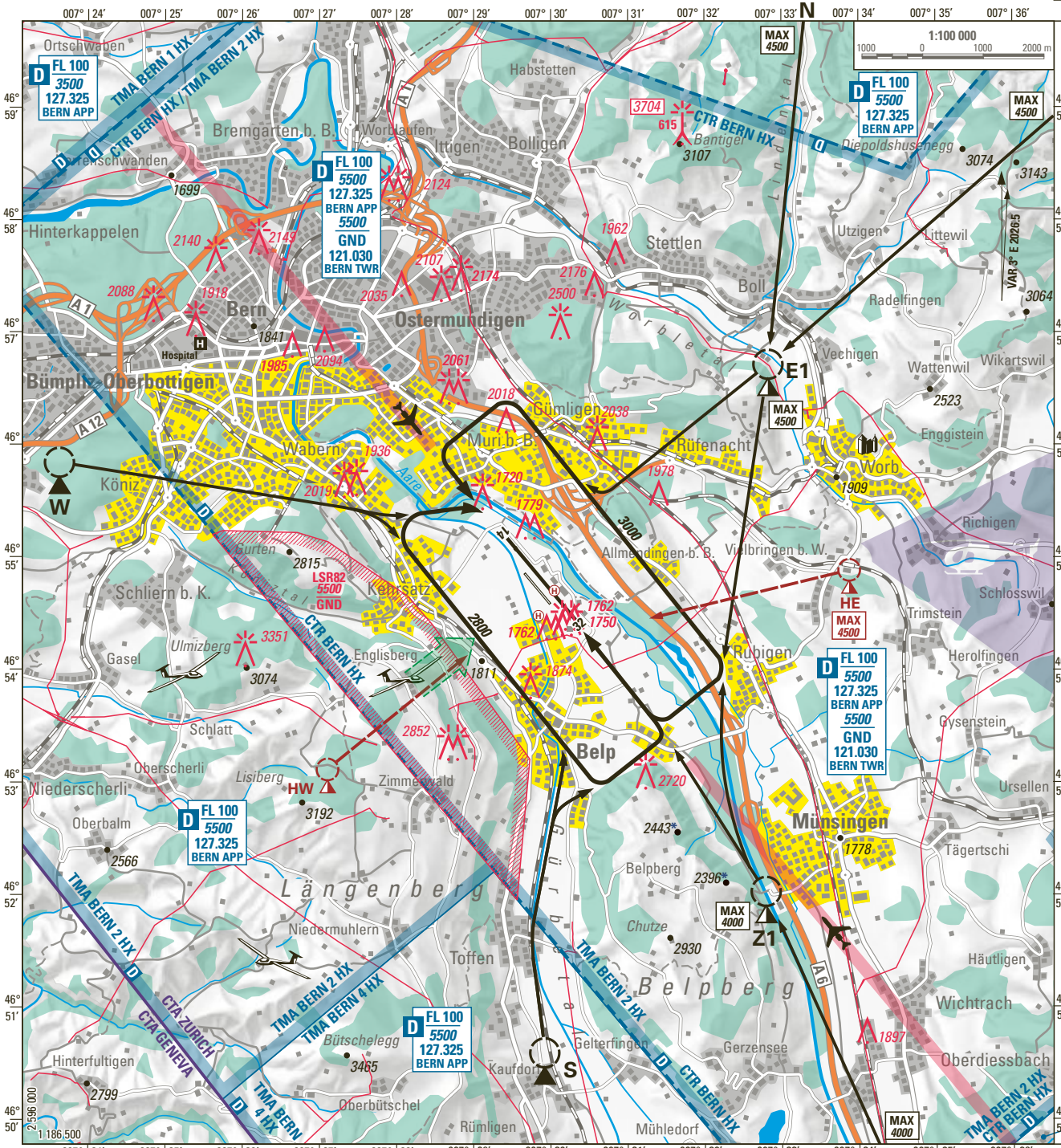
SICHTANFLUGKARTE
VISUAL APPROACH CHART

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**

COR: OBST

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