ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. Taking of aerial photographs

The taking of aerial photographs and the dissemination of them are authorised, subject to the legislation on the protection of MIL installations.

2. Glider flights, balloon ascents and parachute jumps in the Federal Republic of Germany and Austria

Since no medical assessment is required for the renewal of a Swiss licence for glider pilots, free balloon pilots or parachutists, the following dispositions have been agreed upon between the German and Austrian aeronautical authorities:

When operating Austrian or German registered ACFT over the respective territories, holders of Swiss glider pilot or free balloon pilot licences, provided that they are not holders of a valid licence for powered FLT at the same time, must carry on them a medical assessment report issued by an aeronautical medical expert or institute not longer than two years ago.

Additionally, for the operation of Swiss registered gliders and free balloons over the territories of the Federal Republic of Germany and Austria, the following has been fixed in accordance with article 40 of the ICAO Convention: Holders of Swiss glider pilot or free balloon pilot licences may OCNL carry out FLTs such as DIST FLTs, competition FLTs, training FLTs and similar with Swiss registered gliders or balloons without medical assessment, in accordance with ICAO Annex 1.

For holders of a Swiss parachutist licence, the dispositions fixed in and apply accordingly.

3. Fuel dumping regulations

3.1 Conception

Fuel dumping is defined as the jettisoning of unburned fuel from an ACFT during FLT.

3.2 Guide lines

3.2.1 Guide lines for aircrews

- Fuel dumping may only be carried out in an EMERG, and if the safe continuation of FLT may be endangered without the procedure being performed.
- The dumping of fuel has to be accomplished in airspace assigned by the ATC services.
  FLT ALT has to be 6000 ft AGL MNM.
- DEV from these guide lines, e.g. jettisoning of fuel below 6000 ft AGL is permitted only if the FLT is directly endangered.
- Detailed regulations of the Operations Manual remain reserved.

FLT crews shall report all fuel dumping to:

Post: Federal Office for Civil Aviation
CH-3003 Berne

3.2.2 Guide lines for air traffic services

If aircrews announce the need to dump fuel, ATS shall provide

- the necessary information and support to the aircrew;
- a protected and appropriate airspace;
- the possibility to accomplish the fuel dumping at 6000 ft AGL MNM.

ATS shall report the incident to:

Post: Federal Office for Civil Aviation
Environmental Section
CH-3003 Berne

3.3 Validity

These guide lines are valid in all airspace managed by Swiss ATS with the reservation of foreign law over foreign territory.

4. Conditions for installation and use of RNAV equipment

4.1 Introduction

This section provides the procedures to be applied for the APV of RNAV operations, including the use of GNSS as an IFR NAV aid in Swiss airspace.

4.2 Equivalence to ICAO Doc 9613 PBN Manual requirements

With the publication of ICAO Doc 9613 Volume I & II, Performance-based Navigation (PBN) Manual, it is recognised within Swiss Airspace that RNAV 1 is equivalent to P-RNAV, if the latter approval is not solely relying on VOR/DME for determination of position, and, RNAV 5 is equivalent to B-RNAV with regard to the NAV EQPT and certification requirements.

4.3 Applicable documents

Guidance material on the installation and airworthiness APV for RNAV operations and equipment, as well as appropriate guidelines for operators on the use of RNAV, can be found in the following documents:

- EASA CS-ACNS Airborne Communications, Navigation and Surveillance
- FAA AC 20-138D, Airworthiness Approval of Positioning and Navigation Systems

Detailed information is AVBL from:

Post: Federal Office for Civil Aviation
Type Certification Section
CH-3003 Berne

4.4 Limitations of the GNSS constellation and equipment

All existing ground-based NAV aids are FLT calibrated and can SGL an alarm if erroneous SGL are being radiated.
For GNSS, SGL integrity equivalent to that obtained from conventional NAV aids is provided by the airborne equipment only.
Without proper airborne integrity MNT implementations, potential for unannounced failures may exist.

4.5 GNSS Prediction Services

GNSS applications often require the use of a RAIM prediction program. In Switzerland, RAIM prediction information is provided for APCH operations through specific AD-related NOTAM for all ADs with a published RNP APCH.
Alternatively, a RAIM prediction-tool is provided by EUROCONTROL on the Internet under:

URL: https://augur.eurocontrol.int

EGNOS prediction information is also provided through specific AD-related NOTAM for all ADs with a published RNP APCH to Localiser Performance with Vertical Guidance (LPV) minima.
For the ATS routes of the Low-Flight Network (KY251, KY 252, KY 253, KY 256, KY 257), EGNOS prediction information is provided only. The EGNOS prediction information of the ATS routes includes the associated routes.
The information is based on the RNP0.3 navigation performance and calculated for the geometric centre of the individual ATS routes.

ATS route	Associated LNK routes
KY251	KQ811, 821, 831, 832, 833, 834, 861, 862, 864, 868
KY252	-
KY253	-
KY256	-
KY257	-

4.6 Low Flight Network (LFN) for IFR helicopter operation - Restricted Use

Introduction and Certificate Verification

A national Low Flight Network for rotary wing aircraft is established for which an enroute navigational performance of RNP 0.3 (see ENR 1.3 §9.1.2) and a specific state authorization are required. Operations are limited to rotary wing aircraft equipped with GNSS avionic receivers using the European Geostationary Navigation Overlay Service (EGNOS) - the European SBAS.
Request such authorization at Federal Office of Civil Aviation 3003 Bern Switzerland.

Description:
This network consists of low-level routes and associated routes to and from various landing sites or regions (see ENR 3.3 Helicopter Routes). All segments are within controlled airspace and ATC service is provided.

Access Procedures:
Flights operating on this network need to comply with an approval process by the Swiss state authority.

As the number of flights per time is limited the following access procedures are established:

- A time window shall be requested from Flight Management Position (FMP) CTA Zurich;
- The request may be handed in by mail (sua-preact@skyguide.ch) on the day before operation latest by 1200 UTC or by telephone (+41 (0) 43 931 69 62) for same day operation; An approval must be received to conduct the requested flight;
- The reservation process is based on a "first come - first served" basis;
- An ICAO IFR flight plan must be submitted;
  Clearance for IFR operation on LFN is delivered upon initial contact with the first ATC unit corresponding to the point of departure;
- For Joining flights refer to procedures in ENR 1.3 §3.1
- Flights are to be conducted with the respective ATC unit QNH, received with the ATC clearance;
- The network is available H24/7.

4.6.1 LFN PinS Chart in Skybriefing (En-Route)

The Low Flight Network (LFN) is an IFR route network for helicopter in controlled airspace (airspace classes C, D and E). PinS may be partially in uncontrolled airspace (airspace class G) if approved i.a.w. Art. 20 Abs. 4 VRV-L.

The use of the LFN is restricted to approved operators. The Skybriefing "LFN PinS Chart" (https://skybriefing.com/enroute-charts-ch) shows the LFN routes as well as the related PinS (Point in Space) approaches and departures for helipads at hospitals, HEMS bases and/or military infrastructures.

In airspace classes E and G the rules of the corresponding airspace apply to VFR as well as LFN IFR flights, so "see and avoid" is also valid for IFR traffic. Special attention of VFR and IFR pilots is required when flying nearby or within clouds during weather conditions which allow both types of flight operation. VFR pilots might keep bigger distances to clouds within the vicinity of the LFN/PinS procedures shown on the LFN PinS Chart, since IFR traffic might be expected anytime. Air traffic control is not responsible for ensuring separation between LFN (IFR) flights and VFR traffic. VFR pilots can receive information about relevant IFR traffic from the Flight Information Service (FIC). Maintaining the cloud distance, applying the Semi-circular Rule, as well as transponder usage (if available), are vital for the safety of all airspace users.

The LFN PinS chart shows where the LFN routes and PinS are located therefore VFR pilots might consider them during their planning. The charts are published in skybriefing.com and integrated in the aeronautical publications and thus updated at regular intervals. They are intended to raise the awareness of airspace users regarding LFN IFR flights and contribute to general safety. The LFN PinS chart is not to be used for operational purposes. All LFN procedures shall only be used by approved operators.

Information about using the chart: If the chart is opened using Adobe Reader, specific information can be selected or deselected to take account of the user's requirements. Moreover, the chart is vector-based meaning that the zoom function can be used to view a specific section without any loss in quality.

5. Maximum speed

a. MAX speed applies in accordance with:
   1. The airspace classification; or
   2. As published in flight procedures; or
   3. As instructed by ATC.

b. ACFT that, according to PER specifications, must fly at a greater speed for safety reasons are exempted from the requirements as specified in point a. above. In such cases, the lowest possible speed according to FLT configuration shall be maintained. In the case of IFR FLTs the appropriate ATC unit shall be notified accordingly.

c. FOCA may grant exceptions.

d. MIL ACFT FLTs below FL 100 are subject to special speed regulations.

6. Supersonic flights

Supersonic FLTs are prohibited within Swiss airspace.

7. Special air report

Special air reports shall be made by all ACFT whenever the following conditions are encountered or OBS:
a. moderate or severe TURB; or
b. moderate or severe icing; or
c. severe MT wave; or
d. TS, with or without GR that are obscured, embedded, WDSPR or in SQ lines; or
e. volcanic ACT.

When other meteorological conditions not listed above are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other ACFT operations, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable.

When voice communications are used, special air reports shall contain the following detailed elements. These elements, including the format of the messages and phraseology, shall be used by FLT crews when transmitting special air reports:
a. special air report;
b. ACFT IDENT (for ACFT reporting to ATS units) or ACFT type (for ATS units retransmitting to other airborne ACFT likely to be affected);
c. PSN;
d. time;
e. FL or ALT; and
f. condition prompting the issuance of the special air report, to be selected from the list of conditions encountered above.

7.1 Reporting of wind shear

When reporting ACFT observations of wind shear encountered during the climb-out and approach phases of FLT, the ACFT type shall be included.

Where wind shear conditions in the climb-out or approach phases of FLT were reported or forecast but not encountered, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable unless the pilot-in-command is aware that the appropriate ATS unit has already been so advised by a preceding ACFT.

8. Test-Flight Pattern EAST A9

Prior to the use of the test FLT pattern EAST A9, a request has to be filed in accordance with the procedure described on:

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

9. Transmission of Coordinated Universal Time (UTC) at controlled aerodromes

Before taxiing for take-off, the pilot in command shall ensure that the time in the aircraft is set and checked by synchronising it with the GPS time (corrected to UTC). This synchronisation shall be carried out with an aviation-approved GPS device located in the aircraft.
When unable to comply with this requirement, the pilot in command shall request the correct time from the aerodrome control tower.