

2.2.4 Free Route Airspace General Procedures

2.2.4.1 Free Route Airspace (FRA) Concept Definition

FRA is a specified volume of 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between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) waypoints, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

FRA enables airspace users to fly as close as possible to what they consider the optimal trajectory without the constraints of a fixed route network structure.

2.2.4.2 Area of application

FRA procedures are applicable in the Jeddah ACC South-East Sector (ENR 2.1) of Jeddah FIR between FL300 and FL600. Please note that outside of the FRA, published ATS routes remain applicable.

2.2.4.3 Flight Procedures

2.2.4.3.1 General requirements

Navigation:RNAV 5

Communication:DCPC (Voice)

Route adherence:Fly directly between waypoints. Any deviation from the track between waypoints must be done with ATC clearance.

2.2.4.3.2 Contingency

In the event of Communication, Navigation or Surveillance failure, the aircraft must seek an alternative ATC clearance or follow the published contingency procedures.

2.2.4.3.3 Enroute frequency change methodology

a) VHF air-ground communication in the South-East sector is covered by different stations (ENR 6).

b) To maintain continuous direct communication between the controller and pilot, the pilot must change frequencies along the route (refer to Table 1 of this section).

Sample phraseology: SVA783 on 132.9, FL360 DCT to XXX01.

c) The pilot must also maintain listening watch on the next frequency as the secondary, and/or any adjacent frequency as indicated in table 1.

2.2.4.3.4 Routing in FRA

a) The following standard routings (refer to Table 1) apply for traffic in the FRA.

b) FPL must include routes via adjoining ATS route before the Entry waypoint and after the Exit waypoint.

c) Segments between waypoints must be indicated by using "DCT" (direct) notation.

d) Waypoints along the enroute may be used to indicate speed and level changes.

Table 1

Entry point	Routing	Exit	Control Frequencies	Remarks
PEKEM	DCT MEDPO DCT	SITUK	134.5*	@MEDPO change to 132.9
	DCT MEDPO DCT	ITRUX	132.9**	

TANSU	DCT	ULUXU	134.5* 132.5**	@175NM after TANSU, change to 132.5 (Note: maintain listening watch on 132.9)	
	DCT ASTIN DCT	NOMRU	133.15* 132.5**	@175NM after TANSU, change to 132.5	
TOKRA	DCT MEDPO DCT BOSOB DCT	SITUK	134.5* 132.9**	@MEDPO change to 132.9	
	DCT MEDPO DCT BOSOB DCT	ITRUX			
	DCT	DUDRI	134.5* 133.15** 132.5***	@80NM after TOKRA, change to 133.15 @85NM before DUDRI, change to 132.5	
SITOL	DCT BOSOB DCT	SITUK	133.15* 132.9**	@200NM after SITOL, change to 132.9	
	DCT	PUSON			
	DCT	DATUV	133.15* 132.9**	@200NM after SITOL, change to 132.9 (Note: maintain listening watch on 132.5)	
GOBRO	DCT METNO DCT OBSEP DCT ASPUS DCT	LADBO	133.15* 132.9**	@110NM after METNO, change to 132.9 Exists FRA at LADBO, then follow ATS route Y432.	
	DCT PURDA DCT BOSOB DCT	SITUK	133.15* 132.5** 132.9***	@100NM after GOBRO, change to 132.5 @60NM after PURDA, change to 132.9	
	DCT PURDA DCT AL- NUG DCT	PUSON		@100NM after GOBRO, change to 132.5 @ALNUG change to 132.9	
	DCT	AMBIT	133.15* 132.5**	@150NM after GOBRO, change to 132.5	
MUXIT	DCT MEDPO DCT	ULUXU	132.9* 132.5**	@120NM after MEDPO, change to 132.5	
	DCT MEDPO DCT PURDA DCT ASTIN DCT	NOMRU	132.9* 132.5**	@70NM after MEDPO, change to 132.5	
RIBOT	DCT MIGMA DCT	SITUK	132.9	NIL	
	DCT MIGMA DCT	ITRUX			
SITER	DCT	LADBO	132.9	NIL	
	DCT KUTNA DCT	RIBOT			
	DCT KUTNA DCT KATIT DCT	PEKEM	132.9* 134.5**	@KATIT change to 134.5	
	DCT KUTNA DCT KATIT DCT	MIDGU			
RAPMA	DCT KUVSO DCT	RIBOT	132.9	NIL	
	DCT KUVSO DCT KATIT DCT	PEKEM	132.9* 134.5**	@KATIT change to 134.5	
	DCT KUVSO DCT KATIT DCT	MIDGU			
	DCT DEGNO DCT	DAPOL	132.9* 134.5**	@170NM after DEGNO, change to 134.5	
	DCT DEGNO DCT LO- TOS DCT	IMDAM	132.9* 133.15**	@45NM after LOTOS, change to 133.15	
	DCT DEGNO DCT LO- TOS DCT	GOBRO			
BATHA	DCT KUTNA DCT MIGMA DCT	GOBRO	132.9* 133.15**	Follow ATS route L564, then enters FRA at BATHA @40NM after MIGMA, change to 133.15	

Routing from SITER not available when OER41 & OER42 are active.

	DCT KUTNA DCT MIGMA DCT ALNUG DCT	RIDIT	132.9* 132.5**	@ALNUG change to 132.5
ULUXU	DCT	MUXIT	132.5* 132.9**	@100NM after XXX05, change to 132.9
	DCT PURDA DCT	TANSU	132.5* 133.15**	@PURDA change to 133.15
AMBIT	DCT ASTIN DCT	GOBRO	132.5* 133.15**	@60NM after ASTIN, change to 133.15
RIDIT	DCT ALNUG DCT OBSEP DCT ASPUS DCT	LADBO	132.5* 132.9**	@ALNUG change to 132.9
NOMRU	DCT ASTIN DCT PUR- DA DCT	MUXIT	132.5* 134.5**	@PURUDA change to 134.5
	DCT ASTIN DCT	TANSU	132.5* 134.5**	@90NM after ASTIN, change to 134.5
SILPA	DCT MEDMO DCT METNO DCT	MIDGU	132.5* 133.15** 134.5***	@METNO change to 133.15 @100NM after METNO, change to 134.5
	DCT ASTIN DCT BOSOB DCT	SITUK	132.5* 132.9**	@80NM after ASTIN, change to 132.9
	DCT ASTIN DCT BOSOB DCT	ITRUX		
SITUK	DCT BOSOB DCT ASTIN DCT	SILPA	132.9* 132.5**	@80NM before ASTIN, change to 132.5
DUDRI	DCT MEDMO DCT METNO DCT	MIDGU	132.5* 133.15** 134.5***	@METNO change to 133.15 @100NM after METNO, change to 134.5

Note: The pilot must contact on the initial frequency (*) followed by the second (**) and third (***) frequencies, as applicable.

2.2.4.4 Descend in the FRA

If an aircraft needs to descend below FL300 before reaching the Exit waypoint, the pilot must obtain an alternative ATC clearance to exit the FRA and join a published ATS route.