

ARP WGS-84
46° 13' 09" N / 007° 19' 37" E
007° 20' 20"
AD ELEV / ft
1582

Surface	CONC / ASPH
Apron	CONC / ASPH
TWY	CONC / ASPH

For OBST see AIP LSGS AD 2.10

RWY LGT	ALS	RTHL	VASIS	RTZL	RECL	Y CZ	RENL
07	SALS 540 m	✓	PAPI 4.0° MEHT 12.33 m	-	✓	600 m	✓
25	SALS 540 m	✓	PAPI 4.0° MEHT 12.12 m	-	✓	600 m	✓

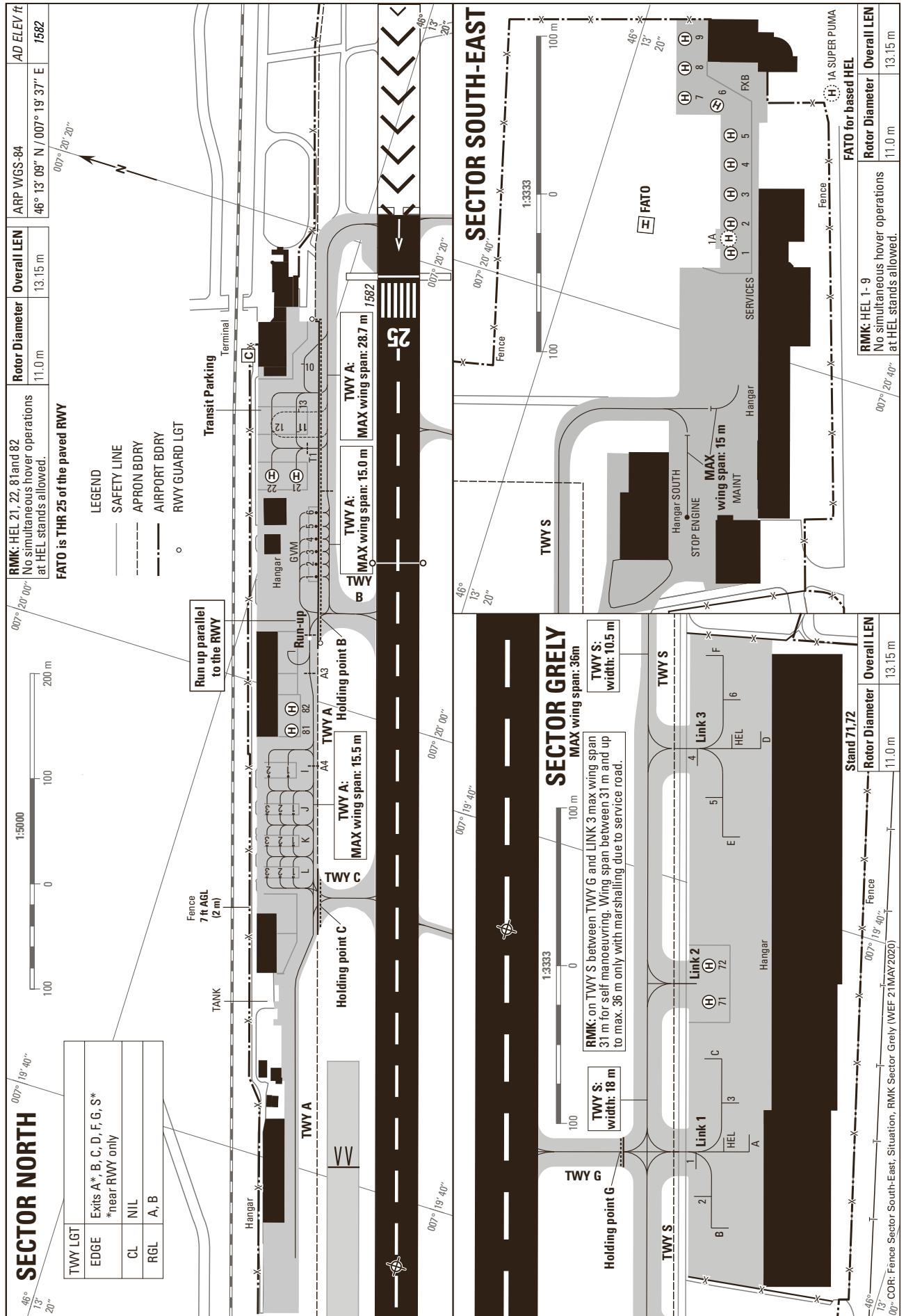
TWY LGT	
EDGE	Exits A*, B, C, D, F, G, S*
CL	* near RWY only
RGL	A, B

RMK:
More than 30m wing span
EXIT via TWY S or back track via TWY G.

RMK:
On TWY G, ACFT with outer main gear wheel span >5 m shall taxi with the oversteering technique due to insufficient wheel clearance to taxiway edge.

COR: HEL square south (WEF 26MAR2020)

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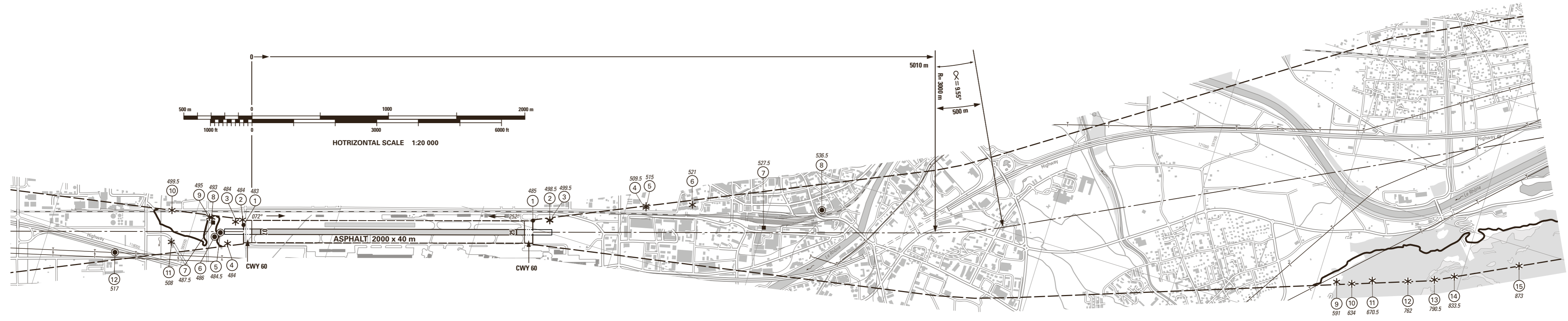
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VAR 2° E (2016.5)

Profile view see LSGS AD 2.24.4-2

RWY: 07-25

RWY 07	DECLARED DISTANCES in m	RWY 25
2000	TAKE-OFF RUN AVAILABLE	2000
2060	TAKE-OFF DISTANCE AVAILABLE	2060
2000	ACCELERATE STOP DISTANCE AVAILABLE	2000
1935	LANDING DISTANCE AVAILABLE	1940



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

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

OBST ELEV in m
AD ELEV in m

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

14th Edition

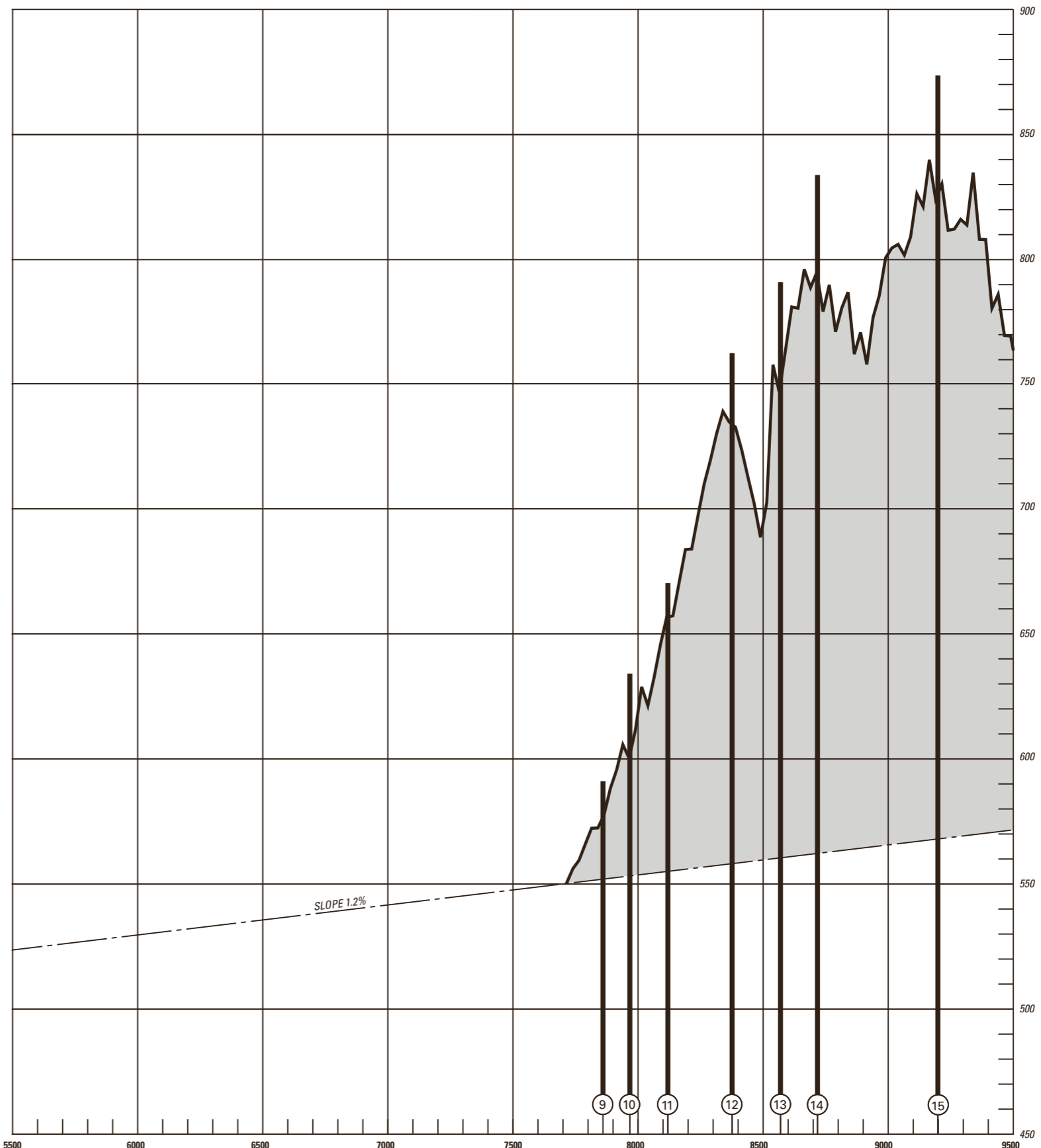
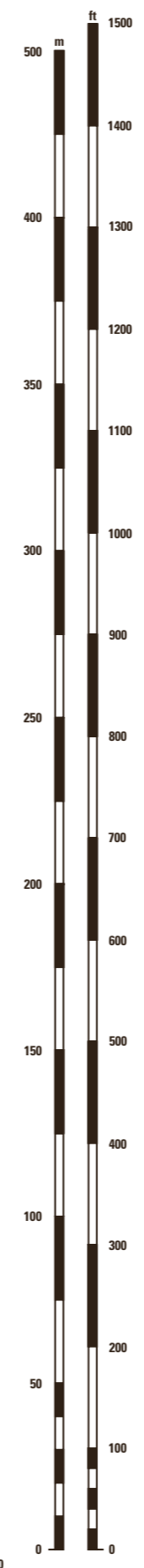
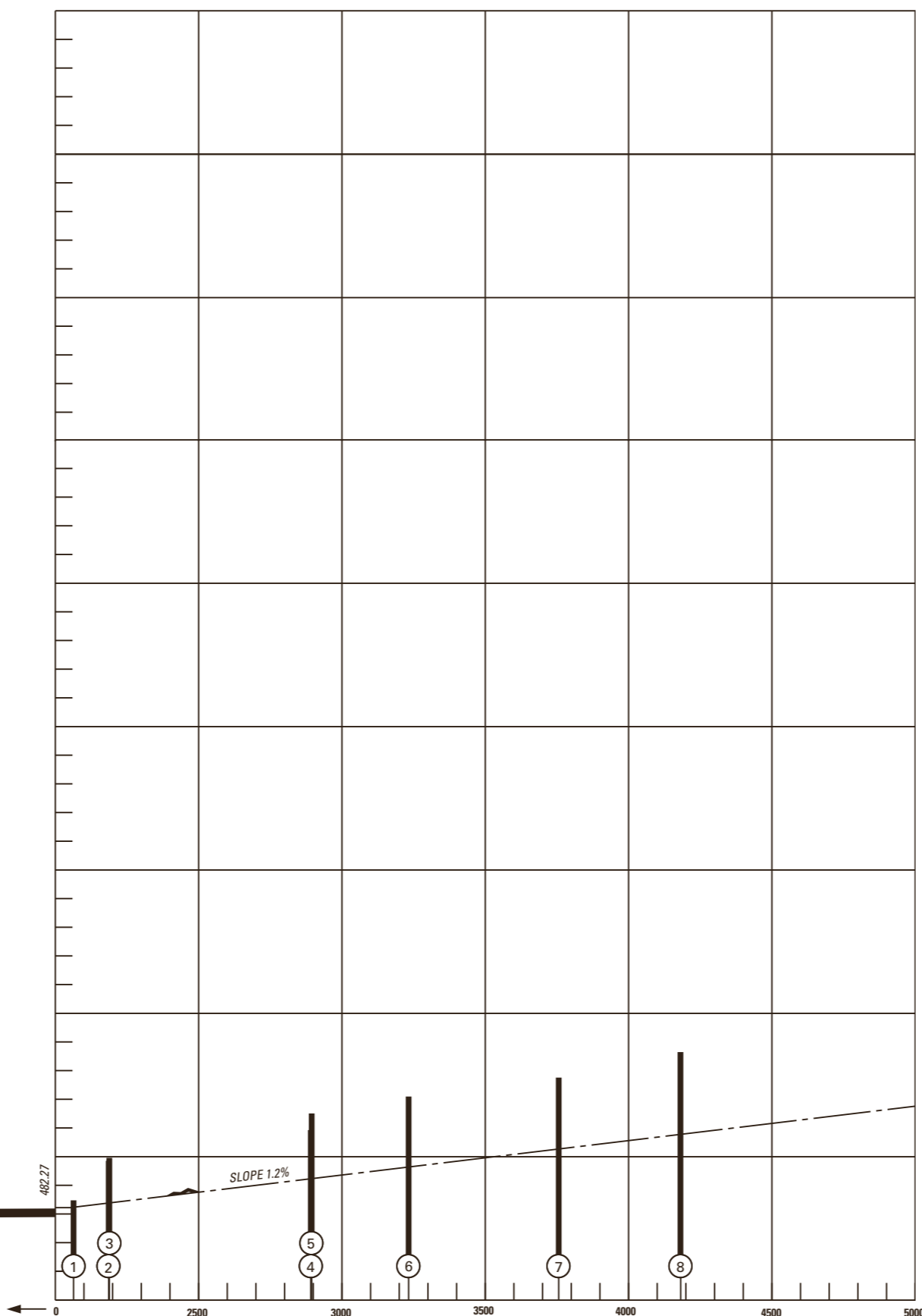
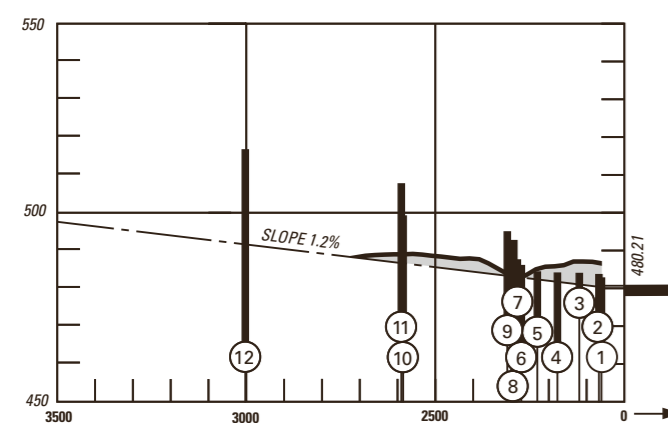
COR: VAR (WEF 21MAY2020)

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PROFILE RWY: 07-25

- ① Identification number
- ⌒ Terrain penetrating obstacle plane

Plan view see LSGS AD 2.24.4-1



COR: OBST ELEV (WEF 25APR2019)

12th Edition

VERTICAL SCALE
1 : 2000

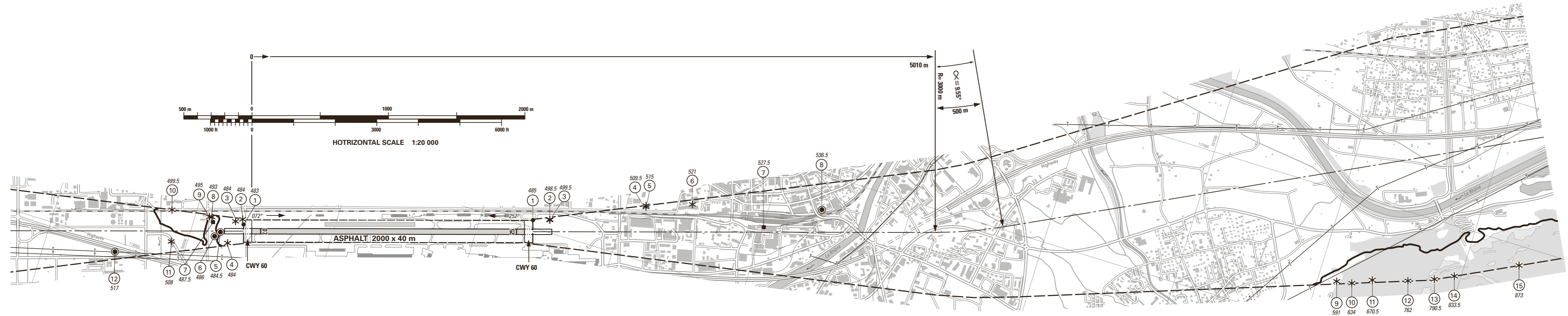
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Profile view see LSGS AD 2.24.4-2

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AMDT RECORD		
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OBST ELEV in m
AD ELEV in m

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

14th Edition

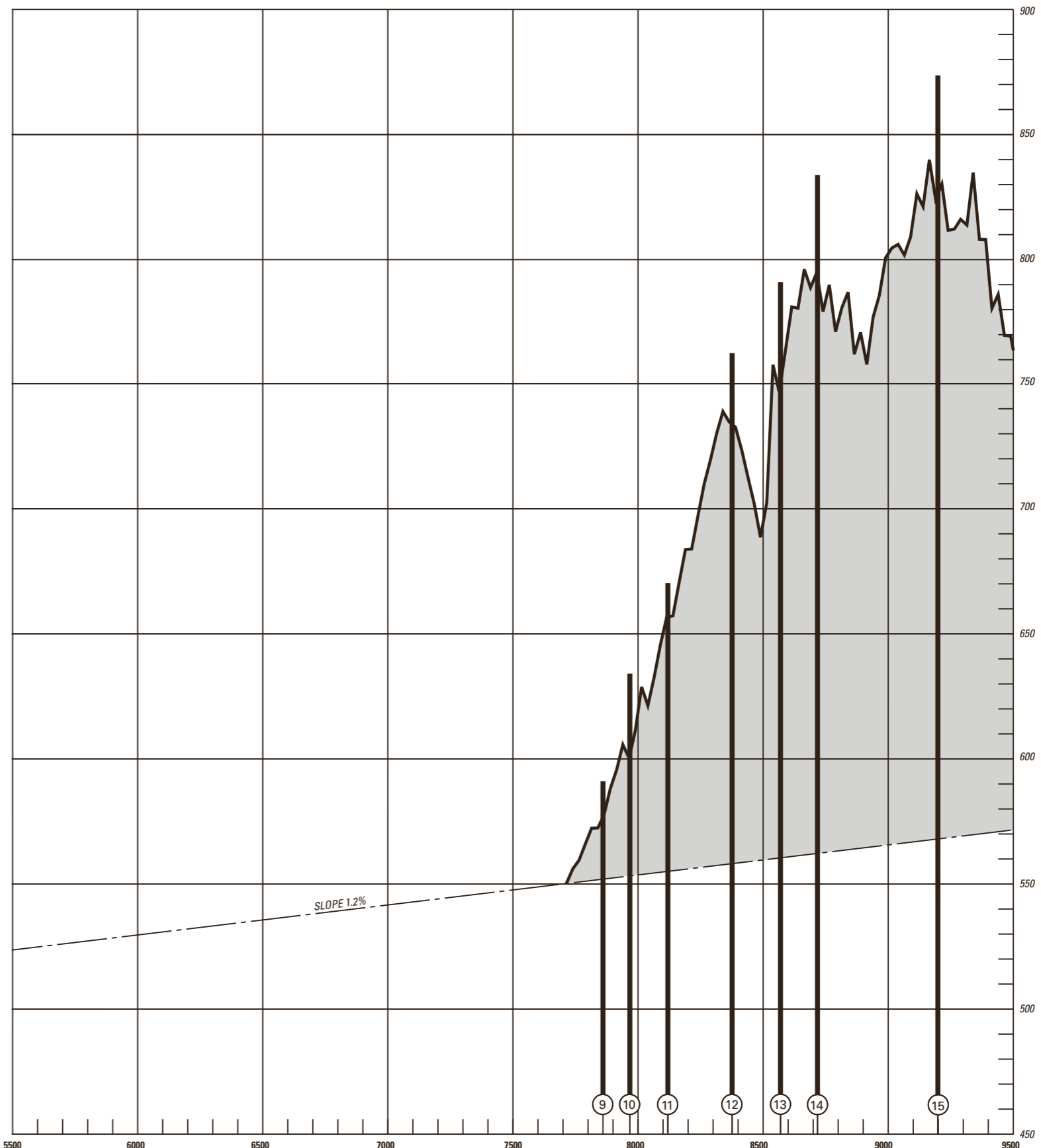
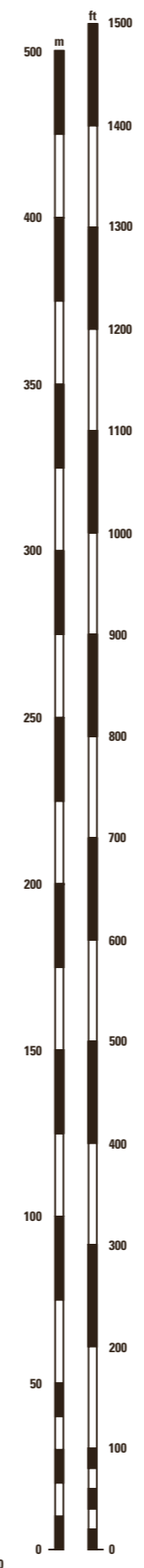
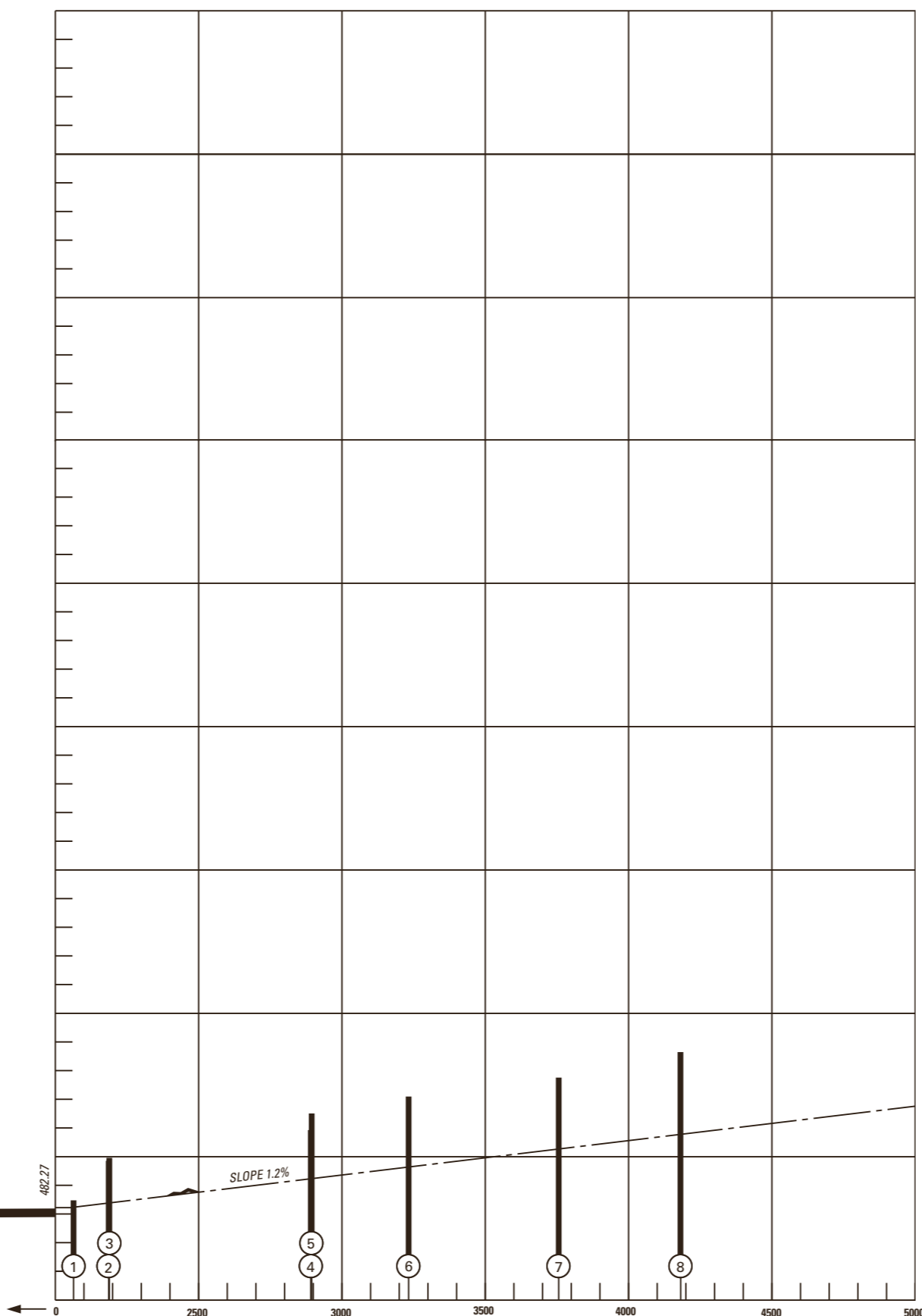
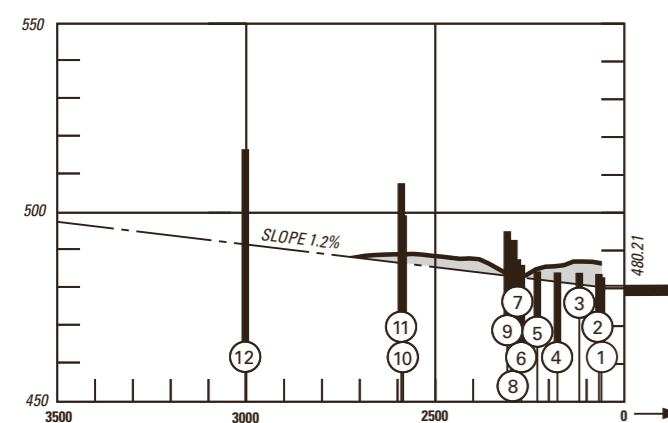
COR: VAR (WEF 21MAY2020)

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PROFILE RWY: 07-25

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- ⌒ Terrain penetrating obstacle plane

Plan view see LSGS AD 2.24.4-1



COR: OBST ELEV (WEF 25APR2019)

12th Edition

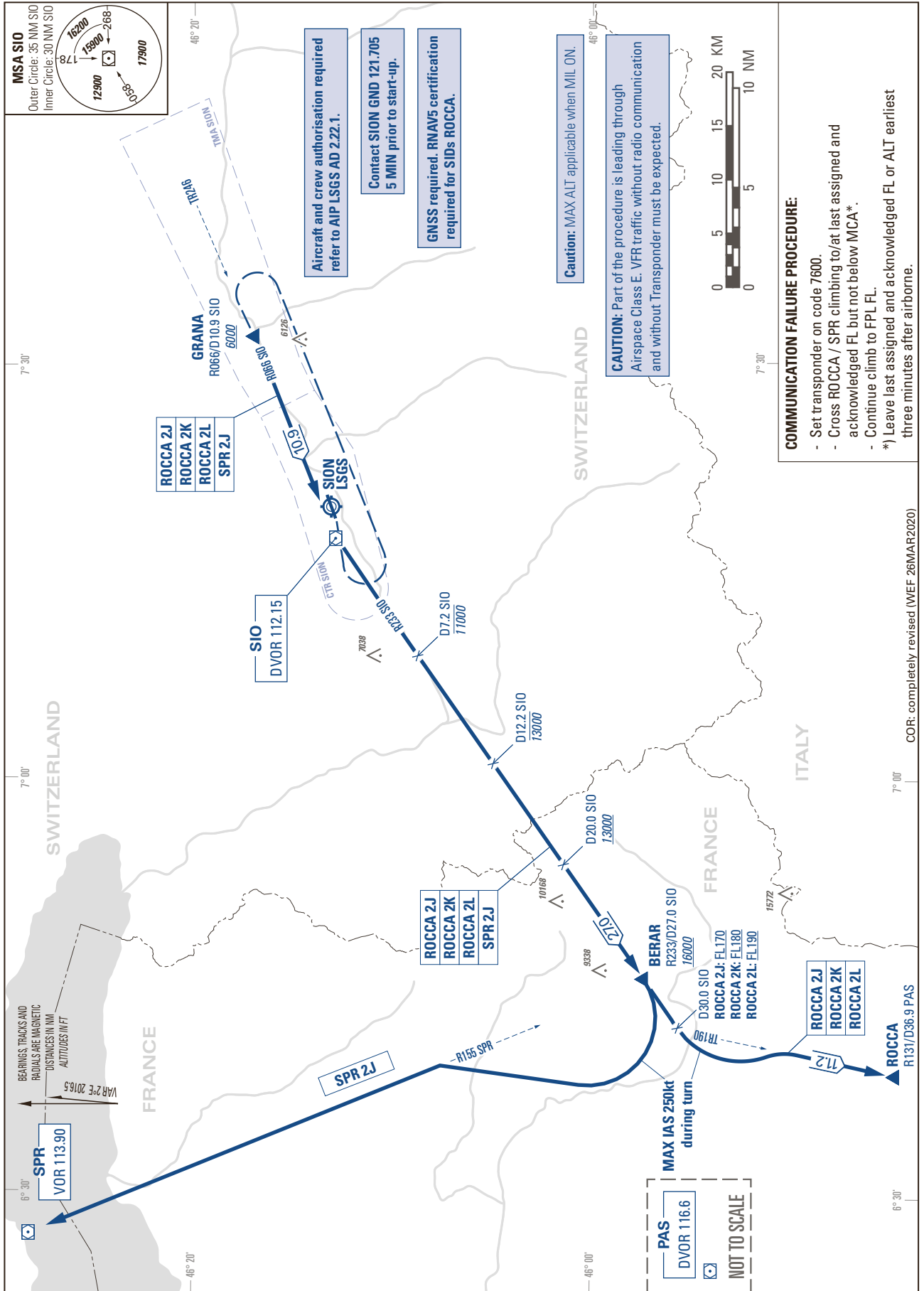
VERTICAL SCALE
1 : 2000

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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION LSGS
SID RWY 07/25



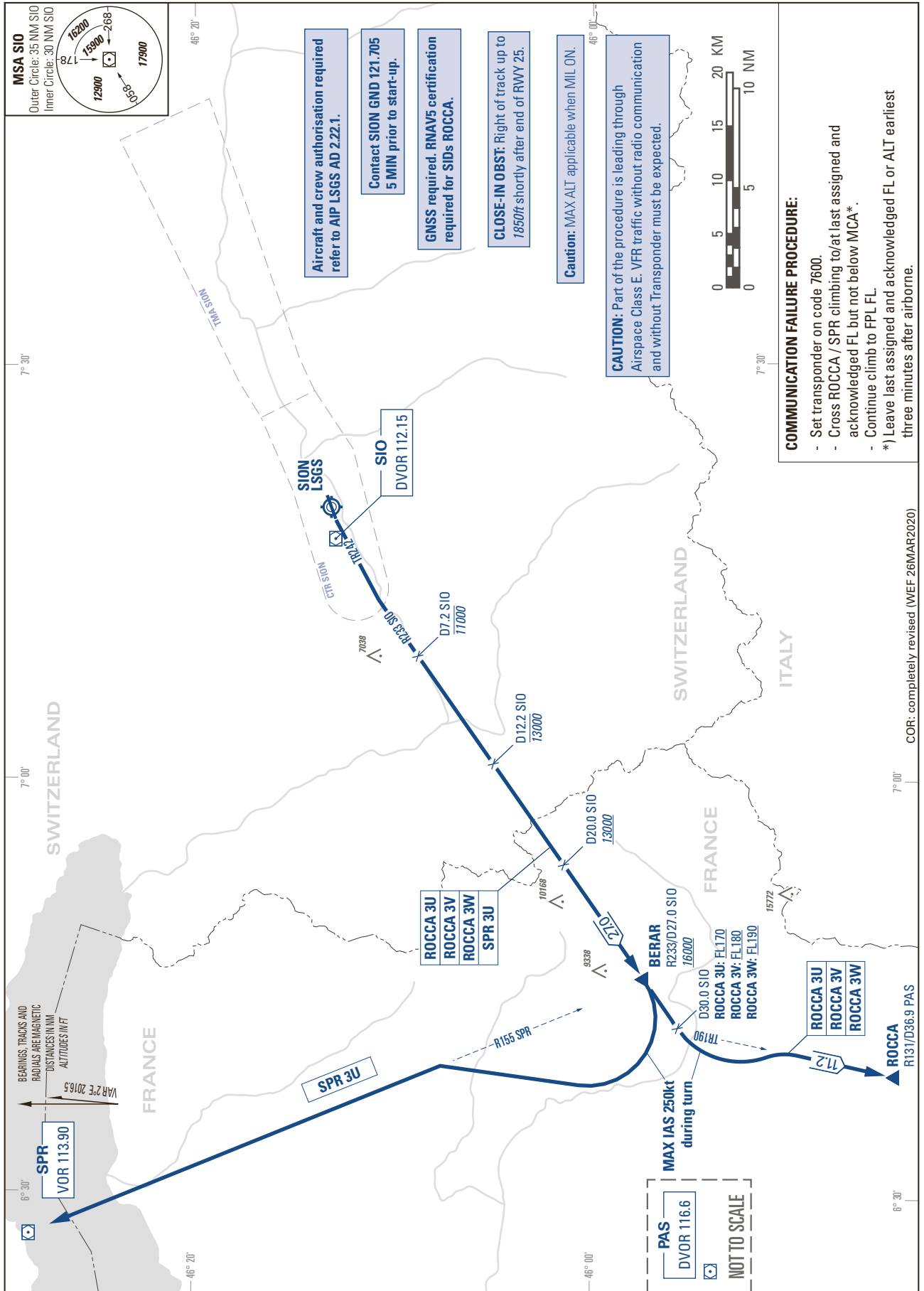
COR: completely revised (WEF 26MAR2020)

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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION LSGS
HIGH PERFORMANCE
SID RWY 25



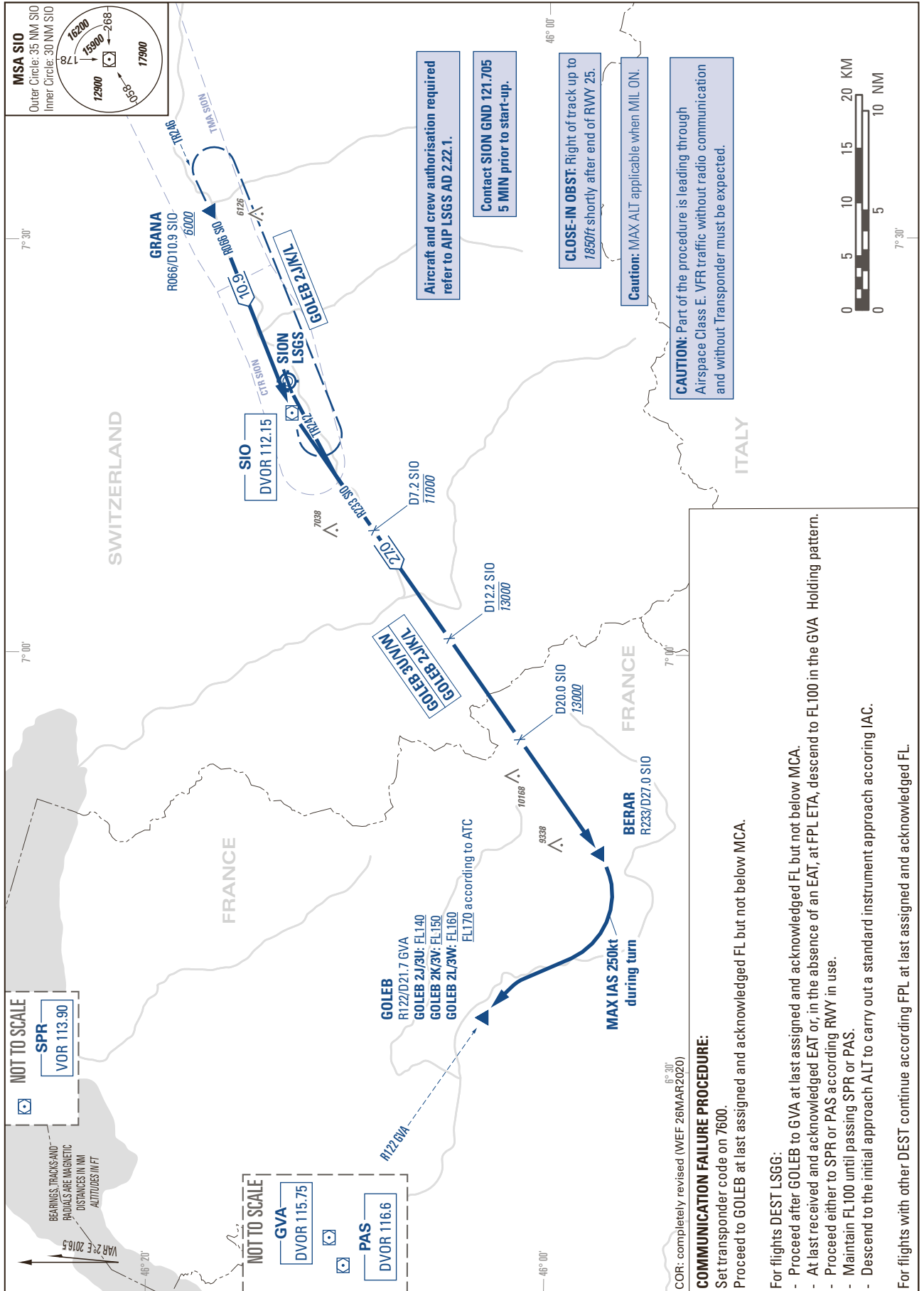
COR: completely revised (WEF 26MAR2020)

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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 13000

SION LSGS
SID RWY 07/25 ONLY FOR DEST
WITHINTMA LSGG OR FLFB

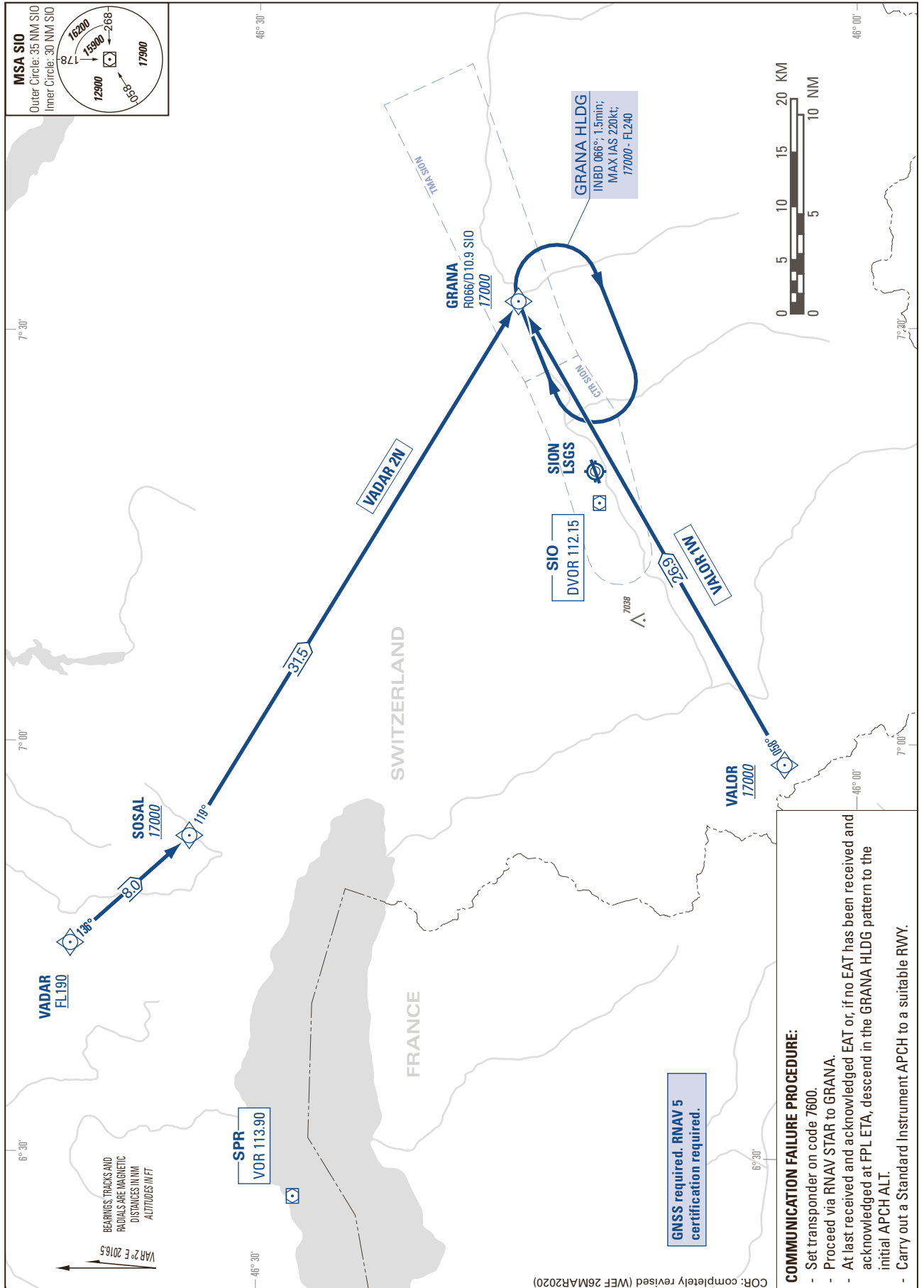


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STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION LSGS
STAR TO GRANA - RNAV 5
(DME/DME or GNSS)



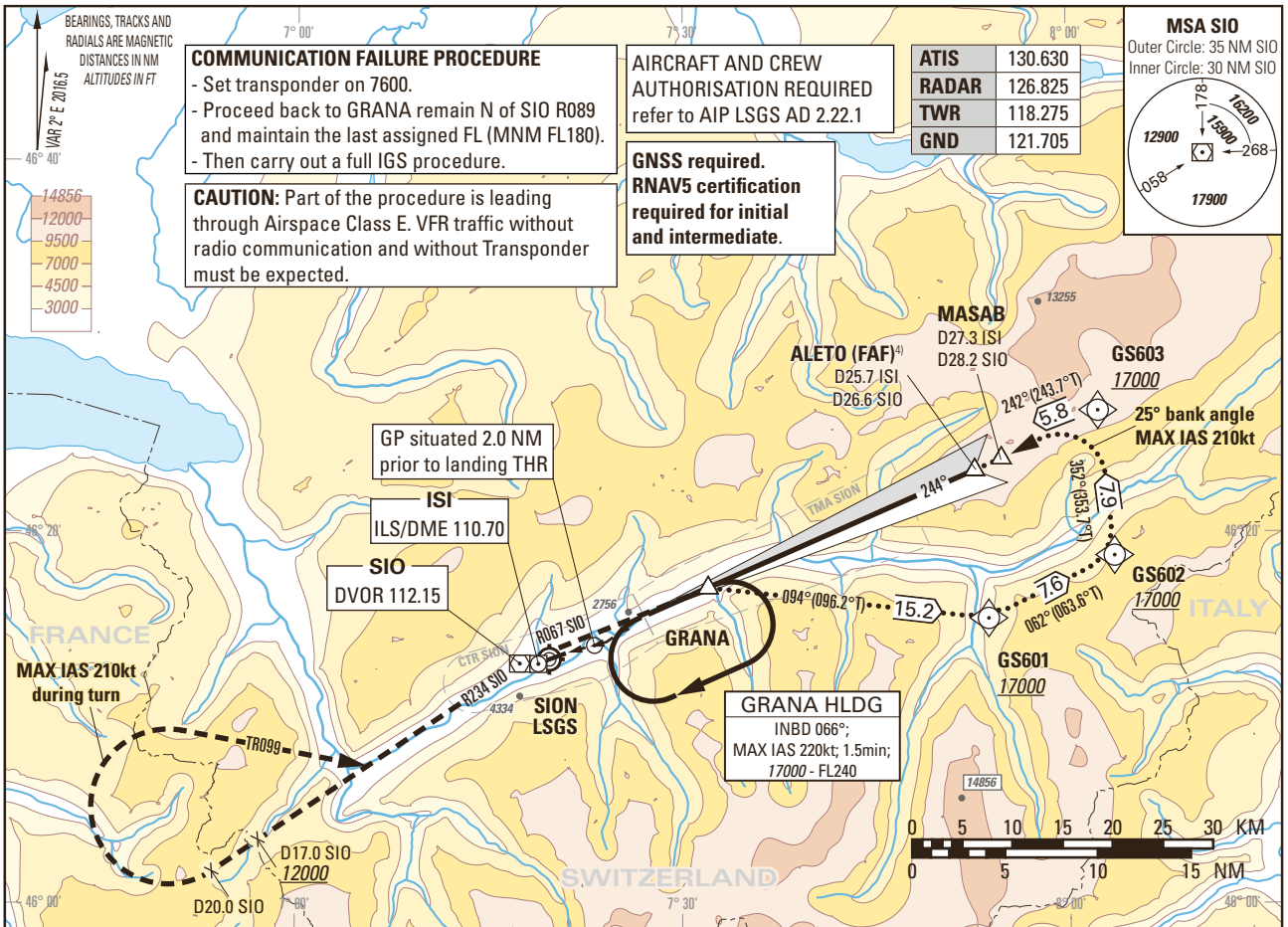
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Instrument Approach Chart
(IAC) - ICAO
(IGS instruction: see LSGS AD 2.22)

AD ELEV 1582ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION LSGS
IGS RWY 25 (ACFT CAT A/B/C)
OFFSET 6.5° RIGHT
GLIDE PATH 6.0°, VISUAL PART 4.0°



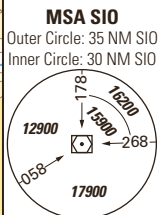
COMMUNICATION FAILURE PROCEDURE
- Set transponder on 7600.
- Proceed back to GRANA remain N of SIO R089 and maintain the last assigned FL (MNM FL180).
- Then carry out a full IGS procedure.

CAUTION: Part of the procedure is leading through Airspace Class E. VFR traffic without radio communication and without Transponder must be expected.

AIRCRAFT AND CREW AUTHORISATION REQUIRED
refer to AIP LSGS AD 2.22.1

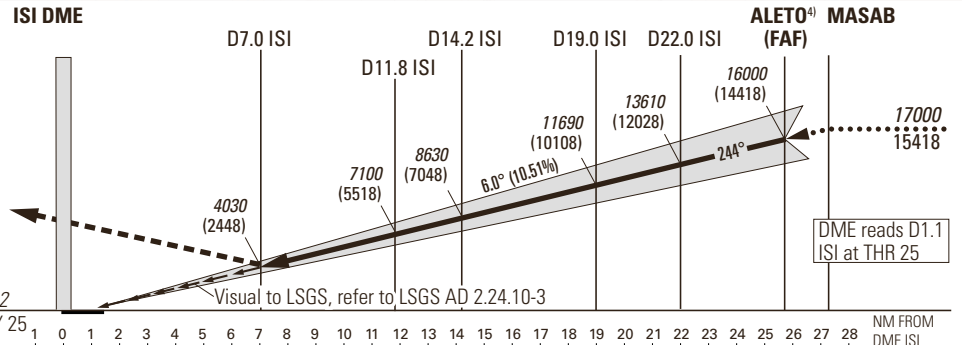
GNSS required.
RNAV5 certification required for initial and intermediate.

ATIS	130.630
RADAR	126.825
TWR	118.275
GND	121.705



MISSED APPROACH
Climb to 17000.

Climb on R067 to SIO, leave SIO on R234 outbound, at D20.0 SIO turn right (MAX IAS 210kt during turn), and establish TR099 to intercept R234 SIO inbound SIO. Proceed via SIO to GRANA. Cross D17.0 SIO at 12000 or above, GRANA at 17000.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			VIS m	
	A	B	C		
	DECISION ALTITUDE (HEIGHT)				
2.5%	6520 (4940) ¹⁾			5000	
3.0%	6080 (4500) ¹⁾				
3.5%	5650 (4070) ¹⁾				
4.0%	5220 (3640) ¹⁾				
4.5%	4780 (3200) ¹⁾				
4.9%	4490 (2910) ¹⁾				
Circling north of AD only ^{1) 2) 3)}	3400 (1820)	5040 (3460)	6060 (4480)	5000	
ROD	GS kt	90	110	130	150
	FT/MIN	958	1171	1384	1597

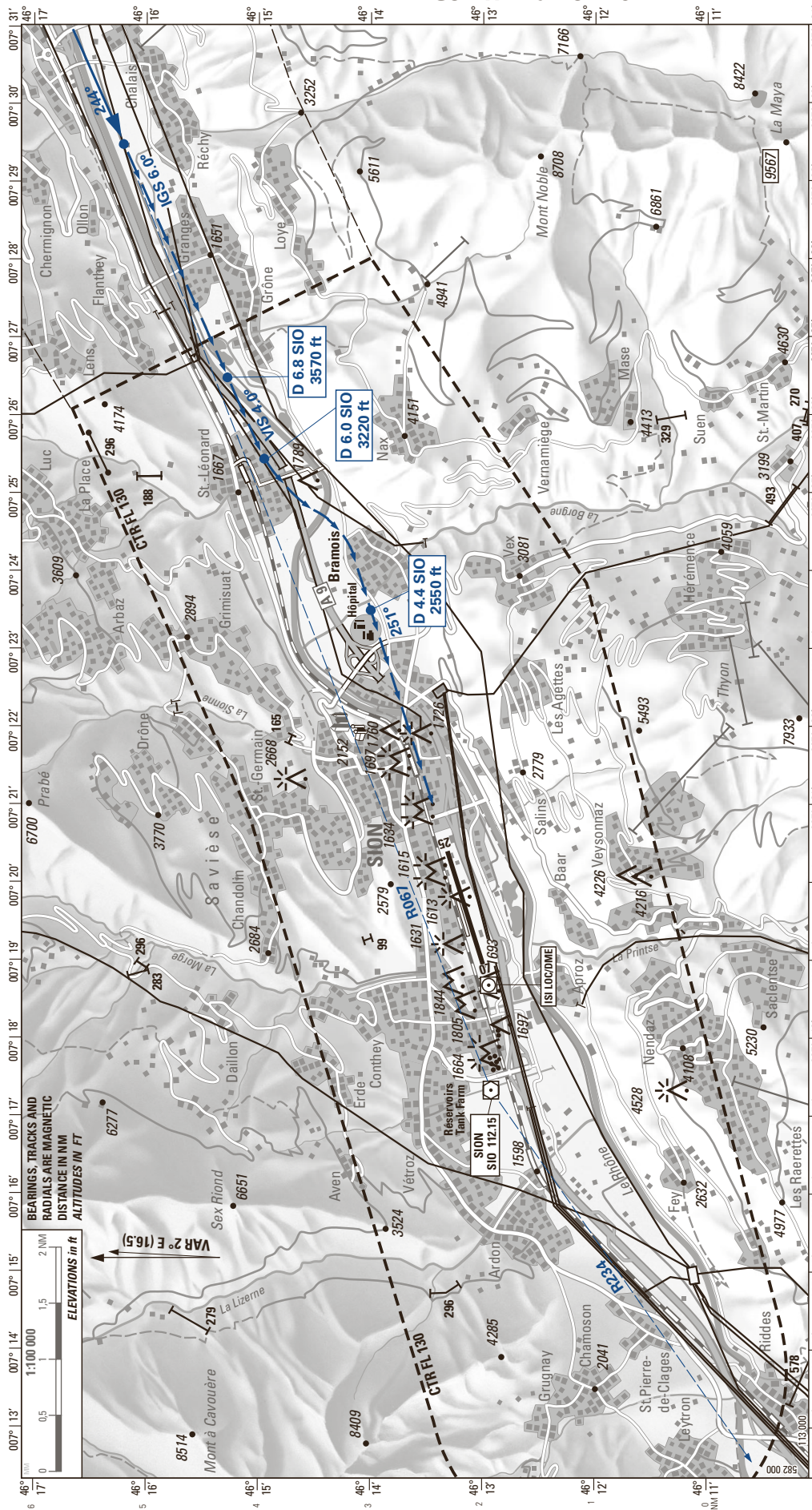
	7	8	9	10	12	14	16
DIST ISI	7	8	9	10	12	14	16
DIST THR	5.9	6.9	7.9	8.9	10.9	12.9	14.9
ALT FT	4030	4670	5310	5950	7220	8500	9780
DIST ISI	18	20	22	24	25	25.7	27.3
DIST THR	16.9	18.9	20.9	22.9	23.9	24.6	26.2
ALT FT	11050	12330	13610	14890	15530	16000	17000
REMARK	- APCH PROHIBITED IF GP U/S. - Table for temperature deviation from ISA. See LSGS AD 2.23.2. - Final APCH offset 6.5° from RCL. - If unable to comply with MAX HLDG speed, inform ATC.						
CAUTION	- This is not a standard APCH angle. - 3.8 NM BFR THR 25 Visual Segment Surface (VSS) penetrated by OBST up to 4370ft AMSL.						
NOTE	¹⁾ Special training required. ²⁾ Night circling prohibited. ⁴⁾ At ALETO, GP 15970. ³⁾ ACFT categories A, B with speed limit of 125kt and C with speed limit of 135kt.						

COR: completely revised (WEF 26MAR2020)

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IGS RWY 25 VIS APCH

SION



NOTE: The altitudes along the visual approach track are for pilots guidance only.
They are calculated with distance and approach angle (4.0°) and do not grant any terrain clearance according to PANS OPS.
LOC information unreliable between D0 ISI and D7 ISI,
use DME information only.

RMK: PAPI RWY 25 4.0° light beam is offset 5° north from runway axis.
CTN: ICAO obstacle protection surface and PAPI light beam are penetrated by topography starting east of Bramois village (D4.0 ISI).

COR: VAR, RDL, HDG, OBST (WEEF 26MAR2020)
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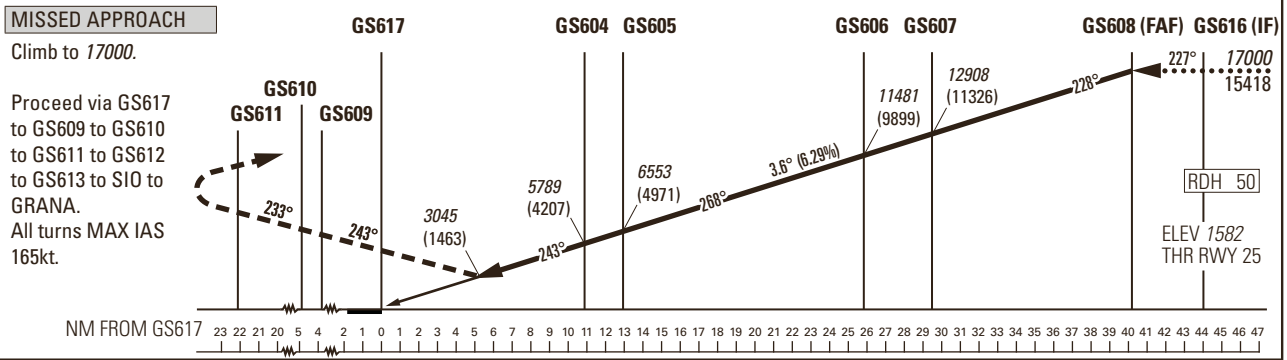
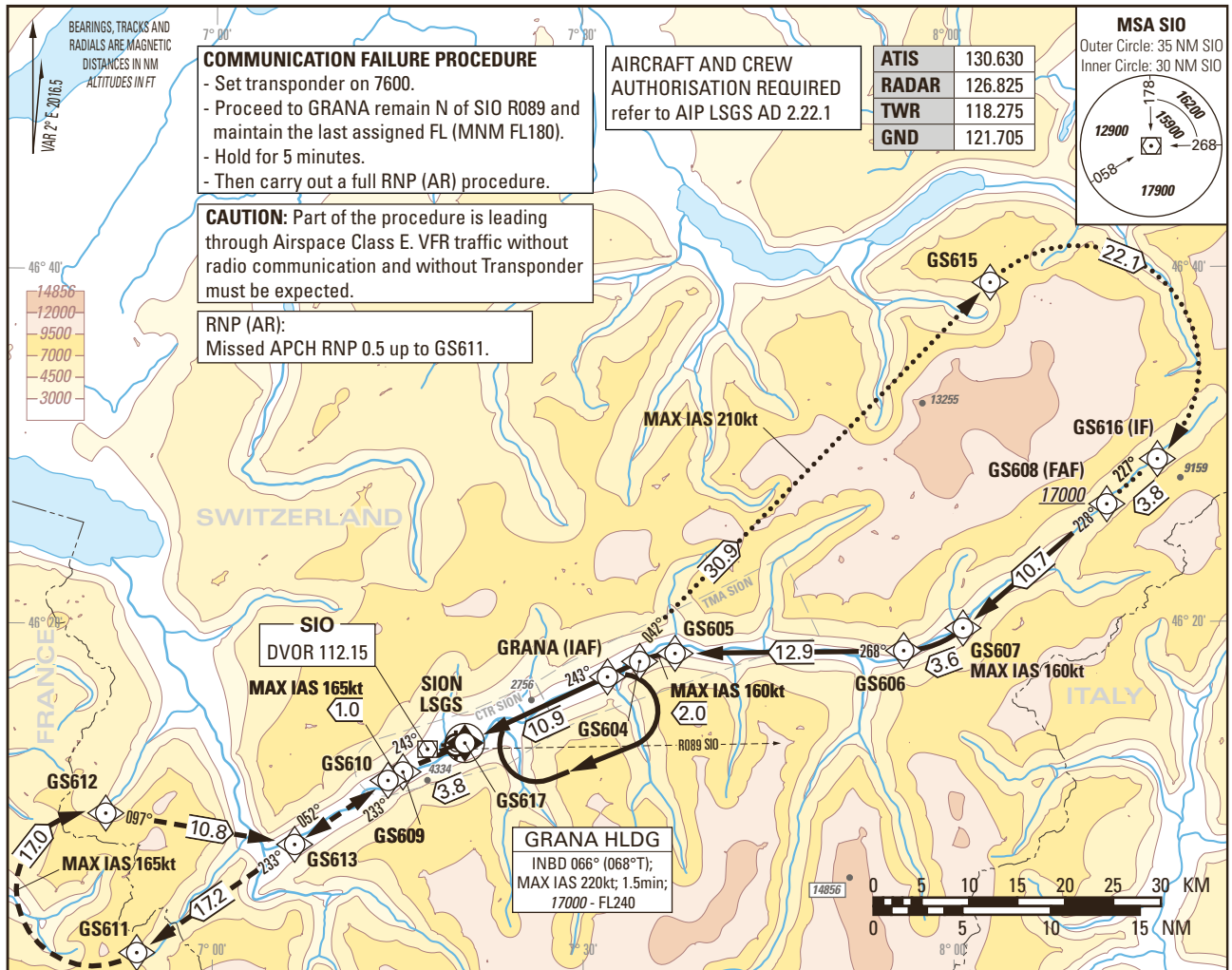
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1582ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION LSGS
RNP RWY 25 (AR)
OFFSET 8° RIGHT
ACFT CAT A/B/C



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)		
		A	B	C
5.0%	RNP (AR)	3071 (1489)	3084 (1502)	3098 (1516)
		DECISION ALTITUDE (HEIGHT)		
5.0%	RNP (AR)	3071 (1489)	3084 (1502)	3098 (1516)

Missed APCH WPT	GS617	GS609	GS610	GS611	GS612	GS613	SIO	GRANA
recommended CROSSING ALTITUDE (HEIGHT) for Missed APCH climb gradient 5.0%	3699 (2117)	4866 (3284)	5158 (3576)	10375 (8793)	15546 (13964)		17000 (15418)	

ROD	GS kt	80	100	120	140	160
	FT/MIN	510	640	760	890	1020

REMARK

- APCH not authorized when airport temperature below -20°C or above +47°C.
- RNP (AR) RDH = 50 (PAPI MEHT = 40ft).
- PAPI 4.0° not coincident with VPA.
- 0.1 NM BFR THR 25 Visual Segment Surface (VSS) penetrated by trees up to 1670ft AMSL.

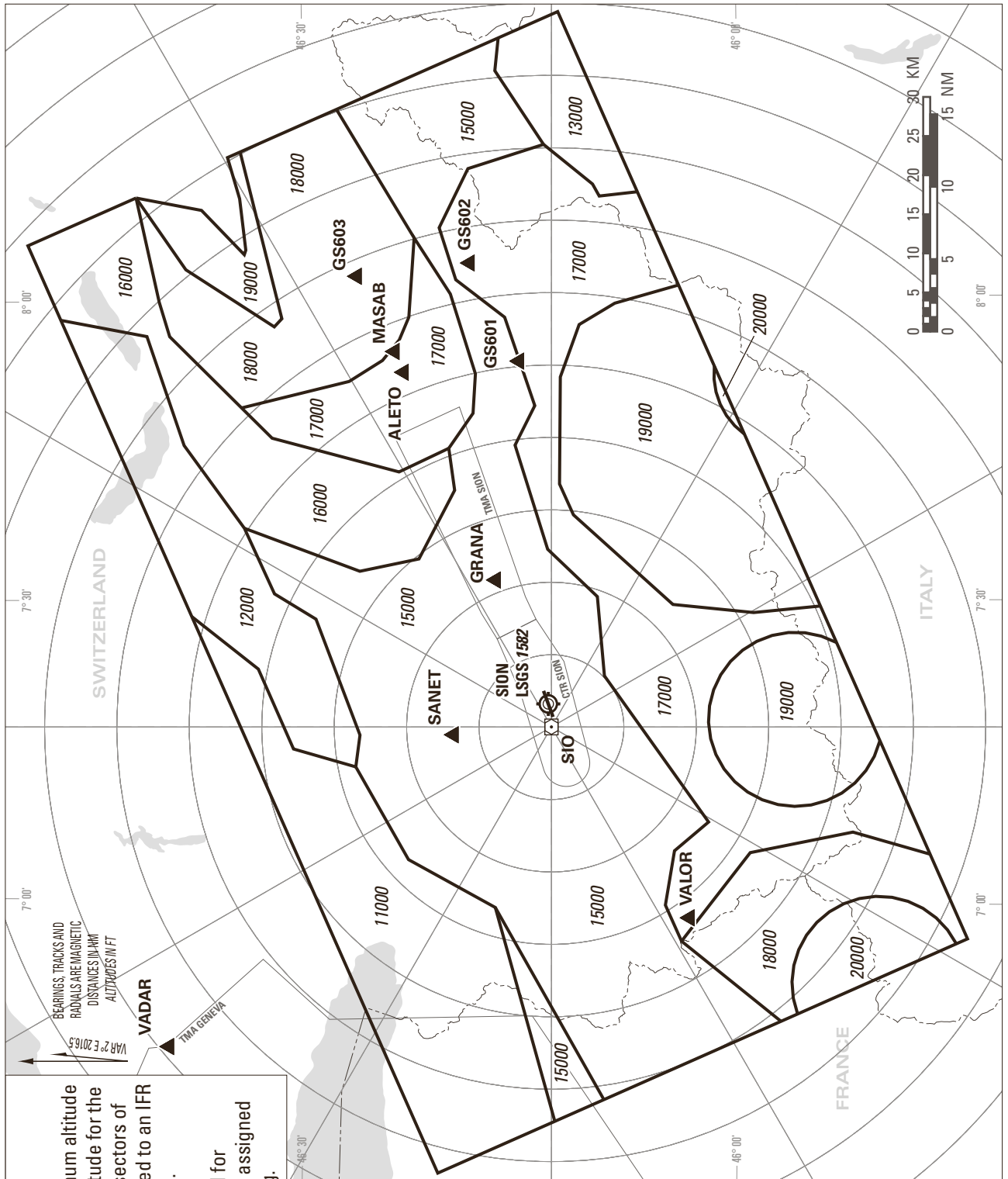
CAUTION

- On 3.6° APCH angle and GS > 150kt resulting ROD will be > 1000ft/min.
- Final APCH track offset by 8° right from RCL intercepting the RCL 80m BFR the THR.

COR: completely revised (WEF 26MAR2020)

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART (ADTEMPERATURES FROM -15° TO -7°C)



NOTES:
The ATC surveillance minimum altitude chart shows the lowest altitude for the APPROACH / DEPARTURE sectors of LSGS which may be assigned to an IFR flight under radar vectoring.
The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSGS QNH.
Transition ALT : 17000

Minimum altitudes are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

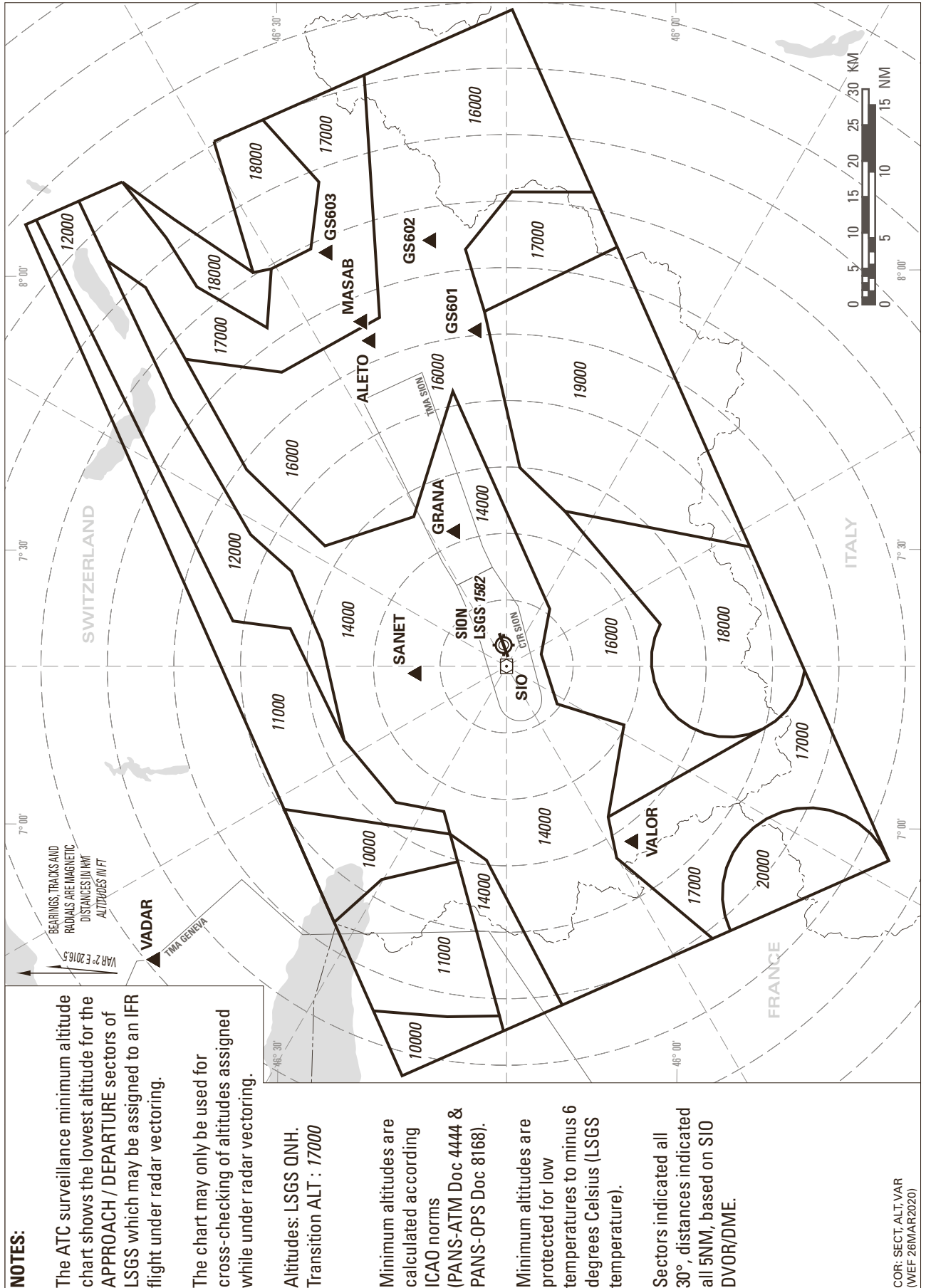
Minimum altitudes are protected for low temperatures from minus 15 to minus 7 degrees Celsius (LSGS temperature).

Sectors indicated all 30°, distances indicated all 5NM, based on SIO DVOR/DME.

COR: ALT, VAR (WEG 26MAR2020)

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART (ADTEMPERATURES -6°C AND ABOVE)



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