



Network Manager
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FRA Belarus - BELFRA Project

Project, Applicability, Limitations

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BELFRA Area

Minsk FIR



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The Concept



- EUROCONTROL FRA Concept will be applied.
- FRA Concept definitions and abbreviations will be used.
- AIP publication will be done in accordance with FRA Concept.
- Development and coordination at national and international level will be done in accordance with approved FRA Check List of Implementation Actions.
- All will be translated into Belarusian language and relevant legal documents adapted.

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Application



- **Lateral limits:** The application of BELFRA concept encompasses the horizontal boundaries of Minsk FIR in its full extent as published in AIP Republic of Belarus, ENR 2.1.
- **Vertical limits:** Free Route Airspace in Minsk FIR is the airspace of Minsk UTA from **FL305** to **FL660**.
- **Time:** Free Route Airspace in Minsk FIR is applicable during the Night period **23:00 - 05:00 UTC**.
- **Airspace Classification:** Free Route Airspace in Minsk FIR is implemented in Class C airspace.
- **ATS route network:** Will remain available for flight planning.
- **Transition to/from FRA:** In accordance with already established procedures in Europe.
- **Implementation:** 8 NOV 2018 (AIC 001/2018 published on 1 FEB 2018)

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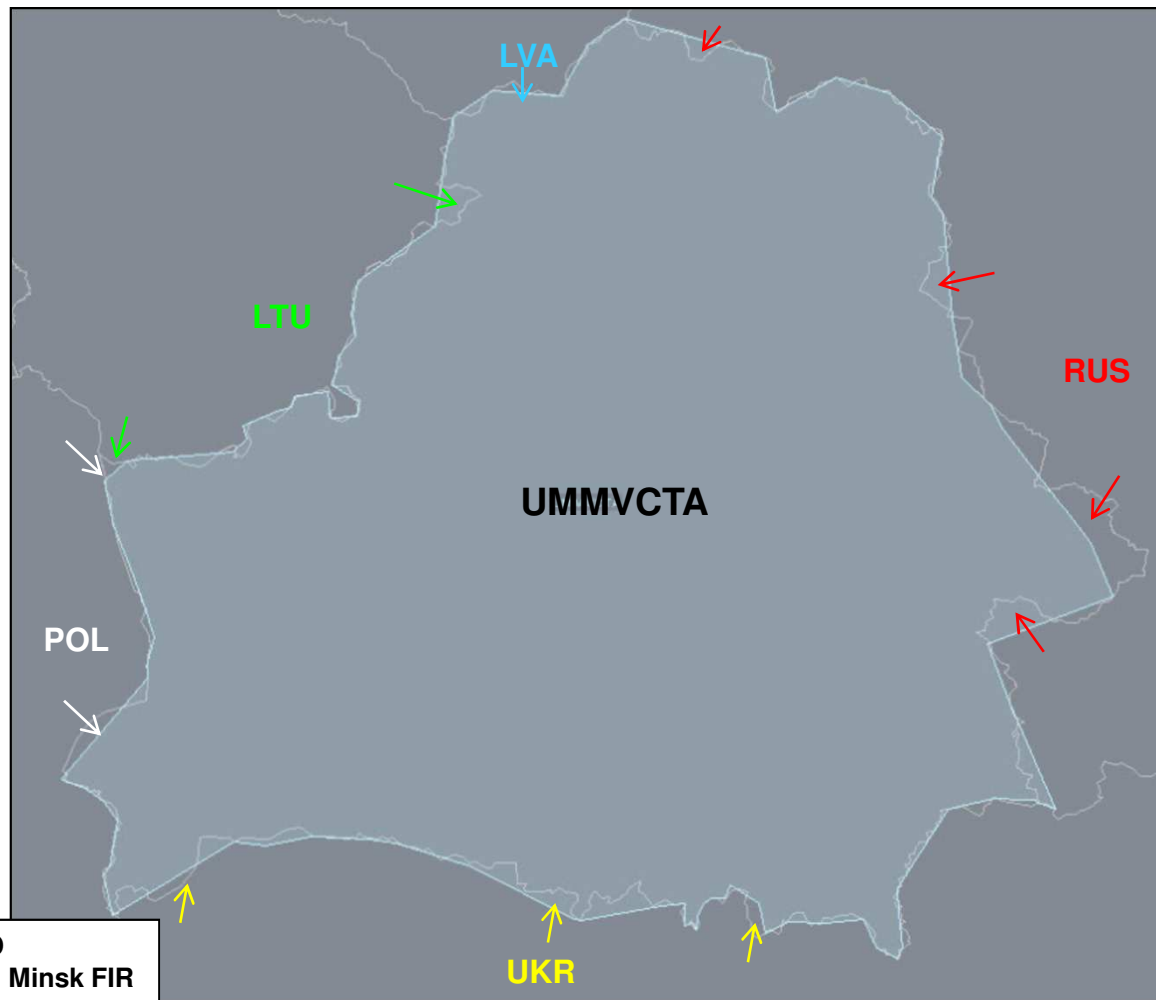
En-route restrictions/limitations

- **Restrictions**
 - Will be published in AIP Republic of Belarus, ENR 1.10 and will contain a list of restrictions valid on specific significant point/s or Airspace Volume/s (individual ATC control sector/s within Minsk ACC).
 - The relevant FRA restrictions / limitations might be related to FRA border close proximity DCT protection, FRA flows crossing prevention, mandatory FRA Intermediate points and avoidance of Special Areas.
- **Internal Direct (DCT) Horizontal Limits**
 - The en-route DCT limits will be published in AIP Republic of Belarus, ENR 1.10.
- **Cross-border Direct (DCT) Horizontal Limits**
 - The planning of DCT across Minsk FIR boundary (cross-border DCT) is not allowed.
 - Currently cross-border DCT from Riga FIR, Vilnius FIR, Warszawa FIR, L'viv FIR and Kyiv FIR is forbidden as relevant restrictions / limitations are published by the relevant States in Network Manager (NM) Route Availability Document (RAD), Appendix 4-2 and NM IFPS rejects such FPLs. The similar limitations might also be created in RAD to those FIRs.
 - The restrictions on forbidding planning of cross-border DCT to/from Moscow FIR and Sankt-Peterburg FIR will be published in AIP Republic of Belarus, ENR 1.10.
- **Along the border Direct (DCT) Horizontal Limits**
 - The planning of DCT along Minsk FIR boundary (“flying along the border”) is not allowed.
 - Currently DCT along common boundaries with Riga FIR, Vilnius FIR, Warszawa FIR, L'viv FIR and Kyiv FIR is forbidden as the NM IFPS rejects such FPLs automatically based on definitions by the neighboring IFPS States.
 - The restrictions on forbidding planning of DCT along common Minsk FIR - Moscow FIR and Minsk FIR - Sankt-Peterburg FIR boundaries will be published in AIP Republic of Belarus, ENR 1.10.
- **Internal Direct (DCT) Availability**
 - All DCTs that should not be used or shall be used with some rules might need to be defined.
 - The planning of DCTs closer than 9.3 km (5 NM) to the BELFRA border is not allowed. All relevant not allowed en-route DCTs will be published in AIP Republic of Belarus, ENR 1.10. As per ICAO PANS ATM - Doc 4444 a distance equivalent to the minimum permissible separation based on ATS surveillance systems.

BELFRA Area NMOC Definition



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- 1. Minsk AUA as defined in CACD
- 2. AUA requires adaptation along Minsk FIR



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QUESTIONS and COMMENTS