

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

007° 19' 40"

007° 19' 20"

007° 19' 00"

007° 19' 20"

007° 19' 40"

Surface	
Apron	CONC / ASPH
TWY	CONC / ASPH

For OBST see AIP LSGS AD 2.10

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YZC	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	✓

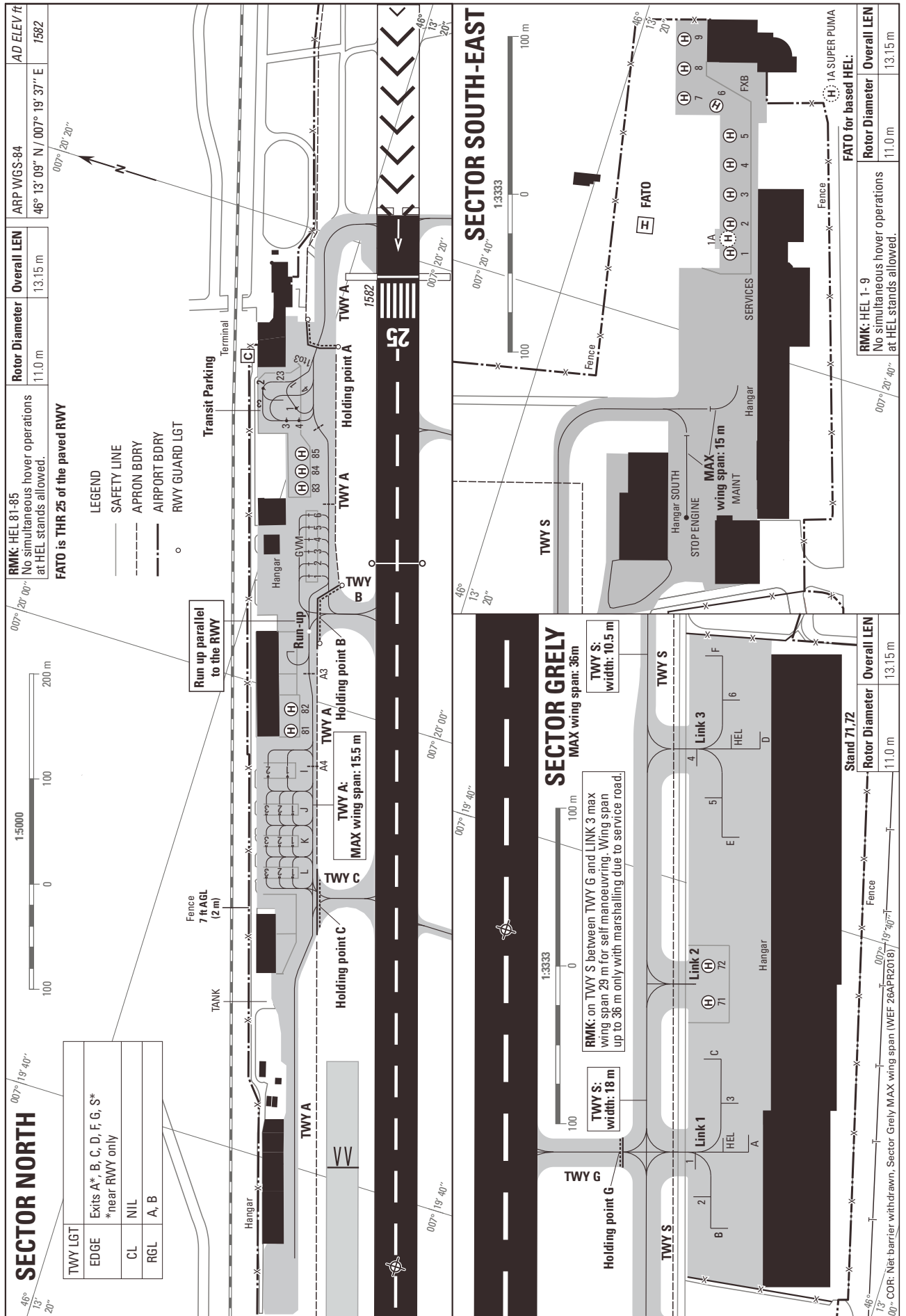
TWY LGT	
EDGE	Exits A*, B, C, D, F, G, S* *near RWY only
CL	NIL
RGL	A, B

RMK:
ACFT 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COR: Net barrier withdrawn, CWY (WVEF 26APR2018)

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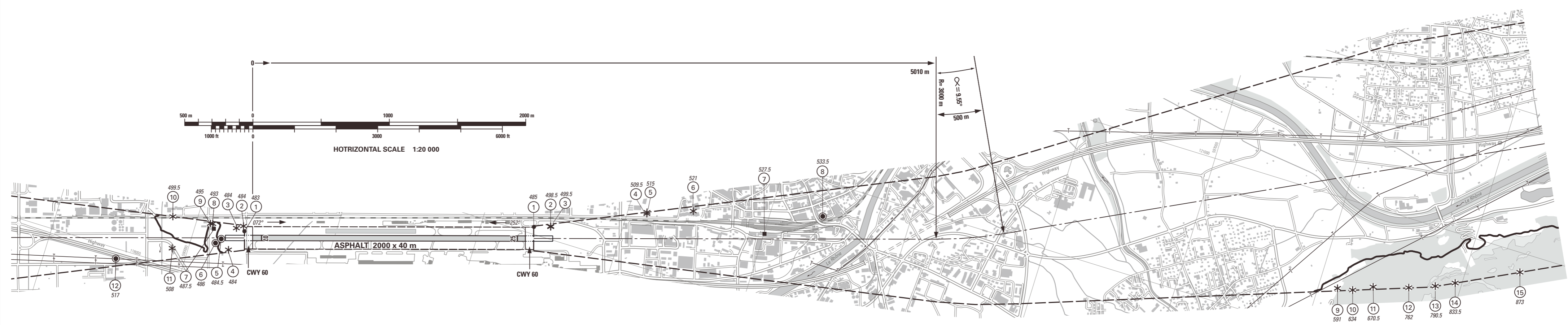
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VAR 1° E (2011)

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


COR: Declared distances, CWY, RMK (WEF 26APR2018)

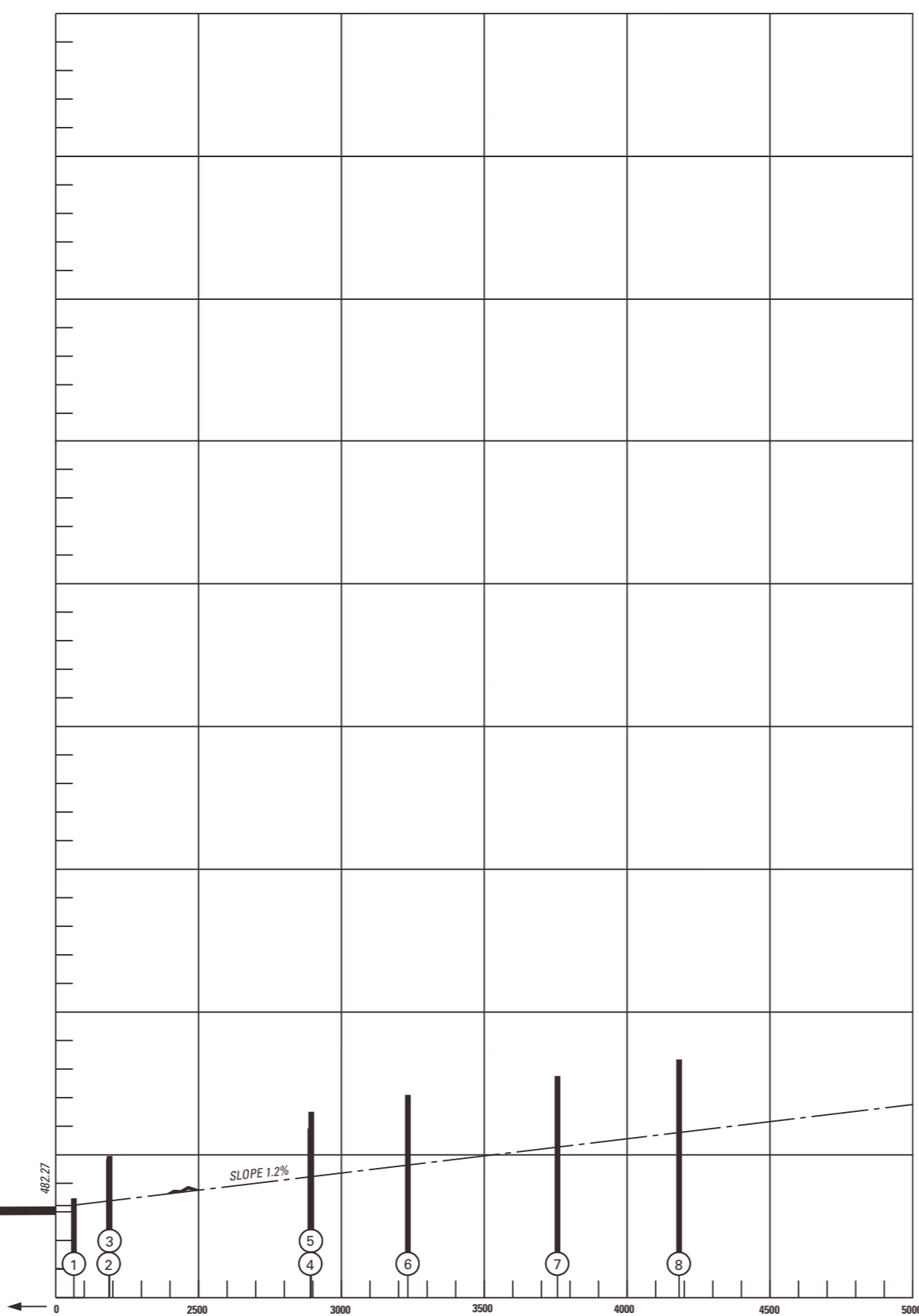
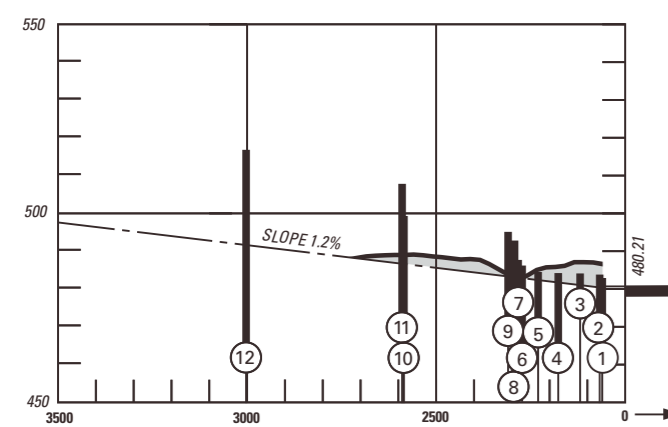
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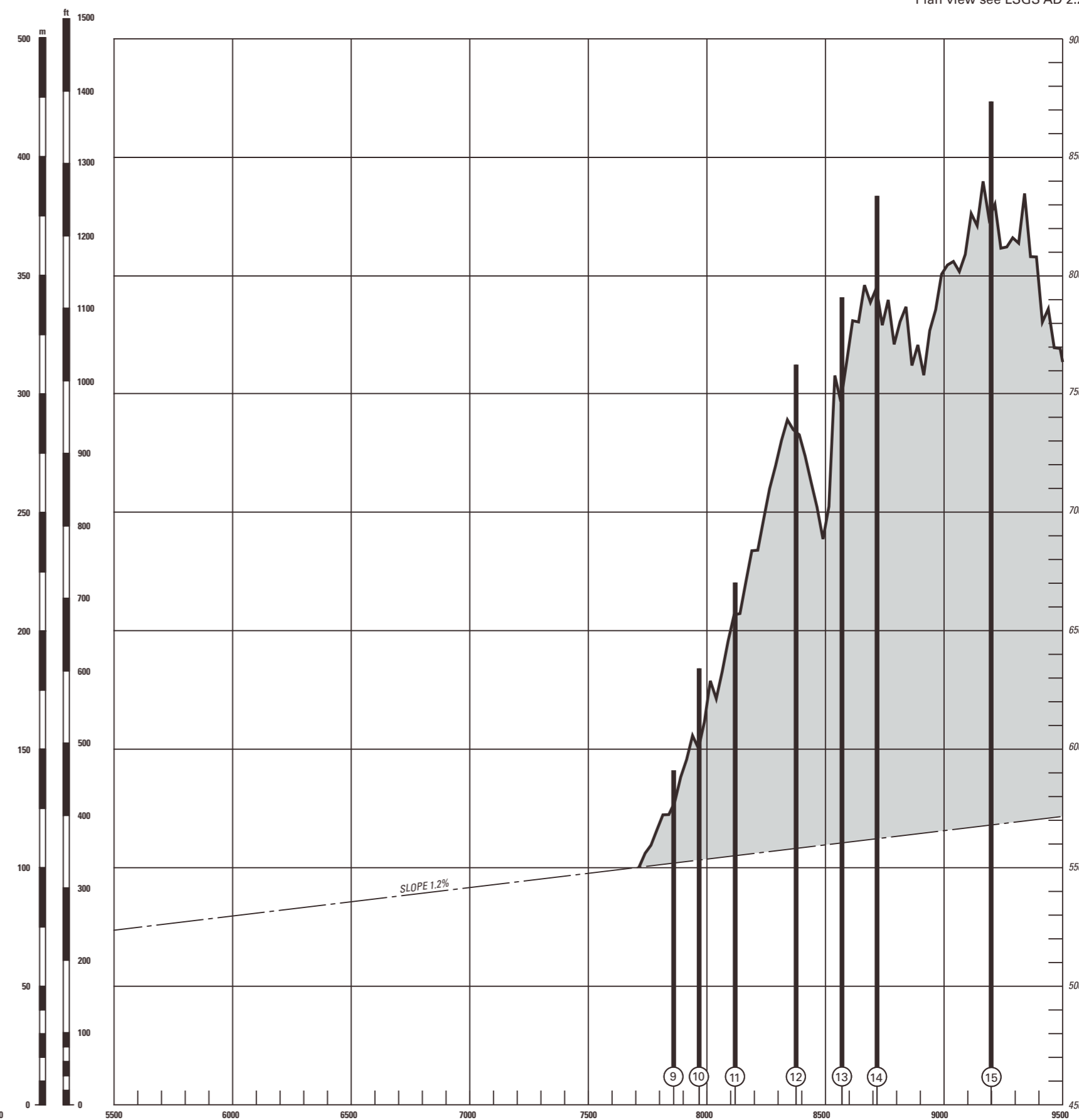
Plan view see LSGS AD 2.24.4-1

PROFILE RWY: 07-25

① Identification number
 Terrain penetrating obstacle plane



VERTICAL SCALE
1 : 2000



COR: THR ELEV (WEF 08DEC2016)

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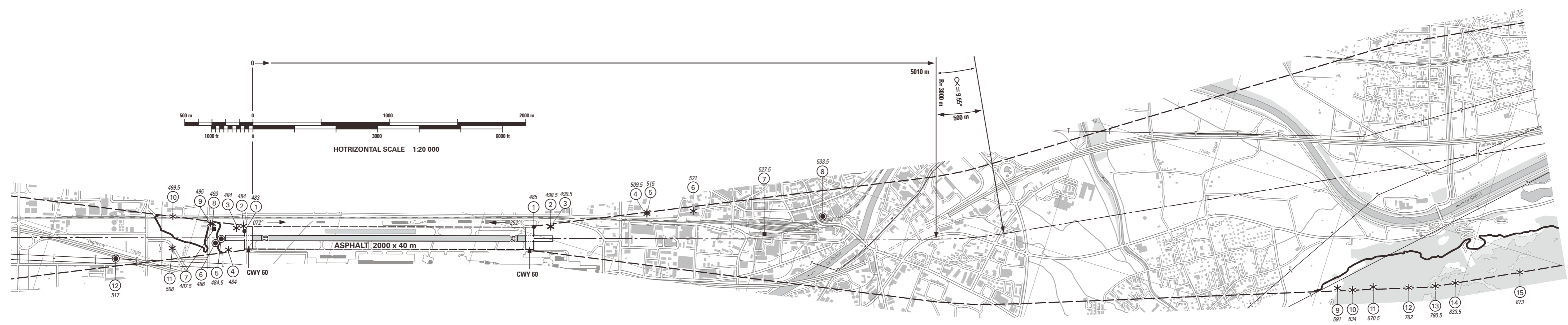
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OBST ELEV in m
AD ELEV in m
ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS


COR: Declared distances, CWY, RMK (WEF 26APR2018)

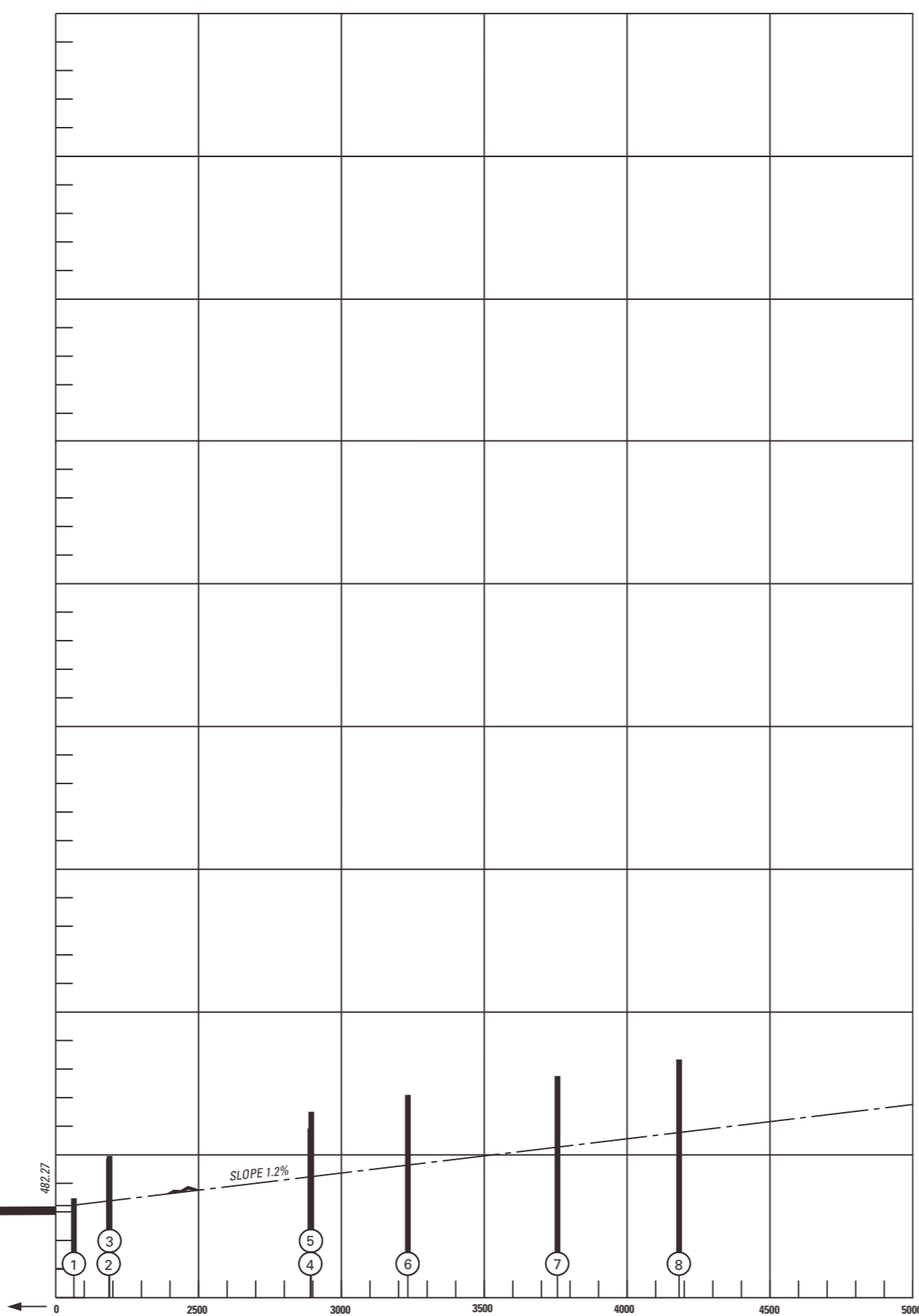
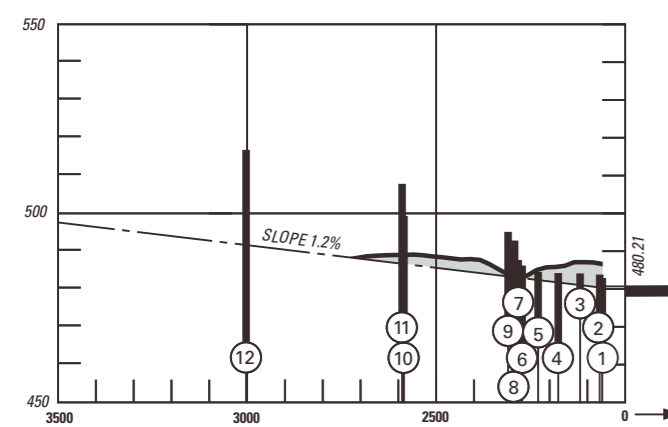
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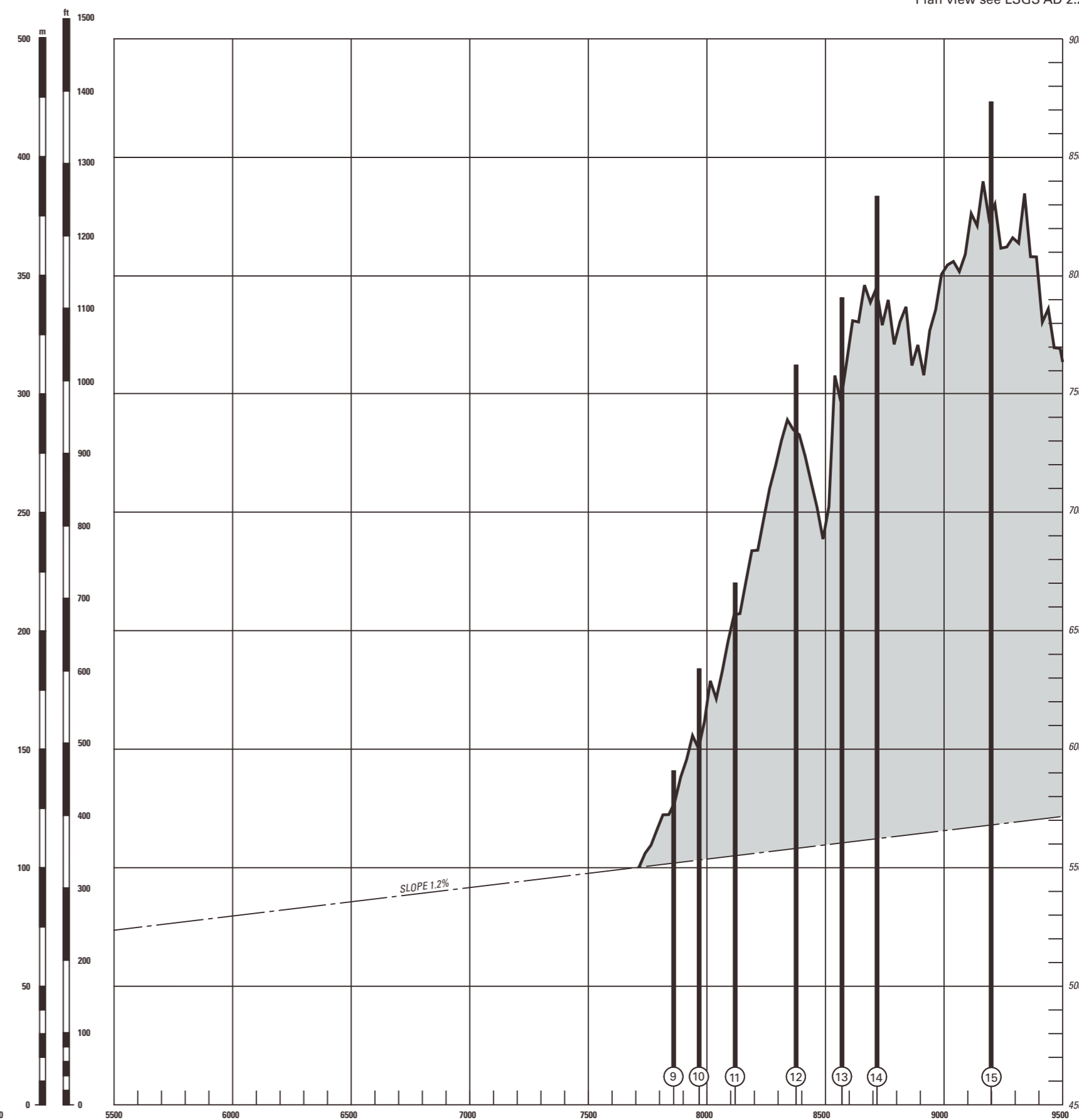
Plan view see LSGS AD 2.24.4-1

PROFILE RWY: 07-25

① Identification number
 Terrain penetrating obstacle plane



VERTICAL SCALE
1 : 2000



COR:THR ELEV (WFO 08DEC2016)

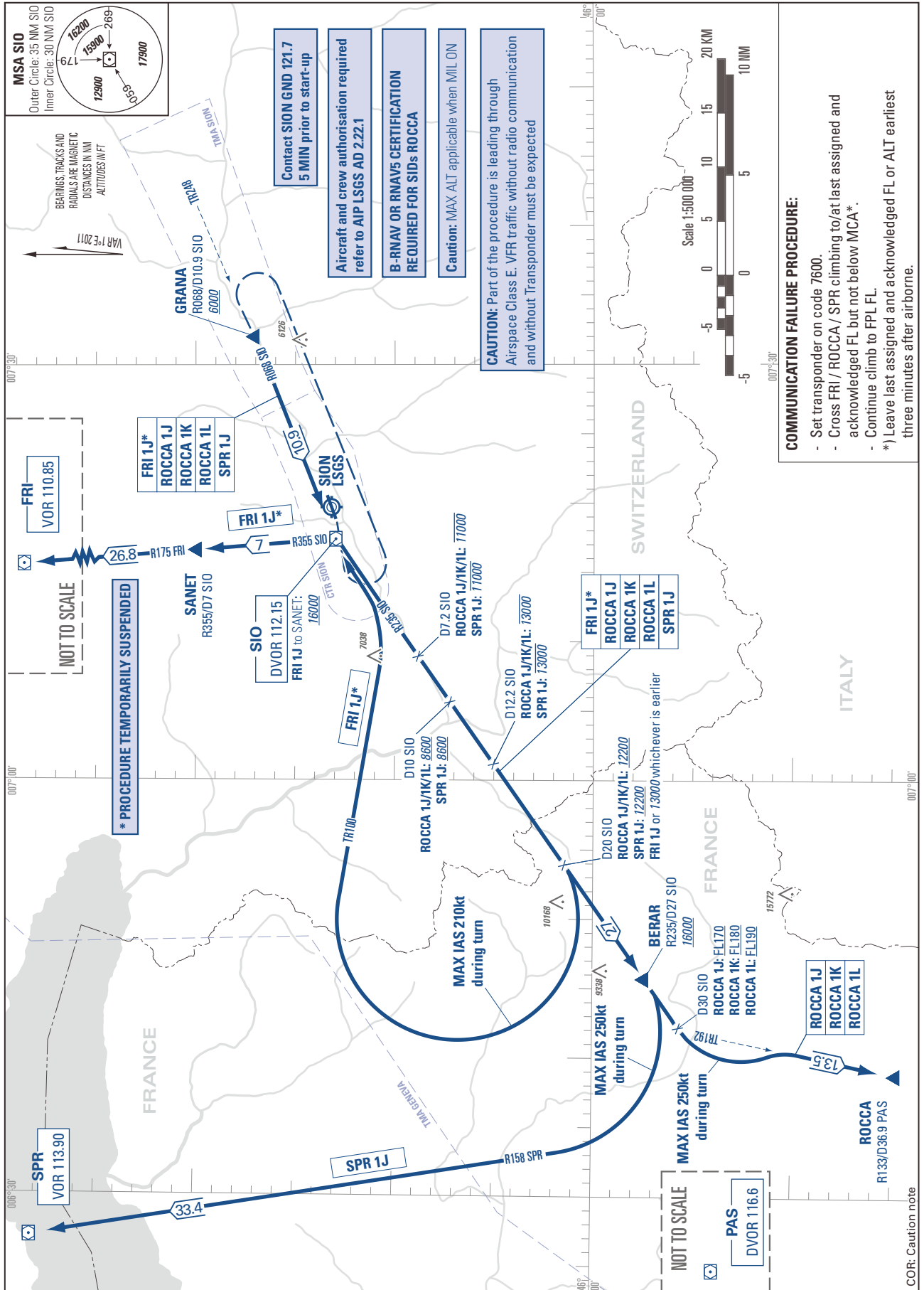
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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION LSGS
SID RWY 07/25

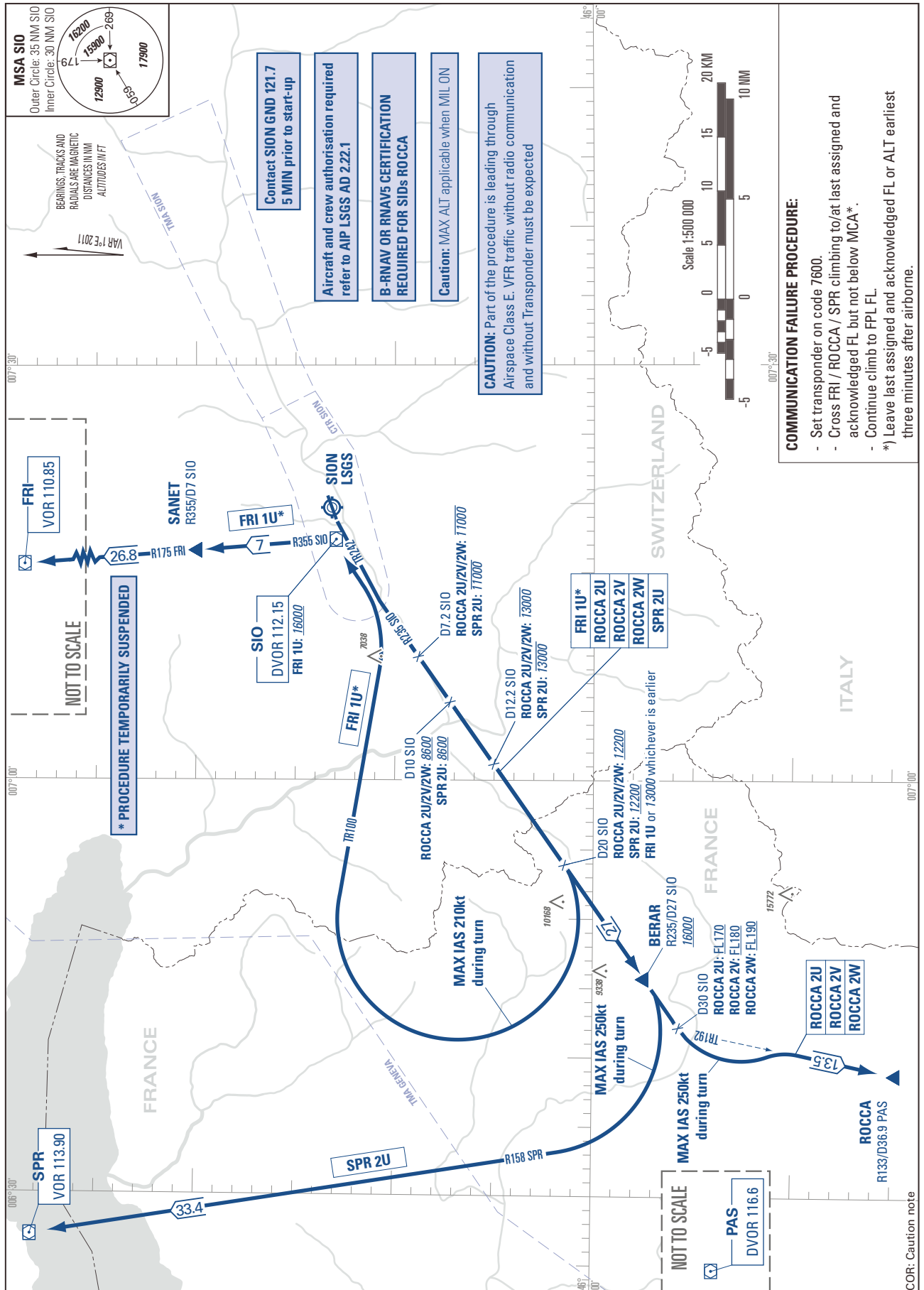


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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION LSGS
HIGH PERFORMANCE
SID RWY 25

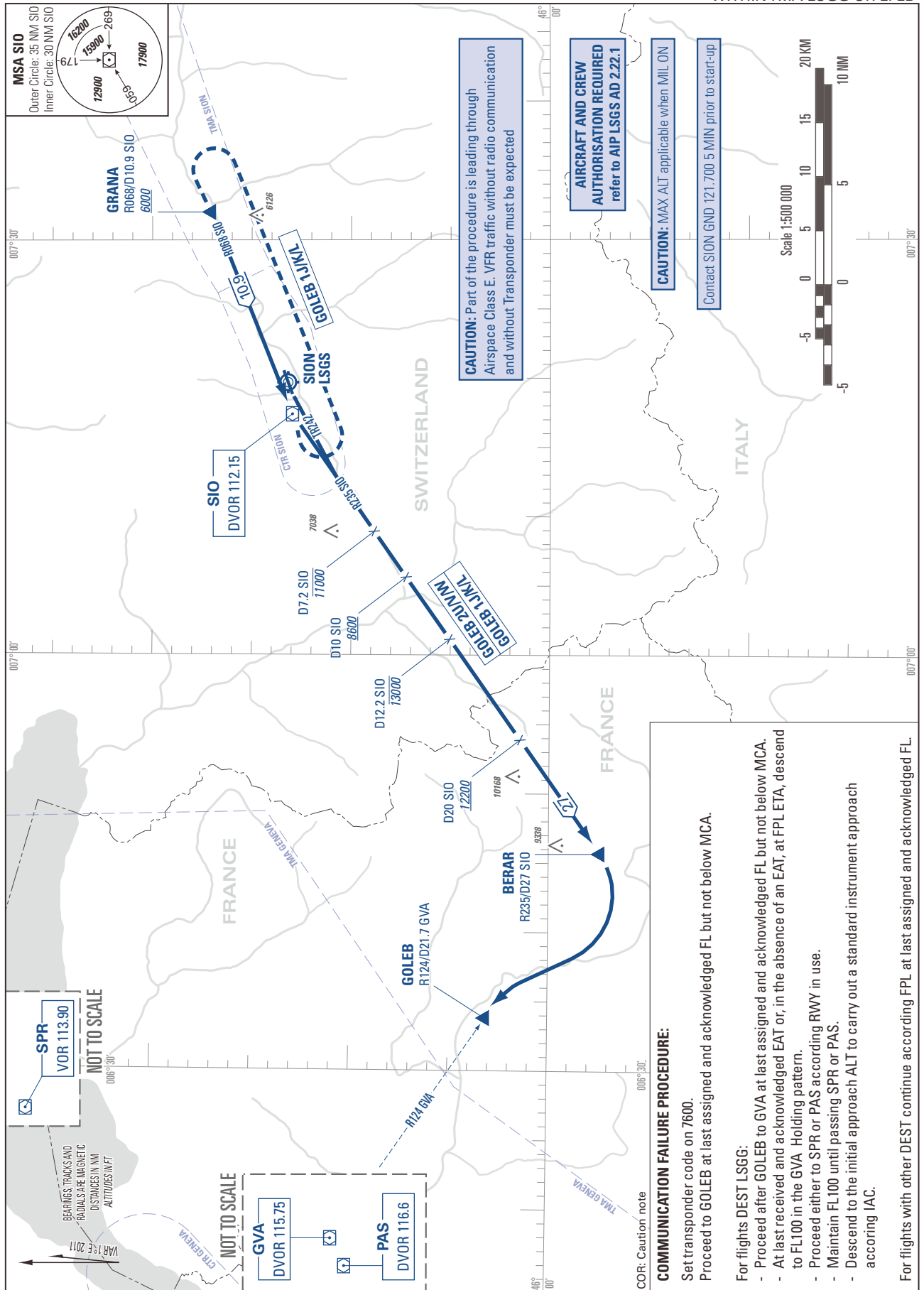


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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 13000

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

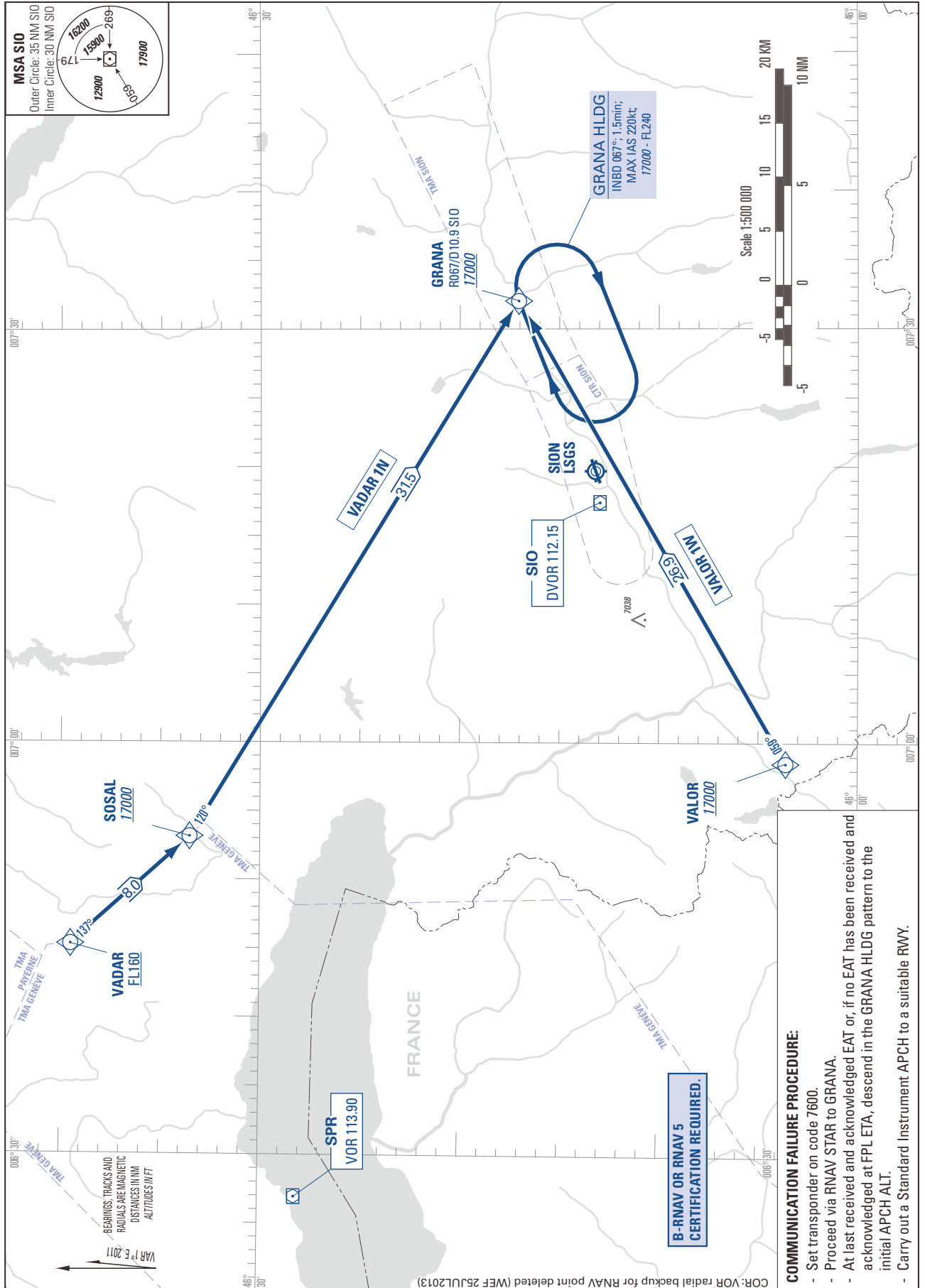


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STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

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



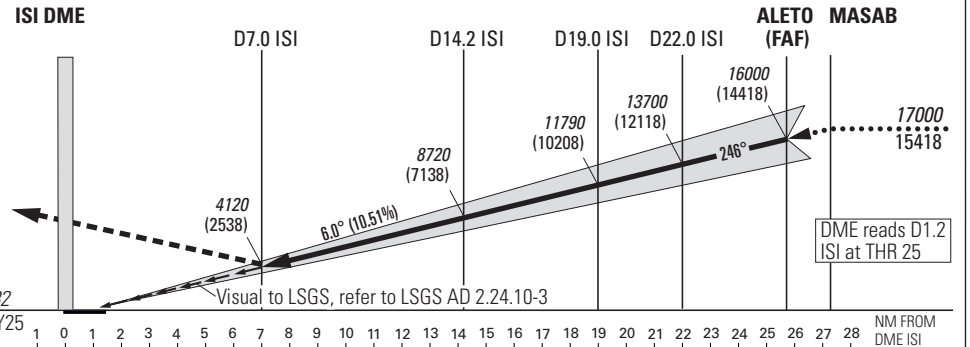
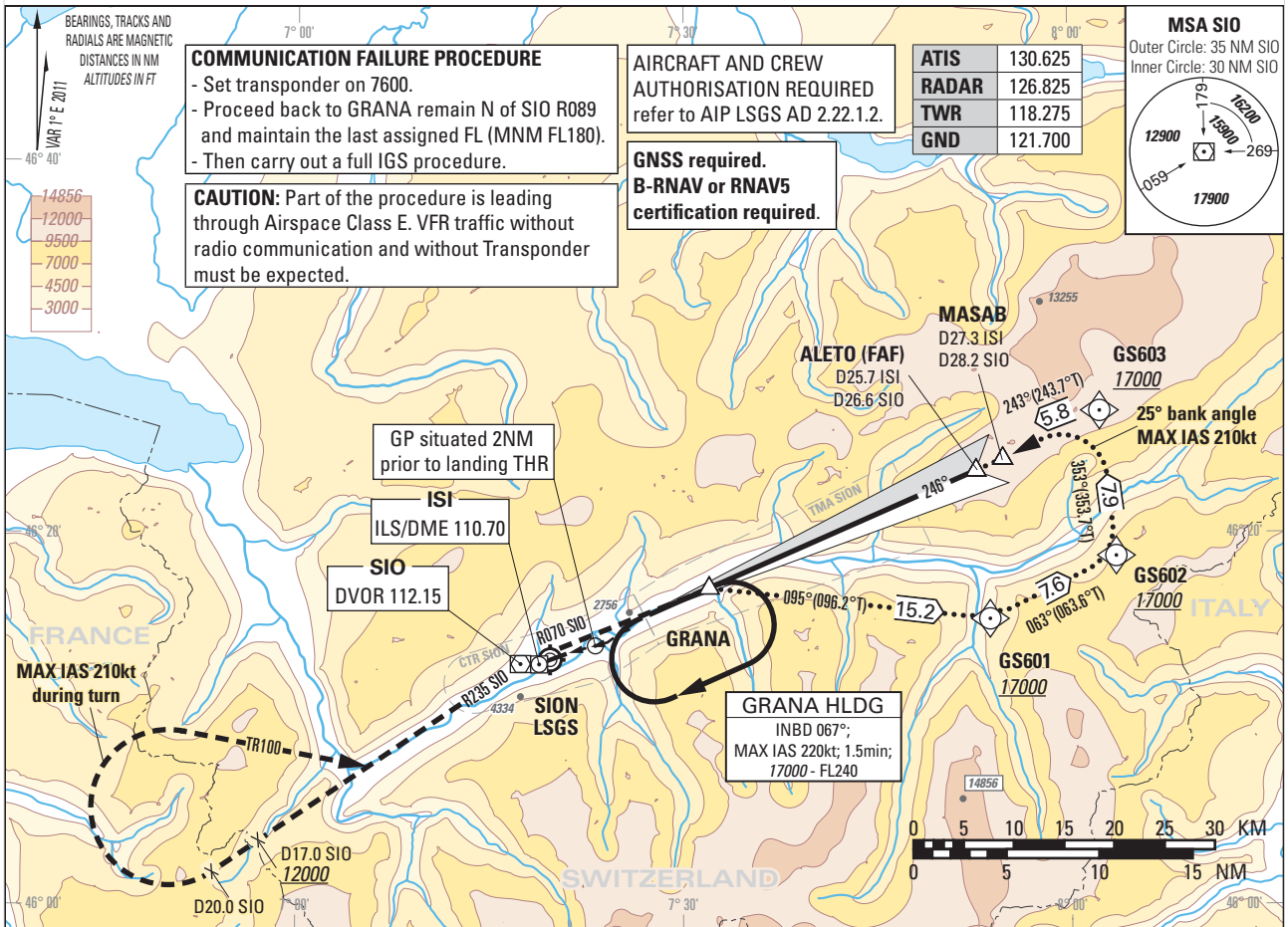
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Instrument Approach Chart
(IAC) - ICAO
(IGS instruction: see LSGS AD 2.22)

AD ELEV 1582ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

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



DIST ISI	7	8	9	10	12	14	16
DIST THR	5.8	6.8	7.8	8.8	10.8	12.8	14.8
ALT FT	4020	4660	5300	5930	7210	8490	9770
DIST ISI	18	20	22	24	25	25.7	27.3
DIST THR	16.8	18.8	20.8	22.8	23.8	24.5	26.1
ALT FT	11040	17320	13700	14870	15510	15960	16980

REMARK
 - APCH PROHIBITED IF GP U/S.
 - Table for temperature deviation from ISA. See LSGS AD 2.23.2.
 - Final approach offset 7° from RWY centerline.
 - If unable to comply with MNM HLDG speed, inform ATC.

CAUTION
 - This is not a standard approach angle.
 - VSS (Visual Segment Surface) not free of OBST (see Visual Chart).

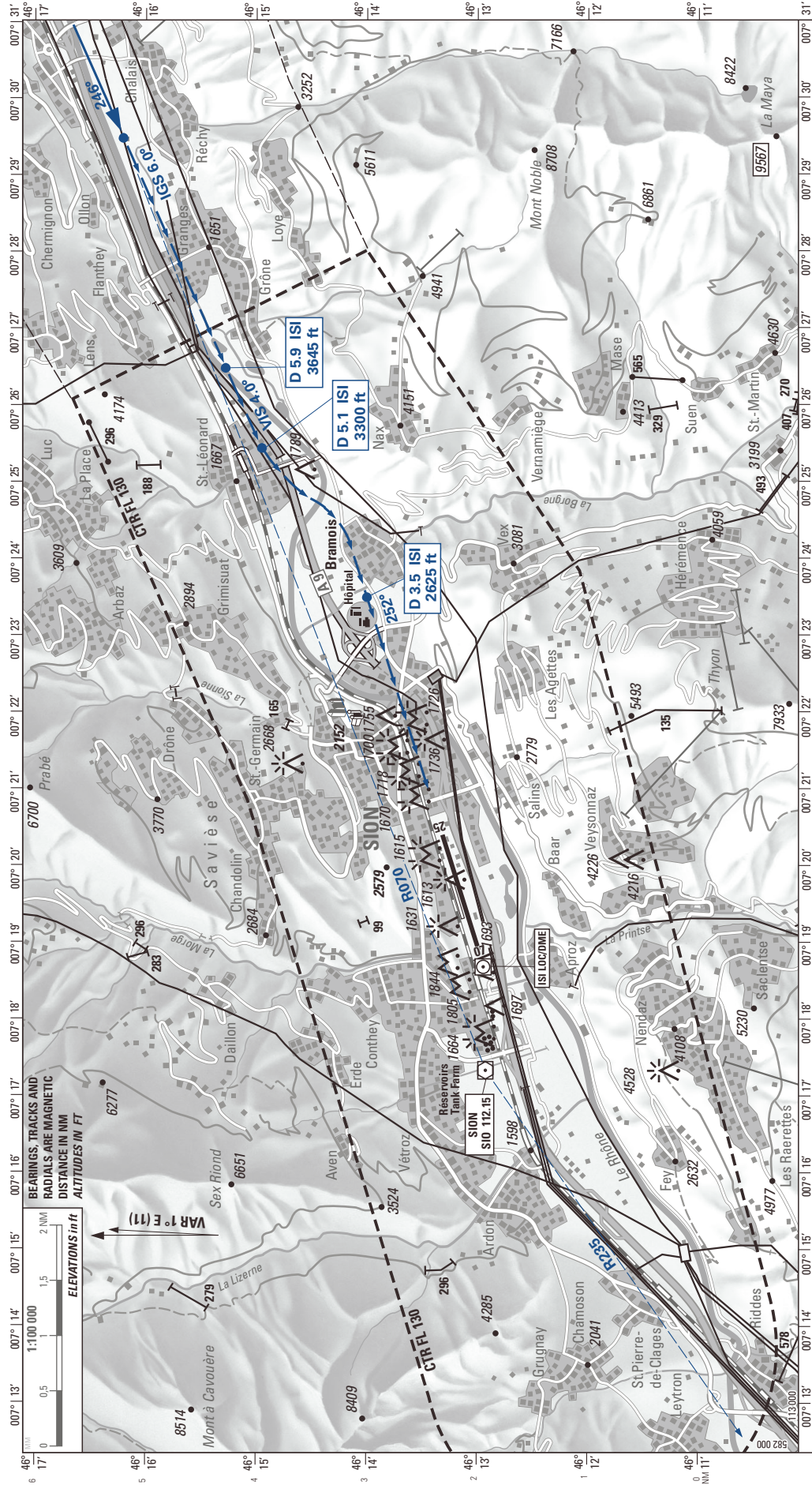
NOTE
¹⁾ Special training required.
²⁾ Night circling prohibited.
³⁾ ACFT categories A, B and C with max circling speed «CAT B».

COR: Caution text box (WEF 26APR2018)

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IGS RWY 25 VIS APCH

SION



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).

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.

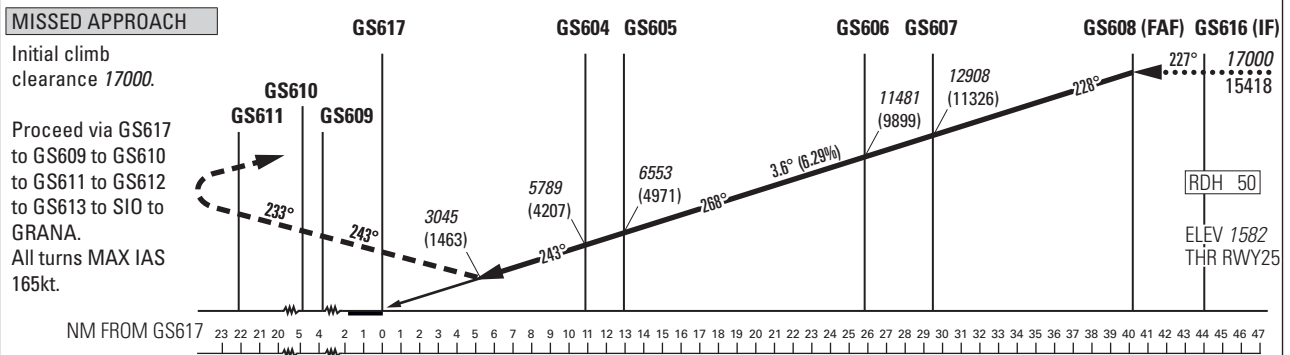
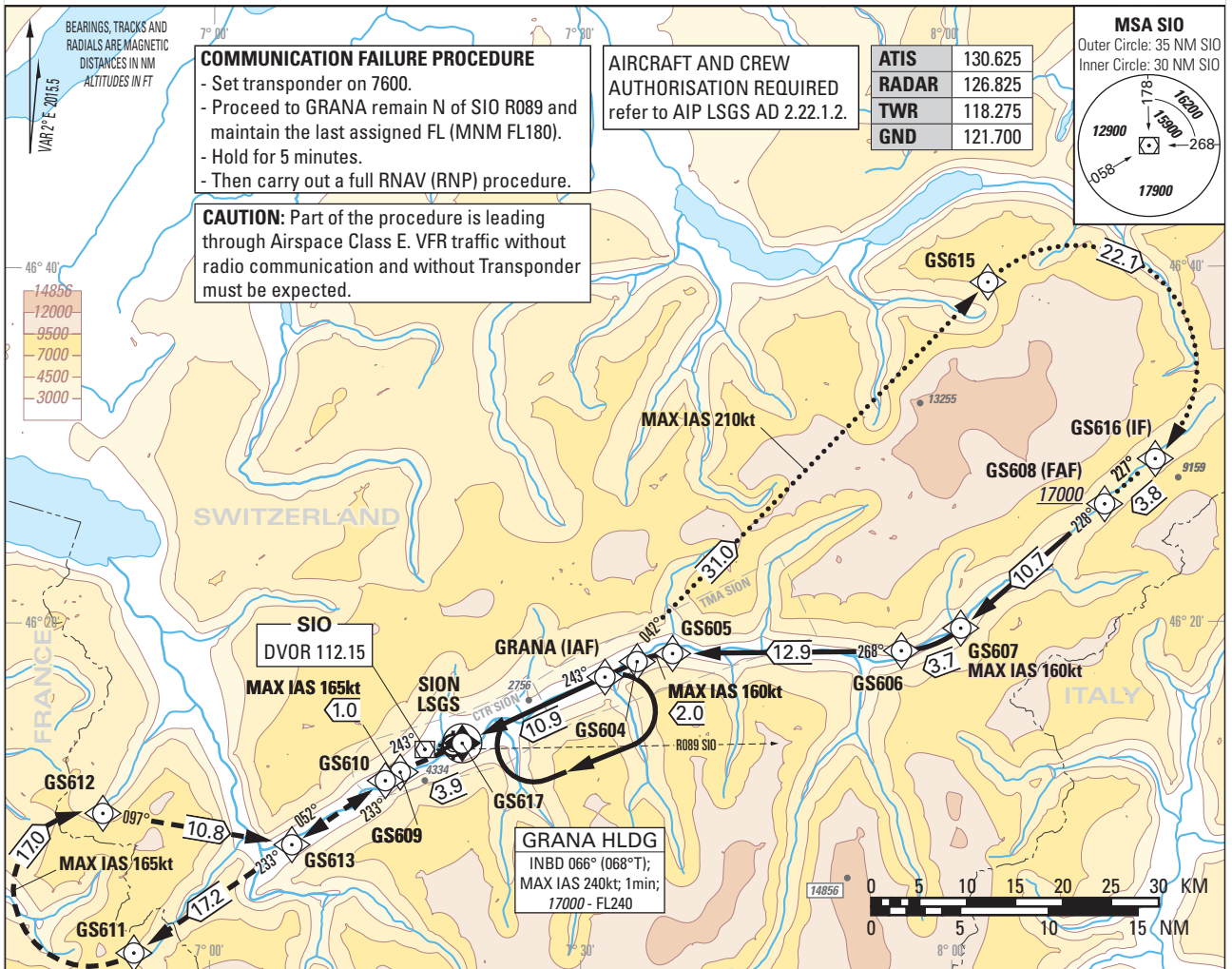
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1582ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION LSGS
RNAV (RNP) RWY 25
ACFT CAT A/B/C



DECISION ALTITUDE (HEIGHT)	Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
		A	B	C
RNP AR 0.3	5.0%	3045 (1463)	3058 (1476)	3071 (1489)

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

Missed APCH WPT	GS609	GS610	GS611	GS612
recommended CROSSING ALTITUDE (HEIGHT) for Missed APCH climb gradient 5.0%	5050 (3470)	5340 (3760)	10560 (8980)	15710 (14130)

REMARK

- Approach not authorized when airport temperature below -18°C or above +37°C.
- RNP AR RDH = 50 (PAPI MEHT = 40ft).
- PAPI 4.0° not coincident with VPA.
- RNP 0.5 in Missed-Approach up to GS611.
- VSS (Visual Segment Surface) free of obstacles.

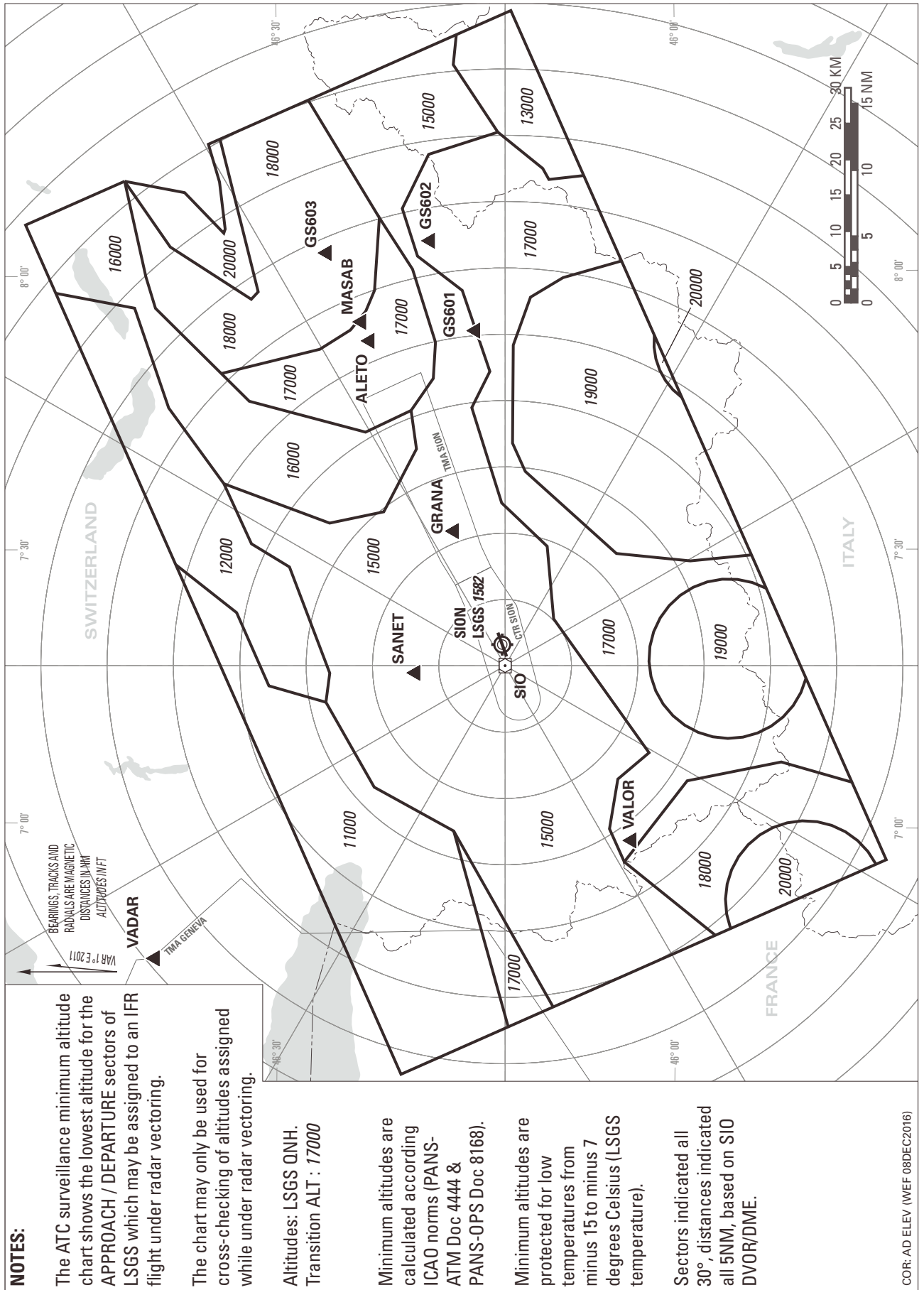
CAUTION

- On 3.6° APCH angle and GS > 150kt resulting ROD will be > 1000ft/min.

COR: Caution text box (WEF 26APR2018)

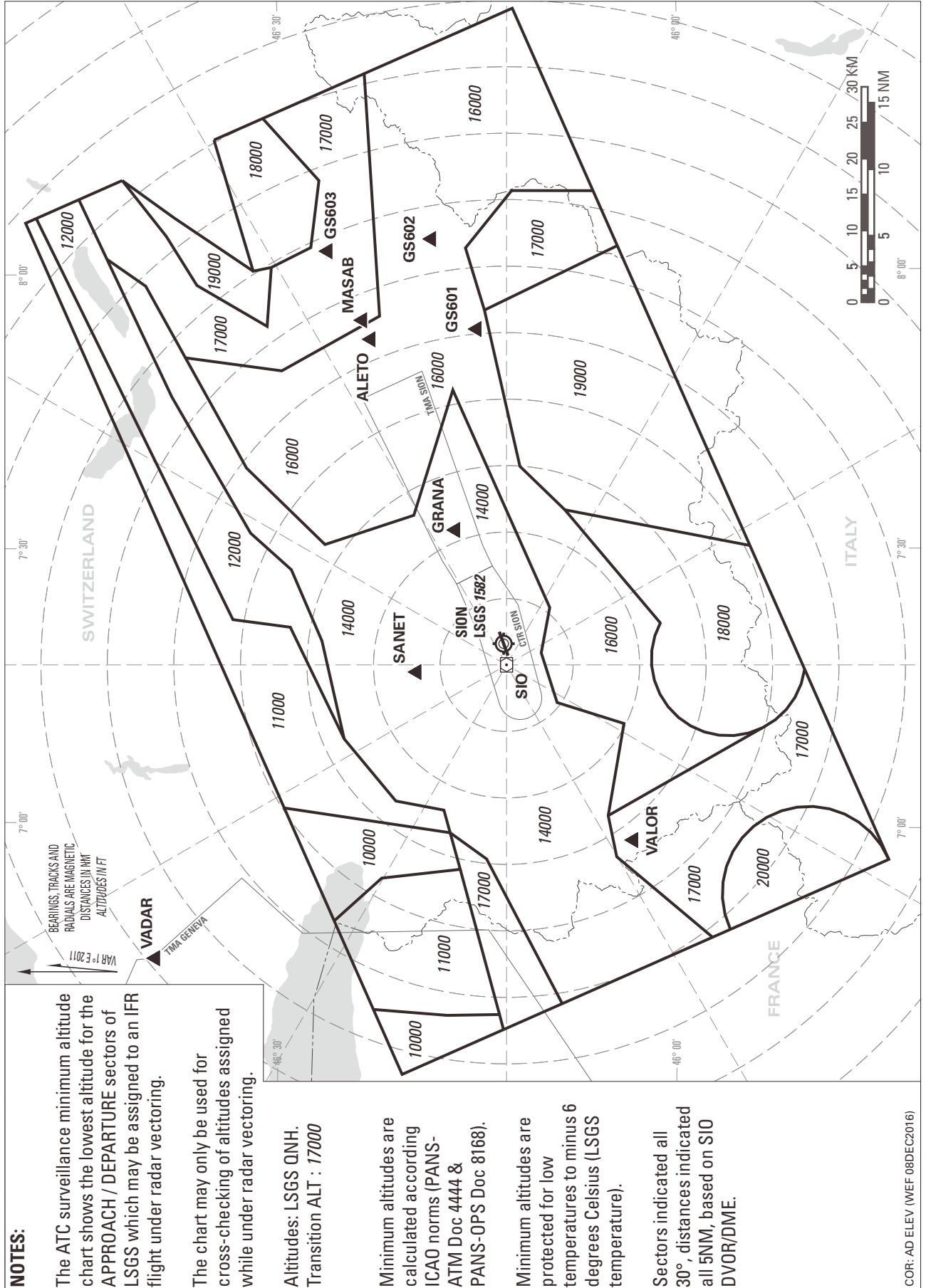
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ATC SURVEILLANCE MINIMUM ALTITUDE CHART (ADTEMPERATURES FROM -15° TO -7°C)



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



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