

Flight Planning Information – IFR Approach to Sion Airport

effective from 2024-02-20

1 Introduction

The IFR approach procedures established for Sion airport (LSGS) are crossing military training areas, TRAs (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, ATFCM slots are assigned via Eurocontrol to delay flights if necessary.

Flights may either comply with the ATC slot and use the IFR approach or – if 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 FRIBU / BANKO / MOLUS / GEVEA / MOBLO / VENAT).

3 Use of Flight Planning Restrictions

The use of ATFCM 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 ATFCM 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 ATFCM slots are assigned only 2 hours before EOBT (Estimated Off-Block Time).

In accordance with the Flexible Use of Airspace concept a Non-Standard Planning Zone (NPZ) "LSNPZ1" is implemented in Eurocontrol systems whenever relevant TRAs active.

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 LSNPZ1 IS ON FORBIDDEN ROUTE REF: [LSNPZ1R] RAD ANN 2C / LSNPZ1  
ACT BY AUP/UUP"
```

There are 2 ways to avoid this flight planning restriction:

- Re-planning the arrival of the flight concerned before or after the time period of the restriction.
- If meteorological conditions permit, a rejection can also be avoided by cancelling the IFR part of the flight at 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.

Should a change of flight rule be required/intended (Z- or Y-FPL), the change of flight rule should happen at any point within the lateral dimension of Geneva ACC (LSAG ACC); preferable at the points mentioned just above.

4 In- and Outbound Routings LSGS

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

DEP LSGS

```
SAPRE Z64 MOLUS N871 KORED (LSZ*, ED**, LO**)  
SAPRE L615 DJL (EG**, LFP*)  
SAPRE L615 SIROD L47 ARBOS (EH**, EB**)  
SAPRE Z65 MILPA T14 ONNOF UN852 BALSJ (LE**)  
SAPRE Z65 MILPA N869 NINTU (LP**, LFBO, LEM*)  
SAPRE Z65 MILPA (LFL*)  
ROCCA T345 LURAG (LIM*)  
GOLEB (ARR LSGG)  
ROCCA Y51 VANAS DCT MEDAM DCT NITAM (LIR*)
```

ARR LSGS

```
AOSTA L615 BANKO L50 VALOR  
AMRID Z144 ESEVA Z669 VADAR  
DJL DCT LIRKO Y55 GEVEA Y1 VALOR  
IRMAR DCT KINES DCT VANAS N853 MOBLO Y224 VALOR  
BENOT N869 NEMOS Y58 VADAR  
BENOT N869 NEMOS Y58 VADAR DCT GEVEA Y1 VALOR (during LSNPZ1 activity until 20MAR25)  
MOKIP Y1 MILPA Y1 VALOR  
MOKIP Y1 VALOR  
MOLUS N871 SOSAL
```

MOROK Z24 LIRKO Y55 GEVEA Y1 VALOR
OLBEN Z50 ROTOS Z669 VADAR
OMASI N871 KINNI Z67 VENAT Y223 VALOR

5 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 form (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. On the left side, under "European AUP/UUP" you will find a list with the AUP and any subsequent updates:

European AUP/UUP			
EUUP	06/03/2025 07:00		07/03/2025 06:00
EUUP	06/03/2025 06:00		07/03/2025 06:00
EAUP	06/03/2025 06:00		07/03/2025 06:00
EUUP	05/03/2025 16:00		06/03/2025 06:00
EUUP	05/03/2025 12:00		06/03/2025 06:00
EUUP	05/03/2025 11:30		06/03/2025 06:00
EUUP	05/03/2025 10:30		06/03/2025 06:00
EUUP	05/03/2025 10:00		06/03/2025 06:00
EUUP	05/03/2025 09:00		06/03/2025 06:00
EUUP	05/03/2025 08:30		06/03/2025 06:00
EUUP	05/03/2025 08:00		06/03/2025 06:00
EUUP	05/03/2025 07:30		06/03/2025 06:00
EUUP	05/03/2025 07:00		06/03/2025 06:00
EUUP	05/03/2025 06:00		06/03/2025 06:00
EUUP	05/03/2025 06:00		06/03/2025 06:00
EAUP	05/03/2025 06:00		06/03/2025 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.

- click first on "RSA Allocations" (even if it's already selected) and enter "LSNPZ1" in the "RSA ID" search field as shown below in red:

The screenshot shows a web browser window titled "AUP/UUP Details - Google Chrome" with the URL `public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/PORTAL.27.2.0.2.23/gwt-detached-view.jsp?_portal_context=/gat...`. The interface includes several search fields: "Route ID", "RSA ID" (containing "LSNPZ1" and circled in red), "RAD ID", "FIR ID", "UIR ID", "FMP ID", and "WEF". Below these fields, the system status is displayed: "Type EAUP", "Valid WEF 05/03/2025 06:00", "Valid TIL 06/03/2025 06:00", and "Released On 04/03/2025 15:22". A navigation bar contains three tabs: "ATS Route and CDR Type 1 Closure", "RSA Allocations" (which is selected), and "AUP RAD Activations". The "RSA Allocations" table is shown below, with columns for "RSA", "NOTAM", "REMARK", "MNM FL", "MAX FL", "MNM FT", "MAX FT", "WEF", "UNT", and "FUA/EU RS". The table contains three rows of data for the RSA "LSNPZ1". The "WEF" and "UNT" columns for the three rows are highlighted with a green box.

RSA	NOTAM	REMARK	MNM FL	MAX FL	MNM FT	MAX FT	WEF	UNT	FUA/EU RS
▶ LSNPZ1			115	660			07:15	08:40	LSNPZ1R
▶ LSNPZ1			115	660			12:15	13:40	LSNPZ1R
▶ LSNPZ1			115	660			14:45	16:05	LSNPZ1R

- You will find the activation times of the flight planning restriction attached to LSNPZ1 in the columns "WEF" (start) and "UNT" (end) similar as shown above in green