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# SWITZERLAND

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## World Economic Forum in Davos 2024

The World Economic Forum will be held in Davos in January 2024.  
The Federal Council has imposed restrictions on the use of the following airspace by civilian flights.

### 1. Temporary restricted area (TEMPO LS-R90) Davos

- **Horizontal extent:**  
A radius of 25 NM around Davos (46°48'53" N / 009°50'58" E), above Swiss territory only (including the Principality of Liechtenstein).
- **Vertical extent:**  
GND to FL195.

### 2. Davos Control Zone (CTR)

- **Horizontal extent:**  
Centre Davos 46°48'53" N / 009°50'58" E, Radius 2.7 NM.
- **Vertical extent:**  
GND to FL075.
- **Airspace class:**  
Delta
- **Controlling unit:**  
Davos Tower 120.425 MHz.  
Chart: see section 9 below.

### 3. Activation Times of LS-R90 and CTR Davos

- Friday 2024-01-12 from 0900 UTC until 1600 UTC
- Monday 2024-01-15 from 0700 UTC until Saturday 2024-01-20 1600 UTC (H24)

Note:

Changes to activation times may be announced via NOTAM, which may result in LS-R90 and CTR Davos having different activation periods.

### 4. Rules applicable within the Temporary Restricted Area (TEMPO LS-R90) Davos for IFR Operations

- Flights within the restricted area operating under instrument flight rules (IFR) are only permitted for air traffic with DEP / DEST Samedan (LSZS) using Z- or Y- flight plans.  
Special procedures apply for those flights as described in §8 of this Supplement.
- **Radio Failure:**  
In the event of a radio failure, the flight shall be continued in accordance with the last received and acknowledged clearance.  
The transponder shall be set to code 7600.

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## 5. Restricted areas over Austria and Italy

- For the restricted areas over Austria & Italy, only the official publications of these countries are valid.

## 6. General rules

- ATC instructions shall be strictly complied with.
- All publications, particularly additional NOTAMs, shall be checked and adhered to.
- Additional restrictions may be imposed by the Swiss Air Force at all times (also at short notice).
- Extensive MIL air traffic may exist also outside of the restricted area.
- The lower limit of Airspace C above the Alps during the activation period of LS-R90 is FL130.
- Any flight departing from Switzerland seeking approval to insert STS/ATFMX in flight plan item 18 shall strictly adhere to the rules and procedures described in AIP Switzerland ENR 1.9.2.2/3.

## 7. ATS Route / FRA Connection Modifications and Flight Planning Procedures in FIR/UIR Switzerland

During the World Economic Forum in Davos, the following modifications concerning the ATS route network, FRA connections, airspace management and flight planning procedures are applicable. The route category is not modified unless specifically mentioned below. Opening & closure times for ATS routes and FRA connections indicated below are planned values, which may be subject to change. Actual times will be communicated daily via EAUP/EUUP.

DCT segments for flight planning will be managed using FUA restrictions detailed in the Route Availability Document (RAD). Such restrictions and corresponding applicability periods will be included in the daily EAUP/EUUP.

- Friday 2024-01-12 from 0900 UTC until 1600 UTC
- Monday 2024-01-15 from 0700 UTC until Saturday 2024-01-20 1600 UTC (H24)

ATS route L613 segments SUXAN-RONAG closed in direction SUXAN→RONAG (segment remains open in direction RONAG→SUXAN for DEP LSZS only).

ATS route L613 segment RONAG-MANEG closed (both directions).

ATS route Z408 segment TIRUL-RONAG closed.

ATS route Z119 segment DETRI-KUSAM closed (both directions).

ATS route Z50 segment KELIP-RESIA closed (both directions).

ATS route Y170 segment ABREG-ROMIR closed.

ATS route Z170 segment ARGAX-KUDIS closed.

ATS Route N851 segment ABESI-ELMUR closed. Alternative Routing is available via CANNE Z651 MANEG.

ATS route Z83 segment DETRI-GUGSA reclassified from "only by ATC" to conditional route category 1 (both directions) H24.

FRA connections via ARGAX are not available.

Overflights via SUXAN shall file: SUXAN DCT RONAG DCT INTEG DCT HOC (available above FL315).

Overflights via SAFFA shall file: SAFFA DCT RONAG DCT INTEG DCT HOC (available above FL315).

For State Flights via RONAG DCT INTEG, Diplomatic Clearance is required for Austria and Switzerland.

FRA connections via ABESI or ABREG are not available. Alternative FRA connections are available via CANNE.

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## 8. Procedures for IFR flights to / from Samedan airport (LSZS)

- Friday 2024-01-12 from 0900 UTC until 1600 UTC
- Monday 2024-01-15 from 0700 UTC until Saturday 2024-01-20 1600 UTC (H24)
- The following IFR procedures are temporarily suspended:
  - SID PELAD 1W
  - SID PELAD 1V
  - VISUAL APCH WITH RNP GUIDANCE RWY 03
  - RNP APCH RWY 21
- The following IFR procedures are available without using the dedicated holding at RONAG and after ATC instruction only (not available for flight planning):
  - SID RONAG 1E
  - SID RONAG 1V
- PPR mandatory for flights with Y/Z flight plan to/from LSZS.
- PPR managed by Engadin Airport. (see: [www.engadin-airport.ch](http://www.engadin-airport.ch)).

ATS route Z83 segment DETRI-GUGSA only available and compulsory for DEST LSZS.

ATS route Z83 segment ROSGO-DETRI only available and compulsory for DEP LSZS except via ATS route L613 RONAG-SUXAN.

All flights arriving from the south shall file their flight plan via Z651 DETRI Z83 GUGSA (then VFR).

All flights arriving from the north shall file their flight plan via N850 SOSON Z119 DETRI Z83 GUGSA (then VFR).

All flights departing to the north (including DEST LSZH) shall file their flight plan via ROSGO Z83 DETRI Z651.

All flights departing to the south shall file their flight plan via ROSGO Z83 DETRI Z119 SOSON N850 or via RONAG L613 SUXAN.

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| <p><b>The reporting point GUGSA and the associated holding pattern are the IFR clearance limit.</b><br/><b>All flights with destination LSZS that are unable to cancel their IFR flight plan latest at GUGSA shall divert to their alternate aerodrome.</b></p> |
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| <p><b>Holding over GUGSA is limited to 1 holding pattern per flight.</b></p> |
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### Procedure for approach after cancellation of IFR:

Arrivals to RWY 03 shall prepare to cancel IFR at ROSGO.

After ROSGO, such flights shall proceed VFR via MALOJA to LSZS.

If unable to cancel IFR at ROSGO, flights shall continue on Z83 into the GUGSA holding pattern and then cancel IFR within the holding pattern.

After IFR cancellation, proceed VFR south of Z83 via MALOJA to LSZS.

Arrivals to RWY 21 shall prepare to cancel IFR at GUGSA.

After GUGSA, such flights shall proceed VFR direct to PIZ DAINTE, then turn left via ZERNEZ to LSZS.

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**Procedure for departure before changing to IFR:**

All departures being planned via ROSGO Z83 DETRI shall expect to change from VFR to IFR at ROSGO.

The following procedure shall be applied:

After departure from RWY 03, flights shall initially climb straight ahead.

Then - when clear of terrain - flights shall turn right and proceed via MALOJA to ROSGO.

After departure from RWY 21, flights shall proceed direct to MALOJA

After MALOJA - and when clear of terrain - flights shall proceed direct to ROSGO.

Departures being planned via RONAG L613 SUXAN may expect SID RONAG 1E / 1V after ATC instruction only.

Otherwise expect to change from VFR to IFR at RONAG.

The following procedure shall be applied in case of VFR departure:

After departure from RWY 03, climb straight ahead, when clear of terrain, proceed via ARDED to RONAG.

After departure from RWY 21, climb straight ahead, when clear of terrain, turn left, remain within Swiss airspace, proceed via ARDED to RONAG.

Clearance from ZURICH ATC to enter LS-R90 will be relayed by SAMEDAN AFIS.



9.2 LSZS Departure chart

