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Changed chart(s) since Disc 03-2011

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

No revision activity since Disc 03-2011

**LSMP (Payerne)****General Info**

Payerne, CHE

N 46° 50.5' E 06° 54.8' Mag Var: 0.0°W

Elevation: 1460'

Military, IFR, Control Tower, No Customs

Time Zone Info: GMT+1:00 uses DST

**Runway Info**

Runway 05-23 9376' x 131' asphalt

Runway 05 (49.0°M) TDZE 1465'

Lights: Edge, ALS

Displaced Threshold Distance 1453'

Runway 23 (229.0°M) TDZE 1456'

Lights: Edge, ALS

Displaced Threshold Distance 1402'

**Communications Info**Payerne Tower **128.675** MilitaryPayerne Tower **372.85** MilitaryPayerne Approach Control **143.775** MilitaryPayerne Approach Control **139.975** MilitaryPayerne Approach Control **136.35** MilitaryPayerne Approach Control **370.52** MilitaryPayerne Approach Control **357.37** MilitaryPayerne Approach Control **281.90** MilitaryPayerne Arrival Control **141.275** MilitaryPayerne Departure Control **141.275** MilitaryPayerne Departure Control **268.60** MilitaryPayerne Information **138.05** MilitaryPayerne Information **297.10** Military**Notebook Info**

**LSMP**  
**PAYERNE**

1 OCT 10

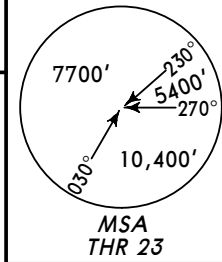
10-2

**JEPPESEN** **PAYERNE, SWITZERLAND**

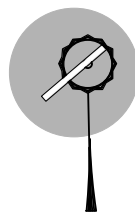
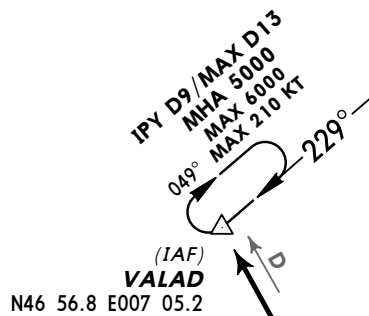
**STAR**

Apt Elev  
**1460'**

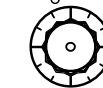
Alt Set: hPa Trans level: By ATC Trans alt: 6000'  
PPR: Military procedures with permission only during mil ops hours.



**FRI 3A**  
**RWY 23 ARRIVAL**



D (109.3) IPY  
\* .. - - - -  
N46 50.8 E006 55.4



D 110.85 FRI  
.. - - - -  
N46 46.7 E007 13.4  
At or above  
**6000'**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Proceed to VALAD. At last received or  
acknowledged EAT or, if no EAT has been  
received or acknowledged at flight plan-  
ned ETA, descend in the VALAD holding.  
Carry out a standard instrument approach  
for RWY-in-use.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

**ROUTING**

Intercept FRI R-331 to VALAD.

LSMP  
PAYERNE

1 OCT 10

**JEPPESEN**

## PAYERNE, SWITZERLAND

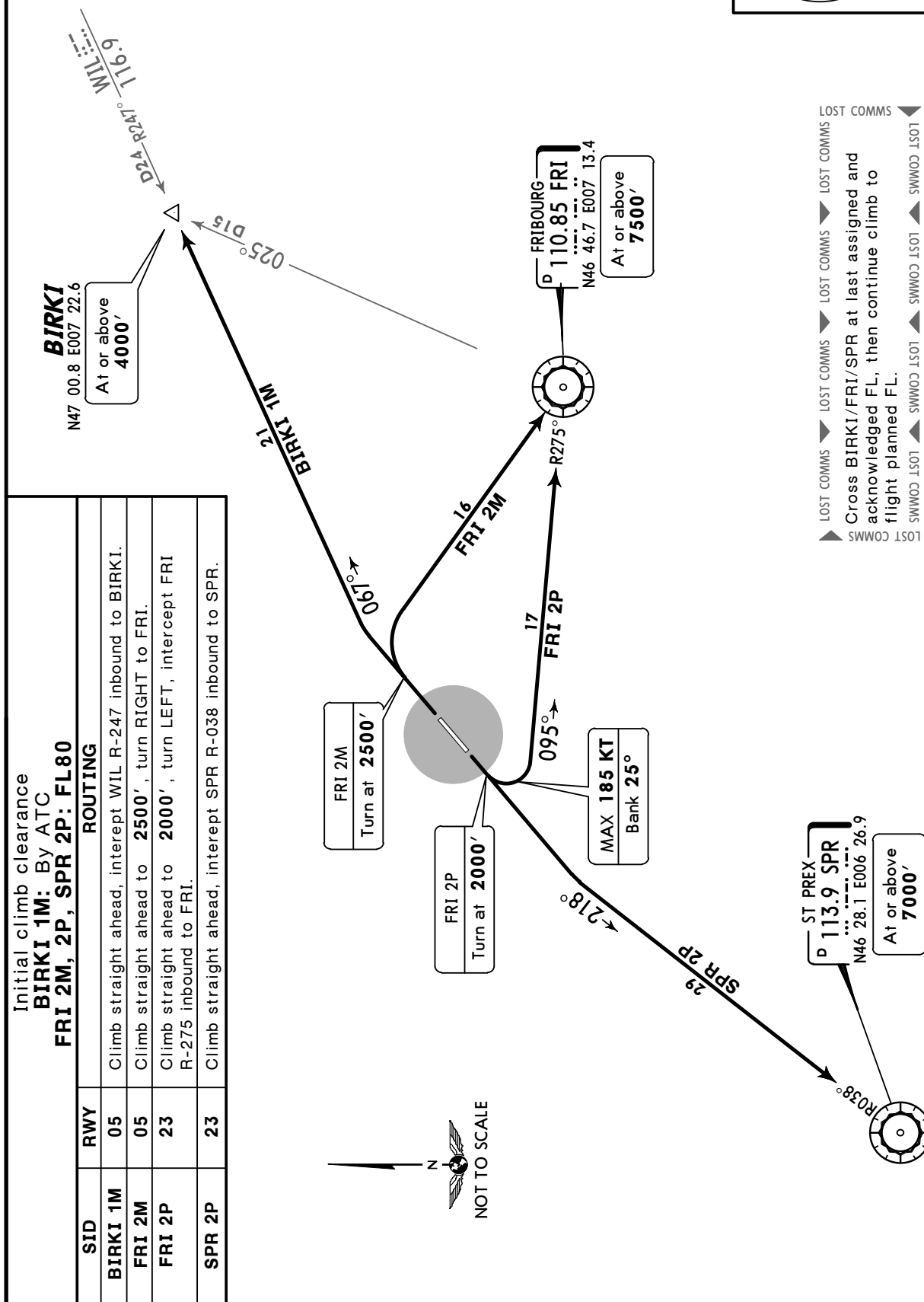
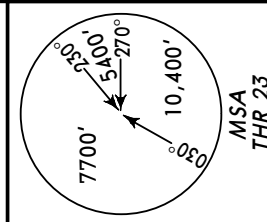
**SID**

|                       |        |
|-----------------------|--------|
| PAYERNE Departure (R) | 141.27 |
|-----------------------|--------|

*Apt Elev*  
1460'

Trans level: By ATC    Trans alt: 6000'  
PPR: Military procedures with permission only during mil ops  
hours.

**BIRKI 1M [*BIRK1M*]  
FRI 2M, FRI 2P, SPR 2P  
RWYS 05, 23 DEPARTURES**



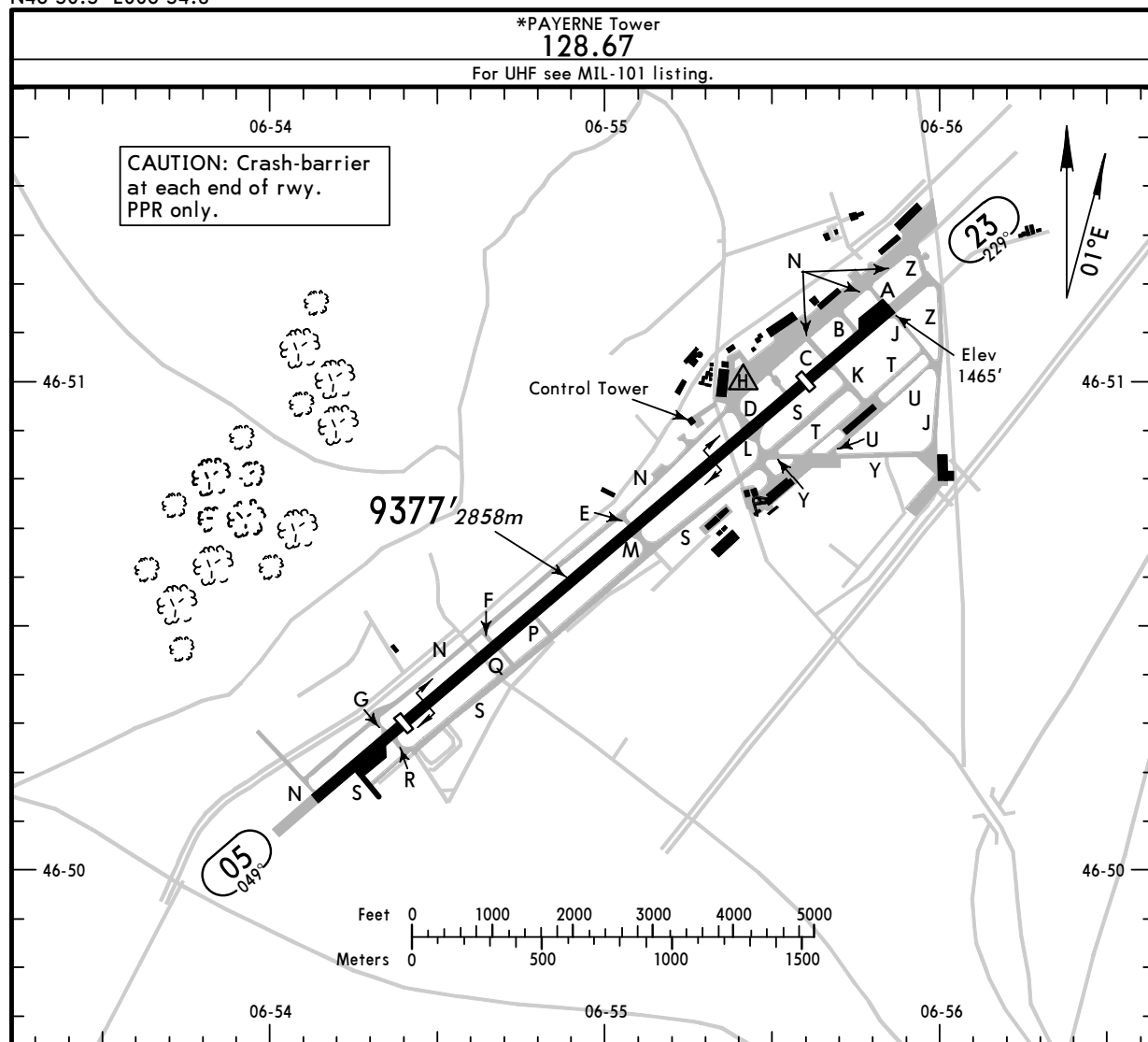
**CHANGES:** Restriction established.

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**LSMP**  
Apt Elev **1460'**  
N46 50.5 E006 54.8

**JEPPESEN**  
1 OCT 10 **(10-9)**

**PAYERNE, SWITZERLAND**  
**PAYERNE**



ADDITIONAL RUNWAY INFORMATION

| RWY |                              | USABLE LENGTHS |                | TAKE-OFF | WIDTH |
|-----|------------------------------|----------------|----------------|----------|-------|
|     |                              | Threshold      | Landing Beyond |          |       |
| 05  | RL ① ALS PAPI-L (angle 3.5°) | 7923' 2415m    |                |          | 131'  |
| 23  |                              | 7974' 2430m    | 7074' 2156m    |          | 40m   |
|     |                              |                |                |          |       |
|     |                              |                |                |          |       |
|     |                              |                |                |          |       |
|     |                              |                |                |          |       |

① Configuration unknown.

Standard

TAKE-OFF ①

|   | LVP must be in force     |                          |                   |
|---|--------------------------|--------------------------|-------------------|
|   | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A |                          |                          |                   |
| B | 250m                     | 400m                     | 500m              |
| C |                          |                          |                   |
| D | 300m                     |                          |                   |

① Operators applying U.S. Ops Specs: CL required below 300m.

LSMP  
PAYERNE

1 OCT 10

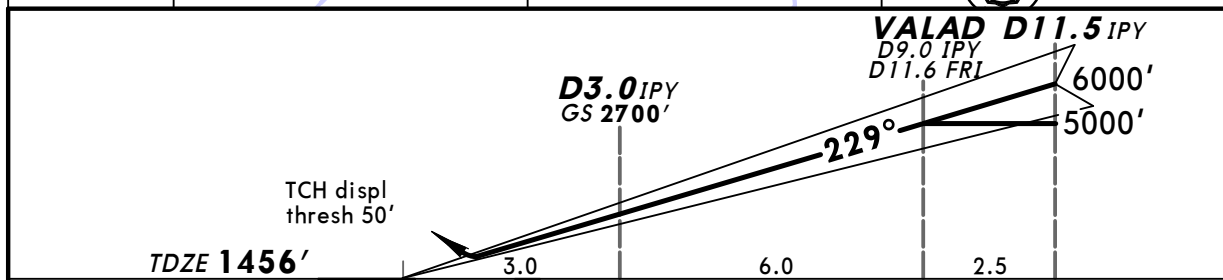
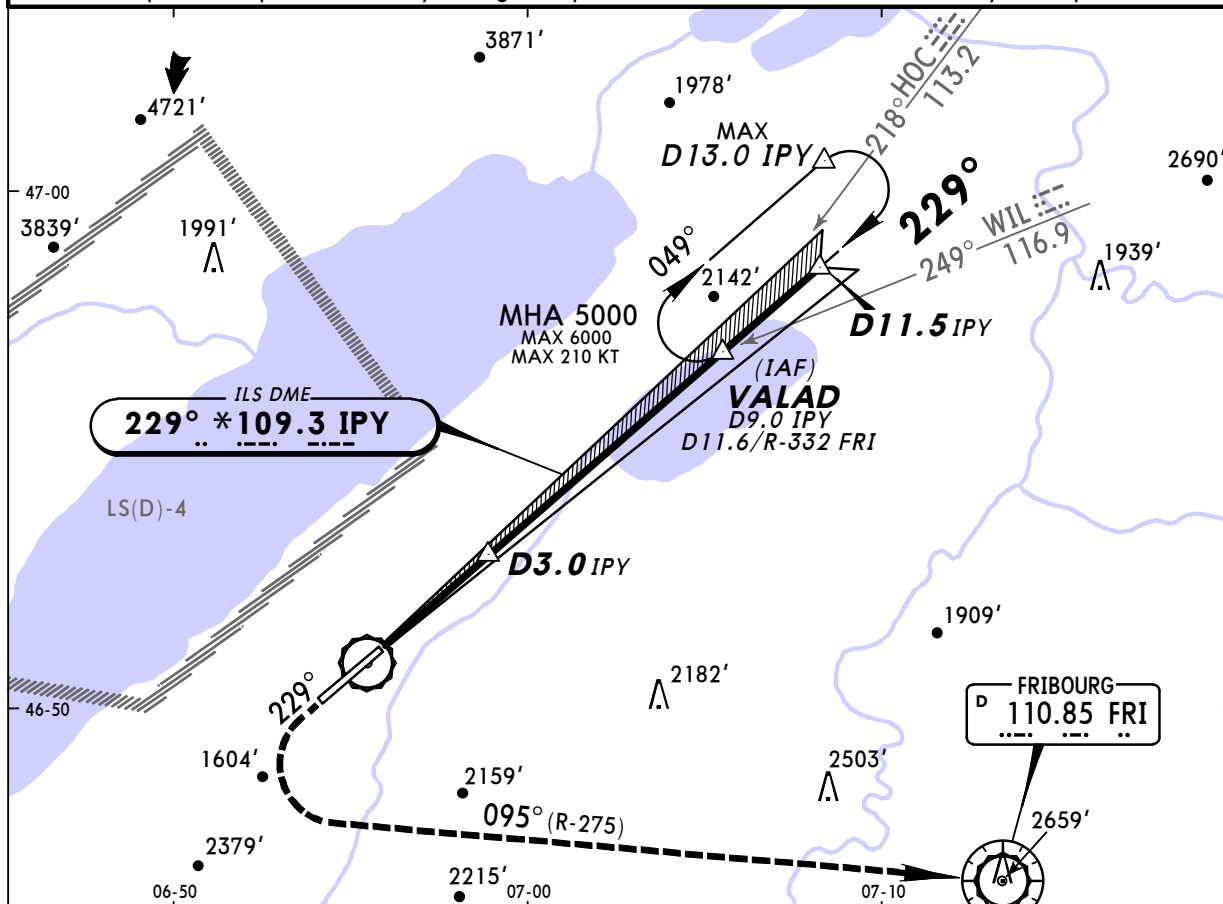
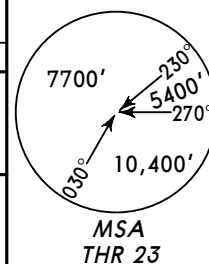
11-1

PAYERNE, SWITZERLAND  
MISSED APCH CLIMB  
GRADIENT MIM 5.0% ILS DME Rwy 23

BRIEFING STRIP

|                                                                                                                                                                        |                           |                                 |                              |                              |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------|------------------------------|------------------------------|--|
| *PAYERNE Arrival<br>136.35                                                                                                                                             |                           |                                 | *PAYERNE Tower<br>128.67     |                              |  |
| For UHF see MIL-101 listing.                                                                                                                                           |                           |                                 |                              |                              |  |
| LOC<br>IPY<br>*109.3                                                                                                                                                   | Final<br>Apch Crs<br>229° | GS<br>D3.0 IPY<br>2700' (1244') | ILS<br>DA(H)<br>1656' (200') | Apt Elev 1460'<br>TDZE 1456' |  |
| MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn LEFT (MAX 185 KT), intercept R-275 inbound to FRI VOR. Leave FRI VOR on R-332, proceed to VALAD. Climb to 6000'. |                           |                                 |                              |                              |  |
| Alt Set: hPa      TDZ Elev: 52 hPa      Trans level: By ATC      Trans alt: 6000'                                                                                      |                           |                                 |                              |                              |  |
| 1. PPR: Mil proc with permission only during mil ops hours. 2. ILS DME reads zero at rwy 23 displ thr.                                                                 |                           |                                 |                              |                              |  |

MSA  
THR 23



| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |      |     | 2000'  | 185 KT | FRI         |
|---------------|-------|-----|-----|-----|-----|-----|------|-----|--------|--------|-------------|
| GS            | 3.70° | 464 | 596 | 662 | 795 | 927 | 1060 | ALS | PAPI-L | MAX    | onto 110.85 |
|               |       |     |     |     |     |     |      |     |        | LT     | R-275       |

| Standard                                        |           | STRAIGHT-IN LANDING RWY 23 |                              | CIRCLE-TO-LAND   |            |                     |
|-------------------------------------------------|-----------|----------------------------|------------------------------|------------------|------------|---------------------|
| Missed apch climb gradient mim 5.0% up to 2500' |           | ILS                        |                              | Not authorized   |            |                     |
| DA(H) 1656' (200')                              |           | LOC (GS out)               |                              | South of airport |            |                     |
| FULL/Limited                                    |           | ALS out                    |                              | Max Kts          | MDA(H) VIS |                     |
| A                                               | RVR 1200m |                            | FOR LOC APPROACH<br>SEE 11-2 |                  | 100        | 3300' (1840') 1500m |
| B                                               |           |                            |                              |                  | 135        | 3300' (1840') 1600m |
| C                                               |           |                            |                              |                  | 180        | 3300' (1840') 2400m |
| D                                               |           |                            |                              |                  | 205        | 3300' (1840') 3600m |
| RVR 1500m                                       |           |                            |                              |                  |            |                     |

LSMP  
PAYERNE

JEPPESEN  
1 OCT 10 11-2

PAYERNE, SWITZERLAND  
MISSED APCH CLIMB  
GRADIENT MIM 5.0%  
LOC DME Rwy 23

BRIEFING STRIP

\*PAYERNE Arrival

136.35

\*PAYERNE Tower

128.67

For UHF see MIL-101 listing.

LOC  
IPY

\*109.3

Final  
Apch Crs

229°

Minimum Alt  
VALAD

5000' (3544')

DA(H)

1780' (324')

Apt Elev 1460'

TDZE 1456'

MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn LEFT (MAX 185 KT), intercept R-275 inbound to FRI VOR. Leave FRI VOR on R-332, proceed to VALAD. Climb to 6000'.

Alt Set: hPa

TDZ Elev: 52 hPa

Trans level: By ATC

Trans alt: 6000'

1. PPR: Mil proc with permission only during mil ops hours.

2. ILS DME reads zero at rwy 23 displ thr.

7700'

230°

5400'

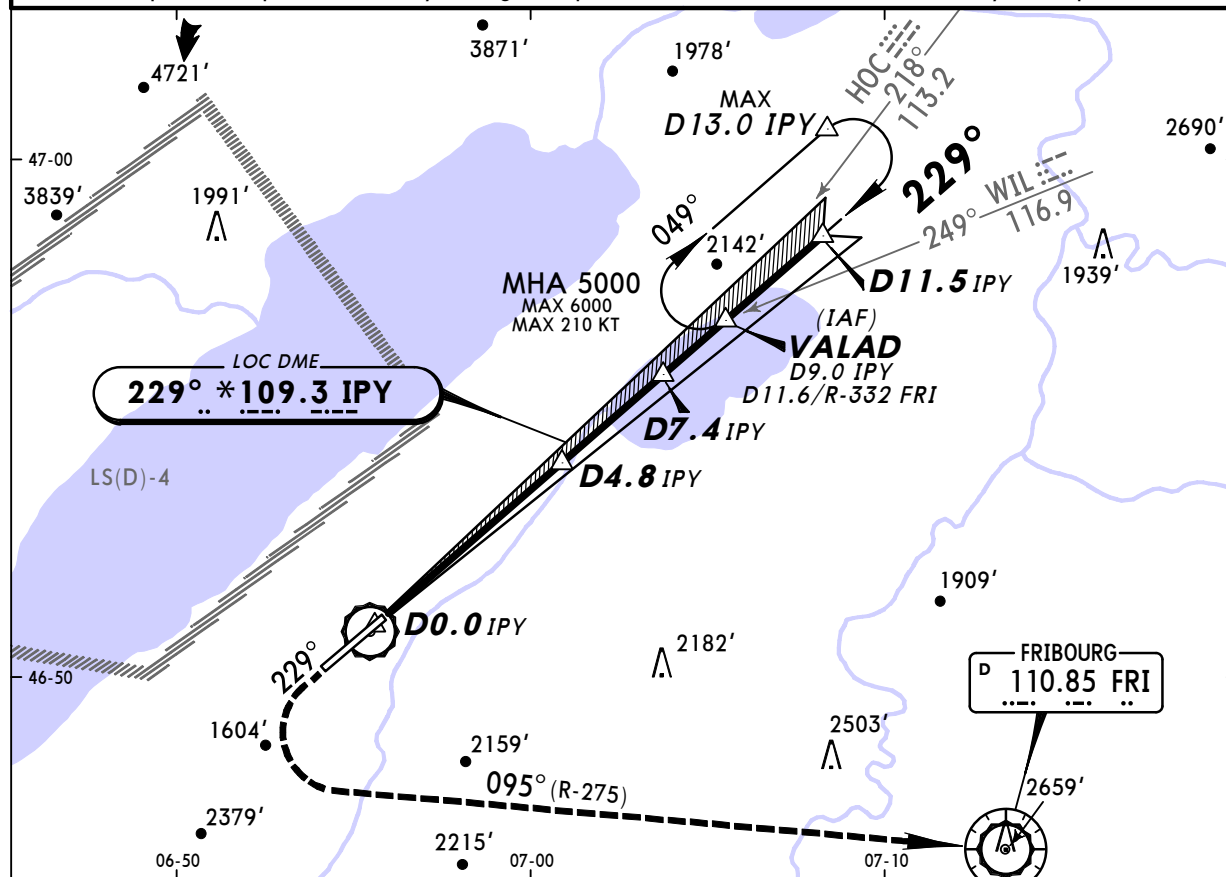
270°

10,400'

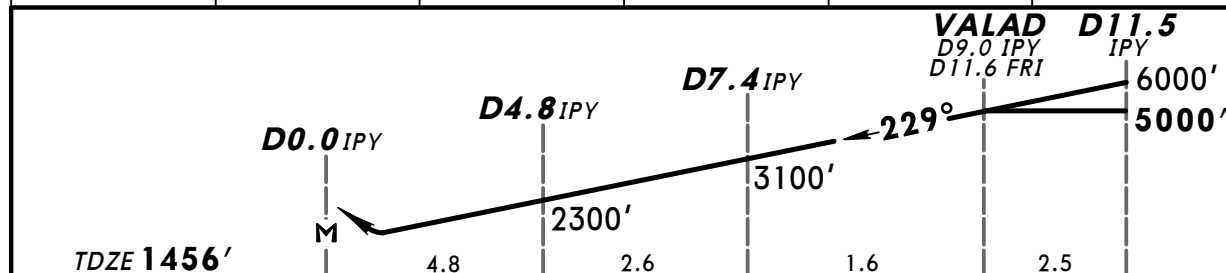
030°

MSA

THR 23



|          |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|
| IPY DME  | 2.0   | 3.0   | 4.0   | 6.0   | 8.0   |
| ALTITUDE | 2290' | 2690' | 3080' | 3870' | 4650' |



|                     |     |     |     |     |     |      |                                                               |
|---------------------|-----|-----|-----|-----|-----|------|---------------------------------------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160  | ALS PAPI-L<br>2000' 185 KT<br>MAX onto FRI<br>LT 110.85 R-275 |
| Descent angle 3.66° | 453 | 583 | 648 | 777 | 907 | 1036 |                                                               |
| MAP at D0.0 IPY     |     |     |     |     |     |      |                                                               |

|                                                                                                                     |  |  |                                                      |               |       |
|---------------------------------------------------------------------------------------------------------------------|--|--|------------------------------------------------------|---------------|-------|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 23<br>Missed apch climb gradient mim 5.0% up to 2500'<br>DA(H) 1780' (324') |  |  | CIRCLE-TO-LAND<br>Not authorized<br>South of airport |               |       |
| ALS out                                                                                                             |  |  | Max Kts                                              | MDA(H)        | VIS   |
| RVR 1500m                                                                                                           |  |  | 100                                                  | 3300' (1840') | 1500m |
|                                                                                                                     |  |  | 135                                                  | 3300' (1840') | 1600m |
| RVR 1800m                                                                                                           |  |  | 180                                                  | 3300' (1840') | 2400m |
|                                                                                                                     |  |  | 205                                                  | 3300' (1840') | 3600m |