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AIRAC AIP SUP: 014/2018
Effective Date: 13-SEP-2018
Publication Date: 02-AUG-2018

Sion Airport LSGS - Runway 07/25 maintenance

Runway 07/25 maintenance from 01 OCT 2018 until 07 NOV 2018 included

Expect end date 07 NOV 2018. Formal end date will be published by NOTAM.

From 1 OCT 2018 until 7 NOV 2018 included, about one fourth of the paved runway 07/25 is closed due to maintenance and refecton works. It is however still possible to operate on a reduced runway.

The construction site lies in the west between the end of runway 25 and the MIL arresting cable 07. It extends on a surface of 450 m x 40 m, whose borders to the movement area are marked and lighted. A maximum height of 6 m AGL is allowed within the site for the use of construction vehicles.

A temporary displaced THR 07 is set and the remaining available runway 07/25 marked and lighted accordingly.

This AIP AIRAC SUP points out the temporary changes in respect to the nominal AIP PUB of Sion Airport LSGS.

TEMPO LSGS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY REF: AD 1.1.6.2.3	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
07	073° GEO 072° MAG	1475 x 40	PCN 40 F/ B/ X/ T ASPH	46 13 06.25N 007 19 21.26E	1577 ft	Refer to: LSGS AD 2.24.4 - 1 AOC 07/25
25	253° GEO 252° MAG			46 13 18.56N 007 20 19.05E	1582 ft	
07 GRASS	073° GEO 072° MAG	660 x 30	0.25 MPa 5700 kg MPW ¹ GRASS	NIL	NIL	NIL
25 GRASS	253° GEO 252° MAG		0.25 MPa 5700 kg MPW ¹ GRASS			

¹ Maximum permissible weight

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks REF: AD 1.1
1	8	9	10	11	12
07	NIL	60	1595 x 150	NIL	Non-instrument runway FCT: 0.96/0.90 not grooved RESA: 90 m
25	120	60			Non-instrument runway FCT: 0.94/0.89 not grooved RESA: 30 m SWY not marked and not LGTD
07 GRASS	NIL	NIL	720 x 60	NIL	Only VFR operations (see LSGS AD INFO)
25 GRASS					

TEMPO LSGS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	1475	1535	1475	1355	TEMPO D-THR 07
25	1355	1415	1475	1415	Max length
	979	1039	979	Not applicable	Intersection B
07 GRASS	560	560	560	615	TEMPO D-THR 07 GRASS, only VFR OPS
25 GRASS	615	615	615	560	

TEMPO LSGS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type PSN MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
07	SALS U/S	RTHL G LIH WBAR	PAPI U/S	NIL	NIL	120 m, 50 m, R, LIH; 865 m, 50 m, W, LIH; 490 m, 50 m, Y, LIH	R, LIH	NIL	TEMPO D-THR 07
25	SALS 540 m LIH	RTHL G LIH WBAR	PAPI 4.0°, L, 12.12 m	NIL		60 m, 50 m, R, LIH; 925 m, 50 m, W, LIH; 490 m, 50 m, Y, LIH	R, LIH	Only RENL at the end of ASDA; No SWY LGT	1)

1) PAPI 25 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).

TEMPO LSGS AD 2.22 FLIGHT PROCEDURES

All published IFR flight procedures remain available.

Regarding TKOF performance from runway 25, crews must be aware of the following due to the construction area in the west:

OBST up to 6 m (20 ft) high located 210 m after TORA 25 (resp. 150 m after TODA 25), maintain MNM 4% climb gradient or visual ground contact till clear of OBST.

1.1.2 b.

High PER SID

Conditions: VIS 1500 m, only when RWY 25 in use, day and night

TEMPORARY NOT AVAILABLE

1.1.4.2

SID RWY 25 - HIGH PERFORMANCE - TEMPORARY NOT AVAILABLE

TEMPO LSGS AD 2.24 CHARTS RELATED TO AN AERODROME

All charts, as listed in the table LSGS AD 2.24, remain valid except to the aerodrome chart.

A temporary *Aerodrome chart* (see on page 4) is provided, replacing LSGS AD 2.24.1-1.

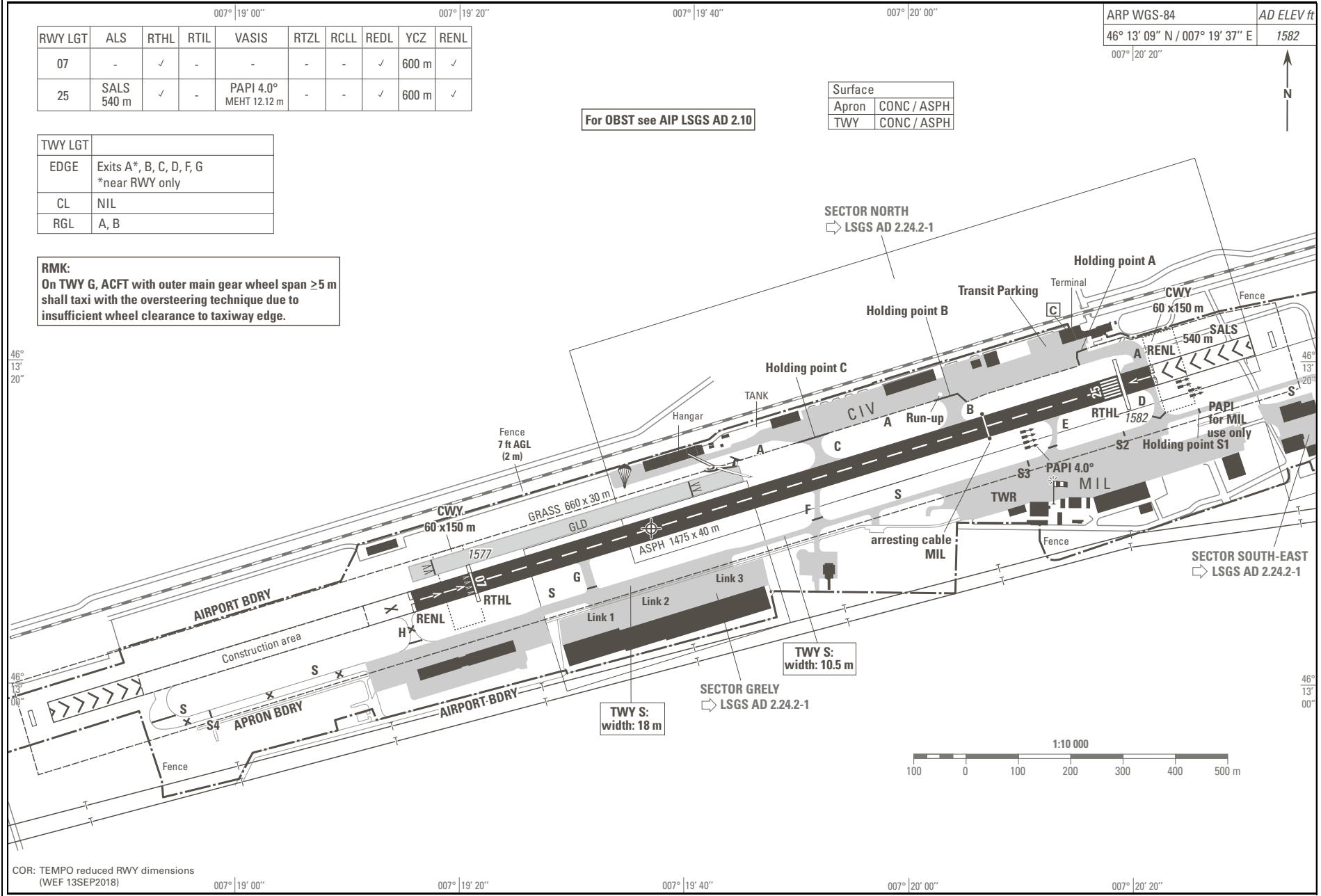
Remark:

No temporary *Aerodrome Obstacle Chart - Type A - RWY 07/25* will be provided. For DECL DIST, please refer to table TEMPO LSGS AD 2.13.

LSGS AD 2.24.7 - 3

SION LSGS HIGH PERFORMANCE SID RWY 25

TEMPORARY NOT AVAILABLE



RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YZC	RENL
07	-	✓	-	-	-	-	✓	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 *near RWY only
CL	NIL
RGL	A, B

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.

For OBST see AIP LSGS AD 2.10

Surface	
Apron	CONC / ASPH
TWY	CONC / ASPH

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

46° 13' 20"

46° 13' 00"

46° 13' 20"

46° 13' 00"

COR: TEMPO reduced RWY dimensions (WEF 13SEP2018)



007° 19' 00" 007° 19' 20" 007° 19' 40" 007° 20' 00" 007° 20' 20"

LSGS - SION

LSGS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGS - SION

LSGS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	46 13 09N 007 19 37E - RWY midpoint
2	Direction and distance from the CITY	2.5 km SW Sion
3	Elevation/Reference temperature	1582 ft AMSL - 25.5° C
4	MAG VAR/Annual change	1° E (2011) / 0°10' eastwards
5	AD Administration, address, telephone, telefax, telex, AFS	Post: Aéroport de Sion Route de l'aéroport CH-1950 Sion Phone: +41 (0) 27 329 06 00 Fax: +41 (0) 27 329 06 16 AFS: LSGSZPZX - LSGSYDYX SITA: SIRAPXH Email: aeroport@sion.ch URL: http://www.sionairport.ch/
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Geodetic undulation reference for ARP: 169.9 ft

LSGS AD 2.3 OPERATIONAL HOURS

1	AD Administration	APR-SEP: 0500 - HRH, MAX 1800 OCT-MAR: 0700 - HRH, MAX 1900 HRH = Day and night limits. REF: GEN 2.7 .
2	Customs and immigration	AD OPR HR
3	Health and sanitation	AD OPR HR
4	AIS Briefing Office	AD OPR HR
5	ATS Reporting Office (ARO)	AD OPR HR
6	MET Briefing Office	AD OPR HR
7	ATS	HX
8	Fuelling	AD OPR HR
9	Handling	AD OPR HR
10	Security	AD OPR HR
11	De-icing	AD OPR HR
12	Remarks	Outside AD administration hours - OPS and services O/R. Special permission is required for flights outside of the opening hours. APR-SEP: 1800 - 1900, PPR until 1000 OCT-MAR: 0600 - 0700, PPR until 1600 the preceding day, HRH - 2000, PPR until 1100 Special Flights inside CTR and TMA Special FLTs are subject to coordination requirements. Refer to VFR Manual, VFR RAC 4-0-7 Or via URL: http://www.skyguide.ch/en/services/aim-services/special-flights-activities/

LSGS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Handling possible O/R
2	Fuel/oil types	JET A1, AVGAS 100LL, AVGAS UL91 MOBIL 2, MOBIL 254, W80, W100, 15W50
3	Fuelling facilities/capacity	JET A1: 2 trucks 20'000 litres AVGAS 100LL: 2 trucks 2'500 litres AVGAS UL91: 1 trailer 2'000 litres
4	De-icing facilities	NOV 01 - APR 30: De-icing assured De-icing fluids available: Type I Kilfrost DF-Plus; Type II Kilfrost ABC K-Plus On-stand de-icing: Sion Airport
5	Hangar space available for visiting aircraft	For ACFT up to 77'000 kg, type A320
6	Repair facilities for visiting aircraft	Major and minor aircraft and engine repairs: <ul style="list-style-type: none"> • FARNER (ACFT up to 5700 kg): +41 (0) 27 322 97 31 • TAG Aviation maintenance: +41 (0) 27 305 24 24
7	Remarks	For non-based aircraft with MTOM > 3 tons, a handling agent is mandatory. Self-handling is not allowed. The handling agents are: Aéroport de Sion Phone: +41 (0)27 329 06 00 Fax: +41 (0)27 329 06 16 Email: aeroport@sion.ch TAG Aviation Phone: +41 (0)27 305 24 24 Fax: +41 (0)27 322 14 16 Email: handling.sion@tagaviation.ch Alpine Jet Services Phone: +41 (0)27 327 30 50 Fax: +41 (0)27 327 30 51 Email: handling@alpinejet.ch For such FLT's the name of the handling agent shall be entered in item 18 "other information" of the ICAO flight plan.

LSGS AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis and car rental from the AD. Trains in city
4	Medical facilities	First aid at AD, Ambulance O/R, Hospitals in the city
5	Bank and Post Office	Cash dispenser, stamps available at AD within AD OPS HRS
6	Tourist Office	Office in the city: Phone: +41 (0) 27 327 77 27 Fax: +41 (0) 27 322 77 28 Email: info@siontourisme.ch
7	Remarks	NIL

LSGS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5 for charter traffic Category 3 for other traffic HYR than Category 3 (max category 7): O/R 3 HR before ETA/ETD
2	Rescue equipment	4 fire engines, 1 ramp control vehicle
3	Capability for removal of disabled aircraft	Crane, lifting bags and hydraulic jacks up to 20 t.
4	Remarks	RFF not available during snow clearing

LSGS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	4 snow blowers, 4 snow ploughs, 4 jet sweepers, 3 RWY de-icer, 1 aircraft de-icer
2	Clearance priorities	1. RWY and associated TWY to apron 2. Other TWY and ACFT stands
3	Remarks	Information on snow clearance published from NOV 01 - APR 30 in NOTAM (SNOWTAM) RWY 07/25 de-iced / anti-iced with betaine: BETA Frost (liquid) / NUTRISTIM (solid).

LSGS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	CONC / ASPH PCN 40 F/B/X/T
2	Taxiway width, surface and strength	15/20 m CONC / ASPH PCN 40 F/B/X/T Details: Ref to LSGS AD 2.24.1/2
3	ACL location and elevation	No ACL markings
4	VOR/INS checkpoints	NIL
5	Remarks	NIL

LSGS AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	ACFT stand identification markings. Lead-in, stop and lead-out lines. Apron safety lines. Marshalling available on sectors North, Grély and South-East.
2	RWY/TWY markings and LGT	RWY markings: D-THR, designation, centre line and pre-THR area. RWY LGT: see LSGS AD 2.14 TWY markings: Centre line, intermediate holding positions, runway holding position and mandatory instruction at all intersections with RWY. TWY LGT: Edge lights on TWY A*, B, C, D, F, G and S* (*: near runway only). Runway guard lights on TWY A and B. Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.
3	Stop bars	NIL
4	Remarks	NIL

LSGS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates		Obstacle type Elevation Markings/LGT	Co-ordinates		RMK
a	b	c		a	b	c	
	ft			ft			
AOC 07 (1)	Enclosure 1591	46 13 22 N 007 20 23 E		Power line 85m AGL	46 15 47 N 007 14 30 E 46 15 27 N 007 14 14 E		B0060/02
AOC 07 (2)	Tree/Trees 1636	46 13 24 N 007 20 29 E		Building 1677	46 13 31 N 007 21 26 E		
AOC 07 (3)	Tree/Trees 1640	46 13 24 N 007 20 29 E		Antenna marked 4216	46 11 30 N 007 20 04 E		
AOC 07 (4)	Tree/Trees 1671	46 13 33 N 007 20 59 E		Building LGTD 1624	46 13 29 N 007 20 53 E		
AOC 07 (5)	Tree/Trees 1690	46 13 34 N 007 20 59 E		Tree/trees 1804	46 13 04 N 007 18 26 E		
AOC 07 (6)	Tree/Trees 1710	46 13 37 N 007 21 14 E		Tree/trees 1844	46 13 11 N 007 18 44 E		
AOC 07 (7)	Building 1731	46 13 37 N 007 21 39 E		Crane/cranes 1686	46 12 55 N 007 17 53 E		B0032/04
AOC 07 (8)	Antenna 1750	46 13 45 N 007 21 57 E		Tower/Mast marked 1693	46 12 51 N 007 18 41 E		
AOC 07 (9)	Tree/Trees 1940	46 14 05 N 007 24 52 E		Building 1614	46 13 20 N 007 20 08 E		
AOC 07 (10)	Tree/Trees 2081	46 14 05 N 007 24 57 E		Building 1670	46 13 29 N 007 20 36 E		
AOC 07 (11)	Tree/Trees 2200	46 14 07 N 007 25 04 E		Building 1690	46 13 21 N 007 19 54 E		
AOC 07 (12)	Tree/Trees 2501	46 14 10 N 007 25 15 E		Tree/trees 1634	46 13 15 N 007 19 43 E		
AOC 07 (13)	Tree/Trees 2594	46 14 12 N 007 25 24 E		Power line 90 m AGL	46 13 13 N 007 14 50 E 46 13 20 N 007 14 43 E 46 13 28 N 007 14 43 E		B0059/02
AOC 07 (14)	Tree/Trees 2735	46 14 14 N 007 25 30 E		Building LGTD 1611	46 13 19 N 007 20 01 E		B0391/14
AOC 07 (15)	Tree/Trees 2865	46 14 21 N 007 25 50 E		Crane/cranes marked/LGTD 1670	46 13 12 N 007 20 19 E		B0411/05
				Crane/cranes marked/LGTD 1749	46 13 49 N 007 21 53 E		B0559/17
AOC 25 (1)	Enclosure 1585	46 13 01 N 007 18 49 E		Aerial railway marked 3649	46 10 16 N 007 13 17 E 46 09 52 N 007 14 39 E		B0360/09
AOC 25 (2)	Tree/Trees 1588	46 13 02 N 007 18 48 E					
AOC 25 (3)	Tree/Trees 1589	46 13 01 N 007 18 46 E		Antenna 1697	46 13 40 N 007 21 32 E		B0512/06
AOC 25 (4)	Tree/Trees 1589	46 12 56 N 007 18 46 E		Crane marked/LGTD 1664	46 12 52 N 007 17 43 E		B1102/07
AOC 25 (5)	Anemometer 1590	46 12 58 N 007 18 42 E		Antenna LGTD 1631	46 13 11 N 007 19 12 E		B0488/08

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates		Obstacle type Elevation Markings/LGT	Co-ordinates	RMK	
a	b		c	a		b	
		ft			ft		
AOC 25 (6)	Pole	1596	46 12 56 N 007 18 41 E	Chimney LGTD	1629	46 13 30 N 007 20 55 E	B1240/13
				Tower/Mast LGTD	1613	46 13 07 N 007 19 49 E	B0629/05
AOC 25 (8)	Tree/Trees	1617	46 13 01 N 007 18 38 E	Steam-hammer	1703	46 13 32 N 007 21 14 E	B1139/15
AOC 25 (9)	Tree/Trees	1625	46 13 00 N 007 18 37 E	Crane/Cranes marked/LGTD	1663	46 13 22 N 007 20 01 E	B0882/14
AOC 25 (10)	Tree/Trees	1639	46 12 59 N 007 18 24 E	Crane/Cranes marked/LGTD	1657	46 12 51 N 007 17 55 E	B0105/15
AOC 25 (11)	Tree/Trees	1667	46 12 52 N 007 18 27 E	Crane/Cranes marked/LGTD	1751	46 13 46 N 007 21 57 E	B1332/16
AOC 25 (12)	Transmission line	1696	46 12 46 N 007 18 10 E	Crane/Cranes marked/LGTD	1807	46 13 39 N 007 21 51 E	B1197/16
				Mobile crane marked/LGTD	1738	46 13 37 N 007 21 43 E	B0277/18
				Crane/Cranes marked/LGTD	1684	46 13 12 N 007 21 06 E	B0903/18
Refer also to LSGS AOC 07/25, LSGS AD 2.24.4 - 1 Number in brackets is equivalent to identification number on AOC.							

LSGS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MeteoSwiss
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MeteoSwiss, Geneva 9 hours
4	Type of landing forecast	Issuance: HH+20, HH+50
5	Briefing/consultation provided	Self Briefing Service (www.skybriefing.com)
6	Flight documentation Language(s) used	Digital and hard copy En, Ge, Fr
7	Charts and other information available for briefing or consultation	All area forecast charts available worldwide
8	Supplementary equipment available for providing information	Internet connection in the briefing room
9	ATS units provided with information	Sion TWR
10	Additional information (limitation of service, etc.)	Phone: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland

LSGS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY REF: AD 1.1.6.2.3	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
07	073° GEO 072° MAG	2000 x 40	PCN 40 F/ B/ X/ T ASPH	46 13 00.73N 007 18 55.42E	1575 ft	Refer to: LSGS AD 2.24.4 - 1 AOC 07/25
25	253° GEO 252° MAG			46 13 18.56N 007 20 19.05E	1582 ft	
07 GRASS	073° GEO 072° MAG	660 x 30	0.25 MPa 5700 kg MPW ¹ GRASS	NIL	NIL	NIL
25 GRASS	253° GEO 252° MAG		0.25 MPa 5700 kg MPW ¹ GRASS			

¹ Maximum permissible weight

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks REF: AD 1.1.
1	8	9	10	11	12
07	NIL	60	2120 x 150	NIL	Non-instrument runway FCT: 0.96/0.90 not grooved RESA: 90 m
25		60			Non-instrument runway FCT: 0.94/0.89 not grooved RESA: 90 m
07 GRASS	NIL	NIL	720 x 60	NIL	Only VFR operations (see LSGS AD INFO)
25 GRASS					

LSGS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	2000	2060	2000	1935	
25	2000	2060	2000	1940	
	1624	1684	1624	Not applicable	Intersection B
	1355	1415	1355	Not applicable	Intersection C
07 GRASS	560	560	560	660	Only VFR operations (see LSGS AD INFO)
25 GRASS	660	660	660	560	

LSGS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type PSN MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
07	SALS 540 m LIH	RTHL G LIH WBAR	PAPI 4.0°, L, 12.33 m	NIL	NIL	65 m, 50 m, R, LIH; 1335 m, 50 m, W, LIH; 600 m, 50 m, Y, LIH	R, LIH	NIL	1)
25	SALS 540 m LIH	RTHL G LIH WBAR	PAPI 4.0°, L, 12.12 m	NIL		60 m, 50 m, R, LIH; 1340 m, 50 m, W, LIH; 600 m, 50 m, Y, LIH	R, LIH	NIL	2)

1) PAPI 07 light beam is offset 2° south from runway axis. CTN: ICAO obstacle protection surface and PAPI light beam are penetrated by topography starting west of Chamoson village (D3.8 ISI).

2) PAPI 25 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).

LSGS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	Edge: TWY A*, B, C, D, F, G and S* (* near RWY only)
4	Secondary power supply/switch-over time	25 Seconds (above ICAO Standard)
5	Remarks	NIL

LSGS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	<p>Sector North: 46 13 19N / 007 20 23E</p> <p>Sector Grély: 46 13 10N / 007 19 37E</p> <p>Sector South-East: 46 13 19N / 007 20 43E</p>
2	TLOF and/or FATO elevation M/FT	<p>Sectors North and South-East: 485 m / 1591 ft</p> <p>Sector Grély: 483 m / 1584 ft</p>
3	TLOF and FATO area dimensions, surface, strength, marking	<p>All sectors: HEL PRKG stands basically designed for rotor diameter 11.00 m and overall length 13.15 m. No simultaneous hover operations allowed on HEL stands.</p> <p>Sector North: FATO at THR 25, ASPH, runway markings. 2 HEL stands 81, 82 for Air Glaciers MAINT, 3 HEL stands 83, 84, 85 for non-based HEL, ASPH, touchdown markings.</p> <p>Sector Grély: FATO at midpoint RWY 07-25 (ARP), ASPH, runway markings. 2 HEL stands 71, 72, ASPH, touchdown markings. 2 HEL stands for taxiing HEL, ASPH, lead-in and stop lines.</p> <p>Sector South-East: FATO 20 m x 20 m, grass, identification and perimeter markings. Based HEL only. 9 HEL stands 1 to 9, ASPH, touchdown markings. 1 HEL stand 1A for larger HEL (rotor diameter 16 m and overall length 19 m, e.g. Super Puma).</p>
4	True and MAG BRG of FATO	<p>Sectors North and Grély: RWY 07: 073° GEO / 072° MAG; RWY 25: 253° GEO / 252° MAG</p> <p>Sector South-East: RWY 07: 078° GEO / 077° MAG; RWY 25: 261° GEO / 260° MAG</p>
5	Declared distance available	<p>Sectors North and Grély: Ref: LSGS AD 2.13</p> <p>Sector South-East: FATO 20 m x 20 m</p>
6	APP and FATO lighting	<p>Sectors North and Grély: Ref: LSGS AD 2.14</p> <p>Sector South-East: NIL</p>
7	Remarks	<p>All sectors: HEL REP - Refer to VFR Manual.</p> <p>Sector North: In order to optimise the coordination of HEL traffic at Sion, PPR for non-based HEL. Parking up to 7 days maximum via: Email: aeroport@sion.ch or Phone: +41 27 329 06 00 For non-based HEL larger than rotor diameter 11.00 m or overall length 13.15 m, an authorisation is required before any ARR or DEP. Phone: +41 27 329 06 00</p> <p>Sector Grély: Handling with TAG Aviation mandatory. ARR HEL must be towed away from the stand immediately after touchdown. Departing HEL must lift-off as soon as they have been positioned on the stand. For HEL larger than rotor diameter 11.00 m or overall length 13.15 m, coordination is required with TAG Aviation before any ARR or DEP. Phone: +41 27 305 24 24</p> <p>Sector South-East: Based HEL only.</p>

LSGS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	SION CTR 46 16 41N 007 26 05E - 46 14 00N 007 28 02E - 46 12 04N 007 23 51E - 46 10 20N 007 14 21E - arc of circle 1.62 NM on - 46 11 54N 007 13 45E - clockwise 46 13 27N 007 13 04E - 46 15 06N 007 20 51E - 46 16 41N 007 26 05E
2	Vertical limits	FL 130
3	Airspace classification	D
4	ATS unit call sign Language(s)	Sion TWR: En, Fr
5	Transition altitude	17000 ft AMSL except 13000 ft AMSL for SIDs GOLEB
6	Remarks	ACT: HX - REF: LSGS AD 2.3 . and ATIS (monitoring compulsory)

LSGS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ATIS	NIL	130.625 MHz	HX	REF: GEN 3.3 . Phone: Service: +41 (0) 22 417 40 80
APP	SION RADAR	126.825 MHz	HO	Languages: En
TWR	Sion Tower	118.275 MHz	HX	Languages: En, Fr
FIC	Geneva Information	126.350 MHz	H24	NIL
GND	Sion Ground	121.700 MHz	HX	NIL

LSGS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
SION DVOR/DME (VAR 2° E)	SIO	112.15 MHz 58Y	H24	46 12 55.8N 007 17 19.6E	1594 ft	PSN: 260° MAG, 2.2 NM FM THR 25. DOC 40 NM / 25'000 ft. Service range outside published IAC and SID PROC unreliable.
LOC 25	ISI	110.70 MHz	H24	46 12 57.1N 007 18 40.4E		LOC PSN: 252° MAG, 2214 m FM THR 25. LOC course 246° MAG. Front course sector width 2°. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.
GP 25		330.20 MHz	H24	46 13 54.7N 007 23 07.2E		GP Angle 6°. PSN: 072° MAG 3774 m before THR 25. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.
DME 25	ISI	44X	H24	46 12 54.7N 007 18 46.2E	1609 ft	DME Co-located with LOC. 1.2 NM DME THR 25. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.

LSGS AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Local flying restrictions and remarks

AD is for joint use: CIV and MIL.

Use is only by ACFT carrying SVCBL RTF equipment. Exemption from this restriction is granted in exceptional cases. Special permission to be requested by TEL prior to TKOF.

Use of paved RWY is compulsory for all aeroplanes during GLD ACT.

Reserved GLD SECT:

PJE: Refer to VFR Manual, LSGS VAC.

Use of reverse thrust:

For deceleration, it is recommended that the entire RWY LEN AVBL is used; use of reverse thrust shall be limited unless particular safety or operational reasons require it.

MON-SAT: 0600 - 0700 (0500 - 0600), 1100 - 1200 (1000 - 1100), 1700 - 1900 (1600 - 1800) and SUN-HOL, following operations are prohibited:

- AD circuits for
 - non based ACFT
 - noise Category A and B ACFT
 - multi engine ACFT
- aerobatics FLT in the CTR (except gliders) and in the TMA
- engine and reactors control
- technical FLT
- LDG, APCH with go-around, TKOF of ACFT noise Category I/II/III and civil registered fighters are subject to special AUTH.

Transit parking not AVBL for General Aviation ACFT up to 3 tonnes MTOM.

Refer to VFR manual LSGS AD INFO.

2. MIL Equipment

- The runway is equipped with 2 retractable MIL arresting cables, located between the thresholds. Cables are retracted when CIV ACFT use RWY. The distance between the cables is 1250 m. If those are not retracted, CIV aircraft are prohibited from rolling over them.
-
-

3. Airport regulation

At Sion AP, a number of local regulations apply. The regulations are included in a manual which is AVBL at the AIS briefing office. This manual includes, among other subjects, the following:

- a. the meaning of markings and signs;
- b. information about ACFT parking;
- c. HEL operations;
- d. GLD ACT;
- e. PJE;
- f. aerobatics;
- g. marshaller assistance and towing;
- h. engine start-up and use of APU.

Departing IFR FLT's shall contact Sion Ground 121.700 MHz to obtain ATC clearance before engine start-up.

Marshaller assistance or "Follow me" vehicles can be requested and further information about the regulation can be obtained from Sion Ground or the AIS.

When a local regulation is of importance for the safe operation of ACFT on the apron, the information will be given to each ACFT by Sion Ground or the AIS.

"Local regulations" may be requested, in writing, from:

Post: Aéroport de Sion
Route de l'aéroport
CH-1950 Sion

4. ACFT guidance on apron

4.1 General

Taxiing on the apron is at the PIC's discretion. No ATC service is provided. Sion Ground will provide an ADVS, as far as practicable, on FREQ 121.700 MHz.

4.2 Area of responsibility

The exact ATS responsibility BDRY is shown on the AD-chart [LSGS AD 2.24.1 - 1](#).

4.3 Operational hours

HO; REF: [LSGS AD 2.3](#).

5. Aircraft parking SECTOR NORTH

The main north apron and the transit parking are allowed for non-based ACFT and scheduled FLT's only (parking up to 7 days maximum), except for the Air Club Sion.

6. High-visibility equipment

All crew on the movement area must wear yellow high-visibility safety equipment (jacket or vest) compliant with the EN 471 standard.

LSGS AD 2.21 NOISE ABATEMENT PROCEDURES

1. Auxiliary Power Units (APU)

1.1 The following regulations are applicable to use of APU:

- a MAX of 15 MIN prior to ACFT DEP
- a MAX of 10 MIN after ACFT ARR

The use of APU for MAINT shall be restricted to a MNM DUR.

LSGS AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR procedures

The use of IFR APCH or DEP procedures in Sion is limited to pilots, operators and ACFT fulfilling the respective airport qualifications. Pilots must hold a type A or B qualification.

- **Type A** qualification is obtained by achieving a self-Airport Briefing performed on the website:
URL: www.sion-qualification.ch
- **Type B** qualification is obtained by achieving a flight program performed either on the ACFT or on a simulator. The flight program has to be submitted to an organisation authorized by Sion Airport Authority to deliver the type B qualification.

Referring to the type B qualification for multi crew, only the PIC, who must be the Pilot Flying, has to hold a type B qualification while the Pilot Non Flying only needs to hold a type A qualification.

1.1.1 IFR approach procedures

Any approaching ACFT must comply with the requirements of the ACFT, as well as with the relevant procedures published on the approach charts.

a. Approach to RWY 25

Initial APCH at 6.0° and final APCH and LDG at 4.0°. This approach is not considered as a "steep approach", as the last 7 NM are calculated with an APCH angle of 4.0° and are performed visually.

b. Circling Procedures RWY 07

Initial APCH to RWY 25 at 6.0° followed by circling procedure, which is available to ACFT categories A, B and C only with max circling speed "CAT B" only during daytime.

c. Instrument approach procedures available for pilot **type A** qualification

IGS RWY 25, DA 8000 ft Conditions: VIS 8000m and ceiling 6500 ft AGL, day only.

d. Instrument approach procedures available for pilot **type B** qualification

IGS RWY 25, DA according to ACFT PER

- **IGS RWY 25 Day** Conditions: VIS 5000 m.

- **IGS RWY 25 Night** Conditions: VIS 5000 m, ACFT able to fly a high PER DEP, only when RWY 25 in use.

RNAV (RNP) RWY 25, DA according to ACFT CAT

- **RNAV (RNP) RWY 25 Day** Conditions: NIL

- **RNAV (RNP) RWY 25 Night** Conditions: ACFT able to fly a high PER DEP, only when RWY 25 in use.

1.1.2 IFR departure procedures

Any departing ACFT must comply with the requirements of the ACFT as well as with the relevant procedures published on the SID charts.

a. Instrument departure procedures available for pilot **type A** qualification

Standard SID (via GRANA) Conditions: VIS 8000 m and ceiling 6500 ft AGL, VMC must be maintained until GRANA, day only.

High PER VMC SID Conditions: VMC until reaching the final SID altitude, day only.

b. Instrument departure procedures available for pilot **type B** qualification

Standard SID (via GRANA) Conditions: VIS 8000 m and ceiling 6500 ft AGL, VMC must be maintained until GRANA, day only.

High PER SID Conditions: VIS 1500 m, only when RWY 25 in use, day and night.

1.1.3 Requirements overview

REQUIREMENTS OVERVIEW				
Flight operation & procedures		Requirements & Conditions		
		Pilot Qualification	Conditions	Aircraft Performance
VFR departure		NIL	NIL	NIL
IFR departure	Standard SID (via GRANA), day only	A / B	VIS 8000 m + ceiling 6500 ft AGL, VMC to GRANA	NIL
	High PER VMC SID, day only	A	VMC until reaching final SID altitude	NIL
	High PER SID, day and night	B	VIS 1500 m, only if RWY 25 in use	High PER
VFR approach & landing		NIL	NIL	NIL
IFR approach & landing	IGS RWY 25, DA 8000 ft, day only	A	VIS 8000 m + ceiling 6500 ft AGL	OEI ceiling for APCH 14500 ft AMSL. Able for a 6° glide path angle. OEI missed APCH climb gradient
	IGS RWY 25, DA according to ACFT PER, day only	B	VIS 5000 m	
	IGS RWY 25, DA according to ACFT PER, night only	B	VIS 5000 m, high PER DEP, only if RWY 25 in use	
	RNAV (RNP) RWY 25 DA according to ACFT CAT day only	B	NIL	
	RNAV (RNP) RWY 25, DA according to ACFT CAT night only	B	High PER DEP, only if RWY 25 in use	
	Circling RWY 07, day only	A / B	Aircraft category A, B and C only with max circling speed "CAT B"	
Note:	1) MNM climb gradient in accordance with LSGS AD 2.24.10.1 (go-around missed APCH climb gradient) 2) The conditions given by this table allow any ACFT category to operate, provided it fulfils the MAX IAS			
Legend:	NIL = not required			

1.1.4 SID Descriptions

GENERAL INFORMATION FOR ALL SIDs

- MAX ALT applicable when MIL ON
- Contact Sion Ground 121.700 5 MIN prior to start-up
- INITIAL CLIMB CLEARANCE: BY ATC

1.1.4.1 SID RWY 07/25

DESIGNATOR	RWY 07/25 (see chart LSGS AD 2.24.7 - 1)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
FRIBOURG 1J (FRI 1J) (TEMPO)* PDG 4.2% to 6300ft	Proceed to GRANA (large factory, south of Sierre) maintaining visual ground contact. Arrange your visual climb to pass GRANA at 6000ft or above, established on R068 SIO (TR248) to SIO. Proceed to SIO. At SIO, intercept R235 SIO. At D20 SIO or 13000ft, whichever is earlier, turn right (MAX IAS 210KT during turn) and establish TR100 to intercept R235 SIO INBD to SIO. Proceed via SIO and SANET to FRI.	Cross SIO MNM 16000ft.		MIL OFF only * PROCEDURE TEMPORARILY SUSPENDED.	
ROCCA 1J/K/L PDG 4.2% to 15400ft	Proceed to GRANA (large factory, south of Sierre) maintaining visual ground contact. Arrange your visual climb to pass GRANA at 6000ft or above, established on R068 SIO (TR248) to SIO. At SIO intercept R235 SIO, proceed via BERAR to D30 SIO. At D30 SIO turn left (MAX IAS 250KT during turn), establish TR192, proceed to ROCCA.	Cross: D7.2 SIO MAX 11000ft, D10 SIO MNM 8600ft, D12.2 SIO MAX 13000ft, D20 SIO MNM 12200ft, BERAR MNM 16000ft, D30 SIO MNM FL according chart.		B-RNAV or RNAV 5 certification required.	
SAINT-PREX 1J (SPR 1J) PDG 4.2% to 6300ft	Proceed to GRANA (large factory, south of Sierre) maintaining visual ground contact. Arrange your visual climb to pass GRANA at 6000ft or above, established on R068 SIO (TR248) to SIO. At SIO intercept R235 SIO, proceed to BERAR. At BERAR turn right (MAX IAS 250KT during turn), intercept R158 SPR, proceed to SPR.	Cross: D7.2 SIO MAX 11000ft, D10 SIO MNM 8600ft, D12.2 SIO MAX 13000ft, D20 SIO MNM 12200ft, BERAR MNM 16000ft.			

1.1.4.2 SID RWY 25 - HIGH PERFORMANCE

DESIGNATOR	RWY 25 - HIGH PERFORMANCE (see chart LSGS AD 2.24.7 - 3)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
FRIBOURG 1U (FRI 1U) (TEMPO)* PDG: 13.4% to 8100ft, 4.8% to 12300ft	Climb on TR242, intercept R235 SIO. At D20 SIO or 13000ft, whichever is earlier, turn right (MAX IAS 210KT during turn) and establish TR100 to intercept R235 SIO INBD to SIO. Proceed via SIO and SANET to FRI.	Cross SIO MNM 16000ft.		MIL OFF only * PROCEDURE TEMPORARILY SUSPENDED.	
ROCCA 2U/V/W PDG: 13.4% to 8100ft, 4.8% to 12300ft	Climb straight ahead. At the end of the RWY proceed on TR242, intercept R235 SIO. Proceed via BERAR to D30 SIO. At D30 SIO turn left (MAX IAS 250KT during turn), establish TR192, proceed to ROCCA	Cross: D7.2 SIO MAX 11000ft, D10 SIO MNM 8600ft, D12.2 SIO MAX 13000ft, D20 SIO MNM 12200ft, BERAR MNM 16000ft, D30 SIO MNM FL according chart.		B-RNAV or RNAV 5 certification required.	
SAINT-PREX 2U (SPR 2U) PDG: 13.4% to 8100ft, 4.8% to 12300ft	Climb straight ahead. At the end of the RWY proceed on TR242, intercept R235 SIO. Proceed to BERAR. At BERAR turn right (MAX IAS 250KT during turn), intercept R158 SPR, proceed to SPR.	Cross: D7.2 SIO MAX 11000ft, D10 SIO MNM 8600ft, D12.2 SIO MAX 13000ft, D20 SIO MNM 12200ft, BERAR MNM 16000ft.			

1.1.4.3 SID RWY 07/25 - ONLY FOR DEST WITHIN TMA LSGG OR LFLB

DESIGNATOR	RWY 07/25 - ONLY FOR DEST WITHIN TMA LSGG OR LFLB (see chart LSGS AD 2.24.7 - 5)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
GOLEB 1J/K/L PDG 4.2% to 6300ft	Proceed to GRANA (large factory, south of Sierre) maintaining visual ground contact. Arrange your visual climb to pass GRANA at 6000ft or above, established on R068 SIO (TR248) to SIO. At SIO intercept R235 SIO. Proceed to BERAR. At BERAR turn right proceed to GOLEB.	Cross: D7.2 SIO MAX 11000ft, D10 SIO MNM 8600ft, D12.2 SIO MAX 13000ft, D20 SIO MNM 12200ft,		- For TFC DEST LSGG, join KINES arrival route. - For TFC DEST LFLB/LFLP, follow route Y52.
GOLEB 2U/V/W PDG: 13.4% to 8100ft, 4.8% to 12300ft	Climb straight ahead. At the end of the RWY proceed on TR242, intercept R235 SIO. Proceed to BERAR. At BERAR turn right proceed to GOLEB.	Cross: D7.2 SIO MAX 11000ft, D10 SIO MNM 8600ft, D12.2 SIO MAX 13000ft, D20 SIO MNM 12200ft,		HIGH PERFORMANCE DEPARTURE (RWY 25 only) - For TFC DEST LSGG, join KINES arrival route. - For TFC DEST LFLB/LFLP, follow route Y52.

1.1.5 STAR Description

1.1.5.1 STAR TO GRANA - RNAV 5

DESIGNATOR	STAR TO GRANA - RNAV 5 (see chart LSGS AD 2.24.9 - 1)		
	ROUTE		
	Lateral	Vertical	Remark
VADAR 1N	From VADAR proceed via SOSAL to GRANA.	Refer to chart	
VALOR 1W	From VALOR proceed to GRANA.	Refer to chart	

Procedure Description of RNAV STAR VADAR 1N (see chart [LSGS AD 2.24.9 - 1](#))

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	VADAR	N	+FL160	-	-	-
TF	SOSAL	N	+17000	-	137° (137.7°T)	8.0
TF	GRANA	N	+17000	-	120° (121.3°T)	31.5

Procedure Description of RNAV STAR VALOR 1W (see chart [LSGS AD 2.24.9 - 1](#))

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	VALOR	N	+17000	-	-	-
TF	GRANA	N	+17000	-	059° (059.8°T)	26.9

1.2 RNAV (RNP) Approach description

1.2.1 Approved users, equipment and operations

- For the LSGS RNAV (RNP) Instrument Approach Procedure, the operators shall ensure that they hold all the necessary operational approvals as part of the Operations Specifications from its authority including the Baro-VNAV approval in order to conduct the RNAV (RNP) approach to LSGS (ref ICAO PBN Manual document 9613).
- The operator must have a Special Authorization from its authority in order to use the RNP AR approaches to LSGS (ref EASA AMC 20-26).
- The operator is responsible of conducting a Flight Operation Safety Assessment (FOSA).
- The RNAV (RNP) approach procedures require a navigation accuracy of RNP 0.3 and RF-leg capability.
- The vertical guidance is based on Baro-VNAV with GNSS and requires RNAV equipment which uses barometric altimeter input.

1.2.2 Limitations of the procedure

- The procedure is designed for temperature from -18°C to +37°C at Sion. (Temperature correction of the barometric altimeter is not required).
- The Sion RNAV (RNP) Approach RWY 25 is only available each year from 01 November until the first AIRAC date in March and outside of MIL OPR HRS.

1.2.3 RNAV (RNP) RWY25 (see chart LSGS AD 2.24.10-5)

Path terminator	Waypoint ID	Flyover	Altitude (ft)	Speed limit (kt)	Turn direction	Track (MAG)	DIST (NM)	Descent gradient	RNP	Radius (NM)	Arc center ID
IF	GRANA (IAF)	N	-	210	-	-	-	-	1.0	-	-
TF	GS615	N	-	-	-	042°	31.0	-	1.0	-	-
RF	GS616 (IF)	N	-	-	R	-	22.1	-	1.0	6.86	GS623
TF	GS608 (FAF)	N	+17000	-	-	227°	3.8	-	1.0	-	-
TF	GS607	N	-	160	-	228°	10.7	-3.6°	0.3	-	-
RF	GS606	N	-	-	R	-	3.7	-3.6°	0.3	5.21	GS618
TF	GS605	N	-	-	-	268°	12.9	-3.6°	0.3	-	-
RF	GS604	N	-	-	L	-	2.0	-3.6°	0.3	4.86	GS619
TF	GS617	Y	-	160	-	243°	10.9	-3.6°	0.3	-	-
TF	GS609	N	-	165	-	243°	3.9	-	0.5	-	-
RF	GS610	N	-	-	L	-	1.0	-	0.5	5.87	GS620
TF	GS611	N	-	-	-	233°	17.2	-	0.5	-	-
RF	GS612	N	-	165	R	-	17.0	-	1.0	4.34	GS621
TF	GS613	N	-	-	-	097°	10.8	-	1.0	-	-
TF	SIO	N	-	-	L	052°	9.2	-	1.0	-	-
TF	GRANA	N	-	220	R	066°	10.9	-	1.0	-	-

1.3 Airport Qualification

To operate at Sion AP under IFR, the following AP requirements must be fulfilled:

- The ACFT must meet the PER: 6° INA, 4.0° final APCH and LDG.
- Operator's contingency procedures (if required by the type of FLT operation) must be calculated and AVBL.
- The PIC must hold a valid pilot qualification for the applicable type of operation and FLT procedures.

Note: When the PIC is not in a position to land, an EMERG must be declared.

To apply for the AP qualification, operators shall contact the Sion airport authority, CH-1950 Sion:

Phone: +41 (0) 27 329 06 00

Fax: +41 (0) 27 329 06 16

Email: aeroport@sion.ch

1.3.1 Aircraft Requirements

Any ACFT to be operated under IFR at Sion AP shall be able to comply with the published IFR procedures § 2.22.1.1 or with approved company contingency procedures.

The MAX IAS, as published on the relevant charts, shall not be exceeded during the corresponding FLT manoeuvres. The procedures are designed for speed of ACFT categories A, B and C. Additional speed restrictions shall be OBS during APCH and missed APCH.

ACFT to be operated on an instrument APCH procedure shall be able to fly a 6° GP in INA and a 4.0° in LDG configuration.

Note: GP 25 antenna is located 2 NM in front of THR 25.

1.3.2 Pilot Qualification

Pilots intending to operate under IFR rules at Sion AP shall hold a valid pilot qualification in accordance with the requirements of IFR procedures § 2.22.1.1.

1.3.2.1 Pilot Qualification type A

The Pilot Qualification type A is directly controlled by the Sion AP Authority and includes:

A theoretical self-instruction on:

- Sion general operational requirements (FOCA & Sion AP Authority),
- Local weather phenomena and dangers,
- Sion orographic and topographic situation, including all relevant obstacles,
- APCH and DEP procedures (VFR and IFR),
- Noise abatement and communication procedures,
- ACFT PER (AEO and OEI), including calculations of MTOM, MLM gradients and applicable minima,
- EMERG procedures.

To apply for the Pilot Qualification type A, the pilot shall contact Sion AP Authority or consult Sion AP's web site at

URL: <http://www.sionairport.ch/>

- chapter: Sion Qualification

1.3.2.2 Pilot Qualification type B

Initial and recurrence training for Pilot Qualification type B are to be conducted under the jurisdiction of the respective National Aviation Authority (NAA).

MNM training requirements for the AP Qualification are included in a so called "Training Requirements Application Manual (TRAM)" that can be requested from the Sion AP Authority. It also can be found at

URL: <http://www.sionairport.ch/>

- chapter: Sion Qualification

1.3.3 Airport qualification recency

It is the operator/pilot's responsibility to comply at all times with the AP qualification recency requirements.

1.3.3.1 Pilots part of private operator

PICs are recent for IFR procedures and IGS operations, regardless of position, rank and function, if at least one APCH into- and one DEP from Sion are conducted within a 12 months period, under normal IFR operations.

In case of an interruption of the recency of more than 12 months, a new qualification type A or B is required.

2. VFR procedure

Refer to VFR Manual, LSGS AD INFO.

3. Description of Instrument Guidance System (IGS)

IGS RWY 25 components:

- SIO VOR/DME for missed APCH and initial line-up
- ILS (LOC/GP/DME) for final line-up and from MASAB to MAPT LOC OPN angle: 2°
- GP PSN: 5988 m before LOC antenna

3.1 Restrictions

LOC and GP may only be used in the following area: angle of +/-8° of APCH axis and DIST of 30 - 6 NM DME LOC during APCH. MNM ELEV angle 5° from LOC.

3.2 Procedure

Due to the restricted coverage of the LOC, the initial line-up uses SIO. When inside the useable LOC area, establish on LOC.

IGS PROC may be flown as ILS PROC. The published ALT at DME LOC 22, 19 and 14.2 are to be strictly OBS.

After RCH DH, PCD to RWY maintaining terrain clearance visually. At DH the RWY may not yet be in sight. LOC track is 7° offset from RWY axis. APSC DH, CONT on track 246° using LOC CL as back-up until 5.1 NM DME ISI (ABM village St. Léonard, 3.9 NM to the RWY). Then turn left to visually intercept the EXT D RWY axis PSG slightly south of Sion hospital. Follow the PAPI RWY 25 for final descent segment (4.0°).

Note: GP 25 antenna is located 2 NM in front of THR 25.

4. Minima for IFR departures (TKOF minima) - Pilot Qualification type A

RWY	ACFT CAT	VIS (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	5000/6500	5000/6500	---	
	B	5000/6500	5000/6500	---	
	C	5000/6500	5000/6500	---	

LSGS AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ALETO	N 46 23 18.5	E 007 52 40.4	IAC LSGS
BERAR	N 45 57 22.5	E 006 45 37.4	SID LSGS
GRANA	N 46 17 00.5	E 007 31 56.6	SID / STAR/ IAC LSGS
GS601	N 46 15 20.7	E 007 53 43.3	IAC LSGS
GS602	N 46 18 42.3	E 008 03 31.3	IAC LSGS
GS603	N 46 26 30.6	E 008 02 17.0	IAC LSGS
GS604	N 46 17 52.5	E 007 34 33.8	IAC LSGS
GS605	N 46 18 19.6	E 007 37 26.2	IAC LSGS
GS606	N 46 18 26.2	E 007 56 01.9	IAC LSGS
GS607	N 46 19 40.8	E 008 00 51.8	IAC LSGS
GS608	N 46 26 36.7	E 008 12 39.6	IAC LSGS
GS609	N 46 11 38.9	E 007 15 20.0	IAC LSGS
GS610	N 46 11 10.1	E 007 14 07.9	IAC LSGS
GS611	N 46 01 24.0	E 006 53 50.4	IAC LSGS
GS612	N 46 09 14.8	E 006 51 15.3	IAC LSGS
GS613	N 46 07 32.7	E 007 06 34.5	IAC LSGS
GS615	N 46 39 09.1	E 008 03 17.5	IAC LSGS
GS616	N 46 29 07.5	E 008 16 49.4	IAC LSGS
GS617	N 46 13 16.9	E 007 20 21.3	IAC LSGS
GS618	N 46 23 38.8	E 007 55 58.9	IAC LSGS
GS619	N 46 13 28.1	E 007 37 30.6	IAC LSGS
GS620	N 46 06 20.3	E 007 18 54.9	IAC LSGS
GS621	N 46 04 57.7	E 006 50 16.8	IAC LSGS
GS623	N 46 34 17.0	E 008 10 17.2	IAC LSGS
MASAB	N 46 23 56.0	E 007 54 45.0	IAC LSGS
SANET	N 46 19 54.5	E 007 16 31.7	SID LSGS

2. Table for temperature deviation from ISA

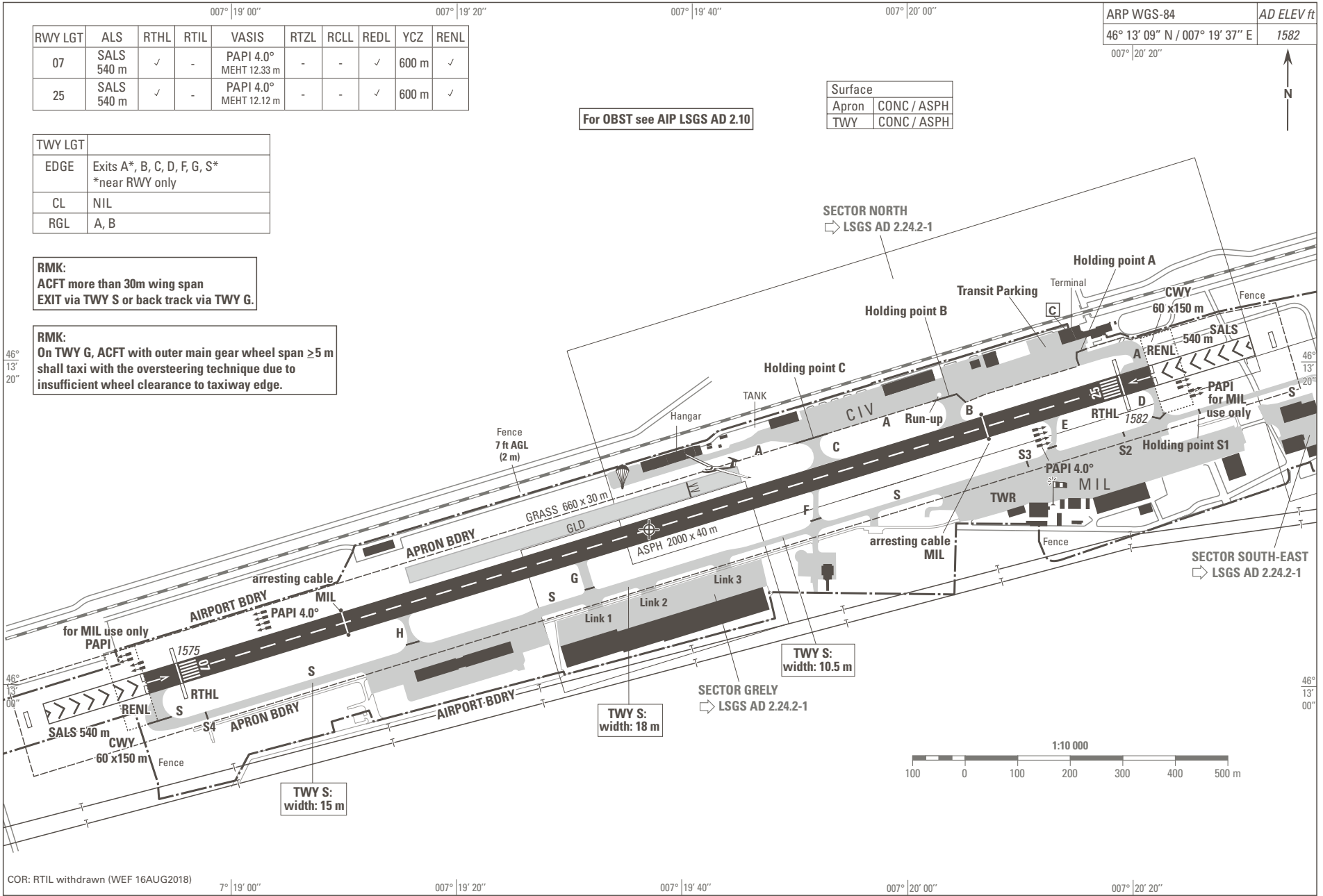
ALT	ISA	ISA + 20°	ISA + 10°	ISA - 10°	ISA - 20°
		Altimeter reading	Altimeter reading	Altimeter reading	Altimeter reading
17000	- 19°	OAT + 1° 15940	OAT - 9° 16450	OAT - 29° 17600	OAT - 39° 18250
16000	- 17°	OAT + 3° 15020	OAT - 7° 15490	OAT - 27° 16560	OAT - 37° 17160
13700	- 12°	OAT + 8° 12880	OAT - 2° 13280	OAT - 22° 14170	OAT - 32° 14670
11790	- 9°	OAT + 11° 11100	OAT + 1° 11440	OAT - 19° 12180	OAT - 29° 12600
8720	- 2°	OAT + 18° 8250	OAT + 8° 8480	OAT - 12° 8990	OAT - 22° 9280
6500	+ 2°	OAT + 22° 6180	OAT + 12° 6340	OAT - 8° 6690	OAT - 18° 6880

Note: Pressure altimeters are calibrated to indicate true ALT under ISA conditions. Any DEV from ISA will therefore result in an erroneous reading on the altimeter. In case of a temperature HYR than ISA, the true ALT will be HYR than the figure indicated by the altimeter and the true ALT will be lower when the temperature is lower than ISA. The altimeter error may be significant in extremely cold temperatures.

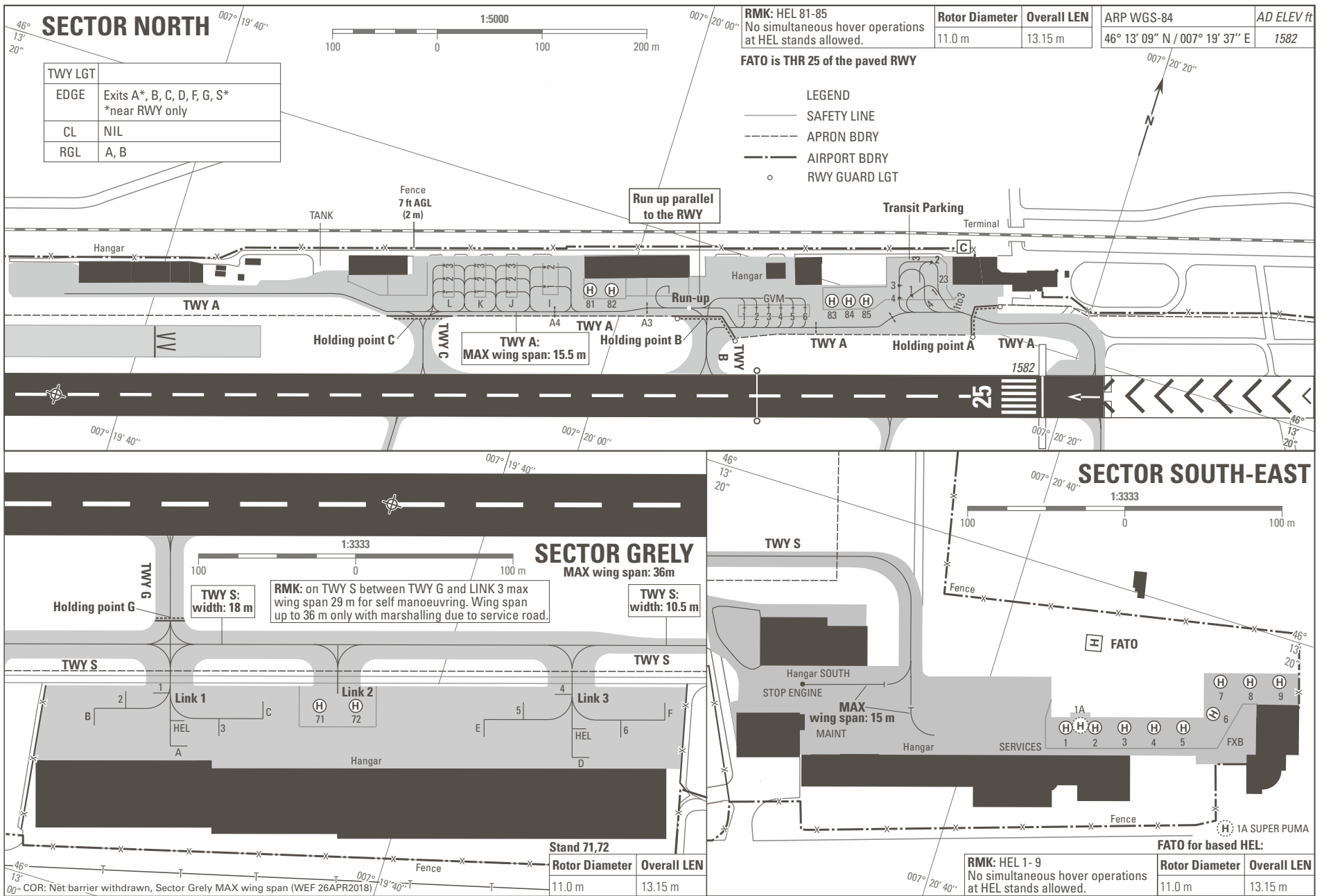
LSGS AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSGS AD 2.24.1 - 1
Aircraft Parking Chart	LSGS AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 07/25	LSGS AD 2.24.4 - 1
SID RWY 07/25	LSGS AD 2.24.7 - 1
SID RWY 25 - HIGH PERFORMANCE	LSGS AD 2.24.7 - 3
SID RWY 07/25 - DEST WITHIN LSGG OR LFLB	LSGS AD 2.24.7 - 5
STAR TO GRANA - RNAV 5	LSGS AD 2.24.9 - 1
IAC - IGS RWY 25 (CAT A/B/C)	LSGS AD 2.24.10 - 1
IAC - IGS RWY 25 VIS APCH	LSGS AD 2.24.10 - 3
IAC - RNAV (RNP) RWY 25	LSGS AD 2.24.10 - 5

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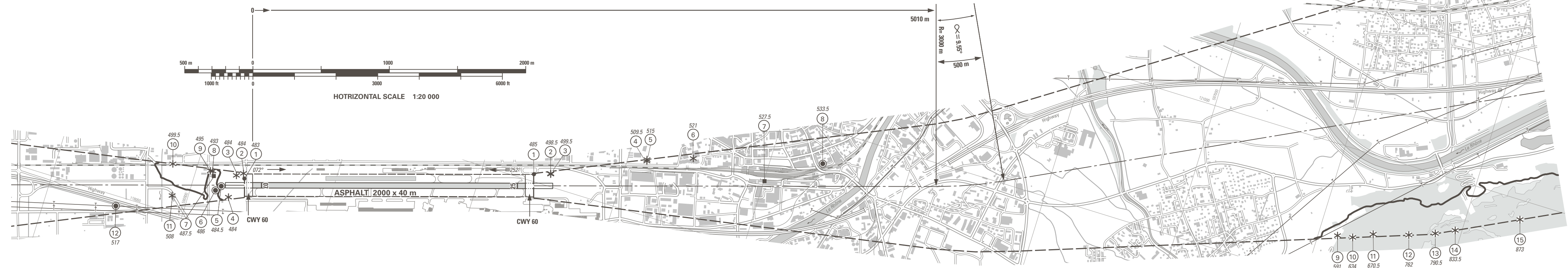
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VAR 1° E (2011)

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)

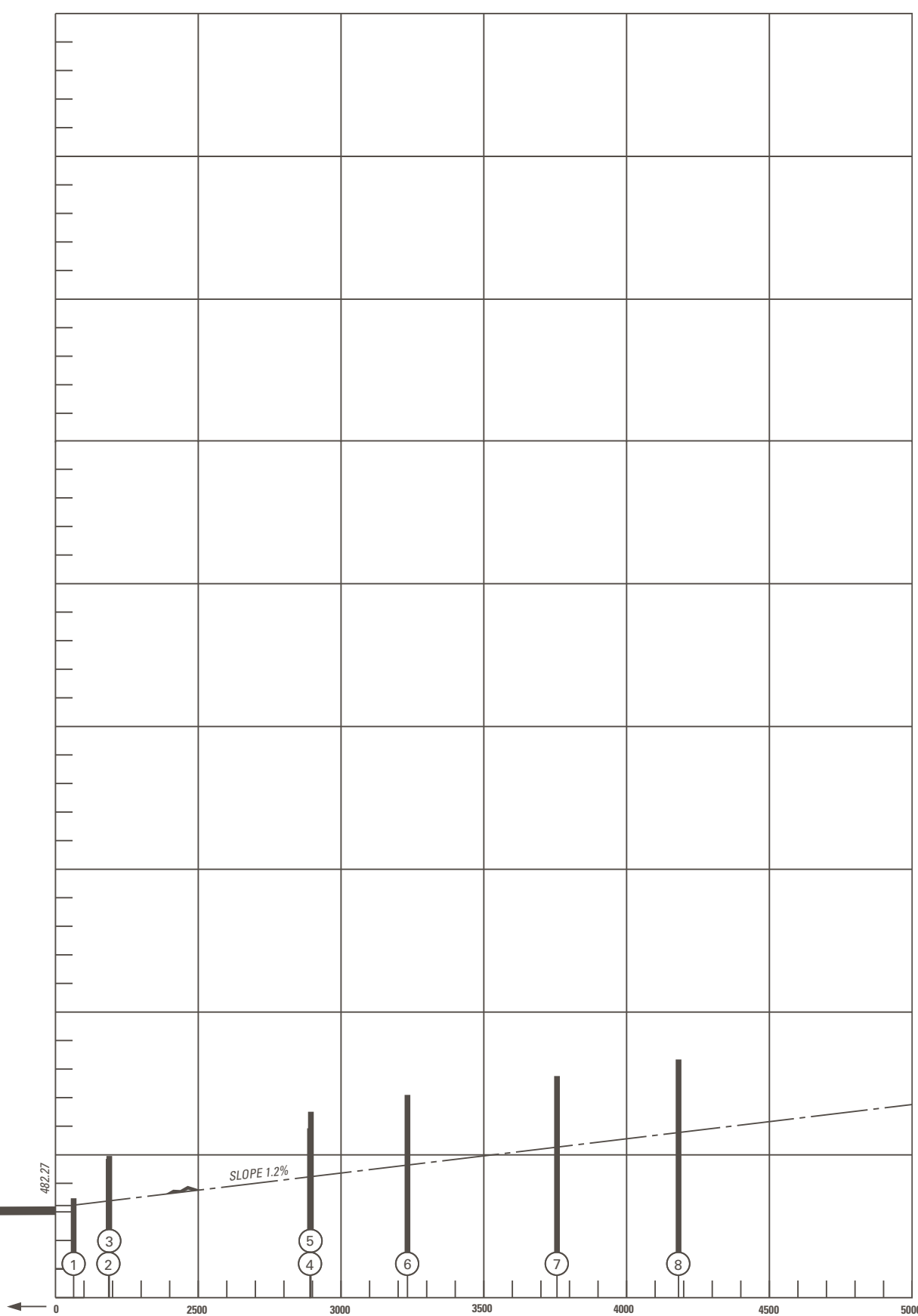
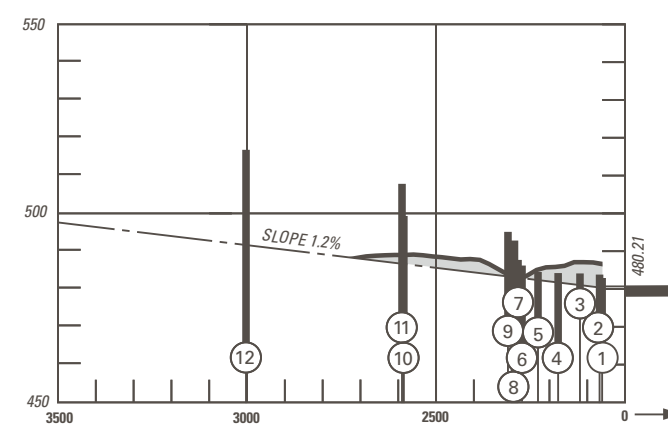
12th Edition

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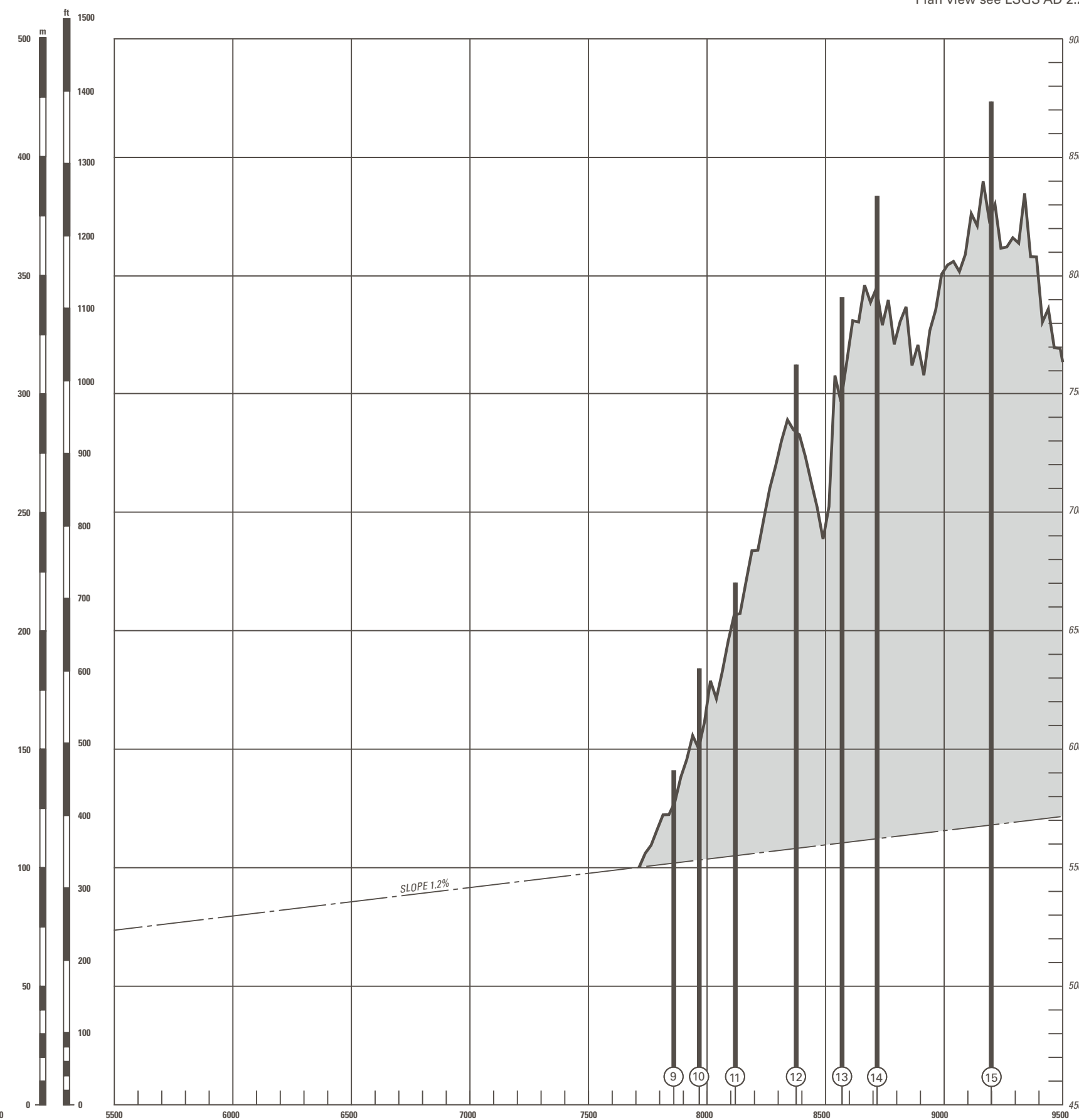
PROFILE RWY: 07-25

① Identification number
 Terrain penetrating obstacle plane

Plan view see LSGS AD 2.24.4-1



VERTICAL SCALE
1 : 2000



COR:THR ELEV (WEF 08DEC2016)

11th Edition

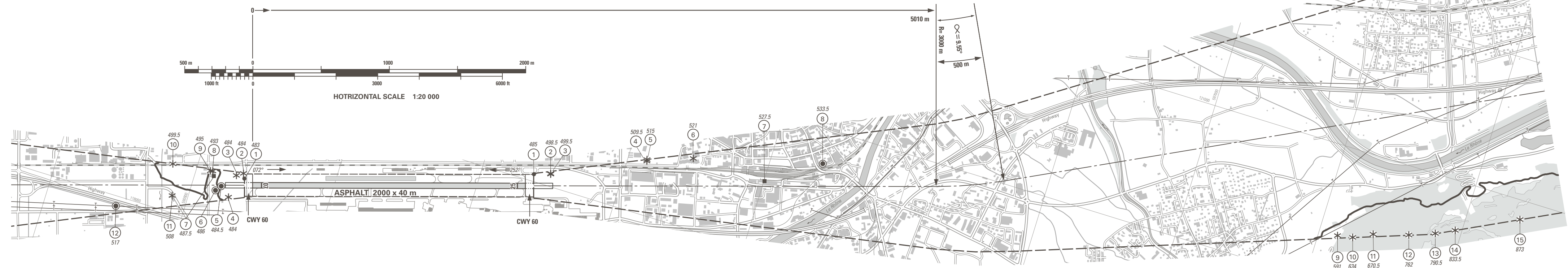
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VAR 1° E (2011)

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)

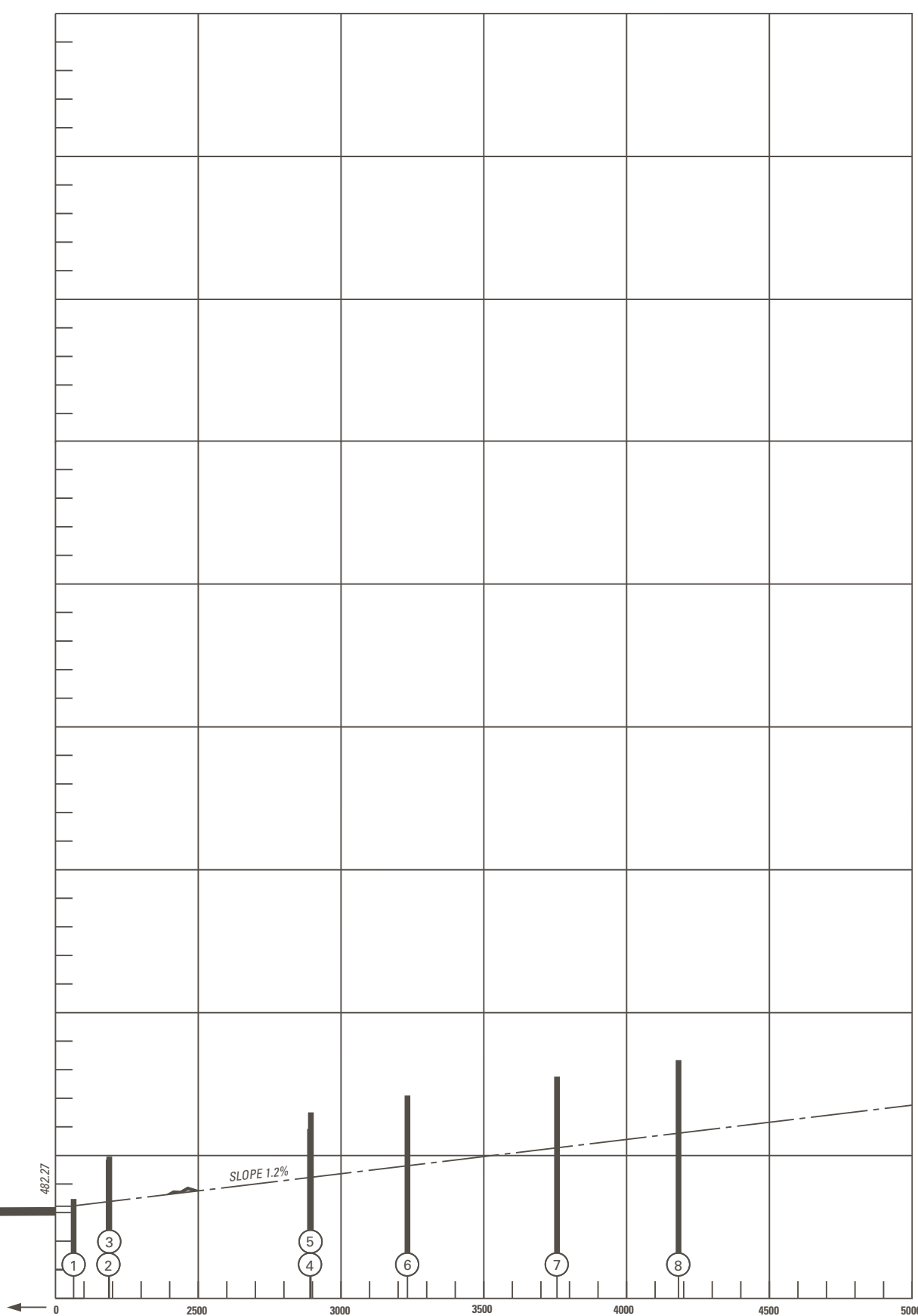
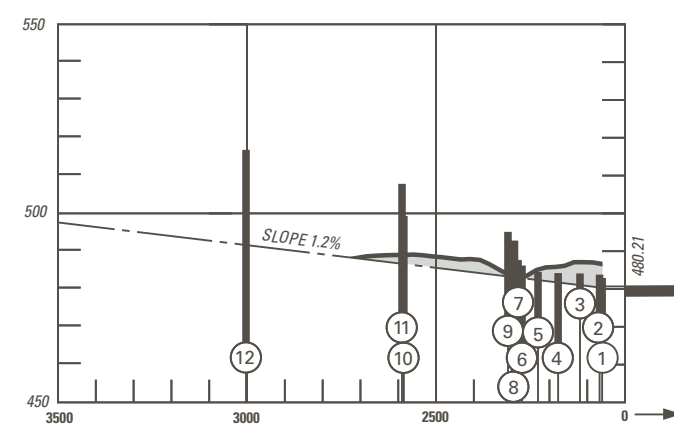
12th Edition

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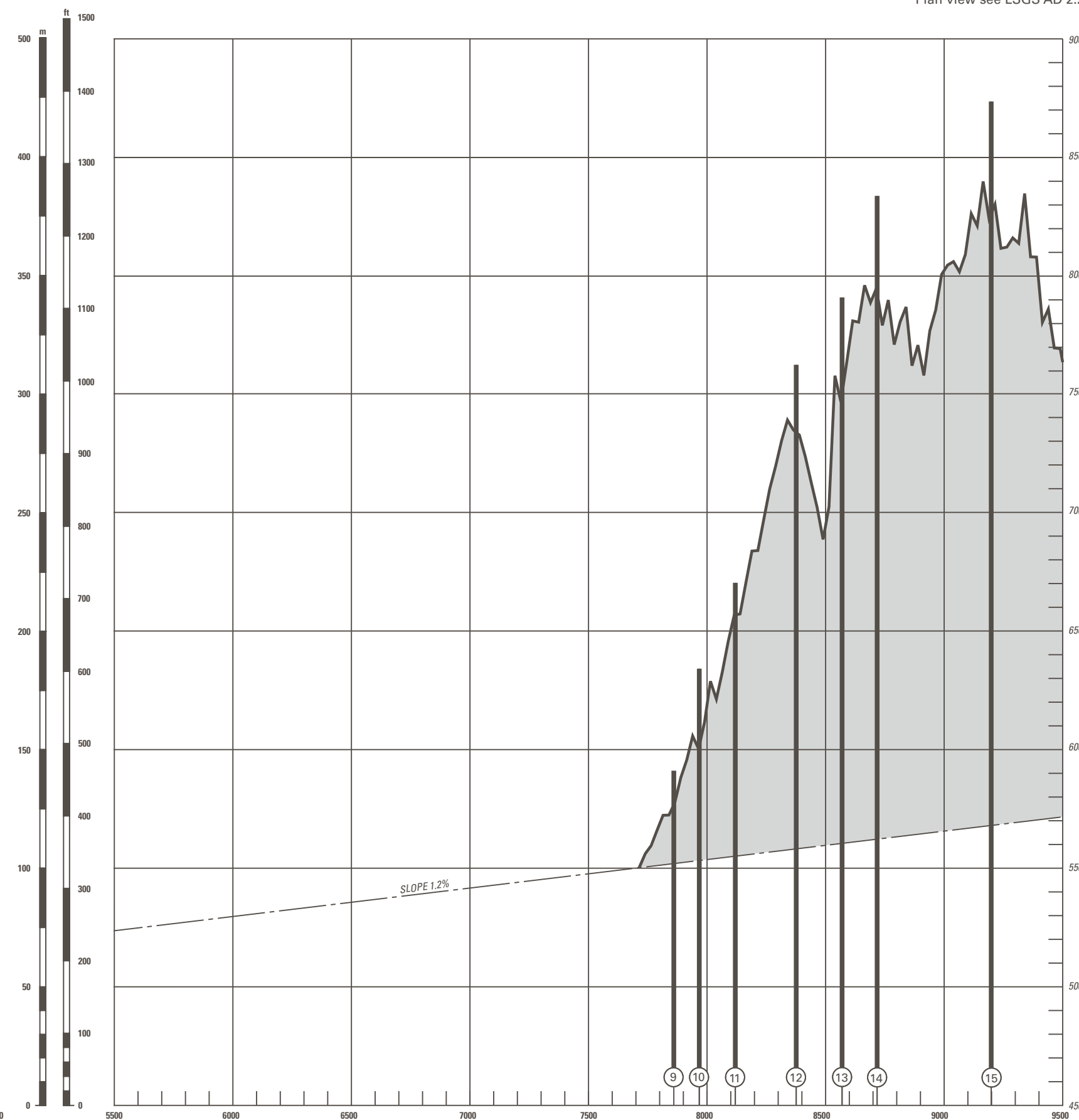
PROFILE RWY: 07-25

- ① Identification number
- ▬ Terrain penetrating obstacle plane

Plan view see LSGS AD 2.24.4-1

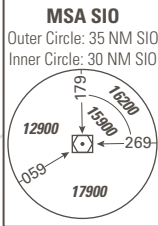


VERTICAL SCALE
1 : 2000



STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICARO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES IN FT

VAR °E 2011

**Contact SION GND 121.7
5 MIN prior to start-up**

**Aircraft and crew authorisation required
refer to AIP LSGS AD 2.22.1**

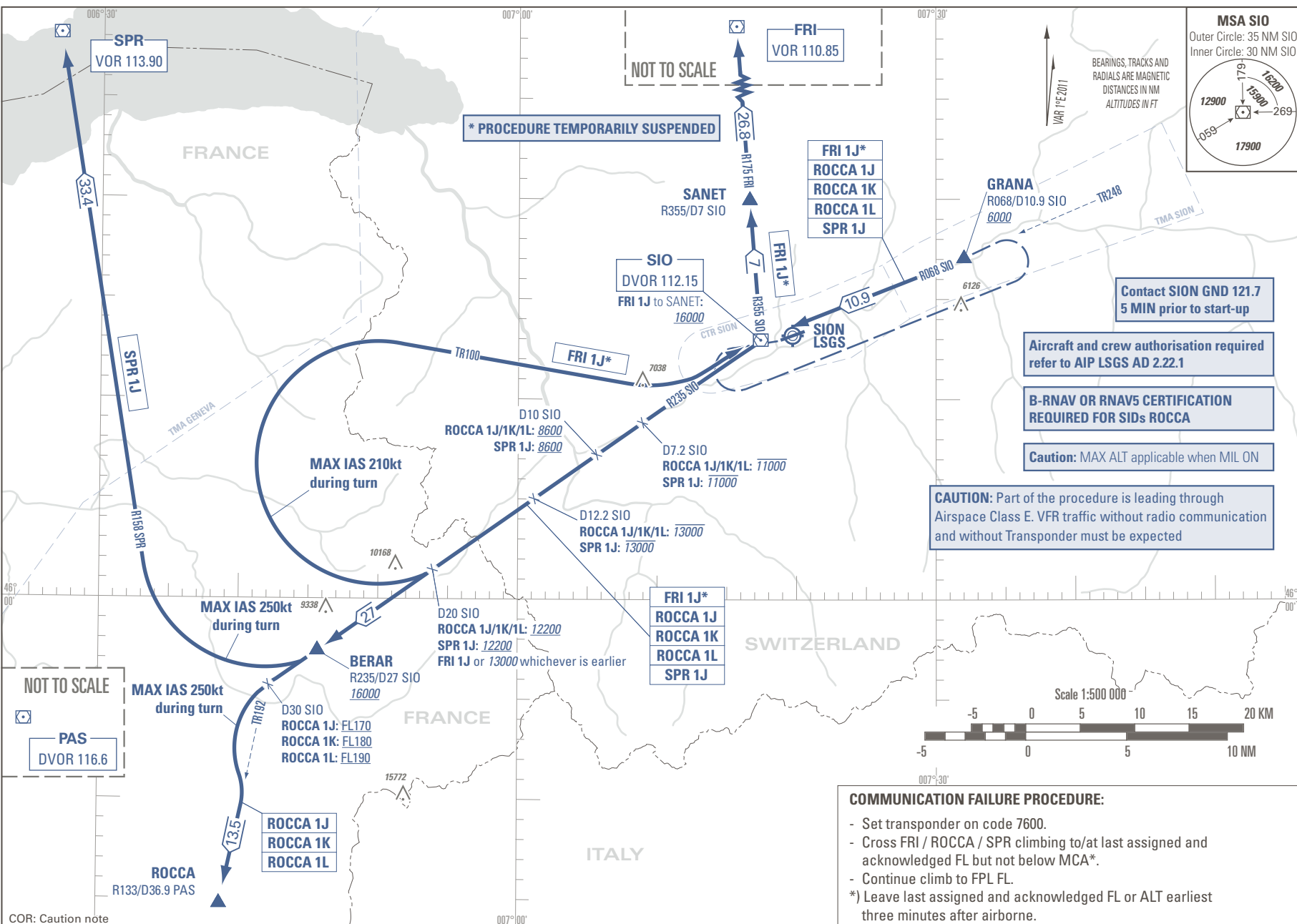
**B-RNAV OR RNAV5 CERTIFICATION
REQUIRED FOR SIDs ROCCA**

Caution: MAX ALT applicable when MIL ON

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

COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Cross FRI / ROCCA / SPR climbing to/at last assigned and acknowledged FL but not below MCA*.
- Continue climb to FPL FL.
- *) Leave last assigned and acknowledged FL or ALT earliest three minutes after airborne.

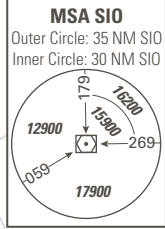


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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION LSGS
HIGH PERFORMANCE
SID RWY 25



Contact SION GND 121.7
5 MIN prior to start-up

Aircraft and crew authorisation required
refer to AIP LSGS AD 2.22.1

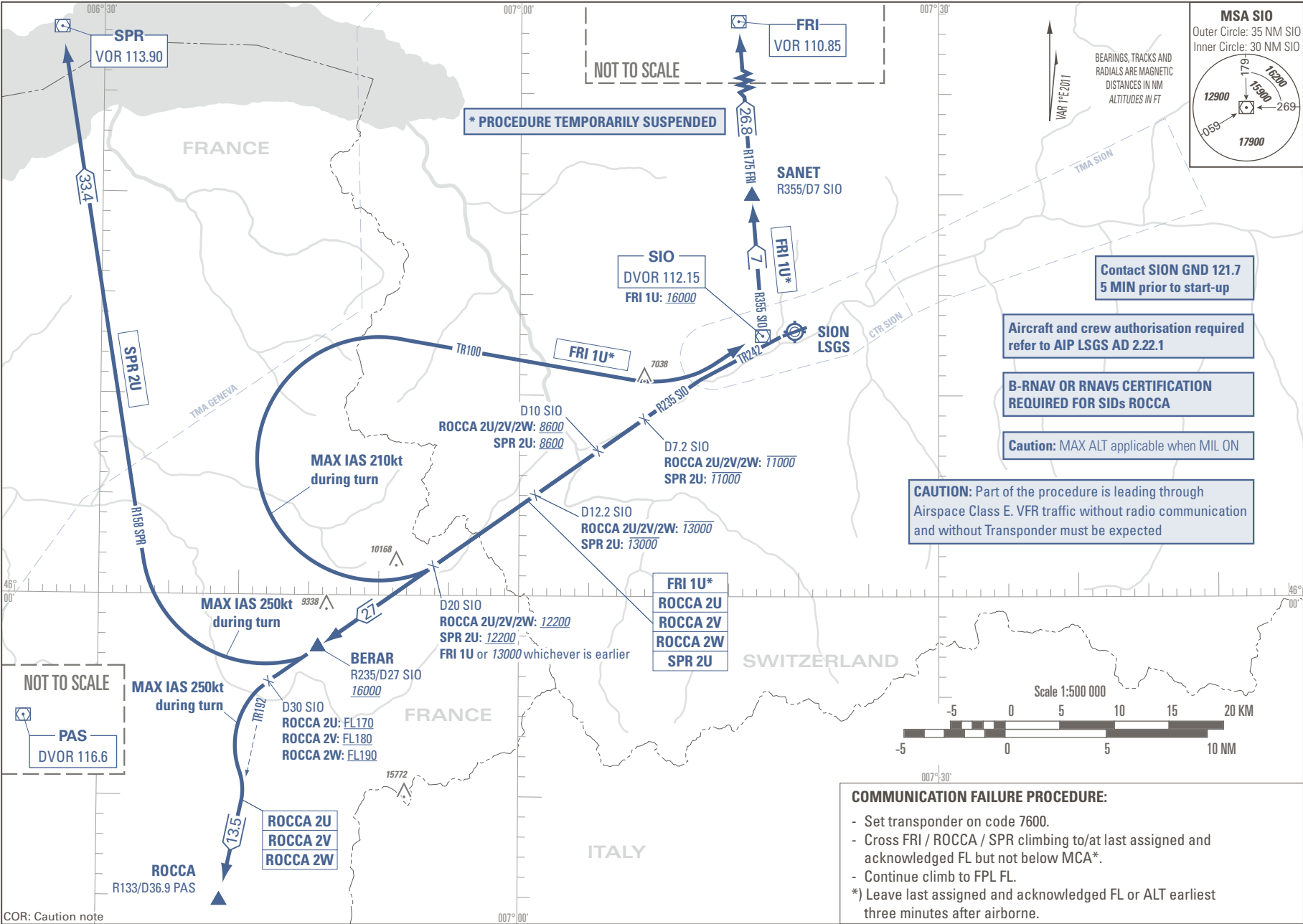
B-RNAV OR RNAV5 CERTIFICATION
REQUIRED FOR SIDs ROCCA

Caution: MAX ALT applicable when MIL ON

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

COMMUNICATION FAILURE PROCEDURE:

- Set transponder on code 7600.
- Cross FRI / ROCCA / SPR climbing to/at last assigned and acknowledged FL but not below MCA*.
- Continue climb to FPL FL.
- *) Leave last assigned and acknowledged FL or ALT earliest three minutes after airborne.

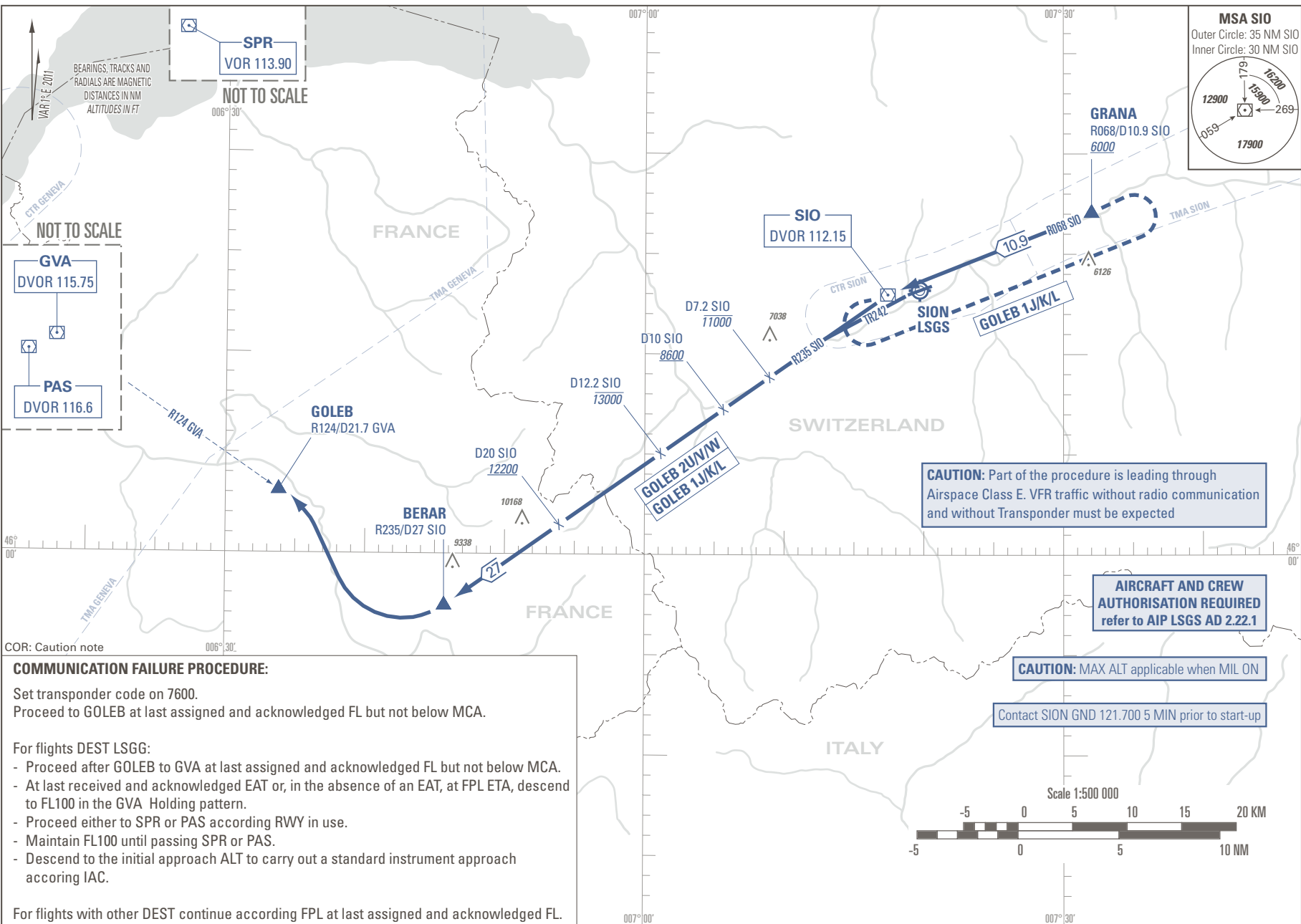
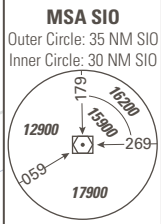


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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 13000

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



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 according IAC.

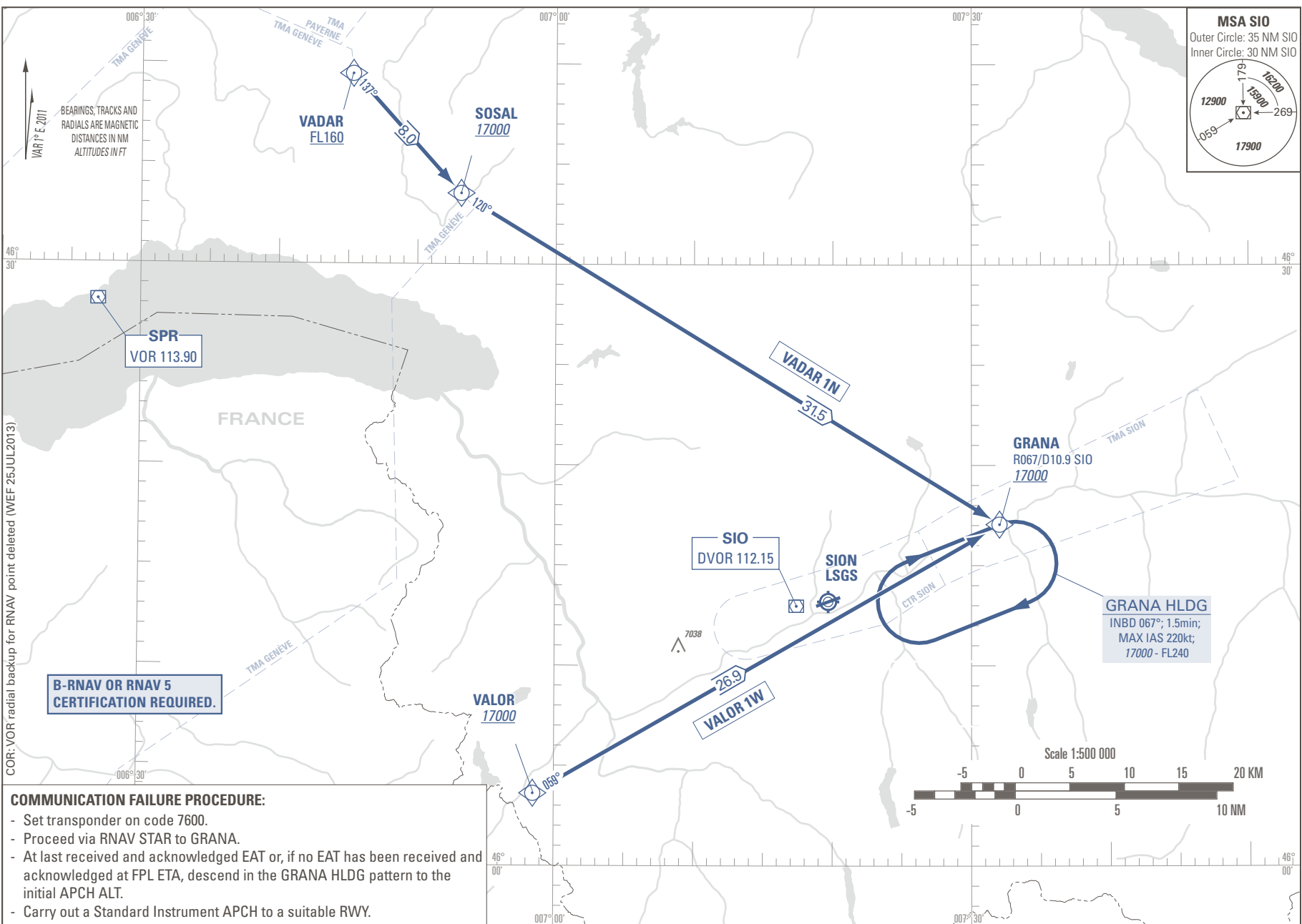
For flights with other DEST continue according FPL at last assigned and acknowledged FL.

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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)



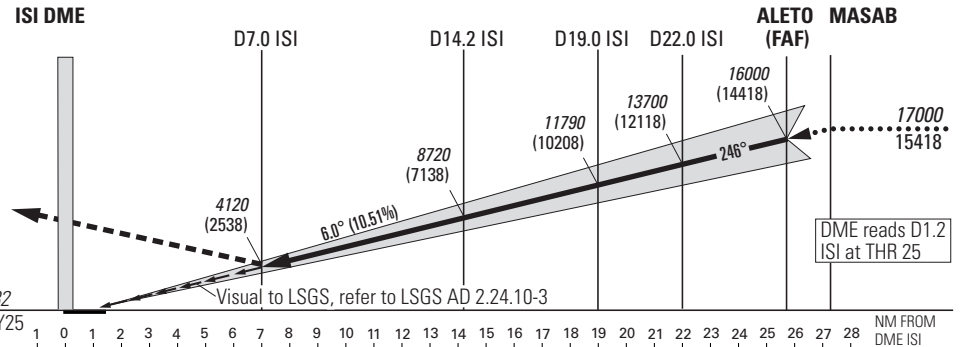
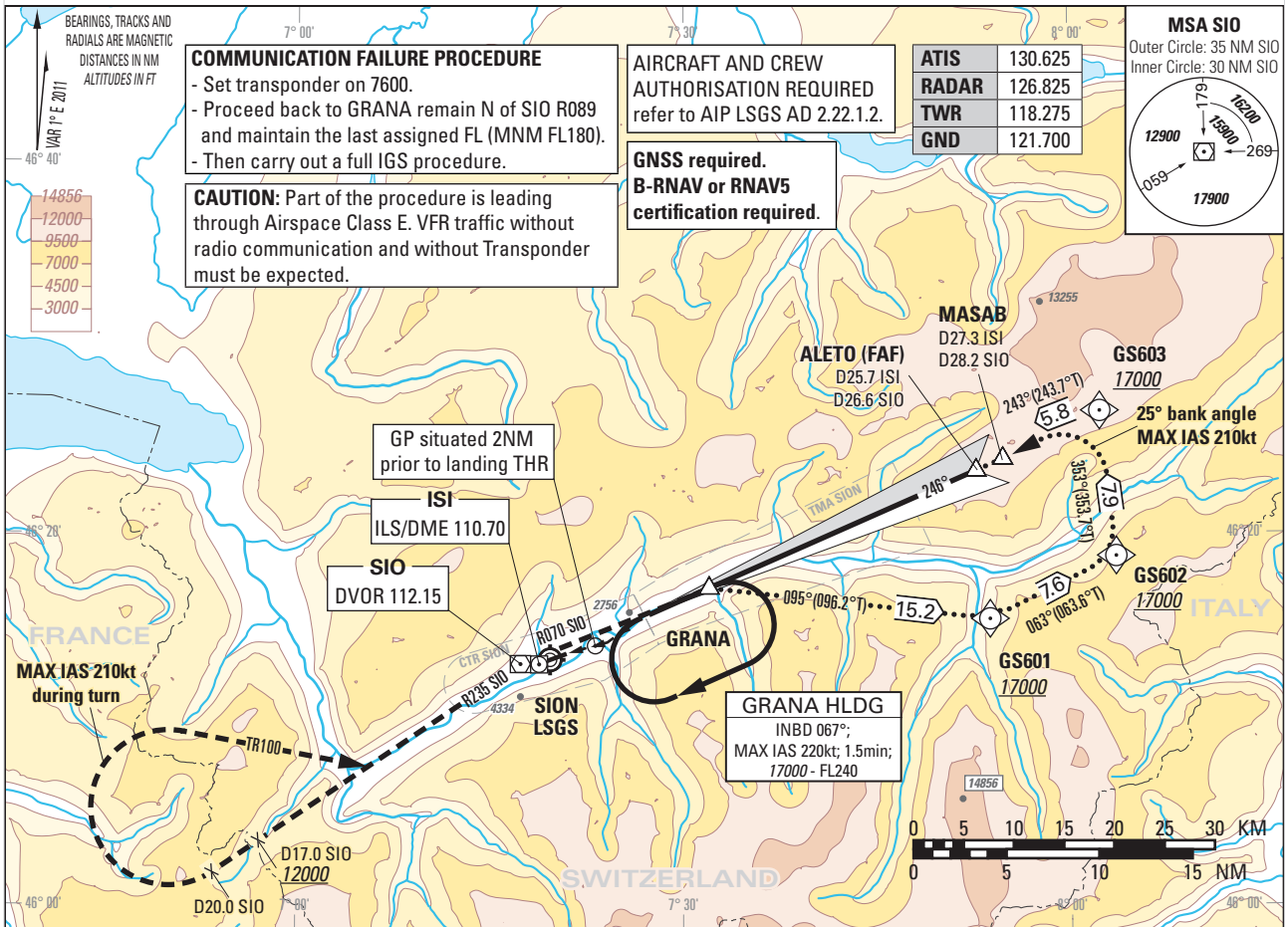
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Instrument Approach Chart
(IAC) - ICAO
(IGS instruction: see LSGS AD 2.22)

AD ELEV 1582ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

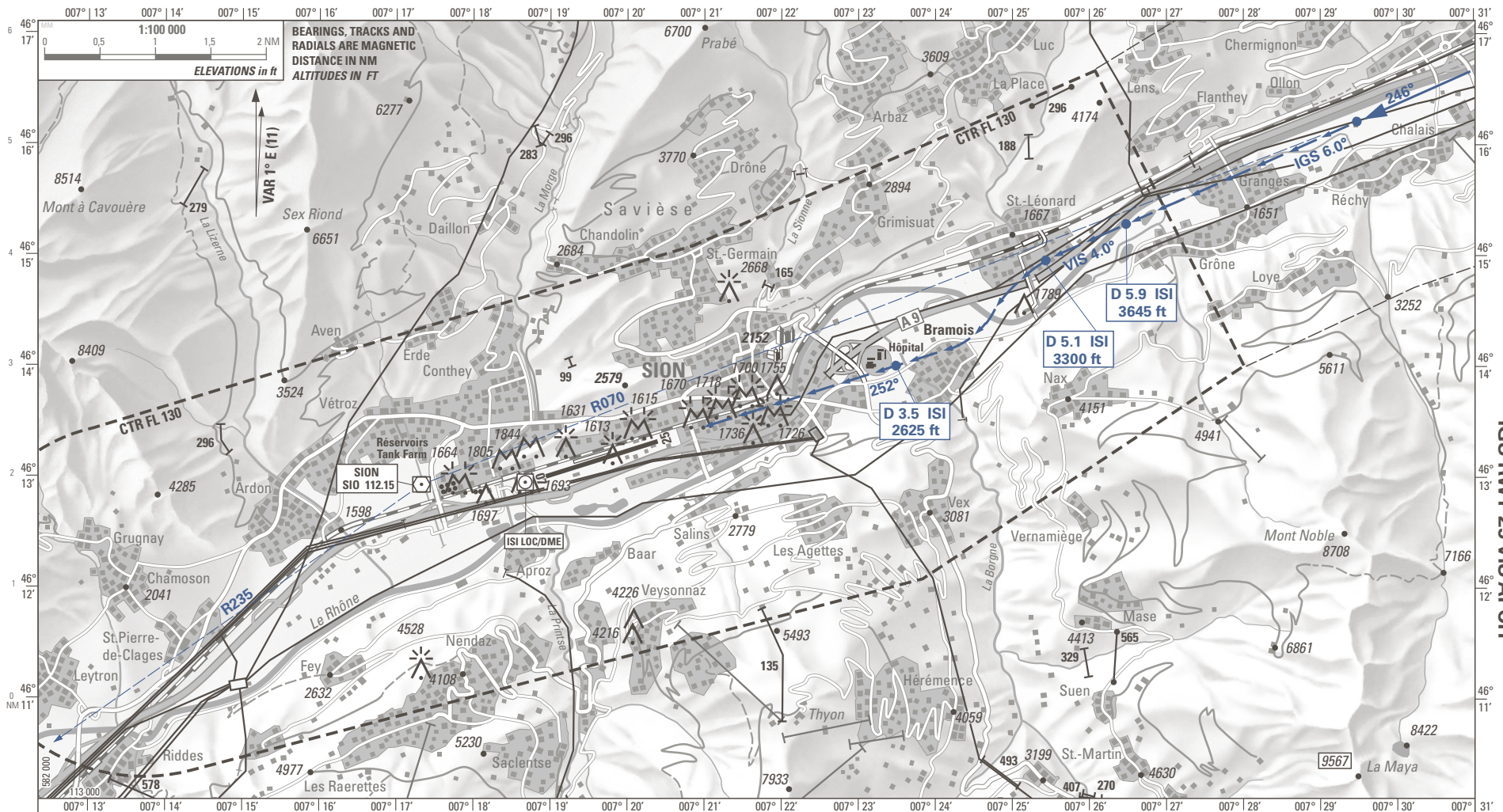
SION LSGS
IGS RWY 25 (ACFT CAT A/B/C)
GLIDE PATH 6.0°, VISUAL PART 4.0°



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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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.

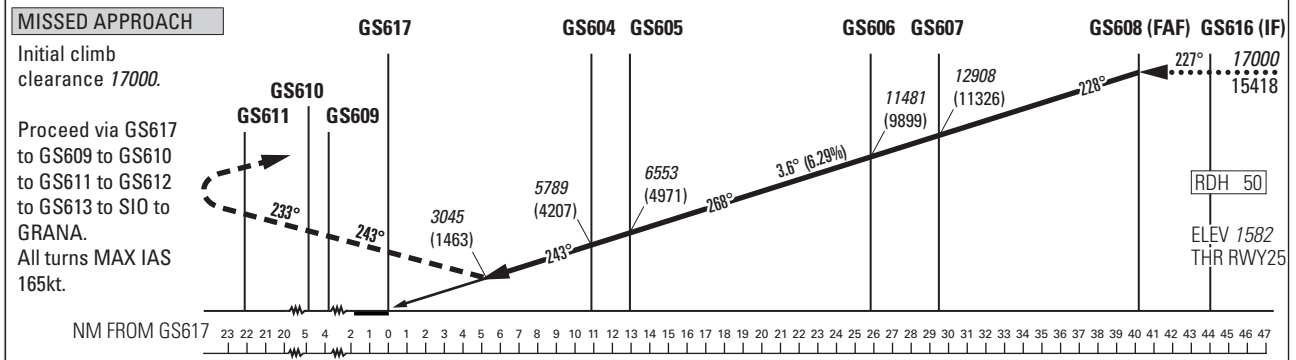
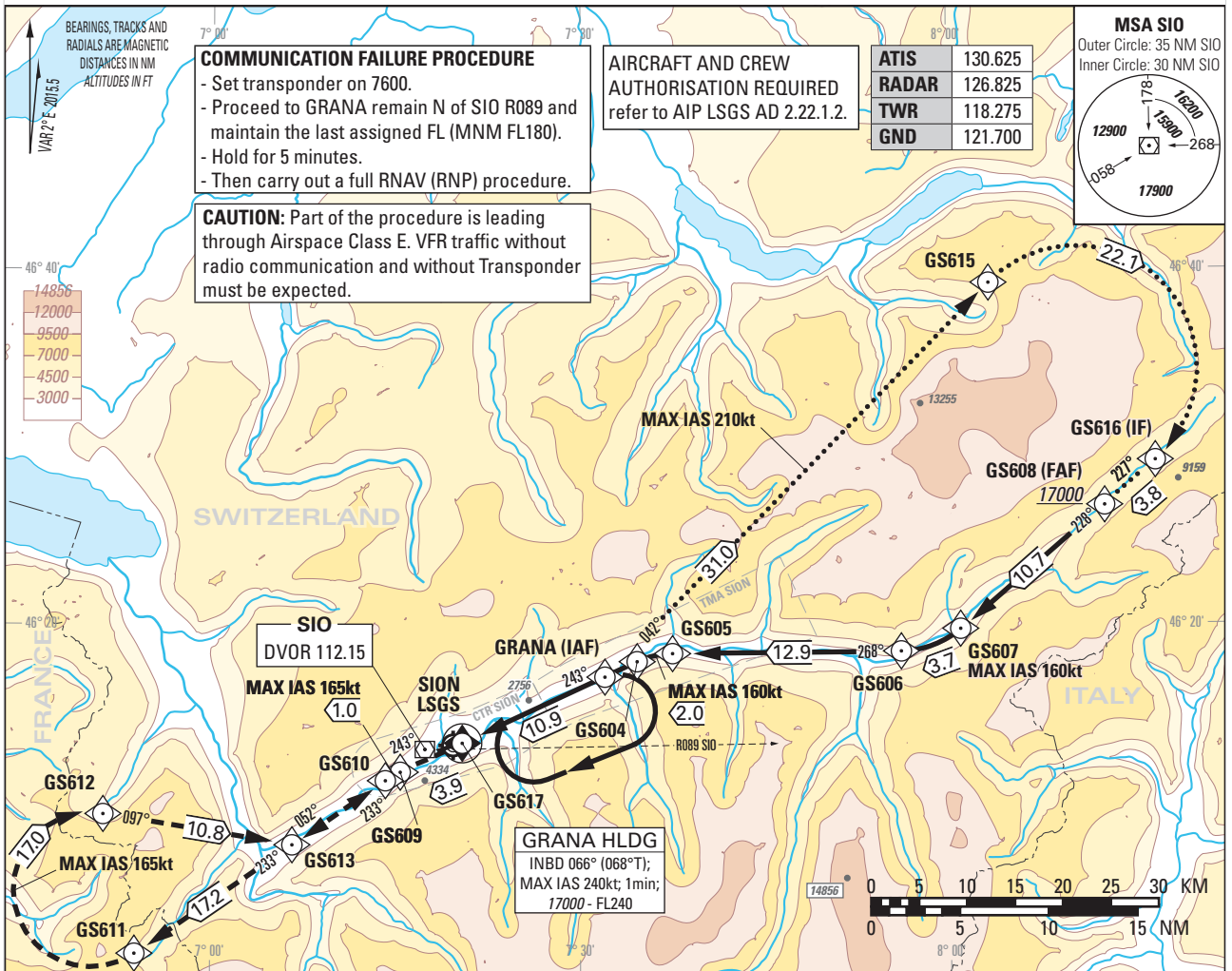
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Instrument Approach Chart
(IAC) - ICAO

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)

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.

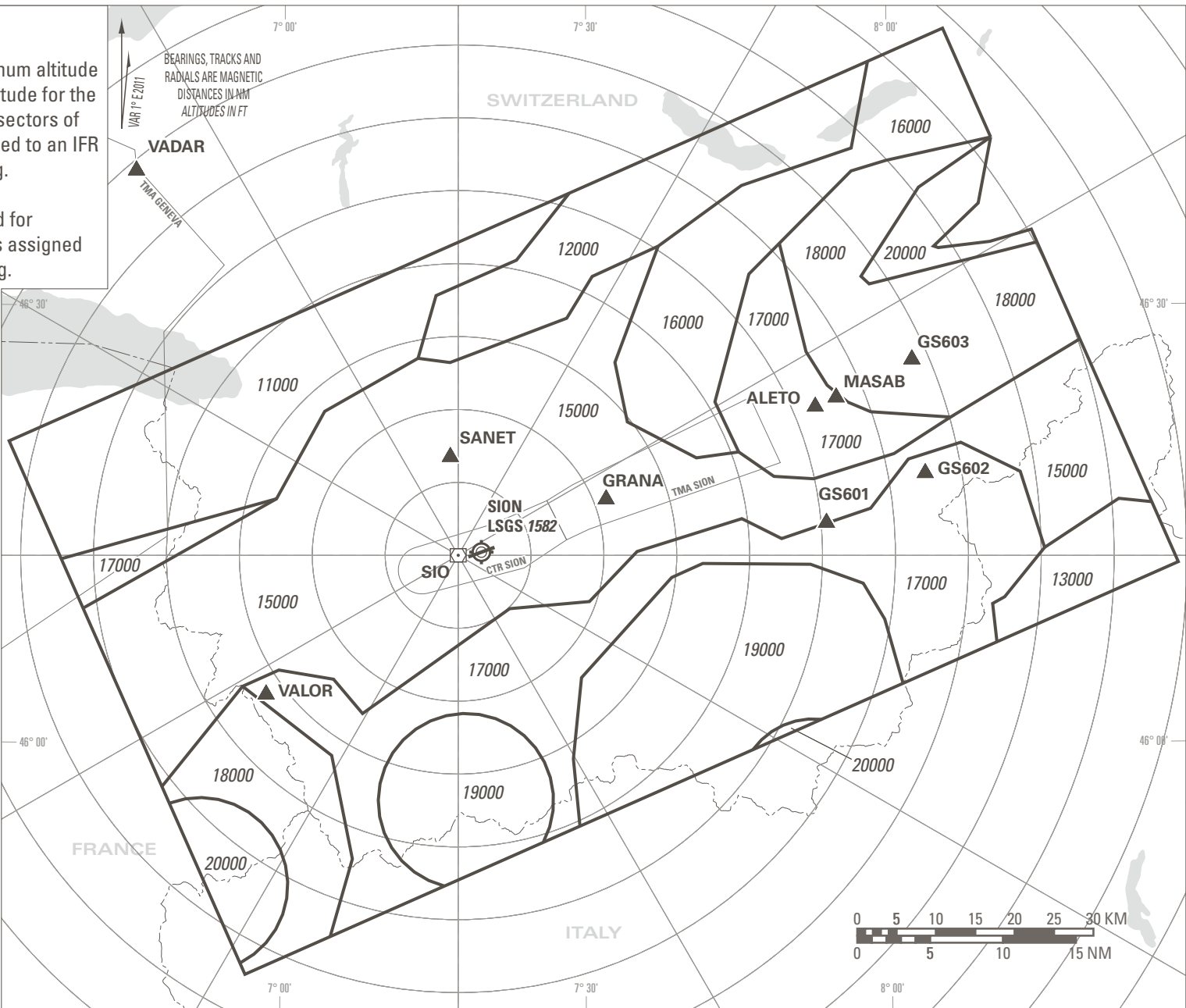
ROD	GS kt	80	100	120	140	160
	FT/MIN		510	640	760	890

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)

COR: Caution text box (WEF 26APR2018)

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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

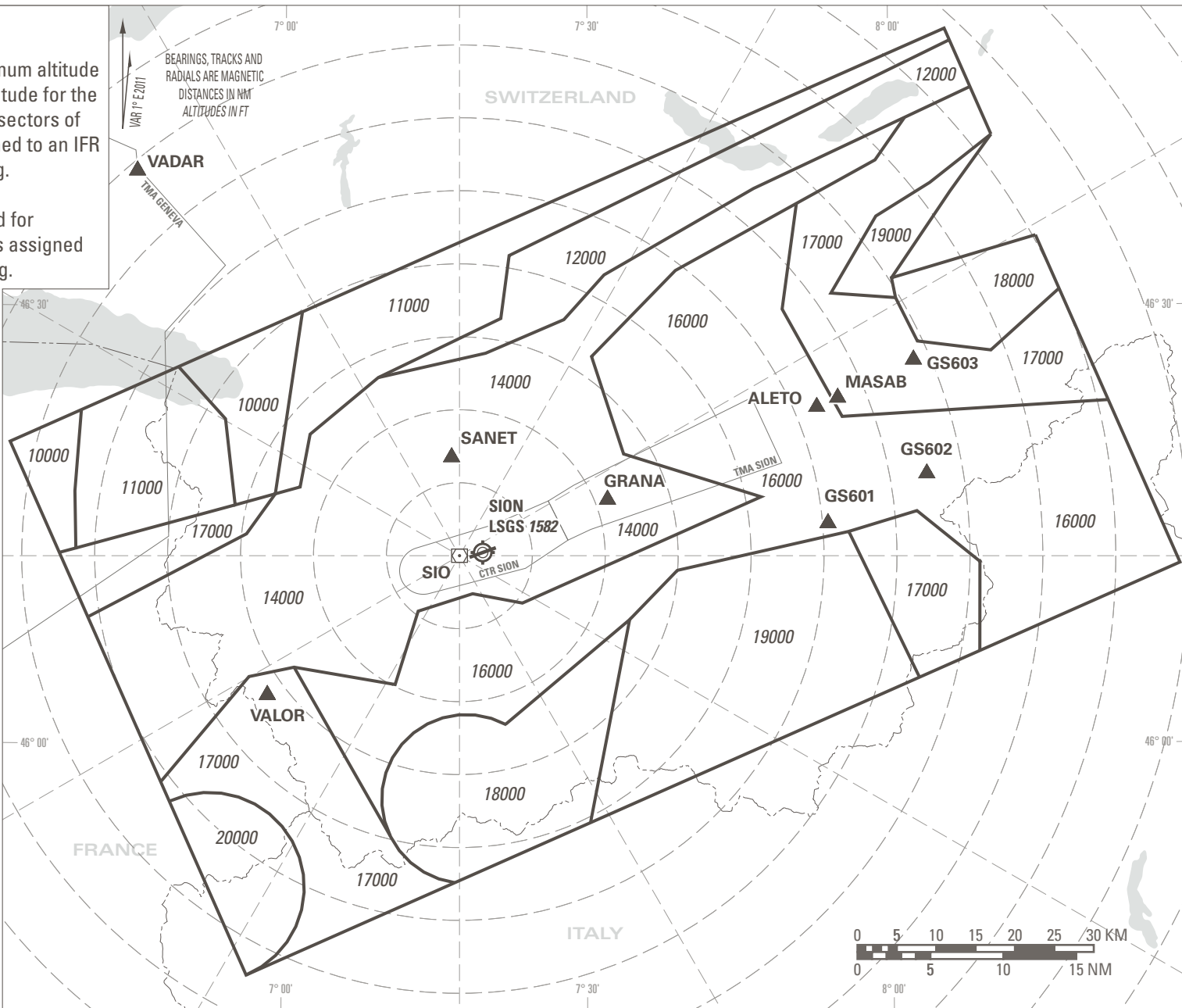
Minimum altitudes are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

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: AD ELEV (WEF 08DEC2016)

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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: AD ELEV (WEF 08DEC2016)

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