

**REPUBLIC OF LITHUANIA**

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A 011. IMPLEMENTATION OF CROSS-BORDER FREE ROUTE AIRSPACE OPERATIONS WITHIN LITHUANIAN AND POLISH AIRSPACE AND THE CROSS BORDER FRA OPERATIONS BETWEEN POLAND AND SLOVAKIA**1. PURPOSE**

The purpose of this AIC is to provide notification to airspace users and background information concerning the introduction of BALTIC FRA and the cross border FRA operations between Lithuania, Poland and Slovakia (Baltic FRA and SEE FRA).

2. INTRODUCTION

In order to meet the requirements of Commission Implementing Regulation (EU) 2021/116 Common Project One (CP1) and the target key performance indicators, defined by Commission Implementing Regulation (EU) 2019/317 and local performance plans, Lithuania, Poland and Slovakia introduced Free Route Airspace Concept in their respective airspaces, including the airspace over the High Seas, for which Lithuania and Poland are responsible for provision of ATS.

After successful implementations, all three states immediately started the development of cross-border FRA operations initiatives in order to further optimize the routing possibilities in their airspaces which will bring the benefits for both the environment and AUs.

Lithuania and Poland will implement cross-border FRA operations between Lithuania and Poland in the form of common FRA cross-border area named BALTIC FRA with inclusion of cross-border FRA operations between BALTIC FRA and SEE FRA.

It will result in (for AUs) seamless FRA operations between Baltic FRA and SEE FRA in an European region consisting of 7 countries in area as large as 900.000 km².

The implementation will represent a further step in optimizing flight operations within the European airspace and will provide operational, environmental and cost benefits.

At the same time, established safety and capacity levels will be maintained or improved.

3. LATERAL LIMITS

The application of the Cross-border operations between BALTIC FRA and SEE FRA will encompass the border between Bratislava CTA, Warszawa CTA and Vilnius CTA as published in ENR 2.1, in relevant State AIPs.

4. VERTICAL LIMITS

The Bratislava FRA area as part of SEE FRA vertical limits are: Bratislava CTA: FL245 - FL660;

Warszawa CTA: FL095 - FL660 and additionally delegation of ATS: S OF DESEN, except the airspaces listed below:

- all TMA airspaces;
- delegation of ATS:
 - W OF OKX (in extended vertical limits: FL095 - FL660),
 - S OF KŁODZKO (in extended vertical limits: FL095 - FL660),

- CTA 01, CTA 02, CTA 04, CTA 05;
- Vilnius CTA/UTA: FL095 - FL660.

5. APPLICABILITY

The BALTIC FRA and BALTIC FRA – SEE FRA cross border FRA operation as availability is planned for H24 on a permanent basis.

6. IMPLEMENTATION

Implementation is planned for 24th February 2022.

7. ELIGIBLE FLIGHTS

All overflying, arriving, departing aircraft that plan at least a portion of their route within the limits of BALTIC FRA or SEE FRA (lateral and vertical) will be eligible for BALTIC FRA and SEE FRA cross-border FRA operations.

8. EXISTING FLIGHT PLANNING POSSIBILITIES

The existing Free Route Airspace and ATS route network flight plan possibilities will remain available.

9. FLIGHT PLANNING PROCEDURES

Within the BALTIC FRA and Bratislava CTA (as a part of SEE FRA), aircraft operators will be able to flight plan freely "Direct" between a defined BALTIC FRA and SEE FRA Horizontal Entry point and a defined Horizontal Exit point, with the possibility to route via defined Intermediate points without reference to the ATS route network, subject to airspace availability. Segments between significant points shall be indicated by DCT in item 15 (Route) of the flight plan in accordance with ICAO Doc 4444.

Example: [Entry Point] DCT [Intermediate point] DCT [Intermediate point] DCT [Exit Point].

There will be no limitations on the DCT segments length and DCT segments shall not be planned closer than 5 NM to the lateral border of the BALTIC FRA.

The planning of DCT segments that are partially outside the lateral limits of BALTIC FRA and Bratislava CTA (as a part of SEE FRA) without using the proper Entry/Exit points (multiple re-entry segments) will not be allowed.

A BALTIC FRA Intermediate point could be an en-route radio navigation aid or defined 5LNC published as (I) in relevant columns of ENR 4.1 / ENR 4.4, respectively in each State AIP.

In order to minimize the impact on the ATM systems, as a minimum, the route portion in ITEM 15 of FPL through Bratislava CTA (as a part of SEE FRA) area shall contain at least one FRA significant point. Similar rule is applied within Baltic FRA with additional flow rules in EPWW FIR which will be coded in RAD document.

Flights with their trajectories crossing the border between Warsaw CTA and Bratislava CTA are not obliged to file their flight plan with the existing point on the respective border.

10. FURTHER INFORMATION

Further information regarding BALTIC FRA and BALTIC FRA - SEE FRA cross border FRA operations will be available from relevant ANSPs in Lithuania, Poland and Slovakia.

AIP changes will be published according to AIRAC procedures.

11. CONTACT DETAILS

For further information concerning this AIC, BALTIC FRA and BALTIC FRA - SEE FRA cross-border operations you may contact: polfra@pansa.pl; fra@lps.sk or link <https://www.lps.sk/en/fra> or for AIC info - ais@ans.it, for BALTIC FRA information - razmislaviciene.j@ans.it

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