

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION**1. ATS AIRSPACE CLASSIFICATION**

Within the FIR and UIR, the airspace is further divided into four classifications C, D, E and G which equate broadly with those prescribed by EASA. Airspace classified as C, D and E is controlled airspace.

Generally, Prohibited and Restricted areas have priority. Furthermore, CTR/TMA, and AWY have priority over the general classifications. RMZ/TMZ add specified restrictions to the airspace classifications as specified. ATS routes have no effect on the airspace class, but adopt the class of surrounding airspace. In a deactivated airspace structure the regulations governing the surrounding Class (normally G and/or Class E airspace) apply.

CTR/TMA and/or RMZ/TMZ may be ACT continuously (H24), during specified operating HR (HO) or without specified operating HR (HX). Outside the specified operating HR, the airspace classification of the surrounding airspace applies.

Handling of airspace Structures (HX)

The times indicated in [ENR-2.1](#) give an indication of the activation times to be expected. Activation is however possible at all times.

Inquiry into the Status of the Airspace

The status of airspace designated as "HX" may be requested from the responsible ATS and/or via a designated_FREQ, TEL NR or via ATIS, where AVBL.

If it is not possible to obtain information regarding the current status of the airspace, or if the status has not been checked at all, this airspace shall be considered as ACT.

Listening watch/Blind Calls

FLT crews, on a FLT through a deactivated airspace structure, designated as "HX", shall maintain constant listening watch on the _FREQ, on which the status has been requested so that they can be notified of short-term changes of status or transmit blind calls in those "HX" airspace structures where prescribed.

Civil/Military coordination

Civil and MIL air traffic is coordinated EXC MIL VFR FLTs in airspace classes E and G, where the rules of the air apply.

Military Operating Hours

MIL ON:

MON-FRI: 0630 - 1105 (0530 - 1005), 1215 - 1605 (1115 - 1505), deviations therefrom are published by NOTAM.

MIL OFF:

Outside the times mentioned above and on the following days:

- | | |
|---|----------------------|
| - New Years Day | - Swiss National Day |
| - Berchtoldstag (Swiss public holiday in January) | - Assumption Day |
| - Good Friday | - Christmas Eve |
| - Easter Monday | - Christmas Day |
| - Ascension Day | - Boxing Day |
| - Whit Monday | - New Year's Eve |

1.1 Class A - Controlled airspace

The provisions of class A airspace are shown below:

	IFR	VFR
Separation provided	All aircraft	VFR FLIGHTS NOT PERMITTED
Service provided	ATC	
VMC minima	Not applicable	
Speed limitation	Not applicable	
Radio communication	Continuous two-way	
ATC clearance	Required	

No Swiss airspace is designated as class A.

1.2 Class B - Controlled airspace

The provisions of class B airspace are shown below:

	IFR	VFR
Separation provided	All aircraft	All aircraft
Service provided	ATC	ATC
VMC minima	Not applicable	At and above FL 100: 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft Below FL 100: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	Not applicable	Not applicable
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

No Swiss airspace is designated as class B.

1.3 Class C - Controlled airspace

The provisions of class C airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR/IFR from VFR	VFR from IFR
Service provided	ATC	ATC for separation from IFR VFR traffic information (and traffic avoidance advice on request)
VMC minima	Not applicable	At and above FL 100: 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft Below FL 100: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	Not applicable	250 kt IAS below FL 100
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

Class C airspace comprises:

- Zurich TMA
- Geneva TMA
- Milano TMA above FL 125/105
- Airspace "Mittelland/Jura" above FL 100
- Airspace "Alpen" above FL 150 (MIL OFF)
- Airspace "Alpen" above FL 130 (MIL ON)
- Corridor "A9.1" with COORD
47 15 20 N 008 58 26 E - 47 13 04 N 008 55 26 E - 47 02 50 N 008 56 50 E - 46 59 02 N 008 30 56 E
47 08 40 N 008 29 32 E - 47 13 59 N 008 26 15 E - 47 15 31 N 008 36 56 E - 47 16 30 N 008 44 44 E
47 15 37 N 008 55 07 E - 47 15 20 N 008 58 26 E
from FL 090 until FL 195
- Corridor "A9.2" with COORD
47 02 50 N 008 56 50 E - 46 09 47 N 009 03 58 E - 46 06 25 N 008 40 48 E - Swiss border line -
46 07 22 N 008 38 18 E - 46 59 02 N 008 30 56 E - 47 02 50 N 008 56 50 E
from FL 130 until FL 195

1.4 Class D - Controlled airspace

The provisions of class D airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR	Not provided
Service provided	ATC including traffic information about VFR flights (and traffic avoidance advice on request)	Traffic information between IFR/VFR and VFR/VFR (and traffic avoidance advice on request)
VMC minima	Not applicable	At and above FL 100: 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft Below FL 100: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

Class D airspace comprises:

- CTR Alpnach (MIL)
- CTR Bâle
- CTR Bern
- CTR Buochs (MIL/CIV)
- CTR Dübendorf (MIL)
- CTR Emmen (MIL)
- CTR Friedrichshafen
- CTR Genève
- CTR Grenchen
- CTR Les Eplatures
- CTR Locarno (MIL/CIV)
- CTR Lugano
- CTR Meiringen (MIL)
- CTR Payerne (MIL/CIV)
- CTR St. Gallen
- CTR Sion (CIV)
- CTR Zürich
- TMA Alpnach/Buochs (MIL)
- TMA Bern
- TMA Dübendorf (MIL)
- TMA Emmen (MIL)
- TMA Friedrichshafen
- TMA Meiringen (MIL)
- TMA Locarno (MIL)
- TMA Payerne (MIL/CIV)
- TMA St. Gallen
- TMA Sion (MIL)

1.5 Class E - Controlled airspace

The provisions of class E airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR	Not provided
Service provided	ATC and traffic information about VFR flights as far as practical	Traffic information as far as practical
VMC minima	Not applicable	At and above FL 100: 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft Below FL 100: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Not required ¹
ATC clearance	Required	Not required

1. Pilots shall establish two-way communication on the appropriate channel in FIZ and make blind calls on the appropriate channel to report intentions and changes in altitude and direction in RMZ.

Class E airspace comprises:

- Airspace "Mittelland/Jura" from 2000 ft/600 m AGL up to FL 100
- Airspace "Alpen" from 2000 ft/600 m AGL up to FL 130 (MIL ON)
- Airspace "Alpen" from 2000 ft/600 m AGL up to FL 150 (MIL OFF)
- TMA Milano at FL 125/105 and below
- Airspace detailed in [ENR-2.1](#)

See also [ENR 2.2](#)

1.6 Class F - Advisory airspace

The provisions of class F airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR as far as possible	Not provided
Service provided	Air traffic advisory service FIS	FIS
VMC minima	Not applicable	At and above FL 100: 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft Below FL 100 to 3000 ft AMSL: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft At or below 3000 ft AMSL or 1000 ft AGL whichever is higher: 5 km ¹ visibility Clear of cloud in sight of surface
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Not required
ATC clearance	Not required	Not required
1. Lower flight visibility may be permitted by the appropriate ATS authority.		

No Swiss airspace is designated as class F.

1.7 Class G - Non-controlled airspace

The provisions of class G airspace are shown below:

	IFR	VFR
Separation provided	Not provided	Not provided
Service provided	FIS	FIS
VMC minima	Not applicable	Above 1000 ft AGL to 2000 ft AGL: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft If a transponder is operated, clear of cloud and with the surface in sight GND to 1000 ft AGL: 5 km visibility ¹ Clear of cloud and with the surface in sight
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Not required ²	Not required ²
ATC clearance	Not required	Not required

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- a. Flight visibility of not less than 1500m is permitted for following flights:
 - Flights at speeds of 140 KT IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision;
 - in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.
- b. Helicopters are permitted to operate in flight visibility not less than 800 m, if manoeuvred at speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. Flights at a visibility of less than 800 m are permitted in special circumstances, for example for medical flights, SAR flights and flights for fire fighting

2. Pilots shall establish two-way communication on the appropriate channel in FIZ and make blind calls on the appropriate channel to report intentions and changes in altitude and direction in RMZ.

- Class G airspace comprises the airspace from GND up to 2000 ft/600 m AGL, outside CTR/TMA (exception see ENR 1.4-1);
- IFR traffic permitted in airspace class G only when operated on a published instrument flight procedure.

2. ATS AIRSPACE DESCRIPTION**COORDINATION OF SPECIAL FLIGHTS WITHIN AIRSPACE CLASS C AND D**

Particular flights within airspace classes C and D, apart from normal take-offs, landings or crossings of the airspace, can pose a danger for other airspace users and lead to an additional coordination workload for the air navigation services.

For this reason, the operator or the organiser is to coordinate flights of this nature with skyguide before they are undertaken.

A few examples of these flights are:

Photo, calibration and survey flights, VFR flights above FL 195 (SERA.5005(d)1), cargo flights within a CTR/TMA, parachute jumps, television transmission flights, competitions (balloon, gliding, etc.), drones, party balloons and sky lanterns.

2.1 Air Traffic Control Contact Unit and Application form**All special flights**

Coordination request shall be submitted to the special flight office (SFO) skyguide, latest 10 working days prior the date of the event, via the "SFO App". The application tool and useful information are available under URL: <https://www.skyguide.ch/en/services/special-flights/>

Drone flights

Drone operator can use the "U-Space skyguide web App" or "U-Space skyguide mobile App". If under specific conditions, coordination request shall be submitted until the day before the flight until 1100 (1000).

If specific conditions are not met, operators will be redirected on the "SFO App" and shall submit the request to the skyguide special flight office (SFO) not later than 10 working days prior to the date of flight.

Maintenance Check Flights and Test Flights within LSAG CTA

Maintenance check flights and test flights within airspace class C and D are subject to coordination with skyguide as defined above.

If the 10 working days prior notification required in the process cannot be met, aircraft operators may exceptionally submit a maintenance check flight or test flight request according to the following announcement procedure:

- At least 6 hours before the flight, aircraft operators shall provide all relevant information about the conduct of the flight to Geneva ACC SPVR by phone (+41 (0) 22 417 40 40).
- 1 hour before the flight, aircraft operators shall contact Geneva ACC SPVR by phone again (+41 (0) 22 417 40 40) to confirm the flight program.

This short notice process can only be used for flights affecting solely LSAG CTA. It can only be used in exceptional cases and the conduct of such flights will be subject to the approval of the Geneva ACC SPVR.

2.2 Coordination, authorisation and implementation

The Special Flight Office will inform all affected air traffic control units.

The operator/organiser will be informed about restrictions and constraints and a reference number will be issued for every special flight. In order to obtain the final authorisation, the operator/organiser must notify the affected air traffic control unit on the day of the event. The operator/organiser will be advised in writing about the detailed notification procedure.

For operational reasons (such as volume of air traffic or safety reasons), the affected air traffic control unit may refuse, interrupt or suspend special flights, or impose additional restrictions.

2.3 Support for "SFO App"

Phone: +41 (0) 43 931 62 36

Email: specialflight@skyguide.ch

General special flight support:

Useful information is available under <https://www.skyguide.ch/en/services/special-flights/> and the appropriate rules engines in the tools guide you through the request.