

ENR 1.8 ICAO REGIONAL SUPPLEMENTARY PROCEDURES

1. RVSM Airspace

The airspace within the UIR Switzerland between FL 290 and FL 410 inclusive, as described in [ENR 2.1](#), is RVSM airspace.

Within this airspace, the VER separation MNM shall be:

- a. 1000 ft between RVSM APV ACFT;
- b. 2000 ft between:
 1. non-RVSM APV State ACFT and any other ACFT operating within the EUR RVSM airspace;
 2. formation FLT of State ACFT and any other ACFT operating within the EUR RVSM airspace;
 3. an ACFT experiencing a communication failure in FLT and any other ACFT, when both ACFT are operating within the EUR RVSM airspace.

During operations in or VER transit through RVSM airspace with ACFT not APV for RVSM operations, pilots shall report non-APV status:

- a. at initial call on any CH within RVSM airspace;
- b. in all requests for level changes;
- c. in all read-backs of level clearances.

2. Departure of Helicopters and Balloons in Case of Ground or High Fog/Low Stratus

If MET conditions for FLTs under VFR are not met due to ground or high FG/low ST, DEPs are permitted if:

- a. the lower limit of FG does not exceed 200 m above the ELEV of the place of DEP and the VER layer of FG does not exceed 300 m
- b. VMC conditions prevail above the layer of FG and
- c. the DEP is carried out in accordance with a procedure defined by the FOCA.

For helicopters, such DEP are only permitted for special operations in accordance with article 4, paragraph 1 of Commission Implementing Regulation (EU) No. 923/2012 and other state flights. A special approval by FOCA is required. For balloons, such departures are only permitted in Class G airspace (Art. 24 VRV-L).

The buoyancy shall be measured so that a height of at least 300 m over the top of the fog layer is reached 5 min after take-off.

If such a DEP is carried out **outside a CTR and/or the FLT path will not lead into a TMA or CTR**, aircrews TRANS information about their DEP procedure in FG on **FREQ 130.805 MHz**, as a **blind transmission**.

Example:

TRAFFIC LANGENTHAL AREA, [CALLSIGN], HELI DEPARTURE IN FOG FROM MADISWIL, HEADING 060 IN 1 MINUTE.

If such a call is not acknowledged by another ACFT, pilots are permitted to carry out their DEP in FG procedure. CMPL of the procedure shall be reported on **FREQ 130.805 MHz**, as a blind transmission.

Example:

[CALLSIGN], FOG DEPARTURE COMPLETED, AREA MADISWIL, 3000 FEET.

If such a DEP is carried out **within a CTR and/or the FLT path will lead into a TMA or CTR**, aircrews request a clearance on the published **FREQ** of the **competent ATC unit** before DEP.

3. Non 8.33 kHz Capable State Aircraft

State aircraft which are permanently exempted from the requirement of having radio equipment with the 8.33 kHz channel spacing capability shall be able to communicate on the remaining VHF 25 kHz frequencies or on UHF, where available.

Aircrew of non 8.33 kHz equipped state aircraft shall declare non-compliance in item 18 on ICAO flight plan by entering the following remark: "COM/EXM833".

4. Non MODE S ELS/EHS Capable State Aircraft

Identification of State Aircraft which are not compliant with Mode S Elementary/Enhanced Surveillance (ELS/EHS) requirements will be established either by SSR Mode A or PSR method (Compliant with ICAO Doc 4444 (PANS ATM), Edition 16).

5. Area Navigation Routes

RNAV equipment may use the input from one or a combination of the following types of position sensors: VOR/DME, DME/DME, INS/IRS and GNSS. However, the availability of VOR/DME is not assured in Swiss airspace and therefore, alternative types of position sensors shall be available. Request radar vectoring in case of RNAV position unavailability.