

## GENERAL

## Operational Hours

## Scheduled Flights

## LDG

MON-SUN 0500-2200‡.

Be over D8 IBE latest at 2145‡.

## TKOF

No later than 2130‡, be ready for taxi at 2115‡ latest.

## Other Flights

MON-FRI 0600 - 1900‡ for TKOF.

0600 - 2100‡ for LDG.

SAT (Winter) 0600 - end of evening CIV twilight (MNM 1700) for TKOF/LDG

| (Summer) 0500 - 1900

SUN 0700 - 1900‡ for TKOF

0700 - 2100‡ for LDG.

## Airport Information

**RFF:** CAT 4

Higher CAT 0/R 3HR before ETA/ETD.

For scheduled TFC CAT 4 or higher according ACFT type.

**PCM:** RWY 14/32: 46/F/C/X/T**Customs:** MON-FRI 0600-2100‡

SAT 0600‡-HR, but closing earliest 1700 (Winter), 2000 (Summer)

SUN 0700-2100‡

## Operation

## TWY Restrictions

TWY F width 20.5m / 67ft.

TWY C width 18m / 59ft.

TWY B width 15.5m / 51ft.

TWY K: between TWY B and C width 14m / 46ft.

between TWY C and Y7 width 16m / 52ft.

between TWY Y7 and E width 10m / 33ft.

between TWY E and F width 18m / 59ft.

TWY D width 10m / 33ft.

TWY E width 9m / 30ft.

TWY A width 7.5m / 25ft.

TWY A MAX wingspan 13m / 43ft.

TWY B, D MAX wingspan 21.5m / 70ft.

TWY C, F MAX wingspan 36m / 118ft.

| TWY E MAX wingspan 15m / 49ft, MAX 5.7t /12500lbs.

TWY K MAX wingspan 21.5m / 71ft, except 36m / 118ft between stand Y3 and stand Y7.

## GENERAL

MAX outer main gear wheel span:

- TWY A, E 4.5m / 15ft.
- TWY B 9m / 30ft.
- TWY C 9.3m / 31ft.
- TWY D 5.5m / 18ft.
- TWY F 11.5m / 38ft.
- TWY K:
  - between TWY B and C 8.3m / 27ft,
  - between TWY C and Stand Y7 9.3m / 31ft.
  - between Stand Y7 and TWY E 6m / 20ft.
  - between TWY E and TWY F 9.3m / 31ft.

## Taxi/Parking

TWR provides way securing service.

ARR ACFT shall taxi independently to parking PSN or as instructed by TWR. In certain cases final guidance by marshaller.

Sector Green: Taxi in/out with idle power only.

Nose-in guidance at ACFT stands O/R.

**APU:** Use of APU restricted to MAX 30min before EOBT and MAX 20min after on-block time.

## ARRIVAL

## Speed

MAX IAS 250KT below FL100.

## Communication

## COM Failure

## STAR to BIRKI NON-RNAV

- Proceed via NON RNAV STAR to BIRKI. ACFT on November ARR PROC after LARDO direct to BIRKI.
- At last received or acknowledged EAT or, if no EAT has been received or acknowledged at FPL ETA, descend in the BIRKI HLDG pattern to 4000ft.
- Carry out a standard instrument APCH to RWY 14, if needed followed by a circling to RWY 32.

## Arrival Procedure

**Reverse:** For deceleration use entire RWY length AVBL, use of reverse thrust shall be limited to safety or particular operational reasons.

## DEPARTURE

## | Take-off Minima

RWY		14		
A, B, C	ft - m/km	MNM climb gradients according SID		
		0 - 400R/400V	HJ only	-
		0 - 800R/800V		wo LGT
		0 - 800R/800V	HN	-
		If unable to keep MNM SID climb gradients		
		c1300 - 1.5V	-	
D		Not applicable	-	
RWY		32		
A, B, C	ft - m/km	0 - 400R/400V	HJ only	-
		0 - 800R/800V		wo LGT
		0 - 800R/800V	HN	-
		Not applicable	-	

## Speed

MAX IAS 250KT below FL100.

## Communication

## COM Failure

## RWY 32 NON-RNAV

- Cross MONIN/RAMOK/MEBOX/AMRID climbing to/at last assigned and acknowledged FL but not below MCA. Leave last received and acknowledged FL or ALT earliest 3min after airborne. Continue climb to FPL FL.

## RWY 14 NON-RNAV

- Cross RAMOK/MONIN/AMRID climbing to/at last assigned and acknowledged FL but not below MCA. Leave last received and acknowledged FL or ALT earliest 3min after airborne. Continue climb to FPL FL.

## RWY 32/14 NON-RNAV (Local)

- Cross BER/BIRKI climbing to/at last assigned and acknowledged FL but not below MCA. Leave last received and acknowledged FL or ALT earliest 3min after airborne.
- Proceed to BIRKI.
- At last received or acknowledged EAT or if no EAT has been received or acknowledged at FPL EAT, descend in BIRKI HLDG pattern to 4000ft.
- Carry out a STANDARD INSTRUMENT APCH to RWY 14 if needed followed by a circling to RWY 32.

BRN-LSZB

1-40

AOI

AOI

**DEPARTURE****Departure Procedure****NON-RNAV**

If unable to fly Procedure Design Gradient (PDG) following procedure compulsory: VIS 1500m, ceiling 1300ft, maintain visual contact for DEP and initial turn.

**ATC Slot, Clearance****Start-up**

Start-up CLR compulsory. Request start-up CLR on DLV or TWR FREQ (if DLV not active), and state current ATIS designator. Status AVBL on ATIS.

**De-Icing**

AVBL 01 OCT-30 APR



22-MAR-2018

BRN-LSZB

3-20

Switzerland Bern Belp

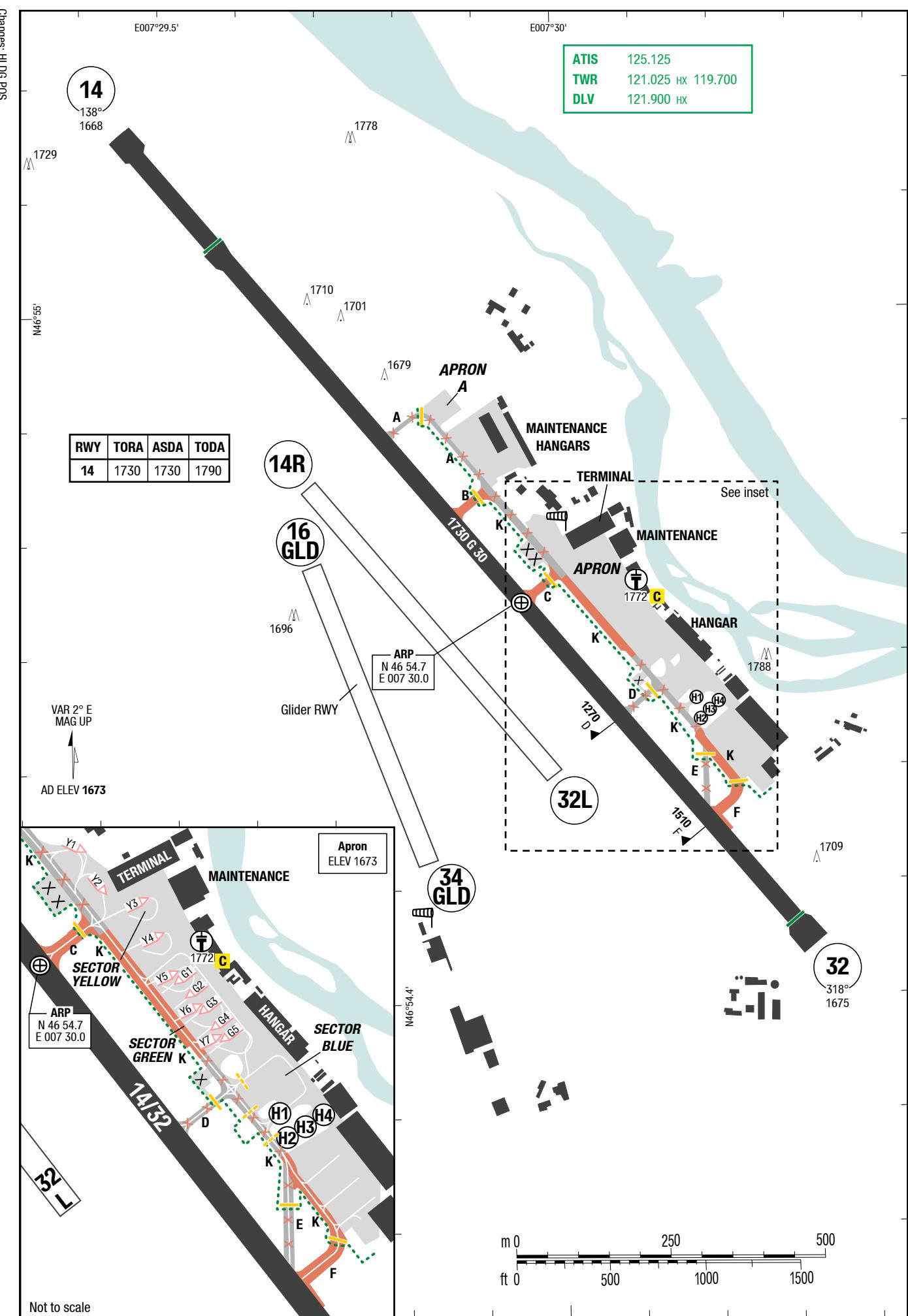
AGC

AGC

AGC

Belp Bern Switzerland

ATIS 125.125  
TWR 121.025 HX 119.700  
DLV 121.900 HX



**Effective 21-AUG-2014**

14-AUG-2014

BRN-LSZB

## Switzerland Bern Help

**SIDs RWY 14**

## Help Bern Switzerland

## SIDs RWY 14

4-10

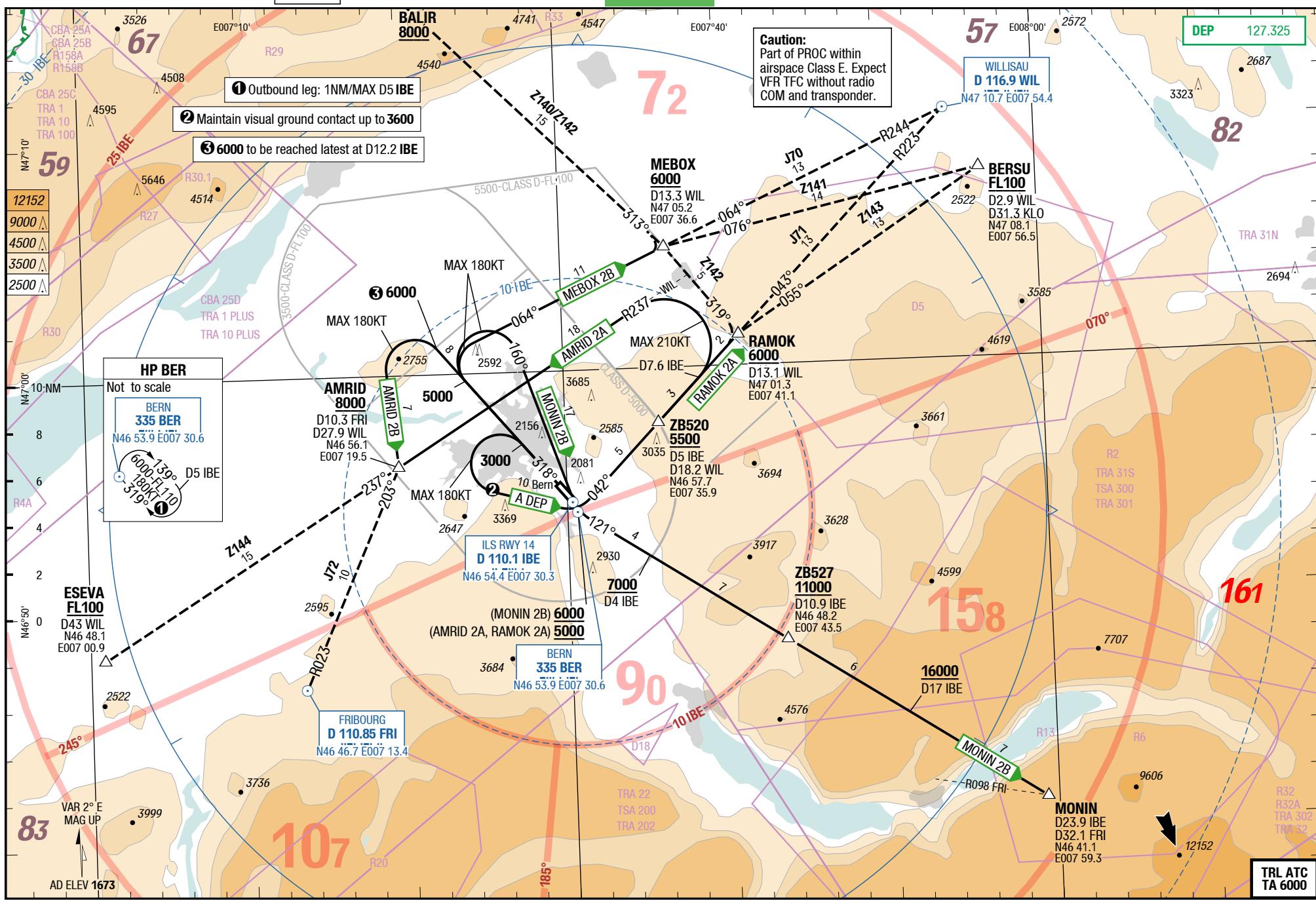
## Changes: ALT, Track, MGA, SUAs, DIST

4-20

## SIDs RWY 32

10

## SIDs RWY 32



BRN-LSZB

5-10

SIDs RWY 14

AMRID 2S / MONIN 2S / RAMOK 2S

RWY 14 (138°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
<b>AMRID 2S</b> 7.0% to 3500 <b>127.325</b> ①	123° (not before departure end of RWY) - at <b>2600</b> or D1.6 <b>IBE</b> , whichever later, <b>LT</b> (MNM 25° bank, MAX 180KT) 357° - intercept R223 <b>WIL</b> inbound (QDR 042 <b>BER</b> ) - at D7.6 <b>IBE LT</b> (MAX 210KT) intercept R237 <b>WIL</b> to AMRID	ZB520 MNM <b>5500</b> AMRID MNM <b>8000</b> <b>Initial climb FL80</b>
<b>MONIN 2S</b> 7.0% to 3500 <b>127.325</b> ①	123° (not before departure end of RWY) - at <b>2600</b> or D1.6 <b>IBE</b> , whichever later, <b>LT</b> (MNM 25° bank, MAX 180KT) 357° - intercept R223 <b>WIL</b> inbound (QDR 042 <b>BER</b> ) - at D7.6 <b>IBE LT</b> (MAX 180KT) intercept QDM 186 <b>BER</b> to <b>BER</b> - QDR 121 <b>BER</b> to MONIN	ZB520 MNM <b>5500</b> <b>BER MNM 6000</b> D4 <b>IBE MNM 7000</b> D6.5 <b>IBE MNM 9000</b> ZB527 MNM <b>11000</b> D17 <b>IBE MNM 16000</b> <b>Initial climb FL80</b>
<b>RAMOK 2S</b> 7.0% to 3500 <b>127.325</b> ①	123° (not before departure end of RWY) - at <b>2600</b> or D1.6 <b>IBE</b> , whichever later, <b>LT</b> (MNM 25° bank, MAX 180KT) 357° - intercept R223 <b>WIL</b> inbound (QDR 042 <b>BER</b> ) to RAMOK	ZB520 MNM <b>5500</b> RAMOK MNM <b>6000</b> <b>Initial climb FL80</b>

① If unable to comply with climb gradient: Visibility 1500m, ceiling 1300ft, maintain visual contact for departure and initial turn.

BRN-LSZB

5-20

SIDs RWY 32

AMRID 2A / AMRID 2B / MEBOX 2B / MONIN 2B / RAMOK 2A

RWY 32 (318°)

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
<b>AMRID 2A</b> <b>127.325</b> ①	at <b>3000 LT</b> (MAX 180KT) direct <b>BER</b> (maintain visual ground contact up to <b>3600</b> ) - QDR 042 <b>BER</b> - at D7.6 <b>IBE LT</b> (MAX 210KT) intercept R237 <b>WIL</b> to AMRID	<b>BER MNM 5000</b> ZB520 MNM 5500 AMRID MNM 8000 <b>Initial climb 5000</b>
<b>AMRID 2B</b> 7.4% to 3300 <b>127.325</b> ①	at <b>6000</b> (to be reached latest at D12.2 <b>IBE</b> ) <b>LT</b> (MAX 180KT) direct AMRID	AMRID MNM <b>8000</b> <b>Initial climb 5000</b>
<b>MEBOX 2B</b> 7.4% to 3300 <b>127.325</b> ①	at <b>5000 RT</b> (MAX 180KT) intercept R244 <b>WIL</b> inbound to MEBOX	MEBOX MNM <b>6000</b> <b>Initial climb 5000</b>
<b>MONIN 2B</b> 7.4% to 3300 <b>127.325</b> ①	at <b>5000 RT</b> (MAX 180KT) intercept QDM 160 <b>BER</b> to <b>BER</b> - QDR 121 <b>BER</b> to MONIN	<b>BER MNM 6000</b> D4 <b>IBE</b> MNM <b>7000</b> ZB527 MNM <b>11000</b> D17 <b>IBE</b> MNM <b>16000</b> <b>Initial climb 5000</b>
<b>RAMOK 2A</b> <b>127.325</b> ①	at <b>3000 LT</b> (MAX 180KT) direct <b>BER</b> (maintain visual ground contact up to <b>3600</b> ) - intercept R223 <b>WIL</b> inbound to RAMOK	<b>BER MNM 5000</b> ZB520 MNM <b>5500</b> RAMOK MNM <b>6000</b> <b>Initial climb 5000</b>

① SID are allocated only if the relevant hill tops for the visual part are clearly visible by tower.

14-AUG-2014

**BRN-LSZB**

## Switzerland **Bern** Belp

## Belp Bern Switzerland

6-10

# STARs BIRKI

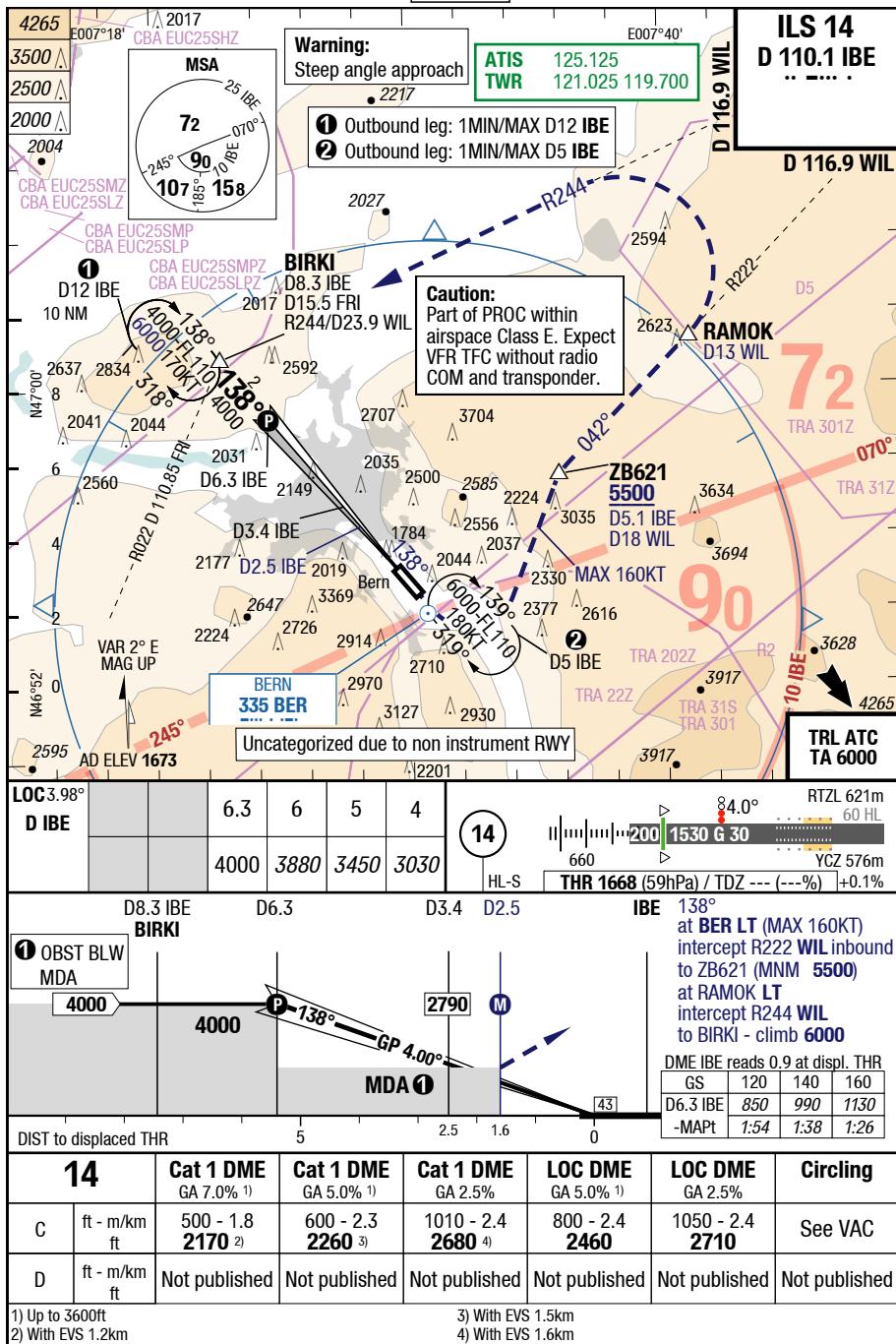
STAR

STAR

Help Bern Swi  
NIL  
**STARs BIRKI**

## Changes: MGA, SUAs, Note

7-10

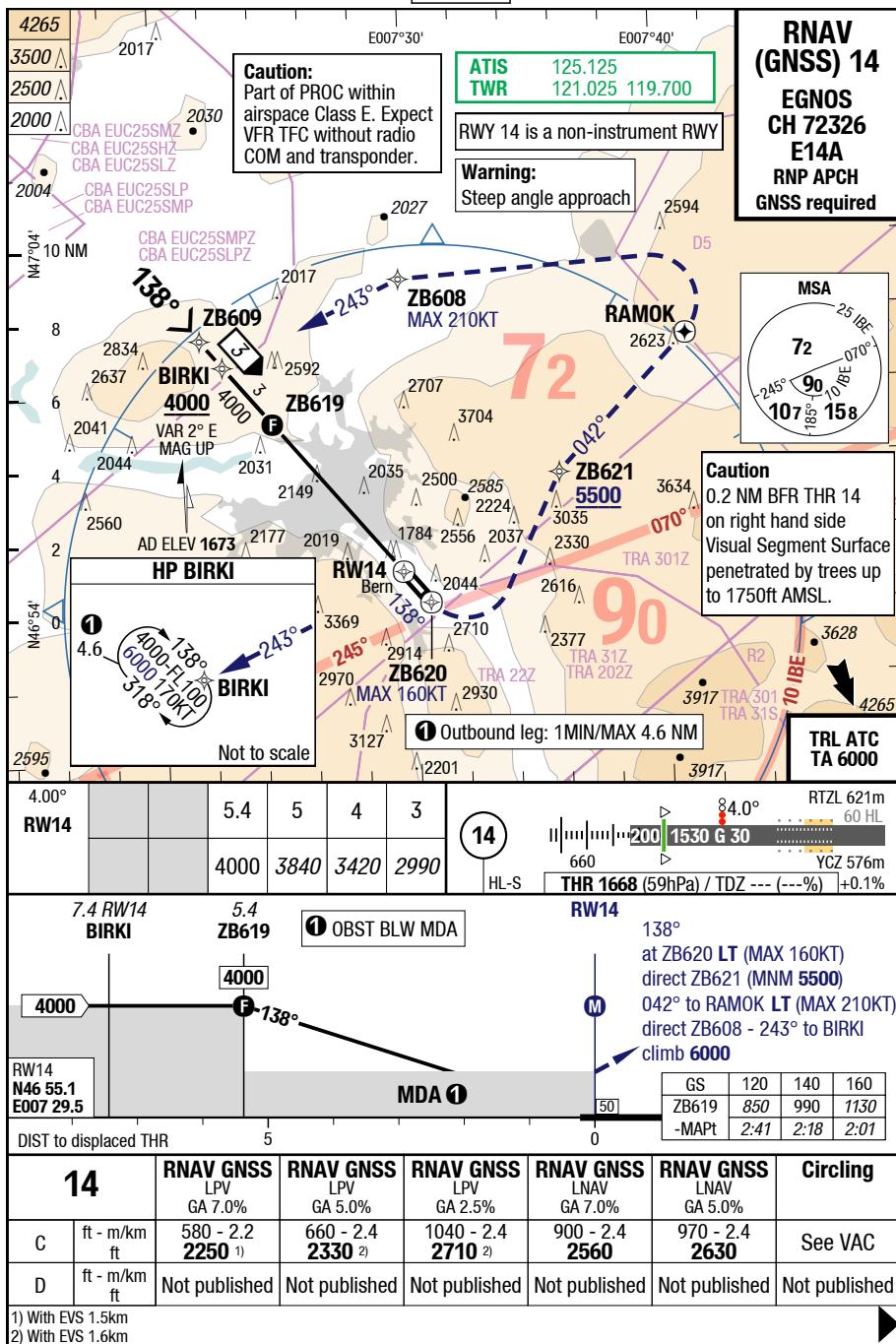


22-MAR-2018

BRN-LSZB

7-30

RNAV (GNSS) 14



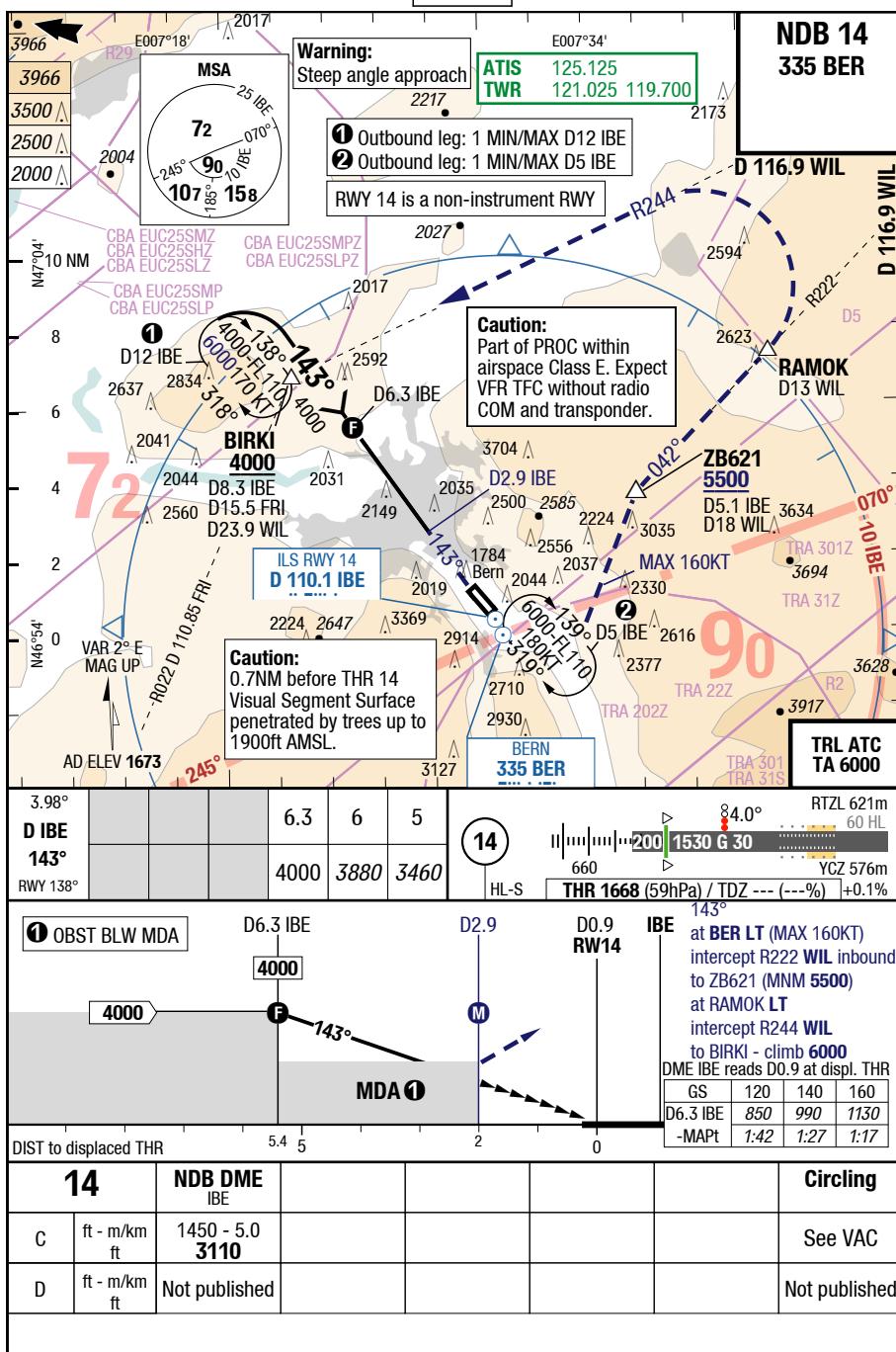
Changes: APL, OBST, SUAs

22-MAR-2018

BRN-LSZB

7-50

NDB 14



Changes: APL, OBST, SUAs

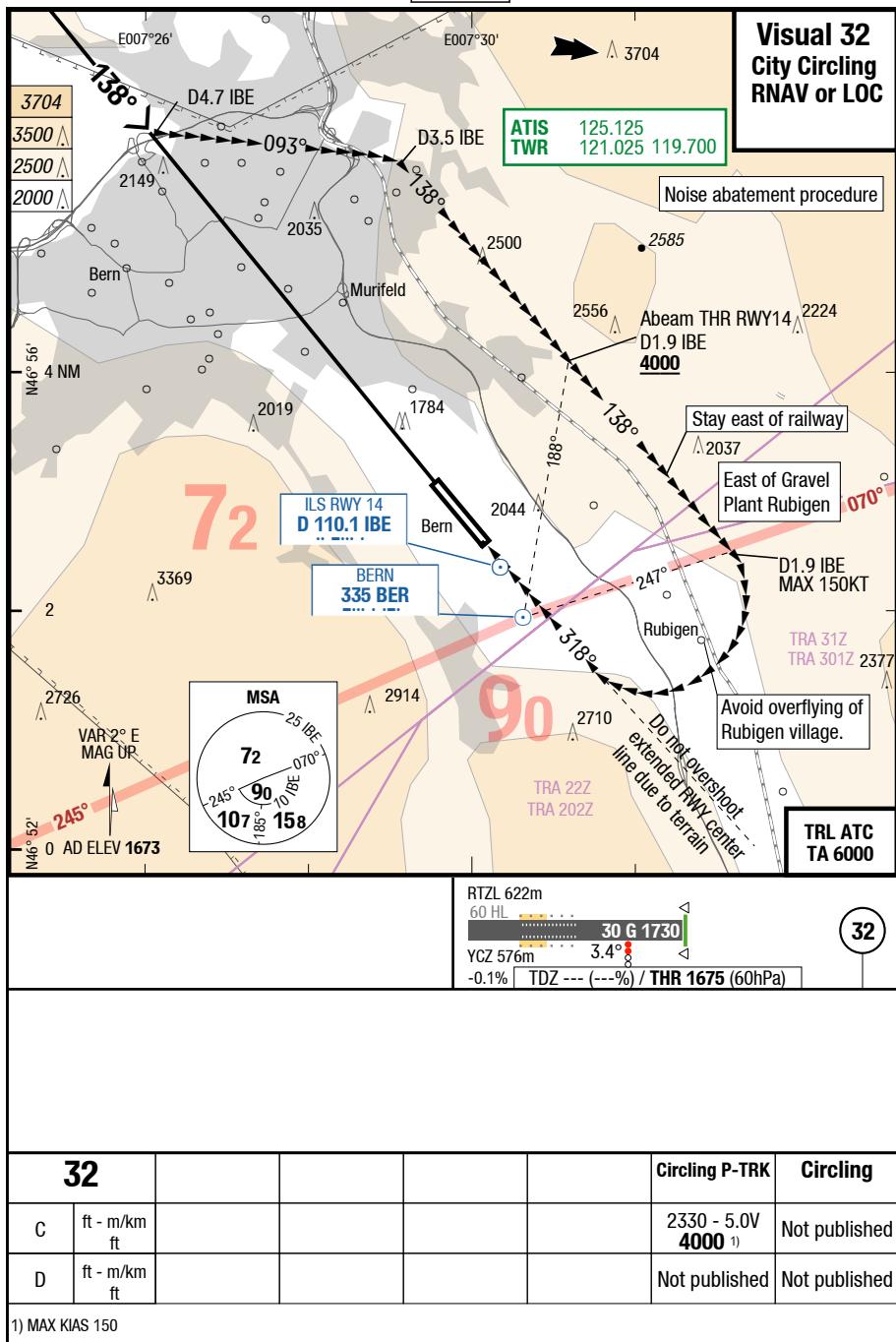
22-MAR-2018

BRN-LSZB

7-70

Visual 32 City RNAV or LOC

VAC



Changes: APL, SUAs

22-MAR-2018

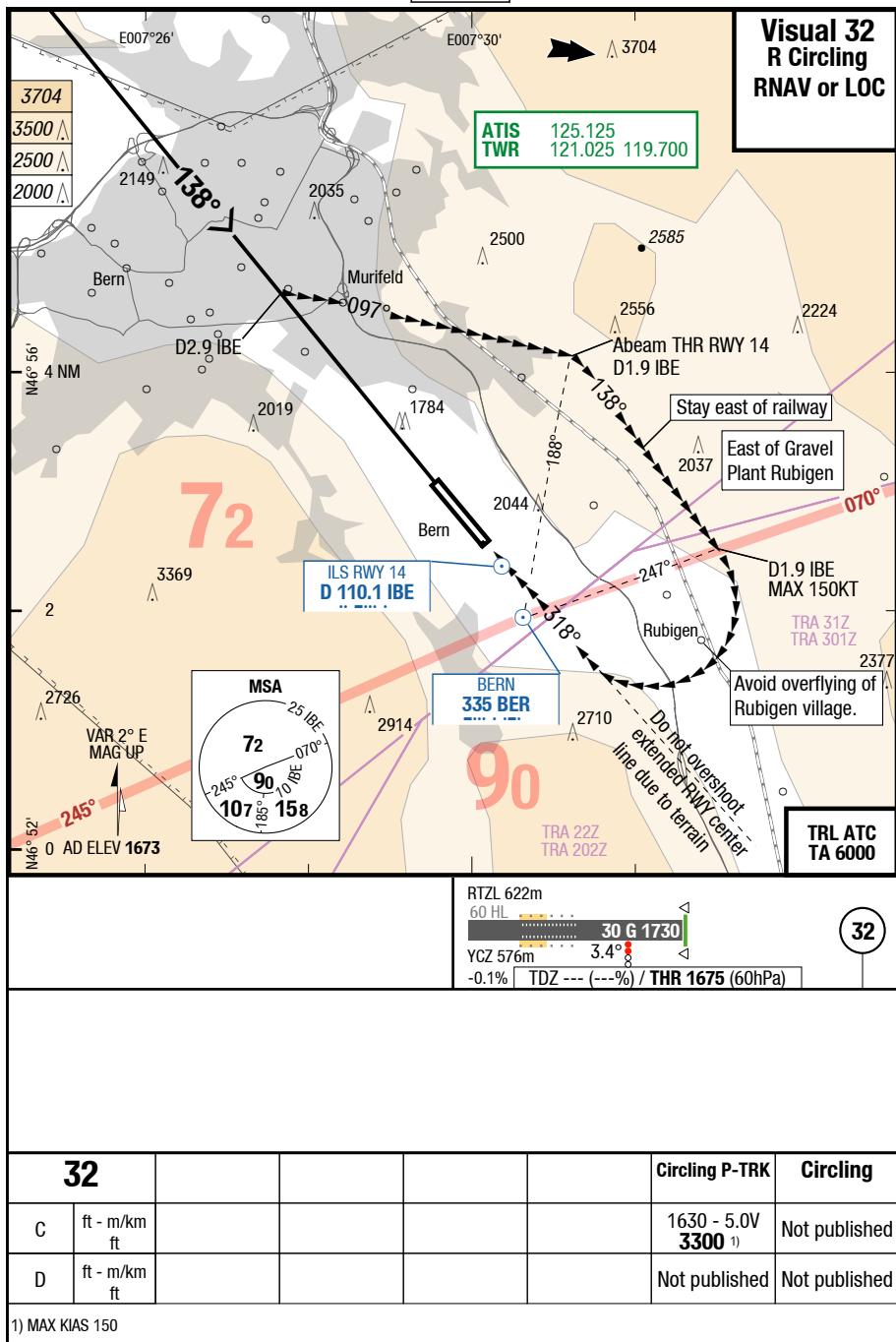
Switzerland Bern Belp

VAC

BRN-LSZB

7-80

Visual R 32 R RNAV or LOC



Changes: APL, SUAs

22-MAR-2018

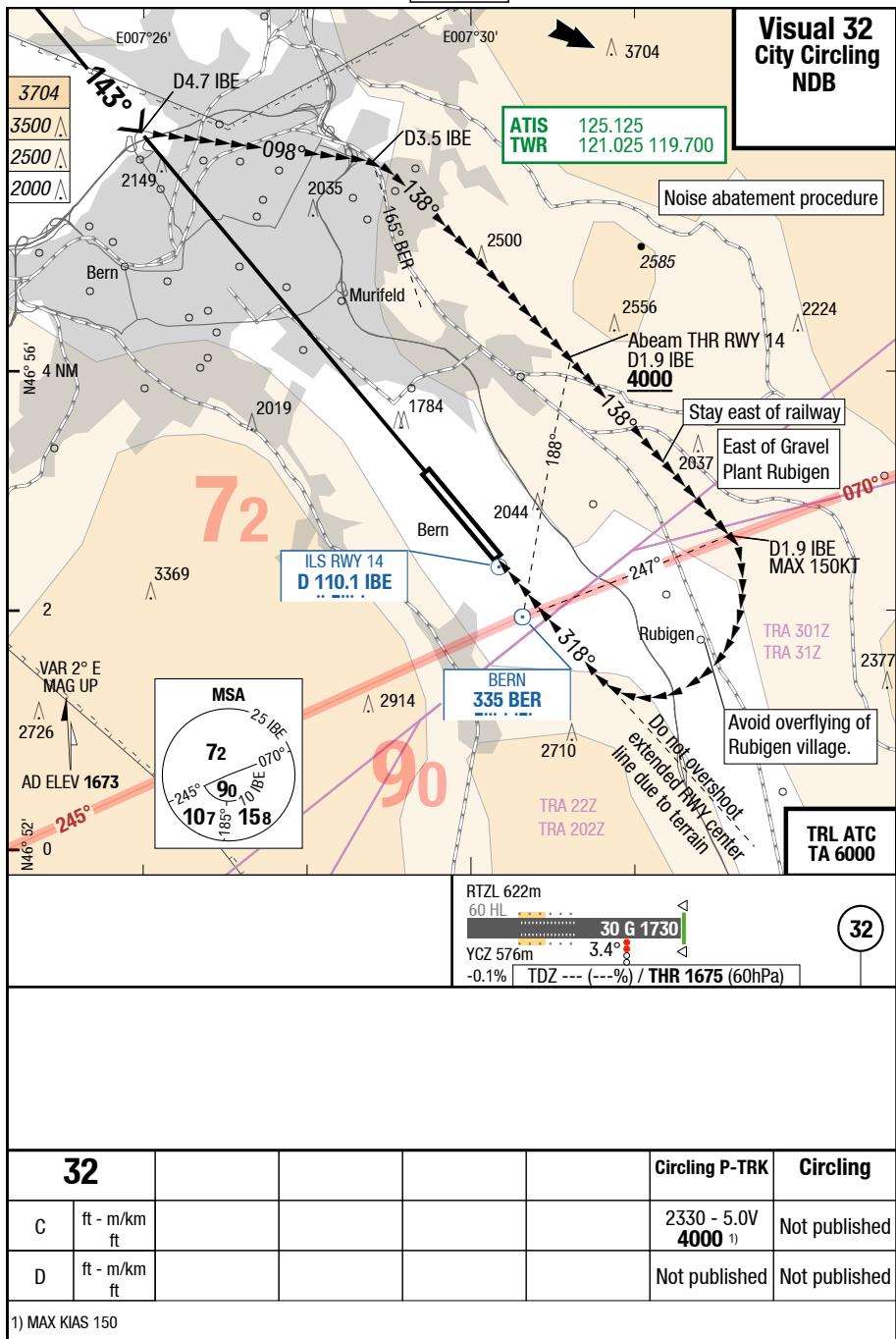
Switzerland Bern Belp

BRN-LSZB

7-90

Visual 32 City NDB

VAC



Changes: APL, SUAs

## Changes: APL, SUAs

22-MAR-2018

BRN-LSZB

7-110

WxMinima Overflow

14		RNAV GNSS LNAV GA 2.5%					
C	ft - m/km ft	1230 - 5.0 <b>2890</b>					
D	ft - m/km ft	Not published					

30-APR-2015

**BRN-LSZB**

## Switzerland **Bern** Belp

MRC (minus 4 deg C and above) MRC MRC (minus 4 deg C and above)

8-10

### **MRC (minus 20 to minus 5 deg C)**

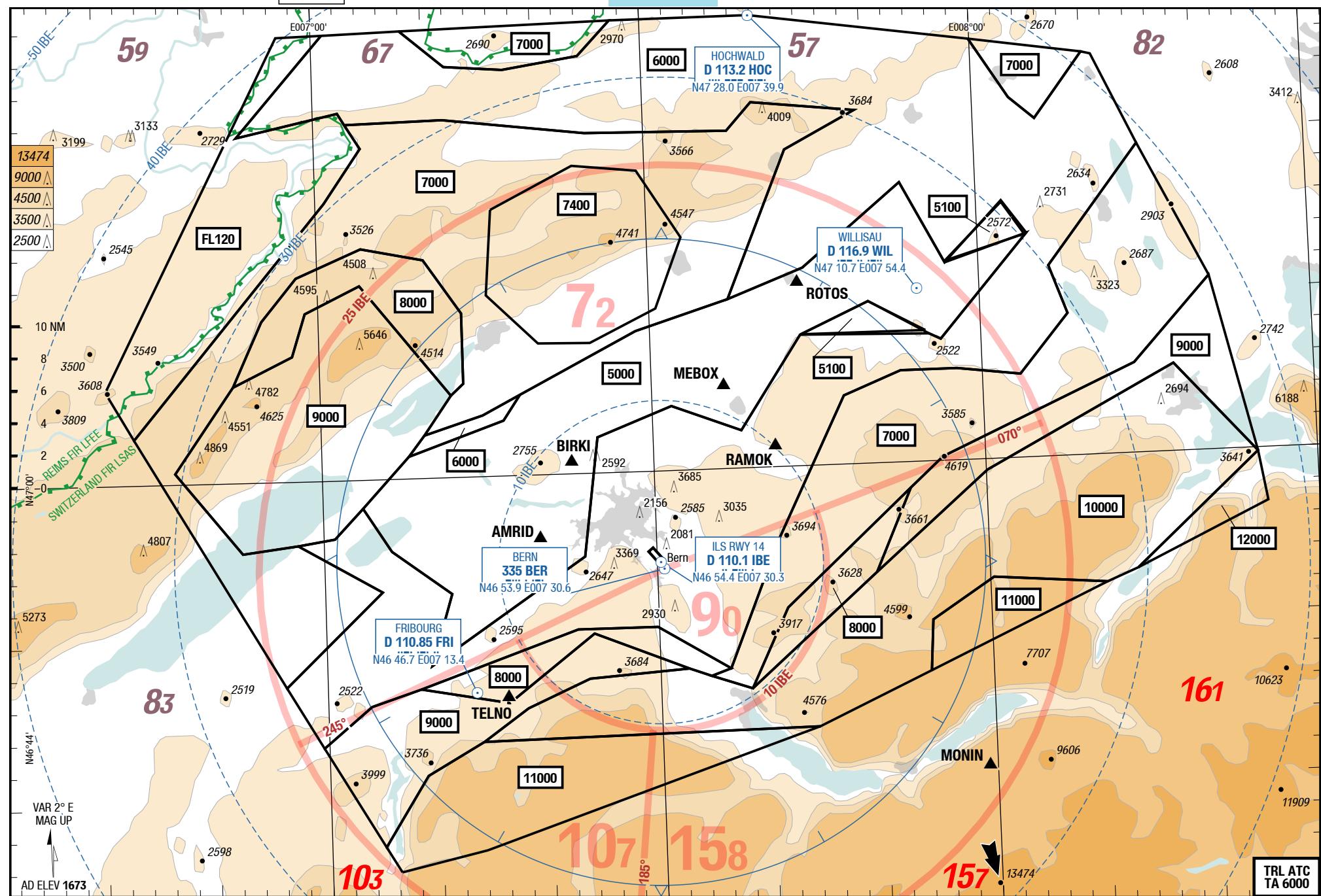
MRC

WRC

## Belp **Bern** Switzerland

MRC (minus 4 deg C and above)

### **MRC (minus 20 to minus 5 deg C)**



## Changes: MRVA, OBST

30-APR-2015

## Switzerland **Bern** Belp

## Belp **Bern** Switzerland

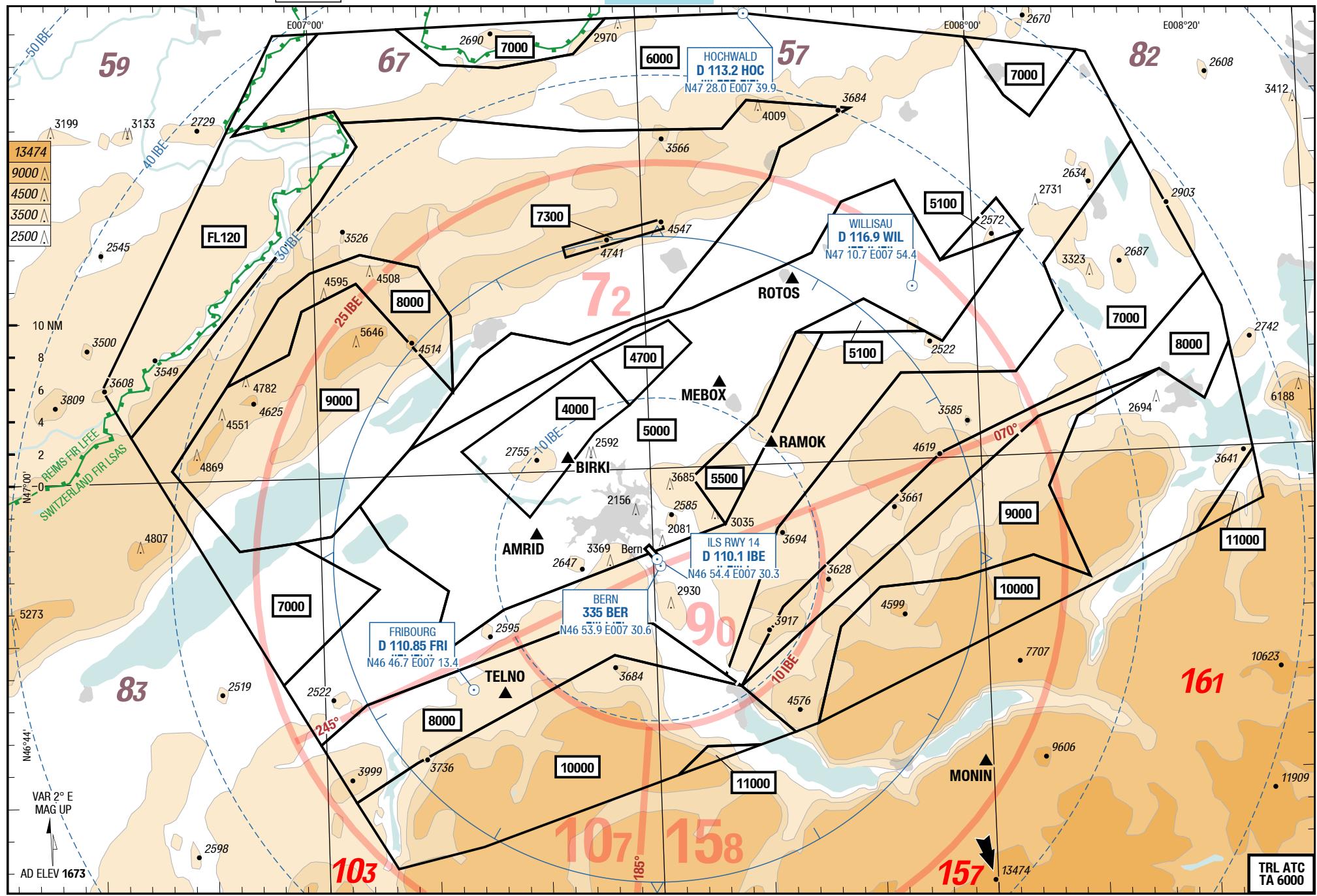
**BRN-LSZB**

**8-20 MRC (minus 4 deg C and above)**

MRC

WDC

### **MRC (minus 4 deg C and above)**



## Changes: MRVA, OBST