

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 | | | | | Direction of cruising levels | | Remarks |
| {RNP Type} | Track MAG | Dist (NM) | Upper limit / Lower limit | Minimum enroute altitude | Lateral limits (NM) | ↓ | ↑ | Controlling unit {Airspace class} Remarks | |
| W112 | | | | | | | | | |
| △ ESEVA 46 48 08 N 007 00 53 E | | | | | | | | | |
| | 277° | 8.7 | FL245 FL110 | | | | Odd | {C} | |
| △ FRIBOURG VOR/ DME (FRI) 46 46 39 N 007 13 25 E | | | | | | | | | |
| | $\frac{97^\circ}{277^\circ}$ | 2.0 | FL245 FL110 | | | Even | Odd | {C} | |
| △ TELNO 46 46 19 N 007 16 15 E | | | | | | | | | |
| | $\frac{97^\circ}{277^\circ}$ | 30.1 | FL245 FL160 | | | Even | Odd | {C} | |
| △ MONIN 46 41 03 N 007 59 18 E | | | | | | | | | |
| | $\frac{97^\circ}{278^\circ}$ | 25.5 | FL245 FL160 | | | Even | Odd | {C} | |
| △ SOSON 46 36 24 N 008 35 39 E | | | | | | | | | |
| | $\frac{98^\circ}{278^\circ}$ | 6.9 | FL245 FL160 | | | Even | Odd | {C} | |
| △ LUKOM 46 35 06 N 008 45 31 E | | | | | | | | | |
| TELNO - SOSON: CDR 1 H24 | | | | | | | | | |

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