

The participation of Switzerland in the SES initiative of the European Union is based on the inclusion of the regulatory framework of SES in the Annex to the Bilateral Air Transport Agreement between the European Community and the Swiss Confederation.

As referred to in Article 7(2) of the Airspace Regulation (EC) No 551/2004 and Article 8 of Regulation (EC) No 2150/2005, and further to the formalised request of the Commission to EUROCONTROL dated 31 July 2008, Chapter 7 of **CH LCIP 2009-2013+** below fulfils Switzerland's obligation to report to the European Commission on the application of the concept of the flexible use of airspace in respect of the airspace under its responsibility for the period from 1st July 2007 till 31st December 2008.

For Switzerland,

Matthias SUHR,
Director General, FOCA

Signature

Date



05.02.09

Chapter 7 - Annual Report on the Application of FUA

Entry into force of SES legislation, following Joint Committee Decision of the EC-Switzerland Air Transport Committee:

- Regulations 551/2004 and 2150/2005 entered into force on 1 December 2006.

7.1 National organisation and responsibilities at the 3 levels of FUA

7.1.1 At Strategic Airspace Management Level 1

FUA Level 1 Implemented:	Y	High Level Airspace Policy Body:	Y	ANS Regulation Group (ARG) including FOCA (Federal Office Civil Aviation), Airforce (REMIL - Regulator MIL) and Skyguide (ATS Authority and ANSP CH)
The federal Office for Civil Aviation is in charge for Airspace at Level 1 and defines the Airspace Structure Switzerland. The law states, that Airspace is defined in accordance with the Airforce and after consultation with the ANSP Skyguide. For that reason an Airspace regulation team including these three parties is established. The National Airspace Advisory Committee (NAMAC) is the Advisory body to the Airspace regulation Team and consists of representatives from all areas of Airspace users. The Legal Process established includes a formal consultation with all General Aviation bodies concerned. The overhead body of the Airspace Regulation Team is the ANS Regulation Group (ARG) acting as Airspace High Level Body according to Switzerland's airspace policy.				
Measures established to ensure consistency between:	- ASM and ATFM:	Y	FOCA -> ARG (Airspace Regulation Group) ARG -> ART (Airspace Regulation Team) ANSP -> Skyguide -> ATFCM-Team	
	- ASM and ATS:	Y	FOCA / REMIL -> ANSP Skyguide / AMC	
The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation:			Y	Date and Reference of the Communication: In 2008. After signature of CH AS-Policy in 2009, to be redone.

The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above):	
- Regularly review and address users' requirements	Y
FOCA + REMIL + ANSP (skyguide) -> ARG -> ART	
- Approve activities which require airspace reservation or restriction	Y
FOCA / ART -> ANSP / AMC	
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options	Y
FOCA -> ARG -> ART: CDRS 1 / 2 / 3 / TSAs / R-Areas	
- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace	Y
Airspace Policy, Airspace Design Manual	
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures	Y
ART permanent working Group -> new airspace update every year -> March update new airspace map	
- Define specific conditions under which the responsibility for separation between civil and military flights rests on the ATS units or on the controlling military units	Y
One integrated ANSP for civil and for military flights within Switzerland. Units do hold specific procedures in Manuals and several Agreements with the Airforce	
- Establish mechanisms to assess performance of FUA operations	Y
Assessment FOCA for AMC and ATFCM / Key Performance Indicators are defined - at the time in investigation.	
- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures	Y
Ongoing action managed by the ARG and ART	
- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities	Y
Manual statistics / Log books / Planning tool statistics automatic.	
The State has abandoned application of permanent airspace restrictions:	Y FOCA ASM Level 1 -> AIP / AIP SUPPLEMENT or NOTAM
Changes since previous FUA Report:	NIL

7.1.2 At Pre-tactical Airspace Management Level 2

FUA Level 2 Implemented:	Y	Airspace Management Cell – AMC:	Y	ANSP Skyguide runs the AMC Switzerland	Joint Civil-Military Cell:	Y
AMC (Skyguide) integrated and combined CIV + MIL Airspace Management Cell						
The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:			Y			
The established AMC (referred to above) is provided with adequate supporting systems to perform and communicate the pre-tactical airspace management tasks:			Y	FIS LW (MIL planning tool) MICAMS (Military Civil Airspace Management System) TSA-MANAGEMENT tool (EXCEL)		
Changes since previous FUA Report:	NIL					

7.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented:	Y	Fully Integrated CIV + MIL at ANSP Skyguide Airspace Management is co-located between ACCs and ADDC
The State has ensured that the relevant ATS Units and controlling military units:		
- establish coordination procedures and communication facilities to allow the real-time activation, deactivation or reallocation of airspace allocated at pre-tactical level:	Y	
The military Air Navigation Services are fully integrated with the civil Services as one ANSP (Skyguide)		
- establish coordination procedures to ensure the timely and effective exchange of any modification of planned airspace reservations and the adequate notification to all affected users:	Y	
- TSA-MANAGEMENT as starting point (planning) for all airspace users - MIL ADDC coordination with ACCs Zürich and Genève		
- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:	Y	
ATS system CIV provides MIL ADDC with updated flight plans. Close coordination between MIL ADDC and ACCs inside the same ANSP (Skyguide) Supporting systems: FLORAKO (MIL) / FIS LW / TSA-MANAGEMENT / MICAMS / CIV ATM System / DAM tool		
- establish coordination procedures to permit direct communication of relevant information to resolve specific traffic situations where civil and military controllers are providing services in the same airspace:	Y	
Specifically:		
- Position of aircraft	Y	automatic data exchange
- Flight intention of aircraft	Y	automatic data exchange CIV to MIL
All airspace reservations are released as soon as activities having caused their establishment cease:	Y	
According to the planned AIRSPACE-MANAGEMENT planning updated by phone call coordination MIL ADDC -> DAM Tool -> to all CIV ACC consoles.		
Changes since previous FUA Report:	NIL	

7.2 Cooperation between Member States at the 3 levels of FUA

7.2.1 At Strategic Airspace Management Level 1

The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures:	Y	CBA 25 and CBO with MoU and LoAs Switzerland and France; CBO with MoU Switzerland and Germany; CBA 660 under construction Switzerland and Italy.
Type(s) of cross-border airspace use is applied in the State:		
Cross-border area	Y	CBA 25 Switzerland and France / Lead AMC France; CBA 660 Switzerland and Italy under construction.
Shared reserved airspace (TRA and TSA)	Y	CBO in TSAs Switzerland with France; CBO in TRA Switzerland and Germany.
Conditional routes	N	No Cross Boarder CDRs implemented today; CDRs with Italy under construction (with CBA 660).
The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities:	Y	Description in LoAs.
Changes since previous FUA Report:	NIL	

7.2.2 At Pre-tactical Airspace Management Level 2

The State has established a joint or multinational AMC with neighbouring States:	N	No joint or multinational AMC is necessary ore planned for the moment; AMC inside FABEC is part of a project.
Changes since previous FUA Report:	NIL	

7.2.3 At Tactical Airspace Management Level 3

The State has established a common set of procedures to manage specific traffic situations and/or to enhance the real-time airspace management between civil and military units involved in or concerned with cross-border activities:	Y	Switzerland with France for CBA 25 with LoA; Switzerland with Italy for CBA 660 with LoAs under construction.
Changes since previous FUA Report:	NIL	

7.3 Safety assessment

The State has established a safety management process to conduct all safety assessment activities before the introduction of any changes to the operations of the FUA:	Y	Skyguide as the ANSP Switzerland has established ESARR 4 compatibility and has been certified. FOCA takes the oversight responsibility as the NSA according ESARR 1.
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7.4 Performance assessment

Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels		
Safety	Y	Changes are assessed in a safety assessment According ESARR 4 – All Airspace Changes are considered as Class Major Changes and an Acceptance according ESARR 1 is to be conducted for all that changes by the NSA.
Airspace capacity	Y	ATFCM Team
Efficiency	Y	ATFCM Team
Flexibility of aircraft operations of all users	Y	CIV / Air Force / GAT

7.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):	Y
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The State has established the following FUA compliance monitoring processes:						
Inspections	Y	Periodicity	Annual oversight programme.	Outcome sent to EC	N	--
Surveys	N	Periodicity	see comments	Outcome sent to EC	N	--
Safety Audits	Y	Periodicity	Annual oversight programme.	Outcome sent to EC	N	--
Additional comments:	The oversight of FUA is included in the ANSP Oversight established in accordance with ESARR 1. Regular Inspections and Acceptance of Airspace Change Safety Assessments are established.					

7.6 Problems encountered and need for changes

Problems encountered in the implementation of the FUA regulation and need for changes
Too many manual interfaces / Interface AMC tool (MICAMS) and CFMU CIAM is still missing!