# LSMP - PAYERNE

## LSMP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSMP - PAYERNE

## LSMP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | **ARP coordinates and site at Aerodrome** | 46 50 33 N / 006 54 49 E |
| 2 | **Direction and distance from the CITY** | 3 km NW Payerne |
| 3 | **Elevation/Reference temperature** | *1466 ft AMSL* - 25.5°C |
| 4 | **Geoid undulation at AD ELEV PSN** | 162.2 ft |
| 5 | **MAG VAR/Annual change** | 3° E (2024.5) / 0° 11' eastwards |
| 6 | **AD Administration, address, telephone, telefax, telex, AFS** | Post: swiss aeropole SA<br>Aéropôle 132<br>CH-1530 Payerne<br>Phone: +41 (0) 26 662 66 66<br><br>AFS: LSMPZTZX<br>Email: airport@swissaeropole.com<br>URL: www.swissaeropole.com<br><br>Chief of civil aerodrome (CAC)<br>Phone: +41 (0) 26 662 66 69 |
| 7 | **Types of traffic permitted (IFR/VFR)** | IFR / VFR |
| 8 | **Remarks** | NIL |

## LSMP AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | **Aerodrome Operator** | MIL AD OPR HR:<br>Time frame, excluding published exceptions:<br>MON - SUN:<br>0500 - 2100 (0400 - 2000)<br><br>CIV AD OPR HR:<br>HX, but within following limits<br>The aerodrome is open to civil flights after prior authorisation (PPR), at the following times only:<br>MON - FRI: 0630 - 1900 (0530 - 1800)<br>SAT: 0800 - 1100 (0700 - 1000) + 1230 - 1600 (1130 - 1500)<br>SUN: CLSD<br>HOL: see § 2.20<br>Exceptions with special authorisation, see §2.20<br><br>RMK: outside the periods of previously authorised flights, civil operation of the aerodrome is not continuously provided. The use of Payerne as an alternate aerodrome is prohibited.<br><br>MON - FRI: No take-off between 1100 and 1215 (1000 and 1115). Take-offs may only be authorised by MIL OPS if they are delayed for technical, meteorological or ATC reasons.<br>Civil flights outside MIL AD OPR HR: Flights taking place outside MIL AD OPR HR are subject to particular authorisation and activation deadlines and to billing surcharges. |
| 2 | **Customs and immigration** | CIV AD OPR HR<br>Extra-Schengen flights possible<br>Customs clearance for goods available. |
| 3 | **Health and sanitation** | MIL AD OPR HR |
| 4 | **AIS Briefing Office** | CIV AD OPR HR |

| | | |
|---|---|---|
| 5 | **ATS Reporting Office (ARO)** | NIL |
| 6 | **MET Briefing Office** | NIL |
| 7 | **ATS** | HX |
| 8 | **Fuelling** | CIV AD OPR HR |
| 9 | **Handling** | Speedwings Handling Services:<br>Phone: +41 (0) 26 662 66 60<br>Email: handling@speedwings-payerne.ch |
| 10 | **Security** | H24 |
| 11 | **De-icing** | CIV AD OPR HR |
| 12 | **Remarks** | MIL AD with civil co-use<br>Airfield, PPR |

## LSMP AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | **Cargo-handling facilities** | NIL |
| 2 | **Fuel and oil types** | JET A-1<br>Mobile Jet Oil II & BP Turbo Oil 2380 |
| 3 | **Fuelling facilities/capacity** | Truck 20'000 litres and tank truck 37'000 litres.<br>Additional capacity upon prior request. |
| 4 | **De-icing facilities** | OCT 01 - APR 30: available<br>Operator: Speedwings Handling Services<br>De-icing fluids available:<br>- Type I Clariant Safewing MP I 1938 ECO (80);<br>- Type IV Clariant Safewing MP IV Launch<br>De-icing trucks: JBT Tempest 400<br>On stand de-icing: 1<br>Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285.<br>Airport Authority can intervene in case of non-adherence. |
| 5 | **Hangar space for visiting aircraft** | Heated 6600 m2 available for rent.<br>MAX height 9m. |
| 6 | **Repair facilities for visiting aircraft** | AOG support available. |
| 7 | **Remarks** | Handling mandatory, self handling not allowed.<br>Contact Speedwings Handling Services for more details.<br>Crew lounge and 4 crew rooms available on site.<br>Pushback up to 75t.<br>Potable water, lavatory cart, belt loader and GPU available.<br>VIP vehicles available on the apron.<br>Ground Services Payerne<br>Phone: +41 (0) 26 662 66 60<br>FREQ: 131.880 MHz (Speedwings FBO)<br>RTF: SPEEDWINGS<br>Email: handling@speedwings-payerne.ch |

## LSMP AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | **Hotels** | In the vicinity |
| 2 | **Restaurants** | At AD and in the vicinity |
| 3 | **Transportation** | On request. Train station in the city |
| 4 | **Medical facilities** | First aid at AD during MIL AD OPR HR, hospital in Payerne city |
| 5 | **Bank and Post Office** | In Payerne city |
| 6 | **Tourist Office** | In the city, www.estavayer-payerne.ch |
| 7 | **Remarks** | NIL |

## LSMP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | **AD category for fire fighting** | Category 5 during MIL AD OPR HR.<br>Higher category up to 9 available O/R 48 HR before ETA/ETD. |
| 2 | **Rescue equipment** | One Ambulance |
| 3 | **Capability for removal of disabled aircraft** | During MIL AD OPR HR:<br>Crane, tow-mat, lifting bags |
| 4 | **Remarks** | NIL |

## LSMP AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | **Type(s) of clearing equipment** | Snow removal available |
| 2 | **Clearance priorities** | RWY, TWY, MIL apron, CIV apron |
| 3 | **Remarks** | Clearing done by MIL |

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

| | | |
|---|---|---|
| 1 | **Designation, surface and strength of Aprons** | ASPH: PCN 34/R/C/X/T |
| 2 | **Designation, width, surface and strength of Taxiways** | ASPH<br>PCN > 40 F/C/X/T<br>Details: Ref to LSMP AD 2.24.1 - 1 |
| 3 | **ACL location and elevation** | NIL |
| 4 | **Location of VOR checkpoints** | NIL |
| 5 | **Location of INS checkpoints** | NIL |
| 6 | **Remarks** | Parking: CIV apron |

## LSMP 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** | ACFT stand markings, lead-in and -out markings<br>Information signs at all intersections |
| 2 | **RWY/TWY markings and LGT** | Markings:<br>RWY, TWY and holding PSN<br>LGT:<br>RWY LGT: see LSMP AD 2.14<br>TWY LGT: see LSMP AD 2.15 |
| 3 | **Stop bars and RWY guard lights** | NIL |
| 4 | **Other RWY protection measures** | NIL |
| 5 | **Remarks** | Displaced CIV RWY end not lighted |

## LSMP 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 05 (1) | Embankment | *1471* | 46 51 08 N 006 55 41 E | | | | |
| AOC 05 (2) | Pole | *1475* | 46 51 09 N 006 55 54 E | Crane/Cranes marked/LGTD | *1575* | 46 51 03 N 006 55 21 E | B0843/21 |
| AOC 05 (3) | Pole | *1478* | 46 51 09 N 006 55 54 E | Crane/Cranes marked/LGTD | *1551* | 46 50 34 N 006 55 13 E | B1231/21 |
| AOC 05 (4) | Pole | *1483* | 46 51 14 N 006 55 53 E | Crane/Cranes marked/LGTD | *1706* | 46 51 37 N 006 54 56 E | B1384/21 |
| AOC 05 (5) | Tree/Trees | *1523* | 46 51 16 N 006 56 09 E | | | | |
| | | | | | | | |
| | | | | | | | |
| AOC 23 (1) | Enclosure | *1473* | 46 50 06 N 006 53 59 E | | | | |
| AOC 23 (2) | Enclosure | *1474* | 46 50 06 N 006 53 58 E | | | | |
| AOC 23 (3) | Enclosure | *1474* | 46 50 01 N 006 54 04 E | | | | |
| AOC 23 (4) | Enclosure | *1475* | 46 50 05 N 006 53 57 E | | | | |
| AOC 23 (5) | Enclosure | *1476* | 46 50 04 N 006 53 56 E | | | | |
| AOC 23 (6) | Pole | *1476* | 46 50 02 N 006 53 58 E | | | | |
| AOC 23 (7) | Pole | *1478* | 46 50 01 N 006 53 56 E | | | | |
| AOC 23 (8) | Pole | *1482* | 46 49 59 N 006 53 56 E | | | | |
| AOC 23 (9) | Pole | *1484* | 46 49 59 N 006 53 56 E | | | | |
| AOC 23 (10) | Pole | *1500* | 46 49 55 N 006 53 38 E | | | | |
| AOC 23 (11) | Tree/Trees | *1506* | 46 49 54 N 006 53 37 E | | | | |
| AOC 23 (12) | Tree/Trees | *1509* | 46 49 53 N 006 53 37 E | | | | |
| AOC 23 (13) | Pole | *1512* | 46 49 53 N 006 53 35 E | | | | |
| AOC 23 (14) | Tree/Trees | *1517* | 46 49 52 N 006 53 35 E | | | | |
| AOC 23 (15) | Tree/Trees | *1528* | 46 49 50 N 006 53 36 E | | | | |
| AOC 23 (16) | Tree/Trees | *1535* | 46 49 50 N 006 53 34 E | | | | |
| AOC 23 (17) | Tree/Trees | *1542* | 46 49 48 N 006 53 32 E | | | | |
| AOC 23 (18) | Tree/Trees | *1549* | 46 49 47 N 006 53 26 E | | | | |
| AOC 23 (19) | Power line | *1577* | 46 49 32 N 006 53 15 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 23 (20) | Power line | *1579* | 46 49 37 N<br>006 53 08 E | | | | |
| AOC 23 (21) | Tree/Trees | *1604* | 46 49 15 N<br>006 53 01 E | | | | |
| AOC 23 (22) | Tree/Trees | *1636* | 46 49 14 N<br>006 53 00 E | | | | |
| AOC 23 (23) | Church | *1686* | 46 48 58 N<br>006 52 07 E | | | | |
| AOC 23 (24) | Tree/Trees | *1706* | 46 48 56 N<br>006 51 54 E | | | | |
| AOC 23 (25) | Tree/Trees | *1737* | 46 48 38 N<br>006 52 15 E | | | | |
| AOC 23 (26) | Tree/Trees | *1760* | 46 48 35 N<br>006 52 12 E | | | | |
| AOC 23 (27) | Tree/Trees | *1804* | 46 48 45 N<br>006 51 54 E | | | | |
| AOC 23 (28) | Tree/Trees | 1863 | 46 48 40 N<br>006 51 56 E | | | | |
| AOC 23 (29) | Tree/Trees | *1882* | 46 48 42 N<br>006 51 52 E | | | | |
| AOC 23 (30) | Tree/Trees | *1927* | 46 48 39 N<br>006 51 52 E | | | | |
| AOC 23 (31) | Tree/Trees | *1955* | 46 48 37 N<br>006 51 50 E | | | | |
| AOC 23 (32) | Tree/Trees | *1971* | 46 48 37 N<br>006 51 43 E | | | | |
| AOC 23 (33) | Tree/Trees | *2003* | 46 48 33 N<br>006 51 39 E | | | | |
| AOC 23 (34) | Tree/Trees | *2020* | 46 48 21 N<br>006 51 47 E | | | | |
| AOC 23 (35) | Antenna | *2078* | 46 48 02 N<br>006 51 15 E | | | | |
| AOC 23 (36) | Church | *2097* | 46 48 04 N<br>006 50 55 E | | | | |
| AOC 23 (37) | Tree/Trees | *2120* | 46 47 44 N<br>006 50 59 E | | | | |
| AOC 23 (38) | Tree/Trees | *2131* | 46 47 41 N<br>006 51 00 E | | | | |
| AOC 23 (39) | Tree/Trees | *2153* | 46 47 39 N<br>006 50 59 E | | | | |
| AOC 23 (40) | Tree/Trees | *2186* | 46 47 37 N<br>006 50 56 E | | | | |
| AOC 23 (41) | Tree/Trees | *2227* | 46 47 34 N<br>006 50 54 E | | | | |
| AOC 23 (42) | Tree/Trees | *2267* | 46 47 27 N<br>006 50 43 E | | | | |
| AOC 23 (43) | Tree/Trees | *2401* | 46 46 59 N<br>006 50 42 E | | | | |
| AOC 23 (44) | Tree/Trees | *2473* | 46 46 56 N<br>006 50 44 E | | | | |
| AOC 23 (45) | Tree/Trees | *2493* | 46 46 53 N<br>006 50 43 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 23 (46) | Tree/Trees | *2515* | 46 46 52 N<br>006 50 42 E | | | | |
| AOC 23 (47) | Tree/Trees | *2550* | 46 46 50 N<br>006 50 41 E | | | | |
| AOC 23 (48) | Tree/Trees | *2582* | 46 46 42 N<br>006 50 41 E | | | | |
| AOC 23 (49) | Tree/Trees | *2588* | 46 46 40 N<br>006 50 40 E | | | | |
| AOC 23 (50) | Tower/Pole | *2634* | 46 46 34 N<br>006 50 34 E | | | | |

## LSMP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | **Associated MET Office** | MeteoSwiss |
| 2 | **Hours of service** | H24 |
| 3 | **Office responsible for TAF preparation**<br>**Periods of validity** | MeteoSwiss, Geneva<br>9 hours |
| 4 | **Type of landing forecast** | 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 forecast charts available worldwide |
| 8 | **Supplementary equipment available for providing information** | Internet connection in the briefing room (C office) |
| 9 | **ATS units provided with information** | Payerne TWR |
| 10 | **Additional information (limitation of service, etc.)** | Phone: Weather briefing: 0900 162 767 (Fr),<br>0900 162 737 (Ge); accessible within Switzerland |

## LSMP 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 |
| 05 | 049/046 | 2791 x 40 | PCN 34/F/C/X/T | 46 50 07.73 N<br>006 54 07.73 E | *1464 ft* | *-0.09%* |
| 23 | 229/226 | | | 46 51 03.10 N<br>006 55 39.02 E | *1455 ft* | *+0.09%* |

| Designations RWY NR | SWY dimensions (m) | CWY dimensions (m) | Strip dimensions (m) | OFZ | Remarks |
|---|---|---|---|---|---|
| 1 | 8 | 9 | 10 | 11 | 12 |
| 05 | NIL | 60 | 2911 x 150 | NIL | RWY Strip and RESA dimensions according to non-instrument RWY criteria.<br>CTN: MIL net barrier at end of runway strip |
| 23 | NIL | 60 | | | CWY only if MIL net barrier lowered<br>RESA available after MIL net barrier |

## LSMP AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 2433 | 2433 | 2433 | 2708 | Max lengths with MIL net barrier raised |
| | 2665 | 2725 | 2665 | 2708 | Max lengths with MIL net barrier lowered |
| | 2297 | 2297 | 2297 | N/A | From turn pad intersection TWY S with MIL net barrier raised. |
| 23 | 2364 | 2364 | 2364 | 2665 | Max lengths with MIL net barrier raised |
| | 2708 | 2768 | 2708 | 2665 | Max lengths with MIL net barrier lowered |
| | 2087 | 2087 | 2087 | N/A | Intersection T/O KILO with net barrier raised |

## LSMP AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | ALS Type, LEN, INTST | THR LGT colour INTST WBAR | VASIS Type, PSN, MEHT | TDZ 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 |
| 05 | Calvert CAT I, 770 m LIH | RTHL, G LIH, WBAR, RTIL FLG W | PAPI 4,7°, L (MIL use) | NIL | NIL | 120 m, 60 m R, LIH; 1986 m, 60 m, W, LIH; 685 m, 60 m Y, LIH | R, LIH CIV RWY end 99 m before RENL | NIL | RWY LGT refer to MIL RWY dimensions |
| 23 | Calvert CAT I, 900 m LIH | | PAPI 3,7°, L (MIL use) | NIL | NIL | 190 m, 60 m R, LIH; 1933 m, 60 m, W, LIH; 668 m, 60 m Y, LIH | R, LIH CIV RWY end 69 m before RENL | | |

## LSMP 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** | All TWY with edge lighting |
| 4 | **Secondary power supply/switch-over time** | AVBL / < 15 s |
| 5 | **Remarks** | MIL rotating beacon 0.5 NM final centre line on both sides |

## LSMP AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | **Coordinates TLOF or THR of FATO** | NIL |
| | **Geoid undulation** | NIL |
| 2 | **TLOF and/or FATO elevation** | 1460 ft |
| 3 | **TLOF and FATO area dimensions, surface, strength, marking** | FATO on main RWY: 05/23; 500 x 40 m,<br>ASPH: PCN 34 F/C/X/T<br>No specific marking |
| 4 | **True BRG of FATO** | 049° / 229° |
| 5 | **Declared distance available** | See FATO dimensions |
| 6 | **APP and FATO lighting** | RWY LGT |
| 7 | **Remarks** | FATO on RWY between TWY M and P |

## LSMP AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | **Designation and lateral limits** | **Payerne CTR**<br>46 56 22 N 006 59 31 E - 46 52 33 N 007 04 35 E -<br>46 44 08 N 006 51 13 E - 46 47 56 N 006 46 09 E -<br>46 56 22 N 006 59 31 E |
| 2 | **Vertical limits** | FL 100 |
| 3 | **Airspace classification** | D |
| 4 | **ATS unit call sign Language(s)** | Language: En; En and Fr for Non-Commercial VFR traffic. |
| 5 | **Transition altitude** | *6000 ft AMSL* |
| 6 | **Remarks** | NIL |

## LSMP AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of Operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Payerne Approach | 136.350 | HX | Language: En |
| TWR | Payerne Tower | 128.675<br>119.700 | HX | Language: En; En and Fr for Non-Commercial VFR traffic<br>ALTN FREQ |
| CLR DEL | Payerne Delivery | 121.705 | HX | |

## LSMP 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 05**-LOC CAT I | IPN | 109.95 MHz | H24 | 46 51 16.8N<br>006 56 01.6E | *1451 ft* | LOC PSN: 640 m FM THR 23.<br>RWY 05: LOC course 046° MAG.<br>Front course sector width 3.74°.<br>Restricted coverage:<br>at 17 NM -/+ 15° from CL above *3700 ft AMSL* linearly raising to<br>at 17 NM -/+ 35° from CL above *5500 ft AMSL*<br>at 25 NM -/+ 10° from CL above *5500 ft AMSL*. |
| GP 05 | -- | 333.65 MHz | H24 | 46 50 10.4N<br>006 54 17.4E | *1464 ft* | GP angle 4.7°.<br>PSN: 207 m FM THR 05.<br>GP HGT THR 05: 53 ft / 16.1 m. |
| DME 05 | IPN | 36Y | H24 | 46 51 18.1N<br>006 55 59.9E | *1452 ft* | DME co-located with LOC, reads D1.7 at THR 05<br>Restricted coverage:<br>at 17 NM -/+ 35° from CL above *5500 ft AMSL*<br>at 25 NM -/+ 10° from CL above *6500 ft AMSL*. |
| **ILS 23**-LOC CAT I | IPY | 109.30 MHz | H24 | 46 50 00.1N<br>006 53 55.2E | *1471 ft* | LOC PSN: 355 m FM THR 05.<br>RWY 23: LOC course 227° MAG.<br>Front course sector width 4.1°.<br>Restricted coverage:<br>at 10 NM -/+ 35° from CL above *3400 ft AMSL*<br>at 18 NM -/+ 10° from CL above *3400 ft AMSL*. |
| GP 23 | -- | 332.00 MHz | H24 | 46 50 55.8N<br>006 55 32.3E | *1454 ft* | GP angle 3.7°.<br>PSN: 257 m FM THR 23.<br>GP HGT THR 23: 54 ft / 16.5 m. |
| DME 23 | IPY | 30X | H24 | 46 49 59.1N<br>006 53 56.4E | *1469 ft* | DME co-located with LOC, reads D1.6 at THR 23<br>Restricted coverage:<br>at 10 NM -/+ 35° from CL above *3400 ft AMSL*<br>at 18 NM -/+ 10° from CL above *3400 ft AMSL*. |

# LSMP AD 2.20 LOCAL AERODROME REGULATIONS

## 1. Local flying and operational restrictions

1. PPR is mandatory for all CIV traffic.
   Procedures are published on the internet site of the civil operator www.swissaeropole.com.
2. Any flight to / from Payerne requires the filing of an ICAO flight plan. The PPR authorisation number must be shown in box 18 "other information".
3. SUN: AD CLSD
4. Special authorisation required:
   MON - FRI 1900 - 2100 (1800 - 2000)
   SAT 1600 - 2100 (1500 - 2000)
   HOL 0900 - 1100 (0800 - 1000), 1230 - 1900 (1130 - 1800)
   Following days are considered as holidays:
   - New Year‘s Day
   - 02 JAN
   - Good Friday
   - Easter Monday
   - Ascension
   - Whit Monday
   - 01 AUG
   - Monday after Federal Day of Prayer
   - Christmas Day
5. Following operations are prohibited unless duly justified:
   - Training flights
   - Aerodrome circuits (except unplanned go-around)
   - Non-commercial tourist and pure leisure flights.
6. AD closures for construction work and summer closures, are published by NOTAM.
7. GAT IFR Departure contact Payerne Delivery on 121.705 Mhz for IFR clearance and start-up.

## 2. Mixed CIV-MIL enviroment

1. The aerodrome is a military installation with civil co-use. Infrastructure, equipment and procedures may differ from the ICAO regulation.
2. Except in emergencies, operational priority will be given to military flights and flights considered as essential by the Confederation.

## 3. MIL equipment and restricted area

1. The runway is equipped with 2 retractable MIL arresting cables, located between the thresholds. The distance between the cables is 1450 m. If those are not retracted, CIV aircraft are prohibited from rolling over them.
2. During MIL AD OPS HR, the military net barrier located at the end of the runway in use will be in the raised position. The net barrier can hold an aircraft with MTOM < = 25 t. It will be lowered for movements of aircraft with MTOM > 25 t. Aircraft with MTOM > 25 t: crew must inform ATC at first contact. It is prohibited to roll over the net barriers when lowered, except in case of EMERG.
3. CTN: During military activities, a runway car is parked 50 m away from the runway centre line.
4. Restricted Area LSR4 / R4A:
   Activation according publication.
   LSR4 / R4A, ACFT Target Range on Lake of Neuchâtel.
   (GND to *8900 ft* AMSL / 2700 m/M, in NW area of lake, *5000 ft* AMSL / 1500 m/M to *8900 ft* AMSL / 2700 m/M).

## 4. Other characteristics and requirements

1. ACFT landings and take-offs (EXC HEL) are forbidden without closure of public road barriers.
2. RWY turn pads:
   RWY 05: the max. available width for 180° turn is located abeam TWY S (55 m). See AD 2.13 for DECL DIST.
   RWY 23: the max. available width for 180° turn is located abeam TWY A (55 m). See AD 2.13 for DECL DIST.
   Both areas are marked with guidance lines.
3. High visibility safety jacket, which complies with the EN 471 standard class 2 or 3, must be worn on the movement area.

## LSMP AD 2.21 NOISE ABATEMENT PROCEDURES

1. The CIV AD operator reserves the right to refuse access to certain categories of aircraft without giving a reason.
2. For departures and arrivals from and to Payerne AD, the use of the specified departure and arrival routes/sectors are mandatory unless otherwise instructed by ATC.
3. The following jet aircraft are only accepted at Payerne with the agreement of the Air Base Commander:
   Jet Commander 1121 (JCOM), Aero Commander (AC68 / AC90), Falcon Series-20 CF-700 (FA20), Gates Lear Jet Series CJ610 (LJ25), Gulfstream II/III (GLF2 / GLF3), Hansa Jet HFB-320 (HF20), HS-125 Series-400/600 non Turbofan (H25A), Jetstar L-1329 Mk1/Mk2 (L29B), Morane MS-760 (MS76), Piaggo PD-808 Vespa Jet (P808), Sabreliner NA-265 Series-40/60A (SBR1), Westwind I, IAI 1123 (WW23), YAK 40/42 (YK40 / YK42).
4. Rolling take-offs must be performed whenever possible.
5. After take-off, and subject to compliance with safety instructions, aircraft must use their best rate of climb.
   Jet aircraft must use the climb procedure which best reduces noise impact at ground level.
6. The approach must be planned such that cruise configuration is kept for as long as possible while complying with the applicable safety rules. As far as flight safety allows, approaches must be conducted using the "low-drag / low power" principle.
7. Deceleration after landing should use the available and published runway length.
   The use of thrust reverser is not permitted, except when essential.
8. The use of APUs is not permitted more than 60 minutes prior departure (off-block time).
   APUs must be shut down no later than 20 minutes after arrival (on-block time).
9. Local restrictions apply during funerals. Follow ATC instructions.

## LSMP AD 2.22 FLIGHT PROCEDURES

### 1. 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 | |
| 05 | A | 800 / --- | 400 / --- | --- | NIL |
| | B | 800 / --- | 400 / --- | --- | NIL |
| | C | 800 / --- | 400 / --- | --- | NIL |
| | D | 800 / --- | 400 / --- | --- | NIL |
| 23 | A | 800 / --- | 400 / --- | --- | NIL |
| | B | 800 / --- | 400 / --- | --- | NIL |
| | C | 800 / --- | 400 / --- | --- | NIL |
| | D | 800 / --- | 400 / --- | --- | NIL |

#### 1.1 IFR Procedures

#### 1.1.1 SID Descriptions

##### 1.1.1.1 SID RWY 05 - RNAV (see chart LSMP AD 2.24.7 - 1)

| DESIGNATOR | RWY05 - RNAV | | | |
|---|---|---|---|---|
| | ROUTE | | | |
| | Lateral | Vertical | Contact | Remark |
| **FRIBU 1Q**<br><br>PDG 4.2% to *3300ft* MNM climb gradient 7% to *4500ft* to remain inside controlled airspace | Climb straight ahead. At *2500ft* turn right to FRIBU. | INITIAL CLIMB CLEARANCE FL080<br>Cross FRIBU at *7500ft* or above | NIL | Ref:<br>Chart AD 2.24.7-1 |

| RNAV SID FRIBU 1Q | | | | | | |
|---|---|---|---|---|---|---|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| CA | - | - | +2500 | - | 046°(049.0°T) | - |
| DF | FRIBU | N | +7500 | - | - | - |

##### 1.1.1.2 SID RWY 23 - RNAV (see chart LSMP AD 2.24.7 - 1)

| DESIGNATOR | RWY23 - RNAV | | | |
|---|---|---|---|---|
| | ROUTE | | | |
| | Lateral | Vertical | Contact | Remark |
| **FRIBU 1R**<br><br>PDG 6.4% to *3200ft* | Climb straight ahead. At *2800ft* turn left (MNM bank angle 25°, MAX IAS 185kt during turn). Proceed via MP701 to FRIBU. | INITIAL CLIMB CLEARANCE FL080<br>Cross MP701 at *4800ft* or above, FRIBU at *7500ft* or above | NIL | Ref:<br>Chart AD 2.24.7-1 |

| RNAV SID FRIBU 1R | | | | | | |
|---|---|---|---|---|---|---|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| CA | - | - | +2800 | 185 | 226°(229.0°T) | - |
| DF | MP701 | Y | +4800 | 185 | - | - |
| TF | FRIBU | N | +7500 | - | 082°(084.8°T) | 13.3 |

### 1.1.2 STAR Description

#### 1.1.2.1 STAR TO ETEKI - RNAV (see chart LSMP AD 2.24.9 - 1)

| | RWY 05 - RNAV | | |
|---|---|---|---|
| | ROUTE | | |
| DESIGNATOR | Lateral | Vertical | Remark |
| **FRIBU 1E** | From FRIBU proceed to ETEKI | Refer to chart | NIL |

| RNAV STAR FRIBU 1E | | | | | | |
|---|---|---|---|---|---|---|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| IF | FRIBU | N | +6000 | - | - | - |
| TF | ETEKI | N | +6000 | - | 260° (263.1°T) | 20.1 |

#### 1.1.2.2 STAR TO VALAD - RNAV (see chart LSMP AD 2.24.9 - 1)

| | RWY 23 - RNAV | | |
|---|---|---|---|
| | ROUTE | | |
| DESIGNATOR | Lateral | Vertical | Remark |
| **FRIBU 1V** | From FRIBU proceed to VALAD | Refer to chart | NIL |

| RNAV STAR FRIBU 1V | | | | | | |
|---|---|---|---|---|---|---|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| IF | FRIBU | N | +6000 | - | - | - |
| TF | VALAD | N | +6000 | - | 329° (331.8°T) | 11.7 |

**1.1.3 Approach procedures:**

**1.1.3.1 Procedure description of RNAV APCH before ILS RWY 05 (see chart LSMP AD 2.24.10 - 1)**

| Approach | | | | | | |
|---|---|---|---|---|---|---|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| HF | ETEKI | N | 6000 | - 230 | 045° (048.4°T) | - |

**1.1.3.1.1 Procedure description of RNAV Missed APCH after ILS RWY 05 (see chart LSMP AD 2.24.10 - 1)**

| Missed approach | | | | | | |
|---|---|---|---|---|---|---|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| IF | RW05 | Y | - | - | - | - |
| TF | MP501 | Y | - | - | 045° (048.5°T) | 5.9 |
| TF | FRIBU | Y | - | - | 127° (130.1°T) | 11.5 |
| DF | MP502 | N | - | - | - | - |
| TF | ETEKI | N | +7000 | - 185 | 260° (263.0°T) | 14.1 |

**1.1.3.2 Procedure description of RNAV APCH before ILS RWY 23 (see chart LSMP AD 2.24.10 - 3)**

| Approach | | | | | | |
|---|---|---|---|---|---|---|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| HF | VALAD | N | 5000 | - 180 | 226° (228.6°T) | WD 5.2 |

**1.1.3.2.1 Procedure description of RNAV Missed APCH after ILS RWY 23 (see chart LSMP AD 2.24.10 - 3)**

| Missed Approach | | | | | | |
|---|---|---|---|---|---|---|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| IF | RW23 | Y | - | - | - | - |
| TF | MP402 | Y | - | - | 225° (228.5°T) | 4.7 |
| TF | FRIBU | Y | +6000 | - | 092° (094.6°T) | 15.8 |
| TF | VALAD | N | - | - 195 | 329° (331.8°T) | 11.7 |

**1.1.3.3 Procedure description of RNAV APCH before RNP Z RWY 23 (see chart LSMP AD 2.24.10 - 5)**

| Approach | | | | | | |
|---|---|---|---|---|---|---|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| HF | VALAD | N | 5000 | - 180 | 226° (228.6T) | WD 5.2 |

**1.1.3.3.1 Procedure description of RNP Z RWY 23 (see chart LSMP AD 2.24.10 - 5)**

| From VALAD | | | | | | |
|---|---|---|---|---|---|---|
| Path terminator | Waypoint | Flyover | Altitude (ft) | Speed limit (kt) | Track | Distance (NM) |
| IF | VALAD | N | 5000 | - | - | - |
| TF | RW23 | Y | - | - | 226° (228.6°T) | 8.9 |
| TF | MP402 | Y | - | - | 225° (228.5°T) | 4.7 |
| TF | FRIBU | Y | +6000 | - | 092° (094.6°T) | 15.8 |
| TF | VALAD | N | - | - 195 | 329° (331.8°T) | 11.7 |

## LSMP AD 2.23 ADDITIONAL INFORMATION

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

| NAV point | COORD WGS84 | | Purpose |
|---|---|---|---|
| | N LAT | E LONG | |
| 1 | 2 | | 3 |
| MP401 | N 46 58 35.8 | E 007 08 08.4 | IAC LSMP |
| MP402 | N 46 47 56.9 | E 006 50 32.4 | IAC LSMP |
| MP501 | N 46 54 03.5 | E 007 00 37.0 | IAC LSMP |
| MP502 | N 46 45 55.8 | E 007 04 44.7 | IAC LSMP |
| MP701 | N 46 45 28.4 | E 006 54 08.3 | SID LSMP |

## LSMP AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

| Name | Page |
|---|---|
| Aerodrome Chart | LSMP AD 2.24.1 - 1 |
| Aerodrome Obstacle Chart - Type A - RWY 05 | LSMP AD 2.24.4 - 1 |
| Aerodrome Obstacle Chart - Type A - RWY 23 | LSMP AD 2.24.4 - 3 |
| SID RWY 05/23 - RNAV | LSMP AD 2.24.7 - 1 |
| | |
| STAR RWY 05/23 - RNAV | LSMP AD 2.24.9 - 1 |
| IAC ILS RWY 05 | LSMP AD 2.24.10 - 1 |
| IAC ILS RWY 23 | LSMP AD 2.24.10 - 3 |
| IAC RNP Z RWY 23 | LSMP AD 2.24.10 - 5 |

## LSMP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

To be completed. See relevant approach charts for details.

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