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BEI DÜBENDORF**

AIP

AMDT 009 2022

Effective Date 08 SEP 2022

RMK

Filing instruction: Insert this AMDT into AIP after inserting AIRAC AMDT of same effective date, if issued.

1. Insert the following pages:

GEN 0.2 - 9/10
GEN 0.3 - 1/2
GEN 0.4 - 1/2
GEN 0.4 - 3/4
GEN 0.4 - 5/6
GEN 0.4 - 7/8
ENR 1.4 - 5/6
ENR 6.1 - 1/2

Destroy the following pages:

08 SEP 2022	GEN 0.2 - 9/10	11 AUG 2022
08 SEP 2022	GEN 0.3 - 1/2	16 JUN 2022
08 SEP 2022	GEN 0.4 - 1/2	AIRAC 08 SEP 2022
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08 SEP 2022	ENR 1.4 - 5/6	07 OCT 2021
08 SEP 2022	ENR 6.1 - 1/2	11 AUG 2022

2. Record entry of amendment on page GEN 0.2

3. This AIP AMDT incorporates information contained in the following publications:

NOTAM: NIL

AIP SUP: 002 2022

AIC: NIL

Enroute chart: NIL

4. Following SUP and AIRAC SUP are still in force:

Checklist SUP: NIL

Checklist AIRAC SUP: NIL

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AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
009/2021	09-Sep-2021	09-Sep-2021	
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002/2022	24-Feb-2022	24-Feb-2022	
003/2022	24-Mar-2022	24-Mar-2022	
004/2022	21-Apr-2022	21-Apr-2022	
005/2022	19-May-2022	19-May-2022	
006/2022	16-Jun-2022	16-Jun-2022	
007/2022	14-Jul-2022	14-Jul-2022	
008/2022	11-Aug-2022	11-Aug-2022	
009/2022	08-Sep-2022	08-Sep-2022	

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GEN 0.3 RECORD OF SUPPLEMENTS AND AIRAC SUPPLEMENTS

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GEN 0.4 CHECKLIST OF AIP PAGES

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1.7 Class G - Non-controlled airspace

The provisions of class G airspace are shown below:

	IFR	VFR
Separation provided	Not provided	Not provided
Service provided	FIS	FIS
VMC minima	Not applicable	At and above FL 100: 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft Below FL 100 to 3000 ft AMSL: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft At or below 3000 ft AMSL or 1000 ft AGL whichever is higher: 5 km visibility Clear of cloud and with the surface in sight
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Not required
ATC clearance	Not required	Not required

Regulation in Switzerland:

- Class G airspace comprises the airspace from GND up to 2000 ft/600 m AGL, outside CTR/TMA (exception see ENR 1.4-1);
- Clear of cloud and with the surface in sight; for flights operating above 1000 ft AGL without a Transponder as described in bullet point 5 below, the distance from cloud must be equal to or greater than 1500 m horizontally and 1000 ft vertically;
- Flight visibility equal to or greater than 5 km; flight visibility of not less than 1,5 km is permitted for flights:
 - at speeds of 140 KT IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 - in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels;
- Helicopters are permitted to operate in flight visibility not less than 800 m, if manoeuvred at speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. Flights at a visibility of less than 800 m are permitted in special circumstances, for example for medical flights, SAR flights and flights for firefighting;
- A minimum SSR transponder Mode S elementary Surveillance (ELS) shall be operated for flights with motorised or non-motorised ACFT in airspace G operating above 1000 ft AGL with a horizontal distance from cloud of less than 1500 m or a vertical distance from cloud of less than 1000 ft.

2. ATS AIRSPACE DESCRIPTION**COORDINATION OF SPECIAL FLIGHTS WITHIN AIRSPACE CLASS C AND D**

Particular flights within airspace classes C and D, apart from normal take-offs, landings or crossing the airspace can pose a danger for other airspace users and lead to an additional coordination workload for the air navigation services.

For this reason, the operator or the organiser is to coordinate flights of this nature with skyguide before they are undertaken. A few examples of these flights are:

Photo, calibration and survey flights, VFR flights above FL 195 (SERA.5005(d)1), cargo flights within a CTR/TMA, parachute jumps, television transmission flights, competitions (balloon, gliding, etc.), drones, kids balloons and sky lanterns.

2.1 Air Traffic Control Contact Unit and Application form**All special flights**

Coordination request shall be submitted to the special flight office (SFO) skyguide, latest 10 working days prior the date of the event, via the "SFO App". The application tool and useful information are available under

URL: <https://www.skyguide.ch/en/services/special-flights/>

Drone flights

Drone operator can use the "U-Space skyguide web App" or "U-Space skyguide mobile App". If under specific conditions, coordination request shall be submitted until the day before the flight until 1100 (1000).

If specific conditions are not met, operators will be redirected on the "SFO App" and shall submit the request to the special flight office (SFO), skyguide, latest 10 working days prior to the date of flight.

Maintenance Check Flights and Test Flights within LSAG CTA

Maintenance check flights and test flights within airspace class C and D are subject to coordination with skyguide as defined above.

If the 10 working days prior notification required in the process cannot be met, aircraft operators may exceptionally submit a maintenance check flight or test flight request according to the following announcement procedure:

- At least 6 hours before the flight, aircraft operators shall provide all relevant information about the conduct of the flight to Geneva ACC SPVR by phone (+41 (0) 22 417 40 40).
- 1 hour before the flight, aircraft operators shall contact Geneva ACC SPVR by phone again (+41 (0) 22 417 40 40) to confirm the flight program.

This short notice process can only be used for flights affecting solely LSAG CTA. It can only be used in exceptional cases and the conduct of such flight will be subject to the approval of the Geneva ACC SPVR.

2.2 Coordination, authorisation and implementation

The Special Flight Office will inform all affected air traffic control units.

The operator/organiser will be informed about restrictions and constraints and a reference number will be issued for every special flight. In order to obtain the final authorisation, the operator/organiser must notify the affected air traffic control unit on the day of the event. The operator/organiser will be advised in writing about the detailed notification procedure.

For operational reasons (such as volume of air traffic or safety reasons), the affected air traffic control unit may refuse, interrupt or suspend special flights, or impose additional restrictions.

2.3 Support for "SFO App"

Phone: +41 (0) 43 931 62 36

Email: specialflight@skyguide.ch

General special flight support:

Useful information is available under <https://www.skyguide.ch/en/services/special-flights/> and the appropriate rules engines in the tools guide you through the request.

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