

ATTACHMENT 2

ADDITIONAL AIRSPACE ALLOCATION PROCEDURES

1. General

Training areas are designed to allow military training without reducing safety or creating significant disadvantages for civil traffic.

When operational factors such as weather or available crew/aircraft/SAR have changed after AUP publication, AA or CRC/ACU may request area changes. Such changes shall, as far as practicable, be allocated at ASM Level 2 or 3 on the day of operation, see paragraph 6.

Activation on ASM Level 3 is not restricted by vertical limitations or time slots as long as traffic permits.

Unless otherwise specified all areas can be requested and allocated H24.

Training areas only comprise controlled airspace. For operations below an activated area, see Attachment 3 paragraph 5.

2. Timetable

The time reference in the European Route Network Improvement Plan (ERNIP), Part 3, Airspace Management Handbook, Guidelines for Airspace Management, Section 4, paragraph 4.8.2.1 shall for Norway read "Before 13:00 local time on the day before operations (13:00 local time D-1)"

3. Military Airspace Requests

3.1 Military Airspace users

Military airspace users shall on D-1 confine their airspace requests to what actually are required (number and vertical extent of areas) based on:

- type of mission;
- operational factors such as:
 - weather forecast; and
 - available crew/aircraft/SAR

Airspace requests shall take into account the limitations set forth in this agreement.

On the day of operations the AUP shall be followed as long as operational requirements will be met. Before requesting any change to the AUP the above factors shall be evaluated again.

Changing airspace after promulgation of the AUP disrupts the planning for both ATC and civil airspace users. Changes shall therefore be kept to a minimum, keeping the above described procedure in mind. If, however, a change is needed, the described procedures shall be followed. As a part of the continuous work to document and improve the FUA in Norway, each change shall be recorded and reported to Inspectorate of Air Operations as described by them.

3.2 Airspace Request

3.2.1 AA shall submit an Airspace Utilization and Allocation Request (AUAR) which shall consist of the following elements:

- a) requested airspace including vertical limitations
- b) date and period (UTC) of planned activity
- c) type of activity
- d) responsible Coordinating unit(s)
- e) use of other areas not covered by the FUA agreement
- f) other information as necessary

AUAR shall be submitted through the LARA ASM tool, or by email as a backup procedure.

3.2.2 AA shall:

- Deconflict all military airspace requests
- Ensure that the AUAR takes into account the limitations set forth in this agreement
- Use paragraph e) or f) to indicate needs not covered by the agreement on Use of AMC Manageable Areas, such as tactical needs which cannot be promulgated by the AUP, use of CAS areas or transition flights to training areas outside Norway

4. Allocation of AMC manageable areas

4.1 Different vertical limits

Caution shall be exercised by all parties involved when military aircraft are utilizing adjacent areas with different vertical limits.

4.2 Utilization of areas

The allocation rules applicable for AMC at Level 2 do not preclude activation for CRC/ATC at Level 3.

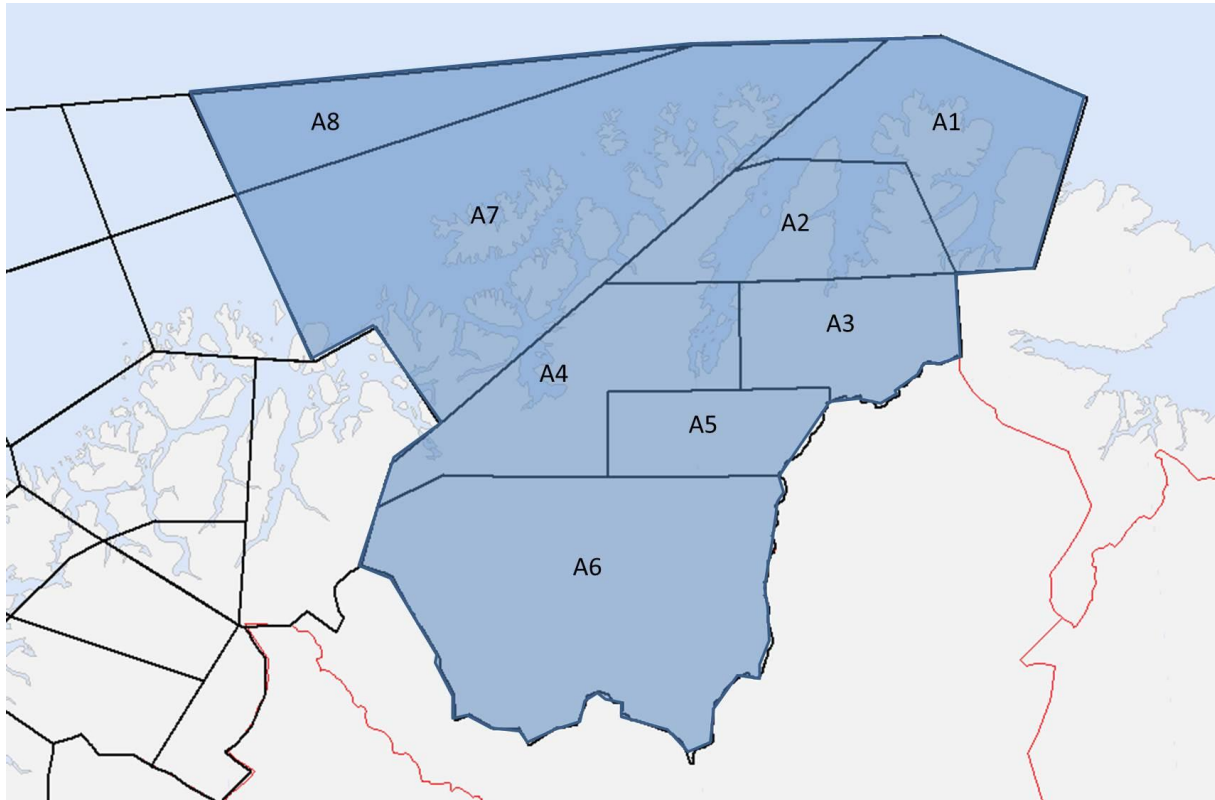
4.3 Request and allocation rules

The following paragraphs define the rules for requesting and allocating multiple areas. The figures are only examples.

Until further notice, training areas in Bodø Oceanic FIR (A8, B1/4/7, C1/5/9, D1/4/7, E1/4/7 and F1) cannot be requested nor allocated in accordance with this agreement due to unresolved regulatory issues.

4.3.1

Areas A1 to A8 will only be used for operations utilizing the firing range Halkavarre or for aircraft deployed to ENNA. Depending on the size of operations, the number of areas used and their vertical extent shall be negotiated between the military and the ANSP in each case. Exercises shall be coordinated in accordance with the agreement paragraph 2.4.



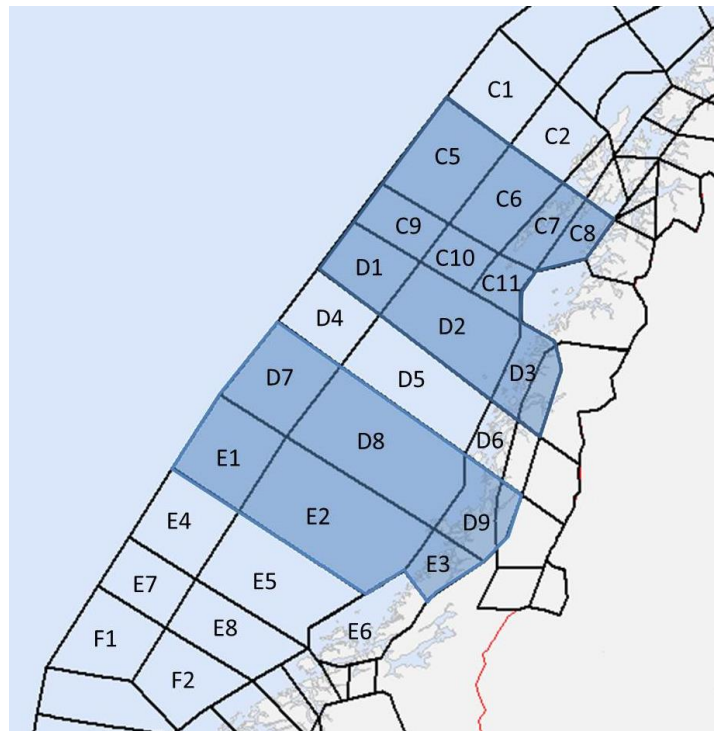
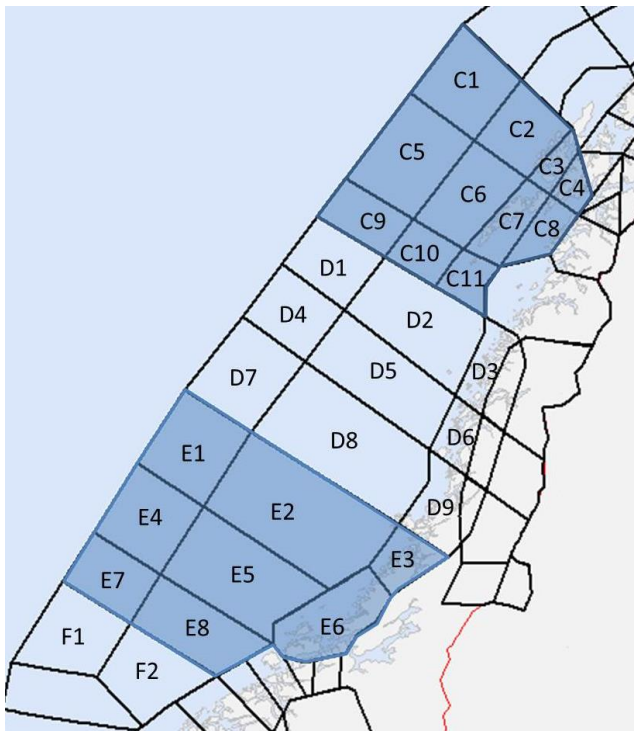
4.3.2

Three adjacent rows of areas in the NE/SW direction (a row comprises of e.g. C1/2/3/4 or E1/2/3), can be requested and allocated simultaneously to FL660 in AUP/UUP.

The next adjacent area/row of areas can only be requested and allocated to maximum FL300 or below to allow transiting traffic. With non-participating traffic unable to fly at or above FL320 the area/row of areas shall be lowered as necessary to allow this traffic.

Simultaneous use of both D8/9 and E2/3 above FL300 shall not be combined with areas D5/6 or E5/6 above FL300.

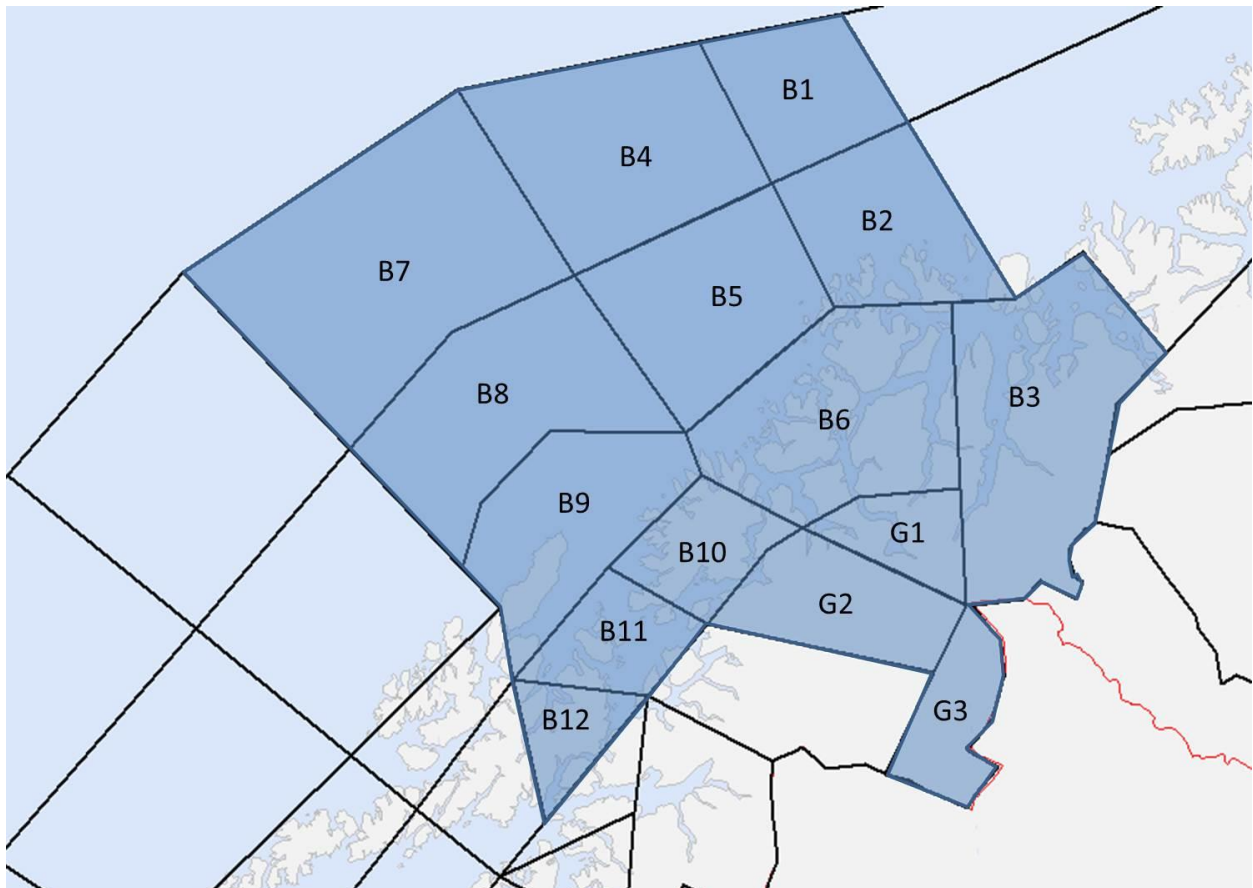
Pictures below present examples on how to combine some areas.



4.3.3

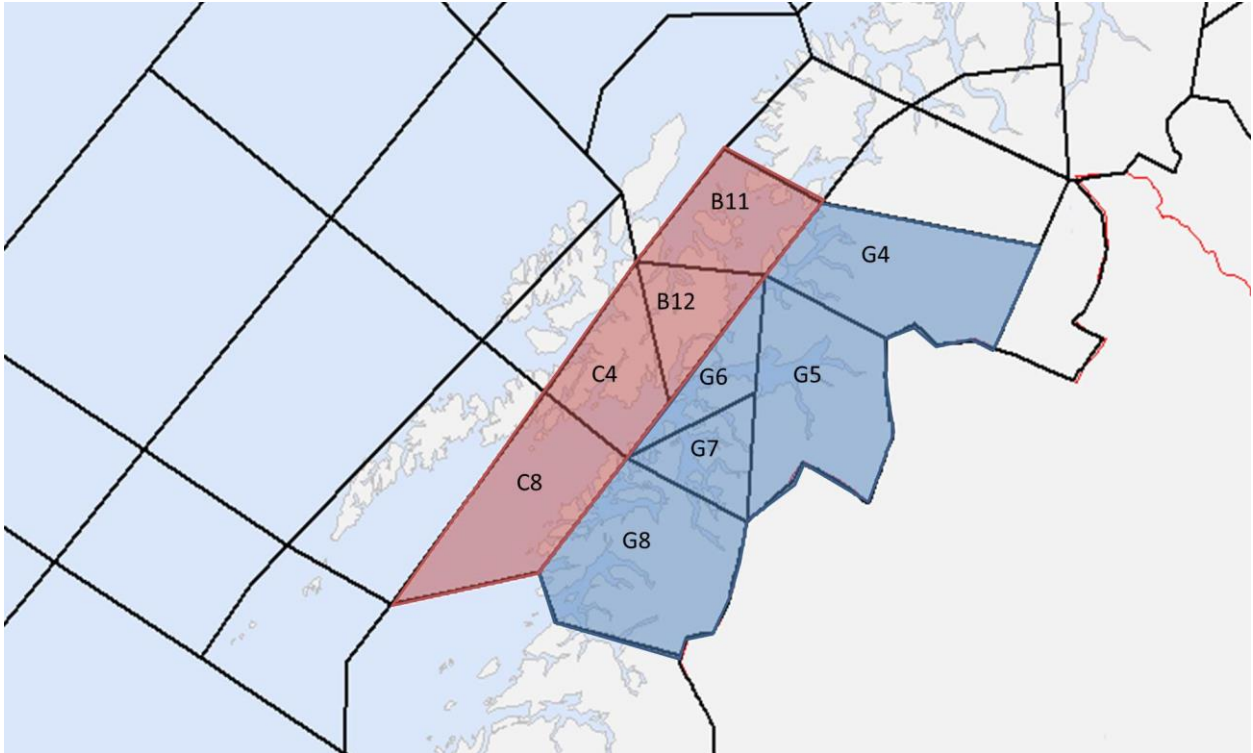
Areas B1 to B12 and G1/2/3 can only be requested and allocated for pre-planned exercises. Depending on the size of operations, the number of areas requested and allocated and their vertical extent shall be negotiated between the military and the ANSP in each case.

Areas B7, B8 (including D478 Sveinsgrunnen) and B9 (ENAN TMA) can be requested and allocated for daily training provided the vertical extent are agreed between the military and the ANSP before the AUAR is submitted.



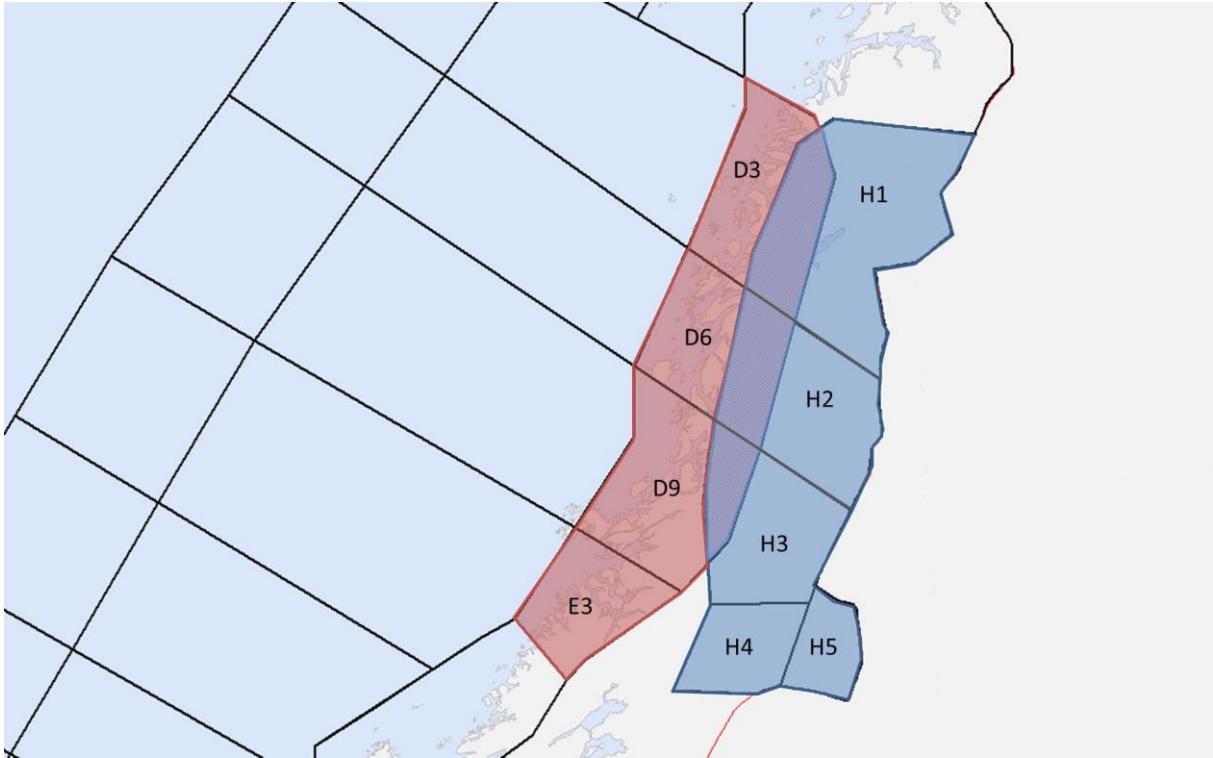
4.3.4

The areas in red (B11/12 and C4/8) cannot be requested nor allocated at the same time as the areas in blue (G4/5/6/7/8).



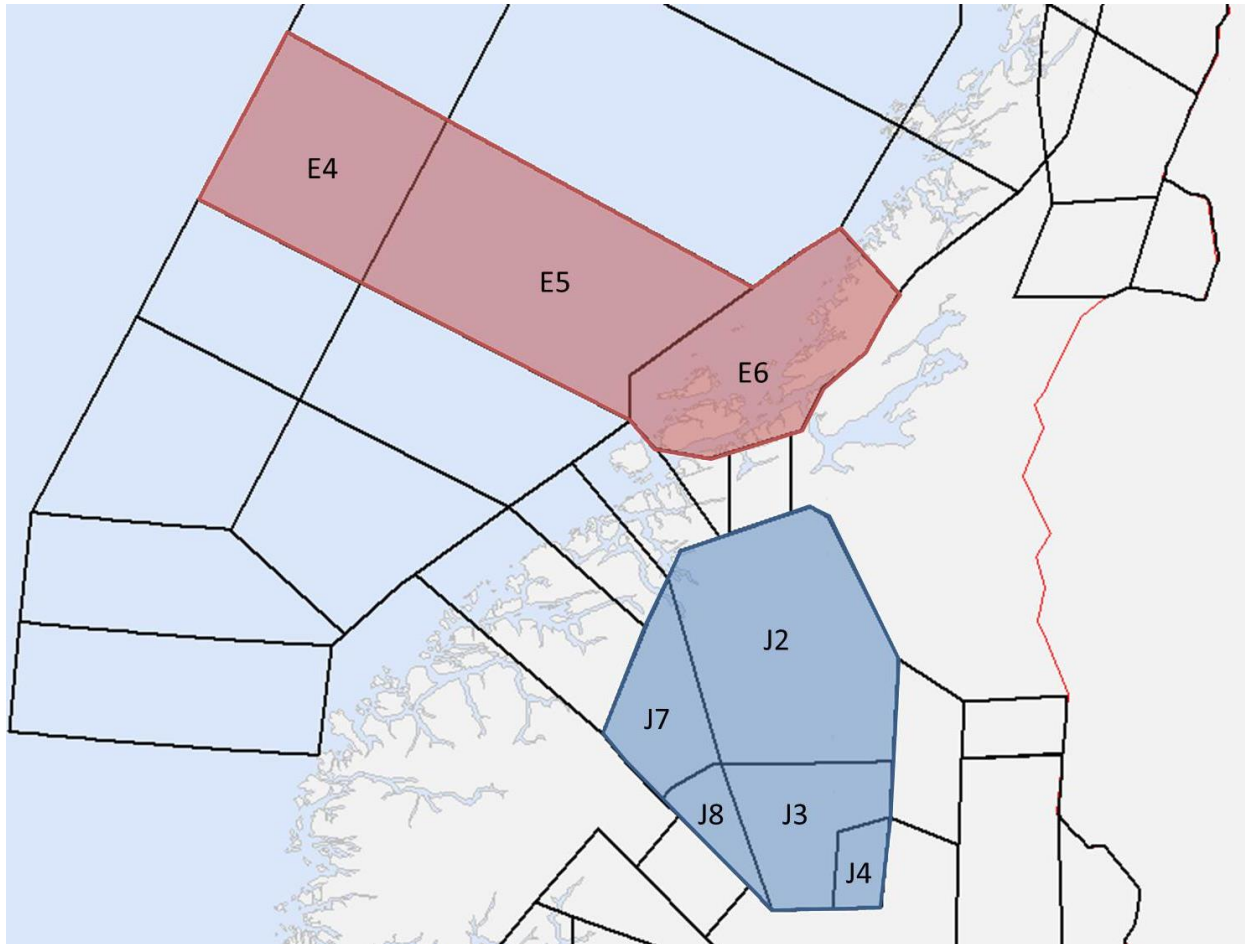
4.3.5

In order to allow for traffic in the north/south direction, the areas in red (D3/6/9 and E3) cannot be requested nor allocated at the same time as the areas in blue (H1/2/3/4/5).



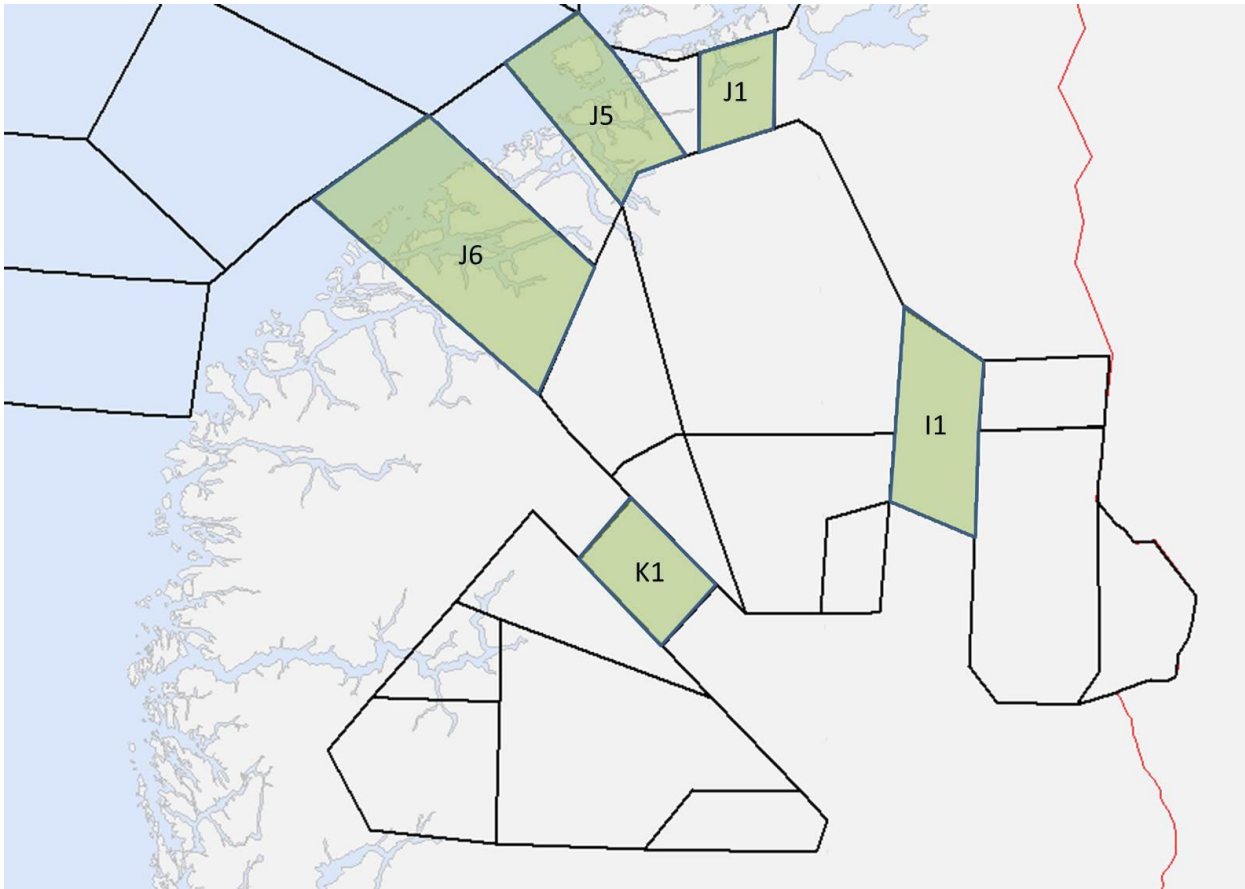
4.3.6

When the areas in blue (J2/3/4/7/8) are requested and allocated above FL300 the areas in red (E4/5/6) cannot be requested nor allocated at the same time above FL300 and vice versa.



4.3.7

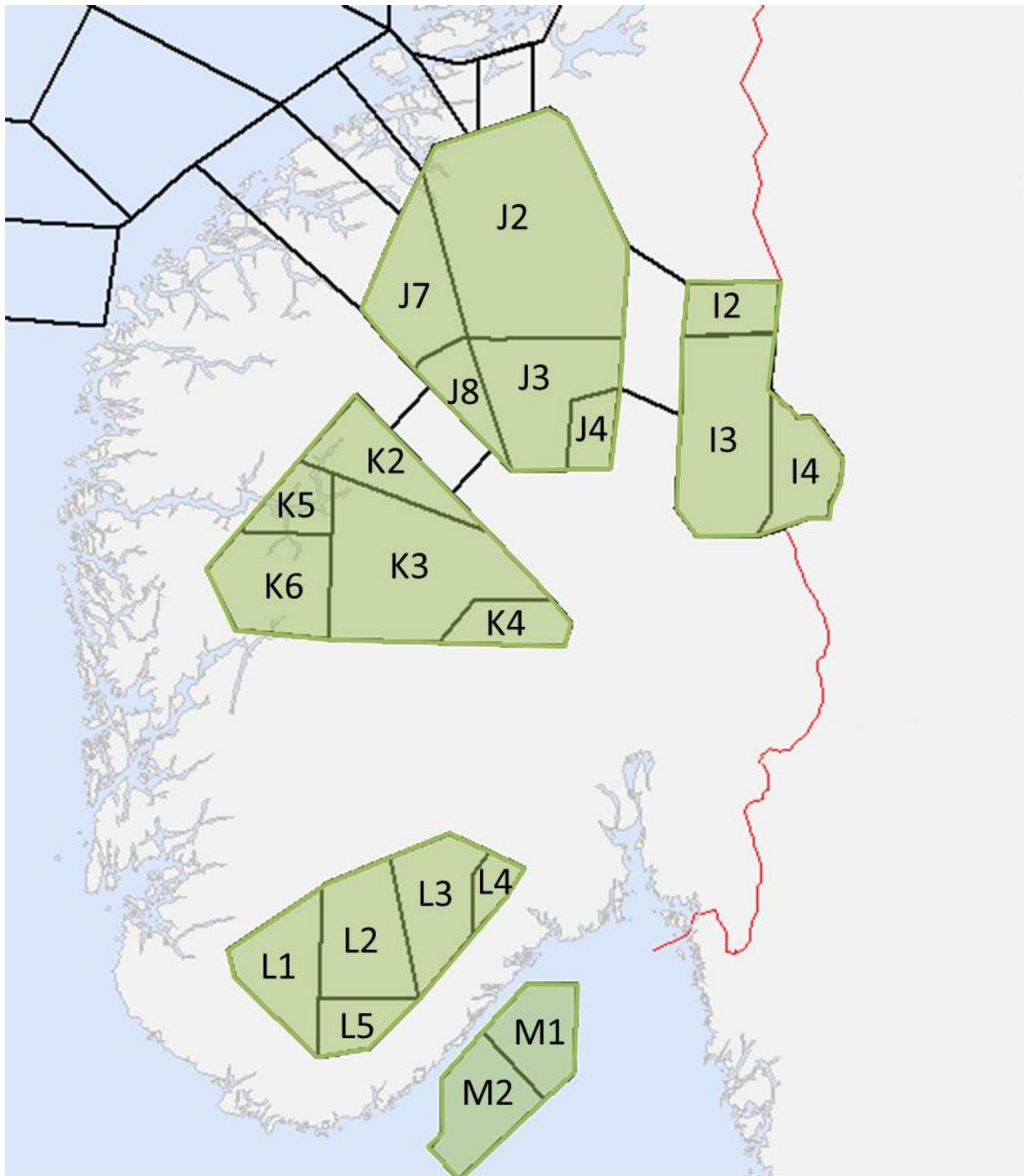
Areas in green (J1/5/6, I1, K1) can only be requested and allocated for exercises, see the agreement paragraph 2.4.



4.3.8

Simultaneous use of more than two blocks* of connected areas in Norway ACC, Oslo shall be avoided, unless special activities so requires and subject to prior coordination with Norway ACC, Oslo.

* One block of connected areas is regarded as being the unity of more than one area, which are connected and thus forming a block of adjoining areas, e.g. areas within J are one block of connected areas.



5. Reallocation of a AMC manageable area

If needed, in relation to hospital flights or flights in state of emergency, the allocated area shall be handed back to ATC. An adjusted area will be allocated to military, ensuring that the relevant flights remain segregated from the training area. Detailed procedures shall be described at Level 3.

6. Airspace request not in accordance with AUP and allocation by UUP

Any changes to the AUP shall be promulgated through UUP in accordance with ERNIP Part 3.

Airspace change requests from AA (prior to start of operation) shall be forwarded to AMC.

Airspace change requests from Coordinating Unit (during operations) shall be forwarded to the relevant supervisor at Norway ACC.

Requests for areas exceeding AUP/UUP shall not be activated at Level 3 with a vertical dimension that affects non-participating traffic.

7. Air Traffic Flow and Capacity Management (ATFCM)

7.1 General

Nothing in paragraph 7 precludes ATC to take all measures needed to secure flight safety.

This will be the base for the process which shall be followed when regulations are needed. This procedure describes two different scenarios, one when immediate action is required and one when regulations are planned.

7.2 Ad hoc regulations

7.2.1 ATC (FMP) shall first regulate civilian traffic as necessary to allow for the continued use of military training areas.

7.2.2 The supervisor of the relevant ACC shall then coordinate with AMC to search for flexible solutions in order to increase the capacity. AMC shall include AA in this process. This may include a reduction in the number of activated areas, the vertical or horizontal extent of the areas or reallocation of military activity to other areas within the same AoR or to another AoR.

7.2.3 Based on the outcome of 7.2.2, the restrictions on the civilian traffic in 7.2.1 may be revised.

7.3 Planned regulations

Each ACC shall, as soon as possible, coordinate with AMC any known problems which may affect upcoming AUPs and search for flexible solutions in order to minimize the impact on civil and military operations. AMC shall include AA in this process.

8. Post analysis

As stated in EUROCONTROL Specification for the Application of the Flexible Use of Airspace (FUA), L2-AAOP-01-01 o) AMC shall participate in a post analysis of airspace allocation.

In order to meet the requirement the AMC shall receive and archive data on the requests, allocation and actual use of airspace structures as forwarded by Norway ACC, for further analysis and planning activities.