

ATTACHMENT 2

ADDITIONAL AIRSPACE ALLOCATION PROCEDURES

1. General

Training areas are designed to allow military training without reducing safety nor creating significant disadvantages for civilian 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.

The training areas are only comprised of 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, Procedure 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 is 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 adhered to as long as operational requirements are met. Before requesting any change to the AUP the above listed factors shall be evaluated again.

Changing airspace after promulgation of the AUP disrupts the planning for both ATC and civilian airspace users. Changes shall therefore be kept to a minimum, keeping the above described procedure in mind. As a part of the continuous work to document and improve the FUA in Norway, each change shall be recorded and handled as described in military procedures.

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 in accordance with own internal guidelines for airspace requests:

- De-conflict 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

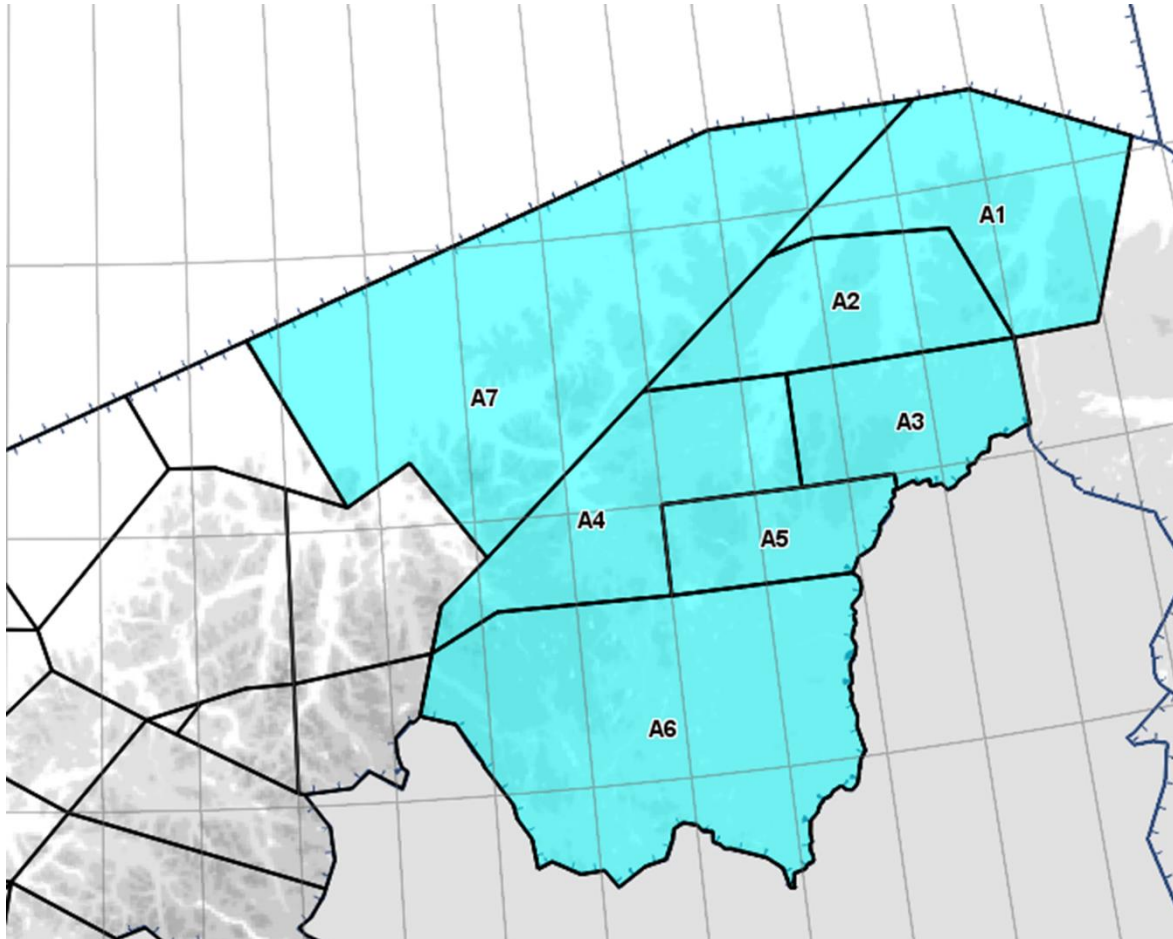
The allocation rules applicable for AMC at Level 2 do not preclude activation for CRC/ATC at Level 3.

4.3 Request and allocation rules

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

4.3.1

Areas A1 to A7 requires pre-coordination between the AMC and the AA before an airspace request is submitted. The number of areas and their vertical limits shall be negotiated and agreed upon by the AMC and AA in each case. Exercises shall be coordinated in accordance with the procedure paragraph 2.4.



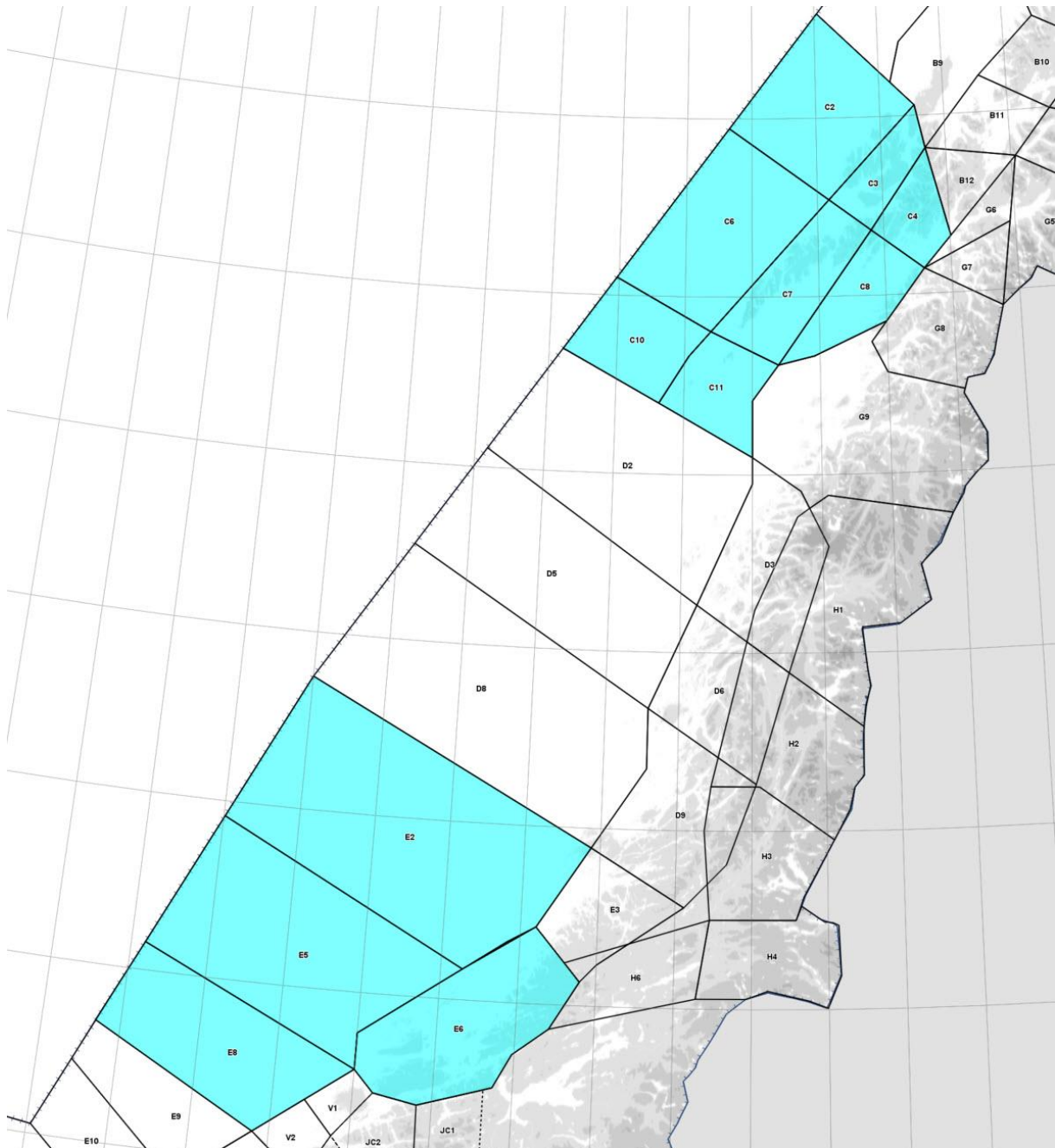
4.3.2

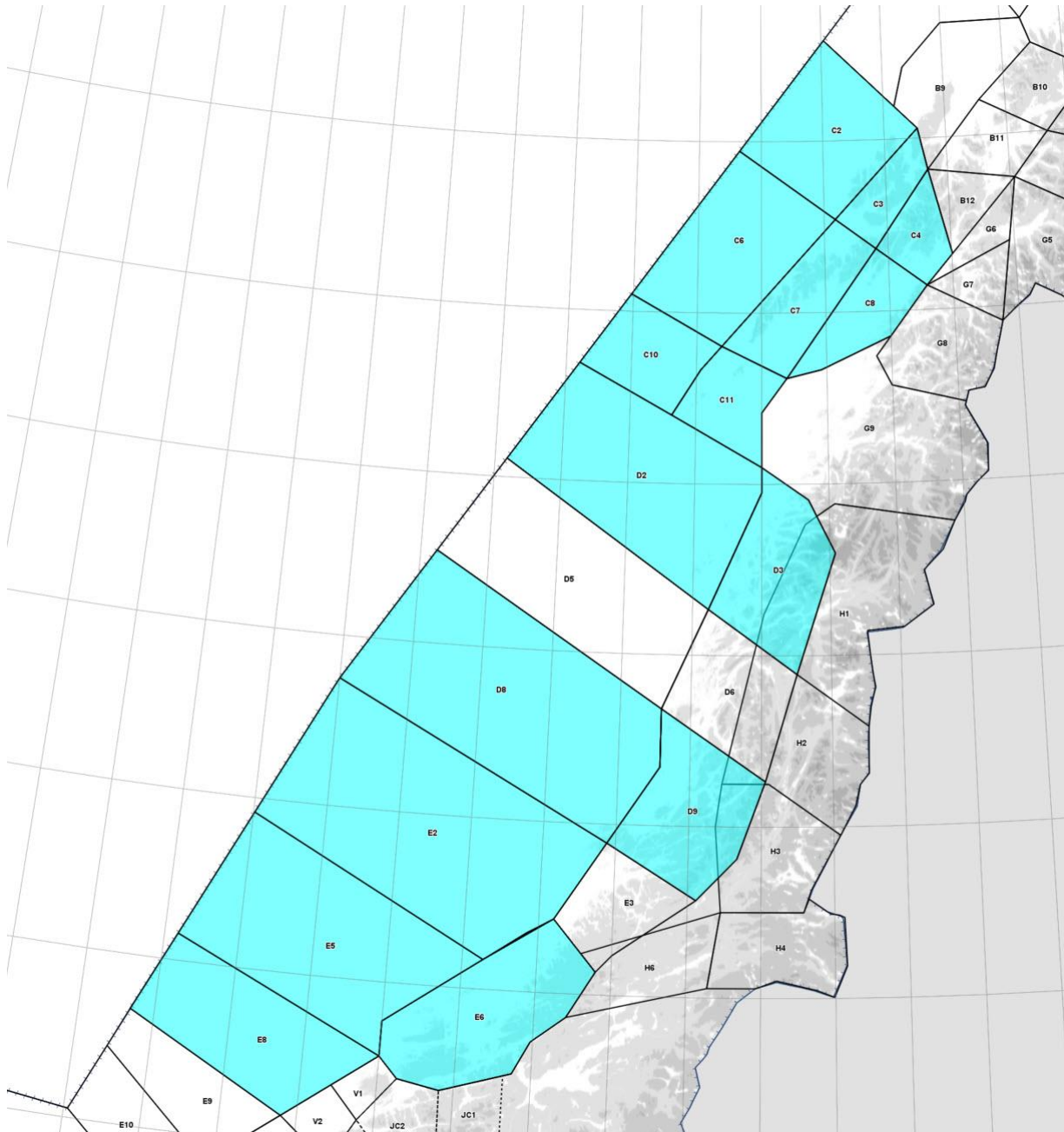
Three adjacent rows of areas in the NE/SW direction (a row comprises of e.g. C2/3/4 or E2/3), can be requested and allocated simultaneously to FL660 in AUP/UUP.

The next adjacent area/row of areas can only be requested and allocated to maximum FL300 or below to allow transiting traffic.

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

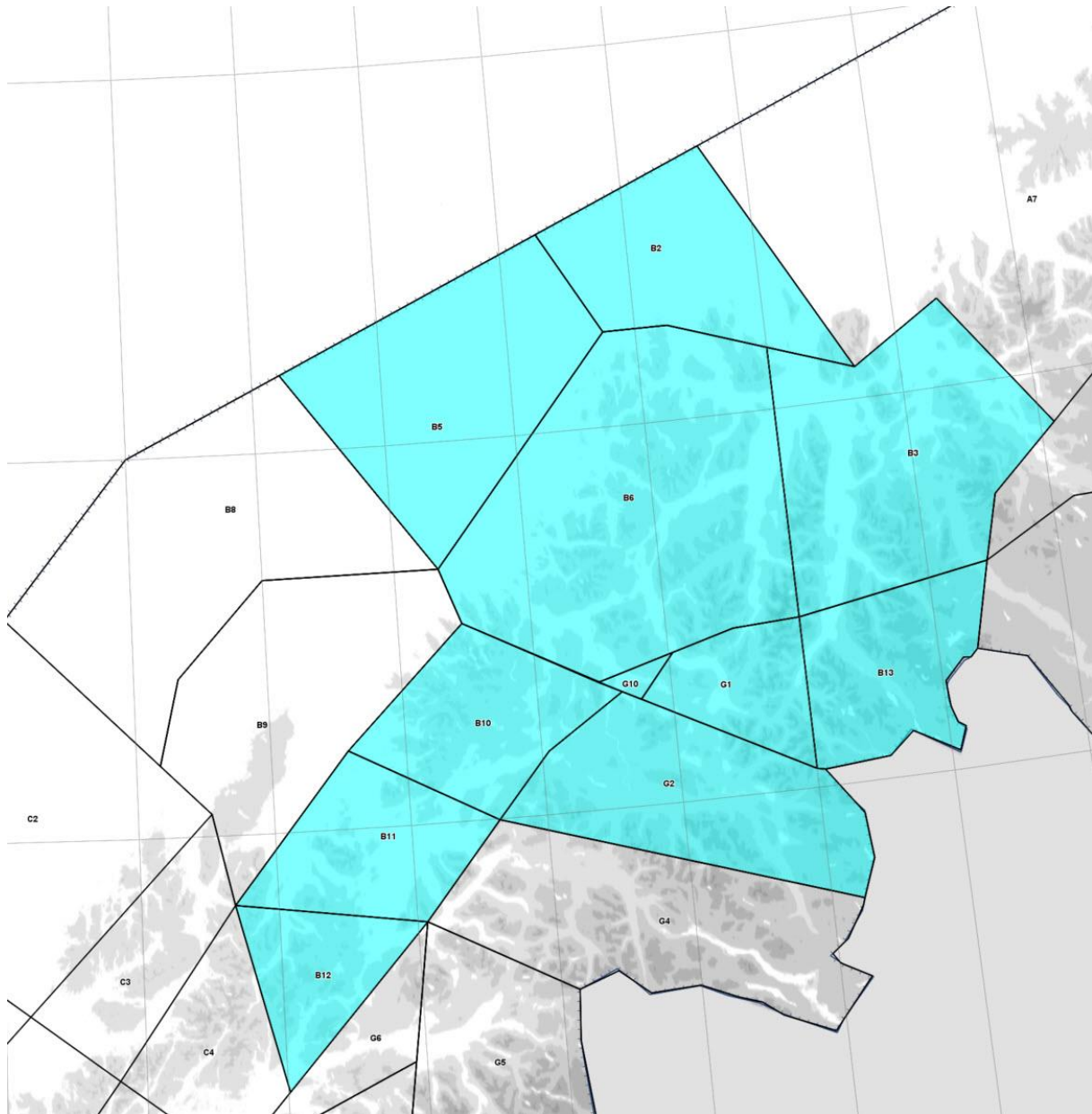
Pictures below present examples on how to combine some areas.





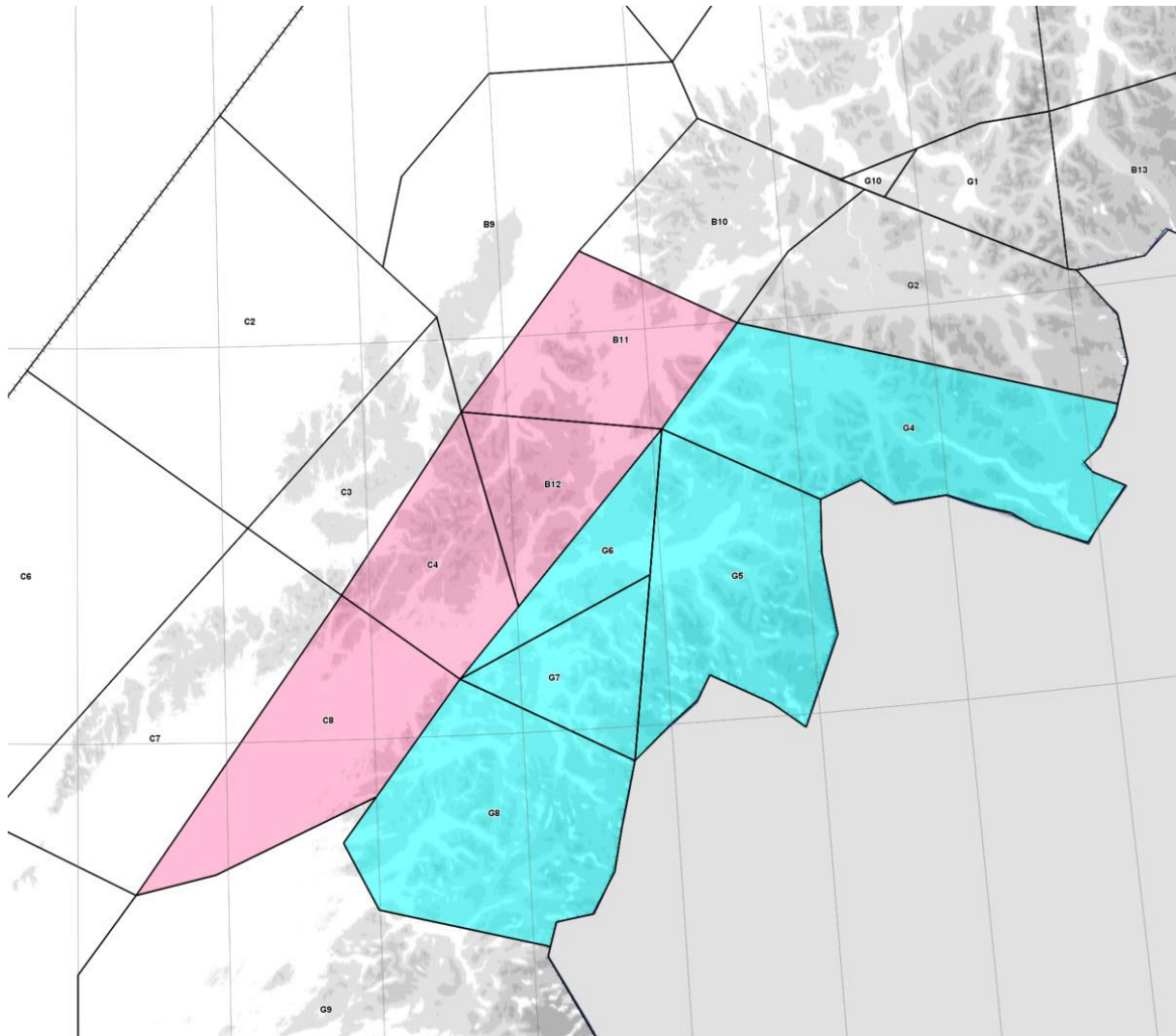
4.3.3

Areas B2, B3, B5, B6, B10/11/12 and G1/2/3 require pre-coordination between the AMC and the AA before an airspace request is submitted. The number of areas and their vertical limits shall be negotiated and agreed upon by the AMC and the AA in each case.



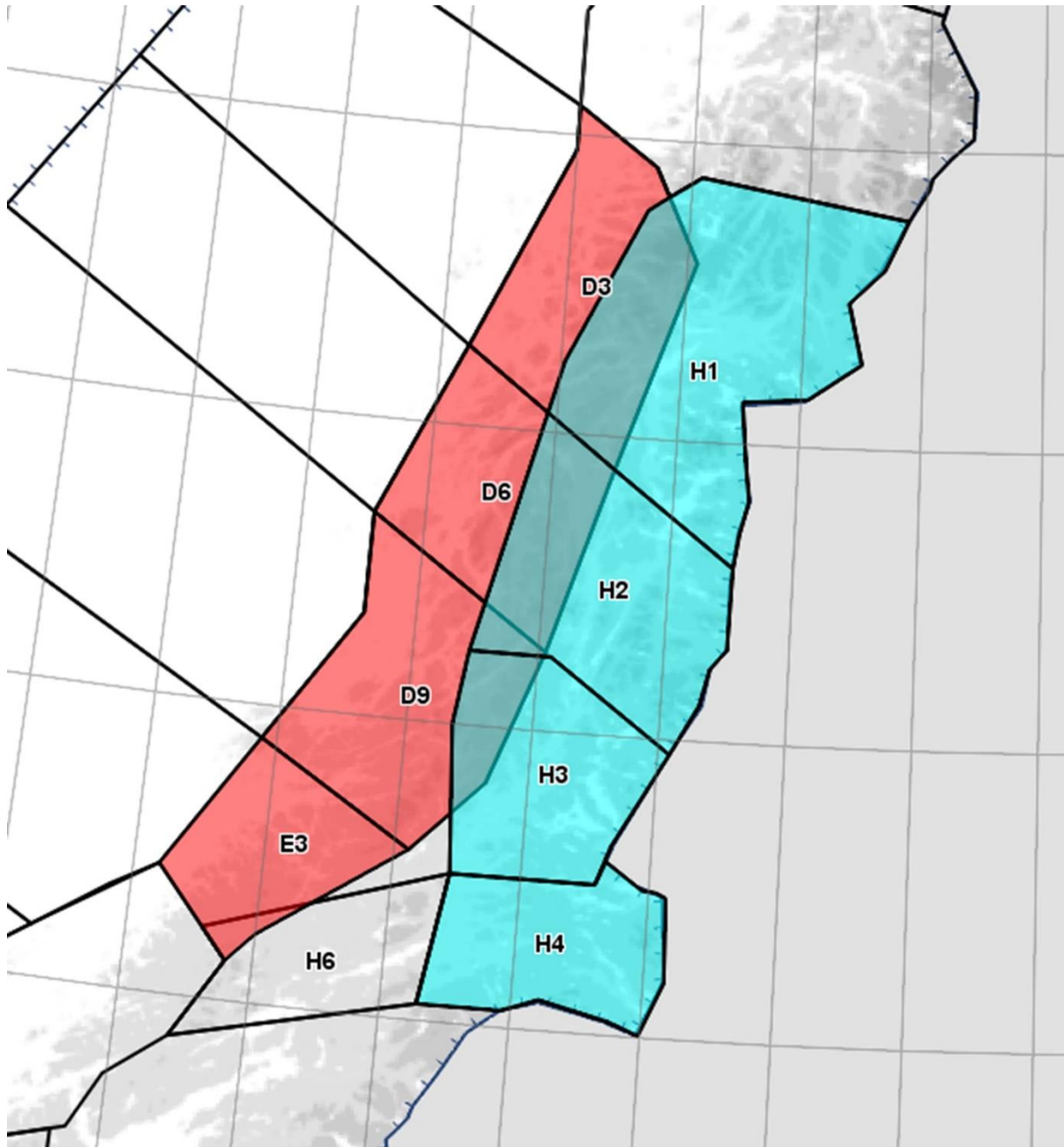
4.3.4

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).



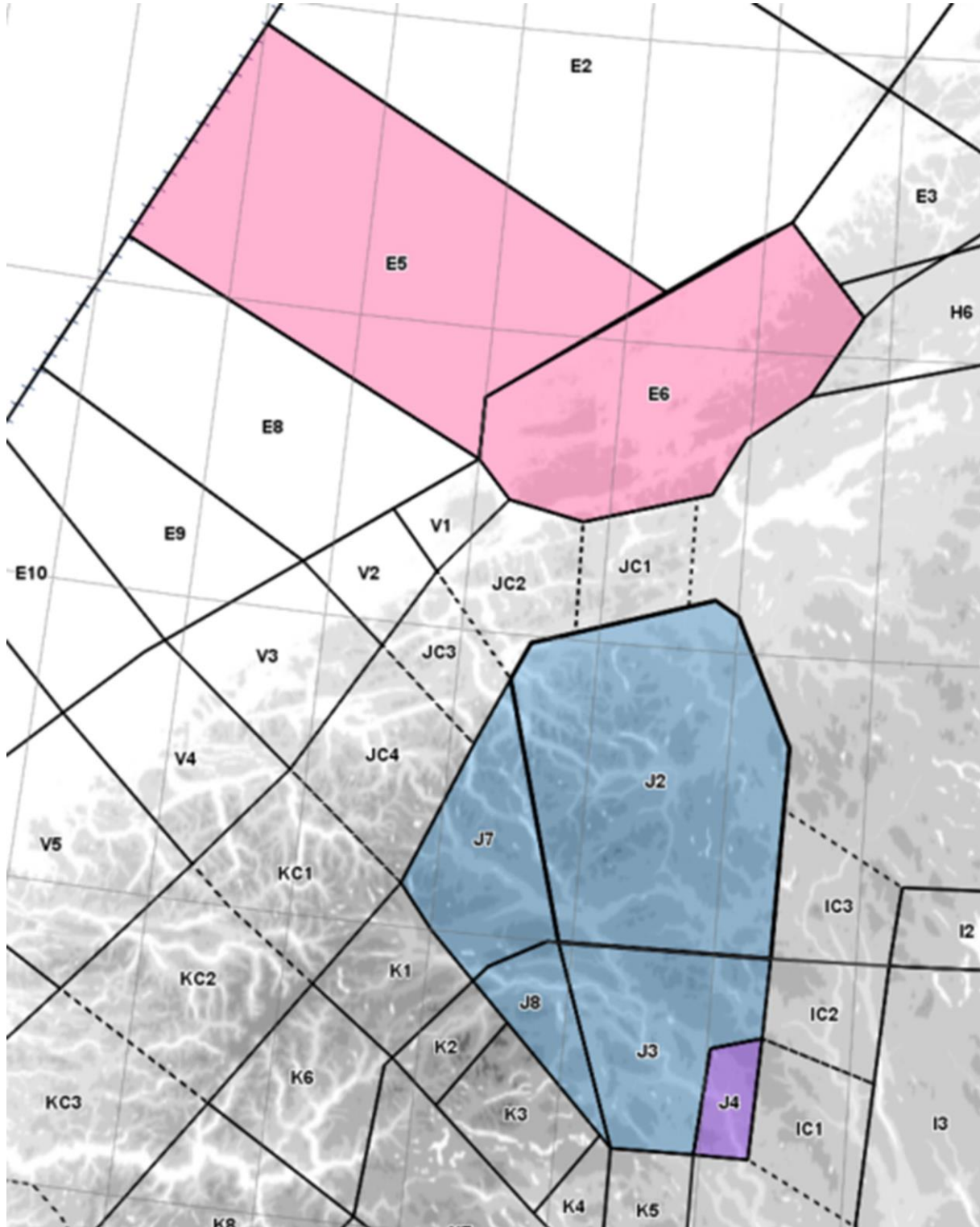
4.3.5

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).



4.3.6

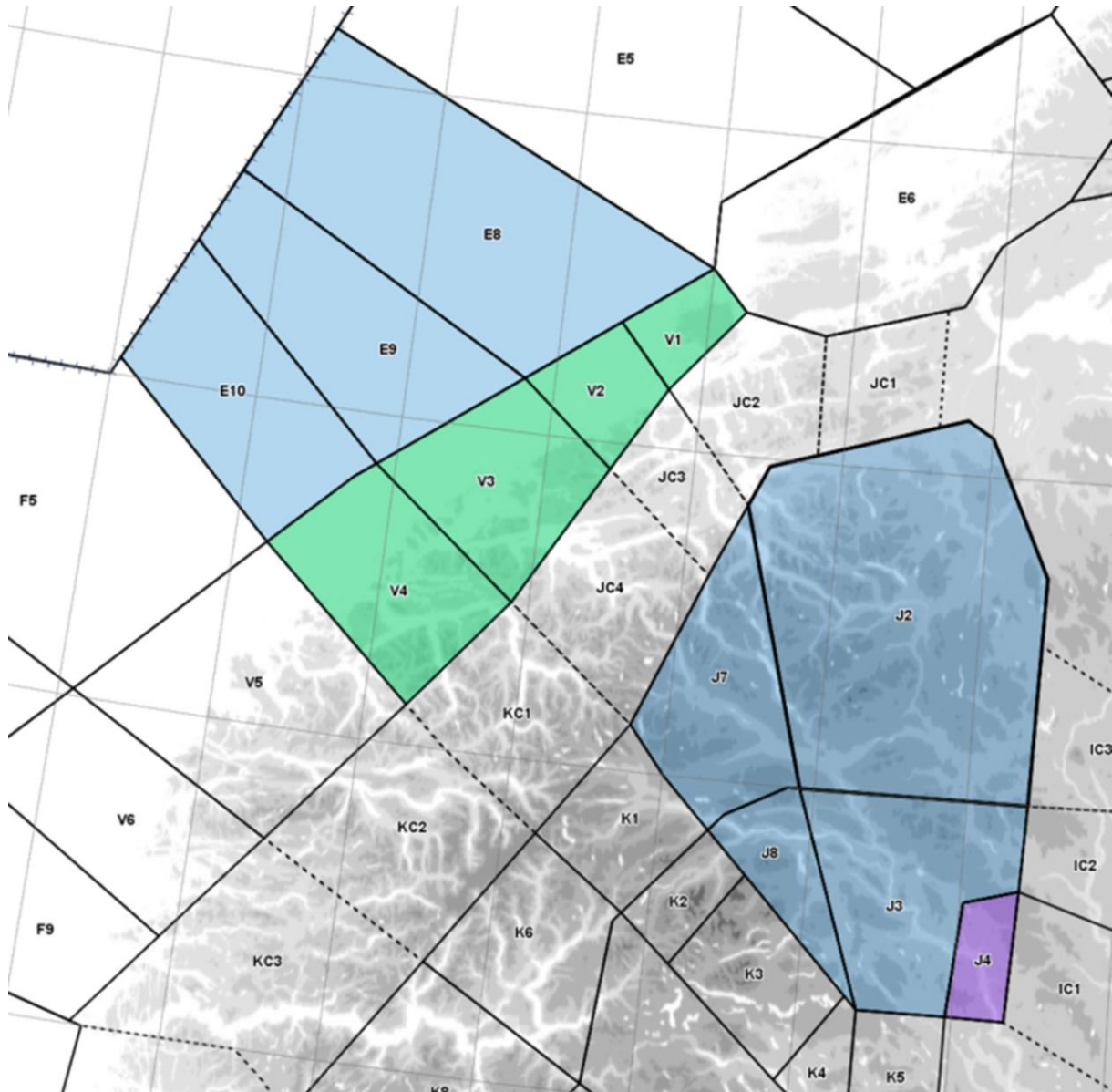
When the areas in blue (J2/3/4/7/8) are requested and allocated above FL300 the areas in red (E5/6) cannot be requested nor allocated at the same time above FL300 and vice versa.

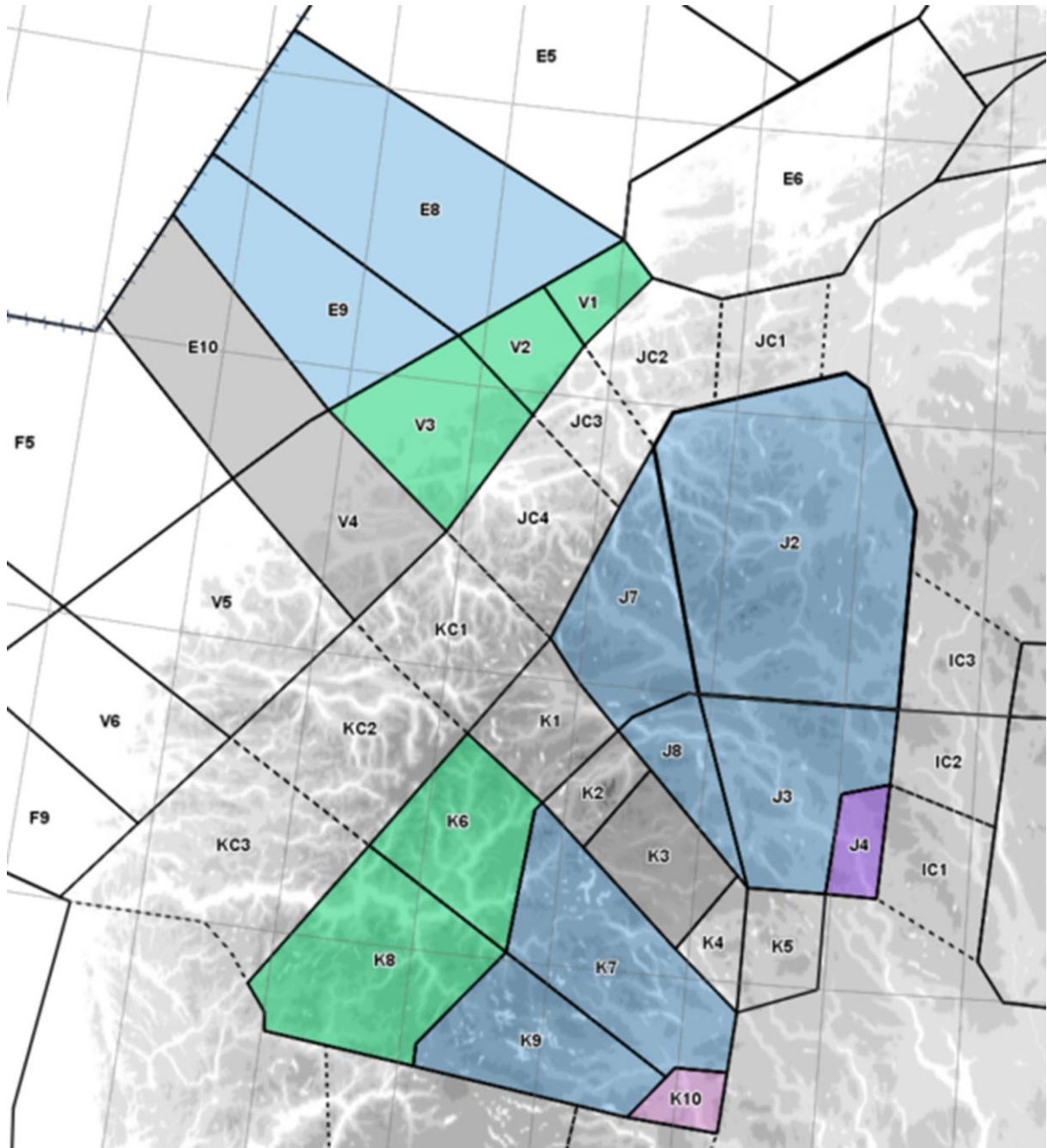


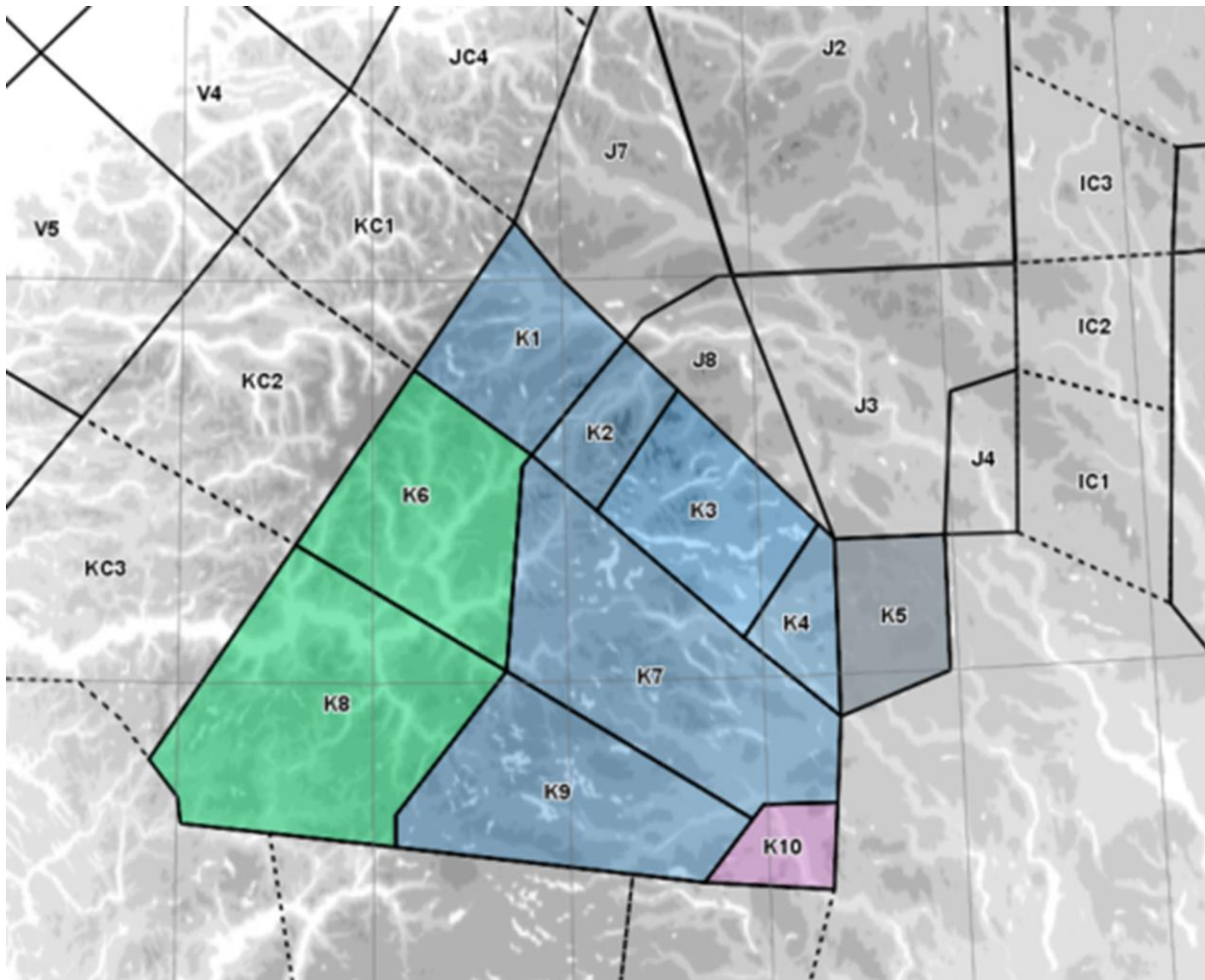
4.3.7

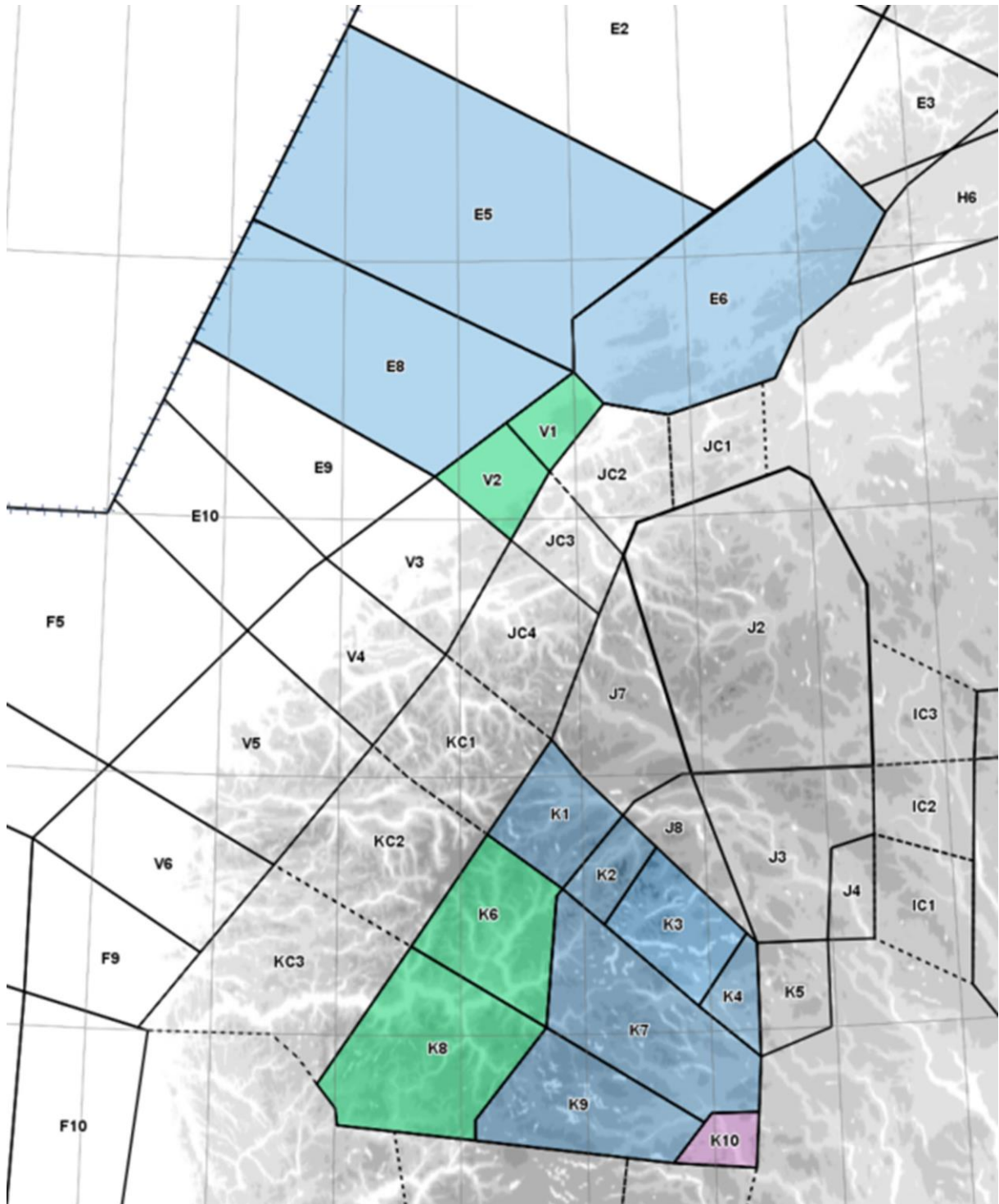
When combining areas from the E-, F-, V-, K and J-groups, a corridor for non-participating traffic must be left open. This can be accomplished through selection of areas used or by capping areas at FL300.

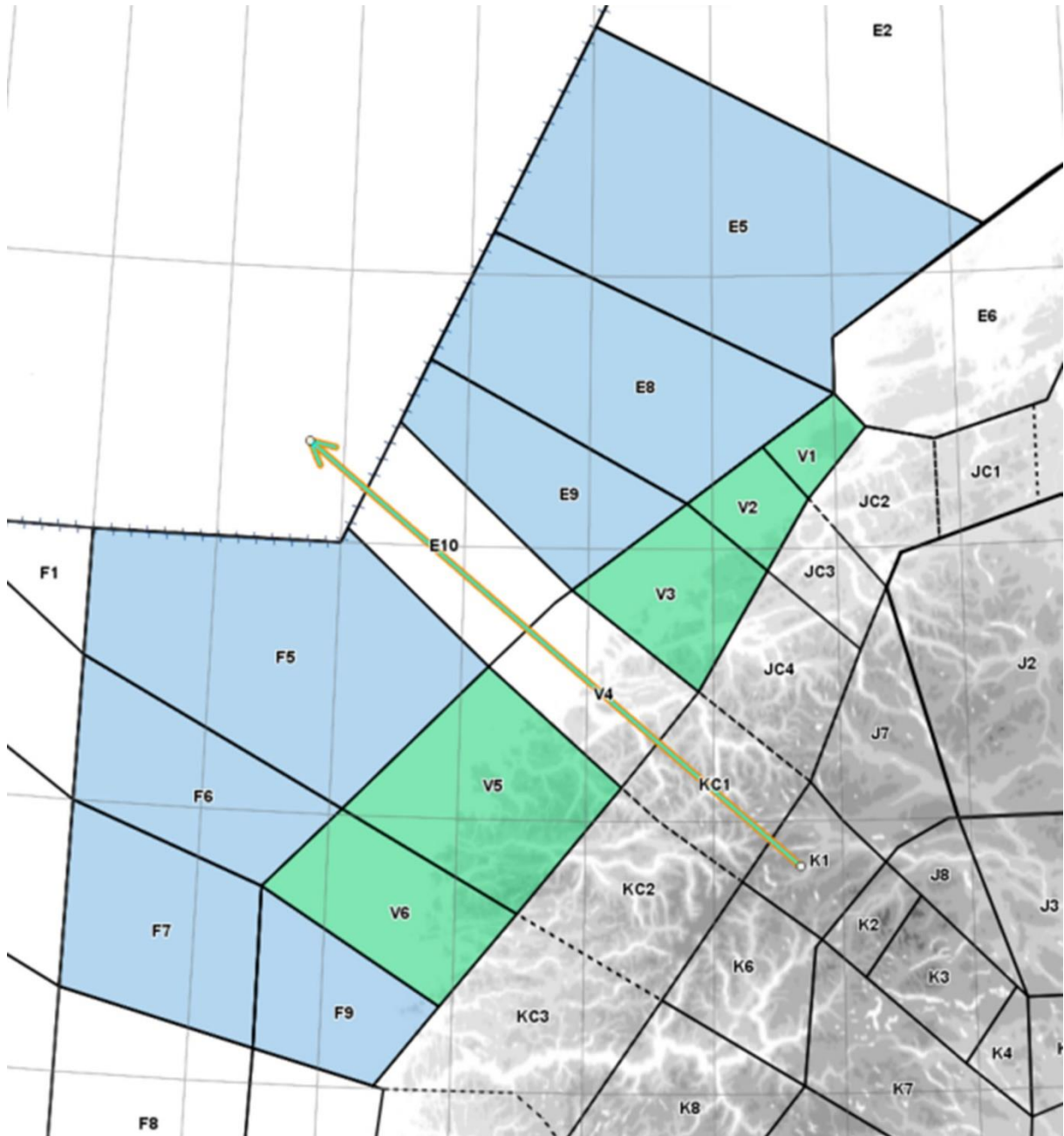
Pictures below present examples on how to combine some areas (areas capped to FL300 showed in grey. RMK: K3 vertical limit FL180 to FL280 when used as corridor).





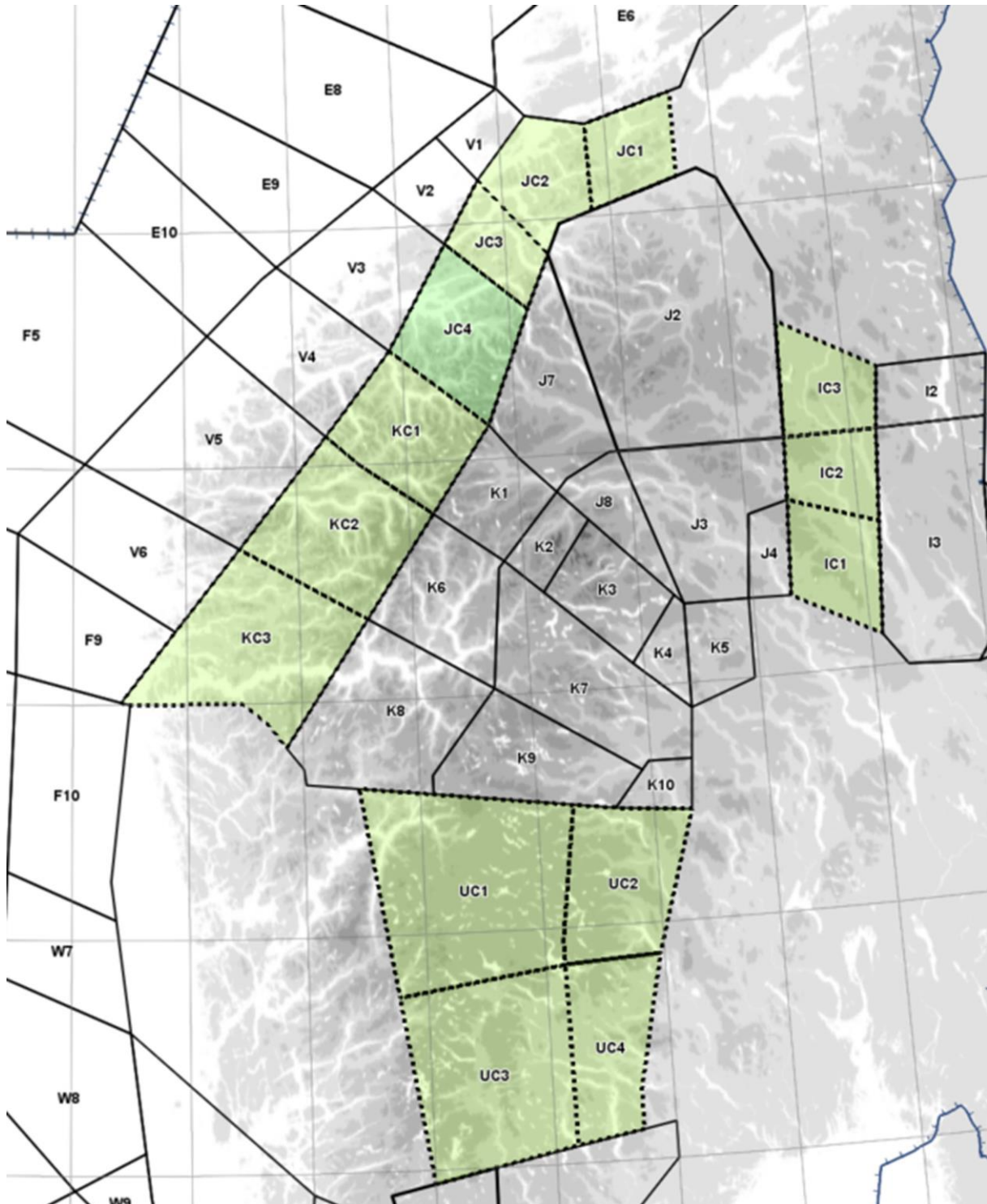






4.3.8

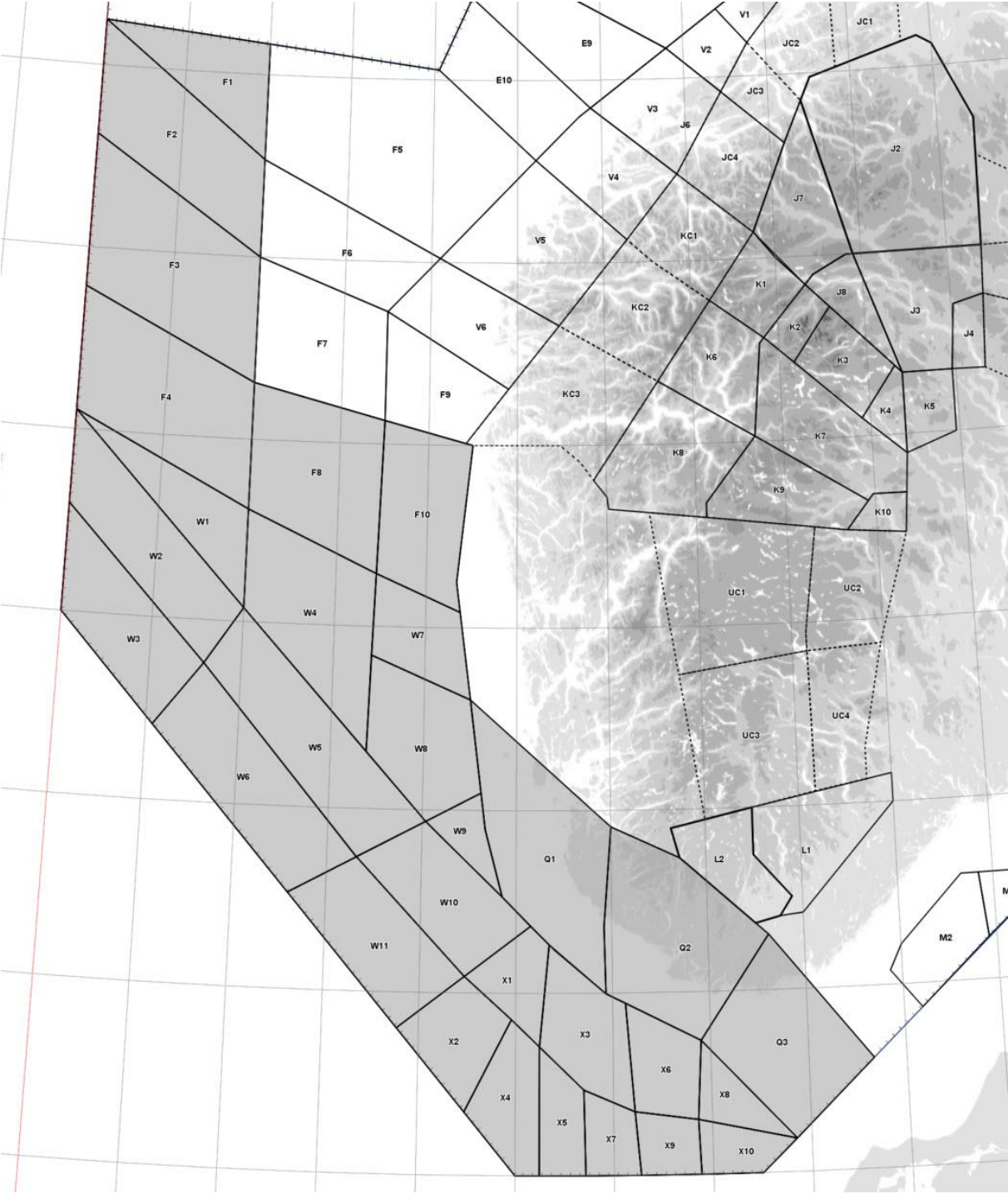
Areas in yellow (JC1 – JC4, KC1 – KC3, IC1 – IC3, UC1 – UC4) can only be requested and allocated for exercises, see the AMC procedure paragraph 2.4.



4.3.9

Areas shown in grey below requires pre-coordination between the AMC and the AA before an airspace request is submitted. The number of areas and their vertical limits

shall be negotiated and agreed upon by the AMC and AA in each case. Exercises shall be coordinated in accordance with the procedure paragraph 2.4.



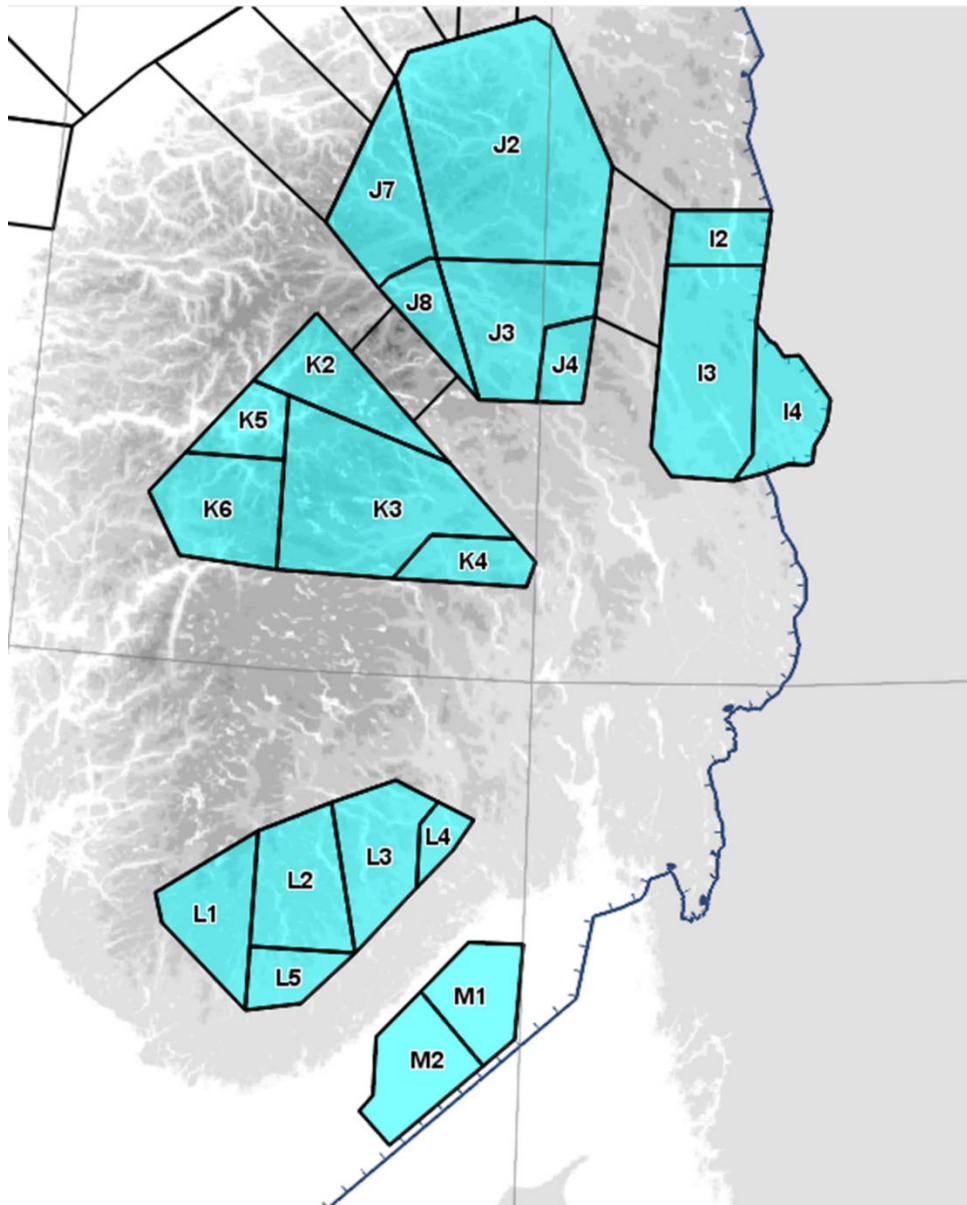
4.3.10

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

** 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.*

When BELGU holding is needed civilian priority applies and J4 shall be handed back to ATC within 10 minutes.

When ADOPI holding is needed civilian priority applies and K shall be handed back to ATC within 10 minutes.



5. Transit of non-participating traffic through active TRAs and reallocation of AMC manageable D-areas

In cases where an active AMC manageable area prevents a hospital flight or flights in a state of emergency a required routing, priority shall be given to said flights. This can be achieved in two ways depending on the type of area.

As described in ERNIP Part 3 section 2.3, non-participating traffic may be facilitated through an active Temporary Reserved Area (TRA). Prior coordination shall be carried out on Level 3 to ensure flight safety of the transiting traffic, taking into account the activity within the TRA in question.

For AMC manageable D-areas the allocated area shall be handed back to ATC. A new area will be allocated to the military, ensuring that the relevant flights remain segregated from the training area.

Detailed procedures for both methods 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 Polaris ACC.

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

7. Air Traffic Flow and Capacity Management (ATFCM)

7.1 General

None of the measures listed in paragraph 7 shall prevent ATC from taking any measures needed to ensure flight safety.

Paragraph 7.2 and 7.3 describe 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 relevant supervisor shall then coordinate with AMC to agree upon 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

The relevant supervisor shall, as soon as possible, coordinate with AMC any known problems which may affect upcoming AUP/UUP and agree upon solutions in order to minimize the impact on civilian and military operations. AMC shall include AA in this process.

8. Data collection

AMC shall ensure that historical data as specified in EUROCONTROL Specification for the Application of the Flexible Use of Airspace (FUA) PERF-REQU-05 are collected and archived.