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**AIC**  
**A 03/17**  
**13 APR 2017**

## **A 03 FREE ROUTE AIRSPACE OPERATIONS BETWEEN NEFAB FRA AND DK-SE FAB FRA**

### **Purpose**

The purpose of this AIC is to provide information concerning cross border Free Route Airspace (FRA) operations between NEFAB FRA and DK-SE FAB FRA. The implementation builds on the previous implemented cross border FRA between NEFAB EAST and DK-SE FAB. Detailed information on FRA is provided in the AIP of the participating states.

### **Area**

The concerned FRA area consists of Finland FIR (excluding Helsinki TMA), København FIR, Norway FIR, Riga FIR, Sweden FIR and Tallinn FIR.

### **Eligible flights**

Eligible flights are those flights having a planned trajectory within the vertical limits of the affected FRA volumes;

- DK-SE FAB FRA FL285-FL660
- NEFAB FRA FL095-FL660 (EETT/EFIN FIR FL095-FL660, EVRR FIR FL095-FL460, ENOR FIR FL135-FL660).

This includes flights that arrive or depart to/from aerodromes below DK-SE FAB FRA and NEFAB FRA or in its proximity and have a requested flight level (RFL) within the vertical limits of the respective FRA volumes.

### **Guidelines for FRA flight planning**

FRA horizontal entry/exit

Entering and exiting the FRA area from/to an adjacent airspace, it is mandatory to insert a FRA horizontal entry point and a FRA horizontal exit point. Cross border DCT between the participating FIRs is allowed for eligible flights (no point on the FIR boundary is required).

FRA horizontal entry/exit for arriving/departing traffic

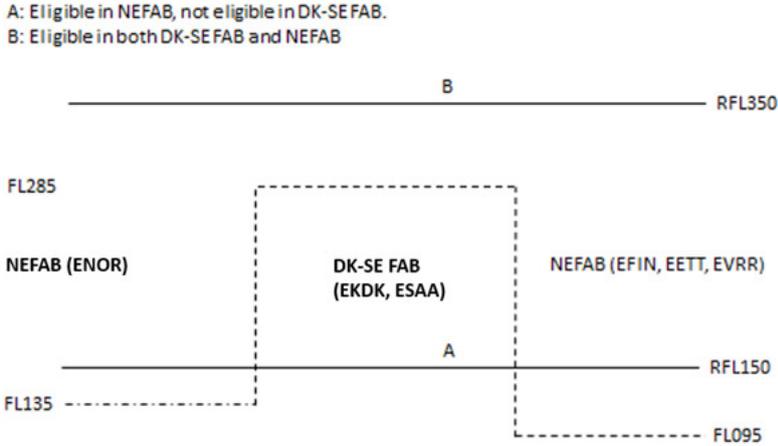
Arriving traffic are allowed to flight plan DCT to a FRA arrival connecting point regardless of altitude at this point. A FRA arrival connecting point can either be:

- A STAR initial waypoint
- A specific connecting point linked to an aerodrome according to the RAD, Appendix 5
- If required, the first point on a FRA connecting route as described in ENR 3.5
- If no suitable STAR is available or there is no requirement for a connecting point, a navaid or significant point within a required distance from the aerodrome according to the RAD, Appendix 5.

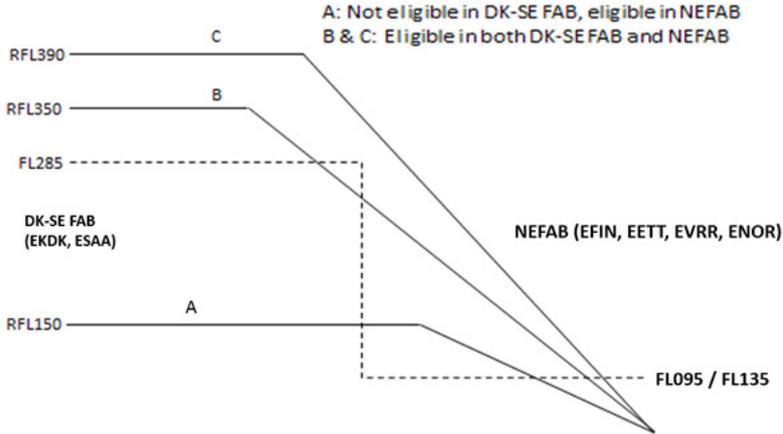
Departing traffic are allowed to flight plan DCT from a FRA departure connecting point regardless of altitude at this point. A FRA departure connecting point can either be:

- A SID final waypoint
- A specific connecting point linked to an aerodrome according to RAD, Appendix 5
- If required, the last point on a FRA connecting route as described in ENR 3.5
- If no suitable SID is available or there is no requirement for a connecting point, a navaid or significant point within a required distance from the aerodrome according to the RAD, Appendix 5.

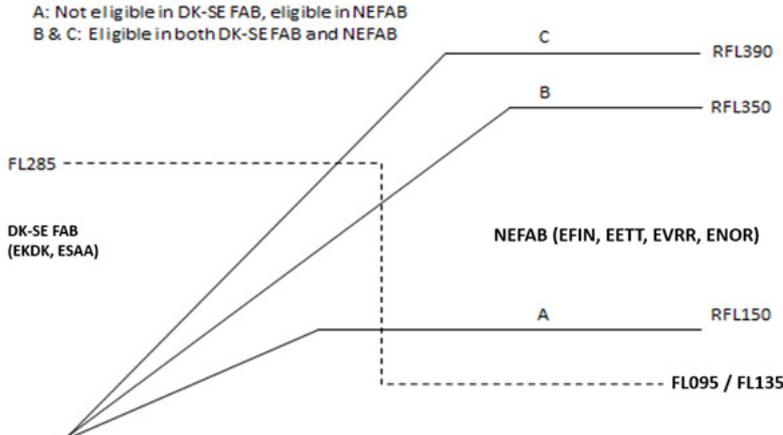
Flights arriving into, or departing from, aerodromes close to the boundary between NEFAB and DK-SE FAB are allowed to cross the border on a DCT route, regardless of altitude at the boundary if their requested flight level is above FL285. If the RFL is below FL285, a point is required on the boundary between NEFAB and DK-SE FAB.



Example traffic transiting NEFAB FRA and DK-SE FAB FRA

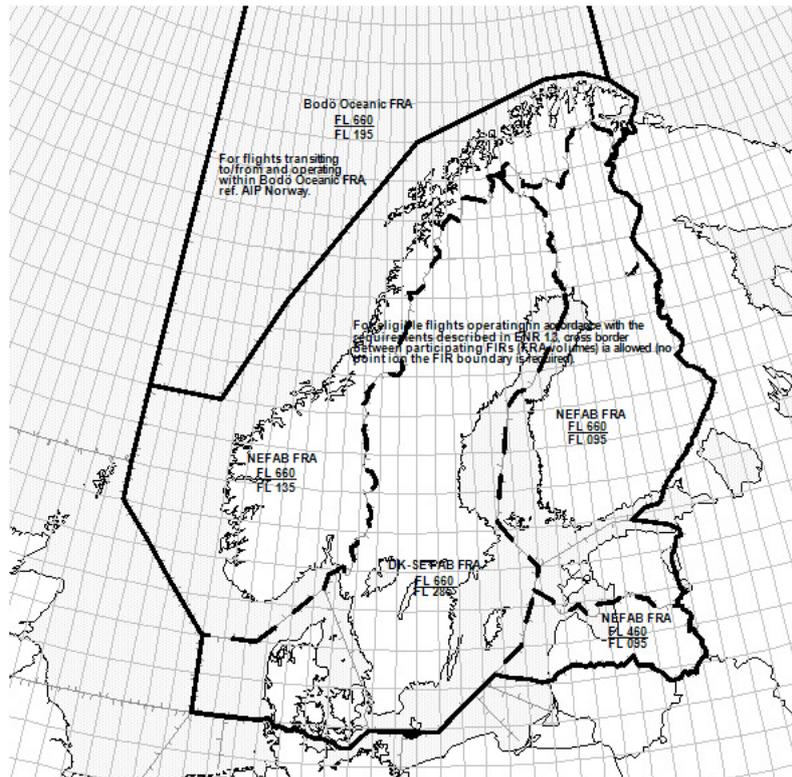


Example traffic arriving into, or departing from, an aerodrome below NEFAB FRA.



Example traffic arriving into, or departing from, an aerodrome below DK-SE FAB FRA.

## MAP of NEFAB FRA and DK-SE FAB FRA



### Implementation

Implementation is planned for 25 MAY 2017.

### Further information

Further information regarding this can be obtained from relevant ANSP in Denmark, Estonia, Finland, Latvia, Norway and Sweden

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