

ENR 3.5 OTHER ROUTES**1 DIRECT ROUTES IN FREE ROUTE AIRSPACE****1.1 INTRODUCTION**

Amsterdam FIR above FL 245 is defined as free route airspace (FRA). FRA is a specified airspace wherein users may plan direct routes between defined entry and exit points without reference to the ATS route network, with the possibility to file routes via intermediate waypoints.

Direct routes allow flights to use the shortest possible routes when flying in, or crossing, FRA. This includes ATC clearances that allow a direct routing through several FIRs in the FRA. FRA entry and exit points may be located within one or more FIRs (e.g. adjacent FIRs). Across FRA a single flight level orientation system shall be applied.

Note: Flights in FRA remain subject to ATC and airspace availability.

1.2 ATC PREREQUISITES FOR DIRECT ROUTES IN AMSTERDAM FIR

Direct routes in the Amsterdam FIR shall receive an ATC clearances if the following prerequisites are met:

- a. Direct routes shall begin (entry point) and end (exit point) at waypoints defined for en-route flight procedures in the Amsterdam FIR, or other (e.g. adjacent) FIRs. (See ENR 4.1 and ENR 4.4 of relevant national AIPs).
- b. Direct routes shall adhere to air traffic flow management restrictions. This includes the temporal restrictions defined in annex 3B (DCT limits) of the EUROCONTROL route availability document (RAD) published on the Network Portal (NOP):
<http://www.nm.eurocontrol.int/RAD/index.html>.
- c. Direct routing shall be indicated in item 15 of the flight plan.
- d. Flights shall carry the required air navigation equipment according to "Regeling navigatie- en telecommunicatie-installaties, Artikel 5". The carried equipment shall be indicated in item 10 of the flight plan.
- e. Direct routes are subject to the traffic situation in line with the requirements for safe, orderly and expeditious air traffic handling.
- f. Direct routes are only allowed above FL 245.

