (050.2°T) | 8.6 |
| TF | GC753 | Y | +7000 | - | 048° (050.3°T) | 10.3 |
| DF | LPS | Y | -FL110<br>+7000 | -130 | - | - |
| HM | LPS | Y | -FL110<br>+7000 | -150 | 052°(054.1°) | - |

#### 2.3.2 Procedure description of RNP RWY 24 (see chart LSGC AD 2.24.10 - 7)

| From BALIR | | | | | | |
|---|---|---|---|---|---|---|
| **Path terminator** | **Waypoint** | **Flyover** | **Altitude (ft)** | **Speed limit (kt)** | **Track** | **Distance (NM)** |
| IF | BALIR | N | +7000 | - | - | - |
| TF | GC701 | N | +7000 | - | 241° (243.2°T) | 4.4 |
| TF | DEKAM | N | +7000 | - | 232° (234.7°T) | 3.7 |
| TF | BOMEC | N | +7000 | - | 232° (234.5°T) | 6.1 |
| TF | RW24 | Y | - | - | 232° (234.4°T) | 9.7 |
| DF | GC704 | Y | - | - | 232° (234.3°T) | 4.0 |
| DF | LPS | Y | -FL110<br>+7000 | -150 | - | - |
| HM | LPS | Y | -FL110<br>+7000 | -150 | 052°(054.1°) | - |

| From LPS | | | | | | |
|---|---|---|---|---|---|---|
| **Path terminator** | **Waypoint** | **Flyover** | **Altitude (ft)** | **Speed limit (kt)** | **Track** | **Distance (NM)** |
| IF | LPS | N | -FL110<br>+7000 | -150 | - | - |
| TF | BOMEC | N | +7000 | - | 052° (054.1°T) | 10.0 |
| TF | GC706 | N | +7000 | - | 024° (026.2°T) | 6.8 |
| TF | DEKAM | N | +7000 | - | 139° (141.3°T) | 3.2 |

| From LPS | | | | | | |
|---|---|---|---|---|---|---|
| **Path terminator** | **Waypoint** | **Flyover** | **Altitude (ft)** | **Speed limit (kt)** | **Track** | **Distance (NM)** |
| TF | BOMEC | N | +7000 | - | 232° (234.5°T) | 6.1 |
| TF | RW24 | Y | - | - | 232° (234.4°T) | 9.7 |
| TF | GC704 | Y | - | - | 232° (234.3°T) | 4.0 |
| DF | LPS | Y | -FL110<br>+7000 | -150 | - | - |
| HM | LPS | Y | -FL110<br>+7000 | -150 | 052°(054.1°) | - |

## LSGC AD 2.23 ADDITIONAL INFORMATION

### 1. List of significant points (Terminal)

| NAV point | COORD WGS84 | | Back-up Definition | | | Purpose |
|---|---|---|---|---|---|---|
| | LAT | LONG | Radial | DME | NAV | |
| 1 | 2 | | 3 | | | 4 |
| BOMEC | N 47 10 50.4 | E 006 59 26.9 | 052 | ---<br>9.8 | LPS<br>ICF | STAR/SID LSGC |
| FRI VOR | N 46 46 39 | E 007 13 25 | --- | --- | --- | STAR/SID LSGC |
| GC701 | N 47 16 31.0 | E 007 11 08.4 | --- | --- | --- | IAC LSGC |
| GC704 | N 47 02 51.0 | E 006 43 07.8 | --- | --- | --- | IAC LSGC |
| GC706 | N 47 16 54.1 | E 007 03 49.5 | --- | --- | --- | IAC LSGC |
| GC750 | N 46 57 07.2 | E 006 33 35.2 | --- | --- | --- | IAC LSGC |
| GC751 | N 46 59 13.5 | E 006 37 16.3 | --- | --- | --- | IAC LSGC |
| GC752 | N 47 04 41.6 | E 006 46 53.0 | --- | --- | --- | IAC LSGC |
| GC753 | N 47 11 16.7 | E 006 58 31.9 | --- | --- | --- | IAC LSGC |
| ICF DME | N 47 05 09 | E 006 47 44 | --- | --- | --- | STAR/SID LSGC |
| ICF LOC | N 47 04 51 | E 006 47 12 | --- | --- | --- | STAR/SID LSGC |
| LPS NDB | N 47 05 00.4 | E 006 47 35.7 | --- | --- | --- | STAR/SID LSGC |
| SPR VOR | N 46 28 07 | E 006 26 53 | --- | --- | --- | STAR/SID LSGC |

## LSGC AD 2.24 CHARTS RELATED TO AN AERODROME