

ENR 3.5 OTHER ROUTES**1. Index of ENR 3.5 Route Tables - Domestic ATS Routes**

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2. DOMESTIC ATS ROUTES

2.1 Definition

DOM ATS routes are:

defined by the ATS Authority, and

allocated by the competent ATC unit according to traffic volume within classes C, D and E airspace, along which ATC service is provided to IFR FLTs.

2.2 Utilisation

DOM ATS routes are established for the purpose of linking regional APs with the AWYs system, as well as to shorten legs outside AWYs.

SIDs and STARs published in AD 2.24 are considered as DOM ATS routes as far as they are placed within class E airspace.

2.3 Application of ATC

For IFR FLTs, the general use conditions of airspace classes are applicable, within which the respective DOM ATS routes are located.

During HR of MIL activities, ATC service on DOM ATS routes is provided by the MIL ATC.

Outside HR of MIL activities, ATC service on DOM ATS routes is provided by the civil ATC.

2.4 Consequences for other airspace users

2.4.1 VFR traffic

For VFR traffic, the general use conditions of airspace classes are applicable, within which the respective DOM ATS routes are located.

2.4.2 Glider flying areas

Glider flying using reduced DIST from CLDs, according to art. 26 of the Ordinance on the Rules of the AIR (SR 748.121.11), is prohibited in the VCY of DOM ATS routes.

Glider flying areas are published accordingly.

2.4.3 Military firings

FRNG activities within a corridor of 5 km either side of the CL of a DOM ATS route and which EXTD HYR than its lower limit are known to ATC.

ATC is responsible for the separation of IFR traffic and FRNG areas.

MIL and controlled civil air traffic have priority over FRNG activities.

3. DOMESTIC ATS ROUTES

Route Designator {RNP Type} [Route Usage Notes]								
Significant Point Name	Significant Point Coordinates						Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels		Controlling unit {Airspace class} Remarks
						↓	↑	
W101								
△ SUREP	47 09 55 N 008 00 39 E							
	100°	4	<u>FL 195</u> 2000 ft AGL				Even	{E, C}
△ WILLISAU VOR/ DME (WIL)	47 10 42 N 007 54 21 E							
	<u>325°</u> 145°	5.1	<u>FL 195</u> 2000 ft AGL			Odd	Even	{E, C}
△ NEMAG	47 14 53 N 007 50 06 E							
	<u>257°</u> 077°	4.3	<u>FL 195</u> 2000 ft AGL			Odd	Even	{E, C}
△ ARVAN	47 13 53 N 007 43 41 E							

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name	Significant Point Coordinates							Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels		Controlling unit {Airspace class} Remarks
						↓	↑	
W102								
△ St-Prex VOR/ DME (SPR)		46 28 07 N 006 26 53 E						
	$\frac{011^\circ}{191^\circ}$	16.0	$\frac{FL 195}{7500 ft}$	8000 ft		Even	Odd	ACC Geneva {C, E}
△ LORBU		46 43 46 N 006 31 44 E						
	$\frac{011^\circ}{191^\circ}$	11.0	$\frac{FL 195}{7500 ft}$	8000 ft		Even	Odd	ACC Geneva {C, E}
△ FLORY		46 54 31 N 006 35 06 E						
	$\frac{037^\circ}{217^\circ}$	13.6	$\frac{FL 195}{7500 ft}$	8000 ft		Even	Odd	ACC Geneva {C, E}
△ LESEPLATURES NDB (LPS)		47 05 00 N 006 47 36 E						
	$\frac{052^\circ}{232^\circ}$	16.1	$\frac{FL 195}{7500 ft}$	8000 ft		Even	Odd	ACC Geneva {C, D, E}
△ DEKAM		47 14 24 N 007 06 46 E						
	$\frac{058^\circ}{238^\circ}$	8.0	$\frac{FL 195}{7500 ft}$	8000 ft		Even	Odd	ACC Zurich {C, D, E}
△ BALIR		47 18 30 N 007 16 53 E						
	$\frac{058^\circ}{238^\circ}$	4.0	$\frac{FL 195}{7500 ft}$	8000 ft		Even	Odd	ACC Zurich {C, D, E}
△ LEPLA		47 20 36 N 007 21 58 E						
	$\frac{058^\circ}{238^\circ}$	8.2	$\frac{FL 195}{7500 ft}$	8000 ft		Even	Odd	ACC Zurich {C, D, E}
△ LASUN		47 24 51 N 007 32 15 E						
	$\frac{058^\circ}{238^\circ}$	6.1	$\frac{FL 195}{7500 ft}$	8000 ft		Even	Odd	ACC Zurich {C, D, E}
△ Hochwald DME (HOC)		47 28 00 N 007 39 56 E						
SPR - BALIR: CDR 1 H24								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name	Significant Point Coordinates						Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels		Controlling unit {Airspace class} Remarks
						↓	↑	
W110								
△ WILLISAU VOR/ DME (WIL)	47 10 42 N 007 54 21 E							
	$\frac{114^\circ}{294^\circ}$	24	$\frac{FL 195}{2000 \text{ ft AGL}}$			Even	Odd	{C, E}
△ LEPLA	47 20 36 N 007 21 58 E							
	$\frac{114^\circ}{294^\circ}$	10	$\frac{FL 195}{2000 \text{ ft AGL}}$			Even	Odd	{C, E}
△ LUMEL	47 24 26 N 007 09 14 E							
	$\frac{297^\circ}{116^\circ}$	20	$\frac{FL 195}{FL 85}$	FL 90		Even	Odd	ACC Reims / APP Bâle / ACC Zurich / REF: AIP France {C, D, E}
▲ HERICOURT NDB (HR)	47 33 42 N 006 43 56 E							

Route Designator {RNP Type} [Route Usage Notes]								
Significant Point Name	Significant Point Coordinates						Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	Direction of cruising levels		Controlling unit {Airspace class} Remarks
						↓	↑	
W112								
△ ESEVA 46 48 08 N 007 00 53 E								
	280°	9	FL 245 FL 110				Odd	{C}
△ FRIBOURG VOR/ DME (FRI) 46 46 39 N 007 13 25 E								
	100° 280°	2	FL 245 FL 110			Even	Odd	{C}
△ TELNO 46 46 19 N 007 16 15 E								
	100° 280°	30	FL 245 FL 160			Even	Odd	{C}
△ MONIN 46 41 03 N 007 59 18 E								
	100° 280°	27	FL 245 FL 160			Even	Odd	{C}
△ SOSON 46 36 24 N 008 35 39 E								
	100° 280°	5	FL 245 FL 160			Even	Odd	{C}
△ LUKOM 46 35 06 N 008 45 31 E								
TELNO - SOSON: CDR 1 H24								