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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

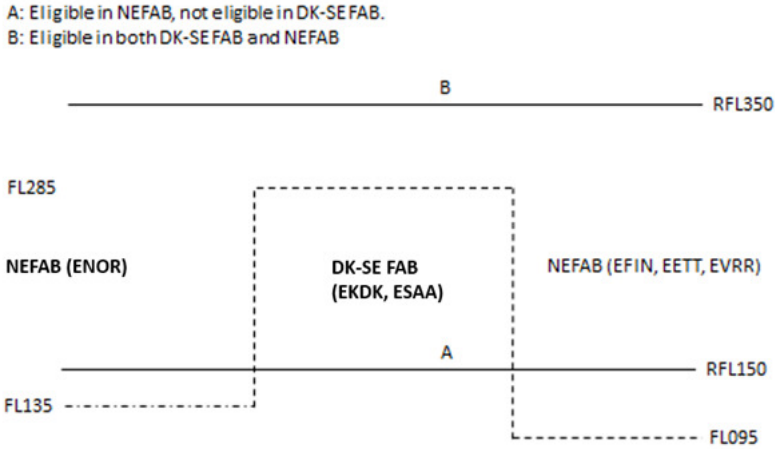
Arriving traffic are allowed to flight plan DCT to a FRA arrival connecting point regardless of altitude at this point. A FRA arrival connecting point can either be:

- 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.

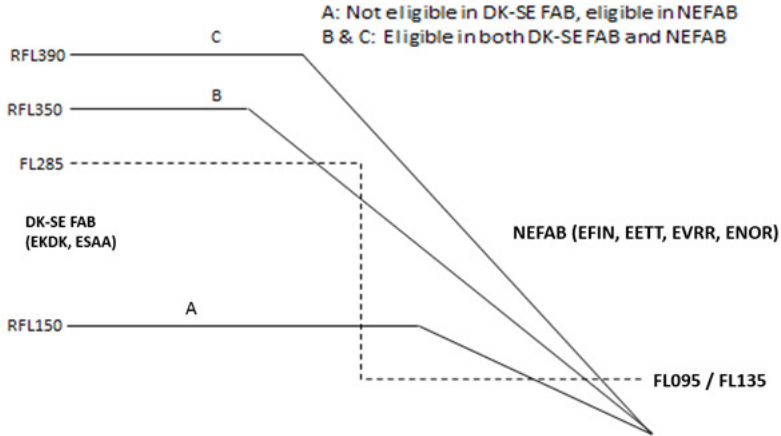
Departing traffic are allowed to flight plan DCT from a FRA departure connecting point regardless of altitude at this point. A FRA departure connecting point can either be:

- 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.

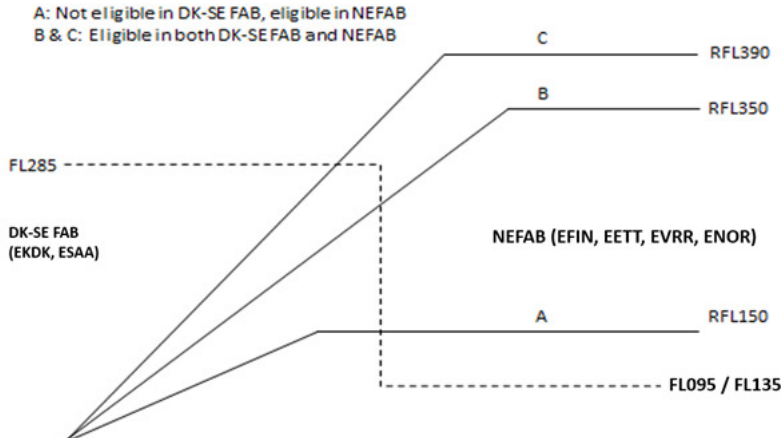
Flights arriving into, or departing from, aerodromes close to the boundary between NEFAB and DK-SE FAB are allowed to cross the border on a DCT route, regardless of altitude at the boundary if their requested flight level is above FL285. If the RFL is below FL285, a point is required on the boundary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



Example traffic transiting NEFAB FRA and DK-SE FAB FRA

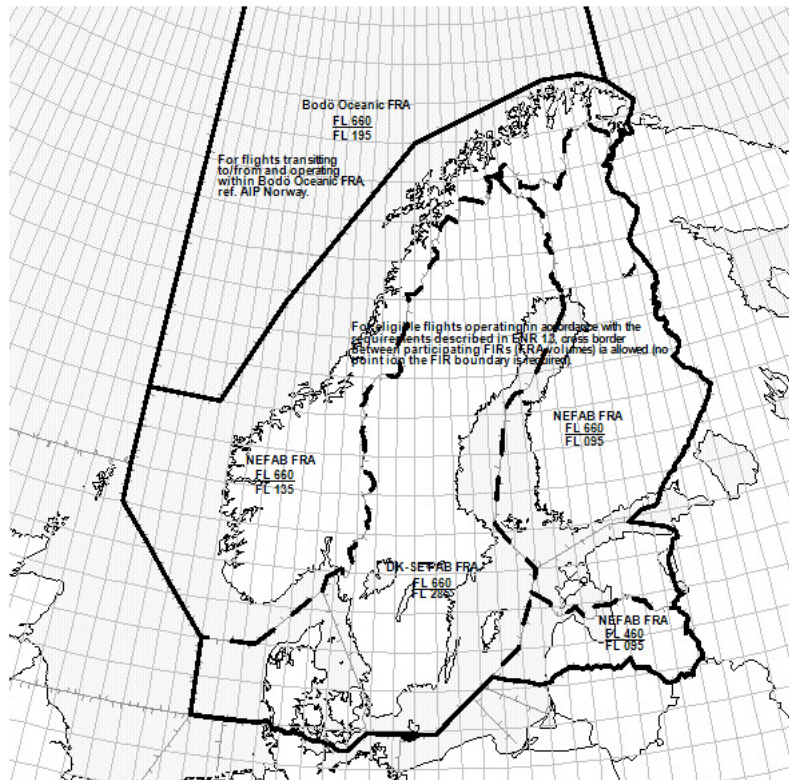


Example traffic arriving into, or departing from, an aerodrome below NEFAB FRA.



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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