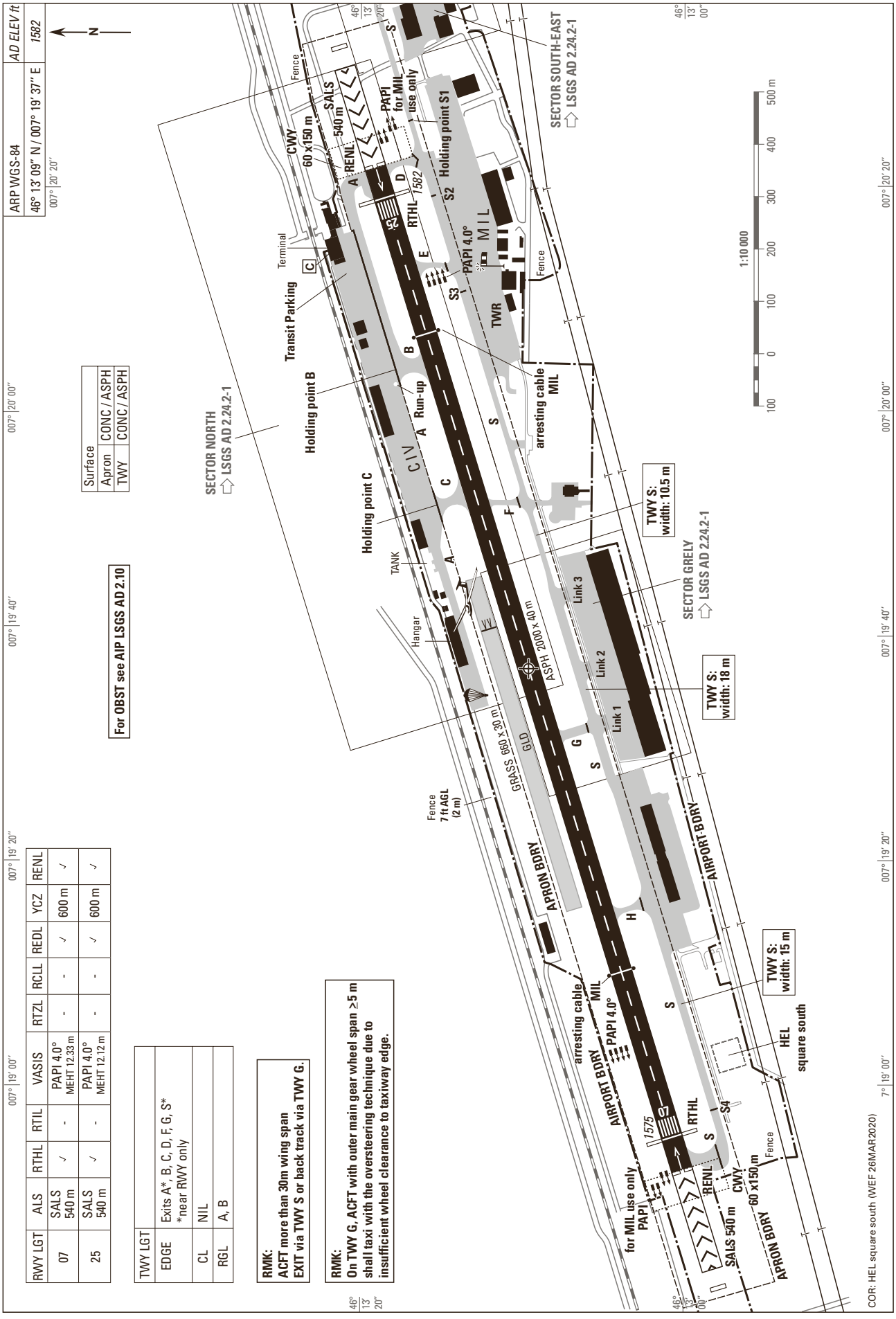

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
07	SALS 540 m	✓	-	PAPI 4.0° MEHT 12.33 m	-	-	✓	600 m	✓
25	SALS 540 m	✓	-	PAPI 4.0° MEHT 12.12 m	-	-	✓	600 m	✓

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.

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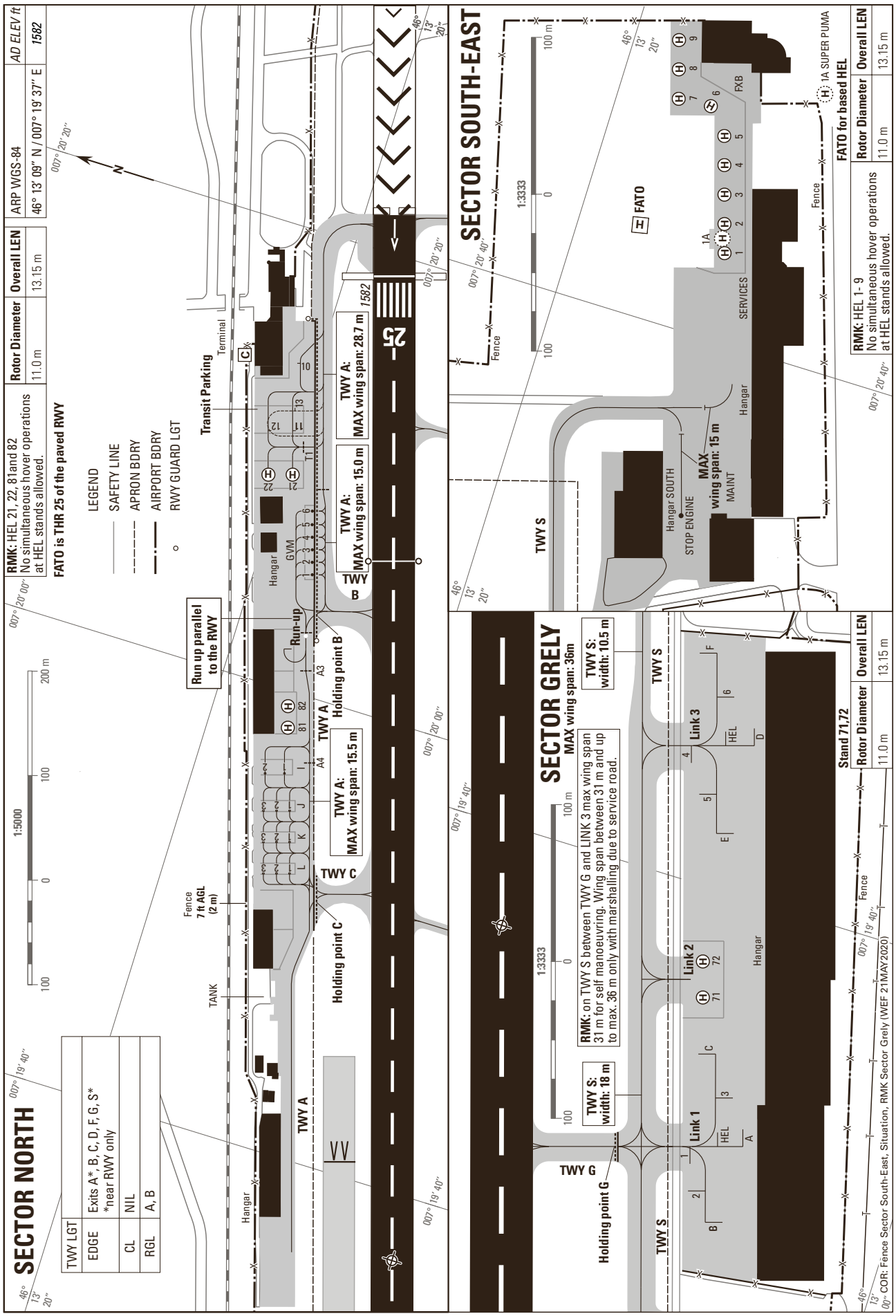
SECTOR NORTH
SECTOR GRELY
SECTOR SOUTH-EAST
AD ELEV ft 1582
ARP WGS-84 46° 13' 09" N / 007° 19' 37" E
Rotor Diameter 11.0 m
Overall LEN 13.15 m
RMK: HEL 21, 22, 81 and 82 No simultaneous hover operations at HEL stands allowed.
FATO is THR 25 of the paved RWY
LEGEND
SAFETY LINE
APRON BDRY
AIRPORT BDRY
RWY GUARD LGT
TWY LGT
EDGE Exits A*, B, C, D, F, G, S* *near RWY only
CL NIL
RGL A, B
1:5000
Transit Parking
Terminal
Run up parallel to the RWY
Run-up
Fence 7 ft AGL (2 m)
TANK
Hangar
GVM
TWY A
TWY B
TWY C
Holding point B
Holding point C
TWY A: MAX wing span: 15.5 m
TWY A: MAX wing span: 15.0 m
TWY A: MAX wing span: 28.7 m
25
1582
1:3333
RMK: on TWY S between TWY G and LINK 3 max wing span 31 m for self manoeuvring. Wing span between 31 m and up to max. 36 m only with marshalling due to service road.
TWY S: width: 18 m
TWY S: width: 10.5 m
MAX wing span: 36m
TWY G
Holding point G
Link 1
Link 2
Link 3
Stand 71,72
TWY S
Hangar
Fence
H FATO
1A SUPER PUMA
FXB
SERVICES
Hangar SOUTH
STOP ENGINE
MAX wing span: 15 m
MAINT
FATO for based HEL
RMK: HEL 1- 9 No simultaneous hover operations at HEL stands allowed.
COR: Fence Sector South-East, Situation, RMK Sector Grely (WEF 21MAY2020)

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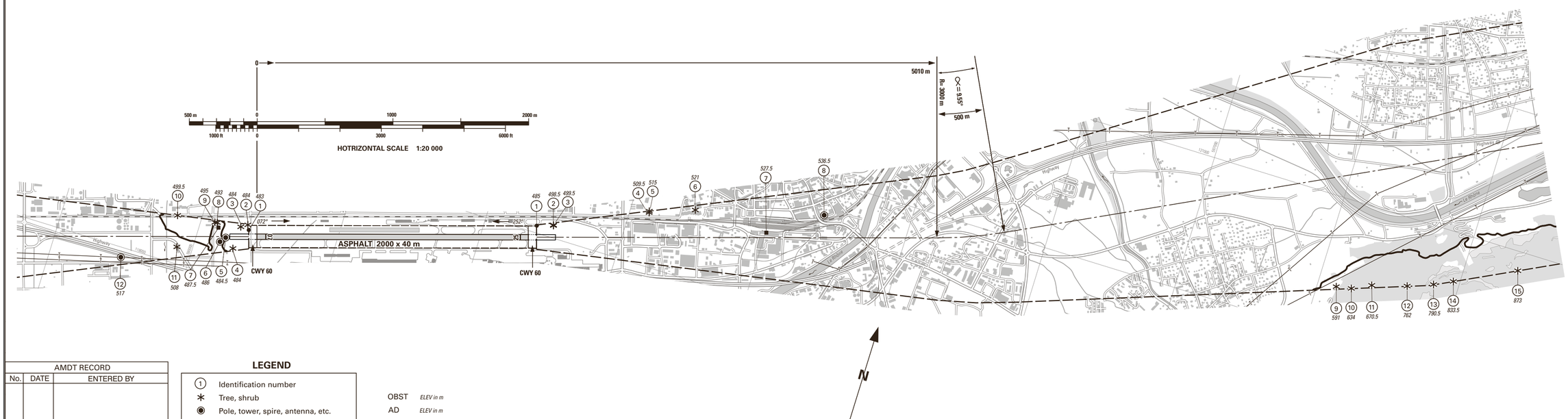
VAR 2° E (2016.5)

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

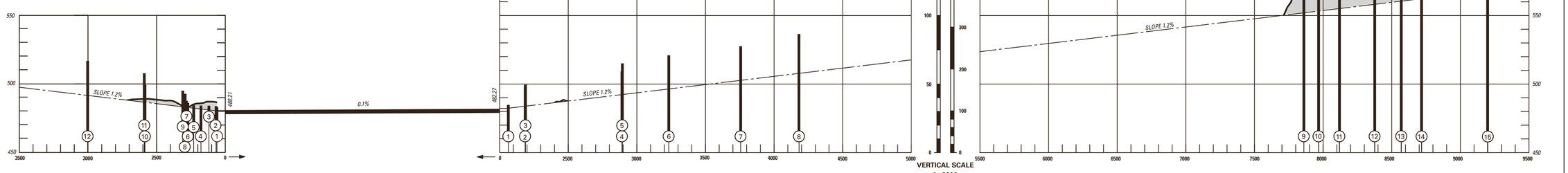
COR: VAR (WEF 21MAY2020)

14th Edition

Plan view see LSGS AD 2.24.4-1

PROFILE RWY: 07-25

① Identification number
Terrain penetrating obstacle plane



COR: OBST ELEV (WEF 25APR2019)

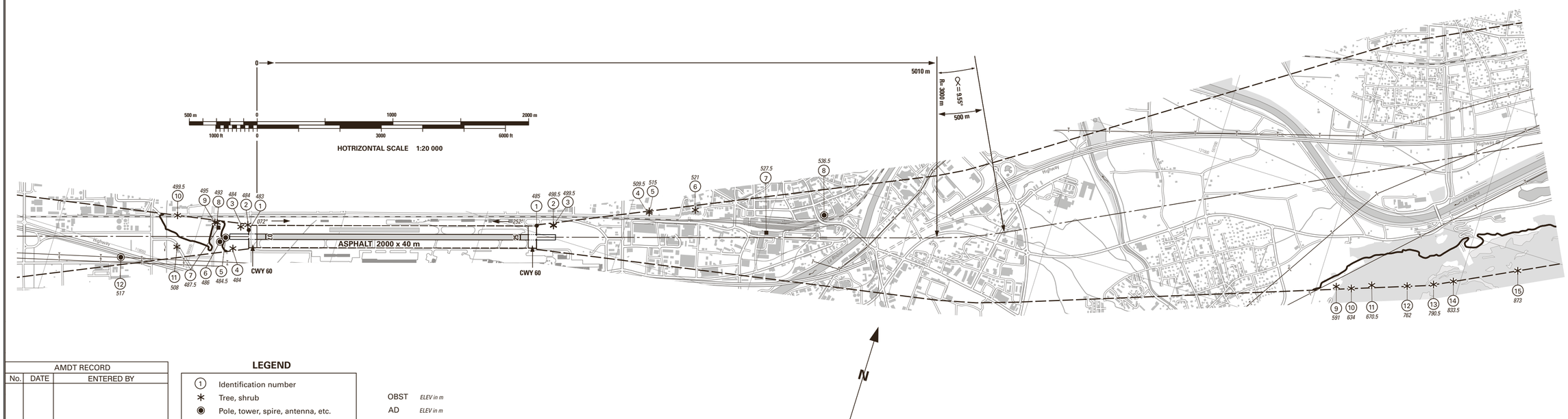
12th Edition

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

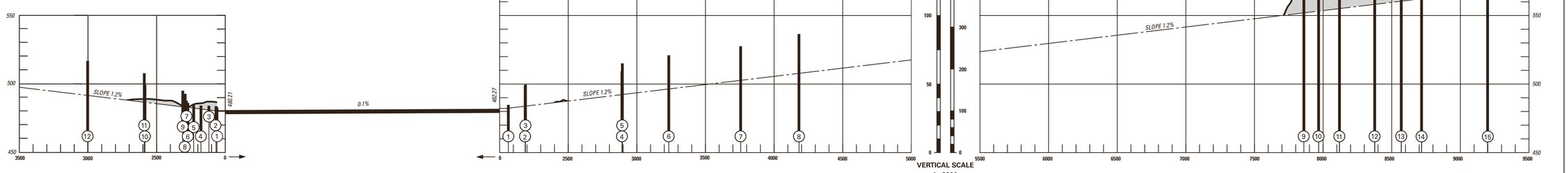
COR: VAR (WEF 21MAY2020)

14th Edition

Plan view see LSGS AD 2.24.4-1

PROFILE RWY: 07-25

① Identification number
Terrain penetrating obstacle plane



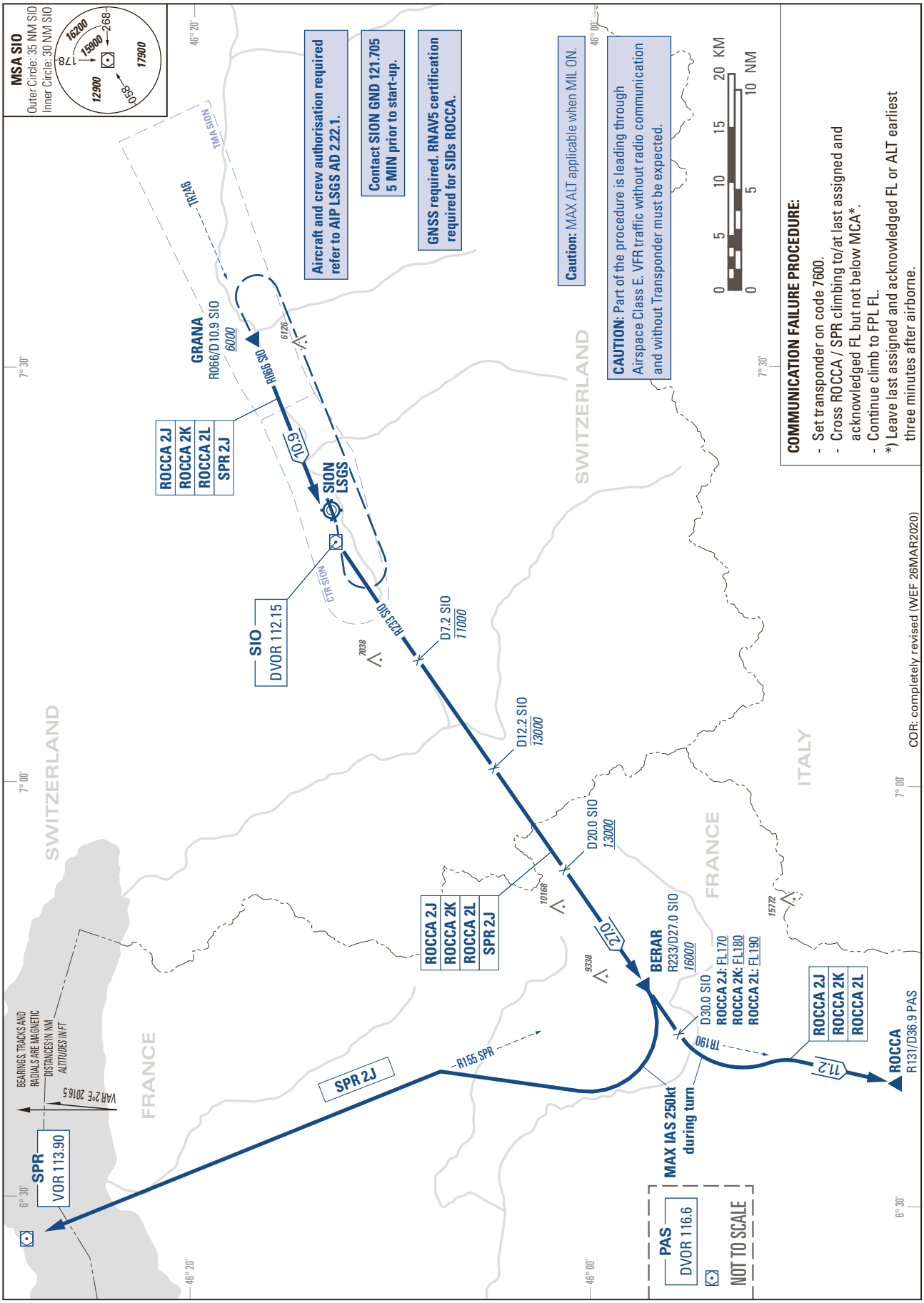
COR: OBST ELEV (WEF 25APR2019)

12th Edition

STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *17000*

SION LSGS
SID RWY 07/25



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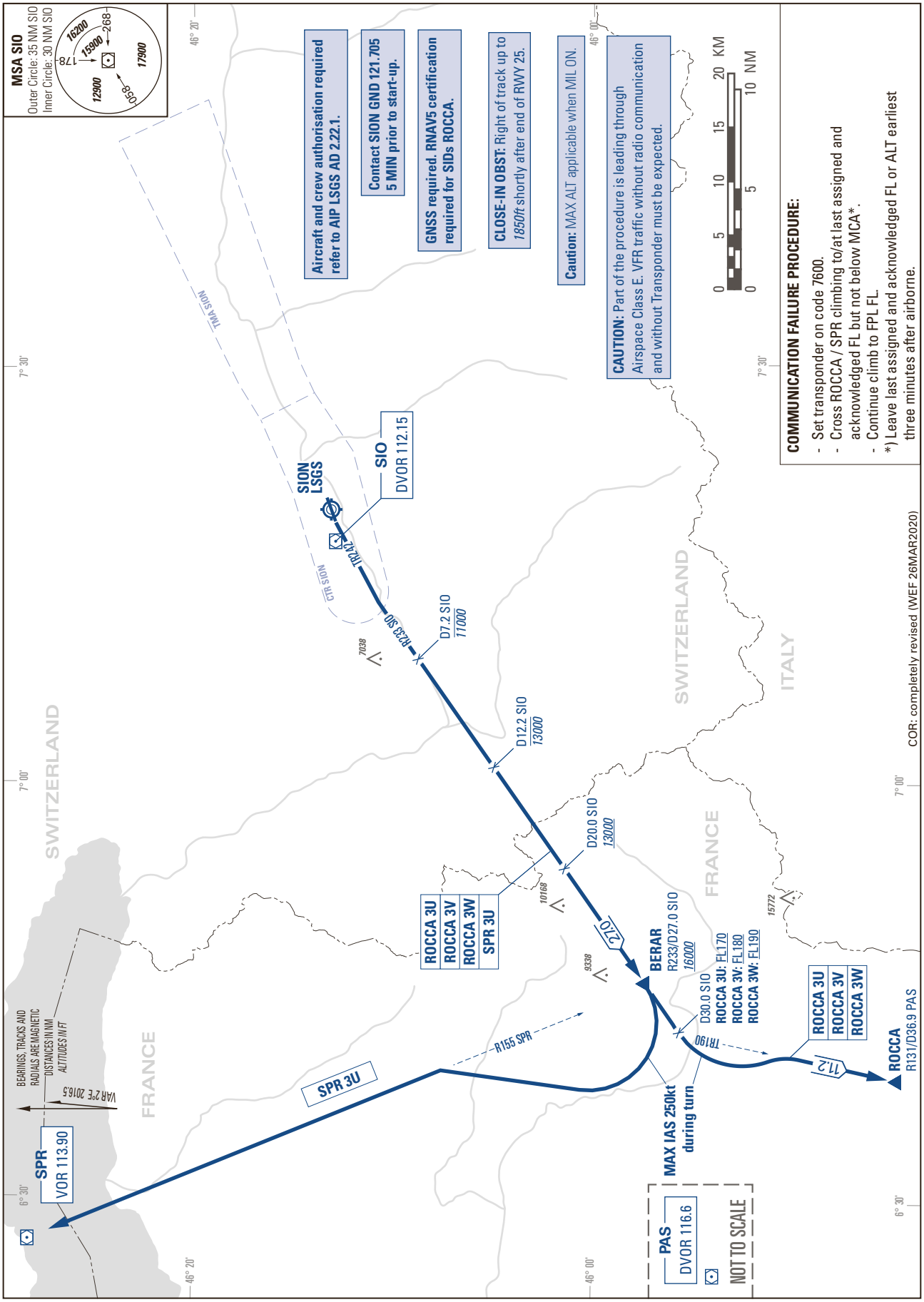
STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *17000*

SION LSGS
HIGH PERFORMANCE
SID RWY 25



COR: completely revised (WEF 26MAR2020)

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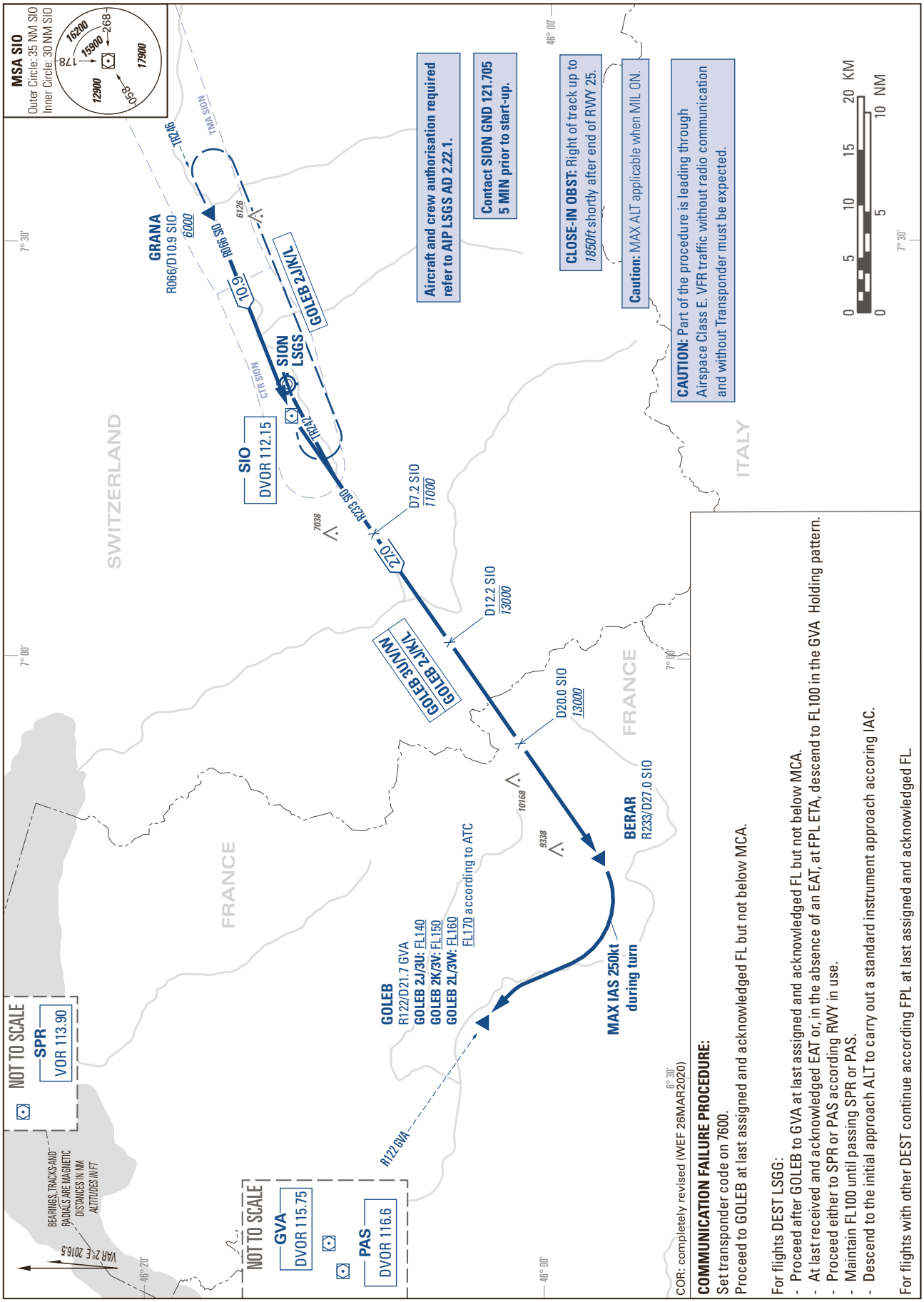
STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *13000*

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



COR: completely revised (WEF 26MAR2020)

COMMUNICATION FAILURE PROCEDURE:
Set transponder code on 7600.
Proceed to GOLEB at last assigned and acknowledged FL but not below MCA.

For flights DEST LSGG:
- Proceed after GOLEB to GVA at last assigned and acknowledged FL but not below MCA.
- At last received and acknowledged EAT or, in the absence of an EAT, at FPL ETA, descend to FL100 in the GVA Holding pattern.
- Proceed either to SPR or PAS according RWY in use.
- Maintain FL100 until passing SPR or PAS.
- Descend to the initial approach ALT to carry out a standard instrument approach accoring IAC.

For flights with other DEST continue according FPL at last assigned and acknowledged FL.

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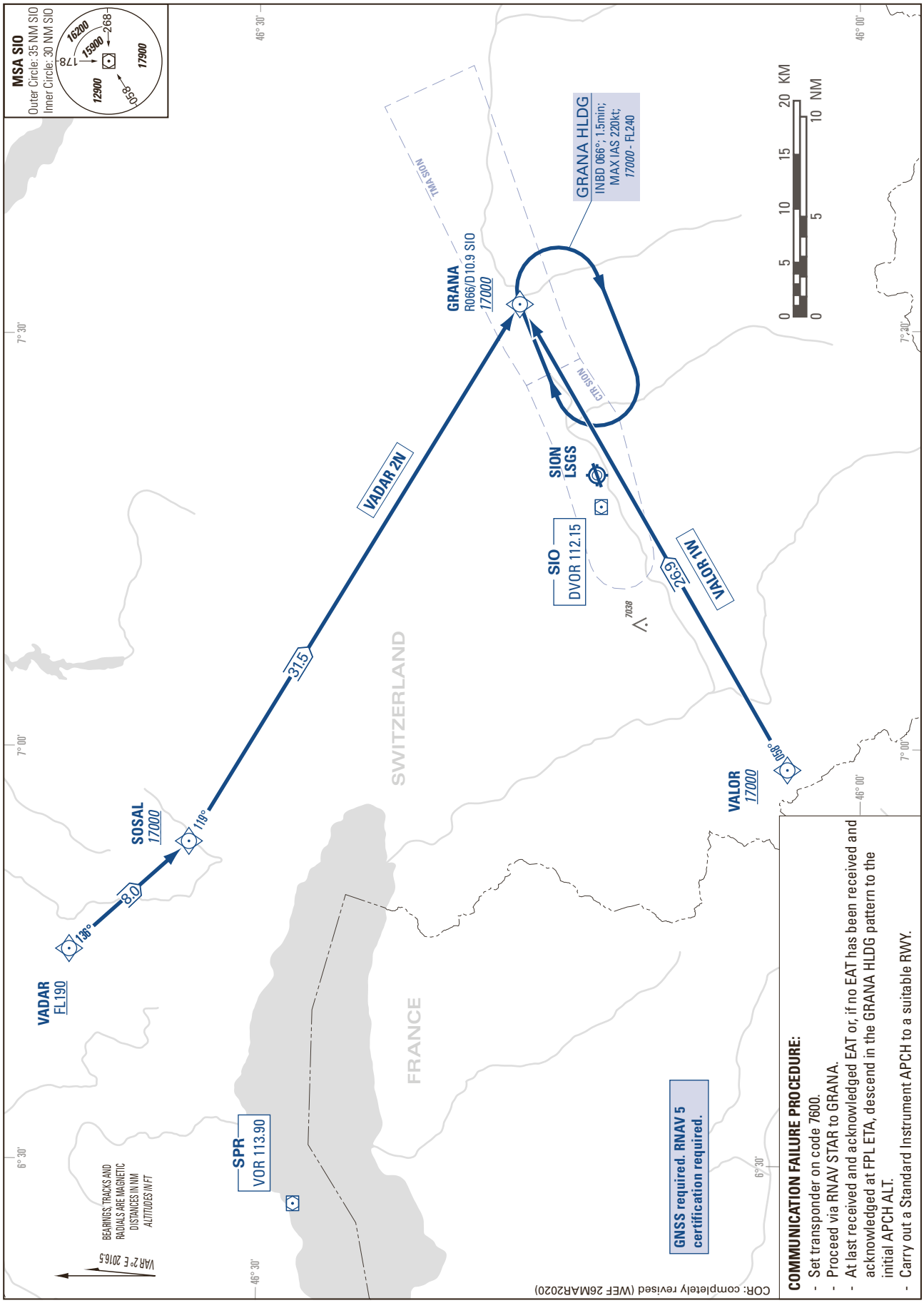
STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE *17000*

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



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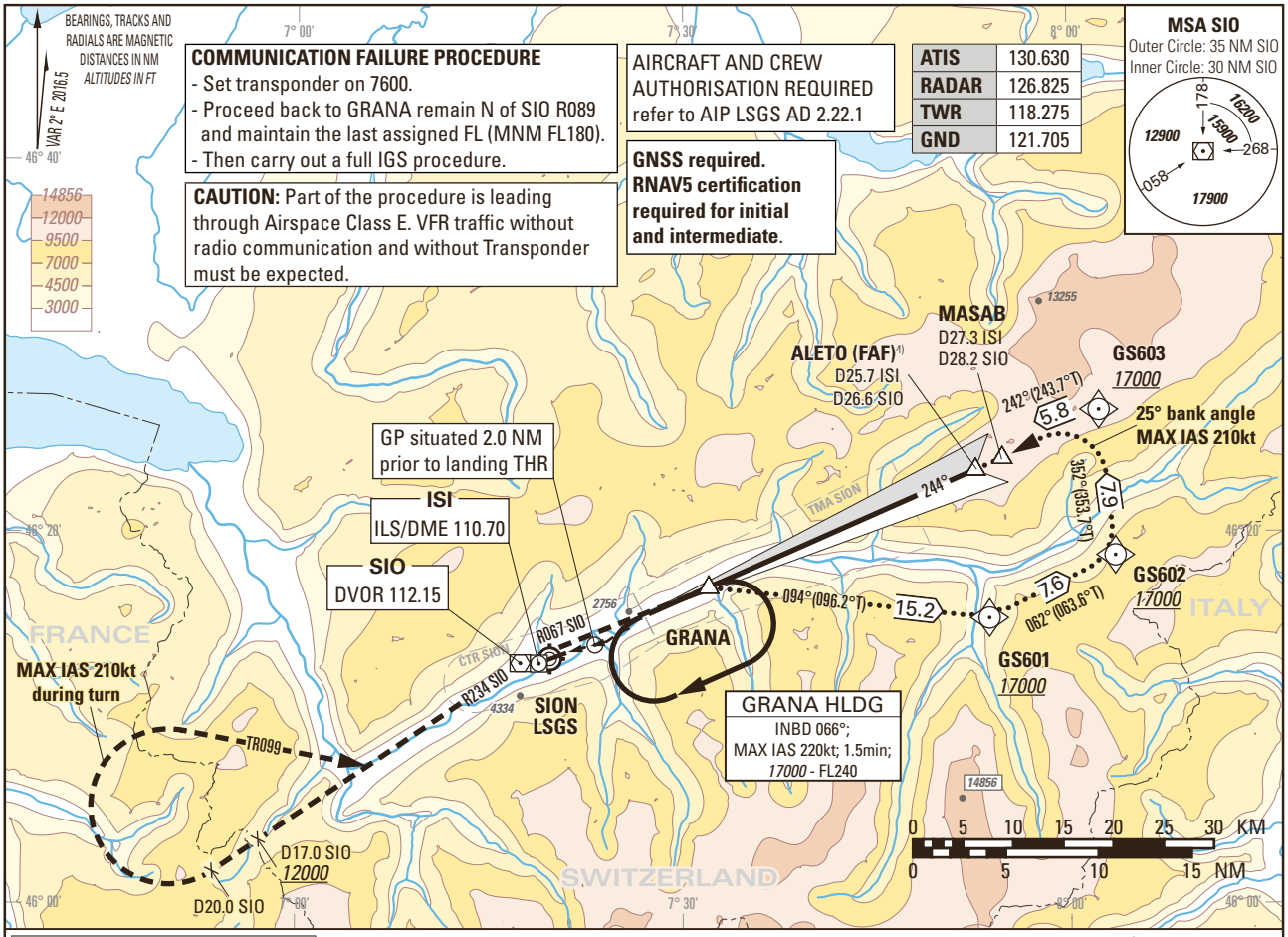
Instrument Approach Chart
(IAC) - ICAO
(IGS instruction: see LSGS AD 2.22)

AD ELEV 1582ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*17000*

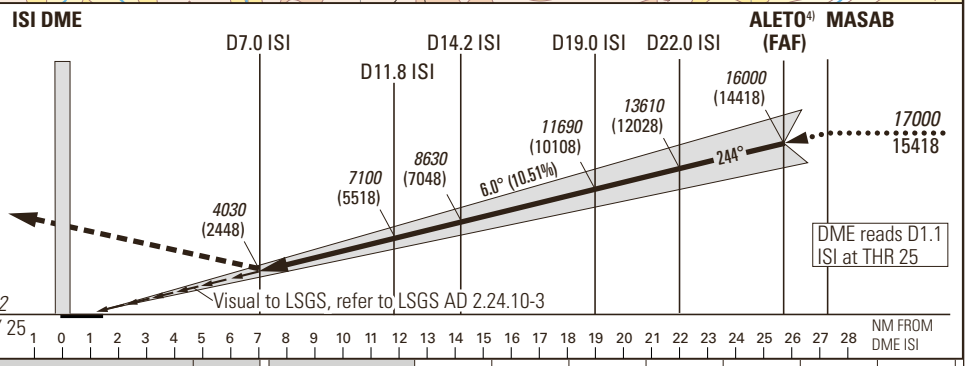
SION LSGS
IGS RWY 25 (ACFT CAT A/B/C)
OFFSET 6.5° RIGHT
GLIDE PATH 6.0°, VISUAL PART 4.0°



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

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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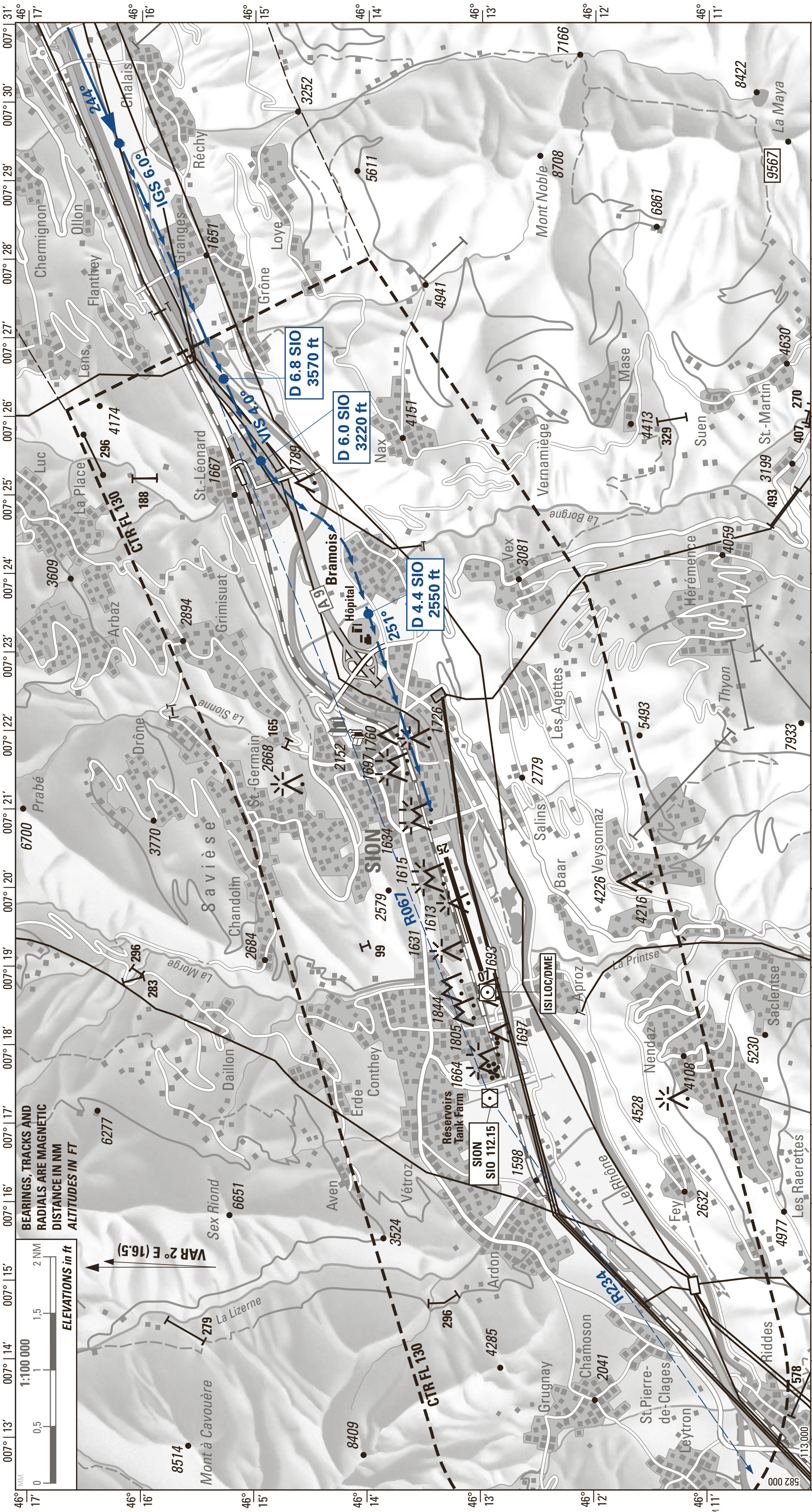
IGS RWY 25 VIS APCH

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 (WEF 26MAR2020)

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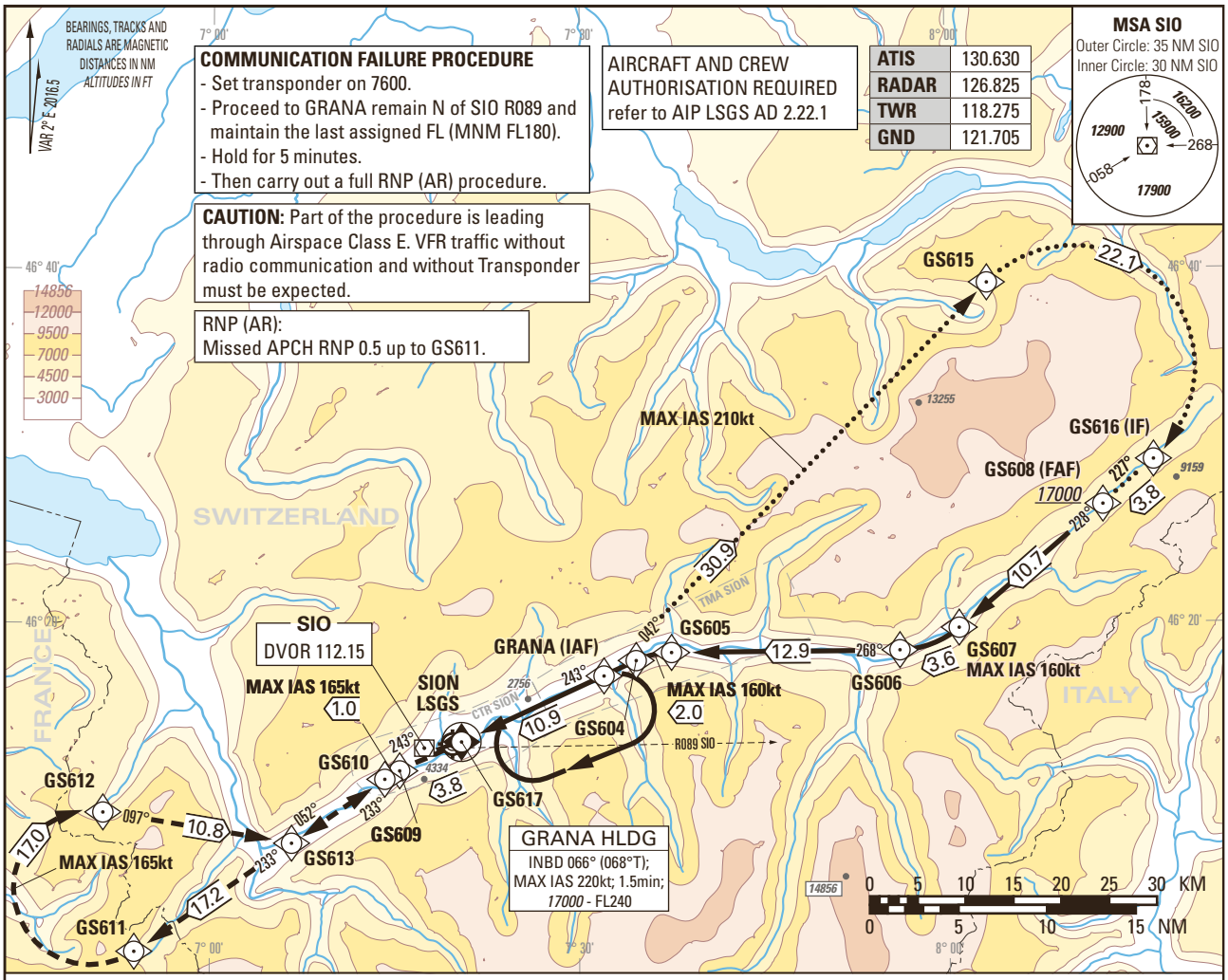
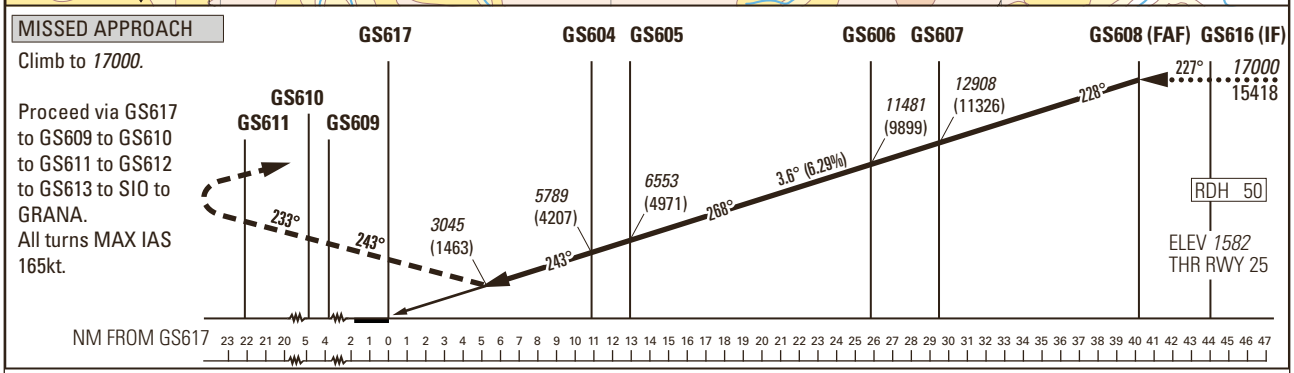
Instrument Approach Chart
(IAC) - ICAO

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 (AD TEMPERATURES 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 (WEF 26MAR2020)

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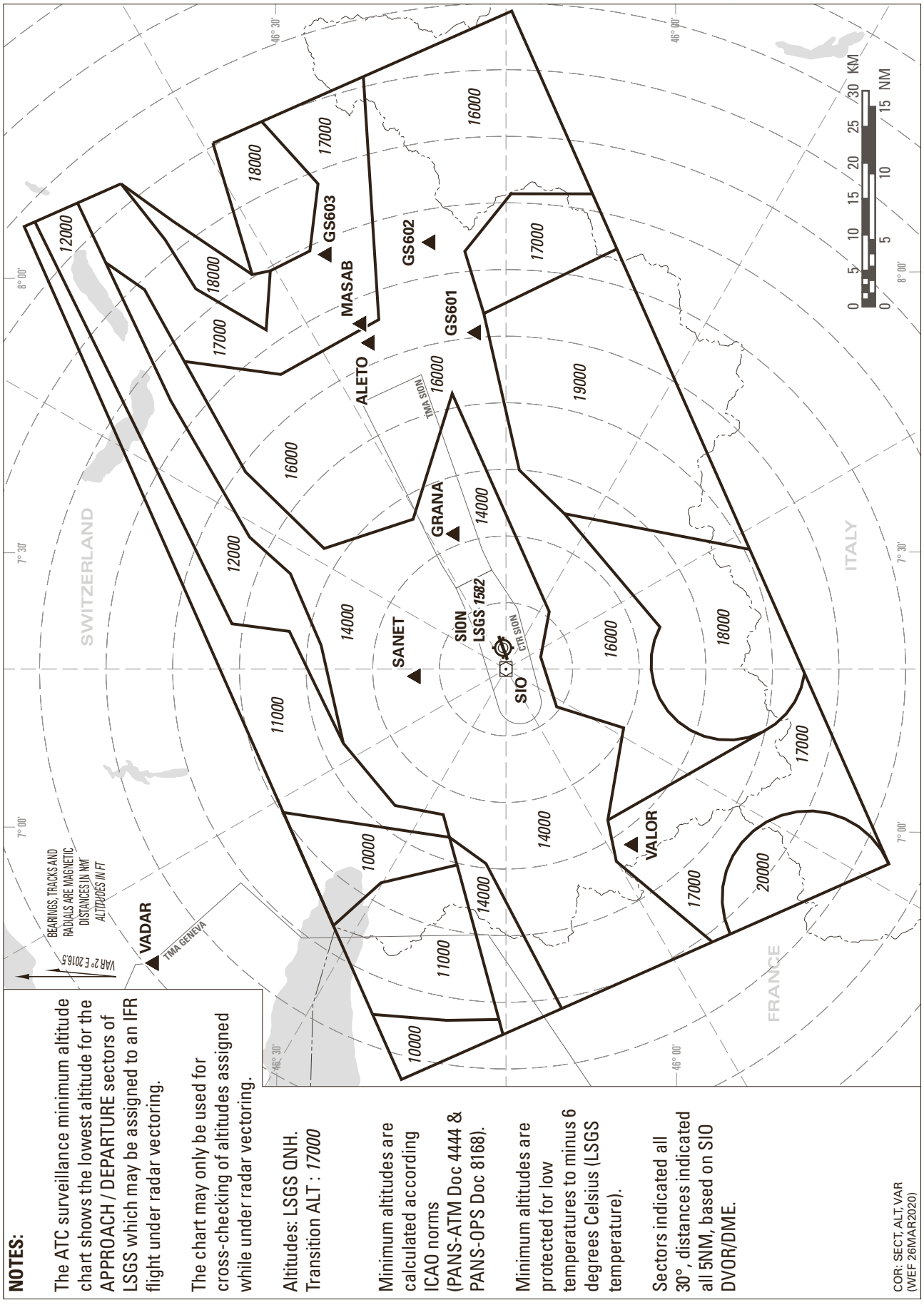
ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD TEMPERATURES -6°C AND ABOVE)



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 to minus 6 degrees Celsius (LSGS temperature).

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

COR: SECT, ALT, VAR
(WEF 26MAR2020)

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