

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 - 23.5°C
4	Geoid undulation at AD ELEV PSN	163.4 ft
5	MAG VAR/Annual change	2° E (2019.5) / 0°11' eastwards
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Flughafen Bern AG 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 1938 ECO (80) Type II = Clariant Safewing MP II Flight De-icing trucks: 1 JBT Tempest II 1 JBT Tempest AirFirst On stand de-icing: Y3-Y4 CAC: REF LSZB AD 2.20
5	Hangar space 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, 2 ACFT de-icers
2	Clearance priorities	1. RWY ASPH 2. TWY C 3. TWY K & F 4. TWY A, B, D 5. Apron 6. Other
3	Remarks	RDF: Basic Solutions Runway De-icing Fluid GEN3 6-4 RWY 14/32 de-icing with GAC (glycerol-/acetatbasic fluids)

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

1	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: 14.0 m; BTN TWY C and Stand Y7: 16.0 m BTN Stand Y7 and TWY E: 10.0 m; BTN TWY E and TWY F: 18.0 m. Surface: TWY A, B, C, D, F and K: ASPH, 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: 21.5 m except 34.3 m BTN stand Y3 and stand Y7. RMK: 36.0 m on stand Y3A as access/egress directly via TWY 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 138° 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 318° MAG			46 54 26.60N 007 30 19.30E	1675 ft	-0.15%
14R	140° GEO 138° MAG	650 x 30	0.25 MPa GRASS	NIL	NIL	NIL
32L	320° GEO 318° MAG					
16 GLD	161° GEO 159° MAG	520 x 30	0.25 MPa GRASS	NIL	NIL	NIL
34 GLD	341° GEO 339° MAG					

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

LSZB AD 2.13 DECLARED DISTANCES

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

LSZB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, 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 3.4°, L, 12.78 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 47 04 26N 007 28 03E - 46 58 18 N 007 35 15E - arc of circle 5.02 NM on 46 55 09N 007 29 32E - clockwise 46 52 00N 007 23 50E - 46 58 10N 007 16 35E - 47 04 26N 007 28 03E
2	Vertical limits	5000 ft AMSL (1500 m)
3	Airspace classification	D
4	ATS unit call sign Language(s)	En; En and Ge for Non-Commercial VFR traffic.
5	Transition altitude	6000 ft
6	Remarks	ACT: HX - ATIS (monitoring compulsory)

LSZB AD 2.18 ATS COMMUNICATION FACILITIES

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

LSZB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type 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
LOC 14 ILS CAT I, class I/C/2, VAR 2° E	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 138° MAG. Front course sector angle 5.0°. Restricted coverage (published procedures covered): at 25 NM -10° E to +10° W from CL above 6000 ft AMSL, at 17 NM -29° E to +26° W from CL above 4800 ft AMSL.
GP 14	--	334.40 MHz	H24	46 55 00.9N 007 29 40.4E	NIL	NIL	GP angle 4.0°. PSN: 187 m FM THR 14. GP HGT THR 14: 43 ft / 13.2 m
DME 14	IBE	38X	H24	46 54 22.0N 007 30 20.7E	1684 ft	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 121.025 MHz "Bern TWR"*. Status of delivery position is available on ATIS.

4. ACFT guidance on apron**4.1 General**

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

4.2 Area of responsibility

The exact BDRY of responsibility is shown on the charts [LSZB AD 2.24](#)

4.3 Operational hours

HX; REF: [LSZB AD 2.3](#)

4.4 Procedure for arriving/departing ACFT

Arriving ACFT with MTOW > 3.5 tonnes will be guided by a marshaller to their parking PSN.

Arriving ACFT with MTOW < 3.5 tonnes shall TAX independently to the parking PSN or as instructed by TWR. In certain cases, the final guidance will be assured by marshaller.

Departing ACFT shall TAX from the parking PSN, as instructed by TWR.

School- and training FLTs may be restricted or refused by ATC in accordance with the AP authority traffic handling priority list.

4.5 Maintenance

Ground run-ups are subject to a prior AUTH by the AP authority (Ramp Control),

Phone: +41 (0) 31 960 21 11.

5. High-visibility jacket

All persons walking in the movement area must wear a high-visibility jacket which complies with the EN471 standard class 2 or 3.

Persons not wearing a high-visibility jacket must ask for the assistance of a handling agent (see list under LSZB AD 2.4) for the transportation of crew members and passengers.

6. Fuelling**6.1 Self-service tank**

Taxi to self-service tank in clockwise direction. Use marked position "wait" if tank is already in use.

Leaflet available on:

URL: www.bernairport.ch

7. De-icing**7.1 Clean Aircraft Concept (CAC)**

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

LSZB AD 2.21 NOISE ABATEMENT PROCEDURES

1. Measures for ACFT noise abatement

1.1 IFR approaches for school and training flights

IFR APCHs for school and training FLTs are authorised only on working days between 0700 and 1830 (0600 and 1730). Successive APCHs (**MAX 2 per ACFT**) are only authorised between 0700 and 1115 (0600 and 1015) as well as between 1245 and 1830 (1145 and 1730).

Between two series of APCHs, at least one HR interruption shall be interposed.

For training IFR APCHs without a LDG at LSZB, an OCA/H of 3000/1327 shall be applied (irrespective of the type of APCH carried out).

On final APCH into LSZB, One Engine Inoperative (OEI) EXER are not permitted.

For ACFT noise abatement measures for VFR FLTs, refer to VFR-Manual, LSZB AD INFO.

For training FLTs, a MAX of 1 APCH allowed. O/R 2 succeeding APCHs, may be granted by ATC.

1.2 Visual circling for RWY 32

CITY circling assigned for noise abatement.

1.3 VFR flights

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

1.4 Holidays

On the following **HOL** the same restrictions as on SUN apply:

New Year's Day, 2 JAN, Good FRI, Easter MON, Whit MON, 1 AUG, Ascension Day, Federal Prayday (3rd SUN in SEP), Christmas Day and DEC 26.

On Good FRI, Whit SUN, Federal Prayday (3rd SUN in SEP) and Christmas Day, the following apply in addition to SUN restrictions:

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

1.5 Use of reverse thrust

For deceleration it is recommended to use the entire RWY LEN AVBL. More than idle reverse shall not be used.

Use of reverse thrust shall be limited unless particular safety or operational reasons require it.

1.6 Auxiliary Power Units (APU)

Primarily, AP owned mobile ground PWR units (GPU) shall be used.

Alternatively, as well as for additional use, APU may be used.

The following regulations are applicable to the use of APU:

- 30 MIN before off-block time, at a MAX, and 20 MIN after on-block time, at a MAX.
- The use of APU for MAINT shall be restricted to a MNM DUR.

1.7 Rolling take-off

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

2. Prescriptions and procedures

2.1 General

2.1.1 Approach and departure procedures in general

APCHs and DEPs are to be conducted in accordance with the procedures published in LSZB STAR/SID and IAC.

Other clearances and dispositions of APP or TWR for the purpose of safety, traffic flow or noise abatement are reserved.

2.1.2 Intersection departures for single engine aircraft

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

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

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

2.2 Supplementary provisions regarding IFR flights

2.2.1 IFR Departures

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

2.2.2 Supplementary provisions regarding VFR flights

Refer to VFR Manual, LSZB AD INFO.

LSZB AD 2.22 FLIGHT PROCEDURES

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

1.1 IFR procedure

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

1.2 SID Descriptions

1.2.1 SID RWY 14

If not able to fly PROCEDURE CLIMB GRADIENT (PDG):

VIS 1500m, ceiling 1300ft, maintain visual contact for departure and initial turn.

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

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

RNAV SID AMRID 3S

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

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

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

1.2.2 SID RWY 32

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

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

RNAV SID AMRID 3A

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

RNAV SID AMRID 3B

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

RNAV SID MEBOX 3B

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

RNAV SID MONIN 3B

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

RNAV SID RAMOK 3A

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

1.3 STAR Descriptions

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

DESIGNATOR	STAR TO BIRKI - RNAV		
	ROUTE		Remark
	Lateral	Vertical	
FRIBU 1M	From FRIBU proceed via AMRID to BIRKI.	Cross AMRID at 8000ft or above and BIRKI at 4000ft or above	NIL
MONIN 3M	From MONIN proceed via ZB635, ZB636, ZB637, ZB638, ZB639 to BIRKI.	Cross ZB635 at 16000ft or above, ZB636 at 11000ft or above, ZB637 at 7000ft or above, ZB639 at 4400ft or above and BIRKI at 4000ft or above	NIL
RTOS 3M	From RTOS proceed via BELAR, KOPPI, LARDO (MAX IAS 210kt), ZB696 (MAX IAS 210kt) to BIRKI.	Cross BELAR and KOPPI at 6000ft or above, LARDO and BIRKI at 4000ft or above	NIL
TELNO 3M	From TELNO proceed via AMRID to BIRKI.	Cross TELNO at 8600ft or above, AMRID at 8000ft or above and BIRKI at 4000ft or above	NIL
WILLISAU 3M (WIL3M)	From WIL proceed via BELAR, KOPPI, LARDO (MAX IAS 210kt) and ZB696 (MAX IAS 210kt) to BIRKI.	Cross BELAR at 6000ft or above, KOPPI at 6000ft or above, LARDO at 4000ft above and BIRKI at 4000ft or above.	NIL

RNAV STAR FRIBU 1M							
Path terminator	Waypoint	Flyover	Turn direction	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	FRIBU	N	-	-	-	-	-
TF	AMRID	N	-	+8000	-	022° (021.6°T)	10.3
TF	BIRKI	N	-	+4000	-	021° (023.9°T)	5.1

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

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

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

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

1.4 Approach procedures:

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

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

1.5 VFR procedure

Refer to VFR Manual, LSZB AD INFO.

2. Minima for IFR departures (TKOF minima)

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

LSZB AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
BELAR	N 47 07 30.0	E 007 33 49.7	RNAV STAR LSZB
LARDO	N 47 05 37.2	E 007 21 57.6	RNAV STAR LSZB
RW14	N 46 55 04.6	E 007 29 33.0	IAC LSZB
ZB100	N 46 58 25.6	E 007 34 43.0	RNAV SID LSZB
ZB110	N 46 59 54.5	E 007 37 56.3	RNAV SID LSZB
ZB200	N 46 51 59.0	E 007 35 01.7	RNAV SID LSZB
ZB210	N 46 44 51.9	E 007 50 52.7	RNAV SID LSZB
ZB301	N 46 57 45.0	E 007 29 30.8	IAC CITY Circling
ZB302	N 46 56 09.9	E 007 31 27.0	IAC CITY / ROMEO Circling
ZB303	N 46 54 20.9	E 007 33 39.9	IAC CITY / ROMEO Circling
ZB400	N 46 54 25.1	E 007 30 21.1	RNAV SID LSZB
ZB401	N 46 53 29.0	E 007 32 17.4	RNAV SID LSZB
ZB402	N 46 59 31.6	E 007 38 29.5	RNAV SID LSZB
ZB404	N 46 50 37.0	E 007 38 05.1	RNAV SID LSZB
ZB520	N 46 57 40.0	E 007 35 52.0	RNAV SID LSZB
ZB527	N 46 48 12.0	E 007 43 28.0	RNAV SID LSZB
ZB608	N 47 03 02.0	E 007 29 42.0	IAC LSZB
ZB609	N 47 01 29.8	E 007 21 42.3	IAC LSZB
ZB619	N 46 59 11.8	E 007 24 31.0	IAC LSZB
ZB620	N 46 54 12.5	E 007 30 36.5	IAC LSZB
ZB621	N 46 57 40.0	E 007 35 52.0	IAC LSZB
ZB635	N 46 44 52.0	E 007 50 52.8	RNAV STAR LSZB
ZB636	N 46 48 12.3	E 007 43 27.8	RNAV STAR LSZB
ZB637	N 46 51 59.0	E 007 35 01.7	RNAV STAR LSZB
ZB638	N 46 53 56.8	E 007 30 37.7	RNAV STAR LSZB
ZB639	N 46 57 43.2	E 007 26 11.3	RNAV STAR LSZB
ZB696	N 47 03 03.2	E 007 19 47.4	RNAV STAR LSZB
ZB700	N 46 57 58.1	E 007 25 56.8	IAC CITY Circling
ZB800	N 46 56 35.5	E 007 27 37.9	IAC ROMEO Circling

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.

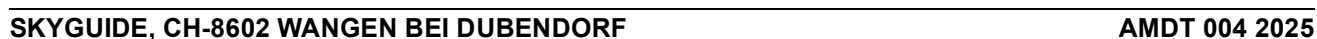
LSZB AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSZB AD 2.24.1 - 1
Aircraft Parking / Docking Chart	LSZB AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 14	LSZB AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 32	LSZB AD 2.24.4 - 3
Transition Routes	LSZB AD 2.24.6 - 1
SID RWY 14 - RNAV 1	LSZB AD 2.24.7 - 1
SID RWY 32 - RNAV 1	LSZB AD 2.24.7 - 3
STAR to BIRKI - RNAV 1	LSZB AD 2.24.9 - 1
IAC ILS RWY 14 (CAT A/B/C)	LSZB AD 2.24.10 - 1
IAC LOC RWY 14 (CAT A/B/C)	LSZB AD 2.24.10 - 3
IAC RNP RWY 14 (CAT A/B/C)	LSZB AD 2.24.10 - 5
IAC Circling CITY RWY 32	LSZB AD 2.24.10 - 7
IAC Circling ROMEO RWY 32	LSZB AD 2.24.10 - 9
IAC ILS RWY 14 Helicopter	LSZB AD 2.24.10 - 11
Minimum Vectoring Altitude Chart (-20°C to -5°C)	LSZB AD 2.24.13 - 1
Minimum Vectoring Altitude Chart (-4°C and above)	LSZB AD 2.24.13 - 3

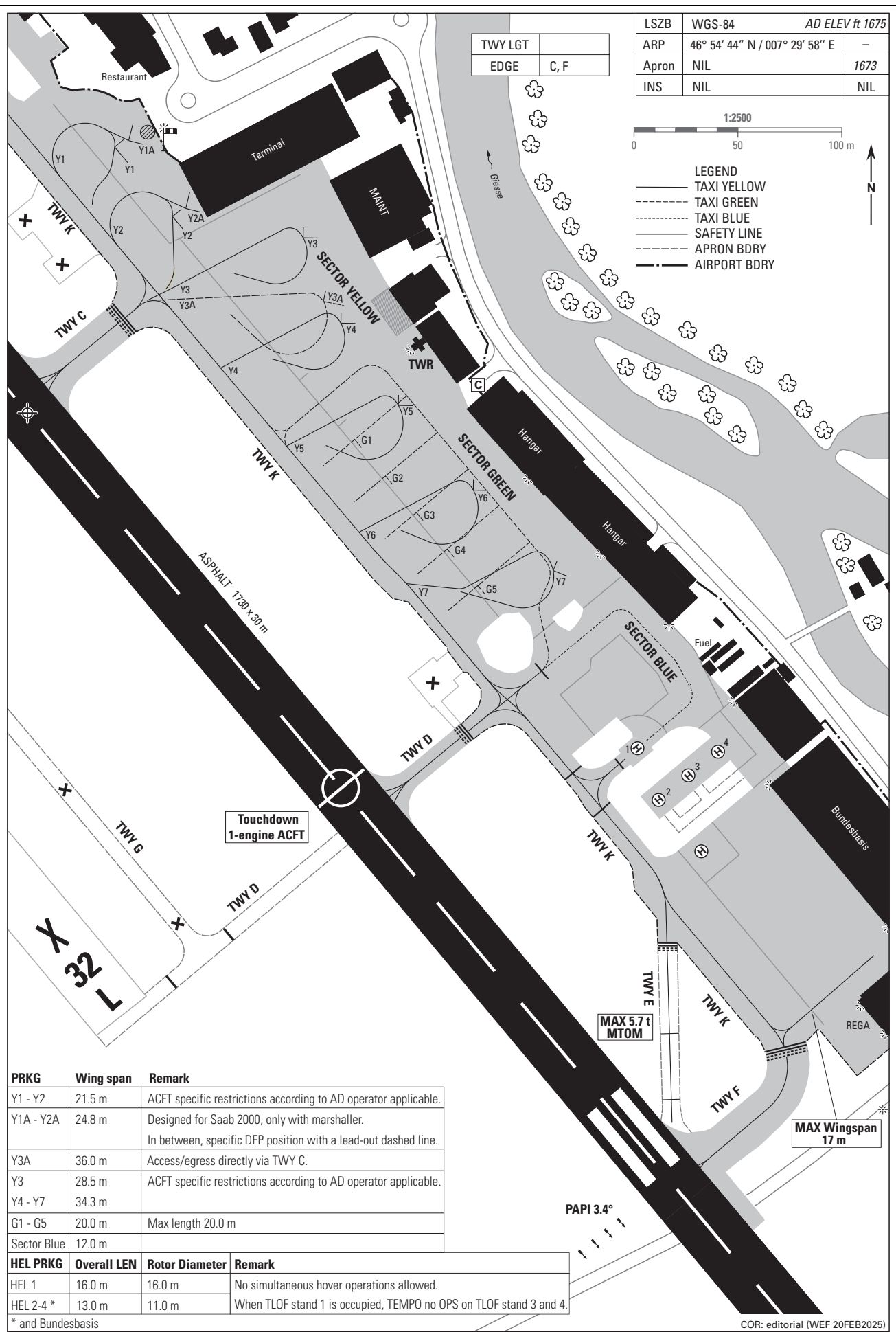
LSZB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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

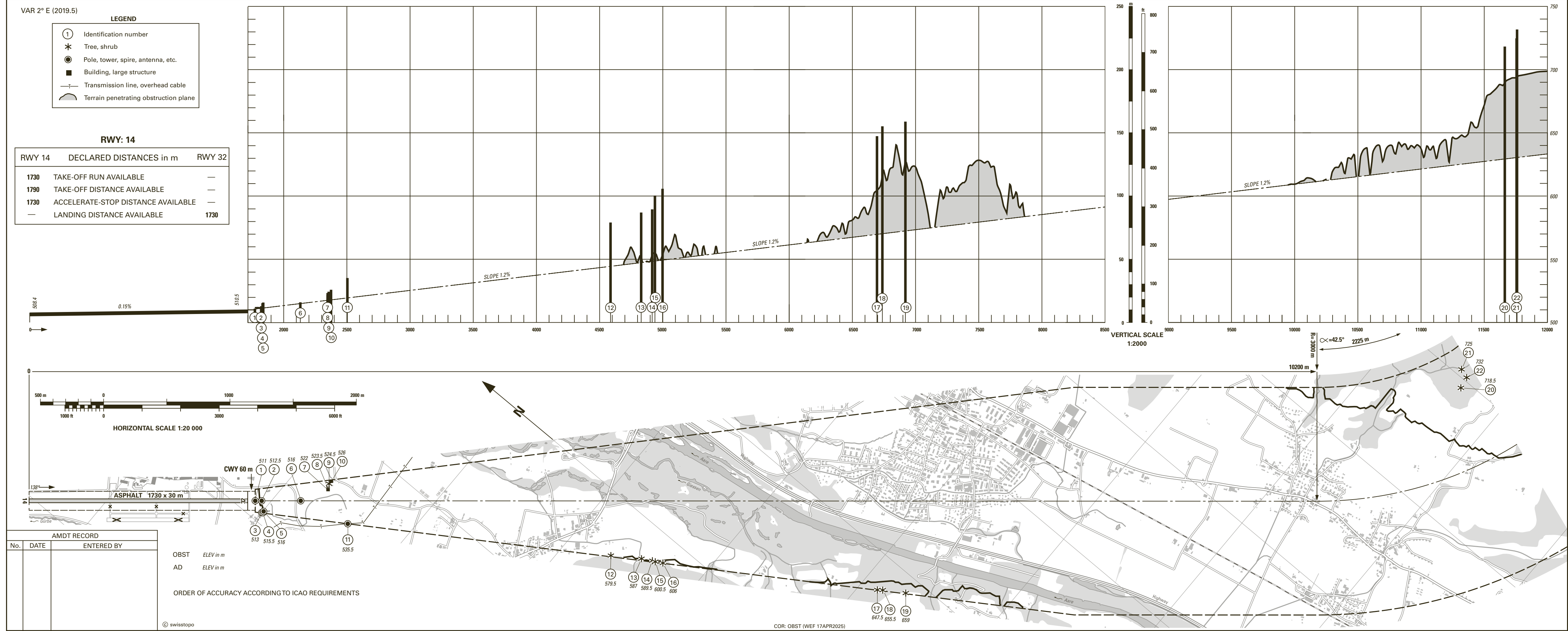
THIS PAGE INTENTIONALLY LEFT BLANK



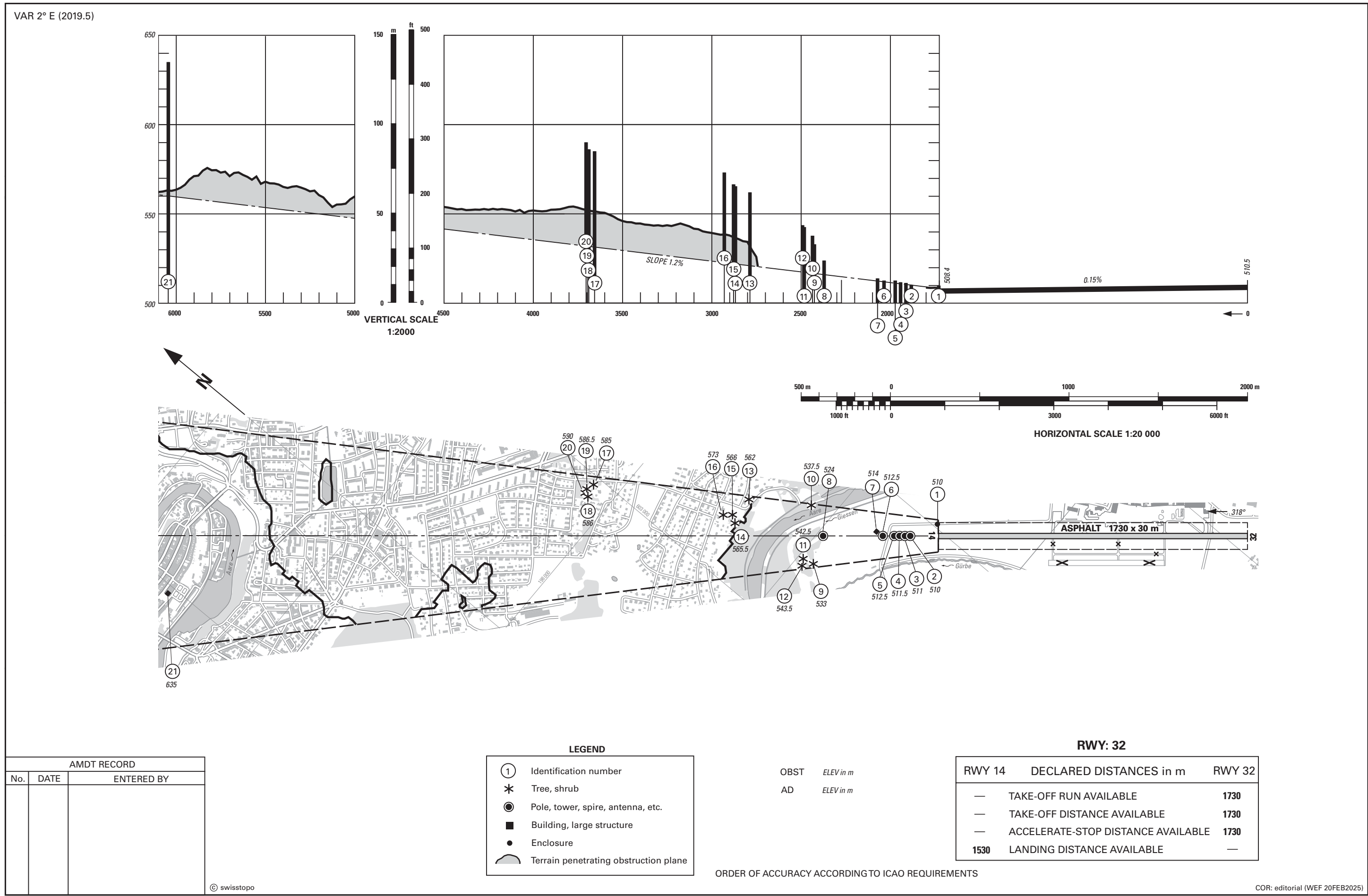
THIS PAGE INTENTIONALLY LEFT BLANK



THIS PAGE INTENTIONALLY LEFT BLANK



THIS PAGE INTENTIONALLY LEFT BLANK

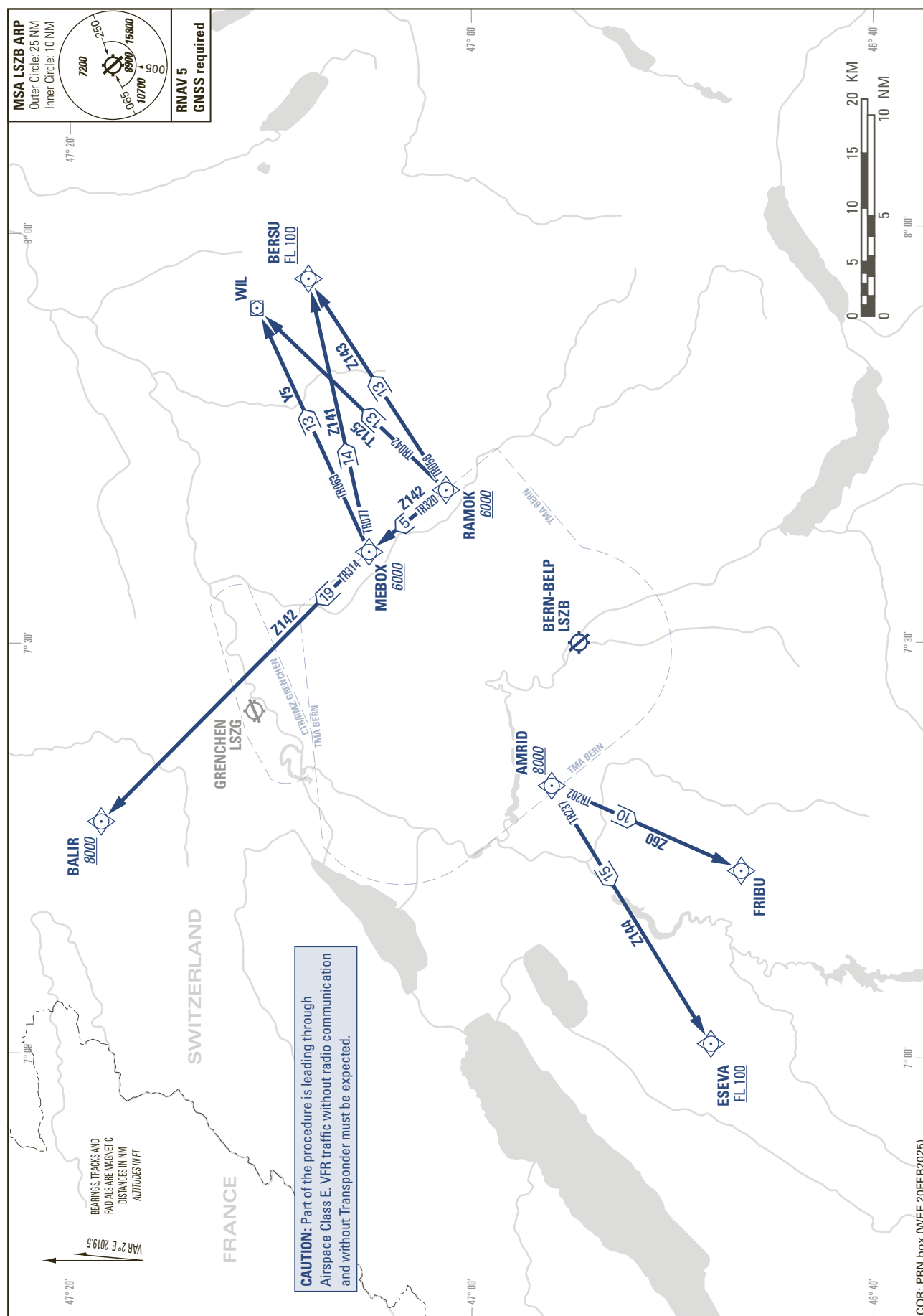


THIS PAGE INTENTIONALLY LEFT BLANK

AREA CHART - ICAO

TRANSITION AFTER DEPARTURE
ROUTES RAMOK / MEBOX / AMRID

BERN-BELP (LSZB)



COR: PBN box (WFF 20FEB2025)

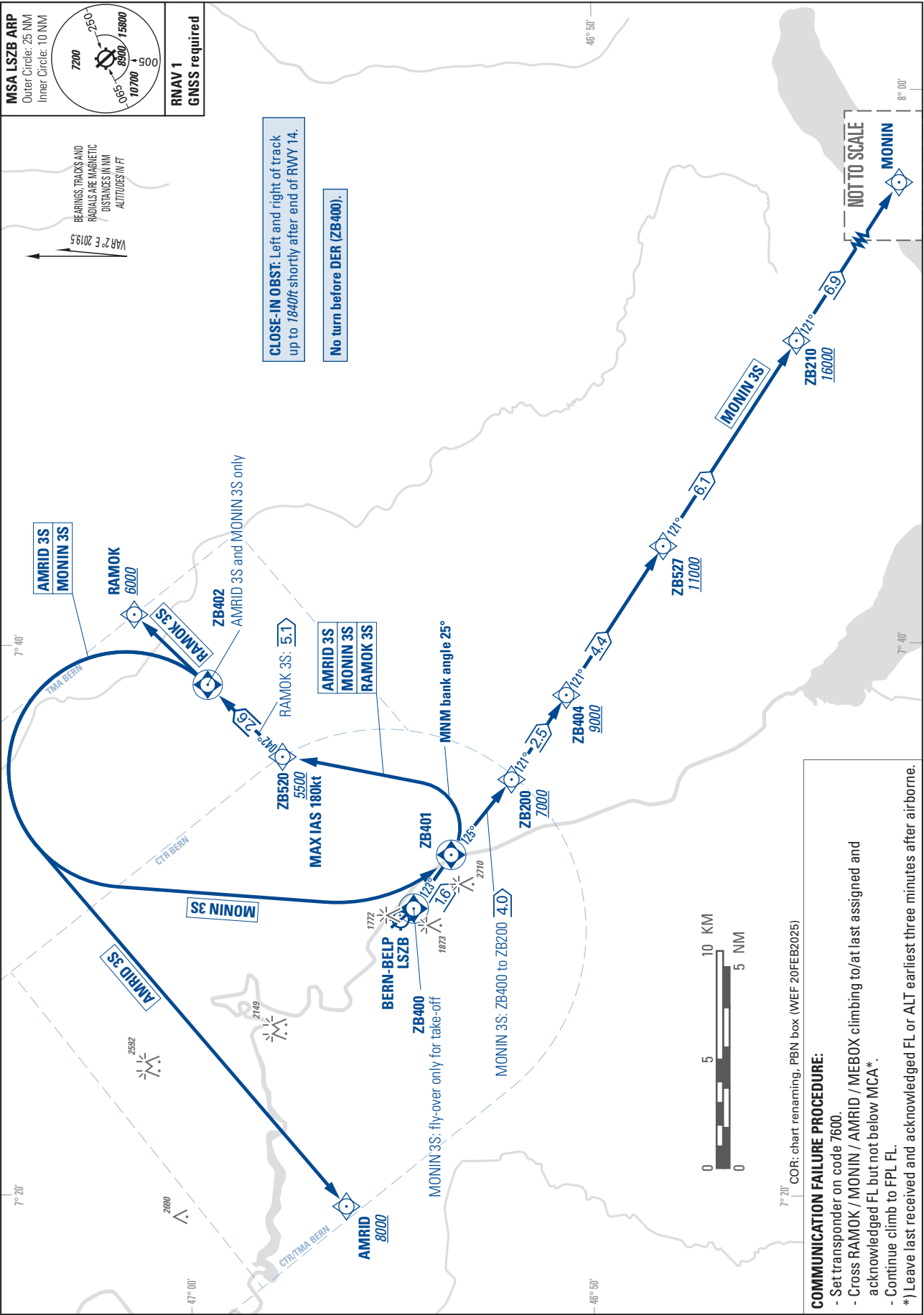
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

BERN-BELP (LSZB)
RNAV RWY 14

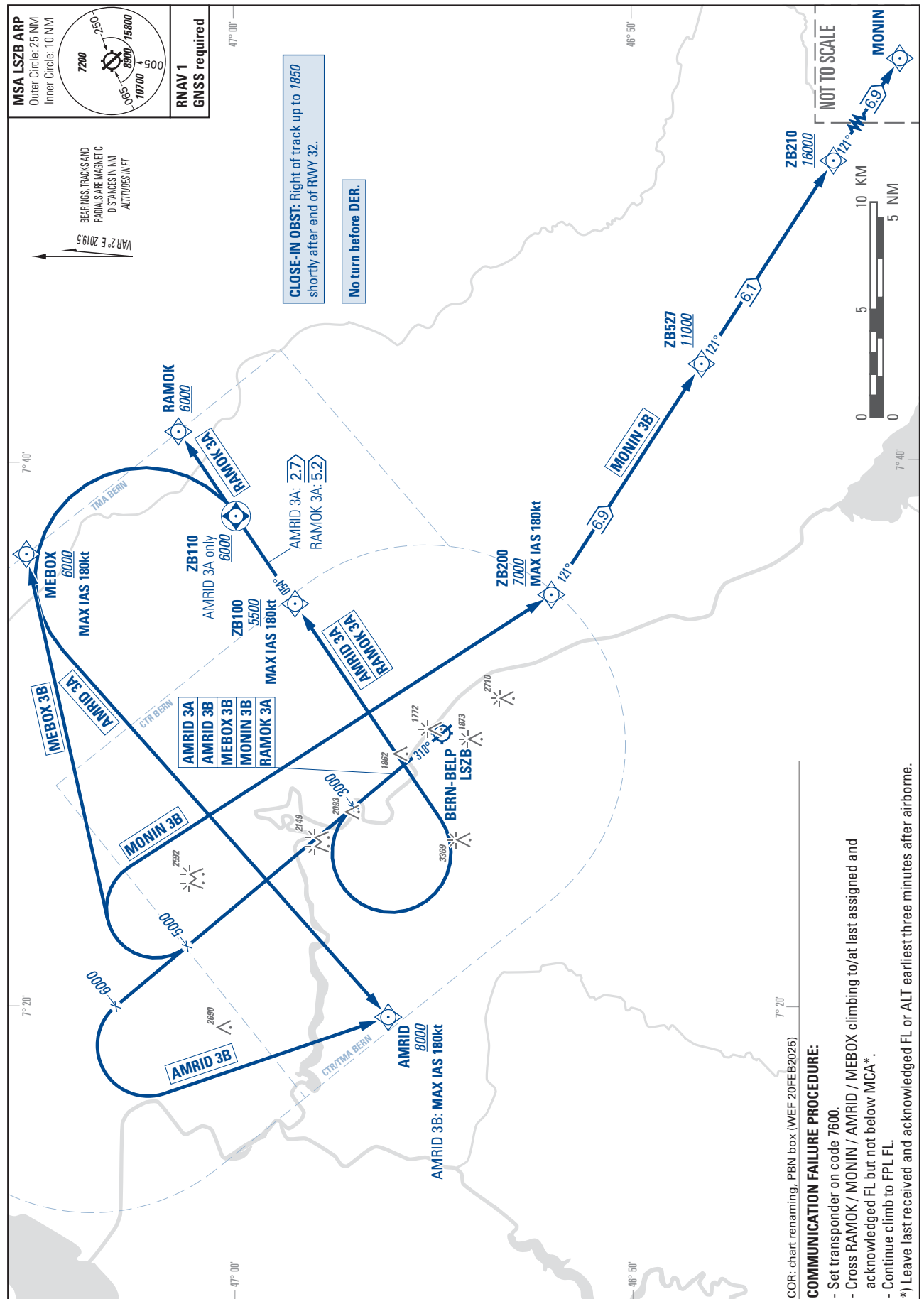
AMRID 3S MONIN 3S RAMOK 3S



THIS PAGE INTENTIONALLY LEFT BLANK

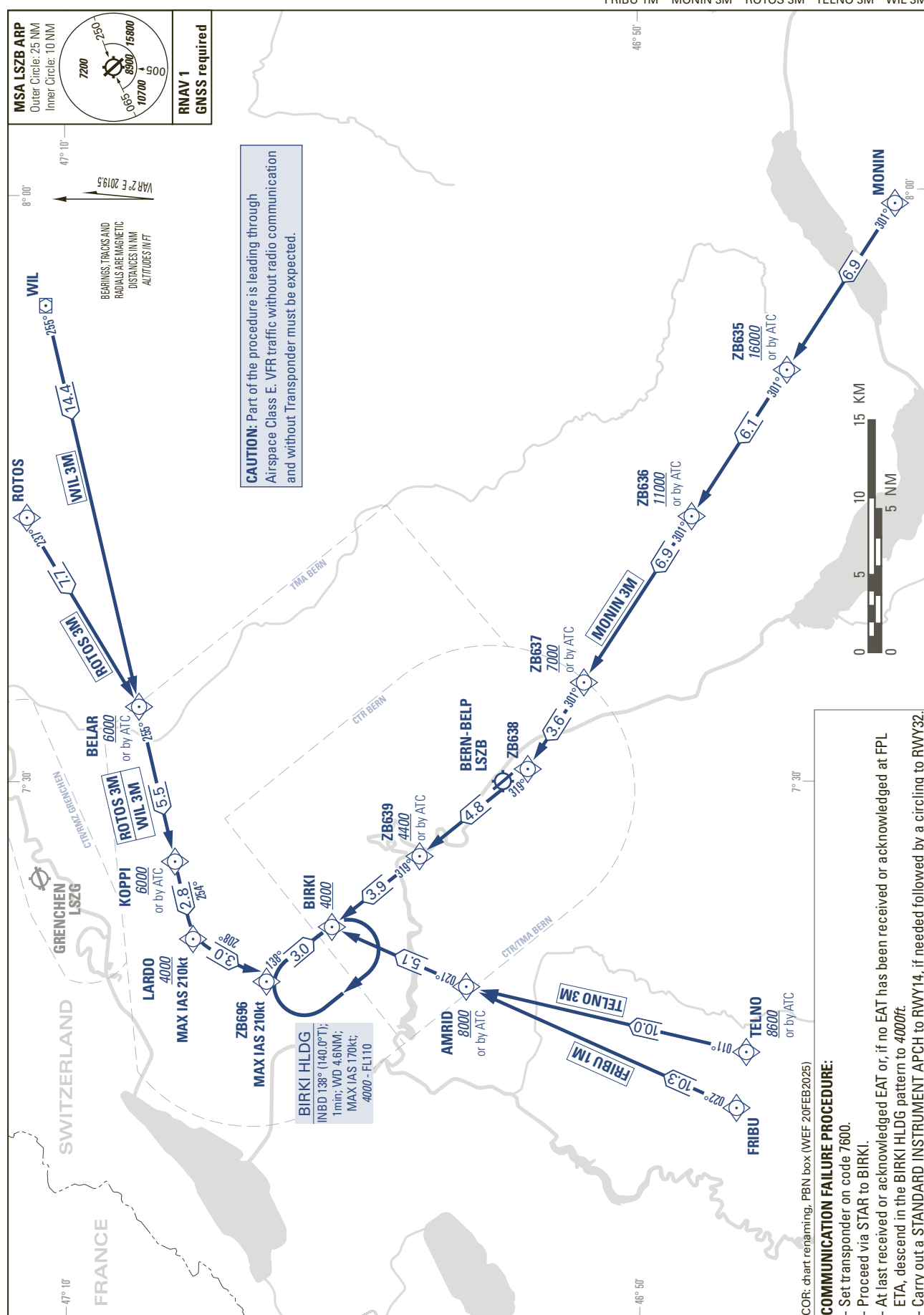
TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

AMRID 3A/ 3B MEBOX 3B MONIN 3B RAMOK 3A



THIS PAGE INTENTIONALLY LEFT BLANK

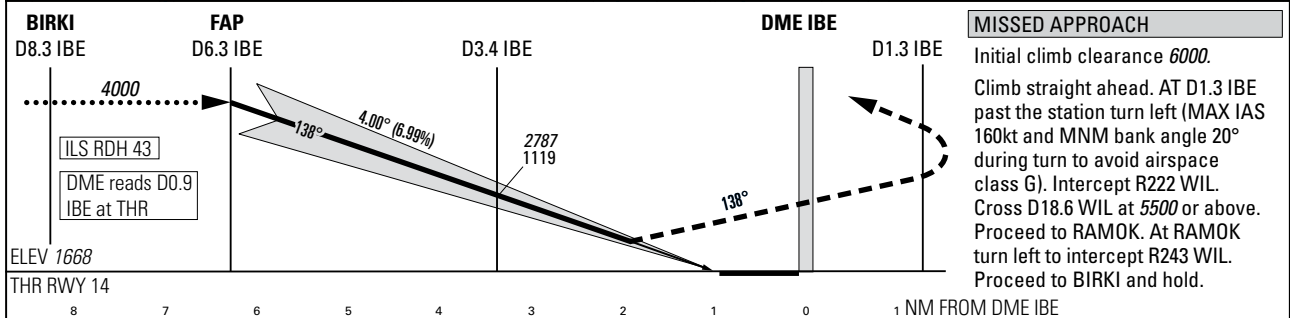
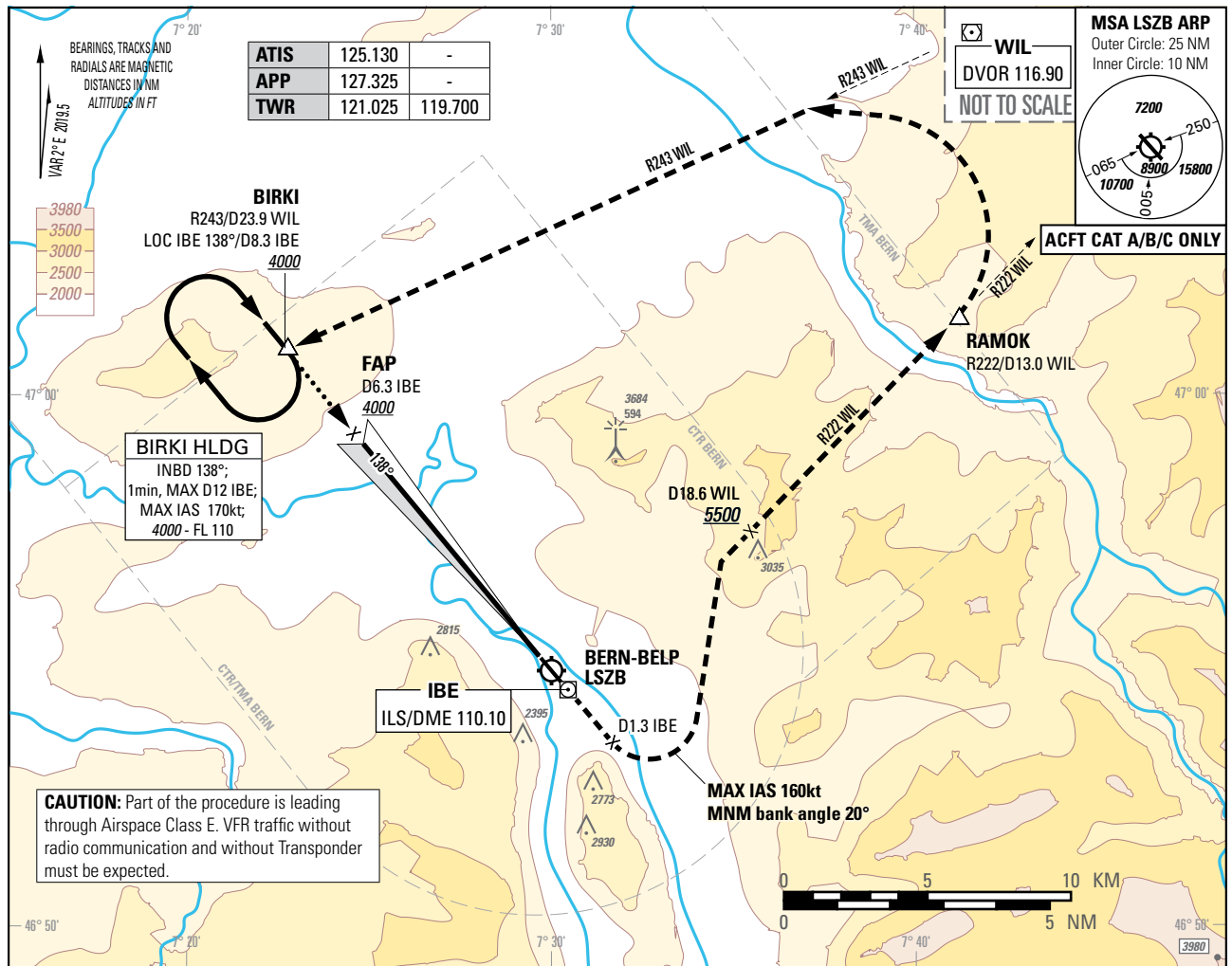
TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

BERN-BELP (LSZB)
RNAV BIRKI

THIS PAGE INTENTIONALLY LEFT BLANK

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000BERN-BELP (LSZB)
ILS RWY 14

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH			
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
		A	B	C	
2.5%	pressure altimeter	2636 (968)	2653 (985)	2666 (998)	
5.0% up to 3100		2290 (623)	2306 (639)	2319 (652)	
7.0% up to 3100		2113 (445)	2130 (462)	2143 (475)	
		DECISION ALTITUDE (HEIGHT)			
2.5%	pressure altimeter	2636 (968)	2653 (985)	2666 (998)	
5.0% up to 3100		2290 (623)	2306 (639)	2319 (652)	
7.0% up to 3100		2168 (500)			
ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DME IBE	6.3	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1
ALT FT	4000	3877	3452	3028	2603	-	-

CAUTION

- MAX GS 140kt in final APCH to avoid ROD >1000ft/min.
- 0.7 NM BFR THR14 Visual Segment Surface (VSS) penetrated by trees up to 1890ft AMSL.
- This is not a standard APCH angle.

REMARK

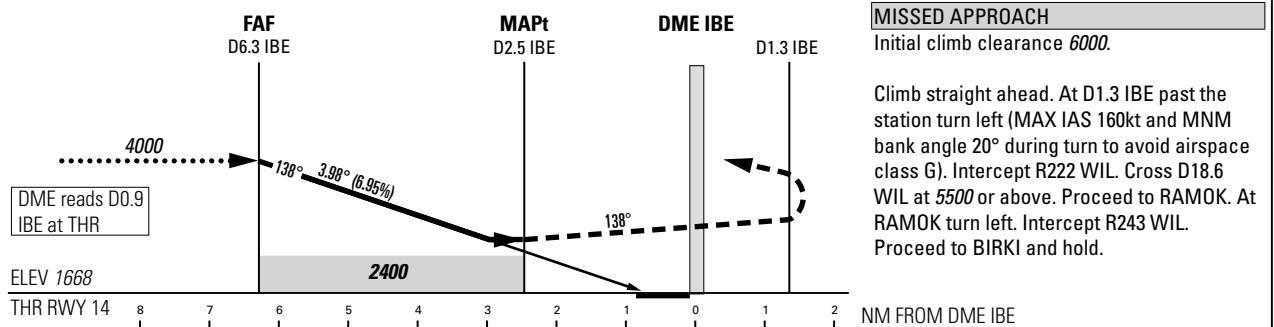
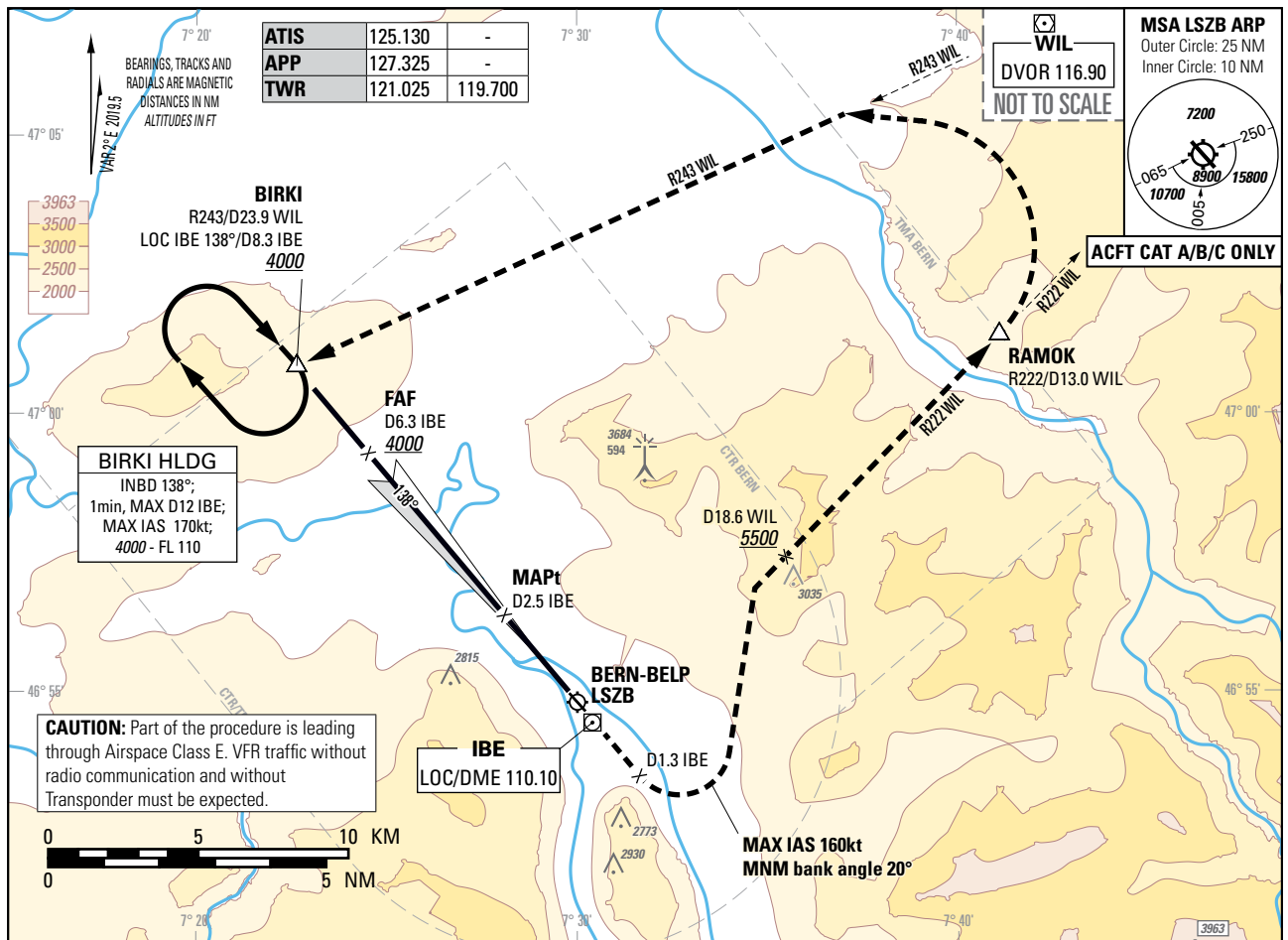
- Uncategorised ILS APCH RWY 14 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS14 signal fulfills ICAO Annex 10, CAT I specifications.
- Circling according to specific APCH charts.
- Training ILS APCH: DA (H) 3000ft (1332ft)

COR: chart renaming (WEF 20FEB2025)

THIS PAGE INTENTIONALLY LEFT BLANK

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000BERN-BELP (LSZB)
LOC RWY 14

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OCA(H)		
	A	B	C
2.5%	2570 (902)		
5.0% up to 2900	2400 (732)		
	MDA(H)		
	A	B	C
2.5%	2710 (1040)		
5.0% up to 2900	2460 (790)		

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DME IBE	6.3	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1
ALT FT	4000	3880	3460	3040	2610	-	-

CAUTION

- 0.7 NM BFR THR14 Visual Segment Surface (VSS) penetrated by trees up to 1890ft AMSL.
- This is not a standard APCH angle.

REMARK

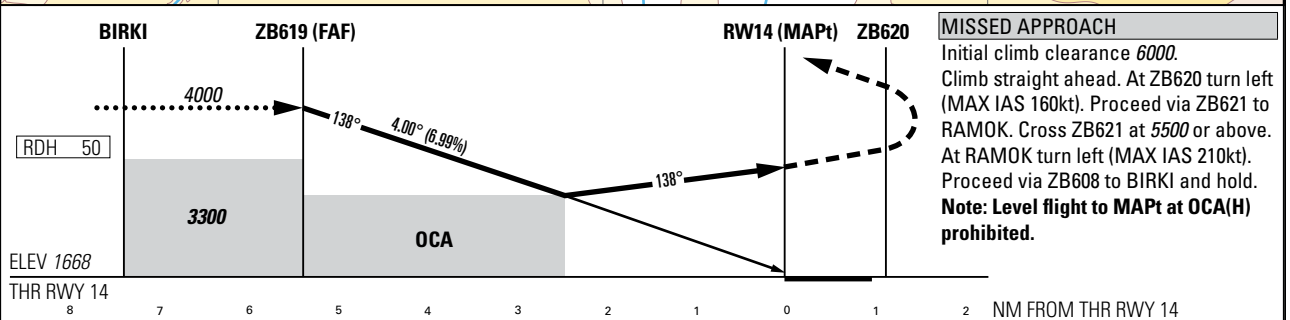
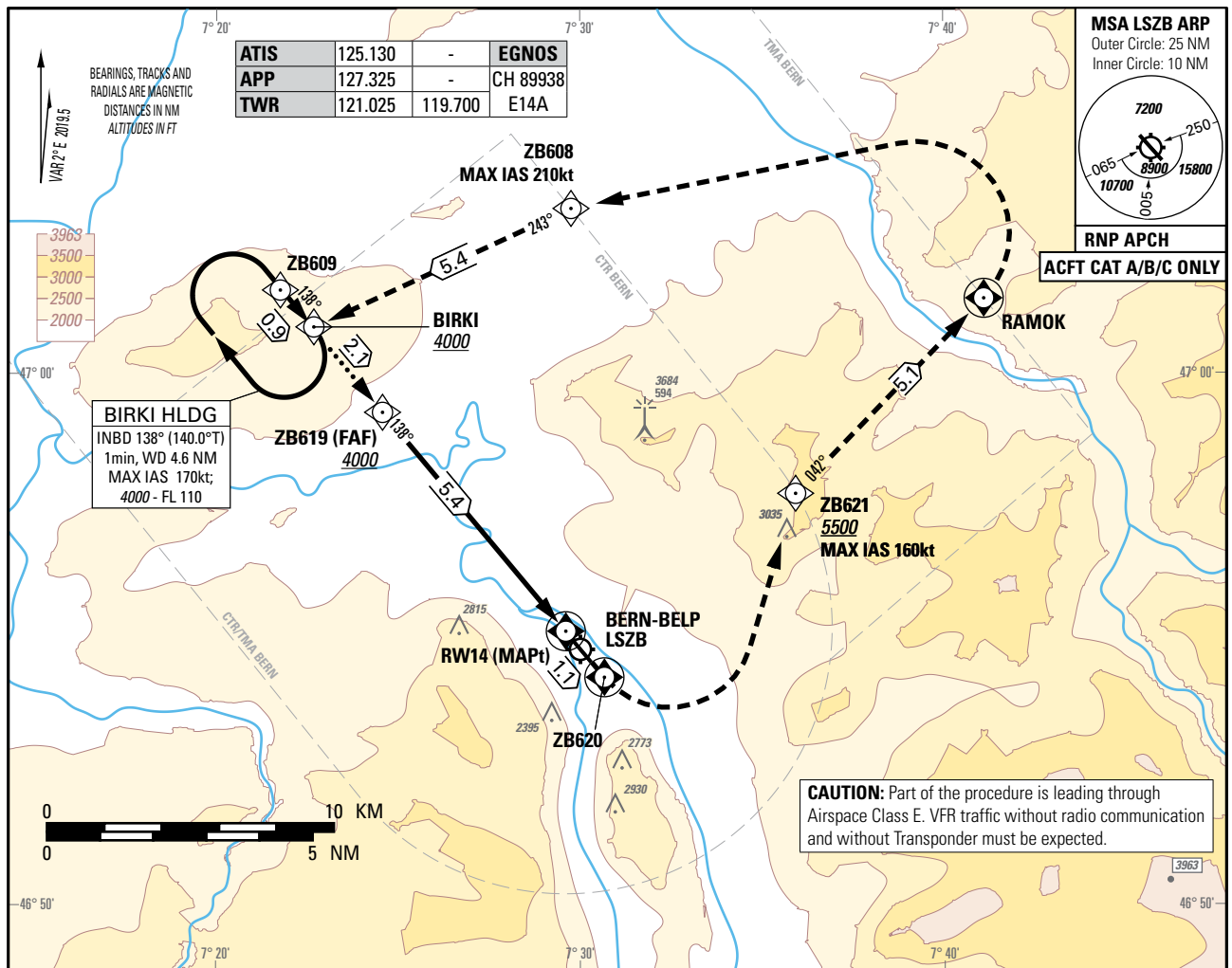
- Circling according to specific APCH charts.
- OBST limitation and restriction according to non-instrument RWY criteria.
- Training LOC APCH: MDA/H 3000ft / 1330ft.

COR: chart renaming (WEF 20FEB2025)

THIS PAGE INTENTIONALLY LEFT BLANK

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000BERN-BELP (LSZB)
RNP RWY 14

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OCA(H) LPV CAT I		
	A	B	C
2.5%	2610 (942)	2626 (958)	2639 (971)
5.0% up to 3100	2286 (618)	2303 (635)	2316 (648)
7.0% up to 3100	2113 (445)	2130 (462)	2143 (475)
	DA(H) LPV		
6.7% up to 3100	2168 (500)		
	OCA(H) LNAV		
2.5%	2840 (1172)		
3.9% up to 3400	2570 (902)		

DIST THR	5.4	5.0	4.0	3.0	2.0	1.0
ALT	4000	3840	3420	3000	2570	-

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

CAUTION

- Visual Segment Surface (VSS) penetrated by trees 0.8 NM before THR 14 on the left hand side up to 1910ft AMSL.
- This is not a standard APCH angle.
- On 4° APCH angle and GS>140kt resulting ROD>1000ft/min.
- OBST limitation and restriction according to non-instrument RWY criteria.
- **When reaching the OCA(H) and no visual contact to the landing RWY is established and can be maintained, start the missed APCH climb without delay.**

REMARK

- Circling according to specific APCH charts.
- Training RNP APCH: OCA (H) 3000ft (1330ft).

COR: chart renaming, PBN box (WEF 20FEB2025)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZB
Runway	14
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E14A
LTP/FTP Latitude	465504.5820N
LTP/FTP Longitude	0072932.9760E
LTP/FTP Ellipsoidal Height (metres)	557.3
FPAP Latitude	465422.4635N
Delta FPAP Latitude (seconds)	-42.1185
FPAP Longitude	0073024.3390E
Delta FPAP Longitude (seconds)	51.3630
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.00
Course Width (metres)	105.00
Length Offset (metres)	168
HAL (metres)	40.0
VAL (metres)	35.0

Output data

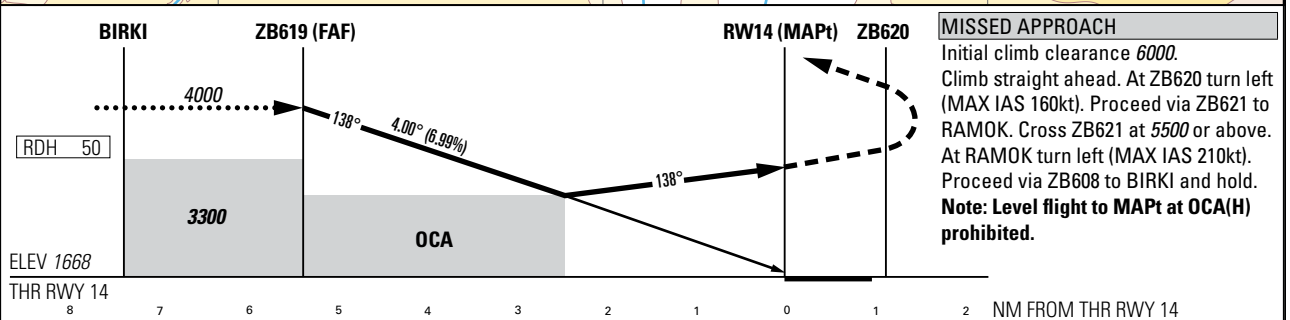
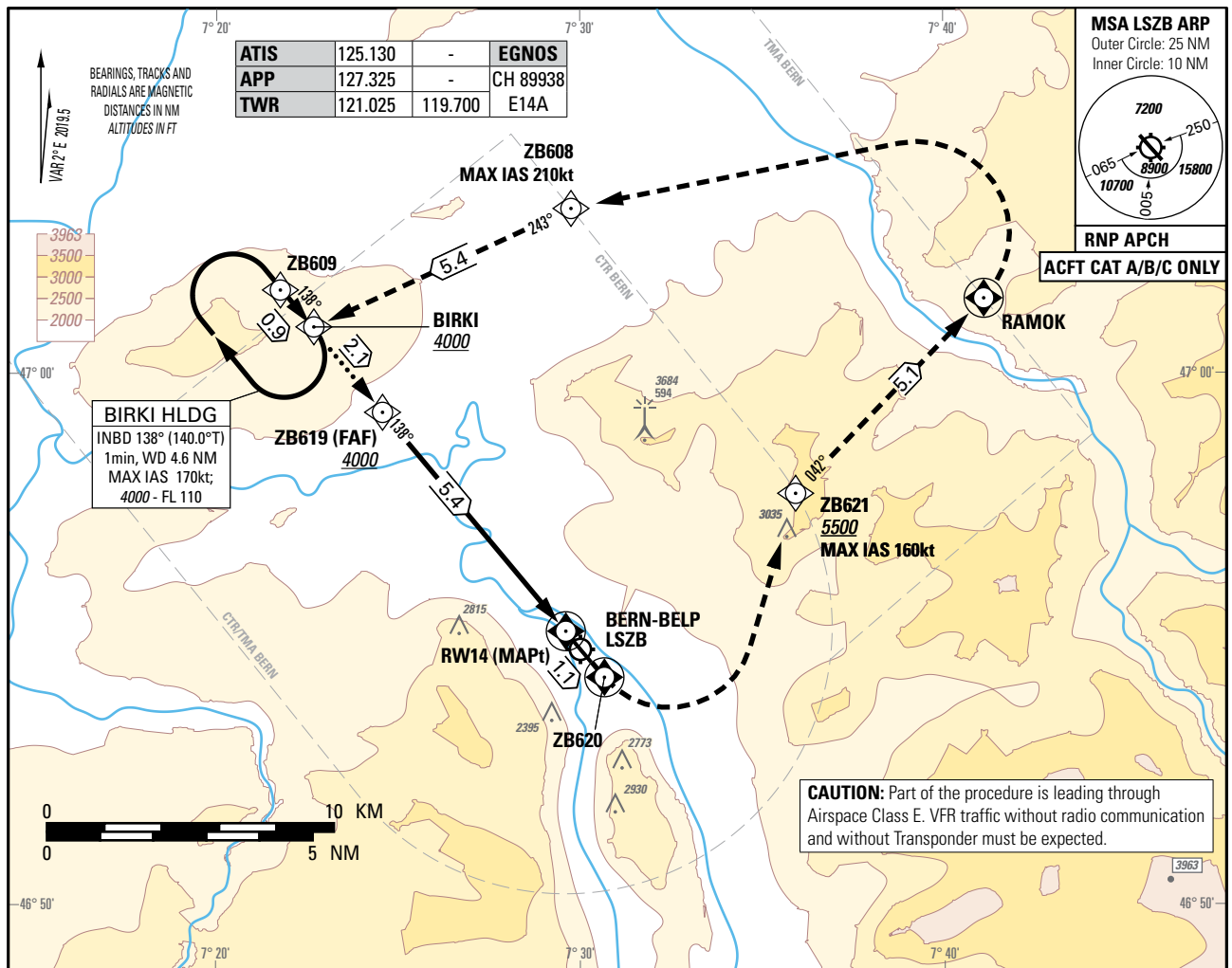
Data Block	10 02 1A 13 0C 0E 00 00 01 34 31 05 0C 8F 22 14 60 26 37 03 C5 29 F3 B6 FE 46 91 01 F4 01 90 01 64 15 C8 AF B1 6A 8D 9D
Calculated CRC Value	B16A8D9D

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	508.28

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000BERN-BELP (LSZB)
RNP RWY 14

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OCA(H) LPV CAT I		
	A	B	C
2.5%	2610 (942)	2626 (958)	2639 (971)
5.0% up to 3100	2286 (618)	2303 (635)	2316 (648)
7.0% up to 3100	2113 (445)	2130 (462)	2143 (475)
	DA(H) LPV		
6.7% up to 3100	2168 (500)		
	OCA(H) LNAV		
2.5%	2840 (1172)		
3.9% up to 3400	2570 (902)		

DIST THR	5.4	5.0	4.0	3.0	2.0	1.0
ALT	4000	3840	3420	3000	2570	-

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

CAUTION

- Visual Segment Surface (VSS) penetrated by trees 0.8 NM before THR 14 on the left hand side up to 1910ft AMSL.
- This is not a standard APCH angle.
- On 4° APCH angle and GS>140kt resulting ROD>1000ft/min.
- OBST limitation and restriction according to non-instrument RWY criteria.
- **When reaching the OCA(H) and no visual contact to the landing RWY is established and can be maintained, start the missed APCH climb without delay.**

REMARK

- Circling according to specific APCH charts.
- Training RNP APCH: OCA (H) 3000ft (1330ft).

COR: chart renaming, PBN box (WEF 20FEB2025)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZB
Runway	14
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E14A
LTP/FTP Latitude	465504.5820N
LTP/FTP Longitude	0072932.9760E
LTP/FTP Ellipsoidal Height (metres)	557.3
FPAP Latitude	465422.4635N
Delta FPAP Latitude (seconds)	-42.1185
FPAP Longitude	0073024.3390E
Delta FPAP Longitude (seconds)	51.3630
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.00
Course Width (metres)	105.00
Length Offset (metres)	168
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 02 1A 13 0C 0E 00 00 01 34 31 05 0C 8F 22 14 60 26 37 03 C5 29 F3 B6 FE 46 91 01 F4 01 90 01 64 15 C8 AF B1 6A 8D 9D
Calculated CRC Value	B16A8D9D

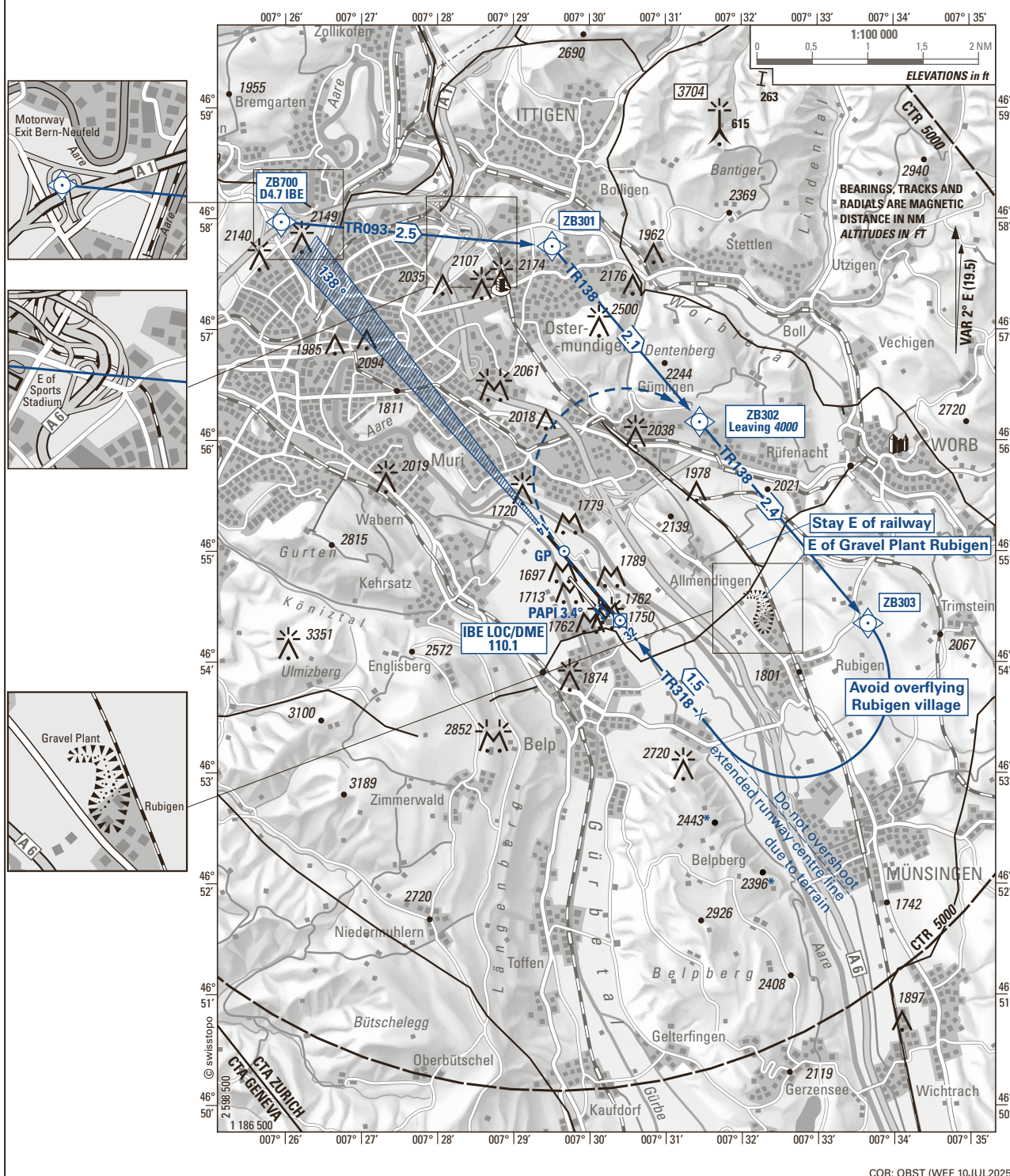
Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	508.28

BERN-BELP (LSZB)
CITY CIRCLING RWY 32

	CAT A	CAT B	CAT C
Circling RWY 32 OCA/H	3190 /1515	3210 /1535	3320 /1645
Circling RWY 32 MDA/H	4000 /2330	4000 /2330	4000 /2330
Visibility m	5000	5000	5000

* When ALS RWY 32 in use, red fixed LGT denoting hazardous terrain



THIS PAGE INTENTIONALLY LEFT BLANK

VISUAL APPROACH PROCEDURE

ATIS	125.130	
TWR	121.025	119.700
APP	127.325	

BERN-BELP (LSZB)
ROMEO CIRCLING RWY 32

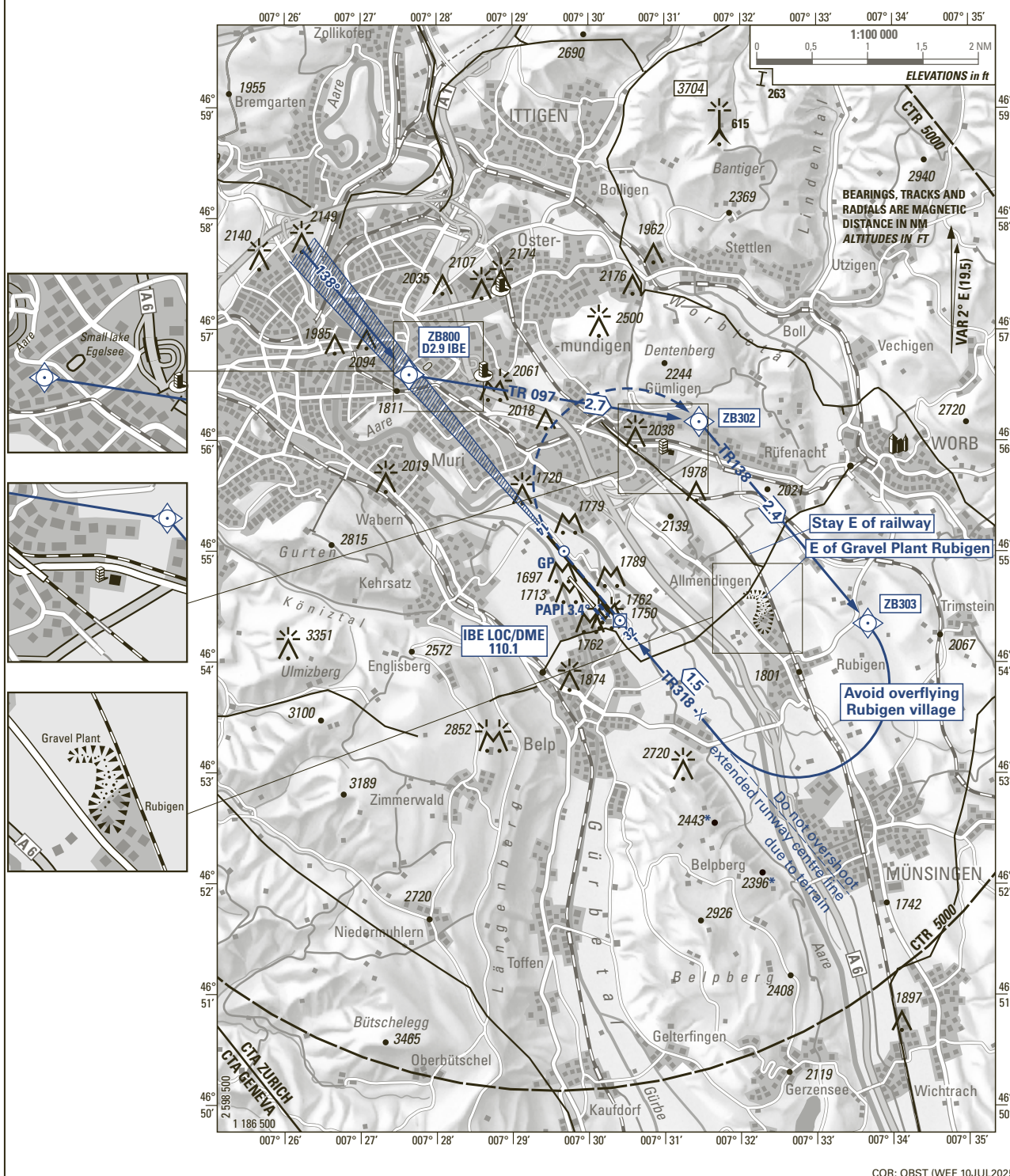
ELEV 1675 ft (511 m)

	CAT A	CAT B	CAT C
Circling RWY 32 OCA/H	3190 / 1515	3210 / 1535	3320 / 1645
Visibility m	5000	5000	5000

Circling speed MAX IAS 150kt

WPT in circling to be used for reference only

* When ALS RWY 32 in use, red fixed LGT denoting hazardous terrain

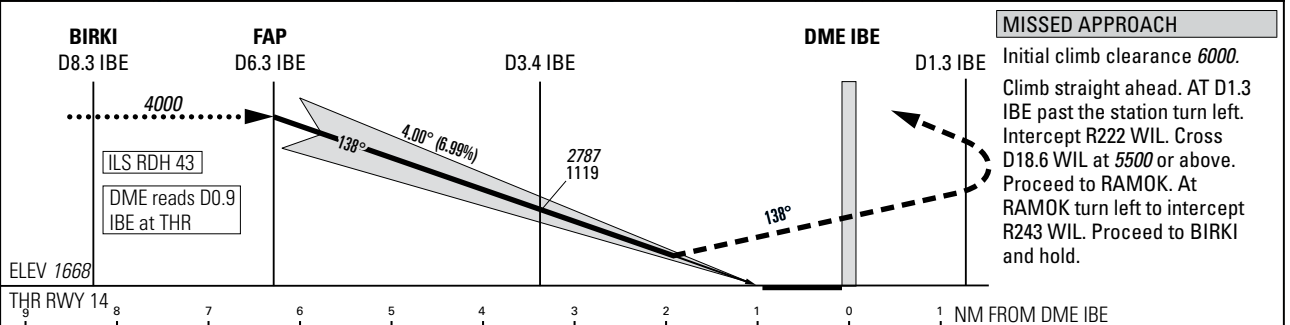
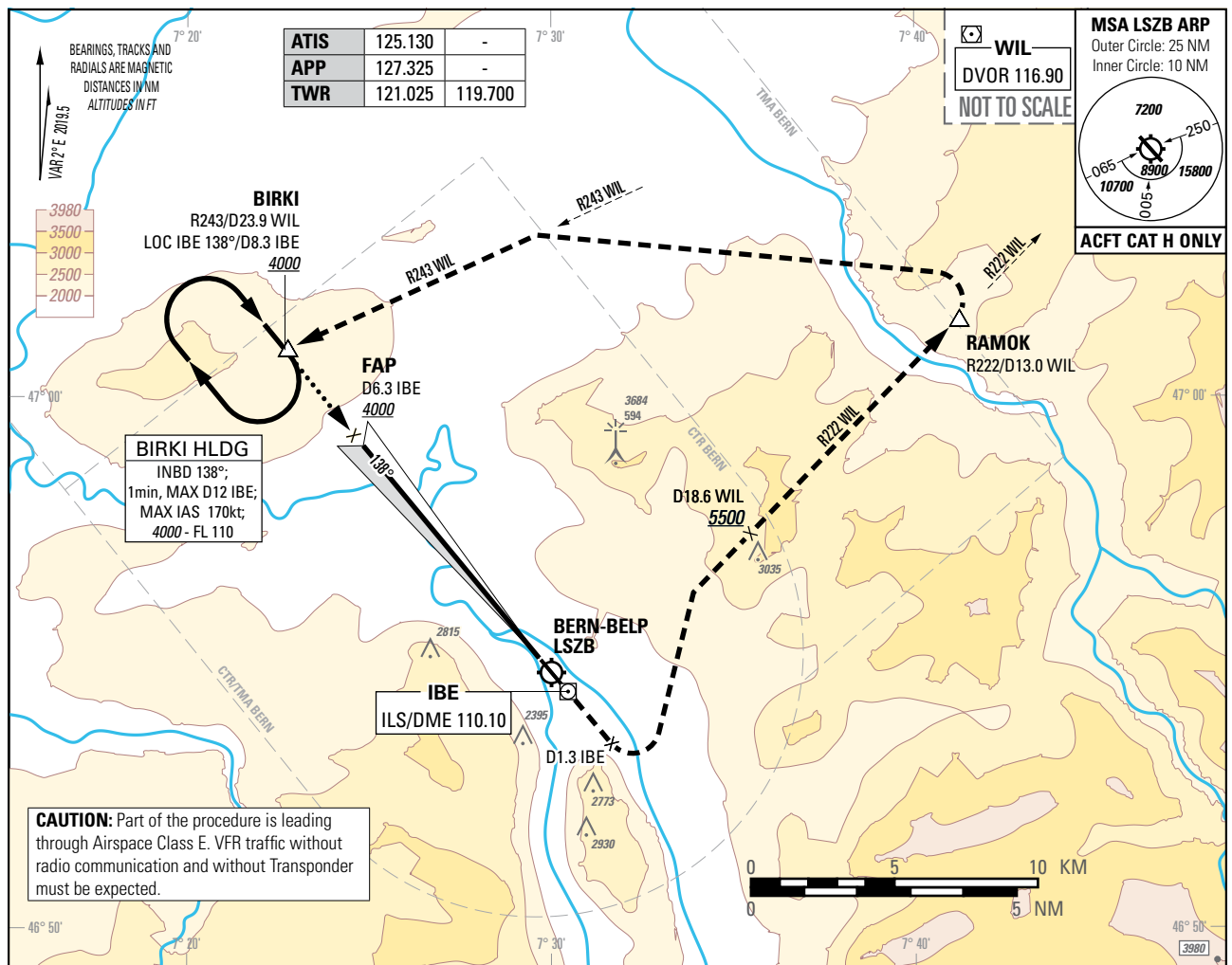


COR: OBST (WEF 10JUL2025)

THIS PAGE INTENTIONALLY LEFT BLANK

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000BERN-BELP (LSZB)
ILS RWY 14

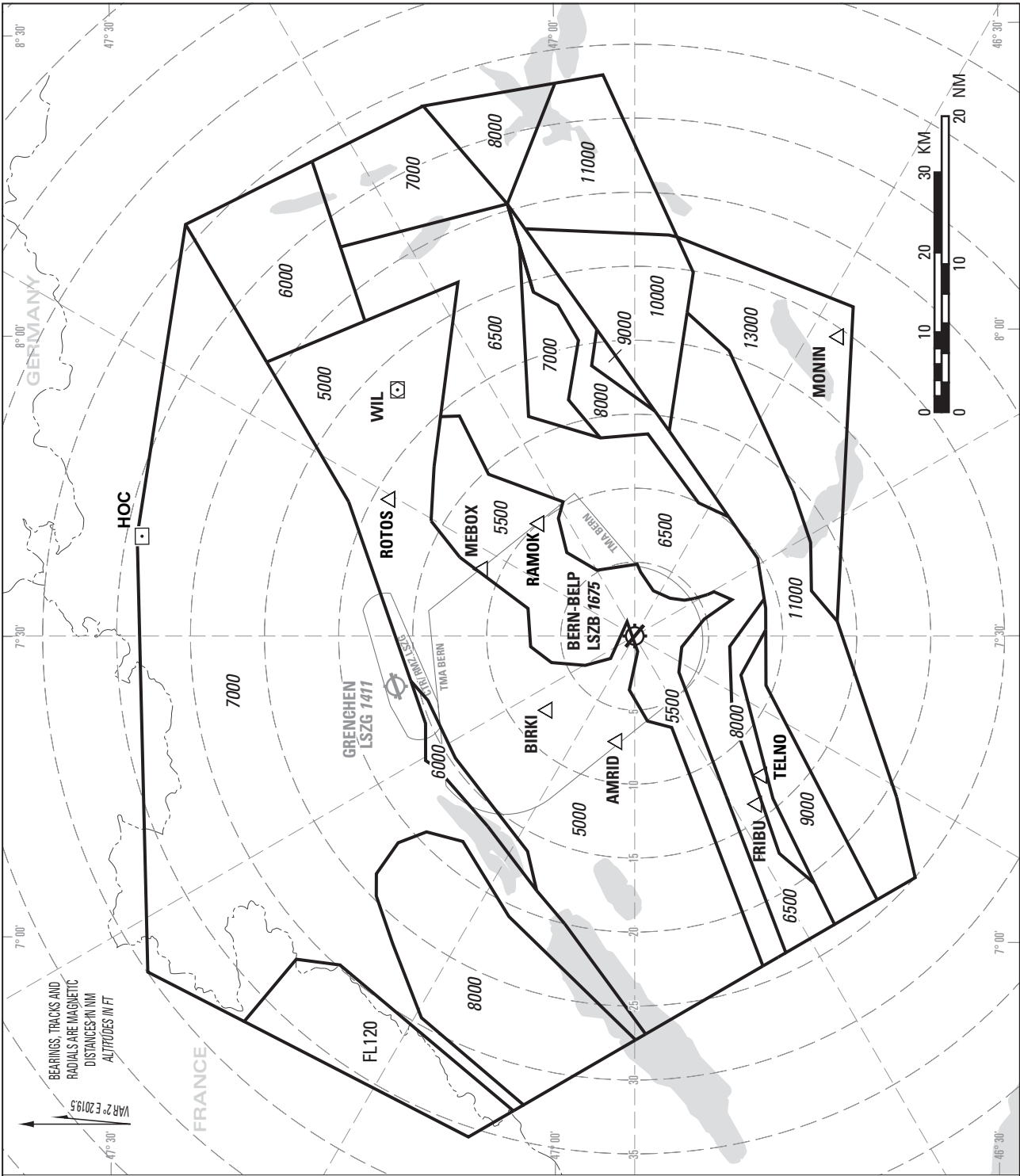
Missed APCH climb gradient requirement			STRAIGHT-IN APPROACH					DME IBE								
			OBSTACLE CLEARANCE ALTITUDE (HEIGHT)					DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1	
			H					ALT FT	4000	3877	3452	3028	2603	-		
4.2%	pressure altimeter		2334 (666)					CAUTION - MAX GS 140kt in final APCH to avoid ROD >1000ft/min. - 0.7 NM BFR THR 14 Visual Segment Surface (VSS) penetrated by trees up to 1890ft AMSL. - This is not a standard APCH angle.								
5.0% up to 3100		2229 (561)														
7.0% up to 3100		2075 (407)														
			DECISION ALTITUDE (HEIGHT)					REMARK - Uncategorised ILS APCH RWY 14 due to OBST limitation and restriction according to non-instrument RWY criteria. - ILS14 signal fulfills ICAO Annex 10, CAT I specifications. - Circling according to specific APCH charts.								
4.2%	pressure altimeter		2334 (666)													
5.0% up to 3100		2229 (561)														
7.0% up to 3100		2117 (449)														
ROD	GS kt	90	110	130	140											
	FT/MIN	637	779	920	991											

GOB chart renaming (W55 2055B2025)

COR: chart renaming (WEF 20FEB2025)

THIS PAGE INTENTIONALLY LEFT BLANK

MINIMUM VECTORING ALTITUDE CHART (ADTEMPERATURES -20° TO -5°C)



NOTES:

The minimum vectoring altitude chart shows the lowest altitude for the approach / departure sectors of LSZB which may be assigned to an IFR flight under radar vectoring.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSZB QNH.

Transition ALT: 6000

Minimum altitudes over Swiss territory are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

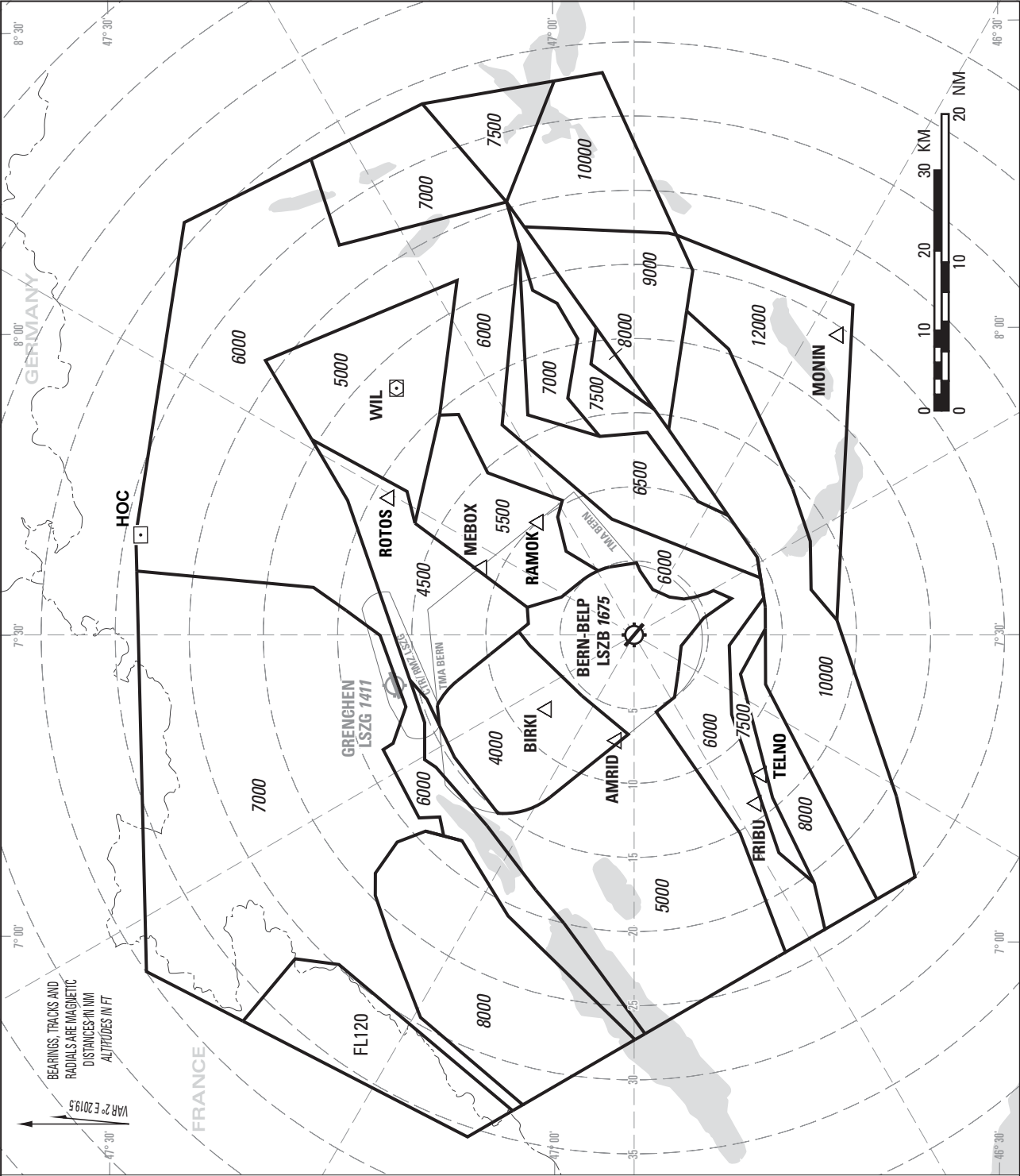
Minimum altitudes are protected for low temperatures from minus 20 degrees to minus 5 degrees celsius (LSZB temperature).

Sectors indicated all 30°, distances indicated all 5 NM, based on ARP LSZB.

COR: editorial (WEF 20FEB2025)

THIS PAGE INTENTIONALLY LEFT BLANK

MINIMUM VECTORING ALTITUDE CHART (AD TEMPERATURES -4°C AND ABOVE)



NOTES:

The minimum vectoring altitude chart shows the lowest altitude for the approach / departure sectors of LSZB which may be assigned to an IFR flight under radar vectoring.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSZB QNH.

Transition ALT: 6000

Minimum altitudes over Swiss territory are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes are protected for low temperatures to minus 4 degrees celsius (LSZB temperature).

Sectors indicated all 30°, distances indicated all 5 NM, based on ARP LSZB.

COR: editorial (WEF 20FEB2025)

THIS PAGE INTENTIONALLY LEFT BLANK