EUROCONTROL REGIONAL CHARTS (ERC)

AERODROMES
- Aerodrome

AIR TRAFFIC SERVICES
- FIR/UIR Boundary
- FRA - H24
- FRA - Night
- ATFM Sectors

AEROSPACE RESERVATIONS
- Areas subject to pre-tactical management on a daily basis (TSAs and any other AMC-manageable areas)
- Areas not suitable for pre-tactical management nor for real-time information

ATS ROUTES
- Permanent
- Permanent & CDR1
- Permanent & CDR2
- Permanent & CDR1+2
- Permanent & CDR3
- CDR1
- CDR2
- CDR1+2
- CDR3
- non-Permanent

NAVIGATION AIDS and REPORTING POINTS
- NDB & LOCATOR
- VOR, VOR/DME, VORTAC
- Reporting point
- FRA Reporting point

ATS Routes
For a particular route segment, its usage condition with regard to direction, availability and whether or not it is subject to Flexible Use of Airspace (FUA) are shown on the map. As more than one usage condition may be defined for a route segment, symbology simplification rules have been applied to keep chart readable. Route direction shown may be the result of a combination based on timetable and/or cruising levels. For example, a Route in forward direction from FL100 to FL250 and in backward direction at other levels will be depicted as bi-directional. Route availability may also be combined. Solid line is used to indicate that a Permanent status is at least defined. Dashed line is used to indicate a Conditional route or a non-Permanent route (no FUA applicability). Coloured line is used to differentiate conditional route type. When a CDR status is used in association with another status, the CDR3 status has been dropped (except with Permanent).

ATFM sectorisation
The sectorisation as represented on the ERC chart is based on a processing of the Network Manager Environment Data. The sectors are shown for ATFM purposes and may not be as precise as the sector descriptions used by ATC. The chart illustrates the sectorisation whatever flight level is considered, therefore the depicted polygonal zones show areas with constant vertical sectorisation. The line separating two polygonal zones indicates that a change in sectorisation occurs at least once from one zone to the other. The label within a sectorisation polygon shows the sector names and the flight level band associated to each designated sector. The NM sectorisation is split in a High Altitude chart and Low Altitude chart. The limit used to make the differentiation differs from one country to the other. These limits which only apply to the ATFM sectors are defined as follow:
- FL195: Estonia, France, Italy, Lithuania, Malta, Monaco and Switzerland
- FL245: Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Former Yugoslav Republic Of Macedonia, Germany, Greece, Hungary, Ireland, Luxembourg, Morocco, Netherlands, Norway, Portugal, Slovak Republic, Slovenia, Spain and United Kingdom
- FL275: Ukraine
- FL285: Albania, Bosnia and Herzegovina, Croatia, Denmark, Finland, Latvia, Moldova, Poland, Romania, Serbia, Montenegro, Sweden and Turkey

Scale 1 / 1.500.000
Data Source: European AIS Database (EAD)
Projection: Lambert Conformal Conic
Standard parallels N42° and N57°