

GENERAL

Operational Hours

ATS Hours: HX**AD ADMIN Hours**

APR-SEP: 0500-1800

OCT-MAR: 0700-1900

Outside these HRs, services are AVBL O/R:

APR-SEP: 1800-1900, PPR until 1000.

OCT-MAR: 0600-0700, PPR until 1600 the preceeding day.

Operations from SS until 2000, PPR until 1100.

Airport Information

RFF: CAT 5 for charter TFC, CAT 3 for other TFC.

Higher than CAT 3 (MAX CAT 7) for commercial flights: O/R 3HRs before ETA/ETD.

Fuel: As AD ADMIN Hours**PCN:** RWY 07/25: 40/F/B/X/T**Customs:** As AD ADMIN Hours

Operation

Requirements for Operators

Several regulations and restrictions for ACFT and pilots in use. Check with authority and Sion AD.

To operate under IFR, pilots shall hold a valid Pilot Qualification (Type A or B) according to requirements of AD. To apply for the Pilot Qualification contact with authority and Sion AD.

TWY Restrictions

TWYs width 15-20m / 49-66ft.

TWY A MAX wingspan 15.5m / 51ft.

TWY S between TWY G and Link 3:

Self manoeuvring for ACFT with MAX wingspan 29m / 95ft.

For wingspan up to 36m / 118ft, marshaller mandatory.

Taxi/Parking

ACFT with wingspan above 30m / 98ft, exit RWY via TWY S or back track via TWY G.

TWY G use oversteering technique if outer main gear wheel span \geq 5m / 16ft.

No ATC service on APN, is on PIC discretion.

Marshaller or follow-me O/R via GND.

APU: Use of APU restricted to 10min after on-block and 15min before off-block time.

Warnings

High terrain around AD.

Glider activity and artillery firing (St. Maurice) in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below FL100

Communication**COM Failure**

- Proceed via RNAV STAR to GRANA.
- At last received and acknowledged EAT or, if no EAT has been received and acknowledged at FPL ETA descend in the GRANA HLDG pattern to the initial APCH ALT.
- Carry out a standard INSTR APCH to a suitable RWY.

RWY 25:

- Proceed back to GRANA remain N of SIO R089 and maintain the last assigned FL (MNM FL180).
- Then carry out a full IGS PROC.

Arrival Procedure**Reverse**

Do not use more than idle reverse if possible. It is recommended that the entire RWY length AVBL is used.

Warnings

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

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

DEPARTURE**Take-off Minima**

RWY		25	
A, B, C	ft - m/km	0 - 1500v	High performance DEP only.
		c6500 - 5.0V	VMC until GRANA, HJ only.
D		Not applicable	-
RWY		07	
A, B, C	ft - m/km	c6500 - 5.0V	VMC until GRANA, HJ only.
		Not applicable	-
D		Not applicable	-

Speed

MAX IAS 250KT below FL100

Communication**COM Failure****SIDs FRI/ROCCA/SPR:**

- Cross FRI/ROCCA/SPR climbing to/at assigned and acknowledged FL but not below MCA (leave last assigned and acknowledged FL or ALT earliest 3min after airborne).
- Continue to FPL FL.

DEPARTURE**SIDs GOLEB**

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 absence of an EAT, at FPL ETA, descend to FL100 in GVA HLDG pattern.
- Proceed either to SPR or PAS according RWY in use.
- Maintain FL100 until passing SPR or PAS.
- Descend to initial APCH ALT to carry out standard instrument APCH according IAC.

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

Departure Procedure

GOLEB 1J/K/L/U/V/W traffic for DEST:

- LSGG, join ARR routes KINES.
- LFLB, LFLP, follow route Y52.

ATC Slot, Clearance

REQ CLR 5min before start-up upon GND.

De-icing

As AD ADMIN Hours.

AVBL 01 NOV - 30 APR.

Effective 26-APR-2018

19-APR-2018

SIR-LSGS

2-10

Switzerland Sion

AGC

AFC

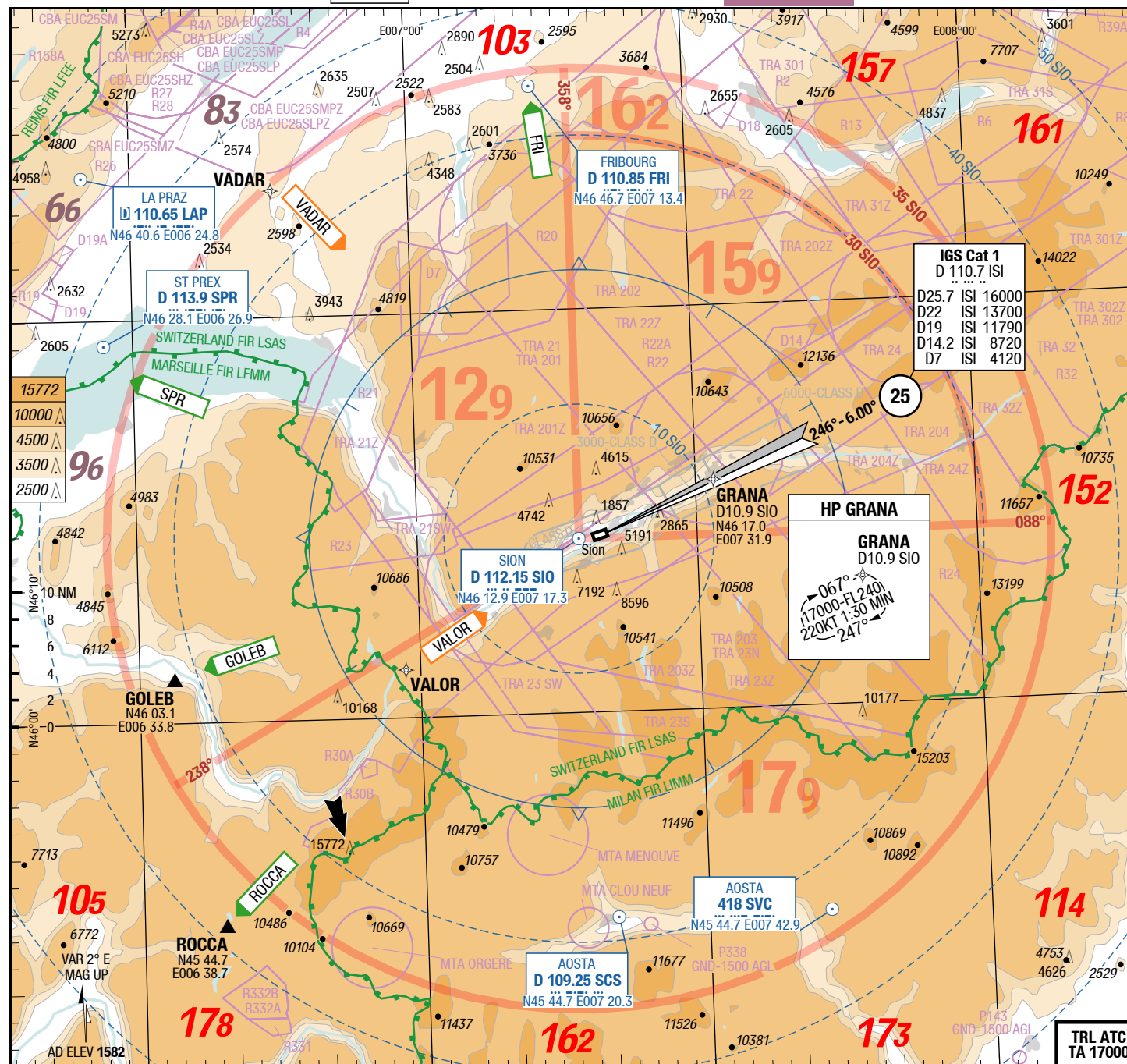
AFC

AFC

Sion Switzerland

AGC

AFC



ATIS	130.625 HX
Geneva Info	126.350
RAD	126.825 HO
	122.350
TWR	118.275 HX
GND	121.700 HX

Landing RWY system:

07

HL-S

THR 1575 (56hPa) / TDZ 1575 (---%) +0.1%

540

4.0°

50 HL

1935 x 40

60

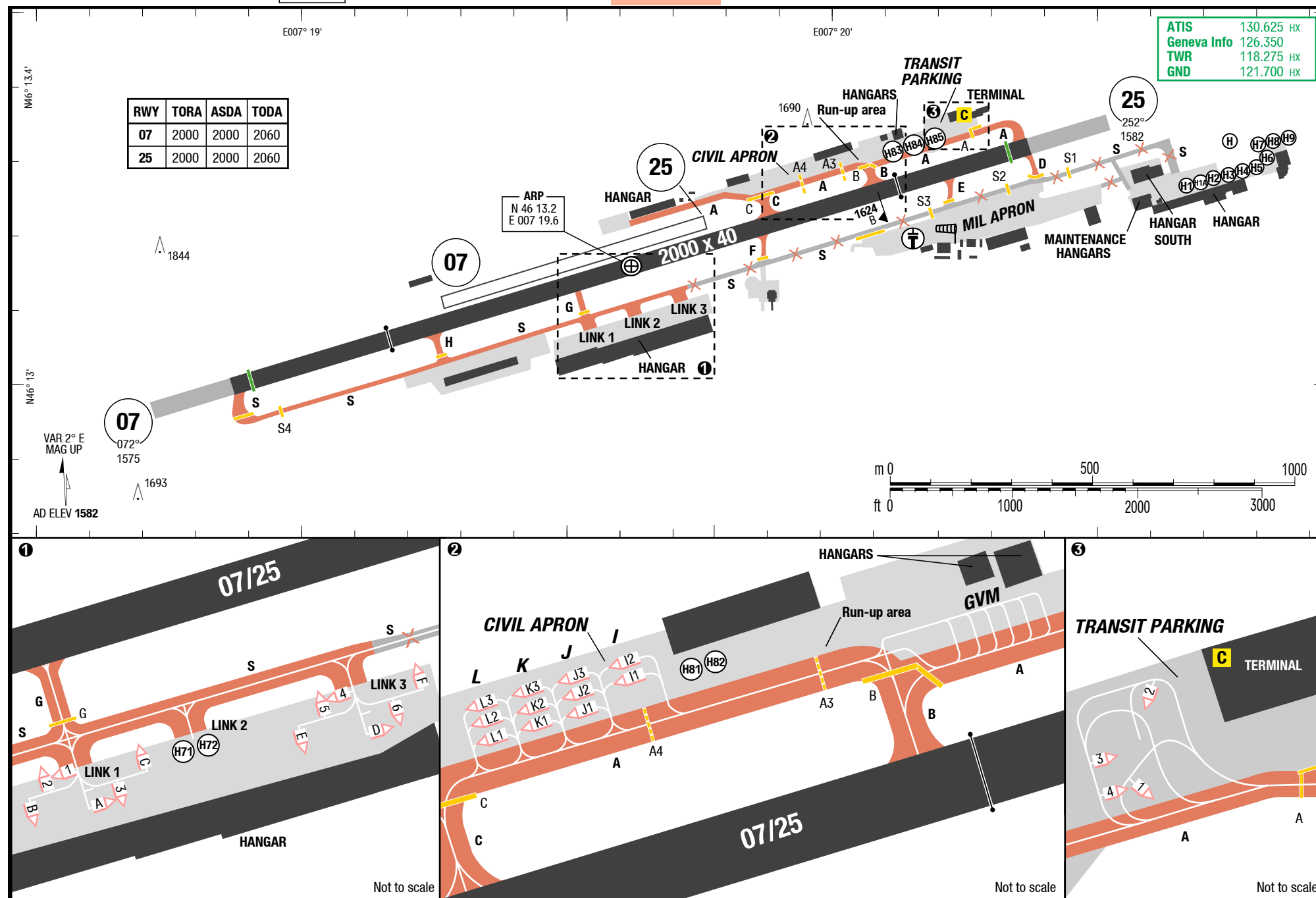
540

4.0°

0.1% TDZ --- (---%) / THR 1582 (56hPa)

HL-S

25



ATIS	130.625	HX
Geneva Info	126.350	
TWR	118.275	HX
GND	121.700	HX

SIR-LSGS

SIDs GOLEB

SID

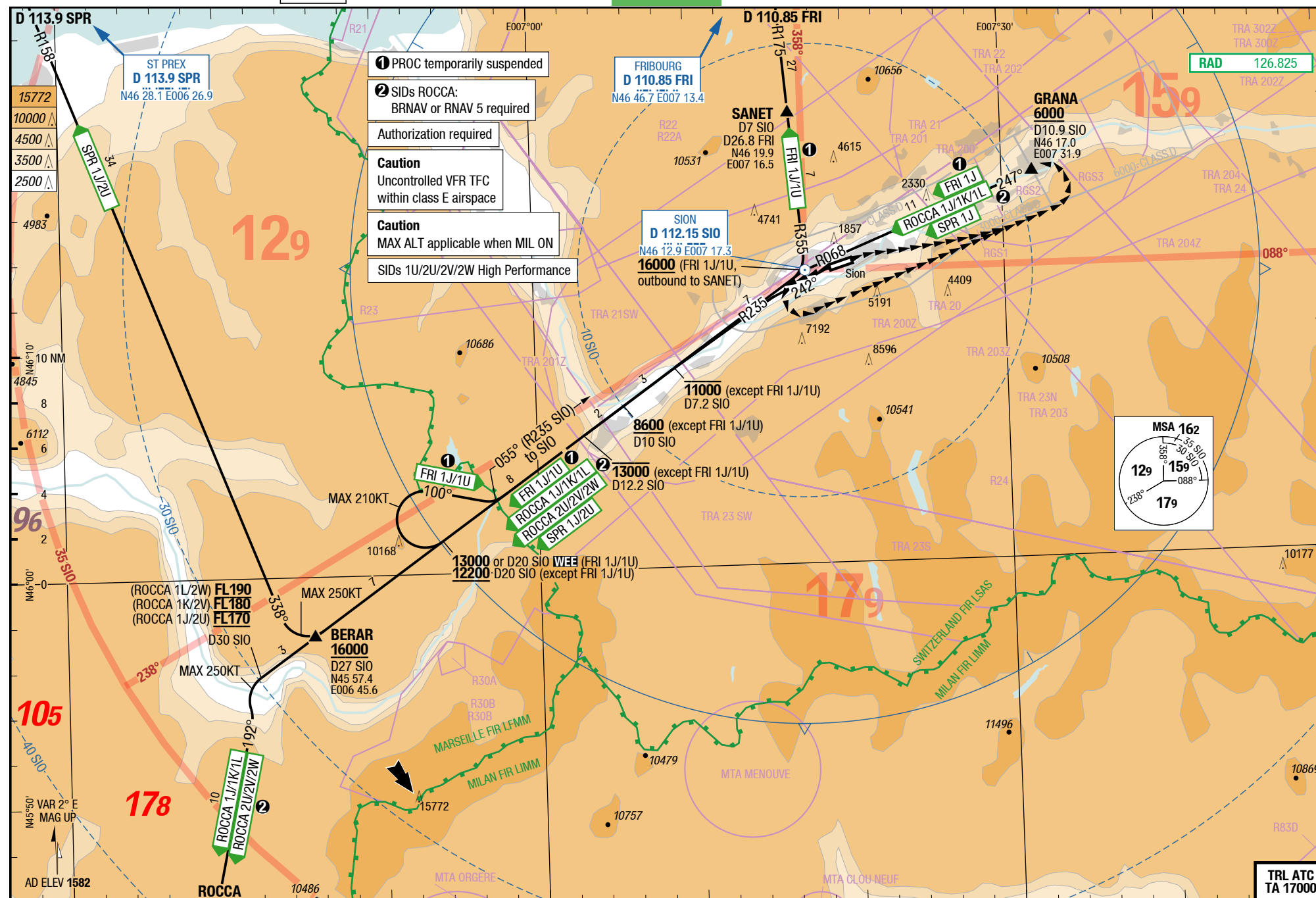
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SIDs GOLEB

SIDs FRI / ROCCA / SPR

4-10

SIDs FRI / ROCCA / SPR



Changes: SUAs, OBST, AD ELEV

TRL ATC
TA 17000

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05-OCT-2017
SIR-LSGS

4-20

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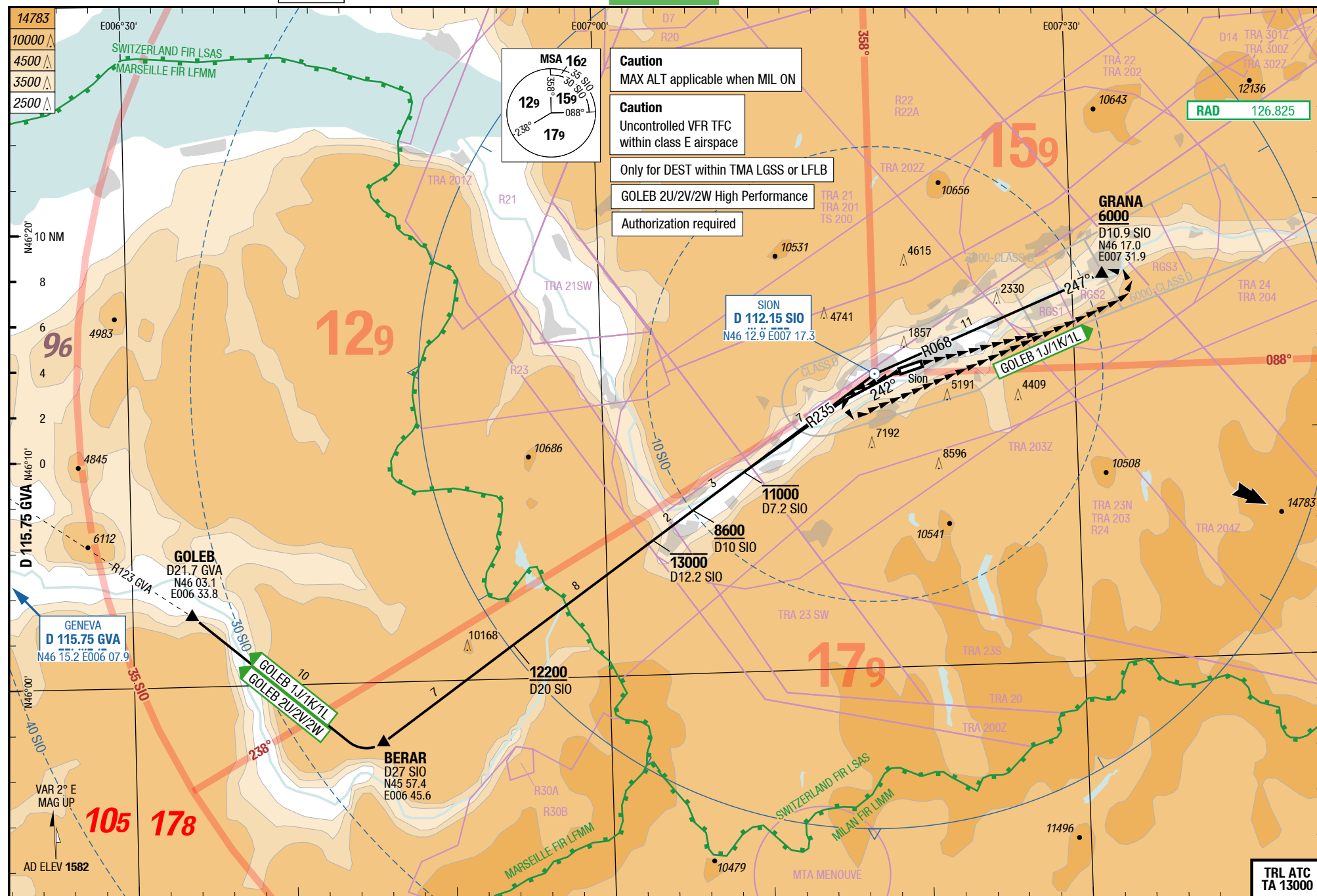
SIDs GOLEB

SID

SID

Sion Switzerland

SIDs GOLEB



Changes: OBST, SUAs, AD ELEV

TRL ATC
TA 13000

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05-OCT-2017

SIR-LSGS

5-10

SIDs FRI / ROCCA / SPR

FRIBOURG 1J / ROCCA 1J / ROCCA 1K / ROCCA 1L / SAINT PREX 1J

RWYs 07 (072°) / 25 (252°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
FRIBOURG 1J FRI 1J 4.2% to 6300 126.825 ①②③④	proceed to GRANA maintaining visual ground contact - intercept R068 SIO to SIO - R235 SIO - at D20 SIO or 13000 , whichever is earlier, RT (MAX 210KT) 100° - intercept R235 SIO to SIO - LT to SANET - FRI	GRANA MNM 6000 SIO MNM 16000 (outbound to SANET)
ROCCA 1J 4.2% to 15400 126.825 ①②③	proceed to GRANA maintaining visual ground contact - intercept R068 SIO to SIO - R235 SIO via BERAR - at D30 SIO LT (MAX 250KT) 192° to ROCCA	GRANA MNM 6000 D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200 BERAR MNM 16000 D30 SIO MNM FL170
ROCCA 1K 4.2% to 15400 126.825 ①②③	proceed to GRANA maintaining visual ground contact - intercept R068 SIO to SIO - R235 SIO via BERAR - at D30 SIO LT (MAX 250KT) 192° to ROCCA	GRANA MNM 6000 D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200 BERAR MNM 16000 D30 SIO MNM FL180
ROCCA 1L 4.2% to 15400 126.825 ①②③	proceed to GRANA maintaining visual ground contact - intercept R068 SIO to SIO - R235 SIO via BERAR - at D30 SIO LT (MAX 250KT) 192° to ROCCA	GRANA MNM 6000 D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200 BERAR MNM 16000 D30 SIO MNM FL190
SAINT PREX 1J SPR 1J 4.2% to 6300 126.825 ①②③	proceed to GRANA maintaining visual ground contact - intercept R068 SIO to SIO - R235 SIO - at BERAR RT (MAX 250KT) intercept R158 SPR to SPR	GRANA MNM 6000 D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200 BERAR MNM 16000

① Authorization required.

② MAX ALT applicable when MIL ON.

③ Initial climb clearance by ATC.

④ PROC temporarily suspended.

Changes: QFU

05-OCT-2017

SIR-LSGS

5-20

SIDs FRI / ROCCA / SPR

FRIBOURG 1U / ROCCA 2U / ROCCA 2V / ROCCA 2W / SAINT PREX 2U

RWY 25 (252°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
13.4%	ft/MIN	1700	2100	2500	2900	3300	3700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
FRIBOURG 1U FRI 1U 13.4% to 8100 4.8% to 12300 126.825 ①②③④⑤	242° - intercept R235 SIO - at D20 SIO or 13000 , whichever is earlier, RT (MAX 210KT) 100° - intercept R235 SIO to SIO - LT to SANET - FRI	SIO MNM 16000 (outbound to SANET)
ROCCA 2U 13.4% to 8100 4.8% to 12300 126.825 ①②③⑤	at DER LT 242° intercept R235 SIO via BERAR - at D30 SIO LT (MAX 250KT) 192° to ROCCA	D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200 BERAR MNM 16000 D30 SIO MNM FL170
ROCCA 2V 13.4% to 8100 4.8% to 12300 126.825 ①②③⑤	at DER LT 242° intercept R235 SIO via BERAR - at D30 SIO LT (MAX 250KT) 192° to ROCCA	D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200 BERAR MNM 16000 D30 SIO MNM FL180
ROCCA 2W 13.4% to 8100 4.8% to 12300 126.825 ①②③⑤	at DER LT 242° intercept R235 SIO via BERAR - at D30 SIO LT (MAX 250KT) 192° to ROCCA	D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200 BERAR MNM 16000 D30 SIO MNM FL190
SAINT PREX 2U SPR 2U 13.4% to 8100 4.8% to 12300 126.825 ①②③⑤	at DER LT 242° intercept R235 SIO - at BERAR RT (MAX 250KT) intercept R158 SPR to SPR	D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200 BERAR MNM 16000

- ① Authorization required.
- ② MAX ALT applicable when MIL ON.
- ③ Initial climb clearance by ATC.
- ④ PROC temporarily suspended.
- ⑤ High performance DEP.

Changes: QFU

05-OCT-2017

SIR-LSGS

5-30

SIDs GOLEB

GOLEB 1J / GOLEB 1K / GOLEB 1L / GOLEB 2U / GOLEB 2V

RWYs 07 (072°) / 25 (252°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.8%	ft/MIN	600	800	900	1100	1200	1400
13.4%	ft/MIN	1700	2100	2500	2900	3300	3700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
GOLEB 1J 4.2% to 6300 126.825 ①②③	proceed to GRANA maintaining visual ground contact - intercept R068 SIO to SIO - R235 SIO - at BERAR RT to GOLEB	GRANA MNM 6000 D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200
GOLEB 1K 4.2% to 6300 126.825 ①②③	proceed to GRANA maintaining visual ground contact - intercept R068 SIO to SIO - R235 SIO - at BERAR RT to GOLEB	GRANA MNM 6000 D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200
GOLEB 1L 4.2% to 6300 126.825 ①②③	proceed to GRANA maintaining visual ground contact - intercept R068 SIO to SIO - R235 SIO - at BERAR RT to GOLEB	GRANA MNM 6000 D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200
	Runway 25	
GOLEB 2U 13.4% to 8100 4.8% to 12300 126.825 ①②③④	at DER LT 242° intercept R235 SIO - at BERAR RT to GOLEB	D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200
GOLEB 2V 13.4% to 8100 4.8% to 12300 126.825 ①②③④	at DER LT 242° intercept R235 SIO - at BERAR RT to GOLEB	D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200

- ① Authorization required.
 ② MAX ALT applicable when MIL ON.
 ③ Only for DEST within TMA LSGG or LFLB.
 ④ High performance DEP.

Changes: QFU

GOLEB 2W

RWY 25 (252°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
13.4%	ft/MIN	1700	2100	2500	2900	3300	3700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
GOLEB 2W 13.4% to 8100 4.8% to 12300 126.825 ①②③④	at DER LT 242° intercept R235 SIO - at BERAR RT to GOLEB	D7.2 SIO MAX 11000 D10 SIO MNM 8600 D12.2 SIO MAX 13000 D20 SIO MNM 12200

① Authorization required.

② MAX ALT applicable when MIL ON.

③ Only for DEST within TMA LSGG or LFLB.

④ High performance DEP.

05-OCT-2017

SIR-LSGS

6-10

Switzerland Sion

NIL

RNAV STARs

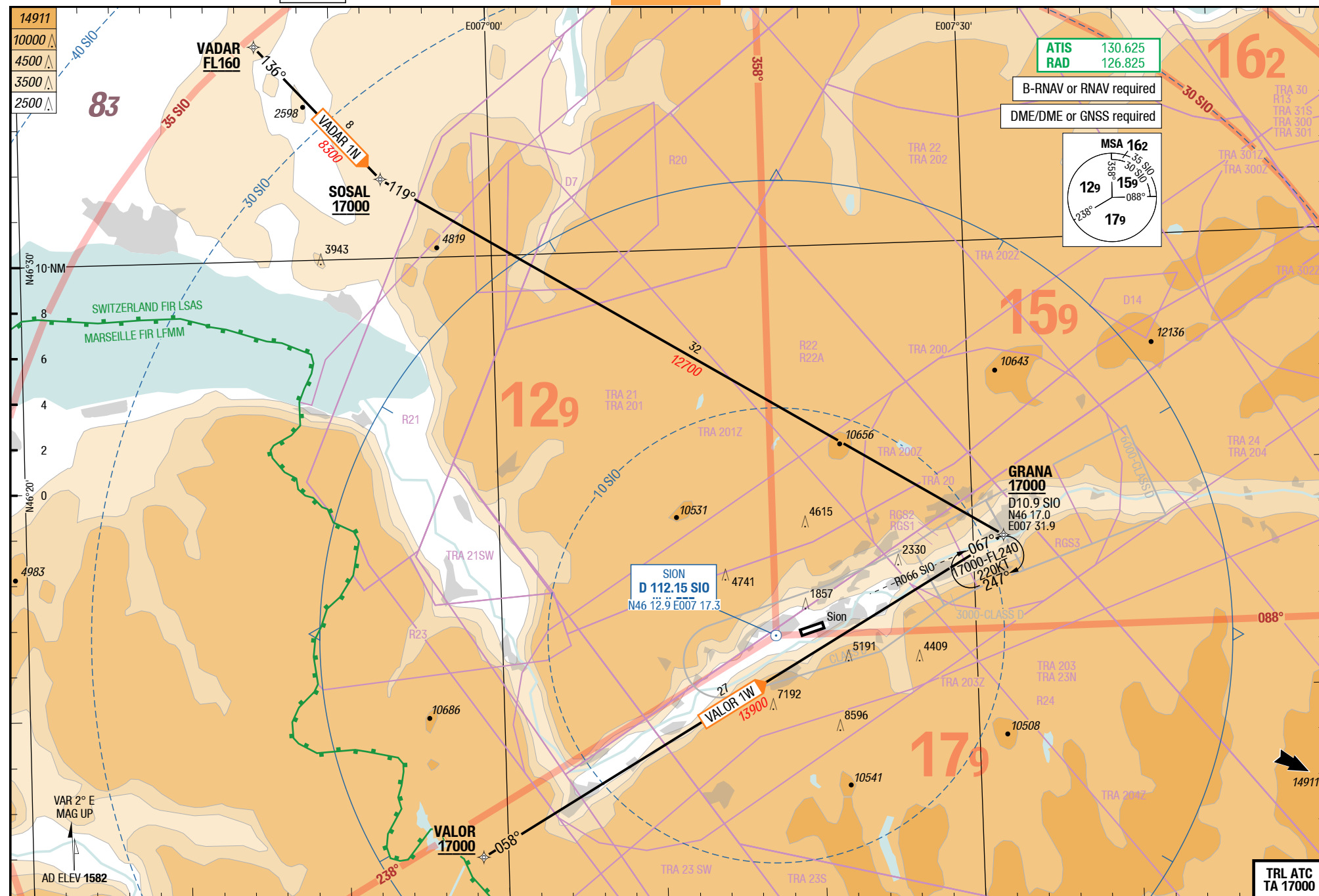
STAR

STAR

Sion Switzerland

NIL

RNAV STARs



Changes: SUAs, OBST, AD ELEV

TRL ATC
TA 17000

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Effective 26-APR-2018

19-APR-2018

SIR-LSGS

7-10

Switzerland Sion

NIL

IGS 25

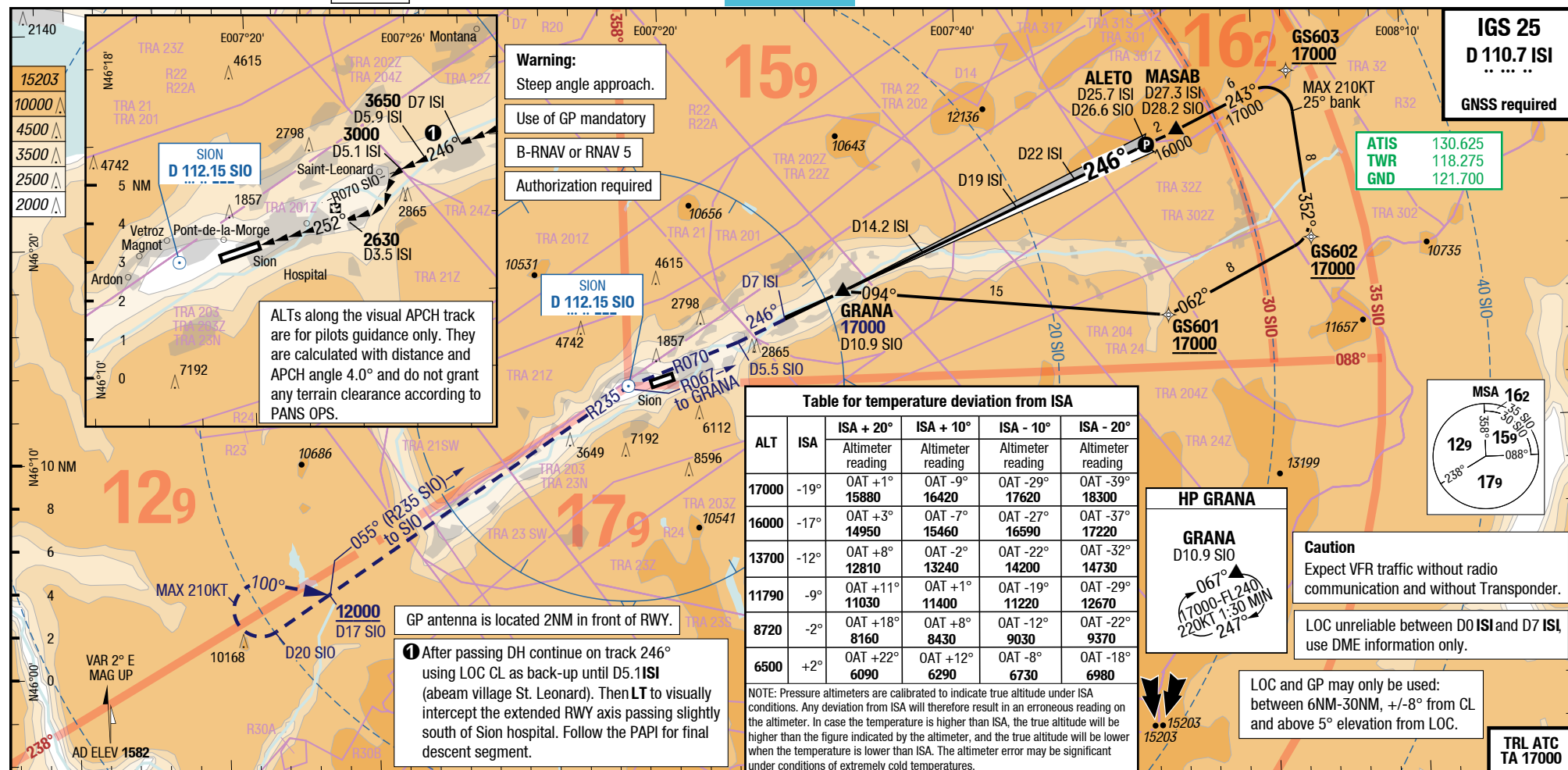
IAC

IAC

Sion Switzerland

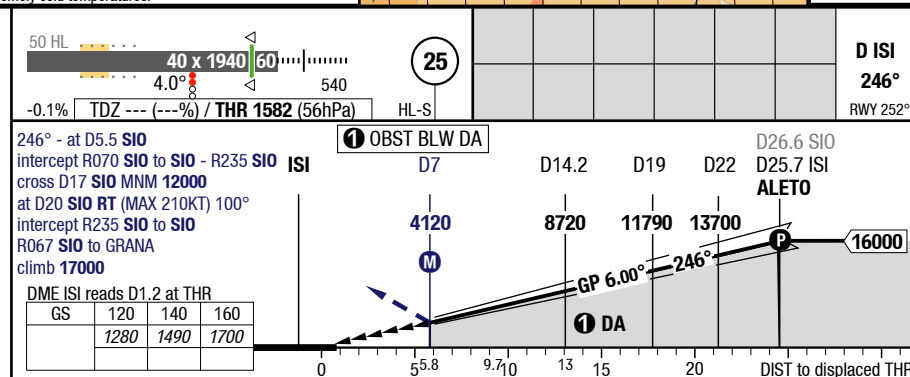
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IGS 25



25	IGS DME Cat 1 GA 5.5%	IGS DME Cat 1 GA 5.0%	IGS DME Cat 1 GA 4.5%	IGS DME Cat 1 GA 4.0%	IGS DME Cat 1 GA 3.5%	Circling HJ only N of AD only
C	ft - m/km ft	2540 - 5.0V 4120	2770 - 5.0V 4350	3210 - 5.0V 4790	3650 - 5.0V 5230	4090 - 5.0V 5670
D	ft - m/km ft	Not published	Not published	Not published	Not published	Not published

1) MAX KIAS 125



Changes: APL, LDA, Note, SUAs, OBST, Editorial

Effective 26-APR-2018

19-APR-2018

SIR-LSGS

7-30

Switzerland Sion

NIL

RNAV (RNP) 25

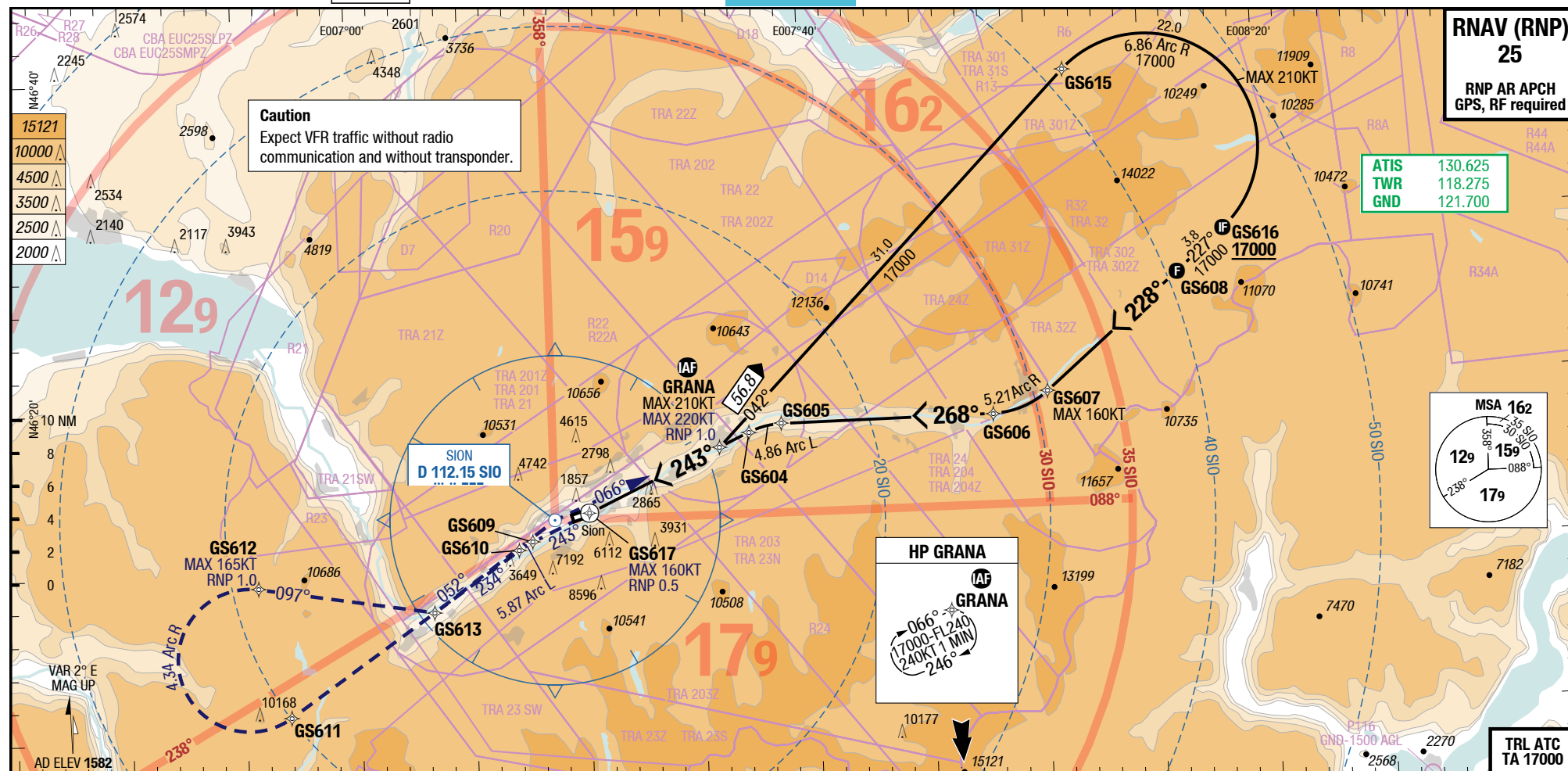
IAC

IAC

Sion Switzerland

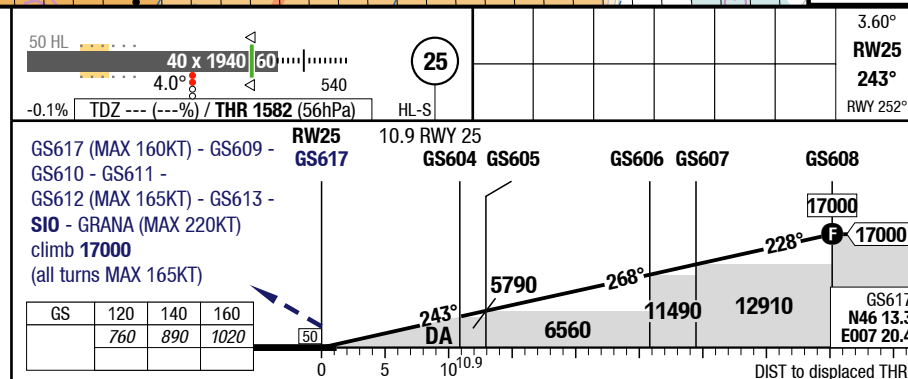
NIL

RNAV (RNP) 25



25		RNP 0.30 GA 5.0% ¹⁾				Circling
C	ft - m/km ft	1490 - 2.4 3080 ²⁾				Not published
D	ft - m/km ft	Not published				Not published

1) Uncompensated BARO VNAV NA below -18°C (0°F) or above 37°C (99°F)
2) With EVS 1.6km



Changes: APL, LDA, Note, SUAs, OBST, Editorial

25		IGS DME Cat 1 GA 3.0%	IGS DME Cat 1 GA 2.5%				
C	ft - m/km ft	4530 - 5.0V 6110	4970 - 5.0V 6550				
D	ft - m/km ft	Not published	Not published				

05-OCT-2017

SIR-LSGS

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MRC (minus 6 deg C and above)

8-10

MRC (minus 15 deg C to minus 7 deg C)

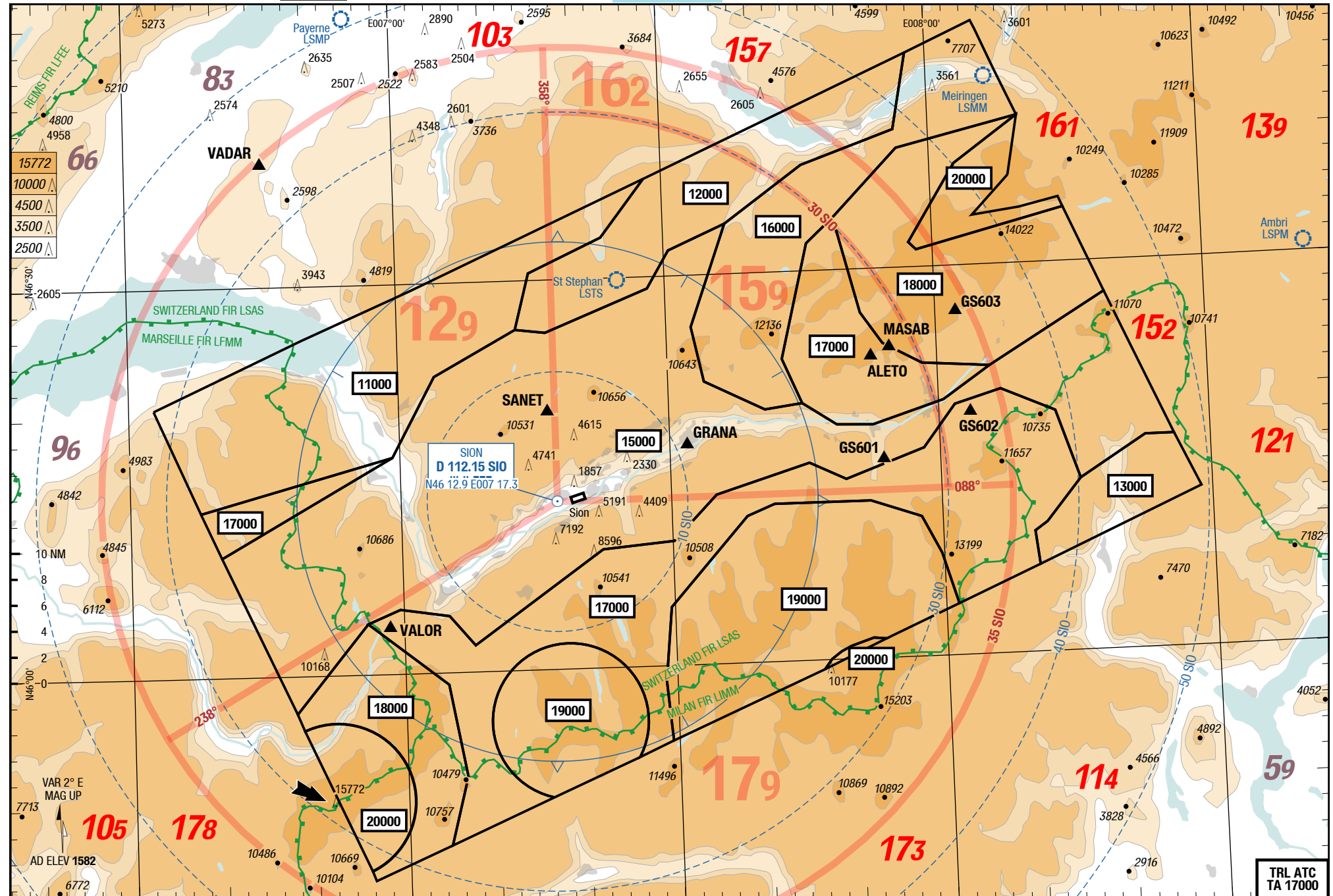
MRC

MRC

Sion Switzerland

MRC (minus 6 deg C and above)

MRC (minus 15 deg C to minus 7 deg C)



Changes: OBST, AD ELEV

05-OCT-2017

SIR-LSGS

Switzerland Sion

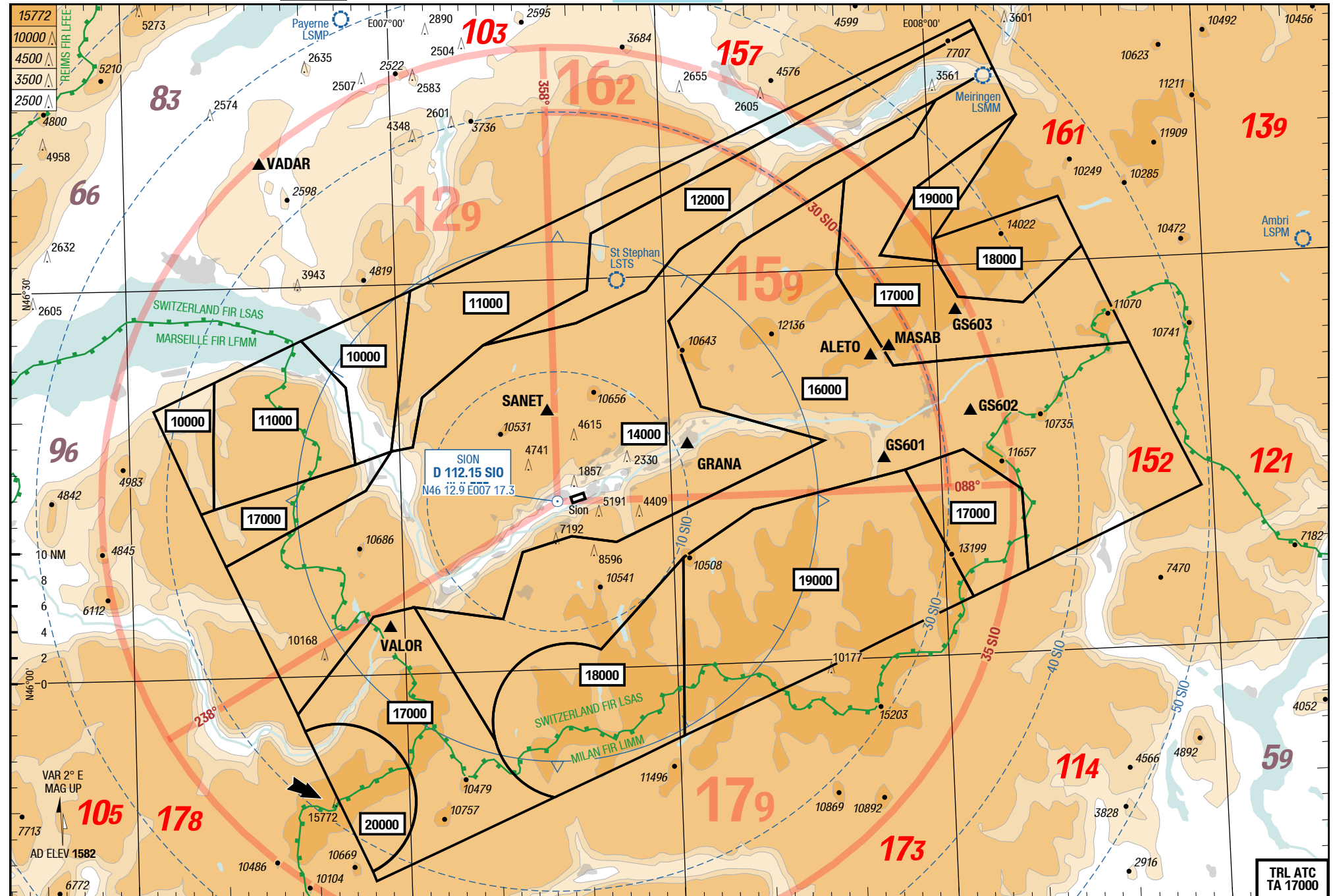
MRC

MRC

Sion Switzerland

8-20 MRC (minus 6 deg C and above)

MRC (minus 6 deg C and above)



Changes: OBST, AD ELEV