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FASST-CH

Future Aviation Surveillance Services and Technologies

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The Challenge

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Create a roadmap that enable all airspace users to be electronically visible to all other airspace users.



Assess complementary solutions to the transponder mandate that are implementable by 2027.



Why FASST-CH?

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SUST

- Recommendations for mandated conspicuity in class E

DIGITALISED AIRSPACE

- S-I-1 Targeted development of airspace
- S-I-3 Dynamic management of airspace
- S-I-4 Access to the airspace using equipment

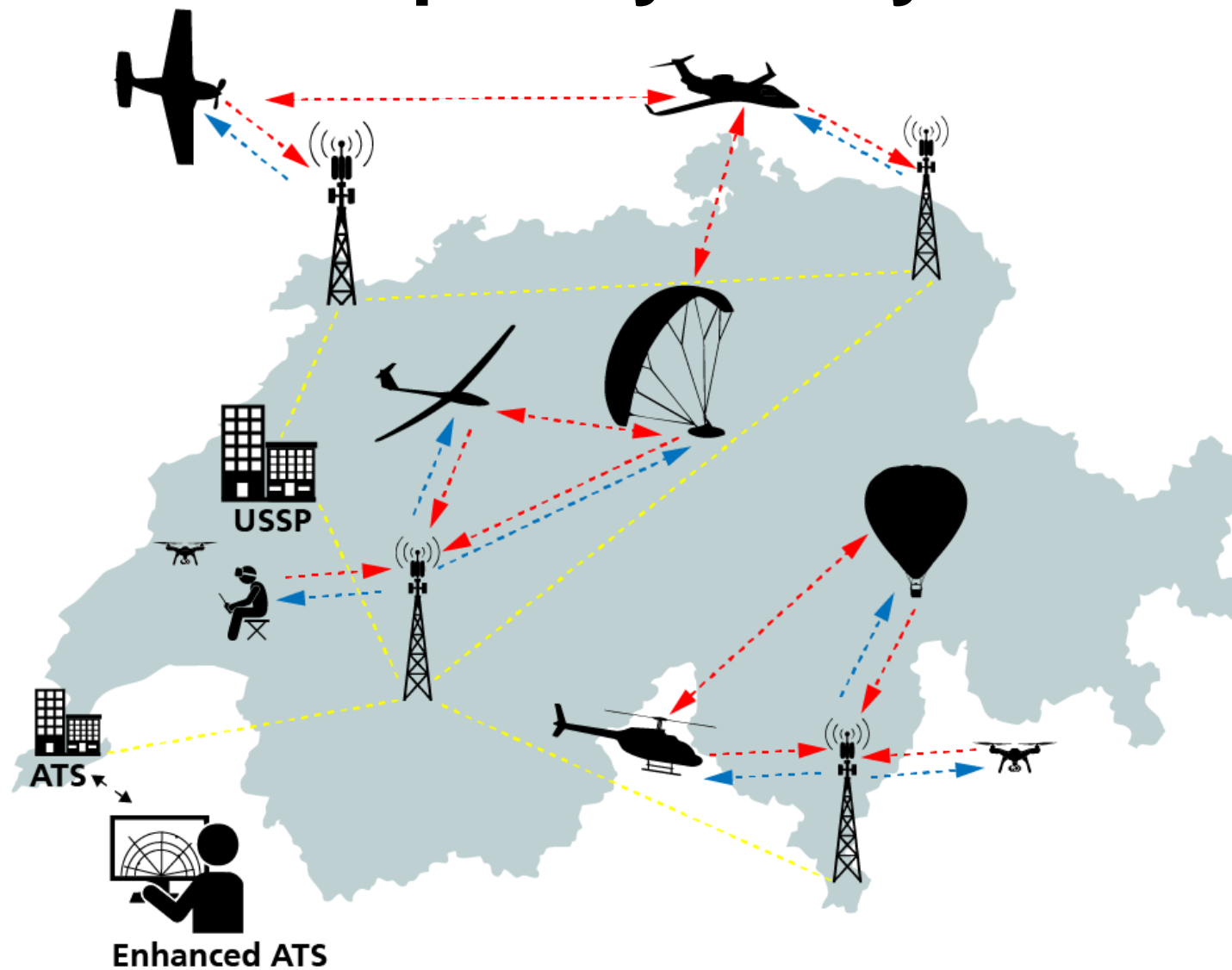
UNMANNED AIRCRAFT

- Integration of BVLOS unmanned aircraft operations

GA COMMUNITY

- Access to airspace with limited restrictions
- Foster development of enhanced cockpit capabilities

FASST-CH i-conspicuity ecosystem



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An interoperable ecosystem

Airborne conspicuity

← - - - Transponder with ADS-B Out

← - - - ADS-L Out over SRD860

ADS-L Out 4Mobile

ADS-B low-power standalone

- - - → ADS-B In

- - - → ADS-L In over SRD860

ADS-L In over LTE

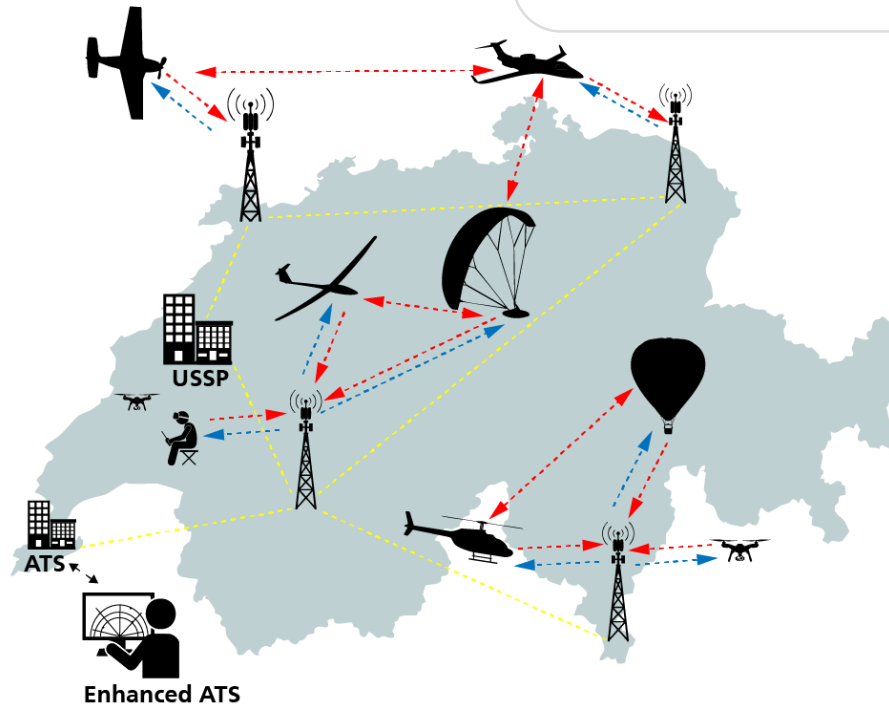
UAT In

Ground uplink

- - - → ADS-L uplink over SRD860

ADS-L uplink over LTE

UAT uplink



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A Swiss Island?

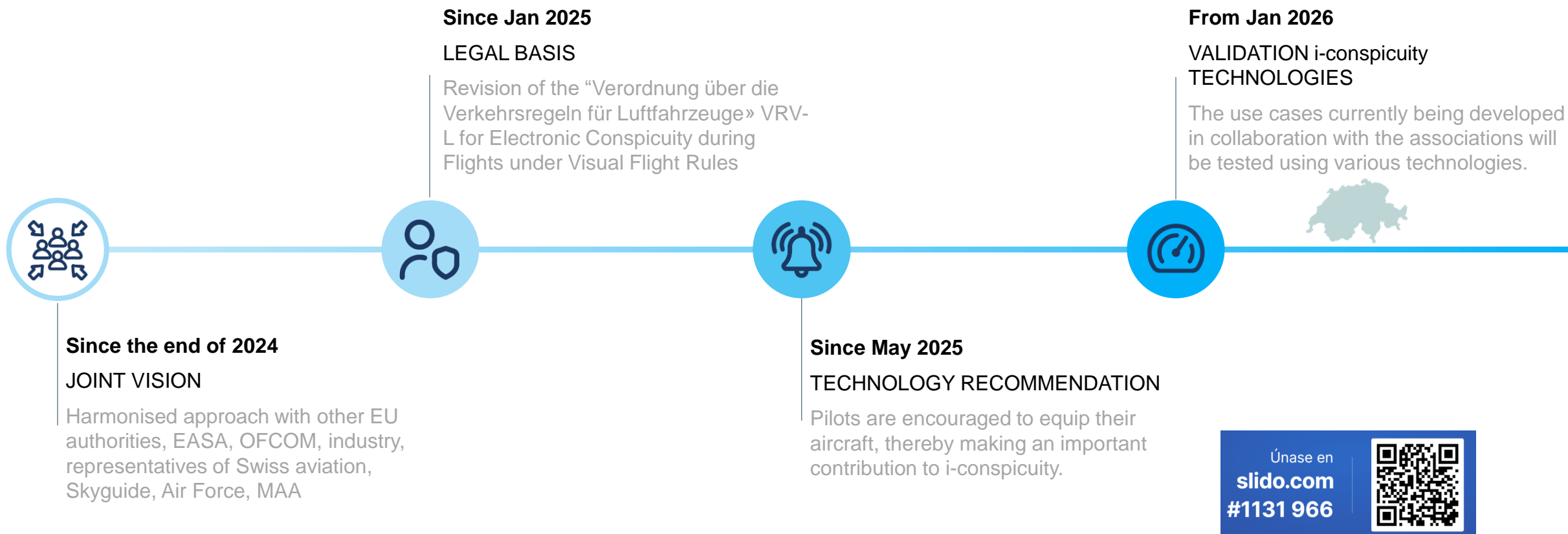
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The FASST-CH Project

Milestones today...





The FASST-CH Project

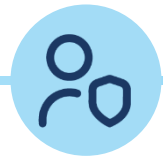
Milestones today...



Since the end of 2024

JOINT VISION

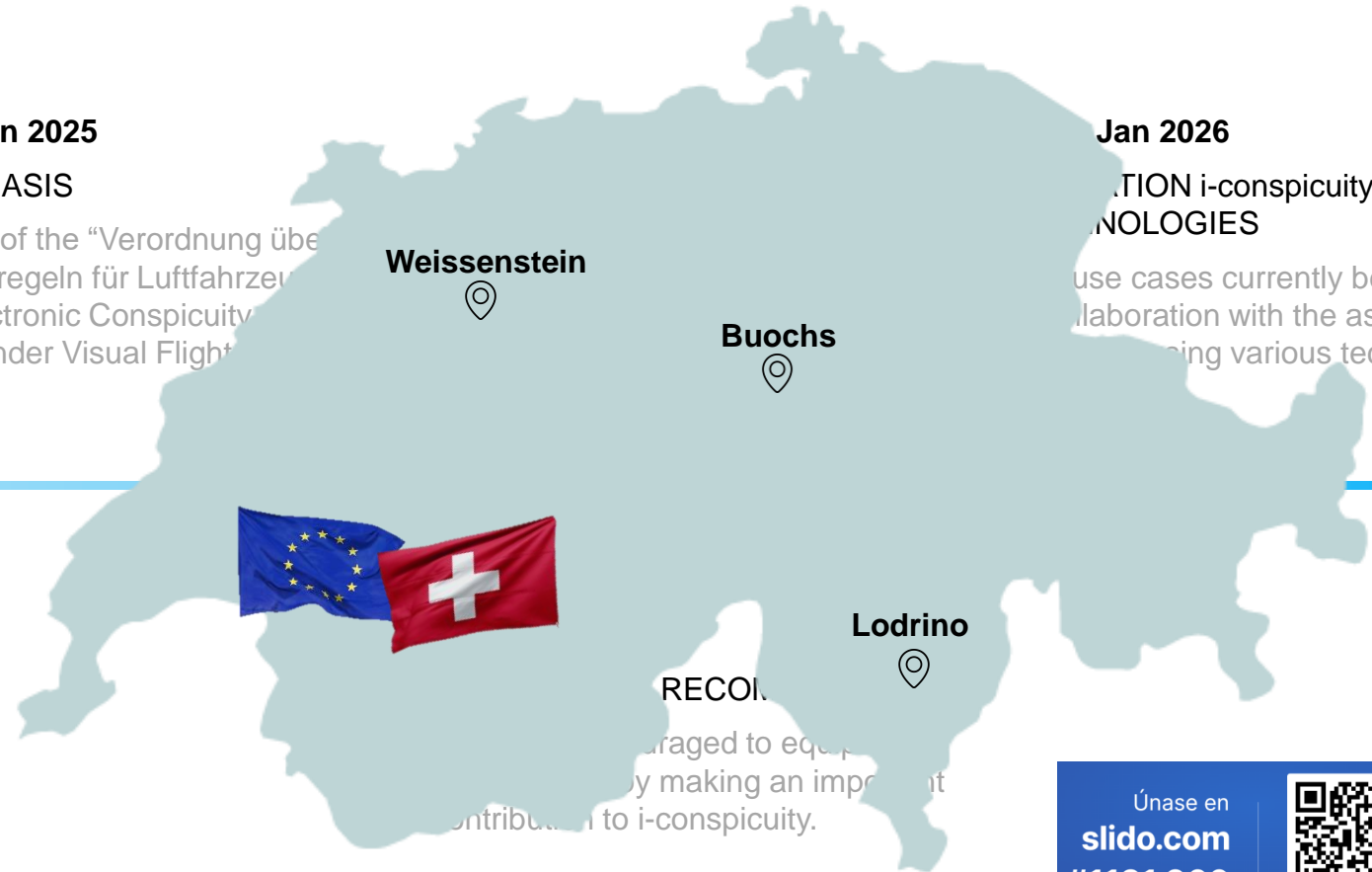
Harmonised approach with other EU authorities, EASA, OFCOM, industry, representatives of Swiss aviation, Skyguide, Air Force, MAA



Since Jan 2025

LEGAL BASIS

Revision of the "Verordnung über Verkehrsregeln für Luftfahrzeuge" (L for Electronic Conspicuity) and Flights under Visual Flight Rules



Jan 2026

IMPLEMENTATION i-conspicuity TECHNOLOGIES

Use cases currently being developed in collaboration with the associations will be implemented using various technologies.

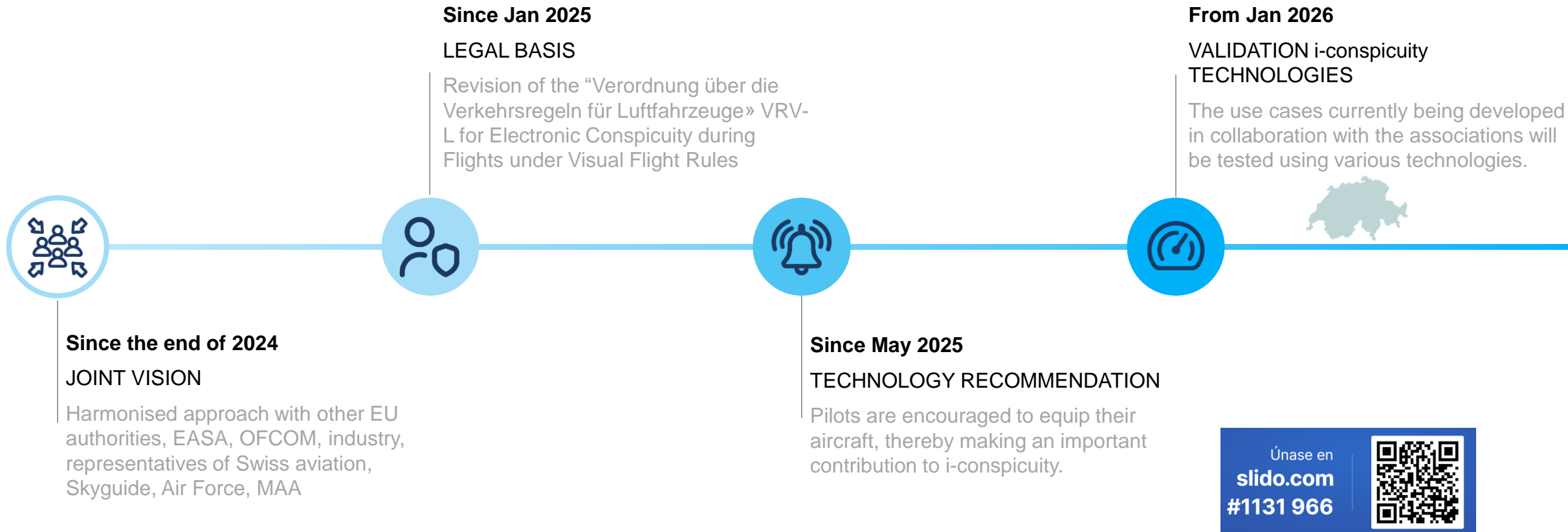
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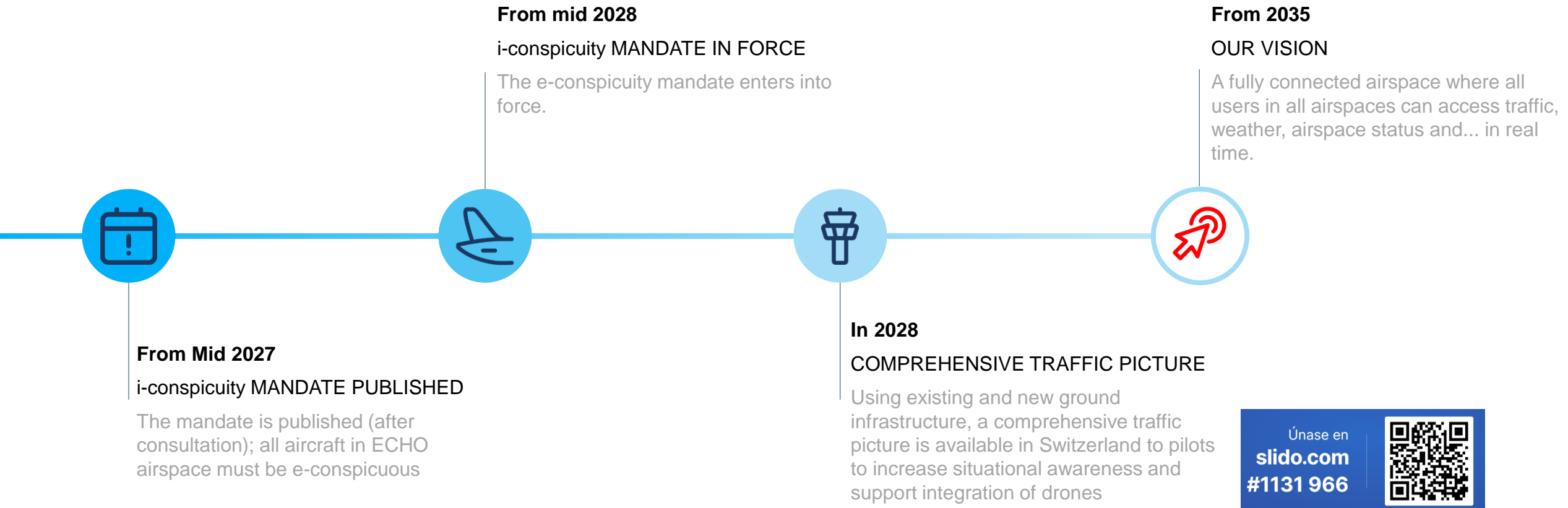
The FASST-CH Project

Milestones today...





...and in the future



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An airspace mandate

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Entire class E airspace

Motorised aircraft, gliders, balloons

Exemptions for historical aircraft foreseen

Enforced in the Swiss national regulation

*“Verordnung des UVEK über die Verkehrsregeln für Luftfahrzeuge”
(Ordinance of the DETEC on traffic regulations for aircraft)*



On the right track

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Today

- e-conspicuity equipment level is high, interoperability remains the issue

2028+

- e-conspicuity with limited number of protocols (ADS-B, ADS-L)
- interoperability through multi-frequency receivers
- ground infrastructure to improve interoperability and visibility support drone operations and SAR