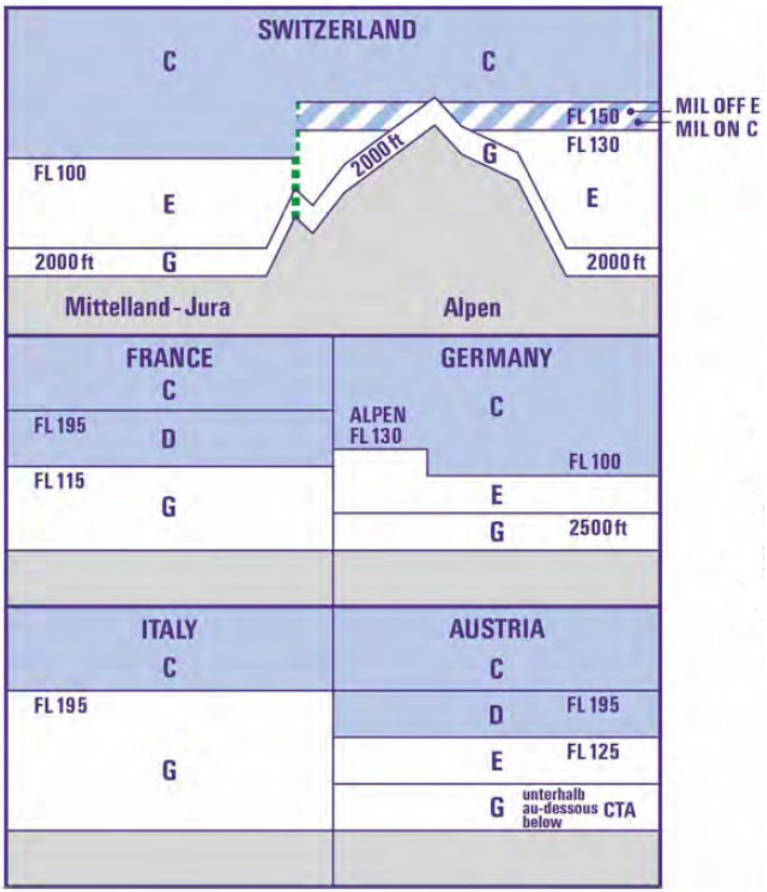
1 **Airspace Allocation and Classes**

Within the FIR and UIR, airspace is divided into four classes C, D, E and G and largely corresponds to the ICAO recommendations. The three other ICAO airspace classes A, B and F, which have also been adopted by Switzerland, are available but currently no part of Swiss airspace has been allocated to these classes. The airspace classes C, D and E are controlled airspace. The airspace allocations are described in the following chapters. Remarks, descriptions and procedures for the individual airspaces within each allocation are to be found in AIP ENR 2.1.

1.1 **Lower limits TMA and AWY**

North of the separation line Central Plateau/Alps the lower limits indicated on the chart apply. South of the separation line Central Plateau/Alps the lower limits indicated on the chart apply or, 1000 ft AGL, depending upon which is greater.

1.2 **General airspace classification**



1.3 **Class C - Controlled airspace**

The conditions for class C are set out in the following.

	VFR
Separation provided	VFR to IFR
Guaranteed services	ATC for separation to IFR VFR traffic information (and alternative recommendations upon request)
VMC Minima	**At FL 100 and above:** Visibility 8 km Distance from clouds Horizontal 1500 m Vertical 1000 ft
	Below FL 100: Visibility 5 km Distance from clouds: Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100
Radio communication	Continuous two-way
ATC Clearance	Required

1.4 **Class D - Controlled airspace**

The conditions for class D are set out in the following:

	VFR
Separation provided	No
Guaranteed services	Traffic information between IFR/VFR and VFR/VFR (and alternative recommendation if requested)
VMC Minima	**At FL 100 and above:** Visibility 8 km Distance from clouds Horizontal 1500 m Vertical 1000 ft
	Below FL 100: Visibility 5 km Distance from clouds Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100
Radio communication	Continuous two-way
ATC Clearance	Required

1.5 **Class E - Controlled airspace**

The conditions for class E are set out in the following:

	VFR
Separation provided	No
Guaranteed services	Traffic information as far as practical
VMC Minima	**At FL 100 and above:** Visibility 8 km Distance from clouds Horizontal 1500 m Vertical 1000 ft
	Below FL 100: Visibility 5 km Distance from clouds Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100
Radio communication	Not required*
ATC Clearance	Not required

* 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.

1.6 **Class G - Uncontrolled airspace**

The conditions for class G are set out in the following:

	VFR
Separation provided	No
Guaranteed services	FIS
VMC Minima	**Above 1000 ft AGL up to 2000 ft AGL:** Visibility 5 km* Distance from clouds Horizontal 1500 m Vertical 1000 ft If a transponder is being operated, clear of cloud and with the surface in sight
	GND up to 1000 ft AGL: Visibility 5 km* clear of cloud and with the surface in sight
Speed limitation	250 kt IAS below FL 100
Radio communication	Not required **
ATC Clearance	Not required

* (a) A minimum flight visibility of 1500 m is permitted for the following flights:

(1) For aircraft flying at a speed of 140 kt IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision

(2) For flights 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 areal work at low altitudes.

(b) Helicopters may operated with a minimum visibility of 800 m if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. Flights may be performed with a minimum visibility below 800 m under special circumstances, such as medical emergencies, search and rescue missions and flights of a fire-fighting nature.

** 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.

IFR traffic permitted in airspace class G only when operated on a published instrument flight procedure.

1.7 **New LFN PinS Chart in the Skybriefing En-Route Charts**

Apart from VFR traffic, there is also IFR traffic in airspace classes E and G. This includes the Low Flight Network (LFN) which, as the name implies, leads to a situation where IFR traffic may be encountered at a lower altitude. The use of the LFN is restricted to helicopters in possession of the relevant licence for LFN which, currently, involves the REGA and Swiss Air Force. The LFN comprises a route network and subsequent IFR approach and departure procedures (Point in Space, PinS) for helipads such as those found at hospitals and military infrastructures. The Skybriefing "LFN PinS Chart" (https://skybriefing.com/enroute-charts-ch) shows a representation of the LFN routes currently in existence as well as approaches and departures at so-called PinS for helipads at hospitals and military infrastructures.

For VFR airspace users, this means that IFR flights may also be encountered at lower altitudes on LFN routes. The rules in the corresponding airspace apply to all pilots, in other words, "see and avoid" also applies for IFR traffic. The difference is that helicopters in the Low Flight Network do not have to adhere to the visual meteorological conditions (VMC) and, for example, are therefore permitted to fly through clouds. Air traffic control is not responsible ensuring separation between helicopters on the LFN and other traffic. Information about potential IFR traffic can be obtained from the flight information service (contact FIC). Maintenance of cloud separation, as well as operation of the transponder if one is available, is vital for the safety of all airspace users. Maintenance of the semi-circular rule for powered VFR traffic is a further important factor for flight safety.

When preparing for a flight, the LFN PinS chart should help to see how the routes are distributed and to plan accordingly. The charts are published in https://www.skybriefing.com/lfn-pins-chart-ch

and integrated in the aeronautical publications and thus updated at regular intervals. They are intended to raise the awareness of airspace users with regard to these IFR flights and contribute to general safety. The LFN PinS chart is not to be used for operational purposes. All LFN procedures may only be used by certified operators.

Information about using the chart: If the chart is opened using Adobe Reader, specific information can be selected or deselected to take account of the user's requirements. Moreover, the chart is vector-based meaning that the zoom function can be used to view a specific section without any loss in quality

2 **Transponder Mandatory Zone North East - TMZ NE**

Within TMZ NE, all aircraft conducting VFR flights must carry a Mode S transponder of at least Level 2 with SI code and elementary surveillance functionality and operate with the transponder code 7000 or another code as assigned or designated by ATC or FIC.

Hang gliders, parachutes and model aircraft (excluding drones) are not required to carry and operate a transponder.

Skyguide can authorise exemptions from transponder operation in the TMZ NE via radio, if operational requirements allow. Where an exemption is granted, pilots must maintain a two-way radio communication with Alps Radar at all times. They must follow the ATCO's instructions at all times and report when leaving the TMZ. If the operational situation so requires, authorisation may be revoked by the ATCO at any time.

The FOCA may, in individual cases and in consultation with Skyguide, authorise exemptions from the requirement to carry and operate a transponder for flights with drones (model aircraft in accordance with Art. 14 of the DETEC Ordinance on Special Category Aircraft [OSCA]), kites, parasail wings and tethered balloons.

For special events such as air shows, aerobatics and glider training weeks, the FOCA may, in consultation with Skyguide, grant exemptions from the obligation to operate a transponder by establishing a temporary danger area (LSD).

Radio listening watch

Radio listening watch serves to further increase flight safety and improve pilot's situational awareness. The ATCO can either broadcast information regarding IFR flights taking off or landing, or, in the event of a potential conflict, address VFR pilots specifically in order to clarify their intentions and/or to provide traffic information.

Voluntary radio listening watch procedure in the TMZ Northeast (TMZ NE)

Voluntary listening for the following aircraft operating under VFR:

- Motorised aircraft
- Gliders
- Balloons

Prior to entering the TMZ NE, the VFR pilot sets transponder code 2677 and monitors the ALPS RADAR frequency 119.925 MHz.

The VFR pilot shall neither make a radio check nor an initial call. Communication is established by the ATCO if necessary.

After leaving the TMZ NE, the ALPS RADAR frequency is left without logging off and the

transponder is set to code 7000 or another operationally prescribed code.

Radio communication between the ATCO and the VFR pilot is in English or German.

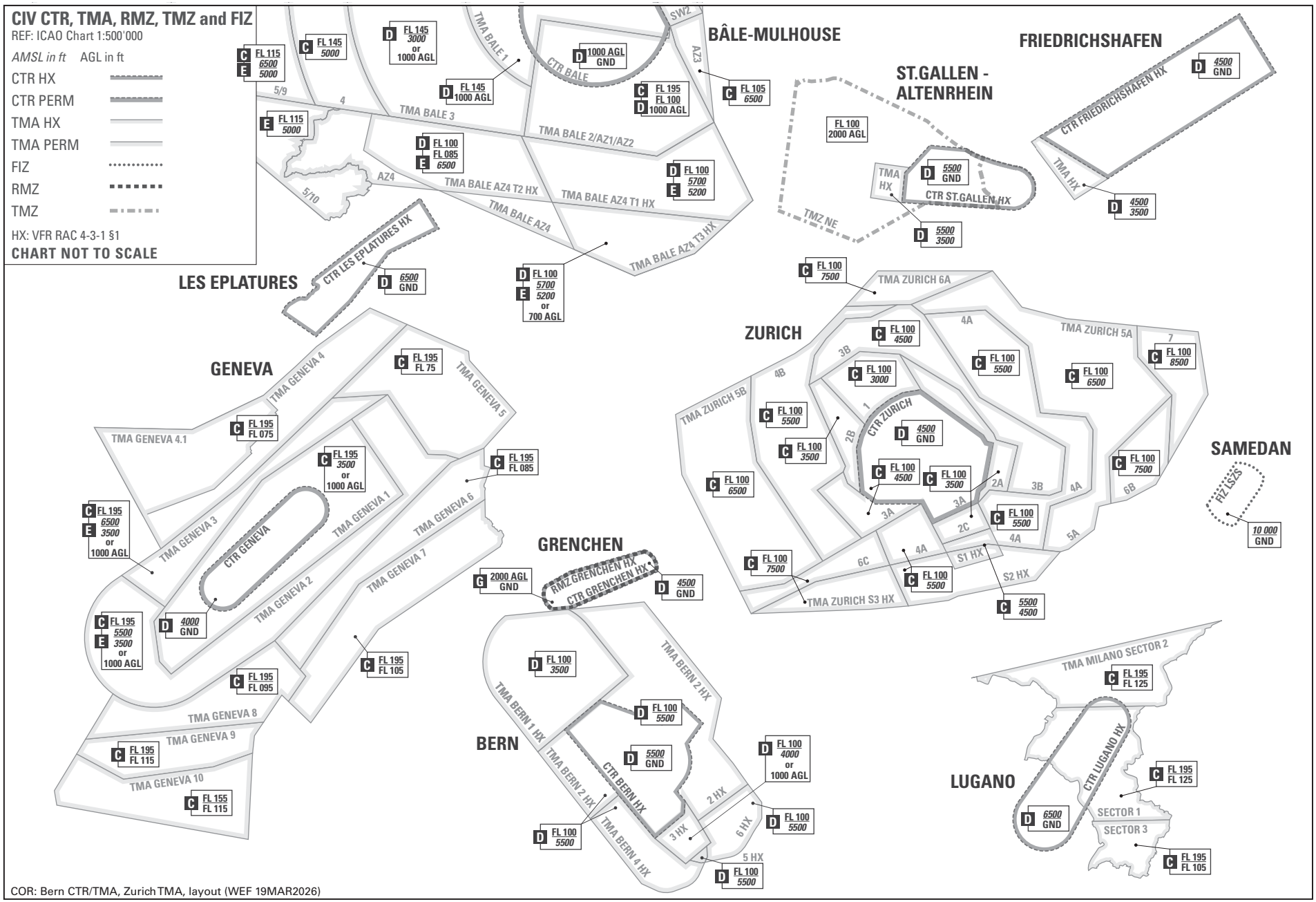
FIC Zurich procedure

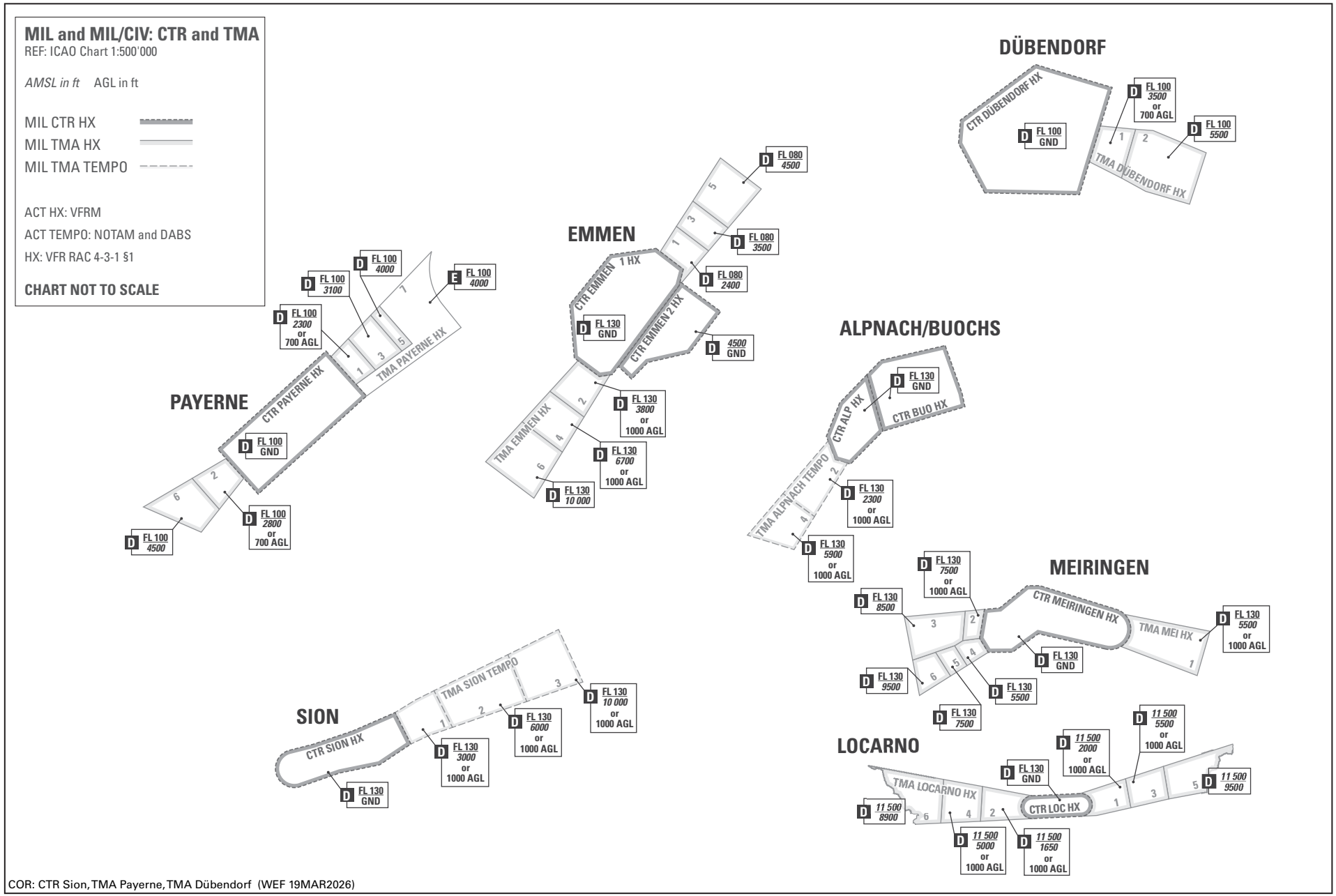
VFR pilots already in contact with FIC Zurich (Zurich Information) 124.700 MHz may remain on this frequency while flying through the TMZ NE. The pilot notifies the FIC Zurich about the intentions and keeps the transponder code assigned by the FIC. It is thus not necessary to set transponder code 2677 or ALPS RADAR frequency 119.925 MHz.

A VFR pilot in contact with FIC Zurich wishing to change to the radio listening watch procedure must first log off at FIC Zurich before changing to the Alps Radar frequency and setting the transponder code 2677.

Special cases / exceptions

Voluntary radio listening watch does not apply to flights for which an exemption from the transponder obligation has been granted by means of LSD (see above para. 2, last section) and which fall under this obligation. There is also no requirement to contact the FIC Zurich.


CIV CTR, TMA, RMZ, TMZ and FIZ
REF: ICAO Chart 1:500'000
AMSL in ft AGL in ft
CTR HX
CTR PERM
TMA HX
TMA PERM
FIZ
RMZ
TMZ
HX: VFR RAC 4-3-1 §1
CHART NOT TO SCALE
BÂLE-MULHOUSE
FRIEDRICHSHAFEN
ST.GALLEN - ALTENRHEIN
LES EPLATURES
GENEVA
ZURICH
SAMEDAN
GRENCHEN
BERN
LUGANO
TMA BALE 1
TMA BALE 2/AZ1/AZ2
TMA BALE 3
TMA BALE AZ4
TMA BALE AZ4 T1 HX
TMA BALE AZ4 T2 HX
TMA BALE AZ4 T3 HX
CTR BALE
CTR FRIEDRICHSHAFEN HX
CTR ST.GALLEN HX
TMZ NE
CTR LES EPLATURES HX
TMA GENEVA 1
TMA GENEVA 2
TMA GENEVA 3
TMA GENEVA 4
TMA GENEVA 4.1
TMA GENEVA 5
TMA GENEVA 6
TMA GENEVA 7
TMA GENEVA 8
TMA GENEVA 9
TMA GENEVA 10
CTR GENEVA
TMA ZURICH 5A
TMA ZURICH 5B
TMA ZURICH 6A
TMA ZURICH S3 HX
CTR ZURICH
RMZ GRENCHEN HX
CTR GRENCHEN HX
TMA BERN 1 HX
TMA BERN 2 HX
TMA BERN 4 HX
CTR BERN HX
TMA MILANO SECTOR 2
CTR LUGANO HX
SECTOR 1
SECTOR 3
FIZ LSZS
10 000 GND
COR: Bern CTR/TMA, Zurich TMA, layout (WEF 19MAR2026)



COR: CTR Sion, TMA Payerne, TMA Dübendorf (WEF 19MAR2026)

1 **Flight restriction areas**

Restricted areas are airspaces of defined dimensions over land or territorial waters of a country in which the flight of aircraft is restricted by certain conditions (Art. 2 (111) of the Implementing Regulation (EU) No. 923/2012 (SERA Regulation)).

The respective conditions are set out under the heading “Conditions of Use”.

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LSR2 **HOHGANT**	MIL aviation activity	Entry prohibited if active	Activation hours: see DABS/NOTAM Status request (active / inactive) via ZURICH INFORMATION 124.700 MHz or Telephone No. +41 (0) 44 813 31 10
LSR3 **SPEER**	MIL aviation activity	Entry prohibited if active	Activation hours: see DABS/NOTAM Status request (active / inactive) via ZURICH INFORMATION 124.700 MHz or Telephone No. +41 (0) 44 813 31 10
LSR4 **LAC DE NEUCHÂTEL**	Aerial firing	Entry prohibited if active (Exception HEMS flights with a special procedure)	01 JAN - 31 MAY, 01 OCT - 31 DEC MON - FRI 0900 - 1200 1330 - 1600 Daily activation: see DABS/NOTAM Status request (active / inactive) via TWR Payerne 128.680 MHz. Central telephone information office for status of the zones: Telephone No. +41 (0) 44 813 31 10
LSR4A **LAC DE NEUCHÂTEL**	Aerial firing	Entry prohibited if active (Exception HEMS flights with a special procedure)	
LSR5 **BIERE**	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via GENEVA INFORMATION 126.350 MHz or: Telephone No. +41 (0) 44 813 31 10

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LSR6 **AXALP**	Aerial firing	Entry prohibited if active (Exception HEMS flights with a special procedure)	01 JAN - 31 MAY, 01 OCT - 31 DEC MON - FRI 0845 - 1630 Daily activation see DABS/NOTAM Status request (active / inactive) via 130.155 MHz or Telephone No. +41 (0) 44 813 31 10
LSR7 **HONGRIN**	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via GENEVA INFORMATION 126.350 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR8 **DAMMASTOCK**	Air-to-air firing	Entry prohibited if active (Exception HEMS flights with a special procedure)	Activation hours: see DABS/NOTAM Status request (active / inactive) via 128.380 MHz or Telephone No. +41 (0) 44 813 31 10 Callsign: ROMEO 8
LSR8A **DAMMASTOCK**	Air-to-air firing MIL aviation activity	Entry prohibited if active (Exception HEMS flights with a special procedure)	
LSR9 **HINTERRHEIN**	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR10 **FÄRMELBERG**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via GENEVA INFORMATION 126.350 MHz or: Telephone No. +41 (0) 44 813 31 10

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LSR11 **ZUOZ/S-CHANF**	Anti-aircraft firing	Entry prohibited if active (Exception HEMS flights and ARR DEP from LSZS/LSXM via AFIS LSZS)	Activation hours: see DABS/NOTAM Status request and coordination of ARR and DEP LSZS via Samedan Information 135.325 MHz or Telephone No. +41 (0) 44 813 31 10
LSR11A **ZUOZ/S-CHANF**	Anti-aircraft firing MIL aviation activity	Entry prohibited if active (Exception HEMS flights and ARR DEP from LSZS/LSXM via AFIS LSZS)	
LSR12 **SIMPLON**	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR13 **AXALP**	Aerial firing	Entry prohibited if active (Exception HEMS flights with a special procedure)	Activation hours: Calendar week 41 see DABS/NOTAM Status request (active / inactive) via 130.155 MHz or Telephone No. +41 (0) 44 813 31 10
LSR14 **SÄNTIS**	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR15 **ENTLEBUCH**	MIL UAS ACT expect ADS 15 / aircraft activity	Entry for VFR flights is subject to ATC clearance by EMMEN RADAR on 125.435 MHz. Expect level restrictions.	Activation hours: see DABS and NOTAM http://www.skybriefing.com Status request (active / inactive) via ZURICH INFORMATION 124.700 MHz or EMMEN TWR 118.005 MHz or Telephone No. +41 (0) 44 813 31 10

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LSR16 **ISONE 1**	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR17 **ISONE 2**	MIL UAS and / or FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR18 **BURE**	MIL UAS ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR31 **GADMEN**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR37 **SUSTENPASS**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LSR38 **GLAUBENBERG WASSERFALLEN**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR39A **HEITLI**	Pilatus Tests	Within active LSR39A-C the rules according ICAO Airspace Echo apply. Additionally, the following rules apply: **Entry into active LSR39A-C is subject to ATC clearance.**	Activation hours are published by NOTAM and DABS. Additionally, information about active areas may be obtained from ZURICH INFORMATION 124.700 MHz or Telephone No. +41 (44) 813 31 10 Responsible ATS Unit: LSR39A: Alpnach TWR 128.475 MHz LSR39B-C: Buochs TWR 119.625 MHz Inside an active LSR39A-C, a continuous two-way radio contact with the responsible ATS unit is required. The following Air Traffic Control Service is provided: Traffic information between VFR flights IFR/VFR traffic information (and traffic avoidance advice on request) Pilatus test aircraft may request separation from IFR and VFR traffic to allow the following operations: MAX IAS 450kt below 10000ft AMSL Reduced distances to clouds: vertical 50m, horizontal 100m
LSR39B **BRISEN**			
LSR39C **STOOS**			

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LSR40 **WASSERFALLEN**	Aerial firing	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR40A **WASSERFALLEN**			
LSR40B **WASSERFALLEN**			
LSR41 **CHALCHTAL**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR45 **CHLIALP**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR46 **MÄTTELI**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR47 **VAL PIANA CAVAGNOLO**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LSR48 **MUNDAUN NOVA**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR49 **VAL CRISTALLINA**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR50 **VAL NALPS**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR51 **VAL RONDADURA**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR52 **VAL CURTEGNS**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10

Designation and name	Type of activity	Conditions of use	Activation hours (LT) Remarks
1	2	3	4
LSR53 **ALBULA ALPEN E**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR57 **ROSSBODEN RHEINSAND**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR58 **FRAUENFELD**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
LSR59 **WICHLEN**	FRNG ACT	Entry not permitted for VFR and IFR FLT	Activation hours: see DABS/NOTAM http://www.skybriefing.com Status of area (active / not active) may be requested via ZURICH INFORMATION 124.700 MHz or: Telephone No. +41 (0) 44 813 31 10
Daily Airspace Bulletin Switzerland (DABS): VFRM GEN 1-0 § 4.2			

AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1 Glider flying

Two types of LSR for gliders are defined:

LSR for gliders located outside TMA;
LSR for gliders located within TMA;
LSR for gliders located within TMA.

Apart from the localization of these LSR for gliders, one of the other main difference between these areas for gliders is laying in the associated distance to clouds to be respected.

1.1 LSR for Gliders outside TMA

A restricted area is an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the FLT of ACFT is restricted in accordance with certain specified conditions.

The restricted areas are tabulated in § 8.1 and depicted on the aeronautical charts. The restrictions which apply to each individual area are specified in the column “Remarks” of the corresponding area.

These LSR for gliders, as depicted on the GLDC 1:300 000, are permanently active from MAR 01 to OCT 31 from sunrise until sunset (exempt are LSR28, LSR30, part of LSR44 and the AMC / Locarno Flight OPS Manageable parts).

Within these restricted areas, gliders have to respect the conditions of use of airspace class E. However, within these types of restricted areas, gliders may fly at vertical distance of at least 50 m below clouds and a horizontal distance of at least 100 m from clouds.

Flights other than glider flights can, according to the rules of airspace E and VFR only, enter these LSR for gliders. They should note the special rules given to glider flights (glider operations closer to clouds).

1.2 LSR for gliders within TMA

Areas of defined dimensions, within airspace class C and D. Once activated, the airspace class within these LSR for gliders changes to E. Airspace users are required to (1) monitor a dedicated frequency or to (2) maintain two-way- radio communication with a designated ATS unit.

The airspace is mainly used by gliders (incl. hang-gliders), self-sustaining gliders, self-launching gliders and their tow aircraft.

Other VFR flights (incl. parachute jumping) may enter a LSR for gliders within TMA with approval from the designated ATS unit. Traffic information will be provided as far as practicable. IFR flights are not permitted.

Activation and deactivation procedures, are subject to local agreements between the ATS authority and airspace users (REF: 8.2 and glider flying chart GLDC 1:300 000 / Area Charts Geneva and Zurich 1:250 000).

Note: For glider areas over French delegated territory,
(REF:§ 7 and glider flying chart GLDC 1:300 000).

1.3 LSR for gliders within CTR

Areas with set dimensions within the CTRs. Following activation, the special regulations set out for each of these restricted areas that are the subject of local agreements between ATS authorities and the airspace users shall apply.

1.4 Glider Sectors

Areas of defined dimensions in CTRs, which are reserved exclusively for gliders
(incl. hang-gliders), self- sustaining gliders, self-launching gliders and their tow aircraft.

Within glider sectors, once activated, the rules of airspace class E apply. Vertical and lateral dimensions also are subject to local agreements between the ATS authority and airspace users.

2 **Cloud flying procedure**

Flying in clouds is defined as an instrument flight according to Art. 25 VRV-L.

Conditions for cloud flying **(ATC clearance is required for each cloud flight)**

- outside CTR / TMA
- outside airspace Class G
- outside LSR for gliders
- outside P/R/D areas
- SR-SS, ATC clearance required for every procedure for flying in clouds
- Transponder required
- Two-way radio communications required

2.1 **Authorisation procedures**

Clearance to perform a flight in clouds can be requested on the following radio frequencies:

- ALPS RADAR 119.225 MHz En, Zurich Information FREQ 124.700 MHz Ge/En.
- ALPS RADAR 119.175 MHz En, Geneva Information FREQ 126.350 MHz Fr/En.

Each request shall contain the following information:

- Call sign,
- Flight position,
- Planned upper level,
- Planned route,
- Planned time frame.

3 **Cross-country, cross-border glider flights**

In accordance with RAC 4-2-1, §1.4, the cross-country flight plan form issued by the Federal Office of Civil Aviation (FOCA) for cross-border glider flights must be carried where states do not require a flight plan.

At present, both Austria and Germany do not require a flight plan for gliders.

The cross-country flight plan form can be obtained from:

Federal Office of Civil Aviation

CH-3003 Bern

Email: sbfl@bazl.admin.ch

Website for glider pilots: https://www.bazl.admin.ch/bazl/en/home/personal/flugausbildung/flight-school.html

If a flight plan has not been filed, an alerting service will be subject to a delay. Flight plans are monitored and an emergency will be declared if an arrival report has not been submitted (SERA.4020).

3.1 **Additional Glider Areas**

Applications to establish additional restricted areas for gliders for a limited period are to be sent to the Federal Office of Civil Aviation (FOCA), Section Airspace, 3003 Bern, at least 20 weeks before the date when they should take effect.

4 **VFR Flights in Airspace C and D**

REF: VFR RAC 4-3 § 5 and 6

5 **Special frequencies for glider flying**

REF: VFR COM 1-1 § 2

6 **Powered gliders**

For powered gliders with running engine the traffic rules for aircraft apply, for powered gliders with the engine off the traffic rules for gliders are applicable.
A towing vehicle (powered aircraft tows glider) is considered to be a powered aircraft.

7 **List of glider areas (over French delegated territory)**

Designation and Name	Operator User TEL Nr	Activation hours: Remarks
TMA Lyon part 6.1 **(Oyonnax North)**	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz. Deactivated as written in the protocol. Info available on GLD ATIS **124.755** MHz.When deactivated, mandatory monitoring on **121.130** MHz.
LF R 135 **(Oyonnax South)**		Clearance by ALPS RADAR **119.175** MHz required. For transit flights only.
TMA Geneva part 4.1 **(St-Claude North)**	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz. Deactivated as written in the protocol. Info available on GLD ATIS **124.755** MHz.When deactivated, mandatory monitoring on **121.130** MHz.
LF R 219 **(St-Claude South)**		Clearance by ALPS RADAR **119.175** MHz required. For transit flights only.

8 List of restricted areas for gliders

8.1 Restricted areas for gliders outside TMA

LSR FOR GLIDERS OUTSIDE TMA
(TEMPORARY RESTRICTED AREAS ACT 01 MAR - 31 OCT)

Rules of Airspace E apply.

Based on Article 26 of the "Ordinance on Traffic Regulations for Aircraft (VRV-L)" reduced distances to clouds are permitted for gliders:

- vertical distance to clouds: 50 m
- horizontal distance to the clouds 100 m

ACT from 01 MAR until 31 OCT SR-SS (exceptions see RMK for each LSR for gliders outside TMA and NOTAMs)

NO IFR traffic is permitted in these LSRs
Other defined airspaces excluded (e.g. CTRs, TMAs, P/R/D areas)

A VFR entry into this type of LSR is approved to all airspace users;
one shall take notice of gliders operating closer to clouds

REF AIP SWITZERLAND ENR 5.5 and Glider Chart for Switzerland 1:300,000

Designation and Name	Type of activity	Conditions for use	Activation hours: Remarks
LSR20 **GRUYERES**	Gliding	No IFR flights	Sunrise - Sunset
LSR21 **UNTERWALLIS N**	Gliding	No IFR flights	Sunrise - Sunset
LSR22 **BERNER OBERLAND**	Gliding	No IFR flights	Sunrise - Sunset
LSR23 **UNTERWALLIS S**	Gliding	No IFR flights	Sunrise - Sunset
LSR24 **WALLIS S**	Gliding	No IFR flights	Sunrise - Sunset MIL OFF, FL 150 (4550 m)
LSR25 **WILDHORN**	Gliding	No IFR flights	Sunrise - Sunset MIL OFF
LSR26 **CHARBONNIERES**	Gliding	No IFR flights	Sunrise - Sunset
LSR27 **NEUCHATEL**	Gliding	No IFR flights	Sunrise - Sunset
LSR28 **YVERDON**	Gliding	No IFR flights	Sunrise - Sunset MIL OFF
LSR29 **TAVANNES**	Gliding	No IFR flights	Sunrise - Sunset Deactivation possible at D-1 prior 15:00 LT for SAR/HEMS if within the lateral dimensions of LSR33 the cloud cover is forecast 6/8 or greater with a cloud base between GND and *5000 ft AMSL*.
LSR30 **NEUVEVILLE WEST**	Gliding	No IFR flights	Sunrise - Sunset MIL OFF
LSR32 **GOMS**	Gliding	No IFR flights	Sunrise - Sunset MIL OFF, FL 150 (4550 m)

Designation and Name	Type of activity	Conditions for use	Activation hours: Remarks
LSR33 **BALSTHAL**	Gliding	No IFR flights	Sunrise - Sunset Deactivation possible at D-1 prior 15:00 LT for SAR/HEMS if within the lateral dimensions of LSR33 the cloud cover is forecast 6/8 or greater with a cloud base between GND and *5000 ft AMSL*.
LSR34 **CAMPO**	Gliding	No IFR flights	Sunrise - Sunset TEMPO available: MIL ON Activation required by Chief Flight Operations Locarno Phone:+41 (0) 58 481 24 68 Request for clearance TIL 0930 LT MIL OFF, FL 130 (3950 m)
LSR35 **NEUVEVILLE EAST**	Gliding	No IFR flights	Sunrise - Sunset MIL OFF
LSR36 **KANDERGRUND**	Gliding	No IFR flights	Sunrise - Sunset
LSR42 **CHURFIRSTEN W**	Gliding	No IFR flights	Sunrise - Sunset
LSR43 **CHURFIRSTEN E**	Gliding	No IFR flights	Sunrise - Sunset
LSR44 **OBERALP**	Gliding	No IFR flights	Sunrise - Sunset TEMPO available: MIL ON Activation required by Chief Flight Operations Locarno Phone:+41 (0) 58 481 24 68 Request for clearance TIL 0930 LT MIL OFF, FL 130 (3950 m)
LSR54 **CALANDA**	Gliding	No IFR flights	Sunrise - Sunset MIL OFF, FL 150 (4550 m) or *15000 ft AMSL* based on LSZS QNH whichever is lower
LSR55 **SERRA**	Gliding	No IFR flights	Sunrise - Sunset MIL OFF, FL 150 (4550 m)
LSR56 **MUTTLER**	Gliding	No IFR flights	Sunrise - Sunset MIL OFF, FL 150 (4550 m)
LSR62 **MISOX**	Gliding	No IFR flights	Sunrise - Sunset TEMPO available: MIL ON Activation required by Chief Flight Operations Locarno Phone:+41 (0) 58 481 24 68 Request for clearance TIL 0930 LT MIL OFF, FL 150 (4550 m)

8.2 **Restricted areas for gliders within TMA**

LSR FOR GLIDERS WITHIN TMA

Airspace class within these LSR for gliders within TMA changes to E when active.
Standard distances to clouds apply:

- vertical distance to clouds: 300 m
- horizontal distance to the clouds 1500 m

NO IFR traffic is permitted in these LSRs

Other VFR TFC into this type of LSR for gliders is allowed with approval from the designated ATS unit

REF AIP SWITZERLAND ENR 5.5 and Glider Chart for Switzerland 1:300,000

Designation and Name	Operator User TEL Nr	Activation hours: Remarks
LSR69T **SCHAFFHAUSEN EAST**	Phone: +41 (0) 43 931 69 61	Approval request by head of aerodrome Schaffhausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR70AT **SCHAFFHAUSEN WEST**		
LSR70BT **SCHAFFHAUSEN NORTH**		
LSR71T **SCHAFFHAUSEN SOUTH**		
LSR72T **BOHLHOF**		Sunrise - Sunset Approval request by head of aerodrome Bohlhof with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR73T **WINTERTHUR WEST**		Approval request by head of aerodrome Winterthur with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR74T **WINTERTHUR EAST**		
LSR75T **DITTINGEN WEST**		Exclusive usage from aerodrome Dittingen.
LSR76T **DITTINGEN EAST**		

Designation and Name	Operator User TEL Nr	Activation hours: Remarks
LSR77T **ALBIS**		Activation only when Zurich TMA S1/S2/S3 is not active. Approval request by head of aerodrome Hausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR78T **BACHTEL WEST** LSR79AT **BACHTEL CENTER** LSR79BT **BACHTEL EAST**		Activation only when Zurich TMA S1/S2/S3 is not active. Approval request by head of aerodrome Speck-Fehraltorf with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR80T **VALLORBE**	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz and continuous listening watch on FREQ **121.130** MHz. Above FL095: Clearance by ALPS RADAR **119.175** MHz required. If sector activated, continuous listening watch on FREQ **119.175** MHz.
LSR81T **LE BRASSUS**	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz and continuous listening watch on FREQ **121.130** MHz. Above FL085: Clearance by ALPS RADAR **119.175** MHz required. If sector activated, continuous listening watch on FREQ **119.175** MHz.

8.3 **Restricted areas for gliders within CTR**

LSR FOR GLIDERS WITHIN CTR

No airspace class.
MIN Visibilty 5 km.
Following distances to clouds apply:

- vertical distance to clouds: 300 m
- horizontal distance to the clouds 1500 m

NO IFR traffic is allowed in these LSR

No VFR traffic allowed, except airspace users that are part of agreement (Segelflugvereinbarung) with ATC.

REF AIP SWITZERLAND ENR 5.5 and Glider Chart for Switzerland 1:300,000

Designation and Name	Operator User TEL Nr	Activation hours: Remarks
LSR82 **LAENGENBERG**	Authorisation for activation required (Bern ATC).	ATC: broadcasted on ATIS Bern. Transponder mode S required. FREQ for LSR82; **123.405** MHz listening watch required. HEMS Flights: Blind calls on **123.405** MHz. (not via TWR).
LSR83 **GRENCHEN**	Authorisation for activation required (Grenchen TWR).	ATC: broadcasted on ATIS Grenchen. FREQ for LSR83; **127.580** MHz listening watch required.

8.4 **Restricted areas within CTR**

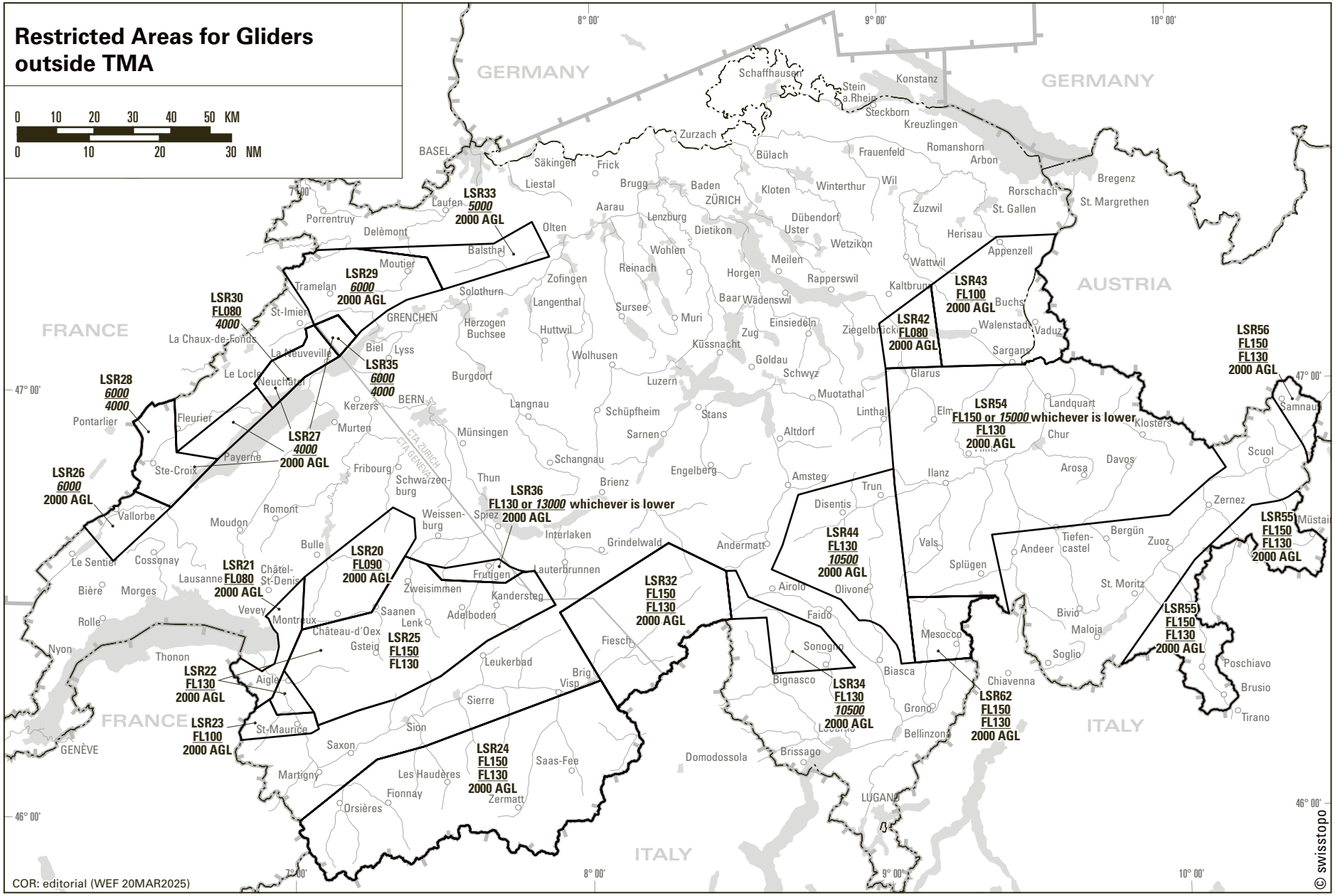
LSR WITHIN CTR

Airspace class: G

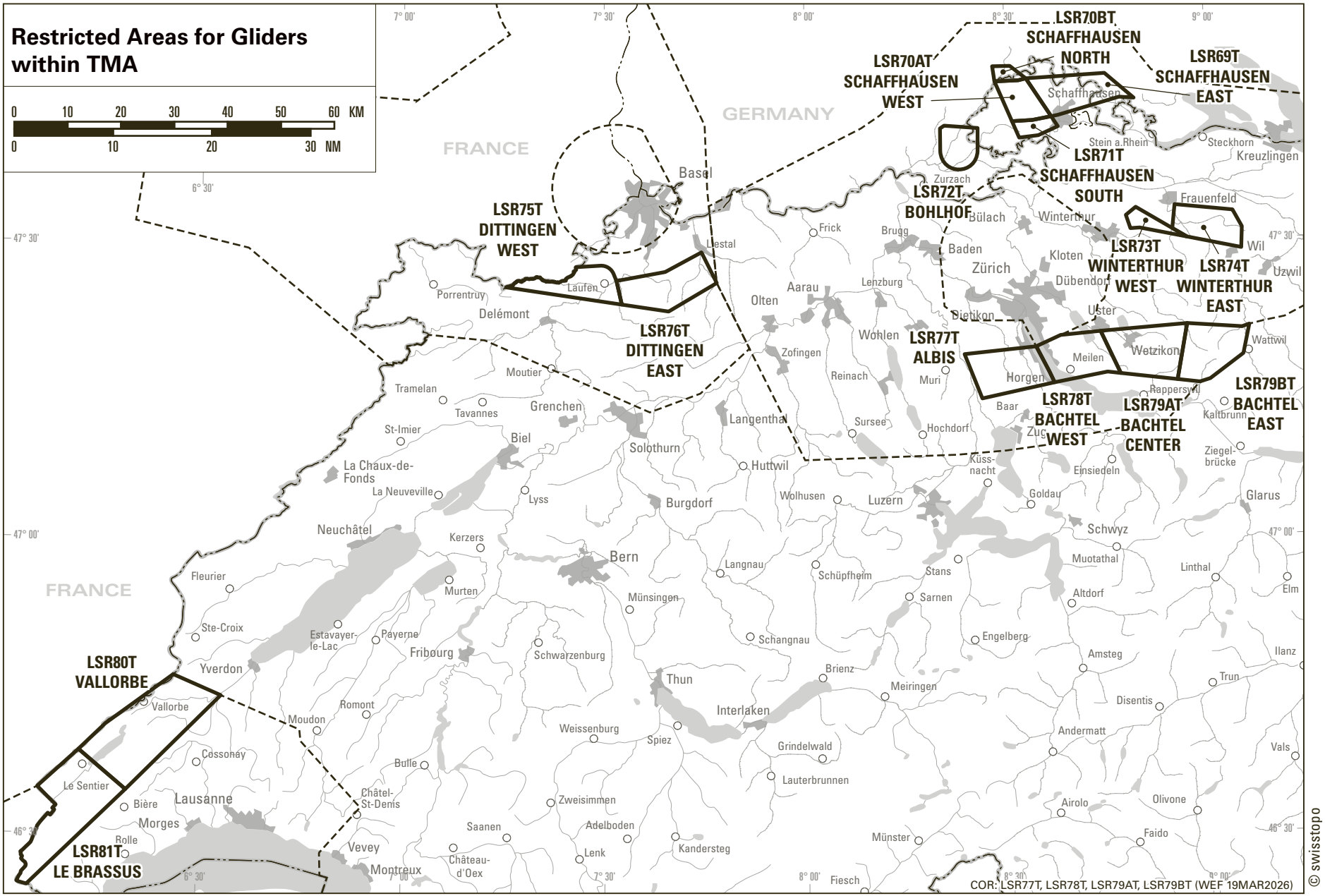
No IFR traffic allowed, only VFR traffic to/from Speck-Fehraltorf

REF AIP SWITZERLAND ENR 5.5

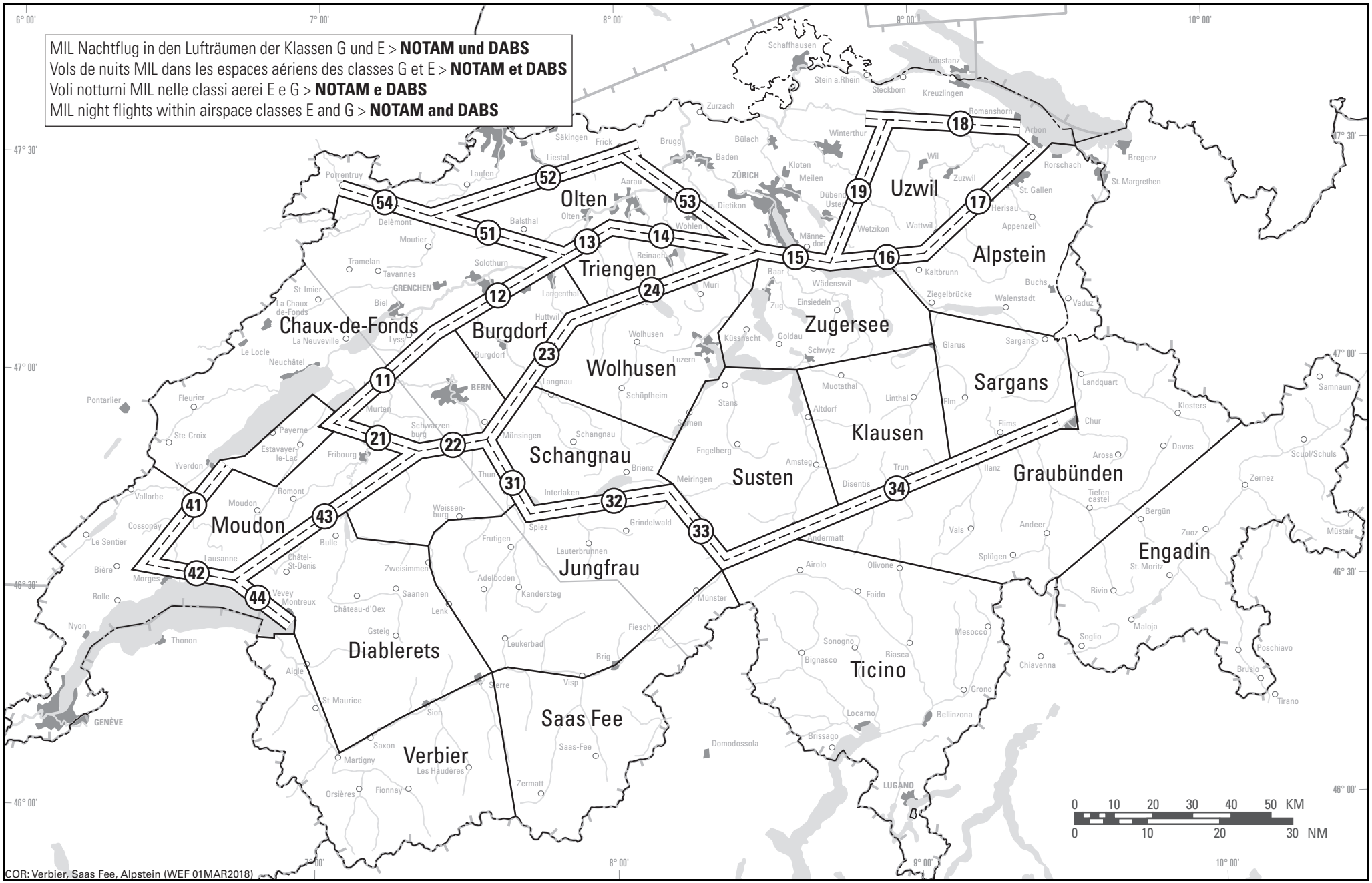
Designation and Name	Operator User TEL Nr	Activation hours: Remarks
LSR84A **SPECK SOUTH**	LSZK Aerodrome **120.355** MHz	Active when CTR LSMD is active. HEMS Flights in active Restricted Areas: REF RAC 4-5 § 9
LSR84B **SPECK NORTH**	LSZK Aerodrome **120.355** MHz	Active when CTR LSMD is active. HEMS Flights in active Restricted Areas: REF RAC 4-5 § 9



skyguide, CH-8602 Wangen bei Dübendorf



skyguide, CH-8602 Wangen bei Dübendorf


MIL Nachtflug in den Lufträumen der Klassen G und E > **NOTAM und DABS**
Vols de nuits MIL dans les espaces aériens des classes G et E > **NOTAM et DABS**
Voli notturni MIL nelle classi aerei E e G > **NOTAM e DABS**
MIL night flights within airspace classes E and G > **NOTAM and DABS**
Olten
Uzwil
Alpstein
Triengen
Chaux-de-Fonds
Burgdorf
Zugersee
Wolhusen
Sargans
Klausen
Schangnau
Susten
Graubünden
Moudon
Jungfrau
Engadin
Diablerets
Ticino
Saas Fee
Verbier
0 10 20 30 40 50 KM
0 10 20 30 NM
COR: Verbier, Saas Fee, Alpstein (WEF 01MAR2018)

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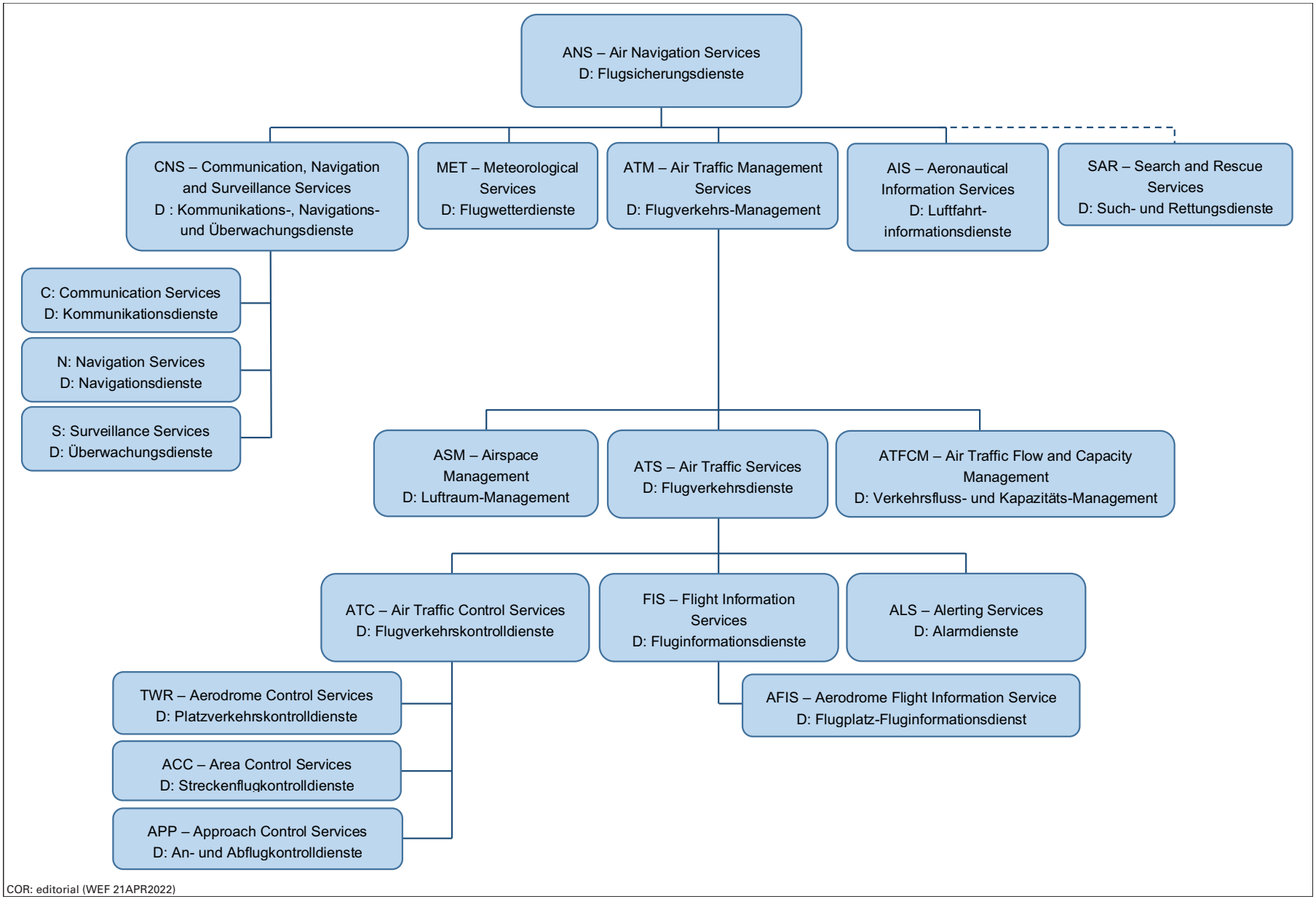
Air Navigation Services (ANS) / Flugsicherungsdienste (ANS) / Services de navigation aérienne (ANS) / Servizi della navigazione aerea (ANS)

The structure and naming of air navigation services is shown in the following diagram. / Die Gliederung und Benennung der Flugsicherungsdienste geht aus folgendem Diagramm hervor
La structure et la dénomination des services de navigation aérienne sont illustrées dans le diagramme suivant. / La struttura e la denominazione dei servizi di navigazione aerea sono mostrati nello schema seguente.



COR: editorial (WEF 21APR2022)

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1 **Flight Information Service (FIS)**

The flight information service (FIS) is available to all of the following aircraft :

a) for the air traffic control service;
or
b) other aircraft which are known to and are in two-way radio communication with the competent air traffic control unit.

1.1 **Alarmdienst (ALRS)**

The alerting service (ALRS) is granted:

a) to aircraft taking advantage of air traffic control services;
b) other aircraft for which there is a flight plan
c) as far as possible to other aircraft having filled a flight plan or of which air traffic control services have otherwise become aware.

2 **Aerodrome Flight Information Service (AFIS)**

2.1 **Frequencies**

VFR Manual, COM 2-APP 1

2.2 **Terminology**

An AFIS service provides pilots with information to ensure the safe and effective operation of a flight in the vicinity of the aerodrome and the associated runways and taxiways.

Based on the air traffic regulations, the information received from the AFIS and his own assessment, every pilot alone is responsible for the safe operation of the flight and the transmission of his flight intentions.

AFIS is provided within a flight information zone (FIZ).

A flight information zone (FIZ) is a defined airspace, usually around an aerodrome, providing flight information and alerting services by a flight information service. Radio contact to the AFIS within a FIZ is mandatory, regardless of the airspace class; otherwise the regulations governing the airspace class in which the FIZ is located apply.

2.3 **Range of radio contact**

Radio coverage on the frequencies allocated to the AFIS is permitted within a radius of or maximum 15 NM around the aerodrome and up to a maximum of 3000 ft (900 m) above the aerodrome. It always covers the FIZ and the mandatory reporting points.

2.4 **Local responsibility**

The aerodrome information service is undertaken for the aerodrome traffic within the FIZ and the aircraft taxiing on the airfield tarmac.

2.5 **Implementation**

The aerodrome information service is undertaken by a certified air navigation organisation.

2.6 **Scope**

The aerodrome information service issues information, suggestions and traffic information to ensure the safe and expedient implementation of flights; for example:

a) Local weather information and weather at other aerodromes;
b) Information about the take-off and landing direction;
c) Information about air traffic at other aerodromes (traffic information);
d) Information about the general condition of the aerodrome, the runways and other facilities;
e) Messages to student pilots;
f) Information about hazards relating to the performance of flights (thunderstorms, wind gusts, ice, snow, standing water, etc.);
g) Notification about the rational operation of commercial flights;
h) Transmission of current air pressure (QNH);
i) Transmission of current meteorological visibility;
j) Coordination with other information services or air navigation offices;
k) Support for search and rescue operations (SAR);
l) Closing and activation of flight plans;
m) ...

The aerodrome information service alerts the rescue service in emergencies.

The flight information service informs the responsible air navigation traffic control services if aircraft become overdue.

3 Notes on ATS Procedures

3.1 Wake turbulence

3.1.1 Wake turbulence categories

With the aim of limiting the effects of separation regulations on the capacity of airports without, however, compromising safety, the following categories are used by air traffic for the separation of approaches and take-offs:

In the filed flight plans the pilots specify the wake turbulence in the categories J (super heavy), H, M or L.

Aircraft undertaking a missed approach or a low overflight will be considered as taking-off as far as separation is concerned. Should the procedure/take-off be in the opposite direction to the subsequent departure, 2 minutes separation will be applied between an aircraft in the categories M, S or L and an overflying aircraft.

3.1.2 Local instructions for use

With regard to the respective runway system the above-mentioned separation criteria are used mutatis mutandis. The specified distances apply for flights when the first aircraft overflies the runway threshold. The specified times (or a corresponding distance) apply when issuing clearance for take-off to the next aircraft in the queue.

3.1.3 Impact

REF: AIP, ENR 1.5, § 4

3.1.4 VFR Flights

For entry to and departure from the CTR, the procedures in accordance with VAC apply. This ensures a wide separation between (LIGHT) VFR flights and the heavier IFR flights.

The minimum separation cannot be applied for VFR approaches owing to wake turbulence.

3.2 Alerting service for VFR flights including IFR flights with VFR sections as well as NVFR flights

3.2.1 Alerting service assurance

The alerting service is provided for

- all flights provided with air traffic control service
- all flights that have filed a flight plan
- for flights that the air navigation services are aware of, by whatever means and
- for every aircraft that is knowingly or possibly in trouble or has been hi-jacked.

3.2.2 Overdue flights (INCERFA)

Search and rescue operations will be initiated for flights deemed to be overdue. All flight plans (FPL) with a destination within Switzerland will be monitored for their status, either automatically by the VFR FPL Arrival Service Switzerland, or by air traffic personnel at the destination aerodrome. Monitoring takes place 24 hours / 365 days a year irrespective of the operating hours of the aerodrome.

Remember: overdue flights trigger the first level of a search and rescue mission.

Flights are deemed overdue when:

- a flight plan was filed and
- the flight plan was not closed within 30 minutes of the calculated last transmitted arrival time.

Note 1: A flight notification does not constitute a flight plan!

Note 2: Regardless of the flight status, the alerting service shall be provided for every flight with a submitted flight plan, unless it is initiated by other sources (e.g. ELT, a distress call, reported missing to police, Rega etc.).

Note 3: Flight plans must be updated (DLA, CHG, CNL).

3.2.3 **Pilots obligations**

The pilot shall:

- Advise delays of more than 30 minutes and any changes to the flight plan (e.g. new destination airport, changed flight time, changed route, fuel-related maximum flight duration, total number of people on-board, etc.)
- Ensure that a departure report has been transmitted for every flight plan. Pilots of flights with a flight plan from an aerodrome without air navigation services shall ensure the activation of the flight plan by transmitting the actual departure time to the appropriate ATS unit upon initial contact, or by requesting the chief of aerodrome to activate the flight plan with the appropriate ATS unit.
- Close every flight plan immediately after landing at an uncontrolled aerodrome.
- in the event of diverted landings, the original flight plan must be closed.

Exceptions:

When landing at a controlled aerodrome outside of its operating hours, the pilot must close the flight plan immediately after landing.

The pilot is ultimately responsible for updating the information in the flight plans. This information should be transmitted via the flight-plan associated messages (DLA, CHG), where possible, immediately before departure. Changes during the flight (route, diverted landings or longer EET) are to be transmitted to air traffic services.

Note 1: Before landing at an uncontrolled aerodrome, the flight plan can be closed by the FIC via the "Close my flight plan" request. It must be noted that this will result in ending the monitoring of the flight .

Note 2: Changing from IFR to VFR does not close the flight plan!

Note 3: The following are deemed to be controlled aerodromes: Bern-Belp, Buochs, Les Eplatures, Geneva, Grenchen, Locarno, Lugano, St. Gallen-Altenrhein, Sion and Zurich.

3.2.4 **Skybriefing:**

The official "Skybriefing" system is to be used for managing flight plans.

(see RAC 4.2.1) The free telephone number for the ATS Reporting Office (ARO) is available to pilots within Switzerland 24 hours a day, 365 days a year:

0800 437 837 (0800 IFR VFR)

3.2.5 **Cost**

In principle the costs of any search and rescue mission can be billed to the pilot.

3.2.6 **ELT (Emergency Locator Transmitter)**

If an ELT is unintentionally triggered or if an ELT signal is received on the frequency 121.500 MHz, this must be brought to the attention of the RCC Zurich or air traffic control (FIC) immediately.

- RCC Zurich TEL +41 (0) 58 484 10 00 or
- ACC Zurich TEL +41 (0) 43 931 69 60 or
- ACC Geneva TEL +41 (0) 22 747 13 40

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1 Flight Plans

1.1 Filing and transmitting flight plans and associated reports

Flight plans and the associated reports (DLA, CHG, CNL) for flights from Swiss aerodromes are to be submitted via a personal user account via https://www.skybriefing.com/services/flightplan-services. Flight plans for contiguous legs can also be submitted via skybriefing. The flight plan reports submitted via skybriefing are transmitted automatically to the Swiss AIM service for further distribution. Before continuing the flight the flight plan availability is to be confirmed for the next leg of the flight.

1.2 Filing and transmitting flight plans and the associated reports in emergencies

Emergency service:

AIM Service Switzerland

Flight plan transmission via telephone:

- German / English TEL: +41 (0) 43 931 61 61
- French / English TEL: +41 (0) 43 931 62 03

In case of skybriefing unserviceability, AIM Operations Switzerland provides a contingency service for the filing of flight plans by telephone.

Associated messages (DLA, CHG, CNL and ARR) can always be transmitted by telephone.

1.3 Regulations for the VFR / flight plan / PLN

For international VFR flights to or from Switzerland, as well as for controlled VFR flights and for VFR flights at night (NVFR), a flight plan must be submitted.

This applies even if there are no plans to land in Switzerland. For international VFR flights starting in Switzerland the relevant publication for the country in question is to be consulted.

It is recommended to file a flight plan for VFR flights crossing remote territory in the Alps, Pre-alps and Jura Mountains.

The guidelines for closing a flight plan in accordance with RAC are to be observed.

VFR flight plans must be submitted before departure.

1.4 Obligation to file a flight plan for international VFR flights

As a rule, international VFR flights require a flight plan. However, aeronautical publications for the respective countries can grant exceptions.

Flights arriving in Switzerland from abroad are obliged to file a flight plan. Exceptions to this ruling are glider and balloon flights operating in airspace classes E and G arriving from Austria or Germany.

If a flight plan has not been filed, an alerting service will be subject to a delay. Flight plans are monitored and an emergency will be declared if an arrival report has not been submitted (SERA.4020).

Flight plans must be submitted, at the latest, 60 minutes prior to the flight to the ARO or, during the flight, by radio to air traffic services 10 minutes at the latest before entering the portion of the flight requiring a flight plan (SERA.4001 (c)). Consult AIP ENR 1.10 for further information.

Instructions for entering ATS information

When submitting the flight plan form, information in accordance with RAC PLN 1 and ff. is to be entered and all points 7 to 19 completed.

All times are to be indicated in a group of four digits in UTC.

Field 7: “Aircraft identification“

The aircraft identification may not exceed seven alphanumeric characters or include hyphens or symbols.

Territorial and registration characters (HBABC). If there are several aircraft, only the identification for the leading or first to take-off aircraft is to be entered (formation flight). The others are to be listed in field 18 with the REG/.

Field 8: “Flight rules and type of flight“

Flight rules: **V** for **VFR Flights**.

Type of flight: **G** for “General aviation“.

In field 15 (Route) the place/places where changes to the flight rules are envisaged are to be indicated. In field 18 under STS and using one of the specified status indications, the status of the flight is to be entered or, under RMK in field 18, other reasons can be given for special action by ATS.

Field 9: "Number and type of aircraft and wake turbulence category"

"Number"

Number only if more than one aircraft is involved.

"Type of aircraft"

ICAO abbreviation (ICAO-Doc 8643 - "Aircraft type designators") for the aircraft type.

If no abbreviation has been assigned or if several aircraft are involved in a formation flight, enter **ZZZZ** and in field 18 **TYP**/ for the model.

"Wake turbulence category"

L for aircraft up to and including 7000 kg MTOM.

Field 10: "Equipment and capabilities"

The following rules apply to field 10a ("Radio communication, navigation and approach aid equipment and capabilities"):

Enter one of the following characters:

N if no COM/NAV/APP equipment is being carried and not available for the route in question;

or

S if COM/NAV/APP equipment is on board and ready for operation for the route in question (see Note 1);

and/or

at least one of the following characters for the available COM/NAV/APP equipment and capabilities:

A	GBAS landing system
B	LPV (APV with SBAS) C LORAN C
D	DME
E1	FMC WPR ACARS
E2	D-FIS ACARS
E3	PDC ACARS
F	ADF
G	GNSS (see Note 2)
H	HF RTF
I	Inertial Navigation
J1	CPDLC ATN VDL MODE 2 (see Note 3)
J2	CPDLC FANS 1/A HFDL
J3	CPDLC FANS 1/A VDL Mode 4
J4	CPDLC FANS 1/A VDL Mode 2
J5	CPDLC FANS 1/A SATCOM (INMARSAT)
J6	CPDLC FANS 1/A SATCOM (MTSAT)
J7	CPDLC FANS 1/A SATCOM (Iridium)
K	MLS
L	ILS
M1	ATC SATVOICE (INMARSAT)
M2	ATC SATVOICE (MTSAT)
M3	ATC SATVOICE (Iridium)
O	VOR
P1	CPDLC RCP 400 (see Note 7)
P2	CPDLC RCP 240 (see Note 7)
P3	SATVOICE RCP 400 (see Note 7)
P4-P9	Reserved for RCP
R	PBN approved (see Note 4)
T	TACAN
U	UHF RTF
V	VHF RTF
W	VSM approved
X	MNPS approved
Y	VHF with 8.33 kHz channel spacing capability
Z	Other equipment carried or other capabilities (see Note 5)

Alphanumeric characters not mentioned above are reserved.

Note 1 - *If S is entered, it is assumed that VHF RTF, VOR and ILS is standard equipment, as long as the responsible ATS unit hasn't prescribed another combination.*

Note 2 - *If G is entered, the types of any external GNSS enhancements are to be entered by separated spaces in field 18 under NAV/.*

Note 3 - *See "RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1" (ATN B1 INTEROP Standard - DO-280B/ED-110B) for data link services, ATC authorisation and information/management of the radio communications with ATC / microphone check with ATC.*

Note 4 - *If R is entered, the possible "Performance Based Navigation" is to be entered in field 18 under PBN/. The "Performance-Based Navigation Manual" (Doc 9613) contains instructions for the use of the Performance Based Navigation for specific sections or regions of the route.*

Note 5 - *If Z is entered, the other equipment carried or other capabilities are to be specified in field 18. Depending on the case, it should be preceded by COM/, NAV/ and/or DAT. Exceptions for RNAV, CPDLC and 8,33 kHz are to be specified by entering Z in field 10a and including the relevant description after the following designator in field 18.*

a) EXM833 after prefix COM/;
b) RNAVX and/or RNAVINOP after prefix NAV/ ; and/or
c) CPDLCX after prefix DAT/.

Note 6 - *Information about navigation capabilities are transmitted to ATC for clearance and routing purposes.*
The following provisions refer to field 10b ("Surveillance equipment and capabilities"):
Enter one or more of the following designations with a total length not exceeding 20 characters, to describe operational surveillance equipment on board and/or the capabilities:

Note 7 - *The "Performance-based Communication and Surveillance (PBCS) Manual" (Doc 9869) contains instructions for operating the performance-based communication facilities that address the required performance for ATC services in a particular area.*

SSR Modes A and C

N No Transponder

A Transponder Mode A (4 digits-4096 codes)

C Transponder Mode A (4 digits-4096 codes) and Mode C

SSR Mode S

E Transponder Mode S with transmission of the aircraft identification, pressure altitude transmission and enhanced squitter capability (ADS-B)

H Transponder Mode S with transmission of the aircraft identification, pressure altitude transmission and enhanced surveillance capability

I Transponder Mode S with transmission of the aircraft identification but without pressure altitude transmission

L Transponder Mode S with transmission of the aircraft identification, pressure altitude transmission, enhanced squitter capability (ADS-B) and enhanced surveillance capability

P Transponder Mode S including pressure altitude transmission but without transmission of the aircraft identification

S Transponder Mode S with transmission of the aircraft identification and pressure altitude

X Transponder Mode S without transmission of the aircraft identification and pressure altitude

Note - *The enhanced surveillance capability is the ability of an aircraft to transmit aircraft data via a Mode-S transponder with downlink.*
(See AIP Switzerland ENR 1-10 for details)

Field 13: "Departure aerodrome and time"

"Departure aerodrome"

ICAO Location indicator. If no ICAO location indicator has been allocated, enter **ZZZZ** and the take-off aerodrome in field 18 with **DEP**/

or, if the flight plan has been filed from an aircraft already in the air, enter AFIL and in field 18 the prefix DEP/ four-digit ICAO location indicator for the ATS location where supplementary flight plan data can be obtained.

"Time (EOBT/ETO)"

EOBT (4-digits).

Field 15: "Cruising speed/Level/Route"

"Cruising speed"

True airspeed in knots N followed by a four-digit number (N0120).

"Level"

VFR for **VFR flights**. For **controlled VFR flights and VFR night flights (NVFR),** or, if it is intended to perform the flight at a specific height, the cruising altitude is to be given in ft MSL (A045) or as a flight level (F085).

"Route"

Planned route. In contrast to the ICAO regulations, Swiss ATS units accept details of the route giving local names based on the **Aeronautical Chart ICAO 1:500 000 2253-B Switzerland.**

Field 15c: "Route (including changes of speed, level and/or flight rules)"

The start of a change to speed and/or altitude, or a change to the ATS route and/or flight rules can be specified here for a single location.

Bearing and distance from a reference point:

The identification of the reference point, followed by the bearing of this point as a three-digit magnetic bearing, followed by the distance from this point as a three-digit indication in nautical miles. In more extensive geographical latitudes, for which the competent authority has determined that the magnetic bearing is not practicable, true bearing may also be used. If necessary, complete the required number of places with zeroes. A point, for example, with bearing 180° magnetic at a distance of 40 nautical miles from VOR "DUB", is to be specified as DUB180040.

Field 16: "Destination AD/Total estimated elapsed time/ALTN aerodrome(s)"

"Destination aerodrome"

ICAO Local indicator. If no ICAO local indicator has been allocated, enter **ZZZZ** and write out the destination aerodrome in field 18 with the identifier **DEST**/.

"Total EET"

Estimated flight duration from take-off until arrival at the destination aerodrome.

"Alternate aerodrome"

ICAO Local indicator If no ICAO local indicator has been allocated, enter **ZZZZ** and write out the alternate aerodrome in field 18 with the identifier **ALTN**/.

Field 18: "Other information"

The operators are warned that the use of identifiers not provided for in the regulations can lead to data being rejected or incorrectly processed or lost.

The provision clarified that hyphens ("-") and slashes ("/") may only be used as indicated.

(See AIP Switzerland ENR 1-10 for details)

0 (zero) if no details are required or enhancements to the information indicated in fields 7-16, and/or

EET/

Distinctive point with estimated flight time until crossing the national or FIR border (EET/ BASEL0050).

RMK

Other information in plain text which the pilot considers to be of importance, or is requested by the ATS (RMK / REQ CUSTOMS).

Switzerland requires information about **training flights, VFR night flights and controlled VFR flights** (RMK / TRG FLT, RMK / NVFR).

Field 19: "Supplementary information"

"Endurance"

After **E**/ maximum flight duration with a 4-digit number (hours and minutes).

"Persons on board"

After **P**/ number of persons on board.

"Emergency radio"

After **R/** delete the emergency frequencies not available.

"Survival equipment/Jackets/Dinghies"

After **S**/, **J**/ and **D**/ delete all emergency and survival equipment that is not available.

"Aircraft colours and markings"

After **A**/ the colours of the aircraft and, if appropriate, any distinctive markings.

"Remarks"

Enter any supplementary information about survival equipment. **N**/ delete, if no further entries.

"Pilot-in-command"

After **C**/ Name of the flight commander in block capitals.

FLIGHT PLAN PLAN DE VOL

PRIORITY
Priorité
≪≡ FF→

ADDRESSEE(S)
Destinataire(s)

FILING TIME
Heure de dépôt

ORIGINATOR
Expéditeur

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR
Identification précise du(des) destinataire(s) et/ou de l'expéditeur

3 MESSAGE TYPE
Type de message
≪≡ (FPL

7 AIRCRAFT IDENTIFICATION
Identification de l'aéronef
–

8 FLIGHT RULES
Règles de vol
–

TYPE OF FLIGHT
Type de vol

9 NUMBER
Nombre
–

TYPE OF AIRCRAFT
Type d'aéronef

WAKE TURBULENCE CAT.
Cat. de turbulence de sillage
/

10 EQUIPMENT AND CAPABILITIES
Equipement et capacités
– /

13 DEPARTURE AERODROME
Aérodrome de départ
–

TIME (EOBT/ETO)
Heure

15 CRUISING SPEED
Vitesse croisière
–

LEVEL
Niveau

ROUTE
Route
→

16 DESTINATION AERODROME
Aérodrome de destination
–

TOTAL EET
Durée totale estimée
HR. MIN.

DEST ALTN AERODROME
Aérodrome de dégagement à destination
→

2ND. DEST ALTN AERODROME
2ème aérodrome de dégagement à destination
→

18 OTHER INFORMATION
Renseignements divers
–

)≪≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Renseignements complémentaires (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ)

19
ENDURANCE
Autonomie
HR. MIN.
–E /

PERSONS ON BOARD
Personnes à bord
→P /

EMERGENCY RADIO
Radio de secours
UHF VHF ELT
→R / U V E

SURVIVAL EQUIPMENT / Equipement de survie
POLAR Polaire
DESERT Désert
MARITIME Maritime
JUNGLE Jungle
→ S / P D M J

JACKETS / Gilets de sauvetage
LIGHT Lampes
FLUORES Fluores
UHF
VHF
→ J / L F U V

DINGHIES / Canots
NUMBER Nombre
CAPACITY Capacité
COVER Couverture
COLOUR Couleur
→ D / → → C ≪≡

AIRCRAFT COLOUR AND MARKINGS
Couleur et marques de l'aéronef
A /

REMARKS
Remarques
→ N / ≪≡

PILOT-IN-COMMAND
Pilote commandant de bord
C /) ≪≡

FILED BY / Déposé par

CHECKED / Contrôlé

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Espace réservé à des fins supplémentaires

1 **Control Zones (CTR) and Terminal Control Areas (TMA)**

CTR and TMA can operate permanently (H24), or at specific predetermined hours (HO) or they are only occasionally (HX) active.

Outside the operating hours the airspace class for the surrounding airspace applies.

Management of control zones (CTR) and terminal control areas (TMA) with the designation "HX"

1.1 **Activation and deactivation**

The times published in the VFR RAC and/or AD Info §4 of the VFR Manual give an indication of the activation times that can be expected. An activation outside the published times, or deactivation within these times is possible at any time.

In a deactivated CTR or TMA (HX), the regulations for the surrounding airspaces G and E apply.

For IFR approaches/take-offs, controlled airspace (CTR and/or TMA) must be active.

1.2 **Querying the airspace status**

The status of an airspace referred to as 'HX' may be obtained from the appropriate air traffic control, a designated frequency, or telephone number or, where available, ATIS.

If it is not possible to establish the current status of the airspace, or if no request for information is made, the airspace is to be considered as active.

1.3 **Establishing radio contact for entry into airspace and maintaining listening watch**

Radio contact must be established and clearance obtained before entering the airspace. Whilst in the airspace, and in radio contact, the instructions of air traffic control are to be complied with and listening watch maintained at all times.

All pilots flying through a deactivated airspace known as 'HX' shall maintain listening watch on the frequency on which the status request was made so that they can be notified of any short-term status changes.

Responsible for radio communications:

REF ICAO-Karte 1:500 000 oder Segelflugkarte

GLDK 1:300 000, COM 2-APP 1/2.

The following information is to be transmitted to air traffic services:

- Call sign;
- Location according to ICAO chart 1:500 000 or glider chart GLDK 1:300 000;
- Altitude AMSL (ft or m);
- Intention of flight.

2 **Special Regulations Applying to LSGG TMA Geneva**

2.1 **Request to enter the airspace**

In order to be able to enter airspace C of the TMA, previous ATC clearance is a must:
for all aircraft GENEVA INFORMATION is to be contacted on 126.350 MHz.

Clearance must be requested at least 10 minutes before entering airspace class C.

Transponder: SSR Mode C specified according to VFR RAC.

2.2 **Neighbouring aerodromes**

In principle, aircraft in transit must avoid airspace C of the TMA. Aircraft flying to or departing from Geneva, Annemasse, Bellegarde and La Côte must stay below airspace C of the TMA. In order to keep noise emissions as low as possible, a minimum height of 3,000 ft is recommended. However, exceptions can be granted depending upon the type of aircraft, the type of flight or prevailing weather conditions.

2.3 **Services**

Clearance to enter TMA Geneva will be granted taking account of the traffic situation.

Services based on airspace class C or E.

3 **VFR Procedures in Control Zones (CTR)**

During the day, visual flights are to be performed in such a way that the minimum visibility and distance from the clouds are complied with in accordance with SERA.5001.

SVFR flights can be approved on the basis of the SERA.5010 requirements.

In Switzerland, night flights are also permitted according to the special visual flight rules

3.1 **Local VFR procedures:**

For flights involving aircraft without operational RTF equipment, authorisation will only be granted:

a) for rescue flights to save life;
b) in emergencies;
c) in exceptions of a special nature (e.g. to undertake repairs on aircraft and flight equipment or for other urgent reasons).

Customs clearance does not constitute a reason for receiving authorisation.

For specific VFR flights, and depending upon the classification of the airspace, air traffic control provides information regarding separation and/or traffic information.

4 **VFR Night Flights (NVFR)**

For NVFR flights, **Art. 27 Ordinance on Traffic Regulations for Aircraft (VRV-L)** is authoritative.

No flight plan needs to be filed for visual flights by helicopters performing rescue missions (incl. training).

During MIL night flights the routes and airspaces published with a NOTAM should be avoided.

The restriction does not apply to helicopters performing a rescue mission.

For visual flights at night, radio communication must also be established and maintained in airspaces G and E on the appropriate air traffic radio channel, if available.

5 **VFR FLIGHTS WITHIN AIRSPACE CLASS C**

5.1 **Flights**

VFR flights in Class C airspace shall be subject to air traffic control for this class. These flights are separated by air traffic control through clearance or instructions regarding the route and altitude of IFR flights, with the purpose of increasing safety in airspaces with high IFR traffic density.

Occasional transit flights by gliders through class C airspaces may be authorised by the responsible air traffic control unit if the conditions are specified and if continuous two-way radio communications can be maintained.

Having previously specified the conditions, the responsible air traffic services unit may also authorise transit flights without radio contact.

5.2 **Aircraft and equipment**

If RAC requires a transponder to be carried, an SSR Mode S transponder of at least level 2 with SI code and elementary surveillance functionality shall be carried.

In addition to the basic equipment engine-power aircraft must also be equipped with:

- VHF radio
- VOR Navigation system
- Compass

5.3 **Radio, transponder, air-traffic clearance**

Regardless of whether a written flight plan was filed, the responsible air traffic control must be contacted in good time before entering airspace class C. Radio communications are generally undertaken in English.

Engine-powered aircraft must carry and activate a Mode-S transponder. Furthermore, when performing balloon flights at night, a Mode-S transponder must also be carried and activated.

If a transponder is carried, it must also be operated for flights not specified by RAC provided an adequate electrical power supply is ensured. The transponder must be operated in accordance with ATC instructions.

5.4 **Performing a flight**

If the assigned route or altitude cannot be maintained under VMC, modified air traffic clearance must be requested in good time.

6 VFR FLIGHTS WITHIN AIRSPACE CLASS D

6.1 Flights

VFR flights in Class D airspace shall be subject to air traffic control for this class. These flights receive clearance, air traffic information about IFR and VFR flights and, if requested, avoidance recommendations from air traffic control. Separation is not undertaken.

Occasional transit flights by gliders through class D airspaces may be authorised by the responsible air traffic control unit if the conditions are specified and if continuous two-way radio communications can be maintained.

Having previously specified the conditions, the responsible air traffic services unit may also authorise transit flights without radio contact.

6.2 Aircraft and equipment

If RAC requires a transponder to be carried, an SSR Mode-S transponder of at least level 2 with SI code and elementary surveillance functionality is to be carried.

In addition to the basic equipment, engine-power aircraft must also be equipped with: VHF radio

6.3 Radio, transponder, air-traffic clearance

Regardless of whether a written flight plan was filed, the responsible air traffic control must be contacted in good time before entering airspace class D. Radio communications are generally undertaken in English.

Engine-powered aircraft must carry and activate a Mode-S transponder. Furthermore, when performing balloon flights at night, a Mode-S transponder must also be carried and activated.

If a transponder is carried, it must also be operated during flights even though RAC does not specify this, provided an adequate electrical power supply is ensured.

The transponder must be operated in accordance with ATC instructions.

7 VFR FLIGHTS WITHIN AIRSPACE CLASS E

VFR flights in Class E airspace may take advantage of the flight information service and air traffic information, provided that the capabilities of air traffic control allow this. Neither air traffic management nor separation is offered.

If RAC requires a transponder to be carried, an SSR Mode-S transponder of at least level 2 with SI code and elementary surveillance functionality is to be carried.

Engine-powered aircraft must carry and operate a Mode-S transponder for flights at and above 7000 ft AMSL. For night flights even when below 7000 ft AMSL. Furthermore, balloon flights at night and helicopter take-offs in foggy or low stratus conditions require a Mode-S transponder to be carried and operated.

If a transponder is carried, it must also be operated during flights not specified by RAC provided an adequate electrical power supply is ensured.

8 **VFR FLIGHTS WITHIN AIRSPACE CLASS G**

VFR flights in Class G airspace may take advantage of the flight information service, provided that the capabilities of air traffic control allow this. Neither air traffic management nor separation is offered.

If RAC requires a transponder to be carried, an SSR Mode-S transponder of at least level 2 with SI code and elementary surveillance functionality is to be carried.

For night flights, engine-powered aircraft must carry and operate a Mode-S transponder. Furthermore, balloon flights at night and helicopter take-offs in foggy or low stratus conditions require a Mode-S transponder to be carried and operated.

If engine-powered, or non-engine-powered aircraft are performing flights above 1000 ft above ground with a horizontal distance to clouds of less than 1500 m or a vertical distance to clouds of less than 1000 ft, a Mode-S transponder is to be carried and operated.

If a transponder is carried, it must also be operated during flights not specified by RAC provided an adequate electrical power supply is ensured.

9 **General Rules**

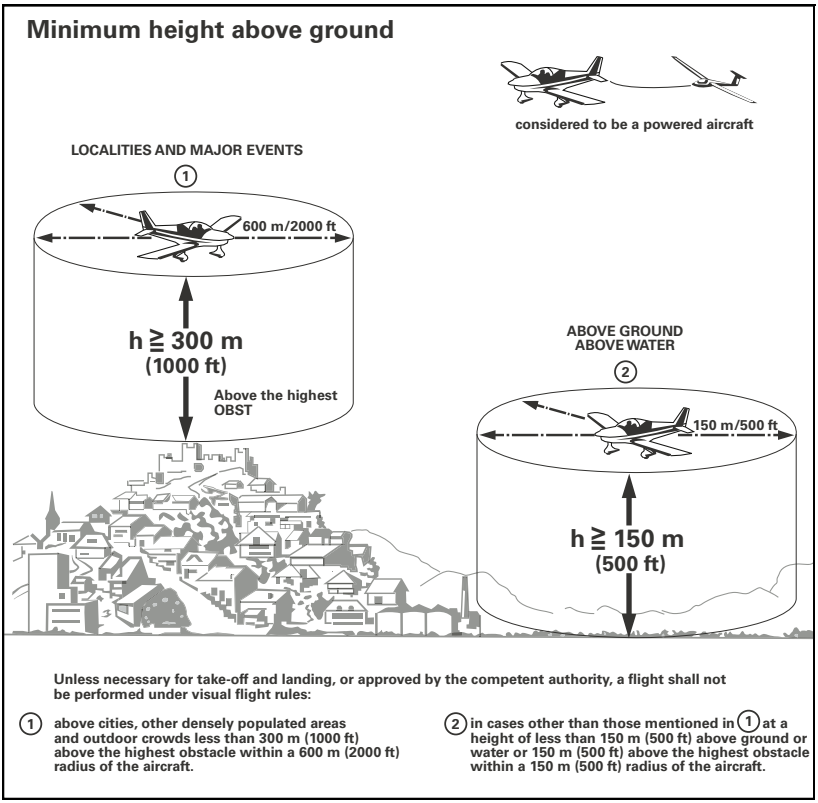
9.1 **Visibility and distance from clouds (Day VFR)**

VISIBILITY AND CLOUD DISTANCES (day VFR):

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above FL100	C, D, E	8 km	↕ 1000 ft / ↔ 1500 m
Below FL100		5 km	↕ 1000 ft / ↔ 1500 m
Between 1000 ft AGL and 2000 ft AGL	G	5 km*	No transponder operated: ↕ 1000 ft / ↔ 1500 m
			Transponder operated: Clear of cloud and with the surface in sight
Below 1000 ft AGL			Clear of cloud and with the surface in sight

* Flight visibility of not less than 1500 m if flight speed of 140 kts IAS or less to avoid other traffic and obstacles or in case of low traffic encounters (e.g. low traffic, low level aerial work).
Note: Helicopters may operate at visibility of not less than 800 m ref. VFR Manual RAC 1-0 Class G – Uncontrolled ASP

9.2 **Minimum height above ground**



9.3 **Radio communication failure procedures**

Radio communication failure procedures are defined in the Standardised European Rules of the Air (SERA), more specifically in SERA.14083 and its Acceptable Means of Compliance (AMC) and Guidance Material (GM). The relevant provisions for VFR flight crews are the following:

An aircraft experiencing a radio communication failure shall set the transponder on Mode A Code 7600 and/or set the ADS-B transmitter to indicate the loss of air-ground communications. A VFR flight shall continue to fly in VMC, land at the nearest suitable aerodrome, and report its arrival by the most expeditious means to the appropriate ATS unit. The aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for instructions as may be issued by visual signals.

10 **Transponder Use for VFR Flights**

SSR TRANSPONDER OPERATIONS

1. A Mode S transponder of at least level 2 with SI code and Elementary Surveillance Functionality (ELS) shall be carried and operated in the following cases:
   - Motorized aircraft:
     a) in airspace classes C and D,
     b) in airspace classes E at and above *7000 ft AMSL*,
     c) for NVFR flights in all airspace classes,
     d) if operating with cloud distances below ↕1000 ft /↔1500 m between 1000 ft AGL – 2000 ft AGL,
     e) for helicopters when departing with ground fog or fog conditions in all airspace classes.
   - Non-motorized aircraft:
     a) if operating with cloud distances below ↕1000 ft /↔1500 m between 1000 ft AGL – 2000 ft AGL,
     b) balloons on NVFR flights in all airspace classes,
     c) balloons when departing with ground fog or fog conditions in all airspace classes.
2. If a transponder is carried and unless otherwise instructed by ATC, the transponder shall always be operated and the Code 7000 with altitude-reporting shall be used. Non-motorised aircraft subject to power availability

11 **Flights over Quiet Nature and Deer Zones**

The quiet nature zones are indicated on the aeronautical chart ICAO 1:500 000, 2253-B Switzerland and the Glider Chart 1:300,000.

11.1 **Quiet nature zones**

- **National park**
  Coordinates: REF AIP ENR 5.6, § 4
- **Area Adula/Greina/Medels/Vals**
  Coordinates: REF AIP ENR 5.6, § 4
- **Area Binntal**
  Coordinates: REF AIP ENR 5.6, § 4
- **Area Weissmies**
  Coordinates: REF AIP ENR 5.6, § 4

11.1.1 **Overflight**

Flying over peaceful nature zones is to be avoided, or the flight must be performed at a considerably greater height than the minimum prescribed (cf. Art. 28 Traffic Regulations for Aircraft, VRV-L) by taking the shortest possible route.

11.2 **Quiet Deer Zones**

Quiet deer zone Derborence

11.2.1 **Overflight**

Flying over quiet deer zones is to be avoided, or the flight must be performed at a considerably greater height than the minimum prescribed height (cf. Art. 28 Traffic Regulations for Aircraft, VRV-L) by taking the shortest possible route. The ruling applies to all aircraft.

12 **COORDINATION OF SPECIAL FLIGHTS IN AIRSPACES C + D**

Particular flights within airspaces C and D, apart from normal take-offs, landings or crossings of the airspace, can pose a danger for other airspace users and place an additional coordination effort on air traffic controllers.

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

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.

12.1 **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 https://www.skyguide.ch/en/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 1200 LT.

If specific conditions are not met, operators will be redirected on the "SFO APP" and shall submit the request to the special flight office (SFO), Skyguide, no later than 10 working days prior to the date of flight.

12.2 **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 the permission. It may refuse, interrupt or suspend special flights, or impose additional restrictions.

In order to regulate conflicts of interest FOCA issues instructions on airspace management, in particular those with regard to airspace usage priorities. These airspace usage priorities and deviations thereof are available under Air Traffic Control and Airspace.

12.3 **Support for "SFO APP"**

Phone: +41 43 931 62 36

Email: specialflight@skyguide.ch

General special flight support:

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

13 **Approach, Transit and Departure**

13.1 **General**

Civil aircraft from ICAO member states are not required to obtain permission to overfly Swiss territory or for non-commercial landings in Switzerland (Article 5 Chicago Convention).

Approaches, transit, take-offs and landings must be carried out in accordance with Swiss civil aviation legislation.

Every aircraft arriving from or flying abroad must use an aerodrome open to international traffic. Emergency landings accepted.

Under certain conditions, aerodromes have limited customs competence.

REF: AIP AD 1.3

See VFR Manual for details: AGA, chart VFR AGA, AD INFO, § 9.

Third-party liability insurance for aircraft using Swiss airspace.

13.2 **Third-party liability claims**

Liability claims from third parties on the ground.

Liability claims from third parties on the ground for any damages (personal injury and property damage together) suffered must meet the following minimum requirements:

	Minimum insurance sum (millions of Special Drawing Rights SDR) 1 SDR = approx. CHF 1.39, MAR 16
a. Aircraft with a take-off weight below 499 kg	0.75
b. Aircraft with a take-off weight of 500 kg or higher, but below 999 kg	1.5
c. Aircraft with a take-off weight of 1000 kg or higher, but below 2699 kg	3
d. Aircraft with a take-off weight of 2700 kg or higher, but below 5999 kg	7
e. Aircraft with a take-off weight of 6000 kg or higher but below 11,999 kg	18
f. Aircraft with a take-off weight of 12,000 kg or higher, but below 24,999 kg	80
g. Aircraft with a take-off weight of 25,000 kg or higher, but below 49,999 kg	150
h. Aircraft with a take-off weight of 50,000 kg or higher, but below 199,999 kg	300
i. Aircraft with a take-off weight of 200,000 kg or higher, but below 499,999 kg	500
j. Aircraft with a take-off weight of 500,000 kg or higher	700
k. Parachute jumpers, hang gliders, kites, paragliding, tethered balloons	CHF 1,000,000

Third-party claims made by passengers

The minimum guarantee for liability claims for passengers is 250,000 special drawing rights per traveller. In the case of non-commercial flights operated by aircraft with a take-off weight of up to 2700 kg, the minimum guarantee may be less than this amount, but must be at least 100,000 special drawing rights per passenger. In the case of non-commercial flights without passengers, a corresponding liability insurance can be waived.

SDR as defined by the International Monetary Fund

(1 SDR = CHF 1.85, January 06).

For more information: http://www.imf.org/external/np/exr/facts/sdr.HTM

REF: Art. 125, Art. 132a of the Swiss Federal Aviation Ordinance (LFV, SR 748.01), Ordinance on Special Category Aircraft (VLK, SR 748.941)

13.3 **Private flights**

Private flights of foreign civil aircraft to and from Switzerland do not require authorisation if the aircraft is registered in a country that is a member of the International Civil Aviation Organisation (ICAO).

1. **Flight documents for aircraft registered in Switzerland**

The following documents, manuals and information shall be carried on the flight in their original form or as a copy unless otherwise specified:

a) the aircraft flight manual (AFM) or equivalent document(s)
b) the original of the registration certificate,
c) the original of the Certificate of Airworthiness (CofA),
d) the Continuing Airworthiness Review Certificate (ARC) or valid confirmation of the airworthiness control,
e) scope of utilisation, if applicable,
f) noise certificate, if applicable,
g) list of special approvals (SPA), if applicable,
h) towing airworthiness certificate, if applicable
i) licence for aircraft stations (OFCOM), if applicable
j) proof of third-party liability insurance towards third parties on the ground and, if prescribed, proof of third-party liability insurance vis-à-vis travellers,
k) the pilot logbook or equivalent document for the aircraft, including certificates of release to service,
l) details of the flight plan (ATS flight plan) provided to air traffic services, if applicable,
m) up-to-date and relevant aeronautical charts for the intended route and area, and any routes reasonably likely to be used as diversions,
n) information on procedures and visual signals for use by intercepting and intercepted aircraft,
o) the checklist issued by the manufacturer or drawn up by the owner (checklist),
p) MEL or CDL, where applicable,
q) in special cases, in particular for aircraft undergoing the certification process, the FOCA determines the documents and records to be carried in individual cases.

2. The aircraft flight manual (AFM)

The flight documents, as well as the information provided by the AFM, may only be modified by or on behalf of the issuing authority.

Any loss of the folder or individual parts thereof must be reported immediately to the Federal Office of Civil Aviation. Any third party who finds the folder is requested to forward it to the Federal Office of Civil Aviation, CH-3003 Bern.

13.4 **Commercial flights**

Flight documents for aircraft registered in Switzerland

The following documents, in the original, must be carried on board the aircraft:

1. **The blue document folder containing:**
   a) original of the registration certificate,
   b) original of the airworthiness certificate (CofA),
   c) the Continuing Airworthiness Review Certificate (ARC) or valid confirmation thereof,
   d) proof of the third party liability insurance guarantee (in SDR),
   e) proof of insurance for third party liability with regard to passengers, if applicable (in SDR),
   f) extract from the AOC in the form of a certified copy, if applicable,
   g) any relevant operating conditions for the aircraft type issued with the AOC,
   h) scope of approval for the aircraft in commercial use, if applicable,
   i) noise certificate, if applicable,
   j) towing worthiness certificate, if applicable,
   k) original of OFCOM's operating licence for aircraft stations.

2. **The aircraft flight manual (AFM)**

The flight documents, as well as the information provided by the AFM, may only be modified by or on behalf of the issuing authority.

Any loss of the folder or individual parts thereof must be reported immediately to the Federal Office of Civil Aviation.

Any third party who finds the folder is requested to forward it to the Federal Office of Civil Aviation, CH-3003 Bern.

13.5 **Health service**

Switzerland renounces any health checks. The right to take action in special cases is reserved.

13.6 **Entry and stay**

In principle, passengers and aircraft crew* require a valid and recognised travel document (passport or identity card) to enter and stay in Switzerland for a maximum of 90 days. Where appropriate, they must also be in possession of a valid visa, unless the holders of the travel document are holders of a residence permit issued by a Schengen State, which is considered equivalent to a visa.

For nationals from:

Belgium, the Netherlands, Monaco, France, Austria, Liechtenstein, Portugal, Luxembourg, San Marino and Spain, a passport that has expired less than five years ago is sufficient.

For nationals of the following countries a valid identity card is sufficient:

Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom, Principality of Liechtenstein, Iceland, and Norway.

For nationals of all other countries special travel documents and visa regulations apply.

An up-to-date overview can be found on the website of the State Secretariat for Migration, SEM (https://www.sem.admin.ch/sem/en/home.html). If necessary, the Swiss representations or the State Secretariat for Migration will provide additional information.

13.7 **Departure**

Passengers and aircraft crew* must have a valid and recognised travel document on departure and, where appropriate, a visa or residence permit from a Schengen State equivalent to a visa for travel to a Schengen State. For travel to countries other than Schengen states, the travel regulations of the respective country must be observed.

* unless they are in possession of a pilot's licence or a Crew Member Certificate in accordance with Annex 9 of the ICAO Convention in the performance of their duties.

1 **Day and Night Limits**

Ordinance on Traffic Regulations for Aircraft (VRV-L), Art. 23, § 6.
The time information in the columns indicates:

Col. 1: BCMT - Beginning of the Civil Dawn (HRH*)
Col. 2: Sunrise (SR)
Col. 3: Sunset (SS)
Col. 4: ECET - End of the Civil Twilight (HRH*) according to Central European Time (CET; UTC+1)

The tables are calculated for 2025 (OCT-DEC) and 2026 (JAN-DEC).

Summertime (ETE: UTC+2) **commences on the last Sunday in March**.
Summertime ends on the last Sunday in October.

The times are indicated in local time (LT) and apply to the entire FIR Switzerland. Reference location for the time calculation is the observatory Bern, 46°57' N / 007°26' E.

The civil dawn begins and the civil twilight ends when the centre of the sun's disk is 6° below the horizon and lasts a little more than 30 minutes.

Night or a night flight is considered to be the time between the end of the evening civil twilight and the beginning of the morning civil dawn.

2025	FIR SWITZERLAND (LT)											
Day	OCT				NOV				DEC			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0659	0729	1910	1940	0641	0713	1714	1746	0721	0755	1643	1718
2	0700	0731	1908	1938	0643	0714	1713	1744	0722	0756	1643	1718
3	0702	0732	1906	1936	0644	0716	1711	1743	0723	0758	1642	1717
4	0703	0733	1904	1934	0645	0717	1710	1742	0724	0759	1642	1717
5	0704	0735	1902	1932	0647	0719	1708	1740	0725	0800	1642	1717
6	0706	0736	1900	1930	0648	0720	1707	1739	0726	0801	1642	1717
7	0707	0737	1858	1928	0650	0722	1705	1738	0727	0802	1641	1716
8	0708	0739	1856	1926	0651	0723	1704	1737	0728	0803	1641	1716
9	0710	0740	1854	1925	0652	0725	1703	1735	0729	0804	1641	1716
10	0711	0741	1852	1923	0654	0726	1702	1734	0730	0805	1641	1716
11	0712	0743	1850	1921	0655	0728	1700	1733	0731	0806	1641	1716
12	0714	0744	1848	1919	0656	0729	1659	1732	0731	0807	1641	1717
13	0715	0746	1847	1917	0658	0731	1658	1731	0732	0808	1641	1717
14	0716	0747	1845	1915	0659	0732	1657	1730	0733	0808	1641	1717
15	0718	0748	1843	1913	0700	0734	1656	1729	0734	0809	1642	1717
16	0719	0750	1841	1912	0702	0735	1655	1728	0734	0810	1642	1717
17	0720	0751	1839	1910	0703	0736	1654	1727	0735	0811	1642	1718
18	0722	0753	1837	1908	0704	0738	1653	1726	0736	0811	1643	1718
19	0723	0754	1836	1906	0706	0739	1652	1725	0736	0812	1643	1718
20	0725	0755	1834	1905	0707	0741	1651	1724	0737	0812	1643	1719
21	0726	0757	1832	1903	0708	0742	1650	1723	0737	0813	1644	1719
22	0727	0758	1830	1901	0710	0744	1649	1723	0738	0813	1644	1720
23	0729	0800	1829	1900	0711	0745	1648	1722	0738	0814	1645	1720
24	0730	0801	1827	1858	0712	0746	1647	1721	0739	0814	1646	1721
25	0731	0803	1825	1856	0713	0748	1647	1721	0739	0815	1646	1722
26	0633	0704	1724	1755	0715	0749	1646	1720	0740	0815	1647	1722
27	0634	0706	1722	1753	0716	0750	1645	1720	0740	0815	1648	1723
28	0636	0707	1720	1752	0717	0751	1645	1719	0740	0815	1648	1724
29	0637	0709	1719	1750	0718	0753	1644	1719	0740	0816	1649	1725
30	0638	0710	1717	1749	0719	0754	1644	1718	0740	0816	1650	1725
31	0640	0712	1716	1747					0741	0816	1651	1726

ETE

2026	FIR SWITZERLAND (LT)											
Day	JAN				FEB				MAR			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0741	0816	1652	1727	0723	0755	1733	1806	0640	0710	1816	1846
2	0741	0816	1653	1728	0721	0754	1735	1807	0638	0708	1817	1848
3	0741	0816	1654	1729	0720	0753	1736	1808	0636	0707	1818	1849
4	0741	0816	1655	1730	0719	0751	1738	1810	0634	0705	1820	1850
5	0741	0816	1656	1731	0718	0750	1739	1811	0632	0703	1821	1852
6	0740	0815	1657	1732	0716	0749	1741	1813	0631	0701	1823	1853
7	0740	0815	1658	1733	0715	0747	1742	1814	0629	0659	1824	1855
8	0740	0815	1659	1734	0714	0746	1744	1816	0627	0657	1826	1856
9	0740	0814	1701	1735	0712	0744	1745	1817	0625	0655	1827	1857
10	0739	0814	1702	1736	0711	0743	1747	1819	0623	0653	1829	1859
11	0739	0814	1703	1738	0709	0741	1748	1820	0621	0651	1830	1900
12	0739	0813	1704	1739	0708	0740	1750	1821	0619	0649	1831	1902
13	0738	0813	1705	1740	0707	0738	1751	1823	0617	0647	1833	1903
14	0738	0812	1707	1741	0705	0736	1753	1824	0615	0645	1834	1905
15	0737	0811	1708	1742	0704	0735	1754	1826	0613	0643	1836	1906
16	0737	0811	1710	1744	0702	0733	1756	1827	0611	0641	1837	1907
17	0736	0810	1711	1745	0700	0732	1758	1829	0609	0639	1838	1909
18	0735	0809	1712	1746	0659	0730	1759	1830	0607	0637	1840	1910
19	0735	0809	1714	1748	0657	0728	1801	1832	0605	0635	1841	1912
20	0734	0808	1715	1749	0655	0726	1802	1833	0603	0634	1843	1913
21	0733	0807	1717	1750	0654	0725	1804	1835	0601	0632	1844	1915
22	0733	0806	1718	1752	0652	0723	1805	1836	0559	0630	1846	1916
23	0732	0805	1719	1753	0650	0721	1807	1837	0557	0628	1847	1917
24	0731	0804	1721	1754	0649	0719	1808	1839	0555	0626	1848	1919
25	0730	0803	1722	1756	0647	0718	1810	1840	0553	0624	1850	1920
26	0729	0802	1724	1757	0645	0716	1811	1842	0551	0622	1851	1922
27	0728	0801	1725	1758	0643	0714	1813	1843	0549	0620	1852	1923
28	0727	0800	1727	1800	0642	0712	1814	1845	0547	0618	1854	1924
29	0726	0759	1728	1801					0645	0716	1955	2026
30	0725	0758	1730	1803					0643	0714	1957	2027
31	0724	0756	1731	1804					0641	0712	1958	2029

2026	FIR SWITZERLAND (LT)											
Day	APR				MAY				JUN			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0639	0710	1959	2030	0541	0615	2040	2114	0501	0539	2117	2156
2	0637	0708	2001	2032	0540	0613	2042	2116	0500	0539	2118	2157
3	0635	0706	2002	2033	0538	0612	2043	2117	0500	0538	2119	2158
4	0633	0704	2004	2035	0536	0610	2045	2119	0459	0538	2120	2159
5	0631	0702	2005	2036	0535	0609	2046	2120	0458	0537	2121	2200
6	0629	0700	2006	2037	0533	0607	2047	2122	0458	0537	2121	2201
7	0627	0658	2008	2039	0531	0606	2048	2123	0457	0536	2122	2201
8	0625	0656	2009	2040	0530	0605	2050	2125	0457	0536	2123	2202
9	0623	0654	2010	2042	0528	0603	2051	2126	0456	0536	2124	2203
10	0621	0652	2012	2043	0527	0602	2052	2128	0456	0535	2124	2204
11	0619	0650	2013	2045	0525	0600	2054	2129	0456	0535	2125	2204
12	0617	0648	2014	2046	0524	0559	2055	2131	0456	0535	2125	2205
13	0615	0647	2016	2048	0522	0558	2056	2132	0455	0535	2126	2206
14	0613	0645	2017	2049	0521	0556	2057	2133	0455	0535	2126	2206
15	0611	0643	2019	2051	0519	0555	2059	2135	0455	0535	2127	2207
16	0609	0641	2020	2052	0518	0554	2100	2136	0455	0535	2127	2207
17	0607	0639	2021	2054	0517	0553	2101	2138	0455	0535	2128	2207
18	0605	0637	2023	2055	0515	0552	2102	2139	0455	0535	2128	2208
19	0603	0635	2024	2057	0514	0551	2104	2140	0455	0535	2128	2208
20	0601	0634	2025	2058	0513	0550	2105	2142	0455	0535	2129	2208
21	0559	0632	2027	2100	0512	0549	2106	2143	0455	0535	2129	2209
22	0558	0630	2028	2101	0510	0547	2107	2144	0456	0536	2129	2209
23	0556	0628	2030	2103	0509	0547	2108	2146	0456	0536	2129	2209
24	0554	0627	2031	2104	0508	0546	2109	2147	0456	0536	2129	2209
25	0552	0625	2032	2105	0507	0545	2110	2148	0457	0536	2129	2209
26	0550	0623	2034	2107	0506	0544	2111	2149	0457	0537	2129	2209
27	0548	0622	2035	2108	0505	0543	2112	2150	0458	0537	2129	2209
28	0547	0620	2036	2110	0504	0542	2113	2152	0458	0538	2129	2209
29	0545	0618	2038	2111	0503	0541	2114	2153	0459	0538	2129	2209
30	0543	0617	2039	2113	0503	0541	2115	2154	0459	0539	2129	2208
31					0502	0540	2116	2155				

ETE

2026	FIR SWITZERLAND (LT)											
Day	JUL				AUG				SEP			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0500	0539	2129	2208	0534	0610	2103	2138	0618	0650	2010	2042
2	0501	0540	2128	2208	0536	0611	2101	2137	0619	0651	2008	2039
3	0501	0541	2128	2207	0537	0612	2100	2135	0621	0652	2006	2037
4	0502	0541	2128	2207	0538	0613	2059	2133	0622	0653	2004	2035
5	0503	0542	2127	2207	0540	0615	2057	2132	0623	0655	2002	2033
6	0504	0543	2127	2206	0541	0616	2056	2130	0625	0656	2000	2031
7	0504	0543	2127	2205	0543	0617	2054	2129	0626	0657	1958	2029
8	0505	0544	2126	2205	0544	0618	2053	2127	0628	0659	1956	2027
9	0506	0545	2126	2204	0545	0620	2051	2125	0629	0700	1954	2025
10	0507	0546	2125	2204	0547	0621	2049	2123	0630	0701	1952	2023
11	0508	0547	2124	2203	0548	0622	2048	2122	0632	0703	1950	2021
12	0509	0548	2124	2202	0550	0624	2046	2120	0633	0704	1948	2019
13	0510	0549	2123	2201	0551	0625	2045	2118	0634	0705	1946	2017
14	0511	0550	2122	2200	0553	0626	2043	2116	0636	0706	1944	2015
15	0512	0550	2121	2159	0554	0627	2041	2114	0637	0708	1942	2013
16	0514	0551	2121	2158	0555	0629	2039	2113	0638	0709	1940	2011
17	0515	0552	2120	2157	0557	0630	2038	2111	0640	0710	1938	2009
18	0516	0554	2119	2156	0558	0631	2036	2109	0641	0712	1936	2007
19	0517	0555	2118	2155	0600	0633	2034	2107	0642	0713	1934	2005
20	0518	0556	2117	2154	0601	0634	2033	2105	0644	0714	1932	2003
21	0520	0557	2116	2153	0603	0635	2031	2103	0645	0716	1930	2001
22	0521	0558	2115	2152	0604	0637	2029	2101	0647	0717	1928	1959
23	0522	0559	2114	2151	0605	0638	2027	2059	0648	0718	1926	1957
24	0523	0600	2113	2149	0607	0639	2025	2057	0649	0720	1924	1954
25	0525	0601	2112	2148	0608	0640	2023	2055	0650	0721	1922	1952
26	0526	0602	2110	2147	0610	0642	2022	2053	0652	0722	1920	1950
27	0527	0604	2109	2145	0611	0643	2020	2052	0653	0723	1918	1948
28	0529	0605	2108	2144	0612	0644	2018	2050	0654	0725	1916	1946
29	0530	0606	2107	2143	0614	0646	2016	2048	0656	0726	1914	1944
30	0531	0607	2105	2141	0615	0647	2014	2046	0657	0727	1912	1942
31	0533	0608	2104	2140	0617	0648	2012	2044				

2026	FIR SWITZERLAND (LT)											
Day	OCT				NOV				DEC			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0658	0729	1910	1940	0641	0713	1714	1746	0720	0755	1643	1718
2	0700	0730	1908	1938	0642	0714	1713	1745	0721	0756	1643	1718
3	0701	0732	1906	1937	0644	0716	1711	1743	0722	0757	1643	1717
4	0703	0733	1904	1935	0645	0717	1710	1742	0724	0758	1642	1717
5	0704	0734	1902	1933	0646	0719	1709	1741	0725	0800	1642	1717
6	0705	0736	1900	1931	0648	0720	1707	1739	0726	0801	1642	1717
7	0707	0737	1858	1929	0649	0721	1706	1738	0727	0802	1641	1717
8	0708	0738	1856	1927	0651	0723	1704	1737	0728	0803	1641	1716
9	0709	0740	1855	1925	0652	0724	1703	1736	0729	0804	1641	1716
10	0711	0741	1853	1923	0653	0726	1702	1734	0729	0805	1641	1716
11	0712	0742	1851	1921	0655	0727	1701	1733	0730	0806	1641	1716
12	0713	0744	1849	1919	0656	0729	1659	1732	0731	0806	1641	1717
13	0715	0745	1847	1918	0657	0730	1658	1731	0732	0807	1641	1717
14	0716	0747	1845	1916	0659	0732	1657	1730	0733	0808	1641	1717
15	0717	0748	1843	1914	0700	0733	1656	1729	0734	0809	1642	1717
16	0719	0749	1841	1912	0702	0735	1655	1728	0734	0810	1642	1717
17	0720	0751	1840	1910	0703	0736	1654	1727	0735	0810	1642	1718
18	0721	0752	1838	1909	0704	0738	1653	1726	0736	0811	1643	1718
19	0723	0754	1836	1907	0705	0739	1652	1725	0736	0812	1643	1718
20	0724	0755	1834	1905	0707	0740	1651	1724	0737	0812	1643	1719
21	0726	0757	1832	1903	0708	0742	1650	1724	0737	0813	1644	1719
22	0727	0758	1831	1902	0709	0743	1649	1723	0738	0813	1644	1720
23	0728	0759	1829	1900	0711	0745	1648	1722	0738	0814	1645	1720
24	0730	0801	1827	1858	0712	0746	1648	1722	0739	0814	1645	1721
25	0631	0702	1726	1757	0713	0747	1647	1721	0739	0815	1646	1721
26	0633	0704	1724	1755	0714	0749	1646	1720	0739	0815	1647	1722
27	0634	0705	1722	1754	0716	0750	1645	1720	0740	0815	1647	1723
28	0635	0707	1721	1752	0717	0751	1645	1719	0740	0815	1648	1724
29	0637	0708	1719	1751	0718	0752	1644	1719	0740	0816	1649	1724
30	0638	0710	1718	1749	0719	0754	1644	1718	0740	0816	1650	1725
31	0639	0711	1716	1748					0741	0816	1651	1726

ETE

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1 Altimeter Settings

1.1 Altimeter setting regions

Switzerland is divided into the following three altimeter setting regions:

a) Altimeter setting region Zurich;
b) Altimeter setting region Geneva;
c) Altimeter setting region Ticino, TICINO (south of the line Passo San Giacomo, Pizzo Rotondo, Pizzo Centrale, Passo del Lucomagno, Splügen Pass).

The atmospheric pressure for TICINO is to be requested from the flight information centre (FIC) or the aviation weather centres Geneva and Zurich. Flights performed according to visual flight rules are obliged to use the QNH values for the appropriate altitude setting region.

1.2 Altimeter setting

The cruising altitudes at which a flight or segment of a flight is to be performed are to be indicated as:

a) flight levels for flights in or above the lowest usable flight level or, if applicable, above the transition altitude;
b) heights for flights below the lowest usable flight level or, if applicable, below the transition altitude.

1.2.1 Cruising levels

Unless otherwise specified in air traffic control clearances, flights under visual flight rules shall be performed during horizontal cruising if they are above 900 m (3000 ft) above the ground or water at a cruising level specified in accordance with the route above ground in the cruise altitudes table in Appendix 3 to the Regulation (EU) No 923/2012 (SERA Regulation).

1.3 Checking the altimeter

It is the duty of the aircraft commander or any other authorised aircraft crew member to check the altimeter(s) for correct readings before the start of a flight; the permissible deviations are as follows:

Aerodrome AMSL	Permitted deviation for an altimeter range of	
ft	0-30 000 ft	0-50 000 ft
Below 3500	60	80
3500-4000	75	115
4000-5000	80	125
5000-6000	85	135

2 **Low overflights over aerodromes**

Pilots must observe legally defined minimum flight altitudes (see SERA.5005 (f)). There are a number of instances in which breaching these minimum flight altitudes is permitted (see Art. 28 VRV-L). A differentiation must be made between the following types of low overflights over aerodromes:

"Low pass"

- Purpose: "to fly past the control tower or other observation point for the purpose of visual inspection on the ground" (in accordance with ICAO and SERA). A request for and clearance of a "low pass" are always issued in connection with a situation that is out of the ordinary, i.e. a "problem or emergency situation".
- Application: The aerodrome control tower or another unit on the ground can carry out a "visual inspection" of the aircraft (e.g. visual check to determine if there is a problem with the landing gear).
- Pilot request: The reason for a "low pass" must be communicated on the frequency.
- Manoeuvre: The aircraft flies past the aerodrome control tower or above another unit on the ground at a constant altitude.
- Minimum flight altitude: The pilot may descend below the minimum flight altitude in agreement with the chief of aerodrome or another unit on the ground (aerodromes without Air Traffic Services) or with clearance from the responsible air traffic control unit (controlled aerodromes) and without the need for further approval from the Federal Office of Civil Aviation (FOCA).

"Low approach"

- Description: "to make an approach along, or parallel to a runway, descending to a minimum level" or altitude.
- Purpose: The request for and clearance of a "low approach" shall only be made/issued for training purposes or e.g. for survey flights for checking navigation systems and testing on-board instruments after maintenance.
- Pilot request: The reason for a "low approach" must be communicated on the frequency.
- Manoeuvre: The aircraft descends to a minimum altitude (usually up to the threshold of the RWY in use or as agreed between the pilot and the ATCO), carries out a go-around manoeuvre and rejoins normal aerodrome traffic flow afterwards.
- Minimum flight altitudes: An aircraft may descend below the minimum flight altitudes during an approach to an aerodrome with the intent of performing a go-around or missed approach without having been given approval by the FOCA. The air traffic controller (ATCO) must only subsequently combine the approval with an altitude restriction if this is required for ATC reasons (or other requirements, e.g. noise restrictions).

Other instances of low overflights over aerodromes

If a low overflight over an aerodrome is requested or carried out for reasons/purposes other than the two mentioned above, this cannot be said to be a "low approach" or a "low pass". The minimum flight altitudes must generally be observed during such overflights. Flying below the minimum flight altitudes requires prior approval from the FOCA. The pilot is responsible for observing the flight altitude approved by the FOCA (which is below the minimum flight altitude).

3 Powered Gliders

For powered gliders with running engine the traffic rules for aircraft apply, for powered gliders with the engine off the traffic rules for gliders are applicable.

A towing vehicle (powered aircraft tows glider) is considered to be a powered aircraft.

4 **Procedures for Flying in Clouds**

Flying in clouds is defined as an instrument flight according to Art. 25 VRV-L.

4.1 **Conditions for flying in clouds**

- outside CTR/TMA
- outside airspace class G
- outside LSR for gliders
- outside the P/R/D areas
- SR-SS, ATC clearance required for every procedure for flying in clouds
- Transponder required
- Two-way radio communications required

4.2 **Authorisation procedures**

Clearance to perform a flight in clouds can be requested on the following radio frequencies:

- ALPS RADAR FREQ 119.225 MHz En,
  Zurich Information FREQ 124.700 MHz Ge/En.
- ALPS RADAR FREQ 119.175 MHz En,
  Geneva Information FREQ 126.350 MHz Fr/En.

Every request must include the following information:

- Call sign
- Flight position
- Planned upper level
- Planned route
- Planned time frame

Clearance must be obtained for every flight into clouds.

5 **Mountain Flights**

5.1 **General**

The terrain of the high mountains and the special weather conditions prevailing requires compliance with the following guidelines in order to prepare VFR flights over the Alps.

Crossing the Alps in a N-S direction and vice-versa is to be planned in such a way that the shortest route over inaccessible terrain is taken.

5.2 **Routes**

The following main routes are recommended if weather is good:

a) Zurich - Lake Lucerne - Reusstal - Andermatt - Gotthard Pass - Val Leventina - Locarno;
b) Bern - Spiez - Kandersteg - Gemmi Pass - Visp - Brig - Simplon Pass - Domodossola;
c) Altenrhein - Sargans - Chur - Lenzerheide - Julier Pass - Samedan.

The 3 routes mentioned above, as other recommended routes for VFR crossing of the Alps, are entered on the **Aeronautical Chart ICAO, 1:500 000 (2253-B) Switzerland**.

5.3 **Regulations and recommendations**

- The mountains should not be crossed above a blanket of clouds. The greater flight altitudes required and the associated sharp drop in engine power could lead to unexpected flight irregularities under instrument meteorological conditions (IMC) between hidden mountain peaks.
- Vertical air currents in the mountains are much stronger than in the lowlands. Passes should therefore be approached with a safety margin of at least 1000 ft AGL (300 m) and from the side in such a way that a return curve can be performed without danger if the terrain behind the pass is covered by clouds.
- A pass should not be crossed in a climb, but horizontally or in a descent with sufficient airspeed, in order to be able to fly through downwind zones fast.
- Pilots with limited experience in mountain flying should avoid crossing the Alps or turn around in plenty of time:
  a) In "Föhn" situations:
  b) If the weather forecast states: “Alps in clouds”
  c) If the formation of a thunderstorm is observed;
  d) If there is shower activity (even in summer);
  e) If the cloud base over the Alps is too low.

5.4 **Safety precautions**

It is recommended to file an ATC flight plan before crossing the Alps and carry a portable ELT (emergency transmitter).

In addition, it is recommended: to take warm clothing, blankets, signal lamps or signal flares, as well as emergency rations.

In case of emergency landings in the Alps it is recommended to stay with the aircraft and not to make dangerous descents over glaciers or rocks without suitable equipment and without mountain experience.

If possible, distress calls with the aircraft transmitter should not only be made on the emergency frequency **121.500 MHz**, but also on the corresponding FIC FREQ and to an airspace working FREQ (COM 2-APP 1/2).

6 **Helicopter and Balloon Take-offs in Ground Mist or Low Stratus**

If the minimum conditions for take-offs according to visual flight rules because of ground mist or low stratus are not fulfilled, take-off is permitted if:

a) the lower limit of the fog layer is not higher than 200 m above the take-off area and the layer itself does not exceed 300 m in density;
b) if visual meteorological conditions prevail above the layer of fog and
c) the take-off is performed in accordance with the procedures set out by the FOCA.

The buoyancy shall be measured so that a height of at least 300 m over the top of the fog layer is reached 5 min after take-off.

For helicopters, such DEP are only permitted for special operations in accordance with article 4, paragraph 1 of Commission Implementing Regulation (EU) No.923/2012 and other state flights. A special approval by FOCA is required. For Balloons, such departures are only permitted in Class G airspace (Art.24 VRV-L).

If the take-off takes place **outside a control zone (CTR) and/or does not continue to a terminal control area (TMA) or control zone (CTR)**, the pilot transmits the information about his take-off in ground mist or low stratus on frequency **130.805 MHz** as a **blind transmission**.

Example:

TRAFFIC LANGENTHAL AREA, [CALLSIGN], HELI DEPARTURE IN FOG FROM MADISWIL, HEADING 060 IN 1 MINUTE.

If there is no call from another aircraft, the pilot can commence his fog penetration procedure.

Completion of the procedure is reported on frequency 130.805 MHz as a blind transmission.

Example:

[CALLSIGN], FOG DEPARTURE COMPLETED, AREA MADISWIL, 3000 FEET.

If a take-off commences **within a control zone (CTR) and/or continues to a terminal control area (TMA) or control zone (CTR)**, the pilot requests clearance on the frequency of the **responsible air traffic control** before take-off.

7 **Special Regulations for Untethered Balloon Flights**

7.1 **General**

Flights with untethered balloons are governed by:

- regulations dated 20 May 2015 governing the traffic rules for aircraft (VRV-L) and the
- following special rules.

7.2 **Radio communications**

5 MIN before entering class C and D airspaces, two-way radio communication with the appropriate ATC unit is to be established and maintained during the flight, provided that propagation conditions permit.

If radio communications fail during the flight in **airspaces C and D**, proceed as follows:

a) select SSR transponder code 7600 if continuing the flight the last reported altitude (AMSL), or a lower altitude is to be maintained,
or
b) the controlled airspace is to be vacated by the quickest route (laterally or vertically).

7.3 **Take-off in ground mist**

See RAC 4-5-3 § 5

7.4 **Night flights**

At the latest 3 hours before take-off a flight plan is to be submitted to the responsible ATS unit.

During MIL night flight operations the routes and air spaces published with a NOTAM in accordance with VFR RAC are to be avoided.

For flights in airspace class E the transponder Mode A code 7000 shall be set.

7.5 **Cross-border balloon flights**

In accordance with RAC 4-2-1, §1.4, the cross-country flight plan form issued by the Federal Office of Civil Aviation (FOCA) for cross-border balloon flights must be carried where states do not require a flight plan.

At present, both Austria and Germany do not require a flight plan for balloons.

The cross-country flight plan form can be obtained from:

Federal Office of Civil Aviation

CH-3003 Bern

Email: sbfl@bazl.admin.ch

Website: https://www.bazl.admin.ch/bazl/en/home/personal/flugausbildung/flight-school.html

If a flight plan has not been filed, an alerting service will be subject to a delay. Flight plans are monitored and an emergency will be declared if an arrival report has not been submitted (SERA.4020).

8 **Operation of Water-based Aircraft**

8.1 **General**

When two aircraft or an aircraft and a vessel are approaching on the water and there is a risk of collision, pilots shall take into account the limited mobility of the vehicles involved and manoeuvre them carefully.

8.2 **Crossing routes**

An aircraft approached by another aircraft or vessel from the right shall avoid it in such a way as to maintain a sufficient distance.

8.3 **Vehicles approaching head on**

An aircraft directly approaching another aircraft or vessel, or approximately so, shall alter its heading to the right and maintain sufficient distance.

8.4 **Overtaking**

The overtaken vessel or aircraft shall have the right of way; the overtaking vehicle is to change its heading in order to maintain a sufficient distance.

8.5 **Take-off and landing**

An aircraft that is landing or taking off on water shall maintain a sufficient distance from all ships and avoid impeding their course.

8.6 **Lights to be displayed**

During the night, all aircraft on the water operate the lights according to SERA3215 of the regulation (EU) No. 923/2012 (SERA regulation); no lights may be operated that could be confused with the ones prescribed.

9 **Procedures for HEMS Flights (Medical Emergency Helicopter Flights) in Active Airspace Restriction Zones**

HEMS flights are only helicopter flights that are carried out for the purpose of medical emergency assistance, where immediate transport is unavoidable, and are approved as such by the FOCA.

Authorisations for entry into active restricted flight zones or take-offs in active restricted flight zones are to be issued for HEMS flights in accordance with the following procedure:

HEMS flights are to contact the location indicated in the table below by radio using the following phraseology 5 minutes, or as soon as possible, before entering the restricted area:

Example:

"(CS): REQUEST PRIORITY FOR HEMS-MISSION IN RESTRICTED AREA AXALP"

If there is no radio contact, the Range Control Officer (RCO) must be contacted by telephone before entering the restricted area.

Subsequently, all activities in the restricted flight area which could endanger the HEMS operation are to be suspended until the end of the HEMS operation within the restricted flight area concerned.

The end of the HEMS flight within the active flight restriction area is reported using the following phraseology:

Example:

"(CS): HEMS OPERATION COMPLETED LEAVING RESTRICTED AREA AXALP"

Zone	Coordination Unit	Frequency	Phone no.*
LSR4 (LSR4A) LAKE NEUCHÂTEL (FOREL)	PAYERNE TWR Range Control Officer (RCO)	128.680 MHz N/A	+41 (0) 26 662 20 88 +41 (0) 26 662 21 64/65
LSR6 AXALP	MEIRINGEN TWR Range Control Officer (RCO)	130.155 MHz N/A	N/A +41 (0) 41 679 72 57/55
LSR8 (LSR8A) DAMMASTOCK	Range Control Officer (RCO) Call sign: Romeo 8	128.380 MHz	+41 (0) 41 888 63 00
LSR11 (LSR11A) ZUOZ/S-CHANF	Range Control Officer (RCO) Call sign: Romeo 11	135.480 MHz	+41 (0) 81 854 05 53
LSR13 AXALP	MEIRINGEN TWR Range Control Officer (RCO)	130.155 MHz N/A	N/A +41 (0) 41 679 72 57/55
TEMPO RESTRICTED AREA FOR PATROUILLE SUISSE DISPLAYS	Display Director Call sign: TIGER	130.805 MHz	N/A
TEMPO RESTRICTED AREA FOR PC-7 TEAM DISPLAYS	Display Director Call sign: TURBO	130.805 MHz	N/A
*No information. Information about activation REF: RAC "Flight restriction areas".			

Danger Zones		
Designation and Name	**Type of danger**	**Activation hours: HR LT Remarks**
1	**2**	**3**
LSD3 **GRANDVILLARD**	MIL aviation activities	Activation hours: see **DABS** Information about current activities can be requested on frequency **135.480** MHz or telephone no. **+41 (0) 44 813 31 10**.
LSD5 **ERISWIL**	MIL aviation activities (Air-to-ground target practice)	Activation hours: see **DABS** Information about current activities can be requested via Zurich Information **124.700** MHz or via telephone no. **+41 (0) 44 813 31 10**.
LSD10 **BREIL/BRIGELS**	MIL aviation activities	Activation hours: see **DABS** Information about current activities can be requested on frequency **135.480** MHz or telephone no. **+41 (0) 44 813 31 10**.
LSD12 **SIHLTAL**	Firing practice	03 JAN - 31 DEC TUE - FRI: 0800 - 2300
LSD14 **GASTERNTAL**	a) Anti-aircraft firing b) Unmarked high cablecars c) Daily marking do/id.	Activation hours: see **DABS**
Daily Airspace Bulletin Switzerland (DABS)		

10 Interception Procedure

10.1 Principle

An aircraft equipped with an airborne collision avoidance system (ACAS), which is being intercepted, may perceive the interceptor as a collision threat and thus initiate an avoidance manoeuvre in response to an ACAS resolution advisory. Such a manoeuvre might pose a potential danger to other civil aircraft and/or be interpreted by the interceptor as an indication of unfriendly intentions.

It is important, therefore, that the crew of intercepting aircraft equipped with a secondary surveillance radar (SSR) transponder suppress the transmission of pressure altitude information within a range of at least 20 NM of the aircraft intercepted.

The following procedures and visual signals apply over Swiss territory in the event of interception of an aircraft.

10.2 Procedure for the aircraft intercepted

An aircraft which is intercepted by another aircraft shall immediately:

a) follow the instructions given by the intercepting aircraft, interpreting and responding to the **visual signals** in accordance with the specifications on page VFR RAC;
b) notify, if possible, the appropriate air traffic services unit;
c) attempt to establish radio communication with the intercepting aircraft or the appropriate intercept control unit by making a general call on the emergency frequency **121.500 MHz** giving the identity of the intercepted aircraft and the nature of the flight, and if no contact has been established, and if practicable, by repeating this call on the emergency frequency **243 MHz**;
d) if equipped with an SSR transponder select mode A code 7700, unless instructed otherwise by the appropriate air traffic services unit.

If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in the table on page VFR RAC and transmit each phrase twice.

If any instructions **received by radio** from any sources conflict with those given by the intercepting aircraft **by visual signals**, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

If any instructions **received by radio** from any sources conflict with those given by the intercepting aircraft **by radio**, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

10.3 **Signals from the intercepting aircraft and responses from the aircraft intercepted.**

Table A (1)

Signals from the intercepting aircraft and responses from the aircraft intercepted.

Series	Signals from the INTERCEPTING AIRCRAFT	Meaning	Response from the INTERCEPTED AIRCRAFT	Meaning
1	DAY or NIGHT - From a position normally left (or right in the case of a helicopter) and slightly above and in front of the intercepted aircraft, rocking the wings and flashing the navigation lights (landing lights in the case of a helicopter) at irregular intervals and, after confirmation of the signal, flat horizontal curve, normally to the left (or right in the case of a helicopter) on desired course. *Note 1. - Weather conditions or terrain may require the interceptor aircraft to be positioned slightly above and to the right of the intercepted aircraft and make a subsequent turn to the right.* *Note 2. - If the intercepted aircraft is unable to keep pace with the intercepting aircraft, the intercepting aircraft shall fly a series of circuits and rock the wings each time it passes the intercepted aircraft.*	You have been intercepted. Follow me.	DAY or NIGHT - Rocking movement with the wings and at irregular intervals a sequence of flashing signals with the navigation lights and follow. *Note - Additional action to be taken, → RAC*	Understood, I will comply.
2	DAY or NIGHT - An abrupt break away and climbing 90° turn or more, without endangering the path of the intercepted aircraft.	You may proceed.	DAY or NIGHT - Rocking movement with the wings	Understood, I will comply.
3	DAY or NIGHT - Extend the landing gear (if possible), turning on the landing lights and overflying the runway in use. If the intercepted aircraft is a helicopter, fly over the helipad. In the case of helicopters, the intercept helicopter makes a landing approach and hovers close above the landing site.	Land at this aerodrome.	DAY or NIGHT - Extend landing gear (if possible), turn on lights and follow the intercepting aircraft and, if landing is considered safe after overflying the runway, initiate landing.	Understood, I will comply.
4	DAY or NIGHT - Firing of decoys (flares - pyrotechnic set which produces a bright, white light and smoke and is visible from a distance).	You have failed to heed the instructions. This is a warning shot Follow the instructions or you risk being shot down.	DAY or NIGHT - Rocking movement with the wings and at irregular intervals a sequence of flashing signals with the navigation lights, or signals as described in Table A2.	Understood, I will comply or according to the signals in Table A2.

Table A (2)				
Signals from the intercepting aircraft and responses from the aircraft intercepted.				
Series	Signals from the IINTERCEPTED AIRCRAFT	Meaning	Response from the INTERCEPTING AIRCRAFT	Meaning
5	DAY or NIGHT - Retraction of the landing gear (if fitted) and a sequence of flashing lights with the landing lights while overflying the runway in the landing direction or the helipad at an altitude of more than 300 m (1000 ft) but below 600 m (2000 ft) (in the case of a helicopter at a height of more than 50 m (170 ft) but below 100 m (330 ft) above the aerodrome height) and remain on the aerodrome circuit corresponding to the runway in use or remain on the aerodrome circuit corresponding to the helipad. If it is not possible to provide flashing signals with the landing lights, any other available light shall be used for flashing.	The aerodrome you have designated for a landing is unsuitable.	DAY or NIGHT - If it is desired that the intercepted aircraft shall follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft retracts its landing gear (if any) and proceeds with series 1 signals for intercepting aircraft. If it is decided to allow the intercepted aircraft to continue flying, the intercepting aircraft will proceed with the series 2 signals.	Understood, follow me. Understood, you may proceed.
6	DAY or NIGHT - Regular switching on and off of all available lights in such a way that it can be distinguished from flashing lights.	I cannot comply.	DAY or NIGHT - The intercepting aircraft uses series 2 signals for intercepting aircraft.	Understood.
7	DAY or NIGHT- Irregular flashing of all available lights.	Emergency	DAY or NIGHT - The intercepting aircraft uses series 2 signals for intercepting aircraft.	Understood.

10.4 **Procedural terminology for radio telephony**

Procedural expressions used by the INTERCEPTING aircraft			Procedural expressions used by the aircraft INTERCEPTED		
Procedural term	Pronunciation [1]	Meaning	Procedural term	Pronunciation [1]	Meaning
CALL SIGN	KOL SA-IN	What is your call sign?	CALL SIGN	KOL SA-IN	My call sign is [2]
FOLLOW	FO-LO	Follow me	WILCO	VILL-KO	Understood I will follow the instructions
DESCEND	DI-SEND	Descend to land	CAN NOT	KANN NOTT	I cannot follow the instruction.
YOU LAND	YOU LAAND	Land at this aerodrome	REPEAT	RI-PITT	Please repeat your instruction
PROCEED	PRO-SID	Continue your flight	AM LOST	AMM LOSST	I don't know my location
			MAYDAY	MAYDAY	I have an emergency,
			HIJACK [3]	AÏ-JACK	I have been hi-jacked
			LAND (location)	LAAND	I want to land in (location)
			DESCEND	DI-SEND	I want to descend

1 In the pronunciation examples listed, the underlined syllables must be stressed.

2 The radio call sign is the one used in radio communications with air traffic control units and which serves to identify an aircraft in the flight plan.

3 Under certain circumstances the use of the term "HIJACK" may be neither possible nor desirable..

11 **Other Hazardous Activities and Potential Dangers**

11.1 **Anti-hail rocket firing**

Anti-hail rockets could pose a danger to aircraft. Aircraft, therefore, operating in controlled airspace, are informed about active rocket firing zones. (see chart VFR RAC)

- Anti-hail rocket firing zones can be activated at short notice.
- DABS contains no information about anti-hail rockets being fired.
- Information about active anti-hail rocket firing zones can be obtained from:

  - FIC GENEVA on 126.350 MHz (for firing in CTA GENEVA) or
  - FIC ZURICH on 124.700 MHz (for firing in CTA ZURICH).

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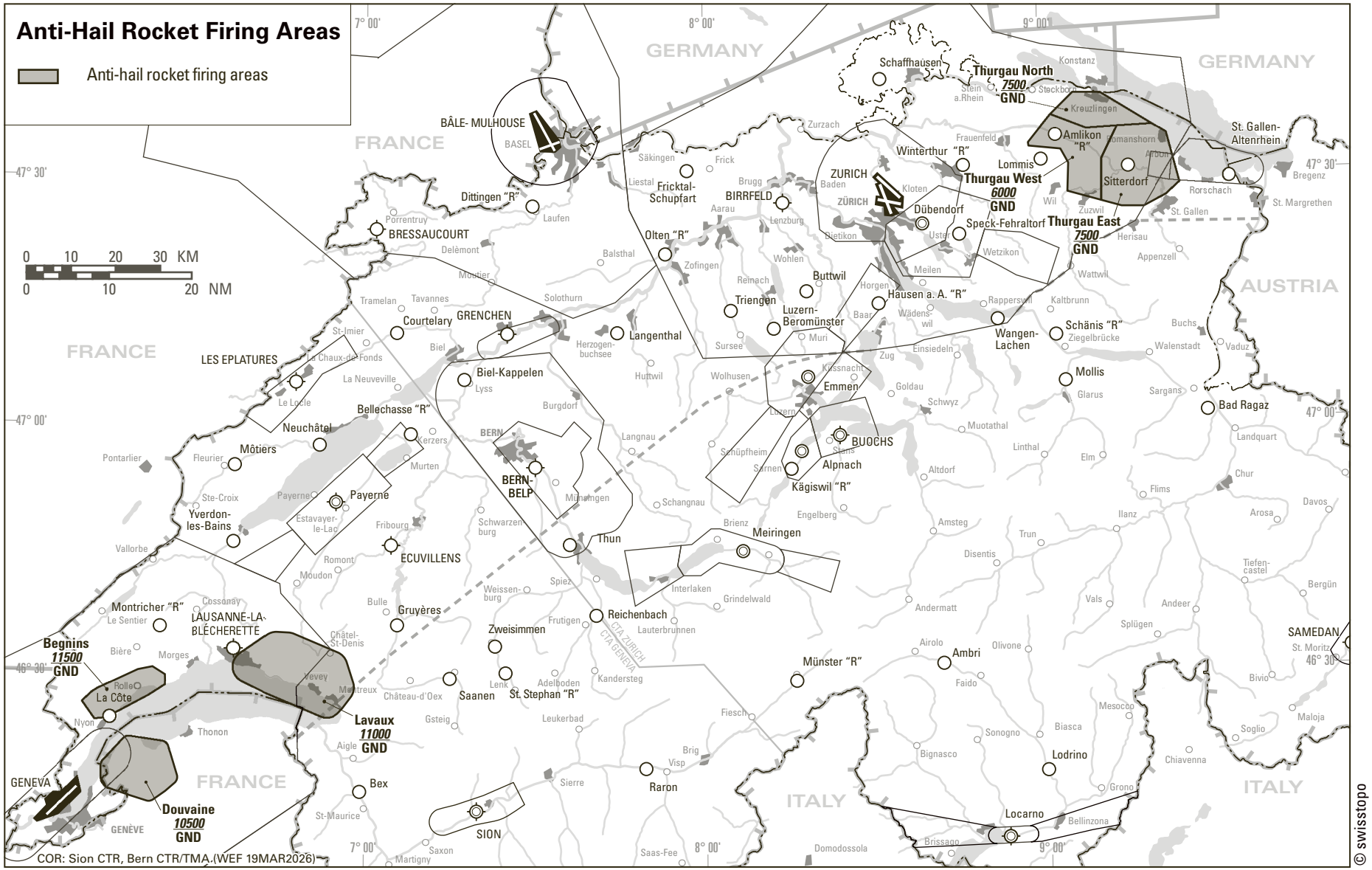

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AVALANCHE FIRINGS / LAWINENSCHIESSEN / TIRS D'AVALANCHE / TIRI CONTRO VALANGHE

UNTIL FURTHER NOTICE for the protection of population, railways and roads, snow accumulation will be dissolved, if necessary, by mortars.
Information about actual avalanche firing is available at: KOSIF, TEL 044 813 31 10

JUSQU'A NOUVEL AVIS les accumulations de neige seront dispersées selon les besoins à l'aide de lance-mines, pour assurer la sécurité de la population, des chemins de fer et des routes.
Des informations actuelles concernant les tirs d'avalanche sont à disposition auprès de: COTSENA, TEL 044 813 31 10

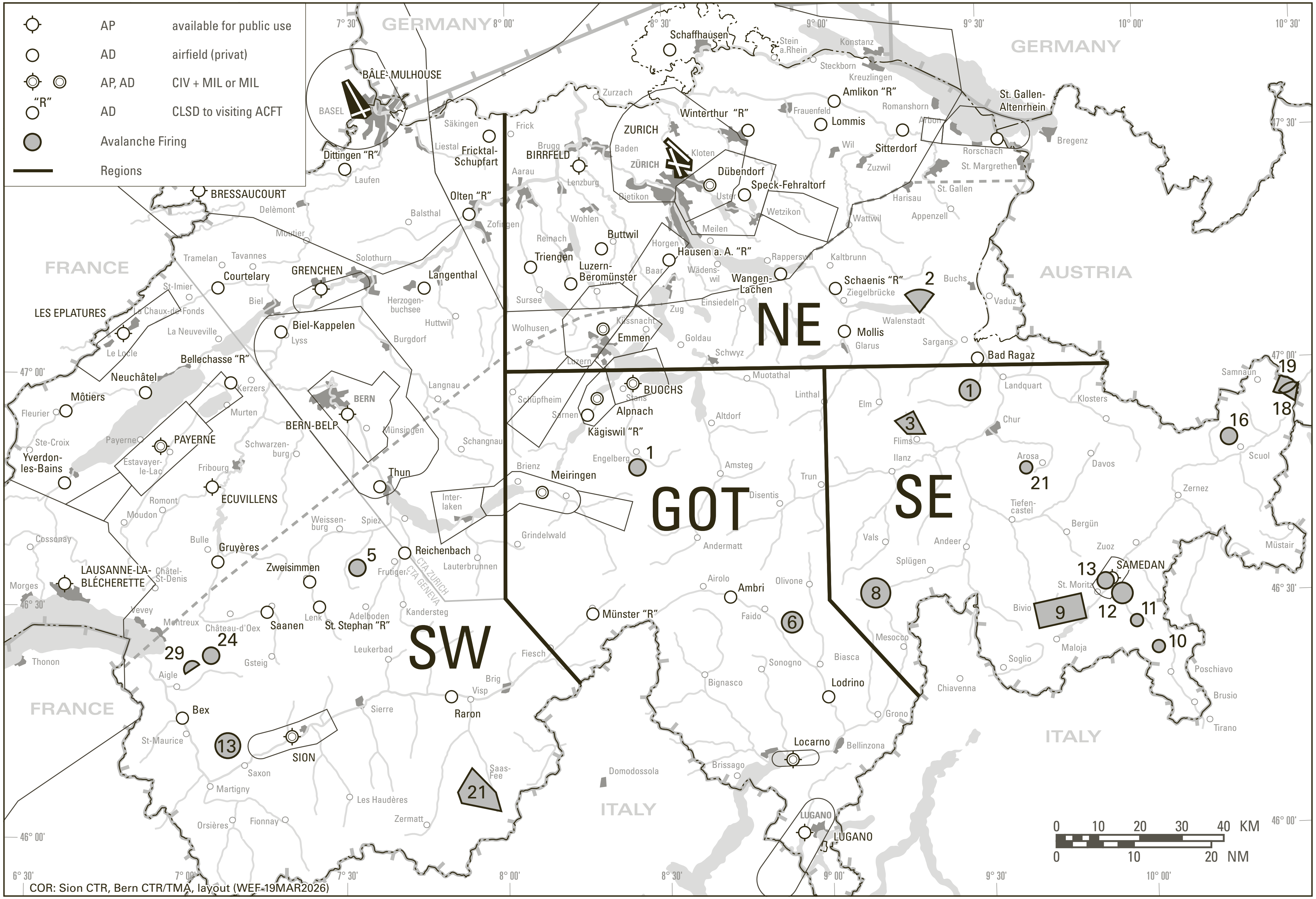
BIS AUF WEITERES werden zur Sicherheit der Bevölkerung und zur Sicherung von Bahnen und Strassen, Schneeansammlungen nötigenfalls mit Minenwerfern beschossen.
Informationen über aktuelle Lawinenschiessen sind erhältlich bei: KOSIF, TEL 044 813 31 10

FINO A NUOVO AVVISO veranno se necessario disperse le accumulazioni di neve con l'aiuto di lanciamine, per garantire la sicurezza della popolazione, delle ferrovie e strade.
Per attuali informazioni concernente ai tiri contro valanghe rivolgersi a: COTSENA, TEL 044 813 31 10

REGION + ZONE NR	ZONE PSN COORD WGS-84 + Swiss COORD (m)	ALT M (FT)
NORTHEAST		
NE 2	**WALENSTADT** (CTA Zurich) 470704N/0091811E (741.480/220.216) / 2.4km NNW Walenstadt / 340 - 035 DEG 5.5km (3.0NM)	*3800 (12500)*
SOUTHWEST		
SW 5	**SCHWENDEN/WIRIEHORN** (CTA Geneva) 463456N/0073147E (607.000/159.000) / 3.5km ENE Schwenden / Radius 2km (1.1NM)	*2600 (8500)*
SW 13	**GRAND MUVERAN** (CTA Geneva) 461158N/0070739E (575.999/116.500) / 4km S Grand Muveran / Radius 3km (1.6NM)	*2900 (9500)*
SW 21	**SAAS-FEE** (CTA Geneva) 460901N/0075304E (634.457/111.103) - 460555N/0075024E (631.054/105.337) - 460432N/0075106E (631.961/102.755) - 460328N/0075825E (641.416/100.841) - 460553N/0075727E (640.141/105.309) - 460901N/0075304E (634.457/111.103) / 1.1km SW Saas Fee	*5500 (18000)*
SW 24	**COL DES MOSSES** (CTA Geneva) 462334N/0070428E (571.999/138.000) / 2km WSW Col des Mosses / Radius 2km (1.1NM)	*2600 (8500)*
SW 29	**LEYSIN** (CTA Geneva) 462148N/0070058E (567.500/134.750) / 2.7km NNE Leysin / 235 - 055 DEG 2km (1.1NM)	*2600 (8500)*

GOTTHARD		
GOT 1	**ENGELBERG** (CTA Zurich) 464738N/0082428E (674.000/182.999) / 3km SSE Engelberg / Radius 2km (1.1NM)	*2800 (9200)*
GOT 6	**ACQUAROSSA** (CTA Zurich) 462722N/0085300E (711.000/145.999) / 4km W Acquarossa / Radius 2.5km (1.3NM)	*3000 (9800)*
SOUTHEAST		
SE 1	**VÄTTIS** (CTA Zurich) 465648N/0092718E (753.500/201.500) / 4.5km NNE Vättis / Radius 2.5km (1.3NM)	*3700 (12100)*
SE 3	**FLIMS Naraus** (Zurich Area) 465120N/0091517E (738.500/191.000) - 465117N/0091835E (742.700/191.000) - 465414N/0091633E (739.983/196.401) - 465306N/0091309E (735.700/194.200) - 465120N/ 0091517E (738.500/191.000) / 3.9km NNW Flims	*4000 (13100)*
SE 8	**HINTERRHEIN** (CTA Zurich) 463055N/0090844E (731.000/153.000) / 4.5km WSW Hinterrhein / Radius 3.5km (1.9NM)	*6000 (19700)*
SE 9	**BIVIO/SILVAPLANA** (CTA Zurich) 462726N/0093842E (769.500/147.500) - 462836N/0094733E (780.750/150.000) 0.9km SW Julierpass / Strip 6km (3.24NM) wide	*4900 (16100)*
SE 10	**PASSO DEL BERNINA** (CTA Zurich) 462304N/0100120E (798.732/140.304) / 3.2km S Passo del Bernina / Radius 1.5km (0.8NM)	*3400 (11200)*
SE 11	**PASSO DEL BERNINA** (CTA Zurich) 462630N/0095725E (793.499/146.500) / 6km WNW Passo del Bernina / Radius 2km (1.1NM)	*3200 (10500)*
SE 12	**PONTRESINA** (CTA Zurich) 463004N/0095451E (790.000/153.000) / 1.3km NE Pontresina / Radius 2.5km (1.3NM)	*3900 (12800)*
SE 13	**SAMEDAN** (CTA Zurich) 463145N/0095147E (786.000/156.000) / 0.7km SW Samedan / Radius 2km (1.1NM)	*3800 (12500)*
SE 16	**SCUOL** (CTA Zurich) 464950N/0101549E (815.500/190.500) / 4.5km NW Scuol / Radius 2km (1.1NM)	*3600 (11800)*
SE 18	**TSCHLIN** (CTA Zurich) 465406N/0102829E (831.300/199.000) / 6.4km NNE Tschlin / 305 - 010 Deg 4.8km (2.6NM)	*3900 (12800)*
SE 19	**SAMNAUN** (CTA Zurich) 465733N/0102559E (827.876/205.277) / 6.5km E Samnaun / 115 - 205 DEG 4.5km (2.4NM) Switzerland only	*4400 (14400)*
SE 21	**AROSA** (CTA Zurich) 464638N/0093732E (767.000/183.000) / 3.7km W Arosa / Radius 1km (0.5NM)	*2700 (8900)*

AVALANCHE FIRINGS — LAWINENSCHIESSEN — TIRS D'AVALANCHE — TIRI CONTRO VALANGHE



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1 **Air Navigation Obstacles**

Term

Air navigation obstacles are installations, in particular buildings, cablecars, power lines, antennas, cables and wires, which hinder or endanger the movement of aircraft or the operation of air traffic control facilities.

Installations within the safety zones of aerodromes shall be designated as obstacles in accordance with ICAO standards if they compromise the AGA areas and have an impact on the final approach or the missed approach sectors.

Installations outside the safety zones of aerodromes are designated as obstacles if they compromise the obstacle identification area.

The obstacle identification area is an area which is measured at a vertical distance of 60 m to the terrain level.

The mean terrain level is the local height of the terrain or the tops in dense forests within a radius of 300 m around the obstacle.

Marking

Air navigation obstacles of this nature are marked and/or illuminated in accordance with ICAO standards and recommendations. Overhead lines, cable railways, cables and wires running over the obstacle identification area are marked with yellow or orange-red balls of at least 60 cm diameter at intervals of max. 40 m.

Publication of new obstacles

- New obstacles are announced by NOTAM

ElectronicTerrain and Obstacle Data

Under the current terms of use from swisstopo, Skyguide uses the official source from the swiss government:

URL: https://www.swisstopo.admin.ch/en/home/meta/conditions/geodata/ogd.html

Federal Office of Topography swisstopo

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Luftfahrthindernisse
Avigation Obstacles

Als digitale Anwendungen der swisstopo in Zusammenarbeit mit dem BAZL verfügbar in:

As a swisstopo digital application in conjunction with the FOCA and to be found in:

Obstacles à la navigation aérienne
Ostacoli alla navigazione aerea

Sous la forme d'applications numériques de swisstopo en collaboration avec l'OFAC, disponible dans:

Disponibili come applicazioni digitali di swisstopo in collaborazione con l'UFAC in:

WEB-GIS Obstacle Map WeGOM:	http://www.bazl.admin.ch/wegom
Swiss Map Mobile SMM (1:100 000)	www.swisstopo.ch/smm

Publikation von neuen Hindernissen
- Neue Hindernisse werden durch NOTAM bekannt gegeben

Publication of new obstacles
- New obstacles are announced by NOTAM

Publication de nouveaux obstacles
- Les nouveaux obstacles sont communiqués par NOTAM

Pubblicazione di nuovi ostacoli
- I nuovi ostacoli vengono segnalati mediante NOTAM

OBST auf den VAC und Regionalkarten → entsprechende AD INFO, § 12.	OBST sur les VAC et les cartes régionales → AD INFO respectives au § 12.

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