

EUROCONTROL REGIONAL CHARTS (ERC)

AERODROMES

 Aerodrome

AIR TRAFFIC SERVICES


 FIR/UIR Boundary


 FRA - H24

 FRA - Night


 ATFM Sectors


AIRSPACE 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 & Conditional


 Conditional


 By ATC only


 Closed

SIGNIFICANT POINTS

 NavAid

 FRA NavAid

 Intersection / Waypoint

 FRA Waypoint

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 "By ATC Only" route. When a "By ATC Only" status is used in association with another status, the "By ATC Only" status has been dropped.

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

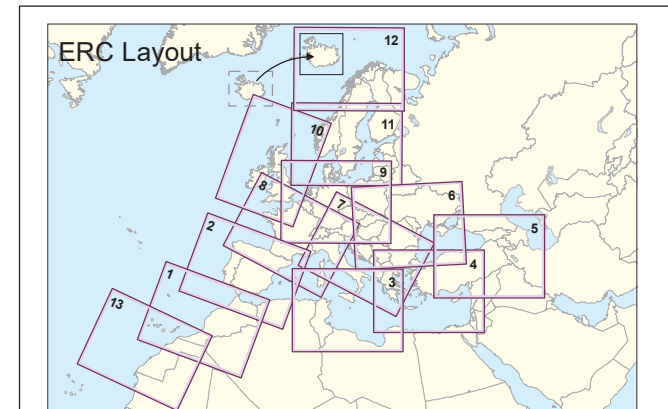
FL205: Cyprus, Croatia, Serbia and Montenegro

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-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)

Scale 1 / 1.500.000

Data Source: European AIS Database (EAD-SDO)

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



© EUROCONTROL, 2023. All rights reserved.

The information contained herein is the property of the European Organisation for the Safety of Air Navigation (EUROCONTROL) and/or of third parties and no part may be reproduced or used except as authorized by written permission of EUROCONTROL. The copyright, the foregoing restriction and use extend to all media in which the information is embodied.

The designations employed and the presentation of the material on maps, videos and animations do not imply the expression of any opinion whatsoever on the part of EUROCONTROL concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Although great care is taken in both the collection of aeronautical data and the production of the chart, complete accuracy cannot be guaranteed. Errors brought to EUROCONTROL's attention shall be corrected. EUROCONTROL will therefore not assume any liability for the contents of the chart (i.e. for errors or omissions) and/or any use thereof.