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## Adaptation of the airspace structure around Zürich (LSZH) 2025

The purpose of this AIC is to inform all airspace users on the new airspace structure around Zürich airport (LSZH) as per 20th of March 2025.

The basis for the airspace redesign were the already approved and existing Instrument Flight Procedures (IFP) of Zürich airport. These IFP are described in the "Betriebsreglement" of Zürich airport and were not altered in the redesign project, meaning that the flight profiles remain as they are today. Although the project is named Zürich redesign, it encompasses as well the airspace of the military airport Dübendorf. For Dübendorf as well, only the existing IFP were used for the airspace design. The redesign of Zürich and Dübendorf airspaces necessitated adjustments to other airspace elements that were also impacted by these changes. This includes the adaptation of restricted areas (LSR) for gliders within Zurich TMAs (no operational change, only the dimensions are altered to fit the new TMA structure) as well as the A9 Corridor and the Jura Mittelland-Alps line (small effect on the lower limit of airspace C - FL100 vs. FL130/FL150). Finally, FOCA and the concerned stakeholders took the opportunity of the redesign project to elaborate a restricted area (LSR) around Speck-Fehraltorf Aerodrome to fulfill the regulatory requirements imposed to local operations. The current procedures established between Dübendorf ATC and Speck-Fehraltorf airport remain unchanged with the introduction of the LSR.

It needs no explanation, that the Zürich Redesign project is quite a change compared to the airspace changes that have been implemented in the last decade, therefore this AIC stipulates the changes in more detail in order for pilots to be able to brief themselves. Besides this AIC, there will be the regular safety seminars of the unions (e.g. AeCS, AOPA, SFVS and SHV), where the Zürich Redesign project will be presented as well as a harmonized publication on several official websites (e.g. FOCA, SAF, Skyguide, AeCS).

This new airspace is defined according the "Collision Risk Modelling (CRM)" that has been performed on behalf of FOCA in order to meet a required "Target Level of Safety (TLS)" of "one collision in a billion aircraft movements ( $1 \times 10^{-9}$ )". Furthermore, the requirements of skyguide for the safe and efficient handling of the traffic to/from Zürich airport was taken into account as well as the needs of the Swiss Air Force and the general aviation stakeholders.

Since above FL100, north of the Jura Mittelland-Alps line, the generic airspace class is C, the new TMA around Zürich are up to FL100 only. The naming of the TMA is such, that those with the same number, but with a different letter, have the same lower limit. This to make the airspace more comprehensive (e.g. LSZH TMA 2A and TMA 2B both have a lower limit of 3500 ft AMSL).

The rule, that prior you intend to cross one of the Zürich TMA to call Zürich Information on 124.700 MHz at least 10 minutes in advance, remains.

How does the new airspace in the surroundings look like as per 20. March 2025?

All changes, except the LSR for gliders within TMA and the LSR Speck, are made visible below. These airspace structures are available to a limited user group only and those users will be informed separately. It is possible to check the airspace structures as described in this document on:

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

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## Zürich CTR:

Airspace class: D                      Activation: H24

The new CTR around Zürich airport is reduced in the northeast and in the southwest.

In the northeast, a big part of the CTR was cut, more space was here is freed up for other airspace users, mainly however beneficial for Winterthur.

## Zurich TMA 1-7

Airspace class: C                      Activation: H24

### Additional Information:

#### Zurich TMA 1:

This TMA is situated directly below the final approach of RWY14, the main landing RWY of Zürich airport, where the commercial airliners set their configuration into landing mode, prior being vectored from both the east and the west to "final". With the old TMA structure, many airspace infringements happened in this region, therefore we strongly recommend you to pay special attention to your navigation and your altitude keeping in this particular area.

#### Zurich TMA 2A:

No additional Information.

#### Zurich TMA 2B:

The Zürich TMA 2B was designed in order to leave the outbound route E from Birrfeld unchanged. The distance between Route E and the TMA 2B is around 300 m. When using the route E from Birrfeld, please take this into account.

#### Zurich TMA 3A:

This Zürich TMA 3A is for a big part situated on top on the Zürich CTR. Here as well, in the west below the TMA 3A, be careful especially if you are on the outbound route E of Birrfeld.

#### Zurich TMA 3B:

In the northern part of this TMA 3B, there is a main flow of commercial airliners inbound Zürich descending to *5000 ft AMSL* from both the north and the east in order to land at RWY14 in Zürich. Here as well, be cautious in navigating and altitude keeping.

#### Zurich TMA 4A:

Please take note that south of Amlikon and in the southeast, the former TMA lines are slightly shifted with the new TMA structure.

#### Zurich TMA 4B:

Here it is important to check, whether Dübendorf is active, due to the situation of the Dübendorf CTR and this TMA 4B in the west. The distinction between the Zürich TMA 4B and the new Dübendorf TMA are more obvious (the new Dübendorf airspace structures are described later in this document).

#### Zurich TMA 4C:

As there is a very small difference, special attention here is required for the eastern line of this TMA 4C, which slightly differs from the old Zürich CTR 2.

#### Zurich TMA 4D:

Here as well, special caution is required due to slightly adapted TMA boundaries in the west, north of Aarau, in the east, south of Birrfeld and in the south, south of Buttwil. In the north "tentacle" of this TMA 4D, there is a small band in the former *7500 ft AMSL* TMA for the traffic inbound Zürich, where commercial airliners are being vectored for landing on RWY14.

#### Zurich TMA 5A:

Special attention is required due to a small boundary change south of Amlikon.

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**Zurich TMA 5B:**

Here, as well as stated for TMA 4D, there is a small change of the boundary in the region of Aarau.

**Zurich TMA 6A:**

No additional Information.

**Zurich TMA 6B:**

Note here, that in the south the TMA extends a little further south, the Mittelland - Jura/Alps line will therefore be shifted.

**Zurich TMA 6C:**

North of Luzern-Beromünster, there is a small TMA adaptation compared to the former TMA structure.

**Zurich TMA 7:**

Since it is most visible in this figure, the TMZ NE, the southwest corner, is marginally reduced over German territory.

**Zurich TMA S1- S3**

Airspace class:           C                                  Activation:   HX

**Additional Information:****Zurich TMA S1:**

This airspace is active during DVO-times for arrival onto RWY34 and can be activated with a defined pre-notification time of 15 minutes if the weather situation does not allow for arrivals onto RWY28 (easterly wind or poor visibility conditions). Its status shall always be checked on the DEP ATIS 129.005 MHz or the TMA Frequency: 127.755 MHz.

**Zurich TMA S2:**

This airspace is active during DVO-times for arrival onto RWY34 and RWY28 and can be activated with a defined pre-notification time of 15 minutes. Its status shall always be checked on the DEP ATIS 129.005 MHz or the TMA Frequency: 127.755 MHz.

**Zurich TMA S3:**

This airspace is active during DVO-times for arrival onto RWY34 and RWY28 and can be activated with a defined pre-notification time of 15 minutes. Its status shall always be checked on the DEP ATIS 129.005 MHz or the TMA Frequency: 127.755 MHz.

The DVO-times, in which these three TMA are normally active and used for arrivals onto RWY34 are:

- at working days between 21:00 LT - 07:00 LT;
- during weekend between 20:00 LT - 09:00 LT;
- at public holidays of Baden-Württemberg 20:00 LT - 09:00 LT.

The TMA S1, S2 and S3 are always activated together during landing onto RWY34. During landings onto RWY28, only the TMA S2 and S3 are activated.

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## Dübendorf CTR and TMA 1 and 2

Airspace class: D    Activation: HX

Its activity shall be checked prior crossing.

### Mittelland - Jura/Alps Line:

Due to the new TMA structure, the "Alps line" is slightly adapted between Uznach/Wattwil/Bütschwil and between Bütschwil/Degersheim/Gossau. This has a small effect on the division level between airspace class E and C.

### Corridor A9.1:

Airspace class: C    Activation: H24

Due to the change of the TMA structure, the corridor A9.1 is adapted near Hombrechtikon and west of Hausen am Albis. Here, marginal changes as well, in order to align the airspace structures. The lower limit of this corridor is FL90.

- E N D -

FOCA/SILR