

TEL:.....67 03 00 00  
E-post:...aim@avinor.no



**AIC**  
**A 06/19**  
**20 DEC 2019**

**A 06 PARTIAL DELETION OF ATS ROUTES WITHIN FRA AREAS OF FOLLOWING NEFAB STATES:  
ESTONIA, FINLAND AND NORWAY**

**1. Purpose**

The purpose of this AIC is to provide information on the following issues:

- partial ATS routes removal in Helsinki FIR, Norway FIR and Tallinn FIR
- partial re-designation of remaining ATS routes

**2. Introduction**

The enabler of partial deletion of ATS routes is the Free Route Airspace (FRA) operations, which was introduced within NEFAB states along three main steps:

- November 2015 – FRA operations were allowed in two separate volumes of NEFAB airspace – NEFAB EAST FRA (Estonia, Finland and Latvia) and NEFAB WEST FRA (Norway)
- June 2016 - FRA operations were allowed between NEFAB and DK/SE FAB (NEFRA) except "cross border" to/from Norway
- Full "cross-border" Free Route Airspace with all NEFAB countries and DK/SE FAB (NEFRA) which has been operational since May 2017

Based on current FRA experience, states are moving toward more dynamic airspace and static ATS route structure might restrict optimum airspace design, airspace allocation and flight trajectories.

**3. FPL trajectory options**

More optimal use of airspace:

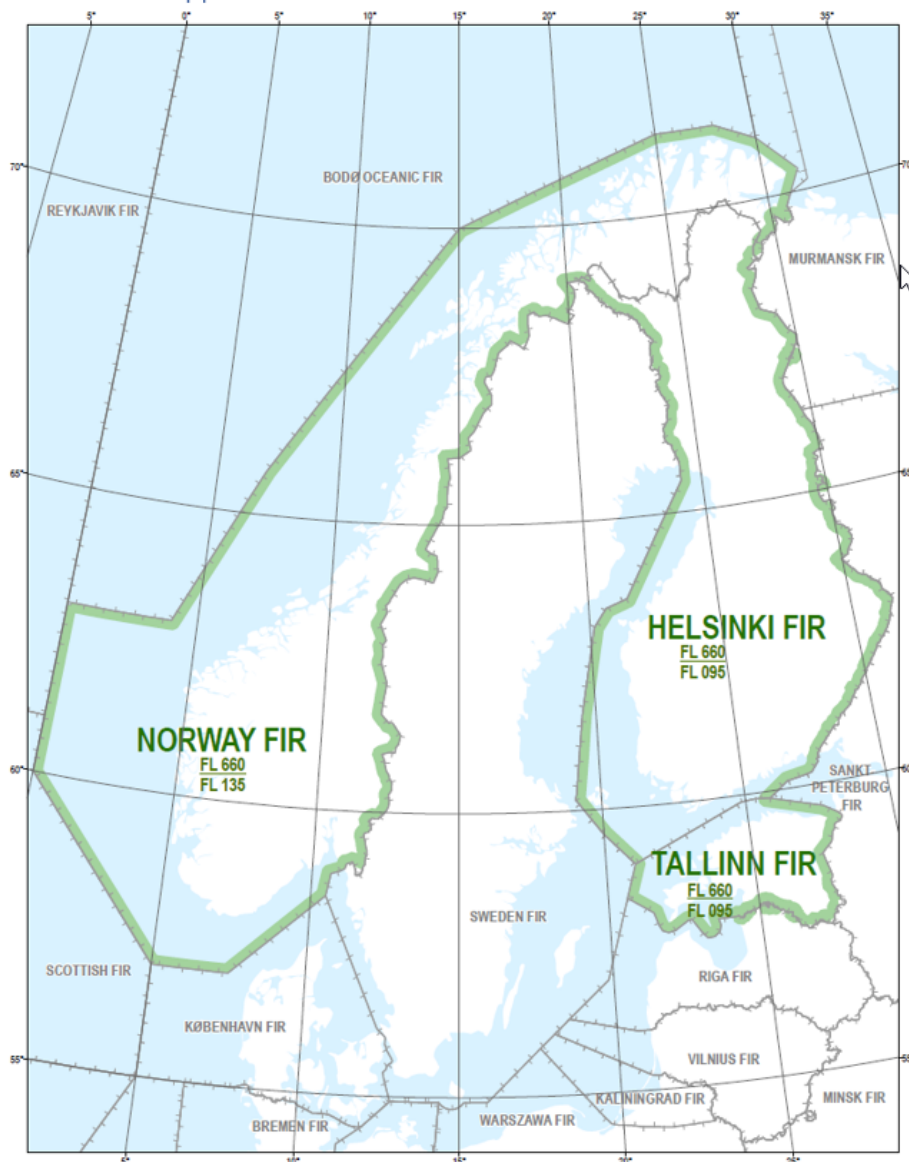
- Aircraft Operators (AO) are no longer directly or indirectly dependent on ATS routes and can use the airspace more efficiently based on their preferences by using DCT between the significant points in airspace as enabled by FRA rules.
- Special Use Airspaces (SUA) can be designed more efficiently as specific ATS route(s) don't restrict the designs and pre tactical re-route in FRA is technically and operationally less complicated.
- Trajectory description in FPL follows same logic:
- AO FPL trajectory shall be based on significant points in FRA airspace.
- ATCO have same attitude towards received FPL. In principle, all FPL could be assumed to be optimum for AO needs.

Airspace users can take advantage of efficient cross border procedures as cross border cooperation between the States becomes more relevant. This harmonizes ATC and FPL procedures within FRA area.

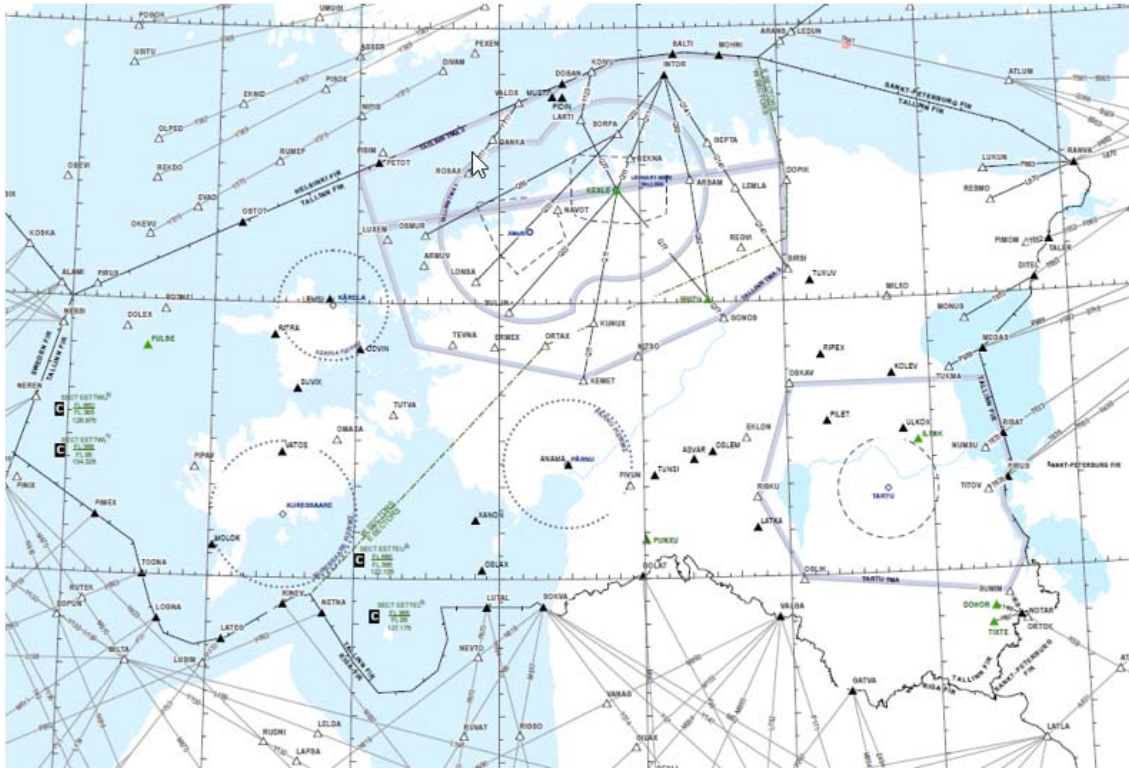
Airspace users can take advantage of simplified airspace-/flow restrictions as the number of sources of the information is reduced.

ATC systems require less complicated updates as mostly only SUA and points in airspace will require periodical updates and the maintenance of database becomes more efficient and transparent.

#### 4. Area of application

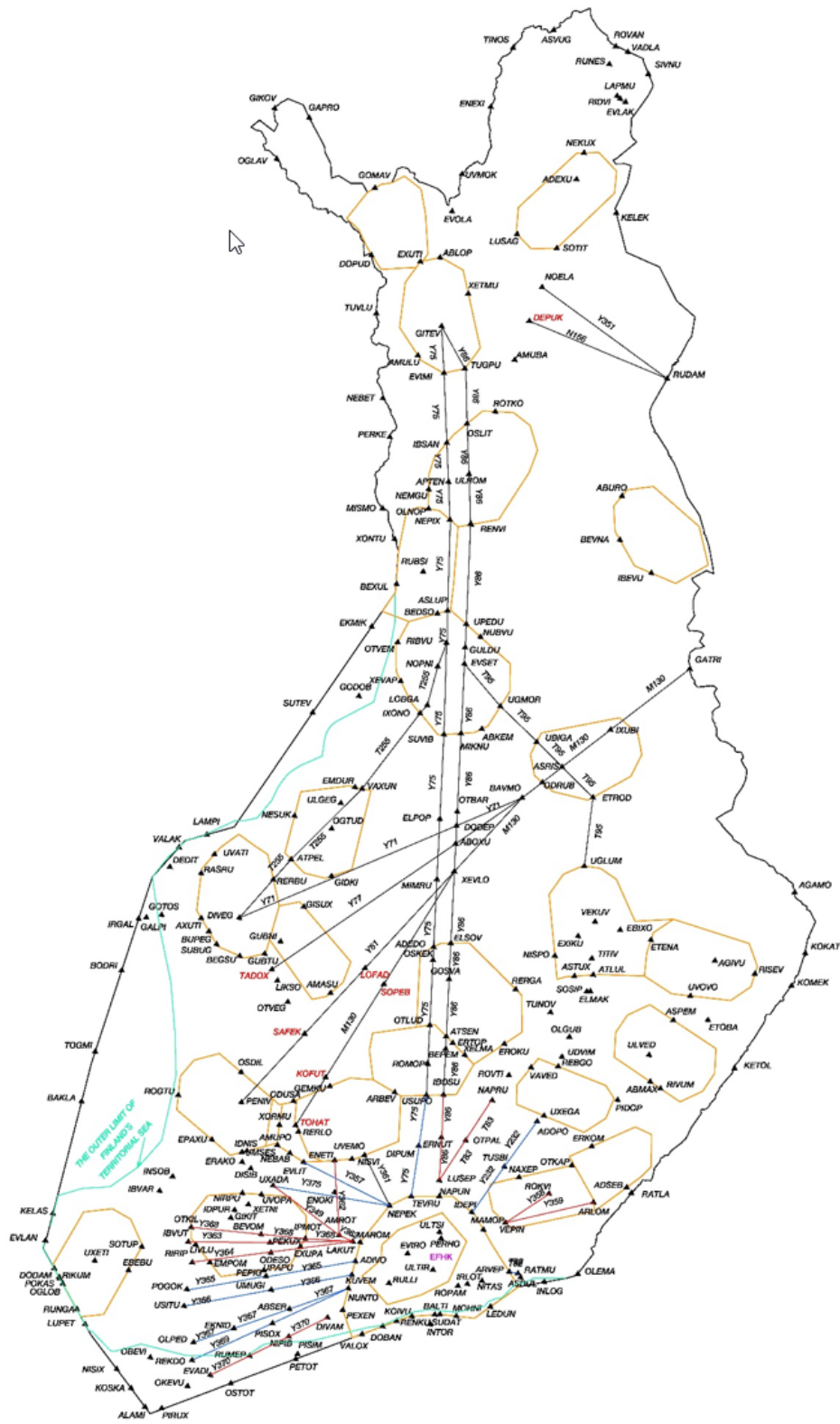


- Connecting routes to/from EFHK are described in AIP ESTONIA and RAD APPENDIX 5 and shall not be deleted. ATS routes on the FIR border between Estonia and Russian Federation are mandatory and will not be deleted. Additional mandatory ATS routes shall be created from NOTAR.
- Remaining ATS routes will be re-designated.
- Current 5LNC points shall not be deleted at AIP AMDT, WEF 23 APR 2020.
- Additional 5LNC points shall be introduced for intermediate use and/or circumnavigation of active SUA-s
- RAD (Route Availability Document) shall be updated according to ATS route re-designation.
- Additional information available from [fmp@eans.ee](mailto:fmp@eans.ee)



#### 4.1 Helsinki FIR- between FL095-FL660

- Connecting routes to/from EFHK are described in AIP FINLAND and RAD APPENDIX 5 and shall not be deleted.
- To support flight planning some of the ATS route segments will not be deleted in the vicinity of often used military areas.
- Remaining ATS routes will be re-designated and re-aligned
- Current 5LNC points shall not be deleted at  
AIP AMDT, WEF 23 APR 2020.
- Additional 5LNC points shall be introduced due to re-alignment of ATS routes
- RAD shall be updated according to ATS route re-designation.
- Additional information available from [osmo.liimatainen@ansfinland.fi](mailto:osmo.liimatainen@ansfinland.fi)



#### 4.2 Norway FIR- between FL135-FL660

- ATS routes in Norway will be deleted stepwise from 2019 and will be coordinated via the ERNIP (European Route Network Improvement Plan database).
- Connecting routes are described in AIP NORWAY and RAD APPENDIX 5 and shall not be deleted.
- To support flight planning below FL135 most ATS routes will not be deleted in these segments.
- A minimum Operational Network above FL 135 will not be deleted.

- Remaining ATS routes may be re-designated.
- Current 5LNC points shall not be deleted.
- Additional information available from AIM@avinor.no and/or hans.jacob.hofgaard@avinor.no

## **5. Implementation**

Implementation in Estonia and Finland is planned for 23 APR 2020. ATS routes in Norway will be deleted stepwise from 2019.

## **6. Further information**

Further information regarding ATS routes removal will be published in Estonia and Finland by AIP AIRAC AMDT, WEF 23 APR 2020, which will be published on 27 FEB 2020. Removal of ATS-routes in Norway will be published in AIP AIRAC AMDT at relevant dates.

- End -