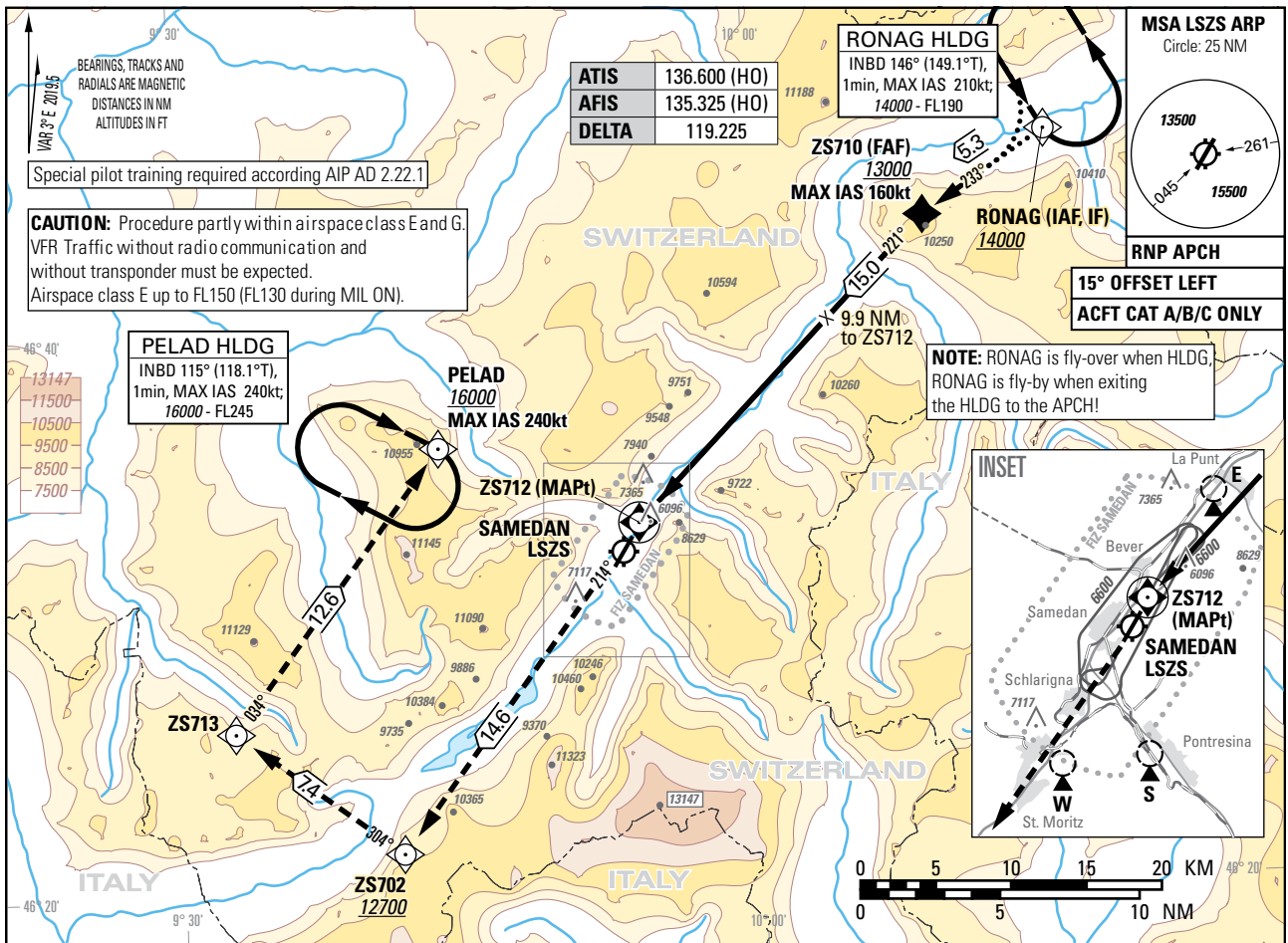


Instrument Approach Chart
(IAC) - ICAO

AD ELEV 5602ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 16000

SAMEDAN (LSZS)
RNP RWY 21



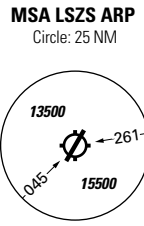
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT

Special pilot training required according AIP AD 2.22.1

CAUTION: Procedure partly within airspace class E and G.
VFR Traffic without radio communication and without transponder must be expected.
Airspace class E up to FL150 (FL130 during MIL ON).

ATIS	136.600 (HO)
AFIS	135.325 (HO)
DELTA	119.225

RONAG HLDG
INBD 146° (149.1°T),
1min, MAX IAS 210kt;
14000 - FL190



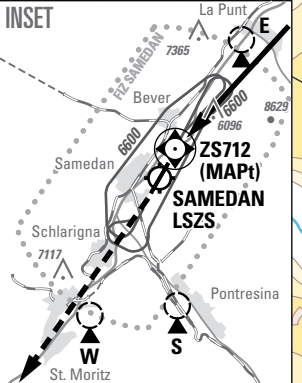
RNP APCH
15° OFFSET LEFT
ACFT CAT A/B/C ONLY

NOTE: RONAG is fly-over when HLDG.
RONAG is fly-by when exiting the HLDG to the APCH!

PELAD HLDG
INBD 115° (118.1°T),
1min, MAX IAS 240kt;
16000 - FL245

PELAD 16000
MAX IAS 240kt

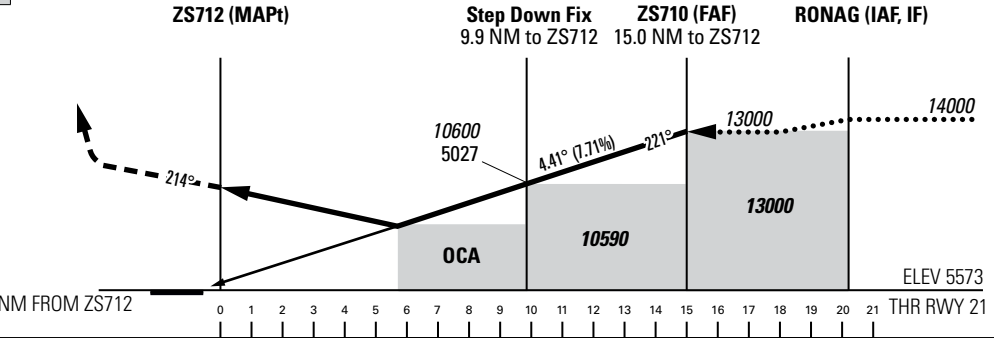
ZS712 (MAPt)
SAMEDAN LSZS



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 climb gradient requirement	NON-ALIGNED STRAIGHT-IN APPROACH		
	A	B	C
	OCA(H) LNAV		
2.5%	9500 (3927)		
4.3% to 12500	8680 (3107)		

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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