

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 | Geoid undulation at AD ELEV PSN                            | 163.4 ft   |
| 5 | MAG VAR/Annual change                                      | 2° E (2019.5) / 0°11' eastwards  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Post: Flughafen Bern AG<br>Flugplatzstrasse 31<br>CH-3123 Belp<br>Phone: +41 (0) 31 960 21 11 (Authority)<br>+41 (0) 31 960 21 31 (Ground Services, REQ<br>processed daily 0700 - 1800 (0600 - 1700)<br>Fax: +41 (0) 31 960 21 12 (Authority)<br>AFS: LSZBYDYX<br>LSZBZPX (ARO)<br>Email: info@bernairport.ch<br>URL: https://www.bernairport.ch |
| 7 | Types of traffic permitted (IFR/VFR)                       | IFR/VFR  |
| 8 | Remarks  | NIL  |

**LSZB AD 2.3 OPERATIONAL HOURS**

|    |                            |   |
|----|----------------------------|---|
| 1  | Aerodrome Operator         | <b>Opening hours:</b><br>For ACFT up to 3.5 tonnes MTOM<br>MON - SUN 0700 - 2000 (0600 - 1900)(TKOF only until 1900 (1800))<br>For ACFT above 3.5 tonnes MTOM<br>MON - SUN 0700 - 1800 (0600 - 1700)  |
| 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)<br>AVGAS 100LL / UL91 0700 - 2000 (0600 - 1900)<br>Fuel trucks:<br>AVGAS 100LL 0700 - 1800 (0600 - 1700)<br>JET A1 0700 - 2000 (0600 - 1900) (after 1800 (1700) only available O/R MNM<br>3 HR before ETD/ETA by phone<br>+41 (0) 31 960 21 31)<br>Charging station for electric plane (EASA certified):<br>SKYCHARGE Mobile 0700 - 2000 (0600-1900) only available O/R MNM 3 HR before<br>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   |



|   |         |   |
|---|---------|---|
| 7 | Remarks | <p>Ground handling agent and parking permission:<br/>compulsory for scheduled and charter FLT's and all taxi FLT's and non commercial air transport</p> <ul style="list-style-type: none"> <li>• with ACFT above 3.5 tonnes MTOM to and from Schengen destinations</li> <li>• for all ACFT to and from Non-Schengen destinations</li> </ul> <p>Ground Services Bern<br/> Phone: +41 (0) 31 960 21 31<br/> Fax: +41 (0) 31 960 21 41<br/> SITA: BRNKKXH<br/> FREQ: 131.410 MHz (Ground Services Bern)<br/> RTF: GROUND SERVICES BERN<br/> Email: groundservices@bernairport.ch</p> |
|---|---------|---|

**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       | <p>Tourist Office and Convention Bureau of Berne<br/> Post: main railway station<br/> P.O. Box 3001 Berne<br/> CH-3008 Berne<br/> Phone: +41 (0) 31 328 12 12<br/> Fax: +41 (0) 31 328 12 77</p>   |
| 7 | Remarks              | <p><b>Inadmissible persons</b><br/> Due to limited infrastructure AVBL for the custody and care of inadmissible persons such passengers can stay at the facilities of the AP <b>for a period of no longer than 24 hrs.</b> 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.</p> |

**LSZB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |   |   |
|---|---|---|
| 1 | AD category for fire fighting               | <p>Category 3 0700 - 1800 (0600 - 1700)<br/> Category 2 1800 - 2000 (1700 - 1900)<br/> Higher category O/R MNM 3 HR before ETA/ETD, by phone<br/> +41 (0) 31 960 21 31<br/> for scheduled traffic category 4 or higher according to aircraft type</p> |
| 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          | <ol style="list-style-type: none"> <li>1. RWY ASPH</li> <li>2. TWY C</li> <li>3. TWY K &amp; F</li> <li>4. TWY A, B, D</li> <li>5. Apron</li> <li>6. Other</li> </ol> |
| 3 | Remarks                       | <p>RDF: Basic Solutions Runway De-icing Fluid GEN3 6-4<br/> RWY 14/32 de-icing with GAC (glycerol/acetatbasic fluids)</p>   |

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

|   |   |   |
|---|---|---|
| 1 | <b>Designation, surface and strength of Aprons</b>          | ASPH - PCN up to 46 F/C/X/T<br>GRASS - 0.25 MPa   |
| 2 | <b>Designation, width, surface and strength of Taxiways</b> | Widths:<br>TWY A: 7.5 m; TWY B: 15.5 m; TWY C: 18.0 m; TWY D: 10.0 m<br>TWY E: 9.0 m; TWY F: 20.5 m; TWY G: 7.5 m<br>TWY K: BTN TWY B and TWY C: 14.0 m; BTN TWY C and Stand Y7: 16.0 m<br>BTN Stand Y7 and TWY E: 10.0 m; BTN TWY E and TWY F: 18.0 m.<br>Surface:<br>TWY A, B, C, D, F and K: ASPH, PCN 46 F/C/X/T.<br>TWY E: GRASS, max. 5.7 t MTOM.<br>TWY G: GRASS, 0.25 MPa<br>MAX wingspan:<br>TWY A: 13.0 m; TWY B, D: 21.5 m; TWY C, F: 36.0 m; TWY E, G: 15.0 m<br>TWY K: 21.5 m except 34.3 m BTN stand Y3 and stand Y7.<br>RMK: 36.0 m on stand Y3A as access/egress directly via TWY C.<br>MAX outer main gear wheel span:<br>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<br>TWY K: BTN TWY B and TWY C: 8.3 m; BTN TWY C and Stand Y7: 9.3 m.<br>BTN stand Y7 and TWY E: 6.0 m; BTN TWY E and TWY F: 9.3 m. |
| 3 | <b>ACL location and elevation</b>                           | At apron / 510 m / 1673 ft  |
| 4 | <b>Location of VOR checkpoints</b>                          | NIL   |
| 5 | <b>Location of INS checkpoints</b>                          | NIL   |
| 6 | <b>Remarks</b>  | Grass TWY A, C and G closed.  |

**LSZB AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS**

|   |  |  |
|---|--|--|
| 1 | <b>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</b> | Sectors Yellow and GREEN: ACFT stand identification markings as well as lead-in, stop and lead-out lines. Sector BLUE: Safety line only (box).<br>Apron safety lines east of TWY A resp. TWY K. Marshalling available for sector YELLOW, GREEN and BLUE.<br>On the apron, wing tip clearance is guaranteed if the cockpit of the ACFT follows the CL markings.<br>Restrictions: See ACFT PRKG Chart LSZB AD 2.24.2.  |
| 2 | <b>RWY/TWY markings and LGT</b>  | Paved RWY markings: D-THR, THR, designation, aiming point and centre line.<br>GRASS RWY markings / markers: Designation, width and edge / width and edge (white flags).<br>RWY LGT: See LSZB AD 2.14<br>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.<br>Unpaved TWY markings / markers: RWY holding position at all intersections with the RWYs / TWY edge (blue flags).<br>TWY LGT: Edge lights on TWY C and F.<br>RWY guard lights on TWY A, B, C, D, E and F.<br>Mandatory instruction signs at all RWY holding positions. Information signs on the movement area. |
| 3 | <b>Stop bars and RWY guard lights</b>  | NIL  |
| 4 | <b>Other RWY protection measures</b>   | NIL  |
| 5 | <b>Remarks</b>   | 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<br>Elevation<br>Markings/LGT | Co-ordinates | Obstacle type<br>Elevation<br>Markings/LGT | Co-ordinates                      | RMK  |                           |          |
| a                      | b  | c            | a  | b                                 | c    |                           |          |
|                        |  | ft           |  | ft                                |      |                           |          |
| AOC 14 (1)             | Pole                                       | 1682         | 46 54 24 N<br>007 30 23 E                  | Antenna<br>LGTD                   | 1873 | 46 53 45 N<br>007 29 45 E |          |
| AOC 14 (2)             | Antenna                                    | 1684         | 46 54 22 N<br>007 30 19 E                  | Antenna<br>marked/LGTD            | 1703 | 46 55 02 N<br>007 29 39 E |          |
| AOC 14 (3)             | Antenna                                    | 1692         | 46 54 22 N<br>007 30 20 E                  | Antenna                           | 2044 | 46 54 52 N<br>007 30 49 E |          |
| AOC 14 (4)             | Antenna                                    | 1693         | 46 54 22 N<br>007 30 20 E                  | Pole<br>marked/LGTD               | 1741 | 46 54 16 N<br>007 30 21 E | B1012/09 |
| AOC 14 (5)             | Building                                   | 1713         | 46 54 13 N<br>007 30 42 E                  | Antenna                           | 2018 | 46 56 06 N<br>007 29 26 E |          |
| AOC 14 (6)             | Building                                   | 1718         | 46 54 13 N<br>007 30 43 E                  | Tree/Trees                        | 1729 | 46 55 08 N<br>007 29 20 E |          |
| AOC 14 (7)             | Tree/Trees                                 | 1722         | 46 54 13 N<br>007 30 44 N                  | Tree/Trees                        | 1713 | 46 54 32 N<br>007 29 45 E |          |
| AOC 14 (8)             | Building                                   | 1726         | 46 54 13 N<br>007 30 45 E                  | Antenna<br>LGTD                   | 2500 | 46 56 56 N<br>007 30 08 E |          |
| AOC 14 (9)             | High Voltage line                          | 1757         | 46 54 03 N<br>007 30 37 E                  | Antenna<br>marked/LGTD            | 2697 | 46 52 57 N<br>007 31 14 E |          |
| AOC 14 (10)            | Tree/Trees                                 | 1901         | 46 53 06 N<br>007 31 31 E                  | Crane/Cranes<br>marked/LGTD       | 1772 | 46 54 44 N<br>007 30 10 E | B0026/22 |
| AOC 14 (11)            | Tree/Trees                                 | 1927         | 46 53 00 N<br>007 31 37 E                  | Chimney<br>LGTD                   | 2037 | 46 55 56 N<br>007 30 37 E |          |
| AOC 14 (12)            | Tree/Trees                                 | 1935         | 46 52 57 N<br>007 31 39 E                  | Antenna<br>marked/LGTD            | 3351 | 46 54 02 N<br>007 26 03 E | B0107/09 |
| AOC 14 (13)            | Tree/Trees                                 | 1971         | 46 52 56 N<br>007 31 40 E                  | Wind cone<br>LGTD                 | 1726 | 46 54 48 N<br>007 30 01 E | B0538/03 |
| AOC 14 (14)            | Tree/Trees                                 | 1989         | 46 52 55 N<br>007 31 41 E                  | Building                          | 1994 | 46 56 39 N<br>007 28 25 E | B0493/10 |
| AOC 14 (15)            | Tree/Trees                                 | 2125         | 46 52 08 N<br>007 32 25 E                  | Antenna<br>marked/LGTD            | 1703 | 46 55 02 N<br>007 29 39 E | B0232/11 |
| AOC 14 (16)            | Tree/Trees                                 | 2151         | 46 52 07 N<br>007 32 26 E                  | Antenna<br>marked/LGTD            | 1772 | 46 54 45 N<br>007 30 07 E | B0820/05 |
| AOC 14 (17)            | Tree/Trees                                 | 2163         | 46 52 02 N<br>007 32 31 E                  | Antenna<br>marked/LGTD            | 2710 | 46 52 56 N<br>007 31 14 E | B0468/06 |
| AOC 14 (18)            | Tree/Trees                                 | 2357         | 46 50 47 N<br>007 35 42 E                  | Antenna<br>marked/LGTD            | 2937 | 46 55 09 N<br>007 26 13 E | B0506/06 |
| AOC 14 (19)            | Tree/Trees                                 | 2379         | 46 50 49 N<br>007 35 48 E                  | Antenna<br>marked/LGTD            | 1741 | 46 54 54 N<br>007 29 57 E | B0454/22 |
| AOC 14 (20)            | Tree/Trees                                 | 2402         | 46 50 47 N<br>007 35 47 E                  | Anemometer<br>marked/LGTD         | 1709 | 46 54 30 N<br>007 30 21 E | B0616/07 |
|                        |  |              |  | Crane/Cranes<br>marked/LGTD       | 1969 | 46 54 48 N<br>007 28 20 E | B0466/22 |
| AOC 32 (1)             | Fence                                      | 1673         | 46 55 11 N<br>007 29 29 E                  | Anemometer<br>marked/LGTD         | 1702 | 46 55 00 N<br>007 29 43 E | B0615/07 |
| AOC 32 (2)             | Pole                                       | 1674         | 46 55 13 N<br>007 29 22 E                  |                                   |      |                           |          |
| AOC 32 (3)             | Pole                                       | 1677         | 46 55 14 N<br>007 29 21 E                  | Antenna<br>marked/LGTD            | 1685 | 46 54 22 N<br>007 30 21 E |          |
| AOC 32 (4)             | Pole                                       | 1679         | 46 55 15 N<br>007 29 20 E                  | Antenna<br>marked/LGTD            | 1706 | 46 55 01 N<br>007 29 40 E | B0231/11 |

| In approach/TKOF areas   |  |              |                           | In circling area and at aerodrome          |              |                           |          |
|--|--|--------------|---------------------------|--|--------------|---------------------------|----------|
| 1  |  |              |                           | 2  |              |                           | 3        |
| RWY/Area affected  | Obstacle type<br>Elevation<br>Markings/LGT | Co-ordinates |                           | Obstacle type<br>Elevation<br>Markings/LGT | Co-ordinates | RMK                       |          |
| a  | b  | c            |                           | a  | b            | c                         |          |
|  |  | ft           |                           |  | ft           |                           |          |
| AOC 32 (5)   | Pole                                       | 1682         | 46 55 16 N<br>007 29 19 E | Chimney<br>LGTD                            | 2042         | 46 57 06 N<br>007 24 51 E | B0542/12 |
| AOC 32 (6)   | Pole                                       | 1683         | 46 55 17 N<br>007 29 17 E |  |              |                           |          |
| AOC 32 (7)   | Building                                   | 1686         | 46 55 19 N<br>007 29 17 E |  |              |                           |          |
| AOC 32 (8)   | Pole                                       | 1719         | 46 55 26 N<br>007 29 07 E |  |              |                           |          |
| AOC 32 (9)   | Tree/Trees                                 | 1749         | 46 55 24 N<br>007 29 00 E | Crane/Cranes<br>marked/LGTD                | 1928         | 46 56 42 N<br>007 27 48 E | B1163/21 |
| AOC 32 (10)  | Tree/Trees                                 | 1765         | 46 55 31 N<br>007 29 12 E | Antenna<br>marked/LGTD                     | 2088         | 46 57 06 N<br>007 24 51 E | B0830/17 |
| AOC 32 (11)  | Tree/Trees                                 | 1780         | 46 55 26 N<br>007 28 59 E | Antenna<br>marked/LGTD                     | 2913         | 46 53 11 N<br>007 28 41 E |          |
| AOC 32 (12)  | Tree/Trees                                 | 1784         | 46 55 25 N<br>007 28 58 E | Antenna<br>marked/LGTD                     | 3703         | 46 58 40 N<br>007 31 43 E |          |
| AOC 32 (13)  | Tree/Trees                                 | 1844         | 46 55 40 N<br>007 29 02 E | Crane/Cranes<br>marked/LGTD                | 1876         | 46 55 38 N<br>007 27 27 E | B1436/21 |
| AOC 32 (14)  | Tree/Trees                                 | 1855         | 46 55 39 N<br>007 28 55 E | Building<br>LGTD                           | 2174         | 46 57 22 N<br>007 28 51 E | B1374/21 |
| AOC 32 (15)  | Tree/Trees                                 | 1858         | 46 55 41 N<br>007 28 56 E | Crane/Cranes<br>marked/LGTD                | 1845         | 46 53 13 N<br>007 30 01 E | B0541/22 |
| AOC 32 (16)  | Tree/Trees                                 | 1881         | 46 55 42 N<br>007 28 55 E | Crane/Cranes<br>marked/LGTD                | 1944         | 46 56 01 N<br>007 28 26 E | B0326/22 |
| AOC 32 (17)  | Tree/Trees                                 | 1920         | 46 56 03 N<br>007 28 39 E |  |              |                           |          |
| AOC 32 (18)  | Tree/Trees                                 | 1923         | 46 56 03 N<br>007 28 35 E |  |              |                           |          |
| AOC 32 (19)  | Tree/Trees                                 | 1925         | 46 56 04 N<br>007 28 37 E |  |              |                           |          |
| AOC 32 (20)  | Tree/Trees                                 | 1936         | 46 56 04 N<br>007 28 36 E | Crane/Cranes<br>marked/LGTD                | 1911         | 46 55 47 N<br>007 28 29 E | B1492/20 |
| AOC 32 (21)  | Building                                   | 2084         | 46 56 50 N<br>007 27 04 E | Crane/Cranes<br>marked/LGTD                | 1918         | 46 56 00 N<br>007 28 23 E | B0206/22 |
|  |  |              |                           | Crane/Cranes<br>marked/LGTD                | 1796         | 46 54 44 N<br>007 30 10 E | B0142/22 |
| Refer also to LSZB AOC charts <a href="#">LSZB AD 2.24.4</a><br>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<br>Periods of validity       | MeteoSwiss, Zurich<br>9 hours   |
| 4  | Type of landing forecast  | NIL   |
| 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 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<br>RWY NR | TRUE &<br>MAG<br>BRG | Dimensions<br>of RWY (m) | Strength (PCN)<br>and surface of<br>RWY and SWY | THR<br>COORD                  | THR elevation<br>and highest<br>elevation of TDZ<br>of precision APP<br>RWY | Slope of<br>RWY-SWY |
|------------------------|----------------------|--------------------------|---|-------------------------------|---|---------------------|
| 1                      | 2                    | 3                        | 4   | 5                             | 6   | 7                   |
| 14                     | 140° GEO<br>138° MAG | 1730 x 30                | PCN 46/F/C/X/T<br>ASPH                          | 46 55 04.58N<br>007 29 32.98E | 1668 ft   | +0.15%              |
| 32                     | 320° GEO<br>318° MAG |                          |   | 46 54 26.60N<br>007 30 19.30E | 1675 ft   | -0.15%              |
| 14R                    | 140° GEO<br>138° MAG | 650 x 30                 | 0.25 MPa<br>GRASS                               | NIL                           | NIL   | NIL                 |
| 32L                    | 320° GEO<br>318° MAG |                          |   |                               |   |                     |
| 16 GLD                 | 161° GEO<br>159° MAG | 520 x 30                 | 0.25 MPa<br>GRASS                               | NIL                           | NIL   | NIL                 |
| 34 GLD                 | 341° GEO<br>339° MAG |                          |   |                               |   |                     |

| Designations<br>RWY<br>NR | SWY<br>dimensions<br>(m) | CWY<br>dimensions<br>(m) | Strip<br>dimensions<br>(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.<br>RESA: 90 m (both sides)<br>Grooved 1730 m (full RWY length)   |
| 32                        |                          | NIL                      |                            |                | RWY Strip and RESA dimensions according to non-instrument RWY criteria.<br>RESA: 90 m (both sides)<br>Grooved 1730 m (full RWY length)   |
| 14R                       | NIL                      | NIL                      | 710 x 60                   | Not applicable | GRASS RWY closed<br>No RESA provided (both sides)  |
| 32L                       |                          |                          |                            |                |  |
| 16 GLD                    | NIL                      | NIL                      | 580 x 60                   | Not applicable | Glider Runway: PPR; for the opening, contact Airport Authority<br>No RESA provided (both sides)<br>Use only after prior instruction by the responsables of the "Segelflugguppe 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<br><br>660 m, LIH | RTHL<br>G LIH<br><br>RTIL<br>FLG W     | PAPI 4.0°<br>L<br>(13.07 m) | Simple<br>TZL<br>621 m FM<br>THR 14,<br>W, LIH | NIL                              | 200 m, 60 m<br>R, LIH/LIL;<br>954 m, 60 m,<br>W, LIH/LIL;<br>576 m, 60 m,<br>Y, LIH/LIL | R                  | NIL                 | Turn pad<br>LGT, B, LIL  |
| 32             | NIL                       | RTHL<br>G LIH<br>WBAR<br>RTIL<br>FLG W | PAPI 3.4°<br>L<br>(12.78 m) | Simple<br>TZL<br>622 m FM<br>THR 32,<br>W, LIH |                                  | 1154 m,<br>60 m, W,<br>LIH/LIL;<br>576 m, 60 m,<br>Y, LIH/LIL                           | R                  | NIL                 | Turn pad,<br>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<br>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:<br>TLOF stand 1: 46 54 39.15 N / 007 30 11.50 E<br>TLOF stand 2: 46 54 38.33 N / 007 30 11.97 E<br>TLOF stand 3: 46 54 38.72 N / 007 30 12.65 E<br>TLOF stand 4: 46 54 39.10 N / 007 30 13.32 E<br>Apron Swiss Helicopter:<br>TLOF stand 1: 46 54 23.04 N / 007 29 52.08 E<br>TLOF stand 2: 46 54 22.32 N / 007 29 52.44 E  |
|   | Geoid undulation  | NIL   |
| 2 | TLOF and/or FATO elevation                                | TLOFs on Main Apron and at Swiss Helicopter: 510 m / 1673 ft  |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | Main Apron:<br>TLOF stand 1: ASPH, max. OAL / RD 16.0 m, PPR.<br>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.<br>When TLOF stand 1 is occupied, TEMPO no OPS on TLOF stands 3 and 4.<br>FATO:<br>IFR HEL use paved RWY 14/32. |
| 4 | True BRG of FATO  | RWY 14: 140°<br>RWY 32: 320°  |
| 5 | Declared distance available                               | See <a href="#">LSZB AD 2.13</a> for RWY 14-32  |
| 6 | APP and FATO lighting                                     | See <a href="#">LSZB AD 2.14</a> for RWY 14-32  |
| 7 | Remarks   | Swiss Helicopter located S-SW of AD site.<br>Special procedures apply for REGA and Swiss Air Force.   |

## LSZB AD 2.17 ATS AIRSPACE

|   |                                |   |
|---|--------------------------------|---|
| 1 | Designation and lateral limits | <b>Bern CTR</b><br>47 04 26N 007 28 03E - 46 58 18 N 007 35 15E -<br>arc of circle 5.02 NM on 46 55 09N 007 29 32E - clockwise<br>46 52 00N 007 23 50E - 46 58 10N 007 16 35E -<br>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<br>119.700 MHz*<br>121.500 MHz** | HX                 | *ALTN FREQ<br>**EMERG<br>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<br>007 30 24.3E              |                                       | LOC PSN 165 m FM THR 32<br>RWY 14: LOC course 138° MAG.<br>Front course sector angle 5.0°.<br>Restricted coverage (published procedures covered):<br>at 25 NM -10° E to +10° W from CL above 6000 ft AMSL<br>at 17 NM -29° E to +26° W from CL above 4800 ft AMSL. |
| GP 14                     |     | 334.40 MHz | H24                | 46 55 00.9N<br>007 29 40.4E              |                                       | GP Angle 4.0°.<br>PSN: 187 m FM THR 14.<br>GP HGT THR 14: 43 ft / 13.2 m   |
| DME 14                    | IBE | 38X        | H24                | 46 54 22.0N<br>007 30 20.7E              | 1684 ft                               | DME PSN: 1656 m FM THR 14,<br>77 m W of CL.<br>Zero range at DME station.<br>Restricted coverage (published procedures covered):<br>at 25 NM -10° E to NM +10° W from CL above 6000 ft AMSL.<br>at 17 NM -18° E to +22° W from CL above 4800 ft AMSL.              |

**LSZB AD 2.20 LOCAL AERODROME REGULATIONS**

**1. Local flying restrictions and remarks:**

**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 FLT's 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](http://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.

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## 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**

|   |
|---|
| <b>If not able to fly PROCEDURE CLIMB GRADIENT (PDG):</b><br>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  |  | Contact | Remark                     |
|                                       | Lateral  | Vertical   |         |                            |
| <b>AMRID 3S</b><br>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) |
| <b>MONIN 3S</b><br>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) |
| <b>RAMOK 3S</b><br>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)

| DESIGNATOR                             | RWY 32   |  |         |   |
|--|--|--|---------|---|
|  | ROUTE  |  | Contact | Remark                                      |
|  | Lateral  | Vertical   |         |   |
| <b>AMRID 3A</b><br>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. |
| <b>AMRID 3B</b><br>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. |
| <b>MEBOX 3B</b><br>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. |
| <b>MONIN 3B</b><br>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. |
| <b>RAMOK 3A</b><br>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  |   | Remark |
|                               | Lateral  | Vertical  |        |
| <b>FRIBOURG 3M</b><br>(FRI3M) | From FRI proceed via AMRID to BIRKI.   | Cross AMRID at 8000ft or above and BIRKI at 4000ft or above   | NIL    |
| <b>MONIN 3M</b>               | 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    |
| <b>ROTOS 3M</b>               | 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    |
| <b>TELNO 3M</b>               | 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    |
| <b>WILLISAU 3M</b><br>(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 AERONAUTICAL CHARTS RELATED TO AN AERODROME**

| <b>Name</b>   | <b>Page</b>          |
|---|----------------------|
| 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  |

**LSZB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

■ To be completed. See relevant approach charts for details.

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