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Adaptation of the airspace structure 2025

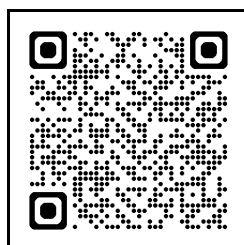
Adaptation of the airspace structure 2025

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 2025. They were prepared on behalf of the respective applicants by the Airspace Design Expert Team (AD ET) of the High Level Airspace Policy Body (HLAPB), which consists of members of the FOCA, Military Aviation Authority (MAA), the Swiss 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. Within this document, you may find the rationale for and the change of the airspace structures with a visualization, however the coordinates may be found via the following link and/or QR-code:

For a graphical representation, kml files are available under following links:

URL: <https://www.skybriefing.ch>



Preferably use swiss geo admin to upload kml files.

URL: <https://s.geo.admin.ch/lrvz4ayfayqb>

The opinion shall be submitted in writing, including a rationale, latest 5 October 2024 to:

Post: 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 2025

As Switzerland has to publish chart-relevant adjustments next year, it was decided to publish the airspace changes 2025 as well as the publication of the aeronautical charts as of 20-MAR-2025. This is in line with the agreement with the neighboring countries concerned.

1. Adaptation of Bern airspace

Requested airspace structures and rationale:

Bern airport (LSZB) will implement new Instrument Flight Rules (IFR) approaches on runway 32. By replacing the existing visual circling procedures, these approaches will contribute to an overall reduction in noise emissions (the city of Berne and the region northwest will be relieved, whereas the region southeast will be partly impacted), improve the operability for pilots and air traffic controllers and as such increase the reachability of the airport.

According to the directive of FOCA "Airspace Design Principles Switzerland" (ADP CH), an appropriate protection by airspace has to be ensured. The design was elaborated with the relevant stakeholders of the aviation industry.

By implementing this new IFR procedure for RWY32 in Bern, all existing IFR procedures were reviewed, which resulted in a complete adaptation of the airspace around Bern airport. Since the circling procedure becomes obsolete with the implementation of the new IFR procedure for RWY 32, the Standard Instrument Departures (SID) ALPHA will be deleted. These SIDs were mainly used for low performance aircraft, initiating a left turn after departure on runway 32 for deconfliction with the circling approach.

The SIDs towards the northeast will be aligned in accordance with the current design criteria and shifted to the endpoint KONOL instead of RAMOK/MEBOX, enabling the deletion of some transition routes for instrument flights.

The shape of the CTR Bern is reduced considerably in the western and northern part, while extensions to the southeast and east are necessary to provide the required protection for IFR flights. The upper limit of the CTR is increased to 5'500 ft AMSL (currently 5'000 ft AMSL) to align this airspace structure with the surrounding TMA.

The TMA in the northwest of Bern remains unchanged, since there is no adaptation of the instrument approach procedures for RWY 14. Towards the southeast, the TMA is extended for protecting the IFR arrivals from unknown VFR traffic in a critical phase of the IFR flight. It needs to be emphasized that the protection of the IFR flights in this area are crucial, since the radar coverage is not available due to the terrain.

The proposed airspace is designed according the rules of the ADP CH and remain classified as airspace class Delta (D).

Operational concept:

Bern airspace (CTR and TMA) will be "HX", meaning without specified operating hours.

A dynamic management of the south-eastern TMA sectors for the approaches runway 32 is foreseen in a future step.

Overview of Airspace Changes Bern:

Bern CTR and TMA

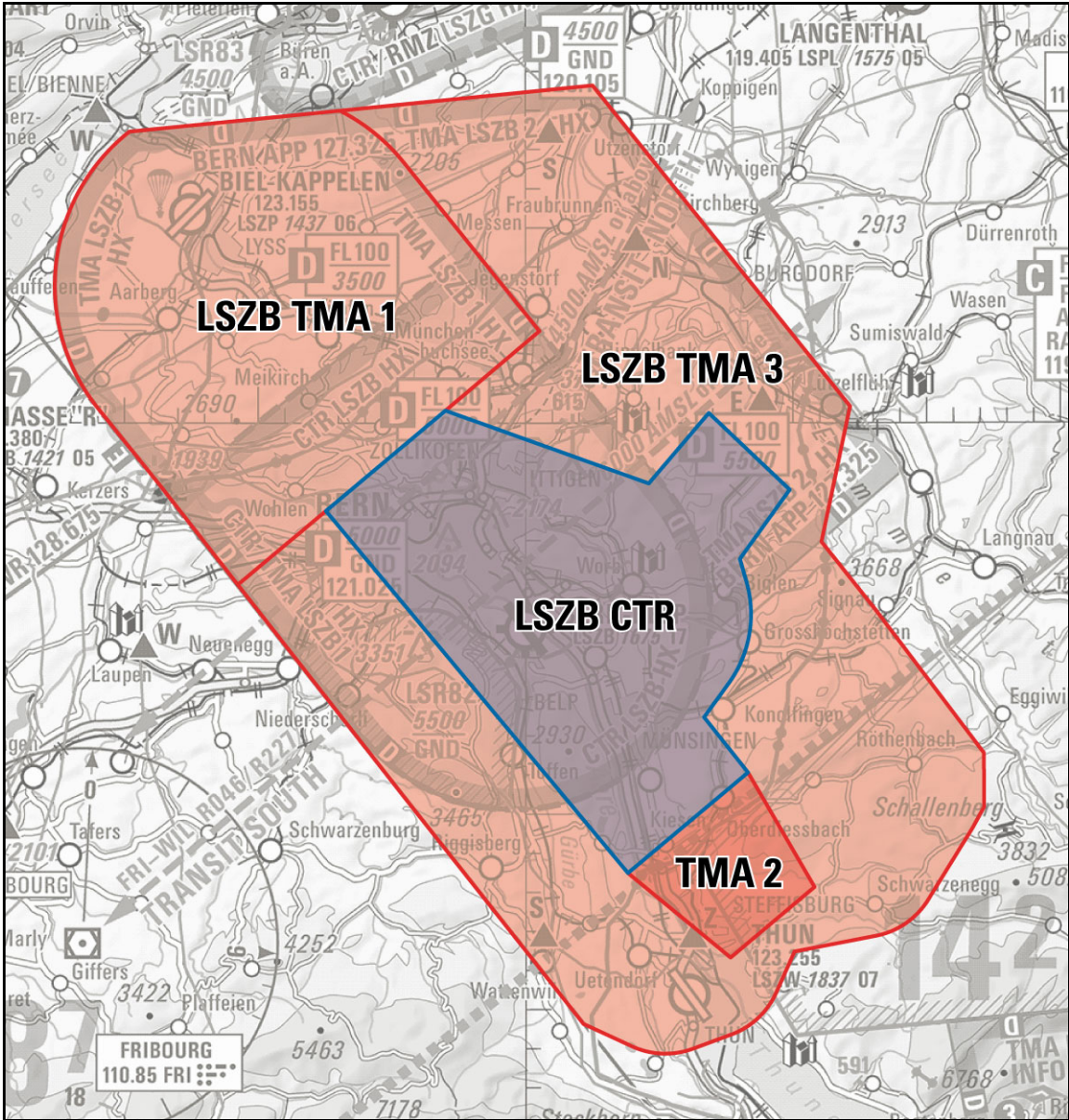


Figure 1 - Overview

CTR Bern

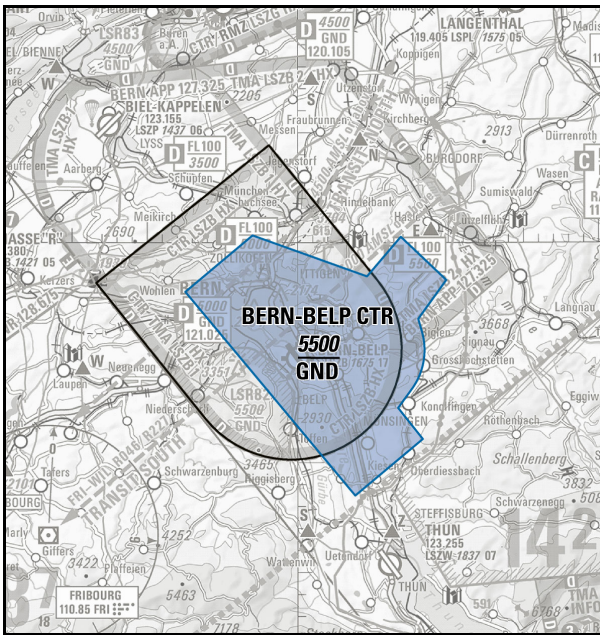


Figure 2 - CTR LSZB

Vertical Dimensions:

Upper limit:	5500 ft AMSL
Lower limit:	GND
Airspace Class:	D

Bern TMA 1

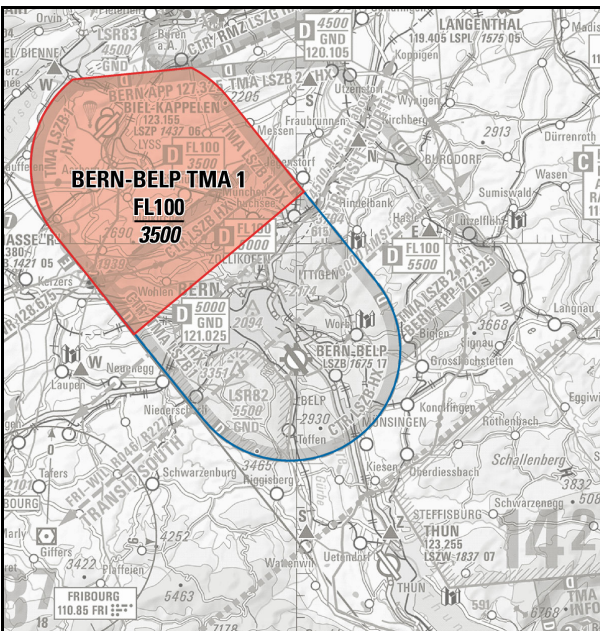


Figure 3 - LSZB TMA 1

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	3500 ft AMSL
Airspace Class:	D

Bern TMA 2

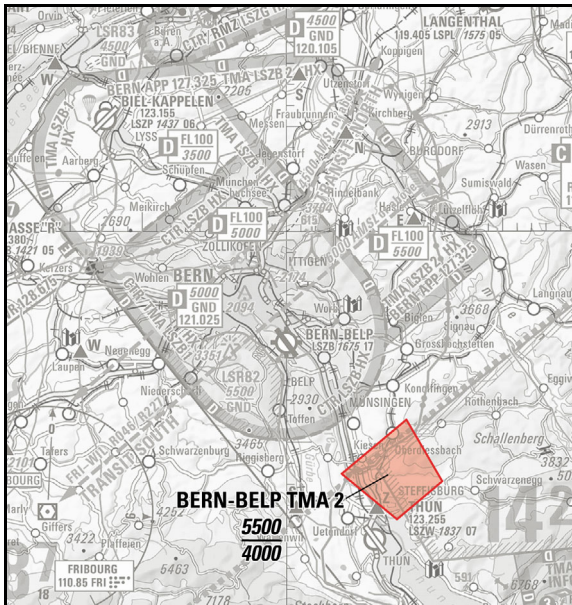


Figure 4 - LSZB TMA 2

Vertical Dimensions:

Upper limit: 5500 ft AMSL

Lower limit: 4000 ft AMSL

Airspace Class: D

Bern TMA 3

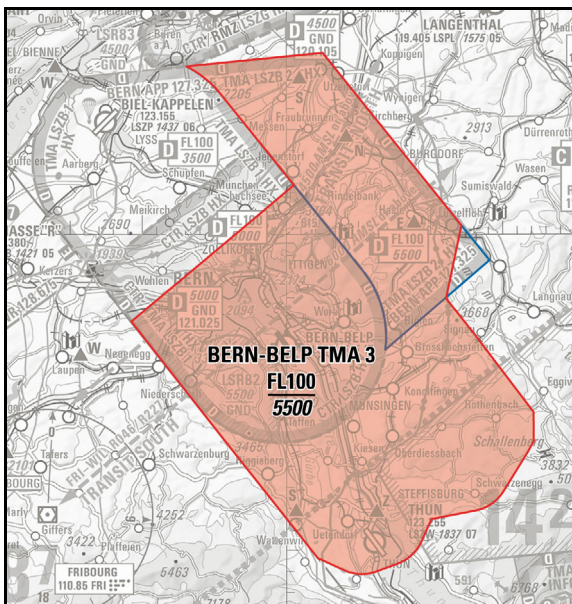


Figure 5 - LSZB TMA 3

Vertical Dimensions:

Upper limit: FL100

Lower limit: 5500 ft AMSL

Airspace Class: D

2. Adaptation of St.Gallen-Altentrhein airspace

In line with ICAO and Eurocontrol PBN Implementation and Transition Plans, St. Gallen-Altentrhein airport (LSZR) is implementing Performance Based Navigation (PBN) Instrument Flight Procedures (IFP). The IFR procedures in St. Gallen-Altentrhein are therefore modified, which leads to a necessary adaptation of the airspace structures (airspace follows procedures).

The rules of the ADP CH are being applied, which leads to a slight enlarging of the CTR, in order to avoid infringement of airspace class Golf, both over Switzerland and Austria. For this consultation, one shall only consider the airspace change over Swiss territory.

Overview of Airspace Changes St. Gallen-Altentrhein

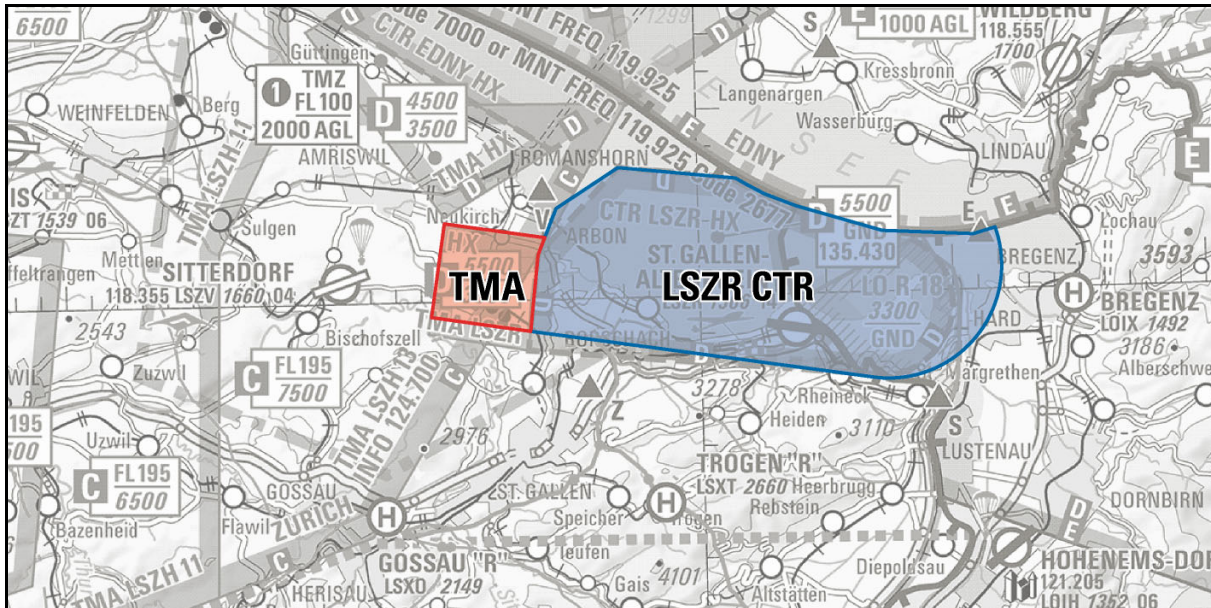


Figure 6 - Overview

CTR St. Gallen-Altenrhein

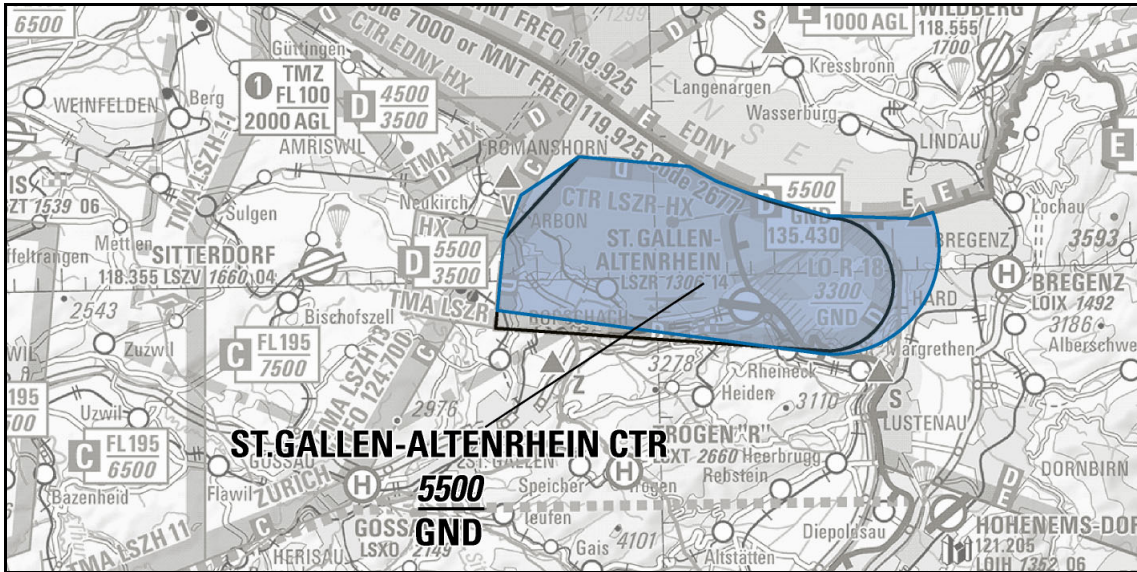


Figure 7 - CTR LSZR

Vertical Dimensions:

- Upper limit: 5500 ft AMSL
- Lower limit: GND
- Airspace Class: D

St. Gallen-Altenrhein TMA

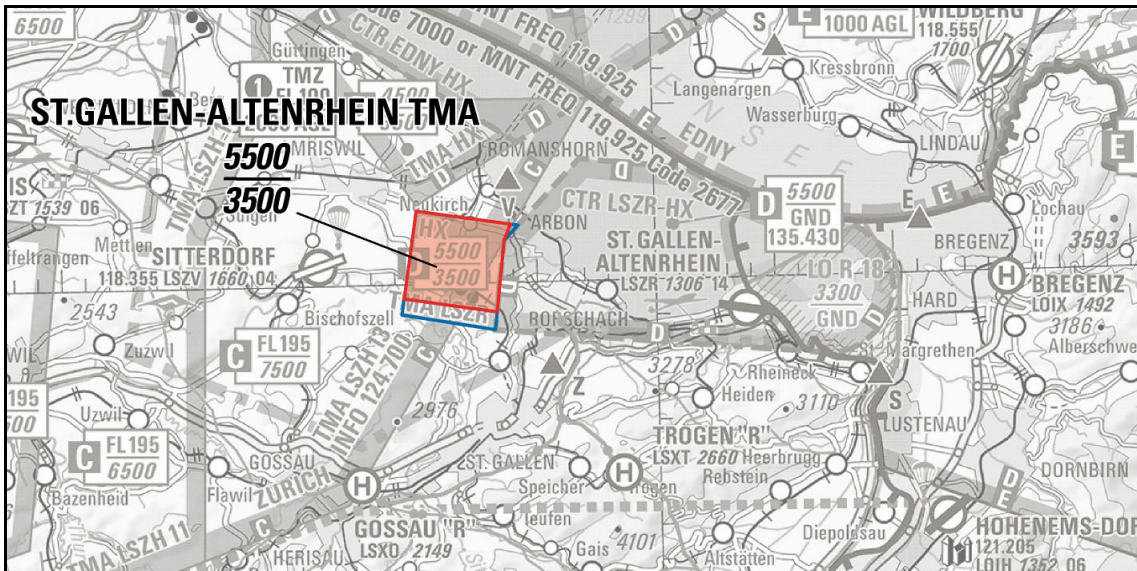


Figure 8 - TMA LSZR

Vertical Dimensions:

- Upper limit: 5500 ft AMSL
- Lower limit: 3500 ft AMSL
- Airspace Class: D

3. Adaptation of LSR for gliders outside TMA

The Low Flight Network (LFN) is a network of flight routes within Switzerland, enabling helicopter operation under IFR to connect hospitals, HEMS bases, military areas and airports. The LFN network is continuously growing and additional landing locations and "Point in Space" (PinS) procedures, connecting the helipads within the enroute network, have been added. The LFN is available for Blue Light Organizations (e.g., LW, HEMS, SAR, Police, Customs) only and an approval by FOCA (for all civil operators) or MAA (only for military procedures) for each individual PinS is required. The LFN is available 365 days per year, day and night.

By political decision, the LFN shall be available all over Switzerland to enable a medical service of HEMS operators (e.g. Rega) to operate in bad weather conditions (Instrument Meteorologic Conditions, IMC), if an operation on visual references is not possible. This allows e.g. patients to receive the required medical treatments on time independent of weather. The PinS procedures allow for departure or landing at a location in bad weather.

The next step in the LFN extension, planned for implementation in 2025, are for the following regions: Wallis and Graubünden. Additional PinS procedures are foreseen for: Geneva, Lausanne, Rennaz, Sion, Goms, Zweisimmen, Basel, Delémont, Porrentruy/Bure, Chur, Davos, Samedan, Mollis, Erstfeld and Wilderswil.

For the extension of the LFN and the connections to the PinS, LSR for Gliders outside TMA need to be adapted, since according Art. 26 Abs. 5 "Verordnung des UVEK vom 20. Mai 2015 über die Verkehrsregeln für Luftfahrzeuge", VRV-L, IFR operations are not allowed in these airspace structures. These LSRs are active from March 1st until October 31st and therefore IFR operations on the LFN and to and from landing locations in adverse weather situations would be impossible without an adaptation of these airspace structures.

Gliders and hang gliders can still operate in the airspace where the LFN is established, however do not have the freedom anymore to operate closer to clouds as in the current LSRs. Within the new LSR for Gliders outside TMA all current regulations are maintained (Art. 26 VRV-L).

The following LFN and PinS extensions have been requested and planned for implementation in 2025. The requests to adjust the glider areas are directly linked:

Overview Low Flight Network (LFN)

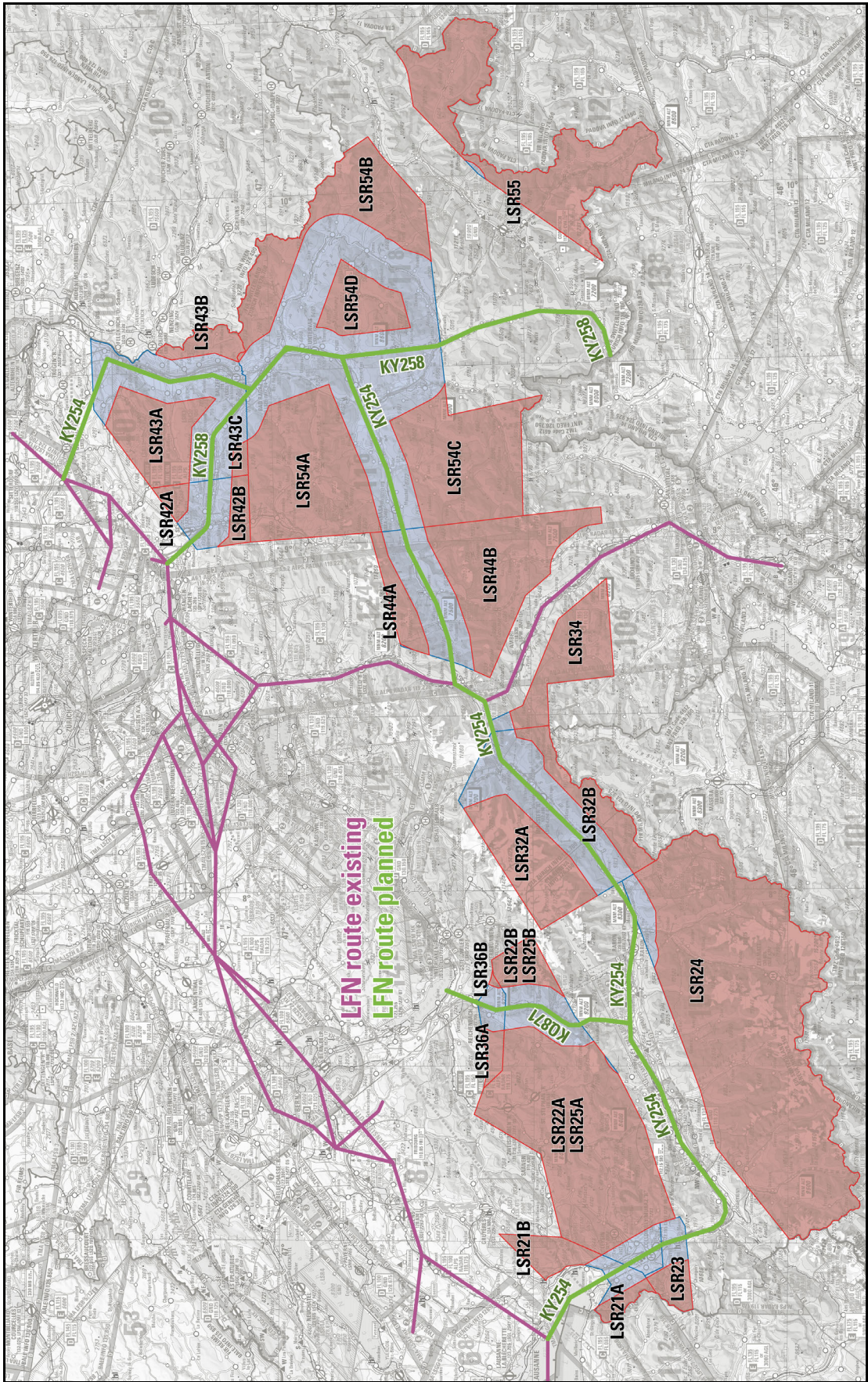


Figure 9 - Overview

Graubünden

The route KY258 will connect Graubünden, the cantonal hospital Chur, hospital Davos, Samedan hospital and the HEMS base with the existing LFN near Rapperswil and will continue from Samedan via Italy to Lugano.

Most traffic will depart from Samedan (LSZS) as HEMS base and transport patients to the local hospitals in Graubünden or transfer them for additional treatments and return flights. Depending on the weather situation more than hundred flights per year are expected.

To enable flights on the LFN and PinS procedures, the following LSRs need to be adapted: LSR42, LSR43 LSR54 und LSR55.

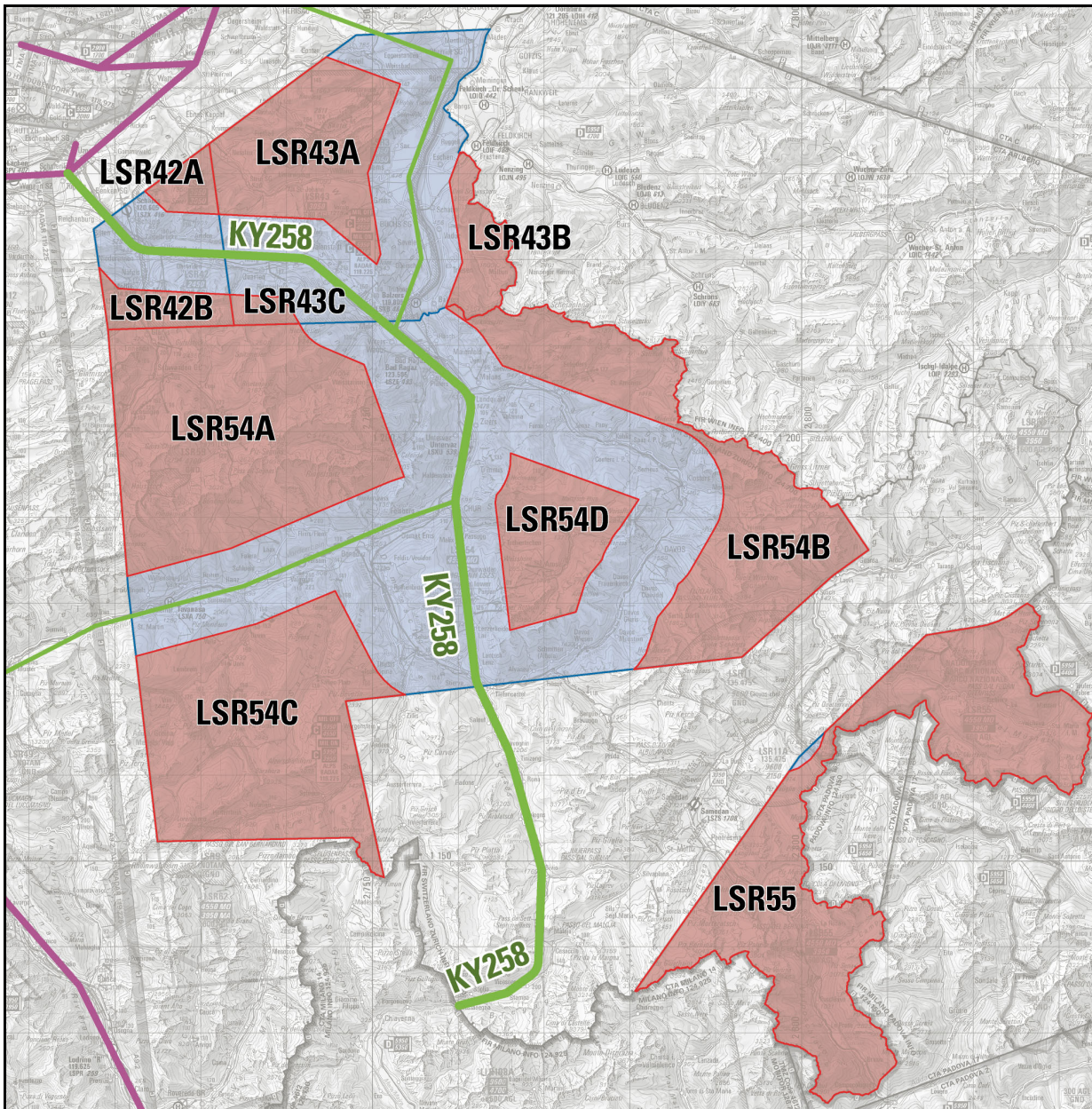


Figure 10 - Overview Graubünden

Valais / Wallis

The route KY254 will connect the Valais and cantonal hospital Sion and medical support in Goms with the existing LFN near Rennaz and Andermatt. The route KQ871 connects the Valais near Leuk with the Lake of Thun with the Inselspital Berne, hospital Interlaken and HEMS base Wilderswil.

The local HEMS base is located at the airport of Sion LSGS.

Most traffic will depart from Sion LSGS as HEMS base and transport patients to the specialized hospitals at the Lake Geneva. Depending on the weather situation more than fifty flights per year are expected.

To enable flights on the LFN and PinS procedures, the following LSRs need to be adapted: LSR21, LSR22, LSR23, LSR24, LSR25, LSR32, LSR34 and LSR36.

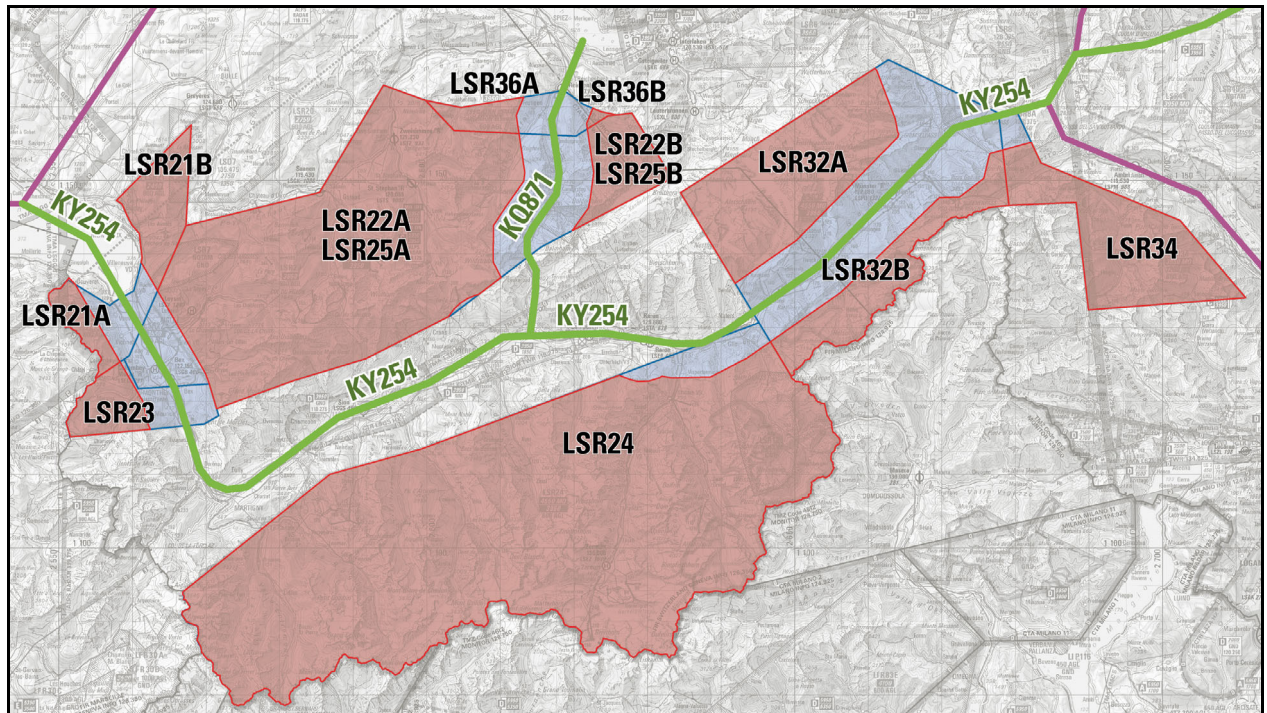


Figure 11 - Overview Valais/Wallis

Surselva / Rheintal

The route KY254 will connect not only the Valais in the west of Andermatt, but continues via Disentis, Flims, Chur up to St. Gallen.

Most traffic will operate to/from Chur to connect the hospitals of St. Gallen or enable for IFR joining in the Surselva region to transport patients to the specialized hospitals like Lucerne or Chur. Depending on the weather situation 20-40 flights per year are expected.

To enable flights on the LFN, the following LSRs need to be adapted: LSR43, LSR44 and LSR54.

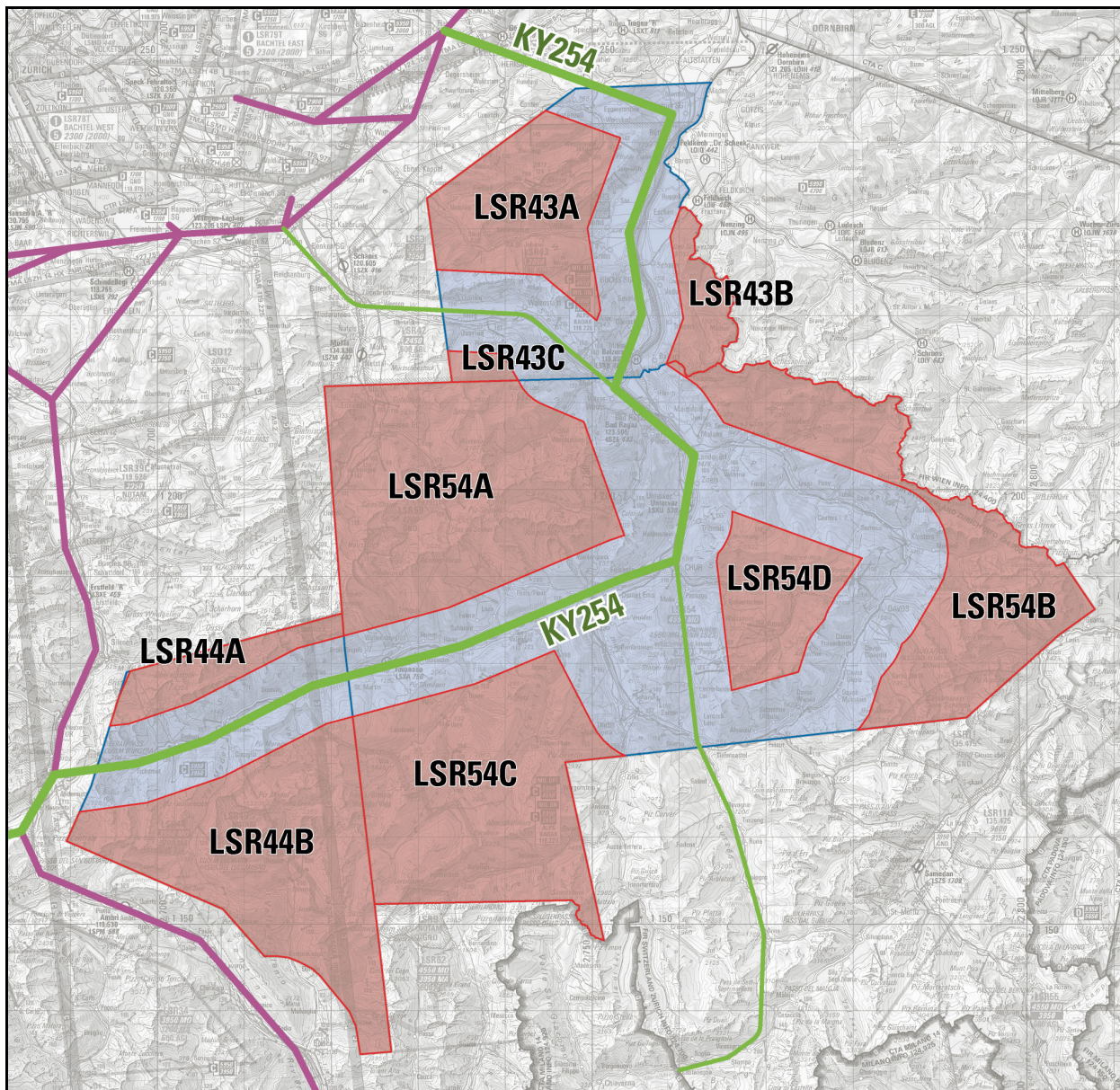


Figure 12 - Overview Surselva/Rheintal

ARIOS - RNP AR @ Chur, Davos and Samedan

The route KY258 will connect Graubünden, the cantonal hospital Chur, hospital Davos and Samedan hospital and HEMS base.

The RNP/PinS procedures of Samedan, Chur and Davos are based on RNP AR 0.1, which is a new IFP Design standard. IFP Design means the creation, design and calculation of flight procedures related to the surrounding environment, geography, and obstacles. This includes the IFR procedures at airports, but also LFN routes or PinS procedures for helicopters. The new IFP Design standard has been requested by Rega as HEMS operator to enable as low as possible minima and approach and departure routing over high mountainous terrain.

The first RNP AR procedures are expected to be approved by FOCA end of this year, beginning of 2025. In parallel the approval and certification of the latest generation of the Airbus 145 helicopter is expected end of 2024. The first helicopter is planned to be delivered to Rega in October 2024, therefore the operation of the RNP/PinS procedures RNP AR 0.1 shall be supported in 2025.

RNP AR 0.1 departure and approach procedures are addressed for approval by FOCA for Samedan, Chur, Davos and Interlaken. Sion will follow soon.

Rega, Skyguide and FOCA agreed to create the new RNP AR 0.1 IFP Design standards more than 5 years ago within the ARIOS project. Meanwhile we are working to make those IFP design criteria to become the international standard, published by ICAO.

The biggest amount of traffic will depart from Samedan as HEMS base and transport patients to the local hospitals in Graubünden or transfer them for additional treatments and return flights. Depending on the weather situation about hundred flights per year are expected.

To enable flights on the LFN and PinS procedures, the following LSRs need to be adapted: LSR42, LSR43, LSR54 and LSR55.

See Figure 10 - Overview Graubünden

Airspace changes LSR for gliders outside TMA

The current areas are shown in blue, the proposed LSRs in red.

LSR21A Unterwallis West

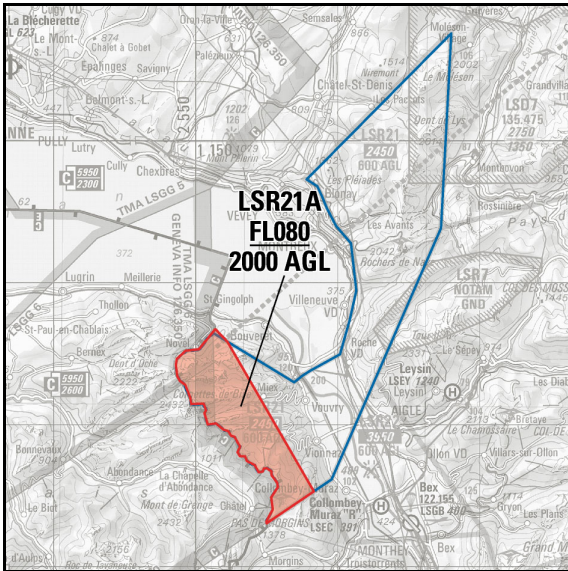


Figure 13 - LSR21A Unterwallis W

Vertical Dimensions:

Upper limit: FL080

Lower limit: 2000 ft AGL

LSR21B Unterwallis North

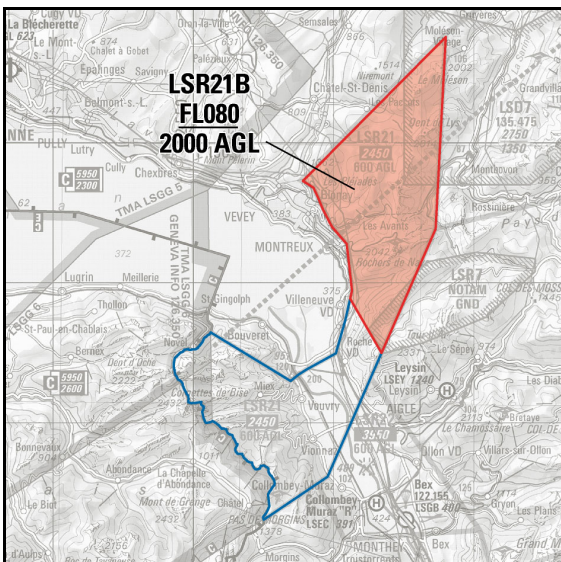


Figure 14 - LSR21B Unterwallis N

Vertical Dimensions:

Upper limit: FL080

Lower limit: 2000 ft AGL

LSR22A Berner Oberland West

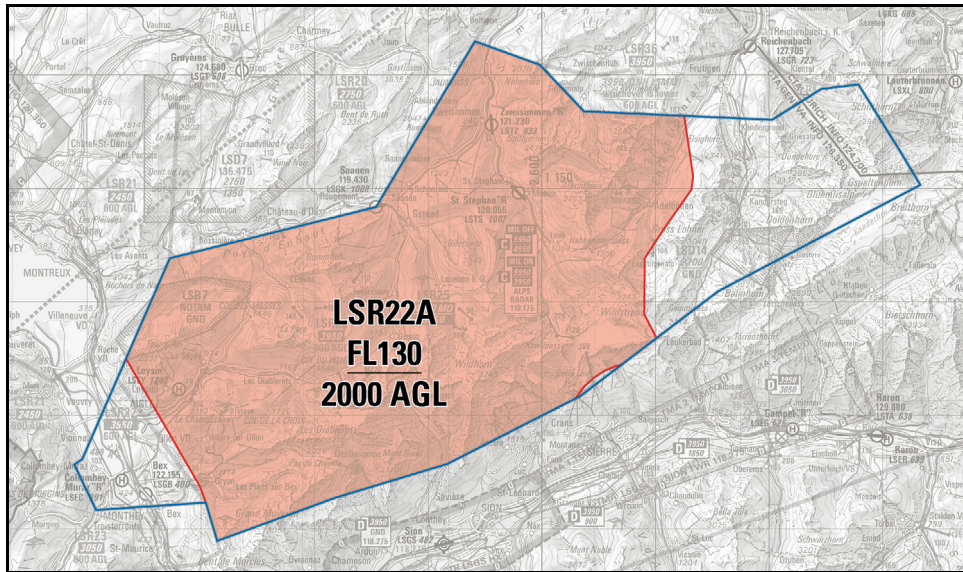


Figure 15 - LSR22A Berner Oberland West

Vertical Dimensions:

Upper limit: FL130
Lower limit: 2000 ft AGL

LSR22B Berner Oberland East

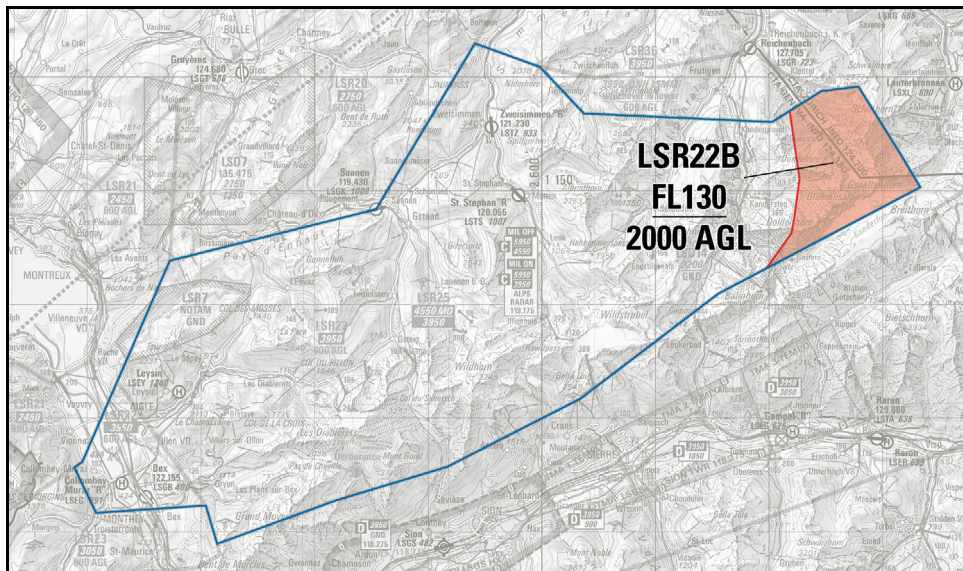


Figure 16 - LSR22B Berner Oberland East

Vertical Dimensions:

Upper limit: FL130
Lower limit: 2000 ft AGL

LSR23 Unterwallis S

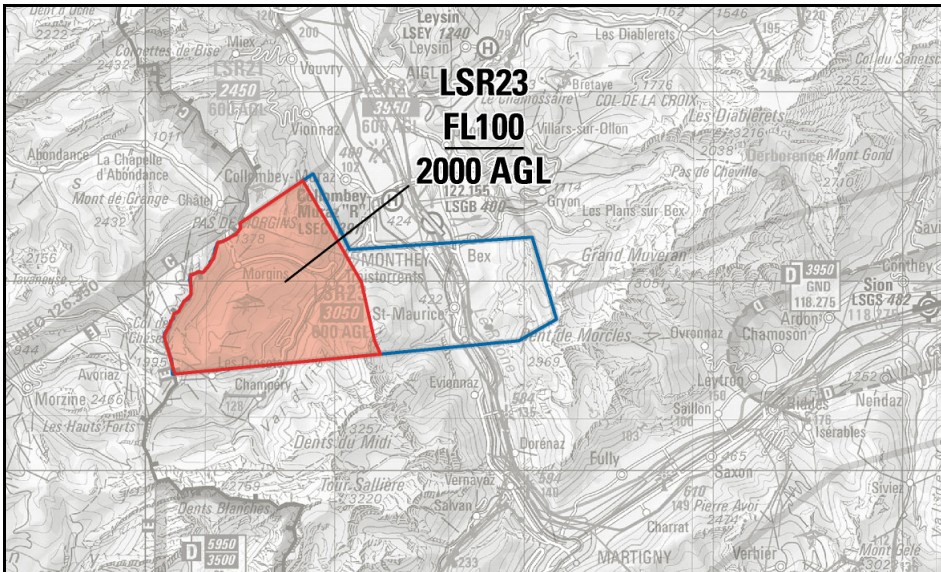


Figure 17 - LSR23 Unterwallis S

Vertical Dimensions:

Upper limit: FL100
Lower limit: 2000 ft AGL

LSR24 Wallis S

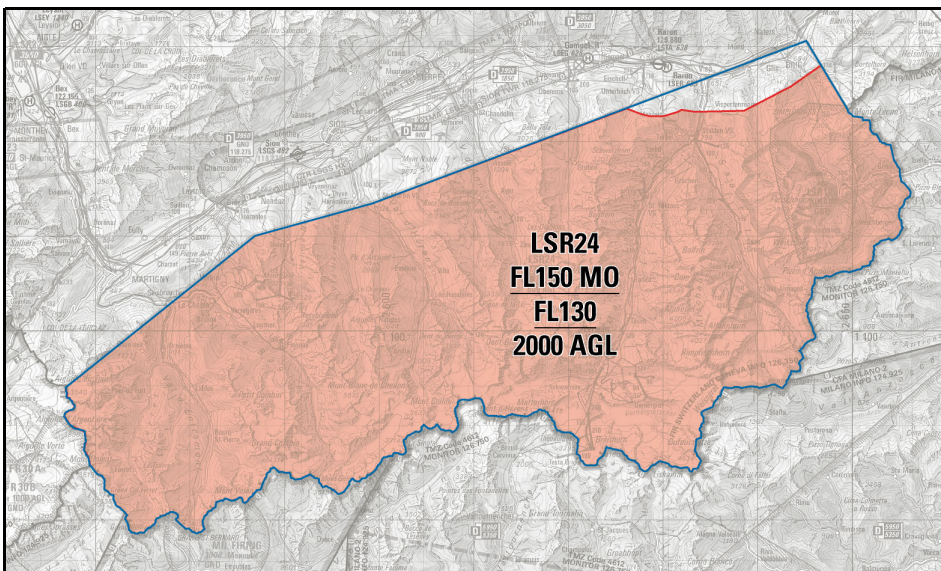


Figure 18 - LSR24 Wallis S

Vertical Dimensions:

Upper limit: FL130 / FL150 (MIL ON / OFF)
Lower limit: 2000 ft AGL

LSR25A Wildhorn West

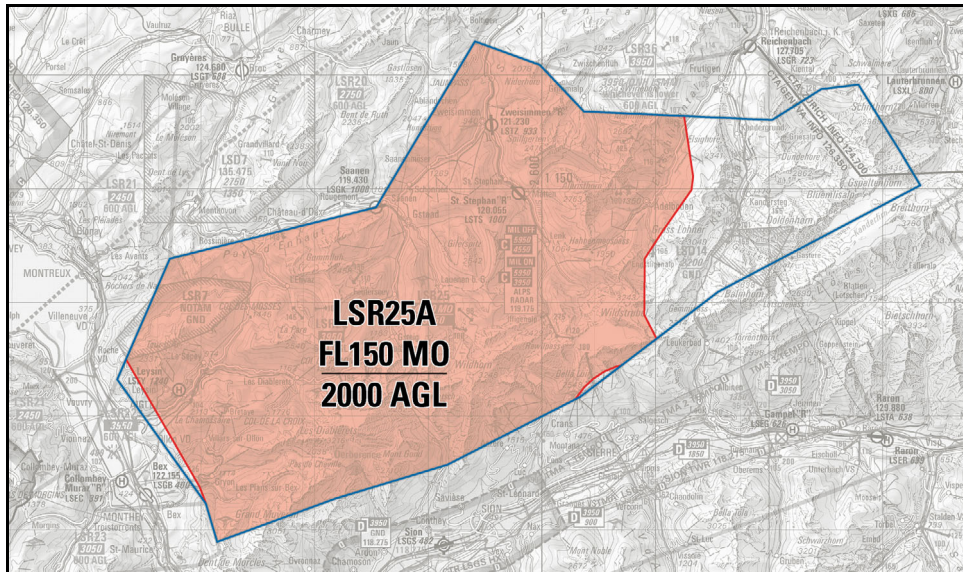


Figure 19 - LSR25A Wildhorn West

Vertical Dimensions:

Upper limit: FL150 (MIL OFF)

Lower limit: 2000 ft AGL

LSR25B Wildhorn East

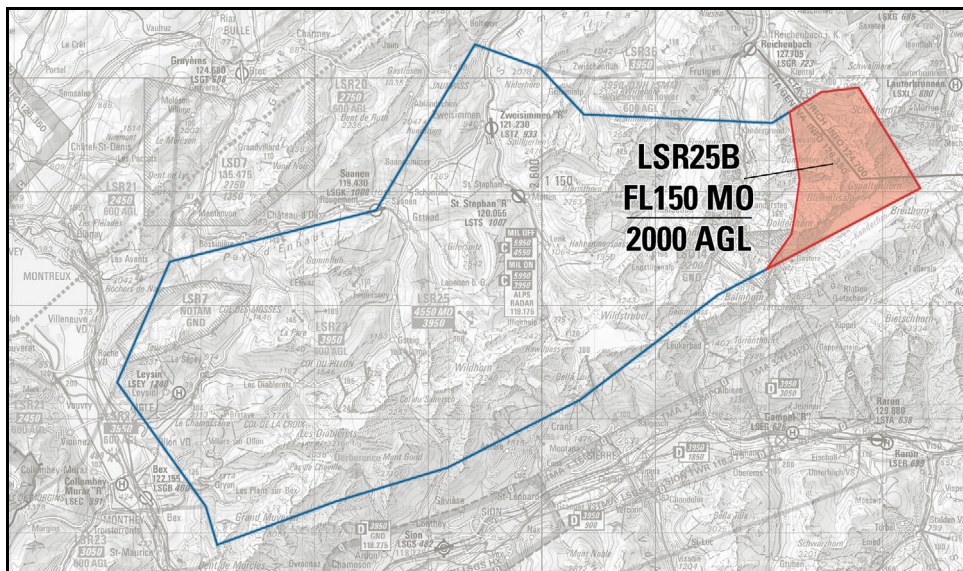


Figure 20 - LSR25B Wildhorn East

Vertical Dimensions:

Upper limit: FL150 (MIL OFF)

Lower limit: 2000 ft AGL

LSR32A Goms North

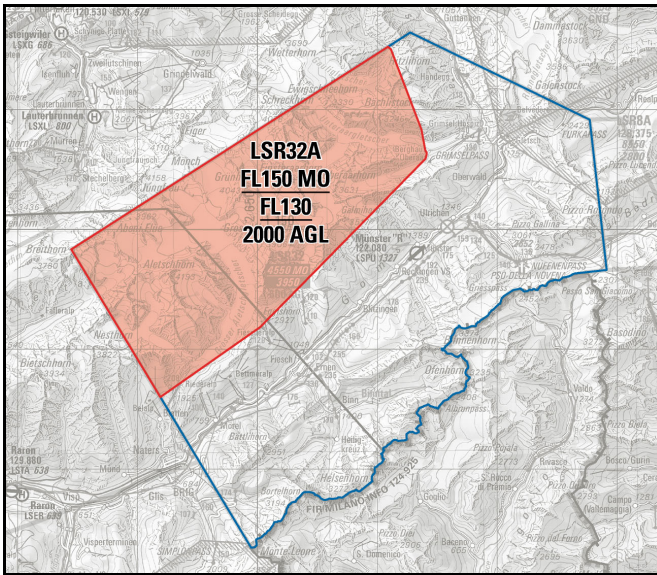


Figure 21 - LSR32A Goms North

Vertical Dimensions:

Upper limit: FL130 / FL150 (MIL ON / MIL OFF)

Lower limit: 2000 ft AGL

LSR32B Goms South

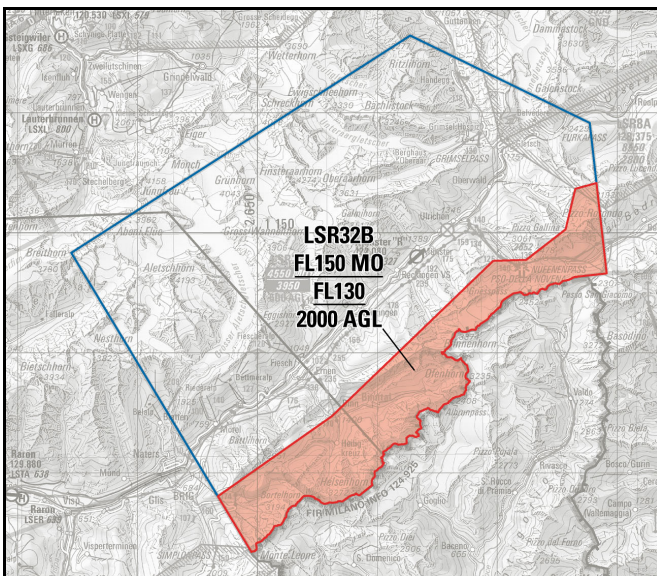


Figure 22 - LSR32B Goms South

Vertical Dimensions:

Upper limit: FL130 / FL150 (MIL ON / MIL OFF)

Lower limit: 2000 ft AGL

LSR34 CAMPO

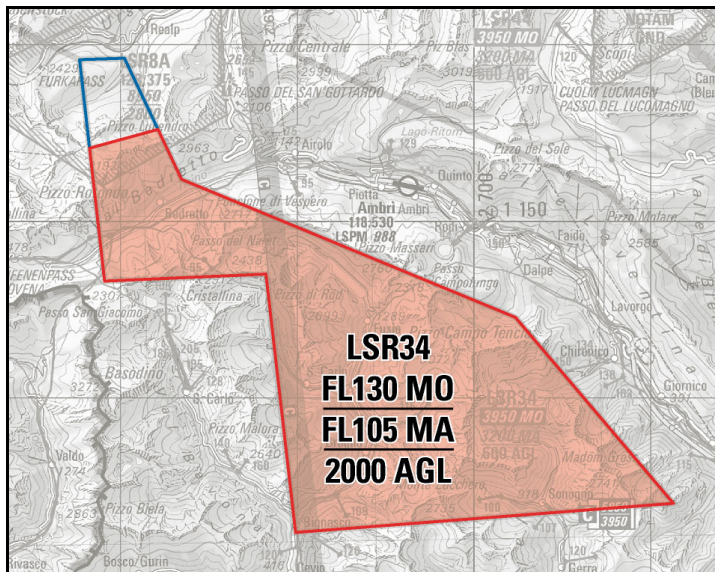


Figure 23 - LSR34 CAMPO

Vertical Dimensions:

Upper limit: FL105 / FL130 (MIL ON / MIL OFF)

Lower limit: 2000 ft AGL

LSR36A Kandergrund West

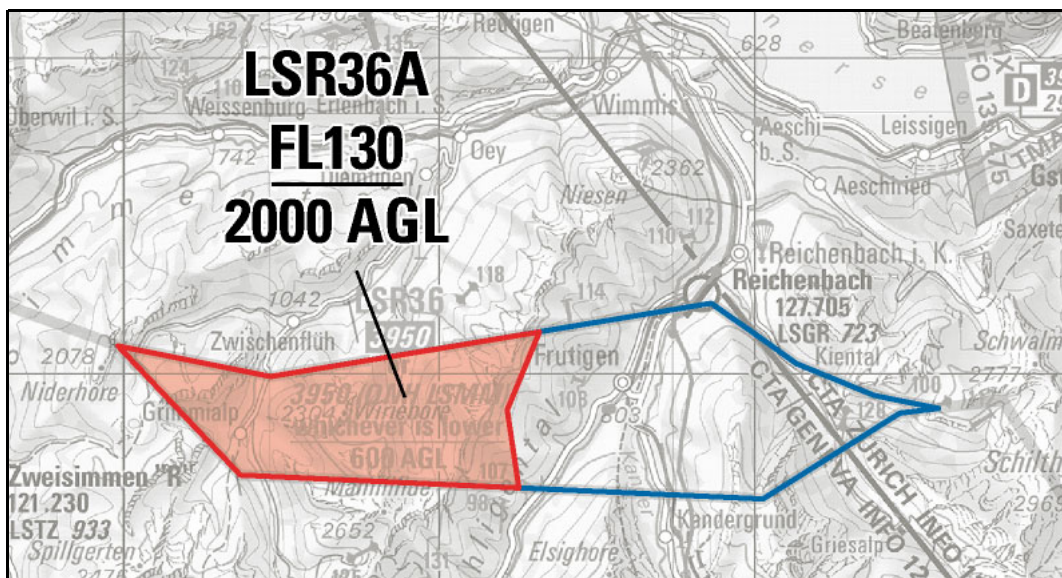


Figure 24 - LSR36A Kandergrund West

Vertical Dimensions:

Upper limit: FL130

Lower limit: 2000 ft AGL

LSR36B Kandergrund East

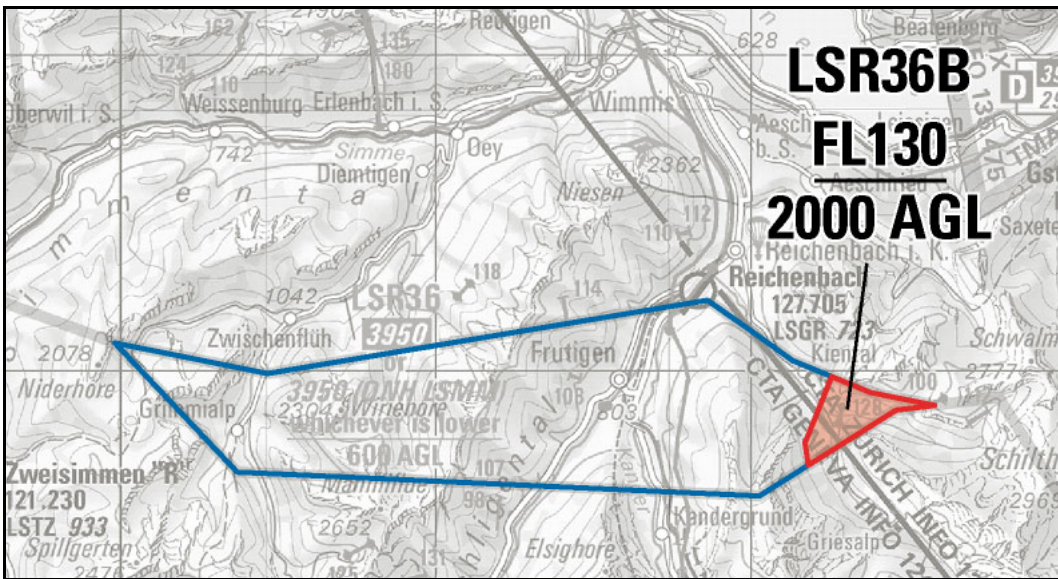


Figure 25 - LSR36B Kandergrund East

Vertical Dimensions:

Upper limit: FL130
Lower limit: 2000 ft AGL

LSR42A Churfürsten West 1

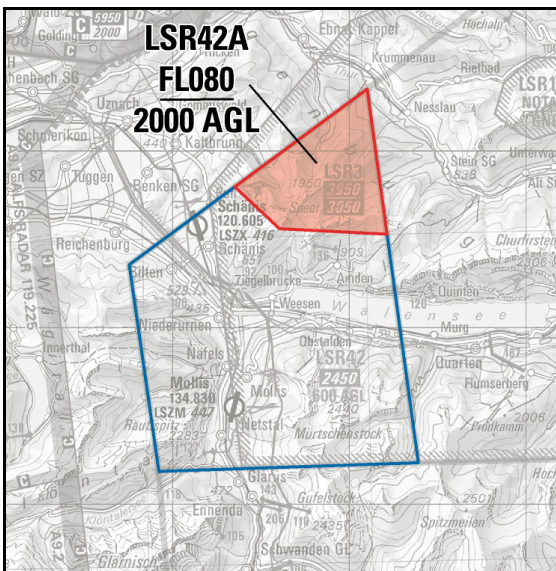


Figure 26 - LSR42A Churfürsten West 1

Vertical Dimensions:

Upper limit: FL080
Lower limit: 2000 ft AGL

LSR42B Churfirten West 2

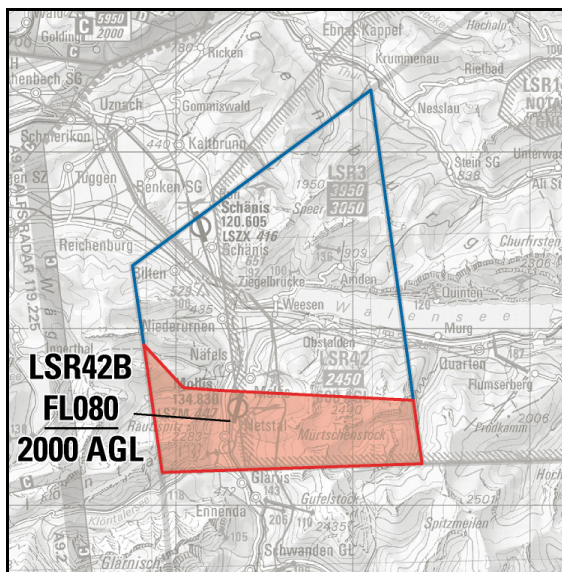


Figure 27 - LSR42B Churfirten West2

Vertical Dimensions:

Upper limit: FL080
Lower limit: 2000 ft AGL

LSR43A Churfirten East 1

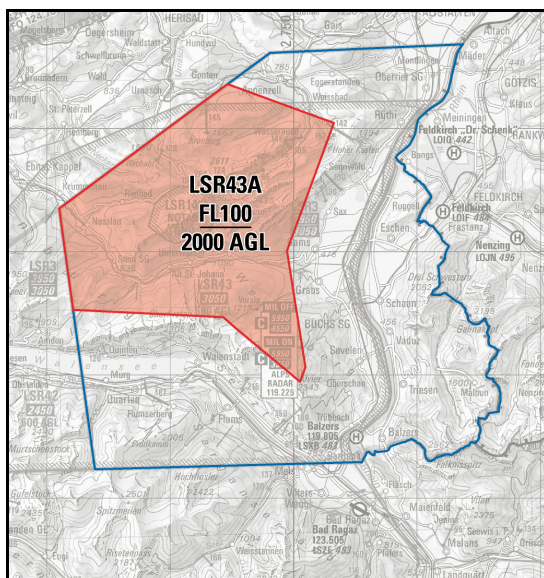


Figure 28 - LSR43A Churfirten East 1

Vertical Dimensions:

Upper limit: FL100
Lower limit: 2000 ft AGL

LSR43B Churfirстен East 2

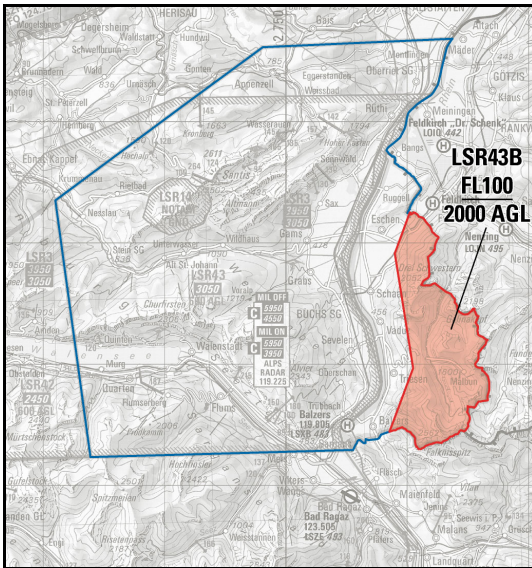


Figure 29 - LSR43B Churfirsten East 2

Vertical Dimensions:

Upper limit: FL100

Lower limit: 2000 ft AGL

LSR43C Churfirsten East 3

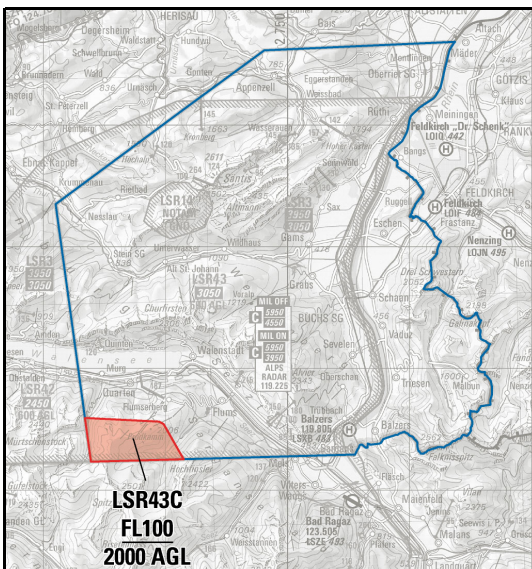


Figure 30 - LSR43C Churfirsten East 3

Vertical Dimensions:

Upper limit: FL100

Lower limit: 2000 ft AGL

LSR44A Oberalp North

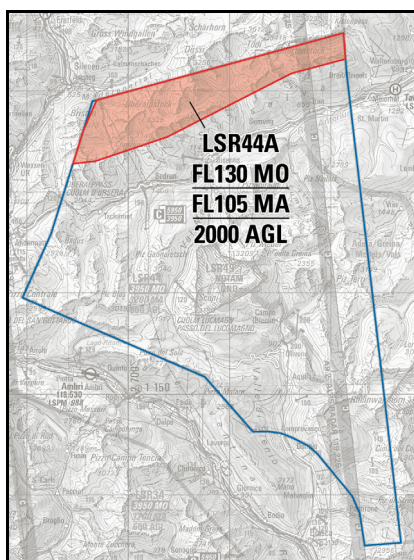


Figure 31 - LSR44A Oberalp North

Vertical Dimensions:

Upper limit: FL105 / FL130 (MIL ON / MIL OFF)

Lower limit: 2000 ft AGL

LSR44B Oberalp South

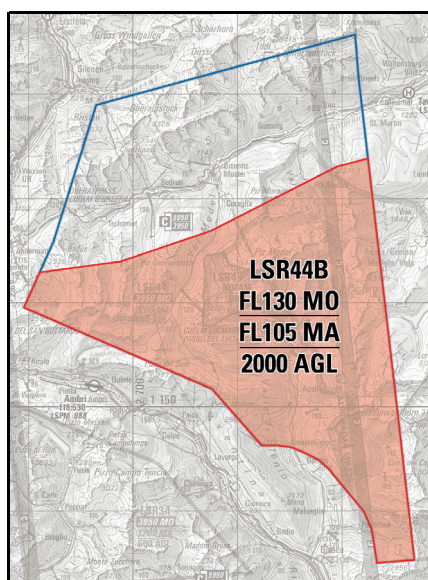


Figure 32 - LSR44B Oberalp South

Vertical Dimensions:

Upper limit: FL105 / FL130 (MIL ON / MIL OFF)

Lower limit: 2000 ft AGL

LSR54A Calanda North

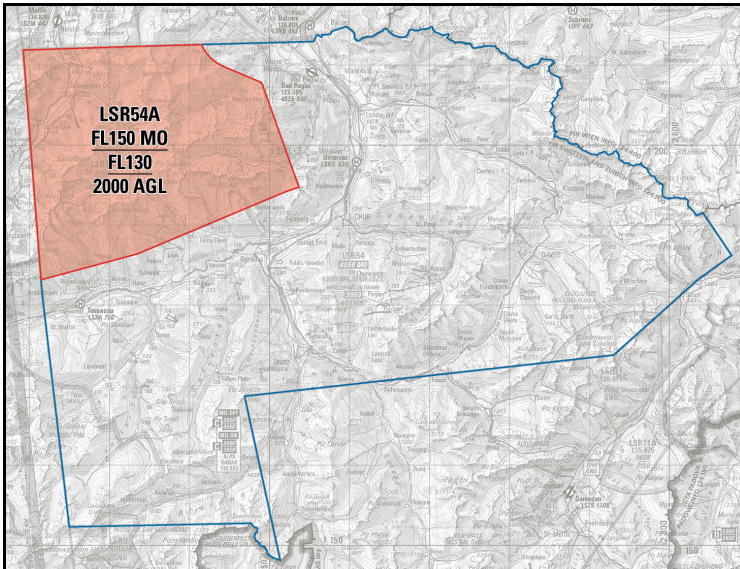


Figure 33 - LSR54A Calanda North

Vertical Dimensions:

Upper limit: FL130 / FL150 (MIL ON / MIL OFF)

Lower limit: 2000 ft AGL

LSR54B Calanda East

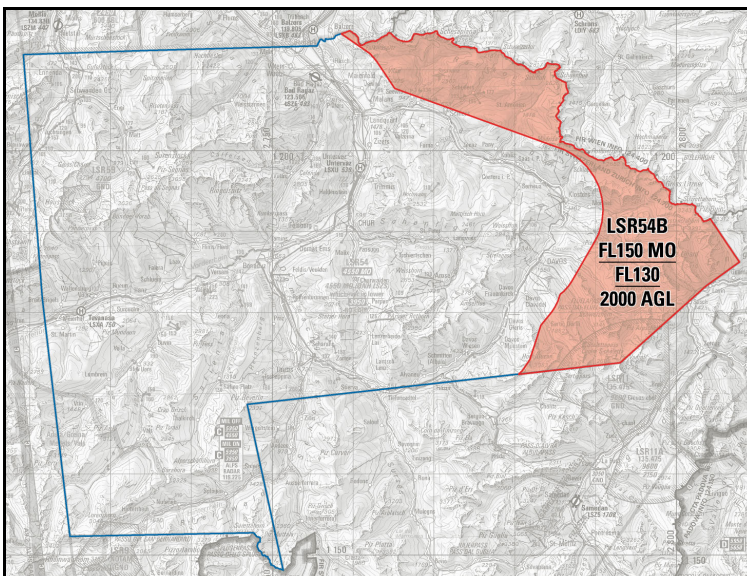


Figure 34 - LSR54B Calanda East

Vertical Dimensions:

Upper limit: FL130 / FL150 (MIL ON / MIL OFF)

Lower limit: 2000 ft AGL

LSR54C Calanda South

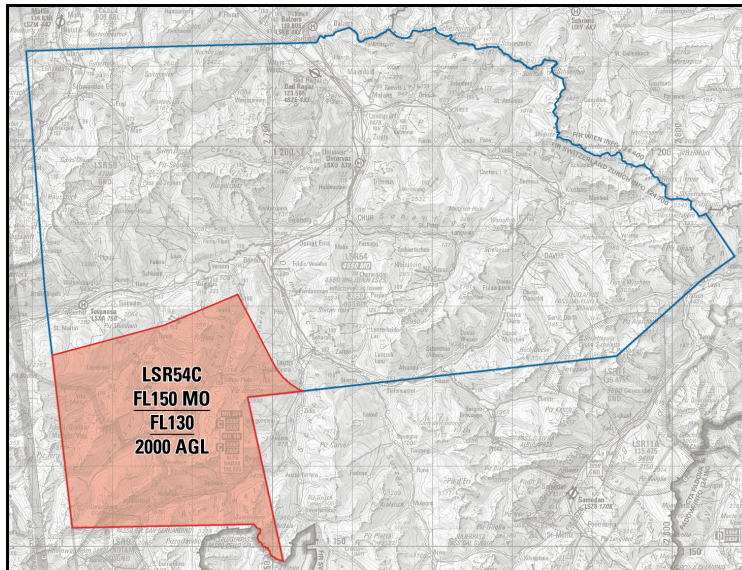


Figure 35 - LSR54C Calanda South

Vertical Dimensions:

Upper limit: FL130 / FL150 (MIL ON / MIL OFF)

Lower limit: 2000 ft AGL

LSR54D Calanda Center

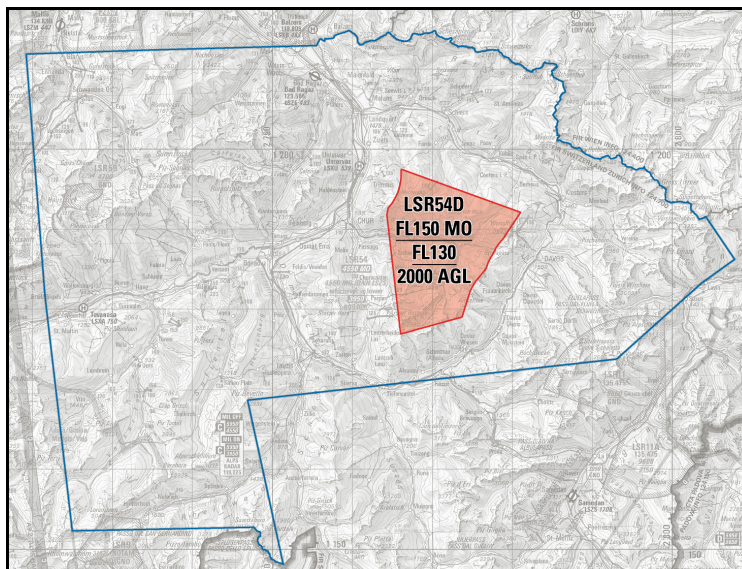


Figure 36 - LSR54D Calanda Center

Vertical Dimensions:

Upper limit: FL130 / FL150 (MIL ON / MIL OFF)

Lower limit: 2000 ft AGL

