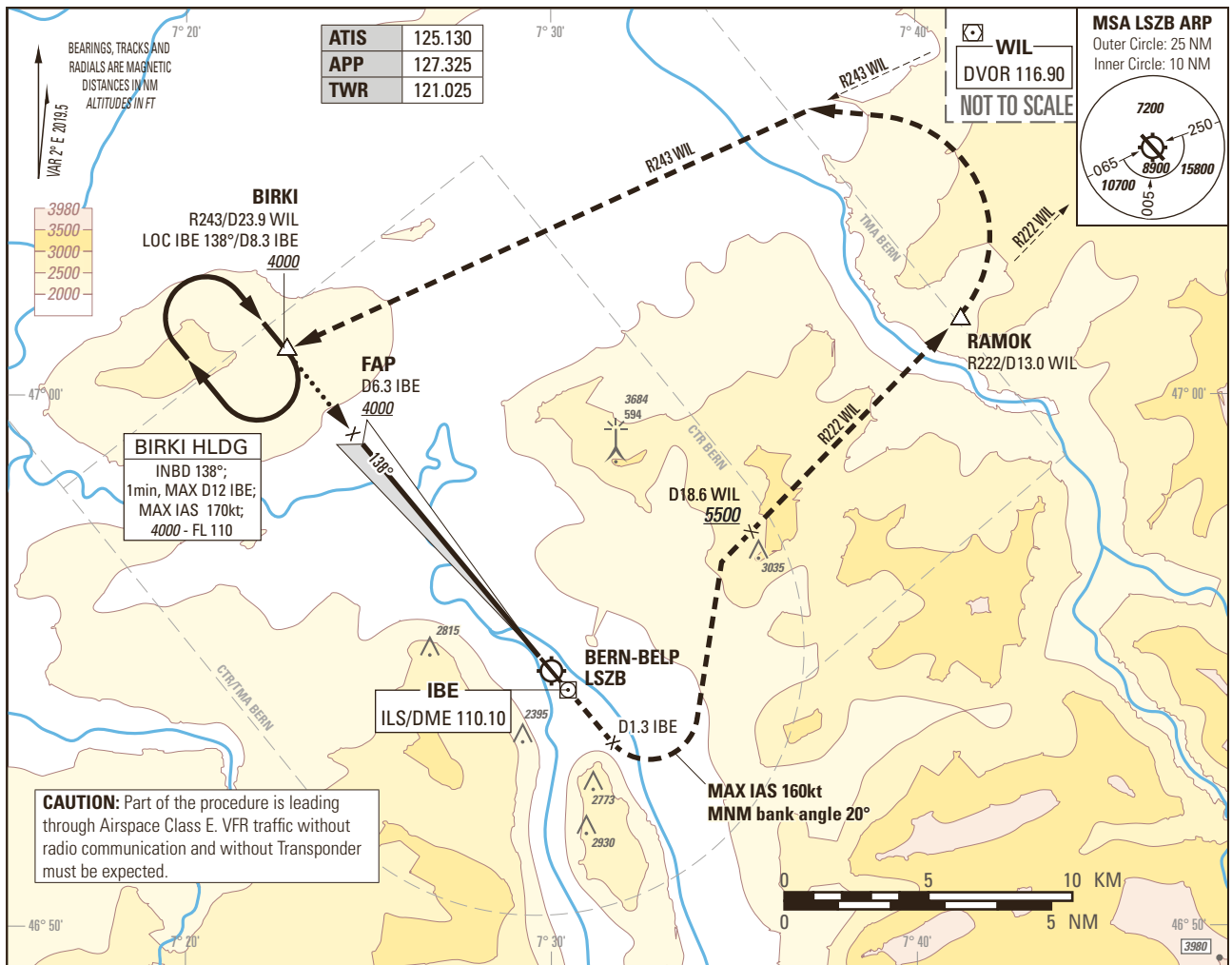


Instrument Approach Chart
(IAC) - ICAO

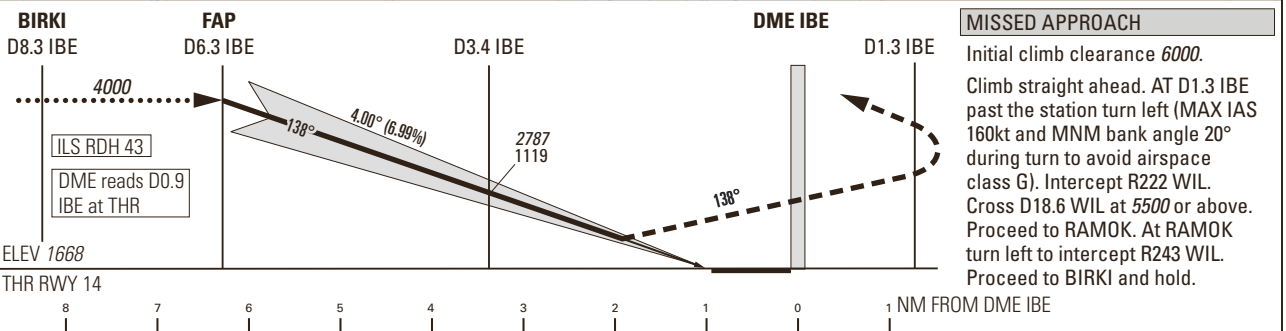
AD ELEV 1675ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

BERN-BELP LSZB
ILS RWY 14
ACFT CAT A/B/C



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



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)		
	A	B	C
2.5%	2636 (968)	2653 (985)	2666 (998)
5.0% up to 3100	2290 (623)	2306 (639)	2319 (652)
7.0% up to 3100	2113 (445)	2130 (462)	2143 (475)
DECISION ALTITUDE (HEIGHT)			
2.5%	2636 (968)	2653 (985)	2666 (998)
5.0% up to 3100	2290 (623)	2306 (639)	2319 (652)
7.0% up to 3100	2168 (500)		

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 THR14 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.
- Training ILS APCH: DA (H) 3000ft (1332ft)

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

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

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