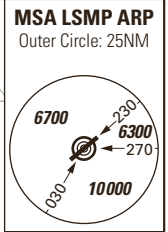
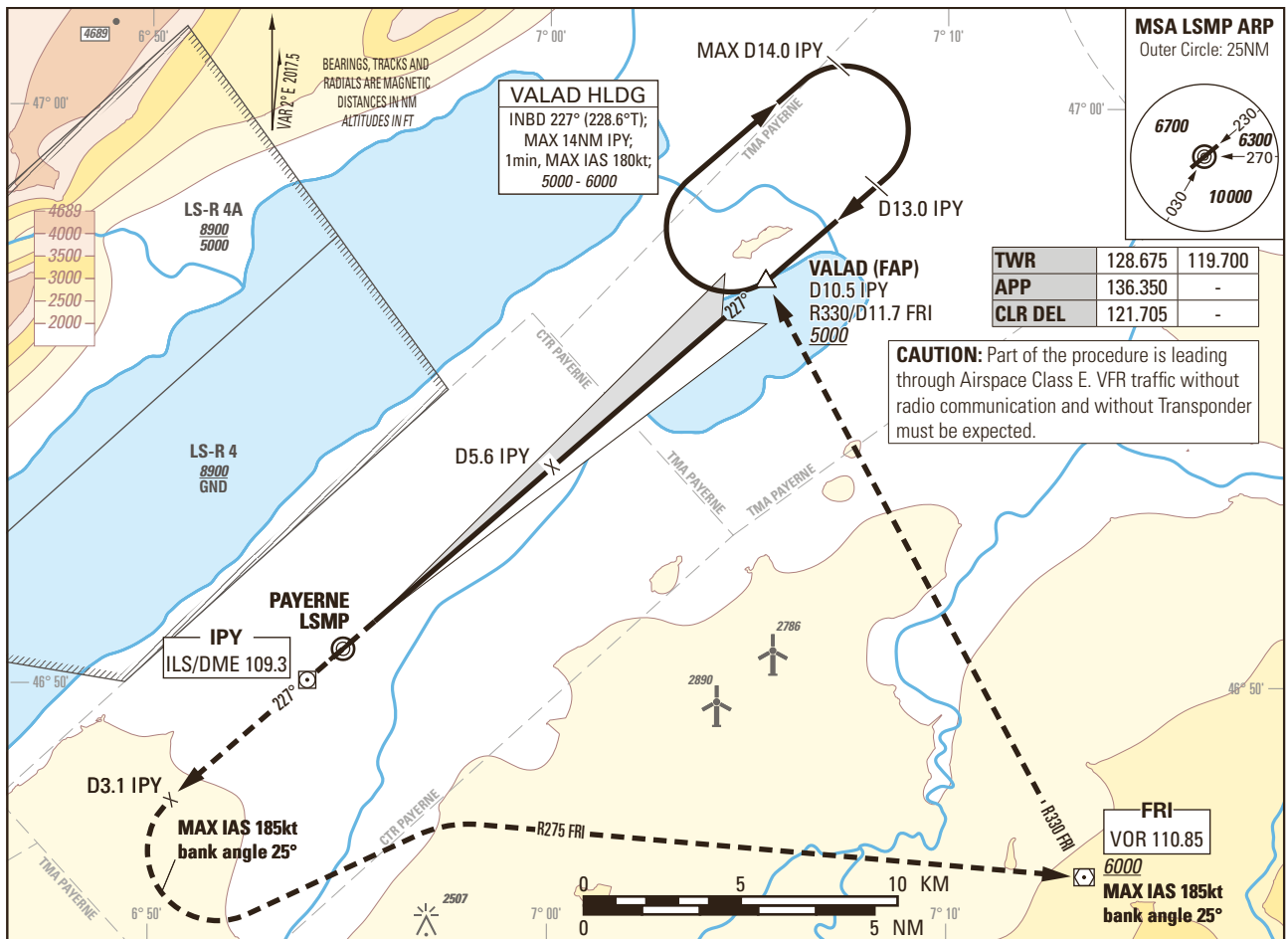


Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

PAYERNE LSMP  
ILS 3.7° RWY 23  
ACFT CAT A/B/C/D

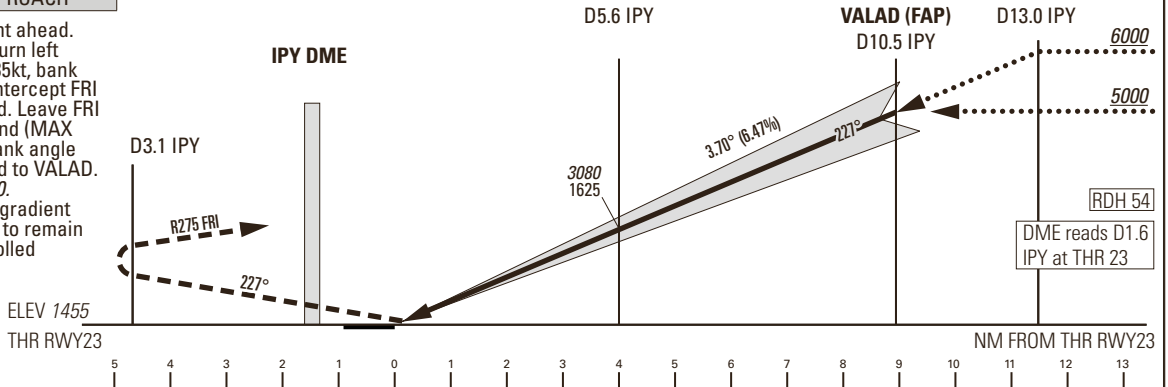


TWR	128.675	119.700
APP	136.350	-
CLR DEL	121.705	-

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

**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)			
<b>CIRCLING <sup>1)</sup></b>	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**

<sup>1)</sup> 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 APCH RWY 23 due to OBST limitation and restriction according to non-instrument RWY criteria.  
- ILS23 signal fulfills ICAO Annex 10, CAT I specifications.

COR: RMK, TWR ALTN FREQ (WEF 18MAY2023)

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