

SUBJECT : IMPLEMENTATION OF FREE ROUTE AREAS IN FRANCE'S UPPER TRAFFIC AREA (UTA)

The changes described in this circular are applicable from December 2, 2021.

1 INTRODUCTION

European Commission Implementing Rule (EU) 2021/116 of February 1, 2021 on the establishment of the first common project to support the implementation of the European Air Traffic Management Master Plan requires, inter alia, the ATM sub-functionality related to Free Route Airspace ("FRA") at flight level 305 and above. Initial implementation is required by December 31, 2022.

In application of this requirement, a reminder of future regulatory provisions as well as three "FRA" cells will be published in the AIP France with double cycle AIRAC advance notice (availability of the amendment on 7 October 2021) for entry into force on December 2, 2021.

In these cells, ATS services provided are unchanged, namely those of airspace class C (see ENR 2.1.2 UTA France). On the date of entry into force, current airways and portions of airways are deleted in these three cells except for :

- UM25 ANNET – UVSUV ;
- UN862 SKESO – UPALO.

2 REGULATORY PROVISIONS

The following information on the implementation of FRA will be made available to airspace users in the following parts of the AIP :

- GEN 2.2 "Abbreviations used in AIS publications" : abbreviations related to FRA

FRA	Free Route Airspace
LOA	Letter of agreement
RAD	Route availability document

- GEN 2.3 "Chart symbols"

FRA elements are assigned the green color. The FRA-related symbols used on aeronautical charts are added as follows :



FRA cell border on UIR France boundary



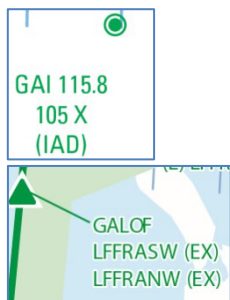
FRA border inside UIR France



Limit between two FRA cells inside UIR France



FRA significant point followed by its FRA relevance



FRA en-route navigation aid followed by its FRA relevance

FRA significant point at the limit of two cells, followed by FRA relevance per cell

- ENR 1.3.9.2 Procedures in FRA airspace

1.3.9.2.1 Area of application

FRA airspace procedures are applicable in the FRA cells defined in ENR 2.2. 5

1.3.9.2.2 Flight rules

1.3.9.2.2.1 General

In FRA cells, IFR flights are subject to the procedures defined in ENR 1.1 "General Rules" and in the RAD published by Eurocontrol.

FRA cells users must plan their trajectories using significant points published in ENR 4.1 "Radionavigation aids en route" or ENR 4.4 "Named codes designators for significant points" of the AIP France. The function of these significant points is mentioned in column "Remarks". Segments between points will be indicated by means of "DCT" instructions.

FRA (A) FRA arrival connecting point
 FRA (D) FRA departure connecting point
 FRA (E) FRA horizontal entry point
 FRA (I) FRA intermediate point
 FRA (X) FRA horizontal exit point

DCT limitation : Inside FRA cells, distance limitation does not apply to DCT.

1.3.9.2.2.2 Overflight

Aircraft flying over a FRA cell of the UIR France must plan their flight compulsorily from a FRA entry point (E) to a FRA exit point (X). The use of FRA (I) intermediate points is allowed in the route description.

1.3.9.2.2.3 Access from/to an aerodrome

Aircraft arriving from an aerodrome must plan their flight from an FRA (E) or (I) point to an FRA point (A).

Aircraft departing from an aerodrome must plan their flight from an FRA point (D) to an FRA point (X) or (I).

Aircraft operating exclusively in a single FRA airspace within the UIR France can plan their flight from a FRA point (D) to a FRA point (A) via possible FRA points (I).

1.3.9.2.2.4 Cross-border FRA

Planning cross-border DCT is not allowed.

1.3.9.2.3 Reserved areas

1.3.9.2.3.1 Bypassing reserved areas

Aircraft operators plan their flight in FRA airspace in accordance with the information published in the AUP/UUP (considering temporary reserved areas during scheduled operating hours)

1.3.9.2.4 Additional procedures

Field 15 of the flight plans filed to evolve within the FRA space must respect the table of cruise levels published in ENR 1.7 "Table of cruising levels".

A level change on a point other than a significant point is not allowed.

Direction of cruising levels (EVEN or ODD FL) is chosen according to the direction described for points FRA (E), FRA (X), and FRA (EX) as shown in the table below :

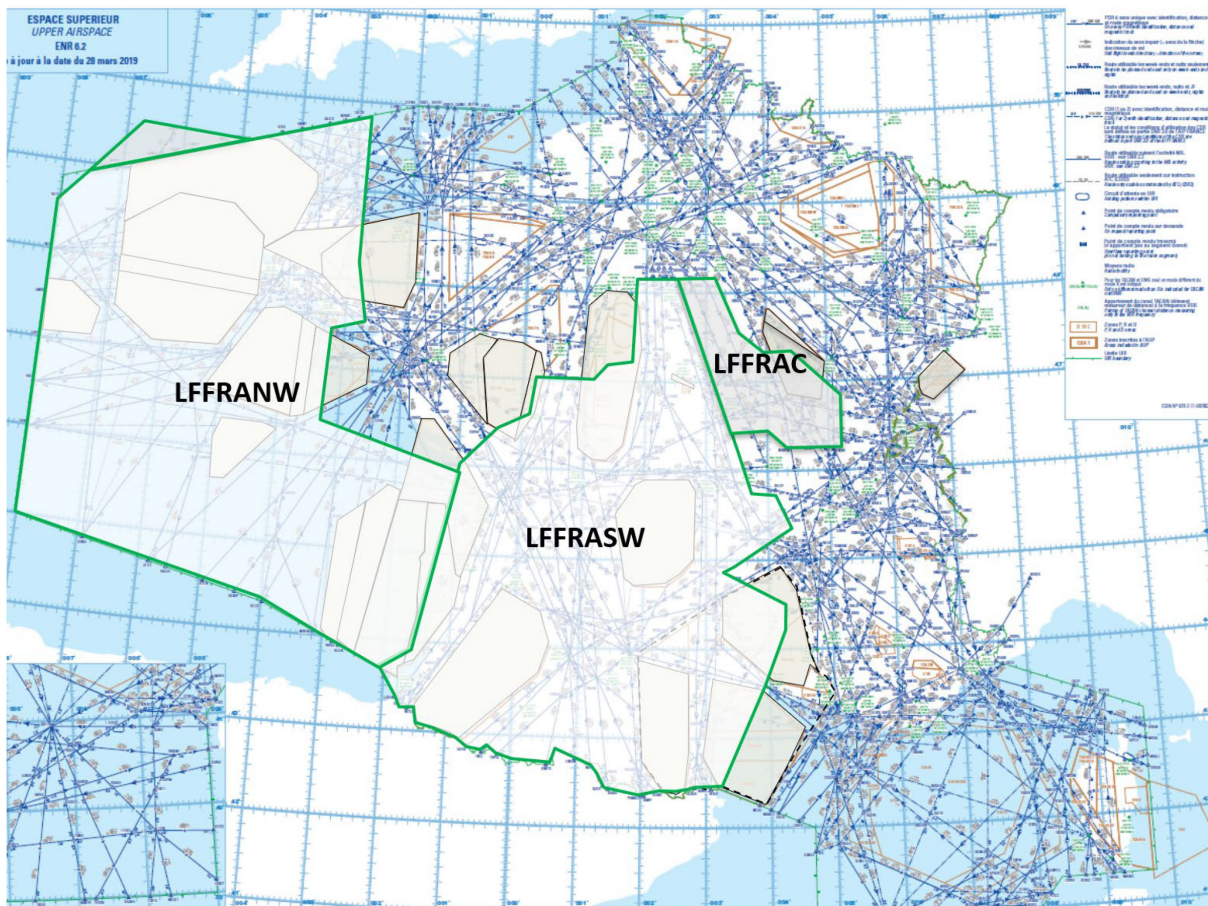
Direction of cruising levels (FL) in a FRA cell		
FLs for FRA (E)	FLs for FRA (X)	FL inside a FRA cell
EVEN	EVEN	EVEN FLs for all DCT segments
ODD	ODD	ODD FLs for all DCT segments
EVEN	ODD	A change from an EVEN to an ODD FL must be planned inside the FRA cell
ODD	EVEN	A change from an ODD FL to an EVEN FL must be planned inside the FRA cell

3 DEFINITION OF FRA cells

ENR 2.2.5 : FRA cells

Identification et limites latérales <i>Identification and lateral limits</i>	Classe <i>Class</i>	Limites verticales <i>Vertical limits</i>	Organisme / Unit Service / Service Indicatif d'appel (langue) <i>Call-sign (language)</i>	Observations <i>Remarks</i>
LFFRASW (LFSFRAM02) 43°40'59"N , 002°04'05"W - 44°03'55"N , 001°45'31"W - 44°49'00"N , 001°43'12"W - 45°56'15"N , 001°39'44"W - 45°58'53"N , 001°39'36"W - 46°02'44"N , 001°27'49"W - 46°12'48"N , 000°56'31"W - 46°25'45"N , 000°39'46"W - 46°26'24"N , 000°23'47"W - 46°30'00"N , 000°15'00"W - 46°37'44"N , 000°15'00"W - 47°02'40"N , 000°15'00"W - 47°03'52"N , 000°16'39"E - 47°04'53"N , 000°27'09"E - 47°02'49"N , 000°41'30"E - 47°00'35"N , 000°53'52"E - 47°00'43"N , 000°55'51"E - 47°00'15"N , 000°59'12"E - 47°01'33"N , 001°03'18"E - 47°10'00"N , 001°28'00"E - 47°33'01"N , 001°38'01"E - 47°49'54"N , 001°41'26"E - 47°57'13"N , 001°42'55"E - 48°06'37"N , 001°46'06"E - 48°08'00"N , 001°46'56"E - 48°08'00"N , 002°07'54"E - 48°08'00"N , 002°21'35"E - 48°08'00"N , 002°36'37"E - 47°52'16"N , 002°45'21"E - 47°44'03"N , 002°49'54"E - 47°18'50"N , 003°03'54"E - 47°01'16"N , 003°14'13"E - 46°38'54"N , 003°27'10"E - 46°34'00"N , 003°30'00"E - 46°31'27"N , 003°22'11"E - 46°11'06"N , 003°28'06"E - 45°52'55"N , 003°33'13"E - 45°46'40"N , 003°40'08"E - 45°41'22"N , 004°13'46"E - 45°31'21"N , 004°16'31"E - 45°29'22"N , 004°23'18"E - 45°21'30"N , 004°29'30"E - 45°13'11"N , 004°14'22"E - 45°11'09"N , 004°05'56"E - 45°08'34"N , 004°00'06"E - 45°03'17"N , 003°48'15"E - 44°51'32"N , 003°22'09"E - 44°46'07"N , 003°33'46"E - 44°25'54"N , 004°16'25"E - 44°22'49"N , 004°15'57"E - 44°05'06"N , 004°13'19"E - 43°57'00"N , 004°07'00"E - 43°34'42"N , 003°58'29"E - 43°16'17"N , 003°39'17"E - 42°26'00"N , 003°10'00"E - Frontière franco-espagnole - 42°30'14"N , 001°43'25"E - Frontière hispano-andorrane - 42°36'23"N , 001°26'24"E - Frontière franco-espagnole - 43°21'00"N , 001°47'00"W - 43°35'00"N , 001°47'00"W - 43°40'59"N , 002°04'05"W	C	FL 660 ----- FL 195	BORDEAUX UAC ACS BORDEAUX Contrôle (FR) BORDEAUX Control (EN) PARIS UAC ACS PARIS Contrôle (FR) PARIS Control (EN)	H24 Fréquences : voir GEN 3.4-7 Frequencies : see GEN 3.4-7

Identification et limites latérales <i>Identification and lateral limits</i>	Classe <i>Class</i>	Limites verticales <i>Vertical limits</i>	Organisme / Unit Service / Service Indicatif d'appel (langue) <i>Call-sign (language)</i>	Observations <i>Remarks</i>
LFFRAC (LFSFRAM03) 48°16'33"N , 002°49'32"E - 48°23'43"N , 002°47'34"E - 48°17'00"N , 002°55'07"E - 47°59'56"N , 003°14'07"E - 47°33'36"N , 003°48'48"E - 47°32'40"N , 004°06'58"E - 47°20'57"N , 004°29'20"E - 47°05'20"N , 004°46'06"E - 46°46'58"N , 005°05'42"E - 46°42'00"N , 005°11'00"E - 46°14'00"N , 005°08'00"E - 46°14'35"N , 005°05'34"E - 46°14'50"N , 004°57'49"E - 46°17'37"N , 004°43'19"E - 46°17'00"N , 004°30'00"E - 46°17'01"N , 004°23'03"E - 46°17'00"N , 004°03'00"E - 46°17'00"N , 003°51'51"E - 46°17'00"N , 003°41'00"E - 46°34'00"N , 003°30'00"E - 46°38'54"N , 003°27'10"E - 47°01'16"N , 003°14'13"E - 47°18'50"N , 003°03'54"E - 47°44'03"N , 002°49'54"E - 47°52'16"N , 002°45'21"E - 48°08'00"N , 002°36'37"E - 48°13'06"N , 002°40'09"E - 48°16'33"N , 002°49'32"E	C	FL 660 ----- FL 195	PARIS UAC ACS PARIS Contrôle (FR) PARIS Control (EN) REIMS UAC ACS REIMS Contrôle (FR) REIMS Control (EN)	H24 Fréquences : voir GEN 3.4-7 Frequencies : see GEN 3.4-7
LFFRANW partie 1 (LFSFRANW1) 48°30'00"N , 008°00'00"W - 48°55'40"N , 007°34'35"W - 49°10'14"N , 006°26'55"W - 49°28'41"N , 004°55'13"W - 49°34'00"N , 004°27'00"W - 49°35'25"N , 004°19'49"W - 49°39'05"N , 004°00'05"W - 49°44'14"N , 003°31'46"W - 49°47'07"N , 003°15'34"W - 49°49'29"N , 003°02'03"W - 49°56'18"N , 002°22'16"W - 49°58'57"N , 002°06'23"W - 49°59'57"N , 002°00'18"W - 49°43'28"N , 002°06'18"W - 49°13'16"N , 002°02'46"W - 48°56'20"N , 002°29'18"W - 48°48'28"N , 002°34'20"W - 48°46'32"N , 002°34'15"W - 48°30'36"N , 002°33'31"W - 48°27'33"N , 002°31'31"W - 48°02'51"N , 002°15'32"W - 47°41'06"N , 002°30'03"W - 47°35'00"N , 002°52'52"W - 47°24'21"N , 003°07'03"W - 47°08'21"N , 003°00'00"W - 46°37'22"N , 003°06'21"W - 46°34'08"N , 003°05'41"W - 46°27'24"N , 003°04'17"W - 46°18'10"N , 003°02'23"W - 46°15'59"N , 002°52'43"W - 46°10'26"N , 002°28'34"W - 45°58'53"N , 001°39'36"W - 45°56'15"N , 001°39'44"W - 44°49'00"N , 001°43'12"W - 44°03'55"N , 001°45'31"W - 43°40'59"N , 002°04'05"W - 43°54'51"N , 002°44'19"W - 43°56'55"N , 002°50'25"W - 44°03'05"N , 003°09'01"W - 44°19'44"N , 003°59'15"W - 44°24'45"N , 004°26'10"W - 44°30'19"N , 004°56'51"W - 44°32'24"N , 005°08'38"W - 44°36'35"N , 005°33'11"W - 44°39'32"N , 005°50'12"W - 44°50'07"N , 006°55'11"W - 44°58'59"N , 007°53'06"W - 45°00'00"N , 008°00'00"W - 46°00'00"N , 008°00'00"W - 46°30'00"N , 008°00'00"W - 47°00'00"N , 008°00'00"W - 47°15'00"N , 008°00'00"W - 47°30'00"N , 008°00'00"W - 48°00'00"N , 008°00'00"W - 48°30'00"N , 008°00'00"W	C	FL 660 ----- FL 195	BREST UAC ACS BREST Contrôle (FR) BREST Control (EN)	H24 Fréquences : voir GEN 3.4-7 Frequencies : see GEN 3.4-7
LFFRANW partie 2 (LFSFRANW2) 48°55'42"N , 007°34'30"W - 49°00'19"N , 007°29'53"W - 49°22'41"N , 007°07'15"W - 49°33'23"N , 006°56'17"W - 49°31'48"N , 006°09'03"W - 49°30'59"N , 005°48'04"W - 49°29'04"N , 005°03'26"W - 49°28'41"N , 004°55'13"W - 49°10'14"N , 006°26'55"W - 48°55'42"N , 007°34'30"W	C	FL 660 ----- FL 245	BREST UAC ACS BREST Contrôle (FR) BREST Control (EN)	H24 Fréquences : voir GEN 3.4-7 Partie de l'UIR Londres Par délégation du Royaume-Uni Voir AIP UK ENR 2.2 Frequencies : see GEN 3.4-7 Part of London UIR By delegation of the United Kingdom See AIP UK ENR 2.2



4 PREPARATION FOR THE IMPLEMENTATION OF FRA IN SWITZERLAND (FRA-CH)

Airspace changes will be published in the AIP France and in the AIP Switzerland for implementation on November 4, 2021. These airspace changes are a first step towards the full implementation of the FRA-CH on December 1, 2022.

- The publication of these changes in the AIP France concerns the parts of French airspace where the provision of ATS services is delegated to Skyguide.
- The ENR 6.1 and ENR 6.2 en route charts will be updated on December 2, 2021.

5 PROVISION OF A FRA VISUALIZATION TOOL

A FRA@DSNA portal (<https://fra.dsna.fr>) is available on the DSNA website (<https://dsna.fr>).

It gives access to a visualization tool of the plannable routes in the DSNA FRA cells, with filtering possibilities.

Access is granted without additional step to all those who already have a login and password for the CDM@DSNA portal.

For users wishing to register :

- Go to <https://cdm.dsna.fr>
- Click on "Sign in" at the bottom of the page
- Complete the registration form
- Once the password obtained, go to <https://fra.dsna.fr> and use the newly created login and password.

6 CONTACTS

For any request for information, contact the following points of contact :

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