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# FRA WORKSHOP

## NM FRA Validations

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# NMOC Operational Validation Guidelines



- The objective of a NMOC operational validation is to allow States/FABs/ANSPs to validate the impact of FRA on all NMOC systems on-site.
- These operational validation exercises also give the opportunity to identify at Network level any side effects on the adjacent States/FABs/ANSPs.
- The request for NMOC operational validation and any subsequent data required shall be provided by the States/FABs/ANSPs to the NMOC AD team and NMOC AD Supervisor in accordance with the time period established by ERNIP Part 1.

# General Requirements for FRA Data Provision



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## **FRA Characteristic**

It shall be either in form of Concept of Operations document or a Draft AIP Publication and shall include as a minimum:

- a. Lateral Limits;
- b. Vertical Limits;
- c. Applicable time;
- d. Flight planning aspects - flight procedures for overflights, arrivals, departures, access to TMAs / CTRs, close proximity airports;
- e. Status of ATS route network - available or withdraw during FRA.

# General Requirements for FRA Data Provision



## Airspace Data

It shall be either in form of Draft AIP Publication or separate .xls tables and shall include as a minimum:

- a. FRA significant points definitions - 5LNCs or 3LNC NAVAIDs - clear indication of their purpose as: I - Entry, (X) - eXit, (I) - Intermediate, (A) - Arrival, (D) - Departure; reference to any airport procedures shall also be provided;
- b. FRA significant points restrictions - 5LNCs or 3LNC NAVADS - restriction, normally as FL constraint;
- c. Airspace Reservations - Special Areas if not published in CACD - clear indication of name-code, lateral limits in degree, minutes and seconds and vertical limits in VFR FLs or intermediate layer;
- d. List of External Airports close to the FRA area;
- e. List of Local (internal) Airports inside FRA area.

# General Requirements for FRA Data Provision



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## **RAD Data**

It shall be in form of RAD Draft files and shall include as a minimum:

- a. DCTs: Y - “Available” or N - “Not available”;
- b. DCT Limits;
- c. Required restrictions - new or/and withdrawn.  
The relevant RAD template format/s shall be used.

# General Requirements for FRA Data Provision



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## Flight Plan Data

- Flight plans shall be in ICAO format, the ATS route designators inside the validated FRA area shall be replaced by abbreviation “DCT”. Outside this area the correctness of ATS routes or FRA DCTs is not mandatory.
- The date of flight departure (DOF) in ITEM 18 shall be removed from the text of each flight plan.
- Flight plans shall be presented in form of “.txt” format, with files containing a maximum of 20 flight plans.
- Procedures for flight plan coding, please refer to Free Route Airspace (FRA) application in NMOC guidelines

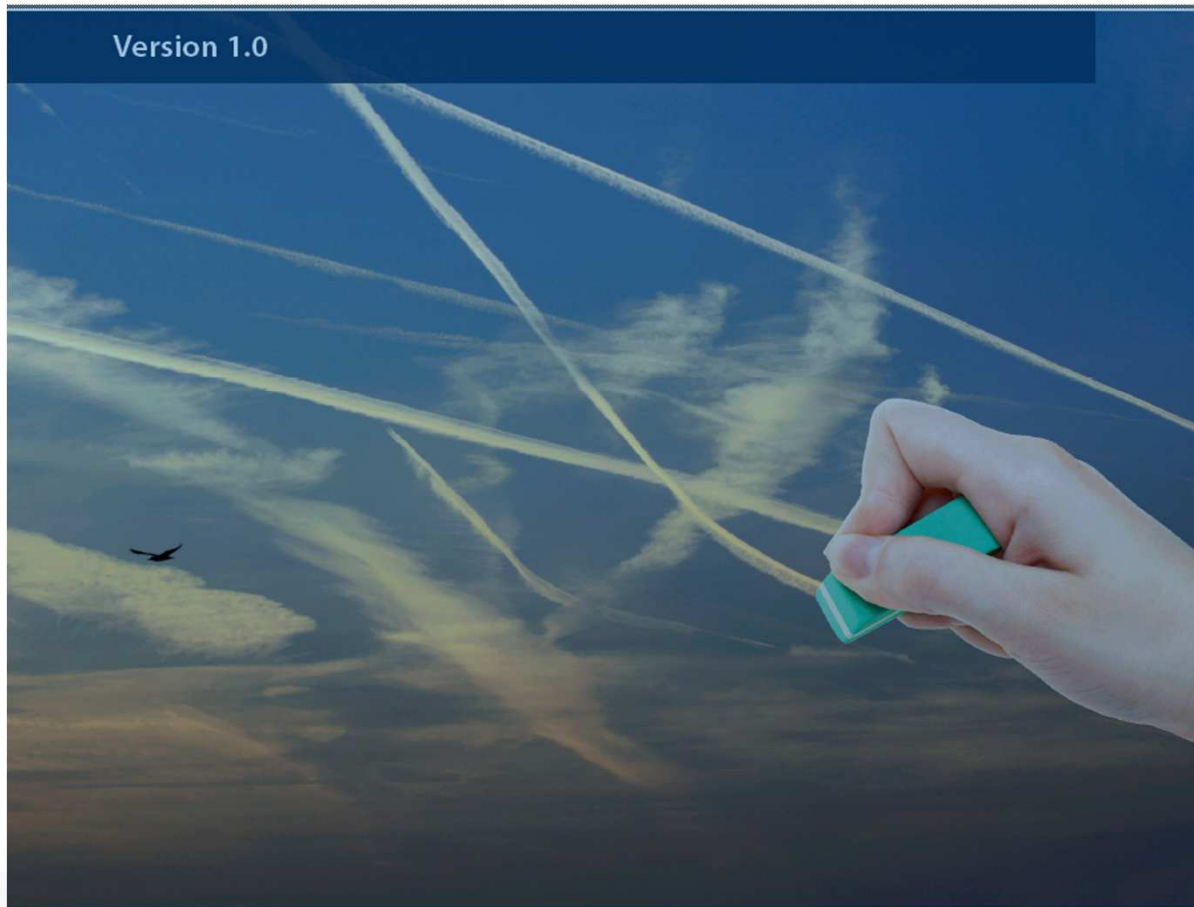
# General Requirements for FRA Data Provision



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Free Route Airspace (FRA)  
Application in NMOC - Guidelines

Version 1.0



# AD FRA PreVal report



- Since the last few years, there has been a significant increase in Pre-validations requests, majority concerning FRA implementation.
- We had around 6 FRA pre-validations for the year of 2014, 16 in 2015, 20 in 2016 and 25 in 2017 with already a request of 14 for 2018.
- Due to complexity of operational data, ANSP's are requiring to access operational ENV data for pre-validation before the effective implementation date.



# Way forward



- Keep good coordination/cooperation between Strategic, operational NM Teams, ANSP's and Airspace Users (workshops):
  - Involvement of all users in pre-validation projects,
  - New software requirements to ease the implementation and utilisation of Airspace data (i.e. FRA point type usage),
  - Try to establish one FRA model and reduce the amount of restriction requirements.

Thank You

