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**A003. FREE ROUTE AIRSPACE OPERATIONS BETWEEN NEFAB FRA
AND DK-SE FAB FRA**

1. 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.

2. Area

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

3. Eligible flights

Eligible flights are those flights having a planned trajectory within the vertical limits of the affected FRA volumes: DK-SE FAB FRA FL 285 - FL 660, NEFAB FRA FL 095 - FL 660 (EETT/EFIN FIR FL 095 - FL 660, EVRR FIR FL 095 - FL 460, ENOR FIR FL 135 - FL 660).

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 within the vertical limits of the respective FRA volumes.

4. Guidelines for FRA flight planning

4.1 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).

4.2 FRA Horizontal entry/exit for arriving/departing traffic

Arriving traffic is 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:

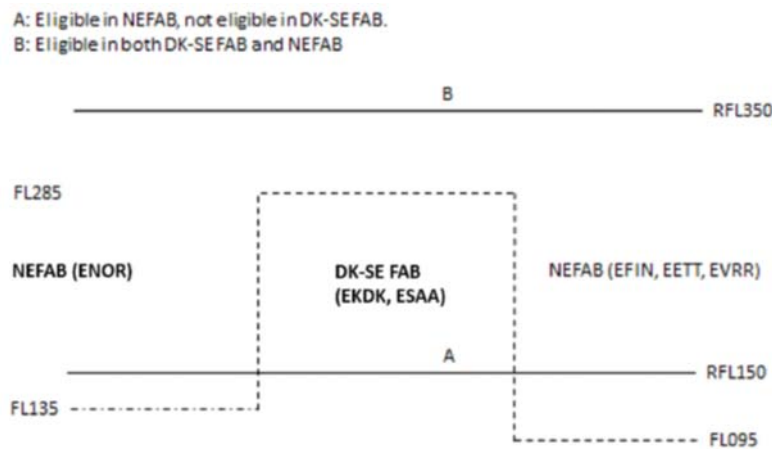
- A STAR initial waypoint;
- A specific connecting point linked to an aerodrome according to the RAD, Appendix 5;
- If no suitable STAR is available or there is no requirement for a connecting point, a waypoint within a required distance from the aerodrome according to the RAD, Appendix 5.

Departing traffic is 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:

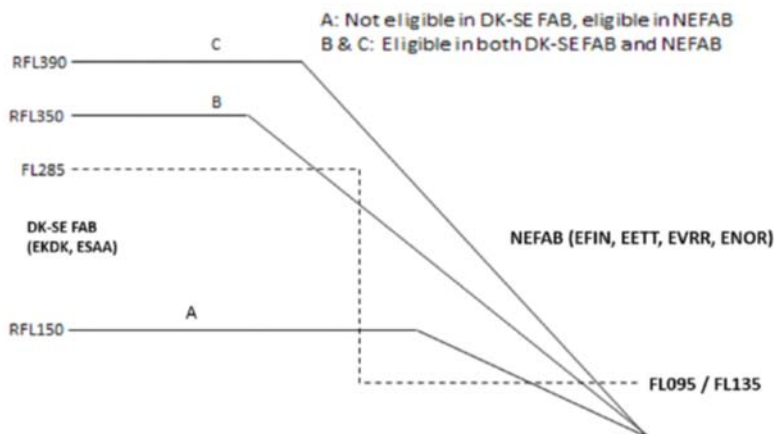
- A SID final waypoint;
- A specific connecting point linked to an aerodrome according to RAD, Appendix 5;
- If no suitable SID is available or there is no requirement for a connecting point, a waypoint within a required distance from the aerodrome according to the RAD, Appendix 5.

Flights arriving/departing to/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 (RFL) is above FL 285. If the RFL is below FL 285, a point is required on the boundary between NEFAB and DK-SE FAB.

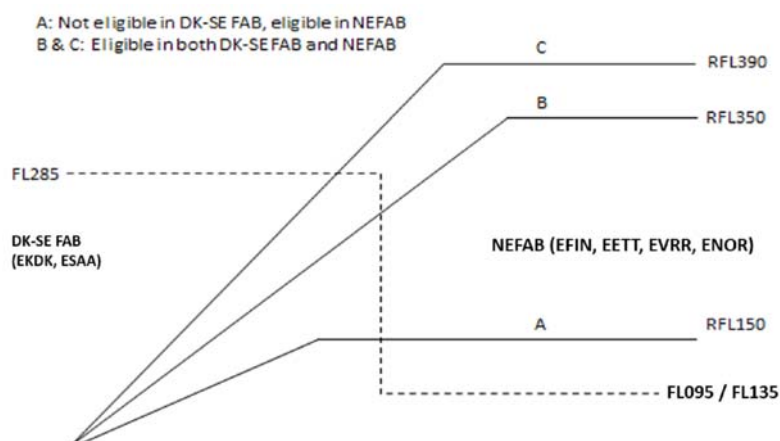
Example traffic transiting NEFAB FRA and DK-SE FAB FRA:



Example traffic arriving or departing to/from an aerodrome below NEFAB FRA:



Example traffic arriving or departing to/from an aerodrome below DK-SE FAB FRA:



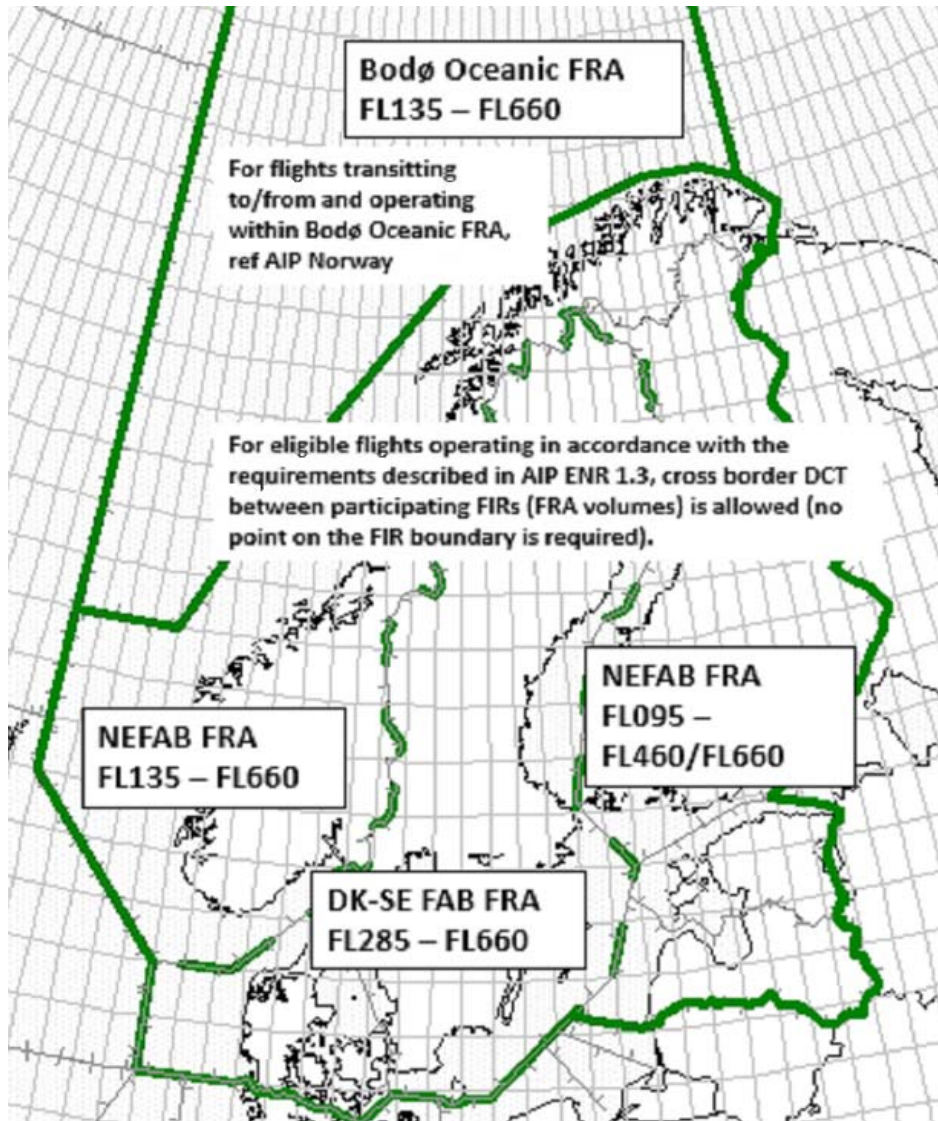
5. Implementation

Implementation is planned for 25 MAY 2017.

6. Further information

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

NEFAB FRA and DK-SE FAB FRA



Cancels AIC A003/2016