EUROCONTROL REGIONAL CHARTS (ERC)

AERODROMES

☼   Aerodrome

AIR TRAFFIC SERVICES

PRAHA FIR (LKAA)
RHEIN UIR (EDUU)   FIR/UIR Boundary

FRA - H24

FRA - Night

ATFM Sectors

AIRSPACE RESERVATIONS

LPD63   Areas subject to pre-tactical management on a daily basis (TSAs and any other AMC-manageable areas)

LRP1   Areas not suitable for pre-tactical management nor for real-time information

Scale 1 / 1.500.000

Data Source: European AIS Database (EAD)

Projection: Lambert Conformal Conic
            Standard parallels N42° and N57°

ATS ROUTES

—— Permanent

—— Permanent & CDR1

—— Permanent & CDR2

—— Permanent & CDR1+2

—— Permanent & CDR3

- - - CDR1

- - - CDR2

- - - CDR1+2

- - - CDR3

- - - non-Permanent

—— Closed

NAVIGATION AIDS and REPORTING POINTS

●   NavAid

●   FRA NavAid

▲   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 (no FUA applicability) route. Coloured line is used to differentiate conditional route type. When a CDR3 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: Armenia, Belarus, France, Georgia, Hungary, Italy, Lithuania, Malta, Monaco, Morocco and Switzerland
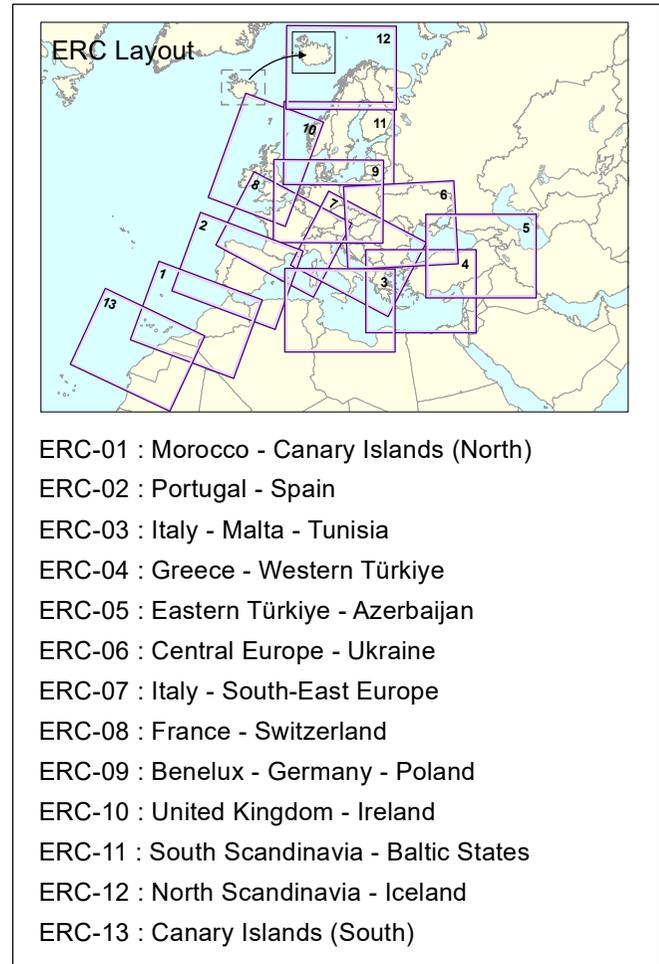
FL205: Cyprus, Croatia, Serbia and Montenegro

FL245: Algeria, Austria, Belgium, Bulgaria, Czech Republic, Germany, Greece, Iceland, Ireland, Israel, Luxembourg, Netherlands, North Macedonia, Portugal, Slovakia, Slovenia, Spain, Tunisia and United Kingdom

FL275: Türkiye and Ukraine

FL285: Albania, Azerbaijan, Bosnia and Herzegovina, Denmark, Finland, Latvia, Moldova, Norway, Poland, Romania and Sweden

FL365: Estonia

ERC Layout

ERC-01 : Morocco - Canary Islands (North)

ERC-02 : Portugal - Spain

ERC-03 : Italy - Malta - Tunisia

ERC-04 : Greece - Western Türkiye

ERC-05 : Eastern Türkiye - Azerbaijan

ERC-06 : Central Europe - Ukraine

ERC-07 : Italy - South-East Europe

ERC-08 : France - Switzerland

ERC-09 : Benelux - Germany - Poland

ERC-10 : United Kingdom - Ireland

ERC-11 : South Scandinavia - Baltic States

ERC-12 : North Scandinavia - Iceland

ERC-13 : Canary Islands (South)

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