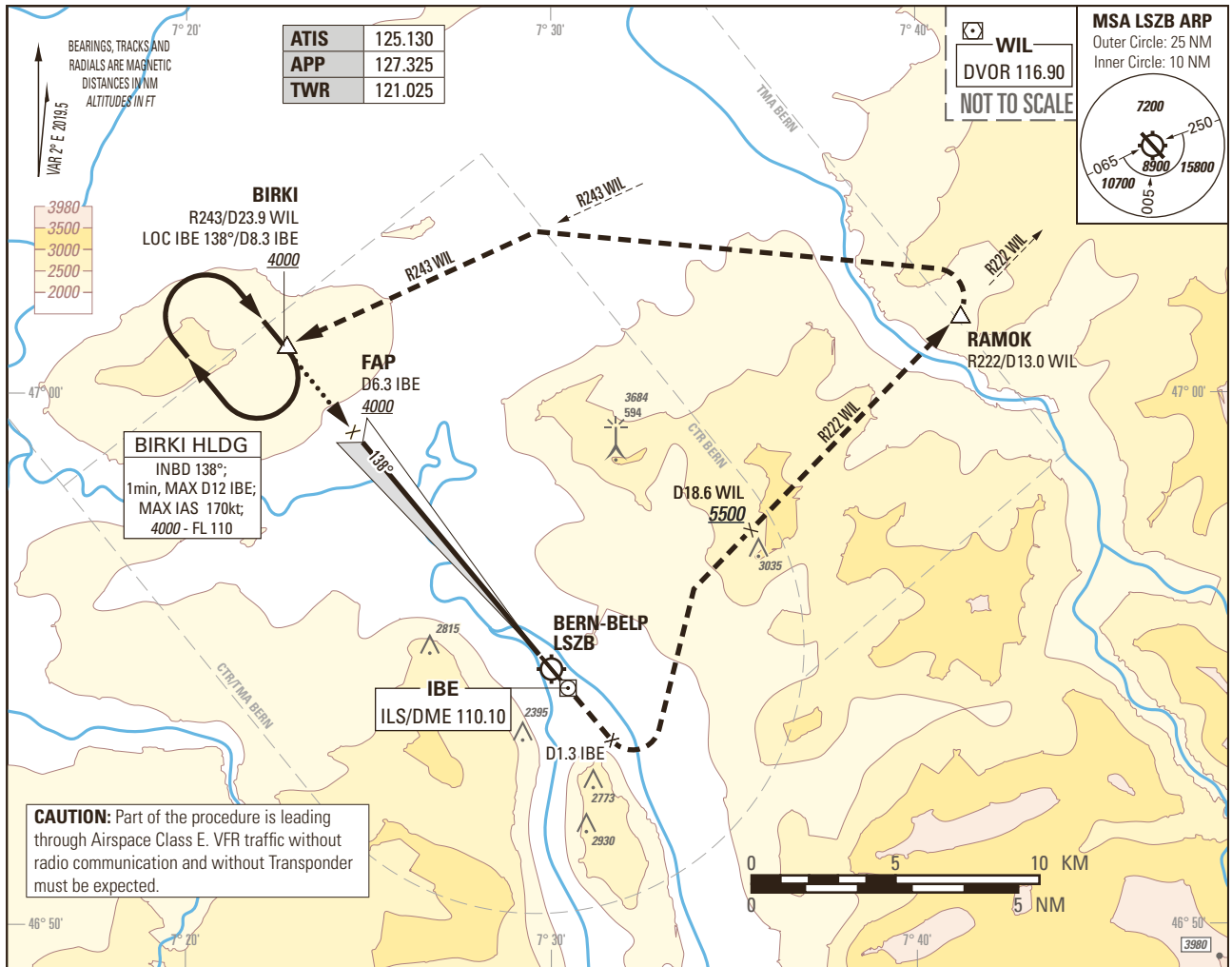


Instrument Approach Chart
(IAC) - ICAO

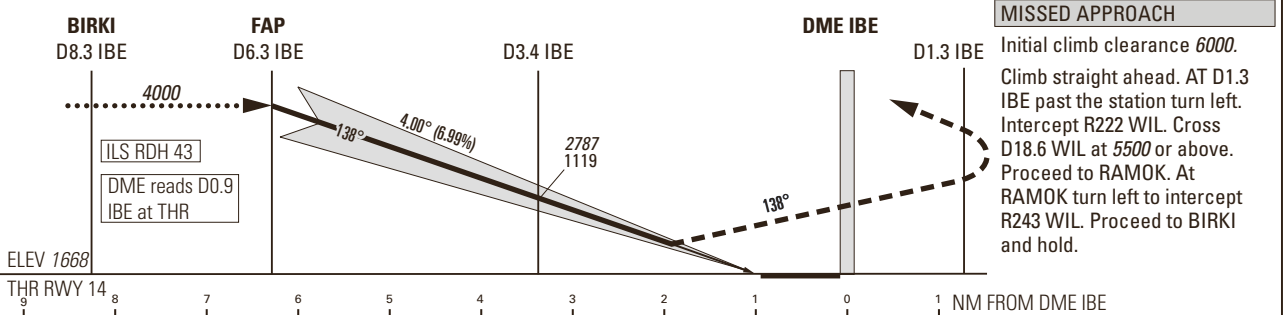
AD ELEV 1675ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

BERN-BELP LSZB
ILS RWY 14
HELICOPTER CAT H



CAUTION: Part of the procedure is leading through Airspace Class E. VFR traffic without radio communication and without Transponder must be expected.



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%	2334 (666)					
5.0% up to 3100	pressure altimeter	2229 (561)				
7.0% up to 3100		2075 (407)				
	DECISION ALTITUDE (HEIGHT)					
4.2%	2334 (666)					
5.0% up to 3100	pressure altimeter	2229 (561)				
7.0% up to 3100		2117 (449)				

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.

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

COR: WIL VOR renewed to DVOR (WEF 15JUN2023)

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