

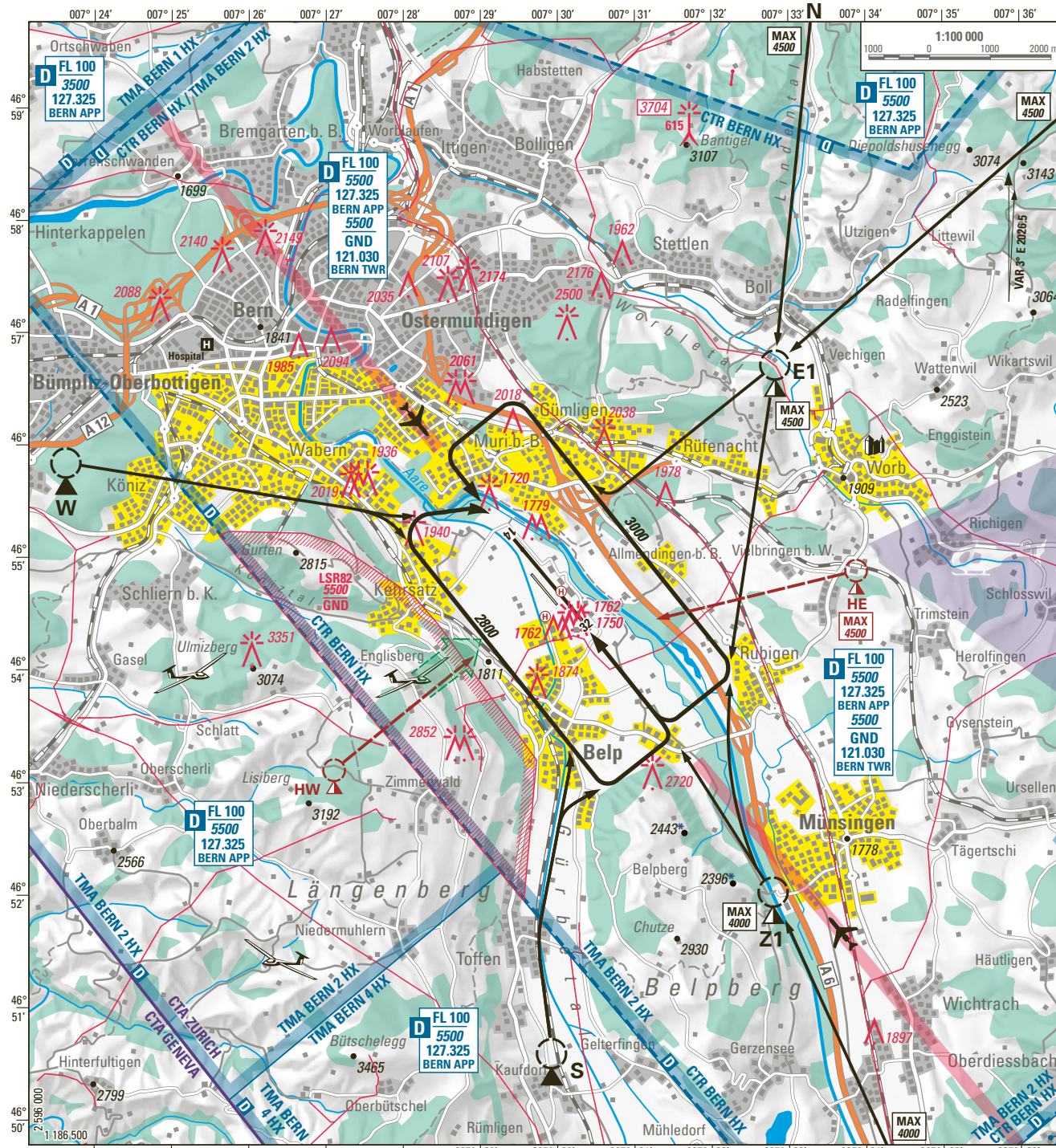
SICTANFLUGKARTE
VISUAL APPROACH CHART

ELEV 1675 ft (511 m)

ARRIVAL

ATIS	125.130		
TWR	121.030	119.700	121.500
APP	127.325		

BERN-BELP
LSZB



ATIS BERN abhören (ATIS Kennung bestätigen)
MNT BERN ATIS (confirm ATIS designator)

ARR / DEP LSZB: TMA BERN meiden
avoid TMA BERN
CTR BERN MAX 5500

Mit dem ersten Funkkontakt ist der vorgesehene
Anflugweg zu melden (z.B. Route ECHO).

The intended routing (e.g. Route ECHO)
shall be submitted with the first RDO contact.



Anflugrouten / Arrival routes:

RWY 14:

Route W: W - right base
Route S: S - right downwind
Route Z (MAX 4000): Z - Z1 - downwind
Route E (MAX 4500): E - E1 - mid downwind
Route N (MAX 4500): N - E1 - mid downwind
Route HE (MAX 4500): HEL Sector - HE - (clearance limit HE)
Route HW: HW - HEL VAC

RWY 32:

Route W: W - downwind
Route S: S - base
Route Z (MAX 4000): Z - Z1 - final
Route E (MAX 4500): E - E1 - right base
Route N (MAX 4500): N - E1 - right base
Route HE (MAX 4500): HEL Sector - HE - (clearance limit HE)
Route HW: HW - HEL VAC



HEL ≤ 4 t MTOM: See ARR and DEP
circuits on VAC HEL.

HEL > 4 t MTOM: Use VAC ARR and DEP
for operations on the paved runway.
Inform TWR on first call. Exceptions:
Swiss Helicopter Maintenance.



Nur INBD obligatorisch
Only INBD compulsory

LSR82

Einflug verboten wenn aktiv (ATIS)
Entering prohibited when ACT (ATIS)

Funkausfallverfahren: → LSZB AD INFO 12 § 1.6
RDO failure procedure:



IFR APCH

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



TMA BERN 3 HX

COR: completely revised

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