

Airspace Refresher 2026

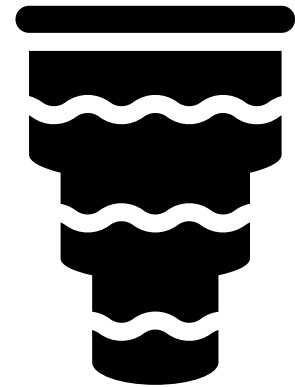


SEGELFLUGVERBAND DER SCHWEIZ

FEDERATION SUISSE DE VOL A VOILE
FEDERAZIONE SVIZZERA DI VOLO A VELA

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This presentation has been prepared with great care. Nevertheless, mistakes may occur. In any case, the official publications on the current aeronautical charts, VFR manual and NOTAM are authoritative.

All map cutouts are courtesy of swisstopo and not for operational use.

References:

- eVFR Manual as of 19.03.2026
- Standardized European Rules of the Air (SERA) as of August 2025
- Verfügung betreffend Änderung der Luftraumstruktur der Schweiz 2026 vom 17. Dezember 2025

I am happy to receive any feedback.

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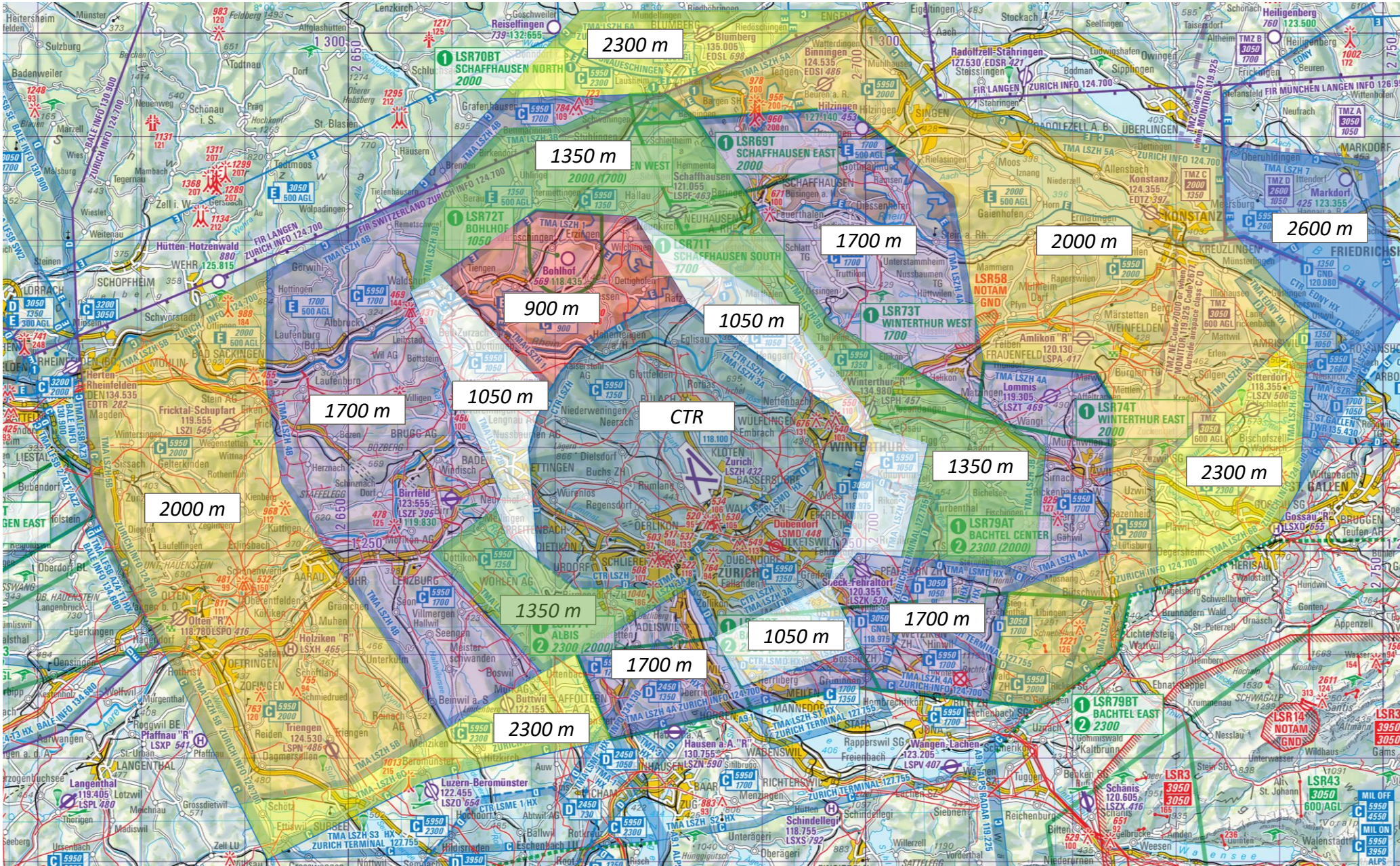
Modified CTR & TMA Zurich

valid as of
19 MAR 2026

Reason for change: Operational experience after major restructuring

- Higher TMA over Speck-Fehraltorf: 1700 m instead of 1050 m
- Reduced size of TMA 2C over Pfannenstiel
- Simplified shape of TMA S1 HX to reduce ATCO's workload
- Minor adjustment of boundaries of TMA 4A over Hörnli

CTR & TMA Zurich: All HX OFF

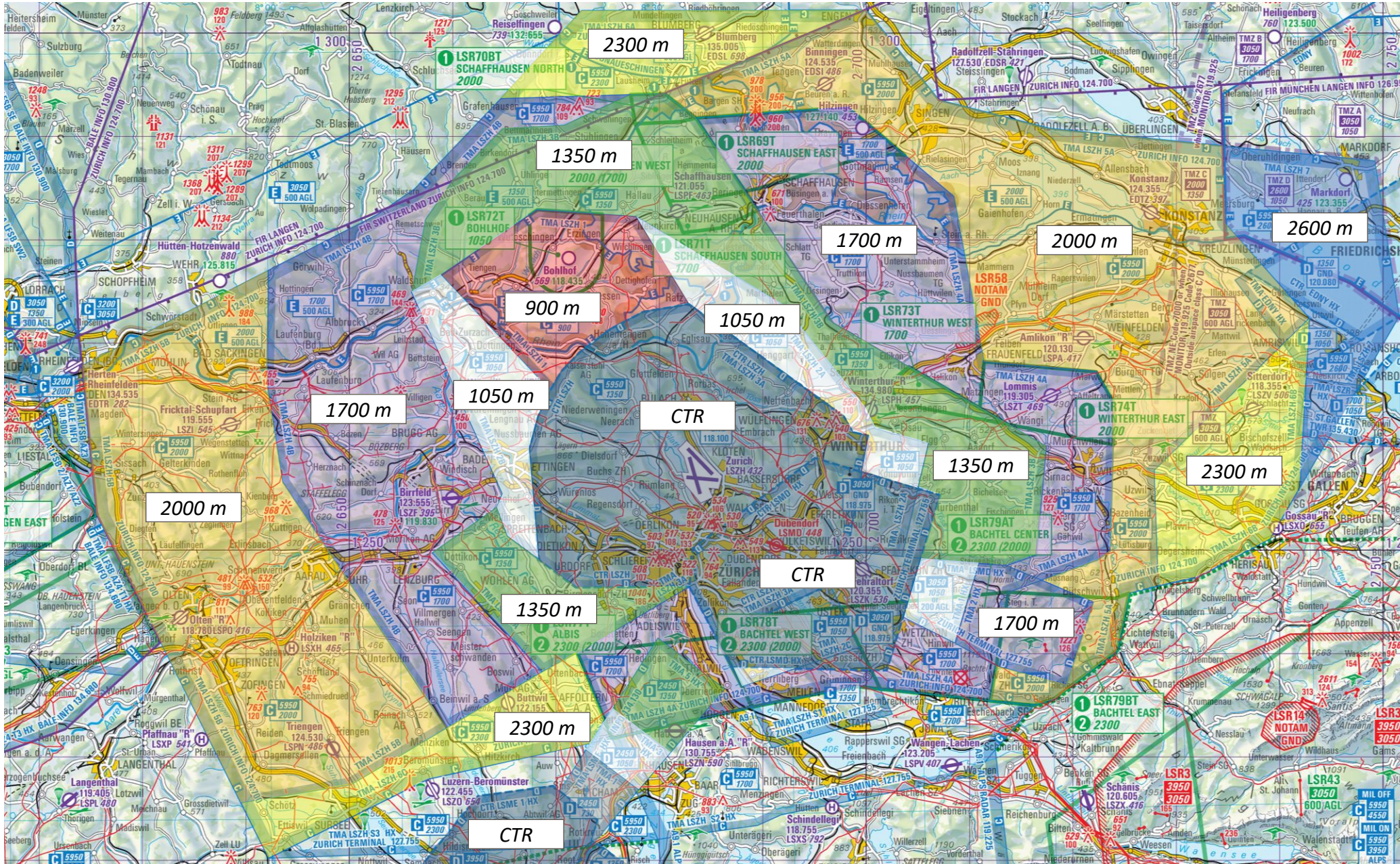


Applicability
Normal weekend

Chartered HX
LSZH OFF
LSMD OFF
LSME OFF

HX Status
LSMD 127.755
LSZH 129.005
LSME 134.130

CTR & TMA Zurich: Mil HX ON

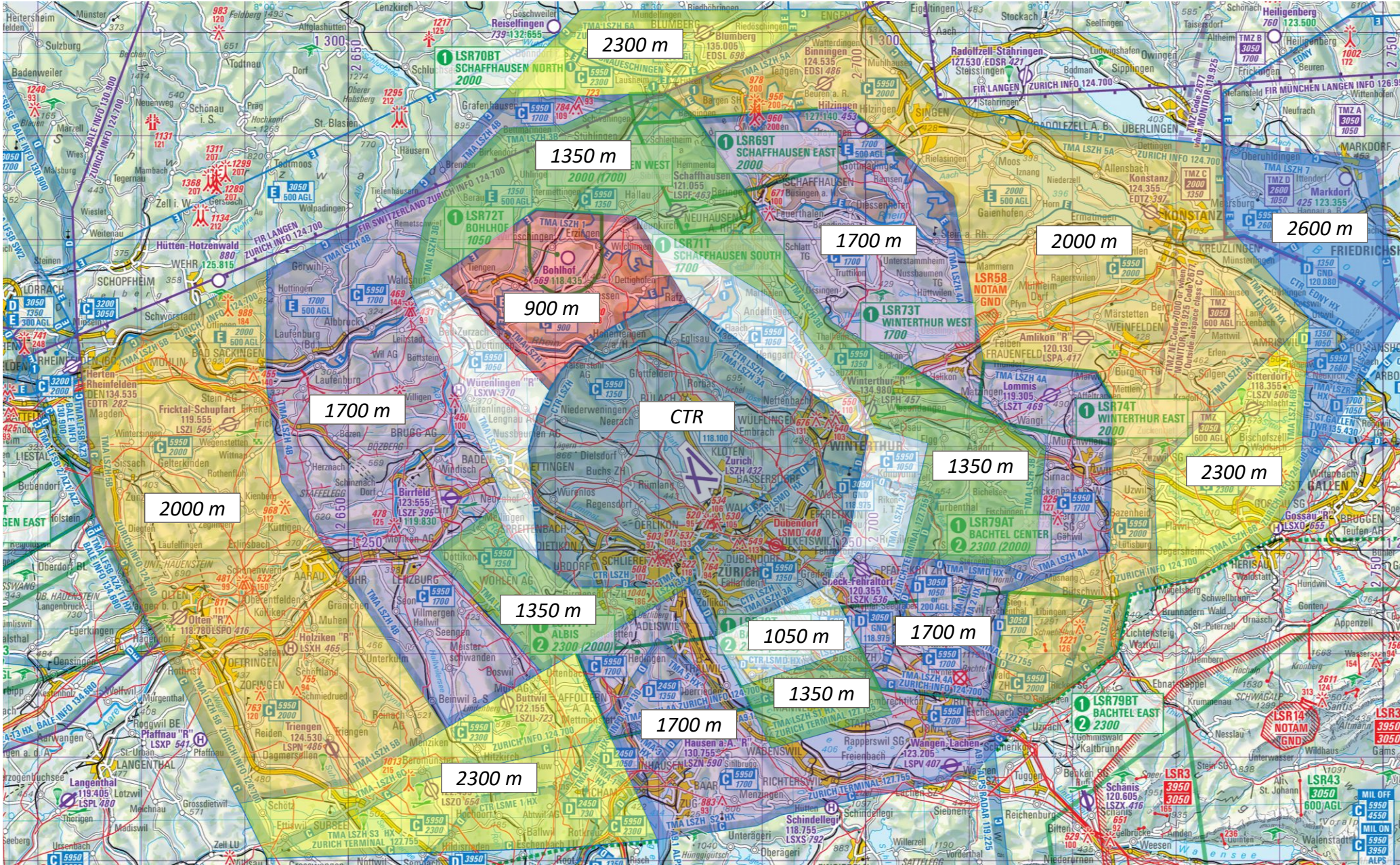


Applicability
Normal weekdays
(Mil ON hours)

Chartered HX
LSZH OFF
LSMD ON
LSME ON

HX Status
LSMD 127.755
LSZH 129.005
LSME 134.130

CTR & TMA Zurich: Zurich HX ON

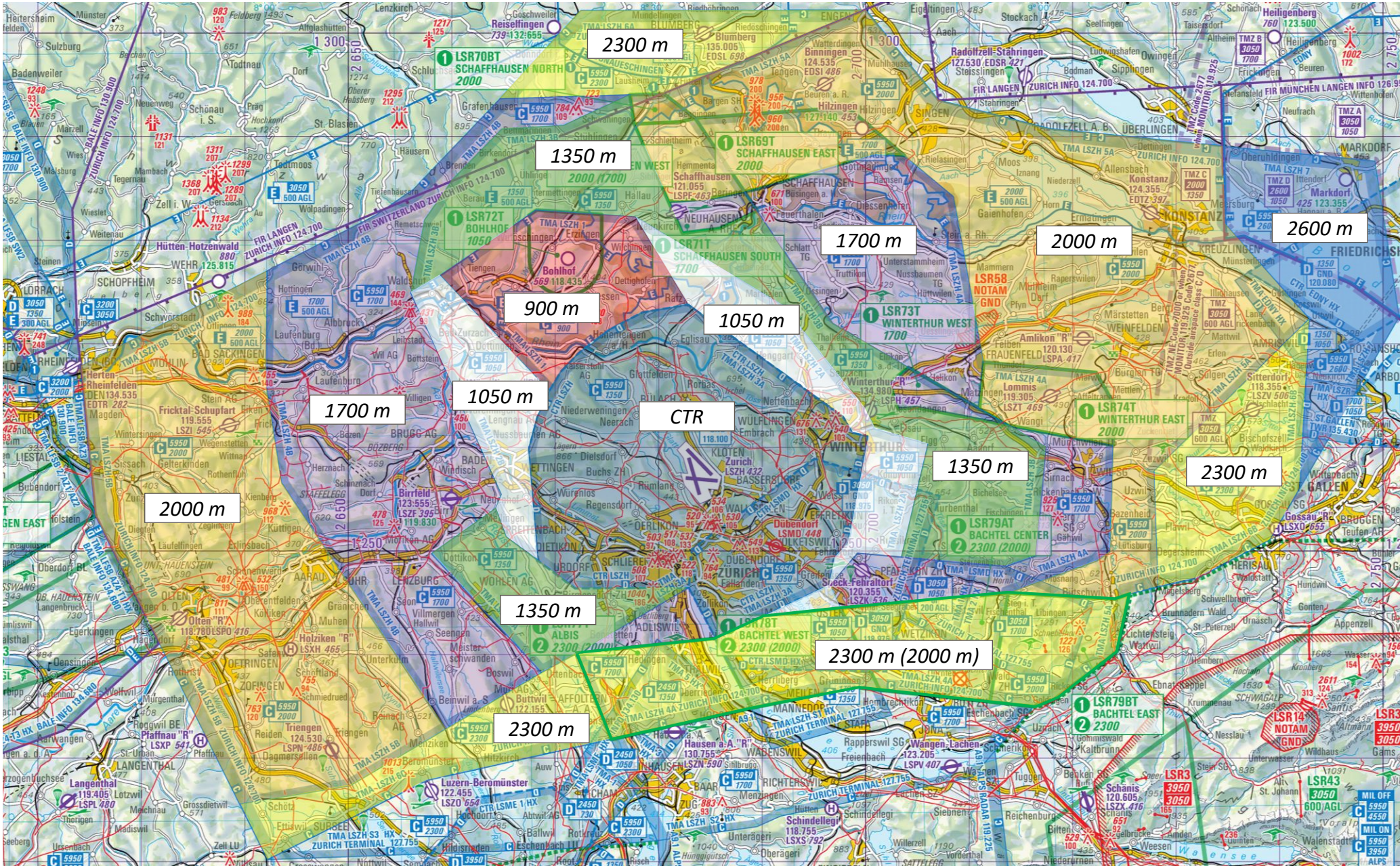


Applicability
Early morning & late evenings

Chartered HX
LSZH ON
LSMD OFF
LSME OFF

HX Status
LSMD 127.755
LSZH 129.005
LSME 134.130

CTR & TMA Zurich: LSR for Gliders



Applicability
 Activation upon request by local airfield or pilot

Charted HX
 LSZH OFF
 LSMD OFF
 LSME OFF

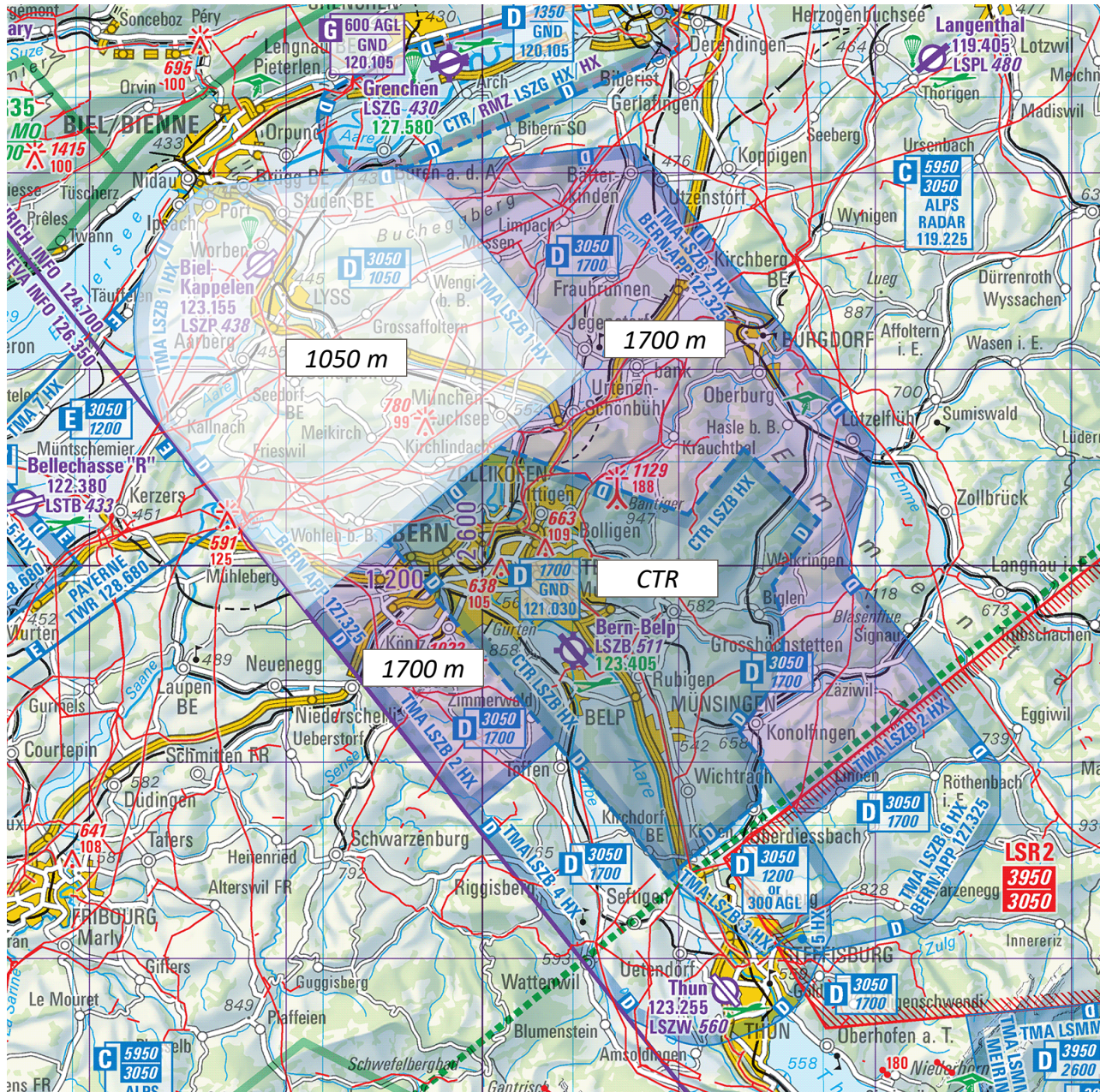
HX Status
 LSMD 127.755
 LSZH 129.005
 LSME 134.130
 GLD Info 120.880

New CTR & TMA Bern

valid as of
19 MAR 2026

Reason for change: New satellite-based IFR approach to runway 32

- IFR approaches either from the East, West or North
 - Joint activation of easterly and westerly TMAs only for exceptional reasons
 - Northern TMAs 1 & 2 are always active
- Status broadcast on 125.130 (ATIS)
- Activation within 30 min
 - Monitor 121.030 (TWR) or 127.325 (APP) or check ATIS every 15 min
- Special ruling (e.g., East only) possible for competitions



CTR & TMA Bern: HX North ON

Applicability

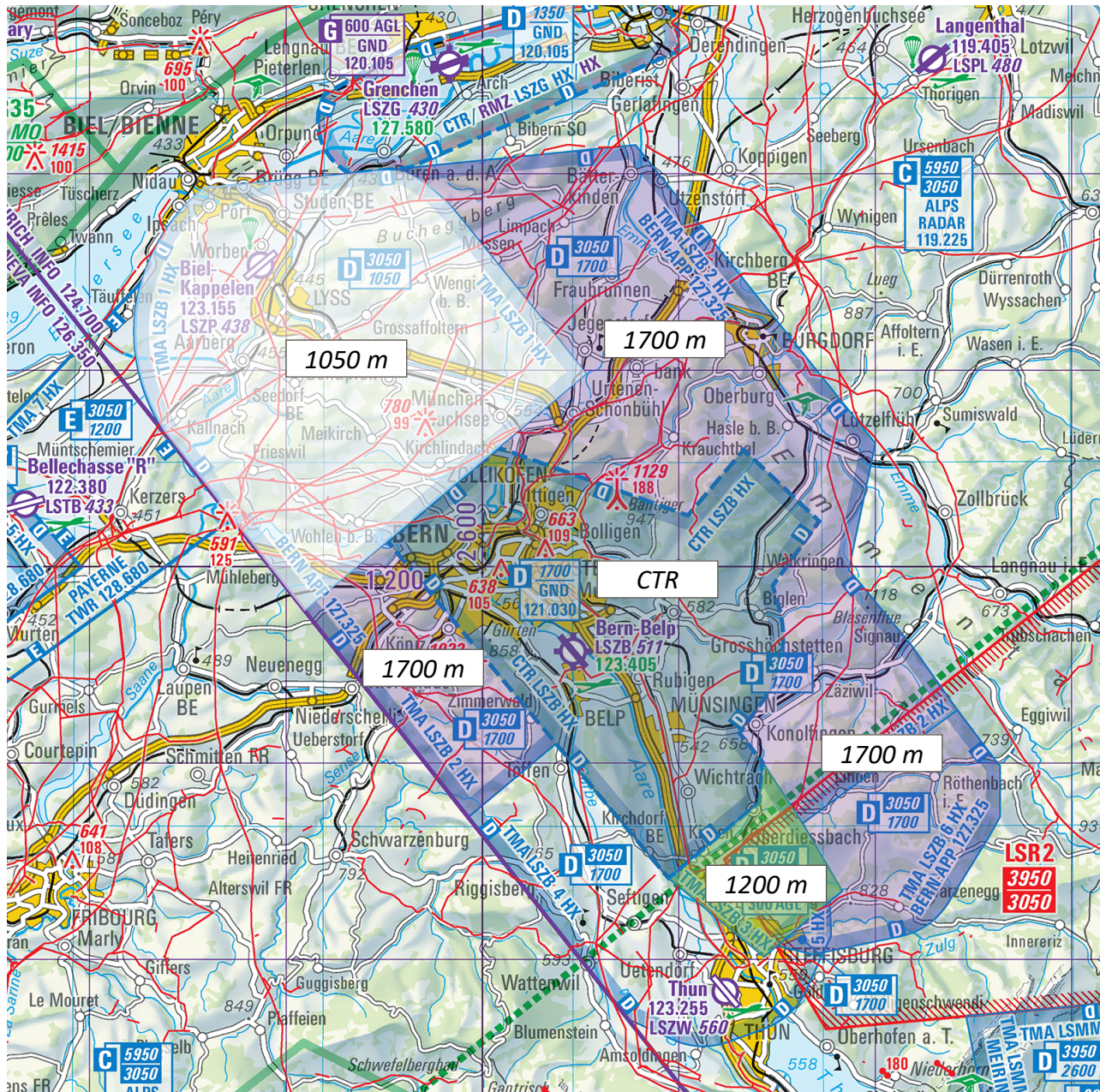
Wind allowing approaches to runway 14.

Charted HX

North	TMA 1/2	ON
South	TMA 3/5	OFF
West	TMA 4	OFF
East	TMA 6	OFF

HX Status

ATIS	125.130	Check every 15 min
Monitor	121.030	
Monitor	127.325	



CTR & TMA Bern: HX East ON

Applicability

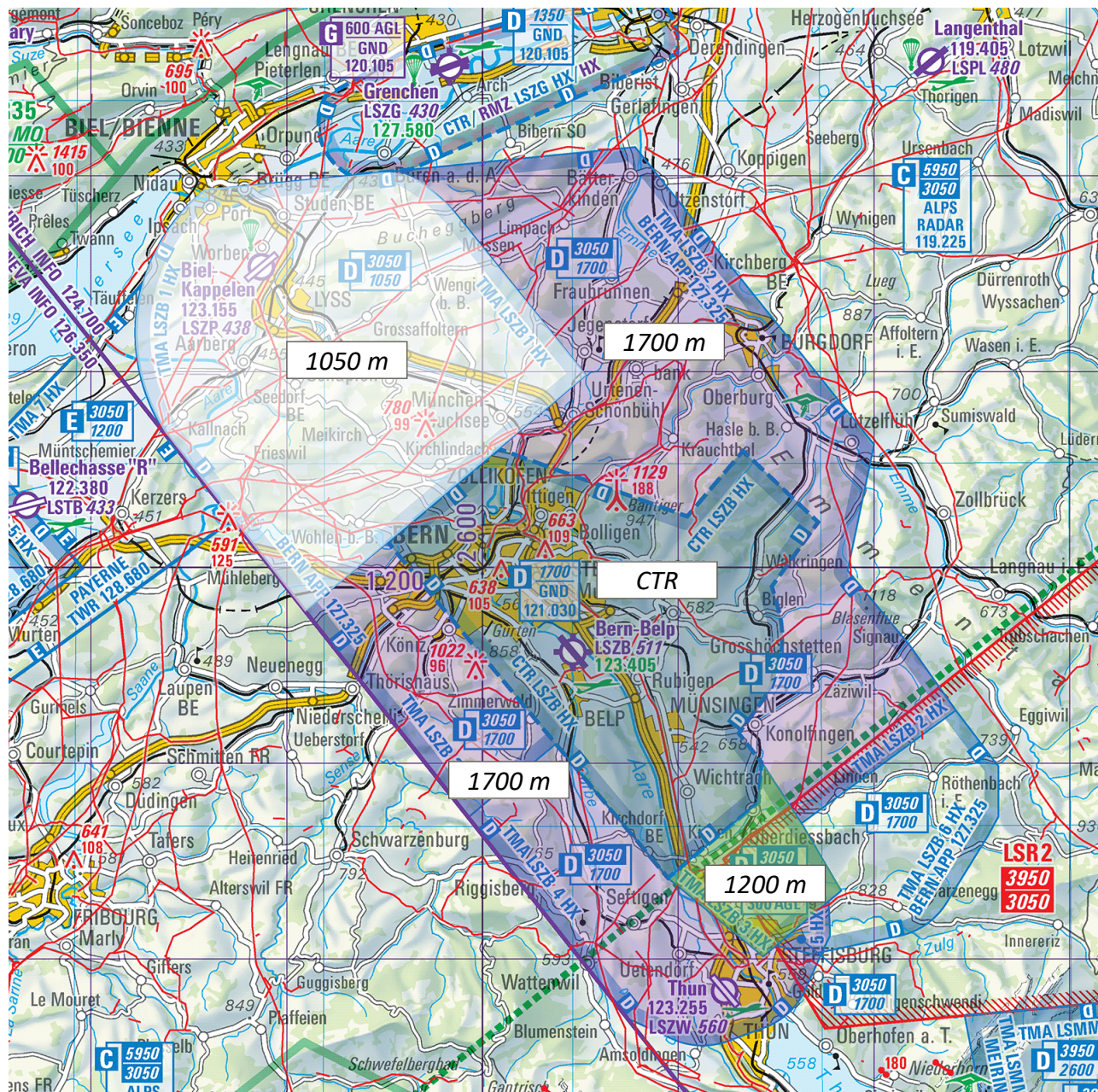
Standard configuration for approaches to runway 32.

Charted HX

North	TMA 1/2	ON
South	TMA 3/5	ON
West	TMA 4	OFF
East	TMA 6	ON

HX Status

ATIS	125.130	Check every 15 min
Monitor	121.030	
Monitor	127.325	



Applicability

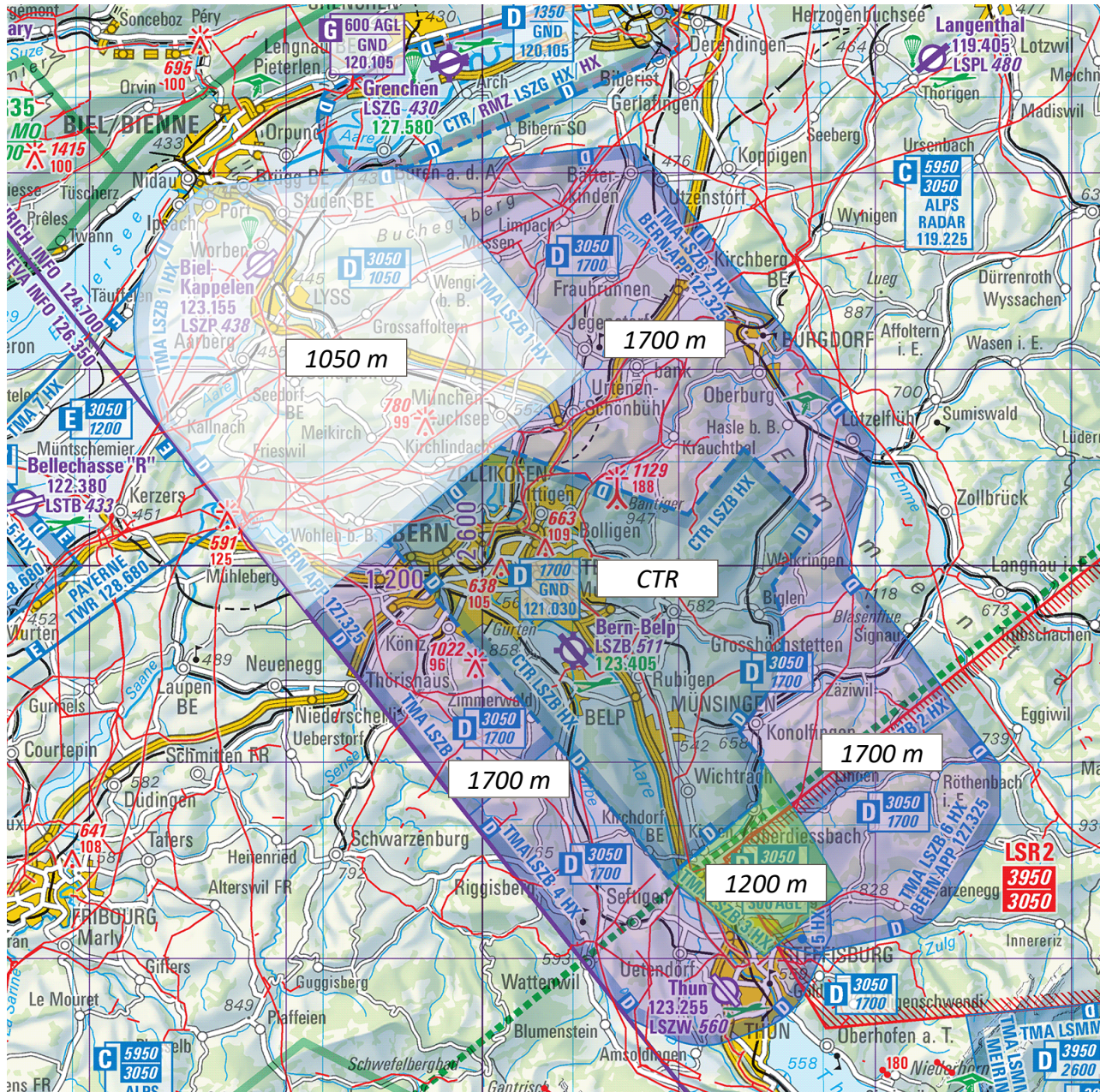
Non-standard configuration for approaches to runway 32.

Charted HX

North	TMA 1/2	ON
South	TMA 3/5	ON
West	TMA 4	ON
East	TMA 6	OFF

HX Status

ATIS	125.130	Check every 15 min
Monitor	121.030	
Monitor	127.325	



CTR & TMA Bern: All HX ON

Applicability

Exceptional circumstances, e.g. unusually bad weather.

Charted HX

North	TMA 1/2	ON
South	TMA 3/5	ON
West	TMA 4	ON
East	TMA 6	ON

HX Status

ATIS	125.130	Check every 15 min
Monitor	121.030	
Monitor	127.325	

Adjusted Rules for LSR29 and LSR33

Reason for change: New LFN PinS approaches for hospitals

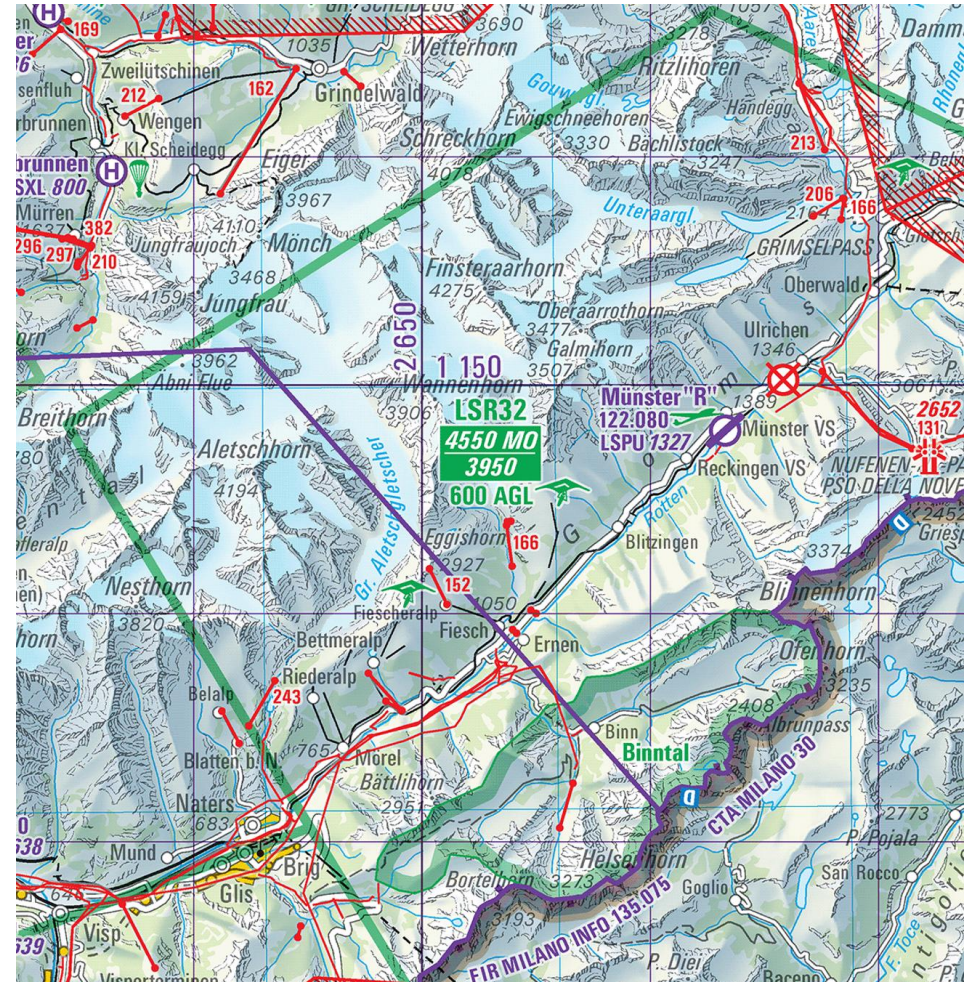
- No IFR traffic allowed within a LSR for gliders outside TMA
- LSR for gliders outside TMA are active from 1. March until 31. October
- Temporary deactivation of LSR29 and LSR33 is now permissible
 - Clouds at least 6/8 and ceiling below 5000 ft

→ Check DABS!

LSR for Gliders Outside TMA

Outside TMA

- Reduced cloud distance minima
 - 100 m lateral, 50 m vertical
- Active from 1. March until 31. October
 - SR to SS
 - Mil OFF without approval
 - Mil ON only with specific approval
- No IFR flights allowed



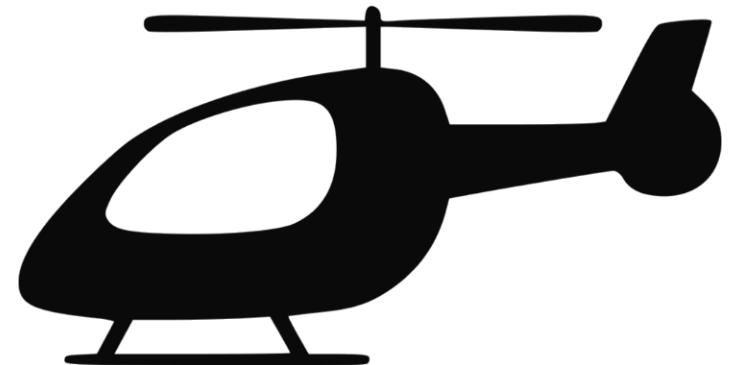
LFN PinS Chart

LFN: Low Flight Network

PinS: Point in Space

- Low-level IFR routes for helicopters in airspace G and E
- Transportation of patients in case of bad weather
- Usage by REGA and Swiss Air Force

→ See and avoid



Electronic Conspicuity

*There currently is no mandate for non-motorized aircraft to carry and operate an SSR transponder in Switzerland.
FOCA is drafting plans to change this as of 2028.*

As of today - obligation to operate:

- Aircraft is transponder equipped
 - Sufficient supply of electrical power
- Turn on your transponder!

In practice, a transponder is helpful to obtain an ATC clearance for controlled airspace.



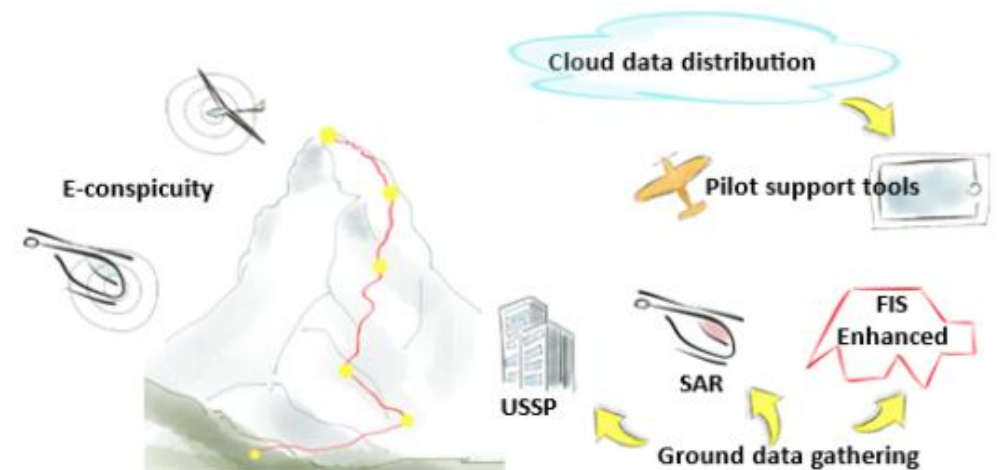
FASST-CH

Future Aviation Surveillance Services and Technologies in Switzerland

- Government initiative to foster innovative solutions for e-conspicuity
- Co-existence of certified and non-certified equipment
- ADS-L, ADS-B, SSR Mode C & S, FLARM, FANET etc.
- Usage of ground-based infrastructure for interoperability

→ Mandatory e-conspicuity by 2028, likely requiring Mode S transponders for gliders.

More information: [FOCA](#)



Hotspots

Exercise extra care:

- CTR & TMA Zurich
- CTR Geneva
- CTR Bern

«*Proper planning prevents poor performance!*»

→ Understand how to use your moving map device correctly.

Airspace infringements TMA (20.03.2025 - 31.12.2025)

