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Adaptation of the airspace structure 2027

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 2027. 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 in advance about these airspace changes 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 with a visualization, which may be found via the following link and/or QR-code:

For a graphical representation, kml files are available under following links:

URL: https://s.geo.admin.ch/81femvg7c0jm

The opinion shall be submitted in writing, including a rationale, latest 4 October 2026 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 2027

As Switzerland has to publish chart-relevant adjustments next year, it was decided to publish the airspace changes 2027 as well as the publication of the aeronautical charts as of 18 March 2027. This is in line with the agreement with the neighbouring countries concerned.

1. Adaptation of the Geneva TMA 5

Requested airspace structures and rationale:

According “Verordnung des UVEK über die Verkehrsregeln für Luftfahrzeuge” (VRV-L; SR 748.121.11), Terminal Control Areas (TMA) with intense IFR traffic, shall have an airspace classification C.

Since the Geneva airspace structure has not changed since 2001 and the traffic volumes steadily increased whilst new aircraft types, with a difference in performance, the Geneva airspace is currently not fit for purpose and an adaptation is required. A complete redesign of Geneva airspace is foreseen for 2030; however, an intermediate improvement is required since currently, due to the amount of IFR traffic, aircraft bound for Geneva airport are often vectored within airspace class E, depending on the amount of traffic.

To overcome this issue and to safely handle the IFR traffic into Geneva within a TMA class C, Air traffic Control requested to lower the current Geneva TMA 5 from *7’500 ft* AMSL to *6’500 ft* AMSL. This will prevent the handling of IFR traffic in areas where VFR traffic potentially unknown to ATC is operating.

A new primary radar has been in use in Geneva for a few years now, which is very sensitive and causes many reflections on the radar screens of the air traffic controllers. This, coupled with existing and foreseen windfarms, considering the National Energy Strategy 2050, raises the need for lowering the Geneva TMA 5, since to mitigate these reflections, the establishment of Non-Automatic track Initiation Zones (NAIZ) had to be considered. These NAIZ prevent the reflections on the radar screen for air traffic controllers caused by windfarms, however, they also suppress the display of VFR traffic if tracked for the first time within these zones (e.g., when airborne, or when the transponder is switched on inflight, within the NAIZ). Due to the increasing amount of NAIZ, the complete air picture for the air traffic controller cannot be established, which was deemed unacceptable by ATC.

This temporary solution, as stated before, will be superseded by the complete redesign of the Geneva airspace structure in 2030, in parallel with the implementation of an Arrival Manager (AMAN) system, which is also planned for 2030.

Discussions are currently taking place to address the specific requirements of other airspace users in the area, particularly those operating to and from Montricher and Lausanne, who are mostly impacted by losing 1’000 ft of airspace class E.

With the requested airspace change of Geneva TMA 5, no change is foreseen in the handling of the IFR traffic into Geneva airport, thus no change of flight profiles and /or noise emissions are to be expected.

TMA 5 Geneva

Vertical Dimensions:	
Upper limit:	FL195
Lower limit:	*6’500 ft* AMSL
Airspace Class:	C
Activation:	H24

2. Adaptation of “LSR for Gliders outside TMA” in the Samedan Region

Background information

Temporary IFR procedures were introduced at Samedan Airport (LSZS) during the Alpine Ski World Championship in 2017 and permanently implemented in December 2019. Since then, operational experience has identified limitations regarding flyability, procedural complexity and operational efficiency within the challenging environment of the Engadin. Based on operational assessments and risk analyses, a comprehensive redesign of the IFR procedures for LSZS was initiated. The new procedure concept aims to improve the weather dependent access to Samedan Airport, reduce controller workload through increased use of Performance-Based Navigation (PBN), and enhance operational efficiency. The updated procedures are planned for implementation on AIRAC 26 November 2026.

During the design process, it was identified that portions of the new IFR flight paths are in conflict with existing “LSR for Gliders outside TMA” in the LSZS region. To ensure safe and efficient coexistence of IFR traffic and glider operations, adaptations to the affected glider areas are required.

In the direct surroundings of Samedan airport no change of the procedures is foreseen, thus there is no alteration in flight profiles or noise in this area.

Since the airspace change would be effective as from 18 March 2027 and the LSR for gliders outside TMA are active as from the 1st of March, the current LSR for gliders outside TMA need to be suspended with NOTAM from 1st of March 2027 to 18 March 2027.

Adaptation required

The “LSR for Gliders outside TMA” affected by the redesigned IFR procedures for LSZS are adapted to ensure the sufficient and required buffer according to the FOCA Directive Airspace Design Principles Switzerland (ADP CH) V1.1 between IFR flight paths and glider operations. The changes are the following:

- LSR44 OBERALP is adapted to release a corridor in the center towards the east for the benefit of the STAR DETRI S to operate in lower airspace between the holdings.
- LSR54 CALANDA is adapted in several places to accommodate the new procedures. The western part is cut in half to enable the continuation of the STAR DETRI S, the center is cut out according to the HOLDING OLFIM dimensions and the eastern part is marginally adapted to allow the approach procedure RNP RWY 21 from IAF FURFA.
- LSR55 SERRA is adapted on the east side to enable the approach procedure RNP RWY 21 from IAF VALAV.
- LSR56 MUTTLER is completely removed to accommodate the HOLDING ELMID.
- LSR62 MISOX is combined with the remaining southern part of the LSR54 CALANDA after the cut.

Airspace structures

LSR44 OBERALP	
Vertical Dimensions:	
Upper limit:	FL105 / FL130 (MIL ON / OFF)
Lower limit:	2’000 ft AGL
Airspace Class:	-

LSR54 CALANDA	
Vertical Dimensions:	
Upper limit:	FL130 / FL150 (MIL ON / OFF)
Lower limit:	2’000 ft AGL
Airspace Class:	-

LSR55 SERRA	
Vertical Dimensions:	
Upper limit:	FL130 / FL150 (MIL ON / OFF)
Lower limit:	2’000 ft AGL
Airspace Class:	-

LSR62 MISOX	
Vertical Dimensions:	
Upper limit:	FL130 / FL150 (MIL ON / OFF)
Lower limit:	2’000 ft AGL
Airspace Class:	-

3. Adaptation of existing and new LSR for military purposes

Military restricted areas (LSRs) are to be created and modified in connection with the Swiss Armed Forces new mortar, mini-drone and drone defence systems.

Description of the changes

The modifications submitted for consultation relate to changes in LSR use. They include adapting the use of existing LSRs and introducing additional ones to accommodate expanded training and testing activities for military mini-drones, counter-UAS systems (C-UAS) and loitering munitions (unmanned weapon systems that combine the characteristics of a reconnaissance drone with those of a precision-guided missile), as well as adjusting the upper limits for certain LSRs in response to the introduction of new mortar systems. The maximum number of activation days for the affected areas will also be updated.

The published upper limits for 4 existing LSRs are being adjusted or raised to account for the new mortar systems and the associated safety and trajectory requirements (altitude and trajectory of the munitions).

In addition, 8 new LSRs are being created exclusively for use with mini-drones, loitering munitions and C-UAS systems. It will also be possible to use the new systems in existing LSRs that are currently used solely for shooting activities.

In this regard, it should be noted that certain areas have varying maximum flight heights (e.g. for shooting activities and drone operations). The applicable upper limit, which depends on the specific activity being carried out, is published via NOTAM and DABS. Particularly in cases where only mini-drones are in use, a lower upper limit is applied in order to ensure that airspace is claimed only when it is actually required.

The KML file provided contains detailed information on the lateral extent and vertical upper limits of these areas (see page 1).

The maximum number of activation days is determined according to the Swiss Armed Forces current operational planning and experience from previous activations.

Justification

The use of LSRs must be adapted to meet the Swiss Armed Forces operational requirements for shooting, as well as to accommodate the expanding range of applications for military mini-drones and loitering munitions, the development of capabilities in the use of counter-mini-drone systems (C-UAS), and enhanced operational support provided by mini-drones. The current geopolitical situation shows these changes to be timely and appropriate, and highlights the need to have the necessary resources and capabilities at our disposal.

The published upper limit of existing shooting ranges needs to be changed because of the introduction of the new Mortar 16 and Mortar 19 systems, as their ballistic characteristics and tactical use differ from those of the previous systems. These adjustments are intended to ensure that ballistic trajectories remain entirely within the published and activated airspace volumes, in order to guarantee that Swiss airspace remains safe for all other airspace users in accordance with civil regulations.

Mini-drones were first used in LSRs in an introductory test phase for this new capability. The aim was to gradually build up the skills, procedures and experience required for the safe and structured operation of these systems within a clearly defined framework. This introductory phase is now complete. The next phase will see wider deployment of mini-drones within the Swiss Armed Forces, expanding the focus to include the broader use of these systems for education and training, and gradually integrating them into the activities of the relevant conscript and professional units.

This development brings with it an increased need for suitable airspaces in more locations which are compatible with a variety of operational profiles. New areas designated exclusively for mini-drones, loitering munitions and C-UAS systems are therefore being created, and operational possibilities in existing shooting areas extended. When possible, these are to be used for both live-fire exercises and mini-drone flight operations. This approach will allow troop training, regular exercises and activities such as drone flights beyond visual line of sight (BVLOS operations), which must generally be carried out only in LSRs until other safe integration measures are in place.

It should be noted that the listed numbers of activation days are maximum values. These figures reflect the Swiss Armed Forces current planning, but may not be fully used every year. They are maximum values for transparent publication in line with the Swiss Armed Forces planning requirements.

List of airspace structures

The changes described above apply to the following restricted airspace areas (LSRs):

Existing restricted airspace areas with **adjustment to the published upper limit**

Name	Activities	Upper limits (in ft AMSL)		Maximum number of activation days (per year)
		Mini-drones	Shooting	
LSR5 Bière	MIL UAS, C-UAS and/or FRNG ACT	*5'500*	*6'500 / 7'500*	100
LSR7 Hongrin	MIL UAS, C-UAS and/or FRNG ACT	*9'500*	*7'500 / 16'500*	100
LSR14 Säntisalpen/ Obertoggenburg Nord	MIL UAS, C-UAS and/or FRNG ACT	*12'500*	*6'500 / 8'500 / 12'500 / 16'500*	100
LSR57 Rossboden/ Rheinsand (Chur)	MIL UAS, C-UAS and/or FRNG ACT	*5'500*	*12'500*	90

New restricted airspace areas exclusively for mini-drones, loitering munitions and defence systems

Name	Activities	Upper limits (in ft AMSL)		Maximum number of activation days (per year)
		Mini-drones	Shooting	
LSR Geissalp	MIL UAS and/or C-UAS	*7'500*	NIL	40
LSR Chirel	MIL UAS and/or C-UAS	*9'500*	NIL	65
LSR Thun	MIL UAS and/or C-UAS	*4'500*	NIL	65
LSR Bodenänzi	MIL UAS and/or C-UAS	*5'500*	NIL	40
LSR-Hunds-Chopf	MIL UAS and/or C-UAS	*4'500*	NIL	40
LSR Val Torta-Posmeda	MIL UAS and/or C-UAS	*10'500*	NIL	30
LSR St. Luzisteig	MIL UAS and/or C-UAS	*5'500*	NIL	80
LSR Walenstadt	MIL UAS and/or C-UAS	*3'500*	NIL	80

Existing restricted airspace areas **with additional mini-drone activity, loitering munitions and defence systems**

Name	Activities	Upper limits (in ft AMSL)		Maximum number of activation days (per year)
		Mini-drones	Shooting	
LSR4 Lac de Neuchâtel (Forel)	ACFT FRNG / MIL UAS / C-UAS	*3'500*	*8'900*	35
LSR8 Dammastock	Air-Air FRNG / MIL UAS / C-UAS	*14'500*	*28'000*	35
LSR10 Färmelberg	MIL UAS, C-UAS and/or FRNG ACT	*9'500*	*15'500*	55
LSR11 Zuoz / S-chanf	Anti-ACFT FRNG / MIL ACFT ACT / MIL UAS / C-UAS	*13'500*	*31'500*	35
LSR31 Gadmen	MIL UAS, C-UAS and/or FRNG ACT	*10'500*	*16'500*	55
LSR37 Sustenpass	MIL UAS, C-UAS and/or FRNG ACT	*11'500*	*16'500*	55
LSR38 Glaubenberg-Wasserfallen	MIL UAS, C-UAS and/or FRNG ACT	*7'500*	*17'500*	95
LSR40 Wasserfallen	A/G FRNG / MIL ACFT ACT / MIL UAS / C-UAS	*9'500*	*10'500*	35
LSR41 Chalchtal	MIL UAS, C-UAS and/or FRNG ACT	*11'500*	*15'500*	65
LSR45 Chlialp	MIL UAS, C-UAS and/or FRNG ACT	*10'500*	*16'500*	65
LSR46 Maetteli	MIL UAS, C-UAS and/or FRNG ACT	*9'500*	*15'500*	65
LSR47 Val Piana Cavagnolo	MIL UAS, C-UAS and/or FRNG ACT	*9'500*	*15'500*	55
LSR48 Mundaun Nova	MIL UAS, C-UAS and/or FRNG ACT	*8'500*	*15'500*	55
LSR49 Val Cristallina	MIL UAS, C-UAS and/or FRNG ACT	*10'500*	*25'500 / 36'500*	70
LSR50 Val Nalps	MIL UAS, C-UAS and/or FRNG ACT	*10'500*	*15'500*	65
LSR51 Val Rondadura	MIL UAS, C-UAS and/or FRNG ACT	*10'500*	*15'500*	65
LSR52 Val Curtegns	MIL UAS, C-UAS and/or FRNG ACT	*11'500*	*15'500*	65
LSR53 Albula Alpen E	MIL UAS, C-UAS and/or FRNG ACT	*11'500*	*15'500*	55
LSR57 Rossboden/ Rheinsand (Chur)	MIL UAS, C-UAS and/or FRNG ACT	*5'500*	*12'500*	90
LSR58 Frauenfeld	MIL UAS, C-UAS and/or FRNG ACT	*3'500*	*6'500*	105
LSR59 Wichlen	MIL UAS, C-UAS and/or FRNG ACT	*10'500*	*15'500*	200

Existing restricted airspace areas where **only the maximum number of activations has been adjusted**

Name	Activities	Upper limits (in ft AMSL)		Maximum number of activation days (per year)
		Mini-drones	Shooting	
LSR9 Hinterrhein	MIL UAS, C-UAS and/or FRNG ACT	*9'500*	*16'500 / 20'500 / 25'500 / 40'000*	135
LSR12 Simplon	MIL UAS, C-UAS and/or FRNG ACT	*14'500*	*22'500*	65
LSR16 Isone 1	MIL UAS, C-UAS and/or FRNG ACT	*8'500*	*10'500*	80
LSR17 Isone 2	MIL UAS, C-UAS and/or FRNG ACT	*8'500*	*10'500*	80
LSR18 Bure	MIL UAS, C-UAS and/or FRNG ACT	*4'500*	NIL	100

The KML file provided contains detailed information on the lateral extent and vertical upper limits of these areas (see page 1).

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