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 44 N / 007 29 58 E Intersection RWY and TWY C
2	**Direction and distance from the CITY**	6 km SE Bern
3	**Elevation/Reference temperature**	*1675 ft AMSL* - 23.5°C
4	**Geoid undulation at AD ELEV PSN**	163.4 ft
5	**MAG VAR/Annual change**	3° E (2026.5) / 0°10' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Flughafen Bern AG Flugplatzstrasse 31 CH-3123 Belp Phone: +41 (0) 31 960 21 11 (Authority) +41 (0) 31 960 21 31 (Ground Services, REQ processed daily 0700 - 1800 (0600 - 1700) Fax: +41 (0) 31 960 21 12 (Authority) AFS: LSZBYDYX LSZBZPZX (ARO) Email: info@bernairport.ch URL: https://www.bernairport.ch
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	NIL

LSZB AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	**Opening hours:** For ACFT up to 3.5 tonnes MTOM MON - SUN 0700 - 1800 (0600 - 1700) MON - SUN 1800 - 2000 (1700 - 1900) only for Category 2 (TKOF only until 1900 (1800)) For ACFT above 3.5 tonnes MTOM 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) AVGAS 100LL / MOGAS 98 (EN 228) AD OPR HR Fuel trucks: AVGAS 100LL 0700 - 1800 (0600 - 1700) JET A1 0700 - 1800 (0600 - 1700) (after 1800 (1700) only available O/R MNM 3 HR before ETD/ETA by phone +41 (0) 31 960 21 31) Charging station for electric plane (EASA certified): SKYCHARGE Mobile AD OPR HR only available O/R MNM 3 HR before ETA by phone +41 (0) 31 960 21 11
9	**Handling**	AD OPR HR
10	**Security**	Security screening / critical part O/R
11	**De-icing**	AD OPR HR

12	**Remarks**	Extensions: Special permission is required for flights outside official opening hours and is possible during the following times: **Scheduled FLT:** MON-SUN 0500 - 2130 (0400 - 2030) for TKOF 0500 - 2200 (0400 - 2100) for LDG No APCH clearance will be issued to ACFT which have not reached the DIST of 8 NM from the AP (DME IBE) at 2145 (2045). For DEP, the ACFT needs to be ready for TAX at 2115 (2015), at the latest. **Other FLT:** MON-FRI 0600 - 1900 (0500 - 1800) for TKOF 0600 - 2100 (0500 - 2000) for LDG SAT 0600 - HRH (min 1700) (0500 -1800) for TKOF 0600 - HRH (min 1700) (0500 -1900) for LDG SUN 0700 - 1900 (0600 - 1800) for TKOF 0700 - 2100 (0600 - 2000) for LDG Extensions O/R MNM 3 HR before ETD/ETA by phone +41 (0) 31 960 21 31. See also NOTAM for changes to operating HR.

LSZB AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities:**	Forklift (2000 kg). Nearest railway siding: Kehrsatz 1.8 km Cargo handling including DG (Dangerous Goods) only on request and prior to approval by airport authorities.
2	**Fuel/oil types**	Jet A1, AVGAS 100 LL, MOGAS 98 (EN 228) 15 W-50
3	**Fuelling facilities/capacity**	AVGAS 100 LL: 1 Mercedes Benz “A380”- 9000 litres 1 self-service tank - 20000 litres (see LSZB AD 2.20) MOGAS 98 (EN 228): 1 self-service tank - 9500 litres (see LSZB AD 2.20) Jet A1: 1 Mercedes Benz “070” - 19000 litres 1 Mercedes Benz “071” - 19000 litres No defuelling for regular operations Charging station for electric plane (SKYCHARGE Mobile/EASA certified)
4	**De-icing facilities**	OCT 01 - APR 30: available Operator: Flughafen Bern AG De-icing fluids available: Type I = Clariant Safewing MP I LFD 80 Type II = Clariant Safewing MP II Flight De-icing trucks: 1 JBT Tempest AirFirst II On stand de-icing: Y3-Y4 CAC: REF LSZB AD 2.20
5	**Hangar space for visiting aircraft**	O/R Operator: Flughafen Bern AG Phone: +41 (0) 31 960 21 11 Email: info@bernairport.ch
6	**Repair facilities for visiting aircraft**	For ACFT up to 5700 kg (major ACFT repairs and major engine repairs): Airmatec Flugplatzstrasse 19 3123 Belp Phone: +41 (0) 31 961 07 07 Email: info@airmatec.ch For HEL (according capability list): Swiss Helicopter Maintenance AG Muristrasse 114a 3123 Belp Phone: +41 (0) 31 818 88 22 Email: info.belp@shm-ag.ch

7	**Remarks**	Ground handling agent and parking permission: compulsory for scheduled and charter FLTs and all taxi FLTs and non commercial air transport • with ACFT above 3.5 tonnes MTOM to and from Schengen destinations • for all ACFT to and from Non-Schengen destinations Ground Services Bern Phone: +41 (0) 31 960 21 31 Fax: +41 (0) 31 960 21 41 SITA: BRNKKXH FREQ: 131.410 MHz (Ground Services Bern) RTF: GROUND SERVICES BERN Email: groundservices@bernairport.ch

LSZB AD 2.5 PASSENGER FACILITIES

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

LSZB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 3 0700 - 1800 (0600 - 1700) Category 2 MON - SUN 1800 - 2000 (1700 - 1900) Higher category: MAX CAT 7 O/R MNM 3 HR before ETA/ETD, by phone +41 (0) 31 960 21 31 for scheduled traffic category 4 or higher according to aircraft type, MAX CAT 7.
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 snow ploughs / jet sweeper, 1 RWY de-icer, 1 ACFT de-icer
2	**Clearance priorities**	1. RWY ASPH 2. TWY C 3. TWY K & F 4. TWY A, B, D 5. Apron 6. Other
3	**Remarks**	RDF: Basic Solutions Runway De-icing Fluid GEN3 6-4 RWY 14/32 de-icing with GAC (glycerol-/acetatbasic fluids)

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

1	**Designation, surface and strength of Aprons**	ASPH - PCR 426/F/C/X/U GRASS - 0.25 MPa
2	**Designation, width, surface and strength of Taxiways**	Widths: TWY A: 7.5 m; TWY B: 15.5 m; TWY C: 18.0 m; TWY D: 10.0 m TWY E: 9.0 m; TWY F: 20.5 m; TWY G: 7.5 m TWY K: BTN TWY B and TWY C:14 m; BTN TWY C and TWY E: 16 m; BTN TWY E and TWY F: 18 m Surface: TWY A, B, C, D, F and K: ASPH, PCR 426/F/C/X/U. TWY E: GRASS, max. 5.7 t MTOM. TWY G: GRASS, 0.25 MPa MAX wingspan: TWY A: 13.0 m; TWY B, D: 21.5 m; TWY C, F: 36.0 m; TWY E, G: 15.0 m TWY K: BTN TWY B and stand Y3: 21.5 m; BTN stands Y3 and Y7: 34.3 m; BTN stand Y7 and TWY E / Apron Bundesbasis: 25 m.” RMK: 36.0 m on stand Y3A as access/egress directly viaTWY C. MAX outer main gear wheel span: TWY A, E, G: 4.5 m; TWY B: 9.0 m; TWY C: 10.0 m; TWY D: 5.5 m; TWY F: 12.5 m TWY K: BTN TWY B and TWY C: 8.0 m; BTN TWY C and Stand Y7: 9.3 m. BTN stand Y7 and TWY E: 5.5 m; BTN TWY E and TWY F: 10.0 m.
3	**ACL location and elevation**	At apron / *510 m / 1673 ft*
4	**Location of VOR checkpoints**	NIL
5	**Location of INS checkpoints**	NIL
6	**Remarks**	Grass TWY A, C and G closed.

LSZB AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Sectors YELLOW and GREEN: ACFT stand identification markings as well as lead-in, stop and lead-out lines. Sector BLUE: Safety line only (box). Apron safety lines east of TWY A resp. TWY K. Marshalling available for sectors YELLOW, GREEN and BLUE. On the apron, wing tip clearance is guaranteed if the cockpit of the ACFT follows the CL markings. Restrictions: See ACFT PRKG Chart LSZB AD 2.24.2 - 1
2	**RWY/TWY markings and LGT**	Paved RWY markings: DTHR, THR, designation, aiming point and centre line. Grass RWY closed. Paved TWY markings: Centre line (including on turn pads) and intermediate holding position. Grass TWY markings / markers: Edge markers. Markings at paved intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. Markings/markers at unpaved intersection with RWY: RWY holding position. RWY LGT: See LSZB AD 2.14 TWY LGT: See LSZB AD 2.15
3	**Stop bars and RWY guard lights**	Stop bars: NIL RGL: TWY A, B, C, D, E and F. LIH, Y, no LED.
4	**Other RWY protection measures**	NIL
5	**Remarks**	RWY holding positions at TWY B, C, D and E are located 65 m from RWY 14/32 centre line (EASA 75 m). Special operational procedures are in force to ensure RWY strip clearance. Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.

LSZB AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 14 (1)	APCH LGT	*1678*	46 54 25 N 007 30 21 E	Antenna LGTD	*1873*	46 53 45 N 007 29 45 E	
AOC 14 (2)	Pole	*1682*	46 54 24 N 007 30 23 E	Antenna marked/LGTD	*1703*	46 55 02 N 007 29 39 E	
AOC 14 (3)	Antenna	*1684*	46 54 22 N 007 30 19 E	Antenna	*2044*	46 54 52 N 007 30 49 E	
AOC 14 (4)	Antenna	*1692*	46 54 22 N 007 30 20 E	Pole marked/LGTD	*1741*	46 54 16 N 007 30 21 E	B1012/09
AOC 14 (5)	Antenna	*1693*	46 54 22 N 007 30 20 E	Antenna	*2018*	46 56 06 N 007 29 26 E	
AOC 14 (6)	APCH LGT	*1694*	46 54 16 N 007 30 32 E	Tree/Trees	*1729*	46 55 08 N 007 29 20 E	
AOC 14 (7)	Building	*1713*	46 54 13 N 007 30 42 E	Tree/Trees	*1713*	46 54 32 N 007 29 45 E	
AOC 14 (8)	Building	*1718*	46 54 13 N 007 30 43 E	Antenna LGTD	*2500*	46 56 56 N 007 30 08 E	
AOC 14 (9)	Tree/Trees	*1722*	46 54 13 N 007 30 44 N	Antenna marked/LGTD	*2697*	46 52 57 N 007 31 14 E	
AOC 14 (10)	Building	*1726*	46 54 13 N 007 30 45 E	Crane/Cranes marked/LGTD	*1772*	46 54 44 N 007 30 10 E	B0026/22
AOC 14 (11)	Power line	*1757*	46 54 05 N 007 30 59 E	Chimney LGTD	*2037*	46 55 56 N 007 30 37 E	
AOC 14 (12)	Tree/Trees	*1901*	46 53 06 N 007 31 31 E	Antenna marked/LGTD	*3351*	46 54 02 N 007 26 03 E	B0107/09
AOC 14 (13)	Tree/Trees	*1927*	46 53 00 N 007 31 37 E	Wind cone LGTD	*1726*	46 54 48 N 007 30 01 E	B0538/03
AOC 14 (14)	Tree/Trees	*1935*	46 52 57 N 007 31 39 E	Building	*1994*	46 56 39 N 007 28 25 E	B0493/10
AOC 14 (15)	Tree/Trees	*1971*	46 52 56 N 007 31 40 E	Antenna marked/LGTD	*1703*	46 55 02 N 007 29 39 E	B0232/11
AOC 14 (16)	Tree/Trees	*1989*	46 52 55 N 007 31 41 E	Antenna marked/LGTD	*1772*	46 54 45 N 007 30 07 E	B0820/05
AOC 14 (17)	Tree/Trees	*2125*	46 52 08 N 007 32 25 E	Antenna marked/LGTD	*2710*	46 52 56 N 007 31 14 E	B0468/06
AOC 14 (18)	Tree/Trees	*2151*	46 52 07 N 007 32 26 E	Antenna marked/LGTD	*2937*	46 55 09 N 007 26 13 E	B0506/06
AOC 14 (19)	Tree/Trees	*2163*	46 52 02 N 007 32 31 E	Antenna marked/LGTD	*1741*	46 54 54 N 007 29 57 E	B0454/22
AOC 14 (20)	Tree/Trees	*2357*	46 50 47 N 007 35 42 E	Anemometer marked/LGTD	*1709*	46 54 30 N 007 30 21 E	B0616/07
AOC 14 (21)	Tree/Trees	*2379*	46 50 49 N 007 35 48 E	Crane/Cranes marked/LGTD	*1969*	46 54 48 N 007 28 20 E	B0466/22
AOC 14 (22)	Tree/Trees	*2402*	46 50 47 N 007 35 47 E	Anemometer marked/LGTD	*1702*	46 55 00 N 007 29 43 E	B0615/07
AOC 32 (1)	Fence	*1673*	46 55 11 N 007 29 29 E	Antenna marked/LGTD	*1685*	46 54 22 N 007 30 21 E	
AOC 32 (2)	Pole	*1674*	46 55 13 N 007 29 22 E	Antenna marked/LGTD	*1706*	46 55 01 N 007 29 40 E	B0231/11
AOC 32 (3)	Pole	*1677*	46 55 14 N 007 29 21 E	Chimney LGTD	*2042*	46 57 06 N 007 24 51 E	B0542/12

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 32 (4)	Pole	*1679*	46 55 15 N 007 29 20 E	Crane/Cranes marked/LGTD	*1928*	46 56 42 N 007 27 48 E	B1163/21
AOC 32 (5)	Pole	*1682*	46 55 16 N 007 29 19 E	Antenna marked/LGTD	*2088*	46 57 06 N 007 24 51 E	B0830/17
AOC 32 (6)	Pole	*1683*	46 55 17 N 007 29 17 E	Antenna marked/LGTD	*2913*	46 53 11 N 007 28 41 E	
AOC 32 (7)	Building	*1686*	46 55 19 N 007 29 17 E	Antenna marked/LGTD	*3703*	46 58 40 N 007 31 43 E	
AOC 32 (8)	Pole	*1719*	46 55 26 N 007 29 07 E	Crane/Cranes marked/LGTD	*1876*	46 55 38 N 007 27 27 E	B1436/21
AOC 32 (9)	Tree/Trees	*1749*	46 55 24 N 007 29 00 E	Building LGTD	*2174*	46 57 22 N 007 28 51 E	B1374/21
AOC 32 (10)	Tree/Trees	*1765*	46 55 31 N 007 29 12 E	Crane/Cranes marked/LGTD	*1845*	46 53 13 N 007 30 01 E	B0541/22
AOC 32 (11)	Tree/Trees	*1780*	46 55 26 N 007 28 59 E	Crane/Cranes marked/LGTD	*1944*	46 56 01 N 007 28 26 E	B0326/22
AOC 32 (12)	Tree/Trees	*1784*	46 55 25 N 007 28 58 E	Crane/Cranes marked/LGTD	*1911*	46 55 47 N 007 28 29 E	B1492/20
AOC 32 (13)	Tree/Trees	*1844*	46 55 40 N 007 29 02 E	Crane/Cranes marked/LGTD	*1918*	46 56 00 N 007 28 23 E	B0206/22
AOC 32 (14)	Tree/Trees	*1855*	46 55 39 N 007 28 55 E	Crane/Cranes marked/LGTD	*1796*	46 54 44 N 007 30 10 E	B0142/22
AOC 32 (15)	Tree/Trees	*1858*	46 55 41 N 007 28 56 E				
AOC 32 (16)	Tree/Trees	*1881*	46 55 42 N 007 28 55 E				
AOC 32 (17)	Tree/Trees	*1920*	46 56 03 N 007 28 39 E				
AOC 32 (18)	Tree/Trees	*1923*	46 56 03 N 007 28 35 E				
AOC 32 (19)	Tree/Trees	*1925*	46 56 04 N 007 28 37 E				
AOC 32 (20)	Tree/Trees	*1936*	46 56 04 N 007 28 36 E				
AOC 32 (21)	Building	*2084*	46 56 50 N 007 27 04 E				
Refer also to LSZB AOC charts LSZB AD 2.24.4 Number in brackets is equivalent to identification number on AOC							

LSZB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LSZB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (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
14	140° GEO 137° MAG	1730 x 30	PCR 426/F/C/X/U ASPH	46 55 04.58N 007 29 32.98E	*1668 ft*	+0.15%
32	320° GEO 317° MAG			46 54 26.60N 007 30 19.30E	*1675 ft*	-0.15%
14R	140° GEO 137° MAG	650 x 30	0.25 MPa GRASS	NIL	NIL	NIL
32L	320° GEO 317° MAG					
16 GLD	161° GEO 158° MAG	520 x 30	0.25 MPa GRASS	NIL	NIL	NIL
34 GLD	341° GEO 338° MAG					

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

LSZB AD 2.13 DECLARED DISTANCES

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

LSZB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
14	Calvert 660 m, LIH, no LED (except 200 m before DTHR)	RTHL G, LIH, LED (except elevated); RTIL FLG W, LED	PAPI 4.0°, L, 13.07 m, no LED	Simple TZL* 621 m FM THR 14, W, LIH, LED	NIL	200 m, 60 m, R, LIH; 954 m, 60 m, W, LIH; 576 m, 60 m, Y, LIH. All no LED	R, LIH, LED	NIL	Turn pad LGT, B, LIL, LED
32	SALS 420 m, LIH, LED	RTHL G, LIH, LED WBAR, no LED; RTIL FLG W, LED	PAPI 4.0°, L, 12.82 m, no LED	Simple TZL* 622 m FM THR 32, W, LIH, LED		1154 m, 60 m, W,LIH; 576 m, 60 m, Y, LIH. All no LED	R, LIH, LED		Turn pad, LGT, B, LIL, LED

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

LSZB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	No LDI Anemometer: RWY 14: 255 m SE of THR 14, LGTD. RWY 32: 100 m N of THR 32, LGTD.
3	**TWY edge and centre line lighting**	Edge TWY C (LED) and TWY F (no LED). Turn pads 14 and 32 (LED). LIL, B. CL: NIL
4	**Secondary power supply/switch-over time**	AVBL / MAX 15 sec.
5	**Remarks**	OBST: Marked and lighted (see LSZB AD 2.24.1 - 1)

LSZB AD 2.16 HELICOPTER LANDING AREA

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

LSZB AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Bern CTR** 46 57 46 N 007 22 30 E - 46 55 12 N 007 25 37 E - 46 52 12 N 007 29 16 E - 46 51 57 N 007 29 34 E - 46 48 30 N 007 33 46 E - 46 50 35 N 007 37 25 E - 46 51 41 N 007 37 32 E - 46 52 29 N 007 36 37 E - 46 53 21 N 007 37 32 E - Arc of circle centred on - 46 55 07 N 007 33 58 E Radius 3.02 NM, counter-clockwise 46 56 02 N 007 38 10 E - 46 56 32 N 007 37 58 E - 46 58 18 N 007 39 50 E - 47 00 16 N 007 36 49 E - 46 58 28 N 007 34 34 E - 47 00 20 N 007 26 58 E - 46 57 46 N 007 22 30 E
2	**Vertical limits**	*5500 ft AMSL (1700 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	121.030 MHz 119.700 MHz* 121.500 MHz**	HX	*ALTN FREQ **EMERG Language: En; En and Ge for Non-Commercial VFR traffic.
CLD	Bern Delivery	121.690 MHz	HX	Check status on ATIS

LSZB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
WILLISAU DVOR/DME VAR 3.5° E / 2025 (decl.: 3.9° E)	WIL	116.90 MHz CH 116X	H24	47 10 42.1N 007 54 20.9E	*2426 ft*	NIL	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.
LOC 14 ILS CAT I, class I/C/2, VAR 3° E / 2026.5	IBE	110.10 MHz	H24	46 54 22.5N 007 30 24.3E	NIL	NIL	LOC PSN: 165 m FM THR 32. RWY 14: LOC course 137° MAG. Front course sector angle 5.0°. Restricted coverage (published procedures covered): at 25 NM -10° E to +10° W from CL above *6000 ft AMSL*, at 17 NM -29° E to +26° W from CL above *4800 ft AMSL*.
GP 14	--	334.40 MHz	H24	46 55 00.9N 007 29 40.4E	NIL	NIL	GP angle 4.0°. PSN: 187 m FM THR 14. GP HGT THR 14: 43 ft / 13.2 m
DME 14	IBE	CH 38X	H24	46 54 22.0N 007 30 20.7E	*1684 ft*	NIL	DME PSN: 1656 m FM THR 14, 77 m W of CL. Zero range at DME station. Restricted coverage (published procedures covered): at 25 NM -10° E to NM +10° W from CL above *6000 ft AMSL*, at 17 NM -18° E to +22° W from CL above *4800 ft AMSL*.

LSZB AD 2.20 LOCAL 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 121.030 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 code letter B and larger will be guided by a marshaller to their parking PSN.
Arriving ACFT code letter A shall TAX independently to the parking PSN or as advised by TWR. In certain cases, the final guidance will be assured by a marshaller.
Departing ACFT shall TAX from their parking PSN, as advised by TWR.
School- and training FLTs may be restricted or refused by ATC in accordance with the Airport Authority traffic handling priority list.

4.5 Maintenance

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

5. High-visibility jacket

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

6. Fuelling

6.1 Self-service tank

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

7. De-icing

7.1 Clean Aircraft Concept (CAC)

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

LSZB AD 2.21 NOISE ABATEMENT PROCEDURES

1. Measures for ACFT noise abatement

1.1 IFR approaches for school and training flights

IFR APCHs for school and training FLTs are authorised only on working days between 0700 and 1830 (0600 and 1730).
Successive APCHs **(MAX 2 per ACFT)** are only authorised between 0700 and 1115 (0600 and 1015) as well as between 1245 and 1830 (1145 and 1730).
Between two series of APCHs, at least one HR interruption shall be interposed.
For training IFR APCHs RWY14 without a LDG at LSZB, an OCA/H of *3000*/1332 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 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.

1.3 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.

1.4 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.

1.5 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. IFR procedures

1.1 SID Descriptions

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

DESIGNATOR	RWY 14 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
AMRID 4S PDG 8.5% to *3400ft*	At ZB400 (DER) turn left on track 122° 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 *6000ft*. Cross AMRID at *8000ft* or above.	NIL	
KONOL 1S PDG 8.9% to *3300ft*	At ZB400 (DER) turn left on track 122° to ZB401. At ZB401 turn left direct to ZB520 (MAX IAS 180kt) proceed to KONOL.	INITIAL CLIMB CLEARANCE *6000ft*. Cross KONOL at *6000ft* or above. For HEL connecting to KQ868 only: Cross KONOL at *5000ft* or above.	NIL	
MONIN 4S PDG 8.5% to *5400ft*	At ZB400 (DER) turn left on track 122° 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 *6000ft*. Cross ZB200 at *7000ft* or above, ZB404 at *9000ft* or above, ZB527 at *11000ft* or above, ZB210 at *16000ft* or above.	NIL	

RNAV 1 SID AMRID 4S							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	122° (125.1°T)	1.6
DF	ZB520	N	L	-	-180	-	-
TF	ZB402	Y	-	-	-	040° (044.0°T)	2.6
DF	AMRID	N	L	+8000	-	-	-

RNAV 1 SID KONOL 1S							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	122° (125.1°T)	1.6
DF	ZB520	N	L	-	-180	-	-
TF	KONOL	N	-	+6000	-	055° (058.9°T)	4.0

RNAV 1 SID MONIN 4S							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
DF	ZB400	Y	-	-	-	-	-
TF	ZB401	Y	-	-	-	122° (125.1°T)	1.6
DF	ZB520	N	L	-	-180	-	-
TF	ZB402	Y	-	-	-	040° (044.0°T)	2.6
DF	ZB400	N	L	-	-	-	-
TF	ZB200	N	-	+7000	-	124° (127.2°T)	4.0
TF	ZB404	N	-	+9000	-	120° (123.1°T)	2.5
TF	ZB527	N	-	+11000	-	120° (123.2°T)	4.4
TF	ZB210	N	-	+16000	-	120° (123.2°T)	6.1
TF	MONIN	N	-	-	-	120° (123.3°T)	6.9

1.1.2 SID RWY 32 - RNAV 1 - HIGH PERFORMANCE (see chart LSZB AD 2.24.7 - 3)

DESIGNATOR	RWY 32 - RNAV 1			
	ROUTE			
	Lateral	Vertical	Contact	Remark
AMRID 3B PDG 10.0% to *2800ft*	Climb straight ahead. At *6000ft* turn left direct to AMRID (MAX IAS 180kt).	INITIAL CLIMB CLEARANCE *6000ft*. Cross AMRID at *8000ft* or above.	NIL	
KONOL 1B PDG 8.5% to *2100ft*	Climb straight ahead. At *5000ft* turn right direct to KONOL (MAX IAS 180kt).	INITIAL CLIMB CLEARANCE *6000ft*. Cross KONOL at *6000ft* or above. For HEL connecting to KQ868 only: Cross KONOL at *5000ft* or above.	NIL	No turn before DER.
MONIN 3B PDG 10.0% to *2000ft*	Climb straight ahead. At *5000ft* turn right direct to ZB200 (MAX IAS 180kt). Proceed via ZB527 and ZB210 to MONIN.	INITIAL CLIMB CLEARANCE *6000ft*. Cross ZB200 at *7000ft* or above, ZB527 at *11000ft* or above, ZB210 at *16000ft* or above.	NIL	

RNAV 1 SID AMRID 3B							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+6000	-	317° (320.1°T)	-
DF	AMRID	N	L	+8000	-180	-	-

RNAV 1 SID KONOL 1B							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+5000	-	317° (320.1°T)	-
DF	KONOL	N	R	+6000	-180	-	-

RNAV 1 SID MONIN 3B							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	-	+5000	-	317° (320.1°T)	-
DF	ZB200	N	R	+7000	-180	-	-
TF	ZB527	N	-	+11000	-	120° (123.1°T)	6.9
TF	ZB210	N	-	+16000	-	120° (123.2°T)	6.1
TF	MONIN	N	-	-	-	120° (123.3°T)	6.9

1.2 STAR Descriptions

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

DESIGNATOR	STAR TO BIRKI - RNAV 1		
	ROUTE		
	Lateral	Vertical	Remark
FRIBU 1M	From FRIBU proceed via AMRID to BIRKI.	Cross AMRID at *8000ft* or above and BIRKI at *4000ft* or above.	NIL
MONIN 4M	From MONIN proceed via ZB651, ZB652, ZB653, KOPPI, LARDO (MAX IAS 210kt) and ZB696 to BIRKI.	Cross ZB651 at *11000ft* or above, ZB652 at *8000ft* or above, KOPPI at *6000ft* or above and BIRKI at *4000ft* or above.	NIL
ROTOS 4M	From ROTOS proceed via BELAR, KOPPI, LARDO (MAX IAS 210kt) and ZB696 to BIRKI.	Cross KOPPI at *6000ft* or above and BIRKI at *4000ft* or above.	NIL
TELNO 4M	From TELNO proceed via KORED, AMRID, ZB694 (MAX IAS 210kt) and ZB696 to BIRKI.	Cross KORED at *8000ft* or above, ZB694 at *5000ft* or above and BIRKI at *4000ft* or above.	NIL

RNAV 1 STAR FRIBU 1M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	-	-	-	-	-
TF	AMRID	N	-	+8000	-	021° (024.0°T)	10.3
TF	BIRKI	N	-	+4000	-	020° (023.9°T)	5.1

RNAV 1 STAR MONIN 4M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	MONIN	N	-	-	-	-	-
TF	ZB651	N	-	+11000	-	307° (310.0°T)	9.5
TF	ZB652	N	-	+8000	-	306° (309.9°T)	7.5
TF	ZB653	N	-	-	-	330° (333.4°T)	6.0
TF	KOPPI	N	-	+6000	-	318° (321.3°T)	11.5
TF	LARDO	N	-	-	-210	253° (256.9°T)	3.0
TF	ZB696	N	-	-	-	204° (207.2°T)	2.8
TF	BIRKI	N	-	+4000	-	137° (140.0.°T)	3.0

RNAV 1 STAR ROTOS 4M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ROTOS	N	-	-	-	-	-
TF	BELAR	N	-	-	-	236° (239.5°T)	7.7
TF	KOPPI	N	-	+6000	-	254° (257.0°T)	5.5
TF	LARDO	N	-	-	-210	253° (256.9°T)	3.0
TF	ZB696	N	-	-	-	204° (207.2°T)	2.8
TF	BIRKI	N	-	+4000	-	137° (140.0°T)	3.0

RNAV 1 STAR TELNO 4M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	TELNO	N	-	-	-	-	-
TF	KORED	N	-	+8000	-	048° (051.4°T)	7.6
TF	AMRID	N	-	-	-	321° (324.4°T)	6.2
TF	ZB694	N	-	+5000	-210	317° (320.5°T)	5.3
TF	ZB696	N	-	-	-	046° (049.9°T)	4.6
TF	BIRKI	N	-	+4000	-	137° (140.0°T)	3.0

1.3 Approach procedures

1.3.1 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	-	-	-	-
TF	ZB616	N	+4000	-	137° (140.1°T)	2.1
TF	RW14	Y	-	-	137° (140.0°T)	5.4
TF	ZB620	Y	-	-	137° (140.1°T)	1.9
DF	ZB622	N	+5500	-160	-	-
TF	KOPPI	N	-	-	315° (318.7°T)	10.6
TF	LARDO	N	-	-	253° (256.9°T)	3.0
TF	ZB696	N	-	-210	204° (207.2°T)	2.8
TF	BIRKI	N	+4000		137° (140.0°T)	3.0
HM	BIRKI	N	+4000	-170	137° (140.0°T)	WD 5.0*
Remark:	* Limiting distance from holding WPT below *5000ft*.					

1.3.2 RNP APCH RWY 32

The availability of RNP APCH RWY 32, if different from the approach broadcasted on ATIS, depends on activated airspace and is not available at short notice. Requests for RNP APCH RWY 32 shall be made to ATC at least 30 minutes before use. Airport Briefing for crews – especially of CAT C ACFT – strongly recommended and available on the homepage of the aerodrome operator.

1.3.2.1 Procedure description of RNP Y RWY 32 (see chart LSZB AD 2.24.10 - 9)

From BIRKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BIRKI	N	+6000	-	-	-
TF	ANWEP	N	-	-	168° (171.2°T)	9.7
TF	YUYUZ	N	+6000	-	137° (140.0°T)	6.0
TF	ZB610	N	-	-210	116° (119.9°T)	3.7
TF	ZB611	N	+6000	-160	066° (069.8°T)	2.0
TF	ZB600	N	+5600	-	020° (024.0°T)	2.1
TF	DIGFA	N	+4400	-	317° (320.1°T)	3.0
TF	RW32	Y	-	-	317° (320.2°T)	6.2
TF	BIRKI	N	+4000	-	317° (320.1°T)	8.3

1.3.2.2 Procedure description of RNP Z RWY 32 (see chart LSZB AD 2.24.10 - 11)

From BIRKI						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BIRKI	N	+6000	-	-	-
TF	EBEKE	N	-	-	105° (108.8°T)	9.7
TF	HAKHU	N	-	-210	123° (126.9°T)	5.2
TF	ZB640	N	+6000	-	141° (144.7°T)	4.7
TF	ZB641	N	+6000	-160	208° (211.8°T)	3.3
TF	ZB600	N	+5600	-	256° (259.2°T)	3.1
TF	DIGFA	N	+4400	-	317° (320.1°T)	3.0
TF	RW32	Y	-	-	317° (320.2°T)	6.2
TF	BIRKI	N	+4000	-	317° (320.1°T)	8.3

1.3.3 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
ANWEP	N 46 51 14.1	E 007 24 43.8	IAC LSZB
BELAR	N 47 07 30.0	E 007 33 49.7	RNAV STAR LSZB
DIGFA	N 46 49 40.4	E 007 36 07.6	IAC LSZB
EBEKE	N 46 57 38.8	E 007 35 55.4	IAC LSZB
HAKHU	N 46 54 32.7	E 007 41 57.1	IAC LSZB
LARDO	N 47 05 34.2	E 007 21 38.4	RNAV STAR LSZB
YUYUZ	N 46 46 37.3	E 007 30 21.2	IAC LSZB
RW14	N 46 55 04.6	E 007 29 33.0	IAC LSZB
RW32	N 46 54 26.6	E 007 30 19.3	IAC 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
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
ZB600	N 46 47 22.0	E 007 38 56.1	IAC LSZB
ZB608	N 47 03 02.0	E 007 29 42.0	IAC LSZB
ZB610	N 46 44 46.6	E 007 35 00.7	IAC LSZB
ZB611	N 46 45 27.3	E 007 37 41.8	IAC LSZB
ZB616	N 46 59 11.7	E 007 24 31.0	IAC LSZB
ZB620	N 46 53 35.3	E 007 31 21.8	IAC LSZB
ZB622	N 46 58 19.0	E 007 36 09.0	IAC LSZB
ZB640	N 46 50 44.3	E 007 45 53.1	IAC LSZB
ZB641	N 46 47 56.9	E 007 43 22.2	IAC LSZB
ZB651	N 46 47 09.1	E 007 48 42.9	RNAV STAR LSZB
ZB652	N 46 51 57.2	E 007 40 19.5	RNAV STAR LSZB
ZB653	N 46 57 18.9	E 007 36 24.3	RNAV STAR LSZB
ZB694	N 47 00 08.7	E 007 14 39.7	RNAV STAR LSZB
ZB696	N 47 03 04.5	E 007 19 45.8	IAC / RNAV STAR 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

LSZB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The information on visual segment surface penetration is published on the respective instrument approach chart.
See LSZB AD 2.24 for details.

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