

Page 1

Changed chart(s) since Disc 03-2011

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 03-2011

General Info

Sion, CHE

N 46° 13.1' E 07° 19.6' Mag Var: 0.0°W

Elevation: 1581'

Public, IFR, Control Tower, Customs, Landing Fee

Pattern Altitude: 2419 feet AGL

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 07-25 6562' x 131' asphalt

Runway 07 (72.0°M) TDZE 1578'

Lights: Edge, ALS, REIL

Displaced Threshold Distance 164'

Runway 25 (252.0°M) TDZE 1581'

Lights: Edge, ALS, REIL

Displaced Threshold Distance 164'

Communications InfoSion Tower **122.35**Sion Tower **118.275**Sion Ground Control **121.7**Sion Approach Control **126.825**Swiss Military Radar **130.625** Air-GroundGeneva Information **126.35****Notebook Info**

LSGS/SIR
SION**JEPPESEN**
15 OCT 10 (10-1P)**SION, SWITZERLAND**
AIRPORT BRIEFING**1. GENERAL****1.1. NOISE ABATEMENT PROCEDURES**

Use APU at MAX 15 min prior to ACFT departure.

Use APU at MAX 10 min after ACFT arrival.

Use of APU for maintenance shall be restricted to a MIM duration.

1.2. OTHER INFORMATION**1.2.1. GENERAL**

Glider activity. Parachuting.

1.2.2. SPECIAL REGULATIONS FOR IFR PROCEDURES**1.2.2.1. GENERAL**

Use of IFR apch or departure procedures is limited to pilots, operators and ACFT fulfilling APT qualifications according to para 1.2.3.

1.2.2.2. IFR APCH PROCEDURES

Any approaching ACFT must comply with the requirements of para 1.2.3.2. as well as with relevant procedures published on apch charts.

Following instrument apch procedures with the corresponding requirements are available:

IGS RWY 25 with MDA 8000':

MIM VIS 8000m, MIM CEIL 6500', DAY only.

Radar line-up must be provided by ATC.

Pilot qualification type A required.

IGS RWY 25 with MDA according to ACFT CAT:

According apch procedure IGS RWY 25.

Pilot qualification type B required.

IGS RWY 25 NIGHT:

MIM VIS 5000m.

High performance departure only. RWY 25 must be in use.

Pilot qualification type B required.

1.2.2.3. IFR DEPARTURE PROCEDURES

Any departing ACFT must comply with the requirements of para 1.2.3.2. as well as with relevant procedures published on SID charts.

Pilot qualification type A:

SID to GRANA

- MIM VIS 5000m, MIM CEIL 6500', DAY only;

- VMC must be maintained until GRANA.

Pilot qualification type B:

SID or SID NIGHT HP 25

- According take-off minimums;

- High performance departure only;

- RWY 25 must be in use.

1.2.2.4. APCH TO RWY 07

Circling procedures RWY 07:

- Pilot qualification type A and B;

- DAY only;

- Available for CAT A, B and C ACFT.

1.2.2.5. APCH TO RWY 25

IGS RWY 25:

- Apch may only be used by qualified pilots;

- Initial apch at 6°;

- Final apch and landing at 3.5°.

LSGS/SIR
SIONJEPPESEN
15 OCT 10 (10-1P1)SION, SWITZERLAND
AIRPORT BRIEFING**1. GENERAL****1.2.3. SPECIAL REGULATIONS FOR IFR APT QUALIFICATION****1.2.3.1. GENERAL**

To operate under IFR, following APT requirements must be fulfilled:

- ACFT must meet performance of 6° for initial apch and 3.5° for final apch and landing;
- Operator's contingency procedures (if required by type of flight operation) must be calculated and available;
- Pilot must hold a valid pilot qualification for the applicable type of operation and flight procedures.

When pilot is not in a position to land, EMERGENCY must be declared.

To achieve APT qualification, operators shall contact APT authority.

phone +41 (0) 27 3290600

Fax +41 (0) 27 3290616

e-mail aeroport@sion.ch

1.2.3.2. ACFT REQUIREMENTS

Any ACFT to be operated under IFR shall be able to comply with published IFR procedures of para 1.2.2.2. or with approved company contingency procedures. MAX IAS, as published on relevant charts, shall not be exceeded during corresponding flight manoeuvres.

Procedures are designed for speed of CAT A, B and C ACFT. Additional speed restrictions shall be observed during apch and missed apch.

ACFT to be operated on an instrument apch procedure shall be able, according AFM, to fly a 6° glide path in initial apch and a 3.5° in landing configuration.

GS antenna is located 2 NM in front of RWY.

Intersection of 6° IGS glide path with final descent segment of 3.5° is located at D5.3 ISI.

1.2.3.3. PILOT QUALIFICATION

Pilot intending to operate under IFR shall hold a valid pilot qualification according to the requirements of para 1.2.2.2..

Pilot qualification type A:

Pilot qualification type A is directly controlled by APT authority and includes a theoretical self-instruction on

- General operational requirements (FOCA, APT authority);
- Local weather phenomena and dangers;
- Orographic and topographic situation, including all relevant obstacles;
- Apch and departure procedures (VFR, IFR);
- Noise abatement and communication procedures;
- ACFT performance (AEO, OEI), including calculations of MTOM, MLM gradients and applicable minimums;
- Emergency procedures.

To apply for the pilot qualification type A, pilot shall contact APT authority or consult chapter "SION Qualification" on web site www.sionairport.ch.

Pilot qualification type B:

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

MIM training requirements for APT qualification are collected in a so called "Training Requirements Application Manual" (TRAM), that can be requested from APT authority. It can also be found under chapter "SION Qualification" on web site www.sionairport.ch.

LSGS/SIR
SION**JEPPESEN**
15 OCT 10 **(10-1P2)****SION, SWITZERLAND**
AIRPORT BRIEFING

1. GENERAL

1.2.3.4. APT QUALIFICATION REGENCY

It is operator/pilot's responsibility to comply any time with APT qualification recency requirements.

Pilots part of private operator:

Pilots are recent for IFR procedures and IGS operation, regardless of position, rank and function, if at least one apch into and one departure from SION are conducted within a 12 months period, under normal IFR operation.

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

1.2.4. INSTRUMENT GUIDANCE SYSTEM (IGS) RWY 25**1.2.4.1. IGS COMPONENTS**

- MOT VOR DME as initial approach fix (IAF);
- SIO VOR DME for initial line-up;
- ILS (LOC/GS/DME) for final line-up and from ALETO to MAP LOC opening angle 2°;
- GS position: 3.2 NM before LOC antenna.

1.2.4.2. RESTRICTIONS

LOC and GS may only be used in the following area: Angle of +/-8° of apch axis and distance of 30 to 7 NM DME LOC during apch.
MIM angle 5°.

1.2.4.3. PROCEDURE

Due to the limited usable area of the LOC, the initial line-up uses SIO.

When inside the usable LOC area, establish on LOC.

IGS procedure may be flown as ILS procedure.

The published altitudes at D21.0 ISI, D16.0 ISI and D10.0 ISI are strictly to be observed.

After reaching DA(H) proceed to RWY maintaining terrain clearance visually. At DA(H) RWY may not be in sight. After passing DA(H) continue on track 246° using LOC centerline as back-up until D4.5 ISI (ABEAM village St. Leonard, 3.5 NM to RWY). Then turn LEFT to visually intercept the extended RWY axis passing slightly South of SION Hospital. Follow PAPI for final descent segment (3.5°).

GS antenna is located 2 NM in front of RWY. The intersection of 6° IGS GS with the final descent segment of 3.5° is located at D5.3 ISI.

1.2.4.4. RADIO COMMUNICATION FAILURE

- Set transponder on 7600;
- Proceed back to MOT VOR, remain North of R-110 MOT VOR and maintain the last assigned FL (MIM FL170);
- then proceed to alternate.

LSGS/SIR
SION**JEPPESEN**
15 OCT 10 **(10-1P3)****SION, SWITZERLAND**
AIRPORT BRIEFING**1. GENERAL****1.2.4.5. 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° 15880'	OAT -9° 16420'	OAT -29° 17620'	OAT -39° 18300'
16000'	-17°	OAT +3° 14950'	OAT -7° 15460'	OAT -27° 16590'	OAT -37° 17220'
13100'	-12°	OAT +8° 12250'	OAT -2° 12660'	OAT -22° 13580'	OAT -32° 14090'
12200'	-9°	OAT +11° 11410'	OAT +1° 11790'	OAT -19° 12640'	OAT -29° 13110'
9900'	-5°	OAT +15° 9260'	OAT +5° 9570'	OAT -15° 10250'	OAT -25° 10640'
6100'	+3°	OAT +23° 5710'	OAT +13° 5900'	OAT -7° 6320'	OAT -17° 6550'

Altimeter error may be significant under conditions of extremely cold temperatures.

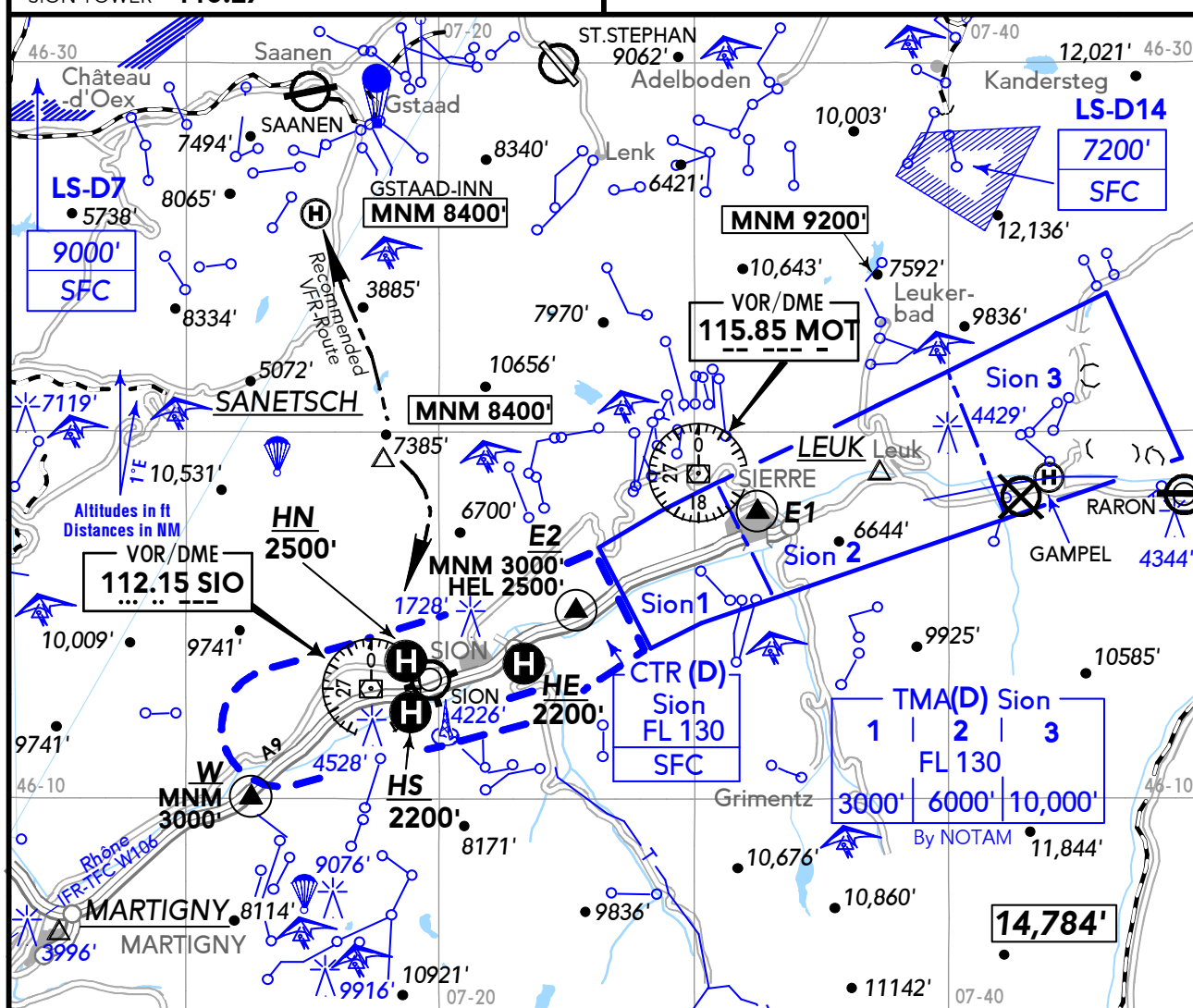
AREA

SION

SWITZERLAND

JEPPESEN

02 OCT 09 10-1V

SION RADAR 126.82 122.35 (S)
SION TOWER 118.27

Establish radio contact with SION TWR at MARTIGNY, SANETSCH, LEUK or 5 MIN prior to entering CTR.

The descent has to be planned so as to reach the MNM altitude not before the reporting point, safety requirements considered.

Caution advised due to possible IFR traffic.

Funkkontakt mit SION TWR über MARTIGNY, SANETSCH, LEUK oder 5 MIN vor Erreichen der CTR aufnehmen.

Den Sinkflug so einleiten, daß die MNM ALT nicht vor dem Meldepunkt erreicht wird, ohne die Sicherheit zu beeinträchtigen.

Auf IFR Flugverkehr achten.

Obligation d'établir le contact radio avec SION TWR à MARTIGNY, SANETSCH, LEUK ou 5 MIN avant d'atteindre la CTR.

La descente doit être planifiée de façon à ne pas atteindre l'ALT MNM avant le point de report, en tenant compte de la sécurité.

Prudence recommandée, possibilité d'activité IFR.

LSGS/SIR
SION

JEPPESSEN
22 AUG 08 **10-3**

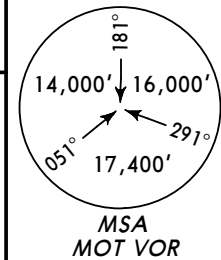
SION, SWITZERLAND

SID

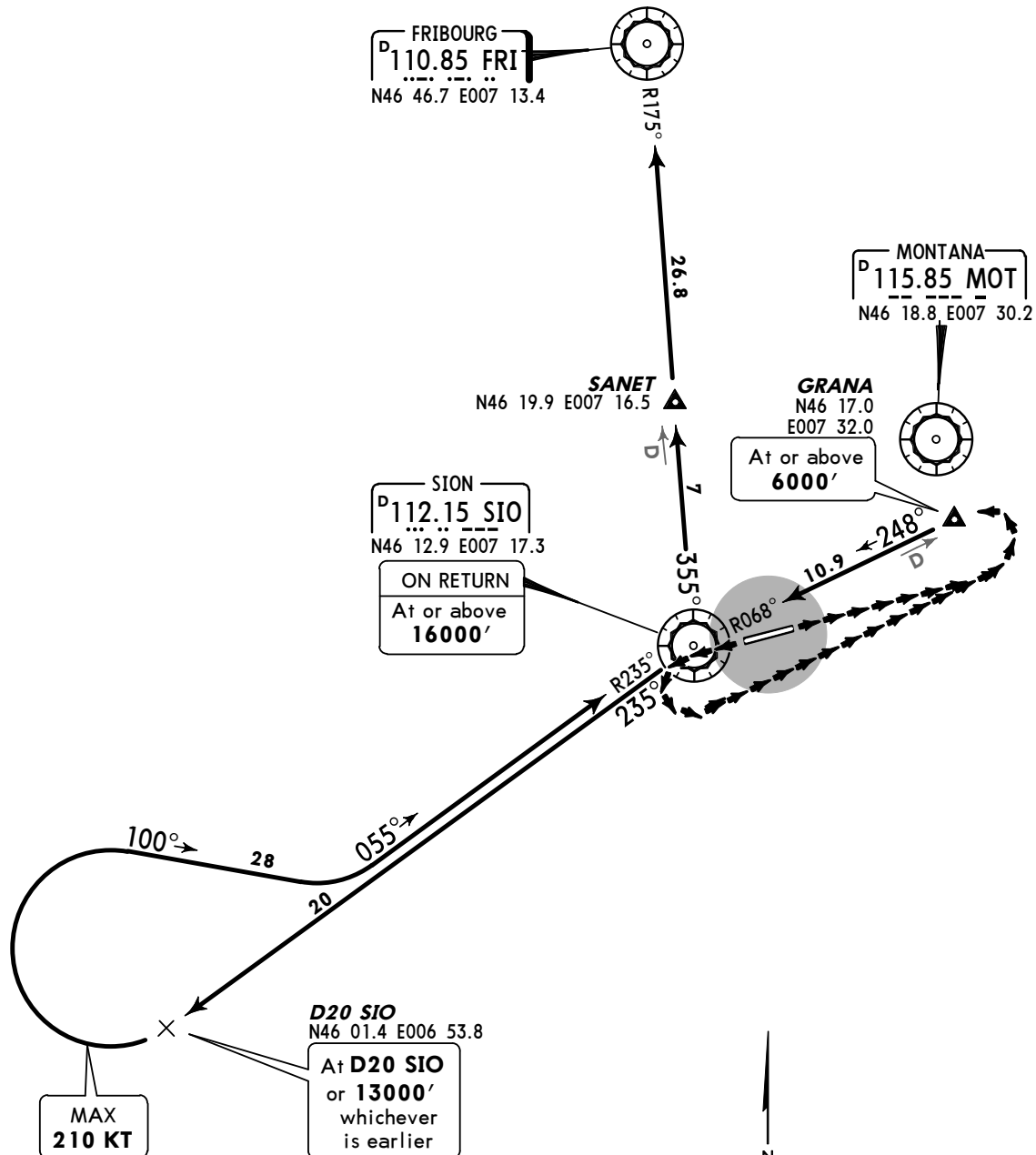
*SION Ground
121.7

Apt Elev
1581'

Trans level: By ATC Trans alt: 16000'
Contact SION Ground 5 MIN prior start-up.



FRIBOURG ONE JULIETT (FRI 1J)
RWYS 07, 25 DEPARTURE
NOT AVAILABLE DURING MILITARY ACTIVITY



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Set transponder on Code 7600.
Cross FRI climbing to/at last assigned and acknowledged FL but not below MCA.
LOST COMMS ▼ Leave last assigned and acknowledged FL or altitude earliest 3 minutes after air-borne. Continue climb to flight plan level.

This SID requires a minimum climb gradient of 255' per NM (4.2%) up to **6300'**.

Gnd speed-KT	75	100	150	200	250	300
255' per NM	319	425	638	851	1063	1276

Initial climb clearance By ATC

ROUTING

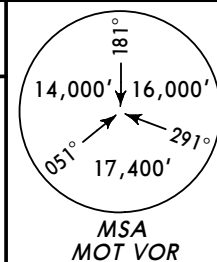
To GRANA maintaining visual contact to the ground, intercept SIO R-068 inbound to SIO, SIO R-235, at D20 SIO or **13000'** whichever is earlier, turn RIGHT, 100° track, intercept SIO R-235 inbound to SIO, then via SANET to FRI.

LSGS/SIR
SION

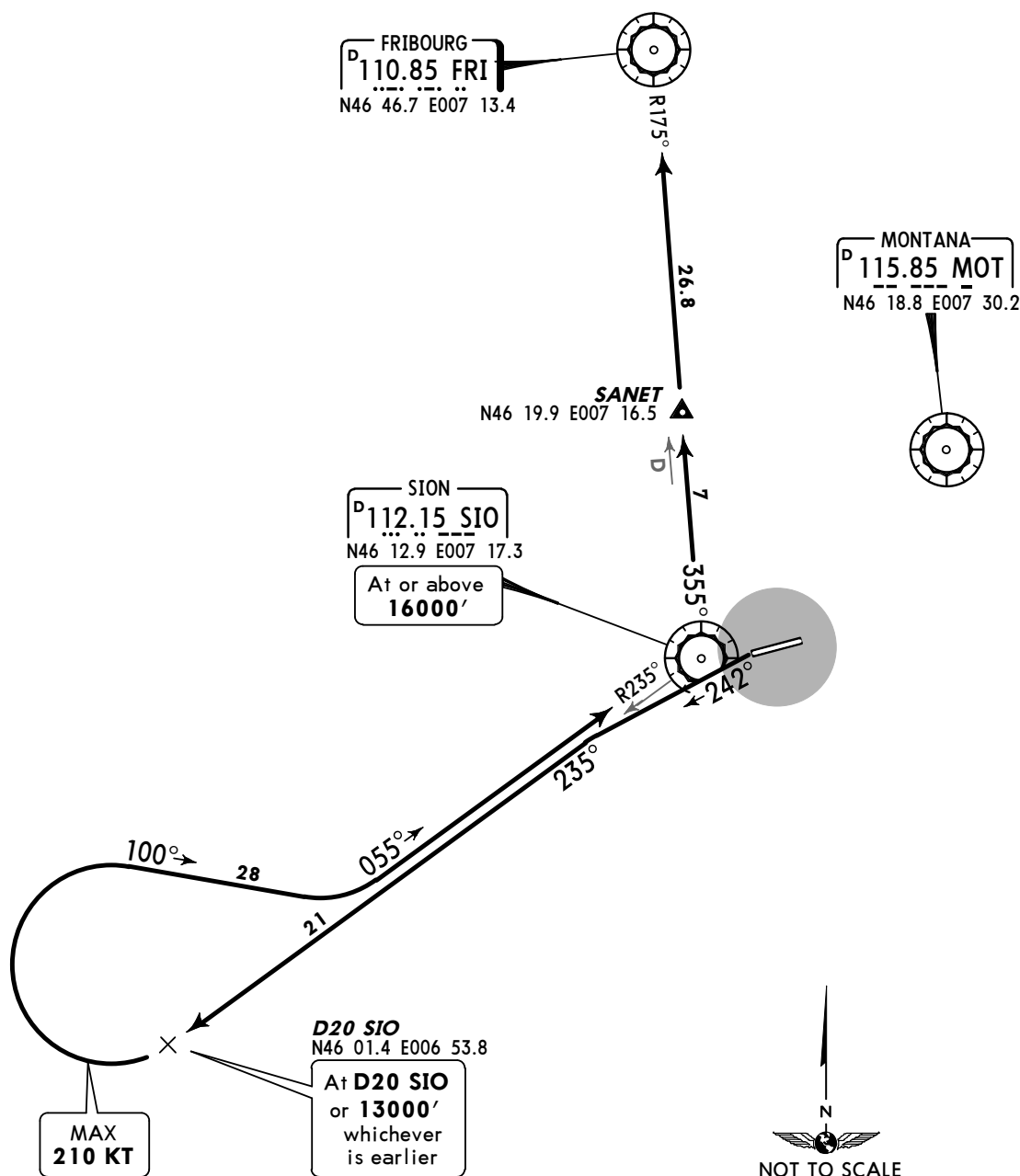
JEPPesen
 22 AUG 08 **(10-3A)**

SION, SWITZERLAND
SID

*SION Ground 121.7	<i>Apt Elev</i> 1581'	Trans level: By ATC Trans alt: 16000' Contact SION Ground 5 MIN prior start-up.
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FRIBOURG ONE UNIFORM (FRI 1U)
RWY 25 HIGH PERFORMANCE DEPARTURE
 NOT AVAILABLE DURING MILITARY ACTIVITY



▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 Set transponder on Code 7600.
 Cross FRI climbing to/at last assigned and acknowledged FL but not below MCA.
 Leave last assigned and acknowledged FL or altitude earliest 3 minutes after airborne. Continue climb to flight plan level.
 ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

This SID requires minimum climb gradients of
 814' per NM (13.4%) up to **8100'**, then
 292' per NM (4.8%) up to **12300'**.

Gnd speed-KT	75	100	150	200	250	300
814' per NM	1018	1357	2035	2714	3392	4071
292' per NM	365	486	729	972	1215	1458

Initial climb clearance By ATC

ROUTING

Climb on 242° track, intercept SIO R-235, at D20 SIO or **13000'** whichever is earlier, turn RIGHT, 100° track, intercept SIO R-235 inbound to SIO, then via SANET to FRI.

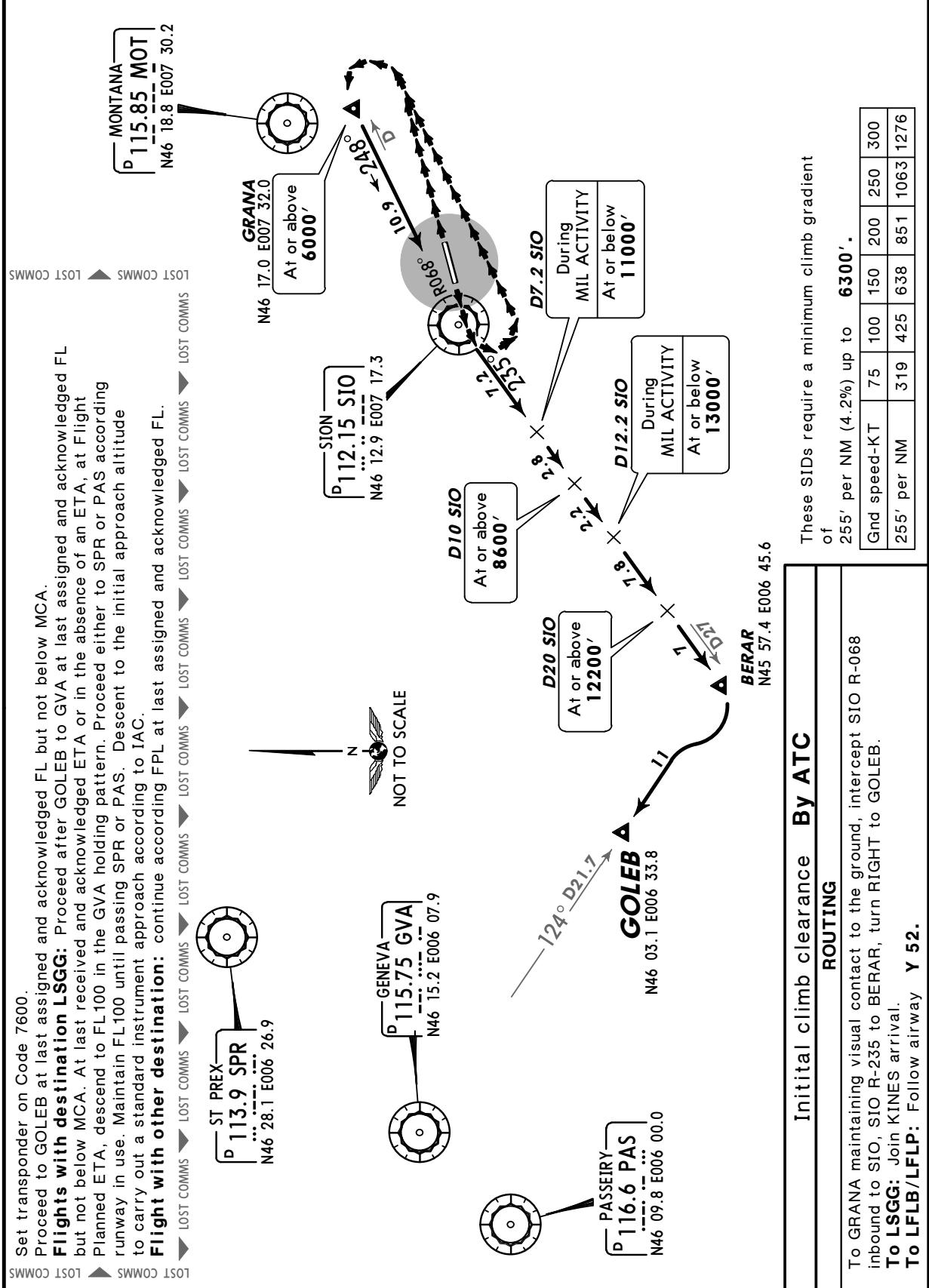
LSGS/SIR
SION

22 AUG 08 10-3B

SION, SWITZERLAND
SID

*SION Ground 121.7 Apt Elev 1581' Trans level: By ATC Trans alt: 16000' Contact SION Ground 5 MIN prior start-up.

GOLEB ONE JULIETT (GOLEB 1J)
GOLEB ONE KILO (GOLEB 1K)
GOLEB ONE LIMA (GOLEB 1L)
RWYS 07, 25 DEPARTURES
FOR DESTINATION WITHIN TMA LSGG OR LFLB



LSGS/SIR
SION

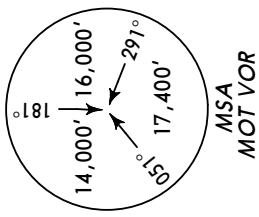
JEPPESSEN
22 AUG 08 10-3C

SION, SWITZERLAND
SID

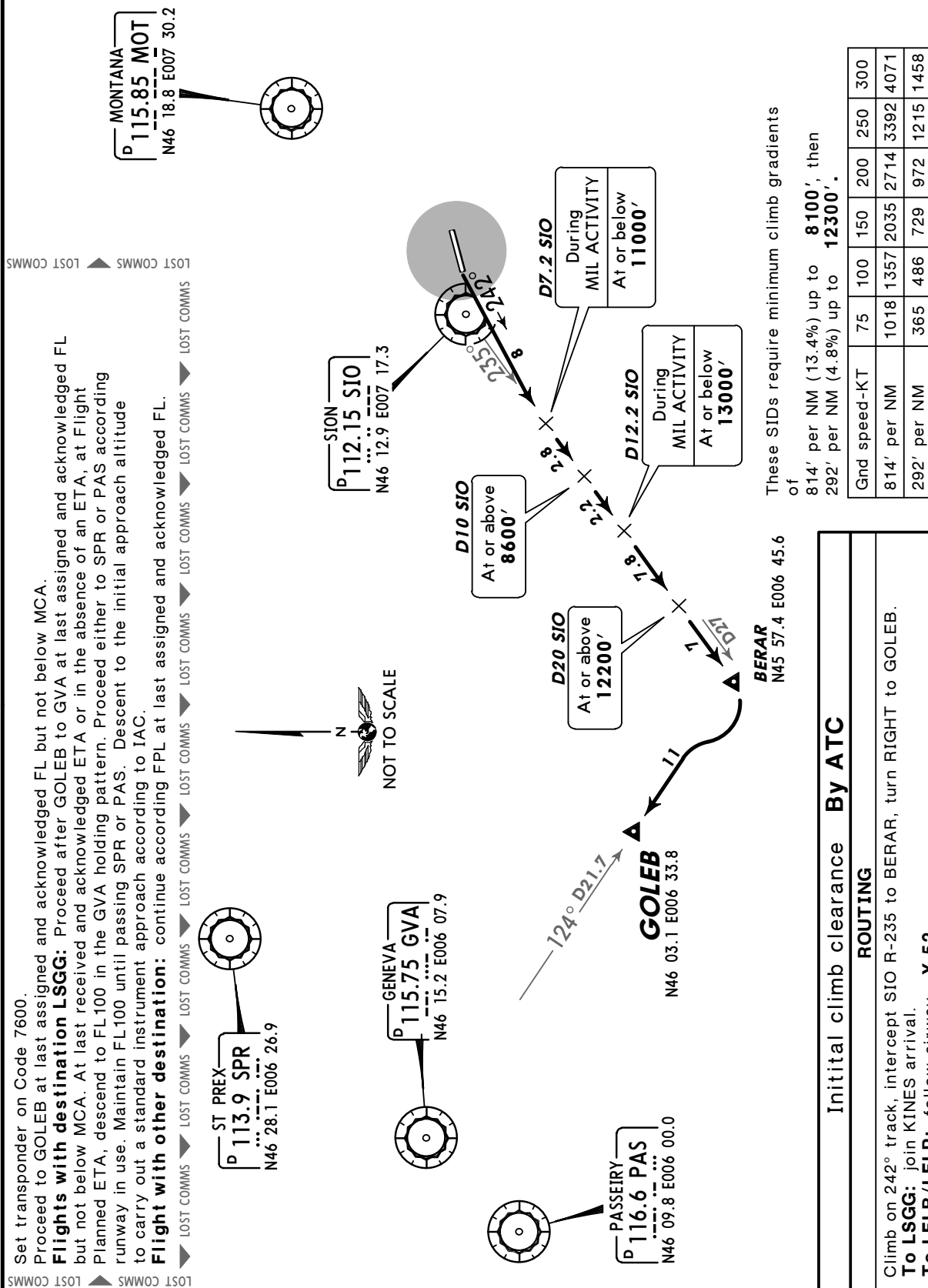
*SION Ground
121.7

Apt Elev
1581'

Trans level: By ATC Trans alt: 16000'
Contact SION Ground 5 MIN prior start-up.



GOLEB ONE UNIFORM (GOLEB 1U)
GOLEB ONE VICTOR (GOLEB 1V)
GOLEB ONE WHISKEY (GOLEB 1W)
RWY 25 HIGH PERFORMANCE DEPARTURES
FOR DESTINATION WITHIN TMA LSGG OR LFLB

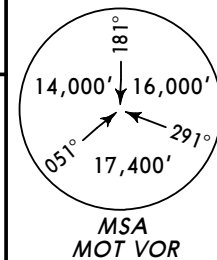


LSGS/SIR
SION

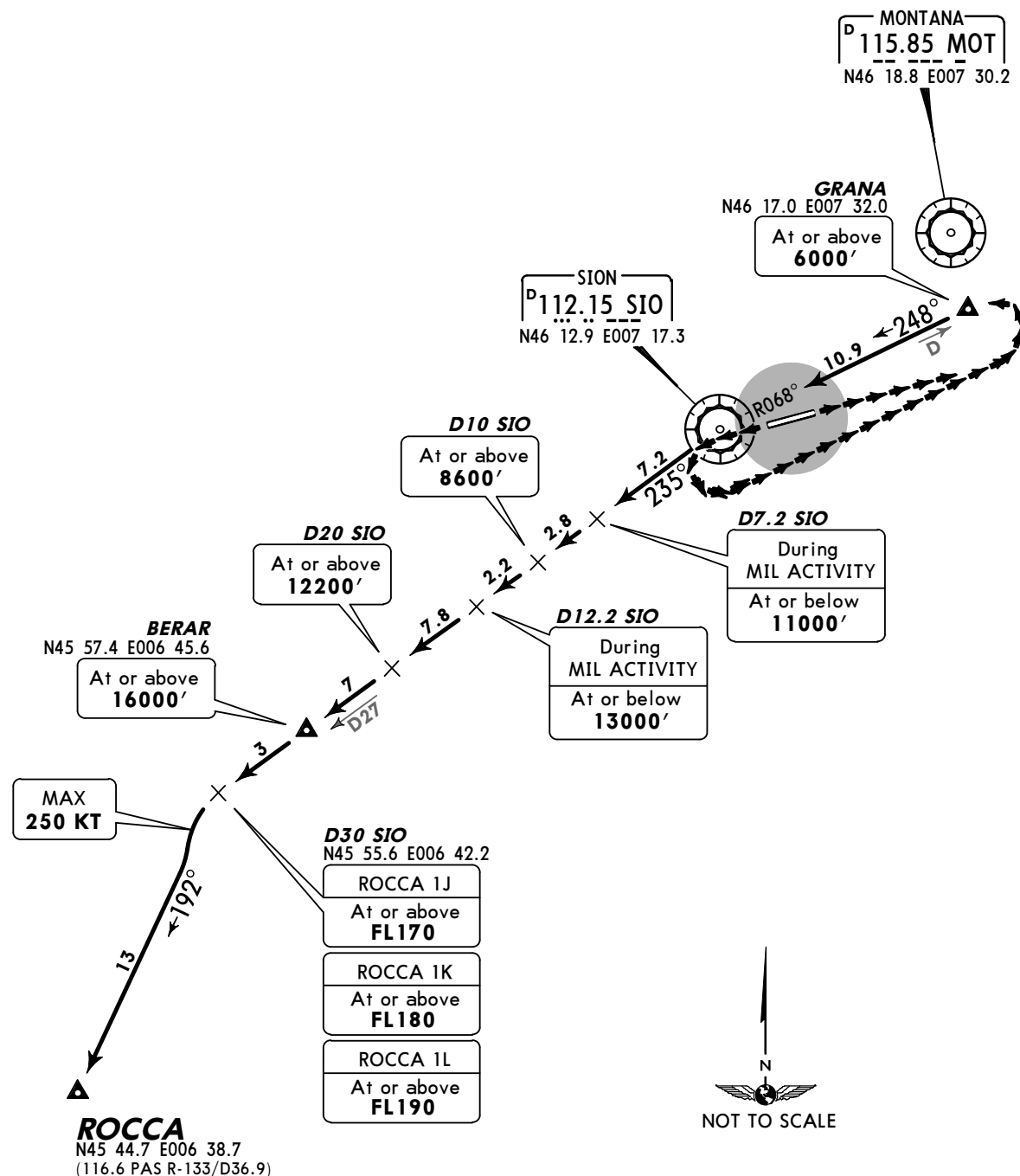
JEPPesen
 22 AUG 08 **(10-3D)**

SION, SWITZERLAND
SID

*SION Ground **121.7** *Apt Elev* **1581'** Trans level: By ATC Trans alt: 16000'
 Contact SION Ground 5 MIN prior start-up.



ROCCA ONE JULIETT (ROCCA 1J)
ROCCA ONE KILO (ROCCA 1K)
ROCCA ONE LIMA (ROCCA 1L)
RWYS 07, 25 DEPARTURES



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 Set transponder on Code 7600.
 Cross ROCCA climbing to/at last assigned and acknowledged FL but not below MCA.
 Leave last assigned and acknowledged FL or altitude earliest 3 minutes after airborne. Continue climb to flight plan level.

These SIDs require a minimum climb gradient of 255' per NM (4.2%) up to **15400'**.

Gnd speed-KT	75	100	150	200	250	300
255' per NM	319	425	638	851	1063	1276

Initial climb clearance By ATC

ROUTING

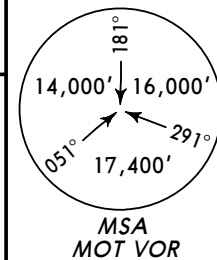
To GRANA maintaining visual contact to the ground, intercept SIO R-068 inbound to SIO, SIO R-235 via BERAR to D30 SIO, turn LEFT, 192° track to ROCCA.

LSGS/SIR
SION

JEPPesen
 22 AUG 08 **(10-3E)**

SION, SWITZERLAND
SID

*SION Ground **121.7** *Apt Elev* **1581'** Trans level: By ATC Trans alt: 16000'
 Contact SION Ground 5 MIN prior start-up.



ROCCA ONE UNIFORM (ROCCA 1U) [ROCA1U]
ROCCA ONE VICTOR (ROCCA 1V) [ROCA1V]
ROCCA ONE WHISKEY (ROCCA 1W) [ROCA1W]
RWY 25 HIGH PERFORMANCE DEPARTURES



MONTANA
D 115.85 MOT
 N46 18.8 E007 30.2

SION
D 112.15 SIO
 N46 12.9 E007 17.3

D10 SIO
 At or above
8600'

D20 SIO
 At or above
12200'

BERAR
 N45 57.4 E006 45.6
 At or above
16000'

D7.2 SIO
 During
 MIL ACTIVITY
 At or below
11000'

D12.2 SIO
 During
 MIL ACTIVITY
 At or below
13000'

MAX
250 KT

D30 SIO
 N45 55.6 E006 42.2

ROCCA 1U
 At or above
FL170

ROCCA 1V
 At or above
FL180

ROCCA 1W
 At or above
FL190

ROCCA
 N45 44.7 E006 38.7
 (116.6 PAS R-133/D36.9)

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Set transponder on Code 7600.
 Cross ROCCA climbing to/at last assigned and acknowledged FL but not below MCA. Leave last assigned and acknowledged FL or altitude earliest 3 minutes after airborne. Continue climb to flight plan level.

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

These SIDs require minimum climb gradients of
 814' per NM (13.4%) up to **8100'**, then
 292' per NM (4.8%) up to **12300'**.

Gnd speed-KT	75	100	150	200	250	300
814' per NM	1018	1357	2035	2714	3392	4071
292' per NM	365	486	729	972	1215	1458

Initial climb clearance By ATC

ROUTING

Climb on 242° track, intercept SIO R-235 via BERAR to D30 SIO, turn LEFT, 192° track to ROCCA.

LSGS/SIR
SION

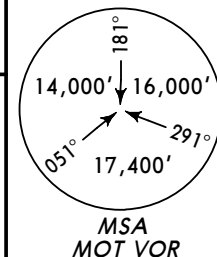
JEPPesen
 22 AUG 08 **10-3F**

SION, SWITZERLAND
SID

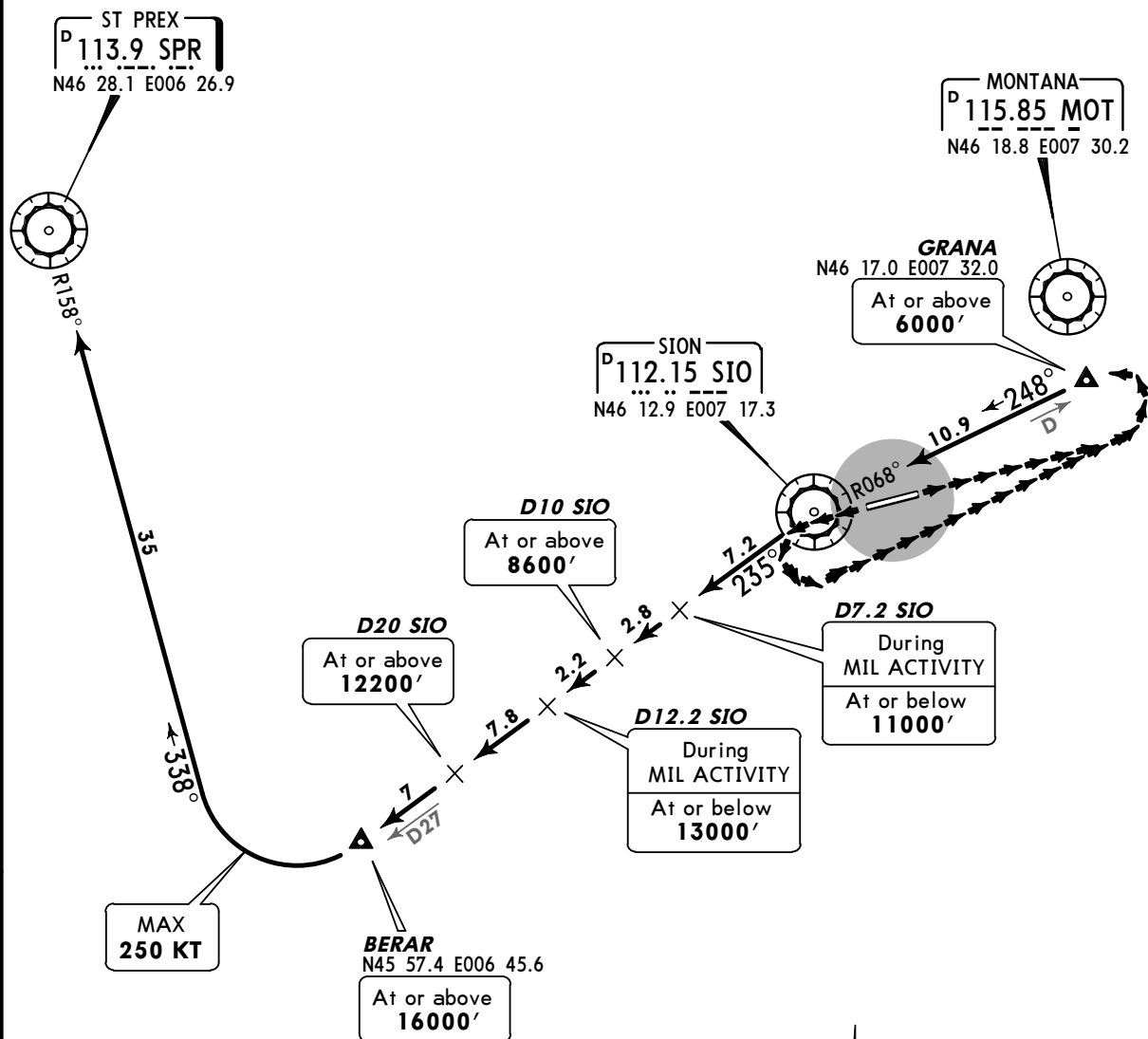
*SION Ground
121.7

Apt Elev
1581'

Trans level: By ATC Trans alt: 16000'
 Contact SION Ground 5 MIN prior start-up.



ST PREX ONE JULIETT (SPR 1J)
RWYS 07, 25 DEPARTURE



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Set transponder on Code 7600.
 Cross SPR climbing to/at last assigned and acknowledged FL but not below MCA.
 Leave last assigned and acknowledged FL or altitude earliest 3 minutes after air-borne. Continue climb to flight plan level.

This SID requires a minimum climb gradient of 255' per NM (4.2%) up to **6300'**.

Gnd speed-KT	75	100	150	200	250	300
255' per NM	319	425	638	851	1063	1276

Initial climb clearance By ATC

ROUTING

To GRANA maintaining visual contact to the ground, intercept SIO R-068 inbound to SIO, SIO R-235 to BERAR, turn RIGHT, intercept SPR R-158 inbound to SPR.

LSGS/SIR
SION

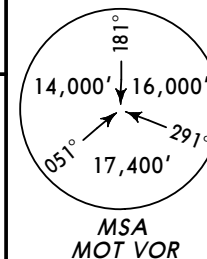
JEPPESSEN
 22 AUG 08 **(10-3G)**

SION, SWITZERLAND
SID

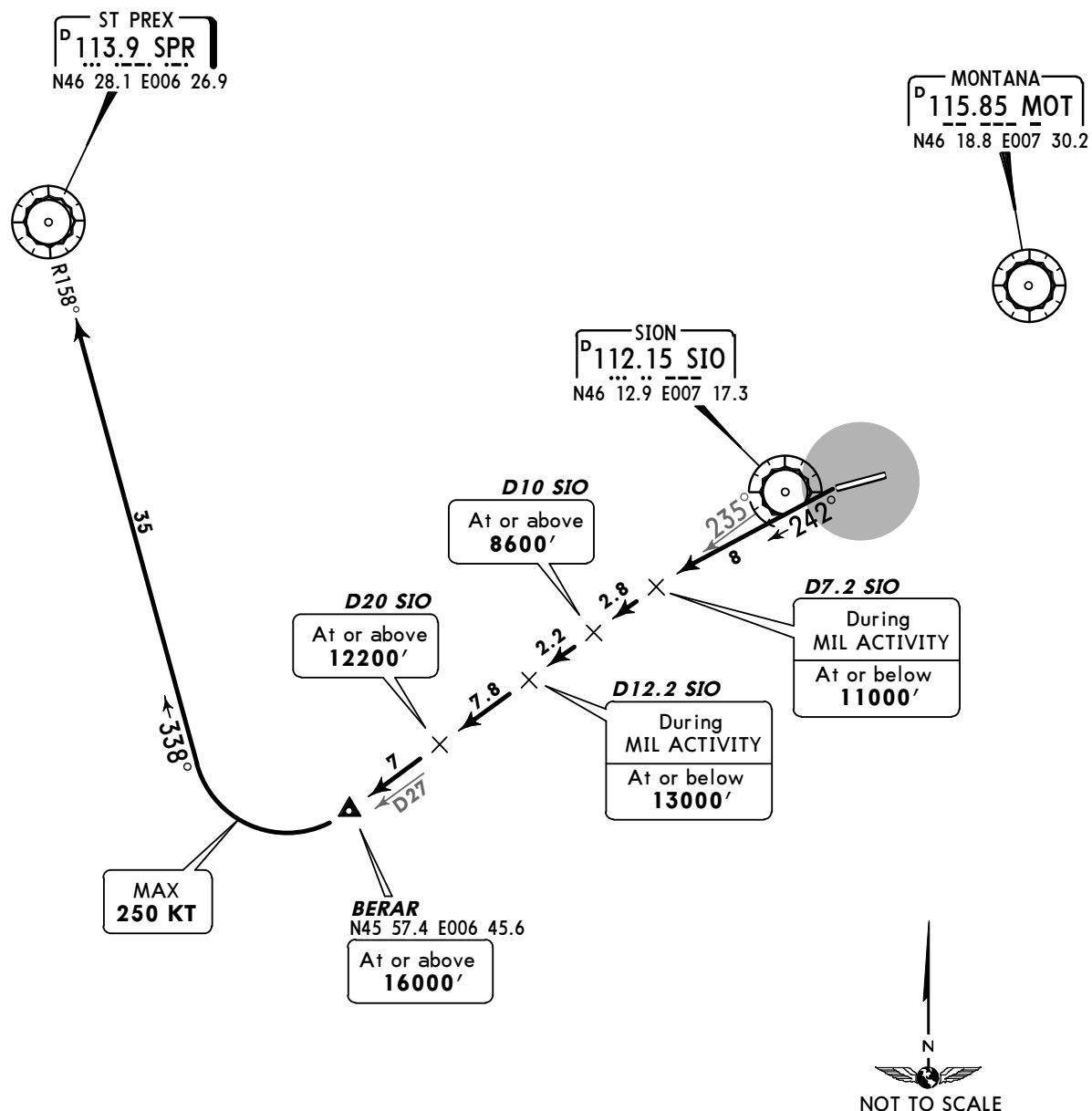
*SION Ground
121.7

Apt Elev
1581'

Trans level: By ATC Trans alt: 16000'
 Contact SION Ground 5 MIN prior start-up.



ST PREX ONE UNIFORM (SPR 1U)
RWY 25 HIGH PERFORMANCE DEPARTURE



▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 Set transponder on Code 7600.
 Cross SPR climbing to/at last assigned and acknowledged FL but not below MCA.
 Leave last assigned and acknowledged FL or altitude earliest 3 minutes after airborne. Continue climb to flight plan level.
 ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

This SID requires minimum climb gradients of
 814' per NM (13.4%) up to **8100'**, then
 292' per NM (4.8%) up to **12300'**.

Gnd speed-KT	75	100	150	200	250	300
814' per NM	1018	1357	2035	2714	3392	4071
292' per NM	365	486	729	972	1215	1458

Initial climb clearance By ATC

ROUTING

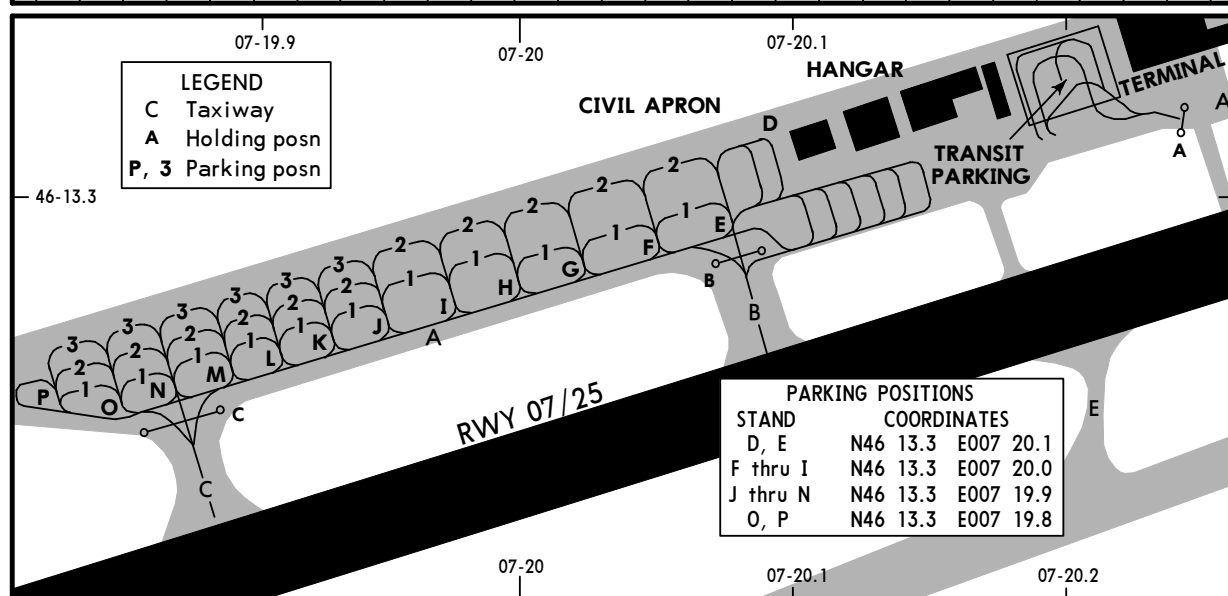
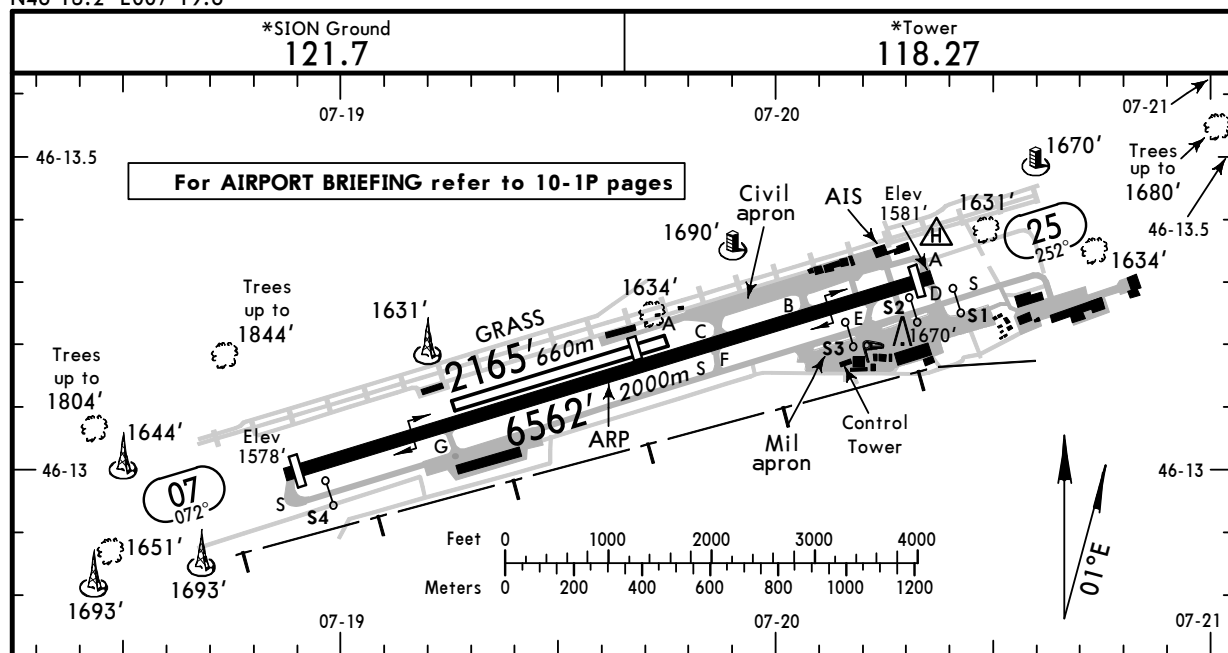
Climb on 242° track, intercept SIO R-235 to BERAR, turn RIGHT, intercept SPR R-158 inbound to SPR.

LSGS/SIR
Apt Elev **1581'**
N46 13.2 E007 19.6

JEPPESEN
15 OCT 10 (10-9)

SION, SWITZERLAND

SION



ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS			TAKE-OFF	WIDTH
		Threshold	Glide Slope	BEYOND		
07 25	HIRL (50m) ① HIALS REIL ② PAPI-L	6414' 1955m				131'
	HIRL (50m) ① HIALS REIL ③ PAPI-L (angle 3.5°)	6430' 1960m			④	40m
07 25	Grass runway				1837' 560m	98'
		1837' 560m				30m

Net barriers rwy 07 and 25 not to be taxed over. They will be lowered on request.

① Configuration unknown. ② For Mil use only. ③ Additional PAPI-L in front of rwy for Mil use only.

④ TAKE-OFF RUN AVAILABLE

RWY 25

from Rwy head 6562' (2000m)

twy B int	5348' (1630m)
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two C int	4462' (1360m)
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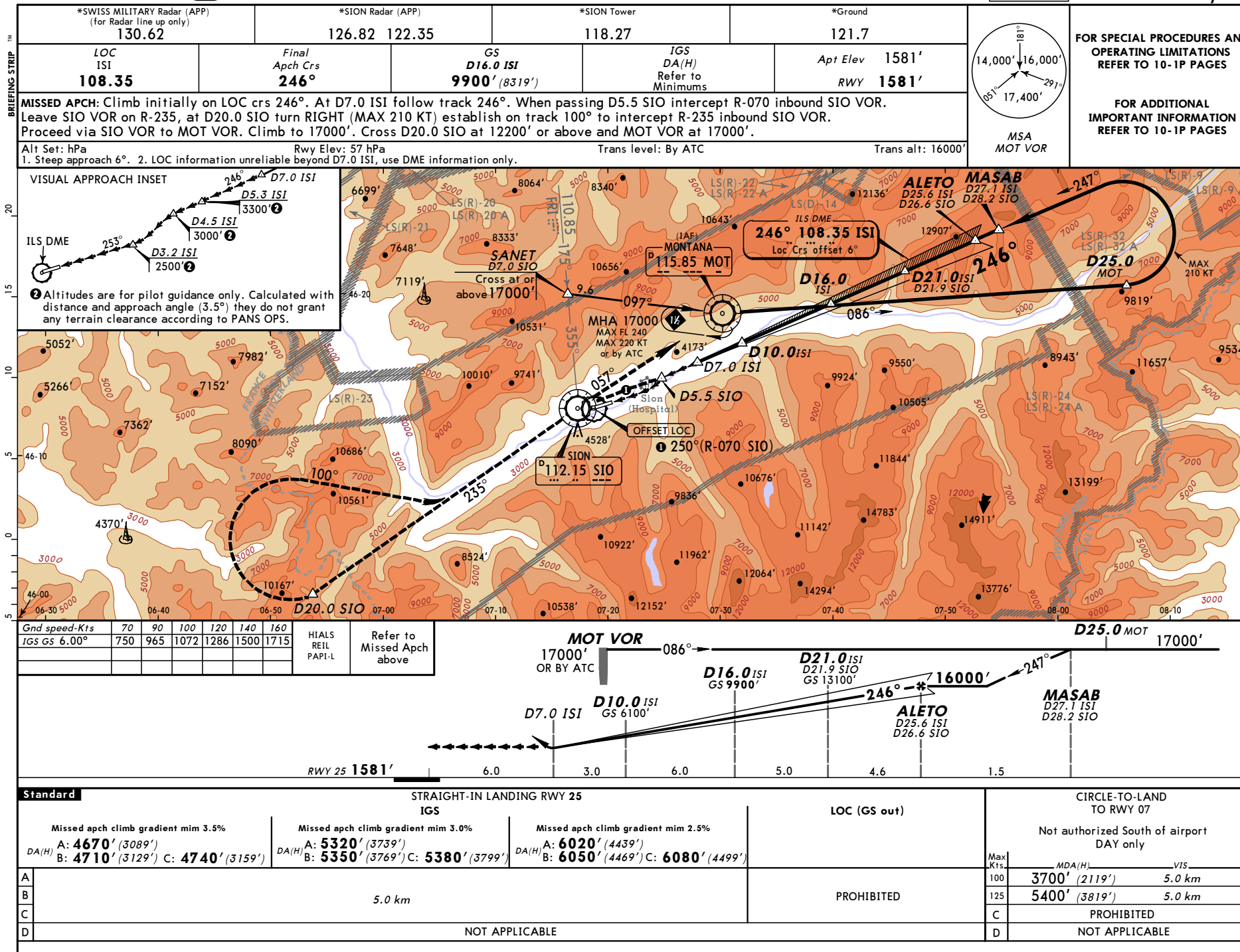
Standard		TAKE-OFF
	RCLM (DAY only) or RL	NIL (DAY only)
A	4500' - 5.0 km 1	
B		
C		
D	NOT APPLICABLE	
1 Inside CTR up to 1000' AGL: VIS 1500m.		

LSGS/SIR
SION

JEPPESSEN
15 OCT 10 (11-1)

SION, SWITZERLAND
IGS Rwy 25

CAT A, B & C



LSGS
Elev **1581'** / 482 m
N46 13.2
E007 19.6

1.4 NM SW Sion

*LLZ/DME freq paired
Front course sector angle 2°.
Usable only +/- 8° of approach axis.

RWY	ILS	RWY	ILS
		25*	108.35 ISI 246° GP angle 6°

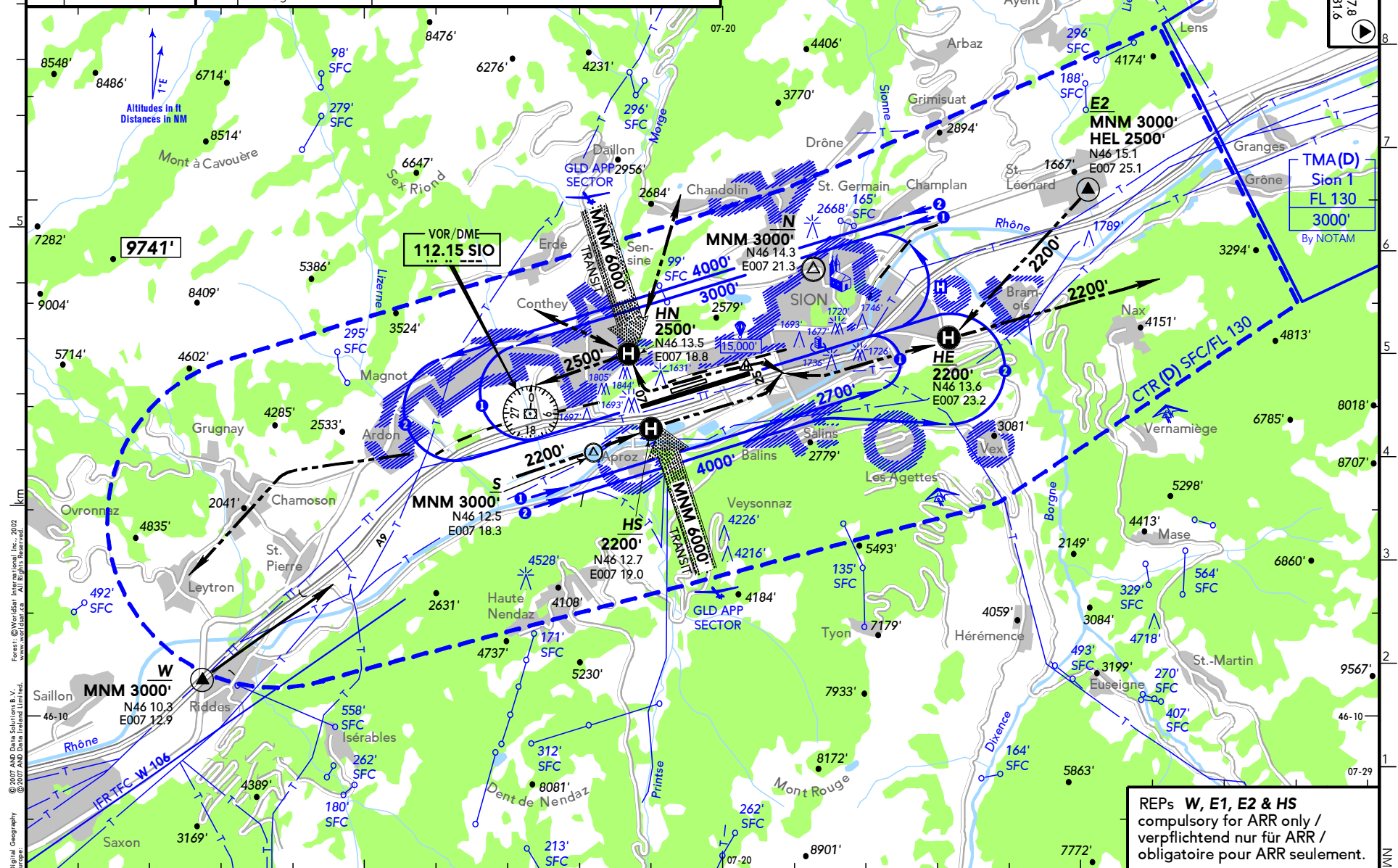
(APP)		
SION RADAR	126.82 (fr, en)	122.35 (\$)

(TWR)

SION TOWER **118.27** (fr, en)

GROUND (Sol) **121.70**

- 1 Single-engine ACFT
Einmotorige LFZ
ACFT monomoteurs
- 2 Multi-engine ACFT
Mehrmotorige LFZ
ACFT multimoteurs



REPs W, E1, E2 & HS
compulsory for ARR only /
verpflichtend nur für ARR /
obligatoire pour ARR seulement.

SION

19-2

25 DEC 09



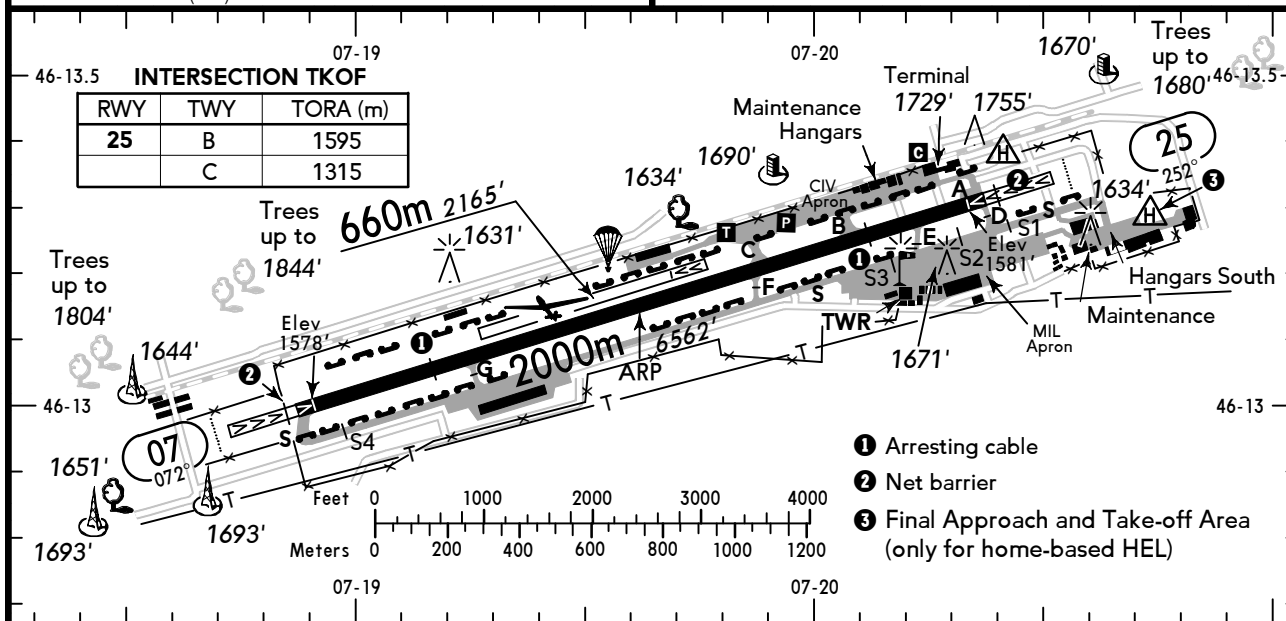
SION

SWITZERLAND

SION HANDLING	131.47
SION GROUND (Sol)	121.70

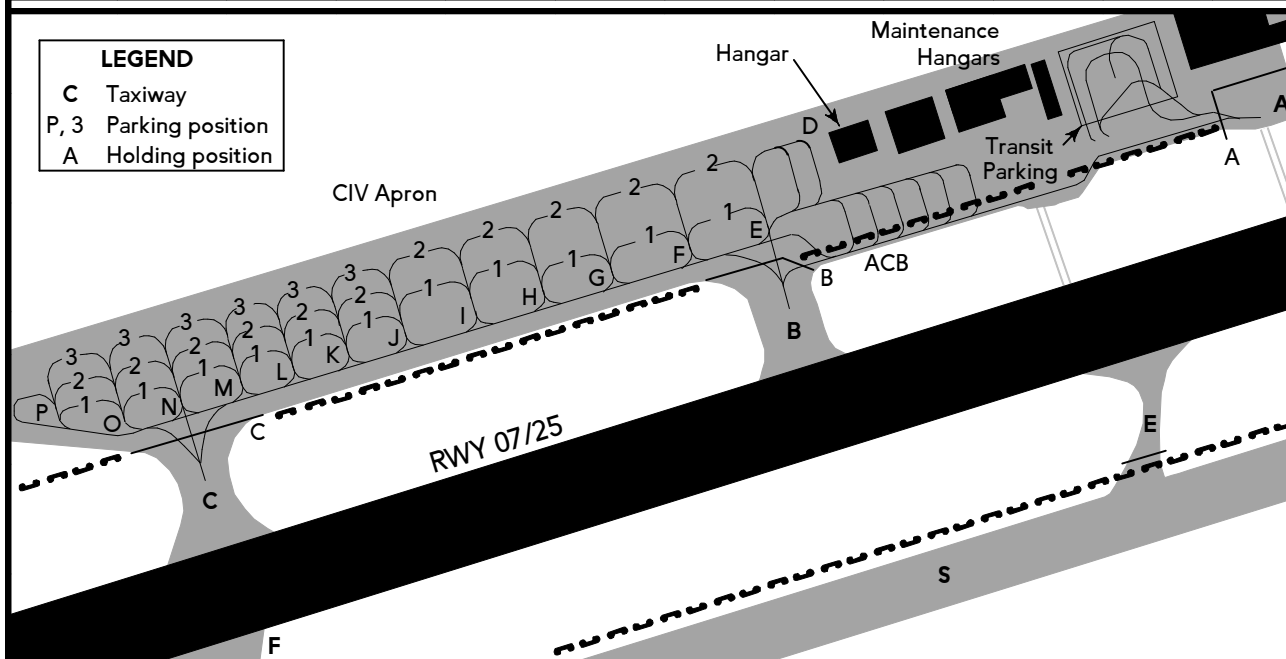
(FIS)

GENEVE INFORMATION **126.35**



LEGEND

- | | |
|------|------------------|
| C | Taxiway |
| P, 3 | Parking position |
| A | Holding position |



☞ ASPH RWY 07/25: ALS - PAPI 25 (3.5° ④) - THRL - RL - TWYL ⑤ - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07 25	2000 x 40 Asphalt	1960 1955	1955 1960	PCN 40/F/B/X/T	
07 25	660 x 30 Grass	560 660	660 560	0.25 MPa	

④ In vicinity of TWY E. ⑤ EXC TWY E; A & S near RWY only.

MIL/CIV AD, joint use.

MIL/CIV Flugplatz, ziviler und militärischer Mischflugbetrieb.

AD MIL/CIV, utilisation mixte.

JEPPESEN

02 OCT 09 **19-3**

SION

SION

SWITZERLAND

AD reserved for radio equipped ACFT except special authorization by TEL prior to take-off.

Use of ASPH-RWY is compulsory for all aeroplanes during glider activity.

Net barriers RWY 07 & 25 not to be taxied over. They will be lowered O/R.

Caution: Parachuting activity MAX 15,000'.

Aerobatics flights in the CTR and in the TMA.

Avoid inhabited areas as far as possible.

GLD: Radio contact compulsory 10 MIN prior entering CTR.

For General Aviation, ACFT on ARR and after LDG report estimated "on ground time" (parking period) on SION GROUND.

Walking from/to Touchdown and Lift-Off Area H1 to H4 and Final Approach and TAKE-OFF Area as well as from/to Hangars South is not permitted. For ground transportation contact SION HANDLING or call +41 (0) 273290600.

Flugplatz nur für LFZ mit Funk zugelassen, Ausnahmen mit besonderer telefonischer Genehmigung vor dem Abflug.

Während des Segelfluggbetriebs ist für alle LFZ die Benutzung der ASPH-RWY vorgeschrieben.

Nicht über die Fangnetze RWY 07 und 25 rollen. Sie werden auf Anfrage gesenkt.

Achtung: Fallschirmsprünge MAX 15,000'.

Kunstflüge in der CTR und in der TMA.

Wohngebiete nach Möglichkeit meiden.

GLD: Funkkontakt ist 10 MIN vor dem Einflug in die CTR aufzunehmen.

Allgemeine Luftfahrt: Ankommende Luftfahrzeuge und Luftfahrzeuge nach der Landung melden die voraussichtliche Aufenthaltszeit (Zeitraum des Parkens) SION GROUND.

Touchdown and Lift-Off Area H1 to H4, Final Approach und TAKE-OFF Area sowie Hangars South dürfen nicht zu Fuß erreicht oder verlassen werden. Für den Personentransport ist SION HANDLING oder +41 (0) 273290600 zu kontaktieren.

AD réservé aux ACFT munis de radio, une dérogation spéciale peut être demandée par téléphone avant le décollage.

Pendant l'activité de vol à voile, utilisation de la piste en ASPH obligatoire pour tous les avions.

Ne pas rouler sur les filets d'arrêt RWY 07 et 25. Ils seront abaissés sur demande.

Prudence: Parachutages MAX 15,000'.

Les vols de voltige dans la CTR et dans la TMA.

Eviter les zones habitées autant que possible.

GLD: Contact radio obligatoire 10 MIN avant pénétration CTR.

Pour l'aviation générale, l'ACFT à l'arrivée et après atterrissage donnera l'estimation de son "temps au sol" (période de stationnement) sur SION GROUND.

Il est interdit de marcher de/vers les aires de prise de contact et d'envol H1 à H4 l'aire d'approche finale et de décollage ainsi que les hangars sud. Pour le transport au sol, contacter SION HANDLING ou par TEL au +41 (0) 273290600.

LSGS/SIR
SION

JEPPESEN
29 OCT 10 (19-10)

SION, SWITZERLAND
VICINITY CHART

BRIEFING STRIP

*SION Tower
Radio contact with SION Tower is compulsory and must be established at least 10 MIN prior entering CTR.
118.27

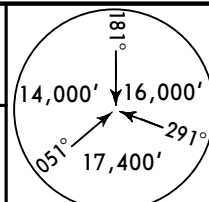
*Ground

121.7

VOR
SIO
112.15

VOR
MOT
115.85

Apt Elev **1581'**



Alt Set: hPa Apt Elev: 57 hPa Trans level: By ATC Trans alt: 16000' (14419') MSA MOT VOR

