



## **AIP ITALIA**

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**AIC  
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### **A11: FRAIT – Free Route Italy**

#### **1 – INTRODUCTION**

This AIC contains information about the implementation of FREE Route operations within Italian airspace above FL335; the procedures described in this AIC will enable full Free Route operations in an environment composed of the overall Italian airspace.

#### **2 – BACKGROUND**

Free Route Airspace (FRAIT) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate way points, without reference to the ATS route network, subject to airspace availability.

This implementation grants:

- efficiency
- predictability
- environmental sustainability.

ENAV will implement FRA according to “FRA with intermediate points” NM system model.

#### **3 – PROCEDURES**

##### **3.1 Area of application**

FRAIT is a single area, available H24 above FL335 within the external lateral limits of the Italian ACCs (Milano, Roma, Padova and Brindisi) Areas of Responsibility.



### **3.2 Operating hours**

H24 from 8th December 2016.

### **3.3 Eligible flights**

All flights that intend to plan a portion of flight above FL335 are eligible for FRAIT.

## **4 – FREE ROUTE OPERATIONS WITHIN ITALY**

### **4.1 Area of Application**

FRAIT is a single area, available H24 above FL335 within the external lateral limits of the Italian ACCs (Milano, Roma, Padova and Brindisi) Areas of Responsibility.

The ATS Route Network will be REMOVED above FL335, except for the Area where ATS are provided by neighbouring ANSP.

Below the FRAIT, AOs will continue to fly in accordance with the published ATS routes network.

### **4.2 Airspace classification**

Free Route Italy (FRAIT) will maintain the current classification of the airspace above FL335 that is classified as Class "C" airspace.

### **4.3 Flight Level Orientation**

The cruising levels ODD / EVEN within FRAIT Italy airspace must be selected depending on the applicable Flight Level Orientation System (FLOS) at the FRAIT Entry and FRAIT Exit.

As described in ENR1.7 - Altimeter Setting ODD is the direction of IFR cruising levels with a magnetic track between 090° and 269° while EVEN is the direction of IFR cruising levels with a magnetic track between 270° and 089°.

Cruising levels must also be planned in accordance with the adjacent ATS route network Flight Level Orientation Scheme.

#### 4.4 Flight Procedures

- Within FRAIT aircraft may freely fly a direct route between a defined Entry point and a defined Exit point, with the possibility to route via defined Intermediate points without reference to the ATS route network and subject to airspace availability
- Intermediate Points are published in AIP-Italia – ENR 4.1.1 (Radio Navigation Aids - Enroute) and ENR 4.4 (Name Codes Designator for Significant Points)
- There is no restrictions on the maximum DCT distance that can be flight planned between points in FRAIT
- DCT segments shall be entirely within the limits of the FRAIT airspace
- Planning of DCT segments across FRAIT borders (cross border DCT) is not allowed; entry and exit from FRAIT borders shall be planned using the published COP between the two concerned neighbouring ACCs
- Planning of DCT segments that are partially outside the lateral limits of FRAIT is not allowed (multiple re-entry segments)
- the DCT segment is not allowed at a distance of 5NM or less from the boundary between two neighbouring ANSP (AUA)
- Flights may be planned through AMC manageable Areas; in case of portion/s of airspace not available, the aircraft shall fly intermediate Points to circumnavigate the area/s
- The use of LAT/LONG shall be avoided
- Mandatory Arrival Connecting Point will be defined (as RAD restrictions) for traffic to the following six airports:
  - ✓ Milano/Linate (LIML)
  - ✓ Milano/Malpensa (LIMC)
  - ✓ Bergamo/Orio al Serio (LIME)
  - ✓ Roma/Ciampino (LIRA)
  - ✓ Roma/Fiumicino (LIRF)
  - ✓ Venezia/Tessera (LIPZ)
- Mandatory Waypoint will be defined for specific couple of entry/exit points.

#### 4.5 Vertical connectivity

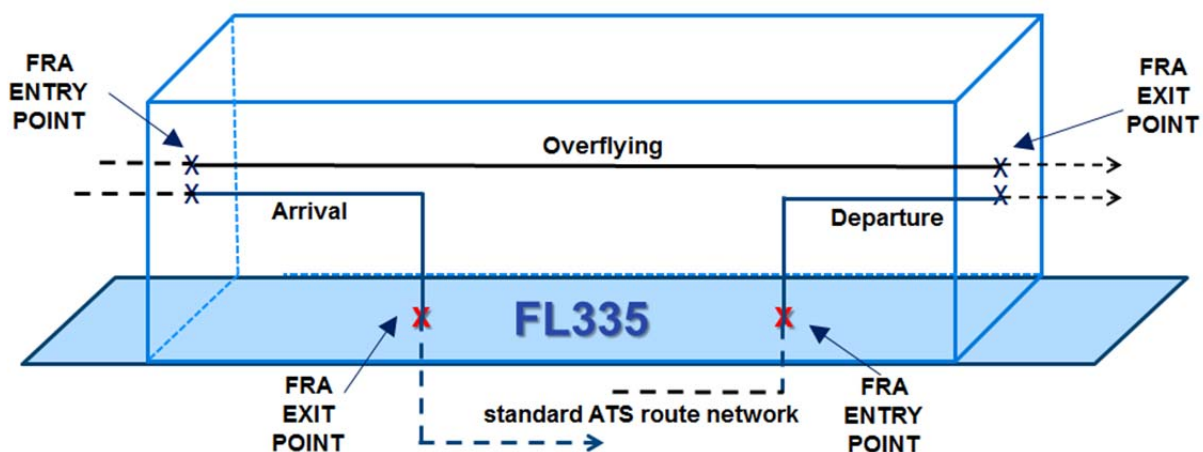
Connection between FRAIT and the underlying fixed ATS route network will be assured through the identification of exchange (current) waypoints in accordance with defined planning rules. The points need to be chosen among the published waypoint available for upper airspace.

AOs shall plan the access or the exit to/from FRAIT via appropriate intermediate points according to their optimal flight profile.

All the traffic inbound to Italian airports, or airports close to the boundary, has to plan according to FRAIT until the point where the flight intend to cross FL335 to join the ATS Network.

For the above mentioned defined Italian airports one of the mandatory arrival point has to be filled in flight plan to indicate the point where the flight shall leave the FRAIT to join the ATS Network.

For departing traffic from Italian airports, or airports close to the boundary, AOs shall plan ATS Network until the point where the flight intends to cross FL335 to ENTRY into Free Route Airspace (crossing FL335).

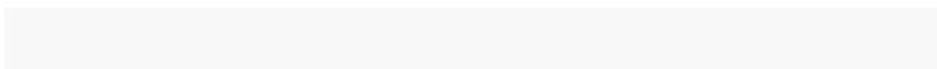
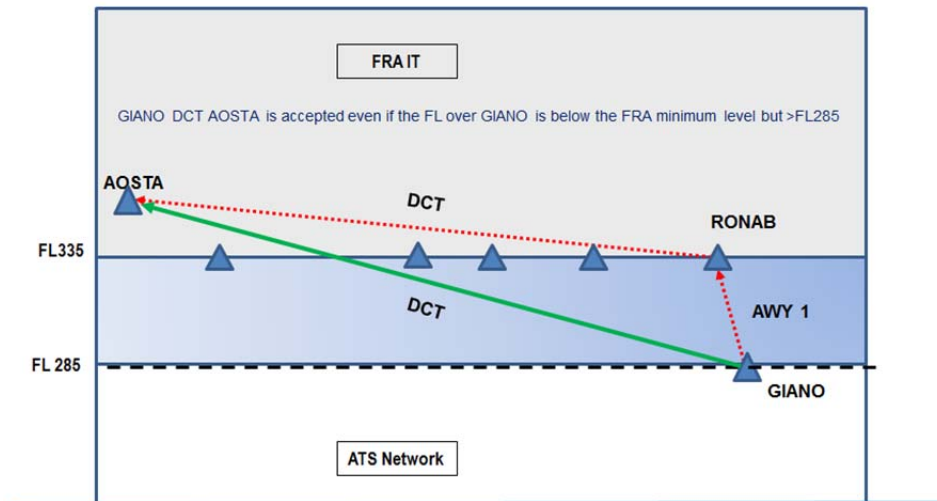
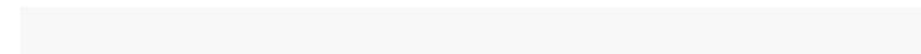
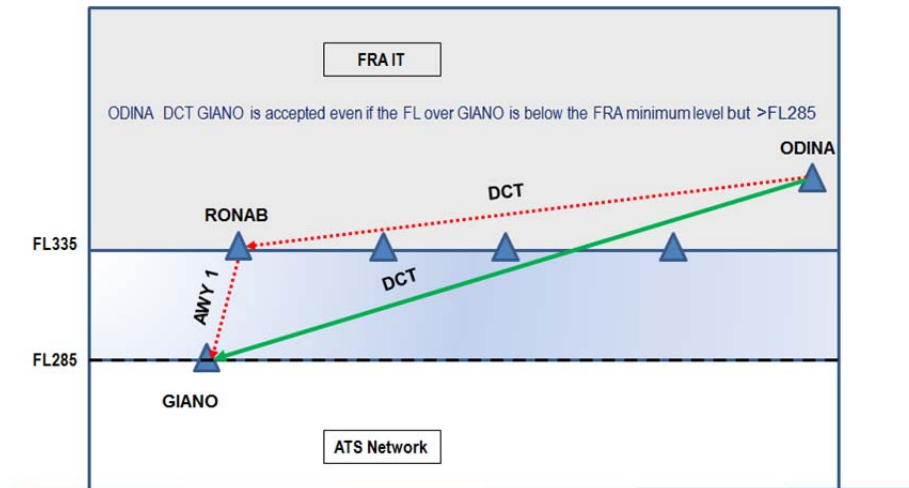


#### 4.5.1 Flight Plan Validation

To permit FPL validation according to the above mentioned criteria, AUs have to indicate in FPL the point from which they intend to plan FRA or the point in which they intend to leave FRA to join ATS network (for LIML, LIMC, LIME, LIRF, LIRA, LIPZ only via Mandatory Arrival connecting points).

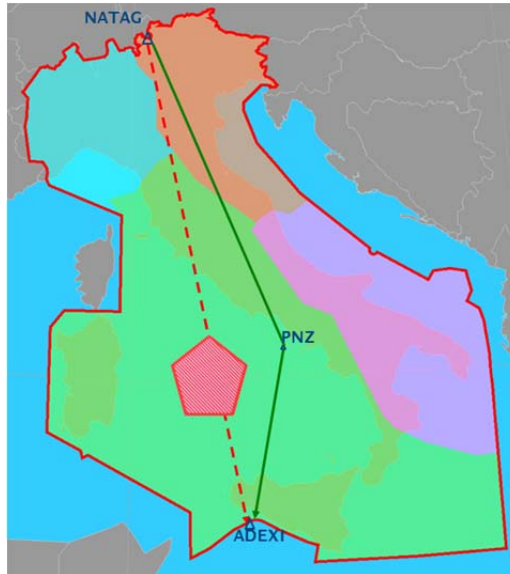
DCT is accepted if the flight path from indicated intermediate point and the first planned point inside FRAIT, or vice versa, will cross such intermediate point at a level included in a defined layer (for instance FL285+, see following examples). The lower level value is under evaluation.

This not applicable to traffic that will remain for the entire duration of the flight, outside the FRAIT vertical limits.



## 4.6 Airspace Reservation

In case of portion/s of airspace not available (activated AMC manageable areas, R, D, P) the AOs shall plan intermediate Points to circumnavigate the area/s.



## 4.7 OAT Handling

No impact on OAT handling.

## 5 – AIP- Italia

### ✓ GEN 2.2 - Abbreviations used in AIS publications

Abbreviations for FRAIT operations will be published in this section.

### ✓ ENR 1.3 - Instrument Flight Rules: FRAIT General procedures

All definitions and procedures related to the FRAIT operations will be described in this section.

### ✓ ENR 1.10 - Flight planning

Additional flight planning procedures for Route Operations Airspace, will be described in this section.

### ✓ ENR 2.2 - Other regulated Airspaces: FRAIT Airspace structures

FRAIT airspace structures will be described in this section.

### ✓ ENR 4.1.1 - Radio Navigation Aids - Enroute

FRAIT Radio Navigation Aids list will be updated by adding two columns to specify:

- FRAIT Relevance: Entry, Exit, Entry/Exit, Intermediate, Arrival
- FRAIT Remarks: Specific information with respect to FRAIT usage, if needed.

### ✓ ENR 4.4 - Name-code designators for significant points

FRAIT relevant points will be published in this section, an extension of the table ENR 4.4 (Name Codes Designator for Significant Points) will be updated by adding two additional columns to specify:

- FRAIT Relevance: Entry, Exit, Entry/Exit, Intermediate, Arrival, Departure
- FRAIT Remarks: Specific information with respect to FRAIT usage, if needed.

✓ **ENR 6 - En-route Charts**

FRAIT dedicated en-route chart will be published in AIP-Italia as a new chart of ENR 6.1; FRAIT Chart will clearly report FRA boundary with compulsory entry/exit point.

To indicate the nature of the point with respect to FRAIT airspace, the following terminology is applied:

- **E** for Entry point
- **X** for Exit point
- **I** for Intermediate point
- **A** for Arrival point (only for some identified airports)
- **D** for Departure point

**6 – AIC A8/16 is cancelled.**

**END**