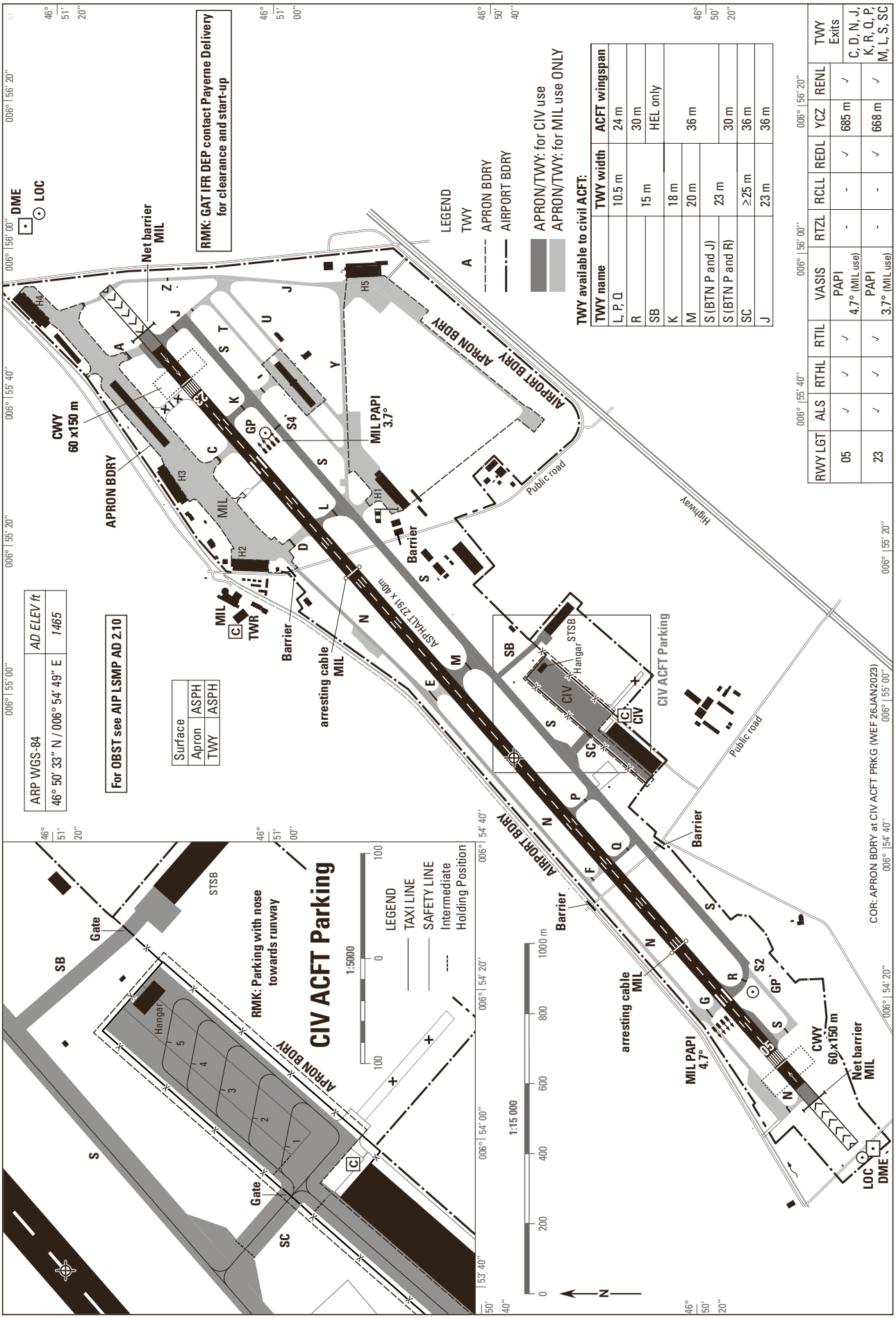
RMK: GAT IFR DEP contact Payerne Delivery for clearance and start-up
DME
LOC
Net barrier MIL
CWY 60 x150 m
APRON BDRY
MIL PAPI 3.7°
AIRPORT BDRY
APRON BDRY
Public road
Highway
MIL TWR
Barrier
arresting cable MIL
ASPHALT 2791 x 40m
CIV ACFT Parking
CIV Hangar
STSB
SB
SC
Gate
RMK: Parking with nose towards runway
Hangar
1:5000
1:15 000
LEGEND
TAXI LINE
SAFETY LINE
Intermediate Holding Position
MIL PAPI 4.7°
CWY 60 x150 m
Net barrier MIL
LOC DME
COR: APRON BDRY at CIV ACFT PRKG (WEF 26JAN2023)
LEGEND
TWY
APRON BDRY
AIRPORT BDRY
APRON/TWY: for CIV use
APRON/TWY: for MIL use ONLY
ARP WGS-84
46° 50' 33" N / 006° 54' 49" E
AD ELEV ft
1465
For OBST see AIP LSMP AD 2.10
Surface
Apron ASPH
TWY ASPH
TWY available to civil ACFT:
TWY name | TWY width | ACFT wingspan
L, P, Q | 10.5 m | 24 m
R | 15 m | 30 m
SB | | HEL only
K | 18 m | 36 m
M | 20 m
S (BTN P and J) | 23 m | 30 m
S (BTN P and R) | ≥25 m | 36 m
SC | 23 m | 36 m
J
RWY LGT | ALS | RTHL | RTIL | VASIS | RTZL | RCLL | REDL | YCZ | RENL | TWY Exits
05 | ✓ | ✓ | ✓ | PAPI 4.7° (MIL use) | - | - | ✓ | 685 m | ✓ | C, D, N, J, K, R, Q, P, M, L, S, SC
23 | ✓ | ✓ | ✓ | PAPI 3.7° (MIL use) | - | - | ✓ | 668 m | ✓

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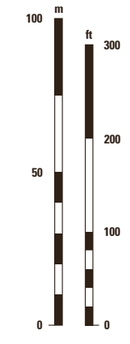
VAR 2° E (2017.5)

AMDT RECORD		
No.	DATE	ENTERED BY

RWY: 05

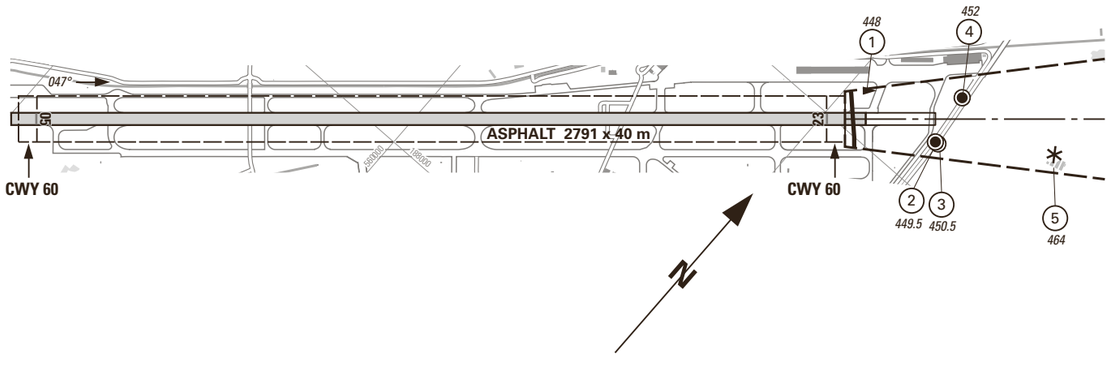
RWY 05	DECLARED DISTANCES in m	RWY 23
2665	TAKE-OFF RUN AVAILABLE	—
2725	TAKE-OFF DISTANCE AVAILABLE	—
2665	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**2665**

RMK: These DECL DIST are the MAX lengths with MIL net barrier lowered O/R. See LSMP AD 2.13 for all DECL DIST.



VERTICAL SCALE
1:2000

HORIZONTAL SCALE 1:20 000



LEGEND

1	Identification number
*	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
►	Embankment
⌒	Terrain penetrating obstruction plane

OBST *ELEV in m*
AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: completely revised (WEF 16JUN2022)

3rd Edition

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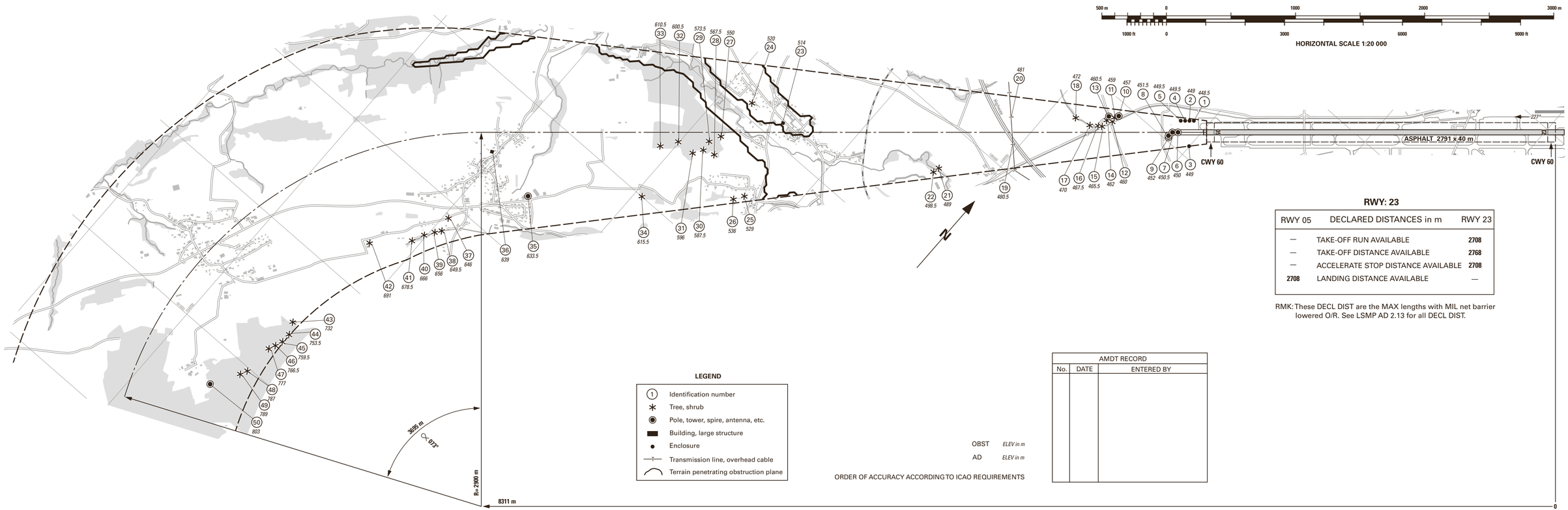
VAR 2° E (2017.5)

Profile view see LSMP AD 2.24.4-4



LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Enclosure
- Transmission line, overhead cable
- Terrain penetrating obstruction plane

RWY: 23

RWY 05	DECLARED DISTANCES in m	RWY 23
—	TAKE-OFF RUN AVAILABLE	**2708**
—	TAKE-OFF DISTANCE AVAILABLE	**2768**
—	ACCELERATE STOP DISTANCE AVAILABLE	**2708**
2708	LANDING DISTANCE AVAILABLE	—

RMK: These DECL DIST are the MAX lengths with MIL net barrier lowered O/R. See LSMP AD 2.13 for all DECL DIST.

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

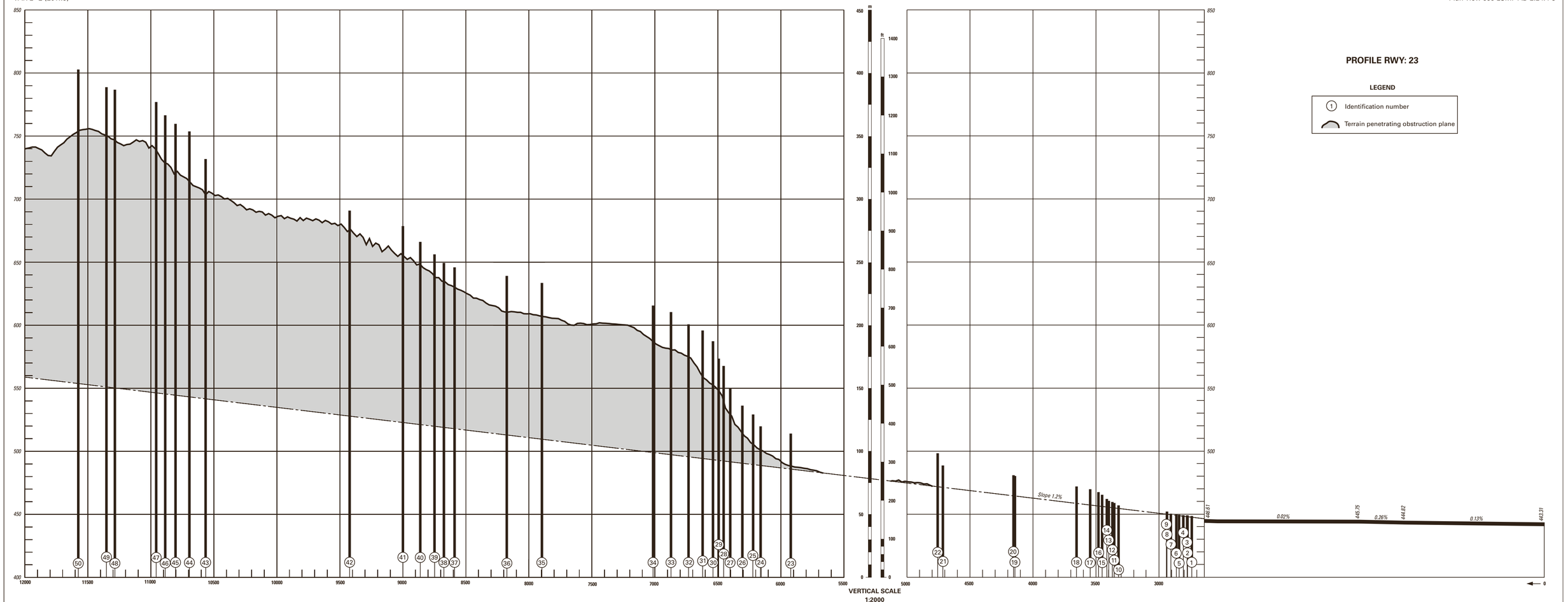
AMDT RECORD		
No.	DATE	ENTERED BY

COR: new chart (WEF 16JUN2022)

3rd Edition

VAR 2° E (2017.5)

Plan view see LSMP AD 2.24.4-3

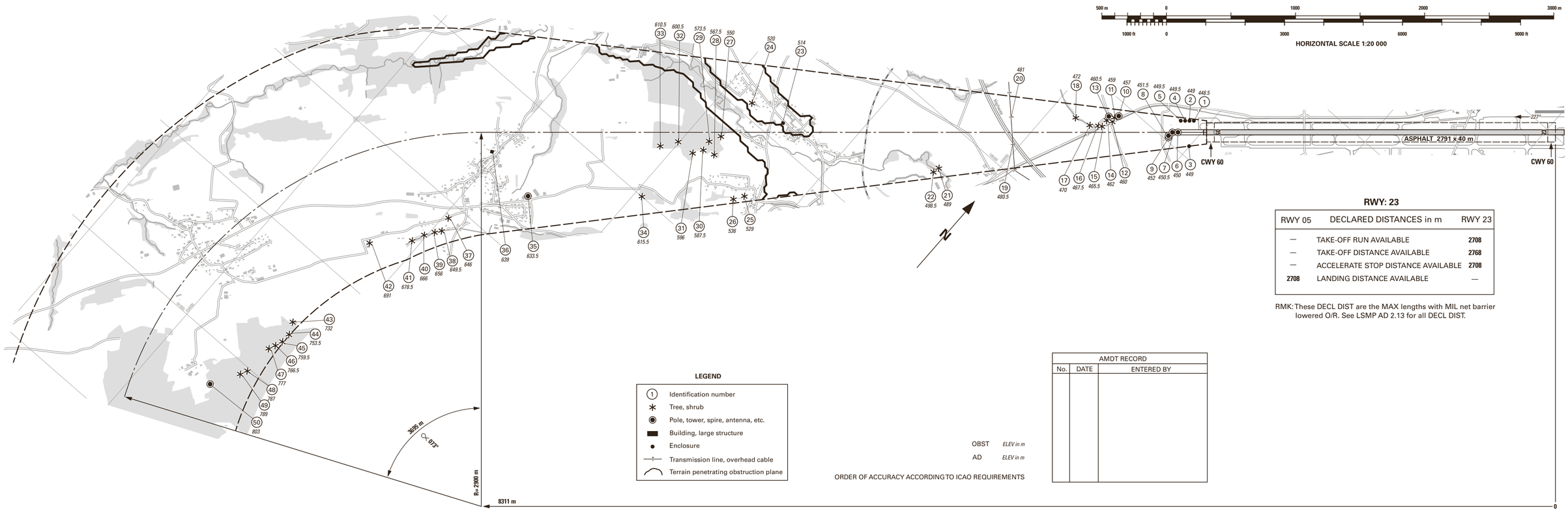


COR: new chart (WEF 16JUN2022)

3rd Edition

VAR 2° E (2017.5)

Profile view see LSMP AD 2.24.4-4



LEGEND

- (1) Identification number
- Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Enclosure
- Transmission line, overhead cable
- Terrain penetrating obstruction plane

RWY: 23

RWY 05	DECLARED DISTANCES in m	RWY 23
—	TAKE-OFF RUN AVAILABLE	**2708**
—	TAKE-OFF DISTANCE AVAILABLE	**2768**
—	ACCELERATE STOP DISTANCE AVAILABLE	**2708**
2708	LANDING DISTANCE AVAILABLE	—

RMK: These DECL DIST are the MAX lengths with MIL net barrier lowered O/R. See LSMP AD 2.13 for all DECL DIST.

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

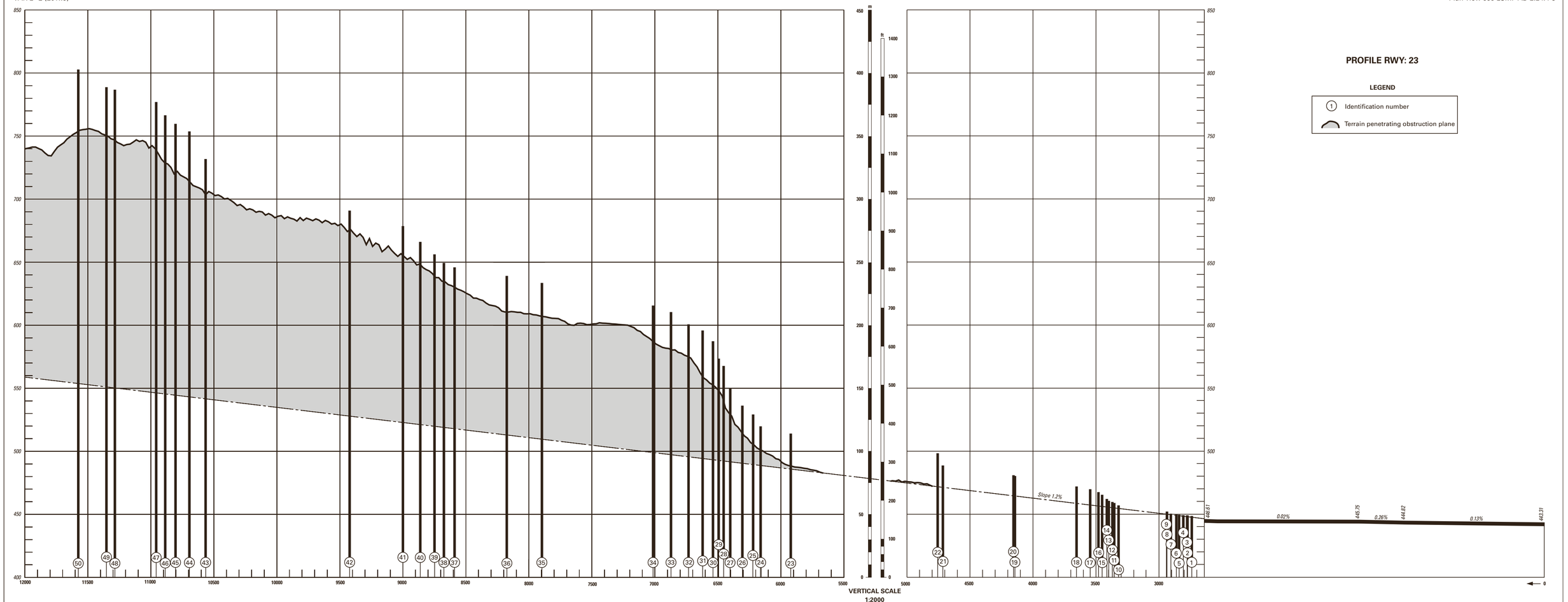
AMDT RECORD		
No.	DATE	ENTERED BY

COR: new chart (WEF 16JUN2022)

3rd Edition

VAR 2° E (2017.5)

Plan view see LSMP AD 2.24.4-3



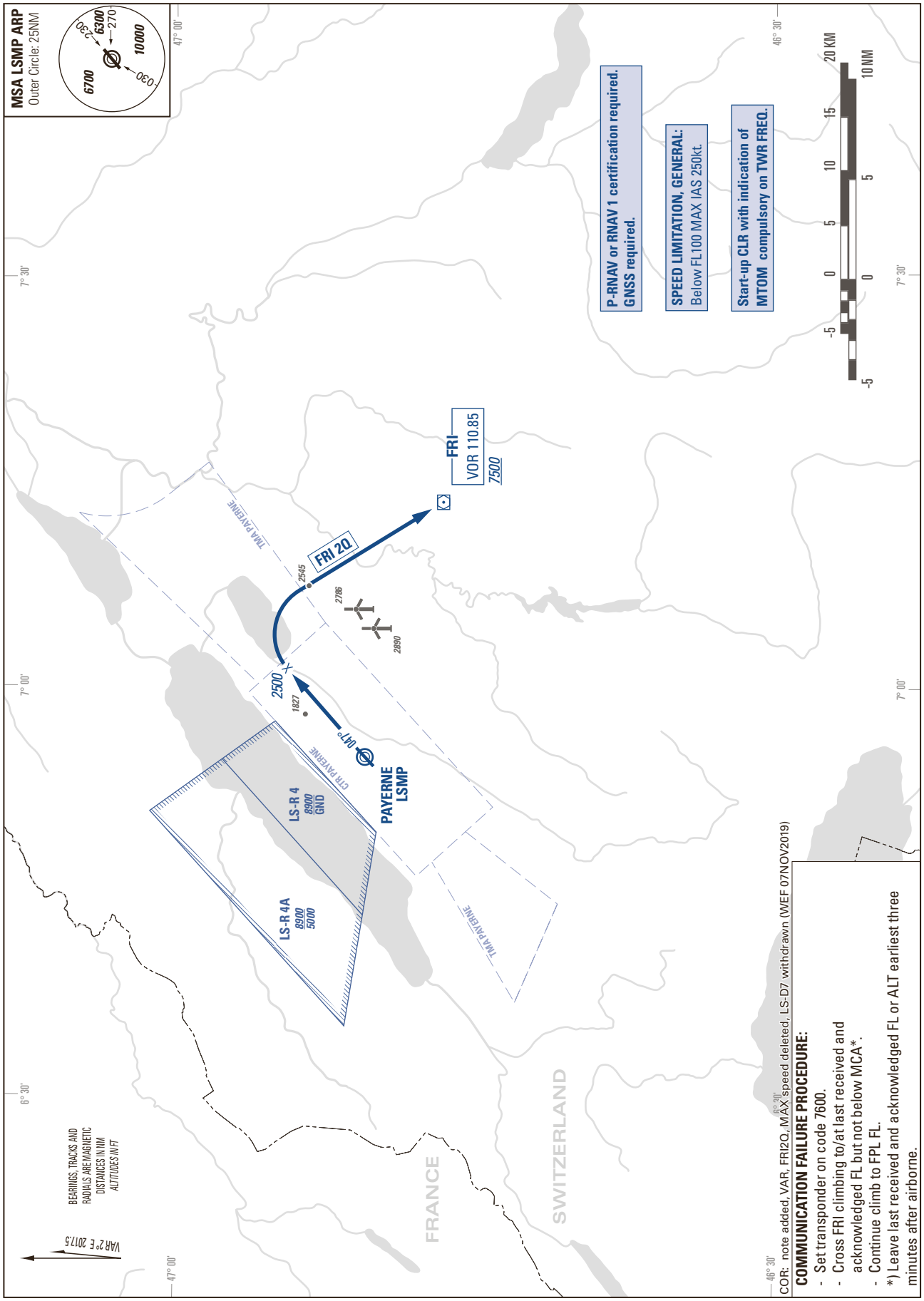
COR: new chart (WEF 16JUN2022)

3rd Edition

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

PAYERNE LSMP
SID RWY05 - RNAV



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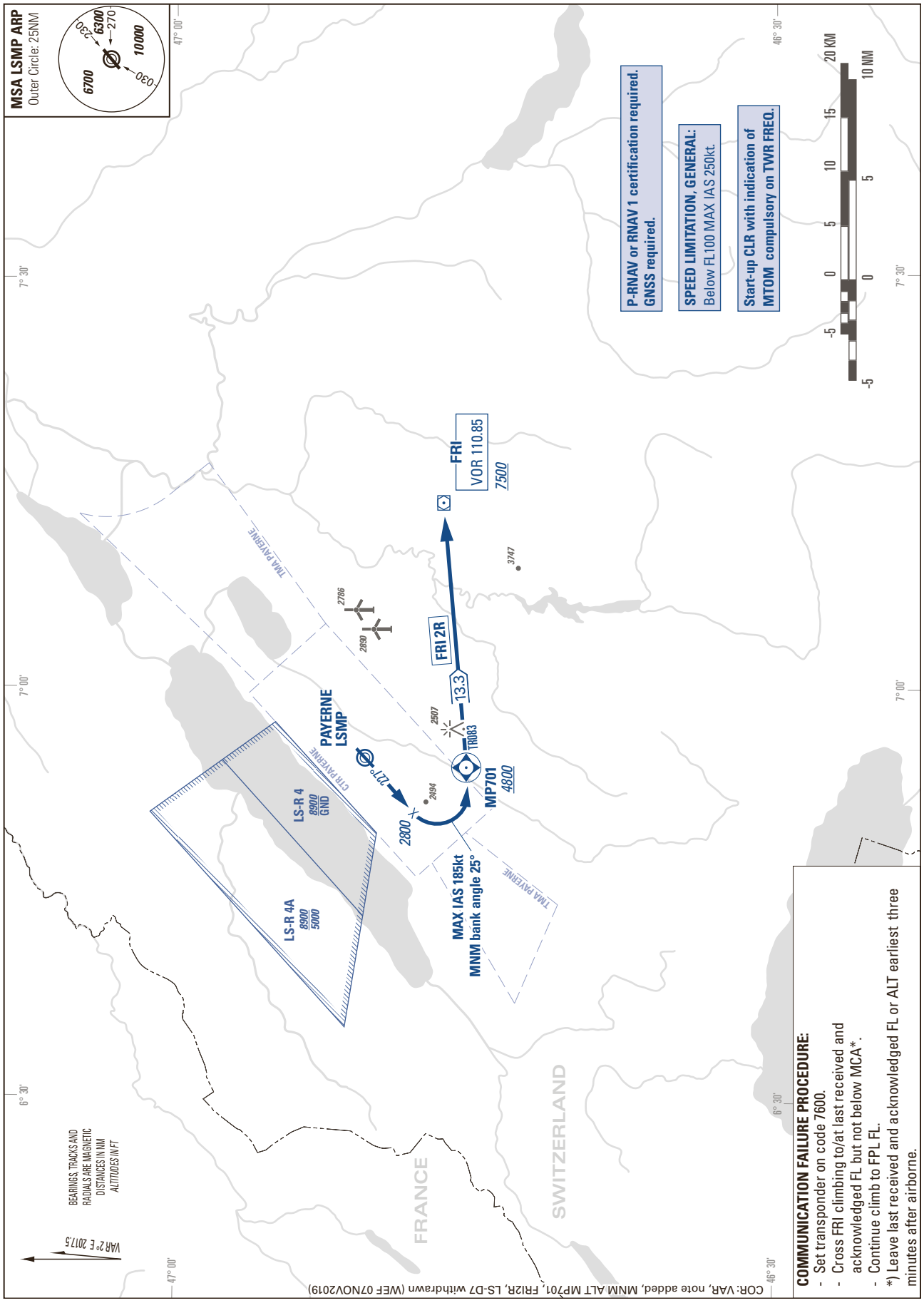
STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

PAYERNE LSMP
SID RWY23 - RNAV



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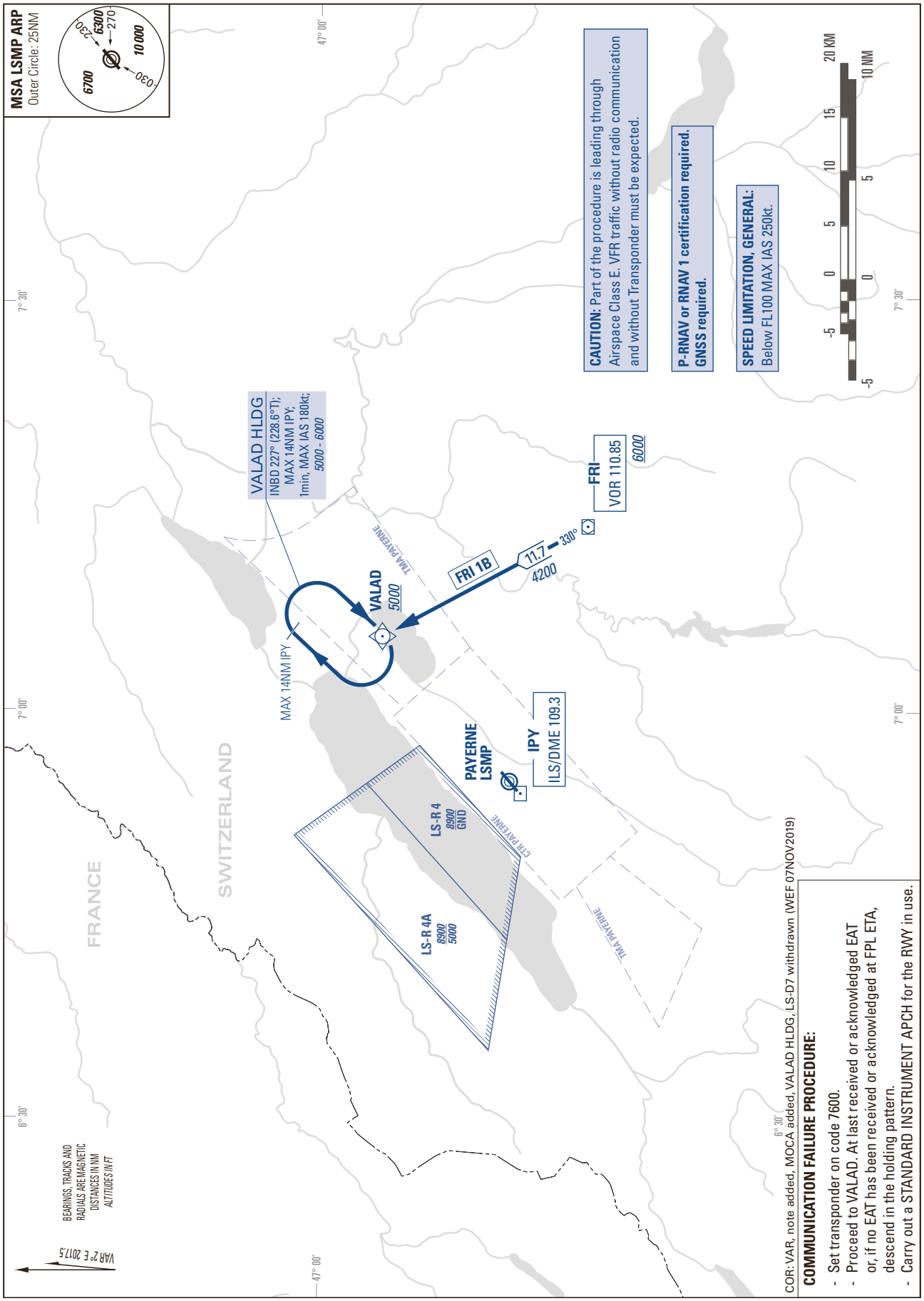
STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *6000*

PAYERNE LSMP
STAR RWY23 - RNAV



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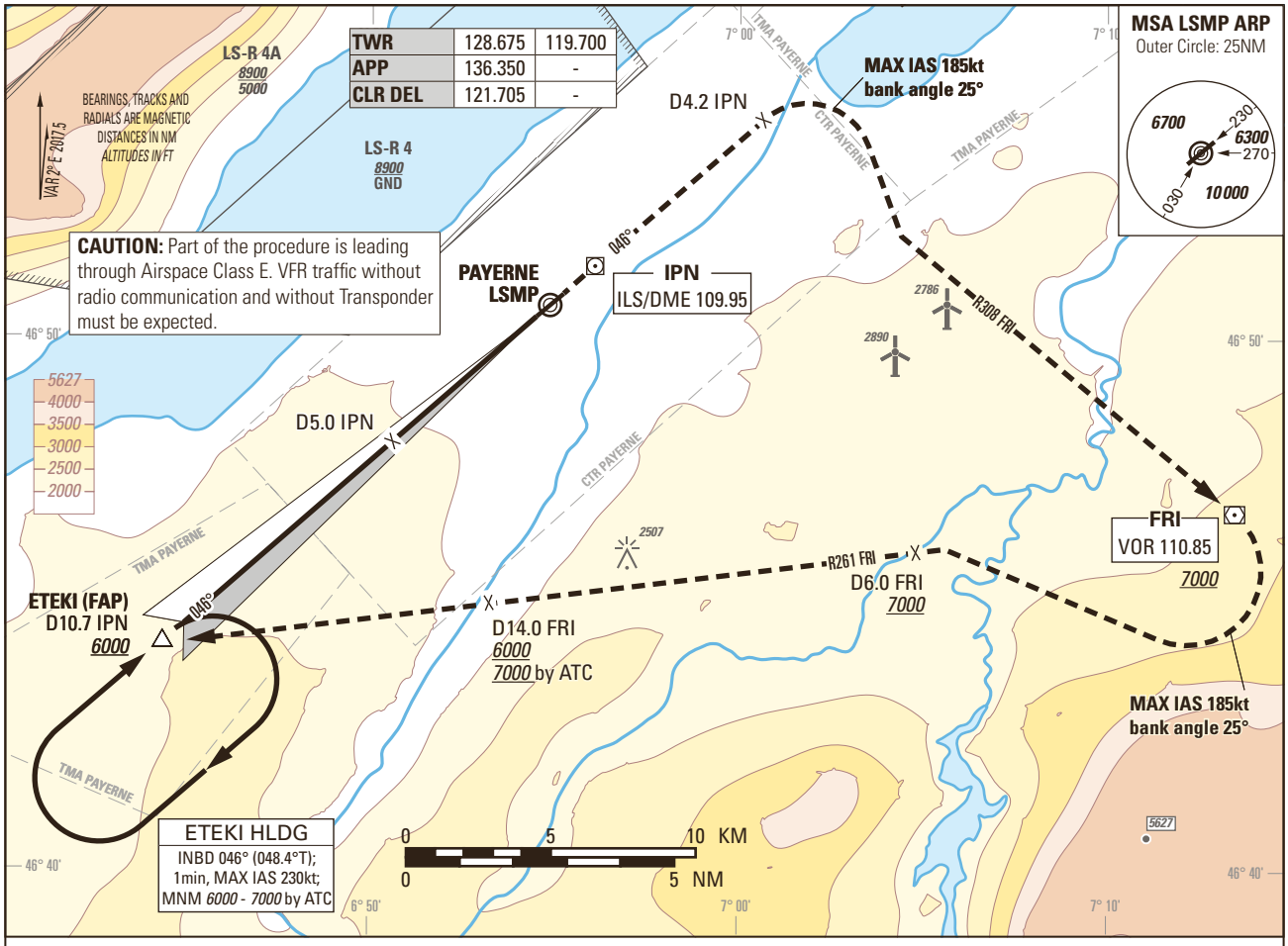
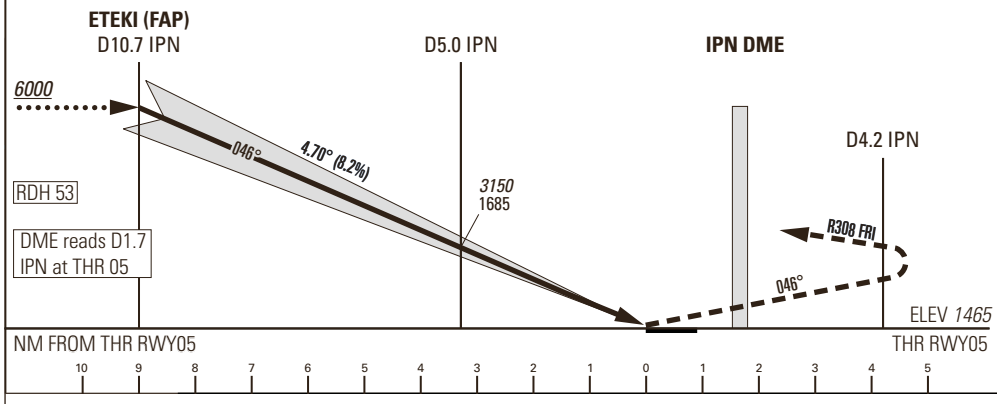
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

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





MISSED APPROACH

Climb straight ahead. At D4.2 IPN turn right (MAX IAS 185kt, bank angle 25°), intercept R308 FRI inbound. Proceed to FRI. Leave FRI on R261 outbound (MAX IAS 185kt, bank angle 25°), proceed to ETEKI.

Cross FRI at *7000* or above.
Cross D6.0 FRI outbound at *7000* or above.
Cross D14.0 FRI outbound at *6000* or above (*7000* or above by ATC).

MNM climb gradient 5.5% 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%	*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]	A	B	C	D
OCA(H)	*2110* (645)	*2450* (985)	*2790* (1325)	*2830* (1365)

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

IPN DME	10.7	10	8	6	4
recommended CROSSING ALT	*6000*	*5650*	*4650*	*3650*	*2650*

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: RMK, TWR ALTN FREQ, editorial (WEF 18MAY2023)

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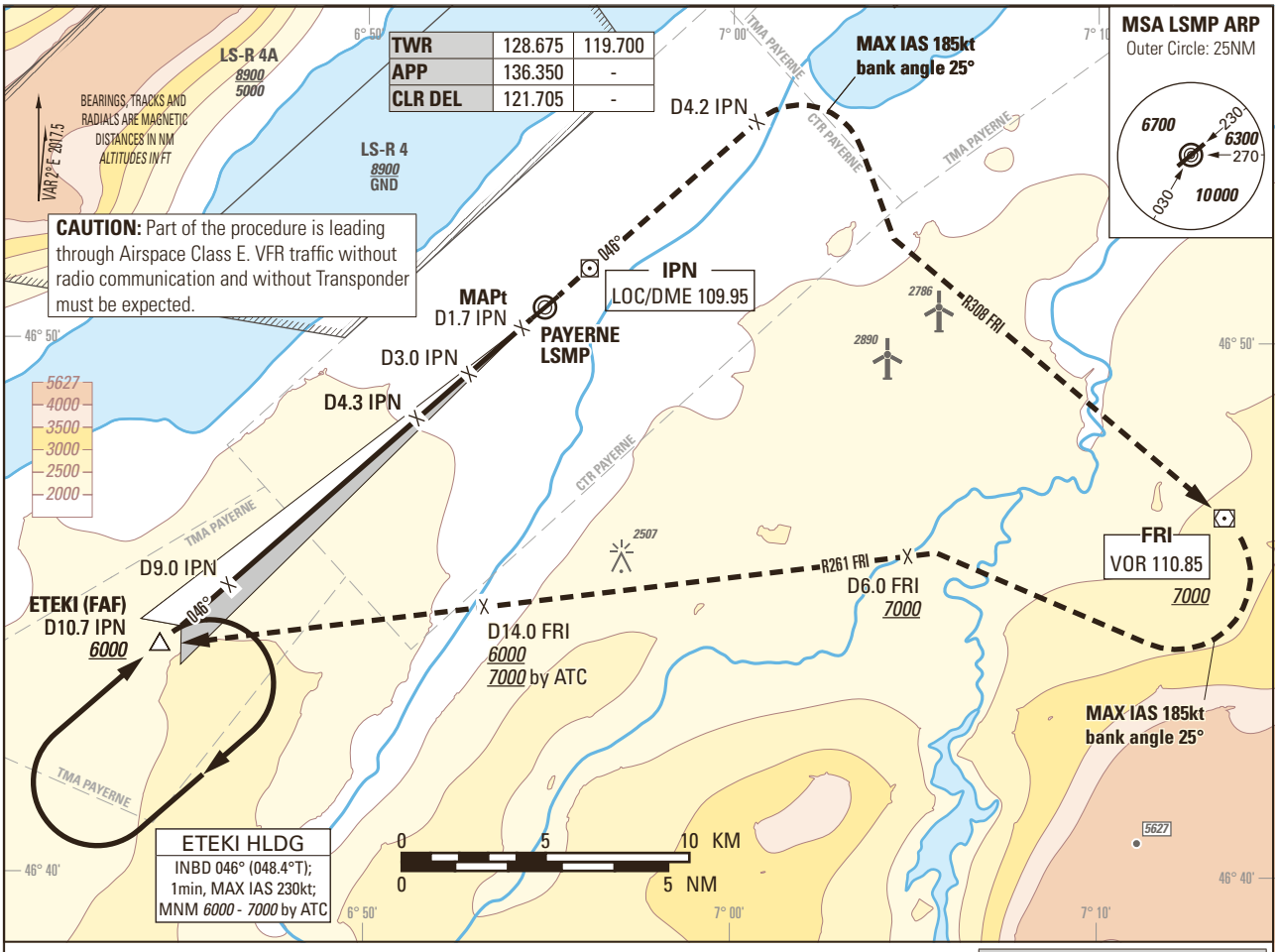
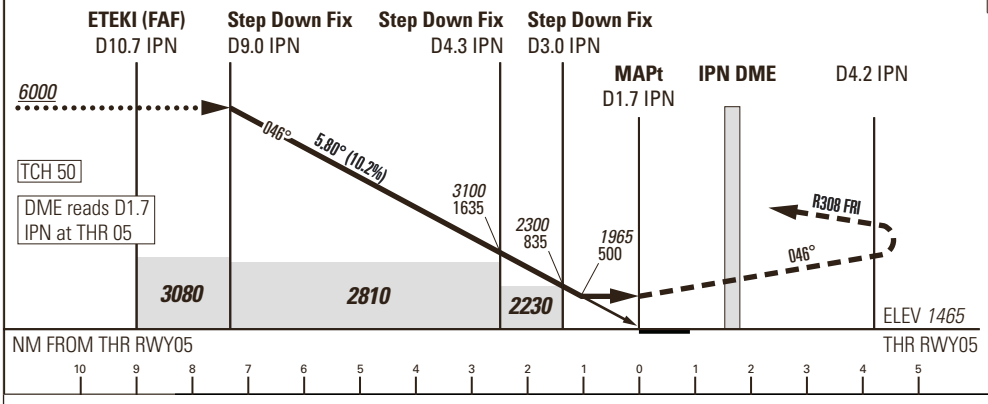
Instrument Approach Chart
(IAC) - ICAO

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 APPROACH

Climb straight ahead. At D4.2 IPN turn right (MAX IAS 185kt, bank angle 25°), intercept R308 FRI inbound. Proceed to FRI. Leave FRI R261 outbound (MAX IAS 185kt, bank angle 25°), proceed to ETEKI.

Cross FRI at *7000* or above.
Cross D6.0 FRI outbound at *7000* or above.
Cross D14.0 FRI outbound at *6000* or above (*7000* or above by ATC).

MNM climb gradient 5.5% 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%	*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)	*2110* (645)	*2450* (985)	*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: RMK,TWR ALTN FREQ, editorial (WEF 18MAY2023)

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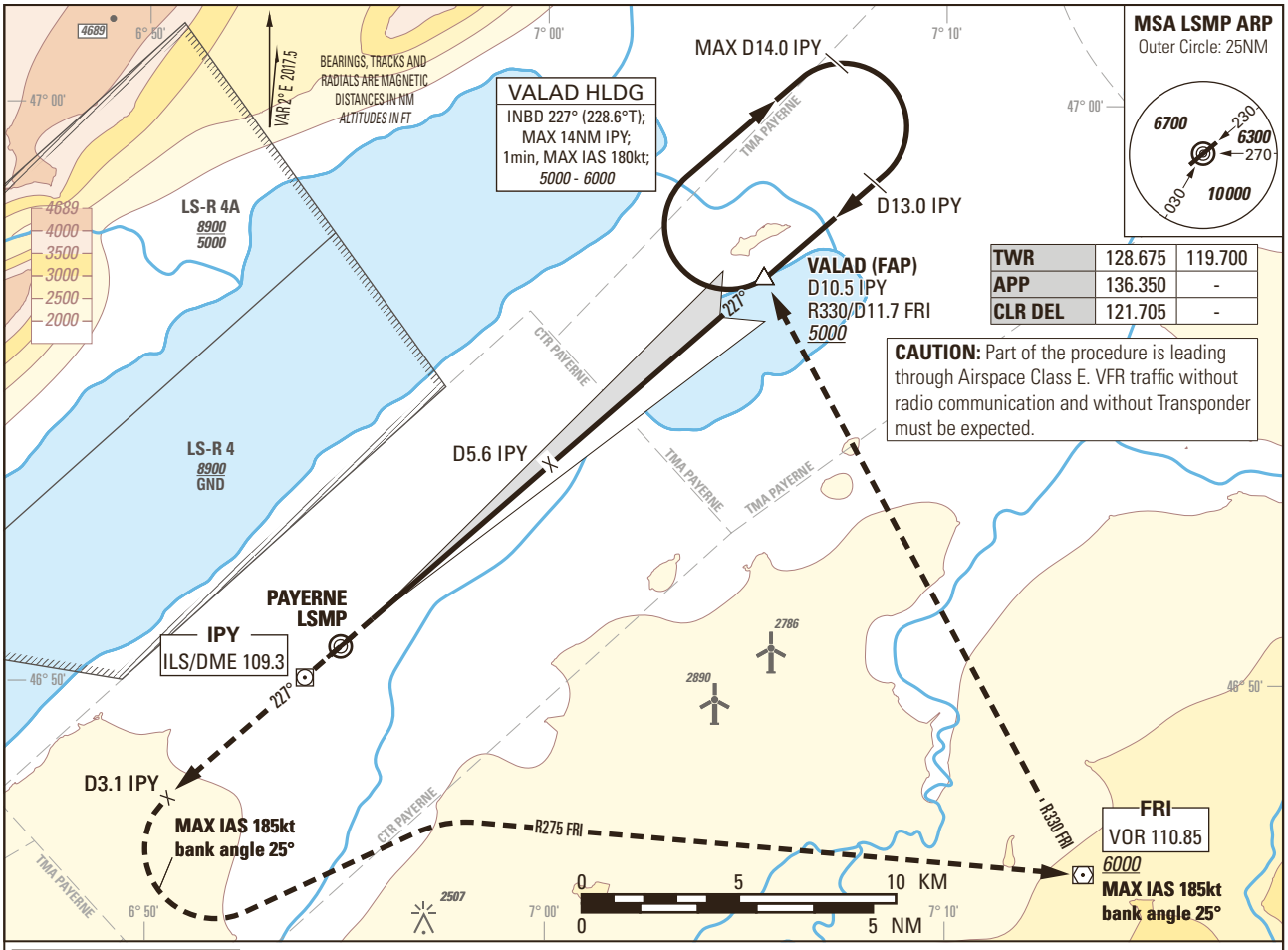
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

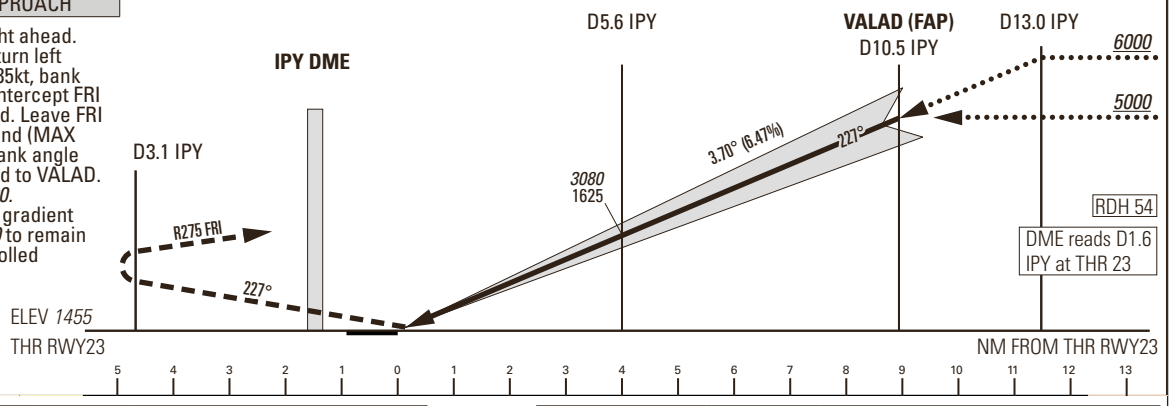
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

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



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)	*2110* (645)	*2450* (985)	*2790* (1325)	*2830* (1365)

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

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: RMK, TWR ALTN FREQ (WEF 18MAY2023)

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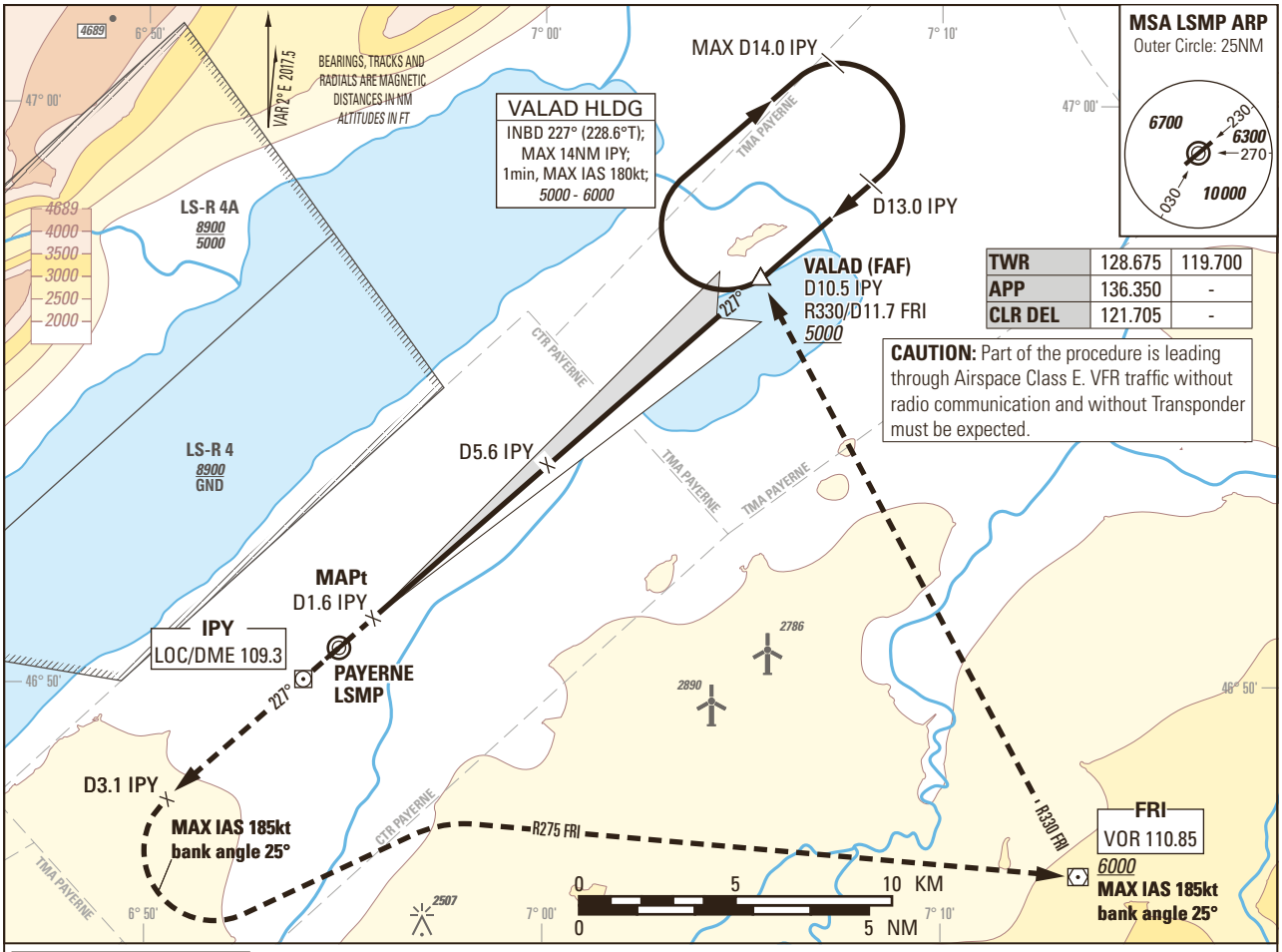
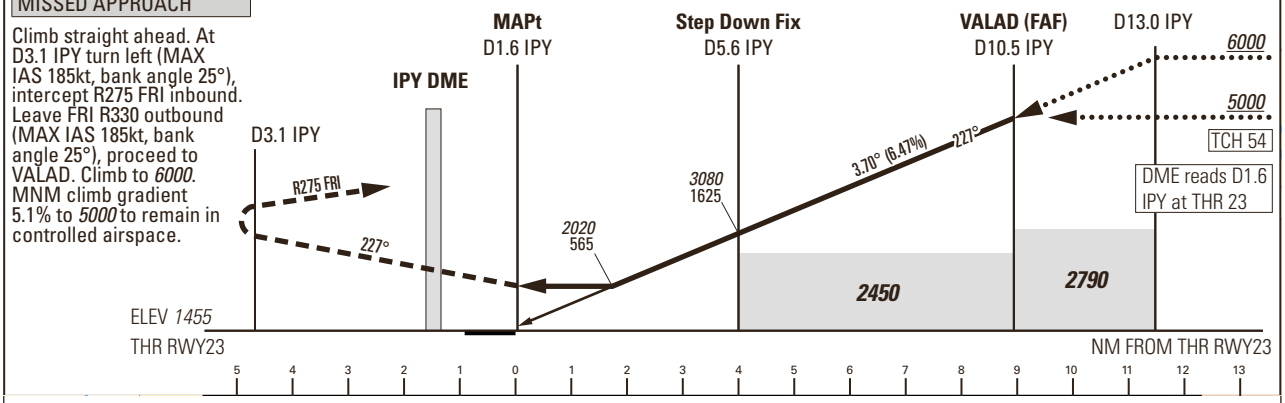
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

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





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)	*2110* (645)	*2450* (985)	*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: RMK,TWR ALTN FREQ (WEF 18MAY2023)

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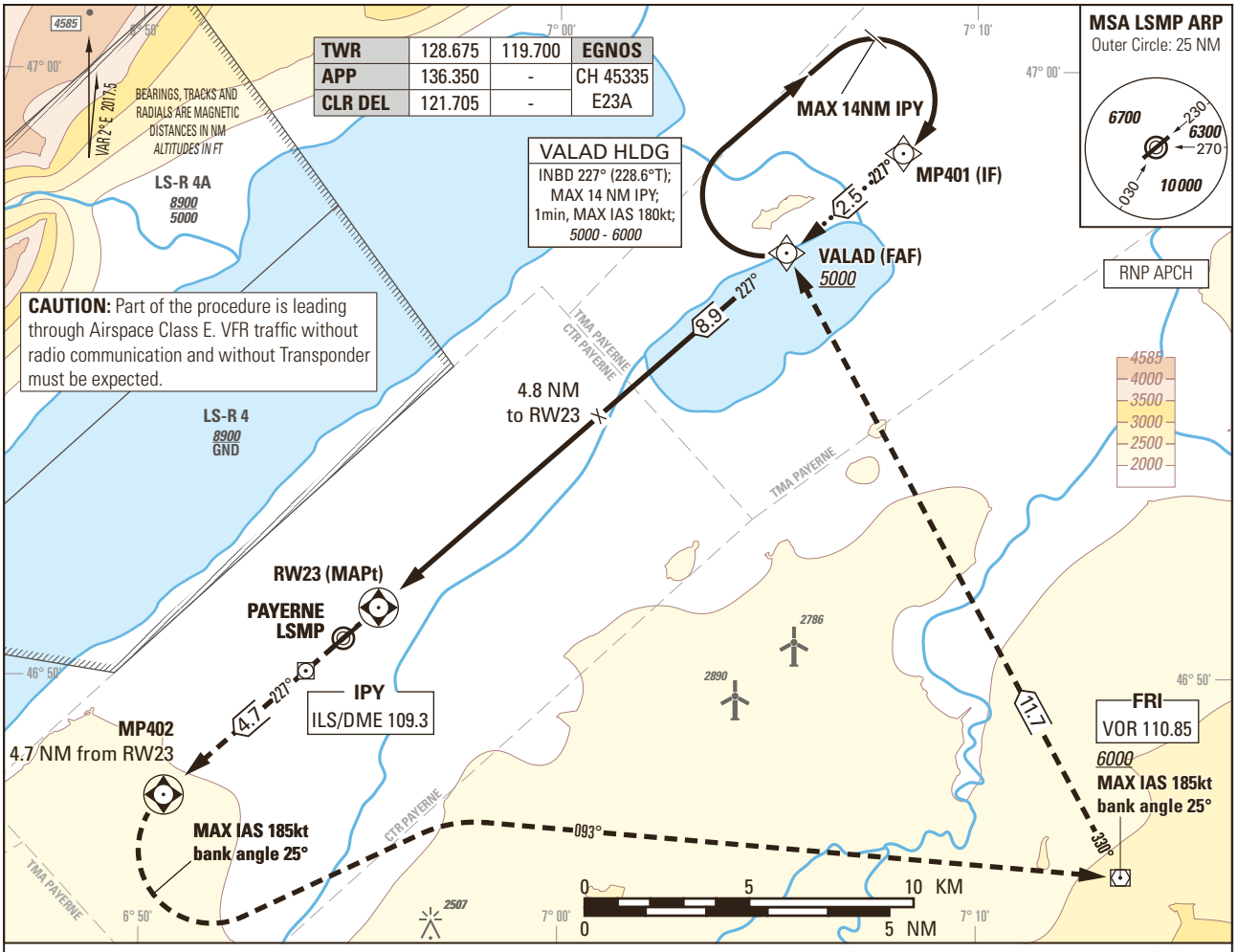
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

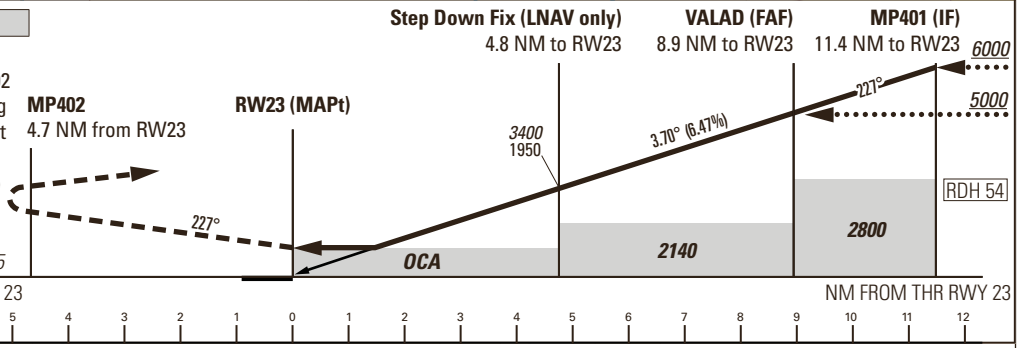
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

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



MISSED APPROACH

Initial climb clearance *6000*. Climb straight ahead. At MP402 turn left (MAX IAS 185kt during turn, bank angle 25°), intercept course 093° to FRI. At FRI turn left to intercept course 330° to VALAD.
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) 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)	*2110* (645)	*2450* (985)	*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: RMK, TWR ALTN FREQ (WEF 18MAY2023)

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

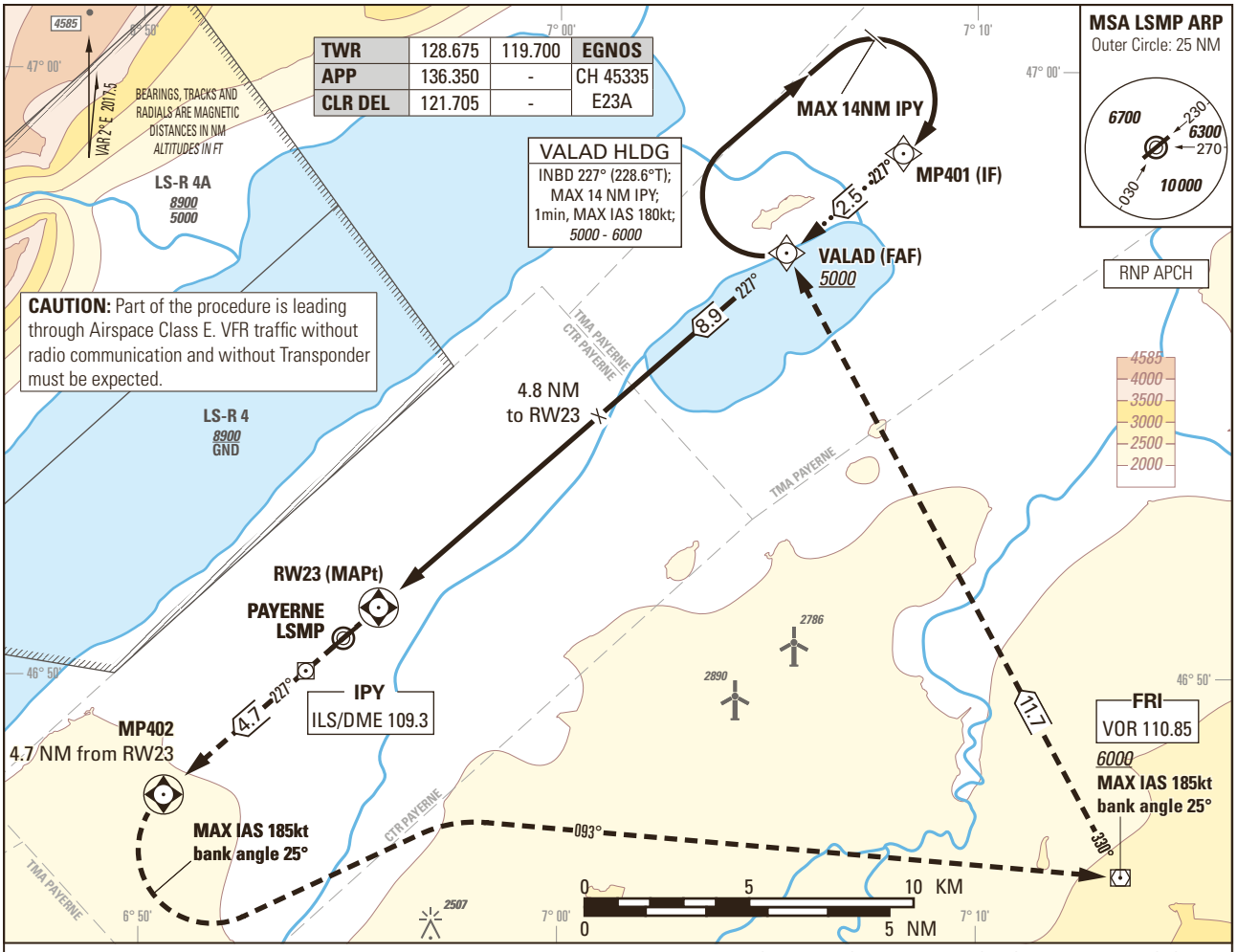
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	443.5
FPAP Orthometric Height (metres)	446.6

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

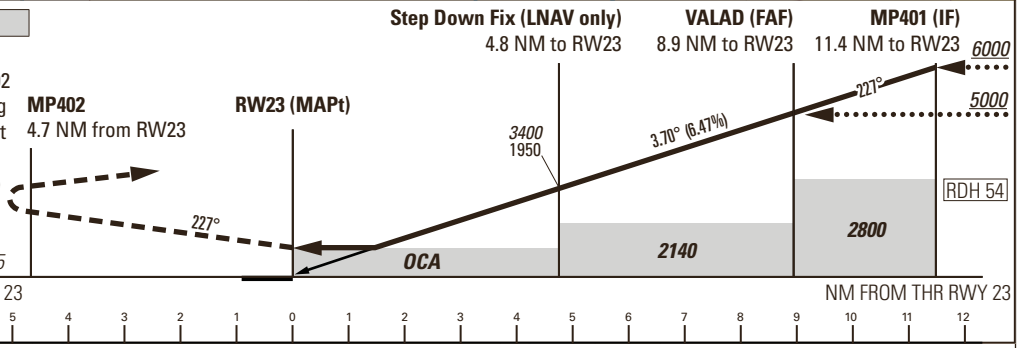
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

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



MISSED APPROACH

Initial climb clearance *6000*. Climb straight ahead. At MP402 turn left (MAX IAS 185kt during turn, bank angle 25°), intercept course 093° to FRI. At FRI turn left to intercept course 330° to VALAD.
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) 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)	*2110* (645)	*2450* (985)	*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: RMK, TWR ALTN FREQ (WEF 18MAY2023)

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