

Bern-Belp

IATA/ICAO CODE: BRN/LSZB
CITY: Bern
COUNTRY: Switzerland

AIRPORT CONTACT

Information updated by the airport 4/2011

Name:	Mathias Häberli	Daniel Steffen
Title:	Managing Director, CEO & COO Airport Operations	Marketing
Airport:	Bern-Belp Flughafen	Bern-Belp Flughafen
Address:	Bern-Belp Airport CH-3123 Belp Switzerland	
Phone:	+41 31 960 2111	+41 31960 21 11
Fax:	+41 31 960 2201	+41 31960 22 01
Email:	mathias.haeberli@alpar.ch	daniel.steffen@alpar.ch

Name:	Heinz Kafader	Anja Luginbühl
Title:	Manager Ground Operations	Duty Manager
Airport:	Bern-Belp Flughafen	Bern-Belp Flughafen
Address:	Bern-Belp Airport CH-3123 Belp Switzerland	
Phone:	+41 31 960 21 31	+41 31 960 21 31
Fax:	+41 31 960 21 41	+41 31 960 21 41
Email:	Heinz.Kafader@flughafenbern.ch	anja.luginbuehl@alpar.ch groundservices@alpar.ch

Airport Web Site: www.flughafenbern.ch

ELEVATION: 1673 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
14/32	1730	(see AIP)	4	98

NOISE ABATEMENT PROCEDURES

Restrictions for jet airplanes

Only subject to a special permission from the Airport Authority are the following airplane types admitted (such a permission will as a rule and should the case arise only be granted for workdays in the period between 0800 and 1215 LT as well as between 1345 and 1830 LT):

AC-1121 Jet Commander

Lockheed 1329 Jetstar Mk.1/2

BAC 1-11
Boeing B727
Falcon Series-20(CF-700)
Fokker F-28
Gate Lear Jet Series 20
Gulfstream II/III
HFB-320 Hansa Jet
HA-125 non turbofan
ILyushin IL-62
IAI-1123 Westwind 1

MDC DC-9
Morane MS-760 Paris
NA-265 Sabreliner 40/60
SE-210 Caravelle
TU-134/154
Piaggio PD-808
Tupolev
Vespa Jet
Yakovlev Yak-40/42

as well as military jet fighter and training-airplanes.

Measures for Aircraft Noise Abatement

IFR approaches for school and training flights:

IFR approaches for school and training flights are authorized only on workdays between 0800 and 1930 LT. Successive approaches (max 2 per aircraft) are only authorized between 0800 and 1215 LT as well as between 1345 and 1930 LT. Between two series of approaches at least one hour interruption shall be imposed.

For measures for aircraft noise abatement for VFR flights refer to VFR Manual, LSZB AD INFO.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Local Traffic Regulations

Airport Operating Hours:

Scheduled Flights(1)

Mon-Fri, 0600-2300 LT
Sun

Saturday 0600-2300 LT, but closing at the latest after the last scheduled flight and at the earliest at 1800 LT (HIV) or 2100 LT (ETE)

(1) LDG of scheduled flights are admitted until 2300 LT at the latest. No approach clearance will be issued to aircraft, which have not reached the distance of 8 NM to the airport (8 DME IBE) at 2245 LT.

Departures of scheduled flights are only admitted until 2230 LT at the latest, if the aircraft is ready for taxi at 2215 LT at the latest.

Other Flights:

Mon-Fri* 0700-2200 LT

Sat* 0700 LT - HR*, but closing at the earliest at 1800 LT(HIV) 0700-2100 LT (ETE)

Sun* 0800-2200 LT

* After 2000 LT for LDG only. Also see NOTAM for changes of operating hours.

PREFERENTIAL RUNWAYS

The runway direction to be used will be determined by Aerodrome Control Tower. As far as

weather conditions and well as the safe and fluid traffic permit Runway 14 will be allocated for take-off under the air navigation prescriptions applicable. In justified cases Runway 32 will be allocated at the pilot-in-command's request.

City Circling's will normally be assigned by ATC for noise abatement reasons.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS
30 minute minimum

NOISE BUDGET RESTRICTIONS - [NONE](#)

EMISSIONS SURCHARGE
[Ref AIP Switzerland Gen 4.1 for Current Emissions Surcharges](#)

NOISE SURCHAGE

Ref AIP Switzerland Gen 4.1 for Current Noise Surcharges
--

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	none	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	-	Swiss USG
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	none	-
Airport Noise Contour Overlay Maps	2000	2002
Total Cost of Noise Mitigation Programs to Date	since 2000	CHF 100,000
Source of Noise Mitigation Program Funding for Aircraft Noise	-	CAA Certification

NOISE MONITORING SYSTEM

Per information from the airport 3/09 - The airport does have a constant noise monitoring system since May 2008.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMIT

Information added 6/6/00

The Swiss government agreed April 12th to place new noise limits on the country's largest airports. The decision by the Swiss Federal Council closes a loophole in existing legislation. In December 1986 the government adopted the Ordinance on Noise Abatement, which set noise limit values for road and rail traffic but not for aircraft noise. The new restrictions will apply to Zurich-Kloten, Geneva-Contain, Lugano and Bern. The new measure limits noise levels to a maximum of 65 decibels on the average in areas where residential housing, small businesses, and farms are located. A daily average of 70 decibels is fixed for industry areas near the affected airports. The maximum average for residential areas will be lowered to 57 decibels between the hours of 10pm-12am and 5am-6am. A ban on flights by particularly loud aircraft also will apply during these hours. A formal ban on flights between 12am and 5am will also be introduced for Zurich and Geneva; Lugano and Bern will have flights banned from 11pm to 6 am. A night-flight ban already exists in Switzerland via concession agreements with the airports, but not through any legislative act.

CHAPTER 2 RESTRICTION

Chapter 2 airplanes are banned from operating at airports in Switzerland as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes operating at airports in Switzerland must comply with Chapter 3 standards. See information below:

The Swiss Federal Rule for Chapter 2 Phase out

The Swiss Federal Council has decreed on 23rd February 1994 an Ordinance on noise related operating restrictions for jet aircraft (SR 748,121,12)

For information and convenience of english speaking readers, the contents of this Ordinance is translated as follows:

Article 1 - Principle

Subsonic jet aircraft which are not certificated according to the standards of Chapter 3 (of ICAO Annex 16) may not operate at Swiss airports after 1 April 1995, except for those defined in Article 2 and 3 hereafter.

Article 2 - General Exemptions

Subsonic jet aircraft with a noise certification corresponding at least to Chapter 2 (of ICAO Annex 16) may operate at Swiss airports for a period of 25 years after their year of manufacture, but no longer than 31 March 2002.

Article 3 - Authorized Exemptions

The Federal Office for Civil Aviation may grant exemptions to Article 1 for important reasons, namely:

- a) for aircraft registered in developing countries
- b) for aircraft of historical interest

c) for flights for the purpose of alteration, repair or maintenance

Article 4 - Airport Operating Conditions

Airport operators may impose conditions for airport use by aircraft subject to Article 2 and 3, provided these conditions are approved by the Federal Office for Civil Aviation

Article 5 - Fees

The fee due for any exemption granted under Article will be SF140

Article 6

This Ordinance will come into force on 15 March 1994

CHAPTER 3 RESTRICTIONS - [NONE](#)