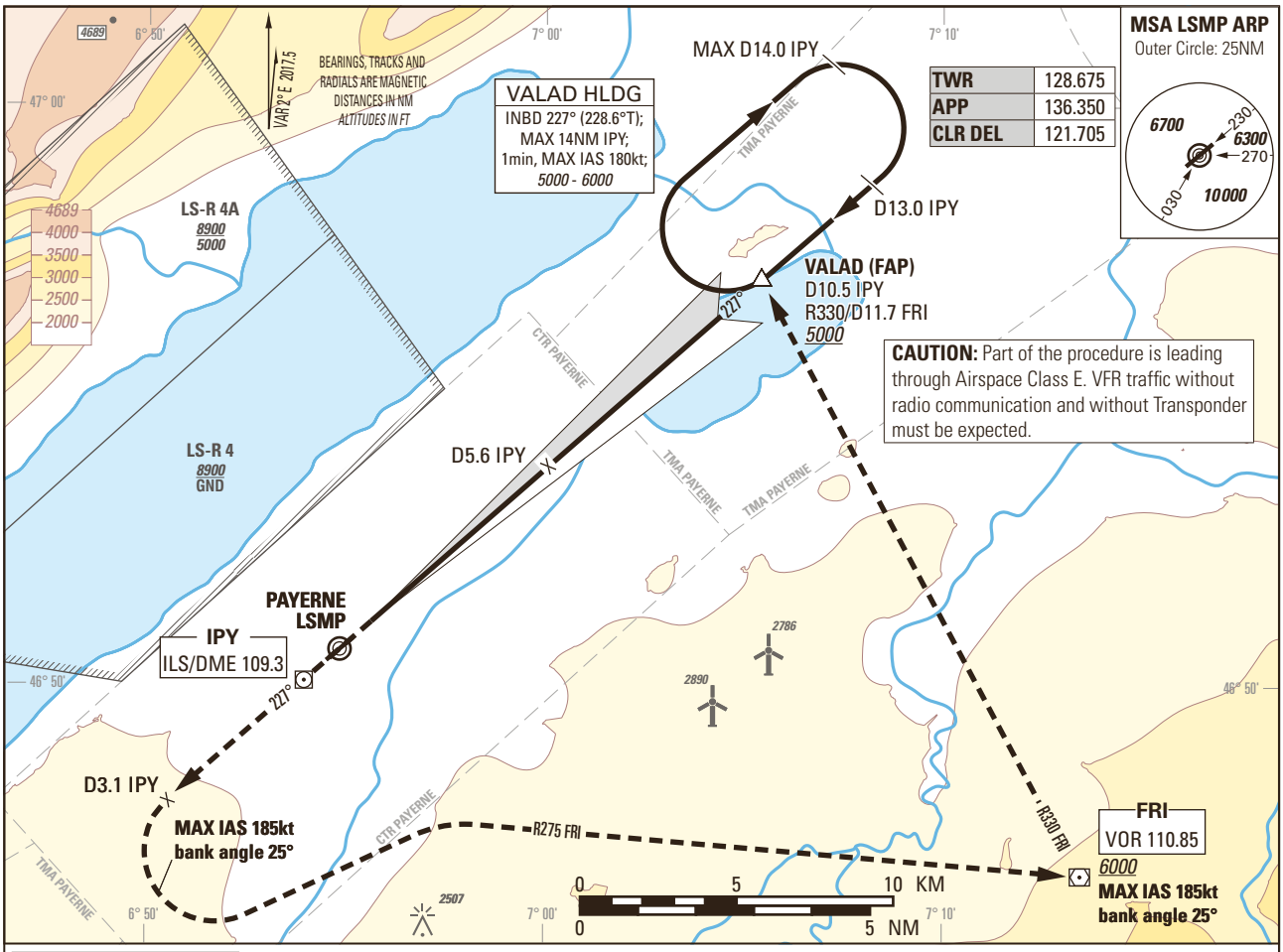
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

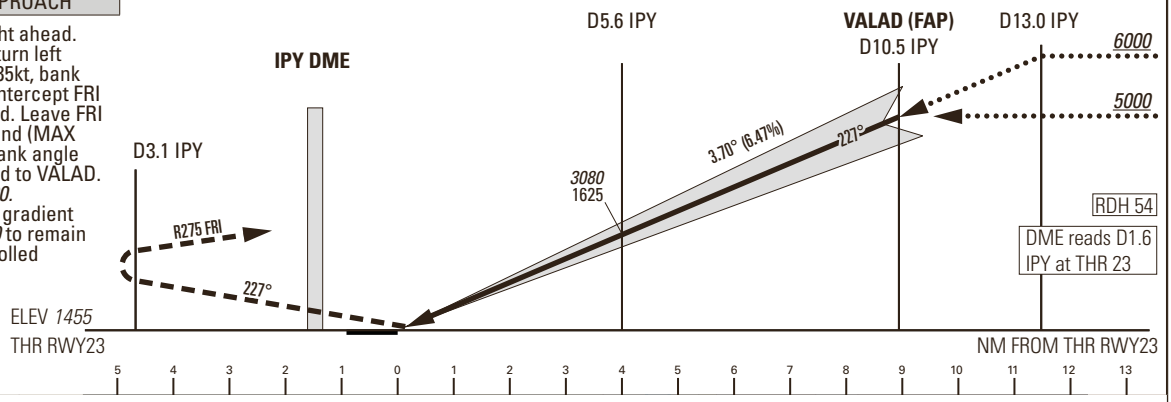
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE 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*. MNM climb gradient 5.2% to *5000* to remain inside controlled airspace.



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

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.

COR: Completely revised (WEF 07NOV2019)

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