
ENR 1.8 ICAO REGIONAL SUPPLEMENTARY PROCEDURES

The European regional supplementary procedures are applied in accordance with ICAO SUPPS Doc 7030/4-EUR.

1 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.

State aircraft that do not transmit ADS-B Out for technical or operational reasons, will be accommodated by Dutch ANSPs through traditional surveillance methods such as Mode A/C/S. The flight plan shall include in item 18 the indicators SUR/EUADSBX, SUR/EUEHSX, SUR/EUELSX or a combination thereof.

2 RVSM AIRSPACE

The airspace within the Amsterdam FIR between FL 290 and FL 410 inclusive, as described in ENR 2.1, is EUR RVSM airspace.

Within this airspace, the vertical separation minimum shall be:

- a. 300 metres (1000 FT) between RVSM approved aircraft.
- b. 600 metres (2000 FT) between:
 1. Non-RVSM approved state aircraft and any other aircraft operating within the EUR RVSM airspace;
 2. Formation flights of state aircraft and any other aircraft operating within the EUR RVSM airspace; and
 3. An aircraft experiencing a communications failure in flight and any other aircraft, when both aircraft are operating within the EUR RVSM airspace.

3 FREE ROUTE AIRSPACE

Free route airspace (FRA) is a specified airspace above FL 245 as described in ENR 2.1 and ENR 2.2 and available according to the prerequisites listed in ENR 1.3 and ENR 3.5.

