

## 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 Aéroport 132 CH-1530 Payerne Phone: +41 (0) 26 662 66 66 AFS: LSMPZTZX Email: airport@swissaeropole.com URL: www.swissaeropole.com Chief of civil aerodrome (CAC) 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: Time frame, excluding published exceptions: MON - SUN: 0500 - 2100 (0400 - 2000) CIV AD OPR HR: HX, but within following limits The aerodrome is open to civil flights after prior authorisation (PPR), at the following times only: MON - FRI: 0630 - 1900 (0530 - 1800) SAT: 0800 - 1100 (0700 - 1000) + 1230 - 1600 (1130 - 1500) SUN: CLSD HOL: see § 2.20 Exceptions with special authorisation, see §2.20 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 without prior authorisation. 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. 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 Extra-Schengen flights possible 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: Phone: +41 (0) 26 662 66 60 Email: handling@speedwings-payerne.ch
10	Security	H24
11	De-icing	CIV AD OPR HR
12	Remarks	MIL AD with civil co-use Airfield, PPR

### LSMP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel and oil types	JET A-1 Mobile Jet Oil II & BP Turbo Oil 2380
3	Fuelling facilities/capacity	Truck 20'000 litres and tank truck 37'000 litres. Additional capacity upon prior request.
4	De-icing facilities	OCT 01 - APR 30: available Operator: Speedwings Handling Services De-icing fluids available: - Type I Clariant Safewing MP I 1938 ECO (80); - Type IV Clariant Safewing MP IV Launch De-icing trucks: JBT Tempest 400 On stand de-icing: 1 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.
5	Hangar space for visiting aircraft	Heated 6600 m2 available for rent. MAX height 9m.
6	Repair facilities for visiting aircraft	AOG support available.
7	Remarks	Handling mandatory, self handling not allowed. Contact Speedwings Handling Services for more details. Crew lounge and 4 crew rooms available on site. Pushback up to 75t. Potable water, lavatory cart, belt loader and GPU available. VIP vehicles available on the apron. Ground Services Payerne Phone: +41 (0) 26 662 66 60 FREQ: 131.880 MHz (Speedwings FBO) RTF: SPEEDWINGS 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. 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: 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: PCR 400/F/C/X/U
2	Designation, width, surface and strength of Taxiways	ASPH: PCR 400/F/C/X/U 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 Information signs at all intersections
2	RWY/TWY markings and LGT	Markings: RWY, TWY and holding PSN LGT: RWY LGT: see <a href="#">LSMP AD 2.14</a> TWY LGT: see <a href="#">LSMP AD 2.15</a>
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		
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates	RMK	
a	b	c	a	b	c	
		<i>ft</i>		<i>ft</i>		
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
		<i>ft</i>			<i>ft</i>	
AOC 23 (20)	Power line	1579	46 49 37 N 006 53 08 E			
AOC 23 (21)	Tree/Trees	1604	46 49 15 N 006 53 01 E			
AOC 23 (22)	Tree/Trees	1636	46 49 14 N 006 53 00 E			
AOC 23 (23)	Church	1686	46 48 58 N 006 52 07 E			
AOC 23 (24)	Tree/Trees	1706	46 48 56 N 006 51 54 E			
AOC 23 (25)	Tree/Trees	1737	46 48 38 N 006 52 15 E			
AOC 23 (26)	Tree/Trees	1760	46 48 35 N 006 52 12 E			
AOC 23 (27)	Tree/Trees	1804	46 48 45 N 006 51 54 E			
AOC 23 (28)	Tree/Trees	1863	46 48 40 N 006 51 56 E			
AOC 23 (29)	Tree/Trees	1882	46 48 42 N 006 51 52 E			
AOC 23 (30)	Tree/Trees	1927	46 48 39 N 006 51 52 E			
AOC 23 (31)	Tree/Trees	1955	46 48 37 N 006 51 50 E			
AOC 23 (32)	Tree/Trees	1971	46 48 37 N 006 51 43 E			
AOC 23 (33)	Tree/Trees	2003	46 48 33 N 006 51 39 E			
AOC 23 (34)	Tree/Trees	2020	46 48 21 N 006 51 47 E			
AOC 23 (35)	Antenna	2078	46 48 02 N 006 51 15 E			
AOC 23 (36)	Church	2097	46 48 04 N 006 50 55 E			
AOC 23 (37)	Tree/Trees	2120	46 47 44 N 006 50 59 E			
AOC 23 (38)	Tree/Trees	2131	46 47 41 N 006 51 00 E			
AOC 23 (39)	Tree/Trees	2153	46 47 39 N 006 50 59 E			
AOC 23 (40)	Tree/Trees	2186	46 47 37 N 006 50 56 E			
AOC 23 (41)	Tree/Trees	2227	46 47 34 N 006 50 54 E			
AOC 23 (42)	Tree/Trees	2267	46 47 27 N 006 50 43 E			
AOC 23 (43)	Tree/Trees	2401	46 46 59 N 006 50 42 E			
AOC 23 (44)	Tree/Trees	2473	46 46 56 N 006 50 44 E			
AOC 23 (45)	Tree/Trees	2493	46 46 53 N 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
		<i>ft</i>			<i>ft</i>	
AOC 23 (46)	Tree/Trees	2515	46 46 52 N 006 50 42 E			
AOC 23 (47)	Tree/Trees	2550	46 46 50 N 006 50 41 E			
AOC 23 (48)	Tree/Trees	2582	46 46 42 N 006 50 41 E			
AOC 23 (49)	Tree/Trees	2588	46 46 40 N 006 50 40 E			
AOC 23 (50)	Tower/Pole	2634	46 46 34 N 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 Periods of validity	MeteoSwiss, Geneva 9 hours
4	Type of landing forecast	NIL
5	Briefing/consultation provided	Self Briefing Service ( <a href="http://www.skybriefing.com">www.skybriefing.com</a> )
6	Flight documentation Language(s) used	Digital and hard copy En, Ge, Fr
7	Charts and other information available for briefing or consultation	All area 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), 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 (PCR) 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	PCR 400/F/C/X/U ASPH	46 50 07.73 N 006 54 07.73 E	1464 ft	-0.09%
23	229/226			46 51 03.10 N 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. CTN: MIL net barrier at end of runway strip CWY only if MIL net barrier lowered RESA available after MIL net barrier
23	NIL	60			

## 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 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 / MAX 15 sec.
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, 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	<b>Payerne CTR</b> 46 56 22 N 006 59 31 E - 46 52 33 N 007 04 35 E - 46 44 08 N 006 51 13 E - 46 47 56 N 006 46 09 E - 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	128.675 119.700	HX	Language: En; En and Fr for Non-Commercial VFR traffic 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 006 56 01.6E	1451 ft	LOC PSN: 640 m FM THR 23. RWY 05: LOC course 046° MAG. Front course sector width 3.74°. Restricted coverage: at 17 NM +/- 15° from CL above 3700 ft AMSL linearly raising to at 17 NM +/- 35° from CL above 5500 ft AMSL at 25 NM +/- 10° from CL above 5500 ft AMSL.
GP 05	--	333.65 MHz	H24	46 50 10.4N 006 54 17.4E	1464 ft	GP angle 4.7°. PSN: 207 m FM THR 05. GP HGT THR 05: 53 ft / 16.1 m.
DME 05	IPN	36Y	H24	46 51 18.1N 006 55 59.9E	1452 ft	DME co-located with LOC, reads D1.7 at THR 05 Restricted coverage: at 17 NM +/- 35° from CL above 5500 ft AMSL at 25 NM +/- 10° from CL above 6500 ft AMSL.
ILS 23-LOC CAT I	IPY	109.30 MHz	H24	46 50 00.1N 006 53 55.2E	1471 ft	LOC PSN: 355 m FM THR 05. RWY 23: LOC course 227° MAG. Front course sector width 4.1°. Restricted coverage: at 10 NM +/- 35° from CL above 3400 ft AMSL at 18 NM +/- 10° from CL above 3400 ft AMSL.
GP 23	--	332.00 MHz	H24	46 50 55.8N 006 55 32.3E	1454 ft	GP angle 3.7°. PSN: 257 m FM THR 23. GP HGT THR 23: 54 ft / 16.5 m.
DME 23	IPY	30X	H24	46 49 59.1N 006 53 56.4E	1469 ft	DME co-located with LOC, reads D1.6 at THR 23 Restricted coverage: at 10 NM +/- 35° from CL above 3400 ft AMSL at 18 NM +/- 10° from CL above 3400 ft AMSL.

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## 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](http://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 environment

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), Piaggio 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)

RWY05 - RNAV				
DESIGNATOR	ROUTE		Contact	Remark
	Lateral	Vertical		
FRIBU 1Q  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 Cross FRIBU at 7500ft or above	NIL	Ref: 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)

RWY23 - RNAV				
DESIGNATOR	ROUTE		Contact	Remark
	Lateral	Vertical		
FRIBU 1R  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 Cross MP701 at 4800ft or above, FRIBU at 7500ft or above	NIL	Ref: 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)

DESIGNATOR	RWY 05 - RNAV		
	ROUTE		
	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)

DESIGNATOR	RWY 23 - RNAV		
	ROUTE		
	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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