



APPENDIX 1 to Step 4B Submit FRA D2.1 Draft AIP Changes



Introduction

This Appendix contains draft UK AIP entries to cover the introduction of Free Route Airspace (FRA) Deployment 2.1 within a defined area of UK airspace. Format and guidance is based on co-ordination between DSNB Brest ACC, IAA Shannon ACC, the Borealis Alliance states and detail contained in ICAO Annex 15, DOC 10066 PANS-AIM and the European Route Network Improvement Plan (ERNIP).

Text highlighted in **RED** indicates where textural amendment to the UK AIP is proposed or where additions are required.

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1. ENR 2.2 Other Regulated Airspace

Note: LARLA Triangle is the replacement name for PEMAK Triangle -The waypoint PEMAK will be removed as part of the Airspace Change Proposal

- 1.1. **LARLA** Triangle - FL 245 - FL 660 — Class C Airspace.
- 1.2. In this part of the London UIR, France will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the France UIR. This area is bounded by arcs of Great Circles joining in succession the following points:

493323N 0065617W - 492841N 0045513W - 485542N 0073430W - 493323N 0065617W.
- 1.3. **For FRA procedures see France AIP**
- 1.4. TAKAS Box - FL 245 - FL 660 — Class C Airspace.
- 1.5. In this part of the London UIR, the Irish Republic will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Shannon UIR. This area is bounded by arcs of Great Circles joining in succession the following points:

493500N 0080000W - 493323N 0065617W - 485542N 0073430W - 485000N 0080000W - 493500N 0080000W.
- 1.6. **For FRA procedures see Ireland AIP**



2. ENR 3.3 AREA NAVIGATION ROUTES

- 2.1. Changes to ENR 3.3 are covered within the Aerodata spreadsheet (Appendix 2).
- 2.2. In addition, routes that are to be removed in total should be deleted from the AIP ENR 3: *Note: these routes are not included in the Aerodata spreadsheet, as no calculations associated to removal are required.*
- 2.3. Whilst Reporting Points are removed from route connection, a number are retained within the Delegated ATS Areas. Information provided below summarises such changes in a non-AIP associated format.

Route Designator	Route Deletion		AIP Deletions required
	Description	Route Points	
M142	Delete Route Between OGAGI – DOLUR Note: Do Not Delete Point DOLUR	OGAGI	ENR 3.3 Delete M142 before DOLUR ENR 4.4 Delete OGAGI
N491	Delete Route in Total Note: Do Not Delete Points TAKAS ALUTA	MOSIS	ENR 3.3 Delete Route N491 ENR 4.4 Delete MOSIS



N502	Delete Route in Total Note: Do Not Delete Point RATKA	PIKOD-SUPAP-PEMAK- PHILI	ENR 3.3 Delete Route N502 ENR 4.4 Delete PIKOD-SUPAP- PEMAK-PHILI
N512	Delete Route in Total Note: Do Not Delete Points ADRUD LARLA	All to remain	ENR 3.3 Delete Route N512 ENR 4.4 NIL
N521	Delete Route in Total Note: Do Not Delete Points LARLA RATKA	XAVAP	ENR 3.3 Delete Route N521 ENR 4.4 Delete XAVAP
T7	Delete Route between ADRUD - AMPOP Note: Do Not Delete Points ADRUD AMPOP	PEMAK	ENR 3.3 Delete Route before AMPOP ENR 4.4 Delete PEMA K
UP620	Delete Route between CAMBO -TALIG Note: Do Not Delete Point TALIG	CAMBO -SUPAP	ENR3.3 Delete UP620 before TALIG ENR 4.4 Delete CAMBO - SUPAP



3. ENR 6 – En Route Charts

3.1. Charts requiring amendment:

- 3.1.1. ENR 6-48 DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE SOUTHWESTERN CORNER OF THE LONDON UIR. Remove ATS routes and waypoints in delegated areas as required.
- 3.1.2. ENR 6-60 NOTA, SOTA AND SHANNON UPPER AIRSPACE. Remove ATS Routes and waypoints as required in Delegated ATS Areas in SW Corner of London UIR
- 3.1.3. ENR 6-61 BREST OCEANIC TRANSITION AREA (BOTA). Delete all ATS Routes in London UIR, France FIR/UIR and BOTA
- 3.1.4. ENR 6-70 UPPER AIRSPACE CONTROL AREA AND UPPER ATS ROUTES (SOUTH SHEET). Remove ATS Routes and waypoints as required in Delegated ATS Areas in SW Corner of London UIR