

Location-independent operations in CH and abroad



With the 'virtualisation' of the technical systems, and the rationalisation of the airspace, air traffic management became location independent (for skyguide, this means that we have the operational and technical capability to manage any piece of Swiss airspace from any working position in Geneva or Dübendorf under normal conditions) and the supporting systems are no longer monolithic and locked, but service-orientated, open and resilient.

System Switzerland: complementary civil & military systems



We have created a completely complementary system with the Swiss Air Force, ensuring that we have the best and most efficient "System Switzerland". We utilise synergies and avoid duplications as much as possible, whilst still ensuring national sovereignty and the capability to manage the whole of the airspace from within Switzerland if this necessity were to occur.

From air traffic control to air traffic management



We are customer focussed, and have innovation capacity and a business mind-set, while always giving due priority to safety. Through automation of a significant number of tasks, Air Traffic Managers are licensed on tools and not sectors, providing us flexibility to react to traffic demand. They communicate with the cockpit only by exception and no "air traffic control" as such is exercised in the upper airspace any more – the free route airspace is truly free.

Drone disruptors lead the digitalisation revolution



Unmanned air vehicles were dramatic disruptors and pushed towards Air Traffic Management of mixed airspace (manned/un-manned), based on a very high degree of automation, with the human air traffic manager at its core. All airports at which skyguide provides a service are fully digital.

Skyguide and its partner companies are recognised as leading U-space service providers, a position which skyguide achieved by being customer-focussed, reactive to new needs, and collaborative with key actors.

Skyguide shifts from owning assets to services



We have a service-orientated architecture and we managed to build a small number of long-lasting strategic partnerships with well-selected like-minded Air Traffic Management providers and industry providers, which allow us to buy services where it makes sense, instead of producing everything in-house.