

# Airport connectivity aspects



## Aspects:

- First/last point in the FPL,
- ATS route network within TMAs
- Connecting routes,
- Vertical profile vs large TMAs issue



# First/last point in the FPL



## SID and STAR procedures published:

- Departing flights shall be planned beginning **from** the SID final Waypoint,
- Arriving flights shall be planned **to** the STAR initial waypoint.



## **SID and STAR procedures **not** published:**

- Departing flights shall be planned beginning from defined DEPARTURE point;
- Arriving flights shall be planned to the ARRIVAL point



## Uncontrolled and military aerodromes:

- any point within 50NM radius from the ARP



# Connecting routes



## Connecting routes:

- Compulsory - defined for most important departure / arrival flows for airports; to stabilize the traffic flows.
- Optional – for less important airport flows; to facilitate flight planning process for airspace users



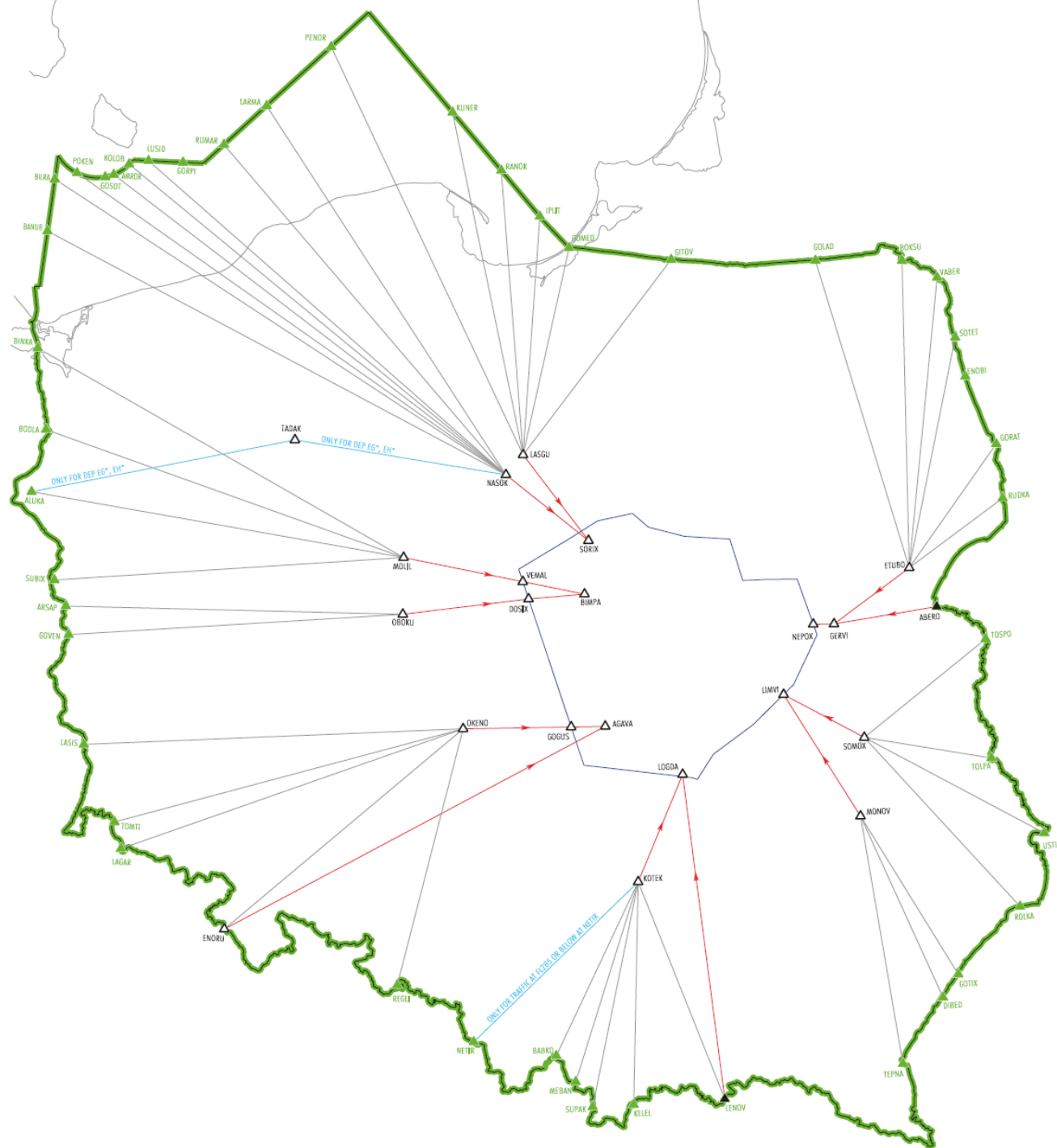


# COMPULSORY CONNECTING ROUTES

EPWA/EPMO Dep.

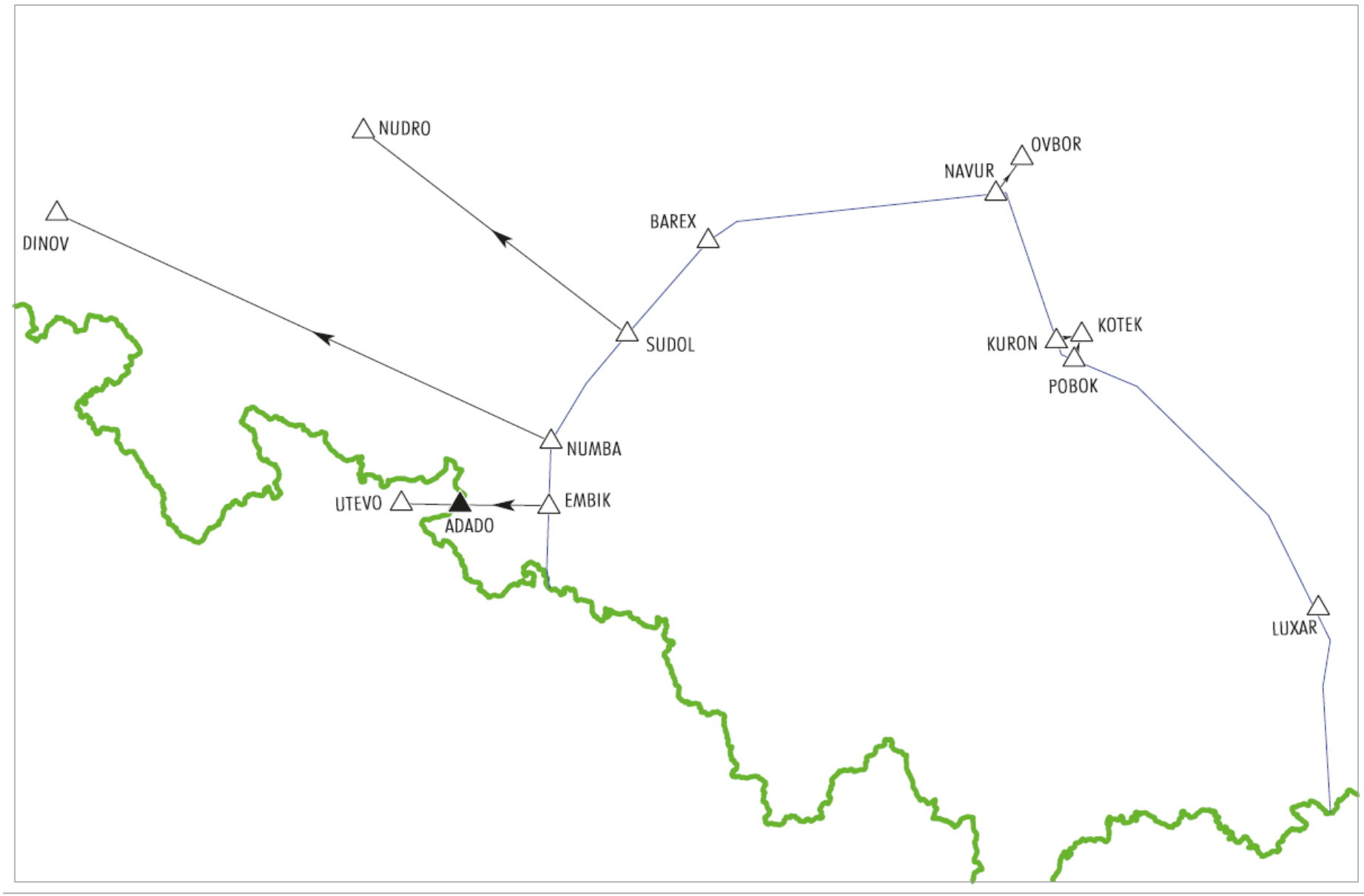


# EPWA/EPMO Arr.

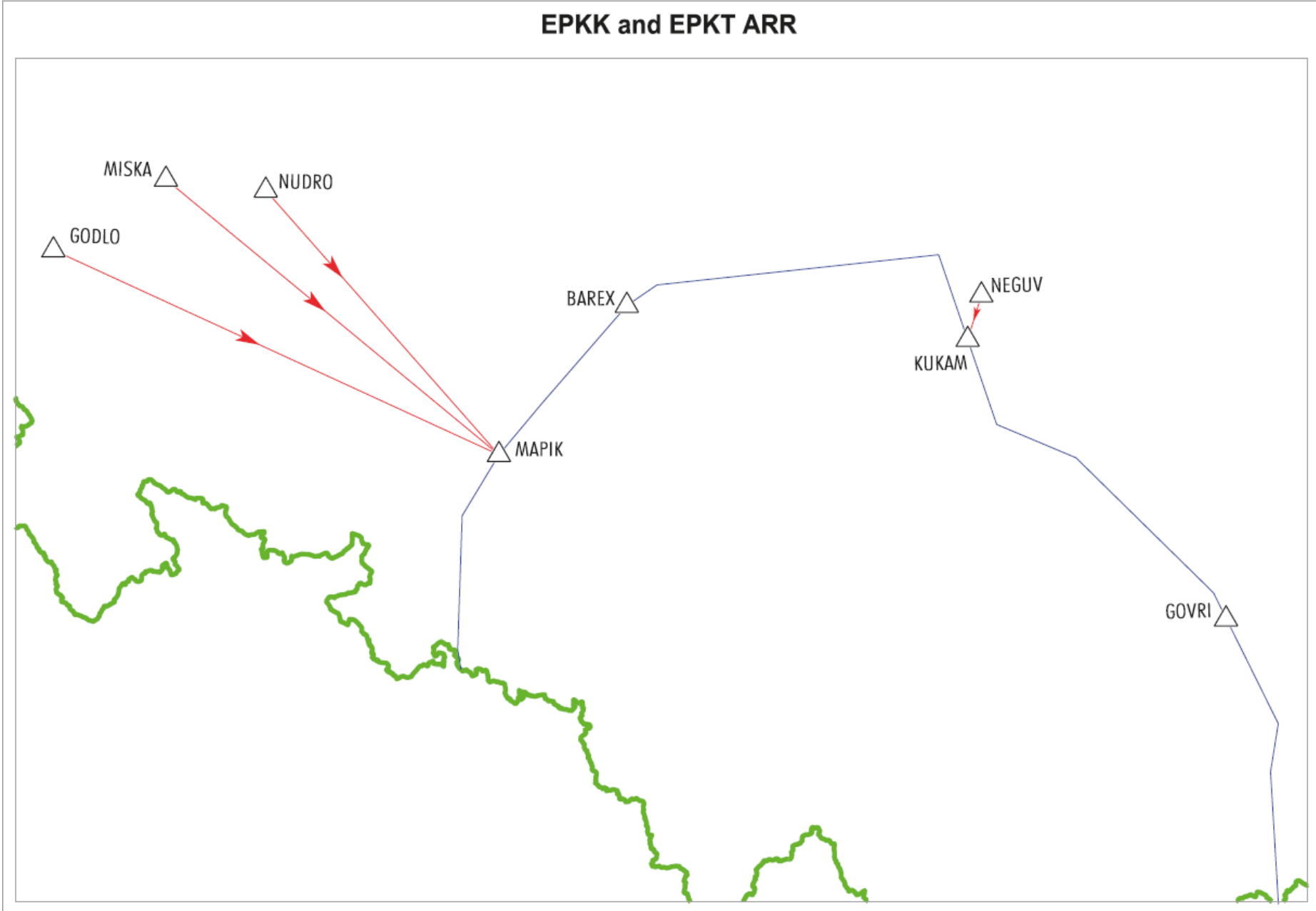


EPKK/EPKT Dep.

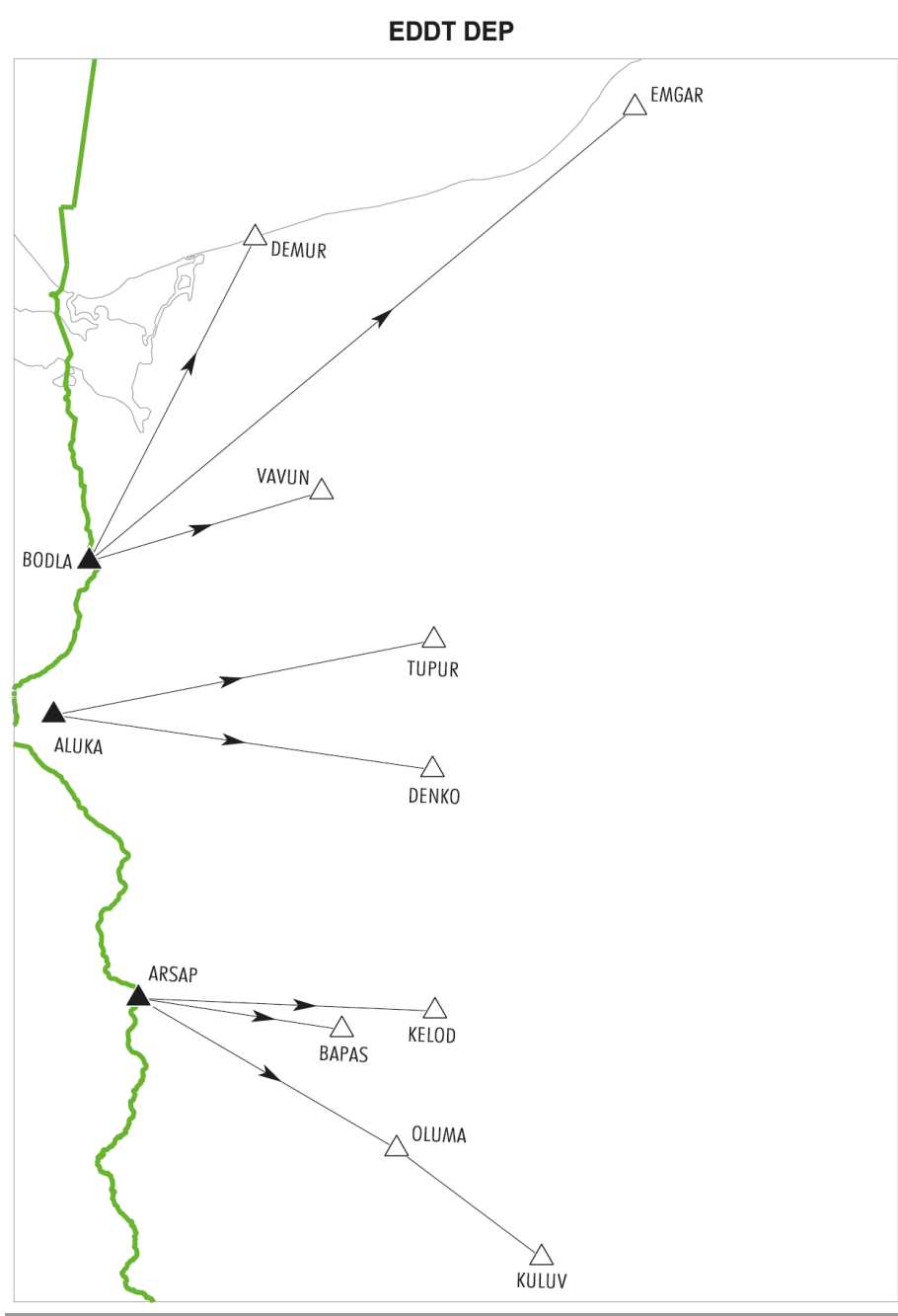
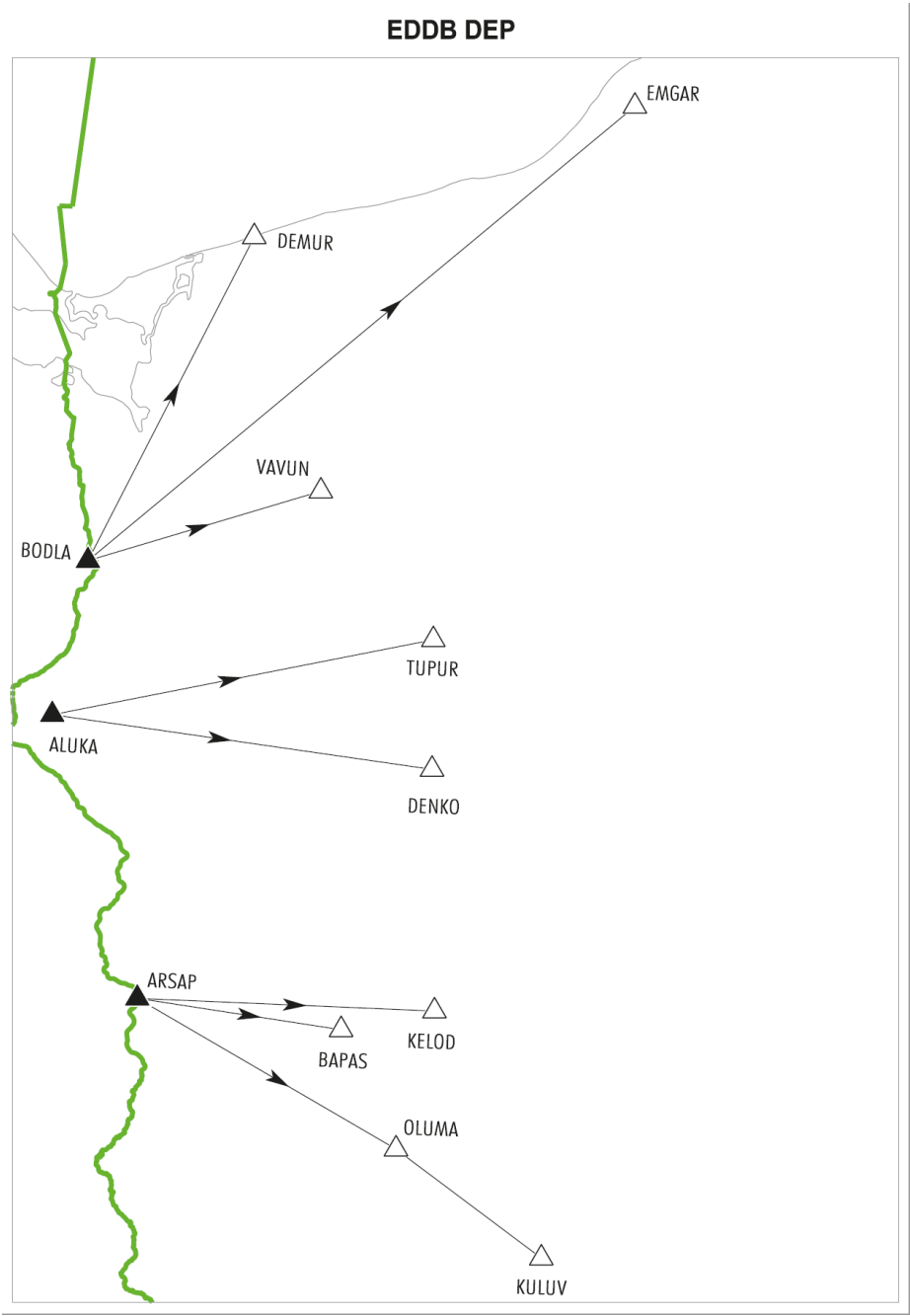
EPKK and EPKT DEP



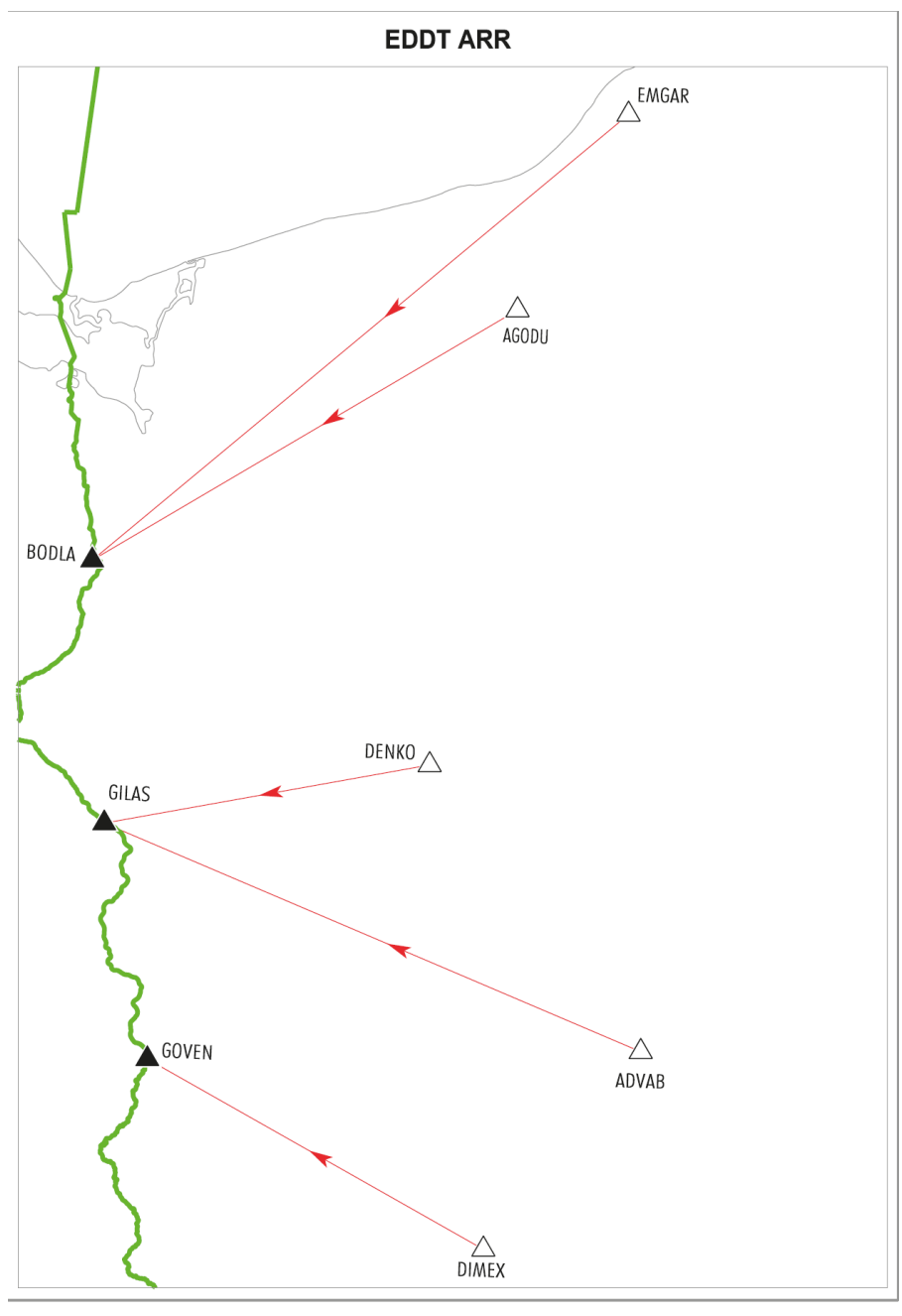
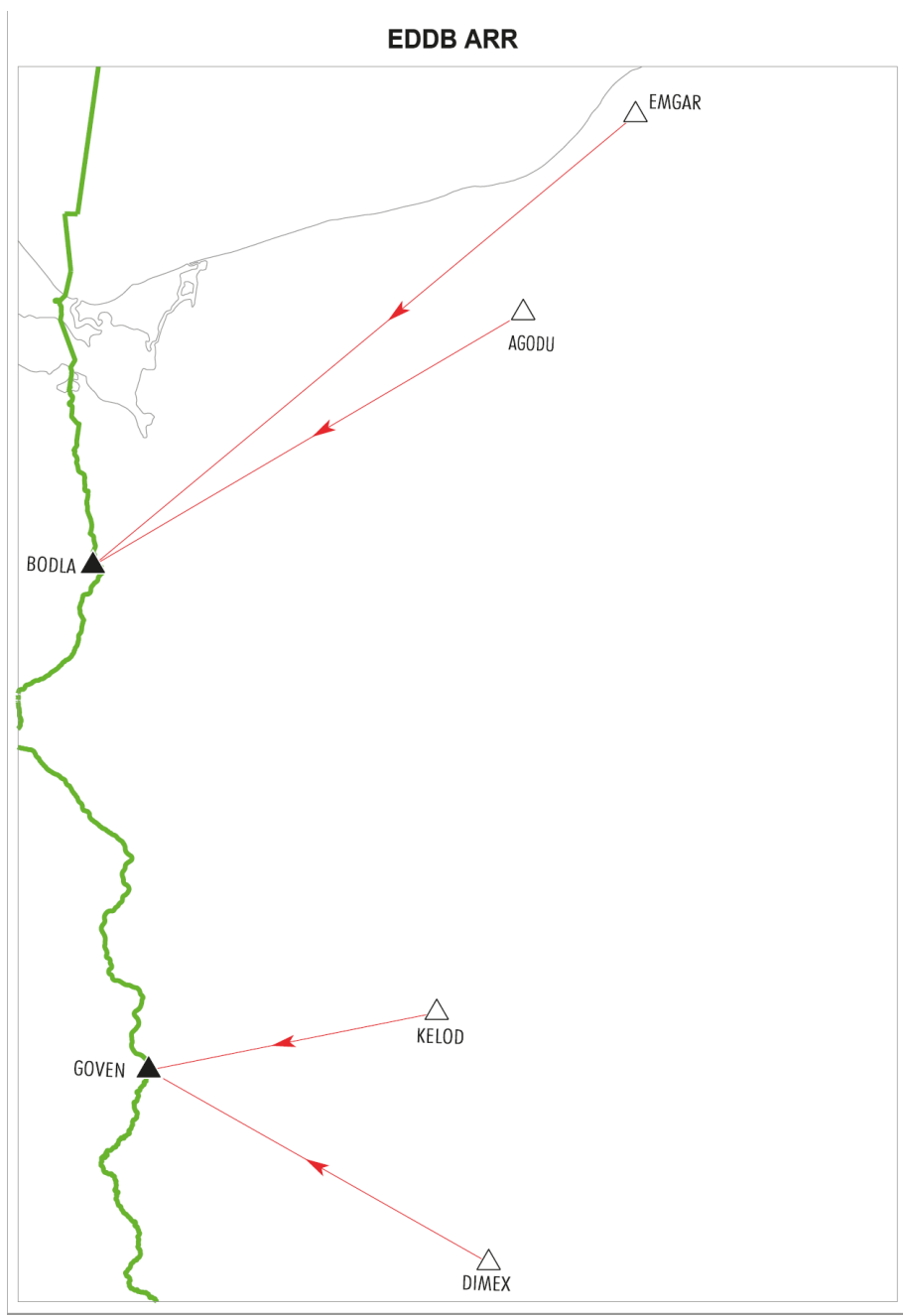
EPKK/EPKT Arr.



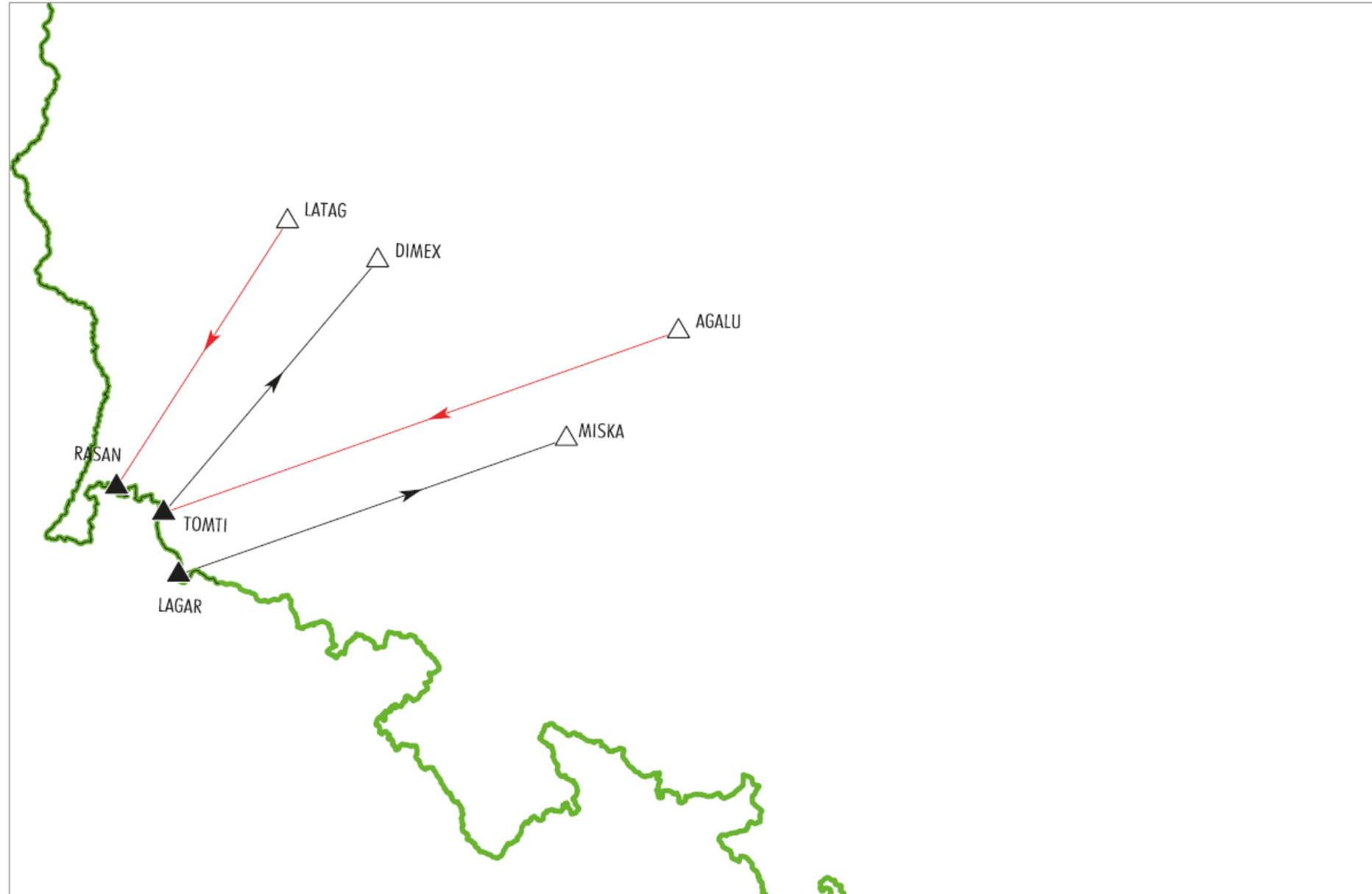
EDDB/EDDT Dep.



EDDB/EDDT Arr.

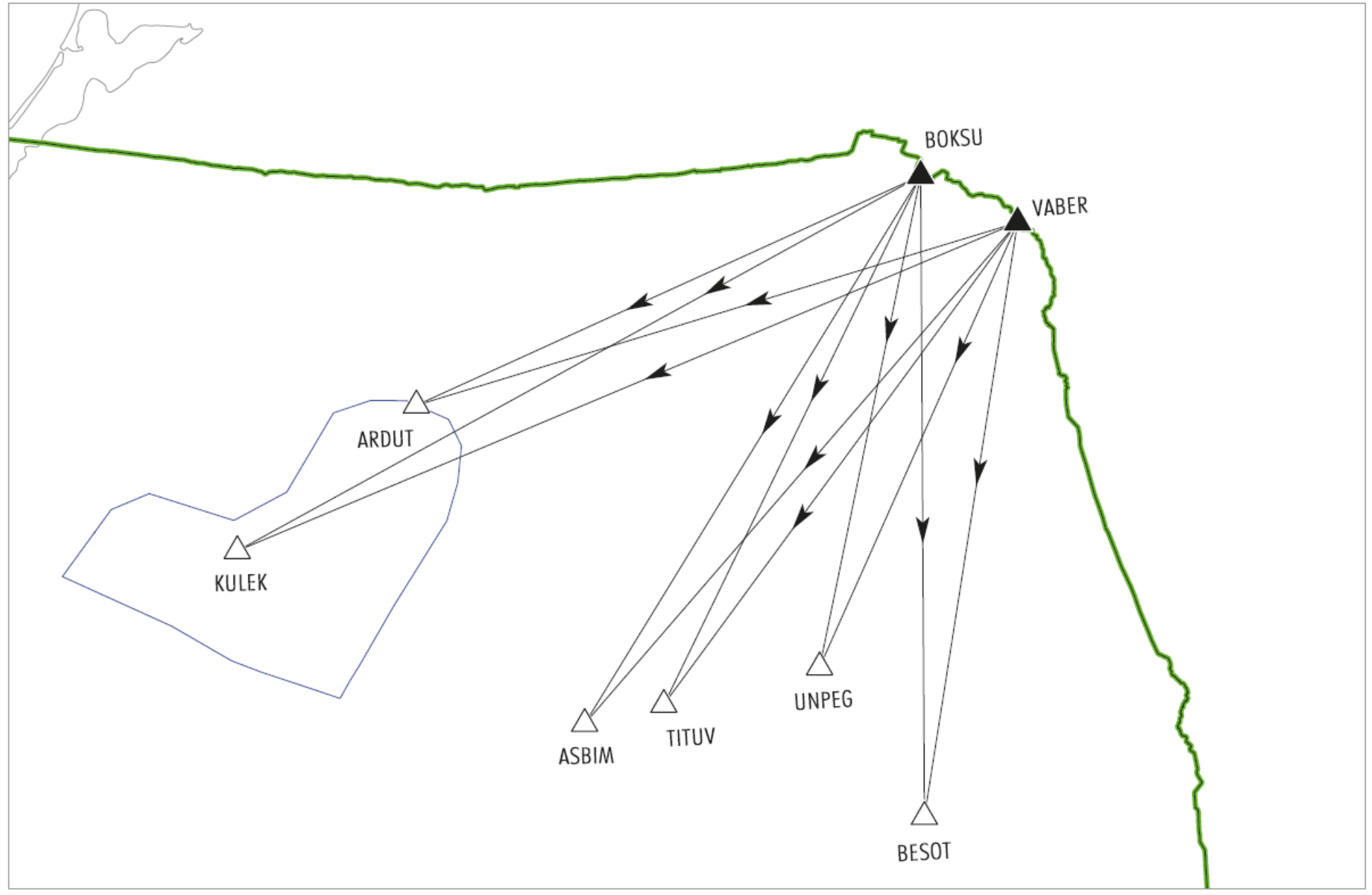


LK\*\* Dep & Arr.

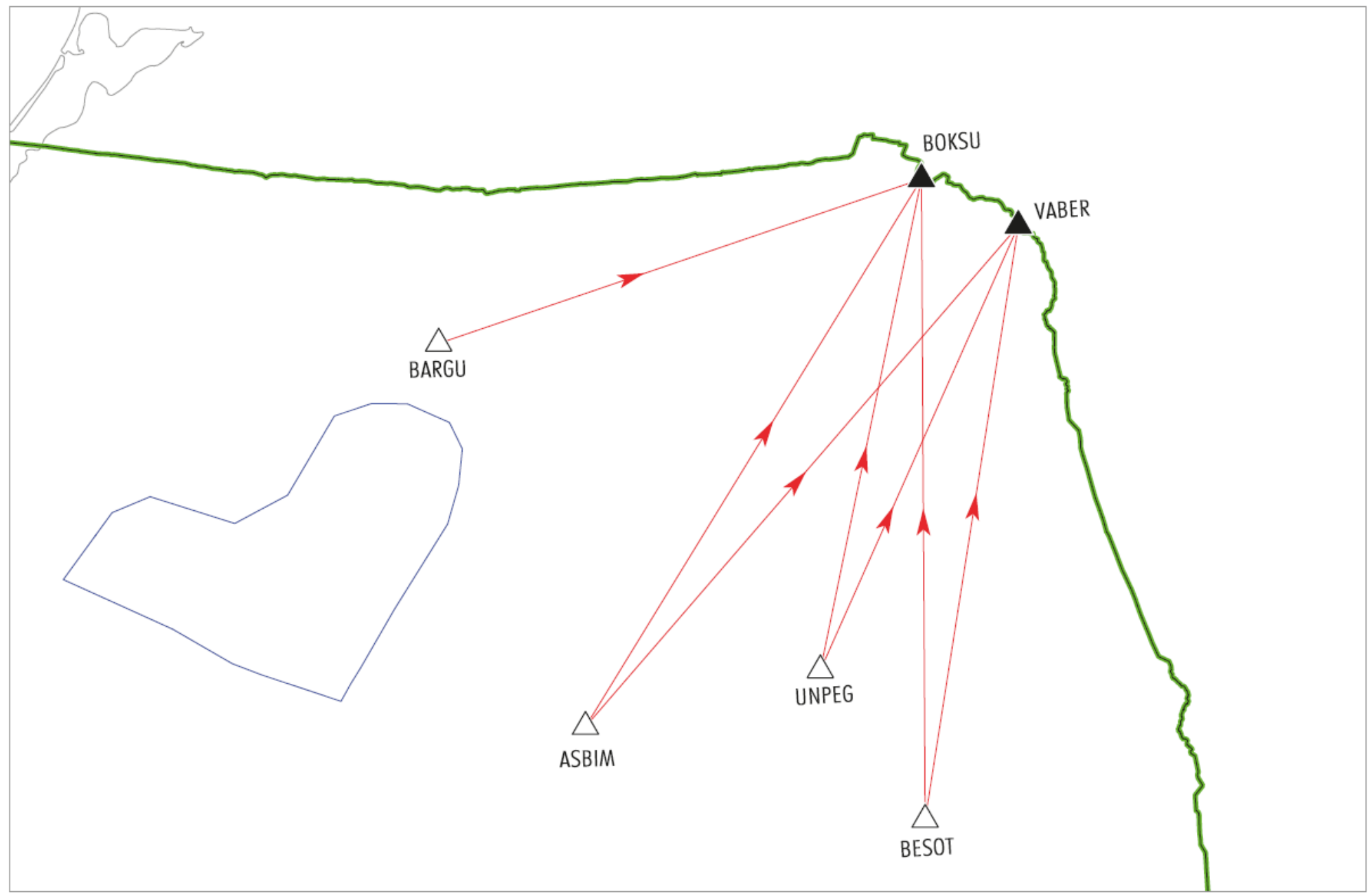




EYVI Dep.

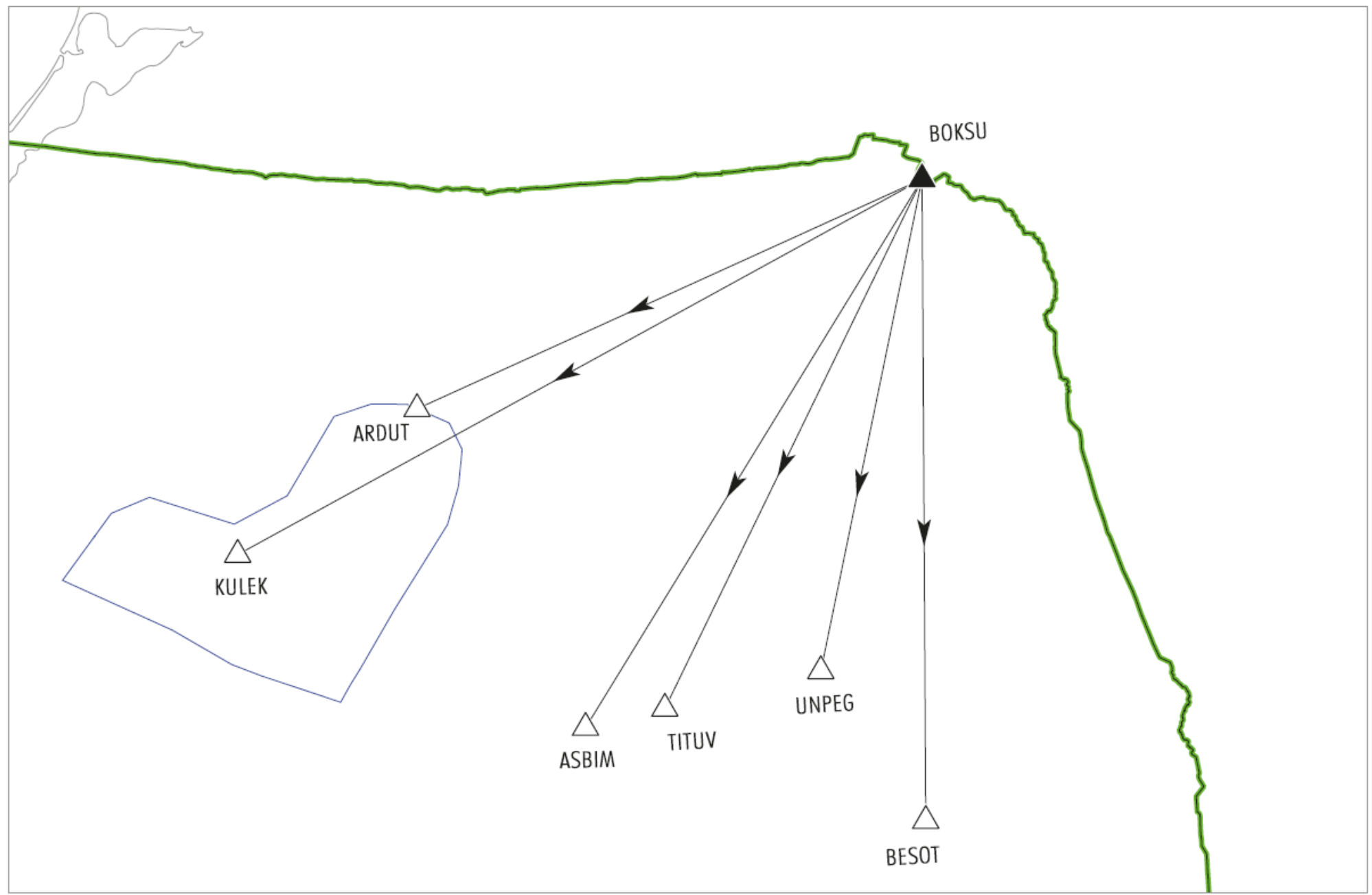


EYVI Arr.



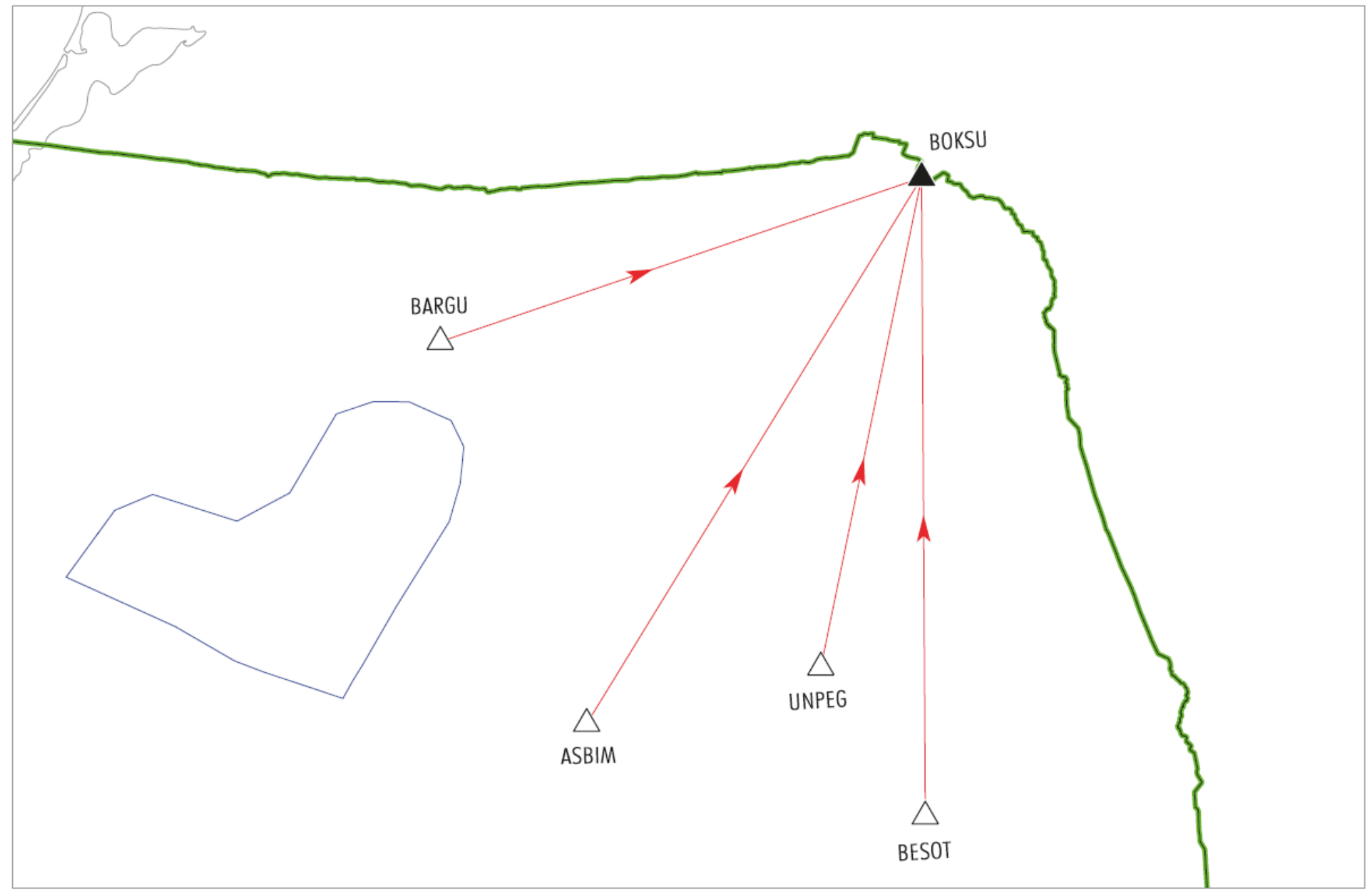
EYKA Dep.

EYKA DEP



EYKA Arr.

EYKA ARR

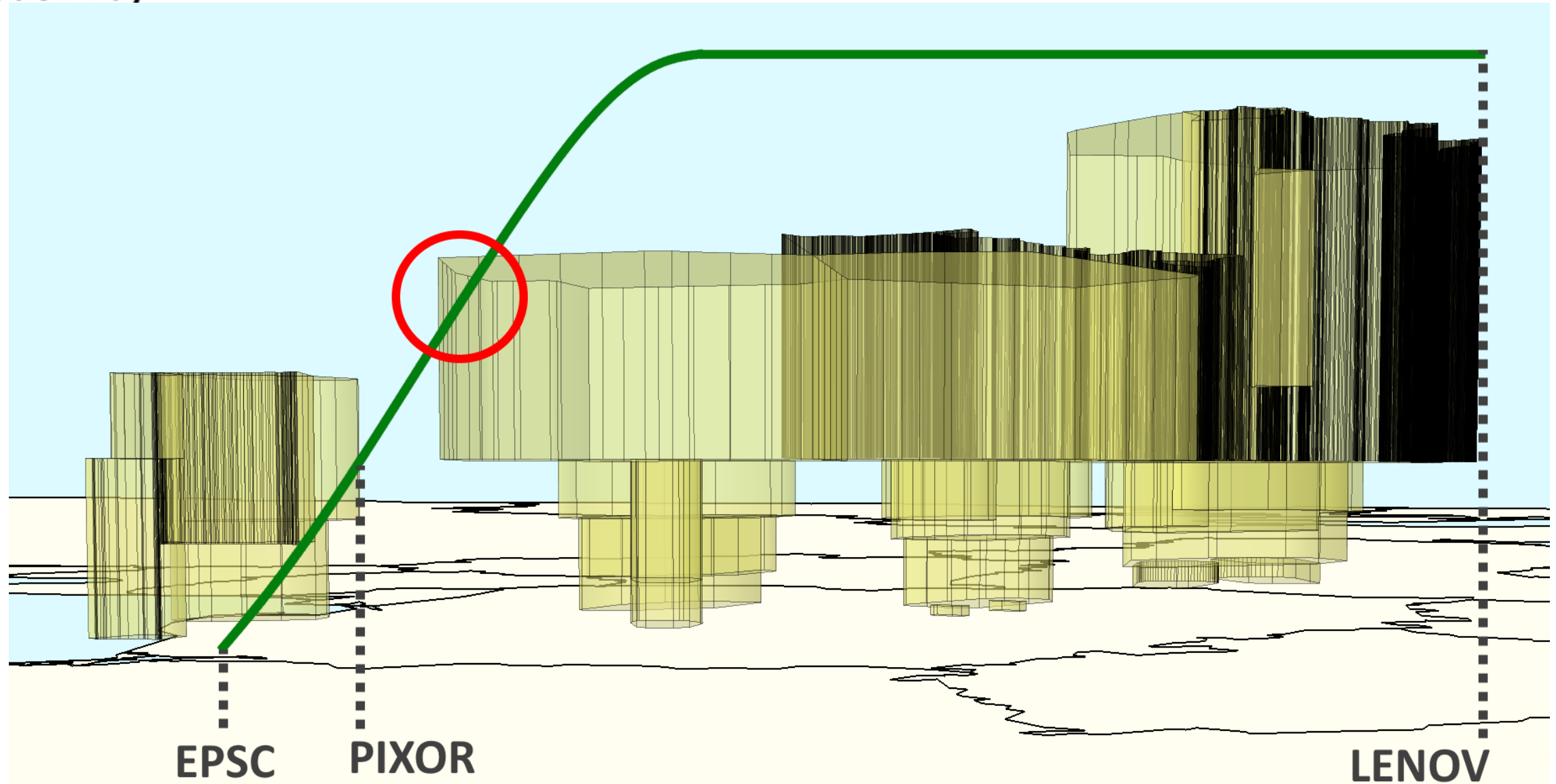


# OPTIONAL CONNECTING ROUTES

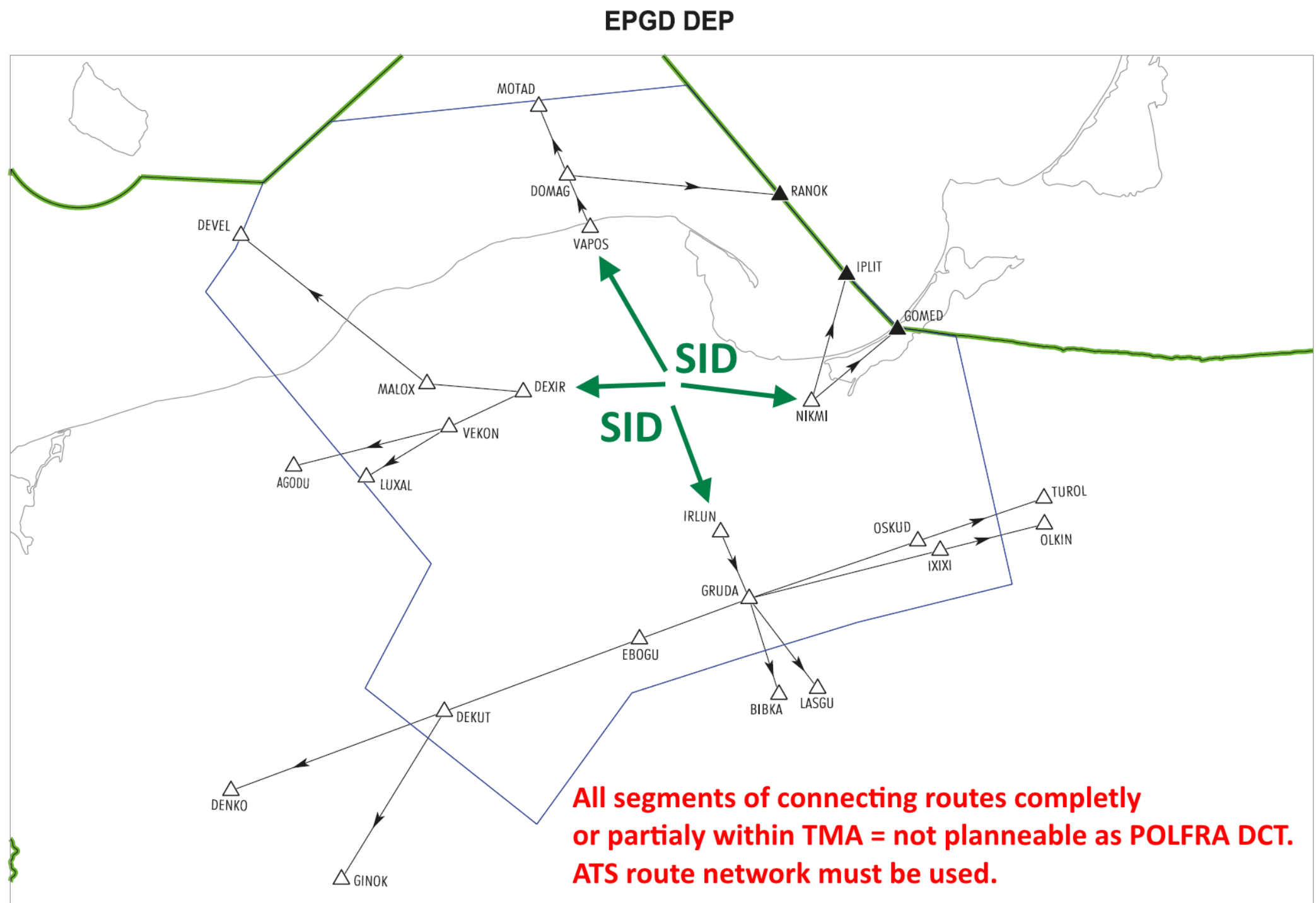
## Issue:

vertical profile calculation  
versus NM systems  
limitations and high TMAs  
in FIR EPWW

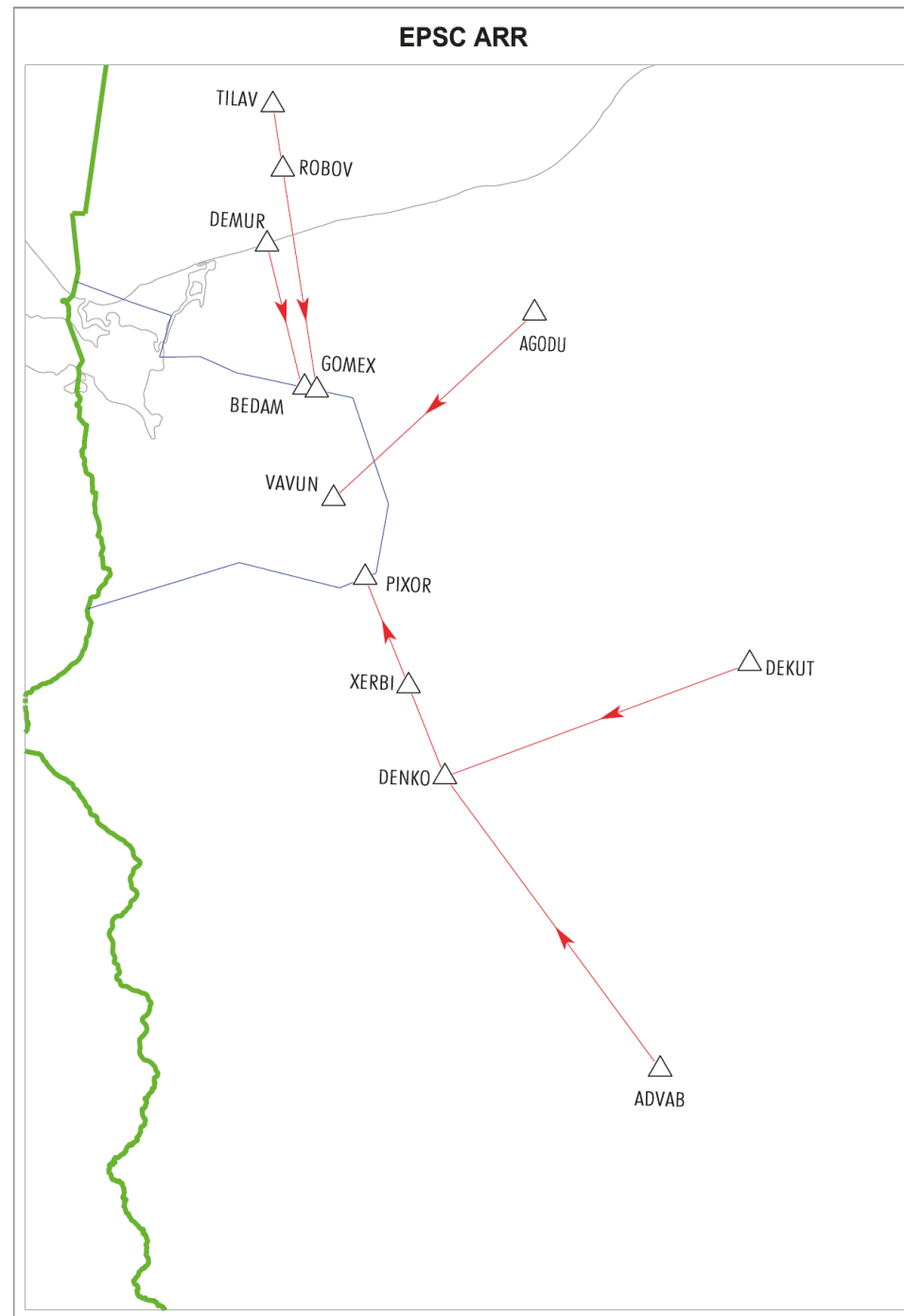


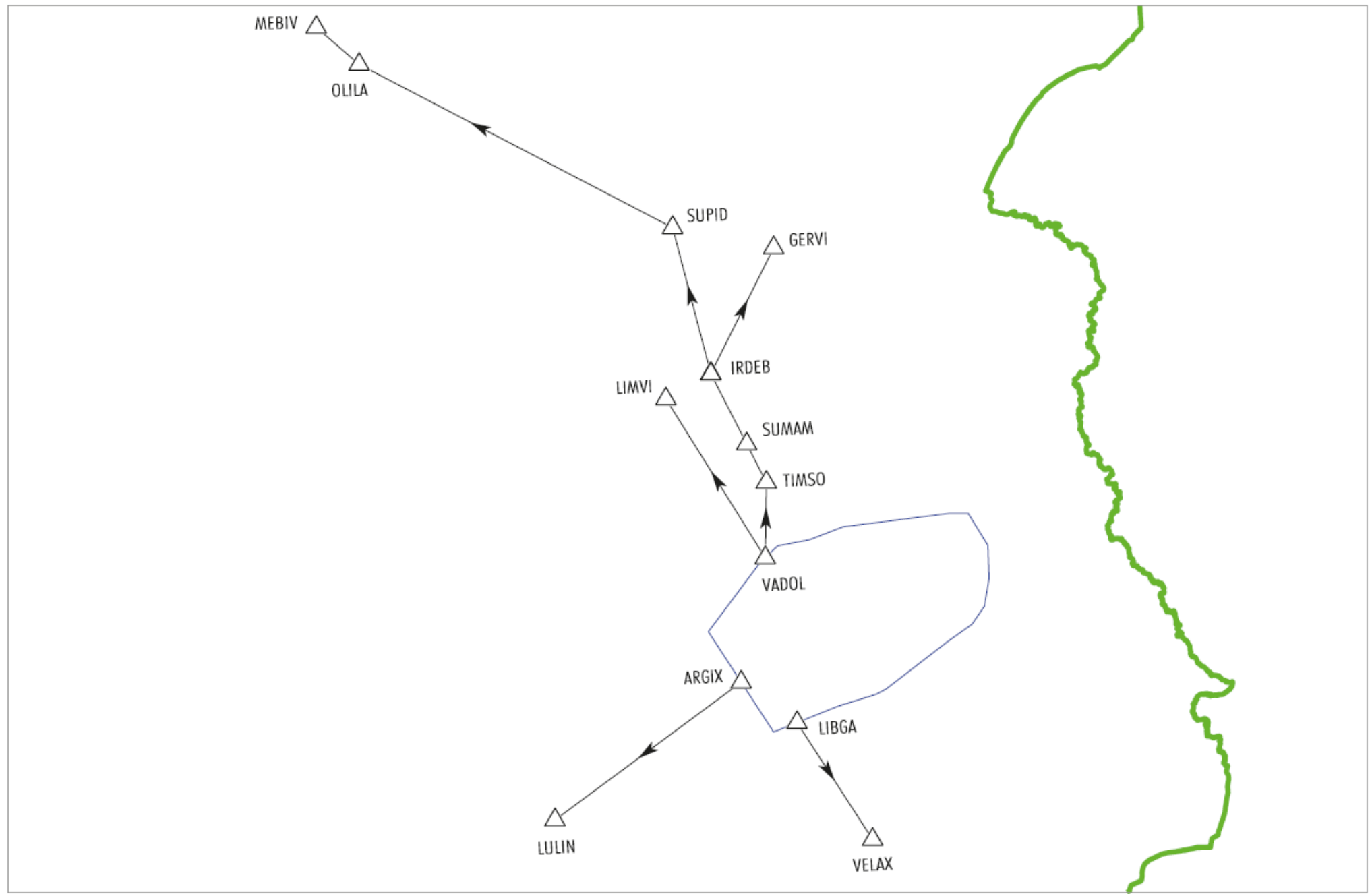


Connecting routes  
– example









**THANK YOU FOR YOUR ATTENTION!**