

Flight Planning Information – IFR Approach to/from Sion Airport (LSGS)

effective from 2024-12-10

1 Introduction

The IFR approach procedures established for Sion airport (LSGS) are crossing military training areas (Temporary Reserved Areas). This is due to terrain and cannot be avoided.

As a consequence, restrictions apply to IFR approaches to LSGS. The precise type and level of restrictions depend on the type of activity conducted within the Temporary Reserved Areas.

For the purpose of ensuring safe operations, appropriate coordination procedures have been established between civil and military ATC units.

2 Current Situation

In order to avoid excessive holding time for arrivals to LSGS, ATC slots are assigned via Eurocontrol to delay flights as necessary.

Flights may either comply with the ATC slot and use the IFR approach or – weather permitting – stop the IFR part of the flight before entering Temporary Reserved Areas (TRAs) and proceed VFR below those areas to LSGS (IFR Cancellation at VADAR / FRIBU / BANKO / MOLUS / GEVEA / MOBLO / VENAT).

3 Use of Flight Planning Restrictions

The use of ATC slots for this purpose is considered less appropriate in light of new types of restrictions available at flight planning level, which provide significantly more lead time than ATC slots. This means that any delay for IFR approaches due to military activity is normally known already the day before operations as of 16:00 UTC (15:00 UTC during summer time period), whilst ATC slots are assigned only 2 hours before EOBT (Estimated Off-Block Time).

Currently, a flight planning restriction ("LST900ZR") is implemented in Eurocontrol systems whenever relevant TRAs are unavailable for arrivals to LSGS.

As a consequence, flight plans will be rejected during those periods when IFR approaches to LSGS are not possible due to military activity. The message will look similar to the following example:

```
PROF204: RS: TRAFFIC VIA LST900Z:F115..F660 [YYYYMMDDHHMM..YYYYMMDDHHMM] IS ON  
FORBIDDEN ROUTE REF:[LST900ZR] RAD APPENDIX 7 / AREA ACTIVE BY AUP/UUP
```

The dates and times indicated in [YYYYMMDDHHMM..YYYYMMDDHHMM] represent the start and

end time of the restriction in UTC.

There are 2 ways to avoid this flight planning restriction:

- Re-planning the arrival of the flight concerned before or after the relevant timeperiod.
- If meteorological conditions permit, a rejection can also be avoided by cancelling the IFR part of the flight at VADAR / FRIBU / BANKO / MOLUS / GEVEA / MOBLO / VENAT.

Use this option with special care only, as flights unable to cancel IFR will need to divert or expect excessive holding time.

4 New Procedure: Use of NPZ

The today used TRA (LST900)/FBZ (LST900Z) combination shall be replaced with a Non-Standard Planning Zone (NPZ) in accordance with the Flexible Use of Airspace concept (REF ERNIP Part I and Part III), implementation date is 20.02.2025 (AIRAC 2502). The NPZ (LSNPZ1 SION) is only relevant for Flight Planning purposes. *This Flight Planning Guide will be updated accordingly.*

5 In- and Outbound Routings LSGS

To support flight planning, here are some possible routings from/to LSGS.

DEP LSGS

SAPRE Z64 MOLUS/N0457F400 N871 KORED (LSZ**, ED**,LO**...)
SAPRE L615 DJL UN854 TINIL (LFPG)
SAPRE L615 DJL (EG**)
SAPRE L615 SIROD L47 ARBOS (EH**,EB**)
SAPRE Z65 MILPA T14 ONNOF UN852 BALSU (LEBL...)
SAPRE Z65 MILPA N869 NINTU (LP**, LFBO..., LEMD)
SAPRE Z65 MILPA (LFLL)
ROCCA T345 LURAG M135 ASTIG (LIM*....)
GOLEB (ARR LSGG)
ROCCA B46 VANAS DCT MEDAM DCT NITAM (LIR*....)

ARR LSGS

AMRID Z144 ESEVA Z669 VADAR
BANKO L50 VALOR
DJL DCT LIRKO Y55 GEVEA Y1 VALOR
IRMAR DCT KINES DCT VANAS N853 MOBLO Y224 VALOR
IRMAR DCT MEDAM DCT VANAS N853 MOBLO Y224 VALOR
LUTIX DCT BENOT N869 NEMOS Y58 VADAR
LUTIX DCT BENOT N869 NEMOS Y58 VADAR DCT GEVEA Y1 VALOR
MOKIP Y1 MILPA Y1 VALOR
MOKIP Y1 VALOR
MOLUS N871 SOSAL
MOROK Z24 AKITO Z24 LIRKO Y55 GEVEA Y1 VALOR
MOROK Z24 DOMIL Z24 LIRKO Y55 GEVEA Y1 VALOR
MOROK Z24 LIRKO Y55 GEVEA Y1 VALOR
MOROK Z24 BOLGI Z24 LIRKO Y55 GEVEA Y1 VALOR
NATOR N869 NEMOS Y58 VADAR
OLBEN N869 NEMOS Y58 VADAR
OLBEN Z50 ROTOS Z669 VADAR
OMASI N871 KINNI Z67 VENAT Y223 VALOR
VEBIT T50 ROTOS Z669 VADAR

6 Airspace Use Plan (AUP) and Updated Use Plan (UUP)

The flight planning restriction as mentioned in §3 is included in the AUP and UUP which are available from Eurocontrol both in electronic format (for injection into flight planning software) and in plain text.

How to find the flight planning restriction within the AUP and UUP via Internet:

1. Start your Web Browser
2. Go to the Eurocontrol Network Operations Portal:
<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/>
3. On top of the page, select the current date or the day after.

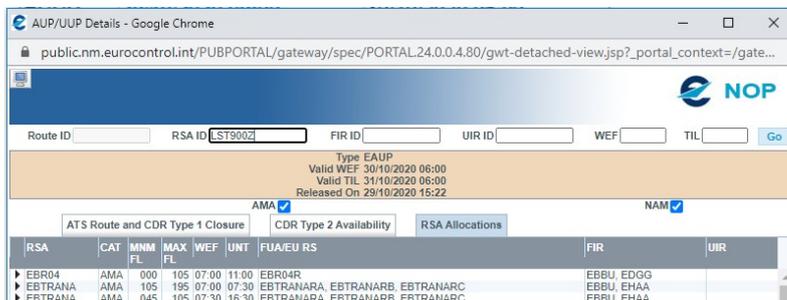


4. In the left column, you will find a list with the AUP and any subsequent updates:

European AUP/UUP		
EAUP	30/10/2020 06:00	31/10/2020 06:00
EUUP	29/10/2020 16:00	30/10/2020 06:00
EUUP	29/10/2020 14:00	30/10/2020 06:00
EUUP	29/10/2020 12:00	30/10/2020 06:00
EUUP	29/10/2020 11:30	30/10/2020 06:00
EUUP	29/10/2020 10:30	30/10/2020 06:00
EUUP	29/10/2020 09:00	30/10/2020 06:00
EUUP	29/10/2020 08:30	30/10/2020 06:00
EUUP	29/10/2020 08:00	30/10/2020 06:00
EUUP	29/10/2020 07:30	30/10/2020 06:00
EUUP	29/10/2020 07:00	30/10/2020 06:00
EUUP	29/10/2020 06:00	30/10/2020 06:00
EAUP	29/10/2020 06:00	30/10/2020 06:00

5. Select the AUP or most recent update (UUP) of the date of flight.
Remember that the AUP for the next day is only available on the current day as of 16:00 UTC (15:00 UTC during summer time period).
You can open the file by clicking on the date / time group.

- Select "RSA Allocations" and enter "LST900Z" in the "RSA ID" search field as shown below:



- You will find the activation times of the flight planning restriction attached to LST900Z in the columns "WEF" (start) and "UNT" (end) similar to the example below:

