



## HLAPB

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# Airspace Usage Priorities

## According VFSD/ OSNA Article 2(3)

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### Document version

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Version	Datum	Grund für Änderung	Autor der Änderung
2.0	28.04.2018	Adoption by ARG 58	A. Hess
3.0	16.02.2022	General review endorsed by RT	HLAPB BP & AM ET
3.1	27.05.2025	Update of "Legal Basis" text	HLAPB BP ET

### Legal basis

Based on Article 2(3) of the Ordinance for Air Navigation Services (VFSD/OSNA, 748.132.1) and in order to regulate conflicts of interest, the Federal Office of Civil Aviation (FOCA) issues in agreement with the Military Aviation Authority (MAA) and upon consultation with skyguide and other service providers concerned, instructions on airspace management, in particular those with regard to usage priorities.

### Coming into effect

This document comes into effect immediately after the formal decision of the ARG at its session 48 (19.08.2015). This decision is recorded in writing in the minutes of ARG 48.

### Publication

This document is to be published on FOCA's website [www.bazl.admin.ch](http://www.bazl.admin.ch). Additionally, a link to FOCA's website is to be placed in AIP Switzerland. For further inquiries, the High Level Airspace Policy Body (HLAPB) may be contacted via the e-mail address [airspace-priority@bazl.admin.ch](mailto:airspace-priority@bazl.admin.ch).

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# 1. Airspace usage priorities

Civil and military activities shall be prioritized according to the table hereunder.

*Note 1: The elements within each category are listed randomly and do not represent an additional prioritisation within the respective category.*

*Note 2: Due to the required planning reliability for the Swiss Air Force (SAF), a flexible management of airspace usage priorities as defined in Article 3 point (e) of the regulation (EC) 2150/2005 and in requirement L1-APPC-01 of the EUROCONTROL Specification for the application of FUA (e.g. a short-term and temporary shift of priorities on the basis of defined KPI) is not feasible at the moment.*

*Note 3: These airspace usage priorities shall not compete against ICAO prescriptions (in particular those stipulated in Doc 4444 – PANS ATM), in which it is defined that aircraft in emergency / contingency situation or that are compelled to landing due to safety issues shall receive priority over other aircraft.*

Prior-ity	Designation	Description
1	Blue Light	<ul style="list-style-type: none"> <li>MIL (Air Defense OPS) = Hot Missions</li> <li>Air Transport and Air Reconnaissance OPS such as Police, Border Protection, SAR etc. requiring the highest priority</li> <li>Disaster Mapping flights executed by swisstopo</li> <li>Emergency medical flights (according to the definition in Doc 4444 – PANS ATM)</li> </ul>
2	Flights of special national interest	<ul style="list-style-type: none"> <li>MIL flights to guarantee air sovereignty = Live Missions</li> <li>Air Transport and Air Reconnaissance OPS such as Police, Border Protection, Traffic Monitoring etc. not requiring the highest priority</li> <li>MIL activity with corresponding mandate by the Federal Council</li> <li>MIL activity according to the Annex "Deviations from airspace usage priorities" - updated annually and revised as required</li> <li>CIV activity according to the Annex "Deviations from airspace usage priorities" - updated annually and revised as required</li> <li>Head of State flights</li> </ul>
3	MIL Activity or CIV IFR (Airspace C & D)	<ul style="list-style-type: none"> <li>Depending on airspace / time:               <ul style="list-style-type: none"> <li>Priority MIL Activity: Within TRA*, CBA*, MIL CTR/TMA</li> <li>Priority CIV IFR: Outside TRA*, CBA*, MIL CTR/TMA</li> </ul> </li> <li>LS-R**</li> </ul>
4	Others	<ul style="list-style-type: none"> <li>MIL-Activity (Airspace E &amp; G)</li> <li>Special flights</li> <li>CIV IFR (Airspace E)</li> <li>CIV VFR</li> </ul>

\* during hours defined in chapter 2 „Standard allocation times“ below

\*\* except specific LS-Rs extending into airspace C & D requiring an approval at ASM Level 3 by the affected CIV ATS unit, which do have a lower priority than CIV IFR

If for a specific activity a higher priority than the one defined within the table above is envisaged, the process defined in the document "Airspace prioritisation process" shall be applied.

After application of this process on the strategic (ASM Level 1) level, the newly agreed priorities are to be listed in the annex "Deviations from airspace usage priorities" of this document. This annex is updated annually and is revised as required. It is published together with the main document on FOCA's website as stated in paragraph "Publication" above.

### ***Priority 1: Blue Light***

These activities will only be applied at the ASM Level 3, as not plannable at the ASM Level 2. Potential priority conflicts within this category are to be clarified ad hoc by the parties involved by using the CDM process.

**MIL (Air Defense OPS) = Hot Missions**

**Air Transport and Air Reconnaissance Ops requiring the highest priority = Blue Light flights with Suffix "P" in Callsign:**

- SAR ICAO
- Other search and rescue missions
- Police missions for **intervention**:
  - Fight against crime
  - Air Police on Helicopter
  - Unforeseeable missions
- GWK missions for **intervention**
  - Frontier-defense / border protection
  - Unforeseeable missions
- Urgent information search in favor of the intelligence service
- Emergency aid (incl. disaster mapping flights executed by swisstopo)
- Blaze control and fire fighting
- Missions for measurement of radioactivity.

### ***Priority 2: Flights of special national interest***

**MIL flights to guarantee air sovereignty = Live Missions**

**Air Transport and Air Reconnaissance OPS not requiring the highest priority = Blue Light flights without Suffix "P" in Callsign:**

- Police missions for surveillance
- Traffic monitoring
- Surveillance of demonstrations
- Transport of prisoners
- GWK missions for surveillance
- Information search in favor of the intelligence service.

Such flights may absorb some delay as coordination between flight crew and ATC can take some time.

**MIL activity with corresponding mandate by the Federal Council:**

- e.g. conference protection, State visits.

**MIL activity according to the Annex “Deviations from airspace usage priorities”:**

- Activities agreed by the HLAPB BP ET on the strategic (ASM Level 1) level (according to the process defined in the document “Airspace prioritisation process”).
- Subsidiary assignments with Federal Council mandate.

**CIV activity according to the Annex “Deviations from airspace usage priorities”:**

- Activities agreed by the HLAPB BP ET on the strategic (ASM Level 1) level (according to the process defined in the document “Airspace prioritisation process”).
- Special activities that lead to increased demand or reduced capacities (e.g., Auto Salon, White Turf etc.).
- Special flights, which are assigned a higher than usual priority (normally these flight are assigned with priority 4).

**Head of State flights:**

- Indication in the flight plan (STS/HEAD)
- ATFCM exemption (according to ICAO)
- Priority in case of significant delays
- Otherwise: treatment such as "normal" CIV IFR traffic (= integration into a sequence according to the operational needs).

***Priority 3: MIL-Activity or CIV IFR (airspace C & D)***

Additional regulations are defined in the document “Airspace booking principles”.

If during standard allocation times airspace is not reserved by MIL during pre-tactical (ASM Level 2) level the priority is with CIV for tactical (ASM Level 3).

***Priority 4: Others***

No special priority is given to these activities. If, nevertheless, a higher priority is required, an airspace prioritisation request shall be submitted to the:

- HLAPB BP ET via the e-mail address [airspace-priority@bazl.admin.ch](mailto:airspace-priority@bazl.admin.ch) if the request is to be submitted more than 30 calendar days prior to the date at which the airspace allocation is planned to become effective; or
- AMC via the e-mail address [amc@skyguide.ch](mailto:amc@skyguide.ch) if the request is to be submitted within the period from D-29 to D-1 of the effective application date.

## 2. Standard allocation times

Military airspace needs outside of the standard allocation times are, as mentioned above, to be analysed either on strategic (ASM Level 1) or pre-tactical (ASM Level 2) level.

Standard allocation times for military activities are defined as follows:

**General** (all times in UTC)

		<b>During</b> period of summer time (REF GEN 2.1.2)	<b>Outside</b> period of summer time (REF GEN 2.1.2)
OCT 01 - MAR 31	WED, THU, FRI	0600 - 1500	0700 - 1600
	MON, TUE	0600 - 2000	0700 - 2100
APR 01 - SEP 30	MON - FRI	0600 - 1500	-