Free Route Airspace Northern Europe

Avinor
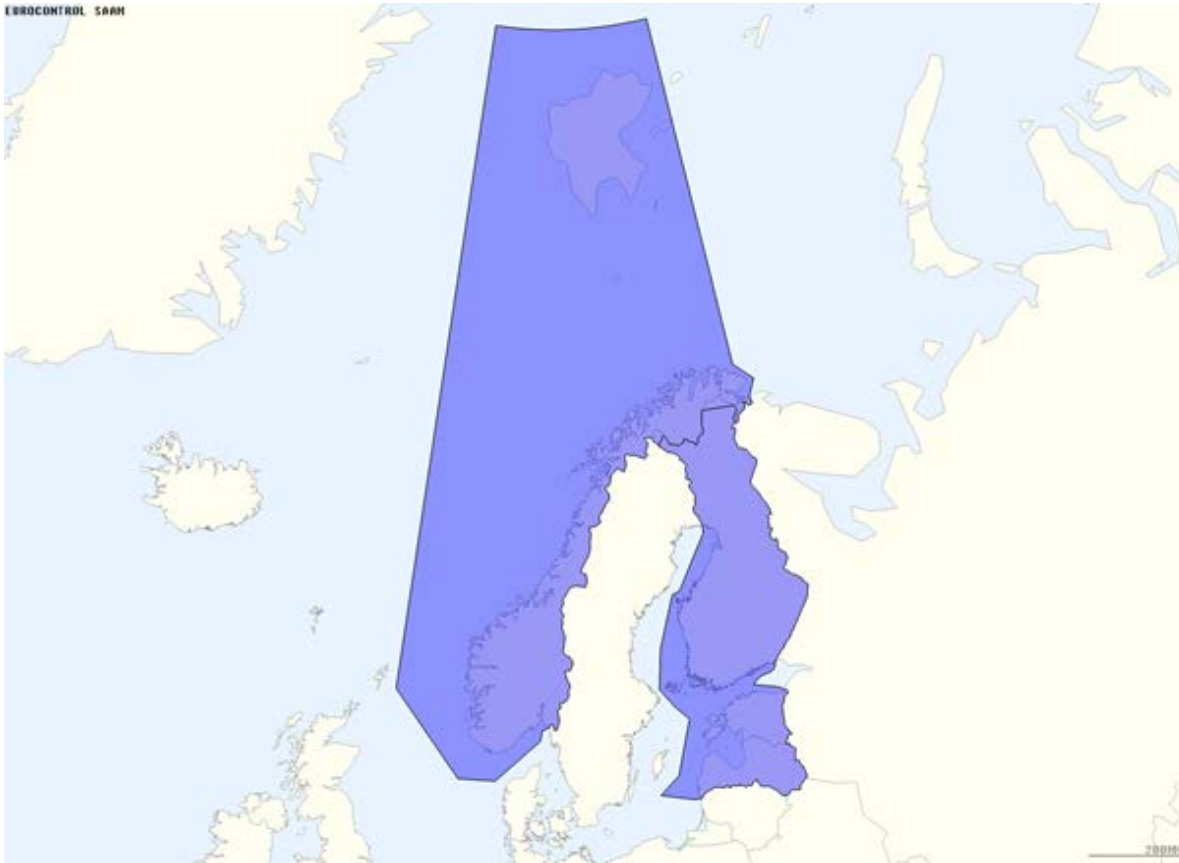
CPWG 20   26-29 October 2015
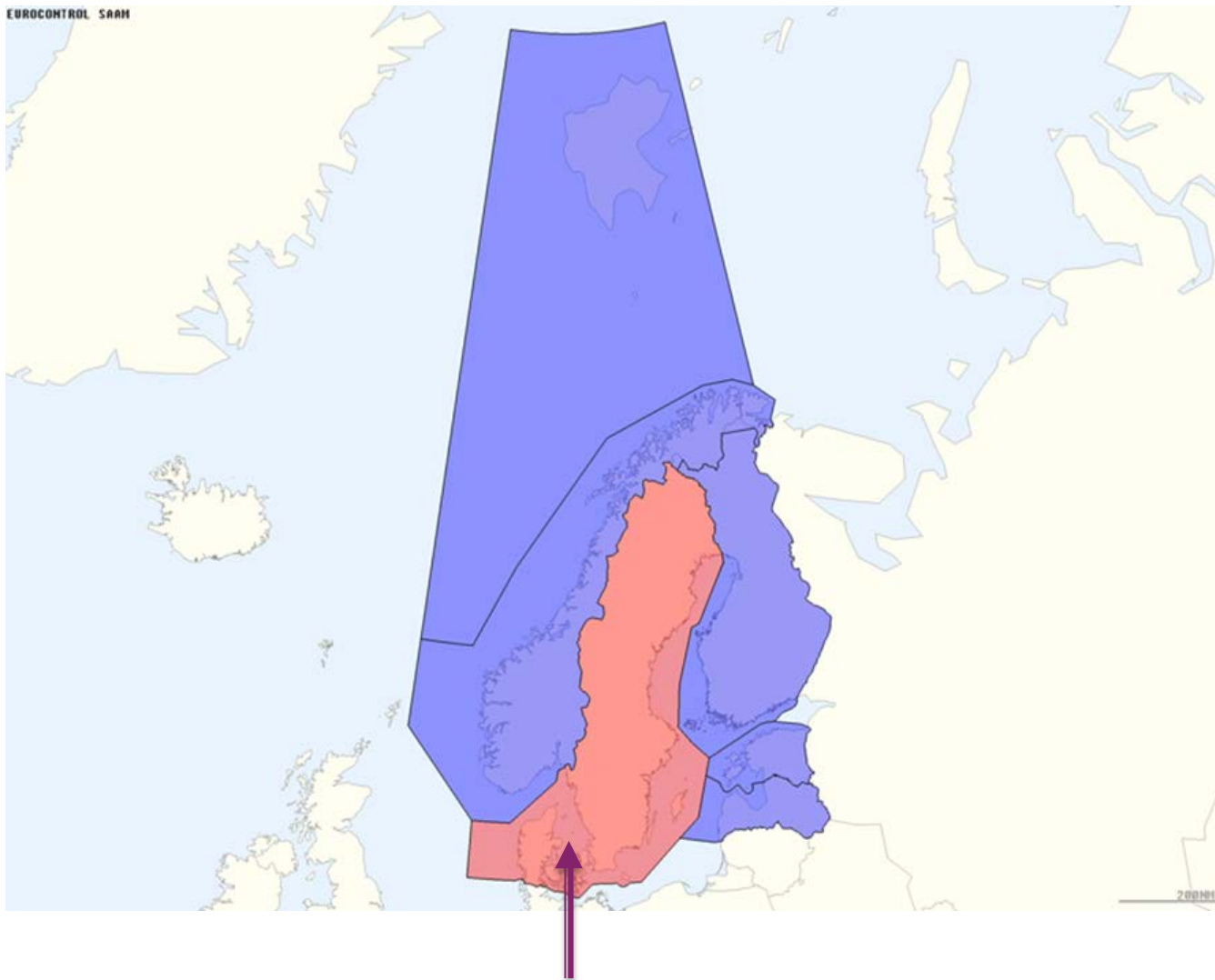
Free Route Airspace

General Information (Scenario 8)

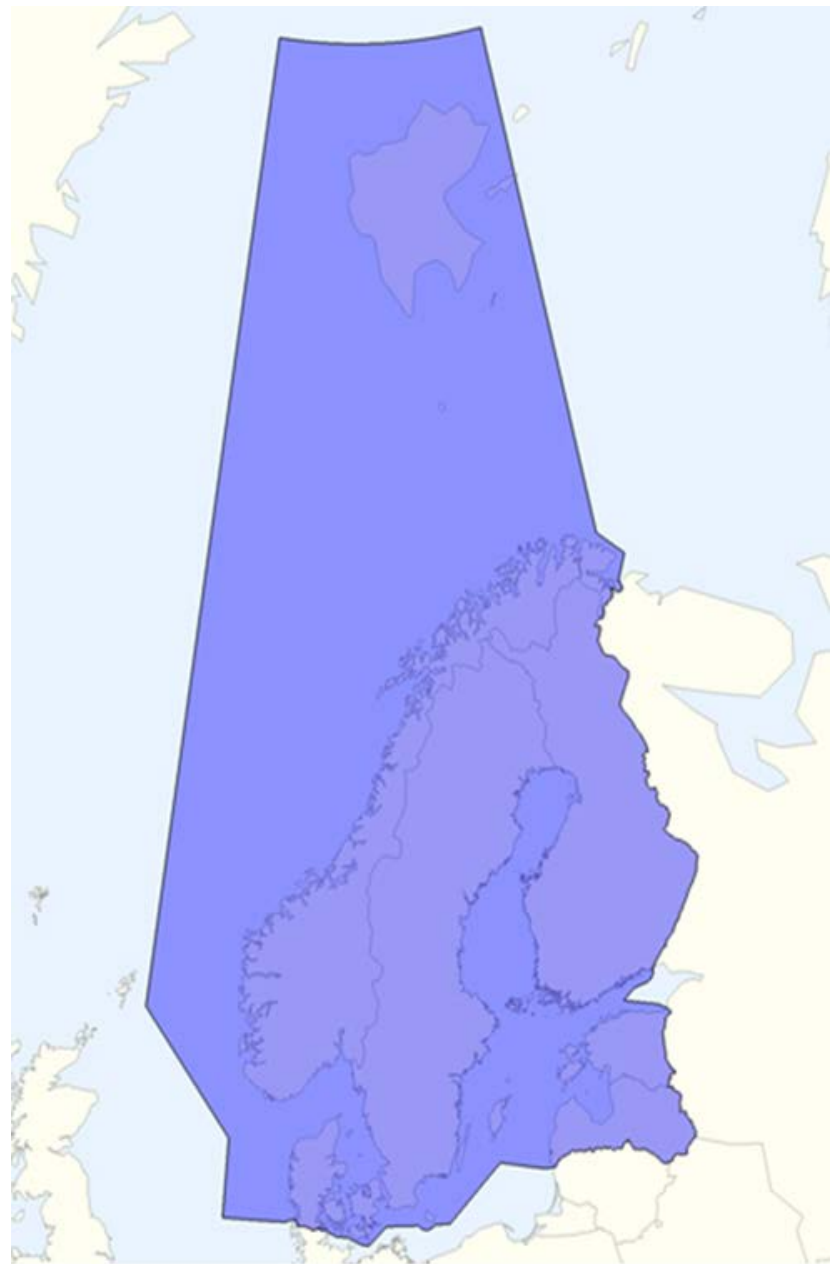Estonia – Latvia – Finland - Norway

DK/SE-FAB (Denmark and Sweden)

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NEFRA
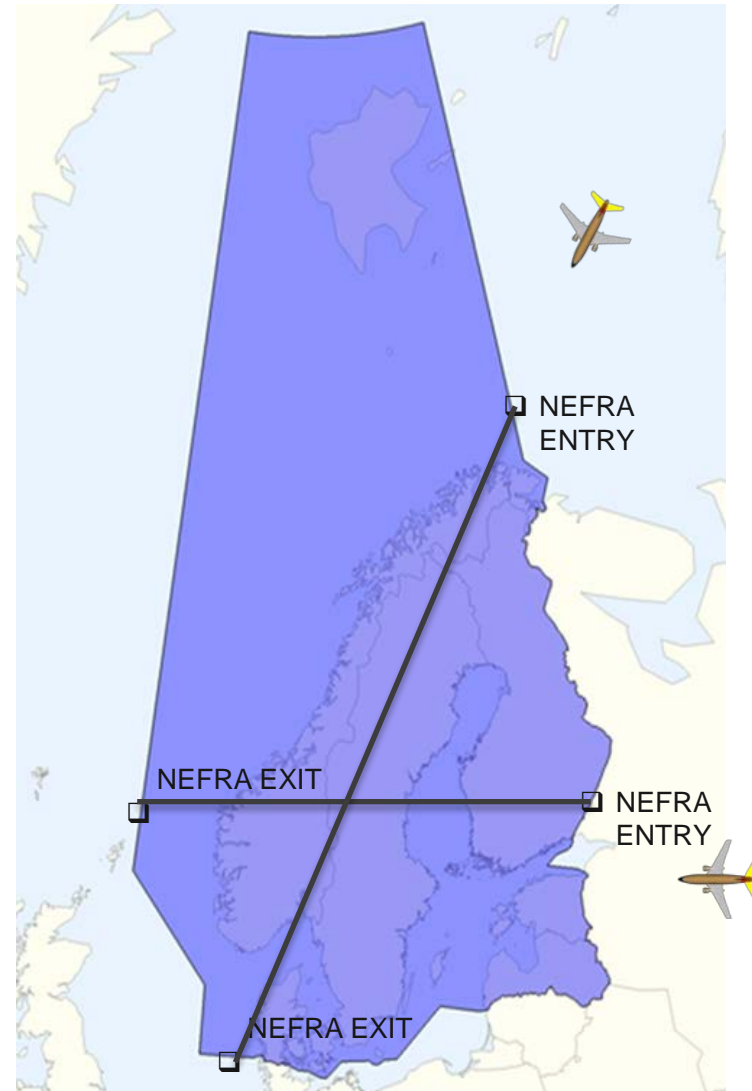## North European Free Route Airspace

(NEFAB + DK/SE-FAB)

NORWAY
SWEDEN
DENMARK
FINLAND
ESTONIA
LATVIA

AVINOR

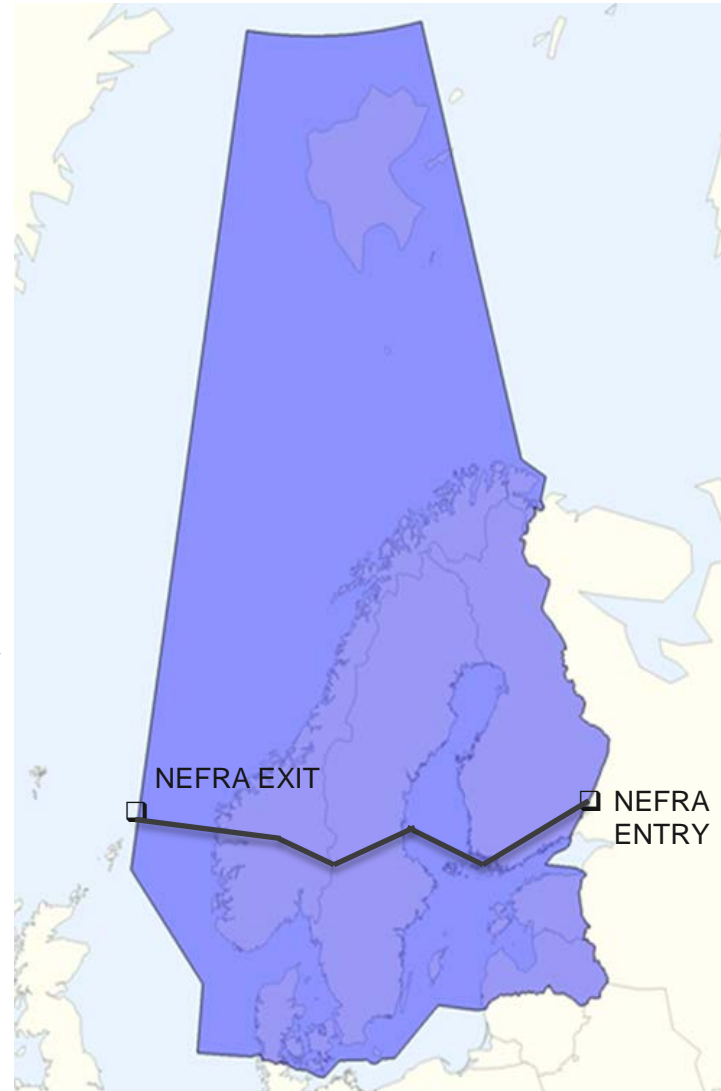# What is Free Route Airspace?

A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point.

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- May still file via established ARN (ATS Route Network)

- Possible to route via additional points (published or lat/long), subject to airspace availability

- In addition, it is allowed to start or end a "DCT" routing on any significant point/NAV Aid along an ATS route (mixed mode).

NEFRA EXIT

NEFRA ENTRY

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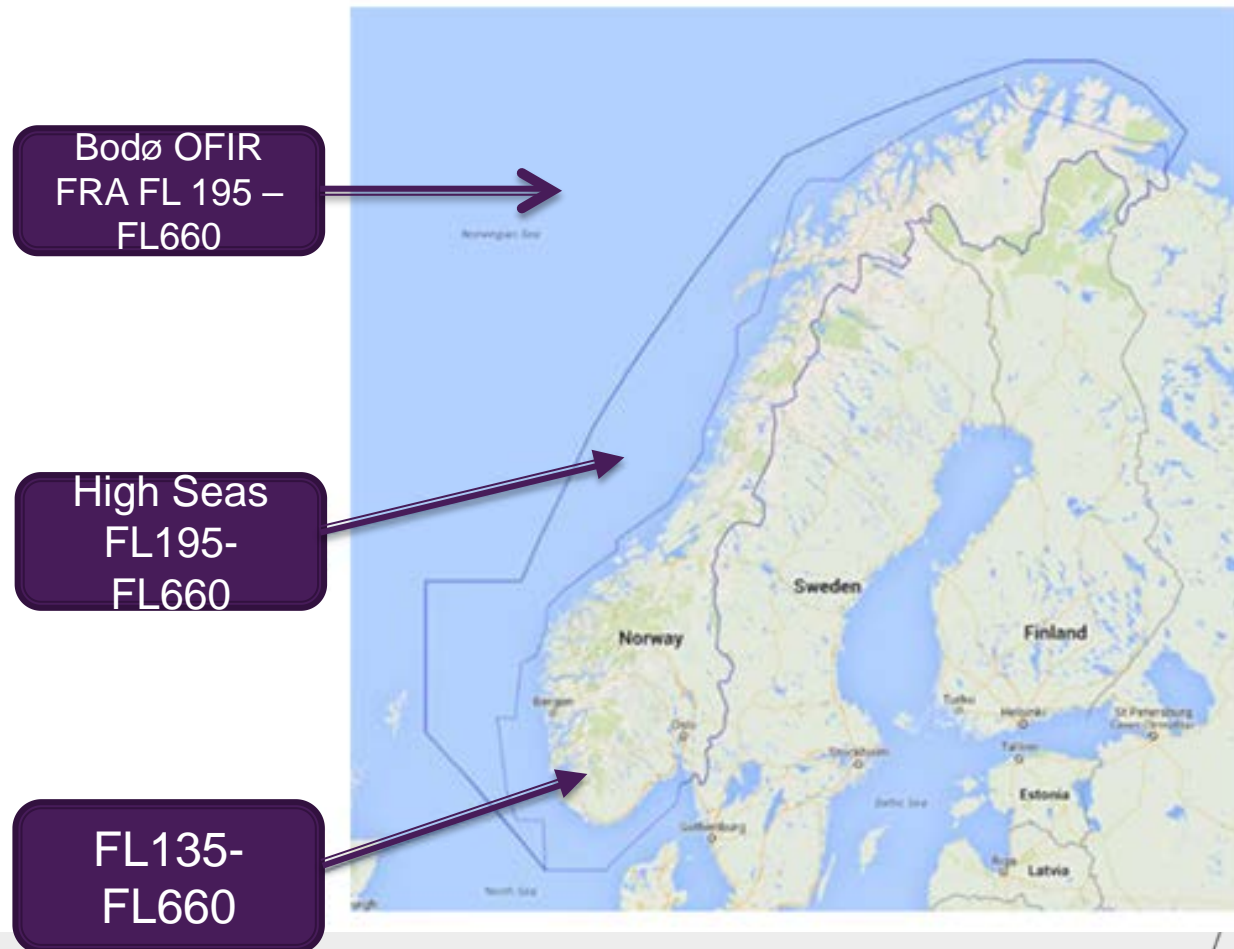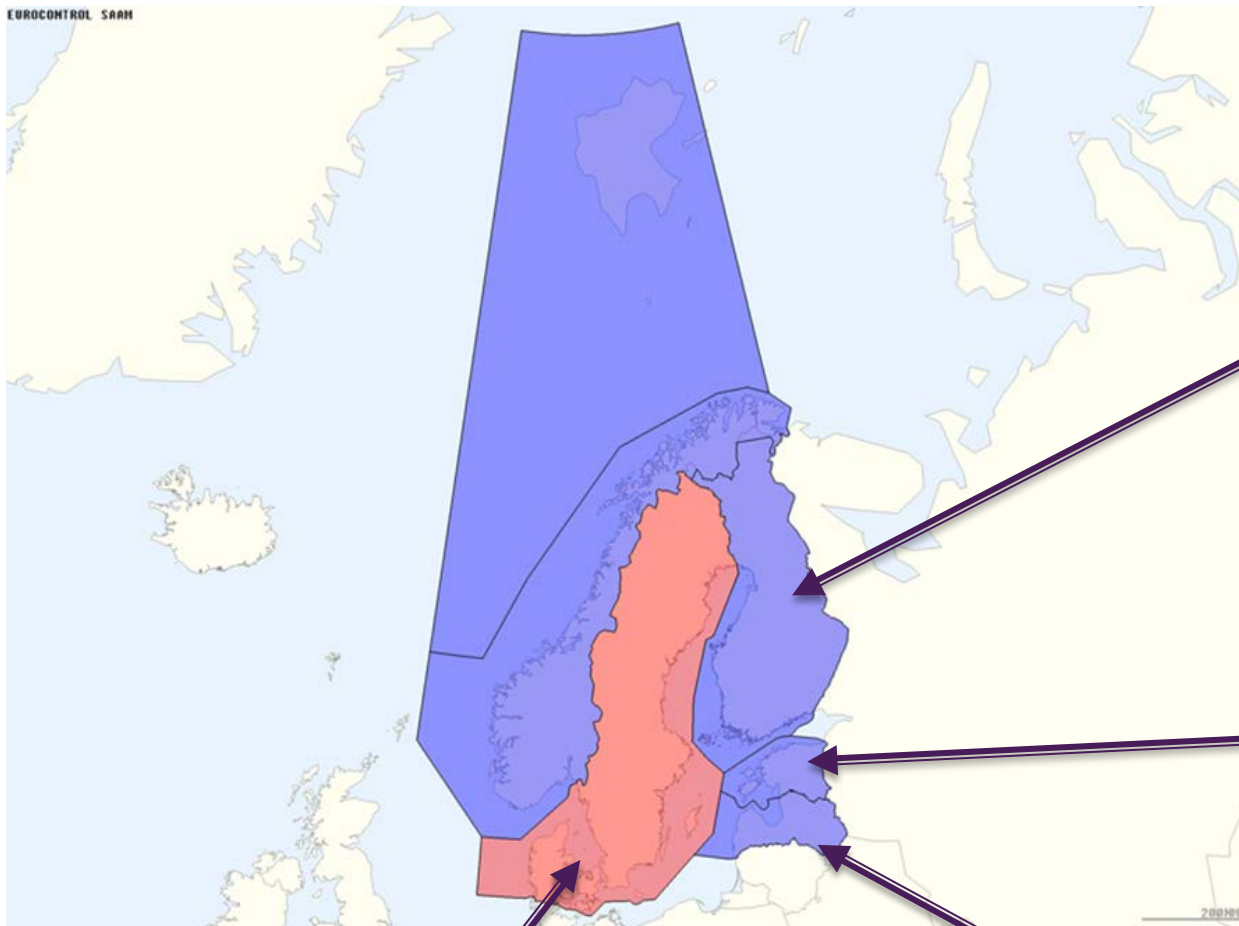- Free Route Airspace will in general be open for flights above FL285, but it is possible for the individual ANSPs to give access to the service even below this level.

FRA ABOVE FL285 in general

Vertical limit FRA in NORWAY FIR/OFIR

In Norway FIR above FL135/FL195 – FL660

FRA in
Finland FIR
FL95-FL660

FRA in
Estonia FIR
FL95-FL660

FRA in Latvia
FIR
FL95-FL660
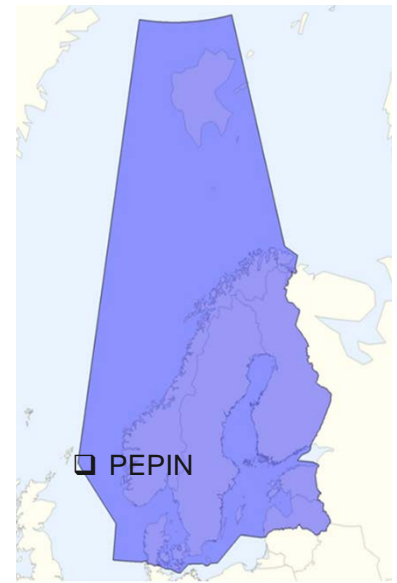
FRA in DK/SE
FAB
FL285-FL660

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Definitions

FRA Entry Point

• A published NAV aid/Significant Point on the boundary of the FRA area from which FRA operations are allowed.

E.G PEPIN

In the AIP ENR4.1, and ENR4.4, the abbreviation "E" will be found in the RMK-column to identify FRA Entry points. (A "FRA Relevance" column is planned for this later).

☐ PEPIN

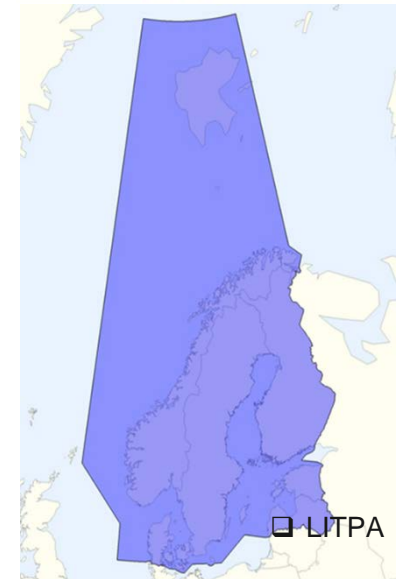## FRA Exit Point

• A published NAV aid/Significant Point on the boundary of the FRA area to which FRA operations are allowed.

E.G LITPA

In the AIP ENR4.1, and ENR4.4, the abbreviation "X" will be found in the RMK-column to identify FRA Exit points. (A "FRA Relevance" column is planned for this later).
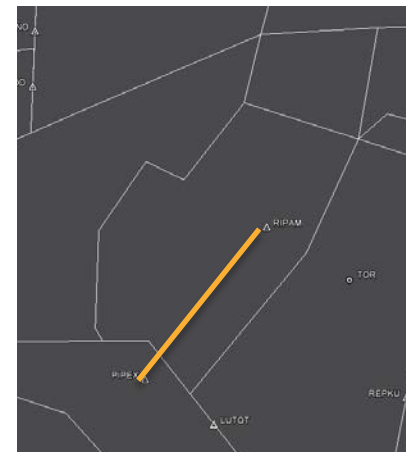
☐ LITPA

(Most NEFRA-BDR-Points will be defined as both ENTRY and EXIT)

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FRA Arrival Transition Point

- A Published NAV Aid/Significant point to which FRA operations are allowed for arriving traffic

E.G PIPEX

In the AIP ENR4.1, and ENR4.4, the abbreviation "A" will be found in the RMK-column to identify FRA Arrival Transition points. . (A "FRA Relevance" column is planned for this later).

FRA Departure Transition Point

- A Published NAV Aid/Significant point from which FRA operations are allowed for departing traffic

E.G EGAGO

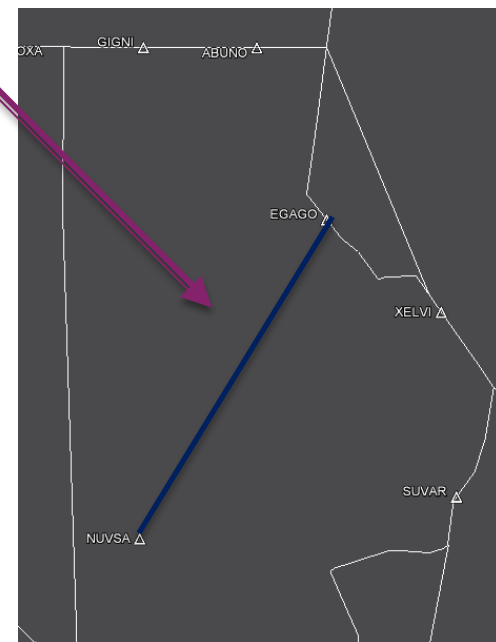In the AIP ENR4.1, and ENR4.4, the abbreviation "D" will be found in the RMK-column to identify FRA Departure trasition points. . (A "FRA Relevance" column is planned for this later).

FRA Transit Route

- One or more segment(s) connecting SID end point (or other departure procedure) with FRA Departure Transition Point, or FRA Arrival Transition point with STAR start point (or other arrival procedure).
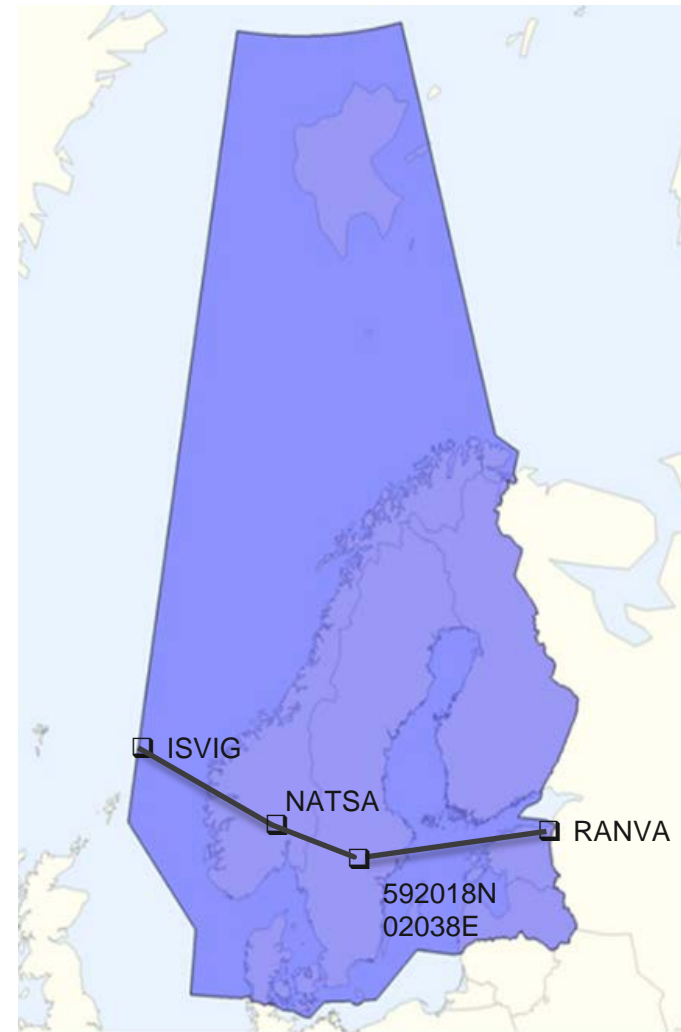
E.G.

FRA Intermediate Point

• A published NAVAID/Significant Point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed for all traffic.

The point may be used to stay within the lateral limits of the FRA, for tactical routings, to circumnavigate active danger areas or to facilitate other user preferred options. It is also possible to use random LAT/LONG positions in the flight plan.

In the AIP ENR4.1, and ENR4.4, the abbreviation "I" will be found in the RMK-column to identify FRA Intermediate points. .
(A "FRA Relevance" column is planned for this later).

ISVIG

NATSA

RANVA

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Free Route Airspace «LIGHT»

Scenario 6

12 NOV 2015

- FRA AREA 1: Norway FIR and BODØ OCEANIC (Separate area's with a RAD restriction applied for FPL filing via border between the areas)

- FRA AREA 2: Finland, Estonia, Latvia

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- Intention was to implement FRA for NEFRA (Scenario 8) in November 2015.

- Due to delay in needed software-updates, it was agreed to delay full free-route implementation in NEFRA, and temporary introduce FRA in Norway FIR and Bodø Oceanic (Scenario 6) until the pending system-updates has been implemented.

Scenario 6 will give few operational changes from todays operations, and is considered temporary operationally acceptable without new system-support.

FREE ROUTE
Scenario 6 vs Scenario 8

- ## Scenario 6 (12. Nov 2015):
  - Cross ENOR FIR DCT permitted.
  - Cross FIR DCT <u>NOT</u> permitted between ENOR and ENOB. (RAD restriction).
  - Cross FIR DCT permitted between EETT (Estonia), EFIN (Finland) and EVRR (Latvia).
  - It is not required to flight plan via a waypoint on the FIR boundary where a cross FIR DCT is permitted.

- ## Scenario 8 (23. June 2016):
  - Cross FIR DCT permitted between EETT, EFIN, EKDK, ENOB, ENOR, ESAA and EVRR.
  - It is not required to flight plan via a waypoint on the FIR boundary where a cross FIR DCT is permitted.

Plans for Scenario 8 FRA in NEFRA

- System-updates for Scenario 8 is planned APR 2016

- FRA in NEFRA published: AIRAC 23 JUN 2016

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