GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible service

1.1 Responsible authority

FOCA exercises direct authority over the Swiss ATS (REF: GEN 1.1., § 1 for postal address).

skyguide, Swiss Air Navigation Services Ltd. is charged with the provision of the ATS in accordance with the ordinance "Verordnung über den Flugsicherungsdienst (VFSD)" (18 DEC 1995: SR 748.132.1). This concerns in particular:

ACC service	within Swiss and ADJ foreign airspace (as agreed inter-governmentally).
APP and DEP control service	for the ADs of LSGG, LSZB and LSZH, as well as LSGC, LSGS, LSZG and service LSZR.
TWR service	at the ADs of LSGG, LSGC, LSGS, LSZA, LSZB, LSZC, LSZG, LSZL, LSZR, LSZH.
ATFM	within Swiss and ADJ foreign airspace (as agreed inter-governmentally).

At some other ADs, different units operate certain ATS.

1.2 Applicable documents

The common rules of the air and operational provisions regarding services and procedures in air navigation according to Implementing Regulation (EU) No 923/2012 (Standardised European Rules of the Air) are applicable.

ICAO SARPS are applicable within the area of responsibility of the Swiss ATS.
ICAO Annex 2, Rules of the air
Differences will be published later.
ICAO Annex 11, Air traffic services
No differences
ICAO Doc 4444-ATM/501, Procedures for Air Navigation Services(PANS-ATM)
Wake turbulences, Separation prescriptions REF: ENR 1.5.4
Clearance to descend subject to maintaining own separation while in VMC REF:ENR 1.5.2.5
Visual DEP REF: ENR 1.5.3.2
Instructions for the CMPL of the flight plan form REF: ENR 1.10.
ICAO Doc 7030, Regional supplementary procedures
No differences
ICAO Doc 8168 - OPS/611, Aircraft operations
Differences will be published later.

2. Area of responsibility

The area of responsibility of the Swiss ATS comprises the FIR/UIR Switzerland consisting of the Swiss territory, the airspace of the Principality of Liechtenstein and parts of the ADJ foreign airspace of Germany, France and Austria.

In addition to the FIR/UIR Switzerland, the area of responsibility additionally covers parts of ADJ foreign airspace, for which the provision of the ATS has been delegated to Swiss ATC units on the basis of agreements with the appropriate foreign units. The provision of ATS is delegated for specific parts of the FIR/UIR Switzerland to foreign ATS units, in a similar manner.

FRA procedures are available H24 above FL195 within the entire area of responsibility of the Swiss ATS as detailed in ENR 2.2.

To meet the requirements of air navigation, Switzerland has two ACCs: ACC Geneva and ACC Zurich.
The FIR/UIR BDRY and the areas of responsibility are defined by their COORD in ENR 2.1. and depicted on aeronautical charts.
Approach control and TWR services for **LFSB AP** are provided by the French ATS, in accordance with the French-Swiss convention. All corresponding information can be found in **AIP FRANCE.**

3. Types of services

3.1 Air Traffic Services (ATS)

ATS comprise:
a. the ATC service;
b. the FIS;
c. ALRS.

The ATC service is provided:
a. to all IFR FLTs;
b. to all VFR FLTs
- in class C airspace,
- in CTR and TMA class D,
- in other class D airspace for entry.

The ATC service is subdivided in:
- ACC service,
- APP,
- TWR service.

NOTE: The objectives of the ATC service do not include the prevention of collision with terrain. The procedures prescribed in this document do not therefore relieve the pilot of his responsibility to ensure that any clearance issued by an ATC unit is safe in this respect, except when an IFR FLT is vectored by radar.

3.2 Flight Information Service (FIS)

The **FIS** is provided to all ACFT which are likely to be affected by the information and which are:
a. provided with ATC service; or
b. known to the relevant ATS unit and in two-way radio contact with it.

3.3 Alerting Service (ALRS):

a. to all ACFT provided with ATC service;
b. in so far as practicable, to all other ACFT which have filed a flight plan or are otherwise known to the ATS units.
c. to any ACFT known or believed to be the subject of unlawful interference.

3.4 Aerodrome Flight Information Service (AFIS)

3.4.1 RTF communications at aerodromes with AFIS

3.4.1.1 Concept

AFIS is flight information service for aerodrome traffic.

3.4.1.2 Callsign

The ADs at which AFIS is provided are indicated on the Radio Facility Index chart in ENR 6.
They are identified in RTF by the name of the aerodrome, complemented by INFORMATION.

3.4.1.3 Radio communications coverage

Radio communications on the frequencies allocated to AFIS are admitted only within a 15 NM radius of the AD and up to 3000 ft (900 m) AAL.

3.4.1.4 Local competency area

AFIS is provided for AD traffic and vehicular traffic on the manoeuvring area.

3.4.1.5 Provision

AFIS is provided by a certified Air Navigation Service Provider.

3.4.1.6 Scope

Within the scope of **information and advice** useful for the efficient conduct of FLTs, issued by the AFIS, will be:

a. MET information;
b. information on the direction of LDG and TKOF;
c. information on other AD traffic;
d. information on the general conditions of the AD, RWYs, TWYs and other facilities;
e. notices to student pilots;
f. information on possible hazards to the conduct of FLTs (TS, gusts, ice, SN, standing water, and so on);
g. notices concerning the efficient conduct of commercial FLTs.

The AFIS alerts rescue services in EMERG cases.
AFIS notifies the appropriate ATC unit in case of overdue ACFT.

3.4.2 Radio transmissions without acknowledgement of receipt

3.4.2.1 Scope

Pilots of RTF-equipped ACFT intending to land at or TKOF from an AD whose AFIS is not in operation, or at which no such service is provided (MT LDG site), are recommended to make **blind transmissions.**

3.4.2.2 Procedure

Approaches

- About 5 MIN before RCH the AD, make the following transmission: callsign, PSN, ALT, intention.

  Example: HB-CWB WYNIGEN 4000 FEET
  FOR LANDING IN LANGENTHAL

- then TRANS the following information:

  H-WB OVERHEAD, WILL JOIN
  DOWNWIND RUNWAY 05
  H-WB DOWNWIND RUNWAY 05
  H-WB FINAL RUNWAY 05

Departures

- Prior to TKOF the pilot shall switch on his RTF equipment and ascertain that no RTF communications are being conducted on the appropriate frequency.
- Then he shall TRANS the following information concerning his DEP:

  Example: HB-CWB TAXIING TO HOLDING
  POINT RUNWAY 05
  H-WB READY FOR
  DEPARTURE RUNWAY 05

- When no call is being made by another pilot and the pilot has ascertained that the APCH SECT is CLR he may TAX onto the RWY and TKOF:

  Example: H-WB TAKING-OFF
  RUNWAY 05 DIRECTION
  LOTZWIL

3.4.2.3 Frequencies

Traffic information shall be transmitted:

- on the FREQ of the appropriate AFIS that is not in operation;
- on the FREQ **130.355** MHz at MT LDG sites.

3.4.2.4 Remarks

The described procedure is to assist the pilot of RTF-equipped ACFT in estimating the air traffic situation and in taking the appropriate course of action.
Traffic information should, as far as possible, be transmitted in En RTF so as to be understood by pilots unfamiliar with the local language.
Transmitting traffic information does not remove the pilot's obligation to OBS the airspace.

3.5 Automatic Terminal Information Service (ATIS)

ATIS is also AVBL at LSZH and LSGG APs via the Aircraft Communications Addressing and Reporting System (ACARS) data link, with SITA and ARINC as communication service providers. The reference used to implement this service is EUROCAE DOC ED-89.

The LSZH system is designed to handle	**and will reply by transmitting**
ATIS Request Arrival (ATR-A)	ARR ATIS message
ATIS Request Departure (ATR-D)	DEP ATIS message
ATIS Request Contract (ATR-C)*	will automatically TRANS updated ATIS messages*
ATIS Request En-route (ATR-E)	VOLMET message
ATIS Request Terminate (ATR-T)*	will terminate update contract*

* Automatic transmission of updated ATIS messages to ACFT under update contract shall cease "t1" MIN after the time at which the update contract has been established, or when an ATIS Request Terminate message is sent by the ACFT, whichever is earlier; "t1" has been established as 120 MIN.

3.5.1 ATIS for arriving and departing ACFT

ATIS messages containing both arrival and departure information contain the following elements in the order listed:

a. name of aerodrome;
b. arrival and/or departure indicator;
c. contract type, if communication is via D-ATIS;
d. designator;
e. time of observation, if appropriate;
f. type of approach(es) to be expected;
g. the runway(s) in use; status of arresting system constituting a potential hazard, if any;
h. significant runway surface conditions and, if appropriate, braking action;
i. holding delay, if appropriate;
j. transition level, if applicable;
k. other essential operational information;
l. surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
m. *visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
n. *present weather;
o. *cloud below 1500 m (5000 ft) or below the highest minimum sector altitude, whichever is greater, cumulonimbus, if the sky is obscured, vertical visibility when available;
p. air temperature;
q. dew point temperature;
r. altimeter setting(s);
s. any available information on significant meteorological phenomena in the approach and climb-out areas including wind shear, and information on recent weather of operational significance;
t. trend forecast, when available, and;
u. specific ATIS instructions.

* Elements m), n) and o) are replaced by the term "CAVOK" when appropriate.

Note: Grenchen ATIS additionally broadcasts type of ATS provided.

3.5.2 ATIS for arriving ACFT

ATIS messages containing only arrival information contain the following elements of information in the order listed:

a. name of aerodrome;
b. arrival indicator;
c. contract type, if communication is via D-ATIS;
d. designator;
e. time of observation, if appropriate;
f. type of approach(es) to be expected;
g. main landing runway(s); status of arresting system constituting a potential hazard, if any;
h. significant runway surface conditions and, if appropriate, braking action;
i. holding delay, if appropriate;
j. transition level, if applicable;
k. other essential operational information;
l. surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
m. *visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
n. *present weather;
o. *cloud below 1500 m (5000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;
p. air temperature;
q. dew point temperature;
r. altimeter setting(s);
s. any available information on significant meteorological phenomena in the approach area including wind shear, and information on recent weather of operational significance;
t. trend forecast, when available; and
u. specific ATIS instructions.

*Elements m), n) and o) are replaced by the term "CAVOK" when appropriate.

3.5.3 ATIS for departing ACFT

ATIS messages containing only departure information contain the following elements of information in the order listed:

a. name of aerodrome;
b. departure indicator;
c. contract type, if communication is via D-ATIS;
d. designator;
e. time of observation, if appropriate;
f. runway(s) to be used for take-off; status of arresting system constituting a potential hazard, if any;
g. significant surface conditions of runway(s) to be used for take-off and, if appropriate, braking action;
h. departure delay, if appropriate;
i. transition level, if applicable;
j. other essential operational information;
k. surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
l. *visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
m. *present weather;
n. *cloud below 1500 m (5000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;
o. air temperature;
p. dew point temperature;
q. altimeter setting(s);
r. any available information on significant meteorological phenomena in the climb-out area including wind shear;
s. trend forecast, when available; and
t. specific ATIS instructions.

*Elements l), m) and n) are replaced by the term "CAVOK" when appropriate.

4. Coordination between the operator and ATS

NIL

5. Minimum flight altitude

Three different values are relevant for minimum flight altitudes of ATS routes:

Minimum obstacle clearance altitude (MOCA)
The minimum altitude for a defined segment of flight that provides the required obstacle clearance.
It is intended to place and maintain the aircraft in a position safe of obstacles.

Minimum en-route altitude (MEA)
The altitude for an en-route segment that provides adequate reception of relevant navigation facilities and ATS communications, complies with the airspace structure and provides the required obstacle clearance.
The purpose of the MEA is to indicate the lowest altitude that ensures safety and fulfills air navigation requirements for a flight along a specific route.

Lower / Upper Limit
The lower and upper limits of an ATS route define the level band available for flight planning and shall not be used for actual flight operations.

Note:
For ATS routes with a lower limit at or above FL195, MOCA and MEA are not published.

6. ATS units address list

6.1 Control area Geneva

ACC Geneva, approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
ACC Geneva	skyguide CH-1215 Geneva 15	+41 (0) 22 417 41 11 +41 (0) 22 747 13 40	+41 (0) 22 417 45 10	415 707 com ch	LSAGZRZX	Bâtiment des services de la circulation aérienne and TWR H24 CENTRE COM

6.2 Control area Zurich

6.2.1 ACC Zurich, approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
ACC Zurich	skyguide CH-8602 Wangen bei Dübendorf	+41 (0) 43 931 69 60	+41 (0) 43 931 63 69	---	LSAZZRZX	Dübendorf aerodrome

6.2.2 Bern approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Bern APP	skyguide CH-3123 Belp	+41 (0) 31 960 54 54	---	---	LSZBZTZX	Bern-Belp AP Terminal building

6.2.3 Lugano Airport Control [1]

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Lugano APP	skyguide CH-6982 Agno	+41 (0) 91 611 50 50	+41 (0) 91 611 50 62	---	LSZAZTZX	Lugano AP Terminal building

1. APP provided by Milano ACC

6.3 Airspace Management Cell (AMC)

Unit Name	Postal address	TEL E-MAIL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Airspace Management Office Switzerland (ASMO)	skyguide Flugsicherungsstr.1-5 CH-8602 Wangen bei Dübendorf	+41 (0) 43 931 62 33 amc@skyguide.ch	---	---	---	**Office HR** MON-FRI 0630-1100 (0530-1000) 1200-1530 (1100-1430) EXC Public HOL
Special Flight Office (SFO) Tool Support Office	---	+41 (0) 43 931 62 36 specialflight@skyguide.ch	---	---	---	MON-FRI 0700-1100 (0600-1000) EXC Public HOL

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