

1 TEMPO LS-R90**1.1 Temporary restricted area (TEMPO LS-R90) Davos**

The **2020 World Economic Forum** will be held in **Davos** in **January 2020** (WEF 20).

The Federal Council has imposed restrictions on the use by civilian flights of the following airspace:

Horizontal extent:

A radius of 25 NM around Davos 46°48'44" N / 009°50'59" E, above Swiss territory only (including the Principality of Liechtenstein).

Vertical extent:

TEMPO LS-R90: from the ground up to FL 195.

1.2 Davos Control Zone (CTR)**Horizontal extent:**

Centre Davos 46°48'44" N / 009°50'59" E, Radius 2.7 NM.

Vertical extent:

From the ground up to FL 75.

Airspace class: Delta.

Controlling unit: Davos Tower 130.700 MHz.

Chart: see section 10 below.

1.3 Duration LS-R90 / and CTR Davos (changes possible by NOTAM, activation times of CTR and LS-R may be different)

Friday, 17.01.2020 / 1200 UTC until 1600 UTC

Monday, 20.01.2020 / 0700 UTC until Saturday 25.01.2020 / 1600 UTC (H24)

1.4 Rules applicable within the restricted area (R-Area) for VFR operations

Any aircraft planning to fly into the restricted area may only do so with prior clearance from MIL RADAR (134.275 MHz).

All aircraft must be equipped with a working VHF radio and a transponder Mode S with altitude encoding.

MIL Radar will offer alerting and flight information services as far as practicable to all aircraft.

All training flights with student pilots must have a licensed flying instructor on board.

All flights which intend to use the restricted area shall submit a flight plan in accordance with VFR Manual Switzerland VFR RAC 1-2 PLN 1 - 14.

Requests for flights to or from Bad Ragaz (LSZE), Balzers (LSXB) and Untervaz (LSXU) may only be submitted by aircraft stationed at these aerodromes.

In the area of Samedan, Bad Ragaz and Balzers, local traffic (airplane, helicopters and gliders) not in contact with MIL radar, must be expected at all times. This traffic must be expected within the FIZ Samedan or in the area of Bad Ragaz/Balzers up to max. 2000 ft GND or 3000 ft AMSL, whichever is higher.

VFR Transit flights to and from Samedan (LSZS) and St. Moritz Heliport (LSXM) may only use the VFR routes described below.

Maximum altitude permitted: 10'000 ft AMSL:

Route A: Buchs - Landquart - Chur - Bonaduz - Thusis - Tiefencastel - Julierpass - Samedan

Route B: Flums - Landquart - Chur - Bonaduz - Thusis - Tiefencastel - Julierpass - Samedan

Route C: Ilanz - Bonaduz - Thusis - Tiefencastel - Julierpass - Samedan

Route D: Splügenpass - Thusis - Tiefencastel - Julierpass - Samedan

Maximum altitude permitted: *13'000 ft AMSL*:

Route E: Sta Maria - Zernez - Samedan

Route F: Martina - Zernez - Samedan

DCT Route: Malojapass - Samedan

DCT Route: Berninapass - Samedan

All routes may be used in both directions.

No flights will be permitted to pass through this restricted area to reach airports and aerodromes outside of the restricted area.

Night visual flight rules (NVFR) flights through this restricted area will not be permitted.

Outside the LS-R in airspace G/E the frequency 130.205 MHz is available for blind transmissions on the routing Zurich - Davos - Zurich.

1.5 Rules applicable within the restricted area (R-Area) for IFR operations

Flights within the restricted area operating under instrument flight rules (IFR) are only permitted for air traffic with DEP / DEST Samedan (LSZS) using joining or leaving flight plans. Special procedures apply for those flights.

See AIRAC Supplement 001/2020, AIP CH ENR 3.3, ENR 3.6 and NOTAM.

2 Restricted areas of the neighbouring countries

Only the official publications of the corresponding States shall be legally valid with regard to restricted areas of the neighbouring countries.

3 General Rules

Short term restrictions may be imposed by the Swiss Air Force at any time.

Additional intense MIL flying activities will be performed outside the restricted area as well.

Airspace class Charlie over the Alps begins at FL 130 during the whole activation time, similarly to MIL ON.

All aeronautical publications - NOTAMs in particular - must be carefully studied and their provisions precisely observed. All instructions by ATC and other control authorities must be precisely followed.

4 Radio Failure

Any flight planning to enter the restricted area whose radio fails before such entry may not enter the restricted area, even if it has already been cleared to do so.

In the event of a radio failure within the restricted area, the flight must continue in accordance with the last clearance received and confirmed.

In both cases, the transponder code 7600 shall be activated.

5 Accreditation

All VFR flights within the restricted area must obtain accreditation for the aircraft and its crew.

Accreditation request forms must be submitted to the Movement Coordination Cell (PPR unit, see section 7 below) **from 09.01.2020 at the latest 24 hours before EOBT (72 hours before EOBT for flights on Monday 20.01.2020).**

The accreditation request must be accompanied by copies of the crew's passports or identity cards. All accreditation requests must be submitted using the official request form, which can be found on the homepages of the Swiss Air Force (www.vtg.admin.ch/en/organisation/kdo-op/air-force.html), the FOCA (www.foca.admin.ch) and Swiss Helicopter AG (www.swisshelicopter.ch)

6 Authorisations

For all VFR flights a flight announcement request form has to be submitted using the official request form. The flight announcement request form can be found on the home pages of the Swiss Air Force, the FOCA and Swiss Helicopter AG.

Any request for a flight to or from Davos must be submitted to the Movement Coordination Cell (PPR unit, see section 7 below) 24 hours at the latest before EOBT. For all other VFR flights 2 hours at the latest before EOBT.

The confirmed ATC flight plan must be available 2 hours before EOBT at the latest.

About 30 minutes before EOBT, the Movement Coordination Cell must be contacted by phone (PPR unit, see section 7 below).

The PPR unit will communicate the final decision on whether the route can be used and, if such use is approved, will issue the flight with a mission number and transponder code.

6.1 Flights to and from Davos

Flights to Davos shall submit their ATC flight plans as follows:

- Field 16 (DESTINATION AERODROME): LSMV

Flights from Davos shall submit their ATC flight plans as follows:

- Field 13 (DEPARTURE AERODROME): LSMV

Direct flights to Davos from outside Switzerland and from Davos with destination outside Switzerland are not allowed. Such flights must land at a customs-airport in Switzerland first to complete the requisite customs formalities.

6.2 Special flights

Special flights (avalanche blasting, etc) with accredited pilots and aircraft may request authorisation at short notice from the Movement Coordination Cell (PPR unit, see section 7 below). The authorising body will make a decision as swiftly as possible and communicate a mission number and transponder code for approved flights.

7 Movement Coordination Cell (PPR unit) for requests (accreditation and/or flight announcement)

Swiss Air Force

E-Mail: ppr.lw@vtg.admin.ch

Submission of accreditation requests and flight announcement forms by E-mail only. Mind size of documents.

- Phone +41 (0) 58 460 38 61/62 (for information only - requests will not be accepted by phone. Exceptions for special flights see section 6.2 above).

The Movement Coordination Cell can be reached as follows:

- 09.01.2020 - 16.01.2020 (weekdays) from 0800 - 1000 / 1300 - 1500 UTC.

- 17.01.2020 from 0800 - 1600 UTC

- 20.01.2020 - 24.01.2020 from 0515 - 2100 UTC

- 25.01.2020 from 0515 - 1600 UTC / or until the lifting of the restricted area by the Swiss Air Force after the end of the WEF 2020.

8 Hang gliders, para gliders and similar

Flight operations and any flight restrictions for these aircraft will be regulated by the Grisons Cantonal Police. Additional information available on www.shv-fsvl.ch.

9 Interception procedure

The interception procedures published in the VFR Manual Switzerland (VFR RAC 8) shall apply.

10 Charts

see last pages.

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