

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

LSZR (Altenrhein)**General Info**

St Gallen, CHE

N 47° 29.1' E 09° 33.7' Mag Var: 0.0°W

Elevation: 1306'

Public, IFR, Control Tower, Customs, Landing Fee

Pattern Altitude: 1294 feet AGL

Fuel: 100LL, Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 10-28 4921' x 98' asphalt

Runway 10 (97.0°M) TDZE 1306'

Lights: Edge, ALS, REIL

Displaced Threshold Distance 328'

Runway 28 (277.0°M) TDZE 1306'

Lights: Edge

Displaced Threshold Distance 246'

Communications InfoATIS **123.775**St Gallen Tower **119.7** SecondarySt Gallen Tower **118.65**St Gallen Ground Control **121.8****Notebook Info**

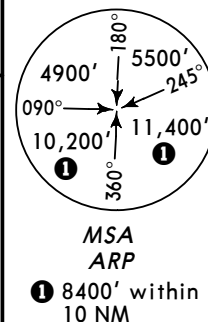
LSZR/ACH
 ALTENRHEIN

JEPPesen ST GALLen, SWITZERLAND
 5 MAR 10 **10-2** **Eff 11 Mar** **RNAV STAR**

ATIS
 123.77

Apt Elev
 1306'

Alt Set: hPa
 Trans level: By ATC Trans alt: 5000'



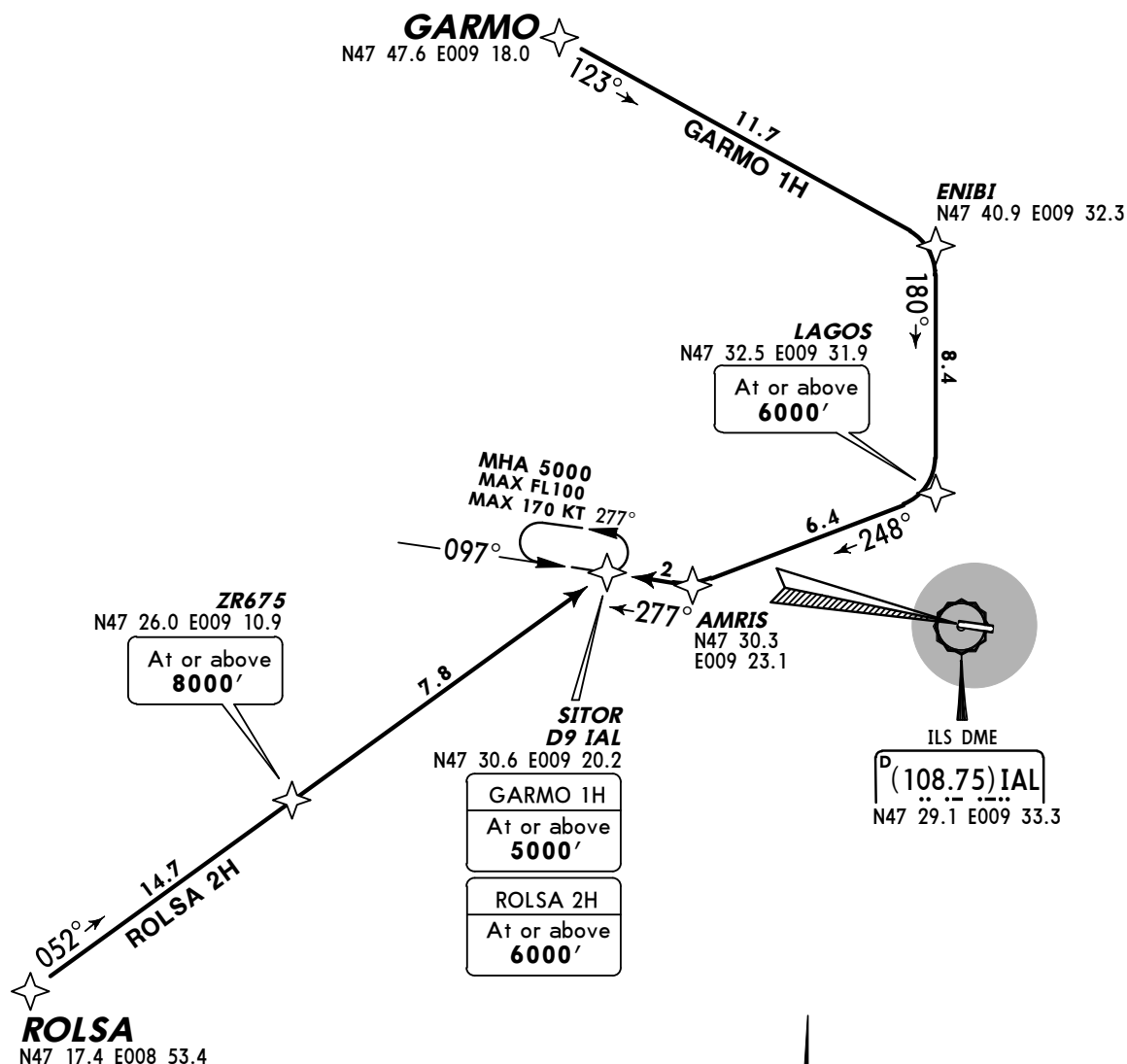
GARMO 1H [GARM1H]

ROLSA 2H [ROLS2H]

RNAV ARRIVALS

B-RNAV OR RNAV 5 (GNSS)

~~SPEED~~ MAX 250 KT BELOW FL100



STAR	ROUTING
GARMO 1H	GARMO - ENIBI - LAGOS (6000'+) - AMRIS - SITOR (5000'+).
ROLSA 2H	ROLSA - ZR675 (8000'+) - SITOR (6000'+).

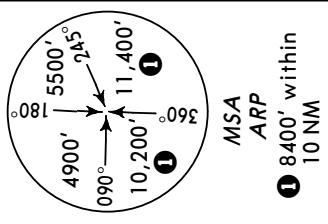
LSZR/ACH
ALTENRHEIN

JEPPESEN ST GALLEN, SWITZERLAND
5 MAR 10 10-2A Eff 11 Mar STAR

ATIS
123.77

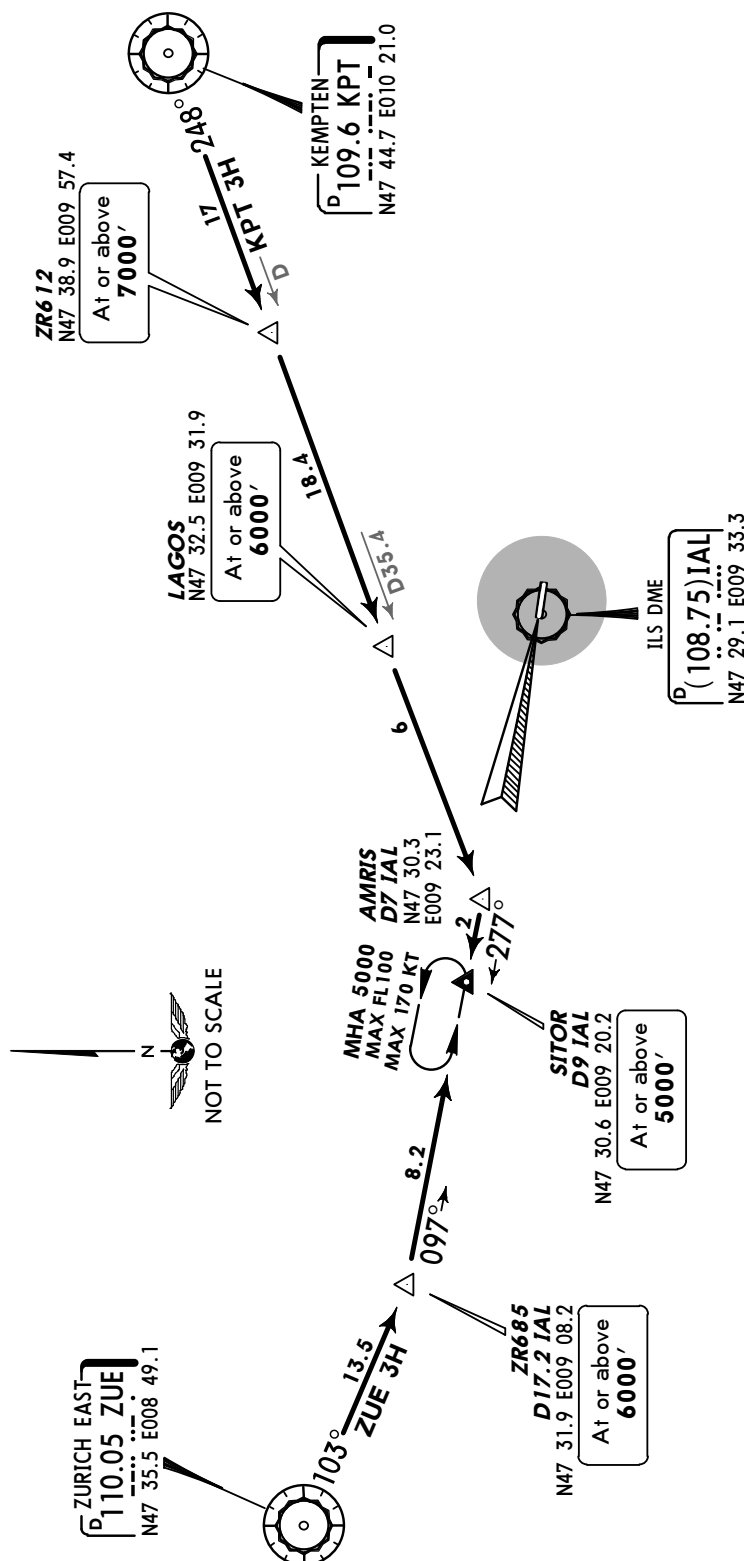
Apt Elev
1306'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'



KEMPTEN 3H (KPT 3H) ② ZURICH EAST 3H (ZUE 3H) ARRIVALS

SPEED: MAX 250 KT BELOW FL100



② Expect bad VOR signal quality as well as low field strength VOR and DME KPT between ZR612 and AMRIS. Expect Radar Vectors to IAF.

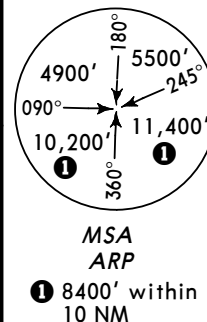
STAR	ROUTING
KPT 3H	Intercept KPT R-248 to AMRIS, intercept IAL LOC outbound to SITOR.
ZUE 3H	Intercept ZUE R-103 to ZR685, intercept IAL LOC to SITOR.

LSZR/ACH
 ALTENRHEIN

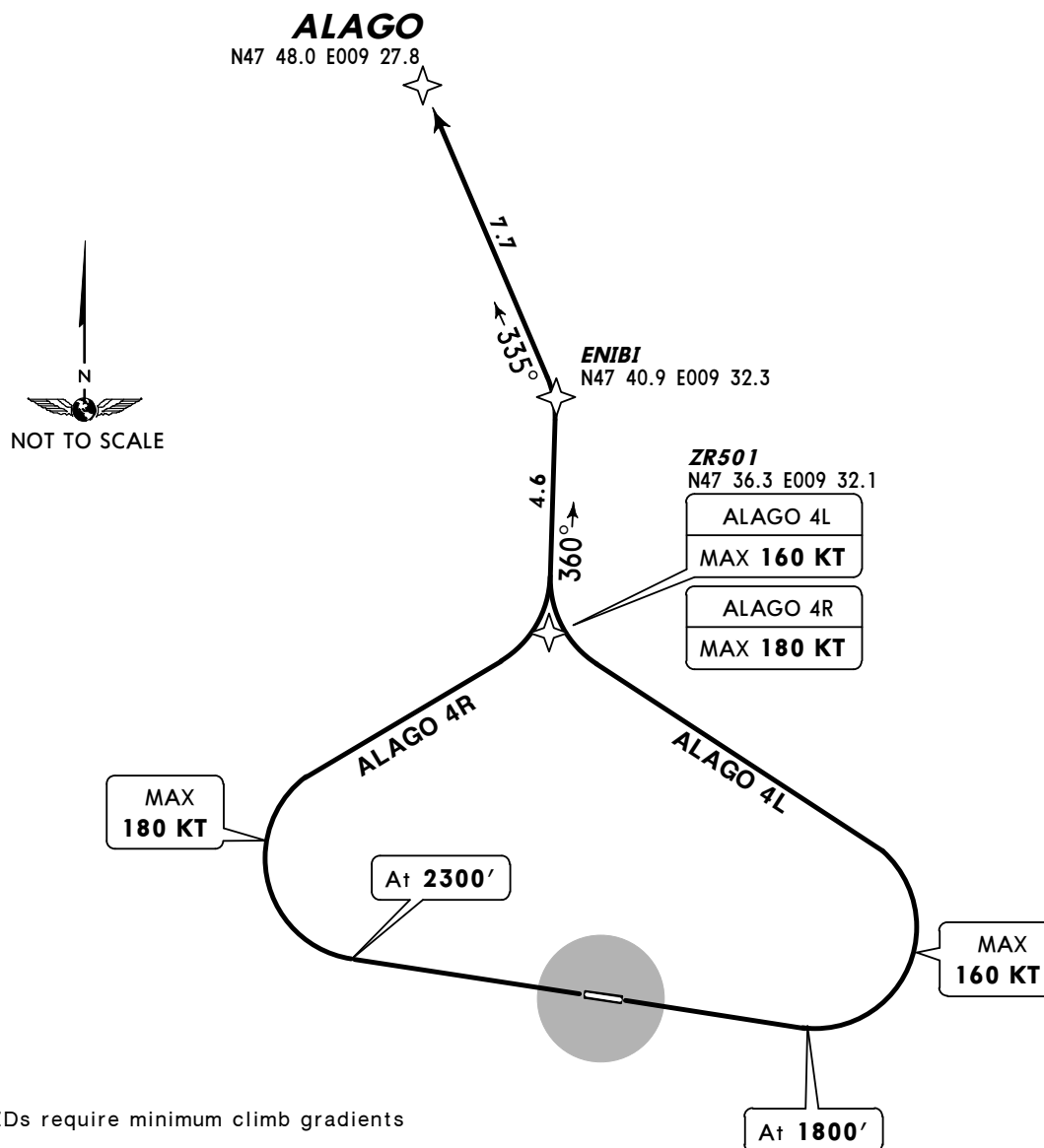
JEPPESEN ST GALLEN, SWITZERLAND
 5 MAR 10 10-3 Eff 11 Mar RNAV SID

Apt Elev
 1306'

Trans level: By ATC Trans alt: 5000'
 1. VISUAL CONDITIONS: When RL available VIS 300m.
 When RL not available VIS 500m (CAT A)/VIS 600m (CAT B, C)
 2. EXPECT close-in obstacles.



ALAGO 4L [ALAG4L]
ALAGO 4R [ALAG4R]
RWYS 10, 28 RNAV DEPARTURES
 P-RNAV OR RNAV 1 (GNSS)
 FOR ROUTE CONTINUATION AFTER ALAGO REFER TO CHART 10-3K
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

ALAGO 4L
 395' per NM (6.5%) up to 1800'.

ALAGO 4R
 316' per NM (5.2%) up to 3900'.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
316' per NM	395	527	790	1053	1317	1580

Initial climb clearance 5000'

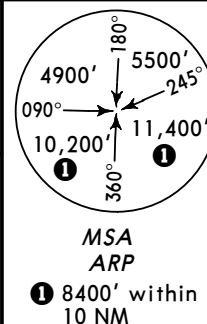
SID	RWY	ROUTING
ALAGO 4L	10	(1800' +; K160-) - ZR501 (K160-) - ENIBI - ALAGO.
ALAGO 4R	28	(2300' +; K180-) - ZR501 (K180-) - ENIBI - ALAGO.

LSZR/ACH
 ALTENRHEIN

JEPPESEN ST GALLEN, SWITZERLAND
 5 MAR 10 (10-3A) Eff 11 Mar RNAV SID

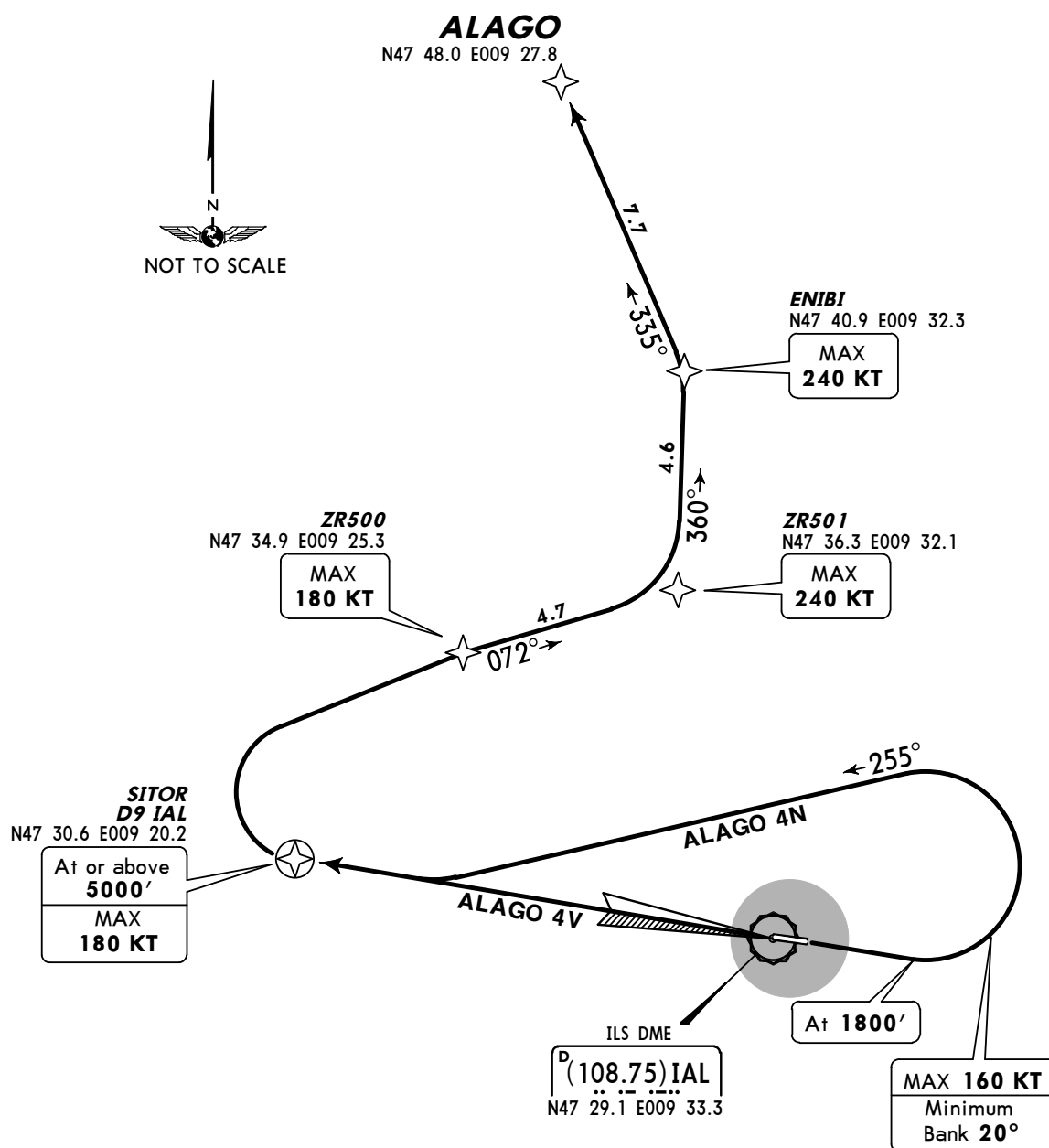
Apt Elev
 1306'

Trans level: By ATC Trans alt: 5000'
 1. VISUAL CONDITIONS: When RL available VIS 300m.
 When RL not available VIS 500m (CAT A)/VIS 600m (CAT B, C)
 2. EXPECT close-in obstacles.
 3. RNAV after passing SITOR.



ALAGO 4N [ALAG4N]
 ALAGO 4V [ALAG4V]
 RWYS 10, 28 RNAV DEPARTURES
 B-RNAV OR RNAV 5 (GNSS)

FOR ROUTE CONTINUATION AFTER ALAGO REFER TO CHART 10-3K
~~SPEED~~ MAX 250 KT BELOW FL100



Initial climb clearance **5000'**

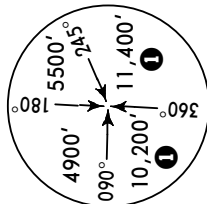
SID	RWY	ROUTING
ALAGO 4N	10	Climb to 1800', turn LEFT, 255° track, follow IAL LOC outbound to SITOR turn RIGHT, then ZR500 - ZR501 - ENIBI - ALAGO.
ALAGO 4V	28	Climb straight ahead (use IAL LOC outbound for track guidance) to SITOR turn RIGHT, then ZR500 - ZR501 - ENIBI - ALAGO.

LSZR/ACH
ALTENRHEIN

JEPPESEN ST GALLEN, SWITZERLAND
5 MAR 10 10-3B Eff 11 Mar RNAV SID

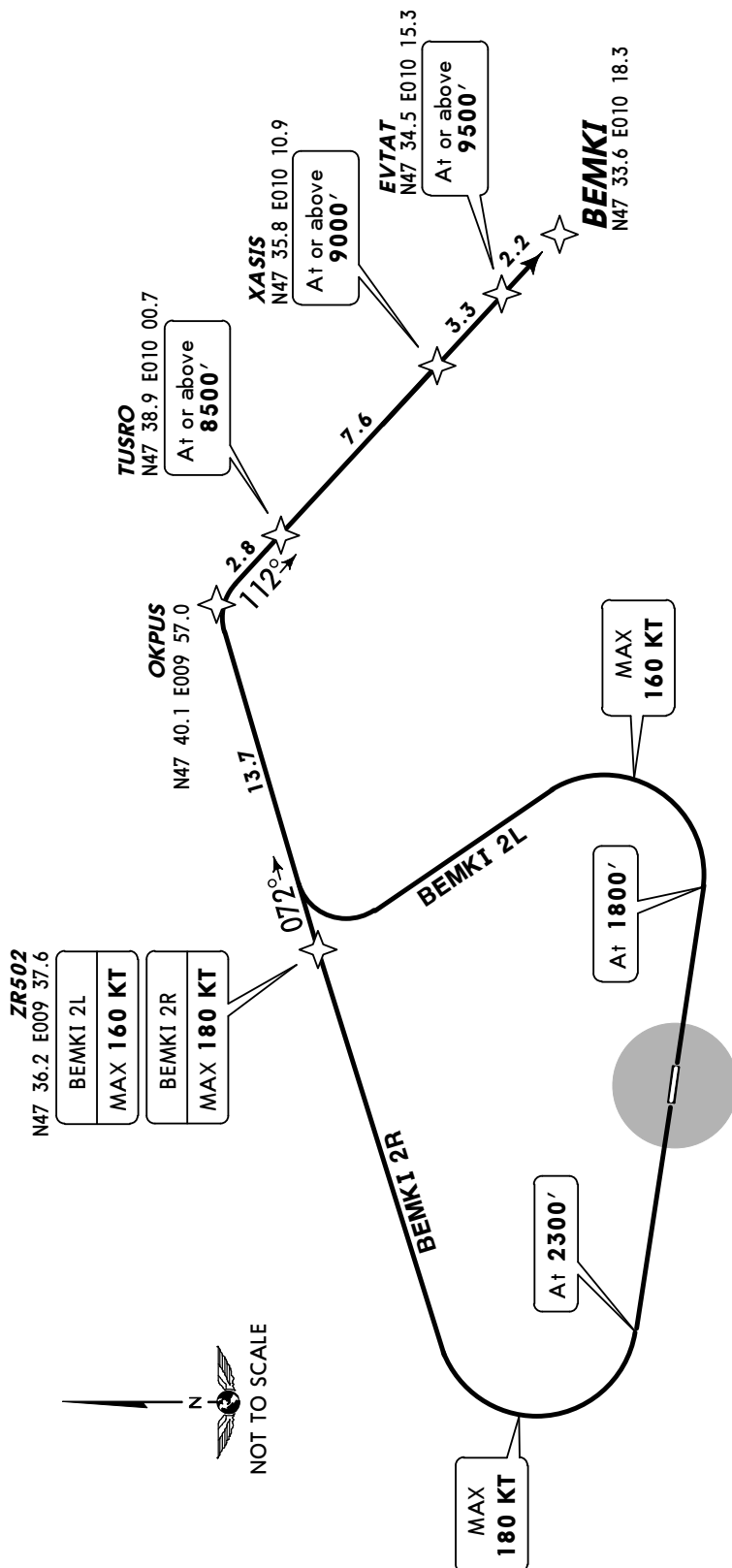
Apt Elev
1306'

Trans level: By ATC Trans alt: 5000'
1. VISUAL CONDITIONS: When RL available VIS 300m.
When RL not available VIS 500m (CAT A)/VIS 600m (CAT B, C)
2. EXPECT close-in obstacles.



MSA
ARP
① 8400' within
10 NM

BEMKI 2L [BEMK2L]
BEMKI 2R [BEMK2R]
RWYS 10, 28 RNAV DEPARTURES
P-RNAV OR RNAV 1 (GNSS)
SPEED MAX 250 KT BELOW FL100



Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
316' per NM	395	527	790	1053	1317	1580

These SIDs require minimum climb gradients of

BEMKI 2L
395' per NM (6.5%) up to 1800'.
BEMKI 2R
316' per NM (5.2%) up to 3900'.

Initial climb clearance 5000'

ROUTING	
SID	RWY
BEMKI 2L	10
BEMKI 2R	28

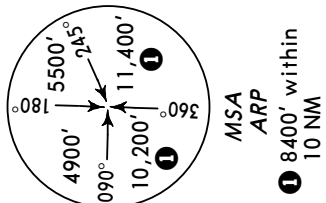
(1800' +; K160-) - ZR502 (K160-) - OKPUS - TUSRO (8500' +) - XASIS
(9000' +) - EVTAT (9500' +) - BEMKI.
(2300' +; K180-) - ZR502 (K180-) - OKPUS - TUSRO (8500' +) - XASIS
(9000' +) - EVTAT (9500' +) - BEMKI.

LSZR/ACH
 ALTENRHEIN

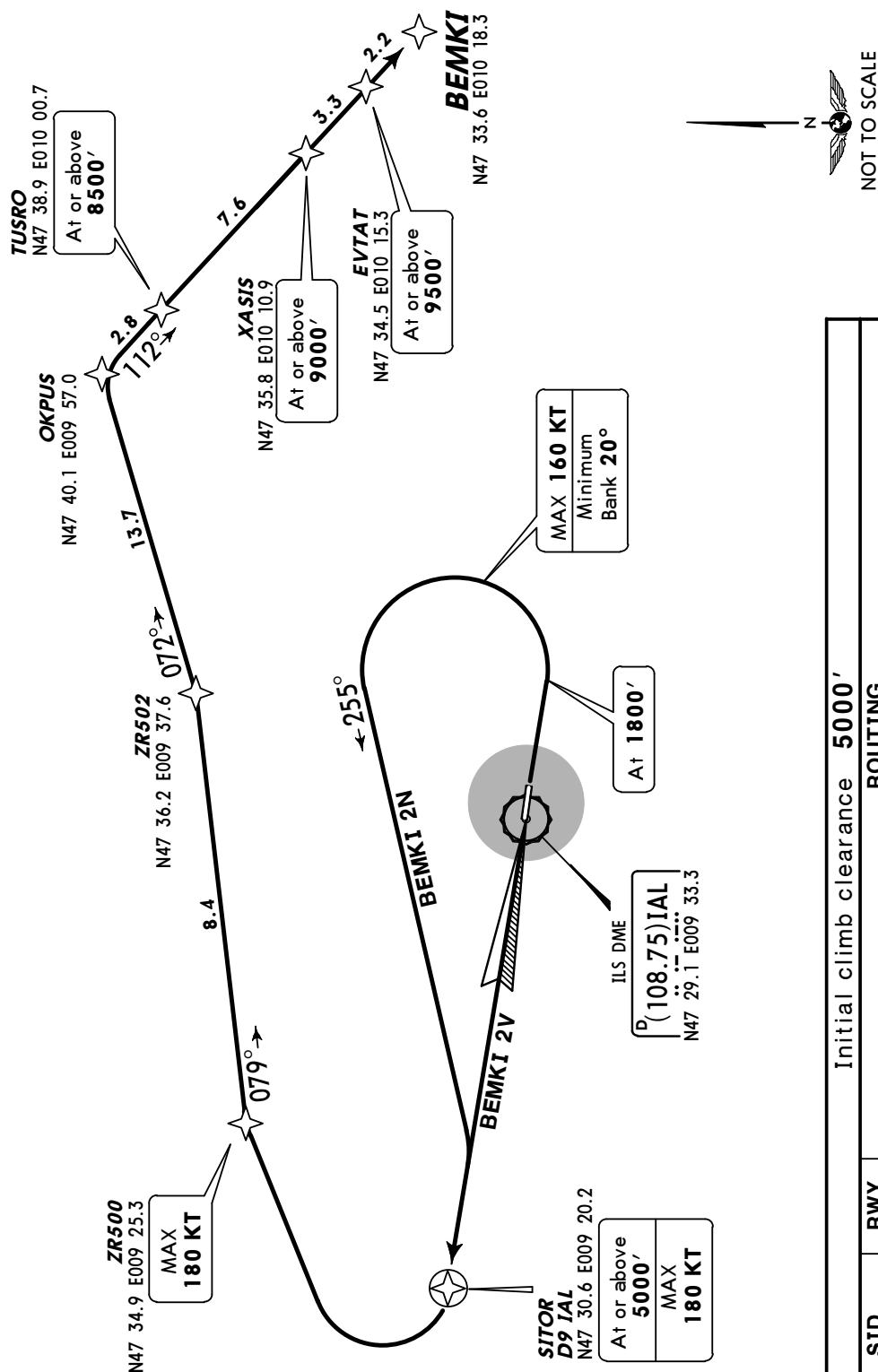
JEPPESEN ST GALLEN, SWITZERLAND
 5 MAR 10 10-3C Eff 11 Mar RNAV SID

Apt Elev
 1306'

- Trans level: By ATC Trans alt: 5000'
 1. VISUAL CONDITIONS: When RL available VIS 300m.
 When RL not available VIS 500m (CAT A)/VIS 600m (CAT B, C)
 2. EXPECT close-in obstacles.
 3. RNAV after passing SITOR.



BEMKI 2N [BEMK2N]
 BEMKI 2V [BEMK2V]
 RWYS 10, 28 RNAV DEPARTURES
 B-RNAV OR RNAV 5 (GNSS)
SPEED MAX 250 KT BELOW FL100



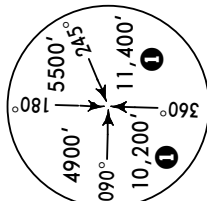
SID	RWY	ROUTING
BEMKI 2N	10	Climb to 1800', turn LEFT, 255° track, follow IAL LOC outbound to SITOR turn RIGHT, then ZR500 - ZR502 - OKPUS - TUSRO - XASIS - EVTAT - BEMKI.
BEMKI 2V	28	Climb straight ahead (use IAL LOC outbound for track guidance) to SITOR turn RIGHT, then ZR500 - ZR502 - OKPUS - TUSRO - XASIS - EVTAT - BEMKI.

LSZR/ACH
 ALTENRHEIN

JEPPESEN ST GALLEN, SWITZERLAND
 5 MAR 10 10-3D Eff 11 Mar RNAV SID

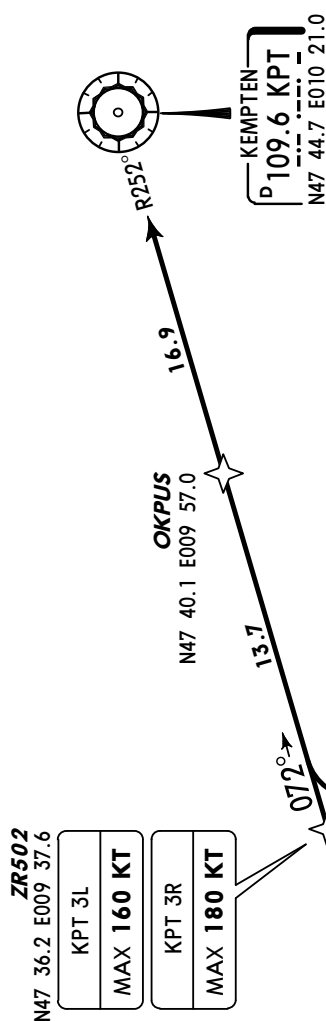
Apt Elev
 1306'

Trans level: By ATC Trans alt: 5000'
 1. VISUAL CONDITIONS: When RL available VIS 300m.
 When RL not available VIS 500m (CAT A)/VIS 600m (CAT B, C)
 2. EXPECT close-in obstacles.



MSA
 ARP
 1 8400' within
 10 NM

KEMPTEN 3L (KPT 3L)
 KEMPTEN 3R (KPT 3R)
 RWYS 10, 28 RNAV DEPARTURES
 P-RNAV OR RNAV 1 (GNSS)
SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients
 of

KPT 3L
 395' per NM (6.5%) up to 1800'.
 KPT 3R
 316' per NM (5.2%) up to 3900'.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
316' per NM	395	527	790	1053	1317	1580

Initial climb clearance 5000'

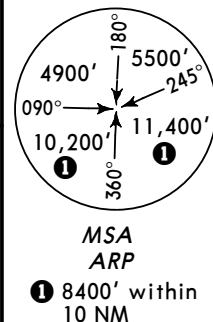
SID	RWY	ROUTING
KPT 3L	10	(1800' +; K160-) - ZR502 (K160-) - OKPUS - KPT.
KPT 3R	28	(2300' +; K180-) - ZR502 (K180-) - OKPUS - KPT.

LSZR/ACH
ALTENRHEIN

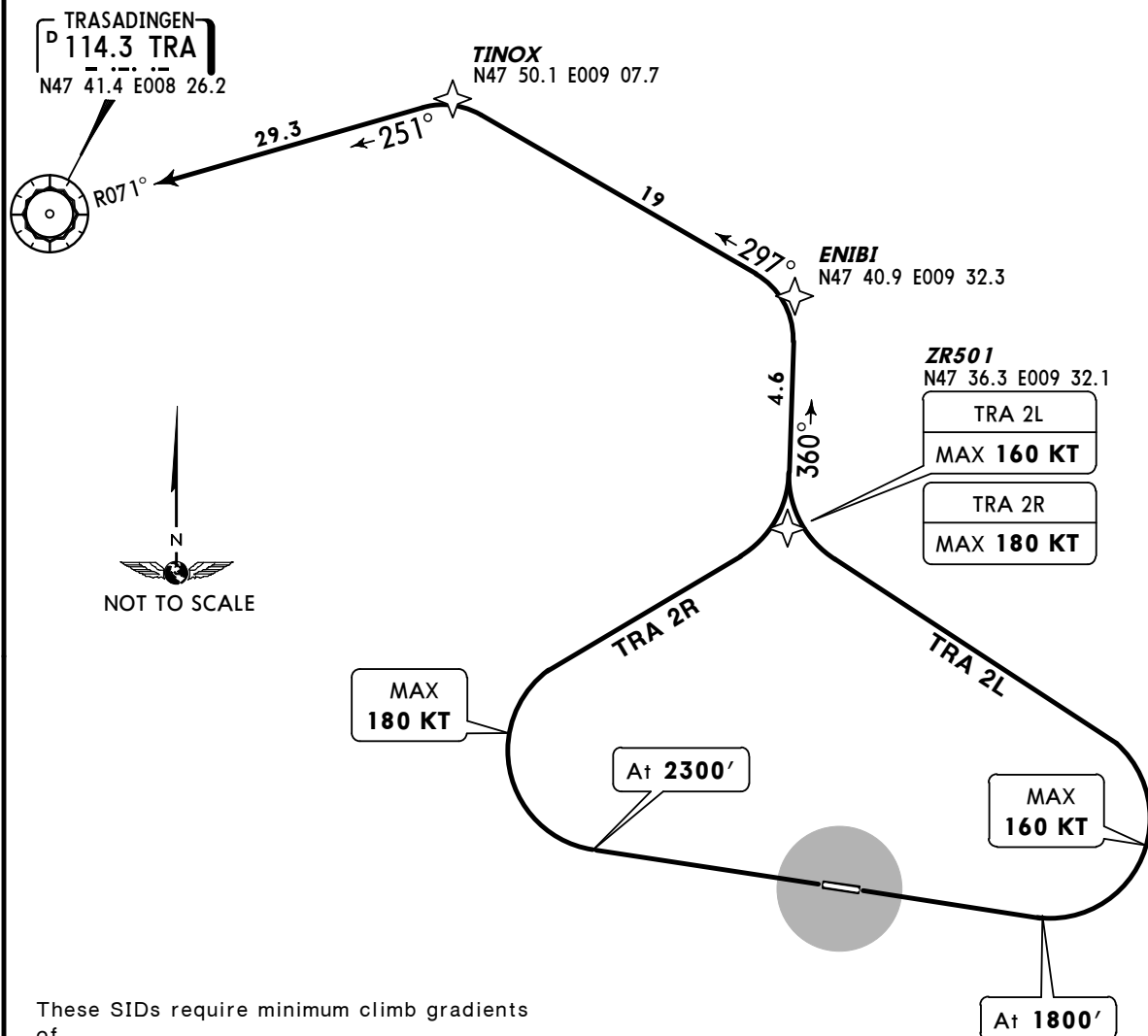
JEPPesen ST GALLen, SWITZERLAND
 5 MAR 10 **(10-3E)** **Eff 11 Mar** **RNAV SID**

Apt Elev
1306'

Trans level: By ATC Trans alt: 5000'
 1. VISUAL CONDITIONS: When RL available VIS 300m.
 When RL not available VIS 500m (CAT A)/VIS 600m (CAT B, C)
 2. EXPECT close-in obstacles.



TRASADINGEN 2L (TRA 2L)
TRASADINGEN 2R (TRA 2R)
RWYS 10, 28 RNAV DEPARTURES
 P-RNAV OR RNAV 1 (GNSS)
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

TRA 2L
 395' per NM (6.5%) up to **1800'**.

TRA 2R
 316' per NM (5.2%) up to **3900'**.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
316' per NM	395	527	790	1053	1317	1580

Initial climb clearance **5000'**

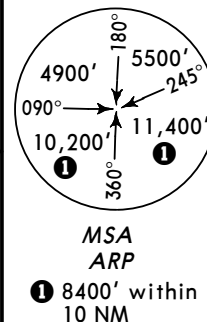
SID	RWY	ROUTING
TRA 2L	10	(1800' +; K160-) - ZR501 (K160-) - ENIBI - TINOX - TRA.
TRA 2R	28	(2300' +; K180-) - ZR501 (K180-) - ENIBI - TINOX - TRA.

LSZR/ACH
 ALTENRHEIN

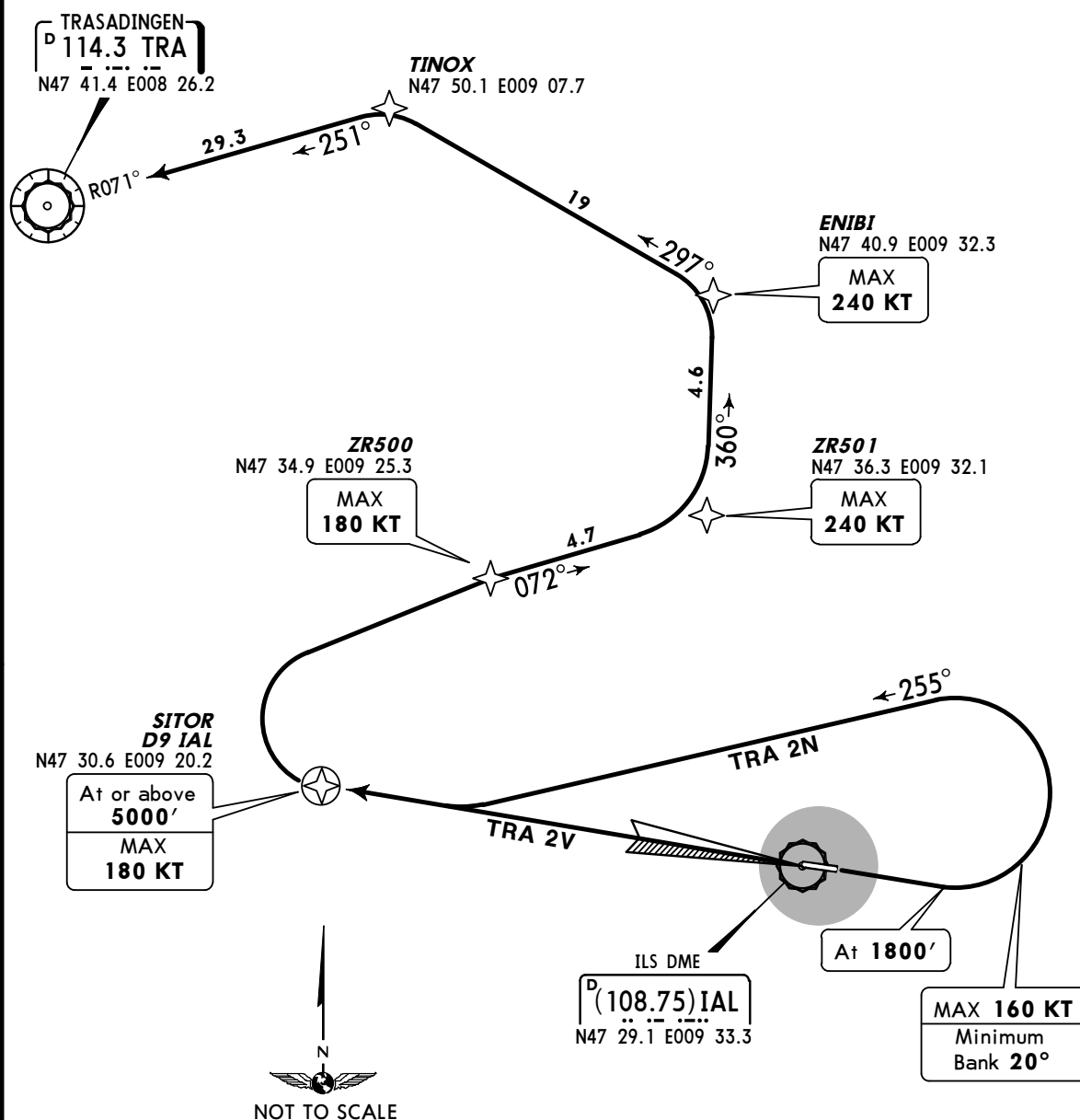
JEPPESEN ST GALLEN, SWITZERLAND
 5 MAR 10 (10-3F) Eff 11 Mar RNAV SID

Apt Elev
 1306'

Trans level: By ATC Trans alt: 5000'
 1. VISUAL CONDITIONS: When RL available VIS 300m.
 When RL not available VIS 500m (CAT A)/VIS 600m (CAT B, C)
 2. EXPECT close-in obstacles.
 3. RNAV after passing SITOR.



TRASADINGEN 2N (TRA 2N)
 TRASADINGEN 2V (TRA 2V)
 RWYS 10, 28 RNAV DEPARTURES
 B-RNAV OR RNAV 5 (GNSS)
~~SPEED~~ MAX 250 KT BELOW FL100



Initial climb clearance 5000'

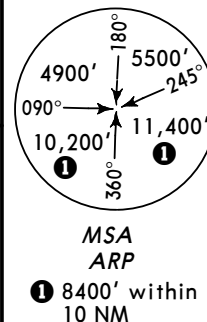
SID	RWY	ROUTING
TRA 2N	10	Climb to 1800', turn LEFT, 255° track, follow IAL LOC outbound to SITOR turn RIGHT, then ZR500 - ZR501 - ENIBI - TINOX - TRA.
TRA 2V	28	Climb straight ahead (use IAL LOC outbound for track guidance) to SITOR turn RIGHT, then ZR500 - ZR501 - ENIBI - TINOX - TRA.

LSZR/ACH
 ALTENRHEIN

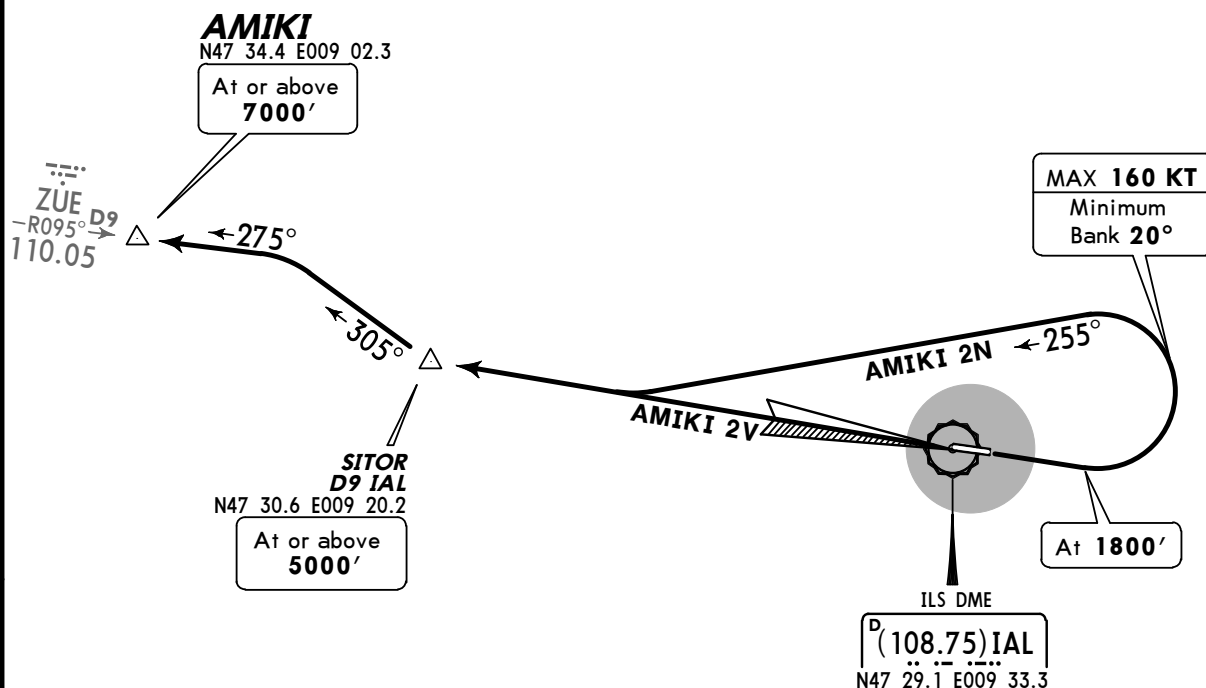
JEPPESEN ST GALLEN, SWITZERLAND
 5 MAR 10 (10-3G) Eff 11 Mar SID

Apt Elev
 1306'

Trans level: By ATC Trans alt: 5000'
 1. VISUAL CONDITIONS: When RL available VIS 300m.
 When RL not available VIS 500m (CAT A)/VIS 600m (CAT B, C)
 2. EXPECT close-in obstacles.



AMIKI 2N (AMIKI 2N) [AMIK2N]
 AMIKI 2V (AMIKI 2V) [AMIK2V]
 RWYS 10, 28 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



Initial climb clearance 5000'

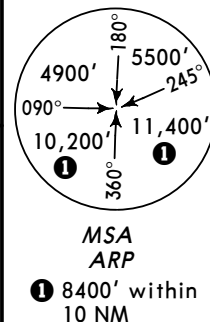
SID	RWY	ROUTING
AMIKI 2N	10	Climb to 1800', turn LEFT, 255° track, follow IAL LOC outbound to SITOR, turn RIGHT, 305° track, intercept ZUE R-095 inbound to AMIKI.
AMIKI 2V	28	Climb straight ahead (use IAL LOC outbound for track guidance) to SITOR, turn RIGHT, 305° track, intercept ZUE R-095 inbound to AMIKI.

LSZR/ACH
 ALTENRHEIN

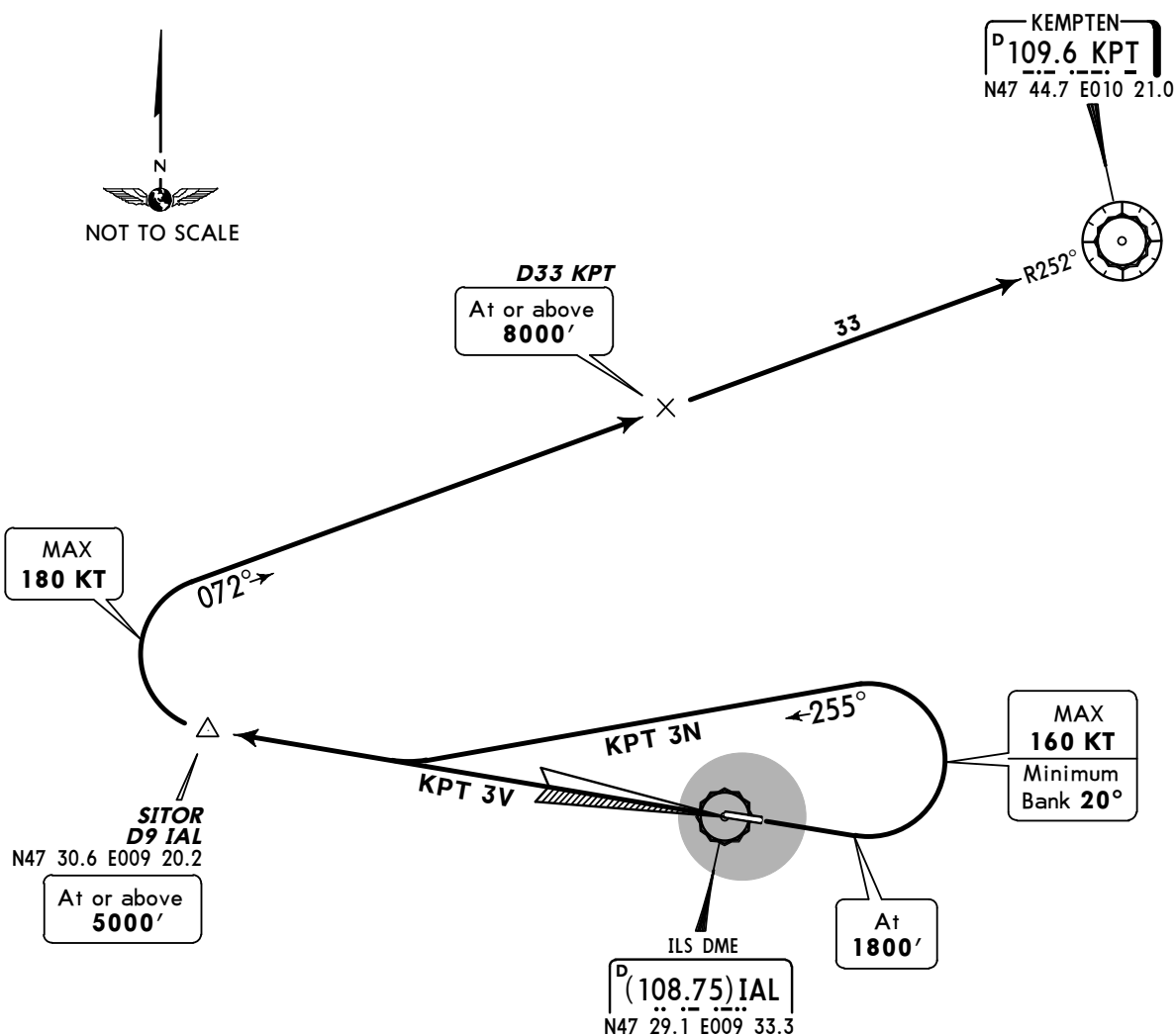
JEPPESEN ST GALLEN, SWITZERLAND
 5 MAR 10 10-3H Eff 11 Mar SID

Apt Elev
 1306'

Trans level: By ATC Trans alt: 5000'
 1. VISUAL CONDITIONS: When RL available VIS 300m.
 When RL not available VIS 500m (CAT A)/VIS 600m (CAT B, C)
 2. EXPECT close-in obstacles.



KEMPTEN 3N (KPT 3N)
KEMPTEN 3V (KPT 3V)
RWYS 10, 28 DEPARTURES
 EXPECT BAD VOR SIGNAL QUALITY AS WELL AS LOW FIELD STRENGTH
 FOR VOR AND DME KPT AT OR BELOW 8000'
~~SPEED~~ MAX 250 KT BELOW FL100



Initial climb clearance **5000'**

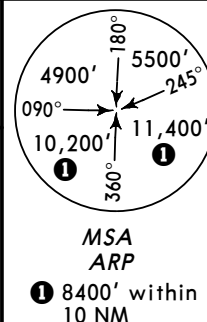
SID	RWY	ROUTING
KPT 3N	10	Climb to 1800' , turn LEFT, 255° track, follow IAL LOC outbound to SITOR, turn RIGHT, intercept KPT R-252 inbound to KPT.
KPT 3V	28	Climb straight ahead (use IAL LOC outbound for track guidance) to SITOR, turn RIGHT, intercept KPT R-252 inbound to KPT.

LSZR/ACH
ALTENRHEIN

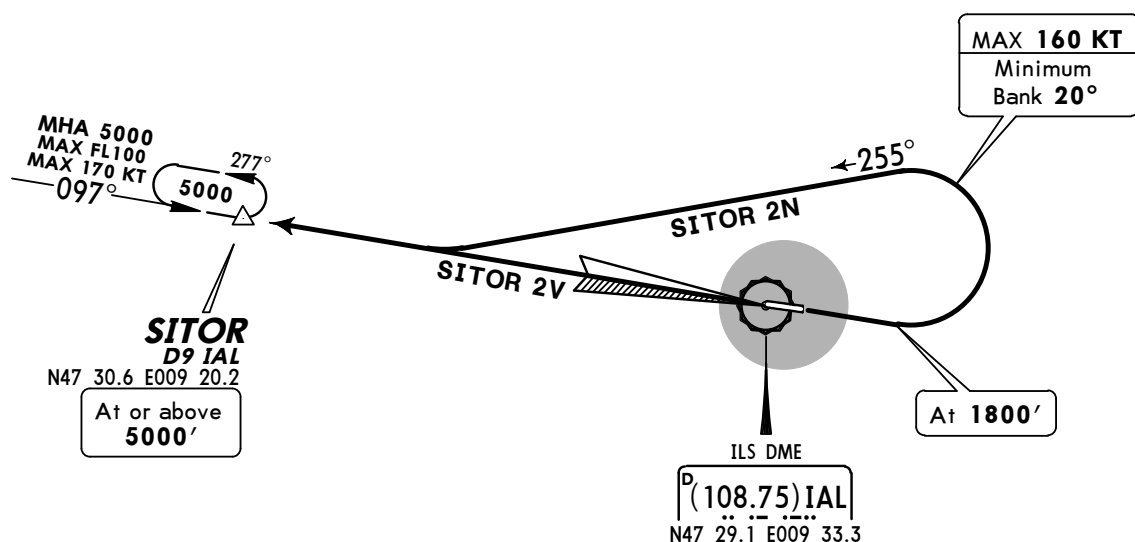
JEPPESEN ST GALLEN, SWITZERLAND
 5 MAR 10 **(10-3J)** **Eff 11 Mar** **SID**

Apt Elev
1306'

Trans level: By ATC Trans alt: 5000'
 1. VISUAL CONDITIONS: When RL available VIS 300m.
 When RL not available VIS 500m (CAT A)/VIS 600m (CAT B, C)
 2. EXPECT close-in obstacles.



SITOR 2N [SITO2N]
SITOR 2V [SITO2V]
RWYS 10, 28 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



Initial climb clearance **5000'**

SID	RWY	ROUTING
SITOR 2N	10	Climb to 1800' , turn LEFT, 255° track, follow IAL LOC outbound to SITOR, enter holding.
SITOR 2V	28	Climb straight ahead (use IAL LOC outbound for track guidance) to SITOR, enter holding.

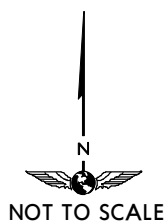
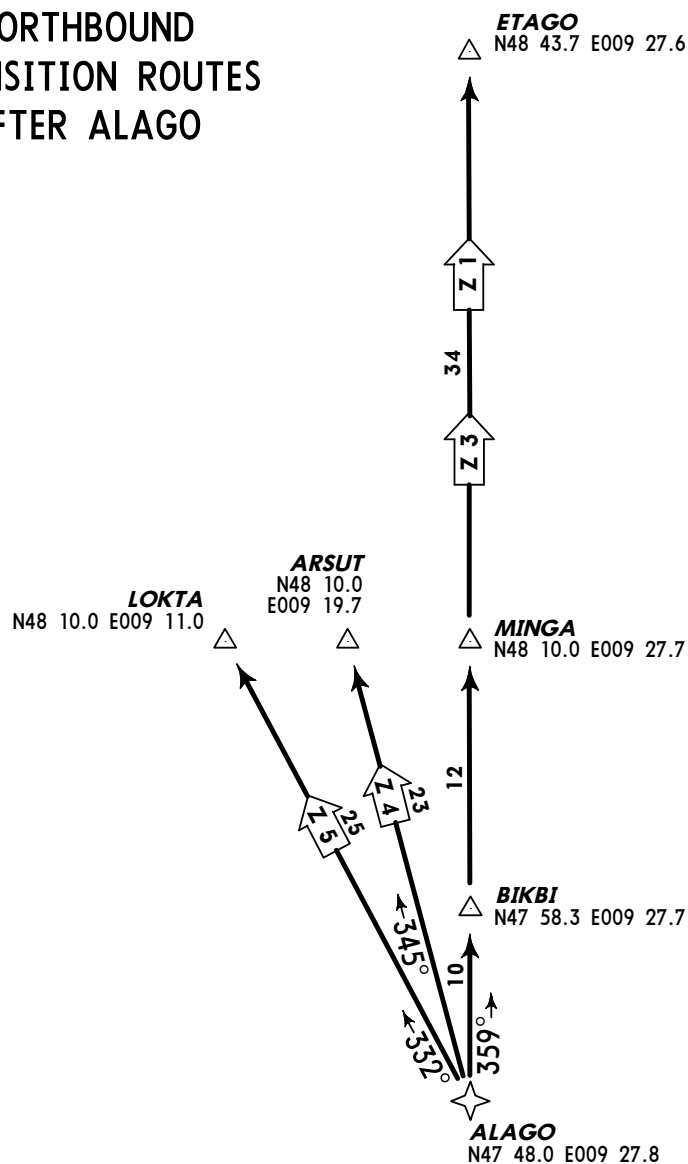
LSZR/ACH
ALTENRHEIN

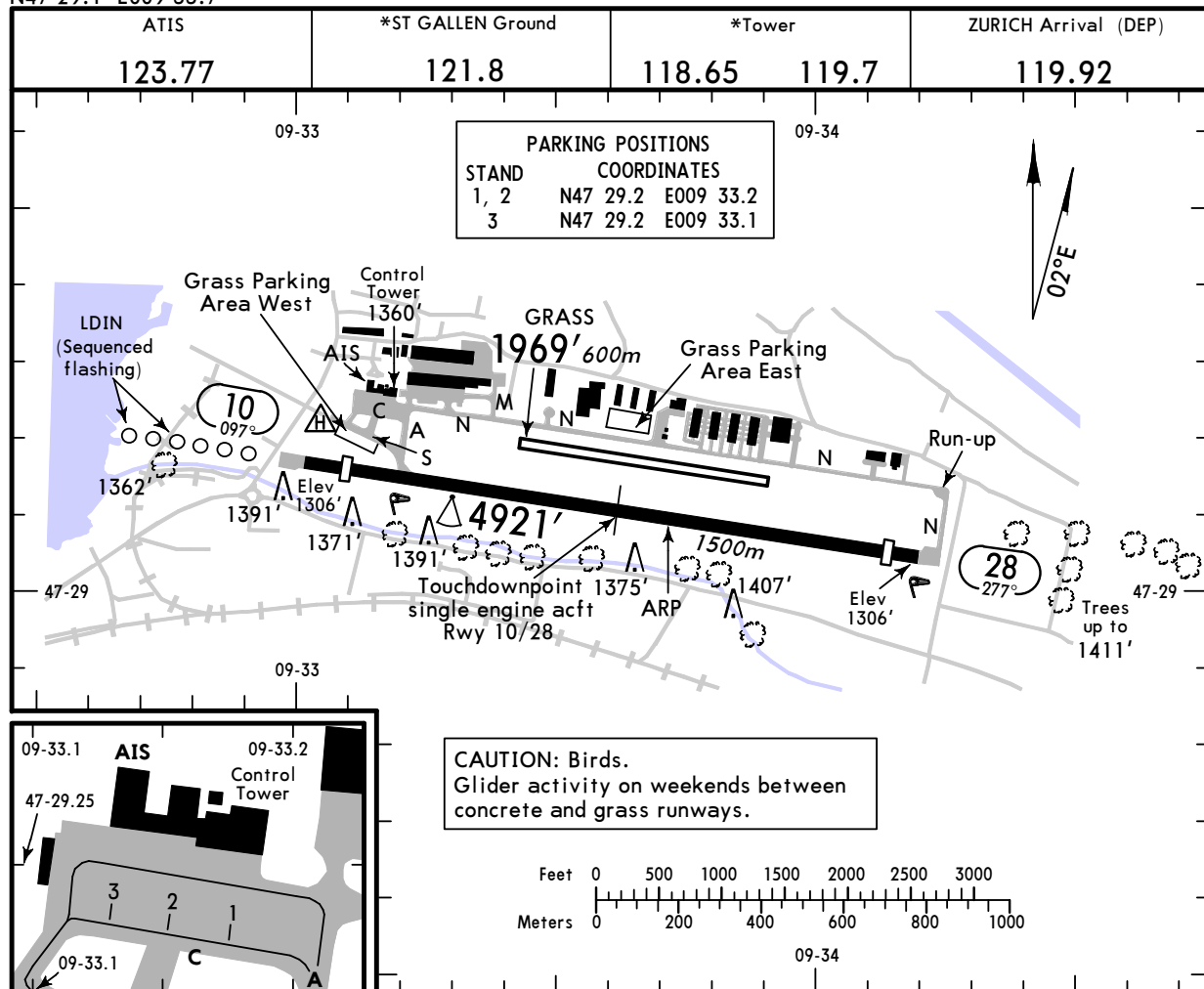
JEPPESEN **ST GALLEN, SWITZERLAND**
5 MAR 10 **10-3K** **Eff 11 Mar** **TRANSITION**

Apt Elev
1306'

Trans level: By ATC Trans alt: 5000'

NORTHBOUND TRANSITION ROUTES AFTER ALAGO



LSZR/ACH
Apt Elev **1306'**
N47 29.1 E009 33.7JEPPESEN ST GALLEN, SWITZERLAND
9 JUL 10 (10-9)
ALTENRHEIN

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
10	HIRL (50m) LDIN REIL PAPI (4.0°, MEHT 23')	4593' ② 1400m	3871' 1180m		98'
28	HIRL (50m) PAPI-L (angle 4.0°)	4675' ③ 1425m			30m
10	Grass runway				75'
28					23m

① Rwy grooved. ② Single engine aircraft: 2421' (738m). ③ Single engine aircraft: 2500' (762m).

NOISE ABATEMENT PROCEDURES

Reverse thrust

For deceleration it is recommended to use entire rwy length available. Reverse thrust shall be used for safety or operational reasons only.

Taxi and holding

Acft shall be operated so as to reduce noise to a minimum during taxi and holding operations.

Recommendations for turbo-prop acft:

- Taxi: one engine idle power/low RPM;
- Holding: both engines idle power/low RPM.

Auxiliary Power Units (APU)

The following regulations are applicable to the use of APU:

- at maximum 20 min prior to the acft departure;
- at maximum 10 min after the acft arrival;
- longer duration only with special permission by AD authority.

The use of APU for maintenance shall be restricted to a minimum duration.

Standard

TAKE-OFF

Main Rwy

	RCLM (DAY only) or RL	NIL (DAY only)
A		
B	400m	800m
C		
D	NOT APPLICABLE	

LSZR/ACH
ALTENRHEIN



JEPPesen ST GALLen, SWITZERLAND

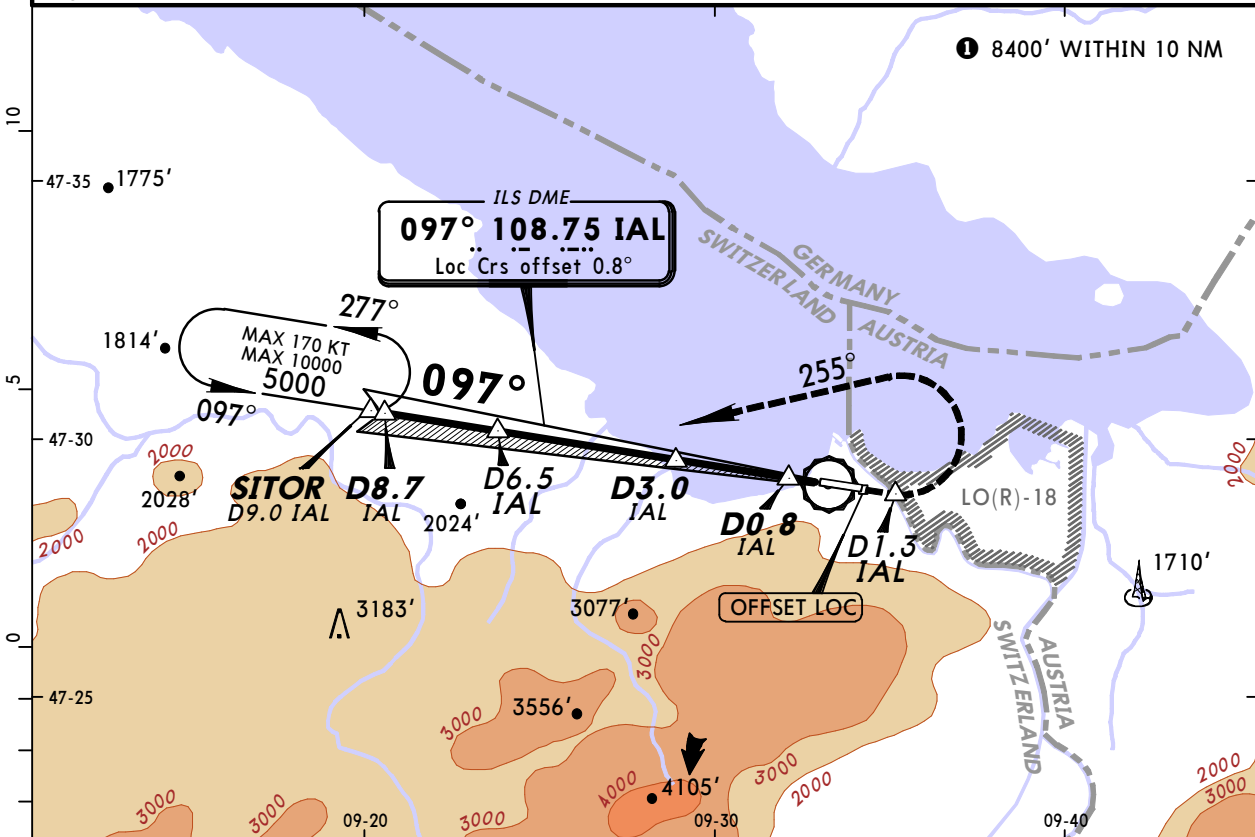
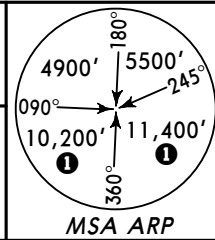
9 JUL 10 (11-1)

CAT A, B & C

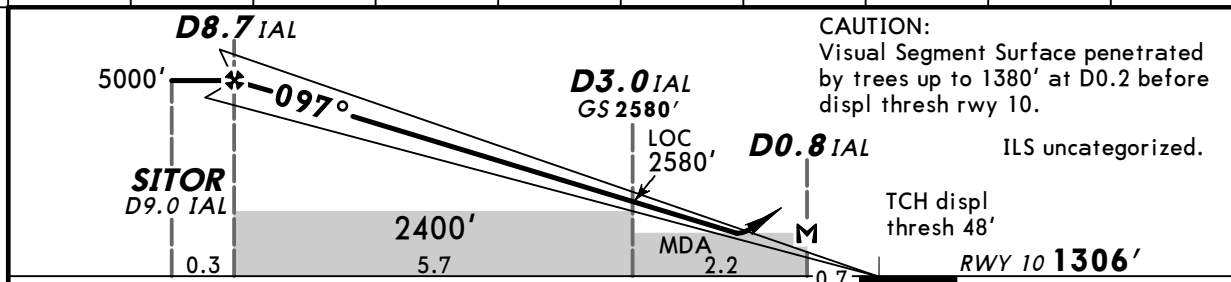
ILS or LOC Rwy 10

BRIEFING STRIP

ATIS	ZURICH Arrival		*ST GALLen Tower		*Ground
123.77	119.92		118.65 119.7		121.8
LOC IAL	Final Apch Crs	GS	ILS DA(H)	Apt Elev	1306'
108.75	097°	D3.0 IAL 2580' (1274')	1806' (500')	RWY 1306'	
MISSED APCH: Climb STRAIGHT AHEAD. At D1.3 IAL past the station or 1700', whichever is later, turn LEFT (MAX 160 KT, MIM bank angle 20°) onto track 255° to intercept IAL LOC outbound. Proceed to SITOR, cross D6.5 IAL at 4000' or above and climb to 5000'.					
Alt Set: hPa Rwy Elev: 47 hPa Trans level: By ATC Trans alt: 5000' 1. WARNING: Do not undershoot PAPI GS due to obstacle after DA(H). 2. CAUTION: Non standard apch angle.					



LOC (GS out)	IAL DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE		4710'	4280'	3860'	3430'	3010'	2580'	2160'	1730'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI		Refer to Missed Apch above
ILS GS or LOC Descent angle 4.00°	501	644	716	859	1002	1145			
MAP at D0.8 IAL									

Standard			STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not authorized South of airport	
DA(H) 1806' (500')			MDA(H) 1810' (504')		Max Kts	
A	RVR 1500m		RVR 1500m		100	MDA(H) 2170' (864') VIS 1500m
B					135	2170' (864') 1600m
C	CMV 2300m		CMV 2400m		160	2270' (964') 2400m
D	NOT APPLICABLE				D	NOT APPLICABLE

PANS OPS 3

CHANGES: None.

© JEPPesen, 1999, 2010. ALL RIGHTS RESERVED.

ST. GALLEN

ALTENRHEIN

SWITZERLAND

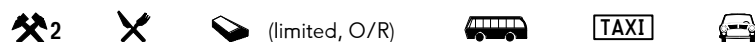
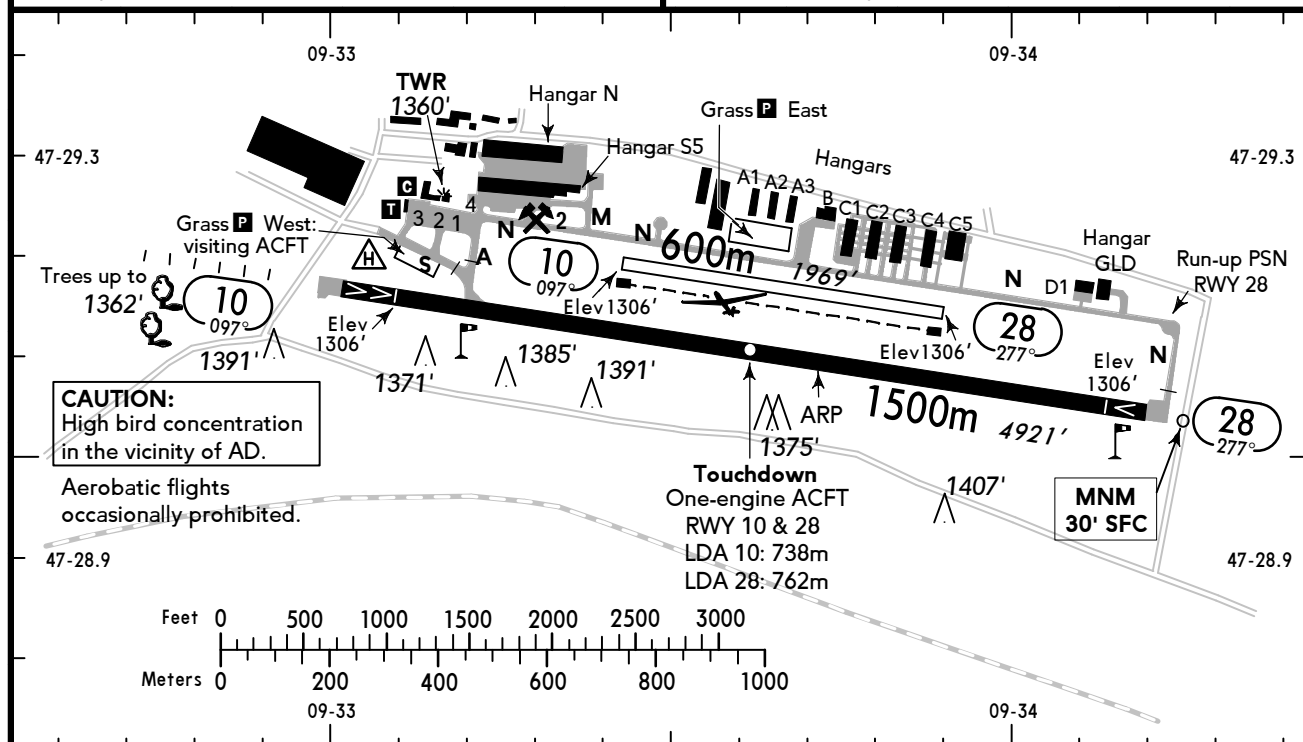
19-2

16 APR 10

JEPPESEN

ATIS **123.77**ST. GALLEN GROUND **121.80**

(FIS)

ZÜRICH INFORMATION **124.70**

Asphalt RWY: ALS 10 - PAPI (4°) - THRL - RL - TWYL "A" - APRON - OBST (partly).

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
10	1500 x 30 Asphalt	1500	1400	PCN 30/F/C/Y/T	⊙
28	1500 x 30 grooved	1500	1425		⊙
10	600 x 23 Grass	600	600	0.25 MPa	—
28					

AD is PPR for HEL and NORDO ACFT by TEL. First RDO contact 5 MIN prior entering CTR or at GÜTTINGEN, LANGENARGEN, ABM WANGEN, DIEPOLDSAU or GOSSAU.

APP: Only permitted when ACFT is over E, S, V or Z at least 10 MIN prior the end of AD op hr. Flights within traffic circuit are restricted due to adjoining LO-R18. For information OPR TEL.

DEP: FPL or flight notification compulsory. Start-up clearance compulsory for SVFR and NVFR. DEP only permitted if the ACFT is ready to taxi at least 10 MIN prior the end of AD op hr.

Avoid noise-sensitive residential areas near AD. Listen to ATIS and confirm ATIS designator.

AD ist PPR für HEL und NORDO ACFT per TEL. Erster Funkkontakt 5 MIN vor Einflug in die CTR oder bei GÜTTINGEN, LANGENARGEN, ABM WANGEN, DIEPOLDSAU oder GOSSAU.

APP: Nur erlaubt, wenn sich das LFZ spätestens 10 MIN vor Ende der AD op hr über E, S, V oder Z befindet. Flüge in der Platzrunde sind aufgrund der angrenzenden LO-R18 eingeschränkt. Auskunft über OPR TEL.

DEP: FPL oder Fluganmeldung erforderlich. Anlassfreigabe für SVFR und NVFR obligatorisch. DEP nur möglich wenn das LFZ 10 MIN vor Ende der AD op hr rollbereit ist.

Lärmempfindliche Wohngebiete in Platznähe meiden. ATIS abhören und ATIS-Kennung bestätigen.

L'AD est PPR pour HEL et NORDO ACFT par TEL. Premier contact RDO 5 MIN avant pénétrer la CTR ou verticale de GÜTTINGEN, LANGENARGEN, ABM WANGEN, DIEPOLDSAU ou GOSSAU.

APP: Seulement autorisée si l'ACFT est sur E, S, V ou Z au plus tard 10 MIN avant de la fin de l'AD op hr. Les vols de circuit sont restreints en raison de la zone LO-R18. Renseignements par OPR TEL.

DEP: FPL ou notification de vol obligatoire. Demande de mise en route obligatoire pour SVFR et NVFR. DEP seulement possible si l'ACFT est disposé à rouler au plus tard 10 MIN avant la fin de l'AD op hr.

Eviter les zones habitées aux abords de l'aérodrome.

Ecouter l'ATIS et confirmer avec l'indication de la lettre de l'ATIS.

- ACFT entering for LDG or leaving LSZR CTR shall proceed via the established routes & REPs.
The climb shall be continuously continued after TKOF up to the cruising level.
A clearance from TWR is also required for transit flights (Caution: Hang glider & GLD activity).

NOISE ABATEMENT PROCEDURES

Reduce noise to a minimum during taxi and holding operations.

Recommendations for turboprop ACFT:

Taxi and Holding

- Taxi: one engine idle power/low RPM.
- Holding: both engines idle power/low RPM

SVFR minima in the CTR:

ARR and DEP: VIS 2500m;

Ceiling: 500' SFC.

AD circuits flights: VIS 2500m;

Ceiling: 1000' SFC.

RADIO FAILURE PROCEDURE

ARR:

Set transponder on 7600.

Before cleared to enter CTR: do not enter CTR and land on alternate AD.

Cleared to enter AD circuit: continue to join AD circuit; look out for light signals from TWR; land on RWY in use.

DEP:

Before TKOF: Return to ACFT stand via TWY; Look out for light signals from TWR.

After TKOF: Set transponder on 7600; leave CTR according to clearance.

- Der Einflug in die CTR zur Landung und der Ausflug haben über die festgelegten Flugwege und Meldepunkte zu erfolgen.
Nach dem Start soll der Steigflug bis zur Reiseflughöhe kontinuierlich fortgesetzt werden.
Für Transitflüge ist ebenfalls eine Freigabe von TWR erforderlich (Achtung: Hängegleiter und GLD-Betrieb).

LÄRMMINDERUNGSVERFAHREN

Der Lärm beim Roll- und Wartevorgang ist auf ein Minimum zu reduzieren. Empfehlungen für Turboprop-Flugzeuge:

Roll- und Wartevorgang

- Rollen: ein Triebwerk Leerlauf/niedrige Drehzahl.
- Warten: beide Triebwerke Leerlauf/niedrige Drehzahl.

SVFR-Minima in der CTR:

ARR und DEP: VIS 2500m;

Hauptwolkenuntergrenze: 500' SFC.

Platzrundenflüge: VIS 2500m;

Hauptwolkenuntergrenze: 1000' SFC.

ST. GALLEN

19-3A

23 MAR 07

JEPPESEN

ALTENRHEIN

SWITZERLAND

FUNKAUSFALLVERFAHREN**ARR:**

Transponder 7600 einstellen.

Vor Erhalt der Freigabe zum Einfliegen in die CTR: nicht in die CTR einfliegen und auf dem Ausweichflugplatz landen.

Nach Erhalt der Freigabe zum Einfliegen in die CTR: Anflug weiterführen; auf Lichtsignale des TWR achten; auf der in Betrieb stehenden Piste landen.

DEP:

Vor dem Start: Zurück zum Standplatz via TWY; Lichtsignale beachten.

Nach dem Start: Transponder 7600; CTR entsprechend der erhaltenen Freigabe verlassen.

-
- En pénétrant pour LDG ou quitter LSZR CTR ACFT doivent procéder selon les itinéraires et REPs publiés. La montée doit continué sans interruption après le décollage jusqu'au niveau de croisière. L'autorisation du TWR est obligatoire aussi pour les vols du passage (Prudence: activité Hang glider & GLD).

PROCEDURES ANTIBRUIT

Réduire les bruits au minimum lors des périodes d'attente et de roulage.

Recommandations pour les avions turboprops:

Roulage et attente

- Roulage: un moteur au point mort/RPM bas.
- Attente: deux moteurs au point mort/RPM bas.

Minimums SVFR dans la CTR:

ARR et DEP: VIS 2500m;

Plafond: 500' SFC.

Circuits en vol: VIS 2500m;

Plafond: 1000' SFC.

PANNE RADIO**ARR:**

Afficher transpondeur 7600;

Avant d'avoir reçu l'autorisation d'entrer dans la CTR: ne pas y entrer et atterrir sur un AD évasif.

Après réception de la clairance d'entrée dans la CTR: continuer l'approche; faire attention à signaux optiques de la TWR; l'atterrissage dans la piste qui est en service.

DEP:

Avant TKOF: retourner à position stationnement via TWY; faire attention à signaux optiques.

Après TKOF: afficher transpondeur 7600; sortir la CTR selon de la clairance.