









LEGEND FOR EN-ROUTE MAPS

Each of the following maps represents the possible connectivity via mentioned POLFRA entry point (E).

If no line is connecting the POLFRA entry point (E) with POLFRA exit point (X) the flight plans will be rejected.

	POLFRA ENTRY/EXIT POINT (E/X)
	POLFRA EXIT POINT (X)
	POLFRA ENTRY POINT (E)
	POSSIBLE CONNECTIONS EITHER DIRECTLY FROM ENTRY POINT (E) TO EXIT POINT (X) OR WITH ADDITIONAL USE OF INTERMEDIATE POINTS (I).
	POSSIBLE CONNECTIONS FROM ENTRY POINT (E) TO EXIT POINT (X) AFTER USING MANDATORY INTERMEDIATE POINT (I). ADDITIONAL USE OF INTERMEDIATE POINTS (I) IS POSSIBLE.
 W/O XXXXXX	ADDITIONAL SECTOR RESTRICTIONS FOR POSSIBLE CONNECTIONS FROM ENTRY POINT (E) TO EXIT POINT (X). RED LINE SHOWS AND W/O XXXXX STATES WHICH SECTOR SHOULD BE OMITTED BY USE OF ADDITIONAL INTERMEDIATE POINT.
EXCEPT TRAFFIC	SOME TRAFFIC MIGHT BE EXCEPTED FROM THE FOLLOWING SECTOR RESTRICTIONS IF IT'S STATED BY "EXCEPT TRAFFIC (DEFINITION)"
	FIR EPWW CURRENT AND PLANNED ACC SECTORISATION
	HIGH LEVEL RESTRICTED AREAS: EP R40A (GND-FL165), EP R40B (FL165-FL410), EP R40C (FL410-FL660) ACTIVATED 24/7. ALL FLIGHT PLANS ARE NOT PERMITTED THROUGH THE MENTIONED AREAS. ADDITIONAL USE OF INTERMEDIATE POINTS (I) IS NEEDED IN CASE OF POSSIBLE ENTRY POINT (E) TO EXIT POINT (X) CONNECTION.