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INTRODUCTION OF SOUTH EAST EUROPEAN CROSS-BORDER FREE ROUTE AIRSPACE OPERATIONS WITHIN CTAs OF BUCUREȘTI-BUDAPEST-SOFIA (SEE FRA)

Purpose

The purpose of this Aeronautical Information Circular (AIC) is to provide notification to Aircraft Operators (AOs) and background information concerning the planned introduction of the SEE FRA area.

Introduction

The SEE FRA concept builds on and is a successful continuation of existing night FRA implementation (SEEN FRA) in the airspaces of Bratislava CTA, București CTA, Budapest CTA and Sofia CTA.

The SEE FRA will represent a further step in optimizing flight operations by expanding to H24 the cross-border FRA operations in the airspaces of București CTA, Budapest CTA and Sofia CTA and will provide further operational, environmental and cost benefits.

In the SEE FRA area, AOs will continue to be able to flight plan user preferred trajectories and thereby will obtain benefits from planning and execution of flights. The SEE FRA area will also increase the compatibility between the flight plan and the trajectory flown, hence increasing the predictability for a given flight.

Lateral limits

The application of the SEE FRA Cross-border Concept will encompass the horizontal boundaries of București CTA, Budapest CTA and Sofia CTA in their full extent as published in ENR 2.1, in relevant State AIP.

Vertical limits

The vertical limits of the SEE FRA area will be as follows:

- a. București CTA: FL105 - FL660;
- b. Budapest CTA: 9500 FT - FL660;
- c. Sofia CTA: FL175 - FL660.

Applicability Period

The SEE FRA applicability is planned during the period 0500 - 2300 (0400 - 2200) UTC.

Navigation Performance

There will be no change in required navigation performance. The existing ATS route network in București FIR and Sofia FIR will be retained.

Eligible Flights

All overflying, arriving, departing aircraft that plan at least a portion of their route within the limits of SEE FRA (time, lateral and vertical) will be eligible for SEE FRA operation.

Flight Planning Procedures

Segments between SEE FRA Horizontal Entry, SEE FRA Intermediate and SEE FRA Horizontal Exit points shall be indicated by DCT in ITEM 15: Route of the flight plan in accordance with ICAO Doc 4444.

Example: [Entry Point] DCT [Intermediate point] DCT [Intermediate point] DCT [Exit Point]. There will be no limitations on the DCT segments length.

A SEE FRA Intermediate point could be an en-route radio navigation aid or defined 5LNC published as (I) in relevant columns of ENR 4.1 / ENR 4.4, respectively in each State AIP.

In order to minimize the impact on the ATM systems, as a minimum, the route portion in ITEM 15 of FPL through SEE FRA area shall contain at least one FRA significant point in each FIR.

Implementation

Implementation is planned for 7th of November 2019.

Further Information

Further information regarding SEE FRA will be available from relevant ANSPs in Bulgaria, Hungary, and Romania. AIP changes will be published according to AIRAC procedures.

SEEN FRA - South East European Night Cross-border FRA Operations

All existing SEEN FRA Cross-border FRA operations procedures within the horizontal boundaries of Bratislava CTA, București CTA, Budapest CTA and Sofia CTA during the period 2300 - 0500 (2200 - 0400) UTC as published in relevant State AIPs remain unchanged.

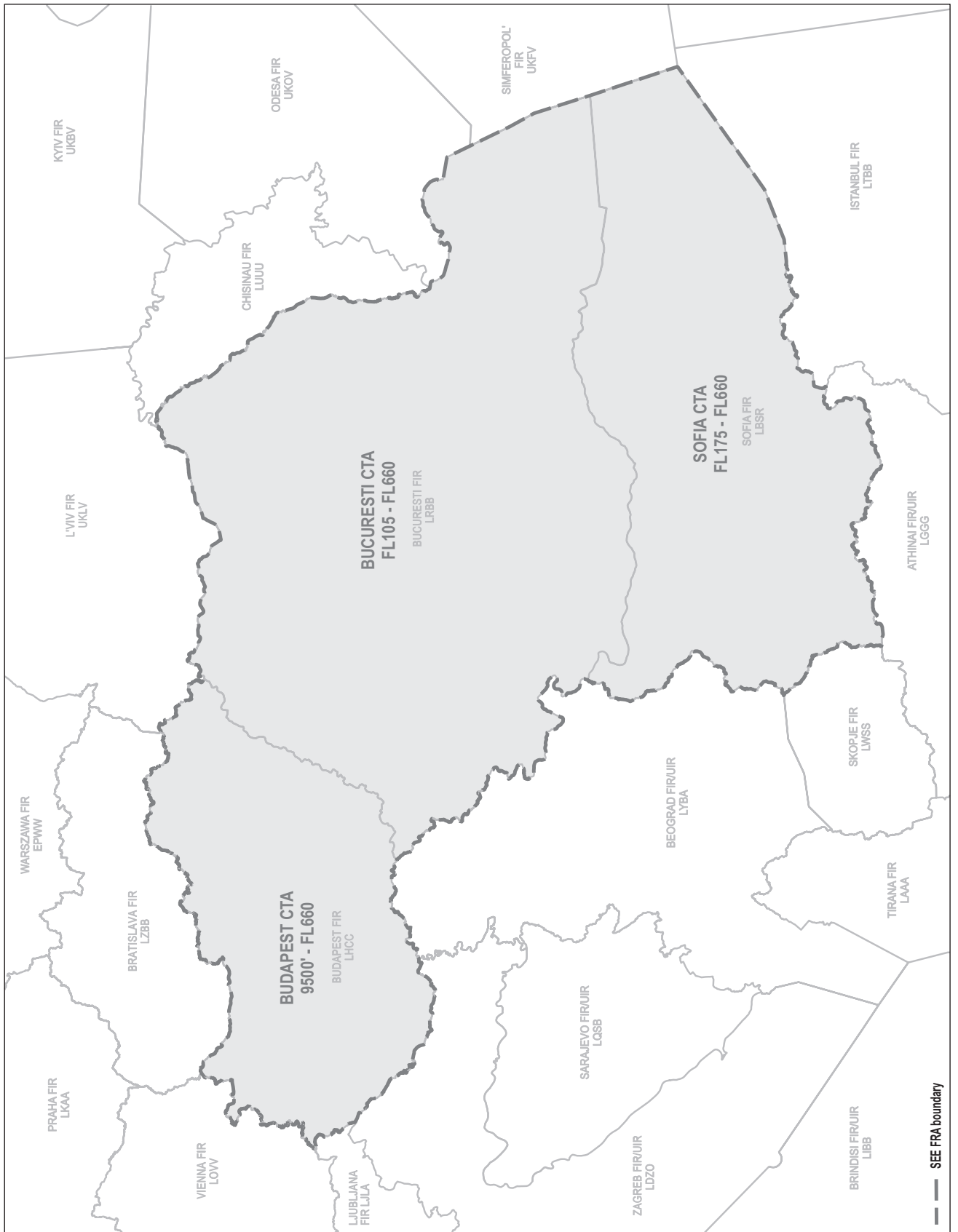
Contact Details

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Figure 1. SEE FRA AREA



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