



POLSKA AGENCJA ŻEGLUGI POWIETRZNEJ  
POLISH AIR NAVIGATION SERVICES AGENCY  
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# **POLFRA LoA changes**

## **Operational Documents (APO)**

Warszawa, 2018-10-25



## GENERAL ISSUES

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- Changes in individual LoAs to reciprocate the convention already adopted in a given LoA by the other Party when introducing FRA (consistency within the LoA) – as far as practicable;
- In some cases changes may involve slight modification of the existing FRA provisions or adding new ones (example: Malmo ATCC);
- non-FRA neighbouring units – minimum changes necessary;



## Annex A

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- Abbreviation depending on the existing definition regarding neighbouring FRA (FRA or POLFRA);

### A.2 Abbreviations.

CDR~	Conditional Route	OLDI	On-line Data Interchange
COP*	Coordination Point	ORCAM	Originating Region Code Assignment Method
CPDLC	Controller-Pilot Data Link Communications	PAC*	Pre-activation Message (OLDI)
DL*	Division Level	<b>POLFRA</b>	<b>Polish Free Route Airspace</b>
ETO	Estimated Time Over Significant Point	REV*	Revision Message
FDPS	Flight Data Processing System	RTF	Radio Telephony
FIC	Flight Information Centre	RVSM	Reduced Vertical Separation



## Annex A

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- **Maximum definition** (example LoA Lviv, projected LoA Minsk):

- A.1.5 **Free Route Airspace (FRA)**

- 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between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) way points, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

- A.1.5.1 FRA Arrival Transition Point (A)

- A published NAVAID/Significant Point to which FRA operation is allowed to arriving traffic.

- A.1.5.2 FRA Departure Transition Point (D)

- A published NAVAID/Significant Point to which FRA operation is allowed for departing traffic.

- A.1.5.3 FRA Entry Point (E)

- Published FRA Entry Point.

- A.1.5.4 FRA Exit Point (X)

- Published FRA Exit Point.

- A.1.5.5 FRA Intermediate Point (I)

- A published NAVAID / Waypoint available for planning of user-preferred trajectory, en-route level change, restricted area avoidance or transition between FRA and ATS route Network.

- **Minimum definition: nothing**  
(example: LoA Bremen, Munich, Karlsruhe, Bratislava)



## Annex B

- POLFRA defined in LoAs Annex B  
(where appropriate – unless defined in Annex D - reciprocity):

### B.1.2 Warszawa FIR

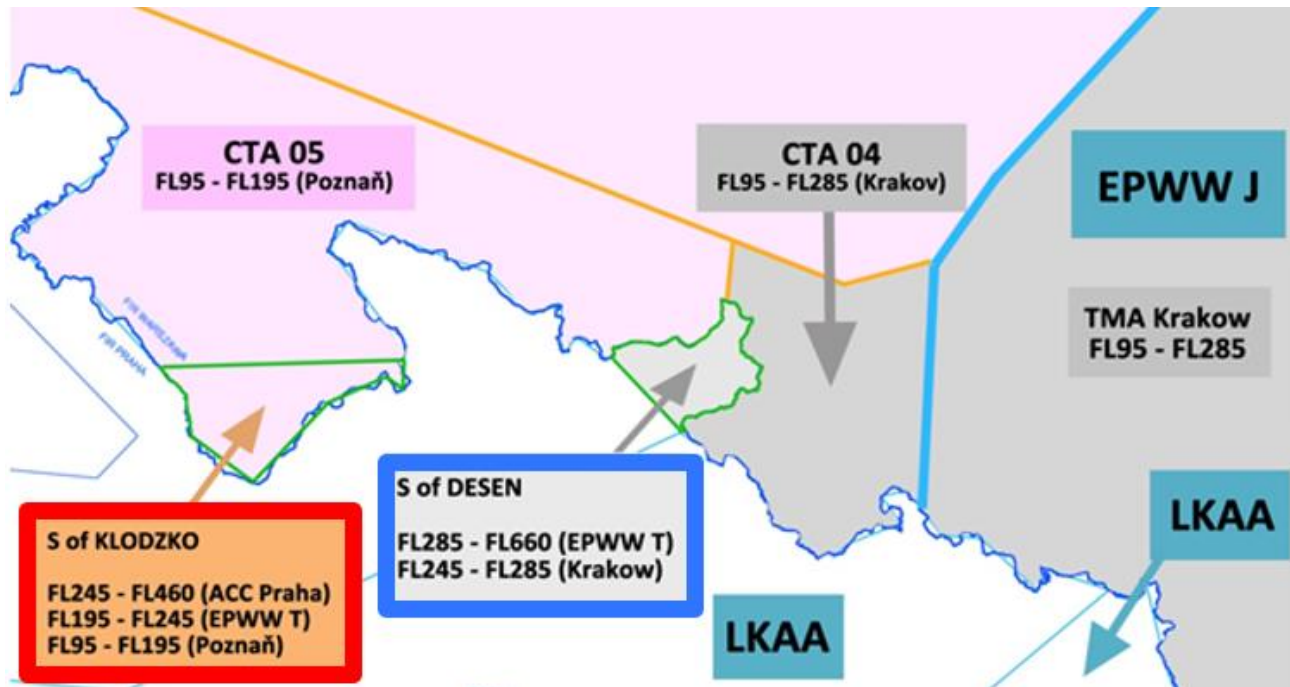
Area	Vertical limits	Airspace Classification
CTA	FL 095 – FL 660	C
FIR	GND – FL 095	G
Krakow TMA	2 300 <del>ft</del> AMSL – FL 095	C
Krakow UTMA	FL 095 – FL 285	

Polish Free Route Airspace (POLFRA)		
AoR of Warszawa ACC Operating hours: H24	<u>FL 660</u> <u>FL 95</u>	Class C



## Annex B – special issues

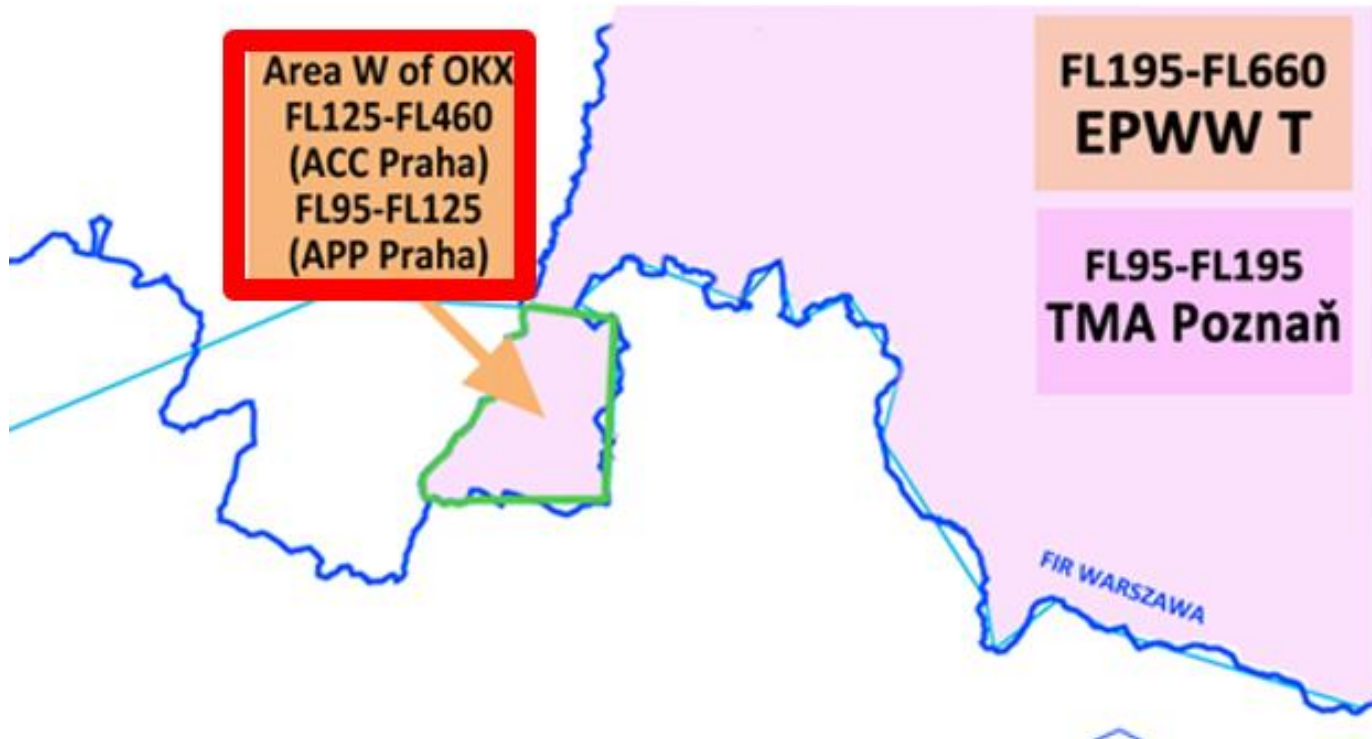
- LoA Praha delegation – information to be included in the LoA:
- S of Desen – included in POLFRA (FL285+)
- S of Klodsko – excluded from POLFRA (FL195-FL460)





## Annex B – special issues

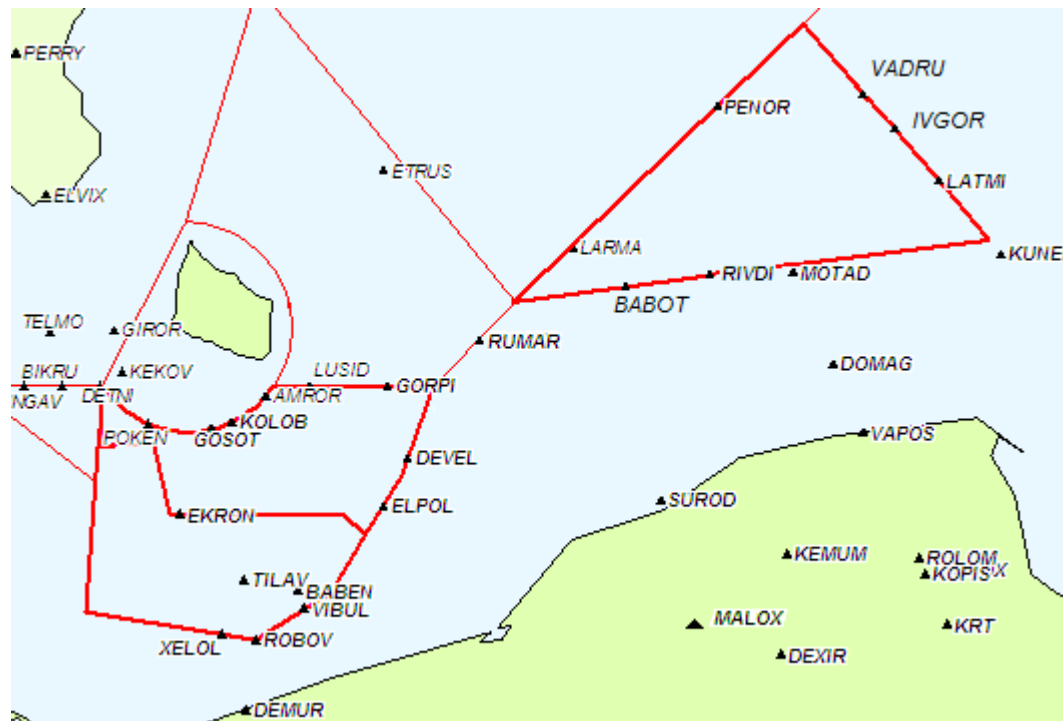
- W of OKX – excluded from POLFRA





## Annex B – special issues

- LoA Malmo delegation (MIDSEA, ROENNE SOUTH) – included in POLFRA







## Annex C

- No changes in Annex C – messages at COPs unchanged;
- LoA Malmo – messages at COPs on the border of MIDSEA and ROENNE SOUTH Areas unchanged (the nearest COP);

C.2.2.2 Messages from ACC Warszawa/ APP Gdansk to ATCC Malmö.

Receiving sector/COP	Message	Position	Extension (MFC)/ Telephone number
Sector 9 TILAV BABEN ELPOL RUMAR DEVEL ROBOV	Flight Plan Data and Estimates	FD 1	35.34.05
	Control Messages, Expedite Clearances, Approval Requests and Revisions	Planner Controller Sector 9	35.34.51
	Radar Coordination	Sector Controller via Planner Controller, Sector 9	



## Annex D

- POLFRA ENTRY / EXIT points
- Variety of options:

### D.2 ATS-Routes, Co-ordination Points and Level Allocation.

Available ATS-routes, COPs to be used and level allocation to be applied, unless otherwise described in paragraph D.3, are described in the tables below.

#### D.2.1 Flights from EPWW FIR to XXXX FIR.

ATS-Route within XXXX FIR	COP <sup>1</sup>	Level Allocation	Special Conditions
M500	LOLEK	ODD	
P800			
Z123	BABKO	EVEN	
T709			
<b>POLFRA</b>	<b>ALL COPs</b>	<b>ODD/EVEN</b>	

#### D.2.2 Flights from XXXX FIR to EPWW FIR.

ATS-Route within EPWW FIR	COP <sup>1</sup>	Level Allocation	Special Conditions
M500	LOLEK	EVEN	
P800			
Z 123	BABKO	ODD	
T709			
<b>POLFRA</b>	<b>ALL COPs</b>	<b>ODD/EVEN</b>	



## Annex D

### D.2.1 Flights from ACC L'viv to ACC Warszawa.

ATS-Route / Airspace			COP	FL Allocation	Special Conditions
within L'viv FIR		within Warszawa FIR			
M70 Q35 FRAU	⇒	M70 Q35	TOLPA N511810 E0233845	EVEN	FL285 – FL660 CDR FL285 – FL315
					FL145 – FL660 CDR FL145 – FL315
L980 N191 FRAU	⇒	N191 L980 T425	USTIL N505000 E0240600		FL95 – FL660 CDR FL95 – FL315
					FL245 – FL660 CDR FL245 – FL315
					FL95 – FL660 CDR FL95 – FL245
A137 P159 M860 FRAU	⇒	P159 M860	ROLKA N502415 E0234932		FL245 – FL660 CDR
					FL95 – FL660 CDR FL95 – FL315
L621 Z811 FRAU	⇒	L621	GOTIX N500118 E0231243		FL95 – FL660 CDR FL95 – FL145
T708 L981 L984 M977 N195 FRAU	⇒	M977 N195 N983 L981 L984 L747	DIBED N495318 E0230330		FL95 – FL660 CDR FL95 – FL145
					FL95 – FL145
					FL195 – FL660 CDR FL195 – FL245
					FL95 – FL660
					FL95 – FL660
					CDR FL285 – FL660
T254 FRAU	⇒	---	TEPNA N493017 E0223922		DCTs
P746 FRAU	⇒	P746	LUGOL N491220 E0224417		FL285 – FL660



## Annex D

### D.2.2 Flights from Warszawa FIR to Munich FIR.

ATS-Route within Munich FIR	COP	Flight Level Allocation west of the AoR-BDRY	Special Conditions
Z220	KORUP <sup>1)</sup>	5000 ft MSL – FL315, even	
T174	KORUP <sup>1)</sup>	FL285 – FL315, even	
L986	LASIS <sup>1)</sup>	FL285 - FL660	
L735	GOVEN <sup>1)</sup>	4000 ft MSL – FL315, even	
Z348	NAROX	FL245 – FL660	

NOTE 1): listed COPs serve as Free Route Airspace entry waypoints into the AoR Munich ACC between FL245 and FL315 (even levels) from 22:30 UTC – 04:00 UTC (21:30 UTC – 03:00 UTC during Central European Summer Time)



## **Annex D – FL constraints**

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- COPs remain the same, FL constraints unchanged
- FL constraints defined on COPs lying the border of Roenne South and Midsea Areas – unchanged (COPs obligatory in flight plan route by RAD)



## Annex E, F, G

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- Annex E – no changes
  - Annex F – no changes
  - Annex G – no changes
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- **QUESTIONS?**



**Thank you.**

