

# Airspace Refresher 2026

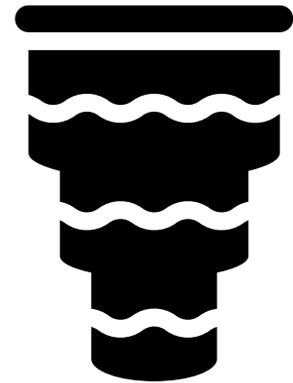


SEGELFLUGVERBAND DER SCHWEIZ

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.

Flurin Schwerzmann

Airspace Delegate, Segelflugverband der Schweiz

airspace@sfvs-fsvv.ch

# Modified CTR & TMA Zurich

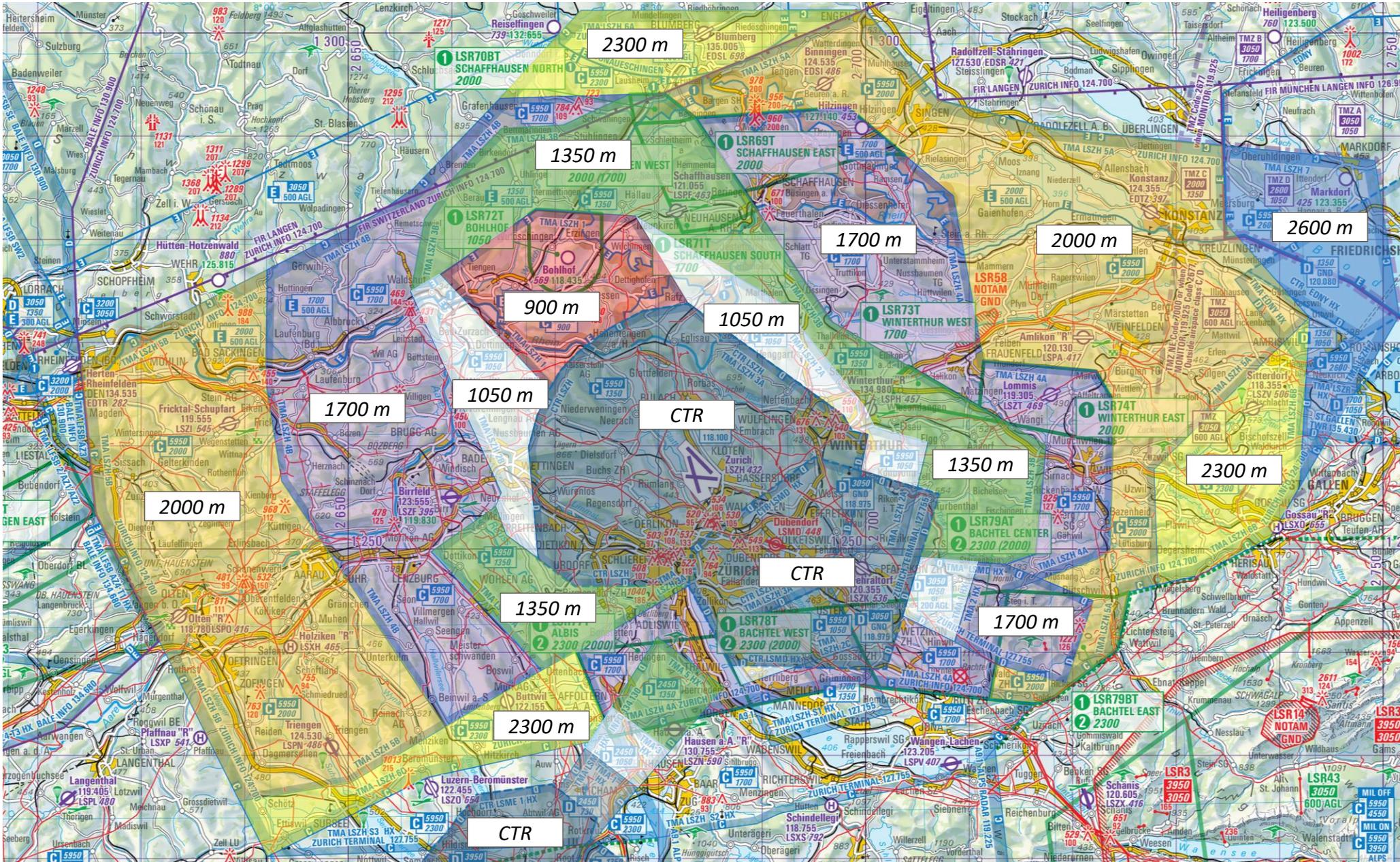
valid as of  
**19 MAR 2026**

*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: Mil HX ON

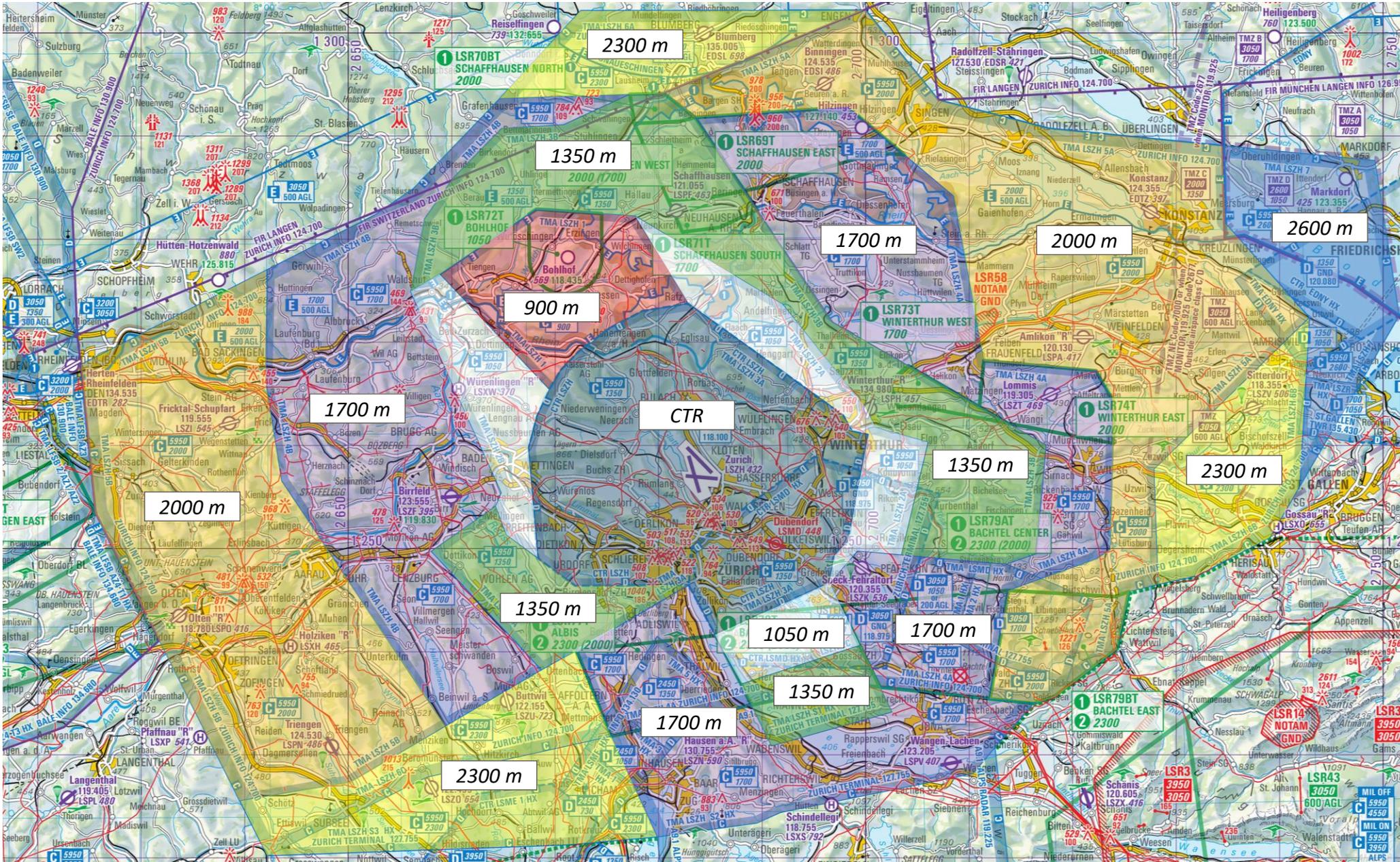


Applicability  
Normal weekdays  
(Mil ON hours)

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

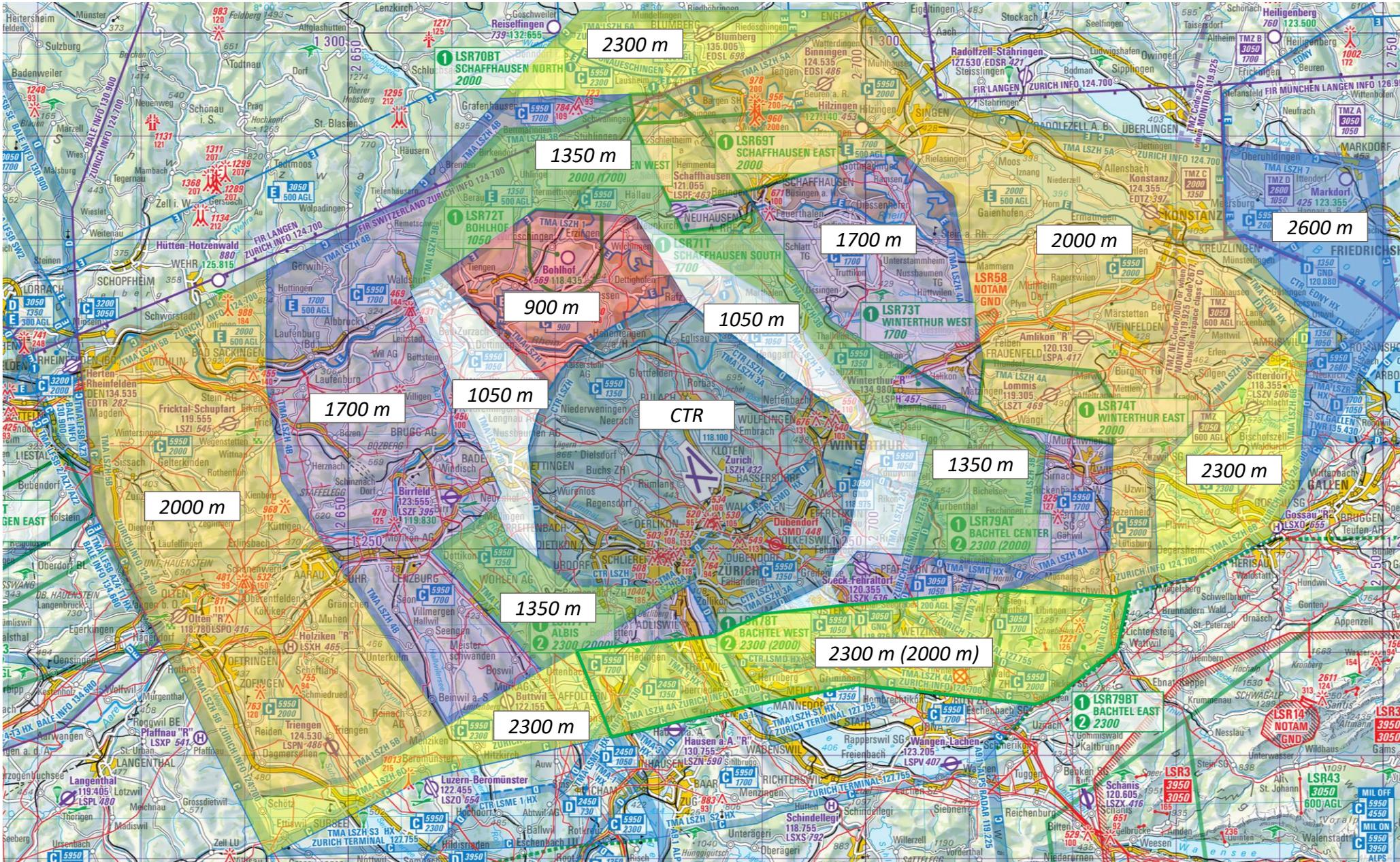


Applicability  
Early morning & late evenings

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

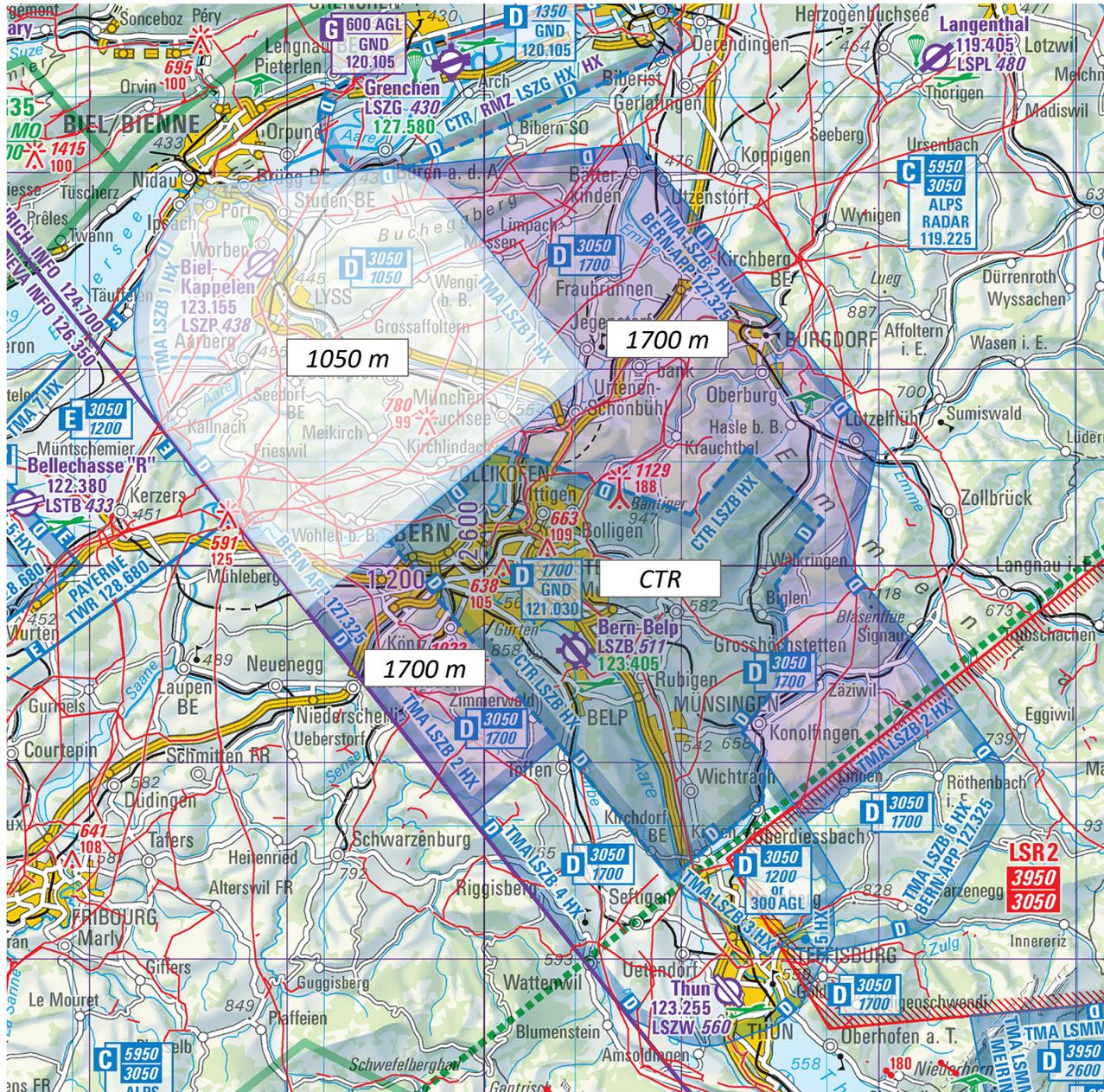
HX Status  
 LSMD 127.755  
 LSZH 129.005  
 LSME 134.130  
 GLD Info 120.880

# 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 TMA is always active (protecting a holding)
- Status broadcast on 125.130 (ATIS)
- Activation within 30 min
  - Monitor 121.025 (CTR) or 127.325 (TMA) or check ATIS every 15 min
- Special ruling (e.g., East only) possible for competitions



# CTR & TMA Bern: HX North ON

## Applicability

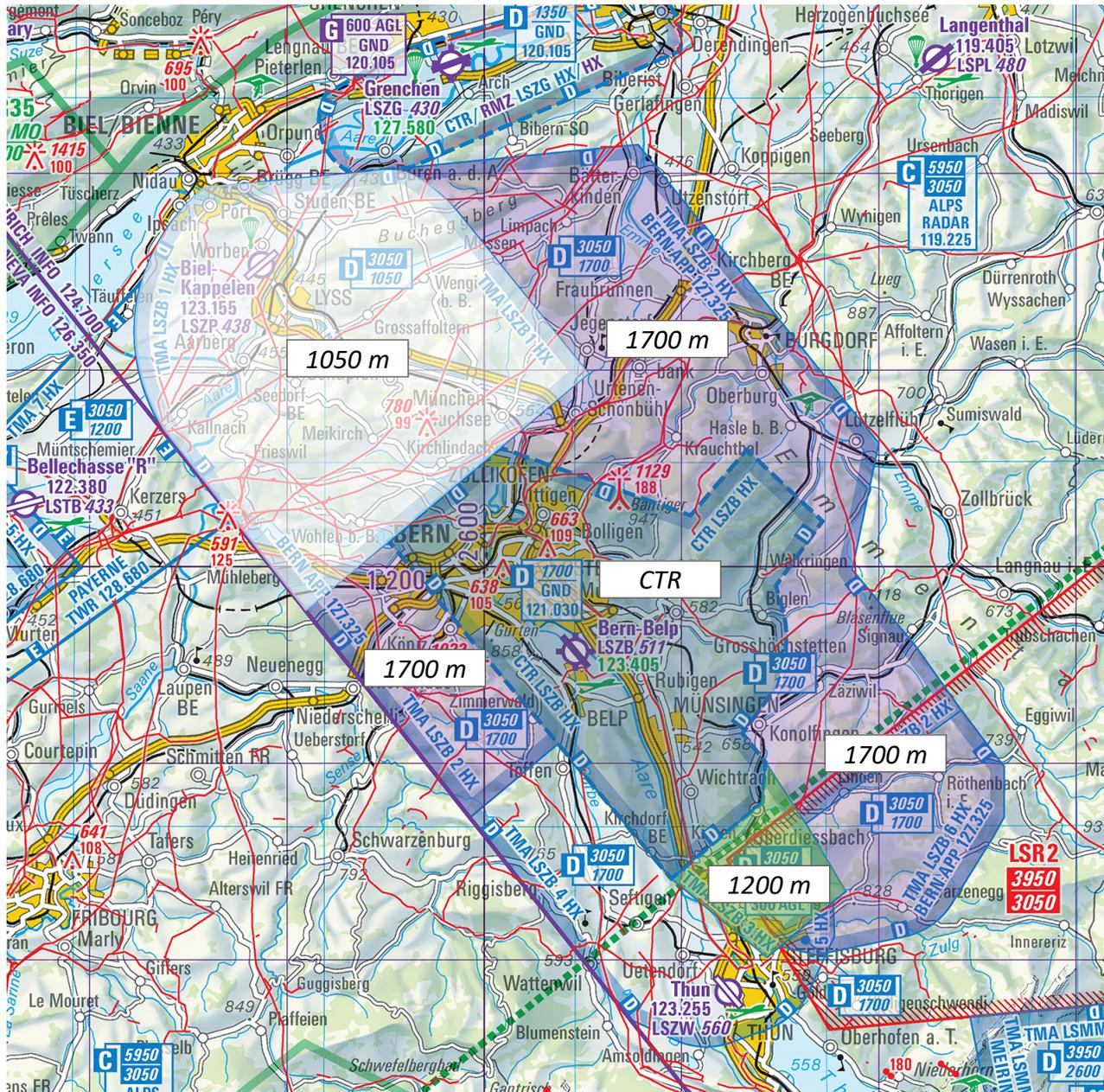
Wind allowing approaches to runway 14.

## Charted HX

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

## HX Status

ATIS	125.130	Check every 15 min
Monitor	121.025	
Monitor	127.325	



# CTR & TMA Bern: HX East ON

## Applicability

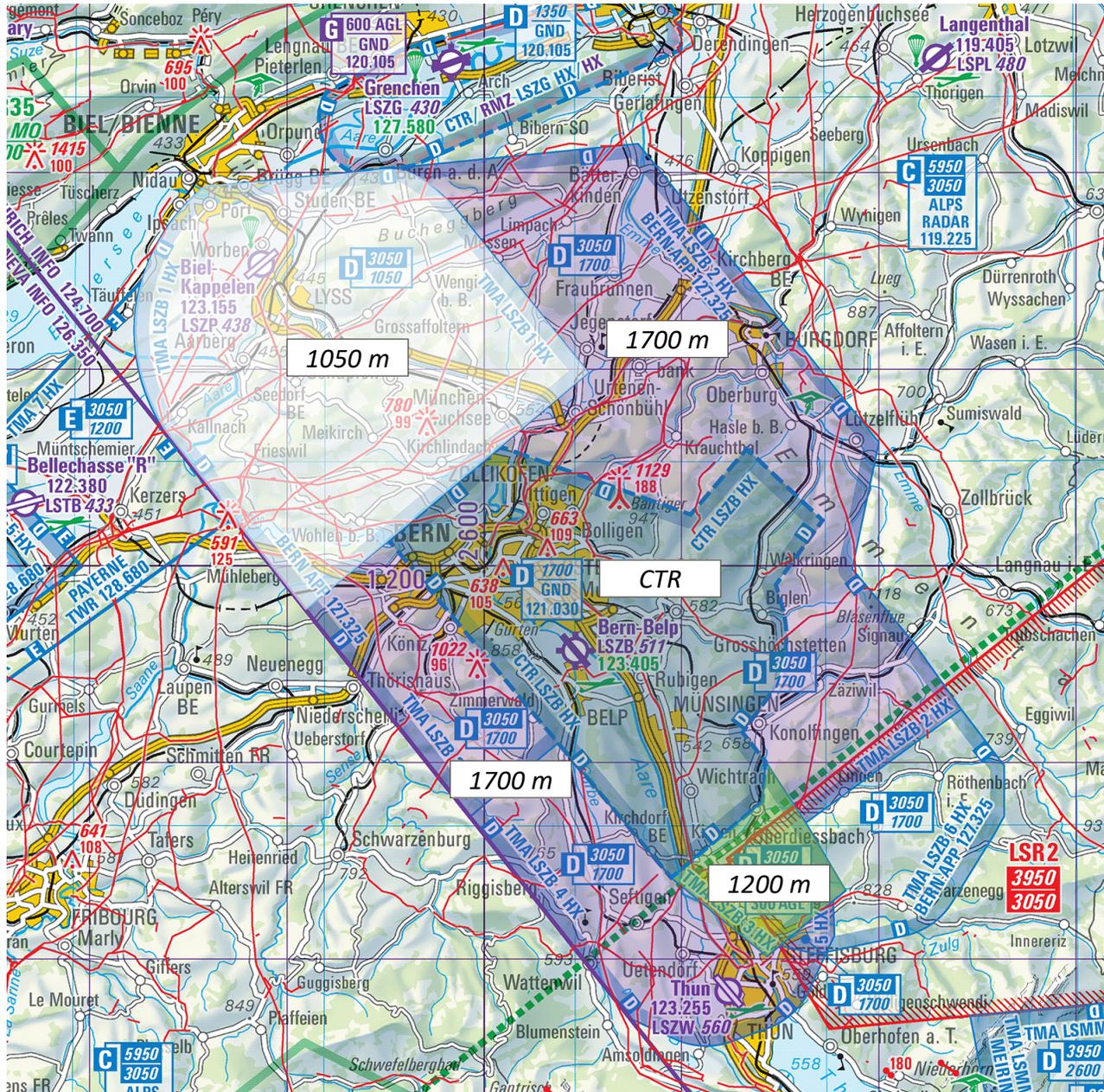
Standard configuration for approaches to runway 32.

## Charted HX

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

## HX Status

ATIS	125.130	Check every 15 min
Monitor	121.025	
Monitor	127.325	



# CTR & TMA Bern: HX West ON

## Applicability

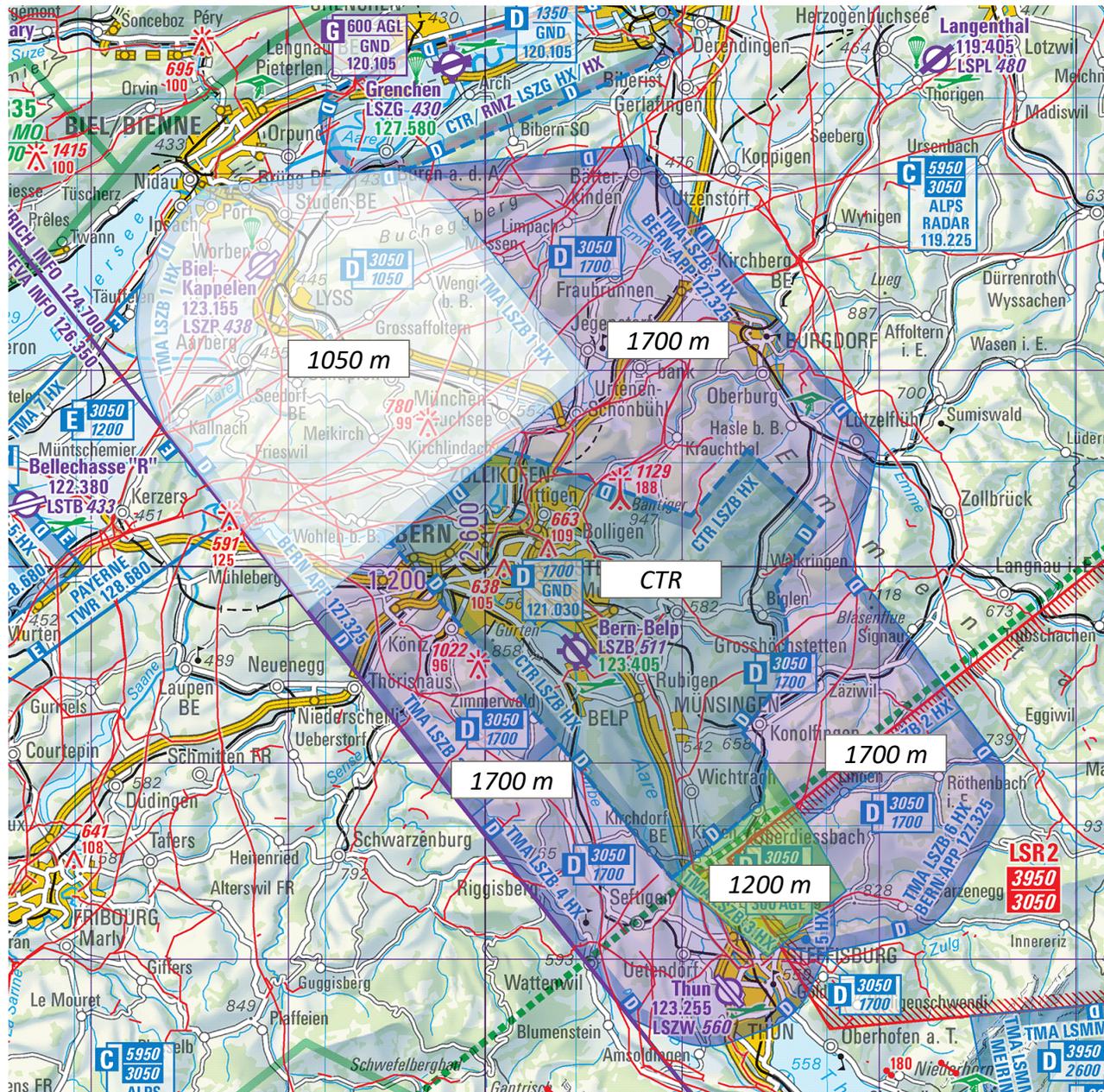
Non-standard configuration for approaches to runway 32.

## Charted HX

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

## HX Status

ATIS	125.130	Check every 15 min
Monitor	121.025	
Monitor	127.325	



# CTR & TMA Bern: All HX ON

## Applicability

Exceptional circumstances, e.g. unusually bad weather.

## Charted HX

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

## HX Status

ATIS	125.130	Check every 15 min
Monitor	121.025	
Monitor	127.325	

# Adjusted Rules for LSR29 and LSR33

*Reason for change:* New LFN PinS approaches for hospitals

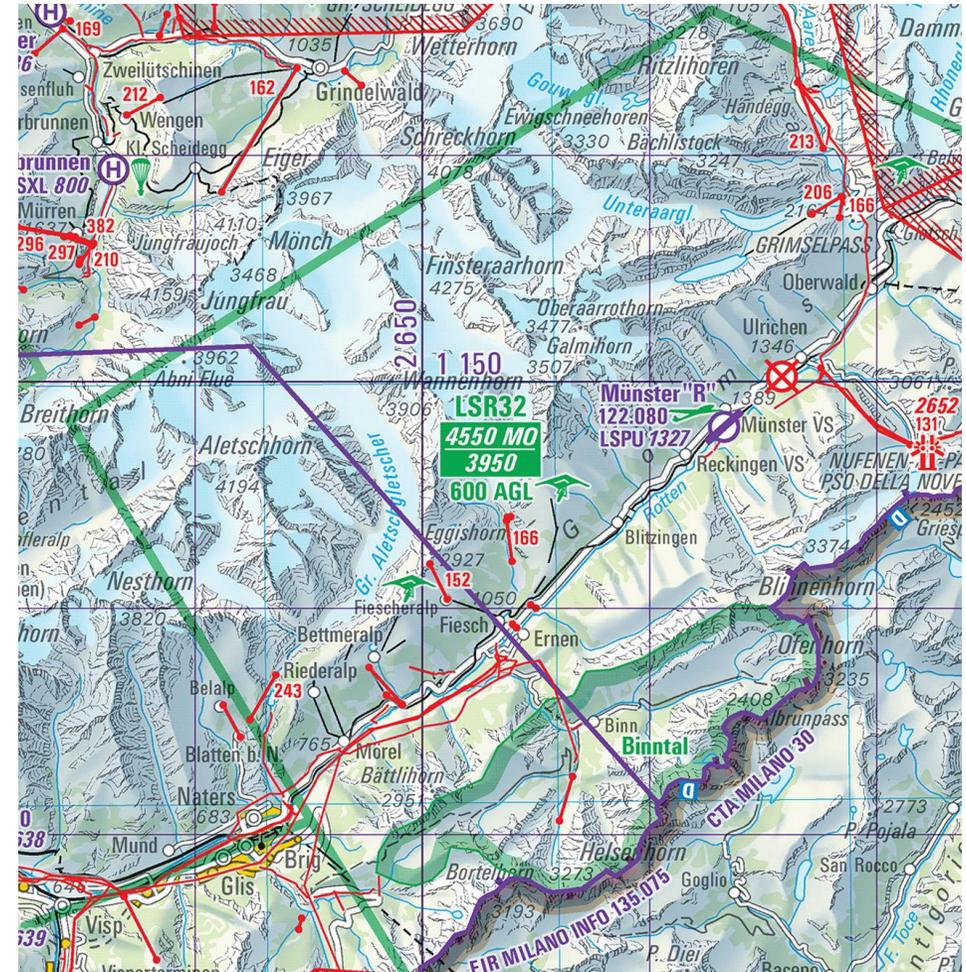
- No IFR traffic allowed within a LSR for gliders outside TMA
- LSR for gliders outside TMA are active from 1. March until 31. October
- Temporary deactivation of LSR29 and LSR33 is now permissible
  - Clouds at least 6/8 and ceiling below 5000 ft

→ 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



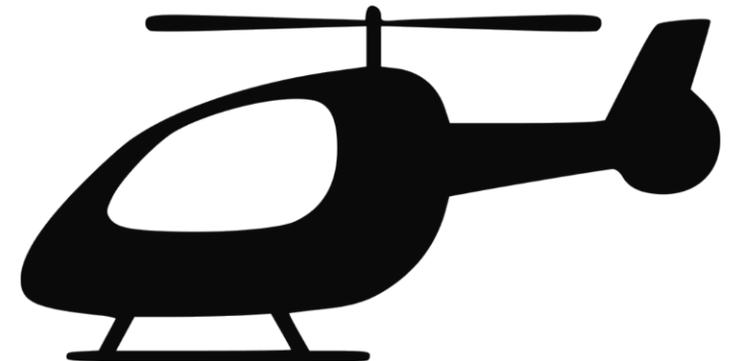
# LFN PinS Chart

*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.



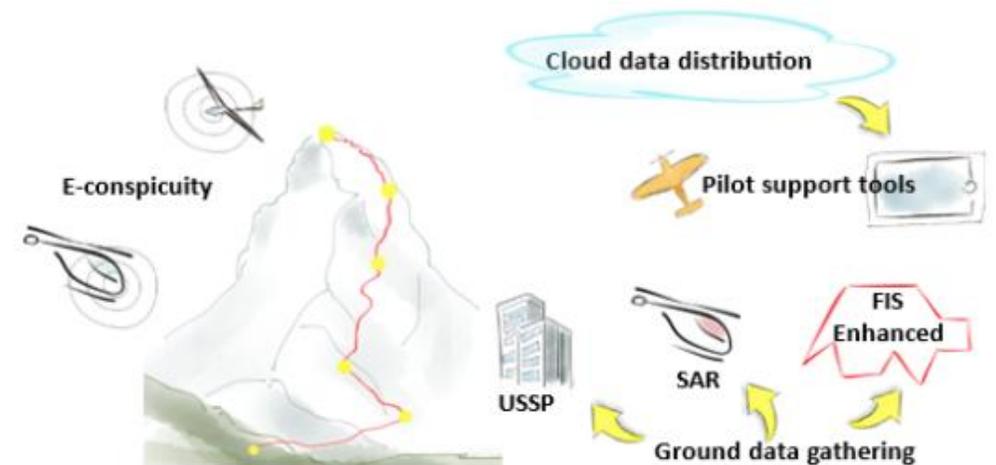
# FASST-CH

## *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)

