

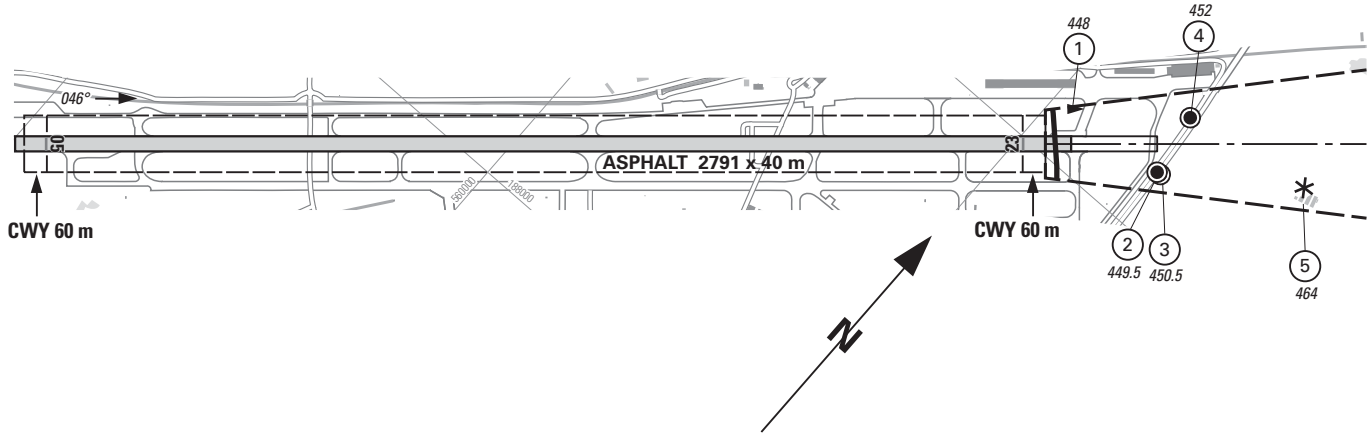
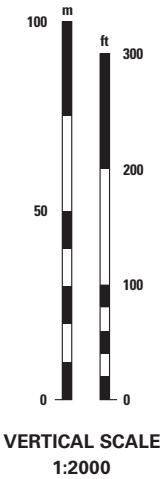
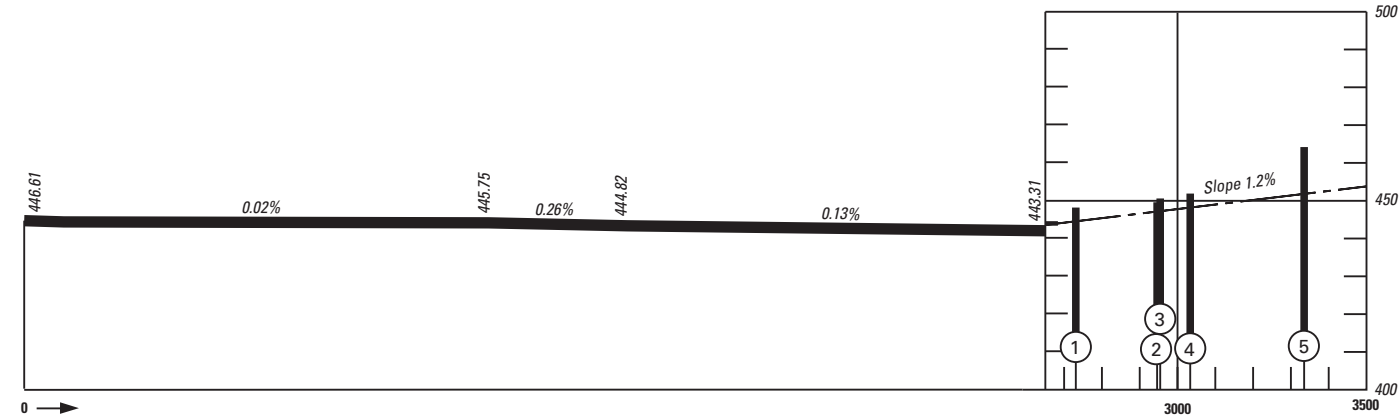
THIS PAGE INTENTIONALLY LEFT BLANK

VAR 3° E (2024.5)

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.

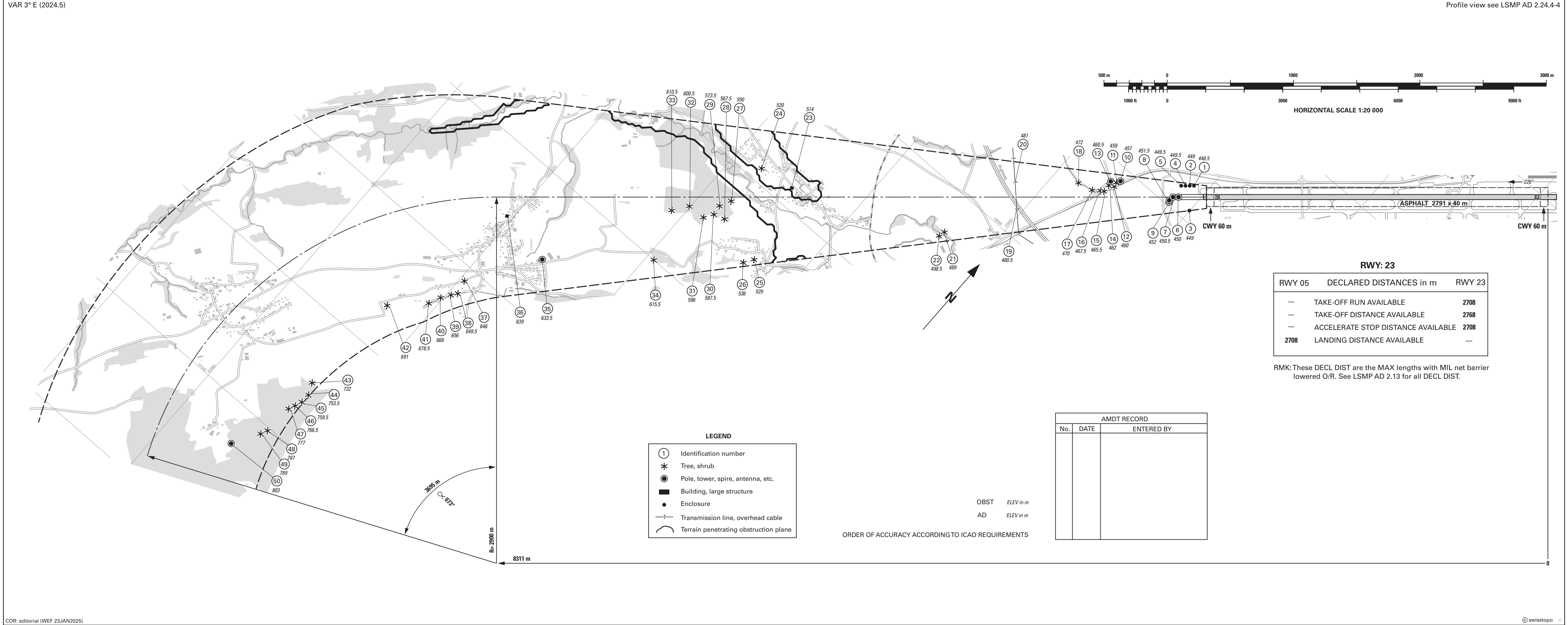


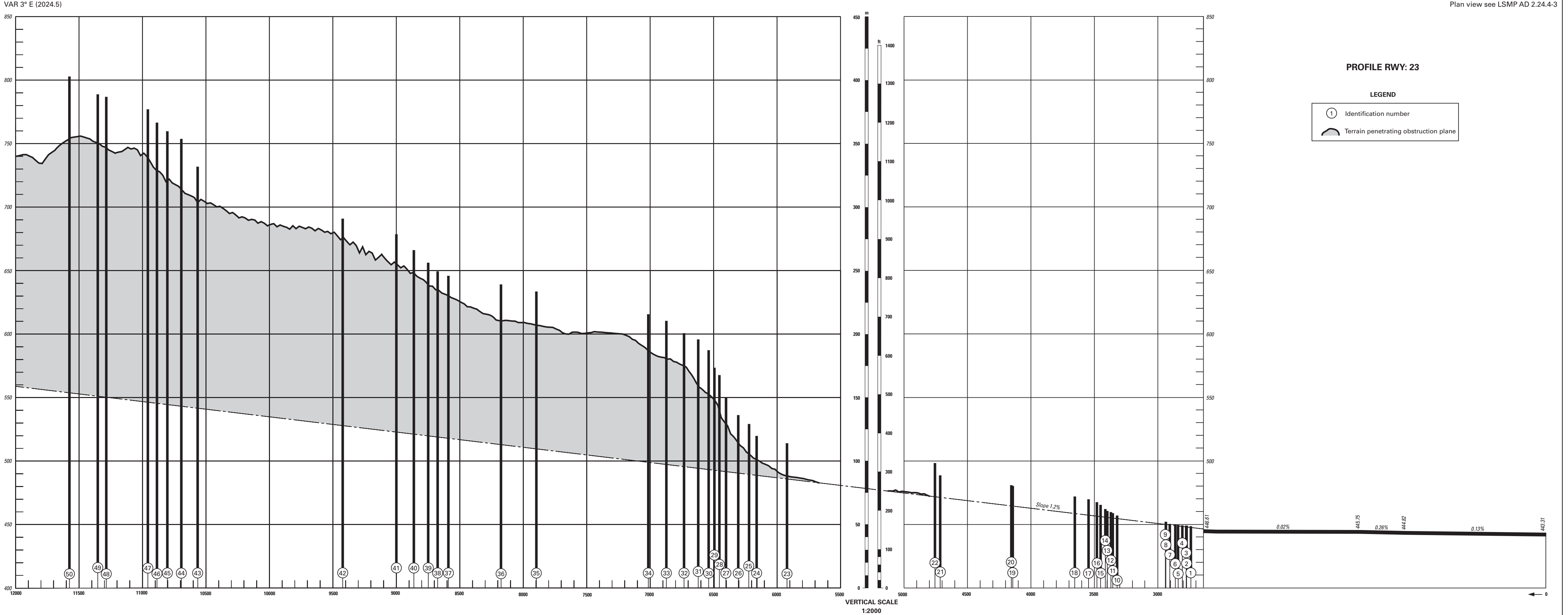
LEGEND	
①	Identification number
*	Tree, shrub
●	Pole, tower, spire, antenna, etc.
▶	Embankment
⤿	Terrain penetrating obstruction plane

OBST ELEV in m
AD ELEV in m

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

THIS PAGE INTENTIONALLY LEFT BLANK

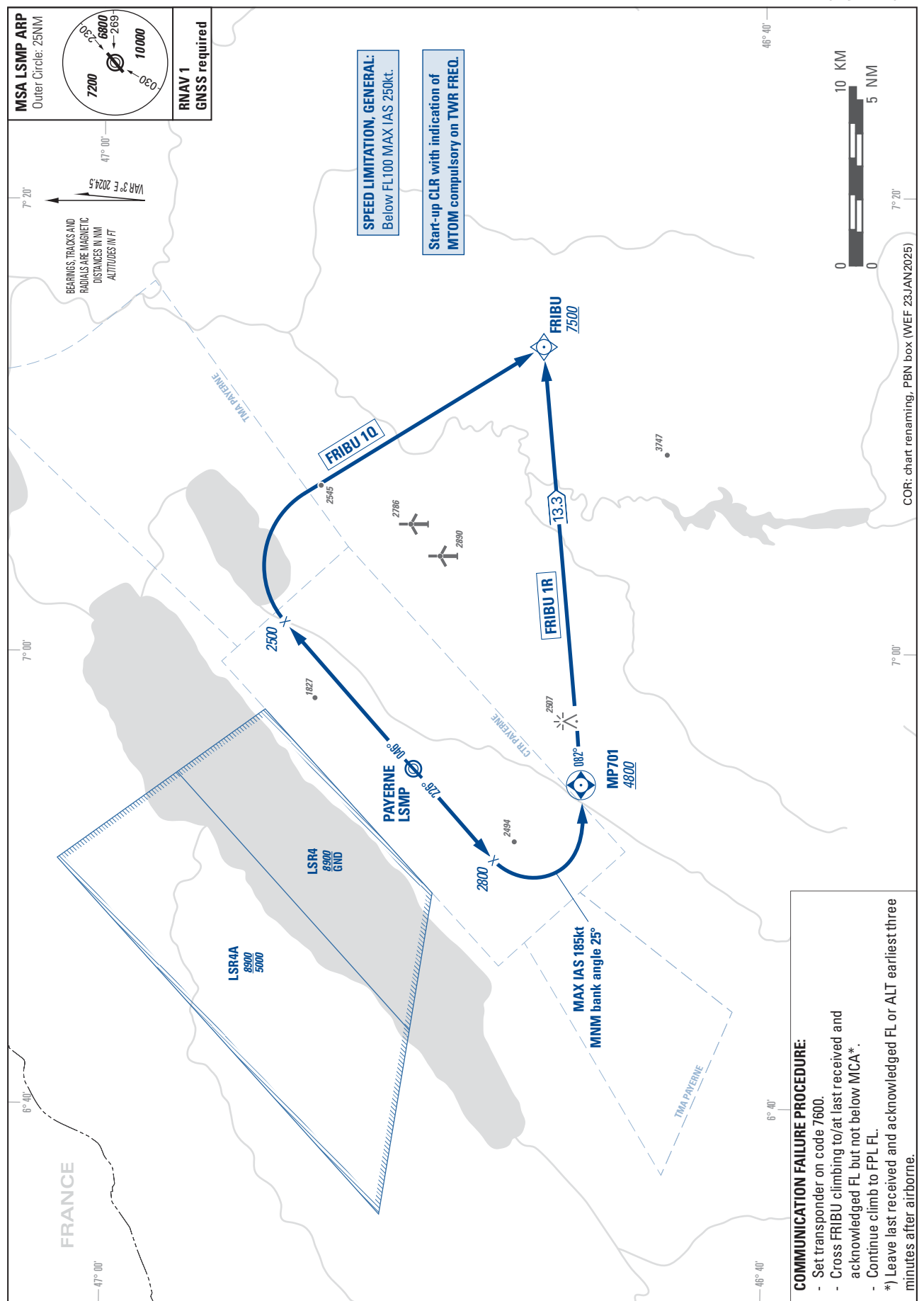




STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE (LSMP)
RNAV RWY 05/23
FRIBU 1Q FRIBU 1R



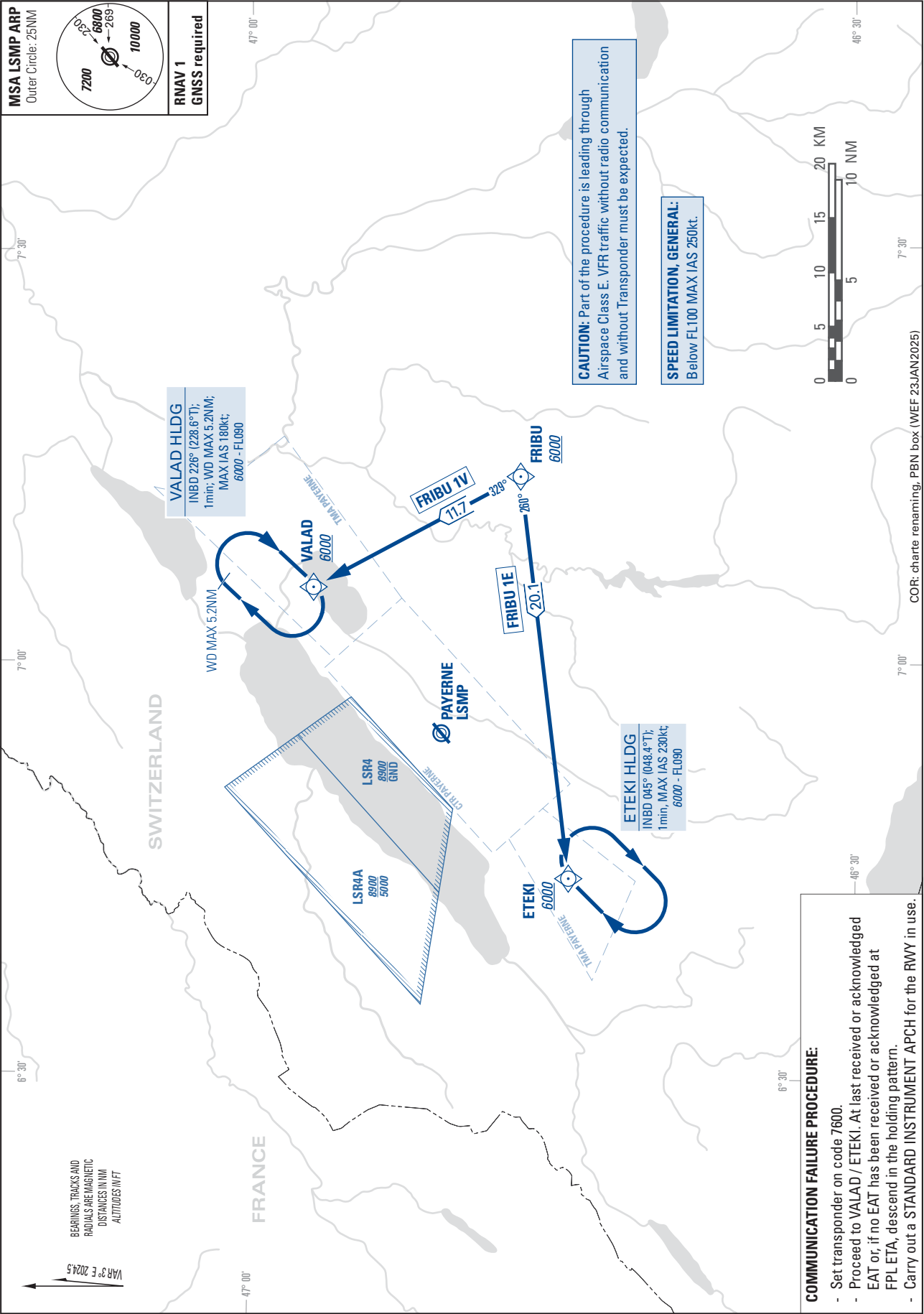
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000

PAYERNE (LSMP)
RNAV RWY 05/23

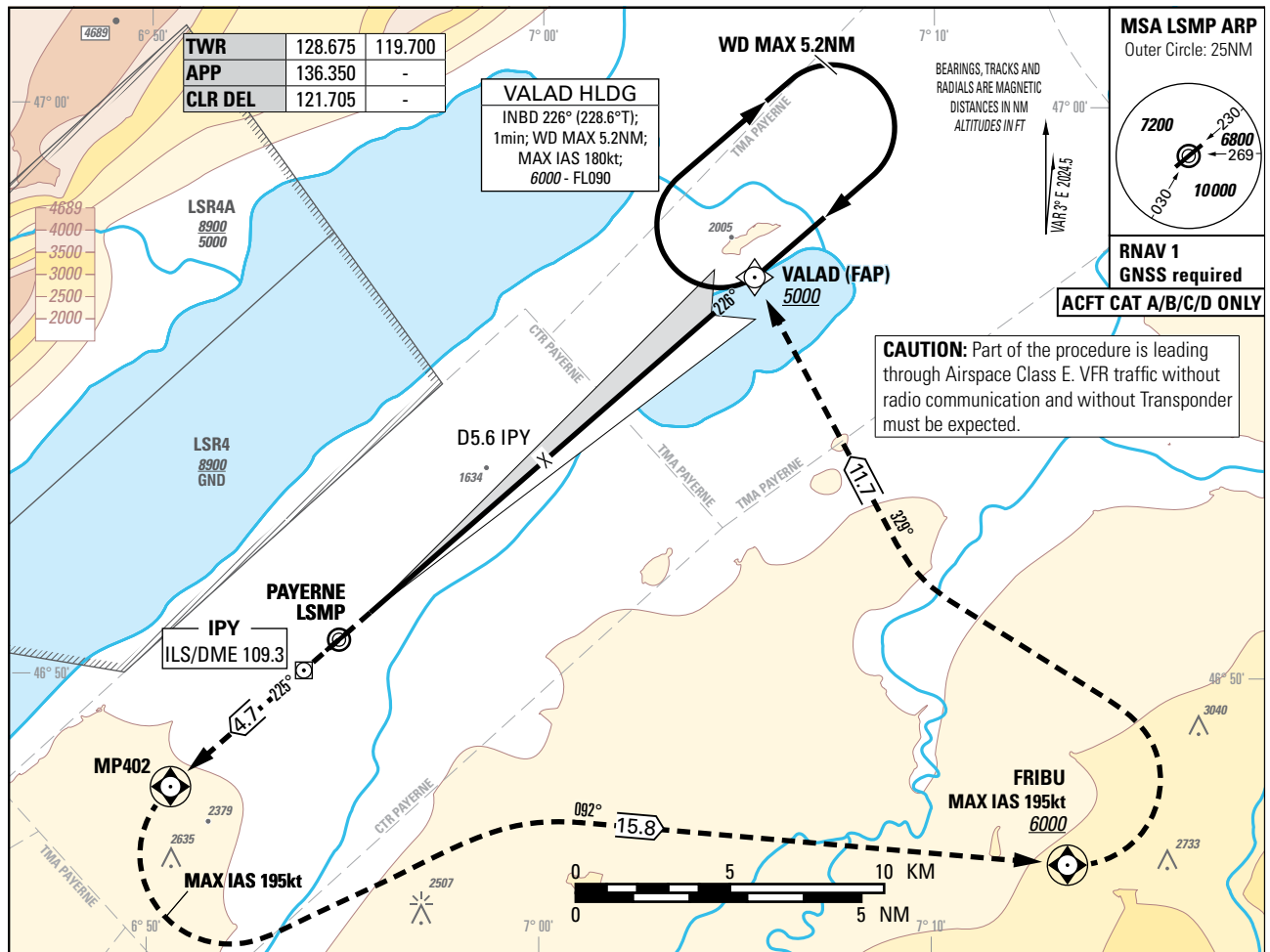
FRIBU 1E FRIBU 1V



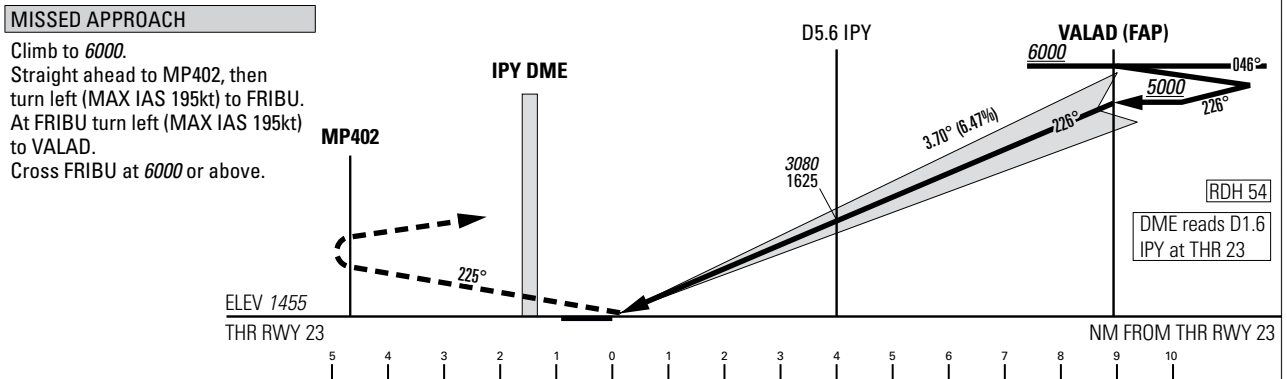
THIS PAGE INTENTIONALLY LEFT BLANK

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1466ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000PAYERNE (LSMP)
ILS RWY 23**MISSED APPROACH**

Climb to 6000.
Straight ahead to MP402, then
turn left (MAX IAS 195kt) to FRIBU.
At FRIBU turn left (MAX IAS 195kt)
to VALAD.
Cross FRIBU at 6000 or above.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
2.5%	2052 (597)	2065 (610)	2078 (623)	2091 (636)
4.4% to 2700	1712 (257)	1725 (270)	1738 (283)	1751 (296)
DECISION ALTITUDE (HEIGHT)				
4.4% to 2700	1813 (358)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2120 (654)	2460 (994)	2790 (1324)	2830 (1364)

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

IPY DME	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.5
recommended CROSSING ALT	2460	2850	3240	3460	4030	4420	4820	5000

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

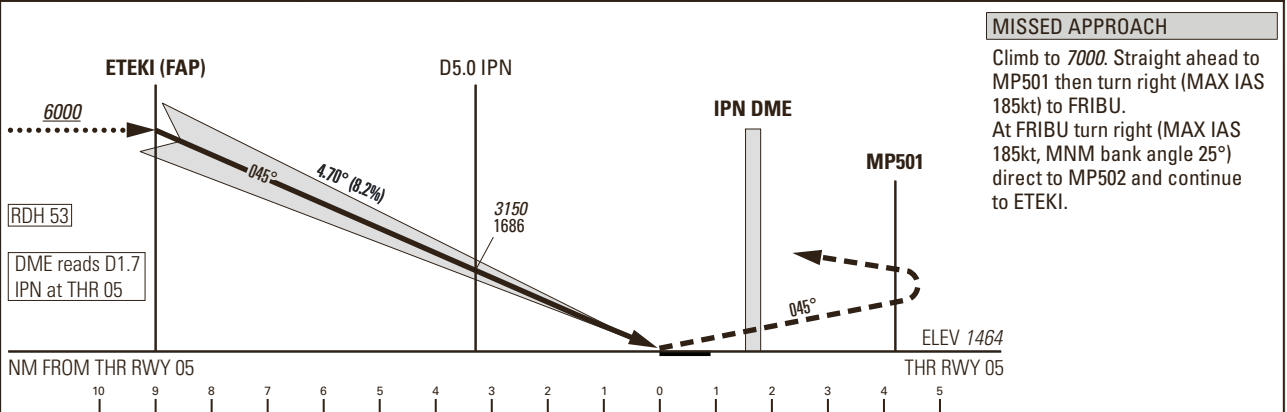
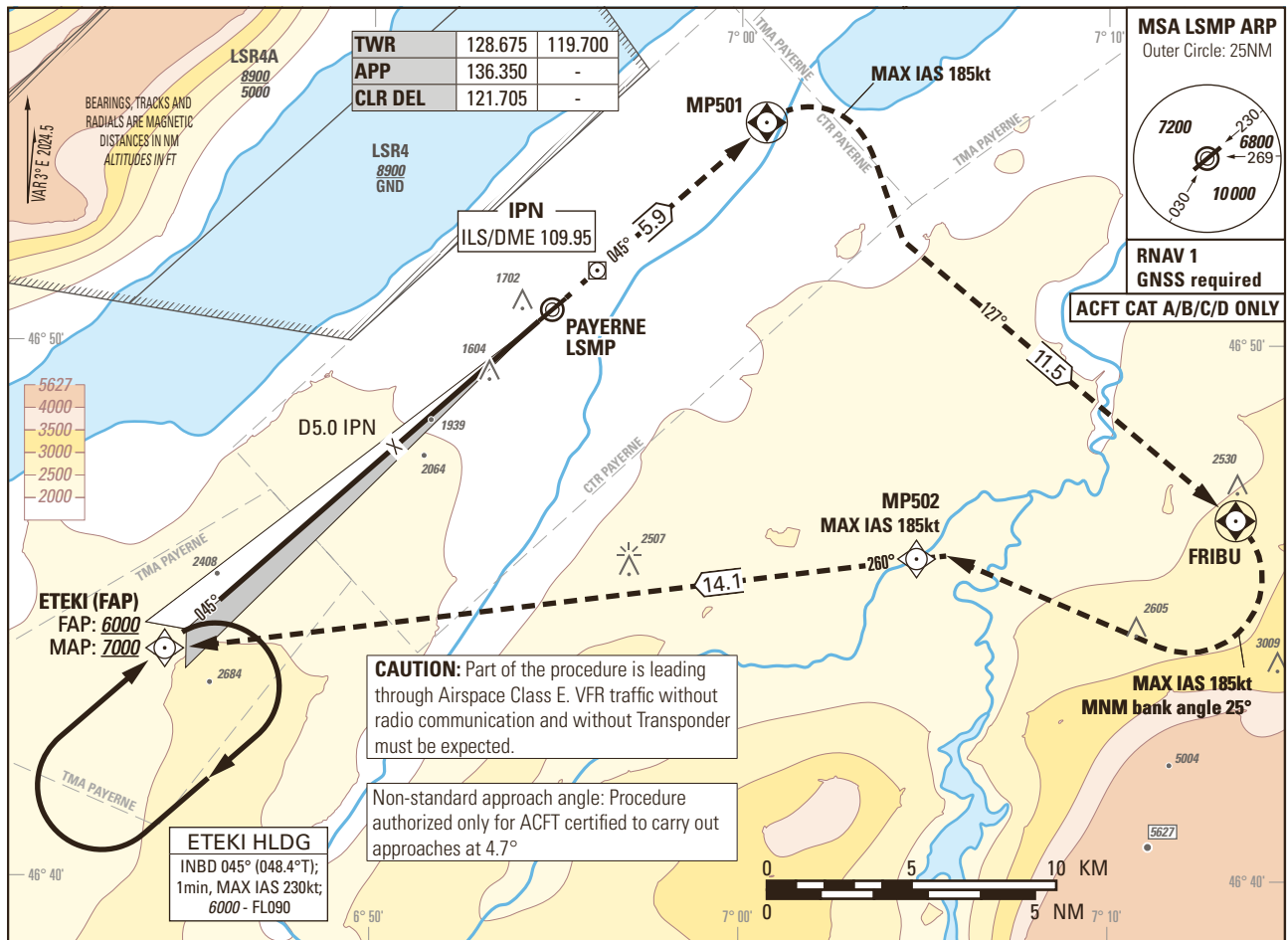
- Uncategorized ILS APCH RWY 23 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS23 signal fulfills ICAO Annex 10, CAT I specifications.

COR: chart renaming, PBN box (WEF 23JAN2025)

THIS PAGE INTENTIONALLY LEFT BLANK

Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1466ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000PAYERNE (LSMP)
ILS RWY 05

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
OBSTACLE CLEARANCE ALTITUDE (HEIGHT)				
2.5%	2999 (1535)	3022 (1558)	3042 (1578)	3062 (1598)
4.1% to 5900	1730 (266)	1753 (289)	1772 (308)	1792 (328)
DECISION ALTITUDE (HEIGHT)				
4.1% to 5900	1867 (403)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2120 (654)	2460 (994)	2790 (1324)	2830 (1364)

ROD	GS kt	90	110	130	150
	FT/MIN	749	916	1082	1249

IPN DME	10.7	10.0	9.0	8.0	7.0	6.0	5.0
recommended CROSSING ALT	6000	5640	5140	4640	4140	3650	3150

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.

REMARK

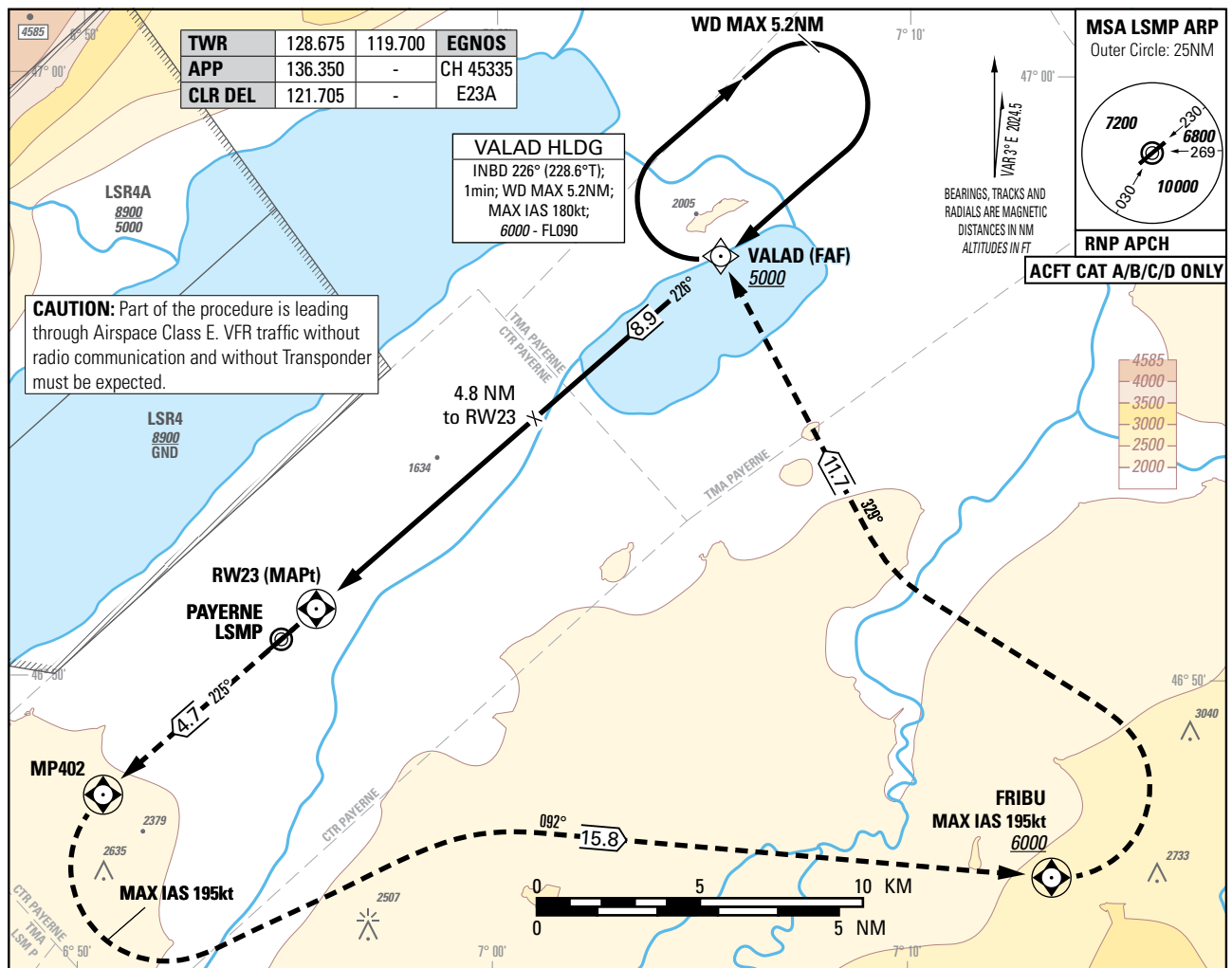
- Uncategorized ILS APCH RWY 05 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS05 signal fulfills ICAO Annex 10, CAT I specifications.

COR: chart renaming, PBN box (WFF 23JAN2025)

THIS PAGE INTENTIONALLY LEFT BLANK

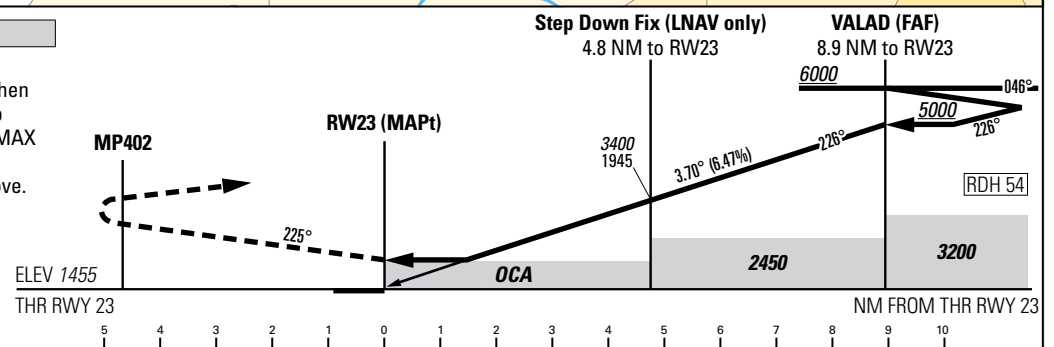
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1466ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 6000PAYERNE (LSMP)
RNP Z RWY 23

MISSED APPROACH

Climb to 6000.
Straight ahead to MP402, then
turn left (MAX IAS 195kt) to
FRIBU. At FRIBU turn left (MAX
IAS 195kt) to VALAD.
Cross FRIBU at 6000 or above.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT) LNAV			
2.5%	2200 (745)			
3.1% to 2700	2080 (625)			
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT) LPV (CAT-I)			
2.5%	2052 (597)	2065 (610)	2078 (623)	2091 (636)
4.4% to 2700	1712 (257)	1725 (270)	1738 (283)	1751 (296)
	DECISION ALTITUDE (HEIGHT) LPV			
4.4% to 2700	1813 (358)			
CIRCLING ¹⁾	A	B	C	D
OCA(H)	2120 (654)	2460 (994)	2790 (1324)	2830 (1364)

RWY 23 DIST	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.9
recommended CROSSING ALT	2290	2690	3080	3470	3870	4260	4650	5000
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: 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: chart renaming, PBN box (WEF 23JAN2025)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSMP
Runway	23
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	465103.1035N
LTP/FTP Longitude	0065539.0165E
LTP/FTP Ellipsoidal Height (metres)	492.7
FPAP Latitude	465005.9485N
Delta FPAP Latitude (seconds)	-57.1550
FPAP Longitude	0065404.7990E
Delta FPAP Longitude (seconds)	-94.2175
Threshold Crossing Height	54.0
TCH Units Selector	0 (feet)
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 7F 30 1B 14 11 14 F9 02 3F 27 7A 41 FE ED 1F FD 1C 02 72 01 64 00 C8 AF 41 7C FB D8
Calculated CRC Value	417CFBD8

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	443.4