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Adaptation of the airspace structure 2024

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The Swiss airspace structure is regularly reviewed to ensure it is fit for purpose and is adapted if deemed necessary. Based on Article 2 paragraph 1 of the Ordinance on Air Navigation Services (ANSO; SR 748.132.1), the airspace changes documented in this AIC are proposed for 2024. They were prepared on behalf of the respective applicants by the High Level Airspace Policy Body Airspace Design Expert Team (HLAPB AD ET), which consists of members of the FOCA, MAA, the Air Force and skyguide. The general aviation associations were informed in advance about these airspace changes by FOCA in the National Airspace Management Advisory Committee (NAMAC).

Prior to the adaptation of the airspace structure, the stakeholders are hereby given the opportunity to comment on these adaptations, insofar as they are affected.

The opinion shall be submitted in writing, including a rationale, latest 6 October 2023 to:

Federal Office of Civil Aviation
Airspace Section
3003 Bern

Any airspace change is subject to a positive safety and risk assessment, which, for procedural and scheduling reasons, may not have been fully completed at the time of the publication of this AIC.

Taking into account the comments received, the FOCA will then issue its decision on the modification of the airspace structure. An appeal against this decision can be taken to the Federal Administrative Court.

No correspondence on submitted opinions will take place during the consultation process.

Publications of Swiss airspace changes for 2024

As Switzerland has to publish chart-relevant adjustments next year, it was decided to publish the airspace changes 2024 as well as the publication of the aeronautical charts as of 21-MAR-2024. This is in line with the agreement with the neighbouring countries concerned.

1. Adaptation of the Meiringen airspace structures (CTR/TMA)

Requested airspace structures and rationale:

The military airbase Meiringen (LSMM) introduces a new Instrument Flight Rules (IFR) approach procedure for F/A-18 jet aircraft (Military Required Navigation Performance [MIL RNP] 055 LSMM).

Meiringen is known as a challenging military airbase, especially during Instrument Meteorological Conditions (IMC), Special Visual Flight Rules (SVFR) conditions and during night, which led to several incidents in the past. With the introduction of this new MIL RNP 055 procedure, the Air Force can increase both its safety and efficiency. The MIL RNP 055 procedure is an own navigation, space-based instrument approach procedure that is independent from ground-based navigation and surveillance equipment. Additionally, the MIL RNP 055 procedure increases the resilience of the Air Force during extraordinary situations.

In order to protect the aircraft on this new MIL RNP 055 procedure, the Meiringen Terminal Control Areas (TMA) situated in the west and the Meiringen Control Zone (CTR) need to be adapted.

- In the west, the Meiringen TMAs 2 and 3 are replaced by the new TMAs 2, 3, 4, 5 and 6 (refer to Figure 1);
- The western border of the CTR is adapted to fit the MIL RNP 055 (refer to Figure 2).

Due to the recently published (3. November 2022) FOCA document “Airspace Design Principles Switzerland (ADP CH)”, the opportunity of this required airspace redesign was taken to analyse the Meiringen CTR and the Meiringen TMA situated in the east as well. Following the ADP CH requirements, additional adaptations are foreseen:

- The southern border of the Meiringen CTR is shifted to the north (refer to Figure 2);
- The lower limit of the Meiringen TMA 1 in the east is raised to 5500ft AMSL (refer to Figure 3).

Since airspace is a scarce resource and the Meiringen region is known for its various airspace users, the Air Force decided to not only increase the volume of its airspace to protect its operations at Meiringen, but also to see if it was possible to reduce the volume of its airspace for the benefit of other airspace users without compromising the safety of military operations in the region. This resulted in the raise of the lower limits of the Meiringen TMAs 1 and 2 and a reduction of the CTR in the south.

The airspace classification of the Meiringen CTR and all its proposed TMAs remains airspace class Delta (D) and its management "HX", meaning without specified operating hours.

Operational Concept:
During standard operations in Meiringen the traditional precision approach radar (PAR) instrument approach procedures are in use and the Meiringen CTR and both TMAs 2 and 3 are active. If the meteorological conditions or operational needs require the use of the new MIL RNP 055 instrument approach procedure, the Meiringen TMAs 4, 5 and 6 are activated in addition.

Overview of Airspace Changes Meiringen:

Meiringen CTR and TMAs

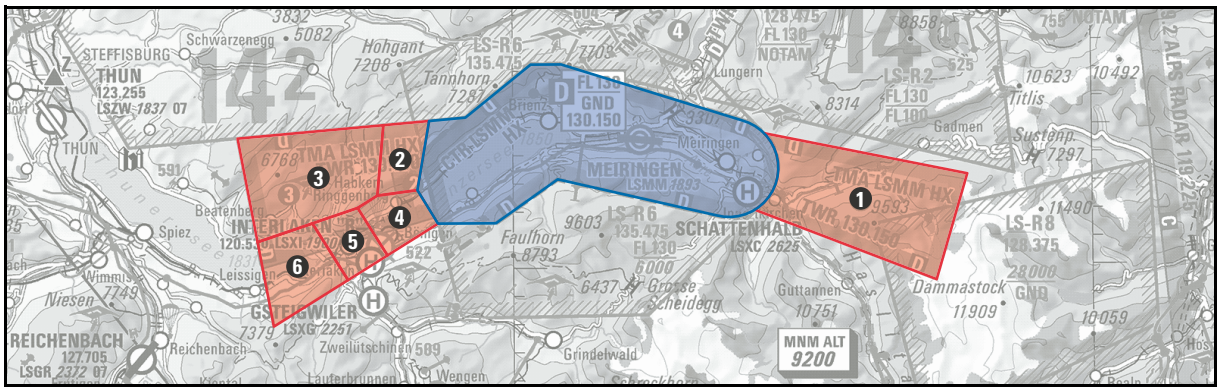

Figure 1- Overview

Meiringen CTR

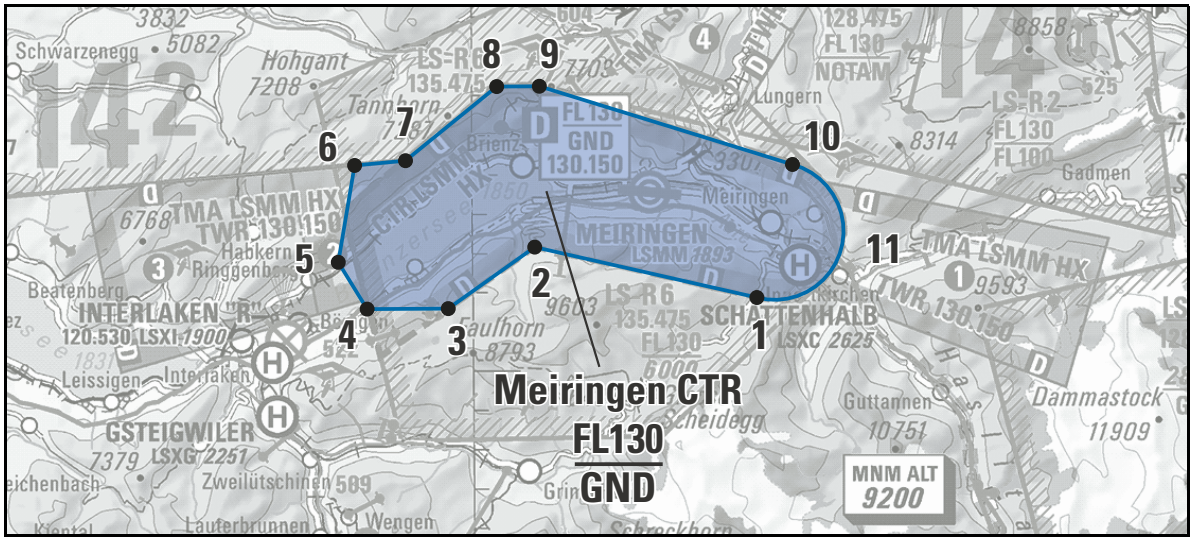

Figure 2- Meiringen CTR

ID	Coordinates(WGS84)	
1	46 41 49.670 N	008 10 28.276 E
2	46 43 09.663 N	008 02 15.360 E
3	46 41 36.534 N	007 59 02.126 E
4	46 41 36.582 N	007 56 01.836 E
5	46 42 48.481 N	007 54 58.318 E
6	46 45 16.435 N	007 55 35.965 E
7	46 45 23.222 N	007 57 29.293 E
8	46 47 15.624 N	008 00 53.368 E
9	46 47 15.621 N	008 02 28.320 E
10	46 45 12.637 N	008 11 50.289 E
11	Arc of circle centered on: 46 43 31.160 N 008 11 09.240 E, radius 1.76 NM, clockwise	
1	46 41 49.670 N	008 10 28.276 E

Vertical dimensions

Lower limit: GND

Upper limit: FL130

Meiringen TMA 1

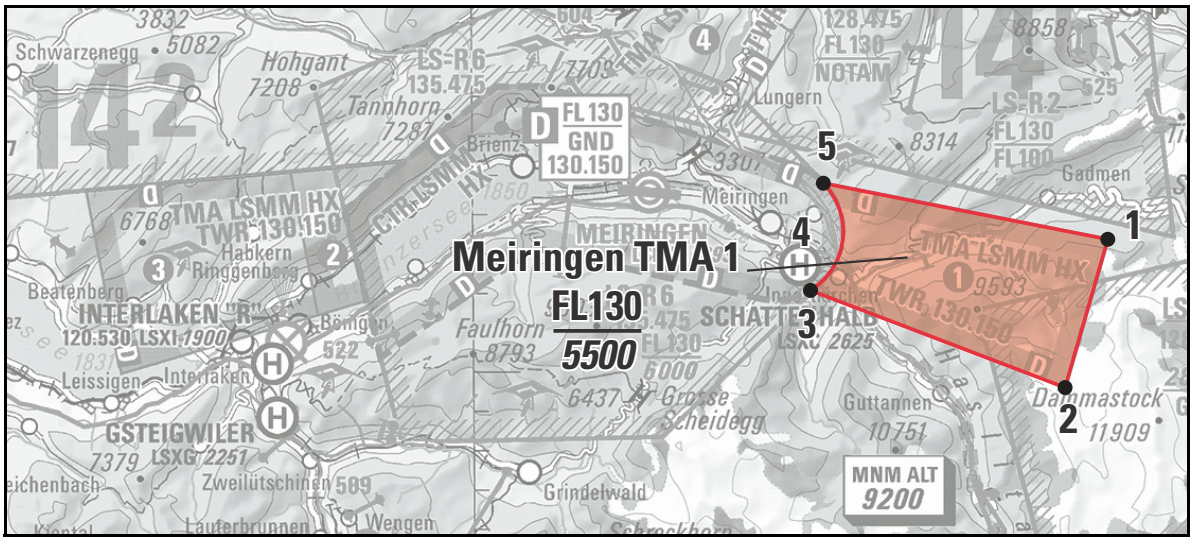

Figure 3 - Meiringen TMA 1

ID	Coordinates(WGS84)	
1	46 43 14.062 N	008 23 30.171 E
2	46 39 28.089 N	008 21 51.325 E
3	46 42 00.886 N	008 12 28.130 E
4	Arc of circle centered on: 46 43 31.160 N 008 11 09.240 E, radius 1.76 NM, counterclockwise	
5	46 44 44.613 N	008 12 59.034 E
1	46 43 14.062 N	008 23 30.171 E

Vertical dimensions

Lower limit: *5500 ft* AMSL

Upper limit: FL130

Meiringen TMA 2

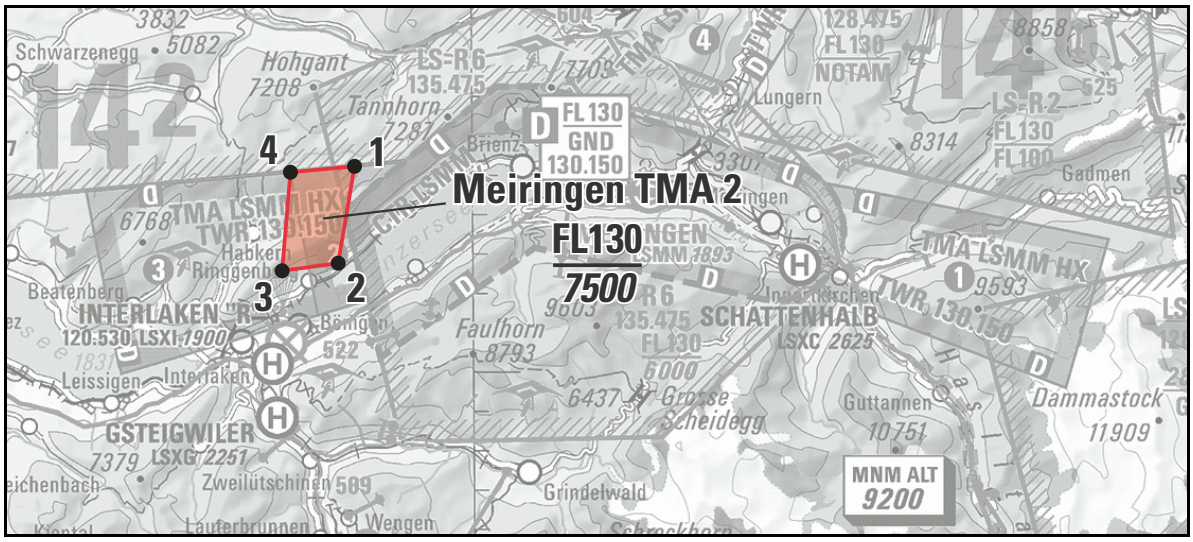

Figure 4 - Meiringen TMA 2

ID	Coordinates(WGS84)	
1	46 45 16.435 N	007 55 35.965 E
2	46 42 48.481 N	007 54 58.318 E
3	46 42 37.294 N	007 52 53.482 E
4	46 45 07.973 N	007 53 13.257 E
1	46 45 16.435 N	007 55 35.965 E

Vertical dimensions

Lower limit: *7500 ft* AMSL

Upper limit: FL130

Meiringen TMA 3

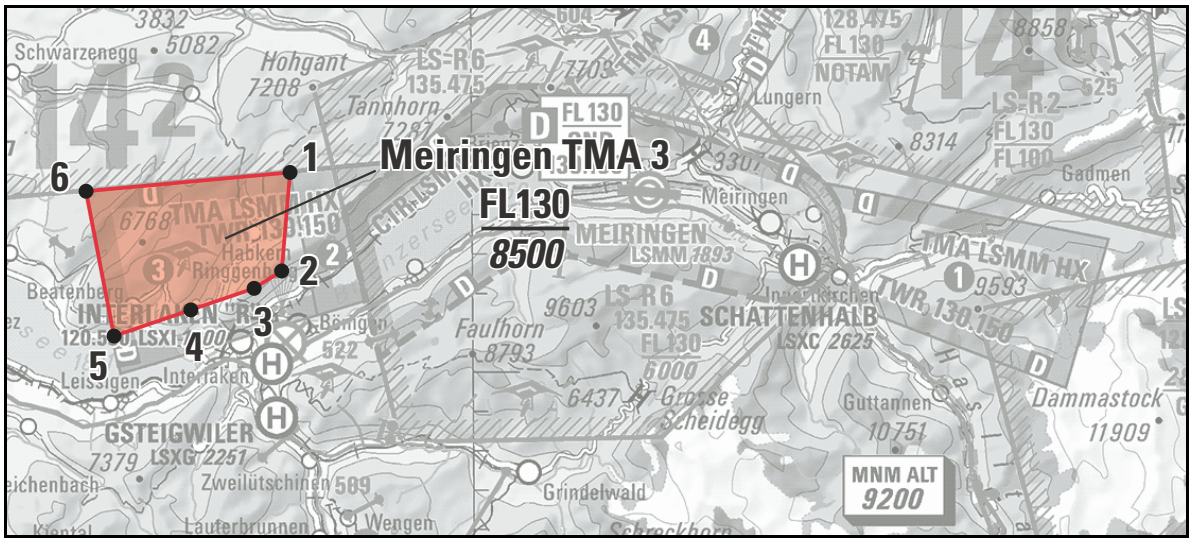

Figure 5 - Meiringen TMA 3

ID	Coordinates(WGS84)	
1	46 45 07.973 N	007 53 13.257 E
2	46 42 37.294 N	007 52 53.482 E
3	46 42 11.036 N	007 51 51.918 E
4	46 41 38.522 N	007 49 31.079 E
5	46 40 59.047 N	007 46 40.120 E
6	46 44 40.745 N	007 45 39.281 E
1	46 45 07.973 N	007 53 13.257 E

Vertical dimensions

Lower limit: *8500 ft* AMSL

Upper limit: FL130

Meiringen TMA 4

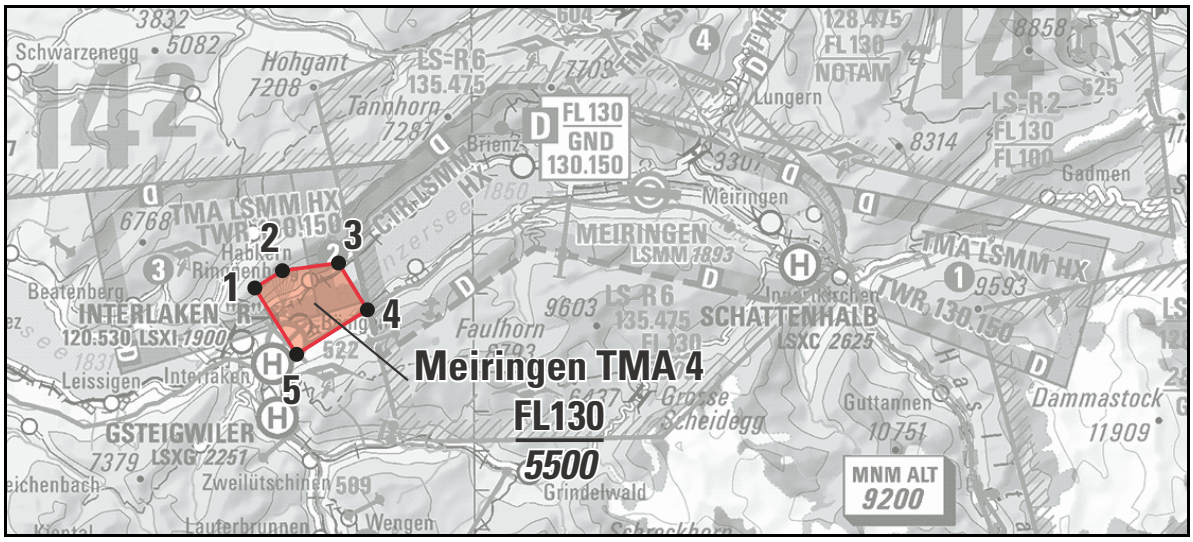

Figure 6 - Meiringen TMA 4

ID	Coordinates(WGS84)	
1	46 42 11.036 N	007 51 51.918 E
2	46 42 37.294 N	007 52 53.482 E
3	46 42 48.481 N	007 54 58.318 E
4	46 41 36.582 N	007 56 01.836 E
5	46 40 29.216 N	007 53 23.900 E
1	46 42 11.036 N	007 51 51.918 E

Vertical dimensions

Lower limit: *5500 ft* AMSL

Upper limit: FL130

Meiringen TMA 5

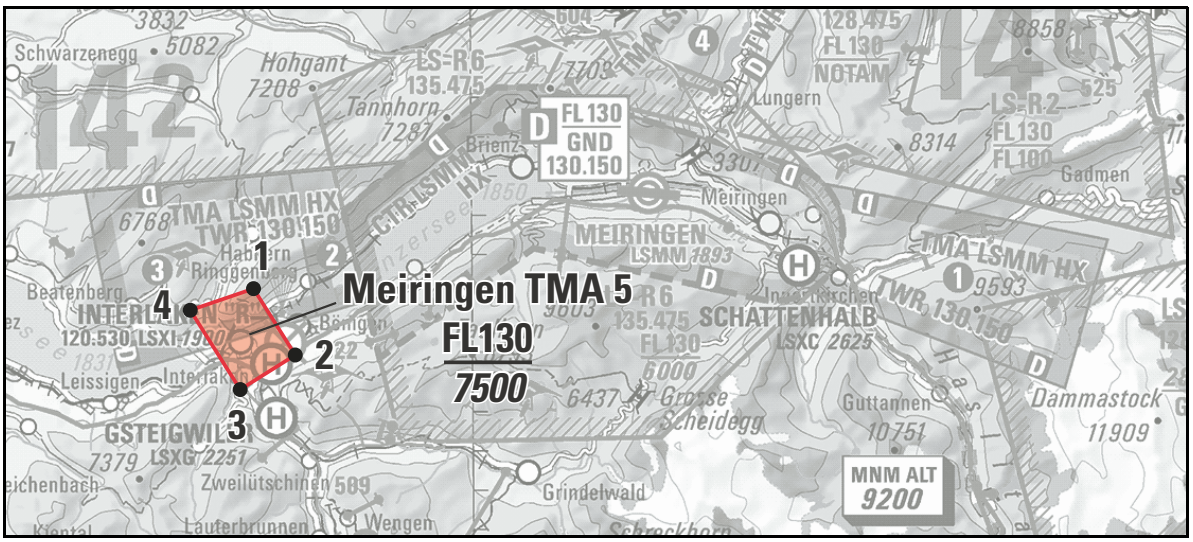

Figure 7 - Meiringen TMA 5

ID	Coordinates(WGS84)	
1	46 42 11.036 N	007 51 51.918 E
2	46 40 29.216 N	007 53 23.900 E
3	46 39 36.831 N	007 51 21.160 E
4	46 41 38.522 N	007 49 31.079 E
1	46 42 11.036 N	007 51 51.918 E

Vertical dimensions

Lower limit: *7500 ft* AMSL

Upper limit: FL130

Meiringen TMA 6

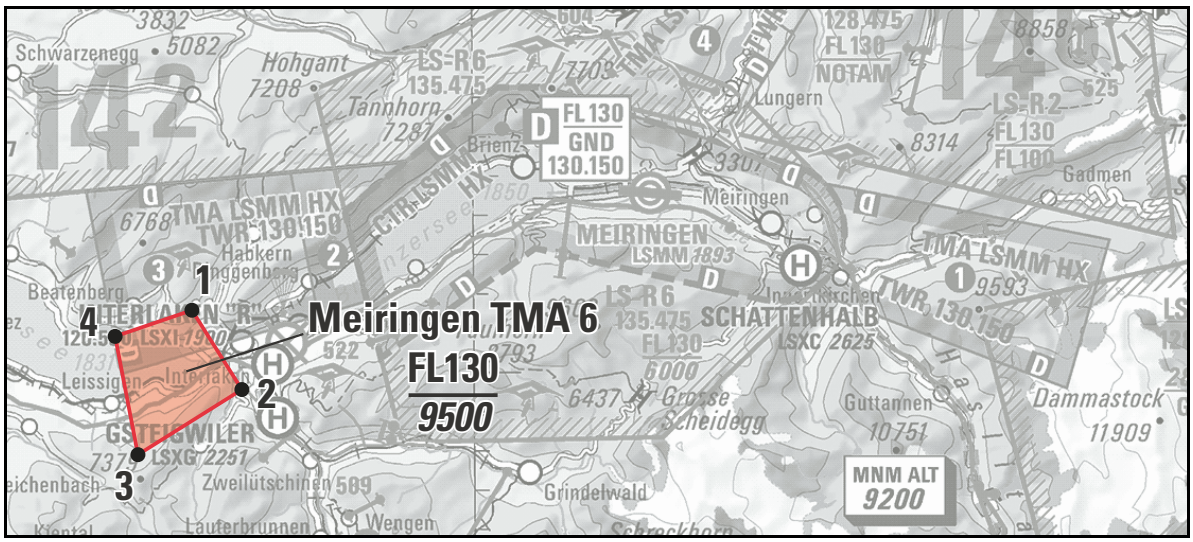

Figure 8 - Meiringen TMA 6

ID	Coordinates(WGS84)	
1	46 41 38.522 N	007 49 31.079 E
2	46 39 36.831 N	007 51 21.160 E
3	46 37 58.000 N	007 47 29.688 E
4	46 40 59.047 N	007 46 40.120 E
1	46 41 38.522 N	007 49 31.079 E

Vertical dimensions

Lower limit: *9500 ft* AMSL

Upper limit: FL130

2. Adaptation of "LSR for Gliders outside TMA" - LSR44

The Low Flight Network (LFN) route over the Gotthard Pass (KY252) requires flight altitudes that are at the performance limit for helicopters operating on this route. To enable the safe handling of simultaneous helicopters in opposite directions on this route, which is situated in a mountainous environment with hardly any deconfliction options, it is necessary to implement an en-route holding procedure for deconfliction purposes.

The holding procedure was placed at the only possible location enabling an operationally usable minimum holding altitude. The design of the holding procedure was made as efficiently as possible, in order to minimize the impact on other airspace users.
An airspace change for the Restricted Area (LSR) for gliders in this region, however, could not be avoided.
The LSR44 needs to be reduced, according the required buffers as prescribed in the ADP CH. The redesign ensured that the new corner points of the LSR44 are located at significant terrain points, facilitating visual navigation for gliders and hang gliders.

After implementation, a usage analysis of the holding procedure is planned in order to confirm its operational necessity based on actual movements and conflicts.

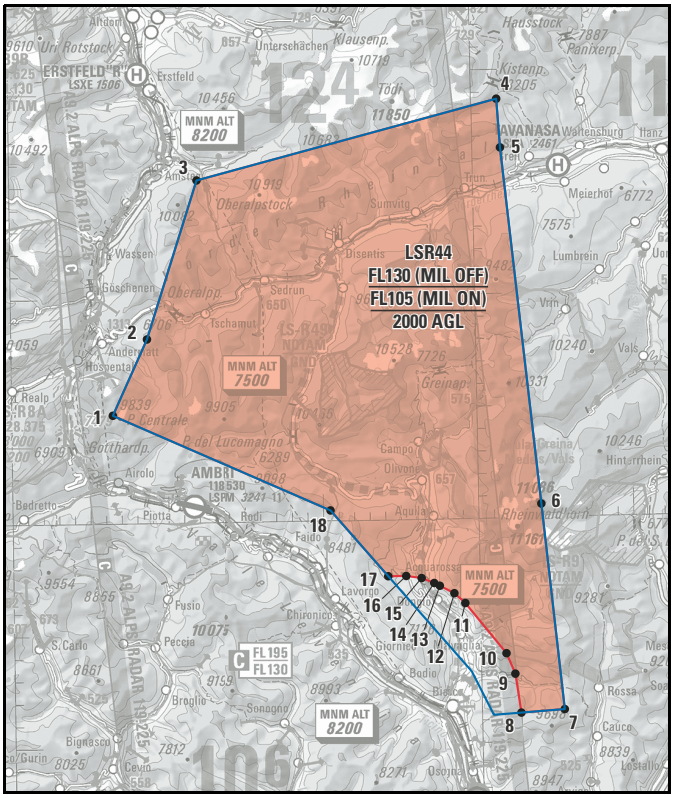

Figure 9 - LSR44 current (blue contour) and proposed (red)

ID	Coordinates(WGS84)			ID	Coordinates(WGS84)	
1	46 34 51.673 N	008 36 25.987 E		11	46 26 14.302 N	008 58 59.616 E
2	46 38 14.621 N	008 38 42.935 E		12	46 26 41.180 N	008 58 18.038 E
3	46 45 18.077 N	008 42 05.302 E		13	46 27 01.998 N	008 57 22.159 E
4	46 48 42.410 N	009 01 38.489 E		14	46 27 09.540 N	008 57 00.755 E
5	46 46 31.936 N	009 01 49.431 E		15	46 27 23.470 N	008 56 12.353 E
6	46 30 36.577 N	009 04 01.843 E		16	46 27 29.852 N	008 55 12.826 E
7	46 21 25.141 N	009 05 16.003 E		17	46 27 29.950 N	008 54 03.240 E
8	46 21 18.119 N	009 02 28.158 E		18	46 30 28.857 N	008 50 24.272 E
9	46 23 02.705 N	009 02 07.790 E		1	46 34 51.673 N	008 36 25.987 E
10	46 23 57.864 N	009 01 35.029 E				

Vertical dimensions

MIL ON
Lower limit: 2000 ft AGL / 600 m AGL
Upper limit: FL105 / 3200 m

MIL OFF
Lower limit: 2000 ft AGL / 600 m AGL
Upper limit: FL130 / 3950 m

- E N D -

FOCA/SILR