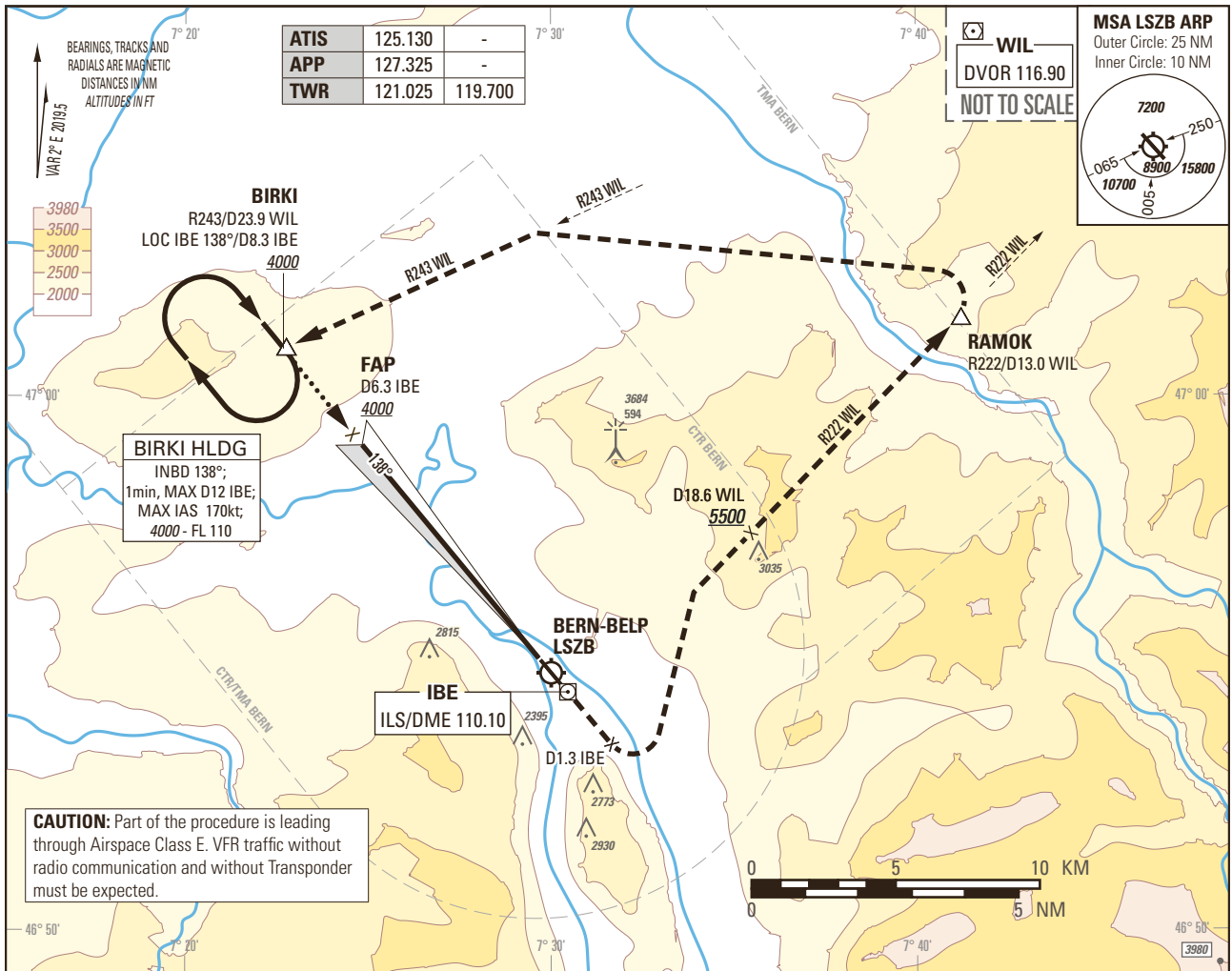


Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

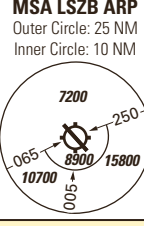
BERN-BELP LSZB
ILS RWY 14
HELICOPTER CAT H



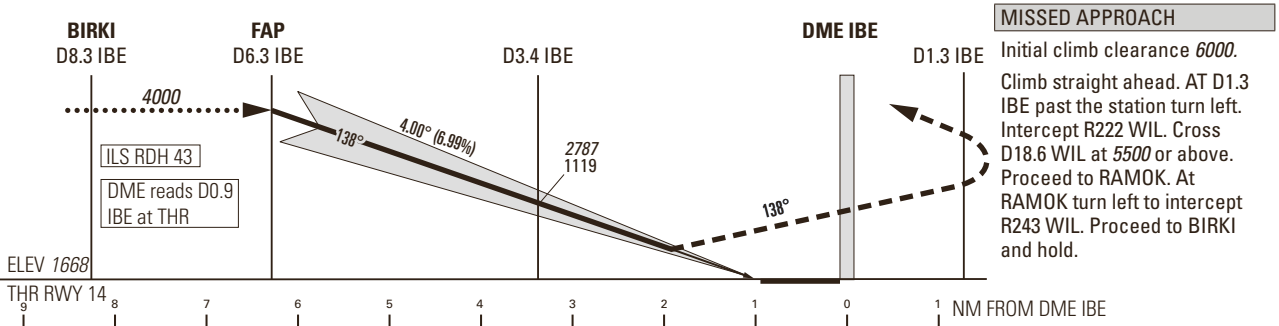
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT

ATIS	125.130	-
APP	127.325	-
TWR	121.025	119.700

WIL
DVOR 116.90
NOT TO SCALE



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)						
		H						
4.2%	pressure altimeter	2334	666					
5.0% up to 3100		2229	561					
7.0% up to 3100		2075	407					
		DECISION ALTITUDE (HEIGHT)						
4.2%	pressure altimeter	2334	666					
5.0% up to 3100		2229	561					
7.0% up to 3100		2117	449					
ROD	GS kt	90	110	130	140			
	FT/MIN	637	779	920	991			

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.

COR: ALTN TWR FREQ added (WEF 10AUG2023)

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