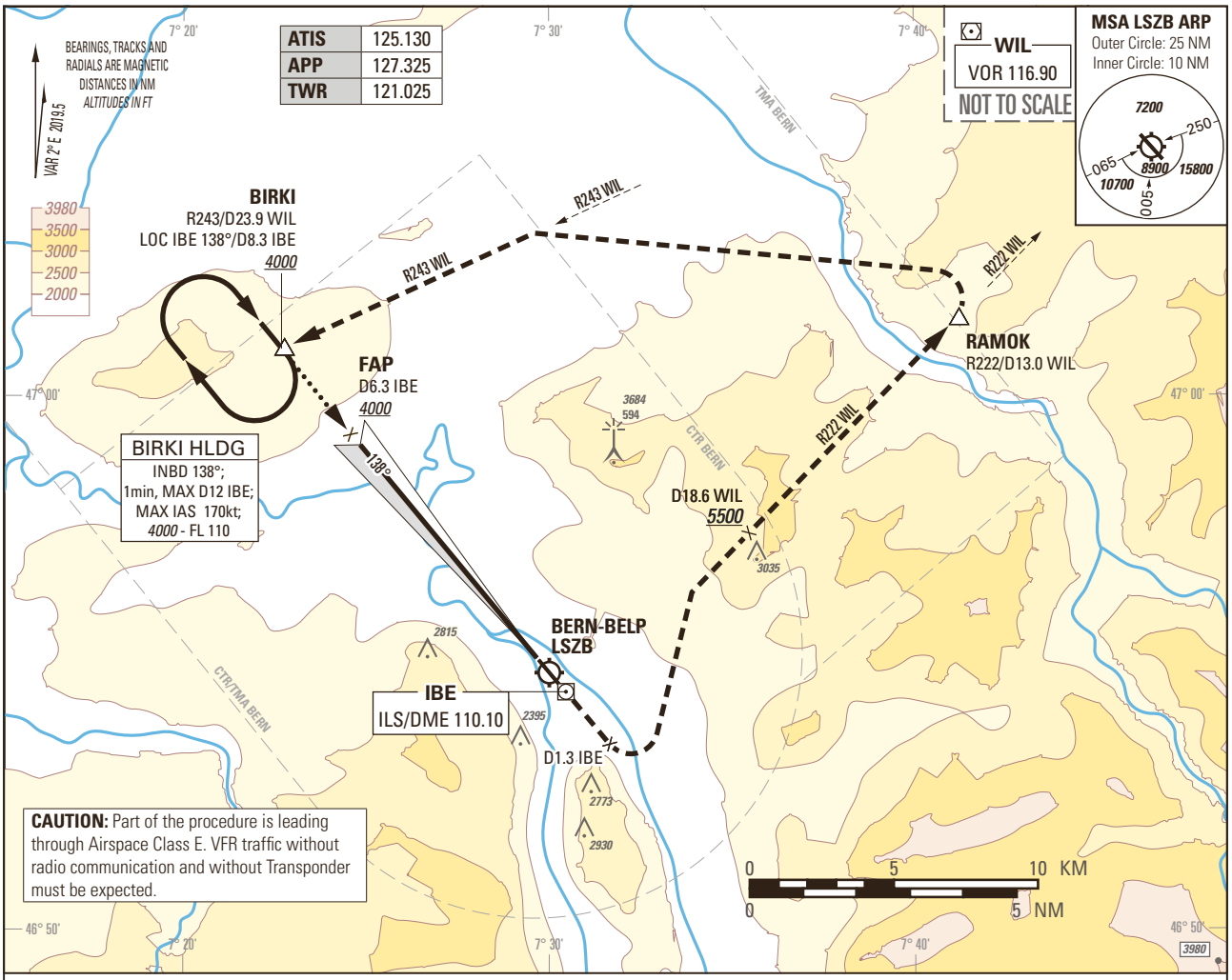
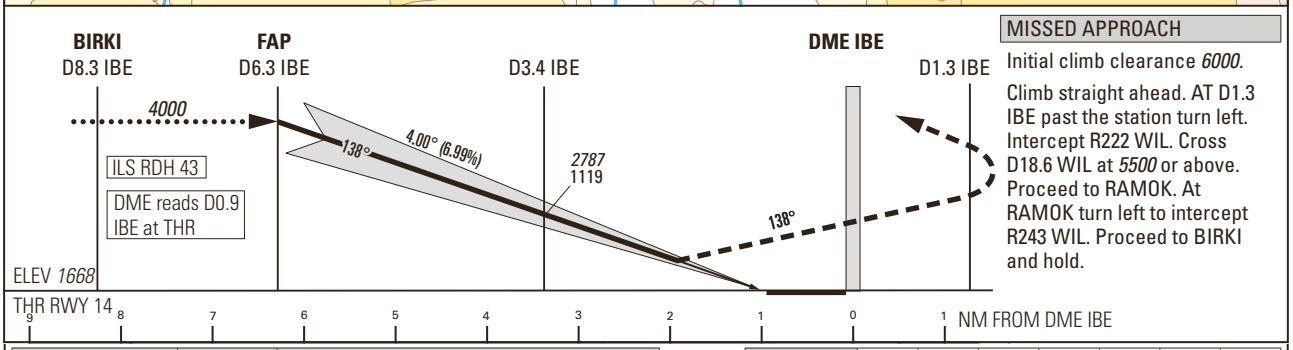
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP LSZB
ILS RWY 14
HELICOPTER CAT H





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. AT D1.3 IBE past the station turn left. Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. Proceed to RAMOK. At RAMOK turn left to intercept R243 WIL. Proceed to BIRKI and hold.

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)
		H
4.2%	pressure altimeter	*2334* (666)
5.0% up to *3100*		*2229* (561)
7.0% up to *3100*		*2075* (407)
		DECISION ALTITUDE (HEIGHT)
4.2%	pressure altimeter	*2334* (666)
5.0% up to *3100*		*2229* (561)
7.0% up to *3100*		*2117* (449)

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DME IBE	6.3	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1
ALT FT	*4000*	*3877*	*3452*	*3028*	*2603*	-	

CAUTION

- MAX GS 140kt in final APCH to avoid ROD >1000ft/min.
- 0.7 NM BFR THR 14 Visual Segment Surface (VSS) penetrated by trees up to *1890ft* AMSL.
- This is not a standard APCH angle.

REMARK

- Uncategorised ILS APCH RWY 14 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS14 signal fulfills ICAO Annex 10, CAT I specifications.
- Circling according to specific APCH charts.

COR: DA(H) 7.0% value changed, REMARK note (WEF 25FEB2021)

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