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AIC
A 03/21
15 OCT 2021

A 03 FREE ROUTE AIRSPACE OPERATIONS BETWEEN NEFAB FRA, DK-SE FAB FRA AND EGPX FRA

This AIC is valid from 02 DEC 2021 and will replace AIC A 03/17 at the same date

Purpose

The purpose of this AIC is to provide information concerning cross border Free Route Airspace (FRA) operations between NEFAB FRA, DK-SE FAB and EGPX FRA. The implementation builds on the previous implemented cross border FRA between NEFAB 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, Polaris FIR, Riga FIR, Sweden FIR, Tallinn FIR and Scottish 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-FL660, ENOR FIR FL135-FL660)
- EGPX FRA (FL255-FL660)

Guidelines for FRA flight planning

FRA horizontal entry/exit

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 navigational 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 navigational 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.

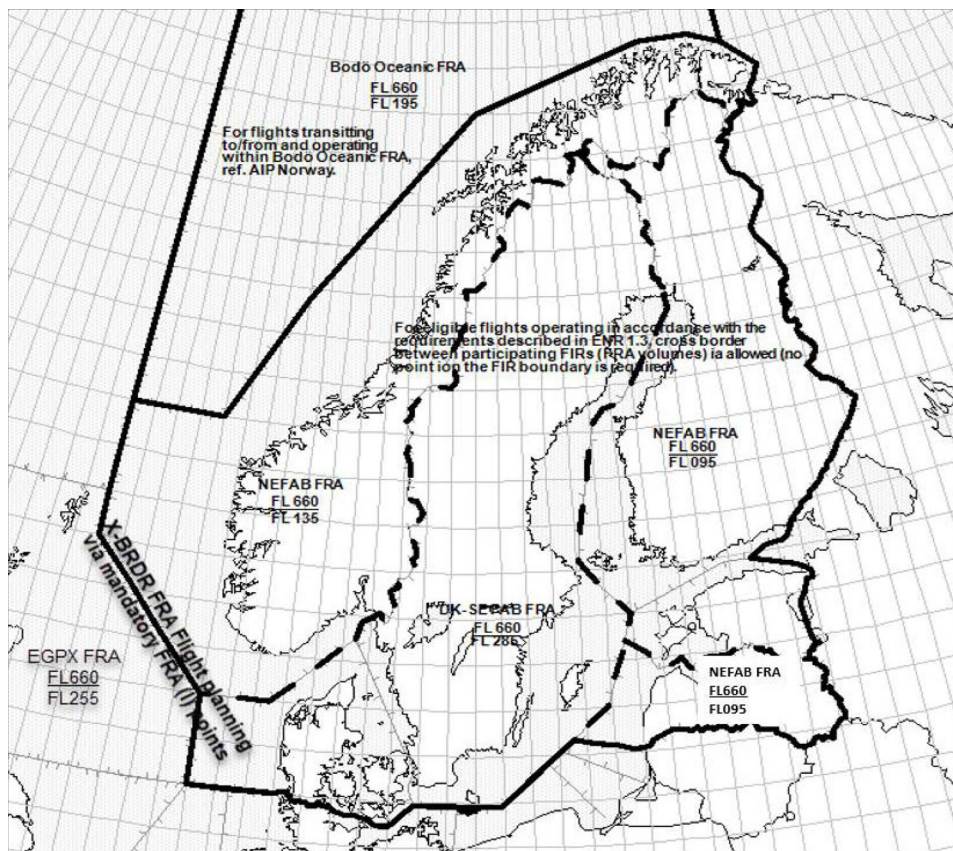
Special conditions for flight planning to/from UK FRA in EGPX FIR

Due to lack of UK radar coverage traffic to/from EGPX FIR is to file via mandatory intermediate waypoints:

NEFAB FRA Horizontal Entry/Exit to/from EGPX FIR via the following points:

ATNAK, ALOTI, BEREP, GUNPA, KLONN, NIVUN, ORVIK, PEPIN, PENUN, RIGVU

MAP of NEFAB FRA, DK-SE FAB FRA and EGPX FRA



Implementation

Implementation is planned for 02 DEC 2021.

Further information

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

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