



Schweizerische Eidgenossenschaft  
Confédération suisse  
Confederazione Svizzera  
Confederaziun svizra

Federal Department of the Environment,  
Transport, Energy and Communications DETEC  
Federal Office of Civil Aviation FOCA

# **FASST-CH**

# **Future Aviation Surveillance Services and**

# **Technologies**

**Santiago Llucà**  
**07.03.2026**



# Why FASST-CH?

## **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



# Improving See-and-Avoid

- Current See-and-avoid success rate ~ **50 %**
- Traffic alerts were found to increase the success rate by 8x
- EASA goal: Improve see-and-avoid success rate to **80 %** with i-conspicuity

**The FASST-CH team wants to reach this goal.**



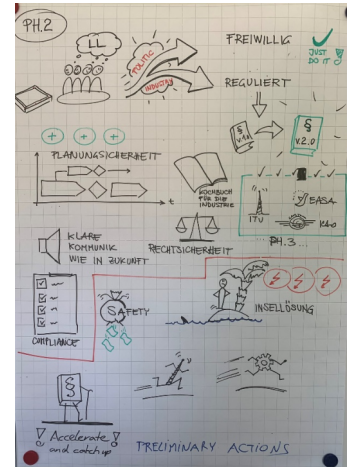
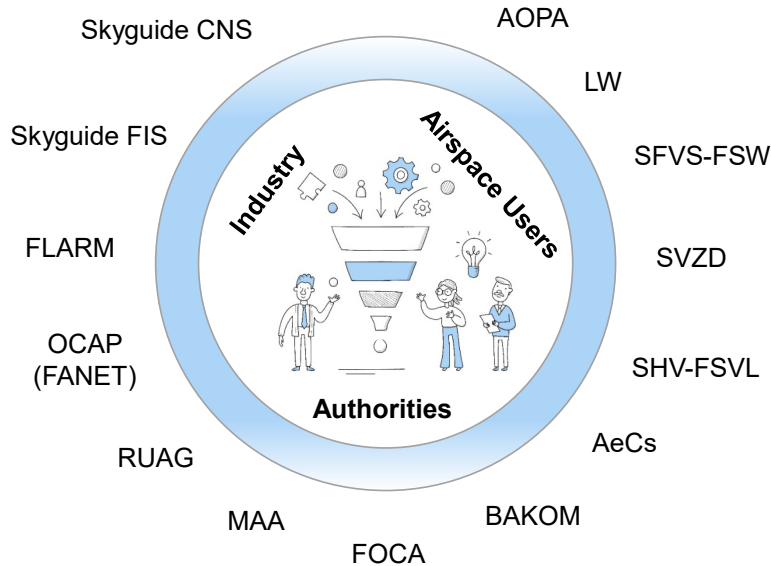
# The Challenge

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

**The roadmap must be implementable by 2027.**

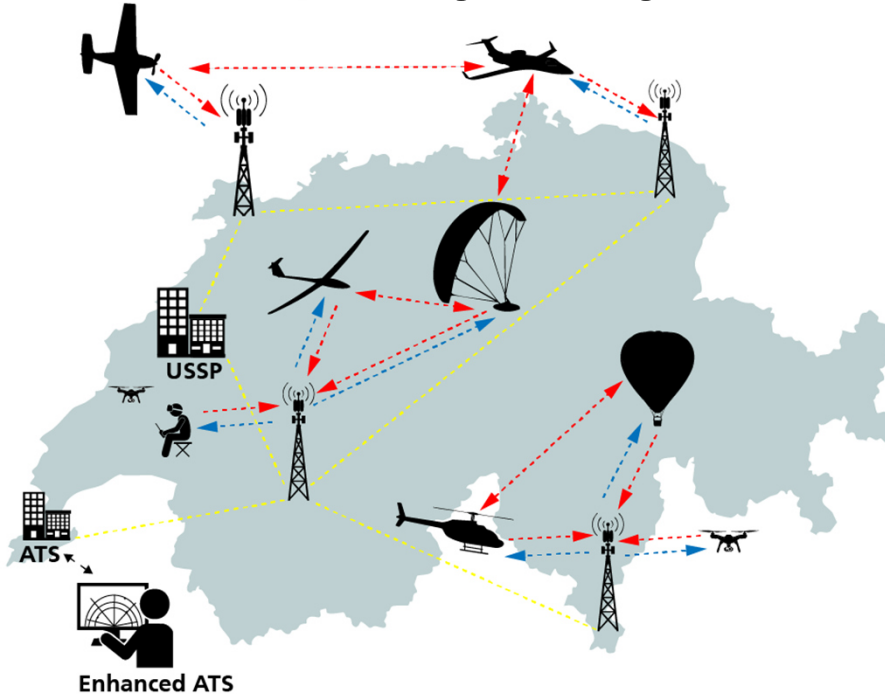


# Work in progress....



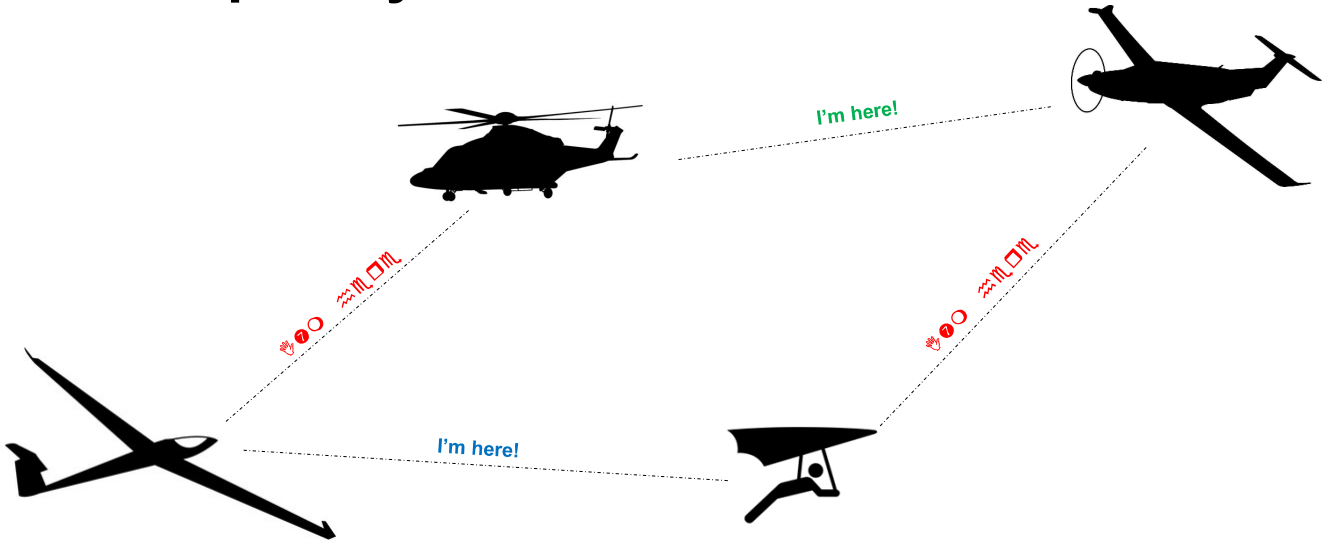
Icon: [www.freepik.com](http://www.freepik.com)

# FASST-CH i-conspicuity ecosystem



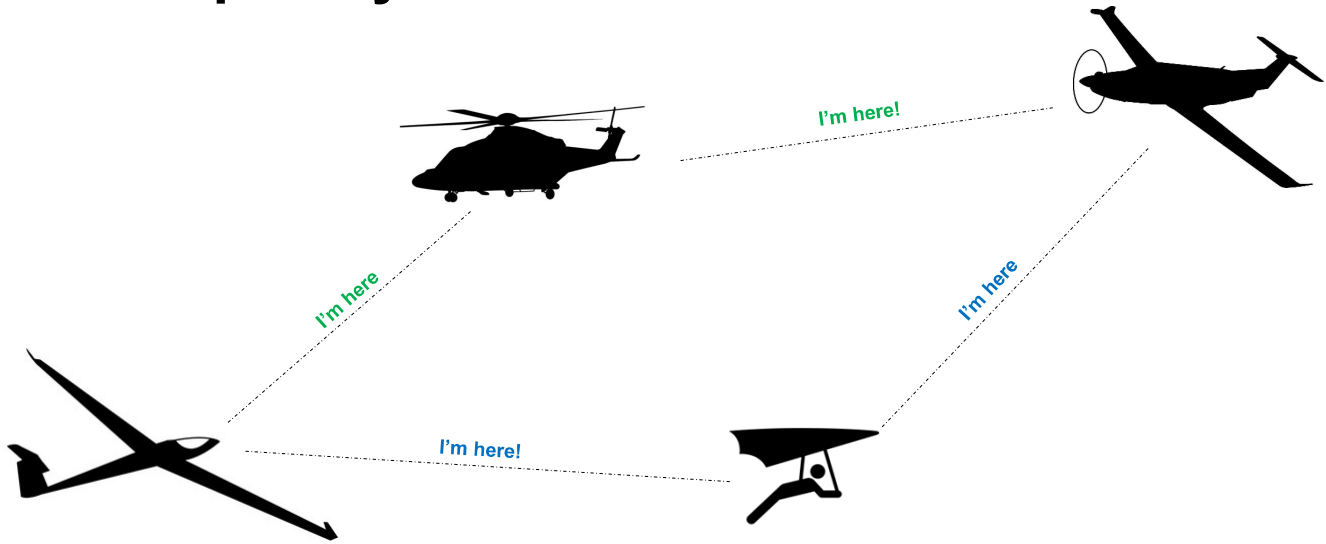


# e-conspicuity

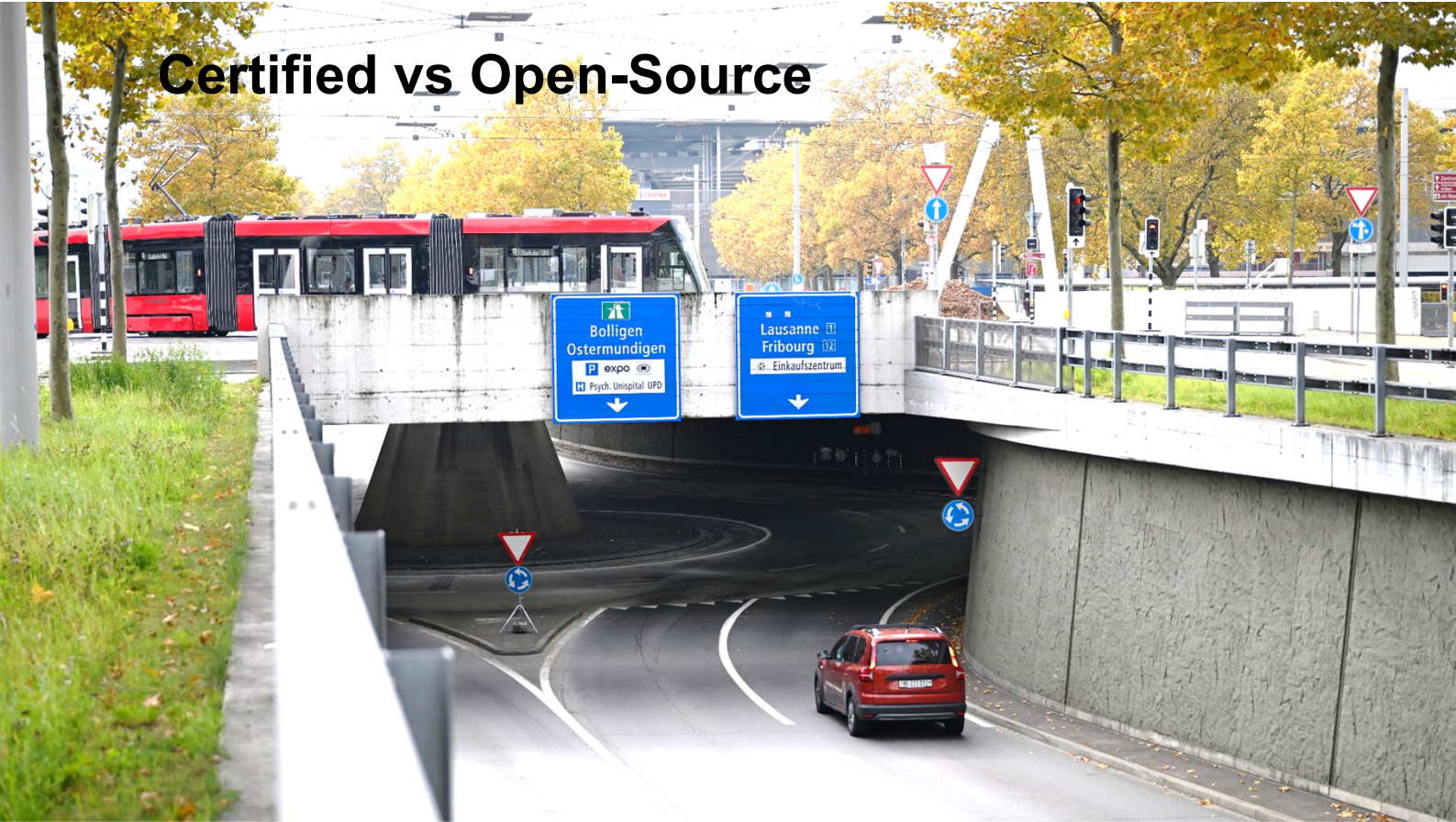




# i-conspicuity



# Certified vs Open-Source





# An interoperable ecosystem

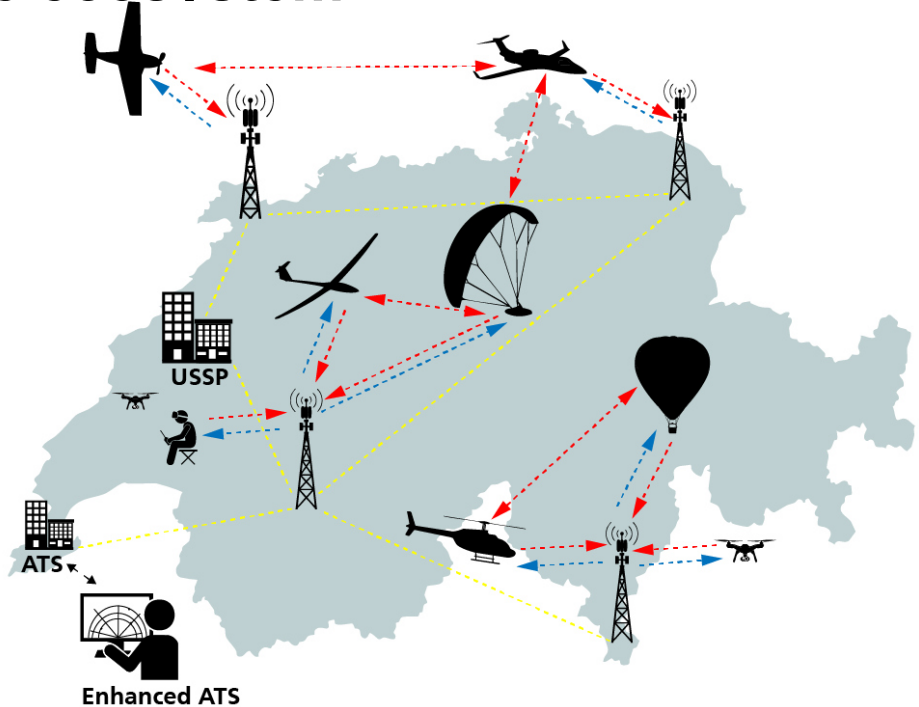
## Airborne conspicuity

- Transponder with ADS-B Out
- ADS-L Out over SRD860  
*ADS-L Out 4Mobile*  
*ADS-B Low Power Standalone / UAT*

- ADS-B In
- ADS-L In over SRD860  
*ADS-L In 4Mobile*  
*UAT In*

## Ground uplink

- ADS-L uplink over SRD860
- UAT uplink





# 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 die Verkehrsregeln für Luftfahrzeuge" VRV-L for Electronic Conspicuity during Flights under Visual Flight Rules



**Since May 2025**

### TECHNOLOGY RECOMMENDATION

Pilots are encouraged to equip their aircraft, thereby making an important contribution to i-conspicuity.



**From Jan 2026**

### VALIDATION i-conspicuity TECHNOLOGIES

The use cases currently being developed in collaboration with the associations will be tested using various technologies.





# The FASST-CH Project Milestones today...



## Since the end of 2024

### JOINT VISION

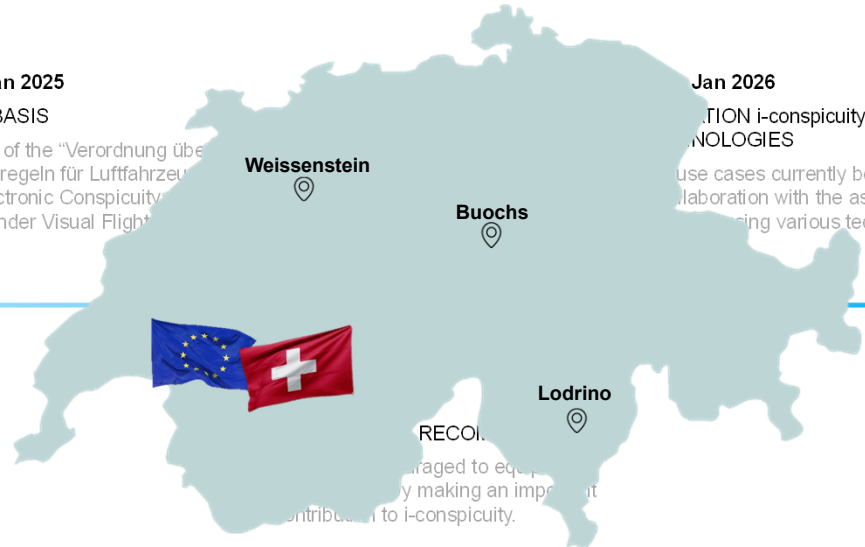
Harmonised approach with other EU authorities, EASA, OFCOM, industry, representatives of Swiss aviation, Skyguide, Air Force, MAA



## Since Jan 2025

### LEGAL BASIS

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



Weissenstein

Buochs

Lodrino

RECOI

encouraged to equip their aircraft, thereby making an important contribution to i-conspicuity.

## Jan 2026

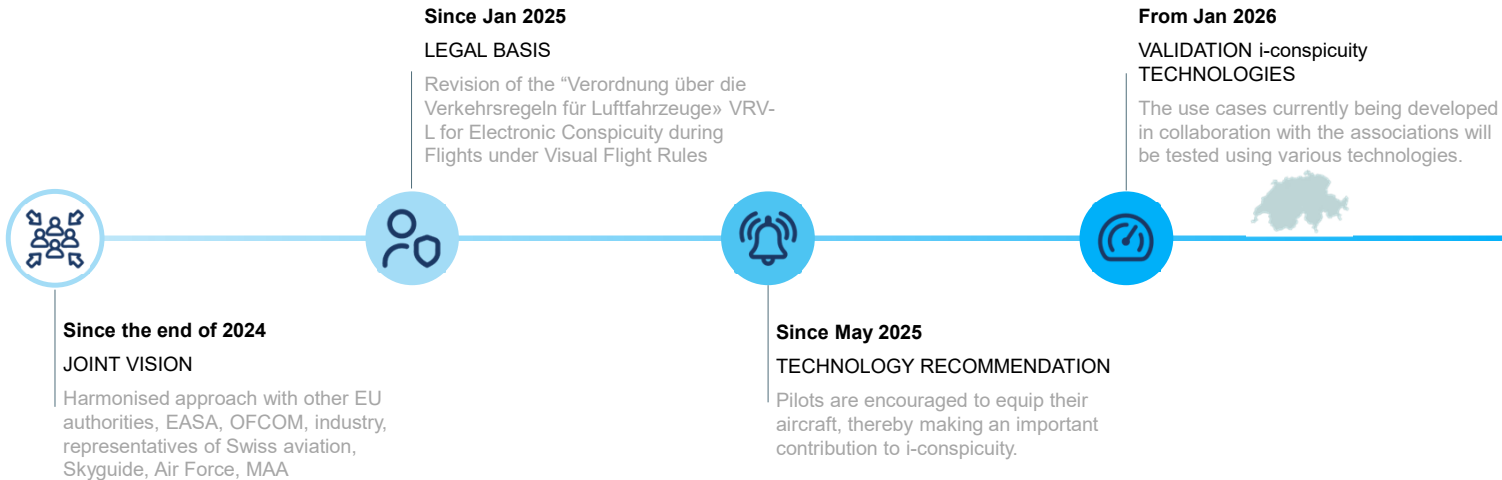
### IMPLEMENTATION i-conspicuity TECHNOLOGIES

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



# The FASST-CH Project

## Milestones today...





# ...and in the future



## From Mid 2027

### i-conspicuity MANDATE PUBLISHED

The mandate is published (after consultation); all aircraft in ECHO airspace must be e-conspicuous



## From mid 2028

### i-conspicuity MANDATE IN FORCE

The e-conspicuity mandate enters into force.



## In 2028

### COMPREHENSIVE TRAFFIC PICTURE

Using existing and new ground infrastructure, a comprehensive traffic picture is available in Switzerland to pilots to increase situational awareness and support integration of drones



## From 2035

### OUR VISION

A fully connected airspace where all users in all airspaces can access traffic, weather, airspace status and... in real time.



# On the right track

## Today

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

## 2028+

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



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# Thank You

## [www.bazl.admin.ch/fasst-ch](http://www.bazl.admin.ch/fasst-ch)