

1 TEMPO LS-R90 / 90A**1.1 Temporary restricted area (TEMPO LS-R90 / 90A) Davos**

The 2012 World Economic Forum will be held in Davos in January 2012 (WEF 12).

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: northwest of a line between Piz Buin, the Julier Pass and the Septimer Pass: from the ground up to FL 195.

TEMPO LS-R90A: southeast of a line between Piz Buin, the Julier Pass and the Septimer Pass: from 11'000 ft AMSL 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 11 below.

1.3 Duration LS-R90 / 90 A and CTR Davos (changes possible by NOTAM)

Monday, 23.01.2012 / 0700 - 1700 UTC

Tuesday, 24.01.2012 / 0700 to Sunday, 29.01.2012 / 1700 UTC

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

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 - 9.

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 Bad Ragaz and Balzers, local traffic (airplanes, helicopters and sailplanes) not in contact with MIL radar, must be expected at all times. This traffic must be expected 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.

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

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

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

Route D: Splügenpass - Thusis - Tiefencastel - Julierpass

All routes may be used in both directions.

Maximum altitude permitted: 10'000 ft AMSL.

Transit flights to other airports and aerodromes are not approved.

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

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 section 4 below, 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.

With the exception of flights operating in accordance with section 4, any aircraft wishing 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 A/C or Mode S with altitude encoding.

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

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

Flights landing in and taking off from Samedan (LSZS) are also subject to the obligation of filing in an ATC flight plan, even if the aircraft does not fly through the restricted area (with the exception of aerodrome circuits and HEMS flights). The confirmed ATC flight plan must be available 2 hours before EOBT at the latest.

4 IFR flights to / from Samedan (LSZS); charts see section 11.

ATS Route Z83 is reclassified from CDR3 to CDR1. IFR Flights to / from LSZS shall file via ATS Route Z83.

DEST LSZS:

1. All flights from South shall file via (U)Z651 DETRI Z83 GUGSA VFR;
2. All flights from North shall file via (U)N850 SOSON Z119 DETRI Z83 GUGSA VFR;
3. WPT GUGSA and associated HLDG pattern is IFR clearance limit;
4. ACFT unable to cancel IFR latest at GUGSA shall proceed to ALTN.

After IFR cancelling:

- ARR RWY 03 (Y at ROSGO): After ROSGO proceed via MALOJA to LSZS, avoid **TEMPO LS-R90 / 90A**;
- ARR RWY 21 (Y at GUGSA): After GUGSA proceed VFR direct to PIZ DAINI, left turn via ZERNEZ, proceed direct LSZS; avoid **TEMPO LS-R90**.

DEP LSZS:

1. All flights direction North shall file GUGSA Z83 DETRI (U)Z651;
2. All flights departing from LSZS with destination LSZH shall file GUGSA Z83 DETRI Z651 KELIP;
3. All flights direction South shall file GUGSA Z83 DETRI Z119 SOSON (U)N850.

Before IFR joining:

- DEP RWY 03: Climb straight ahead, when clear of terrain turn right, proceed via MALOJA to ROSGO; avoid **TEMPO LS-R90**;
- DEP RWY 21: Proceed direct MALOJA, after MALOJA and when clear of terrain, proceed direct ROSGO; avoid **TEMPO LS-R90**.

Note: If required, clearance from ZURICH ATC to enter LS-R90A will be relayed by SAMEDAN AFIS.

5 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.

6 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 8 below) **from 12.01.2012 until 24 hours before EOBT (72 hours before EOBT for flights on Monday 23.01.2012) at the latest.**

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 home pages of the Swiss Air Force (www.lw.admin.ch), the FOCA (www.foca.admin.ch) and Air Grischa (www.airgrischa.ch).

7 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 Air Grischa.

Any request for a flight to or from Davos must be submitted to the Movement Coordination Cell (PPR unit, see section 8 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 8 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.

7.1 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.

7.2 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 8 below). The authorising body will make a decision as swiftly as possible and communicate a mission number and transponder code for approved flights.

8 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) 44 823 38 61/62 (for information only - requests will not be accepted by phone. Exceptions for special flights see section 7.2 above).

The Movement Coordination Cell can be reached as follows:

- 12.01.2012 - 20.01.2012 (weekdays) from 0800 - 1000 / 1300 - 1500 UTC.
- 23.01.2012 from 0600 - 1700 UTC
- 24.01.2012 - 28.01.2012 from 0515 - 2100 UTC
- 29.01.2012 from 0515 - 1700 UTC / or until the deactivation of the restricted area by the Swiss Air Force after the end of the WEF 12.

9 Hang gliders, para gliders and similar

Flight operations and any flight restrictions for these aircraft will be regulated by the Grisons Cantonal Police.

10 Interception procedure

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

11 Charts

see last pages.

