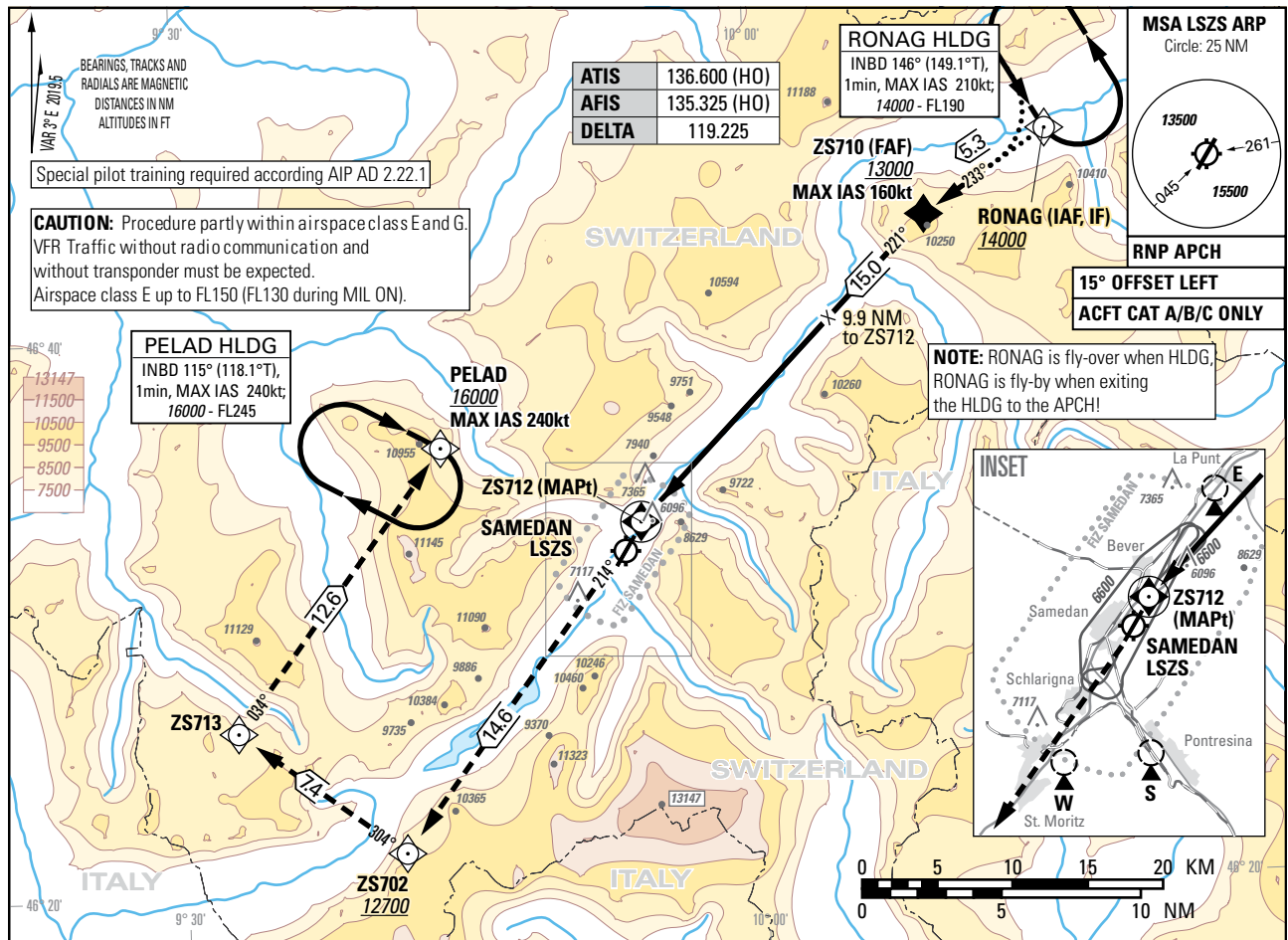


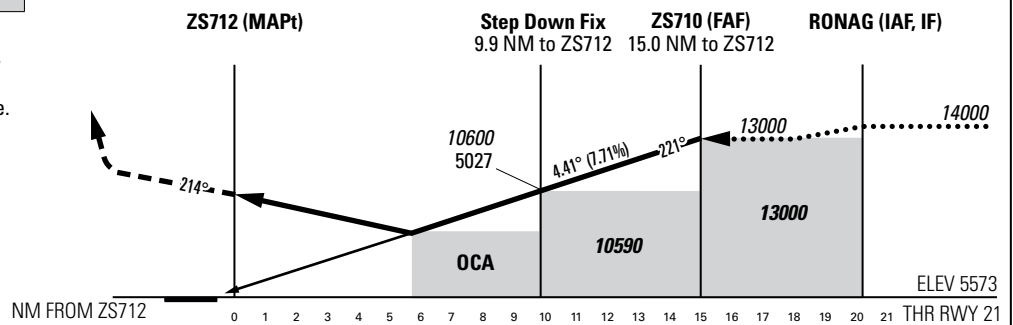
Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 5602ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 16000SAMEDAN (LSZS)  
RNP RWY 21**MISSED APPROACH**

Climb to 16000. Proceed via  
ZS712, ZS702, ZS713 to PELAD.  
Enter the PELAD HLDG.  
Cross PELAD at 16000 or above.  
Minimum climb gradient 4.3%  
to 12500.  
Initiate missed APCH no later  
than 5.5 NM to MAPt.

**Note:** Level flight to MAPt at  
OCA(H) prohibited.



| Missed APCH<br>climb gradient<br>requirement | NON-ALIGNED<br>STRAIGHT-IN APPROACH |   |   |
|----------------------------------------------|-------------------------------------|---|---|
|                                              | A                                   | B | C |
| 2.5%                                         | 9500 (3927)                         |   |   |
| 4.3% to 12500                                | 8680 (3107)                         |   |   |

**COMMUNICATION FAILURE PROCEDURE**

In case of communication failure after having passed  
the IAF:

- Set transponder on 7600.
- Continue approach.
- In case of missed approach perform two HLDG  
patterns at PELAD.
- If radio contact is not re-established, proceed to  
ALTN AD.

| DIST ZS712 | 15    | 14    | 13    | 12    | 11    | 10    | 9     | 8    | 7    | 6    |
|------------|-------|-------|-------|-------|-------|-------|-------|------|------|------|
| DIST THR   | 15.8  | 14.8  | 13.8  | 12.8  | 11.8  | 10.8  | 9.8   | 8.8  | 7.8  | 6.8  |
| ALT FT     | 13000 | 12530 | 12060 | 11600 | 11130 | 10660 | 10190 | 9720 | 9250 | 8780 |

| ROD | GS kt  | 80  | 100 | 120 | 140  | 160  | 180  |
|-----|--------|-----|-----|-----|------|------|------|
|     | FT/MIN | 625 | 781 | 937 | 1093 | 1250 | 1406 |

**REMARK**

- MAX IAS 160kt established no later than FAF.
- ROD 1000ft/min exceeded with GS > 125kt in final approach.
- Approach clearance includes the clearance to leave and re-enter controlled airspace.
- PAPI at 4.40°.

**CAUTION**

- Altitude adjustments for cold temperature conditions required by the flight crew.
- From 2.4 NM before THR 21 Visual Segment Surface (VSS) penetrated by trees and power lines up to 6690ft AMSL left of RWY centerline.
- **When reaching the OCA(H) and no visual contact to the landing RWY is established and can be maintained, start the missed approach climb without delay and continue to ZS712 (MAPt). Climb via ZS712, ZS702, ZS713 to PELAD.**

COR: chart renaming, PBN box (WEF 20FEB2025)

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