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20 JAN 2022

This AIC includes 2 pages.

EFFECTIVE DATE: 24 MAR 2022

Cross Border night FRA Operations between DFS FRA (EDUU South) and SECSI FRA

1. Introduction

The purpose of this AIC is to provide information concerning the implementation of Cross-border FRA operations between SECSI FRA and DFS Free Route Airspace (DFS FRA, concerning the DFS FRA Cell EDUU South), enabling airspace users to file trajectories in the flight plan regardless of the common FIR/UIR/AoR (Area of Responsibility) boundaries by **24 MAR of 2022**.

2. Objective

Through COMMISSION IMPLEMENTING REGULATION (EU) 716/2014 (Pilot Common Project), it is required to implement Free Route Airspace (FRA) by 01 JAN 2022, enhanced by COMMISSION IMPLEMENTING REGULATION (EU) 2021/116, including cross-border FRA with at least one neighboring state and FRA connectivity with TMAs, by the implementation target date of 31 December 2025.

The objective of Free Route Airspace is to allow airspace users to plan their routes closer to their desired flight profiles in comparison to the ATS routes and DCTs. This should result in a boost of cost-efficiency and reduce the impact on the environment (fuel consumption, emissions of greenhouse gases). Simultaneously, established safety and capacity levels should be maintained or improved.

While FRA has been realized in Austria as SECSI FRA (South East Common Sky Initiative Cross Border Free Route Airspace) by merging SAXFRA and SEAFRA airspaces into a single cross border FRA airspace operational since 1 FEB 2018, FABEC members Eurocontrol Maastricht UAC and DFS Deutsche Flugsicherung (Germany) realized the H24 FRA implementations of MUAC FRA and DFS FRA operational since 05 DEC 2019 and 25 FEB 2021 respectively.

In addition to these accomplished or ongoing implementations of FRA on national level it is an ambition of the European Union as laid down in the SESAR Deployment Programme to foster cross-border implementations of FRA on FAB level and on a Pan-European level.

3. Applicability

With effect from AIRAC 24 MAR 2022, **above FL315**, cross-border FRA operations are available between DFS FRA Cell EDUU South and SECSI FRA.

Boundary between	Operational Availability
DFS FRA Cell EDUU South and SECSI FRA	2230 - 0500 (2130 - 0400)

4. FLIGHT PLANNING AND ATC PROCEDURES

Within the applicability described before, it is allowed to file trajectories in the flight plan between DFS FRA Cell EDUU South and SECSI FRA regardless of the common FIR/UIR/AoR boundaries.

On the border between DFS FRA Cell EDUU South and SECSI FRA during the time 2230 (2130) – 0500 (0400) there is no need to file a FRA Horizontal Entry or Exit Point (E, X), nor an intermediate point (I).

Cross-border segments shall be planned via published FRA significant points. For all details in regard of Free Route Airspace and Flight Planning requirements consult the AIP (e.g. chapter ENR 1.3, ENR 2.2, ENR 4.4, ENR 1.10) of the respective FRA area.

It is not allowed to plan from a FRA significant point inside SECSI FRA to a location described by geographical coordinates (i.e. unpublished points defined by LAT/LON) inside DFS FRA Cell EDUU South and vice versa.

No flight plans shall be filed deviating from the state restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilization rules and availability; any reference to them shall be made via <http://www.nm.eurocontrol.int/RAD/index.html>

DCT segments shall not be planned closer than 2.5 NM to the lateral boundaries of the individual FRA areas.

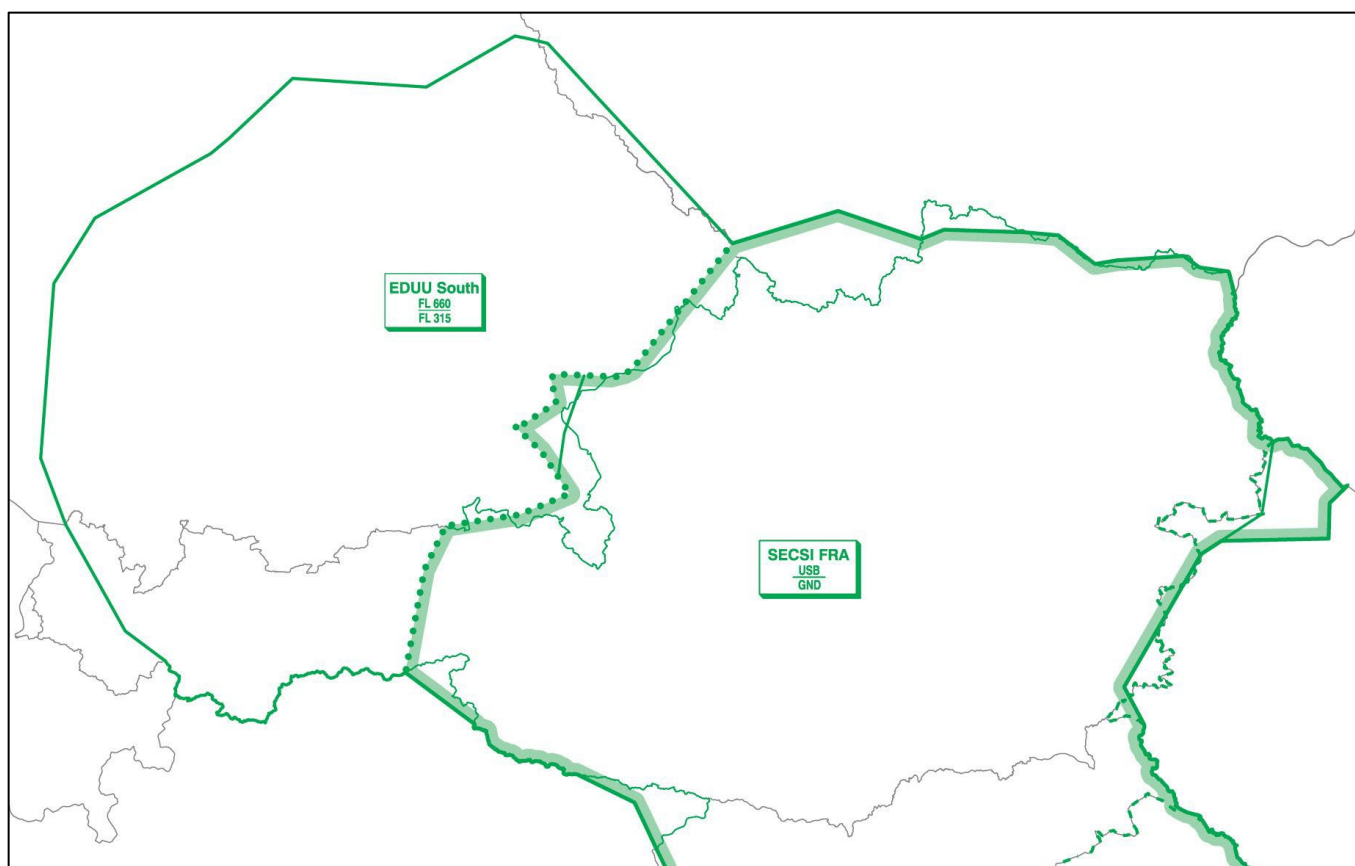


Figure: Airspace comprising cross-border FRA operations between DFS FRA Cell EDUU South and SECSI FRA

5. CONTACT DETAILS

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