Page 1
Changed chart(s) since Disc 03-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 03-2011

General Info

Bern, CHE
N 46° 54.7' E 07° 29.9' Mag Var: 0.0°W
Elevation: 1673'

Public, IFR, Control Tower, Customs, Landing Fee
Pattern Altitude: 1327 feet AGL
Fuel: 100LL, Jet A-1
Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 14-32 5676' x 98' asphalt
Runway 14R-32L 2133' x 98' grass

Runway 14 (139.0°M) TDZE 1668'
  Lights: Edge, ALS, REIL
  Displaced Threshold Distance 656'
Runway 14R (139.0°M) TDZE 1673'
Runway 32 (319.0°M) TDZE 1675'
  Lights: Edge, REIL
Runway 32L (319.0°M) TDZE 1673'

Communications Info

ATIS **125.125**
Bern Tower **121.025**
Bern Tower **119.7** Secondary
Bern Approach Control **127.325**

Notebook Info

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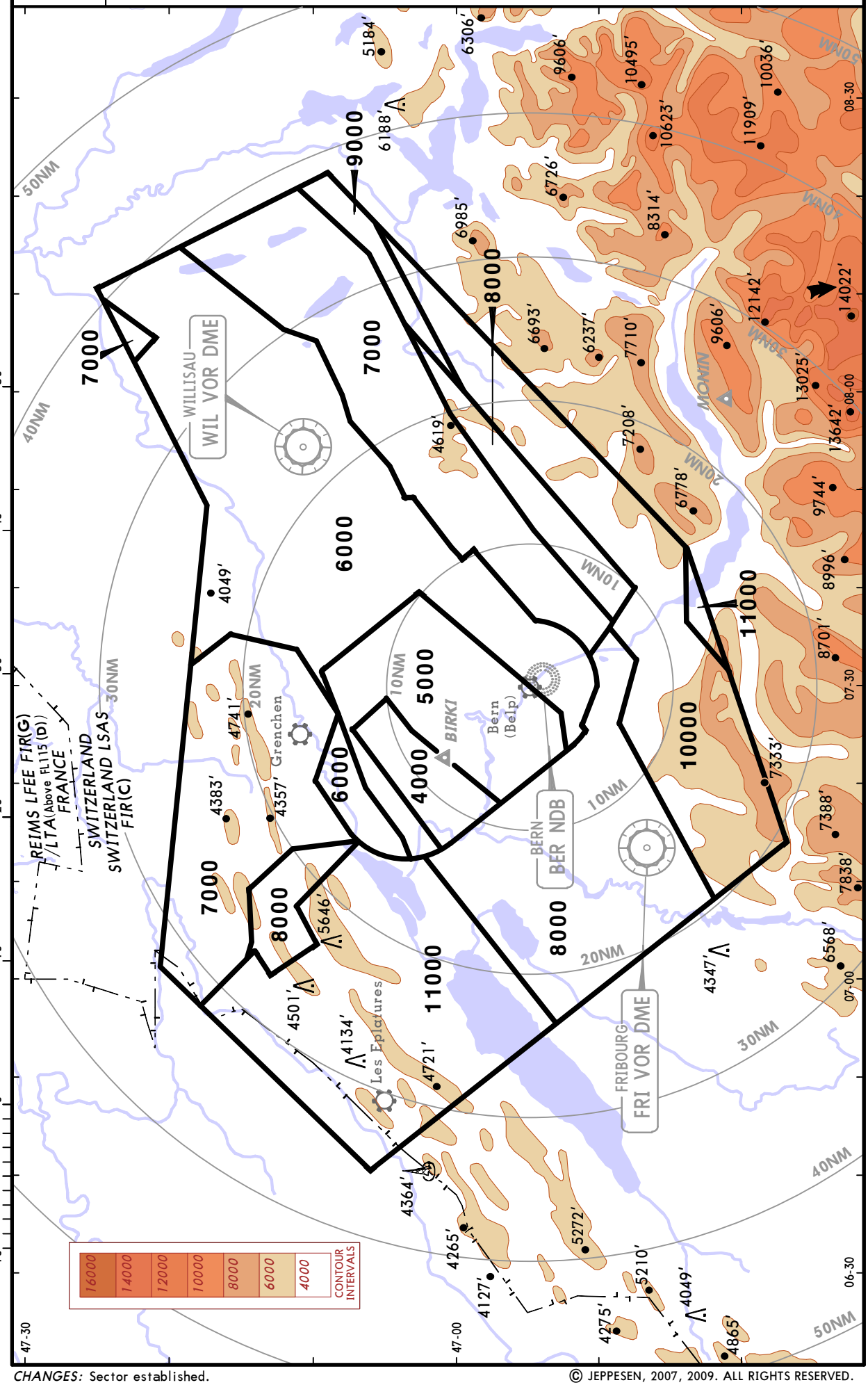
BELP

JEPPESEN
28 AUG 09 (10-1R)

BERN, SWITZERLAND
RADAR MINIMUM ALTITUDES

Apt Elev	
1673′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Radar minimum altitudes are protected for temperatures at or above -4°C.



CHANGES: Sector established.

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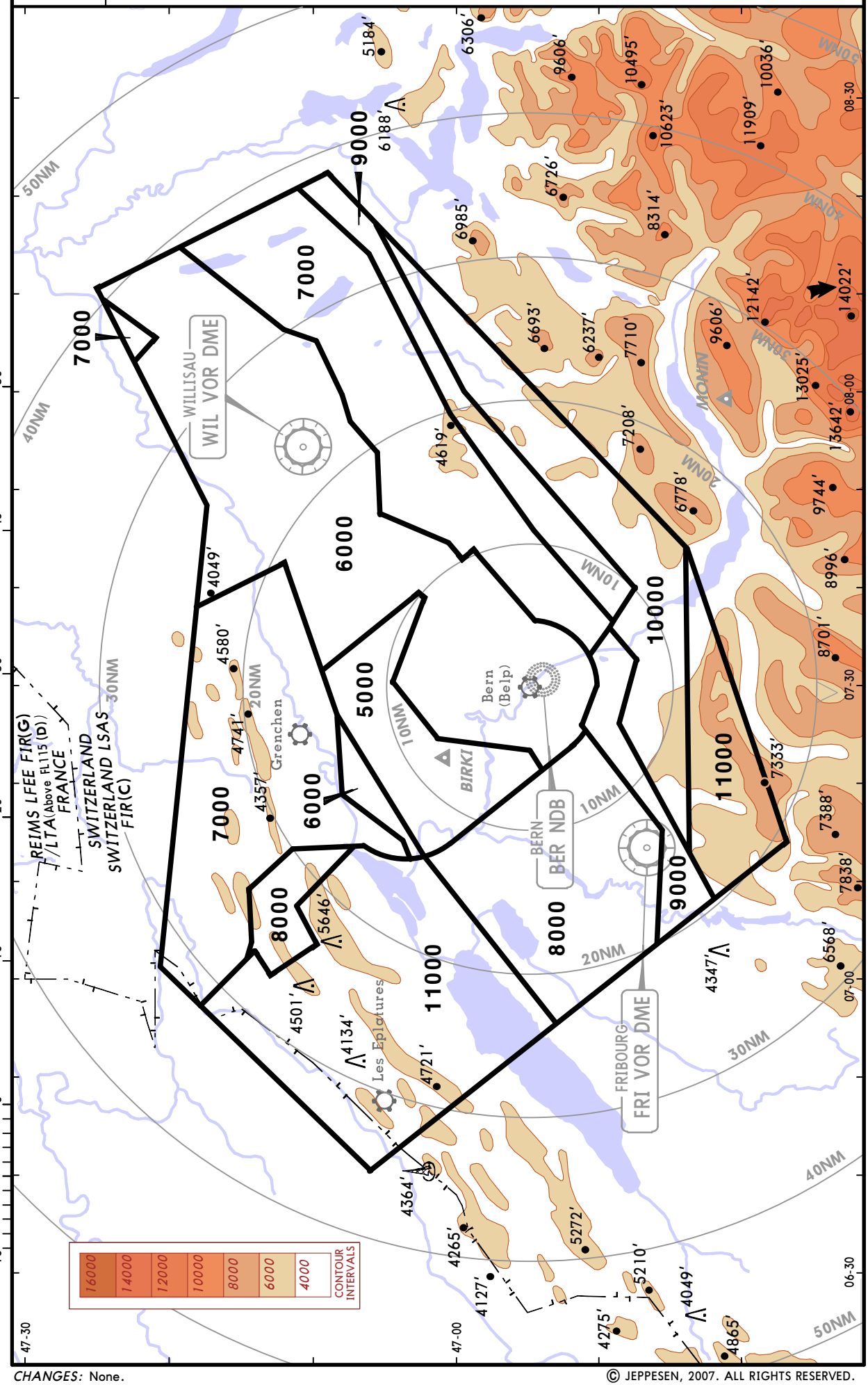
BELP

JEPPESEN
28 AUG 09 (10-1R1)

BERN, SWITZERLAND
RADAR MINIMUM ALTITUDES

Apt Elev	
1673′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Radar minimum altitudes are protected for low temperatures between -5°C and -20°C.



CHANGES: None.

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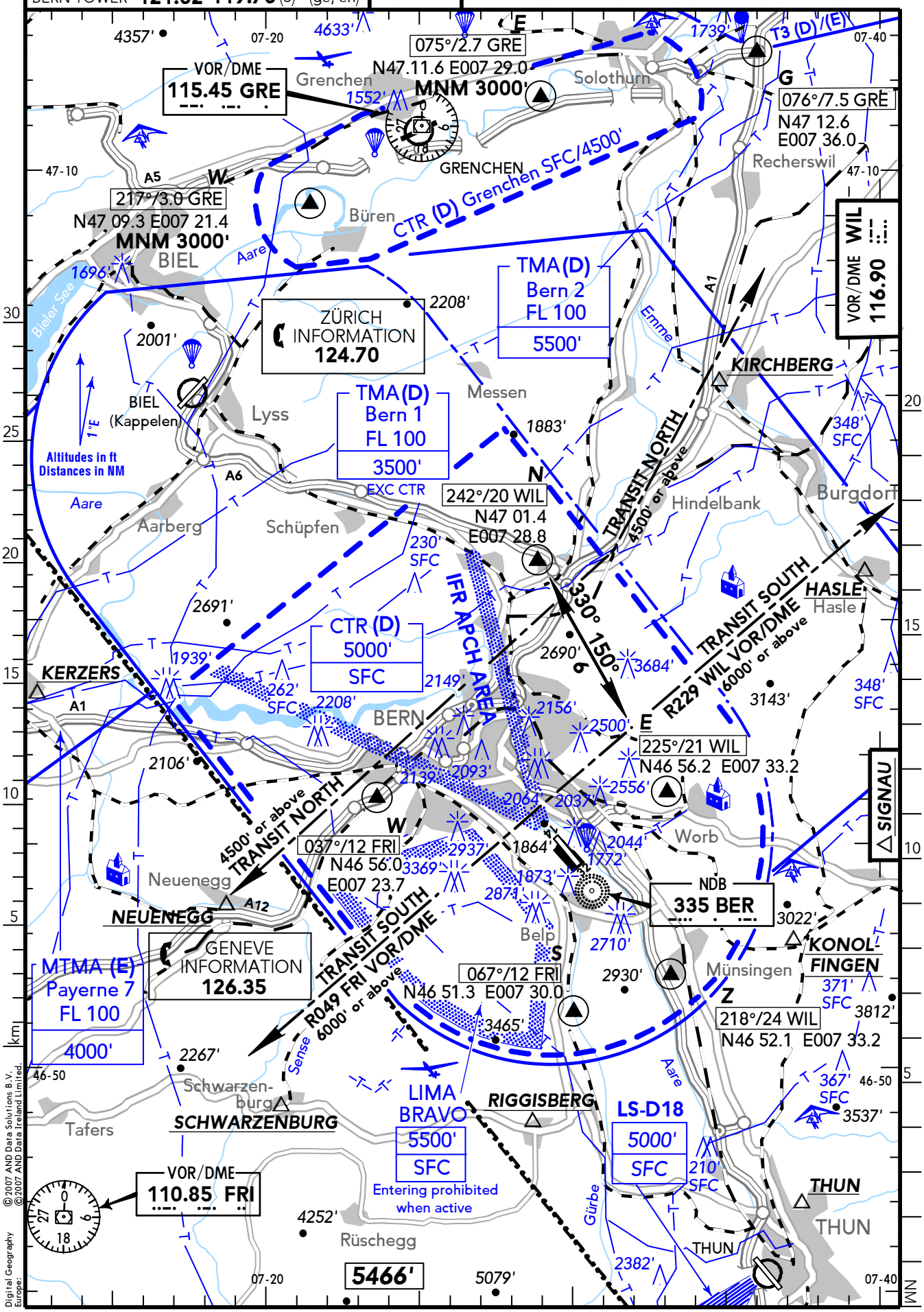
JEPPESEN 12 JUN 09 (10-1V)

AREA
BERN
SWITZERLAND

*Within TMA (D) Bern VDF
BERN ARRIVAL 127.32* (ge, en)
BERN DEPARTURE 127.32 (ge, en)
BERN TOWER 121.02 119.70 (S) (ge, en)

ATIS 125.12



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Digital Geography Europe:

CHANGES: VAR - Airspace - REPs & Routes - Navaids - OBST - Spot Elevations - Topography.

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ACFT entering for LDG or leaving CTR Bern shall proceed via the established routes and control points (clearance by BERN TWR required). MAX ALT within CTR: 4500'.

Monitor Bern ATIS. Confirm ATIS designator on first radio contact.

For transit flights across TMA and CTR Bern, if outside AD op hr no contact with TWR/APP is possible, monitor ATIS for instructions to receive crossing clearance.
Transit flights according to instructions (clearance) from BERN TWR.

During AD op hr transit flights should (if weather conditions permit) follow the published transit routes, unless otherwise instructed by ATC. When GLD sector LIMA BRAVO is active (ATIS) the MNM ALT on TRANSIT SOUTH is 6000'.

Establish radio contact with BERN TWR at least 5 MIN prior to entering the CTR or at Kirchberg, Hasle, Signau, Konolfingen, Thun, Riggisberg, Schwarzenburg, Neuenegg or Kerzers (as depicted on 10-1V).

The intended arrival route shall be submitted on first contact, e.g. HASLE - E.

The climb shall be continued after take-off up to MAX ALT 4500'.

Radio failure ARR: Set transponder on 7600. Without clearance to enter traffic circuit: Leave CTR on shortest way and proceed to the alternate AD. After clearance to enter traffic circuit: Join traffic circuit, look out for light signals from tower, land on RWY-in-use.

Radio failure DEP: Before TKOF: Return to aircraft stand via TWY, looking out for light signals from tower.
After TKOF: Set transponder on 7600 and leave the CTR according to the clearance.

Der Einflug in die CTR Bern zur Landung und der Ausflug haben über die festgelegten Flugwege und Kontrollpunkte zu erfolgen (Freigabe durch BERN TWR ist erforderlich). MAX ALT innerhalb CTR: 4500'.

ATIS Bern abhören. ATIS-Kennbuchstaben beim ersten Funkkontakt bestätigen.

Für Transitflüge durch die TMA und CTR Bern muss die ATIS mitgehört werden, um Anweisungen für eine Durchflugbewilligung zu erhalten, sofern außerhalb der Flughafenbetriebszeiten kein Kontakt mit TWR/APP möglich ist.
Für Transitflüge durch die CTR ist ebenfalls eine Freigabe von BERN TWR erforderlich.

Während der AD op hr sollten Transitflüge (wenn es die Wetterbedingungen zulassen) die publizierten Transitrouten benutzen, sofern sie durch ATC keine anderen Anweisungen erhalten. Bei aktiviertem GLD-Sektor LIMA BRAVO (ATIS) beträgt die Mindestflughöhe auf TRANSIT SOUTH 6000'.

Funkkontakt mit BERN TWR spätestens 5 MIN vor Einflug in die CTR aufnehmen oder über Kirchberg, Hasle, Signau, Konolfingen, Thun, Riggisberg, Schwarzenburg, Neuenegg oder Kerzers (wie auf 10-1V abgebildet).

Mit dem ersten Funkkontakt ist die vorgesehene Anflugroute zu melden, z.B. HASLE - E.

Der Steigflug soll nach dem Start bis MAX ALT 4500' kontinuierlich fortgesetzt werden.

Funkausfall bei ARR: Transponder auf 7600 einstellen. Ohne Freigabe für den Einflug in die Platzrunde: CTR auf dem kürzesten Weg verlassen und zum Ausweichflugplatz fliegen. Nach Erhalt der Freigabe für die Platzrunde: Anflug weiterführen, auf Lichtsignale vom Tower achten, auf der in Betrieb stehenden Piste landen.

Funkausfall bei DEP: Vor dem Start: Zurück zum Standplatz über TWY und Lichtsignale vom Tower beachten. Nach dem Start: Transponder auf 7600 einstellen und CTR entsprechend der erhaltenen Freigabe verlassen.

ACFT (LDG ou quitter CTR Bern) doivent procéder par les itinéraires et les points de compte rendu (autorisation nécessaire de BERN TWR). ALT MAX dans la CTR: 4500'.

Ecouter Bern ATIS. Confirmer ATIS au premier contact radio.

Pour les vols de transit en TMA et CTR Bern, si le contact avec la TWR/APP n'est pas possible hors les op hr de l'AD, maintenir la veille sur la fréquence ATIS pour les instructions pour obtenir l'autorisation de traverser.
Vols de transit conformément aux instructions ("clearance") de BERN TWR.

Pendant AD op hr les vols de transit doivent (si les conditions atmosphériques laissent) suivre les itinéraires de transit publiés, sauf autorisation contraire de contrôle. Pendant l'activation du secteur GLD LIMA BRAVO (ATIS) l' ALT MNM sur TRANSIT SOUTH est 6000'.

Etablir le contact radio avec BERN TWR au moins 5 MIN avant d'entrer dans la CTR ou verticale de Kirchberg, Hasle, Signau, Konolfingen, Thun, Riggisberg, Schwarzenburg, Neuenegg, Kerzers (figuré au 10-1V).

Sur premier contact radio la route d'arrivée prévue doit être annoncée, par exemple HASLE - E.

Après le décollage la montée doit être continuée jusqu'au MAX ALT 4500'.

Panne radio à l'arrivée: Code transpondeur 7600. Sans "clearance" pour entrer dans le circuit: Quitter la CTR immédiatement et voler à l'AD de dégagement. Avec "clearance" pour entrer dans le circuit: Entrer dans le circuit, observer les signaux lumineux de la tour, attérrissage sur la piste operationnelle.

Panne radio DEP: Avant TKOF: Retourner à la poste de stationnement d'aéronef, regardant les signaux lumineux de la tour. Après TKOF: Code transpondeur 7600, et quitter la CTR selon "clearance".

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LSZB/BRN
BELP

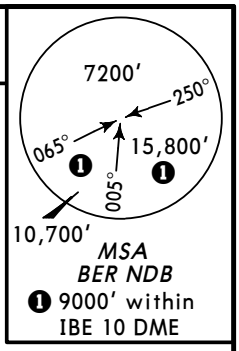
JEPPESEN

12 SEP 08 (10-2) Eff 25 Sep

BERN, SWITZERLAND

STAR

ATIS	Apt Elev	
125.12	1673′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



FRIBOURG TWO MIKE (FRI 2M)
MONIN TWO MIKE (MONIN 2M) *[MONI2M]*
ROTOS TWO MIKE (ROTOS 2M) *[ROTO2M]*
ROTOS TWO NOVEMBER (ROTOS 2N) *[ROTO2N]*
ARRIVALS
TO BIRKI

WILLISAU
116.9 WIL
N47 10.7 E007 54.4

ROTOS
N47 11.4
E007 43.5

BELAR
N47 07.5 E007 33.8
At or above **6000′**

ZB695
N47 06.3 E007 25.9
At or above **6000′**

LARDO
N47 05.6 E007 22.0
At or above **4000′**
MAX **210 KT** during turn

8 ROTOS 2M, 2N 239°
256°
D14.5
D20 5.5
D22.7 2.7
187°

❷ Do not overshoot IBE 12 DME.
❸ Do not overshoot IBE 5 DME.
❹ **ROTOS 2M:** intercept LOC IBE RWY 14.
ROTOS 2N: intercept NDB RWY 14 approach.

BIRKI
D8.3 IBE
N47 00.8 E007 22.6
At or above **4000′**

D24 245°

D4.4 IBE
N46 57.7 E007 26.2
At or above **4400′**

AMRID
N46 56.1
E007 19.6
At or above **8000′**

D15 5 4

BERN
335 BER
N46 53.9 E007 30.6
At or above **6000′**

❺ ILS DME
(110.1) IBE
N46 54.4 E007 30.3

5 320° 140° 4 320°
MHA 6000
MAX FL110
MAX 180 KT
5 DME

D4 IBE
N46 52.0 E007 35.0
At or above **7000′**

10 FRI 2M
023°

FRIBOURG
110.85 FRI
N46 46.7 E007 13.4

7
6 MONIN 2M

ZB636
D11 IBE
N46 48.2 E007 43.5
At or above **11000′**

7 302°
099° D32

D17 IBE
N46 44.9 E007 50.9
At or above **16000′**

MONIN
D24.1 IBE
N46 41.1
E007 59.3

HOLDING OVER BIRKI

140°
MHA 4000
MAX FL110
MAX 170 KT
IBE 12 DME
320°

N
NOT TO SCALE

CHANGES: STARs completely revised.

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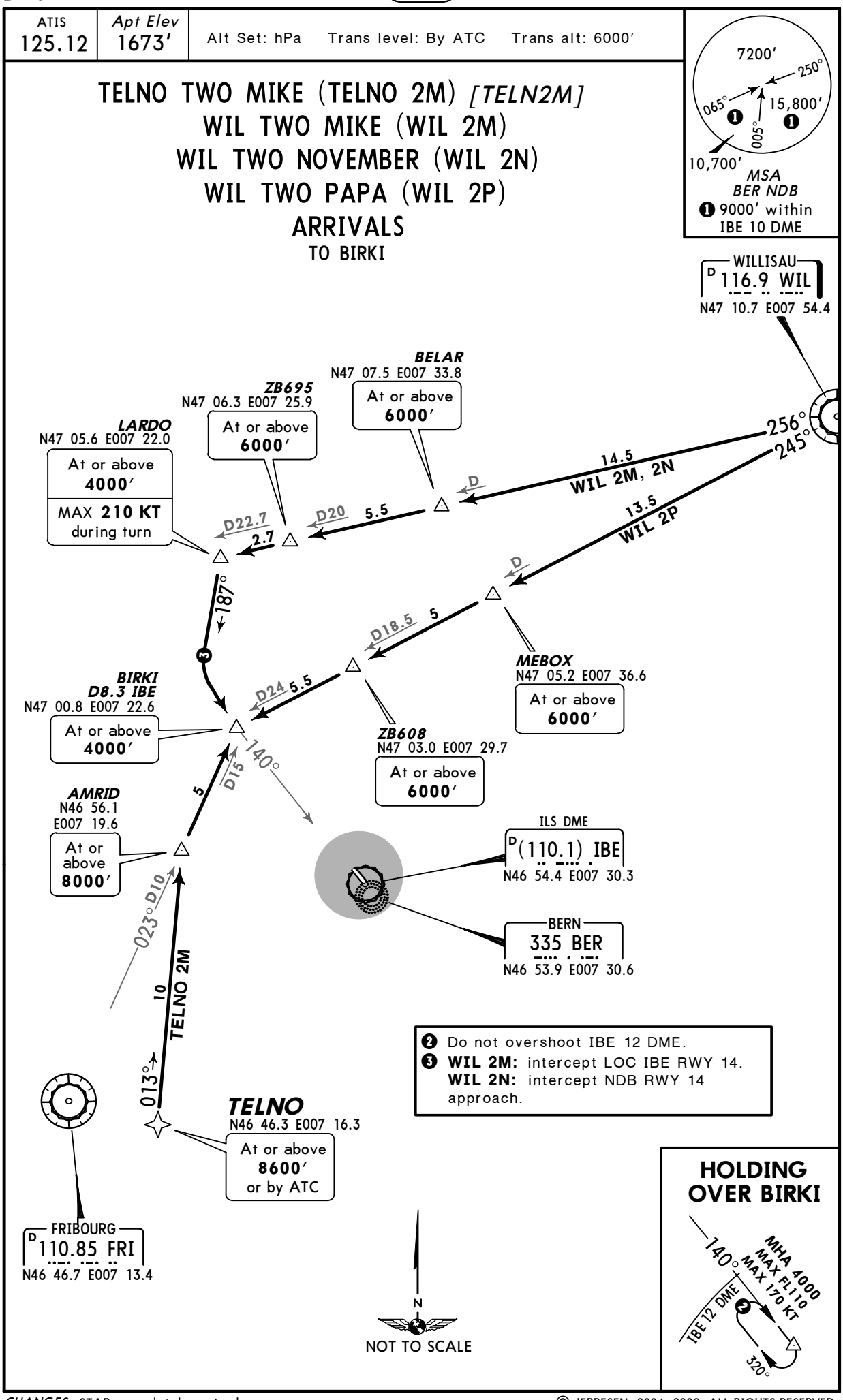
BELP

JEPPESEN
12 SEP 08 (10-2A) Eff 25 Sep

BERN, SWITZERLAND
STAR

ATIS	Apt Elev	
125.12	1673′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



CHANGES: STARs completely revised.

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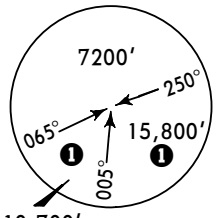
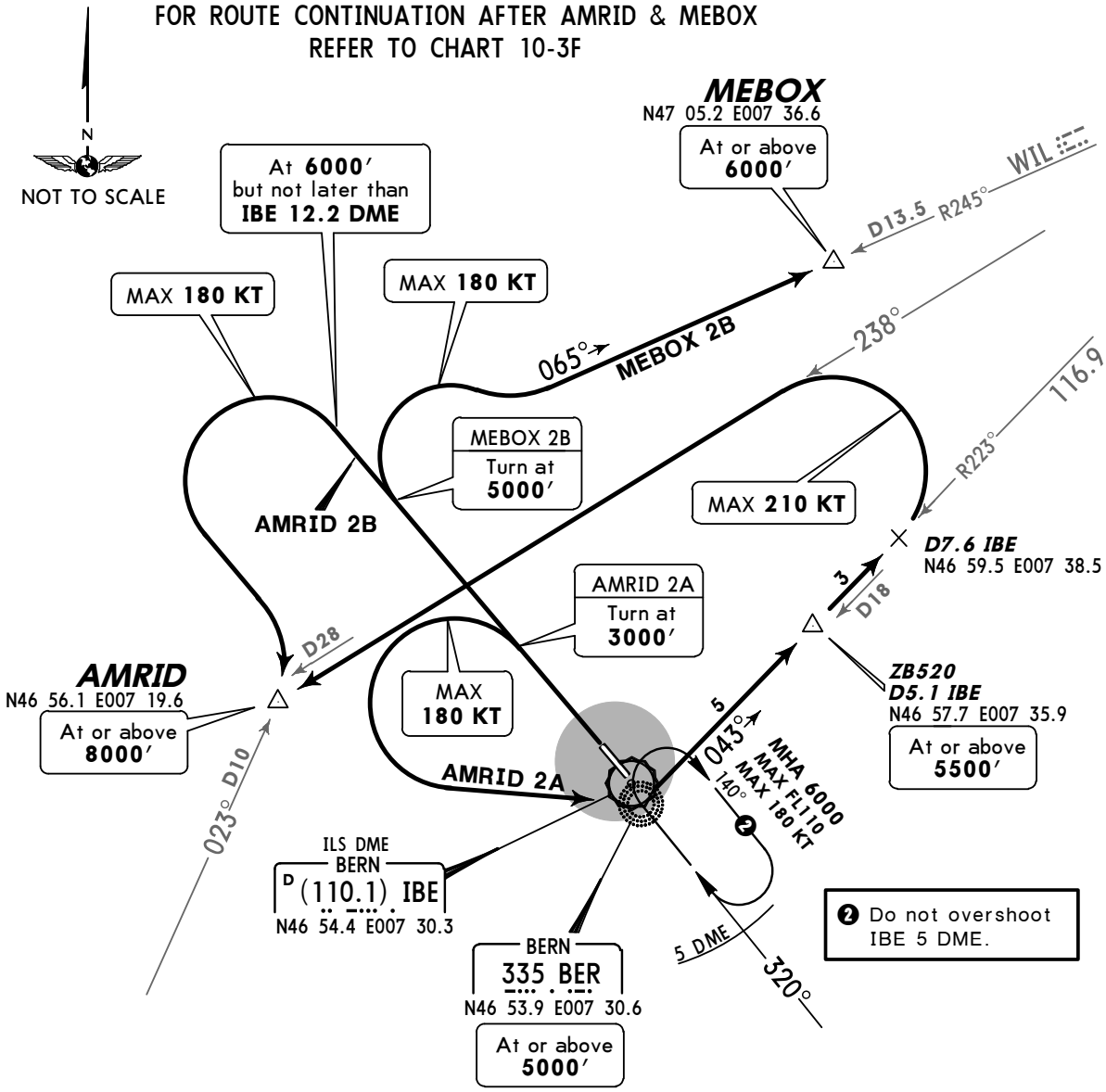
Apt Elev 1673′	Trans level: By ATC Trans alt: 6000′ **1.** Visual conditions: SIDs are allocated only if the relevant hill tops for the visual part are clearly visible by TWR. **2.** Close-in obstacle: Right of track up to 1850′ shortly after end of RWY 32.



MSA
BER NDB
❶ 9000′ within IBE 10 DME

AMRID TWO ALFA (AMRID 2A) *[AMRI2A]*
AMRID TWO BRAVO (AMRID 2B) *[AMRI2B]*
MEBOX TWO BRAVO (MEBOX 2B) *[MEBO2B]*
RWY 32 DEPARTURES

FOR ROUTE CONTINUATION AFTER AMRID & MEBOX
REFER TO CHART 10-3F



❷ Do not overshoot IBE 5 DME.

AMRID 2B, MEBOX 2B
These SIDs require a minimum climb gradient of
450′ per NM (7.4%) up to **3300′.**

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

Initial climb clearance **5000′**

SID	ROUTING
AMRID 2A	Climb to **3000′,** turn LEFT, maintain visual ground contact up to **3600′,** to BER, 043° bearing from BER to D7.6 IBE, turn LEFT, intercept WIL R-238 to AMRID.
AMRID 2B	Climb straight ahead, at **6000′** but not later than IBE 12.2 DME turn LEFT to AMRID.
MEBOX 2B	Climb to **5000′,** turn RIGHT, intercept WIL R-245 inbound to MEBOX.

CHANGES: SIDs renumbered & revised.

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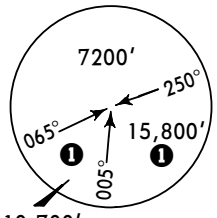
Apt Elev
1673′

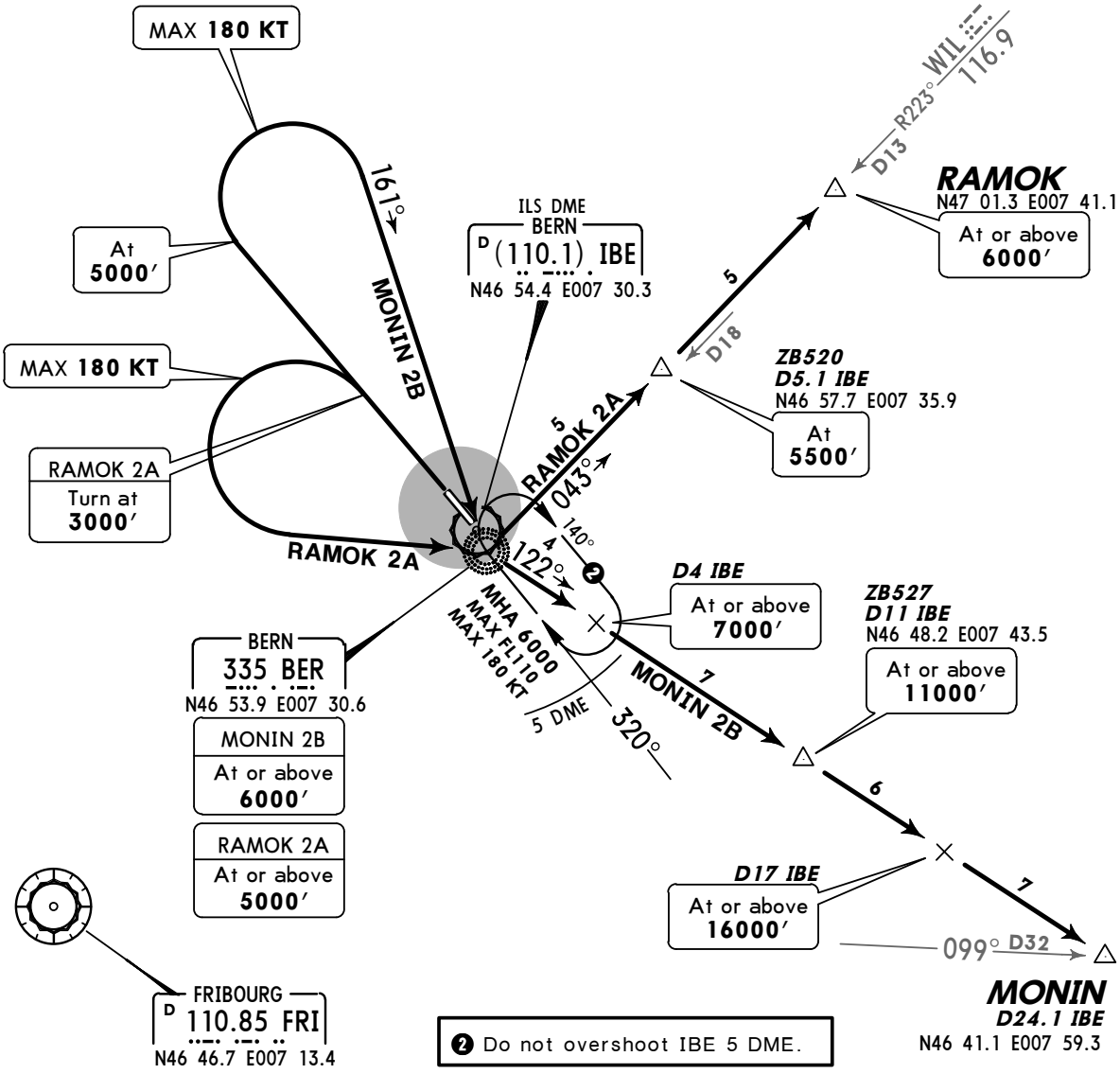
Trans level: By ATC Trans alt: 6000′
1. Visual conditions: SIDs are allocated only if the relevant hill tops for the visual part are clearly visible by TWR.
2. Close-in obstacle: Right of track up to 1850′ shortly after end of RWY 32.



MSA
BER NDB
❶ 9000′ within IBE 10 DME

MONIN TWO BRAVO (MONIN 2B) *[MONI2B]*
RAMOK TWO ALFA (RAMOK 2A) *[RAMO2A]*
RWY 32 DEPARTURES

FOR ROUTE CONTINUATION AFTER RAMOK
REFER TO CHART 10-3F



MONIN 2B
This SID requires a minimum climb gradient of
450′ per NM (7.4%) up to **3300′.**

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

Initial climb clearance **5000′**

SID	ROUTING
MONIN 2B	Climb to **5000′,** turn RIGHT, intercept 161° bearing to BER, turn LEFT, intercept 122° bearing from BER to MONIN.
RAMOK 2A	Climb to **3000′,** turn LEFT, maintain visual ground contact up to **3600′,** to BER, intercept WIL R-223 inbound to RAMOK.

CHANGES: SIDs renumbered & revised.

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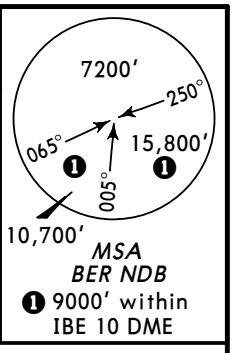
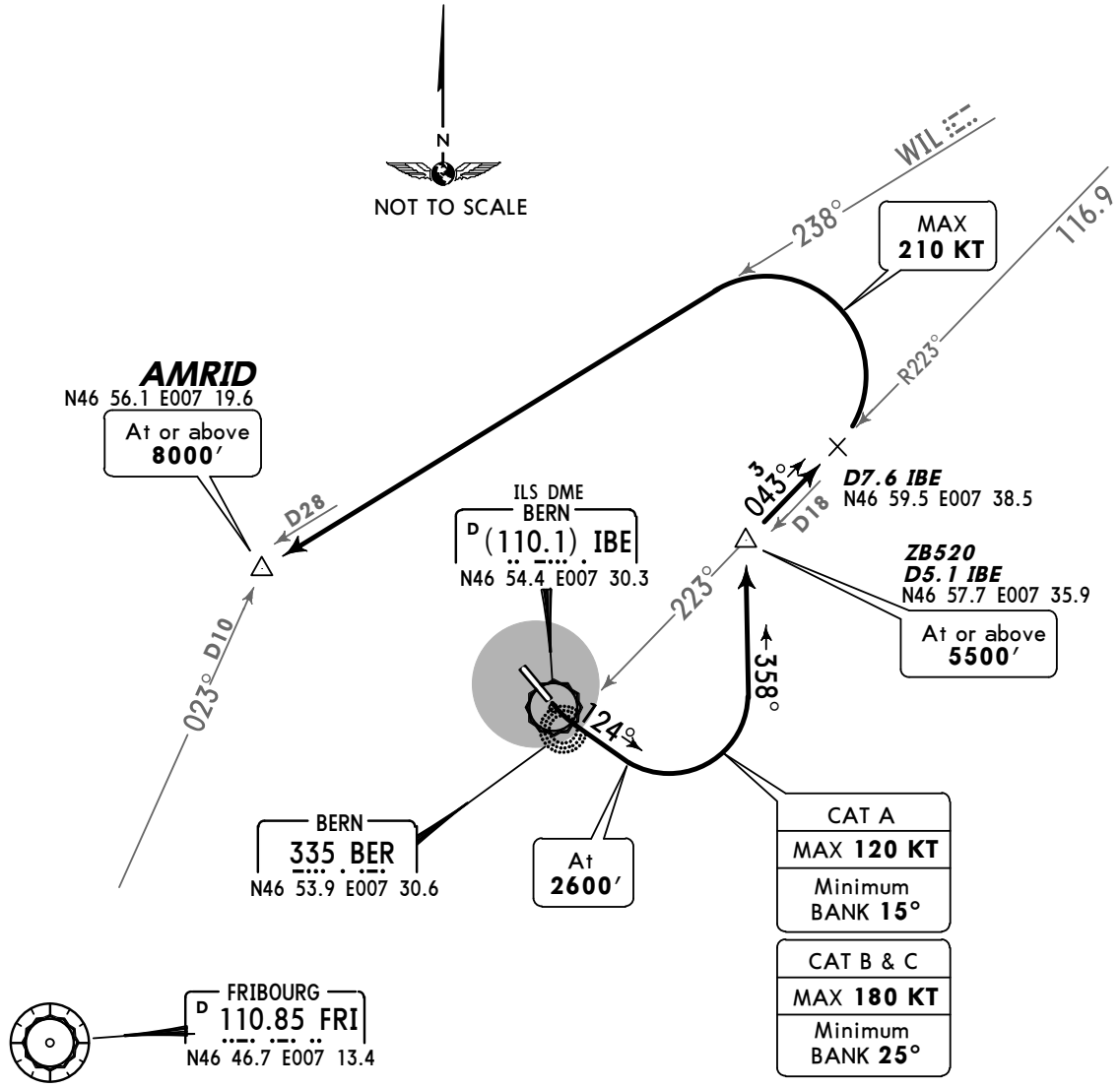
Apt Elev	Trans level: By ATC Trans alt: 6000′
1673′	



AMRID TWO SIERRA (AMRID 2S) *[AMRI2S]*
RWY 14 DEPARTURE
FOR ROUTE CONTINUATION AFTER AMRID
REFER TO CHART 10-3F



This SID requires a minimum climb gradient of
425′ per NM (7%) up to **3500′.**

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

If unable to comply with minimum climb gradient:
Ceiling 1300′ - VIS 1500m, maintain visual contact for take-off and initial turn.

Initial climb clearance **FL80**

ROUTING

After passing DER runway 14 climb on 124° track to **2600′,** turn LEFT, 358° track, intercept WIL R-223 inbound to D7.6 IBE, turn LEFT, intercept WIL R-238 to AMRID.

CHANGES: SID renumbered & revised.

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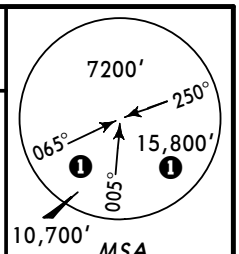
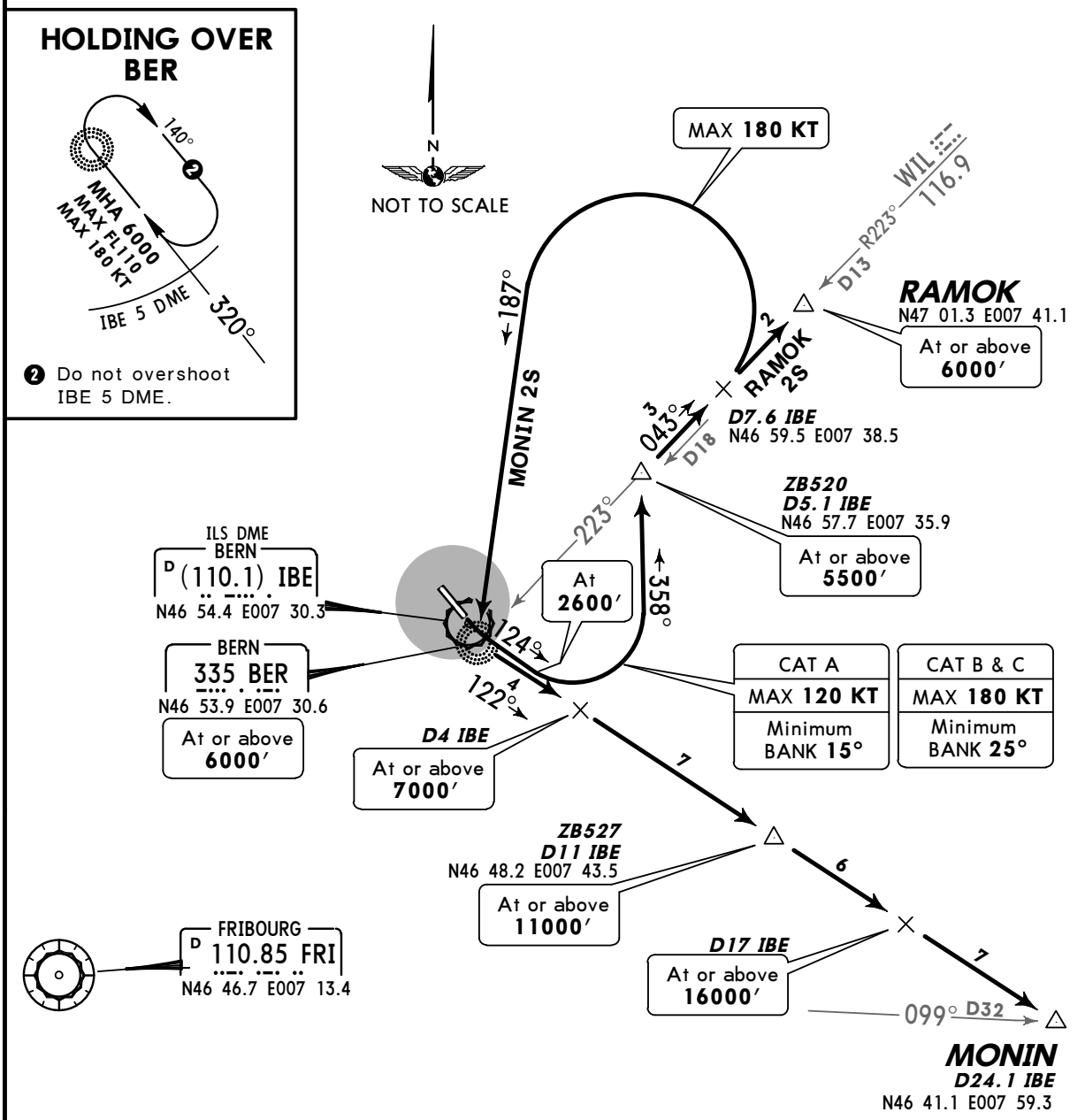
Apt Elev	Trans level: By ATC Trans alt: 6000′
1673′	

MONIN TWO SIERRA (MONIN 2S) *[MONI2S]*
RAMOK TWO SIERRA (RAMOK 2S) *[RAMO2S]*
RWY 14 DEPARTURES

FOR ROUTE CONTINUATION AFTER RAMOK
REFER TO CHART 10-3F





These SIDs require a minimum climb gradient of
425′ per NM (7%) up to **3500′.**

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

If unable to comply with minimum climb gradient:
Ceiling 1300′ - VIS 1500m, maintain visual contact for take-off and initial turn.

Initial climb clearance **FL80**

SID	ROUTING
MONIN 2S	After passing DER runway 14 climb on 124° track to **2600′,** turn LEFT, 358° track, intercept WIL R-223 to D7.6 IBE, turn LEFT, intercept 187° bearing to BER, turn LEFT, intercept 122° bearing from BER to MONIN.
RAMOK 2S	After passing DER runway 14 climb on 124° track to **2600′,** turn LEFT, 358° track, intercept WIL R-223 inbound RAMOK.

CHANGES: SIDs renumbered & revised.

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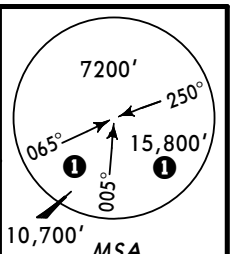
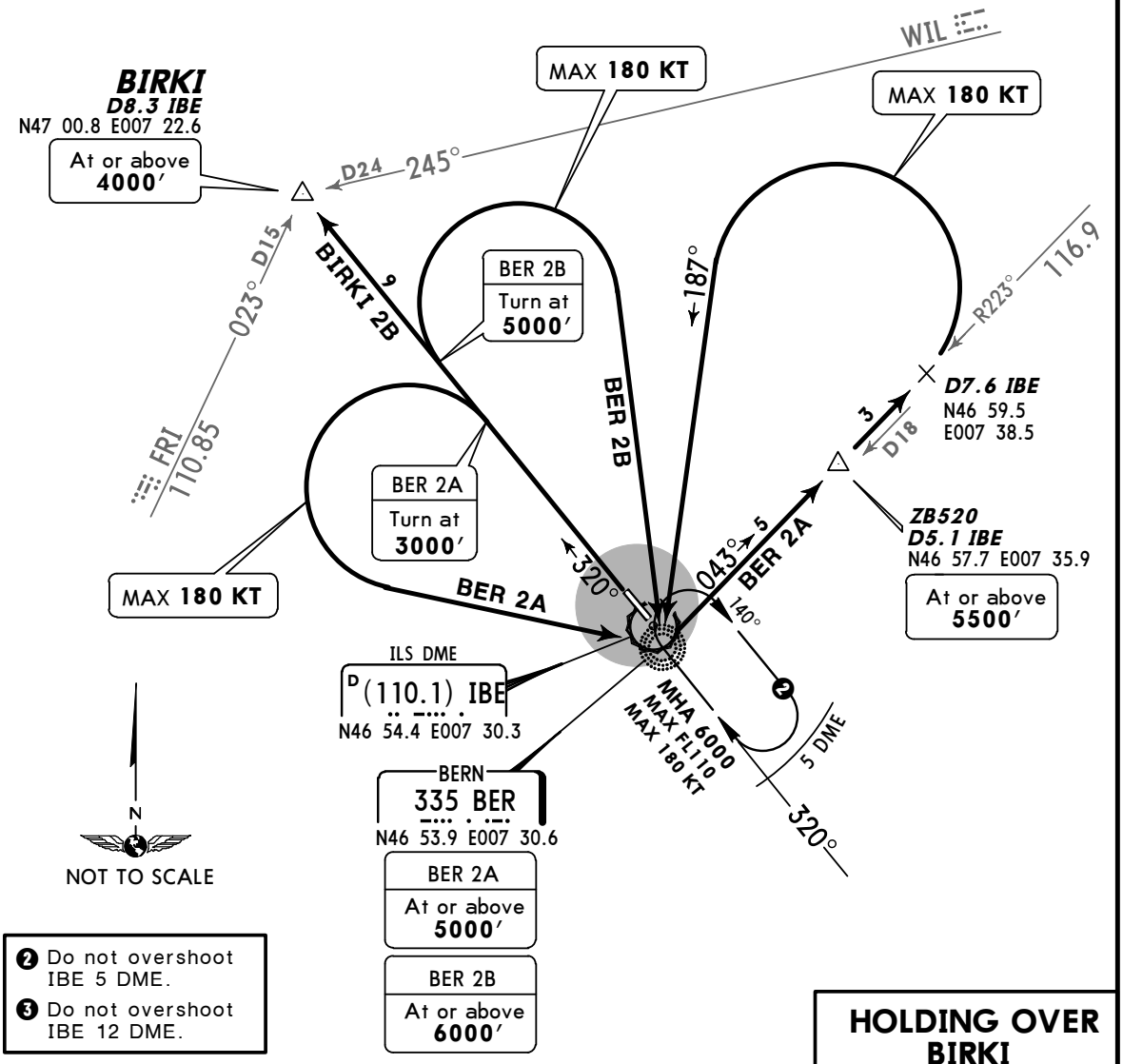
Apt Elev 1673′	Trans level: By ATC Trans alt: 6000′ **1.** Visual conditions: SIDs are allocated only if the relevant hill tops for the visual part are clearly visible by TWR. **2.** Close-in obstacle: Right of track up to 1850′ shortly after end of RWY 32.

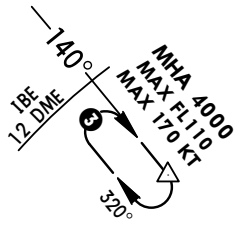


BERNE TWO ALFA (BER 2A)
BERNE TWO BRAVO (BER 2B)
BIRKI TWO BRAVO (BIRKI 2B) *[BIRK2B]*
RWY 32 LOCAL DEPARTURES



❷ Do not overshoot IBE 5 DME.
❸ Do not overshoot IBE 12 DME.

HOLDING OVER BIRKI



These SIDs require a minimum climb gradient of
450′ per NM (7.4%)
BER 2B: up to **3300′.**
BIRKI 2B: up to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

Initial climb clearance **5000′**

SID	ROUTING
BER 2A	Climb to **3000′,** turn LEFT, maintain visual ground contact up to **3600′,** to BER, 043° bearing from BER to D7.6 IBE, turn LEFT, intercept 187° bearing to BER, enter holding at or above **6000′.**
BER 2B	Climb to **5000′,** turn RIGHT to BER, enter holding at or above **6000′.**
BIRKI 2B	Climb straight ahead, intercept 320° bearing from BER to BIRKI, enter holding at or above **4000′.**

CHANGES: None.

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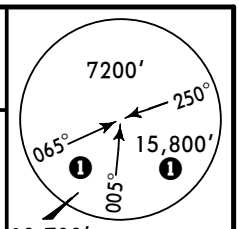
JEPPESEN
6 FEB 09 (10-3E)

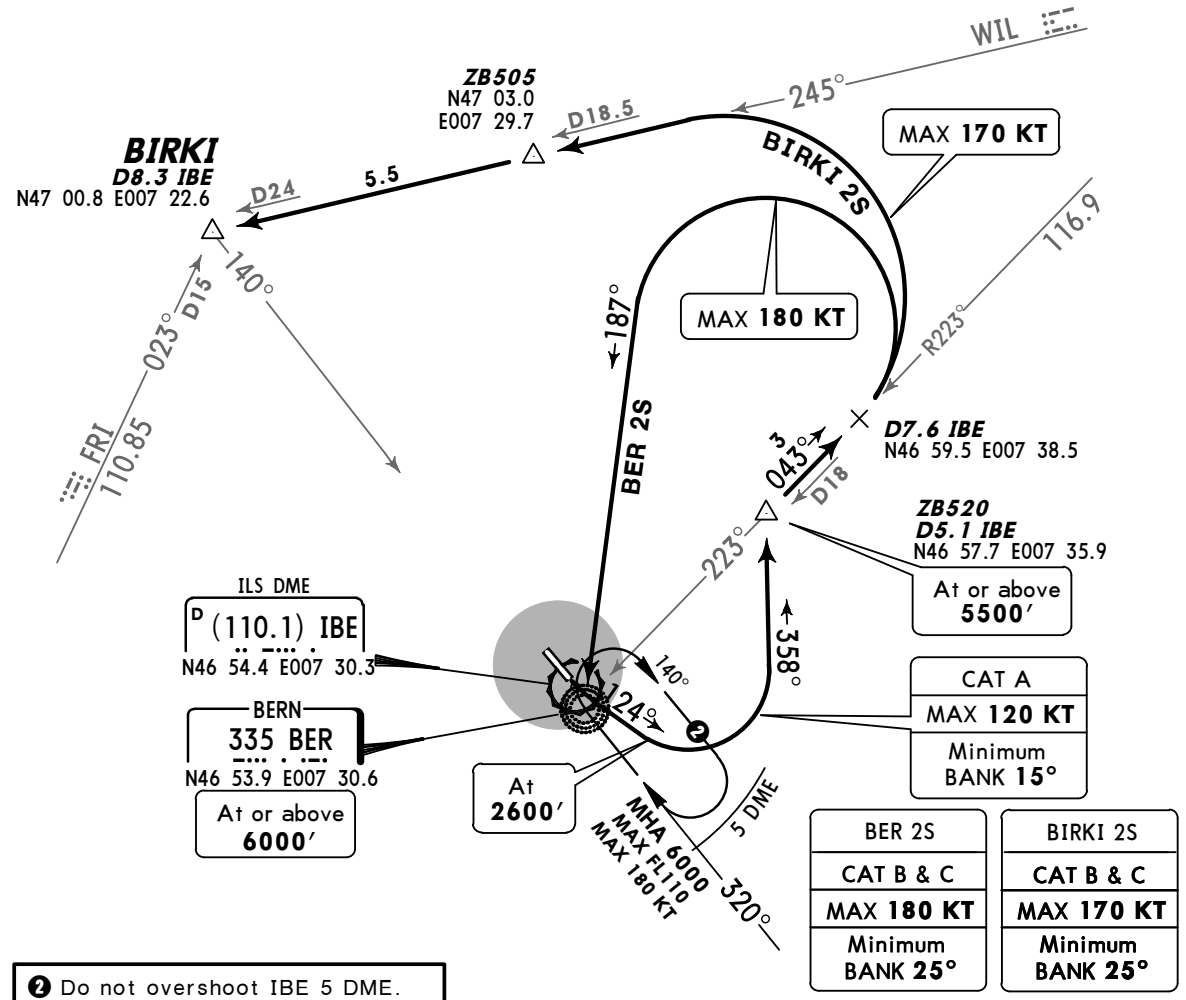
BERN, SWITZERLAND
SID

Apt Elev 1673′	Trans level: By ATC Trans alt: 6000′ Close-in obstacle: Right of track up to 1780′ shortly after end of RWY 14.

BERNE TWO SIERRA (BER 2S)
BIRKI TWO SIERRA (BIRKI 2S) *[BIRK2S]*
RWY 14 LOCAL DEPARTURES

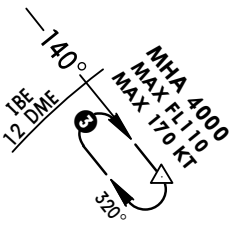


MSA
BER NDB
❶ 9000′ within IBE 10 DME



❷ Do not overshoot IBE 5 DME.
❸ Do not overshoot IBE 12 DME.

HOLDING OVER BIRKI



NOT TO SCALE

These SIDs require a minimum climb gradient of 425′ per NM (7%) up to **3500′.**

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

If unable to comply with minimum climb gradient:
Ceiling 1300′ - VIS 1500m, maintain visual contact for take-off and initial turn.

Initial climb clearance **6000′**

SID	ROUTING
BER 2S	After passing DER runway 14 climb on 124° track to **2600′,** turn LEFT, 358° track, intercept WIL R-223 inbound to D7.6 IBE, turn LEFT, intercept 187° bearing to BER, enter holding at or above **6000′.**
BIRKI 2S	After passing DER runway 14 climb on 124° track to **2600′,** turn LEFT, 358° track, intercept WIL R-223 inbound to D7.6 IBE, turn LEFT, intercept WIL R-245 to BIRKI, enter holding.

CHANGES: SID BIRKI 2S, crossing at BIRKI withdrawn.

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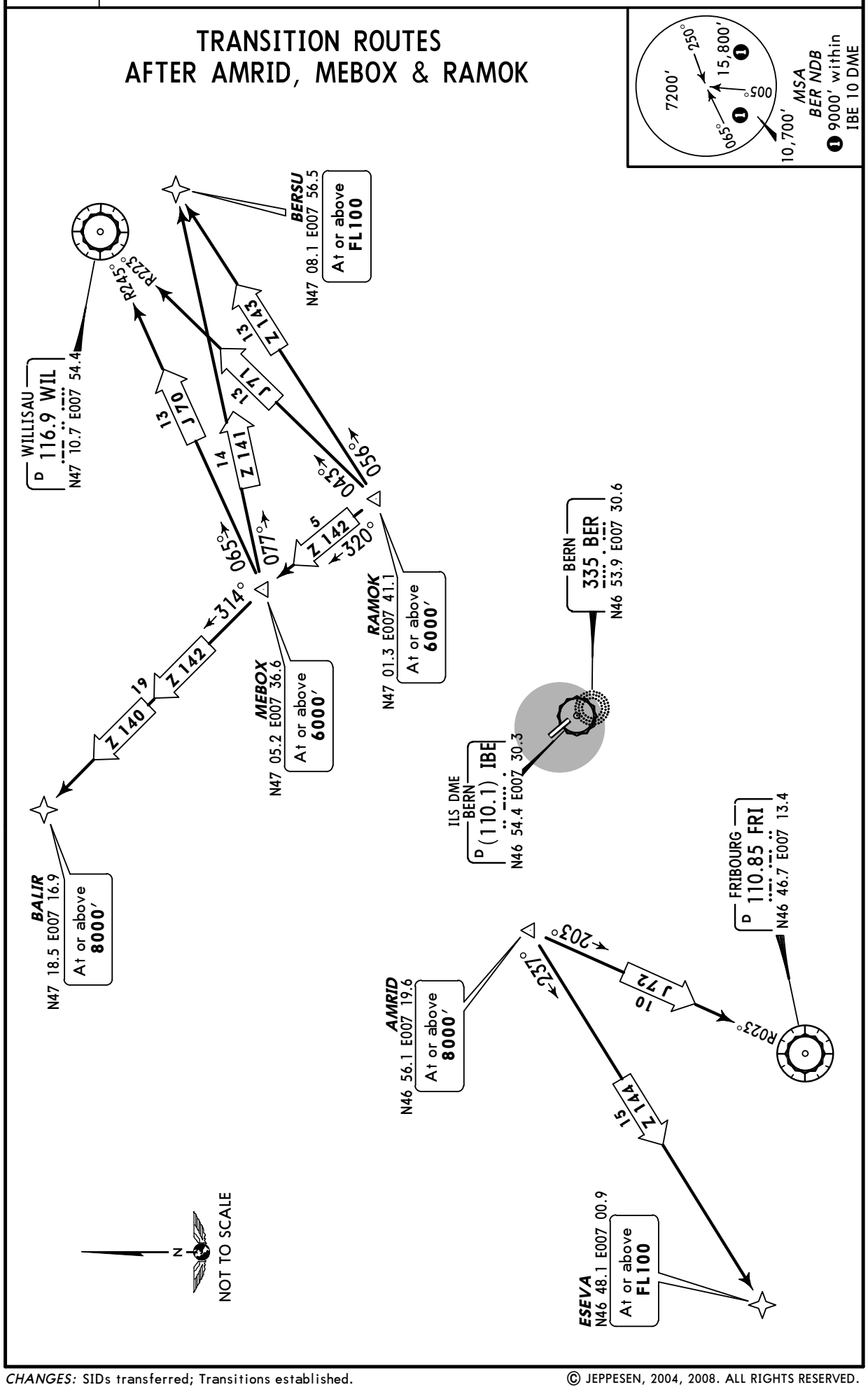
LSZB/BRN
BELP

JEPPESEN
8 FEB 08 (10-3F) Eff 14 Feb

BERN, SWITZERLAND
TRANSITION

Apt Elev 1673′	Trans level: By ATC Trans alt: 6000′



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NOISE ABATEMENT

SUMMER: LT minus 2 HOURS = UTC(Z)
WINTER: LT minus 1 HOUR = UTC(Z)

GENERAL

For noise abatement reasons following types of aircraft are subject to a special permission of the Airport Authority. Such a permission will only be granted for workdays between 0800-1215LT and between 1345-1830LT and is also valid for approaches without landing.
AC-1121, BAC 1-11, B727, Falcon Series-20 (CF-700), F-28, Lear Jet (series 20), Gulfstream II/III, HFB-320, HS-125 (non turbofan), IAI-1123, IL-62, Lockheed 1329, DC-9, Morane MS-760, Sabreliner 40/60, Piaggio PD-808, SE-210, TU-134/154, YAK-40/42, civil registered military jet fighter and training aeroplanes.
Justified requests for a special permission shall be lodged at least 24 hours before the flight with the Airport Authority.

RUNWAY USAGE

Between 0600-0700LT and 2200-2300LT landing/departure runway assigned for noise abatement with preferably changing directions on a day-to-day basis. Chosen runway directions are maintained as long as practicable beyond the above mentioned times.

DEPARTURES

The minimum climb gradients and acceleration altitudes indicated in SIDs shall be observed. If they cannot be complied with, ATC shall be notified and another SID route be requested.
SUN/HOL til 1030LT take-off for non-commercial flights are only authorized if the aircraft's certified noise level is MAX 65 dB (A).

REVERSE THRUST

For deceleration it is recommended to use entire runway length available; use of reverse shall be limited for safety or particular operational reasons.

RUN-UP TESTS

Run-ups are subject to a prior authorization of the Airport Authority (Ramp Control), Tel +41 (0) 31 960 21 11.

AUXILIARY POWER UNITS (APUs)

Primarily, the airport-owned mobile ground power units (GPU) shall be used. Alternatively, as well as for additional use APU may be used. APUs shall be used at maximum 30 minutes before off-block time and at maximum 20 minutes after on-block time. The use of APU for maintenance shall be restricted to a minimum duration.

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LSZB/BRN

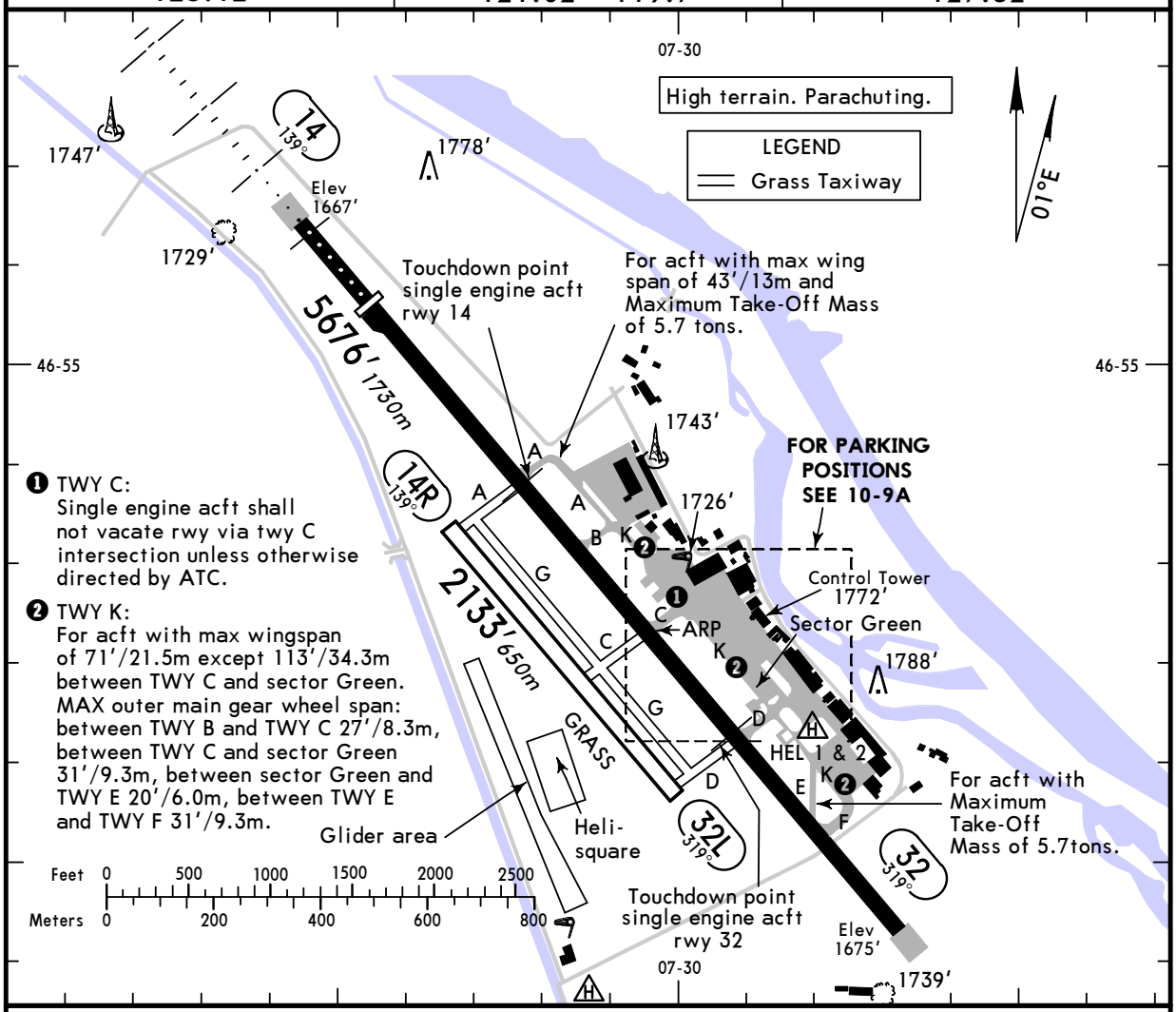
Apt Elev **1673'**
N46 54.7 E007 30.0

JEPPESEN
24 DEC 10 (10-9)

BERN, SWITZERLAND

BELP

ATIS	*BERN Tower	*BERN Departure
125.12	121.02 119.7	127.32



❶ TWY C:
Single engine acft shall not vacate rwy via twy C intersection unless otherwise directed by ATC.

❷ TWY K:
For acft with max wingspan of 71'/21.5m except 113'/34.3m between TWY C and sector Green. MAX outer main gear wheel span: between TWY B and TWY C 27'/8.3m, between TWY C and sector Green 31'/9.3m, between sector Green and TWY E 20'/6.0m, between TWY E and TWY F 31'/9.3m.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14 ❸ 32	HIRL *(60m)* HIALS REIL PAPI-L(angle 4.0°)	❹	4406' *1343m*	❻	98' *30m*
	HIRL *(60m)* REIL PAPI-L(angle 3.4°)	❺			

❸ Rwy grooved.
❹ LDA rwy 14 - Multi engine acft: 5020'(1530m), single engine acft: 3560'(1085m).
❺ LDA rwy 32 - Multi engine acft: 5676'(1730m), single engine acft: 4101'(1250m).
❻ TAKE-OFF RUN AVAILABLE

RWY 14		RWY 32	
from Rwy head	5676' (1730m)	from Rwy head	5676' (1730m)
twy A int	3576' (1090m)	twy F int	4954' (1510m)
twy B int	2986' (910m)	twy E int	4888' (1490m) ❼
		twy D int	4167' (1270m)

❼ restricted to ACFT with Maximum Take-Off Mass of 5.7 tons.

14R 32L	Grass runway				98' *30m*

Standard TAKE-OFF ❶

	LVP must be in Force RCLM (Day only) or RL	RCLM (Day only) or RL	NIL (Day only)
A B C	*400m*	*400m*	*800m*
D	NOT APPLICABLE		

❶ Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Take-off minimums.

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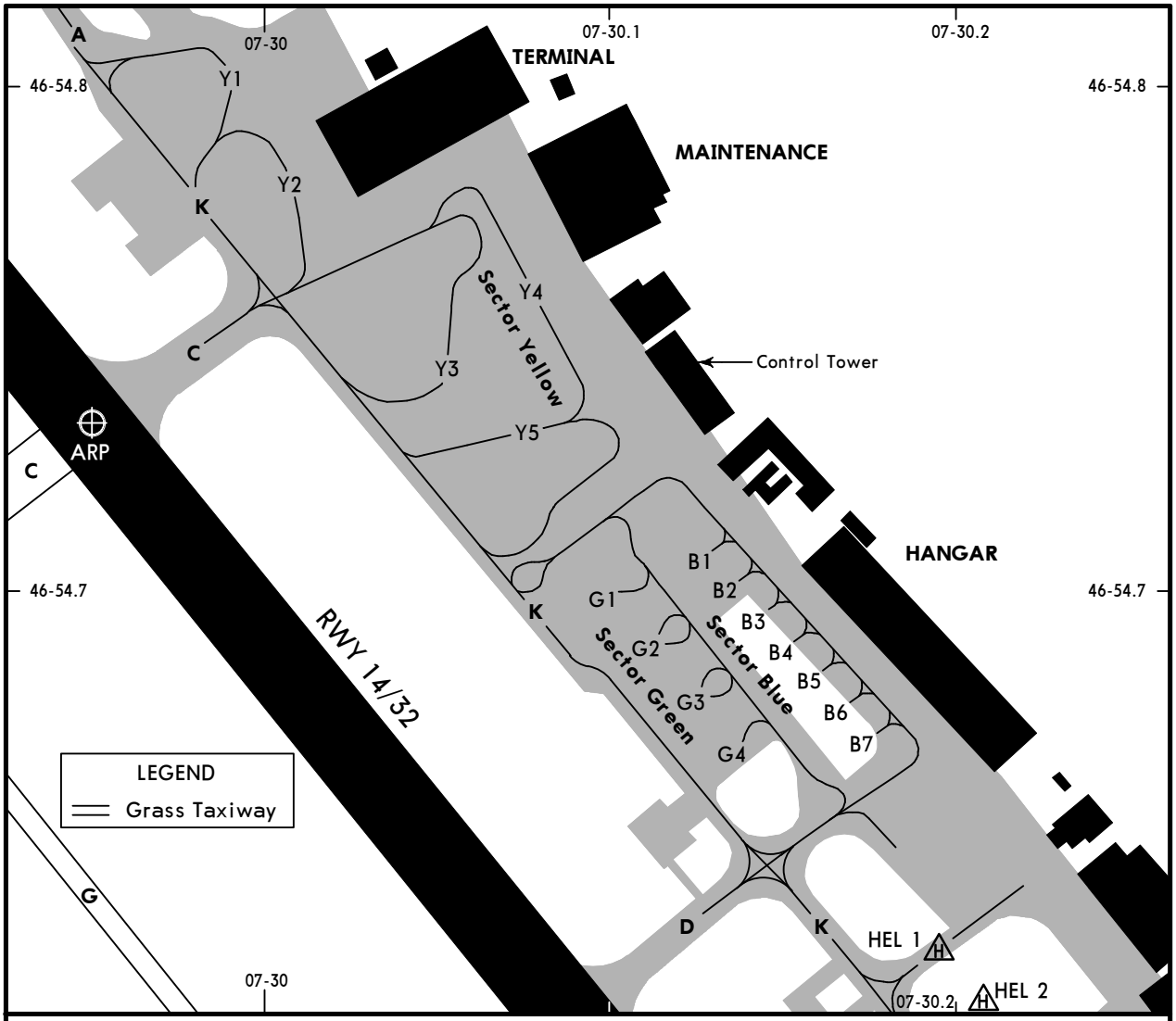

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
	Sector Yellow		**Sector Green**
Y1, Y2	N46 54.8 E007 30.0	G1 thru G4	N46 54.7 E007 30.1
Y3	N46 54.7 E007 30.1		**Sector Blue**
Y4	N46 54.8 E007 30.1		
Y5	N46 54.7 E007 30.1	B1 thru B4	N46 54.7 E007 30.1
		B5 thru B7	N46 54.7 E007 30.2

PROCEDURE FOR ARRIVING/DEPARTING ACFT

Arriving ACFT with MTOW exceed or equal 3.5 tons will be guided by a marshaller to their parking position.
Arriving ACFT with MTOW lower 3.5 tons shall taxi independently to the parking position or as instructed by TWR.
In certain cases the final guidances will be assured by marshaller.
Departing acft shall taxi from the parking position as instructed by Tower.

START-UP AND TAXIING PROCEDURES

The request of a start-up clearance from BERN Tower 121.02 with indication of ATIS designator is compulsory.
Taxiing on apron at pilots discretion. No ATC service is provided. TWR will issue advisory service as far as practicable.

USE OF AUXILIARY POWER UNIT (APU)

Primarily, airport owned mobile units shall be used.
Alternatively, as well as for additional use APU may be used.
The use of APU is restricted to maximum 30 min before off-block time and 20 min after on-block time.
The use of APU for maintenance shall be restricted to a minimum duration.

CHANGES: None.

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LSZB/BRN
BELP

JEPPESEN
29 OCT 10 (11-1) CAT A, B & C

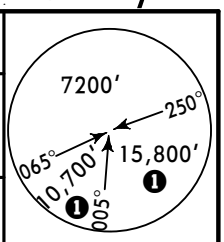
BERN, SWITZERLAND
ILS or LOC Rwy 14

BRIEFING STRIP ™

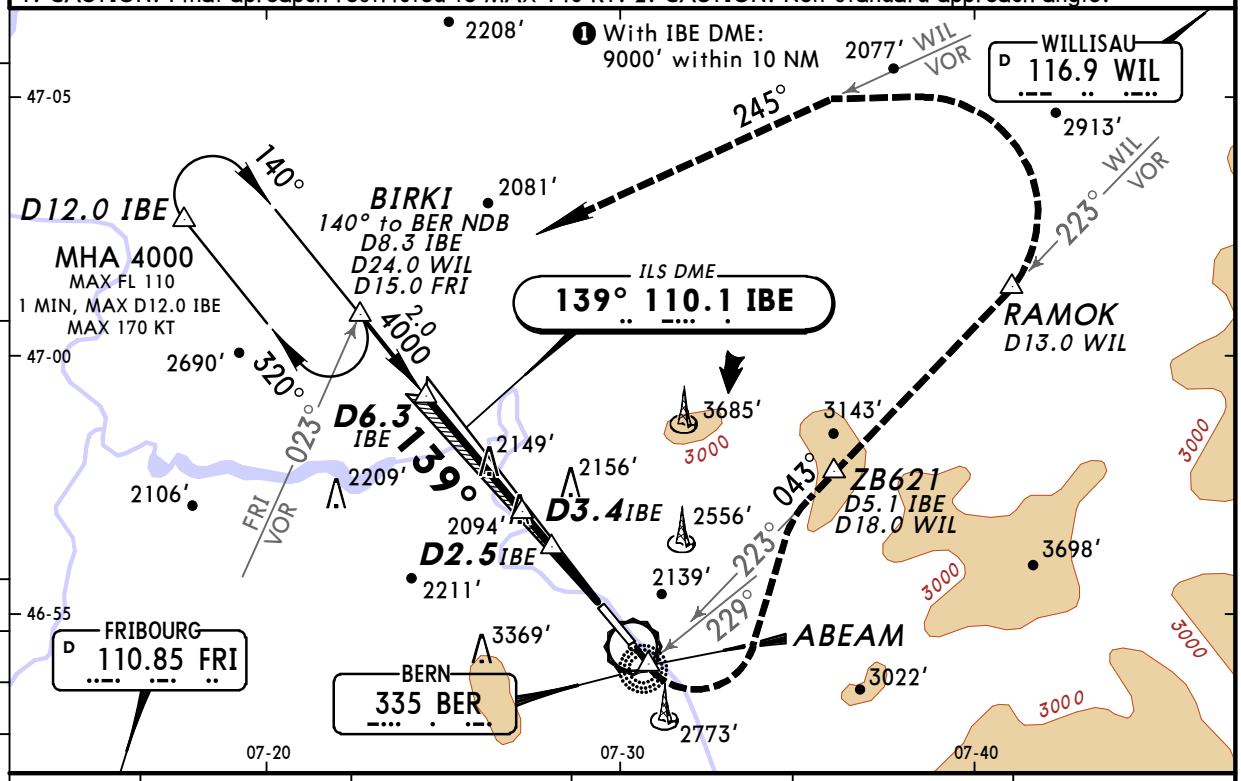
ATIS	*BERN Arrival	*BERN Tower	
125.12	127.32	121.02	119.7

LOC	Final	GS	ILS	Apt Elev 1673'
IBE	Apch Crs	D3.4 IBE	DA(H)	
110.1	139°	2787' (1119')	Refer to Minimums	RWY 1668'

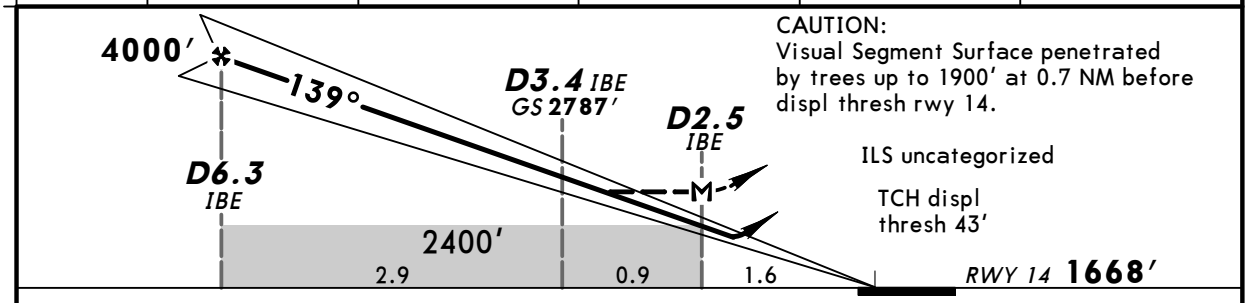
MISSED APCH: Climb STRAIGHT AHEAD to ABEAM NDB, then turn LEFT (MAX 160 KT) to intercept R-223 inbound WIL VOR (043° from NDB). Cross ZB621 at or above 5500' and proceed to RAMOK, then turn LEFT to intercept R-245 WIL to BIRKI and hold. Climb to 6000'.



Alt Set: hPa Rwy Elev: 60 hPa Trans level: By ATC Trans alt: 6000'
1. CAUTION: Final aproapch restricted to MAX 140 KT. 2. CAUTION: Non-standard approach angle.



LOC (GS out)	IBE DME	6.0	5.0	4.0	3.0
	ALTITUDE	3880'	3460'	3040'	2610'



CAUTION:
Visual Segment Surface penetrated by trees up to 1900' at 0.7 NM before displ thresh rwy 14.

ILS uncategorized

TCH displ thresh 43'

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 4.00°	501	644	716	859	1002	1145
MAP at D2.5 IBE						

HIALS
REIL
PAPI

ABEAM
BER
335

Standard STRAIGHT-IN LANDING RWY 14

	ILS 1 Missed apch climb grad mim			LOC (GS out) 2 Missed apch climb grad mim				CIRCLE-TO-LAND
	7.0% up to 3600' DA(H)	5.0% up to 3600' DA(H)	2.5% DA(H)	5.0% up to 3600' MDA(H)		2.5% MDA(H)		
	AB: 2168' (500') C: 2179' (511')	A: 2277' (609') B: 2294' (626') C: 2309' (641')	A: 2693' (1025') B: 2710' (1042') C: 2725' (1057')	2460' (792')		2710' (1042')		
	FULL/ Limited / ALS out	FULL/ Limited / ALS out	FULL/ Limited / ALS out		ALS out		ALS out	
A	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m		RVR 1500m		see charts 19-10 & 19-11
B								
C	RVR 1900m / CMV 2400m	CMV 2400m	CMV 2400m	CMV 3200m	CMV 3600m	CMV 4400m	CMV 4900m	

PANS OPS 3

1 Straight-in training apch DA(H) 3000'(1332'), AB: RVR 1500m, C: CMV 2400m.
2 Straight-in training apch MDA(H) 3000'(1332'), CMV 5000m.

CHANGES: Minimums.

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LSZB/BRN
BELP

JEPPESEN
29 OCT 10 (16-1) CAT A, B & C

BERN, SWITZERLAND
(GPS) NDB Rwy 14

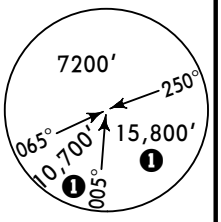
BRIEFING STRIP ™

ATIS	*BERN Arrival	*BERN Tower
125.12	127.32	121.02 119.7

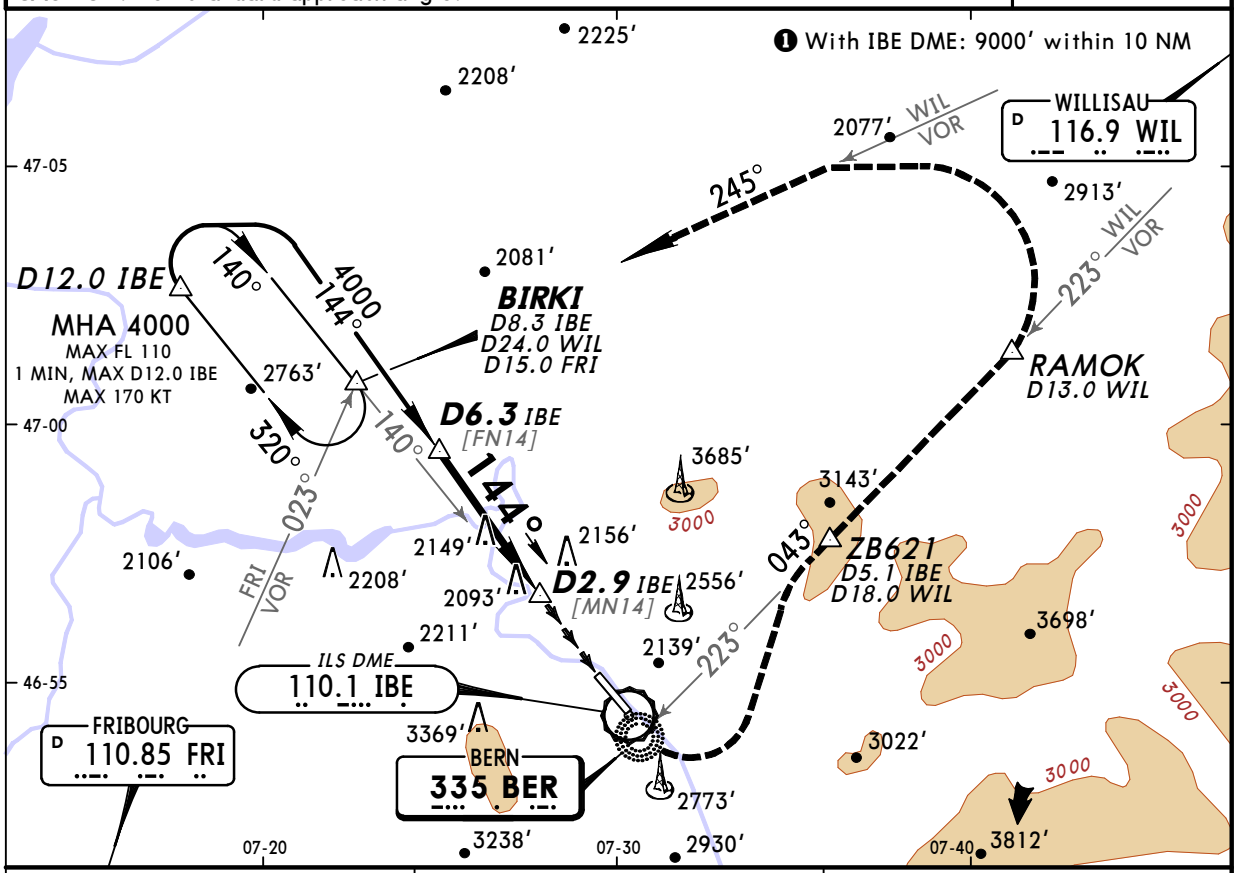
NDB	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 1673′
BER 335	144°	D6.3 IBE 4000′ (2332′)	3110′ (1442′)	RWY 1668′

MISSED APCH: Climb on 144° to NDB, then turn LEFT (MAX 160 KT) to intercept 043° from NDB (R-223 inbound WIL VOR). Cross ZB621 at or above 5500′ and proceed to RAMOK, then turn LEFT to intercept R-245 WIL to BIRKI and hold. Climb to 6000′.

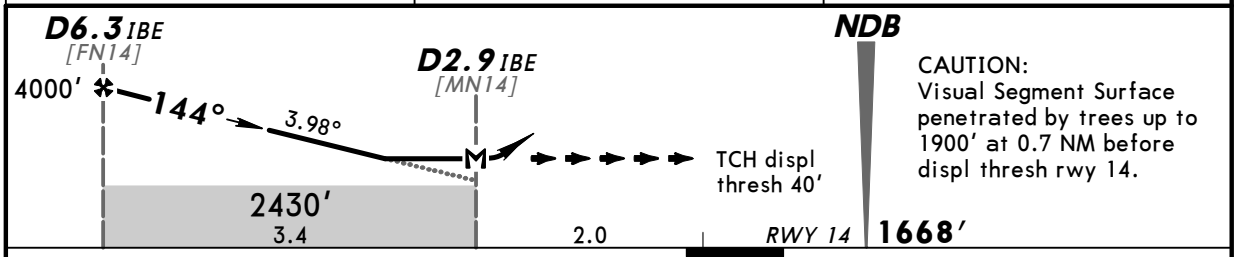
Alt Set: hPa Rwy Elev: 60 hPa Trans level: By ATC Trans alt: 6000′
CAUTION: Non-standard approach angle.



MSA BER NDB



IBE DME	6.0	5.0
ALTITUDE	3880′	3460′



CAUTION:
Visual Segment Surface penetrated by trees up to 1900′ at 0.7 NM before displ thresh rwy 14.

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.98°	493	634	705	846	986	1127
MAP at D2.9 IBE							

HIALS
REIL
PAPI
BER 335 on 144°

Standard STRAIGHT-IN LANDING RWY 14

MDA(H) 3110′ (1442′)

ALS out

A	CMV 5000m	CIRCLE-TO-LAND
B		
C		See charts 19-12 & 19-13
D	NOT APPLICABLE	

PANS OPS 3

CHANGES: Minimums.

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JEPPESEN 10 JUL 09 (19-1)

BERN
BELP
SWITZERLAND

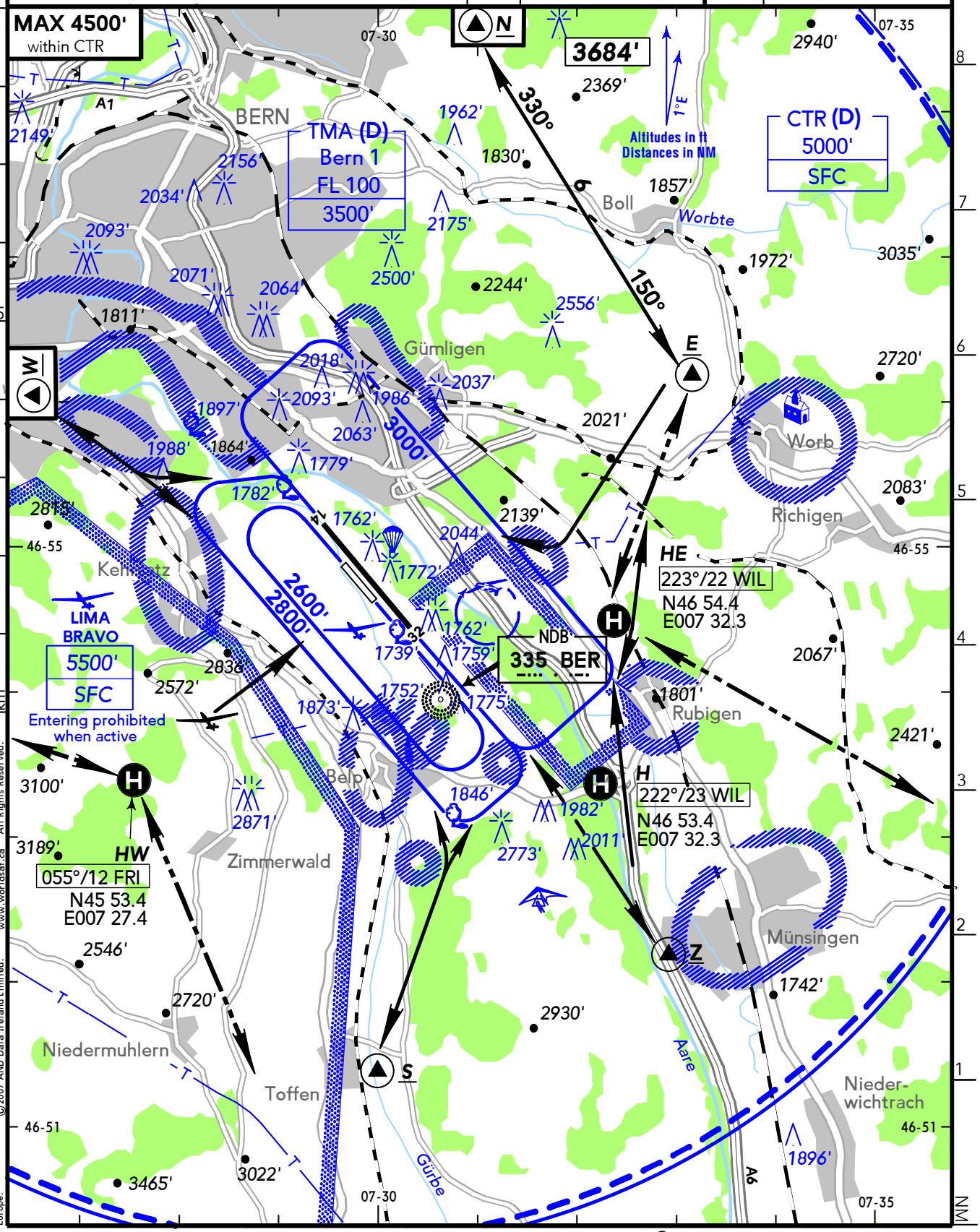
LSZB
Elev **1673'** / 510 m
N46 54.7
E007 30.0
4.9 NM SE Bern

(APP) VDF
BERN ARRIVAL **127.32** (ge, en)
BERN DEPARTURE **127.32** (ge, en)

(TWR) VDF
BERN TOWER **121.02** (ge, en)
119.70 (S, ge, en)
GROUND SERVICES BERN **135.75**

ATIS **125.12**
*ILS/DME freq paired.

RWY	ILS	RWY	ILS
14*	110.10 IBE 139°		



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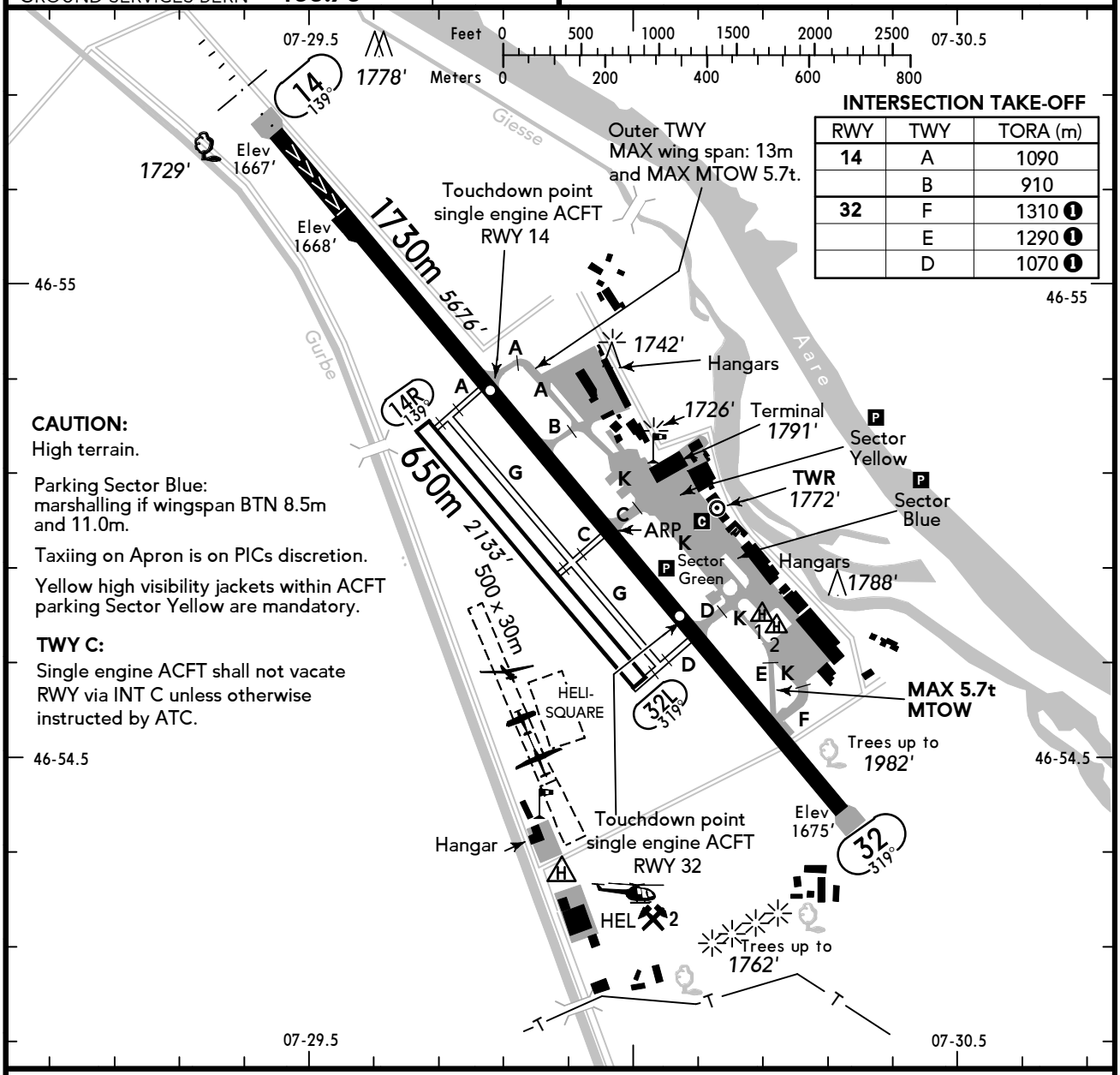
BERN

BELP

SWITZERLAND

JEPPESEN

Ground Handling:		ATIS	(FIS)	
ALPAR INFORMATION	122.75 (fuel)	125.12	ZÜRICH INFORMATION	124.70
GROUND SERVICES BERN	135.75			



INTERSECTION TAKE-OFF

RWY	TWY	TORA (m)
14	A	1090
	B	910
32	F	1310 ❶
	E	1290 ❶
	D	1070 ❶

CAUTION:
High terrain.

Parking Sector Blue:
marshalling if wingspan BTN 8.5m and 11.0m.

Taxiing on Apron is on PICs discretion.

Yellow high visibility jackets within ACFT parking Sector Yellow are mandatory.

TWY C:
Single engine ACFT shall not vacate RWY via INT C unless otherwise instructed by ATC.

TAXI

RWY 14/32: ALS 14 - PAPI 14 (4°), 32 (3.4°) - THRL - RL - TWYL (C, F) - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
14 32	1730 x 30 Asphalt	1730 1530 ❶	1530 1730	PCN 46/F/C/X/T	
14 32	1-engine ACFT		1085 1250	PCN 46/F/C/X/T	
14R 32L	650 x 30 Grass	650	650	0.25 MPa	—

❶ AVBL TKOF lengths RWY 32 are reduced by 200m due to OBST in DEP area. Disregard remaining TORA values indicated on intersection TKOF signs (TWY D, E and F).

NOTE: See also BERN 10-1V. Pay attention to glider flying, parachuting and aerobatic activity.

HINWEIS: Siehe auch BERN 10-1V. Auf Segelflugbetrieb, Fallschirmsprünge und Kunstflugbetrieb achten.

NOTE: Voir aussi BERN 10-1V. Faire attention à l'activité planeurs, aux parachutages et à la voltige aérienne.

CHANGES: New Layout - RWY Designation - RWY Dimensions - RWY closed - Intersection TKOF - QFU - TWYs - Declared Distances - Text.

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DEP from RWY 32 are basically flown with a left turn out. Exceptions possible for MET reasons, funerals at the village of Belp and for HEL. Direct DEP from RWY 32 to REP 'N' only for turboprop and jet ACFT.
The authorization for NORDO ACFT is to be requested by telephone from the TWR prior to take-off.

ARR ACFT
- with MTOW of 3,5t or more will be guided by a marshaller to their parking position,
- with MTOW less than 3,5 t shall taxi independently to the parking PSN or as instructed by TWR. In certain cases the final guidance will be assured by marshaller.

DEP ACFT shall taxi from the parking PSN as instructed by TWR.

For SVFR and NVFR the request of a start-up clearance (BERN TOWER) with indication of ATIS designator is compulsory.

HEL Procedures

APCH and DEP shall be carried out via the published REPs or HEL routes.
Overflying of buildings and ACFT at the AD is prohibited.
HEL instruction & training flights W of the grass RWY within the circuit pattern for grass RWY up to MAX 2400'.
Simultaneous GLD OPS and HEL OPS from the helisquare are not permitted.

Abflüge ab RWY 32 erfolgen grundsätzlich mit einer Linkskurve. Ausnahmen möglich bei MET Einschränkungen, Beerdigungen in Belp und für HEL. Direktabflüge RWY 32 nach REP 'N' sind nur für Turboprop und Jet ACFT gestattet.
Die Erlaubnis für Luftfahrzeuge ohne Funk ist vor dem Start telefonisch beim TWR einzuholen.

Ankommende Luftfahrzeuge
- mit Höchstabfluggewicht von 3,5t oder mehr werden durch Einweiser bis zur ihrer Abstellfläche geführt,
- mit Höchstabfluggewicht unter 3,5t rollen selbstständig zu den Standplätzen oder gemäß Freigabe TWR. In gewissen Fällen kommen Einwinker zum Einsatz.

Abfliegende Luftfahrzeuge verlassen den Standplatz gemäß Freigabe TWR.

Für SVFR und NVFR ist das Einholen einer Anlassfreigabe (BERN TOWER) mit Angabe des ATIS-Kennbuchstabens obligatorisch.

HEL-Verfahren

An- und Abflug über die publizierten REPs oder HEL-Routen.
Das Überfliegen von Gebäuden und Luftfahrzeugen auf dem Flugplatz ist untersagt.
HEL-Schul- und Trainingsflüge finden W der Graspiste innerhalb der Platzrunde für die Graspiste bis MAX 2400' statt.
Gleichzeitiger Segelflugbetrieb und HEL OPS ab dem Helisquare nicht gestattet.

En principe, décollages RWY 32 ont lieu par virage à gauche. Hormis des restrictions météorologique, des enterrements à Belp et HEL. Décollages directs RWY 32 vers REP 'N' sont autorisés à 'Turboprop' et Jet-ACFT seulement.
L'autorisation pour les aéronefs sans radio devra être demandée à la TWR par téléphone avant le départ.

ARR ACFT
- avec MTOW de 3.5t ou plus seront guidés par le "marshaller" jusqu'a leur position de stationnement,
- avec MTOW moins de 3.5t roulera au sol indépendamment à la position de stationnement ou comme instruit par TWR. Dans certains cas les guidances finales seront assurées par le ''marshaller''.

DEP ACFT
quittera la position de stationnement comme instruit par la TWR.

Pour les vols SVFR et NVFR la demande de mise en route (BERN TOWER) avec indication de l'indicatif ATIS est obligatoire.

Procédures HEL

APCH et DEP suivent les REPs publiés ou les itinéraires HEL.
Survol des bâtiments et des aéronefs sur l'aérodrome interdit.
HEL: Vols d'école et d'entraînement à l'ouest de la piste en herbe dans le circuit en vol de la piste en herbe.
Activités simultanées planeurs et OPS HEL à partir du helisquare interdites.

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JeppView 3.7.3.0

LSZB/BRN

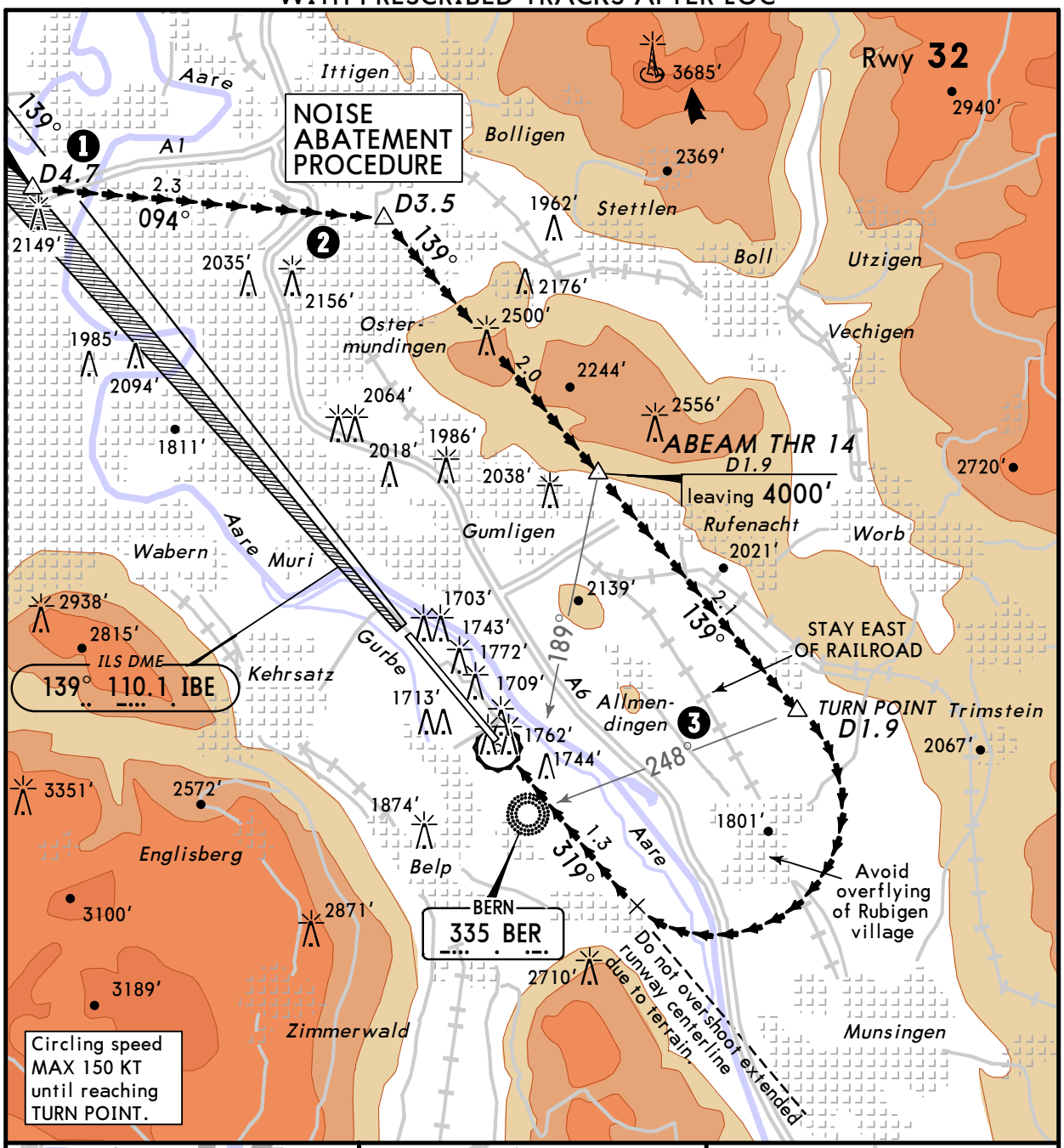
Apt Elev **1673′**

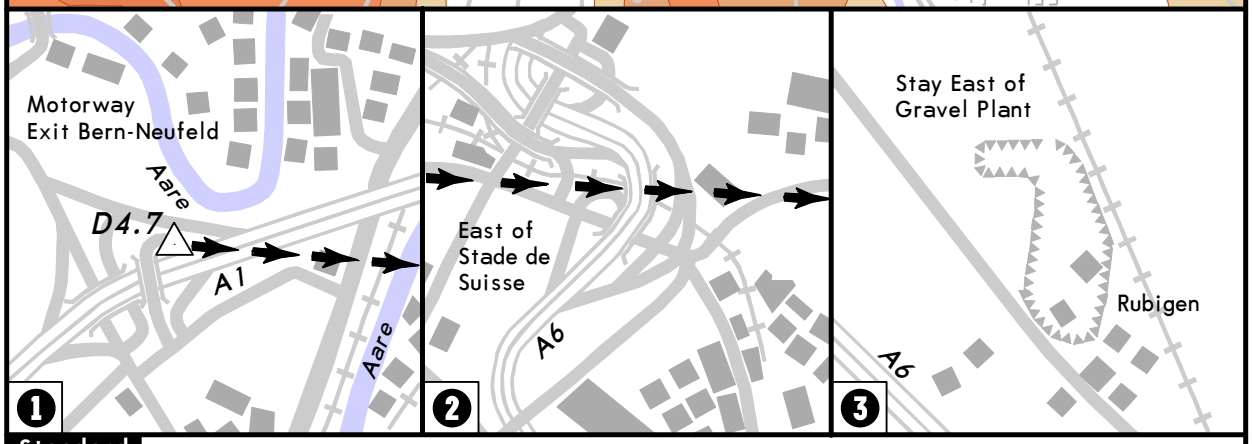
JEPPESEN
29 OCT 10 (19-10)

BERN, SWITZERLAND

BELP

CITY CIRCLING WITH PRESCRIBED TRACKS AFTER LOC





Standard

	Max Kts	MDA(H)	VIS
A	100		
B	135	**4000′** (2327′)	5000m
C	140		

CHANGES: Minimums.

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LSZB/BRN

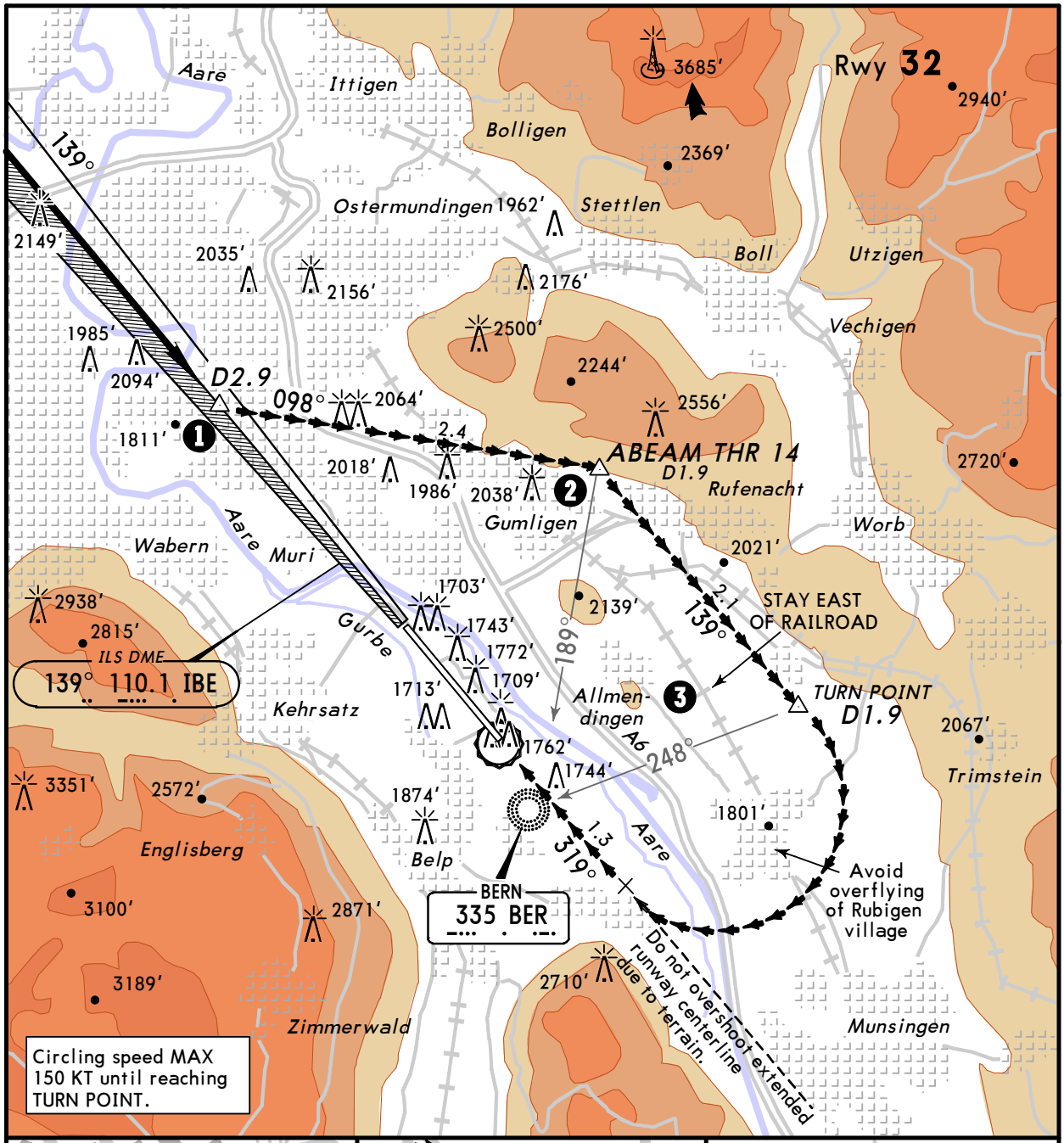
Apt Elev **1673′**

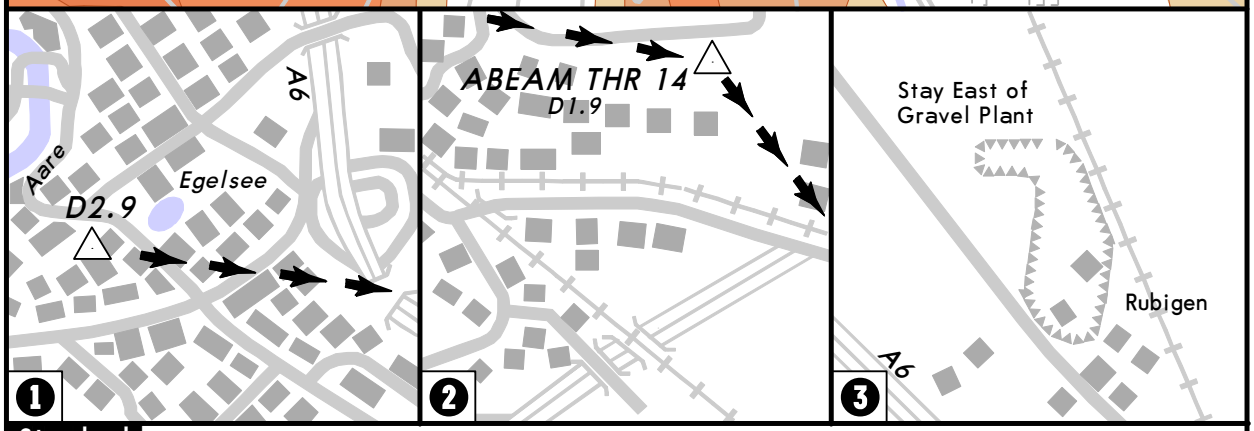
JEPPESEN
29 OCT 10 (19-11)

BERN, SWITZERLAND

BELP

ROMEO CIRCLING WITH PRESCRIBED TRACKS AFTER LOC





Standard

	Max Kts	MDA(H)	VIS
A	100	**3080′** (1407′)	5000m
B	135	**3110′** (1437′)	5000m
C	140	**3300′** (1627′)	5000m

CHANGES: Minimums.

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LSZB/BRN

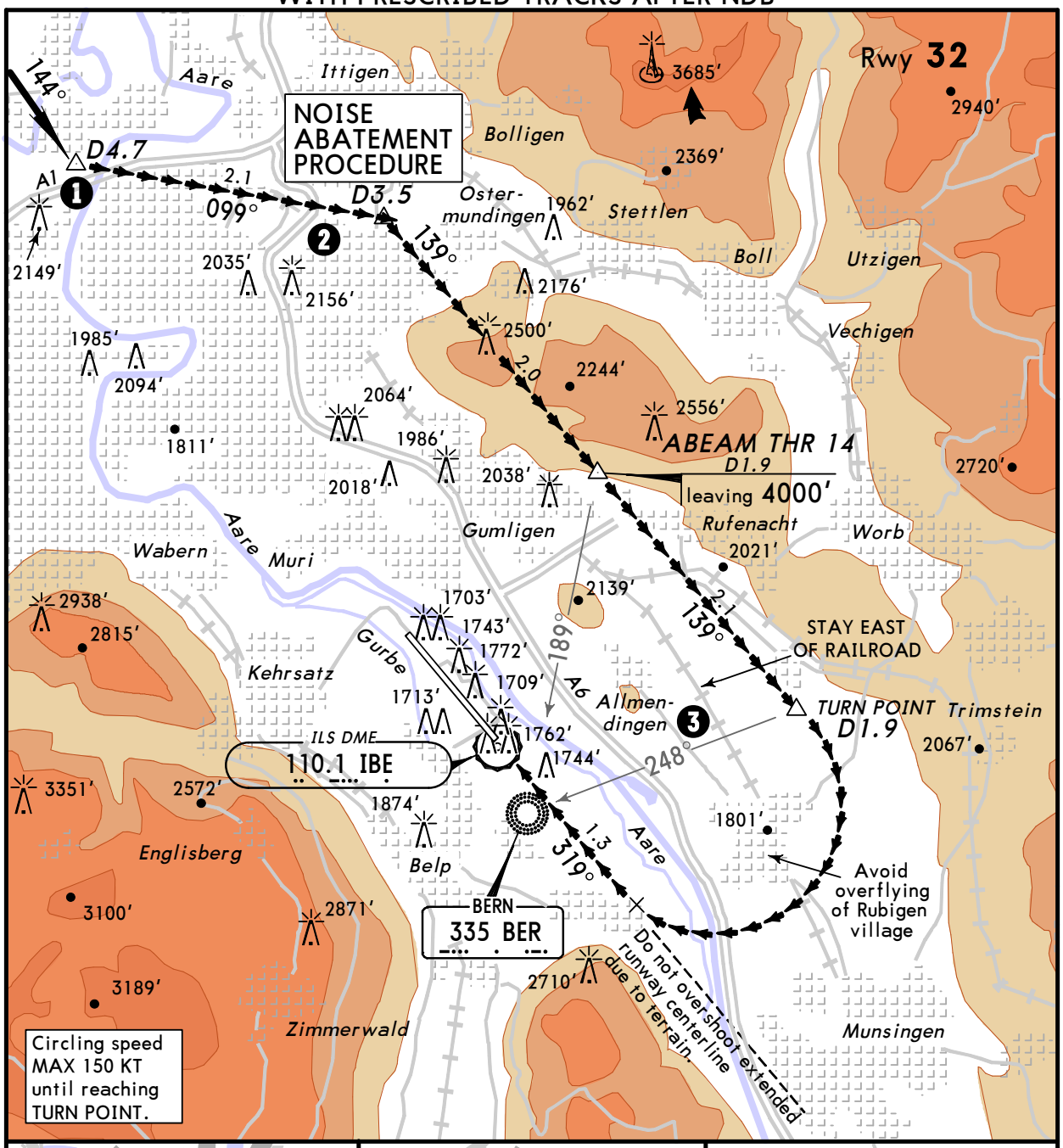
Apt Elev **1673′**

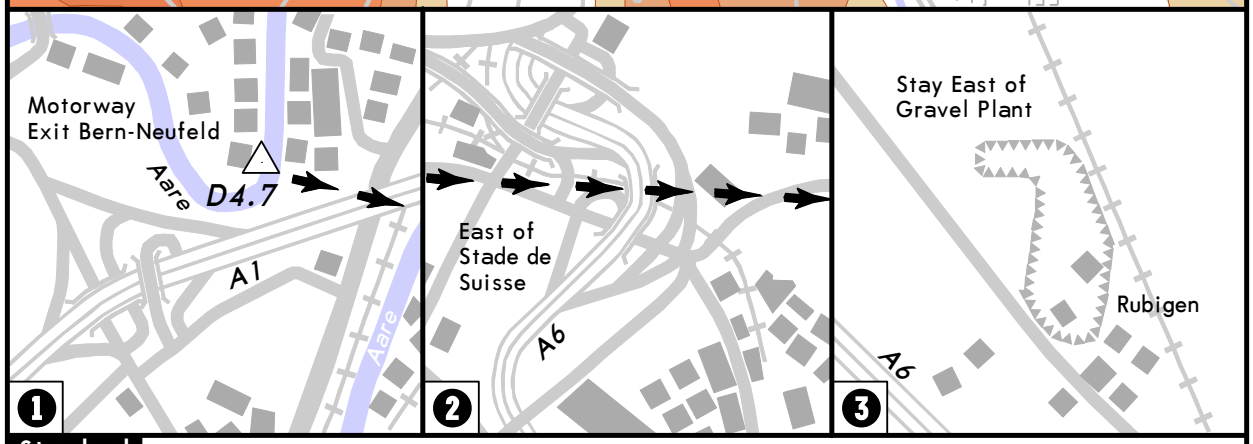
JEPPESEN
29 OCT 10 (19-12)

BERN, SWITZERLAND

BELP

CITY CIRCLING WITH PRESCRIBED TRACKS AFTER NDB





Standard

	Max Kts	MDA(H)	VIS
A	100		
B	135	**4000′** (2327′)	5000m
C	140		

CHANGES: Minimums.

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LSZB/BRN

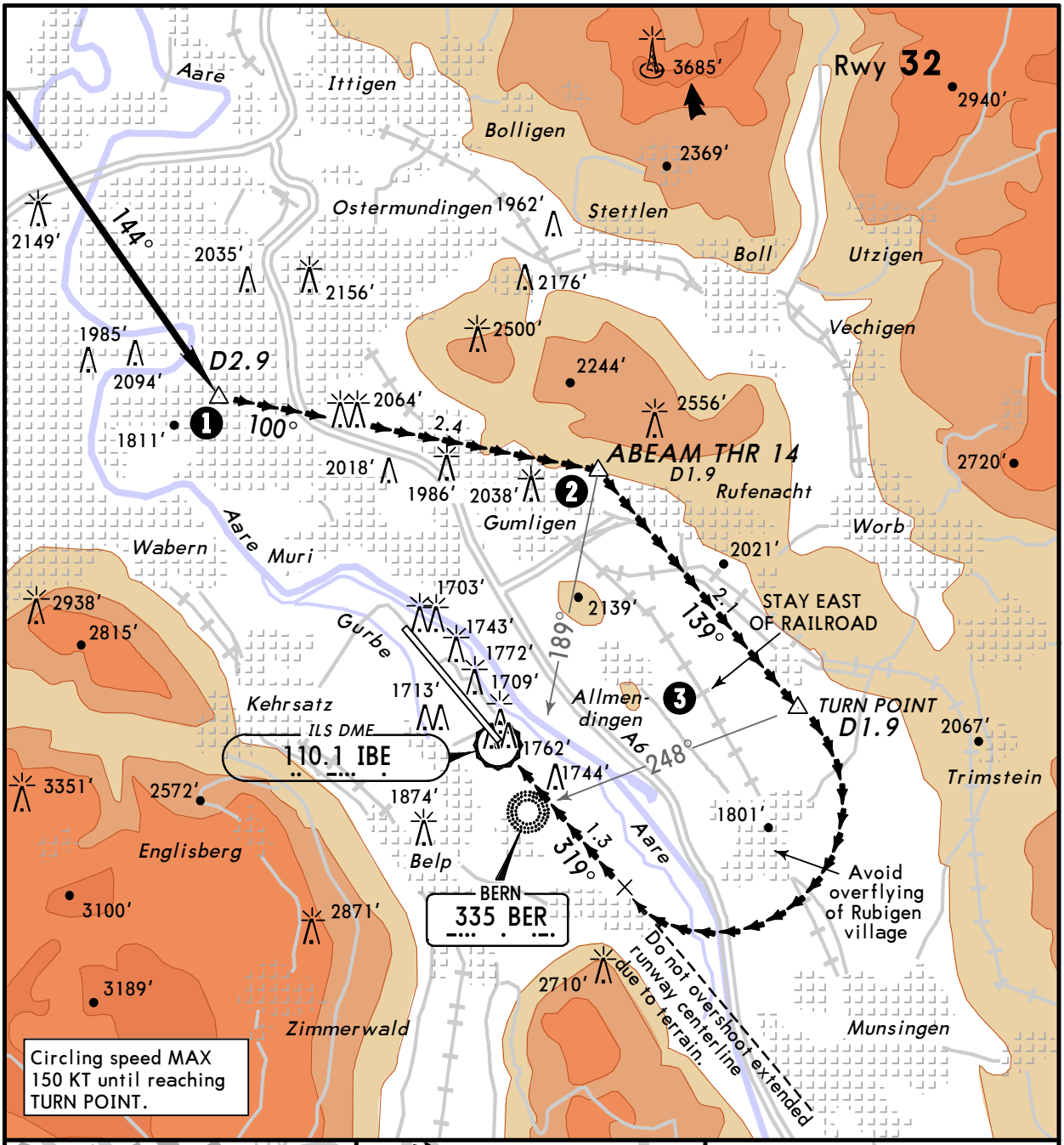
Apt Elev **1673'**

JEPPESEN
29 OCT 10 (19-13)

BERN, SWITZERLAND

BELP

ROMEO CIRCLING WITH PRESCRIBED TRACKS AFTER NDB



Standard

	Max Kts	MDA(H)	VIS
A	100	**3120'** (1447')	5000m
B	135		
C	140	**3300'** (1627')	5000m

CHANGES: Minimums.

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