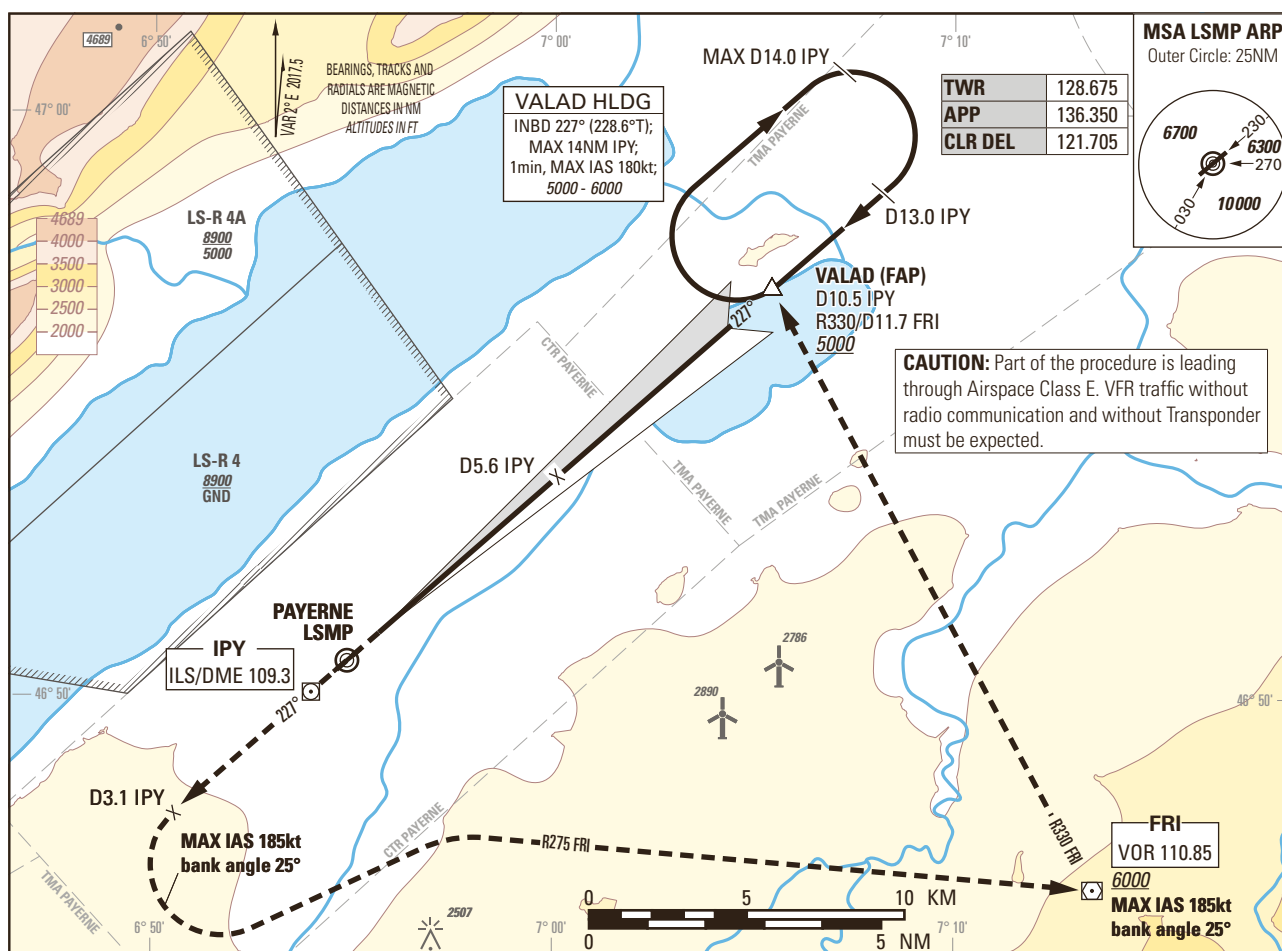


Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000PAYERNE LSMP
ILS 3.7° RWY 23
ACFT CAT A/B/C/D

MISSED APPROACH

Climb straight ahead.
At D3.1 IPY turn left
(MAX IAS 185kt, bank
angle 25°), intercept FRI
R275 inbound. Leave FRI
R330 outbound (MAX
IAS 185kt, bank angle
25°), proceed to VALAD.
Climb to 6000.
MNIM climb gradient
5.2% to 5000 to remain
inside controlled
airspace.

ELEV 1465
THR RWY23

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	2060 (605)	2074 (619)	2086 (631)	2100 (645)
4.0% to 2600	1771 (316)	1784 (329)	1797 (342)	1810 (355)
	DECISION ALTITUDE (HEIGHT)			
4.0% to 2600	1955 (500)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2110 (645)	2450 (985)	2790 (1325)	2830 (1365)

ROD	GS kt	90	110	130	150
	FT/MIN	589	720	851	982

COR: Completely revised (WEF 07NOV2019)

The diagram illustrates a climb profile starting at 3080 feet and reaching 6000 feet at 13 NM. The climb gradient is 3.70° (6.47%). Key points include:

- D5.6 IPY**: Vertical line at 5.6 NM.
- VALAD (FAP) D10.5 IPY**: Vertical line at 10.5 NM.
- D13.0 IPY**: Vertical line at 13.0 NM.
- 3080 1625**: Initial altitude and distance.
- 221°**: Heading.
- RDH 54**: Radio Detectable Height.
- DME reads D1.6 IPY at THR 23**: Distance to the runway threshold.

IPY DME	3	4	5	6	8	10	10.5	13
recommended CROSSING ALT	2060	2450	2850	3240	4020	4810	5000	6000

NOTE

¹⁾ Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2NM.

CAUTION

- MAX GS 150kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK

- Uncategorized ILS approach RWY23 due to runway type: non-instrument runway.
- ILS23 signal fulfills ICAO Annex 10, CAT I specifications.

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