ENR 1.7 ALTIMETER SETTING PROCEDURES

1. INTRODUCTION

The altimeter setting procedures in use generally confirm to those contained in ICAO Doc 8168-OPS/611, Volume I, Part 6 and are given in full bellow. Differences are shown in quotation marks.

Transition altitudes of airports of Bosnia and Herzegovina are depicted on the Instrument Approach Charts.

QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcast and are available on request from the ATC Units.

QNH and QFE values are given in hectopascals (HPA).

2. BASIC ALTIMETER SETTING PROCEDURES

2.1 GENERAL

A transition altitude is specified as 10000 FT above MSL.

Vertical positioning of aircraft when at or below transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing trough the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.

Flight level zero is located at the atmospheric pressure level of 1013.2 HPA (29.92 in). Consecutive flight levels are separated by pressure interval corresponding to 500 FT (152.4 M) in the standard atmosphere.

Note: *Examples of relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate*:

FL	Altimeter indication	
	FT	M
10	1000	300
15	1500	450
20	2000	600
50	5000	1500
100	10000	3050
150	15000	4550
200	20000	6100

2.2 TAKE-OF AND CLIMB

A QNH altimeter setting is made available to aircraft as a part of departure information.

Vertical positioning of aircraft during climb is expressed in terms of altitude until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

2.3 EN-ROUTE

Vertical separation

Vertical separation during en-route shall be expressed in terms of flight levels or altitudes when flying below transition altitude.

On VFR flights, at and below the transition altitude, the pilot shall set altimeter to QNH to the vale of controlled aerodrome nearest to the route of flight exceeds the vicinity of the departure aerodrome.

IFR flights, and VFR flights above 3 000 FT (900 M) operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level selected from the Table of cruising levels specified in Annex 2, Appendix 3, a).

Except that correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearance or specified in the AIP.

As specified in the ICAO EUR Regional Supplementary Procedures (Doc 7030/4 – EUR), flights shall be conducted in accordance with Instrument Flight Rules when operated within or above the EUR RVSM airspace.

Terrain clearance

For the purpose of adequate terrain altitude clearance local QNH based upon aerodromes Banja Luka, Mostar, Sarajevo and Tuzla are to be used depending on the terminal control area in which the flight is conducted.

A QNH altimeter setting necessary for flight planning or terrain clearance shall be passed by approach control service, on request.

2.4 APPROACH AND LANDING

A QNH altimeter setting is made available by competent ATC Unit, not later than passing transition level or together with the clearance to enter controlled airspace.

A QFE altimeter setting are normally not available at controlled aerodromes, except for flights within a CTR, upon request and ATC approval.

Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

2.5 MISSED APPROACH

The relevant portions of 2.1, 2.2 and 2.4 shall be applied in the event of a missed approach.

2.6 DESCRIPTION OF ALTIMETER SETTING REGION

NIL

2.7 PROCEDURES APLICABLE TO OPERATORS (INCLUDING PILOTS)

2.7.1 FLIGHT PLANNING

The levels at which a flight is to be conducted shall be specified in a flight plan:

a. in terms of flight levels if the flight is to be conducted at or above the transition level, and

b. in terms of altitude if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

Note 1: *Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.*

Note 2: *Flight levels are specified in a plan by number and not in the terms of feet or metres as is the case with altitudes.*

The flight levels or altitudes selected for flight should:

a. ensure adequate terrain clearance;

b. satisfy air traffic control requirements;

c. be compatible with the table of cruising levels.

2.8 TABLE OF CRUISING LEVELS

TRACK **											
From 000 degrees to 179 degrees***						From 180 degrees to 359 degrees***					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Level			Level			Level			Level		
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
010	1000	300				020	2000	600			
030	3000	900	035	3500	1050	040	4000	1200	045	4500	1350
050	5000	1500	055	5500	1700	060	6000	1850	065	6500	2000
070	7000	2150	075	7500	2300	080	8000	2450	085	8500	2600
090	9000	2750	095	9500	2900	100	10000	3050	105	10500	3200
110	11000	3350	115	11500	3500	120	12000	3650	125	12500	3800
130	13000	3950	135	13500	4100	140	14000	4250	145	14500	4400
150	15000	4550	155	15500	4700	160	16000	4900	165	16500	5050
170	17000	5200	175	17500	5350	180	18000	5500	185	18500	5650
190	19000	5800	195	19500	5950	200	20000	6100	205	20500	6250
210	21000	6400	215	21500	6550	220	22000	6700	225	22500	6850
230	23000	7000	235	23500	7150	240	24000	7300	245	24500	7450
250	25000	7600	255	25500	7750	260	26000	7900	265	26500	8100
270	27000	8250	275	27500	8400	280	28000	8550	285	28500	8700
290	29000	8850				300	30000	9150			
310	31000	9450				320	32000	9750			
330	33000	10050				340	34000	10350			
350	35000	10650				360	36000	10950			
370	37000	11300				380	38000	11600			
390	39000	11900				400	40000	12200			
410	41000	12500				430	43000	13100			
450	45000	13700				470	47000	14350			
490	49000	14950				510	51000	15550			
etc.	etc.	etc.				etc.	etc.	etc.			

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