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Flight Planning in FRA versus PTRs

General Issues, Way forward

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Claim 31602

REJ ODINA DCT RONOP in LI: FRA-IT

(FPL-TCX-IN

-A321/M-SDFGHIJ7LORVWXY/L

-EGCC0715

-N0408F230 SANBA1Y SANBA N859 HON L15 BIG Q70 DET/N0424F270 UL6 DVR/N0438F330 UL9
KONAN UL607 KOK UM150 PITES DCT EDISA Y852 NATOR UN850 TRA/N0437F350 UN850
ODINA DCT RONOP/N0448**F320** UP860 GIGUS UZ40 AMVAR AMVAR5N

-LFLS0121 LIMF

-PBN/A1B1D1L1O1S1S2T1 NAV/RNP10 RNP5 RNP4 RNP1 RNAVGPS REG/GTCDM
EET/LFFF0034 LFMM0109 SEL/DEBH OPR/TCX PER/D RVR/075 RMK/TCAS)

- According to profile generated by Lufthansa Systems flight is at FL350 at WPTs ODINA and RONOP flying in FRA-IT and after that descend towards the destination airport.
- All inside FRA-IT is in accordance with AIP Italia despite generated errors.

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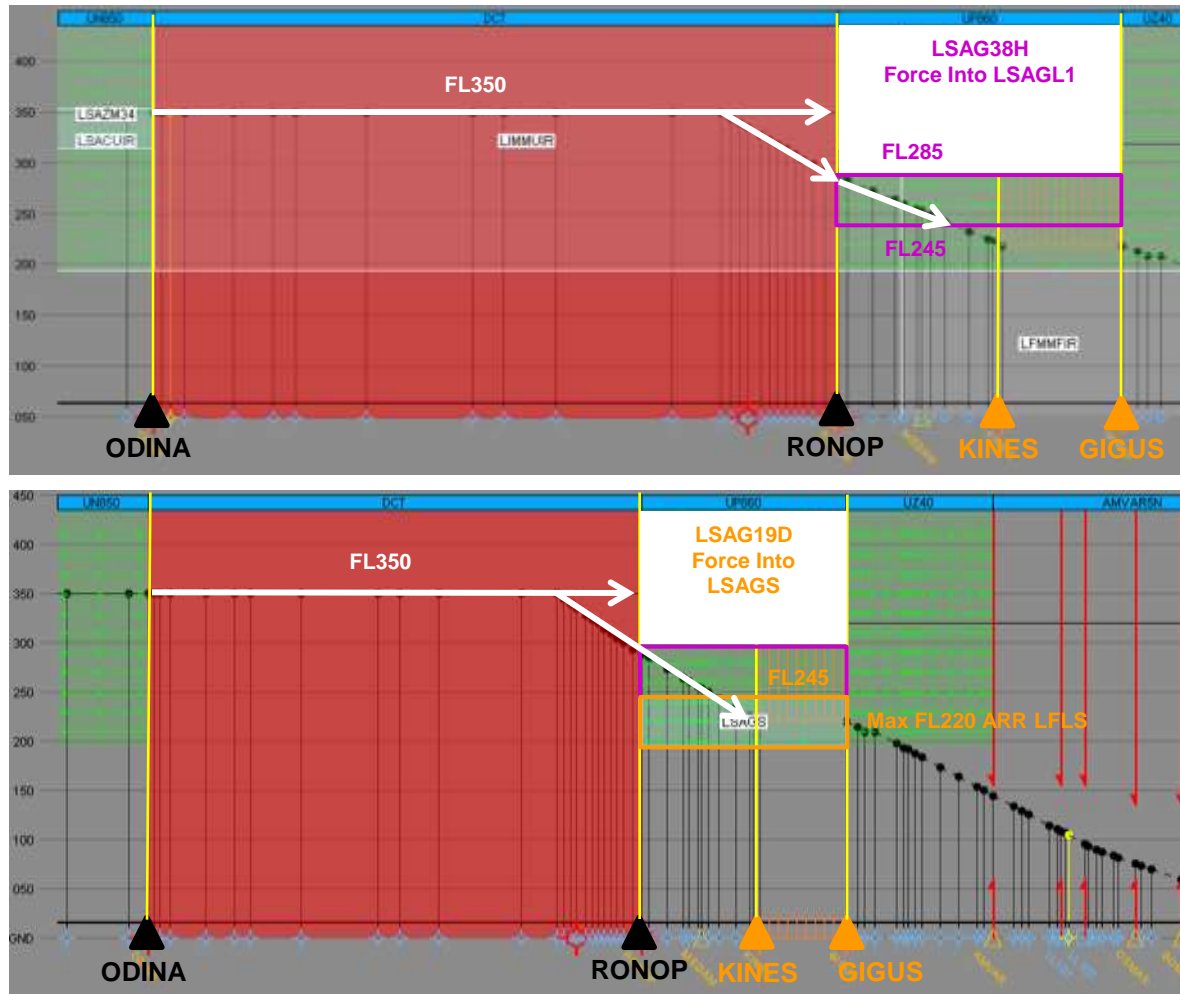
REJ ODINA DCT RONOP in LI: The Errors

- ERRORS:
 - ROUTE52: THE DCT SEGMENT ODINA..RONOP [NOT AN ALLOWED FRA INTERMEDIATE POINT] IS FORBIDDEN. RESTRICTION: LI100A
 - ROUTE29: FORBIDDEN TO CROSS THE BORDER BETWEEN LIDCT:335:CEL AND LIDCT:FLR:335 ON DCT ODINA [NOT AN ALLOWED FRA EXIT POINT AT CALCULATED LEVEL]..RONOP. [LILI500A]
 - ROUTE165: THE DCT SEGMENT ODINA..RONOP (84 NM) IS TOO LONG FOR LIDCT:000:335. MAXIMUM IS 0 NM [LI1C]
- The errors above are being generated as a result of 2 (two) LS PTRs pushing the flight below the FRA:
 - LSAG38H (GOAL = FRC LSAGL1): lower FL not compatible with FRA exit at RONOP
 - LSAG19D (GOAL = FRC LSAGS): MAX FL220 KINES UP860 GIGUS APPLICABLE DEST **LFLL/LY/LS/LU/LB/LP**

RESTR_UID	ENABLED	OPER_GOAL	TEXTUAL_DESCRIPTION
LSAG38H	Y	FRC LSAGL1; LOA CRYSTAL; NO RAD	LSAGL34567
LSAG19D	Y	FRC LSAGS; AIRAC 10-04-08; LOA CRYSTAL; NO RAD	UP860

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REJ ODINA DCT RONOP in LI: The profile



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NM Vision

General Comments

- This is the type of FRA versus PTR case that NM seeing regularly.
- The DCT is valid according to FRA publications but it is not valid in IFPS due to PTR actions.
- NM approached skyguide before about similar inconsistencies from external user viewpoint. From the ANSP's point of view, as long as the PTR is defined B2B in CACD, then that means that it's as good as published (available for ANSP/AO use).
- All this leads NM to having an unresolvable problem referring to invalid FPLs as far as IFPS/CFSP is concerned.
- The PTR/FRA issue is not exclusive to skyguide although several cases have been reported by airspace users at LI/LS border.

Way forward

- NM is continuing to analyse these cases with a view to obtaining automatic acceptance of such FPLs.
- NM needs to know what is expected by IFPS with regard to **rejecting or not** such FPLs.



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QUESTIONS and COMMENTS