

SWITZERLAND

TEL: +41 (0) 43 931 61 68

Telegraphic address:

AFTN: LSSAYOYX

E-mail: aip@skyguide.ch

skyguide

AIP Services

CH-8602 WANGEN
BEI DÜBENDORF

AIRAC

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**AIRAC AMDT 004
2024**

Effective Date 18 APR 2024

Publication Date 07 MAR 2024

RMK

Filing instruction: Insert this AIRAC AMDT into AIP before inserting AMDT of same effective date, if issued.

1. Insert the following pages:

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2. Record entry of amendment on page GEN 0.2

3. This AIP AMDT incorporates information contained in the following publications:

NOTAM: A0868/23, B0141/24

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

4. Following SUP and AIRAC SUP are still in force on effective date:

Checklist SUP: 001 2023, 002 2023

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010/2023	16-Nov-2023	28-Dec-2023	
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LSZG AD 2 - 14	AIRAC 21 MAR 2024	LSMP AD 2 - 3	25 JAN 2024	LSZR AD 2.24.9 - 2	AIRAC 05 OCT 2023
LSZG AD 2 - 15	21 MAR 2024	LSMP AD 2 - 4	25 JAN 2024	LSZR AD 2.24.9 - 3	AIRAC 05 OCT 2023
LSZG AD 2 - 16	21 MAR 2024	LSMP AD 2 - 5	14 JUL 2022	LSZR AD 2.24.9 - 4	AIRAC 05 OCT 2023
LSZG AD 2.24.1 - 1	AIRAC 21 MAR 2024	LSMP AD 2 - 6	14 JUL 2022	LSZR AD 2.24.9 - 5	AIRAC 05 OCT 2023
LSZG AD 2.24.1 - 2	AIRAC 21 MAR 2024	LSMP AD 2 - 7	25 JAN 2024	LSZR AD 2.24.9 - 6	AIRAC 05 OCT 2023
LSZG AD 2.24.1 - 3	05 OCT 2023	LSMP AD 2 - 8	25 JAN 2024	LSZR AD 2.24.10 - 1	03 DEC 2020
LSZG AD 2.24.1 - 4	05 OCT 2023	LSMP AD 2 - 9	AIRAC 21 MAR 2024	LSZR AD 2.24.10 - 2	03 DEC 2020
LSZG AD 2.24.2 - 1	AIRAC 21 MAR 2024	LSMP AD 2 - 10	AIRAC 21 MAR 2024	LSZR AD 2.24.10 - 3	03 DEC 2020
LSZG AD 2.24.2 - 2	AIRAC 21 MAR 2024	LSMP AD 2 - 11	AIRAC 05 OCT 2023	LSZR AD 2.24.10 - 4	03 DEC 2020
LSZG AD 2.24.2 - 3	25 FEB 2021	LSMP AD 2 - 12	AIRAC 05 OCT 2023	LSZR AD 2.24.10 - 5	03 NOV 2022
LSZG AD 2.24.2 - 4	25 FEB 2021	LSMP AD 2 - 13	21 MAR 2024	LSZR AD 2.24.10 - 6	03 NOV 2022
LSZG AD 2.24.4 - 1	26 APR 2018	LSMP AD 2 - 14	21 MAR 2024	LSZR AD 2.24.13 - 1	23 MAR 2023
LSZG AD 2.24.4 - 2	26 APR 2018	LSMP AD 2.24.1 - 1	26 JAN 2023	LSZR AD 2.24.13 - 2	23 MAR 2023
LSZG AD 2.24.7 - 1	AIRAC 21 MAR 2024	LSMP AD 2.24.1 - 2	26 JAN 2023	LSZS AD 2 - 1	28 DEC 2023
LSZG AD 2.24.7 - 2	AIRAC 21 MAR 2024	LSMP AD 2.24.4 - 1	16 JUN 2022	LSZS AD 2 - 2	28 DEC 2023
LSZG AD 2.24.7 - 3	AIRAC 13 JUL 2023	LSMP AD 2.24.4 - 2	16 JUN 2022	LSZS AD 2 - 3	28 DEC 2023
LSZG AD 2.24.7 - 4	AIRAC 13 JUL 2023	LSMP AD 2.24.4 - 3	16 JUN 2022	LSZS AD 2 - 4	28 DEC 2023
LSZG AD 2.24.7 - 5	AIRAC 13 JUL 2023	LSMP AD 2.24.4 - 4	16 JUN 2022	LSZS AD 2 - 5	28 DEC 2023
LSZG AD 2.24.7 - 6	AIRAC 13 JUL 2023	LSMP AD 2.24.7 - 1	AIRAC 21 MAR 2024	LSZS AD 2 - 6	28 DEC 2023
LSZG AD 2.24.7 - 7	AIRAC 21 MAR 2024	LSMP AD 2.24.7 - 2	AIRAC 21 MAR 2024	LSZS AD 2 - 7	28 DEC 2023

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LSZS AD 2 - 9	28 DEC 2023	LSGS AD 2.24.13 - 4	AIRAC 26 MAR 2020	LSZH AD 2 - 71	AIRAC 25 JAN 2024
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LSZS AD 2 - 12	28 DEC 2023	LSZH AD 2 - 3	22 FEB 2024	LSZH AD 2 - 74	21 MAR 2024
LSZS AD 2 - 13	21 MAR 2024	LSZH AD 2 - 4	22 FEB 2024	LSZH AD 2.24.1 - 1	28 DEC 2023
LSZS AD 2 - 14	21 MAR 2024	LSZH AD 2 - 5	22 FEB 2024	LSZH AD 2.24.1 - 2	28 DEC 2023
LSZS AD 2.24.1 - 1	13 JUL 2023	LSZH AD 2 - 6	22 FEB 2024	LSZH AD 2.24.3 - 1	05 OCT 2023
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LSZS AD 2.24.4 - 3	AIRAC 05 DEC 2019	LSZH AD 2 - 10	07 SEP 2023	LSZH AD 2.24.3 - 5	05 OCT 2023
LSZS AD 2.24.4 - 4	AIRAC 05 DEC 2019	LSZH AD 2 - 11	07 SEP 2023	LSZH AD 2.24.3 - 6	05 OCT 2023
LSZS AD 2.24.7 - 1	AIRAC 05 DEC 2019	LSZH AD 2 - 12	07 SEP 2023	LSZH AD 2.24.4 - 1	15 JUN 2023
LSZS AD 2.24.7 - 2	AIRAC 05 DEC 2019	LSZH AD 2 - 13	28 DEC 2023	LSZH AD 2.24.4 - 2	15 JUN 2023
LSZS AD 2.24.7 - 3	AIRAC 05 DEC 2019	LSZH AD 2 - 14	28 DEC 2023	LSZH AD 2.24.4 - 3	15 JUN 2023
LSZS AD 2.24.7 - 4	AIRAC 05 DEC 2019	LSZH AD 2 - 15	22 FEB 2024	LSZH AD 2.24.4 - 4	15 JUN 2023
LSZS AD 2.24.7 - 5	AIRAC 24 MAR 2022	LSZH AD 2 - 16	22 FEB 2024	LSZH AD 2.24.4 - 5	15 JUN 2023
LSZS AD 2.24.7 - 6	AIRAC 24 MAR 2022	LSZH AD 2 - 17	AIRAC 02 NOV 2023	LSZH AD 2.24.4 - 6	15 JUN 2023
LSZS AD 2.24.7 - 7	AIRAC 24 MAR 2022	LSZH AD 2 - 18	AIRAC 02 NOV 2023	LSZH AD 2.24.4 - 7	15 JUN 2023
LSZS AD 2.24.7 - 8	AIRAC 24 MAR 2022	LSZH AD 2 - 19	22 FEB 2024	LSZH AD 2.24.4 - 8	15 JUN 2023
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LSZS AD 2.24.12 - 1	AIRAC 21 MAR 2024	LSZH AD 2 - 26	01 DEC 2022	LSZH AD 2.24.5 - 3	AIRAC 07 DEC 2017
LSZS AD 2.24.12 - 2	AIRAC 21 MAR 2024	LSZH AD 2 - 27	14 JUL 2022	LSZH AD 2.24.5 - 4	AIRAC 07 DEC 2017
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LSGS AD 2 - 4	28 DEC 2023	LSZH AD 2 - 31	13 JUL 2023	LSZH AD 2.24.6 - 4	AIRAC 15 JUN 2023
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LSGS AD 2 - 7	28 DEC 2023	LSZH AD 2 - 34	AIRAC 21 MAR 2024	LSZH AD 2.24.7.1 - 3	AIRAC 25 JAN 2024
LSGS AD 2 - 8	28 DEC 2023	LSZH AD 2 - 35	25 JAN 2024	LSZH AD 2.24.7.1 - 4	AIRAC 25 JAN 2024
LSGS AD 2 - 9	28 DEC 2023	LSZH AD 2 - 36	25 JAN 2024	LSZH AD 2.24.7.1 - 5	AIRAC 25 JAN 2024
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LSGS AD 2 - 12	22 FEB 2024	LSZH AD 2 - 39	11 AUG 2022	LSZH AD 2.24.7.2 - 2	07 OCT 2021
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LSGS AD 2 - 14	16 JUN 2022	LSZH AD 2 - 41	14 JUL 2022	LSZH AD 2.24.7.2 - 4	AIRAC 15 JUN 2023
LSGS AD 2 - 15	17 JUN 2021	LSZH AD 2 - 42	14 JUL 2022	LSZH AD 2.24.7.2 - 5	AIRAC 18 MAY 2023
LSGS AD 2 - 16	17 JUN 2021	LSZH AD 2 - 43	14 JUL 2022	LSZH AD 2.24.7.2 - 6	AIRAC 18 MAY 2023
LSGS AD 2 - 17	AIRAC 26 MAR 2020	LSZH AD 2 - 44	14 JUL 2022	LSZH AD 2.24.7.2 - 7	AIRAC 15 JUN 2023
LSGS AD 2 - 18	AIRAC 26 MAR 2020	LSZH AD 2 - 45	14 JUL 2022	LSZH AD 2.24.7.2 - 8	AIRAC 15 JUN 2023
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LSGS AD 2.24.1 - 2	21 MAR 2024	LSZH AD 2 - 49	14 JUL 2022	LSZH AD 2.24.7.3 - 4	07 OCT 2021
LSGS AD 2.24.2 - 1	21 MAR 2024	LSZH AD 2 - 50	14 JUL 2022	LSZH AD 2.24.7.3 - 5	07 OCT 2021
LSGS AD 2.24.2 - 2	21 MAR 2024	LSZH AD 2 - 51	AIRAC 25 JAN 2024	LSZH AD 2.24.7.3 - 6	07 OCT 2021
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LSGS AD 2.24.7 - 6	AIRAC 26 MAR 2020	LSZH AD 2 - 59	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 4	AIRAC 15 JUN 2023
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LSGS AD 2.24.9 - 2	AIRAC 26 MAR 2020	LSZH AD 2 - 61	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 6	AIRAC 18 MAY 2023
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LSGS AD 2.24.10 - 2	23 MAR 2023	LSZH AD 2 - 63	AIRAC 25 JAN 2024	LSZH AD 2.24.7.4 - 8	AIRAC 24 MAR 2022
LSGS AD 2.24.10 - 3	03 NOV 2022	LSZH AD 2 - 64	AIRAC 25 JAN 2024	LSZH AD 2.24.7.5 - 1	07 OCT 2021
LSGS AD 2.24.10 - 4	03 NOV 2022	LSZH AD 2 - 65	AIRAC 25 JAN 2024	LSZH AD 2.24.7.5 - 2	07 OCT 2021
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LSZH AD 2.24.7.5 - 9	07 OCT 2021				
LSZH AD 2.24.7.5 - 10	07 OCT 2021				
LSZH AD 2.24.7.6 - 1	07 OCT 2021				
LSZH AD 2.24.7.6 - 2	07 OCT 2021				
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LSZH AD 2.24.9.3 - 2	AIRAC 24 MAR 2022				
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LSZH AD 2.24.10.2 - 1	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 2	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 3	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.2 - 4	AIRAC 15 JUN 2023				
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LSZH AD 2.24.10.4 - 2	07 OCT 2021				
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LSZH AD 2.24.10.4 - 7	AIRAC 25 JAN 2024				
LSZH AD 2.24.10.4 - 8	AIRAC 25 JAN 2024				
LSZH AD 2.24.10.4 - 9	AIRAC 25 JAN 2024				
LSZH AD 2.24.10.4 - 10	AIRAC 25 JAN 2024				
LSZH AD 2.24.13 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.13 - 2	AIRAC 24 MAR 2022				

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Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑				↓	↑	
G32							
△ Passeiry DVOR/ DME (PAS)	46 09 49 N 006 00 00 E						
	131°	20 NM	FL195 <u>10600 ft</u> MEA = 11000 ft		Odd		± NM ACC Geneva {C,E}
△ ODIKI	45 56 32 N 006 20 37 E						

Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ — ↑				↓	↑		
J32								
△	MOREG	46 23 35 N 006 00 26 E						
		084°	10 NM	FL195 <u>7900 ft</u> MEA = 8000 ft		Even	± NM	ACC Geneva REF: AIP France {E, C} (2)
△	Gland NDB (GLA)	46 24 31 N 006 14 39 E						
		082°	18 NM	FL195 <u>9199 ft</u> MEA = 10000 ft		Even	± NM	ACC Geneva REF: AIP France {E, C} (2)
▲	MOLUS	46 26 38 N 006 40 46 E						
(2) within FIR Switzerland; outside REF: AIP France								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates							Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
W112								
△ ESEVA	46 48 08 N 007 00 53 E							
	277°	8.7 NM	FL245 FL110			Odd	± NM	{C}
△ FRIBOURG VOR/DME (FRI)	46 46 39 N 007 13 25 E							
	097° 277°	2.0 NM	FL245 FL110		Even	Odd	± NM	{C}
△ TELNO	46 46 19 N 007 16 15 E							
	097° 277°	30.1 NM	FL245 FL160		Even	Odd	± NM	{C}
△ MONIN	46 41 03 N 007 59 18 E							
	097° 278°	25.5 NM	FL245 FL160		Even	Odd	± NM	{C}
△ SOSON	46 36 24 N 008 35 39 E							
	098° 278°	6.9 NM	FL245 FL160		Even	Odd	± NM	{C}
△ LUKOM	46 35 06 N 008 45 31 E							
TELNO - SOSON: CDR 1 H24								

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates						Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑		
Y55								
△ SOVAD	46 20 15 N 006 02 54 E							
	143°	6 NM	FL195 <u>7800 ft</u> MEA = FL 80		Odd		± NM	ACC Geneva {C}
△ Geneva DVOR/ DME (GVA)	46 15 14 N 006 07 56 E							
	192°	11 NM	FL195 <u>7800 ft</u> MEA = FL 80		Odd		± NM	ACC Geneva {C}
△ SALEV	46 04 26 N 006 03 57 E							

Route Designator	Route Remarks (Optional)							
Name of significant points	Significant point geographical coordinates				Direction of cruising levels		Significant Point Remarks	
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist	Upper and Lower limits	Lateral limits	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑	(COP)	MEA	MOCA	↓	↑		
Z424								
△ DEGAD	46 26 10 N 008 37 06 E							
	211° 031°	11.5 NM	FL660 FL175 MEA = FL180		Odd		± NM	ACC Zurich {C}
△ BASGO	46 16 23 N 008 28 20 E							
	173° 353°	9.8 NM	FL305 FL175 MEA = FL180		Odd		± NM	ACC Zurich ACC Milano REF: AIP Italy
▲ AKASU	46 06 35 N 008 29 44 E							

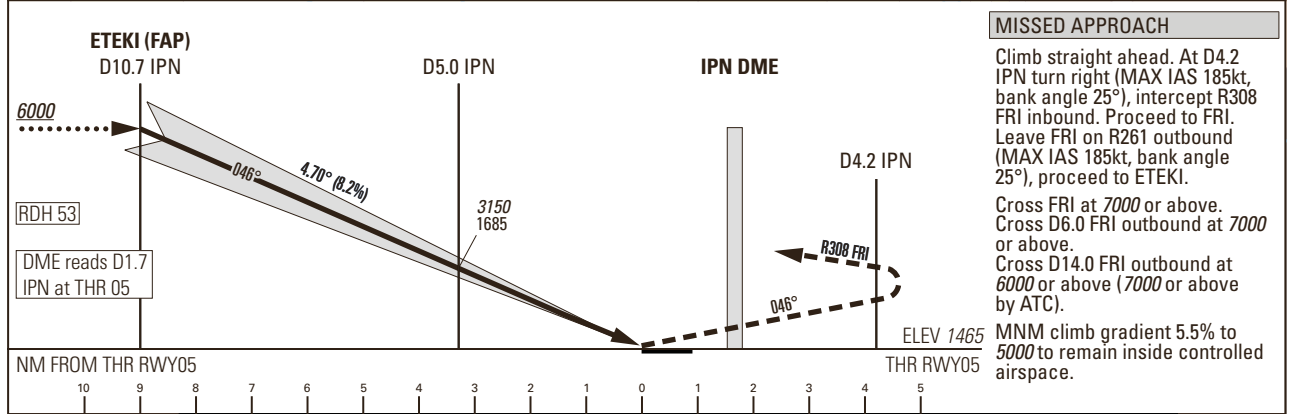
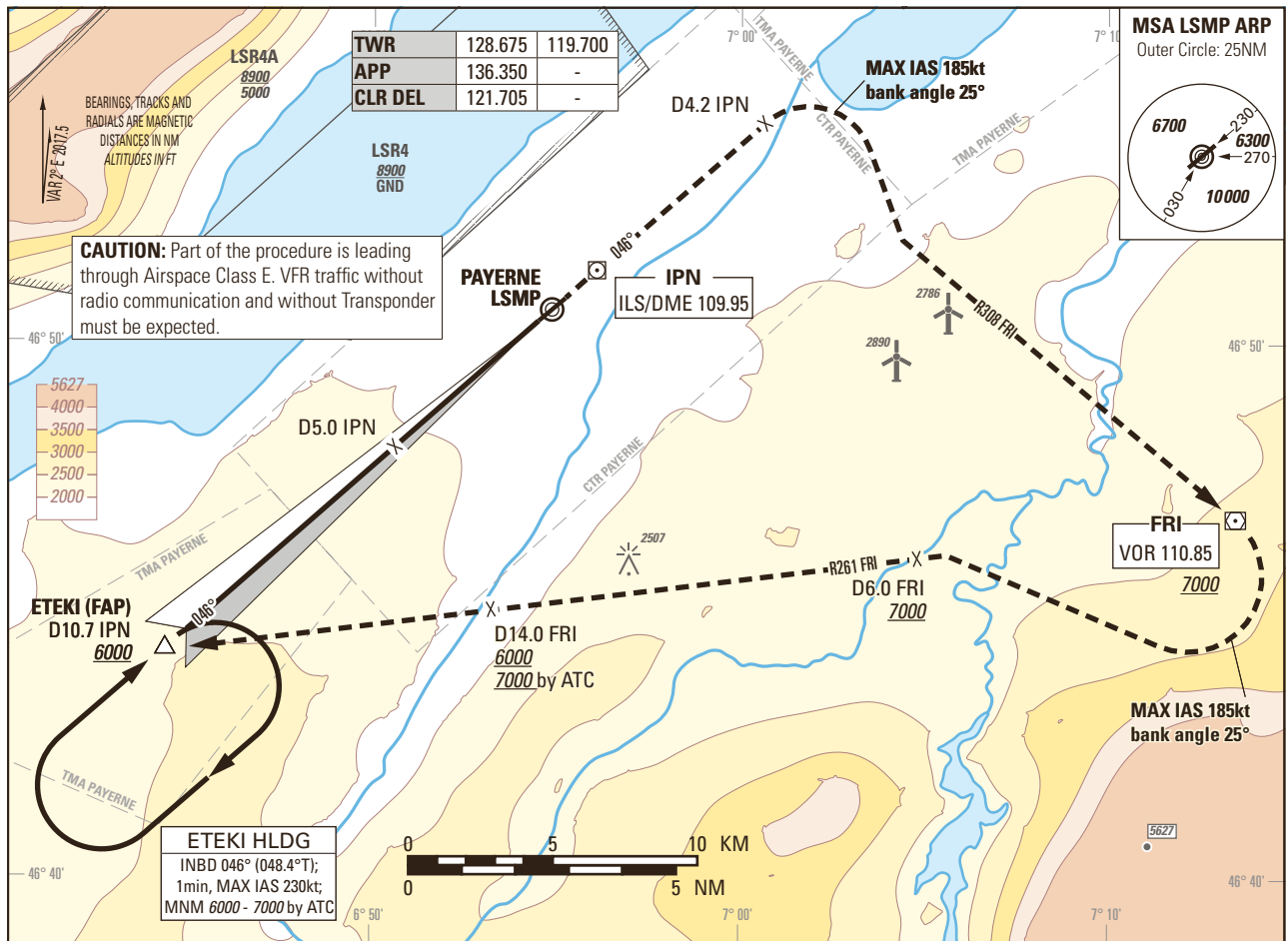
Route Designator		Route Remarks (Optional)						
Name of significant points		Significant point geographical coordinates						Significant Point Remarks
Route Segment Navigation, RCP/RSP specification	Track MAG	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
	↓ ↑				↓	↑		
Z600								
Willisau △ DVOR/DME (WIL)		47 10 42 N 007 54 21 E						
	291° 111°	24.2 NM	FL195 2000 ft AGL MEA = 7000 ft		Even	Odd	± NM	{C, E}
△ LEPLA		47 20 36 N 007 21 58 E						
	291° 111°	9.5 NM	FL195 2000 ft AGL MEA = 7000 ft		Even	Odd	± NM	{C, E}
△ LUMEL		47 24 26 N 007 09 14 E						
	296° 116°	20 NM	FL500 FL085 MEA = FL090		Even	Odd	± NM	ACC Reims / APP Bâle / ACC Zurich / REF: AIP France {C, D, E}
▲ Hericourt NDB (HR)		47 33 42 N 006 43 56 E						

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE LSMP
ILS 4.7° RWY 05
ACFT CAT A/B/C/D



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
2.5%	2483 (1018)	2505 (1040)	2525 (1060)	2545 (1080)
3.4% to 5400	1760 (295)	1781 (316)	1802 (337)	1821 (356)
DECISION ALTITUDE (HEIGHT)				
3.4% to 5000	1965 (500)			
CIRCLING ¹⁾				
OCA(H)	A	B	C	D
	2120 (655)	2460 (995)	2790 (1325)	2830 (1365)

ROD	GS kt	90	110	130	150
	FT/MIN	749	915	1082	1248

IPN DME recommended CROSSING ALT	10.7	10	8	6	4
		6000	5650	4650	3650

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 120kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK
- Uncategorized ILS APCH RWY 05 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS05 signal fulfills ICAO Annex 10, CAT I specifications.

COR: Circling OCA(H) CAT A/B (WEF 18APR2024)

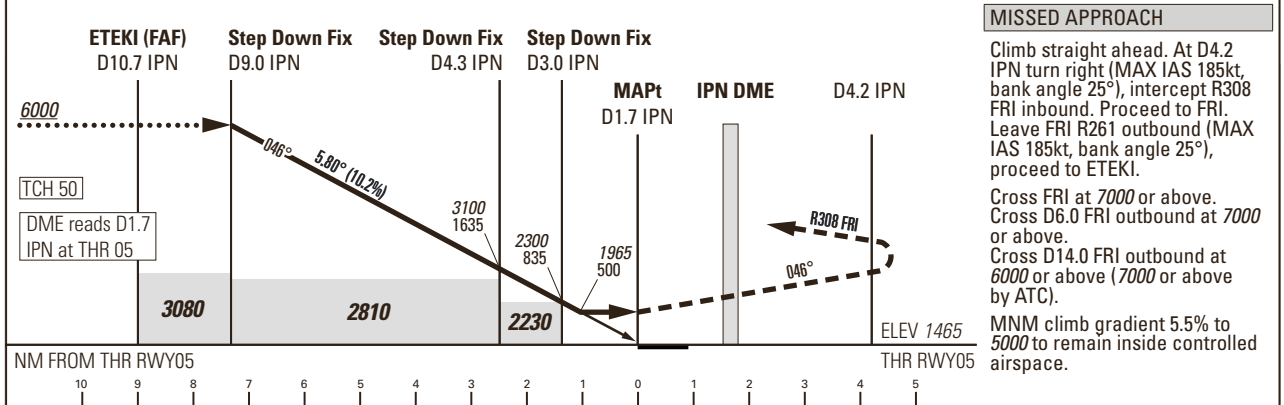
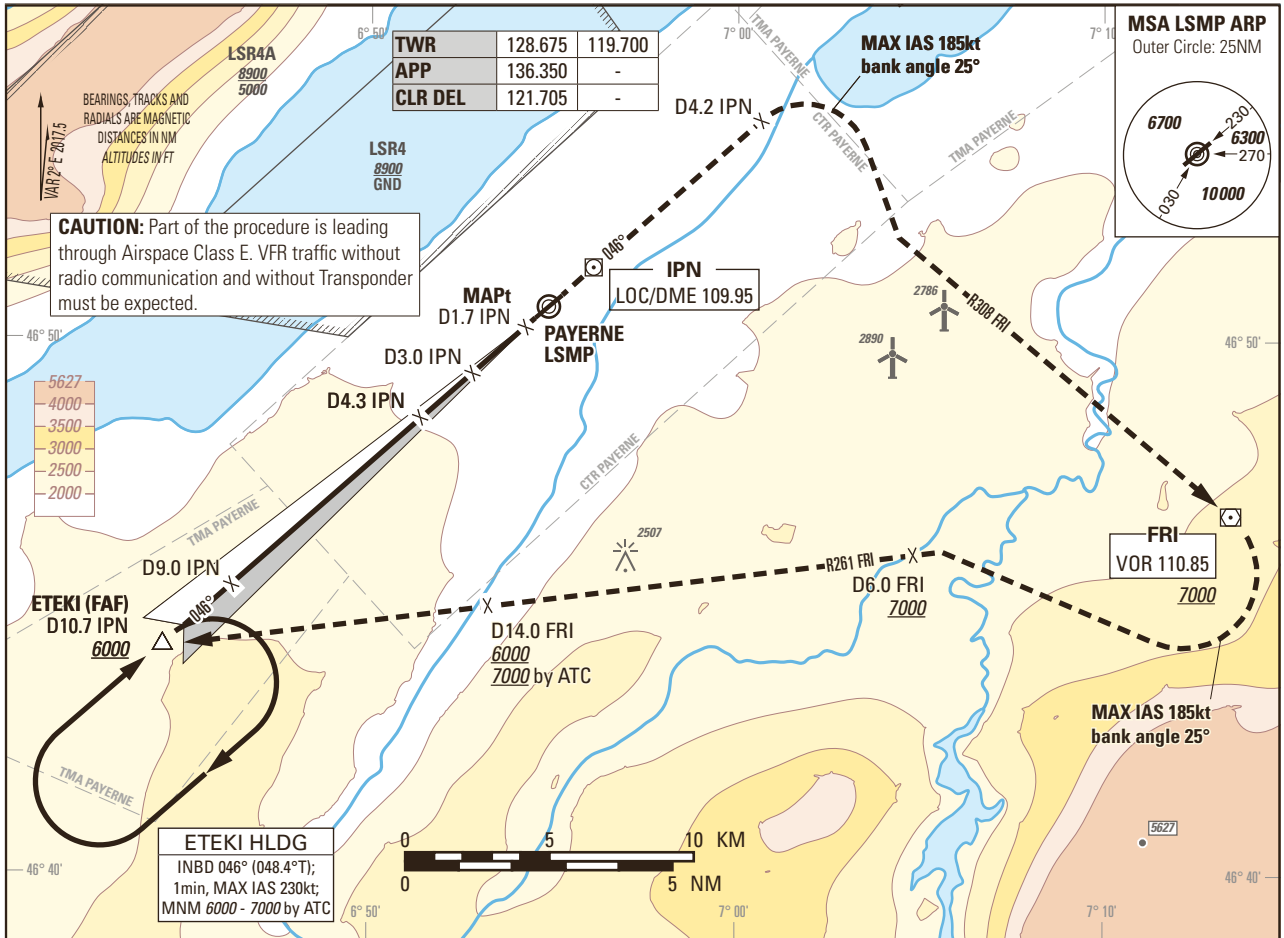
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE LSMP
LOC RWY 05 (STEEP APCH 5.80°)
ACFT CAT A/B/C/D



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	2650 (1185)			
3.2% to 5200	1940 (475)			
	MINIMUM DESCENT ALTITUDE (HEIGHT)			
3.2% to 5200	1965 (500)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2120 (655)	2460 (995)	2790 (1325)	2830 (1365)

IPN DME	9	7	5	3	
	recommended CROSSING ALT	6000	4770	3530	2300
ROD	GS kt	90	110	130	150
	FT/MIN	926	1132	1337	1543

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 115kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK
- OBST limitation and restriction according to non-instrument RWY criteria.

COR: Circling OCA(H) CAT A/B (WEF 18APR2024)

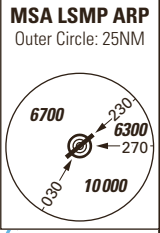
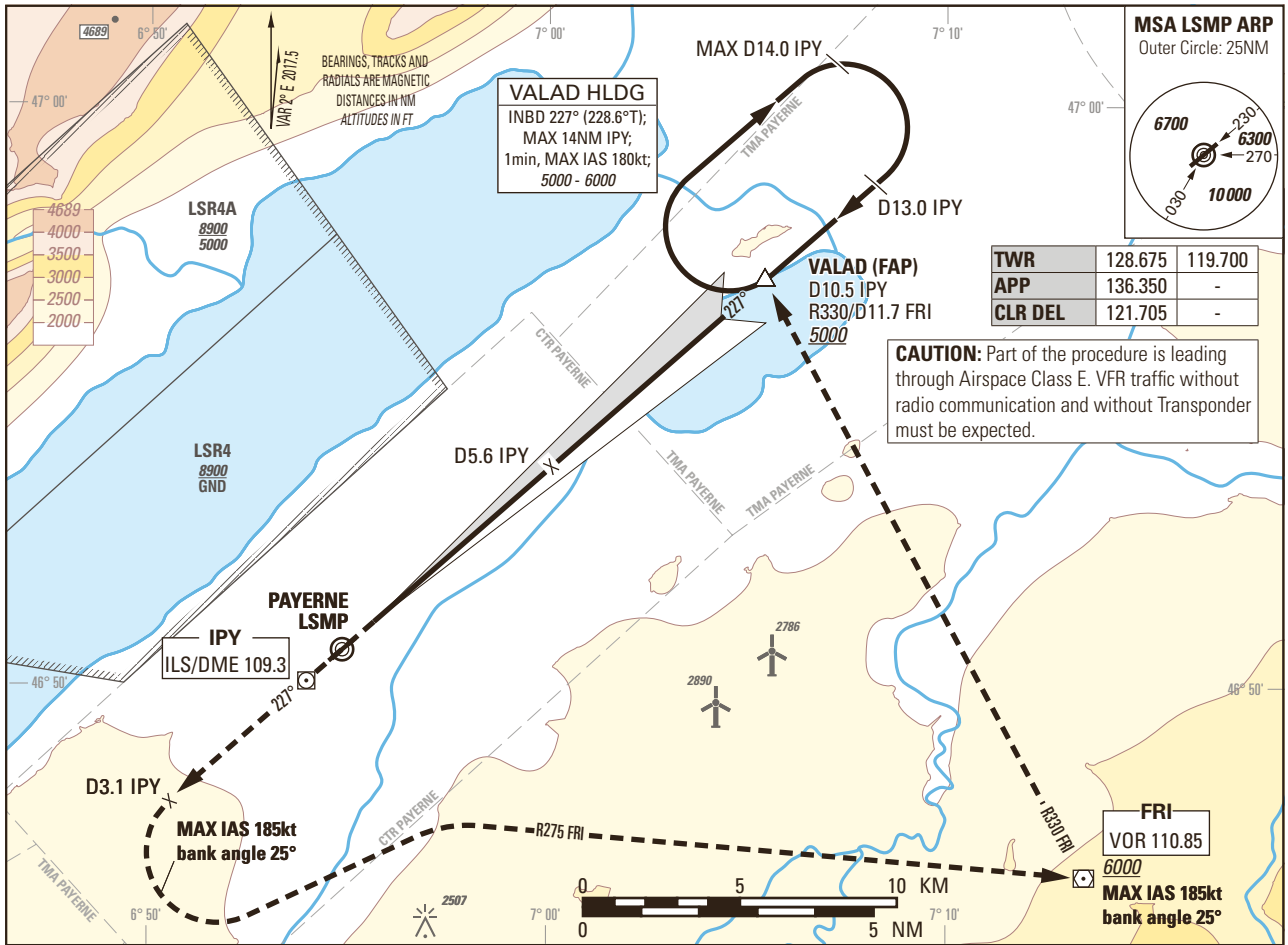
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

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

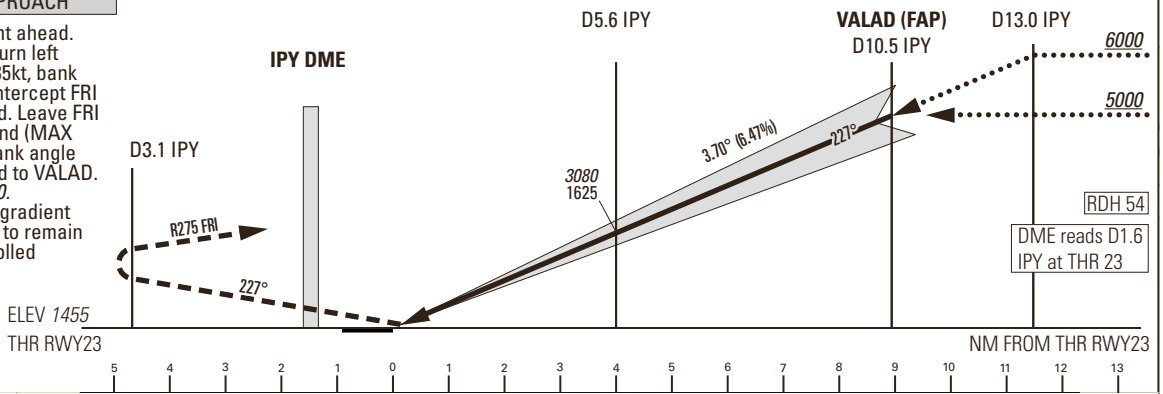


TWR	128.675	119.700
APP	136.350	-
CLR DEL	121.705	-

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)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2120 (655)	2460 (995)	2790 (1325)	2830 (1365)

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

ROD	GS kt	90	110	130	150
	FT/MIN	589	720	851	982

COR: Circling OCA(H) CAT A/B (WEP 18APR2024)

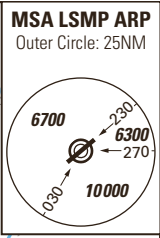
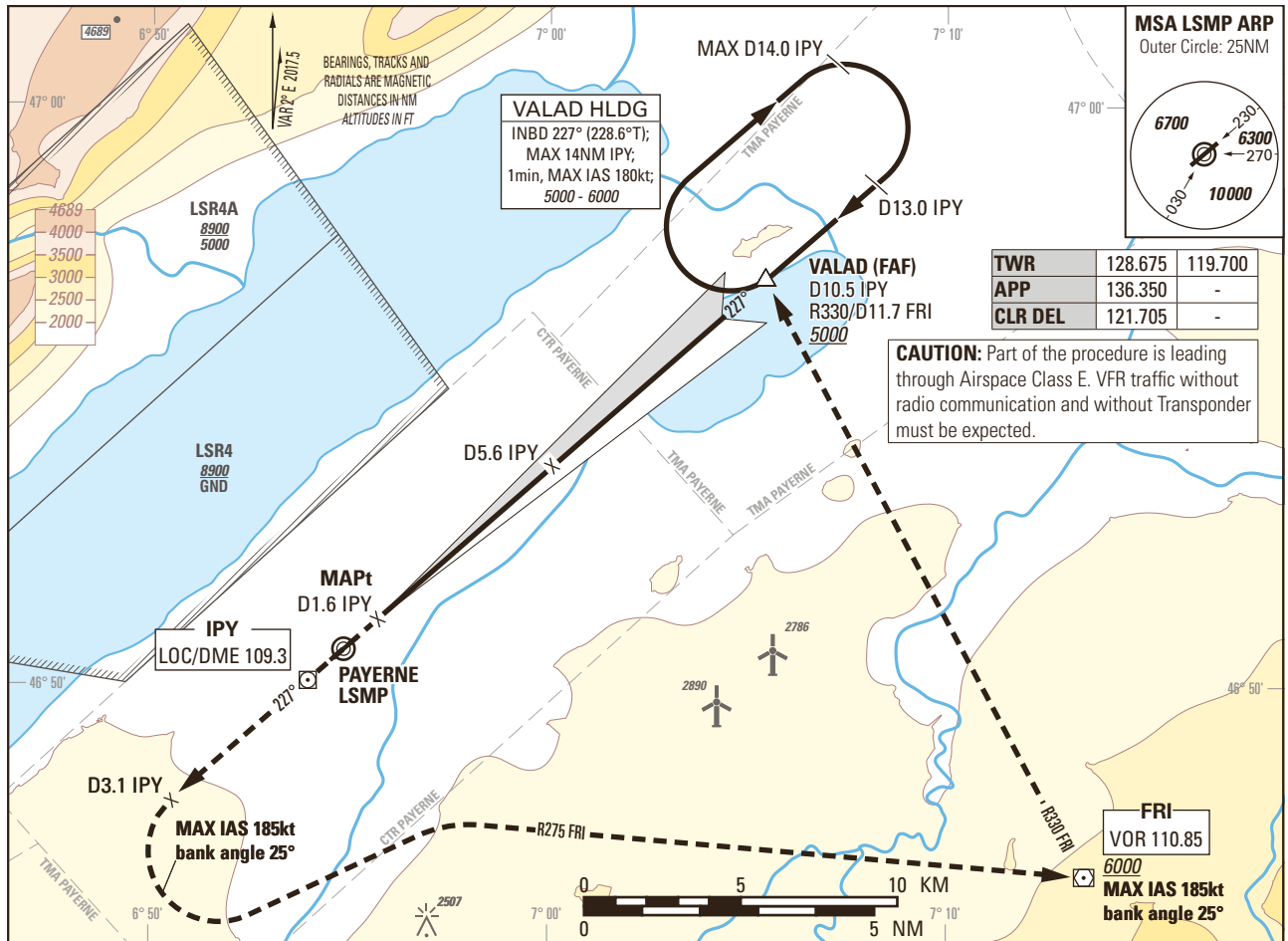
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

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

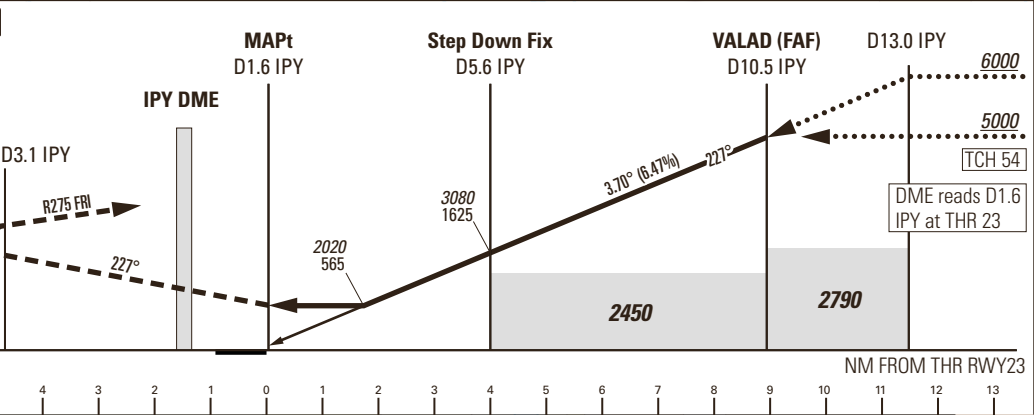


TWR	128.675	119.700
APP	136.350	-
CLR DEL	121.705	-

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 R275 FRI inbound. Leave FRI R330 outbound (MAX IAS 185kt, bank angle 25°), proceed to VALAD. Climb to 6000. MNM climb gradient 5.1% to 5000 to remain in controlled airspace.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	2200 (745)			
3.4% to 2600	2020 (565)			
	MINIMUM DESCENT ALTITUDE (HEIGHT)			
3.4% to 2600	2020 (565)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2120 (655)	2460 (995)	2790 (1325)	2830 (1365)

IPY DME	3	4	5	6	8	10	10.5	13
recommended CROSSING ALT	2060	2450	2850	3240	4020	4810	5000	6000
ROD	GS kt	90	110	130	150			
	FT/MIN	589	720	851	982			

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
- OBST limitation and restriction according to non-instrument RWY criteria.

COR: Circling OCA(H) CAT A/B (WEF 18APR2024)

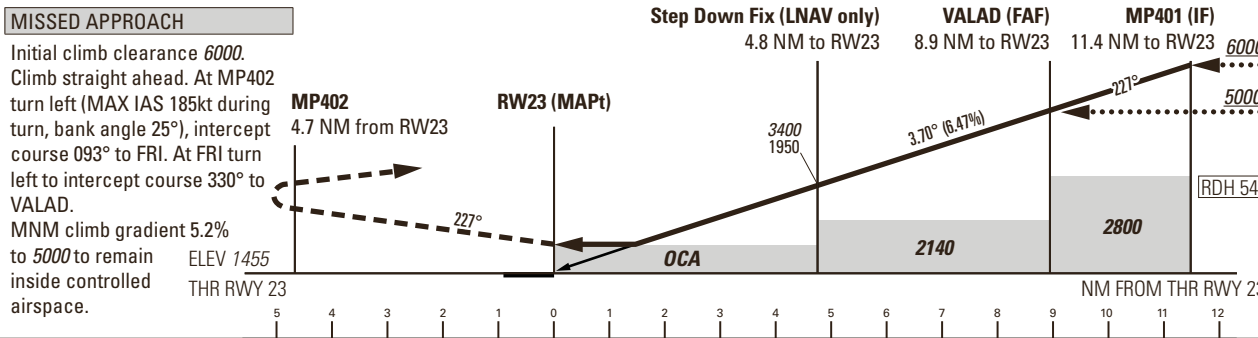
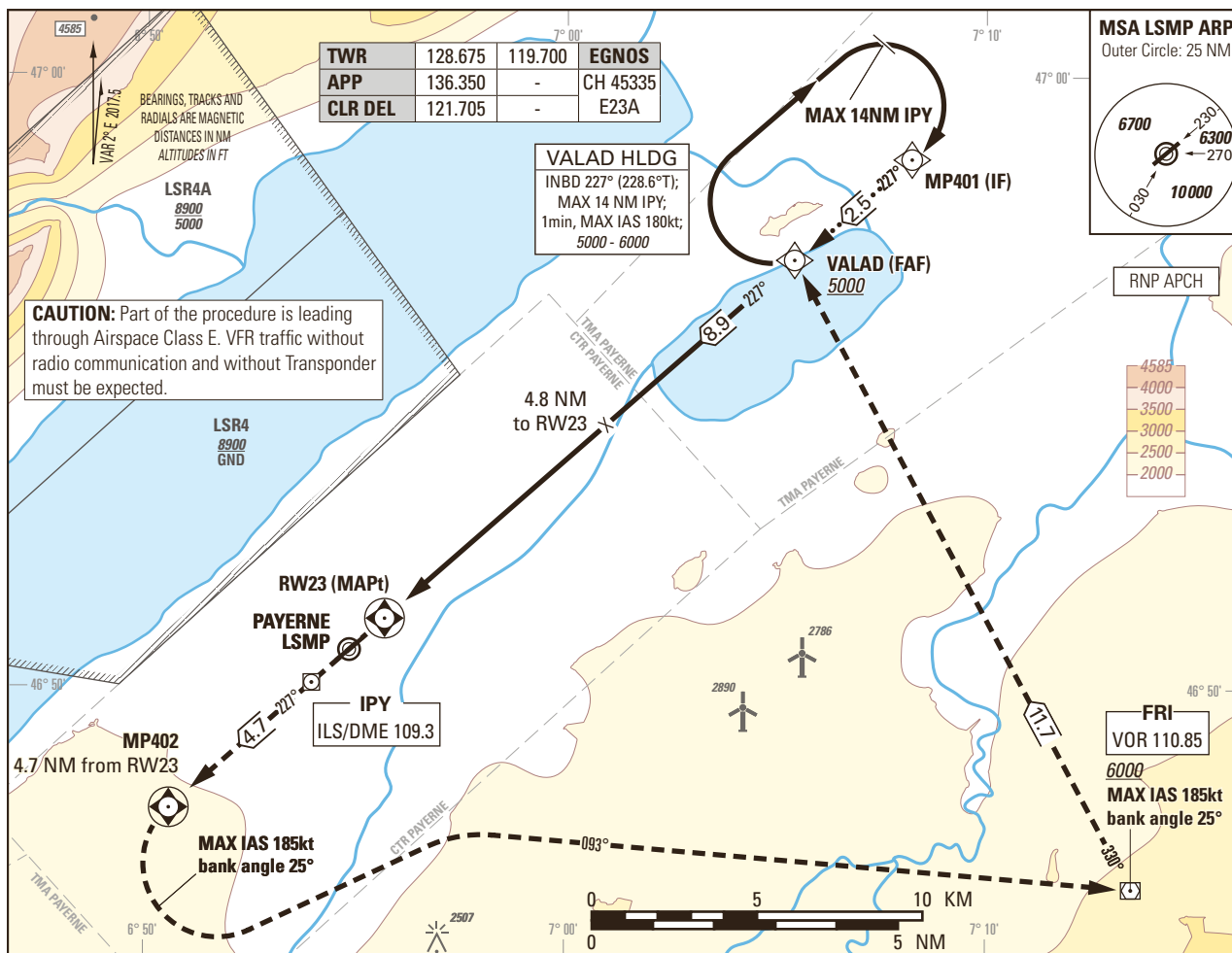
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE LSMP
RNP Z RWY 23
ACFT CAT A/B/C/D



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE(HEIGHT) LNAV			
2.5%	2190 (735)			
3.4% to 2700	2020 (565)			
	OBSTACLE CLEARANCE ALTITUDE(HEIGHT) LPV(CAT-I)			
2.5%	2051 (596)	2064 (609)	2077 (622)	2090 (635)
5.0%	1727 (272)	1740 (285)	1753 (298)	1767 (312)
	DECISION ALTITUDE(HEIGHT) LPV			
5.0%	1955 (500)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2120 (655)	2460 (995)	2790 (1325)	2830 (1365)

RW23 DIST	1	2	3	4	5	6	7	8	8.9	11.4
recommended CROSSING ALT	1900	2300	2690	3080	3470	3870	4260	4650	5000	6000
recommended CROSSING HGT	445	845	1235	1625	2025	2415	2805	3205	3545	4545

ROD	GS kt	90	110	130	150
	FT/MIN	590	720	850	980

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: 2 NM.

CAUTION
- MAX GS 150kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK
- OBST limitation and restriction according to non-instrument RWY criteria.

COR: Circling OCA(H) CAT A/B (WEF 18APR2024)

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LSMP
Runway	23
Runway Direction	0
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	465103.1090N
LTP/FTP Longitude	0065539.0095E
LTP/FTP Ellipsoidal Height (metres)	492.8
FPAP Latitude	465006.4530N
Delta FPAP Latitude (seconds)	-56.6560
FPAP Longitude	0065405.6285E
Delta FPAP Longitude (seconds)	-93.3810
Threshold Crossing Height	16.45
TCH Units Selector	1
Glidepath Angle (degrees)	3.70
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 10 0D 13 0C 17 D0 00 01 33 32 05 8A 30 1B 14 03 14 F9 02 40 27 60 45 FE 76 26 FD 49 81 72 01 64 00 C8 AF 1D D9 4E 69
Calculated CRC Value	1DD94E69

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	443.5
FPAP Orthometric Height (metres)	446.6