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Adaptation of the airspace structure 2026

The Swiss airspace structure is regularly reviewed to ensure it is fit for purpose and is adapted if deemed necessary. Based on Article 2 paragraph 1 of the Ordinance on Air Navigation Services (ANSO; SR 748.132.1), the airspace changes documented in this AIC are proposed for 2026. They were prepared on behalf of the respective applicants by the Airspace Design Expert Team (AD ET) of the High-Level Airspace Policy Body (HLAPB), which consists of members of the FOCA, Military Aviation Authority (MAA), the Swiss Air Force and Skyguide. The general aviation associations were informed about these airspace changes in advance by FOCA in the National Airspace Management Advisory Committee (NAMAC).

Prior to the adaptation of the airspace structure, the stakeholders are hereby given the opportunity to comment on these adaptations, insofar as they are affected. Within this document, you may find the rationale for and the change of the airspace structures. The coordinates and a graphical representation of the airspace structures are available under the following link and QR-code:

LSZH:

URL: https://s.geo.admin.ch/c56y8r8zqocc

LSZB:

URL: https://s.geo.admin.ch/geo0eo4zjfif

LSGS:

URL: https://s.geo.admin.ch/3r0ufj1p8l0w

PinS:

URL: https://s.geo.admin.ch/r4buntfujl23

The opinion shall be submitted in writing, including a rationale, latest 05 October 2025 to:

Post: Federal Office of Civil Aviation
Airspace Section
3003 Bern

Any airspace change is subject to a positive safety and risk assessment, which, for procedural and scheduling reasons, may not have been fully completed at the time of the publication of this AIC.

Considering the comments received, the FOCA will then issue its decision on the modification of the airspace structure. An appeal against this decision can be taken to the Federal Administrative Court.

No correspondence on submitted opinions will take place during the consultation process.

Publications of Swiss airspace changes for 2026

As the envisaged adaptations of the Swiss airspace structure comprise of chart-relevant changes, they will enter into force on 19-MAR-2026, together with the publication of the aeronautical charts. This is in line with the agreement with the neighboring countries concerned.

1. Zürich and Dübendorf airspace adaptations - corrective actions

Background information:

The Zürich Redesign project was implemented in March 2025 and was elaborated with the relevant aviation stakeholders. It was based on the already approved and existing Instrument Flight Procedures (IFP) of the airport, meaning that the flight profiles remained unchanged.

FOCA set a required "Target Level of Safety" (TLS) of "one collision in a billion aircraft movements ($1x10^{-9}$)" for this redesign project and ordered a study for a "Collision Risk Modelling" (CRM) were the TLS needed to be applied on the risk of a collision between aircraft flying according to Instrument Flight Rules (IFR) under Air Traffic Control (ATC) Service from and to Zürich airport and aircraft flying according to Visual Flight Rules (VFR). As a result, the minimum distance between an IFP and the border of the CTR/TMA airspace was estimated. This distance is called the CRM buffer value. All buffers were then applied around the nominal tracks of the IFPs of Zürich that are essential for airspace protection, which formed the basis of the new airspace structure of the Zürich redesign project.

The design of these airspace structures complies with the applicable EU and ICAO regulations as well as the provisions of the ADP CH.

After this implementation of the Zürich redesign project (20th of March 2025) some adaptations were requested to fulfill the operational needs of the users. These requests came from both the ANSP side as well as from the airspace user side and were discussed and agreed in an expert group, consisting of the general aviation (motorized and non-motorized), the Swiss Air Force, Skyguide and FOCA.

Adaptations required:

The TMA S1 is adapted to allow a decluttering of displayed lines on the radar screen of the Air Traffic Controller (ATCO), since besides these airspace lines, lines of the Minimum Vectoring altitude (MVA) in the southern part of the current TMA S1 are depicted too. While the redesigned TMA S1 will not fully contain the runway 34 transitions according to the CRM-method, during normal operations the ATCO provides radar vectors to the aircraft for an efficient line up for landing on runway 34. Therefore, the southern area of the current TMA S1 is not normally used. Additionally, the CRM buffers are calculated in a turn and the aircraft lining up for runway 34 have a velocity vector pointing away from this southern part of the current TMA S1. This deviation from the existing CRM buffer can therefore be implemented in a safe manner without deteriorating the current safety standard, whilst decluttering the radar screen of the ATCO.

The other airspace structures as presented in this document are relatively small and merely provide more flexibility for both ATC (runway 28 and 34 operations) and airspace users, whilst maintaining sufficient buffers between IFR and VFR traffic according to the CRM. These changes are the following:

- The TMA 2A is adapted to release airspace for the benefit of Speck-Fehraltorf aerodrome. This adaptation provides more altitude margin for glider operations in- and outbound Speck when the CTR Dübendorf is not active. The change can be made, since last year there was a last-minute change in the redesign project, which allows for this corrective action this year accordingly.
- The TMA 3B is marginally adapted in the region of "Hörnli" (Southeastern corner of the TMA) to allow for a more efficient use of the airspace by the Air Traffic Controller and to release some airspace to the airspace users.
- With some small adaptations, some of the TMA 4 sectors are now combined and one new TMA 4A is created. These adaptations are, in the Region "Hörnli" as mentioned above, as well as in the region of "Wald" and over the "Zürichsee".
- The adaptation of the TMA 5A is a consequence of the adaptation of the TMA 4A.
- A small adjustment of the TMA 6C is requested in the vicinity of Beromünster, with the TMA 6C being reset to the previous TMA structure from before March 2025.
- The upper level of the TMA S2 is lowered by 1000 ft in order not to overlap with the A9.1 corridor.
- The TMA S3 is adapted because of the adaptation of the TMA 6C.
- The other airspace elements; LSR77T, LSR78T, LSR79AT, LSR79BT and the A9.1 corridor are adapted for alignment with the new proposed TMA structure only.

Where compliance with regulatory criteria is not met (e.g., small adaptation to CRM buffer due to close proximity with existing VFR routes/patterns, to prevent a too close proximity with these existing VFR routes/patterns), a marginal deviation to ADP CH criteria, based on a safety rationale was applied. All deviations will be documented and listed in the appropriate ADP CH Annex for traceability and transparency.

Airspace structures

Zurich TMA 2A / H24

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	*3500 ft* AMSL
Airspace Class:	C

Zurich TMA 3B / H24

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	*4500 ft* AMSL
Airspace Class:	C

Zurich TMA 4A / H24

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	*5500 ft* AMSL
Airspace Class:	C

Zurich TMA 5A / H24

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	*6500 ft* AMSL
Airspace Class:	C

Zurich TMA 6C / H24

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	*7500 ft* AMSL
Airspace Class:	C

Zurich TMA S1 (SOUTH 1) / HX

Vertical Dimensions:

Upper limit:	*5500 ft* AMSL
Lower limit:	*4500 ft* AMSL
Airspace Class:	C

Zurich TMA S2 (SOUTH 2) / HX

Vertical Dimensions:

Upper limit:	FL090
Lower limit:	*5500 ft* AMSL
Airspace Class:	C

Zurich TMA S3 (SOUTH 3) / HX

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	*7500 ft* AMSL
Airspace Class:	C

LSR77T Albis

Vertical Dimensions:

Upper limit:	MAX *7500 ft* AMSL
Lower limit:	lower limit of the TMA
Airspace Class:	E

LSR78T Bachtel West

Vertical Dimensions:

Upper limit:	MAX *7500 ft* AMSL
Lower limit:	lower limit of the TMA
Airspace Class:	E

LSR79AT Bachtel Center

Vertical Dimensions:

Upper limit:	MAX *7500 ft* AMSL
Lower limit:	lower limit of the TMA
Airspace Class:	E

LSR79BT Bachtel East

Vertical Dimensions:

Upper limit:	*7500 ft* AMSL
Lower limit:	lower limit of the TMA
Airspace Class:	E

A9.1 Corridor

Vertical Dimensions:

Upper limit:	FL195
Lower limit:	FL090
Airspace Class:	C

2. Bern airspace adaptations

Requested airspace structures and rationale:

Bern airport (LSZB) will implement new straight-in Instrument Flight Rules (IFR) approaches on RWY32, replacing the existing visual circling procedures. These approaches will contribute to an overall reduction in noise emissions (the city of Berne and the region northwest will be relieved, whereas some areas in the southeast will be more exposed), improve the operability for pilots and air traffic controllers and as such increase the accessibility of the airport.

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

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

The SIDs towards the northeast will all be rerouted to KONOL instead of RAMOK/MEBOX enabling the deletion of some transition routes for instrument flights.

The shape of the CTR Bern is reduced considerably in the western and northern part, while extensions to the southeast and east are necessary to provide the required protection for IFR flights. The upper limit of the CTR is increased to *5500 ft* AMSL (currently *5000 ft* AMSL) to align this airspace structure with the surrounding TMA.

The TMA in the northwest of Bern remains unchanged, since there is no adaptation of the instrument approach procedures for RWY14.

The part of the LSR82 Langenberg outside the new CTR Bern is discarded, since it is situated in airspace class E and G. The LSR82 Langenberg within the new designed CTR Bern remains laterally unchanged.

Towards the southeast, the TMA is extended and divided into several sectors to protect the IFR arrivals in their critical phase of IFR flight from unknown VFR traffic. It needs to be emphasized that the protection of the IFR flights in this area is crucial, since the radar coverage is limited due to the terrain.

The proposed airspace structures are designed according to the applicable EU and ICAO regulations and the provision of the ADP CH and remain classified as airspace class Delta (D).

Operational concept:

Bern airspace (CTR and TMA) will be "HX", meaning without specified operating hours. The activation and deactivation of the TMA sectors 3, 4, 5 and 6 will be based on actual and predicted need of RNP approaches on to runway 32. TMA sectors 1 and 2 are required for both RWY14 and RWY32 operations.

Standard operating procedure for RNP approaches on to RWY32 will be the exclusive use of either the eastern or western approach pattern, leaving the TMA sectors of the opposite approach pattern inactive. The eastern approach is considered the preferred and more frequently used pattern. Exceptional circumstances may lead to the activation of all TMA sectors simultaneously.

Note: In those cases where airspace users request to use airspace in and/or below of TMA 4 or 6 (e.g. for championships of any kind), this request shall be coordinated by the requestor with Bern airport in due time. This may allow the airport to accommodate the event if possible and only accommodate IFR traffic via the other side of the airport.

The status of the CTR and all TMA Sectors is retrievable on the ATIS and/or on the designated ATS Frequency. VFR users without radio in the deactivated airspaces shall check the status every 15 minutes, whilst VFR users with radio shall maintain a constant listening watch on the frequency on which the airspace status has been requested.

CTR Bern

Vertical Dimensions:

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

Bern TMA 1

Vertical Dimensions:

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

Bern TMA 2

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	*5500 ft* AMSL
Airspace Class:	D

Bern TMA 3

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	*4000 ft* AMSL or 1000 ft AGL (whichever is higher)
Airspace Class:	D

Bern TMA 4

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	*5500 ft* AMSL
Airspace Class:	D

Bern TMA 5

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	*5500 ft* AMSL
Airspace Class:	D

Bern TMA 6

Vertical Dimensions:

Upper limit:	FL100
Lower limit:	*5500 ft* AMSL
Airspace Class:	D

3. TMA changes north of the "Mittelland - Alpen/Jura-Trennlinie"

According to ICAO and EU regulations, a TMA shall be designed in a way that VFR aircraft can fly safely below. The minimum altitude required between the lower limit of a TMA and the ground shall be 700 ft. Analysis of the TMA over Switzerland north of the "Mittelland - Alpen/Jura-Trennlinie" showed, that in case of three TMA sectors, this minimum altitude is not met. These TMA sectors are: Payerne TMA 1, Payerne TMA 2 and Dübendorf TMA 1.

The above mentioned TMA shall be adapted in a way, that the distance between ground and the lower limit of this TMA is at a minimum 700 ft. The lateral dimensions of the TMA, the airspace classification and the operating status (HX) remain unchanged.

The IFP will, after adaptation of the lower limit, still have sufficient protection to the new lower limit of the TMA.

The required adaptations are:

TMA 1 Payerne

Vertical Dimensions:	
Upper limit:	FL100
Lower limit:	*2300 ft* AMSL or 700 ft AGL, whichever is higher
Airspace Class:	D

TMA 2 Payerne

Vertical Dimensions:	
Upper limit:	FL100
Lower limit:	*2800 ft* AMSL or 700 ft AGL, whichever is higher
Airspace Class:	D

TMA 1 Dübendorf

Vertical Dimensions:	
Upper limit:	FL100
Lower limit:	*3500 ft* AMSL or 700 ft AGL, whichever is higher
Airspace Class:	D

4. Adaptation Sion CTR

Requested airspace structures and rationale:

After a situation analysis of the landing sites for hang gliders around Sion, it was found that the following three landing sites were no longer used: Erde, Savièse and Arbaz. In order to exclude the remaining hang glider landing sites from the CTR Sion (ICAO and EU regulations require two-way-radio-communication within a CTR of airspace class D), whilst preserving protection of the Instrument Flight Procedures (IFP) at Sion airport, the CTR Sion needs to be adapted.

The agreement "Hang and paraglider area - Use according agreement with SHV-FSVL" will be cancelled accordingly and its reference as well as all depicted landing sites removed from the Visual Approach Chart (VAC) LSGS in the VFR Manual.

With the newly proposed CTR Sion, the landing sites Arven, Haute-Nendaz, Basse-Nendaz and Veysonnaz will be situated outside of its lateral limits. The vertical dimension of the CTR Sion, the airspace classification and the operating status (HX) remain unchanged.

CTR Sion

Vertical Dimensions:	
Upper limit:	FL130
Lower limit:	GND
Airspace Class:	D

5. PinS Delémont (LSKD) and "LSR for Gliders outside TMA" LSR29 and LSR33

Requested airspace structures and rationale:

End of 2025 the hospitals of Delémont (LSKD) and Porrentruy (LSKP), as well as the military training area of Bure (LSNU) will be connected to the Low Flight Network (LFN) to enable helicopter flights under Instrument Flight Rules (IFR).

While the Point-in-Space (PinS) approach and departure procedures to/from Porrentruy and Bure as well as their connection to the LFN route are independent from the "LSR for Gliders outside TMA" LSR29 and LSR33, the PinS procedures to/from Delémont are infringing with LSR29 and LSR33. Since IFR flights are not allowed within this type of LSR, these PinS procedures can only be used, when the LSR29 and LSR33 are not active. Rather than modifying the dimensions of these LSR, it was decided to strive for an adapted deactivation method.

From the 1st of March until the 31st of October, the PinS Delémont can only be used before sunrise or after sunset only, except if the following deactivation method is applied:

When the weather forecast does not allow VFR operation on the following day, the LFN/PinS operator may request the deactivation of the LSR29 and LSR33 (latest 1500LT the day before). The deactivation of the LSR29 and LSR33 will be published via NOTAM.

Gliders and hang gliders may still use the airspace within the LSR29 and LSR33, however, they shall adhere to the standard VMC visibility and distance to cloud minima according to the airspace classification.

When the LSR29 and LSR33 are not deactivated, the PinS Delémont may not be used under IFR.

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