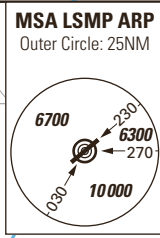
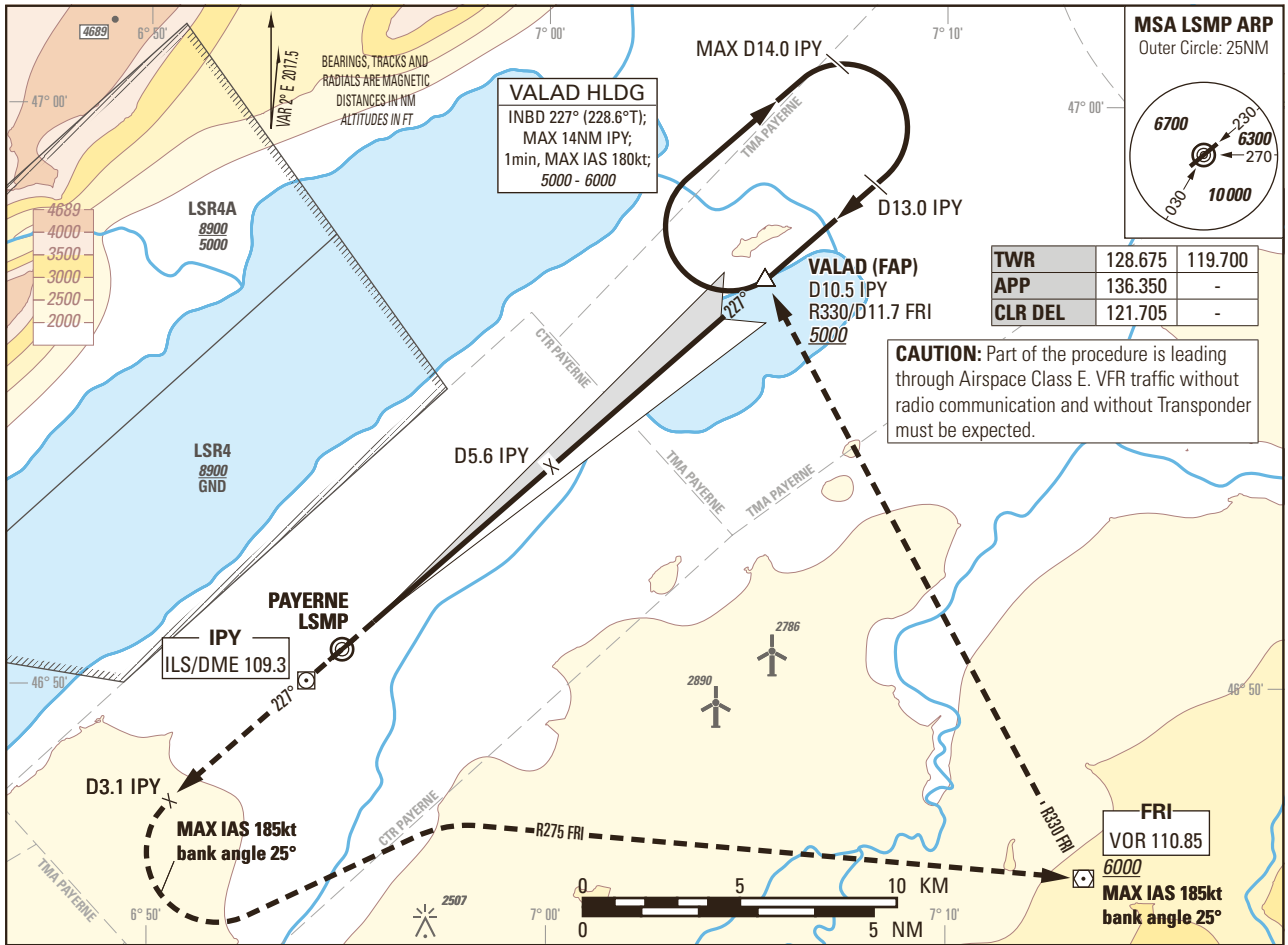


Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

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

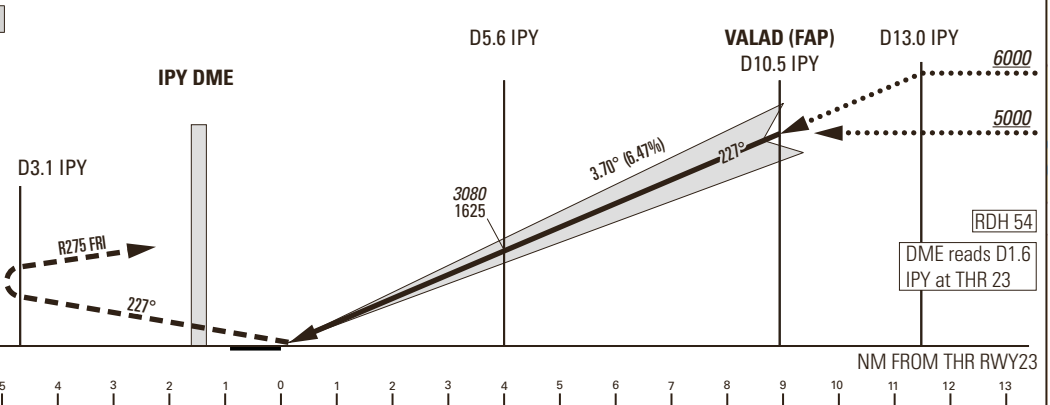


TWR	128.675	119.700
APP	136.350	-
CLR DEL	121.705	-

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.

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

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