

ATTACHMENT 3

SUPPLEMENTARY PROCEDURES

1 **Separation Standards between activated AMC manageable area(s) and Non-Participating Aircraft to be applied by ATC in controlled airspace**

Military aircraft utilizing training areas shall confine the operations to the established horizontal and vertical limits of the areas. ATC shall provide IFR separation between activated AMC manageable areas and non-participating aircraft.

Note: Military activity inside an AMC manageable area shall be considered as NON-RVSM.

2 **Hospital and search and rescue traffic conflicting with the AMC manageable area(s)**

HOSP/SAR flights shall be given priority over all military activity.

3 **Electronic presentation of AMC manageable areas**

Electronic presentation of the AMC manageable areas shall be available on the situation display at both the Coordinating Unit and the surveillance equipped ATC units concerned.

4 **Operations and coordination into and within AMC manageable areas**

4.1 The responsibility for remaining inside the AMC manageable areas rests solely with the controlling agency or the PIC depending on the type of air operation.

Note: Caution must be paid to vertical separation between aircraft operated on different altimeter settings inside and outside an activated area.

4.2 Separation between flights within the AMC manageable areas is the responsibility of the controlling agency or PIC. ATC shall not clear participating controlled flights to enter an AMC manageable area without an entry clearance from the responsible coordinating unit. ATC shall request entry clearances by forwarding estimates on all controlled flights to the coordinating unit. Acceptance of an estimate constitutes an entry clearance.

4.3 All airspace violations shall immediately be reported to, and coordinated between, the relevant units.

5 Operations below AMC manageable areas

Military operations executed in class G airspace below an activated AMC manageable area shall be confined to the corresponding lateral limits of the activated AMC manageable area.

Unless otherwise stated for the area in Attachment 1, two way radio communications shall always be established with the relevant ATS Unit before entering a TIZ/TIA.

6 Temporary displacement of the lower vertical limit of an AMC- manageable area

Deviation of air pressure and temperature from ICAO standard atmosphere may in certain circumstances generate a need to raise the lower limit of an area to allow non-participating traffic to fly within controlled airspace.

7 Use of SSR-transponder

Mode 3/A and Mode C will normally be used when operating within active training areas. Military training purposes might necessitate to operate with Mode 3/A and Mode C in STANDBY. In such cases the following conditions shall apply:

- a) Only allowed within AMC-manageable areas.
- b) Shall be coordinated between Coordinating Unit and ATC.
- c) Concerned aircraft shall be under military control.
- d) Mode 3/A and Mode C shall always be activated prior to exiting a training area.
- e) STANDBY mode shall not be used when ATC in exceptional cases tactically need to level cap an area (see also Attachment 2, paragraph 5).

Detailed coordination procedures shall be described at Level 3.