



Network Manager
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No Flight Plan Areas in FRA

Current Status, Way Forward

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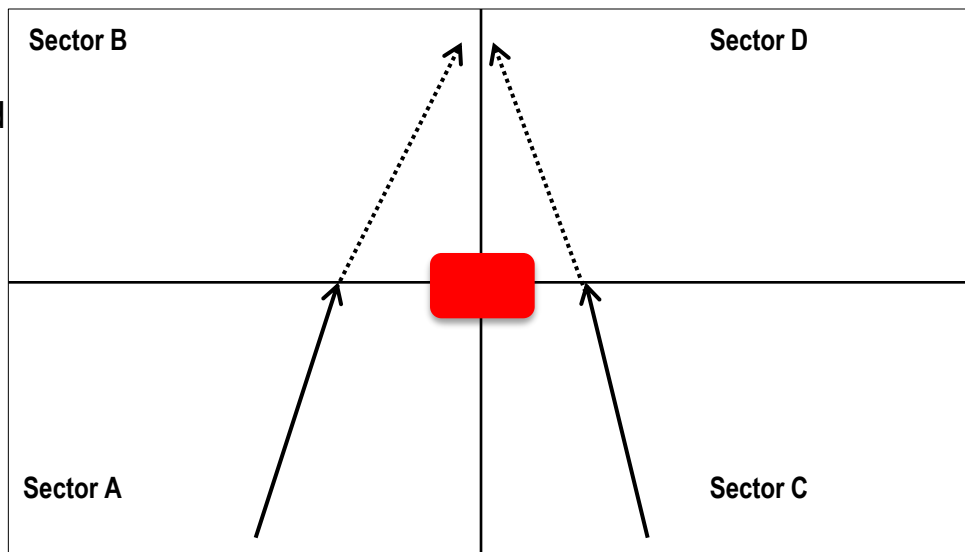
Existing Situation

No FPL Area

Cross-border FRA Enabler - Procedures

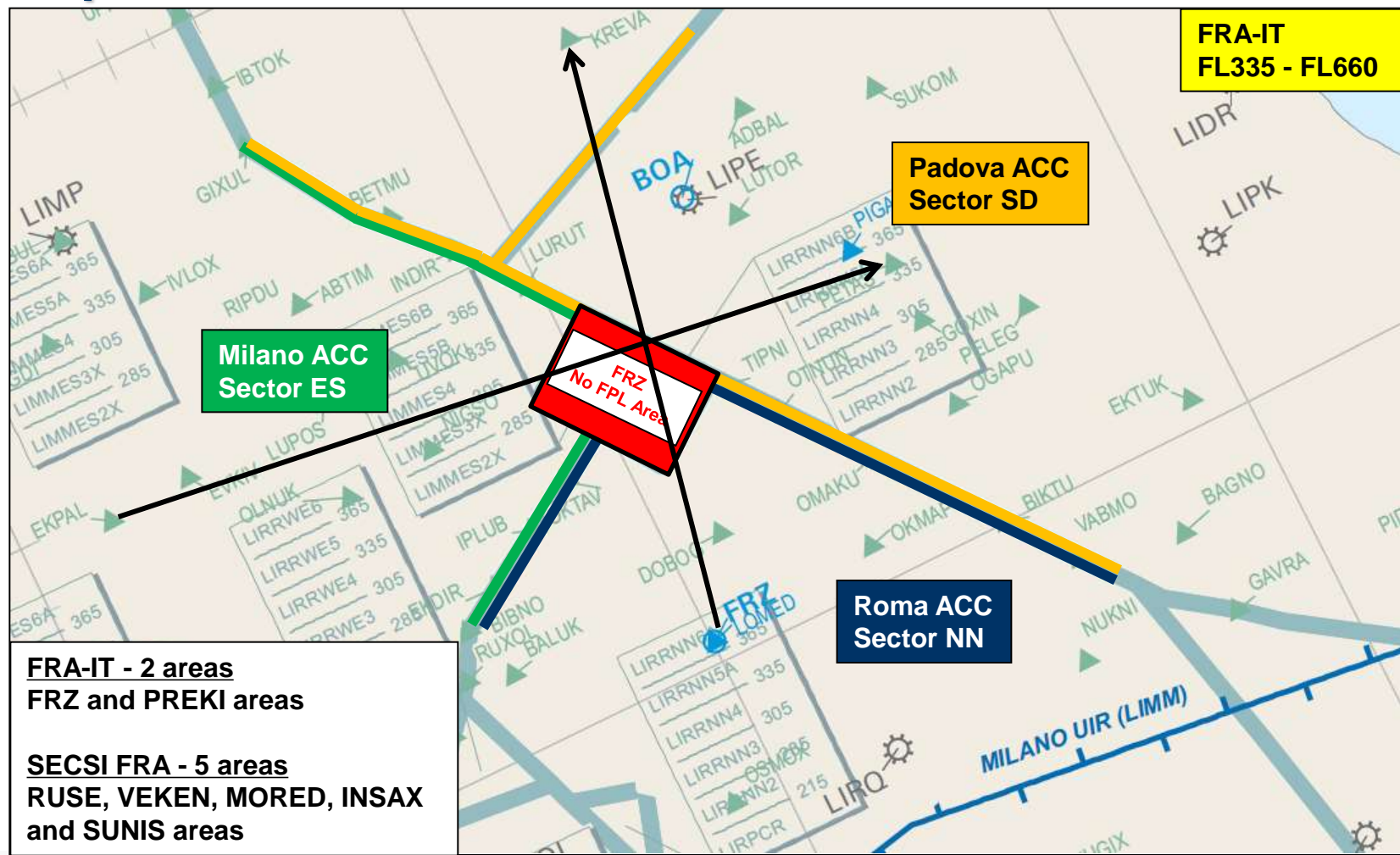
Separation provision during transfer of control

- Occasions where two flights are transferred by two different control sectors to two different downstream control sectors is difficult to manage and such alignment of sector boundaries has to be avoided by coordinated airspace design.
- If such coordinated airspace design approach is difficult or not practical, the closure of a small critical part of the airspace around the sector boundaries (**red shaded area**) has to be considered.
- Normally such area shall be considered as unavailable for flight planning.



Such alignment of sector boundaries is inappropriate in FRA and has to be avoided.

No FPL Area Requirements



No FPL Area Publication and Restrictions

- No FPL areas information provided by States in word or pdf files to the NM RAD Team by defining:
 - Lateral Limits;
 - Vertical Limits;
 - Exceptions is limitations, if any.
- The NM RAD Team publishes the No FPL areas via NOP RAD Portal under sub-section “FRA Projects” - <https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>.
- Additional FPL filing procedures might be published in State AIP ENR 1.10.
- Restriction is managed by creation and H24 activation of EURO Restriction/s.



EUROLIFR1A	LIMMES5B/6B LIRRNN5B/6B LIRRNE5B/6B LIPPSD5B/6B FORBIDDEN FOR ALL TRAFFIC	Y	02/02/2017	11/12/2036	00:00	00:00	1234567
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- All flight plans via No FPL areas are invalidated by IFPS.



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Way Forward

Common RNDSG/ASMSG Session - WP/D

No FPL Area

Proposal for way forward



- **Definition**
 - New airspace volume element for ATFCM purposes;
 - Europe wide name (e.g. Flight Plan Restricted Zone - proposed at last ASMSG).
- **Identification**
 - State NMOC NAS code (e.g. LF) followed Area Type (e.g. FPRZ) followed by progressive number from 1 to 9999 (no leading Zeros) - Example: LFFPRZ1
 - Possibility to add additional code for a more precise localization, e.g. related ACC;
 - Maximum -10 characters (physical limits of AIXM format).
- **Publication**
 - State AIP (e.g. ENR 1.10).
- **Restrictions**
 - RAD - revised Appendix 7 or a new one, according to the existing process for the publication of other RAD restrictions;
- **Processing**
 - via AUP/UUP and notified via EAUP/EUUP to airspace users (modification of AUP/UUP and EAUP/EUUP formats will be required);
 - could include both permanent activations, like NAM, and dynamic activation like AMA.

No FPL Area

Further steps

- The initial idea has been already discussed during CFSPG meeting in October 2017.
- The proposal needs to be further coordinated with relevant groups in order to achieve the support by the interested Stakeholders.
- Subject to the endorsement of the other working arrangement (NM and AUs - AOG, CFSPG), the proposal should be analysed more in details to address specific elements to be clarified, including the revision of existing documents.
- These analysis should consider all possible issues linked to the publications, processes/procedures and technical support.



QUESTIONS and COMMENTS