LSZB - BERN - BELP

LSZB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZB - BERN - BELP

LSZB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 54 44N 007 29 58E - Intersection RWY and TWY C
2	**Direction and distance from the CITY**	6 km SE Bern
3	**Elevation/Reference temperature**	*1675 ft* - 23.5°C
4	**MAG VAR/Annual change**	2° E (2019.5) / 0°11' eastwards
5	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Flughafen Bern AG Flugplatzstrasse 31 CH-3123 Belp Phone: +41 (0) 31 960 21 11 (Authority) +41 (0) 31 960 21 31 (Ground Services, REQ processed daily 0700 - 1800 (0600 - 1700) Fax: +41 (0) 31 960 21 12 (Authority) AFS: LSZBYDYX LSZBZPZX (ARO) Email: info@bernairport.ch URL: https://www.bernairport.ch
6	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
7	**Remarks**	Geodetic undulation reference for ARP: 163.4 ft

LSZB AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	**Times:** For ACFT up to 3.5 tonnes MTOM MON - SUN 0700 - 2000 (0600 - 1900)(TKOF only until 1900 (1800)) For ACFT above 3.5 tonnes MTOM MON - SUN 0700 - 1800 (0600 - 1700) **Extension:** Extension O/R MNM 3 HR before ETD/ETA by phone +41 (0) 31 960 21 31 Refer to LSZB AD 2.20.1
2	**Customs and immigration**	AD OPR HR
3	**Health and sanitation**	AD OPR HR
4	**AIS Briefing Office**	AD OPR HR
5	**ATS Reporting Office (ARO)**	CTC ARO Zurich; TEL +41 (0) 43 931 61 61
6	**MET Briefing Office**	AD OPR HR
7	**ATS**	HX
8	**Fuelling**	Self-service station: (MAX wingspan 12M) AVGAS 100LL / UL91 0700 - 2000 (0600 - 1900) Fuel trucks: AVGAS 100LL 0700 - 1800 (0600 - 1700) JET A1 0700 - 2000 (0600 - 1900) (after 1800 (1700) only available O/R MNM 3 HR before ETD/ETA by phone +41 (0) 31 960 21 31) Charging station for electric plane (EASA certified): SKYCHARGE Mobile 0700 - 2000 (0600-1900) only available O/R MNM 3 HR before ETA by phone +41 (0) 31 960 21 11
9	**Handling**	AD OPR HR
10	**Security**	Security screening / critical part O/R
11	**De-icing**	AD OPR HR
12	**Remarks**	NIL

LSZB AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Forklift (2000 kg). Nearest railway siding: Kehrsatz 1.8 km Cargo handling including DG (Dangerous Goods) only on request and prior to approval by airport authorities.
2	**Fuel/oil types**	Jet A1, AVGAS 100 LL, AVGAS UL91 15 W-50
3	**Fuelling facilities/capacity**	AVGAS 100 LL: 1 Mercedes Benz “A380”- 9000 litres 1 self-service tank - 20000 litres (see LSZB AD 2.20) AVGAS UL91: 1 self-service tank - 9500 litres (see LSZB AD 2.20) Jet A1: 1 Mercedes Benz “070” - 19000 litres 1 Mercedes Benz “071” - 19000 litres No defuelling for regular operations Charging station for electric plane (SKYCHARGE Mobile/EASA certified)
4	**De-icing facilities**	OCT 01 - APR 30: available Operator: Flughafen Bern AG De-icing fluids available: Type I = Clariant Safewing MP I 1938 ECO (80) Type II = Clariant Safewing MP II Flight De-icing trucks: 1 JBT Tempest II 1 JBT Tempest AirFirst On stand de-icing: Y3-Y4 CAC: REF LSZB AD 2.20
5	**Hangar space available for visiting aircraft**	O/R Operator: Flughafen Bern AG Phone: +41 (0) 31 960 21 11 Email: info@bernairport.ch
6	**Repair facilities for visiting aircraft**	For ACFT up to 5700 kg (major ACFT repairs and major engine repairs): Airmatec Flugplatzstrasse 19 3123 Belp Phone: +41 (0) 31 961 07 07 Email: info@airmatec.ch For HEL (according capability list): Swiss Helicopter Maintenance AG Muristrasse 114a 3123 Belp Phone: +41 (0) 31 818 88 22 Email: info.belp@shm-ag.ch
7	**Remarks**	Ground handling agent and parking permission: compulsory for scheduled and charter FLTs and all taxi FLTs and non commercial air transport • with ACFT above 3.5 tonnes MTOM to and from Schengen destinations • for all ACFT to and from Non-Schengen destinations Ground Services Bern Phone: +41 (0) 31 960 21 31 Fax: +41 (0) 31 960 21 41 SITA: BRNKKXH FREQ: 131.410 MHz (Ground Services Bern) RTF: GROUND SERVICES BERN Email: groundservices@bernairport.ch

LSZB AD 2.5 PASSENGER FACILITIES

1	**Hotels**	In the city
2	**Restaurants**	At AD and in the city
3	**Transportation**	Buses, taxis and car rental from AD
4	**Medical facilities**	Ambulance O/R; hospital at Belp and in the city O/R
5	**Bank and Post Office**	Cash dispenser, stamps available at AD within AD OPS HRS

6	**Tourist Office**	Tourist Office and Convention Bureau of Berne Post: main railway station P.O. Box 3001 Berne CH-3008 Berne Phone: +41 (0) 31 328 12 12 Fax: +41 (0) 31 328 12 77
7	**Remarks**	**Inadmissible persons** Due to limited infrastructure AVBL for the custody and care of inadmissible persons such passengers can stay at the facilities of the AP **for a period of no longer than 24 hrs**. In all circumstances, persons found inadmissible have to be removed by the operator the day after the ARR of such passengers using its own services or by alternate removal arrangements, at the latest. The operator will have to bear all costs in relation to such removal as apportioned to operators in accordance with applicable rules of public international and national law.

LSZB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 3 0700 - 1800 (0600 - 1700) Category 2 1800 - 2000 (1700 - 1900) Higher category O/R MNM 3 HR before ETA/ETD, by phone +41 (0) 31 960 21 31 for scheduled traffic category 4 or higher according to aircraft type
2	**Rescue equipment**	4 fire engines, 1 ramp-control vehicle
3	**Capability for removal of disabled aircraft**	Lifting bags and electrical jacks available
4	**Remarks**	NIL

LSZB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	2 towed jet sweeper, 3 snow ploughs, 1 wiper, 2 RWY de-icers, 2 ACFT de-icers
2	**Clearance priorities**	1. RWY ASPH 2. TWY C 3. TWY K & F 4. TWY A, B, D 5. Apron 6. Other
3	**Remarks**	RDF: Basic Solutions Runway De-icing Fluid GEN3 6-4 RWY 14/32 de-icing with GAC (glycerol-/acetatbasic fluids)

LSZB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron surface and strength**	ASPH - PCN up to 46 F/C/X/T GRASS - 0.25 MPa
2	**Taxiway width, surface and strength**	Widths: TWY A: 7.5 m; TWY B: 15.5 m; TWY C: 18.0 m; TWY D: 10.0 m TWY E: 9.0 m; TWY F: 20.5 m; TWY G: 7.5 m TWY K: BTN TWY B and TWY C:14.0 m; BTN TWY C and Stand Y7: 16.0 m BTN Stand Y7 and TWY E: 10.0 m; BTN TWY E and TWY F: 18.0 m. Surface: TWY A, B, C, D, F and K: ASPH, PCN 46 F/C/X/T. TWY E: GRASS, max. 5.7 t MTOM. TWY G: GRASS, 0.25 MPa MAX wingspan: TWY A: 13.0 m; TWY B, D: 21.5 m; TWY C, F: 36.0 m; TWY E, G: 15.0 m TWY K: 21.5 m except 34.3 m BTN stand Y3 and stand Y7. MAX outer main gear wheel span: TWY A, E, G: 4.5 m; TWY B: 9.0 m; TWY C: 9.3 m; TWY D: 5.5 m; TWY F: 11.5 m TWY K: BTN TWY B and TWY C: 8.3 m; BTN TWY C and Stand Y7: 9.3 m. BTN stand Y7 and TWY E: 6.0 m; BTN TWY E and TWY F: 9.3 m.
3	**ACL location and elevation**	At apron / *510 m / 1673 ft*
4	**VOR/INS checkpoints**	NIL
5	**Remarks**	Grass TWY A, C and G closed.

LSZB 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**	Sectors Yellow and GREEN: ACFT stand identification markings as well as lead-in, stop and lead-out lines. Sector BLUE: Safety line only (box). Apron safety lines east of TWY A resp. TWY K. Marshalling available for sector YELLOW, GREEN and BLUE. On the apron, wing tip clearance is guaranteed if the cockpit of the ACFT follows the CL markings. Restrictions: See ACFT PRKG Chart LSZB AD 2.24.2.
2	**RWY/TWY markings and LGT**	Paved RWY markings: D-THR, THR, designation, aiming point and centre line. GRASS RWY markings / markers: Designation, width and edge / width and edge (white flags). RWY LGT: See LSZB AD 2.14 Paved TWY markings: Centre line (including on turn pads) and intermediate holding position. Enhanced TWY centre line, RWY holding position and mandatory instruction at all intersections with RWY 14/32. Unpaved TWY markings / markers: RWY holding position at all intersections with the RWYs / TWY edge (blue flags). TWY LGT: Edge lights on TWY C and F. RWY guard lights on TWY A, B, C, D, E and F. Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.
3	**Stop bars**	NIL
4	**Remarks**	RWY holding positions at TWY B, C, D and E are located 65 m from RWY 14/32 centre line (EASA 75 m). Special operational procedures are in force to ensure RWY strip clearance.

LSZB 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 14 (1)	Pole	*1682*	46 54 24 N 007 30 23 E	Antenna LGTD	*1873*	46 53 45 N 007 29 45 E	
AOC 14 (2)	Antenna	*1684*	46 54 22 N 007 30 19 E	Antenna marked/LGTD	*1703*	46 55 02 N 007 29 39 E	
AOC 14 (3)	Antenna	*1692*	46 54 22 N 007 30 20 E	Antenna	*2044*	46 54 52 N 007 30 49 E	
AOC 14 (4)	Antenna	*1693*	46 54 22 N 007 30 20 E	Pole marked/LGTD	*1741*	46 54 16 N 007 30 21 E	B1012/09
AOC 14 (5)	Building	*1713*	46 54 13 N 007 30 42 E	Antenna	*2018*	46 56 06 N 007 29 26 E	
AOC 14 (6)	Building	*1718*	46 54 13 N 007 30 43 E	Tree/Trees	*1729*	46 55 08 N 007 29 20 E	
AOC 14 (7)	Tree/Trees	*1722*	46 54 13 N 007 30 44 N	Tree/Trees	*1713*	46 54 32 N 007 29 45 E	
AOC 14 (8)	Building	*1726*	46 54 13 N 007 30 45 E	Antenna LGTD	*2500*	46 56 56 N 007 30 08 E	
AOC 14 (9)	High Voltage line	*1757*	46 54 03 N 007 30 37 E	Antenna marked/LGTD	*2697*	46 52 57 N 007 31 14 E	
AOC 14 (10)	Tree/Trees	*1901*	46 53 06 N 007 31 31 E	Crane/Cranes marked/LGTD	*1772*	46 54 44 N 007 30 10 E	B0026/22
AOC 14 (11)	Tree/Trees	*1927*	46 53 00 N 007 31 37 E	Chimney LGTD	*2037*	46 55 56 N 007 30 37 E	
AOC 14 (12)	Tree/Trees	*1935*	46 52 57 N 007 31 39 E	Antenna marked/LGTD	*3351*	46 54 02 N 007 26 03 E	B0107/09

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 14 (13)	Tree/Trees	*1971*	46 52 56 N 007 31 40 E	Wind cone LGTD	*1726*	46 54 48 N 007 30 01 E	B0538/03
AOC 14 (14)	Tree/Trees	*1989*	46 52 55 N 007 31 41 E	Building	*1994*	46 56 39 N 007 28 25 E	B0493/10
AOC 14 (15)	Tree/Trees	*2125*	46 52 08 N 007 32 25 E	Antenna marked/LGTD	*1703*	46 55 02 N 007 29 39 E	B0232/11
AOC 14 (16)	Tree/Trees	*2151*	46 52 07 N 007 32 26 E	Antenna marked/LGTD	*1772*	46 54 45 N 007 30 07 E	B0820/05
AOC 14 (17)	Tree/Trees	*2163*	46 52 02 N 007 32 31 E	Antenna marked/LGTD	*2710*	46 52 56 N 007 31 14 E	B0468/06
AOC 14 (18)	Tree/Trees	*2357*	46 50 47 N 007 35 42 E	Antenna marked/LGTD	*2937*	46 55 09 N 007 26 13 E	B0506/06
AOC 14 (19)	Tree/Trees	*2379*	46 50 49 N 007 35 48 E	Antenna marked/LGTD	*1741*	46 54 54 N 007 29 57 E	B0454/22
AOC 14 (20)	Tree/Trees	*2402*	46 50 47 N 007 35 47 E	Anemometer marked/LGTD	*1709*	46 54 30 N 007 30 21 E	B0616/07
				Crane/Cranes marked/LGTD	*1969*	46 54 48 N 007 28 20 E	B0466/22
AOC 32 (1)	Fence	*1673*	46 55 11 N 007 29 29 E	Anemometer marked/LGTD	*1702*	46 55 00 N 007 29 43 E	B0615/07
AOC 32 (2)	Pole	*1674*	46 55 13 N 007 29 22 E				
AOC 32 (3)	Pole	*1677*	46 55 14 N 007 29 21 E	Antenna marked/LGTD	*1685*	46 54 22 N 007 30 21 E	
AOC 32 (4)	Pole	*1679*	46 55 15 N 007 29 20 E	Antenna marked/LGTD	*1706*	46 55 01 N 007 29 40 E	B0231/11
AOC 32 (5)	Pole	*1682*	46 55 16 N 007 29 19 E	Chimney LGTD	*2042*	46 57 06 N 007 24 51 E	B0542/12
AOC 32 (6)	Pole	*1683*	46 55 17 N 007 29 17 E				
AOC 32 (7)	Building	*1686*	46 55 19 N 007 29 17 E				
AOC 32 (8)	Pole	*1719*	46 55 26 N 007 29 07 E				
AOC 32 (9)	Tree/Trees	*1749*	46 55 24 N 007 29 00 E	Crane/Cranes marked/LGTD	*1928*	46 56 42 N 007 27 48 E	B1163/21
AOC 32 (10)	Tree/Trees	*1765*	46 55 31 N 007 29 12 E	Antenna marked/LGTD	*2088*	46 57 06 N 007 24 51 E	B0830/17
AOC 32 (11)	Tree/Trees	*1780*	46 55 26 N 007 28 59 E	Antenna marked/LGTD	*2913*	46 53 11 N 007 28 41 E	
AOC 32 (12)	Tree/Trees	*1784*	46 55 25 N 007 28 58 E	Antenna marked/LGTD	*3703*	46 58 40 N 007 31 43 E	
AOC 32 (13)	Tree/Trees	*1844*	46 55 40 N 007 29 02 E	Crane/Cranes marked/LGTD	*1876*	46 55 38 N 007 27 27 E	B1436/21
AOC 32 (14)	Tree/Trees	*1855*	46 55 39 N 007 28 55 E	Building LGTD	*2174*	46 57 22 N 007 28 51 E	B1374/21
AOC 32 (15)	Tree/Trees	*1858*	46 55 41 N 007 28 56 E	Crane/Cranes marked/LGTD	*1845*	46 53 13 N 007 30 01 E	B0541/22
AOC 32 (16)	Tree/Trees	*1881*	46 55 42 N 007 28 55 E	Crane/Cranes marked/LGTD	*1944*	46 56 01 N 007 28 26 E	B0326/22
AOC 32 (17)	Tree/Trees	*1920*	46 56 03 N 007 28 39 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 32 (18)	Tree/Trees	*1923*	46 56 03 N 007 28 35 E				
AOC 32 (19)	Tree/Trees	*1925*	46 56 04 N 007 28 37 E				
AOC 32 (20)	Tree/Trees	*1936*	46 56 04 N 007 28 36 E	Crane/Cranes marked/LGTD	*1911*	46 55 47 N 007 28 29 E	B1492/20
AOC 32 (21)	Building	*2084*	46 56 50 N 007 27 04 E	Crane/Cranes marked/LGTD	*1918*	46 56 00 N 007 28 23 E	B0206/22
				Crane/Cranes marked/LGTD	*1796*	46 54 44 N 007 30 10 E	B0142/22
Refer also to LSZB AOC charts LSZB AD 2.24.4 Number in brackets is equivalent to identification number on AOC							

LSZB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Zurich 9 hours
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com)
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area FCST charts AVBL worldwide
8	**Supplementary equipment available for providing information**	Weather radar, InfoNet-Terminal
9	**ATS units provided with information**	Bern TWR / APP
10	**Additional information (limitation of service, etc.)**	TEL: Weather briefing: 0900 162 737 (Ge); accessible within Switzerland

LSZB 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
14	140° GEO 138° MAG	1730 x 30	PCN 46/F/C/X/T ASPH	46 55 04.58N 007 29 32.98E	*1668 ft*	+0.15%
32	320° GEO 318° MAG			46 54 26.60N 007 30 19.30E	*1675 ft*	-0.15%
14R	140° GEO 138° MAG	650 x 30	0.25 MPa GRASS	NIL	NIL	NIL
32L	320° GEO 318° MAG					
16 GLD	161° GEO 159° MAG	520 x 30	0.25 MPa GRASS	NIL	NIL	NIL
34 GLD	341° GEO 339° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
14	NIL	60 x 150	1850 x 150	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
32		NIL			RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
14R	NIL	NIL	710 x 60	Not applicable	GRASS RWY closed No RESA provided (both sides)
32L					
16 GLD	NIL	NIL	580 x 60	Not applicable	Glider Runway: PPR; for the opening, contact Airport Authority No RESA provided (both sides) Use only after prior instruction by the responsibles of the “Segelfluggruppe Bern”
34 GLD					

LSZB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	1730	1790	1730	1530	Full length
	1090	1150	1090	Not applicable	Intersection ALPHA
	910	970	910		Intersection BRAVO
32	1730	1730	1730	1730	Full length
	1270	1270	1270	Not applicable	Intersection DELTA
	1490	1490	1490		Intersection ECHO (ACFT MTOM 5.7 t)
	1510	1510	1510		Intersection FOXTROTT
14R	650	650	650	650	GRASS RWY closed
32L	650	650	650	650	
16 GLD	Not applicable	Not applicable	Not applicable	Not applicable	Glider Runway
34 GLD					

LSZB 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	RMK
1	2	3	4	5	6	7	8	9	10
14	Calvert 660 m, LIH	RTHL G LIH RTIL FLG W	PAPI 4.0° L (13.07 m)	Simple TZL 621 m FM THR 14, W, LIH	NIL	200 m, 60 m R, LIH/LIL; 954 m, 60 m, W, LIH/LIL; 576 m, 60 m, Y, LIH/LIL	R	NIL	Turn pad LGT, B, LIL
32	NIL	RTHL G LIH WBAR RTIL FLG W	PAPI 3.4° L (12.78 m)	Simple TZL 622 m FM THR 32, W, LIH		1154 m, 60 m, W, LIH/LIL; 576 m, 60 m, Y, LIH/LIL	R	NIL	Turn pad, LGT, B, LIL

TZL: The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

LSZB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	TWY C + F edge LGT
4	**Secondary power supply/switch-over time**	AVBL / 12 sec
5	**Remarks**	Obstruction marking and lighting: partly

LSZB AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF landing area**	Main Apron: TLOF stand 1: 46 54 39.15 N / 007 30 11.50 E TLOF stand 2: 46 54 38.33 N / 007 30 11.97 E TLOF stand 3: 46 54 38.72 N / 007 30 12.65 E TLOF stand 4: 46 54 39.10 N / 007 30 13.32 E Apron Swiss Helicopter: TLOF stand 1: 46 54 23.04 N / 007 29 52.08 E TLOF stand 2: 46 54 22.32 N / 007 29 52.44 E
2	**TLOF and/or FATO elevation M/FT**	TLOFs on Main Apron and at Swiss Helicopter: *510 m / 1673 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	Main Apron: TLOF stand 1: ASPH, max. OAL / RD 16.0 m, PPR. TLOF stands 2 to 4: ASPH, max. OAL 13.0 m / RD 11.0 m, home based OPR only except with marshalling by airport authority, air taxi via TWY sector Blue. When TLOF stand 1 is occupied, TEMPO no OPS on TLOF stands 3 and 4. FATO: IFR HEL use paved RWY 14/32.
4	**True and MAG BRG of FATO**	RWY 14: 140° GEO / 138° MAG RWY 32: 320° GEO / 318° MAG
5	**Declared distance available**	See LSZB AD 2.13 for RWY 14-32
6	**APP and FATO lighting**	See LSZB AD 2.14 for RWY 14-32
7	**Remarks**	Swiss Helicopter located S-SW of AD site. Special procedures apply for REGA and Swiss Air Force.

LSZB AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Bern CTR** 47 04 26N 007 28 03E - 46 58 18 N 007 35 15E - arc of circle 5.02 NM on 46 55 09N 007 29 32E - clockwise 46 52 00N 007 23 50E - 46 58 10N 007 16 35E - 47 04 26N 007 28 03E
2	**Vertical limits**	*5000 ft AMSL (1500 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*6000 ft*
6	**Remarks**	ACT: HX - ATIS (monitoring compulsory)

LSZB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Bern Arrival	127.325 MHz	HX	Language: En
APP	Bern Departure	127.325 MHz	HX	Language: En
ATIS		125.130 MHz	H24	Phone: Service: +41 (0) 22 417 40 76
TWR	Bern Tower	121.025 MHz 119.700 MHz* 121.500 MHz**	HX	*ALTN FREQ **EMERG Language: En; En and Ge for Non-Commercial VFR traffic.
CLD	Bern Delivery	121.690 MHz	HX	Check status on ATIS

LSZB 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
ILS 14-LOC CAT I	IBE	110.10 MHz	H24	46 54 22.5N 007 30 24.3E		LOC PSN 165 m FM THR 32 RWY 14: LOC course 138° MAG. Front course sector angle 5.0°. Restricted coverage (published procedures covered): at 25 NM -10° E to +10° W from CL above *6000 ft AMSL* at 17 NM -29° E to +26° W from CL above *4800 ft AMSL*.
GP 14		334.40 MHz	H24	46 55 00.9N 007 29 40.4E		GP Angle 4.0°. PSN: 187 m FM THR 14. GP HGT THR 14: 43 ft / 13.2 m
DME 14	IBE	38X	H24	46 54 22.0N 007 30 20.7E	*1684 ft*	DME PSN: 1656 m FM THR 14, 77 m W of CL. Zero range at DME station. Restricted coverage (published procedures covered): at 25 NM -10° E to NM +10° W from CL above *6000 ft AMSL*. at 17 NM -18° E to +22° W from CL above *4800 ft AMSL*.

LSZB AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Local flying restrictions and remarks:

AP operating HR **Scheduled FLT**:

Summer:

MON - SUN 0400 – 2030 for TKOF
0400 – 2100 for LDG
No APCH clearance will be issued to ACFT which have not reached the DIST of 8 NM from the AP (DME IBE) at 2045.
For DEP, the ACFT needs to be ready for TAX at 2015, at the latest.

Winter:

MON - SUN 0500 – 2130 for TKOF
0500 – 2200 for LDG
No APCH clearance will be issued to ACFT which have not reached the DIST of 8 NM from the AP (DME IBE) at 2145.
For DEP, the ACFT needs to be ready for TAX at 2115, at the latest.

Other FLT:

Summer:

MON - FRI 0500 – 1800 for TKOF
0500 – 2000 for LDG

SAT 0500 – 1800 for TKOF
0500 – 1900 for LDG

SUN 0600 – 1800 for TKOF
0600 – 2000 for LDG

Winter:

MON - FRI 0600 – 1900 for TKOF
0600 – 2100 for LDG

SAT 0600 – HRH (min 1700) for TKOF/LDG

SUN 0700 – 1900 for TKOF
0700 – 2100 for LDG

See also NOTAM for changes to operating HR.

Special operations:
Expect HEL IFR APCH and DEP outside ATC HR up to *6000 ft AMSL* and according to special authorisation.

2. Procedure for non based HEL

PPR for non based HEL on:
Phone: +41 (0) 31 960 21 11
Fax: +41 (0) 31 960 21 12

3. Procedure for departure

For IFR FLT start-up clearance is compulsory.
Upon start-up request, pilot shall indicate the current ATIS designator. Start-up shall be requested on FREQ 121.690 MHz "Bern Delivery". If Delivery is not active start-up shall be requested on FREQ 121.025 MHz “Bern TWR”. Status of delivery position is available on ATIS.

4. ACFT guidance on apron

4.1 General

Taxiing on the APRON is at the PIC’s discretion. No ATC service is provided. TWR will issue ADVS, as far as practicable.

4.2 Area of responsibility

The exact BDRY of responsibility is shown on the charts LSZB AD 2.24

4.3 Operational hours

HX; REF: LSZB AD 2.3

4.4 Procedure for arriving/departing ACFT

Arriving ACFT with MTOW > 3.5 tonnes will be guided by a marshaller to their parking PSN.
Arriving ACFT with MTOW < 3.5 tonnes shall TAX independently to the parking PSN or as instructed by TWR. In certain cases, the final guidance will be assured by marshaller.
Departing ACFT shall TAX from the parking PSN, as instructed by TWR.
School- and training FLTs may be restricted or refused by ATC in accordance with the AP authority traffic handling priority list.

4.5 Maintenance

Ground run-ups are subject to a prior AUTH by the AP authority (Ramp Control),
Phone: +41 (0) 31 960 21 11.

5. High-visibility jacket

All persons walking in the movement area must wear a high-visibility jacket which complies with the EN471 standard class 2 or 3.
Persons not wearing a high-visibility jacket must ask for the assistance of a handling agent (see list under LSZB AD 2.4) for the transportation of crew members and passengers.

6. Fuelling

6.1 Self-service tank

Taxi to self-service tank in clockwise direction. Use marked position "wait" if tank is already in use.
Leaflet available on:
URL: www.bernairport.ch

7. De-icing

7.1 Clean Aircraft Concept (CAC)

Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.

LSZB AD 2.21 NOISE ABATEMENT PROCEDURES

1. Measures for ACFT noise abatement

1.1 IFR approaches for school and training flights

IFR APCHs for school and training FLTs are authorised only on working days between 0700 and 1830 (0600 and 1730).
Successive APCHs **(MAX 2 per ACFT)** are only authorised between 0700 and 1115 (0600 and 1015) as well as between 1245 and 1830 (1145 and 1730).
Between two series of APCHs, at least one HR interruption shall be interposed.
For training IFR APCHs without a LDG at LSZB, an OCA/H of *3000*/1327 shall be applied (irrespective of the type of APCH carried out).
On final APCH into LSZB, One Engine Inoperative (OEI) EXER are not permitted.
For ACFT noise abatement measures for VFR FLTs, refer to VFR-Manual, LSZB AD INFO.
For training FLTs, a MAX of 1 APCH allowed. O/R 2 succeeding APCHs, may be granted by ATC.

1.2 Visual circling for RWY 32

CITY circling assigned for noise abatement.

1.3 VFR flights

The climb shall be continuously CONT after TKOF, up to a MAX of *4500 ft AMSL*.

1.4 Holidays

On the following **HOL** the same restrictions as on SUN apply:
New Year's Day, 2 JAN, Good FRI, Easter MON, Whit MON, 1 AUG, Ascension Day, Federal Prayday (3rd SUN in SEP), Christmas Day and DEC 26.
On Good FRI, Whit SUN, Federal Prayday (3rd SUN in SEP) and Christmas Day, the following apply in addition to SUN restrictions:

- TIL 0930 (0830) TKOF for non-commercial FLT are only authorised if the ACFT's certified noise level is MAX 65 dB (A) according to Chapter 6 or 72 dB (A) according to Chapter 10 of ICAO Annex 16, Volume 1.

1.5 Use of reverse thrust

For deceleration it is recommended to use the entire RWY LEN AVBL. More than idle reverse shall not be used.
Use of reverse thrust shall be limited unless particular safety or operational reasons require it.

1.6 Auxiliary Power Units (APU)

Primarily, AP owned mobile ground PWR units (GPU) shall be used.
Alternatively, as well as for additional use, APU may be used.
The following regulations are applicable to the use of APU:
- 30 MIN before off-block time, at a MAX, and 20 MIN after on-block time, at a MAX.
- The use of APU for MAINT shall be restricted to a MNM DUR.

1.7 Rolling take-off

If possible, a rolling take-off shall be executed.

2. Prescriptions and procedures

2.1 General

2.1.1 Approach and departure procedures in general

APCHs and DEPs are to be conducted in accordance with the procedures published in LSZB STAR/SID and IAC.
Other clearances and dispositions of APP or TWR for the purpose of safety, traffic flow or noise abatement are reserved.

2.1.2 Intersection departures for single engine aircraft

Single engine aircraft are considered to depart from the following intersections (TORA see LSZB AD 2.13):

- RWY 14: Intersections A and B
- RWY 32: Intersections D, E and F

If a backtrack is needed (performance/noise abatement) PIC shall advise ATC at the holding point during his ready for departure message, i.e. "ready for departure, request backtrack".

2.2 Supplementary provisions regarding IFR flights

2.2.1 IFR Departures

For IFR DEPs, the MNM climb gradients and acceleration ALTs indicated in LSZB SID: LSZB AD 2.22 shall be OBS. If they cannot be complied with, the ATC shall be notified and another SID route shall be requested.

2.2.2 Supplementary provisions regarding VFR flights

Refer to VFR Manual, LSZB AD INFO.

LSZB AD 2.22 FLIGHT PROCEDURES

1. Special regulations for Control Zone (CTR) and Terminal Control Area (TMA)

1.1 IFR procedure

Procedures to be followed by arriving and departing ACFT are contained on the charts LSZB STAR and SID,
REF: LSZB AD 2.24

1.2 SID Descriptions

1.2.1 SID RWY 14

If not able to fly PROCEDURE CLIMB GRADIENT (PDG):
VIS 1500m, ceiling 1300ft, maintain visual contact for departure and initial turn.

1.2.1.1 SID RWY 14 - RNAV (see chart LSZB AD 2.24.7 - 1)

DESIGNATOR	RWY 14			
	ROUTE			
	Lateral	Vertical	Contact	Remark
AMRID 3S PDG 8.5% to *3100ft*	At ZB400 (DER) turn left on track 123° to ZB401. At ZB401 turn left direct to ZB520 (MAX IAS 180kt, MNM Bank angle 25°), proceed to ZB402. At ZB402 turn left direct to AMRID.	INITIAL CLIMB CLEARANCE FL080. Cross ZB520 at *5500ft* or above, AMRID at *8000ft* or above.	NIL	No turn before DER (ZB400)
MONIN 3S PDG 8.5% to *6100ft*	At ZB400 (DER) turn left on track 123° to ZB401. At ZB401 turn left direct to ZB520 (MAX IAS 180kt, MNM Bank angle 25°), proceed to ZB402. At ZB402 turn left direct to ZB400. Proceed via ZB200, ZB404, ZB527 and ZB210 to MONIN.	INITIAL CLIMB CLEARANCE FL080. Cross ZB520 at *5500ft* or above, ZB200 at *7000ft* or above, ZB404 at *9000ft* or above, ZB527 at *11000ft* or above, ZB210 at *16000ft* or above.	NIL	No turn before DER (ZB400)
RAMOK 3S PDG 8.5% to *3100ft*	At ZB400 (DER) turn left on track 123° to ZB401. At ZB401 turn left direct to ZB520 (MAX IAS 180kt, MNM Bank angle 25°), proceed to RAMOK.	INITIAL CLIMB CLEARANCE FL080. Cross ZB520 at *5500ft* or above, RAMOK at *6000ft* or above.	NIL	No turn before DER (ZB400)

RNAV SID AMRID 3S							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	123° (125.1°T)	1.6
DF	ZB520	N	L	+5500	180	-	-
TF	ZB402	Y	-	-	-	042° (044.0°T)	2.6
DF	AMRID	N	L	+8000	-	-	-

RNAV SID MONIN 3S							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	123° (125.1°T)	1.6
DF	ZB520	N	L	+5500	180	-	-
TF	ZB402	Y	-	-		042° (044.0°T)	2.6
DF	ZB400	N	L	-	-	-	-
TF	ZB200	N	-	+7000	-	125° (127.2°T)	4.0
TF	ZB404	N	-	+9000	-	121° (123.1°T)	2.5
TF	ZB527	N	-	+11000	-	121° (123.2°T)	4.4
TF	ZB210	N	-	+16000	-	121° (123.2°T)	6.1
TF	MONIN	N	-	-		121° (123.3°T)	6.9

RNAV SID RAMOK 3S							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	123° (125.1°T)	1.6
DF	ZB520	N	L	+5500	180	-	-
TF	RAMOK	N	-	+6000	-	042° (044.0°T)	5.1

1.2.2 SID RWY 32

1.2.2.1 SID RWY 32 - RNAV (see chart LSZB AD 2.24.7 - 3)

	RWY 32			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
AMRID 3A PDG 10.0% to *3400ft*	Climb straight ahead. At *3000ft* turn left direct to ZB100. Proceed to ZB110. At ZB110 turn left direct to AMRID.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZB100 at *5500ft* or above, ZB110 at *6000ft* or above and AMRID at *8000ft* or above.	NIL	MAX IAS 180kt to ZB100. No turn before DER.
AMRID 3B PDG 10.0% to *2800ft*	Climb straight ahead. At *6000ft* turn left direct to AMRID.	INITIAL CLIMB CLEARANCE *5000ft*. Cross AMRID at *8000ft* or above.	NIL	MAX IAS 180kt to AMRID. No turn before DER.
MEBOX 3B PDG 10.0% to *2000ft*	Climb straight ahead. At *5000ft* turn right direct to MEBOX.	INITIAL CLIMB CLEARANCE *5000ft*. Cross MEBOX at *6000ft* or above.	NIL	MAX IAS 180kt to MEBOX. No turn before DER.
MONIN 3B PDG 10.0% to *2000ft*	Climb straight ahead. At *5000ft* turn right direct to ZB200. Proceed via ZB527 and ZB210 to MONIN.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZB200 at *7000ft* or above, ZB527 at *11000ft* or above, ZB210 at *16000ft* or above.	NIL	MAX IAS 180kt to ZB200. No turn before DER.
RAMOK 3A PDG 10.0% to *3400ft*	Climb straight ahead. At *3000ft* turn left direct to ZB100. Proceed to RAMOK.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZB100 at *5500ft* or above and RAMOK at *6000ft* or above.	NIL	MAX IAS 180kt to ZB100. No turn before DER.

RNAV SID AMRID 3A							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	-	+3000	-	318° (320.1°T)	-
DF	ZB100	N	L	+5500	180	-	-
TF	ZB110	Y	-	+6000	-	054° (056.1°T)	2.7
DF	AMRID	N	L	+8000	-	-	-

RNAV SID AMRID 3B							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	-	+6000	-	318° (320.1°T)	-
DF	AMRID	N	L	+8000	180	-	-

RNAV SID MEBOX 3B							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	-	+5000	-	318° (320.1°T)	-
DF	MEBOX	N	R	+6000	180	-	-

RNAV SID MONIN 3B							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	-	+5000	-	318° (320.1°T)	-
DF	ZB200	N	R	+7000	180	-	-
TF	ZB527	N	-	+11000	-	121° (123.1°T)	6.9
TF	ZB210	N	-	+16000	-	121° (123.2°T)	6.1
TF	MONIN	N	-	-	-	121° (123.3°T)	6.9

RNAV SID RAMOK 3A							
Path terminator	**Waypoint**	**Flyover**	**Turn direction**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	N	-	+3000	-	318° (320.1°T)	-
DF	ZB100	N	L	+5500	180	-	-
TF	RAMOK	N	-	+6000	-	054° (056.1°T)	5.2

1.3 STAR Descriptions

1.3.1 STAR TO BIRKI - RNAV (see chart LSZB AD 2.24.9 - 1)

DESIGNATOR	STAR TO BIRKI - RNAV		
	ROUTE		
	Lateral	Vertical	Remark
FRIBOURG 3M (FRI3M)	From FRI proceed via AMRID to BIRKI.	Cross AMRID at *8000ft* or above and BIRKI at *4000ft* or above	NIL
MONIN 3M	From MONIN proceed via ZB635, ZB636, ZB637, ZB638, ZB639 to BIRKI.	Cross ZB635 at *16000ft* or above, ZB636 at *11000ft* or above, ZB637 at *7000ft* or above, ZB639 at *4400ft* or above and BIRKI at *4000ft* or above	NIL
ROTOS 3M	From ROTOS proceed via BELAR, KOPPI, LARDO (MAX IAS 210kt), ZB696 (MAX IAS 210kt) to BIRKI.	Cross BELAR and KOPPI at *6000ft* or above, LARDO and BIRKI at *4000ft* or above	NIL
TELNO 3M	From TELNO proceed via AMRID to BIRKI.	Cross TELNO at *8600ft* or above, AMRID at *8000ft* or above and BIRKI at *4000ft* or above	NIL
WILLISAU 3M (WIL3M)	From WIL proceed via BELAR, KOPPI, LARDO (MAX IAS 210kt) and ZB696 (MAX IAS 210kt) to BIRKI.	Cross BELAR at *6000ft* or above, KOPPI at *6000ft* or above, LARDO at *4000ft* above and BIRKI at *4000ft* or above.	NIL

RNAV STAR FRI 3M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRI	N	-	-	-	-	-
TF	AMRID	N	-	+8000	-	022° (021.6°T)	10.3
TF	BIRKI	N	-	+4000	-	021° (023.9°T)	5.1

RNAV STAR MONIN 3M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	MONIN	N	-	-	-	-	-
TF	ZB635	N	-	+16000	-	301° (303.4°T)	6.9
TF	ZB636	N	-	+11000	-	301° (303.3°T)	6.1
TF	ZB637	N	-	+7000	-	301° (303.2°T)	6.9
TF	ZB638	N	-	-	-	301° (303.1°T)	3.6
TF	ZB639	N	-	+4400	-	319° (321.2°T)	4.8
TF	BIRKI	N	-	+4000	-	319° (321.1°T)	3.9

RNAV STAR ROTOS 3M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ROTOS	N	-	-	-	-	-
TF	BELAR	N	-	+6000	-	237° (239.5°T)	7.7
TF	KOPPI	N	-	+6000	-	255° (257.0°T)	5.5
TF	LARDO	N	-	+4000	210	254° (256.9°T)	2.8
TF	ZB696	N	-	-	210	208° (210.0°T)	3.0
TF	BIRKI	N	-	+4000	210	138° (140.0°T)	3.0

RNAV STAR TELNO 3M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	TELNO	N	-	+8600	-	-	-
TF	AMRID	N	-	+8000	-	011° (013.0°T)	10.0
TF	BIRKI	N	-	+4000	-	021° (023.9°T)	5.1

RNAV STAR WIL 3M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	WIL	N	-	-	-	-	-
TF	BELAR	N	-	+6000	-	255° (257.3°T)	14.4
TF	KOPPI	N	-	+6000	-	255° (257.0°T)	5.5
TF	LARDO	N	-	+4000	210	254° (256.9°T)	2.8
TF	ZB696	N	-	-	210	208° (210.0°T)	3.0
TF	BIRKI	N	-	+4000	210	138° (140.0°T)	3.0

1.4 Approach procedures:

1.4.1 Procedure description of RNP RWY 14 (see chart LSZB AD 2.24.10 - 5)

From BIRKI						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BIRKI	N	+4000	-	-	-
TF	ZB619	N	+4000	-	138° (140.0°T)	2.1
TF	RW14	Y	-	-	138° (140.1°T)	5.4
TF	ZB620	Y	-	-	138° (140.1°T)	1.1
DF	ZB621	N	+5500	160	-	-
TF	RAMOK	Y	-	-	042° (044.0°T)	5.1
DF	ZB608	N	-	210	-	-
TF	BIRKI	N	+4000	-	243° (245.2°T)	5.4
HM	BIRKI	N	+4000	-	138° (140.0°T)	4.6

1.5 VFR procedure

Refer to VFR Manual, LSZB AD INFO.

2. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	RVR (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	800/---	400/---	---	NIL
	B	800/---	400/---	---	
	C	800/---	400/---	---	

LSZB AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
BELAR	N 47 07 30.0	E 007 33 49.7	RNAV STAR LSZB
LARDO	N 47 05 37.2	E 007 21 57.6	RNAV STAR LSZB
RW14	N 46 55 04.6	E 007 29 33.0	IAC LSZB
ZB100	N 46 58 25.6	E 007 34 43.0	RNAV SID LSZB
ZB110	N 46 59 54.5	E 007 37 56.3	RNAV SID LSZB
ZB200	N 46 51 59.0	E 007 35 01.7	RNAV SID LSZB
ZB210	N 46 44 51.9	E 007 50 52.7	RNAV SID LSZB
ZB301	N 46 57 45.0	E 007 29 30.8	IAC CITY Circling
ZB302	N 46 56 09.9	E 007 31 27.0	IAC CITY / ROMEO Circling
ZB303	N 46 54 20.9	E 007 33 39.9	IAC CITY / ROMEO Circling
ZB400	N 46 54 25.1	E 007 30 21.1	RNAV SID LSZB
ZB401	N 46 53 29.0	E 007 32 17.4	RNAV SID LSZB
ZB402	N 46 59 31.6	E 007 38 29.5	RNAV SID LSZB
ZB404	N 46 50 37.0	E 007 38 05.1	RNAV SID LSZB
ZB520	N 46 57 40.0	E 007 35 52.0	RNAV SID LSZB
ZB527	N 46 48 12.0	E 007 43 28.0	RNAV SID LSZB
ZB608	N 47 03 02.0	E 007 29 42.0	RNAV STAR, IAC LSZB
ZB609	N 47 01 29.8	E 007 21 42.3	IAC LSZB
ZB619	N 46 59 11.8	E 007 24 31.0	IAC LSZB
ZB620	N 46 54 12.5	E 007 30 36.5	IAC LSZB
ZB621	N 46 57 40.0	E 007 35 52.0	IAC LSZB
ZB635	N 46 44 52.0	E 007 50 52.8	RNAV STAR LSZB
ZB636	N 46 48 12.3	E 007 43 27.8	RNAV STAR LSZB
ZB637	N 46 51 59.0	E 007 35 01.7	RNAV STAR LSZB
ZB638	N 46 53 56.8	E 007 30 37 7	RNAV STAR LSZB
ZB639	N 46 57 43.2	E 007 26 11.3	RNAV STAR LSZB
ZB696	N 47 03 03.2	E 007 19 47.4	RNAV STAR LSZB
ZB700	N 46 57 58.1	E 007 25 56.8	IAC LSZB
ZB800	N 46 56 35.5	E 007 27 37.9	IAC LSZB

2. ILS 14 approach versus JAR-OPS 1

The ILS 14 APCH has to be considered as ILS CAT I with ’intermediate facilities’ in accordance with JAR-OPS 1, 1.430.

LSZB AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSZB AD 2.24.1 - 1
Aircraft Parking Chart	LSZB AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 32	LSZB AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 14	LSZB AD 2.24.4 - 3
Area Chart - Transit Routes (RAMOK / MEBOX / AMRID)	LSZB AD 2.24.6 - 1
SID RWY 14 - RNAV	LSZB AD 2.24.7 - 1
SID RWY 32 - RNAV	LSZB AD 2.24.7 - 3
STAR TO BIRKI - RNAV	LSZB AD 2.24.9 - 1
IAC ILS RWY 14	LSZB AD 2.24.10 - 1
IAC LOC RWY 14	LSZB AD 2.24.10 - 3
IAC RNP RWY 14	LSZB AD 2.24.10 - 5
IAC CITY Circling RWY 32	LSZB AD 2.24.10 - 7
IAC ROMEO Circling RWY 32	LSZB AD 2.24.10 - 9
IAC ILS RWY 14 Helicopter	LSZB AD 2.24.10 - 11
Minimum VECTORING ALTITUDE CHART (AD temperatures - 20° to -5° C)	LSZB AD 2.24.13 - 1
Minimum VECTORING ALTITUDE CHART (AD temperatures - 4° C and above)	LSZB AD 2.24.13 - 3

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