



Luftfartstilsynet
CIVIL AVIATION AUTHORITY - NORWAY



Agreement

on

Use of AMC Manageable Areas

between

**Norwegian Civil
Aviation Authority
(CAA)**

and

**Norwegian Military
Aviation Authority
(MAA)**

**Edition 4.0
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DOCUMENT CHANGE RECORD

The following table records the complete history of the successive editions of amendments to the present document;

Edition Number	Edition date	Reason for change	Pages affected
1.0	07.04.2011	Adjusted agreement in accordance with "Forskrift om fleksibel bruk av luftrommet" (BSL G 4-2).	All
2.0	04.03.2013	Clarification of procedures, revised airspace, editorial.	All
3.0	19.09.2013	Clarified and added procedures, new definition and abbreviations, editorial	All
3.1	13.11.2014	Editorial, revised Birch 7B, revised Corridor Dovre, revised transponder procedures, revised charts.	All
4.0	12.11.2015	Revision of agreement title, areas, area names and associated procedures	All

1 General

1.1 Purpose

The purpose of this agreement is to define the policy and procedures to be applied between the Civil Aviation Authority (CAA) and the Military Aviation Authority (MAA) to maintain and improve flight safety and to promote the Flexible Use of Airspace (FUA) within Norway Flight Information Region (FIR) and Bodø Oceanic Flight Information Region (OFIR).

The agreement reflects the requirements in regulation 13 March 2007 No 266 on the flexible use of airspace (BSL G 4-2), which states that civil traffic and military activity shall be conducted in a flexible manner without reducing safety or creating significant disadvantages.

1.2 Content

This agreement with attachments (see below) describes the general principles, airspace available and procedures valid for Norway FIR and Bodø OFIR.

Attachment 1: Description of areas

Attachment 2: Additional airspace allocation procedures

Attachment 3: Supplementary procedures

Attachment 4: Abbreviations

1.3 Publication

The valid agreement is published on the CAA web site (<http://www.luftfartstilsynet.no/regelverk/>).

2 Airspace management levels and responsibility

2.1 Level 1 - Strategic Airspace Management (ASM)

Strategic ASM at Level 1 consists of a joint civil and military process within a High-Level Airspace Policy Body (Komité for luftromspolicy på strategisk nivå, iaw. BSL G 4-2 § 4). Level 1 formulates the national ASM/FUA policy and carries out the necessary strategic planning work, taking into account national and international airspace users requirements. This High-Level Airspace Policy Body is assisted by an advisory ATM expert group.

ASM level 1 establishes the working structures for ASM Levels 2 and 3, lay down the procedures to be followed at pre-tactical and tactical levels and agree priority rules and negotiation procedures for airspace allocation at Level 2 and Level 3.

2.2 Level 2 - Pre-Tactical ASM

According to procedure in BSL G 4-2 §§ 4 and 5, CAA has appointed a joint civil-military airspace management cell (AMC Norway). AMC Norway is located at Norway ACC, Bodø. Staffing is a joint responsibility between Avinor Flysikring AS and Norwegian Armed Forces. Avinor Flysikring AS ensures civil staff. Norwegian Armed Forces will man the AMC subject to their own demand.

AMC Norway shall perform pre-tactical ASM at Level 2 through day-to-day management and temporary allocation of airspace according to conditions and procedures described in "The European Route Network Improvement Plan (ERNIP), Part 3, Airspace Management Handbook, Guidelines for Airspace Management". Additional procedures for AMC Norway are contained in Attachment 2 to this agreement.

Note: The ERNIP is available at: <http://www.eurocontrol.int/tags/ernip>

2.3 Level 3 - Tactical ASM

Tactical ASM Level 3 consists of the real-time activation, deactivation or reallocation of the airspace allocated at Level 2 and the resolution of specific airspace problems and/or traffic situations between ATS units and military coordinating units, as appropriate. Coordination procedures for Level 3 shall be described in a Letter of Agreement (LoA) between Avinor Flysikring AS and the Norwegian Air Force.

2.4 Applicability of the agreement

For daily military training, areas shall be requested and allocated according to this agreement. For military exercises requiring larger constellations of airspace and other rules for prioritization the existing areas shall be used to the extent possible. In these cases an application shall be forwarded to the HLAPB through the CAA minimum six months in advance.

If new, modified or restricted areas are required regulation 15 May 2009 No 523 on airspace organization (BSL G 4-1) applies.

3 Parties involved

Airspace Management Cell (AMC)

See paragraph 2.2.

Area Control Centre (ACC)

The civil coordinating and controlling unit.

Approved Agency (AA)

National Air Operation Centre (NAOC) is authorised to be AA for the Norwegian Armed Forces and shall de-conflict all military airspace requests.

Coordinating Unit

A military unit responsible for coordinating activation/de-activation of allocated airspace. A Coordinating Unit can be a Control and Reporting Centre (CRC) or an Air Control Unit (ACU).

Controlling Agency

A military unit responsible for tactical control of military aircraft inside activated airspace. A Controlling Agency would normally be a CRC but can also be an Airborne Warning And Control System (AWACS), an ACU or any other assigned units.

Military airspace users

Military airspace users as approved by AA.

4 Procedures

In addition to this agreement, the procedures which are to be applied within the FUA concept are detailed in "The European Route Network Improvement Plan (ERNIP) Part 3, Airspace Management Handbook, Guidelines for Airspace Management" and Level 3 Letters of Agreement (LoA) between the parties involved, see also paragraph 2.2.

5 Revision of the agreement

All necessary and requested revisions of the agreement, including attachments, shall be forwarded to the CAA through own organization and will be handled by the advisory ATM expert group on behalf of the High-Level Airspace Policy Body. All revisions require the mutual consent of the signatory authorities.

Revisions shall be distributed by CAA at least four weeks in advance to Avinor Flysikring AS and Inspectorate of Air Operations and shall enter into force on an AIRAC date. The content of the revision may necessitate longer lead time for implementation. The parties involved will indicate this in the process.

6 Interpretation and settlement of disputes

Should any doubt or diverging views arise regarding the interpretation of any provision of the present Agreement or in case of dispute regarding its application, the parties shall try to reach a solution acceptable to both of them.

Should no agreement be reached, the parties will follow the procedure laid down in BSL G 4-2 § 4.

7 Validity

This Agreement becomes effective 12.11.2015.